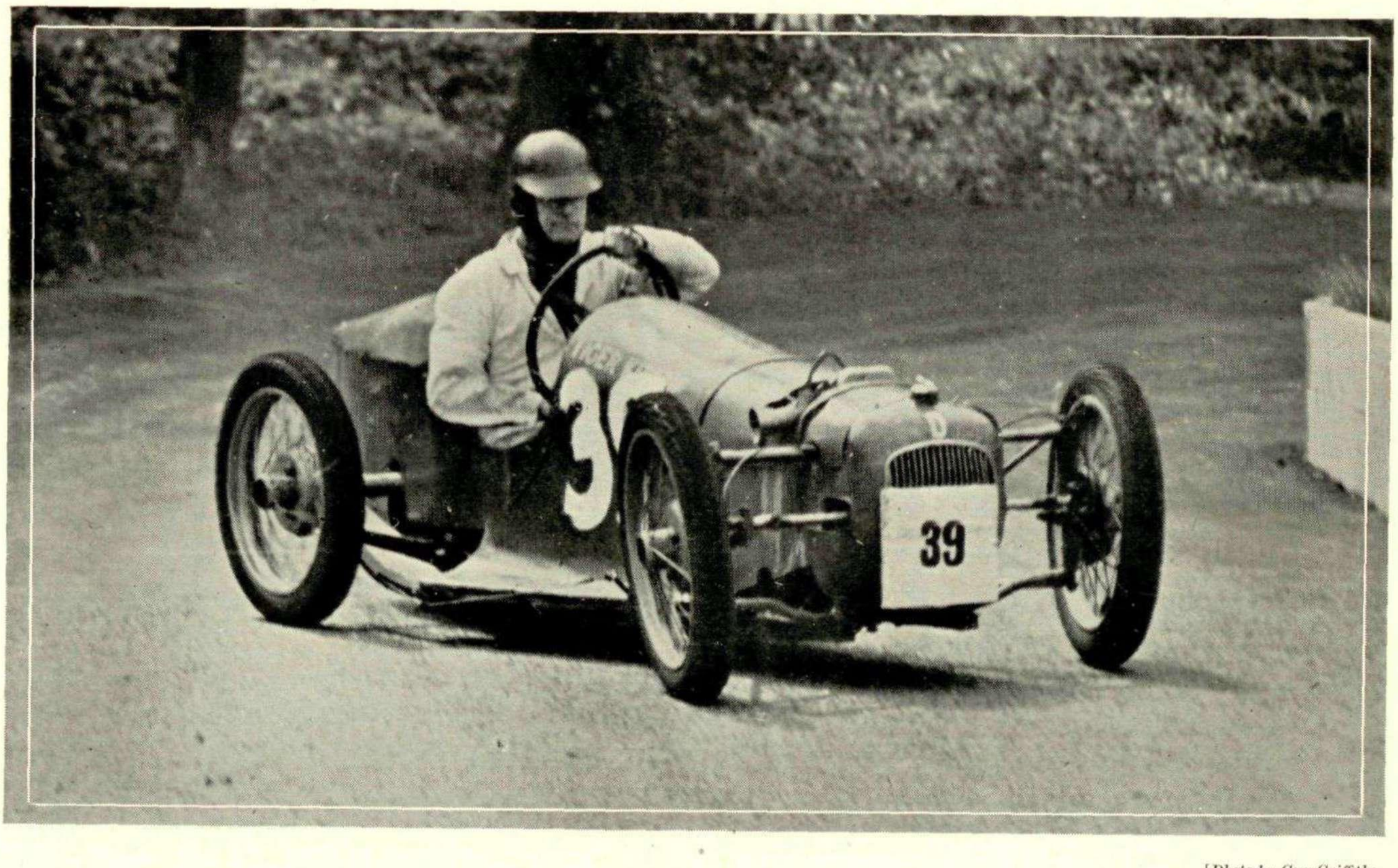
Vol. XXIV No. 7 THE JUNE SPRINT MEETINGS July, 1948

MOTOR SPORT

INCORPORATING Speed

ONE SHILLING MONTHLY



[Photo by Guy Griffiths

H. C. Lones breaking the 500-c.c. class record at the May Prescott Meeting. Clocking 49.98 sec., his Tiger Kitten beat the Strang 500 and several Coopers. Brandon reduced this to 49.22 sec. last month—will Lones regain his record at the next meeting at the famous hill near Cheltenham, which takes place on July 18th ?

BRITISH EMPIRE TROPHY

1ST G. E. ANSELL
2ND D. A. HAMPSHIRE
3RD H. L. BROOKE

MANX CUP

1ST G. NIXON
2ND G. TYRER
3RD L. G. JOHNSON

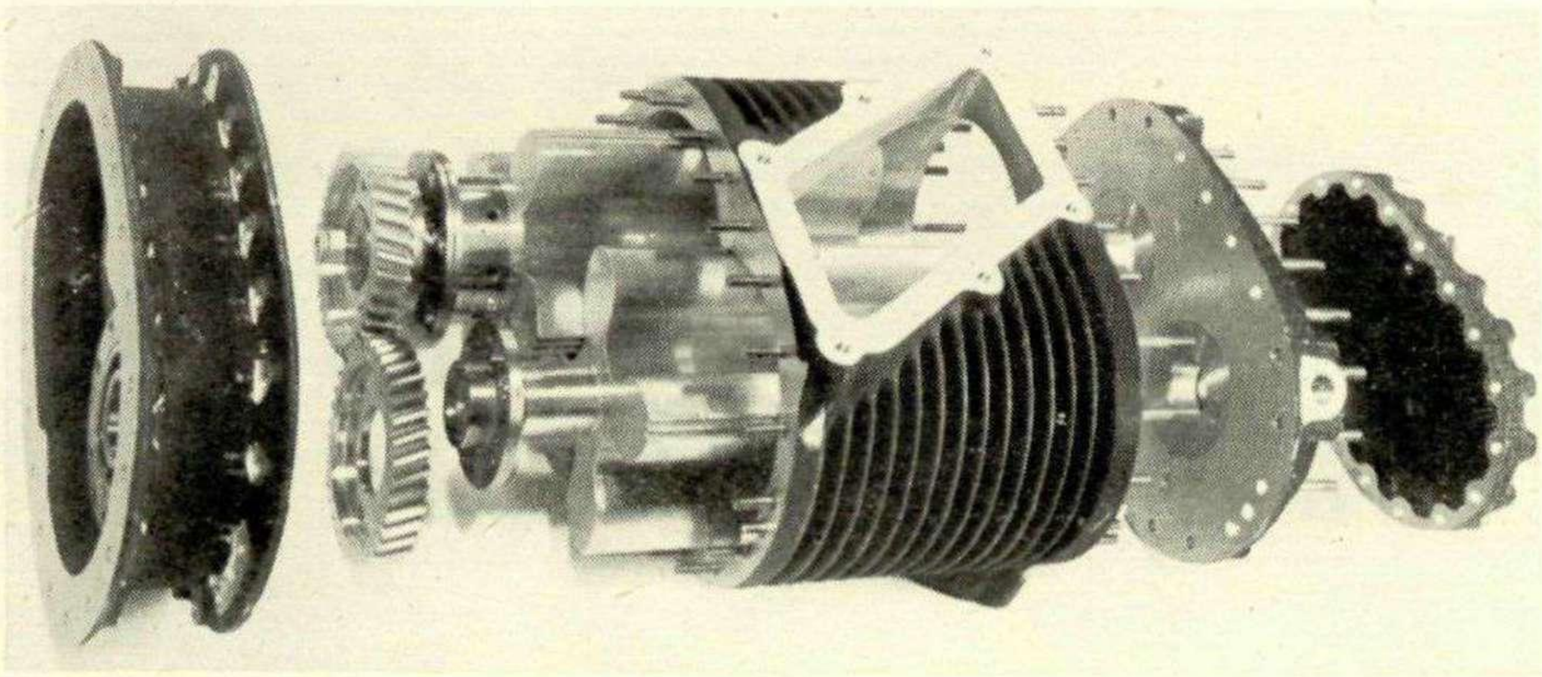
The Winners chose **FERODO** *Brake Linings*



Introducing the VENTOR *range*

of HELICAL *port, constant output* ROOTS *type* SUPERCHARGERS.

The HELICAL PORT, *combined with four lobed-rotors, enables us to produce a Supercharger with a silent, pulsation-free output at a very competitive price. This feature, together with the provision of* HELICAL GEARS *and Patent* LABYRINTH OIL-SEALS *make the* VENTOR *Supercharger ideally suited to single or multi-stage* AUTOMOBILE *installations. Available in sizes to suit engines up to* $4\frac{1}{2}$*-litres capacity.*



We also have pleasure in announcing that MESSRS. DELLOW MOTORS of ALVECHURCH, BIRMINGHAM (TEL.: HILLSIDE 1191) *have been appointed sole concessionaires for automobile installations with the exception of racing car applications, which will continue to be undertaken at our works.*

FULL TECHNICAL DATA AND PRICES ON APPLICATION.

Designed and manufactured by

WADE ENGINEERING LTD.
GATWICK AIRPORT,
HORLEY, SURREY
CRAWLEY - - 680

VOL. XXIV. No. 7 JULY, 1948 PRICE ONE SHILLING

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

EDITORIAL AND ADVERTISEMENT OFFICES

15-17, CITY ROAD, LONDON, E.C.1

Telephone : MONarch 8944

SUBSCRIPTION RATE - - - 15/- PER ANN. POST PAID

MATTERS OF THE MOMENT

I.O.M.

The Isle of Man races were excellent in every way and made us realise just what we have missed since Brooklands, Donington and the Crystal Palace have been occupied, respectively, by aircraft, army vehicles and empty packing cases. In those now-almost-legendary days before the Hitler War, sprint events were quite a relief from the almost-too-frequent long-distance races then held in this country.

Now, however, without in any way wishing to disparage Shelsley Walsh, Prescott, Bo'ness or Brighton, sprint events do possess an air of repetition and lack the excitement and satisfaction of a race of over 100 miles duration. So let us hope that racing of that sort may happen at Goodwood in 1949, thus obviating the Englishman's need to travel by boat or aeroplane whenever he desires to see a real motor-race. Incidentally, if this new course comes into its own we may expect that daily paper which told us how Gerard won the motor-*boat* race at Jersey to regale us in the future with tales of how jockeys Bolster, Brooke and Co. rode oddly-named mounts in hitherto-unheard-of *horse*-races down at—Goodwood!

Returning to the Isle of Man, the organisation was first-class and Press facilities, under Dennis May and Reuben Harveyson, excellent. And the British Empire Trophy race was nothing if not dramatic, with Gerard, Bob Ansell and Parnell all in the picture at one time or another, before Parnell's auxiliary fuel tank lost him the race to Geoffrey Ansell. Incidentally, brake trouble may have been said to have put both Gerard and Bob Ansell out, definitely in the case of the former, and through a rod coming out of the Maserati's engine when it was serving in lieu of brakes, in the case of the latter driver.

Warm congratulations must go out to 28-year-old Geoffrey Edward Ansell, a Hampshire farmer, and cousin of Bob Ansell, who won the Empire Trophy race in his B-type E.R.A. by really sound driving, after serving a racing-apprenticeship that didn't commence until after the war. David Alan Hampshire, too, put up a fine show to finish second to Ansell in an E.R.A. borrowed from Parnell, for although he has encompassed E-type E.R.A., the Challenger and the old Delage in his racing career, he has only been in the game since 1946. Incidentally, the E.R.A. he drove was the 1934 A-type and that it was modified and prepared by W. E. Wilkinson may have been some consolation to Parnell's able Chief-Engineer for the retirement of that stable's E-type E.R.A. and Parnell's own dismal defeat in the Maserati. This year's British Empire Trophy race was a triumph for elderly British cars handled by newcomers.

George Nixon is another new driver who proved his merit beyond all doubt by winning the Manx Cup race in his Riley, in which race that trier Gilbert Tyrer deserved his second place. Likewise, K. W. Bear drove in his customary safe and polished manner to victory in the Castletown Trophy race in that very beautiful motor car, the ex-Abecassis "three-three" Bugatti.

By his handling of Dunham's "12/70" Alvis, a car, one would imagine not altogether suited to the I.O.M. course, Leslie Johnson showed that he has lost none of his prowess. Incidentally he regarded the Empire Trophy race as merely a try-out for his E-type E.R.A., yet brought it in 5th. He did not, as at first announced, equal Parnell's fastest lap of 72.35 m.p.h. The E-type's best lap was its 32nd, at 67.78 m.p.h.

SPECTATOR APPEAL

Now, more than ever before, is it necessary to endeavour to popularise competition-motoring in this country. Once upon a time there were two schools of thought on this matter, those who wanted motor-racing to vie with football in the nation's esteem and those who said, no, let us retain the right people and no crowding. But today, when we have become accustomed to seeking official sanction for venues and even for fuel with which to run a meeting, there can be no question but that the bigger the crowd of spectators, the more likely is the motor-racing to flourish. Therefore, it behoves organisers to run meetings slickly and, if entries have to be limited, to accept only the faster drivers and cars. There is no doubt about the extent of public interest at present, even in the sprint events to which this unhappy country is confined. But if excessive admission and parking charges prevail and the public can see only slow cars, badly handled, and those at a distance, this healthy enthusiasm for racing will wane. Then we shall find public corporations less anxious to place private roads at our disposal and H.M. Government less likely to sanction the use of methanol or to listen to pleas for a track and a B.R.M. team.

The Bugatti Owners' Club sets a high standard at its run-to-a-timetable Prescott Hill Climbs, and by providing adequate spectators' enclosures and car parks, good p.a. apparatus, easily visible times-boards and sensibly-planned programmes, it and many other clubs make their meetings as attractive as possible to the public.

What happens at purely club fixtures is of less importance, but we consider it highly desirable that such standards be maintained at the more important events. It was here that the Brighton and Hove M.C. slipped up in respect of the Stanmer Park Hill Climb. All credit to them for getting a new course and for the many elaborate arrangements they made in an endeavour to ensure a successful meeting. Their mistake seems to have been in asking for an International fixture and then accepting entries of sports cars, many of them very slow and not always driven very inspiringly, from their own members. The resultant entry of 84 cars was a great number to handle, bearing in mind the 2 p.m. start, the length of the course and the fact that no return-road exists at Stanmer Park. Had the handicap class been waived, it is probable that, in spite of Gerard's accident, there would have been time to complete the programme, instead of having to abandon second runs in the over 3-litre racing cars class. We look forward to returning to Stanmer Park, but we hope that the Brighton and Hove M.C., which has run so many excellent meetings in the past, will not make the same mistakes twice. For many years Brighton has been anxious to attract the motor-racing fraternity and it is our wish that their future meetings shall continue to be amongst the best-attended and best-supported in the country.

A JOB TO DO

Matters which concern the Press may not, at first sight, appear to be of interest to a paper's readers. But a little consideration will show that they *are*. The reader who visits an event likes to know more about it than he can glean from the public enclosures, and readers not able to attend events personally

rely on the motoring Press for their contacts with the movement. So it is very much in their interests that Press reporters and Press photographers are given reasonable facilities for doing their jobs. Practically all that a representative of the Press needs is freedom to see what is happening and facilities for obtaining correct results at the close of a meeting.

Although promoters of motoring events announce prominently that everyone at such a meeting is present at his or her own risk and that the organisers are absolved from all liability, howsoever caused, no one wants racing cars to maim humanity. Therefore, it is logical that officials and police remove from the close proximity of the course all persons with no authority to be there. But a Pressman *has* authority to be reasonably close to the course. Indeed, the R.A.C. has set up a special committee to decide which Press representatives shall and which Press representatives shall *not* be in possession of Track-Passes at the more important meetings.

We consider the formation of this Press committee a desirable move—although we should have felt still happier had we been allowed to announce its impending formation and which officials sit on it. Be that as it may, Press-Pass applications are vetted by the R.A.C. and when such passes have been granted the holders should be given every facility to go where they wish, short of interfering with the running of a meeting. They are doing a job of work, in many cases an arduous one, and they should most certainly not be subjected to rudeness and " moving-on " at the hands of ill-informed officials and over-zealous police. Yet many times last year we suffered thus and heard of others who suffered likewise. And at a recent hill-climb the representatives of two leading motor papers and of a local newspaper were ordered by the police to leave what was an entirely reasonable position and that after they had already completed observations of many competitors' performances from this position. Nothing can be more detrimental to fair and accurate reporting.

We suggest that the R.A.C. might emphasise to organisers that holders of authentic Press-Passes are entitled to reasonable freedom and civility. And organisers, in turn, should ensure that their officials, and the police detailed to act for them, respect such Passes. Often a Pressman knows rather more of where it is and is not safe to be when racing cars are unleashed than an inexperienced club official or a local gendarme. Moreover, the man in possession of a note book or camera is not necessarily paid to be in the best position at every meeting in return for a few lines of " copy " or a picture only if there's a crash—some of us have a job of work to do and appreciate being allowed to do it.

ZANDVOORT

The Royal Netherlands Automobile Club has made a truly generous gesture to Britain by inviting British drivers to compete in the three races to be held at the new Zandvoort road circuit on August 7th—at no cost to themselves. Of this invitation, which has been accepted, Earl Howe says :—

" With the gates of Brooklands track and Donington Park road circuit, formerly the racing equivalents of Ascot and Lords, closed in their faces, our racing men will be deeply grateful to these Dutch sportsmen for their invitation. For this ' corner of a foreign field ' to be English for a day is something of real significance to the track-starved generation of racing drivers which has grown up since the war. The Royal Netherlands A.C., moreover, proposes to assume full financial responsibility for the expedition"

We understand that the new circuit measures 2.7 miles to a lap, has eleven corners, flanks the sea near Haarlem and is expected to be lapped at about 80 m.p.h. The races on August 7th are to comprise two 60-mile heats and a 108-mile final. It would be a thousand pities if we did not accept this gallant invitation made as a token of gratitude to us as a liberator nation, and we are glad to learn that drivers of the calibre of Mays, Gerard, Parnell, Johnson, Abecassis, the Ansells, Hampshire and Brooke early made known their intention to drive at Zandvoort. It is still a thousand pities that this invitation cannot be returned at Donington or Brooklands—it must seem odd to the Benelux countries that the " liberator nation " has no motor course of its own.

DAVIES MOTORS LIMITED

(Managing Director, J. E. DAVIES, 20 years Service Manager to Lagonda Ltd.)

for your LAGONDA

SALES, SPARES *and* SERVICE

273, LONDON ROAD, STAINES

Telephone : STAINES 3457/8

WE ARE OPEN ON SATURDAY MORNINGS
When closed, there is a personal welcome to talk Motor Cars at Range House, Shepperton-on-Thames. Phone : Walton 1562

" This is a very go-ahead specialist firm . . . quite a home from home."

vide " Motor Sport," August, 1947

GERARD DOES IT AGAIN, AT STANMER PARK—BUT HIS E.R.A. CRASHES BEYOND THE FINISH.

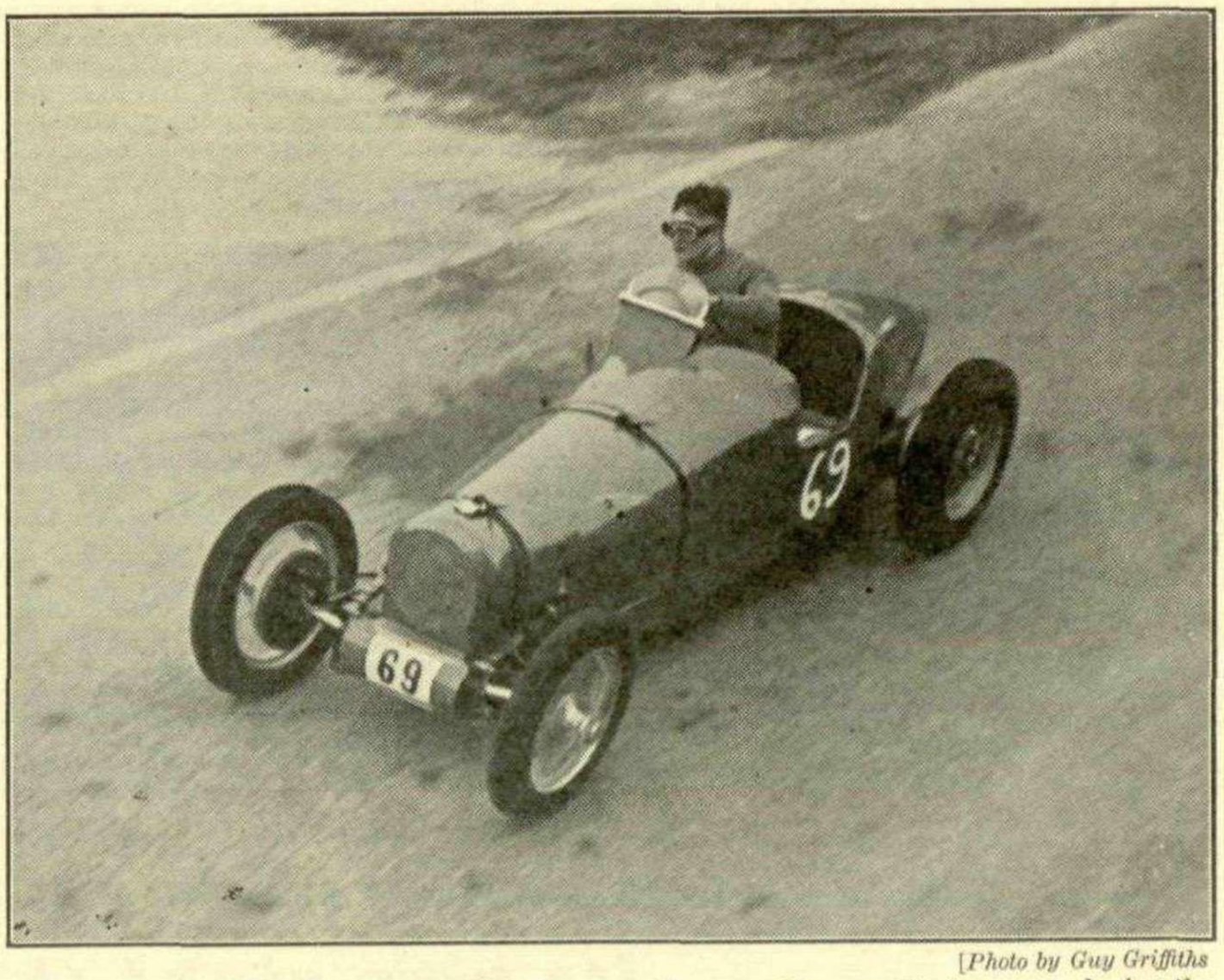
Poore's Alfa-Romeo Runner-up. Cooper's Cooper "1,000" Fastest Unsupercharged Car. Delays hold-up the Meeting.

A new course is always of interest, especially in this country, where sprint events are our only solace. The four-fifths of a mile course at Stanmer Park is situated in picturesque surroundings in the best old-time speed trial tradition. The road itself is narrow, abounds in tricky corners, and the 1 to 9 gradient to the finish was bumpy and slippery, the surface having been completed only a day before practice took place. Nevertheless, we hope an annual fixture will be possible at Stanmer Park, where a circuit may eventually be built. Even now a better course could have been used, had not a public right-of-way crossed it at one point—an insuperable difficulty in Britain!

At its first meeting at this venue the old-established Brighton and Hove M.C. made many excellent gestures and some unfortunate mistakes. On the credit side must be put good refreshment tents and lavatory accommodation, a times-board in the Paddock, a good commentary all along the course, *via* Antone, given by Messrs. Walkerley, Findon, Denton, Moorey, and Turner, a Press office with refreshments laid-on, and convenient parking for official cars. On the debit side, the police were officious, numerous delays occurred between classes, not all the spectators could command a reasonably close-up view of the course, too many unauthorised persons were permitted on the road-side and particularly in the Paddock, and after Gerard's accident things seemed to go to pieces, much delay ensuing before it was announced that second runs were to be abandoned in Class 6 due to "poor light making the corners tricky to define." The entry accepted was a large one, bearing in mind that after each class competitors had to return down the course. The Club sensibly issued arm-bands to Pressmen and officials, which should have made matters simple for the police, as these are so much easier to distinguish than minute cardboard discs. Notwithstanding, at one period, after allowing numbers of unauthorised persons, some in chairs, to occupy a position, admittedly a reasonably safe one, near Church corner, two policemen ordered *everyone*, not only away from the corner but out of sight of the event, which was curious treatment from the constabulary of a Corporation, the Mayor of which, to our knowledge, has stated that every mention of "Brighton" in the Press and on the radio is of value to his town. Asked by whose authority they applied this rule to the Press, one constable said "the organiser, and we don't mean Mr. Avery." Pressed to enlarge on this ambiguous statement one of them said the meeting was organised by "the Brighton Entertainments Committee, who are putting up the money."

The Brighton police left us, and many others who registered similar complaints, in no doubt of the fact that we were now closer to Germany than we had been in, for instance, the Isle of Man, where Pressmen and officials, within reason, were allowed to look after themselves. Some spectators apparently regarded 10s. as a high charge for the privilege of parking their cars in a field that would have been a morass had it rained. The meeting started at 2 p.m. and terminated, with no second runs in Classes 1 and 6, at about 8.30 p.m. Who was to blame for parking cars that had completed their runs so close to the course as to be in Gerard's path when he lost control of his car on the slippery road is a difficult point to discuss, for the Club, the R.A.C. Steward and the drivers themselves might have foreseen the danger. Perhaps it would be fairer to say that this was just one of those unfortunate happenings for which no one can be held responsible, but it cannot be overlooked that it came as a climax to a meeting which had not been run to very high standards for an open event, still less for one of International status.

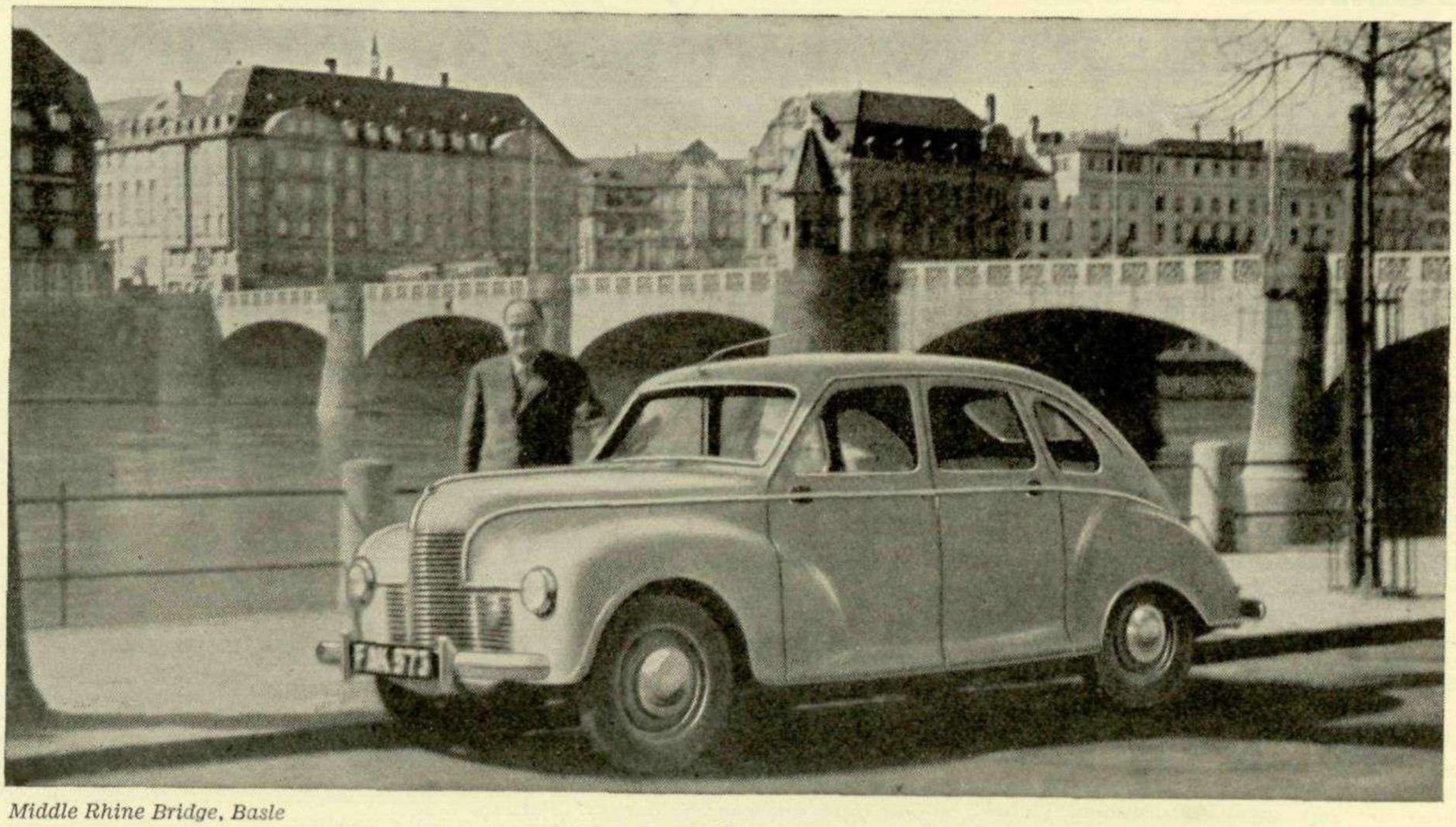
Our Paddock prowlings revealed Sir Clive Edwards to have a nice stark 2-seater body on an 1,100-c.c. H.R.G. chassis, with twin inclined S.U.s and a Scintilla Vertex magneto, and Hukin's "2.3" Bugatti to possess an effective straight-through exhaust system. Bingley's Attenborough-Special was a very nice-looking car, having the Aston-Martin "Atom" engine in a Frazer-Nash-type chassis, the drive passing through a pre-selector box from an M.G., retaining an M.G. quadrant central remote-control, and thence *via* two chains to the back-axle. The driver sat to the off side, with a small tank beside him. A broken steering bracket was being replaced on Hartwell's Monaco 500, and Bolster was cleaning plugs while his *mecaniciens* replaced new brake drums with the original ones, these new drums having distorted in practice, resulting, as John said, in the brakes becoming like cotton-wool, and sending him off the road in practice. Two motor-cycle hand oil pumps, one labelled "front," the other "rear" (referring to the engines) are the sole protuberances on "Mary's" facia. Much admired was Pitts' red blower 4½ Bentley 2-seater, an ex-Paget car, recently owned by Fairman



[*Photo by Guy Griffiths*

The interesting Attenborough-Special seen on the new Stanmer Park course during the International Speed Trials at Brighton.

DESIGNED TO SUCCEED ALL OVER THE WORLD



Middle Rhine Bridge, Basle

THE 1½ LITRE

JOWETT JAVELIN

"WE recently reported to our readers on the new Jowett Javelin which embodies a large number of novel features.

A road test has confirmed that our information was by no means exaggerated. This 8 CV (13.05 h.p.-R.A.C. rating) engine gives a speed of 80 k.p.h. in third gear up a slope of one in 12½ and will push the speedometer needle round to 135 k.p.h. on the flat.

Alongside this performance, not often met with in a car of this power, the latest Jowett has a luxurious interior equipment, very detailed finish, and new body shape, which make a break with tradition. Added to these, a suspension system perfect at all speeds, powerful but silent acceleration and perfect road holding especially on twisty stretches where the stability and steering of the car are shown to advantage. The Javelin is a case of bold design and excellent workmanship."

ROBERT BRAUNSCHWEIG
Editor of the Swiss 'Automobil-Revue'

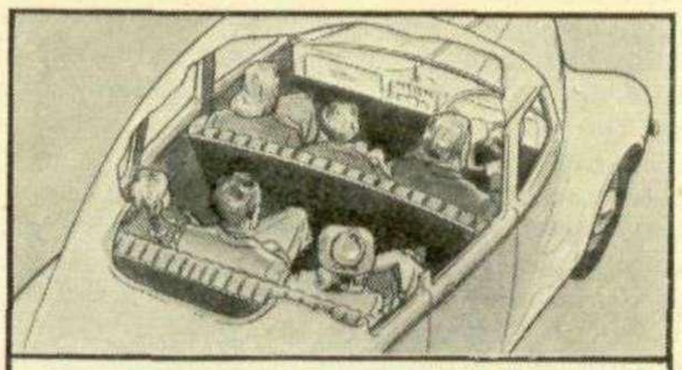
"Acceleration in the saloon tested was up to sports car standards and the maximum speed reached was a smooth 75 mph. At this speed, thanks to the JAVELIN'S torsion bar springing and adequate shock absorbers, the car rode very comfortably and without bounce or swaying. The JAVELIN cornered very steadily."

Extract from
"THE BRITISH AUSTRALASIAN"

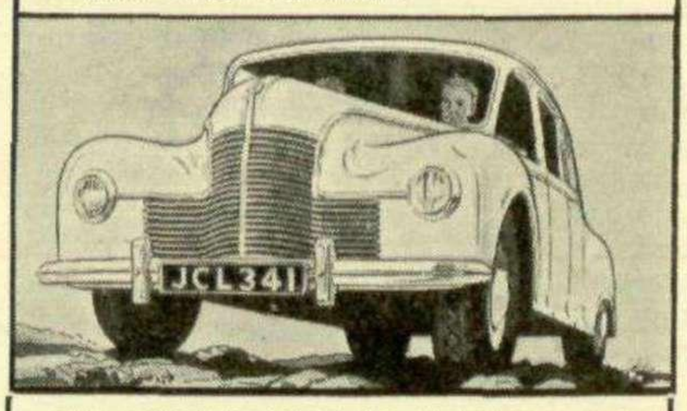
"This is undoubtedly an outstanding car . . . it satisfies the driver who knows fast cars . . . it evokes enthusiasm from back seat passengers, too, for they have plenty of room . . . foot wells are not used by virtue of a low level hypoid drive to the rear axle . . . the comfort of riding in the back seats is not inferior to that in the front seats."

"THE AUTOCAR" 30th April 1948

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



Three-abreast seating that is right: all controls and dials opposite the driver, clear floor space and good visibility opposite the passengers; folding elbow rests on the doors; central armrest when only two occupy the front seat



Ground clearance designed for rutted tracks, bad pot-holes and the worst surfaces that cars travel. A minimum of 7¼ in. is just one of the many essential overseas features incorporated in the "world-market" JAVELIN.

THE 1½ LITRE JOWETT JAVELIN

...its new right through

PRICE £640.0.0 plus £178.10.7 Purchase Tax

JOWETT CARS LIMITED — BRADFORD AND LONDON

and Richardson. It has a streamlined tail, undershielding, and the Mk. IV Villiers blower. Another very smart and desirable road car was Crampton's ex-Oliver "2.9" Maserati 2-seater, which is the actual car Birkin was driving when he suffered fatal burns on his arm.

A narrower battery carried externally on the near side now supplies the starter and an oil-cooler is set transversely ahead of the radiator. N. H. Mann had foresaken his Healey for a genuine "Monza" Alfa-Romeo, Barker's Austin Seven was a "manxed" "Ulster," Moss' Cooper 500 arrived in a white horsebox towed by a 20 Rolls utility and John Cooper had a V-twin J.A.P. in *his* Cooper. Tony Crook was running his Alfa-Romeo stripped and had time to picnic with his family in the shadow of his Bristol before the event. A Jeep towed "Bloody Mary" to the course, the famous little car neatly shrouded. Lord Howe drove down in a Railton saloon, but opened the course in a current Armstrong-Siddeley, while the Medical Officer used an M.G. Magnette saloonette. In practice, Gerard made fastest time in his 2-litre E.R.A., in 54.0 sec., Poore being second fastest in the Alfa-Romeo, in 53.36 sec. Practically the only excitement was when Norris contacted a tree in the Norris-Special. Non-starters comprised :—The Orlebar, Lewis' Alfa-Romeo, Ayrton's Bugatti, Ainsworth's Triumph, Murray's M.G., Marshall's M.G., Owen's Austin, Kempe Roberts' Frazer-Nash, Whitehead's E.R.A., Pool's E.R.A., Fairman's Bugatti, Brooke's Vauxhall - Villiers, Hutchison's Alfa-Romeo, still in Switzerland, Hamilton's Bugatti, Bear's Bugatti, it was said because the owner was moving house, Butterworth's A.J.B. and Metcalfe's Barnato-Hassan. The course dried *nicely before* 2 p.m. *Timing* was by wheel-contact at the start and ray at the finish. The results follow, class by class :

Class 1.—Handicap for B. & H.M.C. Members Only

Handicaps ranged from 24.17 sec. for Barker's Austin to the scratch "position" of Leonard's M.G. Finch, driving his modified "TA" M.G. none too swiftly in spite of his crash hat, carried the class, beating Smith's "PB" M.G. by 0.01 of a second. Third place went to Parker's Jaguar. Fastest actual time was by Leonard, who clocked 61.37 sec., his vizor trailing behind his helmet and some hand-over-hand work at the wheel being needed in negotiating Church Corner. Of the others, Brierley's modified, and some would say sacrilegious, 4½-litre Bentley was slow and stopped beyond the finish, causing a delay after the very first ascent. Charnock's "Speed Twenty" pointed-tail Alvis needed 80.07 sec., Jay in the *monoposto* J.B.M., 71.46 sec., while Miller's Healey saloon rolled and pinked up in 75.9 sec. Parker drove his Jaguar fast, accelerating well, tail sliding slightly, nearly contacting the *infamous tree at Church Corner, to clock* 64.71 sec., and Buckler drove his Buckler Special nicely, front wheels pattering, to record 68.66 sec. Gordon Woods' Frazer-Nash gave trouble and there was a delay while it was moved from the course beyond the finish, and Christmas appeared to shear his blown "PB" M.G.'s crown-wheel and pinion at the start. Palmer managed to "dog" and "de-dog" properly in his Meadows Frazer-Nash, in contrast to Ruddock, their respective times being 76.76 and 75.05 sec., nevertheless. Collins, in a blown M.G. Magnette built for the 1934 Monte Carlo Rally, lost a plug going into Church Corner and took 71.43 sec. over his ascent, and the rest were mainly touring, although Matthews' 3½-litre Jaguar took only 64.23 sec. and Gale's 2½-litre Jaguar with modified front suspension, going close to *the* tree, 66.25 sec. Smith, in spite of white helmet and goggles, was slow in his M.G., and another in virginal garb was C. le S. Metcalfe, whom, the announcer said, competed in the 1922 200-Mile Race. We do not recall that, but do remember this driver in later Brooklands' races in the Abbott-Nash. At Brighton he drove a sports "Balilla" F.I.A.T. and clocked 70.73 sec.

1st : R. Finch (M.G.).
2nd : K. G. Smith (M.G.).
3rd : D. Parker (Jaguar).

Class 2.—Racing Cars up to 500 c.c.

S. Moss, son of Mrs. Moss, who used to drive a very special Marendaz-Special in competitions, proved his worth in spite of being a new-comer, by winning this class in his Cooper 500. He used real revs. on his getaways, held quite appreciable slides as they developed, and pulled out just enough to beat Brandon, who was temporarily in the lead after his second run. Brandon had quite a day, getting a real tail slide from Church Corner on his first run and going broadside on his second. Hartwell missed his change after Church Corner on his first run, but, helped by the Monaco's immense acceleration, was fast enough to get third place on his next appearance. Lord Strathcarron's J.A.P.-engined, Burman-ratioed, Marwyn was well handled (63.66 sec.), Coldham got his Cooper off well but entered the corners slowly and let the revs. drop to those of a "P" Triumph thereafter (67.72 sec.), and Samuelson's Cooper was sick (66.18 sec.). Pullibank spun his Marwyn completely round near the start on his second run after a first ascent in 66.92 sec. Sparrowe tail-slid his S.M.S. at Church Corner on his first run (66.41 sec.) and didn't take his second run.

1st : S. Moss (Cooper)	...	58.78 sec.
2nd : E. Brandon (Cooper)	...	59.20 ,,
3rd : G. Hartwell (Monaco)	...	60.79 ,,

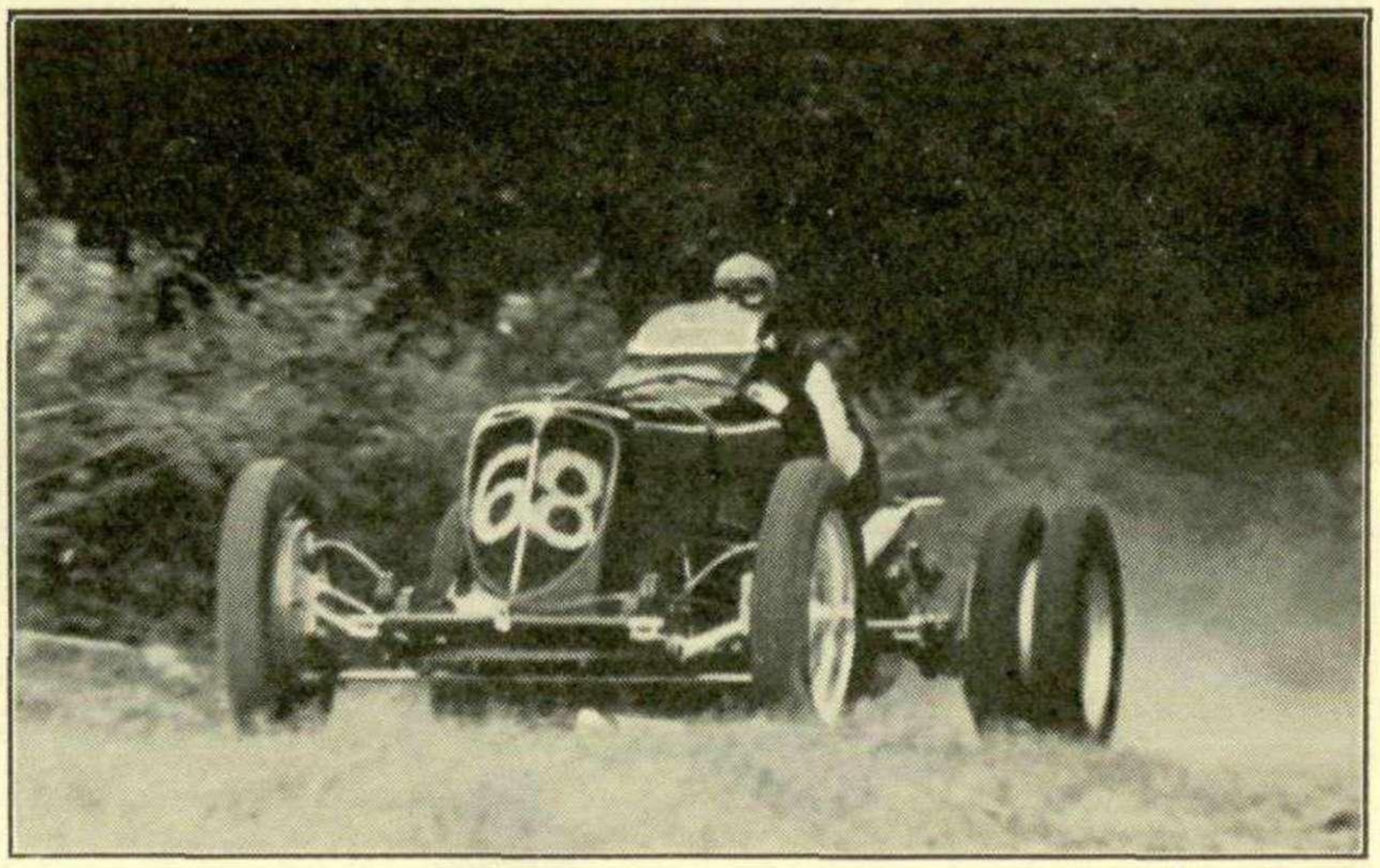
Class 3.—Racing Cars 501-1,100 c.c.

John Cooper, in his V-twin J.A.P.-engined Cooper, in possession of really immense acceleration, won this class, placing his wonderful little car beautifully through the bends. He needed his second run to do it, however, so well did Maclachlan's Austin Seven travel. Having an engine built largely for a 500-mile race and blown at 18 lb., *vide* the Antonians, the little car didn't *look* fast, but it was ; and fractionally faster again on its second run, when Mac got very close to *that* tree. Appleton's noisy Appleton-Special was third, having to be blipped round the bends in spite of twin rear wheels, but going mighty quickly up to the finish. Kennington's M.G. was only slightly slower, and its brakes were used to good effect as well as its acceleration (59.34 sec.), Finch placed his Amilcar Six nicely, particularly at Orchard Twist (60.06 sec.), and Sir Clive Edwards drove his H.R.G. neatly (70.09 sec.). Martin's M.G. was sending out clouds of smoke (78.95 sec.), Quirico's oddly-bodied Austin Seven failed to complete the course and delayed things while it was towed off, and de Lissa's ex-Mortimer off-set single-seater N-type M.G. Magnette had trouble near the start but for some reason unexplained was allowed two more runs.

1st : J. Cooper (Cooper),	... ...	55.95 sec.
2nd : A. N. L. Maclachlan (Austin),	...	57.81 ,,
3rd : R. J. W. Appleton (Appleton-Special),		59.10 ,,

Class 4.—Racing Cars, 1,101-1,500 c.c.

Geoffrey Ansell, fresh from winning the British Empire Trophy race, won this class comfortably in his blue B-type E.R.A. Alas, something went sadly wrong as he let in the clutch for his second run and he drove straight back to the Paddock. Gordon's mysterious 6C Maserati was second, mis-firing somewhat, and Bradnack took third place in the *monoposto* Frazer-Nash, a car which



[*Photo by Guy Griffiths*

Brighton's International Meeting—McAlpine driving the 2.9-litre Maserati formerly raced by "Bira." Unfortunately it experienced engine trouble at Shelsley Walsh a week later.

displayed grand acceleration, even if its driver did hold the steering wheel as if it were piping hot. Tye took his corners slowly in his smart Alta (64.91 sec.), Mortimer's 6C Maserati was cautiously handled (63.99 sec.), while Salvadori, driving his four-cylinder Maserati instead of his Alfa-Romeo, couldn't better 61.3 sec. Leonard spun his M.G. round 180 deg. to enter Church Corner tail first on his initial run, but thereafter clocked a very creditable 59.23 sec.

1st: G. E. Ansell (E.R.A.) ... ... 56.97 sec.
2nd: J. Gordon (Maserati) ... 57.57 ,,
3rd: B. E. Bradnack (Frazer-Nash) 58.85 ,,

Class 5.—Racing Cars, 1,501-3,000 c.c.

Gerard was an object lesson. his cream 2-litre E.R.A. absolutely steady, even looking slow, yet clocking first 52.05, then 50.87 sec., nearly 2½ seconds faster than anyone else. Alas, after crossing the finishing line on his second run the twin back wheels of the E.R.A. commenced a series of slides. There was nothing Gerard could do, and the car hit the bank and then, bursting a front tyre, shot across the road and into the A.C.-Nash and Crampton's beautiful Maserati which were parked there. All three cars suffered considerable damage, the E.R.A. having a bent front axle, considerable damage to the front-end generally and, it was feared, damage to the engine. Gerard was fortunately unhurt except for a burn on his hand where he had contacted the E.R.A.'s exhaust pipe as he jumped out quickly in case the car should catch fire. This unhappy episode led, eventually, to the Stewards closing the meeting. Gerard was very upset about the whole thing but it was definitely not any fault of his—merely one of the hazards of motor-racing, accentuated by the slippery road and proximity of parked cars to the course. Mrs. Gerard went up in the van to console her husband and was visibly as disappointed as he was, for it seemed impossible that the E.R.A. could be ready for Shelsley Walsh the following Saturday. Poore was quick to condone with Gerard and ask if he were hurt, and Gerard, in his turn, very sportingly apologised to Major Stanley Barnes, of the R.A.C., for causing the meeting to be abandoned.

Before the accident, McAlpine, in the "Bira" Maserati, had driven this difficult car nicely into second place, and Bolster, after whose passage a spectator had literally fainted (more unfortunate delay), got things really going the next time and beat many blown multi-cylinder cars for third place. Bathgate was hard on the front tyres of the unsteady A.C.-Nash at Church Corner (59.76 sec.), Hukins drove his Bugatti consistently and steadily (63.56 sec.), while Crampton's Maserati was very well handled indeed (61.57 sec.), in contrast to Mond's clumsy ascent in the Autovia-engined Bentley-Special (64.86 sec.). The Attenborough-Special tended to be wild and woolly, but improved, to clock 60.51 sec.; Norris, careful, took 60.59 sec. in the Alta, and Crook drove up nicely in 59.61 sec. in his Alfa-Romeo, relying on single rear tyres. Mann toured up in the Monza Alfa-Romeo (67.37 sec.), and Stubberfield gave us the thrill of the afternoon, bar Gerard, by going head-on into the straw bales at Church Corner with such force that his Bugatti could not extricate itself. It was able to run again, and clocked 60.14 sec. Pierpont's black and red Type 55 Bugatti, in spite of an episode with the said bales, did a beautiful second run, water coming from the radiator, in 59.48 sec., whereas Whincop couldn't better 59.8 sec. in his Type 51 G.P. Bugatti.

1st: F. R. Gerard (E.R.A.) ... 50.87 sec.
2nd: K. McAlpine (Maserati)... 55.77 ,,
3rd: J. Bolster ('Bloody Mary') 56.99 ,,

Class 6.—Racing Cars over 3,000 c.c.

Poore won this class with a courageous drive in the big Alfa-Romeo, and Lance Macklin's newly-engined and newly-bodied four-wheel-drive Fuzzi was second, wheels lifting and much dust around. Matthews was third in his 3½litre Jaguar. Boothby took 60.62 sec. in the J.B.M., Pitts 68.51 sec. in his still-stiff blower Bentley. No second runs were permitted.

1st: R. D. Poore (Alfa-Romeo) 53.36 sec.
2nd: L. Macklin (Fuzzi) ... 61.33 ,,
3rd: G. E. Matthews (Jaguar) 62.60 ,,

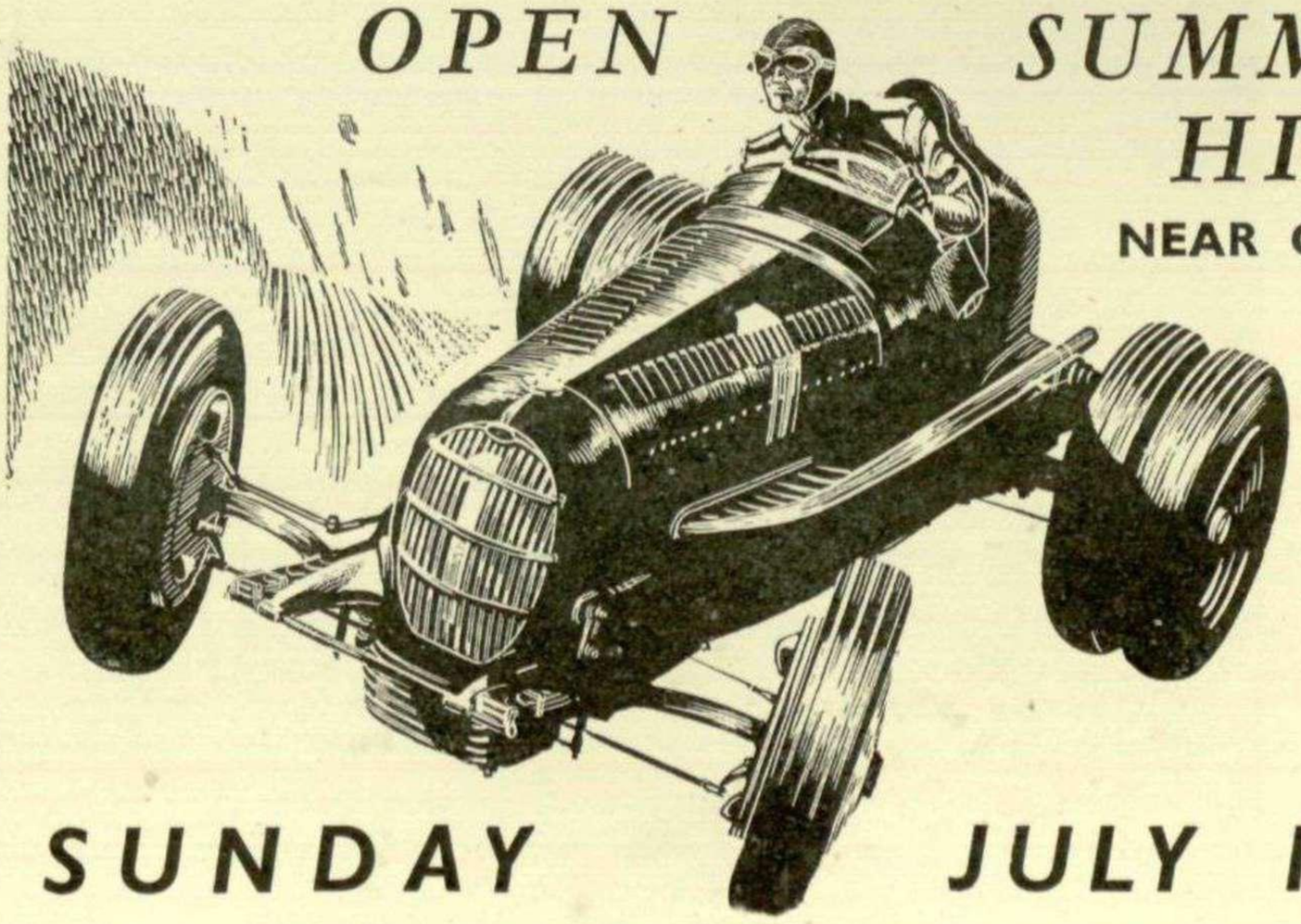
Team Event

1st: Bugatti Owners' Club (Gerard, McAlpine, Maclachlan).
2nd: B.H.M.C. (Poore, Ansell, Gordon).

The Under 60 sec. Men

Gerard (E.R.A. s/c)	... ...	50.87 sec.
Poore (Alfa-Romeo s/c)	...	53.36 ,,
McAlpine (Maserati s/c)	...	55.77 ,,
Cooper (Cooper)	... ...	55.95 ,,
Ansell (E.R.A. s/c)	... ...	56.97 ,,
Bolster ('Bloody Mary')	...	56.99 ,,
Gordon (Maserati s/c)	...	57.57 ,,
Maclachlan (Austin s/c)	...	57.81 ,,
Moss (Cooper) ...	... ...	58.78 ,,
Bradnack (Frazer-Nash s/c)	...	58.85 ,,
Appleton (Appleton-Special s/c)		59.10 ,,
Leonard (M.G.) ...	... ...	59.23 ,,
Brandon (Cooper)	... ...	59.30 ,,
Kennington (M.G. s/c) ...	...	59.34 ,,
Pierpont (Bugatti s/c) ...	...	59.48 ,,
Crook (Alfa-Romeo s/c)	...	59.61 ,,
Christie (A.C.-Nash)	... ...	59.76 ,,
Whincop (Bugatti s/c)	...	59.80 ,,

THE BUGATTI OWNERS' CLUB
PRESENTS
PRESCOTT
OPEN SUMMER
HILL-CLIMB
NEAR CHELTENHAM, GLOS.



ADMISSION 7/6
(INCLUDING TAX)
★
CAR PARKS:
2/6
★
SUNDAY JULY 18TH 2.0 P.M.

Reports of Recent Events

CORRECTION

In the final placings of the competitors in the J.C.C. Jersey race, R. F. Salvadori finished 7th and G. E. Ansell 8th. Our report, and certain other reports, mistakenl reversed these positions.

HAWKE'S BAY S.C.C. SPEED TRIAL

Fifty vehicles participated in this New Zealand event, a cinder-car covering the ¼ mile in 19.0 sec. on a demonstration run. F.t.d. was made by Haley's Ford V8 in 21.6 sec., in the unlimited class. Other class winners comprised Wright's P-type M.G. in 29 sec., Pierson's Singer Nine Sports, in 26 sec., Hanna's TA M.G. in 23 sec., McKenzie Douglas' "12/50" Alvis in 24.2 sec., and Vogtherr's 16-h.p. Riley in 24.2 sec. Runners-up numbered a Singer Nine saloon, a 1½-litre Riley, a 24-h.p. Vauxhall, and a 3-litre Bentley—which was a very nice advertisement for British cars. Matchless, Triumph and Velocette wiped up the motor-cycle classes, fastest two-wheeler time being 15.2 sec. by Double's Triumph "Tiger 100." The latest importation from England, a Morgan 4/4, gave a demonstration run.

THE BOL d'OR

This famous 24-hour small car race, that used to be contested by such odd French cycle cars specially constructed to compete in it, was held over a 2½-mile circuit in the St. Germain forest. Scaron put up a magnificent fight against troublesome brakes, fatigue that called for medical attention and shortage of fuel, and won by 47 miles in his Simca-Gordini, averaging 53.46 m.p.h. for 1,295 miles. Camerano's Simca was 2nd, covering 1,237 miles in the two rounds of the clock, with another Simca, handled by Lecerf, third. That was in the 1,100 c.c. sports-car category. In the 1,100 c.c. racing-cars class Le Jamtel's Amilcar covered 1,052 miles, winning from Ganneau's Amilcar-Jeff, no other cars finishing. Molinari's Simca covered 759 miles to win the 500 c.c. racing-cars class.

LISBON RALLY

British prestige was nobly upheld at Lisbon. The rally was won outright by Count Monte Real's Bentley, C. Meneres' Ford taking second place and J. Cabral's Ford third place. The 750-1,500 c.c. category saw E. Bianca's Lancia win, but Ken Wharton's Ford "Anglia" was second, ahead of Alan Hess's Austin "A40" works-entry. Nice show, Wharton! G. Andres' F.I.A.T. won the up to 750 c.c. class.

PARIS GRAND PRIX

This race was held over Montlhèry's short road-circuit of just over 3¾ miles, the 23 starters having to cover 50 laps, or a total of 196 miles. Giraud-Cabantous had no trouble at all in winning in his 4½-litre Talbot from the great Louis Chiron's similar car. Cabantous averaged 87.3 m.p.h., beating Chiron by 2 min. 0.3 sec. Rosier blew-up his Talbot when challenging Chiron, so that Chaboud's 4½-litre Delahaye, 3 laps behind, was third, Mairesse's 3.6-litre Delahaye fourth, Comotti's 4½-litre Talbot fifth and the Britisher, P. A. T. Garland's 3-litre T.T. Delage, sixth.

BARI GRAND PRIX

A Ferrari, driven by the Brazilian driver Chico Landi, came in first in the Bari G.P., averaging 67.1 m.p.h. for the 200 miles. F. Bonetto's Cisitalia made fastest lap at 69.59 m.p.h. and came in second, 3 min. 22.6 sec. behind Landi, third place being taken by Varzi's Cisitalia.

STOCKHOLM GRAND PRIX

"Bira," driving a Simca-Gordini, finished first in this race, run over an airfield course at Skarpnack, but he was deemed to have jumped the start and was disqualified. This left the race to Biondetti's Ferrari, which averaged 50.95 m.p.h. and finished 1 min. 20.6 sec. ahead of Schell's Cisitalia, with Rol's Simca-Gordini third. Gordini had some consolation, inasmuch as one of his cars, driven by Raymond Sommer, made fastest lap, at 53.43 m.p.h.

RHEINECK WALZENHAUSEN SPEED HILL-CLIMB

De Graffenried's 16-valve Maserati made f.t.d. in this event, in 4 min. 52.8 sec. Von Stuck, reappearing in a Cisitalia, was second fastest, in 4 min. 57.2 sec., followed by Oest's Cisitalia, in 5 min. 8 sec., and K. N. Hutchison's Alfa-Romeo, in 5 min. 8.2 sec. Hutchison won the unlimited racing cars class, A. G. Imhoff's Allard the unlimited touring cars class, in which Sydney Allard's Allard was third, and an "A40" Austin was placed first in the up-to-1½-litre touring cars class.

INDIANAPOLIS "500"

This year's classic 500 Mile race at Indianapolis in America was won at a record average speed of 119.82 m.p.h. by Mauri Rose driving Lou Moore's Blue Crown Spark Plug Special—which is 7.23 m.p.h. lower than the speed at which John Cobb's Napier-Railton won the World's fastest 500 Mile race, at Brooklands in 1937. Rose also won the 1947 race. He drove a f.w.d. car with an unblown 4-cylinder 4½-litre Offenhauser engine. Bill Holland finished second, at 119.15 m.p.h. in an identical car and as this was also entered and prepared by Lou Moore, he can feel justified with the results. Third place was occupied by Duke Nalon's V8 3-litre Novi Grooved Piston Special, fourth position by Ted Horn's 8 CTF Maserati and fifth position by Mack Helling's Don Lee Special. Rex May's Maserati-type 3-litre straight-eight engined Bowes Seal Fast made fastest qualifying time at 130.58 m.p.h., lapping at 131.73 m.p.h., and in these pre-race trials Nalon had lapped at 134.01 m.p.h.

Troubles came fast and frequently in the race. McQuinn retired on the first lap, with his Maserati's blower-drive sheared, and Russo's Maserati was out after ten miles through loss of oil. Andres' Offenhauser suffered steering trouble, not a thing to have at Indianapolis, Williams' Offenhauser experienced

(*continued on page* 222)



DEPARTED HEROES.—Frank Armi, Art George, "Satan" Frank Brewer, "Handsome" Jack Stroud, "Inky" Cowboy Ingram, Chauncy "Get Out of My Way" Crist and the rest, who came from America to, vide the picture caption, represent France, Belgium, Britain and U.S.A. in International Four-Wheeler Speedway. They departed after two meetings. The Motor *reported that, asked after the first meeting if they liked midget-car racing,* 50,000 *Englishmen shouted back "No!"*

RAYMOND MAYS HOLDS HIS OWN AT SHELSLEY

The 2-litre E.R.A. Makes F.T.D. in 37.89 sec. Poore and Gerard Runners-up. Astonishing Runs by John Cooper's Cooper 1,000.

THERE is something about Shelsley Walsh that newer sprint venues lack. And on June 12th really warm weather contributed to the happy atmosphere, as racing cars, their vans and tenders and the exciting cars of enthusiast-spectators converged on the famous Worcestershire hill. Leslie Wilson, motoring about his official duties in a Wolseley saloon, was in great form, and when Lord Howe arrived in his V12 Lagonda we knew all was set for a typical, and for once a dry, Shelsley.

In the Paddock many interesting things were observable. Gerard had recovered from his unfortunate episode at Brighton and had installed the 2-litre E.R.A. engine in his ex-Fairfield 1,100-c.c. E.R.A. chassis (R.4A), the front axle of which was being changed on the Saturday morning. P. W. Neale came in his beautiful ex-Brackenbury Bugatti, with twin copper exhaust pipes beneath its tail, *on tow behind a* 4¼*-litre Bentley*, Gerard himself attended to the clutch of his wife's Riley, and Allan Arnold's Type 51 Bugatti was seen to have chromium-plated hydraulic cylinders on the back plates of its front brakes and twin " hair-drier " exhaust outlets on the near side. The Robin-Jackson-prepared Freikaiserwagen was a centre of interest, having a remarkable new independent rear suspension, the swing axles located by radius-rods running rearwards to the chassis extensions and controlled by rubber cord, the hubs being in one piece with the drive-shafts, so that all thrust is taken by the Hooke-type universals. The exhaust pipe from the rear cylinder of the air-cooled V-twin Blackburn engine embodies a neat curl to allow it to terminate beside that from the front cylinder and yet be of equal virtual length, while two oil tins with adjacent sight-feeds look after lubrication of the Marshall blower. Another ingenious feature is that the chassis tubes hold air so that a sufficient " head " is obtained to pressurise the small fuel tank, inflation being through a tyre valve at the extreme end of the near-side tubular side-member. Fry had climbed in 41.45 sec. in practice but, alas, the clutch pins sheared and he had to scratch.

Ken Hutchison's Alfa-Romeo arrived in its big Ford V8 van that had returned from Switzerland earlier in the week, and the driver's Lancia " Aprilia " arrived soon afterwards. In practice Mays had clocked 38.12 sec. in the E.R.A., Poore *39.03*, *Gerard 40.02*, *Hutchison 40.06*, Fry 41.20, Appleton 41.95, McAlpine 42.29, and Strang 45.31 sec.

This period had been enlivened by Lady Mary Grosvenor vanishing into the ravine before the S-bend in her Bugatti, much as Bainton did before the war. Unfortunately Prosser had overturned his Bugatti and hurt his arm, and Newton had likewise inverted his H.R.G., but was able to fit a new front axle in time to run.

Non-starters on the Saturday were rather numerous, namely: Davison (Ardilia), Haddow (M.G.), Fry (Freikaiserwagen), Baring (Maserati), Bradnack (Frazer-Nash), Crossley (Alta), Johnson (E-type E.R.A.), Rowland (Maserati), Davenport (Alta), Whitehead (E.R.A.), Antonelli (Maserati), Bolster (E.R.A.), Mrs. Darbishire (E.R.A.), Parnell (E-type E.R.A.), " Bira " (Simca), Rowley (Bugatti), Prosser (Bugatti), Brooke (Vauxhall-Villiers), Salvadori (Alfa-Romeo), Fairman (Bugatti), Tyrer (Bugatti), and James (Bugatti). Martin drove Pullibank's Marwyn and Parnell took over his 2-litre E.R.A from Ashmore.

As zero hour approached the crowd increased in size but did not seem up to the usual standard, although making up for that in obvious keenness not to miss a thing that was going on. The Press arrangements had improved and the organisation generally was good, assisted by the unfailing efficiency of Mr. Antone. Donald Healey opened the hill with a spirited climb in a Healey and the International Shelsley Walsh was on. Timing, incidentally, was by wheel-contact at the start and by contact, not light-ray this time, at the finish.

* * *

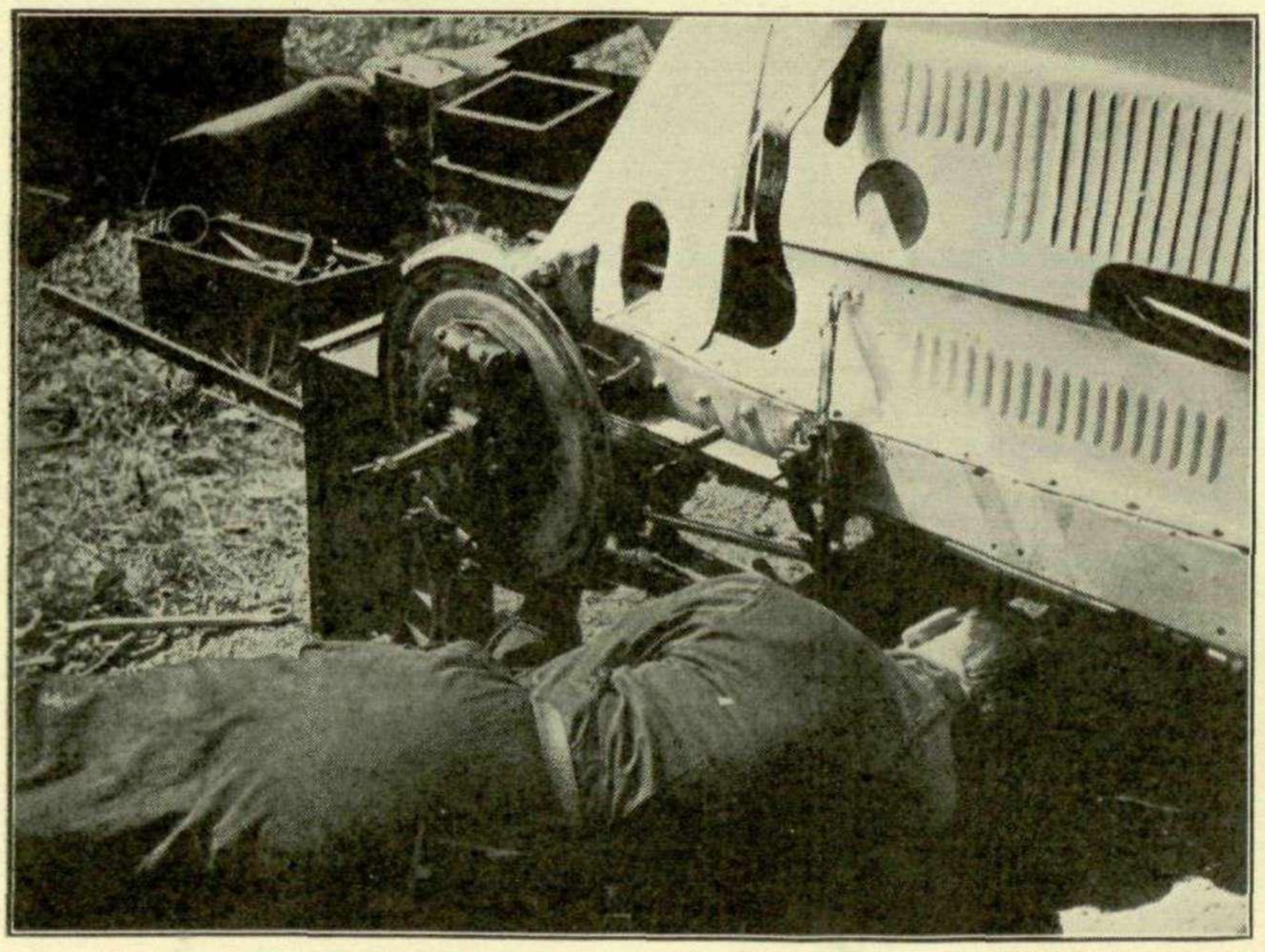
Class I.—Up to 500 c.c.

Eric Brandon (Cooper 500) had this class in his pocket, although on his first run, in 44.46 sec., he had a nasty slide at the " S," went over the drain in the road and had to hold a long power-slide leaving that corner. On his next run he just touched the off-side edge near the start but this time came wide and very fast through the " S " to clear the drain and clock best time, in 44.16 sec. Colin Strang made a couple of brave efforts to defeat the Cooper opposition but to no avail—his first run took 44.78 sec. and his second run was delayed by a real slide, skilfully held, entering the " S." Lones was third in Tiger Kitten, holding slides nicely as they developed, but his little car an obvious handful as it snaked to the finish and tending to misfire at high r.p.m. Incidentally, one of the announcers insisted that the " 500s " were " coming up steadily "—has he ever driven one? Of the others, the Aikens was sick, the Speedway J.A.P.-engined White-Lloyd experienced a nasty slide from the " S "; Hartwell nearly bought it when the Monaco hit the inside bank and bounced high off the road on its first run, but went very well *the next time*; Truman was another whose car was sick, his Marwyn sliding badly for all that; while Lord Strathcarron drove *his* Marwyn very nicely, its tyres flexing appreciably. Coldham's Cooper seemed handicapped by early and slow gear-changes, and Martyn also changed up early on Pullibank's Marwyn, the rear suspension of which looked very soft, the car sliding badly at the start.

1st:	E. Brandon (Cooper)	44.16 sec.
2nd:	C. Strang (Strang)	44.78 "
3rd:	H. C. Lones (Tiger Kitten) ...	46.05 "

Class 2.—501-1,100 c.c.

This class was quite sensational, for John Cooper, using the truly immense



[*Photo by Guy Griffiths*

Gerard's E.R.A. was still being prepared in the Paddock on the Saturday morning. The front axle being changed.

acceleration of his J.A.P. V-twin Cooper to full advantage, clocked 41.81 sec., only to be disqualified because a mechanic had forgetfully laid a hand on the car as it left the line. This gave Appleton the first-half honours in 42.42 sec., in spite of the twin-rear-wheeled Appleton-Special hitting the grass verge as it left the line and sliding from the "S" on a fine ascent. Then things happened. Cooper got right down to it on his second run, really power-sliding the blue car through the "S," leaving it wide and accelerating prodigiously to the finish so that the little machine juddered under the stress of it. He clocked 40.70 sec., a truly magnificent time, which broke the Shelsley Walsh unsupercharged record, held by Wilkinson in the ex-Dobbs 2-litre Riley, by 1.34 sec. Ken Wharton, hampered by a sprained ankle he had acquired on his way home from the Lisbon Rally, had met trouble after the "S" on his first ascent and, in spite of very fine handling of his M.G.-engined Wharton-Special on his next run, couldn't beat Cooper, although he beat everyone else. Appleton also had trouble on his second run, coasting to the finish, after a real dice through the "S," seemingly with an axle-shaft broken. But his first run had been fast enough to secure third place.

Symonds blipped his Austin Seven, its number carried on the scuttle to leave the small radiator clear, fast through the "S," Moor's old Wasp was for once really on form and we were delighted to see it clock a very fine 43.62 sec., after being quite a handful for a moment at the "S" on its earlier run while Richards' Riley, which started life as a 1929 "Brooklands" model, howled its tyres and squealed its brakes but generally motored very well. Maclachlan's Austin narrowly missed third place, the front wheels sometimes airborne, a slide held at the Kennels, but the little car always looking under control and the off-side rear tyre smoking as it spun leaving the "S." Murray's Q-type M.G. wasn't entirely happy and experienced immense wheelspin in the wet tar on the starting area; the Carlmark, wearing twin rear tyres, spluttered on its first run and didn't run again, and Southon just toured along in the Becke-Powerplus, its old Wolseley engine not going properly. Sir Clive Edwards' runs in the 1,100-c.c. pointed tail H.R.G. were described as "gentlemanly." He rather mixed his ratios at the "S" at first, but drove very well thereafter, the engine sounding grand up to the finish, with a dramatic rasp on the over-run.

Frame's R-type M.G. lost time through wheelspin, and Instone's Martyr was obviously ill at ease. Incidentally, it has a J.A.P. engine, not a 1921 push-rod G.N. as announced. We waited expectantly for the Lightweight, which had clocked 43.22 sec. on its first run, avoiding the drain in a neat negotiation of the "S," but its experimental Nuffield engine once again let it down and it failed near the start of run two.

1st:	J. Cooper (Cooper 1,000) ...	40.70 sec. (new record)
2nd:	K. Wharton (s/c Wharton) ...	42.17 "
3rd:	R. J. W. Appleton (s/c Appleton-Special)	42.42 "

Class 3.—1,101-1,500 c.c.

This class suffered from non-starters. Richardson won it by a grand second run in spite of cutting out momentarily in mid-"S" in order to hold the E.R.A.-Riley, which, on its first run, had contacted the far-side bank at the Crossing bend. Richardson's runs were outstanding, especially as his engine was still fairly stiff after recent assembly. Tye's smart ex-Williams' Alta, on twin rear tyres, was slow on its first run, but went faster next time, to take second place, the Norris-Special skidding to the off side of the road from the start but coming nicely through the "S," avoiding the drain, on a run that was third fastest in this class. Newton's H.R.G. seemed to be using plenty of Notwen, and almost hit the near-side bank as it came out of the "S" on its first run, coming out wide again, throttle blipped, on a very fine second ascent. Geoffrey Ansell's I.O.M. E.R.A. went on to too-few cylinders after a fast run up to the "S" on its first run, and, the same trouble hampering it to a lesser extent on its second run, couldn't better 45.59 sec. Mrs. Gerard drove really well in her cream Riley, tyres squealing from the line, but the car proved very unpleasant along the finishing straight, bouncing and snaking so badly that Joan wisely eased up momentarily. She deserves credit for her consistent runs—45.97 and 45.95 sec., respectively.

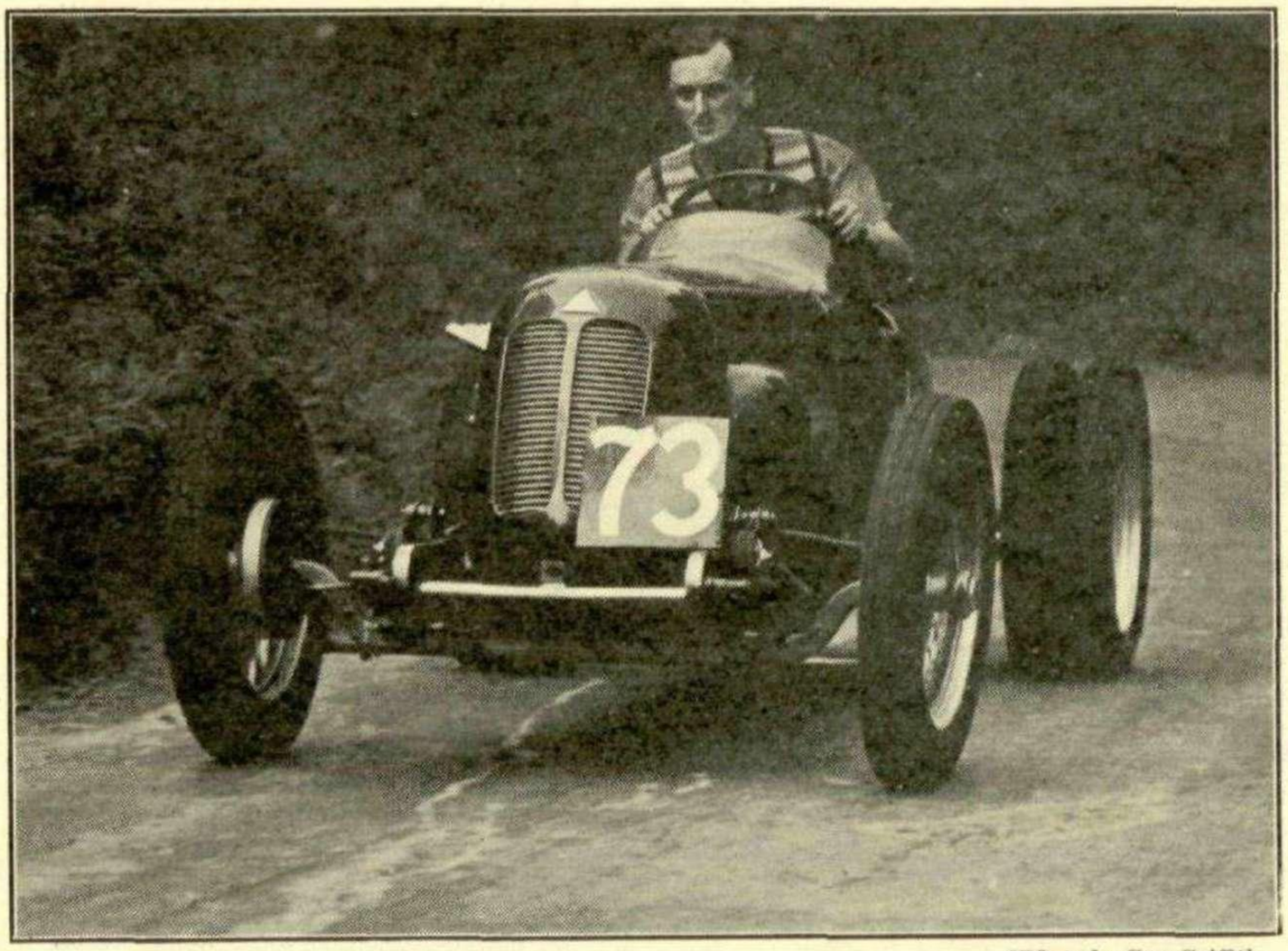
1st:	G. N. Richardson (s/c E.R.A.-Riley)	43.65 sec.
2nd:	B. Tye (s/c Alta)	44.08 "
3rd:	F. A. Norris (s/c Norris-Special)	44.77 "

Class 4.—1,501-3,000 c.c.

Ken Hutchison's Alfa-Romeo won this class and his runs were both very fine to watch and commendably consistent—39.82 and 39.85 sec., respectively. He used the acceleration of the twin-rear-tyred Alfa-Romeo to full effect and cornered very close to the bank at the "S," going over the drain fair and square each time. John Bolster deserves a very big hand for beating all the other illustrious blown racing cars in this class, in "Mary." His starts were an example; he had a mighty dice at the "S," yet "Mary" sat down well on a really fast run up to the finish—a wonderful show. In actual fact, these are the M.A.C. placings in this class, but actually, of course, no one could approach Raymond Mays' time, which gave him f.t.d. He took a central line away, held a slight slide at the Kennels, hit the drain, had quite a moment leaving the "S," to clock 38.39 sec. on his first run. On his second run he came close to Vox Villa as he got away, only just touched the drain as he came more wildly through the "S," and roared away to the finish, the green E.R.A. clocking 37.89 sec., only 0.52 sec. slower than his record. The wet tar at the start probably cost Mays a new record.

Gerard, having to "learn to drive all over again" in his rebuilt E.R.A., was second fastest in this group, but, although taking a special prize for that fine achievement, doesn't figure as such in the class placings. He used twin rear tyres, hit the bank low down and just cleared the drain at the "S" on his first run, and held a mid-road course through the "S," once clipping the bank going up to the finish, on his second run—40.80 and 39.41 sec., respectively.

As for the also-rans: Stubberfield brought his Bugatti really wide from the "S," grazing the bank; Lady Mary Grosvenor drove her Bugatti very neatly, displaying useful acceleration; Noel Carr had a spirited run in the ex-Beadle Alta, its front wheels flapping, the gear-change causing some anxiety and the engine inclined to misfire; while Alfan Arnold lost time when his modified Type 51 Bugatti slid from the "S" and he didn't take another run. Norris' ex-Taylor Alta misbehaved on both its runs, the A.C.-Nash lost a chain, nearly found



[Photo by Guy Griffiths

Lloyd-Jones drove the Triangle Skinner Special very effectively, and won his class, but this car lost its long-standing record for unsupercharged Shelsley-Specials to John Bolster's "Bloody Mary."

the bank and was a bit off colour, and McAlpine's ex-" Bira " Maserati suffered really bad trouble. Neale went close to the bank going into the " S " in his new Bugatti and drifted out of these corners unpleasantly on his second run, the starting handle swinging madly, as on the other Bugattis. The announcer then spoke of a sound " as of an air-raid about to begin " and we knew that Davenport's famous 2-litre Spider was due. It was most exciting to watch, sliding at the Kennels and the Crossing, and viciously so going into the " S " on its second run. But Davenport knows how to tame it and clocked 44.17 sec., quite unperturbed when it hit the bank twice in snaking to the finish.

Nixon's I.O.M. Riley (ex-Brooke Special, now Riley and not E.R.A.-engined) wasn't well, fluid pouring from it, and although Parnell cut as close to the inside bank, over the drain, as anyone at the " S " and drove his E.R.A. really well, using twin rear wheels, he couldn't better 42.53 sec., and didn't run again.

1st : K. Hutchison (s/c Alfa-Romeo) 39.82 sec.
2nd : J. Bolster (" Bloody Mary ")... 40.97 ,,
(new record un-s/c Specials)
3rd : N. Carr (s/c Alta) ... ... 41.48 ,,

F.T.D.: Raymond Mays (s/c E.R.A.) ... 37.89 sec.
Third F.T.D.: F. R. Gerard (s/c E.R.A.) 39.41 ,,

Class 5.—Over 3,000 c.c.

Poore had things all his own way in this category, the big Alfa-Romeo starting well, sliding only slightly at Kennel bend, being held skilfully at the Crossing, then coming through the " S " wide, Poore pulling over to leave this corner in an individual manner. Up to the finish the red car was really travelling and needed a great deal of holding. On the second attempt Poore threw his arms into the air to indicate he had muffed the start—39.93 sec. against his previous 39.16 sec. This was beaten only by Mays, so Poore does not figure in the class placings. Lloyd-Jones was first, in the Triangle Skinner-Special, driving calmly and obviously in full control, and very consistent. Sydney Allard in the fearsome air-cooled Allard caused a diversion by selecting reverse gear going into the " S " and pulling up in the best brake-test fashion. He sorted things out and rushed on, goggles flying out behind his helmet. Next time he made no mistakes with his gear-changes but hit the bank near the start, and came wildly through the " S," the car bouncing off the drain to be nicely held as it slid out of the corner.

Boothby, in his excitingly wide twin-tyred J.B.M., was consistent but slow, and the terrifying eight S.U.-carburetted Meph'gatti clearly frightened Norton as much as it did the spectators, on its only run, which occupied 51.82 sec.

1st : E. Lloyd-Jones (Triangle Skinner-Special) ... ... 42.42 sec.
2nd : S. H. Allard (Allard) ... ... 42.50 ,,
3rd : J. R. M. Boothby (J.B.M.) ... 48.21 ,,

Second F.T.D.: R. D. Poore (s/c Alfa-Romeo), 39.16 sec.

Placings for R.A.C. Hill-Climb Championship

1st : Mays ... ... 10 marks
2nd : Poore ... ... 9 ,,
3rd : Hutchison ... ... 8 ,,

Special Awards

F.T.D.—Shelsley Challenge Trophy and £100: Raymond Mays.
Second F.T.D.—£50: R. D. Poore.
Third F.T.D.—£25: F. R. Gerard.
Fastest Shelsley Special—Rossiter Trophy J. Bolster.
Fastest Time by Lady—Ladies' Trophy: Mrs. Gerard.
Fastest Non-Supercharged Car—M.A.C. Trophy: J. Cooper.
Team-Prize—Fray Trophy: Mays, Ansell, Gerard.

Some Finishing Straight Times

(These were taken as cars left the " S," up to the finishing line, and are unofficial, but instructive.)

	2nd run sec.		*2nd run sec.*
K. Wharton ...	10.4	Sir Clive Edwards ...	12.8
J. Cooper ...	9.1	G. M. Frame ...	11.4
E. J. Moor ...	10.1	E. J. Newton ...	10.8
H. A. Richards	10.0	F. A. Norris ...	10.0
A. N. L. Maclachlan ...	10.3	Mrs. Gerard ...	10.7
D. Murray	12.5	G. N. Richardson	10.0
A. P. Southon	11.3		

	1st run sec.	*2nd run sec.*
P. J. Stubberfield	10.0	9.6
Lady Mary Grosvenor	10.1	10.3
N. Carr	9.8	10.8
J. Allan Arnold	9.4	—
K. Hutchison	9.4	8.9
M. A. H. Christie...	10.4	11.0
R. Mays	8.4	7.8
K. McAlpine	8.4	—
J. Crampton	11.4	—
P. W. Neale	11.2	10.9
A. T. Darbishire	10.8	10.2
B. H. Davenport	—	10.7
G. Nixon	11.2	10.4
J. Bolster	9.6	9.5
F. R. Gerard	9.0	8.5
R. Parnell	10.0	—
R. D. Poore	8.8	8.3
J. R. M. Boothby	12.0	11.6
E. Lloyd-Jones	9.4	9.5
S. H. Allard	9.0	9.4

Continued on page 221

Gerard's Rebuilt E.R.A. Fastest at Prescott

Wonderful Runs by the Cooper 1,000. Class Records Beaten by Cooper and Whincop

AFTER the International Shelsley Walsh Hill-Climb was over, many of the cars that had been there wended their way to Prescott, where the Bugatti Owners' Club ran one of their perfectly-conducted meetings on the Sunday, in all the friendly atmosphere of one of their smaller events. On the preceding night people bedded down in cars, caravans and the Allard caravan-cum-workshop in Prescott's picturesque Paddock. On the Sunday the early mist gave way to a really beautiful day and the meeting went through well ahead of schedule and without the slightest hitch—as one has come to expect of Prescott—although Eric Giles was taking a well-earned holiday.

Interesting cars in the Paddock included Chambers' Bugatti, which consisted of a blown "Brescia" with Frazer-Nash ¼-elliptic front end, a special radiator shell over the cut-down "Brescia" element, and a chain-driven Powerplus supercharger on the near side, and Oscar Moore's single-seater O.B.M. The latter is based on Moore's "328" B.M.W., using the same chassis, and is very beautifully turned out, having the driver's seat off-set to the off side, a long air-scoop along the top of the low bonnet, a long central gear-lever and a tank beside the driver with two rubber filler-caps shaped like steam-domes. Hobbs had a lowered "K3" Marshall-blown M.G. Magnette, Baines the re-bodied, tail-less R-type M.G. with twin-cam head and most of its radiator blanked off; Dryden's Cooper had hairpin valve-springs; Strang had a new H.R.D. engine in his Strang, consisting of one cylinder from a V-twin engine, lubricated by Pilgrim pumps; Perkins' H.R.G. now had two, in place of three, S.U.s on its Type 321 B.M.W. engine, and Sarginson used a vertical-type magneto and a big oil filter on his 1,750-c.c. M.G., while Miller's Healey saloon sported a short cylindrical silencer beneath its near-side rear wheel.

Raymond Mays was present in his Mk. VI Bentley and very keen to attempt to lower Gerard's course-record, but his entry had not been made and Major Dixon Spain would not let Hutchison stand down in place of Mays, although the former driver had sportingly offered to do this and, indeed, had driven out to the hill in his Lancia the previous night to try to arrange this transfer. We feel, nevertheless, that the club had no option but to leave entries as they closed.

Non-starters comprised Clark (Mercédès), Haddow (M.G.), Marshall (M.G.), Miller (M.G.), Rowe (M.G.), Wykes (Frazer-Nash), the Walters (Bugatti), Prosser (Bugatti), Metcalfe (Bentley), L. Allard (Allard), James (Bugatti), Clarke (Bugatti), Imhof (Allard), Hamilton (Maserati), Mortimer (Maserati), Appleton (Appleton-Special), Johnson (E-type E.R.A.), Foster (Bugatti), Pool (E.R.A.), Norris (Alta), Lady Mary Grosvenor (Bugatti), and McAlpine (Maserati). Major Dixon Spain used a 1934 Austin Ten for his official ride up and down the hill—but how nice if he had had a Bugatti!

Class 1.—Veterans

Unfortunately—and it *is* unfortunate—only Peter Clark's Mercédès was entered and he did not appear, probably disgusted by this lack of competition.

Class 2.—Sports Cars up to 1,500 c.c., Non-Supercharged

Pitt's M.G. had little difficulty in winning this class, tyres flexing horribly and the throttle blipped through the Semi-circle. Delingpole was faster in his own H.R.G. than when Newton drove it, but only by a small margin, while blonde Miss Sylvia Bloomer drove nicely in a Riley to get 4th place. Buckler went up the bank on his first run but continued, Phillips' M.G. was slow if quiet, and Mrs. Whincop's red F.I.A.T. "Balilla" was slowest of all, handicapped on engine size.

1st:	D. C. Pitt (M.G.)	53.86 sec.
2nd:	K. C. Delingpole (H.R.G.) ...	55.34 ,,
3rd:	E. J. Newton (H.R.G.) ...	55.52 ,,

Class 2 (S.).—Sports Cars up to 1,500 c.c. Supercharged

Only three cars ran and Leonard's M.G., wildish but very fast, had things easily its own way, although he was 0.16 sec. outside his previous class-record time.

1st:	P. Leonard (M.G.)	50.78 sec.
2nd:	F. J. A. Hobbs (M.G.) ...	54.27 ,,

Class 3.—Sports Cars, 1,501-3,000 c.c., Non-Supercharged

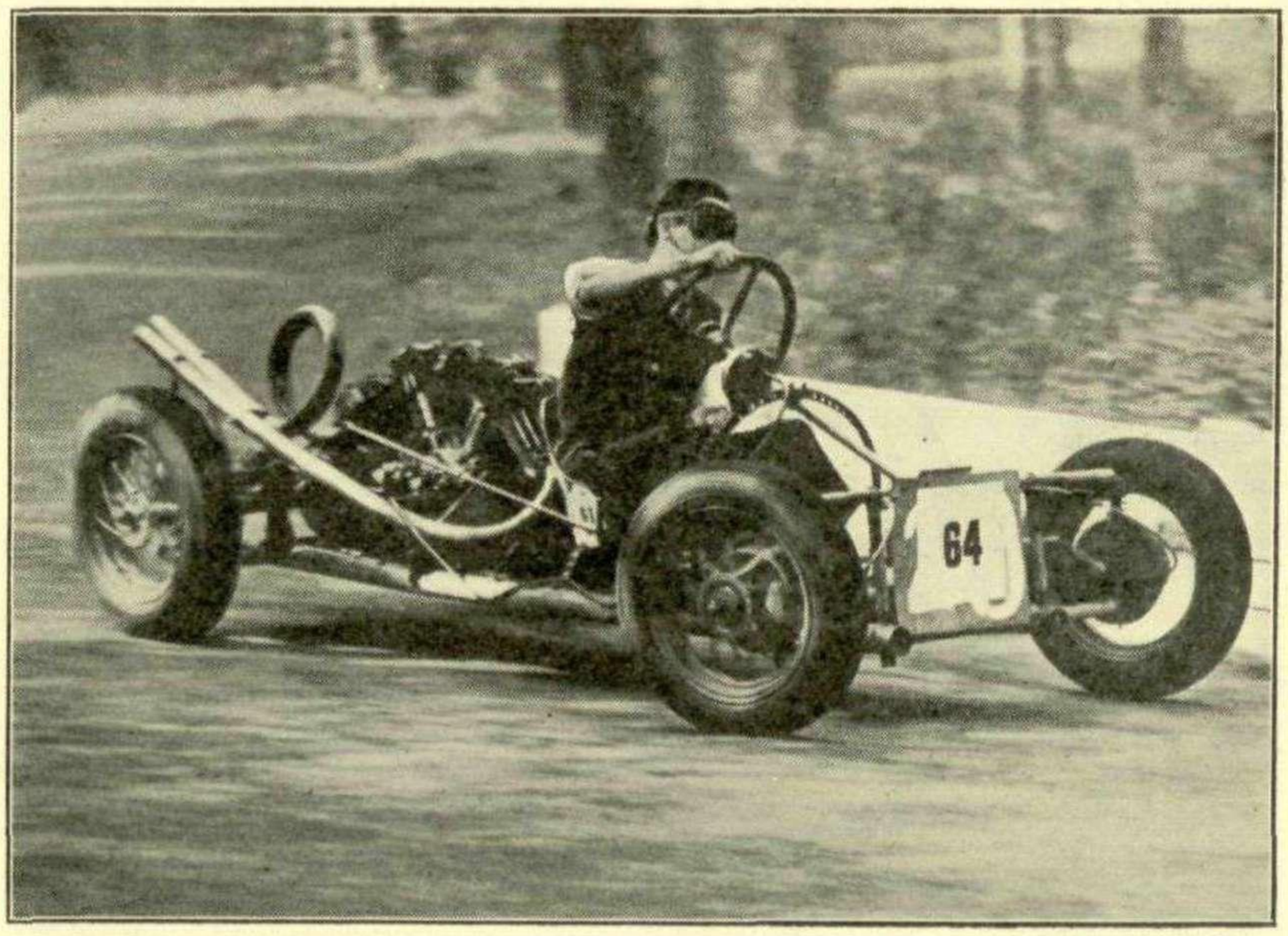
Tony Crook's "328" B.M.W., tyres howling, scored here, although on its second run it died at the Esses, smelling fearfully hot. The Perkins brothers fought it out for second place, the faster lifting his B.M.W.-H.R.G.'s inner front wheel leaving the Esses and making healthy snap gear-changes. Mrs. Sarginson was neat but slower than her husband in the M.G. It was very nice to see Peter Hampton driving again. His very beautiful Type 30 Bugatti, with very Continental touring body, went up sedately in 74.28 sec.

1st:	T. A. D. Crook (B.M.W.) ...	52.33 sec.
2nd:	J. M. Perkins (H.R.G.) ...	53.48 ,,
3rd:	W. S. Perkins (H.R.G.) ...	54.36 ,,

Class 3 (S.).—Sports Cars, 1,501-3,000 c.c., Supercharged

Whincop's ex-Shuttleworth Type 51 Bugatti not only won this class but set up a new class record, beating Heath's 2-litre Alta figure by 0.15 sec. Pierpoint really made the wheels of his Type 55 Bugatti spin, and Dix drove his rather cumbersome 1¾-litre Alfa-Romeo into 3rd place, getting a real tail-slide from the Esses on his first run.

1st:	A. C. Whincop (Bugatti) ...	50.15 sec. (*new class record*)
2nd:	D. A. Pierpoint (Bugatti) ...	53.99 sec.
3rd:	G. C. Dix (Alfa-Romeo) ...	61.10 ,,



[*Photo by Guy Griffiths*

Re-vamped—the Freikaiserwagen, was scratched at Shelsley, but Prescott spectators had a good look at it. Note the new tubular frame, engine now in-line with the side-members, and cunning exhaust system, amongst other things Robin Jackson has schemed out for Fry's exciting car. It was second to Cooper in the 1½-litre racing cars class and won the "Specials" class.

Class 4.—Sports Cars over 3,000 c.c., Non-Supercharged

Tom Cole, driving his 3½-litre Jaguar with light wings, won this class and even contrived to better his time on his second run, in spite of inadvertently switching off the ignition in the Esses. On his first run he experienced a full-lock slide, but kept control. Mansell's Allard was 2nd, its tyres suffering badly on the corners, but on his second run came too wide from the Esses and just contacted the bank. Symondson's very nice open two-seater Type 57S Bugatti, howling its tyres and going really well, was 3rd. Price also caused the tyres of the Price-Special to protest on his runs. Baines clipped the bank in his Allard, Sir David Gamble's 4½-litre Invicta was faster than those driven by Monro and Blomfield, and Dryden's Jaguar sounded very sick.

1st: T. L. H. Cole (Jaguar) ... 53.20 sec.
2nd: G. N. Mansell (Allard) ... 53.90 „
3rd: R. C. Symondson (Bugatti) ... 53.93 „

Class 4 (S.).—Sports Cars over 3,000 c.c., Supercharged

Only Burgess and Appleton were left to contest this class in their blown Allards, and, tail sliding and tyres smoking, the former was the faster.

1st: K. E. O. Burgess (Allard) ... 52.97 sec.

Class 5.—Racing Cars up to 750 c.c.

The ¾-litre brigade felt rather sore at having to compete against the 500s, and certainly there was nothing they could do about it! Brandon's Cooper had things its own way and beat Lones' 500-c.c. class record established at the May meeting by 0.76 sec.—whether this will be officially allowed, as there was no 500-c.c. class, as such, on this occasion, remains to be seen. Brandon's brakes helped him to win this class, but he also got his car extremely rapidly through the Esses.

Lones tried very hard in Tiger Kitten, going really close to the barrier on the inside of the Esses on both runs, and whipping neatly out of tail-slides; alas, on his second run the car cut-out and came to rest before the Semi-circle. Strang just couldn't beat Lones, experiencing a man-size slide out of the Esses on his second, slower run. He no longer uses a megaphone on the exhaust. The Lion Cub wasn't very fast, but smelt like a dirt-track meeting, the inner rear wheel of the Aikens lifted unpleasantly out of the Esses on its first run but even then its driver didn't cut out, Dryden put real load on to the back tyres of his Cooper on the corners, Bowles' Austin went up neatly, boiling, and Baines' M.G. was a sick car. Protheroe was quite fast, changing gear determinedly, in the rebuilt ex-Chambers' Austin.

1st: E. Brandon (Cooper) ... ... 49.22 sec.
2nd: H. C. Lones (Tiger Kitten) ... 49.98 „
3rd: C. N. Strang (Strang) ... 50.04 „

Class 6.—Racing Cars, 751-1,500 c.c.

John Cooper, in his Cooper 1,000 with its "two-of-everything" J.A.P. engine, did the most prodigious things in this class, the car accelerating amazingly, handling superbly and being ideally suited to Prescott's difficult corners. It did, in fact, not only beat all the blown cars in this class—the "real racers"—but, giving away half a litre and a blower (two blowers to be precise!), broke the late A. F. P. Fane's class record with the "Shelsley" Frazer-Nash by 0.66 sec.

By reason of some all night motoring on the part of Robin Jackson in his F.I.A.T. 500 the re-vamped Freikaiserwagen was able to run at Prescott. It displayed excellent acceleration and would have been faster had the brakes been more effective; as it was, Joe Fry was second. Ansell got third place in the E.R.A. and the "specials" are to be congratulated on beating him. Newton drove his special H.R.G. very nicely; Thomson brought his twin-rear-tyred Salmson-engined Special fast through the Esses, nearly hitting the bank on his first run and going better and faster thereafter, while Chambers placed his smart Bugatti neatly. Baring got down to 50.80 sec. on a wild and woolly run in his 6C Maserati, the Buckler Special tended to pink and protest by way of its tyres, on two consistent runs, and Leonard also did two very nice runs in the M.G., in 51.31 and 51.39 sec., respectively.

1st: J. Cooper (Cooper 1,000) ... 47.06 sec. (*new class record*)
2nd: J. G. Fry (Freikaiserwagen) ... 49.02 sec.
3rd: G. E. Ansell (E.R.A.) ... 49.35 „

Class 7.—Racing Cars, 1,501-2,000 c.c.

Gerard made f.t.d. in taking this class, but he was obviously not feeling too happy in the rebuilt E.R.A., and on his first run he beat John Cooper's time by—a mere 0.01 sec.!—coming up faster next run, but still 0.57 sec. outside his record run in May. Noel Carr tended to saw at the inoffensive steering-wheel, but he took second place, being appreciably faster than Merrick, in the same car, the latter driver placing his car wrongly for the second bend of the Esses on his first run and generally being rather wild. Christie was quite untroubled by the antics of the A.C.-Nash as he wrestled with the gear-lever, Moore's O.B.M. sounded very efficient and spun its wheels from the corners—it should go faster very soon—and Crook's B.M.W. and Rowley's Aston-Martin made good ascents.

1st: F. R. Gerard (E.R.A.) ... 46.24 sec.
2nd: N. Carr (Alta) ... ... 47.87 „
3rd: R. W. Merrick (Alta) ... ... 49.33 „

Class 8.—Racing Cars over 2,000 c.c.

Sydney Allard won this class, although he had the air-cooled Allard up the bank momentarily on his first run. He did a really rapid ascent to atone. Hutchison was second, the red Alfa-Romeo seeming to fill the road and really going whenever any straight presented itself—this car is always a fine sight going up Prescott. The brakes were used between the Esses so that a front wheel locked momentarily, and we caught the smell of hot rubber as the driver fairly swung the car round in a surge of controlled power.

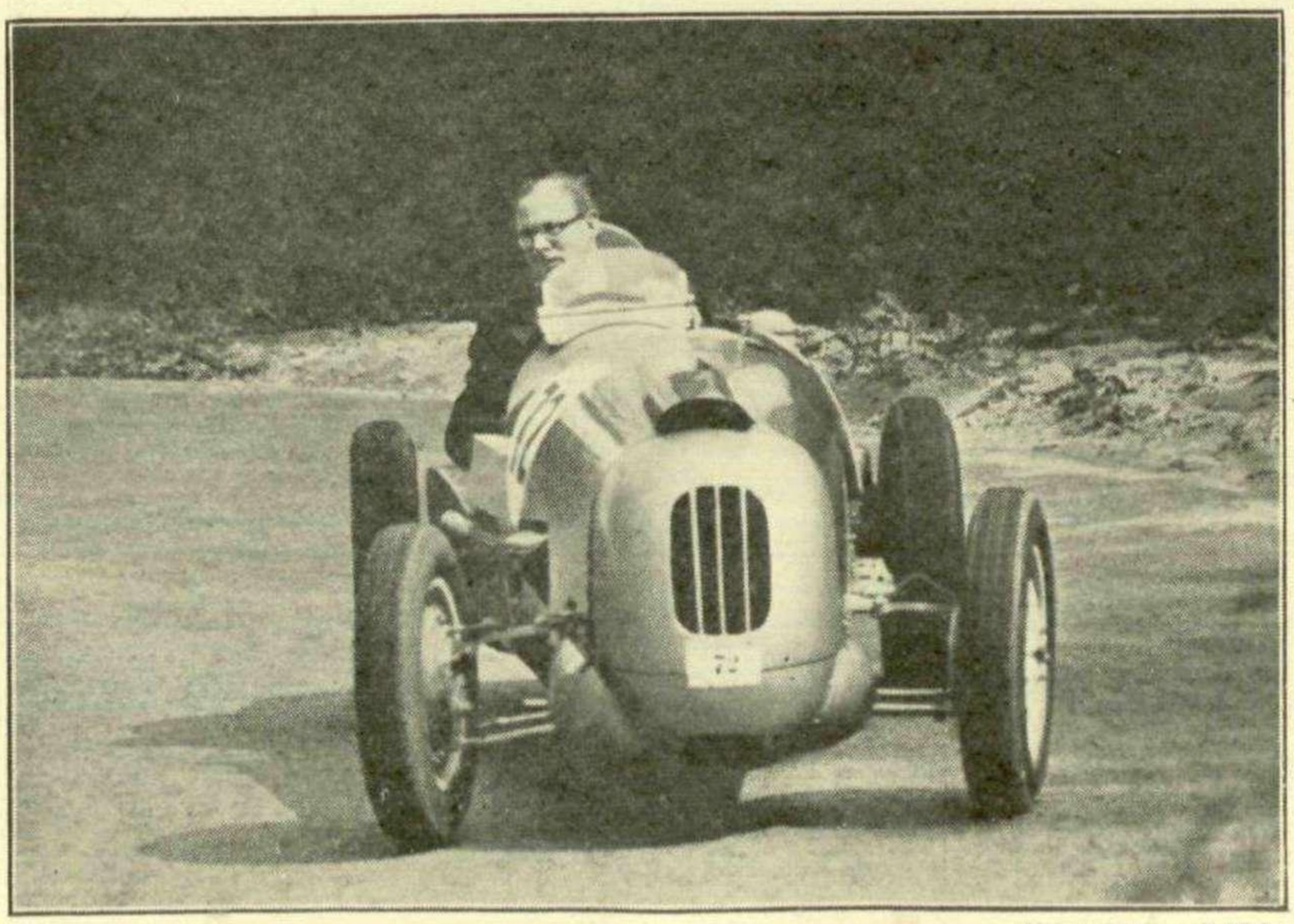
Against these two Peter Stubberfield could do nothing, but his 48.36 sec. in a *single-cam* "2.3" Bugatti is something of which he should be proud. Peter Monkhouse, driving Allan Arnold's Type 51 Bugatti, went into the bank in between the Esses on his first run, but was able to continue, accelerating furiously. He made no mistake next time but was obviously finding the car light for its power—time, 48.53 sec. Whincop wasn't quite so fast as when his Bugatti ran in the sports car class; Cole, too, was slower, but his Jaguar just beat Marechal in the J.B.M., the latter now on twin rear tyres, giving it immense width.

1st: S. H. Allard (Allard) ... ... 47.22 sec.
2nd: K. Hutchison (Alfa-Romeo) ... 48.02 „
3rd: P. J. Stubberfield (Bugatti) ... 48.36 „

Class 9.—Handicap

Previous runs counted for this class and handicaps ranged from Buckler at 12.13 sec. to Merrick, who was "scratch man."

1st: C. D. E. Buckler (Buckler).
2nd: Miss S. Bloomer (Riley).
3rd: E. Protheroe (Austin).



[*Photo by Guy Griffiths*

New Look—Oscar Moore has made a very nice job of converting his 328 *B.M.W. into the single-seater O.B.M.*

Class 10.—Specials

Joe Fry got his reward here, beating Strang and Christie, and going appreciably faster than he had in his other class; in fact, he equalled Hutchison's time in the big racing cars class.

1st: J. Fry (Freikaiserwagen) ... 48.02 sec.
2nd: C. H. Strang (Strang 500) ... 49.71 ,,
3rd: M. A. H. Christie (A.C.-Nash) 52.08 ,,

Class 11.—Bugatti Saloon Cars

We have long felt that the B.O.C. might put on a Bugatti class at the Club Meeting, perhaps handicapping in groups, by Type. Alas, this class for saloon Bugattis attracted only J. Carter's Type 57—it blew its horn as it motored upwards.

1st: J. G. H. Carter (Type 57) ... 64.34 sec.

Class 12.—Teams

The teams rather broke up, but Allard did 47.55 sec. in the air-cooled Allard, Whincop 50.63 sec. in his Bugatti, and Monkhouse 48.04 sec. in Allan Arnold's Bugatti. Only the Cooper and Invicta teams were intact, and the former won the day, although individual times were slower than in the respective classes.

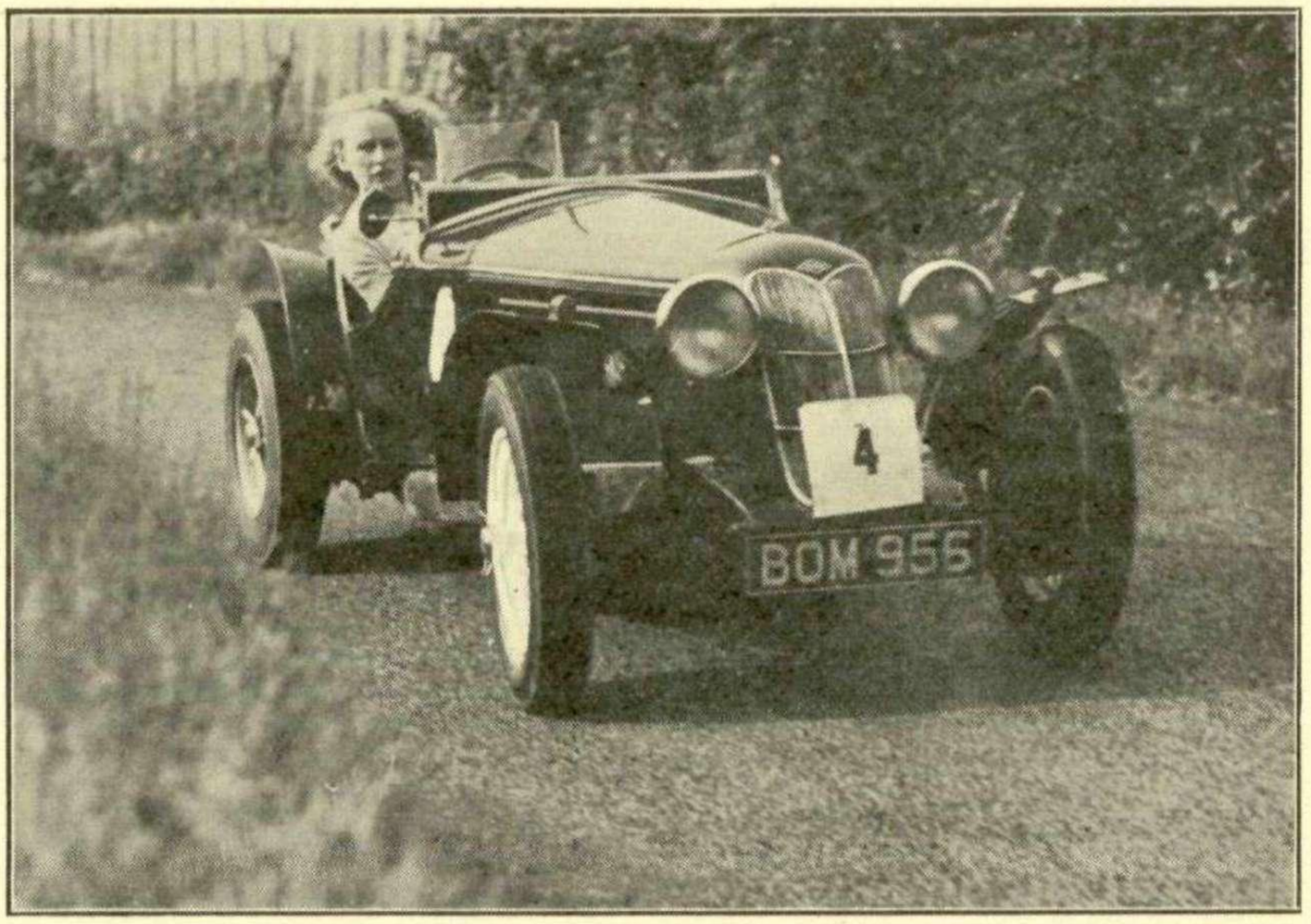
1st: Team No. 1 (Brandon, Cooper, Dryden).

The Best Dozen Times

Gerard (s/c 2-litre E.R.A.)	46.24 sec.	
Cooper (998-c.c. Cooper 1,000) ...	47.06	,,
Allard (3,500-c.c. Allard)	47.22	,,
Carr (s/c 2-litre Alta)	47.87	,,
Hutchison (s/c 2.9-litre Alfa-Romeo) / J. Fry (s/c 1,098-c.c. Freikaiserwagen)	48.02	,,
Monkhouse (s/c 2.3-litre Bugatti) ...	48.04	,,
Stubberfield (s/c 2.3-litre Bugatti) ...	48.36	,,
Brandon (497-c.c. Cooper)	49.22	,,
Merrick (s/c 2-litre Alta)	49.33	,,
G. Ansell (s/c 1½-litre E.R.A.) ...	49.35	,,
Strang (499-c.c. Strang)	49.71	,,
Lones (496-c.c. Tiger Kitten) ...	49.98	,,

* * *

A truly enjoyable meeting came to a close when Gerard drove up on a *tour d'honneur*—alone in a new Riley saloon. He had sportingly released his mechanics and the E.R.A. as soon as his class-runs finished, explaining that they had been up most nights since Brighton! The inevitable packing up began and vehicles, many fast, some odd, gradually drained from the enclosures, home along those pleasant roads that lead away from Prescott. There is certainly a greater sense of freedom now that a little pleasure petrol has been released, and a greater desire to work harder "for the old country" than seemed to be the case during the bad days of complete Gaitskell-control. If you or your family or your girl-friend have yet to attend one of these meetings, make a point of getting there on July 18th—the atmosphere is so exactly right, the organisation first-class, and we have an idea that Mays will be present, anxious to annex Gerard's recently-established course record.



[*Photo by Guy Griffiths*

Newcomer—Fastest of the lady drivers at Prescott was Miss Sylvia Bloomer, here seen well in control of her Riley.

SHELSLEY—continued from page 218

The Best Dozen Times

R. Mays (s/c 2-litre E.R.A.)	37.89 sec.	
R. D. Poore (s/c 3.8-litre Alfa-Romeo)...	39.16	,,
F. R. Gerard (s/c 2-litre E.R.A.) ...	39.41	,,
K. Hutchison (s/c 2.9-litre Alfa-Romeo)	39.82	,,
J. Cooper (998-c.c. Cooper 1,000) ...	40.70	,,
J. Bolster (1,962-c.c. "Bloody Mary")	40.97	,,
N. Carr (s/c 2-litre Alta)	41.50	,,
K. Wharton (s/c 746-c.c. Wharton) ...	42.17	,,
R. J. W. Appleton (s/c 1,087-c.c. Appleton-Special) ... ... / E. Lloyd-Jones (4,168-c.c. Triangle Skinner-Special)	42.42	,,
A. T. Darbishire (s/c 2.3-litre Bugatti)...	42.48	,,
S. H. Allard (3,500-c.c. Allard)	42.50	,,
J. Allan Arnold (s/c 2.3-litre Bugatti) ...	42.75	,,

Victorious Equipment

G. E. Ansell's E.R.A. had its internals lubricated with Essolube for the British Empire Trophy race, which it won, and ran on Dunlop wheels and tyres. This car and the next three finishers in this race had Lodge plugs fired by Lucas ignition equipment, and were slowed for the corners by Ferodo-lined Girling brakes. The winner and 3rd and 4th home had Luvax-Girling dampers to control the suspension systems of their cars. Nixon's Riley which won the Manx Cup race did so on Shell oil and Dunlop tyres and wheels, had Luvax-Girling shock-absorbers and, like the 2nd and 3rd cars home, Ferodo-lined brakes, while Lucas again looked after the ignition. Johnson's Alvis, 3rd in the Manx Cup, had Luvax-Girling dampers and Girling brakes. Bear's Bugatti, which was victorious in the Castletown Trophy race, relied on Anglo-American oil, Dunlop tyres, Lodge plugs, de Ram, Andre and Luvax-Girling dampers and Ferodo-lined brakes.

HORROR—WITH A DIFFERENCE

Just prior to leaving for Molsheim and Unterturkheim before going on to Italy, Austria and Czechoslovakia "Bunty" Scott-Moncrieff sent us a copy of his latest paper-backed book of short horror stories, "Not for the Squeamish." We had not troubled to read fiction of this kind, not even a good detective story, for years and years, but we occupied ourselves with this really horrible book by "Bunty" on a recent journey in a British Railways conveyance. For "Bunty" tells a story as well as he writes his inimitable travel articles, and into some of them has introduced, as minor characters, cars such as a 1904 Mercédès, "Alpine Eagle" Rolls-Royce utility, 40-h.p. F.I.A.T., Bugatti and Healey. Those who like to encompass everything of sporting-motoring-interest in their libraries may care to note that this little book costs 1s. 9d., post free, from Background Book, Ltd., 24-26, Blackfriars Lane, E.C.4.

Canine Comment

Sir,

I was disgusted to see so many people walking about the paddock at Prescott on May 9th with dogs. Surely it is obvious to the most disinterested dog owners that the poor animals are terrified by the noise of racing cars being warmed up. Some idiot stood a few yards from my car whilst it was running, with a dog that was completely terrified; cannot these people leave their animals in the car enclosure away from the immediate noise, if they must bring them to motor races.

I am, Yours, etc.,
Smethwick, Staff. KEN WHARTON.

REPORTS of RECENT EVENTS
—continued from page 215

transmission bothers and Hanks' Duffy Special a like fate.

After only 60 miles Connor's Bennet Bros. Special broke a half-shaft as, later, did Carter's Belanger-Special, the rear wheel coming off in this case and the car contacting the south-east retaining wall, without injury to its driver. Webb's Bromme Special broke an oil pipe, Hansen was flagged off as too slow, and Sheffler's Offenhauser threw a rod. The Kennedy Tank Special retired with a useless differential.

Then, with Horn's 8 CTF Maserati nicely in the lead until its refuel let Mays pass, Chitwood's Nyquist split its fuel tank, while the famous G.P. Mercédès-Benz, after overheating bothers, went out after 270 miles with lubrication maladies—perhaps the letter from Mr. Bayley published in MOTOR SPORT last month suggests why.

At half distance Nalon led at 120.43 m.p.h. from Mays and Rose. In the second half Mays retired with a split fuel tank, Bettenhausen had a clutch-shaft break, and Cantrell's Fageol broke a steering arm. Near the end both Nalon and Holland were low in fuel; the former stopped to replenish, but the latter did not and, as his engine faltered, Rose ran on to win. He changed tyres during the race. Only 12 cars finished out of 33 starters and of these five were flagged-in. The race was run in brilliant sunshine and the crowd has been quoted as 200,000 !

VUE DES ALPES SPEED HILL-CLIMB

De Graffenried's Maserati made f.t.d. in 4 min. 56.4 sec., and Hutchison's Alfa-Romeo, the only car in the over-2-litre racing car class, was second fastest, in 5 min. 8.8 sec. Porter's 2½-litre Riley won the 2.3-litre experts' touring cars class in 6 min. 52.2 sec., and Sydney Allard drove his hard-used coupé Allard to victory in the over-3-litre experts' touring cars category, climbing the sinuous 9¾-kilometre course with its long straights, in 6 min. 50.8 sec. Miss Betty Haig, using S.U. carburetters and a compression-ratio of under 9 to 1 in her "328" B.M.W., made best time by a lady driver and was second in the experts' 1½-2-litre sports cars class, in 6 min. 4.8 sec. She was beaten only by Dattner's "328" B.M.W., which used Solex carburetters and a 10-to-1 compression ratio, and was reaching between 90 and 100 m.p.h. on the straights, to Miss Haig's 80 m.p.h. In the experts' sports cars over-3-litres class Warburton's Allard won in 5 min. 51 sec. from Leslie Allard's Allard, which clocked 5 min. 56 sec., both these cars beating Imhof's blown Allard, which needed 6 min. 0.8 sec. Other British cars which did well were von Tscharner's Healey, which won the amateurs' 2-3-litre sports cars class in 6 min. 35.6 sec., Nessi's Healey, which was first in the equivalent experts' class, in 6 min. 34.2 sec., Hirt's Jaguar, which won the amateurs' over-3-litre touring cars class in 6 min. 27.2 sec., and Leuthold's M.G., which won the amateurs' 1,101-1,500-c.c. sports cars class in 6 min. 16.8 sec.

W. Boddy replies to "Baladeur's" Book Review

Sir,

I do not know whether it is or is not the "done thing" for an author to reply to the reviewer of one of his books, but I have done so many "not-done-things" in journalism that another lapse will not make any difference.

"Baladeur's" review of my book, "The Story of Brooklands," was far more complimentary that I deserve, and I want, for my part, to pay my respects to *him* for being the first person to clarify the mystery of Nazzaro's 120-m.p.h. Brooklands lap of 1908—a mystery that has persisted for forty years. I have not had time to turn up any further contemporary reports of this event, nor am I a good enough mathematician to work out, from the lap-times we have, whether "Baladeur's" solution is entirely watertight. But he does seem to have explained satisfactorily how the Napier could have led the F.I.A.T. until it retired and yet have been the slower car, and he also offers what looks to me a perfectly reasonable explanation of how the time-keepers' mistake about Nazzaro's 120-m.p.h. lap may have arisen, while at the same time exonerating the electrical timing apparatus.

I am in agreement with most of "Baladeur's" leniently-mild criticisms of the book, but for the sake of historical accuracy would like to make the following observations.

Pilette's Mercédès of 175 by 155 mm. is still something of an unsolved mystery, for "Baladeur" quotes it as a 120-h.p. 1907 G.P. type, but E. K. H. Karslake (MOTOR SPORT, June, 1927) gives these cars as 175 by 180 mm. and the 1906 G.P. Mercédès as 175 by 150 mm. cars.

The first Itala that Campbell drove I am inclined to think was developed from a standard chassis and certainly was not the 1924 Coppa Florio car which Karslake later owned. That latter car, by the way, eventually ended its days at a garage on the hill behind Benson aerodrome, after a Vauxhall engine had been forced into the long-suffering chassis. Undoubtedly Nazzaro won the *Targa*, not the *Coppa* Florio in 1907; that misstatement was pure carelessness on my part. The actual dimensions of Robertson Shersby-Harvie's Itala are given in the B.A.R.C. records as 125 by 175 mm., 8,590 c.c. Now the *Autocar* of February 8th, 1913, gives the bore and stroke of the standard rotary-valve "50/70" Itala as 130 by 160 mm. and the issue of May 24th, 1913 quotes the 1913 rotary-valve Grand Prix car as of 125 by 170 mm., 8,344 c.c., not 125 by 160 mm. suggested by "Baladeur." So it does seem likely that Shersby-Harvie had a rotary-valve engine, unless "Baladeur" can discover a poppet-valve 125 by 175 mm. Itala.

So far as Mrs. Duller's 1913 Sunbeam is concerned, the Race Card is at fault here, as it gives the dimensions as 80 by 149 mm. (near enough to the G.P. car's 80 by 150 mm.), but the capacity as 5½ litres. Clearly it was 4½ litres and establishes this car, I think, as having been one of the 1913 G.P. team.

Regarding the Naudin's *Voiturette* records of 1908 and "Baladeur's" query of his ½-mile and one-hour speeds, I have before me the B.A.R.C. Record Book for that year and entry No. 58 confirms that the Sizaire and Naudin Type X, series G.P., covered a flying half-mile at 66.48 m.p.h. and 65 miles 755 yards in one hour, so I am correct on that score. I think perhaps a half-mile was timed during the hour run, which would explain the unexpected similarity in the speeds. I quite agree that there was no A.C.F. *Voiturette* G.P. in 1909 and that the Lion-Peugeot of that year was the Coupe de *l'Auto* car. The fact remains that B.A.R.C. record entry No. 70 of November 3rd, 1909 states that this 6.18-h.p. Lion-Peugeot "Complied in all particulars with Regulations of A.C. de France for Grand Prix des *Voiturettes* except as regards exhaust box which complied with 1909 Regulations."

I am, Yours, etc.,
London, E.C.1. W. BODDY.

THE "MOTOR SPORT" BROOKLANDS FUND

With a move afoot to get back Brooklands as a motor course, our Fund to commemorate the building of the famous Weybridge Track by the late Mr. H. F. Locke King takes on a new significance. It is our intention to keep this Brooklands Fund open for some time to come and to put it to a suitable purpose when such presents itself—if events move favourably it may be that the sum contributed can be used to re-establish Brooklands as a race track. Further announcements will be made from time to time. A list of donations to date follows and any contribution, however small, is welcomed; address to "Brooklands Fund" (please cross cheques thus), c/o MOTOR SPORT, 15-17, City Road, E.C.1. Mr. W. J. Tee, of MOTOR SPORT, and Mr. J. A. Masters, of the M.C.C., are Trustees of the Fund.

	£	s.	d.
The Rt. Hon. The Earl Howe	1	0	0
Aston-Martin Owners' Club	1	1	0
C. Bayly, of South Australia	1	1	0
LAC. H. Bolden, of Southern Rhodesia		10	0
G. Brooks, of Australia	1	10	0
T. W. Carson, of Basingstoke	1	0	0
C. Clutton, of London, W.11		11	6
L. W. Cole		10	0
J. D. Crevatt, of Colnbrook		10	0
R. A. Daniels, of Lingfield		10	6
Dr. and Mrs. J. R. Edisbury, of Hooton...	2	2	0
E. Farquhar	2	0	0
S/Sgt. E. Garside, of B.A.O.R.		10	0
P. W. Gill, of Oxford	2	10	0
Lt. G. Gutteridge, R.N.		5	0
Dr. D. S. Hayton-Williams, of Oxford...	1	1	0
H. D. Harrison, of Holbeach	1	1	0
L. Hart, of Orpington		10	0
N. R. Jacob, of Higher Bebington ...	1	0	0
F. J. Jeans, of Leyton	1	0	0
C. A. Lewis, of Weybridge		10	0
C. C. Middleton, of Ilkley	2	2	0
K. H. Miles, of Sutton Coldfield ...		10	6
North London E.C.C.	5	5	0
C. H. Norwood, of Hayling Island ...		2	6
J. E. Plate, of Sutton Coldfield... ...		10	0
P. L. Pratt, of Parkstone		5	0
K. W. Purdy, of New York	1	0	0
A. G. Renen, of East Dulwich	5	0	0
A. Sugg, of Norbury		10	6
R. Taylor, of Alcester	1	1	0
W. J. Tee (MOTOR SPORT)	10	0	0
T. M. Temple, of Ealing		10	6
R. Tongue, of Linby	1	1	0
R. D. Wickham, of Brenchley	2	2	0
S. D. Young, of East Sheen		10	6
C. R. Abbott, of Acton, W.3		10	6
Total	£51	14	0

Rebuilding a Talbot "75"

In these hard times many enthusiasts are busy rebuilding their cars in the hope of better days to come. Consequently, this article, in which Wing Commander R. C. Symondson, A.F.C., M.A., tells how he bought a crashed Talbot "75" and rebuilt it at a total expenditure of something like a third of the price of a second-hand car of the same sort, at the same time incorporating several improvements, will be of very considerable interest.—Ed.

WITH second-hand prices at present levels and "basic-less" time available, the following method of obtaining a good car cheaply may appeal. I had seen in my local garage a Talbot "75" which had been in a bad head-on collision. It was the Standard Sports saloon of 1935. Enquiries disclosed that it had been lying there since it was crashed in 1941, the proprietor hoping some day to find time to rebuild it. I asked him if he would sell it and allow me to rebuild it on his premises, making use of his equipment as required. This he most genially agreed to, and I bought the car, as it stood, for £30. His advice and skill in welding were invaluable during the rebuilding.

Neither he nor I knew quite how extensive the damage was, which added to the fun. I had hoped that it might not be necessary to remove the body, but after some preliminary stripping, it was clear that this would be necessary and eventually the chassis was stripped of engine, gearbox, body, both axles, batteries, all springs, steering gear, etc. Petrol tank, running boards and some of the wiring were left in place.

The damage was now possible to assess completely. The body was in good order, but had a broken windscreen, dashboard and driver's seat, and a slightly-buckled scuttle. The rear wings were only slightly dented. Radiator, front wings, front bumper, all front lamps and supporting bars, bonnet, front apron, etc., were torn and buckled. Two wheels were wrecked, the others had some loose spokes and were badly rusted. The chassis was badly bent and twisted from the cross-member supporting the rear of the engine, forward. One dumb-iron was broken off, together with a piece of the chassis. The front cross-member was distorted and torn. There was also some distortion in the centre of the chassis and various loose rivets.

Front axle, drag link and track rod were all bent, but not too dauntingly. The shock absorbers were not working. Brakes were in good order, but the leading shoes of the front brakes required re-lining.

The dismantling was all straightforward if one discounts the difficulty of removing rusty and sometimes distorted nuts and bolts, which had been untouched for five or six years. It was at once noticeable that few nuts were really tight and most were split-pinned. The body was removed, with the aid of helpers, but without tackle. The seats and floor boards were removed and the body bolts released. The body was then levered up sufficiently clear of the chassis at one end to enable a plank to be slipped right through from side to side, the plank then being supported on old oil drums. The other end followed. The body was then raised further with wood blocks under the plank ends and the chassis dropped by removing the wheels. The body was now high enough to clear the wheel arches and the chassis was slid forward completely clear.

Getting the chassis true was a long job, made more difficult because the front half is curved in plan and one has no straight lines to work on. The rivets were cut out of the front cross-member and dumb-irons and these components removed. Each remaining cross-member was then carefully marked at its centre. A piece of fine string was tightly stretched down the centre of the chassis. The marks on cross-members 3, 4 and 5 (counting from the front) lined up correctly, and diagonal measurements also showed that there was no distortion aft of the 3rd cross-member. The mark on No. 2 cross-member was some $\frac{3}{8}$ in. out of line. The loose rivets in this member were first of all either replaced or heated and tightened. Then wood blocks and a jack were inserted diagonally across the frame, the jack extended until the mark on the cross-member had been pushed over about $\frac{1}{8}$ in. too far and the frame heated with a gas welding plant at points close to the wood blocks. After cooling, the jack was removed and the mark on the cross-member was found to be dead in line. The rest of the frame was straightened with patience, bending bars, occasional attacks with a sledge hammer and the gas welding plant. The broken piece was welded on, fillets being added where the break had occurred, the dumb-irons re-rivetted and the front and second cross-members finally fixed in place more rigidly than originally, both by means of extra rivets and by welding at certain points. One difficulty had been to keep the frame true in plan during this process, but all measurements now checked up satisfactorily and the chassis was slightly stronger and more rigid than when new.

I had decided in the interests of road holding to mount the engine rigidly in the chassis, especially since the original rubber mounting did not provide much real insulation. Aluminium blocks to fit within the side-members and bolt up flush with the front engine-bearers were cast and machined, using old pistons taken out of "rebores" as the material. The rear engine bearer bolts had originally passed through the bottom flange only of the cross-member concerned. The rubber bearer cones were scrapped and the cross-member strengthened by welding at the engine attachment points. Larger bolts, which had to be machined up out of an old axle half-shaft, were then passed through the crankcase bearers and both flanges of the cross-member. A bracket was welded to the top of this cross-member and bolted to a convenient hole in the cylinder block so that the sump could be dropped, when required, without dropping the whole engine. There was also an attachment point at the bottom of the gearbox to a light cross-member, which also carried the front end of the battery cradle and the back of the front wings.

The engine-gearbox unit had then become very much an integral part of the chassis, and it remained to be seen whether it would be harsh and noisy. In fact it is surprisingly smooth and pleasant, which I put down primarily to the excellent Talbot crankshaft, with its disc webs. I detest "elastic" in the steering, a fault which is to my mind present in the majority of British cars. In addition, therefore, to using the engine as a torsionally-rigid cross-member, I decided to scrap the rather tired Silentbloc shackle bushes and to have made up some brass bushes with wide end-flanges. The rigidity of the steering box mounting also received attention. The remainder of the steering gear after repair was considered to be of sufficiently rigid design, although the drop arm is rather long.

Stub axle pins and bushes were slightly worn and replacements unobtainable. The pins work in hardened steel bushes, pressed into the stub-axle forgings. These were sent away, the bushes ground out oversize, and new pins made. The steering box was stripped right down for careful examination, bearing in mind possible damage in the crash.

After trial it was decided to increase the self-centring action, so wedges giving a rise of $1\frac{1}{2}$ degrees were made up and inserted (thick ends at the back of course) between front axle and springs.

The old-type Talbot was a good patient for this kind of treatment, and the final result is gratifying. There is no more difficulty in repositioning the car on a slightly misjudged bend at 70 m.p.h. than there is at 30. The car, unlike too many, really goes where it is steered regardless of road camber.

The front axle was straightened cold under a hydraulic press. (I would not have considered it safe to use if it had been necessary to heat it.) The drag link, track rod and the tubular cross-bar bracing the wings and carrying the head lamps were all straightened cold by a method taught me by the garage proprietor. A soft wood block is upended so as to bring it to a convenient height. The offending tube is then given a resounding whack on the block at the point where it is bent. Quite a badly bent tube can, after practice, gradually be straightened in this way without kinking or damage. There is no adjustment on the track rod of these Talbots, so tracking of the front wheels was effected by slightly setting the near-side track rod arm under the hydraulic press.

The radiator was sent away for repair. This subsequently failed, due to the side

plates not being carried down to the bottom tank, and had to be repaired again. The wheels had all been sent to a firm advertising rebuilding, shot blasting and painting. After endless delay, they came back with oversize spokes and unpainted, so I had to paint them myself. The road springs were sent to the same firm for resetting and some new leaves. One front spring came back to the wrong pattern but usable. One back spring came back with the spring-eye turned the wrong way. . . .

Shock-absorber repairs and replacements by the makers were also unfortunate; prompt failures were experienced with one new and one reconditioned shock-absorber. Subsequently, two more failed utterly and the whole were replaced by a reclaimed set of large double Hartfords, which are an immense improvement.

The body was replaced single-handed. The chassis (engine, gearbox unit and axles having been installed) was slid under the body and the supporting planks were worked out with blocks and levers, the chassis having been raised on to its wheels.

The front wings were dealt with by a professional panel beater and a coach painter, as they were beyond my skill. The remaining body and bonnet repairs I undertook myself, although many details were smartened up by the coach painter, who became thoroughly enthusiastic and was most helpful. The radiator shutters and operating mechanism and the radiator cap had been sent to the radiator repairers, who thought they could do something with them. All they did was to lose them. Another kind enthusiast, however, came to the rescue and straightened and painted the radiator shell, which was too badly damaged for satisfactory replating. He provided half-round chromium strips, $\frac{3}{4}$ in. wide with $\frac{3}{4}$ in. gaps, to replace the shutters. He also managed to produce for me a radiator cap and replated this and other parts such as hub caps and door handles.

Connecting up all the wiring provided some fun and games, but finally everything worked. The engine, gearbox and back axle were given only routine attention, as there was no knowing their condition until they had been tested. These were all found in excellent condition when the car was taken on the road. The speedometer read 49,000 miles, but the engine showed no symptoms of requiring a rebore, so I imagine this must have been carried out before the crash.

The car has now done about 24,000 hard miles since I rebuilt it and the stop watch performance is better than that given for an almost similar Talbot tested by a motoring journal in 1935. This is largely due, no doubt, to the fact that it is 3 cwt. lighter than the car tested. I saved weight in many ways, partly by throwing away unwanted bits. I also substituted aluminium for heavy gauge steel for some of the sheet metal work and by a certain amount of drilling of unimportant but heavy components.

The expenditure was as follows:—

COSTS	£	s.	d.
Wrecked Talbot	30	0	0
Radiator repairs	10	5	0
Windscreen	2	15	0
Coach painter and panel beater	9	0	0
Shock absorbers	4	14	0
Repair to springs	7	10	0
Lamps (second-hand) and bulbs	3	0	0
Stub axle pins and bushes...	2	10	0
Rebuilding wheels	12	5	0
Shackle pins and bushes ...	7	15	0
Two batteries	8	0	0
1 Condenser		6	9
2 Brake linings ... ..,	1	1	0
*Grease nipples	1	0	0
Welding, sundry spares, sheet metal, nuts, bolts, washers, wire, Bostic, paint, etc.	20	0	0
	£120	1	9

*The "one-shot" lubrication system required much repair. It was, therefore, scrapped in favour of ordinary nipples.

CLASS I AT THE MAY PRESCOTT MEETING



[*Photo by P. Neaverson*

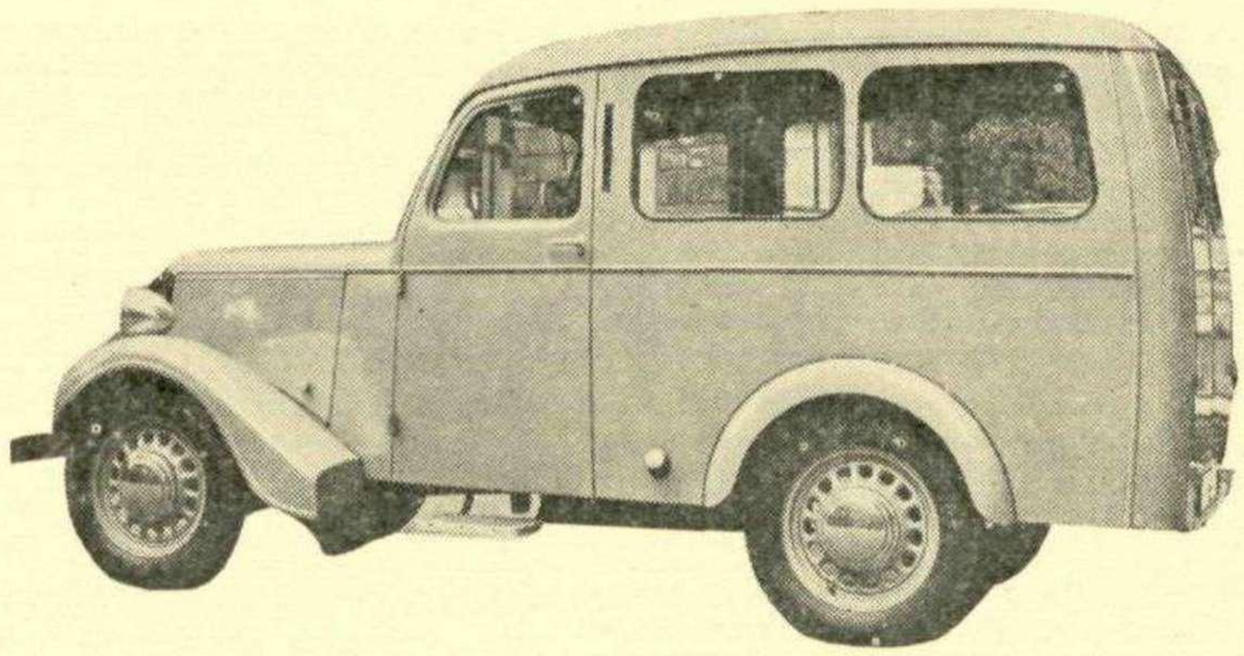
"G"—Lord Strathcarron finds it difficult to keep his seat in the Marwyn.



[*Photo by P. Neaverson*

Tight fit and near thing—Colin Strang just fails to keep his 500-c.c. class record away from Lones' Tiger Kitten.

Week-end with a BRADFORD



Staunch and not so austere—the Bradford (out of Jowett) de Luxe Utility

THE Bradford, product of Jowett Cars Ltd., is really no mystery, for these sturdy vehicles are to be seen in increasing numbers on British roads, they are encountered on the Continent, and now they are bringing home the dollars, for America has come to appreciate how handy they are as a cheeky "second-string" to bigger and faster cars.

During the Shelsley/Prescott week-end in June we covered nearly 500 miles in a De Luxe Utility version of the Bradford and the more and the harder we drove it the more it appealed to us. It would seem "just the job" for carrying the inevitable ancillaries of the racing car, for the conveyance of racing motor-cycles, for solving business-transport problems, as tender to the sports car, or as the sole garage-occupant of persons whose occupations, families or taste in female companionship preclude fold-flat screens and the like.

Before Mr. Baldwin placed us in a De Luxe Utility Bradford and waved us away from Jowett's Albemarle Street showrooms we rather felt that "any kind of van" would answer most, if not all, the foregoing requirements. Now, after a week-end devoted, between reporting two sprint meetings, to pressing hard on the Bradford's throttle in traffic, on the open road, and down by-ways and country lanes, we know, to use an Irishism, that this car is not a van.

Apart altogether from the fact that the De Luxe Utility version is properly finished within and equipped with four really comfortable leather-upholstered seats, the handling, performance and economy are all in the private-car class. In addition, this Bradford has other qualities. You sit high, with grand driver-visibility, you can pack so much into the useful body, and there is the additional charm of having something under the bonnet that is distinctly different from the dully-conventional four-cylinder engine. We cherish the unconventional and naturally enthused over the Bradford's power-unit, which is neatly summed up by a statement in the servicing data: "Firing order, 1.2." From which it is abundantly apparent that here you have a modernised version of the famous horizontally-opposed two-cylinder engine which Jowetts have been making successfully since 1906.

What, you may ask, are the misdemeanours of a flat-twin, made to take its place in a vehicle of the present day? We discovered only two—in pushing on too much throttle at low engine speeds the carburetter coughed politely once or twice during the test, as if to draw attention to our clotulence, and on very isolated occasions, having eased up momentarily, we noticed a "clonk" as the flat-twin vented its confusion on the transmission. We are assured that no harm results from this occasional difference of opinion between a transmission urged by the back wheels to keep going and an engine hoping for a respite. The engine starts with rather a bang, but did so every time, given choke, even after nights out in the dewy open.

In other ways this flat-twin is equal, indeed superior, to the fours. At normal and greater gaits it is not only inaudible, but is astonishingly smooth. Rubber mounting is no doubt the answer to such sweet running, but if it is, the gear-lever does not wave about like a lily in a field to proclaim it, as on many multi-cylinder cars. Actually the engine is happy down to 15 m.p.h. in top gear. In spite of such reasonable behaviour, this sturdy 8-h.p. unit, which the engineers at Idle have persuaded to develop 19-b.h.p. at 3,500 r.p.m. from 1,005 c.c., endows the Bradford with unexpected liveliness. The 80-m.p.h. speedometer will show 50 plus along any main road for as long as you like and 60 or more comes up quite easily. In this country, of course, you have either to throw away the body or find a private road before you can do such speeds, which is a pity, because the Bradford's engine is as smooth and quiet at 50 as it is at 40 or the legal 30. It is high time authorities abolished this stupidity, thus encouraging drivers to devote more attention to what is ahead and less to what is behind. The Bradford's centre mirror is quite good, but would be better still were vision not affected by vibration and the rear door pillars.

The Bradford's acceleration is as surprising as its speed capabilities. 35 m.p.h. can be had in second gear of the 3-speed unit box, but above 20 m.p.h. pick-up is very good in the highest ratio. Normally, therefore, you change into second as soon as you move off, then go into top at 20/25 and you still get along very nicely indeed. The engine is, obviously, well up to its job and you will find yourself regarding it, as we did, as at least a "ten" until you check the economy of its fuel consumption.

The characteristic chug-chug exhaust note is apparent only if you put your head out of the window or stand beside the car as it ticks over, when it certainly recalls the achievement of J. J. Hall's record-breaking Jowett (54.86 m.p.h. on 7 h.p. for 12 hours, as long ago as 1928). In its present guise a 30 mm. Zenith V-type downdraught carburetter feeds *via* long, water-heated induction pipes that also convey water from the engine to the radiator in its imposing chromium shell. The dynamo and battery of the 6-volt Lucas electrical system are very accessible, ignition timing and water flow are varied automatically, fuel feed is by A.C. pump, and the box-like crankcase and sump are of light-alloy. The compression ratio is 5.4 to 1 but, on "Gaitskell-white," pinking only occurred if too much throttle was given on too high a ratio up too steep a gradient.

The aforementioned briskness of the Bradford is matched by good handling qualities. True, on straight roads in a cross wind the car wandered a bit, but whether a larger rudder or more air in the tyres was the requirement we did not ascertain. We *did* discover that winding lanes could be negotiated in a fashion not in the least becoming to a "van" and from this ability real driver-joy resulted. The large-diameter steering wheel transmits no return motion, suffers no column movement and is unassisted by castor action, while 1½ turns take it from one moderate lock to the other. The front wheels might be non-existent. If not entirely accurate this is very reasonable steering, with a tendency to oversteer and heavy at low

THE BRADFORD UTILITY

Engine: Two cylinders, 79.4 by 101.6 mm. (1,005 c.c.) R.A.C. h.p. 8. 19 b.h.p., at 3,500 r.p.m.
Gear Ratios: 1st, 18.1 to 1; 2nd, 9.3 to 1; top, 4.89 to 1. Reverse, 24.7 to 1.
Tyres: 5.00 by 16 on Easyclean wheels.
Weight: 15 cwt. 3 qt. (in road-trim with approx. 1 gallon of petrol, but less occupants).
Steering Ratio: 1½ turns lock to lock.
Fuel capacity: 5½ gallons (range approx. 175 miles).
Wheelbase: 7′ 6″. *Track:* 4′ 0½″.
Overall dimensions: 12′ by 5′ by 5′ 9″.
Makers: Jowett Cars, Ltd., Idle, Bradford, and 48, Albemarle Street, W.1.

speeds, but light enough when under way. Some lost motion was evident after 7,500 miles' use.

The Girling brakes, too, were admirable—more progressive as pedal pressure increased, and truly powerful without protest, effort or deviation from the required direction, unless a real crash-stop was made, when they pulled to the left but were otherwise impeccable.

These combined qualities of briskness, good handling, powerful brakes and an absence of effort from both engine and chassis make the Bradford a useful vehicle in which to hurry from A to B and on to C.

The body, apart from its car-type interior, has four windows on each side and one in each rear door. The windows in the front doors slide up and down; those immediately behind the doors open also. The rear doors are held by a single turn of the handle and the front doors and the bonnet open and shut easily. The roof light is useful, the facia lighting sensibly subdued, and the headlamps good, but in need of adjustment. Dipper, horn (which has a nice note) and non-cancelling direction indicator controls are accessible on an extension below the steering wheel. The central gear and brake levers are easy to reach for all save the very rheumatic, and the hand brake holds on the steepest hills, its ratchet also releasing satisfactorily.

The clutch is rather heavy and a trifle fierce, but obviously doesn't know the meaning of slip. The gearbox has constant-mesh second speed gears engaged by dog-clutches but otherwise possesses no aids-to-learners. The lever is a bit stiff to move but double-declutch changes go through well, the r.h. roller accelerator being close enough to the brake pedal to permit "heel-and-toe" action. The second-to-top change is slow and apt to be audible if hurried and sometimes obstinate if left too late. The gears are quiet, second thus being useful in traffic, and the over-run so smooth as to suggest free-wheeling, although some noise is developed. Fumes and heat are absent. The Luvac-damped ½-elliptic suspension allows considerable movement at low speeds over bad surfaces but evens out well at cruising speed. The facia has a useful cubby hole and the usual instruments, including petrol gauge, 80-m.p.h. speedometer with mileage recorder, and an oil gauge calibrated in "idle" and "driving" sections, the latter indicating over 40 lb/sq. in. throughout the test. The doors lock, but a turn-switch sensibly replaces an ignition key—so easily mislaid. Electric screen-wipers are provided but the blades were rather half-hearted. The screen does not open. The choke will stay fully out if its control is turned as well as pulled out, a useful feature. The spare wheel is in a concealed tray behind the rear number-plate and the rear pair of seats are easily removable, when 78 cubic feet of loading space becomes available. The seat-backs fold for ease of entry and steps are provided. A useful tool locker is located forward of the off-side rear wheel arch. The steering wheel obstructed easy reference to the speedometer. Visibility is a strong feature of the Utility body, although the near-side front mudguard is just out of sight. The fuel filler, on the mid near side, is rather small and fine-threaded.

We were in a hurry nearly all the time we had the Bradford yet it called for no oil, although a fair quantity of water was added at the finish of the warm week-end. We made several climbs up a back lane to the Rising Sun Hotel at Cleeve Hill, which called for bottom gear and made the engine smell hot, but no boiling was evident. The petrol consumption, checked over the entire distance, came out at over 32 m.p.g. No new rattles developed and those present concerned the rear doors, nor was any trouble experienced, save for a faulty bulb in one direction indicator.

Besides the De Luxe Utility, which costs £415, there are available the six-seater Utility at £340, a van at £310, a lorry at £300, and a chassis at £250, inclusive of p.t. where it applies. The impoverished post-war world so badly needs staunch transport of the sort which Idle is making that a chassis might be difficult to come by. Otherwise we would be tempted to suggest that with twin carburetters, a low bonnet-line and open body, and perhaps a 4-speed Jowett gearbox and lowered chassis, the Bradford could proclaim itself an excellent austerity semi-sporting car. We would not express such an opinion had the Bradford Utility not impressed us as a very sound and pleasant vehicle during our week-end's acquaintance with it.—W.B.

V.C.C. Speed Trials

An entry of 31 veterans and 29 Edwardians was received for the Veteran C.C. Rally and Speed Trials of June 19th. The speed event took place in the grounds of the Royal Military College, Sandhurst, over a ½-mile course, which was uphill for half the distance and embraced a left-hand bend and an artificial hairpin in the parade ground. The prize for the oldest car to arrive at the Rally was won by Pidgeon's 1897 Hurtu. The "arrivals prize" went to Humphries' 1904 Humber amongst the veterans, this vehicle being only two seconds late, whereas Col. Alcock's 1904 Lanchester was 4 sec. early and P. Alcock's 1902 de Dion 5.2 sec. early. So far as the Edwardians were concerned, Thornley's 1910 Adler took the prize, being a mere 10 sec. early, whereas the runners-up, Boddy (1913 Hispano-Suiza) and Upton (1913 Lanchester) were both 15 sec. early, Boddy relying on a domestic alarum-clock which, he is now convinced, gains.

The Editorial Hispano-Suiza caught fire rather beautifully as it left for the hill-climb, in which it got away badly, bottom gear not being present and Boddy being fearful of stalling in the high second gear. Thereafter the driver confesses to having done all those things that he has long criticised in print as constituting unforgivable errors on the part of sprint drivers! Fastest veteran time was made by Abbott's 1904 Mercédès, in 54.4 sec., and Heal, in the 1910 10½-litre F.I.A.T., made f.t.d., in 44.6 sec. Class positions were determined on formula and were:—

VETERANS, UP TO 4-H.P.
1st: F. J. Pidgeon (1897 3½-h.p. Hurtu), also best time.
VETERANS, 4–7-H.P.
1st: E. H. Jarvis (1900 6-h.p. Panhard Levassor).
2nd: E. P. Shaw (1904 5-h.p. Minerva).
3rd: G. Mawer (1904 7-h.p. Oldsmobile).
Best time: L. P. Hunt (1902 Century).
VETERANS, 7–12-H.P.
1st: H. P. Lucas (1904 9-h.p. James and Browne).
2nd: Col. J. E. Alcock (1904 12-h.p. Lanchester), also best time.
VETERANS, UNLIMITED
1st: G. Oliver (1902 25/28-h.p. Mercédes).
Best time: C. R. Abbott (1904 18/28-h.p. Mercédes).
EDWARDIANS, UP TO 1,100 C.C.
1st: C. W. Rowe (926 c.c. 1911 Swift-Radford) —only runner.
EDWARDIANS, UP TO 3,000 C.C.
1st: J. G. Walters (1,160 c.c. 1911 de Dion).
2nd: K. H. Kingham (1,060 c.c. 1911 Renault).
3rd: S. J. Skinner (2,298 c.c. 1913 Rover).
Best time: C. W. P. Hampton (1,327 c.c. 1910 Bugatti).
EDWARDIANS, UP TO 5,000 C.C.
1st: J. G. Hampton (3,015 c.c. 1912 Sunbeam).
2nd: C. J. Bendall (3,015 c.c 1912 Sunbeam).
Best time: W. Boddy (3,619 c.c 1913 Hispano-Suiza).
EDWARDIANS, UNLIMITED
1st: C. W. P. Hampton (5,026 c.c. 1913 Bugatti).
Best time: A. S. Heal (10,087 c.c 1910 F.I.A.T.).

* * *

West Essex M.C. Driving Tests

Results

1st: F. Crossley ("J4" M.G.) 100.8 sec.
2nd: R. W. Jacobs (1922 "10.9" Wolseley) 125 sec.
3rd: W. B. Whiteman (Singer 11 saloon) 143 sec.
BEST NOVICE: P. Wain (Morris 8 tourer) 137 sec.

Chester M.C. Speed Trials

Allan Arnold's Special Type 51 Bugatti made f.t.d., and won the Lady Mary Grosvenor Cup, while Tyrer won his own award by making best sports-car time in his B.M.W. Tyrer and Melly also drove the ex-Bear Type 51 Bugatti. Aggregate times of two runs counted. Class results:—

SPORTS CARS, 751–1,100 C.C. UNBLOWN, UP TO 750 C.C. BLOWN.
1st: C. le S. Metcalfe (F.I.A.T. Ballila) 37.2 sec. 37.6. sec.
SPORTS CARS, 1,101–1,500 C.C. UNBLOWN, 750–1,100 C.C. BLOWN.
1st: G. Gee (Riley "Sprite") 30 sec. 28 sec.
2nd: K. V. Baillie Hill (H.R.G.) 33.4 sec. 33 sec.
3rd: H. L. G. Melly (Riley) 34.4 sec. 33.3 sec.
SPORTS CARS, 1,501–2,000 C.C. UNBLOWN, 1,101–1,500 C.C. BLOWN.
1st: G. Tyrer (B.M.W.) 28.4 sec. 28 sec.
2nd: G. Gee (Riley "Sprite") 30.0 sec. 28 sec.
SPORTS CARS OVER 2,000 C.C. UNBLOWN, 1,501–2,000 C.C. BLOWN.
1st: G. Tyrer (B.M.W.) 28.4 sec. 28 sec.
2nd: G. Gee (Riley "Sprite") 30.0 sec. 28 sec.
3rd: J. H. Walton (Alta) 28.2 sec. 34.4 sec.
RACING CARS UP TO 750 C.C.
1st: J. H. Lafone (M.G.) 31.6. sec. 29 sec.
RACING CARS, 751–1,100 C.C.
1st: J. H. Lafone (M.G.) 31.6 sec. 29 sec.
RACING CARS, 1,101–1,500 C.C.
1st: G. Richardson (E.R.A.-Riley) 25.2 sec. 25.8 sec.
2nd: B. E. Bradnack (Frazer-Nash) 28.8 sec. 27.0 sec.
RACING CARS, 1,501–2,000 C.C.
1st: F. N. Penn (Riley) 27.0 sec. 26.0 sec.
2nd: G. Tyrer (B.M.W.) 28.4 sec. 28.0 sec.
RACING CARS OVER 2,000 C.C.
1st: A. Arnold (Bugatti) 25.4 sec. 22.4 sec.
2nd: H. L. G. Melly (Bugatti) 25.0 sec. 24.4 sec.
3rd: G. Tyrer (Bugatti) 25.5 sec. 24.4 sec.

Gerard Lowers the Course Record at Bo'ness

An Interesting and Well-organised S.S.C.C. International Meeting at Kinneil

Rain Spoils the Second-half Times

THE second round of the R.A.C. Hill-Climb Championship was run off at Bo'ness on June 26th, before an enthusiastic crowd of spectators. Bob Gerard, in his now famous 2-litre twin-rear-tyred E.R.A., made f.t.d. and lowered the 37.2 sec. course-record, established last year by George Abecassis' "3.3" Bugatti, to 36.3 sec.

In the first half of the programme Denis Poore in his 3.8 litre Alfa-Romeo had been fastest, clocking 36.7 sec. to Gerard's 36.8 sec. Poore was unlucky, for torrential rain wetted the road very soon after Gerard had made his second run and under these conditions Poore took 44.6 sec. on *his* second run, whereas we had all hoped to see him determined to wrest the honours from the E.R.A. driver. Incidentally, during "The training" Poore had clocked 36.5 sec., to K. W. Bear's 36.7 sec. in the course record Bugatti, Gerard's 37.4 sec., and Hutchison's 37.7 sec.

Other high-lights of the day were Bear's third fastest time, in 37.0 sec., fastest unblown time by the picturesque Spike Rhiando in the golden V-twin Cooper-J.A.P. in 37.6 sec., and fastest sports car time by Leslie Allard's Marshall-blown Allard, in 40.2 sec. The fastest time by a lady driver was Sheila Darbishire's 38.9 sec. in the 2-litre E.R.A., also handled by Reg. Parnell.

* * *

There is something about the Bo'ness Hill Climb that thoroughly justifies the long journey, part of it through some very fine Scottish scenery, to Kinneil. The nature of the day's sport is informal but efficient. In the grass-grown Paddock are to be found enthusiastically-constructed "specials" that take one straight back to Shelsley Walsh and Dancer's End of the mid-nineteen-thirties. An air of not worrying too much about trivialities, as when forty marshals endeavoured light-heartedly to capture an active dog that strayed on the course, pervades the place, yet the organisation is quietly efficient, as is to be expected of a Club that contrives to hold a speed event in what is really a public park. A good snappy commentary by Stenhouse and his helpers, *via* Wm. Steeles' loudspeakers, was much appreciated and this, again, was friendly and informal. The constables of the W.L. Constabulary dealt alike with intruding small boys and pompous non-pass-holders in a manner that might well set an example in certain Forces farther South! Indeed, the only snag was the rain, which prevented a battle-royal between Gerard and Poore in the second half.

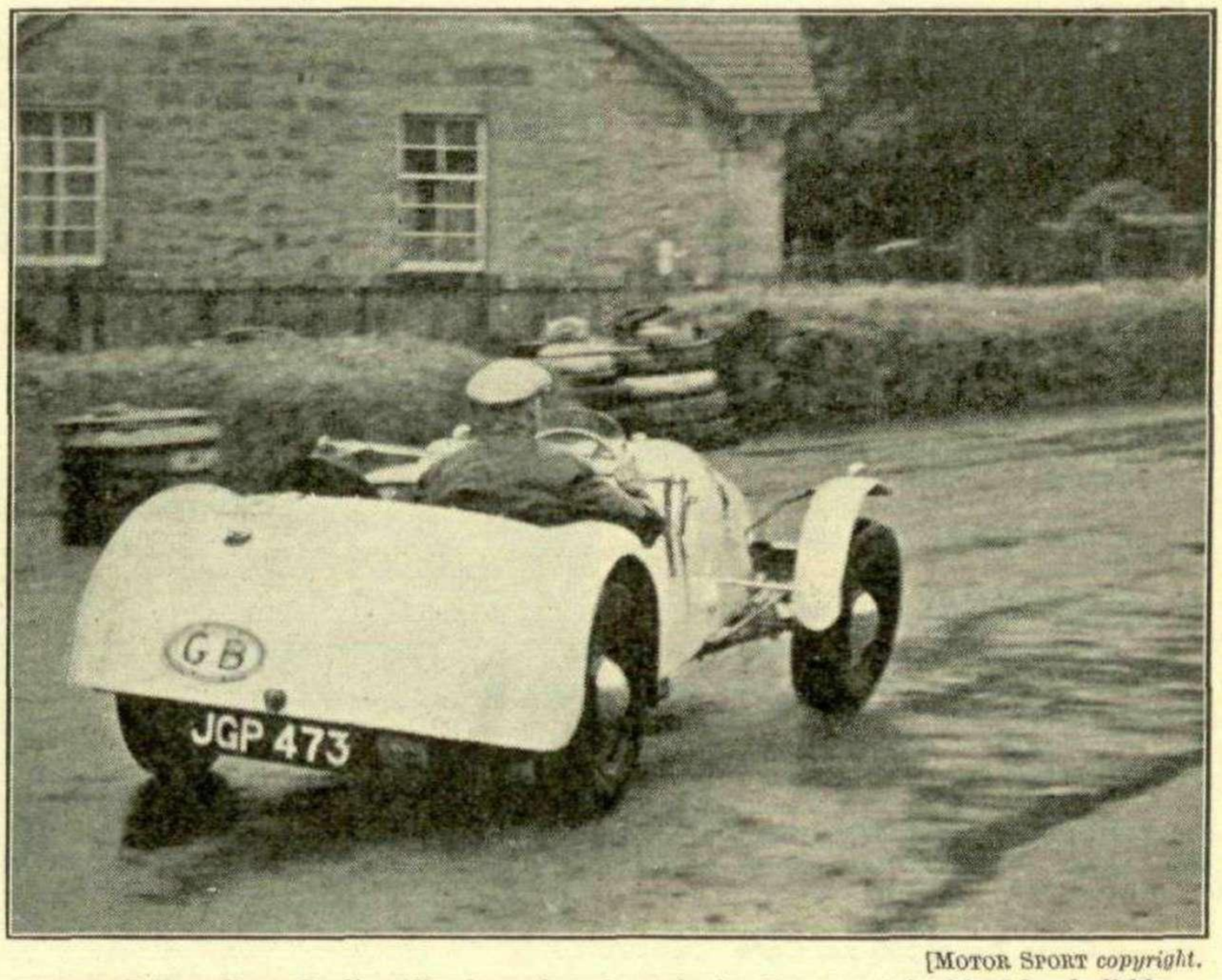
The course itself is a tarmac road, starting beside the Paddock and climbing in an easy left-hand sweep to a sharp right-hand corner. It continues through a court-yard in an S-bend, then climbs away to the finish, before which a rather artificial "snake" bend, or chicane, has been formed, to reduce speeds over the finishing line—doubtless a wise precaution, for, even so Gerard, Sheila Darbishire and others overshot, Sheila ending up on a main road! The return road is a steep, narrow cinder path on which the public in its Park wandered freely, but no one appeared to worry. The event was run through smartly and times were given out promptly, while the spectators stuck it out well, the men's Scottish golf-umbrellas rivaling smaller umbrellas which protected the fair sex when the weather turned unkind.

* * *

The Paddock was a place of unusual interest. Thorne had Borland's Rapier chassis, presumably linered-down, and using a small triangular fuel tank over the rear axle, four outside exhaust pipes, and precious little else bar the machinery. The Hopper-Special was a futuristic-looking aerodynamic coupé with mica in its more important window apertures and a Triumph Sixteen engine under the bonnet. Chassell's V8-engined Frazer-Nash saved weight by using a one-gallon petrol tin strapped on where the shapely Frazer-Nash tank normally lives, while McIntyre's Type 37 Bugatti carried full road equipment, even to a spare wheel over the tail, and had an outside exhaust system. McGlashan's Marwyn-J.A.P. was experiencing gear-change troubles, and Reid's neat Omega, built up from a crashed 319 B.M.W., was having a facia-support welded by the Southern Cylinder and Grinding Company who operated a free competitors' repair service in the Paddock.

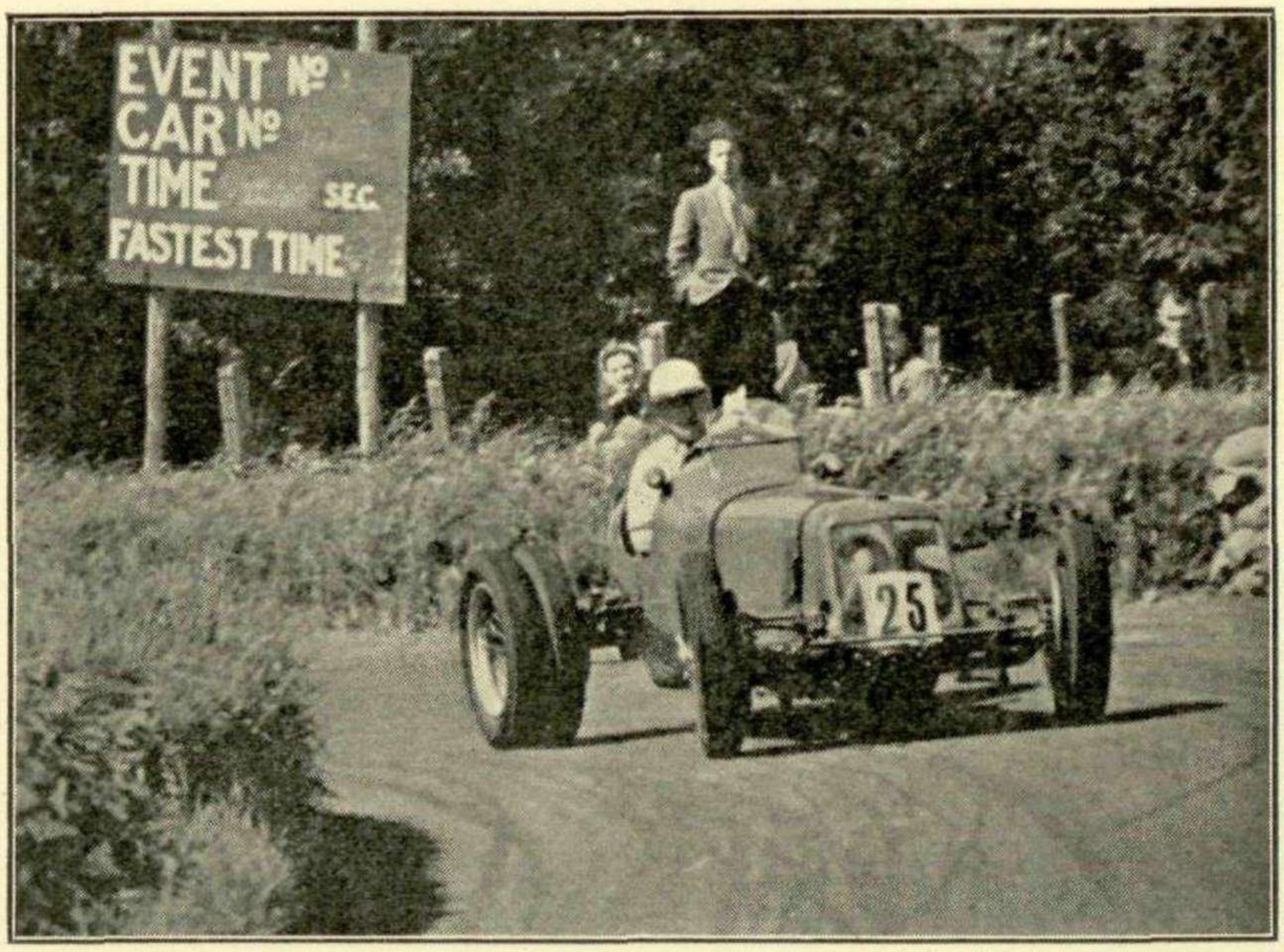
Fisher had evolved a smart Special, using parts from "fifty or sixty different makes," but basically it was a F.I.A.T. 500 chassis with a "J2" M.G. engine, a Morris rear axle adapted to take hydraulic brakes, and a single-seater body. Murray's M.G. had an exposed S.U. for its supercharger, while his F.I.A.T. "1,100" had a cowled radiator and big Zenith carburetter. The 1½-litre Lockhart had an old A.B.C. "Scorpion" flat-twin aero engine (alas with two too-small S.U.s) slung on the off side of the gondola-body, as was the Blackburn engine of the Gibbons cyclecar of quarter of a century ago. The front end of the Lockhart was undisguised Austin 7 but the chain-driven rear axle had knock-off hubs.

Yet another Special was Thompson's twin-cam Salmson-engined Frazer-Nash chassis, with four stub exhausts, a tiny fuel tank over the central steering column, and an S.U. carburetter. Frame's R-type M.G. had a McEvoy-Pomeroy



[MOTOR SPORT *copyright.*

Fastest Sports Car—Leslie Allard coming through the Courtyard in his Marshall-blown Allard during a spell of heavy rain. On his previous run he made best sports car time.



[MOTOR SPORT *copyright.*

Contrast in cornering style—David Hampshire taking the same r.h. corner shown below, in the E.R.A. in which he was 2nd in the Empire Trophy Race. At Bo'ness he won his class.

twin-cam head, Carmichael's M.G. a Jamieson blower and cables to steady the front axle, while Stuart Brown's T-type M.G. possessed a standard Marshall blower-rig. We noticed that Bear now allows racing numbers to be painted on his Bugatti's tail, the number-dics having been removed. Page was experiencing difficulties with the throttle-linkage of his Bee, which came adrift in the event. This is the ex-Souter single-seater, with Frazer-Nash chassis, a 22-h.p. Ford V8 engine, having three stub exhausts each side, and a chain-driven McCullough centrifugal blower drawing from two downdraught S.U.s. A flexible pipe was necessary from the off-side head to the radiator to clear this imposing super-chargery, a motor-cycle battery on the facia looked after ignition, and the tail of the body carried not only the number, but a bathing-girl transfer. Twin 4.50 by 17 Dunlops were used at the rear. Bellingham arrived in the imposing Mercédès (1908 chassis, 1912 engine) too late to practice but was permanently surrounded by an awed crowd in the Paddock. Gilbert Harris, a keen Pole, had an Alvis with 1,100 c.c. engine, home-made wire wheels, and doors that he fabricated on the morning of the event to comply with International regulations. Parnell still had the I.O.M. axle ratio in the Hampshire E.R.A. The best times in practice, during which Rhiando and Bear hit the bank, were Poore 36.5, Bear 36.7, Gerard 37.4, Hutchison 37.7, Rhiando 38.0, Parnell 38.1 and Fry 38.9 sec. In the following report the event is dealt with class by class and below the placings are given the achievements of the "also-rans." In actual fact the racing car classes were run off in the middle of the programme.

* * *

Class Zero, 500-c.c. Cars

Aikens came up fast, inner rear wheel lifting through the Courtyard, and hit the off-side bank at the snake, with some damage to his rear axle, so that he did not run again. McGlashan, adopting an odd, lying-down driving position, seemed to lose revs. going through the Courtyard and experienced a nasty slide in his Marwyn on his second run. Coldham went slap into the bank at the r.h. bend on his first run, but was neat on his second. Clarkson's Iota took a nice line through the bends. Brandon non-started.

1st. S. A. Coldham (Cooper) ... 42.9 sec.
2nd. R. K. N. Clarkson (Iota) ... 43.2 ,,
Also ran: McGlashan (Marwyn) 45.7 ,,

Class 1(a), Racing Cars, 501-750 c.c.

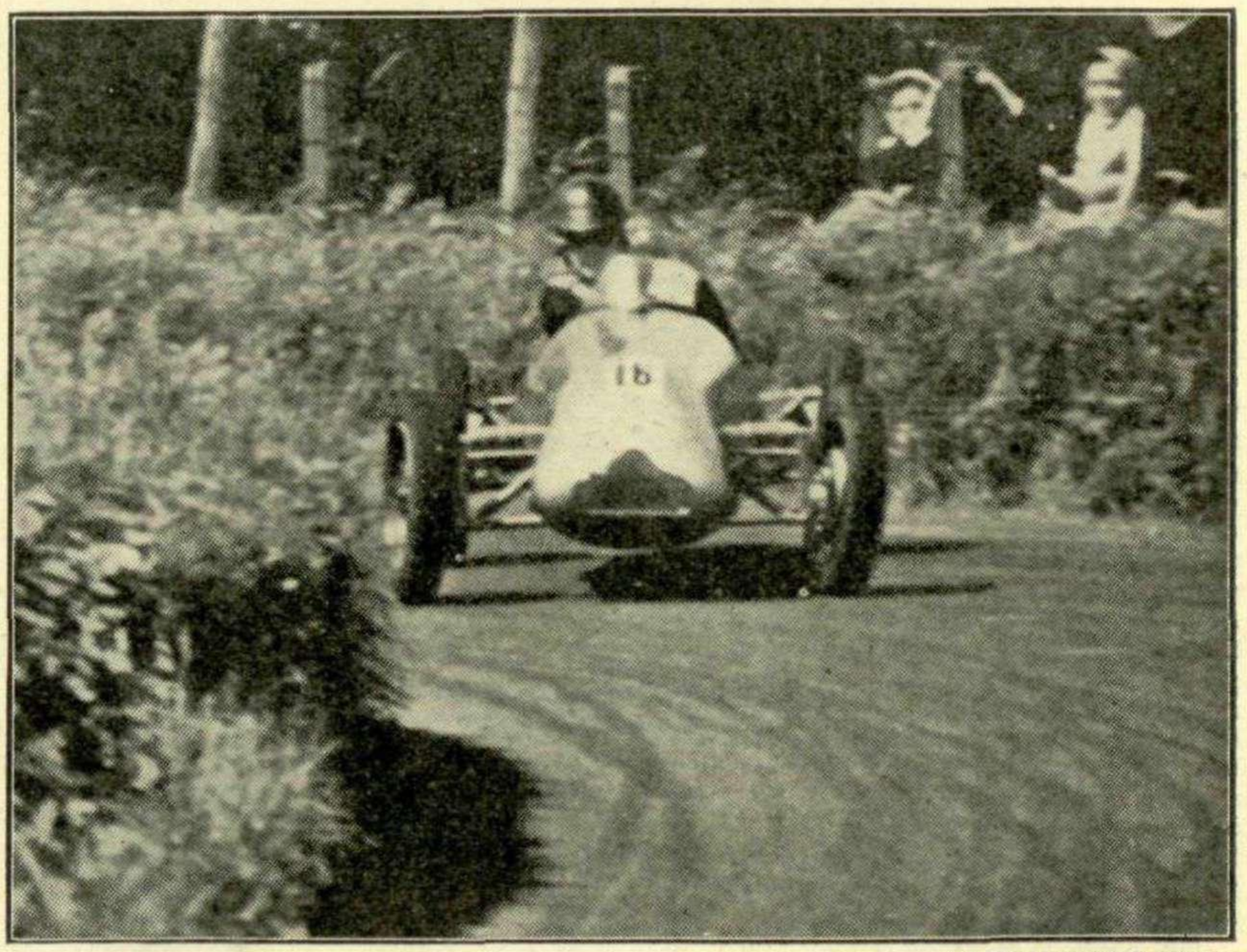
This class was graced with but two runners. Frame's R-type M.G. experienced really vicious tail slides at the Courtyard on both runs, but beat the determined Carmichael's M.G., the tyres of which smoked and the throttle position of which fluctuated rather a lot through the corners.

1st. G. M. Frame, Junr. (M.G.) 42.2 sec.
Also ran: J. R. Carmichael (M.G.) 43.8 ,,

Class 2(a), Racing Cars, 751-1,100 c.c.

Rhiando's V-twin Cooper came up sliding about very fast to win this class. Alas, on its second run the brakes locked approaching the r.h. bend and the little car went head-on into the bank, shaking Spike in more senses than one and appreciably damaging the Cooper's nose and front suspension. Fry stopped at the Courtyard with his fuel turned off on his first appearance, but thereafter he fought the rebuilt Freikaiserwagen through the bends in fine style to take second place,—incidentally, the angle of the rubber-suspended rear wheels at take-off must be seen to be believed, and they do say this wonderful special is to be rebuilt yet again, one of these days. Lund tended to blip his Lund-Special's throttle but placed his car nicely, to net third position. Weir's Monaco-prepared M.G. came very wide from the r.h. bend and it looked a real handful as it left the Courtyard. Thorne's Lagonda-Rapier sounded healthy, but, like the Fisher-Special and Salmson-Nash, wasn't fast.

1st. S. Rhiando (Cooper) ... ... 37.6 sec.
2nd. J. G. Fry (Freikeiserwagen) 38.8 ,,
3rd. T. Lund (Lund Special) ... 41.0 ,,
Also ran: J. Weir (M.G.) 41.4 sec., Thorne (Lagonda) 47.0 sec., Fisher (Fisher-Special) 50.0 sec., Thompson (Salmson-Nash) 56.2 sec.



[MOTOR SPORT *copyright.*

American in action—Spike Rhiando sliding from the first r.h. corner in the V-twin Cooper to win his class. It was entering this corner that he crashed on his second run.

Class 2(b) Sports Cars, 751-1,100 c.c. Non-supercharged

Again only two runners. MacPhee's "Brooklands" Riley beat the Polish driver's Alvis, although no-one can deny that the latter did all he knew!

1st. J. MacPhee (Riley) ... ... 47.2 sec.
Also ran: E. G. Harris (Alvis)... 56.0 ,,

Class 2(c) Sports Cars, 751-1,100 c.c. Supercharged

Only entrant, Clarkson's Ausford, did not run.

Class 3(a) Racing Cars, 1,101-1,500 c.c.

Hampshire, using twin rear wheels, made the E.R.A.'s tyres howl at times and lifted his foot momentarily as he placed the car for the Courtyard–S, which all the fast cars had to treat with caution. He spoilt his second run with a bad start, but left the snake very neatly. Brooke, relying on single rear wheels on *his* E.R.A., came so wide from the first bend of the Courtyard that he very nearly cannoned off the bank and, although correcting skilfully, was then wrongly placed for leaving the S. His next run was much neater, and half a second faster. Lockhart turned round at the Courtyard on his second run, without touching anything.

1st. D. Hampshire (E.R.A.) ... 37.6 sec.
2nd. H. L. Brooke (E.R.A.) ... 39.0 ,,
Also ran: J. G. Lockhart (Lockhart-A.B.C.) ... ... 50.2 ,,

Class 3(b) Sports Cars, 1,101-1,500 c.c. Non-supercharged

Holt, in an H.R.G. with his own conception of streamlining, deserved his success in this class, for he drove fast without fireworks. A 1½-litre Singer, handled by two different drivers, contrived to fill the remaining places, in spite of sliding and pinking its way up. Moorfield removed some rubber from his M.G.'s tyres but, in general, cars in this class were slow, Alexander and Kennedy driving beneath hoods and behind wipers when the rain came. A fascinating little door opened and shut in the back panel of Laycock's M.G. as it cornered.

1st. E. W. Holt (H.R.G.) ... ... 45.3 sec.
2nd. N. E. M. McCartney (Singer) 46.4 ,,
3rd. A. T. McDonald (Singer) ... 46.6 ,,
Also ran: T. B. D. Christie (M.G.) 47.3 sec., G. S. Scott (Morgan 4/4) 48.1 sec., W. S. Webster (M.G.) 48.4 sec., A. H. B. Craig (M.G.) 49.8 sec., E. N. R. Hewitt (M.G.) 49.9 sec., T. S. Alexander (Riley) 51.7 sec., N. A. Kennedy (M.G.) 52.2 sec., H. Moorfield (M.G.) 52.7 sec., S. Laycock (M.G.) 61.3 sec.

Class 3(c) Sports Cars, 1,101-1,500 c.c. Supercharged

Mort's M.G. beat Stuart Brown's M.G., but neither could be called fast.

1st. F. S. Mort (M.G.) ... ... 49.6 sec.
Also ran: C. W. Stuart-Brown (M.G.) ... ... 53.6 ,,

Class 4(a) Racing Cars, 1,501-2,000 c.c.

Gerard made good use of his E.R.A.'s brakes, its immense acceleration and its good road-holding (aided by twin rear wheels) to break the Bo'ness course record in 36.3 sec. He was lucky in making this second run on a dry course. Parnell made one of the neatest ascents of the day and even on his second run, when he slid unpleasantly from the r.h. bend, he took only 0.4 sec. longer than on his first run. Sheila Darbishire obviously found herself fully occupied in the same 2-litre E.R.A., but did a very fast run for all that.

1st. F. R. Gerard (E.R.A.) ... 36.3 sec.
2nd. R. Parnell (E.R.A.) ... ... 37.3 ,,
Also ran: Mrs. Darbishire (E.R.A.) 38.9 ,,



[MOTOR SPORT *copyright.*

Traditional Bo'ness Special—I. J. Hopper's Triumph-engined Hopper-Special aerodynamic coupe in action at the International Hill-Climb on June 26th.

Class 4(b) Sports Cars, 1,501-2,000 c.c. Non-supercharged

Tyrer's well-known B.M.W., its tyres really screaming and its exhaust popping on the over-run, won by a small margin from Weir's 328 B.M.W., which lost time at the Courtyard, precious fuel leaving the filler as the car's tail slid about. Gilbert's B.M.W., also with tyres protesting, was 3rd. Goodall's type 55 B.M.W. indulged in a vast slide from the r.h. bend, Reid was neat, even in the wet, in the Omega, Hopper did a very nice, momentarily-exciting run, and Hendry was trying hard in his Riley, winding away at the tiller.

1st. G. Tyrer (B.M.W.) ... ... 42.4 sec.
2nd. J. R. Weir (B.M.W.) ... ... 42.8 ,,
3rd. Gilbert (B.M.W.)... ... ... 43.5 ,,

Also ran: A. Reid (Omega) 43.9 sec., N. H. Buckley (B.M.W.) 44.7 sec., M. W. L. Goodson (Aston-Martin) 46.4 sec., J. M. Hendry (Riley) 46.5 sec., I. J. Hopper (Hopper) 49.4 sec., P. M. Goodall (B.M.W.) 50.1 sec., Mrs. Alfold (A.C.) 52.6 sec., J. H. White (Aston-Martin coupé) 54.8 sec.

Class 5(a) Racing Cars, 2,001-3,000 c.c.

Hutchison won easily, his too powerful Alfa-Romeo kept well under control through the Courtyard. The rain spoilt his second run. Tyrer, in the ex-Bear "2.3" Bugatti, was extremely polished, wet and dry alike, while Page nearly lost the Bee at the Courtyard on his first run, and had his throttle control come adrift on his second.

1st. K. N. Hutchison (Alfa-Romeo 37.6 sec.
2nd. G. Tyrer (Bugatti) ... ... 39.5 ,,
3rd. I. B. Page (The Bee) ... ... 43.8 ,,
Also ran: A. T. Darbishire (Bugatti) ... ... 45.0 ,,

Class 5(b) Sports Cars, 2,001-3,000 c.c. Non-supercharged

McGlashan's 2½-litre S.S. rather naturally vanquished a 3-litre Bentley—or should we not say that?

1st. A. McGlashan (S.S.) ... ... 47.9 sec.
Also ran: I. L. Struthers (Bentley) 59.4 ,,

Class 5(c) Sports Cars, 2,001-3,000 c.c. Supercharged

Mrs. Goodson's "2.3" Alfa-Romeo appeared in practice but not in the event.

Class 6(a) Racing Cars, 3,001 c.c. and over

This class promised to be very interesting, for Poore, on his first very neat run, got his big Alfa-Romeo up 1/10th of a second faster than Gerard's E.R.A. Then Bear clocked 37 sec. in his Bugatti, taking his corners wide, and Allard 38.2 sec. in the Steyr-Allard. Unfortunately, the course was very slippery for the second runs, so that Poore was 7.9 sec. slower, Bear 7.8 sec. slower, Allard took only 4.4. sec. longer on his second run

1st. D. Poore (Alfa-Romeo) ...36.7 sec.
2nd. K. W. Bear (Bugatti)... ... 37.0 ,,
Also ran: S. H. Allard (Allard)... 38.3 ,,

Class 6(b) Sports Cars, 3,001 c.c. and over, Non-supercharged

Dr. Chassell's V8-Frazer-Nash won this category with a very neat first run that ended up the escape road; the multi-cylinder exhaust beat sounded really crisp. In spite of blipping his throttle, Bean was adequately fast in his 3½-litre Jaguar, beating Parker's well-known sister car.

1st. M. R. Chassells (Frazer-Nash V8) ... ... 41.6 sec.
2nd. N. Bean (Jaguar) ... ... 42.0 ,,
3rd. D. Parker (Jaguar) ... ... 43.1 ,,
Also ran: T. Carruthers (Carruthers-Special) and W. Lamb (Ford) both 47.3 sec., G. Hendry (Ford) 49.5 sec.

Class 6(c) Sports Cars, 3,001 c.c. and over, Supercharged

Only Leslie Allard contested this class, but, his Allard now North Downs Marshall-blown at 9 lb/sq. in., made best sports car time of the day.

1st. T. L. Allard (Allard) ... ... 40.2 sec.

* * *

Jottings

The course was closed by Mrs. Joan Gerard driving a Rolls-Royce. After the

interval, Col. Barnes, the R.A.C. Steward and W. L. B. Callander, secretary of the S.S.C.C., did likewise in a Meadows-H.R.G.

* * *

Darbishire's Bugatti, attended by Giron, went home in a trailer behind a vintage Stutz tourer.

* * *

Bellingham was allowed to do a demonstration run in the Edwardian 9½-litre Mercédès. Healthy enough in the Paddock, it went temperamental on the hill and took 73.5 sec., misfiring lustily.

* * *

Rhiando was sensationally garbed and came in a sensational American car, his Cooper on a trailer behind it.

* * *

Hendry had to visit his wife in a nursing home, but was allowed to do his first run later in the programme.

* * *

Mrs. Gerard has a new umbrella this year!

* * *

A Clergyman was seen inspecting the cars in the Paddock with intense interest.

* * *

The hair-raising antics of the Carruthers-Special led to the remark "Don't cut down your Railton!"

* * *

Side-valve Aston-Martin, Amilcar and 3-litre Sunbeam were amongst spectators' vintage cars.

* * *

THE BEST DOZEN

36.3 sec.: Gerard (E.R.A.), f.t.d., and Course Record. £200.
36.7 sec.: Poore (Alfa-Romeo). £125.
37.0 sec.: Bear (Bugatti). £75.
37.3 sec.: Parnell (E.R.A.).
37.6 sec.: Rhiando (Cooper), fastest unblown car.
Hampshire (E.R.A.).
Hutchison (Alfa-Romeo).
38.3 sec.: S. Allard (Allard).
38.8 sec.: Fry (Freikaiserwagen).
38.9 sec.: Mrs. Darbishire (E.R.A.), fastest lady driver.
39.0 sec.: Brooke (E.R.A.).
39.5 sec.: Tyrer (Bugatti).

Gerard is now in the lead for the R.A.C. Hill-Climb Championships.

BOOK REVIEW

"SURREY" *by Eric Parker* (*Robert Hale—"County Book" series* 15*s.*).

Those who are interested in the countryside through which they motor, as well as in the cars they drive, will be glad to learn of the books in this beautifully-produced series. These depart, to a considerable extent, from the formal guide-book approach. That on "Surrey" is very satisfying from this view-point in parts, but we would have liked even more about present-day Surrey, less about ancient history, and fewer nature notes. This volume is noteworthy from the enthusiast's angle because chapter one is entitled "Brooklands." The coming of the famous Motor Course is referred to, items are quoted from the prospectus of the first race meeting of the B.A.R.C., and the nature of the races held thereat is detailed, as they are in "The Story of Brooklands" by W. Boddy. But otherwise the references to Brooklands Track are unfriendly, and the author quotes a poem he wrote at the time, emphasising the undesirability of Locke King's transformation. Each man to his taste, but it is a pity Eric Parker has had to exaggerate to make a case against the Motor Course. He writes of "the betting-ring of bookmakers that followed motor-racing on the track," refers to Brooklands as "that great cement-rimmed saucer, with its race stands, its hangars and its sewage works, . . . corrugated iron and arrangements for the disposal of drainage." We are asked to believe that because Locke King built a race track in Brooklands meadow, "no boat goes on it (the Wey) to-day," that "planes roaring overhead shut out the song of larks," and that the place became noisy with "the strident clamour of the betting ring."

That is one point of view and, we feel, an unfortunately biased one. Brooklands is known to have remained a picturesque (and on non-race days a singularly peaceful) place right up to the sad day when Vickers-Armstrong turned it into an ugly straggling aerodrome-town. It has even been said that the Track was less an eyesore than the uncultivated marshland it replaced, and certainly the idea of the stands and sheds and fences overshadowing it as if Brooklands were a sort of super football ground or dog track is so much bunkum, but bunkum which, alas, many of Eric Parker's nature-loving readers will readily believe. Moreover, the sewage works served Addlestone and district, not the Motor Course, and Locke King would gladly have had this eyesore removed had the local council been prepared to accept a reasonable sum for the land thus occupied. Fortunately the very vastness of Brooklands swallowed up such excrescences. The Wey was never closed, as many punting parties can testify, and betting was never a predominant feature of racing at Weybridge, particularly in the early days.

Eric Parker might, one feels, have had the decency to spare the feelings of those who believe in progress, especially that established in such pleasant surroundings as prevailed at Weybridge. However, those who are more tolerant of such things as insect life, birds, folk-lore and country life in general than Parker is of our sport should not let the author's indiscretions deter them from reading his book.

Letter from a Reader

Sir,

With reference to your mention on page 187 of the June issue in which you state that "This was probably the first race in which radio contact was established between cars and pits," you may remember that the Lagonda team with, I believe, Alan Hess, tried radio communication between the cars and the pits during a long-distance race at Brooklands in 1937 or 1938. I was there on that occasion and I was told that communication was never entirely satisfactory, but was at its best when the cars were at the most distant portion of the track, and contact was almost impossible when the cars were passing the pits.

I am, Yours, etc.,

Leeds. JACK M. REISS.

[Radio communication between car and depot was also tried by Edge on the Spyker in 1922, by Alvis in 1923 and by the Evans for their M.G. team a few seasons before the war. But Clark's seems to have been the first *successful* racing radio transmitting station.—ED.]

STOP PRESS

LANCIA M.C. DRIVING TESTS

The Lancia M.C. beat the B.D.C., F.N.C.C., and Lagonda C.C. Pollack's blown Frazer-Nash clocked 11.4 sec. in the acceleration test, Cook's 4½-litre Bentley 12 sec., while Barker's 1924 "11.9" Lagonda made third best performance for his team.

* * *

CHILTERN HILLS TROPHY TRIAL

This trial was won by H. Birkett (Austin 7).

TOO LATE FOR CLASSIFICATION

FOR SALE—*continued*

ALVIS 12/50 open 4-seater. TE model. Engine excellent. New 20 in. tyres. New battery. Hood needs recover. A very reliable car. Exchange for any saloon car or sell, £110. Adams, White Goat Farm, Whalley, Lancs. Tel. Whalley 3218.

SPORTS CAR SPARES and other rare parts. If in need consult Alton Garage who are building up an organisation to satisfy the needs of owners of such cars as Alvis (all models) Riley 9, Austin 7, 2-litre Itala. Lagonda, Invicta, etc. Alton Road, Richmond. 0469.

40 COPIES "SPORTS CAR" '35–38. 20 copies "Speed" '37–38. £3 the lot. Also many "Motor Sports" '37–47, all duplicates, space needed. Specific copies sorted out at 1s. 6d. each or batches. Letters only. "Burghfield," Woodstock Avenue, Sutton, Surrey.

1929 4½-LITRE BENTLEY, perfect mechanically but with rather rough Weyman. Compression plate out and high axle ratio. Offers over £250. Also 1935 Daimler 15 Sportsmans Saloon, has been standing. Offers. Box No. 556, MOTOR SPORT, 15, City Road, E.C.1.

EXCHANGE 1931 M-TYPE M. G. open 2-seater, hood, tyres and condition good; for 4-seater car 12-h.p. or under in similar condition. Seen Epsom area. Reply Box No. 557, MOTOR SPORT, 15, City Road, E.C.1.

SINGER 9 H.P. Speed Special, good condition throughout. Plated head. £400 or offers. V8 magneto as new £15. Box No. 558, MOTOR SPORT, 15, City Road, E.C.1.

ALVIS "FIREFLY" front axle, track rod etc., and springs. £5 the lot. Seen Sussex. Simpson, Kildwick Hall, Crosshills, Keighley.

M.G. 1934 "J 2." Crankshaft reground, new big-ends, valves, springs, guides, dynamo, etc., bills shown. Good appearance, respray, rechrome. Marchal lamps, spotlight. Taxed and insured. £275. B.M./G.M.O.P., London, W.C.1.

£195 1933 "J 2" M.G. Midget 2-seater. 10 in. Marchalls, outside exhaust. Dunt, Kingslea Farm, Billingshurst 33, Sussex.

1935 SINGER LE MANS open 4-seater. 9-h.p. stripped and re-assembled April. Decoke, new carbs rev. counter, kingpins, retreads, mechanically first class. £200 offer. 64, Old Ford View, Barnet, Herts.

TWO 600 by 21 TYRES nearly new. Also 2 unused 5.25 by 21 retreads. Best offer above 70s. each. Whitegate House, Town Street, Bramley, Leeds.

RUDGE WHEELS: 52-hub, 19 in. and 20 in. from 35s.; 42-hub 19 in., 40s.; two 20 in. Alvis wheels, 5-stud, 45s. each; 52 Rudge hubs, 10s. each; 52 k.o. hub caps, rough, 7s. 6d. each; 12/50 Alvis back axle complete, £8; some 12/40 Lea-Francis spares (no heads); Morris Minor fat-type dynamo, good, 45s.; 4-cyl. mags. from 50s.; 1¼ in. S.U. carb. bronze-body, no float chamber assy, 30s.; 10-h.p. Swift spares. S.A.E. please. J. C. Wrigley, 32, Highlever Road, London, W.10 (callers by appointment only).

AUSTIN 7 1930 fabric saloon, good condition, 1936 gearbox, manifold, carburetter, Hardy-Spicer prop.-shaft, wide-type brake drums and shoes, dynamo overhauled, 4 new 400 by 19 Firestones, 400 by 19 spare, good electric wiper. Steering column wedge. S.U. carburetter, extra wheel and spare tube included. Available mid-July. £75 no offers. J. C. Wrigley, 32, Highlever Road, London, W.10 (callers by appointment only).

WANTED—*continued*

4½-LITRE BENTLEY ENGINE and plate clutch. Condition immaterial if complete and major components sound. Mayes Motors (Leicester) Ltd., 21–23, Welford Road, Leicester.

FOR "J2" Handbook. Moulded battery cover, long narrow type. Baker, Woodstock, Thundersley Grove, Thundersley, Essex.

REMOTE CONTROL gearbox top complete for Morris Minor 1934 4-speed gearbox. Believed "J" M.G. same. Also interested in knock-on wheels and axles to suit above car. Baker, Sand Lane, South Milford, Leeds. Phone South Milford 516.

SIDESLIPS

by

"BALADEUR"

IT is really extraordinary, as I remarked in these columns recently, how late Italy was in getting going as a motor car producer. And almost more extraordinary, I might have added, that, in spite of the native genius which seems to inspire Italians when it comes to designing motor cars, they should, when production did at last begin, have tended so strongly to build to designs evolved abroad. F.I.A.T., as far as I know, was from the first a native product; but Alfa-Romeo, today the very essence of Italianism, was once nothing more than a naturalised Darracq. They built French Clément and Peugeots under licence, too; they even built English Daimlers, which seems highly unsuitable, and even made them run in the Targa Florio in 1907, which seems positively indecent. The linguistic difficulties involved were obviously terrific; they got round it in the case of the Darracq by calling it an Alfa, they called the Clément a Diatto and the Daimler a De Luca. But what on earth did they call a Peugeot? The name is difficult enough in England, where the average garage mechanic calls it a "Pew-jot." But it must be child's play for him compared with his Italian opposite number. My knowledge of the Italian language is rudimentary, but I understand that it is axiomatic that every letter must be pronounced and that it is practically impossible to end on a consonant. (I remember being taken round Pompeii by an "English"-speaking guide, who observed this latter rule so faithfully that he invariably called a "plaster cast" a "plasta casta"). Well, just think of applying this to Peugeot; it is a problem whose solution I must leave to certain of my friends who in recent years have become more conversant with Italian than perhaps they altogether wished. Unless, of course, Peugeot, like the others, hid behind a *cognomen*—or should I say "cognome"?

Be that as it may, Isotta-Fraschini, one of Italy's most famous marques, certainly has the appearance of being racy enough of the Milanese soil—so much so that the name causes almost as much trouble in England as does Peugeot; I knew a man who used to insist on pronouncing it "I shot a frar sheeny." But even in this case I eventually came to have my suspicions. They all really centred around the doings of Sorel, who was well known about 40 years ago as a De Dietrich driver, not so much in races as in long-distance "raids" and the like, and those of Minoia, who in those days was equally well known as a driver of Isotta-Fraschinis, not so much in "raids" as in races. Now in the 1905 Coppa Florio, one of the Isottas was driven by Trucco, who went on driving Isottas, usually with Tamagni and Minoia, pretty consistently at least until 1908. But in the 1907 Targa Florio, four Isottas started, and the fourth, rather strangely, was driven by Sorel. Then in 1908, when Gabriel deserted the De Dietrich team to go to Bayard-Clément, it was Minoia who joined Rougier and Duray to drive the third car in the Grand Prix. This was rather remarkable, because Minoia's defection left a gap in the Isotta-Fraschini team which was running in the voiturette race at Dieppe, and Trucco and Tamagni had, in order to fill it, to recruit a driver, of whom I have either never heard since, or else I have heard a good deal. His name, according to *The Autocar*, was Mazzerati; can it be that our contemporary made a very excusable mistake in its spelling?

Well, all this at first made me wonder rather idly as to whether there was any significance in all this chopping and changing of drivers between houses apparently so little connected as De Dietrich and Isotta-Fraschini. I did not, frankly, suppose that I should ever progress beyond the stage of idle wonder. I failed entirely to heed the words of Robert Herrick (of "Gather ye rosebuds while ye may" and "Cherry-ripe, cherry-ripe," fame) who remarked in an optimistic moment:

> "Attempt the end, and never stand to doubt,
> Nothing's so hard, but *search* will find it out."

As a matter of fact, I did not search at all; but as I chanced to look through a volume of *The Autocar* for 1908, I lit, quite without any industry on my part, on the following remark:

> "In view of the favourable impression made by the Isotta-Fraschini car in the race for the Coupe des Voiturettes, Messrs. Lorraine Dietrich have decided to build a number of these cars."

So that, then, was the cat that had been lurking in the bag: Isotta-Fraschini was nothing more or less than the Italian for Lorraine-Dietrich. I am at least relieved that Milan was spared the necessity of trying to pronounce the curious Tedesco-French evolved in the Kingdom of Lothair. (I would refer those of my readers who think that "tedesco" is not an English word to the Century Dictionary; it *is*, and it means "German," that's all.) But what a curious alliance. Lorraine-Dietrich, from the early days of the Grand Prix right down to the Le Mans era, was an outstanding exponent of push-rods (and rather untidy push-rods at that, if the truth be told). Isotta-Fraschini, on the other hand, seems to have been a very early addict of something quite different. I am prepared to believe that 40 years ago De Dietrich owned Isotta-Fraschini, or at least was very closely allied with it; but this hardly seems to have been another instance of Italians building French cars under licence.

According to a recent article in *The Motor*, the house of Isotta-Fraschini was founded in 1899. Admittedly, Moody's "Manual of Industrials" gives the date as November 24th, 1904, but then I am decidedly hesitant about contradicting *The Motor* under its present editorial direction, and Moody may well be referring to the date of incorporation of an existing private firm. At any rate, it was around the turn of the century that "Signor Bugatti of Milan" was called in to try to design a car for the firm of De Dietrich. Was there, I wonder, any connection between this fact and the De Dietrich-Isotta liaison? If Herrick is right, I might have big news in this matter one of these days. For the moment I will only remark that you have got somehow to move Ettore from Milan to Alsace-Lorraine, and if anyone can suggest a more plausible means of doing so, I shall be glad to hear of it.

I should in any case welcome more news of the doings of Isotta-Fraschini between *The Motor's* date of the firm's foundation and that given by Moody. After the latter, its light is by no means hidden under a bushel, although it burns a bit faintly at times. Thus, two Isotta-Fraschinis started in the Coppa Florio of 1905, but Gerald Rose, rather tantalizingly, only says of them that they were "about the biggest racing cars ever constructed." They were credited by their makers with 120 h.p., whereas the De Dietrichs, for instance, were called 130 h.p., so I do not know whether they were unduly modest in Milan or whether Mr. Rose means that they had, shall we say, normal sized engines in particularly big chassis. They were driven by our friend Trucco and Le Blon, who, having been an outstanding figure at the throttle of steamers in his time, could presumably cope with a racing car, however big; but neither of them finished the first lap. For all that one of them, or another car like them, was exhibited at Olympia the next year, and *The Autocar* remarked that "the 120-h.p. racing car gives one an opportunity of examining a typical Italian racing car. We noted that the inlet valves on the racer are operated by an overhead camshaft." Does this really mean that the exhaust valves weren't? And if this early Isotta racing engine indulged in an inlet-over-exhaust arrangement, can anyone tell me of another example of its use with an overhead camshaft?

In addition to the 120-h.p. racer, Isotta-Fraschini showed three other models, the 50–65-h.p. with a bore and stroke of 145 by 160 mm., the 28–35 h.p. of 130 by 150 mm., and the 16–22 h.p. of 100 by 130 mm. The first two of these came in very useful the next year, for the Targa Florio regulations limited the bore of 4-cylinder engines to 130 mm., and the 28–35-h.p. Isotta was, therefore, just made to measure for it. The engine, moreover, had a capacity of 7,964 c.c., and, in one's innocence after the lapse of 40 years, one might well suppose that it was just made to measure for the Kaiserpreis, too, as the rules for that race stipulated a maximum capacity of 8 litres. In 1907, however, what was considered a long-stroke engine was anything but smart in a limited capacity race; and instead of using the 28–35-h.p., Isotta-Fraschini went to all the trouble of producing a special edition of the 50–65 h.p. with the stroke reduced to 120 mm., so as to bring it within the required size. This somewhat drastic procedure seems to have worked well enough—indeed, it might be argued that the 50–65 h.p., in its modified form, was as successful as a

racing car as was the 28–35 h.p., for in the Kaiserpreis Minoia finished seventh, and Tamagni was equally seventh in the Targa Florio. But this argument will not really stand the test of time, for by the end of the season the 130-mm.-bore engine had really found its form, and in September Minoia proceeded to lead a big field in the Coppa Florio from the outset, winning by more than 10 minutes from Hémery's Benz; while at the beginning of 1908 Trucco clinched the matter by winning the Targa Florio as well.

Indeed, if the name of Isotta-Fraschini is not better known in the annals of racing, it is because the cars that bore it never, for some reason, competed in the Grand Prix. Indeed, after their appearance at Brescia in 1905, nothing more seems to have been seen in the big races of those 120-h.p. monsters which were "about the biggest racing cars ever constructed." Perhaps it was decided that they were too big; in any case, when Isotta-Fraschini did make its bow in French racing in 1908, it was with something very different, as far as size was concerned, with the cars in fact that made such a "favourable impression in the race for the Coupe des Voiturettes" that Messrs. Lorraine-Dietrich decided to build a number of them.

I do not know how big the number turned out to be, but I am not a bit surprised at the favourable impression. The regulations for the 1908 *Coupe de l'Auto* voiturette race, it may be remembered, fixed a maximum bore for 4-cylinder engines of 65 mm.; whereupon the A.C.F., just to make things more difficult, decided on a limit for their Grand Prix des Voiturettes, run the same year, of 62 mm. The bore of the Isotta-Fraschini, therefore, was restricted to the latter figure, which, with a stroke of 100 mm., gave a capacity of 1,207 c.c.; and it had a 4-speed gearbox with direct drive on third, and shaft drive. One of them found its way to this country, and here in 1911 our contemporary *The Autocar* discovered it. From the photograph with which it celebrated the fact, the little Isotta was evidently an almost ideal miniature racing car of the period. From the accompanying description, too, it may be learnt that it had "overhead valves driven by bevel gear." This statement seems, I must admit, to be something of an oversimplification—I suspect that it was really an overhead camshaft that "drove" the valves, and that it was the camshaft that was driven by the bevel gear. However, there seems to be no suggestion this time that it was only the inlet valves that got driven this way, and our contemporary was able to add that the engine "runs at an enormous number of revolutions, about 3,000 to 3,500 at a maximum, the crankshaft being on ball bearings. It seems to do the terrific speed quite comfortably . . ."

Now in the course of his excellent description of the 1910 Type 13 Bugatti in the February number of MOTOR SPORT, my colleague Mr. Cecil Clutton remarks that "the *Voiturette* formula in the 1908 Grand Prix had already pointed the way towards the modern multi-cylinder light car, but Bugatti was the first to make a successful example, and he was by a long way the first to put such a car into production." There is a tradition in the journalistic profession (more honoured sometimes, I must admit, in the breach than the observance) that dog does not eat dog; and were I not such a hidebound traditionalist, I should be inclined to query the last part of this statement. Of course, I do not know whether Messrs. De Dietrich really did build a number of Isotta-Fraschini voiturettes in 1908, or whether they only got as far as deciding to, which is quite a different thing; but there, at least, was the prototype, a full two years before the appearance of Type 13 in 1910.

And what a prototype! The dimensions of the Type 13 were 65 by 100 mm. those of the Isotta-Fraschini 62 by 100 mm.; and there is good reason for thinking that the latter engine was originally designed to suit the *Coupe de l'Auto* regulations, with a bore of 65 mm., which was subsequently reduced to 62 mm. to suit the A.C.F. Both had an overhead camshaft. The crankshaft of the original Type 13, according to Mr. Clutton, ran on roller bearings, that of the Isotta, according to *The Autocar*, on ball bearings; both could revolve 3,000 times a minute. The original Type 13 had a wheelbase of 6 ft. 7 ins., the Isotta's was 6 ft. 10 ins. The two cars of the latter team which finished the 286 miles of the Grand Prix in 1908 averaged 43.3 and 42.7 m.p.h. respectively; the Type 13 (with the stroke, apparently, increased to 110 mm.) averaged 45.8 m.p.h. for 334 miles in the Grand Prix de France at Le Mans in 1911.

Well, what does all this lead up to? Frankly, I do not know for certain; but, as I have said elsewhere, Bugatti type numbers are among the many things which puzzle me, and among the most recalcitrant pieces of the puzzle are the numbers below 13. Is it possible that the famous original tricycle was Type 1, and that the other missing early numbers should be provided by the Bugatti-De Dietrich, the Mathis-Bugatti, the Bugatti-Hermes, the Bugatti-H.I.S.A. and various others which have still to come to light? And would it be just fanciful to suppose that the 1908 Isotta-Fraschini was none other than Type 12?

At any rate, it was left to Bugatti and his neighbour Mathis to become specialists in the small "four," and for some reason Isotta-Fraschini did not persevere with the development of the voiturette racer. Competent observers inform me that while it looked like a minor racing car, its performance was merely minimal; but then in 1908 no 4-cylinder voiturette had any performance worth mentioning. And if by 1910 a 4-cylinder Hispano-Suiza with a T head could win the voiturette race in spite of all competition from singles and twins, then a 4-cylinder Isotta-Fraschini ought to have had a good chance of doing so instead, if it had still had "overhead valves driven by bevel gear." But perhaps voiturettes did not really come very natural to Isotta-Fraschini, and instead of going on with the 62 by 100 mm. engine, the Milanese firm turned to the development of one just about twice as big in every direction, its bore and stroke being 130 by 200 mm. (10,618 c.c.). In fact, the old 28–35-h.p. Targa Florio engine was influenced by the long-stroke era, only now it was unblushingly called the 100-h.p. model because it developed 125 h.p., which was probably no more illogical than calling the older engine 28–35 h.p., anyway. And just to make things more confusing, the old 100 by 130 mm., 16–22-h.p. engine also had its stroke increased by 50 mm., and its bore by 5 mm., which gave it a capacity of 6,226 c.c., and this was called 27–80 h.p., which makes it sound as if *it* was the descendant of the 28–35 h.p., which it wasn't.

They still went in for overhead camshafts on these engines, and as they had the litres as well, there was no question, where they were concerned, of lack of urge. What is more, their designer apparently considered it desirable that they should stop as well as go, with the result that Isotta chassis appeared at the Paris Salon with 4-wheel brakes as long ago as 1910, and, what is more, never shed them, I believe, from that day forward. However, there is nothing hidebound about the Milanese firm, for having spent most of the inter-war years making straight-eights with the maximum of engine in front of the driver (not to mention bits of Maseratis on the side), it now proposes, I understand, to make a car with a V8 engine placed at the back, and therefore, nothing worth mentioning in front of the driver at all. On which project I beg leave to reserve judgment.

POSTSCRIPT.—Now the acts of the big Isotta-Fraschini which became the monster Isotta-Maybach, and all that it did, are they not written in the book of the chronicles of the speed-kings of Brooklands?

AN OVERDUE CONCESSION

Public enthusiasm is such that many thousands of pounds in "gate" and parking fees are taken at each of our more important sprint meetings. In many cases this money is needed to replace that spent in preparing the course or making good wartime damage, while prizes have to be found and other incidental expenses met. Nevertheless, without entries such meetings would not be possible. As each month goes by the cost of running elderly racing cars increases, with spares largely unobtainable and supplies hard to come by. It has been suggested to us that organisers might return competitors' entry fees whenever a car starts or completes the course, in the bigger events. We must say we cannot see anything against this small concession to the men who make meetings possible. In a recent sprint event, in which 69 cars started, the sum involved would have amounted to £207, which would not make much of a hole in a four-figure "gate."

* * *

Adrian Conan Doyle is disposing of the ex-Carraciola T.T. Mercédès-Benz and his two-seater S.S.K. Mercédès-Benz, which should provide someone with very satisfactory fast transport.

LETTERS from READERS

From CAPT. THE HON. J. C. C. CAVENDISH, J.P.

Sir,

I notice under Club News on page 84 of your March issue that Richards Bros. are interested in the present whereabouts of the third car of the old "Musketeer" M.G. N-Magnette team. In case the paragraph escapes the notice of the existing owner, I append some notes that may be of interest, and which you may care to pass on to Richards Bros.

I acquired the third car "Aramis" in early 1939, more or less in its original form, with a view to trials the following winter. It had a completely reconditioned engine following a "blow-up" and, after a little essential work on the chassis by Dyke-Acland at Thame (with whom there was a rather embryonic idea of running the cars as a team again) decided to run it in before preparing it for the trials season. This process was still going on when the war began, and I soon laid the car up with all due precautions. (I was incidentally assisted in this by H. Urban-Emmrich, the son of the erstwhile very exuberant Czech dicer of M.G.s. The former unfortunately was killed on a Coastal Command patrol in 1943, and the latter "died in hospital under Gestapo supervision" at an earlier date.)

The car was well looked after during its rest and my absence, and was put on the road again in August, 1945, with surprisingly little trouble, and run with the supercharger removed and replaced with two S.U.s. It competed at Elstree on Easter Monday, 1946, with inconspicuous success, and some time after was sold to G. M. Pentony, who I think intended to use it himself. He must have changed his mind, as I saw the car in Wokingham in July, 1947, then belonging to a Mr. Earley, of a Wokingham firm of estate agents whose name escapes me. It appeared to be in the same trim as when I sold it.

I trust that these few notes may be of some interest and assistance to someone, and that I am not wasting your time in submitting them.

I am, Yours, etc.

Chesham. J. C. C. CAVENDISH.

* * *

PRAISE WHERE DUE

Sir,

In the opening remarks of your report on the meeting at Luton Hoo, in the May issue of MOTOR SPORT, it is stated that the Vintage Sports Car Club gave us the first post-war speed event (Elstree) and the only post-war English race meetings (Gransden).

I am aware that these claims have been made by the V.S.C.C. themselves, and with all due respect for the club, and for the enjoyable events for which they have been responsible, I would point out that neither claim can be substantiated by the facts.

The first post-war speed event was at Naish Hill, near Bristol, in 1945, nearly six months before Elstree; it was organised by the Bristol Motorcycle and Light Car Club and saw what I believe to be the first appearance of Gerard with an E.R.A. F.t.d. was made by the late W. O. Watkins with his Watkins-Nash. This meeting was quickly followed by the "Filton Sprint," run by the Bristol Aeroplane Company Motor Sports Club. This meeting also was held at Bristol, Gerard putting up f.t.d., the fastest motor-cycle being Jock Horsfall with a Vincent-H.R.D. "thousand." Gerard's car was that once owned by the late Pat Fairfield.

With regard to the second claim, it is high time that tribute was paid to the Yorkshire Sports Car Club for the organisation and "laying-on" of circuit-racing at Tholthorpe in September of last year. Little publicity appears to have been sought, or given, for this event, in which the organisation, both from the spectators' and competitors' angles, was first-class.

I am, Yours, etc.

Elmore, Glos. J. S. FRENCH.

CLUB NEWS—continued from page 234

ULSTER A.C.

The Ulster A.C. fixture list embraces a veteran car contest, given sufficient support, on July 3rd, a closed trial on August 7th, the International Craigantlet Speed Hill Climb for the R.A.C. Championship on August 28th, closed trials on September 25th, October 30th and November 27th, as well as the annual dinner and dance on November 26th. The last-named trial is undoubtedly intended to disperse any hang-overs the dinner may promote!

★

B.T.D.A.

It is good news that the British Trials Drivers Association has come into being again, and that at last the Trials Championship Star is to be contested once more. In this connection the re-formed B.T.D.A. has issued the following statement, to which we would add that "Jackie" Masters is Hon. Treasurer:

Under the Chairmanship of Mr. Maurice Toulmin and with Colonel S. Barnes, Competitions Manager of the R.A.C., in attendance, a Meeting of the B.T.D.A. was held on May 12th, 1948, at the R.A.C., London.

Unanimous approval was given for the revival of the Association which did such good work before the war and which has as its aims the obtaining of co-operation of all Trials Drivers as a body, and as one individual, assisting the R.A.C. and the Clubs over fixture list problems, offering assistance in connection with Trials organisation, taking any step to improve motoring events, enforcing a high standard of driving and conduct, and the receiving and discussing of problems of a controversial nature.

With the prospect of a limited number of Trials being organised during the remainder of this year the B.T.D.A. propose to offer again the Championship Star award on a selected Trials points basis.

In view of the limitations of the "standard" petrol ration competitors for the "Star" will not be required to compete in any minimum number of chosen events, but will be free to choose up to eight with a maximum of six to count. The selected list which comprises mainly "classic" and near-classic events will contain sufficient events in each area to enable competitors to compete without covering big mileages.

First selected event was the V.S.C.C. "4/44" Trial on June 27th.

For further particulars, entry forms, and details concerning the Championship Star award please apply to the Hon. Sec.: D. G. Flather, Standard Steel Works, Tinsley, Sheffield.

1939 B.T.D.A. members (who numbered over a hundred) and those who applied last year for membership have been supplied with this information without further application.

★

V.S.C.C. RALLY

The Vintage S.C.C. held a successful rally on June 20th, the after-lunch venue being Brooklands, where Ken Taylor, of Thomson & Taylor's, kindly allowed members to inspect Cobb's 400-m.p.h. Railton, Gardner's M.G. and other cars at the T. & T. premises. The vintage cars present included a Rolls-Royce chassis, Geoghegan's Type 57 Bugatti, Burn's Type 40 Bugatti, an "Ulster" Austin Seven, Carson's A.C. Six, four 2-litre Lagondas, Karslake's "Barcelona" Hispano-Suiza, Dr. Ewen's "14/40" Delage, Heal's 3-litre Sunbeam, a "14/40" Vauxhall tourer, Mays' Hotchkiss, a Lancia "Lambda" and a "19.6" Crossley from Carlisle. There were also present three Edwardians in the form of Samuelson's imposing 4½-litre Peugeot, Bland's Daimler landaulette, and FitzPatrick's Wolseley-Siddeley. The cars of associate members comprised 4½-litre Invictas, 4¼-litre Bentley, Alvis Speed Twenty, Delage, Lancia "Agusta," Riley "Sprite," M.G., Jeep, etc. After the Brooklands visit an excellent tea was served at the "White Lion," Cobham.

CLASSIFIED—WANTED—*continued*

"MAGNETTE" ENGINE complete, preferably K-type. Utley, 66, Newbury Road, St. Annes-on-Sea, Lancashire.

BENTLEY 8-LITRE ENGINE or complete chassis required for rebuilding. Box No. 537, MOTOR SPORT, 15, City Road, E.C.1.

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

BACK NUMBERS of MOTOR SPORT. Must be in clean condition. J. Francis, 944, Hessle High Road, Hull.

£2 2s. PER COPY OFFERED for MOTOR SPORT, May and June, 1929 (Vol. V, Nos. 2 and 3), or high price for volume containing above copies. Any help or information will be appreciated. H. J. Batten, 9, Beachfield Avenue, Newquay, Cornwall.

CORD.—Would any owner, private or trade, of a late model Cord convertible 4-seater ("Convertible Phaeton") in reasonable condition, who would consider exchanging it for a 1938 Lancia "Aprilia" standard saloon with reconditioned engine, couplings and telecontrols fitted 7,000 miles ago, and resprayed nil miles ago, please contact Box No. 544, MOTOR SPORT, 15, City Road, E.C.1.

MISCELLANEOUS

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

STOP WATCH, wrist type, in rolled-gold case, 15-jewel movement. Reads to fifth-second. Condition as new. £11. Onega, Church Road, Purley.

FOR SALE, with vacant possession: Freehold modern garage and service station with spacious engineering shops situated South-West London. Four electric petrol pumps each with tank of 500-gall. capacity. Showrooms, offices, etc. Covered floor space on two floors about 12,000 sq. ft. Apply Edwin Evans & Sons, Chartered Surveyors, 251/253, Lavender Hill, S.W.11. Tel.: Battersea 0050.

DRAUGHTSMAN invites any drawing office work for execution with speed, neatness and efficiency. Strict confidence assured. Box No. 545, MOTOR SPORT, 15, City Road, E.C.1.

SITUATION VACANT

WANTED a young man willing to work with his hands. Some general workshop experience desirable but not essential. Small concern in Yorkshire developing an interesting product. Prospects good. Motoring enthusiast preferred. Box No. 553, MOTOR SPORT, 15, City Road, E.C.1.

RUMBLINGS

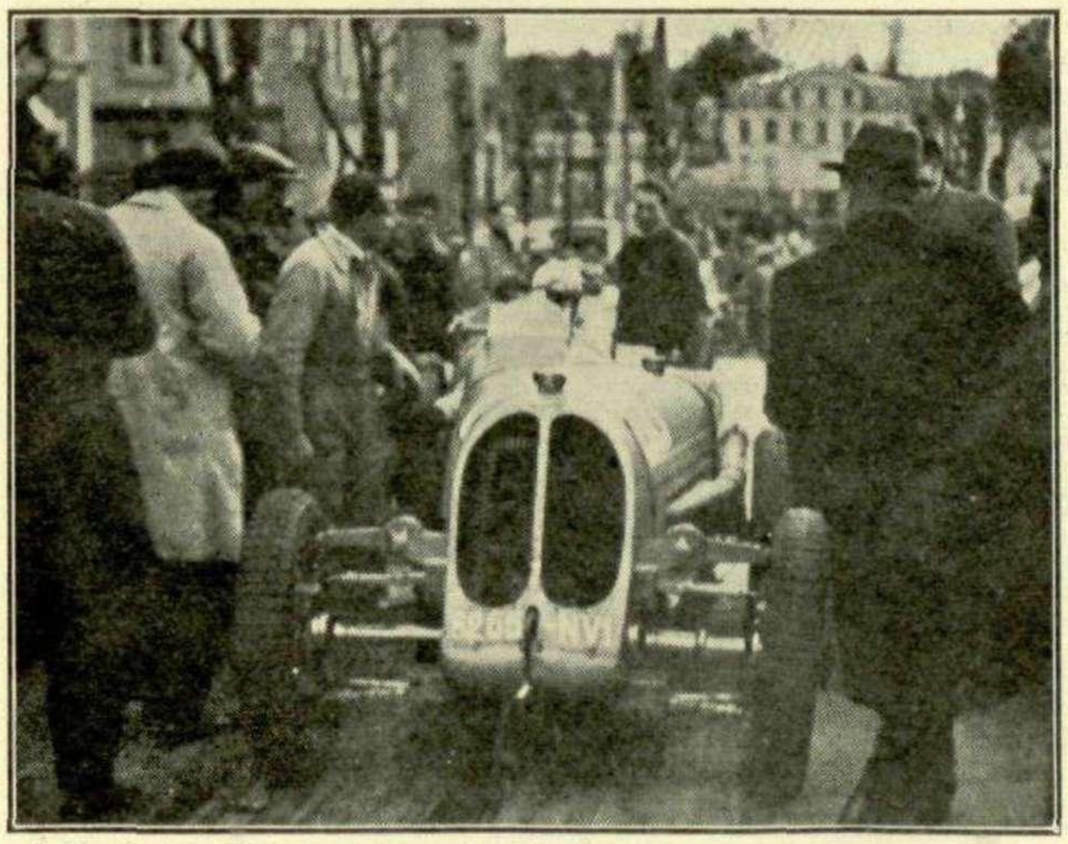
Ideals

With but three miles free motoring a day (unless you are an unscrupulous business-motorist who has "swung" far more E-coupons than your business needs), British enthusiasts can be excused for discussing motoring (as distinct from fuel-rationing) ideals in the course of what the Bentley Drivers' Club aptly terms the "natter and noggin."

Thus the conversation turned, the other day, to the most desirable car from the personal aspect. One speaker, in real-life a vintage-car advocate, "saw the light" in respect of modern practice, but said "Let us at least go the whole way." Asked to explain, he outlined a fully aerodynamic four-seater closed car, so well shaped as to happily exceed 100 m.p.h. on a high-geared o.h.v. 2-litre engine, and softly sprung, "on hydraulic suspension all round, if you like." This just-not-futuristic car, cruising comfortably at nearly 90 m.p.h., was to be really well sound-proofed and to offer every conceivable mod. con.—radio, air-heating and conditioning, screen and window de-misting, electrical control of its epicyclic gear trains, engine and luggage boot lit up automatically as bonnet or boot were opened, R.-R. type control of suspension hardness, seating as comfortable as that found in an air-liner, and so on. The experienced motorist who visualised this car said it could be made now, and probably will be marketed within the next five years. The Healey and Bristol already point the way. Its purpose, it was explained to several receptive listeners, would be to offer a compact, striking-looking car able to be handled like a modern racing-car and offering rather better every-day long-distance averages than can be encompassed at present by the private-owner aeroplane, and with less fatigue and a more moderate expenditure of petrol. The Italians already know what is in mind . . .

The less ambitious amongst us didn't want to go quite so far, but one of us did murmur that a cheap-to-operate car of about 1-litre capacity, capable of a good performance on a 30/35 m.p.g. fuel consumption, is badly needed, yet, surprisingly, is an absentee from the British market. It was agreed that even non-trials-drivers often toy with the theme of a Ford Ten engine in an Austin Seven chassis, because they seek the reliability of simple, proved components, coupled with the briskness which a good power/weight ratio gives. Some favour a quite standard engine, to make doubly certain of reliability; others seek to increase the power, such as Wharton did in the case of his Ford "Anglia" by raising the compression ratio and fitting a "Prefect" carburetter, prior to the Lisbon Rally. But the installation of the famous Ford unit into the Austin chassis isn't as easy as it may appear at first sight, nor is the chassis entirely suitable, and as your Austin/Ford, with not-too-crude bodywork, is going to weigh around 10 cwt. rather than the 8½ cwt. that a 1923 road-test report quotes as the avoirdupois of the "Chummy" Austin Seven of that year, why does not some manufacturer go further and fabricate a simple chassis of steel or light-alloy tubes, incorporating simple i.f.s. and retaining proved components—perhaps a Vauxhall Ten or Rover Ten engine to give more urge? Such a car, which exists in Italy in the form of the Simca-Gordini and Cisitalia, able to do practically anything that a sports car of a decade ago and like capacity could do, with greater economy, is surely just the job for home use and export success in the troubled times prevailing today? In somewhat more elaborate form and closed bodywork the Jowett "Javelin," to much the same formula, is going well, in respect of both performance and sales.

However, each man to his taste, and one who will not be parted from his vintage convictions spoke next. He realised that the pre-1931 vintage sports car is becoming a ticklish proposition to find, and more difficult to maintain and service as each year rolls by. But he thought a quality car of, perhaps, less distinguished performance but as great a worth, if such could be discovered, would serve him well for many moons hence, particularly in point of pride-of-possession. He told us to forget for a moment our "30/98s" and 3-litres and consider the better Continentals of the late-vintage era. He waxed enthusiastic over such forgotten models as the 20-h.p. six-cylinder Rochet-Schneider, with its elaborate lubrication system, that he had seen at the 1928 Paris Salon, the straight-eight 2½-litre de Dion Bouton and Unic of the same era, the former using two oil pumps, one for sending the lubricant to a cooler and centrifugal purifier embodied in the fly-wheel; the straight-eight Renault with its before-the-engine radiator disguised as much as possible by radiator shutters and also using a centrifugal oil purifier (French designers were exploiting the straight-eight and had a craze for clean oil at this time, it appears), and other products emanating from such old French factories as those of Voisin, Peugeot and Panhard Lavassor, and which were new designs in the late nineteen-twenties. Oh, well! Each to his choice . . .



July Quiz—Make and type of car on a p.c., please, by July 10th, so that we can publish the Names of the Knowledgeable in the August issue.

The Leonard M.G.

L. Leonard's M.G. has been attracting favourable attention recently on account of its excellent performances in sprint events. At the May Prescott meeting it relieved Kennington of the Class Record for supercharged sports cars up to 1½-litres with a time of 50.62 sec., and was second to Ansell's E.R.A. in the 1½-litre racing cars class; at Brighton last month it was third in the class for 1½-litre racing cars, beaten only by a 6C Maserati and a "Shelsley" Frazer-Nash; and at Prescott on June 13th it again won the 1½-litre sports-cars class, although not quite up to its class-record speed. Here is an account of this forthright M.G., culled from its owner.

He bought the car secondhand in 1938, as a four-seater N-type M.G. Magnette, and used it normally until 1942. He then removed the body and replaced it with something more sporting. In this form it clocked 64.8 sec., at the Prescott Meeting of May, 1946, running unblown. For the July Meeting a Centric supercharger was added and Leonard got his time down to 59.1 sec. For the closing Prescott Meeting of 1946 he replaced the Centric with a standard Marshall supercharger installation, as sold for Magnettes of this sort—result, 57.95 sec.

The opening Prescott Meeting of 1947 was wet, but Leonard again won his class, in 53.87 sec., just beating Kennington. Then to Horndean, where this astonishing M.G. made f.t.d. in 20.7 sec., beating Leslie Allard's Allard and Parker's Jaguar, amongst other far larger cars. The lined cylinder block now began to protest and the liners, in creeping up the bores, damaged the gasket. So the engine was bored to its limit, a copper gasket fitted, and in the rain at the International Prescott Meeting Leonard yet again won his class, in 53.79 sec., from Kennington and Jacobs. Finally, so far as the 1947 season was concerned, the M.G. won its class at Merston, and, of the blown sports cars, gave best only to two Alfa-Romeos.

That, coupled to what the car has achieved so far this year, made us prepared to find at least a K3 engine under the bonnet. The fact is, this M.G. is a practically standard N-type Magnette.

The block has been bored to 60 mm., giving a capacity of 1,408 c.c., and standard PB Aerolite pistons installed, giving a compression-ratio of 8 to 1.

The supercharger, as has been stated, is the standard Marshall-Roots layout produced for this engine, blowing at about 6½-lb/sq. in. It draws from a 1⅜" S.U. carburetter. Crankshaft and connecting-rods are standard N-type, nor are "racing-fits" tolerated. Even the exhaust manifold is the normal inside-the-bonnet type found on production "N" Magnettes, although the Burgess silencer has been cut down to half its former length to render it more compact.

To avoid interference with the low bonnet line, a "K3" valve cover replaces the N-type with its "upstairs" oil filler, and a Scintilla Vertex magneto is used. But that really exhausts the modifications made to the engine. It is run on 50/50 petrol-benzole, its Lodge HMP plugs seldom need attention, and it will exceed 6,000 r.p.m. comfortably if asked to do so. The rev.-counter drive, incidentally, is taken normally from the rear of the camshaft, which reminds us that Leonard has successfully overcome the snag of lubricant dribbling down the dynamo drive, the result being an engine which looks truly spick and span.

To this engine is mated a Type 75 E.N.V. pre-selector gearbox, taken from a Rapier, but now using the closer ratios found in M.G. boxes. It weighs 17 lb. more than the crash box it replaces, by the way. The gearbox casing and remote control are from a K-type Magnette, adapted to suit this particular E.N.V. box. The back-axle ratio is 5.375 to 1, being that used for the "PB" M.G. Midget, in conjunction with 16" rear tyres, although 18" tyres are fitted to the front wheels. Like many other sprint drivers, Leonard eschews racing tyres, finding normal road tyres preferable.

Surprising again is the chassis, inasmuch as it, too, is standard N-type Magnette, even the spring leaves being unchanged in number and the brakes likewise being entirely standard, although lined with Rabestos. The only deviation from catalogue in the chassis is the use of Hartford shock-absorbers at the back.

The neat body is the work of Harry Lester. It is a light-alloy two-seater, possessing a big tail—rather too big in Leonard's estimation—to enable it to house a 14-gallon fuel tank with the spare wheel in a tray above it, the latter removable through the cockpit. Two bucket seats are accommodated on the plywood floor. The radiator is neatly cowled, with small Lucas head-lamps set side-by-side behind the grill, and the one-piece bonnet lifts off, its side pieces also being easily detachable. The instruments are grouped before the driver, with a business-like row of switches for the passenger to contemplate. Leonard was warm in his praise for the man who fabricated this simple yet effective body, which replaces a former effort constructed in Leonard's front garden! The standard 12-volt electrical system supplied from two 6-volt batteries over the rear axle is retained. The steering wheel clamps and keys to the column so that it can be removed to facilitate ease of entry to the car.

Leonard has not weighed the car, but imagines it to scale about 15 cwt. It is driven to and from meetings, when it does between 16 and 18 m.p.g., and will attain just over 6,000 r.p.m. in top gear, equal to about 93 m.p.h. That, you must confess, allied to those other desirable performance factors which sprint successes have convincingly demonstrated, is very useful indeed. On a higher ratio available, it is estimated that about 108 m.p.h. should be possible.

That is all there is to this very successful M.G.—if you overlook careful assembly and expert driving. In generously giving us this "gen" for the benefit of curious readers of MOTOR SPORT, the owner observed, a little wistfully we thought, that "others will now be able to do just what I have done." He modestly forgot to allow for the aforesaid skill in assembling the car and in driving it to its fullest extent in the various sprints. But in any case, by the time anyone is able to digest these notes and build up a similar car from standard M.G. parts we rather think Leonard may have something even more potent under the bonnet of his M.G.—although the only modifications he would confess to having in mind were merely a slightly thicker radiator core and, possibly, Girling brake operation.

* * *

Odd Spot

It seems that the ex-Abecassis 6C Maserati now owned by Hamilton is not the car once raced by Negro but the car which Everitt had in South Africa.

Club News

WE HEAR

Richard Chichester and Major Lambton made valiant efforts to drive a 1923 American-built "Silver Ghost" Rolls-Royce home to England from Jerusalem, including flying to this country and back again with the required 7.00 by 21 Dunlops. Out in Australia John Hill is carefully rebuilding a single-seater 1925 Riley "Redwing," while at home Albert Coleman is doing likewise with an early eight-push-rod sports Salmson. Then K. V. Baillie Hill has acquired the special H.R.G. built for A. C. Scott to drive in the 1938 Le Mans race, which car has a special cylinder head and is No. GPH 477, if past owners would oblige with information about it. Staddon, having disposed of *his* H.R.G., is having a special light 2-seater body built on an 1,100-c.c. F.I.A.T. chassis. A. H. Carter has a 1939 "16/70" A.C. At a recent Australian Rob Roy hill-climb Gaze rather badly damaged his Alta when he ran out of road. Incidentally, the Australian V.S.C.C. has obtained, through a legacy, a very fine 1910 Opel with a delightful canary-yellow body big enough to accommodate almost the entire membership of the Club! Interesting cars seen near the Hub of the Universe recently number a very fine, if early, 2-litre Ballot saloon, a 1922 Talbot-Darracq two-seater, and a straight-eight Minerva. Quite a lot of reasonably-priced second-hand cars have emerged of late, including a mechanically-reasonable "10/23" Talbot tourer with battery for £50, a sound 1921 Wolseley Sixteen tourer for £70 and a 20.9 Minerva landaulette with five good tyres for £70, which may form a yardstick to apply to more exciting things.

In Hampshire a very early Richard-Brazier and Rover, and vintage "7.5" Citroen, F.I.A.T. "10/15" and Eight, and G.N. have turned-up, while rumour speaks of a Bleriot-Whippet and G.W.K. in Sussex. A 1929 F.I.A.T., 1927 and 1929 "Chummy" Austin Seven, the remains of an Erskine, an early Morgan and a "12/24" Citroen chassis were amongst recent "finds," while the number of "14/40" Sunbeams heard of recently tots up to seven. The pre-1914 Arrol-Johnston referred to last month was auctioned on June 1st and turned out to be a decently-preserved 1910-11 11.9-h.p. tourer; it fetched £204. W. J. Cox, Ltd., of Ipswich, besides overhauling many vintage sports cars, are building a special 1¾-litre six-cylinder Riley for personal use in competitions. The American Science Museum recently advertised in London newspapers for a two-cylinder and a four-cylinder Rolls-Royce, "to represent the beginning of 'The Best Car in the World' and as a tribute to British automobile engineering."

Pat Whittet has had a most exciting "Special" at his premises recently, having a straight-eight Alvis engine—not one of the o.h.c. units used in certain of the f.w.d. cars, but a push-rod o.h.v. engine like a "Speed Twenty" with two additional "pots." Apparently a few were built by Alvis, Ltd., at one time, intended to power a production car. Whittet is also hoping to go into production with a rubber-sprung, tubular-chassis car, the prototype of which he has been driving about the roads with as much abandon as a standard Ford Ten engine will allow.

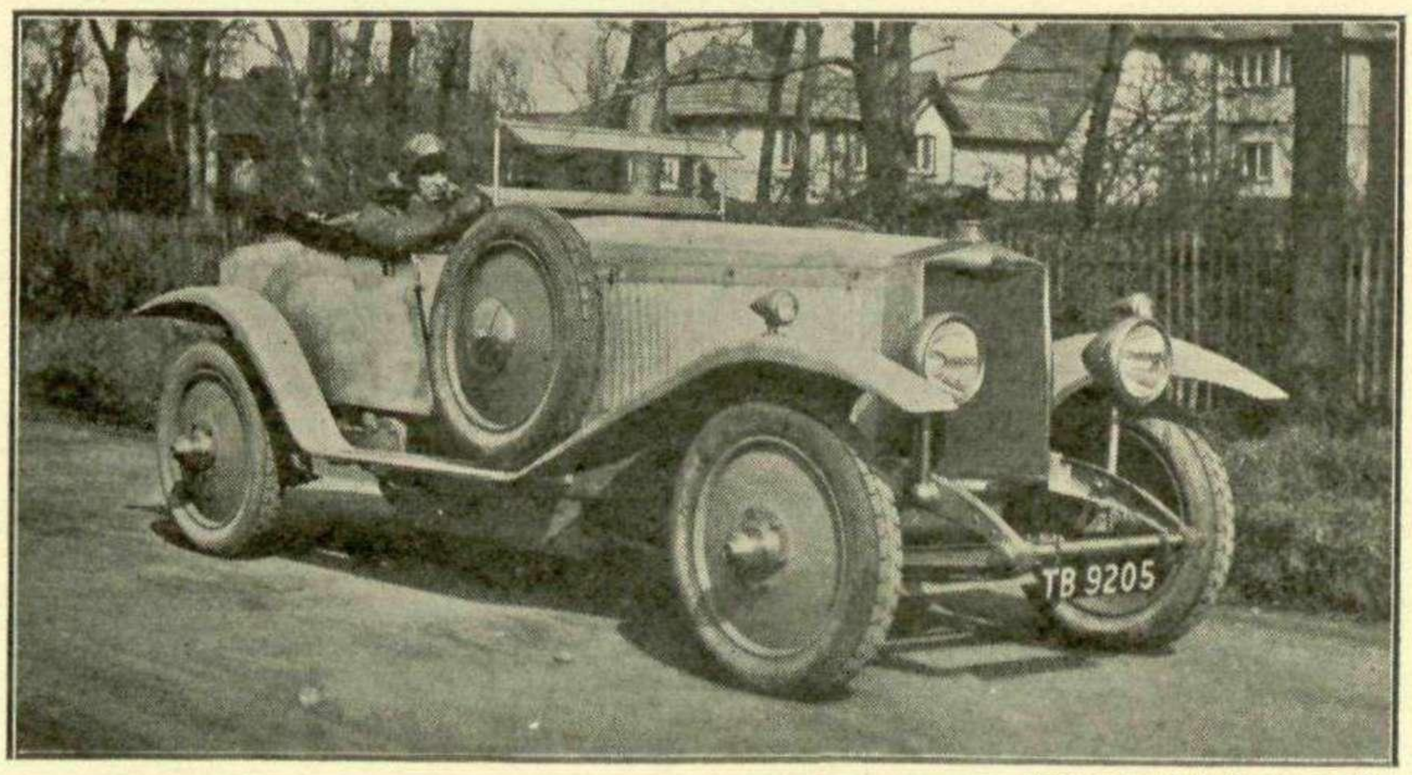
P. W. Evans is building up a special "12/50" Alvis from parts owned by Dick Caesar and is shortening the wheelbase to 8 ft. 6 in. and moving the engine back in the frame by 8¼ in. There is a 1913 Mercédès lorry laid up in a London garage and likely to be scrapped if no one requires it for spares.

Car prices certainly seem to be falling, judging by a 100 per cent. motor-car auction sale we attended on the day after the "standard" ration became valid. While we were present, out of six miscellaneous cars the only one sold was a 1932 Morris-Oxford Six saloon, which fetched £60. The highest bids received for the remainder were: £430 for a late-1940 Hillman Fourteen saloon, £420 for a 1932 "Ulster" Aston-Martin with a 2-litre Aston-Martin engine and no dumb-iron oil tank (the auctioneer suggested it would probably be good for "well over 100 m.p.h." and advocated it for "motor-racing events, which are coming back"), £115 for a well-shod 1933 Ford Eight saloon; £85 for a really clean and very well-shod 1928 Hupmobile coupé, and £45 for a rough o.h.v. 1933 Morris Minor fabric saloon. Another yard-stick? James Allday is having a 1904 Lanchester he has found completely rebuilt for him by Camberley Car Service. In New Zealand Ronald Craze is obtaining good service from a 1935 S.S. "90" 2-seater which he describes as "not a particularly fast car, but possessing a reasonable performance and capable of holding its own with the average American saloon which infests the New Zealand highways. Its handsome and distinctive lines combined with extreme reliability make it a pleasing and roadworthy means of transport."

R. J. R. Lewis has acquired a Zoller-blown Alvis "Silver Eagle." S. H. Handasyde is collecting material for a book on his father's Martinsyde aeroplanes and motor-cycles and would be glad of any help anyone can give him. John Hyde, at present in Nairobi on a film-script writing tour, is overhauling a "14/75" Alvis tourer.

T. P. Cholmondeley-Tapper called at the MOTOR SPORT offices recently. He will be remembered as the driver of a 1½-litre Bugatti and 2.9-litre Maserati, in company with Eileen Ellison. He is now director of C. T. F. Aviation, Ltd. E. Vogtherr, writing from New Zealand, praises his 1938 "Big Four" Riley and reports that he has recently taken delivery of a Morgan 4/4. The June issue of the *C.S.M.A. Gazette*, official organ of the Civil Service Motoring Association, carried an Editorial headed "Motoring Sport is in the Ascendant," in which Britain's dire need of a race track was expressed, and the value of racing victories to Britain's prestige nicely emphasised. Even this Civil Service organisation has no kind words for Mr. Gaitskell, and refers to the "pathetic ration of three miles a day," urging that complaints be addressed to members' M.P.s. Sir Clive Edwards, Bt., has a Jowett "Javelin" on order. Michael Burn has acquired the ex-Southon Type 40 Bugatti. A 1,100-c.c. Balilla F.I.A.T. with lowered radiator, Opel water-pump and an all-enveloping 2-seater body based on the Sports Gordini, was seen at Stanmer Park.

Those who intend to visit air-displays or drop-in on aerodromes during their holidays may care to know that a little book called "ABC of Aircraft Markings," by O. G. Thetford (Ian Allen, Ltd., 282, Vauxhall Bridge Road, S.W.1—2s.) enables you to identify all civil and R.A.F. aircraft from their registration or Service numbers. From this useful little work



[*Photograph by Leyland Ltd.*

Rare Types, No. 4.—The famous Leyland-Eight, the very advanced luxury car designed for Leyland Ltd. by J. G. Parry Thomas, immediately after the Kaiser War. It bristled with ingenious features and its specification embraced a 7.2-litre o.h.c. straight-eight engine with valves inclined in hemispherical heads and closed by leaf springs, and a combination of leaf-spring and torsional suspension. We have it on the authority of the makers that only eighteen were built and doubt if any standard versions still exist. The two-seater is shown with Parry Thomas, the famous driver-designer, at the wheel.

we find that "vintage" light aeroplanes still on the Register include a D.H. 60 "Moth," a D.H. "Puss Moth," an Avro "Avian IVM," and a Westland "Widgeon III" registered in 1930, and a Comper "Swift," another D.H. 60 "Moth," two "Puss Moths," a Hawker "Tomtit," and a Miles "Martlet," registered in 1931, not forgetting a 1932 Parnall "Elf II" and another D.H. 60 "Moth" of the same age. A 1923 30-h.p. Daimler landaulette is stored near Wolverhampton and should be saved; it seems that it is a replica of the type of Daimler used by the Royal Family, and has a honeycomb radiator with concealed filler cap in place of the usual Daimler gilled-tube radiator. The car is apparently well preserved.

★

PETERBOROUGH M.C.

This Club was only formed in April, and in five weeks had 45 paid-up members and many prospective supporters. A coach visit was laid on for the May Prescott meeting and a rally was held last month, with driving tests in a local car-park by permission of the Peterborough Corporation and a concours judged by the Chief Constable. This is entirely the right spirit and a good beginning. Future fixtures will include trials, rallies and film shows and any interested motorists are invited to attend Club Nights, which happen the second Wednesday of each month at that excellent hostelry the "Haycock", at Wansford, on A 1. The Club Chairman is Raymond Cook, of the C.U.A.C., and the Secretary is John Barrett.

★

THIS HAPPY BREED . . .

Report from *Sunday Express* dated May 23rd last:

Bedfordshire police have served more than 100 summonses for alleged misuse of petrol at Luton Hoo speed trials on Easter Monday.

★

NOTTINGHAM & D. M.C.

A Rally was held last month, with a Concours, and afterwards the formation of a club to foster motoring sport in the Nottingham area was discussed.

★

V.M.C.C.

The Vintage Motorcycle Club's "Bulletin" for May contained notes on tuning vintage Norton models. The Club and its various centres are busy organising events now that "pleasure" riding is permitted again, and a race for vintage motor-cycles is anticipated at Cadwell on August 29th. New members have joined recently on the strength of 1927 Model 9 Sunbeam, 1927 Scott, 1927 Zenith and 1929 Douglas machines. The Club continues, too, its service of "gen," spares available and exchange scheme, etc. Hon. Sec.: F. Walker, 170, Woodcock Hill, Kenton, Harrow, Middlesex.

★

500 CLUB

This Club picked-up 15 new members last April, including one from Holland. Its big event will be circuit racing at Brough on July 5th, by invitation of the Blackburn M.C.C. The May issue of *Iota* contains a refreshing article on special-building by John Bolster, which is packed with sound common sense, and good illustrated descriptions of 500-c.c. "Specials." The Secretary's new address is: J. F. Gale, Forest View, Cleaver Hill, Windsor.

★

ONE COMPLIMENT . . . .

Recently we blushingly discovered a complimentary reference to MOTOR SPORT in that very beautifully-produced journal *The Antique Automobile*. Under the heading "An Outstanding Magazine," P. S. de Beaumont refers to MOTOR SPORT "as by far the best automotive monthly for the enthusiast," and our contributor "Baladeur," described as "an anonymous but terrifingly completely informed historian," gets an extra bit of praise all to himself. We had

FIXTURES FOR JULY

3rd.—British M.C. & L.C.C. Naish Trial.
3rd-4th.—J.C.C. Eastbourne Rally.
4th.—EUROPEAN GRAND PRIX, BERNE.
10th.—*Daily Express* Air Display, Gatwick, 2.30 p.m.
International Leinster Trophy Race, Dublin, 3 p.m.
11th.—24-Hour Sports Car Race, Spa.
13th-17th.—French "Alpine" Trial.
15th.—Open Speed Hill-Climb, Bouley Bay.
17th.—Veteran Car Club, speed event, Birmingham.
18th.—Open Speed Hill-Climb, Prescott, 2 p.m.
FRENCH GRAND PRIX, RHEIMS.
25th.—Hants & Berks M.C. speed Trial.

Aug. 1st.—M.C. Devon Trial.
Aug. 2nd.—Plymouth M.C. "200" Trial, Tavistock.
V.S.C.C. Members' Speed Hill Climb, Prescott.

reason to blush, for this reference to us contains the following: "No one really interested in automobiles from any angle can afford not to subscribe. Those already subscribing to other foreign publications will prefer MOTOR SPORT. The Editor does not even know I am writing this, which I have felt obliged to write simply because a good product deserves fair praise and the Antique Automobile Club of America's members deserve being informed of its existence." Well, that really is very nice of you, Mr. P. S. de Beaumont.

For our part we would say how greatly we enjoy *The Antique Automobile* and how very well it is produced. The current issue contains, amongst other good things, some more of Peter Helck's fine historic drawings, an account of the second Vanderbilt Cup Race, a description of how Cadillac twice won the Dewar Trophy, a Register of Members' cars, notes on renovating a veteran, a long quotation from Jarrott's "Ten Years" and a description of the first production-model air-cooled Franklin. For this excellent publication alone, those of you who can produce currency in the States should join the Antique Automobile Club of America, whose official organ *The Antique Automobile* is. The subscription is $3.50 for non-active members and should be sent to Samuel E. Baily, 45, East Levering Mill Road, Bala-Cynwyd, Penna.

Needless to say, the A.A.C. of A. doesn't even know we are publishing this retaliatory compliment!

Incidentally, Mr. P. S. de Beaumont correctly states that MOTOR SPORT incorporates the former *Speed* and *Brooklands Gazette*; he also refers to it as the Official Journal of the B.R.D.C., but we have to announce that recently we severed our connection with this Club.

★

N.L.E.C.C.

On May 27th, Mr. F. R. G. Spikins, of the Laystall Engineering Company, and Mr. Mackay, the Works Manager from Wolverhampton, treated the North London E.C.C. to a very interesting talk, aided by exhibits consisting of a 6½-litre Bentley crankshaft, an Austin Seven ditto, and an Amilcar con.-rod.

Mr. Mackay spoke first, and described the manufacture of crankshafts. Their weakest point, he said, was at the junction of the pin and the web. Nitriding was the most satisfactory method of hardening, as it also increases the fatigue value of the shaft a great deal. The drilling of the main journals did not affect the shaft strength, but when applied to the pins, it certainly did. If a crankshaft was balanced dynamically at a certain speed, it would be balanced at all speeds, and Laystalls balance at 750 r.p.m. in order to avoid the effects of whip.

Mr. Spikins dealt with the development of a racing car from a perfectly normal motor car, by a man of moderate means, and took as example his pre-war Singer which, in its final form, was known as the Bantam. His early days were devoted to motor-cycling, and he soon came to realise how very high was the drag caused by oil in the crankcase. Accordingly, when indulging in short competition sprints he would drain off all the oil, do his sprint, and immediately re-fill before anything seized; this gave him noticeably more m.p.h. His first car was one of the first Salmsons to come into the country, but on account of the curious valve gear, which precluded any overlap, the engine did not lend itself to tuning. Accordingly, attention was paid to drastic weight reduction— mainly about the body. It was not policy to reduce weight of the moving parts in an engine, and in fact, the axiom now is that an engine is as heavy as you need. After the Salmson, he acquired in 1934 a perfectly-standard 9-h.p. Singer "Le Mans" 2-seater. In due course he set about reducing the weight; the chassis was shortened by 28 ins., and the rear portion turned upside down and underslung; various parts of the bodywork were dispensed with, and the car was gradually transformed into a racing car, with a single seat aluminium body, no electrics such as starter motor, dynamo or battery, and no clutch. A Wilson gear-

box was fitted, also a blower; stronger valve springs and so on. Gaskets gave trouble, and in the end were dispensed with altogether. The final weight was 8 cwt. against the original 16½ cwt., but everything about the engine, apart from high compression pistons, was as on the car in 1934. It had the counterbalanced crankshaft which was at that time supplied on request. In this form, it lapped the Outer Circuit at 114 m.p.h. [Its highest speed in a *B.A.R.C.* race appears to have been 96.71 m.p.h., with de Mattos at the wheel.—ED.] Mr. Spikins described some of his journeys with the car on the road before it became a racing car, and in particular his competition experiences. He was a great believer in a good power/weight ratio, and one phrase he used was—the less weight you have to "inert" the better. He warned his audience that as soon as you start extricating greater power from the engine, you meet with troubles which lead from one thing to another as more and more urge is obtained. Long distance racing, he said, was a most expensive game, but *much more scope lay in sprints and hill-climbs*, and also, as much fun.

★

ASTON-MARTIN OWNERS' CLUB

In all, some eighty-five members and friends turned up to the Blechingley Rally, in various Aston-Martins numbering twenty-seven, which included a Bamford 2-seater (1926), an Ulster-bodied 2-litre Speed Model, and the "Atom" saloon. Proceedings commenced at 2.30 p.m. with a line-up of cars in the front of the hotel, which was extremely impressive. As the weather was not too good, a film show was put on which was followed by tea, and the Concours d'Elegance, which was judged by R. Sutherland (Aston-Martin, Ltd.) and Phillip Mayne (R.A.C.) and won by Mr. E. S. Powers with a very smart 2-litre coupé. Mrs. Eric Cutler presented the prizes. St. John Horsfall arrived with the new 2-litre, with softly suspended chassis, which was examined from every angle by the assembled company. The weather certainly marred proceedings, but the general enthusiasm did much to overcome the effect of the wet day.

★

PRICES DOWN?

From the *Sunday Express' City Editor*: "And, as I forecast a month ago, the return of basic has brought no boom in used car prices. The only rush has been from motorists selling their cars because they think Mr. Gaitskell's 90 miles a month is not enough."

★

B.D.C.

With the return of freedom from the specified route if not of motoring, the Bentley Drivers Club, under its "one-off" Secretary, Stanley Sedgwick, is putting on an energetic programme of social and other events. The June *Review* is fully up to the top standard which this Club sets itself in journalistic endeavour, and besides many first-class Bentley pictorialities, contains an excellent account of the dramatic 1927 Le Mans race, featuring "Old No. 7's" crash, by Dr. Benjafield, a full report of the B.D.C. "Brains Trust," notes on the different marks of 3½ and 4¼-litre cars, a description of the 9-ft. wheelbase, ex-Baker-Carr 3-litre and a discourse on what Bentleys did at Brooklands fr m 1931 to 1935 by W. Boddy, etc. Since March 31st new members, numbering amongst them 13 3-litres, 11 4½-litres, 4 4¼-litres and 3 6½-litres, have been elected and, in spite of seven resignations, membership now stands at the wonderful and highly satisfactory total of 701. It hardly seems possible that any Bentley owners (ancient *and* modern) remain unenrolled—but if there are some more, no matter where, they are missing something if they do not contact the Secretary and join: S. Sedgwick, "The Cobb," Stoke Close, Cobham, Surrey.

★

THAT STANDARD RATION

The standard petrol ration that we are now enjoying seems obviously to be, at one and the same time, a Gaitskell "save-face" and revenue-catching concession. For instance, while we believe that it has never been stated that those in receipt of supplementary allowances may draw a standard ration on any other car they care to tax, this is the case—obviously, if it were not, cars could be taxed in the same way in the names of wives, girl-friends and relations. Moreover, it *has* been stated that a full six-months' ration can be drawn in any month from June to November and used up in a month, if desired. The six-months' allowances are: Up to 9-h.p. 18 gallons, 10-13-h.p. 22 gallons, 14-19-h.p. 29 gallons, over 20-h.p. 31 gallons. If all the allowance is used in a month and the licence only held for that month, this represents, to the nearest farthing, 6d. a gallon for an eight, 6¼d. a gallon for a ten, 6½d. a gallon for a "14," and 9¼d. a gallon for a 21-h.p. car, respectively, not counting actual cost of the fuel. For a 3-wheeler the figure is 3d. a gallon. The unfortunate who wants to motor for *six* months in an eight pays over 3s. a gallon. Small cars seem favourably placed, for 40 m.p.g. equals 120 miles a month, while a Ford V8 at 20 m.p.g., will manage just over 103 miles. Vintage cars are less happy, it would seem, for even by fairly optimistic reckoning a 3-litre Bentley would be lucky to exceed 82 miles a month (whereas 90 was promised), or a "12/50" Alvis much over 90 miles. Very large cars will only do about ⅔rds of the promised mileage. Three-wheelers, well-tuned to do 45 m.p.g., will manage 135 miles a month and a J.M.B. able to do 60 m.p.g. on its one-lung, 180 miles. What a fair system! Incidentally, the *Sunday Express* celebrated the first standard-ration week-end by a story entitled "Britain's First Motor-Car Tragedy," which quoted extensively from the *Autocar* of 1899!

★

PLYMOUTH M.C.

The annual "200" Trial will be held on August 1st, the day following the M.C.C. Devon Trial and the following clubs have been invited: M.C.C., Mid-Surrey A.C., N.W.L.M.C., Bristol M.C. & L.C.C., and West of England M.C. The start is from Tavistock and the route will embrace five or six hills in a distance of ten to fifteen miles. Details from: R. Barton, 2, Walmer, Mannamead, Plymouth.

★

ENTRIES CLOSE

Entries for the M.C.C. Devon Trial close on July 5th, and the latest date for joining the M.C.C. is July 3rd.

★

THE 1948 R.A.C. BRITISH HILL-CLIMB CHAMPIONSHIP

The entrants to date for the R.A.C. British Hill-Climb Championship, won last year by Raymond Mays' E.R.A., are:

Raymond Mays	E.R.A.
L. G. Johnson	E.R.A.
K. N. Hutchison	Alfa-Romeo
M. A. H. Christie	A. C. Nash
A. Brooke	Vauxhall Villiers
D. Murray	M.G.
G. Tyrer	Bugatti
A. J. Butterworth ...	A.J.B.
E. Brandon...	Cooper
R. D. Poore	Alfa-Romeo
S. H. Allard	Allard

Entrants must run in four out of five specified hill-climbs, of which Shelsley Walsh and Bo'ness have already been contested, the remaining fixtures being:

Bouley Bay ...	July 15th
Craigantlet ...	August 28th
Prescott ...	September 12th

★

MORE "YARDSTICK"

At a motor-car auction sale held nine days after the restoration of "free" motoring, out of 55 vehicles, all demonstrated as running, we saw come under the hammer, 14 were sold. The highest bids received were:—

£30: 1932 Armstrong-Siddeley Fifteen saloon.
£35: 1935 Morris Commercial van.
£40: 1934 Bedford lorry.
£40: 1933 "19.8" Chrysler saloon.
£40: 1929 Austin "24/6" saloon.
£50: 1930 Austin "12/4" tourer.
£55: 1932 "24.7" Daimler saloon.
£70: 1935 Bedford van.
£70: 1934 Armstrong-Siddeley Fifteen saloon.
£85: 1936 Ford Eight van.
£85: 1937 Jowett van.
£90: Chevrolet ex-W.D. lorry.
£110: B.S.A. 4-cylinder 3-wheeler.
£115: 1932 Sunbeam Eighteen coupé.
£130: 1936 Morris Eight tourer.
£130: 1933 S.S.I. coupé.
£130: 1935 Austin Sixteen saloon.
£135: 1939 Reliant 3-wheeler van.
£155: 1935 Morris Eight saloon.
£155: 1939 Morris Eight van.
£165: 1935 S.S.I. "Airline" saloon.
£175: 1933 Wolseley Sixteen saloon.
£180: 1937 Morris 10-cwt. van.
£185: 1937 Opel saloon.
£192 10s.: 1937 Ford Eight saloon.
£195: 1935 Packard utility.
£195: 1935 Austin "12/4" saloon.
£195: 1938 Ford Ten tourer.
£195: 1937 Standard Flying Nine saloon.
£200: 1938 Morris Eight saloon.
£200: 1933 Lanchester Eighteen saloon.
£215: 1937 Morris Eight saloon.
£232 10s.: 1938 Morris Ten coupé.
£235: 1939 Standard Eight saloon.
£240: 1935 Vauxhall "12/4" drophead.
£240: 1938 Austin Ten saloon.
£240: 1937 Morris Twelve coupé.
£240: 1936 Standard Flying Sixteen saloon.
£250: 1939 Standard Ten saloon.
£265: 1938 Morris Eight saloon.
£270: 1939 Ford Ten van.
£270: 1936 Studebaker saloon.
£270: 1942 Austin Eight ex-W.D. tourer
£270: 1938 Vauxhall Ten utility.
£277 10s.: 1939 Austin Ten saloon.
£280: 1938 Hillman Minx saloon.
£320: 1939 Morris saloon.
£357 10s.: 1938 Standard Flying Twelve saloon.
£375: 1947 Morris Eight van.
£420: 194? Hillman Minx van.
£425: 1937 2-litre M.G. saloon.
£500: 1938 Wolseley Fourteen saloon.
£520: 1946 Renault Twelve saloon.
£545: 1948 Singer sports four-seater.
£660: 1936 Buick saloon.

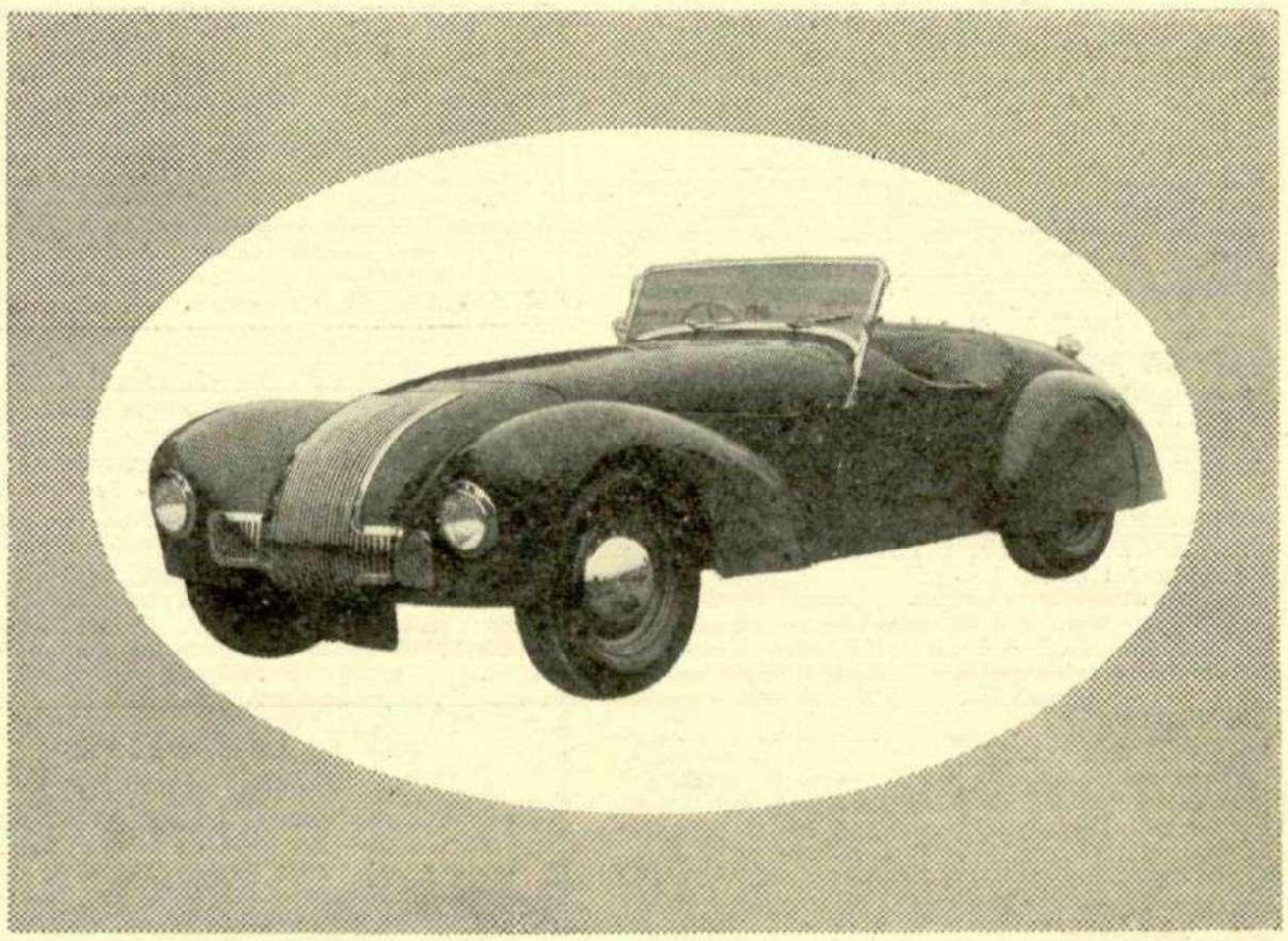
Continued on page 229

ABOUT THE ALLARD THEY ALSO SAY . . .

". . . outstanding forward visibility, . . . light precise steering, abnormal cornering power."—THE MOTOR

" The striking aspects of the performance are the top gear abilities, the acceleration . . . . and the high cruising speed."
—THE AUTOCAR

" Steering is superb."
—THE LIGHT CAR

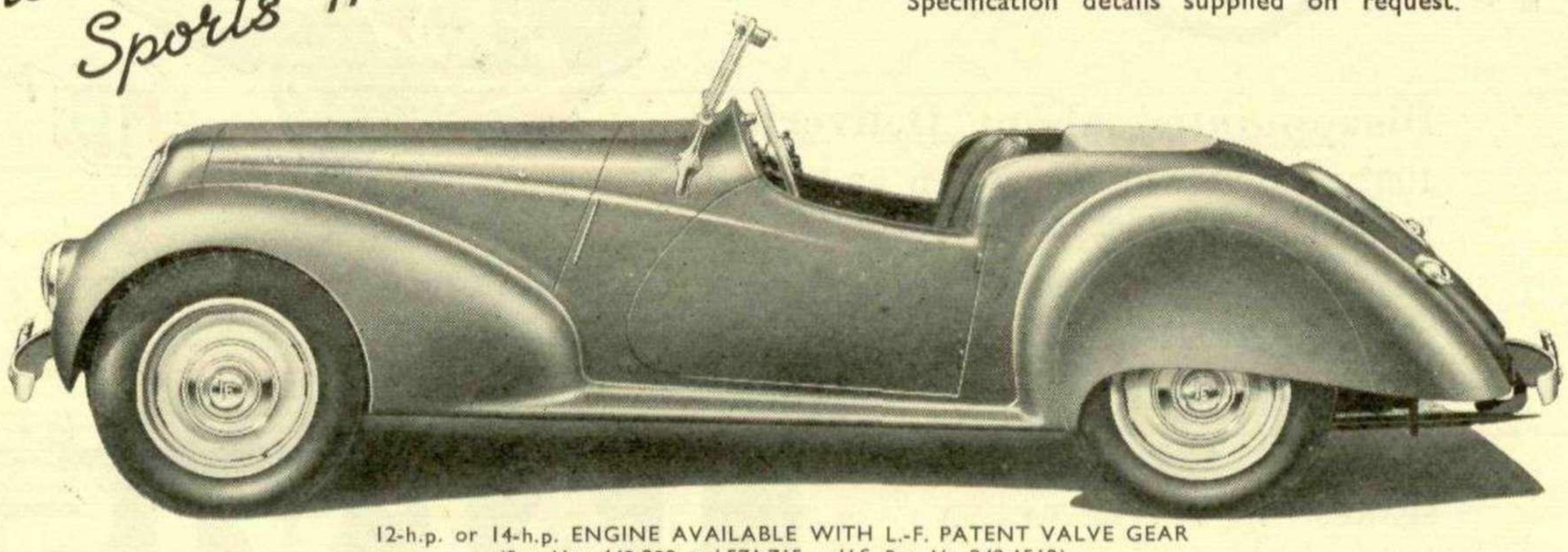


ALLARD MOTOR COMPANY LTD., 24-28 Clapham High Street, London, S.W.4 - MACaulay 2431, 3201/2/3

LEA-FRANCIS CARS

The New Two-Seater Sports Model

Production of this exclusive model has been allocated primarily to the EXPORT MARKET.
Distribution to the Home Market will commence following the attainment of our export target.
Specification details supplied on request.



12-h.p. or 14-h.p. ENGINE AVAILABLE WITH L.-F. PATENT VALVE GEAR
(*Pat. Nos.* 449,099 *and* 571,715 — *U.S. Pat. No.* 242,1510)

LEA-FRANCIS CARS LTD., COVENTRY
SOLE DISTRIBUTORS FOR LONDON AND THE HOME COUNTIES
CHARLES FOLLETT LTD., 18, BERKELEY STREET, W.1. MAYFAIR 6266

CLASSIFIED ADVERTISEMENT SECTION

RATES (prepaid) 1/8 per line
6 Words per line
Minimum charge 5/- ; with Box No. 6/6

Copy required by 10 a.m., 20th of the month to 15-17, City Road, E.C.1.
No insertion will be made unless prepaid ; Copy received after the 20th will be held over and included in the next issue unless cancelled in writing by the Advertiser

FOR SALE

TALBOT "75" GEARBOX (manual) in very good condition, £10 or nearest offer. Wanted: Alvis "Firefly" dynamo, dynamo and distributor drive, and carburetter. Williams, 7, Wythens Road, Heald Green, Cheadle, Cheshire.

"BRESCIA" BUGATTI SPARES.—Front axle with brakes fitted; four Bugatti shock-absorbers; magneto, dynamo; wheels, 17-in. and high-pressure type. J. K. Mason, 54, Stanhope Gardens, S.W.7.

SUPERCHARGER, suitable for 1,100-c.c. or 1,500-c.c., unused. J. K. Mason, 54, Stanhope Gardens, S.W.7.

BENTLEY AND ROLLS HANDBOOKS, vintage and modern, offers. Frazer-Nash front axle beam, £1; Alvis carb., 10s.; 32 by 4½ wheels, tyres, and tubes, ex-Bentley, £4 set; unused ballraces. Wanted: Alvis "12/50" starter; 4.50 and 5.00 by 21-in. tyres. Letters: Downing, 50, Chesterfield Road, Ashford, Middlesex.

PROBABLY THE BEST P-TYPE M.G. on the road. Completely rebuilt. No time nor expense spared and no detail overlooked. Expert examination welcomed. Many extras, including luggage-carrier, full tonneau, etc. Several useful spares, including set of special trials pistons, camshaft, followers, etc. Best offer over £400. Box No. 546, Motor Sport, 15, City Road, E.C.1.

TWENTY K.O. WHEELS, 17 to 21-in., various size hubs, from £1 10s. each according to condition. Alvis 1934 "16.9" cylinder block, rebored +.040, no pistons, £5. Tyres, new 525 by 17, £3 19s.; 475 by 16 Avon, as new, £2; 650 by 17 Dunlop, sound, £2. Carriage extra. D. Bagshaw, 55, Edward Avenue, Braunstone, Leicester.

M.G. 4-SEATER "PA," in excellent condition; new tyres, maroon finish. Rebored and overhauled. All parts rechromed. £275. Grasse, 125, West-End Lane, N.W.6. MAI. 1769.

AUTOMOBILE PUBLICATIONS
Technical, Practical, Historical, Sport, Fiction, Manuals, Journals, Etc.
NEW AND SECONDHAND
V. L. GRAY (Export Bookseller), Lyndhurst, Lucastes Avenue, Haywards Heath, Sussex.
Catalogue on request. Collections Purchased.

Sports Spares, Fittings, Wheels, Tyres, Hub Caps, Windscreens, Racing Screens, Reflectors, Lamps, Carriers, Meters, Clocks, Jacks, Pumps, Mirrors, Mascots, Badges, Publications, Books, Photographs, Everything, **Latest Catalogue 3d.**
M.G. and SINGER PARTS a SPECIALITY,
Sports Cars, Bought and Sold, Easy Terms, Any Exchanges, Cars, Motor-cycles
ANYTHING BOUGHT FOR CASH
If you need anything or have anything for sale, please write, send stamp for reply :
G. A. FINAL, 15, Nashleigh Hill, Chesham, Bucks.

PRESELECTOR GEARBOXES SPECIALISED SERVICE
ALVIS - LAGONDA - RILEY - E.N.V.
TALBOT - M.G. - ARMSTRONG - DAIMLER
de NORMANVILLE - Etc.
Specials for Racing and Road Conversions
All Gearboxes dynamometer tested and guaranteed
H. & A. ENGINEERING (London) LTD.
35, GRANT ROAD, ADDISCOMBE, CROYDON, SURREY. Addiscombe 2931

GUY GRIFFITHS
Motor Racing Photographs
All cars and drivers at post-war British events. Also many technical and "still" shots. Any size prints supplied, also series of 10 postcard prints for 12s. 6d., many titles, including "Bugatti," "E.R.A.," "Bentley," "Frazer-Nash," "Specials," etc.
11, Newlands Avenue, Thames Ditton, Surrey. Emberbrook 4092

FOR SALE—*continued*

8-H.P. SPECIAL, first reg. 1946, 2-seater; very fast; 2,000 miles; o.h.v., twin carbs. Host of spares. Disposal due to family reasons. £175. Rider, 114, Saunton Road, Romford, Essex.

RILEY ENGINE, 9 h.p., 1931 Monaco. Rebored 1947; new batteries; excellent running order. Offers. Box No. 547, Motor Sport, 15, City Road, E.C.1.

TWO NEW 450 BY 19 John Bull tyres, never used. Offers, Byways, Woolborough Road, Crawley, Sussex.

1934 RILEY NINE "KESTREL" saloon, very special series engine. Manual gears. Good mechanical condition. Two new tyres. Taxed, insured. Body fair. Owner emigrating. Offers, Byways, Woolborough Road, Crawley, Sussex.

1936 SINGER LE MANS 2-seater, recently overhauled. 1933 Singer 9-h.p. sports 4-seater. Austin 7-h.p. rear axle complete, 4.9 ratio. Two 3.25 by 19 wheels, with new tyres and tubes. Offers. Box No. 543, Motor Sport, 15, City Road, E.C.1.

SUNBEAM, 1928, 6-cylinder, 24-h.p., tourer. Little used. Immaculate bodywork. Rechromed. Spares including complete engine. £135. Neve, Thatched Cottage, Whitley, Warrington, Lancs.

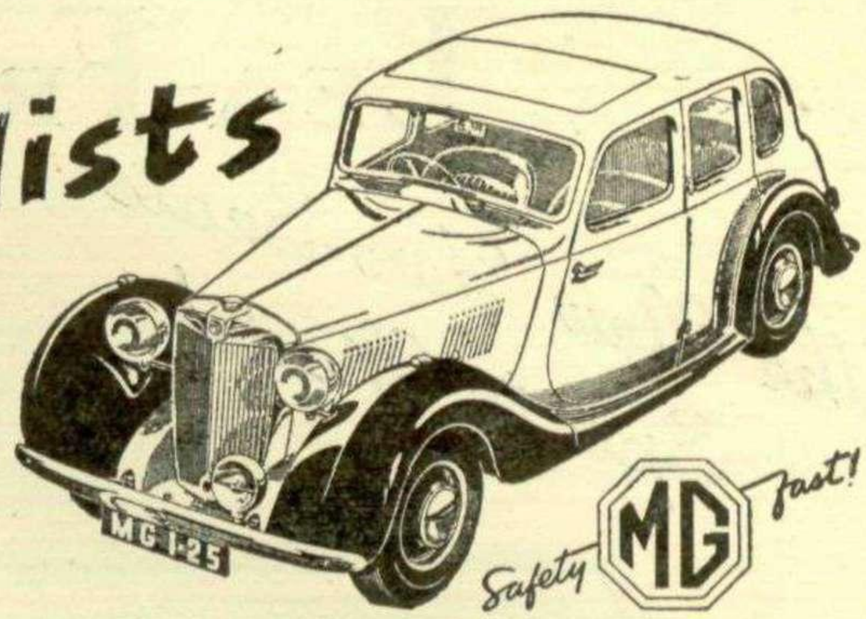
RILEY 9-H.P. open 4-seater tourer. Rebored 1945, hardly used since. Just resprayed; mag. just overhauled; almost new batteries; good hood and sidescreens. A very nice little car with good performance. Taxed June, with all coupons. £150 or nearest offer. Keogh, St. Briavels, Glos.

1934 TALBOT "95" 21-h.p. fixed head coupé; preselector; 18 by 6-in. very good tyres. Licensed and in daily use. £185 or close offer. Also spare Talbot "90" and "75" engines complete, in good running order. Offers. Various 3-litre Bentley oddments: camshaft and box, rockers, hub caps, valve cotters, Lindsay, Nantgaredig, Carmarthen.

DELAGE "D.1," 1925. What offers or exchange. Write, Burgess, 1, Clifden Terrace, Keymer, Hassocks, Sussex.

1,088-C.C. FORD SPECIAL 2-seater trials and sprint car; c.r. 7½ to 1; Martlett pistons, twin S.U.s, bronze timing wheel, KE 965 S valves, Duplex springs, André telecontrol front, light body, special instruments (rev.-counter, oil-gauge, etc.), 16-gallon tank and small spare tank, good hood and screens; many other special fittings and mods. Amazing acceleration, over 75 m.p.h. Small mileage since complete engine rebuild; resprayed black and silver. General condition excellent; good tyres. Nearest £275. A. Marsh, 131, Camberwell Road, S.E.5.

The MG Specialists



Disappointed about Deliveries?
195? models will be proven and worth waiting for—orders still accepted.

Meantime we are as enthusiastic as ever over the Marque and always have a selection of Reconditioned Used Models.

Repairs can still be undertaken to all models and we can supply replacement units for TA, VA and S, onwards.

SPARES. All parts for TA., VA and S onwards available.
Showrooms open Saturday afternoons.
Petrol Station open day and night.

JARVIS
OF WIMBLEDON
MORRIS HOUSE · MORDEN RD · S·W·19
Phone LIBERTY 4656

FOR SALE—*continued*

BEADED-EDGE 895 by 135 COVERS and tubes for sale. Wanted: pair brass oil sidelamps, circa 1914, and spares and information re early G.W.K. and Sizaire-Berwick. Emmett, Kington, Herefordshire.

RILEY "ADELPHI 15/6." 63,000 miles. Reconditioned engine; recellulosed. In first-class condition, £525. Box No. 541, MOTOR SPORT, 15, City Road, E.C.1.

1938 F.I.A.T. 500 convertible. Completely reconditioned, plus respray. Offers over £230. Box No. 542, MOTOR SPORT, 15, City Road, E.C.1.

BUCKLERS.—Leaf springs (specials) made to sketch or repaired. Wheels repaired—wire or pressed steel. Cylinder heads, blocks, sumps, gearcases, etc., welded and machined. Cast-iron and aluminium. Worn race housings, shafts, etc., built up and machined. Prop.-shafts shortened or lengthened. Connecting-rods remetalled and machined, and returned same day. Crankshafts reground, main bearings remetalled and lined bored. Cylinders fine bored with new pistons. 5,000 pistons and liners in stock. Hepolite, Specialloid and Wellworthy. Bronze bushes, valves, etc., singles or quantities. Front axle beams straightened and re-aligned. Flywheel starter ring teeth built up and reshaped. Dynamos, starters and magnetos repaired or reconditioned. Ford small-ends of all types rebushed and reamered. Exchange reconditioned engines for:—Ford Eight, Ten, A.B. and V8 30; Morris Eight and Ten; Austin Ten, "12/4," "12/6," "16/6"; Vauxhall "12/6," Fourteen, Hillman Ten, all types. A complete service for the Motor Trade by Enthusiasts. 67, Caversham Road, Reading. 'Phone: Reading 3227 and 4903.

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

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.

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

SHAW MOTORS LTD., Bentley Specialists.—We always have a good selection in stock. Inquiries invited. 15-18, Gleneldon Mews, S.W.16. Streatham 0727.

LAGONDA 1939, 4½-litre, 4-seater tourer, £2,500. Brough 1937, 22-h.p. D/H coupé, £1,000. Triumph 1947, 2-seater coupé, 300 miles, £1,450. Lammas Graham 1937, 24-h.p. tourer, £900. Ford 1939, 22-h.p. saloon, £450. Donald Townend, Calderside Quarry, Hebden Bridge.

FOR SALE—*continued*

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

Read the story of Britain's International Motor Racing successes from 1902 to 1947 in
"Everybody's Book of
BRITISH RACING CARS"
Fully Illustrated. Price 3/9 Post Free.
From
THE VITESSE PUBLISHING CO.
Green Street, Sunbury-on-Thames, Middx.

RILEY.—"Brooklands" remote controls: other makes to order. Special inlet and exhaust manifolds, silencers, fishtails, quick-action filler caps. Riley and other cable brakes converted to hydraulic; engine modifications carried out, "specials" designed and built. Amberley Engineering Co., The Picket Garage, Amberley, Sussex.

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

EXTRA PETROL ! ! !
Fit a LUCAS SPORTS COIL
(6-volt only)
Unused and guaranteed.
Normally 36/-, our price **22/6**, C.O.D.
J. JOHNSTON, 65, Curling Vale,
GUILDFORD - - - Tel.: 61268

SUNBEAM TWENTYONE engine, price £25. Six-cylinder, mounted on bed, complete with gearbox. Ideal for motor-boat. Boosey & Hawkes, Deansbrook Road, Edgware.

1939 H.R.G. "1,100." Blue, silver wheels. Completely overhauled by makers; fitted with most 1947 modifications. Full details and trial at any time. Bargain at £625. Richmond, "Aslyn," Hartford Road, Darlington. 'Phone: 3709.

ASTON MARTIN MARK II 1934 1½-litre short chassis. Beautiful condition, original cellulose and hood. £675, or would consider exchange. Austin Seven Special, twin carburetters, crab-track; Prescott 62.3 sec.; chassis only; spare rear axle; several wheels and two bodies unmounted; £150. Benn's Motors, Mold, North Wales. Tel.: 178.

FOR SALE—*continued*

1938 2-LITRE ASTON-MARTIN sports 2/4-seater. Mileage 39,000, complete engine overhaul at 35,000; also body recellulosed. Car now in perfect running order, with four new tyres. Apply, "Lees," South Warnborough, Basingstoke, Hants. Telephone: Long Sutton 29.

RECONDITIONED STANDARD EIGHT engine (£55) and 8-cylinder Buick engine (£35). Box No. 527, MOTOR SPORT, 15, City Road, E.C.1.

VINTAGE CAR, s.v. Bamford Aston-Martin, 1½ litre, first registered December, 1923. Engine rebored, crankshaft reground, bearings renewed, gearbox overhauled; new king-pins and bushes; spring shackles, and bushes replaced. New brake cables and brakes relined. Multiplate clutch overhauled by makers. Back axle stripped and new bearings fitted. All wheel bearings renewed. Electrics, dynamo and starter overhauled. The body resprayed black. All chrome parts rechromed. Re-upholstered in red leather-cloth to match red wheels. Rehooded and new side-curtains in red. Four new tyres all round. Present owner modifying exhaust manifold to four-branch outside type. Right-hand gearbox gate-change and one of the few of this type in existence. 32 m.p.g. obtained on long runs and 28 m.p.g. on town work. It is tractable and yet gives a sustained high cruising speed. Will be available after June 26th as is needed for Bo'ness entry, and will then be open for trial or examination. Taxed and insured to December, 1948. Offers invited, to a good home only. G. Askey, Askeys (Airdrie), Ltd., Hogg Street, Airdrie, Scotland.

ALVIS "12/60" open 4-seater. Mechanically very sound throughout. Black, recently resprayed. Not a scratch! Tyres, 2 new, 3 new retreads. Offers over £300. Tyndale, Long Acre, Grove Road, Coombe Dingle, Bristol, 9.

RILEY NINE "GAMECOCK"; 3,000 miles since complete engine overhaul. New magneto, dynamo rewound. Good tyres and hood. Receipts shown. Seen weekends after 2 p.m. Saturdays. £250. 28, Brookfield Crescent, Kenton, Middlesex.

3-LITRE BENTLEY radiator and fan, £15; engine and clutch, £30; gearbox, £15; rear axle, £15; dynamo, £5; starting parts, brake-linings, knock-on hub nuts and sundry small spares, £10. All in good condition. Or the lot, £75. Box No. 528, MOTOR SPORT, 15, City Road, E.C.1.

ALFA-ROMEO 1,750-c.c. double-cam saloon; 35,000 miles. First registered 1936. Very fast. Reliable and in beautiful condition. Faringdon Engineering Co., Berks. Tel.: 3169.

M.G. SPARES for 1939 Type TA: Rebored cylinder block, complete with new pistons; Laystall balanced crankshaft, reconditioned con.-rods and main bearings; crown-wheel and pinion, 43/8 teeth; axle half-shaft; pair 38/22 gears. Offers to Richard Taylor (Garages), Ltd., Victoria Street, Stourbridge, Worcestershire.

"MOTOR SPORT" 1931 to 1939, *Speed* 1935 to 1939. What offers? Box No. 529, MOTOR SPORT, 15, City Road, E.C.1.

M.G. MARK I "18/80" 1931 "Speed" model. Coachbuilt 4-seater tourer, black. In superb condition throughout. Performance in keeping. Overhauled 1947. Fitted new alloy cycle-type wings, Triplex screen, oversize 550 by 19 rears, etc.; other tyres excellent. £275. Lucas 12-v. Altette, chrome, £2. Two 18-in. R.W. wheels, £4. Four Type 502 Hartford shockers, £6 set. Box No. 530, MOTOR SPORT, 15, City Road, E.C.1.

MORGAN S.S. o.h.v. 3-wheeler, 1936 model. New hood, excellent tyres, new battery, rear chain, car rewired and in thoroughly good order; astounding acceleration and performance for minimum petrol and tax. £210. Ashby, Wandon End, Ersham Park, Hailsham, Sussex.

Our Machine Shop . . .

May we remind you that our machine shop is capable of producing almost any of those parts so difficult to obtain but vital for the overhaul of your old car or the completion of your new special.

We are at the moment, for example, producing connecting-rods, timing wheels, gudgeon pins, valves and valve guides; machining cylinder head and cylinder block faces; building up and regrinding shafts, etc.

A quotation for any job will be gladly supplied on receipt of drawings or patterns.

MONACO

MONACO MOTOR & ENGINEERING CO. LTD., HIGH ST., WATFORD, HERTS.

P. R. MONKHOUSE I. F. CONNELL A. F. RIVERS FLETCHER 'PHONE: WATFORD 449

BODY WORK

Design, Construction, Renovation

* * *

From the smallest repair to complete body.

* * *

Depts.

Panel Beating · Welding
Cellulose Spraying · Trimming
Coachbuilding.

* * *

RONALD KENT
(COACHBUILDERS) LTD.
2 COAL WHARF ROAD, SHEPHERDS BUSH, W.12
Phone : SHEpherds Bush 2231

FOR SALE—*continued*

TWO WIRE WHEELS, 42-mm. hub, 17 in. and 18 in., £2 each, carr. paid. Cryer, 12, Kirkstall Road, Leeds, 3.

ALLARD, first licensed December 1937. Black open 2-seater, formerly known as "Tailwagger II." Recently fitted new Mercury engine. Good condition. Offers. Bateman, Royd Hill, Sutton-in-Craven, Keighley, Yorks.

CONTINENTAL CARS, LTD., offer single-seater M.G., "R" type, ex-Malcolm Campbell. In good condition throughout. £750. Continental Cars, Ltd., Portsmouth Road, Send, Surrey. Telephone: Ripley 4 and 122. Weekends by appointment.

BUGATTI TYPE 43. Chassis overhaul by Continental Cars, Ltd., 1,000 miles ago. Shabby body. What offers? Stored at Ware. Dr. Marris, Royal Hospital, Wolverhampton.

GRAPHITE COMPOUND, ex-A.M., for running-in or U.C.L., £1 per gallon. E. W. Mitchell & Sons, Holmrook, Cumberland. 'Phone: 28.

ROVER "SPEED FOURTEEN" open sports, 1934. An impressive and reliable car with a good performance. Excellent condition and appearance. £360. 71, Malvern Road, Thornton Heath, Surrey, (near pond).

1935 MERLIN twin carb. sports de luxe Riley Twelve. Mechanically perfect but body needs attention. £350 or near offer. 80, The Woodlands, London, N.14. 'Phone: ENT 4145.

1936 RILEY NINE saloon, mileage 42,000. Engine requires attention. £450 or near offer. Box No. 533, MOTOR SPORT, 15, City Road, E.C.1.

"PB" M.G., enthusiast-maintained, completely reconditioned to extent of £200—bills shown. Price £400. Owner has acquired a "TC." 'Phone: Hounslow 4635.

TWO MARSHALL-GODFREY BLOWERS, suitable 1,100-1,500-c.c., perfect condition, with 2½-1 step-up gears, £25 each, or £45 the pair. Seller prepared to help with installation, etc. Also, plated luggage grid, suitable slab-tank motor, £1. Riley Six dynamo cover, plated, 5s. Ford V8 30-h.p., good order. Write, call or 'phone. Shattock, Ingleneuk, Moor Lane, Staines. Tel.: Staines 3559.

FOR SALE—*continued*

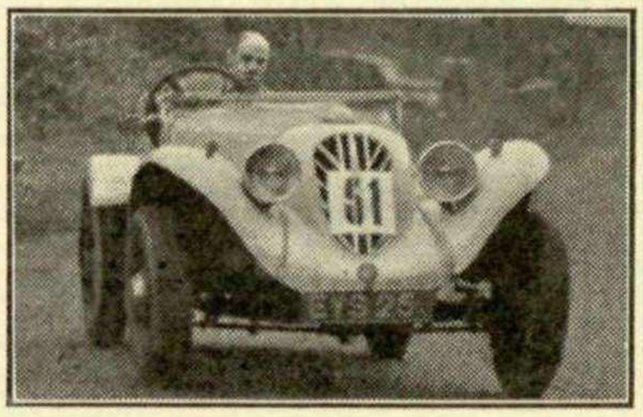
£35 ! SALMSON enthusiast's opportunity. Vintage "Grande Sport" racing type, completely dismantled for rebuilding, but less body. Coleman, 132, Staines Road East, Sunbury-on-Thames.

SPECIAL, built by Triumph 750-c.c., blown Ricardo; 6,000 rev., 85 m.p.h.; 2-seater, pointed tail body, cycle wings, fold-away hood, cover, five new tyres, rev.-counter, speedo., four headlamps. Ready for road-racing or trials, with five new tyres, £395. Allan, Kirkella, Hull.

FOR SALE

THE WATSON SPECIAL

This outstanding competition machine, winner of innumerable awards in speed and reliability events, is now for sale owing to the owner going abroad. It was outright winner of the classic Highland Three Days' trial; unlimited sports car class winner at the International Kinneil hill-climb, and many others. First registered 1947.



Details :—Mercury engine (32.5 h.p.); develops 140 b.h.p.; I.F.S.; Scintilla ignition; crab-tracked rear; phenomenal performance (0-80 m.p.h. in 13.0 sec.); maximum speed, 120 m.p.h.; weight, 20 cwt. Seven spare wheels and two new, unused, 750 x 16 Goodyears. Wheelbase, 8 ft. 3 in.; front track, 4 ft. 8 in.; rear track, 4 ft. 4 in.; turning circle, 27 ft.

This car is in immaculate condition, fully prepared and tuned for the coming season, and carries complete weather protection. It is available now for any road test.

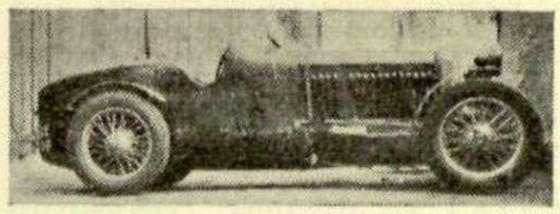
Price — £800 or nearest offer.

Further details from—

J. G. R. WATSON,
2200, Paisley Rd., Cardonald, Glasgow, S.W.2
Phone — Halfway 1628

ALTA, 1,100-c.c. (8 h.p.) supercharged 2-seater sports. New engine, tyres, hood and tonneau cover. 500 miles only. Cream with pale blue wheels and upholstery. Beautiful condition throughout. Inspection and any trial invited. Photograph on request. 50, Peel Street, Kensington, W.8.

M.G. "J2," 1934. New block, December, 1946; new front axle July, 1947; new battery January, 1947. General condition excellent throughout. Oil, 60 lb., hot; 45 m.p.g. £230. Stephenson, Hartfell, Colinton, Edinburgh. Tel.: 87168.



FRAZER-NASH VITESSE

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

£240

WRITE APPOINTMENT BOX 548

FOR SALE—*continued*

M.G. MAGNA F-TYPE. New hood, sidescreens, tonneau cover, seven tyres. Taxed year. Engine rebored, valves ground, S.U. carbs., tuned. Nearest £275. Hill House, Pathlow, Stratford-on-Avon.

M.G. 1½-LITRE D.H. coupé, 1938, 38,000 miles. Perfect condition throughout. Offers by letter only or in person to J. G. Morcom, Valetta, Addington, Liskeard.

ALFA-ROMEO "22/90" 4-seater, 1927. Linered; remetalled; clutch relined; two wheels rebuilt; new 6.50 by 19 Dunlops; £295. A.C. tourer, 1921, 12 h.p.; good running condition; £45. Norton 1926 o.h.v. T.T. model; fast, sound; £20. I.F.S. unit from f.w.d. Adder, £15. Riley Nine spares. Unbalanced "30/98" crankshaft. 1923 Humber parts. Splined 78-mm.-hub wheel. 30 by 3½ S.S. (31 by 4.40), W.O. Dunlop, new. 8.80 by 120 B.E. Michelin, new. 5.25 by 21 Liga. Two 820 by 120 Dunlops, seven tubes. Sundry other parts. 24, Davies Avenue, Leeds, 8.

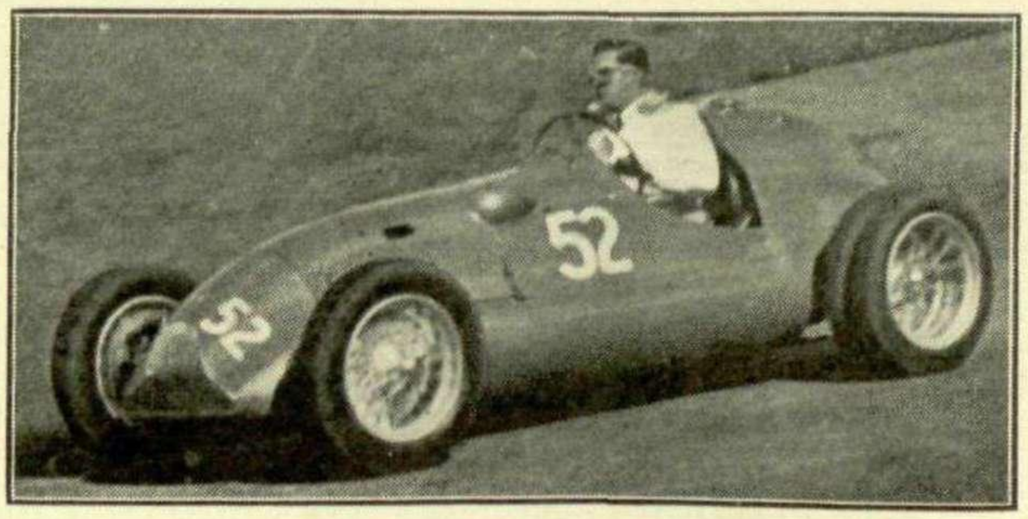
ISOTTA-FRASCHINI, 1925, 45-h.p. six-cylinder. Genuine mileage 20,000. All in immaculate condition. Offers. Watson, 3, Hawthorn Lane, Wilmslow, Cheshire.

M.G. "PA", with blower, good condition throughout. Box No. 534, MOTOR SPORT, 15, City Road, E.C.1.

FRANK KENNINGTON wishes to dispose of one of his supercharged "K3" Magnettes. This vehicle broke the 1½-litre super sports car record at Prescott last year by nearly two seconds, and won practically every event in which it was entered. The car is fully road-equipped, has been completely overhauled and is capable of 110 m.p.h. £900. Tel.: Weybridge 117.

1½-LITRE crab-tracked Singer Le Mans, triple S.U. carbs., Scintilla Vertex mag.; 22-gallon tank; excellent tyres, new hood and tonneau. Offers for cash or exchange for good T-type M.G. Peter Mann, 48, Forty Avenue, Wembley Park, Middlesex.

MORGAN "4/4" 2-SEATER, 1936. Very good condition, engine fitted new rings. About 7 gallons in tank, plus basic. £255. 211, Southlands Road, Bromley, Kent. Tel.: RAV. 1028.



FOR SALE

1½-Litre ALTA RACING CAR, independent suspension front and rear, in perfect condition and running order, has been raced this season. 2nd F.T.D., Shelsley Walsh, June 12th, in the 1,500-c.c. class. Complete with special trailer for transporting same, twin and single rear wheels, spare racing tubes, and plugs, etc. Also covered by insurance until the end of the year. Price **£2,250.** Car may be seen by appointment with

BASIL TYE,
96, LONDON ROAD, SEVENOAKS
Phone : - - - Sevenoaks 3188

Vintage Supplies

(CLAUDE H. VERRINDER)

12 PARKFIELDS, LONDON, S.W.15

PUTney 8307

★

BENTLEY

We have considerable stocks of good S/H Spares for 3-, 4½- and 6½-litre models and we are also producing

Chrome-Plated Hub Caps and Spanners for same.

Shackle Pins and Bushes.

Tie Bars.

★

ANY PARTS MADE TO ORDER

FOR SALE—*continued*

UNUSUAL OPPORTUNITY.—An extremely nice 1939 (Sept.) 1½-litre M.G. sports 4-seater tourer. This car is in first-class mechanical condition and has just been recellulosed in silver and blue. Excellent all-weather equipment. Tyres as new. Usual M.G. performance. £600. Older car taken in part exchange. Sparrowe, Northbourne, Bournemouth.

ALVIS "SPEED TWENTY," Vanden Plas body, 1936 model, immaculate condition, new hood, side screens, and tonneau cover, almost new tyres. £650 or near offer. R. A. Lesslie, 3, St. Albans Road, Edinburgh, 9. Tel.: 43384.

M.G. "18/90" MK II ENGINE fitted Mk II gearbox, 100 per cent. overhaul for competition season, but not required as owner found Mk III engine. Details on request. Offers over £60. Also incomplete engine for spares. Luckhurst, 53, Hilden Park Road, Tonbridge, Kent.

1936 "PB" M.G. 2-SEATER, Centric supercharged, Scintilla mag., twin S.U. pumps, new battery. Exceptional condition. £350 or exchange interesting 4-seater. Tel.: MAL. 3057. 5a, Aboyne Drive, S.W.20.

3-LITRE RED LABEL BENTLEY. S.U. pumps. "A" box. New battery, body good, tyres good. Engine recently overhauled, rebored, crank ground, new bearings, etc. Bargain £395. Phone week-days 7 p.m., Great Horkesley, Essex 232.

"12/50" ALVIS 1927 BEETLE-BACK S.D. ENGINE. Brakes, clutch relined. Alloy front wings, tonneau cover, Zeiss headlamps, rear tank and Autovac. Body, tyres fair. £175. Topper, Preston Farm, Woodleigh, Kingsbridge, Devon.

AUSTIN "NIPPY" 2-SEATER. Repainted, re-upholstered, screen frame re-chromed. £155. Also very sporty twin-cam "Sammy"; 4-speed box. £105. Box No. 535, MOTOR SPORT, 15, City Road, E.C.1.

RILEY LYNX 9 h.p. 1934. Rebored and just run in, new windscreen, hood, side curtains, tonneau cover. Re-chromiumed, new tyres and in first class order throughout. Price £325. Dr. Milner, 24, Middle Street North, Driffield, Yorks.

FOR SALE—*continued*

RILEY "BROOKLANDS" WATER PUMP with magneto housing £2 10s. Black Hawk socket spanners ¼ inch—¾ inch Whit. £6. Engineers' stethoscope 30s, 3½ inch machine vice 25s. Large hub and bearing extractor £2 10s. All practically new. Offers to Webber, The Haven, Stoney Lane, Endon, Stoke-on-Trent. Tel.: Endon 3129.

12-H.P. ASTON-MARTIN 1930 SALOON chassis and engine Nos. T.24. Mechanical condition fair. New rings, starter ring and Burgess silencer just fitted. Four excellent tyres and spare. Good battery. Bodywork rather rough. Pneumatic upholstery. Quite fast. £200. Baker, 116, Lexden Road, Lexden, Nr. Colchester. Tel.: Colchester 2168.

1937 HILLMAN MINX drophead coupé, with full ration. Good mechanically; excellent bodywork. Offers. Consider exchange Alvis "12/50" or other vintage sports and cash. Mills, 21, Kingsdon, near Taunton, Somerset.

1936 ASTON-MARTIN 1½-LITRE MARK II Le Mans open sports 4-seater, finished black with black leather upholstery. Completely reconditioned regardless of cost. Probably the finest example of this famous marque in the country. £950. Capt. P. Holland, 32A, Ash Street, Southport. 'Phone 3375.

PAT WHITTET & CO.

The following cars are now available for sale and may be inspected at our works at any time by appointment :—

1947 Allard. Competition model 2-seater. Only 4,000 miles. Absolutely new. Several special features. Cambridge blue with blue leather. **£1,575.**

Lancia Aprilia Saloon. First registered December, 1938, only 30,000 miles. Maintained by Lancia's. New tyres, perfect mechanical condition. **£785.**

Barson Special. A very fast and attractive special having an Alvis eight-cylinder engine, E.N.V. gearbox, Lancia front suspension, and an open 4-seater body. Capable 100 m.p.h. **£650.**

"12/50" Alvis Saloon. Good condition throughout. **£200.**

We have the following interesting spares available for sale :—Gearboxes : 1 Austin Eight four-speed. New and unused. **£14.** 1 A.C. four-speed complete with remote control. **£10.** 1 8th series Lambda in good order. **£5.** 1 Chrysler with overdrive. **£5.** Also complete set ratios for Riley Sprite crash box. Magnetos : 1 six-cylinder Scintilla Vertex. **£9 10s.** Pair new B.T.H. for 3 or 4½ Bentley. **£16** the pair. A number of unused and perfect 4-cylinder Lucas vertical type at **£4 10s.** each. Complete set Smiths Jackall hydraulic jacks with master control, etc., **£10.** 1 unused Riley Sprite dynamo, **£10.** 2 Ford V.8 dynamos, **£10.** 2 Ford V.8 starters. **£3 10s.** each. Pair brand new 16 in. wide rim racing wheels with Rudge 52 centres. **£7 10s.** Various other parts of interest to Special builders.

Whinlands Works, Macdonald Road, Lightwater, Surrey.

Tel : Bagshot 338.

ACE SERVICE STATION

(LONDON) LTD.

COMPREHENSIVE SERVICE FOR

BUGATTI

CARS

All work carried out under the personal supervision of Charles Gale

WE SPECIALISE IN THE PREPARATION & MAINTENANCE OF CARS OF HIGH QUALITY AND PERFORMANCE

NORTH CIRCULAR ROAD, STONEBRIDGE PARK, N.W.10

ELGar 5585 (5 lines)

FOR SALE—*continued*

£185.—1930 AVON-SPECIAL vintage sports 2-seater. Excellent condition, taxed and insured. Aero screens, stoneguard, strip wings. 95, Benfleet Close, Sutton, Surrey.

RILEY NINE Monaco-Special saloon, 1935, in good running order. Aluminium body, twin Zenith carburetters. Nearest £250. Any trial. 'Phone Ravensbourne 3890.

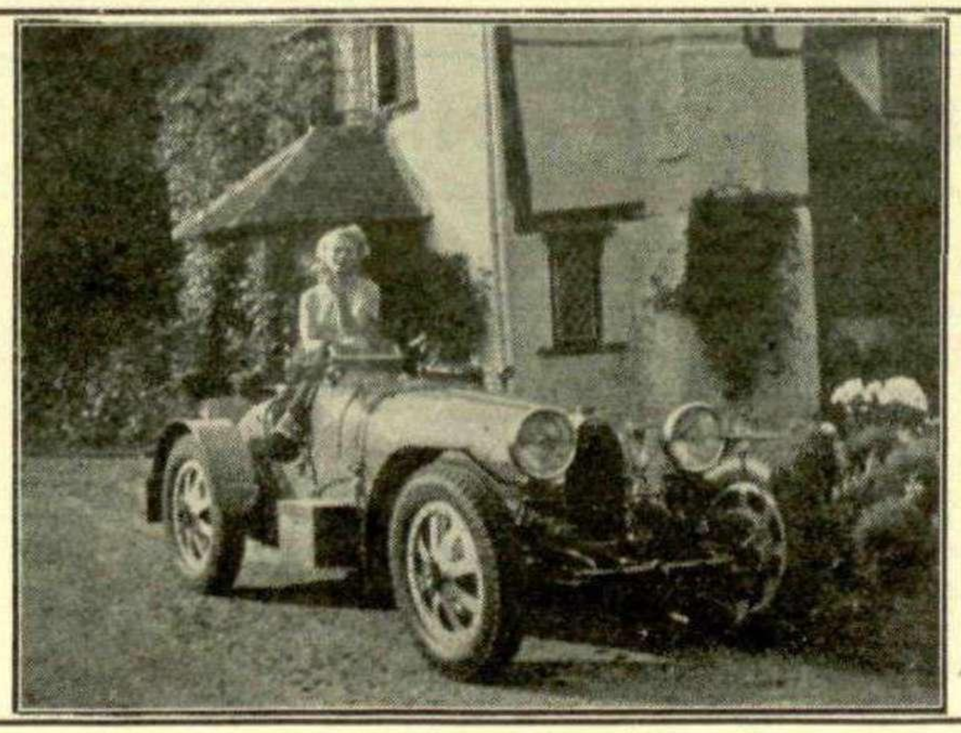
"30/98" VAUXHALL. This car is little worn but has been crashed. Or owner would buy "30/98" parts to repair. Hall, Hammer Mill Farm, Biddenden, Kent.

1931 ALVIS "SILVER EAGLE." Good condition. Open 2-seater, single tail seat. Recent engine overhaul. Unused tyres, plus spares. Renewed wind and sidescreens. Near Bristol. £275. Box No. 536, MOTOR SPORT, 15, City Road, E.C.1.

1924 SUPERCHARGED 1½-LITRE 4-cylinder o.h.c. Mercédes open 4-seater. Forward mounted blower; four-wheel Lockheed brakes; four new 500 by 19s, two good spares; Bosch electrics; good hood; chromium as new. Only blown "12/40" Mercédes left in England, and maintained in very fine condition. Taxed, insured for year. £275 or offer. Also 1926 3-litre "Red Label" Bentley, long chassis, body rough, but excellent mechanically. Large Marchal headlamps; £170 or offer. Apply Fawcett, c/o Gahagan, Green Place, Wonersh, Guildford. Tel.: Bramley 2021.

"CREAM CRACKER" M.G. MIDGET, T-type, driven by Crawford. Illustrated, maker's current catalogue. Reg. No. ABL 962. Laid up several years and small mileage. Good all-weather equipment; 600 by 16 rear tyres. Extensively overhauled, numerous modifications; outstanding performance. £465. Brown, 93, Ormerod Road, Burnley. Tel.: 3032.

ALVIS SPARES.—"12/50": rear and front axles, springs, gearbox, dynamo, starter. Big-port head, manifold. "Silver Eagle": gears, axles, hubs, knock-on wheels, steering box, etc., block, head, crankshaft. No reasonable offer refused for items or the lot. F. Holdsworth, 46, Soaper Lane, Bradford.



CHIPSTEAD MOTORS LTD.

"The Sports Car Specialists"

Present stock includes :

Aston-Martin "Le Mans" 4-seater
Alfa-Romeo S. 2.3 drop-head
Alfa-Romeo S. 2.3 Sports coupe
Alfa-Romeo S. "17/50" Sports coupe
Alfa-Romeo S. "17/50" 2-seater
Alvis "12/50" Sports saloon
Alvis "Silver Eagle"
Bugatti S. 2.3 International
Bentley "Red Label" 2-seater
Bentley "Red Label" 2/4-seater
Bentley "Red Label" Vanden Plas
Bentley 4½ slab-tank 2-seater
Hotchkiss Grand Sports coupe
Jaguar "100" 2-seater
Lancia "Augusta" Sedanca coupe
Lagonda "16/80" Sports Saloon
Rolls-Royce "25" S/Saloon

8, GASPAR MEWS, COURTFIELD GARDENS, S.W.5

FRObisher 4876/4877

STUART WILTON

Riley 9 Monaco 1930, just re-painted. Good tyres and battery. Taxed, **£80.**

Austin 5-cwt Van, 1936, in very good condition. **£115.**

Riley 9 Special open sports; a most unusual and attractive body, newly painted and in superb mechanical condition. **£95.**

Maybach 31-h.p. 1939 Cabriolet with winding partition. All wheels independently sprung, literally as new, 100 m.p.h., 16 m.p.g., total mileage 14,500. **£1,850.**

Riley 9 Monaco 1932. Recently finished in shadow blue. Excellent condition. **£115.**

13 ETON GARAGES,
ETON AVENUE,
LONDON, N.W.3
PRImrose 6478

Cover Notes issued—part of my "Drive-it-away" service.
Exchanges. Hire purchase.

FOR SALE—*continued*

1924 WOLSELEY 15.6 h.p. single o.h.c. open tourer. Good mechanical condition, original enamel; rewired, new battery and sidescreens. Instruction book and photographs available. Well-preserved specimen, carefully stored several years. Heartbroken, but space required. £95 or offer. Murray, Windyhaugh, Kilmacolm, Renfrewshire. Tel.: Kilmacolm 230.

FAST! SPECTACULAR! 2½-litre open 4-seater Jaguar. Pale grey and scarlet; new metal boot; excellent chrome; four good tyres. Engine No. 251156, chassis No. 19047. Requires rebore and new hood. Best offer over £400, or would consider exchange for Jaguar saloon. Seen by appointment. Foster, 39, Faraday Road, Welling, Kent. 'Phone: Bexleyheath 1300.

SCINTILLA VERTEX, N.V.4, clock, as new, £8. B.T.H., I.4, clock, as new, £6. 12-v. Autopulse, perfect, £2. 12-v. Petrolift, perfect, £1. E. Bagguley, 49, Weston Road, Aston-on-Trent, Derbyshire.

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

AUSTIN SEVEN SPARES, new and secondhand. 1935 Austin Seven engine and four-speed gearbox assemblies, completely reconditioned, complete with Zenith downdraught carburetter, three months' guarantee, £75. Austin Seven front and rear axles. Pressed-steel wheels, prices on application. Hillman Ten engine, reconditioned, £45. 1934 Morris Minor engine, s.v., completely reconditioned, £45. Two new 4.50 by 19-in. North British tyres, £4 2s. 6d. each; 5.25 by 18-in. remould, £3 5s.; three 4.50 by 18-in., new, £3 10s. each. Enquiries invited, all letters answered. T. H. Shaddick, "Sunny Holme," Landkey Road, Barnstaple, Devon.

FOR SALE—*continued*

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

1930 DOUGLAS 600-c.c., perfect condition, original enamel; runs like a new machine; £30. D. A. Armstrong, Chalet Cottage, Farnham Royal, Bucks.

1932 "12/40" LEA-FRANCIS 2-seater tourer, "Hyper" radiator. In good order; £115. Spare crown-wheel and pinion, £4. Edwards, "Oriel," Ecton Avenue, Macclesfield, Cheshire.

PHŒNIX GREEN GARAGE

HARTLEY WINTNEY

—

(Proprietor: A. P. SOUTHON)

AUTOMOBILE ENGINEERS AND SPECIALISTS IN VINTAGE AND :: EDWARDIAN CARS ::

Telephone: Hartley Wintney 133

ASTON-MARTIN 1½-LITRE, 12-h.p., International 4-seater, very good condition, £285. Anzani Frazer-Nash, new tyres all round, goes like a bomb, full ration book, £175. Scintilla magneto, ex-"30/98," overhauled, £7. Foster, Bedmonton Manor, Wormshill, near Sittingbourne, Kent. Wormshill 207.

M.G. "TB" (1¼-litre—11-h.p.) 1940 2-seater. Very fast and in immaculate condition. Recently "okayed" M.G. works. 16-in. rear wheels with 6-in. tyres; all tyres new; latest shockers rear. Engineer-owner emigrating. Best over £500. Extras at nominal cost: "Oilcoil," new Fram, aero-screen, wind-trumpet, full tonneau, radiator and oil thermometers, liquid compass, "Blue-point" tools. Mirza, 47, Parkstone Road, Poole (Poole 514).

FORD V8 short chassis 2-seater; £10 tax; new tyres. Standing ¼-mile, 19.9 sec. £420. Fairley, John Street, Sheffield. Sheffield 22876.

SCINTILLA VERTEX for sale, Type N.V.6, good condition, £10. Martin, Lydiate House, Lydiate Ash, Bromsgrove, Worcs.

WANTED

FOR
SPOT CASH
CARS
ALL TYPES

Hours of Business:
WEEKDAYS, SATURDAYS
9 till 7

ROWLAND SMITH MOTORS LIMITED

HAMPSTEAD HIGH STREET
LONDON, N.W.3
(Hampstead Tube)
HAMPSTEAD 6041 (10 lines)

FOR SALE—*continued*

M.G. SPARES.—Twin carbs. by Solex, new, complete, ready to fit any "T" model, £16; "TC" steering wheel, new condition, £1 10s.; racing Hartford shockers, to fit front end and any "T" model, new condition, £6 or offers; pair 450 by 19 new pure rubber tyres, £9. Also one blower by Marshall for 1938 Austin Seven, with all fittings and carb., ready to fit, new condition, £20 or offers. Morris, "Flappit Springs," Cross Roads, Keighley, Yorks.

BUGATTI FOR SALE.—1½-litre modified "Brescia" Bugatti. The 4-cylinder 16-valve engine has been reconditioned; rebored, new pistons. The crankshaft ground and all bearings remetalled. Bosch polar inductor magneto. New valves and guides. Very neat 2-seater body, just recellulosed. Four brand new 19 by 4.75 tyres. Brakes relined. Two gearboxes and 3.65 rear axle ratio. An extremely potent motor car, which the owner is compelled to sell owing to being a gent with a pair of outsize legs. The car has a flat £10 tax. Offers over £230, or would consider an exchange with a good "J2" M.G. D. White, "Keswick," Langstone Avenue, Havant, Hants.

1934 SERIES RILEY NINE "Kestrel" saloon, twin carbs., good order, £165. J. W. Oliver, 229, Stanstead Road, Forest Hill, S.E.23. FOR 5592.

ASTON-MARTIN "INTERNATIONAL," 1930. Completely rebuilt, engine resleeved, etc.; recellulosed black/silver; cycle wings; Zeiss headlamps; good hood, screens, tonneau cover; tyres unused. Taxed, all coupons. Offers over £350. Particulars, Humphreys, Wittersham, Kent. 'Phone: Wittersham 76.

ALFA-ROMEO, winner 1934 Le Mans Grand Prix (Etancil and Chinetti). Completely stripped and overhauled in 1945; fitted with new 2-seater semi-aerodynamic body finished in opalescent blue; mileage since overhaul 1,500. P. S. Motors (Coulsdon) Ltd., 115, Brighton Road, Coulsdon. Uplands 0526.

ALVIS "FIREFLY" saloon, 1934. Engine recently overhauled; four good tyres; coachwork sound. Trouble-free, Inverness to Bournemouth prior to "no basic" lay-up. £250. Box No. 538, MOTOR SPORT, 15, City Road, E.C.1.

JAMES BOOTHBY MOTORS LIMITED

We are now exceedingly busy with both production and outside work, but we are always ready to discuss how further work can be undertaken.

Several interesting projects are in hand and we are pleased to show inquirers round our small efficient premises. Demonstrations can be arranged by appointment in the dead standard J-B-M Sports car regulation machine as run at Shelsley and Prescott, and it is emphasised that these cars are built for 24 hours rather than a matter of seconds.

The J-B-M Fireball project and others are coming along nicely. Except when racing commitments prevent, we can always be found at the White Hart, Crawley, on Fridays.

Mary Farm Works, Lowfield Heath, nr. Crawley, SUSSEX

Telephone: **Crawley (Sussex) 600**

SPOT CASH!

WAITING FOR

SPORTS AND VINTAGE CARS

AND ALL MAKES OF MOTOR-CYCLES

RAYMOND WAY

THE HIRE-PURCHASE SPECIALISTS

KILBURN, N.W.6

Telephone : MAI 0063

FOR SALE—*continued*

MORGAN 3-WHEELER 1937 super sports. Excellent condition; seven tyres, three unused. Offers around £175. Wilson, Partridgelands, Bolney.

SUNBEAM 16.9-H.P., 1929, sports 2-seater, in perfect running order; good tyres, hood and battery. Taxed, insured. £220. Box No. 539, MOTOR SPORT, 15, City Road, E.C.1.

ALVIS "SILVER EAGLE" open 4-seater, 1930. Mechanically sound; bodywork very clean and in original state, not altered in any way; tyres good; low oil consumption. Licensed and with full ration. Consider exchange for smaller 4-seater. Family reasons for sale. Offers. Holliday, 20, Greencliffe Drive, Clifton, York.

M.G. MAGNETTE 1936 4-seater. Excellent condition throughout. £100 spent reconditioning engine, brakes, etc. Coachwork perfect; new hood and screens of special design. Good tyres. Genuine reason for sale. Best offer over £300. Picketstone House, St. Athan, Glamorgan.

GRAND PRIX "328" B.M.W. and full "standard" petrol ration is offered for sale by D. G. Flather, Standard Steel Works, Tinsley, Sheffield, its sole owner since new. Capable of outstanding performances, this car has been maintained in meticulous condition throughout its life. Now in black and white and just out of the paint shop, it represents the acme of this famous breed. During the war she was carefully laid away, whilst during 1947 and to date, the engine, transmission and chassis have undergone a most thorough and careful overhaul. Now she is back on the road and with a few more miles will be ready for Formula B racing, hill-climbs, sprints, or just fast touring, of which she is so eminently capable.

1935 SINGER NINE LE MANS 2-seater; four new tyres. Strip wings. One piece bonnet. Very attractive. Offers around £300. Also Bentley 3-litre Red Label Speed model. Good condition. No hood. Offers invited or would exchange for saloon. Simpson, Holt, Wrexham.

LATE 1935 MORRIS EIGHT 2-seater. Perfect mechanical condition. Immaculate appearance. One of the best examples of this model in existence. Nearest £200. 72, West Hill, Hitchin.

FOR SALE—*continued*

F.I.A.T. 500 parts; two chassis frames; 4¼ rear springs, wheels, shockers, plated front suspension, etc., £35 the lot. Nordec Ford Ten blower, new, £40. Shapley, 3, Kingston Terrace, Leeds, 2.

BUGATTI 2-LITRE, 8-cylinder, 2-seater sports. Reground crankshaft, new ends and mains, etc. Original Condition. £200 or near. 97, New Road, Croxley Green, Herts. Rickmansworth 2455.

M.G. "TA," reconditioned engine, new springs, exceptionally fast; reliable, sound and economical. Best over £350. Barn Cottage, Hayes Lane, Kenley, Surrey. Uplands 8937.

ALVIS "12/60" "TL," 1932, concealed hood, open 2/4-seater. Black, red wheels. Engine stripped last nut, rebuilt, alloy liners, 5,000 miles ago. Clutch relined, excellent transmission; all-weather, cellulose, chromium: Dunlops, Notek. Bought "30/98." Basic (29 galls.) intact. Quick sale, £230. Rosser, Colnbrook, Bucks.

J. JANE

6-7, BRISTOL MEWS, LONDON, W.9 (near Warwick Avenue Station)

Phone : CUNningham 3248

Specialist in repairs to Lancia, F.I.A.T. and other Continental marques.

AGONY COLUMN

If the Lancia owner, last heard of six months ago, when he took his car to inexperienced mechanics for a 'cheap' overhaul, will go and collect it he may learn of something which will wipe that smile off his face.

ASTON-MARTIN 1934 LE MANS 1½-litre short chassis 2/4-seater. Engine completely overhauled but requires assembling. Tyres, hood and bodywork excellent. Best offer. 63, Gravelly Hill North, Birmingham, 23.

BENTLEY 3-LITRE, short chassis, open 2-seater body. Engine, chassis, just completely overhauled. New battery. In perfect running order. Owner unable to use. £240 or offer. Full details on request. Write, J. F. B. Smith, 25, Mayfield Avenue, London, W.4.

LAGONDA 2-LITRE (12.9 h.p.), 1932, open 2-seater, aluminium body; mechanically 100 per cent.; P.100s. £250. Seen Sevenoaks. Box No. 540, MOTOR SPORT, 15, City Road, E.C.1.

RILEY "IMP," 1925. Engine completely rebuilt by Monaco 1947. All other mechanical parts checked and replaced where necessary. Appearance, cream/red, equally good. Unfortunately business demands larger car. Further details write, Drinkwater, 307, Burton Road, Derby.

RILEY 1½-LITRE MERLIN, 1936. Lightened chassis; engine resleeved last month; reconditioned dynamo; new universal joint; four new rubber tyres. Push-button radio extra if required. Offers over £300; would consider cheaper car and cash. J. C. Green, 35, Deeway, Rise Park, Romford.

JOHN W.

WHALLEY

THE FORD AND FORDSON DEALER

John W. Whalley will pay GOOD PRICES for *real good class* modern, small-mileage cars

LONDON ROAD

BISHOP'S STORTFORD

'Phones : 181 & 155

FOR SALE—*continued*

M.G. "TA," superb condition, good tyres, one (lady) owner; six months' petrol. Offers over £500. Holdron, London Caravans, Barnet By-Pass. Tel.: Elstree 1591.

TALBOT "105" SPEED model Vanden Plas open 4-seater, black and red upholstery, all new chrome, good hood, tonneau and sidescreens; five tyres as new; one-shot lubrication system; controllable shock-absorbers; engine just rebored, dynamo and starter recently overhauled; two good 12-volt batteries; springs reset. Terrific performance, outstanding car. £400 or exchange "10-12" saloon and cash. 43, Welsby Court, Eaton Rise, Ealing, W.5. Perivale 4027 or Gulliver 4284 (apply after July 4th).

SUNBEAM 3-LITRE twin o.h.c. open 4-seater, excellent running order. Comprehensive spares. Offers over £230. Griffith, 50A, Warwick Place, Leamington Spa. Tel.: 851.

STANDARD, 1929, 15-H.P. fabric saloon, perfect running order; excellent tyres. £150. Dowling, 70, Turpins Avenue, Clacton, Essex.

1920 VAUXHALL, D-type 23-h.p. sports tourer, sound mechanical order, good tyres and electrical equipment, requires new hood, £65; 1923 Humber 16-h.p. tourer, one owner, 72,000 miles, stored 14 years, completely equipped and in most exceptional condition throughout, £50; 1914 Rolls-Royce chassis complete and in sound order with wings, scuttle, etc., good tyres, £60 or offer; 1935 Triumph Vitesse 16-h.p. sports saloon, requires engine overhaul, otherwise very sound, good tyres and batteries, £185 or offer; 21-in. new remould tyres, 4.75 at £4 10s.; 5.25 at £5; 6.00 at £5 15s. C. J. Bendall, The Rookery, Walsworth Road, Hitchin, Herts. Tel.: Hitchin 1108.

1931 4½-LITRE BENTLEY perfect condition throughout, entire car overhauled, no expense spared. Bores perfect, new rings, fitted 5 excellent tyres, hood and all-weather equipment. Coachbuilt, open 4-seater body, "Le Mans" tank. £650 or offers. Morris, Central 2499.

LAGONDA 16/80 saloon 1934, chauffeur maintained, excellent condition throughout, owner requires capital. £300. Seen Guildford. Telephone Runfold 258.

H. M. BENTLEY & PARTNERS

SACKVILLE HOUSE
40, PICCADILLY, W.1
REGENT 0640 - 1455

We are able to undertake overhauls, rebuilds, and coachwork on all types of cars.

WE CAN OFFER VERY EARLY DELIVERY OF NEW ALLARD TWO-SEATER AND FOUR-SEATER SPORTS CARS AND HAVE A NEW STREAMLINED SALOON ON THIS CHASSIS, FOR COMPLETION AT AN EXCEPTIONALLY EARLY DATE.

SERVICE DEPARTMENT : 22-23, GROSVENOR CRESCENT MEWS, HYDE PARK CORNER, S.W.1

SLOANE 3094

MOLYNEUX & WEST
LIMITED
(Formerly — HIGHER ROAD GARAGE LTD.)

THE
AUTOMOBILE ENGINEERS
of Urmston, Manchester

We will be able to accept further work towards the end of June 1948.

SUPERCHARGERS, SHOCK ABSORBERS
AND
GENERAL MACHINING

FOR SALE—*continued*

ROVER 16 Sports Foursome Coupé, taxed, good tyres, £200 overhaul, quality car. Price £175. Holborn 6124.

AUSTIN 7 supercharger, fittings, S.U. carb. £40. Standard big 12 Saloon. £165. 4 S.U.'s, manifold for "Brooklands" Riley 9. Holborn 6124.

INVICTA CHASSIS. Fitted 4½-litre Meadows engine. Chassis has been cleaned and undercoated. Wheels sandblasted, zinc-sprayed and stove-enamelled silver. Hub caps refinished and plated. Bonnet, scuttle and 35-gallon rear tank fitted. Engine requires checking due to standing. £125. Competition Cars Ltd., Nayland, Nr. Colchester. Nayland 334.

1935 BRITISH SALMSON 12-h.p. tourer, perfect mechanical condition. Nearest £400. Davis, "Prince Albert," Earlswood, Surrey. Redhill 331.

1938 M.G. 1½-LITRE open tourer. Excellent condition, new mohair hood, hood envelope and all-over Zipp tonneau cover. Engine runs 70 lbs. pressure hot. Good tyres. Wireless. £485. Please write, L. E., 79, St. Andrews Road, Ilford, Essex or 'Phone VALentine 6260.

PIPPBROOK GARAGES LTD., London Road, Dorking. Distributors of Delahaye cars for Surrey, Kent, Sussex. New model on show week-end July 9th to July 12th. We have a large stock of Delahaye spares in store.

4½-LITRE LAGONDA. Open sports. 3,000 miles since reconditioning at a cost of £300. £575 for quick sale. Apply Bengry, "Desalvi" Surbiton Court, Surbiton, Surrey. Telephone Elmbridge 2050.

£180 1930 M.G. M-TYPE ENV gearbox, 15-gallon tank, outside exhaust, very smart, P80 head lamps. Also £500 1934 4½-litre Lagonda Sports Saloon. Immaculate condition. Complete overhaul 8,000 miles ago. New tyres. Capt. Crosfield, Cavalry Barracks, Windsor.

P. A. GARAGES LTD.
(POWER'S AUTOMOBILE GARAGES)

VINTAGE AND MODERN SPORTS SPECIALISTS

Agents for A. J. S. and CORGI

YACHTS for CHARTER

NOTE OUR NEW ADDRESS

P. A. GARAGES LTD.
WINKTON GARAGE,
WINKTON,
CHRISTCHURCH, HANTS.
Christchurch 1404

FOR SALE—*continued*

MORGAN 4/4 1947. Sports 2-seater. Special Works cream finish, black leather upholstery. Mileage 2,200. As new £850. No offers. Wood, 14, Wellington Road, Bridlington.

FRAZER-NASH (B.M.W.) 1939. First registered Nov. 1940. Coupé. £850. One owner. Rating 15.71. Can be seen at "The Mill," Stanstead Abbotts, Herts. (Mr. J. F. Burt).

£90 ESSEX SUPER SIX 18-h.p. open sports model. Excellent condition. Basic untouched. 48, Gerard Road, Barnes, S.W.13. RIV. 2602.

3-LITRE BENTLEY (1928) Tickford limousine. Engine and chassis in excellent original condition. Body and fittings also splendid. History accurate as follows: One owner for 18 years, chauffeur driven. Present owner for 18 months. Total mileage only 40,200 miles. 12 tyres available, being 8 low pressure and 4 high pressure. Of the 8 low pressure, 2 are new and unused, 4 have perfect tread and sound walls, and 2 have 5,000 miles' life left. £400 or near offer. Apply: Lt.-Col. D. B. Lang, The White House, Church Crookham, Hants. Tel. Fleet 17.

WOLSELEY "SPECIAL SPORTS" 1932, in very good condition, attractive 2-seater body, hood and screens. Single carburetter fitted but twin manifolds available, several spares, best offer. Set cycle-type wings. £4. 64, Highfield Avenue, Kingsbury, N.W.9.

ALVIS
CARS FOR SALE

£1,555—Late 4.3 Charlesworth saloon, overhauled.
£675—1934 "Speed Twenty" D.H. coupe. Completely rebuilt.
£675—1935 "Speed Twenty" V.D.P. saloon. Beautiful condition; famous car. History available.
£395—1934 17-h.p. drop-head foursome coupe. All-synchro gearbox, exceptional appearance and performance.
£365—"Firefly" 12-h.p. Very special 2-4-seater (like Triumph 1,800); manual box. Good tyres, hood, screens, etc.
£365—"Firefly" 12-h.p. V.D.P. type cutaway 4-seater. Complete overhaul, as new tyres. Good hood and side-screens.
£325—1935 14-h.p. "Firebird" four-door saloon; all-synchro box, *nice chassis. Good tyres. Another* ditto, rough body. £275.
£285—"Firefly" 12-h.p. open 4-seater tourer, fine condition, roomy body. Good all-weather equipment.
£245—"12/50" 1932 four-door sports saloon ("12/60" body). Complete overhaul, brakes relined, new battery, good tyres, resprayed.
£145—"12/50" wide 2-seater. Sound. Good hood.
Spares for "12/50," "12/60" "Firefly," "Firebird," "S.E." and "Speed Twenty."

ALTON GARAGE
(THE ALVIS SPECIALISTS)
UPBROOK MEWS, CRAVEN ROAD.
Paddington 0385 (2 *mins. Paddington Station*).

12/50 ALVIS saloon 4-door, metal body. Good all round condition. Absolutely reliable. Uses no oil. Taxed. No reasonable offer refused. Whittet, 12, Riverside Drive, Staines, Middx.

LAGONDA 1932, 2-litre (12-h.p.) black sports saloon. Recent overhaul and rebore. Completely rewired. New battery. Best offer. Box No. 559, MOTOR SPORT, 15, City Road, E.C.1.

1936 "PB" 2-seater. Magnificent condition. £90 overhaul, terrific performance. £345. 31, Radstock Avenue, Kenton, Middx.

WOLSELEY HORNET E.W. Special Coupé. Recently rebored and all new bearings in engine, recellulosed, brakes and clutch relined, new coupé covering (bills available). Very fast and excellent acceleration. Taxed. £175. Box No. 549, MOTOR SPORT, 15, City Road, E.C.1.

M.G. "K.N." MAGNETTE Pillarless Saloon. 2,000 miles since engine overhauled, recellulosed, new batteries and dynamo, brakes and clutch relined. This car has only run 35,000 miles, is comfortable and has clean modern lines plus the usual M.G. performance. £325, seen London. Box No. 550, MOTOR SPORT, 15, City Road, E.C.1.

ALVIS 1931 large 2-seater, just overhauled. Best offer over £220. 7, Sunnyfield, Mill Hill. MIL 1548.

LAGONDA 1933 16/80 *"Speed Tourer."* Five new tyres. Reconditioned engine, wind tone horns, new batteries. Wizard condition. £375. Stanley, 28, Weston-Garden Estate Weston-Favell, Northampton. Moulton 3288.

DOWNTON ENGINEERING WORKS LTD.
VINTAGE AND SPORTS SPECIALISTS

"Rapier" Spares from crankshafts to king-pins. Pistons, valves, gaskets, bearings, etc., etc.
Exchange components service.
"30/98" new water transfer manifolds.
19-in., 21-in. and some B.E. size tyres, new and secondhand.
Bosch 4-cylinder and **Scintilla** 6-cylinder magnetos.
Riley Nine twin S.U. carburetters.

DELAGE D.M. SALOON
SUNBEAM 3-litre TOURER
LAGONDA 3-litre TOURER

DOWNTON, SALISBURY, WILTS.
Telephone: DOWNTON 51

FOR SALE—*continued*

JOHN BLAND offers 1931 Austin 7 chassis complete in every way, 5 very good tyres. £45. Four 550 by 18 new retread tyres £4 each. S.E.V. Dynamotor ex vintage Renault. £4. Many engine spares for 1933 Austin 7 engines, cheap. 1927 Lagonda 2-litre Saloon. Very good tyres, brakes relined. A very sound vintage motor car. £110. Bland, 27, Southfields Road, Wandsworth, S.W.18. PUTney 1612.

BUGATTI, TYPE 43, fitted specially tuned 44 engine, pre-selector gearbox, fully streamlined body enclosing wheels seating 3 abreast. Enclosed 12 in. Marechal headlamps, spot and fog, concealed hood, fold-flat screens, very docile and economical. A *most outstanding car creating intense interest.* £625. Taxed and with full coupons. Derrington, 159 and 200, London Road, Kingston.. 5621/2.

1930 4½-LITRE BLACK LABEL BENTLEY, Le Mans 2-seater body. 3,000 miles since extensive engine overhaul. New rev.-counter, stoneguards. 30-gallon slab tank. British racing green. Genuine 100 m.p.h. Bargain at £525. Demonstration to genuine applicants. P. Marriott, Hinton-on-the-Green, nr. Evesham, Worcs. Phone, Evesham 421.

1930 10 H.P. SPORTS TOURER BIANCHI. Enthusiast's car, outside exhaust. A vintage car in excellent condition throughout, insured. £160 or nearest offer. Streatham 3129.

TYRES. Two 21 in. wire wheels, two maker's remoulds 21 by 4.75, one new retread 21 by 4.75, two tubes £15. Box No. 551, MOTOR SPORT, 15, City Road, E.C.1.

3-LITRE SUNBEAM, push-rod model, fitted with new 4-seater tourer body 1947, new screen and hood, engine sleeved back to standard bore and fitted with new valves, pistons etc. A very good looking car in excellent condition. £200. Moss, Furness End Garage, near Coleshill.

OVERHAULS
REBUILDS
MODIFICATIONS
TUNING
SPECIALISED MACHINING
PRECISION BALANCING
ETC.

Also keen interest and friendly advice at

AUTOMENDERS
LOWTHER GARAGE, FERRY RD.
BARNES, - LONDON, S.W.13
Telephone: RIVerside 6496

PERSONAL ATTENTION ! !

Inspect our constantly changing stock

BEVERLEY MOTORS LTD.
Alric House,
Alric Avenue,
New Malden - - Surrey

Telephone : MALDEN 4403

(N. H. MANN, *Managing Director)*

FOR SALE—*continued*

LAGONDA 16/80 Sports Saloon. First registered June, 1933, laid up 1939 to 1945, good condition engine, spares. Nearest £425. Shaw, Torrisholme, Morecambe, Lancs. Phone : Morecambe 210.

1931 TALBOT "95" drop-head coupé, hand-change. Running. Requires overhaul. £150. Exchange saloon, cash adjustment. Also wanted Wolseley "Nine" engine. 3, East Street, Worcester.

1940 PEUGEOT 2-litre Airline Sports Saloon, Type 402. 17 h.p. L.h.d. Attractive fast car, seating six. Newly cellulosed red. £395. Peter, " Glebe-lands," St. Michaels, Liverpool, 17.

1934 RAILTON Saloon 29 h.p. £255. 1939 Bianchi Sportsmans Saloon 10.5 h.p. £195. 1925 Amilcar Surbaisse conversion Ford 8-h.p. engine. £165. 1932 Austin 7 Sprint special. £90. 1931 M.G. front axle complete. Rear axle. Four wheels. 1932 Lagonda 20 h.p. crankshaft, rockers, front cover, dynamo, etc. 21 in. wheels also 19 in. wheels. 23/60 Vauxhall front axle complete with brake drums, steering. 1937 Opel 2½-litre crown wheel and pinion. Two new Lucas 4-cyl. vertical mags. Graham supercharger with carburetter. Wadsworth and Silvester Ltd., Duncombe Street Garage, Bletchley. Tel. 129.

M.G. N-TYPE Magnette saloon. Complete engine overhaul. £285. Bentley hub-drawer 30s. F/L Goodacre, Married Qtrs., R.A.F., Bassingbourn, Royston, Herts. Royston 2271, ext. 89.

RILEY 1935 1½-litre kestrel saloon. P.S. gearbox, body rough, taxed and in daily use. £125. Beaumont, 41, Cleveland Road, Marsh, Huddersfield. Phone : Huddersfield 135.

SIDDELEY SPECIAL, 1935, 30 h.p. 45,000 miles, open tourer, Vanden Plas body, full equipment, five excellent tyres and two new spares, exceptional condition, engine just overhauled. £350 or near offer. Write, Spencer, " Merlwood." Deane, Bolton.

FOUR 19 IN. R.W. WHEELS, C.P. Headlamps, " Trippe " " Speedlight," 16, 17, 18-in. tyres, carburetters, instruments, steering gear, screens, etc. (clearing garage). Page, " Pencil Rough." Leigh, Tonbridge. Hildenborough 3210.

FOR SALE—*continued*

TYPE 40 BUGATTI. A few spares. Supercharger ex Alvis 4-cylinder f.w.d. Roots type £20. Sunny-dale, 84, Victoria Road, Sutton Coldfield. Phone : Sutton Coldfield 2527.

IRISH T.T. WINNER 1928 Ex works Lea Francis, Cozette blown. Chassis and engine completely rebuilt. New 2-seater aluminium body fitted, 5 new tyres, new battery, spot lamp, 40-gallon tank. £350 or exchange other car with cash adjustment. Spares include roller bearing Meadows engine, gearbox, back axle, sprint tank and numerous other items. *Martin, 24, Red Hill Drive, Stourbridge,* Worcs.

PAIR LUCAS 10 in. headlamps, German helmet type, off early Bentley. Wanted open 4-seater body for Riley 9, 1929–32. S/Ldr. Jeffery, R.A.F., Leeming, Yorks.

MORGAN SUPER SPORTS, 3-wheeler 1931. Twin J.A.P., very good condition, T. and I. £90. 204, Wellington Road North, Stockport.

JOHNS MOTORS
SPORTS CAR SPECIALISTS
Overhauls, Tuning, Etc.
Sports and Racing Cars
159, MILTON ROAD, COPNOR, PORTSMOUTH, HANTS.

CROSSLEY " Silver " 15.7 h.p. de luxe Saloon 1931. Overhauled September '47 incl. clutch relined. 24 m.p.g. Oil negligible. Tyres and body good. Only needs re-spray to restore a fine car. Hand book. Crossleys have spares. £200. Parker, Denmark House, Royston.

LAGONDA 2-LITRE 1928 Speed Model. Recently overhauled, receipts available. Tourer 3-seater. Good tyres. £170. Write Rhodes, Cottage, Brinkley, Newmarket.

GRAND PRIX BUGATTIS
Several excellent machines always in stock
Full Racing Service Available
F. O. CLEVELAND-HARMER
Bugatti Specialist
83 OLD OAK ROAD, ACTON, W.3
Shepherds Bush 5022 (after 7 p.m.)

" AVON SPECIAL " Saloon 16 h.p. £5 tax. Re-sprayed. Reconditioned. Offers. Austin 7 saloon. Super condition. Taxed, resprayed, full coupons. £140 Harding, 2, Horsfield Road, Lewes, Sussex.

"J2" M.G. for sale. In roadworthy condition. £235. Heath, 59, Eastbury Road, Oxhey.

SET OF VANDEN PLAS WINGS, running boards and stays for 3-litre Bentley. Excellent condition. Mayes Motors (Leicester) Ltd., 21–23, Welford Road, Leicester.

B.M.W. car body, 1936 (complete). Foursome, folding hood, screen, metal chrome screens, racing cowls, stoneguard, lamps. £25. Smith, 76, Crom-well Road, Lynworth, Cheltenham, Glos.

MERCURY offer for sale on behalf of client, a 1934 O.M. 2.2-litre Zagato 2-seater, in immaculate condition throughout. Finished in Alfa red with polished aluminium waist-line, fold-flat screen, Bosch lamps, perfect tyres, twin spares. This is the supercharged chassis, at present in unblown form, with twin carbs. They would sell at around £375, or would be interested in taking a good 4-seater saloon or tourer in exchange. Also " 18/80 " M.G. 4-door saloon, good tyres all round, really reliable car. £125. Mercury Motors, 383, Northolt Road, South Harrow. Byron 2057.

INDESTRUCTO
SAFETY GLASS
Supplied and fitted to any vehicle
WHILE YOU WAIT

TRADE SUPPLIED

DEPOTS
LONDON :
NORTH WEST : 490/2, Neasden Lane, N.W.10. *Telephone :* Colindale 6371.
NORTH EAST : Rear of Embassy Garage, Eaton Road, Southbury Road, Enfield.
SOUTH EAST : 40a, Culmore Road, Asylum Road, Peckham, S.E.15.
Telephone : New Cross 3856.
SOMERSET :
Guildford Place, High Street, Taunton.
Telephone : Taunton 2993

D. W. PRICE & SON

FOR SALE—*continued*

GENUINE VINTAGE CAR. 1923 Rover. Good condition. Needs one tyre. £45 or offer. J. Amos, 8, Castle Banks, Lewes, Sussex.

£150—1935 12 h.p. L-type M.G. 16 ft. half-decked sailing dinghy, fixed keel, new jib, complete. £40. exchanges or offer, must definitely go. Brand new 1921 " Alsace Four" original unregistered chassis *mit* front wings, going like a bomb, offers wanted. Garage space to let, one or two cars. S.A.E. to P.C., 11, Princes Gate Mews, S.W.7. Callers to 38 (garage).

WOLSELEY "HORNET SPECIAL" 1934 12-h.p. E.W. 4-seater tourer. Excellent condition. Re-cellulosed light green and grey. Smart, fast. £200. Wright, 75, Wensleydale Road, Hampton, Middx.

JAMES BOOTHBY MOTORS LTD. : The following cars have been placed in our hands for sale, by customers : 1926 3-litre Invicta. Fair mechanical condition, fitted with excellent short-tailed 2-seater, in the classic style. An admirable vintage possession. 1938 " TA" M.G. 2-seater. Totally rebuilt for owner by ourselves, including rebore, reground crank, and all mechanical replacements throughout engine and chassis. Body resprayed red and new hood, side-screens and all-over tonneau cover. 1936 " PB " Midget, often considered the best product to leave Abingdon. Engine maintained by ourselves and in very good condition. New hood, side-screens and tonneau cover. General state of car excellent throughout and has a very impressive performance indeed. These cars may be inspected by appointment and sensible offers will be referred to their owners. Mary Farm Works, Lowfield Heath, near Crawley, Sussex. Tel. Crawley 600.

30/98 VAUXHALL O.E. 2/3-seater, good running order, tyres good, coupons. £299. 373, Norwood Road, S.E.27. TULse Hill 3451.

ALVIS 12/50, 1929. Super condition, complete overhaul, just finished at the cost of £200. Engine resleeved, etc., all metals replated in chrome, re-painted and varnished in green and grey, new hood. 5 brand new tyres. A thoroughly reliable motor car. £325. No dealers. 'Phone Wallington 1511 for appointment or to view, or write, Armitage, Greyhound Hotel, Carshalton, Surrey.

TOULMIN MOTORS

MOTOR ENGINEERS ● SPORTS CAR SPECIALISTS
:: Racing and Sports Car Super-Tuning Specialists ::
Machining Re-boring Welding
Complete Overhauls and Repairs
Part Exchanges Arranged *Hire Purchase Terms Arranged*

M.G. Spares for TA, PB, PA, J2, M, also for Mag-nette and Magna. These include : Crankshafts, with rods and mains, cylinder blocks, surface-ground, sleeved, with pistons. Either exchange service or outright sale. Also cylinder heads, with or without overhead gear. Shock absorbers, all types. Back axles, half-shafts, wheels, tyres; also M.G.-type new batteries, starter motors and dynamos, all models. For all M.G. Spares please try us. New tyres and re-tread tyres in stock ; also gaskets for all models.

Re-built engines as new. Selection from stock ; Either part exchange or outright sale.
" PB " engine complete with clutch assembly, dynamo, starter, carbs, distr., etc. less exhaust manifold.
" TA " engine complete with dynamo, starter, carb., distr., and overhauled gearbox.
" M " engine complete with clutch assembly, starter, dynamo and carbs., distr., etc.
" J2 " engine complete with clutch assembly, starter, dynamo, and carbs., distr., etc.
Enquiries for other engines welcomed.

21 ST. JOHN'S ROAD RICHMOND SURREY
Phone - - RIC 3888 also MOL 3442

MG *Specialists*

B. & G. MOTORS,

SPORTS CAR SPECIALISTS

£295—Aston-Martin 1½-litre Le Mans type 2-seater. Outside exhausts, stone-guards, etc. Bills for work done available.

£235—Aston-Martin 1½-litre International sports 2-seater short chassis model. Good hood and screens. Slab tank, etc.

£265—Riley 1,087 c.c. Brooklands model low-chassis 2-seater. Lovely condition. Price reduced from £295. Bargain.

£265—Triumph 10-h.p. Monte Carlo Speed-model 4-seater. Taxed. Immaculate condition. Any examination welcomed.

£135—M.G. 8-h.p. open sports 2-seater. Cream and chromium. Good hood and screens. Very sound and well-kept car.

£110—M.G. 8-h.p. open sports 2-seater. Black. Engine rebored and crank reground last September (bills available). Bargain.

B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578

FOR SALE—*continued*

MERCEDES-BENZ, TYPE S.S. 38/250 supercharged 2-seater road-racing car. In sound condition, small mileage. £600. Particulars. Box No. 552, MOTOR SPORT, 15, City Road, E.C.1.

F.I.A.T. 500, 1937, 37,000 on clock, 3 new tyres, brakes relined, recellulosed, bumpers etc., rechromed, new carpets, whole car in splendid condition, very lively and does 50 m.p.g. £275. Campbell, Kildwick Hall, Cross Hills, near Keighley, Yorks.

ISOTTA FRASCHINI, 1926 Type 8A straight eight 2-seater. Recently rebuilt. Aluminium body and wings, recellulosed black. Good condition throughout, full details on request. Rolls-Royce Merlin 225 supercharged 12-cyl. aero engine, complete less plugs, any offers? Details from S. R. Waine, 223, Church Road, Sheldon, Birmingham, 26.

30/98 SPARES. F.W.B. type. Front axle complete less wheel nuts with all compensator gear and cross tube, to convert early models. £10. Four Hepolite pistons complete, .015 oversize, £5. Two 5.25 by 21, unused Tyresole retreads, £10. 12v. Lucas dynamotor starter, £3. Wellington, Burr Wood, Wrecclesham. Farnham 6461.

"ALICE" a fine specimen of a 1922 vintage Vauxhall "Velox" 14-h.p. sports tourer. Genuine mileage 21,000 (history known) just completely overhauled and perfect throughout. Original paintwork almost unmarked. 60 m.p.h. with ease, 25 m.p.g., new tyres. £135. J. Franklin, White Cottage, Stevenage, Herts. 'Phone Stevenage 292.

M.G. MAGNA F-TYPE. Registered '34. Good condition. New hood, side-screens. Reasonable tyres, spare brand new. New brake cables throughout. Rebuilt dash, rad. thermometer etc., individual switching. All main parts for spare engine. £225. Seen Wilts. Box No. 554, MOTOR SPORT, 15, City Road, E.C.1.

Charles Follett Ltd

Sole World Concessionaires for

H·R·G

Accredited Retailers and Repairers for

ROLLS-ROYCE

and

BENTLEY

Sole Distributors for London, Home Counties, Bucks and Sussex for

LEA-FRANCIS

CHARLES FOLLETT LTD.

18 Berkeley St. W.1. Phone: Mayfair 6266

Service:

12 Wellesley Avenue, Hammersmith, W.6

Phone: Riverside 1413

FOR SALE—*continued*

HUMBER 16/50 tourer. Good order. £65. Barnes, 36a, Leigham Avenue, Streatham.

S.S. II saloon. August '34. Green, 12-h.p. £90 spent in last two months and in good condition. £275. Baker, Sand Lane, South Milford, Leeds. Phone South Milford 516.

"QUALITY ROADSTERS," 1935 Riley Imp, 2-seater, £555. 1933, M.G. Magna, open 4-seater, like new, £315. 1933, Wolseley Hornet Special, open 4-seater, perfect, £225. 1935 Singer 9 Special, open 4-seater, like new, £290. 1937 Morris 8, sports 2-seater, perfect, £285. Easy terms. Any exchanges, cars, motor-cycles. Inspection week-ends. G. A. Final, 15, Nashleigh Hill, Chesham, Bucks.

FEW DOZEN chrome-plated grab-rails, 7 in. 14s. 6d., 9 in. 15s. 6d., 11 in. 16s. 6d. Postage free. G. A. Final, 15, Nashleigh Hill, Chesham, Bucks.

SET 18 in. WHEELS, Riley, S.S., Set Triumph, 19 in. wheels Super 7. '32 Magna engine-gearbox less carbs., dynamo. Pair chrome Radyot lamps with stoneguards. Any offers? Wanted, M.G. and Singer wheels, 16, 17, 18, or 19 in. 15, Nashleigh Hill, Chesham, Bucks.

50,000 glossy motor car photographs, postcards to 20 by 16, plates, black and white, and coloured. English, foreign, saloons, sports, specials, racing, action, standing, races, rallies, meetings, assorted samples and price list, 5s. 6d. G. A. Final, 15, Nashleigh Hill, Chesham Bucks.

OUTSTANDING RILEY Monaco saloon, sleeved, overhauled, bills available, all tyres good, new king-pins and bushes, re-wired, twin S.U.s. Many spares and equipment. Proceeding Derby end July. Petrol unused. Chambers, Beach Road, Trevone, Cornwall.

1932 RILEY NINE tourer. Mechanically good throughout. Very good tyres but rather rough body. Petrol untouched. £100 or near. Brownlow, Payables Farm, Woodcote, Reading.

FOR SALE or exchange. One cylinder head complete with manifolds and 40-mm. Solex carburetter for big port 12/50 Alvis. Wanted, set of manifolds, complete with pair of HV3HC S.U. carburetters, for TK or TI, 12/50 Alvis, also small port cylinder head. Fairhurst, Ty'n-y-Coed, Shobdon, Leominster.

1932/3 3-LITRE, 21-H.P. LAGONDA saloon, immaculate condition, taxed, best offer around £450. Spurr, Caledonian Road, Saville Town, Dewsbury.

M.G. 1936 "KD" MAGNETTE 4-seater. Completely stripped, chassis painted, engine complete overhaul, new bearing and crank regrind, head planed etc. Gearbox and back axle perfect. New hood, tonneau cover, lamps, floor boards, instruments, seats. 5 new tyres and wheels. Whole car as new. Offers. Box No. 555, MOTOR SPORT, 15, City Road, E.C.1.

1938 MORGAN 4/4 open 4-seater. £150 overhaul including rebore recently. Very fast. £490. Atkin, 37, Woodstock Avenue, N.W.11.

LAGONDA enthusiast's sale. 3-litre 21-h.p. models. Near London. No callers. 1935 Special chassis pillarless saloon, showroom condition. Only four years' use. Tax £10. £450. 1933 model with Rapide saloon and fittings complete but requires some work to perfect. £185. 1933 engine, gearbox, axles and saloon body on 1931 chassis. Requires body repairs and finishing. £150. Also spares for 3-litre, tyres and tubes 19, 20, 21, and 895 B.E. R. S. Baker, c/o Chipstead Post Office, Chipstead, Surrey.

INVICTA SPECIAL. New chassis and suspension. I.F.S. 4-speed C.R. gearbox. 3.9 axle ratio. 100 m.p.h. 4½-litre radiator, new 2/4 seater Le Mans type ultra-low body. 17-in. wheels. 2.6-litre Invicta engine (which was fitted to a Violet Cordery car) with many mods and fitments. Some internal bodywork needed. Taxed at £10/year. Reluctantly sold by order of owner at £245. Alton Garage, Alton Road, Richmond. 0469.

500 C.C. RACING CARS. Constructors are advised to contact Alton Garage if in need of an exceptional power unit. Upbrook Mews, Craven Road, Paddington 0385.

WANTED

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

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

MERCEDES-BENZ "38/250." Any service and running information, catalogue, instruction book, photographs, etc. Loan or buy. Also engine spares. Box No. 510, MOTOR SPORT, 15, City Road, E.C.1.

RILEY NINE close-ratio crash-type gearbox. Gibbs, Slade's Garage, Penn, Bucks.

OVERHEAD VALVE conversion set for Ford 8-h.p. or 10-h.p. New or secondhand. State price, etc., to Box 531, MOTOR SPORT, 15, City Road, E.C.1.

ENTHUSIAST REQUIRES racing chassis or sports car which can be rebuilt for speed events. £200 available. Box No. 532, MOTOR SPORT, 15, City Road, E.C.1.

SINGER SPARES WANTED: Bonnet, hood and drop-arm wanted for Singer open sports, 1934, 9 h.p. Donald C. T. Evans, M.J.I., 25, Eastville Road, Bedford. Tel.: Bedford 5439.

T. P. BREEN

LIMITED

LANCIA "LAMBDA" TOURER, 8th Series, in original condition throughout. Exceptionally good engine and chassis. All-weather equipment. ... **£285**

LANCIA "LAMBDA" PISTONS

We have available for immediate delivery a few sets of Specialloid pistons in most oversizes for all models.

Order now to avoid disappointment.

We still have most spares for BENTLEYS, "LAMBDAS" AND DELAGE.

HIGH ROAD, WHETSTONE, LONDON, N.20

Telephone **HILLside 2393**

WANTED—*continued*

1929-1933 RILEY NINE cylinder block. 1928 cone-clutch type block for exchange or sale. Gay, 21, Butlin Road, Rugby.

BUGATTI "4.9" double-cam. Sir James Walker, Ringdale Manor, Faringdon, Berks.

MEADOWS "4 ED" high-lift camshaft and two-port cylinder head. Pre-selector or synchromesh gearbox, suitable to adapt for Lea-Francis "Hyper." D. Shepherd, 25, Sandfield Road, Oxford.

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

HANDBOOK for Lagonda "Rapier," 1934, 4-seater, urgently required. Good price paid. Sutton, Croft Road, Evesham, Worcs.

RACING TYRES 6.00 by 19, alternatively 5.50 or 5.25 by 19, reasonable price. Details Inveroak, West End Lane, Stoke Poges, Bucks.

MEADOWS 4 E. D. set steel con.-rods, dynamo C.A.V. type D.D. 118. D. Shepherd, 25, Sandfield Road, Oxford.

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

SPECIAL MAD enthusiast requires a tubular B.M.W. chassis, axles and steering box, can anyone assist in this seemingly impossible search, if so please write, P. F. Black, 47, Canons Drive, Edgware, Middx.

TWO K.O. 18 IN. WHEELS for '37 Riley Lynx tourer, also instruction book for same. Beaumont, 41, Cleveland Road, Marsh, Huddersfield. Phone: Huddersfield 135.

FOR ALVIS TJ 12/50. 5-stud 20 in. wheel, speedo and cable, dynamo. Awkward without. 24, Mymm's Drive, Brookman's Park, Herts.

Continued on page 229

MARTLET PISTONS

The acknowledged best for sports and racing engines

MARTLET PISTONS AND KE 965 HAND-FORGED VALVES TO PATTERN OR SKETCH.

BORING, SLEEVING, PORT POLISHING.

MACHINE SHOP FOR FULL ENGINEERING SERVICE TO SPORTS AND RACING ENGINES.

THE BROOKLANDS ENGINEERING CO., LTD.

Founded 1911

Brooklands Track - Weybridge

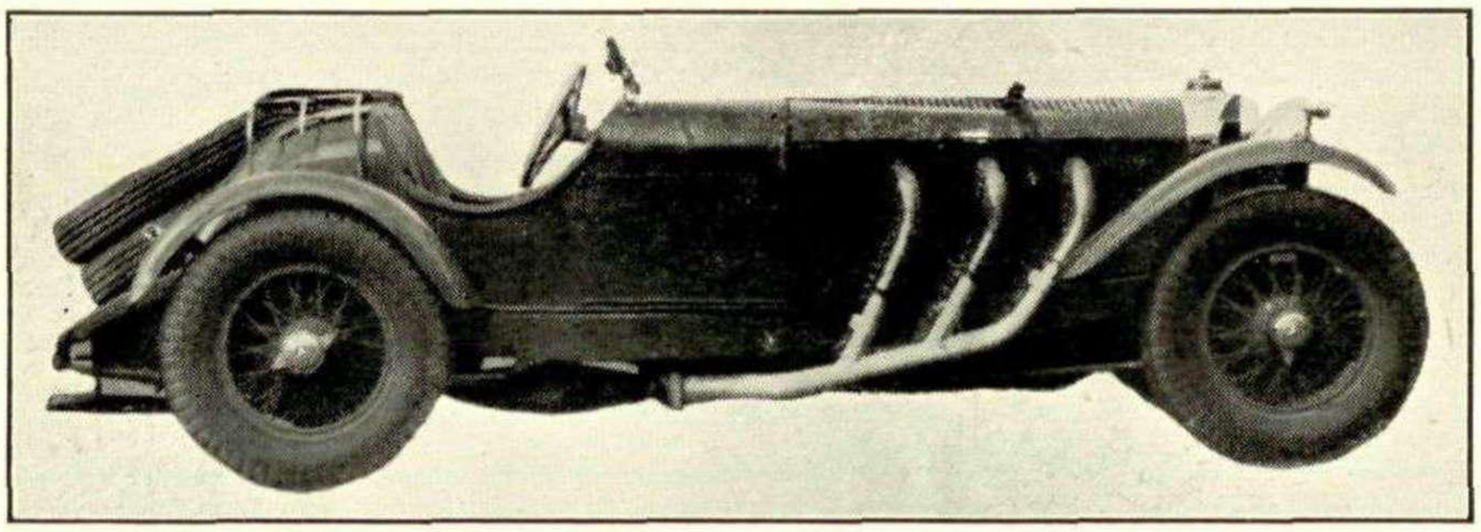
Phone: WEYBRIDGE 489

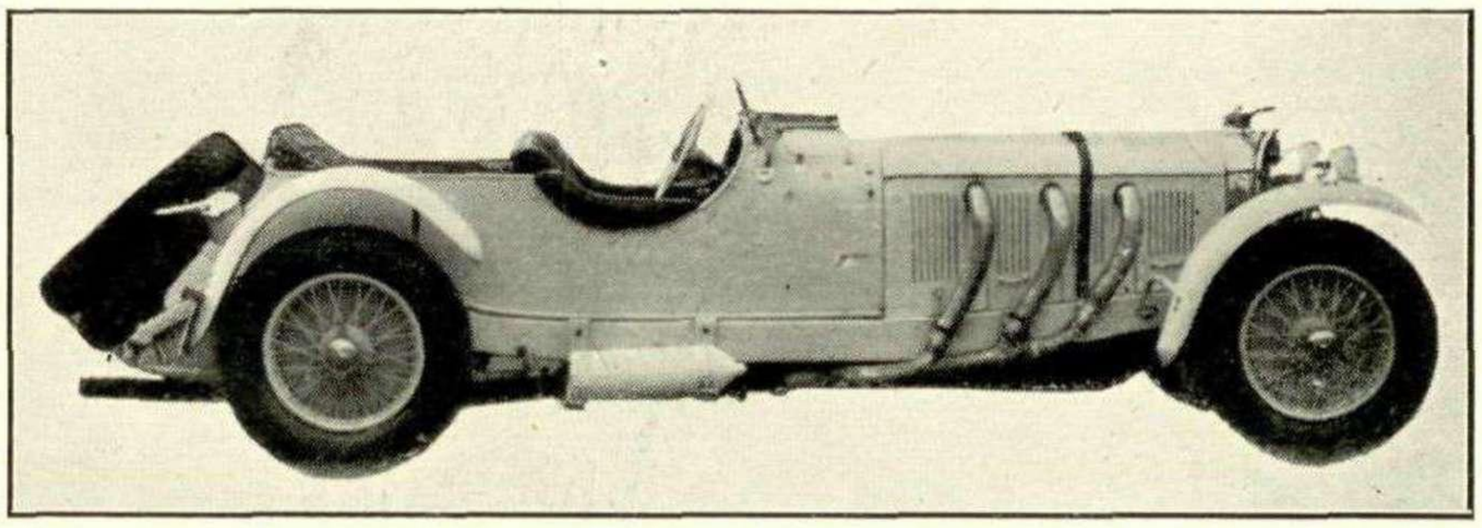
MOTORING WITH A MERCÉDÈS

Owing to his departure abroad ADRIAN CONAN DOYLE offers

FOR SALE his

1935 S.S.K. Mercédès-Benz, special high-lift racing camshaft, balanced supercharger. Max. 134 m.p.h. as raced England and Ireland many leading events. Perfect road car. 13 m.p.g.





Also, the famous "Elephant" blower Mercédès-Benz in which Carraciola won Ulster T.T. and later so successfully raced by Earl Howe.

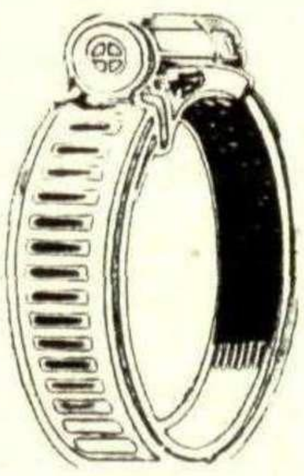
Both cars in superb condition. Full touring equipment.

£2,750 for the Two No Offers

Apply :

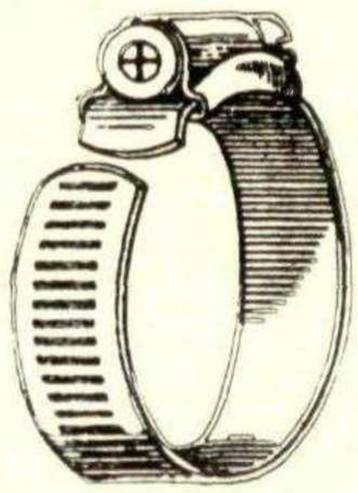
ADRIAN CONAN DOYLE
Bignell Wood,
Minstead, Hants

JUBILEE WORM-DRIVE CLIPS



THE BEST POSSIBLE TO GET

MAKE SURE YOU HAVE THEM FITTED ON YOUR RADIATOR JOINTS, LEATHER COVERS, ON UNIVERSAL JOINTS, AIR, OIL & WATER HOSE JOINTS.



ALL IN ONE PIECE.
EASY TO FIT.

NO PARTS TO LOSE.
GUARANTEED NEVER TO LEAK.

A KEEN MOTORIST WRITES : *"I cannot understand anyone using any other pattern, as yours are the last word in satisfaction and efficiency."*

STOCKED BY ALL GARAGES & ACCESSORY DEALERS

Manufacturers: L. ROBINSON & Co., 2 London Chambers, GILLINGHAM, KENT

400 M.P.H.!

EXCEEDED BY JOHN COBB
IN ACHIEVING
WORLD LAND SPEED RECORD

LUCAS

IGNITION

FASTEST ON LAND

JOSEPH LUCAS LTD . BIRMINGHAM 19

Published by The Teesdale Publishing Co., Ltd., 15-17, City Road, London, E.C.1., and printed by Tee & Whiten and J. Mead, Ltd., 21, City Road, London, E.C.1. Trade Agents: Horace Marshall & Son, Ltd., Temple House, Tallis Street, London, E.C.4. Agents for Australasia: Gordon & Gotch (Australasia), Ltd.