

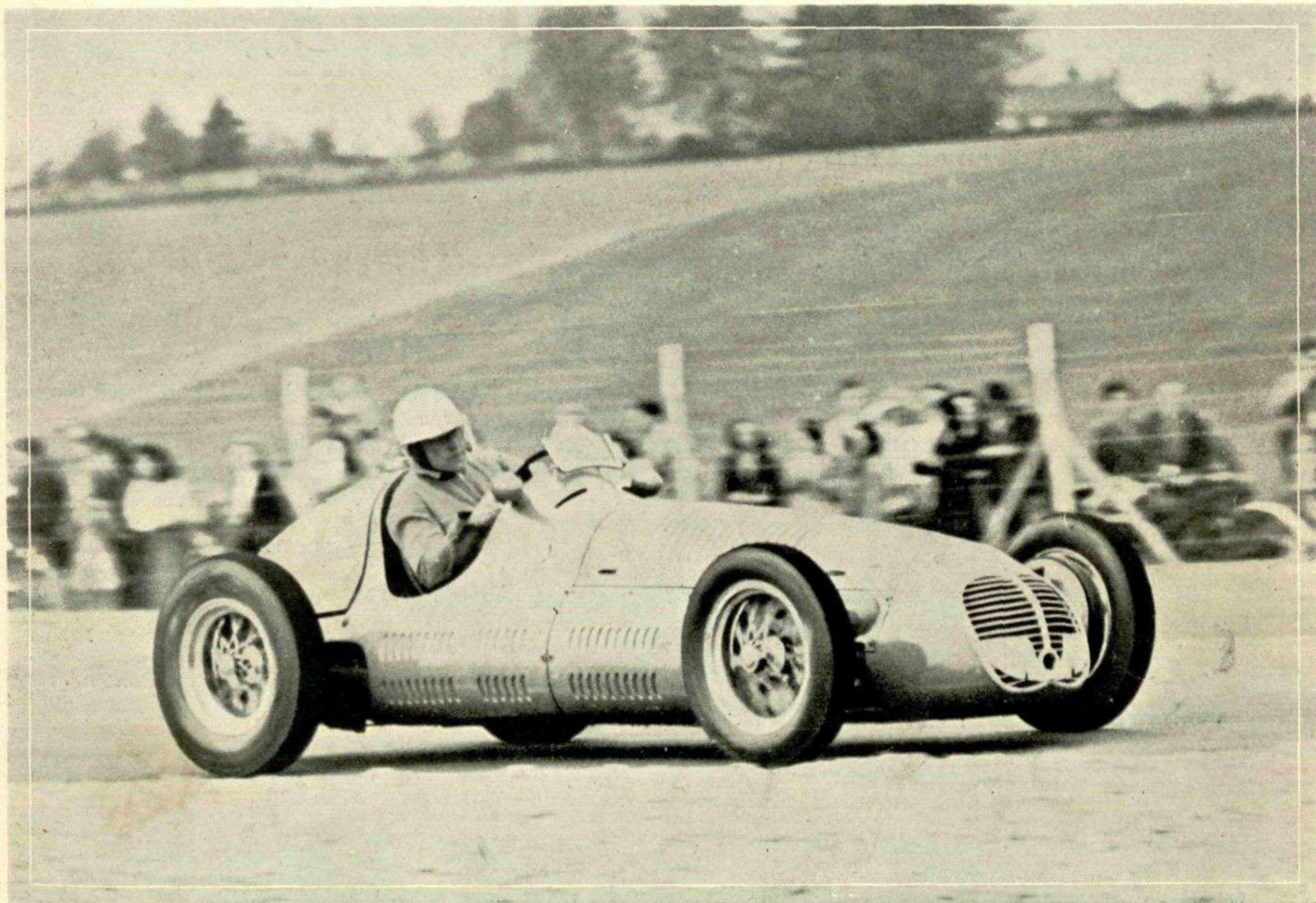
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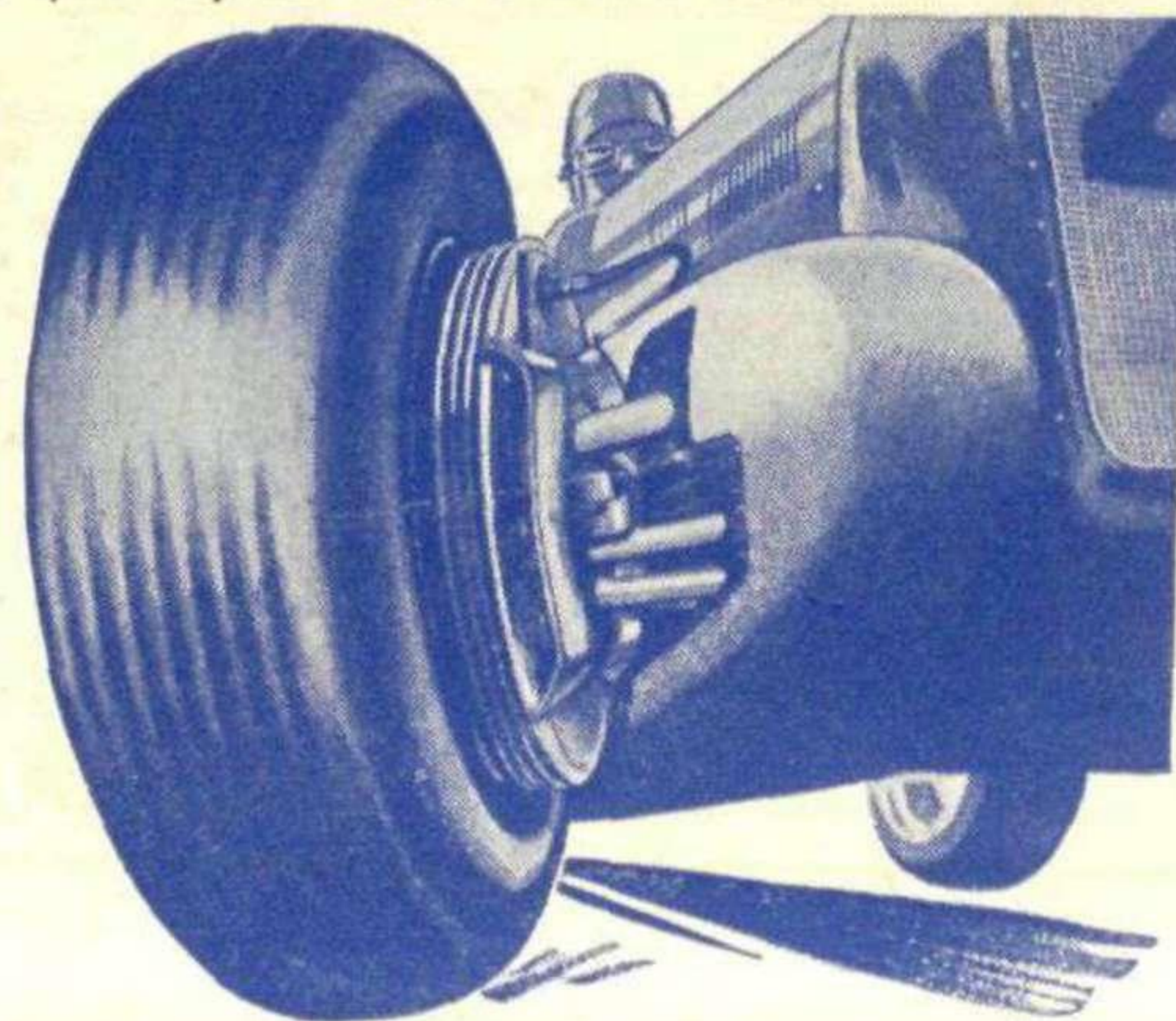
FIRST OF MONTH



TRIPLE WINNER—Reg. Parnell's 4 CLT/48 Maserati, which won the Chichester Cup Race, the Richmond Trophy Race and the Third Easter Handicap at Goodwood on Easter Monday, caught at speed by MOTOR SPORT'S camera.

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MOTOR RACING HISTORY—

APRIL 28th:—

GERARD wins the B.A.R.C. Jersey Road Race

(For Report, see inside back cover)

AND

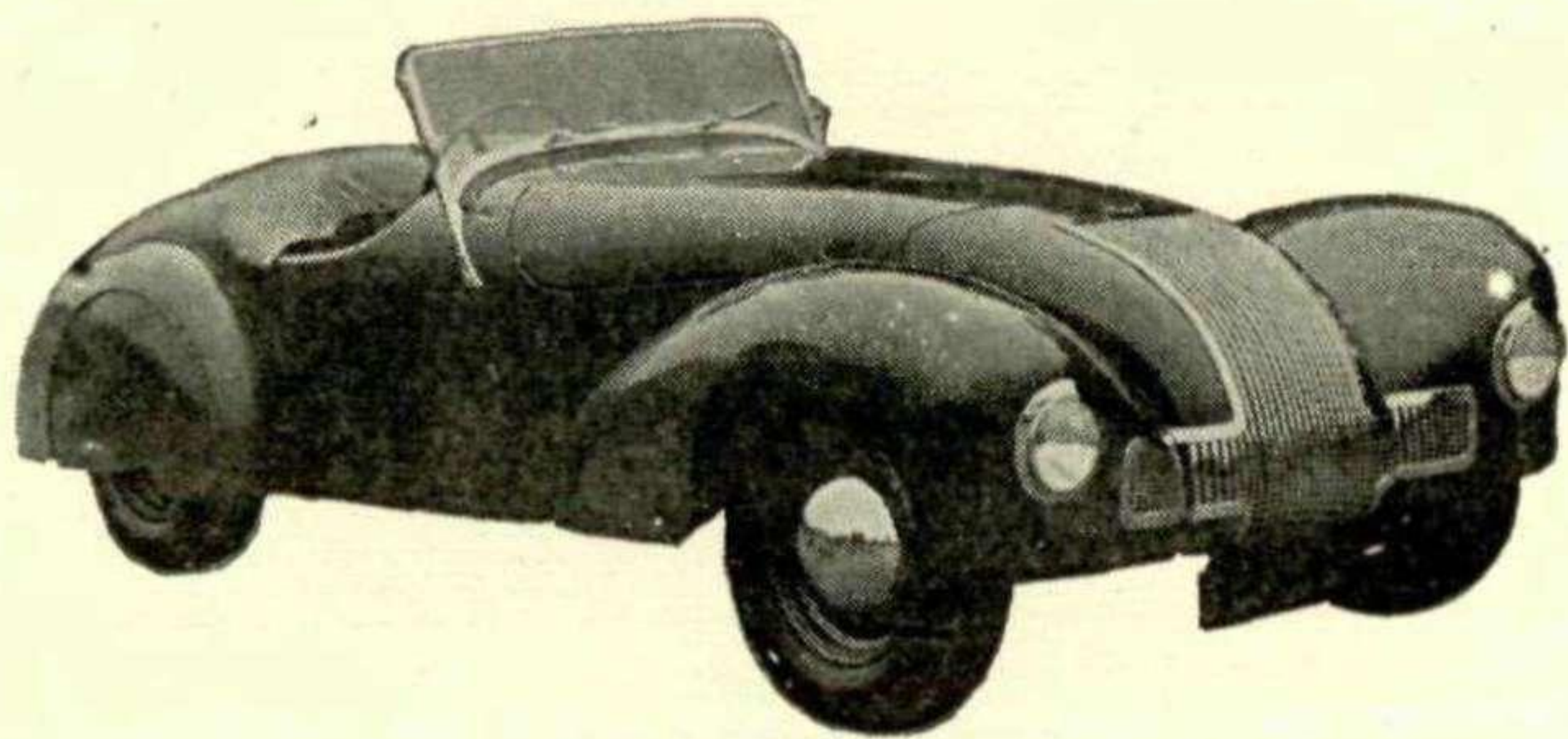
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MATTERS OF THE MOMENT

ANOTHER UNJUST TAX

Many people who spectate at speed venues this year will grumble at the admission prices they will be required to pay. Consequently, rather than take sides, or try to determine whether or not the crowds that pack the terraces above the Madeira Drive at Brighton, line up in their hundred-thousands behind the linked arms of voluntary marshals at Silverstone, or who crowd the paling fences at Prescott, Shelsley Walsh, Goodwood and similar places to watch the fine sport of motor racing and sprinting represent a substantial profit to organisers, we feel disposed to give further publicity to a matter which the B.A.R.C. has already aired in an editorial in its *March Gazette*. This is the matter of Entertainments Tax as it affects motor racing.

Did you know that your Government takes a mere 8d. on every 5s. admission money earned by the promoters of football matches, but that whenever the organisers of a motor race or speed event, or for that matter of any "trial of speed of animals, vehicles, motor vessels or aircraft" receives 5s. in gate money, he is obliged to hand over 2s. 6d. in Entertainments Duty? If you were not aware of this, ponder it when you hand over 30s. for a grandstand seat which might otherwise have cost you 15s. 8d., or when you pay 10s. to stand, very likely in oilskins under an umbrella, in an enclosure to which the admission charge could have been 5s. 8d. Indeed, the motor race organiser might well have been a decent chap and knocked off the odd pence. As it is, he has to double any return he deems essential to solvency, success or profit in order to pay the Piper—and, as a car owner, you should be fully alive to the fact that the Piper also has 9d. on every gallon of fuel you buy, 25s. for every rated horse-power of pre-1947 cars, imposes a severe purchase tax on the price of new pleasure cars after limiting their use to a microscopic 90 miles a month, and makes you pay the fee if a doctor is called to any case in which your car is involved, regardless of the Law entirely exonerating the driver from blame. He even requires a driving licence to be renewed (mit cash) every three months unless you have passed the official driving test, to do which you join a long queue.

Reverting to Entertainments Duty as it applies to speed events, it should not be forgotten that a specially-reduced rate came into force in June last year applicable to all games and sports except those we have referred to above.

It may be some small consolation that this horse-minded, horse-age Government has not released horse racing from the 50 per cent. tax. But it shows poor appreciation of the industry that last year led the Export Drive to impose such a heavy burden on those who wish to see motor cars race, for such spectators constitute a large proportion of the persons engaged in the motor industry and its subsidiary trades and others who use its products for their business and their pleasure. It may even be argued that the proud position occupied to-day by at least 50 per cent. of our motor car manufacturers can to some extent be credited to publicity for their products gained by letting large numbers of people see their cars in action in past competition events. Nor is it only the spectator who is affected, for the lower the admission charges the bigger the "gate," and the bigger the gate the more likelihood there is of reduced entry fees or better prize money for those who engage in the costly sport and science of motor racing. In this present age, alas,

more and more restrictions are being imposed on certain sections of the community. If you resent the 50 per cent. Entertainments Duty peculiar to motor racing and other demonstrations of speed a letter to your M.P. may do more good than you might imagine.

THE SUCCESS OF GOODWOOD—

The feature of an Easter crowded with sporting events was undoubtedly the success of the B.A.R.C. meeting at the Goodwood circuit. A really large assembly of spectators attended, and the racing, still to some extent experimental, can be written down as highly satisfactory. Some criticism has been heard, but, remembering the many storms that Brooklands Track had to weather in the course of a useful life of over thirty years, the Duke of Richmond and Gordon need have few qualms about his new circuit which he intends shall replace Brooklands.

It is true that a small section of the crowd invaded the track, but the Duke's handling of the situation was masterful in the extreme, and those who demanded the return of their entrance money were immediately granted a request that would have availed them nothing, under similar circumstances, at a packed football match or horse-race meeting. Actually, it seems likely that this unsportsmanlike invasion of the course was largely the action of persons who had not paid anything to see the racing.

Unquestionably Parnell's handling of the Scuderia Ambrosiana 4 CLT/48 Maserati was one of the high-lights of the day, and how much that car had in hand was indicated by the way it lapped progressively faster as the opposition increased—Parnell's first new lap record was at 86.4 m.p.h., which he increased subsequently to 87.1 m.p.h. This establishes Goodwood as faster than was Donington or any other English circuit. Other performances that shone with brilliance were the victories of Dudley Folland's Ferrari and of Frank Kennington's Cisitalia on the initial appearance of these cars in racing, and 19-year-old Stirling Moss' win in his V-twin Cooper, undaunted by his recent spell in hospital. But the show which Peter Whitehead put up in his 13-year-old E.R.A. on his first appearance in racing since his injury in an aeroplane accident, in finishing second to Parnell in the Richmond Trophy Race, was perhaps the most commendable drive of all, and one which made the performance of many far more modern cars fade into comparative insignificance. Harrison, too, drove splendidly to finish third in this race in his elderly E.R.A., and Tony Rolt and Denis Poore handled their Alfa-Romeos with spirit.

These short Brooklands-style races please spectators and competitors alike and certainly much of the anxiety experienced on account of the loss of Brooklands has been appeased by the advent of Goodwood.

—AND A WISE DECISION

As we state above, the Easter Goodwood Meeting was a success from the viewpoint of the competitors and the majority of the spectators. But some people in the public enclosures and in the lower tiers of the grandstands have since complained of not having been able to see the racing, and these complaints, coupled with the fact that the fencing proved inadequate to quell the invasion of a hooligan element, have caused the B.A.R.C. to

announce that its Whit-Monday fixture is cancelled. Improvements are to be put in hand but these will take time, and the next Goodwood meeting will not take place until September.

This must have been a hard decision for the organisers to make, but it is a wise one. If any criticism of the B.A.R.C. is justified, it is that, after telling its members that sports-car racing must be forgotten until motor-racing had been popularised, it was not prepared for the public support it received on Easter Monday. As a result, a proportion of the crowd left with a vow never to visit another motor race.

Brooklands was called snobbish because it professed to cater for the "Right crowd and no crowding"—but if you are going to bring the masses to a motor-race you must be certain that they can be accommodated properly and that you have control of them. How sensible were the spiked iron railings which Locke King had erected at Brooklands way back in 1906—and over which, to our knowledge, the crowd only once intruded, and then only to a localised extent.

In fairness to Goodwood, however, it must be admitted that those who go to, but see little of, races like the Derby or the Grand National do not complain to the organisers or expect their money back, while certainly the attendance at British motor races is increasing. Thirty thousand spectators used to constitute a "big day" at Brooklands, whereas 40,000 or more went to Goodwood, and over 100,000 to Silverstone last October. With the best will in the world organisers cannot be expected to cope with a crowd double or treble that which they expected to turn up, yet, especially when they have burnt rationed petrol to attend, those who are unable to get a good view from approved vantage points are apt to penetrate elsewhere. An accident involving spectators is to be avoided at all costs, but it must be remembered that anyone who disobeys officials or is obviously trespassing is in a negative position from a legal standpoint if he or she is involved in an accident. On two separate occasions cars

at Brooklands unfortunately fatally injured spectators in the enclosures, but that did not lead to a cessation of British motor racing.

We can expect better spectator facilities and stronger fences at Goodwood next September. Meanwhile, we now see no good reason why B.A.R.C. members, many of whom staunchly paid their subscriptions throughout the quiescent war years, should not be allowed a club meeting at Goodwood on Whit-Monday providing the public is not admitted. It will be a thousand pities if this excellent circuit lies idle throughout the summer months, and members of the B.A.R.C. should press John Morgan strongly for a resumption of those enjoyable club races and high-speed trials which were a feature of J.C.C. programmes pre-war and also for day-to-day testing facilities such as existed at Brooklands for a quarter-of-a-century.

BRITISH GRAND PRIX PROSPECTS

From amateur (and exceedingly good) short-distance racing at Bristol and "professional" short-distance racing at Goodwood, thoughts turn to long-distance racing, one's appetite for the R.A.C.'s 300-mile British Grand Prix at Silverstone effectively whetted by the B.A.R.C. race at Jersey.

Long-distance racing has a particular appeal, enabling spectators to study the tactics of rival *equipés* and to watch skilled work in the pits and it will be interesting to see whether last year's splendid six-figure attendance at Silverstone is repeated on May 14th.

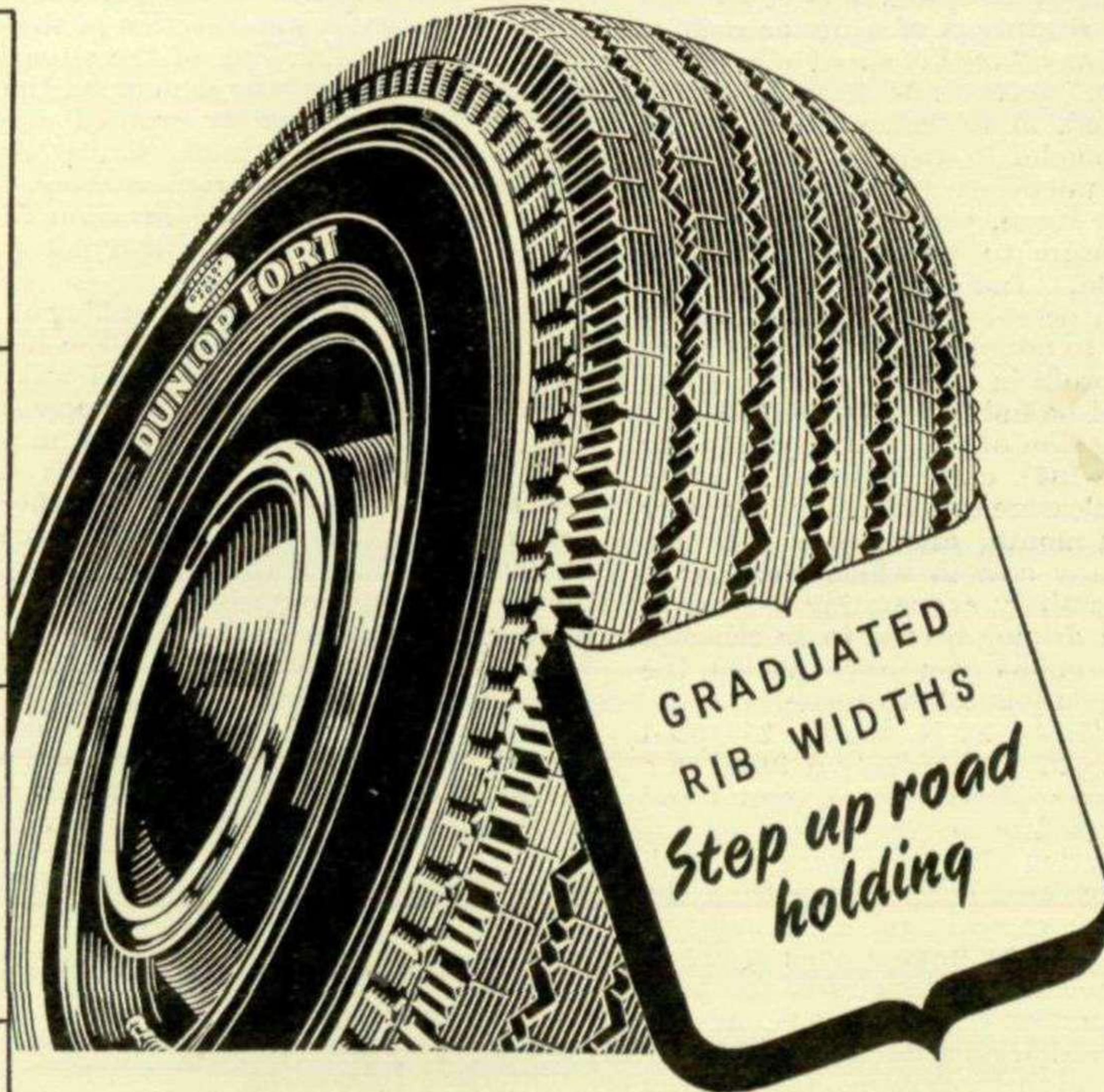
As we close for press, entries include :—Parnell and Ashmore (Maseratis), Whitehead with a "works" G.P. Ferrari, possibly some additional "works" Ferraris, Villoresi (Maserati), Chiron (Talbot), Mathieson (E-Type E.R.A.), Mays with an unspecified car, Gerard's, Ansell's and Walker's E.R.A.s, R. Ansell's Maserati, etc. The Alfa-Romeos will *not* run.

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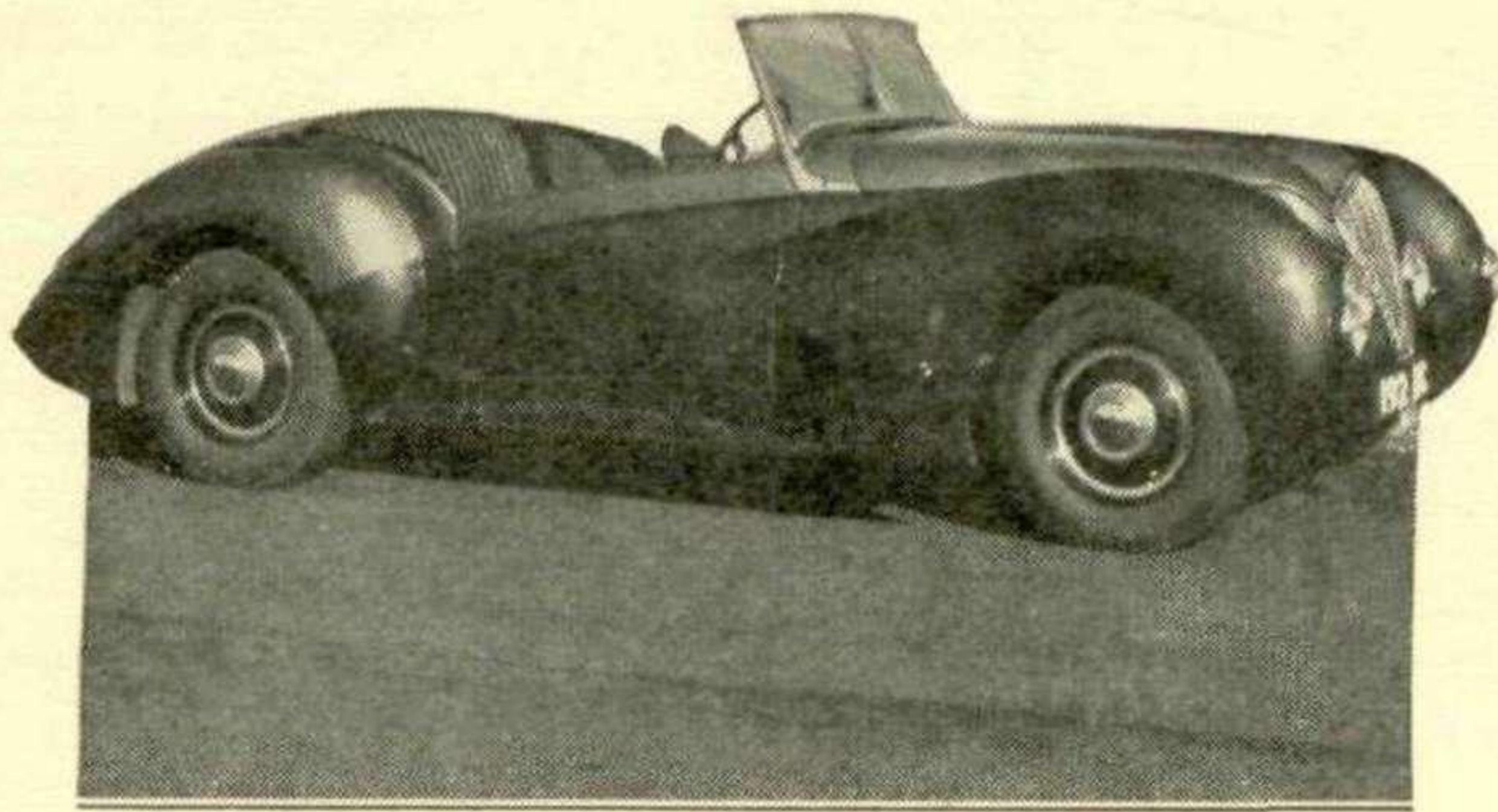
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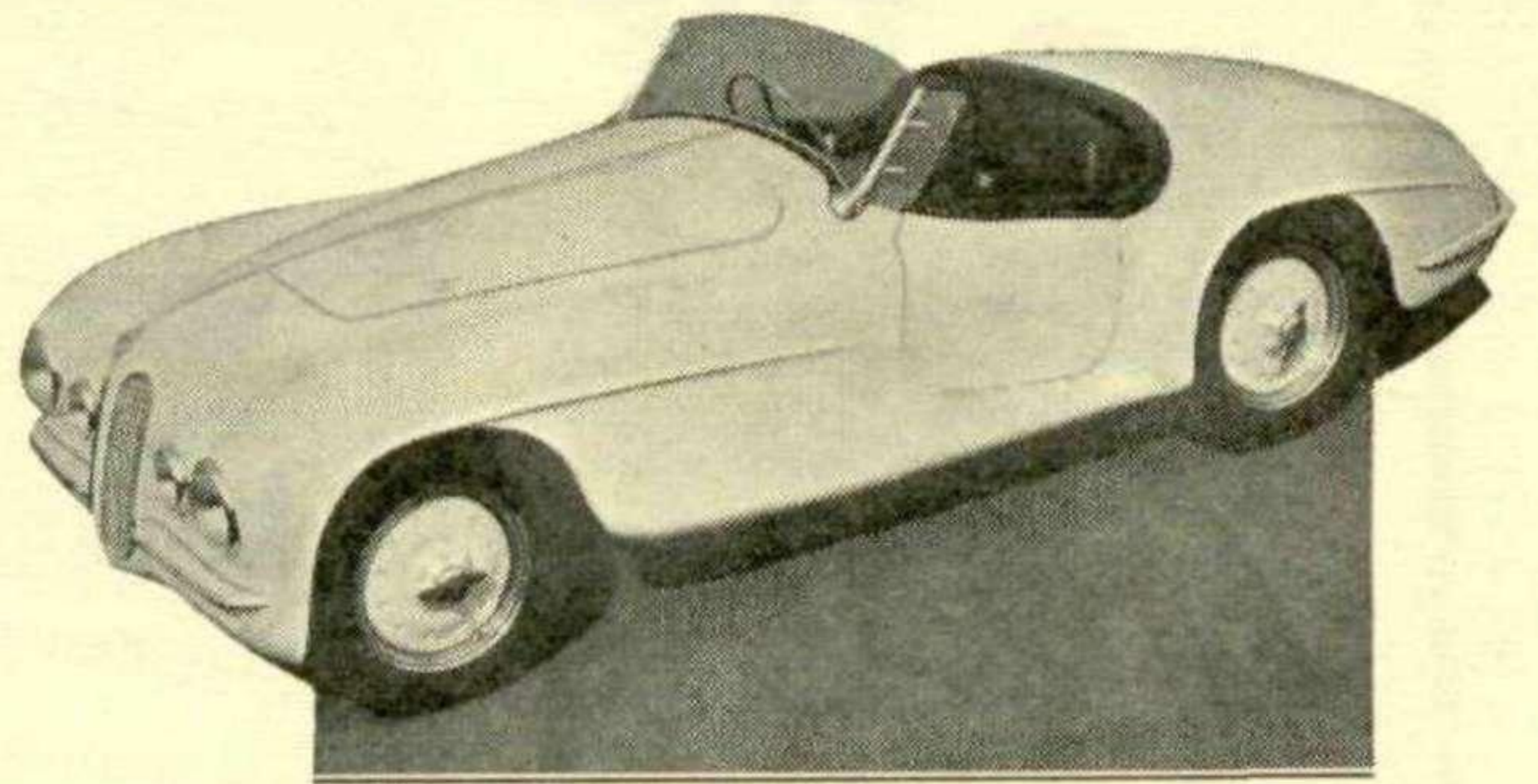
DUNLOP TYRE

THE WORLD'S MASTER TYRE

THE POSITION OF THE SPECIALIST CAR



The Healey Roadster.



The "High Speed" Frazer-Nash seen here with Superleggera bodywork.

A WELL-KNOWN picture paper recently drew attention to the fact that in the fields outside Coventry 1949 cars are standing idle, because export sales have fallen short of expectations. It illustrated its article with a picture of a considerable number of Standard "Vanguards" standing in the open exposed to the elements. Certainly Standards recently released nearly 2,000 work-people and it is said that the slump is being experienced by other Coventry mass-production plants which undertake the production of motor-cars for the masses. This is a most unfortunate and serious state of affairs, to which the President of the Board of Trade and the Chancellor of the Exchequer should give undivided attention. We must hope and pray for an improvement in the near future, for this approaching crisis will affect everyone, whether or not they have ever driven or ridden in a motor-car.

It is true that more new cars may be released for the home market—although recent Government pronouncements suggest otherwise—and that if this comes about, second-hand prices will continue to fall sharply, so that elderly sports cars and the lesser vintage vehicles will be within the reach of the more impecunious enthusiasts. As an aside, it may be remarked that a reduction in the prices of certain classes of used cars would be opportune, for, although such prices are lower than they were, they are still absurdly high. We are still asked too frequently to pay higher-than-new prices for cars that have seen some twenty years' hard service and which, in 1939, were valued at half present prices. The British pound may have

lost much of its value during the last ten years, but, remember, pre-war cars have, in the meantime, either deteriorated in storage or seen a further decade of hard usage!

To return to the main purpose of this article, the reason why fields around Coventry are well-filled with utility-type cars is not readily apparent and may be associated with a number of factors.

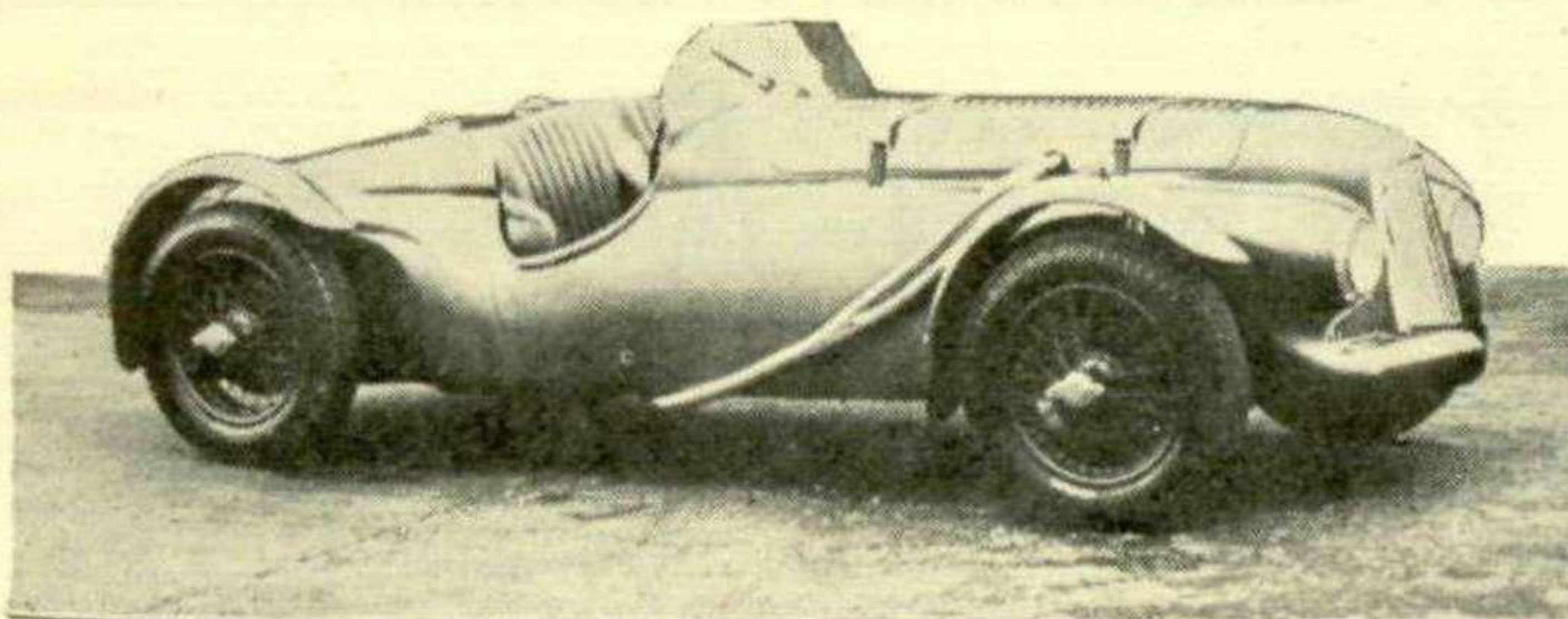
Until now we have not been afforded an opportunity to carry out one of MOTOR SPORT's detailed and searching road-tests of a Vanguard, and so we cannot fairly comment on this car or take heed of the letters, both of praise and condemnation, that we receive from those who *have* sampled it. Certainly varied reports reach us of this much-discussed newcomer and one eminent writer has seen fit to say of it that it was the fastest car from point to point across the Continent which it had been his good fortune to drive! We hasten to assure those readers who urge us to test a Vanguard that at last we have been promised a Press-car so that a test-report should appear in an early issue.

We have, of course, always realised that to compete with the highly-organised American industry of mass-produced automobiles would be no easy task. Whether our ambitious and generally excellent utilitarian cars will make the grade is a very topical and troublesome problem and, if they do not, British technicians will not be to blame. But what *is* certain is that the world's markets are wide open to the individualistic cars

produced by the smaller British manufacturers.

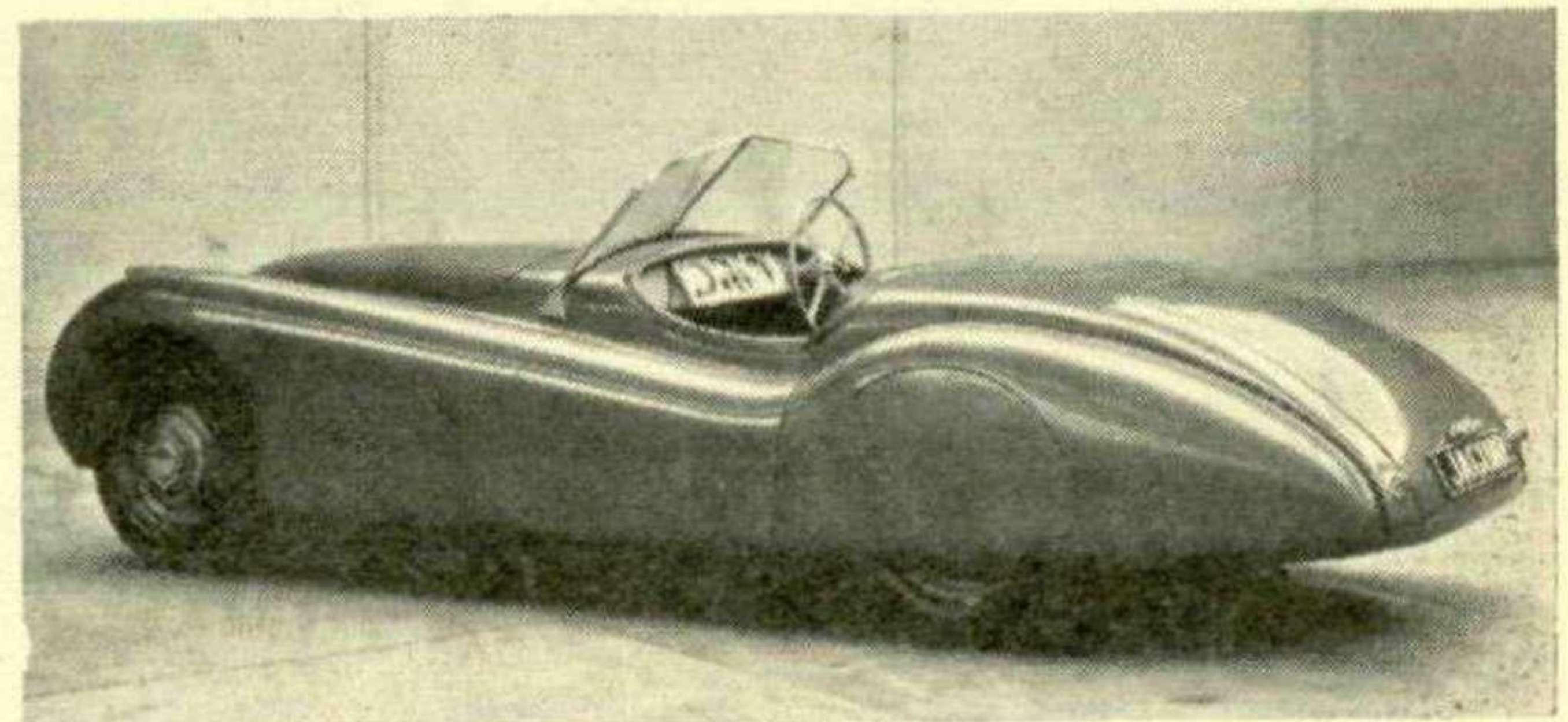
At one time the Government debated whether such manufacturers should be allowed to continue production, or whether they should be squeezed out of steel, and therefore existence, in favour of the six big producers. Fortunately, this crippling of our trade in specialist cars never came about and they survive to bring us worthwhile dollars, even if their combined sales never approach that of the 200,000 or more cars exported last year by the bigger mass-production factories.

Such firms as Allard, Aston-Martin, Bentley, Bristol, Daimler, Frazer-Nash, H.R.G., Jaguar, Jowett, Lagonda, Lea-Francis, Rolls-Royce, M.G., and others of this kind can look forward to sustained export sales, no matter what is the reaction of overseas markets to our more ordinary cars. The convenience of the Allard, allied to its vivid acceleration and ample servicing facilities, scarcely requires emphasis. The impeccable everyday year-in and year-out high performance of the Mk. VI Bentley renders it the ideal of many business executives and heads of industry who find rapid, effortless transport essential. The Mk. V Jaguar offers similar qualities in considerably more economic form. The dignity of the Rolls-Royce is respected all over the globe and the Daimler offers this quality, together with unexpectedly "sports-car" handling qualities and the undeniable attraction of the clever fluid-cum-preselector transmission. The Jowett Javelin offers compactness with good performance and modernity.



The Aston-Martin "Spa Replica."

[MOTOR SPORT copyright.]



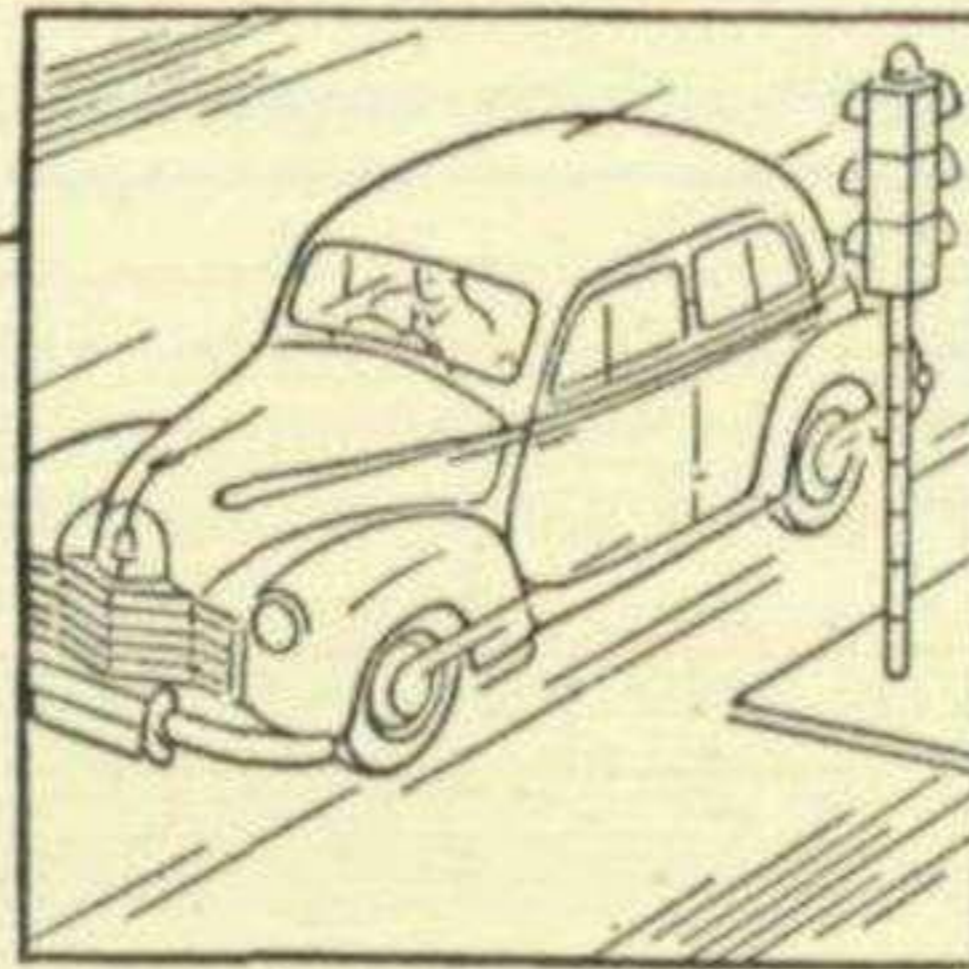
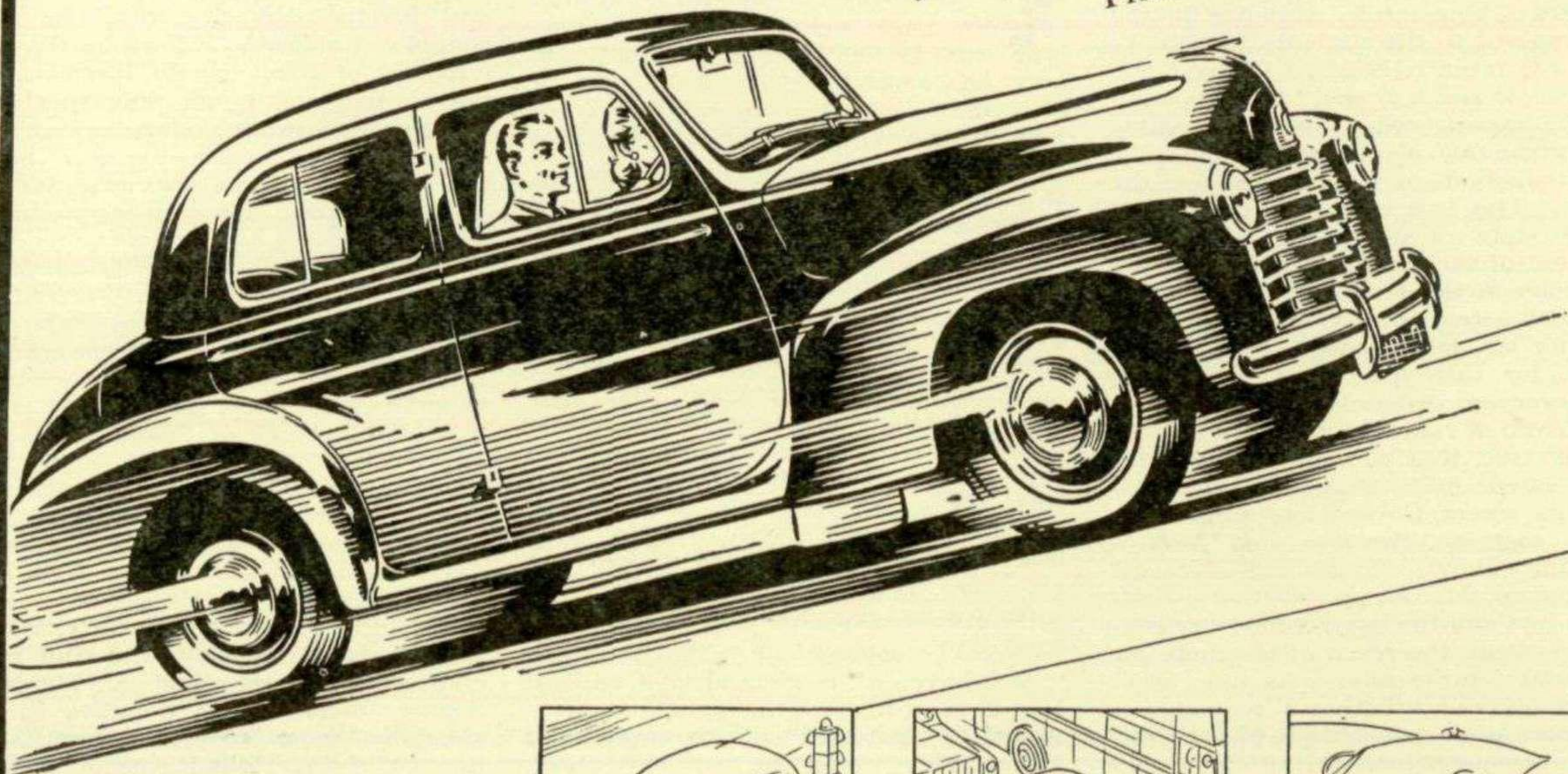
The 3½-litre XK 120 twin o.h.c. Jaguar sports two-seater.

on top...

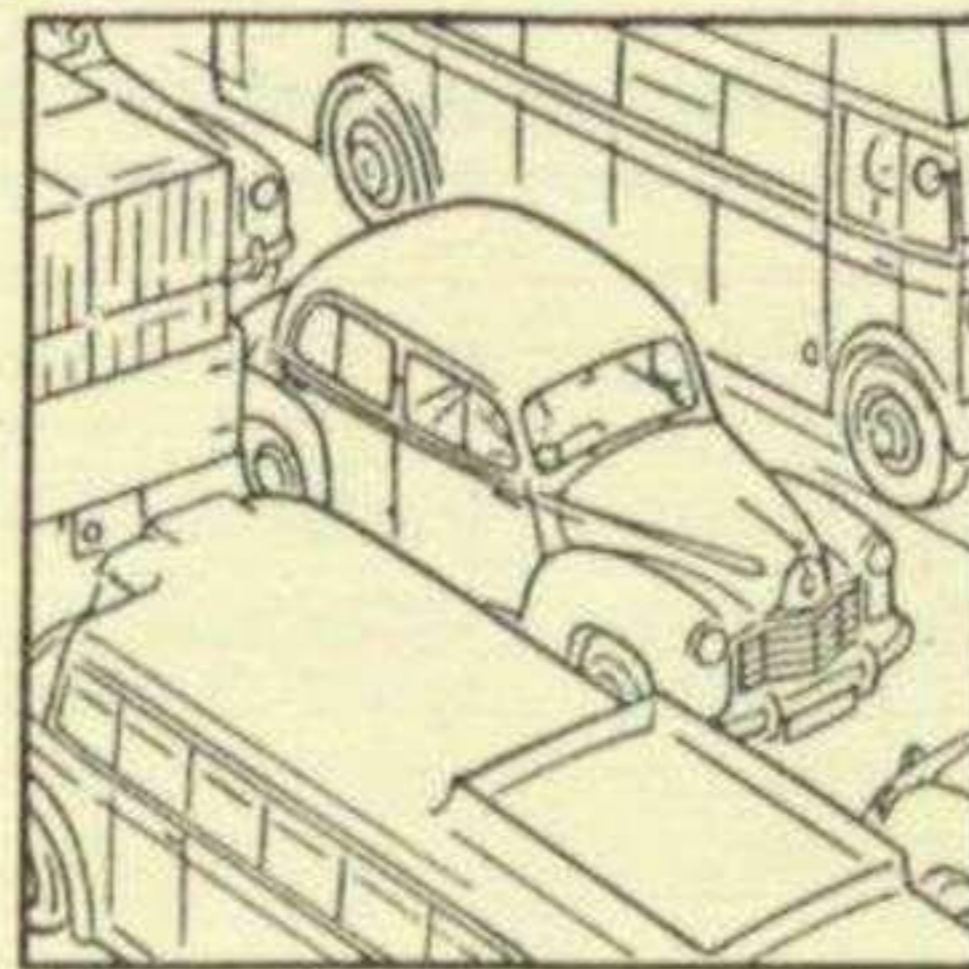
in top

From a standstill to 50 m.p.h. in 15 seconds - that is normal Velox acceleration. But it is in top gear that this 6-cylinder Vauxhall really shows its paces... smoothly gliding in traffic at a little above walking pace, then swiftly and silently pulling away on the open road. Cruising at an effortless sixty - holding a clear 75 m.p.h. when you wish. Taking hills without a change, even when baulked by the car in front. This lively top-gear car sparkles through the whole range of its performance - yet does 25-28 m.p.g. with normal driving.

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Top gear in crawling traffic



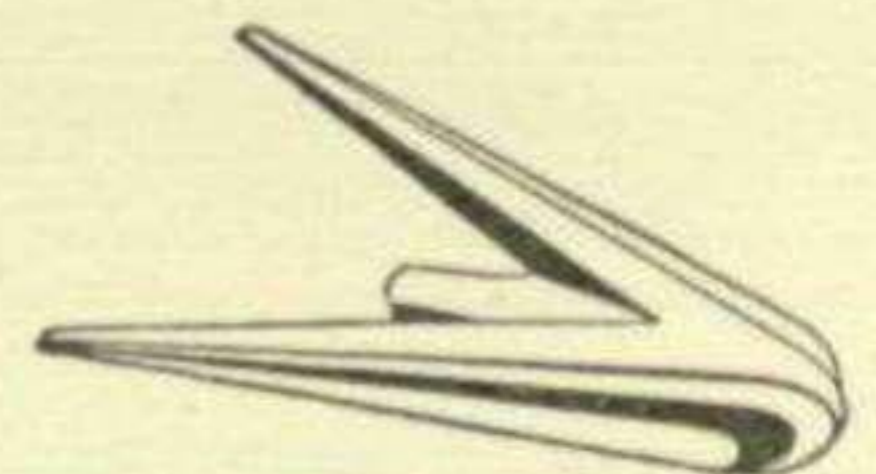
Really big boot for luggage

Companion model is the Wyvern - the outstanding value-for-money car at £350 (plus £97.19.5. P.T.) Both cars are spacious 4-seaters with independent front-wheel springing, powerful hydraulic brakes and gear lever mounted on the steering column.

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[Photograph by L. Klemantaski

TRANSITIONAL STAGE.—Refinement allied to real performance was provided pre-war by this aerodynamic 4½-litre Bentley saloon, in which G. E. T. Eyston covered 114.64 miles in the hour at Brooklands, with a lap at 115.02 m.p.h. To-day it is owned by H. S. Hay, who has entered it for next month's Le Mans race.

The market for British sports-cars is every bit as virile as that for those cars just named, and it is satisfactory that we still have four really fast examples of the genuinely-exciting open high-performance car. They are the "Spa Replica" Aston-Martin, the "High Speed" Frazer-Nash, the Healey and the 2 and 3½-litre "XK" Jaguars. Each of these cars should be capable of exceeding 100 m.p.h. in road-trim, thereby justifying the term "exciting," yet the changed aspect of design during the past two decades is nicely portrayed by the fact that these appear to be eminently practical vehicles, capable of being driven effectively by anyone with more than a nodding acquaintance with the control of fast-moving objects and of being serviced satisfactorily by mechanics capable of such work on any of the better-class cars. Indeed, all save the Jaguar open their valves per push-rod and Jaguar's twin overhead camshaft engine is so buried within the cars beautifully-proportioned wind-defeating bodywork as to suggest that its plugs will not require constant attention, that oil will not be flung on to hot surfaces and that the noise is not such that the manufacturers' one desire is to let it escape at all costs.

There are those who feel sad at the passing of the old-style, tricky, temperamental sports-cars which, by demanding constant attention to such things as rev.-limits and plug grades, tappet-settings and double-declutching, so effectively sifted the leather-coated enthusiast from the merely sporting-owner-driver. Such motor-cars, like conscription, may be regarded as beneficial to young manhood. Time marches on, however, and the American-style engine, large or small, in a softly-sprung lightweight chassis, has proved as fast, or faster, from A to that distant place we call B than the owner-proud sports car that openly proclaims its power and performance to every passer-by. Designers discovered how to push down pistons with race-bred-style horses rather than with cart-horses and the old order changed with this discovery. However, the old-style of sports car is still a cult followed by some and is still encountered in present-day competition events, while the four modern sports-cars

FRESH AIR!

Although the roads of the world are dominated by closed cars, the open car beloved by the enthusiast has not entirely disappeared. Apart from a wide choice of drop-head coupés or "convertibles," the following British makes are still listed as genuine open cars:—

ALLARD (two models), ASTON-MARTIN (two models), FRAZER-NASH (five models), 1,100-c.c. H.R.G., 1½-litre H.R.G., 2-litre JAGUAR, 3½-litre JAGUAR, LEA-FRANCIS, "TC" M.G., 1½-litre M.G., MORGAN 4/4 (two models), MORRIS MINOR, RILEY, SINGER and TRIUMPH.

named seem as exciting to the rising generation as any vintage car does to the vintage-minded.

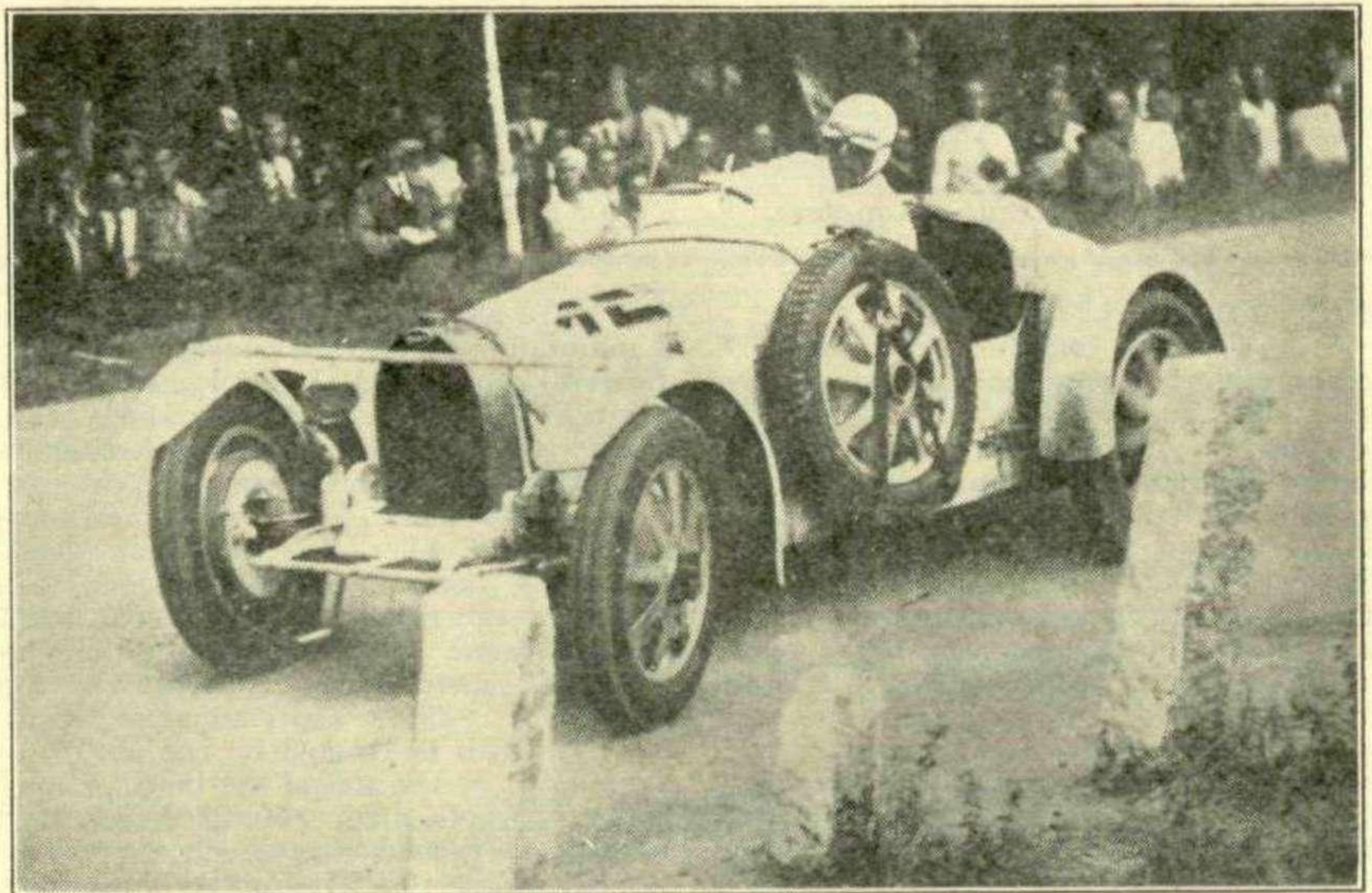
The Aston-Martin proved itself at Spa last year and has recently been adequately dealt with in MOTOR SPORT. The first production model reached the hands of a private owner a few weeks ago.

The Frazer-Nash proved, on brief acquaintance, to have performance of the "steel hand in velvet glove" order, allied to steering and coachwork reminiscent of the pre-war B.M.W. One of the "Competition" models has been sold to two Czech enthusiasts and the Shah-inshah of Iran has one of the aerodynamically-bodied versions. One looks forward to seeing how this car shapes in racing and other events, following its debut in the Targa Florio.

As for the Healey, the manufacturers have assured us that they wish to submit a car for thorough testing and that they intend to let us drive one of the actual Mille Miglia cars immediately it returns to England after the race. This is an experience to which we look forward with keen anticipation.

The new "XK" Jaguar which took Earls Court by storm seems to be captivating America, nor can one express surprise, after appreciating the excellence of its entirely new twin-cam engine (which in 2-litre form propelled Major Gardner's record-car so effectively at 177 m.p.h.) and admiring the car's really beautiful lines. Whether it will exceed 120 m.p.h. on the road as Charles Fothergill, Motoring Correspondent of the *News Chronicle* has predicted, remains to be seen but certainly this Jaguar need not fear competition and one awaits further data concerning it with the keenest anticipation.

The basic price of these four cars comes out at £1,998 for the "Spa Replica" Aston-Martin, £1,975 for the "High Speed" Competition-model Frazer-Nash, £1,500 for the Healey "Roadster" and £988 for the "XK"



THE REAL THING.—The old order changeth, but many will regret the passing of such cars as this road-equipped G.P. Bugatti, being driven by Burggaller in a race at Silesia in 1932.

Jaguar. Even selling in strictly limited numbers, as such cars must, they can bring us in useful revenue and it is highly satisfactory both that this country still makes these genuine sports-cars and that the world is enthusiastic to purchase them.

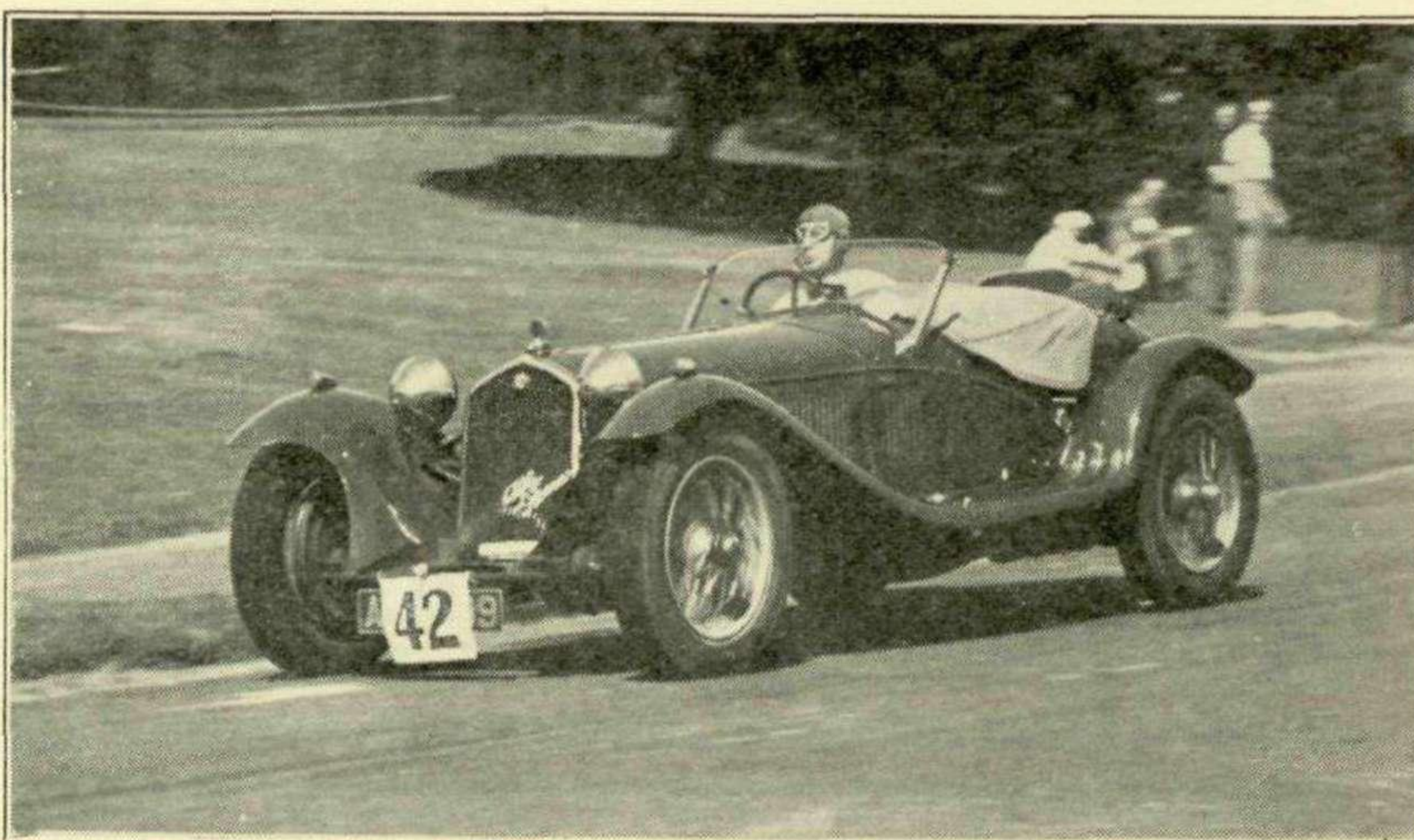
The Trend of Sports-Car Design

ASTON - MARTIN "Spa Replica."

—Four cylinders, 82.55 by 92 mm., 1,970-c.c. Push-rod operated overhead valves, 7.25 to 1 compression ratio, 95 b.h.p. at 5,000 r.p.m. Two S.U. carburetters, coil ignition, Lodge 14-mm. plugs, Auto-Klean oil filter, Lucas electrical equipment. Borg and Beck clutch, four-speed gearbox giving ratios of 3.9, 4.9, 7.3 and 11.4 to 1, divided Hardy-Spicer propeller shaft to hypoid-bevel rear axle. Independent front suspension by trailing arms and coil springs. Coil-spring rear suspension. Armstrong hydraulic shock-absorbers. Girling hydraulic brakes. Dunlop 5.25-18 tyres on centre-lock wire wheels; 15-gallon fuel tank. Wheelbase 8 ft. 3 in., track 4 ft. 6 in.; 5,000 r.p.m. in top gear equals 112 m.p.h.; 2,500 f.p.m. piston speed equals 93 m.p.h. in top gear.

FRAZER-NASH "High Speed."

—Six cylinders, 66 by 96 mm., 1,971-c.c. Inclined overhead valves operated by horizontal push-rods, 9.5-to-1 compression ratio, 120 b.h.p. at 5,500 r.p.m., three Solex carburetters, coil ignition, Lodge 10-mm. plugs, Tecalemit oil filter. Borg and Beck clutch, four-speed gearbox giving ratios of 3.55, 4.61, 7.72 and 12.42 to 1, Hardy Spicer propeller shaft to spiral-bevel rear axle. Independent front suspension by wishbones and transverse leaf spring. Torsion-bar rear suspension. Newton hydraulic shock-absorbers. Lockheed 2 L.S. hydraulic brakes; 5.25-16 tyres on centre-lock disc wheels; 16 gallon fuel tank. Wheelbase 8 ft., track 4 ft.; 5,500 r.p.m. in top gear equals 117 m.p.h.; 2,500 ft. per min. piston speed equals 84 m.p.h. in top gear.



THE OLDER TRADITION.—This "2.6" Alfa-Romeo, being driven by Bagratouni in a pre-war Poole speed trial, may have possessed a tricky clutch and may have called for careful attention to prevent cracked heads due to overheating. But its very real performance and its impeccable, if very light, steering combined with other thoroughbred qualities to make it a highly desirable possession.

HEALEY.—Four cylinders, 80.5 by 100 mm., 2,443-c.c. Inclined o.h. valves operated from two camshafts by short push-rods, 6.9-to-1 compression ratio, 104 b.h.p. at 4,500 r.p.m. Two S.U. carburetters, coil ignition, Lodge plugs, Tecalemit oil filter, Lucas electrical equipment. Borg and Beck clutch, four-speed gearbox giving ratios of 3.5, 4.963, 7.542 and 12.761 to 1, enclosed propeller shaft to spiral-bevel rear axle. Independent front suspension by trailing arms and coil springs. Coil spring rear suspension. Girling hydraulic shock-absorbers. Lockheed 2 L.S. hydraulic brakes; 5.75-15 tyres on bolt-on disc wheels; 13½-gallon fuel tank. Wheelbase 8 ft. 6 in.; track (front) 4 ft. 6 in., (rear) 4 ft. 5 in. 4,500 r.p.m. in top gear equals 100 m.p.h.; 2,500 ft. per min. piston speed equals 71 m.p.h. in top gear.

JAGUAR "XK 100" and "XK 120."

—Four cylinders, 80.5 by 98 mm., 1,995-c.c. or six cylinders, 83 by 106 mm., 3,442-c.c. Overhead valves

operated by two o.h. camshafts, 7-to-1 compression ratio, 95 b.h.p. ("XK 100") or 120 b.h.p. ("XK 120") at 5,000 r.p.m. Two S.U. carburetters, 12-volt coil ignition, Champion plugs, Tecalemit full-flow oil filter, Lucas electrical equipment. Borg and Beck clutch, four-speed gearbox giving ratios of 4.09, 5.59, 8.1 and 13.79 to 1 ("XK 100") or 3.643, 4.98, 7.23 and 12.3 to 1 ("XK 120"), Hardy Spicer propeller shaft to hypoid-bevel rear axle. Independent front suspension by wishbones and torsion bars. Semi-elliptic leaf-spring rear suspension. Hydraulic shock-absorbers. Girling hydraulic brakes; 6.00-16 tyres on bolt-on disc wheels; 15-gallon fuel tank. Wheelbase 8 ft. 6 in., track (front) 4 ft. 3 in., (rear) 4 ft. 2 in.; 5,000 r.p.m. in top gear equals 98 m.p.h. ("XK 100") or 110 m.p.h. ("XK 120"); 2,500 ft. per min. piston speed equals 76.5 m.p.h. ("XK 100") or 79.3 m.p.h. ("XK 120") in top gear.

WHY THIS PRAISE?

—continued from page 157

The performance and handling qualities are above average. It is literally possible to steer with "one finger" at full speed. Over-exuberance on corners causes some rolling, but the tail is not easy to slide, although when it does, it goes quickly. However, slides are easily corrected. The car is sensitive to tyre-pressure and lack of air causes an appreciable increase in roll and some instability when braking hard at speed.

The performance is sweetly and smoothly delivered and the cruising speed is anything up to a speedometer 50/55, at which speed it is quite happy for long periods.

A contemporary gave acceleration figures of 0-50 in 22 seconds and 0-30 in 8, which figures speak for themselves.

The petrol consumption is quite remark-

able and I have found it possible to record a minimum of 35 m.p.g. under the most arduous conditions. Careful use of the throttle pedal raises this to about 45, not exceeding 45 m.p.h. Over 56,000 miles the average was 42 m.p.g.

The sump holds 7½ pints of oil and has a man-sized filler. When wear does ultimately take place, the loss of two pints does not result in a 50 per cent. loss as with some contemporaries, although it is, of course, twice as expensive to drain and re-fill! The engine is long-lived and this is assisted by the use of a hard insert at the top of the bore. I am not sure whether this is still used. My 1939 saloon was not rebored when sold at 56,000 miles, and the oil consumption was then down to about 600 m.p.g. The ride is remarkably level and virtually pitch-free, especially when one considers that the wheelbase (6 ft. 11 in.) is only

5 in. longer than that of the F.I.A.T. "500." It is the more meritorious in that four passengers can be carried quite comfortably. It is also capable of absorbing the rough stuff, too.

In conclusion, the Standard Eight may be fairly ascribed as giving a better ride and a performance in excess of the great majority of its class,

Naturally the longevity of any car depends upon the maintenance it receives and the three Standard Eights upon which these remarks are based have always had decent maintenance. They have lived for the most part in the open and have always been driven fast—but not necessarily hard. They have never seen the inside of a garage except for the fitting of new piston rings and for the aforementioned gearbox trouble. I have never had an involuntary stop. Yet the car is British . . .

RUMBLINGS

Recently we were able to inspect two promising Smith Specials. One of them had, only the day before, won one of the 500-c.c. car races at Brough, in the hands of D. Parker, who found the engine loose and dusty. This car is one which C. F. Smith ran at Silverstone last year, and it will be seen at this venue again, in Parker's hands, on May 14th. The other car is Smith's new 1,000-c.c. mount. It has a tubular rear-engined chassis and transverse-leaf spring-and-wishbone independent suspension front and rear on the Cooper formula, but a slightly shorter wheelbase than a Cooper. The rear axle is de Dion type, and on each side a long tubular locating member runs from it to a pivot on the chassis side-member. A V-twin J.A.P. engine will drive by chain to a Norton gearbox, and a Z.N. differential unit, made in Smith's workshops, will be incorporated in the final drive. Centre-lock wire wheels are used which weigh less than Cooper aluminium-alloy wheels, although they do not, of course, incorporate the brake drums. The latter are, however, of light-alloy, with very deep cooling ribs and the liners bonded to the alloy. Actuation is hydraulic, with the hand brake acting on a sprocket-drum to comply with regulations. Fuel will be carried in two saddle tanks, one on each side of the chassis, each with a capacity of five gallons. The body is being made by Cooper's Garage and rather smaller air-scoops will be used than those favoured by Cooper himself. Newton shock-absorbers neatly mounted at 45 degrees are incorporated in the suspension system. This car is too heavy for serious 500-c.c. racing, but will be run in the J.A.P. at Silverstone.

Reverting to Parker's J.A.P.-engined car, it has normal, not de Dion, independent rear suspension, but is otherwise of similar design. It will be towed to race meetings on its trailer behind Parker's well-known 1939 competition 3½-litre Jaguar two-seater which constitutes his hack-transport as well as his sprint car and which gives yeoman service. One of its non-standard features comprises neatly-mounted, vertical hydraulic-strut shock-absorbers outboard of the front springs.

It should, perhaps, be explained that C. F. Smith specialises in sidecar racing, using his machines for testing the special bearings that he manufactures for J.A.P. engines. Last year he broke the sidecar record at Shelsley Walsh.

A feature of post-war trials has been the success of the small car in a sphere once dominated by Ford V8-**Without Water** engined cars. This has been due largely because enthusiasts have achieved trials-cars of good power/weight ratio by installing Ford Ten-engine units in Austin Seven or other ultra-light chassis. If this trend is disturbing to the big-car owner who craves the trials limelight, it cannot but be heartening to the Ford Motor Company to find that what their V8 engine did before the war their Dagenham-built "Ten" is doing to-day.

Most people who seek to motor in a stirring fashion are fully aware that a good power/weight ratio is the answer. The Allard provides a useful yardstick, because the two-seater weighs about 21 cwt. and develops about 85 b.h.p. and certainly possesses an enviable degree of acceleration. So, says your special-builder, if I can build a car which weighs 10½ cwt. I shall need less than 45 horse-power to make it perform like an Allard. And, broadly, that is correct, although such matters as engine torque and gear-ratios, etc., may enter into this simple equation with disappointing results, on occasion. That, however, is not to gainsay the excellence of almost any car which weighs very little and has a sufficiency of horses under the bonnet. Reducing weight is certainly easier than increasing the horses, and weight removed stays removed (except for an accumulation of mud and road dirt which no enthusiast will allow), whereas the added horses are apt to grow disconcertingly tired, if they do not escape altogether.

Now the Ford Ten-engined lightweight vehicle, 30 b.h.p. and 10 cwt. or thereabouts, has proved potent in trials, special-builders never, and eminently practical. However, special-builders road, rest for long and it seems possible that another form of approach may materialise ere long—doing without water!

In a recent Bristol M.C. & L.C.C. trial there appeared an Austin Seven chassis endowed with an air-cooled flat-twin A.B.C.

engine. One appreciates at once that such engines *may* not be a practical proposition, at all events for trials. They may overheat, tear out the transmission or burst. But are they worth while, purely from the view point of weight reduction? On paper, definitely they are.

The original air-cooled A.B.C. small-car engine, introduced in 1917, was claimed to weigh 65 lb. and to give 25 b.h.p. at 3,000 r.p.m. Later versions of this Grenville Bradshaw creation developed appreciably more power, presumably without much increase in weight. The thought of installing one in an 8½-cwt. car is attractive! We received recently a letter relating to a Douglas water-cooled flat-twin car raced at Brooklands in 1921. The amusing thing was that its power/weight ratio was just about that of the present-day Ford Ten-engined special such as the Buckler or a Dellow. The engine was bench-tested at 31 b.h.p. at 3,250 r.p.m., the car weighed about 10 cwt. with 28-in. wide plywood-panelled, wooden-frame two-seater body and the half-mile was covered at 75 m.p.h., pulling a 4.0 to 1 top gear on 710 by 85 covers. Before this causes sneering at modern specials, it can be added that this Douglas engine, pretty hotly tuned, didn't give so very much more power than a standard bread-and-butter Ford Ten unit, for which Ford's claim 30.1 b.h.p. at 4,000 r.p.m. on a 6.2 to 1 compression-ratio. Moreover, the weight of the Douglas applied with a body that wouldn't, one imagines, survive one present-day trial, and with very tiny-section tyres and the flimsy lamps, wheels, etc., of its day, whereas to-day's specials usually have battery, starter and dynamo, comparatively large-section tyres, heavier wheels and more substantial lamps, etc. Nevertheless, the thought of doing 75 m.p.h. at 3,600 r.p.m. and accelerating as briskly as a modern 30-h.p./10 cwt. special is alluring.

Perhaps, then, the air-cooled engine for trials may yet stage a return. Indeed, there are rumours afloat of a J.A.P.-engined Austin Seven as we write.

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INSTRUMENT MAKERS AND DEALERS SINCE 1907



[Photo by H. G. Green.]

A Ford Ten-engined "special" of the sort referred to in the accompanying discourse. It is S. K. Welfare's Ford-Welfare which won the Clubman's Cup in the recent Tunbridge Wells M.C. Brander Trophy Trial. Observe that this constructor does not believe in "doing without the water"; indeed, on the occasion depicted a liberal amount was being employed in cooling the engine! The car has a cut-down Bedford radiator.

What saving can the "without water" exponents claim? Well, the Ford Ten engine unit weighs approximately 275 lb. with starter and all components, added to which there is the weight of an adequate radiator and another 25 lb. for the 2½ gallons of water that the manufacturers deem necessary to keep it cool; say an all-on total of 320 lb. Now the sort of 1,100-c.c. air-cooled V-twin J.A.P. engine that graced pre-war Morgan three-wheelers weighed, again with all components,

but with a handle in place of an electric starter, a mere matter of 135 lb. Moreover, it developed 39.4 b.h.p. at 4,500 r.p.m. in normal trim. Further comment would seem superfluous! Except, perhaps, to remark that John Bolster's o.h.v. J.A.P.s give over 50 b.h.p. each.

Do not run away with the idea that Ford makes heavy engines. We have taken the Ford Ten for comparison with the J.A.P. because it figures in many highly-successful and potent present-day trials specials. It is actually notably light for this class of water-cooled engine and the famous 30-h.p. Ford V8 unit, indeed, weighs only 534 lb., or 150 lb./litre. Racing engines rather make one gasp in this respect, the weight claimed for the original 6-litre Auto-Union engine being quoted, for example, at 620 lb.

Reducing the weight of the complete vehicle isn't so easy, even if "doing without water" seems to be the answer so far as the engine is concerned. In 1916, when keeping down the weight of small cars was a matter of making them go at all rather than go briskly, a now-defunct paper took a census of the weights of readers' light-cars. The lightest proved to be the then distinctly-spiderly 7-h.p. Jowett and even these, notwithstanding the sparse equipment of those times, turned the scales at over 8 cwt. Most of the flimsy four-cylinder small cars weighed more than 12 cwt. Our own experience suggests 10-12 cwt. for vintage small cars and 8½ cwt. for a certain 1928 touring Austin Seven docked of its hood, spare wheel, front wings, etc., and with 3.50 by 19 tyres. So that to get even a 1,100-c.c. trials-special carrying road equipment, starter, battery and dynamo down to 10 or 10½ cwt. is a very reasonable effort.

To close on the optimistic note with which this discourse opened, i.e., that 45 horse-power and 10½ cwt. spell the equivalent of Allard performance, let us remember that the figure for litres-per-ton-mile is a surer guide to what will happen when you put your throttle-foot down. The figure for the Allard two-seater is 5,250 and the formula by which you can discover the figure for your own car is:—5,025 VG/WR, where V = capacity in litres, G = top-gear ratio, W = weight of car in tons and R = rolling radius of the rear tyres. The last-named figure can be obtained from the tyre manufacturer if the size is quoted.

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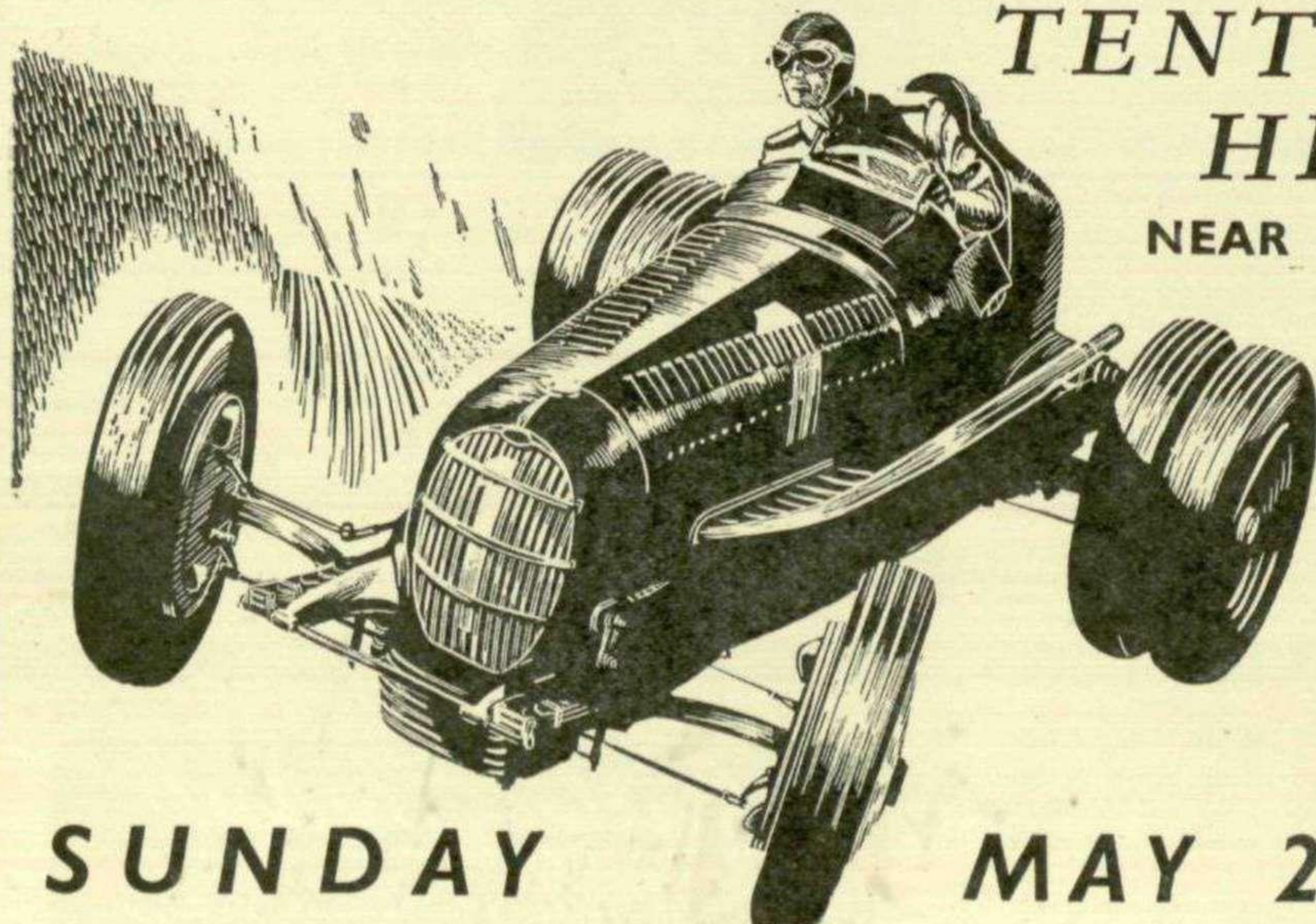
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2/6

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SUNDAY

MAY 22ND 2.0 P.M.



WHY THIS PRAISE FOR THE BREAD-AND-BUTTER CONTINENTALS?

—asks a Satisfied Owner of Three Standard Eights

TO the British enthusiast the charm of the Continental car would appear to lie in direct ratio to the numbers imported into this country. The scarcer the model, the greater the interest.

It is fair to say that due to scarcity of spares and unfamiliar servicing, inevitably the Continental becomes "Enthusiast"-owned—whereupon it often assumes the role of a "sporting" vehicle. It should be borne in mind, however, that these same continental cars are offered to the same class of buyer as are the British family or baby cars. I suggest that when a similar performance is offered from cars of British origin, it is often rejected.

What little experience I was fortunate to have during the war with such impressed cars as Hansa, Borgward-Hansa, Adler, Hanomag, Kdf., etc., led me to believe that the continental car differed from its British counterpart in three main ways—independent suspension, high-g geared squarish engine and cabriolet-type coachwork. In the main the performance was rather harsh and roughly delivered.

The Standard Eight by virtue of its springing, the bodywork available, and its gear ratios is in keeping with the continental idea, and, whilst comparisons are necessarily odious, suffice it to say that for vehicles of the same class and capacity, authentic substantiated performance figures reveal this car to be a livelier performer than most.

In itself, it has neither distinguished itself in trials, nor can it fairly lay claim to be a sports car. Nevertheless, its performance justifies it as the equal of many of the continentals over which you enthuse.

Experience over an aggregate of 90,000 miles with three different cars has bred familiarity with virtue and vice.

The Standard Eight was the first British quantity-produced Eight to offer i.f.s. and drop-head coachwork. The 1939 tourer had reasonable lines and similar seating to the coupé. The saloon, with which my experience lies, was "just another tiddler," but with a difference.

The chassis is conventional, with long semi-elliptic springs underslung at the rear. The front-end has single wishbones of generous dimensions, Luvax damped. No scuttle "float" is evident on the open types, so the chassis can be said to be reasonably rigid.

The weight of 15½ cwt., coupled with a 31-b.h.p. engine, gives acceleration comparable to that usually found in "Tens" and "Twelves" and in normal conditions the speed over 60 m.p.h.

The engine, a simple three-bearing, side-valve unit with aluminium head and a 6.7 to 1 compression ratio, gives off its 31 b.h.p. at 4,000 r.p.m. It is a taxation-cheater, of 57 by 100 m.m., giving a capacity of 1,021 c.c. with an

R.A.C. rating of 8. The post-1945 cars were of 1,010 c.c., losing 3 b.h.p.; this is somewhat offset by the four-speed gearbox.

The rather long stroke offsets itself by the use of a 5.14 to 1 final drive, which whilst seeming on paper to be low, is at all events almost identical to that used by the "TC" M.G. Midget.

The engine runs sweetly and with commendable silence up to its limit. There is no rough spot in its range.

The gearbox, giving ratios of 5.14, 8.63 and 18.75 to 1, provides maxima of

During the past few years **MOTOR SPORT** has published readers' experiences of most of the Continental utility cars that appeal to British enthusiasts unable to run genuine high-performance cars. The F.I.A.T. "500" and "1,100," D.K.W., F.W.D. Citroen, Opel "Cadet," Peugeot 202, Adler, Volkswagen, etc., have duly been dealt with. This has caused A. E. Frost to take up the cudgels on behalf of the British bread-and-butter car, based on his experience of 1939, 1946 and 1948 Standard Eight saloons over an aggregate mileage of nearly 90,000. Regular readers need have no fear that **MOTOR SPORT'S** policy is changing, but the author states a good case and makes some interesting observations, and, therefore, contrary to our usual practice, we are giving space to a perfectly normal, mass-produced British utility vehicle. Whether or not Mr. Frost has successfully stated his case will be proved, surely, by the amusement or irritation with which owners of the aforementioned German, Italian and French cars read his article.—Ed.

over 60, 45 and 15 m.p.h., respectively. The change is simple enough and quite rapid, but the deafest man could hardly call bottom gear quiet, and after 20,000 miles the wear and tear caused second gear to jump out under load, an annoying habit which the usual "cures" checked only for a few weeks.

It is only fair to say that post-war models have a delightfully quiet four-speed box, with a third speed (7.75 to 1), which gives about 50 m.p.h. The change is more rapid and the lever is within inches of the steering wheel.

The steering is Burman Douglas and is light and accurate; the turning circle of 34 feet is in line with that of the continentals.

As there is so little evidence of kick even over potholes, it may be on this account that the steering has been

described as feeling "dead," a criticism often levelled at cars with i.f.s. There is not overmuch castor action, but this has seemingly increased on post-war models.

The brakes are Bendix, 8-in. front, 6-in. with wider linings at the rear. Faulty operation can usually be traced to failure to lubricate the cables. The leading shoes wear appreciably faster than the secondaries, and I halved my re-lining costs (at 36,000 miles) by replacing the linings on the leading shoes only, an apparently effective strategy, although no doubt frowned on by the makers. The brakes worked as well as ever, afterwards. There is some fade in recent models, but this may be due to inferior linings.

Experience with i.f.s. prior to owning the first Standard led me to speculate unfavourably on the probable rate of tyre-wear. However, the track was set parallel when new and altered to ¼-in. toe-in at 20,000 miles. It was then checked every 5,000 miles. This attention was rewarded by sending the first two tyres for retread after 35,000 miles. The others were sent after 42,000 miles and were retreaded by Dunlop. One had to be discarded with a faulty casing. The first two were later replaced with over-size covers, which is not a wise move as the treads foul the underside of the body when cornering fully-laden. I do not consider these figures unusual, for my 1946 saloon showed appreciable synthetic tread after 21,000 miles and my 1948 saloon shows a comparable lack of wear after 11,000 miles.

Wear on the i.f.s. bushes and pins seems neither to affect handling nor rate of tyre wear. Ultimately the tyres rub the mudguards on full lock and the bushes "clonk." It does not require a skilled mechanic to replace the bushes, a job which will not be required until after the 40,000 mile mark—or about every 35 years if you rely on "basic"!

The steel body, which helps stiffen the chassis, remains rattle-free; having but two doors, a general source of rattle is immediately divided by two.

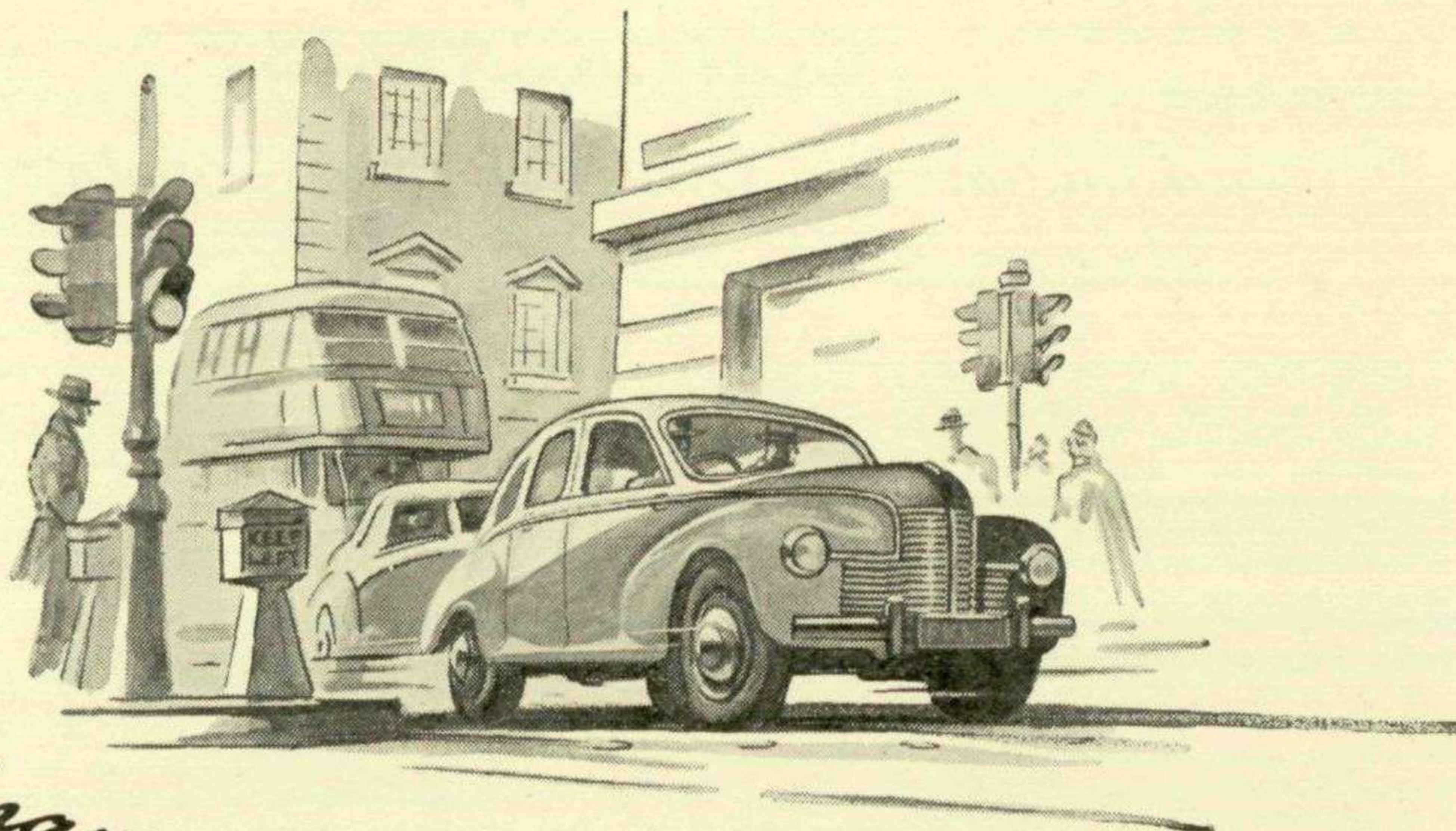
The saloon has a useful bottom-hinged luggage boot, which will take really bulky articles without having to remove them to get at the spare wheel and the wheel-changing tackle.

The popularity of the roof-rack on the continent is surely an admission of poor locker arrangements.

As is usual with modern practice one sits in, rather than on, the car and the high bonnet line adds to this impression. Neither mudguard is visible to a person of medium stature.

The instruments are mounted high up, and easily read. They do include an oil gauge and ammeter.

Continued on page 154



No ordinary car you're driving

When you come to a place where they sprinkle traffic lights about like confetti and the traffic gets snarled up into lumps, you need a car that can . . . phwt . . . you're away.

Steady! This is no ordinary car you're driving. That's a horizontally opposed flat-four engine you're playing with. Compact. Hyper-efficient, with an outstanding power/weight ratio.

Now — the get-away. You're out ahead of the block if you want to be. No jerk. Just power. Smooth and plenty of it.

Touch the brakes and you crawl. All the dip is absorbed by the torsion bar suspension — and road bumps too. You forget them and float.

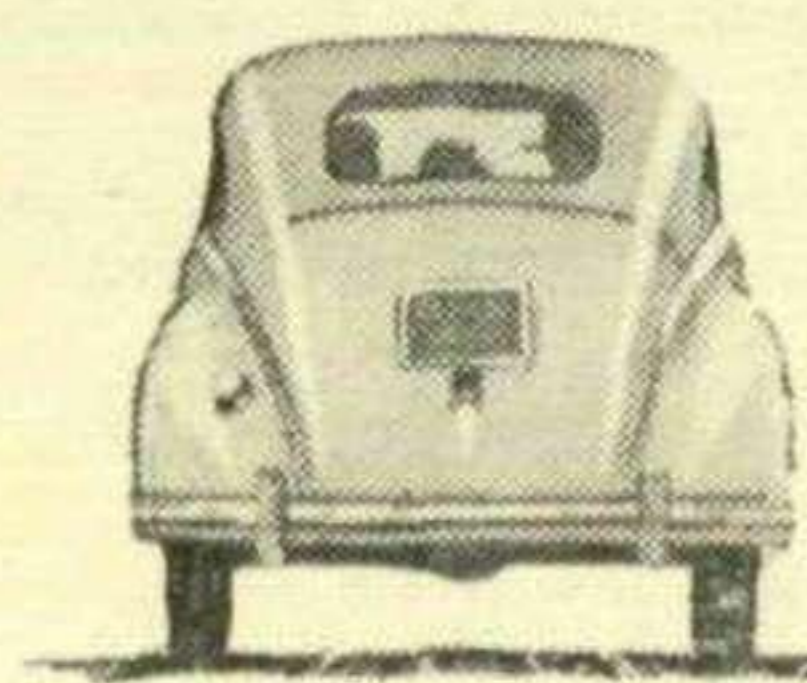
Why, this must be almost a new kind of car they've invented; she seems to sort out the traffic herself.

You wonder what she's like in the country — at the weekend? Well, you've room for up to six — family, friends and luggage. And if you want to do over 75 . . .

This car is a waste of money if you don't care what a car *does*. There's such a lot built into it that doesn't really show until you have it in your hands. Once tried, you'll say 'I'd rather go by Javelin!'

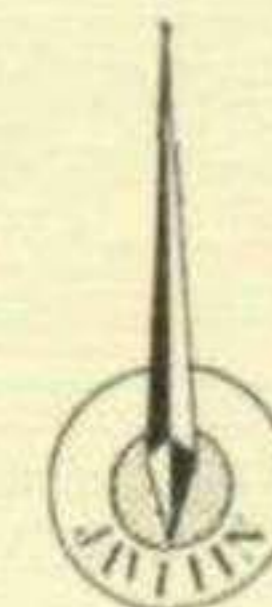
Top speed 78 m.p.h. Acceleration 0-50 in 13½ secs. Horizontally opposed flat-four 50 B.H.P. engine.

** Javelins came 1st and 3rd in the 1949 Monte Carlo Rally, 1½ litre class*



1½ LITRE JOWETT JAVELIN

take a good look when it passes you



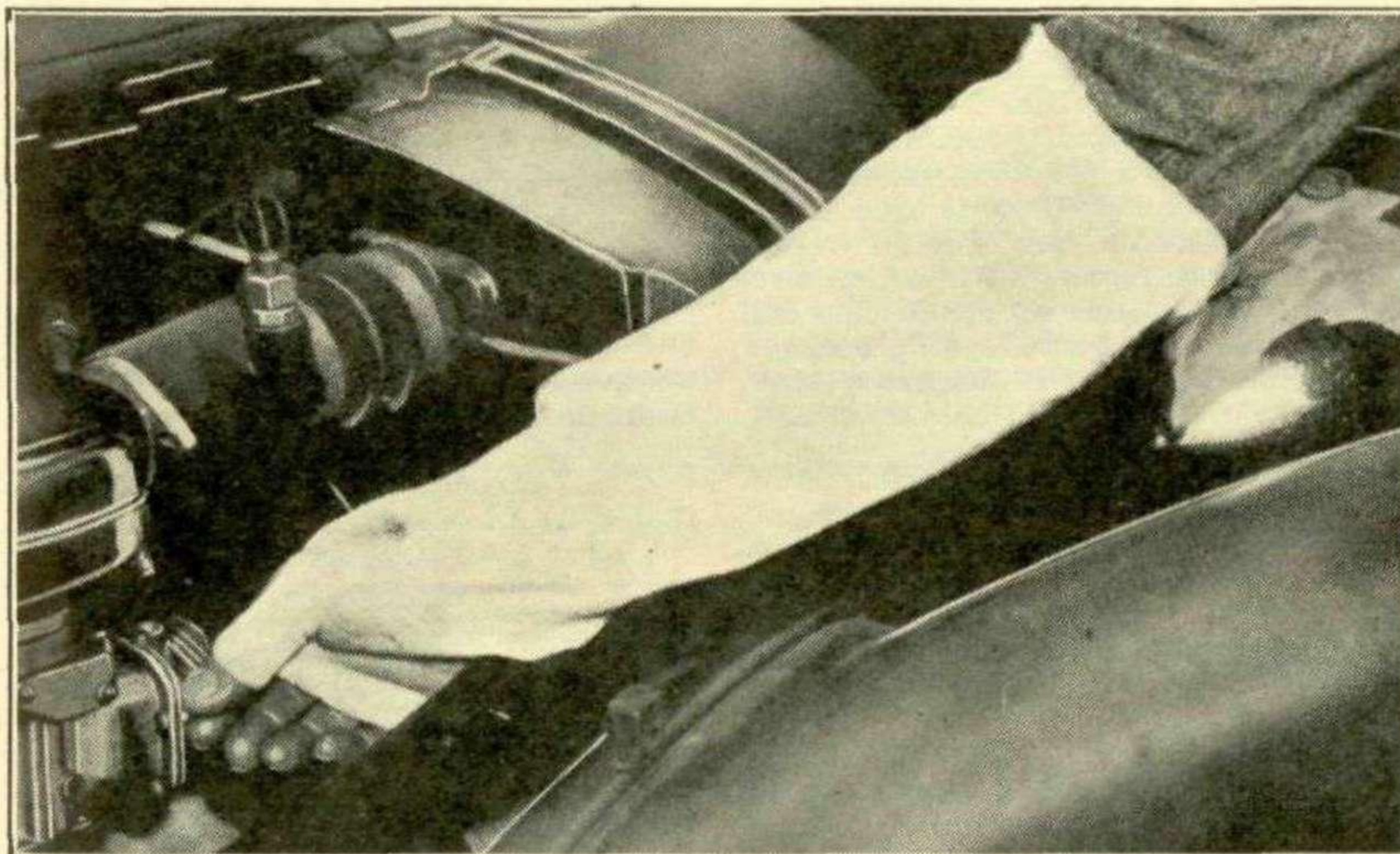
A NEW VERTICAL MAGNETO

The enthusiast is always interested in components which increase the efficiency of his car and has, in the past, displayed a keen desire to replace his coil-ignition distributor with a vertical magneto. Consequently, announcement of the new Wipac vertical magneto, made by the Wico-Pacy Sales Corporation, Ltd., is of considerable interest.

This new magneto embodies the principle of the old polar-inductor magnetos, namely, that it provides an optimum spark at all settings of the advance and retard control. The automatic advance and retard mechanism relies on centrifugal force only, and is without springs, so that it should act accurately and maintain a high degree of efficiency over long periods of usage without servicing attention. Chattering of the driving gear or dog is eliminated by

means of a light spring brake bearing on a fibre disc. Oilite bushes carry the drive shaft, so that only very occasional use of the screw-down greaser provided should be required. The inductor assembly, the journal of which carries the contact-breaker cam, runs in a ball-bearing. Screened h.t. cables or un-screened cables with waterproof grumets may be used, making the Wipac magneto suitable for marine and agricultural work. The output, tested on A.M. ball gaps, is 9,000 volts at 45 to 48 r.p.m., rising to 20,000 volts at over 1,500 r.p.m. This magneto is being produced as a replacement for the standard range of coil-ignition distributors and is priced at £12 10s. Full details can be obtained from the Wico-Pacy Sales Corporation, Ltd., Bletchley, on mention of MOTOR SPORT.

IF YOU HAVE A BREAKDOWN



THE "STA-KLEEN" sleeve-mitt, to keep you clean while making roadside adjustments. The retail price is 1s. 6d. a pair and the makers are Fred Hurlley, Ltd., Keighley, Yorkshire.

EASY STARTING

It is true to say that, no matter how fine, how fast or how rapid on long runs a car may be, it is worthless to its owner if he is unable to start the engine. Having suffered what we consider to be more than our fair share of difficulty in this direction, we recently had a Runbaken "Oil-Coil" fitted to the aged Austin Seven which serves as Editorial hack transport. This, in conjunction with a set of Lodge plugs, provides a certain start on the coldest and dampest mornings, even though the Exide battery has done over three and a half years' hard labour with much abuse.

Apart from providing easy starting, a high-duty coil maintains efficient sparking

at the sort of upper rev.-limit in which sports-car owners indulge. Greater economy is also possible, but only if the plug points are opened out to cope with the ignition of weak mixtures and if the carburetter jets are reduced in size—it is remarkable how many complaints we get that people have fitted an oil-coil, opened out the points, but have found no improvement in economy. The fact is, they have omitted to reduce their jet sizes.

From the foregoing, it will be gathered that we regard the Runbaken "Oil-Coil" as a *good thing*. Interesting details about it are available from Runbaken Ltd., Manchester, 2.

B.R.M. PROGRESS REPORT, No. 3

We publish below another progress report on the B.R.M. Grand Prix team, issued by the Chairman of the British Motor Racing Research Trust Production Committee.

The first car is rapidly approaching its final phase. Towards the end of this month the few outstanding items that remain of many hundreds of parts and sub-assemblies will have been delivered to Bourne. Meanwhile the tempo of activities by Bourne engineers on initial assembly work has increased to keep pace. Substantial progress is also being maintained on the processing of components and sub-assemblies for the second and third car sets.

The first supercharger has undergone its second speed test up to peak revs, and after dismantling for inspection and calibration of test data, the performance results justify every confidence. There are one or two adjustments to be made of a minor character before arranging for final tests, but it is expected that this blower will be fully available after these further tests during the present month. Progress continues to be made on the various components for the second supercharger. Naturally experience gained on initial tests is being applied to the new units.

Many of the small precision components outstanding in our last report have now been completed. The machining of the cylinder heads has also been completed and this unit has been delivered to Bourne. The upper and lower crankcases, after various processes and tests, are now very nearly fully machined, after which they are to undergo special pressure tests. Should everything be satisfactory from these tests they are scheduled for fitting and assembly of bearings, crankshafts, etc., which units are available. Thereafter they are to be directed to Bourne for assembly into the first complete engine. It is planned to have the first engine in the test house during the period to the end of March-beginning of April. In the meantime the second set of engine details is being progressed from numerous sub-contractors in order that this set can be available to maintain continuity of progress along with the first engine. Excellent progress can also be reported on all gears. One complete set of car gears is now available and a considerable amount of fitting is taking place on the respective units.

Three sets of frames have been delivered to Bourne, and fitting of the various suspension units is being done on the first car frame. Preliminary outline on body details has been undertaken and the building programme for bringing together all units for assembly is being closely watched. The first set of gearboxes is now available. Fitting and assembly is well in hand. The second set of machine castings has been delivered to Bourne and machining continues on further sets. The propeller shaft is already at Bourne and the flexible couplings will shortly be available. The second, third, fourth and fifth sets of components are nearing completion for further assemblies.

The preliminary clutch test has proved most satisfactory and this unit is about to undergo very stringent tests which, if still satisfactory, will mean the first set being available for final assembly during this month. Coupling units, pedals and linkage will meet the scheduled date. The first steering box is now available at Bourne and work is proceeding on steering control units to programme. Although the brake unit has not been the subject of a previous report, the first set is already available at Bourne, well within the delivery schedule.

Radiator, oil and fuel tanks are at the moment schemed only, but they are planned to be available to meet the car assembly programme. This also applies to the body panelling.

The ignition distributor unit is now available. Technical decisions on high and low-tension systems have been investigated and appropriate action taken to ensure availability. Wheels, tyres, etc., will also be ready to meet the assembly programme.

The test house at Bourne is well advanced. All ducting, ventilation and insulation work has been completed and motive power for test has been installed. The gearbox unit is in hand and all equipment will be available in readiness for the first engine test.

It will be seen that the concentrated progressing of components on the first car set is almost complete. Succeeding reports will deal more specifically with progress and development at Bourne on the actual building of the first racing car. With a view to seeing that this is carried out to a target programme executive assistance is being laid on from Darlaston. Every possible effort is being made to keep to the programme in order to get at least one of the cars available for racing this year.

Avoiding the Red

Petrol still has to be carefully conserved by many of us, and I think those living in rural areas have an advantage over the town-folk when it comes to the "basic tour." Most country dwellers have back-ways and quiet lanes of which they seldom tire and the traversing of which is a source of pleasure.

For my own part, although I have lived for nearly three years in the same somewhat built-up part of Hampshire, I still find relaxation in exploring the back o' beyond that lies not far away, countryside fascinatingly bisected by numerous lanes and happily isolated from main roads and railways. There is no point in keeping the matter to oneself, equally there is no reason to quote the actual routes followed, which in any case are on the appropriate Ordnance Survey map for all to see. The other day, for example, we set off and in a mere twenty miles encountered many desirable things. A general store, for instance, that might have been 300 rather than 30 miles from London, on the wall of which dignified lettering proclaimed that it had supplied the needs of the village for over 200 years. Continuing, there was a "trial-section" to negotiate, in order to reach a hill-top from which there was a fine view of the otherwise-flat agricultural country of these parts. Not a single hint of modernity intruded, if we excepted jet-aircraft landing, like flies, on a faintly-observable strip of runway at a distant airfield. I am a Londoner bred and born, but not for any of its famous

"sights" or any amount of its hustle and bustle would I have exchanged this lonely scanning of some of Hampshire's typical farmland.

Continuing, there were other discoveries to complete the relaxation of this brief drive. A modern house with ornamental lake dominating its front garden was found facing a substantial brick-built house dating back to 1686.

A little farther on, turning into a deserted road by a spick and span country pub, we came upon a well beneath a moss-covered roof, set up, so a partially-obscured plate informed us, as a gift to the hamlet from a local land-owner who died in 1888. Nor did the names—Long Sutton, South Warnborough, Dippenhall, Odiham—on a fingerpost at the next T-junction, dispel the sense of remoteness already fostered. Retracing our way along sunlit secondary roads with open fields on either side, most of them under the plough, we met merely an occasional farm-tractor in bright paintwork or a hurrying farm lorry, its arduous life proclaimed by the mud and dirt adhering to it. Private motorists, it seems, stick to the "A"-roads and the A.A. through-routes! What a lot they miss. We diverted a few hundred yards up a stony track, to find at the end of it an empty house in good repair, with a ten-acre field for a garden—as we opened the car door to investigate further, two pheasants rose in haste into the afternoon sky. Four miles from our destination we had

to cross a white-washed bridge over a disused canal, a canal sold by auction only a week before, fortunately to representatives of the Inland Waterways Association. There, mere yards from the tow-path, its tarpaulins spread out beside it, stood a massive 1919 Ransomes, Sims and Jeffries traction-engine. It was in steam and we paused to chat with its owner while he rigged a long canvas belt between its big flywheel and the circular saw he uses for cutting trees into firewood. He told us, with a contemptuous glance at a jet-aircraft which was screaming overhead, that, burning wood chippings, his engine costs only 6d. a week to run and that the original water-tubes are still doing service in its boiler. On that note we came home. Less than a gallon of precious petrol had been consumed and although, now that we were back on smooth, hard roads, the speed and acceleration of a high-performance car were enjoyable, down the lanes and tracks, good ground-clearance, efficient suspension and plenty of wheel-grip had been the primary requirements—a Trojan would have been as appropriate as a "TC" M.G., an aged Austin Seven as suitable as an Allard...

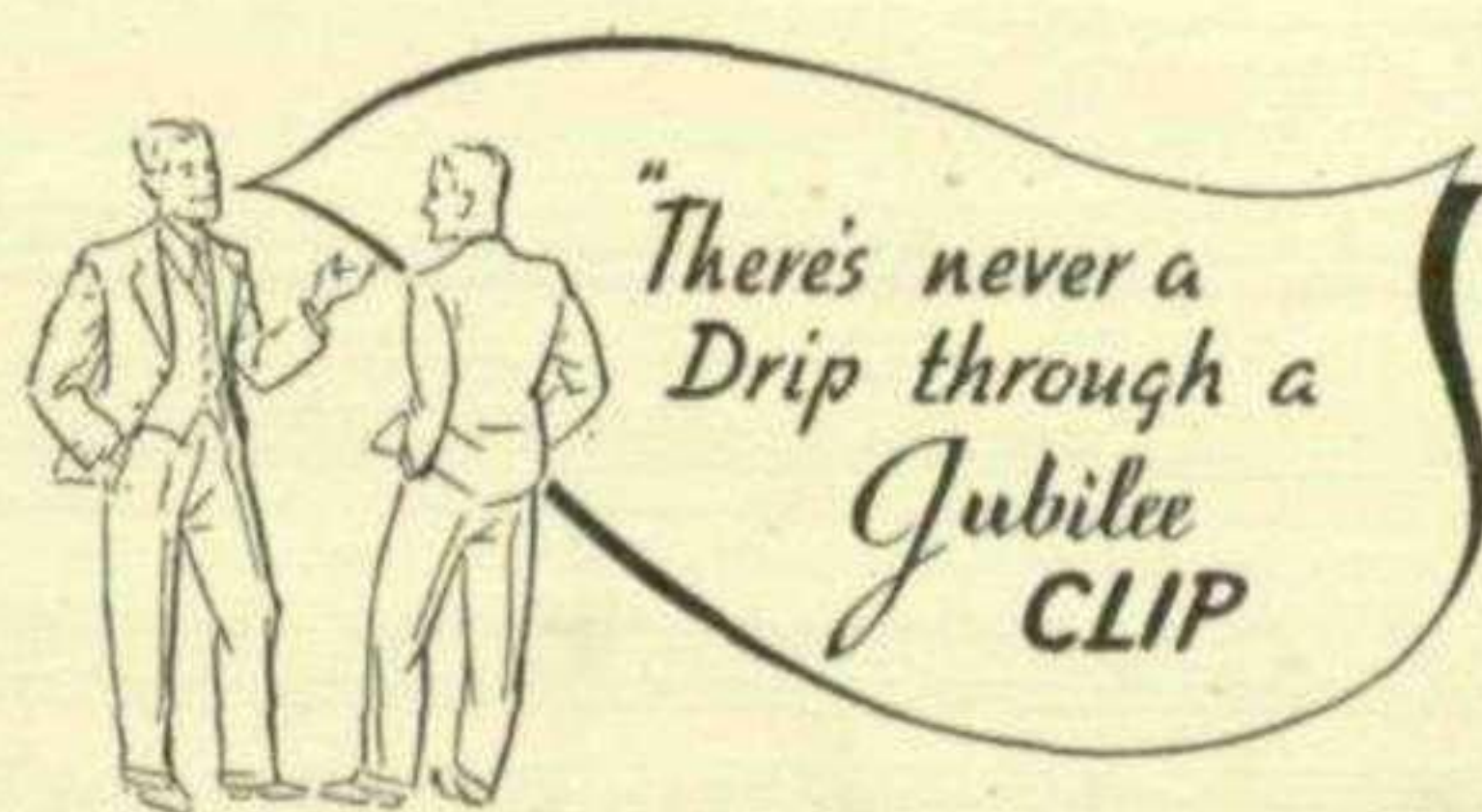
Can it be that this particular area of Hampshire possesses an appeal all its own? Or have other counties as much to offer to those who avoid the broad red lines on their maps and motor mostly along ways shown only on the One-Inch Ordnance Survey?—W. B.

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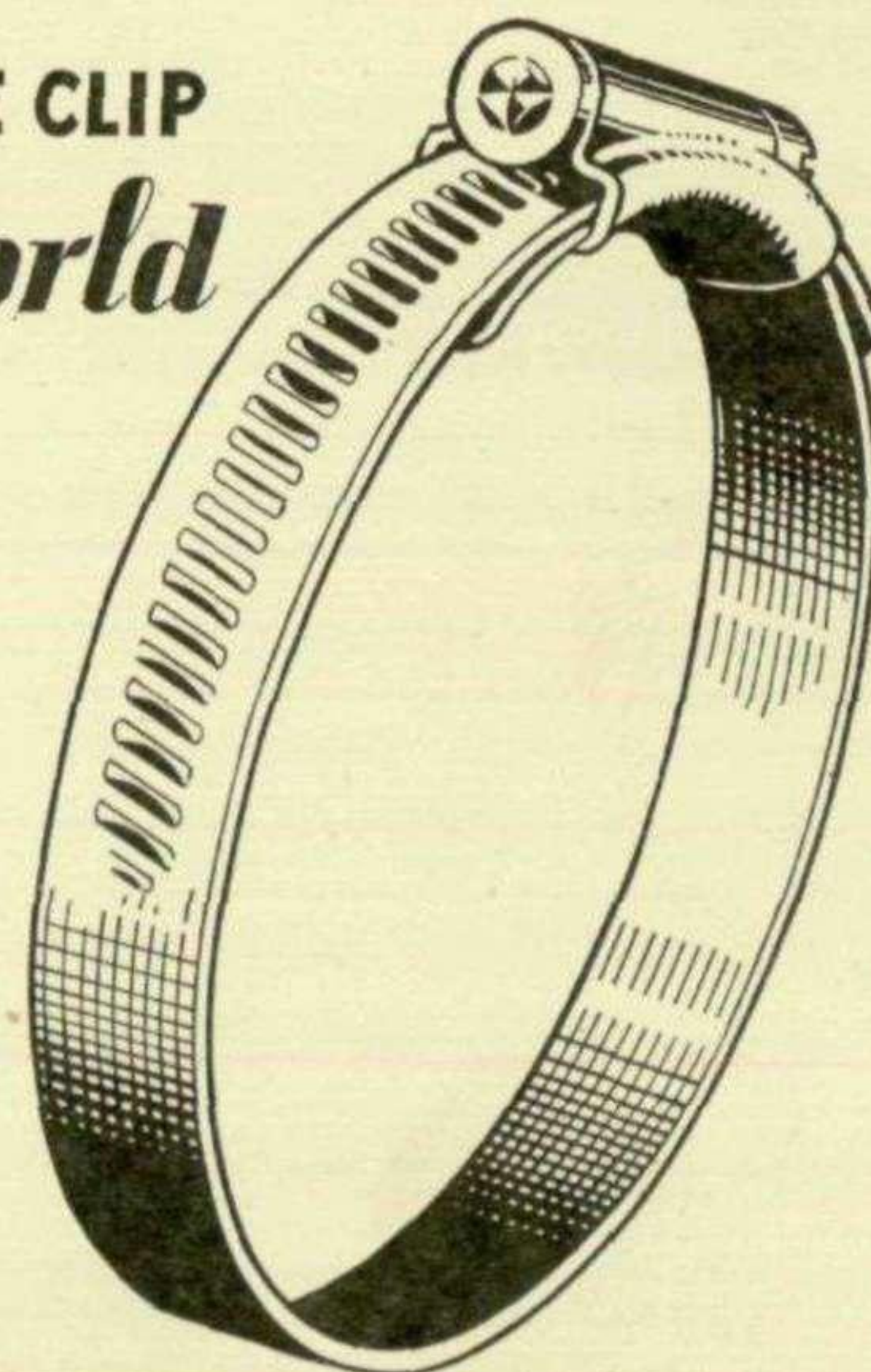
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DUKE PUBLICITY

A READER of MOTOR SPORT who has been so misguided as to peruse my recent effusion about the correspondence in the *Autocar* in 1923 and 1924 on the subject of front-wheel brakes, has pointed out to me that at about the same time there appeared a series of letters, in his view even more interesting, about racing and the development of design. As a matter of fact, I remember this correspondence—in which the leading protagonists were W. O. Bentley and Louis Coatalen—very well indeed; and the only reason why I have refrained from commenting on it all these years is that at the time it engendered a good deal of heat. In these latter days, however, when instead of Bentleys we have Rolls-Royces called Bentleys, and instead of Sunbeams we have Humbers and Hillmans called both Sunbeams and Talbots, the affair can perhaps be properly discussed as history—as a certain maiden aunt of mine once said, apologetically, when she had occasion to mention Nell Gwynne.

Indeed, those were the days for correspondence in the motor journals. There was, I suppose, plenty of paper, and instead of filling up a column of it with the names of all the different sorts of editors, who nowadays, presumably, scramble for what little space there is, the *Autocar*, for one, remained editorially anonymous, and if it had an editor, he was doubtless only too pleased to let other people write the paper for him. In any case, the battle was opened in March by W. O. Bentley with a broadside of one and three-quarter columns; in April Coatalen retorted, in two and a quarter columns, less one quarter devoted to a picture of a Humber, entitled "Surrey in Springtime"; and guerilla warfare continued on into October, when a truce, presumably, was called for the Motor Show. During these seven months a good time had been had by all.

"Racing improves the breed of motor cars"; "the racing car of to-day is the touring car of to-morrow"; these two clichés, declared Mr. Bentley, are "surrounded by a good deal of misunderstanding and nonsense." And after claiming that in fact the designers of touring cars did not adopt the lessons of racing, he wound up by declaring that "the only racing from which a designer can learn anything of real use is the racing of a standard 'production' car."

Now the extraordinary thing is that the first part of this argument would have been perfectly sound, or at least very cogently arguable, if it had been put forward by anyone else but Mr. W. O. Bentley. By Mr. Coatalen, for example. For the remarkable fact, especially at that date, was that the manufacturers of racing cars were pre-eminent in refusing to apply the lessons they learnt to their touring productions. In order to demonstrate this, let us list the makers who by then had won either the Grand Prix or its predecessors, the town-to-town races and the Gordon Bennett contests: Panhard et Levassor, Mors, Renault, Napier, Mercédès, Richard-Brasier, F.I.A.T., Peugeot, Duesenberg and Sunbeam. With the exception of Mercédès, not one of them was producing a standard model which bore as much resemblance to their racing cars as did the products of a number of

SIDESLIPS

by

"BALADEUR"



firms which had never raced special cars. Bentley for example. The Bentley, declared Mr. Coatalen, with a good deal of cogency, "is practically a standardised form of special racing car as used in the Tourist Trophy race of 1914." Did not Mr. Bentley use a high-speed engine, he asked; and four overhead valves per cylinder; and dry-sump lubrication; and a nickel-chrome crankshaft; and quick-detachable wire wheels; and did he not take the thrust and the torque of his back axle through the springs? And did he not do all these things because Mr. Coatalen and others had learnt how to do them on racing cars? Why, he had admitted it himself, suggested Mr. W. L. McCandlish, who had dug up an early description of the Bentley prepared by the firm, in which it was stated that: "the development of the medium-sized and economical petrol engine was immensely helped by the great motor races held, chiefly with that object, on the Continent . . . the Bentley car . . . forms, in fact, a further link in the chain of evolution for which the pre-war racing car and the war-time aeroplane were primarily responsible."

Moreover, by now Mr. H. R. Pope had entered the fray, and in typical manner. "A Bentley owner called on me the other day," he recorded, "in great trouble because his engine was pinking badly, as all engines do if not decarbonised. When I asked him why he did not clean it he told me the 'book of the words' asked owners to send their cars back to headquarters for that work. As my visitor said he wanted to spend the whole summer in France I naturally offered to lend him my mechanic to do the job, which, after all, is a very simple one."

One can almost detect the writer's indulgent smile as he considered the parochialism of a "book of the words" for a car designed "pour le grand tourisme" which could not imagine a journey so far from Hendon that the car could not conveniently be taken back there for the engine to be "cleaned." However, "being curious to read such an unusual instruction book," he continued, "I made myself comfortable in the really beautiful Bentley body and started it. On the first page I came across these words: 'The Bentley chassis contains many features which have hitherto been associated with racing cars in the minds of the average motorist'."

It was really rather difficult to get away from that one. Moreover, "as a keen motorist," said Mr. Pope, "I naturally took the opportunity of examining the Bentley chassis"; and while Mr. Coatalen had declared that essentially it was the lineal descendant of the 1914 Tourist Trophy Sunbeam, Mr. Pope saw in it "a striking likeness to a chassis

designed in 1918 by Engineer Cattaneo, of the Isotta-Fraschini Co., and whose cars have raced since the international race at Brescia in 1905."

This was, perhaps, stretching something of a point, because even if Isotta-Fraschini had raced from time to time in the decade which preceded Engineer Cattaneo's design of 1918, they had not produced much in the way of a special racing car since the delightful little overhead-camshaft four-cylinder Grand Prix voiturettes of 1908. But on the other hand it did not greatly affect the argument if the Bentley was a 1908 rather than a 1914 racing car in disguise. The great point was to prove, not only that Bentley had reaped where others had sown, but also that Coatalen need not take all the credit for the sowing, just on account of what he had done immediately before the war. "As regards taking the drive through the back spring," went on Mr. Pope—that "spring," in the singular, creating, I suppose just the atmosphere he desired—"if Mr. Bentley or Mr. Coatalen had been at Brescia in 1905 they would have seen a team of three live-axle cars of 100 h.p. which were so designed. They might have heard more than one designer of the other chain-driven cars scoffing at the absurdity of 100-h.p. live-axle cars. But the race was won by one of these cars, also a special cup for the fastest circuit, and the team prize, as all three finished, beating F.I.A.T., Mercédès, de Dietrich, Darracq, Clément and Isotta-Fraschini."

The hero of this exploit, of course, was Itala, although, according to Gerald Rose, Ceirano on the third car of the team did not finish, in spite of which, they did win the Salemi Cup for team performance and the Italy Cup for the fastest time over the first 300 kilometres. So there was no need for Mr. Coatalen to think that he had invented the "Hotchkiss drive" "through the back spring,"—nor Hotchkiss to think so either, for that matter, as the French firm, it seems, did not adopt it until 1906. It ought, it appears, to be called "Itala drive"; but then Otto, at least according to the French, did not invent his cycle, so perhaps Hotchkiss' gain is just one of time's revenges for Beau de Rochas' loss.

However, to return to our original protagonists, while Mr. Bentley might protest that he did not use dry-sump lubrication or a nickel-chrome crankshaft, as alleged by Mr. Coatalen, he could produce no very effective disproof of the thesis that his car was practically a 1914 racer with mudguards, as also alleged by Mr. Coatalen, or perhaps a 1905 racer, with a beautiful body, as suggested by Mr. Pope. As to the rest of the contributors to this correspondence, they most of them concentrated on declaring that a Bentley was a better car than a Sunbeam, or *vice versa*, or that a Rolls-Royce was better than either, or something equally irrelevant. But what the Bentley adherents failed apparently to see was that the more they praised the object of their admiration, without clearing it of the accusation of being a pre-war racing car in disguise, the more they destroyed the argument that the people who designed pre-war racing cars had been just wasting their time.

The real argument with which the Bentley contingent should have confronted Mr. Coatalen, or so it seems to me, and the one on which they should have concentrated, was that if, as you allege, there are many lessons from racing to be applied to touring cars, then why do you not apply more of them to Sunbeams? If the Bentley engine is a 1914 racing engine with one overhead camshaft instead of two, why, Mr. Coatalen, do you content yourself with pushrods on touring Sunbeam engines, an arrangement which is rather reminiscent of the 1908 Grand Prix? A few people, of course, did argue somewhat on those lines, and perhaps Mr. Coatalen took their arguments to heart. At all events, a 3-litre Sunbeam of new type was entered for the 24-hour race at Le Mans, and there was very general disappointment when it did not start. However, it did duly appear the next year, and it was undoubtedly a very close derivative of the Sunbeam racer which had won the Grand Prix in 1923. Like the Bentley it was a 3-litre, but instead of four cylinders it had six, and instead of one overhead camshaft, it had two. For some reason, however, it was given an extraordinarily long wheelbase—10 ft. 9½ ins., and cantilever rear springs. I do not know from what racing experience Louis Coatalen had

learnt that bit. At any rate two of the cars appeared at Le Mans to show the two Bentleys what they could do, and one of them succeeded in finishing, which neither of the Bentleys did. But the Sunbeam was beaten by a 3½-litre Lorraine-Dietrich with push-rod-operated overhead valves, at the beginning of the race the Sunbeams and the Bentleys seem to have been very closely matched for speed, and as a practical answer to the Bentley-Coatalen controversy on the value of special racing cars, the contest proved less than it might.

Good car as it was, the 3-litre Sunbeam never achieved the *réclame* of the 3-litre Bentley; its performance, probably, was not sufficiently superior, considering that its design was six years younger, and in those six years Bentleys had built up a solid body of devotees. Nor did W. O. Bentley oblige by also building a replica of the 1923 Grand Prix Sunbeam to take the place of the replica of the 1914 Tourist Trophy Sunbeam, if that is what the 3-litre was. Instead he took to building larger engines of the same general design, the 4½-litre, the 6½-litre, and the 8-litre. Before very long the 3-litre Sunbeam disappeared, the end of the 'twenties came, followed by the great depression, and British sports cars went into a sad decline.

As to the argument, it remains, as far as I can see, as unsettled, after all this lapse of time, as ever. There are just as many people to-day as there were in 1924 who think, as W. O. Bentley thought then, that the racing of special cars contributes just nothing to the design of touring cars. There are others who tell me that the 1949 Wolseley valve gear looks just like the 1919 Hispano-Suiza valve gear, which in turn was derived from that of the 3-litre Hispano-Suiza which failed to start in the 1912 Grand Prix. If this alleged resemblance is anything more than fanciful, it looks as if the special Hispano-Suiza engine of 1912 may after all have been of some value—but of more value to Wolseley than to Hispano-Suiza, who abandoned this overhead camshaft design in about 1931 in favour of push-rods. In fact, if one thing is certain it is apparently that the smallest beneficiaries from racing are usually those manufacturers who indulge in it; and the only qualm which I suffer as a result of reaching this conclusion, is that if the whole of the British motor industry combines, most laudably, to build the B.R.M., then the only entity which will learn none of the resultant lessons will be the British motor industry.

B.M.C.R.C. Motor-Cycle Racing at Haddenham

THE race meeting of the British Motor-Cycle Racing Club at Haddenham airfield on April 3rd was historic, for it was the Club's first racing at its own track since the demise of Brooklands. It was hard luck that, after a prolonged spell of fine weather, grey skies, a biting wind of gale force and drizzle for the last race were secretary

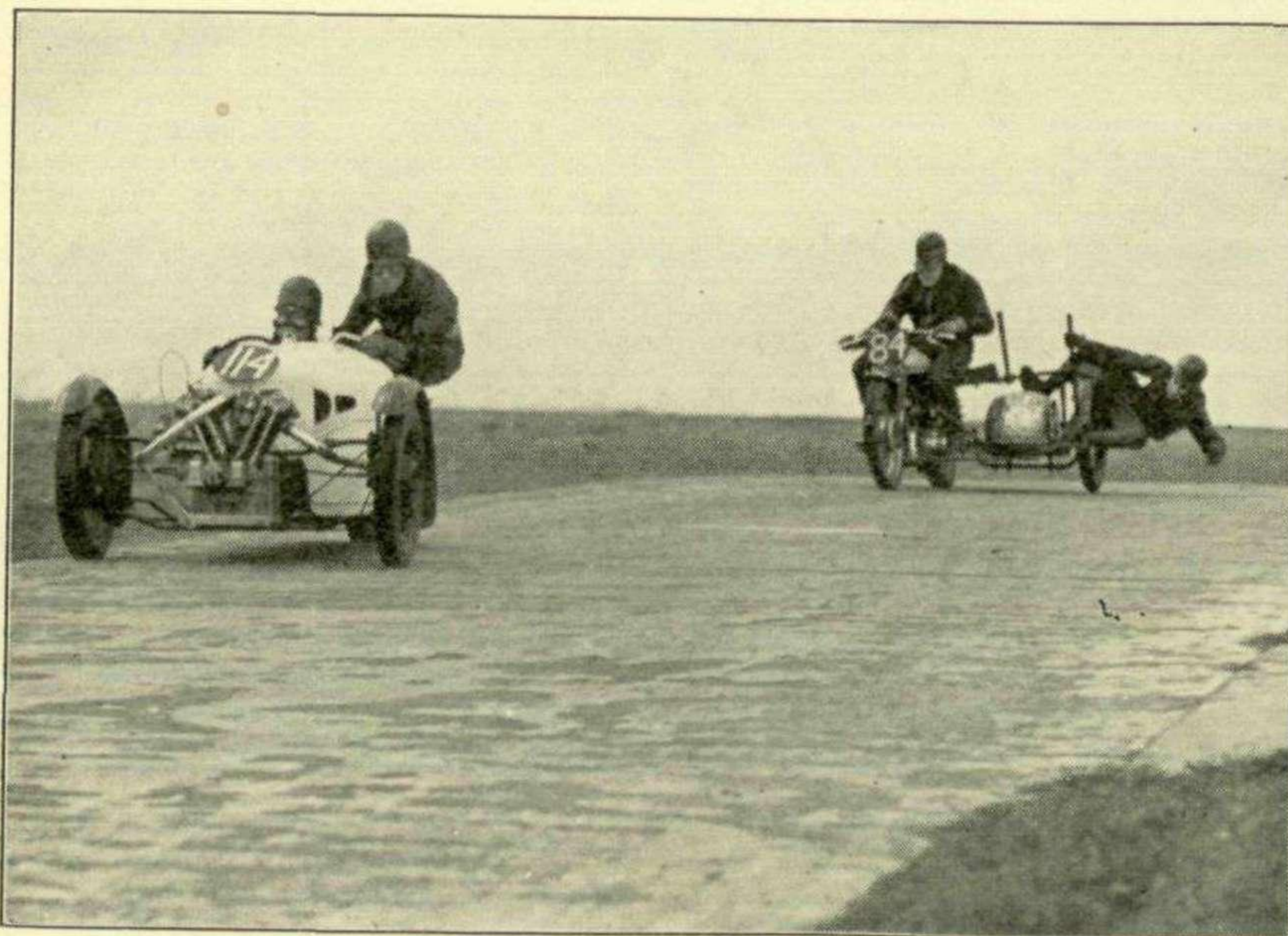
Cliff Lewis' lot, but the meeting was highly successful for all that. No charge was made for admission but 2s. 6d. was charged for the souvenir programme and a charge was made for parking. A good crowd attended, and for a time held up the racing, not so much by invading the course as because at first they remained on the outside of the two-mile circuit

instead of occupying the inside. Nevertheless, the racing ended well before schedule. But once again it was evident that a rope is inadequate for keeping control of the crowd.

Constructive criticisms were invited but, for our part, the only points that occur to us are more loud-speakers, perhaps a larger results-board, and rather longer races. All save the six-lap winners' races were over three laps. There was a pleasant lack of unnecessary red-tape. The riding was of a high order, no one falling off, at all events at the "home" side of this sporting circuit, and the police of Bucks County Constabulary were quietly efficient and courteous. The actual track is unquestionably narrow but the grass verges make for safety.

Maurice Cann's 248-c.c. Moto Guzzi won the first race, but his 496-c.c. Moto Guzzi was no match for Brown's 499-c.c. and 998-c.c. H.R.D.s in later races and, indeed, retired in the 1,000-c.c. Winners' Six-Lap Race. A.J.S. shared a "field-day" with H.R.D., both makes winning three races. In particular G. Brown rode splendidly and his H.R.D. won by very handsome margins. The sidecar and three-wheeler race attracted two Morgans and four combinations and was won by Hale's white, two-carburettor 996-c.c. Morgan-J.A.P., which ran with front wings in place and kept Surtees' H.R.D. at bay. The other Morgan, Wood's stripped, single-carburettor Matchless-engined car, raced on bald front tyres and was unimpressive.

An M.G. Midget, and the A.C.-Nash driven by a white-overalled and helmeted Christie, closed the course between races and Cliff Lewis' official car was an A40 Austin.



[Photo by Guy Griffiths

CYCLECAR SUCCESS.—C. Hale's J.A.P.-engined Morgan leading J. Surtees' H.R.D. combination to win the three-wheeler and sidecar race at Haddenham. Let us hope this will encourage other three-wheeler exponents.

Reports of Recent Events

LAGONDA NIGHT TRIAL

Provisional results were:—Winner, J. Barrett (Standard Brake); second, H. Birkett (Austin); third, H. G. Black (Bentley); fourth, J. M. Burn (Riley). Best Lagonda performer, J. D. Benguy (4½ litre).

MAIDSTONE & MID-KENT NIGHT TRIAL

This closed event was held on March 19/20th.

Results

BEST PERFORMANCE:—S. J. Keyse (972-c.c. Singer).
CLASS CUPS:—Under 1½ litre open cars: A. G. J. Wicks (1,089-c.c. Riley); over 1½ litre open cars: D. E. Stanley (2,800-c.c. Talbot); under 1½ litre closed cars: B. J. Birch (918-c.c. Morris); over 1½ litre closed cars: G. C. Harvey (3,815-c.c. Humber).

CEMIAN MOTOR CLUB KENT CUP TRIAL

Results:

BEST PERFORMANCE (KENT CUP).—A. E. A. Day (1,500-c.c. H.R.G.).
BEST PERFORMANCE, FIRST OPPOSITE CLASS (CLOSED CARS).—F. L. Rourke (1,500-c.c. Singer).
FIRST-CLASS AWARDS.—Open Class: J. Selley (1,292-c.c. M.G.); T. W. Oxendale (1,500-c.c. H.R.G.).
SECOND-CLASS AWARDS.—Open Class: D. W. Freeman (1,250-c.c. M.G.); A. G. Rivers (1,608-c.c. Wolseley); E. C. Vriens (1,497-c.c. Lea Francis).
Closed Class: R. L. Sadler (1,185-c.c. Hillman); R. A. Rivers (918-c.c. Morris).
TEAM AWARD.—P. J. Binns (1,991-c.c. O.M.); A. G. Rivers (1,608-c.c. Wolseley); P. E. Sundt (1,272-c.c. Wolseley).

KENTISH BORDER CAR CLUB DRIVING TESTS

On April 3rd this Club held a series of driving tests for which an entry of 17 members had been received. The types of cars entered ranged from an Austin Seven to a 4½-litre Bentley. There were six tests in all. The following were the best performers in each test: C. G. Harvey (4½-litre Bentley), A. J. Wicks (Riley Nine Special), D. E. R. Greig (Frazer-Nash), G. Alexander (Triumph Roadster), H. H. Alderton (M.G. Magnette) and J. A. Christie ("J2" M.G.).

The final results were as follows:—

OPEN CLASS: Best Performance, G. Alexander (Triumph Roadster); Novice Award, J. A. Christie (M.G. "J2").
SALOON CLASS: Best Performance, K. R. W. Shackel (Standard Ten); Novice Award, J. Davis (2-litre A.C.).

WEST HANTS & DORSET CAR CLUB—HARTWELL CUP TRIAL

This trial was held on April 3rd and the course was over 65 miles in Dorset and Devonshire, and included several famous trials hills. Quarry Lane failed Hill (Morris) and Adamson (Austin Seven); Meerhay failed Toulmin (Minx), Miss Millward (Morgan), McAlpine (Bristol), Verney (Alvis), Hill (Morris), Curry (Austin) and Bryant (Standard); Watersmeet failed nine competitors.

Results

HARTWELL CUP (best performance): Leslie Onslow (Bartlett Mercury Special).
OPPOSITE CLASS CUP: George Hartwell (Sunbeam-Talbot "90").
FIRST-CLASS AWARDS (sports): Colin Dewey (Riley); John Jesty (Allard).
FIRST-CLASS AWARDS (saloons): Hon. Faulkner (Ford); Mrs. Georgina Bartlett (Ford).

SECOND-CLASS AWARD (sports): Joe Huxham (Morgan).

SECOND-CLASS AWARD (saloon): Kenneth McAlpine (Bristol).

FASTEST IN STOP-GO TEST: Dewey (Riley), 2 sec.
FASTEST IN BRAKE TEST: Hartwell (Sunbeam-Talbot), 6 sec.

FASTEST IN ACCELERATION TEST: Verner (Alvis), 24.5 sec.

FASTEST IN STOP AND RESTART: Bartlett (Mercury), 6.4 sec.

FASTEST IN DRIVING TEST: Bartlett, 19.4 sec.

FASTEST IN STOP AND GO TEST: Bartlett (Mercury), 1.4 sec.

BEST TEST AGGREGATE TIMES: Bartlett, 29 marks; Hartwell, 28 marks.

Twenty cars competed, 11 sports and 9 saloons.

SAN REMO GRAND PRIX

The Grand Prix of San Remo was decided, on April 3rd, by running two 188½-mile heats round a 2-mile circuit and totalling the times to decide the final placings. These came out as: 1st, M. Fangio (Maserati), 2nd, "B. Bira" (Maserati), 3rd, de Graffenried (Maserati). Fangio averaged 62.87 m.p.h. and fastest lap was made by "Bira," at 64.66 m.p.h. The race was especially interesting as Peter Whitehead brought out his new Grand Prix Ferrari. It came in 6th in the first heat, but retired in the second heat with engine trouble, after about 12 miles. Ashmore's Maserati experienced trouble during the first heat, while Sommer retired his Ferrari and Chiron crashed his Simca.

RILEY M.C. WINTER RALLY

The Riley M.C. London Centre held its rally on April 2nd, and received 30 entries.

Results

VICTOR RILEY CHALLENGE CUP FOR BEST PERFORMANCE (Open Car): J. Sauer.

DONALD HEALEY TROPHY FOR BEST PERFORMANCE (Closed Car): A. Farrar.

"COUNTRY LIFE" CHALLENGE CUP FOR BEST PERFORMANCE ON AGE FORMULA: J. V. Lewis (1933).

DORRIDGE TROPHY (Novice): C. Pike.

HAROLD PHIPPEN CHALLENGE CUP (Lady): Mrs. H. J. Ripley.

FIRST-CLASS AWARDS: A. Warren, E. Pavitt, J. Searle and W. Oldfield.

NOTE:—All cars were Rileys.

M.G. C.C. CHILTERN TRIAL

The 34 competitors in the S.E. Centre's Trial on April 3rd competed to some degree against the organisers, inasmuch as all who climbed every hill got a first-class award.

Results

C.M.I. BANANA TROPHY (best M.G. member driving M.G.): A. W. Morrish (939-c.c. M.G.).

M.G. TOMATO TROPHY (best M.G. Club novice driving M.G.): J. McKie (1,250-c.c. M.G.).

VISITORS AWARD: G. L. Hancock (3,669-c.c. Leford Special).

NOVICE VISITORS' AWARD: M. R. Lovell (1,498-c.c. Frazer-Nash).

SPECIAL TEST: Best performance by G. L. Hancock.

FIRST-CLASS AWARDS: R. J. Harter (847-c.c. M.G.), E. Boutle (1,250-c.c. M.G.), P. W. C. Griffith (939-c.c. M.G.), A. Rumfitt (1,292-c.c. M.G.), K. Scales (1,706-c.c. M.G.), W. Edgar (1,496-c.c. Alvista Special), P. Green (1,577-c.c. Rover), W. F. Mead (3,917-c.c. Allard), R. E. Hughes (1,172-c.c. Austin), H. W. Tucker Peake (1,287-c.c. M.G.), D. F. Aris (847-c.c. M.G.), K. E. Hartridge (1,291-c.c. M.G.), C. W. Yates (1,172-c.c. Austin), S. S. Turner (3,622-c.c. Allard), D. W. Price (3,922-c.c. Price Special), J. H. Appleton (4,000-c.c. Allard), D. P. Baker (1,292-c.c. M.G.), B. H. Brown (3,622-c.c. Ford V8 Special), C. D. F. Buckler (1,172-c.c. Buckler), G. W. Best (939-c.c. M.G.), and G. F. Pentony (1,500-c.c. Morris).

CHESTER M.C. BENTLEY TROPHY TRIAL

Also run on April 3rd, this trial unfortunately clashed at the last hill with another trial run by another club. Only Clegg, Wadsworth and Bold climbed all the observed sections clean.

Results

BEST PERFORMANCE: J. Clegg (1,172-c.c. Clegg Special).

BEST IN OPPOSITE CLASS: R. E. Holt (3,622-c.c. V8 Special).

BEST CHESTER MEMBER: G. R. Holt (1,172-c.c. G.R.H. Special).

NOVICE AWARD: G. J. Reece (1,172-c.c. Blakar).

FIRST-CLASS AWARD: C. L. Bold (1,080-c.c. Bold Special).

SECOND-CLASS AWARD: E. B. Wadsworth (1,172-c.c. Ford Special).

TEAM AWARD: The Tacklers—J. Clegg, R. E. Holt and G. R. Holt.

HORSHAM M.C. SPRING TRIAL

This was a quite tough event, the results of which were:—

BEST PERFORMANCE: A. E. A. Day (H.R.G.) 7½ marks lost.

BEST IN OPPOSITE CLASS: L. Leston (Jaguar 100) 16 marks lost.

BEST HORSHAM MEMBER: E. J. Spence (F.M.W.) 8½ marks lost.

FIRST-CLASS AWARDS: G. P. T. Sykes (Wolseley Hornet) in Class A; and H. Clayton (Clayton) in Class B.

SECOND-CLASS AWARD: B. V. E. Lofts (M.G.)—Class A.

SPECIAL AWARD: S. T. Rees (Ford Prefect saloon).

KNOCKAGH HILL-CLIMB

The second hill-climb organised by the Ulster A.C. on the Knockagh Hill provided some interesting sport on March 26th. The hill, nine-tenths of a mile in length, is part of a well-surfaced public road closed for the occasion, and includes three fast bends. Classes were provided for standard saloons. Fastest time of the day was made by D. H. Kyle (1,087-c.c. M.G. s/c) in 1 min. 2.6 sec., R. H. Graham, driving the same car, clocked 1 min. 3.2 sec., and an excellent climb was made by C. F. C. Lindsay in an unsupercharged 1,098-c.c. Ford in 63 sec. The only "500" entered, W. Lee's Cooper, was not far behind (64 sec.).

CLASS 1 (standard closed cars up to 1,300 c.c.).—H. C. Reid (driver J. Taylor) (Austin A40), 1 min. 29.6 sec.

CLASS 2 (standard closed cars over 1,300 c.c.).—D. H. Kyle (2½-litre Riley), 1 min. 17.8 sec.

CLASS 3 (standard open cars up to 1,300 c.c.).—W. A. H. Tinsley (1,250-c.c. M.G.), 1 min. 16.4 sec.

CLASS 4 (standard open cars over 1,300 c.c.).—D. M. Stanley (3,485-c.c. S.S.), 1 min. 10.2 sec.

CLASS 5 (all cars other than racing and s/c up to 1,300 c.c.).—C. F. C. Lindsay (1,098-c.c. Ford), 1 min. 3 sec.

CLASS 6 (all cars other than racing and s/c over 1,300 c.c.).—C. E. Robb (3,917-c.c. Mercury-Special), 1 min. 5 sec.

CLASS 7 (all comers).—R. H. Graham (driver D. H. Kyle) (1,087 M.G. s/c), 1 min. 2.6 sec.

CLASS 8 (handicap).—B. Thomas (1,100-c.c. Riley), net time, 50.4 sec.

MID-SURREY A.C. GRAND CUP TRIAL

This trial was a combined Mid-Surrey and V.S.C.C. event but the organisation was neither in keeping with the tradition of pre-war Grand Cup Trials nor up to V.S.C.C. standards, being a little too happy-go-lucky for full efficiency. However, the competitors enjoyed themselves and some had several attempts at the more

difficult hills. The very dry weather of the preceding fortnight suggested an easy task for the twenty entrants, but the gulleys and gradients of the hills on War Office ground near the start at Bisley took considerable toll. We noted a Frazer-Nash and an Aston-Martin fail through over-gearing and an M.G. Midget fail through lack of power on the first hill, while an adjacent hill which the vintage and non-vintage cars had to tackle stopped an early "14/60" Lagonda two-seater but was climbed nicely by a single-cam Alfa-Romeo saloon. In the special test Dwey's Riley Special tied for best time with Birkett's four-speed "Chummy" Austin Seven and the final results came out as follows:—

INTER-CLUB CONTEST: V.S.C.C. [Jane (Lancia), Morrish (Frazer-Nash), Dyer (Riley)] 93 per cent. Mid-Surrey A.C. [Black (M.G.), Uglow (H.R.G.), Lovell (Frazer-Nash)] 76 per cent. SOPWITH CUP: Uglow (H.R.G.) BEST V.S.C.C. PERFORMANCE: Dyer (Riley).

BUGATTI OWNERS CLUB NORTHERN SPORTING AND SOCIAL HALF DAY

The holding of such an event so far from London was a new departure for the Bugatti Owners Club. Thanks to the kindness of Col. J. Thompson, the beautiful park at Stanley Hall, Bridgnorth, with its mile long drive, were put at the disposal of the club. There were twenty entrants for the afternoon events, comprising a series of interesting driving tests, which were in the main skilfully carried out, though many would have registered higher marks if they had thoroughly digested the instructions. This was followed by an excellent dinner at the Crown Hotel, Bridgnorth, attended by approximately 80 members and friends. The awards were as follows:—

BEST PERFORMANCE IRRESPECTIVE OF CLASS: L. Leonard (M.G.) 18 marks lost.
BEST PERFORMANCE IN CLASS 1: (Saloon cars) R. C. Symondson (Allard) 26 marks lost.
BEST PERFORMANCE IN CLASS 2 (Open cars): G. Tyrer (B.M.W.) 24 marks lost.
TEAM PRIZE: P. B. Dece (Riley), L. Leonard (M.G.), G. Tyrer (B.M.W.).
AWARD TO COMPETITOR TRAVELLING FROM FURTHEST NORTH: R. T. Haddow (M.G.), Glasgow.

TUNBRIDGE WELLS M.C. BRANDER TROPHY TRIAL

Twenty-four entrants competed over a course never before attempted by cars. Before the war the course was used regularly for motor-cycle trials, but just before the war when the Club turned over entirely to cars the course was thought too difficult.

This year the organisers decided it might after all be possible. Most of the cars showed they could take it and only three of the starters failed to finish.

Worst spot on the course was Entry Hill where a mud track winds through the woods, takes a sharp right-hand bend through a water-splash and goes straight up a quarter of a mile of steep, slippery, twisting slope. So stiff was this test that only five of the 24 cars got up on their own. Most of the others had to be towed up by a Jeep.

R. W. Faulkner in his Mercury was one of the successful ones and completed the difficult course without losing a single point to win the Brander Trophy, chief prize for the trial.

S. Welfare in his Ford-Welfare was handicapped when a big-end ran, but he struggled on and completed the course, losing only six points and being placed second.

A novel final test was that of being required to drive 10 miles at a speed of 10 m.p.h., which was included because the route lay over public roads.

Results

BRANDER TROPHY FOR BEST PERFORMANCE: R. W. Faulkner (Mercury).
CLUBMAN'S CUP FOR BEST PERFORMANCE UNDER 1½-LITRES: S. Welfare (Ford-Welfare).
SCOTT CUP FOR BEST PERFORMANCE OVER 1½-LITRES: J. H. Appleton (Allard).
PAYNE CUP FOR BEST PERFORMANCE BY TUNBRIDGE WELLS MOTOR CLUB MEMBER: G. C. Harvey (Allard).
TEAM PRIZE: J. H. Appleton (Allard), F. Morrish (Frazer-Nash) and R. W. Faulkner (Mercury).
NOVICE AWARD: T. W. Oxendale (H.R.G.).

FERRARI'S TARGA FLORIO

Ferrari has certainly started the season well. A 2-litre V12 two-seater, driven by Biondetti and Benedetti, won the 33rd 670-mile Targa Florio, at an average speed of 51.29 m.p.h., in spite of much rain. Incidentally, Biondetti won last year's race in a Ferrari. The race was held round a circuit of Sicily, starting and finishing at Palermo. Roll's Alfa-Romeo led for a time, but he was held up at a level-crossing, enabling Biondetti to catch and re-pass him. Roll finished second, 1 min. 48.8 sec. behind the Ferrari, with Rosso's A.M.P. third. A 2-litre Maserati, driven by Musagi, was fourth. De Maria's F.I.A.T. won the 1,100-c.c. racing class from a Cisitalia and another F.I.A.T. The winners of the touring classes were Marzotto's Lancia Aprilia, a 1,100-c.c. F.I.A.T. and a 750-c.c. F.I.A.T. The winning Ferrari took 13 hr. 15 min. 9.4 sec.

NORTH-WEST LONDON M.C. AND SOUTHSEA M.C. INTER-TEAM TRIAL

Held at Longmoor on April 23rd, this event was contested between four clubs—N.W.L.M.C., Bristol L.C. & M.C.C., Southsea M.C. and Harrow C.C. Twelve or more sections had to be attempted, of which one failed the entire entry. Teams of six were accepted from each club, the three best individual performances in a team to count. The winners were the N.W.L.M.C. team, composed of Appleton, Onslow-Bartlett and Burgess. Best performance was made by Onslow-Bartlett.

VINTAGE S.C.C. SILVERSTONE SPEED TRIALS

An excellent entry was received for the kilometre speed trials on April 23rd, and the Edwardians were well represented. Fastest time was made by Norris' Alta, in 28.43 sec. The Paddock was, perhaps, more interesting than the racing. Leslie Johnson drove Lycett's 8-litre Bentley very rapidly and enjoyed it, Milner his beautifully-preserved 1912 22-litre Benz, and Lady Mary Grosvenor the dope-burning, ex-Tye Alta. Stubberfield's Bugatti appeared with a neat new single-seater body and Raphael's "38/250" Mercedes-Benz had an S.U. fuel-injection system. Lycett (4½-litre Bentley) and Clutton (Itala) were troubled with different forms of clutch malady. The club's

next event at this venue will be races and a One-Hour High-Speed Trial on July 2nd. The excellence of vintage and Edwardian performances should be noted in the following results:—

VINTAGE SPORTS CARS UP TO 1,100 C.C.:
1st: L. Gibbs (Riley) ... 39.06 sec.
NON-VINTAGE SPORTS CARS UP TO 1,100 C.C.:
1st: L. Woods (M.G.) ... 39.20 sec.
2nd: S. E. Barnes (M.G.) ... 41.00 "
3rd: N. T. Havant (M.G.) ... 44.12 "
VINTAGE SPORTS CARS, 1,101 TO 1,500 C.C.:
1st: F. Morrish (Frazer-Nash) ... 36.00 sec.
2nd: M. S. Geoghegan (Frazer-Nash) ... 40.07 "
3rd: J. D. Radford (Anzani-Special) ... 41.70 "
NON-VINTAGE SPORTS CARS, 1,101 TO 1,500 C.C.:
1st: H. Lester (M.G.) ... 36.77 sec.
2nd: G. A. Ruddock (H.R.G.) ... 37.62 "
3rd: S. G. Higgins (Frazer-Nash) ... 38.00 "
NON-VINTAGE SPORTS CARS, 1,501 TO 2,000 C.C.:
1st: R. Way (B.M.W.) ... 32.20 sec.
2nd: R. H. Carter (Alvis) ... 46.00 "
VINTAGE SPORTS CARS, 2,001 TO 3,000 C.C.:
1st: A. S. Heal (Sunbeam twin o.h.c.) 42.60 sec.
2nd: A. P. Southon (H.E.) ... 43.89 "
3rd: B. Morgan (Bentley) ... 44.08 "
NON-VINTAGE SPORTS CARS, 2,001 TO 3,000 C.C.:
1st: P. Waring (Alvis) ... 37.80 sec.
2nd: L. S. Richards (Alvis) ... 40.47 "
VINTAGE SPORTS CARS OVER 3,000 C.C.:
1st: W. A. L. Cook ("4½" Bentley) ... 35.39 "
2nd: C. W. B. Milner ("6½" Bentley) 36.48 "
3rd: G. C. H. Kramer ("4½" Bentley) 37.20 "
NON-VINTAGE SPORTS CARS OVER 3,000 C.C.:
1st: L. Johnson (8-litre Bentley) ... 29.73 sec.
2nd: K. H. Miles (Frazer-Nash) ... 33.18 "
3rd: P. Whittingham (Ford/Bugatti V8) ... 33.48 "
EDWARDIAN CARS:
1st: P. C. T. Clark (1914 Mercedes) ... 34.53 sec.
2nd: A. S. Heal (1910 F.I.A.T.) ... 35.44 "
3rd: Dr. Ewen (1908 Itala) ... 36.80 "
Winner on Formula:
L. Taylor (1911 Stanley Steamer), time 45.03 sec.
VINTAGE S/C. SPORTS CARS UP TO 2,000 C.C.:
1st: V. J. Hern (Amilcar Six) ... 34.98 sec.
2nd: J. M. Ching (Alfa-Romeo) ... 37.07 "
3rd: Mrs. Bremner (Alfa-Romeo) ... 37.40 "
NON-VINTAGE S/C. SPORTS CARS UP TO 2,000 C.C.:
1st: R. G. Shattock (Atalanta) ... 36.10 sec.
2nd: J. D. Hanman (M.G.) ... 36.48 "
VINTAGE S/C. SPORTS CARS OVER 2,000 C.C.:
1st: W. G. Smeed ("4½" Bentley) ... 34.02 sec.
2nd: G. M. Crozier (Mercedes-Benz) ... 36.74 "
NON-VINTAGE S/C. SPORTS CARS OVER 2,000 C.C.:
1st: O. Raphael (Mercedes-Benz) ... 34.36 sec.
RACING CARS UP TO 500 C.C.:
1st: R. M. Dryden (Cooper-Norton) ... 32.89 sec.
2nd: E. Brandon (Cooper-J.A.P.) ... 34.01 "
3rd: J. E. Breese (Iota-Zephyr) ... 34.30 "
VINTAGE RACING CARS, 501 TO 750 C.C.:
1st: J. V. Bowles (Austin) ... 37.80 sec.
2nd: L. H. Heyward (Austin) ... 40.39 "
NON-VINTAGE RACING CARS, 501 TO 750 C.C.:
1st: J. G. Martin (M.G.) ... 35.20 sec.
VINTAGE RACING CARS, 751 TO 1,100 C.C.:
1st: H. A. Richards (Riley) ... 34.20 sec.
VINTAGE RACING CARS, 1,101 TO 1,500 C.C.:
1st: C. W. Heyward (Norris-Special) 30.79 sec.
2nd: Mrs. Ching (Alfa-Romeo) ... 36.63 "
NON-VINTAGE RACING CARS, 1,101 TO 1,500 C.C.:
1st: Lady Mary Grosvenor (Alta) ... 30.63 sec.
2nd: R. W. Shakspeare (Stafford-Special) ... 36.60 "
3rd: Mrs. Holt (H.R.G.) ... 39.40 "
VINTAGE RACING CARS, 1,501 TO 2,000 C.C.:
1st: J. I. Bremner (Alfa-Romeo) ... 36.69 sec.
2nd: J. Tulloch (Bugatti) ... 39.36 "
VINTAGE RACING CARS, 2,001 TO 3,000 C.C.:
1st: P. J. Stubberfield (Bugatti) ... 28.80 sec.
VINTAGE RACING CARS OVER 3,000 C.C.:
1st: W. G. Smeed ("4½" Bentley) ... 34.02 sec.
2nd: W. A. L. Cook ("4½" Bentley) ... 35.39 "
3rd: A. S. Heal (1910 F.I.A.T.) ... 35.44 "
NON-VINTAGE RACING CARS OVER 3,000 C.C.:
1st: E. Lloyd-Jones (Triangle-Skinner Special) ... 29.55 sec.
2nd: R. F. Wright ("4½" Lagonda) ... 35.60 "
MATCH RACE (UNTIMED) BETWEEN THE FOUR FASTEST:
1st: J. B. Norris (2-litre s/c. Alta).
2nd: P. J. Stubberfield (2.3-litre s/c. Bugatti).
3rd: L. Johnson (8-litre Bentley).
FASTEST TIME OF THE DAY (only runner in his class): Norris (2-litre s/c. Alta), 28.43 sec.
FASTEST VINTAGE SPORTS CAR: W. G. Smeed's Bentley (34.02 sec.).
FASTEST VINTAGE RACING CAR: C. W. Heyward's Norris-Special (30.79 sec.).
FASTEST SPORTS CAR: L. Johnson in Lycett's Bentley (29.73 sec.).

THE MILLE MIGLIA

This year's Mille Miglia race was won by Biondetti and Salani (Ferrari) at approximately 87 m.p.h.

AUSTIN STOCK-CAR RECORDS

The A90 Austin has established new American Class D stock-car records and broken ten unlimited-class American stock-car records at Indianapolis, covering 11,850 miles at an average speed of 70.54 m.p.h. Dunlop tyres were used and Lucas electrical equipment ensured the success of this arduous venture.

SCOTTISH SPORTING CAR CLUB'S HIGHLAND 3-DAYS' TRIAL**Results :**

BEST OVER 1,500 C.C.—E. T. P. Clarkson (Ford).
 BEST UNDER 1,500 C.C.—P. S. Hughes (Exis-Special).
 FIRST-CLASS AWARDS.—G. M. Findlay (Ausford),
 T. H. Legget (Singer), G. S. Hendry (Ford-Special),
 K. Thorne (Allard) and W. J. Lamb (Ford).
 SECOND-CLASS AWARD.—A. Reid (Omega).

PAU GRAND PRIX**Results :**

1ST: M. Fangio (Maserati), 3 hr. 36 min. 11.9 sec.
 (52.65 m.p.h.).
 2ND: E. de Graffenried (Maserati), 3 hr. 36 min.
 28.7 sec.
 3RD: B. Campos (Maserati), 3 hr. 36 min. 5.4 sec.,
 for 109 out of 110 laps.
 4TH: L. Chiron (Talbot), 3 hr. 36 min. 6.1 sec., for
 108 laps.
 FASTEST LAP: Fangio (56.65 m.p.h.).

THE CIRCUIT OF IRELAND TRIAL

The results were as follows:—

ULSTER AUTOMOBILE CLUB TROPHY (best performance over all classes).—C. F. C. Lindsay, Hollywood (Ford), 392 marks retained out of 500.
 LADIES' TROPHY.—Mrs. J. L. Dowling (Austin), Belfast, 367.8.
 CASTLEREAGH TROPHY (best visiting driver).—C. Vard (M.G.), Dublin.
 MERITORIOUS PERFORMANCE AWARD.—J. L. Wilson (Jowett), Bangor.
 TEAM AWARD.—Mr. W. R. Chambers's team (W. R. Chambers, H. L. S. Jefferson, and D. G. Johnston, all in M.G. cars).
 CLASS AWARDS: CLASS I.—Open cars, any capacity—1st, C. F. C. Lindsay (Ford 8-h.p.), 392; 2nd, W. R. Chambers (M.G. 10-h.p.), Belfast, 389.6; 3rd, C. S. Porter (H.R.G. 12-h.p.), Killinichy, 386.8.
 CLASS II.—Saloon cars under 1,300-c.c.—1st, W. N. Jones (Singer 10-h.p.), Ballymena, 382.6; 2nd, W. M. D. Montgomery (Austin 10.6-h.p.), Ballymena, 371.2; 3rd, tie between W. B. Michael (Morris 8-h.p.), Belfast, and Mrs. J. L. Dowling (Austin 10.6-h.p.), Belfast, 367.8.
 CLASS III.—Saloon cars over 1,300-c.c.—1st, J. A. Cutts (Sunbeam Talbot 14-h.p.), Coventry, 377.2; 2nd, R. J. Adams (Sunbeam Talbot 14-h.p.), Lisburn, 373.4; 3rd, H. C. Reid (Austin 16-h.p.), Belfast, 369.8.

BLACKBURN WELFARE M.C. 500-c.c. RACING

The British 500-c.c. season started at Brough on April 10th, where four 12-mile races were held, with the following results:—

SCRATCH RACE, HEAT 1: 1st, E. Brandon (Cooper), 55.6 m.p.h.; 2nd, S. Coldham (Cooper); 3rd, D. Parker (Parker C.F.S.).
 SCRATCH RACE, HEAT 2: 1st, W. S. Aston (Cooper), 52.9 m.p.h.; 2nd, W. J. Sykes (Cooper); 3rd, M. C. Kearon (Cooper).
 SCRATCH RACE, FINAL: 1st, E. Brandon (Cooper), 55.0 m.p.h.; 2nd, S. Coldham (Cooper); 3rd, G. Saunders (Cooper). *Best lap:* Brandon, 56 m.p.h.
 HANDICAP: 1st, D. Parker (Parker C.F.S.); 2nd, S. Coldham (Cooper); 3rd, M. C. Kearon (Cooper).

PLYMOUTH M.C. AVON TROPHY TRIAL

This was a really stiff event.

BEST PERFORMANCE: S. C. Scali.
 RUNNER-UP: G. H. Turnbull.
 FIRST-CLASS AWARD: W. C. Rodgers.

BENTLEY D.C. EASTBOURNE RALLY

This enterprising two-day event was held in conjunction with the Eastbourne Corporation and comprised driving tests and a speed hill-climb. The event was open to Aston-Martin, Lancia, Lagonda and Frazer-Nash cars driven by

members of the one-make clubs catering for them and also to the Metropolitan Police Driving School. The last invitation is of special significance; the police took their entry very seriously and had no reason to be ashamed of their driving, for after the first day's tests Inspector Gibbs led by 2 points from Crowther's Lancia. Unfortunately, the police Jowett Javelin, which we believe was a specially-tuned example, retired with engine trouble in the following day's hill-climb. Nevertheless, Sgts. Teer and Steele, in 2½-litre Rileys, drove very fast, but it was W. A. L. Cook's 4½-litre Bentley which carried the day, to the delight of the organising club. It would seem that the police may find such competition driving of value in finding the weak points in police cars and certainly nothing but good should result from their appearance in such contests.

Results :

EASTBOURNE CHALLENGE TROPHY: W. A. L. Cook (Bentley), 131 points; 2nd, T. H. Stewart (Aston-Martin) and Police-Sgt. Teer (Riley), tie, 122 points; 4th, Police-Sgt. Skeggs (Railton), 119 points; 5th, Police-Sgt. Steele (Riley), 118 points.
 CLUB BEST PERFORMANCES: B.D.C., Cook; Aston-Martin O.C., Stewart; Lagonda C.C., Bengry; Lancia C.C., Crowther; F.N. C.C., Grieg; Police, Sgt. Teer.

M.G. C.C. COCKSHOOT TRIAL

This classic event was successfully run off on April 10th. R. E. Holt clocked best time in both special tests. An interesting car was Phillips' Fairley with Jowett Javelin engine.

Results :

COCKSHOOT CHALLENGE CUP: R. E. Holt (Ford V8), no marks lost.
 SYDNEY NORRIS TROPHY: C. L. Bold (Bold), no marks lost.
 SPECIAL AWARDS: M.G.C.C. members (up to 1,500 c.c.)—G. R. Holt (G.R.H.), 4 marks lost. (Over 1,500 c.c.)—R. G. Rogers (Rojah), 6 marks lost.
 CHAIRMAN'S PRIZE (best performance by M.G. car): R. Oakes, 16 marks lost.
 FIRST-CLASS AWARDS: B. K. Thompson (A.W.S.), G. R. Holt (G.R.H.), and J. Clegg (Clegg), and M. Wilde (Ford-Special, S.).
 TEAM PRIZE: Norwesters (M.G.C.C.)—R. E. Holt, G. R. Holt and C. Corbishley (C.C.S.).

EAST AFRICAN M.S.C. BRACKENHURST HILL-CLIMB

The East African Motor Sports Club staged another successful Brackenhurst Hill-climb recently. Results were:—

750-C.C. TO 1,500-C.C.—1st: V. Preston (Ford Ten), 1 min. 22.7 sec.; 2nd: C. Hollyoak (Lancia), 1 min. 26.9 sec.; 3rd: A. Button (Austin Seven), 1 min. 27.8 sec.
 1,500-C.C. TO 2,000-C.C.—1st: V. Preston (Ford Ten), 1 min. 22.4 sec.; 2nd: J. Norris (Land Rover), 1 min. 32 sec.
 UNLIMITED CLASS.—1st: V. Preston (Ford Pilot), 1 min. 15 sec.; 2nd: P. B. Robson (Alvis), 1 min. 16.1 sec.; 3rd: C. Urquhart (Jaguar), 1 min. 16.4 sec.

V.S.C.C. OF NEW ZEALAND FOLEYS 3/10-MILE SPRINT

Held on February 13th last with electrical timing, the results were:—

500 TO 1,100 C.C.—1st: Hooper (500-c.c. Hooper-Special), 24.2 sec. 2nd: Sulman (Singer), 24.66 sec. Fastest vintage: Bono (Rover-Special), 26.49 sec.
 1,100 TO 2,000 C.C.—1st: Rizzo (Riley-Special), 22.58 sec. 2nd: Pearse ("TB" M.G.), 25.22 sec. Fastest vintage: Broad (Frazer-Nash), 30.11 sec.
 2,000 TO 3,000 C.C.—1st: Crouch (Riley), 26.40 sec. 2nd: Nicol (Jaguar 100), 28.22 sec. Fastest vintage: Wright (Lancia), 28.89 sec.
 3,000 C.C. AND OVER.—1st: Reed (Reed-Special), 22.42 sec. 2nd: Crouch (Ford-Jeep-Special), 23.41 sec. Fastest vintage: Tompsett (Vauxhall "30/98"), 27.98 sec.

Letter from a Reader**"THE 6½-LITRE BENTLEY"**

Sir,

I have read with a great deal of interest your excellent article on the 6½-litre Bentley. I was particularly interested to read the following; "At chassis number LR 2783, the three-quarter engine-speed magneto and coil ignition became standard," as I am now the proud possessor of this particular car No. LR 2783, and I am writing in the hope that the history of this car may prove of interest to some of your readers.

In 1929 my car, together with a twin, chassis number LR 2785, was purchased by the West Australian Government, on account of the criminal investigation branch of the Police Dept., in chassis form, and after fitting a locally-built saloon body, and installing radio and necessary equipment, went into service in 1930, thus bringing into being our C.I.B. Radio Patrol, more commonly known locally as the "Bentley Patrol." These two cars saw almost continuous service in the above capacity for the next 17 years, during which time they struck terror into the hearts of all wrong-doers, and they were certainly the "pride of the force." To quote an extract from our leading daily newspaper, commenting on their retirement from the "force": "There has hardly been a major crime committed in this State which has not been attended by one or the other of the Bentleys."

These veterans of the police force were pensioned off early in 1947, and after running the gauntlet of government system, found themselves up for sale by public tender about September of the same year, but there were very few "takers" and offers were considered unacceptable, so tenders were re-called, closing on January 15th, 1948, and a friend and myself went in together for the two cars and the spare parts, as the Government was anxious to dispose of the whole as a unit, and would not split for tenderers for only one car or parts. Our tender being accepted, we finally took delivery on February 16th, 1948, about 12 months after their retirement. I put my car on the road for about six months, during the overhaul of my business car, but it is now "on ice" pending a complete rebuilding operation, including a complete new body on T.T. lines.

The other car, LR 2785, is at present owned by Mr. Ronald P. Gray, of 5, Knutsford Avenue, North Perth, who is using the car for long-distance business travelling, and is getting very good service despite the fact that it has not been overhauled since taking delivery, and the police department had allowed them to get pretty "low."

In conclusion, I would like to mention that when we took delivery of the cars from the plant engineer's workshop, the parting was too much for the mechanic who assembled them, and who had "nursed" them through their long and chequered career, such is the mark these grand old cars leave on one.

I am, Yours, etc.,

A. A. VANCE.

Perth, Australia.

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- ★ Grand Prix, Belgium, June 19th
- ★ 24 heures du Mans, France, June 25th to 26th

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SPRING BREEZES

DOWN

AT

LIGHTWATER!

Trouble is they don't always stop at just breezes. Recently, something very much stronger approached Whinlands from the South-West and there was a concerted rush to save the marquee which, until then, had been doing useful service as covered parking space. It was in vain, though, and before the final crash there were some hectic minutes with rather unhappy Little Men on the ends of various ropes being picked up and flung hither and thither.

However, this kind of breeze is provided by Nature, and unless it gets a bit out of hand, as in this case, the Little Men remain happy and ignore it. They are much more concerned with mechanically produced breezes which can be controlled and directed as required through the inlet valves. In the last two or three months, since the Vantor supercharger arrived on the scene to brighten the motorist's outlook, they have been fitting them to cars of all kinds and shapes with the most pleasing results. Even the most sedate family saloon is showing about 25 per cent. increase in performance all round, and in some cases is well able to show a clean pair of heels to the average sports car. Some sports car owners are finding this rather disconcerting, but the best advice we can offer them is to follow the good example and go and buy a supercharger down at Lightwater.

WHINLANDS WORKS, MACDONALD ROAD,

LIGHTWATER SURREY

TELEPHONE: BAGSHOT 338

Main Agents for Vantor Superchargers and Dellow-Wade Installations.

Sorting out the Bugatti Types

J. Lemon Burton's Talk before the North London E.C.C.

ON March 24th last, J. Lemon Burton gave an interesting address to members of the North London E.C.C., on the subject of Bugatti cars. He opened his talk by remarking that as early as 1907 Ettore Bugatti designed a fairly-normal small car for Mathis and that there is an example in a museum in Paris. Next came the Type 13 eight-valve 1.3-litre Bugatti, of 65 by 100 mm., of which Burton owned a 1913 example, now beautifully restored by Peter Hampton. After removing the o.h. camshaft of these advanced little engines it was possible to withdraw a valve from the block complete with its valve seat.

After reference to the four-cylinder 16 valve Type 22 and Type 23 Bugattis, Burton discussed the 2-litre Type 30 and Type 35 straight-eight cars. The Type 35 G.P. had roller big-ends and five-bearing crankshaft running in three ball-races and two roller-bearings, but the 35A, known as the "Artificial G.P.," was simplified by the use of plain big-ends and three ball-race mains. Next came the beautiful little four-cylinder 1½ litre Type 37 G.P., with plain bearings throughout, not raced much by the works, possibly because of its plain bearings (or because it was never intended to be raced), but said Mr. Burton, nevertheless very fast. He recalled a lap-speed of about 110 m.p.h. in the 1927 Gold Star race at Brooklands. (Actually Douglas' Type 37 lapped on that occasion at 96.71 m.p.h., but Staniland's 37A ultimately lapped at nearly 122 m.p.h.) 1926 saw the advent of the straight-eight 60 by 88 mm. cars, Types 38, 38A, and the 1½-litre 60 by 66 mm. Types 39 and 39A, the "A" referring to the supercharger. They required to be kept at 6,000 r.p.m., the short stroke impaired the breathing, so that even when supercharged, power was limited. The 2-litre roller-bearing G.P. Type 35C, with supercharger beside the cylinder block and the famous aluminium-spoke wheels, appeared in 1927 and, said Burton, could do its 130 m.p.h. The following year the 35T appeared, but Burton has seen only one in this country; it was the 35C sans compressor, and with a 100 mm. stroke, giving a capacity of 2,261-c.c. More popular, indeed the Bugatti on which so many famous drivers began their careers, was the Type 35B, or supercharged version of the 35T, of which some 40 or 50 must have been imported into this country. The 37A was the blown version of the Type 37 1½-litre four-cylinder, these cars having the same chassis as the 35, but wire wheels and bigger brakes. The Type 40 was the touring version of the 37 and able to do 75-80 m.p.h., excellent for an inexpensive car.

In 1927, too, Bugatti introduced the Type 43 "2.3" sports model, with the same supercharged, roller-bearing engine as the racing 35B. Good ones did a genuine 100 m.p.h. That year, too,

Ettore offered the straight-eight 3-litre Type 44, comprising, in effect, two 1½-litre cylinder blocks on a common crankcase; 20 m.p.g. and 80 m.p.h. was realised; 1929 saw the advent of the 5-litre, 81 by 130 mm., Type 46, a straight-eight of 5,350-c.c., intended by Ettore to be a quiet car, but, although capable of 80 m.p.h., not so quiet as a Rolls-Royce or Daimler, Burton admitted. The back-axle had to be removed and the crankshaft taken out before you could inspect the valves, but then Bugatti allowed 30,000 miles, say two years' motoring, between each £75 "decoke" and, Burton said, as usual Bugatti was right.

Burton referred next to the 16-cylinder 3-litre with two banks of eight 60 by 66 mm. cylinders and geared-together crankshafts, the Type 47 introduced in 1930. Intended for Le Mans, the blower was at the back of the engine, but the crankshaft pinion gave trouble and nothing came of this car. Burton tried to buy it, but Roland Bugatti politely refused to sell. The 44 bored-out to 72 mm. became the Type 49, with alloy wheels having integral brake drums. Burton said he used one to tow his racers about and to-day Sam Clutton considers it the finest car he has ever had.

Ettore evolved next the 86 by 107 mm. 4.9-litre supercharged Type 50, with twin o.h. camshafts. Destined for Le Mans, it proved a dangerous car, with much forward weight and a wood and canvas body, and crashed badly. So Bugatti re-introduced it as a sports saloon, merely replacing the knock-on hubs for bolt-on, this being the Type 50T. Burton estimated that six or ten were built and two came to this country.

In 1931 a 72 by 100 mm. double-plug version of the four-cylinder 69 by 100 mm. Type 40, the 40A, was announced, but Burton has encountered one only, in Paris. Obviously, it used one block from the Type 49 engine. About the same time the 5 litre 46 was given a supercharger, merely to improve its acceleration, and became the 46S. There is one in this country.

The Type 35B now underwent a most significant change and re-emerged as the supercharged Type 51. The twin o.h.c. valve arrangement replaced the single o.h.c. and three valves per cylinder of all the previous cars from Type 30 to Type 49, and the odd firing order previously employed was conventionalised by re-keying the built-up crankshaft—probably to get smoother running at the increased r.p.m. of the twin-cam engine. The head cooling was improved, but speed not greatly increased, although 6,000 r.p.m. was the habitual engine speed. From the 51 came the 51A, which was the 1½ litre, or 60 by 66 mm. version.

Ettore's next production was the racing Type 54 86 by 107 mm., 4,840-c.c. job, but it proved a killer, only Varzi

and Froy being able to hold it and then only up to 130 or so m.p.h. The weight again, was too far forward. Now Bugatti never wasted parts, as the foregoing will already have suggested, so he put what was virtually the Type 51 blown "2.3" engine into the chassis intended for the Type 54 and there resulted the Type 55, one of the world's most potent sports-cars. Ettore then sought to use up the Type 54 engines and the result was the Type 50T, or blown 4.9-litre tourer, aforementioned. The famous Type 57, twin-cam 3.3 litre completed the pre-1939 range. Introduced as a beautiful 90 m.p.h. car with dog-change gearbox, it was developed into the 57T with raised axle and compression ratios for T.T.-type races, as the 57S with the raised compression ratio and de Ram shock-absorbers and shorter chassis, and as the 57SC with supercharger, stronger clutch, etc. Finally, in 1938 came the 57C, a normal 57 *mit compressor*, giving great acceleration with no appreciable blower noise. The water-pump of the 57S gets rather too warm, being beneath the off-take of the exhaust manifold.

Since the war there have been a four-cylinder 350-c.c. engine with 1-inch diameter pistons, a 1½-litre supercharged twin-cam four-cylinder with the startling departure from Bugatti practice of a detachable head, and rumour of a 4.5 litre to fulfil the functions of the 57. An experimental 3-litre supercharged racing car with 3-inch diameter induction system and deep chassis side-members has apparently also been constructed. Burton said the head of the 350-c.c. engine comes off with valves intact and you put it in your pocket; he also regretted the use of normal bolts in place of the former Bugatti pattern with integral washer.

Reverting to pre-war, naturally Burton dwelt on two cars of his own, the Type 59 "3.3" G.P. racing car and his present 12½-litre Royale. The G.P. "3.3" had those beautiful wheels in which the brake drums drove the rims *via* serrations and the "piano-wire" spokes merely located the tyres, and fully-floating rear-axle half-shafts, unusual for Bugatti. Four of these cars came to this country and one of them is now in South Africa. Burton raced the ex-Eccles' car, which had hydraulic brakes incorporating external Lockheed cylinders. At one time, increased in capacity to 3.8 litres, it held the Class C lap-record for the Brooklands' Campbell circuit, at 69.28 m.p.h. His Royale, Burton told us, was impressive for its entirely effortless acceleration from 10 to 60 or 70 m.p.h. and it does 80 m.p.h. in the direct second gear of its three-speed box. It is shod with 7.50-24 Dunlops, which Burton obtained by purchasing two guns so shod and then throwing away the guns! In answer to a question he said the normal m.p.g. is eight, sometimes falling to five. The single American-looking Bugatti car-

Continued on page 184

THE REMAINING EASTER EVENTS

BRISTOL M.C. & L.C.C. LULSGATE RACE MEETING

The day's sport at Lulsgate was just the thing that club members and their friends crave, and it is difficult to see why more such meetings cannot be held on similar disused airfields. The organisation was first class, even to public address and a beer tent, the racing most interesting, and they even had fencing to keep on-lookers from the fastest bend. It was not the Bristol Club's fault that the public was excluded. The two-mile course embraced four corners, two flat-out bends and was not particularly bumpy, while the surface was good, if the corners were difficult to pick out. The straights enabled the faster cars to reach rather over 90 m.p.h. The races were as follows:—

Sports Cars up to 1,100 c.c., and Super Sports Cars up to 850 c.c. Five laps. Scratch

Barnes' blown 747-c.c. M.G. and Pearson's innocent-looking Morris Eight tourer accelerated away well, but after a lap Napper's Morgan "4/4" led from Barnes and Roberts' oddly-bonneted Morris-Special. Gissing's Austin Seven with Talbot Ten radiator cowl, two S.U.s, alloy head and a standard exhaust manifold, was already out of the picture, with clutch slip. For the next two laps the order was unchanged, but the Morgan began to sound distinctly sick although continuing at speed. However, Barnes' M.G. was steadily closing on it, and Weber's 847-c.c. M.G. was going well in fourth place. Humphrey's blown 847-c.c.

M.G. began to misfire and Godby's Austin Seven caused consternation because it was trailing a front-axle radius arm and seemed to have a fractured king-pin. The Morgan's noises got louder and the M.G. passed it, only to be repassed in a close finish, while Weber overtook the Morris-Special on lap 4.

	min.	sec.
1st: A. B. Napper (1,098-c.c. Morgan) ...	10	18.2
2nd: S. E. Barnes (747-c.c. M.G., s/c.) ...	10	19.0
3rd: J. Weber (847-c.c. M.G.) ...	10	23.4

Sports Cars, 1,101-1,500 c.c. and Super Sports Cars 851-1,100 c.c. Five laps. Scratch

Mrs. Binns, driving screen-erect in her four-Amal-carburettor 1½-litre Riley, and Best in his abbreviated, blown "PB" trials M.G., got off well and Best led for half a lap before Buncombe's H.R.G. and Ruddock's G.P.-tailed, deflector-head Meadows-H.R.G. passed him. After a lap Best was in second place behind Buncombe and ahead of Ruddock and Martin's Frazer-Nash. On the second lap Best fell to third place and shortly afterwards Martin passed him. After three laps Ruddock took the lead but his H.R.G., had trouble, and stopped on Glider straight. Luckman's Frazer-Nash had been touring round and Mead's Frazer-Nash and Cox's M.G.-Ford were well back. Martin, however, was driving with real spirit and took first place after four laps, and on the last lap Woods in Lester's M.G. displaced Best.

	min.	sec.
1st: J. G. Martin (1,500-c.c. Frazer-Nash) ...	9	36.4
2nd: J. Buncombe (1,496-c.c. H.R.G.) ...	9	41.8
3rd: L. J. Woods (1,086-c.c. M.G.) ...	9	57.4

Sports Cars, 1,501-2,000 c.c. and Super Sports Cars, 1,101-1,500 c.c. Five laps. Scratch

This race was rather a procession. Mallock in his Marshall-blown Ford Ten-engined Austin Seven, with very small front, and very large rear, wheels and Gordon Woods' left-hand-drive "328" B.M.W. got away smartly and Woods, driving really fast, led lap one from Mallock and Gee's blue 1½-litre Riley "Ulster Sprite." Gee then went ahead, sliding a bit on Control Tower corner, and he and Woods built up a big lead, about six lengths separating them after four laps. Mallock drove like one possessed with a burning enthusiasm, rather carving-up others at times, until he went into a corner too fast and spun round. Binns' vintage O.M., its mud-flaps flapping, was outclassed.

	min.	sec.
1st: G. N. Gee (1,496-c.c. Riley) ...	9	6.4
2nd: G. C. Woods (1,971-c.c. B.M.W.) ...	9	7.6
3rd: C. D. F. Buckler (1,172-c.c. Buckler) ...	9	41.2

Sports Cars over 2,000 c.c. and Super Sports Cars over 1,500 c.c. Heat 1. Five laps. Scratch

This was Onslow-Bartlett's race and no mistake! His Mercury-Special, using Offenhauser s.v. cylinder heads and dual-induction system, jumped into the lead at the flag's fall and was never challenged. Try as they did, Cripps in his four-S.U., Chrysler-engined Cripps-Special and Leston in white helmet and a 2½-litre Jaguar with rather soft rear springs, never closed on Bartlett. Roberts continued cheerfully in his Railton, with the rear side of the bonnet adrift and a horrid rubbing noise, until given the black flag. The American-engined jobs predominated, for Cuff's V8-engined Cuff-Special "Hells Hammers IV" was fourth. Jane's Lancia finished last.

	min.	sec.
1st: L. Onslow-Bartlett (3,917-c.c. Mercury-Special) ...	8	47.2
2nd: J. Cripps (5,300-c.c. Cripps-Special) ...	8	57.0
3rd: L. Leston (2,664-c.c. Jaguar) ...	9	8.8

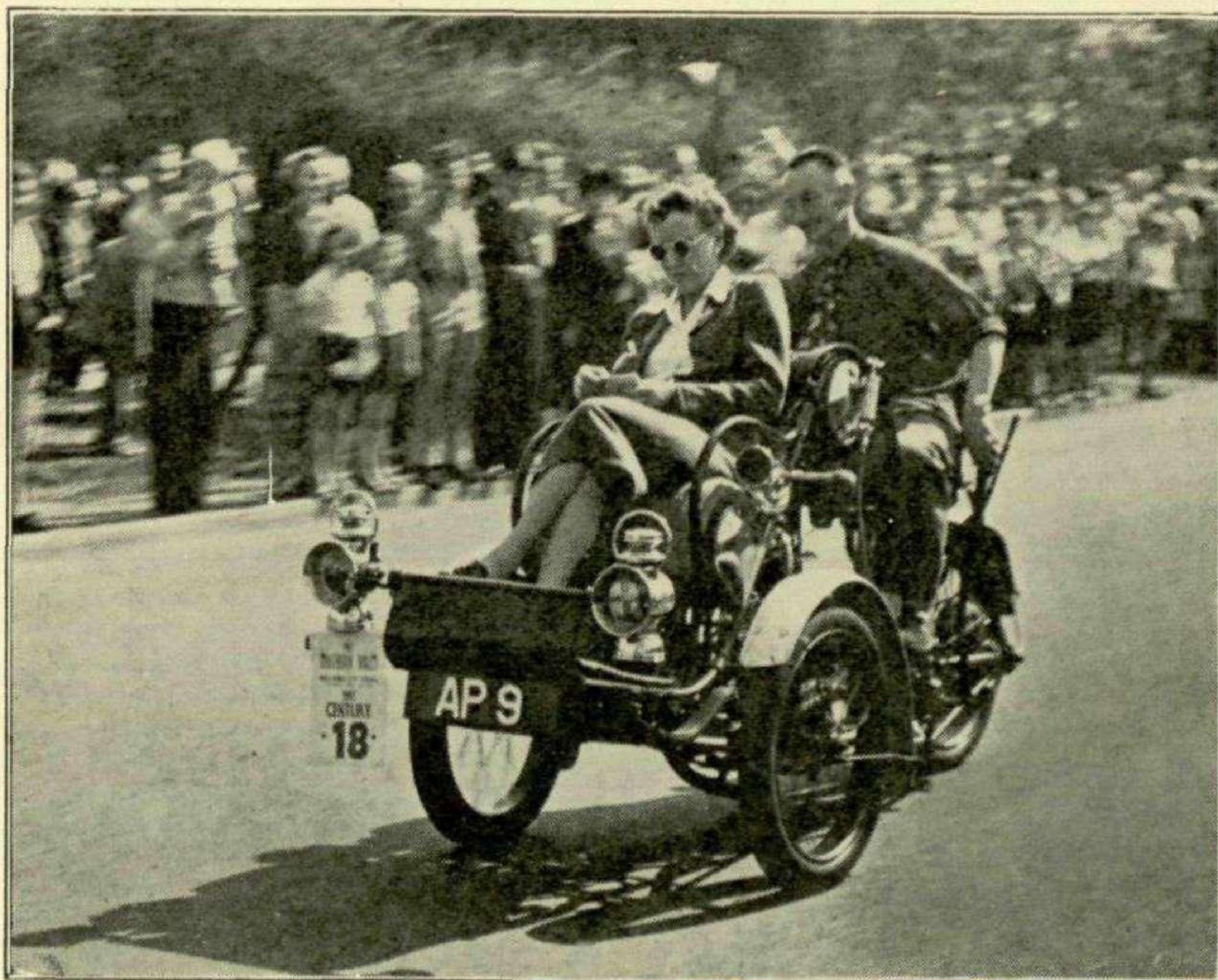
Sports Cars over 2,000 c.c. and Super Sports Cars over 1,500 c.c. Heat 2. Five laps. Scratch

For acceleration from the starting line James' imposing 4.9-litre Bugatti and Fry's "2.3" Type 55 Bugatti, both super-charged, had the legs of everyone, and the latter built up a handsome lead, to the surprise of those who thought that James would win. The bigger Bugatti, however, was soon boiling. The pace was so rapid that after four laps the first four cars had lapped Seal's slow Lancia "Lambda." The race was otherwise uneventful, save that Kemp-Place's 4½-litre Bentley caught Matthews' 3½-litre Jaguar after the initial lap, and that James was warned by the R.A.C. steward for snaking.

	min.	sec.
1st: J. G. Fry (2,270-c.c. Bugatti, s/c.) ...	8	53.4
2nd: J. M. James (4,840-c.c. Bugatti, s/c.) ...	9	1.0
3rd: H. Kemp-Place (4,398-c.c. Bentley) ...	9	9.4

Sports Cars over 2,000 c.c. and Super Sports Cars over 1,500 c.c. Final

This was decided on the times established in the heats. Timing, incidentally,



[Photograph by D. Pike

BRAVE LADY.—The passenger in L. P. Hunt's 1902 6½-h.p. Century tri-car has a precarious perch during the V.C.C. Southern Rally. The advantage of these three-wheeler veterans, apart from the £2 10s. annual tax, is that they are usually eligible for both V.M.C.C. and V.C.C. events.

was by manually-operated dual stop-watches.

1st: L. Onslow-Bartlett (3,917-c.c. Mercury-Special) ...	8	47.2
2nd: J. G. Fry (2,270-c.c. Bugatti, s/c.) ...	8	53.4
3rd: J. M. James (4,840-c.c. Bugatti, s/c.) ...	9	1.0

500-c.c. Racing Cars. Ten laps. Scratch

Four non-starters reduced this race to five starters—Westcott's Cooper-J.A.P., Gibbs' M.A.C., Millington's Millunion, Russell's Rudge-Special and Cuff's Buzzie. Moreover, Millington had been in trouble during practice and had had to remove the cylinder head before the race.

Westcott, driving, we believe, in his first event, once again demonstrated Cooper superiority and led unchallenged throughout. Behind, Gibbs and Millington engaged in a truly stirring duel. First one, then the other led, Millington's passing usually taking place on the corners, Gibbs' on the straights! The former led on laps 2 and 3, Gibbs on laps 4 and 5, with Millington ahead of his rival on laps 6 and 7. Alas, the old trouble returned and with gestures of despair Millington fell back on lap 7. His car picked up again, but too late to catch Gibbs. Cuff retired on lap 2 with a very hot engine, and Russell only lasted for two laps.

1st: I. F. Westcott (496-c.c. Cooper) ...	19	13.6
2nd: J. N. Gibbs (497-c.c. M.A.C. 500) ...	19	38.8
3rd: G. H. C. Millington (499-c.c. Millunion) ...	20	30.0

Bugatti Sports Cars. Five laps. Handicap

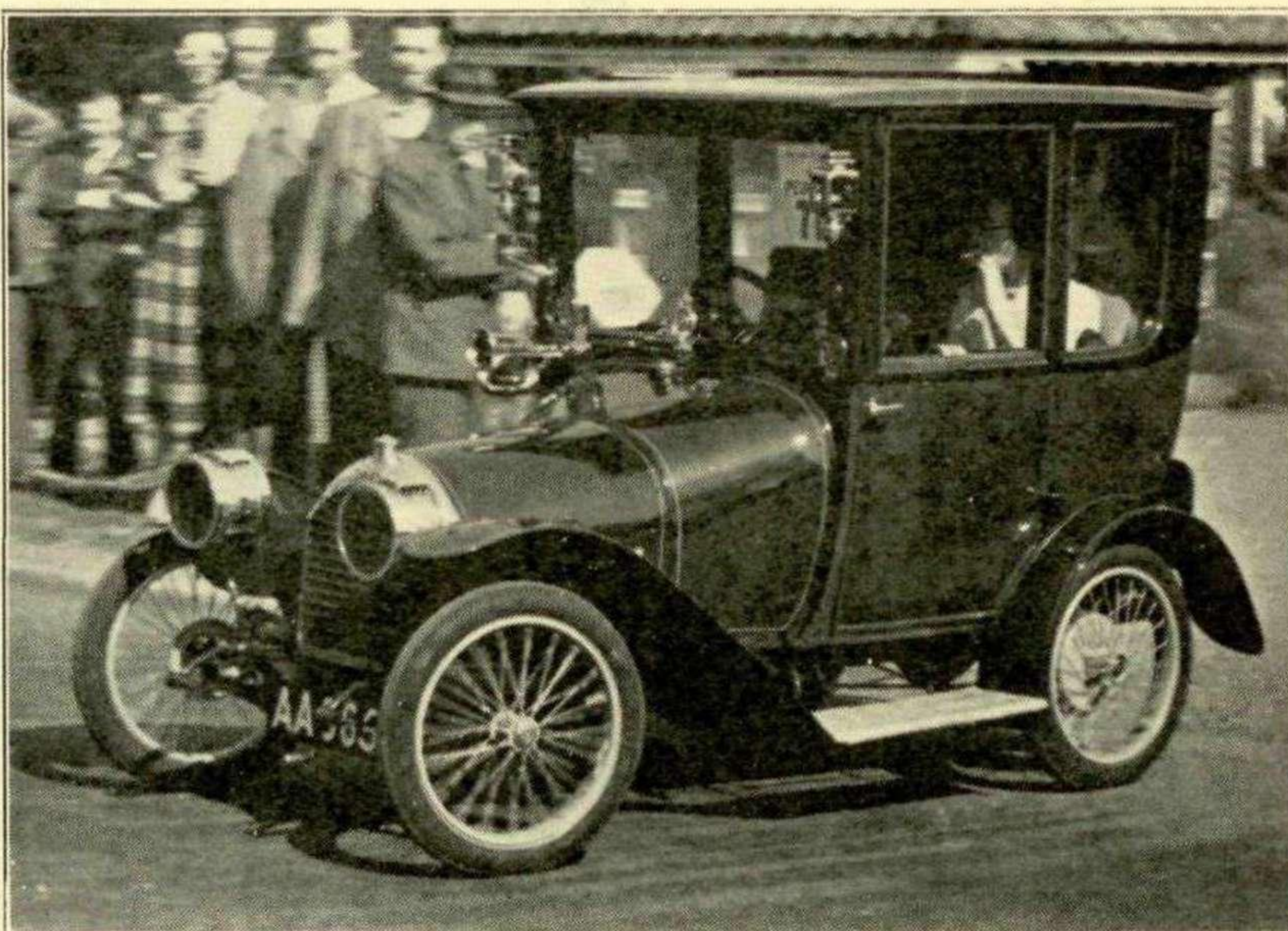
Bosisto's Type 49 3.3-litre tourer led away, after which Birkett's twin-S.U. Type 44 open four-seater, James' "4.9" and Joe Fry's Type 55 were released, in that order. After two laps Bosisto led, smoke pouring from his engine on the corners, with Birkett challenging strongly. Then Birkett had both his S.U. petrol pumps cease and had to retire. That put James second, Fry third and Bosisto held his lead to the end. The finish, however, was inspiring, for James was right on his rival's tail and, indeed, could have passed on the inside coming out of the last bend, but he eased up and lost by a mere second. His car again boiled.

1st: J. F. J. Bosisto (3,300-c.c. Bugatti) ...	9	52.4
2nd: J. M. James (4,840-c.c. Bugatti, s/c.) ...	9	53.4

Bentley Sports Cars. Five laps. Handicap

This was a stirring race because, although the handicap, which had been prepared by the B.D.C. and halved by the Bristol Club (!), favoured the early starters, it was grand to see the back-markers thundering round in pursuit. Norris' four-seater 3-litre led the entire race comfortably from the "limit" position, having almost a lap's start when Hay's aerodynamic 4½-litre saloon was let off as "scratch" car. However, after three laps Kemp-Place's 4½-litre had caught and overtaken Scott-Russell's 4½-litre long-tailed two-seater, while the pace was beginning to tell on Farthing's "blower 4½," which emitted loud reports. Between them Marechal drove a mighty race in his "Speed Six," very nearly getting third place. Hay's car was steady and silent but hadn't enough speed.

1st: J. Norris (2,996-c.c. Bentley) ...	10	21.2
2nd: H. Kemp-Place (4,398-c.c. Bentley) ...	10	34.2
3rd: P. Scott-Russell (4,500-c.c. Bentley) ...	10	58.8



[Photograph by D. Pike

EMMETT-LIKE.—Peter Hampton's coupe-bodied 1913 856-c.c. Baby Peugeot at the start of the V.C.C. Southern Trial. In conjunction with the Rally the car successfully covered 120 miles and did 43½ m.p.g. of petrol, but failed to restart in the re-start test.

Bristol Members' Race. Heat 1. Five laps. Scratch

Buckler led this race throughout and seldom has anyone won a race so easily. His Ford Ten-engined Buckler looked extremely safe and comfortable and appeared to handle effortlessly. Its road-holding, incidentally, has been further improved by the addition of Armstrong hydraulic shock-absorbers to the divided front axle, and 5.00-17 rear tyres were in use. A lap from home Buckler had lapped Owens' "Ulster" Austin Seven, in spite of the latter's downdraught carburetter and straight-through exhaust system. Roberts' Morris-Special held second place throughout but scarcely saw the Buckler, while Skinner's Morgan "4/4" caught Moffat's blown 850-c.c. M.G., which in turn had passed R. S. Roberts' Austin Seven. Cox's blown M.G.-Ford fell back from fourth to seventh place and Slade's Singer "Le Mans" and Urquhart's 850-c.c. M.G. were at the end of the well-bunched procession which, the leaders apart, was a feature of this heat. Pearson's ordinary-looking Morris Eight tourer finished a creditable fifth.

1st: C. D. F. Buckler (1,172-c.c. Buckler) ...	9	47.2
2nd: H. E. Roberts (747-c.c. Austin) ...	10	45.4
3rd: G. J. Skinner (1,172-c.c. Morgan) ...	11	10.2

Bristol Members' Race. Heat 2. Five laps. Scratch

In a terrific massed start Onslow-Bartlett's Mercury emerged and, as everyone expected, was never challenged. Gordon Woods did his best in his "328" B.M.W., cornering in spirited fashion but not closing on the Mercury, which was comfortably ahead. Indeed, a red light on the dash suggested that before the end the B.M.W. was more than warm! Birkett easily disposed of L. D. Roberts' two-seater Railton in the first half-lap and at four laps lay third, about as far behind Woods as Woods was behind Onslow-Bartlett. Then the petrol pumps

offended again and the Bugatti toured in, letting the Railton into third place. Ruddock's H.R.G. picked up several places and on the final lap Mead's Frazer-Nash moved up ahead of French, who was the tail-ender in the blown Ford-Austin.

1st: L. Onslow-Bartlett (3,917-c.c. Mercury-Special) ...	8	42.2
2nd: G. C. Woods (1,971-c.c. B.M.W.) ...	9	1.8
3rd: L. D. Roberts (4,168-c.c. Railton) ...	9	35.0

Bristol Members' Race. Final

This was decided on heat times and Bartlett deservedly won, exactly equalling his time for his earlier race.

1st: L. Onslow-Bartlett (3,917-c.c. Mercury-Special) ...	8	42.2
2nd: G. C. Woods (1,917-c.c. B.M.W.) ...	9	1.8
3rd: L. D. Roberts (4,168-c.c. Railton) ...	9	35.0

So ended a meeting that we sincerely hope will be repeated. The course patrol car, incidentally, was a very fine Pinin-Farina-bodied Bristol.

VETERAN CAR CLUB'S SOUTHERN RALLY AND TRIAL

An excellent entry of 74 cars was received, 38 veterans covering the period of 1897 to 1904 and 36 Edwardians 1905 to 1914. Of these only four veterans and two Edwardians failed to arrive, although several cars were excluded from the trial because of late arrival at the rally.

The rally results were as follows:—

- PRIZE FOR OLDEST CAR TO ARRIVE: L. Evans (1,897-c.c. Benz dog-cart).
- VETERANS.—1st: W. L. Pumphy (1903 Sunbeam), 112 miles from Erdington, Birmingham. 2nd: R. Lawson (1904 Tony Huber), 92 miles from Bristol. 3rd: P. R. Crittall (1904 Humber), 60 miles from Crowborough.
- EDWARDIANS.—1st: D. FitzPatrick (1906 Wolseley-Siddeley), 159 miles from Bradfield, Norfolk. 2nd: D. Barton (1912 Napier), 186 miles from Plymouth. 3rd: G. V. B. Cooke (1913 Austin), 180 miles from Grimsby.

The reliability trial results have not come to hand. See also page 185

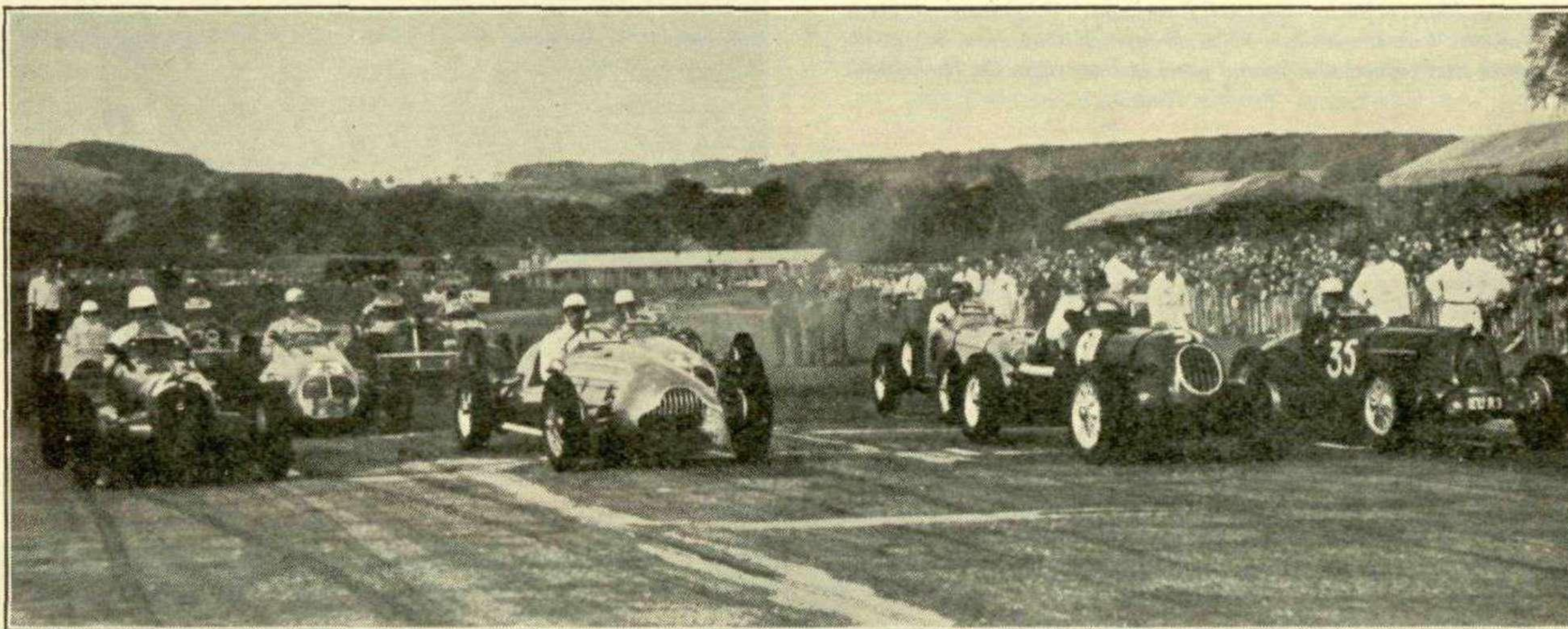


**THEY WERE BUSY PRE-WAR
THEY WILL BE AGAIN . . .**

CLEVELAND petrols, always associated with reliability and better performance, have long enjoyed the confidence of discriminating motorists. When individual brands return, the choice of Cleveland will once more be justified.

Highly Successful Brooklands-Type Racing at Goodwood

Reg. Parnell's 4 CLT/48 Maserati Wins Three Races, including the Richmond Trophy, and Sets the Lap Record to 87.1 m.p.h. Folland's Ferrari and Kennington's Cisitalia Successful on their First Appearance. Stirling Moss has Easy Victory in his V-twin Cooper. Whitehead's Great Drive.



THE BIG RACE STARTS.—The field gets away for the Richmond Trophy Race. From left to right can be recognised Ansell's Maserati, G. Ansell's E.R.A., Ashmore's Maserati, Whitehead's E.R.A., the G.P. Alta, Roll's Alfa-Romeo and Gale's Darracq.

THE B.A.R.C. Meeting at Goodwood in the ideal weather that prevailed on Easter Monday was motor-racing at its best. It was not surprising that it confirmed the impression that motor-racing has at last achieved recognition and real popularity in this country—the grandstands were packed to capacity, the rails were thick with keen spectators, a ripple of enthusiasm from this vast crowd greeted each dramatic incident and afterwards the traffic flowed back to London in an unbroken, Derby-day stream. The attendance was estimated as 40,000. Everyone seemed pleased with the improvements to Goodwood's amenities, and in spite of a half-hour delay when non-paying members of the crowd invaded the course (having cut a way through a fence to do so), the programme finished on schedule. Our considered advice to anyone who did not attend is: don't miss Goodwood on Whit Monday.

* * *

All the old atmosphere of pre-war Brooklands prevailed. The cars that began to fill the parks from 10 a.m. onwards were the same mixed collection of moderns and ancients, odd-looking and conventional, that used to make their way Weybridge-wards in the old days. There were the same sports girls and fashionably-dressed women, just as

sporting or fashionable as ever, the same faces in the Paddock, the same hush of expectancy as zero-hour drew near and the inevitable seekers-after-admission-passes hanging hopefully round the Paddock gates. And the grass-grown Paddock produced the usual matters of personal, sartorial and mechanical entertainment.

Naturally, a centre of attraction was Dudley Folland's new 2-litre Ferrari, a beautifully compact car with a real "bonnetful" of engine. The positions of the five forward speeds are conveniently marked, in roman numerals, on the gear-lever knob. It used a Marelli 6v. by 9 starting battery on a small trolley and was shod with Pirelli 5.50-15 front and 6.00-15 rear tyres, it being rumoured that this make of tyre was essential to successful roadholding. Incidentally, Dunlop technicians were busy taking the temperatures of each of the tyres on Parnell's Maserati immediately it returned to the Paddock after its races. It was shod with 6.50-16 rear covers.

Spikins' Lea-Francis-engined Spikins Special had new independent suspension all round, by double tubular trailing links and torsion bars at the front and an

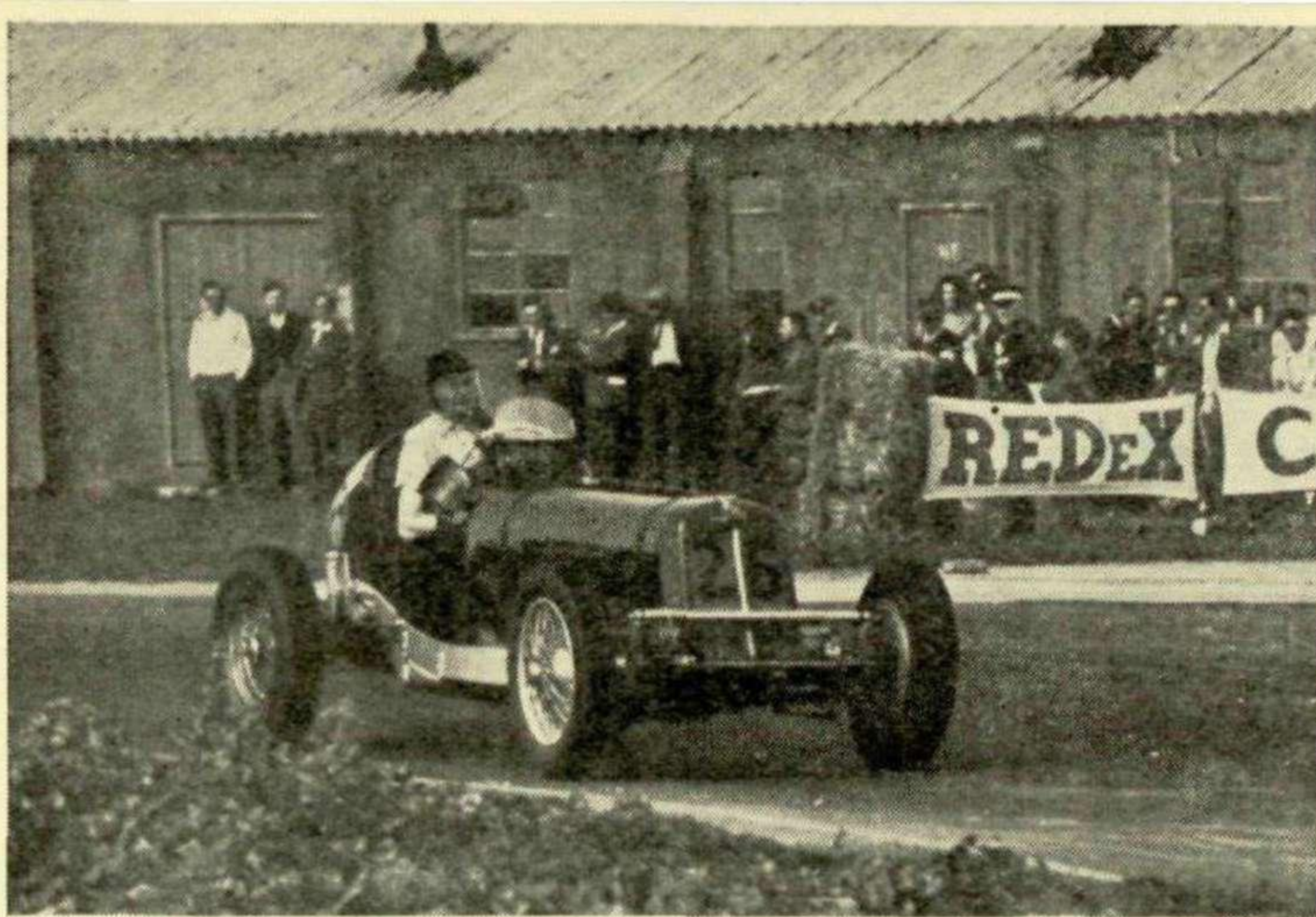
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underslung transverse leaf spring and swing axles at the rear. Its nose cowl was very slender, and the engine had four Amal carburettors. Peter Clark was quietly confident with his Standard "Vanguard"-engined *monoposto* H.R.G. which showed very clean carburation when the ignition was cut after a fast run. He is, however, hoping to get the compression-ratio up above 9 to 1 with a new head and pistons before the I.O.M. race. Oscar Moore's O.B.M. had a neat, detachable cockpit-top and Fairman had contrived a very narrow radiator cowl and six Amal carburettors for his Riley. Clapp's 1,100-c.c. H.R.G. had a belt-driven Marshall supercharger on the near-side of its engine and Jacobs' 1,086-c.c. M.G. had sports-type bodywork with a slab tank, a supercharger just protruding from the bonnet on the near side, a detachable steering wheel and strut-type hydraulic shock-absorbers at the front. Strut-type dampers were, as a matter of fact, quite a feature of the competing cars, being noticed on Whitehead's B-type E.R.A., Parnell's Maserati, and several others. Nothing was so impressive, however, as the huge built-in dampers for the i.f.s. of Poore's Alfa-Romeo, which, incidentally, ran on 5.25-18 rear Dunlops. Moss' Cooper is now silver, with a horseshoe motif on the headrest, and its 500-c.c. engine was changed for

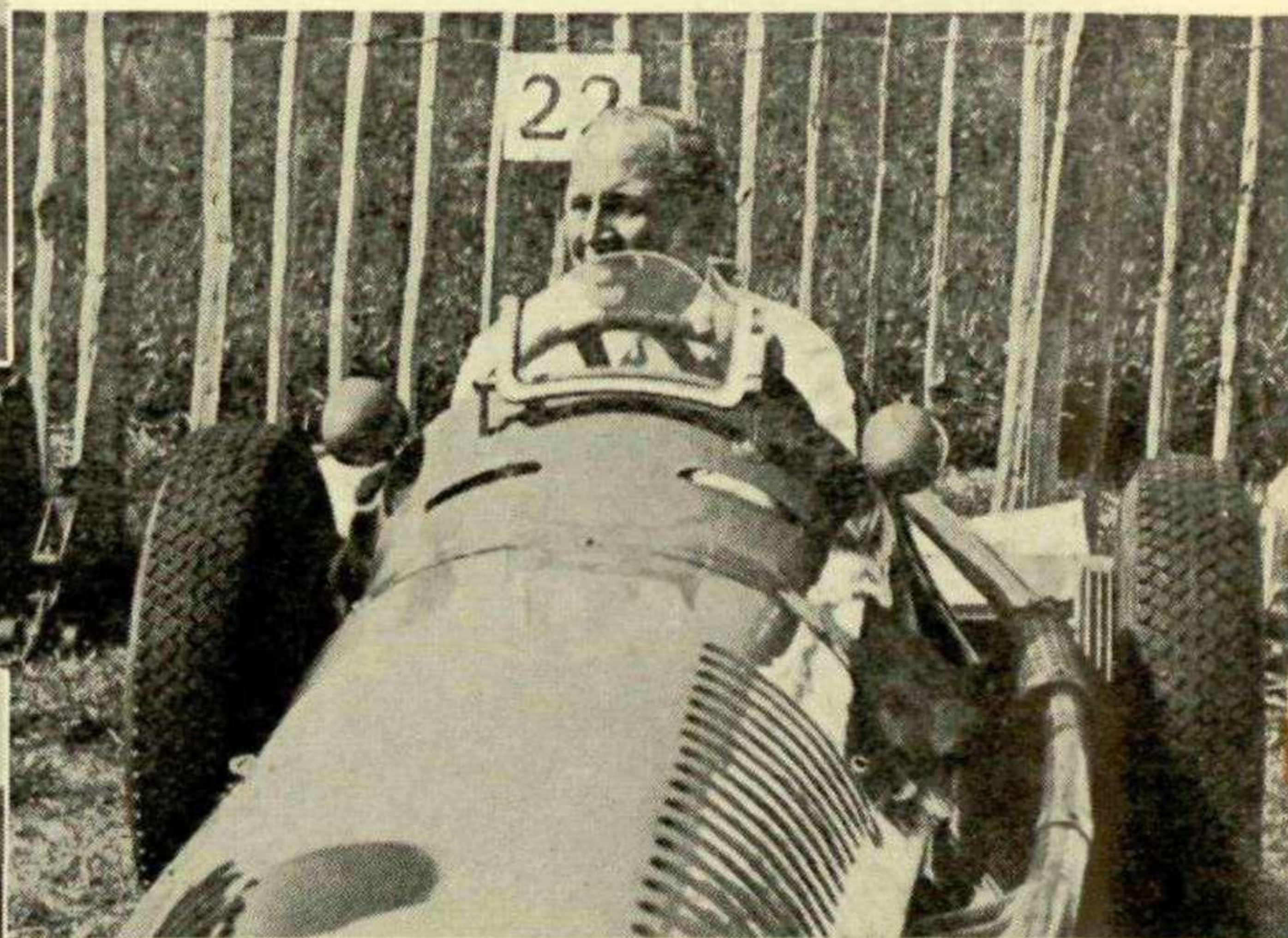
*(Continued on page 175)*



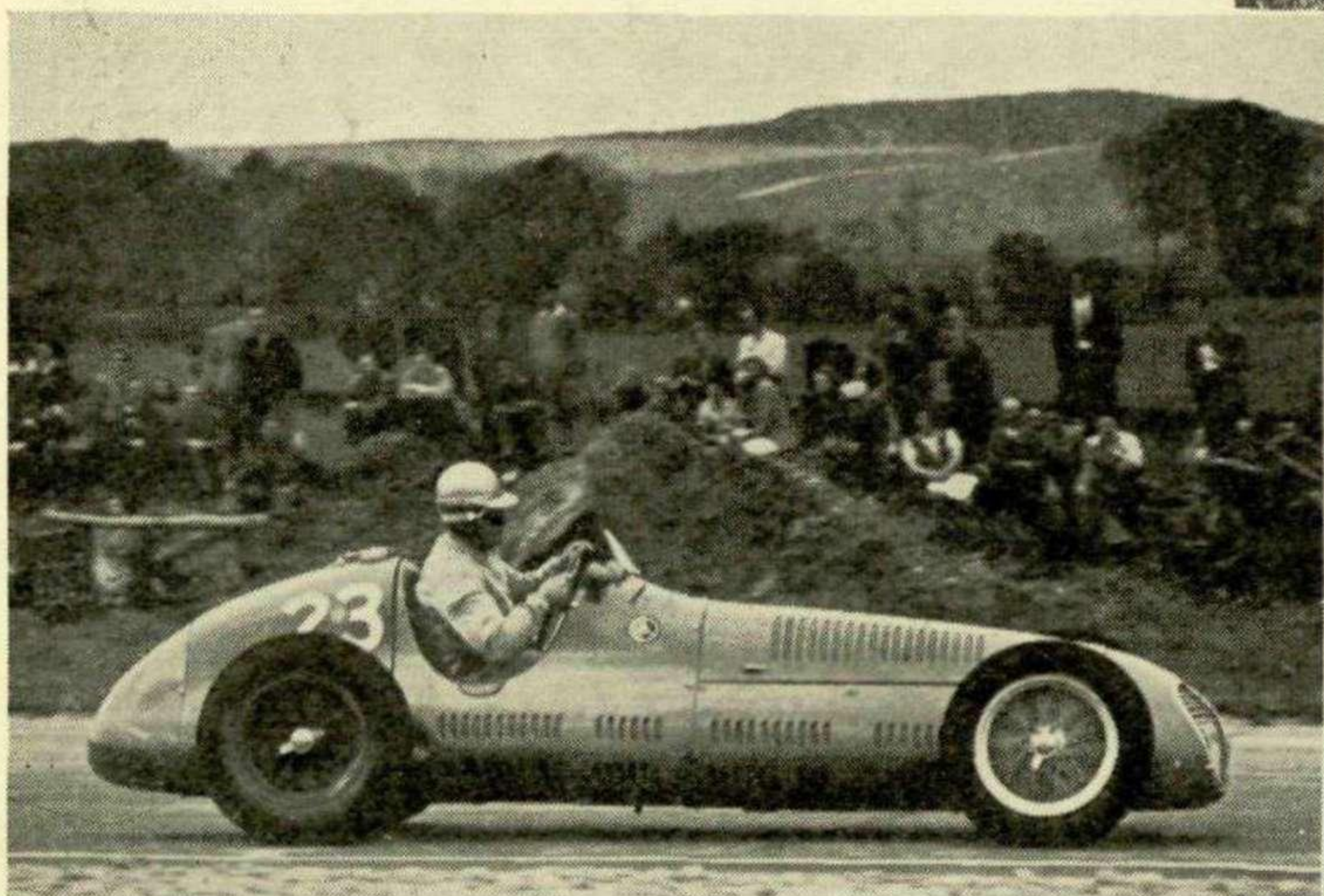
# MOTOR Pictorial GOODWOOD EA



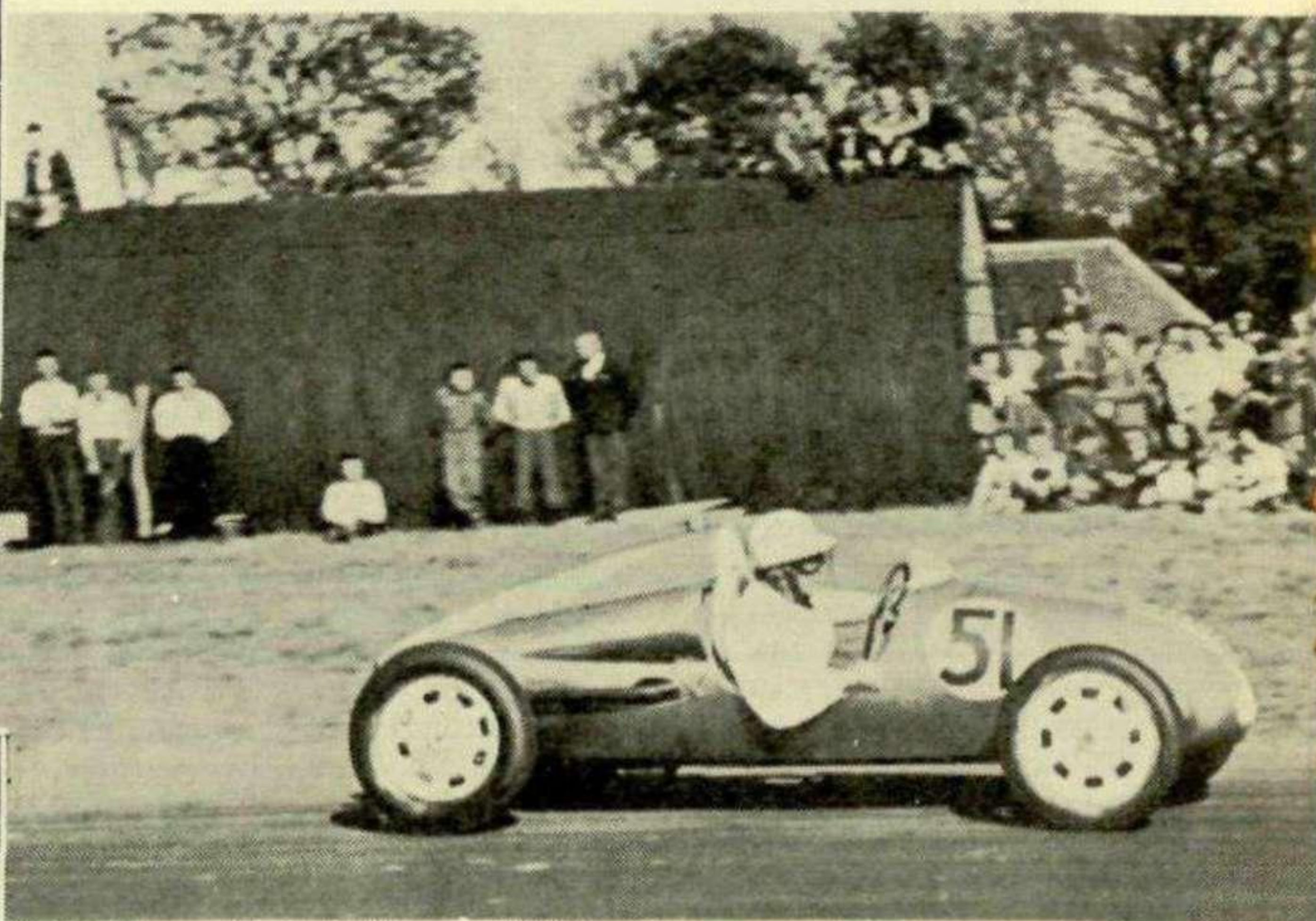
*AN IMMENSE EFFORT.*—Peter Whitehead taking Lavant Corner in his 1936 B-type E.R.A. on the great drive that gained him second place to Parnell in the Richmond Trophy Race.



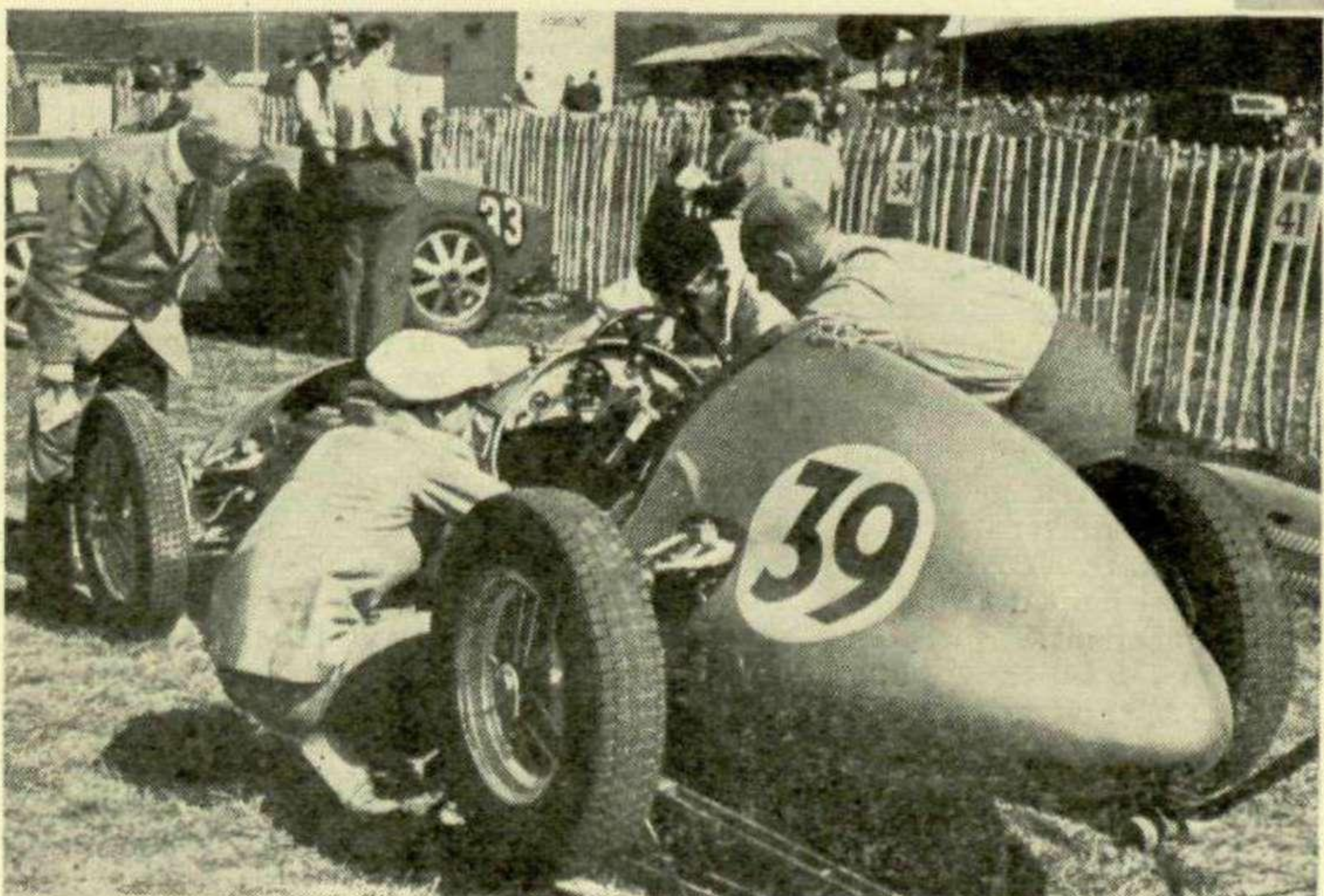
*BRAVO, PARNELL!*—The man who won three races and set the Goodwood lap record to 87.10 m.p.h.



*COUNTRY SCENE.*—The pleasant setting of Goodwood Circuit is nicely emphasised by this picture, with Ashmore's Maserati, which was off-colour on Easter Monday, in the foreground.



*YOUTHFUL VICTOR.*—Nineteen-year-old Stirling Moss driving his V-twin Cooper to victory at 79.76 m.p.h. in the Second Easter Handicap. He lapped at 82.44 m.p.h.



*OH DEAR!*—George Abecassis (in white cap) and Geoffrey Taylor (bare-headed) investigate the G.P. Alta's gearbox trouble on the Monday morning, while father Gerard looks for secrets normally hidden by the bonnet.



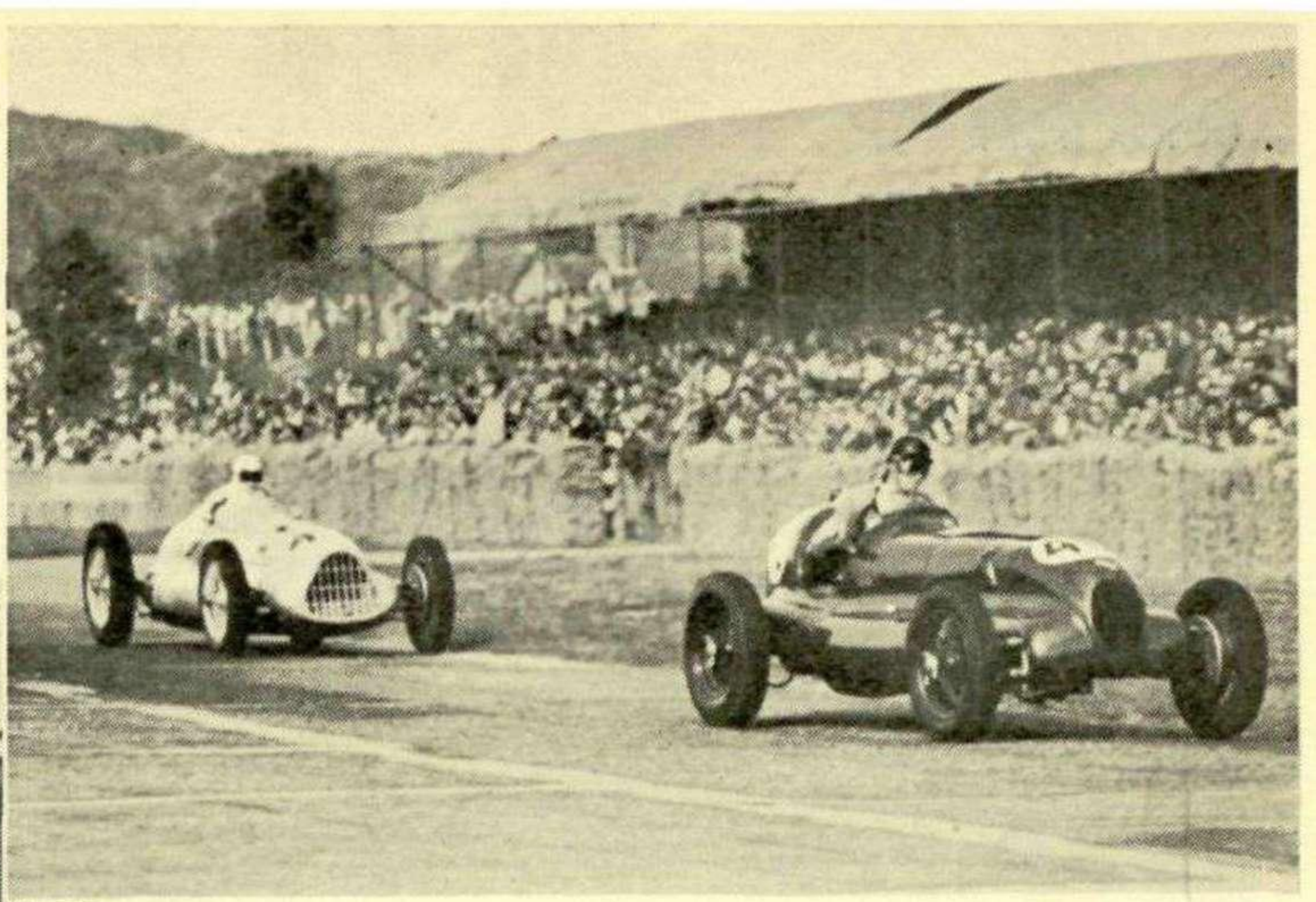
*ACCIDENT!*—And a w... who invaded the course. H... and Gerard's E.R.A. (right) fit



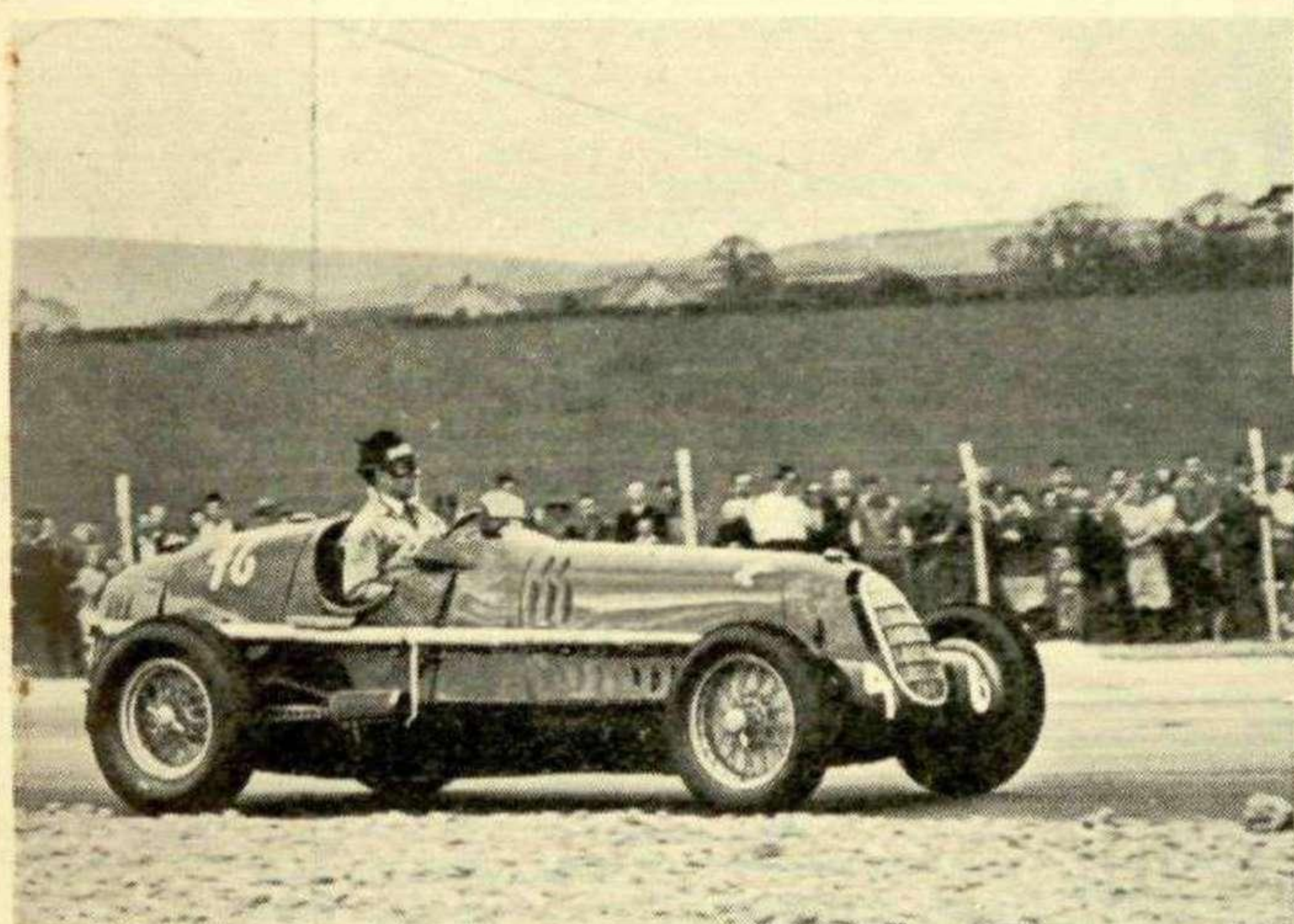
# SPORT

## Review

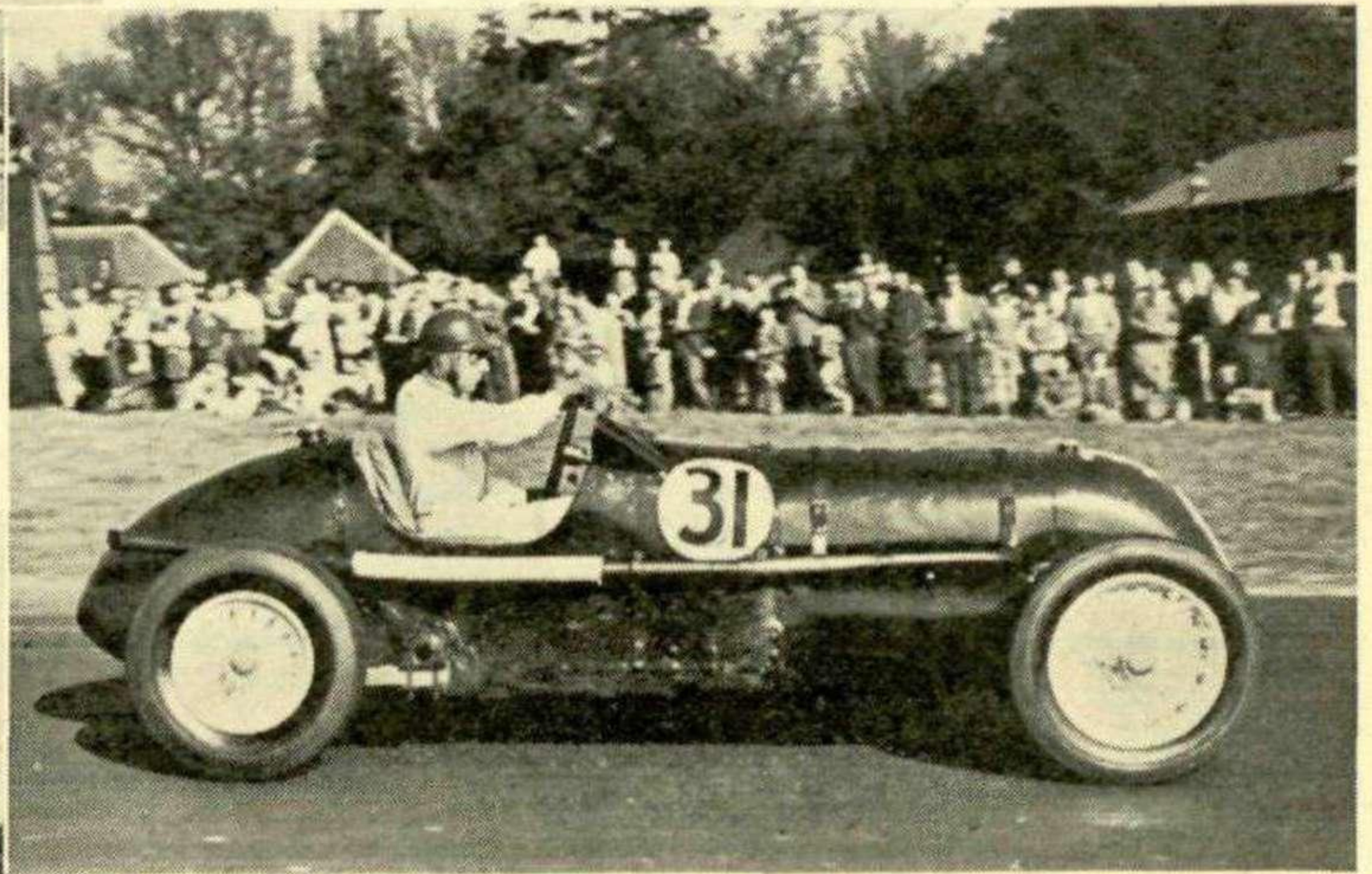
### EASTER MONDAY



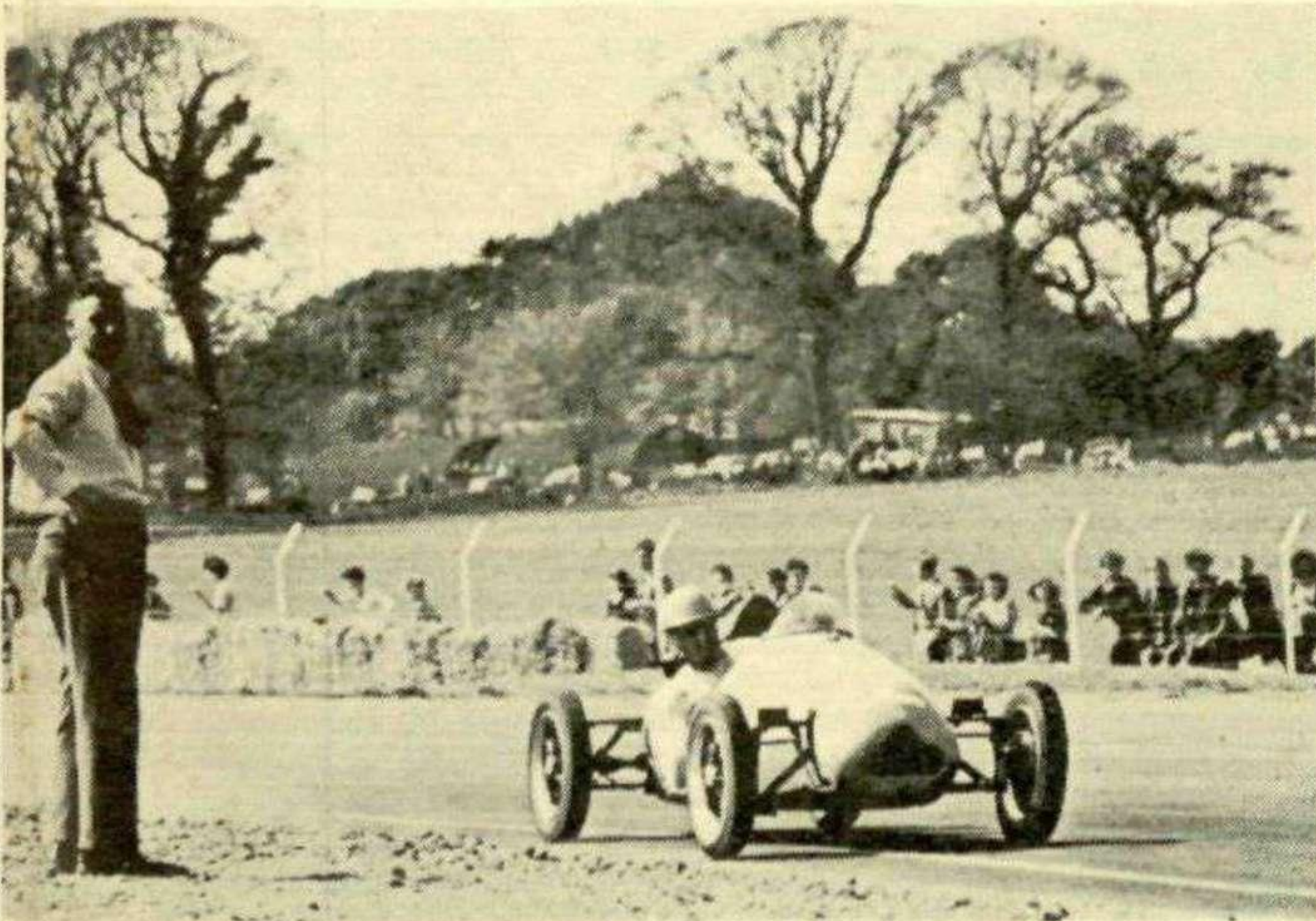
*OUTCLASSED.*—Harrison's newly-bodied but aged B/C-type E.R.A. has the legs of Johnson's E-type E.R.A. in the big race of the day, in which the cars of Parnell, Whitehead and Ashmore also vanquished the newest E.R.A.



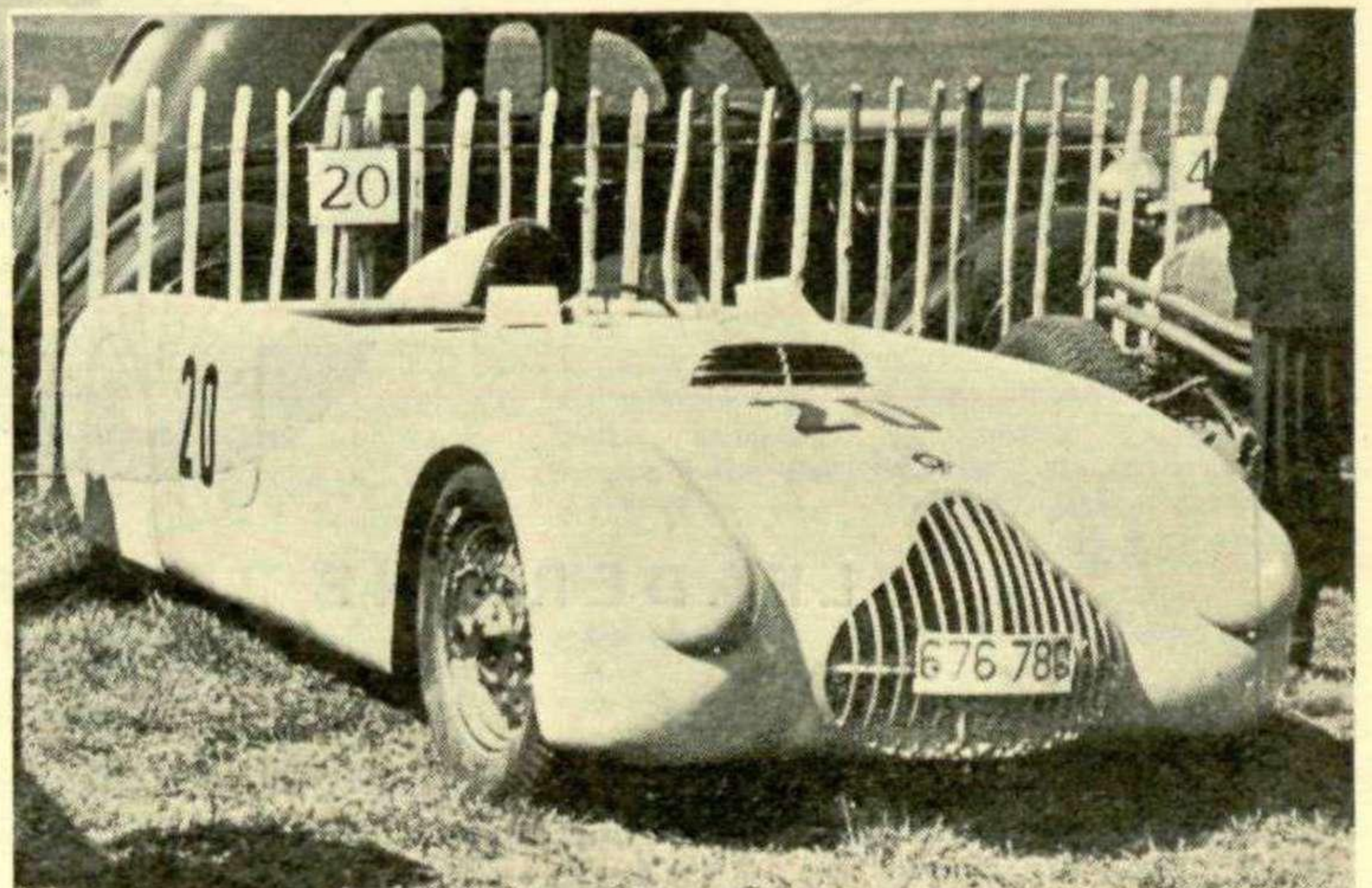
*DENIS POORE* handled his elderly "3.8" Alfa-Romeo bravely to come in second to Parnell's Maserati in the Chichester Cup Race.



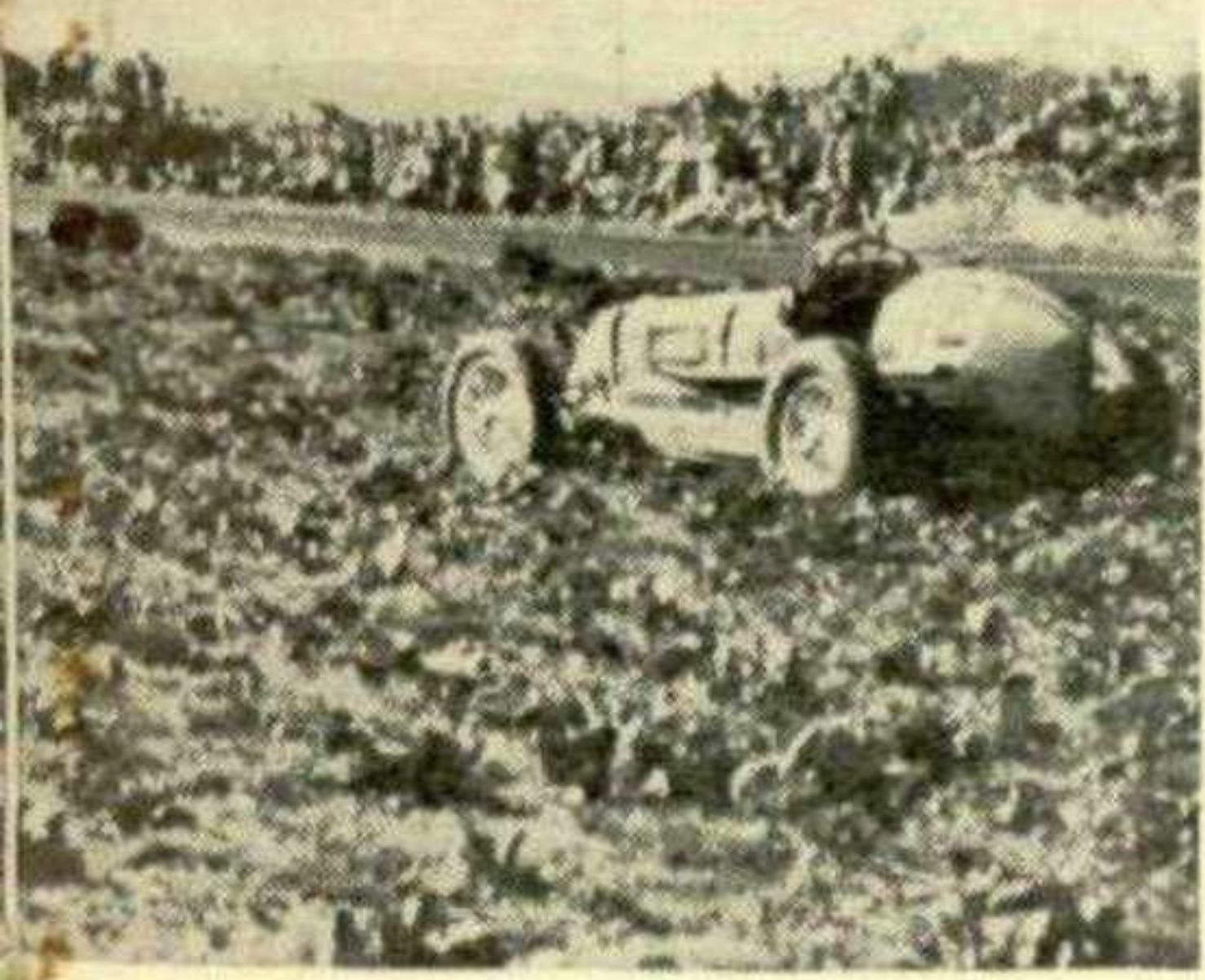
*HARD TRIER.*—Tony Rolt, who finished second to Parnell in the Third Easter Handicap after his Alfa-Romeo had collided with Gerard's E.R.A. in the Richmond Trophy Race.



*NICELY PLACED.*—Coldham's Cooper taking a fast bend during the 500-c.c. Race, which he won at 70.8 m.p.h. We hope the official on the left doesn't always stand with his back to the cars.



*ALSO RAN.*—This was the only sort of picture which Ken Hutchison's B.M.W.-engined Veritas was in on Easter Monday.



ing to those stupid people  
ow Rolt's Alfa-Romeo (left)  
nished up after their collision.



**B.A.R.C. GOODWOOD EASTER MEETING**

Shell  
Motor  
Oils -  
First!

**500 C.C. CAR RACE**

won by Mr. S. A. Coldham,  
driving a Cooper, at 70.8 m.p.h.

*(Subject to official confirmation).*



**LEADERSHIP IN LUBRICATION**



the V-twin between the second and sixth races! Johnson's E-type E.R.A. was unpainted, while a canvas cover entirely concealed Dunham's Alvis in the Paddock. Murray's Maserati had been handsomely repainted.

Troubles naturally occurred during Saturday's practice, the E-type E.R.A. again thrusting an axle shaft through its tank. On the Monday morning Abecassis was troubled by the second-gear synchromesh cones picking-up on the G.P. Alta, while Parnell's Maserati was said to have but recently had its superchargers rebuilt. Then poor Bradnack had the entire rear end of his Frazer-Nash dismantled, to attend to transmission maladies. The Mackie-Wilks Rover now has an o.h. inlet, 1,996-c.c. engine, with triple S.U. carburettors and Lucas magneto.

**The Lavant Cup Race (up to 1,100 c.c. s/c, and up to 2,000 c.c. non-s/c). Five laps. Scratch**

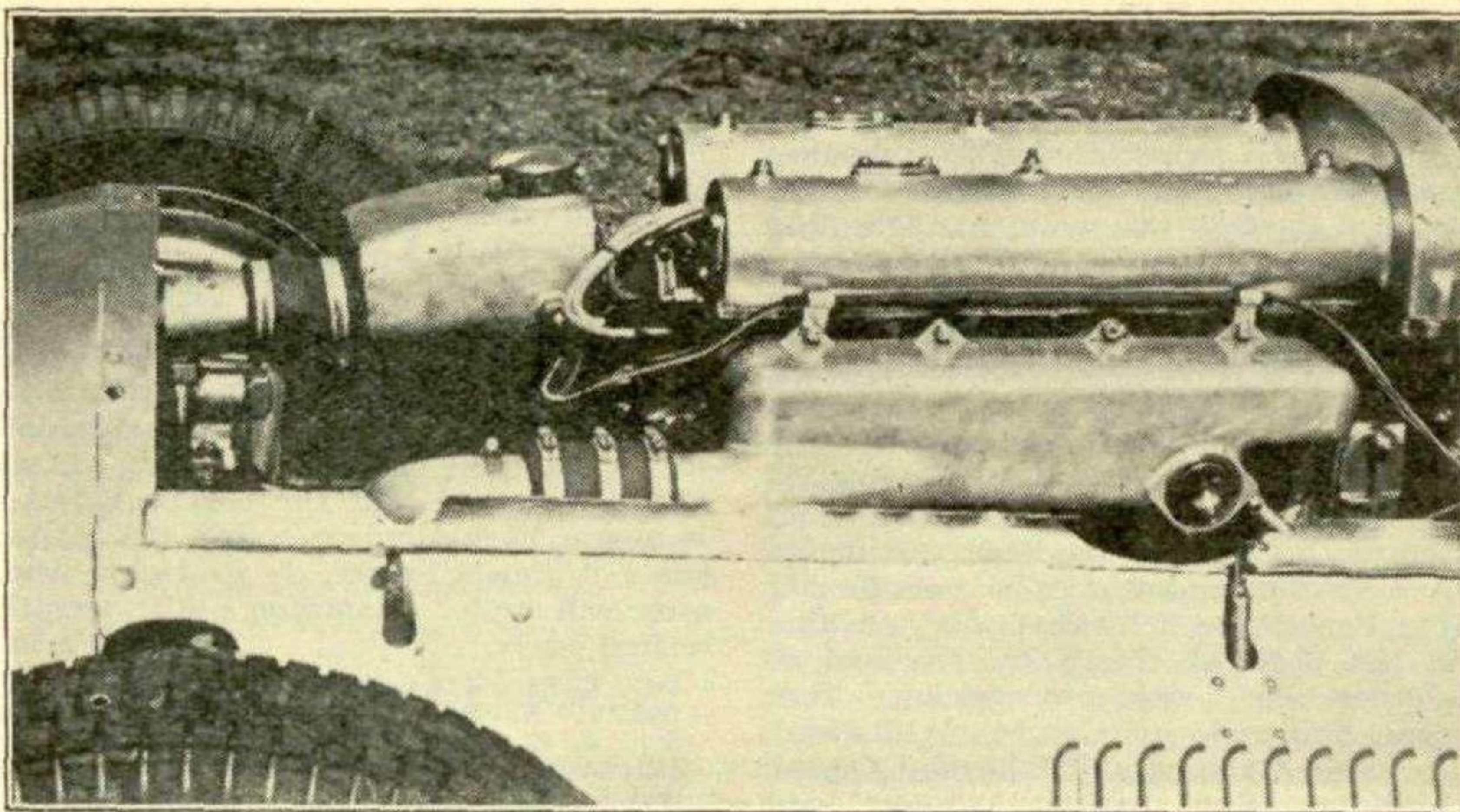
This race produced a bunch of the more interesting entries, in the shape of Folland's V12 five-speed Ferrari two-seater, Hutchison's bright yellow Veritas aerodynamic two-seater, Heath's rebuilt Alta, the O.B.M., Kennington's Tipo 103 Cisitalia, Clark's Vanguard-H.R.G. and the Spikins Special. Of these, Clark, Kennington and de Mattos in the Spikins had the front row of the starting grid, these positions being decided by ballct, *not* practice times, for all the scratch races. The start was immense, Marshall in the Amilear Six taking to the grass in the scrimmage to get through. After a lap Fairman's Riley led the Cisitalia, with Heath's Alta third and the Ferrari, which started with the Alta from row three, pressing him hard. Already Nixon's Riley had coasted in with dead engine and Clapp's blown H.R.G. had also retired.

On lap two the leaders came round still bunched, but Folland had taken the lead at Madgwick Corner, the Cisitalia now second and Fairman third. The O.B.M. was moving up, but the Veritas was impressive only by reason of its colour and its exhaust note and not on account of its speed. It came in after four laps with carburation trouble and the Spikins lasted an even shorter distance. The Clark H.R.G. sounded nice, but hadn't enough speed, Bingley's Aston-Martin seemed ragged and Marshall's Amilear refused to stay the distance. So Folland, driving beautifully, and his car holding the road like a leech, ran on to an easy but impressive victory, beating the Cisitalia by 8.8 sec., with Fairman sitting comfortably in third place. Folland set the fastest lap, at 81.50 m.p.h.

1st: D. C. Folland (1,995-c.c. Ferrari), 78.03 m.p.h.  
2nd: F. W. Kennington (1,090-c.c. Cisitalia).  
3rd: J. E. G. Fairman (1,954-c.c. Riley).  
4th: Heath (Alta), 5th: Wilks (Rover), 6th: Moore (O.B.M.), 7th: Downing (Riley), 8th: Clark (H.R.G.), 9th: Bingley (Aston-Martin), 10th: Kipps (M.G.).

**The 500-c.c. Race. Five laps. Scratch**

As the flag fell Moss and Coldham shot cut ahead of the field of 19 in their Coopers—the field, by the way, including "No. 13" as Page had requested this number. At the very commencement Samuelson's Cooper had momentarily thrust in front, while at the other end of the scale Rhiando, his mouth obscured beneath a handkerchief, was left on the



*CLEAN DESIGN.*—The camshaft covers, timing case and inlet manifold of the G.P. Alta. Note the coolant header tank with its under-bonnet filler and the recessed induction-system blow-off valve.

line. The end of the initial lap saw four men tight-bunched for the lead—May, Brandon, Coldham and Dryden, for Moss, after leading for a brief spell, had retired. Another circuit and Dryden, driving very well, had a useful lead, but C. A. N. May, Coldham and Aston, all in Coopers, were fighting it out behind. Brandon had retired already and Truman's Bardon-Special was out on lap three. Next it was Aston's turn, which enabled Parker in his Parker-C.F.S. to gain a place. Later May's Cooper had trouble. Dryden looked to have an unassailable lead and then the luck of the game entered into the picture—carburation trouble slowed him, enabling Coldham to go ahead and win by 1.2 sec. Dryden had the consolation of fastest lap at 74.61 m.p.h.

1st: S. H. Coldham (Cooper-J.A.P.), 70.80 m.p.h.  
2nd: R. M. Dryden (Cooper-Norton).  
3rd: D. Parker (Parker C.F.S.).  
4th: Samuelson (Cooper), 5th: Bacon (F.H.B.), 6th: Rhiando (Cooper).

**The Chichester Cup Race (over 1,450 c.c. s/c). Five laps. Scratch**

After half-an-hour's delay while intruders were cleared from the course, the field of thirteen roared away to an exciting start, Parnell and McAlpine rather anticipating the flag. The unfortunate Murray had failed to get his Maserati's engine started in time, in spite of advice from Parnell, the car's former owner.

Right from the start Parnell's 4 CLT/48 two-stage Maserati led, its lead growing ever bigger and Gerard's 1948 lap-record of 83.4 m.p.h. being lifted to 86.4 m.p.h. before Parnell returned victorious to the Paddock. So easy was Parnell's victory that interest centred on the battle which raged behind him, Poore in the "3.8" Alfa-Romeo doing all in his power to hold off Johnson in Mathieson's E-type E.R.A. The Alfa slid wildly out of Lavant Corner at the end of the second lap, lost the lead to Johnson, but regained it before lap three was concluded. It was splendid to see Poore handling his big car with such skill. On lap four, as Parnell lapped Mann's old "2.6" Alfa-Romeo, Johnson

got past Poore, but on the last lap Poore put in a terrific effort and overtook his rival, getting second place by a mere one second. Ashmore was not particularly pleased with the way his 4 CLT/48 Maserati ran (it had a piece of a Dunlop plaque blanking its radiator grille), but he drove well to move into fourth place after three laps, while Whitehead took rather longer to displace first McAlpine's Maserati, then Shawe-Taylor's E.R.A., to occupy fifth place. Abecassis in the G.P. Alta and Hutchison in his "2.9" P3 Alfa-Romeo pulled in after three and four laps, respectively, and Mann also pulled in before the end. Parnell won by 12.8 sec.

1st: R. Parnell (1,496-c.c. Maserati), 82.98 m.p.h.  
2nd: R. D. Poore (3,800-c.c. Alfa-Romeo).  
3rd: L. G. Johnson (1,487-c.c. E.R.A.).  
4th: Ashmore (Maserati), 5th: Whitehead (E.R.A.), 6th: McAlpine (Maserati), 7th: Shawe-Taylor (E.R.A.), 8th: Ansell (Maserati), 9th: Parker (Maserati), 10th: Byrom (Bugatti), 11th: Habershon (Delage).

**The First Easter Handicap. Five laps**

Handicapping of these races was Brooklands-style, on assessed speeds of driver-cum-car. Kennington had a very reasonable start and led for the entire race, winning by 31 sec. with no one else in sight. For two laps Gill's R-type M.G. lay second, but it began to boil and retired after four laps, Downing in Nixon's Riley displacing it for second place a lap earlier. However, Gill failed to hold off the Rover, which ran most creditably, and Shillito in Harrison's Riley, and he finally gave up. Behind these men Oscar Moore and Heath were engaging in a fine duel, only a couple of lengths separating them, the O.B.M. ever ahead of the Alta, finally to draw away, although just after they had crossed the finishing line the Alta shot past its rival. Ripley's Riley retired after three laps. Moore made fastest lap, at 77.80 m.p.h.

1st: F. M. Kennington (1,090-c.c. Cisitalia), 74.79 m.p.h.  
2nd: G. N. Mackie (1,996-c.c. Rover).  
3rd: G. Shillito (1,985-c.c. Riley).  
4th: Downing (Riley), 5th: Moore (O.B.M.), 6th: Heath (Alta), 7th: Scott (H.R.G.), 8th: Fairman (Riley), 9th: Ridley (M.G.), 10th: Bingley (Aston-Martin).



### The Richmond Trophy Race (Formula I Cars). Ten Laps. Scratch

This was the big race of the day and grand value it represented to the immense crowd watching it. Even before the flag dropped the field was more than straining at the leash—some cars were definitely moving towards Madgwick Corner! Rolt's Alfa-Romeo headed them, but Habershon's i.f.s. 1926-type Delage faltered in the rear for a while.

It was Fred Ashmore who led for the first lap, with Parnell and Rolt very close together in that order behind him. Gerard, his E.R.A. rendered distinctive by a slanting radiator grille, was fourth. Reg. Parnell was in his customary position at the head of things by the end of another lap, Ashmore second, Rolt third, followed by Gerard, Whitehead, R. Ansell, Harrison and Johnson. On the third lap Rolt passed Ashmore, and Whitehead in the 1936 B-type E.R.A. was seen to be driving a truly magnificent race. Rolt had been given the blue flag for baulking Gerard and the latter made a determined attempt to pass going into Lavant Corner, demolished a loud-speaker pylon and, as Rolt's hub-cap touched the E.R.A. Gerard the Unlucky, in a huge cloud of earth, hit the bank, damaging the E.R.A.'s front axle. Rolt's Alfa-Romeo spun off the road on to the inside of the course, but was undamaged, and Rolt at once ran over to Gerard. Fortunately, neither driver was hurt, but neither could continue. This let Whitehead into third place and on lap five, his car snaking viciously at the bend by the grandstands, he moved up past Ashmore. Harrison, too, in his re-bodied E.R.A., was awaiting a chance to slip past Ashmore's Maserati.

In the midst of such excitement one hardly noticed that G. Ansell's E.R.A. and Murray's Maserati were out or that the Grand Prix Alta was misfiring.

After seven laps had been completed, Parnell had lapped Gale's Darracq. Still Whitehead drove at his absolute limit, holding second place with Harrison about an equal distance away in third position, followed by Ashmore, who found no real bite from his car beyond 70 m.p.h., and the E-type E.R.A., which was dropping further back, the rear-end looking too soft for fast motoring. At one time Habershon's Delage looked to be in Parnell's path, but it moved over and gave the following E.R.A.s all the

room they needed. Parnell ran on to win by 3.8 sec., pushing the lap record up to 86.23 m.p.h. Whitehead came in second after one of the finest drives anyone has had in an E.R.A., 3 sec. ahead of Harrison, who also drove his B/C type E.R.A. magnificently. Incidentally, Whitehead's car had a massive tubular cross-member ahead of the radiator grille carrying the upper ends of hydraulic struts, besides Hartford shock-absorbers, and vertical hydraulic struts damping the rear axle. This race emphasised that the E-type E.R.A. is now a back-number. The G.P. Alta has not much longer to go before the same will apply. Hamilton's 6C Maserati retired early.

1st: R. Parnell (1,496-c.c. Maserati), 82.89 m.p.h.  
2nd: P. N. Whitehead (1,488-c.c. E.R.A.).  
3rd: T. C. Harrison (1,488-c.c. E.R.A.).  
4th: Ashmore (Maserati), 5th: Johnson (E.R.A.), 6th: Abecassis (Alta), 7th: Ansell (Maserati), 8th: Habershon (Delage).

### The Second Easter Handicap Five laps

Moss' V-twin Cooper had the advantage of all these cars on acceleration from the start and he drove in his usual fiery but calculated manner, moving from fifth to second place after two laps and taking the lead on the fourth lap. Leonard's newly-bodied M.G. Magnette, with one of its S.U.s protruding from the rear of the bonnet, caught Jacobs' blown M.G. before Madgwick Corner as they left the line, but it subsequently fell back, leaving Jacobs' M.G. in second place sounding delightfully crisp and letting Abecassis in his V-twin Cooper through to second place on the last lap. Moss won by the comfortable margin of 24.4 sec. and made the fastest lap, at the very impressive speed of 82.44 m.p.h. John Cooper was warned by Earl Howe for going wide in his V-twin Cooper and Crossley drove his 2-litre Alta very nicely from scratch, but to no avail.

1st: S. Moss (998-c.c. Cooper), 79.46 m.p.h.  
2nd: R. W. Jacobs (1,086-c.c. M.G.).  
3rd: G. Abecassis (998-c.c. Cooper).  
4th: Leonard (M.G.), 5th: Hartwell (Cooper),  
6th: Dunham (Alvis), 7th: de Lissa (M.G.),  
8th: Holt (H.R.G.), 9th: Crossley (Alta),  
10th: Cooper (Cooper), 11th: Hobbs (Rapier),  
12th: McClure (M.G.).

### The Third Easter Handicap. Five laps

Whitehead met Parnell again in this race, but with 20 sec. start over Reg who was on scratch. And the latter showed his Maserati to have plenty in hand, for

he came up from 13th place after a lap to fourth place at the close of lap four. On lap five he moved to second place behind Rolt and took the lead on the last lap. It was a magnificent finish, however, so that Bunny Dyer actually waved a blue flag at Parnell as he neared the line in case Rolt could beat him on sheer acceleration up from Lavant Corner. This was not to be, however, and Parnell won his third race of the day—what an Easter egg!—by 0.8 sec. Moreover, he yet again shattered the lap record, leaving it at 1 min. 39.2 sec., equal to 87.10 m.p.h. This betters Gerard's 1948 speed by 3.7 m.p.h., but it is only fair to state that the course has been slightly widened in places for this season.

This time Ashmore was third, with Byrom's 1930 Bugatti, complete with that magnificent Molsheim exhaust note and aluminium-spoked wheels, fourth. Early in the race, G. Ansell was shown a blue flag to ensure that he should not baulk Whitehead, but this time Peter did not manage to close with the leaders, and from the line Murray's Maserati showed superior acceleration. Crook's Alfa-Romeo baulked Murray for a time, but the latter got by and Bainbridge in Ansell's Maserati was close on the Alfa's tail at the finish. Lewis' "2.3" Alfa-Romeo retired.

1st: R. Parnell (1,496-c.c. Maserati), 84.18 m.p.h.  
2nd: A. P. R. Rolt (3,440-c.c. Alfa-Romeo).  
3rd: F. Ashmore (1,496-c.c. Maserati).  
4th: Byrom (Bugatti), 5th: Murray (Maserati),  
6th: Gale (Darracq), 7th: Crook (Alfa-Romeo),  
8th: Bainbridge (Maserati), 9th: Whitehead (E.R.A.), 10th: Habershon (Delage), 11th: Ansell (E.R.A.).

### Goodwood Grunts

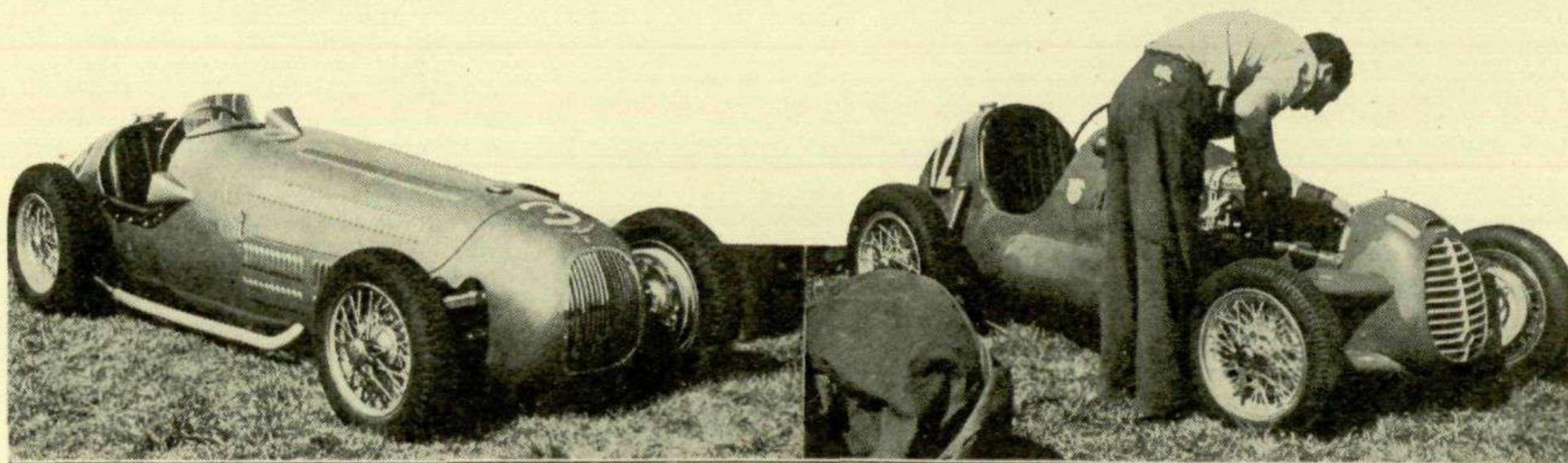
The Programme was similar to the old B.A.R.A. Race Cards—a very good layout. But please may we have the cars' colours, Mr. Morgan?

\* \* \*

Anthony Eden and his wife were present and keenly interested in the racing. Countess Howe was with Mr. Eden's party. "Bira" and his wife were also present.

\* \* \*

The general impression seems to be that the commentators missed a great opportunity during the 25 minutes that the B.B.C. allowed them for a broadcast of the entire Richmond Trophy Race. We hope that in future the B.B.C. will employ experienced commentators.



FIRST-TIME SUCCESSES were scored by Dudley Folland's 2-litre V12 Ferrari (left) and Frank Kennington's 1,100-c.c. Cisitalia (right). Both cars were making their initial appearance in this country.



Who was the very efficient marshal who kept the starting area clear after engines had been started? And what did Freddie Dixon say to him when requested to "get along there"?

\* \* \*

George Eyston was present and John Cobb was one of the Judges.

\* \* \*

A pleasing gesture was the Duke of Richmond and Gordon's invitation to cripples in motorised invalid chairs to view the racing from his guests' enclosure.

\* \* \*

Which of the B.A.R.C. officials relieved the "bookies" of £15 on the first race?

\* \* \*

Lord Howe used his V12 Lagonda and the Duke his Bristol.

\* \* \*

Handicapping was done by L. A. Ebbelwhite, son of the late A. V. Ebbelwhite, and P. B. Mayne, an R.A.C. time-keeper.

\* \* \*

The B.A.R.C. considers allotting starting-grid positions on practice times quite out of the question for such short races.

\* \* \*

Who was it who tried to gain free admission by saying he was a friend of Humphrey Cook and Earl Howe. And did it work?

\* \* \*

And how many sports-cars ran at Goodwood, after all?

\* \* \*

Has the British Motor Industry any qualms about the fact that, at a meeting attended by 40,000 spectators and widely publicised in the Press and by the B.B.C., Italian cars won five out of seven races?

\* \* \*

Congratulations to the B.A.R.C. for erecting three covered scaffold grandstands, proper fencing and a concrete safety-wall in front of the Paddock. A permanent Paddock and stands are planned for the future.

\* \* \*

Lodge plugs were used by the first, second and third finishers in every class at the Bank Holiday meeting at Goodwood Road Racing Circuit—a striking indication of the reliability of the special racing plugs which the Lodge company has developed in close consultation with leading racing drivers of the day.

\*\*\*\*\*

**FOR THOSE WHO DESIRE CLEAN OIL**

We have been informed that Messrs. Stenor, Ltd., Kew Foot Road, Richmond, Surrey, are now Sole Sale Concessionaires for "Fram" Oil Filters and Spares.

We understand that this important change took effect on January 1st, 1949, and that the whole of the British Isles is covered by this arrangement.

**Elegiac Lines**

*Recently occasioned by a nostalgic aroma.*

*Did I by chance the other night  
In a dark Somerset lane,  
\*Feel the tang of a half-forgotten scent  
In my nostrils once again?*

*Not the perfume of flowers or hay,  
Or the damp fragrance of soil,  
But the sharper, more penetrant odour  
Of a once-familiar oil.  
And I suddenly thought of Norton bikes  
With strange high diamond frames;  
And turbulent, crackling cyclecars  
With forgotten, once-famous, names—  
Visions of spectral, spidery things—  
(Shades of Godfrey Nash!)  
They passed before the eye of my mind  
In the space of a lightning-flash!*

*And Horstmanns, and "45" Renaults:  
Three-Litres with no front brakes:  
Cars of all shapes and sizes,  
Dozens of different makes—  
They came to me out of limitless space  
And regions of time afar,  
Evoked by the friendly genie that dwells  
In a tin of Castrol "R."  
... The fleeting whiff of an instant brief—  
But it struck my soul at the roots:  
A hundred times more eloquent  
Than your reek of polish for boots!*

*And I saw a Track, as a captive sees  
The hills through prison bars—  
The paddock . . . Barclay's Vauxhall . . .  
The Viper . . . three Darracq cars . . .*

*And through my ageing arteries surged  
The tide of youth once more—  
I thought that I was back again  
In Nineteen Twenty-four.*

W. A. T.

*(\*If you don't think this line scans, try putting the accent on "tang" !)*

\*\*\*\*\*

**An Ambitious Speed Hill-Climb in Dorset**

The West Hants and Dorset Car Club has been given permission by the Army authorities to hold a speed event at Blandford Camp, Dorset. The course selected has been approved by the R.A.C., and a speed hill-climb will be held over a kilometre course on May 28th.

Immediately after the start, the road drops downhill into a slight valley, with a right-hand bend on the way down. There is a left-hand bend, followed by an uphill gradient of about 1 in 11. At the top of the hill there is a further slight bend into a level finishing straight. The bends are all fairly fast. The road has a normal tarmac surface, and is 21 ft. wide.

Both sports and racing car classes will be run, subdivided into supercharged and non-supercharged. Entries are limited to 88, while, if sufficient support is forthcoming, Edwardian cars will have a class of their own. The event will be run under a Closed Invitation Permit, and the following clubs have accepted: V.S.C.C., B.A.R.C., Brighton and Hove M.C., Bristol M.C. & L.C.C., Southsea M.C. and the 500 Club.

Awards include cash prizes of £50 for fastest time of the day, and £25 for second fastest; also £25 for fastest sports-car.

Practising will take place between 9 a.m. and 12 noon, on the morning of the meeting, and the event is due to start at 1 p.m. Entry forms may be obtained from D. S. Ship, c/o Canford Cliffs Motors Ltd., 21, Haven Road, Canford Cliffs, Bournemouth; telephone: Canford Cliffs 88. Entries close 6 p.m. on May 14th, 1949. Full spectator facilities will be available, including catering.

**THE CURRAGH RACES**

Lap speeds well over 80 m.p.h. are expected over the 4.9-mile circuit at the Curragh Military Camp in Co. Kildare, thirty miles from Dublin, when the Irish Motor Racing Club run their International meeting on September 10th. There will be two events, both of 100 miles, one a scratch race for which £300 in prize money will be offered, and the other a handicap race with £180 prize money attached. Any type of car will be eligible for the scratch event, and any car and driver not entered for the scratch race may run in the handicap. The roughly triangular circuit will be covered left-hand-in and comprises a 1½-mile straight along the main Dublin-Cork road, followed by another straight of nearly a mile and then a winding section through the Curragh Camp, followed by a downhill drop to the start. Proceeds will be in aid of the Army Benevolent Fund, and military co-operation is promised.

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**THE ASSOCIATION OF NORTHERN CAR CLUBS**

A report from the Hon. Secretary reads:—

"The eighth meeting of the Association was held in Manchester on March 30th. These meetings have now become a vital part of the Sport in the north and it is good to note that our example is being followed in other parts of the country. At this meeting we said "thank you very much" to George Mangoletai, one of our founders, and to Rod Davies, our first and very efficient Honorary Secretary. We hope they will continue to help us when possible, even though they hand over their responsibilities.

"We had news of progress in the endeavour to draw up standard trials-regulations. It is up to the R.A.C. now. It was decided to continue to strive for more recognition of this Association and its work and, also, for reconsideration by the R.A.C. of its new National Competition licence. It will be up to club representatives to see that the car-clubs' point of view is put forward clearly and forcefully at the next annual meeting in London.

"The idea of a North v. South Trial has been brought forward by the Lancashire and Cheshire Car Club and a sub-committee is now investigating the matter.

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**TOO FAST FOR OWNER?**

A letter from Ian Metcalfe appeared in the Jan.-Feb. issue of the *Sports Car*, journal of the Sports Car Club of America. This enlightening letter, apart from explaining that Mr. Metcalfe is prepared to sell his 8-litre Bentley, which is reputed to have cost £30,000 to build and which he states is absolutely brand new, for £4,000, tells us that this car now does 150 m.p.h., with two-seater body and full road equipment, on "Pool" petrol, although, as a very slim single-seater (the Barnato-Hassan) the car, as the letter admits, only lapped Brooklands at 143.1 m.p.h. Be that as it may, Mr. Metcalfe is quite dogmatically certain that his 8-litre is "much faster in every way than Mr. Forrest Lycett's 8-litre." Mr. Metcalfe has now retired from racing.

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**HAPPY AT LUTON**

Nearly 12,000 workers at Vauxhall Motors Ltd., Luton, Beds, to-day share £65,300 under the firm's profit-sharing scheme. Since the distribution scheme began in 1936, Vauxhall workers have shared over £977,000.



## WE HEAR

R. S. Strachan is restoring a 1928 "20.9" Sunbeam chassis and craves a suitable body and wings for it. R. L. Walker has rebuilt a Singer "Le Mans" with modern two-seater bodywork, even to a modern frontal aspect and his own spray-painting, working in a shed and using the minimum of equipment. The police are taking an increasingly active interest in competition motoring, in the desirable sense. Apart from six cars from the Hendon Police School that competed in the B.D.C. Rally, entries from the Hastings and Eastbourne police are anticipated for the B.A.R.C. Eastbourne Rally of July 2nd and 3rd. A reader generously offers a 1934 Wolseley Hornet engine and gearbox, practically complete, to any *bona fide* enthusiast who cares to collect it—letters will be forwarded. Juneero, Ltd., have introduced a kit of parts for building a model car to be powered with an engine of up to 2.5 c.c. capacity—and in the best early racing cyclecar tradition, it has belt drive. At the other extreme, Meccano, Ltd., show commendable enterprise in having introduced examples of the Standard "Vanguard," Triumph "1,800" and Austin "A70" saloons in their range of "Dinky" miniatures. Moreover, if your toy-dealer has them in stock, you can take delivery at once, *sans* covenant or permit, on payment of 1s. 9d. each.

The B.A.R.C. is offering a prize of £25 for a new car badge design. Entries close on May 31st and details are available from the Club, at 55, Park Lane, W.1. G. D. Smith, of Worcester, is restoring the 1924 Bamford and Martin s.v. Aston-Martin which was raced at Brooklands by Miss Lister and Cater in 1928 and which has a very beautiful crankshaft. The Shell Film Unit have plans, we are told, for an elaborate film of the British Grand Prix at Silverstone. An 1899 Peugeot, an aged Darracq saloon and a 1927 Windsor with spare engine have come to light in the Corbridge-on-Tyne area. At the conclusion of his talk

# Club News



on Bugattis to the N.L.E.C.C., reported elsewhere in this issue, J. Lemon Burton showed a picture of his new special, based on a Volkswagen chassis. It has a neatly streamlined body, retains the rear engine and is supercharged with a Bugatti supercharger driven by no fewer than five belts. As Burton modestly says, "It should provide a bit of fun." P. Underwood intends to rebuild 3-litre Bentley chassis No. PH 1459, which is in poor shape; he craves a handbook.

Capt C. J. Maple has sold his "International" Aston-Martin and acquired a "12/50" Alvis; he says he would like to see MOTOR SPORT published fortnightly—sorry, at present we cannot oblige.

Sir Malcolm Campbell left the sum of £175,580 and bequeathed £1,000 and a house to Leo Villa, his racing mechanic. John H. Leighton-Davies is rebuilding a 1926-7 DISS "14/40" Delage and has recently unearthed a 1923 "Bresea" Bugatti from a chicken-run in which it had spent the last twenty years or so.

Commander D. S. C. Blatland, R.N., recently back from Singapore, is running a rare car, in the form of a 1937 2-litre "Speed Model" Aston-Martin with open two/four-seater body and extremely stark wings. Out in Massachusetts Henry C. Wing, junior, has acquired a 1905 Type A.C. 40 Clement Bayard touring car and, while he thoroughly digested "Baladeur's" recent remarks thereon, he seeks any additional information that is available. He is particularly anxious to discover the significance of the tiny airship emblems stamped or engraved on the front dumb-irons. Antone, Ltd., 107, Longdown Lane South, Epsom, Surrey (Epsom 9110), can now supply their stirring gramophone records of

last year's Silverstone and Jersey recordings, price 10s. each, post free.

In the United States Alec Ulmann has renovated a 37.2-h.p. Hispano-Suiza with Chapron convertible drophead coupé body, and on a recent trip from Riverside to Florida and back it cruised at 70 m.p.h., equal to about 2,000 r.p.m. He is also getting his "Alphonso XIII" Edwardian Hispano-Suiza into good fettle and has acquired an ex-Targa Florio 2-litre supercharged twin-o.h.c. 1923 Mercedes, believed to have been the last factory team entry by Mercedes in America, when Lautenschlager drove it at Indianapolis. Ulmann asks us to say that his 1912 Mercer Raceabout has only one two-spark Bosch magneto, not two as we stated recently, and that the car has been timed to do slightly over 80 m.p.h.

The Sports Car Club of America plans to hold the Bridgehampton Sports Car Road Races on June 11th, in conjunction with the Eastern U.S. branch of the M.G. Car Club and the Motor Sports Club of America. Three races will be held over a fairly flat course at Long Island, four miles long and with approximately one mile straights to each leg. Two of the races will be of 48 miles duration, the remaining one of 100 miles. Another Watkins Glen race will be held late in September and there may be a hill-climb in mid-summer, but as events are held on public roads, it is necessary to obtain sanction from town authorities and the police and that is not always easy. Just to show that we never refuse to publish a request, we state that K. V. Ellis, Earl Grey, South Street, Derby, wants to form a club for drivers of dirt-track midget cars. Le Grimpe freak hill at Knatts Valley, is available for club meetings, and may be hired from A. H. H. Neal, c/o 17, Leyton Cross Road, Dartford, Kent. It was first used in 1928.

A 20-h.p. Rolls-Royce with truck body and *sans* dynamo and battery, is reported standing at the back of a filling station

## FIXTURES FOR MAY

1st.—Hants & Berks M.C. Closed Invitation Aldershot Trial, Fleet.  
Hartlepoons & D.M.C. Closed Invitation Trial, Cleveland.  
Taunton M.C. Closed Allen Memorial Trial, Wivelscombe.  
7th.—Scottish Motor Racing Club Sprint Meeting.  
7th/8th.—Sunbeam-Talbot O.C. Blackpool Rally.  
8th.—Kentish Border C.C. Closed Trial, Swanley, Kent. 10.30 a.m.  
Sheffield & Hallamshire M.C. Closed Trial, Hope, Derbyshire. 2.30 p.m.  
14th.—R.A.C. INTERNATIONAL BRITISH GRAND PRIX RACE, SILVERSTONE.  
15th.—Cemian M.C. Closed Trial, Beaconsfield. 2.15 p.m.  
Yorkshire S.C.C. Closed Horsfall Trophy Trial, Lothersdale.

19th.—Taunton M.C. Closed Trial, Blackdowns.  
20th/22nd.—Lancashire A.C. Blackpool Rally.  
21st.—Bristol M.C. & L.C.C. Closed Poole Trophy Trial, Mendips.  
Ulster A.C. Closed Trial, Co. Antrim.  
Midland E.C.C. Closed Trial.  
21st/22nd.—M.G.C.C. Closed Rally, Central Scotland.  
Gosport A.C. Rally, Gosport.  
22nd.—Bugatti O.C. Speed Hill-Climb, Prescott.  
Herts County A. & A.C. Closed Speed Trial.  
26th.—B.R.D.C. INTERNATIONAL BRITISH EMPIRE TROPHY RACE, I.O.M.  
N.L.E.C.C. Talk by Laurence Pomeroy, "Vauxhall Motors and the Birth of the Sports Car."

27th/28th.—Riley M.C. Closed 24-Hour Trial, Southport.  
28th.—W. Hants & Dorset C.C. Closed Invitation Kilometre Speed Hill-Climb, Dorset.  
Maidstone & Mid-Kent M.C. Closed Invitation Race Meeting, Silverstone. (Members and friends only.)  
S.U.N.B.A.C. Hill - Climb, Colwall.  
N.W. London M.C. Closed Lawrence Cup Trial, Bagshot.  
W. Hants & Dorset M.C. Closed Invitation Speed Event, Blandford.  
Scottish S.C.C. Closed Trial.  
29th.—Liverpool M.C. Closed Trial.  
Yorkshire S.C.C. Closed Test Trial, Ilkley.  
June 3rd/4th.—M.C.C. Closed Edinburgh Trial.



adjoining West Bromwich football ground, if anyone wishes to save it.

Following our announcement last month that a reader is contemplating putting two Scott engines into a "12/40" Lea-Francis comes news that R. C. Hobdell, a Scott enthusiast, has done just such an installation in an early Riley Nine chassis. Incidentally, he would be glad to hear from this other reader—his phone number is Forest Hill 7577. A. V. Henderson, of Co. Antrim, is considering putting a twin-o.h.c. 3-litre Sunbeam engine in a "special" and seeks data on this power unit.

A big La Buire saloon motors in Manchester and a Birmingham breaker numbers a 1921 Wolseley Ten, a Minerva and a Hadfield Bean amongst his stock. E. J. Steel is now living in a caravan in the West Country and is reconditioning his veteran Alldays and Onions saved through the MOTOR SPORT "Register of the Unique". He reports well-preserved Panhard, Tony Huber and Stanley steamer veterans locally and such vintage cars in frequent use as Lea-Francis, A.C., Straker-Squire and Humberette. He also pays tribute to the excellent work done by old Austin "Twelve-Fours" during hay-making.

P. F. A. Watkins owns the 1922 3-litre Bentley once raced at Brooklands by Capt. Fiennes. Prices are falling, a 1931 Austin Twelve recently selling for £17 10s., a very sound 1928 Austin Twelve tourer for £30, a nicely-preserved small mileage 1929 Sunbeam Twenty saloon being priced at £110, and a 1926 Rolls-Royce Twenty at £104.

S. M. Frost has installed a Ford Ten engine in the ex-R.K.N. Clarkson "Grasshopper" Austin Seven and endowed it with a new body.



#### MORGAN 3-WHEELER CLUB

This Club's June Rally will be at Ballard's Drive, Colwall, near Malvern, by kind permission of S.U.N.B.A.C. and not at Madresfield as originally intended. The date is June 18th/19th. The Club subscription is 10s. a year, or 7s. 6d. for associates. Secretary: G. Evans, 19, Chestnut Walk, Worcester.



#### CITROEN CAR CLUB

The Citroen Car Club has been formed and already many enthusiastic Citroen owners from this country and from far-distant parts of the world have enrolled.

The aim of the Club is to cater for the enthusiasm of members by organising meetings, rallies and functions, to provide opportunities for meeting fellow members and to promote social interest amongst all Citroen car owners.

A quarterly journal entitled *The Citroenian* will be published and issued to all members, included in which will be the latest information on Citroen cars, together with maintenance hints, up-to-date modifications, details of tours, correspondence between members and other topical features of interest.

Much general correspondence is being dealt with, indeed on most days the Club office looks like a Citroen Advice Bureau; needless to say all inquiries are very welcome.

Full details may be obtained from

the Secretary, Citroen Car Club, 1a, Montpelier Row, Blackheath, London, S.E.3.



#### MOTOR-MINDED SOUTHSEA ?

It is refreshing to find a Chief Constable and a Lord Mayor who warmly favour competition motoring. Such is the case at Southsea. At the annual dinner and dance of the Southsea Motor Club, last March, the Lord Mayor of Portsmouth, Councillor F. Miles, in response to a suggestion that Southsea might stage an important motor rally, said: "I'm all for it." The Chief Constable, Mr. A. C. West, said: "I see no reason why you could not make a success of such a venture with advantage to the City. From our point of view I wish that you people would run some such events in the interests of safe driving. Show people what can be done with powerful cars in expert hands, even on our roads of to-day, always remembering, of course, that some were built for the needs of the old hansom days. In such a way the majority of people who use fast cars could help a higher standard of driving." With such valuable encouragement the

#### WITHOUT COMMENT . . .

On April 1st the petrol ration in Eire for private cars was doubled. The "basic" ration for an 8-h.p. car is now 16 gallons per month. The goods vehicle ration was also increased.

Southsea Club may be expected to make good use of any opportunities that come its way. The favourable remarks of the Mayor and the Chief Constable were given publicity in the *Portsmouth Evening News*. The Chief Constable hinted that certain persons of higher level had "stuck their toes in" in respect of rallies or speed events at Southsea, but declared that this is not an insurmountable difficulty. "In the very near future, I think," he added, "you will be able to overcome that with a little enterprise and push."



#### MIDLAND A.C.

Regulations and entry forms for the International Shelsley-Walsh Hill-Climb on June 11th, which is the first event counting towards the British Hill-Climb Championship, are available from the Secretary, 87, Edmund Street, Birmingham, 3.



#### THE VINCENT-H.R.D. OWNERS' CLUB

We have received copies of "M.P.H.," the monthly news-letter of the Vincent-H.R.D. Owners' Club, for "riders of the world's fastest standard motor-cycle." Membership appears to be nearly 150, including several lady-members, and the news-letter contains many practical hints and discussions and a keen enthusiasm. We do not have space to devote to motor-cycling matters as a rule, but have pleasure in announcing what appears to be a very useful one-make club. The President is Philip C. Vincent,

A.M.I.Mech.E., A.M.I.P.E. The entrance fee of £1 includes machine and lapel badges, and the annual subscription is 15s., with a reduction for executives of the H.R.D. concern and for lady members. Trips to the I.O.M. and Manx races are contemplated. Hon. Sec., Alan Jackson, 17, Grange Road, Bramhall, Cheshire.



#### 750 CLUB

The 750 Club, which was formed before the war at the suggestion of the Editor of MOTOR SPORT, primarily for the exchange of Austin Seven spares and the organisation of competitions free from the then-menace of the V8, appears to be taking on a new lease of life. Charles Goodacre, the Austin racing driver, has agreed to become the Club's President, and Harold Biggs has taken over Editorship of the news-sheet from Lush. The committee is composed of Messrs. Brooks, Moon, Lush, Billingham and Wootton. H. Birkett is Chairman, R. Yeats Captain and K. Welfare Hon. Treasurer. The Club meets at the "Red Cow," Hammersmith, every first Thursday in the month and last month had a special visit to inspect J. V. Bowles' stable of Austins. J. Bowles and W. Boddy have been elected Hon. Life Members. Hon. Secretary: A. W. Butler, 1, Hawkhurst Way, West Wickham, Kent.



#### MALAYAN HISTORY

The well laid-out programme of the Singapore M.C.'s Lim Chu Kang speed trials, which reached us late in March, contained an interesting summary of past motoring competitions in Malaya. Following a fatal accident in 1927, a ½-mile s.s. sprint was organised in 1929 at Kuala Lumpur, Keay's "30/98" Vauxhall beating Loke Yaik Foo's 1½-litre G.P. Bugatti for fastest car time. Much faster, however, was Barton's Norton motor-cycle. Nothing more happened until 1936, when Crowther-Smith's Ford V8 made f.t.d. for cars in the same event. In 1938 the event was revived and fastest car was Van de Straaten's Ford V8. That year two other speed trials were held, and Lim Peng Han's L.A. Special made fastest car time on each occasion. 1939 saw Holloway's Holloway Special make best time in the Kuala Lumpur event and in 1940 Phillips made fastest time of the car drivers in his L.A. Special, at Seremban.



#### THE 1949 R.A.C. BRITISH HILL-CLIMB CHAMPIONSHIP

We have received the following news of this year's British Hill-Climb Championship from the R.A.C. :—

"The general conditions have now been issued by the Royal Automobile Club for the third annual British Hill-Climb Championship, which will take place during the summer.

"In character, the conditions follow those in force last year, and the same hills will be used.

The dates for 1949 are:—Shelsley Walsh (England) June 11th; Bo'ness (Scotland) June 25th; Bouley Bay (Jersey) July 21st; Craigtlet (Ulster) August 27th; Prescott (England) September 11th.

"Competitors in the Championship, which is open to drivers of British nationality only, are entitled to nominate any four of the five events, and the competitor who gains the highest total of marks is the winner. A win carries with it the title of British Hill Climb Champion for the year and the R.A.C. Trophy for twelve months.



"It is expected that Raymond Mays, champion for the last two years, will again be competing and there is likely to be keen rivalry to prevent his completing a 'hat trick.'

'Entries will be accepted by the R.A.C. up to 30 days before the first Championship meeting in which the entrant proposes to take part. Entry Forms can be obtained from the Royal Automobile Club, Pall Mall, London, S.W.1. The registration fee is £2 2s.'



### BRIGHTON AND HOVE M.C.

The following interesting fixtures have been approved:—

May 7th.—Spring Cup Trial, finishing in Stanmer Park.

June 5th.—Impromptu Hill-Climb, for members only.

June 19th.—Brighton-Beer Trial, over shortened course.

July 9th/10th.—Rally and Concours.

August 7.—Gymkhana.

September 3rd.—International Brighton Kilometre Speed Trials.

October 1st.—Stanmer Park Speed Hill-Climb.

November 13th.—November Trial.

December 2nd.—Dinner and Dance.

It is hoped that Stanmer Park hill will be modified by Brighton Corporation, rendering it safe for very high speeds. Headquarters: 296/7/8, Madeira Drive Arches, Brighton, 7.



### APRIL QUIZ SOLUTION

The April "quiz" picture, showing an i.f.s. unit of a high-performance car had a catch in it, for it depicted that of the Rolls-Royce "Silver Wraith" and not that of the very similar unit used for the 4½-litre Mk VI Bentley. This constituted a trap for the unwary. Indeed, while a considerable number of readers submitted correct solutions, others voted for the Bentley, while some specified both Rolls-Royce and Bentley. To clarify the matter, Rolls-Royce Ltd. were approached and they comment as follows:—

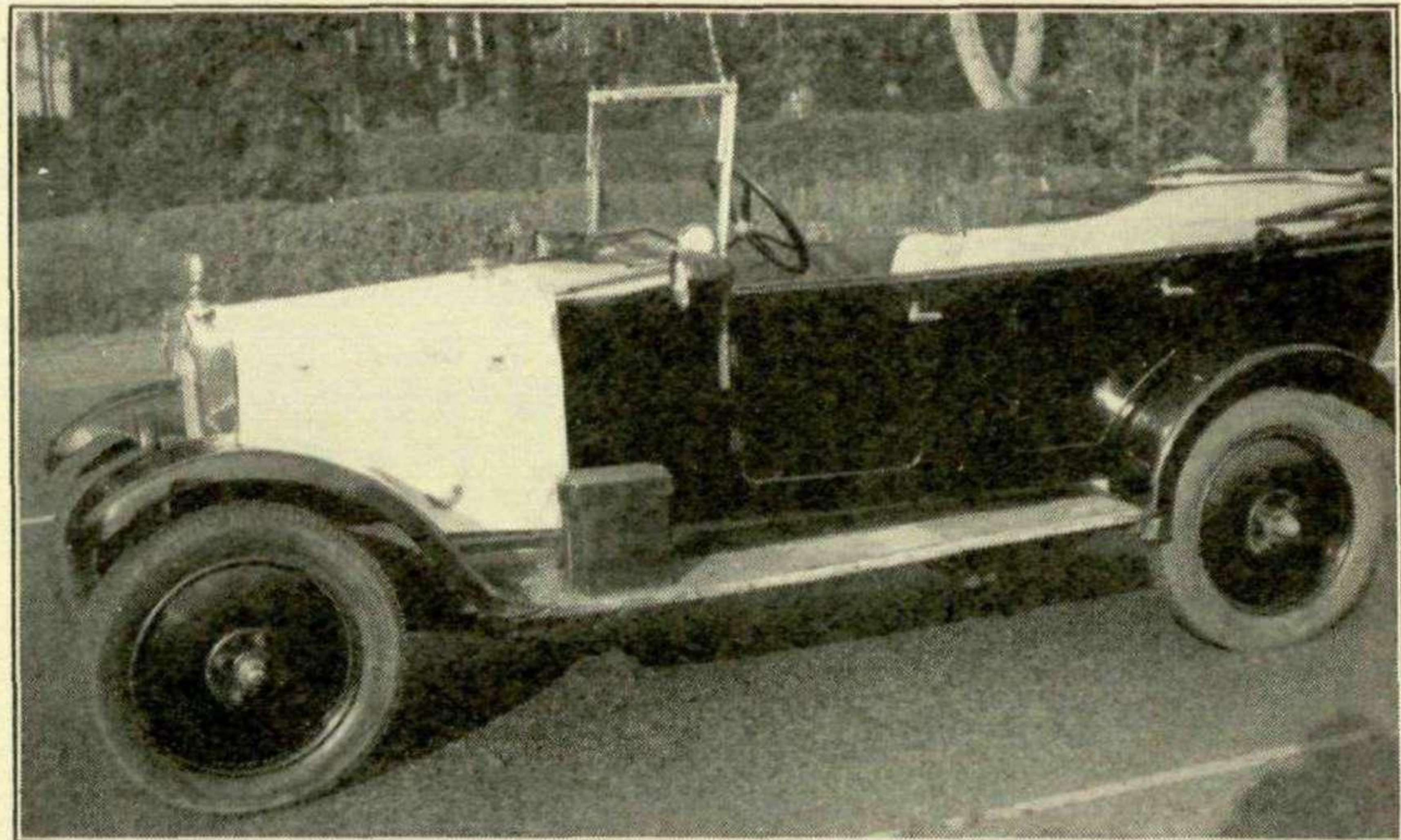
"There is in fact a marked difference between the i.f.s. of the 'Silver Wraith' and Bentley Mk VI. The difference is that the yoke of the 'Silver Wraith' is very much straighter than the yoke of the Mk VI. The reason is, of course, that the track of the 'Silver Wraith' is two inches wider than that of the Bentley, and this variation is shown in the yoke.

"Incidentally, the wire of the helical spring on the 'Silver Wraith' is one gauge thicker than that of the Bentley, but although our service station engineers can discern this at a glance I don't think it would be a fair test in a photographic competition.

"The variation between the yokes, however, is certainly one which could be detected in perusing the photographs. So all your readers who claim that the illustration on page 116 is that of a Bentley are wrong. It is of a 'Silver Wraith.'"

Those who submitted correct solutions were: J. P. Humphreys of Cannock, R. Laskey of Wallington, T. J. Hammond of Birmingham, J. Holmes of Ilford, G. Rymer and R. C. Warner of Send, E. T. de la Perselle of Swansea, and J. L. Harvey of Winchester.

Those who could scarcely be blamed for including both Rolls-Royce and Bentley cars were: J. C. Chaplin of Knighton, J. W. Pittnock of Edgware, J. Kent of Pinner, D. R. B. Evans of



**RARE TYPES NO. 9.**—A 1925 Bayliss-Thomas All-weather tourer. Although not a sports car, it is of interest because it is in daily business use by K. G. Holden, of Walton-on-Thames, who also knows of two other cars of this make still on the road. The engine is a 1½-litre Coventry-Simplex, driving through a cone-clutch and three-speed gearbox to a 4.5-to-1 rear axle. Beaded-edge 720 by 120 tyres at 30 lb./sq. in. are used and the wiring is double-pole, by Lucas. Engine spares are still available and the car does about 700 miles a month.

Sevenoaks, I. J. Hall of Stoneycroft, H. Beach of Ruislip, and K. B. Maddocks of Olton.

The following specified Mk VI Bentley only: A. G. Hart of Pinner, S. Turner of Blackpool, M. J. Nunney of Kettering, V. Barlow (in verse!) of Elmdon, T. W. Neal of Wellingborough, M. J. Palmer of London, S.W.3, J. Barnard of Beckenham, R. J. Piner of Colnbrook, J. D. Slopkins, D.L.C., of the Standard Motor Company's Research Department, F. Gray of Bromsgrove, J. Birchwood of Old Trafford, P. Foggitt of Rawden, P. Frère of Brussels, J. W. K. Head of Ware, J. B. Cook of Alwoodley, B. Murphy of Carnforth, T. A. Cameton of Totteridge, G. B. Green of Beverley, and I. C. Stewart of Thirsk.

Incorrect solutions were 2-litre Aston-Martin and Healey, both of which use trailing arms.



### LEA-FRANCIS REGISTER

The practice of forming one-make Registers is growing and there seems every reason to commend it; valuable information is available to owners of the cars concerned and owner-pride is increased, while outsiders interested in these matters have access to well-assembled data. The recently-formed Lea-Francis Register contains 28 names and details engine and chassis numbers, type, year, registration number and body type. It is interesting that amongst the "12/40s" and "Hyper" models are five "12/22s" and a 1925 10-h.p. model. Indeed, A. B. Price, who is responsible for this Register has recently acquired his "12/22" which is reported to be seemingly hale and hearty despite its 22½ years. A separate list of spares is available at 2s. post free, and all Lea-Francis owners are urged to send details of their cars to: A. B. Price, 9, Granshaw Close, King's Norton, Birmingham, 30.

### M.C.C.

Founded in 1901, the Motor Cycling Club is now in its forty-eighth season of Club life. It is the oldest extant organisation devoted to the furtherance of the sport and pastime of motoring, and as a pioneer body, it still maintains its foremost position. Although originally founded as a club for motor-cyclists, present-day tendencies have resulted in over 75 per cent. of the membership now being car drivers.

Its road competitions have for many years been recognised as classic events, and, although mostly confined to members of the Club, have attracted year after year more support than many Open Competitions.

Detail changes are made in the events from time to time with a view to maintaining interest and ensuring that conditions are neither too easy nor too difficult. It is the Club's policy to avoid anything of a freakish nature, or to include any sections likely to cause damage to vehicles. On the other hand, conditions are imposed to make the trials a real test of a vehicle's capability and a driver's skill.

The "classic" trials which the Club organise and the dates when first held are:—

The "Land's End" Trial at Easter. (1908).

The "Edinburgh" Trial at Whitsun. (1904)

The Inter-Club Team Trial in July. (1904) (Motor-cycles only.)

The Sporting Trial in October. (1920)

The "Exeter" Trial just after Christmas. (1910)

For 1949 an additional event will be:—  
The Minehead Trial and Rally on 10th September.

All these events (with the exception of the Inter-Club Team Trial) are open to both motor-cycle and car owners of either sex.



Since the war, petrol restrictions have prevented the resumption of the trials on the pre-war scale covering several hundred miles, and so, for the present, they are being organised in a modified form with a small mileage so that those members who can spare the petrol can at least participate to a limited extent in their favourite sport. Secretary: J. A. Masters, 26, Bloomsbury Way, W.C.1.



**THE CLUBS AT SILVERSTONE**

The following are the dates of forthcoming Club race-meetings at Silverstone:

|                                                      |             |
|------------------------------------------------------|-------------|
| Bugatti Owners' Club ...                             | June 18th   |
| Maidstone and Mid-Kent M.C. ...                      | June 25th   |
| Vintage Sports Car Club                              | July 2nd    |
| Bentley Drivers' Club ...                            | July 23rd * |
| Midland Motoring Enthusiasts Club (speed trials) ... | July 30th * |

\* Provisional



**A.C. OWNERS' CLUB**

The new club for drivers of A.C. and A.C.-engined "specials" experienced great enthusiasm when twenty-five owners and friends attended the inaugural meeting in London, some travelling from as far away as Liverpool, Wolverhampton, etc., to be present. A provisional committee was formed, composed of Dr. Phillips, Dr. Fellows and G. Grigg. A badge is to be designed and wives or husbands of members will be eligible for reduced subscription rates, while it is hoped to hold a full programme of social and sporting events. Mrs. Thelma Ruffer is Hon. Treasurer, and membership is now over 60. Hon. Secretary: B. A. Henry, 20, Norfolk Crescent, London, W.2.



**DUNDROD CIRCUIT APPROVED**

The proposed Dundrod road circuit has had a very good reception at the hands of the Antrim County Council. It is possible that a motor-cycle meeting will be held on the new course this season, but it will not be possible to stage the Ulster Trophy Race there until 1950. The *Belfast News-Letter*, of February 23rd, reported as follows:—

"Antrim County Council yesterday approved a scheme for the construction of a race course on the Dundrod circuit for international motor car and motor-cycle races. The cost is estimated at £40,000, and the Ministry of Commerce have agreed to recommend the Ministry of Finance to make a grant of £20,000.

"Mr. P. B. Webb, chairman, said that there could be no international motor race at Dundrod this year, but a motor-cycle race was possible. It was hoped to stage an international motor race in 1950.

"Mr. J. W. Haughton, chairman of the Race Course Committee, said that they had a unique opportunity in Northern Ireland, because this was the only part of the Empire, except for the Isle of Man, where motor road-racing was permitted.

"In a statement accompanying a draft copy of the scheme, Mr. Haughton indicated that his committee had had consultations with representatives of the Ministry of Commerce and the Northern Ireland Tourist Board. They had come to the conclusion that the construction of a race course would promote the development of tourist traffic.

"The scheme, which is subject to the approval of the Ministry of Health and Local Government, is being carried out under the Development of Tourist Traffic Act. It provides for the construction, re-construction and widening of several roads, including a road diversion, totalling in length 12,365 lineal yards, and the construction of a grand stand, offices, pits, barricades, fences, etc.

"Actually one new section of road, 515 yards long, will have to be built.

"The contribution from the rates for the purpose of repayment of capital loan and interest will not exceed 1d. in the £ in any year. Receipts and payments will be credited to a "tourist encouragement account," and, when the amount to the credit of this account reaches £10,000, 50 per cent. of any surplus may be transferred to the general funds of the Council and 50 per cent. towards a reserve fund for the improvement of facilities and the promotion of events.

"Should the reserve fund reach £15,000, any amount in excess of that figure may be wholly used for the reduction of county rates.

"Power is given to make charges within an area not exceeding two miles.

"Mr. J. P. McCann said that it was hoped, when things were well under way, that there would be a credit balance which would enable the Council to reduce rates substantially. He understood that in the Isle of Man, where there was a similar race, rates had almost been wiped out.

"The Council, he added, owed a debt of gratitude to Mr. Haughton for the work he had done in preparing the scheme.

"The Council approved of the closing of roads for a hill climb at Knockagh on March 26th under the auspices of the Ulster Automobile Club; a motor-cycle hill climb at Knockagh on April 18th, under the auspices of the Belfast and District Motor Club; a road race on the Ballygarvey circuit on July 20th, organised by the Mid-Antrim Motor Club; and for the North-West '200.'"



★ **BOOK REVIEWS**

"**FORD THROUGH EUROPEAN EYE-GLASSES—1907-1947,**" by *Edgar N. Duffield.* (The Mercury Press, Ltd., 7s. 6d.)

We had heard for a long time that the inimitable "Duffy" was about to write a book and, staunch readers in the past of his equally inimitable, amusing and candid road-tests and articles in the now-defunct magazine *Auto*, and of his snappy outpourings in the *J.C.C. Gazette*, this book was eagerly awaited. This is it. It is typically "Duffy," most entertainingly written and difficult to put down. It tells of the Ford organisation as "E.N.D." saw it—he was Editor of the *Ford Times* from 1931-1947—and, as such, provides much that is new while reminding us of many Ford-facts we had forgotten. If disappointment must be expressed, it is that Duffield deals with Ford only instead of with the many makes of cars he has driven and his general motor-journalistic reminiscences; that he writes of Henry Ford, the Ford organisation and Ford journalism instead of about personal associations with the divers Ford models. Knowing "Duffy" that surprises us, but we will hope for another book from his pen.

Meanwhile, this one, produced in rather an austerity style with many small photographic illustrations we have seen elsewhere, provides 210 pages of entertaining reading.—W. B.

"**AUTO RACING WINNERS—1895-1947,**" by *the Betts Bros.*

As its title suggests, this is an American publication, in their much-favoured photostat copying of typed sheets. In 102 large pages it lists the winners of America's important car races from 1895 to 1947. These lists are sub-divided into the pioneer era (1895-1905), the road-racing era (1905-1915), the speedway era (1915-1930) and the flat-racing era (1930-1947).

There is also an alphabetical summary of the winners of given races in

chronological sequence. The book also contains some illustrations, of which a number, such as that of Ford "999" and the Winton "Bullet II" have figured elsewhere, but those of an early streamlined Buick, Oldfield's Peerless Green "Dragon," etc., are new. The use of quotes for *makes* instead of for type-names we find irritating. This painstaking reference work costs two dollars in the States and we gather that the publishers, with typical American enterprise, have appointed their first English customer their agent in this country. He is Ronald Buxton, of 78, Connop Road, Enfield Wash, Middlesex.



**Two Important Speed Hill-Climbs**

Entries have closed for the Tenth Open Speed Hill-Climb to be held at Prescott on May 22nd, starting at 2 p.m. Ninety cars were accepted, the first 60 as they came in, the remainder by selection. The event will be run on the same lines as previous Prescott meetings, which are famed for their efficient timetable functioning. The usual sports car and racing car classes will be contested, the former divided into supercharged and non-supercharged divisions. In addition pre-1914 cars have a class to themselves. 500-c.c. cars are to run, but it is not specified that they must conform to the 500 Club Formula. There will be two runs in each class except the Handicap Class and practising takes place from 11 a.m. to 6 p.m. on May 21st, and also on the Sunday morning. Sports cars have to be licensed, and have wings, dynamo, self-starter where standard, battery, spare wheel and windscreen and at least two seats. Fastest time earns £50 and a cup.

Entries for the International Shelsley Walsh Hill-Climb of June 11th are limited to 75 and close on May 9th at £3 3s. per entry. The event counts for the British Hill-Climb Championship and is confined to racing cars. There are five capacity classes, commencing with cars up to 500 c.c.; again the 500 Club Formula is not specified. Any fuel is permissible. Practice takes place on June 10th. Fastest time earns £100 and a trophy and the "Shelsley-Special" and other trophies will be contested. The meeting starts at 1.30 p.m. Details from Leslie Wilson, Midland A.C., 87-89, Edmund Street, Birmingham, 3 (Colmore 4615).



**ALLARD PRICES DOWN**

The Allard Motor Company announces considerable reductions in the prices of the two-seater, four-seater tourer and saloon models, for home and overseas markets.

New home prices, ex-works, are: two-seater £850; tourer £900; saloon £999, all plus purchase tax.

Export models, fitted, as usual, with extra equipment, now cost, ex-works: two-seater £875; tourer £925; saloon £1,025.



## LETTERS from READERS

Sir,

I feel that your report in "Club News" of Mr. Raymond Mays' article in the *Daily Mirror* was not quite fair. I consider that Raymond Mays' contribution to motor sport in general over a period of years is second to none. He was partly responsible for the E.R.A. and his work for the new B.R.M. is greatly appreciated by many enthusiasts who realise how difficult it is to stimulate enthusiasm in this country where motor racing is appreciated by so few. I remember last year Mr. Mays visiting the Castle Donington Council in a gallant effort to again secure the Donington circuit for racing. He is, in my opinion, a very worthy British Hill-Climbing Champion and one of the finest sprint drivers in the country.

I am, Yours, etc.,  
Calverley, Yorkshire. JOHN. H. FARRAR.

[It was never our wish to belittle Raymond Mays' fine past efforts and we are glad to associate ourselves with the sentiments of our correspondent by publishing his letter.—ED.]

Sir,

We have read with interest your article appearing in *MOTOR SPORT*, and with your permission we would like to comment on two little items.

You have referred to the Vauxhall "Velox" suspension as being "torsion bar Dubonnet independent at the front." Strictly speaking, it is known as a torsion bar and tube suspension, and differs quite appreciably from the Dubonnet design such as we were using on the Vauxhall Twelve and Fourteen six-cylinder models from 1935 until 1938, which was the true Dubonnet.

The second point, which we are sure arises from an oversight, is the statement to the effect that the instrument panel lighting is permanently on when the side lights are switched on. It is true that the instrument panel lighting and the side lights are in the same circuit, but there is an independent switch underneath the right-hand side of the instrument panel of ready access to the driver, which enables the instrument panel lights to be switched off when not required.

I am, Yours, etc.,  
VAUXHALL MOTORS LTD.  
F. J. WOODBRIDGE,  
Luton. Manager—Technical Division  
Service Department.

[We are glad to publish these corrections and, indeed, corrected our mis-statement about the fascia lighting last month.—ED.]

Sir,

Having resigned my directorship of Aston-Martin Ltd., and from my position as Chief Designer to the Automobile Division of David Brown Tractors Ltd. (Aston-Martin and Lagonda), I shall be glad if you could kindly arrange to make an insertion to this effect in the next issue of your journal.

I am, Yours, etc.,  
Feltham, Middlesex. C. HILL.

[This news, coming so soon after our published interview with Mr. Hill in last

month's issue, prompts us to remark that we hope the continued development of the outstanding Aston-Martin car will not be impaired by the departure of its designer to what we hope will prove palatable and profitable new employment for his talent.—ED.]

Sir,

I notice in the April *MOTOR SPORT* that you mention a Vee eight-cylinder Guy car of 1922 or thereabouts. At about this year my father, in I suspect a convivial moment, purchased a Guy motor car chassis, which to this day has left an impression of being more polished and plated than any other piece of machinery ever made. Perhaps its dazzling glitter misled the eye of a very small boy into seeing its eight cylinders in line. Was it then a case of having been rendered permanently incapable of assessing the relative positions of eight cylinders, or of following in father's footsteps, when I recall seeing about twelve years later, a George-Roesch-designed Sunbeam with a staggered eight-cylinder engine?

It would indeed be interesting to learn of the survival of an example of these cars.

I am, Yours, etc.,  
Northam, N. Devon. "EIGHT TO A BAR."

[The Guy was a V8 and the later Sunbeam production eight-cylinder models had their cylinders in-line, so the dazzling effect of the Guy owned by "Eight to a Bar's" father must indeed have been intense, and have lasted for some appreciable time!—ED.]

Sir,

Mr. Alan W. F. Smith is so kind in saying that I am "usually so correct," that, had he detected me in an inaccuracy, I should have been inclined to leave it at that. But on re-reading my contribution to your March issue, I find that I have been not inaccurate but misleading, which, in a journalist, is a far worse fault, as you, sir, will, I am sure, be the first to agree. I have evidently given the impression that Clément's productions were from the first known as Clément-Bayards, whereas, as Mr. Smith rightly points out, the Bayard part was only added in 1903, and, to prove that I knew it before he said so, I would plead that I described the Paris-Berlin racer of 1901 as the "12-h.p. Clément light carriage," and the Paris-Vienna racer of 1902 as the "Clément light car." In fact, as the car only became the Clément-Bayard after Barbarou had left the firm, I had no real excuse for mentioning the fact at all; but as the story about the Bayard statue at Mézières appeals to my warped sense of humour, I worked it in in the only place I could—as soon as I had mentioned Mézières. I will say no more—or Mr. Smith and others will learn too much of the scurrilous tricks of the "Baladeur" trade.

With regard to the spelling of Barbarou's name, however, I remain adamant. H. O. Duncan, I agree, calls the designer of the Benz-Parsifal Barbaroux; Gerald Rose calls the driver of the Clément light cars in 1901 and 1902 Barbaroux; *Omnia* and other contemporary French

authorities call the designer of the Lorraine-Dietrich Barbarou. The identification of these divergently spelt persons might seem hazardous, but if Mr. Smith will consult the official *Renngeschichte der Daimler-Benz A.G.* at page 382 he will find that the designer of the Benz-Parsifal is clearly stated to be Marius Barbarou, and enough information is given definitely to identify him as the designer of the 1900 Paris Exhibition voiturette, the Clément driver of 1901 and 1902, and the Lorraine-Dietrich designer of the 1920s. Our printer, I notice, has dubbed him Barbarod; that will set another puzzle for future historians.

While I was in Johannesburg recently, I saw a car in the museum there which is described as an 1894 Clément. It is actually a typical Clément-Panhard, of the 4-h.p. type designed by Krebs, with the engine at the back and centre-post steering. Its date, I take it, would hardly be earlier than 1899. Mr. Smith could doubtless confirm me in this, and, if I am right, might care to draw the attention of the Curator to *his* sideslip!

I am, Yours, etc.,  
"BALADEUR."

Sir,

I should like to take this opportunity of pointing out a trifling mistake in your April issue.

C. Posthumus, in his article on motorcycle racing, states that Walter Rusk, on the then new A.J.S. V4 machine, put up the only 100 m.p.h. lap on the Clady circuit; this is incorrect, since, later in the same race (1939 Ulster G.P.) Serafini set up the present lap record of 100.03 m.p.h.

I am, Yours, etc.,  
A. D. ROBINSON.  
Worcester Park, Surrey.

Sir,

Regarding your remarks under heading "Calling Competition Organisers" in the February issue, I wish to point out that a competition, similar in all respects to the one you outline, has been in existence with the Yorkshire Sports Car Club since 1934, and known as "The Horsfall Trophy Trial."

The event is staged as: 1. A short Sporting Trial; 2. A Test Trial; 3. A Speed event, usually in the form of a hill-climb. In all cases a competitor must use the same car.

In some years the trial has been held as three separate events and on different days, and in some years all three events have been held on the same day, and it appears that from a competitors' angle it is preferable to complete the trials on the same day.

At all times the event has received good support from Club members and is one of the Club's most popular events. It seems, therefore, that there is little new in your excellent suggestions to Club organisers, and is now surely the case of "The Y.S.C.C. told you."

I am, Yours, etc.,  
Guisley, Yorks. THOS. C. WISE,  
Hon. Comp. Sec. Yorkshire S.C.C.



Sir,

Your contributor "Baladeur" in one of his always interesting "Sideslips"—and I presume that all his writings are literally devoured by the readers well sunk in the game—makes comparisons between the 1910 Coupe de l'Auto Hispano-Suiza and the 1927 1½-litre Delage. Well, in true fact the original 1½-litre straight-eight Delage was conceived in 1926, and more is to follow regarding this. But the 1910 Hispano-Suiza I think was not a "racing" model, at least as the meaning of the word racing is to-day applied in the car world. That car was a sports model, the prototype or experimental model of the afterwards famous Alfonso XIII. Therefore, comparisons in this case are unfair to the Hispano-Suiza. To be just, I think "Baladeur"—to our good luck so well acquainted with Methuselah times—ought to find, for all his comments about twenty years of design of racing engines, a Grand Prix racing car of the 1910-11 period, because the 1926-27 Delage was also a Grand Prix type, the sort of car now we name a genuine racing model.

By the way, I like to mention here that all the Hispano-Suizas before the Kaiser War were "all Spanish cars." Only since that conflict were Hispano-Suizas made in the French works of Bois-Colombes, the famous six-cylinder o.h.c. 37.2 h.p. being the first. The name of this marque is of course Spanish, Hispano is our word with Latin ancestry for Spaniard and Suiza for Swiss. The meaning is that the founders were a Spaniard and a Swiss, the former Sr. Damian Mateu and the latter M. Marc Birkigt, who were making Hispano-Suiza cars at Barcelona as early as 1904.

Well, returning to the matter, "Baladeur," if insisting in preferring to mention the Hispano-Suiza from 1910 I believe that then he should choose for comparison something approximating to the first Le Mans performers, Bentley, the 1923 Clement and Duff 3-litre model.

I am, Yours, etc.,

Barcelona. ANTONIO FERNANDEZ NAVA.

\* \* \*

Sir,

I was very interested to read the account of the road test of the Vauxhall "Velox" in MOTOR SPORT, particularly so as my father has a "Velox," and I have one on order.

My own observations tally with yours in most respects, but the petrol consumption of *this* car is 27 to 28 m.p.g., and no water has been added since taking delivery. I hope you will forgive me if I correct you on one small point. The wipers on this car are mechanically operated by a flexible shaft, which is driven by "skew" gears from the cam-shaft.

I think these are the finest wipers I have come across to date and the self-parking device has improved them considerably. I believe that Vauxhall Motors have fitted these wipers since about 1935 or '36 but they were not, of course, self-parking.

I look forward to the next issue of your most interesting publication.

I am, Yours, etc.,

S. R. WAINE.

Birmingham, 26.

Sir,

In your description of the "Countryman" body on a Mark VI Bentley chassis, you mention that it should appeal to Americans who require a "100 m.p.h. Station Wagon." It might well do so, but what I believe would appeal to them far more is a vehicle shorn of the stylised timbering and plated trimmings attaching to the conventional station wagon, and designed expressly as a high-speed private goods-or-passenger carrier.

The coachwork of such a vehicle would be a judicious compromise between capacity, weight, ease of loading and drag reduction. Mounted on a chassis such as the Bentley and embodying the acknowledged qualities of British high-grade coachbuilding, a specialised vehicle of this type should prove popular overseas and might well open up a hitherto untapped export market.

I am, Yours, etc.,

London, S.W.1.

C. POWELL.

\* \* \*

Sir,

With regard to the question of gear ratios of the 1½-litre H.R.G. recently raised in these columns, might I suggest that if Mr. Godfrey were to revert to a practical form of transmission then the customer could be supplied with two back axles giving two entirely different sets of ratios; one set being for "mud-larking" and the other for "motoring in the proper sense" (i.e. chain drive).

Furthermore, this arrangement would enable Mr. Clutton to replace his ratios whenever he strips them.

I am, Yours, etc.,

M. P. LOVELL.

\* \* \*

Sir,

Your contributor, C. Posthumus, has misled your readers more than a little in his survey of International motor-cycle racing. Britain is not supreme, as he would have us believe, and a careful summing-up of results would have shown that our decline, which became apparent in 1935, ended in almost complete obliteration in the 1939 season. In that year, German or Italian machines won the five 500-c.c. classics, the Swedish Grand Prix, the Grand Prix of Europe, the Senior T.T., the Ulster Grand Prix, and the German Grand Prix. The best we could do was a third place in the Senior T.T. and Ulster Grand Prix. In the 250-c.c. class we had "had it" long ago. Our last victory in that class in the Isle of Man was in 1936. In 1937 we were second, losing by 37 sec.; in 1938 the gap widened to over 11 mins. Our supremacy in the 350-c.c. class remained only because our opponents had not commenced serious operations in that field. It is significant that Continental 250s hold the s.s. and f.s. kilo and the hour record in the 350-c.c. class. If supremacy is claimed by the total number of victories gained over a period of many years we are certainly on top, but in racing, as in war, it is the last battle that counts.

To-day, supremacy is disputed between ourselves and Italy, but the rules are so farcical and so much in favour of our "Pool"-developed monstrosities (the A.J.S. excepted) that our victories are without merit. I am not decrying the

Norton, which has done so much for British prestige in the past, but the design was obsolete and hopelessly out-paced a decade ago by the pukka Continental jobs. We cannot reclaim supremacy until we better pre-war Continental performance. The banning of blowers has no bearing on that issue. In motor-cycle racing, engine capacity, and that only, is the governing factor.

I am, Yours, etc.,

East Malling.

JOSEPH BAYLEY.

[In fairness to our contributor, perhaps we were a trifle over-enthusiastic when writing the heading to his article.—ED.]

\* \* \*

Sir,

In your April issue you say that my S.S. 100 Brough motor-cycle is being done up by Noel Pope for competition work. In fairness to Mr. Pope I think I should deny this rumour since the engine has not been touched and only the chassis has received attention. I am an extremely timid motor-cyclist, having only come on to two wheels late in life, and it is extremely unlikely that I shall use the Brough in competition.

I am, Yours, etc.,

Blackheath, S.E.23.

CECIL CLUTTON

\* \* \*

CRYSTAL PALACE ROAD CIRCUIT

Sir,

With reference to H. J. Blythe's article on the Crystal Palace circuit, I should like to enlighten him as to a recent meeting of the Crystal Palace directors and the Croydon Council. It was proposed to use the two-mile circuit for cycle racing and not car racing owing to the likelihood of too much noise affecting local inhabitants. To the best of my knowledge in pre-war days when I attended every meeting at this very popular venue there were no complaints with regard to noise.

I consider it would be an excellent idea for the B.R.D.C. or some such likely organisation to endeavour to get the Crystal Palace circuit re-opened for car racing as soon as possible.

I am, Yours, etc.,

Thornton Heath,

R. BOUSHER.

Surrey.

\* \* \*

Sir,

I cannot say how much I enjoy my MOTOR SPORT; it is one of the greatest pleasures I get in this petrol-starved era. I have never subscribed to these columns before, but on reading Mr. Clutton's letter in the April issue, stating that trials are not motoring in the real sense of the word, I feel that I can restrain myself no further.

Has it not occurred to Mr. Clutton that trials are the only outlet for the really hard-up enthusiast.

To participate in sprint or formula racing with any success requires an enormous financial outlay.

On the other hand, with a normal, or one-off car, costing very little, and naturally a certain amount of skill and luck, there is no reason why the impecunious should not pick up an award.

I must say I should be very interested to find out what Mr. Clutton calls motoring in the true sense of the word.

I am, Yours, etc.,

Salisbury, Wilts.

G. H. VERNER



Sir,

May I say anything new or forgotten about that famous racing car, the 1½-litre Delage? In the modern literature of motor racing of which actual abundance we have to congratulate ourselves, it seems to me that there is some mistake or erroneous data about these racers' original year.

In journal reports and in many books, *i.e.*, "The 200-Mile Race," by W. Boddy, and "Motor Sport Racing Car Review—1948," in "Ettore Bugatti," by W. F. Bradley, and in "Robert Benoist, Champion du Monde," by Roger Labric, one may read that the 1,500-c.c. straight-eight Delage appeared in 1927, and references are made to the 1926 Delage as a 12-cylinder and in some instances it is described as a 2-litre, 12-cylinder, which was really the 1925 Delage.

I think this is not correct. The Grand Prix status limiting the size of the engine to 1,500 c.c. was established in 1926 and already in that year appeared the now famous straight-eight Delage and also the new Talbot (Darracq in Great Britain). The first important race for this formula was the European Grand Prix of 1926 on the Lasarte (San Sebastian) circuit. There I saw, in the hands of Benoist, Wagner, Morel and Senechal, the Delages, which, like the Bugattis, were blown straight-eights.

This race was won by the veteran Jules Goux, with a Bugatti, these cars less fast but then stronger than the Delages, which suffered the unavoidable teething troubles and resisted less the effects of an African hot day. One event until that day never seen in motor racing was that the Delage drivers had to stop frequently in the pits to cool their feet, putting them in water buckets.

In August the same year took place at Brooklands the first British Grand Prix, Robert Senechal being the winner with one of the wonderful little 1½-litre machines with eight cylinders and two overhead camshafts first seen at the San Sebastian course one month before. Writing about this race at Brooklands, the late Sir Henry O'Neal de Hane Segrave says in his book "The Lure of Speed":—

"The Delage team, who eventually won, had by no means an easy task, because

their cars were so designed that the exhaust pipe passed within a few inches of the accelerator pedal and successfully fried the feet of the drivers. Their pits were kept busily engaged passing out buckets of cold water on to the track into which the drivers jumped every time they stopped. One could actually hear their boots hissing as they went into the water."

With the training and experience acquired in these two races in Spain and Great Britain, the Delages were modified in some details for the following year, 1927. The exhaust pipe was changed from starboard—as these cars were right-hand driven—to port, and a new inclined-front radiator was fitted, following the trend introduced by the Talbot, in substitution of the vertically-arranged radiator. In this way, the same cars without substantial modifications were the winners of all the 1927 Grand Prix races. And it seems to me that these changes in the external appearance have been principally the cause of the confusion lately suffered when referring to the birth-year of the 1½-litre straight-eight Delage.

I am, Yours, etc.,  
Barcelona. ANTONIO FERNANDEZ NAVA.

[In Volume II of W. Boddy's "Story of Brooklands" will be found photographs of the 1½-litre Delage in both 1926 and 1927 form.—ED.]

\* \* \*

#### GEMEENTE ZANDVOORT

Sir,

Thank you for the nice write-up you gave Zandvoort in the last issue of the one and only MOTOR SPORT. I would like to point out to you one or two alterations. First the telephone number of the Foundation is now 2920 (*without* Dorpsplein. The telephone number is just plain "Zandvoort 2920").

Second, the K.N.A.C. have decided not to hold the Formula II or 1,100-c.c. race on May 29th, but are running this race on the same day as the Grand Prix (July 30th).

Third, anybody can take his car round the course for a very small sum. This will be regulated in a short time. A plaque will be for sale, too. The prices given refer to the tariff for agents, manufacturers and traders who want to

test cars officially. This tariff (in sterling) reads as follows: One hour, £3 10s. One morning or one afternoon, £12. One day, £22. Every consecutive day, £15. For motor-cycles the figures are £2 10s., £8 10s., £15 and £10, respectively.

I intend to charge about 10s. or 12s. for the special plaque, which can only be purchased after lapping the circuit. As soon as the circuit is completely closed (which it isn't yet) I will charge a small fee of a few shillings to drive a private car on it.

I am, Yours, etc.,

JOHN HUGENHOLTZ.

Zandvoort, Holland.

\* \* \*

#### H.R.G. ROAD TEST

Sir,

I read with interest Mr. Clutton's letter in connection with the H.R.G. road test report carried out by MOTOR SPORT and notice that you have adversely criticised the gearbox ratios of the H.R.G. I would respectfully point out that my company has always claimed that the H.R.G. in its standard form can be used for all sporting events, which must include speed trials, road racing, "mud-slinging" trials and rallies, and finally as a fast means of road transport.

I feel that the gear ratios fitted as standard are the best compromise to cover all such events. On the other hand, those owners who wish to specialise in any particular type of motoring sport are able to choose from a range of four other gear ratios which we can offer, three of these giving sets of close-ratio gears of higher and closer than standard and one set giving slightly wider and lower than standard. These are obtainable as optional extras and I feel would completely satisfy your need for very close and high intermediate gears for fast road work.

Further, we can also offer alternative rear axle ratios both higher and lower than standard. The combination of both of the above gives an extremely wide range which is obtainable as required.

I am, Yours, etc.,

G. ROBINS,

Tolworth, Surrey.

Works Director.

H.R.G. Engineering Co., Ltd.

#### SORTING OUT THE BUGATTI TYPES—continued from page 167

burette has controls, operating *via* universally-jointed shafts, for foot and hand-throttles, main-jet setting, throttle-stop and air supply. You rather feel that one push on the throttle represents half-a-gallon, but the car is certainly a museum-piece. Reverting to the "works" 3-litre G.P. cars of 1938-39, these became the 4.7 litre of the sort Wimille brought to Prescott before the war.

Pressed to continue his talk, Burton sketched briefly his own career. While at school he built a motor-cycle with aero-plane engine that did a timed 75 m.p.h.—he was disappointed, as he thought it was doing 135 m.p.h.! He next bought a rather spent Brescia for £14. After a wheel had collapsed he persuaded his father to buy him a Type 37 and, finding life rather dreary without a blower, later acquired a new 37A. He also experimented with a Type 44 engine in a

G.P. chassis, but discovered, as Bugatti had before him, that too much weight too far forward in a light car renders it uncontrollable. The engine had a 12 to 1 compression ratio and blew-up in a big way at Lewes. The remains were sold to K. W. Bear, who did very reasonably with it, having plenty of spares and, maybe, a trick of his own, said Burton. He felt that with a single-figure compression-ratio reliability might have been better. With a Type 51, Type 51A, and his "3.8" G.P. car, etc., Burton gained many notable successes at Brooklands and elsewhere. Answering many eager questions, he said that he made a practice of re-rolling Bugatti racing engines every two seasons, or after about 300-500 miles of high-speed work. This was purely a precaution. The Type 43 engine was said to be safe for 30,000 miles before its *solid* rollers (of the later

models) called for replacement, but Brixton Road made a point of examining them at each "decoke" at 10,000 mile-intervals, and if there was the slightest sign of up and down movement (a thousandth of an inch was the limit), they were re-rolled. In answer to another question, Bugatti had tried i.f.s. and discarded it as no improvement over his tubular axle.

So concluded a most interesting talk and this brief *resumé*, with a few embellishments of our own, should satisfy the many readers who have been pressing MOTOR SPORT for an explanation of the different Bugatti types. Incidentally, we asked Burton whether such Type Numbers had been invented by the English or whether they were recognised at Molsheim and he told us that the latter is quite definitely the case.



# GRAND PRIX ARITHMETIC

by "BALADEUR"

ACCORDING to the Official Programme, the race which was held at Rheims on July 18th, 1948, was the 35th Grand Prix of the Automobile Club de France, and this fact is stated not once but too many times for the statement to be due to a mere misprint. Nor could I find anyone in the bar of the Lion d'Or, although half the motoring world seemed to be gathered together there, who was in any way perturbed by the statement. But I suppose it was my incurably historical mind that became worried about it. The first Grand Prix, I reflected, was run in 1906, so that if it had been run every year since, the 1948 race would be the forty-third. But in fact the first World War interrupted it so that it was not run in 1915 to 1920 inclusive, that is six years; and the second World War prevented its being run in 1940 to 1946 inclusive, that is seven years, making a total of thirteen years; so that on this score alone, it would seem that the 1948 race, so far from being the forty-third, or even the thirty-fifth, as claimed, was no more than the thirtieth. And besides that, we know that there was the great interruption, from 1909 to 1911, which would seem to bring this year's number down further, from 30 to 27.

Indeed, the programme itself gives a list of previous winners, which may be analysed like this:

|              |     |     |           |       |
|--------------|-----|-----|-----------|-------|
| 1906 to 1908 | ... | ... | 3         | races |
| 1912 to 1914 | ... | ... | 3         | "     |
| 1921 to 1939 | ... | ... | 19        | "     |
| 1947         | ... | ... | 1         | race  |
|              |     |     | <u>26</u> | races |

But if this race was the thirty-fifth, there must have been thirty-four previous ones. Where, then, are the missing eight races?

The most intelligent suggestion made to me in the bar of the Lion d'Or (where, admittedly, it was difficult enough to count one's drinks and one's change, let alone count races) was that the Gordon Bennett contests, regarded in retrospect as equivalent to Grands Prix, should be added to the score. But alas! this won't work. The Gordon Bennett race was run annually from 1900 to 1905, that is six times, which is not enough, anyhow, for our purpose. And in 1903 it was run by the R.A.C. in Ireland, in 1904 by the K.A.C. in Germany, so that the A.C.F. only ran it four times. We need twice as much as that.

Should we then take every annual race run by the A.C.F. since the days of the town-to-town races? Apparently not. According to the programme, "from 1896 to 1947 inclusive, the A.C.F. has organised fifty-two great annual races." That, for our purpose, is too many.

Can we, then, make up the required number by adding the subsidiary races run in conjunction with the real Grand Prix? This seems more hopeful, on these lines:

|                                      |           |         |
|--------------------------------------|-----------|---------|
| 1906-1947 Grands Prix proper...      | 26        | races   |
| 1907 Coupe de la Commission Sportive | ...       | 1 race  |
| 1908 Grand Prix des Voiturettes      | 1         | "       |
| 1912 Coupe de l'Auto                 | 1         | "       |
| 1922-1925 Grands Prix de Tourisme    | ...       | 4 races |
|                                      | <u>33</u> | "       |

This is so close that I think it might have given the right answer if I hadn't forgotten something, which I very probably have.

However, there is at least an alternative possibility. The Grand Prix was first mooted, I believe, at the Salon of 1904, to take the place not only of the Gordon Bennett race, which was run in the country of the victor, but also of the A.C.F.'s own eliminating race therefor. These eliminating races were run in 1904 and 1905. Would it be fair to count them, in retrospect, in the Grand Prix series?

Next, although the Grand Prix was not run in 1909 or in 1910, that was for lack of entries, and on each occasion the race was announced as due to take place. Should these years, therefore, be counted as those of sort of Grands Prix *fainéants*? And should the same apply to every peacetime year in which the race has not been run? If so the sum comes out like this:

|                                    |     |     |           |       |
|------------------------------------|-----|-----|-----------|-------|
| 1904-1905 French Eliminating Races | ... | ... | 2         | races |
| 1906-1947 Grands Prix proper       | ... | ... | 26        | "     |
| 1909-1911 Grands Prix manqués      | ... | ... | 3         | "     |
| 1919-1920 Grands Prix manqués      | ... | ... | 2         | "     |
| 1946 Grand Prix manqué             | ... | ... | 1         | race  |
|                                    |     |     | <u>34</u> | races |

Well, that calculation produces the right answer, and although I do not for a moment doubt that I may have reached the right result for completely the wrong reason, I consider that I have done better than could anybody, myself included, in the bar of the Lion d'Or. Perhaps now some of my more erudite readers will enlighten me.

## REMAINING EASTER EVENTS

—continued from page 169

### THE M.C.C. 29th LAND'S END TRIAL

This year's Land's End Trial started from Lynton and encompassed two observed ascents of Beggar's Roost, and climbs of Barton Steep, Southernwood, Hookway, Doveshay, Stoney Street, Ashwell, Yealscombe, Lyn and Station Lane. Entries of 85 cars and two three-wheelers were included in the total of 159 competitors. This year a special vintage-award for the best performance by a 1915-1930 car was introduced, those qualifying to compete for it comprising a 1928 Bayliss-Thomas, a 1924 Frazer-Nash, a 1929 Riley Nine, a 1928 Meadows Frazer-Nash, a 1928 "14/40" M.G., a 1930 s/c "Ulster" Austin Seven and a Horstman. The awards winners were:—

**FIRST-CLASS AWARDS.**—S. Black (1,250-c.c. M.G.), A. E. A. Day (1,496-c.c. H.R.G.), S. M. Frost (1,172-c.c. Austin Special), H. F. Brayshaw (1,185-c.c. Brayshaw Special), J. E. N. Bullivent (1,098-c.c. Riley), A. O. Gosnell (1,498-c.c. H.R.G.), F. Morrish (1,498-c.c. Frazer-Nash), J. W. Fowler (1,496-c.c. H.R.G.), J. V. S. Brown (1,496-c.c. H.R.G.), B. H. Brown (Ford V8 Special), C. F. Crosby (1,203-c.c. Vauxhall Special), A. W. Morrish (939-c.c. M.G.), R. A. Hellyer (1,493-c.c. Singer), A. M. Beardshaw (1,172-c.c. A.M.B. Special), B. Fitzwater (847-c.c. M.G.), J. Whitefield (1,172-c.c. Ford), E. G. Smith (1,203-c.c.

A.R.M. Special), H. Clayton (1,172-c.c. Clayton Special), E. G. Spence (1,172-c.c. F.M.W. Special), J. M. Richmond (1,496-c.c. H.R.G.), J. A. H. Gott (1,496-c.c. H.R.G. Aero), H. B. Woodall (1,172-c.c. Wolseley-Ford), E. D. Scobey (1,496-c.c. H.R.G.), W. P. Uglow (1,496-c.c. H.R.G.), K. C. Jarvis (747-c.c. "Ulster" Austin), W. F. Mead (3,917-c.c. Allard), P. H. G. Morgan (1,122-c.c. Morgan), W. A. G. Goodall (1,267-c.c. Morgan), C. J. McCann (1,267-c.c. Morgan), R. Hellier (1,267-c.c. Morgan), K. E. O. Burgess (3,917-c.c. Allard), J. H. Appleton (3,622-c.c. Allard), H. C. Roberts (3,917-c.c. Allard), D. C. Bishop (847-c.c. M.G.), A. L. S. Denyer (1,496-c.c. Lea-Francis), Dr. J. Spiridon (1,496-c.c. Riley).

**SECOND-CLASS AWARDS.**—E. B. Kay (1,496-c.c. Riley Sprite), R. J. P. Morley (1,991-c.c. A.C.), H. W. Burman (1,760-c.c. Lea-Francis), S. C. Clarke (1,047-c.c. H.R.G.), J. H. H. Barrow (1,781-c.c. M.K.P. 3), J. H. Radbourne (1,496-c.c. H.R.G.), F. C. Hill (746-c.c. M.G.), L. A. Moore (3,622-c.c. Ford V8), R. W. Faulkner (3,917-c.c. Mercury), E. H. Goodenough (1,496-c.c. Horstman).

**THIRD-CLASS AWARDS.**—R. W. Christmas (939-c.c. M.G.), H. P. Guerrier (1,292-c.c. M.G.), C. M. Davis (1,708-c.c. M.G.), F. Allott (1,250-c.c. M.G.), H. H. Alderton (1,287-c.c. M.G.), H. J. Finden (1,103-c.c. Lagonda Rapier), E. Grindrod (1,496-c.c. Riley Sprite), V. S. A. Biggs (1,800-c.c. Triumph), L. R. Gear (1,250-c.c. M.G.), J. H. Pool (3,283-c.c. Ford Special), G. M. Symons (1,098-c.c. Morgan), C. J. Mores (2,322-c.c. M.G.), E. P. Husham (1,098-c.c. Morgan), K. G. Cramp (1,800-c.c. Triumph).

**TEAM AWARDS.**—*Best Mixed Team:* E. G. Smith (A.R.M. Special), H. Clayton (1,172-c.c. Clayton Special), E. G. Spence (1,172-c.c. F.M.W. Special). *Best One-make Team:* P. H. G. Morgan, W. A. G. Goodall, C. J. McCann (Morgans).

*Special Vintage Award (best performance by a Vintage Car):* F. Morrish (1,498-c.c. Frazer-Nash (1928)).

## A NEW ALLARD DIRECTOR

Mr. R. J. Canham has been appointed a director of the Allard Motor Company Ltd. He will continue as general manager.

## CLASSIFIED ADVERTISEMENTS

—continued from page 196

### MISCELLANEOUS

**OXFORD AND DISTRICT.—SPECIAL OFFER:** Your sports or special sprayed your colour for £12 10s. Satisfaction guaranteed. Cars collected, returned, radius 10 miles. Callers welcomed at Bentley Garage, Milton Common, Oxford.

**HARTFORD SHOCK-ABSORBERS,** brand new, suit light cars, 25s. pair. Twin S.U. petrol pumps, brand new, £4 2s. 6d., or 55s. plus your single one. Large range of new spares; gaskets, fan belts, brake linings, stub axle pins, axleshafts, crown-wheels and pinions, and all accessories. Clare's Motor Works, 254, Brixton Hill, London, S.W.2. Tel.: Tulse Hill 3483.

**ENTHUSIAST SEEKS JOB** of unusual interest. Experience includes stores supervision and staff control, buying, costing, fitting and special building. Would also assist entrants at sprints, races, etc. Ken Welfare, 56, Harrow Road, Bedfont, Middlesex.

**FINANCIAL OPPORTUNITY.**—Well-known motor and general engineering firm with extremely good reputation throughout this country and abroad have several interesting and profitable developments now ready to market and require capital. 4½ per cent. preference shares offered, with prospect of bonus in 18 months. Actual requirements about £5,000. Box No. 170, MOTOR SPORT, 15, City Road, E.C.1.



# CLASSIFIED ADVERTISEMENT SECTION

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## FOR SALE

**PRACTICALLY NEW ARNOTT LOW-PRESSURE SUPERCHARGER**, complete with carburettor and all fittings. Present price about £85. Just come back from Arnot's after check over. Accept £25. 66, Marlands Road, Woodford Avenue, Ilford, Essex.

**1925 3-LITRE "RED LABEL" BENTLEY V.D.P.** 4-seater tourer, in excellent condition throughout. Black with red chassis. £220 or near offer for quick sale. Mermaid Hotel, Mumbles, Swansea. Tel.: 68125.

**£250.—ALVIS 12-H.P. "FIREFLY"** drophead foursome coupé. 1933. Manual box. Recellulosed steel-dust. Excellent condition. Fast. 598A, Kingston Road, Raynes Park, S.W.20. Tel.: Liberty 2959, Molesey 5399 (appointment).

**J. H. BARTLETT SPORTS SPARES.**—"Rapier" Lagonda, all spares. F.-N.-B.M.W. "326" engine and gearbox. Aston-Martin 1934 being dismantled: engine, gearbox, back axle, body, wings, etc. M.G. cycle-type wings, £7. "326" camshaft, £12. Arnott supercharger, £15. Lagonda 2-litre engine spares. Austin Seven alloy head, £2. M.G. I, & P-type engine and gearbox spares. M.G. twin wheels, £15. M.G. "K3" radiator, £3 15s. M.G. P-type radiator, £4. Lucas headlamps, 10 in., pair £5. Zeiss spotlight, 11 in., £4 15s.; also other headlamps. Wire wheels, 18, 19 and 20 in. Alfa-Romeo 1,500-c.c. and 1,750-c.c. engine and gearbox parts; also front axle assemblies. Splined hubs, 42-mm., 5s. each. Alvis "Speed 25" differential unit, £20. Clutch housing, back axle casing, road springs, steering box, front axles. F.I.A.T. 500 wheels. Singer "Le Mans" differential, £9. New F.I.A.T. 500 and B.M.W. pistons from stock. Sports spares purchased. 27A, Pembridge Villas, W.11. Tel.: Bayswater 0523.

**M.G. MIDGET WHEELS**, 18 in. With or without brand new super quality 18 by 5.50 tyres and tubes. Also, almost new and perfect Centric Type 230 blower, suit 1½-2½-litre. Offers: J. R. Brown, 93, Ormerod Road, Burnley. Tel.: 3032.

## FOR SALE—continued

**1933 A.C.**, sports model; mileage 33,000. Good condition. Best offer over £200. M. T. Hicks, Seal Hollow House, Sevenoaks.

**1935 M.G. TYPE PA** sports; 4,000 miles since fitting new cylinder block, camshaft, pistons, etc. Complete electrical and steering overhaul; brakes relined. Body and tyres good. London. £245, or offer. Box No. 142. MOTOR SPORT, 15, City Road, E.C.1.

**"BROOKLANDS" RILEY**, excellent appearance and performance. Nearest to £250. Taylor, 25, Southfield Grove, Merry Hill, Wolverhampton.

**HUMBER 21-H.P. ENGINE**, latest type; works-reconditioned as new. Complete with starter, dynamo, distributor, coil, manifolds, carburettor, petrol pump, oil filter, clutch, clutch housing etc. Bargain. Trent Vale Motors, Hartshill Road, Hartshill, Stoke-on-Trent. Tel.: Newcastle (Staffs) 69688.

**SPORTS ENTHUSIASTS.**—Dec., 1947, J.B.M. 30-h.p. open 2-seater sports car. Mileage only 11,000. Excellent condition. Best offer. Write: Secretary, 18, Canal Road, Bradford, Yorks.

**RILEY "SPRITE."** Virtually new, immaculate, faultless mechanically. 1937 1½-litre, specialist-prepared; chromium outside exhaust, cycle front wings. Outstanding performance; negligible mileage. Comprehensively equipped, tonneau cover, racing screens, sidescreens, etc. Best offer or consider exchange. J. R. Brown, 93, Ormerod Road, Burnley, Lancs. Tel.: 3032.

**1930 ALVIS "SILVER EAGLE" ENGINE**, complete less manifolds. Rear axle complete, including brake drums. Sundry gearbox parts. All sound condition. £8 the lot. Buyer must collect. Also B.T.H. magneto, reconditioned as new, 6-cyl., automatic advance and retard, clockwise, £5. 326, Pensby Road, Pensby, Wirral, Cheshire.

**"BRESCIA" TYPE 23 BUGATTI**, 4-cylinder, 16-valve. Engine overhauled and in perfect order; sound attractive 2-seater body. Fantastic acceleration. £190. E. H. Devine, 140, Melcin Road, Listerdale, Rotherham, Yorks.

**ALVIS "12/50" "beetleback" 2-seater**; very good order; all basic; £120. Bugatti "Brescia" 2-seater, good order; new battery; insured Nov.; all petrol; £140 or near. 93, Pack Lane, Kempshott, Basingstoke.

**ALVIS "SPEED 20" 2-seater**, 1934; sleeved bores, reground crank, and generally mechanically overhauled, and repainted. Offers. Dowler, 42, Burman Road, Shirley, Birmingham. Tel.: Shirley 1911.

## FOR SALE—continued

**RACING-CAR TENDER**, Ford 3-ton, 6-wheel; total mileage since new, 2,000, and in perfect condition, having been used for one season only. Complete with special comfortable front seat, new battery and loading ramps and winch. £300 or offer. Also Alfa-Romeo supercharged 1,750-c.c. "Zagato" 2-seater; completely rebuilt at cost of £400; new hood, tyres, battery, wiring, cellulose, telecontrols, S.U. carb.; engine rebuilt completely; brakes relined, new clutch and third gear fitted. Bills will be produced. Price £475, or near offer. (Space required.) Norris, Gladsmuir, Hadley Common, Barnet. Tel.: Barnet 4800 (week-ends only).

**747-C.C. SUPERCHARGED SINGLE-SEATER AUSTIN.** The well-known ex-Chambers car is offered, prepared and ready to race. All engine parts are polished and balanced; Boyd-Carpenter camshaft; new crank; minimum oil pressure 90 lbs./sq. in. Engine sleeved and new pistons, copperised head; special valves and springs; new radiator and water pump; Marshall blower overhauled; four-speed c.r. gearbox; locked axle; i.f.s.; new body. Complete with low-loading, lightweight, two-wheel trailer. The above can be seen near Eastbourne and demonstrations given on my next visit to U.K. (about May 20th). This car very regrettably must be sold. Best offer over £200 obtains, or would consider small good car suitable for wife. S.A.E., Capt. Protheroe, Bond Air Services, Baseler Hof, Hamburg, B.A.O.R. 3.

**"328" B.M.W. SPARES** and equipment: two new oil hoses; special German-head gaskets; instruction book; wheel with tyre, and detachable bracket for two spares; half-shaft; Bosch bulbs. Other items, also numerous good tyres. First cheque for £25 secures lot. Box No. 143, MOTOR SPORT, 15, City Road, E.C.1.

**INVICTA 1½-LITRE** (12-h.p.) sports saloon, 1933, everything working; clean inside and out. Any trial. £125. Barnes, 36A, Leigham Avenue, Streatham.

**WHITE-LLOYD 500-C.C.**, tubular backbone-type chassis, independent suspension, J.A.P. 5-stud engine, Lockheed 2 leading-shoe brakes. Raced last season: Shelsley (47 sec.), Brighton Speed Trials (36.3 sec.), Dunholme (72 m.p.h. average lap). Photographs in February issue of "Iota." £325 or reasonable offer. Also trailer for carrying above car, £25. Whites Garage Ltd., South St. Mary's Gate, Grimsby. Tel.: 5486.

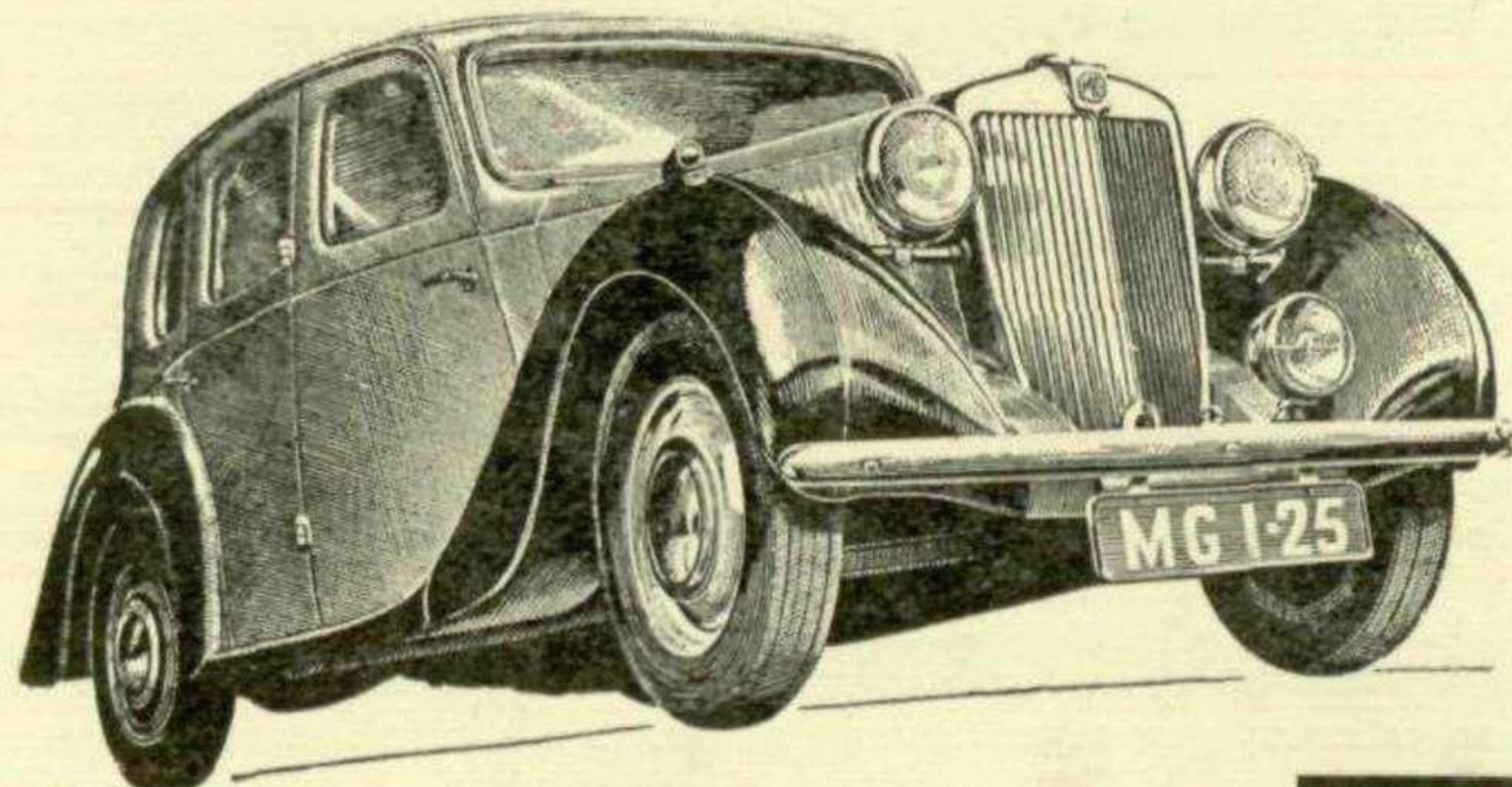
**"RED LABEL" BENTLEY** saloon. Very good condition; battery and tyres nearly new; £225 or near offer. Sandell, 468, Binley Road, Coventry.



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**STUBBERFIELD'S GARAGE OFFER**—Alfa-Romeo "1750" sports 2-seater, first registered September, 1938; engine reconditioned, body recellulosed in metallic-grey; four new tyres, also a set of cycle-type wings; full petrol ration book available. Aston-Martin, Mk. II, 1½-litre, first registered October, 1936; genuine mileage under 40,000; engine overhauled, body recellulosed in racing-green; four new tyres; full petrol ration book available. Sedlescombe Road North, St. Leonards-on-Sea. Tel.: Hastings 841.

"J2" M.G., rebuilt from chassis frame; new (standard M.G.) bodywork; £250. "PA" block, nearest £14. Preselector gearbox (Lanchester), £12. 27, Finlay Road, Gloucester.

**ASTON-MARTIN 1½-LITRE, MK. II, 1935, model.** This car is in immaculate condition having had over £400 spent on it in the past twelve months. Car has been re-upholstered in red leather and is complete with all-weather equipment. Capable of over 80 m.p.h. Owner must sell as he has taken delivery of new car. £600 or near offer. Can be seen and tried by appointment—London area. Write: Box No. 145, MOTOR SPORT, 15, City Road, E.C.1.

**EXCHANGE 1926 AUSTIN SEVEN** tourer ("four"), in daily use, for stark-bodied Anzani-engined Frazer-Nash, any condition. Box No. 146, MOTOR SPORT, 15, City Road, E.C.1.

**1948 H.R.G. 1,100-C.C.**, first registered August, 1948. This car is absolutely as new; genuine mileage 3,000; has just been completely overhauled by makers. Have B.M.T.A. permission to sell. Colour, red with beige upholstery; special instruments. Taxed to 31.12.49, with all coupons. Private owner. £1,000. Box No. 147, MOTOR SPORT, 15, City Road, E.C.1.

"INTERNATIONAL" **ASTON-MARTIN** 4-seater, 1932; tyres, body, engine, sound; £350. Also F.I.A.T. 500, 1937, recellulosed, new engine (standard bore), not yet run-in; £250. Box No. 148, MOTOR SPORT, 15, City Road, E.C.1.

**AUSTIN-FORD TRIALS SPECIAL**; 3,000 miles since new engine fitted; £285. Fairfield Garage, Stourbridge Road, Bromsgrove.

**BUGATTI TYPE 40 SPARES**.—Large quantity available, including set of new +.020 in. pistons, £10; dynamo, £5; starter, £5. Hornet-Special front brakes, with master cylinder, £5. M.G. "TC" crankshaft, new, £8. Vertex magnetos, new, £5. "Sunnydale," Victoria Road, Sutton Coldfield. Tel.: Sutton Coldfield 2527.

**FOR SALE—continued**

£175.—**RILEY NINE** Monaco-special saloon, in good running order. Tel.: Ravensbourne 3890.

**4½-LITRE 1934 LAGONDA** sports tourer, engine and bodywork in perfect condition. Over £800 spent since war, invoices can be shown. What offers? Can be viewed by appointment. Box No. 149, MOTOR SPORT, 15, City Road, E.C.1.

**LEA-FRANCIS 1½-LITRE (12-H.P.) "HYPER"** 4-seater; engine partly dismantled for overhaul; upholstery and hood good, body and wings rough. Car complete; fine vintage job when overhauled. £75 to clear. Shaw, 45, Lichfield Road, Sutton Coldfield. Tel.: 4536.

**OWNER WISHES PART-EXCHANGE** Series TA M.G. for 1947 Morgan "4/4" 2-seater; colour green preferred. Box No. 150, MOTOR SPORT, 15, City Road, E.C.1.

**1947 MORGAN "4/4"** super sports car, red and chrome; mileage 5,000; absolutely new condition. Dayus, "Croston Villa," Garstang.

**1926 3-LITRE "RED LABEL" BENTLEY**, with unusual black open 4-seater sports body, tonneau hood, sidescrims, and one-piece windscreen. Engine completely overhauled, cranks ground and bearings remetalled. Good tyres, huge headlamps. All bills and information, including instruction book. Very low mileage. Really fast and reliable car. Owner reluctant to sell but taking delivery of third child. £320 or offer. Six months' petrol. Turner, The Cottage, Braunston, Rugby.

**EXCHANGE.—JAGUAR 1½-LITRE (12 h.p.), 1936/7,** 4-door, close-coupled streamlined 4-seater black sports saloon. New tyres, battery. Beautiful appearance and performance; many extras. Taxed, insured year. 400 gns. exchange to valqe 2/4-seater open sports M.G. "Le Mans" or similar. Full particulars. Seen London. Box No. 151, MOTOR SPORT, 15, City Road, E.C.1.

**LAGONDA 1931 2-LITRE "SPEED" MODEL**, stored seven years; recently rebored. Many extras. One of the very best of its class. Taxed, current petrol. Seen New Forest. £325, or offers. Coryton, 10, Berkeley Street, London, W.1.

**BREAKING UP 20-H.P. ROLLS-ROYCE.** All spares very cheap. "Doba," Wyndham Road, Taunton, Somerset. Tel.: Taunton 2539.

**RILEY 9-H.P. SPECIAL**, needs completing; shortened chassis; engine overhauled; new tyres; body half-built. Offers. 10, Park Row, S.E.10. Tel.: Greenwich 0428.

**BUGATTI TYPE 35C**, in show-case condition. Most immaculate and finest of its type in existence. Two complete rear axles and other spares, ready for use. Apply to: P. W. Neale, "Fieldhead," Prestbury, Cheshire. Tel.: Prestbury 8814.

**FOR SALE—continued**

**A SPECIAL "TA" M.G.**, successfully altered and adapted for trials. High-compression, internally polished engine, special ratios and transmission; increased ground clearance; seven wheels, one pair specially built. A successful car now offered for sale, ready for cross-country trials. Nearest £300. Flather, Lyndhurst Road, Brincliffe, Sheffield.

**ASTON-MARTIN, 1936, MK. II** 4-seater, good condition. Private owner. Offers over £400. Tel.: Chichester 2337 (mornings). Box No. 152, MOTOR SPORT, 15, City Road, E.C.1.

**1925 "20/60" SUNBEAM**; 3,000 miles after first rebore, including all new bearings to engine and hubs. New 600 by 20 tyres to five wheels; new hood; coachwork perfect, paintwork black. Offers. Corris, 1A, Anglesey Court Road, Carshalton Beeches, Surrey.

**1935 ALVIS "SILVER EAGLE"** sports 4-door saloon. This car is particularly suitable for the enthusiast and has had £150 spent on reconditioning and has since done a limited mileage. The engine was overhauled by specialists. The body is aluminium and is cellulosed in maroon, the upholstery being genuine brown hide. This car is capable of 80 m.p.h. and has many years of useful life still before it. Any reasonable trial given. Price £375. Midland Motor Co. (Bedford) Ltd., 92, Midland Road, Bedford.

"ATHOS," **EX-"MUSKETEER," 1939 TA-TYPE BLOWN M.G.**, originally owned by Dickie Green, one subsequent owner only. Laystall crank, Marshall supercharger. Fitted aluminium body. Many extras and spares, including six spare wheels and tyres. At present fitted twin S.U. carburetters. Recently reconditioned throughout and now in standard touring trim. New hood, side-curtains and tonneau cover. £425. Tel.: Gerrard 2621.

"18/80" **MK. IV M.G.** sports saloon. A specimen motor car; 22,000 miles from new. Three months' guarantee; £375, terms and exchanges. S.B. Motors, 215/217, Oxford Road, All Saints, Manchester, 13. Tel.: Ardwick 2300.

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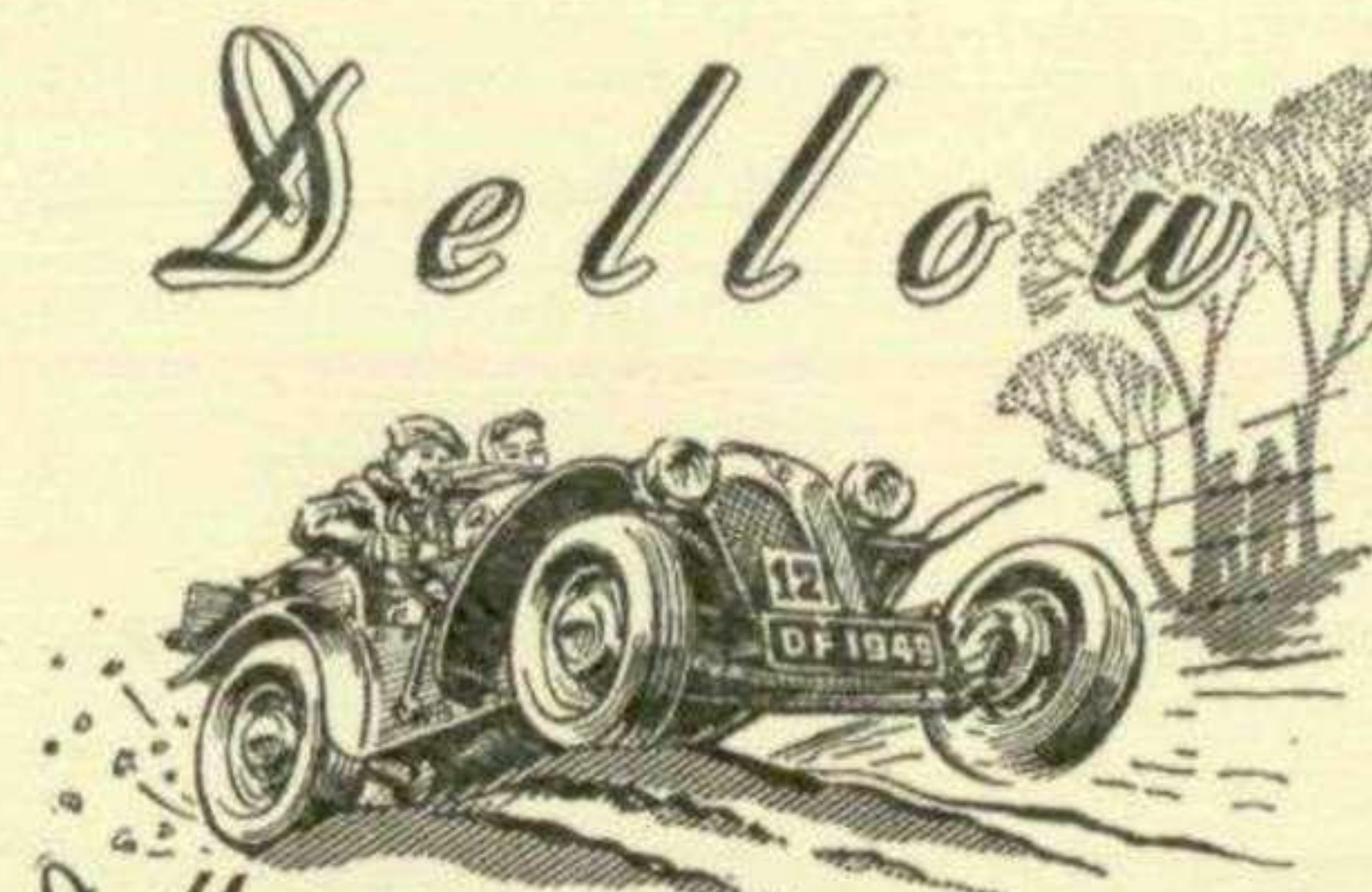
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**GENUINE K-TYPE M.G. MAGNETTE,** 1,272-c.c. engine; 6.50 by 16 rear, 4.75 by 19 front. In first-class mechanical condition after recent strip to chassis. Body resprayed black. Many spares, including road spring, cylinder head, differential, pistons, etc. I must sell this car as I am going abroad. £350. Photo or appointment from: Grace, Millers Cottage, Trumpet Hill, Reigate.

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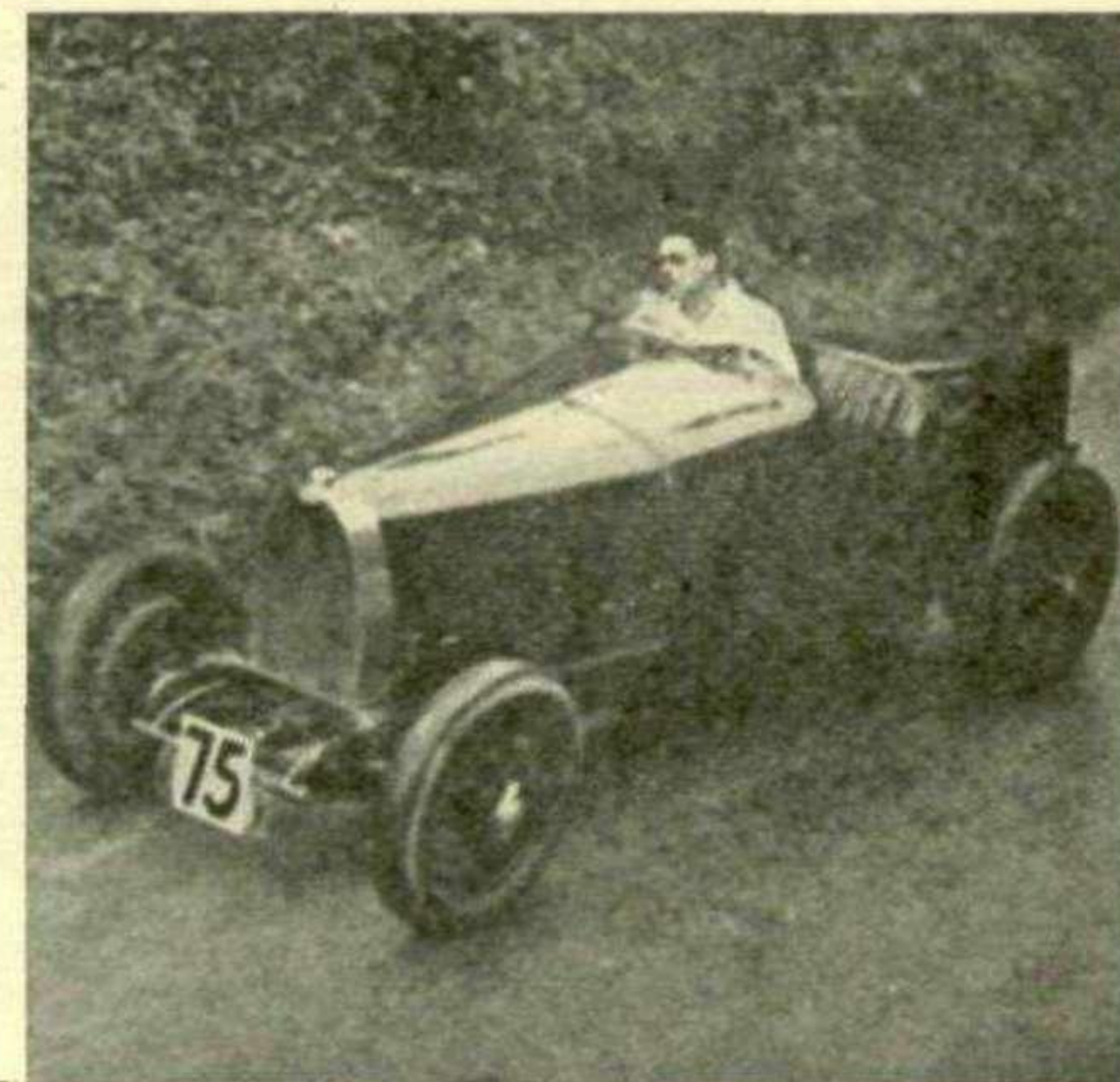
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LAGONDA "16/80" Vanden Plas 2-seater. Absolutely faultless condition. Completely overhauled at cost of nearly £300 during last 3,000 miles. £495. Hillingdon Motors, 325, Long Lane, Western Avenue, Hillingdon, Middlesex. Tel.: Uxbridge 412.

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ALVIS "FIREFLY" 1934 12-H.P. drophead. Engine and preselector gearbox completely overhauled, brakes relined. £260. Stonebanks, Tel.: Ruislip 4677.

"BRESCIA" BUGATTI REAR AXLE, complete with brakes, etc.; tapers excellent. Also blower. Box No. 166, MOTOR SPORT, 15, City Road, E.C.1.

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£35.—VINTAGE 12-H.P. A.C. coupé; new tyres; excellent condition. "Lambda" Bosch magdyno, £5; starter, £3. M-type M.G. spares. 1930 Riley Nine gearbox, £3. Rich, Steel Green, Millom, Cumberland.

"ULSTER" AUSTIN, fitted with standard engine, "Ulster" head, "Ulster" inlet and exhaust manifolds, brand new Zenith 30 VE1 downdraught carburetter, cast-iron clutch, 4-speed gearbox. Thoroughly overhauled, rebored, new valve guides; all bills shown. Excellent performance, any trial. £175. Would sell engine, clutch and gearbox, with all auxiliaries, including complete external exhaust system, separately for £35. "Oakhurst," Northgate, Northwood, Middlesex.

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BEAUTIFULLY-KEPT "FLYING SQUIRREL" de luxe with Scott forks, 1933 600-c.c. engine, electrics, new tyres, offers. Martlet 8-to-1, standard Riley Nine, hardly used, cost £9, accept £4. 89, District Road, Wembley, Middlesex.

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ALVIS "FIREFLY," 1933, handsome duo-grey Grose (Northampton) fixed coupé, used as foursome; preselector; 35/40 lbs. oil pressure; all coupons. £250, offers. Edisbury, Hooton, Wirral.

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RILEY MARK IV TOURER in very good going condition. Extensively overhauled. Basic. Owner going abroad. Details and photo on request. £90, offer, or exchange motor-cycle. Also recent volumes MOTOR SPORT. Scott, Park Farm, Melbourne, Derbyshire.

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1935 "AERO MINX" 4-seater tourer. Not yet run-in after £75 overhaul (rebore, regrind, etc.). Smart lines. £245. Dr. N. B. Atkin, 37, Woodstock Avenue, N.W.11. Tel.: SPE 4908.

M.G. "L" Continental coupé, 1934. 3,000 miles since engine totally reconditioned, M.G. agent; rebore, reground crankshaft, rebuilt clutch, carburetters, dynamo, starter, etc. Chassis overhauled; new king-pins, track-ends, rear springs, brake cables and linings and petrol tank. Reconditioned rear shockers. Rewired front. Body excellent, doors well slung, perspex sliding roof 1945. Paint good, black and green. Well shod. Receipts shown for over £200. A good smart 3 (emergency 4)-seater sports car. Petrol intact. Only two owners in its life. £285 or nearest. King, Fosseyway, Stow-on-the-Wold, Glos.

M.G. 8-H.P. M-TYPE 2-seater, 1932. Exceptional condition. New tyres, battery, wiring, camshaft, hood, etc. Fram fitted. No detail missed. Trial. £120, or exchange 4-seater. Todd, 22, Highlands Avenue, Leatherhead, Surrey. Tel.: Leatherhead 2942.

MARWYN 500. Five-stud J.A.P., no body. £195, or exchange 4-seater sports car up to 15 h.p. C. Arnold, 8, Homestead Way, Northampton. Tel.: 5001.

COMMENCING NEXT WEEK, I am dismantling a perfect 1934 M.G. "L," Magna open 4-seater, a 1931 Morris Major saloon, also crashed part of "J," and a P-type M.G. I also have a large amount of Morris and Singer "Le Mans" parts. Please write for any parts you need. Offers considered for parts when dismantled. S.A.E. please. Callers by appointment or week-ends. G. A. Final, 15, Nashleigh Hill, Chesham, Bucks.

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M.G. 939-C.C. SPECIAL, "J4" chassis and gearbox, "PA" engine bored out to "PB5," "Q" valve gear. Whole car rebuilt and mechanically as new; exceptional performance. £60 worth spares. £350. Aston-Martin 1934 "Le Mans" long-chassis 4-seater; 18-gallon petrol tank; excellent condition; tyres good; £500. Offers. Wilson, Sedgeways, Bosham, Chichester.

1933 TALBOT FOURTEEN saloon. In daily use. Taxed. Large boot. Evenings and weekends. £90. Mayne, 16, Ferndale Road, S.W.4.

WOLSELEY SPECIAL HORNET, 1934, sports saloon. Very good condition throughout. £160. Tel.: Lee Green 5303.

G.H. SPECIAL, ex-R. Hunt. Supercharged Ford 1,100-c.c. engine, E.N.V. preselector, hydraulic brakes. Terrific performance in trials or sprints. A beautifully finished car in maroon and chrome. This car in the hands of a complete novice took the Novice Award in the 1948 High Peak and the Jeans. First registered 1947. Every moving part in the back axle has been renewed, crank reground and all bearings remetalled before being offered for sale, or exchange for post-war saloon owing to family reasons. H. Murray, c/o M. C. M. Building Co., Powder Works Lane, Melling, Liverpool.

ONE PAIR P.100 HEADLAMPS, unmarked and as new, cost £30, would accept £17 10s. H. T. Fawcett, 22, St. John's Road, Balby, Doncaster.

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**FOR SALE—continued**

**M.G. "PA,"** supercharged, standard fittings to revert to normal if required all in; any trial. £245. Jack Leeson & Partners, Brook Street, Stourbridge, Worcs. Tel.: Hagley 3234.

**M.G. "J2"** 2-seater. Reconditioned engine; recellulosed; all new tyres; taxed. £220. Jack Leeson & Partners, 96, Brook Street, Stourbridge, Worcs. Tel.: Hagley 3234.

**ALVIS "FIREFLY"** tourer, crash box. Good condition. £200 or offer. Richardson, Old Vicarage, Osmaston Park, Derby.

**"ATALANTA" 1½-LITRE,** o.h.c. engine with Cotal D.1 gearbox. 12-volt equipment. Chassis frame, 2-seater aluminium body. Most parts to complete special. Engine spares available. Warner overdrive box. Best offer. Marsh, Woodville, Mannamead Avenue, Plymouth.

**TWO CENTRE-LOCK WHEELS,** hubs and caps, £6. German Grand Prix Racing Car Development, by Cameron C. Earl, £1. "Brescia" Modife block, Laystall-bored, four new Martlets, unused, £18. Botton half, Type 13 Bugatti engine, £8. Lloyd, 1, Powell's Lane, Welshpool, Mont.

**AUSTIN-SPECIAL SPARES.**—Available: L.M.B. complete suspension; Girdings and new king-pins and bushes throughout. Pair new and unused 16-in. wheels, rebuilt offset. Pair new Oxborrow retreads, 19 by 4.50. New Austin Seven radiator. Complete u/s "Ulster" engine. 1932 frame and complete engine. Apply: Jack Lister, Winterow, Ripponden, Halifax.

**BOOST GAUGES** by Negretti & Zambra, new. Dash fitting with pipe and unions. Readings: -7 to +20 lbs. or -4 to +32 lbs.; 10s. each. Jack Lister, Winterow, Ripponden, Halifax.

**ALVIS "SPEED 20"** Vanden Plas tourer, mechanically perfect, 1933. New tyres. £250. Mason, Bolnere Road, Haywards Heath. Tel.: 315.

**J.A.P. SUPER SPORTS,** 1,098-c.c. O.H.C. W/C V-Twin. Suitable for Morgans, Midgets, specials. Best offer. Hurley, 13, Highfield Road, Bournemouth.

**18-FT. LAUNCH,** £25. Riley Fourteen gearbox, £5. Austin Seven front axle, silencer, spares, 1930. 28, Maidenhead Road, Stratford-on-Avon.

**WOLSELEY HORNET 12-H.P. ENGINE** and gearbox, complete with carb., distributor, etc. New clutch. £15. Bradley, Tingley House, Morley, near Leeds.

**1934 RAILTON 8-CYLINDER** 4-door saloon. Engine excellent. Offers over £200. Letchworth, St. Catherine's, Frimley, Hants.

**M.G. 1½-LITRE FRONT SPRING,** reconditioned, 50s. Ford Ten radiator block, as new, £3. Set of B.R.16 Girdling dampers (three new), £5. Two new Type 12050 Newton dampers, £3. Pair of chrome 12-v. Mellotone horns, nearly new, 70s. 1928 Austin Seven chassis, front axle, steering box, etc., £3. Archer, Holyday Works, Rookery Road, Birmingham, 21. Tel.: NOR 0481.

**FOUR 21 BY 5.25 TYRES,** retreadable, £4. Singer Eight engine, gearbox, clutch, good, £10. Walker, Abbey Gateway, Malvern.

**1929 "BLACK HAWK" STUTZ** Weymann sports saloon. Body black, with new wings and bonnet. Complete and mechanically perfect. Zeiss lights; six tyres; 70 galls. basic for May-June. Offers around £150. Seen by appointment only. Also number of Bosch horns, 12-in. headlamps, many beaded-edge, s.s. tyres, for sale. Set of five 32 by 4½ on disc wheels, track treads, suitable for trials special. Sets of Rudge wheels, 18, 19, 20, 21, 23-in., racing covers and tubes, complete. R. S. Baker, Chipstead Post Office, Surrey.

**FORD EIGHT HUB-PULLER,** new, £1. Delco 12-v. C.V.C. and cut-out unit, new, 10s. Four 1½-litre Riley valves, new, £1 15s. Riley crown-wheel and pinion, "Brooklands" 4.77-to-1, £4 10s. One pair Luvax shockers, R.M.P., o.k., 15s. All plus carriage. G. C. Garlick, 16, Lupton Street, Kentish Town, N.W.5.

**1929 LAGONDA** sports saloon. Good condition throughout; 24 m.p.g. Basic unused. £160. Milner, Trebudannon, St. Columb, Cornwall.

**FOR SALE—continued**

**M.G., 1947 "TC."** Black, and fawn. As new. Polished head, ports. Fram. Modified steering; 32 m.p.g. £610, offer. "Glynde," Leatherhead Road, Ashtead, Surrey. Tel.: Ashtead 3059.

**A.C., 1937 16-H.P.** sports 2-seater; new hood, tyres, water pump; ignition completely overhauled April. Seen Harrogate. Offers to Box No. 155, MOTOR SPORT, 15, City Road, E.C.1.

**SPORTS SALOON.**—Ford staff car. Mercury engine, first registered 1949; £10 tax. Rebuilt regardless cost. New engine, has just been carefully run-in, decarbonised and valves ground-in. New front axle, spring, shockers, brakes relined; rewired completely; all electrical equipment new. Very strong and purposeful body. Sliding roof, roof luggage rack, big luggage boot; big clearance wings, very accessible engine. Whole car resprayed. Leather upholstery. Very fast and reliable car, ready for the road. Must be quickly sold. £395, with six months' petrol. G. Schon, 13, Foster Road, London, W.4. Tel.: Chiswick 4737.

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**"RED LABEL" BENTLEY SPARES.**—One rear brake drum; three rear brake back-plates; one exhaust manifold; one bottom bevel box; one brake compensating shaft; two brake and clutch shaft assemblies, with pedals, etc.; ignition and dynamo switch, with mixture control, etc.; damaged radiator; splined clutch hub; clutch springs; valve springs; large type sump, complete with oil pump; 4½-litre con.-rods; "Speed Six" column; various odd bits, etc. First £17 10s. secures, buyer collects. S. H. Richardson, 39, The Newlands, Wallington, Surrey. Tel.: Wallington 7114.

**BENTLEY 1929 "4½" V.D.P.** 4-seater. Chrome and hood as new. Whole in first-rate condition. £375 or near offer. Also "4½" Bentley fan assembly, £5, offer. Offers for 1921 Wilkin motor-cycle in going order, and Black & Dekker high-speed valve-seat grinding motor. A. M. Walton, Union Society, Oxford.

**FOR SALE—continued**

**ONE OWNER SINCE NEW!!** 1926 Lanchester 21-h.p. open tourer. Polished aluminium body in original condition. Complete with hood, tonneau cover, sidescreeens, four spare tyres. Perfect running order. Taxed. £50 or offer. Howarth, 53, Edilom Road, Higher Crumpsall, Manchester, 8.

**S.S.1 "AIRLINE" saloon,** 1935. Engine rebored 1948, new pistons, valves and guides; valve seats Stellited, clutch relined; new battery; carburetter, ignition system overhauled; bills available to £110. Excellent runner. Offers over £200. Morrison, Eastcroft Gasworks, Nottingham.

**"ULSTER" AUSTIN.** Excellent performance. Engine, chassis, just overhauled. Good tyres. Insured. Petrol. £150. Seen Watford week-ends. Write: Aldridge, 10, Vicarage Gate, London, W.8.

**£35.—ALVIS "SILVER EAGLE" 16-H.P.** saloon, 1929. Needs repaint, new roof fabric, otherwise complete. Space required. Venning, The Old Farmhouse, Bishops Stortford, Herts, or Tel.: Euston 3278.

**RECONDITIONED AUSTIN SEVEN REAR AXLE** wheels, £5. Austin large air-cooled sump, £1 10s. Stop-watch, new, £6. Offers. M. C. D., 321, Petersham Road, Ham Common, Richmond, Surrey.

**ENTHUSIAST'S ALVIS "12/50."** Nearest 195 gns. Much recently spent on engine and body. Full details: Gibson, 10, Elm Tree Cottages, Portsmouth Road, Cobham, Surrey.

**4½-LITRE 1928 BENTLEY** 2-seater, light alloy body; 40-gallon tank, ample space for luggage; two spare wheels, 10 tyres and tubes (four brand new). Colour green, silver wheels. R.A.C. inspection invited. Price £425. Box No. 162, MOTOR SPORT, 15, City Road, E.C.1.

**1932 ALVIS "12/60 TL"** 4-seater tourer. Four new tyres; engine as new; bodywork very good. £200 or offer. R. Stark, "Elder Barn," Frieth, near Henley-on-Thames, Oxon.

**M.G. "J1"** 4-seater sports. Recently overhauled throughout; three months' petrol; taxed, insured. £200. 3, Godfrey Avenue, Whitton, Middlesex.

**RACING AND TRIALS ENTHUSIASTS!** Chrysler, 1937, 27-h.p. drophead coupé, overdrive, two spare wheels, complete with racing car trailer (low-loading); 10 ft. 3 in. by 5 ft. 3 in. £250 the lot, or would separate. Alternatively, Dodge "Command" car, reg. 1947, with same trailer, £90. Pickering, 68, Rochester Road, Coventry. Tel.: Coventry 60820.

**RILEY "IMP,"** in excellent condition; resleeved, rewired, new batteries, good all-weather equipment, brakes relined, two new tyres. £425. Interested in Riley "Lynx." Williams, 198, Ashridge Way, Sunbury-on-Thames, Middlesex.

**RILEY NINE "LYNX,"** 1933. New springs and batteries. Good tyres, hood and screens. Manual gearbox; twin carburettors. Taxed. Nearest £200. Crofts, 7, Petersfield Court, Stratford Road, Birmingham, 28.

**SUPERCHARGED M.G. MAGNETTE, K-TYPE,** 2-seater. Rebored, crankshaft reground, brakes relined, new hood and tonneau cover; recellulosed; tyres excellent; mechanically perfect; outside exhaust system; terrific performance. Twin carburettors and manifold available to give 30 m.p.g. £360. Underwood, 28, Queensberry Road, Kettering, Northants. Tel.: Kettering 3351.

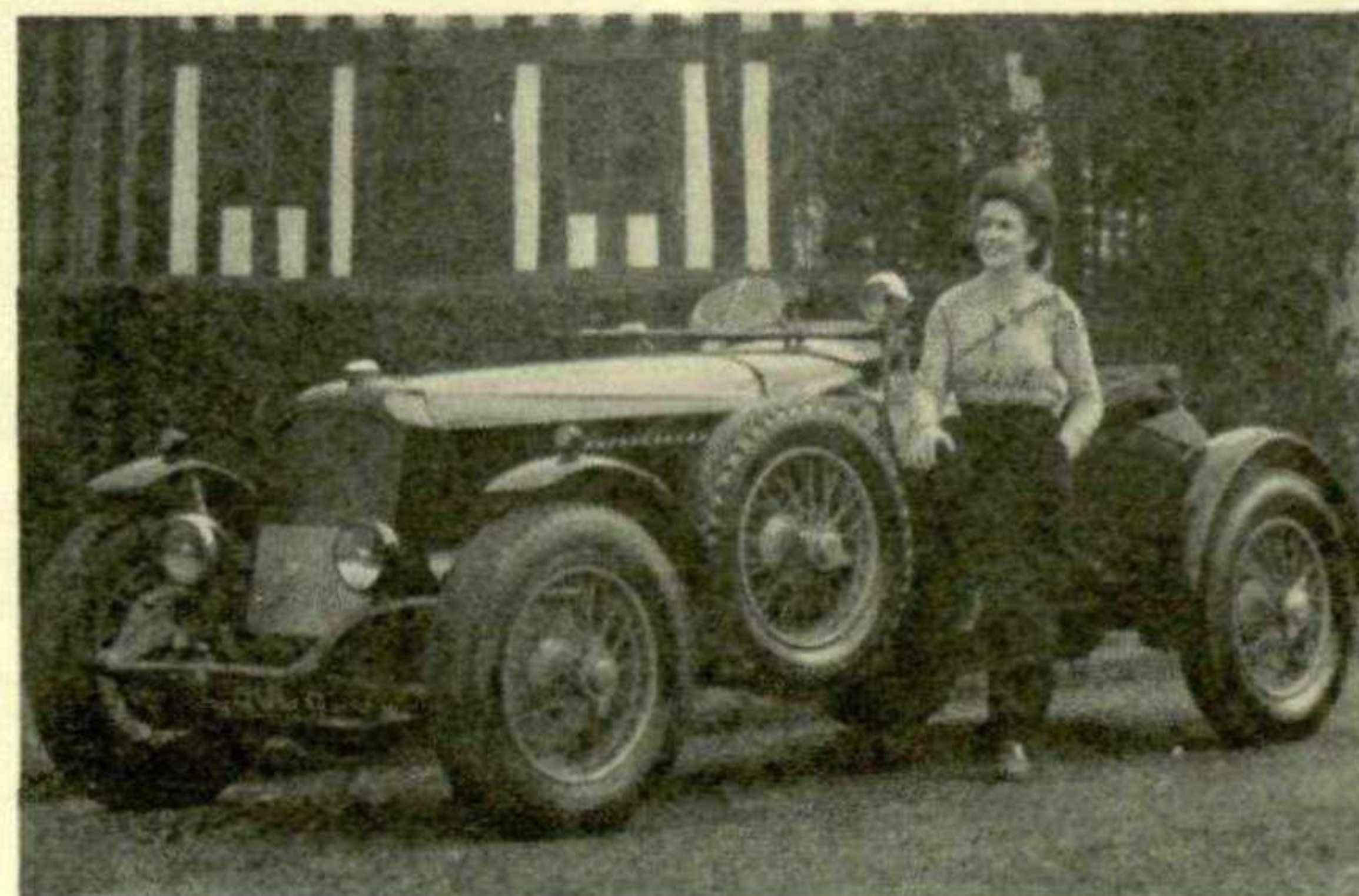
**LEA-FRANCIS "12/40"** 2-seater. Excellent condition. Taxed, insured; 32 m.p.g. Exchange for 4-seater similar or sell outright, around £130. Details from Jones, Moorview, Thornhill, Bamford, Sheffield.

**SINGER 16-H.P.** saloon, 1931. Sound throughout, tyres fair; taxed and insured. £50. Wright, 68, The Avenue, Hatch End, Middlesex.

**H.R.G. 1½-LITRE ENGINE** and gearbox (Singer 12-h.p.), complete all accessories. Excellent condition. Recent overhaul, with new valves, guides, springs, timing chains, gearbox parts, polished ports, raised compression. Engine can be tried in car until fitting of larger unit. Offers. Box No. 164, MOTOR SPORT, 15, City Road, E.C.1.

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**BUGATTI TYPE 40** 4-seater. Crankshaft reground, dynamo and starter overhauled. Chassis and body sound. £210. Gould, 45, Pollards Hill South, S.W.16. Tel.: Pollards 5360.

**ALVIS 16.9-H.P. "SILVER EAGLE"** tourer, 1935 chassis. Overhauled and rebuilt this year. £5 tax. Full petrol. £175. Welford Bros., Opal Street Garage, Leicester. Tel.: Leicester 65903.

**1½-LITRE LEA-FRANCIS.** Actual 1929 T.T. car, now with No. 8 Cozette. Completely rebuilt with lowered 2-seater body. In first-class condition. Offers to Letts, 21, Arundel Avenue, Liverpool, 1.

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**FOR SALE—continued**

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**Nordec-Marshall supercharger,** with all fittings for Talbot Ten, low mileage. £55. Austin "Nippy" engine and gearbox complete. Offers.

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**Shortened Hudson chassis,** fitted aluminium two-seater body, G.M.C. 4-litre engine, specially close-ratio gears. Will sell incomplete or will complete.

**Singer "Bantam" Coupe,** fitted tuned "Le Mans" engines, self-change gearbox, 10-in. front brakes, special chassis in excellent mechanical order. £245.

Dismantling 3-litre Lagonda, all parts.

**URMSTON, MANCHESTER**

Tel.: Urmston 2648.

**"MONTLHERY" MIDGET, MK. II,** new tyres, perfect, £210. Powerplus supercharger, carb., etc., for above, £17 10s. 1931 Austin Seven gearbox, £3. Metcalf, 87, Penkett Road, Wallasey.

**M.G. 8-H.P. "PA" 2-seater.** Entirely rebuilt, engine, body, suspension, etc. Rechromed, re-upholstered, recellulosed. The fastest and smartest M.G. in the north of England. £350. Just needs seeing. 66, Emerson Avenue, Middlesbrough. Tel.: 8556.

**LAGONDA "4½" SPARES.**—Steering column, complete with wheel, £7. Road wheels, 600 by 19, £2 10s. each. Set Hartfords, £4. Set telecontrol shock-absorbers, complete, £8 10s. 100-m.p.h. speedo. and 5,000-r.p.m. rev.-counter, £6 pair. Riley 6-stud road wheels, £1 10s. each. Alvis "16.9" and "19.8" engine spares. I.F.S. chassis spares. D. Bagshaw, 55, Edward Avenue, Braunstone, Leicester.

**FOR SALE—continued**

**SUNBEAM SIXTEEN** sports 2/4-seater, 1929. A refined vintage car in perfect condition throughout. Just had body resprayed, radiator reblocked, brakes relined, etc. Photo on request. £170. Packman, 24, New Street, Ringwood, Hants. Tel.: Ringwood 742.

**LAGONDA, 1930, 3-LITRE** special tourer. Beautiful condition in every respect. £315. Fairman, Holly Lodge, Worth, Sussex. Tel.: Pound Hill 3128.

**SUNBEAM, 1930, 24-H.P.** Young drophead. Perfect, just rebored. Photos. Offers near £350. 12, The Moant, N.W.3. Tel.: HAM 6168.

**1928 3-LITRE INVICTA** 2-seater. Taxed year; full petrol. £95. Breese, 53, Wavertree Court, S.W.2. Tel.: Tulse Hill 2014.

**AUSTIN SEVEN "ULSTER" SPARES,** including complete Cozette-blown engine, two special 16-in. wheels with tyres, front and rear axles and springs, close-ratio 3-speed gearbox, and T.T. body complete with wings, lamps, scuttle tank, etc. Also many secondhand spares for OE type "30/98" Vauxhall, "Red Label" 3-litre Bentley, "Hyper" Lea-Francis and Talbot "90." J. Blake & Company, Limited, 110, Bold Street, Liverpool, 1. Tel.: Royal 6622.

**FRAZER-NASH-B.M.W. "326,"** 1937, black saloon. Very completely overhauled. Details on application. Works advice and spares. Not yet run-in. Bodywork, chassis, engine, all exceptional condition. Any trial. Full 12 months' petrol. Must sell; owner taking delivery H.R.D. "Black Shadow." For quick sale will accept £550. Gough, Ardenvoehr, Minton Road, Felpham, Bognor, Sussex.

**BENTLEY "4½,"** Rebuilt 1948 with "Le Mans" equipment, including stoneguarded 25-gall. tank, reblocked radiator with built-in stoneguard, quick fillers, eight Hartfords, strip wings, louvred bonnet, shortened V.D.P. 4-seater body with rear tool locker, fold-flat and aero-screens, all-over mohair tonneau, Zeiss lamps and spotlight, Bosch starter and twin horns. Unbored 1928 engine, lightened flywheel, "D" box, Hardy-Spicer shaft. 3-litre short chassis with "4½" axles, servo front brakes, ribbed drums, wide-section 21-in. wheels, good tyres. "Brooklands" silencer and fishtail. New batteries. Sound mechanical condition with good performance. Finished Napier-green. What offers? Box No. 168, MOTOR SPORT, 15, City Road, E.C.1.

**F. W. (FREDDIE) DIXON** has a quantity of parts for racing and touring Rileys available—Nines and Sixes. Special pistons, special camshafts, axle ratios, etc. Ardverness, Wray Common Road, Reigate.

**AUSTIN SEVEN SPECIAL,** 46 m.p.g. Also "40/50" Rolls-Royce and veteran 1911 Renault. Sheppard, 8, East Green Drive, Stratford-on-Avon.

**PERFORMANCE CARS** offer this month:—Brand new 1921 Alsace Four chassis (and side-valve 3-litre), registered 1948; unique in this country. £35.

1938 Wolseley Twenty-one Super Six, W.D., converted to small truck, no longer required. £100. Will break.

Sunbeam "14/40" engine and gearbox, £10. Bentley "4½" V.D.P., 1928, new tyres; £255. Invicta 3-litre 2-seater, 1927. Six-branch external exhaust. T.90s. Basic undrawn. £145.

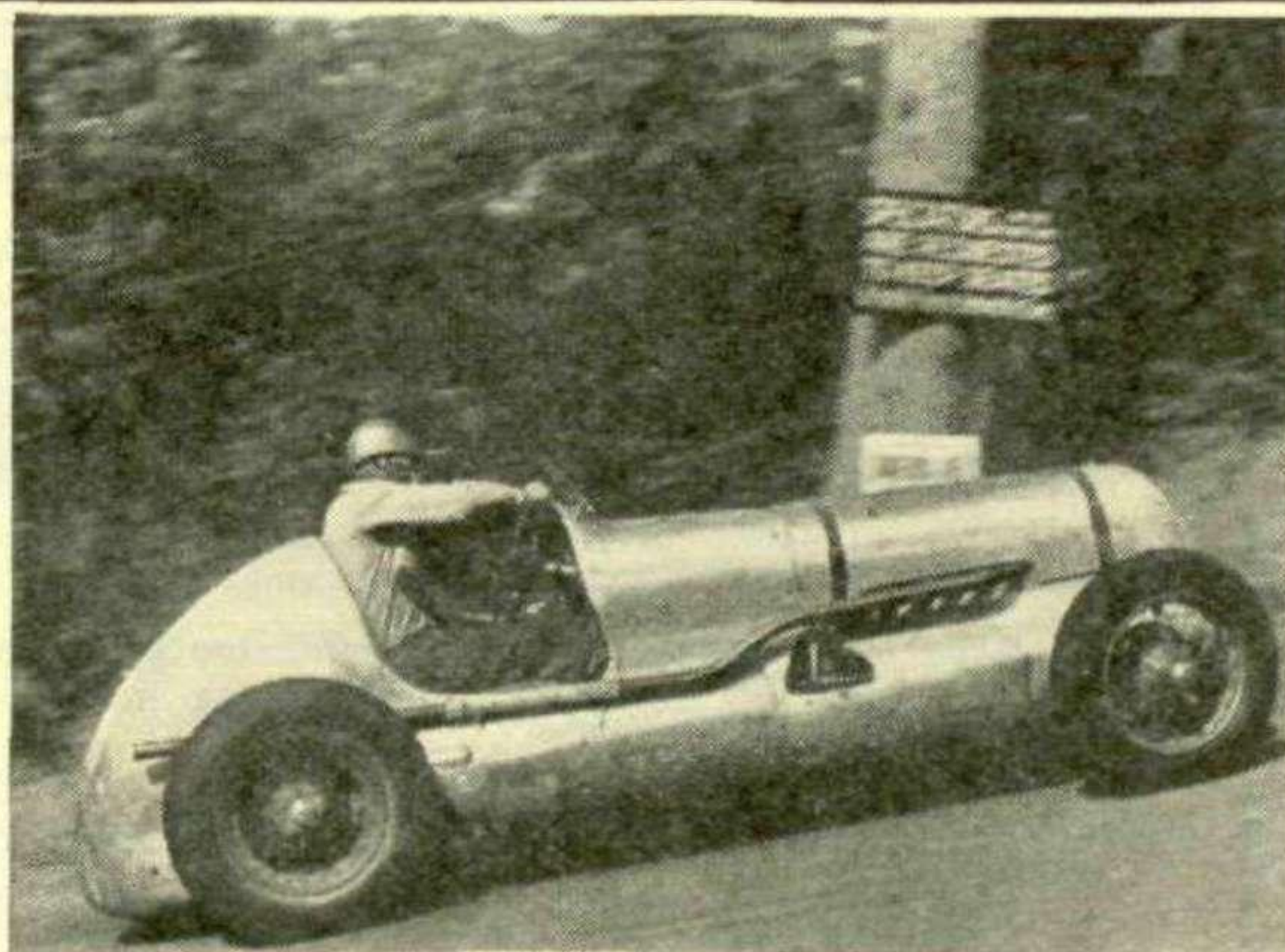
Lancia 2-litre tourer, 1928. Made as new by repairers; covered by insurance claim. Unrepeatable at £175. Rover "Speed Pilot" (3 carbs.) Fourteen, 1933. Engine completely overhauled, not run-in. £130.

Studebaker. Detached 2-seater, bracket, with dickey. 1936. Colour, duo-blue with maroon hood. £175.

Riley Nine saloon, 1931; alloy body; £70. Another with rough fabric body; offer serious—£55.

Riley Nine chassis and spares always in stock. Service, repairs, coachwork, trimming and vintage specialists.

These and a few late arrivals are offered this month. H.P. on every vehicle. Insurance. Part exchange. Tel.: Kensington 7131.



## AC-NASH 2-Litre (U/S)

This successful and very reliable racing car is offered for sale, complete with spare crank, rear and front axles, many gear ratios, spare pistons, rods and cylinder bores, etc. It will be very suitable for Formula B class this year. Shelsley last year, 43.1 seconds; Prescott 48.2 seconds; third in class against Mays and Gerard at last Prescott, in the rain.

Any trial at the address below.

No reasonable offer refused, as we hate to feel this car will not be in good hands for the coming season.

Any car taken in part exchange.

Completely overhauled and ready to race.

**ALEXANDER ENGINEERING Co. Ltd.**  
**HADDENHAM, BUCKS.**

Telephone 218



Do you remember?  
**DONINGTON**  
**1938 G.P.**

Set of 24 postcard-size action photographs previously unpublished, mostly taken at Red Gate and the Hairpin, covering 14 of the entries and including all the German cars except Kautz' Auto-Union. The set includes Seaman's push start after the famous skid.

The set **10/6** post free

Sold as set only—no separate cards.

**PHOTOMATIC LTD., Dept. MS,**  
 Bradmore Green, Brookman's  
 Park, Herts.

**FOR SALE—continued**

**1937 A.C.**, rebuilt; £10 tax; amazing performance; £450. "105" Talbot, small mileage, £275. 1932 2-litre Lagonda, new engine, £375. All lovely condition. Charlton Kings Garage, Cheltenham.

**£250.—ASTON - MARTIN "INTERNATIONAL"** 2/4-seater. Engine and accessories completely overhauled; battery, hood, screens and tyres new. Aluminium body by Freestone and Webb. Thorpe, Brookfield, Shoresham, near Norwich.

**CORD PHAETON** supercharged drophead coupé, body duck-egg-blue, blue upholstery. This car is of the most modern appearance, 100 m.p.h.; 16 m.p.g. Showroom condition throughout. £675 or near offer. J. Radford, 2A, Wembury Street, Manchester, 9. Tel.: Collyhurst 2107.

**1,000-C.C. RACING J.A.P. ENGINE** specially built for Eric Fernihough for the world's motor-cycle speed record. This engine has hardly been used and is in perfect condition and ready to fit to a Cooper, Marwyn or motor-cycle; 12½-to-1 compression, two carbs. This engine is perfect, and a unique engine. £100 or offer. Alexander Eng. Co., Ltd., Haddenham, Bucks. Tel.: 218.

**1936 12-H.P. "B" SALMSON.** Chassis fitted, rough body (no windscreen). Completely overhauled engine and chassis, balanced crank, new complete manifold, h.c. 195 gns. P. Wood, Denamead, Chorlton, Alton, Hants.

**FRAZER-NASH 1927 "Anzani"** 2/4-seater sports, in perfect and original condition. Recent complete overhaul. £150. 90, Brighton Road, Banstead, Surrey. Tel.: Burgh Heath 1520.

**EXCHANGE RECONDITIONED AUSTIN SEVEN** units. Engines, gearboxes, dynamos, starters, front and rear axles, 1930/39. Ford-Austin engine and wheel conversion brackets. Ford-Austin chassis built. Write for quotations: "ReconVersionS," temp. address: 1, Grove Park Mews, W.4.

**FOR SALE—continued**

**1934 "SPEED TWENTY" ROVER** sports tourer. Completely reconditioned; five new tyres and tubes, new battery and wiring. Corsica-built body, £225. Arklay, 5A, Perrins Court, Hampstead, London, N.W.1. Callers to rear 17, High Street, Hampstead.

**1933-4 WOLSELEY 12-H.P.** "E-W" special salonnette; large brakes, Rudge wheels, very good tyres and battery; mechanically sound, reasonable body; £95. Alvis "12/50" 4-seater tourer, 1927; mechanically good, body excellent but needs repaint and hood recovering; good tyres; everything in order and ready to drive away; £80. 1926 Sunbeam "21/60" landaulette, very good mechanical order, sound body, excellent tyres (21-in.), £55. Talbot "Speed 90," short chassis, rebuilt with modern competition body, fully equipped and taxed, £10 rate; with 3-litre twin o.h.c. Sunbeam engine and gearbox; engine has cracked block, but is otherwise good; excellent tyres, etc.; £90 or reasonable offer. Four nearly new Dunlop 895 by 135 tyres and tubes, £16. 2-litre Lagonda crankshaft, camshafts and wheels. 1935 Alvis "Silver Eagle" engine. Also numerous vintage electrical spares. My workshops are now at 25, Orchard Road, Stevenage, but correspondence and telephone calls still to Hitchin. Enthusiasts are always welcome, and I will always endeavour to help.

**ALVIS GEARBOX**, excellent for "12/50" or "Silver Eagle," 4-point fixing, £3. Dynamo, "12/50," perfect, £2. Jaeger 3-in. dial 8-day clock, perfect, £2. Jaeger 5-in. dial combined 80-m.p.h. speedometer and clock, new, £3. Tyresole retreads, unused, perfect, one 5.00 by 20, one 5.25 by 17, one 5.50 by 17, each £3. Andre medium steering damper, complete, new, £2. Adam, London Fruit Exchange, Spitalfields, E.1. Tel.: Bishopsgate 8133 (business hours).

**BENTLEY 1926 "RED LABEL" VAN DE PLAS**

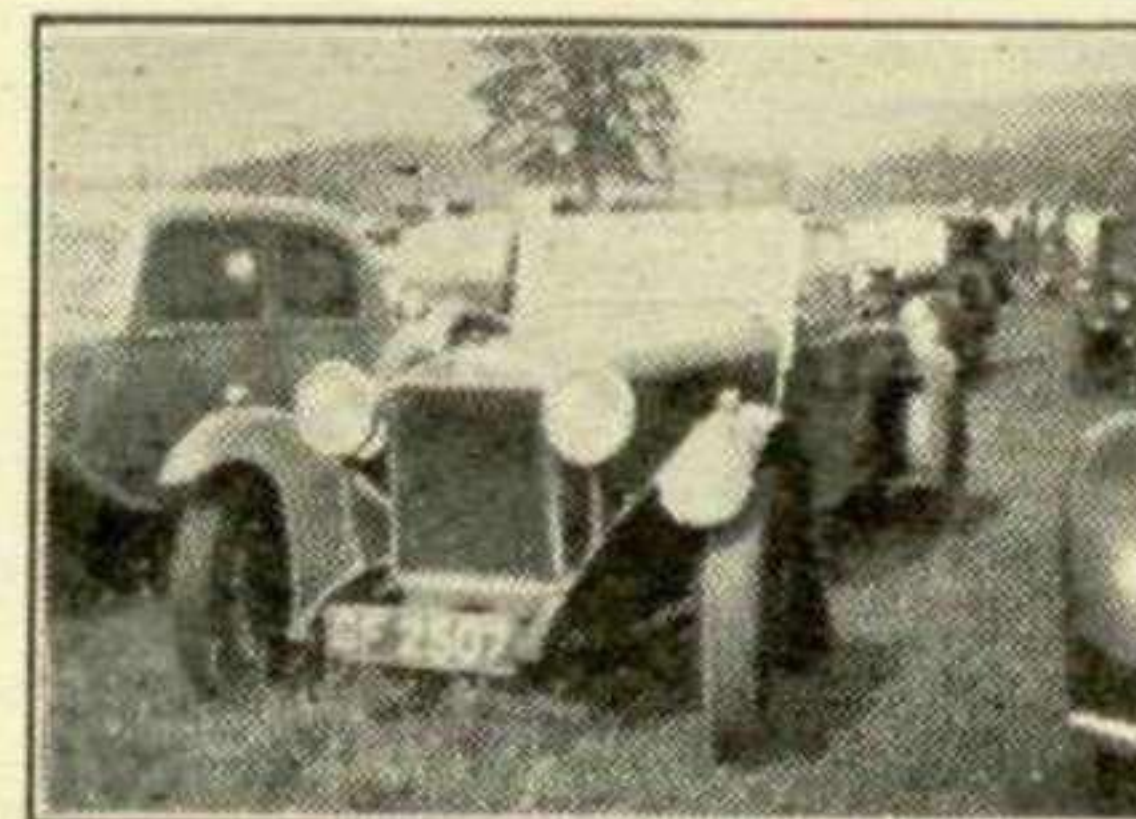
Faultlessly maintained. Seen by appointment, Edinburgh area, or at Silverstone G.P. Box No. 172, Motor Sport, 15 City Road, E.C.1

**1924 SHORT-CHASSIS "RED LABEL" BENTLEY** 2-seater sports. New transmission. All petrol period ending May, 1949. £215. Contact A. J. Lloyd, Sunningdale, Tamworth Road, Lichfield, Staffs.

**THE S.M.S. 500-c.c. SPRINT CAR** is offered for sale at £200. Any car taken in part exchange. The S.M.S. was one of the most successful home-built cars last season. Prescott 50 sec., Shelsley 48 sec. Owner unable to continue. Sparrowe, Northbourne, Bournemouth. Tel.: Northbourne 303.

**1,100-c.c. F.I.A.T.** i.f.s. assembly complete; high ratio rear axle; Lockheed brakes, Electron drums; 500 by 15 wheel and tyre. All as new. Chassis available, suit 1,100-c.c. lightweight. £35. Wright, "The Gables," Kelsall, Chester.

**M.G. 1936 P-TYPE**, Centric blown, mechanically sound, rebuilt 1946; rebored and sleeved, now recellulosing red. £300 or near offer. Williams, 18a, Sheen Road, Richmond, Surrey. Tel.: Richmond 0921.



**1,750-c.c. Twin Overhead Camshaft Unblown**

**ALFA-ROMEO**

Recently completely overhauled. Two-seater body by Barker with two seats in dickey and two spare wheels.

Price **£295**

**LORD STRATHCARRON,**  
 22, Down Street, W.1

Telephone: GRO 3041

**FOR SALE—continued**

**BEADED-EDGE TYRES**, 17, 710 by 90. Some in the original wrappers, brand new. Also 1924 A.C. 16-h.p., body partly taken off. Last on the road 1931. What offers to 3, Wootton Road, Northfield, Birmingham, 31. Tel.: PRI 1214.

**BLOWN 1,087-c.c. RILEY.** Very large Dixon crank and rods, special head and cooling system, modified lubrication with large compression pump, No. 11 Cozette supercharger giving 20 lbs. per sq. inch. Lots of spares, including wheels, with many tyres, full road equipment; has been used as a normal car. Offers around £500. Burton, Lanes Farm House, Laddon Bridge Road, Woodley, Berks.

**£290 1925 3-LITRE BENTLEY "BLUE LABEL"** 4-seater. £128 engine overhaul just completed, now running-in. Fitted new fold-flat screen and twin "Brooklands," new hood and screens. First-class condition throughout. Rowles, Camden House, Kenilworth. Tel.: 915.

**SUNBEAM 1930 24-H.P.** Young drophead. Perfect. Just rebored. Photos. Offers around £350. 12, The Mount, N.W.3. Tel.: Hampstead 6168.

**BENTLEY 3-LITRE "RED LABEL"** open 4-seater. Late-type sump, very good mechanical condition. £225 or offer. Write Watson, Silver Cottage, Highclere, Newbury.

**ENTHUSIASTS FORWARD!** 1947 12-h.p. Hornet Special. Built by "connoisseurs." Ideal for sprints and runabout. Fast, pretty 2-seater, genuine 90 m.p.h.; plus all-weather equipment. Mileage approximately 6,000; 28 m.p.g. around town. Owner emigrating in two months. First £245 secures—a true sacrifice! 3, Forest Avenue, Chingford, Essex, E.4.

**BUGATTI TYPE 57.** Two-seater body by Corsica. Whole car completely reconditioned in excellent order. £825. Trial and demonstration to genuine enquiries. J. T. Moss, The Laurels, Over Whitacre, near Coleshill, Birmingham.

**COMPETITION CARS LTD.**

OFFER THE FOLLOWING SERVICES

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"THE OLD MALTINGS," NAYLAND, COLCHESTER  
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We offer the following specialised service and modifications which have all been tried and approved by Lagonda Ltd.

- ★ Standard 4½-litre engine modified to "Rapide."
- ★ Special tuning, increasing performance and reducing fuel consumption.
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- ★ Special instrument panels, high-efficiency exhaust systems and many other interesting modifications.

Tel.: **B. A. HENRY** Lagonda  
 CUN 3248 CONSULTING ENGINEER Specialist  
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**Unique "Speed Model"  
Four-Seater Vanden Plas Bentley  
for Sale**

Private Owner wishes to sell his open 8-litre. This amazing car is the original experimental Bentley Motors car, and in appearance can be mistaken for a "6½." Its performance ranges from 14 to 109 m.p.h. in top gear, it is capable of long distances at very high averages, and is completely reliable. It has been in my hands for the past twelve years, has been most meticulously maintained, and has just been checked finally before disposal. It has a set of new Dunlop tyres fitted, coachwork in green in excellent condition, and mechanically it is first rate.

Should be seen to be believed! **£495.**

**Box No. 173, "Motor Sport,"  
15, City Road, E.C.1.**

Can be seen by arrangement with  
**H. M. Bentley and Partners, London.**

**FOR SALE—continued**

**1936 A.C. SPORTS COUPE.** Grey, maroon hood; engine just reconditioned and body sprayed. Offers to Alexander, Barons Court, The Bishops Avenue, N.2. Tel.: Speedwell 2524.

**JOHN BLAND** offers a reliable and reasonably-priced service to Vintage and Edwardian enthusiasts. King-pins, shackle bolts, valves and guides, piston rings, bushes and bearings of every description, to pattern or drawing. 27, Southfields Road, S.W.18. Tel.: Putney 1612.

**THE BELGIAN  
GRAND PRIX RACES,**

**FRANCORCHAMPS GRAND PRIX  
RACE, JUNE 19th**

**24-HOUR RACE, JULY 9th-10th**

Come to Hotel de l'Eau Rouge, situated 10 yards from race-course on the perilous "Eau Rouge" bend. First-class cuisine, excellent service, cocktail lounge, basins in all bedrooms and every modern comfort.

**2,000 francs for 10 days.**

For reference write: **Tennant,  
54, Stanhope Gardens,  
London, S.W.7.**

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We are pleased to announce that we are shortly opening a  
**REPAIR SECTION**

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**SOUND WORKMANSHIP AND  
REASONABLE PRICES ASSURED**

**We have a considerable number of  
NEW AND SECONDHAND  
BENTLEY SPARES IN STOCK**

**FOR SALE—continued**

**FOR SALE.**—Set of pistons for Alvis "12/50," +.030, new, £5. Van Norman No 700 boring bar ready for use, unused since £26 overhaul by makers, £40. New Mercer cylinder gauge 2 in to 6 in., in plush-lined cases, £7. Micrometer Verniers 0 in. to 10 in. by thous., in mahogany case, £4 10s. Ace dial gauges, £2 10s. All new. Wanted: exhaust manifold for Alvis "12/50" and/or downdraught induction manifold. Good chassis and wheels wanted, large type 18 to 30 h.p., with or without body and engine. Williams, 45, Ardeen Road, Doncaster.

**SINGER NINE ROADSTER.** 1947, red. One owner, low mileage, in perfect condition. Any trial. Offers. Box No. 171, MOTOR SPORT, 15, City Road, E.C.1.

**BENTLEY ENTHUSIASTS!!** Here's a chance to possess a good example of this famous breed—a 3½-litre 1930 coupe, dicky seat with windscreen, very well shod, cycle-type mudguards; capable of steady 80 m.p.h. cruising speed. Owner getting married reason for sale. Offer nearest £300 would be accepted. Can be seen by appointment. Apply Secretary, Broadlands, Sunninghill, Ascot, Berks. Tel.: Ascot 614 and 623.

**1931/2 M.G.** 8-h.p. 2-door, 2/4-seater coupe. **£47 10s.**

**1938 (July) Hansa** 1,100-c.c. 2-door, 4-seater fixed head coupe, full independent suspension, **£125.**

**1931 Aston-Martin** "Ulster" 1½-litre open 4-seater, **£220.**

**Methanol:**  
4/9 per gall; 3/9 per gall, 50 galls. or over.

**HAMPTON MOTORS**  
3/4, Clarence Crescent, Windsor

**AERO TYPE RACING SCREENS,** highly polished aluminium frames "Triplex" glass, complete with mounting fittings and self-locking wing-nuts, 42s. each. Special model in untarnishable chromium-plated light alloy, 52s. each. Carriage and glass insurance 4s. extra, crate charged £1 (returnable). Polished light alloy flexible exhaust tubing 1½ in. O.D. 4s. 9d. per foot. Duralumin exhaust pipe 1½ in. O.D. 2s. 9d. per foot. Lightweight 1½ gallon transparent plastic petrol tank with filler cap. Weight only 1½ lbs. Suitable sprint cars, 17s. 6d. Chrome-plated fishtails 10 in. outlet. Manufactured from heavy gauge copper sheet to order. "Brooklands" pattern expansion chambers, steel, from 35s., chrome-plated copper from 85s. Light alloy cycle type racing wings for 4.75 to 5.25 by 19 or 5.00 to 5.50 by 18 tyres, weight 2 lbs. each, 22s.; carriage 4s. per set. All other sizes available. "TT" Bentley type 8 in. wide shallow crescent, weight 2½ lbs., 37s. 6d. each. Carriage 5s. per set. Racing bucket seats upholstered in "Latex" Dunlopillo and covered in strong rexine, all colours. Weight 9½ lbs. From £5 each; leather 20s. extra. Carriage 6s. Brooklands spring-spoked steering wheels, plastic rim, chromium-plated spokes and polished alloy boss from 85s. each. Post 2s. Light alloy number plates, weight 12 ozs. Untarnishable anodised characters, 45s. per pair. Post 1s. 6d. Many other items for sports and racing cars. Lists

**FOR SALE—continued**

free on application. Competition Cars Ltd., "The Old Maltings," Nayland, Colchester. Tel.: Nayland 334.

**3-LITRE BENTLEY.** Overhauled and fitted with new light alloy two-seater body, wings, seating, tyres, aero-screens, polished alloy instrument panel, rear 30-gallon tank with 4-in. filler. £300. Exchanges. Terms.

**11.9-H.P. FRAZER-NASH** "Boulogne" model. Fitted with o.h.v. Frazer-Nash engine. Fast. Mechanical condition and appearance excellent. £175, or exchange for good "Brooklands" Riley. **8.9-H.P. AMILCAR "SURBAISSE."** Completely rebuilt regardless of cost. Long-tailed racing body, new upholstery, aero-screens, tyres. Cowled radiator. £165.

**INVICTA SPECIAL.** 4½-litre Meadows engine, low chassis, fitted with new four-seater body by Corsica. Cowled radiator, aero-screens, 8-in. instruments, leather upholstery, large rear tank with 6-in. quick-release filler. Fully equipped. Fast and attractive car. £350. Terms arranged.

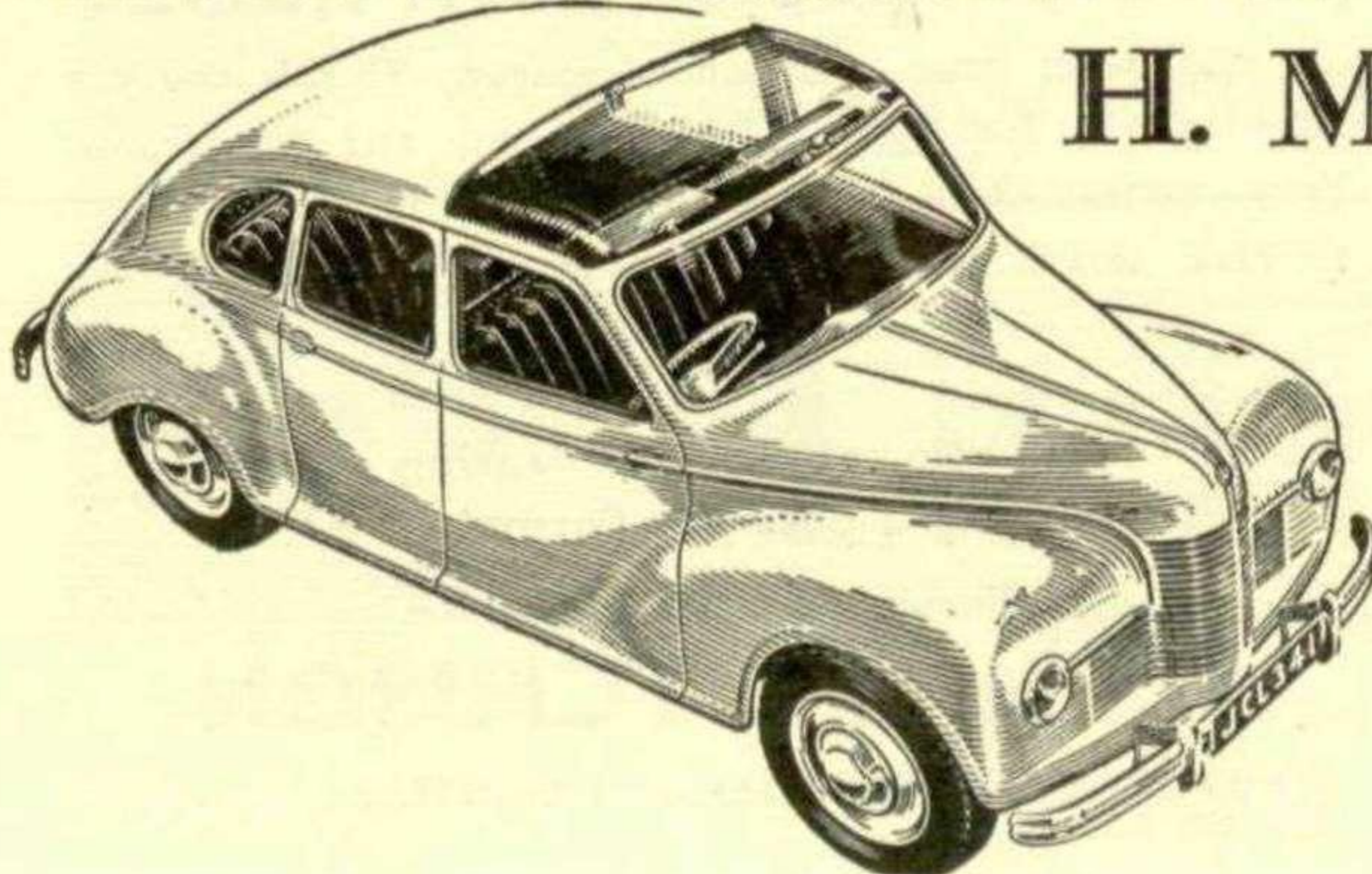
**1929 "16.9" ARROL-ASTER** sleeve-valve saloon. A vintage car with possibilities, but needs one new connecting-rod. Offers, or exchange for open sports two-seater. Competition Cars Ltd., "The Old Maltings," Nayland, Colchester. Tel.: Nayland 334.

**SHOCK ABSORBERS**

Reconditioned units for all types within 10 days. Limited number of Luvax piston types from Stock for vintage Bentley, etc. Old type Armstrong and Ford V8 types a speciality. Phone your requirements. Trade supplied.

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## For SALE

### 1948 Jaguar 3½-litre Drophead Coupe.

Birch gray with moderation enclosure; light upholstery; walnut instrument panel and trim. Chrome discs on wheels; Lucas P.100 headlamps; 6-cylinder, 2-carburettor overhead-valve engine; 4-speed synchromesh transmission; left-hand drive. Delivered to me new, Dec., 1948; mileage 4,600 to date. Given 20 miles per gallon normal city driving, yet capable over 90 miles per hour with real acceleration through gears. Meticulously serviced and cared for. The closest examination will not reveal any flaw in his automobile. It is tuned to the peak of performance and just nicely broken in. For sale because taking delivery of 1949 model.

Price \$3,800.00.

**D. CAMERON PECK**  
140 W. Ontario Street,  
Chicago 10, Illinois.

### FOR SALE—continued

**JOHN BLAND OFFERS.**—Lagonda 2-litre, 1926, sports 4-seater. New hood; two spare wheels; good tyres and battery; excellent condition throughout. A thoroughly sound vintage car on which any reasonable demonstration will be given. Taxed March. £100. 27, Southfields Road, Wandsworth, S.W.18.

**1,000 NEW TYRES AT LIST PRICES.**—15-in., 16-in., 17-in., 18-in., 19-in., 20-in., 21-in., 22-in., from 2.50 to 7.50. Also beaded-edge and obsolete tyres. 24 by 2½ to 955 by 150 in new remoulds and secondhand. New three-bearing crankshaft for Austin Seven, £15 7s. 6d. H. H. Hamilton & Son, 22/24, Vicarage Street, Yeovil, Som. Established 1928. Tel.: 927.

### WANTED

**EARLY "AUTOCARS," "MOTOR-CYCLE,"** or other publications; also early accessories. Clare's, 96, Tulse Hill, London, S.W.2.

**SPORTS CAR** urgently wanted; condition, age, distance and price unimportant. Box No. 9, MOTOR SPORT, 15 City Road, E.C.1

**VAUXHALL "14/40" SPARES.**—Hood frame, 22-in. wheels, gear-lever and cover. Kinsella, Caten Villa, Helena Road, Rayleigh, Essex.

**INFORMATION ON O.M.s,** instruction book, spares, sought by impecunious young enthusiast attempting to restore 1925 1½-litre O.M. Can anyone help? Carr, 3, Otterburn Villas South, Jesmond, Newcastle-on-Tyne.

**FIVE OR SIX 18-IN. RUDGE-WHITWORTH WHEELS** with Type 52 hubs. Robinson, Beacon Street, Penrith, Cumberland.

### WANTED—continued

**INSTRUCTION BOOK** and any information for 1924 Belsize 13.4-h.p. tourer. B. S. Poole, 8, Colemore Road, Pokesdown Hill, Bournemouth.

**DEFLECTOR HEAD,** good condition, for Meadows 4ED engine. McLaughlin, 27, Marsh Hill, Erdington, Birmingham.

**BRAKE DRUM** for 1930 Aston-Martin "International." Urgently needed for rebuild. Hawkins, "Leacroft," Bracklesham Lane, Bracklesham Bay, Sussex.

**MAREDAZ 4-SEATER WANTED.** Offer 1934 Austin Seven 2-seater part exchange. Allen, 87, Vanbrugh Park, Blackheath, S.E.3.

**FOR 1925 MORRIS-COWLEY**—two wheels to take 4.50 by 19 tyres; starter-dynamo and instruction book. Butcher, 20, Bulstrode Street, London, W.1.

**FOR RILEY NINE,** 1929, set of four timing pinions, narrow type, preferably new. Beavis, 46, Brew-house Hill, Wheathampstead, Herts.



### "PHANTOM" ROLLS-ROYCE 2/3-SEATER

Built for Miss Rolls, December, 1928. Only done 56,000 miles (11,000 since 1936). Wonderful condition, brakes and tyres good. Original paint. Offered for sale.

Price £450  
The White House, Bentley Heath, Barnet

### LUCAS HIGH OUTPUT COILS

6-volt and 12-volt Unused and Guaranteed.  
12/6 each carr. paid. C.O.D.

J. Johnston, 65 Curling Vale, Guildford.  
Telephone: 61268

**CHASSIS-FRAME,** with complete steering gear and all suspension; wheelbase about 8 ft. State condition, make, dimensions and price. All inquiries answered. Distance no object. Box No. 159, MOTOR SPORT, 15, City Road, E.C.1.

**URGENTLY, FOR ALVIS "12/60,"** camshaft in good condition, also instruction book for same. Fairhurst, Shobdon, Leominster.

**PA OR PB-TYPE ENGINE** or suitable, with gearbox, fittings, for M.G. D-type. 28, Maidenhead Road, Stratford-on-Avon.

**CONNOISSEUR INTERESTED** in purchasing 4½-litre panelled V.D.P. supercharged Bentley. Original condition essential. Box No. 153, MOTOR SPORT, 15, City Road, E.C.1.

**GENTLEMAN INTERESTED** in acquiring 3-litre "Red Label" Bentley. Must be original. Box No. 154, MOTOR SPORT, 15, City Road, E.C.1.

**2-LITRE LAGONDA,** low-chassis "Speed" model. Engine must be perfect. Moderately priced. Box No. 141, MOTOR SPORT, 15, City Road, E.C.1.

## LAGONDA

LOW CHASSIS, 2-LITRE

£10 TAX

FULL YEAR'S COUPONS

This car, first registered 1949, is in immaculate condition. All metal 4-seater body just recellulosed black, with dark blue frame, silver wheels and upholstery. New floor carpets, full sidescreens, all-over tonneau, new hood and rechromed P.100s. Fitted with Z gearbox, choice of 4.2 or 4.4 back axle; Andre shockers, Kigass primer, six good tyres. The car is fitted for a life of trouble-free motoring. Many spares if required.

Seen London or Oxford by appointment, or Blue Car Park, Silverstone, May 14.

Offers around £300, to:  
**A. J. FISHER, Apsley Cottage,  
Kingston Blount, Oxon**

### WANTED—continued

**FLYWHEEL FOR M.G. "PB."** Also set of new valve rockers. Passingham, c/o Blackburn Aircraft, R.A.F. Station, Herriard, near Basingstoke, Hants.

**VINTAGE "12/50" or "Silver Eagle" Alvis,** 2-litre Lagonda, G.P. Salmson, or 1½/2-litre Riley, rough body or no body preferred. Preferably under £50. Knight, Nately Towers, Hook, Basingstoke, Hants. Tel.: Hook 60.

**RILEY CHASSIS FRAME,** 1932-33. Hitchcock, 23, Hanbury Croft, Acocks Green, Birmingham.

**VERY URGENTLY.**—Pre-1935 2-seater with dickey, up to 1½-litre. Alvis, "Leaf," Riley preferred or similar. Chetwood, 300, Skipton Road, Keighley.

**"LEAF-HYPER" FRONT AXLE BEAM,** stub axles, magneto drive, twin-port cylinder head. Shepherd, 25, Sandfield Road, Oxford.

**BENTLEY RADIATOR.** 8-litre or "6½" with shutters. Condition not important. Box No. 165, MOTOR SPORT, 15, City Road, E.C.1.

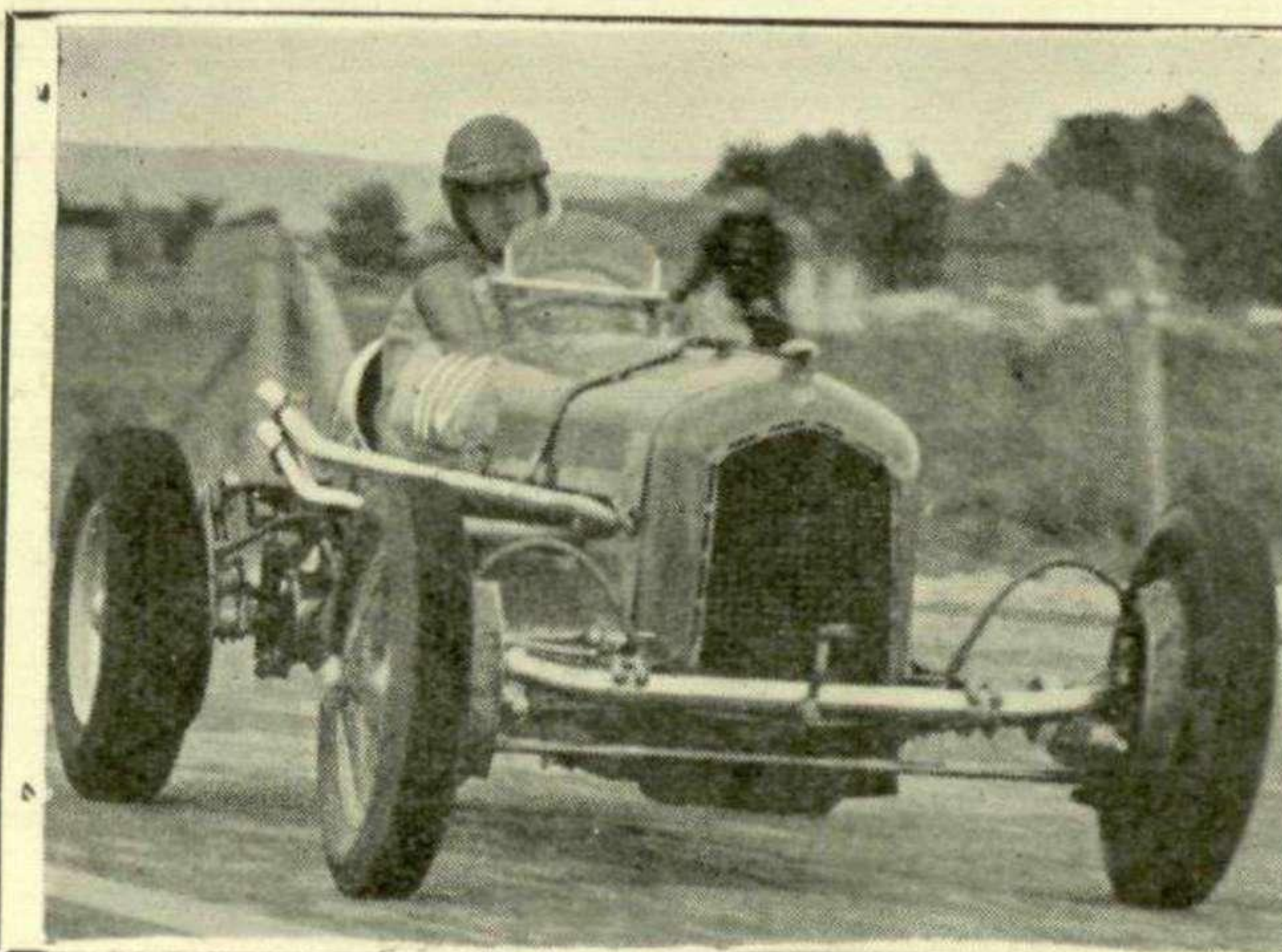
**AUSTIN SEVEN (pre-1931) CENTRE-SECTION PROP-SHAFT,** complete with both universals. Rear and front shockers, and mounting brackets. Hand brake and mechanism complete. Barrett, 230, Lincoln Road, Walton, Peterborough.

**HIGH-GEARED BACK AXLE** for Ford V8 30-h.p. special; 3.5-to-1 ratio approx. Replies to: Cooke, 22, Broadway, Walkden, Lancs.

**WE URGENTLY REQUIRE** to purchase sports and touring cars, also vintage cars of every description. Tel.: Kensington 7131, or write: Box No. 169, MOTOR SPORT, 15, City Road, E.C.1.

**SPARE WHEEL** urgently wanted for B.S.A. three-wheeler. Lumsden, Henley Hall, Ludlow.

Continued on page 185



## 2.9 Monoposto ALFA-ROMEO

for sale, with large selection of spares. This is the car used by me for the last two seasons, and has always been maintained in first-class condition. It is now ready to race, and it is offered at an attractive price to any serious inquirer.

I can also offer other racing cars, including a post-war Formula "B."

Further details and price:

**K. N. HUTCHISON**

WHITEWAYSSEND HOUSE, FARNHAM, SURREY



# GERARD WINS AGAIN!

Pre-war E.R.A. beats latest Maseratis at Jersey.  
Raymond Mays (E.R.A.) a gallant third less than  
fifty seconds behind de Graffenreid's Maserati.

Bob Gerard won the Jersey Road Race last Thursday in his E.R.A. in spite of early opposition from the latest two-stage Maseratis and a two-stage Ferrari. He got the lead comparatively late in the race and held it to the end, driving magnificently under appalling weather conditions, which reduced his average to 77.1 m.p.h., compared to 87.33 m.p.h. when he won last year. Baron de Graffenreid came home second in his Maserati, 1 min. 40.6 sec. later, while Mays was third in his D-type E.R.A., 46.6 sec. behind.

In practice K. W. Bear's Bugatti crashed at Le Marquand's Corner, the driver sustaining fatal injuries. Other non-starters were Baring's Maserati with a cracked head, Johnson's E-type E.R.A. which, after lapping at 93.21 m.p.h., broke a piston, Cholton's C.D.L. (which was flown in an Aerovan), Watson's Ferrari, Claes' Talbot and Logan's Cooper. Oscar Moore had trouble with his O.B.M.

So bad was the weather, mist floating over the road and rain falling, that the start was postponed half-an-hour. The road had then dried somewhat, but soon heavy rain was falling. Villoresi was all smiles and he, with "Bira" and Chiron, were in the front row on the grid by reason of their practice times, these being 96, 94 and 93.20 m.p.h.

As the flag fell the pack of red, blue and green cars, and Mays' black E.R.A., howled off in a flurry of spray and spinning wheels, and it was Chiron's Talbot, displaying fine acceleration, which thrust ahead, with Parnell's Maserati coming up fast from the second row. However, by the time Le Marquand's Corner was reached, although Chiron was still out in front, "Bira" was second, de Graffenreid third, Parnell fourth, Villoresi fifth, with Whitehead's Ferrari well up. Before Millbrook Corner "Bira" had passed Chiron to lead lap one, which he accomplished at 82.16 m.p.h., Villoresi now about ten lengths behind him and Chiron third, hard-pressed by Parnell. On the second lap Villoresi in the very latest 16-valve Maserati passed "Bira." The next round the leaders held the same order, Villoresi lapping at 90 m.p.h., fastest of the day, Chiron third, Parnell fourth, and behind came de Graffenreid, Whitehead, Mays, Bolster, Gerard, Ashmore, Nixon, Bob Ansell, Hampshire, Hamilton, Murray, G. Ansell, Le Gallais, whose Talbot had lost top gear in practice, and Heath.

Then came the first retirement, Parnell's Maserati experiencing petrol pump trouble. Heath's Alta had been to its pit, so that "Bira" lapped it, and then Villoresi, in the fastest car in the race, came in to have the plugs changed, getting out of the car before he was ready to continue. Abecassis' G.P. Alta was an early casualty, with back-axle trouble, and so the leaders and potential leaders fell back and the race settled down, drivers treating the corners with respect on the slippery road, cascades of water from the car's tyres making passing a

Winner averages  
77.1 m.p.h.  
in pouring rain.



hazardous business and reducing the speed of the race.

Heath came into his pit again, Le Gallais suffered wheel wobble and many vicious slides were seen at the corners of Jersey's give-and-take 3.2 mile circuit, of which 55 laps had to be covered. Chiron experienced the trouble which put him out at Silverstone last year, the Talbot's offside rear brake locking-on on corners. After 25 laps "Bira's" Maserati still led, at 82 m.p.h., but Gerard had driven calmly and skilfully into second place, with de Graffenreid's Maserati third and Bolster's E.R.A. fourth. "Bira" was driving cautiously in the wet and, from signals he gave, he did not seem entirely happy, although the "San Remo" Maserati had nearly a lap's lead from Gerard. The course was now distinctly slippery and amongst those who gyrated was Murray in the Maserati which Parnell drove to victory in 1947. At Le Marquand's Corner Villoresi cut close to the inside, but "Bira" preferred a wider course.

Excitement was intense when on his 29th lap "Bira" made his routine pit-stop. He leapt out, the bonnet was flung up for Holgate to test the plugs with a wetted finger while fuel was flung in. "Bira" wiped his visor and adjusted his crash hat before resuming the cockpit and meanwhile Gerard and de Graffenreid both went by, the former now leading the race with some 600 yards in hand.

Villoresi was again in his pit, with further ignition trouble, while Hamilton's older Maserati stopped on the far side of the circuit, conveniently by a garage! After 27 laps, Gerard was 22 sec. ahead of de Graffenreid and had averaged 75.79 m.p.h. Mays, his "Hill-Climb" E.R.A. with 1½-litre engine going like clockwork, now displaced Bolster for fourth position, the latter's E.R.A. having broken a valve.

Villoresi was now soaked and begrimed, but wouldn't give up, blanking his radiator to try to improve his engine's temper. Heath, too, was carrying on, crouched low over the Alta's wheel. The leading green non-stop E.R.A. was lapping at 76.8 m.p.h., yet so heavy was the rain that the racing number had all but disappeared from the front of his rival's Maserati. And so they ran on, the first four all on the same lap, but Gerard had about 300 yards clear lead from de Graffenreid. Whitehead, in the G.P. Ferrari, of which much was expected, had stopped to refuel and, never very fast, lost what advantage he had earned, while Geoffrey Ansell, after a fine run, let Shawe-Taylor bring his E.R.A. in.

There was little further incident and the leaders' positions remained unchanged to the end. Villoresi drove superbly while he was motoring, but four stops cost him some seven minutes. The race was a great British triumph, E.R.A. vanquishing five 4CTL two-stage Maseratis and a Ferrari.

Lucas-equipped cars were 1st, 3rd and 5th.

## Result

|      |                                                                                                                                                                                                |                         |              |
|------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|--------------|
| 1st. | F. R. Gerard (E.R.A.)                                                                                                                                                                          | 2 hr. 16 min. 58.6 sec. | 77.10 m.p.h. |
| 2nd. | Baron de Graffenreid (Maserati)                                                                                                                                                                | 2 hr. 18 min. 39.2 sec. | 76.16 "      |
| 3rd. | Raymond Mays (E.R.A.)                                                                                                                                                                          | 2 hr. 19 min. 25.8 sec. | 75.73 "      |
| 4th. | " B. Bira " (Maserati)                                                                                                                                                                         | ...                     | 75.59 "      |
| 5th. | F. Ashmore (Maserati)                                                                                                                                                                          | ...                     | 75.38 "      |
| 6th. | L. Villoresi (Maserati); 7th. P. Whitehead (Ferrari); 8th. D. Hampshire (Maserati); 9th. R. E. Ansell (Maserati); 10th. D. Murray (Maserati); 11th. G. Ansell (E.R.A.); 12th. J. Heath (Alta). |                         |              |

## JERSEY INTERNATIONAL ROAD RACE

**1<sup>ST</sup> BOB GERARD E.R.A.**

**3<sup>RD</sup> RAYMOND MAYS E.R.A.**

(Subject to official confirmation)

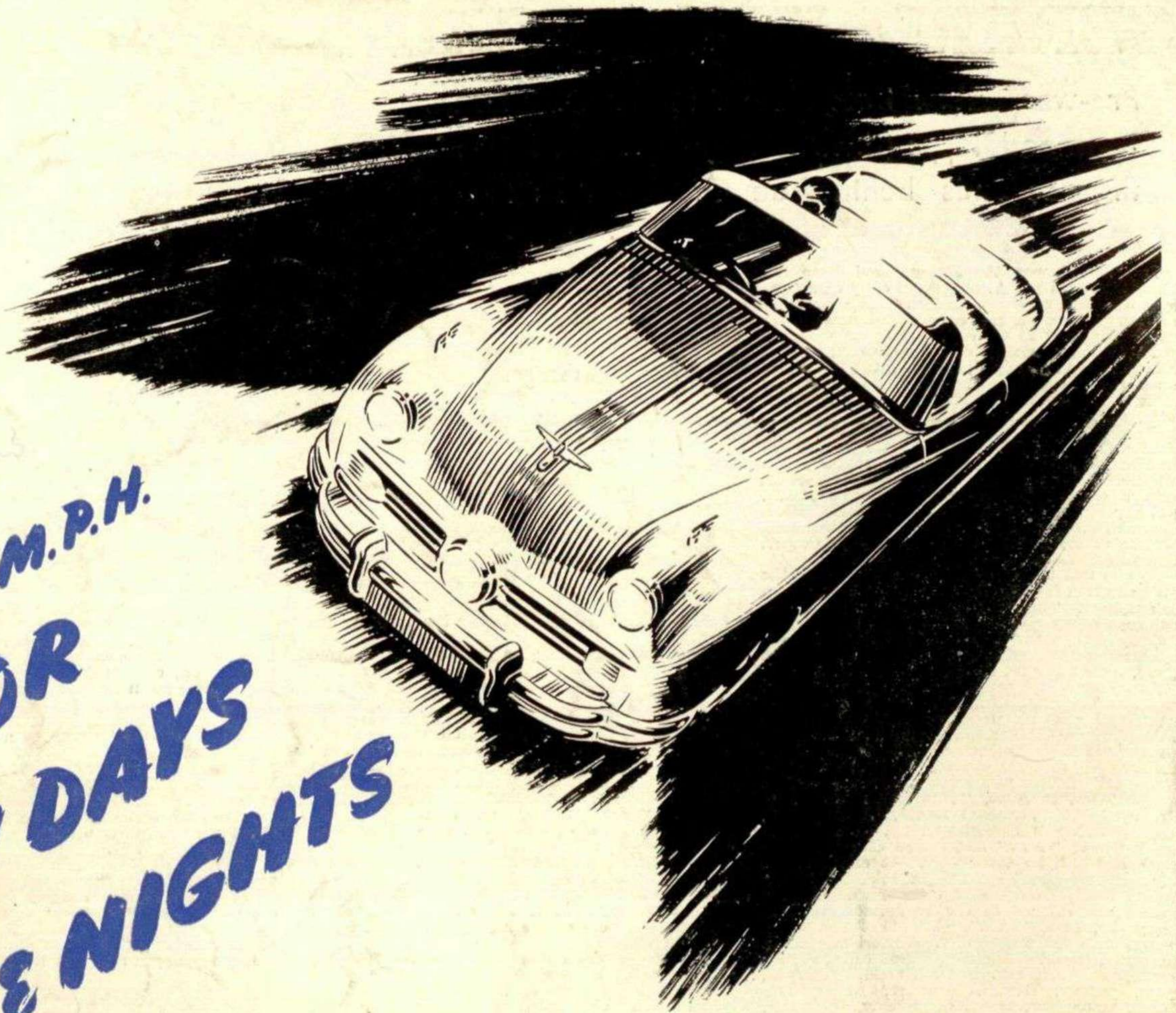
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**11,850 MILES AT INDIANAPOLIS**

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