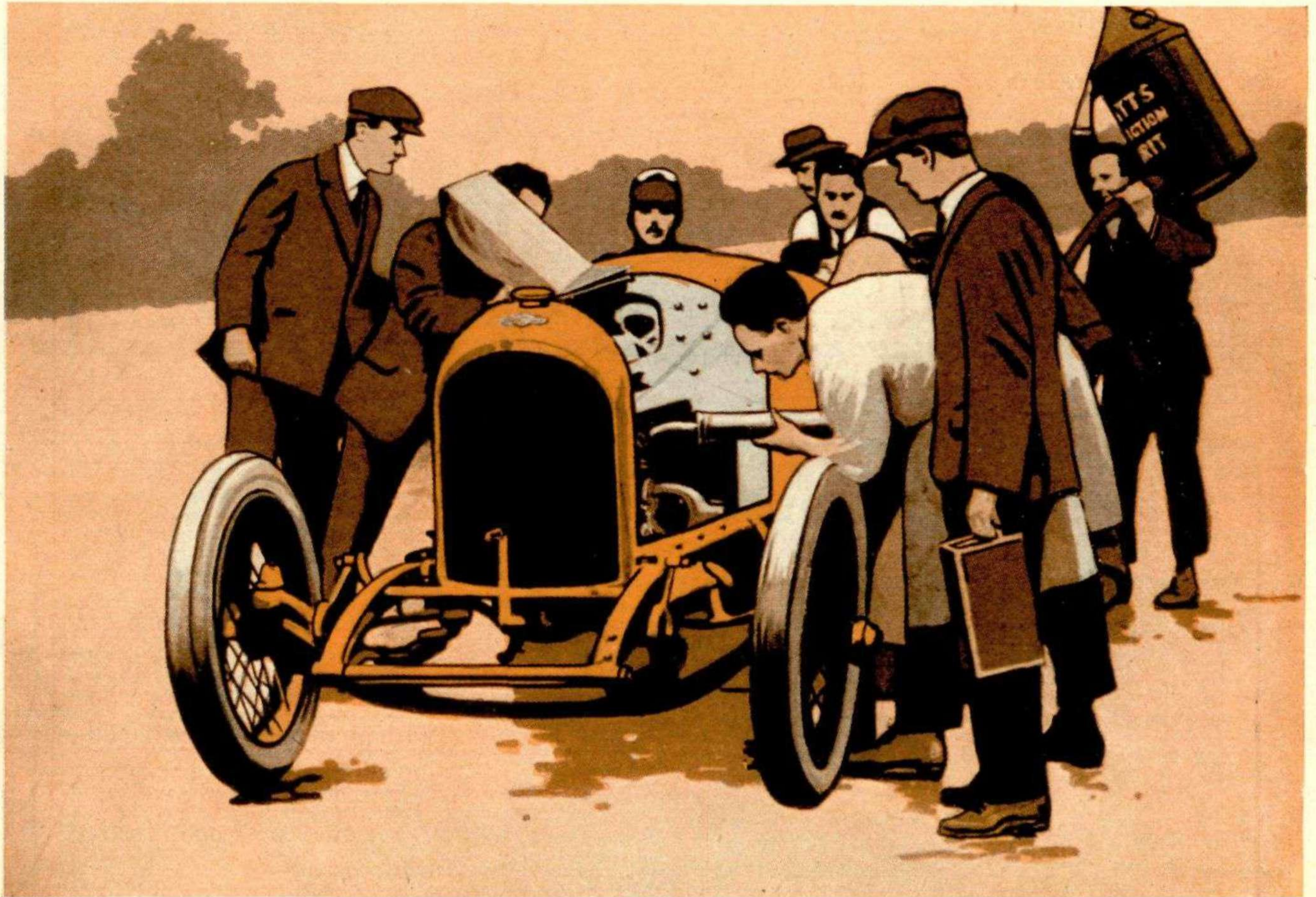


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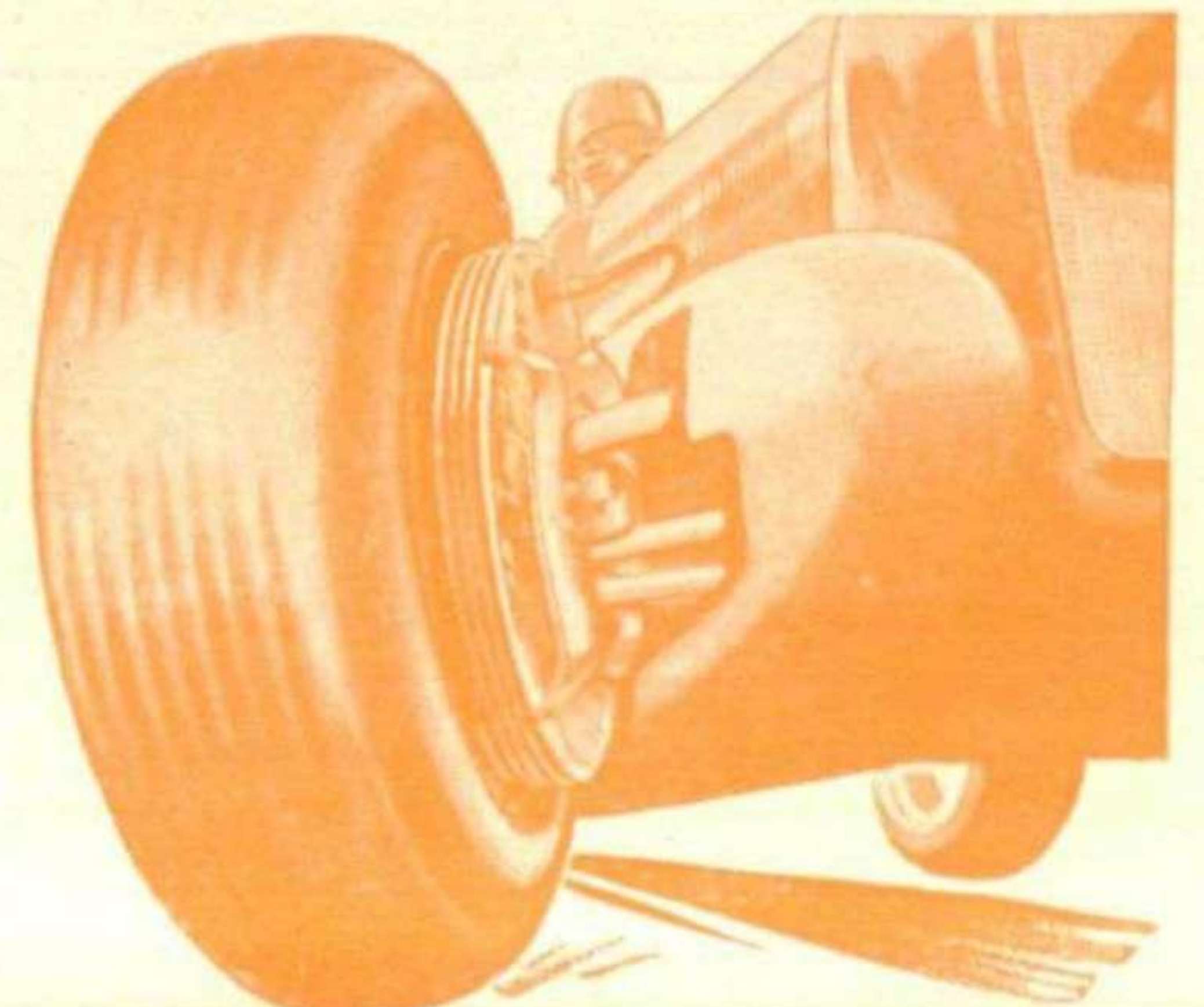
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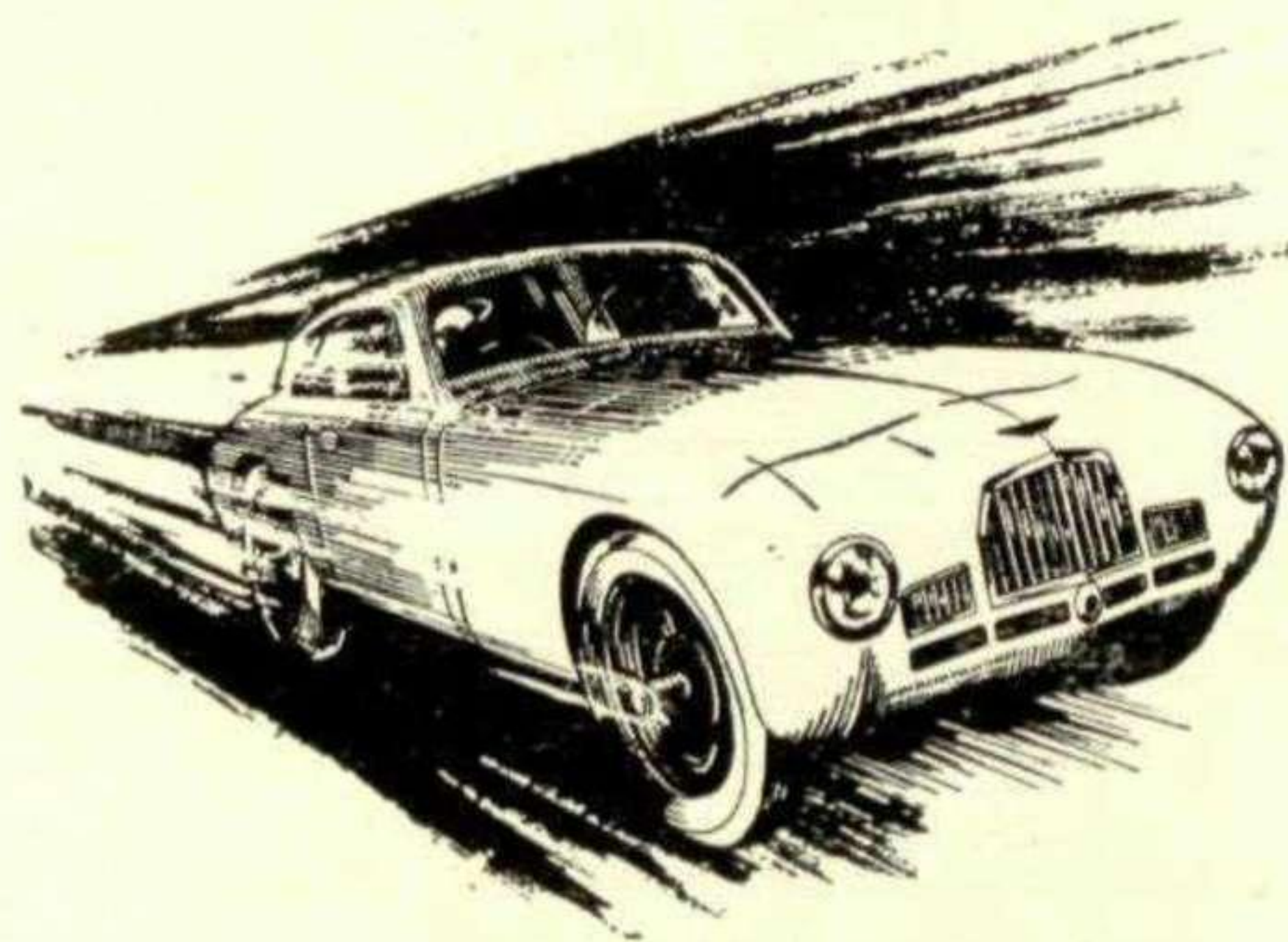
THE FIRST COVER PICTURE—This picture, depicting John Duff's 3-litre Bentley during a pit stop on the occasion of his successful "Double Twelve" record, when the car averaged 86.79 m.p.h. for 24 hours, appeared on the cover of the first "MOTOR SPORT" to be published—a quarter of a century ago.

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2nd L. Johnson and
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IRRESPECTIVE OF CLASS

3rd L. Johnson and C. Brackenbury
1836.79 miles at 76.5 m.p.h.

4th St. John Horsfall (Private Entry)
1821.45 miles at 76.25 m.p.h.

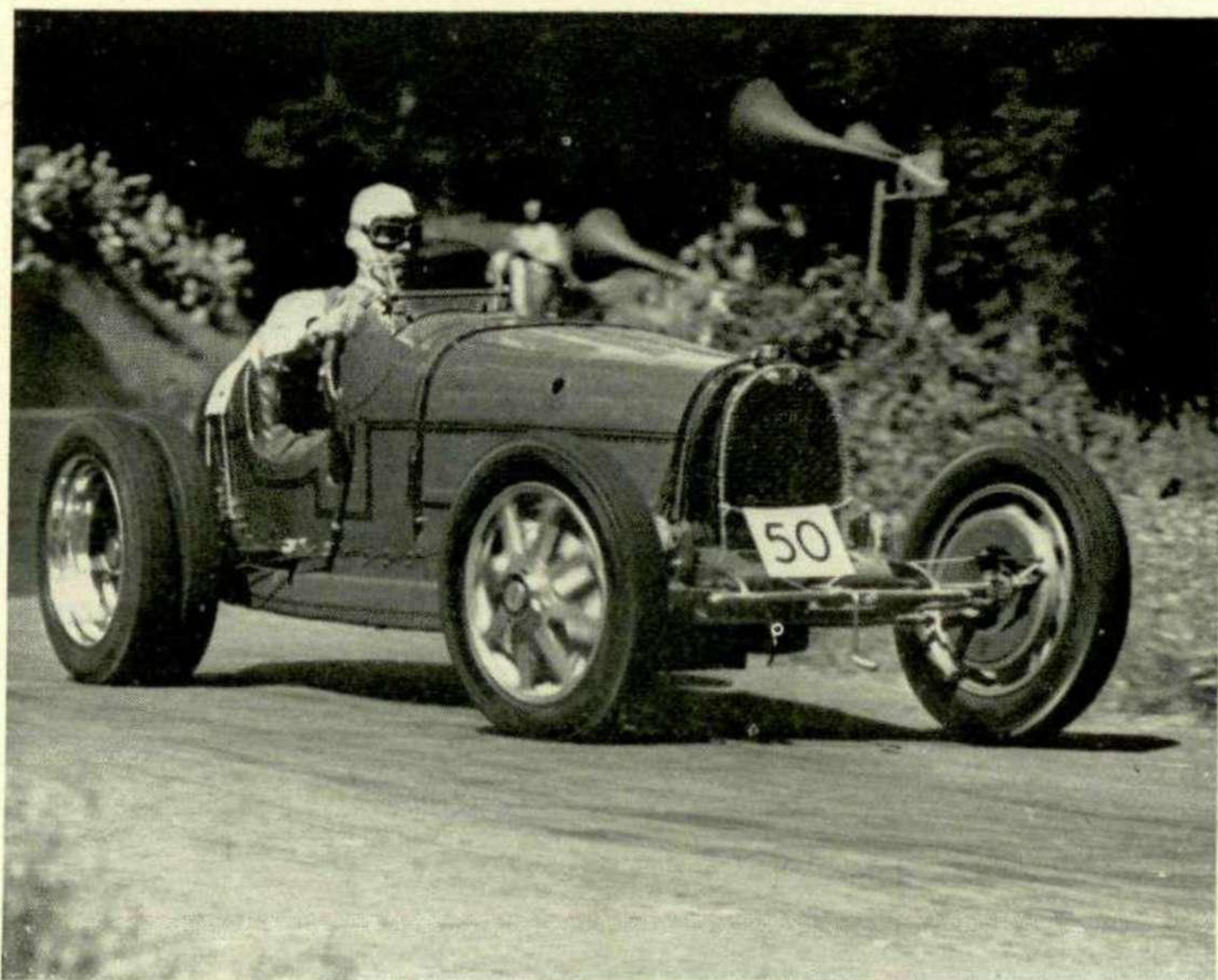
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1773.32 miles at 70.04 m.p.h.

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MATTERS OF THE MOMENT

With this issue MOTOR SPORT celebrates its Silver Jubilee. To be factual, the very first number appeared on the bookstalls during July, 1924, bearing the title of *The Brooklands Gazette*, but to be quite certain that we have attained a genuine quarter of a century of publication, we have postponed the celebration of our Silver Jubilee until this issue.

Practically every sport and pastime is served by weekly publications that act as a news-service and by one or more monthly magazines which cover a wide field of interest and constitute a compact review of current happenings. The motoring movement was championed by the *Autocar* in 1895 joined by the *Motor* in 1903, but with the demise of a number of other motoring papers before, or at the outbreak of, the Kaiser war, no monthly journal remained to serve the cause in general or the Sport in particular. Nor were any of the weeklies devoted solely to the sporting side of the movement, in spite of the popular interest displayed in racing as soon as it recommenced after the Armistice at Brooklands and elsewhere.

So, in 1924, Radclyffe's of Victoria Street took a bold step and introduced No. 1 of *The Brooklands Gazette*—the title of which was changed a year later to *MOTOR SPORT*, as more fitting to a journal which had no intention of confining its contents to activities at Weybridge alone.

I well remember, as a schoolboy, going with my mother to meet an aunt, "up from the country," at Marylebone Station and of spotting, a bright star in the otherwise grim firmament of that dingy station, not No. 1 but No. 2 of *The Brooklands Gazette*. I purchased it as quickly as I could, at the same time placing a firm order for No. 1 and subsequent issues. I have read it regularly ever since, pestering newsagents with the inexhaustible impatience of the young when copies of the twenties and the early thirties were published a few days late—and I was fated to become its Editor at the outbreak of the Second World War.

For their first issue, beautifully produced on art paper and lavishly illustrated, Radclyffe's collected together some most attractive fare, under their Editor, Oscar E. Seyd, M.J.I. Captain "Archie" Frazer-Nash himself wrote of "Some Thrills with Kim II," his exceedingly exciting single-seater G.N. racer. C. F. Temple dealt with "Motor Cycling at 113 m.p.h.," a subject with which he was particularly fitted to deal, having recently exceeded that pace on the complicated Montgomery-British-Anzani. There was a road-test of the 3-litre Bentley and, to show that motor-cycling was to be fostered, another concerning the SS.80 Brough Superior. The centre-spread was occupied by a controversy on "Should the T.T. be Run in England?" George Reynolds saying "Yes," and George Brown "No." "Motoring Sportsmen," a feature that was to live for many years, covered Count Louis Zborowski, alas to lose his life at Monza later that year. Col. Lindsay Lloyd gave readers "Some Pages from Brooklands' History," T. W. Loughborough, A.M.I.A.E. took as his subject "The Position of Motor Cycling Sport," and Tommy Hann, disguised as "The Lounger," gave the best sort of "Paddock Gossip" from Weybridge. As if that wasn't enough, Miss Ivy Cummings contributed an article on "The Fascination of Motor Racing," Captain W. G. Aston wrote

of "The Evolution of the High Efficiency Engine" and Captain Richard Twelvetrees, A.M.I.Mech.E., dealt with his trip through the London-Edinburgh trial in his radio-equipped Bean tourer. As a matter of interest the advertisers in this very first issue were: Laystall, Warwick Wright, Ltd., British Mercédès, Ltd., Sid Morram, Specialoid, Ltd., C. G. Pullin, L. Singleton, Watkins and Doncaster, Ltd., the Ansaldo concessionaires, Discol, Chekko, B. S. Marshall, Ltd., the American Technical Society, Petro-flex, O'Donovan Motors, Douglas Motors, Ltd., Car Mart, Ltd., Speedwell, T. B. Andre and Co., Ltd., James Grose, Ltd., The London Motor Supplies Co., The Light Car Co., The Duscot Mfg. Co., Pocklington and Johnson, Henleys, Hann Partners, Tecalemit, K.L.G., Sparton, The Co-operative Insurance Co., Ltd., Crosby Hall, A. T. Speedometer Co., Ltd., Chloride, Vacuum Oil Company, Continental Tyres and B.P., while, as a fitting reminder of how far we had come, Duff and Adlington provided an illustrated front cover advertisement depicting John Duff taking the "Double-Twelve" record at 86.79 m.p.h. with a standard sporting four-seater 3-litre Bentley.

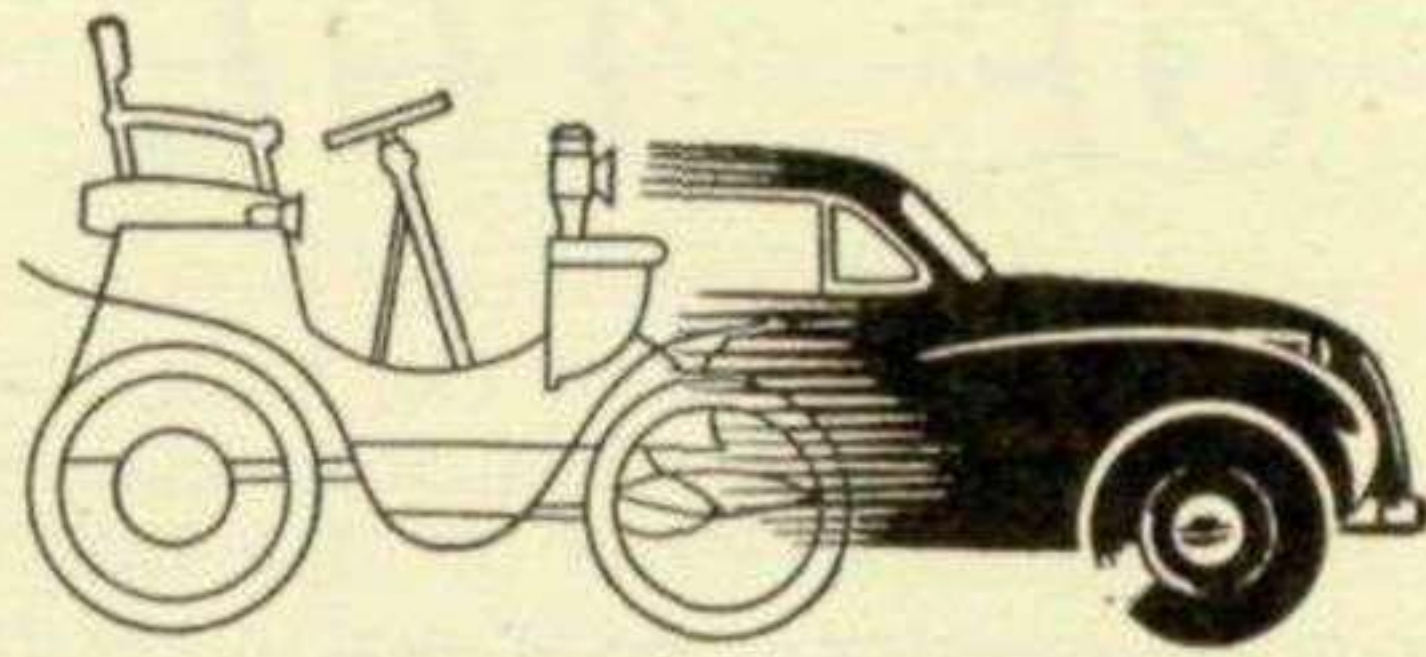
The new magazine was a success from its inception. After a few issues H. Scott Hall, M.I.A.E., took over the Editorship, and in February, 1925, Richard Twelvetrees, A.M.I.Mech.E., M.S.A.E., M.Soc.Ing.C.J.V. (France), attained the Editorial chair. Two years after its introduction, publication was carried on by Radclyffe and Hutchings, Ltd., and L. A. Hutchings became Editor in May, 1927, Twelvetrees remaining as Technical Consultant. Shortly afterwards R. B. Radclyffe joined the staff and Rodney L. Walkerley became Assistant Editor. An attempt was made to form the League of Motor Sportsmen, but the idea petered out. During 1929 Hubert H. S. Keogh edited one issue, and at this period the publishers, with considerable initiative, reprinted Jarrott's great book "Ten Years of Motors and Motor Racing"

All was not well, and the paper began to appear at irregular intervals. Fortunately, towards the end of 1929 a new owner acquired the paper and for nearly ten years *MOTOR SPORT* went from strength to strength under the guidance of T. G. Moore, a great enthusiast who owned and raced 4½-litre Bentley and Frazer-Nash cars and competed in events such as the Monte Carlo Rally, etc.

W. S. Braidwood, B.A.(Mech.Sc.) (Cantab.) became the first Editor under the new regime, at first from offices in Duke Street, later returning to Victoria Street—he was himself a keen Frazer-Nash exponent and, joined by Grenville G. O. Manton in November, 1930, continued to edit the paper until the middle of 1932. After that he left to open a garage, then studied medicine, passed his examinations and, to-day, practises in Ireland. I think I am right in saying that thereafter T. G. Moore took *MOTOR SPORT* under his wing, and continued to do so until the present proprietor took over the paper in December, 1936. It was Moore who invited Harold Nockolds, to-day Motoring Correspondent to *The Times*, to contribute regularly notes on Continental racing.

Some special articles come to mind as we look back down *MOTOR SPORT*'s lengthy career. Very early in its life the name E. K. H. Karlake began to appear frequently in its pages. He

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contributed annual surveys on the past season's races and the prospects for the next and commenced a long series entitled "Great Racing Marques" which gave of us our first accurate picture of motor racing history and which some day should be brought up to date and published in book form. It is a fairly open secret, too, I think, that the *nom de plume* "Baladeur" hides Karslake's identity and prevents him from receiving even more praise from all over the globe than he gets now for his inimitable "Sideslips." To Kent Karslake we owe, also, those fascinating "Veteran Types" articles in which historic and preferably exciting early cars are delightfully written-up for us as they exist in the present day and age, it being a sort of unwritten rule that the cars described shall have been driven on the road. This great series, which did so much to further the present Edwardian movement, commenced with "Chitty Bang Bang II" and has by no means expired. During the war those other knowledgeable veteranists, Cecil Clutton and Anthony Heal, contributed some of the articles, but recently Karslake himself has resumed the helm, assisted at times by his war-time collaborators.

MOTOR SPORT has always had a soft spot in its make-up for the true-blue, oil-soiled enthusiast and perhaps that is why Eric Fernihough's passenger was persuaded to describe the good and not-so-good aspects of "Ferni's" single-cylinder record-breaking Morgan three-wheeler, and why someone told of an odd car he built from a pre-1914 6-h.p. Peugeot chassis and a s.v. J.A.P. V-twin engine, Harry Bowler was permitted to describe the Waverley-G.N. and such-like hybrids he played with when he should have been studying at Cambridge and someone else his Morris-Cowley-powered G.N., while I was allowed to drool about a 1923 A.B.C. and a 1924 Rhode, the combined purchase of which set me back a matter of 230s.

We even had articles on amateur-built aeroplanes—there was, at one time, a strong "Air" and "Water" section—and other contributions which for some reason or other come to mind covered work in a cyclecar factory where the oddest things occurred, a fascinating pocket-description of what Brooklands Track was, and felt like, a technical series on classic Grand Prix and other racing cars of the 1934-5 period and leading articles on famous British sports cars and the factories in which they were conceived and manufactured. The "Motoring Sportsmen" series continued in various forms and embraced all the famous drivers from Campbell, Segrave, Mays, Guinness, and Howe downwards. A parallel series around 1926-28 covered the racing motor-cyclists.

Road tests were naturally a prominent activity, including some very hard rides, and even races, on the part of various past Editors and staff, on both cars and motor-cycles. At one time Rodney Walkerley, to-day "Grande Vitesse" of the *Motor*, rode the two-wheelers for us, and before that L. A. Hutchins had ridden a wide variety of bicycles critically, not to mention with decided verve! The cars tested ranged from a Villiers-engined Nomad that had no suspension other than that provided by its Dunlop Balloons to a "38/250" Mercedes-Benz. At one time early Salmons, Amilcars, Senechals and the like were tried out in the Box Hill area of Surrey and elsewhere. How long ago that seems! These tests provided plenty of off-the-record experiences, of which I had my share even before I joined the paper in a full-time capacity—there was, for instance, a spell of twenty-four hours during which a straight-eight saloon we were testing ran out of petrol at midnight (she has since joined her parents in South Africa!), had to be towed up a trials hill by a huge farm horse, broke its clutch and finally met the world's worst ice patch in the early a.m. on the Oxford Road; and a certain American saloon which swayed so much in storming Lythe Right that, at the summit of that famous gradient none of the doors would open, so effectively had the overhanging trees dented the roof. There was also a steering column that "came off in our hands" at speed along the Kingston By-Pass and a car which caught fire on Brooklands.

MOTOR SPORT developed a reputation for accurately reporting these road tests, such adventures apart, and valuable advertising was lost when a certain British sports saloon did 98 m.p.h. but just wouldn't reach the magic century, while I once spent a long afternoon at Brooklands with another sports car while the maker's representatives did all they knew to make it clock 90, whereas it was flat out at 86.

So MOTOR SPORT ran its course until, by 1937, I was contributing more and more frequently to its pages. T. G. Moore, who had lost interest some time before and had sold it to Mr. W. J. Tee, the present proprietor. In August, 1939, Mr. Tee acquired *Speed*, which had been edited by Alan Hess, and which,

with *The Brooklands Gazette*, is now incorporated in MOTOR SPORT.

After serving a sort of apprenticeship under the late Humphrey Symons on the now-defunct *Brooklands—Track and Air*, I had turned to general free-lance motoring journalism. Not only did many road test cars come my way, but I reported for MOTOR SPORT at Brooklands, Donington, the Crystal Palace, Southport, Shelsley Walsh, Prescott, Lewes, Dancer's End, Brighton, Backwell, Joel Park, Aston-Clinton, Chalfont and countless other venues. When war came it seemed expedient to close down the paper. After a voluble few minutes in Mr. Tee's presence, however, I persuaded him that I could continue to fill MOTOR SPORT's pages throughout the period of hostilities, and a four-page October, 1939, stand-over issue was hurriedly produced. Thereafter MOTOR SPORT, suitably inflated again, ran throughout the war years without missing a single issue—we even weathered the power-cuts in the winter of 1947. I take no credit for this, for without the tremendous enthusiasm, energy and willing co-operation of countless contributors, many of them entirely unknown to me, we should scarcely have gone to bed with a single issue. Their help and co-operation were unstinted and constituted a source of stimulation to me as I edited their "copy"—often scribbled during off-duty hours in a Service mess and subsequently censored—in my own off-duty hours (for not until after hostilities ceased could I devote my full time to MOTOR SPORT) frequently amid the crumps of bombs or the whine of flying missiles. Cecil Clutton, Anthony Heal, Laurence Pomeroy, Joseph Lowrey, the late F. L. M. Harris, John Bolster, Raymond Mays, Kenneth Neve and other persons too numerous to mention individually, responded nobly to my call for "copy," and many were the specialist articles that were written at my behest without thought of payment or reward. I did my best to stimulate enthusiasm by publishing news of all the interesting cars I could lay hands on, by putting lonely Service personnel in touch with one another, by taking a census of sports cars operating on supplementary fuel and by listing a register of rare cars, veterans and spare parts that were still on the market. The latter feature, incidentally, was directly responsible for several old cars which now compete in veteran-car events going to their present owners. We taught much motor racing to newcomers, at the same time providing a concise reference for old-timers, with articles on 1½-litre racing, from 1935 to 1939, on the rise to superiority of the German teams, and with a discourse on racing car evolution from 1895 to 1933 to which Messrs. Clutton, Heal, Pomeroy and Scafe contributed. These articles were supplemented by Clutton's studies of the evolution of the sports car, and the Edwardian renaissance, and Scafe's masterful discourse on the history of aerodynamic bodywork. I also sought to recall some great British achievements.

Mr. Tee reminds me of one disturbing experience when, within a few days of closing a war-time issue for press and with no paper supplies in hand, it was learned that the new supplies had left the mill but their whereabouts remained a mystery! Subsequently it transpired that this paper came down from Edinburgh round the shelled and mined coasts of Britain and that the little ship carrying it docked on time in spite of the worst the enemy could do. So we survived that difficulty and then, when the blitz on the City of London occurred, it seemed that the only building in the vicinity that was standing, amid the dust and flames of destruction, was the one marked by the well-known clock, in which this paper was printed and produced.

For five long years we got through much history in these pages, then petrol was restored to us (save the mark!) and events began to be organised again. Helped by staunch advertisers such as Joseph Lucas, Jubilee Clips, Ferodo, Dunlop, Lodge, Allard and others, MOTOR SPORT emerged unscarred, to take on a new lease of life.

Of his post-war career little need be said. Valued contributors have given the same support as they did during the war and authoritative articles on famous vintage and modern sports cars, the "Veteran Types" series, technical discourses and descriptions, and our well-known detailed and outspoken road test reports on high-performance cars—the latter only limited in number by manufacturers' production difficulties and the chronic petrol restrictions—have been resumed. Illustrated reports of sprint meetings and races naturally figure largely during the summer months, but the "magazine aspect" of the paper has not been unduly sacrificed as a result—although, like so many of our contemporaries, until recently at all events, lack of paper seriously restricted our activities. A few "stop press" reports of important races have been brought off, Le Mans included, for which purpose Douglas Dakota, Percival Proctor, Avro

Anson, D.H. Rapide and Airspeed Consul aircraft have been used. "Club News" remains a now somewhat inappropriately titled but widely appreciated news feature that was developed during the war, while "Rumblings," another regular feature of miscellaneous items, originated in the very early days of the paper, when it was the preserve of "Boanerges," and we have seen no reason to change the heading. Readers' letters, too, receive almost as much space to-day as they did in those palmy days when Motor Sport was a young and then-unproved periodical. The Silver Jubilee messages from past Editors and notable contributors, published elsewhere in this issue, will be read with interest by both old-timers and the present generation.

So time has marched along, Bentley, Bugatti and Mercédès giving place to Jaguar, Jowett and Allard, the sports cars of our leather-coated youth refined into the high-performance cars of 1949. Vast changes though we have seen, enthusiasm has risen to new peaks and public interest in motor racing has never been greater. We make mistakes and experience our set-backs, but it is our hope that Motor Sport will continue to serve the Sport as effectively in the future as it has done for the past quarter of a century.—W. BODDY.

LE MANS—

Looking back at Le Mans, there is no doubt but that this race remains the greatest sports-car classic of the year. The victory achieved by the 2-litre Ferrari driven by Chinetti and Lord Selsdon in both the G.P. d'E idurance and the Rudge Cup, is not only a further triumph to the credit of a new marque which is beginning to make its presence very definitely felt in 2-litre and sports-car racing, but justifies the more complex and expensive design, for the winning car had a V12 o.h.c. light-alloy engine, tubular frame, five-speed gearbox, and other advanced features. That transmission maladies and trouble with the reserve oil supply might have caused the Ferrari to retire had the race lasted another hour detracts scarcely an iota from its great achievement. The 3-litre Delage which Louveau and Jover brought home in second place certainly could not be said to have had a trouble-free run, but it was nice to see this great French make so highly placed; a fine indication, too, of its potency while it was running. The very warmest praise must be bestowed on the new 2-litre Frazer-Nash which Culpan and Aldington brought home in third place. Before the war, if a British make finished even quite low down the list our joy was unbounded, and now we have one of our newest really-high-performance cars placed without question at Le Mans, its only real bother a faulty clutch.

We were obliged to fly back with the report (published last month) soon after the race ended, when Morel's Talbot was still officially given as finishing fourth. Actually this car failed to complete its last lap and was not placed, nor was the Veillet/Mouche Delage. The positions given for the British cars, therefore, require revision, the Hay/Wisdom Bentley being 6th, the Jones/Haines Aston-Martin 7th, the Thompson/Fairman H.R.G. 8th, the Lawrie/Parker Aston-Martin 11th, and the Bartlett/Mann Healey 13th—a list that is a real credit to this country. Another error we wish to correct is that Phillips' M.G. was flagged-in for going too slowly. It was actually going nicely when the condenser gave trouble and the car was flagged-in because co-driver Dryden disregarded the regulations by letting a mechanic go out to the stranded car from the pits.

That Hay's pre-war, normally-used, 4½-litre Bentley saloon came in sixth at 73.56 m.p.h., in spite of a tyre-change and loss of its over-drive top gear, is a remarkable tribute to a magnificent car. Rolls-Royce Ltd. helped a little in its preparation, but it was by no means as specialised as the Eddie Hall open car of T.T. days. Aston-Martin failed to repeat their last year's Spa victory, but did well to get a 2-litre saloon home behind the Bentley, at 72.52 m.p.h., and H.R.G. won the 1½-litre class at 67.83 m.p.h. We commented last month on the excellent show put up by Lawrie and Parker in a 1949 three-seater Aston-Martin.

The class winners were:—Up to 750 c.c.: Krattner/Sutnar (Aéro Minor), 61 m.p.h. 751 to 1,100 c.c.: Montremy/Dussos (Monopole), 64 m.p.h. 1,101 to 1,500 c.c.: Thompson/Fairman (H.R.G.), 67 m.p.h. 1,501 to 2,000 c.c.: Chinetti/Aldington (Ferrari), 82 m.p.h. 2,001 to 3,000 c.c.: Louveau/Jover

(Delage), 81 m.p.h. 3,001 to 5,000 c.c.: Grignard/Brunet (Delahaye), 73 m.p.h. Again, British showing was good, the Bentley being second in the big-car class, Frazer-Nash second and Aston-Martin third and fourth in the 2-litre class, and H.R.G. winning the 1½-litre category.

Turning to the race in general, the pre-war tendency to use enclosed aerodynamic bodywork at Le Mans seems to have partially halted, for out of 49 starters only nine were of this type, although, of the 19 finishers, four were saloons. Retirements were eventually listed as: Loss of water, five; unspecified engine trouble, four; crashed, three; big-end failure, two; piston trouble, two; overheating, two; clutch trouble, two; broken crankshaft, two; unspecified mechanical trouble, two; fire, one; seizure, one; dynamo failure, one; fuel-feed trouble (diesel), one; fuel-feed trouble, one; flagged-in, one.

Brakes must have had a trying time in the heat, at the speeds at which all classes of the race were run, and brake failure may have been a contributory cause of Marechal's sad crash. The bodywork on the Aston-Martins to some extent prevented a full flow of air on to the brake drums, but, against this, the winning Ferrari and the Bentley also had shrouded wheels and apparently suffered no difficulties in this direction.

It might have been thought that closed bodywork would have provided protection in the event of a crash but this was not so in the case of Pierre Marechal. We would like to offer our profound sympathy to Mrs. Marechal; an obituary notice is published in this issue.

We commented last month on the magnificent grandstands and pits, which make those at Silverstone look pathetic. But remember that the A.C. de l'Ouest obtains a Government grant towards the £130,000 which it costs to prepare Le Mans for its one great race a year—assistance fully justified by the fact that a crowd variously estimated at 120,000 to over 180,000 attended throughout the race, incidentally, in perfect safety so well is the circuit protected. The *Programme Officiel* was beautifully produced, with new photographs of all the drivers and cars, save where a blank was explained by the cryptic comment "*photographie non parvenue*." And the manner in which the 4½-litre Bentley saloon used as a course-patrol car was driven was, alone, a revelation to British visitors. Yes, Le Mans has thoroughly re-established itself and the success of the 1950 race is assured.

—AND SPA

The dramatic Spa race consolidated the success of Chinetti and the Ferrari and again demonstrated the efficiency of the British cars. Chinetti won outright as at Le Mans—save that, at Spa, there is really no outright winner. Push-rod Aston-Martin saloons were placed second and third in the 2 to 4-litre and up to 2-litre classes, respectively, and Horsfall again demonstrated his ability by bringing his rebodied 1935 o.h.c. Aston-Martin two-seater home second in the 2-litre class, less than 65 miles behind the Ferrari. Peter Clark's H.R.G.s won the Coupe du Roi Albert Team Prize for the second year in succession, although limping round at the end with piston, dynamo, fuel-pump and other troubles, these cars, with Brock's coupé H.R.G., dominating the 1½-litre class. But perhaps the Jowett Javelin saloon driven by Hume and Wisdom put up the best show of all, for it covered a greater distance than any other 1½-litre car in winning the touring-car category. It was a virtually standard car, greatly hampered by wide gear ratios, but with slightly increased compression-ratio, careful assembly of the flat-four engine and reduction of weight by leaving out some of the interior furnishings. It averaged over 65 m.p.h. for 1,573.92 miles, beating the fastest H.R.G. by 10 miles, and was undismayed even when Hume caught and broke a finger in the glove-locker lid—but it did not beat the Brambilla/Bassi F.I.A.T. which won the 1,100-c.c. class.

Spa was very hard on shock-absorbers, but the retirements totted up to: Unspecified engine trouble, five; broken piston, two; plug trouble, one; broken crankshaft, one; broken oil pipe, one; faulty differential, one; back-axle trouble, one; unspecified transmission trouble, one; gearbox trouble, one; broken propeller-shaft, one; loss of track-rod (Folland's Aston-Martin), one; crashed, one.

This year's two 24-hour sports-car races have been both instructive and dramatic and must be repeated.

"Motor Sport" Jubilee Letters



FROM T. G. MOORE, Esq., who was Chairman and Editor of MOTOR SPORT from 1929 until 1936 :—

As a former Chairman and Editor of MOTOR SPORT, I feel I must send you my congratulations on the Silver Jubilee of your publication.

To keep the flag flying in the difficult days of the war, when news was meagre and paper almost unobtainable, was a great achievement. Now that things are more normal and sporting activities once again in full swing, MOTOR SPORT has more than regained its pre-war form, and, as I know from my journeyings overseas, is read with interest and pleasure by enthusiasts in all parts of the world.

My own association with the paper dates back only twenty years, but the first back volumes on my bookshelf take me back to an earlier period, when Grand Prix racing was the high-spot of the Sport, and the Sunbeam team a power to be reckoned with. Bugatti and Alfa-Romeo had their innings after that, and then around 1926-28 came the heyday of sports-car racing.

At that time the paper had fallen to a low ebb, and might well have disappeared altogether. Luckily a friend of mine, Mr. W. S. Braidwood, later the first Editor under the new regime, had the foresight to realise the possibilities of the journal and bought up the copyright. In 1929, working together, we re-launched it in a more ambitious form, and for a time widened its scope to include aircraft and motor-boat sections.

One feature of the earlier numbers was the series of articles entitled "Great Racing Marques," and this we decided to revive. In this series and its successor, "Veteran Types," "Baladeur" found the ideal medium for his knowledge and his enthusiasm for the early history of the Sport, and it is good to see that he still continues his interesting and enlightening articles.

Health reasons forced me to give up the editorial chair (rather a hard one, if I remember right) in 1936. Perhaps I might be allowed to sum up my impressions of seven years of change and progress.

As regards sports cars, a boom period was 1928-30, in which a great number of firms tried their luck in this tempting market. Then came a slump which cut spending to the bone, many firms falling out. It was a hard time for the paper, but a big chance for the small economical model, as typified by the M.G. Midget. After that came a big revival, with larger English cars such as the 4½-litre Lagonda and the new Bentley, and a similar revival on the Continent, led by the Type 57 Bugatti, the various Delahayes, and the Talbots.

Grand Prix racing regained its former prestige when the 750 kg. Formula came in, and the Nuvolari-Varzi duels were something to remember. The first appearance of the new Mercédès and Auto-Union was a great thrill, but in the following years, when they had overcome their teething troubles and were mounting

up in speed and power, one rather wondered whether racing was producing a crop of juggernauts.

In a short time these new problems of roadholding and braking were solved, and the technical knowledge thus gained is reflected in the stability of the high-speed 1½-litre *bolides* of today, and the spread of independent suspension and high power-outputs to the present-day cars of the man-in-the-street.

The first twenty-five years of the paper's life have seen great advances in fast motoring, and twenty-five years more may cover even greater changes. Shall we read a road-test of the new 1958 gas-turbine Superblitz or a report of John Copley's world record driving his Atomic-Pile Special? Whatever the future may bring, I feel sure that MOTOR SPORT will be there with the news and the pictures.

For the present, sincere congratulations on a long career of sound reporting and best wishes for continued expansion in the years to come.—T. G. MOORE.

FROM RICHARD TWELVETREES, Esq., A.M.I.Mech.E., who was Editor of MOTOR SPORT from March, 1925, until October, 1926:—

As one who, in the early days of MOTOR SPORT, or *The Brooklands Gazette* as it was then called, occupied a somewhat rickety editorial chair in the corner of a small publisher's office, I should like to offer my congratulations to those who now celebrate its twenty-fifth anniversary. When one realises that Britain's only periodical devoted entirely to the interests of the sporting motorist began as an unofficial record of racing at Brooklands, the achievement of its present status in motor journalism can only be described as phenomenal.

It so happened, however, that the early associations with Brooklands and its *habitués* had a very important influence upon the subsequent development of the magazine. We made many good friends there who helped to popularise MOTOR SPORT by allowing their biographies to appear in its pages. Sir Malcolm Campbell, Sir Henry Segrave, Parry Thomas, Glen Kidston and others no longer with us, inspired ambitious youngsters of their day to win a flutter of the chequered flag through the medium of MOTOR SPORT. Even in those early days, the magazine was held in high regard among keen sportsmen and students, as evidenced by an occasion when as Editor I was invited to deliver a lecture at Oxford University on "Tuning Cars for Trials," a far more terrifying experience than charging between masses of spectators on Beggars Roost, or slithering over "The Cannons" at Alms Hill.

Your then-Editor also spoke to MOTOR SPORT readers and thousands of other motorists over the ether from 2 LO in the early days of broadcasting.

In addition to collecting material from every available source, plying scissors and paste brush, my editorial duties included participation in various trials and com-

petitions at the wheel of a 11.9-h.p. Bean, induced by much mechanical jugglery, and the dissipation of more hard cash than it was actually worth, to perform creditably in company with expensive sports cars of the period. Incidentally, that old Bean was one of the first cars in this country to be equipped with a wireless set and achieved notoriety by being turned out of an enclosure at Ascot racecourse, by the Clerk of the Course in person, for being a public nuisance, even before there was time to adjust the cat's whisker on the crystal detector used with amplifying valves and a horn-shaped loudspeaker.

Not that the Editor's life was all fun, by any means, for I once discovered to my chagrin, when the "kitty" was almost empty, that it required something more than literary aptitude to persuade firms to buy advertisement space. That memorable and fruitless tour of the Midlands taught me, once and for all, that advertisement managers must possess business qualifications and powers of persuasion to which I shall never aspire and which, judging from current issues of MOTOR SPORT, are now being applied to very good effect.

To me, the editorship was an exhilarating experience which only came to an end after a strike-breaking crash in 1926, but it left a permanent urge to turn competition experience to good account in an altogether different section of the motor industry. Therefore, to young readers of MOTOR SPORT let me add that in pursuit of a great pastime they too may find a foothold to a career in the motor industry or to fame on road and track.—RICHARD TWELVETREES.

FROM "BALADEUR," our valued contributor on old-car matters :—

My congratulations to MOTOR SPORT on the completion of its first quarter-century. As perhaps the oldest inhabitant among its contributors, may I be permitted to say that few of us who knew it in its early days could ever have expected such a thing. There were in those days no International Formula races in England, and, apart from the 200-Mile Race, no attempt had been made to organise long-distance racing of any sort. There was no Veteran Car Club, and virtually no interest in old cars; no Vintage Sports-Car Club, and scarcely anyone to appreciate a good car when he drove one.

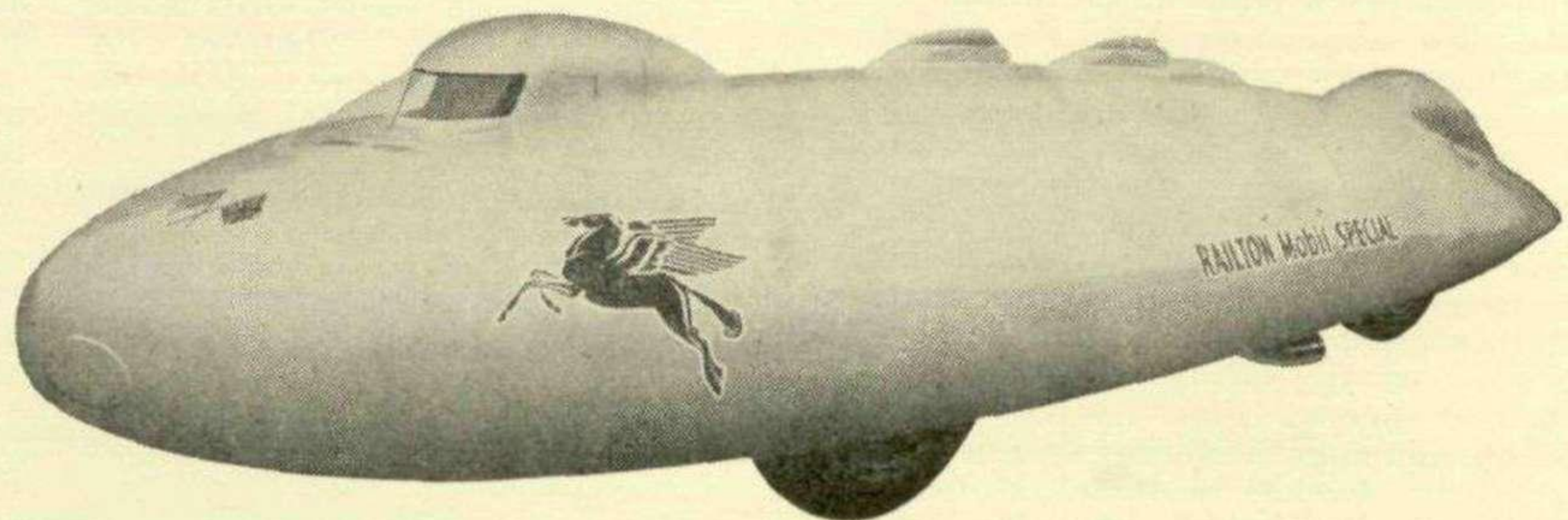
For the subsequent improvement in these respects MOTOR SPORT is not without a large share of the credit. The Editor has now only to arrange for the dismissal of each and every Government which continues to make motoring of any kind practically impossible, and he can, I am sure, look forward to the next twenty-five years with equanimity.—"BALADEUR."

FROM C. C. WAKEFIELD & CO., LTD. :—

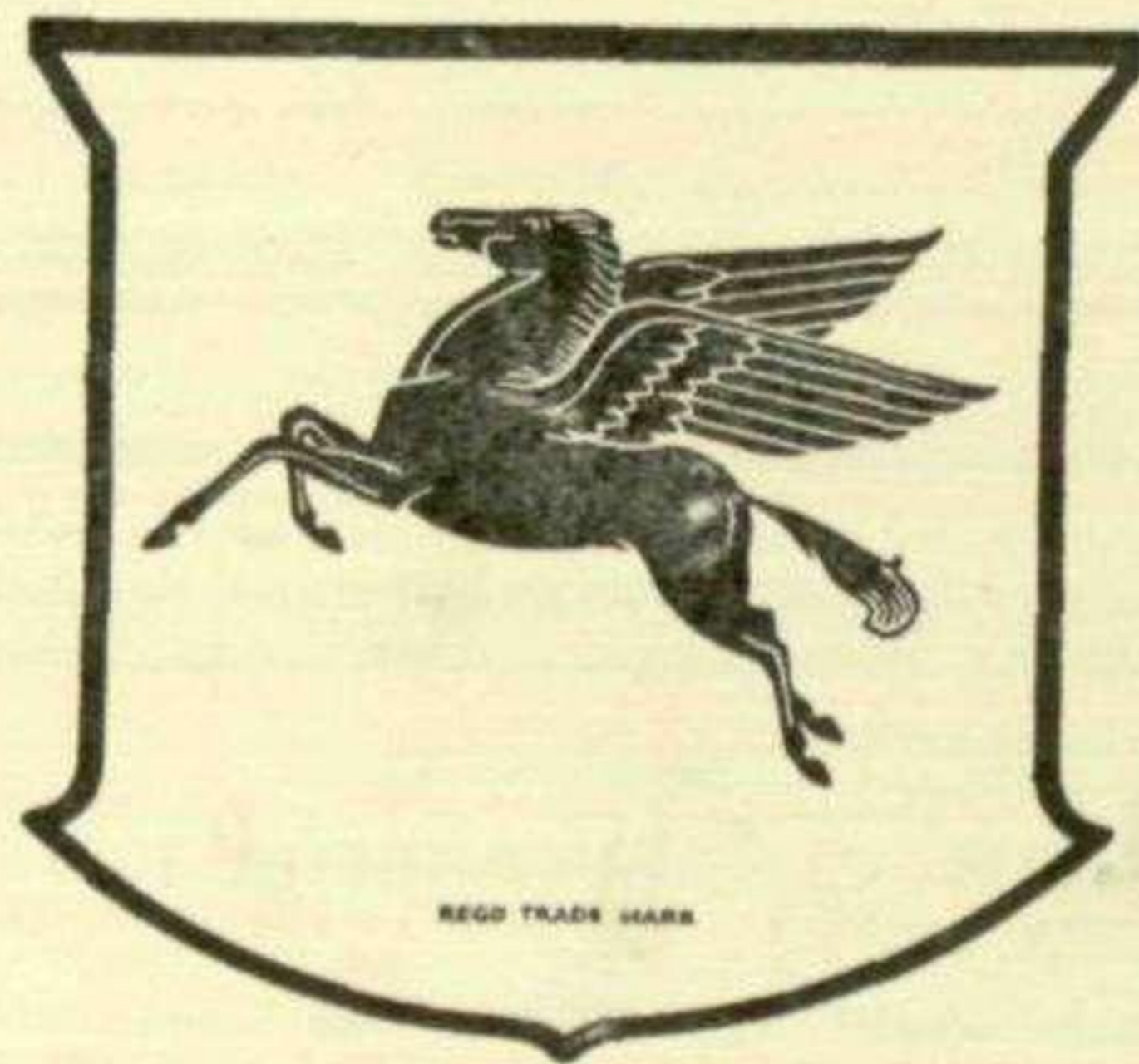
I would like to take this opportunity of congratulating you upon the fine success which MOTOR SPORT has achieved over

(Continued on page 330)

THE GREATEST ACHIEVEMENT
EVER RECORDED IN
“MOTOR SPORT”



The World's Fastest Car . . . the Railton Mobil Special, in which John Cobb attained the world's land speed record of 394.2 miles per hour. Mobiloil of standard grade, such as you can buy today from your local garage, was used for the record-breaking runs. Use Mobiloil in your car—it gives sporting motorists the best run for their money!



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SPECIAL SILVER JUBILEE CONTRIBUTION

A HISTORY OF THE G.N.

by

CECIL CLUTTON

JOHAN BOLSTER, with his unrivalled driving experience of cars of every age and type, represents the G.N. and the "30/98" Vauxhall as the two outstanding cars of the vintage years. The truth of his words is shown by the fact that cars conforming basically to the original G.N. pattern remained in active production over a space of 25 years and are still successful in sprints nearly 40 years after the G.N. firm first went into production. Furthermore, although perhaps not half-a-dozen G.N.s now exist in standard form, they continue almost as a family name amongst motorists.

Much has been written about G.N.s, but no consecutive history of the firm and its products has yet been set down in print, and this article is intended to provide an authentic record for all time. When I undertook the task of writing such a history, I realised that I should be largely dependent upon the memory and records of H. R. Godfrey. In point of fact, both of these have proved to be so complete that my task was negligible, and by far the greater part of the following article is no more than a collated edition of Godfrey's own words. Godfrey and Nash first met in 1905, as fellow students in mechanical engineering at City and Guilds, Finsbury, and afterwards were apprentices together at Willans & Robinson, the engineering firm at Rugby (now merged with the English Electric Company). During these years, the possibility was often discussed of making a vehicle combining the comparative liveliness and cheapness of the motor-cycle with the stability and other advantages of a light four-wheeler.

It must be remembered that at this period:—

(1) Roads were rough, with thick dust in dry weather and equally thick mud in winter.

(2) Motor-cycles, generally, were belt-driven, single-gear, and without clutches. Frames were rigid, tyres were small. Performance, however, was comparatively lively. In conjunction with

existing conditions they were generally regarded as "dangerous."
(3) Cars were still practically "rich men's toys," heavy and costly to buy and maintain. The few "light" cars lacked performance, particularly on hills, and were poor roadholders.
(4) Motoring was not "popular" or used for business, and was only indulged in by a few of two classes, the rich (with big cars) and the mad (motor-cyclists).

The answer to all this looked easy to the simple minds of Godfrey and Nash, Morgan, Borbeau (maker of the Bedelia) and a few others. Why not take a fairly powerful twin-cylinder motor-cycle engine, put it in a frame and add wheels to taste? During 1906 to 1910, Godfrey and Nash separately and together did make several machines on these lines, crude, but satisfying some of the requirements aimed at.

It was in the autumn of 1910 that Godfrey and Nash, then both in their early twenties, joined forces with the idea of making something a bit more complete and usable than previous efforts. At the back of their minds was the idea that a small number might be sold to a few

people who were becoming interested. It hardly went beyond that.

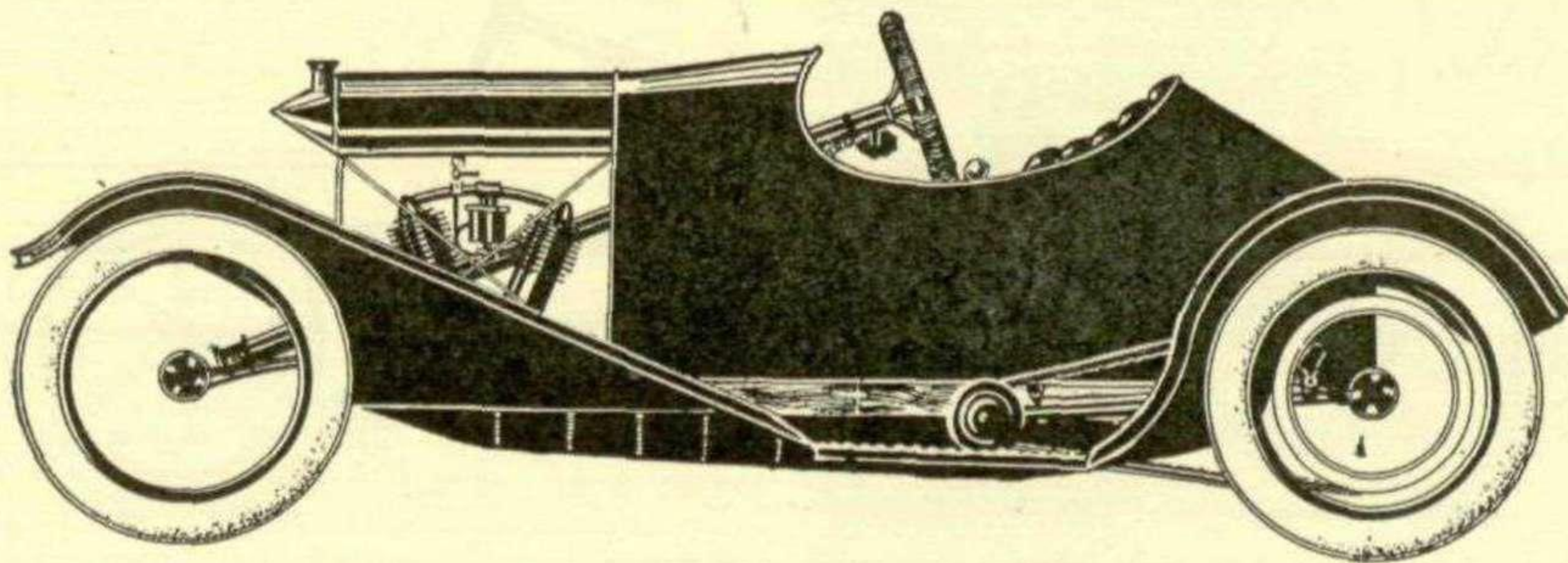
However, events soon caused them to make up their minds to attempt to make these "quad cars" or runabouts (as they were beginning to be named) as a whole-time job. It so happened that the partners were ferreted out by the *Motor Cycle*, which described these machines in an article in December, 1910. The result was hundreds of letters from people who wanted to know if the cars could be bought, some wishing to place orders. So it was decided to "have a go." The "works" at this time was a disused coach-house and stables at the back of Nash's house near Hendon—rent free. Pooling all resources, the equipment amounted to: two foot lathes, a drilling machine, hand tools and £50 in cash. So far Godfrey and Nash had worked without assistance.

In view of the pile of inquiries, it was now necessary to produce a catalogue, and a certain amount of imagination was necessary to compile a specification and illustrations of something that might result in orders and at the same time look reasonably like the article that it was hoped to produce. All this meant burning much midnight oil as, during the day, work had to go on completing the prototypes and making them look something like the catalogue illustrations.

The result of sending out the first catalogues produced eight-or-so orders with one-third deposit, so that engines and material could be purchased. A batch of six "de luxe" chassis was laid down and a handyman labourer engaged. Somehow these six cars were finished and the balance of cash used to buy more engines and parts, but it was certainly hand-to-mouth and touch-and-go most of the time.

Early in 1911, a small workshop was rented in "The Burroughs," Hendon (Elms Works), where a few rather antique machine tools were installed, first driven by a motor-cycle engine and afterwards by gas engines. The employees now numbered about eight; juvenile labour was paid by size, the most microscopic boys receiving ¼d. per hour. At this point it might be as well to explain why the early cyclecars, when one looks back, appeared to go a long way round to achieve a simple thing—for instance, the strange and complicated transmission systems, where a motor-cycle gearbox would have been cheaper, lighter and better. The reason was, of course, that such proprietary components just did not exist. All that could be procured, apart from raw material, amounted to motor-cycle engines, sprockets, chains, belt rims and wheel rims. Frames were made of wood, and wheels built up on gunmetal hubs cast at the local foundry. Parts had to be designed "round" for simple lathe work. Belt drive solved some of the design problems.

In the summer of 1911, a customer and G.N. owner, Cecil Whitehead, pleased



PURE CYCLECAR.—The original sporting G.N. of 1911, with J.A.P. motor-cycle engine, belt-drive to countershaft, two-speed chain transmission and final-drive by side belts.

with his car and seeing the firm always handicapped for lack of cash, suggested coming into the business with £1,000 cash. Up to then it was a partnership known as "Godfrey and Nash." A company was formed known as G.N. Ltd., and adjoining premises were rented and additional plant, etc., obtained. Motoring certainly owes much to this discriminating gentleman, who, happily, is alive and well. It was now becoming evident that the motor-cycle engine, although the best obtainable, was really unsuitable for the work it had to do in a four-wheeler, having been designed for motor-cycle use with direct belt-drive and no clutch. Thus it was quite incapable of idling, and vibrated badly. Further, the small flywheels and crude carburettors of the period, together with the inferior balance of a narrow "V" engine, caused driving in traffic to be very tricky for fear of stopping the engine.

Starting was on the wire-and-ratchet principle with a return spring, and this worked well enough except when the engine back-fired and wound the operator back into the imitation radiator. Again, owing to the carburation defects, re-starting was difficult, and when driving in traffic, owners generally idled at high revs., which shook off wings, etc., in a few hundred miles and overheated the engine. To overcome this, fans were fitted, but not infrequently the blades came off and stabbed the petrol tank. As the petrol then poured on to a hot engine a cheerful blaze usually resulted.

It was not possible to use a chain for the primary drive as it pulled the flywheels apart, and twin belts were therefore used. These got soaked with hot oil and often slipped. A very peculiar feature of these was that they frequently got crossed and continued so to run without ill-effect apart from rubbing each other, but one way and another it will be apparent that an owner had to possess a considerable fund of enthusiasm, determination and physical strength, and this fact had a limiting effect on sales.

A decision therefore had to be made, either to manufacture a suitable engine, or else give up. It had to be something quite different from either a motor-cycle engine, or a car engine which was much too heavy. The requirements were lightness, balance, slow-running capabilities, easy starting, deep finning for cooling, and, lastly, ease of manufacture with primitive machine tools. A 90-deg. air-cooled twin with a large flywheel appeared to be the most likely to suit the requirements and one was quickly designed and made. For simplicity, the first engine was made with automatic inlet valves and an overhung crank, but as soon as it was tried, it looked as if the objectives had all been attained: starting was easy, slow-running perfect, aided by the addition of a pilot jet to the motor-cycle carburettor and the vibration trouble was overcome. By early 1912 the new engine was in production and, although the automatic inlet valves had proved entirely satisfactory, very spindly push-rods were added as a concession to fashion. Godfrey and Nash now no longer had to hide when owners called, as previously they usually arrived, swearing vengeance, dripping blood and demanding that of the makers! The steady running of the new engine

enabled a chain to be used for the primary drive. The rear belts had never given any trouble and were retained. With the exception of the first de luxe model, whose clutch was worked by expanding cams, all the cars had the famous simple single-plate clutch, which remained the standard model throughout the history of G.N. and Frazer-Nash. The whole car was in fact pleasant to drive and handle in every way and had a top speed of 40 to 45 m.p.h.

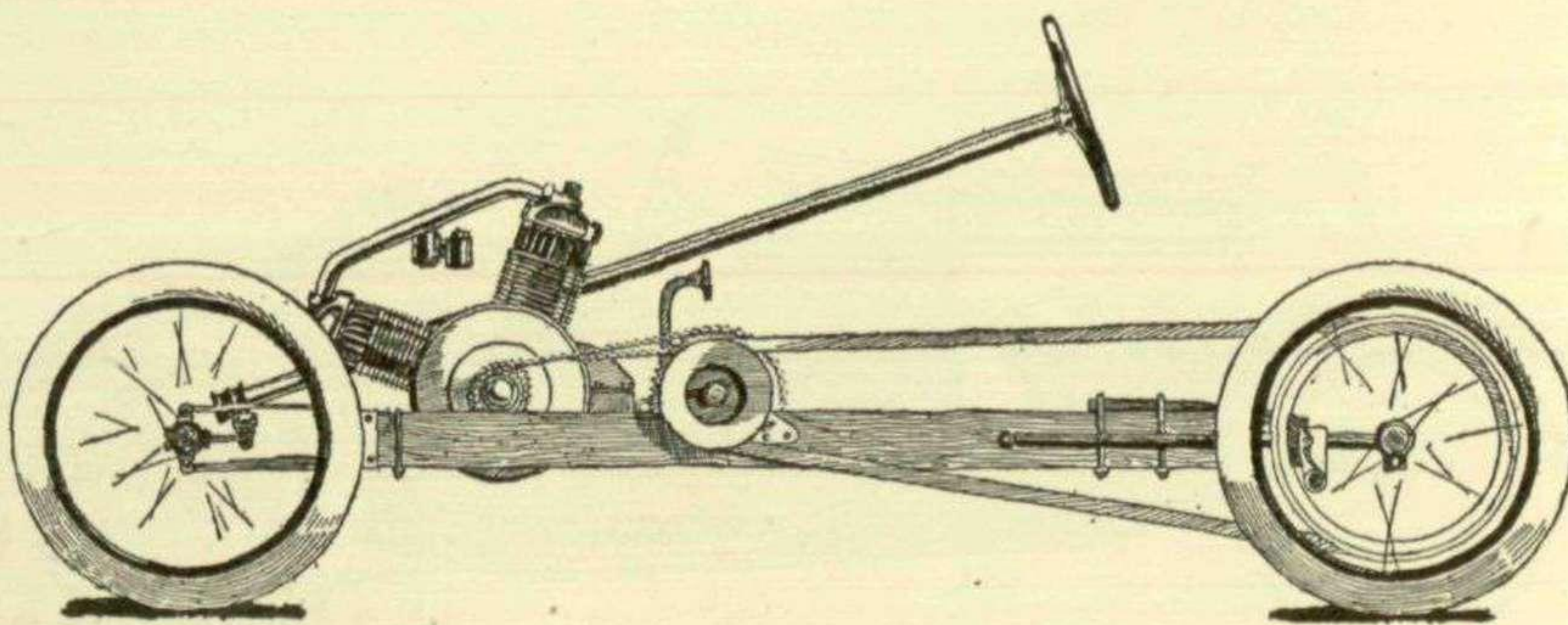
Towards the end of 1912 Temple Press, which had hitherto actively supported the movement for very light vehicles in *Motor Cycling*, now decided to publish a weekly journal devoted solely to them, with the title of *The Cyclecar* (now the *Light Car*). Also the Cyclecar Club, later the Junior Car Club and now the British Automobile Racing Club, had been formed, and the "new motoring," as it was called, was creating a lot of interest. Many new makes of "cyclecar," as these cars had now been christened, were coming on the market. A definition, including a maximum engine size of 1,100 c.c., was in force, and speed events and hill-climbs were being organised. Godfrey and Nash therefore decided to increase performance. The very successful engine was redesigned, increasing the bore to 84 mm. The finning was increased and the engine fitted across the frame with the exhaust side of both cylinders facing forward for maximum cooling. The clutch was moved to the flywheel, with shaft and bevel-drive to the cross-shaft. This arrangement enabled either four forward speeds or three forward and reverse to be used, the final drive still being by V-belts on large fixed pulleys. Maximum speed was now up to 50 to 55 m.p.h., with gear ratios of 4, 6 and 10½ to 1. Freak gradients such as Alms Hill at Henley could be climbed.

By the middle of 1913, it was decided to get more space and a works was built at Bell Lane, Hendon, with about 10,000 square feet, and this was occupied by November, 1913. 1914 started with a production of about two cars per week, and this was no inconsiderable feat when it is remembered that the whole car, including the body, was made from raw materials at the new Etna Works. The excellent progress made by this time

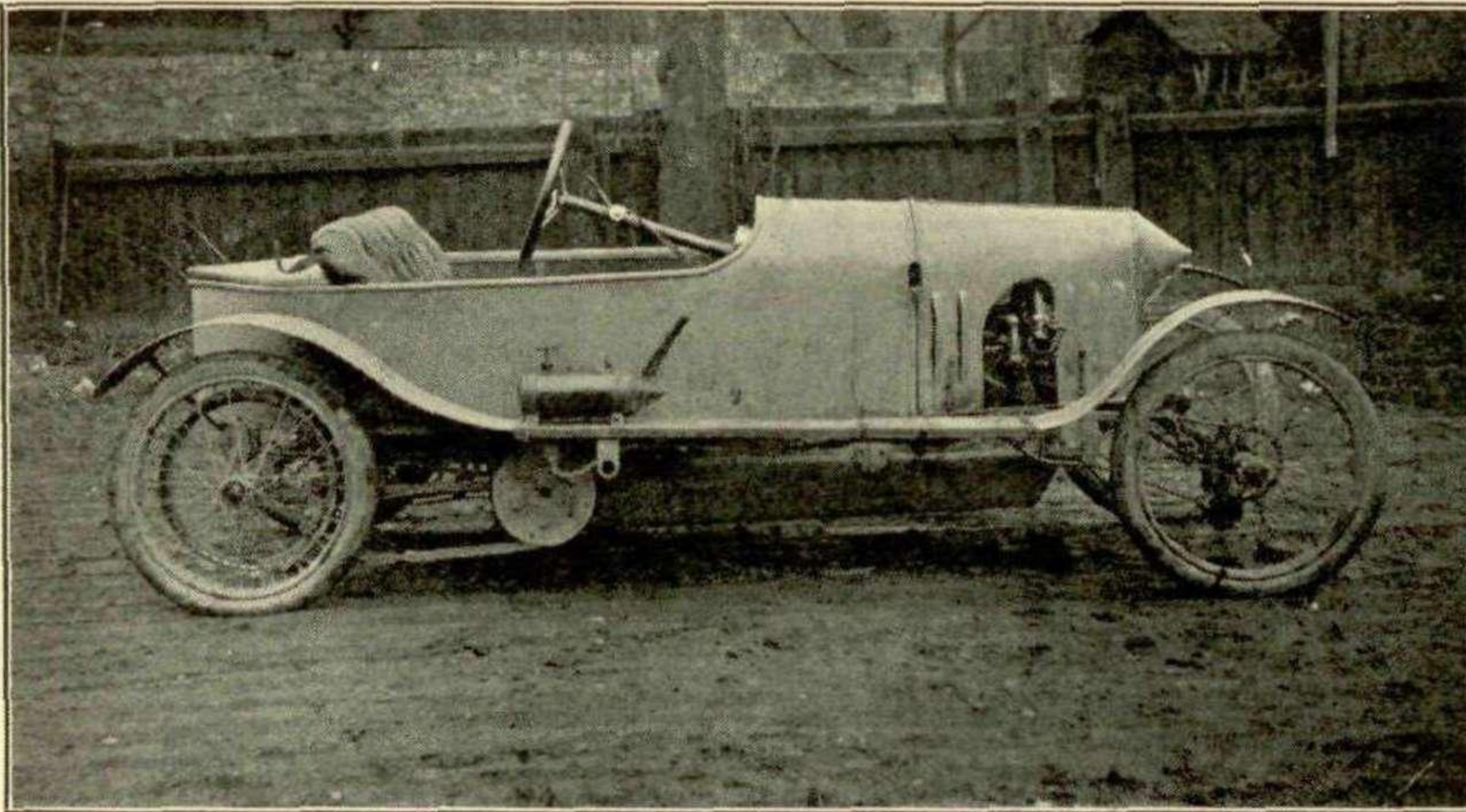
has been summed up by A. C. Armstrong, the founder and first Editor of the *Cyclecar*, and later the extremely successful Editor of the *Motor*. He was an enthusiastic G.N. owner and has written of them as follows:—

"Rather crude as was this vehicle, in my opinion, and I drove two models some 30,000 miles without any serious breakdown, as well as other machines, it was the most practical and simple type of cyclecar evolved."

One-off models were still not unusual in 1913 and one of these was a very light single-seater. At the time it was finished, a customer going abroad the next day demanded a tandem two-seater edition of the monocar. Within forty-eight hours, Godfrey and Nash cut the monocar in half, lengthened the chassis to accommodate the second seat and delivered the car in time to be embarked with its purchaser. August, 1914, saw the start of World War I, but for the first year efforts were made to keep going on cars, as the national cry was "business as usual" rather than "organise the country for warfare." Actual fresh models were introduced during 1915, including the very light and simple "tourer," of which an illustration appears, which was priced at 88 guineas. One cannot help wondering if, even today, a car on similar lines, possessing a vivid performance by means of extreme lightness and simplicity, could not be produced at a price which would appeal to many young men who are either unable to afford a car at all, or else are forced to be content with worn-out secondhand mass-produced cars of inherently inferior design, which can give them but little satisfaction. By the end of 1915, car manufacture was suspended and the factory organised for war work. Up to this time, between 150 and 200 cars had been made. During 1916-18, the only car work carried out was the making and testing of the chain-driven prototype which was to become the post-war layout. At the end of 1918, the four-chain model was put into production at the Etna Works, but it was quickly seen that the demand for cars would necessitate far more space and capital, so that at least 1,000 cars a year could be made. Towards the end of 1919, arrangements were made to amalgamate with the British Gregoire



THE IRREDUCIBLE MINIMUM.—A diagram of the chassis of the 1915 touring G.N., with G.N. engine, two-speed chain-transmission, belt final-drive and wire-and-bobbin steering. It cost 88 guineas.



"GRAND PRIX" MODEL.—The 1915 "Grand Prix" G.N., a production model retaining the i.o.e. engine and belt final-drive.

Agency, who had the necessary finance, together with a large available factory and plant at East Hill, Wandsworth. The British Gregoire directors joined the board and the Hendon factory was sold.

During 1920-21, the production of the chain-driven model reached 50 cars a week, and about 500 hands were employed. At the same time, the G.N. was made under licence by the Salmson Company in Paris, who, when the war ended, had not got their own car ready for production. They made about 3,000 G.N.s during these two years for France and the Latin countries.

The G.N. was now very well known for several reasons. It was comparatively cheap to buy and run and its performance far outstripped anything except at much greater cost. Unfortunately, it was still somewhat noisy, and potential customers at the Olympia Show not infrequently complained of this. Wilkinson, who was demonstrating the cars, was himself not insensible to the defect. On one occasion he retorted: "Anyway, what are you worrying about, you have only been in the thing five minutes and I have had to put up with it all day."

The G.N. performed with great success in all forms of competition and 1921 was an outstanding year. During the season, they gained 112 "firsts" at speed trials, and made fastest-time-of-day at eleven, while, in reliability trials, they secured 28 "golds" and many lesser awards. In fuel consumption tests, they were no less successful, and to take only two occasions, they gained first place with 91 and 94 m.p.g., respectively. Godfrey and Nash themselves were constant competitors, and Cushman was part of the regular racing equipment. Nash always told Cushman he was going to take him as travelling mechanic, as in this way he felt assured that at least the steering would be safe. On one occasion, when mechanics had to be carried, Nash put forward a suggestion that he should carry Cushman mounted horizontally in the back under a tonneau cover. There was, he pointed out, nothing in the regulations to say that passengers had to be normally seated. Cushman remarked that, for that

matter, the regulations said nothing about the passenger being alive! During 1921, when on the way to France for a race, a crank-pin came loose, so Godfrey and Nash got permission from a Folkestone garage to use their lathe to turn up a new pin. To harden it, it was, as usual, heated and plunged into a bucket of water. Unfortunately, the water turned out to be petrol.

Incidentally, five years later, when secondhand prices had slumped, Ted Paxman bought a G.N. for 15s., ran it in the London-Edinburgh Trial and got a "gold," resulting in an evening newspaper heading: "15s. car wins London-Edinburgh race."

In 1922, performance of the more conventional light-car began to improve, and this could also offer more comfort and accommodation. To combat this competition, the G.N. was given more spacious coach-work, but this meant increased weight and reduced performance. Also, firms with big production facilities, such as Rover and Morris, were making things difficult. Looking back, it was no doubt a mistake to attempt to compete with these newcomers for the family light-car market. It would have been better to reduce output and expenses

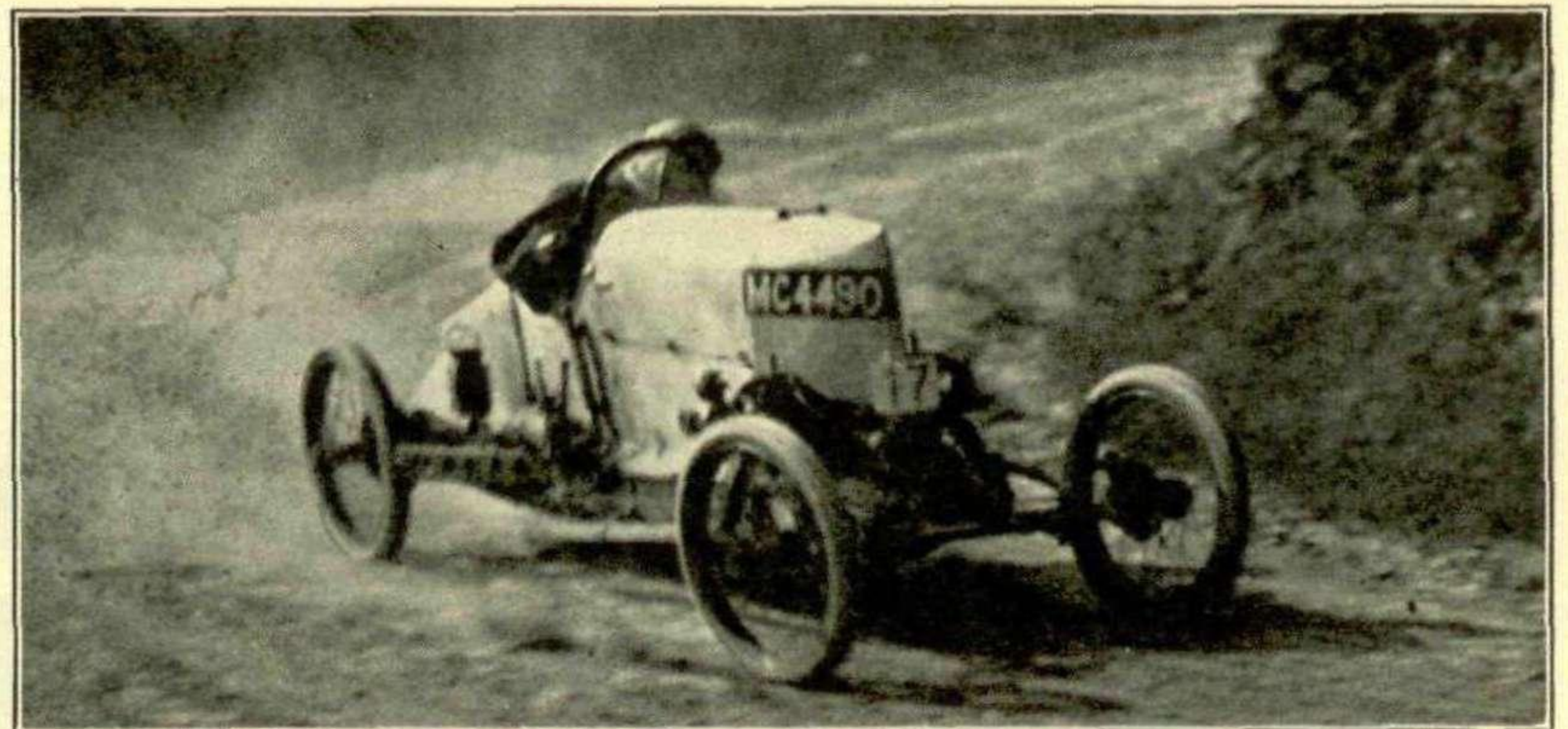
and concentrate on the smaller high-performance market with a faster sports-car instead of a slower family one.

In the autumn of 1922 Godfrey and Nash both left the company, and about this time the remaining directors decided to manufacture a small shaft-drive more "family" car for 1923. Despite quite a promising specification, this model was not successful in competing with its rivals and the company got into difficulties and ceased car production. Nash, as is well known, went off on his own to make Frazer-Nash cars, but, in 1924, the G.N. Company had reconstructed itself and continued manufacturing cars, but on a greatly reduced scale.

Having a large stock of the chain-driven chassis parts still left, these were assembled and used in conjunction with the very excellent 1½-litre Anzani four-cylinder engine. These cars were very light and lively, but for some unknown reason the frame was raised by putting a tremendous camber on the springs. This simple process converted a good roadholder into a most uncontrollable device with unmanageable over-steer. They were, in any case, unable to compete with the much improved edition being made by Nash, as the Frazer-Nash, which proved the soundness of the basic 1912 lay-out by remaining to the forefront of sports-car design until production virtually ceased around 1935, long after Nash had left the firm.

On leaving the company, Godfrey set up in Richmond, specialising in G.N. maintenance and repair, but later he came in for a protracted illness which kept him out of action for four years. Subsequently, he again joined up with Nash, and from 1930 to 1934 was working on the famous power-operated Frazer-Nash gun turret, and similar work. As is well known, he next joined up with Halford and Robins to manufacture the H.R.G., which successfully perpetuates many of the underlying principles of the G.N. in terms of modern requirements and has firmly established itself as a formidable competitor in modern sports-car racing. This brings the history of the firm and its founders up to date, and there now follows a list of all the catalogue models ever listed, with brief particulars and occasional comments.

In addition to the catalogue models,



"KIM" IN ACTION.—Archie Frazer-Nash making f.t.d. with "Kim I" at the York and District M.C.C. hill-climb at Sutton Bank in 1919.



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ALPINE RALLY

ALLARD 2-SEATER

(Driven by L. Potter)

WINS

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(Plus 4 other successes)

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OVER 30 POST-WAR INTERNATIONAL SUCCESSES**

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SWISS GRAND PRIX

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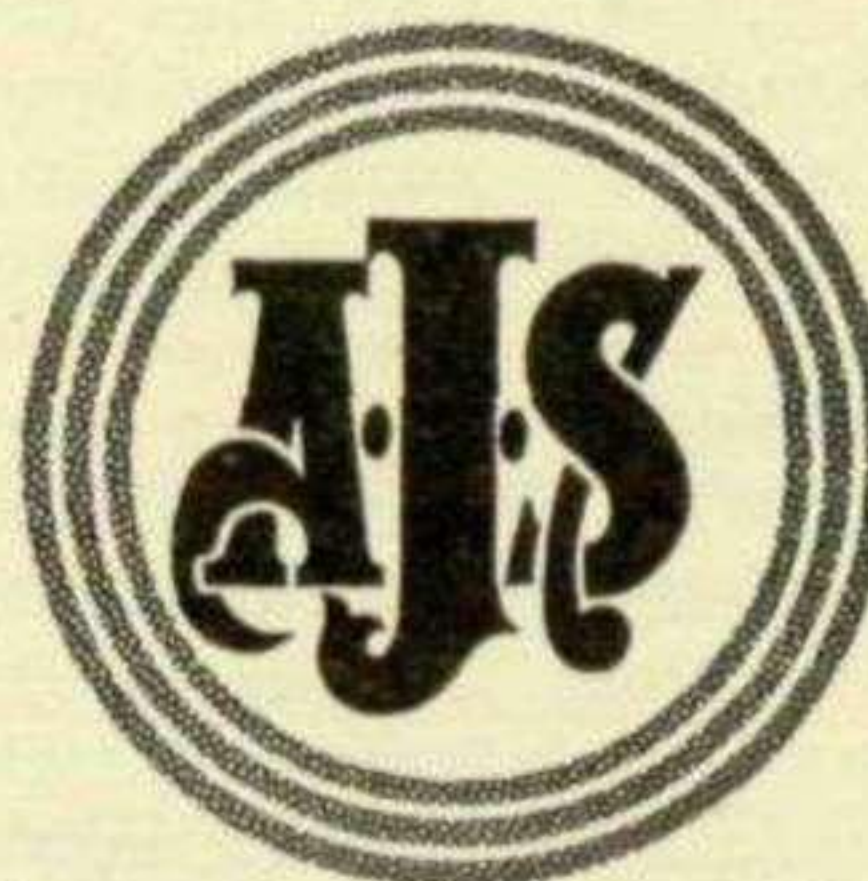
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LES GRAHAM

in 500-c.c. class

also **2nd** in 350-c.c. class

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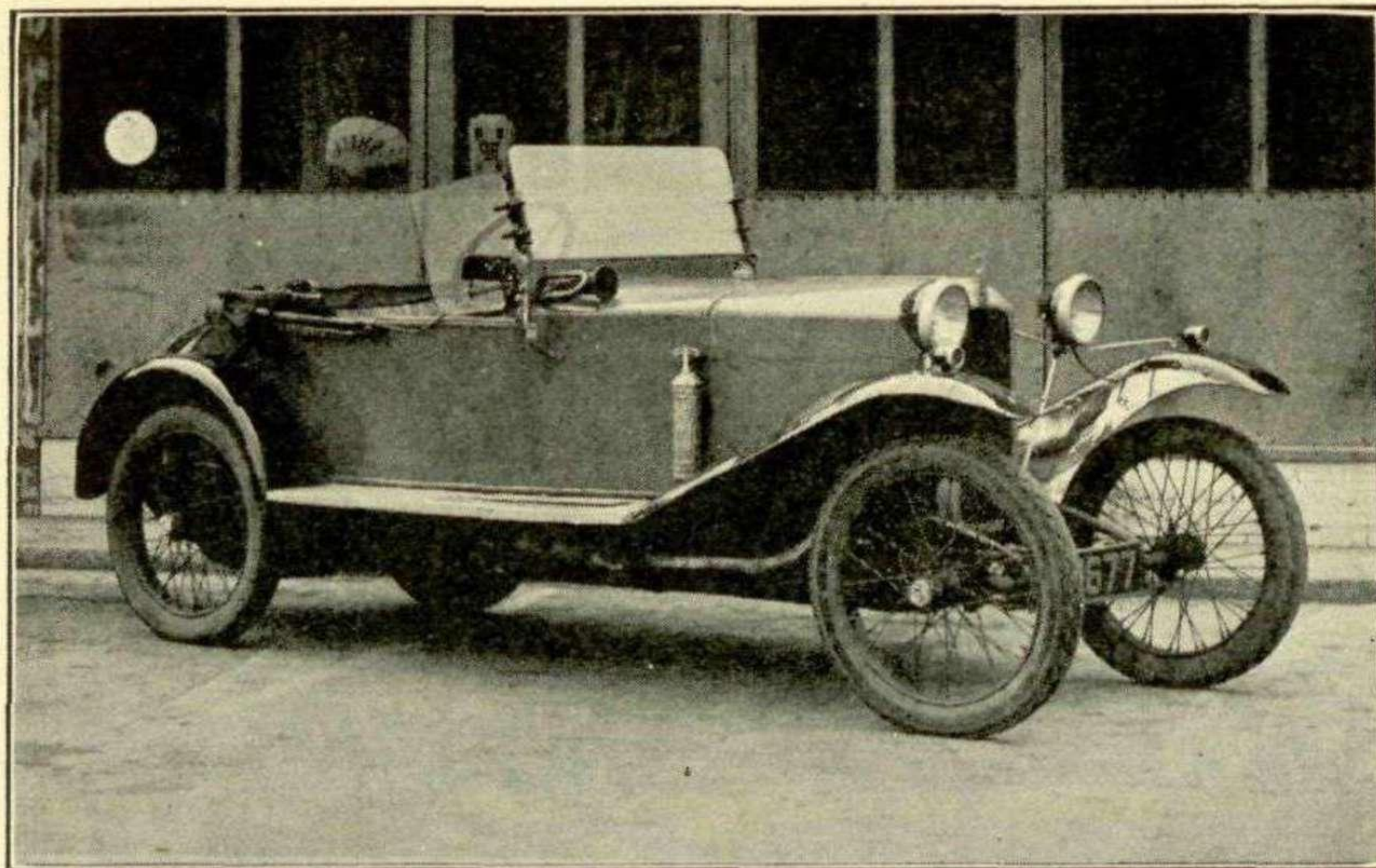


LUCAS
IGNITION

JOSEPH LUCAS LTD

BIRMINGHAM

ENGLAND



[Photograph by South Thames Studios.

POST-WAR PRODUCTION.—The 1922 three-speed i.o.e. G.N., which differed from the previous year's model in having a different "radiator" and front starting handle. This particular example is still running; in fact, this photograph was taken a few weeks ago.

there were certain racing types, and as a good deal of confusion exists concerning these, fuller particulars are also given of each.

G.N. CATALOGUE MODELS

Late 1911 and early 1911—"De Luxe" model.

8/10-h.p. s.v. J.A.P. air-cooled engine, 85 by 88, chain-drive to clutch on countershaft. Side chains to rear wheels with different ratios. Dog-clutches giving two speeds by driving either wheel separately. Wood frame, $\frac{1}{4}$ -elliptic springs. Internal expanding brakes. Wire-and-bobbin steering. Two-seater body with doors, pointed petrol tank over engine. All-up weight 400 lb. Six of these were made. They were very ugly but comfortable. The main trouble of this model resulted from the primary drive by chain.

1911 and early 1912—Sporting two-seater.

8/10-h.p. J.A.P. engine. Double V-belt drive to clutch on countershaft. Two chains with dog-clutches to pulley countershaft, giving two speeds. Side belts to rear wheels. Wooden frame, $\frac{1}{4}$ -elliptics. Wire-and-bobbin steering. Brakes on belt rims. Doorless body. Pointed petrol tank. The main trouble with this model was the proneness of the primary belt drive to slip when soaked in oil.

1912—Sporting two-seater with G.N. engine.

Similar to above but chain drive from engine to clutch-shaft instead of double belt. This was the first successful G.N., and the original catalogue particulars are therefore quoted verbatim.

SPECIFICATION S2S.

(Sporting two-seater, side-by-side seats.)

Tax.—£3 3s. **Registration.**—£1.
Engine.—G.N. 8/10 h.p., 80 by 98—90 deg. Large outside fly-wheel. Air-cooled, fan.
Ignition.—Magneto, high tension.
Transmission.—Chain and double belt.
Clutch.—G.N. double plate.
Gear.—Two-speed sliding dog-clutch type.
Brakes.—Belt rim.
Body.—Light torpedo (grey, with black lines). Dark green upholstery.
Petrol capacity.—200 miles, 50 m.p.g.
Speed.—45 m.p.h.
Tyres.—650 by 65 Michelin.
Weight.—400 lb.
Wheel base.—8 feet.
Length overall.—11 feet 0 inches.
Width.—4 feet 2 inches.
Track.—3 feet 6 inches.

Price - - - - - 95 guineas } Delivery
 Chassis, with undershield and steps, at
 87 guineas } Works.

1913-1914—"Grand Prix" model.

Engine: 90 deg. G.N., 84 by 98, 1,087 c.c. Set across frame. Deeply finned. Inlet over exhaust. Clutch on flywheel. Bevel-driven countershaft. Two chains giving two speeds to pulley shaft, side belts to rear wheels. Belt-rim brakes, wire-and-bobbin steering, wood frame, $\frac{1}{4}$ -elliptics. Doorless body, pointed petrol tank.

The model was designed for the Amiens Voiturette Grand Prix. It weighed $7\frac{1}{2}$ to 8 cwt., and attained 55 m.p.h. The name was misleading as it was quite a suitable touring car. The gear ratios were $4\frac{1}{2}$ and 8 to 1, and tyres 650 by 65, giving 17 m.p.h. at 1,000 r.p.m. Price, 99 guineas. Late 1914 models had four chains giving four speeds forward, or three forward and reverse.

1915—"Grand Prix" model.

As above with minor improvements. Petrol tank in scuttle and dummy V-fronted radiator.

1915—"Touring" (simple low-price model).

84 by 98 engine set along frame with front cylinder almost horizontal to assist cooling of the rear cylinder. Clutch on flywheel. Two chains for two speeds with dog-clutches to pulley shaft, belts to rear wheels. Belt-rim brakes. Wooden frame, wire-and-bobbin steering. Two-seater doorless body. Very light and simple, about $4\frac{1}{2}$ cwt. Price 88 guineas.

1914 and 1915—"Vitesse" model.

Similar to 1915 Grand Prix model, but with tuned engine and steel pistons. Light narrow body with staggered bucket seats. 62 m.p.h. was guaranteed, and the price was £155. This was the last pre-war model.

1919-1921—"Standard" models.

Engine: 90 deg., 84 by 98, set across frame. Clutch on flywheel. Shaft drive to bevel cross-shaft. Four chains to solid back axle. Channel steel frame. Internal-expanding brakes, $\frac{1}{4}$ -elliptics. Bevel-gear steering box. Iron pistons. Doorless body, V dummy radiator.

One owner averaged 72 m.p.h. over 8,000 miles.

1919-1920—"Three-seater" model.

As 1919-1921 "Standard," but lengthened chassis. Body doorless with third seat "in tail."

1919-1920—"Vitesse" model.

Chassis as "Standard" 1919-1921. Engine as "Standard" but with alloy pistons and straight push-rod o.h. valves. Body doorless, light, narrow. Staggered bucket seats.

1919-1921—French-built "Standard" model.

Identical with British.

1921—French-built "Type Sport" model.

As "Standard" but with slightly inclined o.h. valves with hairpin springs, push-rod, alloy pistons, bronze heads. Doorless body with "boat" tail.

1921-1922—"Legere" model.

As "Standard" but alloy pistons and tuned. Inlet over exhaust engine. Aluminium doorless body.

1922—"Touring" model.

As "Standard" 1919-1921 chassis but front starting handle. Gear ratios, 4.1, 6.1 and 10.5 to 1 (reverse, 12 to 1). Body with higher sides and doors. Dickey seat. Total weight $8\frac{1}{2}$ cwt.

1922—O.H.C. "Vitesse" model.

84 by 98 engine, ball and roller bearing, with large inclined overhead valves. Overhead camshafts driven by chain at rear of heads. Gave about 35 b.h.p. on $5\frac{1}{2}$ -to-1 c.r. Chassis as standard. Body, aluminium, doorless, with boat-shaped tail.

1923—Shaft-driven model.

The gearbox was of the constant-mesh dog-engagement variety, the solid axle had spiral-bevel drive. The four-cylinder 62 by 91, 1,100-c.c., o.h.c. engine had a gear-driven dynamo and a self-starter was optional at extra cost. An air-cooled two-cylinder side-valve engine was offered as an alternative.

1924-1925—Four-cylinder chain-driven model.

This model was made up from old four-chain components with a $1\frac{1}{2}$ -litre side-valve Anzani engine.

G.N. SPECIAL AND RACING MODELS

1914—"Kim." 1,087 c.c.

"Kim," Archie Frazer-Nash's favourite mount, was originally built early in 1914, using a standard wood-frame, belt-driven "Grand Prix" chassis, the engine being specially designed. It is believed to have had the first example of the "hemispherical" air-cooled bronze head. Following usual G.N. practice of a 90-deg. twin, 84 by 98, it differed in having a ball-bearing main shaft and overhead valves. The valves (47 mm. diameter) were inclined at a wide angle in bronze heads. Valve operation was by push-rods and rockers, which were forked to actuate the valves by means of collars midway down the valves, the springs being above the rockers. The original body was a light two-seater, narrow, with staggered seats, as it was intended to run it in the Dangerfield Trophy race to be held in the Isle of Man in September, 1914. This race was abandoned owing to the outbreak of World War I. In the summer of 1914, the well-known single-seater body was fitted and "Kim" appeared at the South Harting hill-climb and other events, still with belt drive.

After the war, in 1919, "Kim's" engine was fitted in the current chassis of channel steel with the four-chain-driven solid back axle. In the autumn of 1920, "Kim" was badly wrecked in a crash at Brooklands when Nash was caught in the slip-stream of another car, but the famous old engine was undamaged and was built into another current chassis. The body was repaired and it became "Kim II."

For a number of years, 1919 to 1922, "Kim" was unbeatable in sprints and hill-climbs, obtaining fastest time irrespective of class in the many public-road hill-climbs of the period. "Kim's" engine, 35 years old, is now owned by H. R. Godfrey.

1914—"Bluebottle."

"Bluebottle," used by H. R. Godfrey, was also originally intended for the Dangerfield Trophy Race, although its "Kim"-type engine was not completed when war broke out and during 1914 a standard, tuned engine was installed. In 1919, the lower part of its "Kim"-type engine was found, but the "Kim" heads had been lost during the war. 1919 "Vitesse" straight o.h.v. were therefore fitted. This car retained its wood frame and belt drive with wire-and-bobbin steering.

Although in hill-climbs, etc., it was some seconds slower than "Kim," it invariably got fastest time in the 1,100 and 1,500-c.c. classes and sometimes f.t.d. when "Kim" was elsewhere. Normally, it had a light two-seater sports body, although an alternative single-seater body was at times used for Brooklands events during 1920.

"Bluebottle" was sold to Norman Black in 1923 and soon after perished by fire after running out of road and doing a multiple roll in a ploughed field.

1920-21—"Akela." 1,087 c.c., 84 by 98.

The "Akela" engines were designed with long-distance racing in view, particularly on the outer circuit of Brooklands, notoriously hard on engines. Still 90-deg. twins, they were ball and roller-bearing throughout, with four valves per cylinder in heavily-finned bronze heads, overhead camshafts, two magnetos and two plugs per cylinder.

In the 1920-21 engine, one only of which was built, the camshafts were driven by a single vertical shaft, bevel-gear to a horizontal shaft which drove both camshafts. The chassis was standard 1921 with

(Continued on page 333)

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*we extend our congratulations to Mr. R. D. Poore
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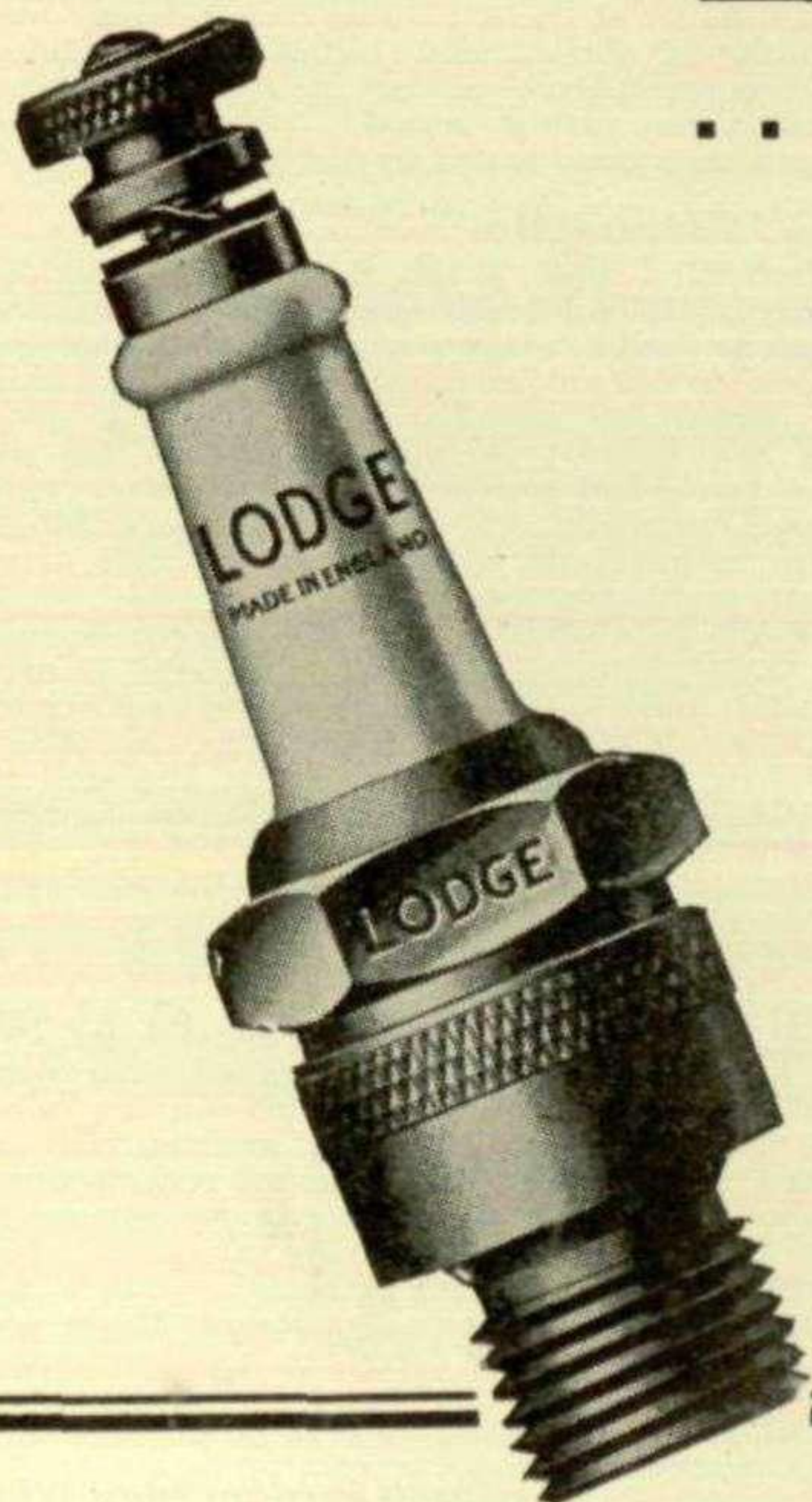
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**FRENCH GRAND PRIX.
BELGIAN GRAND PRIX.
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BUENOS AIRES GRAND PRIX.**

ALL USED LODGE PLUGS



RAIN RETURNS TO PRESCOTT

Christie's Cooper 1,000 Makes F.t.d. at July Meeting. Many Incidents on Slippery Course

AFTER weeks of fine weather rain in the night left Prescott in a slippery condition for the B.O.C. Open Meeting on July 17th, and light rain fell during the afternoon. Consequently many competitors left the course, and Sydney Allard, his Steyr-Allard now using larger cylinder barrels, making its capacity 3,722 c.c., was unable to approach the 44.96 sec. he achieved in practice, unofficially lowering his own course record. Poore did 47.97 sec. in practice and improved to 47.38 sec. in the event. All credit to Brandon, who, under these tricky conditions, improved on his own 500-c.c. class record in the silver Cooper, by 0.13 sec.

Christie justified the promise shown by his driving and by the Cooper 1,000 by making f.t.d. in 46.76 sec., his second run embracing a mild front-wheel slide from the Esses and being appreciably slower. Next in order were: Poore (Alfa-Romeo), 47.38 sec.; Allard (Allard), 47.56 sec.; Butterworth (A.J.B.), 48.07 sec.; McAlpine (Maserati), 48.22 sec.; Brandon (Cooper), 48.67 sec.; Stubberfield (Bugatti), 48.70 sec.; Vaughan (Frazer-Nash), 49.52 sec.; Fry (sports Bugatti), 49.57 sec.; Bradnack (B.R.A.), 49.58 sec.; and Norton (Alta), 49.96 sec. No one else got below 50 sec.

Good climbs go to the credit of Delingpole (H.R.G.), whose front tyres were a sight for Dunlop Mac!; Dargue, who drove his compact N-type M.G. Mulette, now to "K3" specification but unblown, very neatly; Hearn, who took his Amilcar Six smartly through the corners; Matthews (Jaguar), ditto; Symonds, going well in his Austin; Lones (Tiger

Kitten) and Baird (R.B.L.). James handled the V12 Sunbeam with spirit, nearly setting its rear tyres alight between the Esses and Semi-circle. Two interesting Allards were Frost's car with eight 45-deg. Amals fed from four central float-chambers and Allard's new sports 2-seater with exposed coil springs and strut-dampers for its divided front axle, de Dion rear axle and bored-out, long-stroke Mercury engine of 4,375 c.c. This will be a production model, to cost about £990. With it Sydney won the big sports-car class and Mrs. Allard made fastest ladies' time, but Frost's car was hampered by losing second gear.

Of the "incidents" King (Rover) nearly plunged over the bank on the inside of Orchard in practice and Collins (Cooper) did so dramatically in the event. Christie and Brandon both went straight on into the bank here in their team event runs, Gordon Woods tail-slid his B.M.W. into the bank entering the Esses and the car overturned, Woods quite unmoved in spite of a stiff arm and facial cuts when the car was lifted off him, while Mrs. Allard put the new sports Allard through her husband's famous hole in the hedge at the Semi-circle on her third run, merely bending one headlamp. The Steyr-Allard, McAlpine's Maserati, the V12 Sunbeam, the Bardon Special, Mrs. Treen's Riley, and Ostle's Bugatti failed to complete certain of their runs due to trouble, and Phillips' M.G. got but a few hundred yards from the start and didn't appear again.

The International Meeting on September 11th should bring better entries and even more excitement.

BRISTOL M.C. & L.C.C. VETERAN AND EDWARDIAN RALLY AND TRIAL

The event for pre-1917 cars organised by the Bristol M.C. & L.C.C. on July 16th was one of the best veteran fixtures yet, for, besides the usual rally, ending at Welch's garage, where refreshments were generously laid on, a road trial followed, veterans covering 36 miles and Edwardian cars 56 miles. These routes embraced some quite rough and steep by-roads, where cottagers waved to the competitors, for all the world as though we were back in the 1900s, while the observed hills were mostly very long main-road climbs, trying even to modern cars, yet for the most part effectively vanquished by the entire entry. Spectators lined the route thickly and the Bristol police could not have been more helpful. Unfortunately, thundery rain did its best to damp proceedings at times. Twenty-three veterans and 30 Edwardians were entered, and at Failand, a very long hill, Hunt's 1902 Century appeared first, ringing its bell and accompanied by a Bentley as tender. Berry's 1902 Panhard ascended steadily, Oliver's 1902 "25/28" Mercedes actually accelerated, but Rowden's 1898 Star was steaming.

Hutton-Stott came up steadily with full crew in his 1903 Lanchester, but Upton's 1902 Lanchester, fair passengers in the tonneau, and Estler's 1903 Siddeley, found the gradient tough. Lawson's 1904 Tony-Huber, however, climbed rapidly, Carlisle's 1905 de Dion was very impressive, and Ward's 1906 Renault made a notable ascent. In contrast Stevens had to walk beside his 1904 de Dion up this and other hills, and Hampton's 1904 Oldsmobile was overtaken by Phillips' Adams. Rapid even at the top of the hill were Parsonage's 1907 Renault Robertson's Renault, the Stanleys, and Barton's 1912 5-litre Napier tourer, the last-named blowing two horns to clear a passage! Parker's 1910 A.C. Sociable and Pierpont's 1904 Mors actually elected

to change-up, Showell's tiny 1900 Argyll came up strongly, and Woodin's passenger stood on the rear of the 1904 Riley, presumably to jump off if necessary. Noticeably quiet were two inexpensive cars—Edgar's 1913 Morris-Oxford and a model-T Ford tourer, both beautifully restored. An interesting "new" Edwardian was Radford's 1914 996-c.c. Horstman two-seater, which ascended in a vast smoke cloud. Unfortunately, the lodgekeeper and his wife at Failand were as unpleasant as possible to spectators innocently parked on the grass verge.

The Edwardians continued to Clevedon, going along the sea-front, while the veterans took a shorter, but sinuous route to the tea-stop. Here the single-cylinder 1907 Adams "pedals-to-push" car was having its broken steering wheel lashed up, the Stanley's boiler was being replenished, and Robertson's Renault was seen to have its Stepney spare wheel in effective employment.

Soon afterwards the A.C. Sociable was encountered on a quiet part of the route motoring sedately at 25 m.p.h., just as if it were 1913 again! Nearing Bristol, Pensford was a stiff climb, but Rowden's Star dog-cart, first up, pulled so strongly that bottom speed was only needed near the summit, and Carlisle's single-cylinder "sports" de Dion was again very impressive—incidentally, there is now quite a cult in "one-lunger" Edwardians—two de Dions, two Rovers, the Adams, a Swift and the A.C.—whereas you expect single-cylinders amongst the veterans! The last hill was lined with keen spectators, who nearly lynched the driver of a modern American saloon who stalled and balked the Adams, while Oliver's fast climb in the Mercedes and the effortlessness of Leonard's Stanley steamer pleased them thoroughly. This was an excellent event, which must be repeated next year. *Results:—*

VETERAN CLASS:

- 1st: F. S. Rowden (1898 Star Dog Cart).
- 2nd: E. S. Berry (1902 Panhard).
- 3rd: S. E. Sears (1903 Clement-Talbot).

Results:

SPORTS CARS UP TO 1,500 C.C., NON-SUPERCHARGED:
1st: K. C. Delingpole (1,496-c.c. H.R.G.) 52.16 sec.
2nd: T. W. Dargue (1,433-c.c. M.G.) ... 53.22 "
3rd: G. A. Ruddock (1,496-c.c. H.R.G.) 53.24 "

SPORTS CARS UP TO 1,500 C.C., SUPERCHARGED:
1st: V. J. Hearn (1,100-c.c. Amilcar) ... 53.09 sec.
2nd: O. A. F. Finch (1,100-c.c. Amilcar) 53.55 "
3rd: R. W. Jacobs (1,087-c.c. M.G.) ... 54.07 "

SPORTS CARS, 1,501-3,000 C.C., NON-SUPERCHARGED:
1st: W. S. Perkins (1,941-c.c. H.R.G.) ... 54.12 sec.
2nd: R. F. Peacock (1,971-c.c. B.M.W.) 56.80 "
3rd: K. M. Towle (1,657-c.c. Frazer-

Nash) ... 56.85 "
SPORTS CARS, 1,501-3,000 C.C., SUPERCHARGED:
1st: J. S. Fry (2,270-c.c. Bugatti) ... 49.57 sec.

SPORTS CARS OVER 3,000 C.C., NON-SUPERCHARGED:
1st: S. H. Allard (4,375-c.c. Allard) ... 50.34 sec.
2nd: G. Mansell (3,917-c.c. Allard) ... 53.67 "
3rd: Mrs. E. Allard (4,375-c.c. Allard) ... 53.88 "

RACING CARS UP TO 500 C.C.:
1st: E. Brandon (497-c.c. Cooper-J.A.P.) ... 48.67 sec.*
2nd: C. A. N. May (497-c.c. Cooper) ... 50.46 "
3rd: J. G. Reece (497-c.c. Cooper) ... 50.82 "
* New course record.

RACING CARS, 501-750 C.C.:
1st: K. C. Jarvis (747-c.c. Austin) ... 50.46 sec.
2nd: H. C. Lones (526-c.c. Tiger Kitten) 50.47 "
3rd: G. H. Symonds (747-c.c. Austin) ... 52.07 "

RACING CARS, 751-1,500 C.C.:
1st: M. A. H. Christie (994-c.c. Cooper) 46.76 sec.†
2nd: C. P. Vaughan (1,496-c.c. Frazer-Nash) ... 49.52 "
3rd: B. E. Bradnack (1,496-c.c. B.R.A.) 49.58 "

RACING CARS, 1,501-2,000 C.C.:
1st: G. R. Baird (1,767-c.c. R.B.L.) ... 50.25 sec.
2nd: P. M. Wilks (1,996-c.c. Rover) ... 51.69 "
3rd: W. Toole (1,767-c.c. R.B.L.) ... 52.06 "

RACING CARS OVER 2,000 C.C.:
1st: R. D. Poore (3,800-c.c. Alfa-Romeo) 47.38 sec.
2nd: S. H. Allard (3,722-c.c. Allard) ... 47.56 "
3rd: A. J. Butterworth (4,425-c.c. A.J.B.) 48.07 "

HANDICAP CLASS:
1st: R. A. Johnson (1,087-c.c. M.G.).
2nd: K. C. Jarvis (747-c.c. Austin).
3rd: V. J. Hearn (1,100-c.c. Amilcar).

TEAM EVENT:
1st: Poore's team (Poore, Fry, Butterworth) ... 155.75 sec.
2nd: Mrs. Allard's team (Mrs. Allard, Allard, Allard) ... 156.71 "
3rd: Leigh's team (Leigh, Wykes, Miles (Frazer-Nashes)) ... 180.14 "

EDWARDIAN CLASS:
1st: A. W. Showell (1913 Sunbeam).
2nd: C. C. Tufnell (1908 Rover).
3rd: L. E. A. Briggs (1910 Renault).
SPECIAL PRIZE FOR THE OLDEST CAR TO RALLY.—
F. S. Rowden (1898 Star).

RELIABILITY TRIAL:
THE LAWSON TROPHY (for the best Veteran car).—
G. Oliver (1902 Mercedes).

THE BRISTOL M.C. AND L.C.C. CUP (for the best Edwardian car).—Tie between J. D. Parsonage (1907 Renault) and E. V. M. Whiteway (1914 Ford).

THE HUTTON-STOTT CUP.—G. Mawer (1904 Oldsmobile).

THE EDDIE WELCH CUP.—E. S. Berry (1902 Panhard).

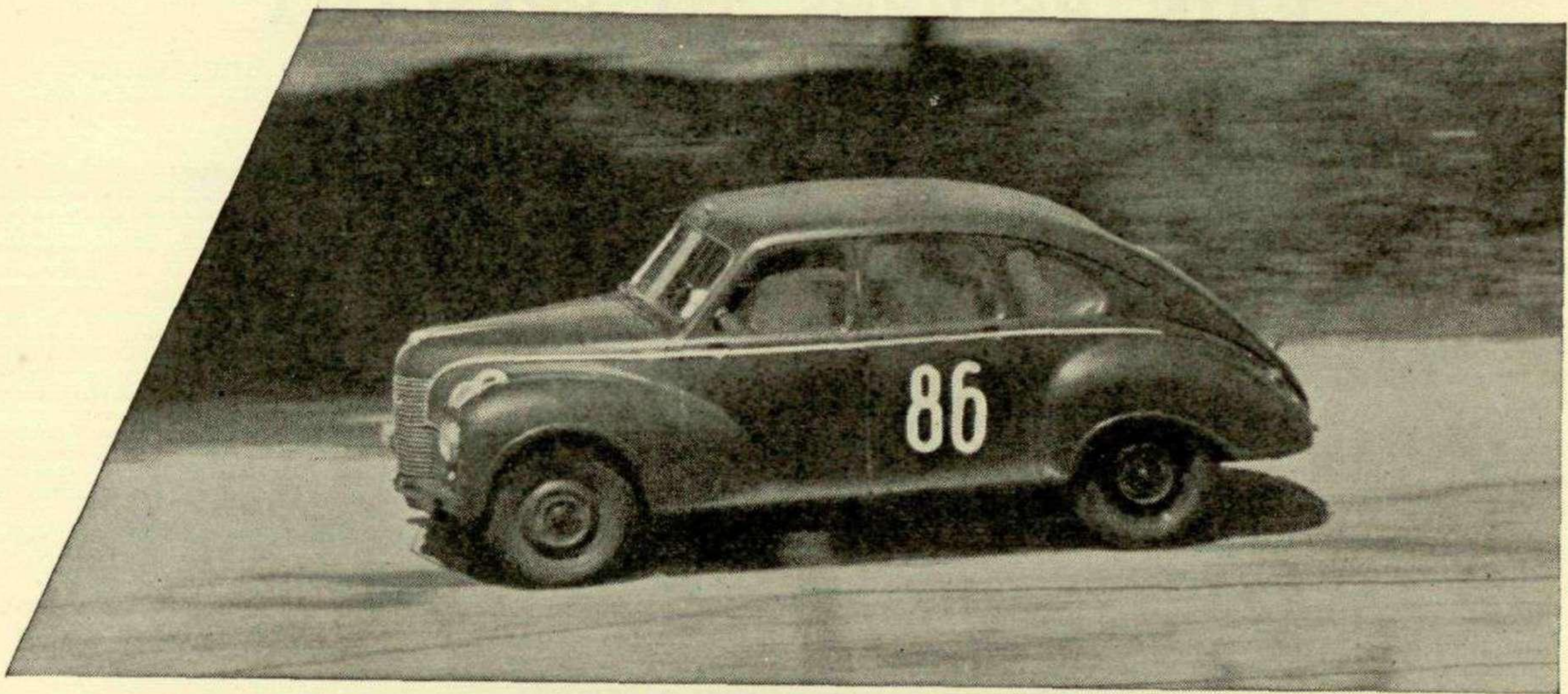
SPECIAL AWARD FOR THE BEST SINGLE-CYLINDER MACHINE.—B. Morgan (1904 de Dion Bouton).

FIRST-CLASS AWARDS.—L. M. Austin (1900 de Dion Bouton), H. A. Pierpoint (1904 Mors), F. W. Hutton-Stott (1903 Lanchester), F. H. Parker (1910 A.C.) and Leonard Taylor (1910 Stanley steamer).

SECOND-CLASS AWARDS.—J. H. Woodin (1904 Riley Tricar), R. Lawson (1904 Tony Huber), W. A. Taylor (1904 Peugeot), Trevor R. Lloyd (1914 Rover), R. J. T. Granger (1910 Stanley steamer), H. R. Timmis (1910 Mercedes).

THAT HEALEY ROAD TEST

In the May issue the Healey Motor Co., Ltd., arranged to lend us the Mille Miglia class-winning Healey for road-test immediately it returned to this country. Due to circumstances beyond the maker's control this could not be arranged, but they have now promised us a Healey "Roadster" early in August, so that a test report can be published in the September MOTOR SPORT.

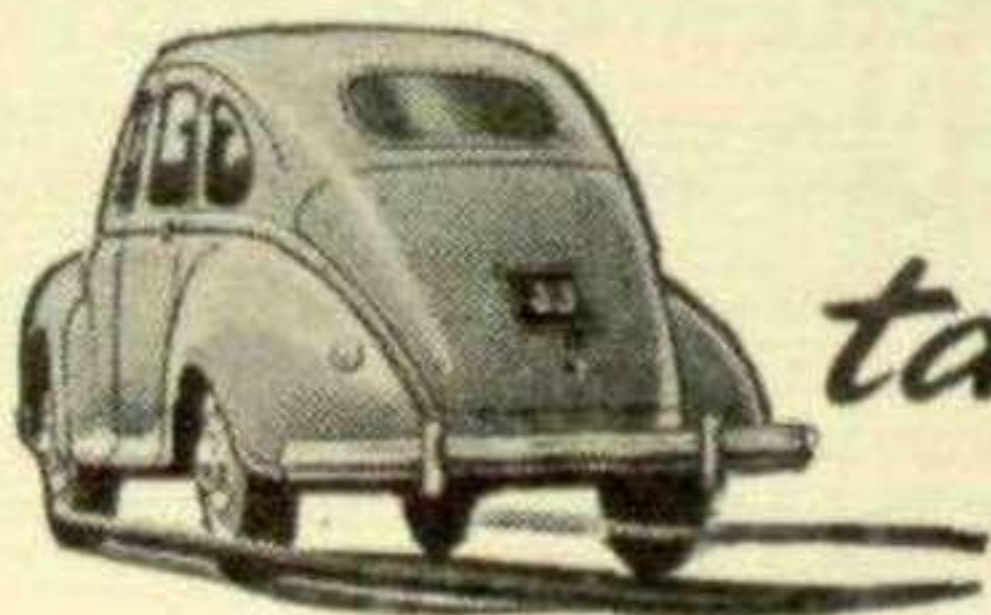


SPECTACULAR WIN BY 1½ LITRE JOWETT JAVELIN

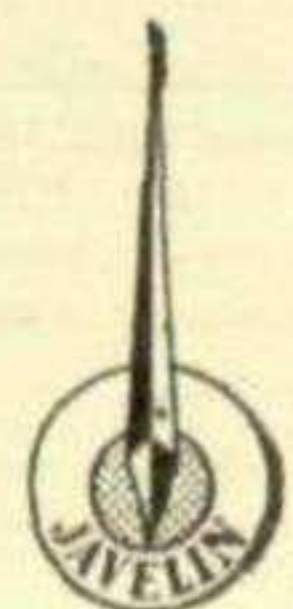
*in the Belgian 24 hours
Grand Prix (2 litre touring class)*

Driven by Anthony Hume and Thomas Wisdom, a standard production Javelin:—

- 1** Won the 2 litre touring class at 65.5 m.p.h. covering over 1,500 miles in 24 hours.
- 2** Covered a greater distance at a higher speed than any other 1½ litre car, sports or touring.
- 3** Covered a greater distance at a higher speed than any touring car irrespective of size.



take a good look when it passes you



Ferrari Wins Again

Chinetti and Lucas Victorious in the dramatic 24 hour Sports Car Race at Spa. Delage second, Aston Martin third. H.G.R. take Team Prize. Class wins by H.G.R. and Jowett Javelin.

THE Spa 24-Hour Sports Car Race, won last year by Aston-Martin, was this year a trying but immensely dramatic affair. At first Trintignant's 1½-litre F.I.A.T. led and it established the fastest lap in the entire race, at 87.4 m.p.h. When electrical leakages stopped Trintignant, team-mate Manzon, lapping at 86.26 m.p.h., took the lead. Meanwhile Chinetti, famous victor at Le Mans, now driving a different Ferrari, sat watching, in second place, and after three hours he took the lead.

In the 750-c.c. class the Minors had things to themselves, but the leading one had averaged nearly 53 m.p.h. In the 1,100-c.c. category the Scaron-Gordini Simca was a lap ahead of its nearest competitor, of the 1½-litres the Scott-Pilette H.R.G. was three laps behind Trintignant's F.I.A.T., and of the 2-litre cars, the Haines-Macklin Aston-Martin saloon sat second, half a lap behind the triumphant Ferrari, with Horsfall third in an older Aston-Martin. Johnson and Brackenbury had the 2½-litre Aston-Martin saloon well ahead of Louveau's Delage in the up-to-4-litre class, thus making amends for the overheating at Le Mans, and another Delage was third. And, splendidly, Wisdom and Hume had a normal Jowett Javelin saloon a lap ahead of a B.M.W., and two laps ahead of an M.G., in the 2-litre touring class, the Jowett having averaged over 67 m.p.h., defeating, also, Citroen and Lancia cars. Mesdames Rouault and Simon had their Delage comfortably ahead of a Ford in the 4-litre touring class.

But 24 hours is a long time. Trintignant's fine drive ended with engine trouble. The Frazer-Nash hit a tree and a F.I.A.T. aerodynamic coupé went out with axle trouble after the unlucky Capelli brothers had almost, but alas not

quite, rectified the fault within the hour allowed, losing the Ambrosiana stable the team prize. As the end finally came in sight the Ferrari led at 79 m.p.h. from Louveau's Delage and the British outlook was a rosy one, with the 2½-litre Aston-Martin third, Horsfall's 2-litre Aston-Martin fourth, and the Haines' push-rod 2-litre Aston-Martin saloon fifth. But the race was not yet run and it was to take a distinctly startling turn. The Gerard Delage had retired after a series of pit stops, but Louveau's had motored faultlessly, so that it really looked as if the Le Mans maladies had been cured. Then, after some 23½ hours, oil began to stream from the engine. Louveau went on gingerly to his pit, intending to wait and coast over the line after Chinetti had been flagged the winner. Reminded that this would disqualify him, he set off, almost at a walking pace, to complete his last lap in the stricken Delage. Meanwhile, Chinetti, doubtless a trifle weary, came on to the oil patch flung by Louveau's sick car at Hallowell Corner. The Ferrari slid out of control, knocked down a woman spectator and hit a house. Shaken but still irrepressible, Chinetti leapt out, rendered the unfortunate woman first-aid, got in again and drove slowly to his pit. There the leading Ferrari was hastily examined and then set to limp round for the two more laps necessary to win the race. This it safely accomplished, finishing at 78.7 m.p.h. for 1,886.03 miles, a record for this race, in a rather battered condition. Louveau, too, got home, second at 77 m.p.h., for 1,863.74 miles, and the 2½-litre Aston-Martin was a proud third, at 76.7 m.p.h. for 1,836.79 miles.

So ended this great race at Spa, the winning car nearly missing its victory through no fault of its own, but the second car home being in a very sorry condition. Britain can be justifiably

very proud of its Aston-Martins, which were third, fourth and fifth and of the Jowett Javelin saloon which, in its first race, won the 2-litre touring class, covering 114 more miles than its nearest rival, an M.G. That hard trier and amateur entrant, Peter Clark, was rewarded when his H.R.G.s took the Team Award for this country, although towards the end his cars were very sick and his own was merely doing one lap every hour to keep it in the running, while the Thompson-Fairman car which won the 1½-litre class covered only 1,564 miles, compared, for instance, with the touring Javelin's 1,574 miles. The Spa race is really a class affair, the results of which were:—

750 C.C.:
1st: André and Delhaes (Minor), 49.8 m.p.h. (only finisher).

1,100 C.C.:
1st: Brambilla and Bassi (F.I.A.T.), 70.9 m.p.h.
2nd: Merati and Cornet (F.I.A.T.).

1,500 C.C.:
1st: E. Thompson and J. Fairman (H.R.G.), 64.5 m.p.h.
2nd: Brock and Wright (H.R.G.).
3rd: J. Scott and A. Pilette (H.R.G.).
4th: P. Clark and M. Goodall (H.R.G.).

2 LITRES:
1st: Chinetti and Lucas (Ferrari), 78.7 m.p.h.
2nd: St. J. Horsfall and P. Frere (Aston-Martin).
3rd: N. Haines and L. Macklin (Aston-Martin).
4th: Chard'homme and Van Cutsem (Frazer-Nash).
5th: H. Roosdorp and A. de Ridder (Ferrari).
6th: Stoop and Wilson (Frazer-Nash).
7th: Escalle and Eggen (Peugeot).

4 LITRES:
1st: Louveau and Mouche (Delage), 77.7 m.p.h.
2nd: L. Johnson and C. Brackenbury (Aston-Martin), 76.7 m.p.h.

2-LITRE TOURING:
1st: A. Hume and T. H. Wisdom (Jowett Javelin), 65.5 m.p.h.
2nd: Van Malder and Nerinckx (M.G.).

4-LITRE TOURING:
1st: Madame Rouault and Madame Simon (Delage), 64.5 m.p.h.
2nd: C. de Beaufort and F. de Beaufort (Ford).

French Grand Prix Chiron (Talbot) wins the French G.P.—and Peter Whitehead (Ferrari) makes f.t.d., and finishes third

THIS year the French Grand Prix—not the classic A.C.F. race—was run over 310 miles of the Rheims circuit by the A.C. de Champagne. Louis Chiron proved a mighty popular winner with a 4½-litre Talbot, which averaged nearly 100 m.p.h.—99.98 m.p.h., using Lodge plugs and Dunlop tyres. "Bira" came home second in his Maserati, 17.6 sec. behind, and those of us who were present from this country were kept on our toes by the wonderful driving of Peter Whitehead, whose single-stage Ferrari had extra weight astern, larger radiator and bigger oil cooler, as had Villoresi's Ferrari.

Whitehead was in the lead six laps from the end and just when it seemed that a British driver must win the new French Grand Prix, the Ferrari developed gear-

box trouble, leaving him only fourth gear, and Whitehead was passed by Chiron—going through non-stop—and "Bira." To head the field, which he had for three laps, Whitehead had driven really hard, finally lapping at 105 m.p.h., compared with Villoresi's fastest practice lap at 107.9 m.p.h. and Wimille's practice and race laps of 112 and 108.14 m.p.h. in the Alfa last year.

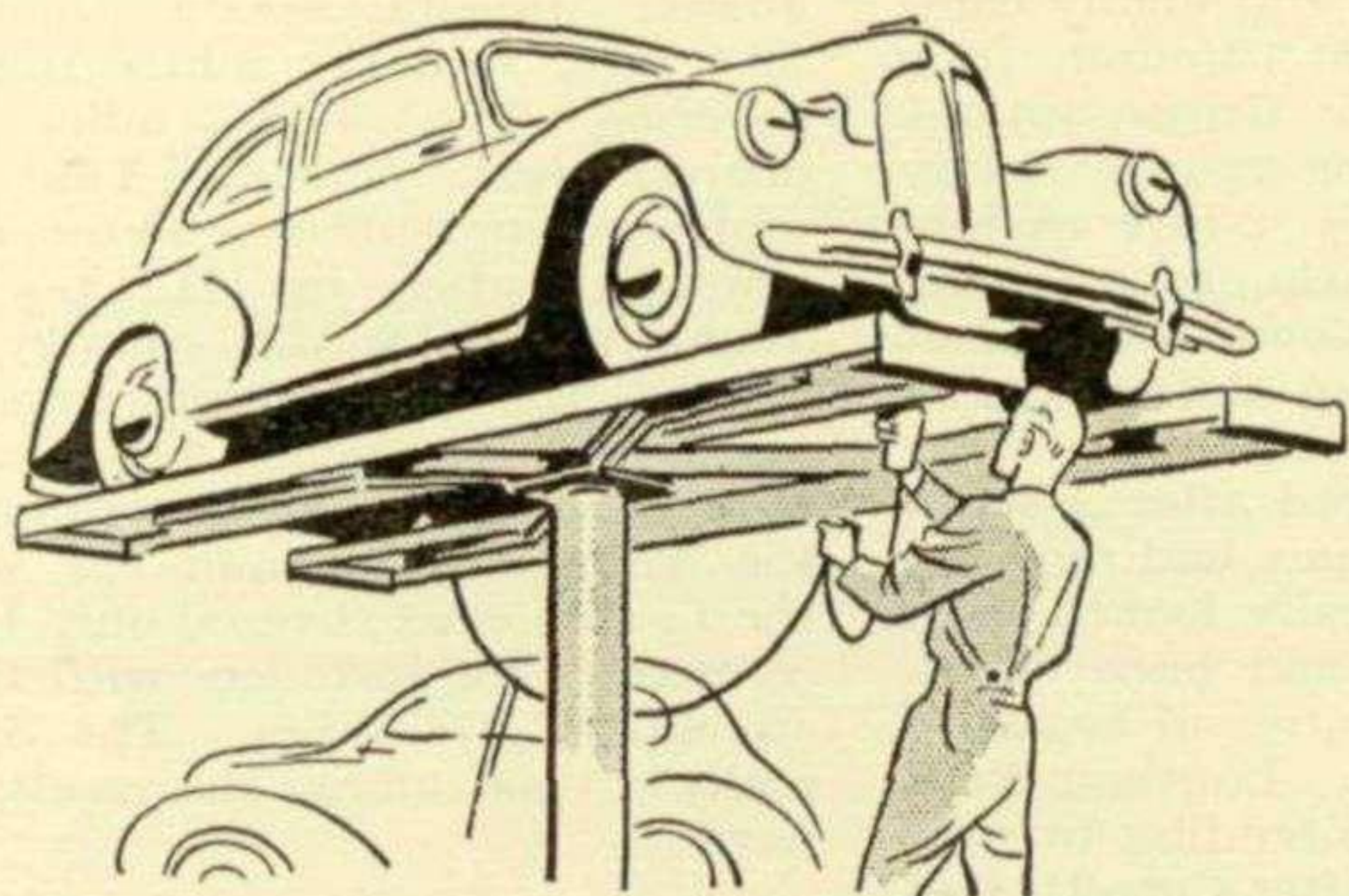
Whitehead was 20.9 sec. behind "Bira" at the finish and was followed home by Rosier's Talbot, Sommer's Talbot, Chaboud's V12 Delahaye, and Grignard's Talbot, in that order. The other ten starters failed to finish, including Fangio, whose Maserati had a broken throttle control, Abecassis, whose Alta was still haunted by gearbox maladies, and Mur-

ray's Maserati, which melted a piston. "Bira" had his worries, being troubled by his fading brakes again, and Chiron's Talbot was inclined to throw oil. Both "Bira" and Whitehead refuelled twice.

In the Coupe des Petites Cylindrees which preceded the Grand Prix, Ascari's short-chassis Formula II Ferrari won at 94.55 m.p.h. for 126 miles, from Tardini's Ferrari and Trintignant's 1,440-c.c. Simca, while Fangio set fastest lap in a Ferrari at 99.01 m.p.h. Folland's two-seater Ferrari was fourth, Heath's Alta fifth, and Moss' Cooper eighth behind Bonnet's D.B. and Martin's Jacey. Abecassis had magneto trouble and Oscar Moore crashed without injury. Fangio lost the Ferrari's gears, this time due to a broken gear-lever, when leading comfortably.

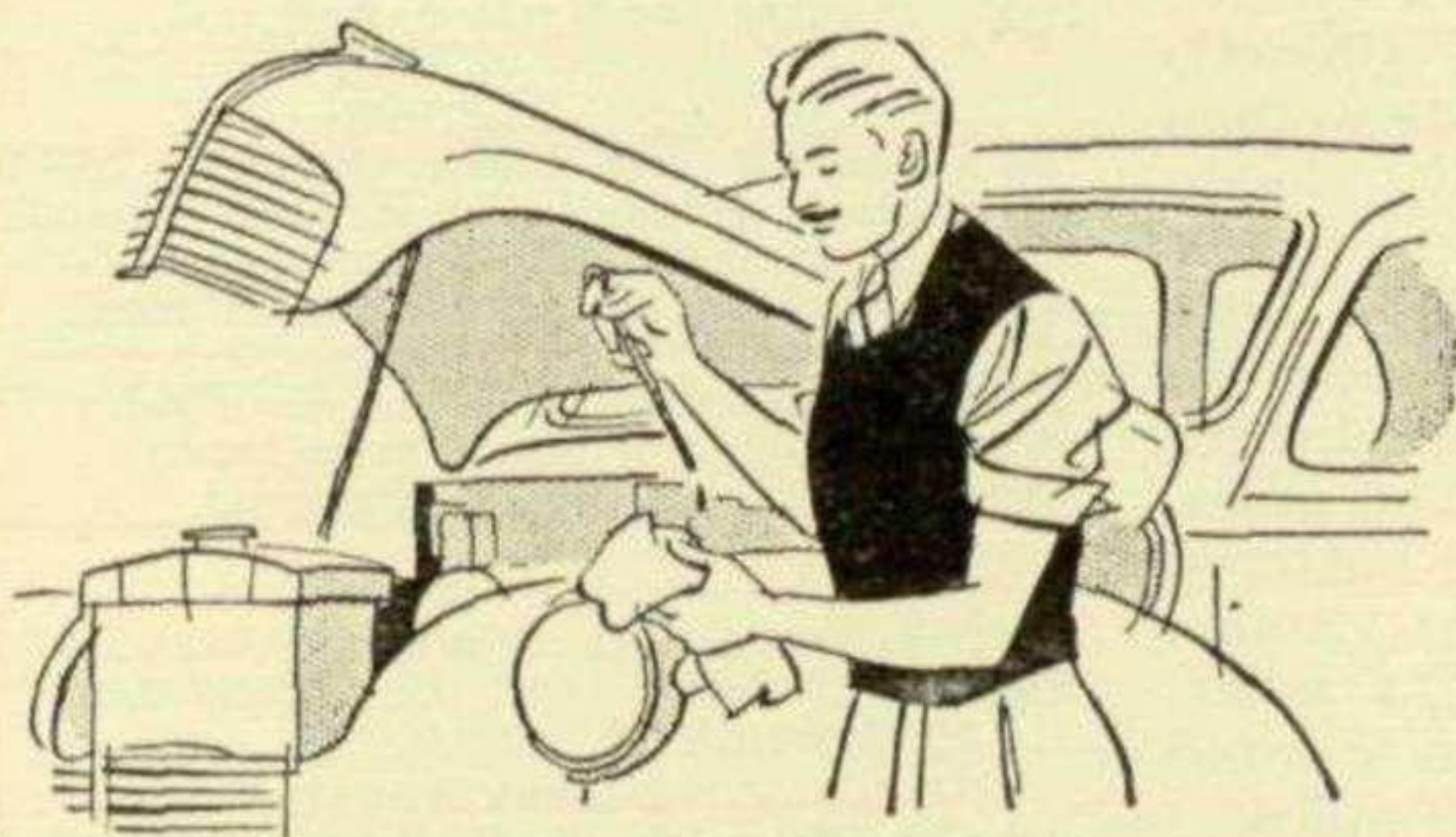
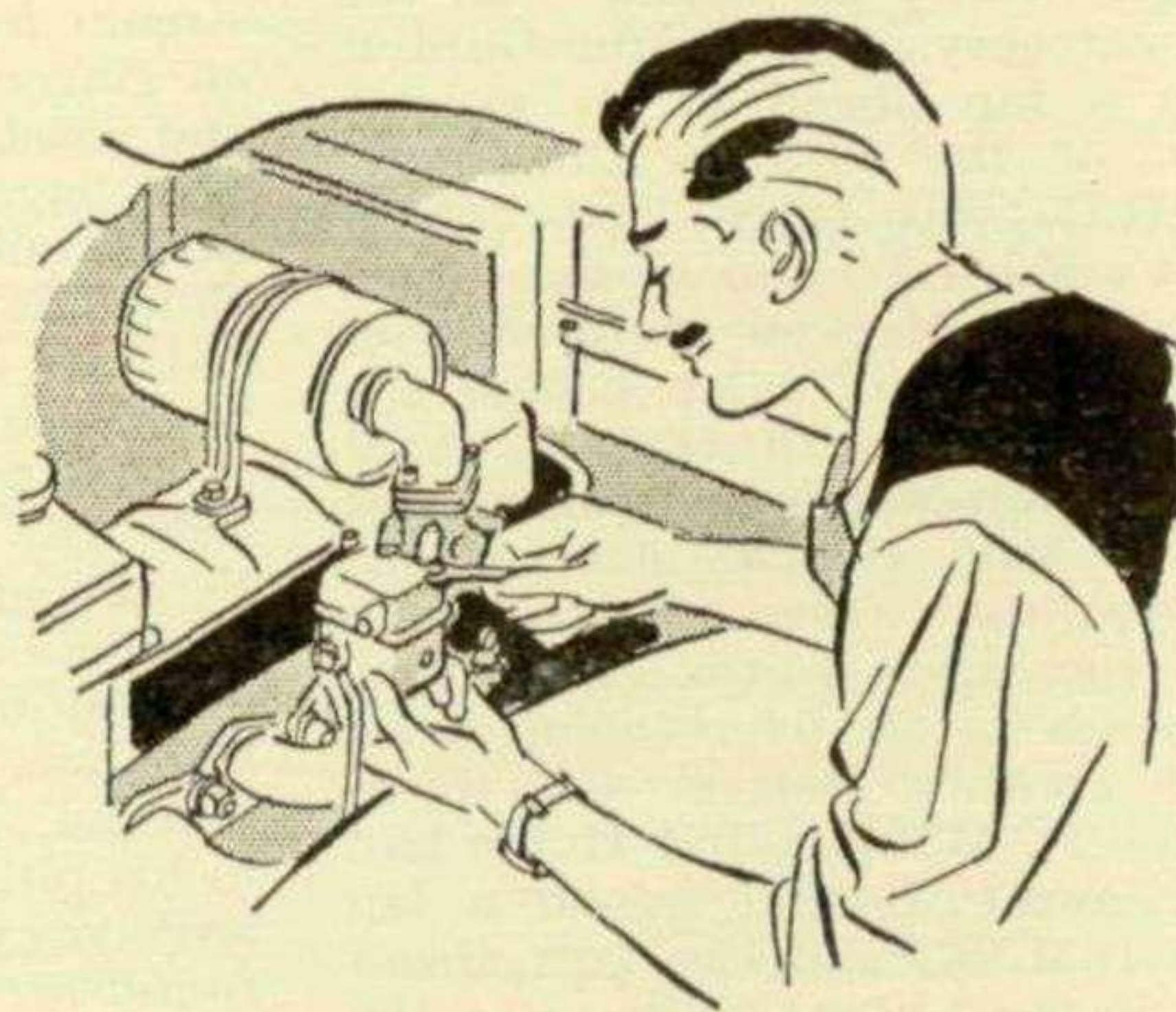
care saves wear

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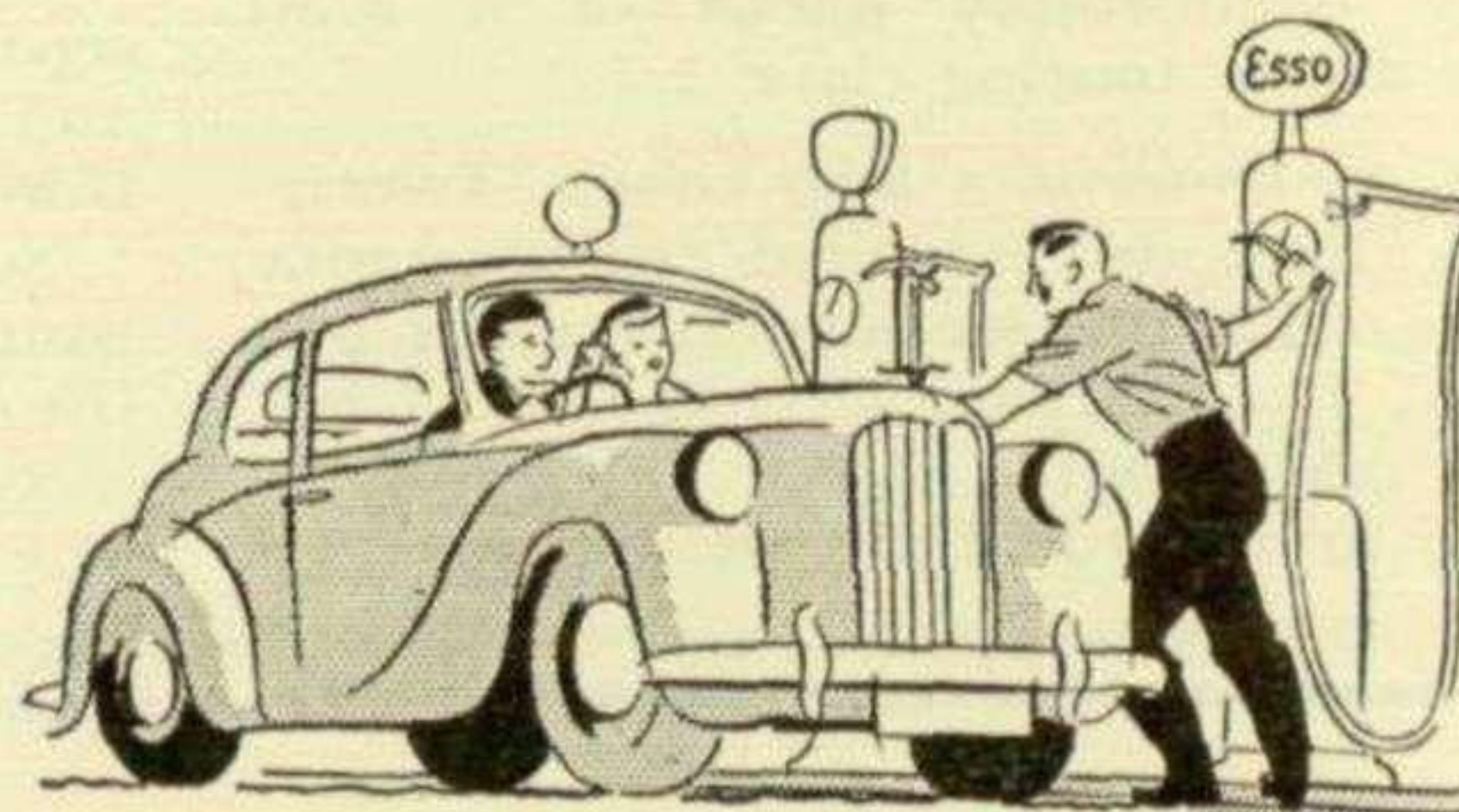
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ANGLO-AMERICAN OIL COMPANY LIMITED

THE VINTAGE S.C.C.'s GREAT DAY

A Successful Members' Meeting at Silverstone

W. A. L. Cook (4½-litre Bentley) Makes Fastest Average in One-hour High-speed Trial. Habershon (1½-litre G.P. Delage) Wins the "1908

G.P. Itala" Trophy Race and a 4-lap Scratch Race.

THE V.S.C.C. Members' Day at Silverstone, notable for excellent racing, torrid heat and a diversity of intriguing cars, was an unqualified success. Drivers and officials thoroughly enjoyed themselves, and if few spectators gathered to see the racing and have it explained to them *via* Tubbs' and Clutton's commentary, this mattered not at all. Col. Barnes used a modern Vauxhall saloon as a course-patrol car. The R.A.C. seemed needlessly strict in excluding Hampton's Hispano-Suiza because it was a saloon and in refusing Densham a passenger on the 1908 Hutton for the purpose of actuating the air-pressure pump. The V.S.C.C. was very tolerant when the racing, already running late, was delayed because a manhole cover at Stowe broke up, necessitating alteration of the straw bales. Some confusion arose because the lap-distance for the course was declared by the B.O.C. as 2.4 miles, by the V.S.C.C. as 2.278 miles—but, after all, anything could shrivel in that heat! We understand that the latter is official.

One-Hour High-Speed Trial

This event, in the best J.C.C./M.C.C. tradition, but for vintage cars, attracted 40 entries, divided into capacity classes. To qualify, cars up to 1,100 c.c. had to average 47.84 m.p.h.; cars of 1,101-2,000 c.c., 49.49 m.p.h.; cars of 2,001-3,000 c.c., 50.97 m.p.h.; and over 3,000-c.c. cars, 56.95 m.p.h. Two compulsory pit-stops, one for a wheel-change, the other for a plug change, were included, and the standard of pit-work was high, most pits displaying proper signals to the drivers. Fourteen cars non-started.

Birkett's Type 44, twin S.U.-carburetted Bugatti soon established a big lead in the 2 to 3-litre class, and Cook's 4½-litre ex-McKenzie Bentley and Plowman's OE "30/98" Vauxhall were going great guns in the big-car class. Seal's Lancia wheel-change was excellent; there was slight difficulty in removing a front wheel from the orange T.T. Austin Seven, a car which ran at Ulster in 1931 and which Birkett had rebuilt in de-blown form specially for this event, appointing Bulmer as driver. So well did Bulmer handle the little car that Birkett himself was hard put to hold him through the corners.

Later the Austin had the misfortune to pick up a large split-pin in its off-side rear 140-40 Michelin. There was no spare in the pit, but Bowles sportingly got there before the car, with one of Heyward's 700-17-shod wheels, and this *real* pit-stop was splendidly handled, Bulmer continuing and reaching over 70 m.p.h. along the uphill straight, Heyward's "Ulster" Austin, with "Ulster" engine, now ahead, however. Hill's "12/50"

Alvis suffered the disadvantage of wheels held on by many nuts, Dancer's quiet and effective o.h.c. Morris Minor, standard save for an oversize ribbed sump, was quicker by reason of having a ratchet spanner for its wheel nuts, Tooley, in his modern-looking Tooley, was quickly away, but Reece's Riley Nine had smoking brakes and required water for its radiator. Palmer took a quick glance into the dumb-iron oil-tank of Densham's Aston-Martin during one of his stops, and carefully adjusted many seat cushions before he resumed, with little loss of time. Cuthell's Alvis, emitting a typical "12/50" metallic exhaust-note, lost time through wheel nuts, and Arnold-Forster's Frazer-Nash because its screen had to be raised before the bonnet could be opened for the plug change. It, too, needed water. Birkett's hand-throttle control rod came off, and Drew's fabric-bodied "Grand Prix" Salmson alternately limped along on the grass on two cylinders or speeded up on three. Both Yarborough Bateson's and Goodman's "22/90" Alfa-Romeo tourers were going well, although the latter's sounded a bit harsh, and the Bentley pit-work was universally good.

The day had not yet become really hot and the anticipated massacre of vintage machinery did not materialise, although Hill's Alvis was abandoned near Stowe with a broken crankshaft, Tulloch's Type 35 Bugatti had retired early, and Palmer's Aston-Martin fell out. Bowles did a really remarkable wheel-change for Heyward's "Ulster" Austin, lifting the car bodily on to a petrol tin; Cook's Bentley was also quickly dispatched, but Elwell-Smith had to remove a plug tucked away under one of his Aston-Martin's four carburetters. Plowman was advised to add oil to his Vauxhall but had to continue without doing so, as there was none in his pit.

As the clock hand crept on Arnold-Forster brought his Frazer-Nash in for transmission attention, and Varley's Lancia "Lambda" came in boiling, eventually to resume with a spare can of water on the running board, its clutch slipping.

Generally, however, the pre-1931 cars came through their ordeal very well and next year the V.S.C.C. must certainly repeat, preferably extend, this excellent event; one for which the majority of clubmen had been waiting patiently since 1938! Those who qualified were:—

UP TO 1,100 C.C.:

C. W. Heyward ("Ulster" Austin), 21 laps in 51 min. 50 sec. (55.38 m.p.h.).
 C. H. Bulmer ("T.T." Austin), 21 laps in 54 min. 47 sec. (52.40 m.p.h.).
 P. B. Reece (1930 Riley Nine), 21 laps in 58 min. 31 sec. (49.06 m.p.h.).

1,101 TO 2,000 C.C.:

D. Elwell Smith (1928 "team" Aston-Martin), 21 laps in 55 min. 36 sec. (51.63 m.p.h.).
 C. P. Tooley (1½-litre Tooley), 21 laps in 57 min. 10 sec. (50.35 m.p.h.).

2,001 TO 3,000 C.C.:

H. Birkett (Type 44 Bugatti), 22 laps in 51 min. 18 sec. (57.63 m.p.h.).
 R. Briggs (5th Lancia "Lambda"), 22 laps in 57 min. 7 sec. (52.64 m.p.h.).
 E. F. S. Seal (5th/6th Lancia "Lambda"), 22 laps in 57 min. 8 sec. (52.63 m.p.h.).
 J. B. Ashton (1928 Bentley), 22 laps in 57 min. 24 sec. (52.38 m.p.h.).

OVER 3,000 C.C.:

W. A. L. Cook (4½-litre Bentley), 25 laps in 56 min. 45 sec. (60.20 m.p.h.).
 T. H. Plowman ("30/98" Vauxhall), 25 laps in 58 min. 4 sec. (58.84 m.p.h.).
 W. G. Halliday (4½-litre Bentley), 25 laps in 59 min. 55 sec. (57.03 m.p.h.).

Fastest speed.—Cook (Bentley), 25 laps at 60.2 m.p.h.

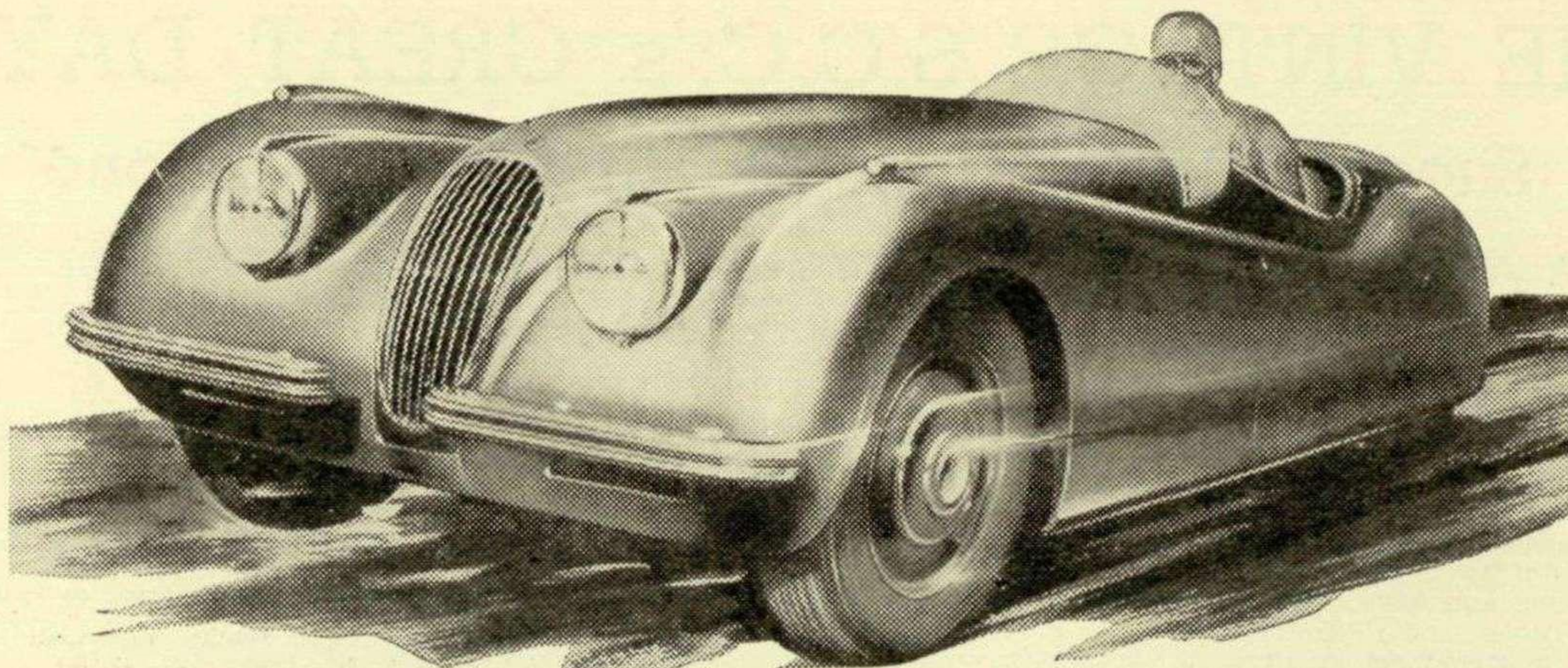
Also ran: Dancer (Morris Minor), Bridcut (G.P. Salmson), Richards (1926 "12/50" Alvis), Forster (Frazer-Nash), Hill (1927 "12/50" Alvis), Cuthell (1926 "12/50" Alvis), Stanton (1929 2-litre Lagonda), Palmer (Aston-Martin), Slater (1930 "12/50" Alvis), Tulloch (1926 G.P. Bugatti), Varley (Lancia), Bateson ("22/90" Alfa-Romeo), Goodman ("22/90" Alfa-Romeo), Axel-Berg (3-litre Bentley).

Four-Lap Scratch Race for Non-Supercharged Sports Cars

Six non-starters left a field of fourteen. As the flag fell Jesty's Allard gained momentarily on Symondson's Type 57S Bugatti, then Dryden's 3½-litre Jaguar went out ahead.

At Stowe Corner Symondson led, but Newton's 1949 "Competition" Frazer-Nash was in hard pursuit and closed with the Bugatti on braking, only to fall back on acceleration out of Stowe. Willis' modern-bodied, drastically-lightened 1½-litre B.M.W. held third place, followed by Tyrer's "328" B.M.W., Dryden's Jaguar, Ruddock's pointed-tail Meadows-H.R.G., Jesty's Allard, Henry's 4½-litre Lagonda, Meisl's H.R.G., Perkin's B.M.W.-engined H.R.G., Croysdill's Riley Nine-engined W.R.C., and Morgan's Riley. Without a hope, Loftus' Austin Seven "Nippy" and Watson's Austin Seven with S.S.II radiator, brought up the rear.

Another lap and Symondson had consolidated his lead, although the Frazer-Nash again braked far later at Stowe. Morgan had picked up a place and Henry was indulging in his usual tail-slides. Tubbs now reported the W.R.C. as "smoking like a bloater," and on lap three Newton made a great effort to pass the Bugatti at Stowe, without avail, while here, Tyrer spun round in his B.M.W., but continued. Perkins was coming up well and Dryden had shaken off Ruddock. Then the Bugatti pulled away, to its third victory on this circuit (two at the



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★ **132.6 m.p.h.**

On May 30th, 1949, an entirely standard Jaguar 3½ litre XK 120 Super Sports Car, running on pump petrol, was officially timed in attaining this speed over a flying mile. This achievement, observed and recorded by the Royal Automobile Club of Belgium on the Jabbeke Motor Road, has gained for Jaguar 4 Belgian Speed Records and is the fastest speed ever recorded by a standard production car.

★ Subject to Official Confirmation.

B.O.C. meeting), with Newton very close behind it.

1st: R. C. Symondson (3,257-c.c. Bugatti)...	71.32 m.p.h.
2nd: E. J. Newton (1,971-c.c. Frazer-Nash) ...	71.16 "
3rd: R. C. Willis (1,490-c.c. B.M.W.)...	66.01 "
Fastest lap: { Symondson (Bugatti) } { Newton (Frazer-Nash) }	73.22 "

Four-Lap Scratch Race for Vintage Super-Sports and Racing Cars

An unfortunate non-starter was Clutton's 10½-litre V12 Delage, the scavenge oil pump of which had failed in practice. With four other non-runners, a field of fifteen remained. Habershon's beautifully-turned out Seaman/i.f.s. 1½-litre 1926 G.P. Delage was never challenged, although driven sufficiently rapidly to call for considerable tiller-twirling when leaving Stowe Corner. Byrom's blown 1930 "2.3" G.P. Bugatti, making a healthy crackle, held second place, a respectful distance behind, for nearly three laps, when immense clouds of smoke suddenly poured from the cockpit and it pulled in with a holed piston.

This let James, in the highly-impressive 4-litre V12 Sunbeam, into second place, the car obviously having immense potentialities but tending to misfire, and the blow-off valves setting up a fine how-de-do. Trying really hard, Perkins was third, in his 1927 supercharged 2-litre Bugatti. Of the others, Storr's "38/250" Mercedes-Benz fell very sick on the first lap, Rohll's "36/220" Mercedes-Benz used spirited bursts of blower but crawled home, and Blomfield's 1½-litre Bugatti never ran properly, while Parker, cornering his blown 1½-litre Alfa-Romeo four-seater really well, never got into the picture. Hern's Amilcar Six had a tussle with Pitt's "blower 4½" Bentley which it eventually won. Kemp-Place (Bentley) tried very hard, setting his rear tyres alight on acceleration.

1st: R. Habershon (1,496-c.c. s/c Delage) ...	75.24 m.p.h.
2nd: J. M. James (3,976-c.c. s/c Sunbeam) ...	70.17 "
3rd: J. M. Perkins (1,990-c.c. s/c Bugatti)...	70.04 "
Fastest lap: Habershon (Delage) ...	78.10 "

Four-Lap Scratch Race for Racing Cars

One of the four non-starters was Leslie Johnson, for unfortunately the third-gear pinion of Lycett's 8-litre Bentley had picked-up on its shaft and the construction of the 8-litre box precluded roadside repairs. Sixteen runners were left, Jacobs' blown M.G. sounding very fit indeed.

Winterbottom made a poor start in his Cooper-H.R.D. and it was Butterworth in his fierce four-wheel-drive, Steyr-engined, air-cooled, 4½-litre A.J.B. who led lap one, from Cooper's Cooper 1,000 and King in Wilks' ever-astonishing 2-litre monoplace Rover, the last-named having had a faulty rear axle changed beforehand.

A lap later the Rover was second, its stability and cornering something to marvel at, but Butterworth had a big lead. Alas, another circuit and ominous black smoke plumed from the sump as the A.J.B., after making fastest lap of the day, accelerated away from Stowe—a balance-weight had emerged from its oily prison into the July sunshine. The Cooper

also retired. That left the Rover in an unassailable position and it deservedly won by a small margin from Norris' supercharged 2-litre Alta, with Dutt third in an old "2.9" G.P. Maserati embellished with his names on the cockpit and having a nickname "May" on its dumb-iron apron. Ayrton, in the special-bodied Monaco Type 51 Bugatti spoilt his chances by spinning off the road at Beckett's Corner on the opening lap. Note that the Rover beat the *supercharged* racing cars!

1st: C. S. King (1,996-c.c. Rover) ...	74.91 m.p.h.
2nd: J. B. Norris (1,970-c.c. s/c Alta) ...	74.18 "
3rd: R. Dutt (2,992-c.c. s/c Maserati) ...	73.04 "
Fastest lap: Dutt (Maserati) ...	80.87 "

Four-Lap Scratch Race for Non-supercharged Vintage Cars

Five non-starters left fifteen runners. Quartermaine's 1925 "30/98" Vauxhall beat a bevy of 4½-litre Bentleys away from the line and the race became most exciting, as Halliday's very sedate-looking 1929 two-seater McKenzie prepared 4½-litre Bentley, its furled hood flapping, just pipped the Vauxhall for the lead as they braked for Stowe, with Breen's 1929 four-seater 4½-litre Bentley close behind. Already Gibbs' Riley Nine was out and Bulmer coasted in with the orange T.T. Austin, its S.U. petrol pump inoperative. Thereafter the lead never changed, Halliday, Quartermaine and Breen all cornering great guns, taking Stowe wide and Halliday raising a plume of dust. Kellow's "19/100" Austro-Daimler flexed its chassis and was slow.

1st: D. Halliday (4,398-c.c. Bentley) ...	61.98 m.p.h.
2nd: M. L. Quartermaine (4,300-c.c. Vauxhall) ...	61.60 "
3rd: T. P. Breen (4,398-c.c. Bentley) ...	60.56 "
Fastest lap: Quartermaine (Vauxhall) ...	64.07 "

Four-Lap Handicap for Edwardian Cars

The handicapping ruined this race, for Abbott's well-known and beautifully turned-out 1904 Mercedes was given 4 min. 56 sec. lead from Heal's scratch F.I.A.T. and had completed more than a lap before Neve's T.T. Humber, Samuelson's T.T. Sunbeam or the vast 1914 Peugeot "40/50" tourer had been released. So Abbott couldn't fail to win, but Heal went magnificently from scratch, lapping at nearly 64 m.p.h. with no brakes to speak of, and Neve caught and passed the T.T. Sunbeam. Even Hutchinson's quietly-impressive 1913 3-litre Darracq tourer, a "new" Edwardian, had done a lap before Heal was allowed to go motoring. Fairman drove a fast, if scruffy, 1914 "12/16" Sunbeam tourer. There was only one retirement, Densham's 1908 5-litre Hutton, which had refused to run on four cylinders in practice, and Hill richly deserved his second place after a steady run in his 1912 "Alphonso" Hispano-Suiza. Nine ran. The only non-starter was Peter Clark's 1914 G.P. Mercedes, sold to America—oh, Peter!

1st: C. R. Abbott (1904 4,084-c.c. Mercedes), 4 min. 56 sec. ...	45.54 m.p.h.
2nd: W. A. Hill (1912 3,622-c.c. Hispano-Suiza), 3 min. 4 sec. ...	48.98 "
3rd: K. Neve (1914 3,295-c.c. Humber), 0 min. 36 sec. ...	61.03 "
Fastest lap: Heal (F.I.A.T.) ...	63.76 "

Eight-Lap "1908 G.P. Itala" Trophy Scratch Race for Vintage Cars

Unfortunately nine cars failed to come out for this, the big race of the day, including Clutton's Delage, Plowman's Vauxhall, the Bugattis of Perkins, Byrom and Birrell, and the A.C.-Nash. That left nine runners.

Habershon again held the lead unchallenged, driving the little Delage beautifully, to win by 40 sec. from James, whose Sunbeam was still misfiring, but its wheels spinning from the corners nevertheless. Pitts' imposing "blower 4½" Bentley two-seater, bouncing over the bumps at Stowe, was a gallant third. Hern stalled his Amilcar's engine and started late, having a rough ride thereafter, while Finch's Amilcar lost its throttle-control rod, luckily when the throttle was shut going into Stowe, when in eighth place on lap two. Butterworth's open, ex-saloon, 4½-litre Bentley went nicely but was outclassed, and Kemp-Place again used much rubber.

1st: R. Habershon (1,496-c.c. s/c Delage) ...	75.19 m.p.h.
2nd: J. M. James (3,976-c.c. s/c Sunbeam) ...	71.94 "
3rd: A. G. Pitts (4,396-c.c. s/c Bentley) ...	69.95 "
Fastest lap: Habershon (Delage) ...	77.81 "

Four-Lap Handicap for Frazer-Nash Cars

This produced an exciting race with the positions changing frequently amongst the field of twelve. On the third lap Crowther took the lead from Geoghegan going into Stowe, but his engine faltered, allowing the back-markers to get the lead on the last lap.

1st: C. M. Sears (1933 1,496-c.c. Frazer-Nash), 1 min. 0 sec. ...	61.97 m.p.h.
2nd: W. H. Arklay (1929 1,991-c.c. A.C. Six-Frazer-Nash), 0 min. 36 sec. ...	64.61 "
3rd: K. H. Miles (1935 3,622-c.c. V8-Frazer-Nash), 0 min. 12 sec. ...	67.77 "
Fastest lap: Miles (V8-Frazer-Nash) ...	71.44 "

Four-Lap Handicap for Vintage Cars

Leo's stripped 1930 four-seater blown 2-litre Lagonda worked up from sixth place after a lap, to fourth place after two laps, and second place after three laps, to win comfortably from Marsh's 1924 four-seater Lancia "Lambda." Bremner's blown 1½-litre Alfa-Romeo four-seater came up strongly to finish third, and J. Rohll's 1930 "2.3" Alfa-Romeo had an impossible handicap, but finished fifth. H. E. Rohll's ex-Gardner "36/220" Mercedes-Benz was on scratch, but was painfully slow, although it all but pipped King's Type 40 Bugatti at the finish, but only because the latter had spent some of the race pushing weighty straw bales out of its way when it left the course at Stowe. There were three non-starters, leaving 17 runners, but Goodall's early "Grand Sport" Amilcar, with inclined radiator, soon retired.

1st: M. Leo (1,954-c.c. s/c Lagonda), 1 min. 12 sec. ...	60.45 m.p.h.
2nd: J. A. E. Marsh (2,120-c.c. Lancia), 1 min. 48 sec. ...	56.23 "
3rd: J. I. Bremner (1,750-c.c. Alfa-Romeo), 0 min. 24 sec. ...	64.61 "
Fastest lap: Rohll (Alfa-Romeo) ...	70.09 "

Four-Lap Handicap for Vintage Cars

The start gave us the enlightening spectacle of Preece's 1929 high-chassis 4½-litre Invicta beating Mason's 4½-litre

Bentley, and Birkett's Type 44 Bugatti holding Plowman's "30/98" Vauxhall. The Vauxhall eventually drew away from the Bugatti, but at Beckett's Birkett passed it, and thereafter a great duel occupied these two, the Vauxhall faster up the straight, the Bugatti, taken up to 4,700 r.p.m., gaining on the twisty back-stretch.

Ching's scratch 1½-litre Alfa-Romeo neatly overtook Jeddere-Fisher's 2-litre Lagonda at Stowe Corner and the pace and the heat were telling, for this Lagonda was very unwell and Joy Ching's old 1½-litre G.P. Bugatti tended to misfire. A lap later and both Black's Aston-Martin and Ching's Alfa-Romeo were boiling. Plowman braked later for Stowe than Birkett, whose Bugatti was inclined to suffer front-axle tramp, and up the straight the Vauxhall went ahead, to take a spirited second place behind Elwell-Smith's 1928 "team" Aston-Martin, which also experienced axle-judder and screamed its tyres on the corners. Four-teen ran.

1st:	D. Elwell-Smith (1,495-c.c. Aston-Martin),	0 min. 52 sec....	58.61 m.p.h.
2nd:	T. H. Plowman (4,300-c.c. Vauxhall)	...	63.84 "
3rd:	H. Birkett (2,992-c.c. Bugatti)	...	63.78 "
Fastest lap: Plowman (Vauxhall)		...	66.67 "

Four-Lap Handicap for Non-Vintage Cars

The "moderns" now had their turn and Jack French led throughout from the limit position in Mallock's Ford Ten-engined Austin Seven Special, which borrowed the Michelin rear wheels and tyres from the T.T. Austin. Gradually, Chevell's neatly-bodied racing Alvis "Speed Twenty," with normal gearbox and suspension, worked its way up, but Mrs. Binns' Riley "Sprite" just held it off in a "photo-finish" for second place.

There was one incident, when Shattock slid outwards in his Brook-engined Atalanta in attempting to go past Waring's Alvis "Speed Twenty" on the outside at Stowe, just as the Alvis suffered a similar slide in the opposite direction! Both this Atalanta and Moody's Frazer-Nash were off form, but White's oddly-bodied Invicta won a duel with Tulloch's now de-blown Hudson, the latter slow from scratch.

1st:	J. S. French (1,172-c.c. Austin Special),	2 min. 8 sec. ...	57.63 m.p.h.
2nd:	Mrs. N. Binns (1,495-c.c. Riley),	1 min. 0 sec. ...	63.26 "
3rd:	B. Chevell (2,511-c.c. Alvis),	0 min. 44 sec. ...	65.22 "
Fastest lap: Matthews (Jaguar)		...	70.34 "

Letters from Readers

THOSE BREAD-AND-BUTTER CONTINENTALS

Sir,

Mr. A. E. Frost's letter regarding small British cars *versus* Continental appears to be based on numerous fearful misconceptions.

To take these in order:

1. The Lancia "Ardea" probably does cost double the Standard Eight price, but there is no comparison in the class of car; the "Ardea" does definitely come into a more costly class of vehicle

in terms of engineering quality, just as a Rolls-Royce cannot be compared with a Buick. To the uninitiated the Rolls appears poor value, but to those who understand quality of material and workmanship this is not so.

2. The "Ardea" of about 990 c.c. cannot be compared with the 1,250-c.c. M.G., and surely the R.A.C. rating is exploded once and for all, capacity now being regarded as a fairer way of comparing production automobiles for private use as against sports and racing vehicles, the engine speed of such cars being limited to 4,000 to 4,400 r.p.m.

The fact that the "Ardea" offers 8-h.p. accommodation for 10.5-h.p. R.A.C. rating is surely immaterial as this rating is no longer used as a basis of taxation and in any case pre-war the fault was with the taxation system and not with the car. More relevant is that it offers 8-h.p. accommodation for 8-h.p. running costs and expenditure of fuel.

3. No doubt the Morris Minor could give the "Ardea" a run for its money having a similar power-to-weight ratio, but here again the "Ardea" is worth its extra price as an engine mileage of 70,000 can be expected between overhauls as against, say, 40,000. This is no reflection on the Morris Minor which is in a different price class.

4. The advantage of a short-stroke engine is not problematical but is a fact and produces the great benefit of reduced power-loss in the engine due to reduced piston friction which assumes serious proportions at, say, 3,000 r.p.m., quite apart from reduced bore wear.

5. Regarding gear ratios, efficiency in a car engine can best be attained by high gearing, enabling it to cruise at a given speed on a *big* throttle opening when engine efficiency is at maximum; by efficiency I mean conversion of fuel into power with the minimum of loss.

6. The need on small cars is not for three-speed gearboxes but five-speed ones for reasons already given, providing lowish ratios for town use with a very high top for open, flat road work, giving reduced engine wear and reduced fuel consumption. There need be no extra gear-changing if the box is correctly used or negligible extra changing. Surely it is a lazy man who wants a car with such negligible reduction of gear-changing needs.

7. My F.I.A.T. "1,100" (1,089-c.c.) pulls a 4.6-to-1 top gear very nicely although it weighs 16½ cwt.; it gives 40 m.p.g. average over-all running and not leaned down excessively at that. Gear-changing is not excessive and a gear can frequently be missed out when going through the box, depending on conditions.

8. The F.I.A.T. "1,100" can be described as a typical Continental small car, being now made in three countries and being very popular. As regards performance it would be utterly unfair to compare it with any English Eight, a better comparison being obtained by comparing it with a 1½-litre car. A maximum of 72 m.p.h. and 0-50 m.p.h. in 17 sec. cannot be despised and gives very real performance. One of these cars did 72 miles in one hour at Brooklands before the war (F. Morrish) and this car was

standard in all respects apart from very careful fitting and port polishing; I should like to see a British "1,100" which could match this, apart from specialised sports cars with light open bodies.

Mr. Frost implies that all he wants is a car that will steer without wander and brake without swerve; he is easily satisfied. Handling qualities are more important to the enthusiast and connoisseur than all-out speed and make the difference between driving being enjoyable and safe or being purgatory. Handling qualities are not too easy to define, but the driver of perception will soon know when he has them.

Having just tried out a certain "bouncing tennis ball," a 1949 11-h.p. car with extraordinarily low gearing where in top gear at 40 m.p.h. the engine seems to be revving excessively, I say give me my 10-year-old F.I.A.T. "1,100," which has now done 60,000 miles with only a rebore and front-suspension overhaul.

Regarding front suspension reliability it will be interesting to see what happens when the fat rubber bushes used as "bearings" on certain English small cars start to deteriorate, passing on heavy stresses to parts not meant to take them! No Continental car uses such makeshifts in its front suspension.

Finally, regarding the "amusingness" of four-speed gearboxes, it is also amusing to note how the speed of a three-speed small car is killed when it reaches a hill too steep for its top gear and has to drop into middle; also amusing to have a 20 per cent. greater fuel consumption on long runs due to its unusually low top gear.

I am, Yours, etc.,
London, F. W. CHAMPION.
N.21.

OBITUARY

Pierre Marechal

There was something unique in Pierre Marechal's make-up which appealed to everyone. His exploits at the wheel of his "Speed Six" Bentley in the post-war competition world have often been recorded in these pages, and his more recent successes driving one of Peter Clark's H.R.G.s are fresh in our minds. The inclusion of Pierre Marechal in the works team of Aston-Martins making its debut at Le Mans was indicative of the high opinion of his driving held in knowledgeable circles.

That he should be taken from us at the early age of 33 is a bitter blow, slightly softened by the certain knowledge that he died in the way he would have wished.

To his widow and small son we extend our sincerest sympathy.

H. J. Ripley

It is with deep regret that we record the passing of H. J. Ripley, who for many years drove Rileys in competition events and who, of recent times, ran the business of Ripco Ltd. in the West End and handled the Ripford in trials. Never a fit man, Ripley always wore a cheerful countenance and took an active interest in the Sport; he died soon after bringing his Riley to the pits in the G.P. des Frontieres.

Sports Car Owners Meet the B.A.R.C.

ON July 8th the Events Committee of the British Automobile Racing Club invited members to meet at the R.A.C. for the purpose of a discussion on sports car racing. The meeting was ill-timed. Had it taken place some months earlier the B.A.R.C. could have appeased those of its members who are incensed by its all-racing-car policy by announcing the Members' Meeting scheduled for August 13th, and amicable discussion could have followed about the fare to be provided thereat. As it was, those members who were not at Rest and Be Thankful for the hill-climb, at Spa for the 24-Hour Race, at Brighton for the rally or merely on holiday, attended with the knowledge that a meeting of sports car races is being arranged for them and, as no one on the committee seemed anxious to tell them precisely what they were being offered on August 13th, discussion not unnaturally concerned the future.

Remembering the sports cars they so ardently wish to race, and the excellent events for such cars which the J.C.C. organised before the war, members took the B.A.R.C. to task for the lack of such events in its present programme. Mr. Aldington went further and expressed the view that it was disgraceful that no long-distance British sports-car race had been organised since the war, so that we lagged behind other countries. He looked to the B.A.R.C., which had built up its reputation and the prestige of this country with such races, for support in this direction.

Other members queried the B.A.R.C.'s policy of ignoring sports-car racing until Goodwood is working on a smooth "professional" basis, of banning over-3-litre sports cars at the first Goodwood meeting, and of accepting certain sports cars at Easter providing they were in racing trim. The first accusation John Morgan denied, apparently having forgotten the written statement to this effect which he made to MOTOR SPORT last February and to which reference was made in a leading article in our March issue. The Chairman, Col. D. H. Austin, explained that Goodwood was a new circuit, the safety factor of which had had to be discovered, and that large sports cars were deemed undesirable on that score—which, as cars like Poore's 3.8-litre Alfa-Romeo, Formula I Maseratis, and E.R.A.s were unleashed thereon, is plainly ludicrous. Sports cars were accepted in racing trim in order to permit the maximum number of people to compete—we are still pondering that one!

At this juncture the Chairman emphasised that we are still suffering from the loss of Brooklands, that Goodwood is not so conveniently laid out as was Brooklands, and that it takes time to get a new circuit going, cautious development being essential—here we cannot resist the observation that Edge's ambitious 24-hour run was put on at Brooklands eleven days after the Track had been opened.

Mr. Morgan said that, whereas the R.A.C. merely has Silverstone on a year's lease, Goodwood will be developed as a permanent circuit, with stands, safety banks, cloakrooms, etc., and that its development is absorbing much energy and money. It offers a fresh circuit for drivers who, Mr. Morgan imagined, must get tired of racing at Silverstone every week-end, and already practice facilities are available at Goodwood free to members on two Saturdays each month, whereas Brooklands "charged you 10s." and Silverstone costs "a fantastic sum to hire"—members are fully appreciative of such facilities, providing they are going to be given suitable races at the Goodwood circuit; incidentally, the old B.A.R.C. did not charge its members 10s. for the use of Brooklands. Later, someone brightly remarked: "Let us have a Silverstone B.A.R.C. meeting now, while the circuit is still there!"

The Chairman said his club had its members' interests very much at heart and had had the Members' Meeting under consideration "for some months"—the fact remains that only very recently did the club issue an announcement concerning this meeting. Motor-racing at Goodwood was only possible if a good financial return was made by the Goodwood Road Racing Co., Ltd., and this called for racing-car events which would attract the public in large numbers, but in time it was hoped to bring back the traditional J.C.C. members' events. However, when Goodwood was examined in this light, it was found that certain shortcomings existed. Mr. Morgan explained that too many meetings during

the first season might have brought trouble with local residents in respect of noise, etc., and that the R.A.C. limits races to 15 starters, which means that a long programme is necessary to accommodate a big members'-entry. No one seemed to know whether this limit would be enforced for relay, staggered-start or high-speed trial events, but obviously the R.A.C.'s intention was to limit the number of cars on the course. A member thereupon made the bright suggestion that all these difficulties could be overcome by going to Silverstone!

The meeting now took a surprising trend. The Chairman said he didn't know what it would cost to hire Silverstone, but he was certain the B.A.R.C. could not afford to run a meeting there. Mr. Morgan said again that surely members didn't want to spend all their time racing over the Silverstone manufacturers' circuit when Goodwood offered a fresh course.

These objections were rightly disposed of by observations from various members to the effect that the comparatively small Maidstone & Mid-Kent M.C. had held a very enjoyable club meeting at Silverstone, so had the V.S.C.C., including a one-hour high-speed trial, and so had the B.O.C. The B.A.R.C., with its vastly greater membership and the admitted financial success of its "open" Goodwood meetings, could obviously afford to organise similar meetings. The Chairman said he wasn't in a position to disclose what profit was made at Goodwood, nor could he commit the Council to next year's programme (here Capt. Frazer-Nash, who had kept an excellent grip on things throughout, observed: "It may not even be the same council!"), but he doubted very much whether the R.A.C. would sanction a B.A.R.C. Silverstone fixture this year because all dates had to be in the *Calendrier* by January or before, nor did he know whether Silverstone would be available, say, during next October. As the Goodwood "date" for August 13th doesn't appear in the *Calendrier*, and as a glance at the British fixture list shows no race meetings scheduled for October, these objections haven't the slightest foundation. Indeed, members, who had come to discuss sports-car racing, refused to be overruled and it was proposed that another B.A.R.C. Members' Meeting be held in October if at all possible, either at Goodwood or Silverstone, a proposal which was seconded by the entire meeting. Further, it was proposed and unanimously carried, that four Members' Meetings be organised in 1950, three to consist of short races and the nature of the remaining fixture to be decided at a later date. Suggestions for the last-named event covered a one-hour race for T.T.-type cars, a relay race, revival of the High-Speed Trial, a sports-car race of at least three hours' duration and resumption of the "Double-Twelve" at Silverstone—the Chairman seemed especially pleased with the "Double-Twelve" idea, but that didn't prevent him from pouring on more cold water, this time of the "no petrol" variety.

Referring to the proposed Members' Meeting in October of this year, the Chairman doubted if this would be possible in the short time available or whether the R.A.C. would sanction a date, but he and his Committee would do all in their power to arrange such a meeting, and doubtless an announcement would be made in the *J.C.C. Gazette* in due course. We suggest that the W. Hants & Dorset C.C., which is organising a National Race Meeting for sports and racing cars at Blandford, an entirely new car-circuit, on August 27th—a meeting not decided on until a few months ago—might be able to help the B.A.R.C. over its difficulties!

Clearly many B.A.R.C. members, most of whom paid their subscriptions loyally throughout the quiescent war-years, want more events for sports cars and are not to be put off by references to the Eastbourne Rally and such-like, which one member was heard to describe as a disgrace for a club of the B.A.R.C.'s standing to organise. The fact remains that this somewhat stormy gathering tended to overlook the fact that a Members' Meeting has been arranged for August 13th—this meeting must receive the fullest support so that it will prove to the B.A.R.C. the big demand that exists for racing of this sort. The few points relating to this event which did emerge were:—

Benzole will be permitted, "because it comes from the pump," proffered Mr. Morgan, but methanol will not. Races will be limited to two and three-lap handicaps so that one race can be run approximately every ten minutes. Preference seemed to be for five-lap races, but Mr. Morgan said some sports cars find five laps too far, and the Chairman explained, in respect of the objection to grid-starting in short races, that individual handicapping will "adjust this little matter." [We have since seen the Regulations, and the races will be over three and five laps!—Ed.] Someone asked whether road-equipped "specials" would be permitted and the Chairman said obviously not, if the rules called for standard sports cars, although earlier in the discussion he had cracked the "chestnut" about what con-

stitutes a standard sports car! The situation was retrieved when it was discovered that the regulations make no reference to standard sports cars! Road equipment will have to be carried and 700-c.c. to 4,500-c.c. cars will be eligible. Apparently the scratch races referred to in the *J.C.C. Gazette*, published a few days before the meeting, have been deleted.

On matters of general policy, a new member asked if a hill-climb could be organised, and he was told to first find the club a suitable hill. To the retort, "Prescott," Mr. Morgan said the V.S.C.C. had been approached but had refused—he meant the B.O.C. Just after the war a Shelsley Walsh meeting had been contemplated, but it was thought that too few racing cars were available and the club didn't wish members to break their ordinary cars, the gear-ratios of which would have been unsuitable to the hill.

The great work which the B.A.R.C. is doing, in conjunction with the Goodwood Road Racing Co., Ltd., in catering for the leading racing car drivers and popularising motor racing at the permanent circuit at Goodwood is deserving of the highest praise. It is sincerely to be hoped that, additionally, it will be able to organise further Members' Meetings, either at Goodwood or Silverstone, so that its sports-car-owning members can enjoy events such as those for which the J.C.C. was famous, including the One Hour High Speed Trial. If this can be done the B.A.R.C. will indeed be a power in the land. We shall watch its future announcements with great interest.

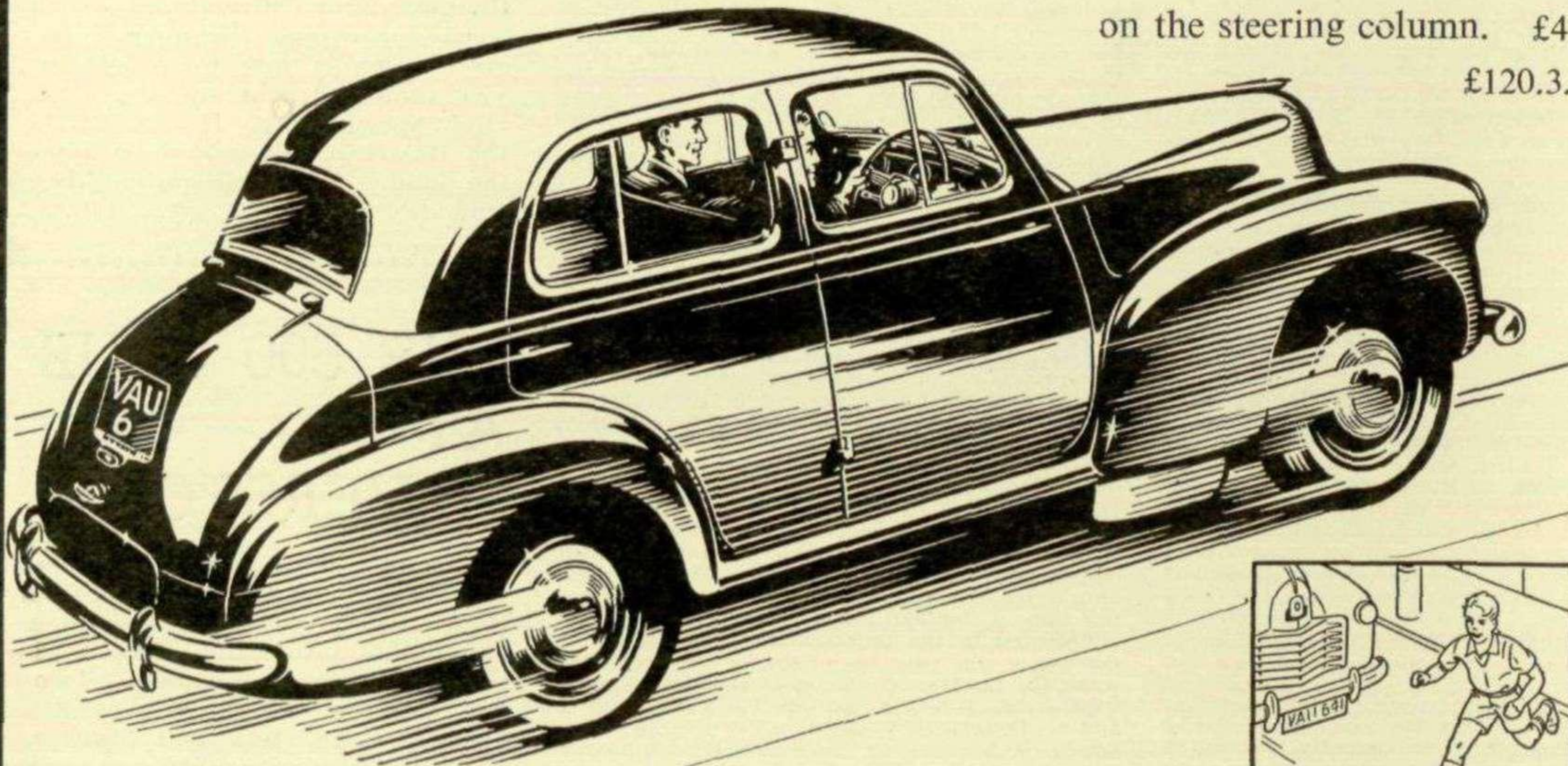
THE 500 CLUB AT SILVERSTONE

Yet another enjoyable "clubmen's day" occupied Silverstone on July 9th when the "500" Club realised a long-standing ambition and offered real racing to its enthusiastic members. Two three-lap races, a 10-lap race confined to Cooper, Bond, Iota and Marwyn cars, another 10-lap race for non-production "500s" and an ambitious 100-mile race comprised the "fare." Brandon won the first race fairly convincingly from C. A. N. May, whom we told you to watch, with Habin third—Coopers 1, 2, 3, and Brandon averaging 67.78 m.p.h. Dryden repeated the dose in the next race, averaging 68.90 m.p.h. in his Cooper-Norton, but Brandon and Parker's Parker-Special were engaging in a fine tussle behind him, Parker finishing a second to the good, at 68.34 m.p.h., in a car described in MOTOR SPORT last May. Dryden then added to his laurels by winning the production-car race at 68.34 m.p.h. from the Coopers of Whitehouse (68.10 m.p.h.), and John Cooper. The "specials" race saw only three finish—Moor's Wasp 500 winning at 68 m.p.h. from the Parker (67.78 m.p.h.) and the Grose. The 100-Mile Race was a grand tussle between Collins' Cooper and Parker, until the latter lost much time refuelling. Collins won at 66.5 m.p.h. from John Cooper's Cooper (65.75 m.p.h.) and Parker's Parker-Special. What a God-send Silverstone is to the clubs!

on top... in top

Up the hills without effort and without gear change — that's the way of the Velox.

This new 6-cylinder Vauxhall is built for top gear performance. On the open road a clear 75 m.p.h.; in traffic a patient walking pace. A great performer and yet an economical car doing 25-28 m.p.g. with normal driving. The Vauxhall Velox is a full four-seater of modern design with powerful hydraulic brakes, independent front wheel springing and gear lever mounted on the steering column. £430 plus £120.3.11 P.T.

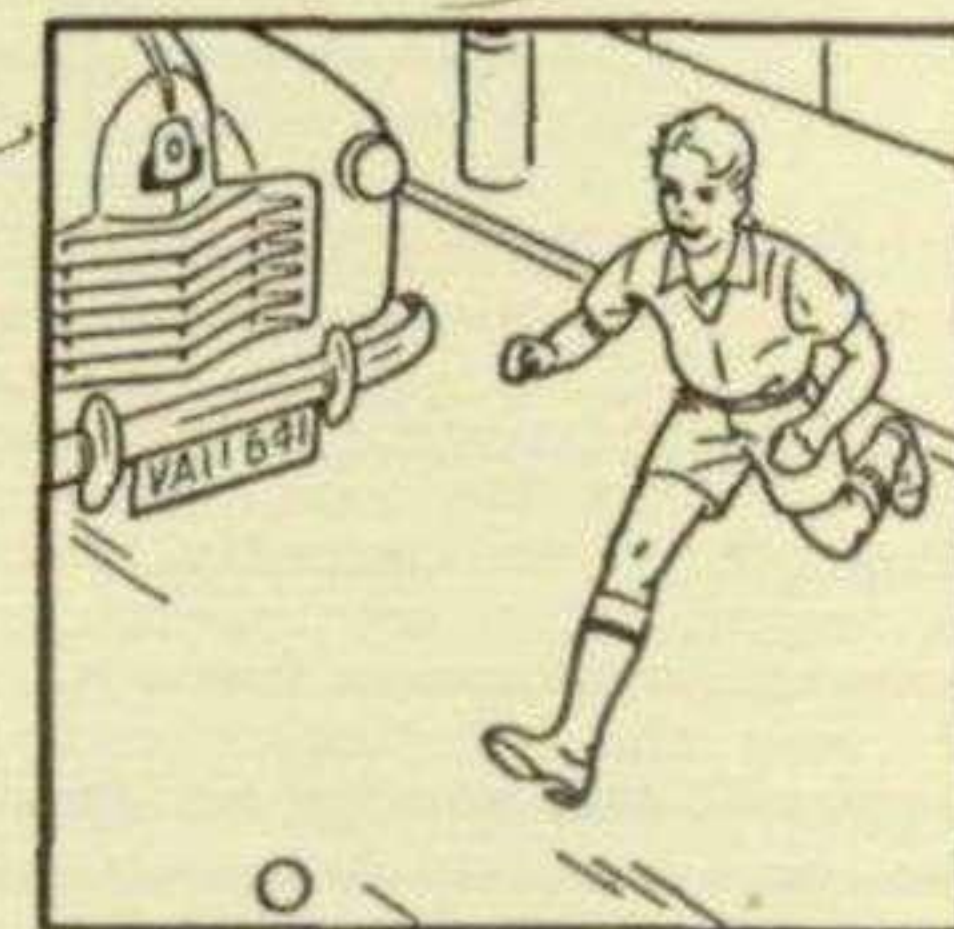


Companion model is the Wyvern — the outstanding value-for-money car at £350 (plus £97.19.5 P.T.) Both cars are spacious 4-seaters with independent front-wheel springing, powerful hydraulic brakes and gear lever mounted on the steering column.

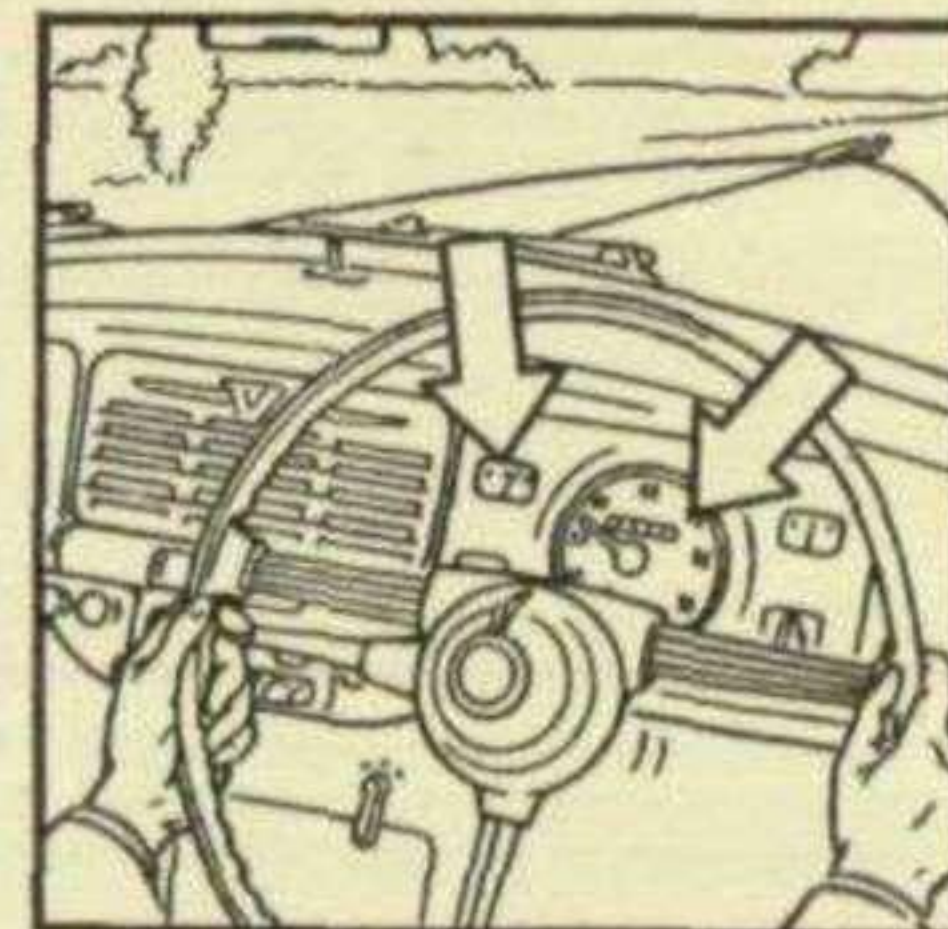
VAUXHALL

Full particulars from your local Vauxhall dealer.

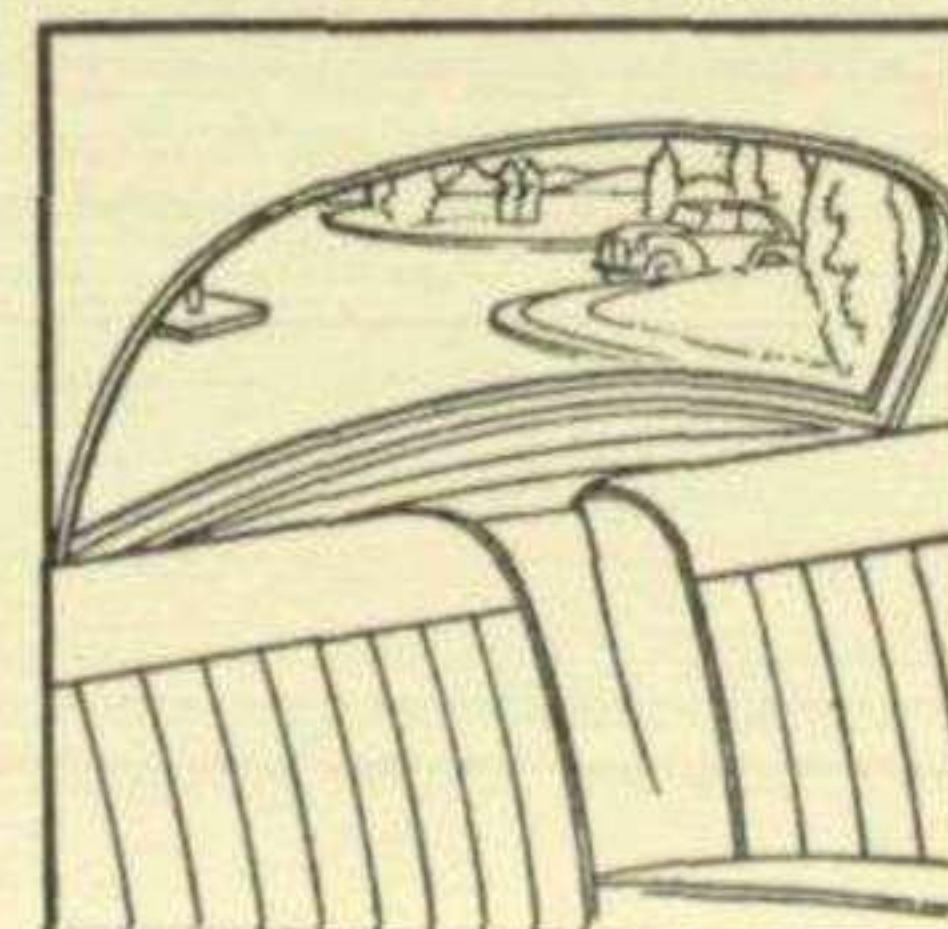
VAUXHALL MOTORS LTD • LUTON • BEDS



Powerful reliable brakes



Performance per gallon



Clear view of road behind

RAYMOND MAYS SHOWS THEM HOW at Rest and Be Thankful

Poore Second. Peter Walker Third

THE R.S.A.C.'s speed hill-climb at Rest and Be Thankful on July 9th was quite unique in this country, for the very difficult course (Mays' admission!) was over a mile long, compared to our usual $\frac{1}{4}$ or $\frac{1}{2}$ -mile climbs, and was reminiscent of an Alpine event. Unfortunately, although over £2,000 was said to have been spent on the road, it possessed some bad bumps and the surface became slippery—probably due to the sun—so that fast cars were at a disadvantage. However, the climb was an experiment, a bold one, this year—next year we can expect an improved surface, when this climb should be really first-class and could with advantage, one feels, count towards the R.A.C. Hill-Climb Championship. As it was, this year Allard made a run on only six of his Steyr engine's eight cylinders and was still fourth fastest—a rare test of driving skill but not of the car.

In practice Basil Davenport left the road and bent the Spider's front axle, which was repaired locally in time for a class win on the day. Peter Walker made best time on the Friday, in the E.R.A., clocking 67.9 sec., Poore got the 3.8-

litre Alfa-Romeo up in 68.2 sec. and Mays contented himself with 68.8 sec.

In the more slippery circumstances of the day, however, Mays displayed his skill to the full and was a popular winner, the famous D-type E.R.A. making fastest time, in 68.0 sec. Poore tried very hard, but couldn't better 68.6 sec., and Walker's first ascent, in 69.4 sec. was third fastest, the E.R.A. stopping on its second run. Sydney Allard broke two connecting-rods on his second practice run due to a balance weight coming adrift, but elected to go up on six cylinders—remember Parry Thomas uncoupling two of the Leyland-Thomas' pistons at Montlhéry when he found his engine was too large for the race in which he wanted to compete?—and sheer good driving made him fourth fastest, in 71.9 sec. J. S. Fry's Bugatti did a rousing 75.0 sec., and the $4\frac{1}{2}$ -litre Frazer-Nash-base Chassels Special 75.4 sec. Ken Hutchison, making a welcome re-appearance after talking of retiring from racing, was fastest R.S.A.C. member, clocking 76.4 sec. in his P2 Alfa-Romeo, and Warburton's climb in his Allard in 78.9 sec. and Davenport's identical time in the V-twin Spider were noteworthy, as was Pott's 79.3 sec. in his Cooper 500.

Results :

£100 AND "MOTOR WORLD" CHALLENGE CUP FOR F.T.D.—Raymond Mays (2-litre E.R.A.).
£75 FOR SECOND F.T.D.—R. D. Poore (3,800-c.c. Alfa-Romeo).
£50 FOR THIRD F.T.D.—Peter Walker (2-litre E.R.A.).
£25 FOR FOURTH F.T.D.—S. H. Allard (3,700-c.c. Allard).
ALBION CHALLENGE CUP (for best time by a member of the R.S.A.C.)—K. Hutchison (2,994-c.c. Alfa-Romeo).

CLASS RESULTS :

CLASS 1 (UP TO 500 C.C.)—1st: J. Potts, Jnr. (Cooper), 1 min. 19.3 sec.; 2nd: D. B. P. Prosser (Cooper), 1 min. 20.6 sec.
CLASS 3 (1,100 C.C. SUPERCHARGED)—1st: J. R. Carmichael (M.G.), 1 min. 21.5 sec.; 2nd: T. Lund (Lund Special), 1 min. 23.4 sec.
CLASS 4 (1,500 C.C. UNSUPERCHARGED)—1st: N. Ewart McCartney (Singer), 1 min. 23.2 sec.; 2nd: I. B. Page (M.G.), 1 min. 24.2 sec.
CLASS 5 (1,500 C.C. SUPERCHARGED)—1st: F. S. Mort (M.G.), 1 min. 26.9 sec.; 2nd: Ian Napier (Aston-Martin), 1 min. 36.2 sec.
CLASS 6 (3,000 C.C. UNSUPERCHARGED)—1st: B. H. Davenport (G.N. Spider), 1 min. 19.8 sec.; 2nd: Alex Reid (Omega), 1 min. 21.9 sec.
CLASS 7 (3,000 C.C. SUPERCHARGED)—1st: Raymond Mays (E.R.A.), 1 min. 8 sec.; 2nd: F. D. C. Walker (E.R.A.), 1 min. 8.4 sec.; 3rd: J. S. Fry (Bugatti), 1 min. 15 sec.
CLASS 8 (UNLIMITED UNSUPERCHARGED)—1st: S. H. Allard (Allard), 1 min. 11.9 sec.; 2nd: G. Warburton (Allard), 1 min. 18.9 sec.; 3rd: N. Bean (Jaguar), 1 min. 23.2 sec.
CLASS 9 (UNLIMITED SUPERCHARGED)—1st: R. D. Poore (Alfa-Romeo), 1 min. 8.6 sec.; 2nd: M. R. Chassels (Chassels Special, 3,917 c.c.), 1 min. 15.4 sec.

THE R.A.C. STATES ITS CASE Use of Redundant Airfields for Motor Sport

The following is an extract from the motor sport bulletin published by the Royal Automobile Club's Competitions Department early in July:

"In anticipation that casual use of redundant airfields for motor and motor-cycle racing could not be continued indefinitely, the Royal Automobile Club commenced negotiations with the Air Ministry in 1946 with the object of regularising the position before an official ban became a possibility.

"Whereas, at the end of the war Ministries were prepared to view applicants for the use of airfields with sympathy, remembering that it had been Service requirements which had deprived motorists of Brooklands and Donington Park both for sport and testing purposes, it was correctly foreseen by the R.A.C. that this state of affairs could only be a temporary one.

"Change of general conditions, the pressing of the claims of agriculture and landowners, observance of the convenience and legal rights of local residents; such difficulties alone threatened to approach the point where it became almost impossible to make an airfield available to a casual applicant such as a motor club, whilst any taxpayer had the right to ask why a profit-making event should be organised on Government-owned roadways for which only a nominal rental was being charged.

"Facing this situation, the R.A.C. asked the Air Ministry to state terms on which suitable airfields could be made permanently available for motoring sport, and expert drivers examined a large number of prospective airfield courses before Silverstone, near Towcester, was selected as the best compromise with which to test long-term use of airfields for motor-racing.

"Whilst these negotiations were proceeding the R.A.C. did its best to encourage the Air Ministry to release various airfields for casual use by motoring clubs, but a condition of the terms upon which Silverstone was obtained was that in future no other airfields would be released except on a full-term lease to a body of adequate standing, controlled only by the R.A.C., and in order to obtain proper representation of the sport throughout Great Britain. On this basis various negotiations are still open in

respect of Scotland and the North of England, and take on increasing importance as no effective advance has been made in efforts to free Donington Park. [What of Lutsgate, for the West of England.—ED.]

"The R.A.C. reluctantly decided that it was itself not able to accept the responsibility for more than one airfield until at least the success of such a circuit could be proven over a reasonable period.

"Subsequent experience has shown that airfields, where by the very nature of the layout no facilities already exist, demand the expenditure of very large sums of money to obtain a minimum standard of spectator safety and amenities and adequate control of a meeting to which the paying public is to be admitted. [Can we have figures in respect of the Silverstone Grand Prix of 1948 and this year's British Grand Prix, please?—ED.]

"The burden of informing motor clubs that they would no longer be permitted casual use of an airfield by the Air Ministry was placed upon the R.A.C., and, in general, clubs have appreciated and honoured this decision, which was conveyed to all interested parties in a circular letter dated August 9th, 1948.

"In pursuance of the above-mentioned policy of encouraging the sport whilst negotiating with the Air Ministry as to general policy, the R.A.C. backed an application for use of Dunholme Lodge airfield jointly by the British Motor-Cycle Racing Club and the Lincoln and District Motor-Cycle and Light Car Club. Even after the Air Ministry had imposed its general ban, the R.A.C. continued this sponsorship on the basis that the above-mentioned clubs had made commitments in good faith, with the result that the Air Ministry granted an exception and these clubs were able to stage a motor-cycle race meeting last October, which produced an excellent sum for R.A.F. charities.

"It now appears that this assistance given by the R.A.C. has produced the quite unexpected repercussion that in letters to the press and in the B.M.C.R.C. club magazine both clubs have launched an attack upon the R.A.C. for not permitting a further Dunholme meeting in 1949.

"The Secretary of the Lincoln and District Motor-Cycle and Light Car Club writes in the *Nottingham Guardian* of April 22nd to say:

"... the Air Ministry welcomed our application for Dunholme in 1948 and the R.A.C. raised

no objection to our direct negotiations... This year the R.A.F. Benevolent Fund officials raised the matter with the Air Ministry (the R.A.C. having again verbally intimated their willingness for direct approach), who referred it automatically to the R.A.C. This latter body... has flatly refused to permit Dunholme to be used...

"Similar statements were made in the April issue of the B.M.C.R.C. journal; ignoring the fact that use of Dunholme was only obtained in 1948 with the help of the R.A.C., that, apart from the R.A.C. circular on the subject of airfields sent to all clubs in August, 1948, Mr. C. A. Lewis, secretary of the B.M.C.R.C., was written to as follows by the R.A.C. Competitions Department Manager, on November 17th, 1948:

"On the subject of Dunholme Airfield for 1949... the date that was allocated to you as a special arrangement in 1948 was the outcome of a special concession by the Ministry on the distinct understanding that no further applications would be considered."

"On January 11th, 1949, the Air Ministry wrote to Mr. Lewis to say: "... the Department is unable to make an exception in this case and accede to your request for the use of Dunholme Lodge on October 8th next."

"The misleading statements now made by both clubs suggest that either they expect the R.A.C. to break its contract with the Air Ministry, in order that they may possibly gain a temporary benefit to the detriment of motoring sport as a whole, or the actual facts of the situation have been misunderstood to a serious extent.

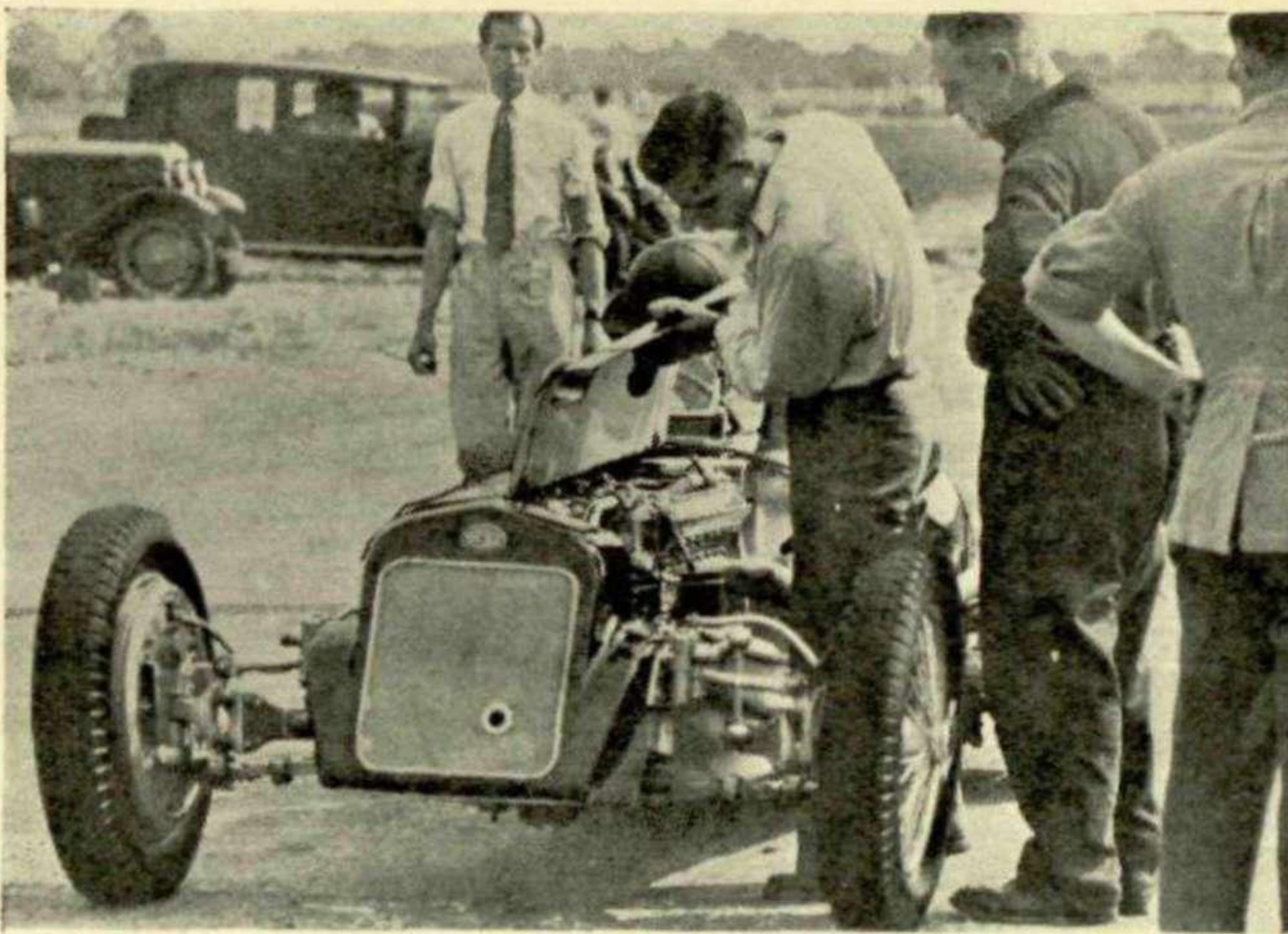
"Whichever supposition is correct, the R.A.C. must deplore the position which has arisen as being prejudicial to the good standing of the Sport. In order, however, that an opportunity shall exist for benefiting the charities connected with the Dunholme promotion the date of October 8th has been made available at Silverstone if the above-mentioned clubs wish to avail themselves of it to promote a meeting there." [One presumes on the same basis as would have applied at Dunholme?—ED.]

MOTOR

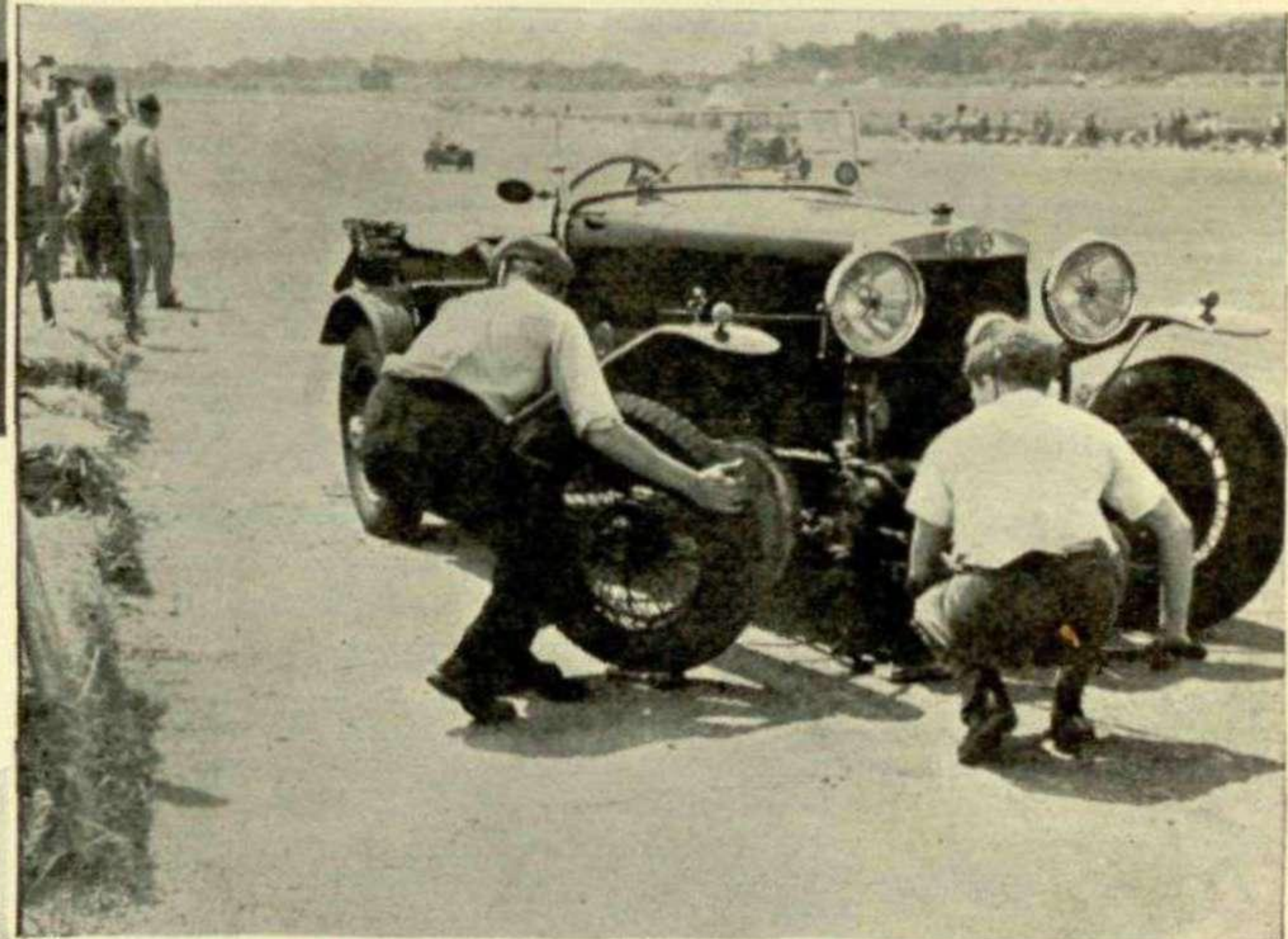
Pictorial

SILVERSTONE

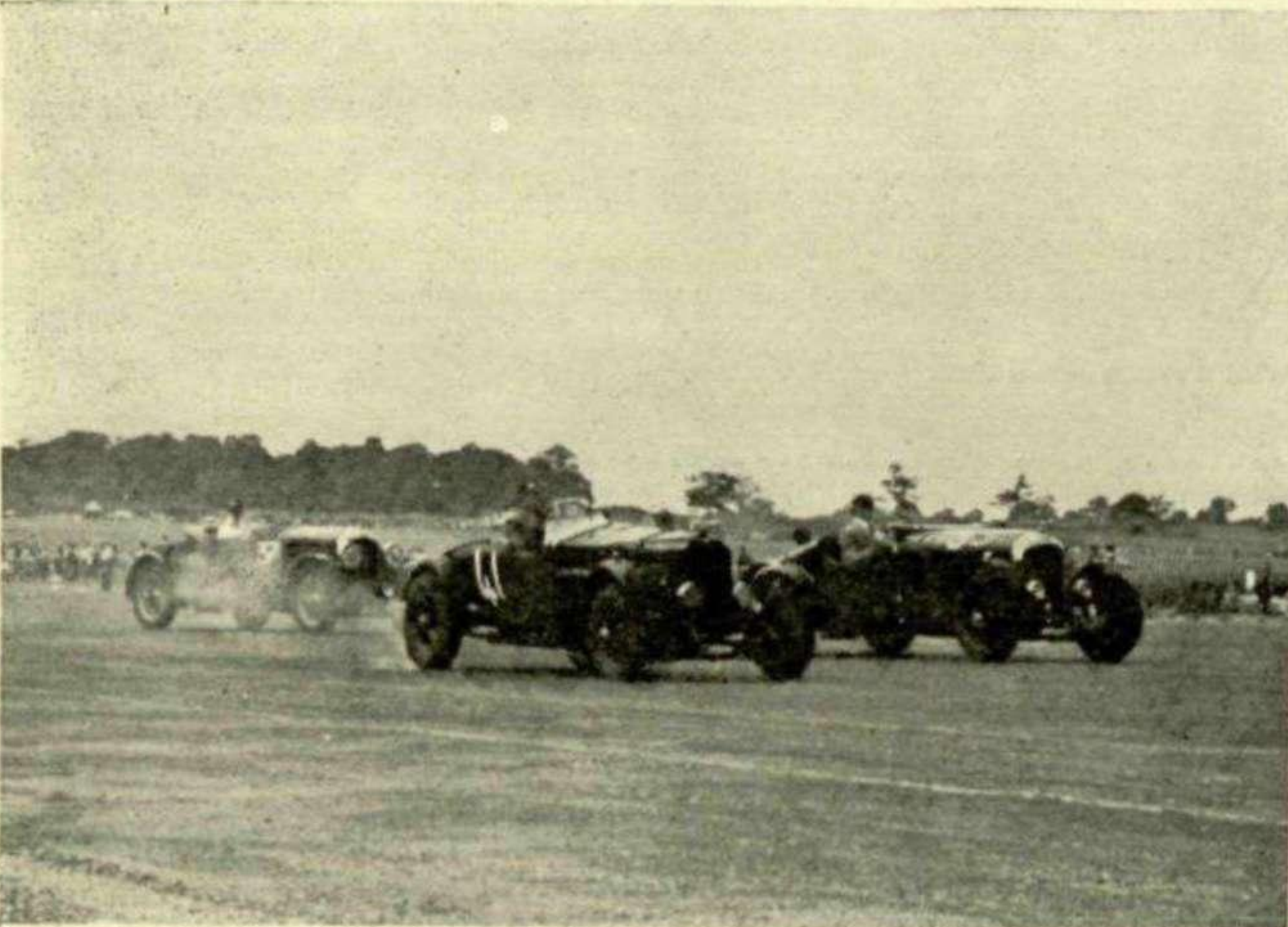
BRISTOL VETE



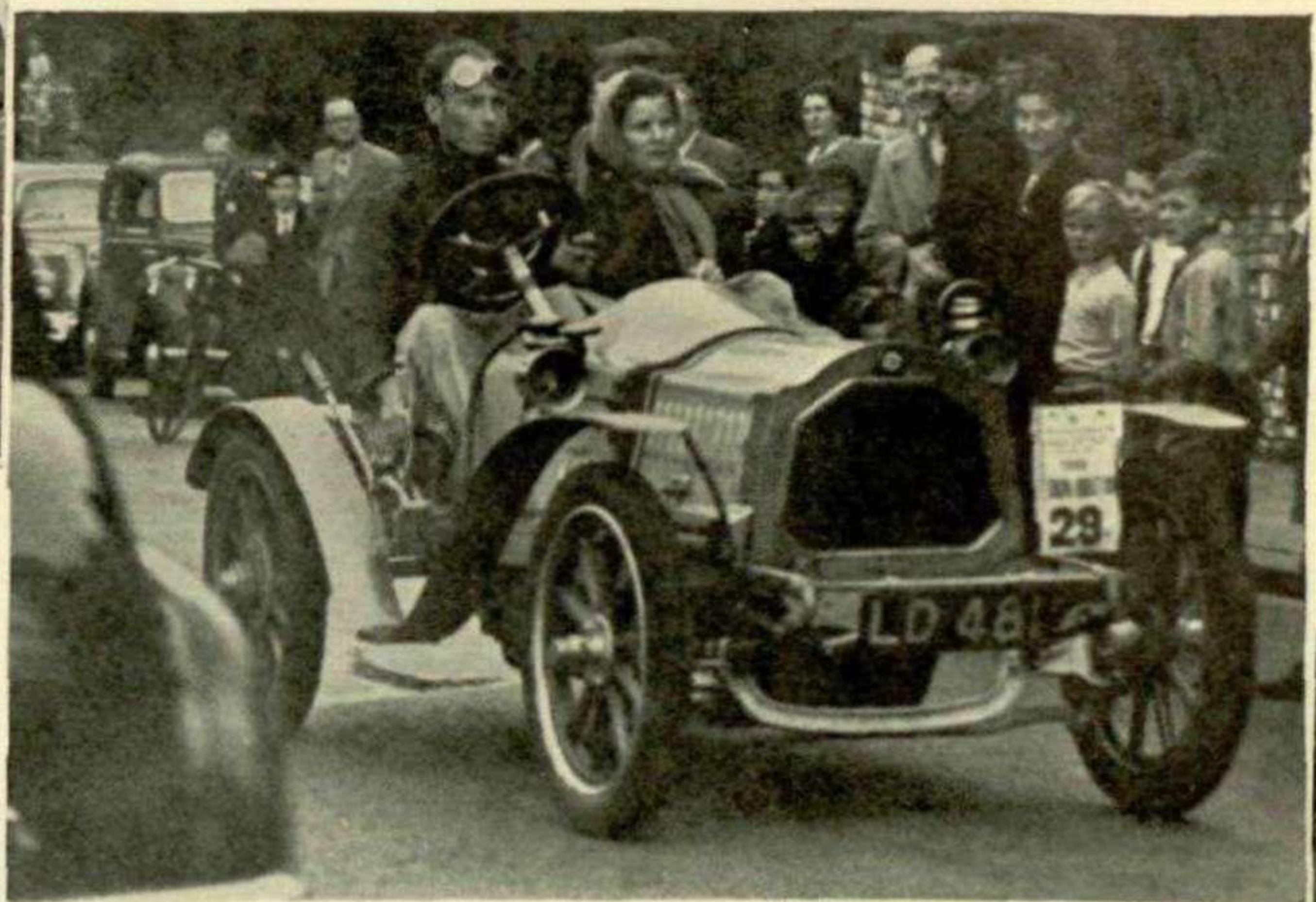
DUAL VICTOR.—R. Habershon's beautiful 1926 1½-litre G.P. Delage, which won the "1908 G.P. Itala" Trophy Race and the race for Vintage Super Sports and Racing Cars at the V.S.C.C. Silverstone Meeting.



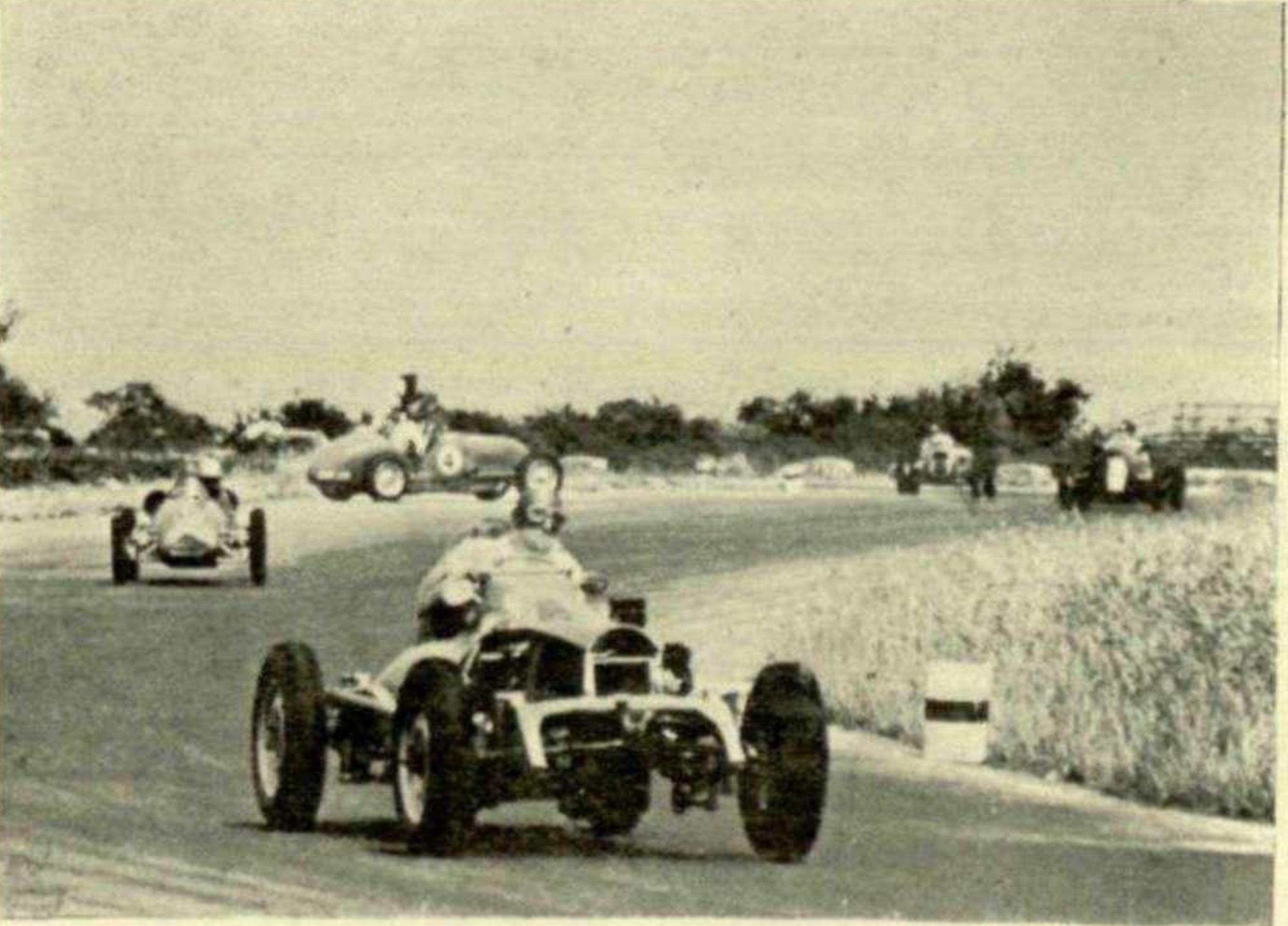
PIT-WORK.—One of the "22/90" Alfa-Romeos in for its tyre change during the V.S.C.C. High-Speed Trial.



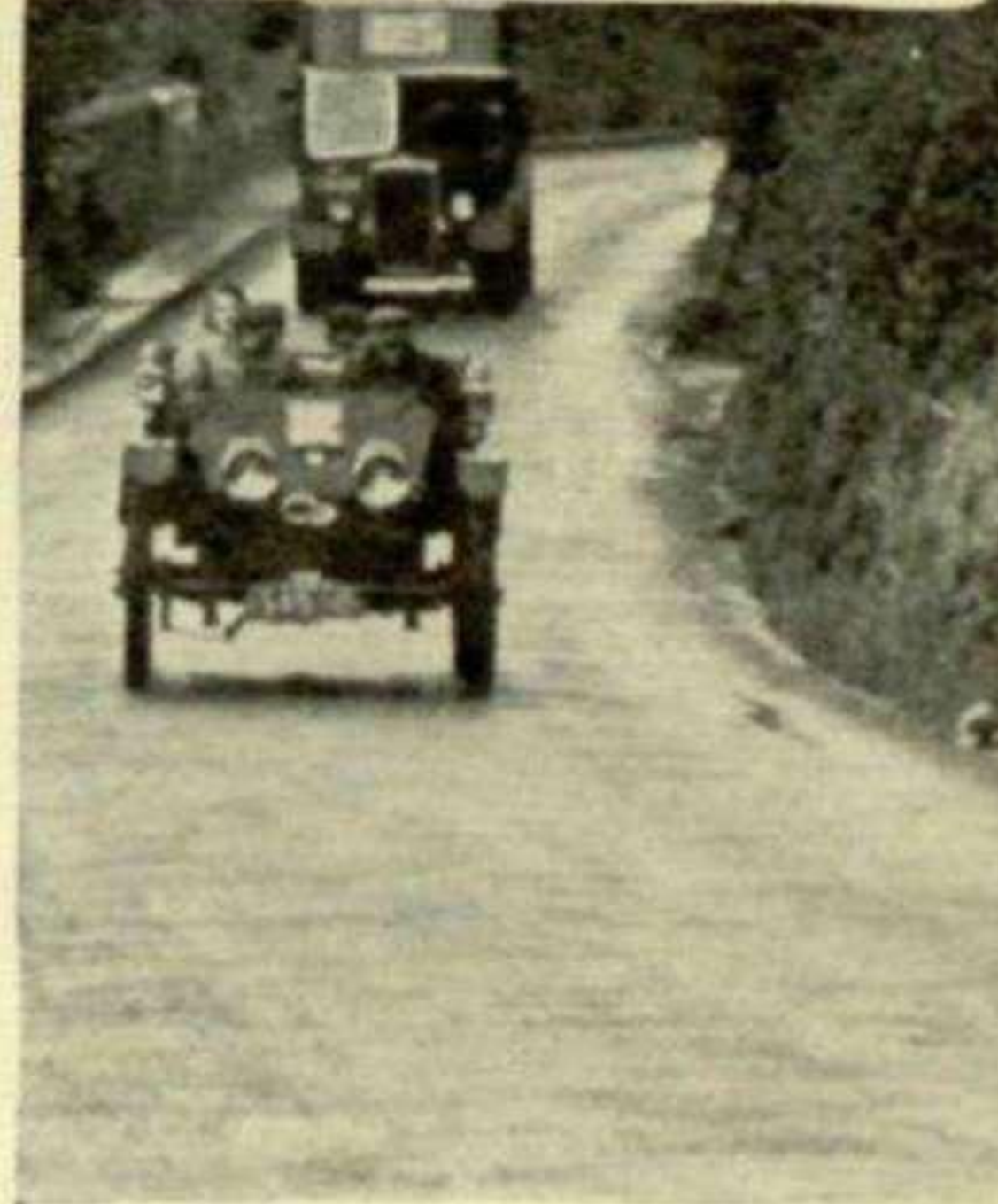
BENTLEY v. "30/98."—W. A. L. Cook's 4½-litre Bentley, which made the fastest speed in the V.S.C.C. High-Speed Trial, in close company with T. H. Plover's "30/98" Vauxhall, and, behind, D. Halliday's 4½-litre Bentley. All these cars qualified.



ONE-LUNGER.—A. F. Carlisle and his wife in their 1908 1,257-c.c. single-cylinder, bolster-tank de Dion during the Bristol M.C. and L.C.C. Veteran Car event.



RACING - CAR SCRATCH RACE.—Archie Butterworth's A.J.B. leading John Cooper's Cooper 1,000 at Silverstone before a balance-weight came adrift, wrecking his engine. The car sliding round in the background is Ayrton's "2.3" Monaco-bodied Bugatti.

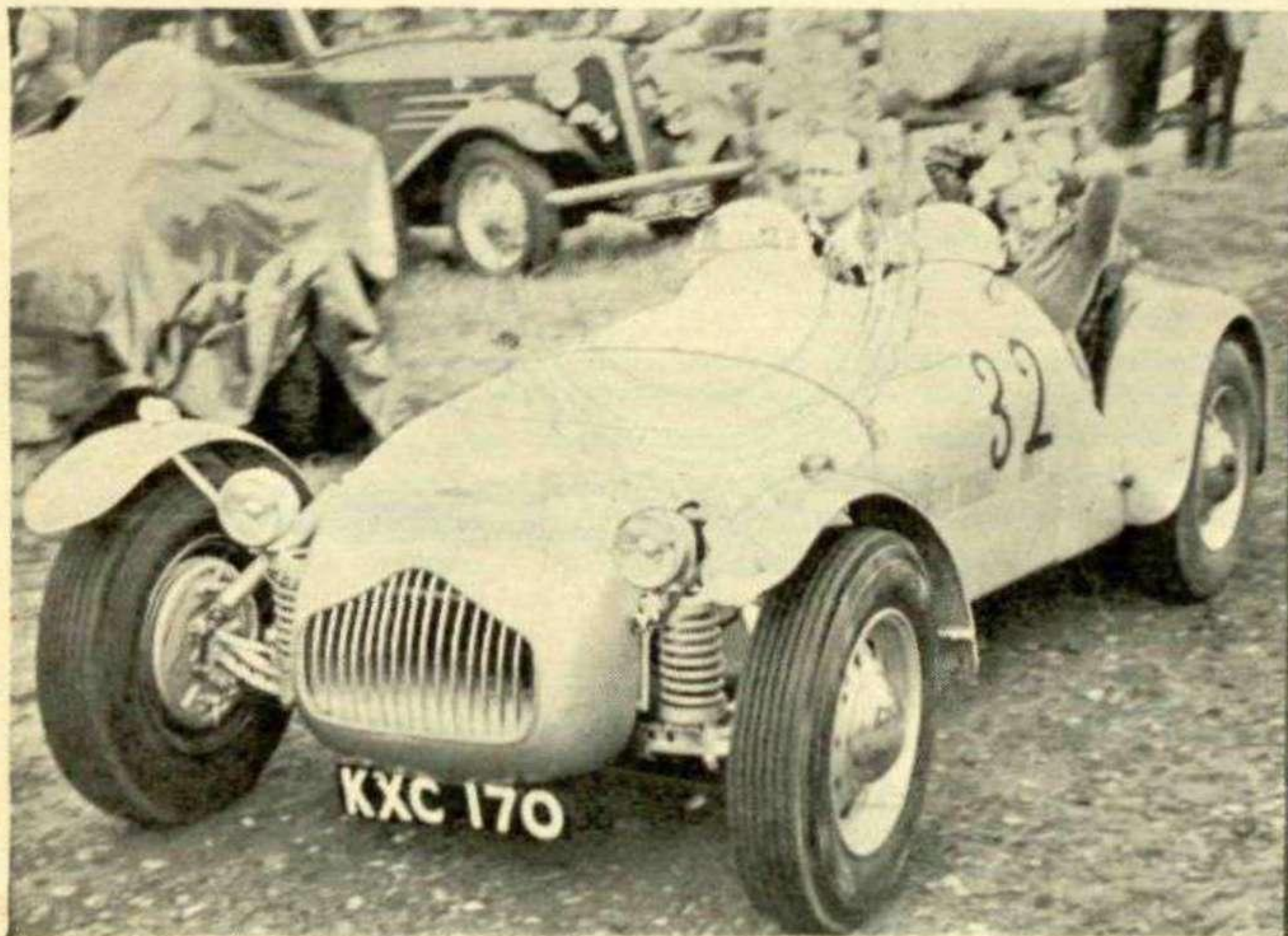


ANCIENT and MODERN.—The Star dog-cart pulling strongly by Upton in the 1902 12-h.p. and more modern car.

SPORT

Report

PRESCOTT RACERAN TRIAL



NEW SPORTS ALLARD.—Sydney Allard and his wife in the latest Allard, a 4,375-c.c. V8 sports two-seater with de Dion back axle and coil-spring i.f.s. Allard won the big sports class and Mrs. Allard made fastest time by a lady driver at Prescott—a good debut!

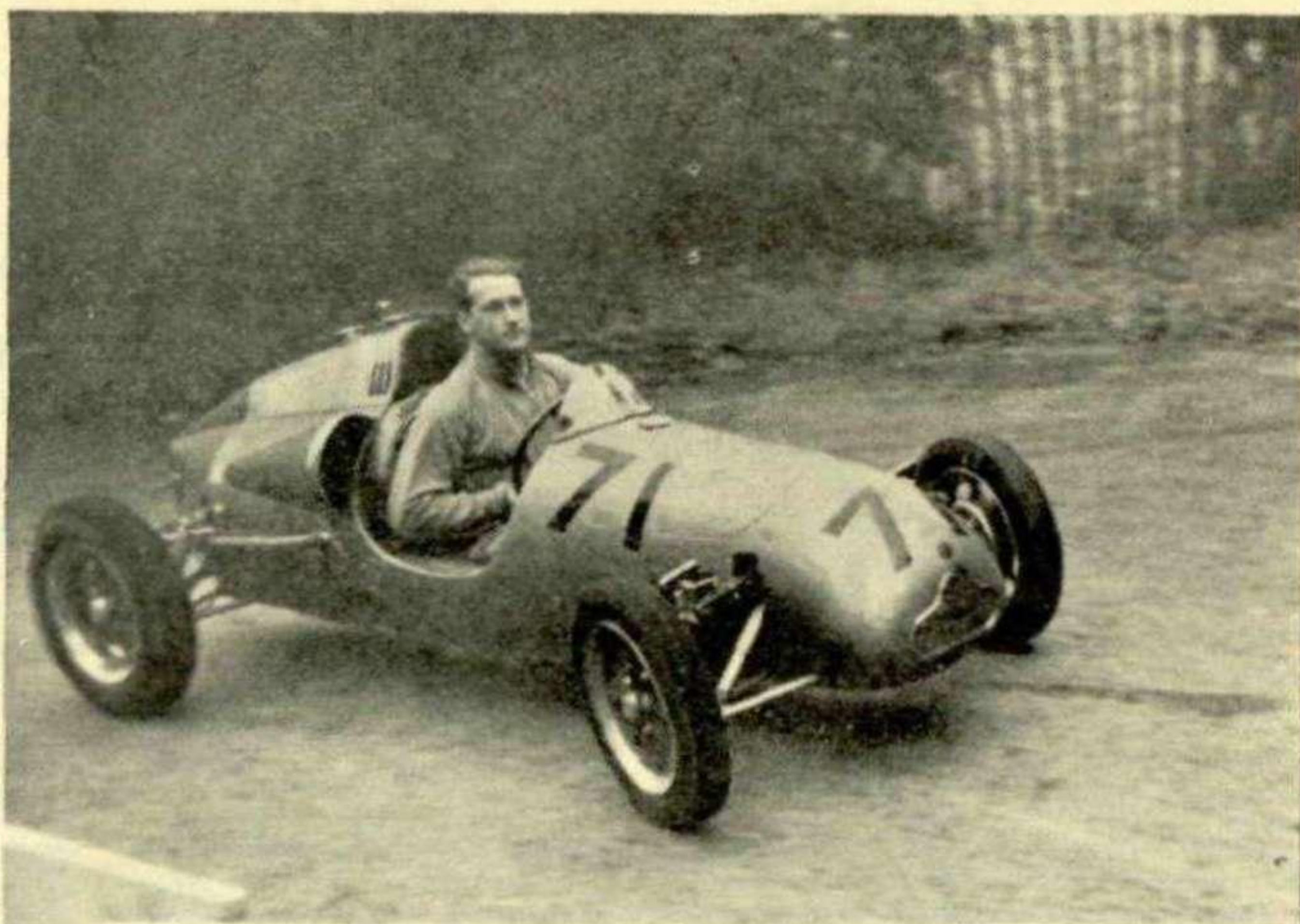


CYCLECAR.—F. H. Parker's 1910 A.C. Sociable three-wheeler nearing the finish of the arduous run.



F. S. Rowden's 1898 3½-h.p. air-cooled Lanchester and a conveyance.

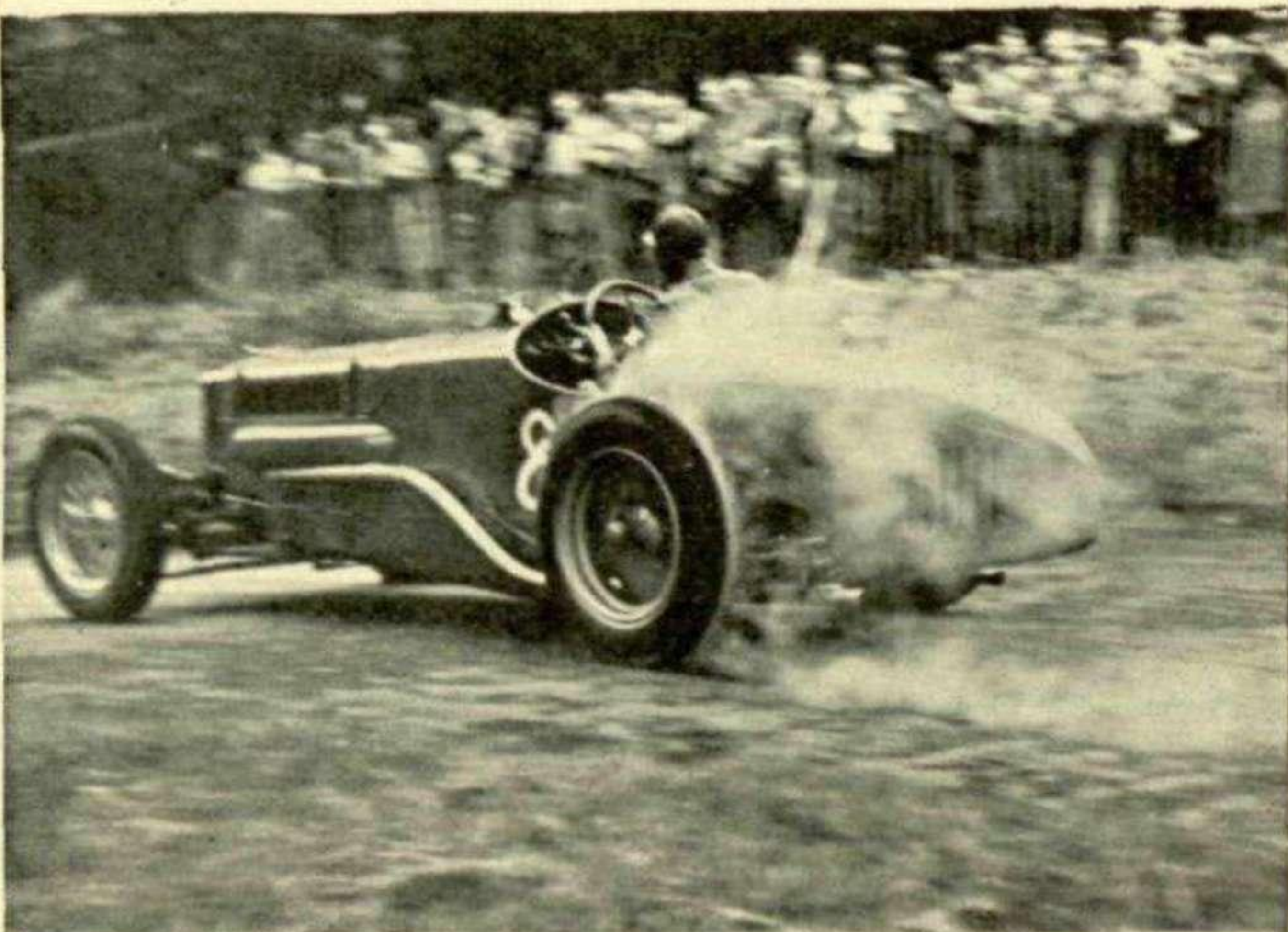
WHEELSPIN.—J. M. James demonstrates the meaning of the term as he accelerates between the Esses and the Semi-circle at Prescott in the 4-litre V12 Sunbeam.



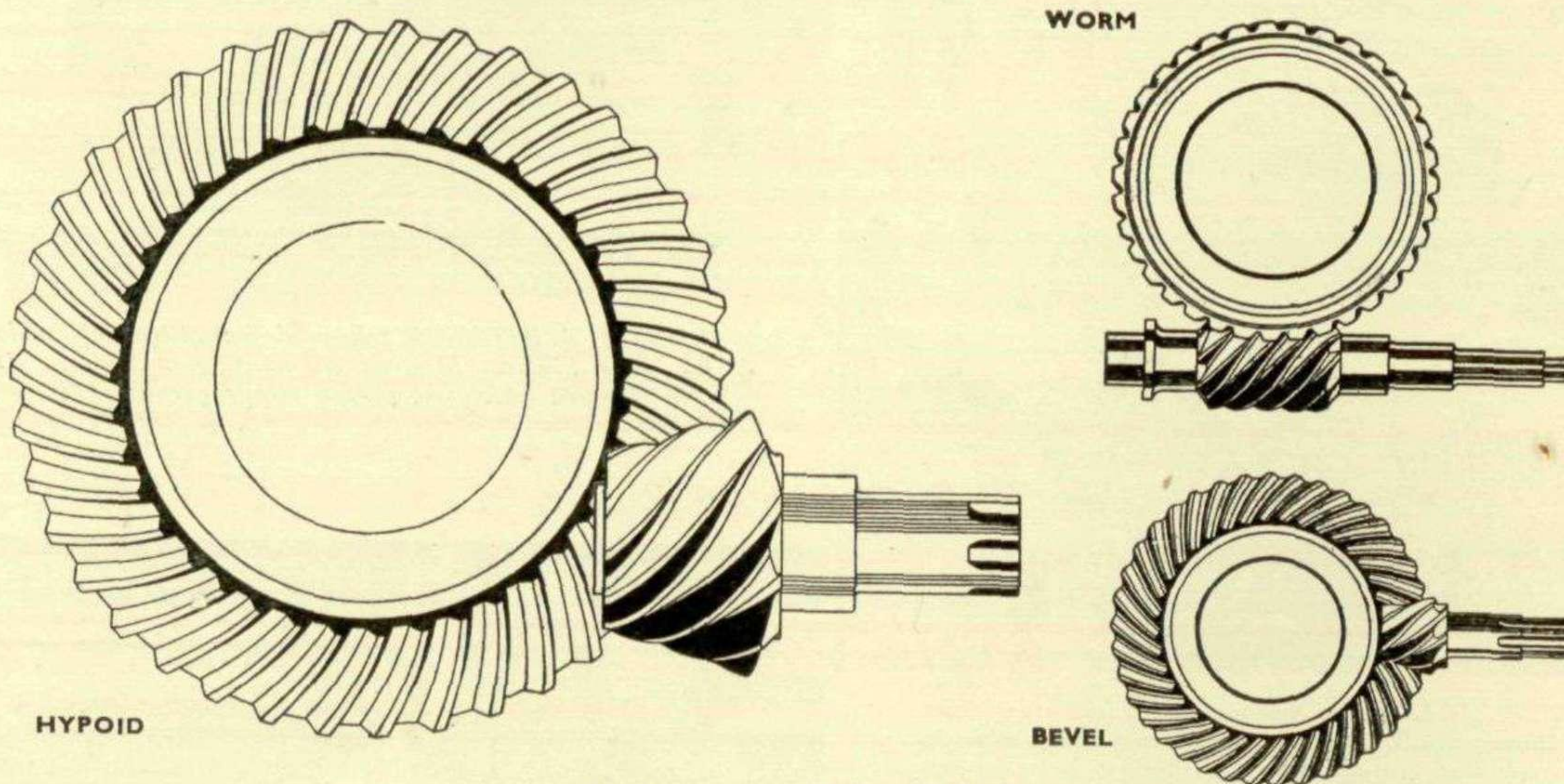
F.T.D.—M. A. H. Christie, who made fastest-time-of-the-day at the July Prescott Meeting in his Cooper 1,000. He clocked 46.76 sec. over a slippery course.



NOSE-DIVE.—How P. J. Collins (Cooper) left the course at Prescott's Orchard corner. He was unhurt.



THE HYPOID AXLE



— how it works

THE HYPOID AXLE can best be described as an intermediate between the Spiral Bevel and the Worm Gear Axle. The pinion of the propeller shaft is set below the centre horizontal line of the crown wheel, thus allowing the propeller shaft to be lowered, so that the vehicle can have a flat floor. A SPECIAL LUBRICANT IS ESSENTIAL, because the hypoid teeth work with a combined rolling and sliding action. This condition is very hard on the oil film, as the pressures thus encountered are much greater than in ordinary Bevel or Worm Gears.

Under these extreme pressure conditions, ordinary gear oils break down and allow metal to metal contact. It is therefore necessary to employ an extreme pressure lubricant containing a chemical additive carefully chosen in relation to the mineral oil employed.

When such a lubricant is used, the metal surfaces of the gear teeth are protected, and can stand up to these arduous conditions, thus ensuring that the axle gives safe and sound service.

SHELL SPIRAX 90 E.P. has been specially produced for the lubrication of hypoid axles, and is recommended and/or approved by the following manufacturers, who now fit these axles to certain of their models :—

A.C.	DAIMLER	LANCHESTER
ALVIS	HUMBER	MORRIS
ARMSTRONG- SIDDELEY	INVICTA	SINGER
ASTON MARTIN	JAGUAR	STANDARD
AUSTIN	JENSEN	TRIUMPH
BENTLEY	JOWETT	WOLSELEY
	LAGONDA	

WARNING: Be sure to read the instruction book issued by the manufacturer of your car, and use :—

SHELL SPIRAX 90 E.P.

Extreme Pressure Lubricant



L E A D E R S H I P I N L U B R I C A T I O N

RUMBLINGS

Looking Back

This Silver Jubilee of MOTOR SPORT unleashes a flood of memories. When this paper was first published outer-circuit racing held sway at Brooklands, the Land Speed Record stood at a mere 146.16 m.p.h. (to the credit of Campbell's 350-h.p. V12 Sunbeam) and we goggled at the supercharged four-cylinder Darracqs as we do to-day at the straight-eight Alfettes. The accident at Kop was to result in an R.A.C. ban on public-road speed events. Yet enthusiasm was as great then as ever it has been since and all manner of sports-light cars, and some not deserving the title, used to compete in events of which the J.C.C. High Speed Trial, run over that so-sporting course embracing the Brooklands entrance road and descent of the Test Hill, besides the Track itself, was typical. Motor sport was already within the reach of those with quite small purses, for the ubiquitous Austin Seven was available in several sporting versions, and if you couldn't afford that there was the "Aero" Morgan.

As the years roll on we find more specialised racing, at first amongst the Grand Prix Delage and Talbot cars, later between the P2 Alfa-Romeos, "3.3" Bugattis and "2.9" Maseratis, before a decline set in, taking us quickly to sports car racing in lieu of Grands Prix, even in France. Yet that, in itself, was a truly absorbing period, with Bentley building British prestige up and up in battles royal against the big, white Mercedes-Benz and, on formula, the beautiful twin o.h.c. Alfa-Romeos, and with Austin operating, officially and effectively, their team of orange Sevens. Then came the emergence to an era when Alfa-Romeo, Maserati and Bugatti took a last gallant stand against the State-sponsored onslaught of Mercedes-Benz and Auto-Union with their teams of meticulously-prepared cars which, in action, made fighter aircraft seem tame in comparison. Britain, too, upheld her reputation with the advent of the E.R.A.—a wonderful racing car, to be sure—and the beautiful little twin-cam Austins. Came war, and that fearful period of no petrol, but all that came to an end eventually and, lo, there was motor racing again, at Bristol and Gransden. We had seen, too, Continental sports car racing between racing cars scarcely disguised by screens and mudguards and the serious arrival of saloons in races like Le Mans, a legacy from aerodynamic racing and record-breaking exploits by Peugeot, Renault, Hotchkiss and others a decade earlier.

Reading through twenty-five years of road-test reports is an education in itself. Some of the spidery French sports cars of the mid-nineteen-twenties—invariably with pointed "Grand Prix" tails and cowled radiators—wouldn't be deemed suitable for going to the post in to-day, yet Richard Twelvetrees quite cheerfully used to time them up Box Hill's Zig Zag and aim them at its notorious Goat Track. A G.P. Bugatti of those times evoked nearly as much awe and admiration as the XK Jaguar does now and we come upon the debut of cars like the M.G. Midget, in "Double Twelve" and "Montlhéry" form for example, followed by the six-cylinder M.G. Magnas and Magnettes, and the Wolseley Hornet in divers sports versions (it eventually preferred chain drive for its o.h. camshaft, whereas the M.G. stuck to its vertical dynamo). What a tribute to our technicians that few, if any, of these cars would hold a candle to the present-day Jowett Javelin, for example!

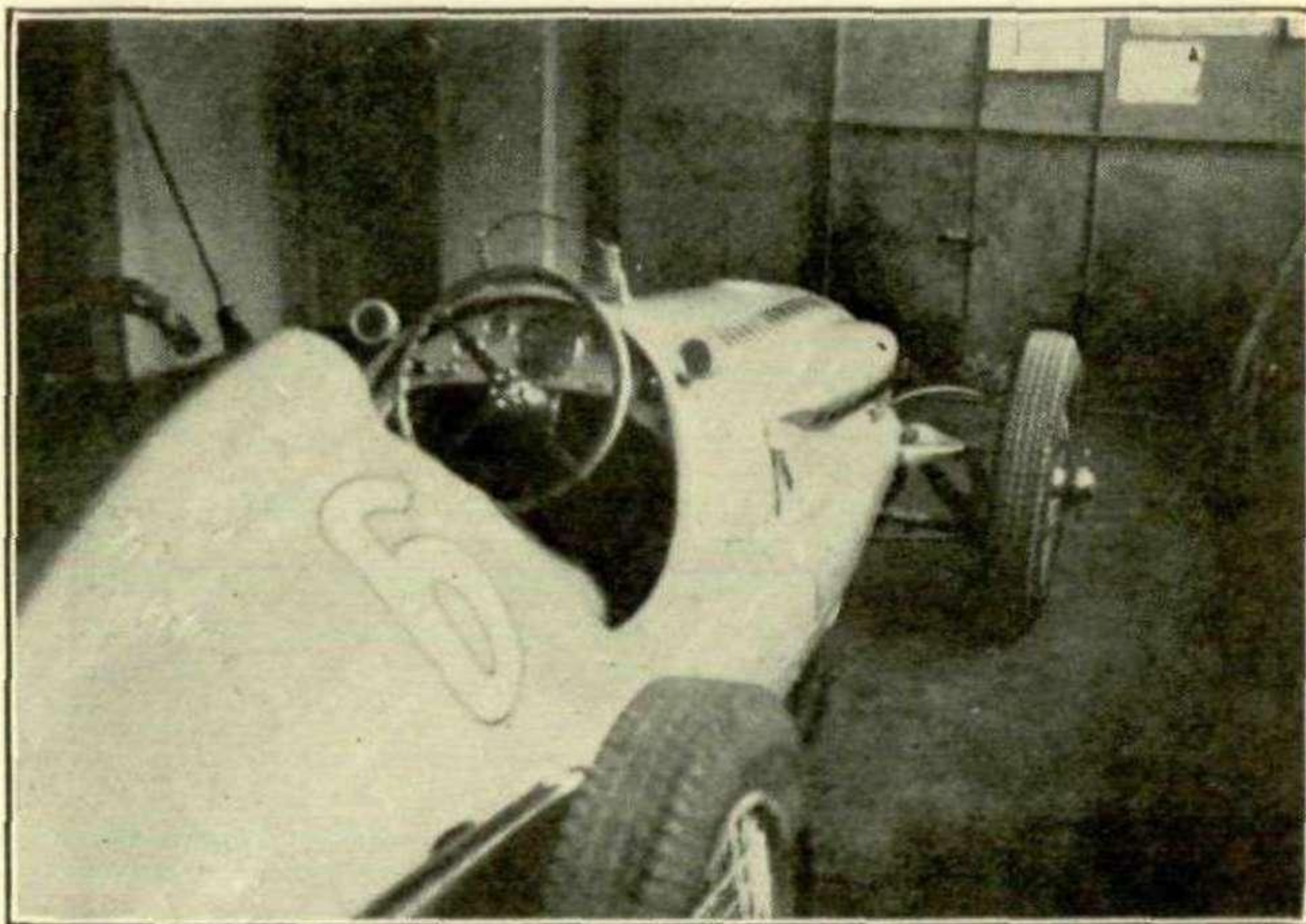
Red-letter days of testing embraced cars like the very regal 6½-litre "Speed Six" Bentley, and the range of blown Mercedes starting with the "16/55" and progressing through the "33/180" and "36/220" to the almost mythical "38/250" T.T. car. We scored something of a scoop when we published a detailed test-report on the three-carburettor 5½-litre Super Sports Excelsior, at the time when the identity of this "mysterious yellow and black coupé seen at Southport" was being hotly debated in the weekly Press. We did a special Rolls-Royce number to celebrate the introduction of the new 20/25-h.p. model and tried an open Stutz "Bearcat" with its supercharger clutch-controlled rather as on a Mercedes. In later times the tempo quickened and our testers tasted real speed, a "Light Sports" Railton being particularly rapid, Lycett's 8-litre Bentley offering the experience of 130 m.p.h. on the Oxford By-pass as well as round Brooklands, and the smaller cars, represented now by the Squire, "Ulster" Aston-Martin, H.R.G. and the like, improving out of all knowledge, while a 4½-litre Bentley averaged over 50 m.p.h. from London right up to John

o' Groats, as, earlier, a straight-eight Delage had done for a rather shorter day's motoring. The Ford V8 in different guises was another car that provided a foretaste of high-performance as we know it to-day.

Down the years MOTOR SPORT made many friends, and a few enemies. It had its pet aversions, such as too-freakish trials cars, cinder-shifting, and silly names and racing numbers on road motor cars. It developed a decided warmth for good vintage cars, the faster Edwardians and properly-restored veterans and a liking for history. It commenced detailed and analytical road tests of the more interesting cars and reported as fully as possible on the classic races and sprint events. Much water has flowed since issue No. 1 of *The Brooklands Gazette* appeared in 1924; MOTOR SPORT has been issued with numerous cover-styles, has been edited by quite a number of different persons and has changed its headquarters from time to time. Its Silver Jubilee sees it well established in the heart of London, conducted by a man who is still as keen on all aspects of motoring as he was in his school-days and who successfully brought the paper through the war years. Whatever the future may hold for motor sportsmen and motoring journalism, it is his hope and aim that MOTOR SPORT will continue to serve the cause of the greatest Sport of all, for another quarter of a century and beyond.

Last Show time, when we were writing nostalgically of the days when the industry made good, husky motor cars worth their weight in steel and wood (and we do not mean this facetiously) we passed the remark that one day we must devote an article to those cars which called themselves "14/40s." A reader having recently reminded us that we never fulfilled this promise, we hasten to put right the omission.

At one time horse-power was quoted less openly, unless as "Forty" or "Ninety" to emphasise the lordliness of really big cars of earlier days. Instead, it was the bore that mattered. Following the success of the Sunbeams in the 1912 Coupe de l'Auto race, the convenient 80-bore engine became the rage, a very popular engine size being 80 by 120 mm. A tradition carried on, of course, by the famous 3-litre Bentley in the post-war era. With horse-power thrown into prominence by the ill-conceived £1 per h.p. taxation of 1920, which resulted in re-registration of all used cars the following year, makers began to feel the advisability of stating the taxable power of their cars in their catalogues. From that it was but a short step to quoting the developed, or brake, horse-power also, even if this simple explanation of "double-power" doesn't, as we now know, apply in the case of the immortal "30/98" Vauxhall. But "8/18s," "10/23s," "11/22s," "12/30s" and similar designations became current—indeed, to be perfectly honest, some makers had used such model classifications prior to the



AUGUST QUIZ—Make of car on a p.c., please, by August 10th, so that we can publish the names of the knowledgeable in the September issue.

Kaiser war, although in this case the *raison d'être* isn't so obvious and usually has something to do with French h.p. calculations.

Coming, then, to our "14/40s," the first thought is that vintage cars so styled must, of necessity, be pretty comfortable vehicles. For if a sizeable chassis will be needed to accommodate an engine rated at 14 h.p., at least, the performance need not be too utterly dull, for in reality is not 40 horse-power developed? Enough to offer some hint of briskness, yet suggesting an unstressed, easy-running power unit. Especially as, not every maker being as honest as Alvis, whose evergreen "12/50" really does seem to develop its fifty horses or some number close adjacent, we need not take rivals proclaiming themselves as "14/50s," or "14/60s," too seriously! It seems, indeed, that in the nineteen-twenties not many manufacturers dared to claim an output of 25 b.h.p. per litre, yet few were as modest in this respect as Cluley or as daring as Talbot who, on the one hand listed a little-known "14/30," and on the other the classic "14/45" (the latter, however, with o.h. valves and six compact cylinders to back its claim). Most were happy to offer 40 horses from engines rated as Fourteens and really there were a remarkable number of such "14/40s." Calling on the memory and what sketchy records are to hand reveals the following: Bean, Berliet, Bond, C.M.N., Delage, Delaunay-Belleville, Donnet-Zedel, H.E., Humber, Lea-Francis, M.G., Scotsman, Star, Storey, Sunbeam, Swift, Vauxhall, Vermorel and Vulcan. Quite a formidable list, you will agree, and one which doesn't include those cars whose makers, either from a sense of modesty or prudence, merely called them "Fourteens."

We mustn't generalise to any extent, or we shall never be through with this piece, but it is rather interesting that a bore and stroke of 75 by 120 mm. was almost universal for a "14/40," although Bean and Vauxhall had a 130-mm. stroke, while Humber and M.G. went in for something rather shorter—116 and 102 mm., respectively, all with the 75-bore, of course. Besides these and a few oddly-dimensioned four-cylinders, were the small "14/40" sixes by Berliet, Lea-Francis and Vulcan.

Running through these "14/40s," it is interesting to see how much diversity and varied character there can be between cars in one horse-power group. The Berliet, Bond, C.M.N., Donnet-Zedel, Scotsman and Vermorel never became well-known, at all events in England. The Bean, or more correctly, the Hadfield-Bean, was a rugged, square-contoured sports (or fast touring) car, the last private car to be built by this old-established firm (which was a legacy of Perry) before it went over to commercial vehicles and finally went out of business. The Delage was one of the nicest of the "14/40s," although I believe that in the country of its origin it was just a plain "Fourteen." It was available in sporting guise as the D.I.S., and has a good following in this country to this day, being stolid, well-braked and brisk, while in detail and conception it is delightfully "Continental," as the similarity of its brake lever and gear lever suggests as soon as you seat yourself in it. Before it was finally discontinued in favour of those elegant "sixes" and "eights," the "14/40" Delage was endowed with quite a lengthy bonnet and often accommodated large saloon bodywork, so that outwardly, it was difficult to distinguish it from the 21-h.p. six-cylinder. A worthy four-cylinder if ever there was one! [Dr. Ewen wrote an article for MOTOR SPORT, in October, 1945, devoted to these cars.]

The Delaunay-Belleville, retaining a distinct trace of pre-war ancestry in its elegant rounded bonnet and radiator, the former opening only after a little door had been raised and a hitherto-concealed catch released, was a more sedate car than the Delage, despite its o.h. camshaft engine, rated at 15.9 h.p., and one of those expensive-looking, split, alloy steering boxes held together by rows of bolts. It was a delightful town-carriage and a firm at Maida Vale bought a whole batch of the new chassis and offered them for sale at competitive prices about the time when MOTOR SPORT first appeared on the bookstalls.

The H.E. was an altogether more exciting affair, built by the Herbert Engineering Co., at Reading, and contriving to go very nicely indeed on a side-valve four-cylinder engine. A rakish boat-tailed body and $\frac{3}{4}$ -elliptic rear springs made the three-seater a distinctive car and just the thing for young bloods who wanted to park in Piccadilly without encountering another car exactly like theirs and who eschewed the 3-litre Bentley for this reason, or because it was a trifle too large. The "14/40" H.E. survived for many years before its makers became interested in two additional cylinders, and we have told all about it in one of those lengthy articles on vintage sports cars that every so often break out in MOTOR SPORT.

The Humber, with its o.h. inlet, s.v. exhaust engine, was an example of the British touring car at its very best, whereas the Lea-Francis was neither quite a touring car nor yet quite a sports car, its modest bonnet opening to reveal a twin o.h. camshaft engine of exciting aspect—actually a Meadows product, common also to the Vulcan. The M.G. was a very clever adaptation of the trustworthy Morris-Oxford, conceived by the late Cecil Kimber at his Morris Garage in Oxford and following the main specification of the Morris—first "bull-nose," later with flat-fronted radiator—down the years, until the Midget and the "18/80" Six seemed better propositions. Reference is made to this particular "14/40" in "Vintage Veerings" this month. The Star looked outwardly merely another tourer, but it had certain endearing features peculiar to itself and actually went quite fast in occasional competitions. The Storey was a rare bird, made in a pocket factory at a certain grass-verged road in South London—a factory which has long since disappeared, along with the grass verges.

The "14/40" Sunbeam was one of the great Wolverhampton firm's classic products—a very refined, individualistic car, somewhat hampered, perhaps, by a gearbox offering only three forward speeds and by a somewhat delicate back axle. We hope to publish a leading article on many of the Sunbeam models before the year is out, when the "14/40," last of the four-cylinder Sunbeams of the old range, will be seen in true perspective. Swift's "14/40" never became as popular as their smaller models, but the Vauxhall, with its Ricardo-designed, alloy-head side-valve engine, tubular front axle, lightweight construction, cantilever rear springs and, on later models, knock-off hubs and wire wheels, was one of the most famous of all the "14/40s." Indeed, with its lines so closely resembling a scaled-down "30/98," it is surprising that it is not more sought after to-day by vintage connoisseurs. And that about exhausts the subject, except to observe that the cars termed "14/40s" were, and remain, convenient and desirable vehicles.



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AGENTS AND ACCESSORY DEALERS

Further details are now available of the British race meetings that are destined to enliven the month of August. On the 13th the B.A.R.C. will hold its Members' Day at Goodwood, the first racing we have had at this interesting new circuit since Easter. A series of three and five-lap handicap races will be contested and entries are confined to ordinary sports cars, although certain items of equipment can be non-standard and benzole may be added to pump petrol. Methanol, however, is barred and cars must be in "full touring trim." Practising and scrutineering will occupy the Saturday morning and racing will occupy the afternoon. This sounds like a really good day's sport and intending entrants should obtain details from the B.A.R.C., 55, Park Lane, London, W.1, without delay. Members and friends will be admitted free to spectators' enclosures, and be granted free car-parking.

Then, on August 20th, the B.R.D.C. will stage its great International fixture over the full Silverstone circuit, unhampered by chicanery. The big event will be a Formula I Grand Prix, and the organisers have decided that, as long races tire both cars and spectators, the entry will compete in two 20-lap (approximately 60-mile) heats, the race being decided by a 30-lap (approximately 90-mile) Final, this deciding race to be between the 15 fastest finishers in each heat. Lap speeds around 90 m.p.h. can be expected and these short races should produce homeric struggles such as we have seldom seen before in this country.

The *Daily Express* is sponsoring the meeting, and the winner of each heat will receive £60, with the *Daily Express* Trophy and £300 for the winner of the Final—and netting £360 in 150 miles of racing isn't to be sneezed at. There will be other prizes in addition, naturally, including £20 for the fastest lap. Moreover, at last we have the sensible arrangement that entry fees will be refunded in full to all starters. Bravo, B.R.D.C.!

An immensely exciting field can be expected, although it is unlikely that the Alfa-Romeo team will be present. Ferrari, Maserati, Talbot, Alta and E.R.A., however, will almost certainly be in the thick of it.

Moreover, preceding this great race there will be two other races. One is a 10-lap race for 500-c.c. cars, the other will be the One Hour *Daily Express* Production-Car Race, in which competing cars will be standard except for carburetter settings, ignition timing and control, size, make and type of tyres, while cylinders may be lined providing the bore is as stated in the catalogue. Pump fuel alone, save for upper cylinder lubricant, must be used and bodywork must not only comply with the F.I.A. code, but also to manufacturers' or recognised body-builders' specifications. As if that isn't enough, no fuel, oil or even water may be put in during the race and only the driver can carry out repairs, unaided by any external source of tools or spares. This race will be perhaps the most interesting, if

not the most exciting, of the year. Entry fees are again returnable to starters and there is over £200 to be won, of which £75 goes to the outright winner. The classes are: Up to 1½ litre, 1½-2½ litre, over 2½ litre, and there is a Team Award. We can hope to see H.R.G., Jowett Javelin, M.G., Riley, Aston-Martin, Frazer-Nash, Healey, Allard and Bentley locked in earnest combat—and may the best car win. The pre-meeting publicity will presumably be looked after by the *Daily Express*, so that a crowd of well over 100,000 can be expected—which is why MOTOR SPORT hopes to camp at the course! In all, the *Daily Express* has contributed over £900 in prize money. Details from the B.R.D.C., 2a, Brick Street, Park Lane, W.1. Grand stand seats cost 25s. and 20s., car parking 10s.

Then, to keep the excitement going as it were, the W. Hants and Dorset C.C. will stage a most interesting race meeting at Blandford Camp, Dorset, on August 27th. The course will comprise the hill and return road used for the Blandford speed hill-climb, but lapped in the opposite direction. The corners range from a 30 m.p.h. right-angle to 90 and 100 m.p.h. bends, the lap distance being 3 miles 220 yards and the motor-cycle lap record 88 m.p.h. This will be a National Meeting, open to all comers. It is planned to hold three 5-lap races, respectively for sports cars up to 1,100-c.c., sports cars of 1,101-1,500-c.c. and sports cars of 1,501-2,000-c.c., a 10-lap race for 500-c.c. racing cars to 500 Club Formula, for which the first five finishers in three 5-lap heats will be eligible, and—big event of the day—the 33-lap Blandford Trophy Race for non-supercharged racing cars up to 2 litres. That makes eight races in all; the first will commence at 12 noon. No supercharged cars will be allowed in any of the races. Apart from cups and trophies, prize money totalling over £400 is offered. Lady drivers are not eligible. Mass starts will be employed. Practice will take place on August 26th, and for two hours on the morning of August 27th. Spectators are assured of excellent vantage points, say the organisers, crossing bridges are being built and refreshments, loud-speakers and score-boards will be provided, while admission charges will be "moderate." An innovation will be the sale of practice times and race results immediately after each race. Entries close on August 6th. The fee for the Blandford Trophy Race is £10 10s. per car and we may expect a battle royal between such makes as Ferrari, Alta, Aston-Martin, Riley, Vanguard-H.R.G., Cooper, M.G., etc. Details from: D. S. Ship, Canford Cliffs Motors, Ltd., Canford Cliffs, Bournemouth, Hants.

British enthusiasts are certainly going to get their fill this month. If details of entries for these various meetings are available before we close for Press they will be included elsewhere. Incidentally, an additional attraction at the *Daily Express* meeting will be demonstration runs by Cobb in his 400-m.p.h. Railton Mobil Special, Lt.-Col. Gardner in his record-holding car and Bob Berry on his famous Brough-Superior motor-cycle.

CLUB NEWS—continued from page 328
TOO HIGH

The prices of the lesser pre-1931 cars still appear to be excessive, judging by the *Measham Magazine*. Reporting on the cash prices paid at the Measham auction sales between April 26th and May 19th last, it includes 42 cars sold for less than £100, their average year being 1933 and their average price £66.

★
MORGAN THREE-WHEELER CLUB

The Colwall Rally and speed event had to be cancelled, so an impromptu rally was held instead at Sutton-under-Brailes. It says much for the enthusiasm of the club that 31 Morgans entered for the Concours, of which seven were two-speeders, 14 three-speed V-twins and 10 were four-cylinder models. The oldest two-speeder was D. Evans' 1926 "Aero" with o.h.v. Blackburne engine, the class being won by P. Davies' 1931 "Super Sports" with o.h.v. w/c Blackburne propulsion. R. Heathcotes 1934 "Super Sports" with o.h.v. J.A.P. engine won the three-speed class, and A. H. Ashmore's

1949 "F-Super" the four-cylinder class. Barker's 1929 two-speeder took part in the V.M.C.C. Reliability Run. If you want to see some Morgans, the S.W. Group is due to meet at the "Ship," Stonehouse, at 3 p.m. on August 7th. Hon. Sec.: G. Evans, 19, Chestnut Walk, Worcester.

★
ANOTHER SPECIAL NUMBER

This year's Motor Exhibition at Earls Court will open on September 28th. The October issue of MOTOR SPORT will be published on September 28th and will be a Special Show Number.

★
PRAISEWORTHY

We notice that the prospectus of the Craigantlet Hill-Climb on August 27th includes a scale of the gradient of the hill, and that the regulations for the M.M.E.C. Silverstone Meeting on July 30th included an instruction that racing numbers

were to be removed before driving on the public roads.

★
QUITE THE RIGHT IDEA

From the *Radio Times* of July 1st, but with our own italics:—"Motor-cyclists interested in road racing—on no account to be confused with speedway—will like to know that Graham Walker and Richard North will be at Scarborough . . ."

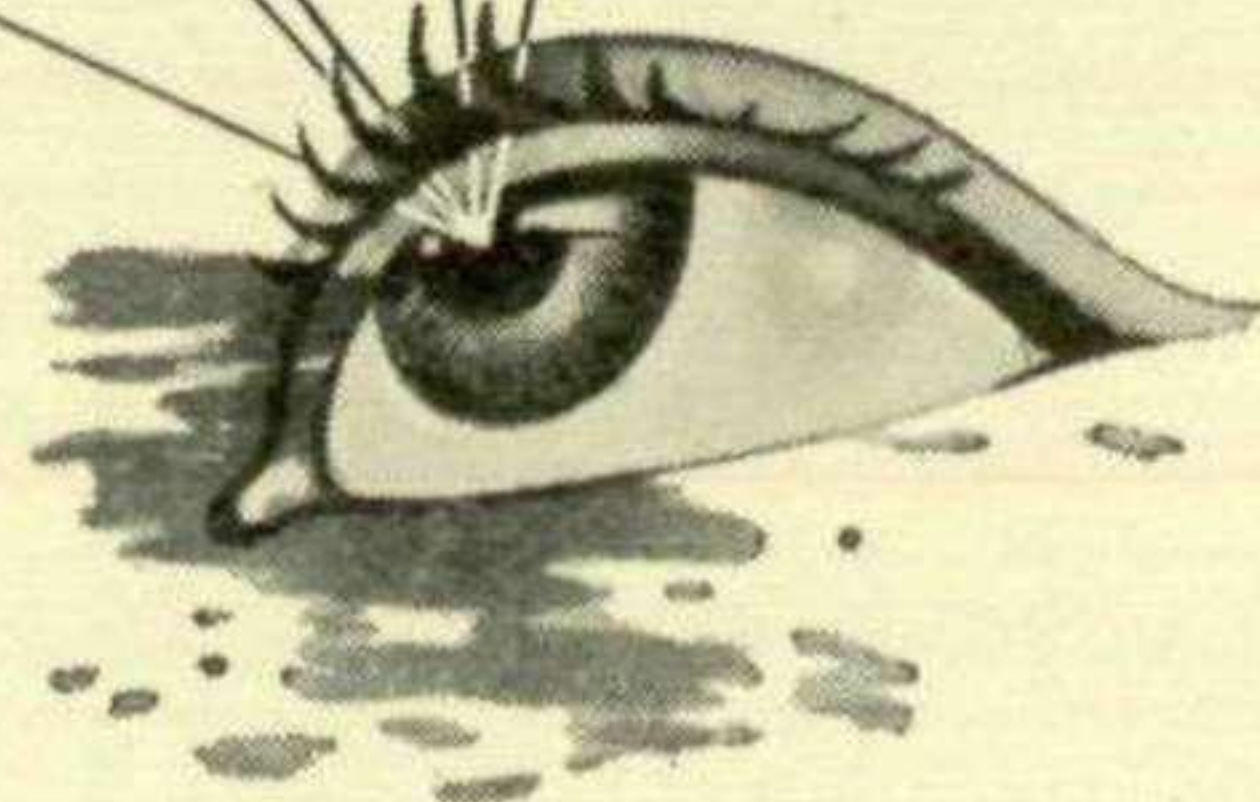
★
CEMIAN MOTOR CLUB

A very successful Gymkhana was held on Sunday, June 19th, at Messrs. Wimpey's Sports Field. Fifty-five entrants drove through a series of six tests with the following results. Open Class: Cemian Members—1st: I. Palmer (P.S. Special); 2nd: Dr. P. Sundt (Wolseley). Visitors: 1st: G. P. Newman (K.B.C.C. Wolseley); 2nd: K. Welfare (750-c.c. Ford/Austin). Closed Class: Cemian Members—1st: R. A. Rivers (Morris Eight); 2nd: L. E. Mullen (Morris Eight). Visitors: 1st: F. W. M. Ruck, Wimpeys S.C. (Hillman Ten); 2nd: J. H. Appleton, N.W.L.E.C. (Ford Ten).



with an eye to the future

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WE HEAR

Lincolnshire seems to harbour early cars, and amongst those reported as seen recently are a Stellite, in daily use, an "11/22" Wolseley two-seater, a G.W.K., a Trojan "Achilles" saloon, a 1931 rear-engined Trojan, a 1921 Humber Eleven cabriolet, and a very early 20-h.p. Rolls-Royce used as a taxi. R. W. G. Newton, of Harrow Weald, commenting on our recently published picture of two Gwynne Eights, says his first experience of motoring was in a 1923 model and sagely observes, "These little cars were designed to discourage rear-seat passengers, but it was worth it to enjoy the very real performance." Another correspondent says that a shed at a Cheshire garage has soon to be cleared out and the contents disposed of; said "contents" including a model-T Ford sedan, a 1921 Sunbeam 6-h.p. combination, a 1921 Young two-stroke solo motor-cycle and a 1924 16.5-h.p. Essex tourer. If anyone is interested this gentleman, J. A. Sutton, 2, Warren Drive, Gawsorth, Macclesfield, will gladly say where these cars are to be found. John Bolster now has the use of his hands and arms after his crash in the British Grand Prix and writes to tell us that his E.R.A. used Rolls-Royce, *not* Luvax, shock-absorbers, that the oil gauge was *not* changed just before the start of the race nor any last-minute work undertaken and that his pit stops concerned the main oil pressure, *not* that to the superchargers. We feel it is only fair to ourselves to say that all but the first error can be laid at the door of the R.A.C. Press Bulletins. Lt. G. H. Lagar-Chambers, R.N., has acquired a 1925 "14/40" Sunbeam, and D. J. Harrison a 1933 1½-litre "Le Mans" Aston-Martin. The Aston-Martin Owners Club is contemplating an official club tie, bearing the "A.M." motif in cream or silver on a plain maroon background—and very nice too.

R. G. Shattock tells us that as a result of an advertisement in *MOTOR SPORT* he sold some Atalanta spares to E. H. Richardson, in America, who is rebuilding an Atalanta to take a Type 50 Bugatti engine. Incidentally, Shattock remarks that Richardson has a whole lot of Bugatti spares for disposal, acquired from a former Los Angeles Bugatti agency, including all parts of a Type 35C engine. Richardson himself craves such items as rev.-counter, ignition, lighting and carburation equipment, Weber-Solex carburetters, etc., suitable for his 5-litre engine. Seems like a chance for some mutual exchanges. Shattock has Richardson's address and volunteers to put interested enquirers in touch. His address is: "Ingleneuk," Moor Lane, Staines, Middlesex. In America, too, Alec Ulmann recently acquired a 1948 2½-litre Alfa-Romeo three-carburettor short-chassis Farina convertible. J. Taylor is contemplating purchasing a 1928 pointed-tail, flared-wings Senechal and hopes that if its Ruby engine doesn't work he will be able to install a Singer Nine. Cdr. E. A. Read, R.N., recently completed a very enjoyable journey to and from Prague in his 1933 Talbot "105" saloon. Jose Cabral won the Eighth Circuit of Vila Real, Portugal's most important sports car race since the war, driving an Allard two-seater. Twenty-six

Club News



cars started, and the Allard was followed home by a B.M.W., Hotchkiss, Austin A90, Mercury, Healey and another Hotchkiss. The 7.2 kilometre course of 48 corners had to be lapped 20 times; Cabral averaged approximately 60 m.p.h., and his fastest lap was at approximately 62 m.p.h. Elsewhere we report a rally organised by a club formed recently in Masjd-i-Sulaiman, S. Iran, by members of the Anglo-Iranian Oil Co. The report came from R. A. Morrison, who is a 2-litre Lagonda

FIXTURES FOR AUGUST

- 1st.—Southsea M.C. Gymkhana, Southsea Common, 2.30 p.m.
N. Midland M.C. Closed Trial, Retford.
- 6th.—W. Cornwall M.C. Closed Invitation Hill-Climb, Trengwainton.
Hartlepool & D.M.C. Closed Invitation Sprint, Hartlepool.
- 13th.—B.A.R.C. Members' Meeting, Goodwood Circuit, 1.30 p.m.
- 14th.—Hants & Berks M.C. Closed Invitation Speed Trial, Gt. Auclum, near Reading.
- 20th.—B.R.D.C. INTERNATIONAL RACE MEETING, SILVERSTONE, 11.00 a.m.
Liverpool M.C. Closed Trial, Wales.
- 27th.—W. HANTS & DORSET C.C. NATIONAL RACE MEETING, BLANDFORD CAMP, 12 noon.
Vintage S.C.C. Closed Members' Speed Hill-Climb, Prescott, 1 p.m.
ULSTER A.C. NATIONAL SPEED HILL-CLIMB, CRAIGANTLET.
- 27th-28th.—Gosport A.C. Invitation Rally & Concours.
- 31st.—Hagley & D.L.C.C. Closed Evening Trial.

September

- 3rd.—BRIGHTON & HOVE M.C. INTERNATIONAL SPEED TRIAL, BRIGHTON.

enthusiast, and who was delighted to meet a fellow-employee of Anglo-Iranian who has owned three of these cars. He says that many of the employees use British saloons and that he encountered a 4½-litre Lagonda and a Morgan "4/4."

Tony Crook recently supplied Bristol convertibles to Jean Simmons and Stewart Granger, giving the inhabitants of Caterham a chance of getting busy with their autograph books. B. Gordon

Graham is out in Ceylon, pining a little for the performance of his B.M.W., but getting excellent service from a 1936 Riley "Lynx" open tourer. M. G. Trowbridge is completely overhauling a 1930 "16.9" Sunbeam coupé and badly needs an instruction book—his address is "Wringcliffe," Farnham, Surrey. A. Jedelene-Fisher, 2-litre Lagonda enthusiast, whose wife motors in the ex-Barker 1924 11.9-h.p. Lagonda coupé, has unearthed a 1922 11.9-h.p. model in Kent, where a hen was apparently nesting under the bonnet. We encountered a well-preserved four-seater in Manchester some years ago, another in the Cardiff Cavalcade and a rather sorry example is, or was, for sale in Southampton. Any others?

It has now transpired that Axel-Berg's 1922 "30/98" Vauxhall referred to and illustrated in "Vintage Veerings" last month, isn't an OE model at all, but one of the now-rare E-type side-valve cars, so that its longevity is all the more creditable and the modernisations relating to it should be read as referring to the E-type. Incidentally, the toil was done by Arthur Fisher of Brockenhurst, who can similarly convert other "30/98s" if need be. The other evening we encountered a Vernon-Derby motoring sedately along the arterial section of A30; its registration number was GW15 and we are wondering whether it is one of the four referred to last month or if this is yet *another* of these cars? The ex-Norton "15.9" Delaunay-Belleville coupé still serves Powell daily in the Birmingham district. Details of how to construct almost any working-type model car are described in the "Model Car Manual" by G. H. Deason (price 7s. 6d., Drysdale Press). The window of Camberley Car Services has been graced of late by a particularly fine 1903 Thorneycroft. At Keighley, Yorkshire, P. Webster has nearly completed an interesting tubular-chassis car with Buick-like i.f.s., incorporating strut-type shock-absorbers within the coil springs, i.r.s. using triangulated, tubular swing arms and a similar arrangement of coil springs and shock-absorbers, Lockheed brakes, and a 750-c.c. Harley-Davidson V-twin engine driving *via* a Norton clutch and gearbox to the chassis-mounted differential unit. Kick-starting is employed, and the Norton foot-change mechanism is linked to an external, hand-operated gear lever. Interesting!

Bunty Scott-Moncrieff, who has written that excellent motoring travel book, "Escape from Peace," has sold his A40 Austin, and his stable now includes a road-equipped Type 37A Bugatti, a "Ninety" Mercedes, and an American friend's 1912 Rolls-Royce cabriolet, while he was hoping to add a 1925 3-litre Chenard-Walcker which has been laid-up, virtually new, for nearly a quarter-of-a-century.



MOTORISTS DO MATTER

When Mr. Renton (Lib. Nat., Huntingdon) moved a new clause in the Commons to apply the £10 car tax to all cars and not merely to those first registered since January 1st, 1947, Mr. Glenvil Hall said that the Chancellor could not make the change at the moment, because, if all

vehicles were put on the £10 rate it would cost something like £5,500,000 in 1950, and he could not forgo that revenue.



WHICH MAKE? YOUR GUESS...

According to Peterborough of the *Daily Telegraph*, when Martin Block, well known on the American radio, tried to order a "British roadster" for a high-speed summer tour, the makers cabled that the 170-m.p.h. model ordered was judged impractical for production now, but that they could supply the 124-m.p.h. model.



V.M.C.C.

The race for vintage motor-cycles at Haddenham in June was won by Pratt's 348-c.c. Velocette at 54 m.p.h., from Booth's Ariel and Wicksteed's Douglas. Other events in which Vintage Motor Cycle Club members deported themselves recently included the Sampford Speed Trial, where f.t.d. went to Bovingdon's o.h.c. Norton, the Chester M.C. Queensferry Sprint, where Allen's Brough made f.t.d., and the Grimbsy M.C.C. veteran and vintage run, where Day's 1914 Triumph and Whale's Sunbeam won two classes. New members continue to join, the June list embracing 1911 Scott, 1930 Francis Barnett, 1921 Premier, 1912 Rex, 1901 Beeston Humber, 1928 Scott Flyer, 1927 Scott, 1915 Douglas, 1924 B.S.A., 1926 A.J.S., 1921 A.B.C., 1923 Rudge and 1928 Scott motor-bicycles, also E. Damadian's collection of veterans.



ANOTHER NEW MAGAZINE

We have received a copy of a new and nicely-produced magazine, the *Indian Motorist*, published from 18, Free School Street (suite 12), Calcutta, 16. The first issue, however, is marred by a statement in an article by Harry Hobbs which reads: "In England, the average driver, if he knows he is in the right, may not trouble to avoid knocking people down. In 1933 this brutal attitude was discussed in the House of Lords; many instances were mentioned where no warning was given; the driver knew he was on the right side of the road and what happened to others was of slight concern to him." How fortunate there is no such person as the average driver!



M.R. C.C.I.

Although MOTOR SPORT does not, and never has, encouraged cinder-shifting, particularly when done with freakishly small cars, we feel that the following account of how the Midget Racing Car Club of Ireland was formed to cater for the "poor man's motor sport" is worthy of inclusion. G. D. P. Colley, the Club's Hon. Secretary, whose address is Corkagh House, Clondalkin, Co. Dublin, writes:—

"The efforts of small bands of enthusiasts throughout the country to promote unusual forms of motor sport often pass unnoticed, and indeed often fizzle out before recognition is due. "This is the story of Midget Car Racing in Ireland, and we can proudly say that we have achieved our object in providing motor racing, almost at its best, for those who otherwise would never be able to indulge.

"Some years before the last war, a small band of rabid enthusiasts, finding that motor racing was essential to life, but entirely outside their means, got together to see what could be done about it. The result was the formation of the Dublin Midget Car Racing Club. The idea was to build and race home-made cars, built to a certain formula, when and where possible—these problems to be faced when the cars were built. The formula chosen was on the lines of the present 500 Club—maximum capacity of 500 c.c., and wheelbase limited to 60 inches. In due course a small number of these cars appeared, most of them well finished and workmanlike, but all liable to mechanical troubles to be expected in unorthodox designs. Motor-cycle engines in front of the driver meant unusually long drives, and combined with rather flexible chassis, produced endless transmission troubles.

"However, many events were held, mostly on grass tracks, and the sport attracted quite a following. Then, shortly before the war, the committee in charge decided that reliability was more important than performance and that the solution was to change the formula to admit building from normal production-car chassis and engines. The formula was changed to permit a maximum capacity of 1,000 c.c. and a wheelbase of 72 inches. A suitable wheel and tyre size of 20 inches overall was found in the catalogue of a famous manufacturer and this was chosen as the standard wheel. Building started all over again and soon nine cars materialised, all based on the famous Austin Seven, shortened by three inches and fitted with neat single-seater bodies. Grass track races were held and attracted large crowds. The little cars were remarkably lively and reliable and fully justified the committee's decision to increase the formula.

"The coming of war put a stop to this, and it was not until early 1947 that the midgets again emerged from the corners of sheds and garages where they had spent the interval. The shortcomings of grass track racing were becoming increasingly obvious, and although many races were

held, it was clear that a permanent track must be found. At this stage, one of the club members who had an interest in a greyhound track got to work on the directors, and soon magically a cinder track appeared, rough and ready, but far better than had ever been hoped and prayed for.

"The opening meeting was held in July, 1948, and drew a crowd of 6,000, who went away satisfied and determined to come again. Eight meetings were held in the season, and 19 cars were racing at the last event. This season has opened with 25 possible cars and the crowd continues to roll in. Builders have taken advantage of the litre formula to install Ford Eight engines in their Austin chassis and the performance of these is remarkable. Two of the midgets were entered in big-car sprints recently, one winning the 1,000-c.c. class with a standing half-mile in 33.2 sec., and that with the small-track wheels fitted.

"Every effort has been made to keep the sport on the amateur standing in which it started. Prize money amounts to £25 per meeting, which, while being high enough to encourage drivers, is also small enough to prevent the sport from becoming a racket. The 'ballyhoo' which goes with American midget racing is strongly avoided, and the racing is run on big-car lines.

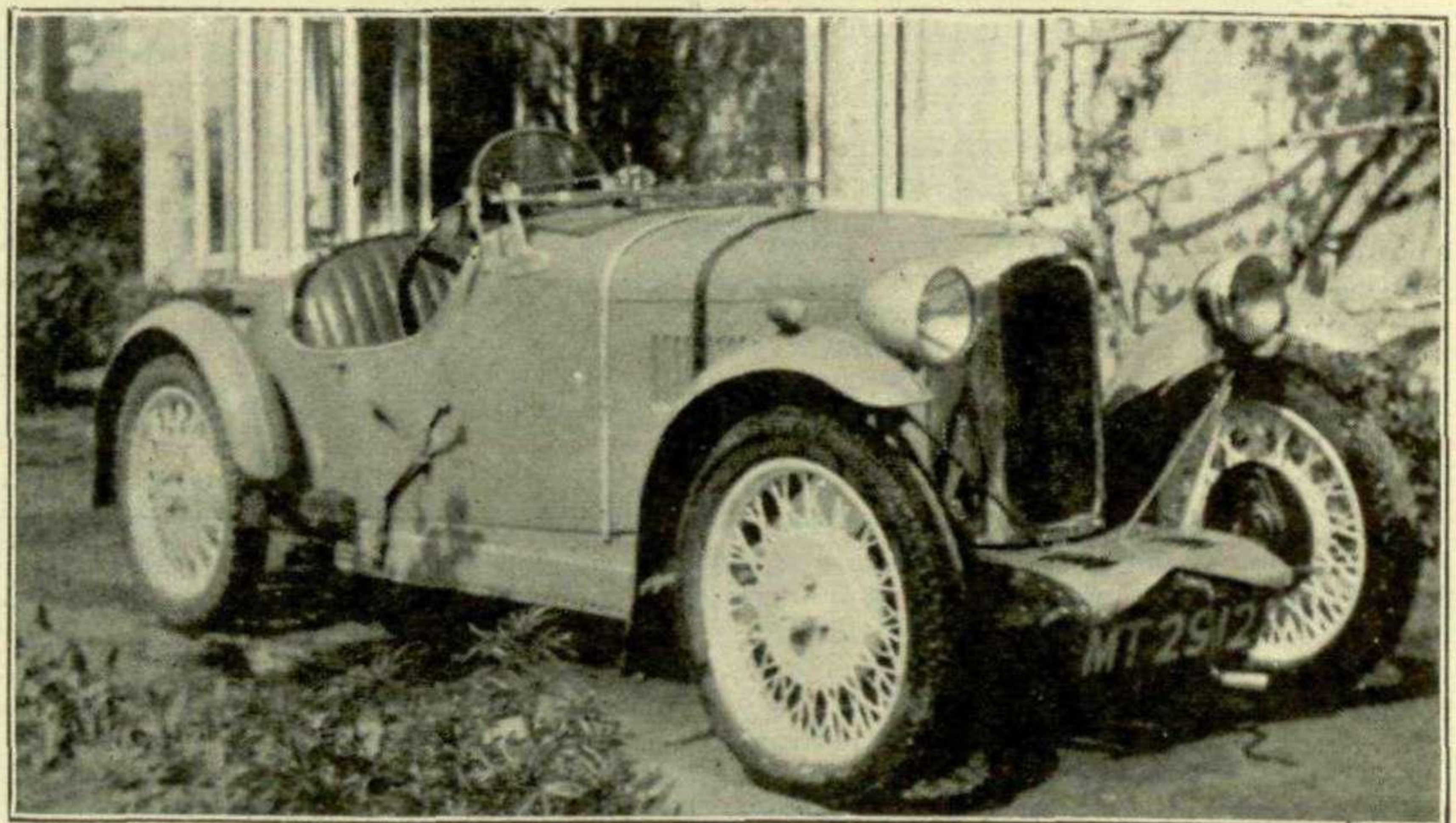
"The Midget Racing Car Club of Ireland, as it is now called, is justifiably proud of providing the 'poor man's motor sport.'"



MAIDSTONE & MID-KENT M.C.

Besides its recent enjoyable race meeting at Silverstone, this club held a rally at Maidstone on July 24th and its future fixtures include the Bossom Trophy Trial, which has attained "classic" status and counts towards the B.T.D.A. "Star," and which will be held on October 30th, the annual dinner and dance on November 25th and the Committee Cup Trial on December 11th. Hon. Gen. Sec.: R. W. Draycon, Knowle Road, Maidstone, Kent.

Continued on page 325



VERNON-DERBY.—Another for the "vintage gallery." These French small sports cars sold in limited numbers in this country around 1927-28 and a few have survived to the present day. The example shown is John Cameron's Chapuis-Dornier-engined car.

Reports of Recent Events

THE BELGIAN GRAND PRIX

Rosier added to the prestige he gained at Silverstone, by winning the Belgian Grand Prix in his 4½-litre Talbot, averaging 96.95 m.p.h. for the 314 miles. Villoresi's Ferrari was second, 49 sec. behind, with Ascari's Ferrari third, Whitehead's Ferrari fourth, Claes' Talbot fifth, Ashmore in the Maserati sixth, and Crossley driving the second of the G.P. Altas, which was only just finished in time, seventh, five laps behind the winner. Fangio's Maserati broke a piston when in the lead, Campo's Maserati also had engine trouble, Farina's Ferrari crashed, Parnell the Unlucky had clutch bothers with his Maserati and Etancelin gearbox maladies with his Talbot. All finishers used Lodge plugs.

THE BRIDGEHAMPTON SPORTS-CAR RACES

The rather "Hell's-a-poppin" sports-car races sponsored by the Lions Club of Bridgehampton, U.S.A.—the programme cover suggested a gymkhana, but inside we found pictures of veteran cars—produced a British victory and very good sport.

The first race was won by J. Pauley's Cisitalia, which averaged 64.09 m.p.h. on a run occupying 44 min. 56 sec. Kouns' M.G. was second, only 0.1 sec. behind, with Lange's M.G. third—a most exciting finish. Boswell's Cisitalia hit a straw bale and Pompeo's late-model 1½-litre F.I.A.T. developed transmission trouble. The second race was won by Sam Collier's blown M.G. belonging to Briggs Cunningham, who averaged 67.64 m.p.h. (42 min. 35 sec.) and beat Lansing's blown "PB" M.G. by 4 sec., with Tom Cole's Jaguar 100, which last year broke a Prescott class record, third. Cole was credited in the programme with driving an XK Jaguar, but his driving, if not his car, came up to expectations. Hoffman's Lea-Francis threw a rod. In the last race Cole was second, in his Jaguar, to Huntoon's Alfa-Romeo, with Collier in the M.G. third. Retirements included Ceresole's B.M.W. with low oil pressure, Cunningham's Ferrari, which, driven by Rand, lapped at over 81 m.p.h., with a broken oil-pipe, Sabourin's V12 Lagonda with the same trouble, and Hill's Alfa-Romeo with a blocked fuel-line.

ALBI GRAND PRIX

In the tropical July heat which all Europe has been enjoying, a new series of races was run at Albi on July 10th. Positions on the starting grid were determined this year by a 27¾-mile race, after which the Grand Prix proper, the Grand Prix of the President of the Republic, was contested over 188 miles on the 5½-mile circuit, this race thus counting towards the A.C.F. Championship of France. The entries were confined to nine Maseratis, a 4½-litre Delahaye and a brace of Lago-Talbots, together with Hampshire's non-i.f.s., C-type Jamieson-E.R.A.

Practice was enlivened by Fangio lapping at 103.76 m.p.h., only 0.65 m.p.h. below Villoresi's lap-record. The opening race was hectic, Murray, Ashmore and Sommer all using the same "escape road" at Montplaisir on the very first lap, and "Bira" retiring with a split induction manifold, Parnell damaging a valve seat and Hampshire losing oil pressure. Claes hit a tree in his Delahaye, and the race ended (none too soon!) with Fangio's Maserati way out ahead, at 100.9 m.p.h., Farina second, 24.4 sec. behind and Rosier's Talbot third. Fangio had lapped at 103.33 m.p.h.

The big race saw the legendary Fangio from the Argentine again an easy victor,

his 4CTL Maserati coming home first at 98.19 m.p.h., 2 min. 39 sec. ahead of "Bira," who had been lent a new induction manifold by Fangio. Rosier was again third in the Talbot, a lap behind "Bira," followed by de Graffenried (Maserati) Mairesse (Talbot), Sommer (Talbot), Brooke (Maserati), Murray (Maserati), and Raph (Delahaye). Fangio again made fastest lap, at 102.17 m.p.h. The others were less happy, Parnell retiring after two laps due to his "over-revved" valve seat, Hampshire's E.R.A. with absolutely no oil pressure. Sommer was seriously delayed by a faulty plug and drove thereafter like the ace he is to get sixth place, Farina's hot Maserati refused the handle for re-starting after its refuelling stop and at Albi you mustn't push, and "Bira" lost time disentangling from the straw bales he rather specialises in these days, his splendid driving alone securing him second place, while Murray's Maserati suffered from low oil pressure. Fangio richly deserved to win—on driving, preparation and pit-work and control.

FERRARI VICTORIOUS IN SWISS GRAND PRIX

The 1½-litre V12 G.P. Ferrari with under-axle transverse rear suspension is a vastly improved car and won convincingly the Swiss Grand Prix, in the hands of Ascari, at 90.76 m.p.h. Villoresi also drove one of these cars instead of his usual Maserati and finished second, 57.6 sec. behind. Sommer celebrated his return to racing by finishing third in a Talbot. Behind came Etancelin's Talbot, "Bira's" Maserati, Rosier's Talbot, de Graffenried's Maserati, Parnell in the ex-Villoresi Maserati, Whitehead's now-better-behaved Ferrari, Levegh's Talbot, Ashmore's Maserati, Grignard's Talbot, Cleas' Talbot, Branca's Maserati, Fischer's Simca, Schell's Talbot and Dattner's Simca. Farina's Maserati lapped at 95 m.p.h. before retiring with loss of oil pressure, compared to Ascari's best, of 93.76 m.p.h. Whitehead lost most of his chance to practise due to a tooth coming off his Ferrari's crown-wheel and Parnell was slowed in the hard-used Villoresi Maserati due to failing oil pressure.

BREMGARTEN PREIS SPORTS-CAR RACE

This, the Swiss national sports car race, was won by Daetwyler's 4½-litre Alfa-Romeo at 80.3 m.p.h. for the 64 miles, beating Waeffler's 2-litre B.M.W. The 1½-litre class was won by Hirt's A.F.M. at 74.08 m.p.h. from Seiler's blown M.G.

BRIGHTON & HOVE M.C. RALLY AND CONCOURS

Graced with perfect weather and the Mayor and Mayoress of both Brighton and Hove to present the prizes, this event on Brighton's famous Madeira Drive was a signal success. S. G. Tett's H.R.G. won the Rally-cum-driving tests, while a Farina-bodied Alfa-Romeo entered by N. H. Mann and Miss Pamela Bevan gained the Mermaid Trophy in the Concours.

Results :

RALLY :

CLASS A AND B (open and closed cars up to 1,100 c.c.).—1st: D. A. Pierpoint (F.I.A.T. 500). 2nd: E. W. Quero (Triumph). 3rd: R. W. Christmas (M.G.).
CLASS C (open cars up to 1,500 c.c.).—1st: S. G. E. Tett (H.R.G.). 2nd: G. A. Ruddock (H.R.G.). 3rd: E. G. Spence (F.M.W. Special).
CLASS D (closed cars up to 1,500 c.c.).—1st: P. T. Harrington (Hillman Minx). 2nd: R. F. Peacock (Ford). 3rd: G. G. Harrington (Hillman Minx).
CLASS E (open cars over 1,500 c.c.).—1st: Tie between G. Parker (Jagette Special) and K. E. C. Burgess (Allard). 3rd: R. Chappell (C.S.M.). 4th: F. P. Dent (Allard).
CLASS F (closed cars over 1,500 c.c.).—1st: K. H. Downing (Healey). 2nd: C. C. D. Miller (Healey). 3rd: R. S. Henson (Sunbeam-Talbot 90).
TEAM AWARD.—Brighton and Hove Motor Club (Team C—Quero, Miller and Hollingsworth).
PREMIER AWARD (for best performance).—S. G. Tett (H.R.G.).

CONCOURS :

CLASS 1 (open cars manufactured on or after January 1st, 1946).—N. H. Mann (1948 Alfa-Romeo).
CLASS 2 (closed cars manufactured on or after January 1st, 1946).—Mrs. G. Lotery (1949 Rolls-Royce).
CLASS 3 (open cars manufactured between January 1st, 1938, and December 1st, 1945).—H. A. Pierpoint (1939 Alvis).
CLASS 4 (closed cars manufactured between January 1st, 1938, and December 31st, 1945).—A. Michaels (1939 Bugatti).
CLASS 5 (open cars manufactured between January 1st, 1931, and December 31st, 1937).—W. A. L. Cook (1936 Bentley).
CLASS 6 (closed cars manufactured between January 1st, 1931, and December 31st, 1937).—S. E. Sears (1937 Rolls-Royce).
CLASS 7 (caravans).—R. M. Metcalfe (Siddall "Sunset").
CLASS 8 (Vintage cars, 1920-1939).—W. J. Oldham (1928 Austin).
CLASS 9 (Veteran and Edwardian cars manufactured before 1915).—S. E. Sears (1912 Rolls-Royce).
MERMAID TROPHY (for the most attractive ensemble of car and lady).—N. H. Mann and Miss Pamela Bevan (1948 Alfa-Romeo).

RHYDYMWYN SPEED TRIALS—JULY 9th

Results :

SPORTS CARS UP TO 1,500 C.C.:

1st:	H. Clapp (1,047-c.c. H.R.G.)	1 min. 32.8 sec.
2nd:	G. Holt (1,496-c.c. H.R.G.)	1 " 34.4 "
3rd:	C. Corbishley (1,172-c.c. C.C.S.)	1 " 36.4 "

SPORTS CARS UP TO 2,000 C.C.:

1st:	G. Tyrer (1,971-c.c. F.N.-B.M.W.)	1 min. 30.0 sec.
2nd:	J. C. Wallwork (1,776-c.c. Standard)	1 " 35.4 "
3rd:	R. N. Fletcher (1,776-c.c. Standard)	1 " 39.0 "

SPORTS CARS UNLIMITED:

1st:	A. Rogers (3,622-c.c. Rajah Special)	1 min. 29.0 sec.
2nd:	G. Tyrer (1,971-c.c. F.N.-B.M.W.)	1 " 30.0 "
3rd:	F. Howarth (Lagonda)	1 " 32.6 "

RACING CARS UP TO 500 C.C.:

1st:	J. B. Reece (497-c.c. Cooper/J.A.P.)	1 min. 26.2 sec.*
2nd:	M. C. Kearon (Cooper/J.A.P.)	1 " 28.0 "
3rd:	J. W. Cox (Cooper/J.A.P.)	1 " 32.2 "

* F.T.D.

RACING CARS UP TO 750 C.C.:

1st:	J. W. Cox (497-c.c. Cooper/J.A.P.)	1 min. 32.2 sec.
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RACING CARS UP TO 1,100 C.C.:

1st:	J. W. Cox (497-c.c. Cooper/J.A.P.)	1 min. 32.2 sec.
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RACING CARS UP TO 2,000 C.C.:

1st:	D. W. Neale (3,828-c.c. Neale Special, s/c)	1 min. 28.6 sec.
2nd:	G. Tyrer (1,971-c.c. F.N.-B.M.W.)	1 " 30.0 "
3rd:	J. C. Wallwork (1,776-c.c. Standard)	1 " 35.4 "

RACING CARS UNLIMITED:

1st:	D. W. Neale (3,828-c.c. Neale Special s/c)	1 min. 28.6 sec.
2nd:	A. Rogers (3,622-c.c. Rajah Special)	1 " 29.0 "
3rd:	F. Howarth (Lagonda)	1 " 32.6 "

PETERBOROUGH M.C. RALLY**Results :****CONCOURS D'ELEGANCE :**

- CLASS 1A (PRE-WAR OPEN).**—A. C. Sears (1933 Frazer-Nash) (Peterborough Motor Club).
CLASS 1B (PRE-WAR CLOSED).—D. G. Norris (1939 F.I.A.T. 500) (Peterborough Motor Club).
CLASS 2A (POST-WAR OPEN).—P. J. Willis (1948 M.G. "TC") (Peterborough Motor Club).
CLASS 2B (POST-WAR CLOSED).—I. G. Williams (1949 Austin A40) (Leicestershire Car Club).

DRIVING TESTS :

- HIGHEST AGGREGATE TOTAL OF MARKS.**—Ken Scales (1,706-c.c. M.G.) (Leicestershire Car Club).
CLASS WINNERS.—*Class I:* A. Angell (847-c.c. M.G. "PA") (Peterborough Motor Club). *Class II:* M. J. Walsh (1,172-c.c. Ford-Special) (Peterborough Motor Club). *Class III:* Ken Scales (1,706-c.c. M.G.) (Leicestershire Car Club).
HIGHEST AGGREGATE TOTAL OF MARKS BY A TEAM.—Leicestershire Car Club: S. M. Frost (1,009-c.c. Standard), I. G. Williams (1,200-c.c. Austin), O. F. Williams (1,767-c.c. Lea-Francis).
HIGHEST AGGREGATE TOTAL OF MARKS BY MEMBER OF THE PROMOTING CLUB.—A. Angell (847-c.c. M.G. "PA").

N.L.E.C.C. POINT-TO-POINT

Held in Herts on July 12th, the results were:—

- WINNER.**—R. V. Vining ("12/50" Alvis).
RUNNER-UP.—G. T. Jones ("TC" M.G.); 3rd: H. N. Brewer (Hillman Minx); 4th: D. F. Yiend (Austin "Nippy"); 5th: A. F. Rivers Fletcher (Riley Monaco); 6th: J. W. Evans (Riley Monaco); 7th: F. G. Crossley (M.G.); 8th: J. V. Lewis (Riley Nine "Kestrel").

B.A.R.C. EASTBOURNE RALLY

Glorious weather graced this popular event. In the hill-climb Appleton's Allard made fastest time. The best time in the downhill brake test was put up by Freed's Sunbeam-Talbot, and Appleton then scored best time in the quick-starting test, Tett (H.R.G.) and Appleton tied in the "garaging" affair, Hunter's H.R.G. in the steering test, and Appleton in the Rallye Soleil test. So naturally Appleton richly deserved the Eastbourne Challenge Trophy.

Results :

- EASTBOURNE CHALLENGE TROPHY** (for best performance).—J. H. Appleton (Allard).
LADIES' AWARD.—Mrs. J. Cooke (Ford Anglia).
NOVICES' AWARD.—J. S. Grose (2½-litre Riley saloon).
FIRST-CLASS AWARDS.—L. J. Hollingsworth (Ford Special), P. H. G. Morgan (Morgan "4/4"), R. S. Henson (Hillman Minx), R. Walshaw (Hillman Minx), E. I. Appleyard (Morris Minor), Mrs. J. Cooke (Ford Anglia), E. S. Ridley (M.G.), A. S. Lusty (M.G.), A. E. A. Day (H.R.G.), S. G. E. Tett (H.R.G.), A. B. Hunter (H.R.G.), W. A. G. Goodall (Morgan), C. J. Turner (Jowett Javelin), G. R. Hartwell (Sunbeam-Talbot "90"), S. M. Lawry (Jowett Javelin), J. Appleton (Allard), M. F. P. Marshall (Allard), P. W. S. White (Ford Pilot), J. S. Grose (2½-litre Riley).
STANDARD AWARDS.—C. M. Anthony (Morgan "4/4"), V. S. A. Biggs (Ford Special), W. Freed (Sunbeam-Talbot), R. F. Peacock (Ford), P. C. Harper (Hillman), D. B. Yorke-Long (Lancia), L. M. Lomax (Hillman Minx), K. Wharton (Ford Anglia), J. C. C. Mayers (M.G.), E. Ainsworth (Triumph), M. H. Lawson (H.R.G.), P. K. Braid (M.G.), J. A. Young (M.G.), C. G. Gibbs (M.G.), H. B. Stutchbury (M.G.), R. C. Matthews (Aston-Martin), P. L. Pulver (Lancia "Aprilia"), D. T. Russell (Triumph), R. Chappell (C.S.M.), J. G. Crowther (Lancia), K. E. O. Burgess (Allard), D. W. Price (Allard).
CONCOURS D'ELEGANCE.—*Class A* (open cars up to 2,000 c.c. first registered before January, 1941) and *Class C* (open cars exceeding 2,000 c.c. first registered before January, 1941), judged together: H. W. L. Pierpoint (Alvis). *Class B* (closed cars up to 2,000 c.c. first registered before January, 1941) and *Class D* (closed cars exceeding 2,000 c.c. first registered before January, 1941), judged together: S. E. Bates (Mercedes-Benz). *Class E* (open cars up to 2,000 c.c. registered on and after January 1, 1941): K. T. J. Bone (Alvis). *Class F* (closed cars up to 2,000 c.c. registered on and after January 1, 1941): 1st, P. C. Harper (Humber Hawk); 2nd, A. S. Tilley (Singer S.M.1500). *Class G* (open cars exceeding 2,000 c.c. registered on and after January 1, 1941): N. H. Mann (Alfa-Romeo). *Class H* (closed cars exceeding 2,000 c.c. registered on and after January 1, 1941): 1st, G. Lotery (Rolls-Royce); 2nd, P. S. Whaley (Bentley); 3rd, W. M. Couper (Jaguar).

LAKE GARDA FORMULA II RACE

This race had additional interest from our point of view because Stirling Moss took his Cooper 1,000 out. In the first heat Villoresi's Ferrari won at 70.45 m.p.h., with Tardini's Ferrari 2 min. 15.6 sec. behind, and Moss 43.4 sec. behind Tardini in third place—truly creditable! Villoresi won the final at 70.56 m.p.h. from Tardini, and again Moss was third, and winner of the 1,100-c.c. class, 4 min. behind Villoresi.

LEINSTER RACES—JULY 9th

The abandoned Leinster Trophy races were replaced by more simple fare, of which the principal winner was McCrea (R-type M.G.), the remaining races being won by Miss Ingram (M.G.), Stephenson (S.A.R.) and Fitzsimmons (Vernon-Derby-Riley).

MIDDLESBROUGH & DISTRICT M.C.C. REDCAR SAND RACES—JULY 16th

Winners comprised:—1½-litre mile: Faulkner (Riley Nine); 2½-litre mile: Tyrer (B.M.W.); 4½-litre mile: Faulkner (Riley Nine); 20-mile Handicap: Tyrer (B.M.W.), from Lund's Singer and Faulkner.

CHELTENHAM M.C. RALLY, JULY 16th**Results :**

- WINNER OF RALLY AND CONCOURS D'ELEGANCE** (E. Scott-Cooper Challenge Trophy).—J. M. Readings (M.G.).
WINNER OF CONCOURS D'ELEGANCE.—G. Lotery (Rolls-Royce).
LADIES' AWARD.—Mrs. E. Brough (Morris).
CLASS AWARDS FOR BEST PERFORMANCE IN RALLY AND CONCOURS D'ELEGANCE COMBINED.—*Closed cars up to 1 litre:* A. L. Barges (M.G.). *Closed cars 1 to 2 litres:* J. M. Readings (M.G.). *Open cars over 2 litres:* J. H. Appleton (Allard). *Closed cars over 2 litres:* K. H. Downing (Healey).
CLASS AWARDS IN ROAD SECTION ONLY.—*Open cars up to 1 litre:* V. E. de Blaquiére (Austin). *Closed cars up to 1 litre:* A. M. Radcliffe (Morris). *Open cars 1 to 2 litres:* C. L. Bold (Bold). *Closed cars 1 to 2 litres:* J. M. Readings (M.G.). *Open cars over 2 litres:* J. H. Appleton (Allard). *Closed cars over 2 litres:* K. H. Downing (Healey).
CLASS AWARDS IN CONCOURS D'ELEGANCE ONLY.—*Closed cars up to 1 litre:* A. M. Radcliffe (Morris). *Open cars 1 to 2 litres:* H. F. Dennis (Rover). *Closed cars 1 to 2 litres:* I. B. J. Manners (Riley). *Open cars over 2 litres:* Mrs. M. E. Fowler (Jaguar). *Closed cars over 2 litres:* G. Lotery (Rolls-Royce).

RALLY IN IRAN

A number of motoring enthusiasts on the British staff of the Anglo-Iranian Oil Company at the main oilfields centre of Masjid-i-Sulaiman, South Iran, recently formed a motor club. A rally was held in late April of this year.

The programme, which included a Concours d'Elegance, consisted of five timed road sections over a course approximately 60 kilometres in length, some sections of which would have satisfied even those enthusiasts for the "Alpine."

The rallying point was a disused aerodrome in the foothills where a number of special tests were carried out.

Entries were many and varied, ranging from a 1926 Buick to a 1948 Vauxhall "Velox," the latter gaining first place in the Concours and, competently driven by Mrs. T. J. Harper, winning the Ladies Award and finishing seventh in the final placings.

Premier award for the best performance of the day was won by a Standard Fourteen, driven by D. S. Harrison.

Class awards were as follows:—

- CARS UP TO 13 H.P.**—C. B. Wauton (Sunbeam-Talbot Ten).
CARS OVER 13 H.P.—W. R. A. Reid (Vauxhall Fourteen).
PRE-WAR CARS.—J. R. Lawrence (Chevrolet).

"MOTOR SPORT" JUBILEE

LETTERS (continued from page 301)

the last twenty-five years.—A. A. BARR, Publicity Manager, C. C. Wakefield & Co., Ltd.

* * *

FROM CECIL CLUTTON, Esq., who nobly assisted in filling MOTOR SPORT'S columns with freelance contributions during the dark war years:—

May I venture to congratulate the proprietors of MOTOR SPORT upon the completion of its first twenty-five years, and offer my best wishes for the next twenty-five to come?

MOTOR SPORT is a paper so peculiarly dedicated to the out-and-out enthusiast that it would hardly be intelligible to the uninitiated, and its continued and growing success is therefore a good omen for the future of motoring sport in this country. Its fearless and outspoken criticism is, I feel sure, one of the chief reasons for its success.

People tend to forget the past rather easily, so this is perhaps a suitable moment to remind readers of what it meant to go on getting MOTOR SPORT right through the war—and how difficult it often was to get hold of a copy, too! On the part of the proprietors it was certainly an act of faith and enthusiasm, and on the part of the Editor, doing a full-time job in the north of England, it meant a superhuman effort for which readers can never thank him enough.

I know that the difficulty of getting copy was often intense, with no motoring events of any kind, and I was frequently pressed into service to stop gaps, once churning out three articles in one weekend, and over 100,000 words (a small book) during the course of the war. But this was a minute effort compared with that of the Editor, and it is with all sincerity that I wish him and the paper every good fortune in the future.—CECIL CLUTTON.

* * *

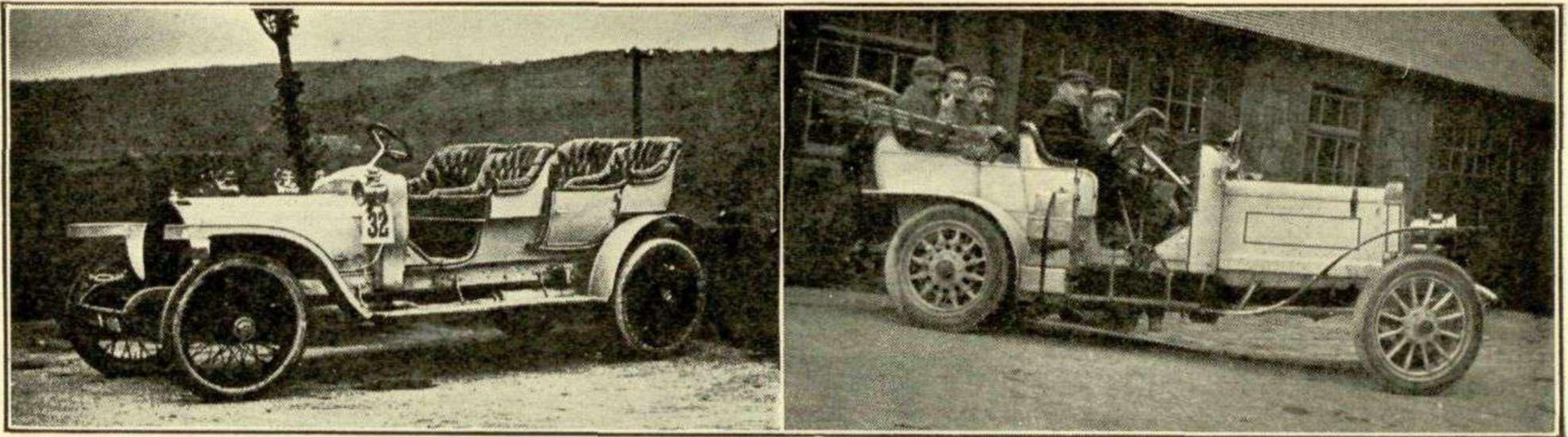
FROM D. J. SCANNELL, popular secretary of the British Racing Drivers Club, Ltd.:—

On the occasion of your paper's twenty-fifth anniversary, may I offer you my congratulations, coupled with the hope that MOTOR SPORT will continue to prosper in the years to come.—D. J. SCANNELL.

* * *

FROM CAPT. A. FRAZER-NASH, A.M.I.A.E., the "N" of G.N., well-known racing driver, who wrote an article on thrills he experienced in his racing G.N. "Kim," for No. 1 of this paper:—

I would like to offer my sincere congratulations on your Silver Jubilee and express the wish that in another twenty-five years your paper will be just as hale and hearty.—CAPT. A. FRAZER-NASH.



EDWARDIAN GIANTS.—On the left the two-speed 45-h.p. Sheffield-Simplex which Percy Richardson drove in the Sheffield hill-climb of 1907 or 1908, and, right, Albert Farnell, of Bradford, in the "28/36" Daimler he used in the same event.

OUT OF THE PAST . . .

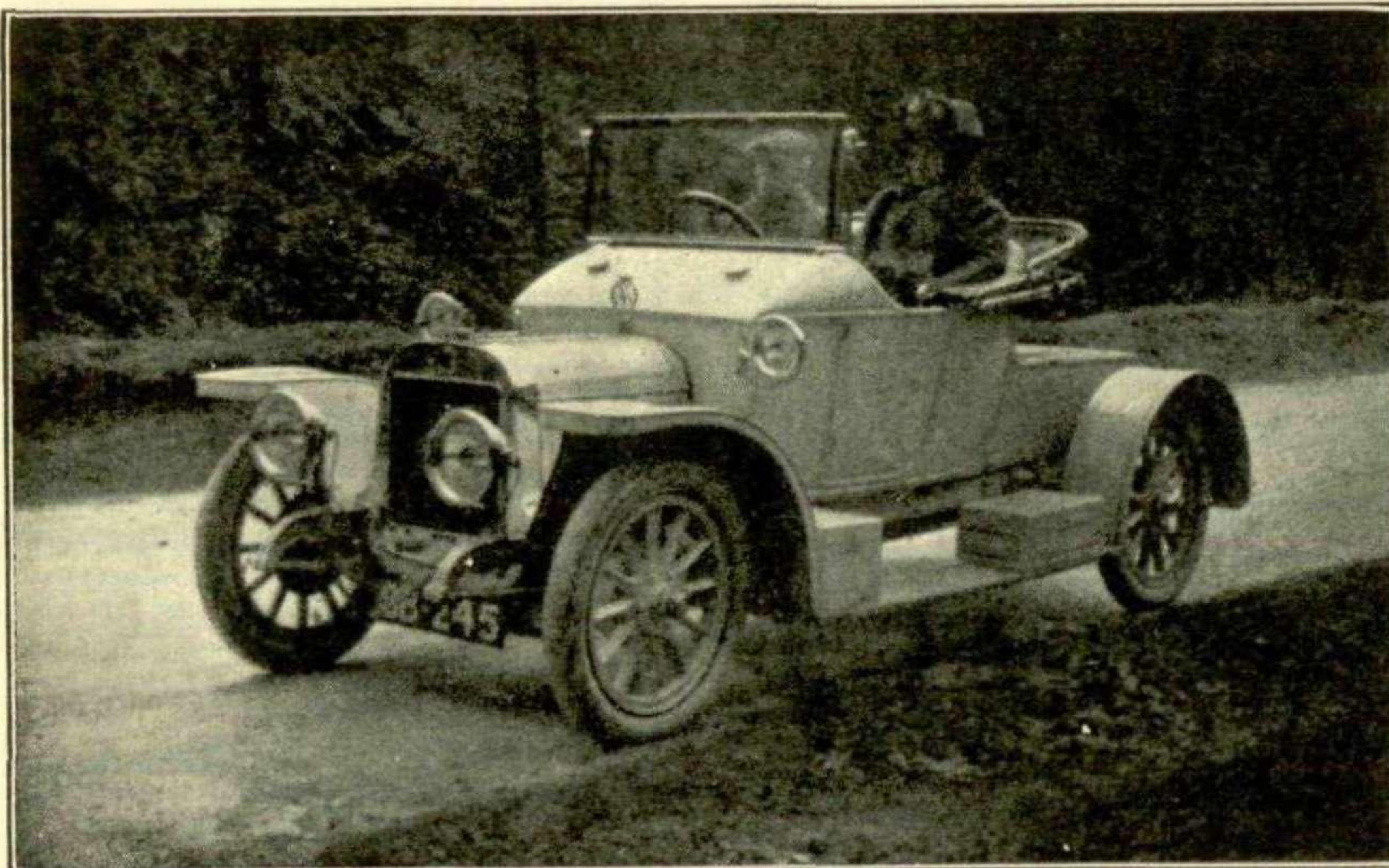
FAR too few people remain with us who remember the pioneering days of motoring or the grand Edwardian era and consequently any correspondence on the subject which is received at the MOTOR SPORT offices is of more than passing interest. Recently we had a most interesting communication from Capt. W. H. Naylor, late K.O.Y.L.I., of Cross Hills, Keighley, Yorkshire, referring to a letter from Mr. Emmett, published in our April issue, about Sizaire-Berwick cars. Capt. Naylor enclosed many excellent photographs of veteran cars which he has owned. One of these cars was a 1915 20-h.p. Sizaire-Berwick originally run by F. W. Berwick himself, then sold to a Mr. Barlow, and purchased by Capt. Naylor in 1918. The chassis had cost £585 new, and carried one of the first Barker bodies, an open tourer, which put the total price up to £770 and made the car reminiscent in appearance of a post-war "Silver Ghost" Rolls-Royce. The car was the four-cylinder 90 by 160 mm. model and Capt. Naylor describes it as "a really beautiful piece of work," bestowing equal

praise on the later "25/50" cars. His 20-h.p. did 20 m.p.g., and 10,000 miles on a set of tyres, a good figure for a large car in those days—just as well, as a new set cost about £50! The £6 6s. annual tax was some compensation, however. Capt. Naylor and his father first met the Sizaire-Berwick in 1913 or early '14, when Mr. Lamb, who was at one time with Ariel-Simplex, brought an experimental version to Sheffield. Later he was quite often at the Park Royal works, in the days when Cmdr. G. F. Harmer, who married Sir Alfred Herbert's daughter, was one of the leading spirits, along with Capt. Keiller, Mr. Nightingale, who came from Rolls-Royce and later joined Packard, and Heath Robinson's brother. A "Baladeur" reference to the front-braked Argyll reminds Capt. Naylor that the first car his father bought was a "10/12" Argyll with a two-cylinder Aster engine and a gate-change. Later Capt. Naylor's father became a director of the Argyll Company, Col. J. S. Matthews of Dunlops afterwards becoming managing director, also Eustace H. Watson, who went to the

Flanders and Slade Baker Company. Capt. Naylor's family had about a dozen Argylls—"10/12," "12/14," "14/16," "16/20," "26/30," the 1911 12-h.p. four-cylinder with front brakes, and the 1913 single-sleeve-valve "15/30." Our correspondent, who still possesses a 1915 Sizaire-Berwick catalogue, also recalls a 1911 "10/16" 75 by 88 mm.



CHAS. E. DURYEA.—A photograph taken on February 16th, 1909.



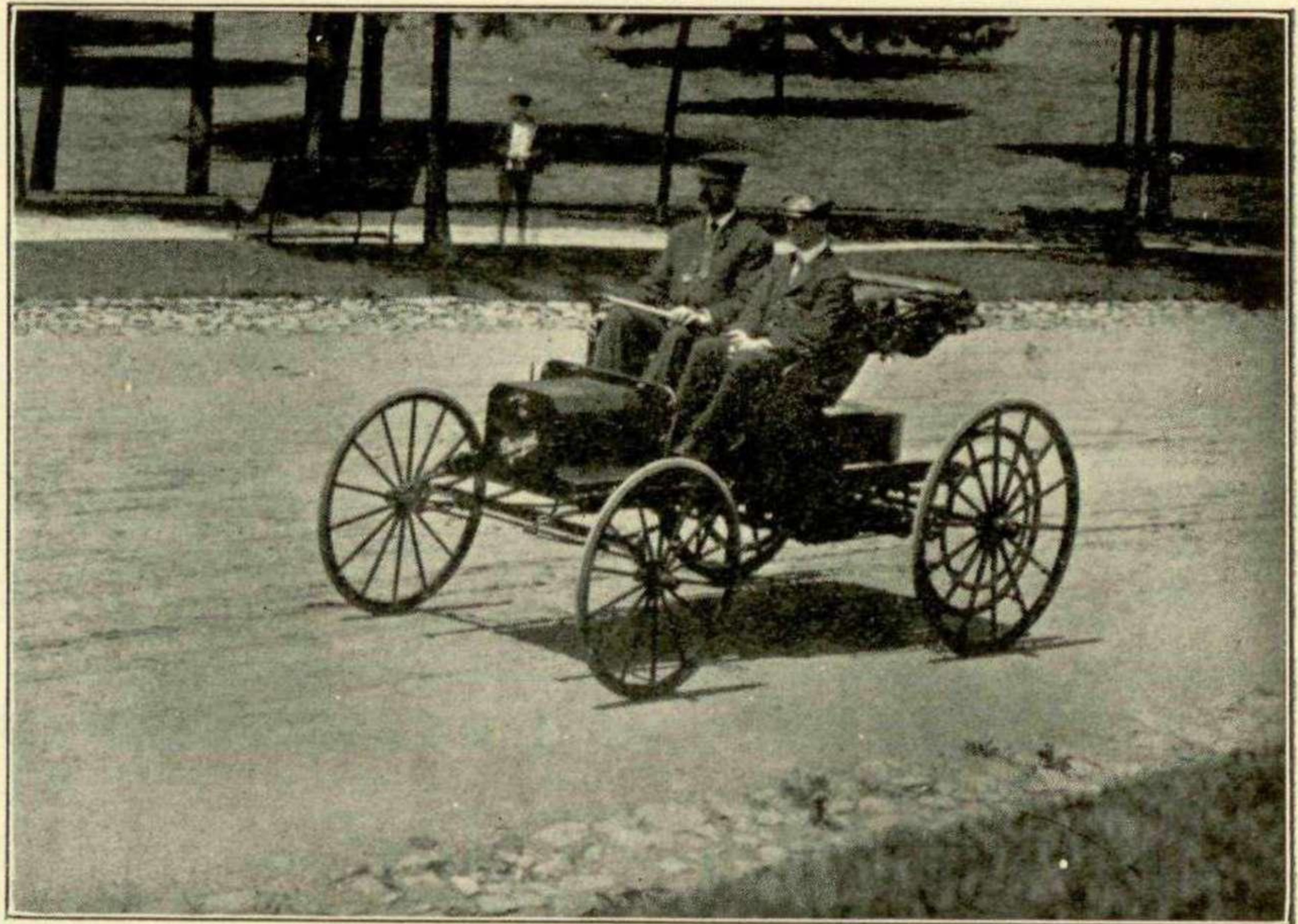
KEEP OFF MY TAIL!—That fine Edwardian, the 1911 72 by 120-mm. 12-h.p. Argyll had front brakes operated by the foot pedal, the hand-lever actuating the back brakes.

Stoewer two-seater, bought from Turner Smith of Brompton Road, which, probably due to its short stroke, would attain 3,000 r.p.m. and do 65 m.p.h., climbing quite stiff hills at 45 m.p.h. in third gear, and having a bottom gear, like a late model Austin Seven, of 23 to 1. Other photographs show his father standing by a 1911 23-h.p. six-cylinder "Silent Knight" Daimler with Windover landaulette body, a two-speed 45-h.p. Sheffield-Simplex four-seater, driven by Percy Richardson in competition events in about 1907-9, a vast "28/36" Daimler four-seater which Albert Farnell of Bradford drove in the 1907 or 8 Sheffield Hill-Climb and many pictures of the Sizaire-Berwick and Argylls—the former's registration letters were appropriately "SB," while the 1911 12-h.p. 72 by 120 mm. Argyll two-seater is seen to be a solidly-constructed car with front brakes actuated by a pedal and the rear brakes by hand lever.

Then, from the Hon. Richard de Yarburgh-Bateson, M.A., A.R.I.B.A., A.A.Dipl., came some large and beauti-

fully preserved photographs of very significant historical value. They are a tribute to the quality of comparatively early photography (for which praise appears to be due jointly to the builder of the cars depicted and to Lives, Pomeroy and Stewart of Reading, Pa., U.S.A.), but less of a tribute to American automobile progress, for the vehicles depicted, with one exception, all suggest the pre-1900 era and, although veteran cars are never as old as one hopes they may be, it is a bit of a shock to find that these Duryeas, for such are the cars depicted, date from 1909 onwards. Chas. E. Duryea was, of course, a well-known American pioneer and, according to Doyle, he started to build cars at his Duryea Motor Wagon Company at Prospect Heights, Peoria, in 1894 and, moving later to Waterloo, Indiana, later still to Reading, Pennsylvania, continued to do so until 1913.

The photographs which the Hon. Yarburgh-Bateson has so kindly unearthed for us show, mainly, the Duryea Buggyant, of 1909. It is a remarkable vehicle. Possessing four large carriage-type wheels of almost equal size, shod with solid tyres, two bench seats, tiller steering and a vertical leather apron where by 1909 you usually found a bonnet, its mechanical features were in keeping. As the picture we reproduce shows, the frame was a slender tubular affair, sprung on a transverse leaf-spring at the rear and on $\frac{1}{2}$ -elliptics at the front—sometimes, however, an arrangement of light coil springs seems to have sufficed at the front. Truly remarkable was the engine, which consisted of two in-effect-separate single-cylinder two-stroke units united by a common crankshaft with a central fly-wheel. Each crank throw was at 180 degrees to its fellow and there appears to have been a normal two-port cylinder with transfer passage and a single-port cylinder with a poppet-check valve in the piston crown, although we must confess that how a valve was accommodated in a piston with a substantial deflector-top, or what was its purpose, remains obscure. Indeed, the chassis picture suggests that there was no connection between the

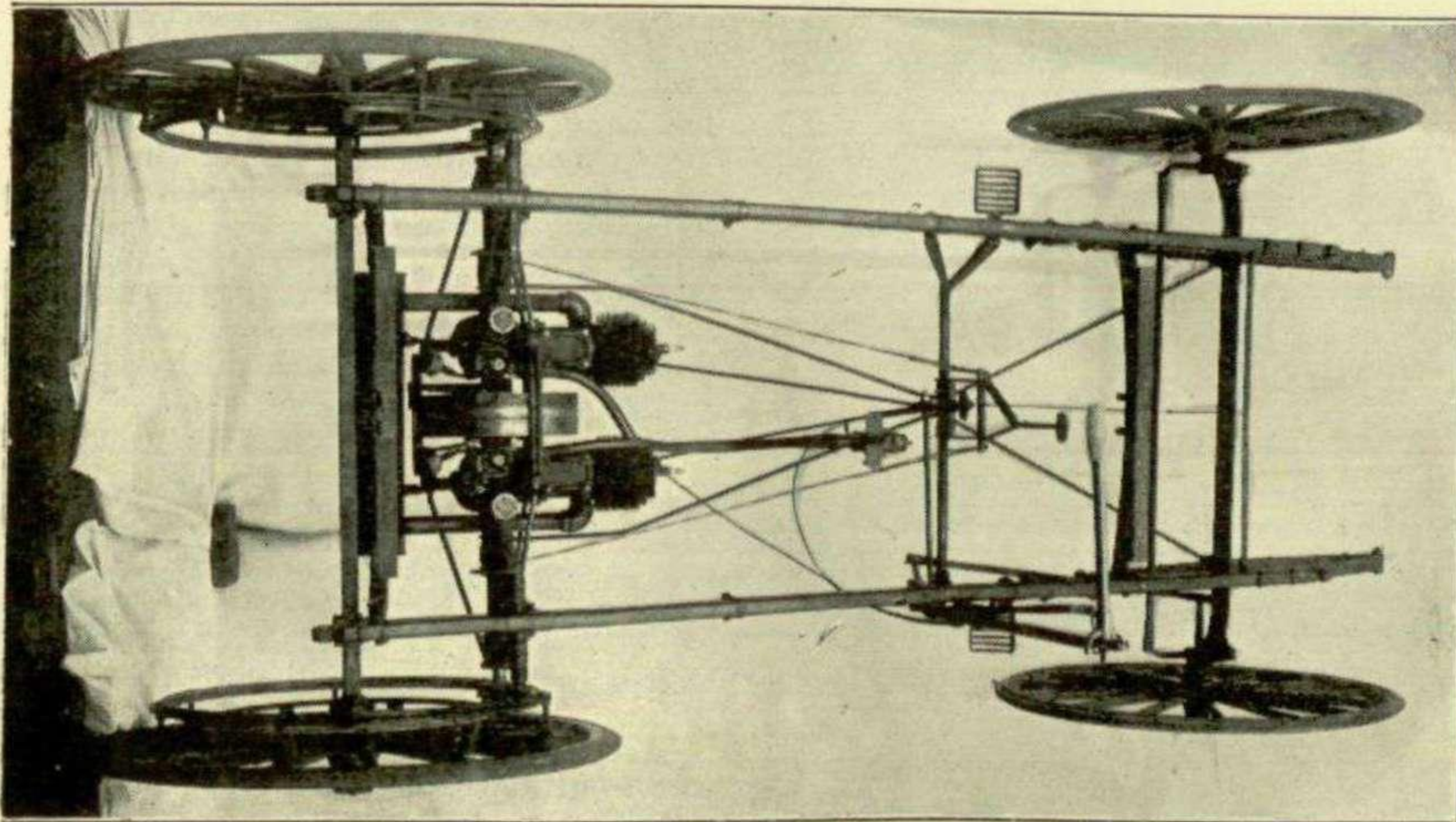


AMERICAN VETERAN.—Chas. Duryea in a Duryea Buggyant in City Park, Reading, Pa., during the summer of 1909.

cylinders other than the crankshaft, a tiny carburetter set some four feet or more ahead of the engine feeding *via* a long pipe with a Y branch in it to each inlet port, above each of which was a doubtless much-used priming-tap, and each cylinder exhausting to a common transverse silencer. It seems, indeed, ignoring a caption on one of the pictures, that what valves there were, were automatic inlet valves on the crankcase ports. Another remarkable feature was the cylinder construction, the barrel being machined with a coarse thread over which were wound-on a number of copper spines the ragged edges of which acted as heat-dissipating fins. Ignition was electric, for there is a quite modern-looking sparking plug in each cylinder, but on what principle remains a mystery.

Now we come to an even more remark-

able and less easy to understand feature of the Duryea specification. Each end of the crankshaft was extended through bearings supported by the engine frame and on each extremity was a tiny ribbed driving member. This member seems to have engaged a similar member which, in turn, engaged vast rings, similarly ribbed, which were clamped to the spokes of the wooden rear wheels. Don't ask how it all worked—it must be assumed that a very low-g geared friction-drive was obtained until "Baladeur" or some other historian corrects this surmise. At all events, an advertisement for "Duryea's Electa—a Carriage for the Elect" (which seems to have been a two-seater version of the Buggyant, with slightly smaller front than rear wheels and coil front suspension, but otherwise the same) refers to the absence of "punctures, delays, complicated mechanism, differential, clutch, propeller shaft, universal joints, gears, chains, complicated oilers and freezing water." There are two pedals, one obviously a brake, although its operation is again wrapped in mystery, and another seeming to control the engine-frame—could it be that to disconnect the drive the entire engine was moved slightly, to disengage the driving members from the intermediate driven members? At all events, the "Electa," which cost \$850, was claimed to combine "the elegance, comfort, cleanliness, noiselessness and simplicity of the electric with the reliability, long range, low weight, low cost and everreadiness of the gasoline car" and, further, it was said to be "faster, handier, simpler, lighter, more durable and less expensive than an electric." Clearly, the bearded Chas. E. Duryea felt the challenge of the many electric carriages offered for sale to the American public of his day!



TWO-CYLINDER TWO-STROKE.—This plan view of a 1909 Duryea Buggyant illustrates the remarkable mechanical features of this essentially simple car.

Certainly he has quite a display of his products in these wonderfully well-preserved pictures which are before us as

we write. There is a Duryea Buggyant bearing the reg. No. D 4532 and apparently delivered to St. Servan, France. The name "Duryea" is depicted in vast and very full metal letters on its leather front apron, its maker's name is repeated on the rear panel, together with the Reading, Pa. address, and there is a sort of taximeter on the back of the front seat. But the gas headlamps and carriage side and rear lamps strike a rather antiquated note in August, 1909.

There are some photographs of a similar Buggyant on the Hamburg Pike road taken on July 13th, 1909, on "the last day in Reading, Pa.," and further views of the other Buggyant journeying across France with two ladies in the tonneau. Other pictures—still remarkably sharp—depict a two-seater version of the Duryea Buggyant, with a tiny

pointed tail, a fine hood with a roll-up back-panel and a short, square bonnet. The first pictures, dated May, 1909, show this spidery vehicle at Mt. Plun Boulevard with the City of Reading, Pa., neatly serried, in the valley below, and the remainder are dated June, 1909—the hood has now been fitted!—and confine themselves to some pretty views of this same Boulevard, Mineral Springs Park and City Park. Mr. Duryea, in chauffeur's cap, drives and "A.P.W.," his passenger, has forsaken the bowler he affected when driving the four-seater for the sort of mackintosh cap which Pentony wears in present-day trials.

From the data supplied by the remainder of this historic collection of photographs it is clear that a Duryea Rig (similar to the four-seater Buggyant) was shipped to South Africa, that a four-seater Buggyant

endowed with the two-seater-type radiator made itself useful on a farm by driving a corn-shelling machine by belt after its off-side rear wheel had been removed and that in 1910-11 Duryea brought out a far more modern-looking Runabout, with a proper radiator and bonnet and a sporting two-seater body sprung from the chassis at the rear on four coil springs, but retaining the characteristic and astonishing two-cylinder, two-stroke, gearless and clutchless motive-power. Additional models included a farm wagon and a three-wheeled "quick-delivery" van, the latter rather like those ancients which you sometimes see near Dunlop's Albany Road depot in London today.

So do old photographs, stowed away for many years, provide intriguing sidelights out of history when they reach the MOTOR SPORT offices.

A HISTORY OF THE G.N.

(continued from page 307)

the addition of Hartford "shockers." Body: a light two-seater.

This car won the first 200-Mile Race (1,100-c.c. class) in 1921.

1920—"Mowgli."

(Note.—"Mowgli" was an individual car and engine, not a type. The o.h.c. "Vitesse" engine is often incorrectly referred to as a "Mowgli." The engine size progressively increased, being at different times 84 by 98, 89 by 98, and 89 by 120.)

"Mowgli" was constructed about the middle of 1920 and some modifications were made to its design with the idea of making it more suitable than "Kim" for use on the Brooklands outer-circuit. A longer wheelbase with less unsprung weight was thought desirable and this was carried out without increasing the length of the propeller-shaft by driving a countershaft instead of the back axle by the usual four chains and thence using a single chain to the back axle. The engine had bronze heads with four valves and two plugs for each cylinder, similar to the first "Akela" which was made about the same time. Two magnetos were fitted. The overhead camshafts were chain-driven, the chain being in front of the engine. Crankshaft and big-ends were ball and roller-bearing.

When first made the bore and stroke were 84 by 98 (1,087 c.c.), but in December, 1920, in order to attempt some records in the 1,500-c.c. class, 89-mm.-bore cylinders were fitted to bring the capacity over 1,100 c.c. The flying half-mile and 1-kilometre and 1-mile records were captured at about 88 m.p.h.

As well as its big cylinders, "Mowgli" also had a 120-mm. stroke crankshaft, so that its capacity could be increased to nearly 1,500 c.c.

B. H. Davenport purchased this engine with its extra parts and built it into a standard G.N. chassis, using the 89 by 120 bore and stroke. This was "Spider," which broke the Shelsley record on three occasions and is still in active competition use by Davenport, although little of the original engine remains and the capacity has been increased to 2,000 c.c.

1922—"Akela." 84 by 98, 1,087 c.c.

The 1922 "Akela" was a cleaned-up version of the 1920-21, which had fully justified itself in every way, including standing up to full throttle for long distances on the outer circuit at Brooklands. Apart from minor details, the differences were:—

Drive to camshafts was taken by two bevel shafts, one to each o.h. camshaft direct from the timing case, instead of the T-arrangement of 1920-21. The connecting-rods were arranged one forked and one inner, whereas the 1920-21 model ran two single rods side by side. These had to be offset in the pistons as the cylinders were not staggered. In both types uncaged roller bearings were used.

Five "Akela"s were made altogether. Three ran in the 1922 200-Mile Race. The two 1922 cars were driven by Godfrey and Hawkins, Nash driving the old type he used in the 1921 race. This was the fastest but broke a piston, which was changed during the race. In spite of this Nash finished fifth, Godfrey being third and Hawkins fourth.

Geared about 3½-to-1, with two-seater body and straight petrol, these "Akela"s reached close on 100 m.p.h. coming off the banking at Brooklands.

Stop Press!

At Bouley Bay Allard made f.t.d. in 55.6 sec. Fry was 0.2 sec. slower in the Freikaiserwagen. Poore and Stirling Moss tied for third place in 56.2 sec., with 3.8 and 1-litres, respectively, Mays being fourth, in 56.8 sec. Butterworth's A.J.B. clocked 59.2 sec. The Hill-Climb Championship position is, therefore: 1st: Fry, 28 points; 2nd: Poore, 26 points; 3rd: Moss, 21 points; 4th: Allard, 19 points in two climbs; 5th: Butterworth and Mays, 15 points; 6th: Walker, 7 points; 7th: Hutchison, 5 points.

The Alpine Trial results are not finalised as we close for press, but Allard, M.G., and Healey are believed to have won their classes.

* * *

NOTICE

Owing to pressure on space the article on Alfa-Romeo cars and "Sideslips," and some letters, have had to be held over.

* * *

THE AUGUST RACES

Entries came in strongly for the B.A.R.C. Members' Meeting, to be held on August 13th. The B.R.D.C. reports 100 entries for its Production Car Race, pared down to 30 and comprising Allard, Bristol, Frazer-Nash, Healey, H.R.G., Jaguar, Jowett, Lea-Francis, Lagonda, M.G., Morgan and Riley. "Bira" (Jaguar) and Chiron (Healey) are noteworthy. A fine field will be seen in the International Trophy Race on the same day, while the first list for the 500-c.c. race numbered 22, including Moss, Brandon, Christie, Dryden, May, Parker, etc. All the prominent Formula II cars will run at Blandford on August 27th.

* * *

BENTLEY D.C. AT SILVERSTONE—JULY 25th

RACE 1.—No entries.
RACE 2: Pre-1926 open 3-litre Bentleys.—1st, C. D. Yapp, 53.55 m.p.h.
RACE 3: Post-1926 open 3-litre Bentleys.—1st, G. B. F. Errington (ex-Bowler four-seater), 55.92 m.p.h.
RACE 4: 10 ft. 10 in., open 4½-litre Bentleys.—1st, R. W. Hogg, 63.70 m.p.h.
RACE 5: Other 4½-litre Bentleys.—1st, H. Kemp-Place, 64.27 m.p.h.
RACE 6: 3-litre Sunbeams v. 3-litre Bentleys.—1st, A. S. Heal (Sunbeam), 57.29 m.p.h.
RACE 7: "30/98" Vauxhalls v. 4½-litre Bentleys.—1st, A. May (Vauxhall), 68.38 m.p.h.
RACE 8: "4½ blown," 6½ and 8-litre Bentleys v. "38/250" Mercedes-Benz.—1st, L. Johnson (8-litre Bentley), 68.99 m.p.h.
RACE 9: Modern Bentleys and others.—1st, W. H. Stout (Ford/Bugatti), 62.22 m.p.h.
RACE 10: Bentley Handicap.—1st, Pitts ("blower 4½").
RACE 11: All-Comers 5-lap Scratch Race.—1st, L. Johnson (8-litre Bentley), 70.16 m.p.h.
SPRINT EVENT.—F.T.D., L. Johnson (8-litre Bentley), 114 m.p.h. over f.s. ¼-mile, and s.s. ¼-mile in 24.79 sec.
Note.—All races over three laps except race 11.

CORRECTION

In an addition at the end of Part I of F. W. Stiles' very-popular article on "Vintage and Near-Vintage Alfa-Romeos," we stated that the special "22/90" car which he imported and which Major Coe drove with success at Kophill in 1925, was owned from 1934 to 1939 by Mr. Flatt and later by the Whincops. It now seems that these were two distinct cars, which, with the ex-Lanfranchi car owned for a while by Peter Clark, make three outwardly-similar Alfa-Romeos of this type.

* * *

CHAMPION

In our Editorial on the Jaguar's 132-m.p.h. records last month we inadvertently referred to the incorrect make of plug—Lodge were *not* used, Champion were.

* * *

RACING FUELS

Readers who require methanol or other racing fuels will be interested to know that the High-Flash Petroleum Co., Ltd., 40, Parsou's Mead, West Croydon, Surrey (Tel.: Croydon 7634), can supply fuels suited to racing motor-cycles and cars.

* * *

A ROUTES GROUP

The Routes Group report that for the month of May they produced the greatest number of vehicles in their history. A total of 7,370 units was produced, and their exports of both cars and trucks achieved greater numbers than ever before. The home market will gain a little, due to the increased flow of production, but not appreciably, owing to the high demands for export.

* * *

A NEW DISCOVERY IN LIGHTING

Notek, Ltd., have introduced a new "Passmaster" lamp, which is claimed to incorporate a "new discovery in lighting" and which has been designed to throw light forward and to the near side only, thus permitting an intense, evenly-distributed light beam with no fear of dazzling oncoming traffic. Indeed, the nearer one approaches to the "Passmaster" the more the beam appears to fade away. The enthusiast motorist is particularly interested in efficient lighting, and this latest Notek product will merit careful investigation. It is priced at £5 5s. in black and chrome, or at £5 15s. in all chrome finish, including cable, switch and mounting bracket, and the makers, whose address is 23, London Road, Bromley, Kent (Te.: Rav 0021/2), have some cars, including a Rover, fitted with these lights, for night demonstration.

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

1,000 NEW TYRES AT LIST PRICES.—15-in., 16-in., 17-in., 18-in., 19-in., 20-in., 21-in., 22-in., from 2.50 to 7.50. Also beaded-edge and obsolete tyres. 24 by 2½ to 955 by 150 in new remoulds and secondhand. New three-bearing crankshaft for Austin Seven, £15 7s. 6d. H. H. Hamilton & Son, 22/24, Vicarage Street, Yeovil, Som. Established 1928. Tel.: 927.

BUGATTI TYPE 35C, supercharged G.P., road-equipped. Type 43 supercharged 2.3-litre, road-equipped. Type 35 G.P., all full roller-bearing. Offers wanted. "Old Falinge," Falinge Fold, Rochdale.

"3-L" **INVICTA SPARES,** especially stub axle, brake drums. Five good 18 by 5.50 tyres, sale or swap for 20 by 5.50. Stratton, 45, Gilmour Road, Edinburgh.

ONSLow BARTLETT'S Mercury Special Ford V8 sports 2-seater. £10 annual tax. 1947 registration. Special Offenhauser 130-b.h.p. Mercury engine. Fastest unsupercharged sports trial and sprint car in the country. Full equipment. Any trial. Offers or exchange. Also his drophead foursome coupé, Ford V8 Mercury, 32 h.p., 1948 registration. £10 annual tax. Model 78 Ford body on Mercury chassis. Lockheed brakes. 90 m.p.h. Radio. Perfect condition. Offers or exchange. 5, Widdicombe Avenue, Parkstone, Dorset. Tel.: Canford Cliffs 77164.

FOR SALE—continued

TO V8 SPECIAL BUILDERS.—Ford Mercury engine from £12 10s. Gearboxes, front and rear axles Lockheed brake type, and all other parts. Wharfedale Garage Ltd., Wharfedale Road, Bournemouth. Tel.: Westbourne 64497.

ALL THE CLASSIC MOTORING BOOKS available at 2d. per day (min. 1s.). Postal service. S.A.E., details. Didsbury Cottage, Chipperfield, Herts.

EXCHANGE.—"PIPER CUB" 2-seater (cabin) aircraft for sports car. Cash either way. Lawson, 24, Prince Henry Road, Otley, Yorks. Tel.: Otley 2481.

DELLOW TRIALS SPECIAL, 8 H.P. Marshal supercharged. Resprayed; excellent condition throughout. No reasonable offer refused. Heighway, Worcester Road, West Hagley, Worcs.

AERO-TYPE RACING SCREENS, highly polished aluminium frames, "Triplex" glass, complete with mounting fittings and self-locking wing-nuts, 45s. each. Special model in untarnishable chromium-plated light alloy, 54s. each. Carriage and glass insurance 3s. extra, crate charged £1 (returnable). Polished light alloy flexible exhaust tubing, 1½-in. o.d., 4s. 9d. per foot. Duralumin exhaust pipe, 1½ in. o.d., 2s. 9d. per foot. Chrome-plated fishtails, 10-in. outlet, manufactured from heavy-gauge copper sheet to order. "Brooklands" pattern expansion chambers, steel, from 35s.; chrome-plated copper from 85s. Light alloy cycle-type racing wings for 4.75 to 5.25 by 19 in., or 5.00 to 5.50 by 18-in. tyres, weight 2 lb., each 25s.; carriage 4s. per set. Special wings made to order. "T.T." Bentley-type 8-in. wide shallow crescent, weight 2½ lb., 37s. 6d. each; carriage 5s. per set. Racing bucket-seats, upholstered in "Latex" Dunlopillo and covered in strong rexine, all colours; weight 9½ lb.; from £5 each; leather, 20s. extra; carriage 6s. "Brooklands" spring-spoked steering wheels, plastic rim, chromium-plated spokes and polished alloy boss, from 85s. each. Light alloy number plates, weight 12 ozs.; untarnishable anodised characters; 45s. per pair, post 1s. 6d. Many other items for sports and racing cars. Lists free on application. Competition Cars Ltd., "The Old Maltings," Nayland, Colchester. Tel.: Nayland 334.

FRAZER-NASH DROPPED-TYPE FRONT AXLE, steering box, clutch parts, brakes. Wolseley Hornet and Amilcar spares. Competition Cars Ltd., "The Old Maltings," Nayland, Colchester. Tel.: Nayland 334.

FOR SALE—continued

BODY FROM "BROOKLANDS" RILEY, complete with bonnet. In good condition. £20, plus the cost of delivery. Amilcar chassis frame only, £8. S.S.I. chassis frame, £10. Riley Nine engine and gearbox, with remote control; twin S.U. carburettors; £30. All plus carriage. Competition Cars Ltd., "The Old Maltings," Nayland, Colchester. Tel.: Nayland 334.

ALVIS "FIREFLY," 1933 drophead coupé. Good tyres and battery; 4½ months' petrol. Coachwork fair; rear wings poor. £115. 27, Southfields Road, Wandsworth, S.W.18. Tel.: Putney 1612.

BENTLEY, first registered Nov., 1936. Drophead coupé, showroom condition; body and chassis perfect, no rust. New hood and carpets. Engine completely overhauled, just run-in. £950, or offer. Box No. 320, MOTOR SPORT, 15, City Road, E.C.1.

M.G. MAGNETTE, TYPE NA, open 4-seater. Just through £125 overhaul (bills available); new hood and tonneau. £300 or near offer. Rawlinson, 269, Castle Road, Salisbury, Wilts.

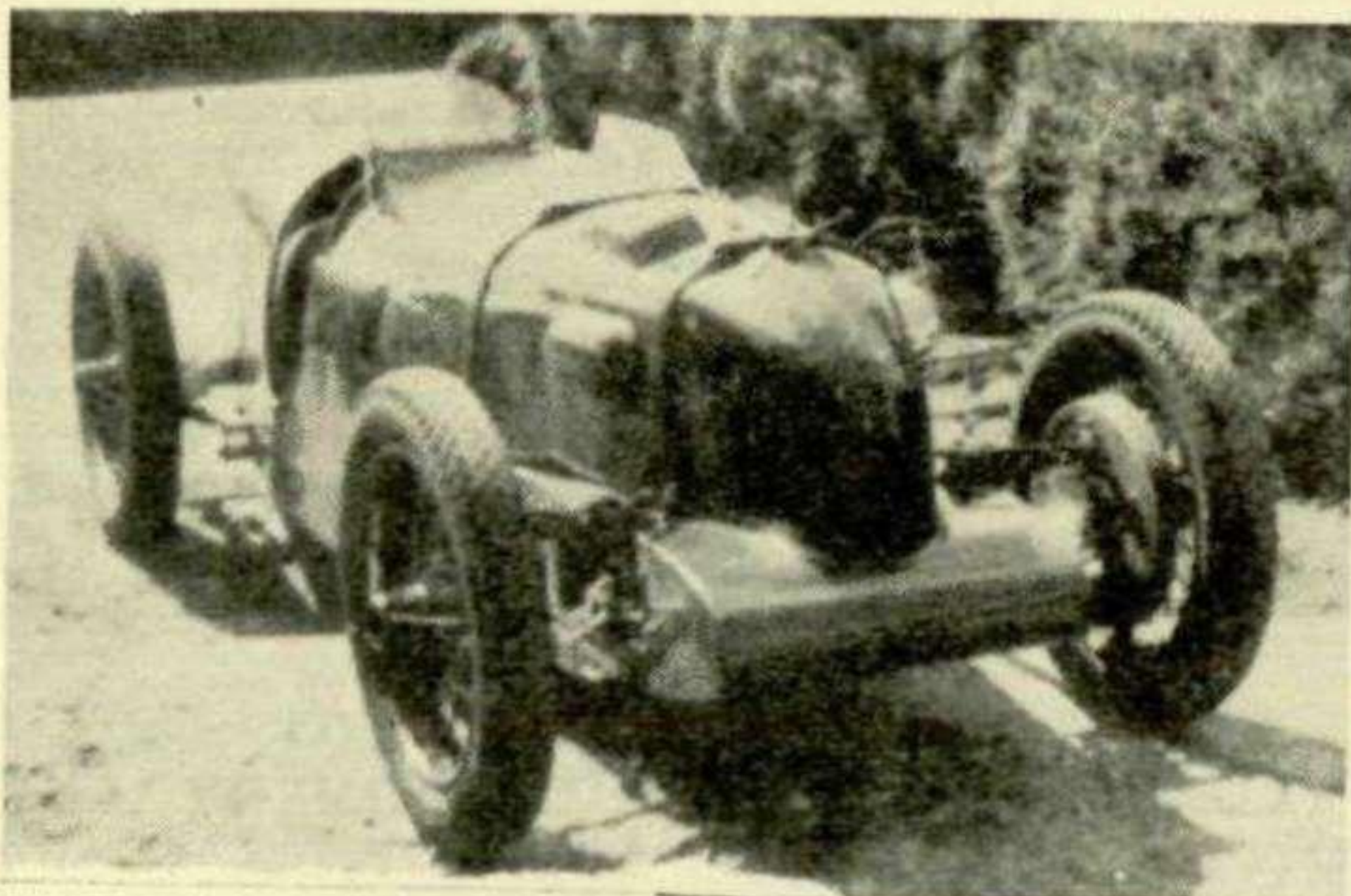
1938-9 MORGAN "4/4" 2-seater, 1,500 miles since complete overhaul. Resprayed black. Hood, screens, full tonneau, twin aero-screens. £450 or nearest. Stallard, Hallow, Worcester.

LAGONDA 2-LITRE, 1928. Sleeved, Specialoid pistons, crank ground, all new bearings, new timing chains; 20-in. wheels with good tyres. All instruments working. Open 4-seater body with Alvis "beetleback" rear; ready to paint, no hood. 400 miles since this complete overhaul. 28 m.p.g. £125. Rayfield, Mount Pleasant, Oulton, near Leeds.

LANCIA, 1928, engine overhauled, coachbuilt tourer; resprayed and rechromed; rebuilt wheels with 20-in. rims; five new tyres; clutch and brakes relined. £135. Rayfield, Mount Pleasant, Oulton, near Leeds.

MODIFIED WILLYS KNIGHT JEEP. Most successful trials car. Right-hand steering. Tubular front axle. Engine two feet rearwards. Two-seater Allard-type body, complete road equipment; tax £10. £200 or offers. Tunstall Garage, Richmond, Yorks. Tel.: Old Catterick 44.

SINGER NINE "LE MANS" "SPEED" special, 1936. Complete rebuild covering chassis, springing, steering; engine as new; gearbox, brakes, body-work; rewired; recellulosed red; rechromed. Real leather sidescreens. New style dashboard, new instruments. £120 spent on overhaul. Genuine bargain, only wants seeing. Offers near £290. Tel.: Cunningham 4715.



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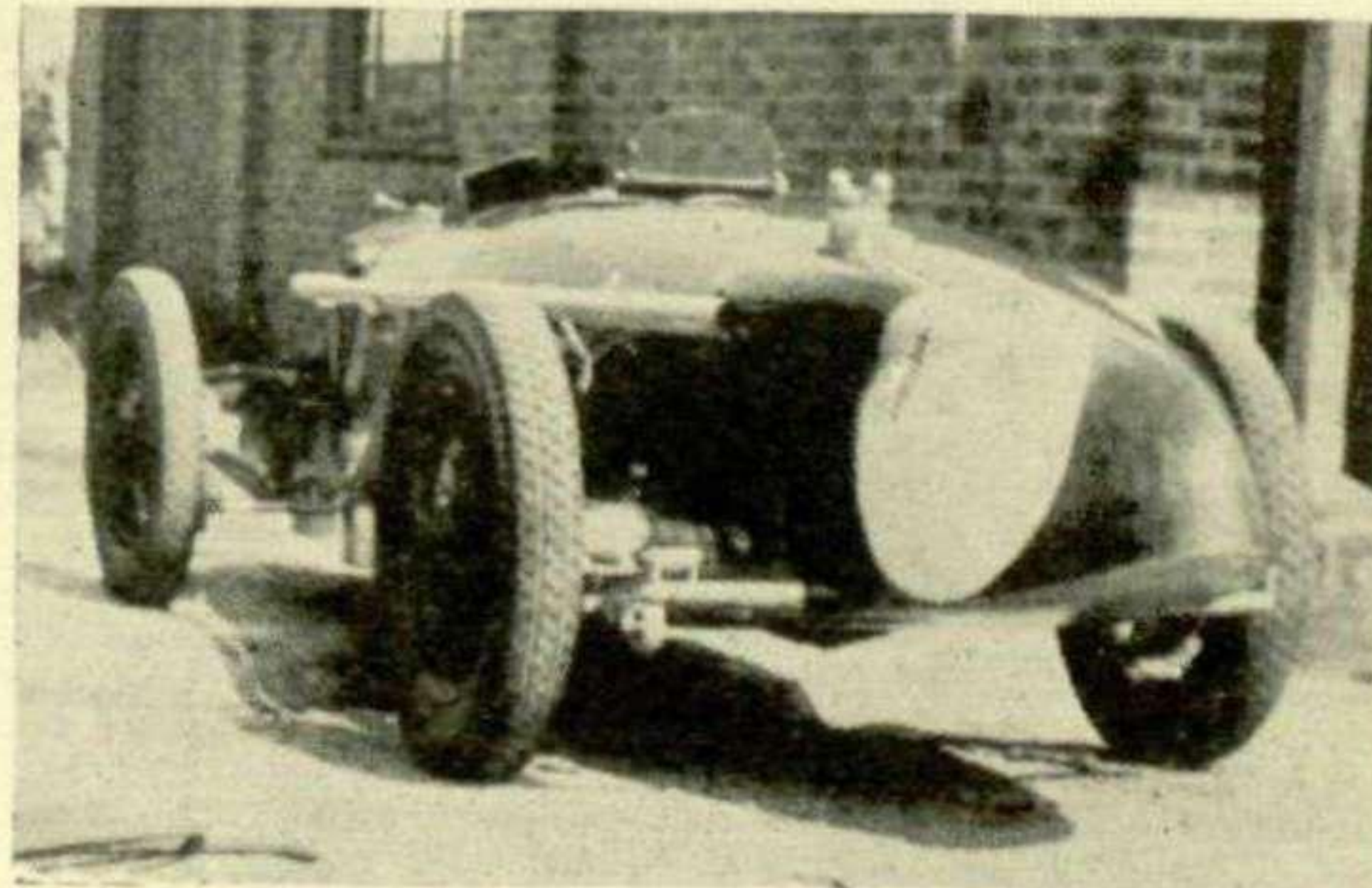
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FOR SALE—continued

JOHN BLAND offers 1928-29 Austin Seven "Chummy," coil ignition, three good tyres, running order, but requires chassis rebuild. £27 10s. Amilcar "Surbaise" chassis, fitted 4 E.D. Meadows engine and gearbox (at present dismantled). Rebuilt by enthusiast, springs reset, new king-pins, axle shaft, etc., five R. W. wheels. No tyres, coachwork or radiator, ideal basis for sprint car. £47 10s. 27, Southfields Road, S.W. 18. Tel.: Vandyke 1612.

RACING RILEY 1,100-c.c. engine; three bearings, perfect. Also C.R. gearbox for same; Dynamon, starter, etc. Offers. Croysdill, 6, Beaumont Avenue, St. Albans, Herts. Tel.: St. Albans 5356.

TRIUMPH "DOLOMITE," 1938. In excellent condition. £350; offer or exchange smaller car considered. 96, Upland Road, East Dulwich, S.E.22.

BENTLEY, OCT. 1930, "4½" V.D.P. standard tourer. New batteries, rechromed, brakes relined. Superb condition throughout. Offers over £400. Box No. 321, MOTOR SPORT, 15, City Road, E.C.1.

"BROOKLANDS" RILEY, 1929. New "Imp" engine. Mechanically very fit. Body fair. Offers over £110 to: Grogono, 105, Glinco Grove, Cambridge.

£17 10s.—DRIVE IT AWAY—1913 Wolseley "24/60" 6-cylinder (R.A.C. 30.4 h.p.). £17 10s.—1914 Dennis fire engine chassis, solids, White & Poppe engine—starts and goes! Motor-cycles: £5, 1913 Enfield Model 160 M.A.G. twin; £5, Douglas D.R. twin, two-speed. Both reasonably complete and recently run. 1912 T.T. Corah J.A.P. 500-c.c. twin, o.h.v.; 250-c.c. single F.N., shaft drive; these two dismantled. Seen near London. Box No. 322, MOTOR SPORT, 15, City Road, E.C.1.

£265—RACING CAR. Riley-G.N. single-seater. As raced in sprints 1947/8. In fine condition and ready to run. One event since engine overhaul. Big-crank Riley Nine. Maclure mods. Martlett h.c. pistons. G.N. chassis and transmission. Amilcar front end. Top speed about 105 m.p.h. Eligible for vintage awards. Tooley, 1, Lothair Villas, Hatfield, Herts. Tel.: 3124.

M.G. MIDGET 10-H.P. 2-seater, 1938, TA model. Completely rebuilt as new. Finished M.G.-red. Not yet run-in. The car for the connoisseur, £375. Reeves Motors, 18, Grand Parade, Forty Avenue, Wembley Park. Tel.: Arnold 3004.

ALLARD CHASSIS with beautifully designed aerodynamic coachbuilt 2-seater body. The perfect car for either trials or normal road use. This car was built for trials enthusiast now unable to race and is quite unused, works mileage only. Finished in Alpine-blue metallic. Covenant free. Owner will sacrifice. Offers to: Reeves Motors, 18, Grand Parade, Forty Avenue, Wembley Park. Tel.: Arnold 3004.

WOLSELEY HORNET SPECIAL (1935), 14 h.p. Chassis, engine, axles, prop.-shaft, wheels, set of tyres, etc. Cheap. Tel.: Stebbing (Essex) 238.

RUDGE WHEELS.—52-hubs, 19, 20, 21-in., some equal to new, £1 5s. to £2 10s. according to condition; several sets hub nuts, tyres and tubes for the above. S.U. carburettors, 1½-in., downdraught, £2 10s.; several 1¼-in. horizontal from £1 5s. Smith 5-in. revolution-counter, £2. Riley Nine twin carburettor manifold, £1 10s. Box No. 323, MOTOR SPORT, 15, City Road, E.C.1.

RILEY NINE SPARES of all descriptions up to 1934, including all engine parts, gearboxes, axles, wheels, etc. 1933 block, +.030 in., complete with main bearings, crank, pistons and rods. Also set of Alvis 17-h.p. new valves and guides, cheap. Quotations with pleasure but please send fullest details to: Welford Bros., Opal Street, Leicester. Tel.: Leicester 65903.

G.N. SPECIAL, TYPE 101 F.I.A.T. engine. Taxed. Petrol. Photo. Offers: Clarke, Lochee, Glendale Road, Burnham-on-Crouch, Essex.

CITROEN, 1938, 12-H.P. saloon. 3,000 miles since rebore; 26 m.p.g. Good condition. First-class roadholding. Tooley, Broad Green, Coggeshall, Essex.

MORRIS MINOR SPARES, o.h.c. and s.v.; also 4-speed gearbox, £6; spring steering wheels, Hardy-Spicer prop.-shaft, fabric couplings, h.c. gaskets. Exchange lightened flywheels and h.c. cylinder heads. S.A.E.s please. Hiller & Wrigley, 32, Highlever Road, London, W.10.

VINTAGE SPARES.—"Lambda" road-wheel hubs, 17s. 6d.; 15 by 50 remould and tube, 60s.; cam-follower roller races; modern Zenith horizontal carburettor, 80s.; Humber "8.9" engine/gearbox, 150s.; engine spares; rear axle, complete, 70s. Morris-Cowley spares. S.A.E.s please. Hiller & Wrigley, 32, Highlever Road, London, W.10.

RILEY LYNX open 4-seater, 1935 "12/4," pre-selector. Fine condition and appearance; £125 overhaul. £325. 37, Heathfield Road, Bromley, Kent. Tel.: Bayswater 5121.

1933-34 21-H.P. LAGONDA shooting brake. Mechanically sound throughout; fitted André shockers. Now on "C" licence and red petrol. Bargain at £140. Photo if required. All correspondence replied to. P. Marriott, Hinton, near Evesham, Worcs. Tel.: Evesham 421.

FOR SALE—continued

ALLARD, LATE 1948, 4-seater tourer. Grey. Petrol from March. Allard manufacture throughout. Showroom condition. £950 or nearest. Inquiries invited. Box No. 325, MOTOR SPORT, 15, City Road, E.C.1.

ALLARD, LATE 1947, tourer. Low mileage. Carefully used. All inquiries answered and no reasonable offer refused. Box No. 326, MOTOR SPORT, 15, City Road, E.C.1.

1933 "J2" M.G. Completely overhauled within last 1,000 miles; new valves, guides, springs, crank reground; new big-ends, rear main bearing; cylinder head polished, copperised and fitted ¾-in. "Plexal" gasket. Four-branch outside exhaust; new dynamo field coils; armature rewound; transmission overhauled; brakes relined and new cables fitted; recellulosed British racing-green. Battery, tyres, hood, sidescreens, good. Extras include electric tachometer. Approx. 30 m.p.g.; oil consumption negligible. Taxed. Petrol July onwards. Bills shown. Offers around £200. 14, Lincoln Road, Peterborough. Tel.: Peterborough 3021.

ALVIS "SPEED 20"—A CORRECTION.—The 1934 model advertised July at £300 or offer, having had more than that sum spent on it over the past two years, now found to be November, 1932. Still worth £300 in view of condition, but in recognition of market values now offered at £200 or nearest. Seen S.W. London. Write: 3, Victoria House, York Street, Twickenham. Tel.: Popesgrove 6985 or Reliance 3173.

£145.—M.G. L-TYPE MAGNA 4-seater. Large brake drums, opposed port head, etc. MacMillan, Borradaile & Co., 86, Hill Rise, Richmond. Tel.: Richmond 5815.

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M.G. "P" AIRLINE 2-seater coupé, black. Three-bearing crank reground; new bearings. Rebored by specialists; Specialoid pistons; 75 lb., oil, hot. Reconditioned twin S.U.s. King-pins, spring trunnions and pivots, 12-in. brake linings replaced. Springs reset and tempered. 4,000 miles since complete overhaul at £90. Nice appearance. 100 per cent. reliable. Engineer-owned. Family reasons for disposal. £240. Wood, 113, Onslow Gardens, Wallington, Surrey.

ROVER SPECIAL SPRINT TEN. Built 1939, described fully, August, 1939, MOTOR SPORT. Excellent condition. Very fast and economical. Always been placed in any event in which entered. Nearest offer £300. Aldershot Motor Mart. Tel.: Aldershot 522.

BALLOT 2 LTS SPECIAL short-chassis, close-coupled, 2/4-seater open sports. Recent complete rebuild included fitting over £90 worth new parts. Bills shown. Unique vintage sports car in excellent condition. £160 or nearest offer. Harvey, Flat 3, "Cumbrae," Ditton Hill, Surbiton, Surrey.

INVICTA N.L.C. 4½-LITRE. Rebuilt with new 2/3-seater tourer body 1936. 1932 low-chassis engine. Carefully laid-up throughout war. Overhauled 1939 and in first-class condition. Very fine performance. Full year's ration available in tank and coupons. £300 or offer. Jarvis, 113, Walmar Road, W.10. Tel.: Ladbroke 2008.

FOR SALE—continued

TYPE 319 2-LITRE B.M.W. 4-seater drophead coupé. First registered February, 1938. Faultless condition in every respect. Price £385, or exchange for 12 or 14-h.p. saloon. Kenneth Nutt, Station Road Garage, East Grinstead. Tel.: 12.

M.G. SUPER SPORTS TWELVE, L-type Magna. Completely overhauled by M.G. specialist. New tyres, new hood, respray. Very fast. £265. Apply: 27, Acacia Avenue, Eastcote, Middlesex.

M.G. MAGNA, 1932, drophead coupé. £120 spent on overhaul 2½ years ago, but laid-up 18 months. Engine and transmission sound, bodywork fair. Best offer over £90 secures. Evenings or weekends. Gwinnell, Cresta, Australian Avenue, Salisbury.

1930 LEA-FRANCIS "12/40" 2-seater, excellent condition. Reliable; taxed; petrol. Offers around £100, or exchange saloon. "Sunnyside," Twyford Road, Waltham St. Lawrence, Berks.

LEA-FRANCIS, "L" TYPE, complete units, Meadows engine and chassis except for crown-wheel and pinion bevels. Dismantled for spares. What offers? Box No. 304, MOTOR SPORT, 15, City Road, E.C.1.

AUSTIN SEVEN TRIALS ENGINE and chassis complete, no wheels. With Alta high-compression head. Chassis strengthened with torsion slide bars. Completely overhauled, rebushed, ready for assembly. What offers? Box No. 305, MOTOR SPORT, 15, City Road, E.C.1.

1½-LITRE SINGER "LE MANS" special "Speed" model 2-seater; 3-carb., 6-cyl.; 25 m.p.g. Very fast. Basic unused. Cost £595 in 1935. Accept reasonable offer. Box No. 306, MOTOR SPORT, 15, City Road, E.C.1.

SPORTS SALOON, first registered 1949. Mercury-engined Ford. Four-door saloon, sunshine roof, roof luggage rack and big boot. The whole car has been completely rebuilt regardless cost, and is like new. Terrific performance, 0-50 m.p.h. in 10 sec.; effortless cruising at 75 m.p.h. and 18 m.p.g. Ideal for Continental touring. Will tow anything. £450. G. Schon, 13, Foster Road, W.4. Tel.: Chiswick 4737.

£78.—1929 MARMON 24-H.P. o.h.v. straight eight, drophead coupé, with dickey, in perfect condition. Good tyres, battery, hood, sidescreens. Very smart and quite fast. 13, Foster Road, W.4. Tel.: Chiswick 4737.

M.G. "J2." Completely overhauled, sleeved, new pistons, king-pins, bushes, wheel races, crown-wheel and pinion. S.U. carbs. Rewired. Well-shod. Seen London—running-in. 195 gns. Box No. 307, MOTOR SPORT, 15, City Road, E.C.1.

1938 D.K.W. SPECIAL saloon, maroon and black. Perfect condition. Sell or exchange for "Colmore" type Frazer-Nash. Box No. 308, MOTOR SPORT, 15, City Road, E.C.1.

1935/6 RILEY TWELVE "FALCON." Preselector. Rear axle overhauled; new tyres; built-in jacks; twin S.U.s; automatic chassis lubrication. Excellent condition. £195, or exchange for Riley Nine with crash box. Mr. Catalani, 37, Cranford Drive, Hayes, Middlesex.

ROAD-EQUIPPED SPRINT AMILCAR 8-H.P., s.v. Five new tyres; pointed-tail body. Polished axles, arms, springs, etc. £85. Box No. 309, MOTOR SPORT, 15, City Road, E.C.1.

SINGER NINE, 1935, rebored, £170. 1932 Wolseley "Swallow" special, £120. Two periods petrol. Holland, The Bungalow, Sundridge, St. Albans, Herts.

LAGONDA 3-LITRE, 1929, open 4-seater. Rebuilt 1948-9. New box, bearings, valves, covers, etc.; good tyres; light body. Sale £220, or exchange 2-litre or "Rapier." Page, 132, Derbyshire Lane, Stretford, Manchester.

ALVIS TWENTY. Rebuilt, new parts where required. Fitted home-built steel 3-seater body. Large space in boot. All new tyres, new lamps and battery. Re-registered, £10 tax; full petrol. Exchange for smaller 2-seater suitable for business. 16.9-h.p. engine, flange mounting, good condition, £15. Rear axle, complete, £10. Chassis spares for i.f.s. Alvis "Speed Twenties" and late 16.9-h.p. "Leaf." "12/40" cylinder head, with valves, £3 10s. Rear axle, complete, £7 10s. Gearbox, £5. Riley "12/6" radiator, perfect, £4. Con.-rods, crank, flywheel, clutch. Numerous other spares. Carriage extra. D. Bagshaw, 55, Edward Avenue, Braunstone, Leicester.

"THE MOTOR," editorial pages unbound, vols. 76-94 complete, vols. 71-75 almost complete. Also quantity 1926-36 and many complete issues 1940-46. Emmett, Kington, Herefordshire.

1933½ RILEY NINE metal saloon, special series. Very good mechanically. Body and interior reasonable. Taxed, insured. Petrol. £85. 96, Victoria Street, Birmingham, I.

1½-LITRE JAGUAR (12 h.p.), 1936, sports saloon. Engine reconditioned, including sleeving, less than 1,000 miles ago. Coachwork very good. Any trial. £250. Seen, Playhouse Garage, Guildhall Street, Folkestone. Tel.: Folkestone 2745.

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Morris Eight 4-door saloon, 1935/6 ... £120
H.R.G. 1,100-c.c. (ex-Robin Richards) £725
Riley Nine Van, approx. 5 cwt. capacity ... £70
F.I.A.T. 500 coupe, 1938 (October) ... £210

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£165—1932 "12/50" 2-seater drophead
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AUSTIN SEVEN 2-seater, entirely rebuilt in aluminium. Five new Dunlop "Forts." Alta head, special down-draught manifold, dropped axle. Suitable for sports-car events. Full petrol. £120. Tel.: Cobham 2654.

1923 S.V. ASTON. Excellent order. Exchange D.I.S.S., "Leaf," Lagonda, similar vintage 4-seater, or offers. S.A.E. details. Demaus, St. Michael's, Tenbury, Worcs.

SEVENTH SERIES "LAMBDA" short-chassis sports tourer, one owner. Excellent original condition. On blocks since 1936. £175. Box No. 310, MOTOR SPORT, 15, City Road, E.C.1.

LARGE BOILER, powerful steam engine for sports steamer. Information concerning steamers. Enthusiasts please communicate. H. Smith, 108, Saffron Road, Glen Parva, Leics. Tel.: Wigston 89759.

"12/50" ALVIS tourer, with dickey. Tyres, battery, sidescreens, all new. Excellent hood. Brakes relined, steering overhauled. Very good condition. £90. "12/50" spares, s.a.e. for list. Cox, Thornbury Park, Thornbury, Glos.

ASTON-MARTIN 2-LITRE short-chassis 2-seater, 1938, excellent condition throughout, 1939 modifications. Lucas vertical magneto. 32,000 miles. New battery, hood and tonneau cover. £550. Also 1934 "Le Mans" type 1½-litre 2-seater, engine just reconditioned and whole car is in first-class order; £375. Caffyns Limited, Meads Road, Eastbourne. Tel.: 4343.

"LE MANS" 1½-LITRE ASTON, 1935, rebuilt 1949, on 4-seater chassis. £10 tax. In good fettle. Would sell £395, or exchange for Riley, Lagonda, Bentley, etc. Cash either way. Box No. 311, MOTOR SPORT, 15, City Road, E.C.1.

M.G. SPARES.—M-type engine, J-type back axle, complete or parts. Camshaft pinions reconditioned with new sleeve and rollers, 25s. Sleeves, 17s. 6d. Box No. 312, MOTOR SPORT, 15, City Road, E.C.1.

M.G. "J2," £55 spent on engine 1,000 miles ago. New battery. £100. Tel.: Rustington (Sussex) 1382.

ALVIS "SPEED 20" open tourer, in superb condition. Metallic-grey. Fitted H.M.V. radiomobile and twin windtones. Sell £425, or exchange for small saloon car. Box No. 313, MOTOR SPORT, 15, City Road, E.C.1.

LANCIA "AUGUSTA," 11.9 H.P., pillarless saloon. Usual Lancia steering, brakes. High performance. Low price, £175. 1, Ranelagh Mansions, New Kings Road, S.W.6. Tel.: REN 1002 (after 6 p.m.).

2-LITRE OPEN TOURER SPECIAL, Bugatti base. Requires two months' evenings and £20 to complete. £65. Box No. 338, MOTOR SPORT, 15, City Road, E.C.1.

RILEY NINE "FLYING KESTREL" saloon, 1934. Completely overhauled. Rebored, new timing gears, twin carburettors, brake cables and five tyres. Rewired throughout, lamps rechromed. Mechanically perfect and very nice appearance. Bargain £220. Tel.: Valance 4709. Ilford.

HERSTON MOTORS, The Southern Vintage and Sports Car Specialists, 409, High Street, Swanage, Dorset. Tel.: Swanage 2730.—Alvis "12/50" sports saloon, very clean car inside and out; taxed; terrific performance; late property of doctor; £225. Alvis "12/50" sports tourer; taxed; new hood and screens; good tyres and battery; fast and very reliable; £175. Delage D.6, 18 h.p., Continental sports saloon; very good order; all new tyres; petrol not drawn; £195. M.G. "18/80" Carlton drophead coupé, in really nice order; fast; 22 m.p.g.; no oil; bargain, £100. These and a few late arrivals are offered this month. Part-exchange a pleasure. Insurances with leading companies on the spot. Vintage and sports cars purchased for cash.

FOR SALE—continued

1923 16-H.P. HUMBER tourer, 5-seater. Good sidescreens, hood. Paint rough. Petrol coupons. Reliable. £35. Mackay, High Thatch, Kidmore End Road, near Reading, Oxon.

VINTAGE DELAUNAY-BELLEVILLE, 1925 model, 15.9-h.p., o.h.c. engine; 5-seater coupé body. A very interesting and unusual car. 77, Stonor Road, Hall Green, Birmingham.

1935 1½-LITRE RILEY "FALCON," preselector. Mechanically sound; good tyres; taxed. £170. Exchange "Nippy" or small sports coupé. Patrick, Stonegate, Pasture Lane, Seamer, Scarborough.

BENTLEY 1929 4½-LITRE in 1925 3-litre "Red Label" short chassis, boat deck. Nearest £250. Bentley, 9, Victoria Parade, Morecambe, Lancs.

M.G., TYPE M. Rebored; new main bearings, tyres, batteries, etc. Excellent condition. Must sell. Offers please: Firth, 7, Nunroyd Grove, Leeds, 7.

HUMBER "16/50," 5-seater tourer. Veteran but in excellent running order. Upholstery and tyres good. Spotlight. Taxed to 31.12.49. Seen Surrey. Any reasonable trial. Full petrol. £70 or near offer. Box No. 314, MOTOR SPORT, 15, City Road, E.C.1.

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3-LITRE "RED LABEL" 4-seater V.D.P. Bentley, 1926. Built-in stoneguard, P.100s, Fram, all-over tonneau cover, new tyres. Above car owned by member of B.D.C., has just been returned from Bentley Service Depot after £120 overhaul, including brake drums lined to standard, all brakes relined, king-pins and bushes, Perrot shaft brake universals and bushes, prop.-shaft universals renewed, springs and axles set up. A.A. or R.A.C. examination welcomed. Full petrol. £350, offers. Berks. Box No. 316, MOTOR SPORT, 15, City Road, E.C.1.

1937 HUDSON 8-CYLINDER drophead coupé, in very good condition throughout. Just been decarbonised. A very smart and genuine car. One owner. Offers over £500. Box No. 315, MOTOR SPORT, 15, City Road, E.C.1.

BENTLEY, 1924, 3-LITRE open 4-seater. Licensed December. Offers to: Shephard-Walwyn, Blackwell Lodge, Carlisle.

FOR SALE—continued

VINTAGE ROVER "16/50" tourer, 1928. Running order; taxed and insured; petrol. Good tyres, hood and screens. Nearest offer £50 definitely secures. Exchange considered for vintage sports not over 2 litres. Crane, 43, Longfleet Road, Poole, Dorset. Tel.: Poole 270.

1947 VOLKSWAGEN TYPE 11, saloon, 20,500 kilometres, excellent condition. Cellulosed maroon, linen front seat covers. Mellowtruth radio, spotlight. £300. Wilson, Beverley, Blockley, Glos.

SMART M.G. SPORTS 2-SEATER, 1931. New hood, good black paintwork. Perfect running order; engine recently overhauled by Laystalls, including Cromard liners. 4-speed silent gearbox; four good tyres and two new unused; 60 m.p.h.; 50 m.p.g. Taxed; full "basic." £135. Brokes, Mill Farm, Southborough, Kent. Tel.: Southborough 961.

1935/6 TRIUMPH GLORIA "Southern Cross" 2-seater sports. Fitted with radio. Aero wind-screens and new tyres. In excellent condition throughout. £275, terms and exchanges. S.B. Motors, 215/217, Oxford Road, Manchester, 13. Tel.: Ardwick 2300.

TYPE 49 3.3-LITRE BUGATTI, first registered 1934. Very attractive 4-seater body with exceptionally good all-weather equipment; four new tyres, two spares. Alternative twin S.U.s or single Zenith carburetter. Performance as original Motor road-test of this particular car. £500. Photo on request. Wilks, 7, Forest Road, Dorridge, Birmingham.

1927 O.M. TOURER, 16 h.p. Laid-up during war, small mileage since. Thoroughly overhauled, excellent condition. £200; numerous spares included. Dobson, Nash End, Bisley, Glos.

1½-LITRE BUGATTI "GRAND PRIX," full-pressure crankshaft, latest brake drums, six wheels; ready fast touring or competitions. Offers. Reg. Taylor, 51, Gt. Hampton Street, Birmingham. Tel.: Northern 4549.

ALLARD, 1946 (AUGUST) SPECIAL 2-seater competition model. Blue. Mileage under 4,000. One owner. Used in one event only, and in absolutely new condition. £775. Eleanor Motors, 265-7-9, Mare Street, Hackney, E.8. Tel.: Amherst 3923.

WHEEL REPAIRS will repair and true your wire wheels. Rebuilds and conversions also undertaken. Estimates on request. Park Works, Andover Road, Cheltenham.

BENTLEY.—Two only, 19-in. wheels for 62-hub. Never used since rebuilding, £4 each. Wheel Repairs, Park Works, Andover Road, Cheltenham.

MORGAN "4/4" 2-seater green sports, 1939. New front springs, shock-absorbers, king-pin bushes; clutch and brakes recently relined. new wind-tone horns; four excellent tyres and two new tyres. Engine, bodywork, hood and side-curtains in exceptionally good condition. Full petrol. Reason for selling, matrimony. £395. Pinnington Bros., Motor Engineers, Wallasey, Cheshire.

RILEY COMPETITION 2-SEATER, 1949 registration. £10 tax. Six-cylinder, three S.U., 1,458-c.c. engine in shortened Riley chassis. Special coachbuilt body, new hood, etc.; k.o. wheels, 600 by 16 at rear, with all new tyres, two spares. New petrol pumps shackle-pins and bushes, distributor, Oilcoil, brake cables, brake and clutch linings. Engine rebuilt, with new pistons, valves, bearings, etc. Genuine reason for sale. £325 or near offer. J. Macklin, Bure Lane, Mudeford, Hants. Tel.: Highcliffe 16.

ENTHUSIAST DISPOSING OF STABLE.—(1) 1931 "17/95" short-chassis, 8 million series, large blower Alfa-Romeo. Black drophead coupé. This car has been completely overhauled at cost of £300. Body resprayed. Not yet run-in. £500. (2) 1934 "2.6" Series III, blown Alfa-Romeo. Maroon drophead coupé. Engine just overhauled. Goes like a bomb. New hood, tyres, battery and headlamps. Otherwise body rough. £800. Burton, Ridgeway, Belstead Road, Ipswich. Tel.: 51653 (evenings).

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FOR SALE—continued

MERCURY-NASH sprint single-seater "Spook," 3.9-litre V8 engine, chain drive, single and twin tyres. Offers to Lowrey, Green Shutters, Avenue Road, Farnborough, Hants.

2-LITRE SUNBEAM. 1929 chassis fitted new saloon body by Cooper, 1941. Mechanically sound. Opalescent grey, with blue leather interior. Second owner. Taxed end of year. £170 or near offer. T. Haig, Cheston Farm, South Brent, S. Devon. Tel.: S. Brent 3266.

BUGATTI, TYPE 35B, road-equipped 2.3-litre supercharged, roller-bearing, G.P. 2-seater. Petrol and methanol jets. Easy starting. Docile in traffic, exciting out of it. Bugatti-blue. £550 or near offer. Elwell, St. James' Hospital, Portsmouth. Tel.: Portsmouth 32208.

CITROEN 12.8-H.P., 1938. This car is in really excellent condition, both appearance and mechanically. Offers around £395. Kalyan, Beehive Lane, Chelmsford. Tel.: Chelmsford 4336.

AUSTIN TEN, 1934, 2/4-seater tourer. Perfect. Basic. Taxed and insured. £120, or exchange for sports car that needs respraying and minor repairs. 8, Wroughton Terrace, N.W.4.

1949 TRIUMPH ROADSTER (B.M.T.A. consent). H.M.V. pushbutton radio; heater. Low mileage. All petrol. Sell £950, or exchange larger car, Bentley preferred. Any trial or examination welcomed. Booth, 33, Netheroyd Hill, Huddersfield.

M.G. "PB," excellent condition; £90 engine overhaul; new hood, tyres, tubes, battery, brake cables and linings; recellulosed last 4,000 miles; aerosecreens; luggage grid. Also Austin-Ford, new engine, 600 miles; good looking. Offers. Viewed Birmingham. Owner emigrating. Box No. 285, MOTOR SPORT, 15, City Road, E.C.1.

BUGATTI 2.3-LITRE, supercharged, full roller-bearing, single o.h.c.; aluminium wheels, large brakes. Stored since complete engine overhaul two years ago by Continental Cars Ltd. Must sell. Any offer considered. Box No. 286, MOTOR SPORT, 15, City Road, E.C.1.

"SPEED SIX" BOUND INSTRUCTION BOOK. Offers. Box No. 287, MOTOR SPORT, 15, City Road, E.C.1.

RILEY "IMP," 1935. 100 per cent. all-round condition. Offers. Box No. 288, MOTOR SPORT, 15, City Road, E.C.1.

M.G. "PA," perfect condition. Photograph and full details on application. £285. Box No. 289, MOTOR SPORT, 15, City Road, E.C.1.

ROLLS-ROYCE "40/50," "Silver Ghost," 1924. Original shooting brake body, late property of Sir Cunliffe Owen. 2,000 miles since £250 spent on chassis, bills shown. Very good tyres, two spares. Modifications include electric petrol pump, electric windscreen wiper, coil ignition. £300, or near offer. Write: Box No. 292, MOTOR SPORT, 15, City Road, E.C.1.

TWIN S.U. PETROL PUMPS, 12-volt, new, £4 2s. 6d. Also single S.U. pumps, 6-volt or 12-volt, rebuilt, 65s. each or 27s. 6d. on exchange. Large stocks of new spares, shafts, gaskets, king-pins and bushes; A.C. pumps, crown-wheels and pinions, etc., early and late models. Established 1921. Clare's Motor Works, 96, Tulse Hill, S.W.2. Tel.: Tulse Hill 6002.

FOR SALE—continued

MARECHAL HEADLAMPS, 12-in., complete with brackets and wired ready for mounting. Perfect condition. £25 the pair. Box No. 291, MOTOR SPORT, 15, City Road, E.C.1.

ALVIS, 1926, aluminium "ducks-back" 3-seater, open tourer body, with original mudguards, in fair condition. Cheshire. Yew Tree Cottage, Adlington, near Macclesfield. Tel.: Poynton 2473.

RILEY "IMP," £300. OE "30/98" Vauxhall, £300 or offer—an exceptionally fine car. 1925 3-litre "Red Label" Bentley; excellent mechanically, with nice 2-seater body; £300. F. J. Payne, Worcester Place, Oxford. Tel.: Oxford 2838.

DELAGE D.6 II four-light saloon. Rechromed, resprayed. New Marechals. New tyres. Striking appearance. Seen Southgate. 210 gns. Tel.: Finchley 6982.

RILEY NINE, 1929. Aluminium 2-seater. Rebored, h.c. pistons fitted; re-upholstered; four good tyres, one new. Mechanically good; body requires some alterations. Offers around £65. P. Tullie, 16, Firs Road, Ashton-on-Mersey, Sale, Cheshire.

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£269 Morgan 10-h.p. "4/4" 1937/8 2-seater. Blue. Immaculate order. Fram filter, etc.

£180 Singer Nine "Le Mans" 2-seater. Crimson. Unused two years. Full petrol. Headlamp stoneguards.

£175 A.C. 16-h.p. 3-carb. "Speed" model open 4-seater. Good hood. Lovely solid car. Pull anything.

£150 Wolseley Hornet Special "Daytona" open 4-seater. Green. Long flared wings, knock-on wheels.

£99 O.M. 2-litre, 16-h.p., open "Speed" model 4-seater. Crimson and black. New tyres. Goes like a bomb. Good old vintage car in magnificent order. Host of spares to go with it.

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CORD PHAETON, supercharged, drophead coupé. Body duck-egg blue, blue upholstery. This car is of the most modern appearance; 100 m.p.h.; 17 m.p.g. Showroom condition throughout. £550 or near offer. J. Radford, 2A, Wembury Street, Moston, Manchester, 9. Tel.: Collyhurst 2107.

DELLOW SPECIALS. For competition and road use. Let Dellow reconstruct your Ford Eight or Ten (post-1938). Condition immaterial. Details and illustrated leaflet on request. Dellow Motors Ltd., Alvechurch, Birmingham. Tel.: Hillside 1191.

LAGONDA 2-LITRE "SPEED" MODEL, 1929. Excellent tyres and works; 27-30 m.p.g. £200. Webb, 8, Aldersmead Road, Beckenham, Kent. Tel.: Sydenham 5084.

FOR SALE—continued

RILEY NINE saloon, 1935. Preselector. Twin Solex; Laystall crank. Recently had engine and general overhaul. Sound car in first-class condition. Excellent aluminium body. Nearest £185. Cooper, "Wynnstey," Victoria Road, Eccles, Manchester.

RILEY "ULSTER IMP," ex-T. C. Harrison, with many successes at Brooklands and Ulster. Rebuilt 18 months ago. In perfect condition. Genuine 100 m.p.h. car. Complete with 5:1 and 6½:1 axle ratios; 20-gallon pressurised petrol tank and 4½-gallon tank. Spare magneto. Two sets wings—sprint and weather. All-weather equipment. Crash-type gearbox. Two compression plates, 8:1 or 15:1. Ideal car for road-racing, hill-climbing, or pleasure motoring. Offers invited over £650. For details: Apply, Bryce Motors, Birmingham Road, Stratford-on-Avon.

TRIALS SPECIAL. Austin "Grasshopper," AOX 4, fitted Ford 10-h.p. engine and Ausford body by R. K. N. Clarkson. Completely reconditioned in last six months, including new engine. Full details from: Frost, Links Road, Kirby Muxloe, Leicester.

"J2" M.G. 2-seater, 1933. Present owner last nine years. Many extras, oversize headlamps, etc. Maintained in 100 per cent. condition; uses no oil. Various spares available. £185, or near offer. J. Lockett, Wayside, Oxshott, Surrey.

V8 AUTORIA (two 1½-litre Rileys) engine and pre-selector gear complete in all respects (starter, dynamo, etc.), dismantled for inspection and in good order. First cheque £75 secures. Connaught Engineering, c/o Continental Cars Ltd., Portsmouth Road, Send, Surrey. Tel.: Ripley 3178.

WOLSELEY EW "DAYTONA" SPECIAL, 4-seater. Twin S.U.s, 6-cylinder; 25 m.p.g. New hood, windscreen, six tyres, two Dunlops. Sports body thoroughly reconditioned; recent engine overhaul (bills). Smart looking, in first-rate running order. £275. Tel.: Mill Hill 2634.

WOLSELEY HORNET FOURTEEN, D.H.C., 1935, in really excellent condition, ready for anywhere. Owner has new car. Offers. Tel.: Ashstead (Surrey) 696.

ALVIS 17-H.P. "SILVER EAGLE" sports saloon. Superb coachwork in duo-grey. Alvis-maintained; almost new tyres. £295. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648.

CAMBRIDGE ENGINEERING OFFER all the following on a part-exchange system: Dropped axle and spring sets to underslung chassis; rebored cylinder blocks with pistons; light flywheels; four-speed remote gear controls; main, hub, timing-wheel bearings; remetalled con-rods. All for Austin Seven. All pins and bushes in stock. New light 2-seater body shells, weight 40 lb., made to order for short chassis. Engine overhauls. Repairs at short notice. Lockheed brakes to order. Cambridge Engineering, Cambridge Road, Kew Green, Surrey. Tel.: Richmond 2126.

JAGUAR 1938 "100" sports model, excellent condition. Painted red, all chromium sound; tyres very good; engine and general details 100 per cent; low mileage. £800. Great Western Motors, Station Road, Reading.

LAGONDA 3-LITRE pillarless sports saloon, beautiful chassis; excellent tyres; special preselector box. £195. Wadcol Motors, 150, West End Lane, Hampstead. Tel.: Hampstead 1177.

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"LE MANS" SINGER 9-H.P. sportsman's coupé, ivory and black. Excellent tyres, knock-off wheels. £195. Wadcol Motors, 150, West End Lane, Hampstead, N.W.6. Tel.: Hampstead 1177.

TALBOT "75" 4-seater. Rebores; new hood, all sidescreens, good tyres. £125 or best offer. Bailey, 84, Park Avenue, Orpington. Tel.: Orpington 3762.

M.G. "MONTLHERY" MIDGET, completely overhauled, perfect condition throughout. All new tyres, many extras. Original team car. Bargain, to clear, £185. Jack Leeson & Partners, 96, Brook Street, Stourbridge, Worcs. Tel.: Hagley 3234.

ADLER, 1937, 10-H.P. sports, streamline body, 2-seater. Terrific performance. £350. Jack Leeson & Partners, 96, Brook Street, Stourbridge, Worcs. Tel.: Hagley 3234.

TALBOT ENTHUSIAST REDUCING STABLE.—1908 Clement-Talbot "12/16," new tyres, oil pump; fast; £75. Talbot "90" drophead coupé, two new tyres, Redex Lubrocharger, high-compression head, new bearings throughout, 1931, £100. 1936 Talbot sports 18 h.p., downdraught carburetter, flywheel starter, 2-seater competition alloy body, 30-gallon fuel tank, large rev.-counter, speedo.; colossal urge; £125. Consider exchanging all three for Talbot Ten. Swandean House, Salvington Hill, Worthing.

LEA-FRANCIS "12/40" tourer, 1932. Bench-type front seat accommodating three adults, and large, well-upholstered dicky. All upholstery has been renewed and new hood, battery, dynamo and three new tyres fitted. Both engine and coachwork are sound, the latter being resprayed recently. A really smart and reliable car. Welford Bros., Opal Street, Leicester. Tel.: Leicester 65903.

TALBOT "90," 18 H.P. Green. Four-seater open sports, very good condition throughout, including engine, tyres, tonneau covers. £200 or offer. Owner, c/o The Western Motor Works (Chislehurst) Ltd., Perry Street, Chislehurst, Kent. Tel.: Footscray 1122.

M.G. 4-SEATER, 1935 "PA." Black, red leather. Very good order throughout. Taxed; petrol. £200 or offer. 6, Malvern Road, Surbiton, Surrey. Tel.: Elmbridge 8665.

1,098-C.C. MORGAN-BLACKBURNE SPECIAL. Unused many years. Perfect condition. "Brooklands" chassis. Fully aerodynamic bodywork. Performance shattering. £150. View West Country after August 20th. Box No. 328, MOTOR SPORT, 15, City Road, E.C.1.

LANCIA "DILAMBDA" 1934 saloon. Very fast, engine superb, body rough. All new tyres; Servo brakes; new coil starter, etc. Tow anything; ideal caravan or racing tender. £100. Anthony Brooke, 2, Corporation Street, Sheffield, 3.

I.F.S. SPARES.—Transverse leaf, wishbones, links, knock-on hubs, brake drums, etc.; all parts for specials over 15 cwt. Alta-style racing shell body, complete cowl, bonnet, tail. Anthony Brooke, 2, Corporation Street, Sheffield, 3.

M.G. WHEELS.—Two, complete with 600 by 16 tubes and Dominion Royal graded tyres, nearly new, bargain £6 each. "Greystones," Cross Keys, Sevenoaks.

FOR SALE—continued

ALVIS "16/95" 1930 sports tourer. In reasonably good condition. Fully weatherproof. All petrol. Offers over £120. Also 1932 Riley Nine chassis, can be towed away; complete, with many additional spares. Offers. Jeffery, Hunworth Rectory, Melton Constable, Norfolk. Tel.: Holt 3165.

3-LITRE BENTLEY for sale. Open 4-seater body. Very good condition. Tel.: Uxbridge 2896.

4½-LITRE BENTLEY. Completely overhauled by Bentley specialist and fitted with 3-litre engine. New sports 4-seater body recently fitted. T.T. wings and twin aero-screens. New tyres. Whole car repainted racing-green and in immaculate condition. Full basic petrol. £600 or offer. Box No. 329, MOTOR SPORT, 15, City Road, E.C.1.

3-LITRE BENTLEY SPARES, including block, crankcase, A-type gearbox, etc. Box No. 330, MOTOR SPORT, 15, City Road, E.C.1.

1929 LEA-FRANCIS "12/40" 2-seater. Engine just completely rebuilt. Everything else in good order. Absolutely reliable. £140. Vriens, 15, Senhouse Road, North Cheam, Surrey.

FORMULA "B"**Aston-Martin Engine**

giving over 100 b.h.p. with complete reliability—easily capable of giving more. E.N.V. c.r. box. 12-in. Lockheeds. Central single-seater body, British green. Just completely stripped by well-known racing mechanic. Owner must sell for business reasons. No reasonable offer refused. Trailer available if required. Completely insured for year.

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1935 LANCIA "DILAMBDA," "232" model, genuine mileage 32,700. Four-door close-coupled, pillarless saloon, with large luggage boot, by H. J. Mulliner, of London. Scintilla, Jackalls, three electric horns, Notek lamp. Wheels rebuilt 600 by 18 tyres, discs, two spare wheels, perfect tyres. Twin demisters, Kigass starter, many other extras. Aluminium and black, blue leather upholstery. A fine car in excellent condition. C. R. Abbott, Dukes Road, Western Avenue, Acton, W.3. Tel.: Acorn 3224.

1935 LAGONDA "RAPIER" sports coupé. Immaculate condition, fitted interior heater, defroster, etc. Enthusiast-owned. £300 or near offer. Reply: Brooks Motor Co., Ltd., Castle Gate, Newark.

FOR SALE—continued

V. W. DERRINGTON, LTD., 159 and 200, London Road, Kingston-on-Thames. Tel.: 5621/2. For all sports spares, materials and equipment. Chromium-plated tubular luggage grids from £6. "Brooklands" detachable aero-screens with universal fittings suitable any car, 48s. "Deep Note" exhaust systems from £3. Cycle-wings, 6-in., 15s.; 8-in., 18s. 6d. Sheet aluminium 6 ft. by 3 ft., 22 gauge, 25s.; 18 gauge, 40s. Other gauges, mouldings, angles, stocked. Light steel bucket seats, trimmed rexine, red or black padded sponge rubber, 87s. 6d.; real leather, £5 7s. 6d. Light alloy seats (2½ lb.), untrimmed, 50s. Dunlopillo seat cushions, 22s. 6d. and 25s. Scintilla Vertex, Lucas and B.T.H. vertical magnetos from £7 10s. Superchargers, all makes, instruments and sets. Largest Zoller, new, for E.R.A., Magnette, £65; 2½-in. bore S.U. carburetter, £15. Sirens, 6v. or 12v., chromium-plated, £5. Speedometers, rev.-counters, thermometers, head-lamps, spot and fog-lamps, Windtone horns, F.I.A.T. spares, largest stockist, 500, 1,100 and 1,500: reconditioned engines, gearboxes, starters, dynamos, radiators, propeller-shafts, complete servicing facilities.

M.G. SPARES.—Vertical drive roller races, 8s. 6d. pair; sleeves, 20s. 6d.; own drive pinions reconditioned, 40s.; rockers reconditioned, 7s. 6d. each; rocker bushes, 7s. 6d.; rocker shafts from 10s. 6d.; gaskets, ball-races, half-shafts, valves, 7s. 6d.; valve guides, phosphor-bronze, 7s. 6d.; engine and road springs; Bluemel "Brooklands" steering wheels, fixed boss, 85s.; adjustable boss, 95s.; road wheels, all models, new, £6 10s.; pair wheels with new 4.50 by 19 Dunlop competition tyres, £17 10s.; aero-screens, adjustable any angle, universal fittings for any car, 48s. each; "deep note" exhaust systems, "J" 65s., "P" 75s., "T" 85s.; fishtails, polished aluminium, 17s. 6d.; chromium-plated, 30s. RILEY SPARES.—Spring spoke steering wheels, 1931-2, 25s.; connecting-rods, 25s.; crankshaft, £5; 1929 cylinder block, sound, £7 10s.; wheel discs, brand new, Wilmot-Briedon, 4.50 by 19 in., set £10; 1½-litre S.U. carburetters, £4 10s.; 100-m.p.h. speedometer heads, £4 10s.; side-valve model timing chains, 25s. Racing and competition tyres, new, special prices.

V. W. Derrington Ltd., 159 & 200, London Road, Kingston-on-Thames. Tel.: 5621/2.

BUGATTI TYPE 43, with "44" engine, being fitted with magnificent new aerodynamic body of outstanding design, 2/3-seater drophead coupé, foldflat windscreen, winding windows, exceptional luggage space. Mechanically perfect and the most wonderful car to drive, with Daimler fluid-flywheel and pre-selector gearbox; 3.5-to-1 back axle, giving over 100 m.p.h. and 28 m.p.g. on "Pool." New tyres and battery. Exceptionally well equipped. £650. Finished any colour to choice.

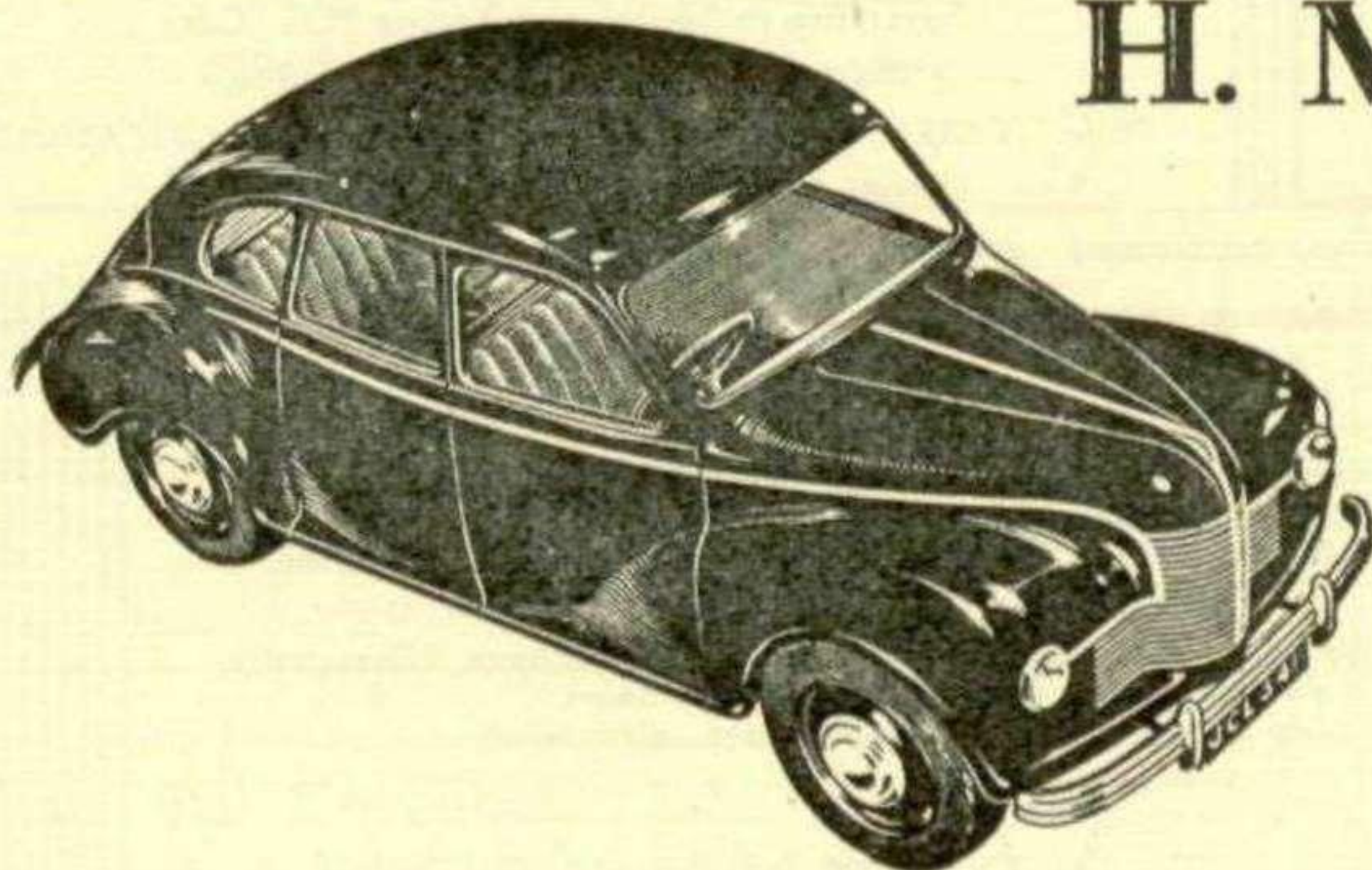
ALFA-ROMEO. George Eyston's ex-world's records holder at 113 miles in the hour. Engine and large supercharger completely reconditioned, fitted sports 4-seater body in red; new battery. 1931 1,750-c.c. "Grand Sport" model. £395.

RILEY "IMP," 1935. Laystall reconditioned and tuned. Fram filter, original aero-screens. Full coupons. In particularly good condition. £375.

M.G. CHASSIS, 1935 L-type, with new oversize tyres, with radiator, wings and tank. Practically ready to drive away. Make an excellent "special." £100.

V. W. Derrington, Ltd. 159 & 200, London Road, Kingston-on-Thames. Tel.: 5621/2.

SUNBEAM TWIN-CAM 3-LITRE fabric saloon, 1927. Body and chassis excellent. Engine o.k. Low mileage; fair tyres; £90. Seventh series 1928 Lancia "Lambda" fabric-bodied saloon, in excellent order throughout, £75. 1934 Hudson 16-h.p. tourer, good runner; hood, screens; £45. All duty-free to England. Bigger, Dunsinea, Castleknock, Dublin, Eire.

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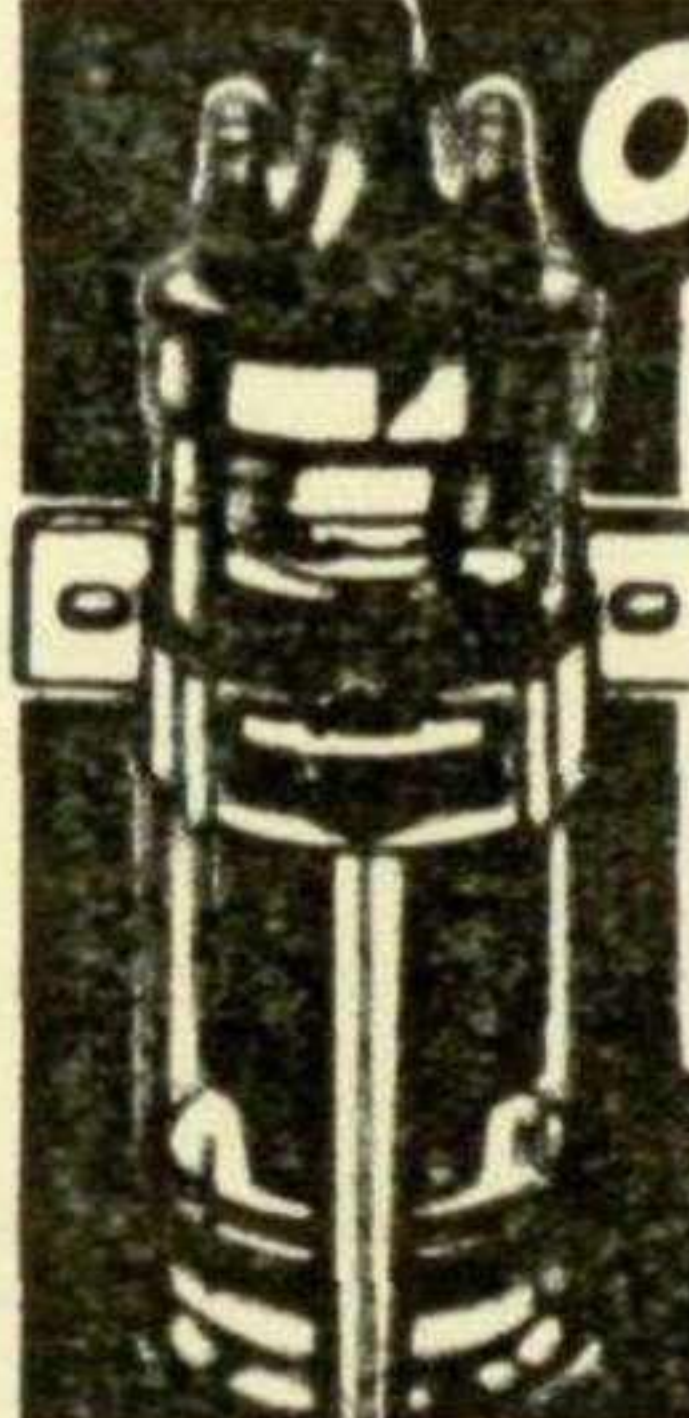
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1938 "TA" 10-H.P. M.G. 2-seater. Very clean; fast; taxed. £290, or exchange saloon or coupe Riley Nine or Twelve, Alvis, Talbot Ten, Ford, etc. Box No. 331, MOTOR SPORT, 15, City Road, E.C.1.

RILEY NINE "KESTREL" saloon. Twin carbs. Goes like a bomb. Winner of several class awards. Good mechanical condition; low oil and petrol consumption. Taxed 1949. Family reason for sale. £180. Tel.: Val 8154.

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Scintilla Vertex magnetos, N.V.4, Ford Eight and 10 h.p., new condition, £6 2s. 6d. each, carriage paid. Established 1921. Approval seven days. Clare's Motor Works, 254, Brixton Hill, London, S.W.2; Tel.: Tulse Hill 3483; or secondhand dept., 96, Tulse Hill, S.W.2; Tel.: Tulse Hill 6002.

ALVIS "FIREFLY," 1933, drophead foursome coupé. Good appearance, tyres; taxed Dec., all petrol. Vac-assisted braking. Owner 12 years. £175 for this sound car. Applebee, 21, Spencer Road, Buxton (after August 13th). Tel.: Buxton 820.

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ASTON-MARTIN "INTERNATIONAL" 2/4-seater. Resprayed dark green. Very good hood and tyres. Back axle and gearbox overhauled. £225. Alvis "Speed 20" 1935 manifold, Barimar reconditioned. Minx 1946 cast-iron cylinder head, hardly used. Offers. R. Grummitt, 222, Station Road, Beeston, Notts.

ALVIS "FIREFLY" sports saloon, 1933. £200. Taxed. Preselector overhauled. Good tyres, battery. 221, Birchfield Road, Redditch, Worcs.

AS NEW, 6-volt Exide battery, large capacity; two lightweight bucket seats; Bi-Flex headlamp (chrome). Offers. 39, The Newlands, Wallington, Surrey. Tel.: Wallington 7114.

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EXCHANGE.—Exceptionally good "J2" M.G., many extras, taxed, for Morgan, preferably "F" Super, 8-h.p. saloon, or sell £185. Davis, "Rostrevor," Hillside Walk, Brentwood, Essex.

1927 SALMSON (FRENCH) 11-H.P. twin o.h.c., fitted with 2-seater body, in good condition. Any reasonable offer. Apply C. Bridger, The Study, Hindhead, Surrey.

RILEY NINE saloon, 1931. Good mechanical condition throughout. Body condition weatherproof. Wings, bonnet resprayed. £70 or offer. Tenswall, 123, Castelnau, Barnes, London, S.W.13.

FOR SALE—continued

£60.—AUSTIN SPECIAL. Two chassis frames, back axle, complete with spares, flat springs, "Ulster" front axle and spring, steering box, column, spring-spoke wheel, special radius-rods, alloy radiator cowl. Two new 4.00 by 17 wheels, all hubs, wheel bearings, brake parts. Box No. 332, MOTOR SPORT, 15, City Road, E.C.1.

SINGER SPORTS 4-seater, excellent condition, £145—offers. Bugatti "Brescia" 12-h.p. 2-seater; enthusiast-maintained; beautiful condition; offer, £200 plus. Hughes, 16, Bryanstan Road, Prenton, Birkenhead.

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1938 MORGAN "4/4." New hood, Fram. All petrol. £250, or near offer. 20, Wardown Crescent, Luton, Beds.

1929 LEA-FRANCIS. 11.9-h.p. Meadows completely rebuilt engine, chassis, wheels. New tyres, battery. Finished as fixed-head saloon. Offers. Seen by appointment only. Keyte, Kempsey, near Worcester.

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EXCHANGE.—Encyclopaedia Britannica, latest edition, unwrapped, cost over £60, for car, or offer. Wright, 15, Station Lane, Dovercourt, Essex.

1939 M.G. T-TYPE. Blue, blue leather, new hood and full tonneau; wind horns, large rear tyres, luggage grid. Whole car in good condition. Moderate price. 104, Kingston Road, Wimbledon, S.W.19. Tel.: Liberty 1704, after 6 p.m. only.

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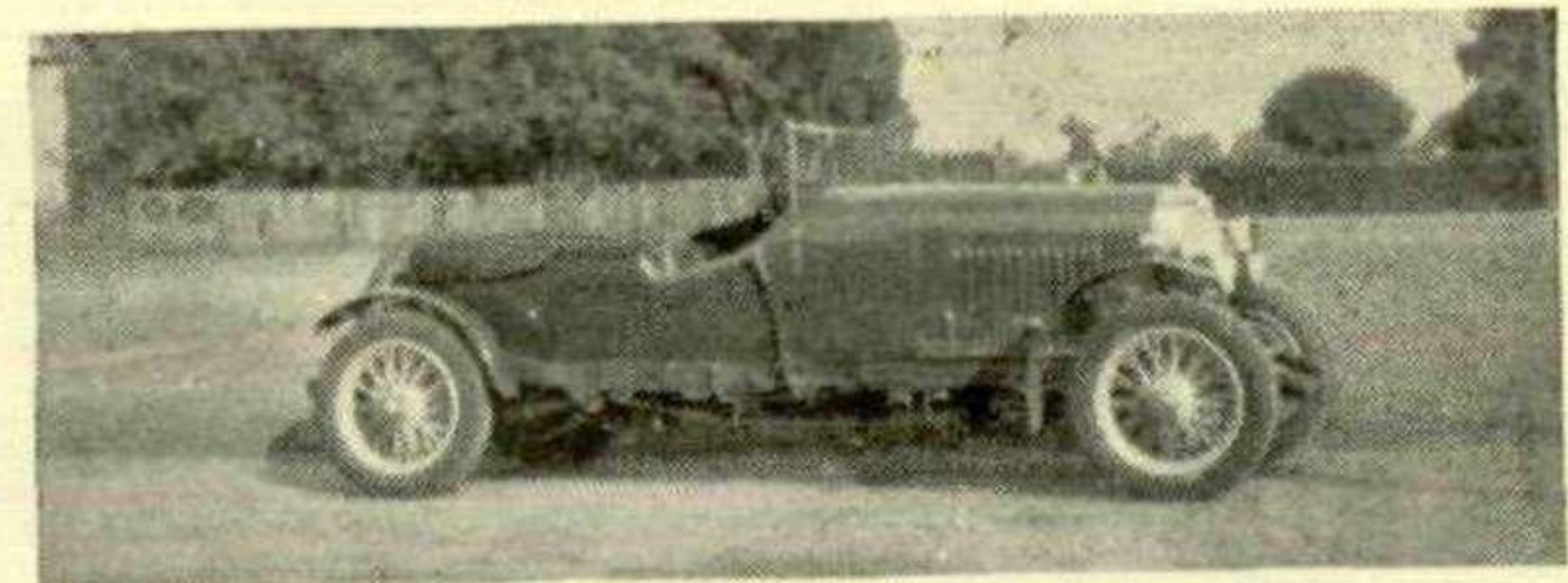
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M.G. "F2" ENGINE, 12 h.p., 1933. Unit includes dynamo, starter, twin S.U. carbs., clutch and 4-speed E.N.V. gearbox. £25. Bacon, 136, Kettering Road, Northampton.

£225.—3-LITRE "SPEED" MODEL BENTLEY. Good order throughout. Full petrol. £25—1924 A.C. Twelve 2-seater, running order. Stephens, Bridge Inn, Ivybridge, Devon.

AUSTIN SEVEN CHASSIS, front and rear axles, complete springs, brakes, five wheels, steering complete; no tyres, no front shockers. Box No. 297, MOTOR SPORT, 15, City Road, E.C.1.

RILEY NINE SPECIAL, 1931, 2-seater. Overhauled throughout. Shortened chassis. Three new tyres, hood, battery. Offers over £100. Box No. 298, MOTOR SPORT, 15, City Road, E.C.1.

£120 OR NEAR OFFER.—1928 Bean "14/45" saloon; engine bored and crank ground; coachwork and chassis very sound, good tyres, three new; brakes and steering good; new battery, coil, radio and heater fitted. Could make a good taxi. Would exchange or part-exchange for 8-h.p. 2-seater, s.v. Morris Minor. Podd, 53, Carlton Road, Lowestoft, Suffolk. Tel.: 674.

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16-H.P. STEYR car, good runner, good condition; £45 or offer. 47, Brookside South, East Barnet (5 mins. Southgate Station).

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1936 TYPE 45 FRAZER-NASH-B.M.W. cabriolet, bodywork rough; £125. 69, Murray Avenue, Bromley, Kent. Tel.: Ravensbourne 0986.

NEW FORD V8 SPECIAL. Open 4-seater Lea-Francis body, high-ratio (3.5) axle, giving over 25 m.p.g. All-weather equipment, tonneau cover, etc. £10 tax. Resprayed and rechromed. Circumstances force immediate sale. Full details from: Bollam, Oaks Farm, Charley, Loughborough.

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FOR SALE—continued

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

1938 FRAZER-NASH SPECIAL competition 2-seater, supercharged 2-litre B.M.W. engine. Removable hood, five good tyres. Excellent general condition. Offers over £600. Details, etc., Box No. 300, MOTOR SPORT, 15, City Road, E.C.1.

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ASTON-MARTIN "Ulster" 1½-litre, in red. Mileage under 16,000, which we honestly believe is genuine, and general condition supports this. It is really beautiful, and one of the finest examples of this marque in existence. All tyres as new, and everything in perfect order, complete with all tools and weather equipment. 25 m.p.g. 95 m.p.h. approx. £775 or near. Exchange for saloon or coupe not exceeding 14 h.p. Terms.

MARWYN 500-c.c. 498-c.c. 5-stud J.A.P. engine, Burman 4-speed c.r. gearbox; 15-in. wheels, with new Dunlop racing covers. Finished in blue and silver. 1948 model, only raced one season. Used by us for showroom display only. This car has been stripped and prepared by Marwyns this year; it has not run since and is ready for immediate racing. £355 or near offer. Exchange, sports car or coupe.

BENTLEY 3-litre "Red Label." Finished green. Four-seater. Body (no hood), rear seats, upholstered Dunlopillo. Fitted 100-m.p.h. engine, 9 ft. 9 in. Birkin chassis, "Speed Six" front axle, 4½-litre rear axle, polished con.-rods, self-lapping ribbed brake drums, "Le Mans"-type tank, Zeiss headlamps. All plating (except radiator) rechromed. Stoneguard, four spare covers, spare set valves, gaskets, piston rings, some rocker gear, and various other parts. Spare tank, aero-screens, etc. This car did a timed speed of 104 m.p.h. at Preston this year. £278 cash, or exchanges considered.

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Powerplus supercharger, complete with carburetter, set of jets, chokes, mountings, drive, manifolds, oil pipes, boost gauge, etc. Believed ex-"Magic Midget." 18-lb. boost at 6,000 r.p.m. £35.

"J4" M.G. Laystall crankshaft, perfect, £35. "J4" head, complete with camshaft, all new valve gear (200 miles only). Copperised, triple springs, KE 965s, valve cover with r.p.m. take-off, water manifold. £22 10s.

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Front housing for dynamo, distributor, water and oil pumps, £2 10s. Oil pump, Tecalemit filter, complete set oil pipes (chromed), £3.

Dynamo (reconditioned), £5. Elektron sump, £1 10s. Set André triple friction-type shock-absorbers, £6 (four).

"J4" 2-seater body, complete with hood, rear tonneau, foldflat screen mountings, instrument panel, front bulkhead, floorboards. Cellulosed dark green. Beautiful condition. £20. Two bucket seats for above, leather upholstered, £2 each.

F.I.A.T. 500 radiator, perfect, £5.

Letters only: D. Wilcocks, The Cottage, Faircross Way, St. Albans, Herts.

M.G./VAUXHALL TRIALS SPECIAL, new 1,442-c.c. Vauxhall engine in reconditioned M.G. "J2" chassis, mileage under 1,000. Lightweight bonnet and wings; two spare 16-in. wheels, all new tyres; £240. Also M.G. "J2" engine and gearbox, run less than 5,000 miles since complete overhaul; all accessories. Offers. Heinrich, 201, Streetsbrook Road, Shirley, near Birmingham.

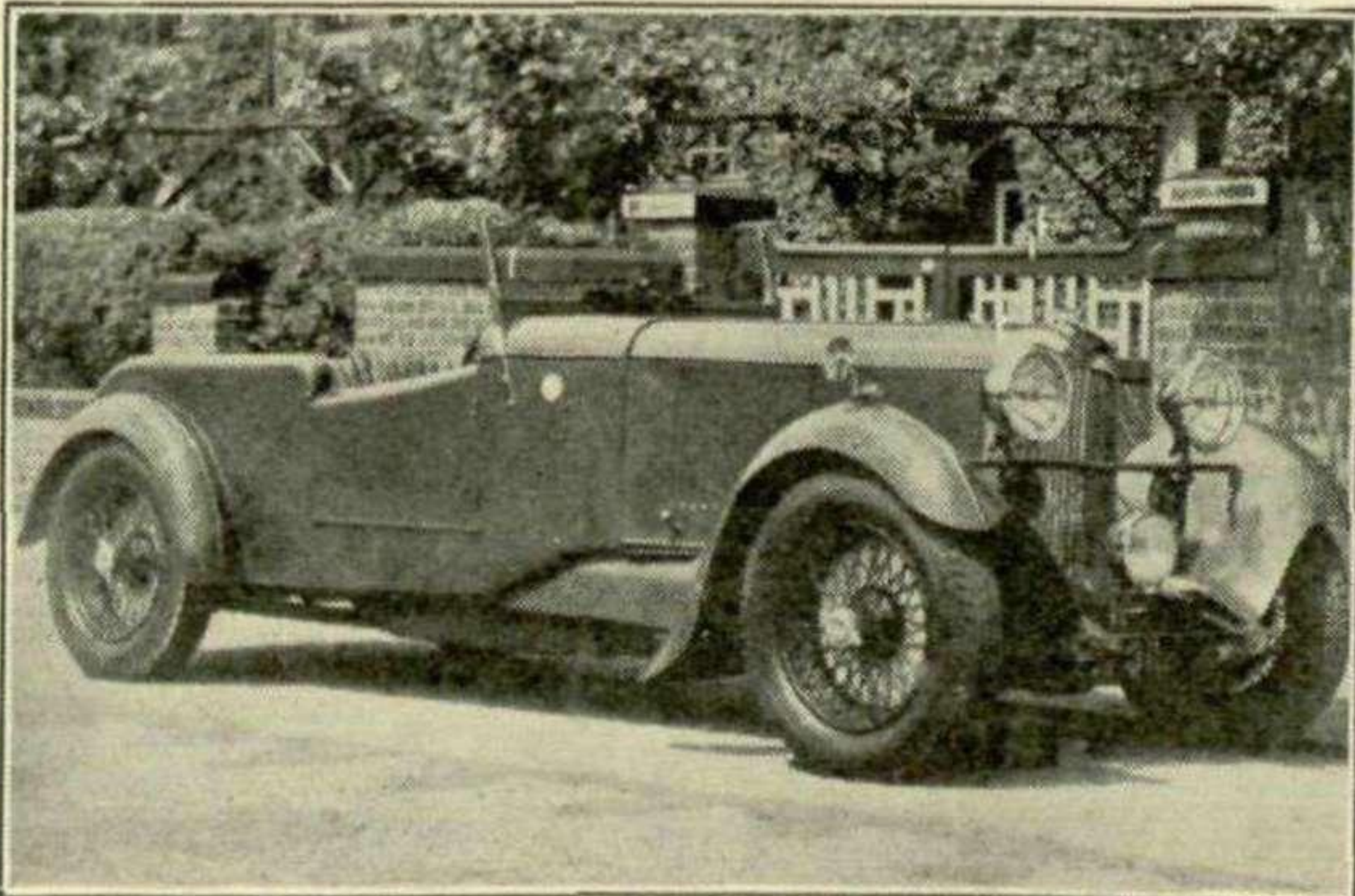
1947 RED 1,496-C.C. AERODYNAMIC H.R.G., 1949 modifications; perfect condition, works maintained; recently prepared for Continental rally by works, but not used. Set of new tyres, sports wheels and "basic" coupons. Owner regrets sale owing to illness. £850. Any trial, Coventry, by appointment. Roland Sidwell, 27, Union Street, Coventry. Tel.: 5244 (daytime).

RILEY NINE 1933/34 FRONT AXLE complete with new king-pins, £8. Bruce, Cromer Road, Holt, Norfolk.

1932 "ULSTER" AUSTIN SEVEN with genuine unsupercharged engine; five good tyres; new battery. Body good. Performance excellent. Quick sale. £120 or offer. Box No. 301, MOTOR SPORT, 15, City Road, E.C.1.

TALBOT DE LUXE SPORTS saloon, 1933, 20.9 h.p. Enthusiast's job. Engine, transmission, leatherwork, carpets, exterior, etc., outstanding. Pre-selector gearbox. Instruments include rev.-counter, clock. Ace discs, two new batteries, five new tyres. Folding tables, armrests, footrests. Seat six and still do 85 m.p.h.; 20 m.p.g.; oil negligible. Must sell. Best over £200, no agents. 30, Somerset Terrace, Southampton. Tel.: 4704 (daytime).

1939 FORD TEN SPARES.—Rear axle, as new, complete hubs, brake cables, torque-tube, prop-shaft and radius-arms, five easy-clean wheels, cellulosed silver, four hub discs; £21. Please write: W. Hadley, 10, Unity Place, Oldbury, near Birmingham.

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1933, rebuilt, completely Vokes-filterised throughout, new tyres all round, genuine 23 m.p.g., all coupons, brand new body, including hood and side screens. Best offer over £300. Also M.G. 18/80 Mk. II Saloon, re-built engine, very clean body inside and out, well tyred, all coupons, £125.

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FOR SALE—continued

8-LITRE BENTLEY, 1932. Chassis YX 5122, engine YX 5123. Wheelbase 12 ft. 0 in.; 3.5 rear axle. Touring body. Excellent condition throughout. Price £450. Diesel engine could be supplied at extra cost but not fitted. Tel.: Sandbach 201.

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PERFORMANCE CARS.—Clear-up sale: set of new post-war Morgan '4/4' wings, £8; "Firefly" block and rocker-gear, £2; 1934 Alvis 20-h.p. saloon, in good running order, £60 or offers for spares; "Ulster" Austin Seven engine, ex-C. Strang, 6,000-plus r.p.m., Laystall crank, etc., minus one con. rod, £15; 1 cwt. "J2" spares, £1; F.I.A.T. 1,100 wheel, 10s.; Talbot Z10/23 engine and two differential units complete, £10; Alvis "12/50" three engines (two dismantled), one gearbox one rear axle, one front axle beam, two radiators, etc., £25 the lot.

PERFORMANCE CARS.—Specialised body building, tubular chassis, coachwork repairs, smashes, cellulosing from £10, hoods from £3 10s.; re-upholstering. Quotations free. Personal callers or telephone inquiries only.

PERFORMANCE CARS also offer, with their three months' written guarantee: "Red Label" 4-seater, £265; 3-litre Invicta 2-seater, £155; Alvis 1934 "Speed 20" drophead foursome, £250; 1932 "Speed 20" V.D.P. 4-seater, £150; "12/50" "beetleback" 2-seater, £110; "12/50" TH-tourer, £130. Lagonda 2-litre low-chassis tourer, £200. Mercedes-Benz "33/180" drophead foursome, £100. 1936 F.N.-B.M.W. 2-litre cabriolet, £225.

PERFORMANCE CARS, 21, Daleham Mews, Belsize Lane, N.W.3 (Swiss Cottage, tube). Tel.: Hampstead 8707. Proprietor: H. J. Goldschmidt, B.Sc., A.C.G.I.

FRAZER-NASH 12-H.P. ANZANI, four speeds hydraulic brakes; excellent condition throughout; all petrol; £150. Frazer-Nash 4-seater, less engine; with hood new chrome T.T. replica radiator, spare back axle and sprockets; requires completion; £60. Anzani Frazer-Nash radiator, with stoneguard, £7. New Frazer-Nash radiator block, without cowl, short type, £7 19, Victoria Square, Droitwich, Worcs. Tel.: 3112.

TRIUMPH "VITESSE" saloon, 14 h.p., 1937. New "Dolomite" engine 1947; new radiator, new screen, new carburetters, Notek, Oilcoil; full petrol book; 25 m.p.g. £250. Hardman, 17, St. George's Road, Redditch, Worcs. Tel.: Redditch 743 (business).

1931 ALVIS "12/50" 2-seater. Engine, body, good. Battery, hood, dynamo, brakes, renewed. All basic. London area. Nearest £165. Box No. 333, MOTOR SPORT, 15, City Road, E.C.1.

FOR SALE—continued

LANCIA "AUGUSTA," 1934. Reboared; all new engine bearings, reground crank, hard-chromed camshaft, Martlet pistons, new timing sprockets and Italian chain; reconditioned front and rear suspension; Servais silencer; relined brakes; new telecontrols; disc wheels; two spares. A lovely motor, good as new. Nearest £260. Searle, 90, Brighton Road, Banstead, Surrey. Tel.: Burgh Heath 1520.

RILEY MONACO SPECIAL saloon, 1931. Reliable performance. Good tyres, bodywork. Petrol. Reasonable offer, or exchange for Austin Seven. Prater House, Lower Drayton Lane, Cosham, Hants.

"J2" of truly the most superior order. Finished in cream with red leather interior. Complete petrol. Nearest £205. Tel.: Arnold 1983.

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JOHN WELLER, M.I.Mech.E. (the originator and designer of the famous A.C. cars), offers his Railton 28-h.p. saloon. This car is in first-class condition and the total mileage is only 26,000 since new; any trial or examination welcomed. £250. L.M.C., 300, Norwood Road, S.E.27. Tel.: Gipsy Hill 2241.

ROLLS-ROYCE "SILVER GHOST," fitted flat-truck body. Engine and chassis in excellent condition and has had little use since new. Suitable for estate use or as tender to carry goods. £45. L.M.C., 300, Norwood Road, S.E.27. Tel.: Gipsy Hill 2241.

ENTHUSIAST WISHES TO EXCHANGE his 1927 10-h.p. twin-cam Salmson 2-seater, in good order, for Amilcar or similar. Genuine offer. Saville, 1, Dent Street, Tindale Crescent, Bishop Auckland, Co. Durham.

1936 "PB" MIDGET 4-seater body, including dash, bulkhead, wings, hood, upholstery. Good condition. £20 the lot. Dudley, 144, Roding Lane South, Ilford. Tel.: Cle. 4747.

TWO B.T.H. MAGNETOS, Type G.A.4, new 1948, run 800 miles; flange-fitting for 3-litre Bentley; one clockwise, one anti-clockwise; £15 pair. Box No. 293, MOTOR SPORT, 15, City Road, E.C.1.

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LANCIA WANTED, any model, year or condition. Up to £200. Every reply answered. Searle, 90, Brighton Road, Banstead, Surrey. Tel.: Burgh Heath 1520.

WE URGENTLY REQUIRE to purchase sports and pedigree touring cars, also vintage cars of every description. Performance Cars, 21, Daleham Mews, N.W.3. Tel.: Hampstead 8707.

SPORTS BODY. Aston-Martin "Le Mans" or similar 2 1/2-seater body, to be adapted to Riley Nine chassis. Watson, 23, High Street, Wimbledon.

FOUR-SEATER ASTON-MARTIN, 1 1/2 or 2-litre. Reasonable price. Please write: Box No. 334, MOTOR SPORT, 15, City Road, E.C.1.

FOR D.K.W. 750-C.C.—Voltage regulator unit, in any condition. Harris, 105, Blinco Grove, Cambridge.

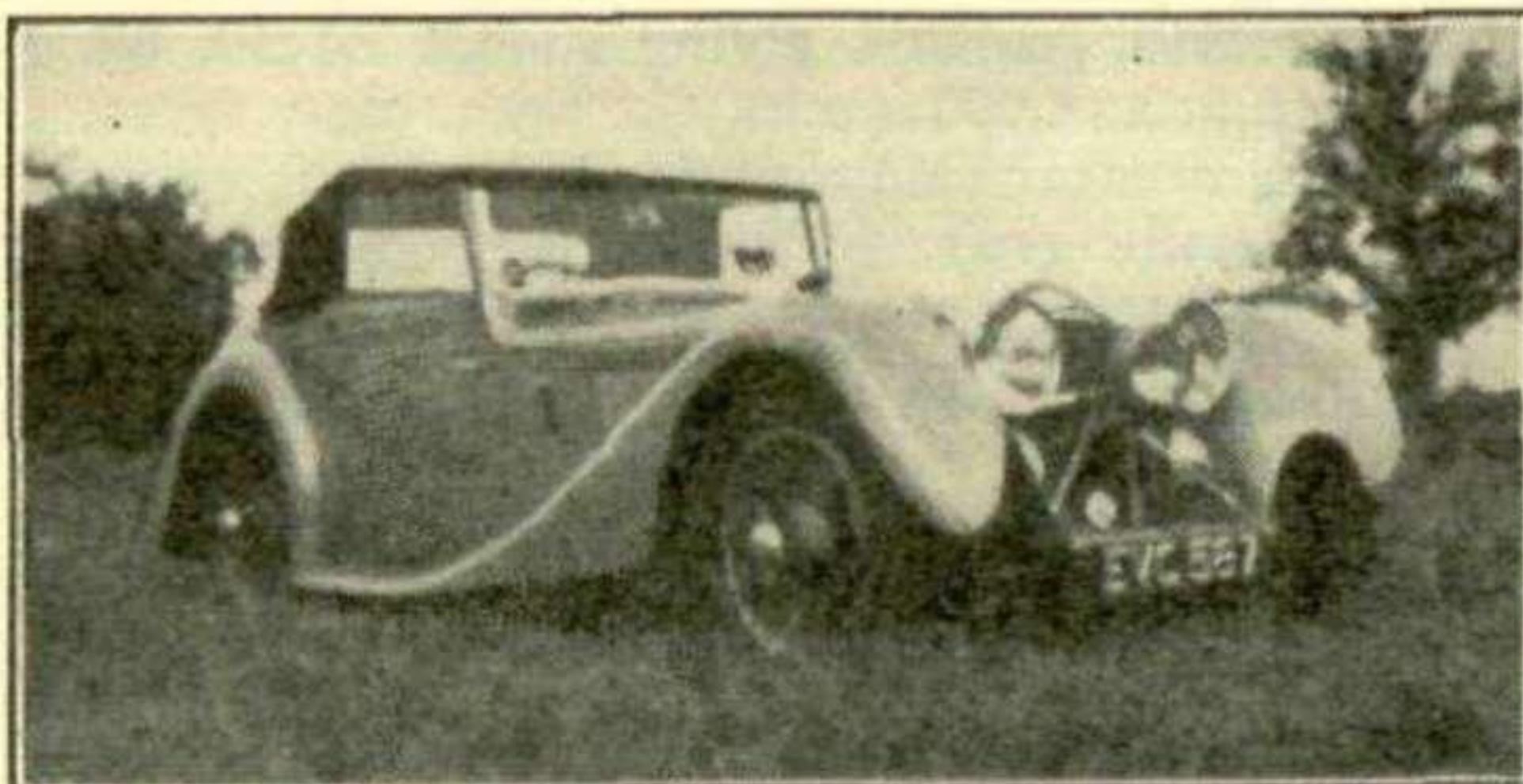
RILEY 9-H.P. "LYNX" or "Kestrel." Must be in good order. Beasley, 21, Devon Way, Heston.

LAGONDA "RAPIER" fixed-head coupé or 4-seater tourer. Good condition essential. Prosser, 4, Orsett Terrace, London, W.2.

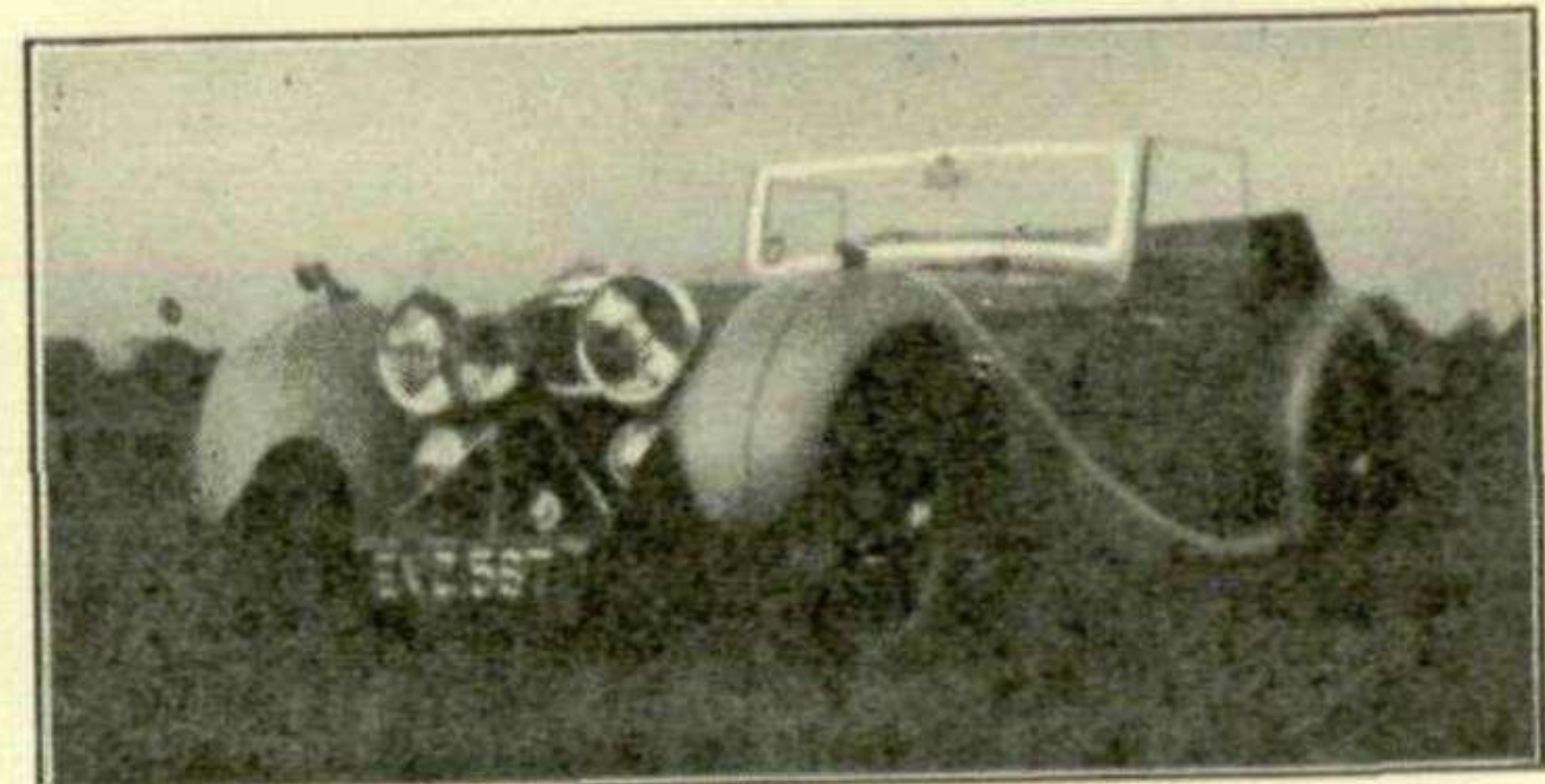
SPORTS SALOON 4-seater wanted. Not over 12 h.p. Some shabbiness not objected to but body and chassis must be free from rust and rot. Please give full technical and performance details. Price not to exceed £250. Box No. 296, MOTOR SPORT, 15, City Road, E.C.1.

ALVIS 1935 MODEL S.G. "16/95" instruction book. M.E.O., R.N.A.R.Y., Donibristle, Fife.

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MARSHALL SUPERCHARGER, suitable for "PB" Midget. Dudley, 144, Roding Lane South, Ilford. Tel.: Cle. 4747.

LATE "4½" BENTLEY FRONT AXLE (nickel), with drums and stub axles. Will take wheels if so desired; Perrot gear not needed. Box No. 294, MOTOR SPORT, 15, City Road, E.C.1.

LEA-FRANCIS metal saloon. Good body essential. Moderate price. Or other vintage Riley, Humber saloon, 9-12 h.p. Box No. 303, MOTOR SPORT, 15, City Road, E.C.1.

WINGS, FRONT AND REAR, also Jaeger dashboard clock (lefthand wind), for Humber Eight, 1926. Venning, Parsonage End, Takeley, Essex.

M.G. P OR T-TYPE ENGINE and gearbox in reasonable condition. Absence of external fittings (carbs., distributor, etc.) not objected to, but major components must be sound. Wicks, Rock Villa, Skipton, Yorks.

SUPERCHARGER for 1,000-c.c. engine required. Particulars of condition and price to Box No. 335, MOTOR SPORT, 15, City Road, E.C.1.

SMALL SALOON in exchange for 1939 Morgan "4/4" 2-seater in excellent mechanical condition. 23, Lowfield Road, Haywards Heath, Sussex.

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

£200 AVAILABLE for potent piece of machinery (not too greedy with petrol). Condition good, age immaterial. Full particulars to Box No. 290, MOTOR SPORT, 15, City Road, E.C.1.

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EARLY "AUTOCARS," "MOTOR-CYCLE," or other publications; also early accessories. Clare's, 96, Tulse Hill, London, S.W.2.

"MOTOR SPORTS" WANTED. All copies for 1934, 1941 and 1942. Also those for Aug., Sept., Oct., Dec., 1940; Jan., Feb., Nov., Dec., 1943, and Nov., 1945. Details, prices, etc., to: "Sheriffhales," Rode, near Bath, Somerset.

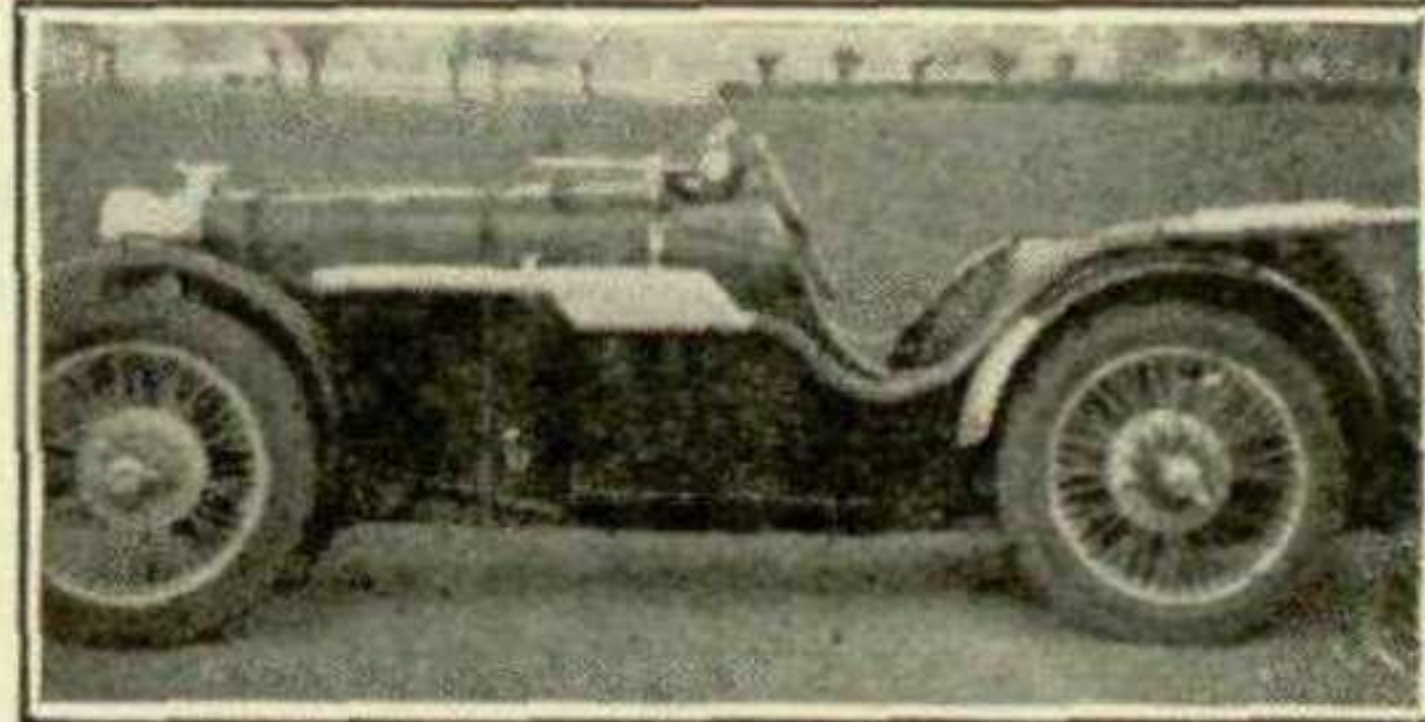
LAGONDA "RAPIER" INSTRUCTION BOOK and any other information on these cars. Ridsdale, 65, Heythrop Drive, Acklam, Middlesbrough.

LOCK-UP—Holland Park area—for impecunious Bugatti owner, or would like to share with fellow enthusiast. Wanted: MOTOR SPORT, October, 1945, and October, 1938; also complete years 1927 to 1936 inclusive. Tel.: Park 4306, after 6.30 p.m.

VINTAGE SPORTS CAR. Frazer-Nash preferred. Particulars and price to: Box No. 295, MOTOR SPORT, 15, City Road, E.C.1.

SMALL SPORTS CAR wanted urgently, up to £80 cash. Condition immaterial. Box No. 336, MOTOR SPORT, 15, City Road, E.C.1.

SMART "JALOPY" WANTED, around 10 h.p., 2-seater or foursome. Spirited but not temperamental. Whyatt, 25, Vernon Road, Leeds, 1.

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ENTHUSIAST wishing to take up sport requires trials special or sports 2-seater. Any condition, must be cheap. Box No. 299, MOTOR SPORT, 15, City Road, E.C.1.

M.G. "MONTLHERY" ENGINE, any condition, or "Montlhery" block, crankshaft, camshaft. Will take any of the above parts separately. Please state price. Eardley, Royal Oak, Denstone, near Uttoxeter, Staffs.

F.I.A.T. 500 private owner wishes to buy a spare engine and clutch, 1938 or later, or will buy crashed car for spares. Box No. 337, MOTOR SPORT, 15, City Road, E.C.1.

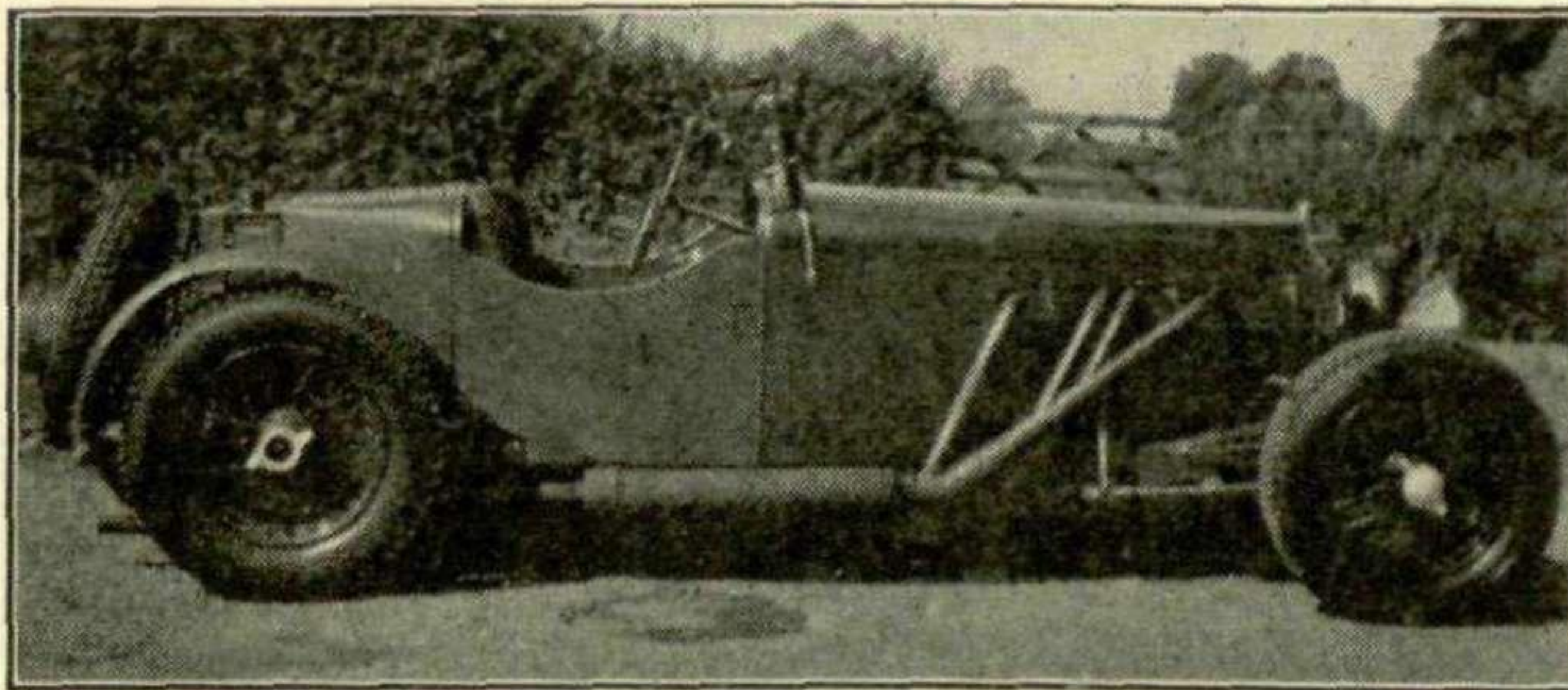
HOPEFUL ENTHUSIAST requires 2/4-seater 8/12-h.p. sports, circa 1930, for less than £100. Details to: Murray, The Cottage, Woodgreen, Wednesbury, Staffs. All letters answered.

FOR "J2" M.G., windscreen complete, in good condition. Pass, Duke Street, Congleton.

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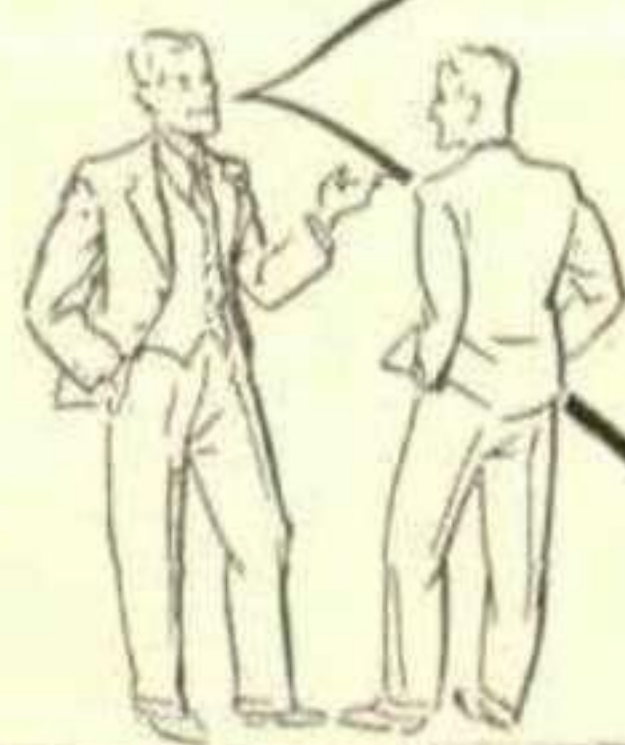
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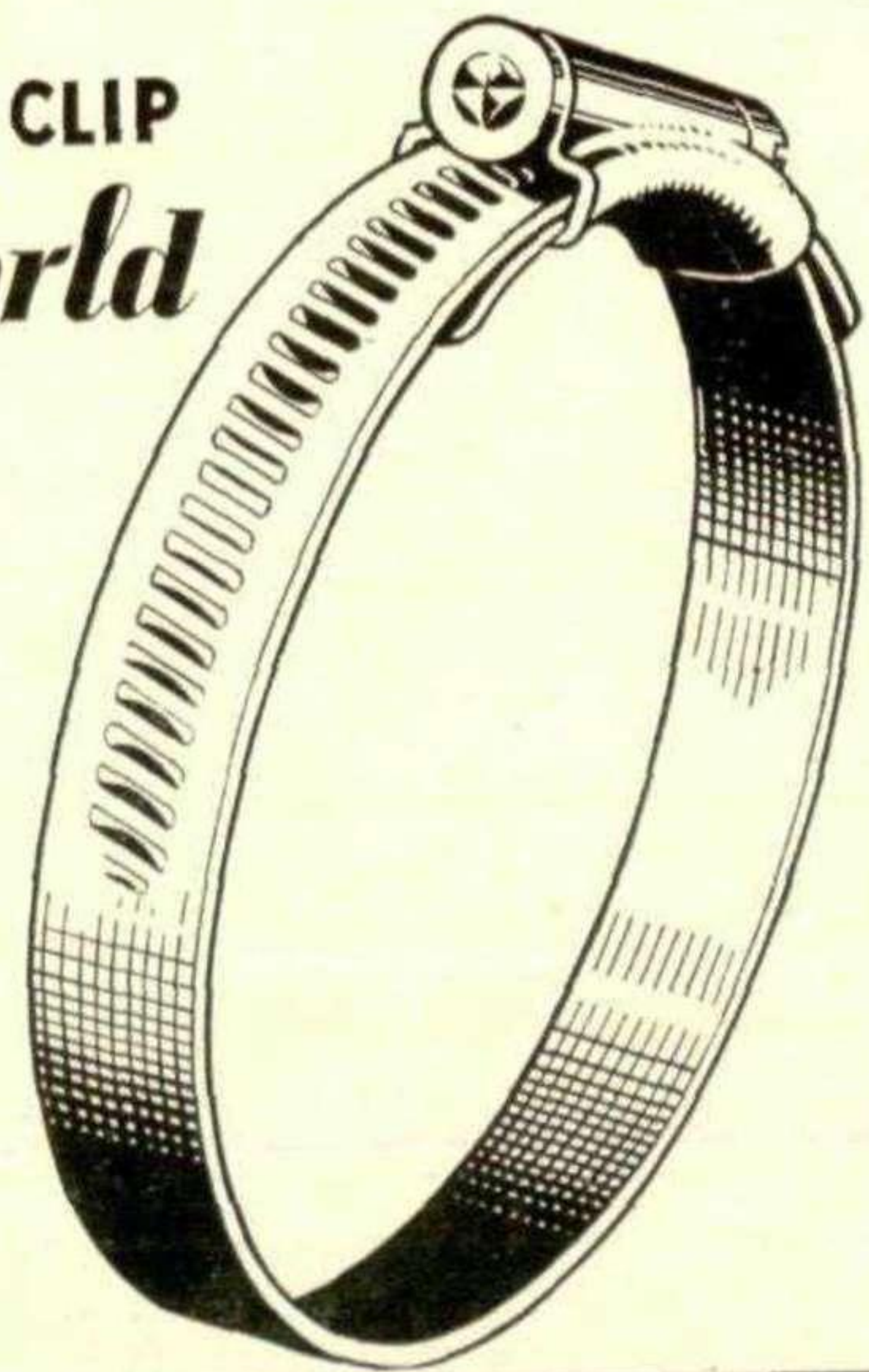
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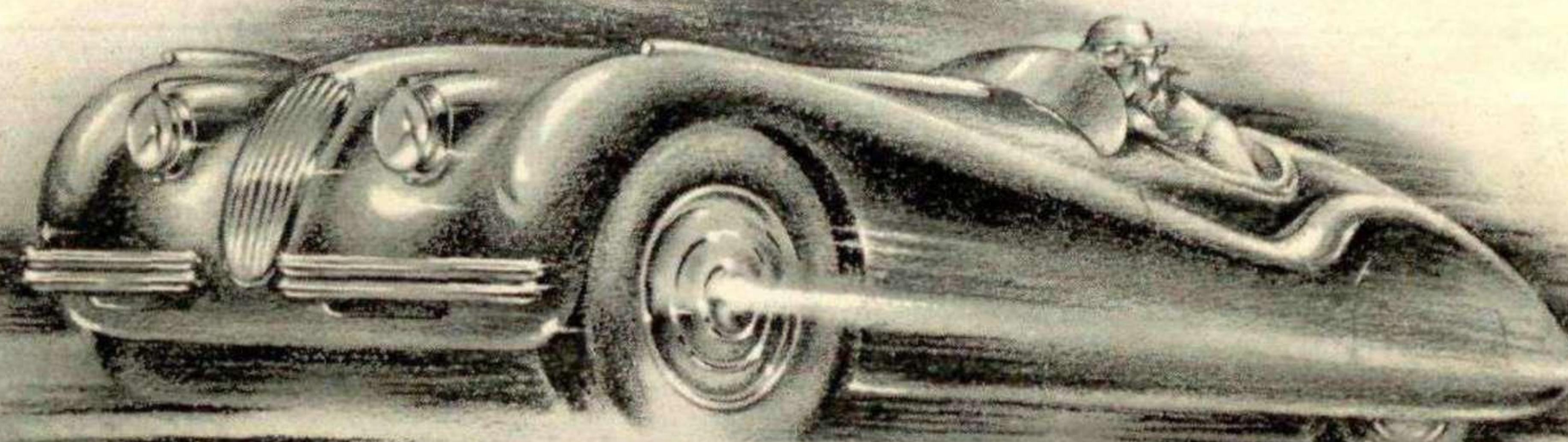
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