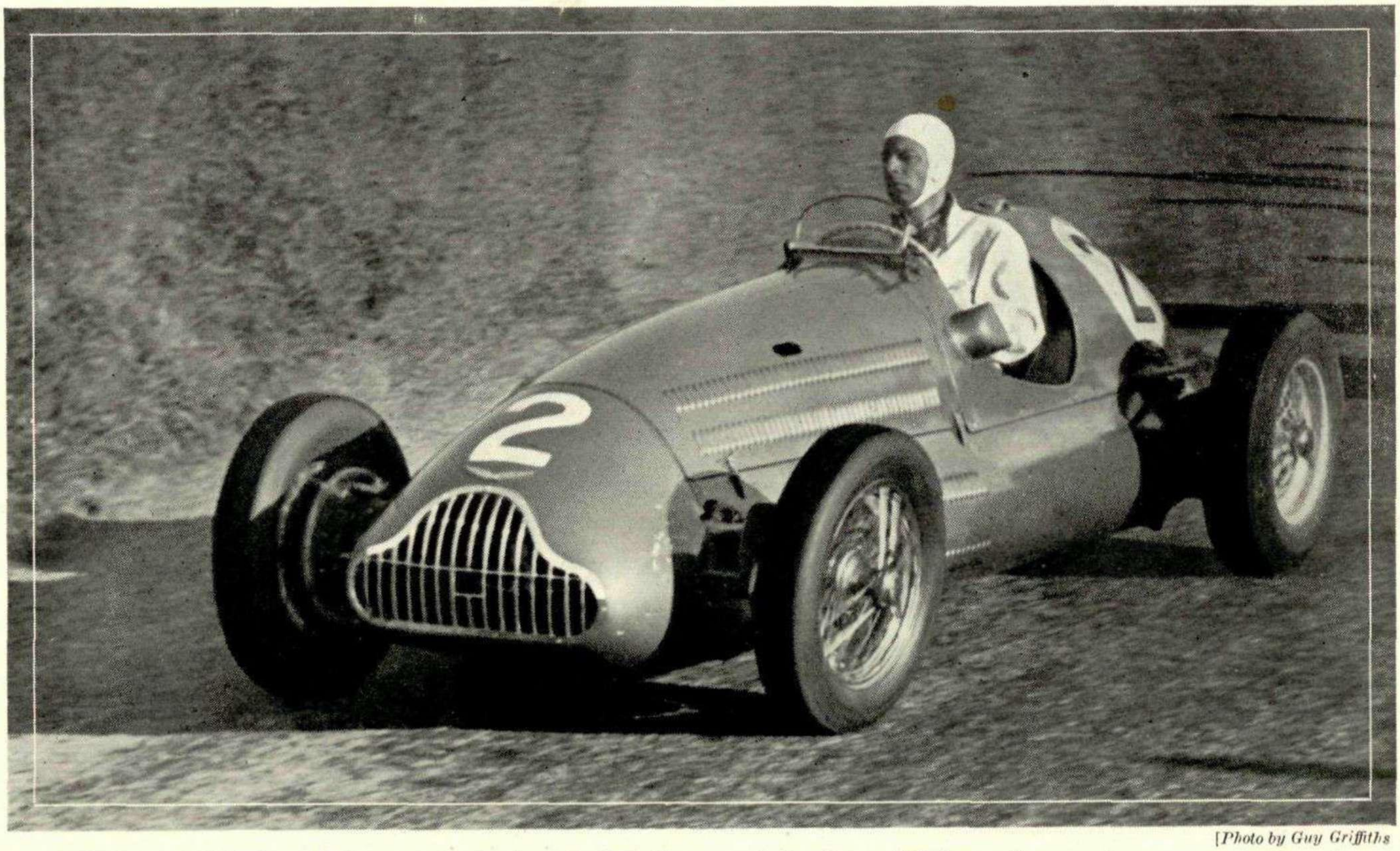
Vol. XXIV No. 9 ROAD TEST OF AUSTIN A40 September, 1948

# MOTOR SPORT

INCORPORATING Speed

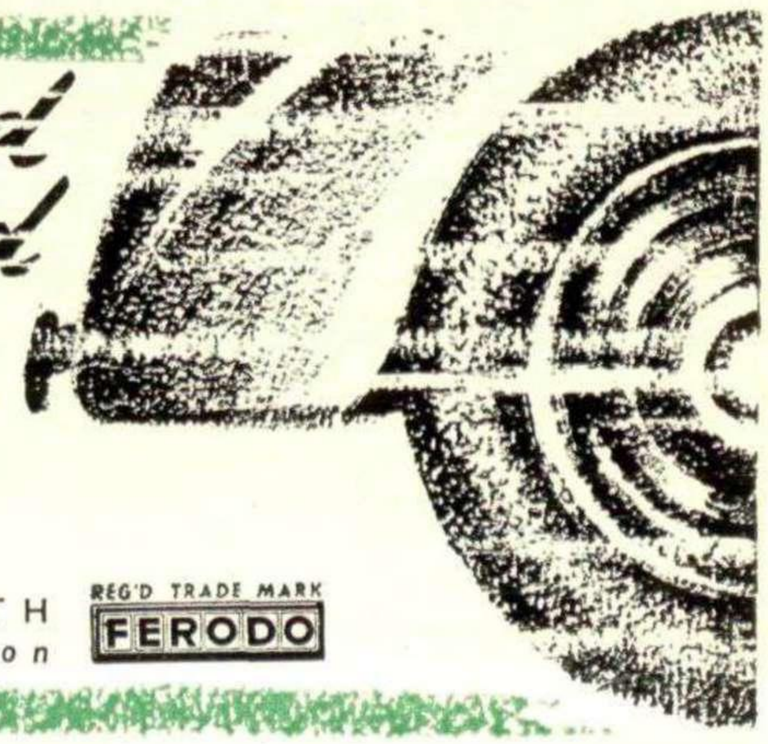
ONE SHILLING MONTHLY



[Photo by Guy Griffiths

*BRITAIN'S HOPE for the future. With the B.R.M. held up and the E-type E.R.A.s still not running properly, British hopes for the remainder of the season look like being carried by the 1948 Grand Prix Alta owned by George Abecassis; unfortunately it retired with valve trouble at Zandvoort.*

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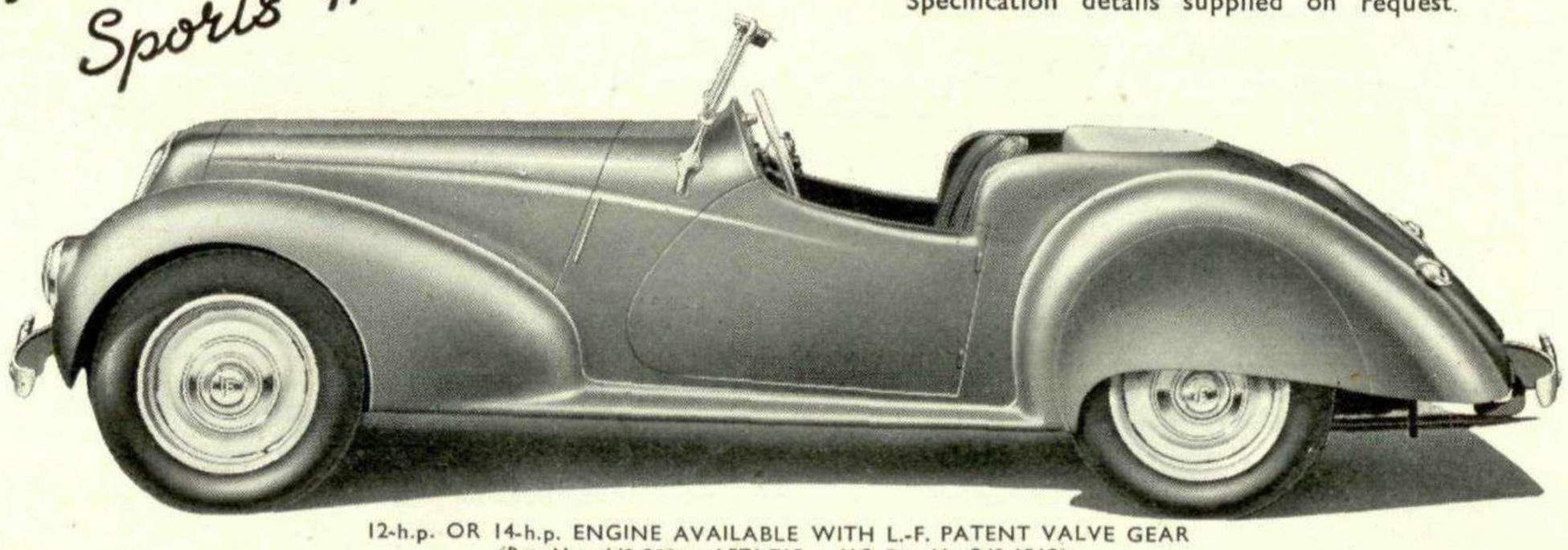
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VOL. XXIV. No. 9 SEPTEMBER, 1948 PRICE ONE SHILLING

# MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

EDITORIAL AND ADVERTISEMENT OFFICES

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# *MATTERS OF THE MOMENT*

## A BUSY MONTH

September is a singularly busy month for the motoring sportsman. We start with the Speed Trials along Brighton's Madeira Drive, one of our oldest sprint venues and, moreover, one which permits a kilometre run, so that the experience of sheer speed, rare in this country since the discreditable sale of Brooklands, can be enjoyed. After this meeting by the sea comes the International Prescott Speed Hill-Climb. It will be run as previous Prescotts have been run, by the Bugatti Owner's Club, and with the self-same racing and sports-car classes. This implies perfect organisation, to which will be added the spice of seeing, not only whether Mays can regain the course-record from Gerard, but who will go home with the R.A.C. Hill-Climb Championship.

Next we have the J.C.C. excursion to Goodwood, with eight scratch races, including the Goodwood Trophy for 1½-litre G.P. cars.

Shelsley Walsh follows, with a mixed car and motor-cycle meeting. When Leslie Wilson put over this experiment in 1946, Ernie Lyon's Triumph beat Mays' E.R.A. by 0.13 sec. But rather than couple bicycle with automobile, you should enjoy the *finesse* of the riders of the former whilst absolving the drivers of the latter from unfair comparison.

Then, as if September's main fixtures are not enough, October early provides the R.A.C.'s Silverstone Meeting, which constitutes our most important racing since 1938. It is to be expected that the attendance will prove for all time that the British public wants and appreciates motor racing. Rightly or wrongly Col. Barnes refuses to desecrate the Sabbath, but doubtless grandmothers will expire and stomachs derange themselves in sufficient numbers on the Second of October to ensure full enclosures and car parks. The big event is the R.A.C. Grand Prix International Car Race, to give it its full title. Prize money already totals £1,365 and £500 will go to the entrant of the winning car. The race is, of course, for Formula I cars, and the distance will be 65 laps, or approx. 250 miles. Starting positions will be determined by the lap-speeds set up during the training periods scheduled for 11 a.m. to 4 p.m. on September 30th and October 1st. The race will terminate immediately the winner is flagged. Entries, limited to 25, at £15 a car, closed on August 30th.

Preceding this entirely satisfactory form of motor racing there will be a " 500 " Race, over 20 laps, or approximately 75 miles. This interesting event is not confined to 500 Club Formula cars, but is open to unsupercharged four-wheeled cars not exceeding 500 c.c. Nevertheless, it is the 500 Club's dream come true. At Brough we had a foretaste, mainly by Moss in his Cooper, of how well the better 500s take to circuit-racing. But it will be immensely interesting to see how they will stand 75 miles of this activity. We have heard that their consumption of alcohol fuel is not exactly economic and pit-stops are likely to be rife in consequence. As engines have to be stopped for re-fuelling and restarted with the help of not more than two assistants, the 500 Race will not necessarily go to the swiftest.

Certainly we are due for some extremely absorbing sporting week-ends in the course of the next few weeks.

## THE MOTOR SHOW

This year the approach of winter will be heralded by a function we have not enjoyed since pre-war days—the S.M.M.T.'s Motor Exhibition at Earl's Court. It will be our 33rd International Private Car Show and it opens on October 27th. It is MOTOR SPORT's intention to outline the attractions of this Motor Show next month and to advance the publication date of the November issue, which will be a Special Show Number, to coincide with the opening day of the exhibition. But rumour is already busy in relation to this forthcoming display of the products of our Motor Industry, so, as a premature whetting of the appetite, we will venture to record some current surmises. One of our biggest manufacturing organisations is said to be introducing an entirely new semi-aerodynamic car which will combine dignity with a remarkable performance, apart from its long-awaited and equally smooth-contoured " peoples car." The new Aston-Martin will be present, blushing under its Spa laurels, and they say that a very well-established 90 m.p.h. Britisher will be found to have adopted i.f.s. Rumour persists that a make which has always combined briskness with utility will be seen in exciting new guise and that a new twin-o.h.c. engine may make its appearance behind a very well-known radiator. We are merely recording the hearsay of the bar and smoking room and certainly refuse to confirm or deny. But of one thing we are certain—this long-awaited Motor Show will be sensational by reason of the scope, technical excellence and the new designs which our Motor Industry will present in this International Shop Window. It is well that this is so, for the publicity value of Earl's Court has not been overlooked by our competitors. America is to be represented by the products of Chrysler, Dodge, General Motors, Hudson, Buick, Lincoln, Oldsmobile, Studebaker, Pontiac and Packard. The continent will present the latest from the Citroën, Delahaye, Panhard and Levassor, Hotchkiss, and Renault concerns. Fortunately, this country finds its *metier* when competition is keenest.

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## THE BELATED B.R.M.

Addressing the Motor Trades Luncheon Club in Manchester, Raymond Mays said that the engine of the first British Racing Motor will probably be tested this month or next, and that the first car should be ready for its trials early next year.

Everyone regrets that the B.R.M. was not ready this summer. We all know the difficulties that have to be overcome these days in the matter of supplies and we realise how easy it might be to complete the car too quickly, rendering it merely another S.E.F.A.C. or Arsenal. The fact remains that the B.R.M. is overdue, and that all those who have this project at heart are impatient for news. Surely we can be told a little more beyond the fact that a V16 engine and 5-speed box will be used ? Cannot a hint be given as to why the first car has been delayed ? A progress report would do much to guarantee the continued enthusiasm that exists for this vital undertaking. We invite Raymond Mays to submit it.

# *Reports of Recent Events*

## V.C.C. BIRMINGHAM RALLY

This event, held at the Austin works, was one of the most successful ever staged by the Veteran Car Club. 85 old cars were entered, and 80 arrived. J. E. Ford's 1897 Benz took the prize for the oldest car attending the Rally, 45 veterans clocking-in, only a Mercédès and a de Dion being absent. The veteran's mileage prize went to Eyre's 1902 Napier, which came 222 miles, from Newcastle, the runners-up being Olerenshaw's 1904 Humber, which covered 187 miles from Yarmouth and Sear's 1901 Mors, that managed 148 miles from Bolney. Of the Edwardians, the Hutton, a Rover and a Renault failed to arrive, but a 1912 Napier won the distance-prize magnificently, Barton and Litler driving it 285 miles from Land's End. Fitzpatrick's 1906 Wolseley-Siddeley came 170 miles from N. Walsham to take 2nd place from Smith's 1907 Alldays and Onions that covered 146 miles from Mark Cross.

A hill-climb on formula followed in Austin's grounds, commencing with a match race between Hess in the 1908 G.P. Austin and Abbott's 1904 Mercédès, the latter, alas, fading out. In the subsequent class events Oliver's Mercédès made best veteran time in 34.4 sec., and Skinner's Rolls-Royce best Edwardian time in 29.4 sec. The class results of the climb were :—

UP TO 1898 :
1st. F. J. Pidgeon (1897 Hurtu), also best time 74.2 sec.
1899–1900 :
1st. H. S. Miles (1899 Benz)
Best time : L. E. Austin (1900 de Dion) 106.4 sec.
1901–1902 :
1st. C. R. Southall (1902 Baker Electric)
2nd. G. E. Eyre (1902 Napier)
3rd. S. E. Sears (1901 Mors)
Best time : G. Oliver (1902 Mercédes) 34.4 sec.
1903–1904 :
1st. A. Prince (1903 Panhard-Levassor)
2nd. G. A. Upton (1903 Lanchester)
3rd. H. W. L. Pierpoint (1904 Mors), also best time 44.2 sec.
1905–1907 :
1st. D. Fitzpatrick (1906 Wolseley-Siddeley), also best time : 49.6 sec.
2nd. G. H. Wait (1906 Clyde)
1908–1910 :
1st. L. H. Paget (1908 Lanchester)
2nd. H. R. Timmis (1910 Mercédes)
Best time : S. J. Skinner (1910 Rolls-Royce) 29.4 sec.
1911–1912 :
1st. L. Taylor (1911 Stanley steamer)
2nd. G. J. Walters (1911 de Dion)
3rd. J. G. Hampton (1912 Sunbeam)
Best time : G. Frank (1911 Rolls-Royce) 30.6 sec.
1913–1917 :
1st. G. N. Mansell (1914 Perry)
2nd. G. V. B. Cooke (1913 Austin)
3rd. T. R. Lloyd (1914 Rover)
Best time : F. W. Hutton-Stott (1913 Lanchester) 39.6 sec.

## HAGLEY & D.L.C.C. SPORTING HALF-DAY TRIAL

Best performances were as follows :— Closed-car class : K. Wharton (Ford 10), Ladies' class : Mrs. Cook (Ford 10), Open class : L. J. Oliver (Austin Seven), Super-Sports class : K. Rawlings (Rawlings Special). Outstanding in the special tests were Oliver, Rawlings, de Blaquiere (Austin Seven), Delingpole (H.R.G.) and Ridley (Rawlings Special). Six ladies contested their special category, one in a Jeep, and five of them were married women, which shows commendable keenness.

## SHEFFIELD & HALLAMSHIRE M.C. HARRISON TROPHY TRIAL

This event seems to have been unique in the number of " Specials " which won awards. In spite of dry weather, only four competitors lost no marks. T. C. Harrison, who had Reg. Parnell as passenger, won his own Harrison Trophy, driving a Harford-Special. Wilde (Ford-Special), Eadon (Raven-Special) and Clegg (Clegg-Special) gained 1st-Class awards, Hunt (G. H. Special) and Corbishley (C.C. Special) 2nd-Class awards, while Harrison, Wilde and Chapman won the Team award.

## BRIGHTON & HOVE M.C. CONCOURS d'ELEGANCE

This beauty-show attracted much interest at a packed resort, and Hy Hazell, Kathleen Stuart and Vera Lynn were amongst the judges. The class winners were as follows : S. E. Sears (Edwardian Rolls-Royce)*, H. L. Pownall (vintage Bentley)*, A. W. Lee (Daimler), T. D. Mitchell (Bentley)*, S. E. Sears (Rolls-Royce), H. A. Pierpoint (Alvis)*, Miss Rockman (Bentley)*, and R. W. Goatcher (Armstrong-Siddeley).

* Also won Gold Prix d'Honneur. G. E. Harrington's Humber Pullman won the Mermaid Trophy.

## ULSTER A.C. VETERANS' RALLY

The Ulster Club's Sixth Veteran and Edwardian Rally was held on Saturday, Aug. 7th, in pouring rain, fog and mountain mist. Seventeen entries, ranging from J. D. Barbour's 1899 Clement and the Chairman's 1898 Mors to a snappy-looking 1914 Model " T," rallied to the plateau at Bellevue. The Veterans had covered about eighteen miles and the Edwardians double the distance. Some excellent performances were put up, notably by W. M. D. Montgomery in the 1903 M.M.C. ; carburetter trouble put him on to the slow-running alternative and he arrived at the finish after many miles in bottom gear with little beads of solder mingling with the raindrops—quite a hot result. The largest car in the entry—Sir Milne Barbour's 1907 Delaunay-Belleville—ran as sweetly as ever, crammed with passengers, and the prize for the best turnout went to Dr. Jones and the 1913 Talbot, Mrs. Jones' feather boa remaining unwilted to the last. Thirteen got finishing plaques and nobody got pneumonia.

## COMMINGES GRAND PRIX

As is usual when the Alfettes are not about, Maserati won this race, Luigi Villoresi averaging 93.4 m.p.h. for the 205 miles (2 hr. 11 min. 45.5 sec.) and also making fastest lap, at 97.38 m.p.h. He was followed home by Raph, 4 min. 30 sec. behind in a Talbot, Chiron's Talbot and Rosier's Talbot.

## M.C.C. DEVON TRIAL

The Motor Cycling Club, under " Jackie " Masters' able guidance, put on its Devon Trial at the end of July as a " standard-ration " treat. Doverhay, Yealscombe, Wellshead, Southernwood, Lyn, Beggars' Roost and Station hills gave the event a decidedly " Land's End " appeal. C. A. N. May's Ford V8 Special and Vincent's M.G. were amongst those to fall by the wayside. J. H. Rathbourne's H.R.G. took the Baddeley Award for Best Performance, while the Allard team won the One-Make Team Award.

### Results

BEST PERFORMANCE (L. A. Baddeley Special Award) : J. H. Radbourne (1,496-c.c. H.R.G.).
PREMIER AWARDS : F. Morrish (1,498-c.c. Frazer-Nash), E. H. Goodenough (1,496-c.c. Horstmann), J. H. Radbourne (1,496-c.c. H.R.G.), R. Hellier (1,267-c.c. Morgan), W. A. G. Goodall (1,267-c.c. Morgan), K. E. O. Burgess (4,000-c.c. Allard), L. Potter (3,917-c.c. Allard Special), J. H. Appleton (4,000-c.c. Allard), D. Murkett (989-c.c. M.G.), D. J. Hase (939-c.c. M.G.), H. Clayton (1,172-c.c. Clayton Special), E. G. Smith (1,200-c.c. A.R.M. Special), W. P. Uglow (1,496-c.c. H.R.G.), J. Buncombe (1,496-c.c. H.R.G.).
SECOND-CLASS AWARDS : F. Dennis Dent (3,622-c.c. Allard), P. H. G. Morgan (1,267-c.c. Morgan), C. R. L. Nicholl (1,296-c.c. M.G. Magnette), A. W. Morrish (939-c.c. M.G.), L. J. Onslow-Bartlett (3,917-c.c. Mercury Special), H. C. Roberts (3,917-c.c. Allard).
THIRD-CLASS AWARDS : R. W. Christmas (939-c.c. M.G.), R. Barton (1,250-c.c. Morris Special), E. D. Scobey (1,496-c.c. H.R.G.), B. G. P. de Mattos (1,140-c.c. Morgan), C. M. Davis (1,708-c.c. M.G.), E. P. Huxham (1,098-c.c. Morgan), R. W. Hartnoll (1,250-c.c. M.G.), R. D. Harris (1,250-c.c. M.G.), V. R. Symons (1,267 Morgan), D. S. Scott-Dow (1,074-c.c. H.R.G.), P. Scott (1,496-c.c. H.R.G.), J. E. N. Bullivant (1,498-c.c. Riley " Falcon "), R. E. Wright (1,496-c.c. Frazer-Nash), Miss D. E. Store (1,292-c.c. M.G.), C. J. Mores (2,322-c.c. M.G.), W. M. G. Marshall (2,468-c.c. M.G.), F. M. Wilcock (1,666-c.c. Talbot), H. F. Brayshaw (4,086-c.c. Humber), C. B. Ryley (1,292-c.c. M.G.), C. F. Crossby (1,203-c.c. Vauxhall), B. H. Brown (3,622-c.c. Ford Special), C. J. Preston (972-c.c. Singer), H. J. O. Ripley (2,442-c.c. Healey), M. J. Barker (4,086-c.c. Humber), S. S. Turner (3,622-c.c. Allard), C. Oldbury (1,185-c.c. Sunbeam-Talbot), G. L. Hawkins (1,496-c.c. M.G.).

TEAM AWARDS :
ONE-MAKE : Allard (drivers, K. E. O. Burgess, L. Potter and J. H. Appleton).
MIXED : R. W. Hartnoll (M.G.), R. D. Harris (M.G.) and J. H. Radbourne (H.R.G.).
RETIRED : B. D. S. Ginn (3,917-c.c. Ford V8), C. A. N. May (3,622-c.c. Ford Special), J. V. Vincent (847-c.c. M.G.), W. R. Grewcock (1,250-c.c. M.G.), R. C. C. Palmer (1,496-c.c. Frazer-Nash), H. H. Alderton (1,287-c.c. M.G. Magnette).

## HARTLEPOOLS & DISTRICT M.C. PROMENADE SPEED TRIALS

Both Allen Arnold and Bob Berry, driving Bugatti and riding Brough, broke their last-year's records for the ¼ mile sprint, with times of 14.6 sec. and 13.8 sec., respectively. Tyrer's sports-car record with the B.M.W. did not fall, but Warburton and Pritchard, both driving Allards, clocked 16.8 sec., which was only 0.2 sec. longer. Tyrer himself had trouble and did not run. Aikens won the 500-c.c. racing-cars class in the Aikens, in 17.6 sec.

## MALDEN AND DISTRICT M.C. DRIVING TESTS

A series of Special Tests were held at Claygate on Sunday, July 25th. "Bertie" Edmonds " diced " with a Morris Ten saloon to win the car class and the Winterbottom Cup.

The motor-cycle class and Gloucester Cup went to Charles Kirby (Triumph Twin), who scored maximum points. Second in both classes was the versatile J. A. Jakeman (" Ulster " Austin and Ariel).

# *BEGINNERS' LUCK*

Participation in Continental Events to-day is fraught with difficulty. Consequently, this account by J. Gott of how three 1½-litre H.R.G.s, driven and navigated by novices, won the Team Awards in the Alpine Rally is of particular interest.

ON the evening of July 9th last, one 1948 two-seater and two 1947 "Aerodynamics," the standard 1,500-c.c. H.R.G. team, crewed by six rather excited, but somewhat apprehensive individuals, left Tolworth *en route* to Marseilles to compete in the 11th Rallye Internationale des Alpes, scheduled to commence on July 13th from that town. The difficulties of competing in a Continental event are considerable these days, what with tourist quotas, currency and petrol restrictions, and the fact that it was possible for us to start at all was in no small degree due to the enthusiasm of Guy Robins, the "R" of H.R.G. The policy of this firm is not to enter "works" cars, but to assist private owners in every way, and Robins not only obtained an extra currency allotment for the H.R.G. competitors, but also "laid on" all available information and arranged for us to practise the special braking and acceleration tests, before we left England.

Everyone interested in sporting cars will be familiar with the H.R.G. specification, and I will not go into technical details, except to say that the engines and chassis of the open two-seater and the "Aerodynamic" cars are identical, but that the extra comfort of the "Aeros" has to be paid for by an additional 2 cwt. of weight. All the cars were standard, bought "off the peg" and both "Aeros" had done over 6,000 miles before they started for the Alpine. As the rules are very strict, and the event is confined to catalogue models, the only modifications made to the cars were to add a second spare wheel, convert to 5.50 in. by 16 in. tyres, now the standard wear for all production cars, and check that engine, clutch and brake linings, oil seals and bearings were in perfect order and giving of their best. All cars were pulling the standard 4 to 1 axle ratio, which we found, however, to be too high.

Of the crews, "65," a green "Aero," was driven by myself and navigated by Jock Gillespie, a London police officer, who exhibited throughout those navigational abilities which made him a Pathfinder Star during the recent disturbance. "66," the green two-seater, was crewed by Jack and Mary Richmond, of Darlington. Jack was our most experienced competition driver, conversant with all types of trial, and winner of the Castlereagh Trophy in the 1946 Circuit of Ireland Trial; "67," a grey "Aero," was driven by Douglas and Nancy Mitchell, whose first serious trial this was. Apart from myself, no one had previously driven on the Continent, and all were complete novices at an Alpine—hence the apprehension! Our hope was to finish, with not too many penalisation points, and, if possible, to put up a good show towards the Team Prize.

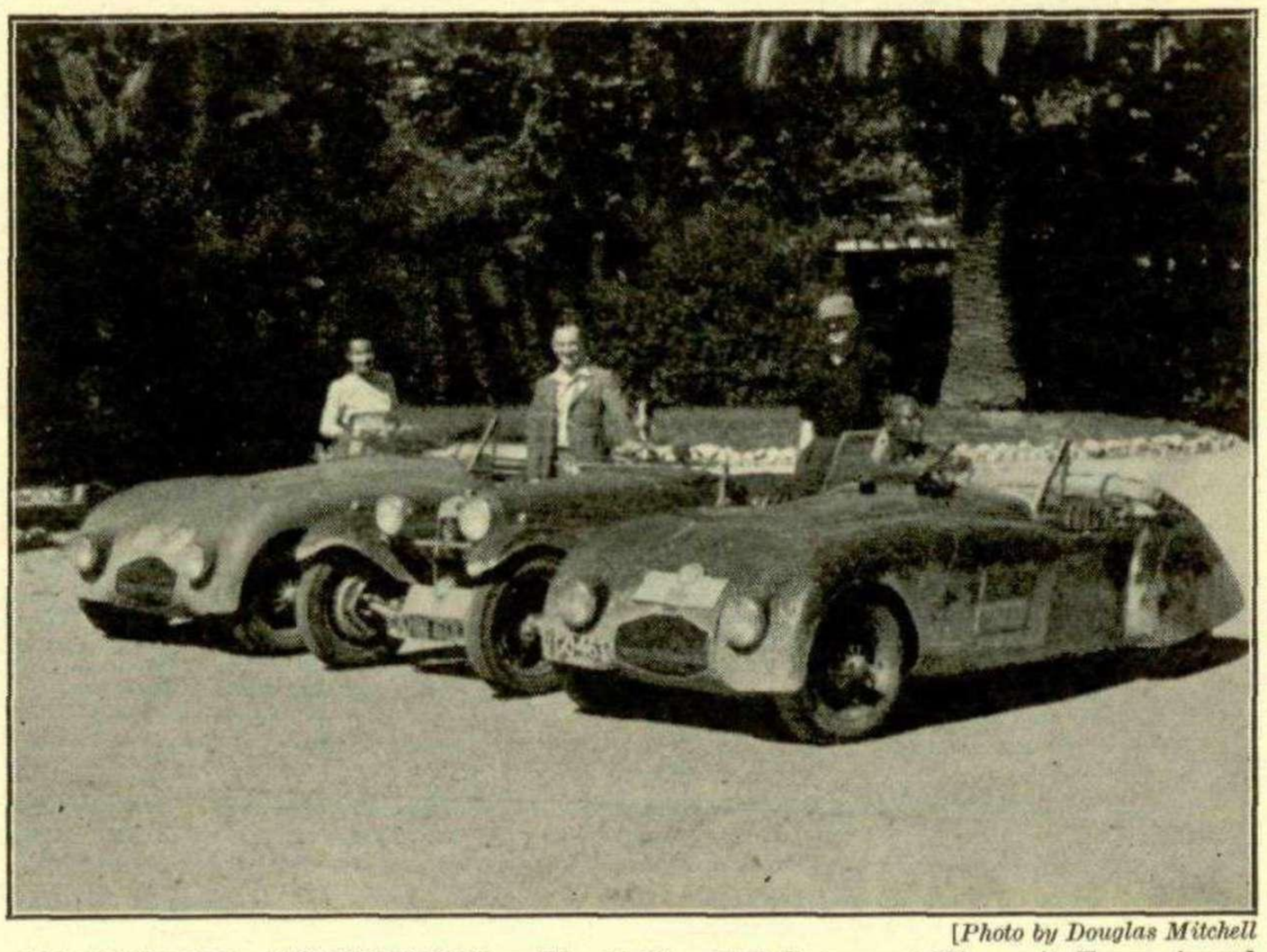
We made a fast run through France in team order, restraining ourselves to a 60 m.p.h. cruising speed, and on the evening of July 11th, arrived at Carpentras with the intention of trying the cars on Mt. Ventoux, one of the timed climbs. Our object was to rise at 5 a.m., but this laudable programme was hampered by the lure of a gigantic fair, where, up to 2 a.m., much gold was spent on "Dodgems," which proceed about four times as fast as in England, and on which head-on collisions are encouraged: probably we were lucky to escape with slight bruises. However, we did essay the Ventoux, which is about 14 miles long and rises to 6,214 feet. The worst feature is a banking, soon nicknamed the "Wall of Death." This is just like a 12-foot section of the Brooklands banking, cut from the track and situated on a hairpin. Although we treated this and other hazards with care, we found that it was possible to exceed our set speed for the climb, which was 31¼ m.p.h. This was, however, the only occasion we did this, the reason being, I think, because we could make up time on the fast lower stretches, so compensating for the time lost near the summit, due to loss of power at altitude and unsuitable gear ratios.

On presenting ourselves at the headquarters of the organising club, Automobile Club de Marseille et Provence, on the evening of July 12th, we felt rather like children entering a new school. The club issues badges, with bars showing the year of entry, to each entrant, and everyone else apart from us seemed to have at least two bars, whilst experts like M. Descolles had a clanking row of bars which would have been the envy of any American sharpshooter. The champagne soon altered our mood, though, after conversing with some of the experts, we left more convinced than ever that our 35 m.p.h. average would take some doing.

The cars were taken for inspection at 2 p.m. on the following day, and as far as the H.R.G.s were concerned, the scrutineering was very strict, possibly due to the success at Spa on the previous week-end. Valve lift and overlap were measured, and the 1,100-c.c. team, consisting of Richards, Ross and Darby, had difficulty in convincing the officials that water pumps were standard: this was, however, settled by reference to the catalogue, which had to accompany all entries. In this, and other arguments, M. Claude of the Lancia team proved a tower of strength, as our French was beginning to crumple under the required technicalities.

Once satisfied, the scrutineers marked wheels, petrol and water pumps, radiator block, carburetters, ignition system, and steering-boxes with dabs of blue paint, and we were over the first hurdle, and had time to admire the other 61 competitors, representing eight nationalities.

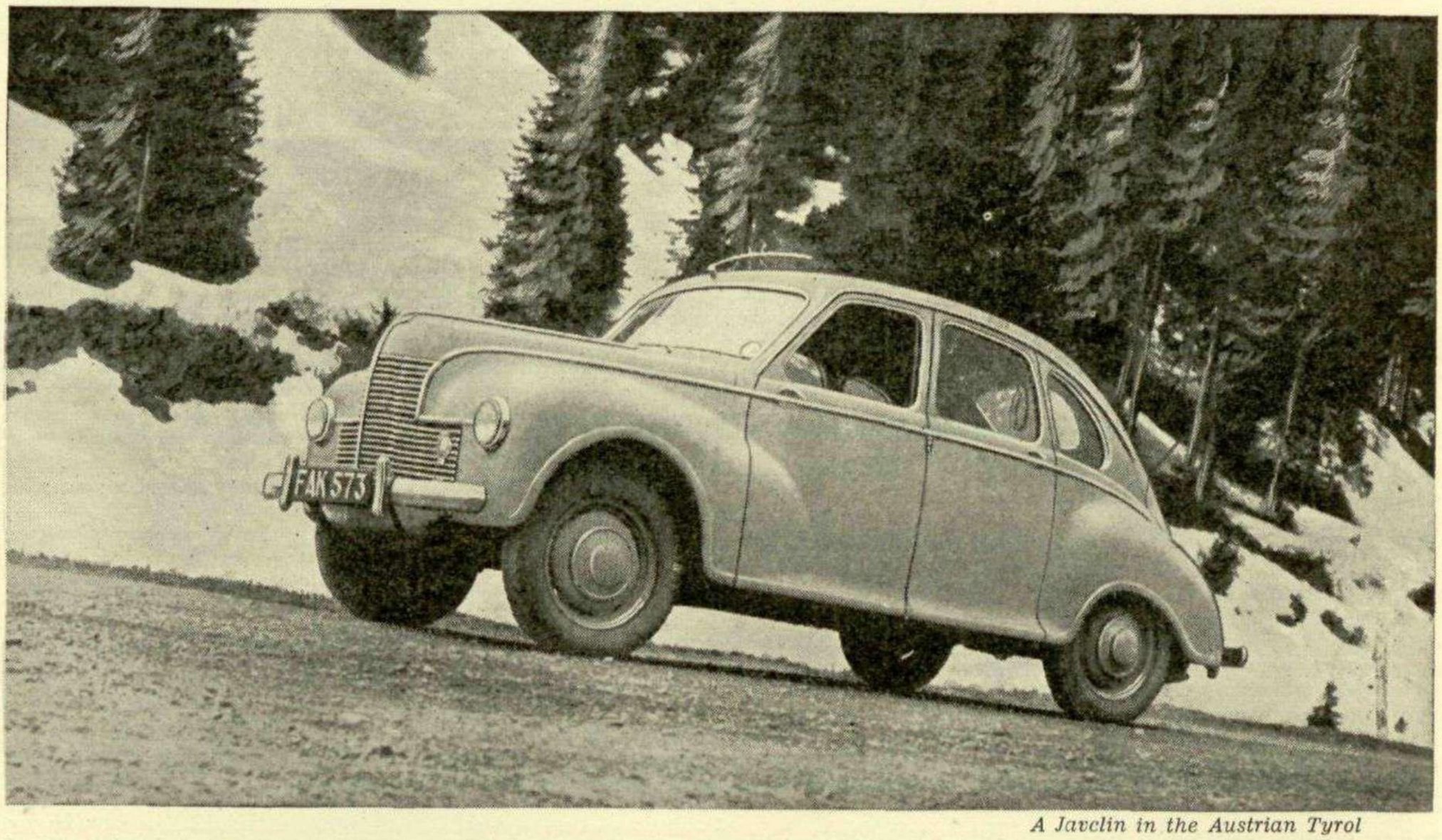
We were particularly impressed by Black's Mk. VI Bentley saloon from



[*Photo by Douglas Mitchell*

*SUCCESSFUL CONCLUSION.—The 1½-litre H.R.G. team at Nice, mit Team Award.*

## *DESIGNED TO SUCCEED ALL OVER THE WORLD*




*A Javelin in the Austrian Tyrol*

### *THE 1½ LITRE*

# *JOWETT* JAVELIN

"We had a marvellous trip, and the car surpassed everything we had hoped. You cannot imagine the comfort, the roominess, and the docility of this marvel of British engineering! It takes a long test, such as the road section of the Rally, to bring home the value of a good suspension system—like that of the Jowett. One rides in the utmost comfort, even cars of much larger capacity and costing very much more, had to give us best. Fine acceleration . . . a real joy to drive . . ."

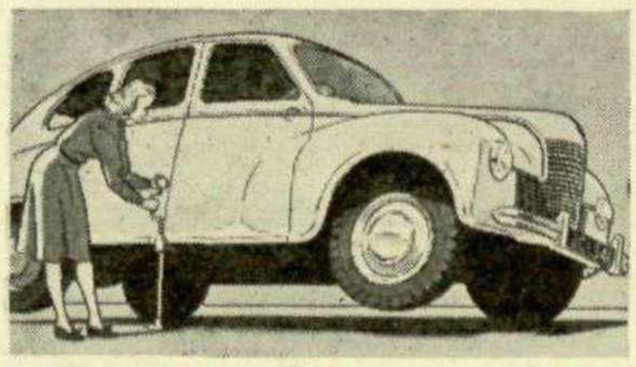
*SR. ELIAS LOBO*, Portugal **"O VOLANTE"**

"The engine is very lively, and the acceleration astonishing, even when the car is fully . . . loaded. The springing layout is good, being neither hard nor unduly flexible.
To sum up: The Javelin is a handsome car of moderate size, well-built and roomy and with well thought out appointments. It is fast and handy in traffic, as well as for long-distance driving, and is notable for its low weight and good petrol consumption . . ."

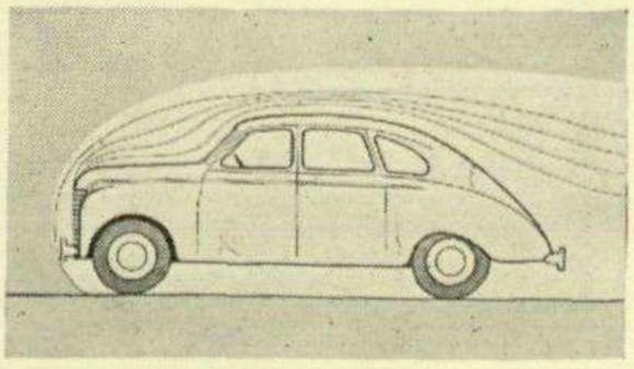
The Stockholm **"MOTOR"**

"The Javelin cruises at a quiet and smooth 60 m.p.h. and, indeed, does not feel stressed when taken along for mile after mile at 65 to 70. The all-out speed, it will be noticed, is above 75 m.p.h. It is the handiness of the car, its quick acceleration and the ease of fast cruising, which make it a lively and decidedly interesting means of travel. Traffic conditions at the moment in England are specially favourable to the putting up of good average speeds, but it is none the less creditable to the Javelin that on a regularly employed main road route of slightly below 100 miles, which formed part of the testing, it covered 50 miles in one hour and a total of 91 miles in two successive hours, most of which was after dark. Two or three times on this run the speedometer was put on to the full 80 reading."

**"THE AUTOCAR"**— *30th April, 1948*



"Clean hands" jacking system. No crawling in the mud or playing hide-and-seek after dark. Simply place the handle in a hole below the door sill, and wind. A child can raise the JAVELIN in 1¼ minutes.



The JAVELIN's smooth, elegant lines are aerodynamically correct for easy passage through the air. Flush fitting headlights, recessed door handles and curved windscreen also mean silent, economical speed.

**AUTOCAR ROAD TEST** — *April 30th, 1948*
***Top speed 76 m.p.h. — 0 - 50 m.p.h. in 17.0 secs. — up to 60 m.p.h. in third gear —* and the inherent comfort of the Javelin with its torsion bar suspension all round is as outstanding as its performance.**

## *THE 1½ LITRE JOWETT JAVELIN* ... *it's new right through*

*PRICE £640.0.0 plus £178.10.7 Purchase Tax*

JOWETT CARS LIMITED · BRADFORD AND LONDON

Portugal, Healey's Mille Miglia Healey, Potter's blue Allard, Appleyard's black 3½ Jaguar "100," which might be about the first post-war example of this famous car, the smart metallic green Sunbeam-Talbots, obviously beautifully prepared, the business-like Lancia "Aprilias" of Descollas, Claude and Stassin, all running on castor oil, and the tiny "works" Renaults, headed by the managing director, M. Cazals, which, if sacrificing 350-c.c. in capacity, were giving nothing away in unpreparedness, as witnessed by the fact that this team later changed four con.-rods and pistons on one of the cars in under an hour.

On returning to the "parc ferme" at 10.15 p.m., we found it floodlit and surrounded by an enormous crowd. Competitors were allowed in to their cars five minutes before their scheduled starting time, and left to a running commentary on their life history, which, in the case of the French competitors, included some startling Maquis exploits. Having waited for "66" and "67" to catch up, we swept out of Marseilles in team order, and on the fast 80 miles to Mt. Ventoux, our 4 to 1 axles came into their own, as we cruised easily at a steady 70-75 m.p.h., building up time in hand which was to prove invaluable later.

On the lower stretches of the Ventoux the cars were still in team order, as we could see from our mirror, but after surmounting the "Wall of Death" all lights vanished and we had a sickening *feeling that something had happened.* We climbed slowly, not at all reassured by the sight of one of the Simcas, which had come to violent grief by the roadside, and it was not until we were almost at the summit that we could see "66" and "67" climbing rapidly astern.

At the foot of the mountain we stopped, and the others drew up behind. Jack announced calmly that he had gone over *the top of the* "Wall," but had been pushed back on to the road and continued. Douglas and Nancy had arrived at speed in time to see him going over—a pretty grim sight! I don't think that the appearance of the Devil in person would unduly worry Jack, but Mary, who did not know whether the drop was 12 or 1,200 feet, was very shaken although, after some brandy, she pluckily agreed to carry on, sooner than spoil the team's chances. A quick inspection of the underneath of "66" revealed nothing wrong, although Jack announced that the "brakes stuck on, which makes it tricky getting round corners"; on hairpins with a possible 4,000 foot drop, this might be classed as a masterly understatement.

Despite this stop, we were still not behind time, although in true novice style we later frittered away our precious minutes by a leisurely fill up with petrol, which brought on a six-minute deficiency. Our troubles now started, as, on the approaches to the Col de Rousset, 4,586 feet, the cars got separated, and, by wrongly assuming that French entrants knew the correct route, "65" and "67" both got lost, a fact which was not fully appreciated until the track petered out in a farmyard full of incensed geese.

On rejoining the main stream, we found ourselves among the 2-litre class, which however, especially the Sunbeam-Talbots, drew in and let us pass, although they themselves had little time in hand. Despite this courtesy, passing on these dusty roads was difficult, as rain was now beginning to fall, which caused the suspended dust stirred up by the passing cars to congeal on to the screens in a thick paste, with which no wiper could adequately cope. Although "65" made the Grenoble check on time, the next scheduled stretch to Aix les Bains was tricky, including the Col de Porte, 4,306 feet, the Col du Cucheron, 3,705 feet, and the Col du Granier, 3,783 feet, and it was not made easier by the commencement of a steady downpour, which was to last for the next two days. The fast stretch from Chambery to Aix enabled time to be made up, as the 1,500-c.c. H.R.G.s held a steady 80-85 m.p.h.: perhaps they wouldn't have done this so light-heartedly if they had known that here Black was to wreck his beautiful Bentley in a high-speed skid!

When the Aix control closed, only 48 crews had checked in, of which 23 retained clean sheets. Of the 1,500-c.c. H.R.G.s, "65" was still clean, "66" had lost 160 and "67" 320 marks. The Mitchells had been led on a wild goose chase in the mountains by a French Citroën, which had then abandoned them on the wrong side of a small Alp, so that regaining the route put them well behind Schedule. Jack had been particularly hard done by. The official route cards were only handed *out on leaving Marseilles, and none of us* fully appreciated that the times shown on the card were the times in hours and minutes allowed for each stage, and not the actual time due in. By an unfortunate coincidence, the elapsed time was twenty minutes later than scheduled time and Jack patiently waited outside the check, until an official gave the necessary explanation, by which time, however, *he had lost valuable marks, at 10 points* per minute.

In the evening the results of the Ventoux climb were given out: Claude and Descollas had climbed within one-fifth and two-fifths of a second respectively of their set average, an amazing achievement which rightly gave them first and second prizes in the whole entry. Of the 1,100-c.c. H.R.G.s, Richards had retained a clean sheet, but Darby and Ross had lost marks, though the latter was compensated by a cup for his Ventoux climb. A Healey and an Opel had crashed on the Col de Porte, and there were many stories of phenomenal avoidances.

The atmosphere was made very gloomy by talks of the Swiss passes being blocked by avalanches, but the organisers decided that we should press on.

Although the second stage to Lugano was over 300 miles and included the Jaun, 4,911 feet, Susten, 7,342 feet, Oberalp, 6,656 feet, and Lukmanier, 6,237 feet, Passes, it was not too difficult, as the Swiss authorities insisted on a reduction in the set averages, the 1,500-c.c. class now being down to 25½ m.p.h., and the checks were far enough apart to enable time to be made up.

Indeed at Andematt, we had 94 minutes in hand, and so could grease the hard-used steering linkages, which, owing to the steady rain, were covered in viscous mud. All the engines were, however, in good fettle, and, with their standard compression ratios of 7 to 1, much appreciated the excellent Swiss petrol, though the price of about 4s. per gallon, caused the crews to wince.

It was as well this attention had been paid, for on the Oberalp occurred one of the timed climbs which were the most difficult tests in the Rally. Out of the driving mist on the steepest part of the climb appeared a dripping figure holding a blackboard with "5" inscribed thereon: this indicated that the next 5 km. would be timed. The regulations laid down that in the event of no one reaching the scheduled figure, the fastest car in each class would be taken as "bogey," and every car outside 5 per cent. of that time would be penalised at one mark per one-fifth of a second, thus encouraging no one to lift their throttle feet.

Apart from the natural hazards of hairpins and a poor surface, the time was made difficult of achievement by the presence of a slow-moving herd of cows, whose keeper slashed out at the cars with his stick. Nancy Mitchell acquired a large dent in the tail of "67" whilst Descollas's Lancia was even more unlucky as the windscreen was shattered, which made life very miserable for the crew in the driving rain, apart from nearly causing a serious accident. Indeed, the Oberalp seemed to be a happy hunting ground for cows, as near the summit, "66" and "67" again became entangled in a herd of nearly 200 ambling animals, *whose slow progress caused intense* protest from the clutches, an impasse which was only solved by Douglas acting as amateur cowherd, an action which aroused the intense wrath of the professional article, who added another dent to the tail of the H.R.G.

Towards the end of the stage the weather improved, but the road was still sufficiently wet to put "65" into a bad *skid near Olivone, the car ending up* astride the railway lines, whence it was only removed by the kindness of some Swiss Army officers. It was fortunate that the sump and gearbox passed between the lines and so escaped damage, but the driver, reflecting on Sammy Davis' adage that it is the driver's job to keep his car on the road, proceeded in a very chastened mood.

The *parc ferme* at Lugano showed some battered cars, including Daligand's blue Delahaye, which had a damaged front wing, and upon which a half-shaft had been changed. In general, however, the English competitors were going strong, especially the Jaguar and the Allard.

The third stage of 194 miles from Lugano to Chamonix was also not too tough, and the competitors were cheered by a sight of the sun. The most difficult section was a timed run from the foot of St. Gotthard Pass, 6,864 feet, to Gletsch at the foot of the Furka Pass, 7.900 feet. On this stage occurred one of the rare cases of obstruction: Ross on the 1,100-c.c. H.R.G. was held up by a non-competing English Lancia, the driver of which should have known better. In general, however, even postal coaches, with their right of way, drew right in to let competitors past.

Minor defects were beginning to show on the cars. The spring in the water

release valve on " 65 " weakened, allowing quarts of water to escape whenever the car was braked, which was often : " 66's " brakes were still sticking, although Jack had by now perfected a technique to cope ; " 67 " had jettisoned its oil filler cap, which necessitated a crafty repair with the interior of a cap, and its wiper had developed a permanent short, which resulted in heavy wear and tear on Douglas' fingers, as he had to operate it by hand.

Despite this the cars coped easily with probably the worst col of the day, the Col de la Forclaz, 4,950 feet, which is very like a much magnified Fingle Bridge. It was here that Skelton Ginn, sportingly driving a Ford V8, bought pre-war for £5, stopped in clouds of steam, emanating from a burst top hose : he managed to replace it, however, and checked in on time.

The roll-call at the *parc ferme* at Chamonix revealed more casualties : the steering column on Alivon's Lancia had snapped off, Daligand had replaced another half-shaft, and two of the small Renaults were suffering from what one of their glamorous passengers described as " noises like a coffee-grinder." Darby on one of the 1,100-c.c. H.R.G.s had unfortunately lost his route-card, and was disqualified, although his car was in good fettle : the ranks of the 12 Simcas had been reduced to six, and Richards, who still retained his clean sheet in this class, reported that his mudguard stays were beginning to wilt under the strain.

Although there were still a good number of clean sheets, it was obvious that those who survived the fourth stage were going to earn them. Not only was the day's run the longest, 387 miles, but the higher set average was enforced, and there were seven cols to surmount, including the Col de l'Iseran, 9,000 feet, Col du Galibier, 8,307 feet, Col d'Izoard, 7,575 feet, Col de Vars, 6,858 feet, and Col d'Allos, 7,312 feet, on which were four tight time checks : further, it showed every sign of being " Alpine " weather, which if pleasant for the crews, was hard on the cars.

On the run to the Iseran, the team made up enough time to give a quick check to the cars, when some inspired work with a heavy Rudge hammer gave Jack effective braking for the first time since the Ventoux. This was as well, for, if the ascent of the col was hard and rough, the descent was even worse. The Galibier was the worst pull, for the top section was covered in thick mud, where matters were complicated by wheelspin, and severe loss of power owing to altitude. After this, owing to the tight checks, the cars got separated, until the final check at Nice.

On the rush into the Briancon check, " 65 " came on a horrid smash where Stassin on No. 62 Lancia had collided head-on with a non-competing Jeep, luckily without serious injury. Here " 67 " was again misled by another competitor, and fell behind schedule.

The next stage to Barcelonnette reduced the clean sheets, including " 65's." Petrol was running low, but the best that Briancon could produce was 10 litres or two gallons, and this only after three garages had been frantically tried.

The Col d'Izoard appeared ideally suited for a timed check, and the organisers apparently thought so to, as it was rough, dusty, full of hairpins, and exceedingly hot : about halfway up, the blackboard with " 6 " thereon suddenly appeared behind a pine tree, and " 66 " and " 65," who were climbing together, stampeded into action. Within 20 yards of the finish line, however, " 65's " engine cut out, and short though the distance was, it took time to push up a 1 in 8 gradient, and by the time the front wheels were over the line, " 65 " had incurred 364 penalisation points. The cause of the stop is still not clear, but plugs tried by water loss, and low petrol level, were suspected, as on the next stage, " 65 " ran out of petrol altogether, and had to be pushed in, thereby incurring still more penalisation points. It appeared that the tanker crews were on strike, and petrol was almost impossible to get. Incidentally, on hearing why " 65 " had lost its clean sheet, Descollas came up and apologised for taking on five gallons in Briancon, which he said he didn't really need, an action typical of the sportsmanship of this great Alpine expert, who was to win his fourth Coupe des Alpes.

On the final run into Nice, crashes and misfortunes came thick and fast, as the cars and crews were tired, and almost everyone was behind time. Riskins on a Sunbeam-Talbot crashed on the Col d'Allos, fortunately without serious injury, and Donald Healey, the sole survivor in his class, sacrificed a certain Coupe des Alpes to arrange medical attention for his passenger. De Wurstemberger on a " TC " Midget, through no fault of his own, collided with a cyclist, who was seriously injured. The bolts on " 66's " steering column came loose, and the wheel dropped on to Jack's lap, fortunately on a straight section, but much time was lost replacing same. A Citroen crashed dramatically when trying to take a corner overfast. Potter collided with a non-competitor and had to do some desperate work on the Allard's wing with copper wire. Cazals had to change a wheel, which put him outside the time limit, and the same fate almost overtook Ross, who ran out of petrol, and had to go into the Black Market to get enough to finish.

" 65 " and " 66 " both got in without further trouble, although penalised, but " 67 " only got in with a minute to spare, after some hectic driving by Douglas and Nancy. This made it certain that the 1,500-c.c. H.R.G.s must win the foreign team prize, as they were the only nominated three cars to finish. Of the six Healeys, Donald Healey's alone finished ; of the Sunbeam-Talbots, Hiskins had crashed and Wisdom had been delayed beyond the time limit by a bent gear selector, although Murray Frame and Oslow Bartlett had driven magnificently and secured a Coupe des Alpes.

The open Team prize, never before won by British cars, also seemed a possibility, although the rules governing this are strange. All cars of the same make, of whatever category, are eligible, and teams need not be nominated : this weighs the odds heavily in favour of the continental drivers, who sometimes enter as many as 15 cars of one make. Calculation showed that with Richards, who had driven beautifully and won a Coupe des Alpes on his first attempt, " 66 " and " 65 " were the least penalised of any three similar cars. The officials were forced to see this, although the first official announcement was that the open Team award had gone to the Simcas for the third time, the mistake only just being spotted in time, by Joe Lowrey of the *Motor*.

The acceleration and braking tests on the Promenade des Anglais were again almost an English monopoly, as English cars won four out of five classes, and Jack on " 66 " won the 1,500-c.c. class, beating the Lancias for the first and last time, his index being 8th fastest of all 29 finishers.

When the results came to be weighed up, English cars and crews had swept the board, winning four of eight Coupes des Alpes—Appleyard (Jaguar), Potter (Allard), Murray - Frame (Sunbeam - Talbot) and Richards (1,100-c.c. H.R.G.) —the others being won by Claude and Descollas (Lancias), Gautruche-Mazalon (Citroen) and Auriach (Simca); four out of five classes, Appleyard, Healey, Murray-Frame and Richards; as well as best performance in the Rallye, Appleyard, apart from innumerable other awards for fastest times up hills and in the special tests.

Five out of six H.R.G.s had finished, the sixth not being eliminated through any mechanical trouble : this was by far the best performance of any make which had entered more than one car. As the cars were all driven by novices to this form of competition, their stamina and reliability speaks for itself. There was an hilarious gathering at the H.R.G. table that evening, although the price of champagne was sky-high.

On July 23rd the cars returned to Tolworth in team order and without having encountered any serious trouble. The overall petrol consumption on the Aeros was 28 m.p.g., and the two-seater had done over 30 m.p.g. Oil consumption averaged about 3,000 m.p.g. ; " 65 " suffered from loss of water, but is now hacking the owner about, without a spanner having been laid on the engine or chassis ; " 66 " had to have the bent brake cross-shaft straightened. " 67 " required attention to the valve gear, probably due to having run 2,000 fast miles without a proper oil cover ; " 67 " had a puncture on the way to the start, and " 65 " on the way back, otherwise there was no tyre trouble and all tyres still have treads. More important still, all cars still have brakes. Sump temperatures had run as high as 90 deg. C., but there had been no bearing failures.

The main lessons learnt are that whilst an Alpine is never easy, cutting stops to a minimum reduces risks. Both Richards and Appleyard refuelled on the move, and it is significant that the worst crashes occurred when competitors were trying to make up time. " Spot-on " navigation is also an essential. The distance out and back and round the course was 2,971 miles, and petrol cost just under £20. Insurance for " 65 " was £20, and the entry fee just under £10. These were the only additional expenses over a normal touring holiday, as we took out our own oil not trusting the French brands.

# RUMBLINGS

We have preached so frequently in MOTOR SPORT about the desirability of reducing weight and of developing a car of around 1,100-c.c. capacity that will scale appreciably less than the popular ton, thereby embracing useful and pleasurable performance with extreme fuel economy, that this month we are dedicating "Rumblings" to a description of just such a car—amateur-built. It is a Balilla F.I.A.T., altered by its owner, D. G. C. Collins, of Hove, from a saloon into a very passable likeness of those open, aerodynamic F.I.A.T.s that lucky Continentals enjoy.

**A Good Formula**

The Balilla F.I.A.T. is a likeable car and the conversion carried out by Mr. Collins will be of interest to many enthusiasts. In case anyone thinks the owner is rushing into print we should explain that we requested this description as soon as we saw his car, on the occasion of the Brighton Hill-Climb.

We now await something similar from a British manufacturer, *without* that steel floor, and with a "modern" engine, thus bringing 90 or more m.p.h., and even better acceleration, in view, without loss of the excellent economy in fuel consumption. Over to Mr. Collins:—

First ideas for this car were conceived in the summer of 1943, when I acquired a 1936 Balilla, so called "Mille Miglia" model, F.I.A.T. two-seater, which I ran for approximately nine months, and which had been, so I understand, the late property of Mr. Tuson. As everyone knows, these cars perform very well, but perhaps are not quite up to modern standards of road-holding, particularly on rough ground—at least I remember mine was quite "dicey" at times on some of the more corrugated roads of North Wales. I had heard a great deal about the ordinary F.I.A.T. saloon, and it occurred to me that the car had possibilities as a sports model. I therefore kept my eye open for any information which might be obtainable on the 508 MM. or other special variations, this of course being particularly lacking as the war was still on at the time. However, searches through pre-war copies of motoring journals brought to light various odd photographs and "gen" on types that had been doing competition work in Italy during 1939 and 1940, which gave food for thought. The particular example of Balilla which I had acquired was by no means in good shape, and no facilities were available to improve matters. It was also by no means standard. Consequently, as vast speedometer readings between 80 and 90 were often acquired, the noises inside became progressively noisier. I eventually deemed it wise to sell the car before they and it became too expensive.

Things went into abeyance from then on, until about two years ago, when I acquired an "1,100" F.I.A.T. saloon. This I ran for about 12 months, after doing certain tuning on the engine, and I managed to achieve speedometer readings of 87 m.p.h. on three occasions and I felt it worth while to try to think up some sort of "new look" sports body while at the same time realising that the unbelievable speeds seen on the speedometer were—unbelievable.

Enthusiasm was finally touched off by a trip to France and Italy in the car in its saloon form in 1947, when I made the rounds in Paris, Milan and Turin, and actually saw what could be done with a F.I.A.T. I decided then and there to try to put some of my conclusions into practical form.

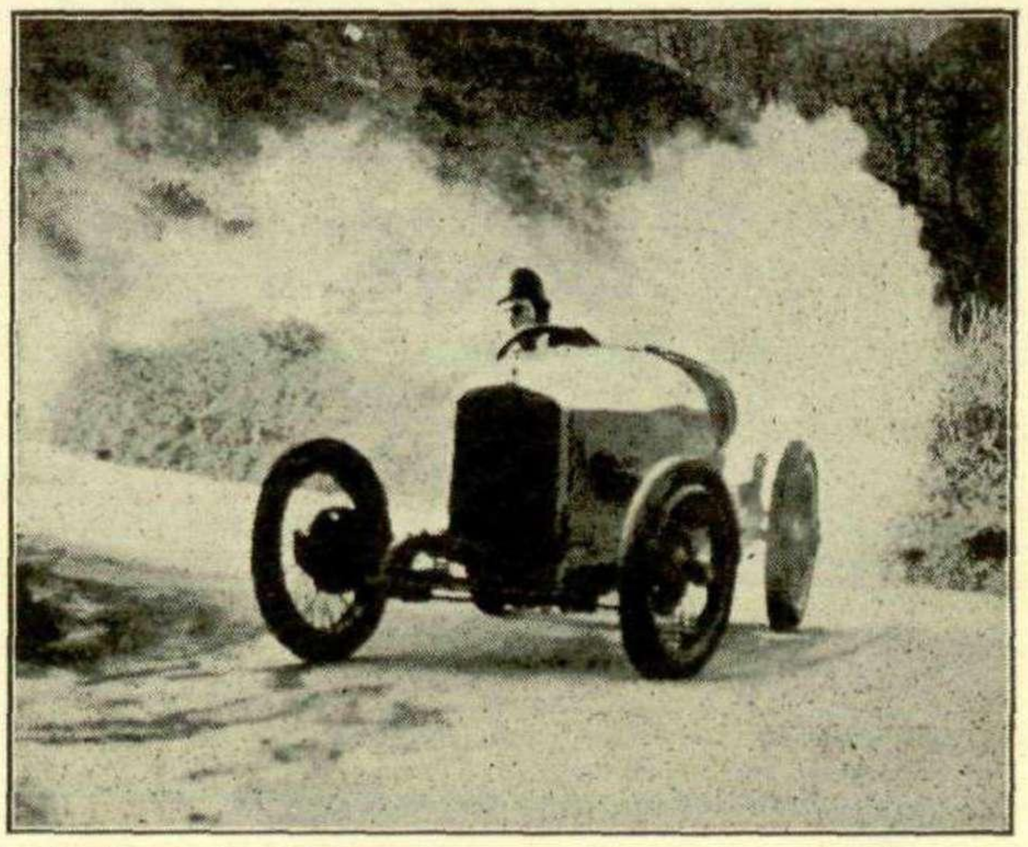
I made numerous rough sketches followed by less rough sketches and much natter, and subsequently scaled drawings were got out, and the saloon body was sawn off at the roots and work commenced. After the removal of the body, all parts of the chassis, both mechanical and otherwise, were inspected, the rear axle casing was stiffened, the rear springs re-cambered, and all points showing any wear were replaced or adjusted as necessary. Vast quantities of paraffin and elbow-grease were expended, together with wire brushes in all the odd corners, and it was decided to retain the sheet-steel flooring on the assumption that Mr. Fiat knew what he was doing when he put it there!

For the construction of the body it was decided to use sheet steel rather than face the attendant difficulties of aluminium, and the necessity for some sort of complicated frame-work. Also it was expected that the use of steel in the manner I had in mind would greatly assist in at least maintaining the degree of stiffness required; in fact, we hoped that this would be still further improved.

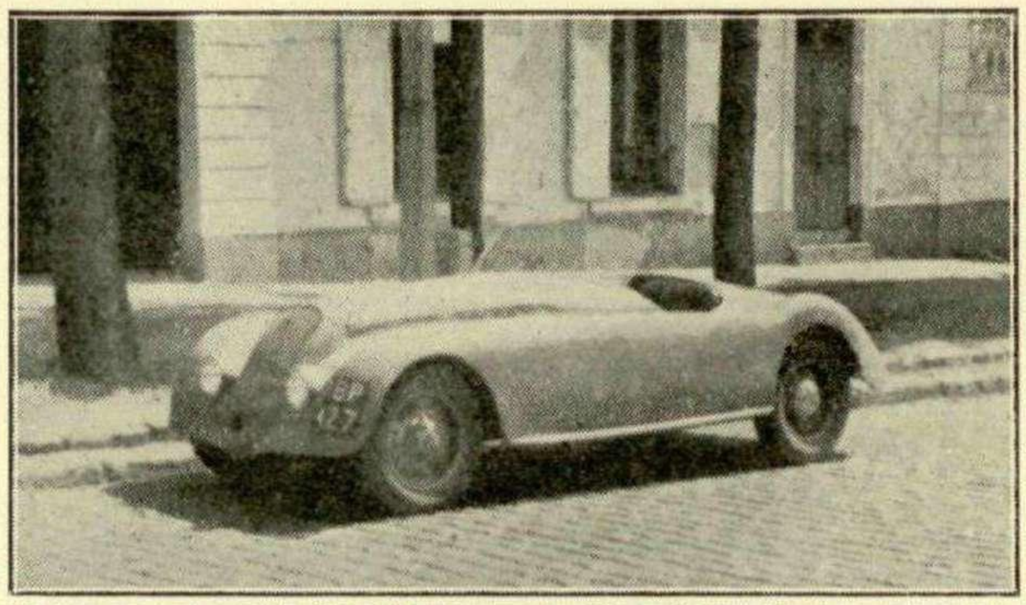
First of all the radiator was lowered and moved forward, suitable jiggery pokery being done with brackets, the water inlet for the radiator being altered for connection to an Opel water pump which was mounted on the near side of the engine. All this, of course, necessitated removal of the fan. The existing scuttle-cum-bulkhead was used, minus about 4 in. removed from its middle to reduce the height by that amount. The seating position was moved one foot nearer the tail and likewise the steering wheel, this at the same time being lowered, and a universal joint coupling put in just above the box. The steering seems as good as ever after this treatment. The body structure is almost entirely without frame-work, the whole being beaten out and welded into one piece, a dural dashboard being fitted, and equipped with, from left to right, clock, speedometer, rev.-counter, oil gauge, and temperature gauges for oil and water. The controls for retarding of the ignition, throttle, choke and starter are in a line in the centre of the dash, and the switches for such odds and ends as dash light, etc., are grouped on the driver's side. The bodywork is now sprayed in what we fondly imagine to be Alfa red, with aluminium wheels, and the seats are upholstered in black leather. It has been considered inadvisable and even unnecessary to fit doors (certain feminine passengers do not agree here), and their absence, of course, contributes to the rigidity and strength of the structure.

A curved Perspex windscreen has so far been used with complete success, apart from the odd time when one is directly into the sun. The top of the screen is so arranged that by sitting bolt upright and leaning outwards, one can see things quite "comfortably." It is possible that at a future date, some other type of screen or screens will be fitted.

The curb weight when completed was found to be 14¼ cwt. On testing the car on the road it was discovered that an entirely new character had made its appearance. Top gear was found to be possible almost everywhere, rather in the manner of a large Yank, and hills which had previously been topped at about



*September Quiz.—Make and venue on a p.c., please, by September 10th, so that we can publish the Names of the Knowledgeable in the October issue.*



*Not a Continental F.I.A.T., merely the Collins' conversion of a "Balilla" saloon.*

25 on second were surmounted with ease at about 30 on top. Apart from this the car had taken on a greatly improved feel on the road, a new sense of "oneness" and rigidity being experienced. As those who are interested in F.I.A.T.s will probably know, the "Mille Miglia" models are equipped with different axle ratios from standard. An 11/43 crown-wheel and pinion was placed on order from Italy through F.I.A.T.s at Wembley, and I resigned myself to waiting indefinitely. However, I chanced upon a 10/43, and this was fitted without delay with very gratifying results. Much to my amazement the car still has considerable top-gear performance, and also now a most useful third gear, 50 being exceeded with the greatest ease on this ratio, while the cruising speed has, of course, been raised, 3,500 r.p.m. now giving about 60 m.p.h. The car now feels much less under-geared. Tests on this final drive ratio have not been completed as yet. On the standard ratio of 9/42 a genuine 80 m.p.h. has been achieved and held, and a petrol consumption figure in excess of 40 m.p.g. is regularly attained. I use the car for business, both in town and country, and the figure quoted is a fair average of both. 45 m.p.g. was attained in France recently, where I took the car for tests with particular regard to long-distance fast cruising. I might add that the speedometer has been removed, tested and entirely recalibrated! The roadholding of the car, in general, and particularly cornering, shows considerable improvement over the saloon. Tests, as a matter of interest, on a weighbridge show 50/50 front and rear distribution with one passenger. This has made the tail much more responsive to the steering, and it is now possible to "break" when cornering almost at will, and the slight under-steering tendency of the saloon is now no longer present. As might be expected, acceleration is vastly improved, 60 m.p.h. being obtained from rest in 21 2/5ths sec., this figure being an average of several runs over the same piece of road in both directions.

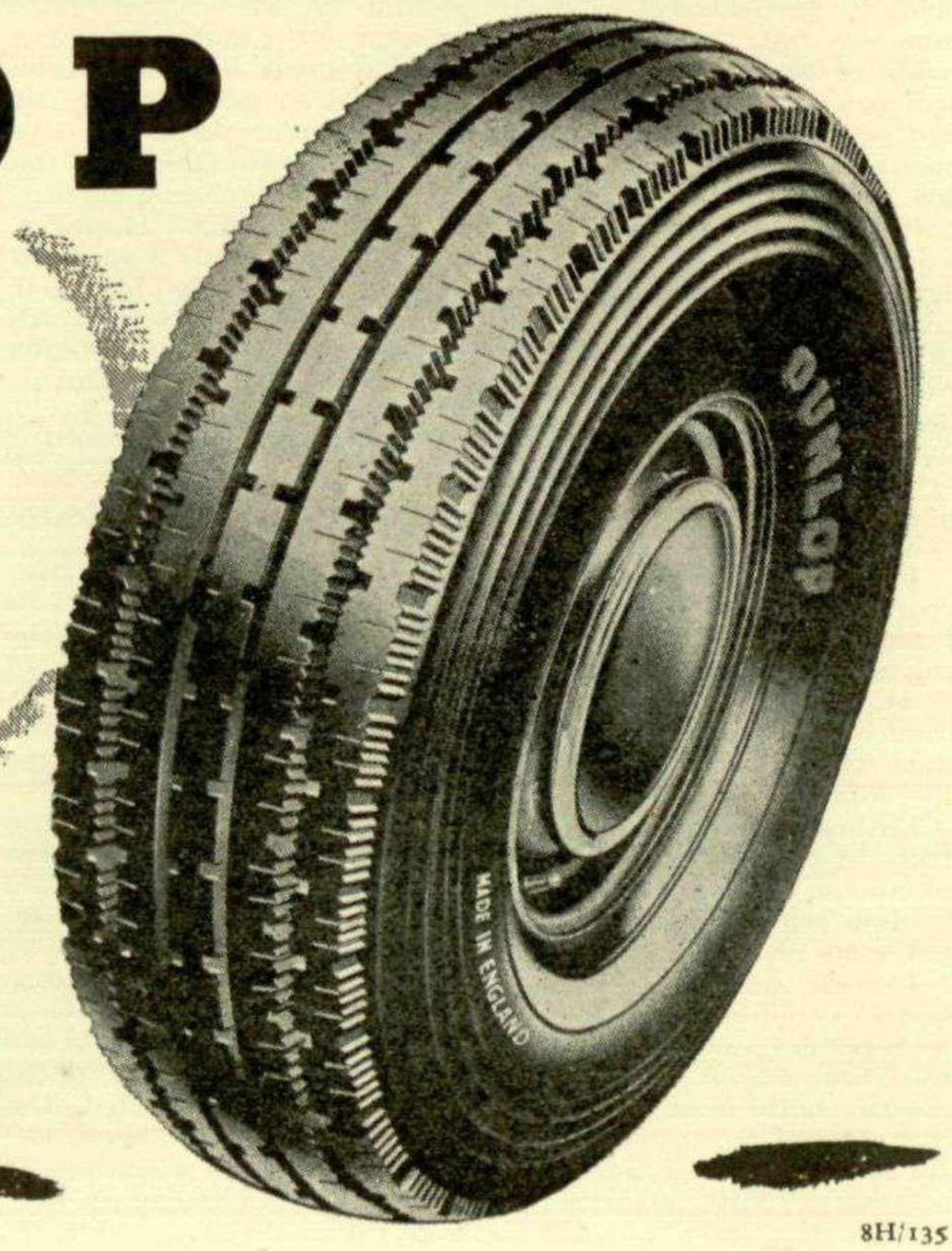
The main idea aimed at was the production of a modern Continental-type small sports-car with a good performance, and at the same time to have something a little different from that at present available in this country; this to be achieved, if possible, without in any way sacrificing reliability; in other words, not to be attained by the expedient of a high degree of tuning.

To sum up, apart from the obvious improvement in appearance, the performance has been improved not so much from the point of view of cold figures, but more from the way that the car actually performs, although the maximum has been increased perhaps 10 m.p.h., and the petrol consumption improved by some 5 m.p.g. Most of the tuning done on the engine was carried out before the fitting of the sports body, thus a fairly clear picture of the actual improvements which can be attributed to the body, as opposed to mechanical modifications, can be obtained.

I would like to give credit to the interest and enthusiasm of the firm who built the body, Messrs. Hastings and Skinner, and also to Mr. Seymour of Seymours Garage, Brighton, for his ingenious mechanical modifications and general help in the carrying out of the whole project. Also to Diana Cowell for general constructive criticism and help, and to a host of others who took such interest and whose remarks of "Why don't you do so and so?" quite often solved many little difficult problems of the moment.


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# JOHN BOLSTER GOES VERY RAPIDLY INDEED AT THE VINTAGE S.C.C. PRESCOTT MEETING

## Large Entry of Vintage and Edwardian Cars. J. Bowles' Austin 7 is Fastest Sports Car

THE weather kept fine for the vintage S.C.C. Members' Day at Prescott, and a good time was had by all, the organisation being excellent. It was pleasing to find so many vintage cars still hale and hearty, not to mention the entry of eleven Edwardians. The regulations governing the meeting called for pre-1931 cars only, but the Club's comparatively recent decision to admit moderns to its fold seemed to have influenced the scrutineers, who admitted several patently non-vintage cars. The very first class, for instance, was won, very easily, by a car which had at least three prominent design-features that certainly never figured on this make prior to 1931. The concourse of spectators' cars was nearly as interesting as the vintage and so-called vintage machines in the Paddock, rain held off until the last car had ascended, and, except for police-interest of the less-desirable sort, it was all grand fun, due for repetition, we hope, *next* August Bank Holiday. The class-by-class happenings are duly reported hereinafter :

### Sports Cars up to 1,100 c.c.

Birkett's Austin Seven Special won easily, aided by i.f.s., downdraught carburation and a four-speed gearbox, against which vintage Austins, Amilcars, Salmsons and G.N.s cannot compete. Victor Axel-Berg's G.N. went unexpectedly well, taking into account loss of one igniter and a sliding tail—it has a 1929 V-twin J.A.P. engine in a 1921 chassis, and 4.00 by 19 tyres. Weber's smart "Brooklands" Riley Nine, with very big-section tyres, was 3rd. Drew's long-tailed Salmson unconcernedly motored over a sand-heap and back on to the road after the first corner and Mrs. Binns' "Grand Sport" Amilcar was hopelessly over-geared. Gahagan's "Ulster" Austin, with twin Villiers carburetters, was 4th, in 69.58 sec.

1st : H. Birkett (Austin Special) ... 61.20 sec.
2nd : V. Axel-Berg (G.N.-J.A.P.) ... 64.88 ,,
3rd : G. S. Weber (Riley Nine) ... ... 65.03 ,,

### Sports Cars, 1,101-1,500 c.c.

Gahagan's Type 37 Bugatti went very nicely, beating Geoghegan's Aston-Martin-engined Frazer-Nash and Smith's Aston-Martin, the last-named vastly lightened by reason of a much-drilled frame, and using four Amals. Gill's very smart beetle-back "12/50" Alvis had an outside exhaust manifold, Buck's "12/50" emitted a typical exhaust crackle, and Radford's astonishing extended Austin Seven, carrying a s.v. Anzani engine doubtless robbed from some inoffensive A.C., went better than one dared to hope. A divided front axle, Invicta gearbox and 4.00 by 19 rear tyres were used. Ferry's Anzani-engined Marendaz-Special was the actual 12-hour record car.

1st : D. H. Gahagan (Bugatti) ... ... 59.83 sec.
2nd : M. S. Geoghegan (Frazer-Nash) ... 60.37 ,,
3rd : D. E. Smith (Aston-Martin) ... 64.45 ,,

### Sports Cars, 1,501-2,000 c.c.

Jane, using a special head on the 3rd-series engine of his well-known shortened Lancia "Lambda," permitting an S.U. on each side, and a short-throw crank to bring the capacity down to 1,993 c.c., completed his first run in 193.2 sec.—behind the Ford V8 breakdown truck. On his next, not very fast, ascent he won, beating Webb's high-chassis 2-litre Lagonda and Lord Strathcarron's Alfa-Romeo coupé. Clarke's Alvis, which the commentator called a "Silver Eagle," we should have described as a 1931 "12/50." Binns' bebadged O.M. sounded good and Richards' 1926 "12/50" Alvis tourer would have taken the beauty prize had there been one.

1st : J. Jane (Lancia) ... ... ... 65.19 sec.
2nd : T. B. Webb (Lagonda) ... ... 65.63 ,,
3rd : Lord Strathcarron (Alfa-Romeo) ... 67.63 ,,

### Sports Cars, 2,001-3,000 c.c.

Readings' very abbreviated Lancia "Lambda" won easily from Stephenson's Talbot, Robson's conventional 1929 "Lambda" and March's "Red Label" Bentley tourer.

1st : J. Readings (Lancia) ... ... 58.69 sec.
2nd : P. H. Stephenson (Talbot)... ... 61.62 ,,
3rd : G. Robson (Lancia) ... ... 65.45 ,,

### Sports Cars over 3,000 c.c.

In practice Brierley crashed his special Bentley at the semi-circle and was removed to hospital. Kramer's ex-Pacey-Hassan 4½-litre 25-cwt. Bentley also failed to run, because the prop. shaft fouled the Zagato-like body. Marechal thoroughly deserved his win, for he really did hurry in his 11 ft. 2 in.-wheelbase "Speed Six" Le Mans Bentley. Place, in the ex-Allison, ex-Bainbridge 4½-litre Bentley, *drove* round the corners to 2nd place, beating Baird's "30/98" Vauxhall, Cook not being rapid enough in the ex-McKenzie, 4½-litre Bentley, clocking 58.67 sec.

As for the rest, Neve's ex-Hughes "30/98" Vauxhall did 58.98 sec., Quartermaine's lowered "30/98" 60.9 sec., Darby's standard 4½-litre Bentley tourer 66.25 sec., and Fenn-Wiggin's outside-piped "30/98" 69.8 sec.

1st : J. P. Marechal (Bentley) ... ... 55.88 sec.
2nd : H. K. Place (Bentley) ... ... 56.62 ,,
3rd : G. R. Baird (Vauxhall) ... ... 57.38 ,,

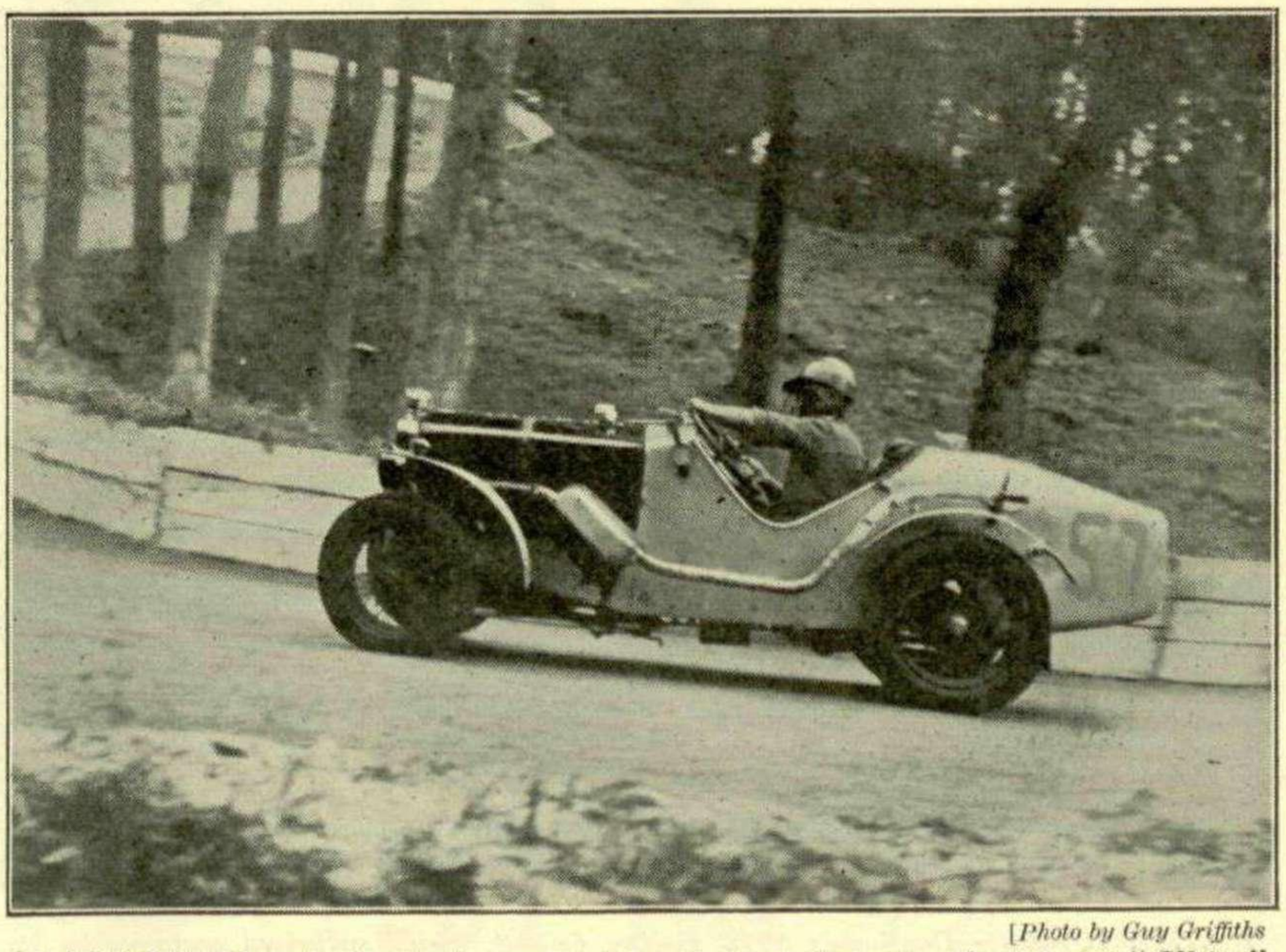
### Edwardian Handicap

Gibb's F.I.A.T. (54.55 sec.) just beat Clarke's Mercédès (54.80 sec.) for fastest time, in spite of the latter's f.w.b., while Dr. Ewen was third fastest in the Itala (57.90 sec.) in spite of having no bottom gear. Of the others, Pomeroy's Vauxhall, which discarded its magneto in practice, did 65.92 sec., Cuthell's ex-Hill "Alphonso" Hispano-Suiza, *sans* water-pump, 71.03 sec., Abbott's Mercédès 72.83 sec., Hutton-Stott's 1913 Lanchester torpedo 74.84 sec., Densham's sprightly blue 1½-litre Calcott 78.58 sec., and Showell's smoking Sunbeam tourer 84.56 sec. Radford's Type 13 Bugatti was absent and Samuelson's "40/50" Peugeot had run a big-end. The formula result was :

1st : C. R. Abbott (1904 Mercédes) ... 72.83 points
2nd : L. Pomeroy (1914 Vauxhall) ... 79.00 ,,
3rd : G. A. Cuthell (1912 Hispano-Suiza) 79.50 ,,

### Supercharged Sports Cars

Bowles deservedly won this class in his blown "Ulster" Austin Seven, aided by a "Grasshopper" head. Finch's thinly-disguised racing Amilcar Six, which had run off its trailer and nearly demolished itself against a tree on arrival, was second and Bremner's beautiful 1928 1,750-c.c. Alfa-Romeo third.



[*Photo by Guy Griffiths*

*HARD TRIER.—J. V. Bowles, a regular entrant at Prescott, whose smart "Ulster" Austin Seven deservedly won the blown sports-cars class at the Vintage meeting.*

Heyward handled the ex-Frost blown " Ulster " Austin, Crozier's SSK Mercédès-Benz coupé, now with an " Elephant "-blower, was truly impressive, but troubled by clutch-slip (it had burst a tyre at 90 m.p.h. on the Oxford By-Pass on the way down, entirely without incident), and John Cooper managed to spin the front wheels of his Alvis. Kirby, whose Emeryson-Special Frazer-Nash had a Shorrock-blown deflector-head Meadows engine with rasping exhaust, bungled his changes. Storr's " 38/250 " Mercédès-Benz wasn't well.

1st : J. V. Bowles (Austin) ... ... 54.27 sec.
2nd : O. A. F. Finch (Amilcar) ... ... 54.34 ,,
3rd : J. I. Bremner (Alfa-Romeo) ... 55.06 ,,

### Racing Cars up to 750 c.c.

Jarvis won convincingly in his near-vintage single-seater Austin from Bowles, with Bradley Hurt's " Mrs. Jo Jo " Austin, which lost a gear on its second run and stopped, third.

1st : K. C. Jarvis (Austin) ... ... 51.92 sec.
2nd : J. V. Bowles (Austin) ... ... 54.27 ,,
3rd : J. Bradley Hurt (Austin) ... ... 58.78 ,,

### Racing Cars, 751-1,100 c.c.

Finch's Amilcar Six, now running without mud-guards, won from Richards' well-known hydraulic-braked " Brooklands " Riley (another modernised vintage car), with the Riley-G.N., leaving behind it a " boot-polish " aroma, third. Southon, in the Becke, comfortably beat the optimistic Mrs. Binns' aged Amilcar.

1st : O. A. F. Finch (Amilcar) ... ... 51.19 sec.
2nd : H. A. Richards (Riley) ... ... 51.58 ,,
3rd : C. P. Tooley (Riley-G.N.) ... ... 54.95 ,,

### Racing Cars, 1,101-1,500 c.c.

The Norris-Special went beautifully, holding its own against the consistently-driven Triangle-Special. Third place went to Douglas-Osborn's Roy-Cutler-Special Frazer-Nash, with deflector-head Meadows engine and " Shelsley " radiator and front axle. Denton's 1924 200-Mile Race Alvis clocked a good 58.29 sec.

1st : F. A. Norris (Norris-Special) ... 48.80 sec.
2nd : B. Spollon (Triangle-Special) ... 50.65 ,,
3rd : L. Douglas-Osborn (Frazer-Nash)... 52.82 ,,

### Racing Cars, 1,501-2,000 c.c.

Bolster made f.t.d. on a typically John-Bolster climb. His first run occupied an awe-inspiring 49.17 sec., whereupon he raised his gear-ratio and clocked the astonishing time of 46.87 sec., only 1.2 sec. below Gerard's course-record. He retains a motorcycle gearbox in " Mary " but uses only one gear for the entire run. Rowley was 2nd, getting into third gear before reaching the Bridge, his Bugatti's engine reputed to be reaching 8.000 r.p.m.

1st : J. V. Bolster (" Bloody Mary ") ... 46.87 sec.
2nd : J. W. Rowley (Bugatti) ... ... 49.30 ,,
3rd : J. R. Tulloch (Bugatti) ... ... 60.97 ,,

### Racing Cars, 2,001-3,000 c.c.

Stubberfield won easily, his Bugatti really urged up the hill. Hukins was 2nd in the interesting 35B Bugatti built by Robin Jackson before the war for T. S. Fotheringham to use on the Brooklands outer-circuit, the specification embracing ½-elliptic rear springs, an I-section front axle located by torque rods above the springs, and 8-branch external exhaust. Heal clocked 58.21 sec. in the 1922 straight-eight T.T. Sunbeam.

1st : P. J. Stubberfield (Bugatti) ... 48.07 sec.
2nd : M. B. Hukins (Bugatti) ... ... 53.62 ,,

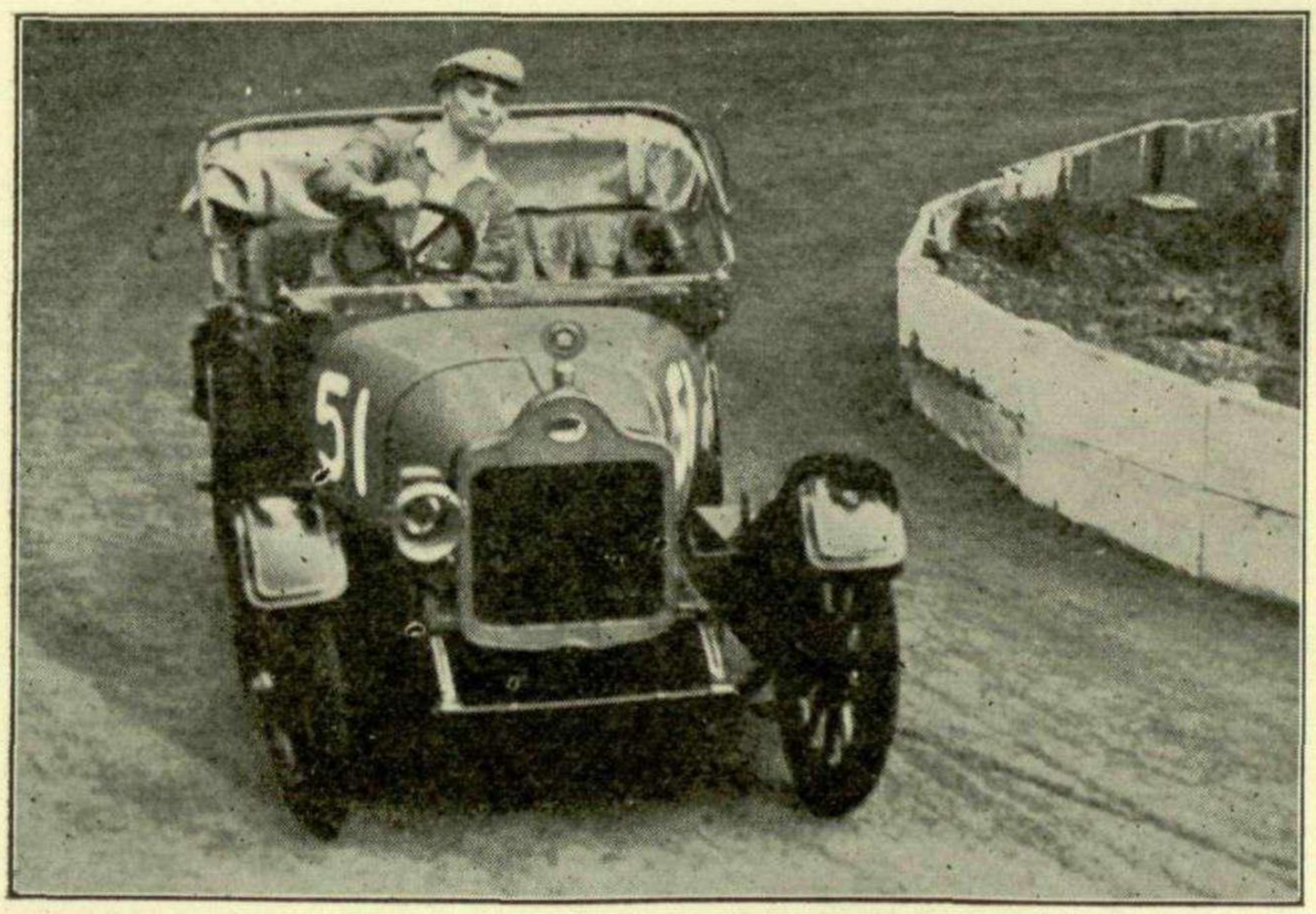
### Racing Cars over 3,000 c.c.

Previous times counted and gave Marechal this class.

1st : J. P. Marechal (Bentley) ... ... 55.88 sec.
2nd : G. R. Baird (Vauxhall) ... ... 57.38 ,,
3rd : M. L. Quartermaine (Vauxhall) ... 60.90 ,,

### The Best Dozen

Bolster (" Bloody Mary "), 46.87 sec., f.t.d.—Special Award.
Stubberfield (Bugatti), 48.07 sec., fastest Bugatti—Special Award.
Norris (Norris-Special), 48.80 sec.
Rowley (Bugatti), 49.30 sec.
Spollon (Triangle-Special), 50.65 sec.
Finch (Amilcar), 51.19 sec.
Richards (Riley), 51.58 sec.
Jarvis (Austin), 51.92 sec.
Douglas-Osborn (Frazer-Nash), 52.82 sec.
Hukins (Bugatti), 53.62 sec.
Bowles (Austin), 54.27 sec., fastest Sport Car—Special Award.
Gibbs (Edwardian F.I.A.T.), 54.78 sec.



[*Photo by Guy Griffiths*

***FAST TOURER.**—Densham's 1913 1½-litre Calcott, which surprised everyone by its sprightly running at the Vintage Prescott meeting.*

*CLUB NEWS—continued from page 302*

a series of short suburban two-way avenues leading nowhere in particular. Then you go over a cross-road and the thing deteriorates to what is patently a back street in a built-up area, except that islands and signs indicate a one-way road. Continuing hopefully you reach a T-junction and only tiny, ill-placed arrows tell you whether to go left or right, or that a few yards after turning you are expected to turn again, out of the main road just joined. That is as a visitor sees it, but doubtless the ring-roads are salvation to dwellers in or around Birmingham.

In any case, in an A40 one is soon clear of such things and three fine towns, Stratford-on-Avon, Oxford and Henley, lay on our route, the last-named really nicely decorated for the Olympic Games. The A40 impressed many critics with its combination of excellent features that week-end. After a run in teeming rain up from the Boscombe Speed Trials, the Bugatti which preceded us all but hidden in spray, its unfortunate occupants drenched, we pottered in the Chalfonts on Sunday, then set out for Longbridge again on Monday, this time direct to the works past a turning beyond Stratford leading to Anne Hathaway's cottage and on through Redditch. It was pleasing to discover that the Advertising Department, where a team of artists and draughtsmen prepare " copy," compile technical data and illustrate catalogues, occupies Austin's original erecting shop, and that the " round-the-globe " Austin Twenty tourer and two " Chummy " Sevens, one believed to be the third production model, are preserved there. Pleasant, too, to find Austin's veterans proudly displayed in the spacious and quietly elegant showroom, alongside the new models and display chassis, the 1908 G.P. car dominating the array.

One showery afternoon was devoted to driving an 1898 Columbia electric car in a country town, steering it by a central tiller and increasing or decreasing speed by means of a left-hand controller, a tiny press-button in the centre of which rang a melodious warning bell. This was followed by a brisk ride on an 18th-century Stanley Sociable bicycle. The next day there was an unexpected drive in a stark G.N., an experience one wouldn't have missed for worlds, as the air-cooled V-twin engine (actually an o.h.v. J.A.P.) sang its lusty war-song or crackled noisily on the over-run, the latent performance obviously immense, although the only dials before one were an ammeter, rev-counter and air-pressure gauges, while the tail was prone to slide and the brakes went virtually unnoticed. But with a weight of about 7 cwt., ample b.h.p. on petrol/benzole and a fuel consumption in the region of 50 m.p.g., this was altogether out-of-the-ordinary motoring, and a taste of what Godfrey and Nash enjoyed in the early twenties—vibration, hot-smell, wind unbroken by any form of screen, dust and all the rest of it. What a lot the present generation is missing! That day's motoring concluded, most satisfactorily, after tea in Chichester, with a run in the sternsheets of an immaculate Type 40 Bugatti through the by-ways of Sussex and Hampshire on a perfect summer evening.

# A GREAT RACE AT ZANDVOORT

## *"Bira's" Maserati Just Holds Off Rolt's Alfa-Romeo*

### E-Type E.R.A. Non-Starts G.P. Alta Retires

SOME 100,000 spectators watched the impeccably organised racing at Zandvoort. Ironically, in this invitation event for British drivers, with an entry of over 50 per cent. British cars, Italian cars took the first four places, and the race was won by a Siamese driver. "Bira" drove in his usual stylish, confident manner and won both his heat and the final, the latter after a titanic struggle to keep ahead of Rolt's unblown 3.4-litre Maserati. Although "Bira's" 16-valve 1½-litre Maserati did not sound quite 100 per cent. fit, its driver's skill gained it the race. Johnson's E-type E.R.A., non-started after shock-absorber trouble and sand in the supercharger, Parnell drove his Maserati instead of *his* E-type, while the G.P. Alta had valve trouble in its heat.

* * *

Heat 1 went to Parnell's Maserati at 74.63 m.p.h., Rolt's Alfa-Romeo being 3.7 sec. behind and Bolster's E.R.A. third, Bolster making fastest lap, at 79.54 m.p.h. Hutchison, Ansell, Baring and Bear all qualified, but Harrison's E.R.A. retired with a half-shaft broken, and Abecassis' G.P. Alta with valve trouble. Heat 2 was "Bira's," at 74.44 m.p.h. and he also set fastest lap of the day, at 81.84 m.p.h. Hampshire's E.R.A. finished second, 59.2 sec. behind, Duncan Hamilton's ex-Abecassis Maserati third, while Ashmore, Brooke, Watson, Chorlton and Salvadori all qualified. Salvadori's 4-cyl. Maserati and Walker's E.R.A. with gearbox trouble, failed to finish, the latter after a magnificent drive.

Already some cars were feeling the strain, Chorlton's Bugatti having carburation difficulties, Brooke's E.R.A. no oil pressure. All lined up, however, for the 108-mile final. Parnell's 4CL Maserati, Rolt's Alfa-Romeo and Bolster's ex-"Bira" B-type E.R.A. were in the front row, "Bira's" 4CL Maserati with Hutchison's Alfa-Romeo, Hampshire's A-type E.R.A., Hamilton's 6C Maserati and Ashmore's A-type i.f.s. E.R.A., Ansell's B-type E.R.A., with Brooke's B-type E.R.A., Baring's 6C Maserati, Bear's "3.3" Bugatti and Watson's Alta behind, with Chorlton's i.f.s. Bugatti last of all.

As the flag fell Rolt led away, Parnell and "Bira" close behind him. "Bira" was second ere lap one was over, and he took the lead on lap three. Thereafter a classic struggle ensued, "Bira" apparently not entirely happy about his car, for he slowed, Rolt, driving as well as if he had never spent years in a prisoner of war camp, not having quite the speed, certainly not enough braking power, to pass "Bira." Behind, Brooke held third place, then came in for oil, Bolster retired with engine trouble, Chorlton's Bugatti clearly *wanted* to stop. At 22 laps "Bira" had 8 sec. lead, at 23 only 6 sec. advantage. After the 24th lap Rolt was within 5 sec. The crowd simply loved it. This was motor-racing as it should be! The Maserati was faster along the straights, but just could not pull right away—not even with the Alfa-Romeo a mere 3 sec. behind. So it continued to the end, when the two cars were virtually level. "Bira," not daring to change up and appreciably exceeding his rev limit, just poked the Maserati over the line first, by what the impartial judges declared was a length's lead. In sober fact "Bira" was 1/10th of a sec. ahead, his average 73.24 m.p.h., Rolt's given as exactly the same! Stupendous!! "Bira" made fastest lap at 77.86 m.p.h. Freddie Dixon must be very proud, for the unblown 8-carburetter Alfa-Romeo all but held the blown Maserati and is said to go as fast now as when it was supercharged. Parnell came strongly into third place, 1.1 sec. after Rolt. Watson's Alta retired. Hutchison had only top gear for most of the race. Ferodo brake and clutch linings, Lodge plugs and Dunlop tyres were used by the place-men.

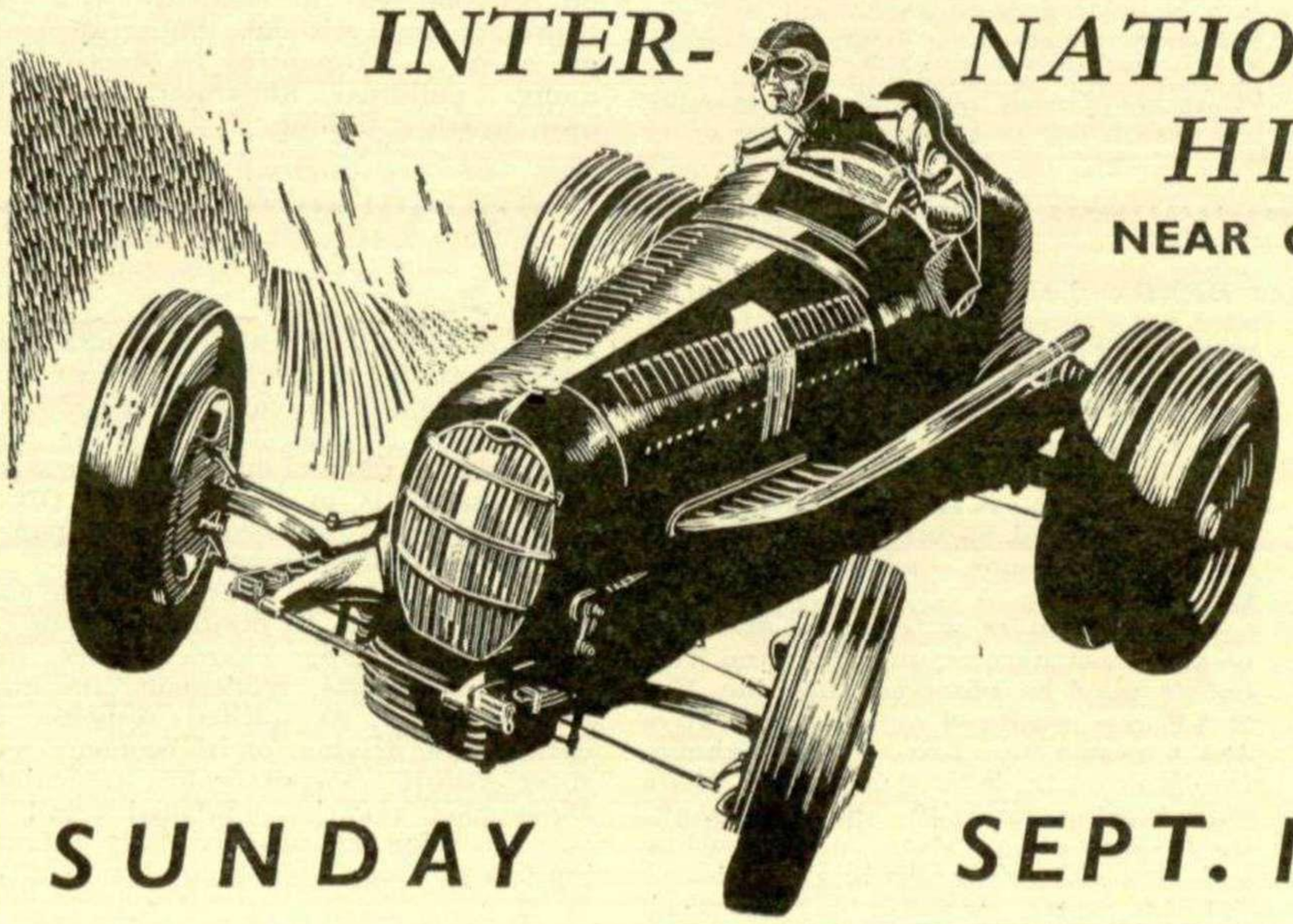

THE BUGATTI OWNERS' CLUB

PRESENTS

PRESCOTT

INTER-NATIONAL SPEED HILL-CLIMB

NEAR CHELTENHAM, GLOS.



ADMISSION 7/6

(INCLUDING TAX)

★

CAR PARKS: 2/6

★

SUNDAY SEPT. 12TH 2.0 P.M.

# LEONARD'S M.G. MAKES F.T.D. AT BOSCOMBE SPEED TRIALS

The West Hants & Dorset C.C. held speed trials on August 7th, over an interesting new 704-yard macadam-surfaced course with several curves and a sharp right-hand hairpin. L. Leonard's astonishing blown N-type M.G. Magnette, described in MOTOR SPORT last July, beat every other car, making f.t.d. in 30.92 sec., an average of over 46.5 m.p.h. The only racing cars permitted were Class I vehicles, amongst which Stirling Moss' Cooper was very nicely handled, especially as to gear-changes in rapid succession before the hairpin, to clock 31.40 sec., second fastest time. Incidents, in the form of front-wheel slides and 180-degree gyrations, were rife at the hairpin, and heavy rain spoilt many second runs. Meisl (H.R.G.) and Lee (2-litre Aston-Martin) skidded and struck a tree, with damage to their cars but no personal injury. Tony Crook was untroubled by locking front wheels, in his B.M.W., Way spun *his* B.M.W., Cole handled his Jaguar very well both in the dry and in the wet, Leslie Allard did one nicely controlled run in the wet after rectifying valve trouble, and Burgess was faster on his first run, both Allards impressively stable. The crowd was quick to express scorn at slow cornering, and loudly clapped Leonard's fearless runs.

The multi-carburetter Chrysler-base Cripps-Special was going well, Westcott's Mercury-engined Frazer-Nash had soft front tyres and Strang held a slide well, while Sparrowe kept his engine going as his S.M.S. gyrated. Mrs. Onslow Bartlett drove in a spirited manner in the Mercury, anxious not to be outdone by her famous husband, who won his class. Mrs. Richmond sportingly drove Quartermaine's "30/98" Vauxhall, but was slow, Hall's Marwyn ran out of air-pressure, Brandon's Cooper broke a chain on its first getaway, and Stoop's Spink 500 had carburetter-control maladies. Parker had moments in his Jaguar, Bryant was noticeably neat in his Marwyn, Sparrowe drove well, Brandon cut early for the hairpin in the wet, and Lord Strathcarron's handling of his Marwyn was good to watch. Buckler, too, drove well. Interesting runners were the Darracq-Nash, alias Pansy-Special, a supple-suspended Healey saloon, Finch's racing-cum-sports Amilcar, the Beckenham-Special, now with six Amals to its "18/80" M.G. engine, Richmond's 3-litre twin o.h.c. Sunbeam, and the very Continental Jason-Henry Delahaye.

### Results

SPORTS CARS UP TO 1,200 C.C., UN-S/C:
1st: H. Lester (1,086-c.c. M.G.), 35.52 sec.
2nd: C. D. F. Buckler (1,172-c.c. Ford), 37.92 sec.
3rd: C. V. Coles (746-c.c. M.G.), 39.86 sec.

SPORTS CARS UP TO 850 C.C. S/C AND 1,750 C.C. UN-S/C:
1st: G. E. Phillips (1,250-c.c. M.G.), 34.24 sec.
2nd: E. J. Newton (1,497-c.c. H.R.G.), 34.25 sec.
3rd: W. P. Uglow (1,496-c.c. H.R.G.), 34.91 sec.

SPORTS CARS UP TO 1,200 C.C. S/C AND 2,600 C.C. UN-S/C:
1st: O. A. F. Finch (1,100-c.c. Amilcar, s/c), 32.90 sec.
2nd: T. A. D. Crook (1,971-c.c. B.M.W.), 33.29 sec.
3rd: R. Way (1,974-c.c. B.M.W.), 33.50 sec.

SPORTS CARS UP TO 1,600 C.C. S/C AND 3,750 C.C. UN-S/C:
1st: L. Leonard (1,408-c.c. M.G., s/c), 30.92 sec.
2nd: T. L. H. Cole (3,485-c.c. Jaguar), 32.63 sec.
3rd: G. Jason-Henry (3,600-c.c. Delahaye), 33.26 sec.

SPORTS CARS UP TO 2,100 C.C. S/C AND UNLIMITED UN-S/C:
1st: Onslow Bartlett (3,917-c.c. Mercury), 32.10 sec.
2nd: W. L. Cripps (5,297-c.c. Cripps-Special), 33.79 sec.
3rd: J. A. Cripps (5,297-c.c. Cripps-Special), 33.85 sec.

SPORTS CARS UNLIMITED, S/C:
1st: T. A. D. Crook (2,904-c.c. Alfa-Romeo, s/c), 31.93 sec.
2nd: K. E. O. Burgess (4,000-c.c. Allard, s/c), 32.09 sec.
3rd: T. L. Allard (3,917-c.c. Allard, s/c), 33.38 sec.

RACING CARS UP TO 500 C.C., UN-S/C:
1st: S. Moss (Cooper), 31.40 sec.
2nd: G. R. Hartwell (Monaco), 31.56 sec.
3rd: E. Brandon (Cooper), 31.62 sec.

THE SIX FASTEST:

| | sec. | |
|---|---|---|
| L. Leonard (M.G.) ... | 30.92 | £50 and Meadow Cup. |
| S. Moss (Cooper) ... | 31.40 | £50 and Joliffe Cup. |
| G. R. Hartwell (Monaco) ... | 31.56 | £15. |
| E. Brandon (Cooper) ... | 31.62 | |
| T. A. D. Crook (Alfa-Romeo) | 31.93 | £10. |
| Onslow-Bartlett (Mercury) | 32.10 | £10. |

LADIES' CUP: Mrs. Onslow-Bartlett (Mercury), 34.02 sec.

# *Book Reviews*

"PRIVATE OWNER," *by L. R. Higgins* (*Foulis*, 8*s.* 6*d.*)

This is a long-awaited 176-page book about motor-cycle racing, seen from the saddle by an amateur rider and tuner of Velocette machines. Racing at Brooklands, Donington, the I.O.M. and Belfast is covered, pre- and post-war. Higgins gives plenty of detail, such as technical reasons for retirements, and refers to his 1921 model-H Matchless and an aged Morris-Cowley that he used as transport for his racing bicycle in the early days of his career. The cost of racing is outlined, and there are good illustrations, although these photographs do not bear on the text to a greater extent than depicting the courses ridden over.

* * *

"THE STORY OF THE MANX," *by G. S. Davison* (*T.T. Special*, 8*s.* 6*d.*).

This little 136-page book, on art paper, is a follow-up of the author's "Story of the T.T." It gives the history of the Manx G.P. from 1923 onwards. There is an analysis of entries and lists of winners, place-men, lap record holders, etc.

There is, additionally, a wonderful analysis of the T.T. course mile by mile, detailing all the corners and items of "scenery" and quoting the appropriate gear used at given stops by a "500" rider. This will be of inestimable value to new riders.

* * *

"ROAD TRANSPORT CAFES" (*The British Road Ferderation*, 1*s.*).

This nicely-produced 32-page booklet seeks to promote better facilities for the transport-driver. Whether the rougher types, excellent chaps that they are and grand job that they do, would really welcome chro ium-plated snack bars on American lines is debatable, but, going to lesser extremes, this book talks lots of sound common sense. If you have never appeased your appetite at "Bert's" it will mean nothing to you. If you can, on occasion, eat in company with the transport-boys without embarrassment, get a copy. Attempting to identify the many "pull-ups" illustrated is, on its own, worth a shilling.

*A Comprehensive Test of the AUSTIN A40 DEVON SALOON—continued from page 297*

tyres on the car tested, but normally 5.00 by 16 covers are supplied for the home market. The packing was coming out of the rim of one wheel. The rather small fuel filler has a wire-held bayonet cap. Over rough surfaces the bonnet panels rippled slightly but the facia was always rigid.

The fuel tank holds 8¾ gallons, giving a range of over 260 miles under normal circumstances, and the sump, replenished *via* the valve cover, has a capacity of 7½ pints. An excellent instruction book and additional servicing and descriptive data is issued for the car.

During our test we spared the A40 nothing, yet the only failures were confined to one sidelamp bulb and the exhaust-flange gasket where manifold meets pipe. The latter "blew" after about 300 miles' driving, possibly because of flood water impinging on the hot pipe, and converted the engine from a very quiet into a rather noisy unit; no fumes entered the car. A damp patch appeared on a coat rolled up on the rear parcels shelf; conditions, admittedly, were tropical.

Space precludes a technical discourse on this most likeable and advanced Ten, but it may be observed that the 10.6 R.A.C.-h.p. push-rod o.h.v. engine gives 40 b.h.p. at 4,300 r.p.m., has a maximum torque of 59 lb. ft. at 3,000 r.p.m., has a three-bearing camshaft and crankshaft, the former chain-driven, pump cooling with fan and self-condensing radiator, a 12½-pint water capacity, a by-pass oil filter, coil ignition with centrifugal and vacuum timing control, and an A.C.-fed Zenith downdraught carburetter. Stevenson jacking is used, the ¾-floating rear axle holds 2¾ pints of oil, and the pressed-steel chassis is of box-section. Other data is given in the accompanying panel. Lucas electrical equipment is used.

The Austin A40 is a very fine little car, and it is difficult to decide which of its many outstanding characteristics impresses most—its refinement, its high rate of travel, its spirited response to enthusiastic driving, or its economy and sheer A-to-B transport value. Certainly these good qualities combined result in the A40 being regarded by many discerning folk as today's outstanding "Ten."—W. B.

# *FORTY YEARS ON . . .*

*by* KENT KARSLAKE

*Forty years on, growing older and older,*
*Still sound in wind though your story is long,*
*Still full of poke, though betrayed by your solder*
*—What is one piston to those that are strong?*
*Give us French plains or French hills to beleaguer,*
*The wind in our faces, with rain or with sun,*
*Speed for the fearless and revs. for the eager*
*Twenty and thirty and forty years on.*
[*With apologies to Harrow School.*]

IT is longer ago now than I altogether care to remember that I originally posed the question in these columns: "Where are the veterans?" and, in particular, where do old racing cars go? The answer, it seemed, was, in the majority of cases, *via* the hands of unsympathetic owners to the scrap heap. They are not, one could have confidently assumed, carefully nurtured for forty years, and then returned to the scene of their former exploits. Very confidently, as a matter of fact, because, I regret to say, it is so long since I originally asked this question, that forty years before that date there were no racing cars in existence. And at that time even the oldest that did exist were accorded very little honour in motoring circles.

I could hardly have foreseen, therefore, that one day a friend of mine would ask me, in all seriousness, whether I would care to accompany him to the Grand Prix in a Grand Prix racing car forty years old. But this happened. Cagno's 1908 Grand Prix Itala was going to the 1948 Grand Prix; its present owners, Sam Clutton and Bob Ewen, were going to take it. Mrs. Ewen was going too, but since this historic car now carries a four-seater body, there was room for me too. And there was, besides, a supporting caste, for Peter Hampton's 1913 Bugatti racing car "Black Bess" was also to essay the journey to Rheims, and so was Laurence Pomeroy's 1914 "Prince Henry" Vauxhall. As distinguished a trio of cars, one might say, as one would light upon in a hurry.

Would I go? How long I dallied, letting I *cannot* wait upon I would, is longer than it should have been. I ought to have lost the chance of a lifetime, but sometimes fate is not so unkind, and I went. "I hope at any rate that you get as far as Dover," someone said to me just before we started; my chances of getting as far as Rheims were not, apparently, rated very high.

But we got as far as Dover, at least, and with very little trouble. The Itala has been described in MOTOR SPORT before, and it is many years since I first went in it; but familiarity breeds less than no contempt for the manner of its going. With luggage for the party of four, to say nothing of Sam's umbrella, strapped securely on the running board, fitted expressly for the purpose, and with the rear passengers appropriately goggled against the rush of its passage, we must have made a stirring sight as we roared along the roads of Surrey and Kent. But England, one could not but reflect, hardly provided ideal conditions for 12 litres of rear-braked motor car. The surge of its second or third speed, as the driver changed down to pass something, was terrific, but just as the great car was getting into its stride in top, there was always another corner, another obstruction. On the long, straight roads of France, though, this was surely going to be a magic motor car, fit to transport one back to a more heroic age.

At Dover we fell in with the Vauxhall and the Bugatti. We dined and we embarked upon the train ferry three motor cars with an aggregate age of more than a century and an aggregate maximum speed of more than twice as many miles an hour. I do not think that the Dover-Dunkirk crossing is ideal, except that it fits in well with the time-table of busy men. There never seem to be as many berths as there are passengers; or, indeed, as there are passengers who have been promised berths; you can be disembarked at four o'clock in the morning, but unless you are so flush of English coupons that you can go aboard with a full petrol tank, you are disembarked into an unfriendly world where all the filling stations are shut. And if you decide to try to sleep on until seven, you find that the early departings, to say nothing of the train, make quite a little noise. However, you can have eggs and bacon for breakfast, and if you don't sleep too much, you can have as many breakfasts as you like, starting from the moment when you go aboard.

However, even Channel crossings do not last for ever. Seven o'clock came, the three veterans were driven on to *terra firma*, and, after an expeditious parley with the Customs, we were launched upon the roads of France. For me, this was my first taste for nine long years of that motoring freedom which can be savoured only on the Continent. I found myself taking great gulps of French air as we threaded our way out of the docks, and headily reflecting that no difference of kind separated us now from those who scoured France in the heroic days of the town-to-town races.

My hosts had most hospitably, if rashly, invited me to take the wheel of the Itala before ever we had reached Dover, but, remembering that pious hope which had been expressed on our departure, I had declined. Now, however, the great moment had arrived, and, with mingled joy and apprehension, I settled myself in the driving seat. Before we were clear of Dunkirk the apprehension had vanished, the joy had swelled a thousandfold. There can have been few cars that look so imposing but that are, in reality, so tractable, as the 12-litre Itala. Fresh from the somewhat exiguous wheel of my 1914 850-c.c. Peugeot, I was tempted to regard this giant racer as a piece of cake. And its vintage, I strove hard to remember, was the same as that of my late-lamented 1,500-c.c. Sizaire-Naudin, which was a veritable rodeo turn compared with this. Here was steering of thoroughbred precision; a gear-change which, if it was more he-man than a Cotal, was smooth, positive and utterly lacking in vices; and, above all, a surge of restrained power beneath the right toe which tried to intoxicate one into throwing back the head and greeting the leaden skies of this typically 1948 July morning with wild bursts of Homeric laughter.

We set off from Dunkirk in convoy, led by Pathfinder Pomeroy, in the "Prince Henry"—"*c'est un véritable torpédo*," remarked the local cognoscenti—with "Black Bess," who might have proved fickle, at least in less able hands than those of Peter Hampton, coming next, and the Itala, as the fleetest of the trio, in the rear. In our impatience to reach Rheims and the races, we had routed ourselves by Cassel, Arras, Cambrai and St. Quentin, an unfortunate decision as it proved. If you have the firmness, even when going east, to leave Dunkirk westwards by Calais and Boulogne, you can do so on a fine road all the way. But if you strike south-east, you come upon the industrial north and its attendant *pavé*. Whoever christened *pavé* execrable found, without any doubt, *le mot juste*. Sometimes a stretch of concrete flattered only to deceive, came to an abrupt end and deposited us again on the uneven sets, where our gallant veterans plunged and wallowed or shook like an aspen. At last the greatest of enthusiasts for high-pressure tyres could understand the *raison d'être* of balloons.

We had intended to stop for more food in Arras, but we were behind schedule and we pressed on. All our Channel-steamer breakfasts seemed far behind as all our yesterdays, but the Pathfinder was determined to make Rheims for luncheon, and inexorably he led us on. Sam was driving now, and to me had fallen the scarcely onerous duties of mechanic, which consisted of no more than giving a few desultory pushes, every few minutes, to the pressure pump which serves to lift the petrol from the tank. Gradually, however, it dawned upon me that my duties were becoming less intermittent. Bob, ensconced in the back seat, was instructed to reach over to the petrol filler cap and see that it was tight. He reported that it was; and still the pressure continued to fade. We stopped, at last, to investigate and found a sorry state of affairs. The shaking of the *pavé* had broken one of the bolts holding the petrol tank, and fuel was running from the resultant leak in a steady trickle.

There was obviously no point in our all missing our lunches, and feeling rather like the captain who stays with the sinking ship, we bade the Vauxhall and Bugatti push on for Rheims. The delay, however, was a short one, the broken bolt was replaced, and once more we took the road. But time was no longer on our side. The leak in the tank remained, and the question as to whether our fuel supply would suffice to take us to our destination depended not so much on distance as on speed. How long would it take us to cover 50 kilometres? The *pavé* was behind us now, and N 44, broad and straight, beckoned us onwards

across the plain of Champagne. Quickly the great car got into its stride, the gear-lever lunged forward into top, the rev.-counter flickered upwards to 1,000, and at 1,000 r.p.m., just ponder it, these 12 litres give 60 m.p.h. And the needle did not stop there—it went on up to 1,200, 1,400, 1,400 plus, for mile after mile, as at 85 m.p.h. the red Itala hurtled across the plains. The black shape of the Bugatti loomed up ahead, was beside us, dropped back as if its mile a minute were a crawl, the roar of the Vauxhall's exhaust sounded like a buzzing against the beat of our 3-litre cylinders as we went by, and the wounded Itala was in the lead. No longer was the office of mechanic such a sinecure as hitherto. To push the pressure up to 2 kilogrammes and wait for it to drop back to 1, at which point the engine began to starve, was no longer sound policy, for it meant that petrol was being forced out of the hole in the tank. The needle, therefore, must be kept just above that magic 1 kilogramme, and the pump handle worked steadily, but unceasingly. I was inevitably reminded of Charles Jarrott's description of his drive on the De Dietrich in Paris-Madrid. "... I slackened down a little while Bianchi slaved at the lubricating pump and poured oil into the base chamber." Well, at least I was not expected to pour oil into the base chamber at 80 m.p.h. !

Rheims loomed up at last on the horizon and still the petrol held. But where was our hotel ? Feverishly pumping still with one hand, I got the place at last in the " Guide Michelin " with the other. We swooped right, down the boulevard, circumnavigated the controlling *agent* left, into an avenue, with cars parked all down its centre, and, as we swung round the end of them, the engine gave a despairing splutter and died. With no longer a drop of petrol in the tank, we coasted to the door of our hotel and lunch. What we ate for it is no business of anybody's but the crew's !

To mend the petrol tank proved to be short work for a French garage, but in the course of that afternoon and evening the owners came to the conclusion that the Itala's engine had developed an unbecoming noise. The cause of it was diagnosed as a little-end, and it was decided that next day the assistance of the garage should be called in for its repair. Now unfortunately, because I possess a certain ungrammatical fluency when in my cups, the impression has been gained by certain people that I can speak French, with the result that I quickly found myself in the role of interpreter. But what was a little-end ? Well, I thought, *bielle* is a connecting rod, I have heard of something called a *tête de bielle*, and that, surely, must be a little end. On this assumption, I addressed the foreman, who replied that he would dismount the crankcase, which the French call *carter*, pronounced " *cartère*," because, so they tell me themselves, they believe it to be an English word. At this I remonstrated, suggesting that it seemed to me to be a very round-about way, seeing that the cylinders were detachable, of coming at the *tête de bielle*. The foreman looked puzzled for a moment, and then a great light illumined his countenance. He went away and fetched a connecting rod. " *Voilá, monsieur*," he remarked on his return, pointing to the big-end, " *la tête de bielle ; et voilá*," pointing to the little-end, " *le pied de bielle. Ce n'est pas logique, mais c'est mécanique.*"

Well, that's what comes of employing ignorant interpreters. But why, I wonder, do French connecting rods stand on their heads ? The answer, I suppose, is that they used to lie horizontally in steam engines, and while they were in that position it was at least arguable as to which end was the head and which the foot.

In any case the two back cylinders were removed, instead of the crankcase, and their removal revealed a sorry sight. Number 4 piston had earlier been welded by a special process, but the repair had not held; there was a gaping hole in the top of the piston and not only the " *pied* " but the " *tête de bielle* " also had suffered from the resultant fire in the *carter*. However, working after hours on a Saturday afternoon, while across the garage the Italian mechanics checked and checked again each item of the Grand Prix Alfa - Romeo's machinery, the foreman re-welded the piston, and before night fell the Itala's engine had been reassembled. But it was clear from the condition of the bearings that there could be no holding 1,500 r.p.m. on the homeward journey.

By the more *blasé* spectators, the Grand Prix on the following day was voted a rather tame affair. But it is a point of view which I must admit that I do not share. As, seated in the Vauxhall, we threaded our way among the throng of hooting Frenchmen towards the grandstand, with the rapidly-filling car park spread out beneath us, the mind inevitably went back to that other July day, in 1914, the year in which our present mount was born, when the Grand Prix was at Lyons, and the concourse of motor cars which carried the spectators to witness it was greater, or so men said, than any that had ever been gathered together in one place before. And what if the race was to be a walk-over for Alfa-Romeo, and if the Alfa-Romeos were not quite as fast as the German cars of before the war —it takes an expert eye to detect the few miles an hour that separate the Alfas from the Mercédès. On the road, Villoresi's Maserati, while it was going, could press the Alfettes hard enough to make those cars look as if they were racing. We watched the start of the race from just beyond the first acute corner in the village of Gueux, and I, for one, shall not soon forget the sight as the snarling pack burst into view. Would you rather have seen Szisz on his Renault, Nazzaro on his F.I.A.T.s, Lautenschlager on his Mercédès, Boillot on his Peugeots, Segrave on his Sunbeam, Benoist on his Delages, some of the Bugattis or the German cars of the thirties ? Perhaps. But to the eye of faith, Wimille on his Alfette was as historic a sight as any of them, and forty years on, if there is anyone left who cares, his car may look as historic as our 1908 Itala looks today.

The next day, Pomeroy and I, having business to transact in Paris, left early for the capital in the Vauxhall, leaving the Itala and the Bugatti to take a more direct, but better-surfaced, route than that used on the outward journey, to Dunkirk. If travelling in the Itala is a progress of high adventure, motoring in the Vauxhall is—motoring ; and if anyone who is antipathetic to the Edwardian concept wishes to be cured of his disorder, I recommend him to undergo a course of " Prince Henry." Not once in the 100 miles from Rheims to Paris, nor yet in the 200 miles from Paris to Dunkirk did that amazing engine miss a beat; at a mile a minute it sounded as if it were barely trying, while the car seemed to sit as tight upon the road on corners as it did on the straight. As the long avenues of trees dropped back behind us and the high French clouds drifted across the wide hedge-less fields, we felt that this was really motoring.

Towards dinner time, and according to plan, we fell in with a 1948 straight-eight Daimler, and together we repaired to a little hostelry, carefully selected beforehand. It stands at the end of a winding by-road by the side of a river, and mine host understands *la bonne cuisine*. This was to be our last dinner in France, and without doubt we did it justice. Perhaps I need only confess that before we left I was not only ungrammatically fluent, but sufficiently fluent to sully the proprietor's Visitors' Book with an extemporary poem in villainous French. Time, as time does on such occasions, passed swiftly ; and when at last we noticed that it was growing dark outside, we realised that we had 70 miles still to do and, if we were to be at the boat at the stipulated time, we had half an hour in which to do them.

" Prince Henry " still has his original electric headlamps, and I would be among the first to admit that since 1914 there have been advances in the design and mounting of headlamps. Pomeroy, in any case, decided that he would rather have the bright lights (and, incidentally, the front wheel brakes) of the Daimler behind him, and so we set off in the lead. Before ever we had wound our way along the lane to the " nationale " I knew that we were going to lose no time. For the first 10 miles or so all went well ; but the Vauxhall's lights, though adequate for illuminating the road, are not well placed for shining on sign-posts. Suffice it to say that in a nameless village we took the wrong turning. It would be tedious. if possibly instructive, to describe what happened next. But the upshot of it was that first the Daimler, then the Vauxhall, left that village, each convinced that the other was ahead, and each doing all it knew to overtake its companion.

Needless to say, we were not successful. The summer night was over and about us now, the hour was late and the prospect of a departing steamer beckoned us on, faster, faster. The driver drove like one inspired, and as we roared through the night, the Dunkirk lighthouse on our port bow seemed to wink at the great full moon on our starboard quarter. I verily believe that in the years that are to come there will be a tale to be told in the villages of the north of France, as the old folk and the children gather

round the fire, of how on a July night long ago, a white and phantom car, belonging to another age, roared through the darkness, with the ghost of Jehu at the wheel, and—who knows ?—the devil at his side !

We made it somehow. The docks of Dunkirk are hard enough to traverse in daylight, the ferry-boat almost impossible to find, but we made it somehow. And as we swung left over the last bridge before our goal, we saw straight ahead a sight that raised a cheer which froze in horror on our lips. It was the great outline of the Itala, but instead of being on its native road—or what does duty for a road in the docks of Dunkirk—the Itala had taken to the railway tracks, and was struggling there as if in agony.

The Itala, as the Vauxhall had lost the Daimler, had lost the Bentley that was to light it on its way, and with nothing to guide it but two side-lamps lit from a torch battery, it had blundered in this dockland wilderness into the domain of an oncoming, but fortunately observant, train. We were almost too late to help, and by the time the great car had been got back on to the road, it had demolished its undertray and, what was far worse, chawed up its reverse-and-first-speed pinion. As for the Vauxhall, in that mad rush across the north of France, it had discarded its spare wheel, without ever the driver or the passenger noticing. Only "Black Bess," suspected at the start of fickleness, was already garaged demurely on the boat.

It is not for me to say that it was worth it. I have not lost a scarcely replaceable spare wheel, nor yet a first-speed pinion less than a fortnight before Prescott. But still I think that when these things have been forgotten, even by the sufferers, those of us who reach our dotage will stoutly maintain that Paris-Madrid was run in 1948.

## The Trials "Star"

We are glad to announce that the British Trials Drivers Association has revived the Trials "Star." as MOTOR SPORT suggested it should. The Star will be awarded at the end of this year for the best aggregate performance put up by a B.T.D.A. member in specified trials. There is no entry fee, but entries must be in the hands of the B.T.D.A. (Sec., D. S. Flather, Standard Steel Works, Tinsley, Sheffield), before an entrant's first nominated event. Those wishing to compete for the "Star" nominate eight events from the trials approved for this purpose by the B.T.D.A., and they are judged on their six best performances in these eight events. Marking is as follows: one mark for every starter, less one mark for each competitor placed above the B.T.D.A. claimant in the order of merit, or marks based on the percentage of competitors, divided by two, who *do not* qualify for 1st, 2nd, or 3rd class awards, depending on the form of trial concerned. Competitors are, of course, quite free to compete in events which they have not nominated, nor need they necessarily compete in all eight events if they have done sufficiently well in fewer events to top the marks-list. The list of this season's approved events commenced with the Y.S.C.C. 4/44 Trial on June 27th and the M.C.C. Devon Trial on July 31st. We give below the list of remaining trials approved by the B.T.D.A. for the 1948 "Star," because it is an admirable pointer for those wishing to spectate on their meagre standard ration, as to which *are* our premier trials. The "Star" is to be contested afresh in 1949.

Sept. 4th. L.A.C. Davis Trophy Trial.
Sept. 12th. M.G. C.C. Cookshoot Trial.
Sept. 19th. L. and C. Lakeland Trial.
Oct. 9th. Bristol M.C. and L.C.C. Roy Fedden Trophy Trial.
Oct. 10th. Maidstone and Mid-Kent M.C. Bossom Trophy Trial.
Oct. 17th. West Hants and Dorset C.C. Knott Cup Trial.
Oct. 23rd. M.C.C. Sporting Trial.
Oct. 24th. S. and H. High Speed Trial.
Oct. 30/31st. R.A.C. Zonal Trials.
Nov. 6th. S.U.N.B.A.C. Vesey Cup Trial.
Nov. 13th. Harrow C.C. Cottingham Memorial Trial.
Nov. 21st. Kentish Border C.C. Sporting Trial.
Dec. 4th. N.W.L. Gloucester Trial.
Dec. 31st. M.C.C. Exeter Trial.


## CLASSIFIED—FOR SALE—*continued*

**1924 B.S.A. 10-H.P.** tourer, one owner, as new, 2-cylinder; 15,000 miles only; offer. 1925 21-h.p. Alfa-Romeo, one owner; worth seeing; about £150. 1934 Lagonda DuCros Police ambulance, unusual vehicle; Lockheeds mag.; 700/18 balloons; sound; about £100. Suitable conversion. Above vehicles to clear, room wanted. Smallbone, 116 Raddlebarn Road, Selly Oak, Birmingham.

**12-V. S.U. PUMP,** 35s. Bentley-type ammeter, with bezel switch, 20s. 6-in. Lucas lamp, 5-in. spotlamp and mirror, Riley Nine king-pins. 8, Aldersmead Road, Beckenham, Kent. Tel.: Sydenham 5084.

**TWO SCINTILLA VERTEX N.V.4s,** clockwise; completely overhauled by makers. As new, £8 each. Box No. 644, MOTOR SPORT, 15, City Road, E.C.1.

## WANTED

**SPORTS CARS.** T. & T. interested in purchase of good sports cars. Thomson & Taylor (Brooklands) Ltd., Portsmouth Road, Cobham, Surrey.

**SPORTS CAR** urgently wanted; condition, age, distance and price unimportant. Box No. 9, MOTOR SPORT, 15, City Road, E.C.1.

**ALL TYPES OF M.G. PARTS,** engines, etc.—Toulmin Motors, 21, St. John's Road, Richmond, Surrey.

**INSTRUCTION MANUALS** and literature for all types M.G., condition immaterial as long as price is reasonable. A. L. Toulmin, 21, St. John's Road, Richmond.

**SPORTS CAR WORK.**—Racing cars and specials developed. Elaborate workshop and machinery. Vic Dutton, 22, Leinster Mews, Leinster Terrace, Bayswater, W.2. *Paddington 5522.*

**ANY PHOTOGRAPHS** and data of Mercédes-Benz "38/250." Also instruction book for "36/220" or "33/180" model. Box No. 569, MOTOR SPORT, 15, City Road, E.C.1.

**URGENTLY.—TWO 18-IN. WHEELS,** small shell 42-mm. hub, 16 outer, 32 inner spokes to centre of rim ("Hornet"). Also "TA" matrix. Gardner, 76, Penrhyn Avenue, Derby. Tel.: 2785.

**FLYWHEEL,** complete with single-plate automatic clutch, wanted for 1935 Riley Nine. Turberville, 61, Grosvenor Road, Swindon, Wilts.

**"S.4" SALMSON 4-SPEED GEARBOX** and clutch. Also engine spares. G.P. or Amilcar radiator cowl. Mr. Bowling, 24, St. John Street, Strauraer.

**ALVIS "12/50,"** Type TH, 1925 onwards. Details to Thomas, 16, Staunton Road, Headlugton, Oxford.

**URGENTLY.—CRANKCASE** only, or engine, for 1934/38 Austin Seven. Also any other parts you have to offer. Dalby, Kirby Wiske, Thirsk, York.

**VINTAGE FRAZER-NASH.** Condition not important if price is reasonable. Box No. 616, MOTOR SPORT, 15, City Road, E.C.1.

## WANTED—*continued*

**BRONZE HEAD** or any bits for improving performance of 1935 Riley "Imp." Also Frazer-Nash, in any condition, about £100. C. Arnold, 8, Homestead Way, Northampton. Tel.: 5001.

**1928 WOLSELEY TEN** tourer. Body in any condition but engine must be in working order. E. M. Beanard, Shelwick House, Shelwick, Hereford.

**FOR RILEY NINE.**—Twin Zenith carbs. and inlet manifold; set of "Imp" mudguards; five E.L.P. 16-in. bolt-on wheels for Riley. Any other spares. Wanted: Austin Seven-special parts of every description. Box No. 621, MOTOR SPORT, 15, City Road, E.C.1.

**COIL AND DISTRIBUTOR UNIT** to fit 1931 C-type "Montlhery" M.G. Midget, or Scintilla Vertex for same. Urgent. J. Blake & Company, Limited, 35, Hardman Street, Liverpool, 1. Tel.: Royal 6622.

**KNOCK-OFF WHEEL,** 62-mm. hub, 17-in. rim. Stephenson, Kent End Cottage, Ashton Keynes, Wilts.

**RADIATOR FOR M.G. M-TYPE,** 1929-30. Chassis 2M 397, engine 106A. Reasonable price. Middleton, County Hall, Kendal.

**UP TO £150 CASH** offered for 8/12 h.p. sports car. One dismantled or requiring repair will do. Full details. Box No. 627, MOTOR SPORT, 15, City Road, E.C.1.

**TYPE 37 BUGATTI** cylinder block wanted in good condition, or complete engine if not too expensive. A. J. Tutt, 8, Chadwell, Ware, Herts. Telephone: Ware 276.

**RILEY 12/4 ENGINE,** also F.I.A.T. "1,100." Any condition. Campbell, Kildwick Hall, Cross Hills, near Keighley, Yorks.

**OIL PUMP OR DRIVE GEAR** for a 1925 Sunbeam "14/40." Mason, Commercial Hotel, Roche, Cornwall.

**2-LITRE OR "16/80" LAGONDA,** Aston-Martin or similar. Box No. 637, MOTOR SPORT, 15, City Road, E.C.1.

**1934/1935 3-LITRE LAGONDA HANDBOOK** wanted. Good price offered. R. D. Wickham, Gate House, Brenchley, Kent.

**URGENTLY.—ANY WINDSCREEN** suitable for "Red Label" Bentley. Also hood, tonneau cover and 21-in. wheel. Box No. 638, MOTOR SPORT, 15, City Road, E.C.1.

**CARBURETTERS.**—A pair of carburetters, preferably S.U., but offers of any make welcome, for Riley "Monaco." Box No. 645, MOTOR SPORT, 15, City Road, E.C.1.

**URGENTLY.—CRANKSHAFT** for 1928 O.M. Must be sound. Smith, 108, Saffron Road, Glen Parva, Leics. Tel.: Leicester 89759.

## WANTED—*continued*

**1933 2-LITRE (Front) BLOWN "SPEED" MODEL LAGONDA** open sports tourer with cycle-type wings (metal body). Must be low mileage, preferably privately owned. Photographs appreciated. Good price for right model in exceptional condition. Write or telephone, W. J. Gore, 211B, Northdown Road, Margate.

**UP TO £125 AVAILABLE** for purchase of open 2- or 4-seater sports car. Condition immaterial providing price reasonable. Fullest particulars to BM/ERMO, London, W.C.1.

**LEA-FRANCIS "HYPER."**—Four steel connecting-rods and cylinder head, also dynamo, urgently required. D. Shepherd, 25, Sandfield Road, Oxford.

**M.G. 2-LITRE ENGINE,** clutch and gearbox. Condition not important provided block and head not cracked. D. Shepherd, 25, Sandfield Road, Oxford.

**RILEY NINE ENGINE,** complete, condition immaterial. Must be cheap. Deacon, 61, Evington Parks Road, Leicester. Tel.: 25412.

**MECHANICALLY EXCELLENT LANCIA "LAMBDA"** late series tourer or D.H., with good tyres. Reasonably priced. Burton, Little London, Basingstoke.

**FRONT BRAKES** or complete front axle for 1925 12-h.p. Talbot-Darracq, and self-starter for 1923 Rover Eight. For sale: a number of beaded-edge tyres. R. Samuelson, Staplefields, Steyning, Sussex.

## MISCELLANEOUS

**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. Tulse Hill 3483.

## SITUATION VACANT

**MOTOR ENGINEER-FITTER** required. Skilled enthusiast with extensive professional experience building and preparing competition and racing specials, including fabricating components. Preferably conversant with steering and springing geometries, and Ford-works trained. Apply: C. D. F. Buckler, c/o Bucklers, 67, Caversham Road, Reading. Tel.: 4903 and 3227.

## SITUATION WANTED

**YOUNG MAN (24) SEEKS** progressive position sports car industry. School certificate, sound theoretical knowledge, considerable practical experience. One year's development experience Government experimental establishment. Box No. 615, MOTOR SPORT, 15, City Road, E.C.1.

# *A Comprehensive Test of the*

# AUSTIN A40 "DEVON" SALOON

*Real Refinement, Excellent Controllability, 30 m.p.g. Economy, and Mile-a-Minute Cruising.*
*A Ten with an Outstanding Combination of Good Qualities.*

THE needs of the present and the immediate future call for cars capable of a good fuel consumption. If this economy can be allied to comfort, stylish appearance and, withal, a performance, both from the stopwatch and handling aspects, which renders the car not too tedious even when distances of upwards of 300 miles have to be covered between breakfast and dinner, then the maker has reason to be proud. The Austin A40 has all these attributes, yet it costs only £428 16s. 1d. in two-door "Dorset" saloon form, or £441 11s. 8d. as the four-door "Devon" saloon. Were purchase tax abolished, these prices would drop to £335 and £345, respectively.

The A40 is remarkably good value for money, and a comprehensive test of a "Devon" left us genuinely impressed with the car, which is what thousands of car-minded families have long awaited and so many enthusiasts have sought as a "second-string" in the stable. Our test extended over more than 500 miles and embraced main-road work with the throttle depressed to its fullest extent, negotiation of lanes and by-ways, the crossing of a deep ford, and Sunday pottering with children in the car. Let us immediately emphasise the economy aspect, since this is often the primary reason for the purchase of a 10-h.p. car. We drove harder than most drivers would in such a car, for the greater part of the mileage. The consumption of "Pool" came out at 30.4 m.p.g., no oil was added, and no water required. Cruising at 50 m.p.h., but coasting where convenient, we covered 32 miles on a gallon.

Let us now examine this A40 in respect of the characteristics listed in the sub-heading to this report.

We approached the car critically, for is it not the product of one of Britain's largest manufacturers, operating a vast export programme and, furthermore, a concern that has specialised in economy cars for over a quarter of a century?

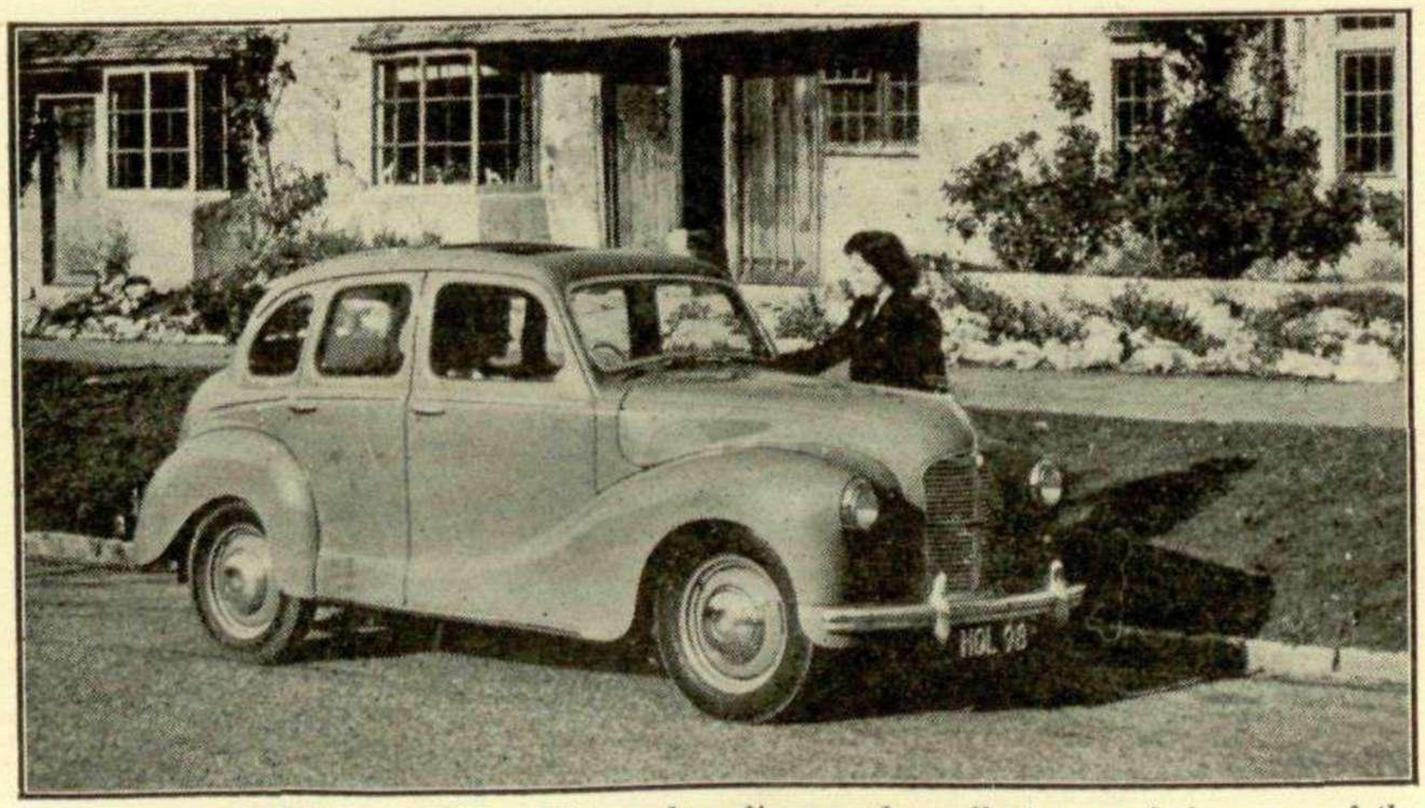
From the first, the refinement of the car, remembering its basic price of £345, was evident. The engine is very quiet at "tick-over" and never really evident at speed. Only subdued, typically-Austin gear-noise intrudes when accelerating on the indirect ratios, while, apart from a rattle somewhere at the rear and a troublesome vibration of the starter-control that came in at 55 m.p.h., body protests are absent, nor do the tyres too obviously indicate changes of road surface. Wind noise there is as the knots pile on, but this is not especially troublesome providing the windows are up. On the over-run the transmission is dead silent. The A40, in short, can claim a refinement of running that was once the prerogative of far more costly cars.

*THE AUSTIN A40 "DEVON" SALOON*

*Engine:* Four cylinders, 65.48 by 89 mm. (1,200 c.c.); R.A.C. h.p. 10.6; 40 b.h.p. at 4,300 r.p.m.
*Gear ratios:* 1st, 21.87 to 1; 2nd, 13.2 to 1; 3rd, 8.33 to 1; top, 5.43 to 1.
*Tyres:* 5.25 by 16 Dunlop, on disc wheels (5.00 by 16 for home market).
*Weight:* 20 cwt., dry.
*Steering ratio:* 2⅝ turns lock-to-lock.
*Fuel capacity:* 8¾ gallons (range approx. 290 miles).
*Wheelbase:* 7 ft. 8½ in.
*Track:* 4 ft. 1½ in.
*Overall dimensions:* 12 ft. 9 in. by 5 ft. 1 in. by 5 ft. 2½ in.
*Makers:* The Austin Motor Co., Ltd., Longbridge, Birmingham.

As to controllability, or, if you like, driver-enjoyment, this is of an unexpectedly high order. The sliding bucket front seats possess upright backs and give excellent support, again suggestive of the luxury car. Neither front wing is visible, but the wide screen affords a fine view ahead, while the pedals are well placed and the 16-in. dia. spring-spoke steering wheel is correctly located, if slightly off-set to the off side. The A40 clings to the road admirably, whether held fast round long bends in the wet, or swung sharply off course and back again. Roll it does, appreciably, as do so many modern cars. The 5.25–16 tyres protest, but within reasonable limits. The outer rear wheels even feel likely to lift during really tight turns; but the rear end breaks away first and such slides come instantly under control. The steering, medium-heavy in the car park but appreciably lighter on the road, transmits practically no return-motion, if a little vibration over bad roads; its column is rigid on the facia, and it winds the car admirably through fast bends or holds it in with precision to the verge or kerb round long curves. It is good, too, for holding a straight course and, in short, for an ordinary car the A40 steers and handles very well indeed. A tendency to roll at the front when sharply deflected from straight-ahead never becomes really embarrassing, and this is definitely a car which is good fun to drive hard along a twisty route, and a car, moreover, that is not too particular how it is placed, making generous allowances for a driver who places it wrongly, or for conditions requiring a move off the correct line when cornering. Two-and-five-eighths turns are needed to go from one to the other of an adequate but not abnormal lock, the cam ratio being 14 to 1, but castor action, neither too vigorous nor too sluggish, largely negatives this low gearing.

Coupled with such safe and pleasant handling qualities is very good suspension, suspension that enables a deeply pot-holed road to be taken at 45 or more m.p.h. without shocks transmitting themselves to the occupants, and which brings the car down square if a hump-back bridge is taken really fast. As we have said, it is flexible springing and there was definite low periodicity, up and down motion when negotiating certain surfaces, but probably damper adjustment would reduce this. It is the price one pays for a pronounced degree of comfort, and Austin's wishbone i.f.s., controlled by 3.7 in. dia. eight-coil springs with a compressed length of 7 in. and a free



*LONGBRIDGE'S LATEST.—The modern lines and excellent ground-clearance of the Austin A40 "Devon" saloon are well shown in this picture, taken in the Cotswolds.*

length of 10.54-10.64 in., combined with zinc interleaved, underslung, ½-elliptic leaf springs at the rear aided by an anti-roll bar, and Armstrong double-acting hydraulic dampers all round, certainly provides this.

From a consideration of the A40's immeasurable characteristics, let us study its measurable performance. Maximum speed is just in excess of 70 m.p.h. under good conditions—we got a reading of 72 m.p.h. on the road—but is of little moment in a car of this kind. Cruising speed is altogether more important, and this latest 10.6-h.p. Austin is definitely useful in this respect. 50 m.p.h. is seen almost all the time on the speedometer on straight roads, but if the driver is in a hurry 60 m.p.h. can be held for mile after mile. Actually, we maintained 65 m.p.h. for appreciable distances with no signs of distress. These are speedometer speeds, but the speedometer is creditably accurate at high speeds. Mile-a-minute cruising really gets a car along, and at this gait the A40's engine is doing under 4,500 r.p.m.—its critical piston speed of 2,500 f.p.m. is not reached until the speed is above 58 m.p.h. At 60 m.p.h. and over for appreciable periods the oil pressure never fell below its customary 45-50 lb./sq. in. pressure, and only once or twice did the engine want to continue functioning *sans* sparks. Such stamina and speed from a £345 car is as praiseworthy as it is useful.

Actually, acceleration, too, is of a high order, although no performance figures were logged. Definitely the A40 " loses " other Tens from the traffic lights, while from 30 to 50 m.p.h. in top gear the pick-up is particularly useful. The car runs up to indicated speeds of 15, 29 and 45 m.p.h. in first, second and third gears, respectively, the last-named speed representing all but 5,000 r.p.m. on the 8.33 to 1 ratio—5,000 r.p.m. can also be attained in top gear. Audible valve-bounce precludes higher maxima.

The engine, which is a 65.48 by 89 mm., 1,200-c.c. version of the o.h.v. unit made famous by the briskness of the Austin Sixteen, pinks very little in spite of a 7.2 to 1 compression-ratio, is outstandingly smooth throughout its speed-range and devoid of flat-spots, and it pulls grandly up main-road hills in top gear. Naturally it is mounted on liberal rubber blocks, which allow it to sway when idling, as gear-lever movement testifies. Starting from cold is well-nigh instantaneous, with a minimum of choke. Something like 5 m.p.h. can be indulged in in the 5.43 to 1 top gear, pick-up from a crawl being clean but not really brisk until 25 m.p.h. is reached. Drivers who might indulge in such a practice are few and far between, but many there are who would normally change-up at 5, 12 and 25 m.p.h., respectively, in first, second and third. When hustling it pays to employ the lower ratios, holding on to third to 40 or more m.p.h., however.

The clutch is fairly light but somewhat spongey ; it feels well up to its job, however. The gearbox is typically Austin, with excellent synchromesh for second, third and top, enabling rapid changes to be made with or without its aid, but asking considerable exertion to come out of gear. First gear was sometimes difficult to engage. The lever is long, reasonably rigid, has a white knob, and is centrally placed—and we have absolutely no grumbles about it. It lifts to engage reverse gear ; the positions are moulded on the rubber gearbox cover.

The cruising speed is so much higher than one anticipates from a car of this size and class, the steering and road-holding qualities so good, that very satisfactory average speeds could be maintained were the A40's brakes but mediocre. In actual fact the 9-in. drum diameter Girling hydro-mechanical (two leading-shoes at the front) system is not only entirely adequate to the car's speed capabilities but is in every way delightful. The pedal action is light and really progressive, and no brake noise is evident. Crash stops produce a minimum of sliding and the car keeps dead straight until wheel locking *is* promoted ; nor did the car's nose dip too viciously. Fading was not unduly evident, although the front drums get very warm after heavy braking. The pistol-grip of the hand-brake lies laterally, not vertically, the lever between one's knees. This seems odd, but perfectly acceptable, this brake holding well and releasing impeccably.

Turning to more detail aspects of the A40, the appointments are simple and generally effective. The facia carries a central ash-tray, a big cubby hole with rather " tinny " unlockable lid, and centralised separate controls for panel lighting, choke-cum-engine speed, radio, ignition (key), Smith's heater, radio selector, lamps and starter. The lamp control pulls out for sidelamps, twists and pulls again for headlamps. The choke was rather stiff to pull out, the pull-out starter control, as has been said, vibrated, and it was necessary to open the bonnet to change from hot to unheated air from the heater. The Ekco radio (a £31 18s. 10d. extra) would receive six " home " stations well but will not embrace any others ; it suffers from fading near trees and buildings, and some interference from bridges and h.t. cables, etc., but has ample volume. The volume control comes exactly to hand. A very nice push-pull switch set vertically below the facia operated the twin wipers, which " parked " efficiently. They also ran briskly but the screen still smeared, even in heavy rain, a shortcoming we have experienced on other modern cars. It was accentuated on the A40 because the top of the cream-hued steering wheel was reflected in the screen glass exactly in the driver's line of vision. The driver, however, sat a trifle low and a cushion might have improved both visibility and vision. In any case, we understand that the makers intend to darken the top of the wheel to obviate this reflection. There is screen de-misting to the driver's side only.

Before the driver is the instrument panel, containing oil gauge, ammeter, 70-m.p.h. Smith's speedometer with " trip " and total mileage recorders, fuel gauge calibrated ¼, ½, ¾, F., and radio and ignition warning lights. The speedometer needle " floated " disconcertingly and the fuel gauge said " empty " before the tank ran dry. The " push " in the wheel centre sounded the very powerful horn, and the direction indicators control was above it, the indicators self-cancelling nicely. The steering wheel has a nice grip, but there was 1 in. movement after 9,000 miles' wear. Two vizors are provided, the large central mirror is " blued " to reduce dazzle as no rear blind is fitted, and doors and windows function conventionally, the driver's door having a separate lock actuated by the ignition key.

A very good feature is the front-hinging of all doors, so that they trail, while they also envelope the concealed, shallow running-boards, thus protecting Paris fashions from dirt and water.

Small pockets are incorporated in the front doors, but are apt to be blanked by the front seat cushions if the seats are set forward. There is ample leg and head-room, especially in the front. The propeller-shaft tunnel is not obstructive. The inbuilt lamps are moderately powerful, but the aforementioned screen smear and reflected wheel-rim proved troublesome on a wet night. The foot dipper functions satisfactorily. A praiseworthy feature is the provision of twin ruby stop-lights at the rear, which go out when the ignition is " off," so saving current even if the brakes are applied. The wipers are also inter-connected with the ignition switch, as is now usual, while the panel lighting functions only if the sidelamps are on. A useful central roof lamp with adjacent switch is provided.

A rather low-set, full-width, parcels shelf is provided in addition to the aforementioned cubby-hole, the ducts for the hot air passing through it, and the release control for the alligator bonnet being located just above it on the driver's side, which, on occasion, necessitates moving small objects to reach it. To open the bonnet a safety catch at the front has to be pushed in while the " jaws " are held open. Electrical details and the 12-volt battery are readily accessible when the bonnet is raised, and it has a very secure, easy-to-operate retaining stay. The dip-stick gets somewhat entangled with the ignition leads during removal.

Excellent quarter-lights enable rear seat passengers to gain a good view ; " pulls " are provided, and there are side arm-rests and a folding centre arm-rest. But we were surprised not to find ash-trays for the rear-seat occupants. There is no scuttle ventilator and as rain-guards are not supplied for the windows the interior can get somewhat stuffy in wet weather. There is a parcels shelf behind the back seat but it is rather too shallow to accommodate coats or similar objects.

The Pytchley sliding roof was appreciated and functions well ; the handle locking it also rendering it flush-fitting. The rear doors are a trifle narrow and three people cannot really be carried in comfort on the rear seat, although we did motor five up, with no adverse effect on roadholding or urge.

Upholstery is in good quality leather and adds to the air of refinement. Loose rubber mats supplement the normal mats in front. The exterior of the car is modern and pleasing, the rear boot has a useful capacity and the lid, which locks with the ignition key, is designed to act as a luggage platform if required, and the bumpers are substantial. It should be an easy car to clean. The disc wheels carried 5.25 by 16 Dunlop E.L.P.

*Continued on page* 292

# *Compliments from the United States*

LAST March we commented on an article in the February issue of *Esquire* entitled "Imported Horsepower." It has recently come to our notice that last February *Fortune* carried a long and exceedingly entertaining article, flattering to British and Continental cars. The requirements and views of dollar-customers are of sufficient importance to make belated reference to this article worth while. Written by Wilder Hobson as "A sentimental salute to the Old World craftsmen who remind us that an automobile can be a work of art," this article was titled "Foreign Cars" and was admirably illustrated. A Mk. VI Bentley got a whole page in colour and other cars illustrated were a Pinin-Farina Alfa-Romeo, Bugatti, Cisitalia, Talbot, F.I.A.T. 1,100, Isotta-Fraschini, Maserati, Delahaye, "TC" M.G., Rolls-Royce, Healey, Volkswagen, F.I.A.T. 500 and Allard. The article took its inspiration from last winter's Paris Salon —"the foreign auto industries were showing that they could still design luxurious cars, ineffable cars, even if they could not deliver them."

We like Wilder Hobson's allusion to the past—"Time was when the American industry tooled up motor cars worthy of that description—some of them appear on p. 100." And on p. 100 of this issue of *Fortune* we find pictures of 1930 320-h.p. Duesenberg, 1914 Mercer Raceabout, 1929 Marmon, 1919 Stutz Bearcat, 1927 Lincoln Brougham, 1926 Pearce-Arrow and the like, besides some truly magnificent colour-reproductions of old-time advertisements from the Clymer Scrapbook series, featuring Biddle, Cunningham and 1916 Crane-Simplex cars.

Hobson has no illusions. He observes: "Much as he may admire the pragmatic virtues of Detroit, the Old World fancier will deplore the vulgarity of American chromium grillwork; he will be scornful of the way Detroit often tries to make its 'big package' look even bigger with a blubbery inflation of body lines; and he will probably find the cushiony American vehicle on the whole somewhat of a concession to the sociology of a nation whose dominating females are noted the world over. Under the hood, for instance, and in chassis construction, he will find little to engage the masculine delight in exceptionally powerful and experimental engineering." How nicely said!

The Delahaye on which rain fell from a leak in the roof of the Grand Palais is described as a "testimony to that artistic vitality, to what Veblen called the instinct of workmanship. Prestige, in this case, includes the making of exceptionally fine things for the love of them."

The regard we Europeans have for Grand Prix racing—"at least one a week all summer, attracting as much interest as the annual 500-mile at Indianapolis" —how a victory by Chiron stimulates the left-wing workers at Talbots, and the *Motor's* great tribute to Nuvolari's drive in the 1947 Mille Miglia, are mentioned.

Praise for the better European cars is lavish and should stimulate sales, although servicing difficulties are referred to. Bugatti's fixed heads clearly trouble Wilder Hobson. He lists the six-cylinder Alfa-Romeo ("whose double-o.h. camshaft engine is only half the size of a Buick engine but produces four-fifths the b.h.p."), the Cisitalia, the Talbot and the Healey as Old World cars in the 100-m.p.h. category, footnoting that he refers to electrically-timed speeds and generously reminding us that sundry American cars timed by the *Motor* at Brooklands in 1937–39 averaged a maximum of only 83 m.p.h. Performance figures are quoted for our Healey (111.8 m.p.h. over a kilo and s.s. ¼-mile in 17.8 sec.) and Mk. VI Bentley (94 m.p.h. at Montlhèry, s.s ¼-mile in 20.4 sec. and 18 m.p.g. at 60 m.p.h.). Our "TC" M.G. is given as a tiny 76 cu. in. car capable of 72.9 m.p.h.; the Allard is delightfully described as a "vigorous English sports car built round a Ford V8 engine, a power plant notable for sporting delivery with such adjustments as extra carburation and heightened compression-ratio. U.S. price $5,600." But perhaps the greatest praise bestowed by Wilder Hobson in his masterful article goes to the Mk. VI Bentley. After quoting at length the opinions of Raymond Mays about this car as published in the *Motor*, the author concludes," the price may be unthinkable. The servicing may be maddening. But the automobile artistry is unquestionable." America certainly intends to help us earn dollars!

# Obituary

It was with real and heartfelt regret that we learned of the death of "Babe" Barnato, following an operation at a London nursing home, at the age of 53. To all enthusiasts Woolf Barnato, son of "Barney" Barnato, the diamond millionaire, is associated with the Bentley in the hey-day of "the wearing of the green." He made fastest time at Le Mans in 1928 in a 4½-litre, partnered by Rubin. He won again in 1929, handling a 6½-litre in company with Sir Henry Birkin. And he did the hat-trick in 1930, winning a magnificent race, again in a 6½-litre, with Glen Kidston as co-driver. In 1930, too, Barnato won the J.C.C. "Double Twelve" in a 6½-litre Bentley, sharing the car with F. C. Clement.

Barnato commenced his racing career at Brooklands after the Kaiser war, racing Locomobile, Calthorpe, Mercédès, Austro-Daimler, Talbot, Ansaldo, Wolseley, Enfield-Allday, Bugatti and Bentley cars. He broke records in Hispano-Suiza and Bentley cars. He joined the Board of Bentley Motors, Ltd., a position he held to the end. His chauffeur-driven Mk. VI Bentley saloon was a valuable ambassador for British products wherever "Babe" travelled in recent times. He was President of the Bentley Drivers' Club and a founder-member of the B.R.D.C. Always fond of big fast cars, such makes as Hispano-Suiza, Bentley and Rolls-Royce figured in his stable down the years. After giving up racing he acted in various official capacities and was directly responsible for the Barnato-Hassan. Well known in London society and sporting circles, Barnato did his share of high speed on the water in the middle twenties. He served as a captain in the 1914-18 war and as a wing-commander during the Hitler trouble.

A pleasant personality, with an unassuming nature and a great relish for the sport in all its forms, Barnato retained a useful memory of cars and personalities.

The funeral, which took place at Englefield Green, was attended by many motor-racing celebrities, and the hearse was preceded by the 6½-litre Le Mans Bentley which "Babe" drove to victory at Le Mans in 1930, this still-impressive car carrying the wreaths and driven by Barnato's personal chauffeur. It was a just tribute to a racing man whose modesty belied his great achievements, accomplished at the wheel of British cars.

## Alpine Rally

Appleyard's Jaguar has now been awarded the over 3-litre class, and given a Coupe Ville de Nice. The H.R.G. team win the one-make team prize as well as the foreigner's team prize.

## SPECTATOR'S VIEWPOINT

Sir,

I feel that I cannot put away my July copy of MOTOR SPORT without writing to say how much I agree with your leading article "Spectator Appeal."

Since 1933 I have tried to see as many races, etc., as my somewhat limited means will allow. I think it is absolutely vital that meetings should be run through quickly. If and when we have a circuit the problem will to a certain extent solve itself. Spectators having paid 5s. to 7s. 6d. to *see* an event, even if they do have to stand for four or five hours, ought to be given some consideration. I wonder if the organisers ever stand where the ordinary spectator will stand. If they do they probably do it in the middle of the winter when all the leaves are off the trees!

It is very hard to say which cars are definitely slow to watch. A slow time may be quite interesting, it all depends on the car and driver. I do think it is a pity that, after the really fast cars have made their first runs, we have to watch the incredibly slow machines all over again before those that are being eagerly awaited come up again.

Car parking charges are pretty heavy in some places, too. This should *never* cost more than 2s. 6d. and even that is pretty stiff. It only costs 1s. per day to leave a car at a railway station; 2s. 6d. will last a week.

I am, yours, etc.,

Petworth. M. SHAWCROSS.

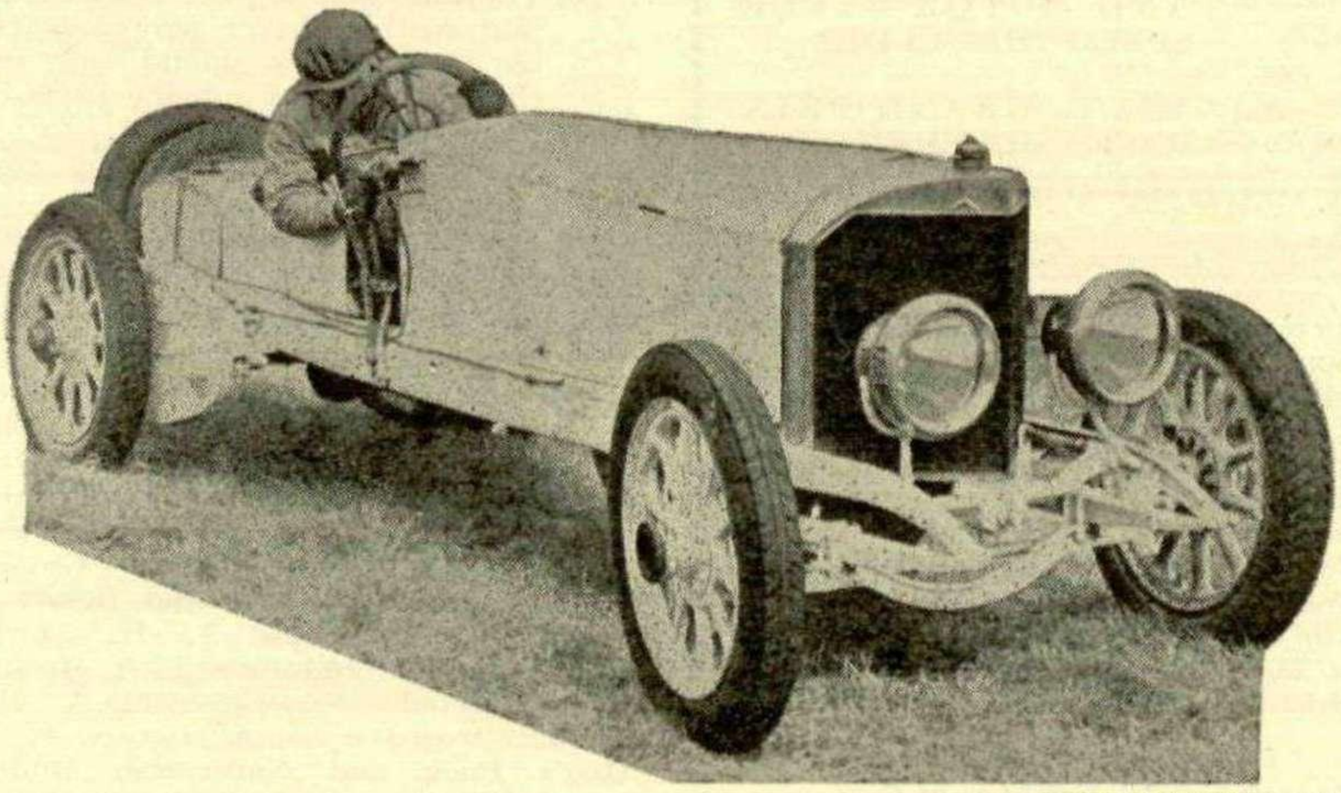
# Club News

## WE HEAR

The Oxford University Motor Drivers Club has a few new badges for disposal to any old members who crave them. Barry Eaglesfield, of 43, Sedborough Lane, Beaconsfield, needs a Type 40 Bugatti oil-level indicator for his Type 37 Bugatti, which is engine no. 239, chassis no. 3733, if any one can dig out its history. Eaglesfield is thinking of having his Type 40 instruction book translated and printed, if there is sufficient demand. Besides his Bugatti he has a 500-c.c. special consisting of a lightened and modified Skirrow chassis with independent suspension front and back, and l/c Martlet pistons. Charles Brackenbury was referred to in the daily press recently as " Charles Brankenberg." Besides the 1908 Standard at Twyford, to which we made reference last month, there is a well-kept pre-1914 Hupmobile, with massive continental engine as found in Garford lorries. A reader in Kano uses a 1936 Plymouth coupé with every satisfaction and has recently ridden in a 1923 " Silver Ghost " Rolls-Royce. In his opinion a " Yank " or a Humber Staff car is the wear for Kano, many of the new " export " cars being on the lightly-built side or too expensive and twelve years out of date, others too heavy. His opinions, not ours ! G. de Jongh has a 1909 Wolseley and a 1923 " 10/23 " Talbot four-seater, the latter in daily use. An o.h.c., separate-pots Sage engine has come to light and may go into a Riley chassis. Peter Rosser has sold his 1932 TL " 12/60 " Alvis and acquired a very nice 1922 E-type " 30/98 " Vauxhall, first registered in 1925 ,and run for a total of 8,600 miles since. New valve springs of the correct strength are badly needed by the new owner.

Copies of Alec Ulmann's " Birth of an Industry," which we reviewed last month, are obtainable in this country from Ronald Foote, Midland Bank Chambers, 34, High Street, Walton-on-Thames, Surrey, price 17s 6d., post paid. In the States the big Wisconsin Special that was alleged to have done 180 mp.h. at Daytona in 1920, is for sale. Hugh M. Sutherland, now in Montreal, is restoring a model 125F Auburn to good order and would appreciate a handbook. He reports a local club, limited to cars of up to 1,750 c.c., which embraces Hillman Minx, Austin, Standard, an M.G. and a Triumph Roadster and specialises in social events, but he has also noted such cars as a French-registered V12 Hispano-Suiza drop-head, a V12 Lagonda, a two-seater " Phantom " Rolls-Royce, a new Bentley and quite a few 1948 M.Gs.

An Edwardian two-cylinder Briton has turned up near Birmingham, its discoverer seeking " any information or remembrances of vices of this Wolverhampton make," while a 12-h.p. Darracq of about 1926 vintage, with lorry body but very nicely preserved, was seen near London last month. Apart from the " Ninety " Mercédès which ran at Bo'ness, another, of 1912 type with modernised Corsica four-seater body, is, or was, for sale in Chelsea. Even in mid-July the impecunious could again buy cars —of a sort. We noticed a Mathis Twelve saloon for £65, a reconditioned 1927 Humber Nine tourer for £50, a sports Morgan for £35, a 1930 Morris Minor tourer for £45 or offer and quite a few Austin Sevens at under £100. In Surrey, B. M. F. Samuelson has bought a breaker's yard with the idea of finding interesting cars, his early discoveries including a very fleet 1914 Darracq Fourteen, and a well-kept 1912 " 18/20 " Siddeley-Deasy landaulette. Other cars being kept " in the family " are a 1925 " 12/40 " Darracq, for which new brake back-plates are required, and a 1913 " London-Edinburgh " Rolls-Royce, at present with a lorry body.



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*RARE TYPES, No. 5.—The " Ninety " Mercedes, with 9-litre four-cylinder engine having two o.h. exhaust and one o.h. inlet valves per cylinder, introduced in* 1910. *It became quite a cult in America, being imported by the lamp manufacturer, Edward Schroeder, as Alex Ulmann has reminded us. The type was dealt with in our " Veteran Types " series before the war. The* 1913 *example shown was driven by Lt. Bellingham at Bo'ness and a re-bodied* 1912 *" Ninety " was for sale in London recently.*

Geoffrey Deason, whose old-car reminiscences we have published in the past, now relies on a model-18 Norton as daily transport. Godfrey King is rebuilding a f.w.d. Alvis and needs spares and a handbook and C. Kay has a most interesting car, about which he seeks data, in the form of a 1922 Type 23s 2¾-litre S.P.A. drop-head coupé, which was found dismantled, after only 18,000 miles' use up to 1931, and assembled and run for a while last year. From Essex we learn of many early Austin " Chummies " and bull-nose Hotchkiss-engined Morris-Cowleys also an Austin " Heavy 12 " taxi, besides a 1928 James motor-cycle used to drive a saw-mill, a 1934 3½-h.p. Humber motor-cycle engine in a motor-mower and a 1903 de Dion engine which gets a petrol ration for driving a circular saw. A " 20/60 " Vauxhall saloon, which was the first model to be made after General Motors took over the old Luton concern, was recently for sale in Egham, at £150.

J. R. Coombes, who is with Sunbeam Commercial Vehicles, Ltd., the only surviving part of the old Sunbeam Company, runs a 1931 Singer Junior saloon which has recently had its first re-bore, at 48,000 miles. He remarks on the longevity of these cars, of which at least six 1930-32 examples are in daily use in and around Wolverhampton, while he encountered " literally dozens " when on holiday in North Devon. J. R. de Wurstemberger, whose address is 10, Rue Charles-Bonnet, Geneva, requires an instruction book for a K-type M.G. Magnette, if anyone can oblige.

Julian Fall, having disposed of his " 8/18 " Talbot, has purchased a truly immaculate 1913 Sunbeam tourer, which he drove to the Vintage Prescott Meeting and which he intends to enter in Edwardian contests when he is better acquainted with it. The car had been standing in a coach-house for years, found itself at an auction-sale following the demise of two old ladies and was mercifully discovered by Fall. A Surrey veterinary surgeon uses a rear-braked three-speed Rolls-Royce Twenty most effectively as a casualty-van, its immediate former role having been that of local ambulance !

Inman-Hunter reports the discovery, in Australia, of another s.v. Bamford and Martin Aston-Martin, in better condition than the one he had when he was out there. This brings the total known examples of this famous vintage car to 25.

A garage near Birmingham has a 45-h.p. Isotta Fraschini converted from a four-seater into a fierce red two-seater with slab fuel tank. Mick Sheppard has a 1912 " 40/50 " Rolls-Royce for disposal and seeks a crown-wheel and pinion for his 1911 two-cylinder Renault.

I. B. Wicksteed, holder of the Brooklands motorcycle 500-c.c. lap record, is looking for a 500-c.c. car-enthusiast who wants some work doing in the way of engine tuning, chassis building, or adapting, as he is very keen to do this as a paying hobby, and has excellent workshop facilities with welding, etc.

Another " 14/40 " Sunbeam has turned up, this time a 1926 saloon in Bath, making the number known still to exist, after checking identities of those mentioned previously, at least five.

P. D. Walters has acquired a 1927 A.C. "Royal" two-seater.

Racing cars for sale include A. T. Darbishire's Type 51 Bugatti and Parnell's ex-Abecassis 1½-litre E.R.A. and his 2-litre E.R.A.

A 1928-29 "14/40" Bean two-seater, with the immediately pre-Hadfield radiator and f.w.b., was a rare bird encountered recently in a London car park. To the several dreams of the impecunious add a 1923 Morris-Cowley at £35 and a 1923 Standard tourer for about £20. Congratulations to Mr. and Mrs. (V.M.C.C.) Allen on the birth of a son.

★

## E.R.A. CLUB

The disbanded E.R.A. Club is having a sort of last-fling on October 26th, when its Trophy will be formally handed over to the B.R.D.C. This function takes place at 7 p.m. for 7.30 p.m. at the Rembrandt and any "sometime members" who wish to attend are asked to contact A. F. Rivers Fletcher, 4, Eversleigh Road, New Barnet, Herts.

★

## CHILTERN C.C.

The Chiltern Car Club is running a special Concours d'Elegance at 3 p.m. on Sunday, September 5th, 1948. The event will be run on the lines of the R.A.C. Jubilee Concours and will include a class for veterans, pre-1917, and also a special class for sports cars. This latter class will be judged on the basis of the suitability of the car for the event in which it would be likely to compete, more than on the look and high polish of the vehicle.

Another interesting point with this Concours is that the Amersham Police have given permission for the event to be held in the main High Street of Old Amersham. The event is open to persons who are not necessarily members of any recognised clubs.

Any communications in connection with this particular event should be sent to the Secretary of the meeting—Mr. S. H. Statham, 70a, Strand-on-the-Green, Chiswick, W.4.

★

## 750 CLUB

The Wrotham Cup trial of the above club will be held on October 24th, and the invited clubs will be: Berkhamsted, Cemian, Hants & Berks, Kentish Border, Maidstone & Mid-Kent, Tunbridge Wells, and N.W. London and Vintage S.C.C.

★

## ASTON-MARTIN OWNERS' CLUB

Mr. Dudley Coram, press secretary, is filling the post of honorary secretary as a temporary measure pending the appointment of a permanent officer, to be elected at the next general meeting. Mr. E. S. Powers has been appointed treasurer in similar circumstances. These appointments have been made necessary by the death of Richard Stallebrass at Spa during the 24-hour race, who was both hon. secretary and treasurer of the club.

The new secretary's address is: Mr. Dudley Coram, 554, Limpsfield Road, Upper Warlingham, Surrey, to whom all matters appertaining to the club should be addressed.

## LANCASHIRE A.C.

The Lancashire A.C. Davis Trophy trial is to be run over an almost entirely new course and the mileage kept as low as possible. Several really good new hills have been discovered after much field research by Maurice Toulmin and Co., who have gallantly sacrificed a goodly portion of their "basic" during the past week-end or two in a search for something new—something better. The start will be near Blackburn and the trial finishes in Blackburn itself, at a good hotel, where a meal has been arranged.

Hon. secretary: J. Taylor, County Bank Chambers, New Market Street, Blackburn.

★

## BRISTOL M.C. & L.C.C.

This very active club announces that the Weston-Super-Mare Borough Council has agreed to co-operate in the running of a speed trial on October 9th along half-a-mile of the sea front. This sounds like a sprint in the traditional manner, and there will be cash prizes. At the suggestion of the R.A.C., only racing cars will be eligible. The Fedden Trophy Trial has accordingly been postponed from October 9th to December 18th, and the Trial proposed for December 11th cancelled. The latest issue of the Club's *Journal* contains an account of how W. H. Goodenough won the first Chappell Cup Trial in a Bean Fourteen. Hon. Sec.: L. D. Atkinson, 118a, Pembroke Road, Bristol 8 (33964).

★

## TUNBRIDGE WELLS M.C.

This Club is holding a Rally and Concours d'Elegance in support of the R.A.F. Association "Battle of Britain" week, on September 18th. Invited clubs are the V.S.C.C., B.D.C., Maidstone and Mid-Kent, Kentish Border and 750 Club. Details from: H. H. Luckhurst, 53, Hilden Park Road, Tonbridge.

### FIXTURES FOR SEPTEMBER

4th.—BRIGHTON INTERNATIONAL SPEED TRIAL, 10 a.m.
Lancashire A.C. Davis Trophy Trial.
11th.—M.M.E.C. Speed Trial, Longbridge, 2.30 p.m.
11–12th.—M.G.C.C. Cockshoot Cup Trial, Derbyshire.
12th.—PRESCOTT INTERNATIONAL SPEED HILL-CLIMB, 2 p.m.
French 12-Hour Sports-Car Race.
18th.—J.C.C. Race Meeting, Goodwood, 2 p.m.
Tunbridge Wells M.C. "Battle of Britain" Rally and Concours.
19th.—L. & C. M.C. Lakeland Trial.
25th.—SHELSLEY WALSH CAR AND MOTOR-CYCLE SPEED HILL-CLIMB.
Oct.
2nd.—R.A.C. GRAND PRIX RACE, SILVERSTONE.

★

## THE ASSOC. OF NORTHERN CAR CLUBS

This association has been formed by the majority of the car clubs in the north of England with the objects of liaison and discussion to the members' mutual advantage.

Meetings take place in cities in the north of England by rotation, each car club in turn being organisers. As a result of these meetings it has been possible to avoid duplication of events of similar type being held in the same area on the same day, and the R.A.C. has appreciated this assistance in arranging the year's calendar.

Amongst matters discussed at recent meetings have been the types of trials which should be organised, and "Trial Specials." Although the need for encouragement of the enthusiasts with the energy and skill to build and run such a car was without question, the opinion of the majority of club representatives is that most members of car clubs own more or less standard cars which they use for normal purposes. Competitions should, therefore, cater for them, as well as the "special" owner, by the type of event or by handicapping.

It was agreed that the following recommended specification should be sent to member clubs for the guidance of "special builders." It was not intended that this specification should be included in the competition regulations.

(1) Vehicle to comply with the Road Traffic Act.
(2) Bonnet top and sides to be of metal.
(3) Bulkhead to be of metal construction.
(4) Body to be of metal, doors and sides of a minimum height of 12 in. above the floorboard level.
(5) Seats: the driver and passenger should occupy fixed seats within the body.
(6) Transmission to be enclosed so that neither driver nor passenger, nor their clothes, should come into contact with any moving parts.
(7) Floorboards: the floor to be covered within the driving compartment.
(8) Wings: to have beaded or wired edges, as sharp edges are dangerous.

★

## V.M.C.C.

The A.G.M. of the Vintage Motor Cycle Club revealed that membership is up to 160. It was agreed to run the Club on a Regional basis in future. J. J. Hall was re-elected as President, Messrs. Allen, Bennett, Burney, Graham Walker, Arthur Bourne, and Boddy as Vice-Presidents, while A. R. Lowry, C. J. Day, Rex Judd and T. A. Roberts were elected Vice-Presidents. Bob Thomas scored a double victory in the Hog's Back and Nanpantan Rallies, winning both on his 1913 A.B.C., which covered 147 miles to the latter, a ride which the National Press enthused over. C. J. H. Day again rode from Nottingham to the Hog's Back on his 1920 Sunbeam. Hon. Sec.: M. F. Walker, 170, Woodcock Hill, Kenton, Harrow, Middlesex.

## SPORTING PARSON

In our Bo'ness report we mentioned that a keen clergyman was amongst those spectating. This has brought the following from the *Motor World*, which will be a surprise, and of interest, to many :—

" With the Radio Padre we are all familiar but I wonder how many of us realise that here in Scotland we have a divine who not only enjoys our motor competitions but on occasions sees fit to mention them from his pulpit. The recent Kinneil meeting inspired him to describe to his worshippers the background of a speed trial, with special emphasis on the sportsmanship of motor racing. He then stressed the fact that there were no serious accidents despite the high speeds and the nature of the course and compared this with the number of accidents that happen on the roads. This freedom from mishap he said was due (1) because cars and drivers were fit and had undergone tests before the actual event ; and (2) everyone obeyed the rules. The spiritual application of the facts of the ' Hill climb of Life ' is obvious. The Rev. George Bell, whose charge is Allan Church, Bannockburn, near Stirling, is an experienced motorist and, one gathers, a very modern minister."

★

## SINGAPORE M.C.

The Singapore M.C. recently staged Singapore's first speed hill-climb since the liberation, more than 40 competitors taking part. The course at Bukit Batok, half-a-mile long, with a steep slope for a third of the distance and a sharp hairpin at the finish. F.t.d. was made by Lim Peng Han's L.A. Special, in 42.6 sec., which would appear to be a form of Ford V8 Special. This gentleman also prepared the M.G. with which E. Q. Chia won the 1½-litre racing-cars class. According to the *Sunday Times* Mr. Lim is one of " Malaya's best racing motorists," having taken to the sport while studying law in England in 1930. He is reported as having raced at Brooklands. Apparently he hid his nine racing cars before the Japanese occupation, dismantling them and hiding the bits, most of which he has been able to retrieve. The results of the event follow, and it is pleasing to know that the prizes were awarded by P. G. Pentheri, one of the persons forced by the Japanese to build the hill-road during the war. Note, too, the preponderance of British vehicles !

### Results

350-c.c. Motor-Cycles :
Lemat bin Chumek (Triumph), 47 sec.
500-c.c. Motor-Cycles : J. Robson (A.J.S.)
Unlimited Class Motor-Cycles :
J. Skakke (H.R.D.), 41.2 sec.
1,100-c.c. Sports Cars :
Norman Chow Ah Ting (M.G.) 56.2 sec.
1,500-c.c. Sports Cars :
1st. Lim Peng Han (M.G.), 52.8 sec.
2nd. J. N. Moncrieff (M.G.) 53.4 sec.
1,500-c.c. Touring Car :
P. Williams (Austin).
2,000-c.c. Touring Car :
P. D. O. Liddell (Wolseley), 61.2 sec.
3,000-c.c. Touring Car :
S. A. Dawood (Riley), 52.2 sec.
Unlimited Touring Cars :
J. A. Milne (Ford), 50.6 sec.
1,500-c.c. Racing Cars :
E. Q. Chia (M.G.) 48.6 sec.
Unlimited Racing Cars :
Lim Peng Han (" Special "), 42.6 sec.

## BASIC IS BACK !

An excellent indication of the voting and revenue value of the " basic " ration has been obtainable from intelligent observation of the traffic on British roads during recent week-ends. On the sunny Sunday morning of July 25th, for instance, traffic flowed along A 30 at the rate of approximately 200 private cars per hour. Most of them carried three or more occupants and, if motor-cycles are included, at least 800 voters motored by during each round of the clock on this highway alone, happy that petrol has been restored to them. A census of makes that we took gave the following results ; it emphasises how stereotyped our traffic is becoming—all strength to those enthusiasts who occasionally enliven the scene with vintage, and occasionally veteran, cars ! :—

| | | | |
|---|---|---|---|
| Austin | 26% | Riley | 2% |
| Morris | 15% | Humber | |
| Ford | 14% | Sunbeam-Talbot | |
| Hillman | 11% | Singer | |
| Vauxhall | 9% | Alvis, Armstrong-Siddeley, Packard, Jaguar, B.S.A., Opel and unrecognised American 1% each. | |
| Standard | 5% | | |
| Wolseley | | | |

Another census, taken when the August Bank Holiday traffic flow had reached 400 private cars and utilities an hour, gave :

| | | | |
|---|---|---|---|
| Austin | 23% | Opel... ... ... | 1½% |
| Ford | 15½% | Chrysler ... ... | |
| Morris | 15% | Armstrong-Siddeley | 1% |
| Standard | 7½% | B.S.A. ... ... | |
| Vauxhall | 6½% | Jaguar ... ... | |
| Hillman | 5½% | and .5% each of Lincoln, Alvis, Humber, Talbot, M.G., Rolls-Royce, Sunbeam-Talbot, Wanderer, Bradford, Lanchester, Terraplane, and Daimler. | |
| Wolseley | 3% | | |
| Rover | | | |
| Buick | 2½% | | |
| Triumph | 2% | | |
| Riley | | | |

Motor-cycles (17% had sidecars) came out as :—

| | | | |
|---|---|---|---|
| B.S.A. | 26% | Sunbeam | 4% |
| | | Velocette | |
| Ariel | 16% | Royal-Enfield | |
| | | Matchless | |
| Norton | 8% | Triumph | |
| | | A.J.S. | |
| | | Brough | 2% |
| | | Norman cyclauto | |
| | | Morgan tricar | |
| | | P. & M. | |

and 12% unidentified.

These loggings may not mean very much when sales successes are under discussion, because the average age of the cars that went by was twelve years ; on the other hand, owners are very often staunch to former makes when the time arrives to buy a new car. And those contemplating a service-station or garage may find some guidance in the makes for which it is worth catering. Certainly our roads abound in dull cars—out of 200 specifically noted, on a fine holiday afternoon, only one was an open model ! A friend has contributed a similar list compiled in Brussels, which makes an interesting comparison :

| | | | |
|---|---|---|---|
| F.I.A.T. | 7½% | Rover | 2½% & 42½% unspecified Americans |
| Ford | | Chrysler | |
| | | Delahaye | |
| Opel | 5% | Horch | |
| Renault | | Packard | |
| S.S. | | Dodge | |
| | | M.G. | |

★

## V.M.C.C. OF A.

We are reminded again of the immense enthusiasm for veteran cars that prevails in America, by the arrival of the April issue of the *Bulb Horn*, official organ of the Veteran Motor Car Club of America. The ambitious New York Antique Auto Show to which we referred in our July issue is reported—there were prizes for the best-kept cars, most expensive veteran, best race-about, best chassis and engine, best racing car (won by Cameron Peck's 1914 Peugeot from a 1910 Breeze and 1923 Mercédès), best Model-T Ford, best Buick, best Maxwell, distance prizes, restoration prizes, and so on. Britain please copy ! This issue of the *Bulb Horn* also contains a spectator's memories of the 1902 Circuit des Ardennes race (which aroused immense enthusiasm, clergymen and farmers amongst those who journeyed by train to see the start), a paper published in 1916 on " Steam Motor Vehicles," and many photographs of members' cars. Sec. : G. A. Donald, Wellesley Farms 82, Mass.

★

## WISCONSIN CENTENNIAL TOUR

This happy happening took place on August 13th, each car participating being issued with a free licence plate for the day, honoured in the Wisconsin area. Apart from a medallion for every competing car and the usual rally prizes based on the age of car and distance covered, the happy idea was instituted of presenting additional awards for the oldest steamer, electric car, one, two, four, six, and eight-cylinder cars completing the parade under their own power. The event was open to " antique " automobiles and, in view of our remarks last month on the various datings applied in this country to old cars, it is interesting to note that " any automobile 25 years or older (i.e., up to and including 1923) " was eligible. Apparently no entry fees were charged, a stamped postcard for entry-registration came with the regulations, and sponsored meals, entertainment, police protection for cars, and parking facilities were promised to all competitors. We were glad to observe that — " No advertising of any kind will be allowed, and all non-antiques, jallopies or ' hot-rod ' creations will absolutely be barred, as will anyone not in keeping with the spirit of this event." A tour, starting on August 8th from Flint, Michigan, led *via* Chicago to Milwaukee. If this event was as good as it sounds it was very good indeed—all credit to the Wisconsin Centennial Automotive Committee, Inc., who organised it. Alas, remembering the free licences and food, etc., there is little point in saying British Clubs please copy.

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## GENERAL NOTES

Well, this life goes on, and if there is petrol in the tank and one hasn't seen a newspaper for quite a while, things can seem almost as good as they did before the war. With but a day's " breather " after the Bo'ness journey we found ourselves in possession of a nearly brand-new 3½-litre Jaguar saloon, which took us through the London traffic and along the familiar roads home in fine style. That evening the fuel situation precluded more than a gentle potter on the borders of Hampshire and Berkshire but the next morning this Jaguar proved well able to hold its own with the Metropolis-bound traffic. Thereafter it headed for Goodwood, as already recounted, and, so far as this writer is concerned, he bid it

good-bye in the Waterloo Road, after a strenuous but absorbing day, a London taxi, entered so soon after the Jaguar's rapid progress, seeming to be stationary, but for all that contacting successfully with that anachronism, the "5.9."

Next, an unexpected 'phone call resulted in a change of plan, so that the following Sunday found us away early along familiar roads in the Austin bound for Hanworth aerodrome, with its memories of pre-war aerial garden-parties and the comings and goings of General Aircraft's gliders and light aeroplanes during the war. Rain was falling persistently, but astonishing numbers of motor-cyclists, many on early combinations, were indulging in their Sunday out, further proof of the vote-value of "basic."

Around 11 a.m. we climbed into the austere interior of an Avro "Anson I." The communicating door casually lashed open with a length of cleaning cloth, we sat awaiting warm oil to the engines—as if anything could get warm on such a morning! At long last we taxied out and were soon over the straggling area of Hounslow and Feltham, bound for the North. Brough and the 500-c.c. Club's motor racing was the objective. The wireless operator thought as little of the manual undercarriage retraction as we did, and left that strong-arm job to his pilot. Once the name of an R.A.F. Station beneath us was passed back to we silent passengers, but mostly we were unaware of our location as we were flown through the murk. However, without incident, save for some hearty bumps, we came to Brough, the winding process was reversed, the wheels came down and over the line of cars and motor-cycles streaming into the venue, we landed—72 minutes from London and the bar not too far from the landing area! Tantalisingly, the rain gave over after the meeting, and that evening we set out in fine weather in a D.H. "Dragon Rapide," with the knowledge that really bad conditions prevailed round London—although we did *not* know that long-distance air-liners were deserting our airports for the Continent rather than land, or that that unfortunate collision had happened over Northolt . . .

With Directors and high-ranking R.A.F. officers of the firm who owned the aircraft reading and dozing in the rear seats, we sat forward, immediately behind the open inter-communicating door, the starboard engine and airscrew "disc" appearing to be at remarkably close quarters to the fuselage, and the radio operator frequently tuning a set situated right beneath our feet. Thus we flew peacefully down England, the pilot, grey-haired, in lounge suit, seemingly casual, actually alert, at the controls. Mostly, we were at 1,300 feet, bumps increasing as we flew South to the bad weather, the "Gipsy" engines subdued but purposeful, the oil gauge of one reading 65, that of the other 72 lb./sq. in., we noticed.

After some time the pilot spotted the "Anson" which had flown us up that morning overtaking to starboard, its cabin now occupied by the successful Moss *equipe*, for they had travelled up by train, the Cooper in the guard's van and fuel in their suitcases, or so the story went, and were glad of a lift home.

The sky grew more inky, the "Dragon" protesting at times, and the sunset to starboard most awe-inspiring. Luton came up, was left behind, and soon familiar landmarks appeared, until the broad runways of Heath Row lay to port and the Staines and Queen Mary reservoirs showed ahead, the jetty of the latter looking most intriguing from the air. Then the radio aerial was wound-in, the last morse messages were transmitted, and we were circling over the untidy back gardens of Feltham, until a firm application of the long flaps lever killed the "Dragon's" desire to glide and we dropped over the boundary hedge on to the field beyond. The journey had taken 89 minutes and we had effectively bamboozled the weather, for had we been much earlier we should have met the worst of the day's storm. As we drove over Staines Bridge for home, week-end motorists were pressing on Londonwards along A 30, viewing with apprehension a solid wall of thunder cloud that we were thankful to leave behind us.

"MOTOR SPORT"
*and the*
MOTOR SHOW

*The next issue of MOTOR SPORT will be a preview of the Earls Court Motor Exhibition and will be published, as usual, on October 1st. The November issue will constitute a Special Show Number and will be published on October 27th, which is the opening day of the Show.*

A Jowett "Javelin" was taken over next, its brisk pick-up and modern ease of handling making light of London's West-End traffic. Next day, in teeming rain, we used the Javelin for a pocket-tour of Surrey and were amazed with ourselves for not having explored this area previously. It is a noted beauty-area, it is true, doubtless over-visited at summer week-ends and its proximity of London may mar the illusion of remoteness that its quiet woods and tucked-away villages bring. For all that, it is magnificent scenery, in such concentration that those short of petrol would do well to consider it—go on a week-day, preferably in an open car. For our part, the Javelin's transparent roof filled the bill admirably. The suggestion of height, and of having projected ourselves into some hitherto unexplored foreign clime, was played-up-to by the mist that swirled about the trees, blotting out views of the valleys below the road. For those who are interested, we took tea along with all the other week-end motorists, in Redhill, then drove along the main road (A 25) towards Dorking, turning off for Betchworth and on to Newdigate. Here a tricky right-hand turn brought us to the main Horsham road (A 24), where we turned left, then right (at Arnolds), and so towards Ockley. Off this road we turned right up B 2126 through Jayes Park to Forest Green, where we forked right to run past the foot of Leith Hill (the hill lane itself a happy hunting ground with special Austin Sevens in pre-war days). Before reaching the picturesque Abinger we right-handed to Feldemore, to Holmbury St. Mary, and went straight on at the X-roads. Here the run becomes interesting, following a winding road through Hurt Wood, to Peaslake. The latter part is "Impracticable for Motors," but the Javelin rode comfortably over the rough surface, surprising a Singer "Le Mans" and later encountering a parked Ford Eight saloon that had apparently made light of the bad going. From Peaslake we explored other lanes leading back in the direction of Hurtwood village. Good country indeed, and an excellent pocket-tour—you will find it on sheet 170 of the One-Inch Ordnance Survey map.

A week later the sun shone from a cloudless sky and cars were poked down lanes and into hedgerows at almost every turn as we drove through Berkshire, their owners picnicking, while cows waded in the streams and horses sheltered under the trees—such is England and its fickle climate.

It was to combat the heat wave that we accompanied the driver of a potent Austin-Seven Special on a brief expedition that involved a descent of the original Hog's Back road into Guildford, as distinct from the ribbon of tarmac we now call the Hog's Back, an excursion to investigate odd markings on the map which turned out to be a disused waterway near the site of the single-track Guildford and Horsham railway at Run Common, and a run *via* shady lanes to Albury, when an "*Impassable* for Motors" sign was followed and Newlands Corner reached up a route reminiscent of a London-Edinburgh observed section. That evening there was more variety, in the form of a short drive in a Tipo 6C Alfa-Romeo fabric saloon, the twin-cam 1,750-c.c. engine simply inviting double-declutching of the gears, controlled by a long but rigid control lever spring-loaded towards 1st and 2nd in its open gate, and the noise of the valve-gear dying away at anything over 40 m.p.h. The car settled down to unobtrusive cruising at over 55 m.p.h. with the rear Telecontrols tight, after we had paused to admire its many attractive items of detail design.

The Vintage Prescott entailed collection of a Vauxhall Ten from Essex and its propulsion over to Hampshire in a heat-wave, a miserable journey in all conscience, on account of the engine needing new points and an ignition check-over. That job accomplished next day, the Bank Holiday run was satisfactorily completed, even to the return journey in a thunder-storm, the road flooded along the Cheltenham-Witney stretch, which we have always regarded as high ground. Then an excursion to Birmingham became due, to collect one of those brisk, up-to-the-minute and much-sought-after A40 Austins for analysis. We even contrived to locate and remain on the ring road away from Longbridge, but it is easy to see why so many travellers dive off it and become hopelessly lost in the city's environs. At best this loopway looks like

*Continued on page* 290

# CLASSIFIED ADVERTISEMENT SECTION

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**MERCEDES** supercharged 1½-litre, 4-cylinder, 16 valve 2 o.h.c. Targa Florio model. Engine just rebored, and completely overhauled with new pistons, new carburetter and induction system. Engine tested on brake to develop 82-h.p. Starts well and is tractable. Preselector gearbox, hydraulic brakes, telecontrols, Bosch starter and dynamo, Scintilla lighting system ; 2-seater touring body by Eagle, all instruments, etc. Four good tyres, two good competition spares. A unique car with good performance. Blagdon Engineering Co., Blagdon, Seaton Burn, Northumberland.

## FOR SALE—*continued*

**FOR SALE.**—Mercury and Ford V8 special builders, engines, gearboxes, chassis, front axles, rear axles, etc., for sale from stock. Colin & Leslie Ltd., Wharfdale Garage, Wharfdale Road, Bournemouth. Tel. : Westbourne 64497.

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**RAYMOND WAY,** the hire purchase specialists.—Raymond Way (Seven Kings Branch) offer : 1946 regn. Studebaker special short chassis trials 2-seater, ex-Oscar Moore. Independent front suspension, auxiliary gearbox giving ultra high and low ratios, hydraulic brakes. Fitted special coachwork giving maximum trials efficiency with modern appearance. Unrepeatable bargain offered exclusively to readers of MOTOR SPORT at 199 gns., or £75 down with balance over 18 months.

## FOR SALE—*continued*

**RAYMOND WAY** (Seven Kings Branch) offer 1934 Frazer-Nash T.T. Replica, TJ 2556, 1½-litre, twin o.h. camshaft, Blackburne Six engine ; three S.U. carbs., Scintilla Vertex, Fram, S.U. petrol pump and pressure feed ; new polished aluminium mudguards ; all new lighting equipment, including twin Notex ; new hood and tonneau cover ; four new tyres and two almost new spares. Three owners only since new. Car not used for last seven months during complete rebuild. Over 30 m.p.g., 90 m.p.h. All coupons unused. 399 gns, or £125 down with balance over 18 months. Any cars or motor-cycles wanted in part exchange.
Raymond Way (of Kilburn), Seven Kings Branch, 773, High Road, Seven Kings, Essex. Seven Kings 4066. 9 a.m. to 7 p.m. Sundays by appointment.

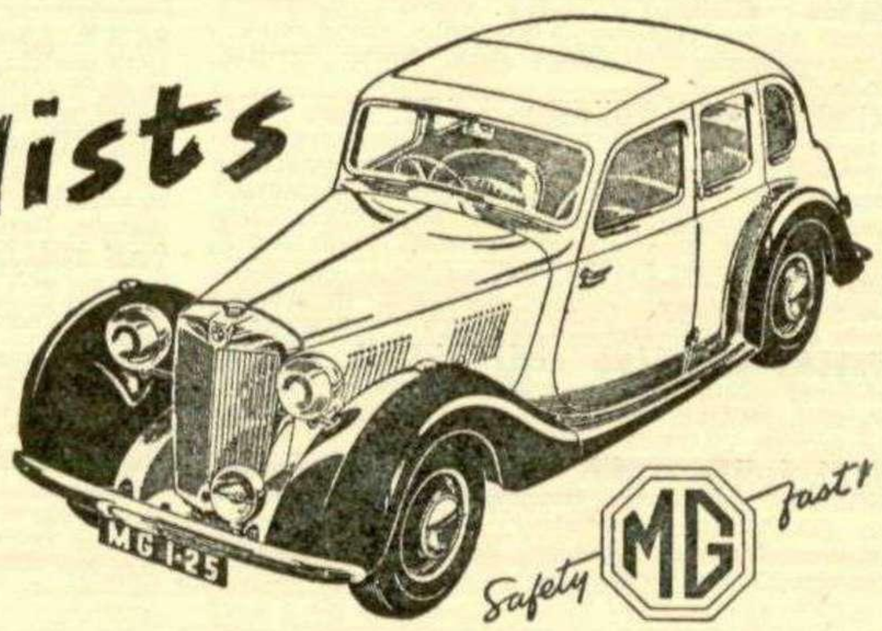
**V. W. DERRINGTON LTD.,** for all sports spares equipment, chromium plated tubular luggage grids from £6. Brooklands aero-screens with universal fittings, quickly detachable 48s. Bonora quick-acting filler caps, chromium plated, 2¼ in., 21s. Two 4 in., 70s., with locks 5s. extra. Chromium door drills 10s. 6d. " Deep-Note " exhaust systems from £3. Bucket seats, untrimmed 32s. 6d. each, trimmed 65s., folding back 75s. Cycle wings, ribbed 6 in. 15s., 8 in. 18s. 6d. Sheet aluminium 6 ft. by 3 ft., 22 gauge 25s., 18 gauge 40s., duralumin 20s. and 29s., Huge stocks Scintillas, B.T.H., Vertex, 4-cyl., new, £10. Superchargers, both instrument and sets, speedometers, rev.-counters, clocks etc. Brand new engines, B.M.W. 1½-litre, 1942, complete with Bosch Vertical magnetos, dynamo, starter, manifolds, carburetters ; late type Morris 10, complete, £125 each. Largest stockist of F.I.A.T. spares, 500 and 1,100, reconditioned engine, starters, dynamos, radiators. Derrington, 159 and 200, London Road, Kingston, 5621/2.

**PIPPBROOK GARAGES LTD.,** London Road, Dorking.—Distributors of Delahaye cars for Surrey, Kent, Sussex. A good selection of spares available.

**MAGNIFICENT AUTOVIA** four-door saloon, made by Riley, first registered 1940 ; 24 h.p., 8-cyl.-vee. Excellent condition. Mulliner coachbuilt body. Mileage 30,000. Capable of very high speeds. Pre-selector gearbox. Owner going abroad. Bargain at £995. Box No. 603, MOTOR SPORT, 15, City Road, E.C.1.

**1937 TALBOT 18-H.P.** drophead foursome coupé, immaculate condition, recently rebored. Philco radio, four extra strong springs. Suitable for fast road work, etc. Bargain £500. Blackmore Reed, 372, Wickham Road, Shirley, Surrey.


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## FOR SALE—*continued*

**COMPETITION CARS, LTD.,** wish to bring to the notice of enthusiasts their service for those who contemplate the building or rebuilding of cars. We have a wide range of light alloys, aluminium and duralumin sheet, both soft and half hard, also tube, bar, various extruded sections and plates. A large selection of cadmium-plated nuts, bolts and fittings are available. We will be pleased to offer suggestions in the matter of body construction from these materials. Brooklands pattern expansion chambers, large capacity, black, 35s.; heavy chrome, 63s. Fold-flat aero-type racing screens, complete with end mounting fittings, 35s. each. Light alloy racing wings for 4.75 to 5.25 by 19 tyres, 22s. 6d. each. Steel, 18s. 6d. Also helmet-section with side valance, 25s. each. Shortly available, 4-in. and 2-in. quick-release filler caps. Enquiries invited. Competition Cars, Ltd., "The Old Maltings," Navland, Nr. Colchester, Essex.

**COUNTER-BALANCED CRANKSHAFT** for "30/98" Vauxhall. Also S-type chassis. 4½-litre Bentley water pump, steering column, dynamo, starter. Box No. 21, W. H. Smith & Son, Machynlleth, Mont.

**ALVIS "FIREFLY" 12-H.P.** saloon. Bodywork good, engine perfect; 4,000 miles since rebore. £250. Harris, 21, Corby Park, North Ferriby, East Yorks.

**ALMOST NEW FORDSON 5-CWT.** van, 1947. One private owner only driver. Oil changed regularly (Price's); consumption nil. Tyres and body almost unmarked. "C" licence, red petrol. Guaranteed perfect; mileage 3,000. Best offer over £450. Box No. 604, MOTOR SPORT, 15, City Road, E.C.1.

**1937 F.I.A.T. 1½-LITRE** (16-h.p.), 80-m.p.h., four-door saloon. Cheap for quick sale, £285. 91, Epping New Road, Buckhurst Hill, Essex. Tel.: BUC. 5175.

**TAPLEY STANDARD PERFORMANCE METER,** steering column fitting, or 3¾-in. instrument board. Perfect working order; £5. Box No. 605, MOTOR SPORT, 15, City Road, E.C.1.

**ALFA-ROMEO "1,500," BODY** only. Complete with hood, windscreen, wings and lights. Coachwork by Jas. Young of Bromley. Price £50. Beverley Motors Limited, Coombe Road, New Malden, Surrey. Tel.: Malden 4403.

## FOR SALE—*continued*

**RECONDITIONED FORD V8 30-H.P. ENGINE.** Unused. What offers? Tel.: Lee Green 2344.

**RILEY NINE,** 1930: all engine and chassis spares cheap, except front axle. King, 50, St. Andrew's Road, Southsea.

**1936 2½-LITRE JAGUAR "100."** 1937 gearbox (also spare box); telecontrols (double shockers on front); lightweight wings. £150 overhaul (bills shown). Genuine reason for sale. £400. Palmer, 151, Chipstead Way, Woodmansterne, Surrey.

**D.H. COUPE BODY** by H. J. Mulliner ex-"Speed Six" Bentley. New disappearing hood, triplex glass, leather float-on-air upholstery. £65. Taylor, "The Bryn," Nore Road, Portishead.

**OFFERS.—MEADOWS 1,496-C.C. RELINED BLOCK** and Martlet h.c. pistons. Unused. 34, Mellish Road, Walsall, Staffs.

**BUGATTI TYPE 43,** as advertised in July MOTOR SPORT. Best offer to date, £275. Any advance? Dr. Marris, Royal Hospital, Wolverhampton.

**RECONDITIONED STANDARD EIGHT ENGINE**—£48. Tel.: Upper Warlingham 2716.


# ALVIS

**£485**—1935 "Speed 20" 4-door sports saloon. Black, with blue leather. Excellent order throughout.

**£350**—1935 17-h.p. "Silver Eagle" sports saloon. Recent overhaul and very smart body.

**£285**—1933/4 "Firefly" 12-h.p. sports saloon, E.N.V. gearbox. General condition excellent.

**£265**—1933 "Firefly" 12-h.p. 2-seater by Maltby. Manual gearbox; excellent mechanical order, good tyres.

**£225**—"12/60" TK "beetleback." Coachwork, mechanical order, tyres excellent.

**£165**—"12/60" TL saloon. Engine completely overhauled, body requiring repairs. Built-in boot.

**N.B.**—*We would respectfully advise all who are interested in owning ALVIS cars to telephone or write to us, as the above list is only a selection. We may have your model in stock, ready to drive away.*

**SPARES.**—Our comprehensive stock of parts is at the service of all ALVIS owners, and we can usually supply telephone orders by return of post.

*Sales:*
**UPBROOK MEWS, CRAVEN ROAD, W.2**
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**Paddington 0385.**

*Works and Spares:*
**ALTON ROAD,**
(Off Sheen Road)
**Richmond, Surrey**
**Richmond 0469.**


**F.I.A.T. 1,500**—finest of its kind in this country—1939 model; spare crown-wheel and pinion, timing chain; £650. Tel.: Day-time, Kensington 8665. Adler, 24, Brompton Road, S.W.1.

**1935 ALVIS "SPEED TWENTY"** Van den Plas saloon; engine completely overhauled; body needs some attention; all good tyres. £375. Chandlers Garage, Burgess Hill, Sussex. Tel.: 3357.

**THE FOLLOWING MOTOR RACING PAINTINGS** by the well-known French artist Jean Masse, for disposal at 7 guineas each: J. P. Wimille, 4.7-litre Bugatti; J. P. Wimille, 3.3-litre Bugatti; J. P. Wimille, 3-litre Alfa-Romeo; R. Sommer, 3-litre Maserati; R. Sommer, 4½-litre Talbot; L. Chiron, 2-litre Bugatti. Size approximately 32 in. by 19 in., framed in black. Postage and packing extra. Also: "Motor Racing," by S. C. H. Davis, 12s. 6d.; "Combat," by Barry Lyndon, 8s. 6d.; "Grands Prix 1934-39," by Walkerley, 7s. 6d.; 15 copies MOTOR SPORT, 1946-47, 1s. each; postage extra. Box No. 606, MOTOR SPORT, 15, City Road, E.C.1.


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## FOR SALE—*continued*

**EIGHT-CYLINDER BUICK ENGINE**—£30. Tel.: Upper Warlingham 2716.

**SS 2½-LITRE "100,"** 1936 ('37 model), in superlative condition; £150 just spent on coachwork and chassis; appearance almost as new. Will sell for £650, or exchange for a smaller car plus cash. All letters will be answered. Palmer, 28, West Street, Weston-super-Mare, Somerset. Tel.: Weston 223.

**BENTLEY GEARBOX,** No. 1404, with both couplings, and 20-in. centre-lock wheel, both in perfect order; also Wolseley chassis frame, cruciform braced; what offers? Tel.: Byfleet 2921.

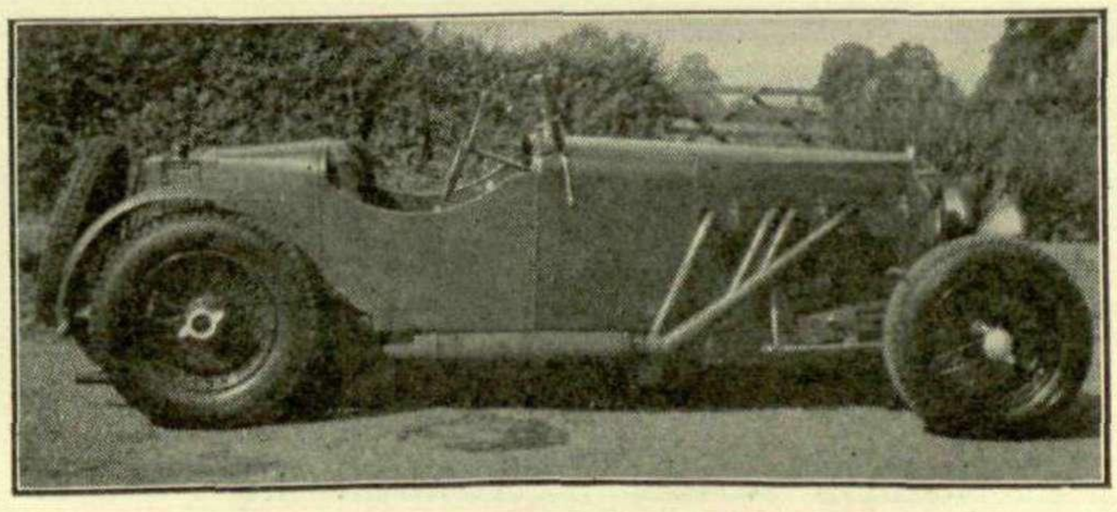
**CAMBRIDGE ENGINEERING** offer new main and hub bearings, timing wheels, pins, bushes, valves, guides, most parts in stock; balanced induction pipe for downdraught carburetters; sports outside exhaust pipes; new "J2"-type sports body shells; wedge-type rear petrol tanks for short chassis; dropped axle and spring sets to undersling chassis; part exchange system; steering wedges to lower steering rake, from stock. Some new and secondhand B.M.W. spares for sale. Stamp for lists. Cambridge Engineering, Cambridge Road, Kew Green, Surrey. Tel.: Richmond 2126.

**3½-LITRE MORRIS** reconnaissance car, converted 3-seat fixed-head coupé. Fitted ground-grip, run-flat tyres. Auxiliary low gearbox. Many extras. Tow anything, anywhere, or suitable as private car. Licensed (£10), insured. Any trial. Offers. J. Entwistle, 12, Fyfield Road, Oxford.

**1928 4½-LITRE BENTLEY** with 1937 sports 4-seater body by Corsica. Engine rebuilt—h.c. pistons, new drain tubes, valves, bearings remetalled, crankshaft reground, etc, 1947. Chassis and body just completed £150 overhaul, including new hood, tonneau cover, radiator core, front shock-absorbers, brakes relined, etc. Whole car in magnificent condition. Offers about £650. Major Mellors, Lydd Camp, Lydd, Kent.

**FOR EXCHANGE.**—Owner of f.w.d. Alvis 12-h.p. 2-seater wishes to exchange for vintage 4-seater. f.w.d. Alvis preferred, but similar 12-h.p. model considered. Letters to Strachan, Mill Farm Cottage, Ravensworth, near Richmond, Yorks.


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**Basically "30/98" OE 297.**

Special engine with h.c. pistons and twin S.U. carburetters and pumps.
Lowered and shortened underslung frame.
Delage braking.
Special close-ratio gearbox giving speeds of 30, 60, 80 and 120 m.p.h. at 4,000 r.p.m. Six brand-new tyres.
Ultra-light two-seater aluminium body and wings sprayed metallic-grey. With luggage accommodation and road equipment.

**This unique car, which has been hand built throughout at very great expense, is offered at a reasonable price privately by advertiser**

*Car is licensed and can be seen by appointment in London.*

**MILLAIS, DOWNGATE, SANDHURST, KENT**

*Telephone:* SANDHURST (Kent) 242

## FOR SALE—*continued*

**500-C.C. MARWYN RACING CAR,** used three times only; many modifications and extras. Offers to Box No. 607, MOTOR SPORT, 15, City Road, E.C.1.

**CENTRIC SUPERCHARGER,** S.U. carb., blow-off valve, jockey wheel, ribbed manifold, gauge, oil tank and all fittings for P-type M.G. Offers. Box No. 608, MOTOR SPORT, 15, City Road, E.C.1.

**RILEY, 1937, 1½-LITRE** 2-seater "Sprite." Recently recellulosed; good tyres and battery; exceptional performance. This car has been maintained in immaculate condition regardless of cost by enthusiast owner; was one of 1939 Riley team cars and has won many awards. Many special features, including Belle Vue-tuned engine, lightened flywheel, cycle-type wings, etc. Apply Box No. 609, MOTOR SPORT, 15, City Road, E.C.1, or Richmond 4222 (week-ends only).

**3-LITRE BENTLEY "RED LABEL"** Speed model, green open 4-seater, 1928. Excellent condition throughout. Good hood and tonneau, five good tyres. Nearest £400. Perks, 9, Hughenden Road, Clifton, Bristol.

**£100 OR NEAR OFFER.**—1925 3-litre Bentley, "Blue Label," long-chassis open 4-seater. Fair condition. After 7 o'clock or week-ends. Carter, Yaffle Cottage, Mare Hill, Pulborough. Tel.: Pulborough 289.

**RILEY "GAMECOCK"**—owned by enthusiast who must replace with saloon. Recently rebuilt, engine had complete overhaul; reground shaft, all new bearings, carburetter. Dynamo, starter and magneto overhauled at same time; completely rewired and new junction boxes; brakes and springs also overhauled. Body completely recellulosed, new tonneau cover, rechromed spotlamp and twin wind horns. All tyres very good. Spare head, carburetter and inlet manifold for twin carburetters. This is one of the finest examples of this excellent car. Offers around £290. Sharp, Chicheley, Eastern Parade, Southsea. Tel.: Portsmouth 31913.

**"12/50" ALVIS.** Reconditioned "TG" engine in "TE" chassis. Modified open 4-seater. £150. Quiggin, 6, Grantchester Road, Cambridge.

**1921 ROLLS-ROYCE "SILVER GHOST"** landaulette, running order, basically sound; requires decoke; seen by appointment; £50 or near offer. Stockport United Chemical Co., Stockport.

**FRAZER-NASH SPARES.**—Complete windscreen, new glass, new flywheel and starter ring; set of king-pins and bushes; Lucas 4-cylinder mag.; M.G. M-type head; "J2" block, oil pump. Any offers. 22, Dunstall Way, West Molesey, Surrey. Tel.: Molesey 3931.

**1935 A.C.,** completely rebuilt; just registered; £10 tax; exceptionally fast sports car. Will sell or exchange for other interesting car. Marsh, Pine Cottage, Batheaston, Bath.

**M.G. MIDGET "J2"** model 2-seater sports, in good condition; very fast. Recellulosed maroon; four new tyres, two new carburetters, new lamps and new seats. Johnson, Brickyard Lane, Hundleby, Spilsby, Lincs.

**"12/50" ALVIS** 1929 4-seater tourer. Fast, reliable. *Six months' "basic." £100. Dixon, Druim,* Salcombe Hill, Sidmouth, Devon.

**SUNBEAM 20.9-H.P. SPORTS** pillarless saloon. 20 m.p.g.; good tyres; bodywork good; reconditioned engine recently fitted; spare engine and gearbox. Exchange, 12-14-h.p. car, preferably Alvis, or sell 200 gns., or nearest offer. Pearcy, 4, Cumberland Court, Hatfield, Herts. Tel.: 3065.

**EXCEPTIONAL VINTAGE CAR.**—A.C. 1½-litre coupé in showroom condition. Reconditioned and maintained regardless of expense and trouble. Complete with two engines—one rebored, crankshaft ground, etc., not used since; other in excellent condition; *and many other spares. Excellent tyres* and battery. Recellulosed. A really reliable, economical and practical car which toured Switzerland last two summers with no trouble. Full tank and all coupons. Owner bought larger vintage A.C. £165. Walter, Apple Tree Cottage, East Hendred, Berkshire.

## FOR SALE—*continued*

**FRAZER-NASH T.T. REPLICA,** 1932, 1½-litre Meadows engine. Bodywork in good condition: fitted aero-screens and fold-flat screen; complete with hood and sidescreens. £260 or offers. Owner forced to sell owing to lack of garage space. Morris, 19, Upper Belgrave Road, Bristol, 8. Tel.: Bristol 36629, after 6 p.m.

**RILEY NINE,** 1933, March Special 4-seater. Mechanically quiet engine; fitted twin S.U.s and h.c. head, giving lively performance. Resprayed. Hood and tyres in excellent condition. £250. Ingham, The Cottages, Pilsworth, Whitefield, Manchester.

**NEW AND SECONDHAND 475 BY 18 TYRES,** 450 by 19 tubes; chrome Lucas passlight; several 12-v. horns; mains radiator immersion heater; four 17-in. wheel discs. Priest, Beeches Avenue, Carshalton, Surrey.

**T.T. REPLICA FRAZER-NASH,** fitted with practically new Triumph 6-cylinder o.h.v., 3-carb. engine; new tyres; just repainted. Terrific performance. Offers, or will exchange saloon, cash adjustment either way. Further particulars, 412, Cottingham Road, Hull.

**RILEY 1938 2½-LITRE** "Adelphi" saloon, overdrive, *£900. New cylinder block (replacement due* to frost cracking original), new crankshaft, con.-rods, valves, chains: in effect a new engine. Special S.U., oversize Exide battery, new tyres. Property of professional engineer. Will do timed 90 m.p.h. if you want it. Box No. 610, MOTOR SPORT, 15, City Road, E.C.1.

**FRAZER-NASH-B.M.W.328**

Urgently required. Can anyone help? 3.9 to 1 ratio crown wheel and pinion with splined shaft for Frazer-Nash B.M.W. 328 Model. Any price paid. Reply to: Mr. Babani, Ziff Davies Ltd., Grampians Building, Western Gate, London, W.6. Tel: SHEpherds Bush 2581/4794. Night, RIVerside 1846.

**BENTLEY 4½-LITRE,** 1930, open 4-seater, recently completely overhauled and in excellent condition. Accept £395 for quick sale. Box No. 611, MOTOR SPORT, 15, City Road, E.C.1.

**LANCIA "APRILIA,"** 1938, black, brown leather; half-shafts recently overhauled; new steering bushes; rear brakes relined; good tyres; 35 m.p.g. Bodywork and chassis excellent. Maintains high *oil pressure; special headlamps; beautiful handling* and sporting car to drive; fine but economical performance. Full coupons. Trial. £565. Tel.: Doncaster 3003. Write, Box No. 612, MOTOR SPORT, 15, City Road, E.C.1.

**12-H.P. HORNET SPECIAL,** 1947. Built by connoisseurs for "sprints" and private transport; very pretty 2-seater; fantastic performance; 95 m.p.h. and over 28 m.p.g. at 40 m.p.h.; all-weather equipment. Nearest £350 secures, or exchange reasonable saloon or "brake," to 14 h.p. 3, Forest Avenue, Essex, E.4.

**A CLIENT WISHES** us to dispose of his 1934 Magnette *pillarless saloon. One owner. Mileage 45,880.* This car is now in the process of being completely reconditioned and may be inspected before reconditioning is completed. The car is in every way as new; perfect upholstery, bodywork, and mechanical condition. Offers required. Molyneux & West Ltd., Higher Road Garage, Urmston, Manchester.

## FOR SALE—*continued*

**FRAZER-NASH-B.M.W.** Black and silver. Completely rebuilt 1947, including Martlet pistons. Oil cooler. Bosch vertical magneto. Andre telecontrols on rear. Rear petrol tank. S.U. petrol pump and lightened body. Ideal for sprints or trials. Owner going abroad, must sell. Offers to Box No. 613, MOTOR SPORT, 15, City Road, E.C.1.

**RARE OPPORTUNITY FOR ENTHUSIAST** to acquire a most unusual Allard chassis. Specification as follows: Nordec supercharged Mercury engine; Scintilla racing mag.; Lodge racing plugs; copperised head; competition exhaust Fram filter; all engine parts chromed; 3 by 1 rear axle; telecontrol shock-absorbers at rear; latest-type Rolls-Bentley insert headlamps; special instruments, speedo. reads to 130 m.p.h.; cream Bluemels steering wheel ("Brooklands"). This chassis is now awaiting body, which can be completed in approximately six weeks in saloon or open form. Enquiries: Hendon 3659.

**M.G. 1½-LITRE** sports tourer, July, 1938. Black, with biscuit upholstery. Mileage, genuine 32,000; very good tyres; new hood and battery; 33 m.p.g.; uses very little oil. All original tools in cases. Would exchange for late T-type, or would sell for very reasonable figure. 41, Oakmead Road, Balham, S.W.12. Tel.: Balham 6374, after 6 p.m.

**RILEY "IMP."** Self-change, four Amals, Vertex. New upholstery, new tyres. The whole car in 100 per cent. condition. Offers. Molyneux & West Ltd., Higher Road Garage, Urmston, Manchester.

**1930 RILEY NINE** engine spares: complete gearbox, half-shafts, etc., for sale. Neave, 587, Kings Road, S.W.6. Tel.: RENown 1804.

**PRIVATE ENGINEER-OWNER** wishes to dispose of Riley "Kestrel," 1935, 15 h.p. This car has been rebuilt throughout. Complete mechanical overhaul 5,000 miles ago. New carpets, roof lining. Most parts rechromed. Resprayed grey, with green interior. Tyres excellent, new battery. Must be seen and examined to be appreciated. Open to R.A.C. or A.A. examination. £495. Dunn, 109, London Road, Bromley, Kent. Tel.: Ravensbourne 2762.

**2-LITRE LAGONDA.**—All spares available for 1931 "Speed" model except chassis, which is a non-standard shape. Engine just rebored, linered, remetalled, new timing chain, etc., only 1,000 miles since. Spare 18-mm. cylinder head. P.100s, etc. Offers invited. J. O. Williams, Lower Hayes, Limpley Stoke, Bath.

**1923 18-H.P. OAKLAND** tourer in good running order, mileage approximately 20,000. Body fair; three fair tyres. Offer what you like, enthusiasts only. J. O. Williams, Lower Hayes, Limpley Stoke, Bath.

**14-H.P. LANCIA "LAMBDA"** tourer. In good running order. New hood. Recellulosed maroon. With spares consisting of engine, gearbox, radiator, crown-wheel and pinion, half-shaft, two rear springs, front axle, complete with suspension and steering box. £250, or. Cooper, 175, Stockport Road, Manchester, 13.

**TWO SCINTILLA VERTEX** Type N.V.4 magnetos, £12 the pair. Alvis "12/50" dynamo, £2. Offers wanted for Lucas 6-v. M.G. dynamo and starter. Moulsford Garage, near Wallingford, Berks.

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**FOUR-SEATER TOURER,** rebuilt from Standard "Swallow" 2-litre saloon. Recellulosed metallic-blue. Excellent condition; good tyres; licensed. All petrol. Bargain, £120. 14, Ivor Road, Redditch.

**ENTHUSIAST MUST SELL** one of the following two cars. "Blown" 1,100-c.c. Alta, taxed and insured. Complete engine rebuild, including blower overhaul by Altas; bills available showing almost £200 overhaul; £375. "Blown" Riley 1,100-c.c. special, not yet completed. Racing crank, clutch, chassis shortened, narrowed. Eighteen months' work put in so far. £200. Stokes, 480, Wickham Road, Shirley, Croydon, Surrey.

**1935 TALBOT "75"** sports saloon, in excellent condition; new battery; tyres good. Black and red. Wilson gearbox. £385. Millais, Downgate, Sandhurst, Kent. Tel.: Sandhurst (Kent) 242.

**ROOTS BLOWER INSTALLATION** for Alvis "12/50," £25. Morris Eight 1937 recon'd gearbox, £12 10s. Austin 6-stud 20-in. wheels, tyres and tubes, £4 each. 6/12-v. car radio, £15. S.A.E. details. Felton, Ranelagh Street, Hereford.

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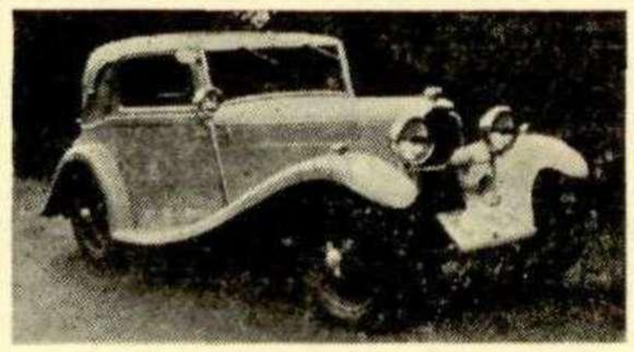

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**1927 ARMSTRONG-SIDDELEY 15-H.P.** tourer. General condition excellent. Licensed, insured; petrol. £60 or offer. Seen, but please write, North View, The Mount, Leatherhead, Surrey.

**RENAULT 1934 12-H.P.** 2/3-seater drophead coupé. New battery. Taxed. £125. Bramcot, Seymour Road, Headley Down, Bordon, Hants.

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**10-h.p. twin o.h.c., E.N.V. gearbox, 4-seater coupe.** Completely overhauled, resleeved, crankshaft reground, etc. Recellulosed, rechromed, new perspex sliding roof, trimming, woodwork, etc. Amazing performance. Finest example of this model in the country. Taxed; coupons; any trial. : - **£495**

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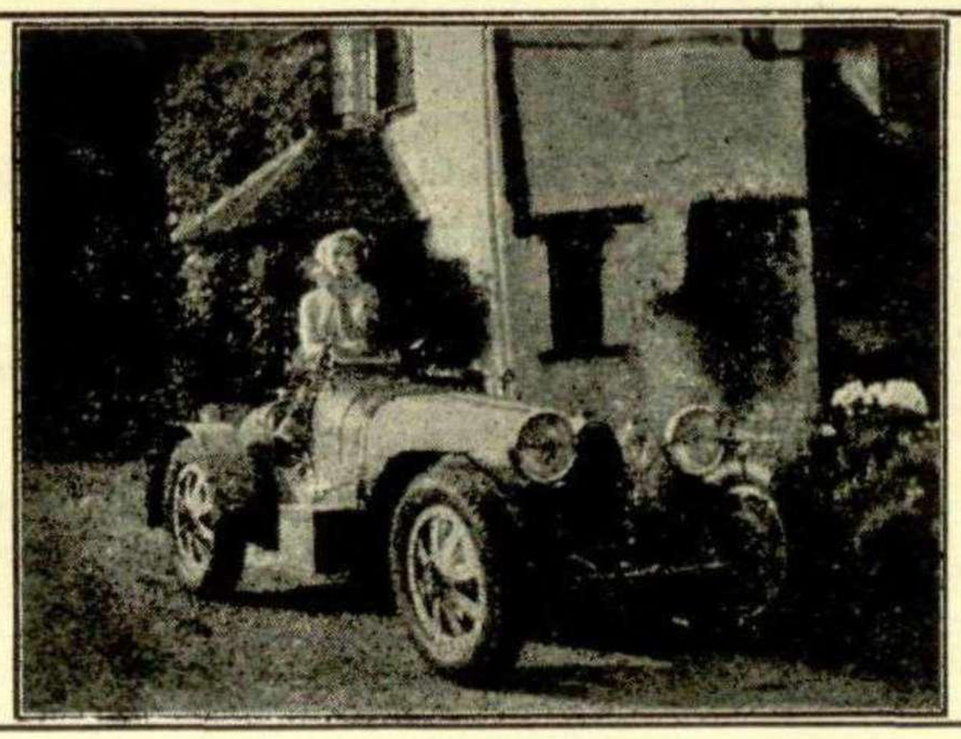
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**£45 CASH.**—Riley Monaco tourer, 1928. Mechanically O.K.; good tyres; body fair. Write, 170, Elmbridge Avenue, Surbiton, Surrey.

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**ALLARD 1946/47** special short-chassis competition model, mileage 18,000, fitted new engine (not reconditioned). Brakes relined; Scintilla magneto; fitted standard wings, trials wings included; six Rudge wheels; late-series radiator grille; cellulosed cream; taxed end of year; full petrol ration. Opportunity to purchase one of the special competition 2-seater models at the low price of £900. Photograph available to genuine enquiries. Appleton, 99, Goldhawk Road, Shepherd's Bush, W.12. Tel.: Shepherd's Bush 2244.

**600 BY 18 RETREAD.** Perfect. Done 500 miles. £5, or exchange for similar 550 by 18. Brownlow, Payables Farm, Woodcote, Reading.

**M.G. ROOTS-TYPE SUPERCHARGER** assembly, ex-Q-type, for "PB," complete with new racing S.U. As new, £35. Brand new "PA/B" racing head, fitted with four Amal carburetter assembly. Several P-type heads, all as new, £9 10s. "PA/B" Fescolized crankshaft, £9 10s. "Q/P/N/K" water-pump, ex-Harvey-Noble, £9 10s. New 5.375 crown-wheel and pinion, £6 5s. Pair brand new 5.00 by 16-in. wheels, tyres, tubes, £19 10s. Pair new 4.50 by 19-in. wheels, fitted with Dunlop road-racing tyres and tubes, £25. McEvoy camshaft for "Hornet"-special. Complete copperized and balanced high-compression head for "Hornet"-special. Also brand new camshaft, etc. Terrific and genuine bargain: 1937 B.S.A. Scout 4-seater tourer; full weather equipment; new tyres all round; taxed; just completed tour in Devon; £165. D. C. Pitt, Rodborough Crest Cottage, Rodborough Common, Stroud, Glos.

**F.I.A.T. "1,100"** saloon, 1938½, stored four years. Just fitted new engine, 16-in. wheels, tyres and tubes. Resprayed and plated. Red leather upholstery. Condition as new, £595. Harvey Noble, 163, Portland Road, Hove, Sussex.

**1931 M.G. MK. I "18/80"** tourer. Black and green. Very good condition throughout; superb performance; all coupons; £220. 1924 14-h.p. Bean tourer, in original condition, excellent throughout; reliable and very economical; all coupons; £65. Owner going abroad. Barton, 128, Manchester Road, Burnley. Tel.: 4864.

**"ULSTER" AUSTIN,** as original specification. Counterbalanced crank, high-lift camshaft, close-ratio gearbox, three-branch manifold, large Solex. Everything works. Reliable and very lively. New tyres, neat detachable hood, tonneau cover. Enthusiastically owned for 12 years. Offers. Box No. 619, MOTOR SPORT, 15, City Road, E.C.1.

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**£525.—MERCEDES-BENZ 14-H.P.** roadster. Beautiful swept tail with luxurious concealed dickey seat for two persons. Fully independent suspension, marvellous "ride." Hydraulic brakes, one-shot lubrication. Low mileage; economical. This type is in current production in Germany; spares obtainable from British Mercédes-Benz. Apply, Sales Manager, Boldsworth Industries Ltd., Trafalgar Street, Burnley. Tel.: 3189.

**1932 "INTERNATIONAL" ASTON-MARTIN,** fitted with T.T.-type doorless pointed-tail 2-seater body. Later type engine first fitted with outside exhaust. Body cellulosed black. Special lights. No hood. Owner must sell. Offers around £400. P. B. Reece, 51, Salisbury Road, Cressington Park, Liverpool, 19. Tel.: Garston 1085.

**SUNBEAM 20-H.P.** tourer, 1931, excellent condition. Good side-screens; £100 or near offer, exchange considered. Kingsway Motors, Hoylake. Tel.: Hoylake 3080.

**VAUXHALL "30/98"** OE 185, fully described in *Autocar*, "Talking of Sports Cars" (No. 166). Lowered, modified, rebuilt; re-registered 1937. Special hydraulic brakes all round. Exceptional condition throughout. Colour blue. London area. Tyres fair; 17 gallons "standard." Available October. £525. Commander Horncastle, H.M.S. "Ariel," Warrington.

**ALVIS "SILVER EAGLE,"** 1931. Mechanically perfect; 3-carb. engine completely overhauled; new hood, full weather equipment, five good tyres; repainted body excellent; Bentley-type new mudguards. Engineer-owned. £300 or offers. Lacey, "Brynteg," Moor Road, Croston, Lancs.

**LAGONDA 4½-LITRE** pillarless saloon. £360 overhaul just completed. Rebored, reground crank, new bearings throughout engine, gearbox and rear axle. In fact, anything showing signs of wear has been renewed. Petrol; seven good tyres. Best offer over £400. Box No. 620, MOTOR SPORT, 15, City Road, E.C.1.

**QUALITY ROADSTERS.**—M.G. Magna ("L") open 4-seater, most perfect example, condition as new, £315; 1935 "PA" M.G. Midget 2-seater, £280; 1933 Hornet-Special open 4-seater, perfect, £200; 1937 Morris Eight 2-seater sports, £265; 1938 Ford Ten open 4-seater, £265. Any exchanges. Cars, motor-cycles. Terms. Inspection weekends. G. A. Final, 15, Nashleigh Hill, Chesham, Bucks.


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## FOR SALE—*continued*

**1932 MORRIS 8-H.P.** 2-seater; s.v. engine rebored and reconditioned. Resprayed; good tyres, hood, screens; taxed for year; petrol coupons. Exchange, with limited cash, for old racing or sports car, or pieces to build a special. R. Howard, "Avondale," Grovehurst Road, Sittingbourne, Kent.

**MARCHAL CHROME SPOTLAMP,** £2 10s.; B.T.H. "J4" Vertex for Ford, perfect, £6; Gwynne radiator, £1; Gwynne 5-gall. tank, £1; two Gwynne 5-stud 19-in. wheels, 15s. each; Riley "12/4" crankshaft, good condition, £8. 4, Brisbane Road, Ilford, Essex.

**TALBOT 110 3½-LITRE** sports saloon, 1937 model. Beautiful condition. £200 overhaul, including new preselector gearbox; engine overhauled and body recellulosed, etc. Any examination. Full petrol ration. Trade has offered £450, require £500. Box No. 622, MOTOR SPORT, 15, City Road, E.C.1.

**WORLD'S FINEST COLLECTION.**—115,000 glossy motor car photographs: postcards to 20 by 16, plates, black-and-white and coloured. English, foreign, sports, specials, racing, saloons, action, standing, races, rallies, meetings. Assorted samples and price list, 5s. 6d. G. A. Final, 15, Nashleigh Hill, Chesham, Bucks.

**"ULSTER" AUSTIN,** Cozette-blown; recently resleeved and resprayed, new tyres, etc. £185 or near offer. Apply, after September 6th, Mills, 64, Marshall Street, Rochdale Road, Manchester, 4. Tel.: Deansgate 3635.

**1926 BENTLEY "RED LABEL"** 4-seater. Really exceptional condition. First-prize winner Concours d'Elegance Tunbridge Wells 1947. Taxed to end of year and full standard ration; photo and full particulars on application. Price £475, or nearest offer. Kenneth Nutt, Station Road Garage, East Grinstead, Sussex. Telephone 12.


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## FOR SALE—*continued*

**SUNBEAM 16-H.P.** 6-cyl. tourer, 1930. New tyres all round; side-screens renewed completely; interior leather and chrome as new. This is a real motor car in perfect condition. Vehicle far above average. Must be seen. 26, Queen's Drive, Glasgow, S.2. Tel.: Pollok 2430 (evening).

**1935 RILEY "KESTREL" 1½-LITRE,** aluminium body, streamlined bumperless type. Oil pressure 40/50; one pint per 150 miles. Almost new oversize tyres, 5.25 by 18; Ace discs. £275, or exchange for Lancia "Augusta" in similar condition, or what have you? A. Rae, 139, Cleveden Road, Glasgow.

**ALFA-ROMEO "2.3,"** 6-cyl. d.h.c. Reg. 1938. Just resleeved and painted at cost of £170. £800 or near offer. Box No. 623, MOTOR SPORT, 15, City Road, E.C.1.

**A PERSONAL CHRISTMAS CARD** picturing your favourite car with yourself at the wheel will please your friends. Black and white drawing for three guineas; printing extra. Please send photographs and money with order. Bateson, 142, Gloucester Place, N.W.1.

**ALVIS "SPEED TWENTY,"** 1933 (non i.i.s.), Van den Plas open 4-seater, completely reconditioned, resprayed, excellent performance. Telephone: Primrose 2647.

**SUNBEAM 3-LITRE TOURER,** absolute immaculate condition; recent £200 overhaul; genuine 65,000 miles from new. Terrific performance; 16 to 18 m.p.g. Any reasonable offer considered or part exchange, good quality saloon or drophead up to 14 h.p.; Riley, Rapier, Alvis, Lancia or similar preferred. Also Singer 1934 Sports coupé, recent overhaul and respray; bills shown. Box. No. 624, MOTOR SPORT, 15, City Road, E.C.1.

**TRIUMPH DOLOMITE** drophead coupé 1939. Perfect condition, new tyres. £795, or best offer. Banks, 1, Cheyne Place, Chelsea. Telephone: Flaxman 9875.

**LANCIA "LAMBDA"** open 4-str Special tumbered body. Large space in rear. Would make ideal tender to tow trailer or racing car and carry all equipment, or for other occasions, a very pleasant fast touring car. £135. R. L. West & J. Jane. 22-24, Queens Gate Place Mews, London, S.W.7. Telephone: WEStern 7369.

## FOR SALE—*continued*

**1932 RILEY NINE** Monaco chassis for sale. Most parts including engine reconditioned. Also many body parts and second engine dismantled. To be sold complete or as spares. Offers. Box No. 625, MOTOR SPORT, 15, City Road, E.C.1.

**THE ORIGINAL LIGHT-WEIGHT WORKS RAILTON** (DPA 231) property of the works for ten years. One private owner since. Licensed only 15 months. Whole car is in extremely good mechanical order, little wear being detectable in engine or chassis. Fitted Le Mans Type 4-str body, new tyres, hood, tonneau, battery, etc. Special high axle gives over the 'ton.' Outstanding performance with utter reliability, long life and economy. Complies with sports car regulations. £550. Seen London. Box No. 626, MOTOR SPORT, 15, City Road, E.C.1.

**WOLSELEY HORNET** 1930 2-str. Runs well; body needs attention at rear, but roadworthy. All electrics work. New Kingpins, brake linings, wheel bearing; 15 gallons of ration. Taxed, insured December. Must sell, highest over £100. Macnaughtan, 63, The Grove, West Wickham, Kent.


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**CARS**

**1½-litre Aston-Martin** 1933 "Le Mans" 2-seater. Reconditioned throughout. **£575.**

**4½-litre Bentley** 2-seater, good order. **£325.**

**Riley "Gamecock,"** unusually sound specimen. **£185.**

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**Racing 1,750-c.c. Riley** engine, complete less magneto and small items. **£225.**

**E.R.A. 1,100-c.c.** complete—can be converted to 1½-litre. **£425.**

**Numerous pistons,** valves, valve springs, centre main rollers.

**6-carb. manifold** (Riley). Racing wheels and serviceable racing tyres, 16 and 18-in.

**M.G. "K3" cylinder block,** in good order, **£15.**

**New Marshall Roots-type cabin blowers, £25** each—suit 1½-litre engines.

**No. 11 Powerplus,** new, **£25** each.

**Marshall blower** complete and in good order, suit 750-c.c., **£25.**

**New Bosch 6-cylinder magnetos,** clockwise, **£25** each.

**Hosts of other interesting parts.**

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**The Attenborough Garage, Chilwell, Notts. Telephone : Beeston 55297**


**M.G. 4-SEATER** Sports 1932 red, New tyres; needs slight attention, can drive away. Offers over £100. MacFarlane, 144, West End Road, Ruislip, Middlesex.

**"12/50" T. J. ALVIS 1931.** Engine, gearbox, transmission and all chassis details perfect. Tyres good. Engine recently completely overhauled, rebored and relinered to original bore. New pistons, new valve guides, new rocker gear. Open 4-seater body in not very good condition, but could easily be restored. Many spares, including complete engine dismantled, new dynamo, self-starter, radiator and two brand new unused 500 by 20 covers. All basic coupons intact. Licensed September 30th. Any trial North Yorkshire. £150, or offer. Mabbott, Home Farm, Cayton, Scarborough.

**£275 M.G. MAGNA** L-type late 1934; 4-seater, rear tank, engine completely reconditioned, recellulosed, all parts rechromed, new hood and side screens; 4 new tyres. This car has been reconditioned throughout regardless of cost, exceptional opportunity. 4, Roxeth Hill, Harrow. Telephone: Byron 2016.


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## FOR SALE—*continued*

**FRAZER-NASH** 1932 "Meadows." Body rough. Requires some attention. Full basic quota. No reasonable offer refused. Owner must sell, due storage difficulty. Huddersfield Vintage Car Co., Firth Street, Huddersfield. Telephone 4821.

**1935 M.G. MAGNETTE.** Stripped and rebuilt 1947. Rebored, new springs, brakes, petrol pumps; 4 new tyres. Fitted new Lucas Vertex and alloy 2-seat shell body. £250. 1938 Standard Nine. Rebored and lined, new springs, brakes, 2 tyres. £250. Full petrol for both cars. 1940 Austin Eight engine, unused, with magneto, carb., but no starter. £30. 323, Woodlands Road, Gillingham, Kent.

**ONE PAIR S.U. SIDE DRAUGHT CARBURETTERS,** 1¼ in. bore, horizontal flanges, brand new. £10 10s. R. L. West & J. Jane, 22-24, Queens Gate Place Mews, London, S.W.7. Telephone: WEStern 7369.

**BENTLEY 4½-LITRE,** short chassis one of eight built by Bentley Motors—fitted Continental foursome drophead coupé—Zeiss 12 in. headlamps; 18 in. wheels by 7.00 tyres, 2 spares. Resprayed metallic grey, new hood and lining, rechromed where necessary. Taxed December, 1948, full coupons. £550. Bird, 125, Warwick Road, Olton, Birmingham, 27. Telephone (evenings): Aco 2464.

**2-LITRE LAGONDA** 1928; 500 miles, since rebore. General condition good. £125. Brecknell, 105, Woodthorpe Road, Kings Heath, Birmingham, 14. Telephone: Highbury 2124.

**ALVIS** 20 in. steel fitting wheels. £1 10s. each. Alvis split rim 21 in. £1. R.W. wheel 52 hub with good 475 by 21 cover and tube. Ex 2-litre Lagonda. £4. 19 in. R.W. wheels 42 hubs ex Lagonda "Rapier." £1.10s. 12 V. Amplor horn, Unis France. £1 10s. 525 by 21 cover good tread sound. £2 10s. "Speed 20" Alvis dyno. £3 10s. Carriage extra. D. Bagshaw, 55, Edward Avenue, Braunstone, Leicester.

**1934 1¼-LITRE SINGER** sports. Red and black. Laid up war years. Genuine mileage 30,000, excellent appearance and condition throughout; fast. Offers over £350. "Wyoming," Shelwick, near Hereford.

**BENTLEY 3-LITRE** 1929 engine and chassis, "Red Label"; 1943 touring body, 4-seater. Newly re-wired, in very good condition. £380, or nearest. Box No. 628, MOTOR SPORT, 15, City Road, E.C.1.


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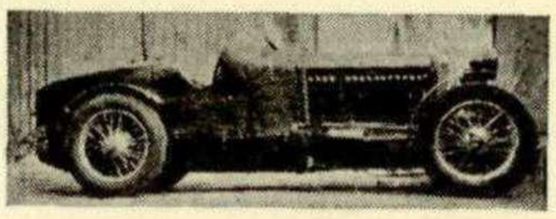
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1932 4½-litre Bentley, supercharged, drophead Foursome Coupe by Van den Plas. Colour black. All good tyres. £188 engine rebuild carried out recently and whole car in very good condition indeed. £565.

1935 Bentley 3½-litre drophead Foursome Coupe by Park Ward. Colour black, with grey leather upholstery, fitted with riding control. Complete engine overhaul just completed at a cost of £260; new hood fitted and all tyres in excellent condition. £1,575.

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Most potent S.V. Anzani Type. Reg. June 1932. Excellent condition, 3 New Retreads, Good Hood and Tonneau, Repainted since photo.

**£225**

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### FOR SALE—*continued*

**AUSTIN SEVEN SPECIAL.** Smart 2-seater body. New battery, 4 new tyres, etc. Just registered. J. Parker, 31, Allington Road, Hendon, N.W.4. Telephone: Hendon 2263.

**1933 RILEY NINE "MONACO" SALOON.** Black with green wheels. Taxed and comp. insurance. £180. Box No. 629, MOTOR SPORT, 15, City Road, E.C.1.

**MORGAN 3-WHEELER,** 1934; o.n.v. water-cooled J.A.P. Repainted and completely overhauled at cost of £45; 3 new tyres. First class condition. Genuine sacrifice. £130. The Plestor, Lake Lane, Barnham, Sussex. Telephone: Eastergate 355.

**RILEY NINE** sports 4-seater, at present fitted with Brooklands engine (big sump big crank, etc., 7.8 comp. ratio; polished ports, new timing gears, etc.). Brooklands gearbox with new gears as spare, also cars own engine complete as spare and many further spares including cyl. head, valves, manifolds, etc.; 7 tyres and spare new tube. All petrol, etc. £250, or offer. S.A.E. to J. E. Breyer, Little Elms, Knole Lane, Brentry, Bristol.

**1930, "14/45" TALBOT** 4-seater open sports. New body. Bargain. £135. "Sherwood," Highfield Road, Hall Green, Birmingham.

**B.S.A. SCOUT** 2-seater 1935; 7,000 miles since thoroughly overhauled and sprayed. £225. White, 21, Hanley Road, Southampton.

**ASTON-MARTIN** 1937 Saloon. Excellent condition throughout. Price and particulars from Euston 6994.

**ASTON-MARTIN** 1932 "International" 2/4-seater, engine resleeved. Taxed and insured; full petrol ration. Nearest offer to £350. 503, Maidstone Road, Wigmore, Gillingham, Kent.

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### FOR SALE—*continued*

**HALL CYLINDER** boring bar in perfect condition; two boring heads up to 3½ ins. diameter cylinder bore. Four-speed gearbox, automatic feed and retract. Also "Unique" cylinder hone as new. Would sell lot (value about £75) or exchange for sports car; cash adjustment if necessary. Gilpin, "Beechcroft," Markinch, Fife.

**AMILCAR CHASSIS FRAME,** complete with front and rear axle, brakes, springs, prop. shaft, stearing box, also Austin Seven chassis frame. What offers? Salmon, "Downleaze," Omer Avenue, Margate. Telephone 185.

**1929 ARROL-ASTOR** needs slight repair, body rough, but complete. £25. 135, Todd Lane, Lastock Hall, Preston.

**M.G. "PB."** New tyres, hood, sidescreens. £170 overhaul since laid up during war. Taxed, petrol. Offers over £260. New and used 450 by 19 tyres. New "PB" rear springs; 1931 Austin Seven engine complete. Offers. Box No. 630, MOTOR SPORT, 15, City Road, E.C.1.

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**£235** cash or £130 down.—M.G. 8-h.p., *1936 series "PA" 2-seater.* Excellent condition. Newish hood and screens.

**£200** cash or £100 down.—Austin Seven "Nippy," 1937 series, 2-seater. Red. New hood and screens. Fast.

**£135** cash or £75 down.—Riley Nine sports 4-seater. Good hood, screens, tonneau cover, tyres, battery, etc. Really well-maintained car.

**£140** cash or £80 down.—M.G. 8-h.p., J-type, sports coupe. Twin carbs., 4-speeds. Looks and goes like a dream.

**£130** cash or £75 down.—M.G. 8-h.p. sports 2-seater. Green. Lovely engine. Metal body, good battery, etc.

**£98** cash or £50 down.—Avon Special 10-h.p. sports 2-seater. Red. Good tyres, aero-screens, etc. As sound as a bell.

**£90** cash or £47 down.—Amilcar 9-h.p. sports 2-seater. Blue. Aero-screens, *tonneau cover, outside exhaust, etc.*

**£85** cash or £42 down.—Singer 8-h.p. 2-seater. Duo-brown. Good hood, screens, battery and tyres. Absolutely sound little car.

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**AUSTRO-DAIMLER,** 1927 type ADM, 6-cylinder 71.5 bore. Good chassis, body incomplete open 4-seater. Tyres good 550 by 18. What offers, room wanted. R. J. Sully, Keeds Wood Cottage, Keeds Lane, Long Ashton, Bristol.

**EXCHANGE.** 1932 Wolesley Hornet Saloon for M.G. Midget or small 2-seater of similar age and condition. D. J. Walker, 13, Cavenham Gardens, Ilford.

**ALVIS "12/50,"** 1927. Big port brakes, clutch relined. Zeiss headlamps. tonneau cover. Petrol coupons untouched. £160. Box No. 631, MOTOR SPORT, 15, City Road, E.C.1.

**ASTON-MARTIN MK. II,** 1½-litre, short chassis, 2-seater. Only run 50 miles *since £206 engine* overhaul (bills shown). Good tyres, body and hood as new. Beautiful specimen, in perfect mechanical order. £850. Chas. R. Hall, Mellstock, Barnett Lane, Wonersh, Surrey. Telephone: Bramley (Surrey) 2293.

**QUANTITY ASTON-MARTIN MK. II,** 1½-litre spares, including crank and camshafts, sets valves, springs and rocker gear, con.-rods, pistons, water pump, etc. Two 18 in. wheels, *one 19 in.* Mellstock, Barnett Lane, Wonersh, Surrey.

**£240 RILEY** 12-h.p. 4-seater "Lynx" 1934, superb mechanical condition; weatherproof, 25 m.p.g. Charles, 7, Axis Road, Watchfield, Swindon.

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### FOR SALE—*continued*

**1934 RILEY "LINCOCK" COUPE.** Special series engine, 2 carbs., scintilla; 2,000 miles since rebore and crank reground. Petrol not yet drawn. £175. Mellstock, Barnett Lane, Wonersh, Surrey. Telephone: Bramley (Surrey) 2293.

***RILEY NINE "MONACO"*** fabric saloon. 1929. Sound and reliable mechanically. Body excellent; 5 good tyres. All petrol. Must be sold. Any offers? Yorkshire. Box No. 632, MOTOR SPORT, 15, City Road, E.C.1.

**HEALEY SPARES.**—Continental Cars Ltd. offer: Laystall-built crankshaft for converting 2.4 Riley engine to under 2-litres for class events. £77 10s. Continental Cars, Ltd., Portsmouth Road, Send, Surrey. Telephone: Ripley 4 and 122. Week-ends by appointment.

**M.G. "T.A.,"** reconditioned engine. Tyres, brakes, steering O.K. Sound and reliable. Any reasonable offer for quick sale. Barn Cottage, Hayes Lane, Kenley, Surrey. Telephone: UPlands 8937.

**FRAZER-NASH T.T. REPLICA.** First registered August, 1937. Fitted with 1938 Meadows 1½-litre engine, deflector head, Scintilla. Complete overhaul 2,000 miles ago; linered and fitted H.C. pistons, full flow oil filter and Fram, new tonneau cover, hood, carpet, rechromed, six wheels, four tyres, new. Whole car in perfect condition, having been maintained regardless of expense, many special features, very fast. Awards Gransden, Merston, Eastbourne, Auclum; 32 m.p.g. petrol, oil negligible, full coupon book. £650. Ruddock, 27, Adelaide Crescent, Hove. Telephone: Hove 3693.

**MUST SELL.** 2-litre Bugatti 2/4-seater, good condition throughout, many renewals, too numerous to list. Full details and photographs to genuine enquiries. Nearest £325. Marcham, 1a, Regent Buildings, Sycamore Road, Amersham.

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## FOR SALE—*continued*

**1935 FRAZER-NASH** T.T. Replica 6-cylinder Blackburn ALO 300 ; 14 in. diam brakes, straight front axle. Nearly new tyres. Whole chassis and engine completely modified. Engine only run 2,500 miles since overhaul by Laystalls. Crank and rods rebalanced, lightened flywheel, liners, Martlett pistons, new valves, Vokes filtration. Whole car in excellent mechanical condition, with many spares ; 16 in. alternative wheels, 20 odd chains. £550. Woods, 96, the Drive, Hove, Sussex.

**SPECIAL RILEY** 14-in drum front and rear (torque-tube) axles, five 19-in. wheels, radiator, 1087 engine (special with balanced crankshaft), 18-in. knock-off wheel, many spare bits. Intended special postponed, space wanted. Brymer, 2, Downs Park East, Bristol, 6.

**RILEY NINE** tourer 1929. Recently rebored and fitted h.c. pistons, new tyres, good hood and sidescreens ; excellent brakes and steering. £100. Campbell, Kildwick Hall, Cross Hills (338), near Keighley, Yorks.

**TYRES.** Most sizes in stock for car and motor-cycle ; *15 in., 16 in., 17 in., 18 in., 19 in., 20 in., 21 in.* Also odd sizes and beaded edge. Hamiltons, 22/24, Vicarage Street, Yeovil, Somerset. Telephone 927. Established 1928.

**RILEY SPARES.**—Continental Cars Ltd. offer : Laystall-built crankshaft for converting 2.4 Riley engine to under 2 litres for class events. £77 10s. Continental Cars Ltd., Portsmouth Road, Send, Surrey. Telephone : Ripley 4 and 122. Week-ends by appointment.

**RILEY SPARES.** Front axles, all braking gear, camshafts, various differential gears, etc. Freddie Dixon, Ardverness, Wray Common Road, Reigate, Surrey. Telephone : Reigate 3534.

**FRONT INDEPENDENT SPRINGING OUTFIT** with spares as required. Freddie Dixon, Ardverness, Wray Common Road, Reigate, Surrey. Telephone : Reigate 3534.

**QUANTITY OF CHAMPION** R.2, R.11, 18 mm, and RL.14, LA.14, 14 mm. Also K.L.G. 108, 341, 348, 356, 461, 18 mm. Freddie Dixon, Ardverness, Wray Common Road, Reigate, Surrey. Telephone : Reigate 3534.

## FOR SALE—*continued*

**H.R.G.** **"1,100"** 2-seater, 1947 ; 12,000 miles. Owing to changed personal requirements this perfect and supremely satisfying motor car is regretfully offered for sale by original private owner. It has been most carefully maintained and handled, and never used in competitions. Box No. 633, MOTOR SPORT, 15, City Road, E.C.1.

**T.T. 2-SEATER LEA-FRANCIS** supercharged 1½-litre, engine, blower, clutch and gearbox completely overhauled ; back axle reconditioned, wheels rebuilt, 4 new tyres and tubes fitted ; body repanelled aluminium, new fold-flat screen, new seats and upholstery, new hood and tonneau cover. Resprayed, over £150 spent. This car is extremely reliable, fast and economical. Complete blown spare engine and gearbox. Owner reluctantly forced to sell. £285 or near offer. Ryle, 6 Val Mascal, Hollington Park, St. Leonards, Sussex. Telephone : Hastings 4053 (evenings).

**MORGAN 4/4** 2-seater. Late 1946. Perfect condition. One owner ; 17,000 miles. Taxed. Coupons. £595. 42, Percival Road, Rugby.

**TRIP SPEEDOMETER** *0-110, off 1934 3½ Bentley.* Perfect. Pollard, Goffs Oak, Herts.

**ASTON-MARTIN "ULSTER" & MARK II SPARES.** 4.44 : 1 crown-wheel and pinion. Clutch lining, axle oil seals, pressure oil pump, complete jointing washers and gaskets, gearbox selector spindle. Above all unused makers spares. Also following serviceable used parts : Light alloy brake drums, camshaft sprocket withdrawing tool, tappet spanner, value cap peg spanners, dummy dynamo for use when racing. Notek fog lamp. £14 the lot, or would split. Box No. 634, MOTOR SPORT, 15, City Road, E.C.1.

**1½-LITRE RILEY**—originally 1936, but completely rebuilt over the last two years at cost of over £300. All known worn parts renewed. Fitted with low attractive 2-seater body, h.c. pistons, Sprite inlet cam, items as timing wheels, bearings, oil pump, king pins, bushes, tyres, accumulator, ignition, etc, new. Special dash with large instruments. Mileage since rebuilt only a few hundred. Taxed and standard ration. Pre-selector box, Girling brakes, aero screens. Fitted one carb. for economy but twin manifold spare. Reluctant but must sell. Offers over £350. Goodall, 42, Bridge Street, Walton-on-Thames.

**FORD V.8 MERCURY ENGINES.** 90 b.h.p., reconditioned and complete with carburetter, distributors, dynamo, starter and clutch. Opportunity for special builders. Two only. £55 each. T. P. Breen, Ltd., High Road, Whetstone, N.20. Hillside 2393.

**BUGATTI—1½-LITRE 16-VALVE "BRESCIA,"** modern sports body, French racing-blue. Well shod, plus two new unused tyres. Recent engine overhaul. Twin S.U. carbs.; hood, etc., and all petrol coupons. Attractive car. £325 or offer. M. Lavelle, Guilsborough Hall, Northampton.

**3-LITRE "RED LABEL"** open 4-seater V.D.P. Bentley. New hood and envelope, full tonneau cover, side-screens ; fold-flat screen ; hubcaps, etc., replated. Re-upholstered in leather. Engine and transmission just overhauled. The car has been reconditioned at a cost of over £200, and is in first-class condition throughout, truly traditional appearance ; offered for sale at £475. Box No. 636, MOTOR SPORT, 15, City Road, E.C.1.

**BUGATTI, TYPE 49, 3.3-LITRE** unsupercharged. Engine completely overhauled and modified to full pressure lubrication ; 9 : 1 compression, balanced con.-rods, four Solex carburetters ; 8 ft. 6 in. wheelbase. Special G.P.-type body, with full road equipment. Shelsley time : 44 sec. Monaco Motor and Eng. Co., Ltd., High Street, Watford.

**SET OF FOUR FABRIC DOORS** (complete), rad., cowl, spares, for 1931 Riley Nine, to clear, cheap. Offers. Pair 1934 Austin Ten rear wings, perfect, 35s. The Cottage, Alexandra Road, Addlestone, Surrey.


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**SOUTH EAST : 40a, Culmore Road, Asylum Road, Peckham, S.E.15.** *Telephone :* New Cross 3856.

**SOMERSET :**

**Guildford Place, High Street, Taunton.** *Telephone :* Taunton 2993

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## FOR SALE—*continued*

**RILEY 9-H.P. "KESTREL"** saloon, 1935, special series. Preselector, stoneguards, mechanically rebuilt throughout ; splendid condition ; 37 m.p.g. Taxed year ; full petrol. £395. Rowley, Beverley Lodge, Coombe Lane, Kingston Hill, Surrey. Tel. : *Kingston 8465.*

**1935 LANCIA "AUGUSTA"** convertible coupe. Recent engine overhaul and in excellent condition throughout. A.A. inspection invited. Offers around £300. L. G. Motors, 177, Archway Road, Highgate, N.6. Tel. : Mountview 8467.

**LAGONDA 2-LITRE SPARES,** including Z-type gearbox in perfect order, aluminium bulkhead, prop.-shaft, complete brake system, including cables, drums, compensators, cross-shaft, hand-brake, etc. High and low chassis front axles, set of new king-pins and bushes, road springs, Marles steering boxes and columns, steering wheel, Rudge hubs and nuts, rear axle complete (4.2 ratio), etc. Also Anzani w/c V-twin ex-Morgan, with many spares. Barker, 14, Fenton Avenue, Staines.

**AUTOVIA 1937 24-H.P.** sports saloon, V8, twin downdraught Zeniths, Scintilla, "ride" control, automatic chassis lubrication, preselector. Recent overhaul includes new radiator block, all rear axle and engine bearings, gudgeon pins, valves, valve gear, push-rods, king-pins, etc. A quality sports car for the enthusiast who is obliged to use a saloon. Photographs available. Good reason for sale. Cost new, £1,095. Offers invited. Ring Maidenhead 2473, or write, Smith-Morris, Stockwells, Taplow, Bucks.

**2-LITRE LAGONDA** tourer, 1928, perfect order and appearance ; tyres and hood nearly new. £250. Page, "Pencil Rough," Leigh, Tonbridge.

**RILEY "KESTREL SPRITE"** saloon, black, 12-h.p. 1937 series. Recently converted to normal clutch and synchromesh gearbox. Engine, rear axle, steering, brakes, recently overhauled. New springs, shackles. 600 by 16 wheels, Ace discs. Perfect. £575 or near. Green, 8, Banff House, Glenmore Road, N.W.3. Tel. : Primrose 0367.

**AUSTIN TEN** 2-seater, with dickey. Rebored, new tyres, batteries, etc.; hood perfect. Obviously carefully maintained ; 37 m.p.g. £155. Wilson, 56, Blundell Drive, Birkdale, Southport.


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"M" engine complete with clutch assembly, starter, dynamo and carbs., distr., etc.
"J2" engine complete with clutch assembly, starter, dynamo, and carbs., distr., etc.
One "J4" engine complete.
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1939 F.I.A.T. 500 F/H Coupe.

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## FOR SALE—*continued*

**M.G. SPARES.**—" J4 " body, as new; recently recellulosed; complete with new Triplex screen, brackets, instrument panel, floor-boards, rear mudguards, bucket seat, hood and rear tonneau cover; £40. " J4 " slab tank, perfect condition; twin light-alloy quick-fillers, mounting straps and spare wheel carrier; £4 10s. " J4 " radiator, perfect condition; large quick-filler and steam vent; £12 10s. M.G. racing reserve oil tank, complete with float feed unit for sump, £2 10s. J-series twin carburetter type inlet manifold, £1. Pair M.G. Midget 16-in. wheels, complete with tyres and tubes, used once only; as new, £15. Two 19-in. wheels, 42-mm. hubs; one long reach, one short reach; £2 each. Pair 4.75 by 18 tyres, with tubes, slightly used, £5 pair. Pair 4.00 by 18 tyres, with tubes, slightly used, £4 pair. Letters only. D. Wilcocks, The Cottage, Faircross Way, St. Alban's, Herts.

**1937 2½-LITRE JAGUAR 100** 2-seater, in perfect condition; body and performance 100 per cent. New hood and side-screens; tyres good. A 90 m.p.h. car. Offers over £500 to Loxhams of Lancaster. Tel.: Lancaster 868. Quick sale essential.

**ASTON-MARTIN 1933 " LE MANS,"** short chassis. Reconditioned and in perfect order. Any trial. £475. Tel.: Perivale 8252.

**LUCAS MAG.,** Ford V8, £6; Citroen f.w.d. half-shaft, £1; Talbot 1934 " 2.1 " radiator and steering gear, £5 each; also engine and body parts. S.A.E. please. G. Bagguley, 49, Weston Road, Aston-on-Trent, Derby.

**BRAND NEW UNREGISTERED 1948 HEALEY** saloon (production model), duo-tone metallic-grey, red hide interior, for immediate delivery at list price plus purchase tax. Subject to usual B.M.T.A. covenant. Richards Bros., High Street, Walton-on-Naze, Essex. Tel.: 268.

**ALVIS " 12/50 " T.G.** coupe, good condition; new battery; excellent hood, tyres; quantity of spares. £160. Cox, c/o, Scott & Redwood, 12, Eaton Crescent, Bristol, 8.

**TYPE 35 GRANDE PRIX DE BARCELONE** model. Enquiries invited. Also 1921 " works " mileage 3-litre Alsace four, registered July, 1948, taxed; offers around £50. Tel.: Kensington 7131.

**RILEY NINE 1930-1934 SPARES.**—Crankshaft, timing wheels, gearbox, etc. Also Singer Eight and Nine and Hillman Minx spares. S.A.E. for complete list. Sealey, 34, Ravenscraig Road, New Southgate, N.11.

**SCOTT " SQUIRRELL "** motor-cycle, 1924. Licensed for only eighteen months of its life and in exceptional condition. Superlative vintage possession. Price £45. James Boothby Motors Ltd., Mary Farm Works, Lowfield Heath, near Crawley, Sussex. Tel.: Crawley 600.

**MATCHLESS 500,** 1948 model, several special modifications and capable of in excess of 90 m.p.h. Mileage 2,400. Price £150. James Boothby Motors Ltd., Mary Farm Works, Lowfield Heath, near Crawley, Sussex. Tel.: Crawley 600.

**FULL " MANX " NORTON,** 1936 model; frame number MGP Special 17/36, and many special features. Totally rebuilt throughout and equal to new in every way. To be sold in full racing form with additional road equipment. Over 100 mp.h. at any time on the road and 112 m.p.h. when stripped for racing. Price £185. James Boothby Motors Ltd., Mary Farm Works, Lowfield Heath, near Crawley, Sussex. Tel.: Crawley 600.

**M.G. MAGNETTE** Type N 2-seater sports. Perfect mechanical condition following complete overhaul. Comprehensive replacements to suspension, brakes, steering. Recellulosed black. 11, Grovelands Avenue, Swindon.

**P.100 HEADLAMPS,** complete with buibs and brackets, new unused; 600 by 18 Dunlop cover, new unused; 550 by 18 cover, part worn. V. L. Gray, " Lyndhurst," Lucastes Avenue, Haywards Heath, Sussex.

**1930 3-LITRE LAGONDA** tourer, £450. A rare car in exceptional condition. Excellent tyres, hood, tonneau cover, screens. Would consider exchange with " 12/60 " Alvis tourer, with cash adjustment. Fairman, Holly Lodge, Worth. Tel.: Pound Hill 3128.

**BUGATTI, TYPE 37, 1½-LITRE** Grand Prix racer, excellent condition, ready for competition work; many extras; late property of C. L. Clarke; described MOTOR SPORT, Nov., 1944. £475. Wray, Priory Road, Kenilworth.

**BENTLEY.**—One set of new Van den Plas type wings, £20. One set of newly plated knock-off wheel nuts and hubs caps, £7 10s. Wray, Priory Road, Kenilworth.

**UPHOLSTERY LEATHER,** several new pieces, pleated ready for stuffing, seats, back and sides; red, brown, grey. Wray, Priory Road, Kenilworth.

**ONE COMPLETELY RECONDITIONED MERCURY GEARBOX** for steering column gear-change. A new " Pilot " gear-shift if required. Tel.: Farnborough (Kent) 3667, evenings.

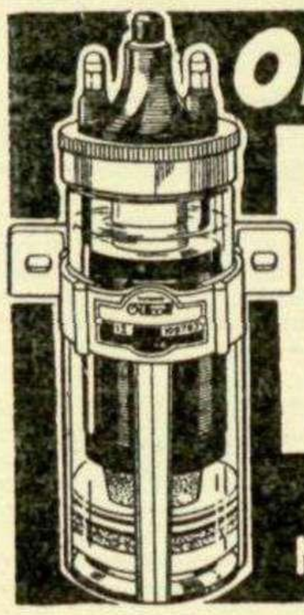
**INVICTA 4½-LITRE,** lately recellulosed cream. New windscreen, hood, tonneau cover and six new 600 by 19 tyres. Previously owned by famous British racing driver. £675. D. Gaze, Trefoil, Greendene, East Horsley, Surrey.

## FOR SALE—*continued*

**SPARES FOR 1933 CROSSLEY TEN** (preselector); 1934 Armstrong Twelve preselector box, £14; " 12/50 " Alvis box, £4; sump, £1; luggage grid, 17s. 6d.; front axle (bent), 30s.; dynamo (no charge), £1; Morgan starter, 35s.; 1932 Jowett rear axle, £7 10s.; Austin Seven chrome radiator, £2; C.A.V. starter, dynamo (" 30/98 " type). S.A.E. please. 14, Wellington Street, Millom, Cumberland.

**1931 12-H.P. WOLSELEY** sports. Relined to normal, brakes relined, new tyres and king-pins, Aug., 1947. Available Sept. 10th. Offers over £70. Jarvis, 20, Roddam Close, Colchester.

**" RAPIER," 1936.** One owner. Maintained throughout in first-class mechanical condition; cylinders lined; requires new rings and attention to oil pump. Grey 4-seater aluminium body by Ranalah; immaculate appearance; requires a little trimming inside. Bristol district. Offers. Box No. 640, MOTOR SPORT, 15, City Road, E.C.1.

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**60-M.P.G. F.I.A.T. 500,** 1939. Just recellulosed, engine reconditioned; " Verdik " electric economiser fitted. Perfect condition inside and out; 60 m.p.g. guaranteed; all coupons (18 galls.) available; £275. 1937 model B.S.A. " Scout " sports 2-seater; paintwork unscratched and in perfect mechanical order; £220. 1938 Morris Eight 4-seater tourer, just recellulosed; good hood and side-screens. Mechanically very sound; £150. Griffiths, 73, Tays Lane, Cradley, Staffs.


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**" 12/40 " LEA-FRANCIS** tourer, £125. Mechanically perfect. Magneto, battery, front tyres, windscreen, new. All petrol. Coleman, 174, Droylsden Road, Audenshaw, Manchester.

**MORGAN " AERO S.S.,"** 1935. Good running order. Several new items. Full petrol. Good tyres; heavy battery; rewired. £120. Box No. 635, MOTOR SPORT, 15, City Road, E.C.1.

**HILLMAN TEN** coachbuilt 2-seater sports, 1934 (laid up war years). Very good mechanical condition; good hood and screens. Exceptionally smart. Taxed; insured; full basic. Private owner. £170 or offers. 111, The Avenue, Sunbury, Middlesex.

**£90.—SALMSON 1929** twin-cam Grand Prix 2-seater, fast lively motor. Youldon, 31, Blackheath, Colchester.

## FOR SALE—*continued*

**TRIALS CAR, 1,100-C.C. G.H. SPECIAL.** Fully finished in maroon cellulose and chrome. Fitted with special hood. Comprising a Centric-supercharged Ford 1,100-c.c. engine with special internals, and a Type 75 E.N.V. preselector gearbox; Rubery Owen Morris chassis. Features too numerous to mention. Equally suitable for trials, road, or sprint work. Standing ¼-mile, 31 sec. This car is not a rebuild, it is new. Further particulars from R. H. Hunt, 465, Stretford Road, Old Trafford, Manchester, 16.

**£350.—FRAZER-NASH T.T. REPLICA,** registered 20/12/34; 4-cyl. single o.h.c. engine, 1,496 c.c. Recently thoroughly overhauled; all new 19 by 450 tyres, new brake drums, and taxed for first time since 1940. Stephens, Three Ways, Bittaford, Ivybridge, Devon; or in London, September 4th and 5th, 54, Manor Drive, N.20. Tel.: Ivybridge 49, or Enterprise 4181.

**IOTA-J.A.P. 500-C.C.** racing car; third i.t.d., Bo'ness 1947. Also " blown " Ausfod competition model. Will exchange for quality saloon, Alvis or Lagonda preferred. Clarkson, The Chase, Halstead, Essex.

**1950 ROVER " 14/6 " ENGINE** with all accessories and remote-control gearbox, all in good condition, £40. Set of four faired aluminium mudguards, ex-E. R. Hall Bentley, £4. Pair chrome P.80 headlamps, perfect condition, £10. Camshaft Morris Minor saloon, complete but needs assembling, £25. 19, Victoria Square, Droitwich, Worcs. Tel.: 3112.

**JOHN BLAND OFFERS 1931 AUSTIN SEVEN** chassis, complete in every way, five very good tyres, £45. Four odd 550 by 18 new retread tyres, £4 each. S.E.V. dynamotor, ex-vintage Renault, £4. Many engine spares for 1933 Austin Seven engines, cheap. 1927 Lagonda 2-litre saloon, very good tyres, brakes relined. A very sound vintage motor car, £110. Bland, 27, Southfields Road, Wandsworth, S.W.18. Tel.: Putney 1612.

**" BROOKLANDS " RILEY.** 5,000 miles since complete rebuild, including sleeving, crank-grind and new cylinder head; 30-mm. ports; new S.U.s; special inlet high-lift cam; 7¾ : 1 comp.; hydraulic brakes; aluminium body, 13 cwt. Full road equipment, hood, tonneau cover, etc. Grey, with red wheels. 30 m.p.g. with 5¼ : 1 back axle ratio; 4.77 : 1 ratio available with car. Offers to, C. C. Garlick, 16, Lupton Street, Kentish Town, N.W.5.

**LAGONDAS.**—(1) 3-litre sports saloon, 1934-5, but first registered in U.K. 1947, £10 tax; thoroughly overhauled and repainted; new tyres; a fast and most attractive car in very fine condition; £395. (2) 3-litre " Selector Special," Maybach gearbox, 1933, fitted with 1935 all-metal sports saloon body; chassis and engine completely overhauled and in 100 per cent. condition; body looks good but requires some repairs; good tyres and batteries; £195. (3) 3-litre special, 1933 sports saloon, crashed but complete and repairable, and with a spare 1932 chassis, axles and steering. Prior to accident this car had a very complete mechanical overhaul, and, apart from the actual chassis and body, has very little mechanical damage; £120. Vintage Vauxhall, 1920, D-type 22-h.p. 4-seater sports tourer, similar in appearance to " 30/98," completely equipped, good tyres and in sound order throughout, £50. 1913 Rolls-Royce " Ghost," original equipment and electrics; good tyres and perfect running order; with cab only, requires body; £50. No reasonable offer refused on any of these cars, as space urgently needed. Also some good B.E. tyres in various sizes. C. J. Bendall, The Rookery, Walsworth Road, Hitchin, Herts. Tel.: Hitchin 1108.

**BUGATTI, 1½-LITRE " BRESCIA "** model, 2-seater, registered 1932, excellent throughout. Any trial London. Any reasonable offer accepted. Tel.: Elgar 6308 (evenings), or write, Box No. 641, MOTOR SPORT, 15, City Road, E.C.1.

**1947 (SEPT.) M.G. TC** 2-seater. Black, red upholstery. Brand new, delivery mileage only (500). Owner unable to use since purchase. £750 for quick sale. Quinn, 10, Burlington Crescent, Rhyl.

**LAGONDA " 16/80 "** Weymann saloon, mechanically perfect; rewired, new batteries; body fabric just renewed; £300. Seen Yorkshire or London. Box No. 642, MOTOR SPORT, 15, City Road, E.C.1.

**FIRST £750 SECURES.**—Aston-Martin " Ulster " model. Winner, qualifying entry Rudge-Whitworth Cup 1936, Le Mans, 77 m.p.h. Now completely rebuilt and repainted B.R.-green, with many extras: telecontrols, wheels, tyres, axle ratios and engine parts. Also entry for J.C.C. Goodwood meeting in September. Box No. 643, MOTOR SPORT, 15, City Road, E.C.1.

**" 30/98 " VAUXHALL** 2-seater sports. Good condition. What offers? Walsingham Cottage, Manor Park, Chislehurst.

**BENTLEY 3-LITRE " SPEED "** model V.D.P; New tyres, weather equipment, batteries; brakes relined; recellulosed; fold-flat and aero-screens; 4½-litre mags., carbs. overhauled; electric pumps. All petrol. Offers to Fancourt Garage, Station Approach, Maidenhead.

**F.I.A.T. 1,500,** 1937. Very fast. Complete overhaul and renovation at cost of £200 in June. £450. Tel.: Lee Green 2344.

*Continued on page* 295

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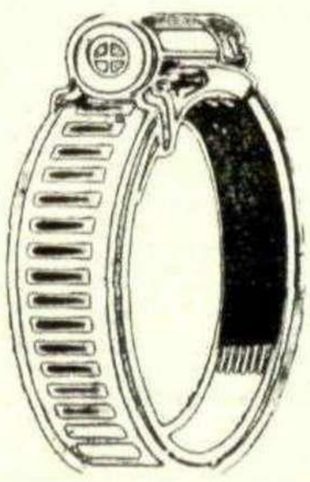
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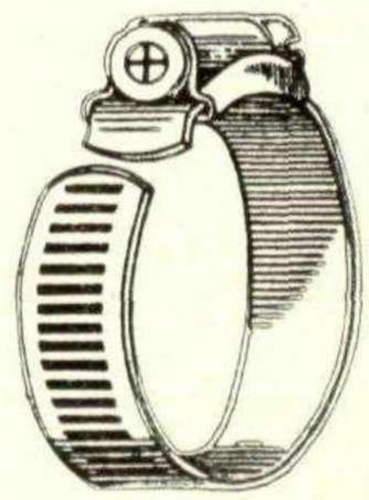
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