Vol. XXVI. No. 6 EIGHTEEN PENCE June, 1950

MOTOR SPORT

INCORPORATING

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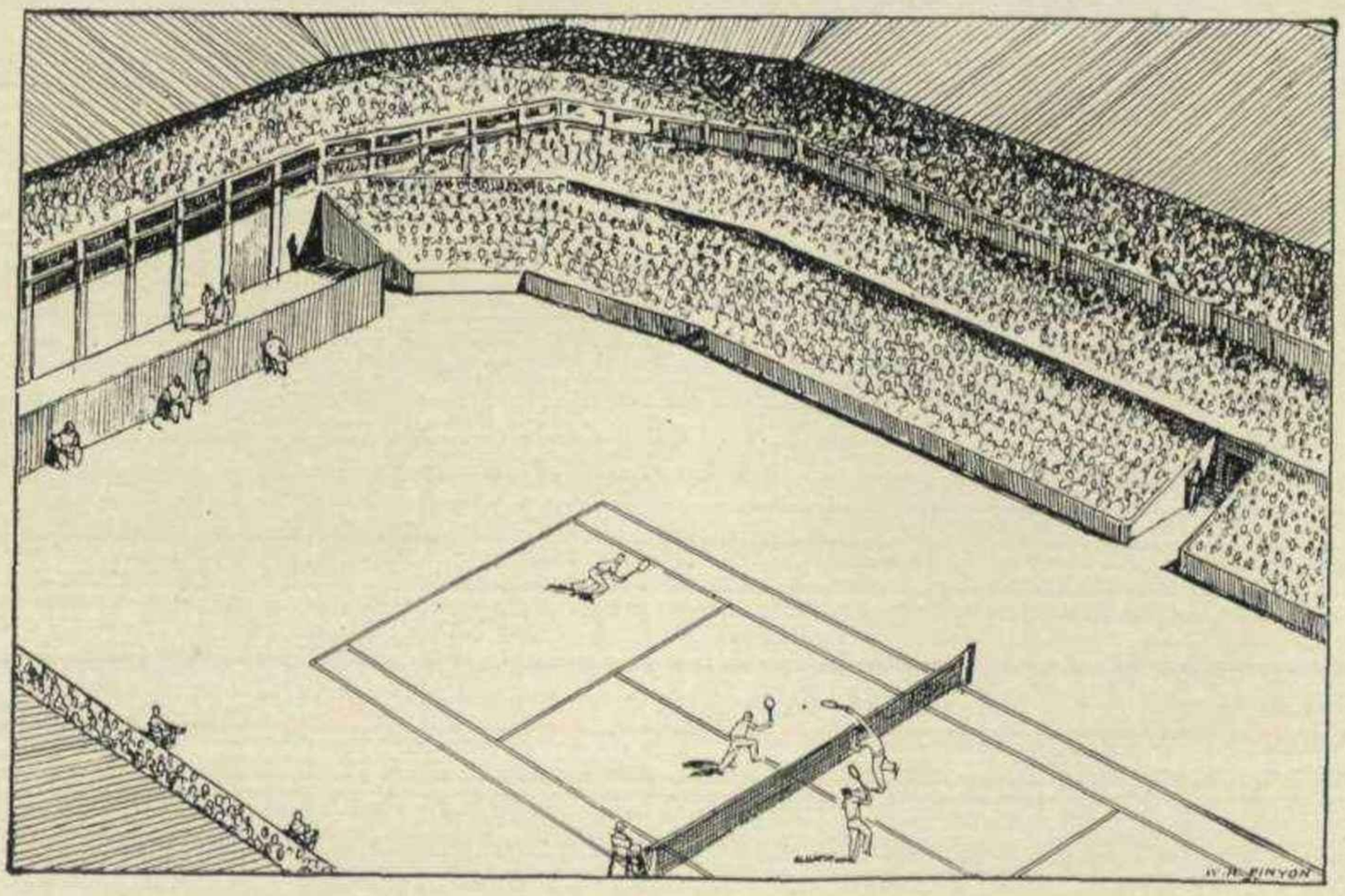
FERODO BRAKE LININGS

FERODO LIMITED, CHAPEL-EN-LE-FRITH
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Wimbledon · June 26th to July 8th

CLEVELAND PETROLS LATER

VOL. XXVI. No. 6 THE G.P. DE L'EUROPE JUNE, 1950

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

EDITORIAL AND ADVERTISEMENT OFFICES

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MATTERS OF MOMENT

THIS COUNTRY OF LITTLE CARS

It is not only the keen motorist who is infuriated and disheartened by the savage increase in the petrol tax. The cost of living for us all must rise in consequence of the increased cost of road transport. The first repercussion was the threat to withdraw London's taxis. Now, for some indefinable reason taxis are considered by those in power to be vital to the lifeblood of the Metropolis. We remember walking through Hyde Park during the worst period of the war, when petrol had been withheld from private motorists, and being astonished by the flocks of taxis that went by, quite outnumbering the flocks of sheep that were cropping the park's wide acres. So we were not surprised last month when the Government promptly agreed to put up taxi-fares by 3d. a journey. Bus fares will go up, too, and the cost of goods delivered by road, such as your laundry, will rise also. The public in general will suffer for this burden Sir Stafford Cripps has had to place on the motorist.

That the tax is a harsh one and ruthlessly applied cannot be denied.

Tobacco, beer, cinema seats remain static, but petrol costs 9d. more for every gallon. This can only have the effect of making Britain a country of little cars—and a country forced to motor in the most economical of small motor cars cannot appear anything else but "small" in the eyes of the world.

That Sir Stafford himself felt dubious of the reception his increased petrol tax would receive is obvious from his statement that with it he would "double the basic ration." THE BASIC PETROL WILL NOT BE DOUBLED.

When petrol was restored to ordinary users after the war it was rationed at 180 miles a month. The Government halved this ration, but, last year, and again this year, sanctioned the former ration during June, July and August—so that you could drive the handsome distance of 1.9 miles a day during the summer months. All Sir Stafford has guaranteed to do to offset his fantastic tax is to *restore the full basic ration for the last four months of* 1950. This at a time when opposition opinion tells us that petrol rationing could easily be abolished altogether, as it has been in so many other countries, Germany included. The motoring organisations should spare no steps to make this abundantly clear.

What do heavy taxation of the lowest grade petrol, purchase tax on new cars, restricted steel allocation to the motor industry, increased insurance rates, and the 25s. per h.p. road fund tax on all but the more recent cars, add up to? More passengers for British Railways—or so the Government hopes. Yet, while it is possible to do so all those who have enjoyed the freedom of personal transport in the past will strive to retain that freedom, even if reduced to cars in the Austin Seven and Morris Minor class or the motor-cycle, the Corgi or the auto-cycle. At least in your car the heater works when you want it to, the windows stay closed when shut, smuts do not soil your belongings, the interior is (or can be) properly clean, you travel sitting instead of strap-hanging, in company of your own choosing, and you are not insulted before the commencement of your journey by loudspeaker announcements telling you that "First-class seats are for holders of first-class tickets" —a truly remarkable statement from a nationalised undertaking during a Socialist régime! And, writing on April 26th, it seems apposite to remark, too, that coaches and cars are less inconvenienced by a fall of overnight snow than British Railways.

Those readers who cannot stretch even the 'generously increased" petrol ration to cover all their journeys should consider travel by coach. Your Editor does this whenever possible—"keeping his money off the rails"—and finds it more economical, civilised and comfortable than the train, and nearly as quick if a car is used between home and a suitable boarding point.

The hardest hit of all motorists by the new tax are the users of the more thirsty sports and high-performance cars. They pay dearly for their personal preference and pleasures. And, just as you are entitled to expect better service in your club than in a wayside café, more attention from the staff of the Dorchester than from a waitress in Lyons' Corner House, so is the motorist, most highly taxed member of the community, entitled to look for greater courtesy from the police. No longer must he be told to "move on, no parking here" unless such a request is politely accompanied by concise directions for reaching the nearest free car park; and in future he has every right to be annoyed if he is stopped when driving his vintage tourer for no better reason than a check to see if his screen is of safety-glass or whether his insurance is in order.

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To a man's woman

As a woman you're probably not impressed with such triumphs . . . winner of International trial and speed events. That's for the enthusiast. But you hope he won't buy a car that's built just for speed — you want comfort too.

Well, here's the Javelin. Different from what you'd imagined — much more roomy. Not super sports but family design.

Sit in the passenger's seat. Deep and plenty of room. Soft, lolling arm-rests. She's an intriguing car!

And in the back you can doze a journey away — so comfortable. Your eye flickers over the rich fittings . . . pleased . . . taking it all in.

And yet he said this was a high performance car. He talked about acceleration and speeds up to nearly 80 m.p.h. He mentioned the powerful brakes, the torsion bar suspension that cushioned the roughest road, and gripped the corners.

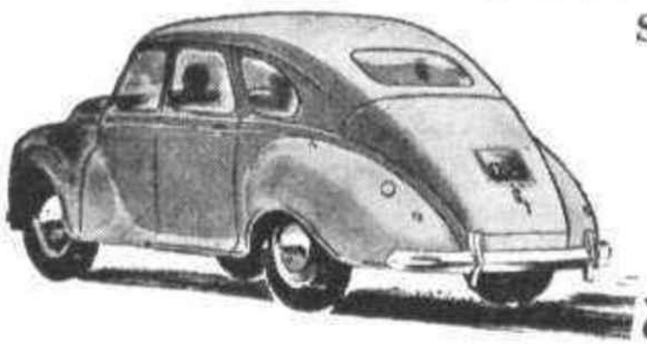
This car is both. His for speed — yours for comfort. Seating up to six — a new form of travel — owning the road she rides.

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



Top speed, electrically timed, 78 m.p.h. Acceleration 0–60 m.p.h. in 22.2 secs. ("*The Motor*" Road Test). Horizontally opposed flat-four 50 B.H.P. engine. Javelin saloon: £595, plus purchase tax £166.0.7. Javelin saloon de luxe: £695, plus purchase tax £193.16.1.

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JOWETT CARS LIMITED, Idle, Bradford and 48, Albemarle Street, Piccadilly, W.1

Reports of Recent Events

THE SECOND INTERNATIONAL TULIP RALLY

This event was as tough as the Monte Carlo Rally. Our own Ken Wharton won in a Ford Pilot, Ford cars winning three of the five classes:

GENERAL CLASSIFICATION.—1st: K. Wharton (Ford), 43.598 points; 2nd: K. S. Barendregt (Ford), 45.296 points; 3rd: J. K. Kuiper (Citroen), 46.068 points; 4th: H. A. H. Sijthoff (Healey), 46.943 points; 5th: L. P. Kabel (Citroen), 47.458 points, all starting from 's-Gravenhage; 12th: R. W. Horton (Citroen), 48.964 points, from London; 13th: L. Odell (Triumph), 49.2 points, from Glasgow; 14th: F. Crewe Jones (Ford), 49.685 points, from Brussels.

CLASS I (Over 1,500 c.c.).—1st: K. Wharton-J. Langelaan-J. Dorsett (Ford); 2nd: K. S. Barendregt-J. A. van Splunter (Ford); 3rd: J. K. Kuiper-K. Ton-A. G. L. Martin (Citroen); 11th: R. W. Horton-G. V. Jones (Citroen); 12th: L. Odell-J. U. Smith (Triumph).

CLASS II (1,100 c.c. to 1,500 c.c.).—1st: J. G. Reece (Ford), 's-Gravenhage; 2nd: W. F. Verhey van Wijk-Mevr. R. Verhey van Wijk, Boelstra, (Morgan), 's-Gravenhage; 3rd: J. Scaron-R. Pascal (Simca), Paris; 6th: P. B. Eastwood-R. A. E. Wilson (Jowett), 's-Gravenhage.

CLASS III (750 c.c. to 1,100 c.c.).—1st: J. Kreisel (Renault), Brussels; 2nd: F. M. A. Escauzier-W. R. Greeve-A. Lammerec (F.I.A.T.), 's-Gravenhage; 3rd: H. J. Voormolen-A. Koudys (F.I.A.T.), Brussels.

CLASS IV (under 750 c.c.).—1st: A. J. M. v.d. Lof-M. H. Odink (F.I.A.T.), 's-Gravenhage; 2nd: J. L. Loman-A. G. W. Kluck (F.I.A.T.), Brussels.

LADIES' CUP.—1st: Mrs. Joy Cooke-Mrs. Bache-Mrs. Watson, starting from 's-Gravenhage; 2nd: Mevr. Th. F. Goosens-Raeder-Mevr. H. A. H. Bsse Van Till-d'Aulnis de Bourouill-Jkvr M. Roell (Ford), from 's-Gravenhage; 3rd: Mevr. E. P. Wilton-Borla-Mevr. A. Flieringa-Leinweber (Austin), from 's-Gravenhage.

LANCASHIRE & CHESHIRE C.C. NINTH DERBYSHIRE SPORTING TRIAL

BEST PERFORMANCE.—T. C. Harrison (1,172-c.c. Harford), no marks lost. Special test time, 26.26 sec.

BEST IN OPPOSITE CLASS.—K. Rawlins (2,088-c.c. Vanguard Special), no marks lost, 26.2 sec.

BEST LANCASHIRE AND CHESHIRE MEMBER.—A. A. Butler (1,172-c.c. Clegg Special), four marks lost, 36.8 sec.

BEST MEMBER OF VISITING CLUB.—C. L. Bold (1,080-c.c. Bold Special), no marks lost, 26,19 sec.

BEST NOVICE.—B. J. Bodenham (1,172-c.c. Dellow) 26 marks lost.

TEAM PRIZE.—*Lancashire and Cheshire Car Club* (Bancroft, Butler, Begley).

FIRST-CLASS AWARDS.—G. P. Mosby (1,172-c.c. Ford Special), L. J. Oliver (1,172-c.c. Oliver Special), L. J. Onslow-Bartlett (1,172-c.c. Bartlett Special), H. F. Brayshaw (1,185-c.c. Brayshaw Special), M. B. Beardshaw (1,172-c.c. A.M.B.), F. A. Rhodes (1,911-c.c. B.M.W.), H. Clayton (1,172-c.c. Ford Special).

N. LONDON E.C.C. CONCOURS d'ELEGANCE (April 23rd)

OPEN CLASS.—1st: W. E. Herbert (Triumph Roadster, 1949); 2nd: L. R. Barker (Austin A90, 1950).

CLOSED CLASS.—1st: Miss Joan Fulton (Sunbeam-Talbot Ten, 1939); 2nd: F. G. Bampton (Ford Pilot, 1948).

PRIDE OF OWNERSHIP COMPETITION.—1st: S. J. Humphries (M-type M.G., 1932); 2nd: F. E. Owen (Standard Special, 1948); 3rd: J. R. Kynaston (Austin, 1940).

CEMIAN M.C. CHILTERN CUP TRIAL (April 23rd)

CHILTERN CUP.—J. Selley (P.S. Special).

SALOON CAR CLASS WINNER.—R. L. Sadler (Hillman Minx).

No other competitors retained 90 marks, consequently no other awards were won.

BRISTOL M.C. & L.C.C. GYMKHANA, (April 29th)

BLINDFOLD GARAGING.—1st: Kethero (M.G.). 2nd: Ford (Jowett).
MAIL TRAIN.—1st: A. V. T. Wiltshire (Triumph). 2nd: Miss M. Goodenough (Morris).
SALVAGE DRIVE.—1st: J. Best (Austin A40). 2nd: J. Y. T. Tomlinson (Lea-Francis).
BOMBING THE BUCKET.—1st: Hardwell (Austin A40). 2nd: P. Scott (H.R.G.).
PARTNERS' RELAY.—1st: Mardon (M.G.) and Hodgson (Talbot).

V.S.C.C. SILVERSTONE MEETING, (April 29th)

High-Speed Trial—see "Vintage Veerings."

HALF-MILE SPRINT, VINTAGE RACING CARS UP TO 1,100 C.C.—R. G. Worth (Amilcar Six), 29.2 sec.
HALF-MILE SPRINT, VINTAGE RACING CARS, 1,101-2,000 C.C.—C. W. A. Heyward (Norris-Special), 25.0 sec.
HALF-MILE SPRINT, VINTAGE RACING CARS, 2,001-3,000 C.C.—P. J. Stubberfield (Bugatti), 26.8 sec.
HALF-MILE SPRINT, VINTAGE RACING CARS OVER 3,000 C.C.—C. Clutton (V12 Delage), 26.0 sec.
THREE-LAP SCRATCH RACE, NON-VINTAGE SPORTS CARS:
1st: E. J. Newton (Frazer-Nash), 66.74 m.p.h.
2nd: Major Gale (Darracq).
3rd: R. C. Symondson (Bugatti).
THREE-LAP SCRATCH RACE, HISTORIC AND VINTAGE RACING CARS:
1st: J. Fairman (1932/4 Alfa-Romeo), 69.71 m.p.h.
2nd: J. Rowley (1927 Delage).
3rd: J. Little (1927 Bugatti).
FOUR-LAP FRAZER-NASH HANDICAP:
1st: F. A. Norris (1939 A.N. Special), 67.57 m.p.h.
2nd: D. Parker (1926 Frazer-Nash).
3rd: M. S. Geoghegan (1928 Frazer-Nash).
THREE-LAP SCRATCH RACE, VINTAGE SPORTS CARS:
1st: H. Kemp-Place (1928 "4½" Bentley), 65.10 m.p.h.
2nd: A. May (1924 "30/98" Vauxhall).
3rd: W. H. Arklay (1928 Frazer-Nash-A.C.).
FOUR-LAP HANDICAP, VINTAGE CARS:
1st: D. H. C. Hull (1930 1,750-c.c. Alfa-Romeo), 59.76 m.p.h.
2nd: T. B. Webb (1925 "30/98" Vauxhall).
3rd: R. Briggs (1925 Lancia).
FOUR-LAP MIXED HANDICAP:
1st: A. S. Heal (1924 G.P. Sunbeam), 69.51 m.p.h.
2nd: G. E. Lant (747-c.c. M.G.).
3rd: P. Waring (Alvis).
FOUR-LAP HANDICAP, NON-VINTAGE CARS:
1st: F. A. Norris (A.N. Special), 68.64 m.p.h.
2nd: G. A. Ruddock (H.R.G.).
3rd: D. H. C. Hull (H.R.G.).

KENTISH BORDER C.C. DRIVING TESTS (April 30th)

ACCELERATION AND BRAKING TEST
CLASS A (Open cars up to and including 12-h.p.).—M. Lawson (H.R.G.).
CLASS B (Closed cars up to and including 12-h.p.).—W. Durling (Austin).
CLASS C (Open cars over 12-h.p.).—A. Daw (Mercury).
CLASS D (Closed cars over 12-h.p.).—F. Hennessy (B.M.W.).

DRIVING TESTS
CLASS A (Open cars up to and including 12-h.p.).—M. Lawson (H.R.G.).
CLASS B (Closed cars up to and including 12-h.p.).—W. Durling (Austin).
CLASS C (Open cars over 12-h.p.).—A. Runnfitt (Allard).
CLASS D (Closed cars over 12-h.p.).—F. Hennessy (B.M.W.).

SHENSTONE & D.M.C. FIRST EVENING TRIAL (May 3rd)

CLASS WINNERS.—J. V. S. Brown (H.R.G.), K. Rawlings ("Buttercup") and J. L. Shaw (M.G.).
TEAM AWARD.—Messrs. Leigh, Harris and Finnemore (Frazer-Nash).

LEICESTERSHIRE C.C. STURGESS TROPHY TRIAL

STURGESS TROPHY AND REPLICA.—K. M. Law (Singer), 5 marks lost.
FIRST-CLASS AWARDS.—H. H. Mayes (Lea-Francis), 5 marks lost, and K. H. Root (Singer), 6 marks lost.
SECOND-CLASS AWARDS.—D. J. Herbert (Lancia), 6 marks lost, and J. G. Clay (Austin), 6 marks lost.

CHELTENHAM M.C. CLUBMAN'S TRIAL (May 6th)

CLASS A (OPEN CARS UP TO 1,500 C.C.).—*Best performance:* C. Brough (Dellow), 6 marks lost. *Runner-up:* A. Hallock (M.G.), 12 marks lost.
CLASS B (CLOSED CARS UP TO 1,500 C.C.).—*Best performance:* N. Ebdon (Hillman), 14 marks lost. *Runner-up:* J. Ebdon (Opel), 16 marks lost.
CLASS C (OPEN CARS OVER 1,500 C.C.).—*Best performance:* J. Readings (Regent Special), no marks lost. *Runner-up:* B. Brooks (Vauxhall), 25 marks lost.
CLASS D (CLOSED CARS OVER 1,500 C.C.).—*Best performance:* P. Dodwell (Vauxhall), 14 marks lost. *Runner-up:* A. Collison (Standard), 19 marks lost.

DARLINGTON & D.M.C. RACE MEETING

Croft Airport (May 6th)

1,300-C.C. FIVE-LAP SCRATCH RACE.—1st: A. M. Calder (Riley). 2nd: H. C. Mason (M.G.). 3rd: C. Gillespie (M.G.). Speed, 50.7 m.p.h.
1,500-C.C. FIVE-LAP SCRATCH RACE.—1st: H. Grimley (Javelin). 2nd: R. W. Phillips (Fairley). 3rd: J. S. Mitchell (H.R.G.). Speed, 57.04 m.p.h.
2,000-C.C. FIVE-LAP SCRATCH RACE.—1st: E. J. Newton (Frazer-Nash). 2nd: F/Lt. J. R. Stoop (B.M.W.). 3rd: N. H. Buckley (B.M.W.). Speed, 65.58 m.p.h.
UNLIMITED FIVE-LAP SCRATCH RACE.—1st: E. J. Newton (Frazer-Nash). 2nd: F/Lt. J. R. Stoop (B.M.W.). 3rd: H. T. Wilson (Jaguar). Speed, 66.08 m.p.h.
15-LAP HANDICAP RACE.—1st: H. T. Wilson (Jaguar). 2nd: H. Grimley (Javelin). 3rd: D. R. Heyworth (Healey).

NOTTINGHAM S.C.C. DRIVING TEST

BEST PERFORMANCE OF DAY.—Mrs. D. M. Andrews (Morris Eight saloon). *Opposite class:* E. H. Ashton (Ford Eight saloon).

WINNERS OF TESTS:
TEST 1.—Mrs. Andrews, as above.
TEST 2.—Dr. Harris (Frazer-Nash).
TEST 3.—S. Pollard (Morris Eight saloon).
TEST 4.—W. Scales (M.G.).
TEST 5.—W. Spowage (Singer Nine tourer).

MAIDSTONE & MID-KENT M.C. GRAVESEND SPEED TRIALS (May 7th)

	min.	sec.
Fastest time of the day: D. N. Brake (998-c.c. Cooper)	1	7.6
Fastest unsupercharged: G. H. Wicken (498-c.c. Cooper)	1	11.2
Fastest sports: G. D. Parker (2,662-c.c. Jaguette, s/c.) ...	1	13.2
Fastest unsupercharged sports: G. Tyrer (1,971-c.c. Frazer-Nash-B.M.W.)	1	13.4
Fastest M. & M.K.M.C. member: *Tie:* J. H. Craig (3,485-c.c. Jaguar) ... M. Hukins (2,293-c.c. Bugatti, s/c.)	1	15.0
UP TO 1,300 C.C. SPORTS: 1st: L. J. Woods (1,087-c.c. M.G.) ...	1	18.8
2nd: A. C. B. Chapman (1,172-c.c. Lotus)	1	20.6
UP TO 1,300 C.C. SUPERCHARGED SPORTS: 1st: J. D. Hanman (1,087-c.c. M.G., s/c.)	1	18.0
2nd: F. A. Spiller (1,250-c.c. M.G., s/c.)	1	19.2
UP TO 1,500 C.C. SPORTS: 1st: J. C. C. Mayers (1,467-c.c. Lester-M.G.)	1	14.4
2nd: G. A. Ruddock (1,497-c.c. H.R.G.)	1	16.2
UP TO 1,500 C.C. SUPERCHARGED SPORTS: 1st: B. A. Henry (1,490-c.c. Alfa-Romeo, s/c.)	1	21.8
UP TO 2,750 C.C. SPORTS: 1st: G. Tyrer (1,971-c.c. F.N.-B.M.W.)	1	13.4
2nd: B. A. Chevell (2,600-c.c. Alvis) ...	1	16.6
UNLIMITED SPORTS: 1st: J. H. Craig (3,486-c.c. Jaguar) ...	1	15.2
2nd: G. M. Crozier (7,982-c.c. Bentley)	1	17.2
3rd: G. E. Matthews (3,486-c.c. Jaguar)	1	18.0
UNLIMITED SUPERCHARGED SPORTS: 1st: G. D. Parker (2,662-c.c. Jaguette, s/c.)	1	13.2
RACING CARS UP TO 500 C.C.: 1st: G. H. Wicken (498-c.c. Cooper) ...	1	11.2
2nd: D. Parker (498-c.c. Parker) ...	1	12.0
RACING CARS UP TO 1,100 C.C.: 1st: D. N. Brake (998-c.c. Cooper) ...	1	7.6
2nd: H. Richards (1,087-c.c. Riley) ...	1	17.0

RACING CARS UP TO 1,500 C.C.:
1st: R. C. C. Palmer (1,498-c.c. Frazer-Nash) 1 24.4
RACING CARS UP TO 2,000 C.C.:
1st: G. Tyrer (1,971-c.c. F.N.-B.M.W.) 1 14.2
RACING CARS, UNLIMITED:
1st: G. D. Parker (2,662-c.c. Jaguette, s/c.) 1 13.4
2nd: *Tie:* M. Hukins (3,485-c.c. Jaguar) / J. H. Craig (2,293-c.c. Bugatti, s/c.) 1 15.0
SALOONS UP TO 1½ LITRE:
1st: G. F. Hayward (1,497-c.c. Riley) 1 28.0
2nd: G. H. Wicken (1,200-c.c. Sunbeam-Talbot) 1 38.2
SALOONS OVER 1½ LITRE:
1st: B. A. Henry (2,622-c.c. Alfa-Romeo, s/c.) 1 21.4
2nd: L. F. G. Notley (3,622-c.c. Allard) 1 22.4

A.C. OWNERS' CLUB GYMKHANA
(May 14th)

The Concours, which was judged by Mr. R. G. Henderson, Sales Manager at the Works, was divided into two classes, for pre- and post-war cars. Class I was won by G. W. Sudlow (1937 Competition two-seater); 2nd: R. N. H. Marks (1926 *Anzani* two-seater). Class II: 1st: L. N. Drew (1948 saloon); 2nd: E. W. Palmer (1948 saloon). Sudlow's car finished highest in the general classification. The Gymkhana, which followed the Concours, involved acceleration, braking, reversing and manoeuvring tests, and some energetic passenger-work. Provisional results: 1st: F. Fletcher, driving a Buckland-bodied sports tourer; 2nd: G. W. Sudlow (car as above); 3rd: the Buckland tourer, driven by E. J. Bailey, its designer.

BEECHWOOD SPEED TRIAL
(May 14th)

THE FASTEST TEN:
F. A. Norris (3,570-c.c. A.N. Special) ... 15.85 sec.
C. W. A. Heyward (1,482-c.c. Norris Special, s/c.) ... ... 16.20 ,,
G. Warburton (3,917-c.c. Allard) ... 16.24 ,,
R. O. Ayrton (2,362-c.c. Bugatti, s/c.) ... 16.80 ,,
J. D. Farley (996-c.c. Farley Special, s/c.) 16.92 ,,
C. Tipper (498-c.c. Monaco) ... ... 17.07 ,,
R. Way (1,971-c.c. B.M.W.) ... ... 17.47 ,,
E. Roberts (500-c.c. Cooper) ... ... 18.25 ,,
C. D. Headland (497-c.c. Cooper) ... 18.54 ,,
J. Haesendonck (939-c.c. M.G., s/c.) ... 18.56 ,,

AWARDS:
RACING CARS UP TO 500 C.C.:
1st: C. Tipper (498-c.c. Monaco) ... 17.07 sec.
2nd: E. Roberts (500-c.c. Cooper) ... 18.25 ,,
RACING CARS UP TO 750 C.C.:
1st: C. D. Headland (497-c.c. Cooper) 18.78 ,,
RACING CARS UP TO 1,100 C.C.:
1st: J. D. Farley (996-c.c. Farley Special, s/c.) ... ... 16.92 ,,
RACING CARS UP TO 1,500 C.C.:
1st: C. W. A. Heyward (1,482-c.c. Norris Special, s/c.) ... ... 16.20 sec.
2nd: J. Haesendonck (939-c.c. M.G., s/c.) ... ... 18.56 ,,
RACING CARS, UNLIMITED C.C.:
1st: F. A. Norris (3,570-c.c. A.N. Special) ... ... 15.85 ,,
2nd: G. Warburton (3,917-c.c. Allard) 16.24 ,,
SPORTS CARS UP TO 1,100 C.C.:
1st: J. Coombs (1,100-c.c. Cooper-Rover) ... ... 19.94 ,,
2nd: J. V. Bowles (747-c.c. Austin, s/c.) 20.46 ,,
SPORTS CARS UP TO 1,500 C.C.:
1st: A. G. Baker (939-c.c. M.G., s/c.) 18.59 ,,
2nd: J. C. G. Mayers (1,467-c.c. Lester-M.G.) ... ... 19.48 ,,
SPORTS CARS UP TO 2,000 C.C.:
1st: R. Way (1,971-c.c. B.M.W.) ... 18.03 ,,
2nd: A. G. Baker (939-c.c. M.G., s/c.) 18.66 ,,
SPORTS CARS, UNLIMITED C.C.:
1st: G. Warburton (3,917-c.c. Allard) 16.95 ,,
2nd: R. Way (1,971-c.c. B.W.M.) ... 17.47 ,,
SALOON CARS UP TO 1,500 C.C.:
1st: A. S. Davey (1,496-c.c. Riley) 25.89 ,,
2nd: C. G. H. Dunham (1,496-c.c. *Rover*) ... ... 26.37 ,,
SALOON CARS, UNLIMITED C.C.:
1st: G. H. Grace (2,443-c.c. Riley) ... 21.14 ,,
2nd: Miss H. Dunham (2,443-c.c. Healey) ... ... 21.31 ,,

FERRARI WINS THE MILLE MIGLIA

At the end of April, Italy ran her famous 1,000-mile Brescia-Brescia sports and touring car race under dreadful weather conditions.

There was a record field of 383 and of them all, Giannini Marzotto's Ferrari, with its V12 engine enlarged to 2,340 c.c., and a Supperleggera coupé body, gained a convincing victory at 76.57 m.p.h. Ferrari themselves had put in Ascari and Villoresi in the new 3-litre Ferraris and Alfa-Romeo were running their 2½-litre cars in special short-chassis coupé form with swing-axle i.r.s. They were driven by Fangio, Rol and Bonetto, backed up by Sanesi's car with experimental 3-litre engine. Biondetti, who had won this race four times previously, had an XK 120 Jaguar and Britain was further represented by the XK 120s of Johnson, Wisdom and Hume, Haines and Haller, and Ideb and Gaboardi, and the Healey "Silverstones" of Healey, Wood and Monkhouse, Richards and Lord, and by the pre-war Aston-Martin of Stapleton and Ruffo. Healey's car had a Nash engine.

The roads were extremely slippery and very soon Prince Lanza's Cistalia coupé had rolled down an embankment, the occupants escaping with minor injuries. Before the car had been towed away, Wood crashed at the same spot, and his co-driver, Peter Monkhouse, sustained fatal head injuries, Wood a broken leg. Richards ditched his Healey and broke a leg and Sanesi crashed at the same place, damaging his arm.

Crashes dominated the race, but Marzotto's Ferrari was away in front, leading Villoresi and Serafini. The best placed British car was Biondetti's Jaguar, running seventh.

Later Villoresi's bigger engine enabled him to overtake Marzotto, and for the first 375 miles he averaged 92 m.p.h. Serafini's 2,340-c.c. Ferrari was third, Ascari's 3-litre, troubled by losing tyre treads, fourth. Then the new Ferrari engines broke up the transmission and Rol's brakes failed at an awkward spot. Healey left the road and lost the overdrive gear of the Nash-Healey. Fangio *had his Alfa-Romeo up to third place,* ahead of Cortese's Frazer-Nash, followed by five Jaguars, in spite of the fact that Johnson's screen-wiper had packed up and Biondetti had been delayed over half an hour by a broken back spring. Later Wisdom's Jaguar, which had been delayed by a loose wheel and sticking throttle, retired with transmission trouble. Haines' Jaguar hit a wall. So British hopes faded and the best our cars could do was fifth, by Johnson's Jaguar. Ferraris were first and second, Alfa-Romeo third and a Ferrari fourth, but a British Frazer-Nash was second to Bracco's Ferrari in the 2-litre sports-car class.

One of the new twin o.h.c. Oscas driven by Fagioli won the 1,100-c.c. sports class, and was as high as seventh in the general classification. F.I.A.T.s dominated all the other classes not won by Ferrari except for an Alfa-Romeo victory in the International Grand Touring category and in the over 1,100-c.c. touring-car class, in which a Lancia Aprilia was second.

Results:

GENERAL CATEGORY
1ST: Giannino Marzotto (3.3-litre Ferrari), 13 hrs. 38 mins. 20 secs., at 76.79 m.p.h.
2ND: Dorino Serafini (3.3-litre Ferrari), 13 hrs. 46 mins. 53 secs.
3RD: Juan Fangio (Alfa-Romeo), 14 hrs. 2 mins. 5 secs.
4TH: G. Bracco (2-litre Ferrari), 14 hrs. 7 mins. 23 secs.
5TH: L. G. Johnson (Jaguar XK 120), 14 hrs. 29 mins. 27 secs.
6TH: Franco Cortese (2-litre Frazer-Nash "Le Mans"), 14 hrs. 33 mins. 59 secs.
7TH: Luigi Fagioli (1,100-c.c. OSCA), 14 hrs. 34 mins. 20 secs.
8TH: Clemente Biondetti (3.5-litre Jaguar XK 120), 14 hrs. 38 mins. 39 secs.
9TH: Vittorio (Ferrari), 14 hrs. 39 mins. 2.6 secs.
10TH: Schwelm (Alfa-Romeo), 14 hrs. 45 mins. 51.2 secs.

CLASS RESULTS
750-C.C. SPORTS.—Leonardi (F.I.A.T.), 15 hrs. 55 mins. 40 secs. (65.6 m.p.h.).
1,100-C.C. SPORTS.—Fagioli (OSCA), 14 hrs. 34 mins. 20 secs.
2-LITRE SPORTS.—1st: Bracco (Ferrari), 14 hrs. 7 mins. 23 secs.; 2nd: Cortese (Frazer-Nash), 14 hrs. 35 mins. 2 secs.

TOURING CARS
750-C.C.: Piodo (F.I.A.T.), 18 hrs. 43 mins. 57 secs. (55.8 m.p.h.)
1,100-C.C.: Mancini (F.I.A.T.), 17 hrs. 8 mins. 28 secs.
OVER 1,100-C.C.: Moroni (Alfa-Romeo), 15 hrs. 50 mins. 34 secs.

G.P. DE PARIS

In this race at Montlhèry on April 29th, Georges Grignard won at 93.37 m.p.h. in a Lago-Talbot, four laps ahead of the nearest rival, Louis Gerard, in a Delage. Another lap away was the third and only other finisher Versini's Delage. Grignard was racing for 2 hr. 5 min. 38.8 sec. The H.W.M.s went over but, alas, Abecassis and Moss both retired. The 500-c.c. race was especially interesting because the Panhard-engined D.B.s, of which we are likely to see more, met the Coopers for the first time. Ken Carter upheld British honours, after a 48 min. 19.9 sec. drive at 63.62 m.p.h., but Elie Bayonne's D.B. chased him hard, finishing second, 18.1 sec. behind, and 1 min. 6.1 sec. ahead of Coldham's Cooper, which was third.

SHELSLEY WALSH

The National Speed Hill-Climb at Shelsley Walsh which commences at 1.30 p.m. on June 10th is the first event counting towards the R.A.C. Hill-Climb Championship. It is confined to racing cars but lady drivers are eligible. Fastest time wins a prize of £100 and a Challenge Trophy. Competitors' cars will be subdivided into up to 500, 1,100, 1,500, 3,000 c.c., and over 3,000-c.c. classes, and there are special prizes for Shelsley Specials and non-supercharged cars, and a Team Prize. Entries have closed; practice takes place on the Friday.

MAY PRESCOTT MEETING

Sydney Allard made f.t.d. in 48.36 sec. in the Steyr-Allard. Warburton (Allard) made best sports-car time, in 52.78 sec., and the "500s" had a rare battle amongst themselves, Lones in the re-vamped and now rear-engined Tiger-Kitten winning in 52.4 sec. from Reece's Cooper (53.49 sec.). Brandon's V-twin Cooper took the 1,100-c.c. racing class in 49.61 sec. from Christie (50.42 sec.). John Cooper, in a *mysterious 1,102-c.c. Cooper, clocked 50.64 sec. to* win the 1½-litre class from the Norris-Special (54.69 sec.). J. S. Fry's E.R.A. took the 2-litre class in 51.74 sec., Wilks' Rover the Formula II class after an earlier episode at Orchard Corner, and Densham's 1913 Calcott won the Edwardian class on formula, Clutton's Itala being fastest here, in 69.4 sec.

* * *

Moss (Cooper) won the Monaco 500-c.c. Race from Schell and Parker (Coopers).

After ten cars had been eliminated in a crash, Fangio (Alfa-Romeo) won the Monaco G.P.

THE ROYAL SILVERSTONE MEETING

Glorious Weather for Their Majesties' Visit. Alfa-Romeos 1, 2, 3 in R.A.C. G.P. de l'Europe, Won by Farina at 90.95 m.p.h., Parnell Third. Coopers Meet Their Match in 500-c.c. Race, Won by Aikens' Iota at 79.29 m.p.h. Record Crowd Sees Farina Lap at 94.02 m.p.h.

Before a record crowd, estimated at over 150,000, Dr. Giuseppe Farina won the G.P. de l'Europe at Silverstone on May 13th, driving a 1½-litre Alfa-Romeo. His team-mates Fagioli and Reg. Parnell followed him home, but Fangio retired. Before the race the drivers were presented to Their Majesties the King and Queen. H.R.H. Princess Margaret and Earl and Lady Mountbatten, who watched the race from various vantage points. Bob Gerard was the first British driver to finish—in sixth place. Raymond Mays demonstrated the B.R.M. The 500-c.c. race, hard-fought, was a victory for Wing-Commander F. Aikens' Iota.

THE TRAINING

THE usual pre-race excitement was evident at Silverstone on May 11th and 12th, as the vans bringing the cars in the Grand Prix arrived from Italy, France and Belgium to mingle with those familiar at our meetings.

The Royal box, between the two stands facing the pits, lent an extra splash of colour to a picturesque scene and reminded us that this should have been THE meeting of the year. Everyone was in their best clothes, a party atmosphere prevailed and all was "set fair" for the 11th G.P. of Europe, except the non-arrival of the Ferraris and the R.A.C.'s dislike of such worthy racing cars as Rolt's rebuilt Delage and Alfa-Romeo, Shawe-Taylor's B-type E.R.A., Duncan Hamilton's Maserati and Abecassis' H.W.M. We all breathed more freely when the big Alfa-Romeo vans, "Alfa-Romeo, Gomme, Pirelli" on their flanks, arrived with the four "158" Alfa-Romeos, for the first time on English soil, accompanied by their attendant Alfa-Romeo lorry full of tyres and equipment.

Even more imposing were the spotless and vast E. Chaboud-bodied Citroën vans, one towing a covered two-wheeled trailer, each containing two Talbots. They wore "Dunlop" and the French flash and one had an identification lamp. Platé's Bianchi lorry, laden with many jerry-cans and Shell tins, brought the Maseratis; Etancelin drove up in a "203" Peugeot saloon. The Italian drivers used an Alfa-Romeo saloon with "Winner, 1,000 Miglia, 1950" on its back-panel, and the big Fargo van of Ecurie Belge, "Specialité Voitures Course et Sport," trundled into the pit-area. Tony Curtis tested his 125 loud-speakers and seven miles of wiring, the police rehearsed the timing of the Royal tour, and the air of expectancy increased. As well-turned-out as any of the Continental transports was Geoff Crossley's Chevrolet van, bearing the slogan "Alta-Sport, Brightwell Baldwin, England." The arrival of the cars before a Grand Prix never fails to thrill.

On the Thursday "Bira," de Graffenried and Bonetto failed to practise and the last-named was posted a non-starter. Fastest lap was made by the head of Alfa-Romeo's research department, Guidotti, who was trying Fagioli's Alfa-Romeo so as to act as reserve driver in place of Taruffi, who hadn't come over. He got round in 1 min. 52.4 sec.: Fagioli and Fangio 1 min. 51 sec. Farina did 1 min. 50.8 sec., or 93.85 m.p.h., 0.5 m.p.h. faster than the lap record for the 1949 B.R.D.C. course, which was a few hundred yards longer due to taking a wider path at Stowe.

Both the 500 c.c. and G.P. cars practised on the Friday. Kelly's two-stage Alta arrived in a Bedford van bearing the Irish shamrock and mechanics proceeded to virtually assemble the Alta in the Paddock. To meet Alfa-Romeo's requirements they were given pits at the top end of the row and the grass was cropped behind them so that they could get down to work in their own roped-off paddock—it was all very reminiscent of the Germans pre-war. They brought masses of spare wheels—using 7.00-16 Pirellis on the back, 5.50-17 Pirelli Corsa on the front wheels. Each car had a big tachometer reading to 9,000 r.p.m. They reached over 150 m.p.h. on the straights.

A bit of British enterprise behind the pits was the bright-red G.P.O. mobile post office, complete with telephone and telegraph facilities, on an articulated Morris Commercial chassis, registered GPO 1. Sir Algernon Guinness, Bt., and His Grace the Duke of Richmond and Gordon displayed great interest in it, and Chiron, in full racing attire, was one of the first to use it. Good show, G.P.O.! Another minor sensation was the arrival of a Javelin Jupiter.

Round the course the dreaded straw-bales were still in use, each one bearing a *Daily Express* slogan, and in places large stones were seen on the road. Practice produced few incidents, de Graffenried having his moments, however. Kelly's Alta sounded dreadfully rough and noisy. "Bira's" Maserati was clearly quicker than Chiron's old car, which nearly lost its bonnet on one round. Etancelin, king of the sawing wheel, was on one occasion passed on the outside of a bend by Rosier, who also fought his wheel to some extent. British hopes, not very buoyantly, rested on the two E-type E.R.A.s. Johnson, who told us he craved 100 more b.h.p., experienced gearbox trouble which necessitated new parts being brought from Dunstable. Walker had a "dicy" ride.

The Alfa-Romeos were obviously far faster than anything else. You could tell whose was which by the radiator cowls—yellow for Fangio, blue for Fagioli, white for Farina and green for Parnell. Each night the cars were driven out of Silverstone in their vans. The Talbots of Cabantous and Martin had the latest engines, with exciting "power-bulges" between bonnets and air-intake tunnels, those of Rosier and Etancelin the older engines. All were entered by Automobiles Talbot.

Col. Barnes had a Sunbeam-Talbot drop-head as course-car and Dean Delamont alternated between his old Vauxhall saloon and a two-seater Cooper.

The result of Friday's practice was: Farina 1 min. 50.8 sec., Fangio 1 min. 52 sec., Fagioli 1 min. 52.4 sec.: 500-c.c. cars: Cooper (Cooper) 2 min. 12.4 sec., Fry (Parsenn) 2 min. 13.2 sec., May (Cooper) 2 min. 13.6 sec. On Thursday's times as well the G.P. order was: Farina 1 min. 50.8 sec., Fangio 1 min. 51 sec., Parnell 1 min. 52.2 sec., Fagioli and Goidotti 1 min. 52.4 sec., "Bira" 1 min. 52.6 sec. That evening in the bars in Buckingham and adjacent towns there was only one topic of conversation—the Grand Prix. Even before 150,000 people flocked to the course we felt that motor-racing had "arrived" in England.

* * *

The 500-c.c. Race

Saturday dawned fine and by 6 a.m. cars began to arrive in the car parks, creating a 4½ hour delay in getting away that evening! Fortunately, we had slept at the course in a Berkeley caravan.

The day's racing started with the 500s. Perhaps because an Alfa-Romeo walk-over was inevitable in the Grand Prix

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they aroused immense interest and the racing was of the closest! Each heat was over five laps, the Final over ten.

In the first heat the Coopers of Potts, Collins, Symonds, Fergusson, Headland, Hunter, Moss, D. Brown, A. E. Brown, Braid, Cox, Reece, Samuelson, Watkins, Whitehouse and Winterbottom were to meet Bosisto's Arengo, the Adams-Wood, the Messenger, the C.F.S., Fry's Parsenn, the Cobra, Aikens' Cooper-like Iota, the F.H.B., the Grose, the G.S. 3, and the Bardon-Turner. Before the wonderful rolling start behind Col. Barnes Sunbeam-Talbot Fergusson warmed his transmission on the jack and Wood carefully locked the detachable steering wheel of the Adams-Wood. Moss had a lucky horse-shoe insignia on his Cooper and A. E. Brown's crew all wore bright blue overalls. The G.S. 3 had a truly intriguing oil-cooler rather bigger than its Norton cylinder. Potts' Cooper showed evidence of having been on fire; the Messenger had big air-scoops to its tail.

As the packed mass of multi-coloured cars roared forward, inches only between some of them, Hunter's Cooper led Whitehouse's, both from the front row of the grid. Behind roared the pack, all save Wood, whose fuel wouldn't get through.

After a lap Aikens' Iota just led Moss' Cooper, Whitehouse and Brown locked in combat behind. Spink nearly lost the G.S. 3 and already the F.H.B. and Messenger were virtually out of the running. On lap two Moss went ahead, chased by Brown and Aikens, and Headland's golden Cooper slid, corrected, slid again approaching Woodcote corner, spun, and slid tail-first through the straw-bales. He restarted but later repeated the performance somewhere else, squashing the tail completely. At the end of lap three the leaders were the same, but Whitehouse came right up to pass Moss and Brown, with Aikens fourth. However, that didn't suit Stirling and he caught the rival Cooper. Cox, Reece, Headland, Fergusson, Samuelson, Watkins and the Cobra had all ceased to motor and the F.H.B. lacked some necessary cogs.

Results :

1st: S. Moss (Cooper-J.A.P.), 11 min. 11.8 sec., 77.4 m.p.h.
2nd: W. J. Whitehouse (Cooper-Norton), 11 min. 12.6 sec.
3rd: A. E. Brown (Cooper-J.A.P.), 11 min. 13.0 sec.

Heat two saw the Coopers of Dryden, Kearon, Christie, Brandon, Aston, Page, Coldham, Cooper himself, Rippon, Carter, C. N. Cooper, Leonard, May, Prosser, Tye, Westwood and Wharton up against Fry's Arengo (remember Lulsgate!), the f.w.d. Emeryson, the f.w.d. Bond with vast exhaust pipe, the Cutler, Moor's Arengo, the J.B.S., two Kiefts, the Parker and Underwood's Iota. Alas, the Trimax of Rhiando was amongst the non-starters. Again they came round on that fantastic rolling lap, but the Cutler was already in trouble. The sight of that tightly-bunched pack surging forward made strong hearts misfire, especially as Dryden was seen to be fighting a series of slides, in second place behind John Cooper, Aston third. A lap later it was: Cooper, Emery, Parker, Aston.

We have known for a long time that the Emeryson-Norton corners remarkably fast and Paul was certainly trying. He was closer to Cooper at the close of lap two, but after another lap he had dropped behind Parker, but attempted to pass outside at Woodcote. It was furious racing, each man for himself and at Stowe Emery overdid it and the straw-bales bowled him over, all the steering wheel spokes being smashed from his hands as the car rolled over. He suffered lacerations, but is on the way to recovery. Brandon had been holding fifth place and now moved up to finish third in front of Aston.

Results :

1st: J. N. Cooper (Cooper-J.A.P.), 11 min. 8.2 sec., 78.12 m.p.h.
2nd: D. Parker (Parker-J.A.P.), 11 min. 9.6 sec.
3rd: E. Brandon (Cooper-J.A.P.), 11 min. 10.0 sec.

Note the close finishes, which gave the Final added excitement; 19 Coopers lined up with the Parker, Iota, C.F.S., Kieft, Grose, Messenger, two Arengos, Moor's white Arengo, and the Bond. At the commencement John Cooper led Whitehouse and Parker. Prosser's Cooper started badly and the C.F.S. and Page's Cooper were already outpaced. After a lap Cooper was just ahead of Whitehouse, Aikens third, then Aikens came right through to lead in the Triumph-engined Iota, driving the race of his life, the car sliding alarmingly and Moss watching his every move a few feet behind! Parker was now third, Cooper fourth, but on lap three these two transposed themselves, until Parker retired on the following lap. Moss passed Aikens on lap four, but the Wing-Commander repassed. Moss led again on the next lap, but again the Iota got past the Cooper-J.A.P., snaking wildly as it cornered. Parker was back in third place and Collins' Cooper was moving up fast. Moor's Arengo, its side dented, was faltering and Whitehouse was flagged in with a trailing air-scoop. The C.F.S. was in trouble, May retired and Brown's Cooper hit the Stowe straw-bales. Meanwhile the battle waxed as furious as ever. Aikens holding off Moss' Cooper and Stirling, trying all he knew, having his piston seize. He held his place, but Aikens had the lead he wanted, winning by 2.2 sec. He thoroughly deserved to win and no one will acknowledge the interest that a break in the long-list of Cooper successes will bring more readily than Cooper themselves.

Results :

1st: W/Cdr. F. Aikens (Iota-Triumph), 21 min. 51.6 sec., 79.29 m.p.h.
2nd: S. Moss (Cooper-J.A.P.), 21 min. 53.8 sec., 79.15 m.p.h.
3rd: P. J. Collins (Cooper-Norton), 21 min. 54.0 sec., 79.14 m.p.h.
4th: D. Parker (Parker), 22 min. 2.2 sec., 78.65 m.p.h.

Then the following in this order: Aston (Cooper), J. N. Cooper (Cooper), Brandon (Cooper), Carter (Cooper), Hunter (Cooper), Prosser (Cooper), Leonard (Cooper), C. N. Cooper (Cooper), D. Brown (Cooper), Fry (Arengo), Christie (Cooper), Dryden (Cooper), Whitehouse (Cooper), Bosisto (Arengo), Stoop (C.F.S.), Rippon (Cooper), Page (Cooper), Kearon (Cooper), and Messenger (Messenger).

THE GRAND PRIX

Before the Final the B.R.M., which had arrived in a "transporter" presented by Austin, was demonstrated by Raymond Mays. It was announced that one or more of these cars will make an initial appearance in the B.R.D.C. *Daily Express* Meeting at Silverstone on August 26th, possibly after high-speed testing on the Continent. So now we know! Mays' car was painted in light green and beautifully turned-out.

After lunch the Royal Party toured the 2 mile 1,564 yard circuit and the drivers were presented to them by Earl Howe. Their Majesties spent a very considerable time talking with each man and everyone will agree that never had the Royal family looked nicer, or to be enjoying themselves so much! They eventually took their places in the Royal box, after the officials of the F.I.A. had been presented to them. The band of the Grenadier Guards played, flags of half-a-dozen nations fluttered in the breeze, and the mechanics, those of Alfa-Romeo in blue Pirelli overalls, accompanied by Ramponi, walked to their cars. Earl Howe, sitting between the King and Queen, explained the procedure and as the flag was about to fall the King looked up from his programme and eagerly down towards the starting grid. As the cars roared away he appeared to be keenly interested, but the noise and smoke took the Queen a trifle unawares, as the mass-start of a race does to those close to the course. A moment later she, too, was following the progress of the field, while Princess Margaret seemed to want to concentrate solely on what was happening, and to regard conversation as merely incidental. But this is to anticipate.

* * *

They lined up as follows:—

Front row:
Parnell (Alfa-Romeo) Fangio (Alfa-Romeo) Fagioli (Alfa-Romeo) Farina (Alfa-Romeo)
Martin (Talbot) Cabantous (Talbot) "Bira" (Maserati)
Chiron (Maserati) Walker (E.R.A.) Rosier (Talbot) de Graffenried (Maserati)
Etancelin (Talbot) Gerard (E.R.A.) Johnson (E.R.A.)
Murray (Maserati) Crossley (Alta) Hampshire (Maserati) Harrison (E.R.A.)
Claes (Talbot) Fry (Maserati) Kelly (Alta)

Mays chatted with Farina, Claes' mechanics wheeled out their Monoplaque starting battery in a yellow trolley to match his car, and zero hour came nearer. Then the flag fell and in a crash of sound and eddies of smoke-haze they were away. Farina was well in the lead, chased by Fagioli, Fangio and Parnell.

But what is this? Already Walker's E-type E.R.A. is at its pit and smoke is pouring from Johnson's. Past Woodcote corner Johnson sees flames amid the smoke and steers the car on to the grass, stumbling from the cockpit before the car has stopped. He is unhurt and walks back to his pit, but the E-type hoodoo has returned; the supercharger is useless. Walker goes on after 40 sec., but Rolt is driving and soon he, too, retires, with gearbox trouble.

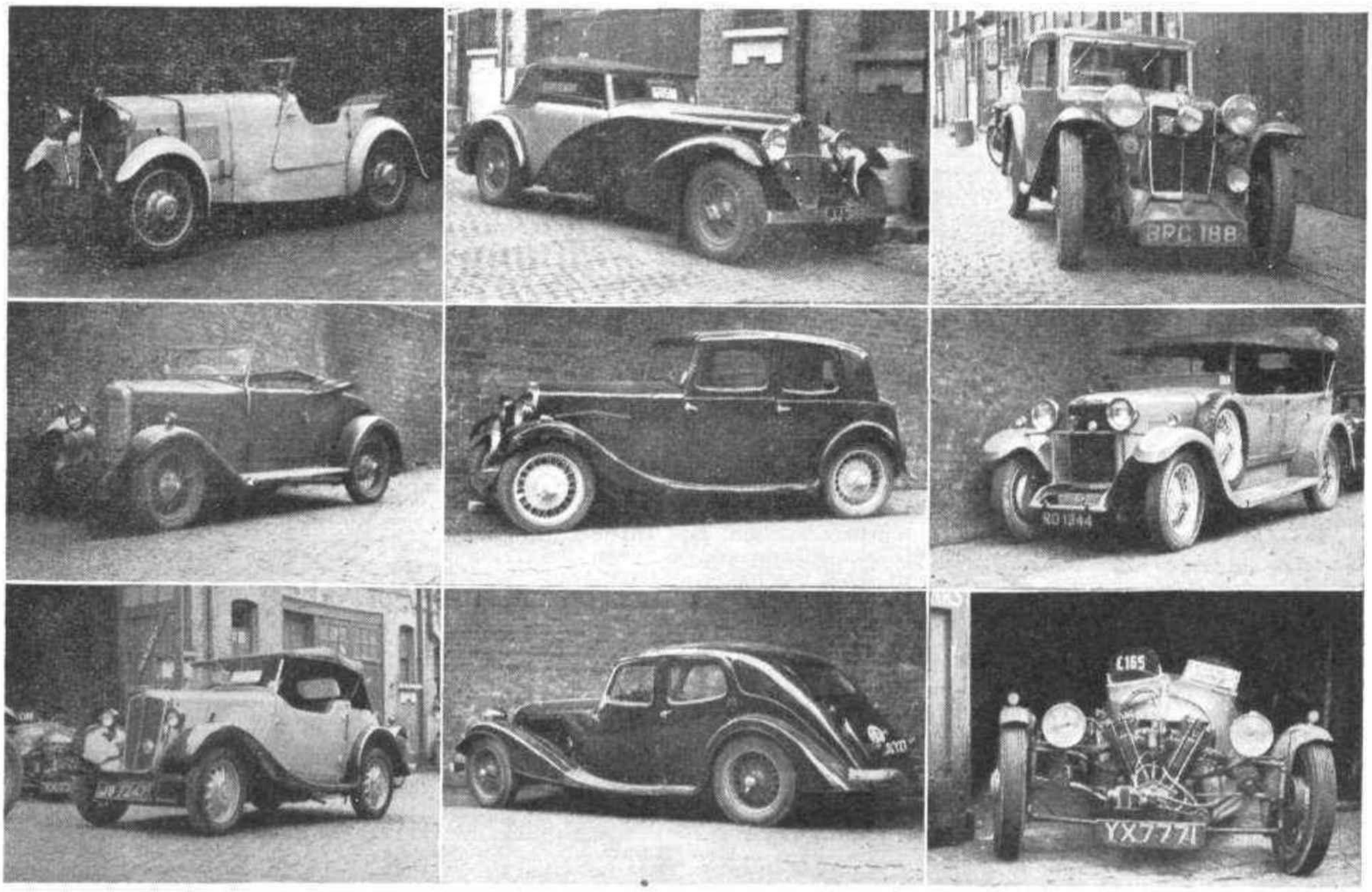
Thus early the race is robbed of all real interest and we settle down to see a demonstration of Italian supremacy that is to cost £1,000 in prize money, apart from starting-fees. The 500-c.c. racing was really much more exciting, although no insult to the Italians is implied—indeed, Farina has done his second lap at 94.02 m.p.h.

Another car out of the race for good so early in the afternoon is Martin's

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Talbot, with oil outside instead of inside the engine.

The Alfa-Romeo team are having grand fun amongst themselves, driving superbly, the cars sounding grand. After five laps the order was Farina, Fangio 0.6 sec. behind, Fagioli, Parnell. "Bira" lay fifth, in front of de Graffenried, who was shielding his face from oil-mist. Parnell, in a blue crash hat, visor and overalls, sat low and at ease, Farina leaned back stylishly, the burly Fagioli was more upright and leaned forward to change gear, and Fangio, in linen helmet and a coloured collar showing above his overalls, took much the same attitude as Parnell.

Ten laps, and it was Fagioli, a mere 0.4 sec. ahead of Farina, then Fangio and Parnell. Five more laps and Fangio led by 0.2 sec. in this ding-dong place-changing. Farina went ahead again, by a second, after 20 laps, and de Graffenried had abandoned his Maserati at Abbey Curve with a broken con.-rod, letting Cabantous, who peered sternly from his Talbot's cockpit, into fifth place behind "Bira." Gerard was content to tail Harrison, away in the background. But the note of his E.R.A. spelt Reliability and his driving looked safe as houses. Fagioli was 0.4 sec. in front of Farina after 25 laps, having averaged 91.66 m.p.h., and it was obvious that the Alfa-Romeo team had been instructed how to finish—Farina 1st, Fagioli 2nd, Fangio 3rd and Parnell 4th—but to appear to be racing to please the crowd.

A hare had dented the cowling of Parnell's car, but otherwise all was well and Reg. driving with confidence. Behind, troubles were beginning. Chiron's Maserati was throwing oil but he pulled up, refuelled and went on, only to retire before 4 p.m. with oil in the clutch and a broken gearbox. Kelly also had clutch trouble but resumed, later refuelling with 150 litres of petrol in 24 sec. After 30 laps only 17 cars were left, and Farina was 2.8 sec. ahead of Fagioli. Fangio had a spell in second place, 1.8 sec. behind Farina at 35 laps, but always Parnell was fourth. Fangio appeared to be chasing Farina, closing to 0.4 sec. at 40 laps, the leader's average 90.84 m.p.h.

"Bira's" Maserati had stopped, coming down Hangar straight, and although officials pushed it to Club corner, then to Abbey, and tried detaching the wire to the magneto switch, fuel starvation ended the Prince's fast, steady drive. Rosier, too, had speeded up and was sixth, behind Cabantous.

The Alfas refuelled slickly, Fangio's, Fagioli's and Farina's taking 25 sec., Parnell's 30 sec. Etancelin changed a plug, Fry's Maserati was refuelled in 51 sec. and taken on by Shawe-Taylor (how nice for you to be in a "modern" car, S.-T.!), and Crossley's Alta wasted 125 sec. because his pressure-hose system failed. Hampshire took on fuel and oil in 30 sec., Murray doing likewise in 54 sec. The latter, however, soon retired with a defective engine and Crossley stopped by Copse Corner.

Fifty laps saw Farina 1.2 sec. behind Fangio, the average up to 91.01 m.p.h., but five laps later Fangio was 2.6 sec. behind, although Farina wasn't going perceptibly faster. Then the Argentinian closed, during the following five laps, to within 0.6 sec. of Farina. Then he made a mistake, hitting a straw-bale at Stowe. He never recovered from this episode for his engine note became rough and he retired with a broken con.-rod. Five laps from the finish Fagioli was 41.8 sec. behind Farina, but he closed this gap to 2.6 sec. going over the line. Parnell was a well-deserved third, Cabantous held his fourth place from Rosier, the Talbots having run exceedingly well, and great hand-claps greeted Gerard's arrival in sixth place, first Britisher in a British car to finish, for which he takes the Fred Craner Memorial Trophy.

The R.A.C. G.P. de l'Europe, then, was no better than preceding races in the series, a sentiment with which we feel sure those who arrived late because of traffic congestion, those who spent four hours or so getting out of the car parks, those who received the wrong passes and those honorary club marshals who had to sleep the Friday night in old tents because R.A.C. patrols had taken the beds in the huts, will readily concur.

Results :

1st: Farina (Alfa-Romeo), 70 laps completed, 2 hr. 13 min. 23.6 sec. (90.95 m.p.h.).
2nd: Fagioli (Alfa-Romeo), 70 laps completed, 2 hr. 13 min. 26.2 sec. (90.92 m.p.h.).
3rd: Parnell (Alfa-Romeo), 70 laps completed, 2 hr. 14 min. 15.6 sec. (90.37 m.p.h.).

The following in this order: Cabantous (Talbot), 68 laps completed; Rosier (Talbot), 68 laps completed; Gerard (E.R.A.), 67 laps completed; Harrison (E.R.A.), 67 laps completed; Etancelin (Talbot), 65 laps completed; Hampshire (Maserati), 64 laps completed; Fry (Maserati), 64 laps completed; and Claes (Talbot), 64 laps completed.



SILVERSTONE
GRAND PRIX D'EUROPE
Won by G. Farina at 90.95 m.p.h.
2nd: L. Fagioli. 3rd: R. Parnell.
All driving ALFA-ROMEOS.

500-C.C. CLASS.
Won by Wing-Commander F. Aikens driving an IOTA-TRIUMPH at 79.29 m.p.h.

(Subject to official confirmation)

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L'AUTOMOBILE HISPANO-SUIZA

by

KENT KARSLAKE

PART II: 1912-1950

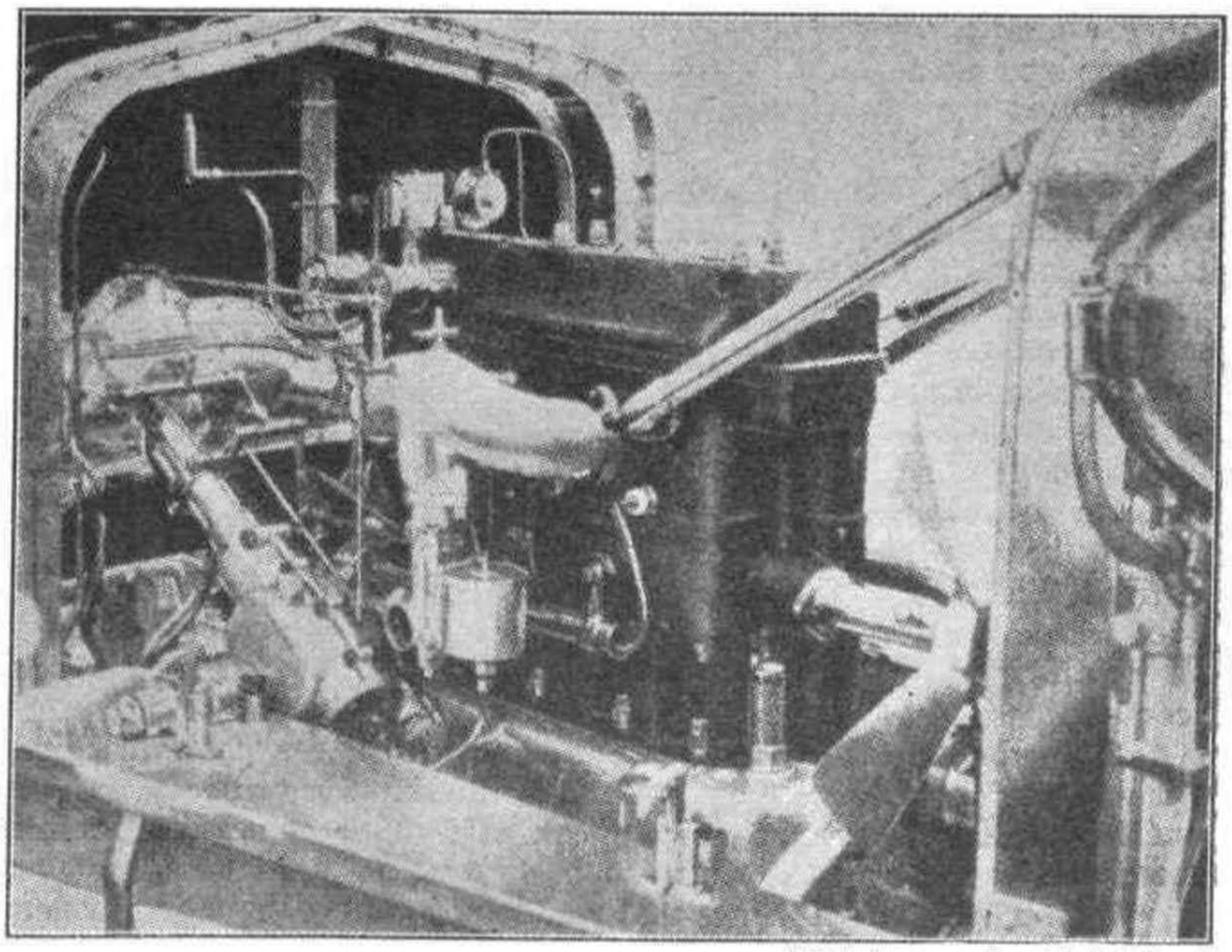
AFTER Zuccarelli's victory in 1910, the Hispano-Suiza team was absent from the Coupe de *l'Auto* in 1911. The cause of this abstention was probably connected with the disorganisation occasioned by the move to the new Paris factory, but in any case a team was again entered for the race in 1912. The regulations now stipulated a maximum engine capacity of three litres, and an entirely new set of Hispano-Suiza racers were prepared in the utmost secrecy. Shortly before the race, however, *La Vie Automobile* declared that the engine had dimensions of 85 by 132 mm., and had developed 100 h.p. on the brake.

This output from a 3-litre engine represented something of a phenomenon in 1912, and by degrees it became known to the inquisitive that these surprising results had been obtained by the use of a supercharger. A well-known English journalist who disclosed the fact, however, suffered for his "scoop" by becoming *persona ingratissima*, as far as Hispano-Suiza were concerned, for very many years. In fact, Monsieur Birkigt and his colleagues remained exceedingly reticent about the new engine, and as the cars did not start in the race, considerable obscurity surrounds it to this day, although it seems that one of these cars, presumably without the supercharger, appeared at Brooklands in 1914. It is known, however, that the supercharger consisted of a double-cylinder reciprocating pump, located at the front of the engine and driven from a forward extension of the crankshaft. Moreover, according to Mr. Alec Ulmann, the well-known American Hispano-Suiza enthusiast, this pump "not only supercharged the mixture on the intake stroke, but also, by means of an extra valve located in the head of the T-head motor, provided a scavenging operation during the exhaust stroke."

How were these extra overhead valves operated? If I were really competent to write a history of Hispano-Suiza, I should, of course, know, but as in fact I cannot find anyone to enlighten my ignorance, I can only fall back on surmise. In about 1915, while the French factory was otherwise engaged, the works at Barcelona began to manufacture a standard model with a bore and stroke of 85 by 130 mm., dimensions which strongly suggest that this engine was based on that prepared for the 1912 Coupe de *l'Auto*. As far as the racing engine is concerned, incidentally, the dimensions are noteworthy. In that long-stroke era, one would rather have expected the 80-mm. bore of the Alfonso engine combined with the maximum stroke permissible with the 3-litre capacity limit, namely 149 mm., as in the successful Sunbeam engine. Evidently, however, M. Birkigt expected extremely high crankshaft speeds from his supercharged engine, and, in order to reduce piston speed, chose the shorter stroke, 130 mm. (I do not believe it was really 132 mm.), of his 80 by 130 mm., 15-30-h.p. model, combined with the new bore of 85 mm., of which, incidentally, more was to be heard in the future.

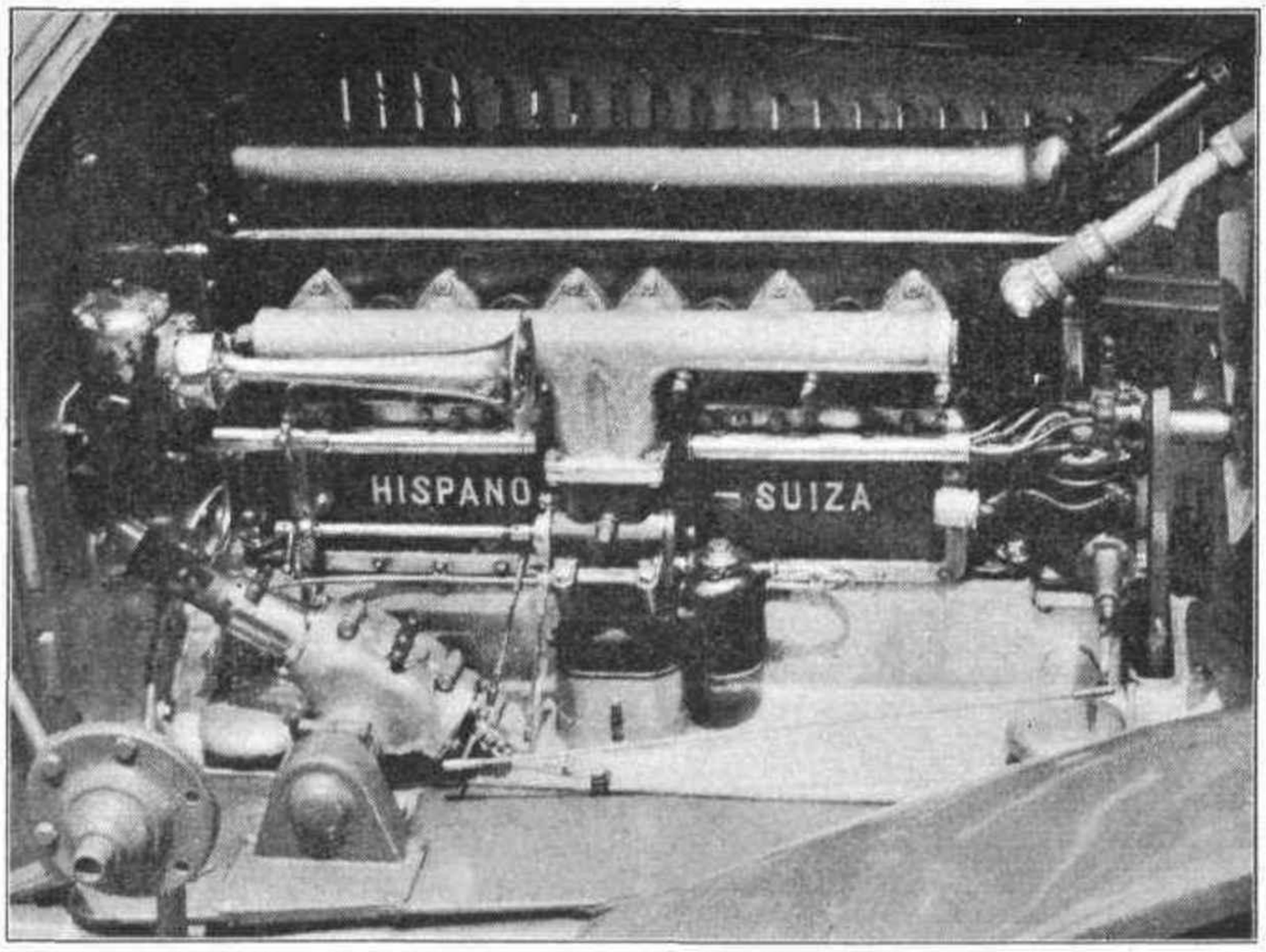
But to return to the 85 by 130 mm. "Barcelona" model of 1915 and subsequent years. In about 1927 or 1928, I drove one of these cars, which the man who was trying to sell it to me said was built in 1916. As in those days there was no Veteran or Vintage Club, and age was in no wise considered a virtue in a car, one may take it that it was not built any later. According to my contemporary note, the engine had "eight overhead valves operated by an overhead camshaft driven by a vertical shaft"; but unfortunately I did not buy the car, and I no longer have a clear mental picture of what the engine looked like. However, in 1922 the *Autocar* published a photograph of the current edition of this engine which, it said, "has a similar overhead valve layout to the larger [*i.e.*, 37.2-h.p.] model." A glance at the photograph, on the other hand, is sufficient to reveal that the overhead valve layout is, in fact, quite different. The 37.2-h.p. engine has the vertical drive for the camshaft and the camshaft itself on the longitudinal axis of the cylinders, whereas in the 80 by 130 mm. engine, the vertical shaft, while still at the front of the engine, is offset towards the exhaust side of it, and there is a gear-driven fan on the centre-line. It is not clear where the camshaft is, but the engine has a flat instead of a domed top, and the camshaft may not be in line with its driving shaft. In any case, this engine looks to me very much like the derivative of the 1912 engine, with its "extra valve located in the head."

The point is of some importance, because early in 1914, it seems, M. Birkigt took the next important step forward by redesigning the four-cylinder engine of 100 by 150 mm., to which reference has been made already. In the new design the T-head was abandoned altogether in favour of vertical overhead valves operated by an overhead camshaft direct, and perhaps to accommodate this valve gear, the stroke was reduced to 140 mm. I cannot pretend to be familiar with this engine, but Mr. Peter Dale, writing in *Australian Motor Sports* in December, 1948, declared that "this engine was identical in design to the 37-h.p. model [of 1919] except that it had four cylinders, a three-bearing camshaft and a five-bearing crankshaft . . . The valve adjustments, the valve operation,



[*Photo by permission of the "Autocar."*

HISTORIC.—The four-cylinder, 85 by 130-mm. engine of the "Barcelona" Hispano-Suiza of 1922, about which the author makes some interesting observations concerning the valve gear.



CARBURETTER SIDE of the 45-h.p. H6 C Hispano-Suiza engine. Note the beautiful detail work, the compact carburetter drawing air via a tunnel through the crankcase from an intake which can be seen at the front of the engine near the mudguard (this tunnel acting as an air warmer and purifier), the water pipes joined by short lengths of hose, the water-jacket inspection plate, the nicely-located ignition distributor, the belt-driven fan and the typical stove-enamelled valve cover. Externally, the 37.2-h.p. H6B and 27-h.p. engines were practically identical.

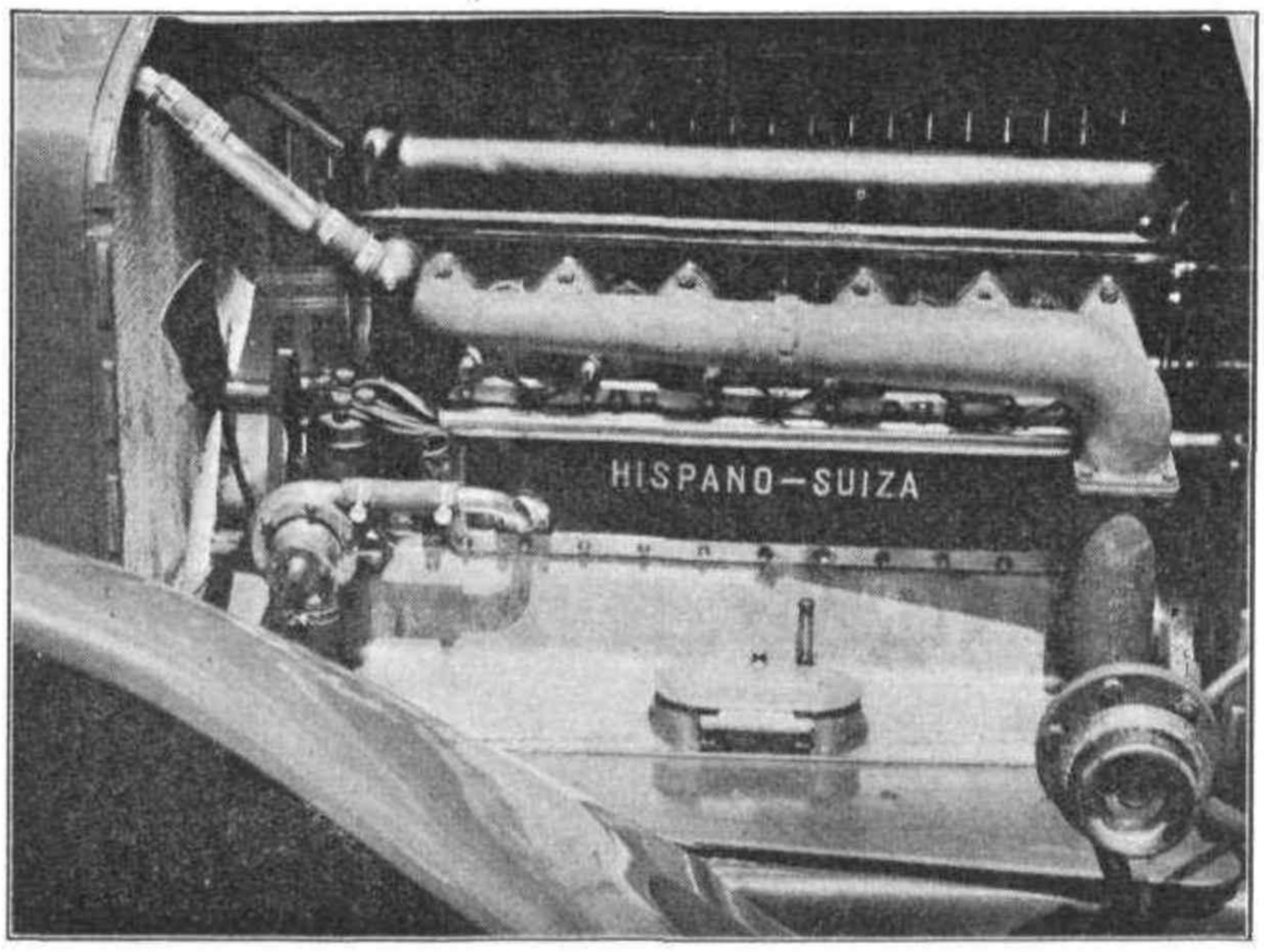
the enamelling of the cylinder block and the transverse drive for the two magnetos were all identical." I do not think, actually, that any 37-h.p., 100 by 140 mm., six-cylinder engine ever had two, or indeed any, magnetos, but apart from this detail Mr. Dale is, I am sure, a reliable witness.

It does not seem that this engine, which was said to develop 80 h.p. at 1,500 r.p.m., went into production in 1914, but, with the outbreak of war and the transfer of demand from motor cars to aero engines, M. Birkigt proceeded to mount two of these blocks on a common crankcase to produce a V8 engine which was perhaps the most successful of any used by the Allied air forces during the 1914–18 war, and which was built by fourteen firms in France as well as seven in England, America and Italy.

By the end of the war, the designer had at least projected a 12-cylinder edition, still with the same bore and stroke. It seems rather doubtful whether this engine was ever put into serious production, but one thing at least is certain: when the post-war Hispano-Suiza car was exhibited to an almost dumbfounded public at the Paris Salon in October, 1919 (less than a year after the end of hostilities), the engine was seen to be in effect one half of this projected 12-cylinder, and the direct descendant of those that had won so great a *réclame* in the air. The new car was shown at Olympia in November of that year and in March, 1921, the *Autocar* tried a test-chassis in this country, doing a timed mile at Brooklands, four up, at 75 m.p.h., and speaking very favourably of the top-gear performance, the acceleration, and particularly of the power of the servo brakes. It is also interesting, in view of my own experience of these cars, that they remarked: "... although large cars are not always handy in traffic, this car can be turned sharply in and out around other vehicles in a manner quite surprising." Incidentally, this chassis with box body weighed 4,247 lb., of which 1,974 lb. were carried by the front axle and 2,273 lb. by the back axle.

The new car immediately caused a sensation. Gone were the light cars descended from the voiturette racers of the Coupe de *l'Auto* and the Catalan Cup; in their place was an outstanding example of the *voiture de grand luxe et de grand tourisme*. The six-cylinder engine, with its overhead valves operated directly by the overhead camshaft and a light-alloy cylinder block, enamelled under pressure, and having screwed-in steel liners, as in the aero engine, had a bore and stroke of 100 by 140 mm., and a capacity of 6,597 c.c. [It is believed that just before the 37-h.p. model went out of production, wet cylinder liners were used, sealed at the bottom by rubber rings.—ED.] The bore, it may be noted, was the same as in the 20–24-h.p. model of 1906, and the stroke the same as in the 40-h.p. of the same date. The new engine gave some 135 h.p. at 3,500 r.p.m. and propelled the car so rapidly that something quite unusual in the way of brakes was considered necessary to match it; and at this early date, M. Birkigt adopted front-wheel brakes operated by a mechanical servo using a drum driven off the gearbox. To crown it all, the radiator cap now carried as a mascot a reproduction of the famous Flying Stork, emblem of the squadron commanded by the ace pilot, Capitaine Guynemer.

During the next decade, the 32-c.v., or 37.2-h.p. Hispano-Suiza attained a degree of *chic* which has perhaps never been equalled by any other motor car, and Pierre Frondaie even wrote a novel called "L'Homme à l'Hispano." But readers of MOTOR SPORT are likely to be more notably interested in the mechanical features of this remarkable car, and at this point I have sought the assistance

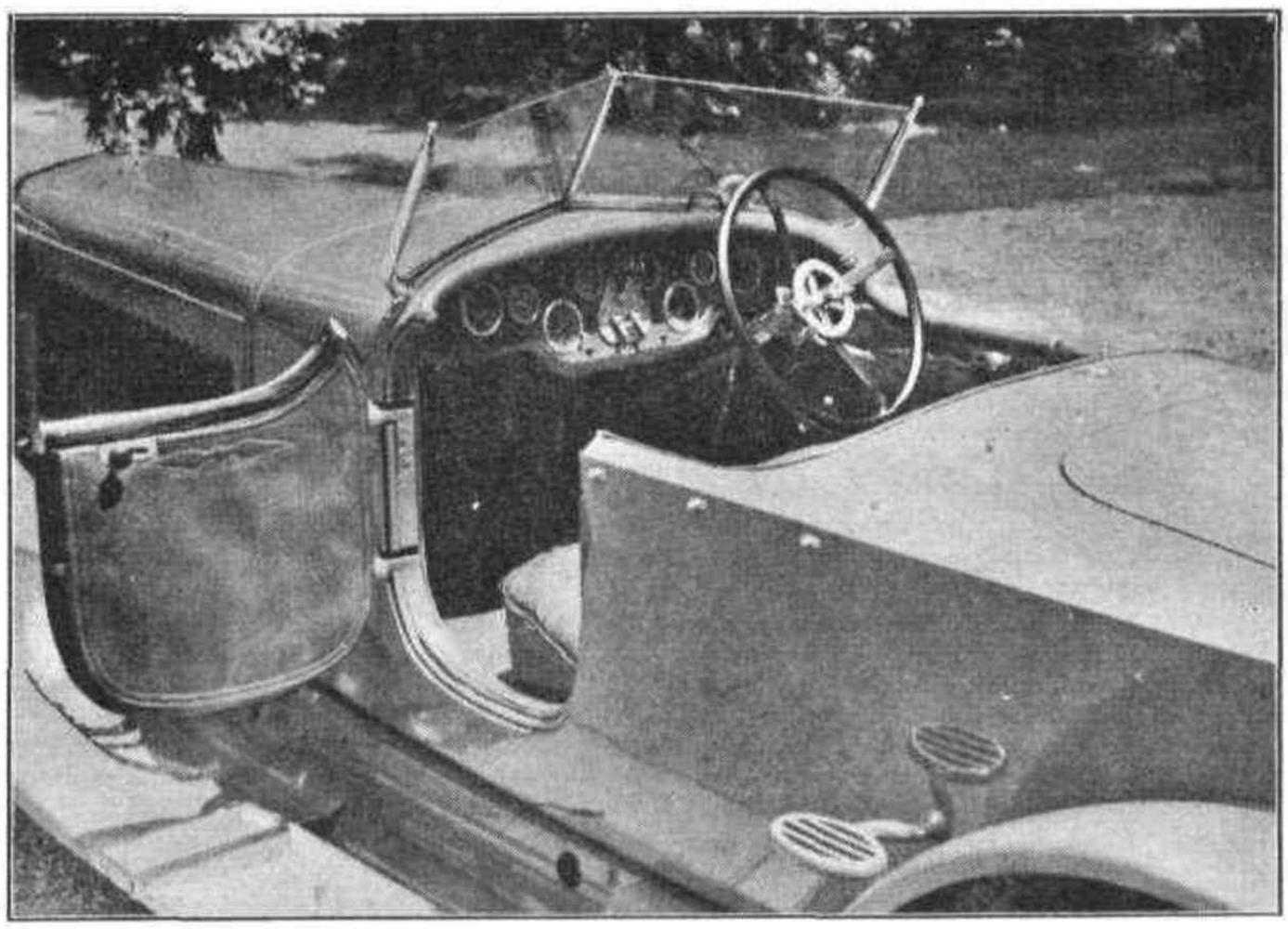


EXHAUST SIDE of the 45-h.p. Hispano-Suiza engine. Note the large oil-filler with lid which also acts as a breather, the water pump, the shapely tapered exhaust manifold, the oil-level indicator and duplication of ignition distributor, plugs and water off-take.

of Mr. George Briand, of 47, Tamworth Road, Croydon, who is, I believe, the only remaining Hispano-Suiza specialist surviving in this country from among the company's once fairly numerous representatives. It is he who has kindly supplied much of the mechanical information used in the rest of this article. The earliest engines of this type, he informs me, had the rather unusual firing order, 1, 4, 2, 6, 3, 5, while in later examples the more conventional 1, 5, 3, 6, 2, 4 order was adopted. Correct valve clearance with the engine cold was 2 mm. The valve timing was decidedly "classical" and typical of a relatively low-speed engine, the following figures being accurate in terms of millimetres on the circumference of the fly-wheel, while the corresponding figures in degrees are approximations only: Inlet opens 35 mm. (8°) after t.d.c., closes 190 mm. (44°) after b.d.c.; Exhaust opens 160 mm. (37°) before b.d.c., closes 35 mm. (8°) after t.d.c.

This timing diagram, which was very similar to that of the aero engine, with vertical overhead valves and a compression ratio of 4½ to 1, produced an extremely flexible engine with a relatively flat power curve, giving remarkable acceleration and comparative reluctance to attain high crankshaft speeds. With the standard back-axle ratio of 16 to 54, however, the 37.2-h.p. Hispano-Suiza was one of the fastest standard models of the early 1920's and could, moreover, maintain a high cruising speed for as long as the greatest requirements of *le grand tourisme* dictated. This performance was matched by the efficacy of the servo-operated brakes, which at that period were nothing short of a revelation, and perhaps even more notably by the handling qualities of the car. Few designers have been able to emulate Marc Birkigt's ability to endow a large car with the "feel" of a small compact sports model, although if stability is to be maintained at high speeds it is usually necessary to pay rather particular attention to accurate wheel balance. The steering has a wheel movement of approximately 2¼ turns from lock to lock, and may be assisted by the transmission system, which comprises a short torque tube, with its spherical joint mounted on a cross-member of the chassis, and an open propeller shaft between it and the gearbox.

The latter had only three forward speeds, the overall ratios, with the 16 by 54 back axle, being 9½, 6 and 3⅜ to 1, and, indeed, granted the characteristics of the engine, it is difficult to see what purpose a fourth would have served. They were selected, of course, by a right-hand lever working in an open gate, but the latter was placed forward of the normal position of an off-side front door, with the lever inclined backwards, a simple arrangement which, if more generally adopted, would have solved the problem of direct access to the driver's seat without resort to the unpleasant expedient of a central gear-lever. The gear-change, moreover, attained a standard of "honesty" which, if more widely emulated, might well have resulted in the still-birth of synchromesh mechanisms. The lever and gate, together with the pedal layout and the arrangement of the minor controls, were almost exactly similar to those employed



"THE OFFICE."—The well-stocked instrument panel and fine lines of this 45-h.p. "Boulogne" Hispano-Suiza are apparent from this picture. This car is now in America, and was owned by Alec Ullman.

on the pre-1914 models, and, indeed, appear to have closely followed the lines laid down for the first models of 1906.

It was in the electrical arrangements of the new chassis, however, that M. Birkigt, himself originally an electrical engineer, exercised almost his greatest ingenuity. Ignition was by two coils, with two plugs per cylinder, and the advance and retard was controlled by a centrifugal governor, an arrangement which at the time was uncommon outside aero-engine practice. There was also an over-riding hand-control, giving an exceptionally wide range of spark-timing, by means of which the engine could usually be induced to start, if there was gas in the cylinders, without motion being imparted to it from an outside source. "We recommend this practice," declared the Instruction Book, in contradistinction to those of some other makers, "which is convenient and economises the battery charge."

At the same time it was recognised that the starter motor would frequently have to be used, and more particularly when the engine was cold. It is in these conditions that coil ignition is at a peculiar disadvantage, because the effort to turn a stiff engine makes the maximum demand on the battery just when it is also required to supply ample current to provide a powerful spark at the plug points. In order to overcome this difficulty, it was decided to use two batteries. At first only one of these was of sufficient capacity, and provided with heavy enough wiring, to operate the starter motor, the other being comparatively small, and used only for ignition while starting as well as being a standby for side-lights and other light work. Later, however, two full-sized batteries were fitted, both of them, in some instances, wired for the supply of current to the starter, in which case two starter buttons were provided, and the whole of the original intention of the second battery could be defeated by pressing both starter buttons at once!

In spite of the high performance of the 37-h.p. model, which had a maximum speed of fully 80 m.p.h.—or perhaps more exactly because of it—there soon arose a demand for something more. For some time the works resisted this clamour, but in 1922 and 1923 it was decided to run cars in the Georges Boillot Cup race at Boulogne, and a special sporting chassis was prepared for the purpose. Considerable obscurity surrounds this whole subject, but it seems that the cars in question had a short wheelbase, which I have seen quoted as 11 ft. 1¼ in., and the cylinder bores enlarged to 102.5 mm. In this form, the winning car in 1923 averaged 71 m.p.h. for 287 miles, a remarkably high speed on the difficult Boulogne circuit.

Almost simultaneously, in 1922 or 1923, there was produced what was known as the "Monza" model, although I cannot ascertain that it ever made a public appearance on the then new Italian track. This model also had a short chassis, which was moreover made lower by modification to the shackles, while in this case the cylinder bore was apparently increased to 102 mm. There is a strong tradition that the "Monza" engine had a stroke of 150 mm., and indeed this fact was freely stated by contemporary authorities. Mr. Briand has, however, kindly taken the opportunity in recent weeks to measure one of these engines, and has found the stroke to be 140 mm. In the absence of any evidence to the contrary, therefore, the "long-stroke Monza" engine must be dismissed as a myth. Incidentally, it was a "Monza" Hispano-Suiza which showed up a Stutz "Blackhawk" to such disadvantage during a 24-hour run at

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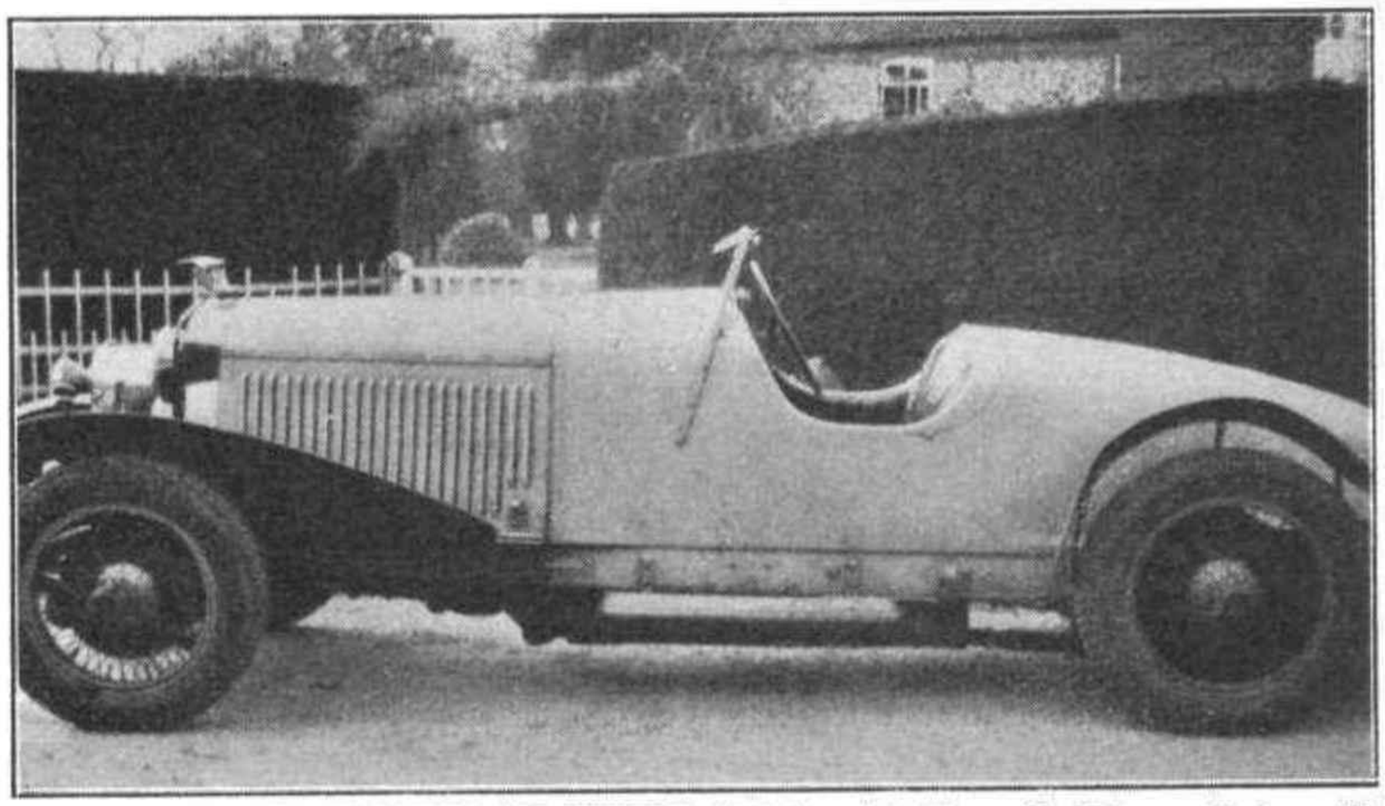
Main Agents throughout the South of England for Wade Superchargers and Installations

Indianapolis after a wager between G. T. Weymann and F. G. Moskovics.

The " Monza " model, in any case, had a limited existence, as in the spring of 1924 André Dubonnet started in the Targa Florio with an Hispano-Suiza fitted with a new-type engine. [It is said that he drove one of these cars from Paris to Nice in 12 h. 35 m. by way of practice.—ED.] This exactly resembled the 37-h.p. in general characteristics, but the bore, instead of being enlarged by a millimetre or two, was now definitely increased to 110 mm., making the capacity 7,983 c.c. With an R.A.C. rating of 45 h.p., the sports chassis fitted with this engine became popularly, and almost universally, known as the " Boulogne " model. It is officially stated, however, that this is a misnomer, and indeed it has long been something of a mystery to the present writer why a model which made its first appearance in 1924 should be called after the venue of a race in which Hispano-Suiza ran in 1922 and 1923. The explanation would seem to be, however, that the new engine was fitted to what had previously been known as the " Boulogne " chassis and thus popularly retained the designation of its predecessor.

In any case, for the next ten years or so, the 45-h.p. Hispano-Suiza attained rather the same prestige, in its different class, as had the Alfonso model before 1914. In some instances the compression ratio was advanced from 4½ to 1 to 6 to 1, and while the genuine " Boulogne " and " Monza " models had a maximum speed of over 90 m.p.h., the 45-h.p. could exceed the magic figure of 100 m.p.h. In 1924, for example, Barnato's 45-h.p. Hispano-Suiza took records at Brooklands, covering 300 miles at over 92 m.p.h. In recent weeks I have had the pleasure of driving a fairly early example of this model which is, however, in particularly good mechanical condition, and I recommend a similar experience to any reader who is of the opinion that his small sports model is likely to feel handier in traffic or on winding roads than an 8-litre car weighing a couple of tons.

While the Paris factory was thus catering for the luxury trade of the world, the original Barcelona works were utilised for the production of more modest motor cars. The 85 by 130 mm., four-cylinder model was continued into the early 'twenties; but about 1924 or 1925 its place was taken by a chassis with a six-cylinder engine having the same bore but with the stroke reduced to 110 mm., so that the stroke-bore ratio was approximately the same as in the 110 by 140 mm. engine of 1924, while the capacity at 3,750 c.c. was about half as large. This engine was an almost exact scale-down of the larger model, except that the block was of cast iron instead of aluminium, and the valve timing was quite different, the inlet valve opening 10 degrees early and the exhaust closing 20 degrees late, giving an overlap of 30 degrees instead of no overlap at all. The chassis was also on exactly similar lines. The engine was rated in England at 27 h.p., and as such, or as the " Barcelona," this model has usually been known in this country.



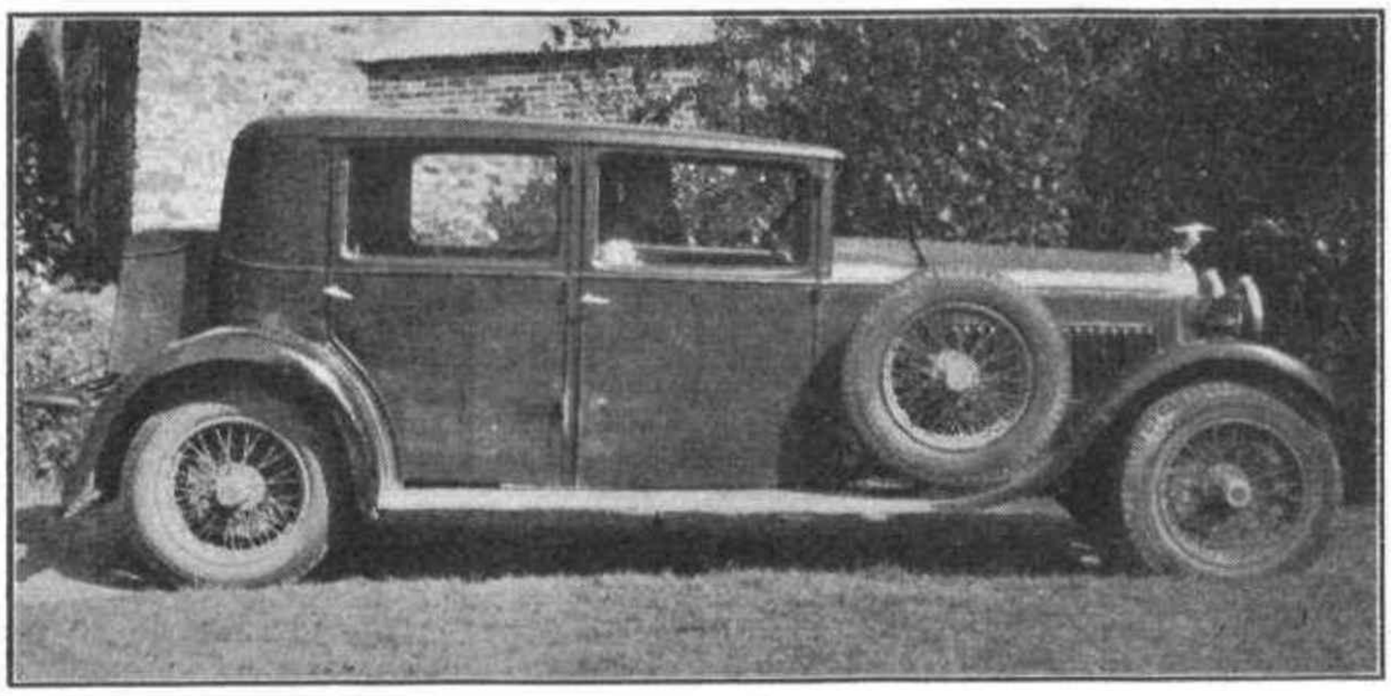
THE MOST BEAUTIFUL OF THEM ALL?—A " Monza " Hispano-Suiza with Kellner two-seater body, formerly the property of Count Zborowski, Lt.-Col. Clive Gallop and C. P. F. North. Later the car fell into unsympathetic hands and has been modified almost beyond recognition.

I have myself been running an 11 ft. 6 in. wheelbase example of this model for the past two years, and its performance has proved exceptionally interesting. While unfortunately I have no comparative figures to rely on, I am inclined to think that up to, say, 50 m.p.h., even the 45-h.p. does not accelerate very much faster than the 27-h.p., but the latter achieves its performance by relatively low gearing, the normal axle ratio being 12 by 59, which restricts its maximum speed to about 70 m.p.h., and renders the engine much more prominent at normal cruising speeds than is the larger edition. The acceleration, braking and handling qualities of the car, however, combine to produce a vehicle which achieves averages which are somewhat astonishing in relation to its maximum speed.

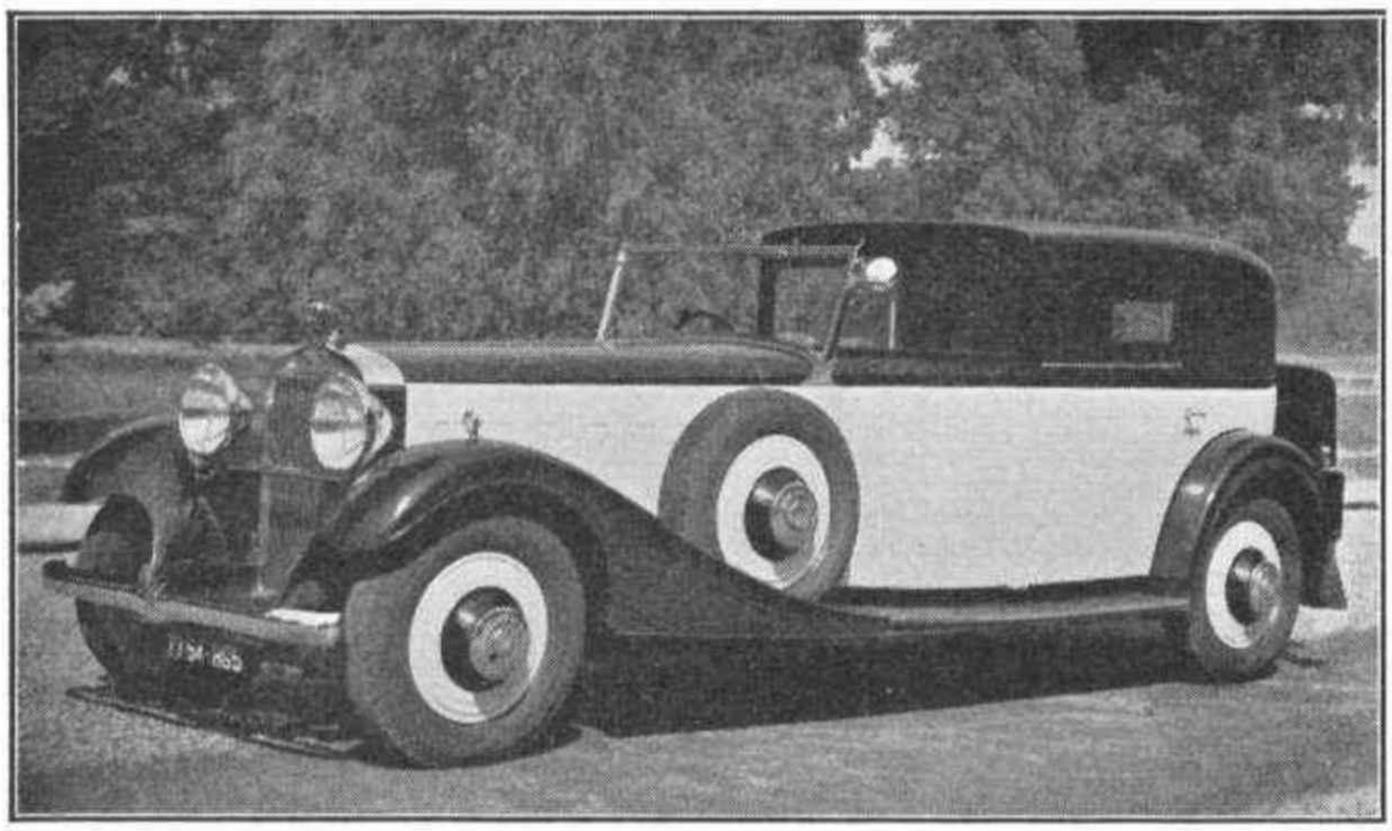
By 1931, Hispano-Suiza had taken over the Ballot concern, and this union was celebrated, rather curiously since Ballot had originally been an engine specialist, by fitting an Hispano-Suiza engine to a Ballot chassis. This model was given the rather unattractive name of " Junior," and as a result of the Ballot influence, the more conservative were shocked by the sight of an Hispano-Suiza with a central gear-change. The engine closely followed existing practice, with a bore and stroke of 90 by 120 mm., and a capacity of 4,580 c.c. Unfortunately, I have never tried this model and am completely ignorant of the character of its performance.

In any case, more important developments were afoot at this time. M. Birkigt, in fact, had come to the conclusion, round about 1929, that as a *voiture de grand luxe et de grand tourisme*, his 1919 design was now out of date. He therefore went back to his aero-engine of 1918, but instead of using one half of it, he determined to use the whole, and to produce a 12-cylinder car engine. The bore was still to be 100 mm.; but in fixing the stroke he cast further back still, to the " square " six-cylinder models of 1907, and determined that the stroke should be 100 mm. also, the resulting capacity being 9,424 c.c. From the days of the long-stroke Alfonso engine, the wheel had turned full circle.

The most striking change, however, was in the valve gear. For some time it must have been apparent that, even with the greatest care in manufacture, an overhead camshaft was inherently



THE AUTHOR'S OWN Hispano-Suiza, his 27-h.p. " Barcelona," rebuilt to his order by the Phoenix Green Garage.



DIGNITY.—A 1934 *V12 long-chassis Hispano-Suiza with Kellner* coupé de ville *body.*

noisy, and, presumably for this reason, it was now abandoned, in spite of its mechanical advantages. Instead a single camshaft was now mounted in the 60-degree V of the twelve cylinders, and operated the valves by push-rods and rockers. At least the short stroke reduced the length and weight of the push-rods. In the earlier engines ignition was by four coils, but in later editions these were replaced by two Scintilla Vertex magnetos. The sump held 3¼ gallons of oil.

The valve timing was rather similar to that of the 37-h.p., except for the very much earlier opening of the exhaust valves, the diagram being as follows: Inlet opens 7 degrees after t.d.c., closes 45 degrees after b.d.c.; Exhaust opens 60 degrees before b.d.c., closes 5 degrees after t.d.c. Valve clearances: Inlet 0.014 in., exhaust 0.018 in.; carburetter jets: mains, 160; pilots, 70.

On paper the 12-cylinder engine in 1931 was perhaps mechanically less attractive than was its six-cylinder predecessor in 1919, but the finish and cleanliness of design were again superb, and if there had still been any room for criticism, it would have been silenced by the performance. With a compression ratio of 5 to 1, the engine gave 190 h.p. at 3,000 r.p.m., and with a ratio of 6 to 1, the output was increased to 220 h.p. at the same crankshaft speed.

In March, 1934, the *Autocar* tested a 54/220-h.p. chassis of this type fitted with a Vanvooren drophead coupé body and weighing approximately 39 cwt. The overall gear ratios were 5.44, 4.10 and 2.72 to 1, and I expect that the engine compression ratio was 6 to 1, although this is not stated. This car lapped Brooklands at over 95 m.p.h., and covered half a mile at 100 m.p.h. From rest, it attained 60 m.p.h. in 12 sec., and 80 m.p.h. in 19 sec., and from 30 to 50 m.p.h. it took 6 sec. in top gear and 4 sec. in second. Such figures can seldom have been excelled by a car of this type. Incidentally the price, like that of a 1950 Rolls-Royce, was £3,500 and the *Cygogne Volante* still rode proudly on the radiator cap. To drive a 12-cylinder Hispano-Suiza is for me a pleasure still to come; but my friend, Mr. C. R. Abbott, tells me that it once fell to his lot to take one across London. He expected to feel rather like the captain of the *Queen Mary* during the process, and within a very short distance he found himself, on the contrary, tempted to emulate the proverbial minnow in the traffic stream. This feature, in a large car, is, to my mind, the ultimate test of genius in a designer. The 12-cylinder was ably introduced by Charles Faroux, who drove one from Paris to Nice and back as fast as possible, whereupon it was driven on to a large sheet of white paper in the Paris showrooms, not a drop of oil falling on to the paper.

Not unnaturally, the 12-cylinder soon displaced the larger six-cylinder models, and in about 1934 the Junior was also superseded by a new six-cylinder chassis. Known as the 30/120-h.p., the new engine combined the 100-mm. bore of the 1919 engine with the 110-mm. stroke of the 27-h.p. model, the resulting capacity being 4,900 c.c. In general design, however, it resembled the 12-cylinder, with push-rod operated overhead valves, but the timing presumably allowed for higher engine speeds, the inlet valves, as in the 27-h.p., opening before t.d.c., while on this engine the dual coil ignition was retained. Unfortunately, as some may think, the Ballot influence not only resulted in the adoption of a central gear-lever on this model, but also spread to the 12-cylinder, which lost its traditional Hispano-Suiza layout in this respect soon after its introduction. The *Autocar* tested a "30/120" with a Vanvooren pillarless saloon body in November, 1934, the car weighing 35 cwt. The overall gear ratios were 7.25, 5.40 and 3.65 to 1. The timed ¼-mile came out at 82.95 m.p.h., and the tester estimated that the "normal" or short-wheelbase version with 3.4 to 1 top gear would reach 90 m.p.h. As it was, 50 m.p.h. was attained in 12.2 sec., 60 m.p.h. in 19.6 sec., from rest, and from 30 to 50 m.p.h. took 8.6 sec. in top gear and 5.8 sec. in second. The price of the complete car, incidentally, was £1,895, or about that of the basic cost of to-day's 2½-litre Lagonda.

At Barcelona, moreover, there was still a demand for something simpler than the Paris products, and at about this same date the 27-h.p., 85 by 110 mm. overhead camshaft six-cylinder model was replaced by a chassis having a six-cylinder engine rated at 20 h.p. The dimensions of this engine, which had a capacity of 3,016 c.c., were 80 by 100 mm., the stroke being the same as in the 12-cylinder, and the bore harking back to the days of the Alfonso model. This engine was of the new push-rod type, but the model remained practically unknown in England.

Before the outbreak of war in 1939 Hispano-Suiza had practically abandoned the manufacture of motor cars, and the first post-war Paris Salon revealed no successor to the famous 37-h.p. of 1919. And yet the lying jade declares that it is on the way. Its character, however, is still shrouded in mystery and those who know won't tell, while those who tell probably don't know. All the same, it may have been gleaned from these notes of Hispano-Suiza history, that M. Birkigt is not a man who fails to profit by his experience. In the 1914–18 war he used to build eight-cylinder aero-engines; he does not seem to have produced an eight-cylinder car so far.

CLUB AFFAIRS

The Morgan three-wheeler Club held its rally at Whitsun, but had to abandon the speed-trial part. If anyone knows of a suitable course in the Midlands they are asked to contact R. G. Davies, 14, Lyttelton Street, Barbourne, Worcester. The "mog-boys" have had bad luck in this respect and deserve better.

* * *

We are informed by George G. Taylor of the Aston-Martin Owners' Club that, following the withdrawal of support by the V.S.C.C. and S.U.N.B.A.C. for the proposed Silverstone Club Meetings Association, which sought to admit members free (except for parking) to ten club meetings at the R.A.C. circuit for an annual subscription of 10s., the scheme has been "shelved for the time being."

* * *

An Allard Owners' Club is in the course of formation and the first branch will probably be opened in London shortly. Branches will be started in all districts where local conditions warrant. Those interested should notify the General Secretary, Allard Owners' Club, Allard Motor Co., Ltd., 24/28, Clapham High Street, London, S.W.4.

* * *

The Lothian Car Club (Edinburgh) Inter-Club Team Trial, originally fixed for May 7th, will now take place on June 11th, starting at 1 p.m. from Stobo Village on road B 712, near Peebles. The trial is open to teams of three cars from any recognised motor club. Further details from M. Smith, 1, Craiglockhart View, Edinburgh, 11.

* * *

Owing to the regrettable death of the Earl of Dalhousie, the race meeting at Easthaven aerodrome fixed for July 15th will not be held.

CHAIN CHATTER

by

"CARROZZINO"



THE battle for honours in the Grand Prix events this season looks as though it is going to be the greatest yet. Although only two countries are represented in first-line road-racing, as far as manufacturers are concerned, the interest is very strong. The real battles will be fought out in the 500-c.c. class, and it is interesting to observe that the "works" bicycles are being developed in every possible detail; naturally, the power unit is of primary importance and more and more horsepower is being sought. Aided by the improved fuel, of 80 octane, in use this year, the power being obtained from the "works" machines is rapidly approaching that of pre-war days on 50/50 petrol-benzol. While the maximum possible horsepower obtainable from any given engine is desirable, the rest of the machine must be so designed that the power can be used. Too many times has one seen a machine with more power than its roadholding, steering or braking can deal with. The b.h.p. developed by the engine is, of course, not the only means for making the machine go quicker than one's rivals, and the Grand Prix machines, which also include T.T. machines, are beginning to appear with devices other than those required for b.h.p. Light weight and wind-cheating are the two main methods being exploited to the full, and, as far as weight is concerned, the Italians are past-masters at the art of "adding lightness." Reducing frontal area and smoothing out the passage of the air along the machine is rapidly becoming of major importance.

The new twin-cylinder Guzzi, not a pretty machine at the best of times, now has a most functional petrol tank of unusual shape which has depressions along either side to accommodate the rider's arms when he is in the "lying down" position. The A.J.S. factory have also been studying airflow, with the result that the "works" machines now have a saddle-cum-pad arrangement which fits round the rider's rear portions like a small armchair. Without the rider the thing looks perfectly hideous and rather pointless, but a sideview of Les Graham really travelling quickly at the Circuit of Mettet recently, showed to perfection the idea behind the layout, for there was an unbroken line from the top of the rider's helmet right down to the extreme end of the rear mudguard and a line of reasonable aerodynamic contour at that.

The new "works" Norton, with which Geoff. Duke gave such a convincing demonstration at Blandford recently, also shows signs of experiments in the same direction, while, in addition, its fuel tank is so shaped at the rear that it allows the rider to tuck his knees well in, an important point as far as frontal area is concerned. This type of tank is not completely new, for the Montesas, the little 125-c.c. machines built in Spain, have similar tanks. A further attempt to cheat the wind is the use of cowlings covering the steering head and incorporating a small windshield, behind which the rider can lie when really-getting-down-to-it. While many of the little devices in use are not new, having been used regularly by track racers pre-war, they are new to road-racing and show just how seriously this first-line racing is being taken.

At Monza last year, where the lap speed was over 100 m.p.h., many machines were fitted with discs on the rear wheels in an attempt to smooth out the passage of the air. At the same time many of the riders fitted a second pair of footrests near the top of the rear mudguard above the rear spindle, and on to these they hooked their feet so that the lower portions of their legs were horizontal, thus presenting no frontal area.

While all this attention to little details for high speed is commendable and to be encouraged, the dangers involved must not be overlooked. The practice of putting the feet on hooks on the rear mudguard is one that has reached the danger point, for the rider has not so much control of the machine when in this position and when one man starts to take high-speed corners in this position, the others naturally have to follow suit and the result is, as was experienced at the end of last year, riders bunched very close together all riding much too near to the limit for the safety of the sport, and some of the "works" riders who have had to indulge in this practice, or drop behind their rivals, have expressed the view that some sort of ruling should be made to prevent this form of riding. If this wind-cheating continues without due care being taken we may find that the machines become very susceptible to side-winds and we have already lost more than one good rider through the effects of side-winds, so that wind-cheating with caution is called for.

* * *

There is something quite uncanny about the way in which Italian factories can produce new machines. Whether it is due to plentiful supplies of material, lack of red tape and form-filling, or whether it is due to terrific enthusiasm on the part of the Italian workman is not known. Whatever is the cause, the result is remarkable. A good example of Italian enthusiasm for racing is that of the firm of M. V. Augusta, for at the end of last season their "works" 125-c.c. machines, using two-stroke engines, were reaching over 80 m.p.h., and as this was not sufficient to deal with their rivals who were using four-stroke engines, they decided to give up the two-cycle engine and, with no previous experience of building four-stroke engines, they produced a twin-o.h.c. machine in a matter of a few months. At the same time they decided to enter the 500-c.c. class and, four cylinders being the only reasonable layout to use for a Grand Prix machine, they built a twin o.h.c. four-cylinder motor-cycle during the winter months. Further, they have every hope of having four such machines ready for the T.T. in June.

One must not overlook the fact that the new machine is almost an exact copy of the 500-c.c. Gilera and also that the new M.V. was designed by the same man who designed the Gilera, for Ing. Remor went to work for M. V. Augustas just before last winter. Ignoring this, the feat of building the new machines in months, where others take years, is one that gives much food for thought.

For many years this country has been supreme in the 350-c.c. class for the simple reason that no one else has built this size of machine, but last year Guzzis made a sporting gesture by entering a single 350-c.c. machine which was in effect a small edition of the 500-c.c. twin. Before this machine appeared rumour had it that they were experimenting with a scaled-down "500" and an enlarged "250," and which would be more successful they knew not. The twin 350-c.c. bicycle, while showing great promise on occasions, was not very successful, and this year they have begun the season with the other 350-c.c. machine, which is an enlarged 250-c.c. "Gambalugghino" in effect, except that an entirely new form of valve operation is used and a five-speed gearbox is employed to deal with the engine's 7,000 r.p.m. This lone attempt at rivalling this country's supremacy in the 350-c.c. class is most sporting and it would be nice to see one of our manufacturers reciprocate by scaling down a 350-c.c. bicycle to compete in the 250-c.c. class, which at present is dominated by Italy. Whoever tackled such a job would not be attempting a greater task than Guzzis are attempting with their 350-c.c. motor-cycle, and all the encouragement and enthusiasm possible would go out to them from the racing world.

* * *

It can only be a matter of time before Germany is admitted back into the F.I.M.,

Continued on page 292

RUMBLINGS

I.O.M.

In addition to many valuable trophies, prize money of over £600 will be awarded in the British Racing Drivers' Club British Empire Trophy Race, to be held in the Isle of Man on June 15th. This race is open to cars complying with the current International Formula governing Grand Prix racing throughout the world, *i.e.*, supercharged cars up to 1½ litres and unsupercharged cars up to 4½ litres. The event will be run over a distance of 140 miles, 36 laps of the 3.88 miles circuit near Douglas. A shorter race, of 18 laps of the same circuit, will be run for supercharged cars up to 1,100 c.c. and unblown 2½ litres for the coveted Manx Cup and many hundreds of pounds prize money. The continuing and rapid growth in popularity of motor racing has decided the Isle of Man authorities to run the British Empire Trophy and Manx Cup Races on June 15th this year, some three weeks later than in previous years, so that the vast crowd of holidaymakers who flock to the island for the summer season will have the opportunity of witnessing these two races.

All racing drivers acknowledge the debt they owe to their mechanics and now the B.R.D.C. has decided that the men behind the scenes will be rewarded for their efforts. In the regulations for their Isle of Man races, provision is made for cash awards to the chief mechanics of the cars finishing first and second in both races.

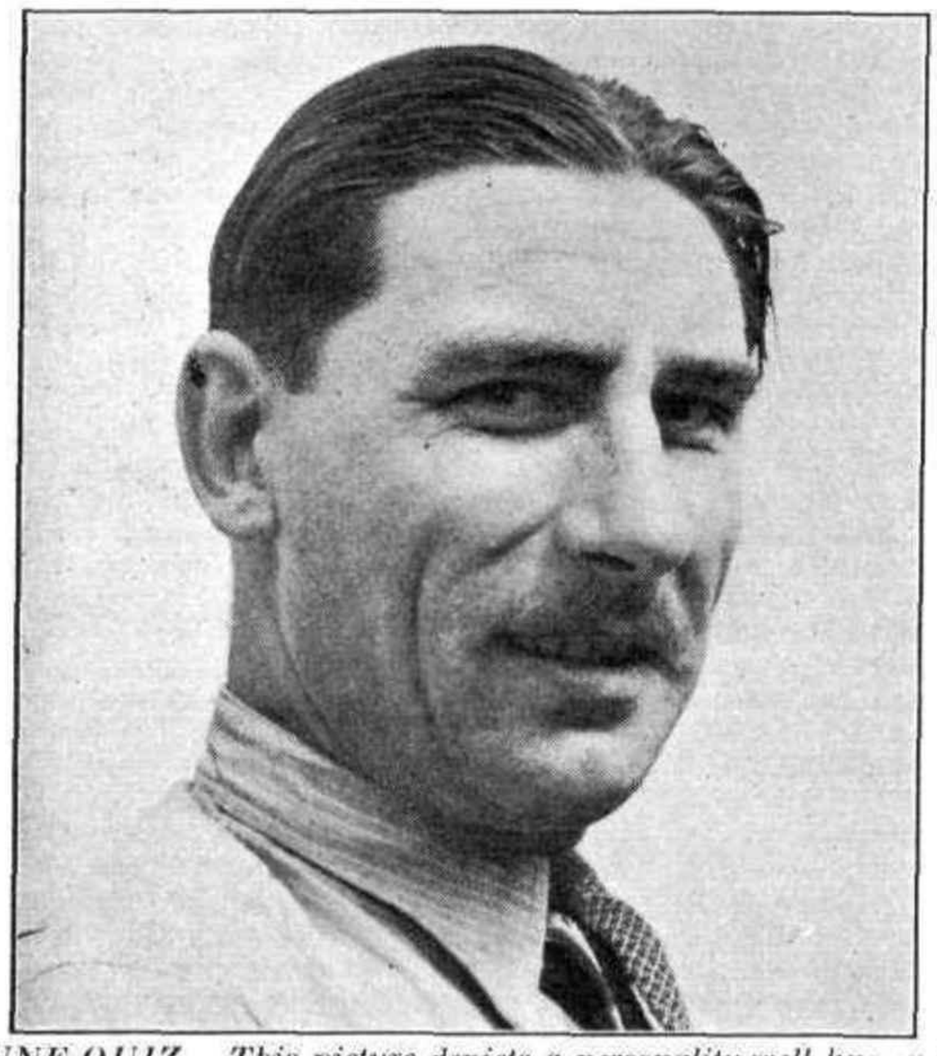
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European Challenge

Not only are British sports-car manufacturers likely to have to meet competition from the American Kurtis and Crosley, but makers of our utility cars must not overlook the bid for world markets F.I.A.T. is making with the new "1,400." With a four-cylinder 1,395-c.c. push-rod engine of 82 by 66 mm., pulling a top-gear ratio of 4.44 to 1, the car must be virtually "unburstable," for at its peak engine speed of 4,400 r.p.m., when 44.5 b.h.p. is developed, the piston speed is a mere 1,920 ft. per min., yet the F.I.A.T. is proceeding at a cool 70 m.p.h. As a matter of fact, it would have to reach 91 m.p.h. before the critical 2,500 ft. per min. piston velocity was reached.

Add to this seats well within the wheelbase of the essentially modern-looking saloon body, steering column gear-change, coil-spring suspension (independent at the front) and a four-speed synchromesh gearbox and the F.I.A.T. is seen to be a formidable competitor. Technical features of interest are the replaceable wet cylinder liners and light alloy head with replaceable valve seats. The "1,400" weighs under 23 cwt., does some 30 m.p.g., has a maximum speed of nearly 77 m.p.h., and reaches 50 m.p.h. from a standstill in 18.5 sec.

What is so interesting from our point of view is that concurrently with the announcement of the "1,400" saloon came other announcements from Italy of very beautiful high-performance versions by specialist constructors, marketed with the sanction of F.I.A.T., and obviously having been in process of quiet development for a considerable time. One of these, by the Soc. Italia Auto Transformazione Accessories, is the usual two-carburetter, tuned-up job beloved by proprietary Italian firms. According to *Motor Italia* it develops 65 b.h.p., and has a claimed maximum speed of 150 k.p.h. in three-seats-abreast drophead coupé form. Then Balbo already offer a specialist coupé body on a normal "1,400" chassis. Now there are plenty of promising British utility cars which could equally well form the basis of attractive high-performance cars for which the first cost should be comparatively modest and spares and service freely available. But we seem to take a long time to think along these lines and when we do so, often the resultant product weighs nearly as much when finalised as the car from which it takes its conception.



JUNE QUIZ.—This picture depicts a personality well known in motor-racing circles before the war. Solutions on a p.c. by June 10th, please, so that the Names of the Knowledgeable can be published in our July issue.

* * *

Le Mans

The 24-Hour Sports-Car Race at Le Mans on June 25/26th takes on especial significance. Now that it appears definite that the Belgian 24-Hour event at Spa will be abandoned due to lack of finance Le Mans draws *all* the attention. There is no other race quite like it, of course, but the results somehow tended to be linked with those of Spa and if you did badly at Le Mans you hoped to make amends later, in Belgium. Now all that is over and it is Le Mans or nothing. If Britain wins, prestige for her victorious car and her products in general will be boosted throughout Europe. If our cars do well, being placed high or putting up consistent runs, sales of the successful makes will soar; equally, those who experience trouble or finish low down the results list will suffer adverse comment wherever cars are discussed, particularly in America and other far places, where a car that survives Le Mans is one to be trusted and *vice versa*.

Many of our sports-car manufacturers are taking the race pretty seriously this time. Aston-Martin have entered a team of six-cylinder Aston-Martin D.B. Mk. II aerodynamic coupés under the management of John Wyer. The long-awaited Jowett Jupiter will make its debut in this race and two 4¼-litre Bentleys are due to run—the streamlined saloon of H. F. S. Hay which was such a creditable sixth last year and Eddie Hall's potent, yet deceptively silent, T.T. car. Rolls-Royce are helping quite a bit with their preparation, which displays confidence, considering that both are pre-war cars.

The "atmosphere" of Le Mans, with its illuminated permanent pits and grandstand, its stalls and side-shows, its safety precautions, its indefatigable crowds, and the dust, the sand and the heat is an experience in itself, coupled with which the hospitality of the organisers and officials is immense. We shall expect a very big influx of visitors this year—after all, petrol isn't rationed in France and a Bentley might quite easily win . . . Last year one enthusiast even rode there from England on his bicycle!

* * *

Raymond Mays' new sprint car is expected at Shelsley Walsh on June 10th. It uses the 2-litre Zoller-blown E.R.A. and isn't expected to be any lighter than his E.R.A., but will have better adhesion due to the chain-driven independently sprung rear wheels, and engine set well to the rear.

◆◆◆

The First 1950 B.A.R.C. Goodwood Members' Meeting

Sydney Allard's Allard Beats Gale's Darracq and Jason-Henry's Delahaye to Win Fastest Race at 72.75 m.p.h. Mrs. Binns Wins Her First Race in ex-Dobson Riley at 67.5 m.p.h. Double Win by J. C. C. Mayers (Lester-M.G.) Puts Him in the Lead for "Motor Sport" Brooklands Memorial Trophy.

WET weather in the morning gave way to a fine afternoon for the first of this season's B.A.R.C. sports-cars-only Members' Meetings at Goodwood. Ten races were run off extremely expeditiously and provided excellent sport. Points were awarded towards the MOTOR SPORT Brooklands Memorial Challenge Trophy and £50 for the best aggregate performance at these meetings, and J. C. C. Mayers leads by one point; the full placings to date appear on another page.

Interesting cars included the sports two-seater Coopers, the R.W.G., with Morris Minor chassis, "PB" M.G. gearbox and 1,088-c.c. engine, Rose's modern 2½-litre Lea-Francis, Chevell's Speed Twenty Alvis, with very "outer-circuit" body and substantial ¼-elliptic rear springs, and the ex-Couper Talbot, only you wouldn't have known it. Cripps ran his usual Cripps Special with a four-S.U. Chrysler Royal engine in a chassis the front part of which remains Chrysler, A.S. gearbox and Mercury back axle. There were a large number of non-starters, including two Rileys and an H.R.G. which had a private accident all to themselves near Midhurst on the way down.

If any criticism was called for, it concerned the distinctly droll handicapping. For example, in the sixth race a normal "TD" M.G. was put on scratch with Mayers' Lester-M.G., which had already won the second race, and with Jacobs' very fast blown T-type. In this same race six "TC" M.G.s were started at the same time as Phillips' special "TC," which had won the first race, and a blown "TA," while they gave Lester's Lester-M.G. six seconds. In the tenth race Gale's well-known 4-litre Darracq, one of the fastest sports cars in the country, which was second in the fifth race, had 30 seconds start in three laps from the original Allard, a two-seater "TC"-engined Cooper and Gilbert's Singer-engined H.R.G. Why weren't some of these cars rehandicapped?

Once again John Bolster gave a well-informed and thoroughly jolly commentary.

Three-Lap Scratch Race for Non-s/c. Cars not exceeding 1,500 c.c.

Phillips' special "TC" M.G. ran right away from the field, although Keen's "Le Mans" Singer-H.R.G. chased it hard. A long while afterwards Leonard's "TC" M.G.-engined Cooper crossed the line, although Parker's Frazer-Nash led it until it retired.

1st: G. E. Phillips (1,250-c.c. M.G.), won by 0.4 sec. at 67.80 m.p.h.
2nd: M. J. C. Keen (1,496-c.c. H.R.G.).
3rd: L. Leonard (1,247-c.c. Cooper).
Fastest lap: Keen (H.R.G.), at 70.21 m.p.h.

Three-Lap Scratch Race for Non-s/c. Cars not exceeding 1,500 c.c.

Mrs. Binns made a bad start, whereas Peter Clark's "Le Mans" Singer-H.R.G. got well away, as did Mayers' very attractive Lester-M.G., which took the lead from Peter after Madgwick Corner. By the second lap Mayers had an unassailable lead, while John Cooper's M.G.-engined Cooper had also overtaken Clark's H.R.G. Then Eric Thompson, in the other "Le Mans" H.R.G., passed Sutherland's "TC" M.G. at Madgwick and got a quarter of a length ahead of Peter before the finish.

1st: J. C. C. Mayers (1,467-c.c. Lester-M.G.), won by 3.8 sec. at 69.8 m.p.h.
2nd: J. Cooper (1,250-c.c. Cooper).
3rd: E. Thompson (1,496-c.c. H.R.G.).
Fastest lap: Mayers (Lester-M.G.), at 73.68 m.p.h.

Three-Lap Scratch Race for Non-s/c. Cars exceeding 1,500 c.c. but not exceeding 3,000 c.c.

This was McAlpine's race, in the green Connaught, from first to last, but behind it was stirring to see Charles Mortimer, returning to racing in a red and silver "Silverstone" Healey, wrest second place from Tyrer's modified, all-enveloping 1940 "Mille Miglia" B.M.W. on the last lap. After a considerable period some more cars crossed the line, Rose's Lea-Francis holding off Watkins' and Freed's Healeys. Jonas' Connaught, to show there was no ill-feeling, finished last.

1st: K. McAlpine (1,767-c.c. Connaught), won by 10.6 sec. at 72.00 m.p.h.
2nd: C. Mortimer (2,443-c.c. Healey).
3rd: G. Tyrer (1,996-c.c. B.M.W.).
Fastest lap: McAlpine (Connaught), at 73.8 m.p.h.

Three-Lap Scratch Race for Non-s/c. Cars exceeding 1,500 c.c. but not exceeding 3,000 c.c.

Only seven came out. Crook's "Le Mans Replica" Frazer-Nash led all the way, Peacock's "328" B.M.W. seeming to close a bit at the corners but never really being in sight of Tony. Brise's Jaguar held third place throughout, but Innes' "Silverstone" Healey passed Brooks' Jaguar.

1st: T. A. D. Crook (1,971-c.c. Frazer-Nash), won by 9.2 sec. at 70.01 m.p.h.
2nd: R. F. Peacock (1,971-c.c. B.M.W.).
3rd: J. K. B. Brise (2,698-c.c. Jaguar).
Fastest lap: Crook (Frazer-Nash), at 73.11 m.p.h.

Three-Lap Scratch Race for Non-s/c. Cars exceeding 3,000 c.c.

In a lounge suit and completely unruffled, Allard in his 4.3-litre s.v. J2 Allard, with a full-width boxed-in screen, showed Gale's Darracq and Jason-Henry's Delahaye the way home, making fastest average and fastest lap of the day. This was the more creditable as the Delahaye started from the same row and now has its new frontal aspect, which is said to have lopped off 1½ cwt. It was in a tussle with a garage door the night before and had been hastily repainted. It came in boiling furiously. Gale, from a row behind, drove manfully to pip Jason-Henry right on the line.

1st: S. H. Allard (4,375-c.c. Allard), won by 3.8 sec. at 72.75 m.p.h.
2nd: G. F. A. Gale (3,996-c.c. Darracq).
3rd: G. Jason-Henry (3,557-c.c. Delahaye).
Fastest lap: Allard (Allard), at 75.20 m.p.h.

Three-Lap Handicap for M.G. Cars

A fine field got away, Phillips hustling through on the grass, but Miller's "PA" Midget leading lap one from Lester's very neat Lester-M.G., with sleeved 1,087-c.c. "TC" engine, tubular frame and coil-spring i.f.s. Already Mayers' bored-out "TC" Lester-M.G. was in third place from scratch and it went into the lead on lap two, to a runaway win. Jacobs also came through neatly from scratch in his blown T-type, he and Phillips swamping Sutherland on the last lap. Cook's blown "TA" retired. The new "TD" M.G. finished eleventh.

1st: J. C. C. Mayers (1,467-c.c. Lester-M.G.), (0 sec.), won by 12.2 sec. at 71.8 m.p.h.
2nd: R. W. Jacobs (1,087-c.c. s/c. "T" M.G.), (0 sec.).
3rd: G. E. Phillips (1,250-c.c. "TC" M.G.), (6 sec.).
Fastest lap: Mayers (Lester-M.G.), at 74.98 m.p.h.

Three-Lap Handicap for M.G. Cars

Nicholson's "PA" Midget led lap one from the limit mark but already Haesendonck's blown "PB," which Bolster had told us to watch, was second, ahead of Mitchell's "limit" "PA," in spite of a poor get-away. It then proceeded to walk the race, superbly driven, and sounding splendid.

1st: E. J. Haesendonck (939-c.c. s/c. "PB" M.G.), (6 sec.), won by 20.6 sec. at 66.4 m.p.h.
2nd: M. J. Pople (1,250-c.c. "TC" M.G.), (6 sec.).
3rd: G. T. Jones (1,250-c.c. "TC" M.G.), (6 sec.).
Fastest lap: Haesendonck (M.G.), at 67.81 m.p.h.

Three-Lap Handicap

This was a good scrap. From scratch McAlpine's Connaught had the wheels of the Cripps—there had been some flap



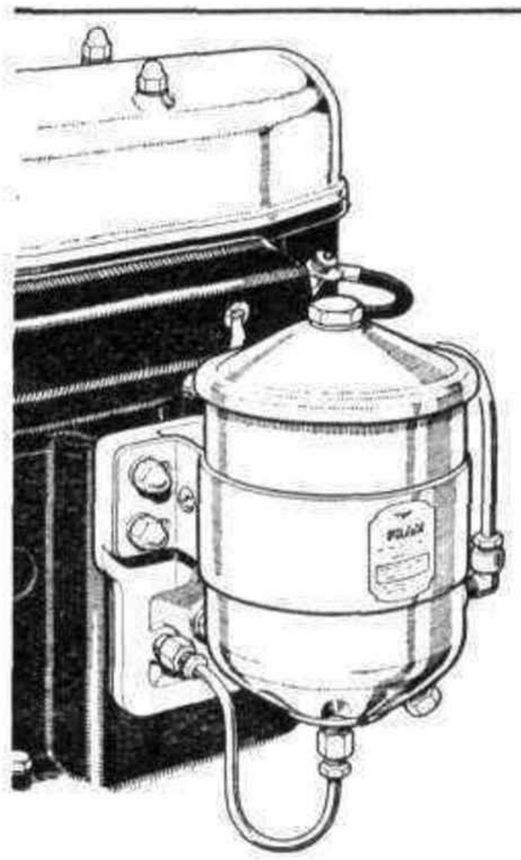
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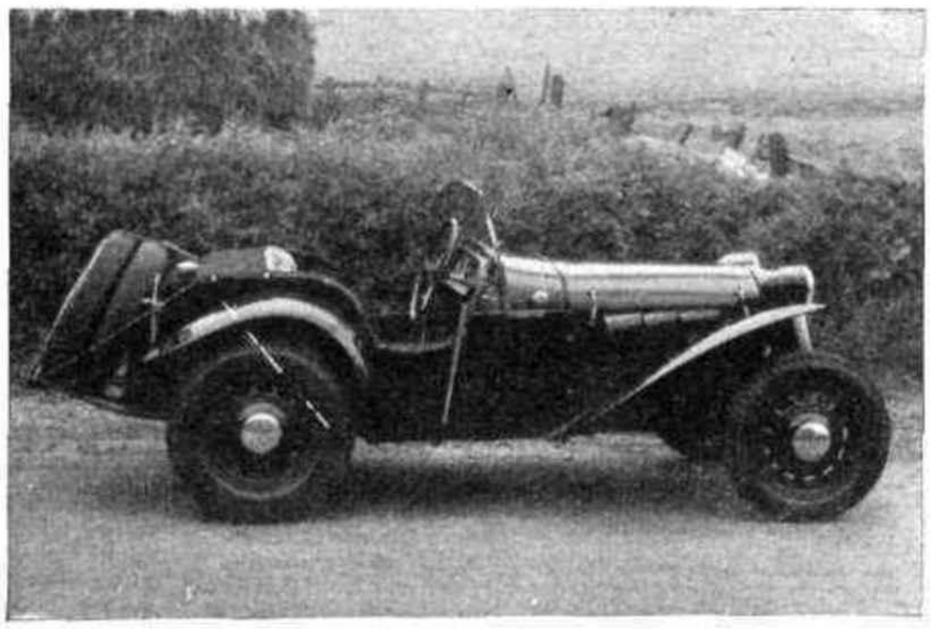
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prior to the start because the Connaught starter was said to be unserviceable. All was well on the line, luckily. After lap one Waring's beautifully-turned-out two-seater Speed Twenty Alvis had a tiny advantage over the blown Buckler, with Ellis' "limit" Balilla F.I.A.T. merely third. Buckler then took the lead, chased by Jacobs' M.G., and Hull's phenomenal coupé 1,750-c.c. Alfa-Romeo, head erect, had also passed the Alvis. Jacobs took the lead, Buckler's blower-drive belt jumped its pulley and lost him second place, McAlpine was going *really* fast to pull up to third position, and the indomitable Hull calmly took second place. Potter-Moore's Riley was so slow he didn't bother to finish and J. C. G. Gilbert had a peaceful tour in his elongated H.R.G. Special, which poses as a 4CLT Maserati—we believe the intention *is* to install an old 1,100-c.c. straight-eight Maserati engine beneath those acres of bonnet.

1st: R. W. Jacobs (1,087-c.c. s/c. M.G.), (28 sec.), won by 9.4 sec. at 70.08 m.p.h.

2nd: D. H. C. Hull (1,750-c.c. s/c. Alfa-Romeo), (28 sec.).

3rd: K. McAlpine (1,767-c.c. Connaught), (0 sec.).

Fastest lap: McAlpine (Connaught), at 75.10 m.p.h.

Three-Lap Handicap

As the flag descended for Borra's Riley Nine it said "clonk," and stayed where it was, baulking Clark when the time came for the three "Le Mans" H.R.G.s to be released. Palmer's "T.T. Replica" Frazer-Nash led from Rolfe's ex-Tuson 1,090-c.c. Balilla F.I.A.T., only to retire. Nancy Binns in her ex-Dobson Riley Sprite, with T.T. engine and spare wheel stowed in a wide tail, handled this famous pre-war car skilfully and was in third place. The Frazer-Nash then ceased and Mrs. Binns, Ruddock's Meadows-H.R.G. and Coombs' Rover-engined Cooper all came into the picture, a ruffled Peter Clark waving Miss Haig's H.R.G. out of his way in the background. The leaders held their positions, Mrs. Binns afterwards telling us over the public address system that this was the first motor race she had ever won anywhere. She was mighty pleased and deserved to be, a lap at over 70 m.p.h. indicating her to be a superior driver to many of the men. But it was a close finish!

1st: Mrs. N. Binns (1,496-c.c. Riley), (28 sec.), won by 1.4 sec. at 67.5 m.p.h.

2nd: G. A. Ruddock (1,496-c.c. H.R.G.), (26 sec.).

3rd: J. Coombs (1,100-c.c. Cooper), (28 sec.).

Fastest lap: Mrs. Binns (Riley), at 70.8 m.p.h.

Three-Lap Handicap

Gale's Darracq could hardly have tipped Handicapper Ebblewhite a fiver beforehand but it couldn't stop itself winning, from the 30-sec. mark! Behind, Sparrowe's fleet Morgan "4/4" and Matthews' Jaguar held second and third places until swamped on the last lap. Mrs. Gilbert, in those yards of H.R.G., toured along as her husband had done earlier, but at least Ebblewhite paid her the compliment of putting her on scratch, whereas in race eight this same car was at "13 seconds." Brandon's M.G.-engined Cooper wasn't far behind Render in the original Allard at any part of the proceedings!

1st: G. F. A. Gale (3,996-c.c. Darracq), (30 sec.), won by 23 sec. at 69.11 m.p.h.

2nd: D. D. Render (3,917-c.c. Allard), (0 sec.).

3rd: E. Brandon (1,250-c.c. Cooper), (0 sec.).

Fastest lap: Gale (Darracq), at 71.79 m.p.h.

THOUGHTS

The scratch races produced closer finishes than the handicaps!

* * *

J. C. C. Mayers, who leads for the MOTOR SPORT Brooklands Memorial Challent Trophy—it must be his initials!—drove a very neat Lester-M.G. It had a bored-out "TC" engine, slim, green two-seater body, 6.00–15 Goodyears on its back wheels, tiny headlamps turned sideways to reduce drag, diminutive sidelamps, mica screens, that on the passenger's side folded back, two semi-downdraught S.U.s protruding through the bonnet, strut-type shock-absorbers, cowled radiator, and detachable steering-wheel.

* * *

J. Hamilton's Meadows-engined Darley bent all its push-rods in practice.

* * *

Coombs' Rover-engined Cooper arrived with a Barnato-Hassan-like air-intake but this seemed to have fallen off before it was due to race.

* * *

R. K. N. Clarkson wore a crash-hat inscribed "New Imperial" and drove a J2 Allard, but didn't "come home."

* * *

The fifth race produced Scott-Russell's 4½-litre Bentley with body off the ex-Couper Talbot, and G. M. Hutton in this selfsame Talbot with a new, vast, very "outer-circuit" body. Alas, it retired.

* * *

C. A. Booker's "TC" M.G. had a compression-ratio of 9.3 to 1.

* * *

N. T. Havart's blown "PA" M.G., with coil-spring i.f.s., was a non-starter.

* * *

I. C. Lucas' "TC" M.G. sported a Roots-blower. And who called the "TD" M.G. "the poor-man's Buick"?

TREEN-REPLICA RILEY NINES—

(*Continued from page* 283)

wheels are shod with 4.50-19 Pirelli "Heavy Duty" tyres at the front and 5.00-19 ditto at the back.

Wisely, Treen would make no claims for his cars, and, although two very smart examples were encountered outside his works, he requested us to forgo a test-run until they were absolutely *au point*. Inside, some half-dozen further cars were nearing completion.

Although no claims were made, there is every reason to expect a good performance from them, especially as both Treen and his wife have done some racing and much testing with their original Riley on which these Replicas are based. In view of the considerable following which the Riley Nine still enjoys this enterprising attempt to offer a real enthusiasts' car assembled from Riley components deserves to meet with success. The price of the Treen Replica Riley is £750; one car has already been supplied to a private owner, Michael Currie, while another was about to be delivered.—W. B.



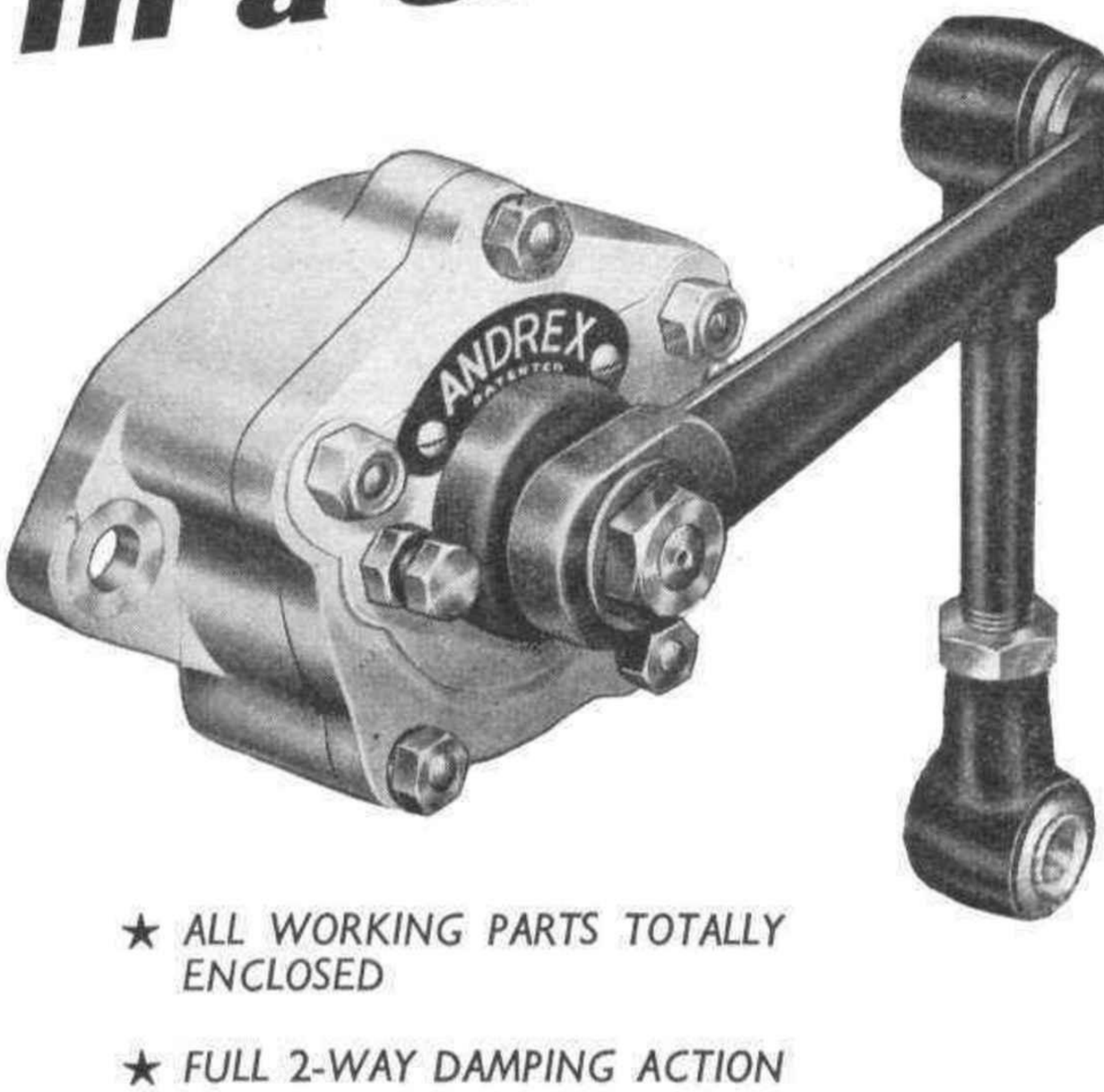
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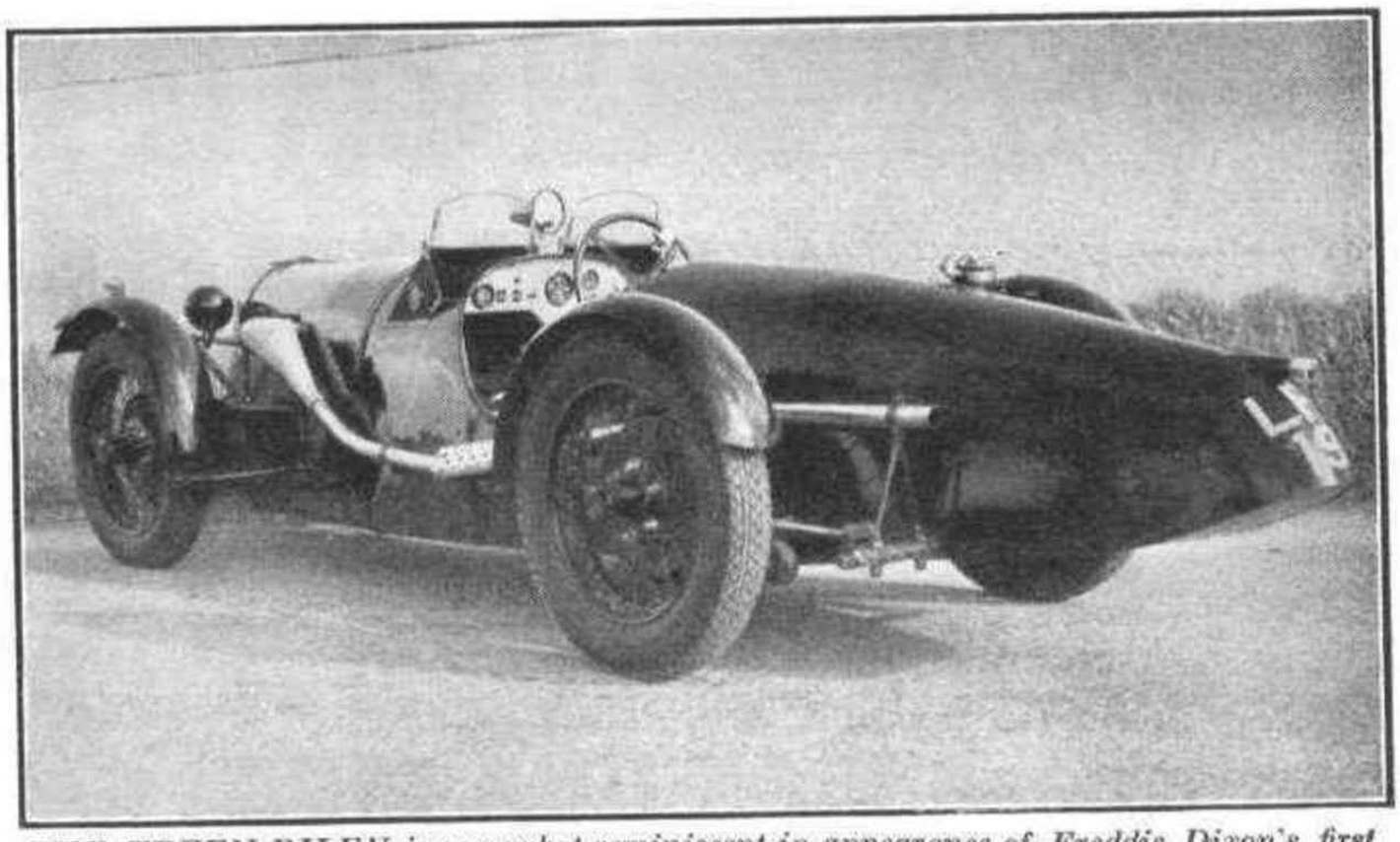
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THE TREEN-REPLICA RILEY NINES

THE other day we journeyed down to that beautiful part of England which is found near Petworth to inspect the competition Riley Nines which are a speciality of the Amberley Engineering Company.

The production of these special Rileys has been started by John Treen with a view to providing an "1,100" of stark conception and high performance, expressly suited to the requirements of the amateur competition driver. Before the war he ran a Riley Nine modified to "Ulster" specification, and encouraged by the doughty deeds of these cars in all manner of races and speed events, and in particular by the data on Freddie Dixon's earlier Rileys which a contemporary divulged during hostilities, Treen decided to celebrate the return of peace by racing his own Riley and putting replicas into small-scale production at his Amberley garage.



THE TREEN-RILEY is somewhat reminiscent in appearance of Freddie Dixon's first racing Riley Nine. These cars are made by the Amberley Eng. Co., and are priced at £750.

To reduce cost certain used components are employed after overhaul and a rigid specification is adhered to. Either a "Brooklands" Riley Nine chassis frame or a standard Riley frame downswept behind the engine in a similar way and underslung at the back is employed. This is boxed-in along its entire length and provided with four main tubular cross-members as well as a tie-rod between front and rear dumb-irons. The wheelbase is 8 ft., the track is unchanged. A special, slightly inclined radiator with its filler beneath the bonnet is fitted, enclosed in a slim cowl. The normal ½-elliptic suspension is retained, the springs being reconditioned and flattened, while the front Hartford shock-absorbers are mounted transversely. The wheels and brakes are reconditioned Riley, the former of the stud type and the latter the large-diameter variety. However, the old cable brake operation is replaced by Lockheed hydraulic actuation, the back-plates for the rear brakes being turned through 90 deg. to bring the Lockheed cylinders to the top. The piping is carefully led round the rim of the back-plate to clear the attachments for the cycle mudguards, but at the front these mudguards are rigidly mounted on the chassis. The twin reservoirs for the brake fluid live under the floor by the driver's feet and the brake linkages are so arranged that approximately 70/30 front-rear braking effort is obtained. The hand brake is a neat little lever outside the very business-like cockpit.

A normal reconditioned Riley back-axle is used with a 5.25 to 1 final-drive ratio and, unless the chassis is a "Brooklands," the torque tube is reduced in length by 9 in. to avoid splining, a new, lighter propeller shaft being fitted. Steering is by the normal Riley box, reconditioned where necessary.

Naturally, the engine, besides being reconditioned, is taken in hand very thoroughly. Martlet pistons and late-type connecting rods are used, the normal compression-ratio being 10 to 1, although this can be reduced to about 9 to 1 by fitting a thick gasket, if required. The valves are of standard size, the inlet ones being opened by a special Dixon-designed camshaft. No change is made normally to the exhaust camshaft. The $1\frac{7}{8}$ in. two-bearing crankshaft from the Riley "Merlin," of which a good supply is still available, is used, with Glacier white metal mains and big-ends. The oil-pump outlet is opened up and this gives sufficient increase of oil pressure to necessitate scrapping the standard oil gauge in case it decides to burst, but the sump is standard.

Finding that the Riley Nine normally runs very cool, Treen has so far dispensed with the water pump. Consequently, it has been possible to take the rev.-counter drive from the base of the B.T.H. magneto, but should it be deemed advisable to fit a water pump an alternative drive can be taken from the crankshaft-driven dynamo. At present some beautifully-made Siddeley-Deasy reduction gearboxes of somewhere about the Kaiser War era have been used to drive the rev.-counters, but when supplies dwindle special gearboxes will be made up. Later, too, special Scintilla magnetos will be available.

The carburation system is impressive, consisting as it does of four Amals, their slides lifted by short direct-pull cables from a rod running above them. The slides are shut by a single return-spring of very generous dimensions, located centrally. The cables are also substantial and an easily synchronised, completely reliable method of actuating these multiple carburetters seems to have been found—and was obviously inspired by Freddie Dixon's well-tried layout of pre-war days. Fuel is contained in a light, cylindrical 12-gallon rubber-mounted tank concealed in the tail and fed by air-pressure generated by a hand-pump conveniently located beside the remote gear-lever for actuation by either driver or passenger. Although we should not have recognised it, this hand-pump is a clever adaptation of a Dunlop foot tyre-pump; air-feed is the most reliable fuel feed of all, and if it has a weak link it is the pump, so Treen has been wise to choose Dunlop for this component. The engine is normally run on "Pool" with the addition of "Octol" anti-knock agent, or on "Octol" racing fuel.

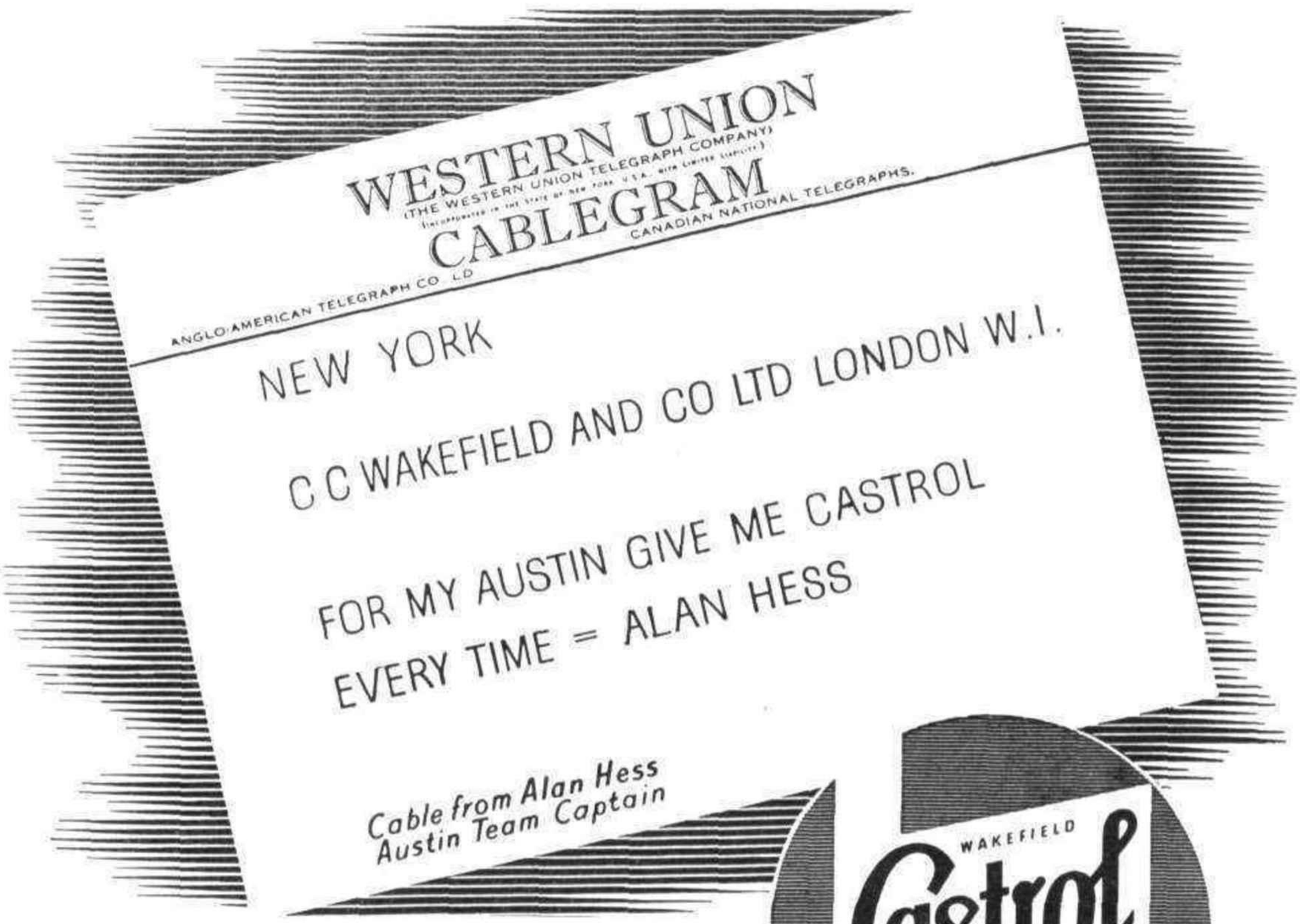
The Riley unit gearbox is naturally retained, but is fitted with a new input shaft, layshaft end gears and third gear pinion made specially by the H.A. Engineering Company, so as to provide gearbox ratios of 1.0, 1.25, 1.74 and 2.6 to 1.

Regarding these Treen Replica Rileys as a whole, they are attractive little cars, their doorless long-tailed bodies in 18-gauge light-alloy being very reminiscent of Freddie Dixon's first racing Riley which he built for the 1932 T.T. They can be finished in any colour to choice and look what Treen intends them to be—cars built for fast road and competition work and devoid of any unnecessary fittings or equipment that detract from performance. On the near side separate exhaust stubs from each exhaust port run straight into a compact silencer. The dumb-iron cowling improves the neat frontal aspect and the cockpit looks very much "the real thing" with drilled metal flooring, drilled pedals, and racing-type bucket seats. These seats have steel trays, alloy backs, 2 in. sorbo cushions and are upholstered. Aero screens of thick Perspex of Treen's own manufacture and a Derrington quick-action fuel-filler on the tail are part of the equipment. The remote-gear control with its long tunnel and tiny lever like those of a "Brooklands" Riley is also made in the works and incorporates a proper reverse-catch. The starter switch and fuel tap are placed on the right of the cockpit by the driver's elbow, so that he has simply to drop his hand to start the engine or to cut off the fuel in an emergency. The only feature of the car to which we took a mild objection was the rather ugly streamlining of the rear-view mirror. The

(*Continued on page* 281.)

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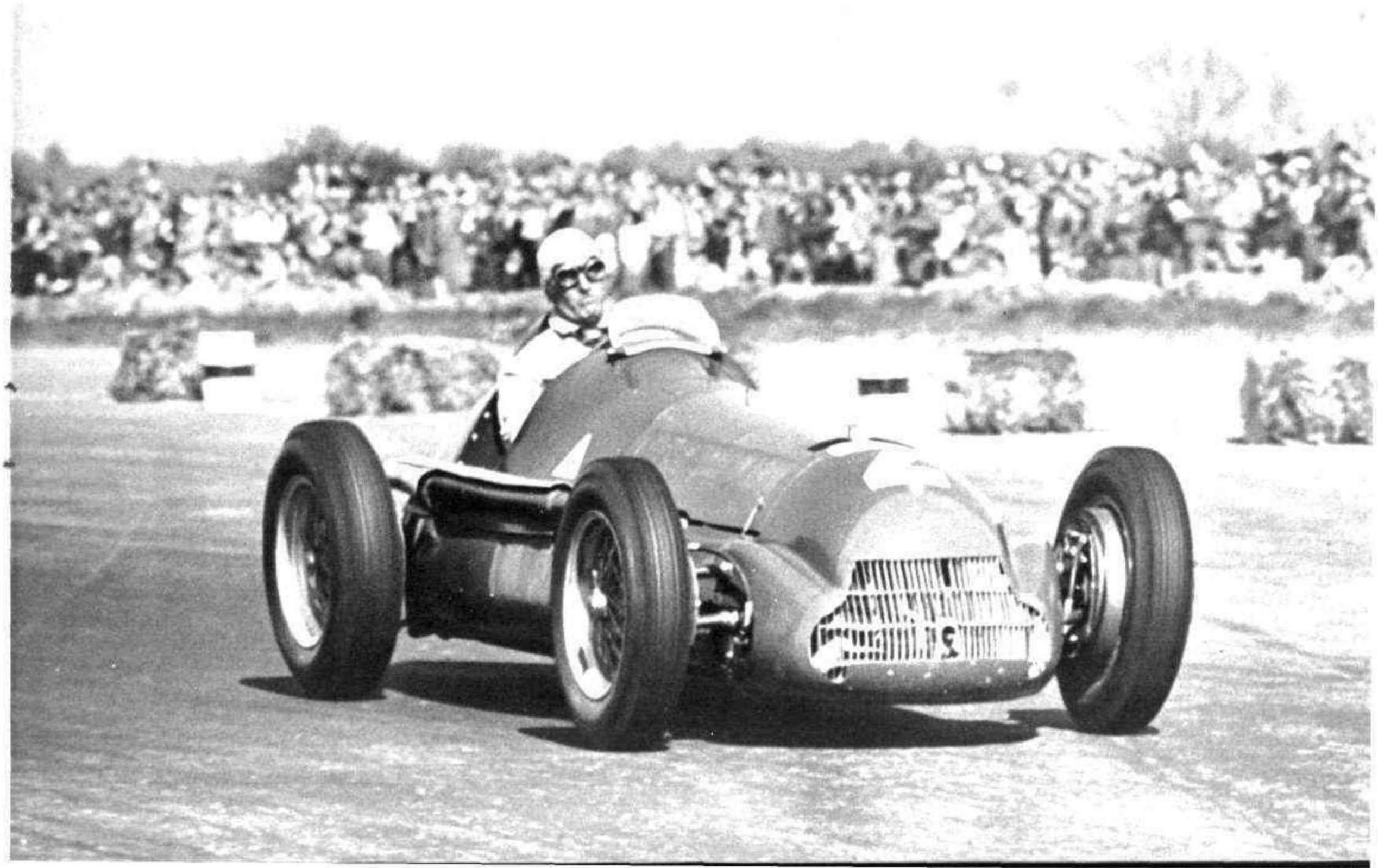
PICTORIAL REVIEW

THE FIRST 1950 B.A.R.C. MEMBERS' MEETING

AND

THE ROYAL SILVERSTONE MEETING

HAVING IT ALL HIS OWN WAY.—Dr. Guiseppe Farina cornering at speed in the Type 158 Alfa-Romeo with which he won the R.A.C. G.P. de l'Europe last month at 90.95 m.p.h.



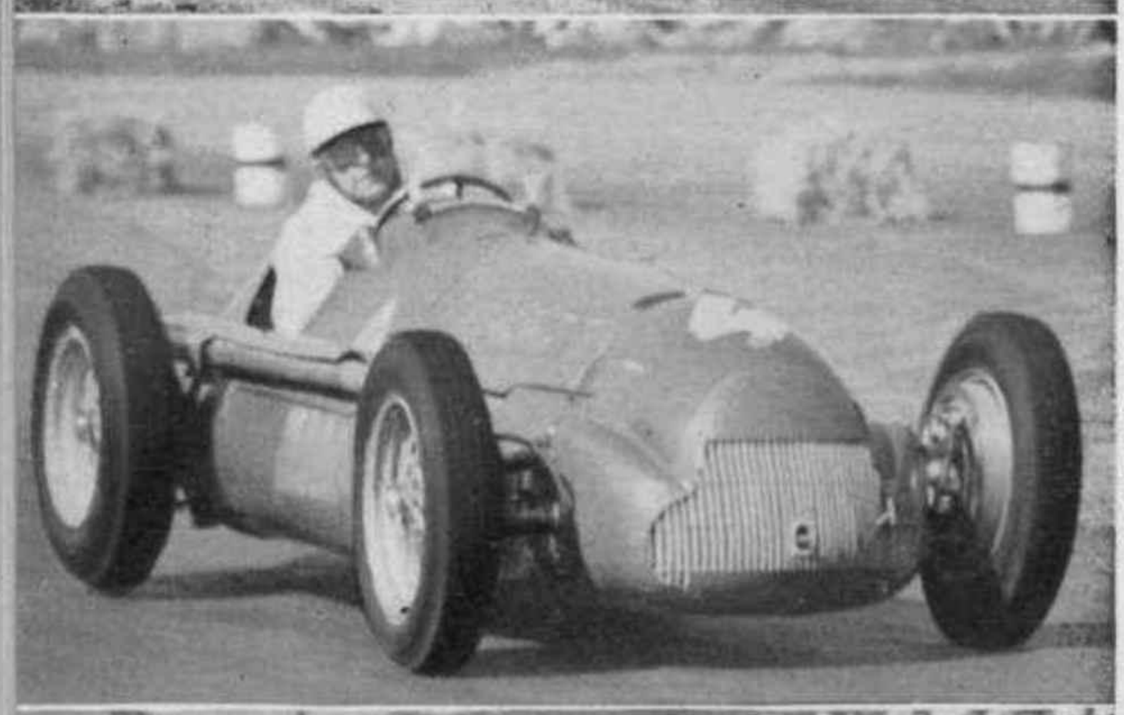




ALFAS IN THE VAN!—Two shots, taken in close succession, of the field starting in the G.P. de l'Europe.



SECOND HOME was Luigi Fagioli, ex-Mercedes-Benz driver, whose Alfa-Romeo averaged 90.92 m.p.h. and crossed the finishing line 0.4 sec. after Farina's. He is here seen driving very fast into the Hangar straight.



THIRD TO FINISH was our own Reg. Parnell, fourth man of the Alfa-Romeo team, who averaged 90.37 m.p.h. and kept going, whereas Fangio retired. This picture was taken before a hare dented the car's radiator cowl.



UNBLOWN SPEED.—The unsupercharged Talbots were faster than before and those of Cabantous and Rosier finished fourth and fifth, two laps behind the Alfas. Here Cabantous is seen concentrating on his corner.



AS GOOD AS EVER was Bob Gerard, whose aged B/C-type E.R.A. is seen here motoring steadily to ensure for him sixth place, a lap behind the Talbots.



LEADER FOR THE "MOTOR SPORT" BROOKLANDS FUND TROPHY.—J. C. C. Mayers, whose Lester-M.G. won two races at the Goodwood Members' Meeting last month.



TO THE VICTOR THE SPOILS and £500 in prize European G.P. This was Farina's

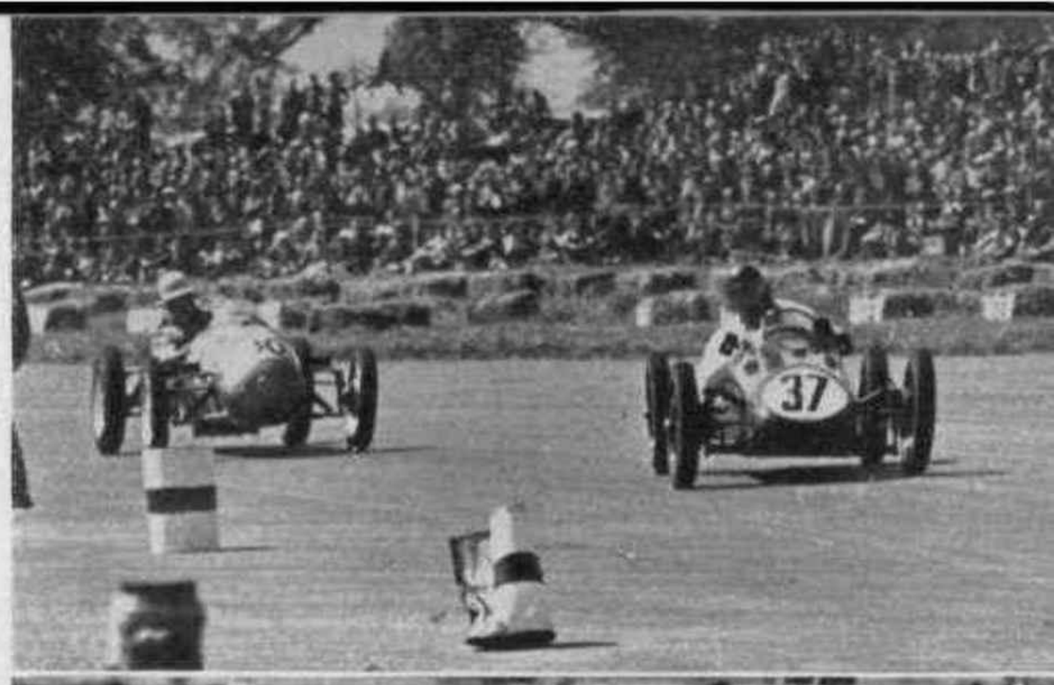
WHAT PRICE THE CONTINENTALS?—Back from his unlucky Targa Florio, Sydney Allard shows a Delahaye and a Darracq the way to the finish at the Goodwood Members' Day, driving a s.v. Allard.

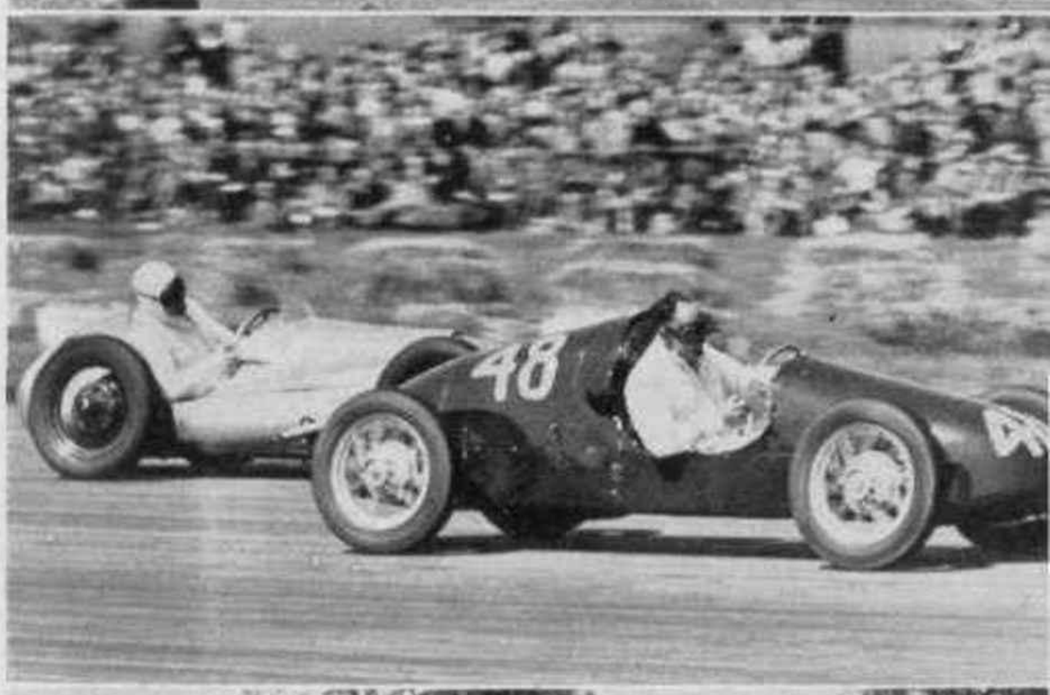




LOOK OUT, CHAPS!—Nancy Binns cuts Woodcote Corner close in her T.T. Riley to win the first race of her career at the B.A.R.C. Members' Day at Goodwood.

PUPIL SHOWS MASTER.—Wing-Comdr. Aikens' Triumph-engined Iota, which won the Silverstone "500" Race at 79.29 m.p.h., being chased unsuccessfully by Stirling Moss' Cooper-J.A.P.



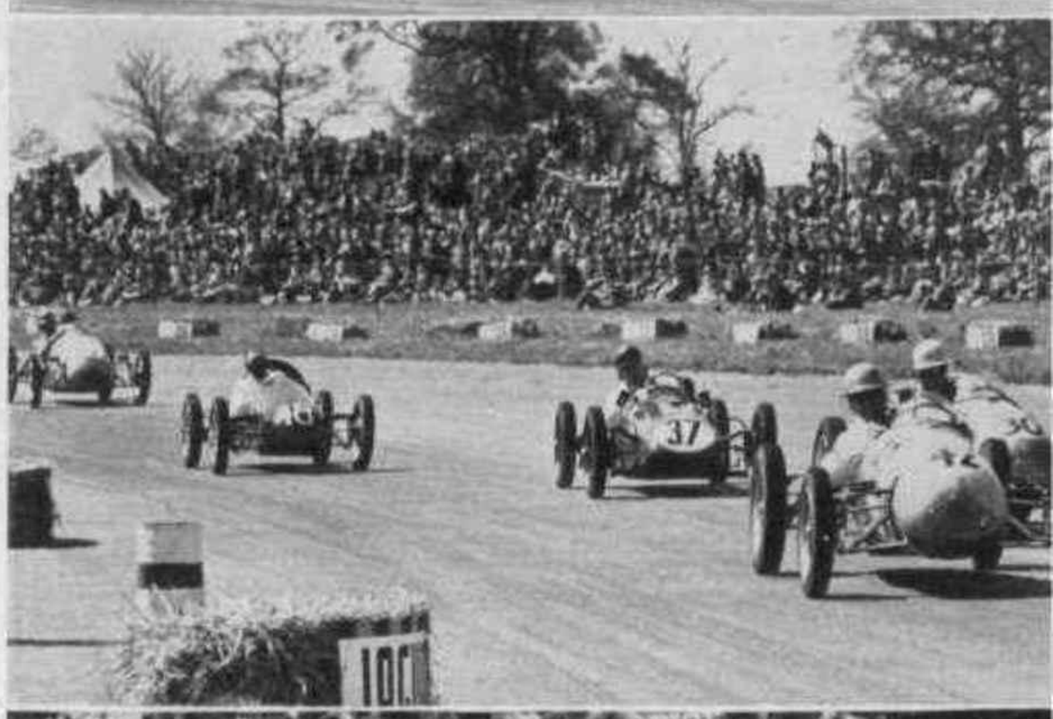


HARD AT IT.—Parker in his J.A.P.-engined Parker-Special (48) and Paul Emery's front-drive Norton-engined Emeryson during the Silverstone "500" race. Later, passing like this, Emery experienced a front-end slide which caused his car to strike a straw-bale end on and overturn at Stowe Corner.



money. The F.I.A.'s President congratulates Farina after the second win on English soil since the war.

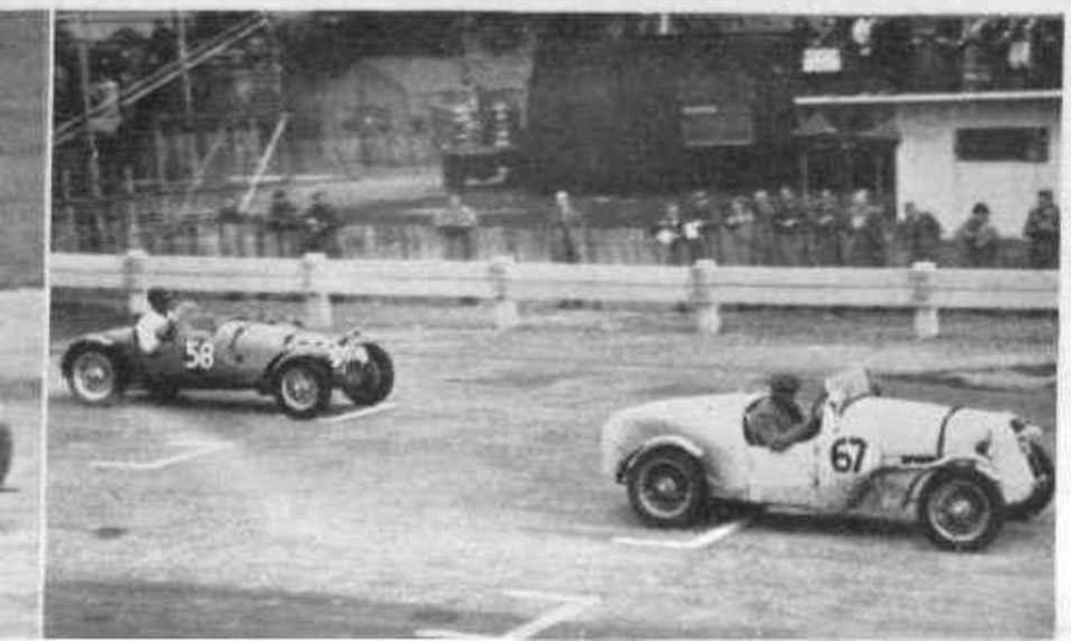
CLOSE COMPANY, and it had been closer still in the opening laps. John Cooper's Cooper, chased hard by Moss' Cooper, lead Aikens' Iota, the Parker-Special and A. E. Brown's Cooper during the Final of the "500" race.



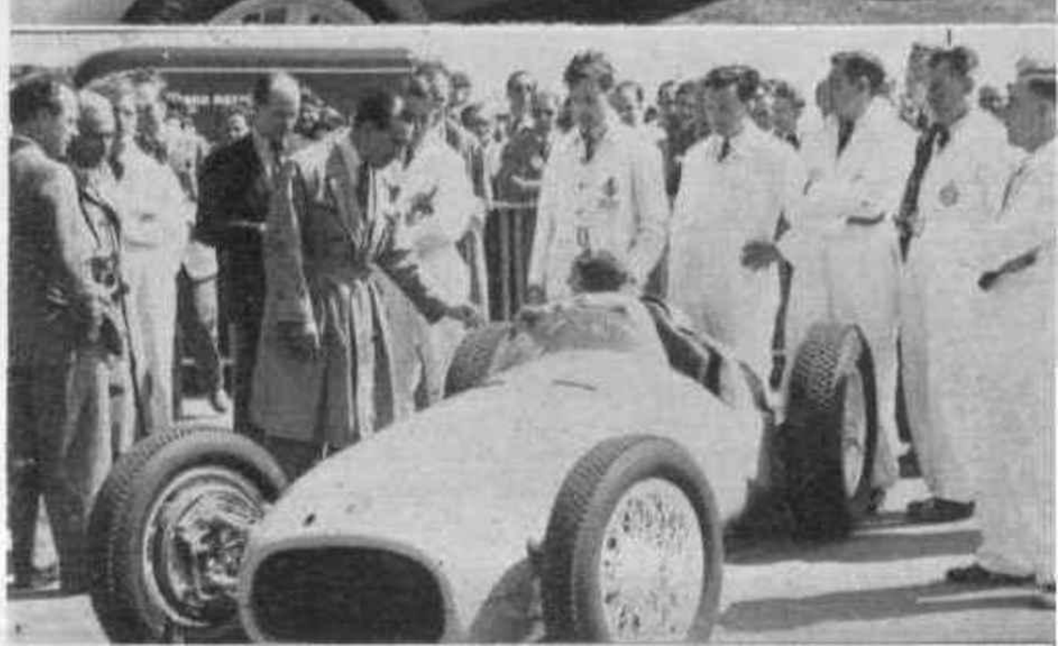


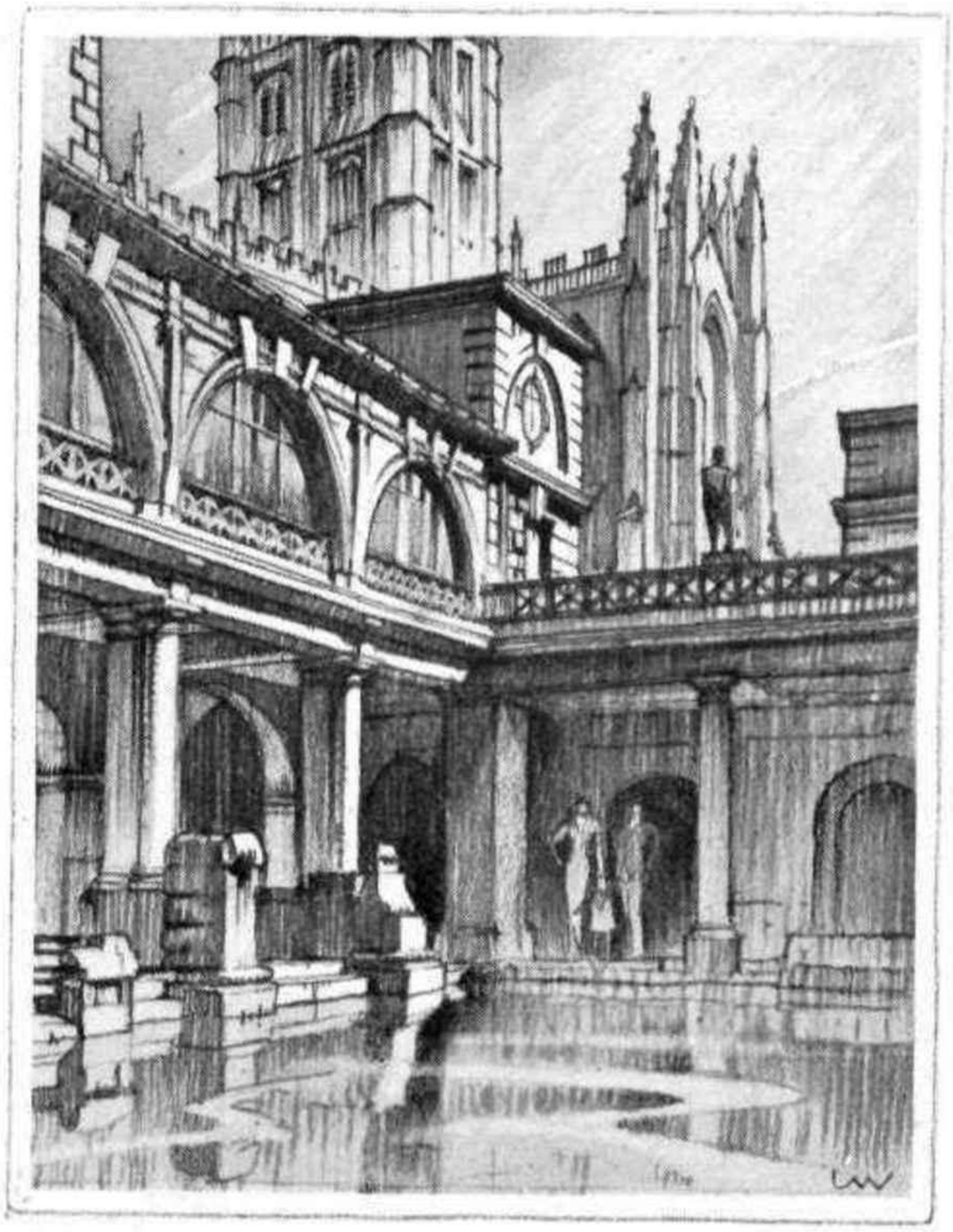
UNLUCKY.—Stirling Moss won his heat at 77.40 m.p.h. at Silverstone, but lost the Final to Aikens, in second place, as his piston broke. He is preparing cotton-wool for his ears while Father Moss and mechanic fit the engine-cover.

VERY "EX-BROOKLANDS."—K. Rolfe's 1,090-c.c. F.I.A.T., once raced at Weybridge by Tuson, ahead of Peter Clark's 1949 "Le Mans" H.R.G. during the Fifth Three-Lap Handicap at Goodwood.

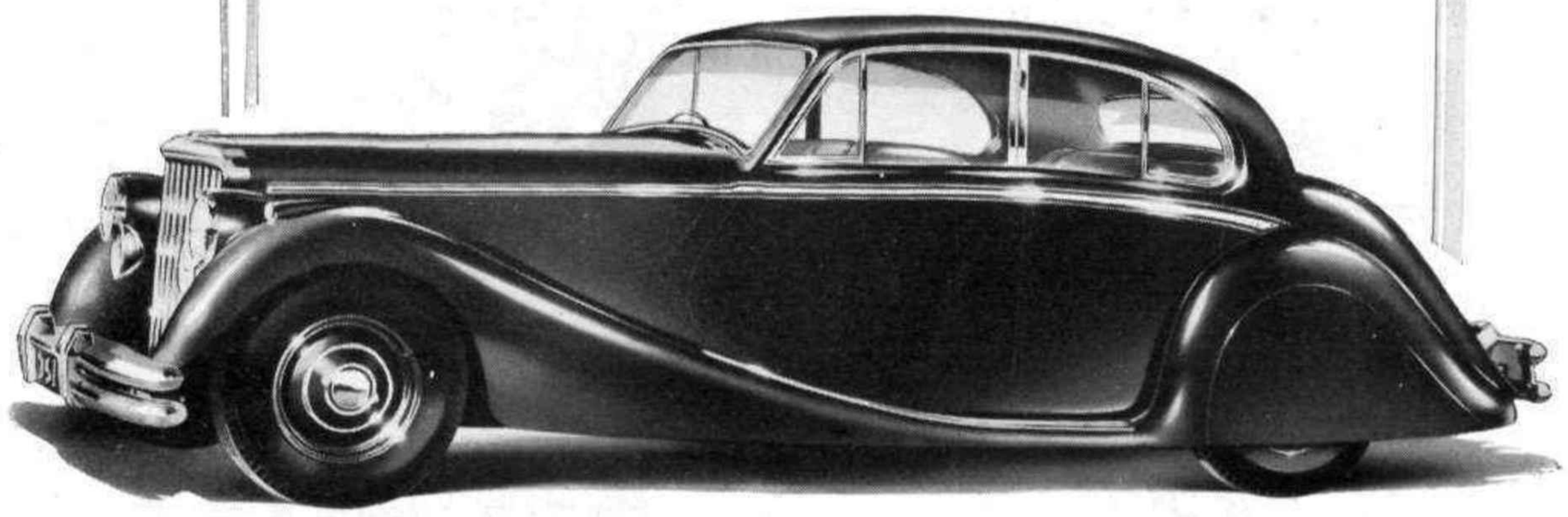


IN AUGUST PERHAPS?—Raymond Mays in the B.R.M., which he demonstrated last month at Silverstone and which is to race there at the B.R.D.C. "Daily Express" Meeting on August 26th





BATH. The Roman Baths, discovered in 1755, with the 15th century Abbey Tower in the background. From the original specially drawn by Lawrence Wright, A.R.I.B.A.



"*EVERYTHING ABOUT IT HAS DISTINCTION . . .*" Writing of the Mark V Jaguar in the *Daily Mail*, Courtenay Edwards says :— "Everything about it, the feel of it, the way it goes, the way it sounds and the way it looks has distinction! Its engine is as docile in city streets as it is impatiently fast on the open road . . . . I particularly liked the new steering which is light, positive, self-centring and free from road shocks. It corners like a racing car yet the springing with extra long torsion bars for the independent front suspension gives a delightfully smooth ride."

Jaguar

THE FINEST CAR OF ITS CLASS IN THE WORLD

Club News

WE HEAR

Dr. Roland John, Frazer-Nash enthusiast, has added to his stable a 1930 20/25-h.p. Rolls-Royce with Hooper touring body, which has only been licensed for a total of five years and which has run only 46,000 miles.

In South Africa, F. C. Hartley has a Mk. IV "Brooklands" Riley Nine which has an off-set body and hydraulic brakes, and he would like to contact a reader in this country who can help with servicing problems—the address is: Hartley's Garage, Aliwal North. Other interesting cars in the same stable include a Grand Sport Amilcar with Austin Seven chassis, D.K.W. radiator and *monoposto* body, and a slightly modified "TC" M.G. that has served admirably for 30,000 miles over fearful roads.

If you want a handy Calendar of 1950 Club Fixtures, Ernest Newton & Co., Ltd., of Faraday Chemical Works, Holt Street, Birmingham, 7, will send one free of charge on mention of MOTOR SPORT—address c/o Competition Dept. A similar calendar of motor-cycling events is also issued. Gilbert Tyrer points out that his well-known "328" B.M.W., FLM 9, remains unmodified; it is the ex-works 1940 Mille Miglia car which has received attention. Should the Algiers–Capetown Rally happen next winter, F. Calvert, a Colonial servant who knows much of the route, would be glad to help British entrants; his address is: c/o P.W.D. Transport Section, Dar es Salaam, Tanganyika. He speaks French and Kiswahali and would like to go as co-driver to a British entrant. D. MacIver has acquired a 1926 Grand Sport Amilcar.

At a Wimbledon garage a 1923 37.2-h.p. Hispano-Suiza saloon was encountered in storage recently, and several of the 27-h.p. cars of this make, in various stages of preservation, seem to have come to light recently. We get some very odd queries at these offices at times—in answer to one of them, Boddy wrote the 300,000-word "Story of Brooklands" with a No. 55 Conway Stewart fountain pen, which is still working as well as ever! Douglas Fitzpatrick has unearthed a truly exciting Edwardian racer in the form of a six-cylinder Metallurgique.

That prolific publisher, Floyd Clymer, has issued a book that tells anyone all they could possibly want to know about the 1950 Grand Canyon Economy Run, which was won by a Studebaker Champion, with 26.5 m.p.g. R. F. Collinson is rebuilding a New Orleans, *circa* 1900.

The Automobile Engineering Training College of Chelsea is permitting some of its students to modify an R-type M.G. for competition events; they will probably install a hotted-up Riley Nine power unit. Claude Hill, late of Aston-Martin, is now working, in collaboration with Freddie Dixon, as Development Engineer at the recently formed Harry Ferguson Research Company. The B.A.R.C. now has over 3,000 members.

Another A.C. Six two-seater, of the later Edge era, its bonnet-sides removed, revealing the light-alloy o.h.c. engine, graced a Goodwood Paddock bay during the B.A.R.C. Members' meeting on May 6th. Ian Connell has joined Cyril Paul at his garage at Walton-on-Naze. Cyril Mann hopes soon to have an XK 120 Jaguar. Boddy has gone into partnership with G. H. Deason over his ex-Lycett 1913 "Alfonso" Hispano-Suiza and hopes that it will appear, spick and span again, in some of this year's Edwardian events.

Another Cooper "500" driver who has acquired a "double-knocker" Norton engine is A. E. Brown. A well-preserved Falcon-Knight taxi was encountered on a Buckinghamshire rank recently.

A rather charming sight recently was A. E. Stradling's black and yellow 1913 Georges-Richard-model Unic coupé waiting patiently beside the tin-ware in a Bayswater traffic jam. It has unique glass side extensions forward of the windscreen and a low roof to keep unwanted bodies off the glass. We all have to think in terms of smaller cars these days and it was interesting that one of the better turned-out competitors at the recent V.C.C. Biggleswade Rally was the 1,016-c.c. 1914 Morris-Oxford of the Misses Rosemary and Pamela Allen. And R. A. M. Dale of 142, Chesterton Road, Cambridge, has been motoring an 8.9-h.p. Rover air-cooled flat-twin since last summer with such success that he even contemplates a register for them. Apparently at Lulsgate the slow speed of Ashley's Alvis was due to two keys shearing in the dynamo shaft, allowing the ignition to advance itself unduly. D. Stinson has acquired, and likes, a 1931 Morris-Cowley.

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THE B.R.M. MOBILE WORKSHOP

The British Motor Clubs' Mobile Workshop for B.R.M. is progressing very satisfactorily, the majority of the clubs having contributed most handsomely and it is particularly gratifying that the A.A. has joined in the scheme with a cheque for the agreed maximum amount from any one club, as also has the Jersey M.C. and L.C.C.

FIXTURES FOR JUNE

R. = Restricted Event. C. = Closed Event. C.I. = Closed Invitation Event. N. = National Event. I. = International Event.

3rd.—Hants & Berks M.C. and others C.I. "Eight Clubs" Race Meeting, Silverstone.
N. London Enthusiasts C.C. C. Whelpley Hill Tests, Nr. Hemel Hempstead.
Sunbeam Talbot O.C. R. Scottish Rally, Ayrshire.

4th.—Hagley & District L.C.C. C. Sporting Half-Day Trial, Dunhampton.
Aston-Martin O.C. C.I. Rally, Surrey.
C.S.M.A. C. Dunlop Trophy Competition, Hendon.
Lancia M.C. R. Team Trial, Overstone.
Chiltern C.C. C.I. Touring Rally, Amersham.
Lancs & Ches. C.C. C. Captain Scott Trophy Trial, Cheshire.
Riley M.C. C. 24-Hour Trial, Southport.
Plymouth M.C. C. Allen Trophy Rally, Devon.
Aberdeen & District M.C. C.I. Trial, Scotland.
Peterborough M.C. C. Speed Trial, Peterborough.

10th.—Bentley D.C. C. Speed Trial.
Midland A.C. N. SHELSLEY WALSH HILL CLIMB, Worcs.
Maidstone & Mid-Kent M.C. C.I. Race Meeting, Silverstone.

10th/11th.—Lancashire A.C. C.I. Blackpool Rally.

11th.—Southsea M.C. C. Cannon Cup Rally, Hants.
Cambridge U. A.C. C. Speed Trial, Bedwell Hey.
Bugatti O.C. C. PRESCOTT HILL CLIMB (2 p.m.), Cheltenham.

14th.—Ulster A.C. C. Trial, N. Ireland.

15th.—B.R.D.C. I. RACE MEETING, ISLE OF MAN.

17th.—B.A.R.C. C. RACE MEETING, GOODWOOD.
Bugatti O.C. C.I. Race Meeting, Silverstone.
Scottish M.R.C. C.I. Speed Trial, Granton.
Brighton & Hove M.C. C.I. Brighton—Beer Trial.
Veteran C.C. C. Rally & Trial, Maidstone.
Herts County A. & A.C. C. Panshanger Rally, Herts.

18th.—Falcon M.C. C.I. Driving Tests, Puckeridge.
Sheffield & Hallamshire M.C. C.I. Hallamshire Team Rally.

19th.—Rochdale & D. M.C. C.I. 18-Hour Trial, Lancs.

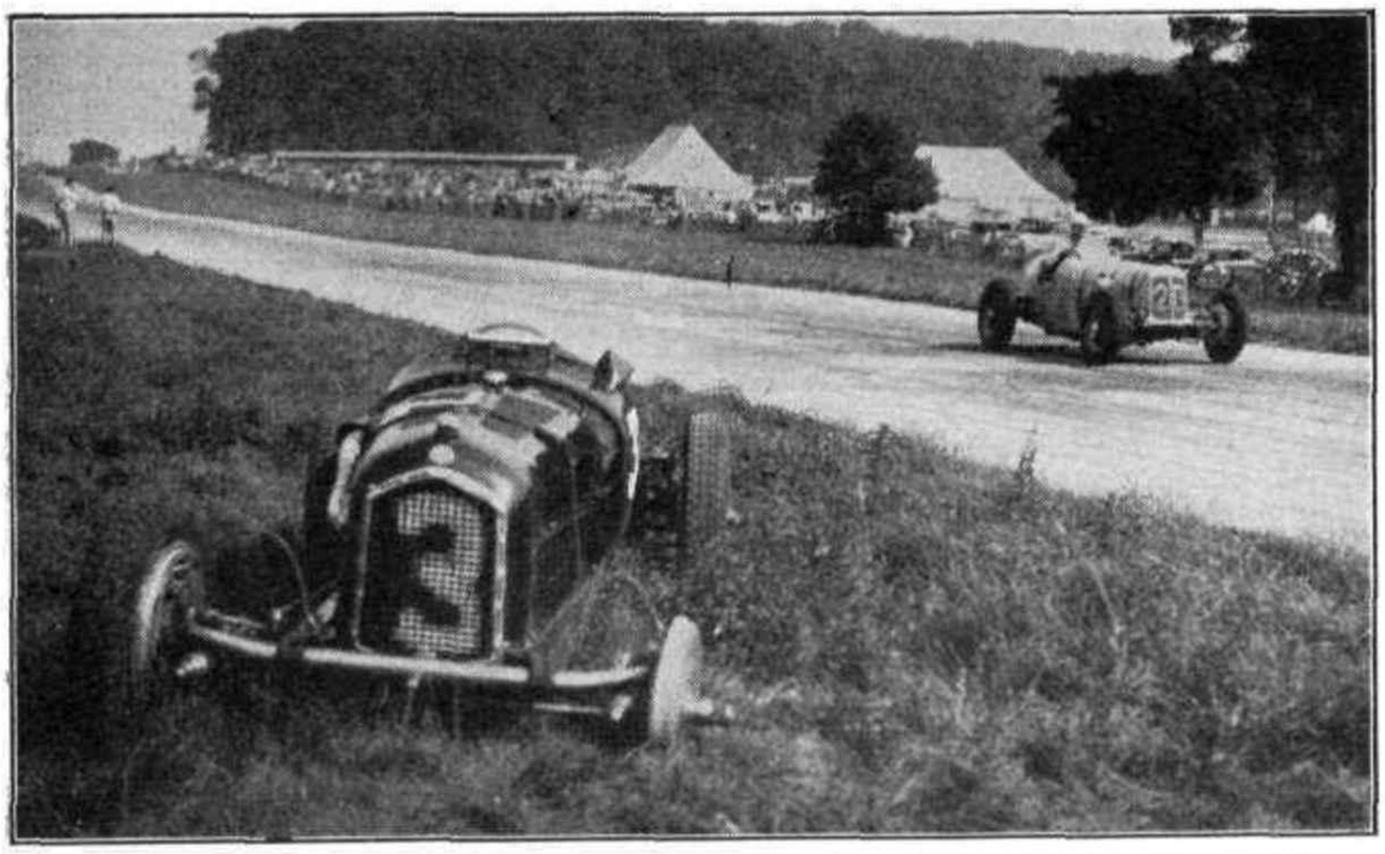
21st.—E. Anglian M.C. Evening Trial, Essex, 6 p.m.

24th.—Scottish S.C.C. N. BO'NESS HILL CLIMB, Scotland.
Vintage S.C.C. C.I. Race Meeting, Silverstone.
Chester M.C. C. Speed Trial.

24th/25th.—Midland A.C. C. Welsh Rally.
Maidstone & Mid-Kent M.C. C.I. Rally, Margate.

25th.—500 Club C. Race Meeting.
Yorkshire S.C.C. C. Standard Car Trial, Keighley.
M.G. Car Club (N.W. Centre) C. Summer Rally, Cheshire.
Lagonda C.C. C.I. Rally.

30th/July 5th.—Veteran C.C. C.I. Rally to France, Le Touquet.



EPISODES FROM HISTORY: 7.—How Austin Dobson's "2.9" P3 Alfa-Romeo finished up after it had lost a front wheel, due to hub-breakage, while coming fast down the straight to Starkeys Corner during the 1936 J.C.C. 200 Mile Race at Donington. The wheel bounded into the air, landed on the roof of the pits, and was caught by a marshal just as it was about to cross the path of Seaman's 1½-litre Delage, which won the race, its third successive victory in three week-ends, at 69.28 m.p.h. Dobson was unhurt; behind the stricken Alfa-Romeo comes "Bira's" E.R.A., which later retired with a split fuel tank and sick engine.

The workshop, when complete, will be equipped with 6-in. lathe, self-contained generating set for power, compressor, drilling machine, storage bins and cupboards, benches and vices, etc., and will be complete in every respect, even to spray painting, for servicing the cars in this country and on the Continent. The chassis is the Seven-ton Commer Avenger coach chassis, and the body is being built by Messrs. Wilsdon of Solihull, who cater for special types of vehicles.

Those clubs which have promised donations, but have not yet forwarded them, are asked to send in their cheques as soon as possible to the Secretary, The Midland Automobile Club, 87, Edmund Street, Birmingham, 3, to enable a complete list of subscriptions to be published.

★

V.S.C.C.

The Vintage Sports Car Club is one of the most flourishing clubs in the country. At the recent annual general meeting it was revealed that membership stands at 1,270, and that 60 per cent. of these members own pre-1931 cars. Although devoted to the preservation and more particularly the use of the older cars, the Club receives invitations to so many events, and admits as Associates those persons who do not own Edwardian, vintage or historic cars, that membership, at £1 per annum, is often a sound investment for persons desirous of receiving invitations to other clubs' events. It will also secure admission to most if not all of this season's club race-meetings at Silverstone—like the Bugatti O.C., the V.S.C.C. decided not to join the proposed Silverstone Clubs' Association. It issues Cecil Clutton's delightful Bulletin of vintage-car affairs about bi-monthly and at its Silverstone meeting on June 24th will, amongst other good fare, hold a 62-mile race for pre-1936 racing cars.

It has recently issued its list of members and their cars, a document worthy of concentrated study, when it will be revealed that all the classic vintage sports cars are still well represented amongst the Club's supporters, together with many individual and rare types. In some ways it seems a pity that owners of cars like Riley Sprites, H.R.G.s, M-type M.G.s, 4½-litre Invictas and 1934 Austin Sevens are admitted to full membership—"Damme, Sir, in our day you *had* to have a pre-1931 car and a pretty nifty one at that to qualify." However, time marches on and as only 143 of today's members belonged pre-war, perhaps it doesn't matter unduly. It is also noticeable that the less-sporting vintage car, down to Gwynne Eights and Talbot Eight-Eighteens, are represented quite strongly, whereas, "Damme again, Sir, "before the war they were not especially encouraged. This we deem a good thing, in a club so large, and under the prevailing economic conditions, particularly as in competition events of the nineteen-twenties such as the J.C.C. and M.C.C. High-Speed Trials, etc., the touring and semi-sporting vehicles took their place (on the starting line at all events) beside their more exciting brethren.

The V.S.C.C., then, caters primarily for pre-1931 cars, and the better post-vintage types, with sub-divisions for pre-1914 carriages and pre-1936 historic racing cars, and an associate section for those with the right ideas but the wrong (or no) motor cars. It also has a Junior section, with ten members, and an Overseas section with 21 members. Rightly, some of its events are confined to pre-1931 cars and some remarks on its Silverstone meeting of April 29th appear in "Vintage Veerings" this month. Details: T. W. Carson, "Mellaha," Park Lane, Kempshott, Basingstoke, Hants.

A MYSTERIOUS BUGATTI

We do run into motoring mysteries, don't we? This time C. Powell takes us mildly to task for captioning the frontal aspect of the G.P. Bugatti which graced the "Vintage Veerings" section in the April issue as a Type 35. He owns this car and says that it has a 2.3 litre, not a 2-litre engine, so is not strictly a Type 35. In fact, it is something of a mystery. Apparently one authority considers the car to be one of the first "2.3" *voitures de course* and explains that the 100-mm. stroke crankcase without blower mountings was made over a period of eighteen months, commencing in 1923. But another authority suggests that the car has a 1924–26 G.P. chassis (it has the small brake drums) and that the engine is a "Type Targa," date unspecified.

We obtained this picture with a war-time article submitted by D. A. Wilcocks, who ran the Bugatti for a time on trade-plates in 1941. According to Mr. Powell it was first registered by L. G. Bachelier in 1936 and was owned successively by Messrs. North, Tremlett, Kellett, Mrs. Gatley and the late Stanley Martin. A past owner had painted it Alfa red. It came to Mr. Powell with two S.U. carburetters. The normal windcowl had been removed, a screen substituted and later replaced by square aero-screens, while the otherwise normal G.P. gearbox has a bottom ratio of 11.7 to 1. The shock-absorbers are non-standard French Hartfords and the usual air-feed pump on the top of the valve cover is omitted, presumably because the 100-mm. stroke engine is too high to clear the bonnet. The car's registration number is EPF 761 and its engine number is 44/14613 B. Any clues?

★

LAMBDA LIBEL!

"D. M.", writing recently in a contemporary: "I sometimes doubt whether that vociferous minority, the Vintagents, fully appreciate their influence on the march of progress. One canon of their gospel—not, of course, expressed in so many words—has always been that it is effete for wheels to hop up and down to speak of, relative to the chassis, with the result that the only time you get a flat ride in a typical vintage automobile is when it is an inch or two above the ground." Ask the Lancia boys, "D. M."! And, of course, the only time you get a flat ride in a modern automobile is along a straight road . . .

★

B.O.C. SILVERSTONE MEETING

The Bugatti O.C. Silverstone Meeting on June 17th offers some unusual and enterprising racing. There will be four events, comprising a 12-mile handicap for all types of Bugatti cars, a 1½-hour Relay Race for handicapped teams of three sports cars, a 30-minute race for standard post-war saloon cars running on pump-petrol and handicapped on a list-price basis, and a 72-mile Formula II race. The Relay Race and Saloon Car Race, in particular, should be exceedingly interesting. Racing starts at 12.15 p.m, and is open to the Bugatti, Bentley, M.G., Riley, Vintage, Midland and S.U.N.B.A.C.



Design for Speed....

Traditionally makers of finer and faster automobiles, Aston Martin now offer the D.B.2, a production 3-seater Saloon, luxuriously appointed, immaculately finished.

Speed is built into every line of this car; cruising effortlessly at 90 m.p.h., it tops the 100 mark with power in hand.

Worthy successor to 30 years of Aston Martin winners at Spa, Ulster, Le Mans, the D.B.2 sets a new standard in quality fast cars.

ASTON MARTIN

Powered by 6-cyl. 2.6-litre engine, with twin overhead camshafts, developing over 105 b.h.p. Coil springs all round, front independent, with trailing links, aluminium body on tubular frame, cruciform-braced. All-round bumpers, centre lock quick-change wheels. Optional central or steering column gear change. Also available with 2-litre engine.

ASTON MARTIN LTD., FELTHAM, MIDDLESEX

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clubs, whose members can therefore gain admission by ticket. Entries have closed.

★

V.C.C.

The Veteran C.C. Rally to Biggleswade on May 7th to see the Shuttleworth Collection of Historical Aeroplanes and Vehicles attracted an entry of 29 pre-1904 and 32 1905-1916 cars. There was only one test, consisting of accelerating over 400 yards and then stopping astride a line which, if overshot, entailed disqualification, which is what happened to many of the faster cars. Barker did the job faultlessly, however, in the 1911 " 16/20 " Fafnir he shares with C. Clutton and in which he had covered some 400 trouble-free miles in the previous four days. The crowd got out of hand at one time and invaded the course and disappointment was felt that the 1909 Bleriot, 1911 Deperdussin, 1912 Blackburn and 1916 Sopwith Pup aeroplanes did not take the air. The Shuttleworth collection of cars includes the 1903 racing de Dietrich with replica Paris-Madrid body, an 1891 Benz, an 1895 Peugeot and the 1898 Panhard raced by Rene de Knyff.

Results :

RALLY—VETERANS.—1st : Major J. S. Taylor (1901 4½-h.p. Renault), 140 miles ; 2nd : S. E. Sears (1901 Mors) ; 3rd : F. S. Rowden and H. G. Chalklen (1808 3½-h.p. Star).

RALLY—EDWARDIANS.—1st : M. Brooking (1913 Darracq) ; 2nd : W. F. Watson (1911 Rolls-Royce) ; 3rd : H. G. Hampton (1905 Renault).

DRIVING TEST.—VETERANS : 1st : H. A. Pierpont (1904 Mors) ; 2nd : G. J. Allday (1903 Mercédès) ; 3rd : R. D. Gregory (1904 Darracq).

DRIVING TEST—EDWARDIANS : 1st : R. Barker (1911 Fafnir) ; 2nd : H. O. S. Bridcutt (1911 Daimler) ; 3rd : Mrs. V. N. Mawer (1909 Zedel).

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RECORDS

As we were preparing to close this issue for Press news came in of some new records. In America, at Long Island, Gardner and Hess are reported as having broken 24 long-distance and 12 short-distance American Stock-Car Records in Class F with two A40 Austins—we cannot at the moment imagine what American 1½-*litre* car set up records for them to break, but over 1,000 miles at nearly 65 m.p.h. for a British car of this size isn't to be decried. Then, in France, Gregory and Sedgwick drove a 1904 Darracq from Le Touquet to Nice in 29 hours, an average speed of 25.8 m.p.h. for 748 miles but, attempting Monte Carlo to Le Touquet, broke down and were towed in behind an Austin A70—they actually left from London, crossed the Channel in a Bristol freighter aircraft, and reached Nice 35 hr. 45 min. later, which, if it can be compared with anything, compares with Jarrott's 37 hr. 30 min. from London right to Monte Carlo in the Crossley in 1906, over inferior roads and unaided by Silver City Airways, if in a slightly younger, appreciably larger car. Jarrott actually averaged 24.2 m.p.h. for the 771.2 miles from Boulogne to Monte Carlo (not taking into account his claimed extra 100 kms. through getting lost), against the Darracq's 25.8 m.p.h. for 748 miles. O.K., we know the Crossley was a new car, whereas the Darracq has been in use these past 45 years . . . !

R.Ae.S. GARDEN PARTY

Quite the most enjoyable of all air displays is the Royal Aeronautical Society's Garden Party, held this year on May 14*th*. At White Waltham you are allowed to get back to the past in an atmosphere of happy informality—the display is composed of *real* aeroplanes, the sort that are a drowsy background to a summer's day and not a shattering crash of sound to spoil your dreams (with apologies to the Fouga Cyclone). The high-light of this year's party was unquestionably A. H. Wheeler's show in the Shuttleworth 1916 Sopwith Pup, which he even looped for us.

They believe in veterans at this party, and Bullen in a Hawker Hart, Clear's rapid 1932 Pobjoy Comper Swift, Murphy's 1924 400-lb. Hawker Cygnet and Martin in the 1912 Blackburn monoplane also delighted us. Only the wind kept the Shuttleworth 1909 Bleriot and 1910 Deperdussin out of the sky. The public was not admitted, so if you want to go next year you should join the Society, whose address is : 4, Hamilton Place, W.1 (Tel. : Grosvenor 3515).

THIS MONTH'S CONTINENTAL RACES

F.I = Formula I cars, i.e., up to 1½ litres s/c, up to 4½ litres non-s/c.
F.II = Formula II cars, i.e., up to 2 litres non-s/c, up to 500 c.c. s/c.
C. = Formula Libre, i.e., any type of racing car.
S. = Sports cars.
T. = Touring cars.

4th.—SWISS GRAND PRIX (F.I. & II.).
4th–5th.—The Bol d'Or, France.
10th–11th.—G.P. de Norvege (S.).
11th.—Circuit des Ramparts (F.II.), G.P. de Rome (F. II.).
18th.—BELGIAN GRAND PRIX (F. I.).
24th–25th.—LE MANS 24-HOUR RACE (S.).
25th.—Ninth Circuit de Villa Real (S.).

Obituary

It was a shock to every follower of motor-racing in this country to learn that Peter Monkhouse had died of head injuries received when the Healey in which he was riding crashed during the Mille Miglia.

Peter loved motor cars almost all his life, certainly he was ardently keen on racing while he was still at Cambridge. He had a decided leaning for the technical aspect and his position as Director of the Monaco Garage at Watford, that well-conducted specialist concern, suited him particularly well. While there he drove a wide variety of cars and was associated intimately with an even wider selection. I always enjoyed visiting Monaco and being shown by Monkhouse what they had in hand there. He was good company, with decided opinions, a never-far-absent sense of humour, and a contempt for the conventional, the latter evidenced by his taste in shirts and disregard of ties ! Indeed, he was a picturesque figure amongst modern drivers and somehow the Type 51 Bugatti he raced seemed particularly suited to his temperament. He was a forceful, yet restrained driver, as I know from fast runs beside him on the road in that Bugatti, the " T.T. Replica " T-type M.G. he was developing when war broke out, and other cars.

Monkhouse left Monaco to apply himself to the development of a light aeroplane engine. He was a very conscientious President of the Brighton and Hove M.C., travelling by train from London when there was no " basic " petrol so as not to miss any of their committee meetings.

Peter's resolve to pursue relentlessly the course his own judgment told him to be correct was reflected in his engagement to the girl who became his first wife—she was a skilled competition driver of M.G.s—without his parents' knowledge, the party at which he dramatically revealed his engagement to them, and the dissolution of the marriage in later years. In some ways, perhaps, Monkhouse was the boy never quite grown to manhood, like Zborowski and others before him, and he was the more likeable for that. Intolerant of petty regulations and petty actions, the present must have proved particularly irksome to him. He sought solace in his model railways, the company of the pretty girl who was his second wife, and more motor-racing. That he was killed while riding as a passenger is sad indeed ; but there is the consolation that Peter Monkhouse died in the role he loved without any reflection being cast on his skill as a racing-driver.—W. B.

CHAIN CHATTER—

Continued from page 277

and although racing in that country at present is done with supercharged machines, the designers are not forgetting the future. Already rumour is rife about a transverse flat-four B.M.W. taking shape in readiness for competing in International events. In addition, some unsupercharged push-rod B.M.W. twins are being raced which are not so very far behind the supercharged o.h.c. models, and they would certainly not be out of place among the normal run of machines in use today for the smaller races. The beating of the " works " B.M.W. by a supercharged 500-c.c. N.S.U. caused quite a stir and if these two firms re-enter the International field next year, as they most certainly should be allowed to, then we can expect Grand Prix racing to go from strength to strength. It will, of course, mean that the private owner will be wasting his time entering Grand Prix events, but providing the factory machines stop the practice of entering for the small Circuit Races, leaving them to the private owners, then there will be good racing for everyone. The recent entry of the " works " 500-c.c. A.J.S. machines at the Belgian Circuits of Mettet and Floreffe, while providing a nice spectacle, did not prove very popular with the general run of followers of the sport, the feeling being that this type of event should be left to the non-" works " machines.

"BUSMAN'S HOLIDAY"—II

The Editor Drives a Further Selection of Different Motor Cars

THE longer you defer a holiday the more reluctant you become to resume the daily routine at its conclusion, so perhaps I am fortunate that my duties as Editor of MOTOR SPORT give me but little time for vacations, if they do allow me the pleasure and excitement of occasionally taking a "busman's holiday" by exchanging the Editorial desk and fountain pen for the seat and steering wheel of a fast car.

Last month I described a varied selection of cars which I managed to handle during one of these brief respites from office work and, just like other holiday-makers, at the end of it I experienced that "going-to-the-dentist or to see-the-Head" feeling. So I decided to prolong the joys of the open road, as it were, before again taking up my pen and I pressed various good friends for permission to let me take out their motor cars.

The first one was a car I had longed to try ever since it was announced, i.e., the blown Ford Ten-engined trials special which, with commendable acumen, K. C. Delingpole and R. B. Lowe, trials enthusiasts themselves, put into production.

The Gordon Garage (Dulwich), Ltd., has enterprisingly obtained the London and S.E. Counties distributorship for these cars and so, through the good offices of their Mr. Cox, I was able to have my day with a Dellow. It was the car Mr. Cox drives himself in competition events but was standard except for a Scintilla Vertex magneto, and a pair of Lucas WT 614 wind-tone horns operated by a delightful "push" in the centre of the white-rimmed sprung steering wheel.

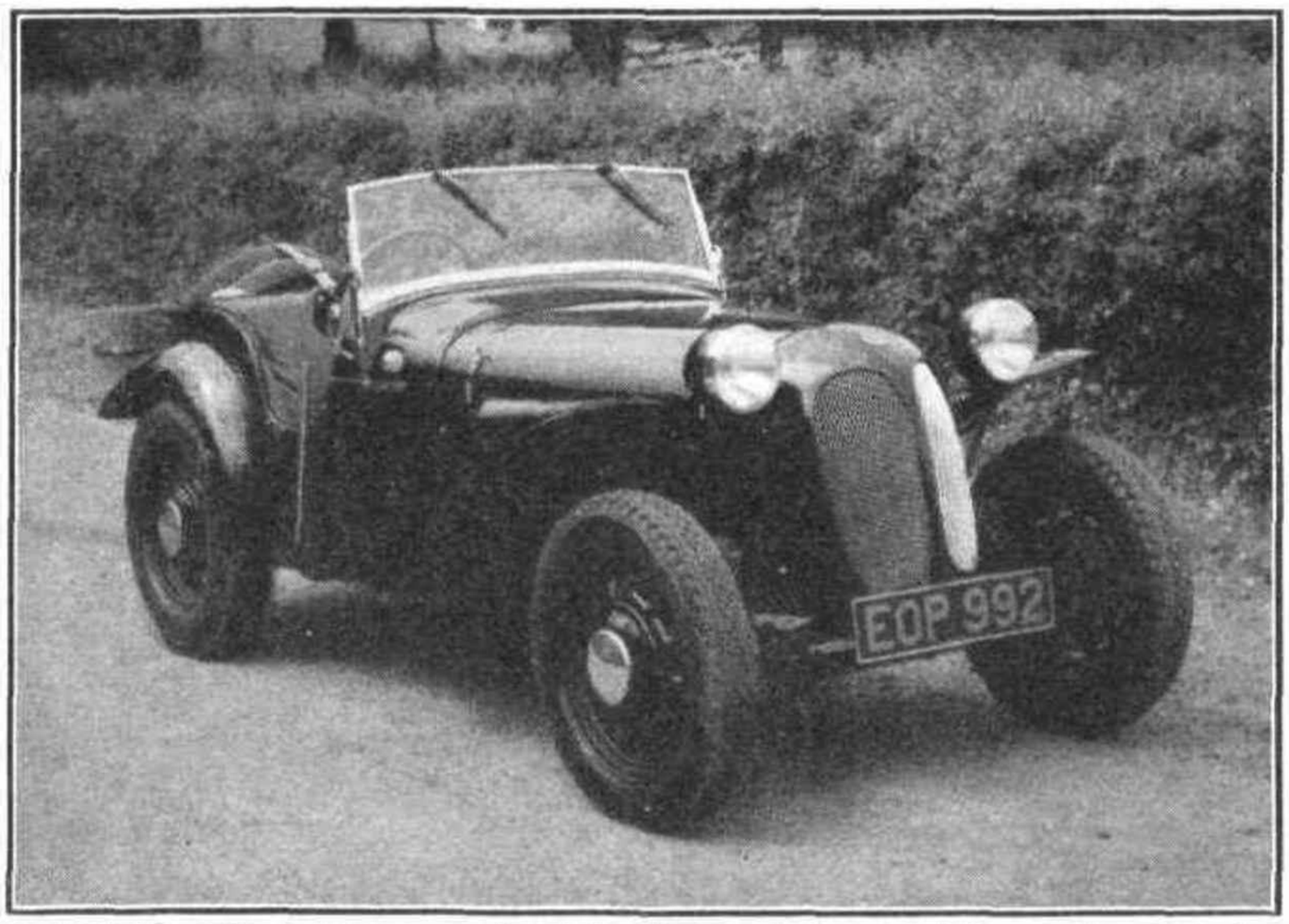
I presented myself at the Gordon Garage one morning when the May sun was shining and they filled the Dellow's tank to the brim and told me to do what I would. This suggested commendable confidence in the little car, for Mr. Cox was driving in a speed-trial a few days later. I said I probably wouldn't trouble to take the Dellow in search of "sections" because they would only have to scrape the mud off afterwards, and these cars have such a long string of major trials successes to their credit that if it failed on anything I put it to, clearly it would be my driving, and not the car, that would be at fault. But Mr. Cox's henchmen were genuinely shocked, retorting: "But you *won't* know a Dellow until you try it through mud!" So I did look for something sticky, but not until I got into the neighbourhood of Henley, where rain seemed to have been scarce, for I found nothing to stop me and the old Maidensgrove hill was child's play, taken largely in top gear.

This didn't matter a scrap, for what I was really interested to discover was whether this car, constructed essentially as a trials car, mainly of Ford components, although having its own chassis of 3½-in. diameter, 10-gauge steel tubes and ¼-elliptics in place of a transverse back spring, would make a good "all-rounder"—a car as useful for fast cross-country and main road journeys as for down-to-the-village trips, sprints and circuit-racing, in the way that the Allard is versatile in the many-litres class.

I was prepared for the Dellow to be spartan, high-spirited and meant chiefly for the enthusiast. So I wasn't surprised when I was requested to watch the oil and water levels, keep an eye on the fan belt and adjust or replace it as necessary, and forgive the clutch if it slipped a trifle because by a mischance some unwanted oil had got into it. As I nodded acceptance of these trifles, however, I was shown a very practical hood, and, to anticipate, in driving the car both far and fast no oil or water were needed, the clutch didn't *really* slip, and the docility and comfort surprised me and pleased my wife. It may sound effete to talk of docility and a sports car in the same breath, yet I think docility is an attribute many of us look for these days, when one car has to cover a multitude of tasks and perhaps be used by more than one driver. This Dellow could be treated as a top-gear car to an extraordinary degree; indeed, with its rather widely-spaced three-speed gearbox it paid to treat it this way. It was happy down to 20 m.p.h. on its highest (5.5 to 1) ratio and accelerated cleanly away from this speed, if one overlooked occasional hesitation, probably due to mixture building-up in the supercharger and induction system. I did things in the way of coasting down long hills with the engine ticking over that you would never have dared to do with a supercharged car pre-war, but the Champion L10-S plugs never once protested or needed cleaning.

The R007 Wade Ventor supercharger began really to sing when accelerating from about 40 m.p.h., exhilarating music to accompany you as you surged forward in middle or top gear. Moreover, that blower really *did* produce the most useful acceleration from low speeds. I didn't actually time it, but it is in the order of 0-50 in 12 seconds or less—which I suppose is what you would expect from a 12-cwt. car developing over 46 b.h.p. at 4,400 r.p.m. It is this acceleration that makes the Dellow a truly fast car "across-country"—this, and the exceedingly powerful Girling brakes. Normal retardation by foot is admirable, but in addition there is that altogether fascinating outside lever which, pulled back, applies the rear brakes only or, pushed forward, puts on the front ones. The lightest pull, if you pull for effect, absolutely *anchors* the Dellow to the tarmac. Useful! These is also a normal, rather timid Ford pull-out affair on the dash, so that when a cop calls "where's your ratchet?" the laugh is yours all right.

So there it is—brisk pick-up, accentuated by a fairly pronounced exhaust note, plenty of evidence of things moving under the bonnet, and a thrilling whine from the Ventor, get the Dellow going well and truly, in fact as well as fancy, and if danger intrudes the brakes are more than a match for it. That spells high average speeds as well as a high factor of safety and driving entertainment. A lightweight



BUILT TO DO A JOB—"... the Dellow is unbeatable as a trials car and second only in this respect as an admirable sports car for non-competitive occasions."

car in which engine and occupants are purposely set well towards the rear and in which a big fuel tank and two spare wheels are outrigged behind the back axle to gain traction on slime is expected to oversteer to some extent. However, the slight oversteer tendency of the Dellow is matched by "quick" steering, light, without too-brisk castor action and asking only 1½ turns from one generous lock to t'other. There is only occasional return-motion of the sort expected with a transverse drag-link and divided-axle i.f.s. In consequence, the car can be poked round fast bends and tight corners as effectively as most and represents remarkably quick transport "across country" and is equally handy in traffic. Bumps and cambers, it is true, do make for some rather sudden darts hither and thither, and in passing in tight places one is sometimes conscious of a "heavy tail." However, I was told the shock-absorbers were rather slack (the front transverse SO2 Andres were set at "3," in conjunction with a 10-leaf transverse front spring; I didn't go underneath to check the arrangements at the back) and certainly the riding comfort was notably good. In passing, full marks, too, for the excellent driving position and visibility—also, in no other car can the controls "fall to hand," as they say, more readily! Stiffer shock-absorber settings, and perhaps a different pressure in the 6.00 by 16 Goodyears fitted to the back wheels (contrasting with 4.50 by 17 Firestones on the front) would probably have made a considerable difference to directional stability. As it was the Dellow didn't roll, didn't scream on corners, simply wouldn't slide and was, in short, jolly good fun to handle.

Moreover, as I have said, it gave a shock-free ride, even over London thoroughfares—and many of the roads in the Greatest City in the World are as good a test of suspension as anything in rural districts! The blown Dellow isn't abnormally fast. The most I saw on the 90-m.p.h. Ford speedometer was 65 (and 45 in second), but I believe more than 70 is there is you really press. However, it cruises very nicely at 50 m.p.h., which is probably the most economical speed, as the boost-gauge then shows "zero." Writing of economy, I was stirred to find how far you go on a gallon, even using full-bore in the gears, which, I'm told, gives well over 5,000 r.p.m., and certainly sets the boost-gauge needle up to 8 lb./sq. in.—the supercharger runs at 1.35 times crankshaft speed. The single-belt-driven blower installation lies neatly on the near side, the blow-off valve being at the back of the cast manifold and an H3 horizontal S.U. carburetter with Smith's air-cleaner being used. I was told the car might boil because the fan blades had been cut down so that for sprints a bigger blower pulley can be fitted without severing the off-take hose, but it lost no water, although the A.R.I.C. thermometer sometimes indicated as much as 220 degrees F.—certainly no heater is necessary, for the "office" gets quite warm! Even so, oil pressure remained at 30–40 lb./sq. in. according to engine speed all the time I had the car.

The remote gear-change is neither nasty nor nice, but midway between; when doing snappy shifts from first to second you have to remember not to remove bits of Mr. Ford's reverse pinions. The indirect ratios are 9.71 and 16.8 to 1, so mostly you keep in top. The door-less tube-frame body by Radpanels of Kidderminster is light and seems highly durable. It was finished in deep orange, a hue which, if unpalatable applied to a Bugatti or an Alfa, really rather suited this jolly little car, even if friends *would* make play of the "yellow Dellow." I liked the frontal aspect, easily detached bonnet panel and aluminium facia.

Altogether I had a lot of fun and am convinced that the Dellow is unbeatable as a trials car and second only in this respect as an admirable sports car for non-competitive occasions. Go along to the Gordon Garage and try their demonstrator and I'm sure you'll feel the same way. Incidentally the Dellow is supplied in unblown form if required.

From the Dellow to a very different experience, that of accompanying Ronald Barker to the Biggleswade Rally of the V.C.C. in a 1911 "16/20" Fafnir tourer . . . And it *was* quite an experience, proving what Cecil Clutton, joint owner of this very durable car, has stressed often, namely that the less-potent Edwardians make admirable and practical touring cars. We covered a mileage approaching 150 that day with the greatest of ease, the old car performing in a particularly charming manner. It cruised at 35-40 m.p.h. by its toe-level Smith's speedometer, accelerated reasonably, stopped reasonably. In spite of an entire absence of shock-absorption, the comfort was outstanding, the ride, if a trifle "lively" at times, being completely devoid of shock, pitching and roll. I drove the car for a very short distance and enjoyed visibility of the order found in a forward-drive commercial, while all the controls were found to be surprisingly light. The hand-applied rear brakes, with their unlined cast-iron shoes, sounded, and were, reassuring, used alternately with the foot-operated transmission brake. The downward gear-changes could be effected quite briskly, but perhaps my lasting impression was of the mechanical silence of engine, indirect gears and transmission.

In lordly state we sat, able to look over the hedges and down on the tinware that so often impeded our dignified progress. That hill opposite Amersham bus-station on the road to Beaconsfield was taken quite fast in second gear, and not many of the moderns claim to do any better. When you consider that, in addition, this spacious, beautifully constructed 2½-litre touring car made nearly forty years ago did 23/24 miles on each gallon of fuel and needed no attention, not even a glance at the water-level, you will appreciate that Clutton, who was virtually brought up on this car, was talking sound sense when he said "the Edwardian touring car, at its best, is a beautifully calculated and executed entity—smooth and effortless in performance for a sympathetic driver, or a clanking bag of nails in the hands of an ordinary butcher." It only remains for me to make Barker blush by remarking that he *does* know how to handle his Edwardians.

A few days after this convincing demonstration that a pre-1914 car can provide eminently practical transport I had to adjust myself to more modern things, when Mr. K. Smith kindly suggested that I should take away his special Speed Twenty Alvis and play with it. I decided to use it over the week-end of the Royal Silverstone Meeting and duly collected it from Harrow on the Thursday afternoon. It brought me home to Hampshire remarkably quickly, spurred on along A 30 by a Javelin saloon which I could just lose by exceeding 4,000 r.p.m. in top, and on acceleration to rather beyond that in the indirect gears after a traffic check, but which was never far behind. However, that is to anticipate. First, to explain this Alvis.

Although I have owned five "12/50s" and a "12/60" in the past and am therefore favourably inclined towards the make, the Speed Twenty and its immediate successors had remained practically a closed book, although when I was in Yorkshire Norman Routledge did his best to attend to this side of my education and a year or so ago a ride in Guy Griffith's Speed Twenty saloon considerably impressed me. Consequently, Mr. Smith's car was of more than passing interest.

It started life as a 1934 Vanden Plas drophead coupé weighing 34 cwt., but was drastically reduced, by 9½ cwt. to be precise, by throwing away the original body and designing a 2/4-seater sports body. This body is in four sections, radiator-to-dashboard, dash-to-doors, doors, and the tail. It was constructed to Mr. Smith's own drawings by Middlesex Motors of Harrow, who made a very nice job of it. The car has a truly imposing appearance and I particularly liked the low, shapely tail. As the chassis is on the heavy side weight had to be saved in the body, which is of 22-gauge aluminium with no steel anywhere in its construction, mounted direct on the chassis with a packing of canvas belting, each section being free to move independently of its fellows. Light-gauge duralumin flooring and alloy bucket front seats with blade backs complete the job. Derrington supplied the cycle-wings, which were neatly valanced, and a firm at King's Cross made up a neat four-branch external exhaust and silencing system.

Neat, I thought, was the way the children's rear seat folded forward to give access to the rear shock-absorbers and twin batteries. The car came to me with proper hood, tonneau cover, an Elliot fold-flat screen designed for the job and was smartly finished in racing-green, with chromiumed metal parts.

This Alvis looked as if it would "tick," and it did. The reason was not far to seek; was, in fact, under the bonnet—talking of which, its length really had a lot to do with the imposing air imparted, for it was quite 8-litre-Bentleyish, only much lower, of course, the radiator of the 1934 Alvis being fairly far forward and the scuttle of this car moved back 4 in. to give better access to the new clutch assembly.

Under the bonnet, as I was saying, things had been "moved about" to the car's advantage. The neatly-turned-out six-cylinder (push-rod o.h.v., 73 by 100 mm., 2,511 c.c.) engine has three downdraught S.U. carburetters, fed by two S.U. pumps from a rear tank, special bronze valve guides, a Vokes full-flow oil filter and improved cooling obtained by drilling extra water trans-

fers into the head and by pumping the water direct into the back of the head instead of into the middle of the block. A new flywheel and Borg and Beck clutch assembly was designed, balanced to 5,500 r.p.m., a Ford V8 thrust-race being incorporated. The saving in weight here is notable – 34¾ lb. against the 96 lb. of the Alvis assembly. Apart from these useful modifications new parts were put in where necessary and the block and crankshaft were reconditioned by Laystall. A Scintilla Mk. 6 magneto replaces the old B.T.H. The compression-ratio is quite moderate, as a 12 s.w.g. plate lives beneath the cylinder block.

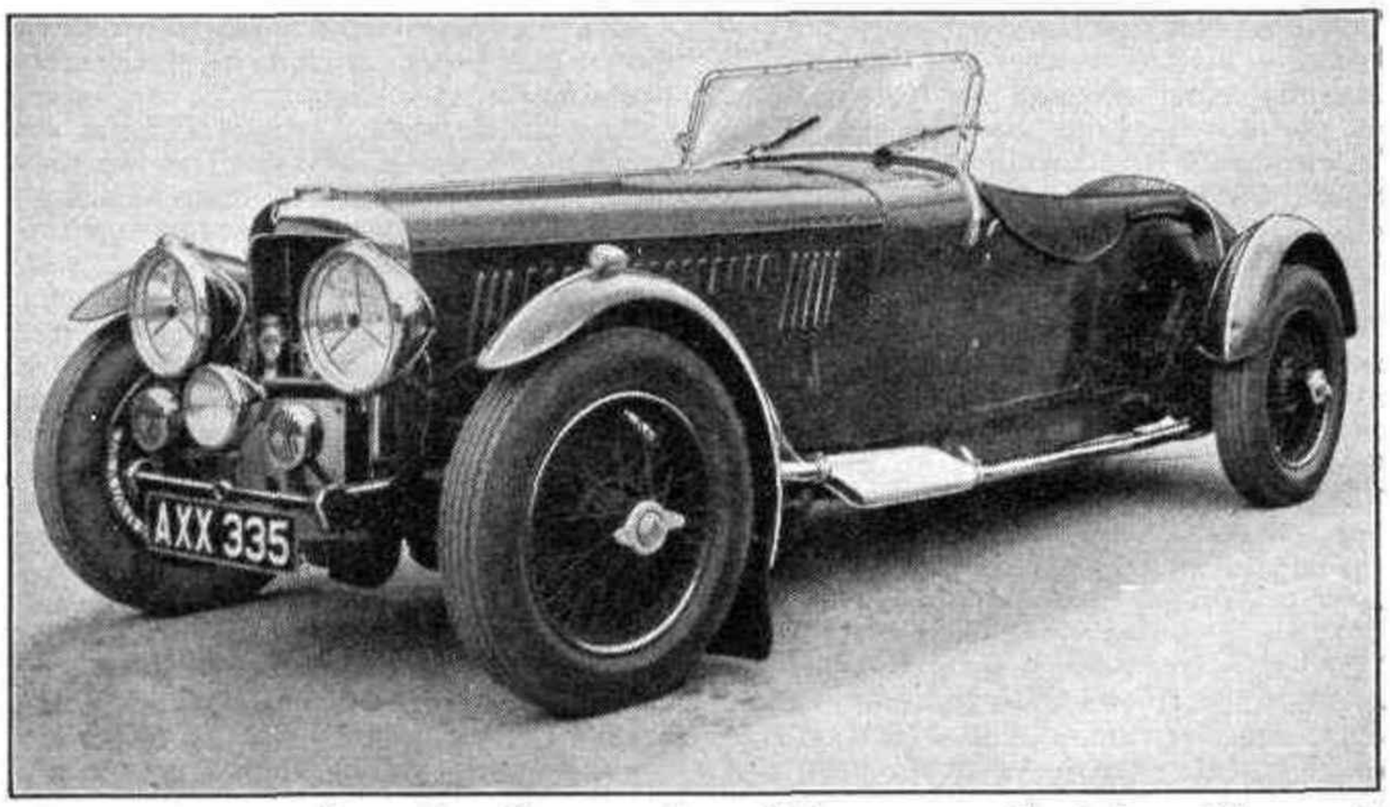
I was told that this power unit has proved very durable, no wear being evident in the bearings after some 20,000 miles of lead-footed driving, and that although the triple downdraught carburetters have been difficult to tune, in the days of benzole around 5,000 r.p.m. was possible in top gear with bags of ignition advance, without departing from the standard setting of 90 jets and 81 needles. On "Pool," screen up and P.100s in place, I got over 4,000 r.p.m., or about 85 m.p.h.

The car has a 4.5-to-1 back axle ratio and 5.50–19 tyres. So much for the technicalities of Mr. Smith's intriguing Alvis.

Right from getting to know the car I enjoyed using the short, rigid central gear-lever, even if it did "catch-up" a bit at times, and found the roadholding and steering very good, the latter light, with just enough castor action, and asking 2¼ turns lock-to-lock, so that one took the big car through traffic with confidence. I liked the neat grouping of the instruments on a central, alloy panel, oil gauge reading around 40 lb./sq. in., the water thermometer reassuringly below 70 deg. C. (55 deg. C. on a cold day), the 4-in. Smith's speedometer (which suffered from chronic needle-float) and rev.-counter registered anything the throttle-foot dictated up to quite imposing maximums. And only once did I tread on the central accelerator when I wanted to stop!

It was pleasant to be out in a big car again, and this one was particularly good fun, because the exhaust note rose to an Alvis-crackle at around 40 m.p.h. in top gear, the gears made music, especially on the over-run, when an exhaust reverberation, quite startling at first, was set up, and transmission backlash was exaggerated by the light flywheel. Generally one sensed that this car was "alive," lack of wooden floor boards and anti-drumming precautions accentuating the noise, of course. If I have described a certain car tried recently as a "boy's motor," I would call the Smith-Alvis a "man's car," with the proviso that it is really quite straightforward to drive and tractable in traffic.

With these thoughts in mind, rather than visions of "158" Alfas, I climbed into bed late on "Silverstone-Thursday," anticipating an enjoyable run to the course on the morrow to see the practice. From my home near Aldershot I have evolved a delightful "off-the-red" route to Silverstone where one is either driving in a valley or along the heights almost the entire way. It reads: Eversley, Twyford, along that beautiful stretch flanked by the



"It was pleasant to be out in a big car again and this one was particularly good fun . . ." The special 1934 Alvis Speed Twenty lent for test by Mr. K. Smith.

Thames *via* Wargrave to Henley, up the straight-as-a-die Fair Mile on A 423, off through the Chilterns *via* Stonor and up Pishill to Watlington, through its narrow winding streets and over its fantastic cross-roads (which I hope they never spoil by planting traffic-lamps) and out, past Pyrton atomic station, to Lewknor, which, with the "Lambert Arms" where I turn left for a brief spell on A 40, I somehow always associate with the M.G. Car Club in the time of cheery "Flem" Harris. And so off-the-red again to old-world Thame with its broad rough-surfaced high street. Then it's right-handed at Long Crendon, up over Dortonhill with its seats at the roadside inviting the weary to tarry awhile and admire its splendid views, and down again, past Dorton's School for the Blind in its rural setting, avoiding Brill, crossing another main road and going on along a less picturesque route past the London Brick Company and over the adjacent concrete way into the delightful town of Buckingham.

I always find this drive satisfying, if better suited to the soul than to a fast car, for it crosses innumerable main thoroughfares without involving you very much with any of them, and the hills are never far away—"Goodness, *how* the man drools on, but then, of course, he does it for a living . . ."

To revert to that Alvis! It handled very nicely, possibly because the front end had been stiffened with extra $\frac{3}{16}$-in. fabricated channel at the front cross-member and a tubular cross-member used to tie the front dumb-irons, so that the twisty route I followed provided much enjoyment, yet the i.f.s., with its rather heavy wishbones and massive transverse spring, and the rear suspension, damped by heavy double-acting hydraulic shock-absorbers from an armoured car, effectively absorbed road-menders' indiscretions. The chassis was, of course, stripped and worn parts renewed while the plot was hatching.

Mr. Smith showed me over 5,000 r.p.m. (over 70 m.p.h.) in third gear on a rev.-counter checked by Smith's for accuracy, before he handed his Alvis over, but I preferred to regard 4,000-4,500 r.p.m. (57-64 m.p.h.) as the limit, changing normally at 3,500 r.p.m. in the gears (50 m.p.h. in third). In top the exhaust crackle merged with the engine roar and the Alvis was particularly happy at 3,000 r.p.m. (62 m.p.h.), with 3,500 in hand (72.5 m.p.h.) when one wished to hurry. Aided by spells in the lower ratios, which gave very useful acceleration, this mile-a-minute gait could be maintained along the byways as well as on the through-ways, and what with the combination of mechanical and gaseous noises and scanning along the 4½ ft. of bonnet, it was a most satisfying way of getting along. All this added up to 44 miles or so in the first hour of the Silverstone journey without hurrying, and 1½ hours for the 62 miles to Buckingham, including such rural things as cows and milk lorries and a stop to make notes. Naturally the engine disliked "Pool," but intelligent use of the ignition control did much to defeat the "little men *mit* hammers"; full retard killed the pick-up quite noticeably. I liked this control and its fellow lamps and hand-throttle controls in the wheel centre, also the neat triple bonnet fasteners, "proper" fuel-pump and ignition switches, Bowden lever mixture control on the steering column, stowage of jack, etc., under the bonnet and the typically Alvis right-hand brake lever.

The engine started easily and really hard driving still gave a fuel consumption of practically 18 m.p.g. The Alvis clearly didn't altogether appreciate this interruption to its hibernation, for its starter pinion made merry fire-bell music on the flywheel at times, the magneto-switch became useless, and eventually the exhaust tail pipe fell off—the latter rather fun, because the noise then became very "Juan Fangio" and I figured out that on Royal Silverstone Saturday no one would mind very much. But beyond that it behaved well. Its owner is now engaged on something lighter and more exciting and so the Alvis is for sale; whoever gets AXX 335 will have some pleasant motoring.

While the Smith-Alvis was parked beside the Berkeley caravan which MOTOR SPORT used as its headquarters at the Royal Silverstone Meeting, Peter Waring and B. Chevell, who both race Speed Twenties, came to see it, and the day after I returned it I went out in the Waring car.

These two Alvis cars made a most interesting contrast. Waring's is a 1932 model with non-independent front suspension, which started life as a standard four-seater and which is, indeed, one of the first forty Speed Twenties to be made. The body has since been converted into a two-seater with tank and spare wheel in the flat tail and many interesting " mods " have been made to the chassis.

The engine has a balanced crankshaft, Martlet narrow-ring pistons, KE 965 inlet and DDT 49 exhaust valves, 15 per cent. stronger-than-standard Terry valve springs, Glacier mains and big-ends, and a copperised head. Along the off side runs a water gulley which feeds water to the exhaust valves *via* four off-takes, the centre two going to the existing core-plug holes in the head, the other two to holes specially drilled for the purpose. The water pump sits on what was once the magneto bracket, the car now using coil ignition, and the old water inlet is coupled to the suction-side of the pump to give a static effect to the water in the cylinder block. The rear water transfer and the outlet from the head are as Mr. Alvis intended them. The compression ratio is in the region of 8½ to 1, 30/50 benzole-petrol mixture being the normal diet, which is consumed at approximately 17.5 m.p.g.

The usual triple horizontal S.U.s are retained, using standard settings, but they have no hot-spots, as two manifolds from a 1939 Crested Eagle are fitted which contrive to avoid them. Fuel feed is by twin double-S.U. pumps from the usual rear tank. The ignition distributor is driven by Firefly gears and has a Lucas non-tracking head; the advance and retard is cunningly actuated from the Alvis steering-column control by Bowden cable. Waring uses Champion R15 or R16 plugs for road work and Lodge HLPs for racing.

Like Mr. Smith, he has thrown away the heavy Alvis clutch housing and flywheel and in its place has fitted a self-change gearbox which transforms the car's entire character. A Firefly flywheel replaces the old one and drives *via* a flexible coupling to a Wilson gearbox taken from a 1938 25-h.p. Armstrong-Siddeley. This gearbox is mounted on the chassis, was overhauled beforehand and hasn't given a moment's trouble. It is controlled by a transversely mounted Daimler quadrant and lever, convenient to the left hand. Behind the box the propeller-shaft has been shortened. The 4.5-to-1 back axle is used, with 5.00–20 front and 6.00–20 back tyres. The brakes employ special Capasco linings, which resisted wear most courageously for an entire season, and are still like new.

Thus it will be appreciated that this trim black two-seater differed considerably from the other car I drove. The earlier chassis were lighter than the i.f.s. pattern, and Waring told me it weighed only 22 cwt. 2 qr.

Naturally, I was very anxious to try it on the road, but in the short time I drove it I could not hope to emulate its owner, who took the car through heavy traffic along the Barnet By-Pass in a manner which showed a high degree of skill and entire confidence in the brakes and controllability of his car. Indeed, what with remembering to preselect the next required ratio with that delightful little lever and prod the clutch pedal to select it, and remember that the right-hand pedal was the brake and not the throttle, your Editor gave every indication that he is getting a ham-handed old man! Even so, the car responded sympathetically and obviously provides near-60 m.p.h. averages when driven properly. The revs. climb easily to 4,500 r.p.m. in the gears, the rasp of the exhaust note typically Alvis, and lightning changes are possible with the A.S. box, so that acceleration is continuous, with no pause to select the cogs.

Waring regards 4,800 r.p.m. as maximum, but points out that power falls away after 3,800. This gives you 70 m.p.h. in third and, as with the other Alvis, 3,000 r.p.m. is a very easy way of going along, and on this car represents 63.5 m.p.h. I understand that flat-out 4,500 r.p.m. will come up in top, equal to a shade over 95 m.p.h.

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I found that you really could sit up and see things behind the wheel, that the car was beautifully taut to handle, the steering wheel very much in your lap and giving good, perhaps a shade low-geared, control, while the brakes, given a good push, were amply effective, of the wheel-locking kind if really used, yet delightfully smooth and well balanced.

Somehow one got the impression that this was a friendly car, giving of its best to those who could handle it; no doubt the instant response to a jab on the gear-selector pedal (there is, of course, no normal clutch) and pressure on the accelerator gave rise to this impression. The ride was comfortable, the pneumatic upholstery likewise, and only occasionally did the front axle remind you of its presence as a rigid beam. The speedometer read properly and was usually at 70 plus, save when traffic conditions intervened, when the Alvis could be slowed with reassuring rapidity, to the accompaniment of exciting explosions in its forthright exhaust system. Oil pressure, I noticed, sat steadily at 60 lb./sq. in., the water temperature at 100 deg. F.

Of necessity the ride was brief, but I came away feeling that these Alvis Speed Twenties can be very lively and that they have much in common with a vintage car (even to a whippy frame!) yet are perhaps less exacting to drive and to service. Moreover, spares should be readily procurable.

Finally, there was a run with John Wyer in last year's "Spa" Aston-Martin coupé, which is similar to the recently announced six-cylinder D.B. II production model, but with slightly smaller body dimensions. These days UMC 66 is the experimental car-cum-hack-transport about the works and its austerity interior reminded me of a prototype aeroplane. Shabby it may be, but *what* a motor car! You sit in a remarkably comfortable bucket seat. Before you stretches the wide, all-enveloping bonnet, the roof comes within an inch of your head, behind you, up to shoulder level, is the vast fuel reservoir with its filler necks vanishing through the tail. Batteries of aircraft-type switches, two thermometers, an oil gauge, and a Smith's rev.-counter tested for accuracy confront one, and round one's feet wavers a piece of hose bringing fresh (*sic*) air into this intriguing "conservatory."

An exciting car, yes, but so *comfortable*. Your head never actually *touches* the roof, the ride being that of a town-carriage, and the wind just doesn't roar round this aerodynamic body. It gets a bit warm inside, of course, and as there is absolutely no sound-proofing the noise when you open the throttle is interesting. But the emphasis is still on comfort, coupled with security.

Wyer went first and showed me 4,000 r.p.m., or 102 m.p.h., in the 3.5-to-1 top gear along a brief bit of wiggle-free A 30—"the tun," they call it, don't they? I tried, straight out of an Austin Seven, and got 3,800 (97 m.p.h.) the reverse way before the horizon filled with lorries. In other words, I felt thoroughly at home in this car from the commencement. The slender central gear-lever is a delight to use; you go up or down through the gears with the greatest of ease. The Aston-Martin is high-geared, even for a 2½-litre (just over 25 m.p.h. per 1,000 r.p.m. in top), so that the needle of the rev.-counter doesn't rush indecently around the dial. When you go to change from third into top under normal circumstances the revs. have got to about three-five. The same thing happens in top gear, equal to an (entirely effortless) 87 m.p.h.—you just can't help going quickly in this car. Consequently, it is just as well that the roadholding is impeccable. We experienced it first in the four-cylinder chassis and it is just as good in this coupé. You can change course with precision at the highest speeds with only the slightest trace of roll, and round fast bends the control is superb. The brakes, too, give every confidence. The steering is literally finger-light, so light in fact that, as in an Alfa-Romeo, you mustn't consciously steer. That, and the faintest suspicion of suppleness at the rear on slow, tight corners, were the only aspects of the car that would call for any "acclimatising."

You had to remember always to start in bottom gear with not too many horses coming through, in order to humour the clutch, but any driver used to a small sports car would feel at home and get 100 m.p.h. in the right places, and averages of 50-very-much-plus on English roads from the word go. Truly, a remarkable motor car, the exterior lines of which spell "business" from whatever angle you view it.

The engine didn't get as hot as we did, the oil temperature being 66 deg. C., the water at 70 deg. C., and there were no petrol fumes from the interior tank; it was perfectly tractable, in second and third gear, through the Egham-Staines traffic muddle. The production model, with sound-proofing, heat insulation and a quieter exhaust at low speeds, in many respects must be the ideal fast car, and when David Brown can spare one for test we shall be at Feltham post-haste.

Meanwhile, the month of May provided quite a pleasant "holiday," and a good "bag" of cars, I feel.—W. B.

THE WRITING ON THE WALL

In doubling the tax on motor fuel and imposing purchase tax on commercial vehicles the Government has given a more than usually clear indication of its determination to back rail transport to the limit. There are other important, though less obvious, factors in the road-rail issue that must not be overlooked.

For instance, in an effort to excuse the railways for incurring huge losses, much play is made by their protagonists on the proportionately great rise which has occurred in the costs of operation since the war compared with the increases in charges. How, they argue, can the railways be expected to pay their way if charges are insufficient to cover costs? This is entirely beside the point.

Railway charges are already above those for road transport. The correct line of action is to encourage the use of road vehicles and cut down the railway system to the point where it becomes an economical unit (plus any sections considered necessary for defence, the cost of which must be borne by the national purse). The fact that the cost of railway operation has risen out of all relation to the value of the services it provides is no reason for saddling the country with the necessity to meet increased charges and huge deficits; road vehicles can provide transport at little, if any, more cost than pre-war.

This save-the-railways-at-any-price attitude is dangerous. It leads inevitably to the need to restrict private transport. The Transport Tribunal in its report on the application of the Commission to increase railway freight charges states that the annual tonnage carried by "C" licence vehicles will have risen from 130,000,000 in 1946 to 270,000,000 in 1950.

THE ASTON MARTINS FOR LE MANS

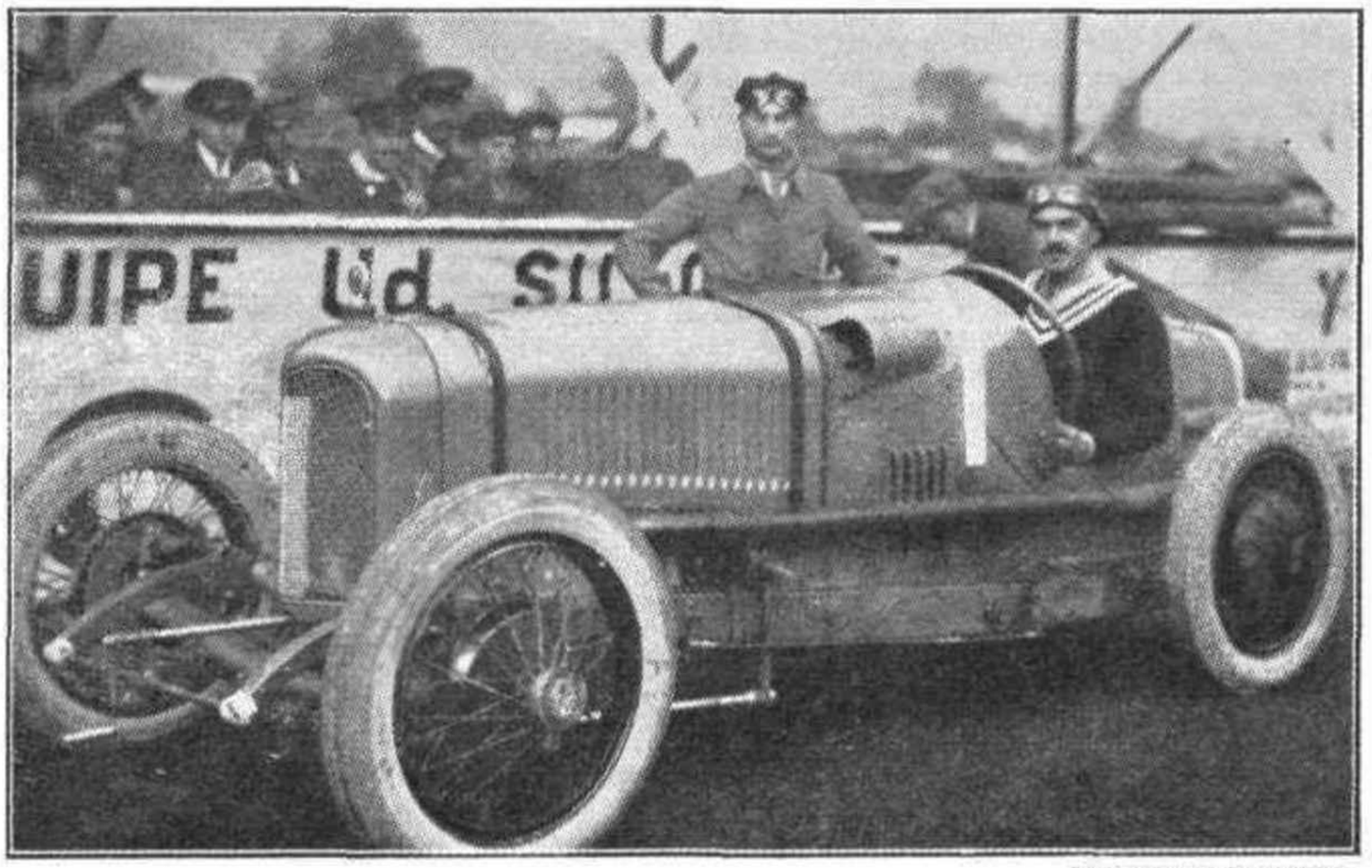
While we were at Feltham on May 19th we called to see how the team of "Le Mans" Aston-Martins was progressing. The engines were nearing final assembly and the first car was due to be completed that night, the other two being nearly as far advanced. They are D.B. II aerodynamic coupés, differing very little from standard. Naturally, upholstery and sound-proofing are deleted but the bodies are otherwise the same as those of the production model; they are one inch narrower and lower than last year's cars, incidentally. The only details that differ concern the fillers. The quick-action radiator filler can be reached through a flap to save lifting the forward-hinged bonnet. The fuel filler-necks, which last year protruded through the roof, now end flush with it and are closed by sealing flaps which the driver can open from a facia-control *via* Bowden cables. Another bonnet-flap discloses the quick-action filler for a tank on the bulkhead holding a gallon of reserve oil, which can be fed to the sump when required. Normal Lucas headlamps, dual Lucas spotlamps and Lucas screenwipers will be used. Identification lamps are carried on the body sides.

The twin o.h.c. 2½-litre six-cylinder engines are likewise virtually standard. A new sump, increasing the oil capacity from 1⅞ to just over 3 gallons and having cooling fins along its near side, will be used. 1¾-in. in place of 1½-in. S.U. carburetters are fitted, the inlet manifolds being enlarged internally to suit. These, and a few detail "mods," are all that have been deemed necessary to prepare the W. O. Bentley-designed engine for this arduous 24-hour race. The compression-ratio will be determined after tests at Le Mans. Already Silverstone tests with a 1950 engine in the 1949 Spa car have shown a fuel consumption of 14.7 m.p.g. on petrol/benzole, lapping at around 85 m.p.h. The axle-ratio is 3.5 to 1, in conjunction with the close-ratio, centrally-controlled gearbox—which has ratios of 1.1, 1.215, 1.67 and 2.46 to 1. Tests at Le Mans will determine whether to use 5.50–18 or 6.00–16 tyres. They will be on knock-off wire wheels, of course.

The coil-spring chassis is, again, practically standard. At the back D.A.S.12 Armstrong shock-absorbers replace the standard D.A.S.10s, but the latter are retained at the front. A 72-amp.-hour Lucas battery replaces the usual 60-amp.-hour battery, while the capacity of the fuel reservoir which occupies the space behind the seats has been increased from 30 to 32 gallons. Alfin brake drums are used, in conjunction with Mintex M.14 linings.

The three cars will be painted dark green, brightly polished in contrast to last year's matt finish. 5,000 r.p.m. in top gear would equal 128.7 m.p.h. on the large, 121.7 m.p.h. on the smaller tyres. The drivers will be Charles Brackenbury with Lance Macklin, J. Gordon with Eric Thompson, and Jack Fairman with someone yet to be nominated. John Wyer will manage the team; may every good fortune attend these green cars from Feltham!—W. B.

VINTAGE VEERINGS



[Photograph by Fotogat

VINTAGE RACER.—The Schmid which Foresti drove in the 1924 Spanish Grand Prix. This picture, sent to us by C. Posthumus, shows the underslung chassis. The engine was a cuff-valve six-cylinder built at the S.R.O. ball-bearing works at Annecy. In the race this car crashed and Goux's retired.

THE increase in the petrol tax can be said to have hit particularly hard at the vintage movement, because, although many old cars are distinctly economical for their engine size, most of them are lavish with the litres, and this, coupled with the unjust 25s. tax extracted for every rated horsepower, does make motoring in the better-known vintage sports cars an expensive business while Sir Stafford remains Chancellor of the Exchequer. Unfortunately, there are not so very many practical vintage cars under 1½ litres, or shall we incur the wrath of the Salmson and Amilcar exponents for saying so? Those who doggedly decide to give the Government not a penny more than they need, while still remaining vintage-car users, will have to search diligently for suitable vehicles, for not only is a good fuel consumption essential, but the rated horsepower must not exceed eight, otherwise the road-fund tax exceeds that paid by modern cars of all sizes.

The Gwynne Eight or an "8/18" Talbot would be just the job, but we suppose many people will be content with a pre-1931 Austin Seven. There is also the "7.5" Citroen, more "big-car" than the Austin Seven and with some endearing features, even if it *is* terribly leisurely about the place. In rather the same category is the amusing little "7/17" Peugeot, of course. Our choice would be a Gwynne, although we must not overlook the fact that the example we ran during the war was immensely improved by an A.B.C. four-speed gearbox, the ratios of which suited the car admirably, and the addition of front brakes. The standard model had its rather wide-ratio three-speed gearbox mounted on the end of the torque-tube and in consequence the gear lever, reminiscent of that in the pre-1929 Austin Seven, used to dance about quite astonishingly. These particular "Cripps-copers" are getting rare, but do not overlook the fact that the "10/23" Talbot is a delightful little car (rated at 9 h.p. and good for about 35 m.p.g.), which surely isn't too wide of the mark? And neither is an "8/18" Humber.

* * *

Cripps or no Cripps, the vintage movement grows apace. There is no question but that well-preserved examples of the older cars exert a great fascination for many people. The reasons are not far to seek, and recently we encountered a new one.

"Leaving aside the vexed question of quality when comparing old cars with present-day productions," said our informer, "when you seek out the quiet places of this country, surely you do so because, mercifully, they are largely unchanged from a past age, a time before the era of 9s. in the £ income-tax, nationalisation and the hydrogen bomb. Very well, if it is an escape through the unspoiled countryside and remote villages into an atmosphere of the past that provides you with relaxation, surely it is utterly illogical to make such journeys in a lozenge-shaped car possessed of the same kind of modern gadgetry that you encounter daily in your home and office?"

That is certainly a strong argument in favour of using a vintage car when *motoring "off the red" of your road-map.* Another factor that appeals is that in its details each vintage car has its own characteristics. Drive all the moderns and a certain "sameness," born of assembly from proprietary components, is apparent. Perhaps we have forgotten that a standard C.A.V. lighting-switch-panel figured on more than one make of car from the Armistice onwards, which was when true individuality of detail commenced to disappear. Nevertheless, in the nineteen-twenties such things as complete instrument boards could not be bought by manufacturers from proprietary concerns, as is the case today, and consequently each car had its individuality emphasised by the arrangement of its detail fittings. For example, examining a 1926 "14/40" Sunbeam the other day we came upon the little handle on the crankcase for the remote sump level cock and those knurled controls, like the knobs of an early radio set, which one always associates with this particular "14/40," one on the dash for the throttle setting, that in the steering-wheel centre for the ignition. Could it be that the famous Wolverhampton firm bought up a host of Kaiser-war wireless parts and incorporated some of them in its post-Armistice cars? Whatever the explanation, in a world becoming ever more stereotyped, it is features such as this that bring true pleasure to the individualist.

Last month, naturally, the topic of conversation in vintage circles was the Silverstone Meeting of the V.S.C.C. Even if the venue *was* reminiscent of the Welsh Harp, some very fine racing resulted. But first we had the One-Hour High-Speed Trial, a splendid event in every way. It was rightly confined to pre-1931 cars (unsupercharged) and its popularity was emphasised by the 43 entries. They covered most of the accepted vintage types. The 1,100-c.c. class had an o.h.c. Morris Minor Special and two "Brooklands" Rileys opposed by four Austin Sevens — French's "special," Lush's orange ex-"works" T.T. car, entered by Birkett, and the "Ulsters" of Heyward and Armstrong. In the up to 2-litre class Lockhart's short-stroke "12/50" Alvis tourer, with wire front and artillery back wheels, Carpenter's long-stroke, home-bodied "12/50" Alvis two-seater, Edgar's "12/50" Alvis-engined Riley Redwing, Julian Jane's Lancia Lambda, a 2-litre Lagonda or two, Hope's Type 40 Bugatti, a saloon 1½-litre Alfa-Romeo, a 1,750-c.c. Alfa-Romeo, two early Frazer-Nashes, one with a very distinctive exhaust note, and Jay's 2-litre G.P. Bugatti, made the running. The 3-litre division saw several Lancia Lambdas opposed by a "14/40" Delage, a "genuine" cycle-wing 3-litre twin-cam Sunbeam four-seater, a "22/90" Alfa-Romeo and two 3-litre Bentleys. In the big-car class the "30/98" Vauxhalls of Alan May, Plowman and Binns did battle against five 4½-litre Bentleys, a 1925 short-chassis 45-h.p. Hispano-Suiza, with later saloon body, which thundered round at speeds it was once accustomed to adopt down *Routes Nationale*, and a very able 5.2-litre Stutz saloon. The Denshams also ran their 1913 Calcott, which got along surprisingly well but was delayed during the compulsory wheel-change by the stud-fixing of its artillery wheels and by dirt in its carburetter.

Detailed results of this one-hour event are appended, for this is established as an annual vintage-car classic.

The reliability of the cars was remarkable, at all events until the last quarter-

of-an-hour, when a few ran into difficulties. We believe Binns' "30/98" Vauxhall melted a bearing at the very beginning, but it was near the end of the sixty minutes before Jane's Lancia discarded its propeller-shaft, Leo's 2-litre Lagonda began to overheat and slow down and one of the Lancias to misfire. The Morris Minor was, however, never very happy. The Austin Sevens put up a fine show, except Birkett's, which lost time through running out of fuel, because he had forgotten to turn-on the reserve tap before starting.

1950 V.S.C.C. HIGH-SPEED TRIAL

UP TO 1,100 C.C.:

J. S. French (Austin) ...	*Qualified*
L. H. W. Heyward (Austin)	*Qualified*
H. Birkett (Austin) ...	Failed by 0.89 of a lap
J. V. Armstrong (Austin)	Failed by 1.32 laps
J. C. G. Dancer (Morris)...	Failed by 2.62 laps

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

W. E. Edgar (Alvista) ...	*Qualified*
N. Arnold Forster (Frazer-Nash)	*Qualified*
M. R. Lovell (Frazer-Nash)	*Qualified*
E. R. Jay (Bugatti) ...	*Qualified*
C. F. N. Hope (Bugatti)...	Failed by 0.28 of a lap
D. Roberts (Lagonda) ...	Failed by 0.73 of a lap
A. Scott Johnston (Alfa-Romeo)	Failed by 0.85 of a lap
P. H. Thompson (Alfa-Romeo)	Failed by 1.31 laps
L. Leo (Lagonda) ...	Failed by 1.53 laps
A. J. Fisher (Lagonda) ...	Failed by 1.97 laps
W. P. H. Lockhart (Alvis)	Failed by 2.08 laps
D. Carpenter (Alvis) ...	Failed by 2,60 laps
D. A. Densham (Calcott)	Failed by 5.84 laps
J. Jane (Lancia) ...	Retired

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

L. S. J. Evans (Lancia) ...	*Qualified*
B. Morgan (Bentley) ...	*Qualified*
T. Goodman (Alfa-Romeo)	Failed by 0.04 of a lap
J. Wadsworth (Sunbeam)	Failed by 0.10 of a lap
G. Robson (Lancia) ...	Failed by 0.23 of a lap
C. Batte (Delage) ...	Failed by 0.78 of a lap

OVER 3,000 C.C.:

A. May (Vauxhall) ...	*Qualified*
T. H. Plowman (Vauxhall)	*Qualified*
G. C. H. Kramer (Bentley)	*Qualified*
G. G. McDonald (Bentley)	*Qualified*
H. Kemp-Place (Bentley)	*Qualified*
P. Scott-Russell (Bentley)	*Qualified*
W. H. Stout (Bentley) ...	*Qualified*
J. R. L. McGildowny (Hispano-Suiza) ...	Failed by 1.66 laps
R. H. B. Mason (Bentley)	Failed by 2.24 laps
E. A. T. Moore (Stutz) ...	Failed by 3.17 laps
R. Briggs (Lancia) ...	Failed by 5.15 laps
P. J. E. Binns (Vauxhall)	Retired

[*These results are based on official distances supplied by A. J. Gibbons, one of the official time-keepers.*—ED.]

* * *

The results of the half-mile sprints and races appear in "Reports of Recent Events," and we are concerned here only with their vintage aspects. The acceleration of Clutton's 10½-litre V12 Delage, now painted a bright blue, was a distinct high-spot and it was a pity that it blew the gasket of one of its vast cylinders during its first race. Jack Fairman came through strongly to win the Historic and Vintage Racing Car event in Tony Rolt's supercharged 3,442-c.c. Alfa-Romeo, from Rowley's 1927 1½-litre Delage and Little's twin-rear-wheeled "2.3" Bugatti. Ewen in the 1908 Itala fended off a blown M.G. and a blown Austin Seven. The vintage Frazer-Nashs of Parker and Geoghegan were second and third in the Frazer-Nash Handicap behind Norris' handul of 3½-litre single-seater A.N. Special, that passed for a F.N. Parker's 1926 car is the old "Patience" of pre-war days, with Dubonnet i.f.s. and Meadows engine carburetted by two vast, polished Solexes. The Vintage Sports-Car Race was most exciting, and pleased the B.D.C. boys because Kemp-Place's 1928 4½-litre Bentley two-seater put it across Alan May's 1924 "30/98" Vauxhall four-seater on the last lap, Arklay's A.C.-Frazer-Nash third. May had been heard to remark beforehand that the corners were a bit slippery for a "30/98." Incidentally, his car has boxed-in front dumb-irons, Hispano-Suiza front brakes, transverse hydraulic front shock-absorbers and, in common with Plowman's, a 48-mm. downdraught Zenith carburetter. Rowley's 1930 team Talbot made no impression on Webb's 1925 "30/98" Vauxhall four-seater.

The Vintage Handicap was immense and produced the spectacle of Briggs' Lancia Lambda gaining yards on Towle's "30/98" Vauxhall into Stowe Corner due to its superior anchors. But it could not hold off Hull's incredible 1930 supercharged 1,750-c.c. Alfa-Romeo coupé, which, with top up, started 20 seconds later but passed the Lancia to secure a convincing victory, just as it had at Lulsgate. Webb's smart "30/98" also displaced Briggs in the last lap. D. Allen's beautiful 1922 G.P. Sunbeam, in original trim, wasn't fast enough, but how nice to see it! Vintage honour was upheld finally in the Four-lap Mixed Handicap, when Heal's 1924 supercharged 2-litre G.P. Sunbeam, displaying magnificent acceleration, finished comfortably in front of Lant's blown M.G. and Waring's Alvis.

Moreover, f.t.d. was made by Fairman's "historic" Alfa-Romeo, which averaged 69.71 m.p.h. and lapped at 74 m.p.h., and Heal's G.P. Sunbeam was next best.

In spite of the rain there were no accidents but heart-stopping moments were contributed by Marshall, whose Amilcar Six spun at Stowe, motored into a straw bale on the inside of the corner, and disappeared across the grass, and by Birrell, who slid to a stop in his G.P. Bugatti on the same corner in the path of the thunderous Hispano and Stutz saloons. Parker's 1926 Frazer-Nash got mighty close to Webb's "30/98" Vauxhall on the same corner, and Mrs. Ching (Bugatti) owes the V.S.C.C. one marker-bin!

For sheer enterprise on the corners, K. B. Lee, who drove a shortened Type 40 Bugatti, deserves to be coupled with Parker. In contrast, Raven took a very queer course in his non-vintage Railton, while Waine was in no hurry in his 1926 open Isotta-Fraschini, although he certainly wasn't waiting for the kettle to boil. Oh, and something really should be done at club meetings about bonnets—a Bugatti and an Alvis were allowed to continue when theirs were obviously about to fly off—and *did*, in the former instance.

Naturally, the Paddock was Utopia-for-vintagents. Two smart Calcott two-seaters, one 1921 the other 1923, were noticed standing side by side, and we spotted two Edge-A.C. two-seaters and the Bayliss-Thomas, etc. The whole day was immense fun and, if you missed going, make a note that there will be another V.S.C.C. meeting at the same place on June 24th.

MOTOR SPORT BROOKLANDS TROPHY

As announced briefly last month, the Trustees of the MOTOR SPORT Brooklands Fund have presented to the B.A.R.C. the Brooklands Memorial Challenge Trophy *and replica and a cash prize of £50,* to be awarded to the driver making the best aggregate performance in this year's B.A.R.C. Members' Meetings.

The idea of a Fund for the purpose of perpetuating the memory of the late Mr. H. F. Locke King, who built Brooklands Track in 1906–7, originated in the mind of W. Boddy, Editor of MOTOR SPORT, and author of "The Story of Brooklands," and was announced in MOTOR SPORT for April, 1947.

The original intention was to endow a hospital bed or erect a memorial plaque in the name of Brooklands, but nationalisation of the hospitals put paid to the former scheme, and with the British Automobile Racing Club's avowed intention of carrying on in the tradition of the old B.A.R.C. it was thought that Mr. Locke King's memory could best be perpetuated by presenting a Trophy to be contested annually by amateur drivers in Brooklands-style races.

At a meeting last April, attended by W. J. Tee and W. Boddy for MOTOR SPORT, J. A. Masters, one of the Fund Trustees, John Morgan, Secretary of the B.A.R.C., and S. Sedgwick, President of the Bentley D.C., the B.A.R.C. accepted the Brooklands Memorial Challenge Trophy and replica to be purchased by the Fund. MOTOR SPORT further agreed to give a cash prize of £50 to the Trophy winner.

A marking system has been devised for the purpose of ascertaining the best performance at this year's B.A.R.C. Members' meetings, as follows:

The winner of a race to receive 4 points, second 3, third 2, fourth 1. If there are seven or fewer starters the points will be halved. The competitor with the highest number of points after the three meetings will be adjudged the winner.

The first meeting took place at Goodwood *on April 6th and is reported* elsewhere. The position in the Brooklands Memorial Trophy contest to date is:

	Pts.
J. C. C. Mayers	8
G. F. M. Gale	7
R. W. Jacobs	
G. E. Phillips	6
K. McAlpine	
M. J. C. Keen	
S. H. Allard	4
E. J. Haesendonck	
Mrs. N. Binns	
J. Cooper	
C. Mortimer	
M. J. Pople	3
D. H. C. Hull	
G. A. Ruddock	
D. D. Render	
L. Leonard	
E. Thomson	
G. Tyrer	
T. A. D. Crook	2
G. Jason-Henry...	
G. T. Jones	
J. Coombs	
E. Brandon	
R. F. Peacock	1½
H. Lester	
P. Clark	
K. Rose	
J. K. B. Brise	
J. H. Craig	1
J. T. Sutherland	
J. Nicholson	
P. Waring	
J. W. Sparrowe	
J. N. Innes	½

★ BOOK REVIEWS

"GRAND PRIX RACING FACTS AND FIGURES," by George Monkhouse. (238 *pp.*, 42*s*. *Foulis and Co.*, 7, *Milford Lane, W.C.*2.)

In this beautifully produced typically-Foulis book, George Monkhouse surveys Grand Prix racing from 1894 to the present day. Inevitably he covers much the same ground as other writers such as Rose, Pomeroy and Karslake, but this he is well aware of; indeed, he makes generous reference to the books of these and other authors. Monkhouse's first chapter, "Racing Through the Years," might be said to represent a usefully-compact summary of what one finds in Pomeroy's opening chapter in his great work "The Grand Prix Car." The following chapter, on Grand Prix driving, is Monkhouse's well-informed version of a subject dealt with also by Walkerley in his "Grands Prix 1934-1939." The next chapter covers racing organisation, of which we have already read a good deal in Monkhouse's classic "Motor Racing with Mercédès-Benz." The remaining chapters deal in more detail than the first with races, personalities and cars of the 1932-1945 era. These chapters contain some exceedingly interesting technical information on Seaman's famous 1½-litre Delage, which has never before been divulged, and 20 or more interesting pen-pictures of famous drivers—the sort of thing you find in race programmes and have, no doubt, always wanted to have handy in your book-case. There is also a chapter on American racing, but naturally the later years of European activity have been covered already in the author's book about Mercédès-Benz.

What, then, remains? Why, the two most important parts of the book! First, the photographs—too many to count, beautifully reproduced on art paper and ranging from the road-racing cars of 1902 to the present day. The early ones are by M. Prieur, the American photographs by Charles Lytle and the rest by Monkhouse himself—who is so modest as to pay tribute in his text to Louis Klemantaski and Guy Griffiths without coupling his name with theirs! These pictures form a great collection, from which hours of pleasurable study will be derived. The remaining section, primary purpose of this book, is a table of racing results from 1894 to 1949. It is a remarkable, an unique achievement—to compile which must have involved George in a prodigious labour of love. Here are the placings in every motor-race of note the author has been able to discover—an invaluable record. Some of the more important hill-climbs are thrown in for good measure, besides such non-racing-car events as the Georges Boillot Cup, Phoenix Park, Le Mans, the Mille Miglia and T.T., etc. Monkhouse tells how he and Seaman were prompted to compile something of the sort many years ago from the wonderfully complete files of Roland King-Farlow, who eventually produced many of the records for the period 1894-1936 himself. The author, modest again, asks readers to send him corrections or any additional results—this critic is content with things as they are and feels these tables alone to be worth "the price of admission"; that victory in the 1938 T.T. is attributed to Aston-Martin instead of to Delage is obviously a typographical error and not wishful thinking! It seems a pity the publishers haven't provided a few lines beneath each relevant 1949 entry so that readers could neatly insert the results of 1950 and of those subsequent years that may elapse before the book is reprinted. Nor is an index included, resulting in much loss of time even in turning up details of a particular driver's career.

George even goes so far as to provide a list of fatal accidents which happened between 1898 and 1949. It mainly concerns front-rank men, but Dunfee goes in, Leeson does not. Morbidly enough, a far longer list appears in von Dévan's "Auto-Und Motorrad Almanach."

This latest work of Monkhouse's is a concise account of all that Grand Prix racing is about, easy of reference, yet it is a complete, enthralling, "possessible" book in itself. Its greatest value lies, however, in the records contained between its covers, both pictorial and tabular.—W. B.

CHARACTER CARS

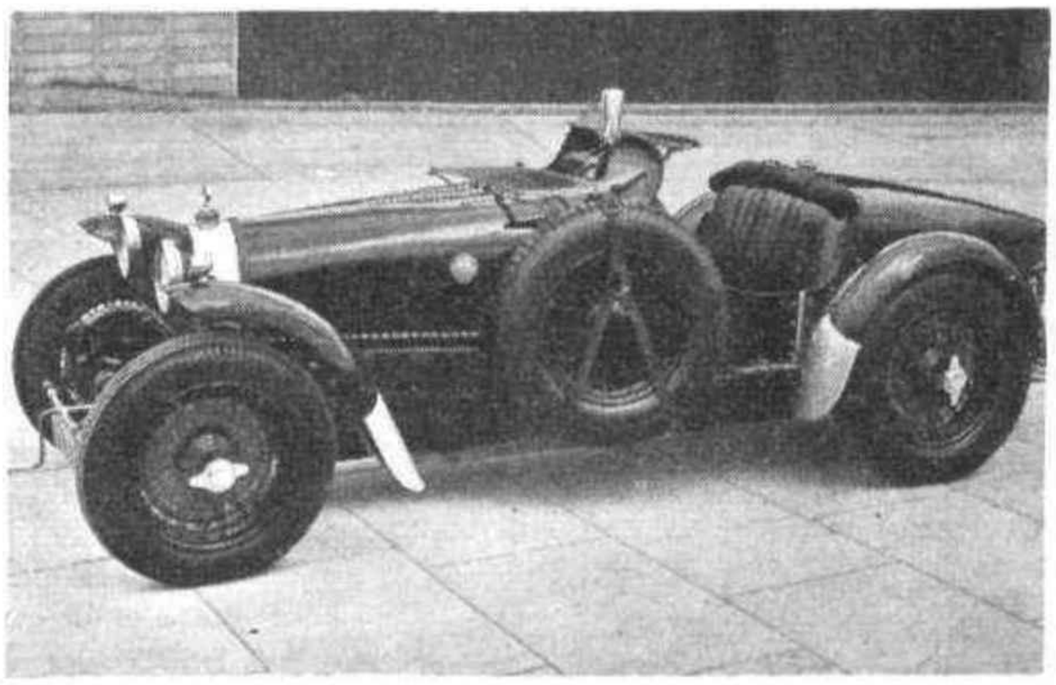
124/126, HAYDONS ROAD, WIMBLEDON S.W.19

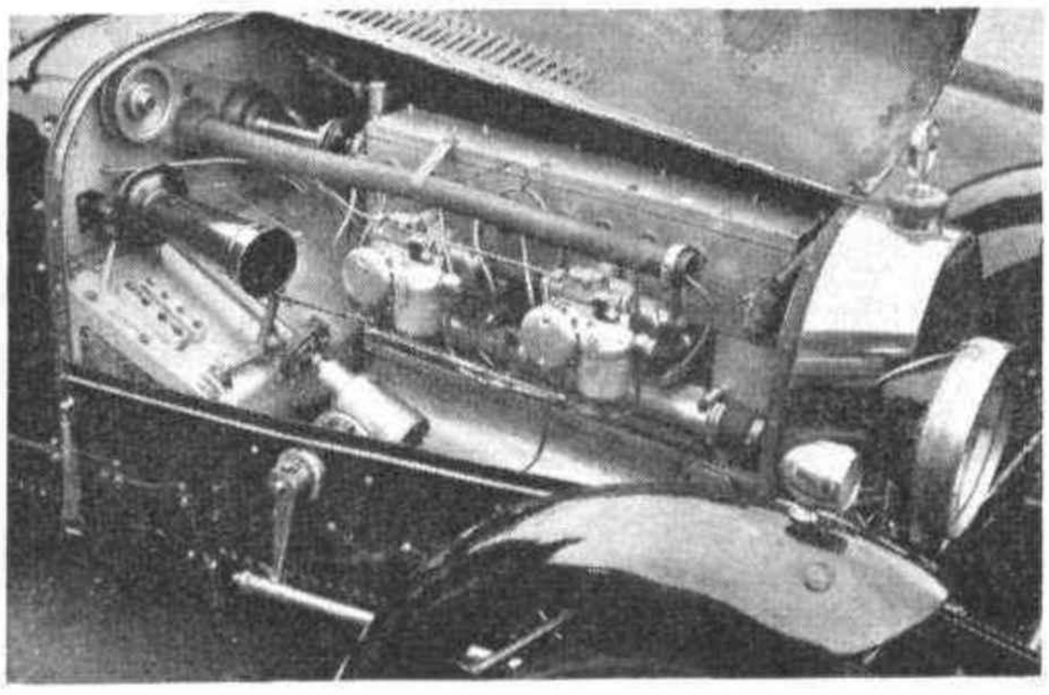
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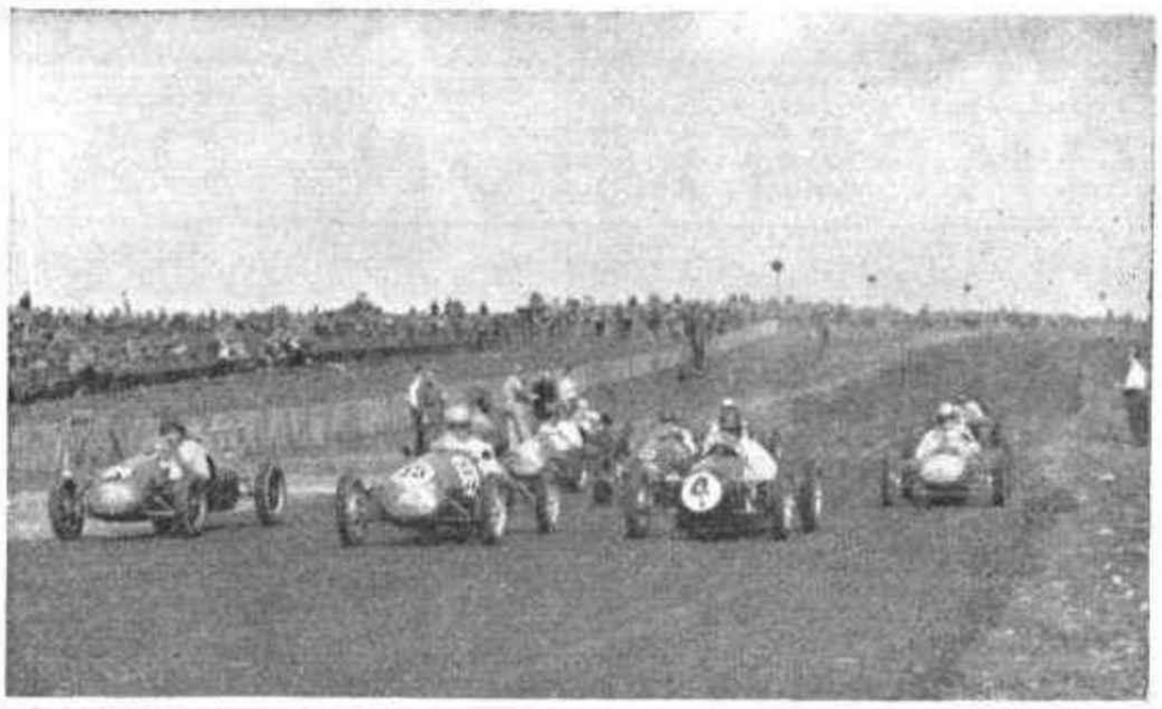
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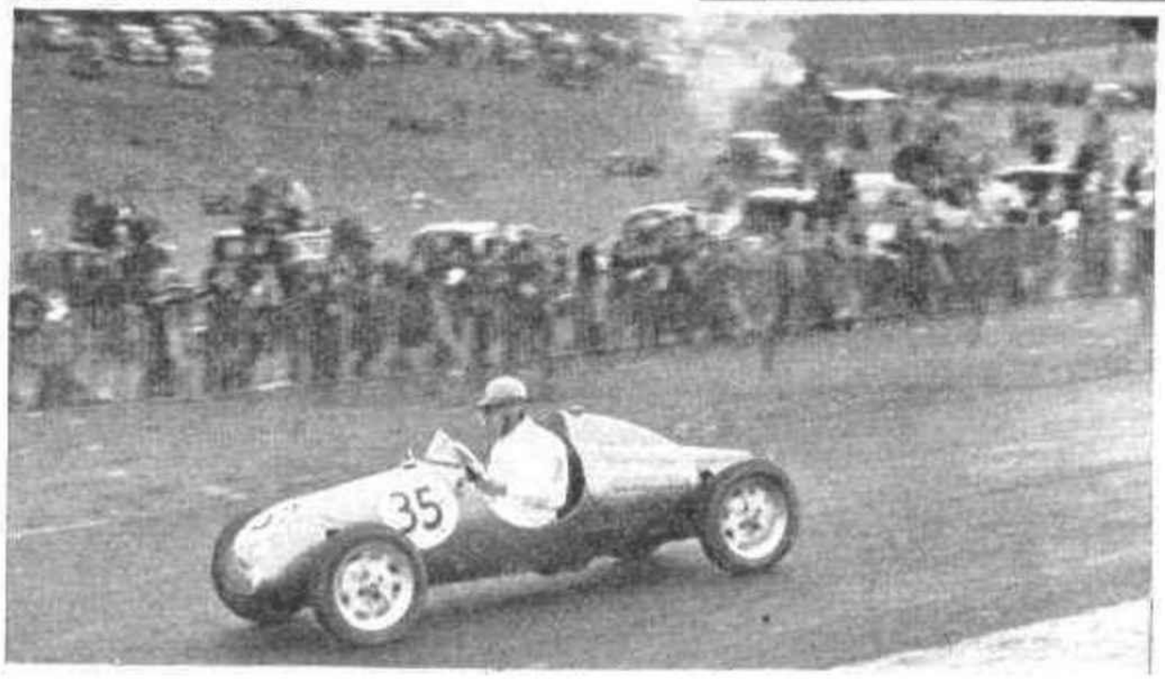
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SUPERCHARGER—Marshall cabin blower with flange fitting, keyed drive shaft, boost gauge. Little used. £7 10s. BM/W426, London, W.C.1. [614

FOUR-CARBURETTER CONVERSION for "J2" M.G., complete with all controls. Would exchange for blower, with cash adjustment. Metcalf, Barton Road, Wisbech. [615

RILEY 1936 1½-LITRE KESTREL, black saloon, mechanically perfect; bodywork very good. £350. Tel.: Gipsy Hill 2838. [617

285 GNS.—LAGONDA 3-LITRE open 4-seater (Aug., 1932). This car has recently had £200 spent on a complete overhaul, including a rebore, its first. The bodywork is in black, with red leather upholstery and has excellent hood and sidescreens, also six almost new tyres. I can honestly say that in all probability this car is one of the finest specimens of its type in the country. Taxed to end of year. D. Bennett, Stretton Croft, Hinckley, Leics. [619

M.G. MAGNA, 12 H.P., open 2/4-seater. Very good condition, overhauled; smart, lively. £200 or offers. Perkins, 3, Green Street, Balby, Doncaster. [616

"T.T. REPLICA" FRAZER-NASH, Meadows engine. New hood, tonneau, battery. Repainted B.R.-green. Outside exhaust; silver wheels; good tyres. Sell or exchange racing car up to 1½-litre. Replies to Box No. 293, MOTOR SPORT, 15, City Road, E.C.1. [620

M.G. "L" CYLINDER HEAD, exhaust manifold; Frazer-Nash 19-in. wheel; Opel Cadet differential unit, c.w. and p., axle-shaft, casing, steering box. Wanted: 6-cylinder Vertex. Box No. 294, MOTOR SPORT, 15, City Road, E.C.1. [621

"LE MANS" ASTON-MARTIN, July, 1933. Six months' rebuild just completed, includes 1934 modifications. Car to be sacrificed for family reasons. Any trial or examination.—Andrews, 1, Zelah Road, Orpington. [622

HORSELESS CARRIAGE of 1912 vintage. Scout 15.9-h.p. 4/5-seater tourer, with full equipment, including large Zeiss gas lamps with dippers, generator, electric side and tail lamps, mirror, tools, etc., also complete original maker's catalogue. This grand old car is in original condition, is taxed, and you can wind it up yourself for £150, or near offer. Below.

BROUGH-SUPERIOR drophead foursome coupé, green; body and hood good; requires a few pounds spent upon it to make it 100 per cent. Taxed, and offered at low figure of £200 to first buyer, looks worth £1,000, or would swap either or both for interesting saloon or sports car, cash either way. Please telephone evenings, or write: 79, St. Andrew's Road, Ilford, Essex. Tel.: Valentine 6260. [623

DELAGE, 1930, DM, SERIES N, 20.8 H.P. 4/5-seater 2-door coupé. Clutch and brakes relined and four new tyres in April. Superb condition throughout. Owner going abroad. Best offer over £200. Lieutenant-Commander Claremont, R.N., H.M.S. Tuscan, Portsmouth, Hants. [624

AMILCAR SPORTS 2-seater, beautifully rebuilt, mechanically excellent; new hood, tyres; immaculate silver-grey paint and chrome; 70 m.p.h., 40 m.p.g. Taxed, insured. Sacrifice due domestic reasons, £135, or offer. Seen London. Tel.: Gladstone 0383, after 6 p.m. [625

1927 VAUXHALL FOURTEEN tourer, excellent condition, insured until February next. Reasonable offer accepted. Box No. 260, MOTOR SPORT, 15, City Road, E.C.1. [626

1937 BRITISH SALMSON 12-H.P. sports saloon, in very good condition mechanically. Lively twin o.h.c. engine; oil pressure good; petrol consumption about 30 m.p.g.; new sports coil. Knock-on wheels. Good tyres and batteries. Blue leather upholstery. Body recellulosed blue. Any trial. £325 or offer. Owner buying open car. Tel.: Lane, Weston-super-Mare 2912. [627

1950 AUSTIN SEVEN SPECIAL. Two-seater M.G. body; excellent condition throughout. Fully taxed, insured. All coupons. £175. B. L. Collins, Arlesey Bury, Arlesey, Beds. [628

1935 SINGER NINE 4-seater sports. Four new tyres. Very potent and economical. Accept £165 or consider exchange saloon in similar good condition. Seen Kent or London. Box No. 295, MOTOR SPORT, 15, City Road, E.C.1. [629

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DELAGE D8 100 S ENGINE. Complete. Splendid condition. Offers. Rabone, 19, Westfield Road, Edgbaston, Birmingham, 15. [632

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1,750-C.C. SUPERCHARGED ALFA-ROMEO 2-seater or coupé. Reasonable condition and price. All particulars to: Box No. 261, MOTOR SPORT, 15, City Road, E.C.1. [635

RILEY NINE 4-seater sports tourer, 1933. Four months' petrol. Resprayed; rewired; reshod; new batteries; rev.-counter; "Brooklands" screens. Complete weather protection; tonneau. £175. "Imp" required. 16, King Street, Shrewsbury. [636

CITROEN 12-H.P., complete engine and gearbox reconditioned throughout, £125. M-type M.G. engine and gearbox, in reasonable condition, £25. Extra block, head, camshaft, gearbox, as spares, M-type, £7 10s. The lot £30. A. Simmonds, Ye Horns Inn, Goosnargh, near Preston, Lancs. [639

LAGONDA 2-LITRE, 1932, saloon. First-class condition after complete engine overhaul. Only 5,000 miles since. Major Purser, 12A, Mansion Row, Chatham. [640

1939 ALFA-ROMEO 18.2-H.P., twin-cam, long-chassis, with 7-seater partitioned body. Reconditioned motor; wheels (six), quick detachable split rims, Rudge type. Retread tyres. Recellulosed black. £500. Twin-cam 15.7-h.p. sports saloon, shabby body and fair mechanically, £150. Spares for 15.7-h.p. single-cam saloon: sound block, £20; cylinder head with valves, camshaft, etc., £25; road springs, 30s. each. Rover Speed 14 h.p., crashed body, for rebuilding or spares. Triple carburetter motor and gearbox, £50; radiator grille, £5; rear axle £17 10s.; front, £10. Tons of other spares. Cylinder heads, M.G. 8 and 12 h.p., Talbots 14/18 h.p. Large Bugatti radiator, £8. 1938 Renault 12-h.p. vans, £125 the two. Tyres: new Dunlop 6.50 by 18, £6 10s.; 6 by 18, £6; 5 by 18 or 19 in., £4; 6 by 18 retreads, £4 10s.; others. Granville Jones, 47, Edmundstown Road, Tonypandy. [641

EXCEPTIONAL 8-LITRE BENTLEY, £10 tax, 11-ft. wheelbase, about £1,000 rebuild. First offer near £850. Box No. 262, MOTOR SPORT, 15, City Road, E.C.1. [642

FRAZER-NASH, chain-drive, 1931, 4ED Meadows. New plugs, screens, battery, cylinder block, pistons, con.-rods. Reconditioned magneto. Good performance. Offers around £250. View Portsmouth area. Box No. 263, MOTOR SPORT, 15, City Road, E.C.1. [643

ROOTS PATTERN AIRCRAFT CABIN BLOWERS, excellent superchargers, unused, £5. Allard front wings, cowl, grille, new, £16. Davis, Romeyn Road, S.W.16. Tel.: Streatham 2309 (evenings). [644

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CITROEN 12-H.P., 1927, excellent condition, original throughout. Tyres new. Handbook. Offers £80-£100. Burrill, 164, Old Street, Ashton-under-Lyne. Tel.: Ashton-under-Lyne 3713. [648

BENTLEY 3-LITRE RED LABEL, 1926, Van den Plas, original touring body, with hood; black, green wheels. Carefully maintained. First-class mechanical condition. Ready any journey or trial. £375, or near offer. Seen London area. Box No. 269, MOTOR SPORT, 15, City Road, E.C.1. [653

M.G., 1936, "PA." Fitted Q-type front axle and steering, Magnette crown and pinion, special shafts. Raymond Mays 20-h.p. V8 engine, Jaguar 4-speed gearbox. "PA" body, repanelled in aluminium. New hood, new battery, 16-in. and 18-in. wheels; 86 b.h.p. by 16 cwt. Tax £10. Price £250. M.G. "J2" oil pump with driving gear, unused, £2. Scintilla N.V.12, new, £15. G. Browne, Green Gables, Tokers Green, near Reading, Berks. [656

£25. TROJAN 10-H.P. 4-seater, good mechanical order; 35 m.p.g. Reconditioned back axle, two new tyres; taxed, insured. Seen week-ends. Farley, Harbery Manor, Leamington. [657

1928 DELAGE D.I.S., 14 H.P. Body very rough but mechanically good. Engine rebuilt 7,000 miles ago. Requires starter and hood. No reasonable offer refused as space urgently required. 1947 1,500 c.c. H.R.G., total mileage 17,000; British-racing green. Immaculate condition in and out. Outstanding performance. £725. Dobson's Motors, 8, Queen Street, Bude, Cornwall. [658

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TRIUMPH SPECIAL (unfinished). Chassis complete with nearly new Studebaker 6-cylinder engine, four Rudge wheels. Good running condition. £60. Box No. 270, MOTOR SPORT, 15, City Road, E.C.1. [663

1937 TRIUMPH GLORIA 2-seater sports car. Excellent condition, new hood, completely rewired. Mechanically perfect. Price £325. Box No. 297, MOTOR SPORT, 15, City Road, E.C.1. [665

803-C.C. DOUGLAS FLAT TWIN. Dry sump lubrication. Complete pump, impulse magneto, carburetter, exhaust pipes, as new, £30. M.G. "P2" block, crank, head, radiator and gearbox, £17. Fanara, Wrangaton, South Brent. [667

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DARRACQ. 1926, 13/32 H.P. Perfect and original condition. Nearest to £85 for quick sale. Box No. 266, MOTOR SPORT, 15, City Road, E.C.1. [649

RILEY 1930 MONACO INSTRUCTION MANUAL, B.T.H. vertical magneto, four Auster window louvres, snow chains. £6, offers. Waddington, 42, Kensington, Liverpool, 6. [669

1930 "17/9" STAR engine and gearbox, reconditioned; also complete chassis. What offers? Chiles, Owles Lane, Buntingford, Herts. Tel.: Buntingford 302. [670

S.S. 1½-LITRE saloon, 1937 model, registered 1936. Mileage 55,000. £130 recondition last New Year. Only requires rear shock-absorbers. First offer over £300 secures. 13, Water Street, Rhyl. [620

FORD SPECIAL. Reconditioned 8-h.p. engine, twin S.U.s, etc., on modified Austin chassis. New coachbuilt 2-seater body. Complete car made of all brand new or reconditioned as new parts. Offers. Tel.: Western 1275. [675

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HOODS, SIDESCREENS, tonneau covers, etc. Made to pattern or fitted. Harrison, White House, Farningham, Kent. [678

STUTZ BLACK HAWK Weymann saloon, £135. Perfect mechanically; new battery, tyres, glass; full petrol. Mary Farm Works, Lowfield Heath, Surrey. [679

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RILEY SPRITE 2-seater, silver-grey, red upholstery; five good tyres and all petrol. Crossflow head. £550. Kay, 65, Castle Street, Luton. [687

DELAGE D8S. Almost as new and very low mileage. Open tourer, short-chassis Speed model. Probably laid up 15 years. Recently completely overhauled and not used since. Rechromed, repainted and new windscreen. Four S.U. carburetters fitted but original carburetter available. Should do 20 m.p.g. £250. Box No. 290, MOTOR SPORT, 15, City Road, E.C.1. [688

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MODEL-T FORD, date unknown. Trembler coil ignition. Wood artillery wheels. Vehicle almost complete, van body useless. Excellent for spares. £15. On site at Godwins Mede, Bransgore, Hants. [691

ALVIS "12/50," "16.9" AND "19.8" SPARES, engine and chassis. "Leaf" "12/40" and 10-h.p. spares. M.G. Magna, all engine spares. B.T.H. Vertex magneto, Austin Seven, £5. Wolseley Hornet differential, complete with crown-wheel and pinion, perfect, £6. Steering-column, wheel, complete, £3 10s. High-compression head, £2. Rear springs, 25s. each. Austin Seven early-type gearboxes, £3 each. Austin Seven engine, complete all accessories, clutch and gearbox, 3-bearing crank, £25. Humber Sixteen O.I.S.E. engine, all accessories, clutch and gearbox, £25. Rudge 500-c.c. bronze head, sleeved, h.c. piston, all moving parts renewed, 4-speed gearbox, £20. Surplus sets of pistons, first-class makes, unused: two sets "1¼" S.S., 45s. set; Ford Ten, 40s. set; Humber Sixteen, £5 set; four pistons, 30 h.p. V8, 50s.; three pistons, "2¼" S.S., 40s. D. Bagshaw, The Green, Bath Street, Belgrave, Leicester. [692

1933 M.G. MAGNETTE open sports, triple S.U. carburetters, Wilson preselector gears. Dow, The Grange, Sharnbrook, Bedfordshire. [694

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3-LITRE BENTLEY. Chassis complete bar differential and one magneto. Dismantled. Work towards rebuild started. £50 or offer. P. Underwood, 60, Serpentine Road, Fareham, Hants. [702

BENTLEY 3-LITRE RED LABEL, 1927; engine BI, 1623. Close-coupled open 4-seater, all-weather equipment. Chassis and engine has all been reconditioned last two years and now in absolutely first-class order. Spare tyres, tools, and all petrol. Owner very reluctantly selling. Will consider reasonable offers from those willing to give this car a good home. Maclean, Westfield Southmoor, Abingdon. Tel.: Longworth 43. [703

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34CV HISPANO-SUIZA CHASSIS. Engine requires running-in after complete overhaul. Offers invited, inspection welcomed. Ford V8 special: coachbuilt in ash, with aluminium open 2-seater (occasional-four) body, never used since rebuild; 3-to-1 back-end ratio giving 52 m.p.h. in bottom—imagine the rest as car weighs only 11 cwt. Offers over £300. John Marsden 95R Sunbeam motor-cycle; whole machine looks a year old; 95 on Pool, 111 on methanol. Not bad for a '34? £100, no offers. Peter Rintoul, 37, Market Street, Haddington (17 miles, Route A 1, south of Edinburgh). [707

1931 TALBOT 14-H.P.—£50. Well shod, good body, running condition, engine needs attention. 37, Byculiah Road, Enfield. Tel.: Enfield 2465 (not Sunday). [708

FRAZER-NASH, 1935, "T.T. REPLICA" with Frazer-Nash engine, in beautiful and original condition. £375. Box No. 273, MOTOR SPORT, 15, City Road, E.C.1. [709

ALVIS 1934 FIREFLY tourer, excellent condition throughout; recent £40 overhaul; taxed and ready to drive away. Bentley Red Label, chassis No. 865, engine No. 867; Weymann 2-door saloon; £150 recently spent, all bills available; C-type box, Hardy-Spicer prop.-shaft, etc. 1½-litre Invicta 4-door fabric saloon. All particulars from Thwaites, Manor Mill Garage, Perran-ar-Worthal, Truro. Tel.: Perran-ar-Worthal 196. [690

16-VALVE "BRESCIA" BUGATTI, 2-seater tourer. Front axle, radiator, steering, reconditioned. Dynamo fitted, car rewired, painted blue. New batteries and rev.-counter. Taxed to end of year. £175 or offer. "Bugatti," 272, Salmon Street, London, N.W.9. [760

3-LITRE LAGONDA pillarless saloon, re-registered 1947, £10 tax. Engine just overhauled by Davies Motors; also general body check-over, respray, new roof, etc. A most attractive car, eminently suitable for fast Continental touring. Tyres nearly new; two good extra spare covers available if wanted. £390. Stark, 6, Castle Street, Cambridge. [711

ALVIS SPEED TWENTY sports, 1935; 1,000 miles since rebore. Telecontrols. Bodywork perfect. £400. R. Fleming, Gibraltar Lodge, Gibraltar Barracks, Aldershot. [712

ALVIS "12/50 TJ." Wide 2-seater drophead. Recent complete mechanical recondition. Or exchange "12/50" open 4-seater or similar. Box No. 318, MOTOR SPORT, 15, City Road, E.C.1. [715

FORD EIGHT ENGINE, clutch, manifolds, and carburetter, sound condition, £8. Radiator stoneguard for Riley "Monaco," 30s. 230, Lodge Lane, Grays, Essex. [716

1927 ROVER SPORTS, 9.8 H.P., o.h.v. This car is in excellent condition in every respect, and is offered for sale with great regret. Owner going abroad, quick sale desired. Bargain at £80. Box No. 275, MOTOR SPORT, 15, City Road, E.C.1. [717

VINTAGE F.I.A.T., MODEL 501, 1927, coupé. Small mileage. Good reason for sale. £48. 23, Alston Avenue, Sale, Cheshire. [720

THE FORSTIN TRIALS CAR, comprising tuned Ford Ten engine, Ford Girling front axle, Austin Seven chassis. Complying with latest R.A.C. regulations. First registered October, 1947, and winner of many awards. Complete with 4 cwt. of spares. £160 or nearest. Cracknell, 125, Middleton Hall Road, King's Norton, Birmingham. [722

BENTLEY 1929 4½-LITRE. Engine first class. Four-seater, two-door, sports saloon, well shod and in good condition. Offers by telephone after 7 p.m. each evening after June 5th. Tel.: Gerrards Cross 2504. [724

3-LITRE LAGONDA, 1930, sports saloon. Taxed. Full basic; new tyres. £140. Clifden Arms, Worminghall, Aylesbury, Bucks. [725

FOR SALE—*continued*

1935 WOLSELEY HORNET fixed head coupé, excellent condition, £170, or exchange for 9/12-h.p. saloon. Clark, 15, Hadlow Moor Drive, Harrogate. [723

ENGINE OVERHAUL STANDS: s.a.e. for descriptive leaflet. Reconditioned Austin Seven cylinder blocks. Austin Seven Special, £85. Photograph and details. Carrington, 24A, Bury Road, Birkdale, Southport. Tel.: Southport 66916. [726

LANCIA AUGUSTA, 1935, 12.1-H.P., black pillarless saloon. Bodywork and tyres good. Rebored, crank reground, new mains, big-ends, oil pump, etc. £265. Sell or exchange for 2 or 4-seater tourer or drophead, only if in first-class condition, with cash adjustment either way. Box No. 276, MOTOR SPORT, 15, City Road, E.C.1. [727

1930 G.P. SALMSON, 9.5 H.P., twin o.h. camshafts; recellulosed; re-upholstered; rechromed; new tyres; new hood. £140. Allerton, 12, Carlton Road, Sidcup, Kent. [728

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£165 Riley Nine March Special open sports 4-seater. Taxed. Polychromatic silver blue. Slab tank, quick fillers, foldflat screen. Knock-on wheels

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3-LITRE BENTLEY SPARES: A-type gearbox, top and bottom, bevel gears, valves, part magneto, starter motor, "2391" camshaft, cross-shaft gears, and steering-box parts. Box No. 277, MOTOR SPORT, 15, City Road, E.C.1. [730

S.S. 90, 2½-LITRE, 2-seater; just resprayed green. New green leatherwork. New carpets, tyres, chrome, sidescreens, etc. Very fast; 22 m.p.g. £450. J. Weber, 18, Clyde Road, Redland, Bristol, 6. [731

LAGONDA, 2-LITRE, 1929 tourer. Sound mechanically. Any trial. £125. Twynam, 35, Barrow Road, Streatham, S.W.16. Tel.: Gerrard 5991. [732

INVICTA: TWO 1½-LITRE sports saloons, 1933 and 1934 models, also spare engine and gearbox. Best offer over £350; s.a.e. for particulars. Hargreaves, Redhill Flying Club, Redhill, Surrey. [735

FOR SALE—*continued*

FRAZER-NASH-B.M.W. TYPE 55 2-seater cabriolet. Very clean and well maintained. Telecontrols and many extras. Any examination. Owner purchased Type 326. £395. Lister, Winterow, Ripponden, Halifax. Tel.: Ripponden 3232. [736

1927 O.H.V. 500-C.C. "RICARDO" TRIUMPH. Specimen condition. Hub-brakes, oil-bath, 19-in. tyres, small mileage; £18. Carter pump-type d.d. carburetter, suit "12/50" Alvis conversion, 50s. Six-cylinder Lucas distributor, 35s. Rumbaken 6-v. oil coil, 30s. All almost new. Rich, Steelgreen, Millom, Cumberland. [737

LUCAS VERTEX MAGNETO, unused, 4-cylinder, £5. Barry, c/o 18, Dyott Road, Moseley, Birmingham, 13. Tel.: South 1881. [738

GENUINE BARGAIN.—1940 30-h.p. Ford V8 engine and gearbox complete, ready to drop in chassis, £22 10s. F/O Telfer, R.A.F., Colerne, near Chippenham, Wilts. Tel.: Chippenham 2737. [739

BUGATTI STRAIGHT EIGHT, Type 30 chassis, Type 43 engine; mechanically good, body sound; £150. Spares: Austin Seven chassis modified for Ford unit; Girling-type front axle; numerous Austin parts. *Riley 1½-litre, shortened chassis (1936);* complete Girling axles, k.o. wheels, fitted brand new "14/40" Swift engine and gearbox; needs completing; £35. Manor Garage, Thirgwall Road, Irby, Cheshire. Tel.: Irby 1082. [740

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ALVIS "TG 12/50" saloon, 1927. Good mechanically, body sound (aluminium). Petrol. Box No. 278, MOTOR SPORT, 15, City Road, E.C.1. [742

M.G. MIDGET, ex-"Dancing Daughter," Le Mans team car. "PB" engine. Many special features. Price £325. Write for details. Riches, Marmonts Acre, Rodborough, Stroud, Glos. [743

"LE MANS" ASTON-MARTIN, AMD 333, 1933. Rebuilt regardless of cost. Will sell to good home only. Offers over £500. Full particulars and photographs to genuine inquirers. Beebee, 10, Wyvern Road, Sutton Coldfield, Warwickshire. [744

1935 ALFA-ROMEO "2.3," supercharged, special 2/4-seater. Italian body with "Monza" cowling, finished red. Most attractive car. Perfect mechanical condition. Outstanding performance. £700. T. H. Farthing, Tintinhull, Yeovil. Tel.: Martock 3212. [745

1939 M.G. 2-LITRE sports saloon. S.R. Black—green upholstery. Perfect condition. Laid up war years but chauffeur-tended. 28,000 miles only. Licensed to January, 1951. £900 or near offer. No dealers. Seen by appointment. Secretary, Brompton Grange, Richmond, Yorks. Tel.: Old Catterick 93. [746

ALFA-ROMEO, supercharged; recent overhaul and recellulose; perfect condition. Farina coupé body. Genuine 100 m.p.h. First registered 1935. Price for quick sale, £900, or offer. Box No. 274, MOTOR SPORT, 15, City Road, E.C.1. [713

FRAZER-NASH, Meadows "T.T. Replica." Excellent condition. Specially modified engine and suspension. Marvellous acceleration and handling. £320. Naylor, Carfield, Ashley Road, Farnborough. [755

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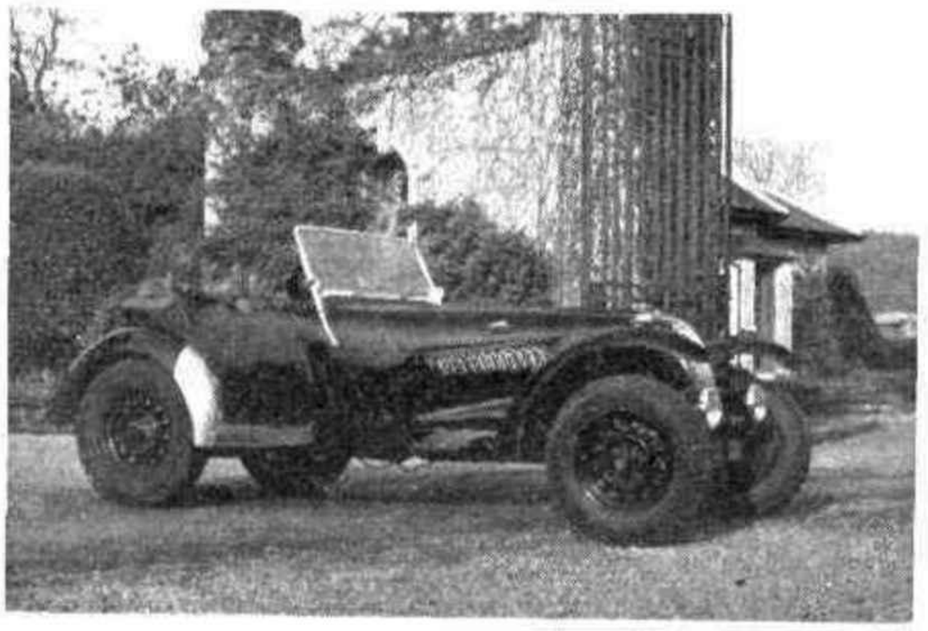
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CAMBRIDGE ENGINEERING, the Austin Seven Specialists, offer: High-duty alloy cylinder heads, 6.2 compression-ratio, suitable for both standard models and all sports models; 4-speed remote gear control units, all models; rev.-counter and speedometer cables; double valve springs; "Nippy" and "Ulster" con.-rods; "Ulster" block; dropped axle and spring sets; steering wedges; light wing blades; light 2-seater body shells; "Ulster" and "Nippy" valves. Cambridge Engineering, Cambridge Road, Kew Green, Surrey. Tel.: Richmond 2126. [750

FRENCH TALBOT STRAIGHT EIGHT. First registered 1939. Four new tyres, good battery. Outstanding performance. Mechanically perfect. £250. Smaller car or light van in part exchange. Banner, Woodfield, Dursley, Glos. [751

BENTLEY, first registered Dec., 1949, £10 tax. Not yet run-in. Complete reconstruction with Red Label engine, new body, etc. Open 4-seater, lock-up boot. Racing-green, with metal-sprayed wheels; 21 by 5¼-in. tyres; "C" gearbox; three-point shockers both ends. Seats: front, Bentley sliding frames; rear, Dunlopillo. Upholstered red. Full petrol. Low insurance. Bentley performance in comfort. Hate to sell a lovely job. £450. Box No. 281, MOTOR SPORT, 15, City Road, E.C.1. [752

CITROEN CLOVERLEAF, 7 H.P. Rare 2-seater. Mechanically, body, hood, sound. Excellent tyres. Extremely economical, eminently reliable. Fully licensed. Owner going abroad. £70. Tel.: Maida Vale 7002. [753

1930 "INTERNATIONAL" ASTON-MARTIN original mudguards, good condition, cellulosed black, £3 or highest offer. R. S. Osmaston, Lowfold, Wisborough Green, West Sussex. Tel. Wisborough Green 226. [754

1946 TRIUMPH SPEED TWIN, excellent appearance, chrome mudguards; 12,000 miles. Exchange for M.G. "J2" or "PB." W. J. Lock, Molland, South Molton, Devon. Tel.: Bishopsnympton 264. [759

SPECIAL MORRIS TWELVE 4-seater sportsman's roadster, all metal body, handsome lines, almost brand new hood; twin carburetters, remote control gears, 16-in. steering-wheel, rev.-counter. Exceptionally fast and modern-looking carriage. £175 Camden Motors, Lake Street, Leighton Buzzard Beds. Tel.: Leighton Buzzard 2381 and 3115 Hire purchase, part-exchanges. [762

FOR SALE—*continued*

1940 RAILTON STRAIGHT EIGHT saloon. Taxed and insured; 30-gall. copper tank. Telecontrols. Built-in jacks. A real motor car in excellent condition and well shod. £495. "Railton," 272, Salmon Street, London, N.W.9. [760

OMEGA 2-LITRE—basically 1945 B.M.W., with highly-tuned engine, three H4 S.U. carburetters, 2-gallon sump and oil radiator; Armstrong-Siddeley S.C. box. Girling SI,2 hydraulic brakes fore and aft, twin master cylinders in light alloy, as are wheel cylinders, and have differential operation between front and rear. Low, light alloy body in silver-blue. This car has been built by a reputable firm of engineers and has a very successful record in hill-climbs, sprints and trials. Speed over 100 m.p.h. Offers around £500, to Alex Reid, 55, Nithsdale Drive, Glasgow, S.1 (Tel.: Pollok 2246/7), who will be pleased to demonstrate within 100 miles. Full history and photographs available. [761

£425!!! **Jaguar 2½-LITRE** Special Competition Model 100, finished in metallic-grey, with black mohair top. Late property of able enthusiast who has kept a log of performances attainable, claiming top speed of 95 m.p.h. at 4,500 r.p.m. Fitted set of special oversize competition tyres and all usual features of this model, stoneguards, passenger grab-rail, 6-in. instruments, special headlamps, etc. Must appeal to sports-car enthusiast requiring model on which phenomenal performances are obtainable. Camden Motors, Lake Street, Leighton Buzzard, Beds. Tel.: Leighton Buzzard 2381 and 3115. Hire purchase, part-exchanges. [762

SUPERCHARGED LAMMAS GRAHAM, 26 H.P., foursome drophead coupé, 1938, with genuine English coachwork by the Carlton Carriage Co. Magnificent appearance, literally unblemished throughout; finished in black, with an abundance of sparkling chrome accessories and flashings. Exceptionally fast vehicle, superb suspension, brand new tyres, special maroon and chrome discs, host of extras. £445. Camden Motors, Lake Street, Leighton Buzzard, Beds. Tel.: Leighton Buzzard 2381 and 3115. Hire purchase, part-exchanges. [762

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MORGAN "4/4" SPARES: Secondhand radiator, "Brooklands" steering-wheel, hub-plates and wing nuts, Hartfords, Telescopics, tonneau, Climax valves, springs, timing chain, etc. Good condition, cheap to clear. Set of six coloured racing cars and drivers, P.P. framed. Offers. Hopkins, 50, Chelmsley Lane, Marston Green, near Birmingham. [764

1947 MODEL H.R.G. "1,100" sports 2-seater; low mileage; super condition. Best offer over £575. Tel.: Watford 2771. [765

SWIFT TEN CHASSIS, £5. Behagg, Fenstanton, Huntingdon. [786

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F.I.A.T. 500 FRONT AXLE, complete with brakes, hubs and shock-absorbers. Condition new. Seen Hertfordshire. Offers to: Box No. 286, MOTOR SPORT, 15, City Road, E.C.1. [768

EXCHANGE 1934 ALVIS SIXTEEN saloon, in superlative condition, for sports car (12-20 h.p.) with smaller body, preferably tourer or drophead. Write: Brown, 11, The Rock, Bury, Lancs. [770

ALFA-ROMEO, 1934, twin-cam supercharged Gran Sport "17/95." Castagne drophead coupé, 3-4 seater Taxed, insured, December, £395 or offer. 68, Edgwarebury Lane, Edgware. Tel.: Edgware 0493. [734

1½-LITRE ASTON-MARTIN. "International" chassis S.40. 400 miles since complete overhaul and respray. £300 or offer. Limbrey, 12, Nursery Waye, Uxbridge, Middlesex. [772

MARENDAZ SPECIAL, 17 H.P., registered 1949, £10 tax. Open 4-seater. Attractive car, fast; £155. 1935 Singer "Le Mans" 2-seater, Scintilla, twin spares, nice condition, £185. Elmtrees, Little Marlow, Bucks. Tel.: Marlow 647. [773

M.G. "TA" MODEL, 1937, sports 2-seater. Black and green. Very smart. 1,000 miles only since complete engine overhaul. Taxed. £295. Lancaster Motors, 59, Lancaster Mews, London, W.2. Tel.: Ambassador 5127. [774

1931 3-LITRE BLUE LABEL BENTLEY saloon, body by Henni Chapion. Recently resprayed. Engine rebored, etc. Prettiest saloon Bentley to be seen. £185, or near. Photo to genuine inquirer. Box No. 287, MOTOR SPORT, 15, City Road, E.C.1. [775

ALVIS, 1934, FIREFLY Six Light saloon. Laystall overhauled engine (£110); Silver Eagle water pump; d.d. Solex; oil coil; twin S.U. pumps; S.C. gearbox, axles, brakes, springs, overhauled by makers. Invoices available. Rewired. Notek; new batteries; twin wipers. Good tyres and four new spares. *Instruments include oil and water thermometers,* altimeter, rev.-counter, etc. Complete spare chassis (cost £185) included. Body grey, with red upholstery. Exceptional mechanical condition. Taxed, insured, and open to any trial. Price £250. Olney, The Hermitage, Thornton, Blackpool, Lancashire. Tel.: Thornton 2139. [778

"T.T." ASTON-MARTIN, HX 4322. 1931 "works" team car, raced at Ulster by Bertelli. Racing camshaft, chromed Burgess exhaust system, etc. Over 90 m.p.h. Described in T.O.S.C., June, 1945. £360. 4, Brookside, Cambridge. [783

12-H.P. LEA-FRANCIS SPARE PARTS, including engine, gearbox, back axle, etc. 11, Beauchamp Road, Upper Norwood, S.E.19. [795

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1934 SUNBEAM DAWN ENGINE, complete; damaged block; all electrical components; £17 10s., or in bits. 1926 Frazer-Nash o.h.v. 1½-litre (not Meadows), complete, £20. Radiator for 1926 Anzani/A.C., perfect, £2 10s. 1933/4 Morris Ten radiator, perfect, £2 10s. P. flexible petrol pipes, 10 ft. long, ¼ B. & P. unions, 15s. each. Many other vintage bits and pieces. Hay, Redwood, Bath Road, Maidenhead. Tel.: Maidenhead 352. [779

VINTAGE CROSSLEY, 16 H.P., first registered 23.12.25. In sound mechanical order. Long saloon body, sound, needs painting, minus headlamps and horn. Tyres retreadable. Enthusiast unable to use owing to business reasons. £50, or offer. Burton, Old Bolingbroke, Spilsby. Tel.: East Kirkby 244. [782

"J2" M.G.: Crankshaft, £1; cylinder head, £1; half-shaft and hub, 15s.; water manifold, 10s.; exhaust manifold, 10s.; aluminium rocker cover, 10s.; camshaft and bearing assembly, 15s.; also air compressor, 10s. Walker, 315, Eastfield, Peterborough. Tel.: Peterborough 2525. [785

EXCHANGE FOR 8 to 10-h.p. saloon or coupé, or sell: 1934 Riley Lynx open 4-seater sports, in excellent condition throughout. Taxed December. Full petrol. 33, Strawberrydale Avenue, Harrogate, Yorks. [787

"500" OWNERS.—Transport problems solved by J. L. E. Willis, the maker of super low-loading, rigid, light-weight trailers, etc. Cannon Street, Lymington, Hants. [788

M.G. 12-H.P., supercharged. This car has been completely rebuilt as new. I.F.S.; 16-in. wheels suitable for trials, sprints and normal motoring. Offers to: Mallalieu, 219, Wellington Road North, Stockport. [789

1933 "INTERNATIONAL" ASTON 2/4-seater, in good condition. Recent thorough engine overhaul. All bills shown. Nearest offer to £250. Hoyle, 2, Parkville Road, Withington, Manchester, 20. [790

BENTLEY 4½-LITRE, complete chassis and engine less body; also Bentley 3-litre in similar condition, with spare front axle and radiator. Both eligible for £10 tax. Offers to Peter Binns, 16, Market Square, Westerham, Kent. Tel.: Westerham 180 (day). [793

A.C. 1929 drophead coupé, with dickey. Really first-class vintage car which has had little use. Engine recently overhauled. Upholstery and cellulose (mole grey) excellent; new mohair hood. Full petrol. Offers around £125 or exchange. Peter Binns, 16, Market Square, Westerham, Kent. Tel.: Westerham 180 (day). [793

BENTLEY 3-LITRE BLUE LABEL, open 2-seater. 1923 chassis, 1929 engine. Aluminium body. Good running order. £135. Wass, 8, Mile Oak Crescent, Southwick, Sussex. Tel.: Southwick 2765. [794

V8 SCINTILLA, complete with angle drive, impulse; very little used, £14. Five tyres, 5 by 19, nearly new; sell or exchange for 5.50 or 6 by 19. Thomas, Brick Croft, Hookwood, Horley. [796

ALVIS "12/50" saloon (1927), excellent condition; new tyres. Resprayed black. Price £100. Murray, 28, Kingsborough Gardens, Glasgow, W.2. [797

RILEY GAMECOCK, 2-seater, ex-Gerard. 30-mm. head, lightened flywheel, Borg & Beck clutch, etc., new hood and tonneau, six very good tyres, cycle mudguards. This car is in very fine condition and will do 80 m.p.h. Photograph on request. £210, or would consider exchange something more suitable everyday town use, such as P-type M.G. May be seen any time at Harliss & Stokes, Attenborough Garage, Chilwell, Notts. Tel.: Nottingham 55297. [798

LAGONDA RAPIER, 1935, 2-seater sports, black; all-weather, unique body; excellent throughout; fast, reliable. £330, no offers. Box No. 311, MOTOR SPORT, 15, City Road, E.C.1. [799

TYPE 326 B.M.W. saloon, left-hand drive, first registered Oct., 1946. Excellent mechanical condition. Resprayed polychromatic blue; new sunshine roof, new battery, two new tyres. Offers around £550, or exchange smaller car. J. J. Lott, Fairview, Lyminge, Kent. Tel.: Lyminge 87292. [800

FOR SALE—*continued*

"LE MANS" ASTON-MARTIN, 1934, long-ch ssis open 4-seater. New tyres, new batteries; recently overhauled, perfect condition; 85,000 miles, one owner. Best offer over £400. R. G. V. Venables, Tilford, Farnham, Surrey. [881

SUNBEAM 1929 20.9-H.P. Weymann saloon, good condition, good tyres, taxed June. Chassis No. 2108 KH. Offers around £70. Set brand new standard size B.M.W. pistons, No. 6646/7. Set secondhand con.-rods, need new bearing shells, £7 10s. Four wheels for "38/250" Mercédès. Model-T Ford rear axle, any offer. J. Lott, Fairview, Lyminge, Kent. Tel.: Lyminge 87292. [800

£865.—1948 HEALEY. Duncan ultra-lightweight competition 2-seater, fitted doors, excellent all-weather equipment, innumerable extras and late-type modifications. Specially tuned, negligible mileage. Performance shattering even by Healey standards. Ideal sports racing car. Taxed year. Consider exchange. J. R. Brown, 93, Ormerod Road, Burnley. Tel.: Burnley 3032. [801

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£350 1936 20-h.p. special super sports luxury saloon, immaculate appearance, a very lovely car.

£295 1934 Speed 20 saloon. Very nice condition, excellent performance. Choice of two.

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£195 1933 Model Speed 20 drophead coupe by Charlesworth. Very low, pretty lines, many bills.

£145 1930 16-h.p. Silver Eagle 2/3-seater and dickey; rebored and overhauled. New tyres and battery.

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£175 Wolseley, 1934, "EW" special foursome coupe; oversize tyres. Very nice tidy order.

£150 Derby 1½-litre Super Sports Meadows; f.w.d. Independent suspension all round, new battery.

£135 Wolseley, 1932, "EW" Special Sports 4-seater. New clutch, nice condition.

£105 Austin Seven, 1934, tourer. Good hood, side screens; all tyres O.K. New battery.

£95 Morris 8-h.p. 2-seater sports, 1934, good runner.

£60 Morris, 1931, Cowley Saloon. Black. Blue leather. Really good order.

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C.C.S. TRIALS SPECIAL, KMB 148. 1,172-c.c. Ford engine, gearbox and axle. Shorrock supercharged. This well-known special, with over fifty awards already to its credit, speaks for itself. Fast, safe and reliable. For full details: C. Corbishley, Jordangate, Macclesfield. Tel.: Macclesfield 2609. [804

COMPLETE SET F.I.A.T. 500 HYDRAULIC BRAKES, backplates, drums, master cylinder, etc. Suitable conversion for "special." Complete set P-type M.G. ribbed brake-drums, shoes, backplates, etc.; good condition, suitable fitting "J2," etc. Box No. 288, MOTOR SPORT, 15, City Road, E.C.1. [791

FOR SALE—*continued*

750-C.C. O.H.V. FLAT-TWIN "SPRITE" aero engine. Alloy heads and barrels, polished internals, impulse magneto, dry sump. New condition. Nearest £30. Box No. 284, MOTOR SPORT, 15, City Road, E.C.1. [766

SUNBEAM SPEED TWENTY drophead foursome coupé; 20.12.34. Exceptional condition throughout. Penn Lane Farm, Hockley Heath. Tel.: Wythal 3368. [747

FRAZER-NASH-B.M.W. TYPE 55 drophead 4-seater, 1936, perfect order. £385. 6, Malvern Road, Surbiton, Surrey. Tel.: Elmbridge 8665. [784

"AUTOCARS." Magnificent collection from 1943-49. Most years practically complete. Containing the famous "T.O.S.C." articles. Offers. Tel.: Derwent 3492. [807

TALBOT "65," 1935, swept-tail saloon, good condition throughout. £160. Price, Three Shires, Bearwood, Birmingham. [820

RILEY NINE Monaco saloon, 1932, for sale. Offers to: Matthews, 56, Woodstock Road, Chiswick. [827

RILEY "ALPINE," 1932: Cylinder head, crankshaft, three S.U. carburetters and manifold, water-pump; most engine spares. Inquiries invited. Box No. 312, MOTOR SPORT, 15, City Road, E.C.1. [808

"BRESCIA" BUGATTI ENGINE, 8-to-1 compression, carburetter, Bosch magneto, starter, £16. Also back axle. Bland, The Elms, Clifton, Rugby. [809

1930 TALBOT "14/45" sports saloon. New tyres, New crown-wheel and pinion. £85. Greenhalgh, 75, Pamela Road, Birmingham, 31. Tel.: Priory 3507. [810

"ELTOS" REMOTE CONTROLS. Austin Sevens 3 and 4-speed; Ford Eights and Tens. M.G.-type slab tanks. Replacement running-boards, all popular makes. S.A.E. to: L. Thomas, 80, Chaffcombe Road, Sheldon, Birmingham. [814

EXCHANGE NEW CONSOLE TELEVISION RECEIVER for Alvis Firebird, 1½-litre Riley or similar quality car. Cash adjustment. Box No. 313, MOTOR SPORT, 15, City Road, E.C.1. [815

MERCEDES-BENZ SUPERCHARGED SS "38/250," with Replica SSK body. Sound throughout. Once seen—never forgotten. £500, or near. Box No. 314, MOTOR SPORT, 15, City Road, E.C.1. [821

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26-TON SPRIT SAIL BARGE YACHT. This vintage vessel combines real cruising ability with a comfortable home. Accommodation includes two double cabins, saloon and bathroom, with central heating throughout. Hylander "25/45" auxiliary and separate lighting set. Lying Thames, in commission. Offered at £1,950, as owner has bought larger ship. Hire purchase available. John Barrett, The National Hospital, Queen Square, W.C.1. Tel.: Terminus 7721. [823

ARMSTRONG-SIDDELEY 20-H.P., 1936, tourer. Immaculate condition; fast, economical; good hood and tonneau. Offers nearest £180. Box No. 315, MOTOR SPORT, 15, City Road, E.C.1. [824

MORRIS EIGHT saloon, 1932, o.h.v., Lockheeds. New springs and carburetter. Resprayed and re-chromed. Perfect condition. Reliable and economical car. 62, Longmore Avenue, New Barnet Tel.: Barnet 2919. [825

CADILLAC ENGINES: V8 40-h.p., with fluid drive and Hydamic gearbox, little used and in splendid condition, £40 each. Ford Mercury and 30-h.p. V8 engines, nearly new, little used, £25 each. T. T. Motors, 361, Hamstel Road, Southend-on-Sea. [826

ALVIS "12/50" "beetleback," 1928. Clutch just relined. Mechanically excellent. Body rather shabby. £95. Osborne, The Mount, Buckingham. [827

F.I.A.T., 1929, 11-H.P. coupe, £65, or exchange or buy small saloon. Ward, 33, Elizabeth Street, S.W.1. [827

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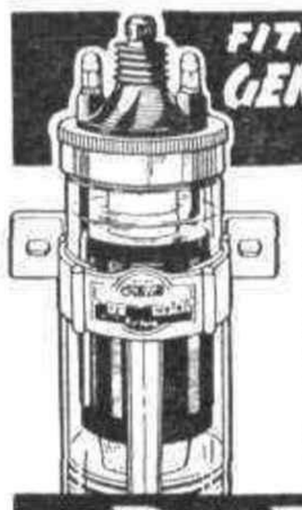
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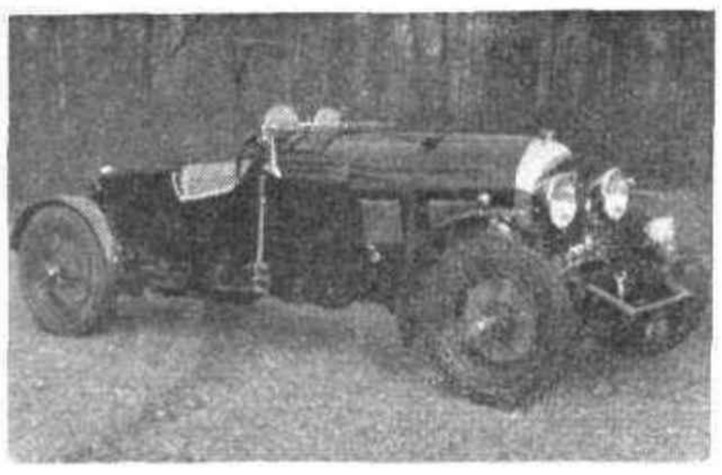
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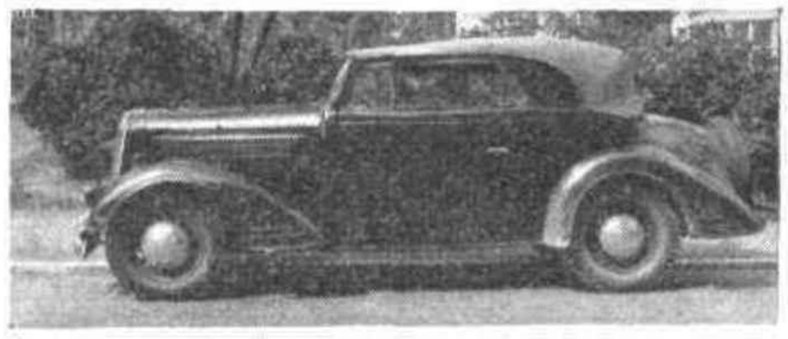


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HAROLD SMITH'S RIDGLEY SPECIAL (basically 1,100-c.c. Riley). Motored Prescott, Great Auclum, etc. £85 or near offer. Taxed; insured. Martin Brunt, 21, William Way, Letchworth, Herts. [829

FRAZER-NASH-B.M.W. 2-LITRE, TYPE 45 engine, complete with clutch, gearbox (Hirth), crown-wheel and pinion, 3.9 ratio, ex-type 55. Two knock-on wheels, 16 in., fitted new Michelins. Offers to: Box No. 299, MOTOR SPORT, 15, City Road, E.C.1. [830

1935 RILEY 9-H.P. KESTREL saloon. Twin carburetters. Small mileage since £150 overhaul (bills available). Resprayed; good tyres; fast and attractive car; £250. 1935-1938 Rileys wanted. Overhauls, repairs and resprays by enthusiasts. Bell Garage, rear of 48, Bell Road, Hounslow. Tel.: Feltham 3965. [831

M.G. MAGNETTE CROWN-WHEEL and pinion, 8/47 ratio. New 80-m.p.h. speedometer for above. Sealey, 34, Ravenscraig Road, London, N.11. [832

1,172-C.C. TRIALS AUSTIN SPECIAL. Light aluminium body, wings and bonnet, fold-flat screen, full road equipment, including hood and lamps. Reconditioned Ford Ten engine (3,000 miles). Ford Eight gearbox; modified Austin brakes; split-axle front suspension; 6.00-14-in. rear wheels of magnesium alloy. All instruments. Professionally built. £200. Abbott, 12, London Road, Chelmsford. [833

SUNBEAM, 1929, 2-seater, dickey, 20 h.p. First registered 3/30. *Lovely condition. Taxed Dec.* 31st. Full details on request. £85. Box No. 319, MOTOR SPORT, 15, City Road, E.C.1. [835

FOR SALE—*continued*

SUNBEAM TWENTY-FIVE saloon, overhauled, taxed and insured. Nearest £130. Brewer, 19, Lamplugh Road, Bridlington. [834

4½-LITRE BENTLEY, 1929, 2-seater coupé; excellent chassis; overhauled 1949; good tyres; £185. Tel.: Richmond 5742 (Surrey), evenings. [836

BUGATTI 5-LITRE, TYPE 46 truck, engine dismantled and overhauled, eligible £10 tax: terrific performance; £200. Type 57 crown-wheel and pinion, £20. Eight unused methanol pistons for Type 35, £12 10s. Special racing cambox assembly for 8-cylinder single-camshaft G.P., £10. Other vintage types engine spares. Type 55 drophead coupé body by Van Vooren, of Paris, £30. "2.3" supercharger, in excellent condition, £45. Also brand new radiator, 20 by 15 by 5 in., suit high-powered special, £10 (cost £30). Birkett, 3, Pondtail Road, Fleet, Hants. Tel.: Fleet 588. [838

TURRET LATHE, H. W. Ward, 2⅞-in. hollow mandril; power turret; new 3-jaw chuck; various collets, etc.; suitable heavy work; £85. Riley road wheel, splined hub, suitable 1934/35, 30s. Box No. 320, MOTOR SPORT, 15, City Road, E.C.1. [839

LANCIA AUGUSTA coupé. Late model, in exceptionally good condition. Recent overhaul of engine and suspension. £250. Gordon Maclean, Kingston Bagpuize, Abingdon, Berks. Tel.: Longworth 85. [840

ALVIS "12/60" "beetleback" sports 2-seater. Recently overhauled. Sound and well-kept car. £185. Hertfordshire. Box No. 302, MOTOR SPORT, 15, City Road, E.C.1. [842

HERSTON MOTORS, The Vintage and Sports Car Specialists of the South, announce their spring clearance sale: 1934 Sunbeam saloon, good order, £210; 1930 Sunbeam foursome coupé, £150; 1933/4 Wolseley "21/60" saloon, £100; 1932 M.G. Continental coupé, £100; 1930 4½-litre Bentley sports coupé, £300; 1928 4½-litre Bentley V.D.P. tourer, £400; 1925 3-litre Bentley V.D.P. tourer, £190; 1928 2-litre Lagonda sports tourer, £175; 1928 Darracq saloon, rough, £25. We are open to very near offers on any of the above. Full details on request. Write, telephone (Swanage 2730) or call at 409/411, High Street, Swanage, Dorset. We never close, and have a good pub next door, so if it's only a noggin and a natter about vintage motors we shall be pleased to see you. [843

"12/50" ALVIS, 1932, "TJ" saloon. Twin S.U.s. Mechanically sound; body good; reconditioned starter and dynamo; new radiator block; springs reset. £105. Newbrook, Plex Farm, Broad Oak, Shrewsbury. [844

ALVIS "12/50" 1927 open 4-seater, fitted 1932 engine; no mileage since £35 major overhaul. Spare engine, radiator, two new tyres, three spare wheels. Snip for enthusiast, £95. Banks, Honeystreet, near Marlborough, Wilts. [845

RILEY KESTREL, 16 H.P., Nov., 1940. Chassis faultless (written guarantee). Twin S.U.s, special exhaust manifold, oilcoil, Caldwell heater; many spares. Black, brown leather. Details from: Philipps, 9, Leopold Grove, Blackpool. [847

SUNBEAM 19-H.P., 1931, sports coupé, good order. New clutch. Petrol. £70, or near offer. 10, Wieland Road, Northwood, Middlesex. Tel.: Northwood 416. [848

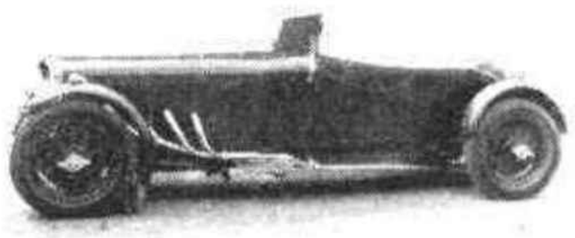
JOWETT. 1935, sports 4-seater, engine sleeved; hood, tyres, battery, good; twin or single carburetter; near £135. Potter, 16, Aberdale Road, Leicester. [849

PAIR NEWTON HYDRAULIC SHOCK-ABSORBERS, unused, suit "500 or "1,100." £5 10s. 221, Birchfield Road, Redditch, Worcs. [850

£60—ROVER TEN sports 2-seater, "duck's-back," dickey, 1927. Taxed, insured. 58, Briarwood Drive, Northwood Hills, Middlesex. Tel.: Pinner 40. [852

1927 MORRIS-OXFORD saloon, 14 h.p., exceptional condition. Engine recently overhauled; excellent running. Body and hide upholstery immaculate. New tyres. Petrol. Taxed and insured. £80. Turner, 24, Walsworth Road, Hitchin, Herts. [854

RILEY NINE.—*Dismantling 1933 Monaco. Quotations by return.* Offers for parts invited. 30, Aberdare Road, St. James, Northampton. [855

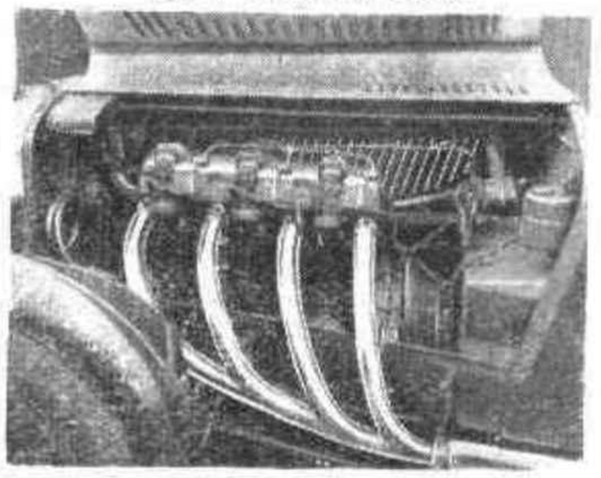


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TYRES! TUBES! 15-in. to 22-in. Also obsolete and beaded edge. Brand new crankshafts, three-bearing for Austin Seven; for Austin "12/4," 1933-9. Hamilton and Son, 22/4, Vicarage Street, Yeovil. Tel.: Yeovil 927. [557

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SINGER 1½-LITRE : chassis, £7 ; petrol tank, £3 ; radiator, £3 ; cowling, 25s.; steering-column, box, £4 ; 18-in. wheels, 55s.; 16-in. racing wheels, £6. Singer prop.-shaft, £3. M.G. Magna : petrol tank, £4 ; pair S.U. carburetters, £6 ; pair new pre-war Magna stoneguards, £5 ; lamps, £4 ; 12-in. C.A.V. chrome headlamps, £7 ; 5-in. speedometer with clock, £5 ; 2½-in. black Jaeger dash clock, £4 ; pair new all-chrome spotlamps, £3 ; pair dashlamps, 10s.; pair Bosch chrome horns, £3 ; dash petrol gauge, 17s. 6d.; pair green bucket seats, £5 ; pair folding bucket seats, new, £9 ; M.G. front axle beam, £3 ; slab tank, £5 ; set hub caps, as new, £4 ; set Morgan " 4/4 " hub caps, new, 50s.; Singer manifold with Solex carburetters, £5 ; " TA " cylinder head, offers ; Morris Eight saloon windscreen, £2 ; Black & Decker, 200/250-v. A.C., valve grinding tool, offers. Wanted : Electric drill, pistol grip, cash. Letters, please. Final, 15, Nashleigh Hill, Chesham, Bucks. [860

UNIQUE 1936 HILLMAN AERO MINX, Continental streamlined 2-seater coupé. Cash offer or exchange larger car. Box No. 253, MOTOR SPORT, 15, City Road, E.C.1. [860

1937 MORRIS EIGHT tourer, 2-seater. Cash offer or exchange larger car, sports or otherwise. Box No. 253, MOTOR SPORT, 15, City Road, E.C.1. [860

CITROEN 1935 LIGHT TWELVE saloon, rear drive. Any trial. £155, offers. Dr. Sammon, 12, West Hill Road, S.W.18. [861

JOHN BLAND offers service to vintage and Edwardian owners. Valves, bearings, valve guides, shackle bolts, king-pins, etc., to drawing or pattern. Specialist repairs on the older Talbot cars. 27, Southfields Road, S.W.18. Tel. : Vandyke 1612. [862

RILEY 14-H.P. tourer, mechanically perfect. Spare engine and gearbox, seven wheels and tyres. £150, or exchange saloon. 3, Windermere Road, Tettenhall, Staffs. [863

RILEY NINE, 1930, fabric saloon. Excellent mechanically ; body fair ; taxed, insured ; petrol. Many spares. £80 or near to. Collier, 37, Wensleydale Road, Hampton, Middlesex. [867

£70—" 14/40 " SUNBEAM, chassis No. 5514. In good mechanical condition, this car has just had about £30 spent on steering overhaul, brake reline, renewal of back axle oil seals, etc. Recently repainted. Good hood, new hood bag. Now fitted new H.P. tyres and tubes front, 6.00 by 20 wellbase wheels at back. Also a worn Morris-Cowley in sound running order, £20. S/Lt. Moir, R.N., R.N. College, Greenwich, S.E.10. [864

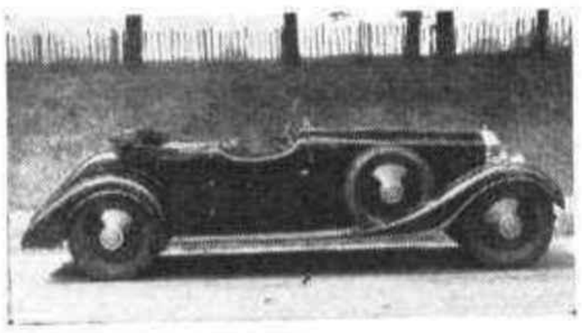
SUNBEAM SPEED TWENTY, 1935 model, drophead coupé and dickey. Splendid car, exceptional performance ; 20 m.p.g. £185, or would exchange for smaller drophead. Clark, Willow Grove House, Orders Lane, Kirkham, Lancs. [865

FORD V8 30-H.P. ENGINE, gearbox, complete with all accessories, etc., £25. Chrysler 20-h.p. engine, gearbox, complete with all accessories, etc., £12 10s. 1932 Humber Sixteen saloon, good runner ; interior very clean ; £35. Morris sports special, similar to Red Label Bentley in appearance, £75. Also 22-h.p. Hudson Utility—exchange for ? Bennett, Holyport, Maidenhead. Tel. : Maidenhead 80. [868

SIMMONS of CROYDON

(CRO. 1537)

Offers the following selection of fully guaranteed thoroughbred sports cars from stock



1928 Rolls-Royce Phantom I, Eng. No. W 985, Ch. No. 92 EH, with 1949 carriagework in most immaculate and faultless condition. The chassis having been completely checked and stripped by the previous owner, a top overhaul and check-over by Rolls-Royce is in progress at time of going to press. A truly magnificent carriage by any standard in the world, rendering any further comment superfluous. A Rolls-Royce report will be available. Taxed year, with year's petrol. **Guaranteed for three months against any mechanical defect whatsoever.**

£575



1929 " Gran Turismo," 1,750 c.c., supercharged, twin-cam Alfa-Romeo 4-seater tourer. This Alfa is in incredibly perfect mint condition, and its history is known. The engine was stripped and completely rebuilt 2,000 miles back and is all but inaudible (raise your eyebrows if you will). The chassis is 100 per cent. perfect in all possible respects and 85 m.p.h. and 23 m.p.g. are readily obtained. To date this is the most superb vintage Alfa that I have ever owned or driven. Taxed. Petrol. **Guaranteed for three months against any mechanical defect whatsoever.** **£385**

1934 Aston-Martin " Le Mans " 4-seater tourer. **One owner** only since new. Completely rebuilt 1947, including Burtonwood engine and all carriagework and upholstery by Bertelli. Completely rewired throughout. Only 2,800 miles since. A vehicle with real Aston performance which is quite literally unscratched and qualifies for the much vaunted phrase " *as new.*" **Guaranteed for three months against any mechanical defect what soever.** **£425**

Bentley 1926 3-litre Red Label Speed Model. Sports tourer, occasional foursome. C-type gearbox, high-compression Martlets. First-class weather equipment. Aero-screens. New tyres and battery. Taxed June; petrol. **Guaranteed for three months against any mechanical defect whatsoever.** **£325**

M.G. 1933 " J2." An attractive little bus in quite reasonable condition. History not known since taken by me in part-exchange from recent owner, but engine and chassis first class. Upholstery is none too good, however, and weather equipment poor. Taxed, petrol. **Guaranteed for three months against any mechanical defect whatsoever.** **£150**

Bentley 1930 4½-litre Black Label drophead coupe by Vanden Plas. Rebuilt 1946 and in 100 per cent. mechanical condition, the carriagework being unmarked and tyres, brakes, etc., all " spot-on." **Guaranteed for three months against any mechanical defect whatsoever.** **£350**

Talbot " 75 " 1934 sun-roof saloon by Darracq. Reasonable all-round condition. New battery, good tyres, reconditioned dynamotor. At present undergoing engine overhaul in our workshop. Taxed, petrol. **Guaranteed for three months against any mechanical defect whatsoever.** **£125**

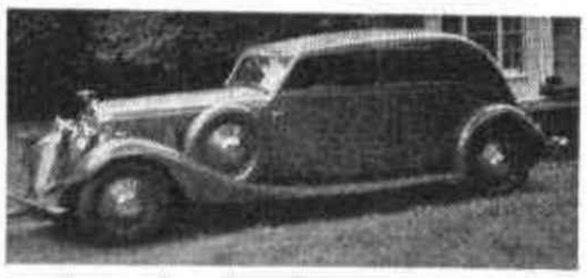
At the time of going to press I am negotiating for a Rolls-Royce " 20/25 " drophead coupe (one owner), an 8-litre (1932) Bentley drophead (a superb one), another 1,750-c.c. Alfa-Romeo, and four M.G.s of varying types. Potentially interested " bods " are invited to inquire. In so far as is possible all correspondence is answered the same day.

Readers are requested to bear in mind that I am always interested to hear of Alfas, Hispanos, Mercs., Isotto, " J2 s," etc., for sale or part exchange, always providing they are in reasonable condition, and will gladly give any assistance, within my limitations, to owners disposing of sports cars, or advice as to repairs and technical data, etc. ANY VEHICLE ADVERTISED BY ME IS FULLY OPEN TO ANY TRIAL AND EXAMINATION, AND PROSPECTIVE BUYERS ARE ASSURED THAT EVERY POSSIBLE FACILITY WILL BE PLACED AT THEIR DISPOSAL TO EFFECT THEIR COMPLETE SATISFACTION.

101a, TAMWORTH ROAD, WEST CROYDON

OPEN 10 a.m. to 1 p.m. SUNDAYS AND BANK HOLIDAYS.

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37-h.p. Hispano-Suiza saloon. Engine completely overhauled—new cylinders and pistons—2 years ago. Trial run by appointment.

£495

BRIAND 47, TAMWORTH ROAD, CROYDON *Tel.* 1742

FOR SALE—*continued*

NEW WORM 3-SPEED GEARBOX with overdrive, £10; 2-h.p. Waterman marine engine with Sinspray carburetter, £5; "TA" front springs, 15s. K. Hartridge, Grove House, The Common, Gerrards Cross, Bucks. [866

A REAL ENTHUSIAST'S OPPORTUNITY: Schneider 2-litre open sports 4-seater, 1930 model; 4-cylinder o.h.v. engine, all-metal body, radiator and lamp stoneguards; a good-looking car, but suffering from the effects of four years in the weather under poor shelter. Structurally and mechanically sound and complete, but upholstery and hood quite unserviceable, yet car has all lamps, instruments, fairly good tyres, and is well worth restoring; £50. A first-rate Rolls-Royce Silver Ghost, with fixed-head, all-aluminium coupé by Park Ward, 3-seater and dickey; 1923 model, one private owner since new; last taxed in 1935, used occasionally since on trade-plates; good tyres and batteries, original state throughout; mechanically first class and, apart from poor paintwork, is of excellent appearance; £100. Chrysler, Model 66, Canadian-built, 24-h.p., 1931 steel-top 2-seater coupé with dickey, in good order throughout; sound tyres and battery; everything working; pleasant performance in silence, with good handling; £50. Also: 1928 A.C. 16-h.p. 2-seater and dickey, engine at present being overhauled, £70; M.V. Tricar, 1,000 c.c., s.v. engine, and 2-seater body, shaft drive, £70; 1927 Sunbeam 3-litre twin-o.h.c., sports 4-seater, £225; 1933 Sunbeam "24/70" 5-seater saloon, very tidy, £95. For more details of these latter cars see last month. Spares, etc.: P.100 headlamps, £15; Lucas and Scintilla Vertex 4-cylinder magnetos, £8 each; Riley Nine spares, including complete cylinder head and camshafts for 1930-31, reconditioned front axle and stubs, also brake shoes for 1930-33, manifolds for 1930 and 1934 types; some excellent acetylene headlamps with large-capacity running-board generators; two boxes only of American twist drills, best quality, 72 in each box, assorted sizes, $\frac{1}{8}$–$\frac{3}{4}$, £3 10s. per box. C. J. Bendall, 25, Orchard Road, Stevenage, Herts. [869

BENTLEY. Immaculate open "4½" for disposal due to domestic discord. £475. Dore, 93, Woolwich Road, Abbey Wood, S.E.2. [872

ROLLS-ROYCE SILVER GHOST, 1913. Engine and chassis good running condition; fitted mobile canteen body. Any reasonable offer with or without body considered. Tel.: Cunningham 3934. [806

"SAN SEBASTIAN" SALMSON, 1929: Engine (dismantled) and gearbox; rear axle, 4:1, complete; Rudge knock-on hubs, wheels and tyres. Offers separately or as whole. Also Mercédès "36/220" rear axle, less crown and pinion. Johnson, 2, Ringers Road, Bromley, Kent. [873

1935 WOLSELEY 12-H.P. sports tourer, special body. New battery, almost new tyres. Excellent condition. All petrol. Genuine reason for sale. £150. Mrs. Fallas, 12, Holmwood Close, Harrow, Middlesex. Tel.: Hatch End 2215. [874

COMPREHENSIVE STOCK of new and secondhand Bugatti spare parts for most models. Continental Cars Ltd., Portsmouth Road, Send, Surrey. Tel.: Ripley 3122. [361

WANTED

1½-LITRE INVICTA CHASSIS, vintage model, 1930 or earlier. Price must be reasonable. P. Daintree, 13, Water Street, Rhyl. [630

ALVIS "12/50 TJ" MODEL with open 4-seater body. State price, condition, and where car can be seen. Box No. 259, MOTOR SPORT, 15, City Road, E.C.1. [618

WANTED—*continued*

SET OF PISTONS and valves for 1928 "12/40" Meadows engine. 69.5-mm. bore, standard or oversize, 16-mm. pins. D. Colley, Clondalkin, Eire. [637

8-LITRE BENTLEY, 1932. D.H.C. preferred, saloon or open considered. Fullest history, please. Photos returned. All replies answered. Price must be intelligent. BM/TELME, London, W.C.1. [646

M.G. "J2" BODY or 2-seater sports body suitable for "J2" chassis. Any condition. State price. Pickup, 7, Marley Road, Welwyn Garden City, Herts. [651

TWIN CARBURETTERS AND MANIFOLD for Citroen Fifteen. Spot Garage, Stratford-on-Avon. [654

FOR 1933 TRIUMPH SUPER EIGHT: Crown-wheel and pinion or back axle complete, and gearbox spares. H. E. Millward, The Crown Hotel, Framlingham, Woodbridge, Suffolk. [655

F.I.A.T. 500 REQUIRED by young driver. Body condition immaterial but must be mechanically sound. Please state price. Goddard-Watts, Dower, Quorn, Loughborough, Leics. [660

RILEY, ALVIS, SINGER, 3/4-seater sports tourer; bodywork must be good; would consider Ford-engine special if good road car. Offers must be fair and of good value. Photographs returned. Hammond, 29, Beach Road, Littlehampton, Sussex. [661

BUY OR BORROW—M.G. "J2" handbook, and information about interchangeability with other models. Hart, Half-Acre, Launceston, Cornwall. [662

INFORMATION URGENTLY SOUGHT for restoring 1911 8-h.p. 2-seater Renault. Photographs, engine particulars, etc. J. G. Vessey, Curbar Lane, Calver, near Sheffield. [664

A.I.D. Approved
No work too difficult
No distortion. Nature of Parent Alloy Unaffected
Aluminium Electron Crankcases, Water Pumps, etc.
GUARANTEED FOR ONE YEAR
LENSSENS PROCESS
139 CAMDEN RD., N.W.1
GUL 1723

INVICTA 1½-LITRE saloon or tourer, without engine or gearbox, otherwise complete. Firs Farm, Great Eversden, Cambs. Tel.: Comberton 301. [666

COLLAPSIBLE WINDSCREEN, suitable rear seats 1945 Sunbeam-Talbot open tourer. Actual screen or offers to make one. Flawn, 8, Roundwood Park, Harpenden, Herts. [668

FRAZER-NASH-B.M.W. 4-seater cabriolet, 1935/6, wanted by private buyer. Must be reasonable and in good condition. Box No. 271, MOTOR SPORT, 15, City Road, E.C.1. [671

INSTRUCTION MANUALS urgently required for M.G. "J2," 1933, and Riley 9-h.p. March Special, special series engine, 1933. 46, Cliffview Road, London, S.E.13. [672

4½-LITRE OR SPEED SIX BENTLEY: Clutch cross-shaft with pedal linkage, toggles, etc.; also intermediate shaft with fabric couplings, spiders and complete clutch stop. Would consider "4½" chassis, less engine, preferably with open body. Thwaites, Manor Mill Garage, Perran-ar-Worthal, Truro. Tel.: Perran-ar-Worthal 196. [690

BONNET, upswept scuttle and dash, doors, rear shell and slab tank. To fit M-type M.G. Instruction and spares manual for "M" and "J2." Brew, Cranbrook, Kent. [686

Obtain the 'Unobtainable'!

If you are having difficulty in getting spares for your VINTAGE CAR, etc., we can produce them for you.
Special problems welcomed.
We will gladly advise and quote.
Send blue-print or pattern.

Turning — Welded
Grinding — Fabrications
Milling — Gear-cutting, etc.

LITCHFIELD & RICH
ENGINEERS (RAC approved)
BROOKER PLACE, HOVE 3, Sussex. (Hove 37304)

WANTED—*continued*

TALBOT "90" CYLINDER HEAD complete, or complete engine with or without gearbox. Bagnall, Ballards Mead, Limpsfield, Surrey. [674

ENTHUSIAST REQUIRES sports or saloon, size, m.p.g., immaterial. Engine, if assembled, must be in good condition. Callers by appointment only. £60 limit. M.B., 38, Greyhound Hill, Hendon, N.W.4. Tel.: Hendon 2080. [677

AUSTIN NIPPY MANIFOLDS (exhaust and down-draught inlet). Three 16-in. wheels (3-stud) for Austin Seven. BM/RRHC, London, W.C.1. [682

1931 SINGER EIGHT O.H.C. ENGINE. Chain drive dynamo type. Bottom water manifold on near side. Burnett, St. Helens, Scragg Hill, Baddesley, Southampton, Hants. [689

BODY REQUIRED, 4½-litre Bentley, open 4-seater, good condition, preference, original V.D.P. Price, particulars, to: Taylor, 27, Bollin Drive, West Timperley, Altrincham, Cheshire. [693

BOUND "MOTOR SPORT," pre-1942. Also good vintage sports car, up to £140. 31, Cloisters Avenue, Bromley, Kent. [704

OLD AUSTIN SEVEN tourer, saloon or 2-seater. Under £50. Box No. 321, MOTOR SPORT, 15, City Road, E.C.1. [704a

WOLSELEY HORNET, Wasp, M.G. "P" or Magnette crown-wheel and pinion, 4.7 to 1, or near as possible; must be high ratio. Also wanted: M.G. "TA" cylinder block, good condition essential. Box No. 289, MOTOR SPORT, 15, City Road, E.C.1. [792

UTILITY, V8 PREFERRED. One repairable but not decrepit. Must be cheap and handy. Fielding, "Shanston," Cox Green Lane, Woodlands Park, Maidenhead. [766

ENTHUSIAST REQUIRES modern car. Repairs not objected to. Penn Lane Farm, Hockley Heath. Tel.: Wythall 3368. [747

£1 PAID FOR INFORMATION leading to purchase of cylinder head for Steyr 1939 Model 200, thermo-syphon cooling. Also any existing spares for this model. Middleton, 9, Alexandra Road, Balby, Doncaster. [714

SINGLE-SEATER SPORTS car fitted for road; good or fair condition, reasonable price. Also instruction manual for Morris "10/6" Special. T. S. Wardle, Cuttholme Farm, Ashgate Road, Chesterfield. [718

OUTSIDE EXHAUST MANIFOLD to suit Anzani-Nash; other Nash spares considered. Passey, 68, Melbury Avenue, Southall, Middlesex. [719

RILEY NINE—old model **not** recently overhauled or a big crankshaft engine or "Brooklands" or Gamecock-type gearbox in exchange for parts of an interesting independent suspension 2-litre "special" now being dismantled. Aldershot area. Box No. 236, MOTOR SPORT, 15, City Road, E.C.1. [721

FINAL DRIVE GEARS, about 4.5 to 1, for 1930 Riley Nine and 1935 B.S.A. Scout. F. D. Ward, RAE/RPD, Westcott, Aylesbury. [733

A.C. GEARBOX and crown-wheel and pinion and casing required for 1923 A.C. tourer. Smyth, 33, Trinity College, Dulbin. [749

The M.G. *Specialists*

Cars prepared for Racing or Trials. Complete overhauls, reboring and bearing metalling. Crankshafts reground and rebalanced.

Light alloy bonnets, wings, etc. Fully-equipped workshops. Competent staff. Moderate charges.

All work carried out under the personal supervision of H. Lester.

Call and see us at our extensive new premises.

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BATH ROAD, THATCHAM, BERKS.

Tel. : **Thatcham 3129.**

WANTED—*continued*

"ULSTER" AUSTIN blown type induction pipe; Austin Seven sports engine, 4-speed gearbox; "Ulster" or "Nippy" car. Offers and price to Box No. 280, MOTOR SPORT, 15, City Road, E.C.1. [750

PRIVATELY: ALVIS, ASTON, RILEY, or other good make, saloon preferred, about £150. Tel.: Liberty 4157. Box No. 282, MOTOR SPORT, 15, City Road, E.C.1. [756

WOLSELEY HORNET SPECIAL (DAYTONA) sports 1934 or later, in good condition, etc., 2/4-seater. Urgently required for coming holiday. Good price paid for right car. Box No. 283, MOTOR SPORT, 15, City Road, E.C.1. [757

FOR RILEY IMP, aero-screen and fittings, instruction manual, spare wheel cover. Chambers, Trenchard House, Broadwick Street, W.1. [758

PRIVATE BUYER NEEDS pre-war 12 to 17-h.p. quality 4-seater, drophead or sports saloon; about £200. Box No. 285, MOTOR SPORT, 15, City Road, E.C.1. [767

AUSTIN SEVEN 1931 open 4-seater. Full particulars, please, and price. Miller, 39, Archers Road, Southampton. [769

AMILCAR 4.5 REAR AXLE, also knock-on wheel, 3.25 by 19, for same. Rennie, "Killara," The Avenue, Nunthorpe, Yorks. [777

VINTAGE HUMBER or Sunbeam tourer, "14/40" or 16-h.p., body immaterial but mechanically good. Reasonable price. Wilson, The Orchard, Hookley Lane, Elstead, Surrey. [780

WOLSELEY HORNET ENGINE and gearbox, good condition, preferably with auxiliaries. Box No. 310, MOTOR SPORT, 15, City Road, E.C.1. [781

OPEN OR DROPHEAD, not earlier 1925, must be well-bred. 6, Malvern Road, Surbiton, Surrey. *Tel.: Elmbridge 8665.* [784

M.G. MIDGET OWNER building new body requires scuttle, screen, doors, etc. Please state price. Box No. 316, MOTOR SPORT, 15, City Road, E.C.1. [811

REV.-COUNTER, petrol gauge, for "N" Magnette, wanted, or pair "Le Mans" 5-in. instruments. P. Nicholas, 44, Jasper Road, S.E.19. [812

ROVER 10 TO 14-H.P. saloon. Jaguar, Triumph, Vauxhall or similar might suit. Good condition. Private. £300-£400. 49, Windsor Road, Cambridge. Tel.: Cambridge 56134. [813

SEPARATE GEARBOX, suit overdrive Perkins Humber W.D. saloon. Suggestions appreciated. Rev.-counters, 1:1 drive, ex-V8 "Ducks," 50s. Bevan, Quedgeley Court, Gloucester. [816

"T.T. REPLICA" FRAZER-NASH, *circa* 1932. Good price paid for really good specimen. M. R. Williams, "Cranleigh," Haverfordwest, Pem. [817

"16/80" LAGONDA open 4-seater, Vanden Plas body. Must be in 100 per cent. mechanical condition. Engineer will inspect. Reasonable price, please. Box No. 298, MOTOR SPORT, 15, City Road, E.C.1. [818

WATER PUMP, front housing, con.-rods, straight crown and bevel; suit 750-c.c. "Montlhèry" or "J4." Box No. 300, MOTOR SPORT, 15, City Road, E.C.1. [837

M.G. "J2" CYLINDER HEAD required urgently, with or without valve gear. Box No. 301, MOTOR SPORT, 15, City Road, E.C.1. [841

WANTED—*continued*

BUGATTI, TYPE 57. Must be open 4-seater. Box No. 303, MOTOR SPORT, 15, City Road, E.C.1. [846

ALFA, BENTLEY, ALVIS or similar drophead or saloon. Exchange 1938 Hudson Terraplane, 22 h.p., 6-seater, recent overhaul, good order, well maintained; 23 m.p.g., uses no oil; cash adjustment. Fullest particulars, price, photograph first instance, please. What offers? New hide hammers, medium 4s., large 5s. 6d. post paid. R. Gray, "Hillcrest," Branton, Doncaster. Tel.: Doncaster 55314. [853

RILEY NINE. Enthusiast converting 1930 model would welcome news of spares, particularly timing gears, twin S.U.s and manifold, instruction book, ideas and advice. L. P. Sampson, Haughton Park House, Retford, Notts. [858

CYLINDER HEAD for Lancia Lambda, 8th or 7th series. Box No. 317, MOTOR SPORT, 15, City Road, E.C.1. [859

WE ARE BUYERS for cash of all good used cars, on generous sale or return conditions. We have a waiting list of genuine buyers for most makes. Dingwall Motors (Croydon), Ltd., 6/7, Dingwall Road, Croydon. Tel.: Croydon 3404 (three lines). [292

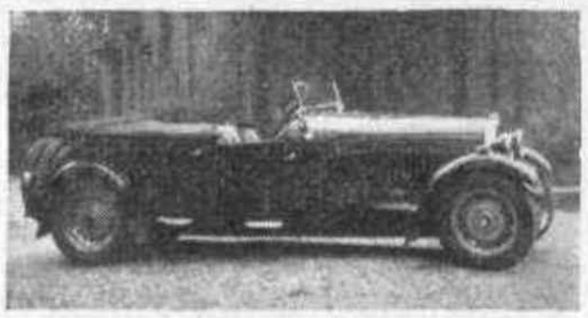
FIVE PER CENT. COMMISSION on sale only. Why not enter your car for sale at one of our auctions? Every Friday at 2 p.m. and Saturday at 3 p.m. at 6/7, Dingwall Road, Croydon. Tel.: Croydon 3404 (three lines). We can arrange collection if desired. Dingwall Motors (Croydon), Ltd., 6/7, Dingwall Road, Croydon. [292

ALFA-ROMEO wanted, any model, any condition. Box No. 238, MOTOR SPORT, 15, City Road, E.C.1. [543

M.G. "J2" or "J4," or "Montlhèry." Box No. 207, MOTOR SPORT, 15, City Road, E.C.1. [282

ROLLS-ROYCE 20-25-h.p., not earlier than 1926. Tourer preferred but drophead considered. Must have four-wheel brakes. Box No. 208, MOTOR SPORT, 15, City Road, E.C.1. [282

RED OR BLACK LABEL 2-seater Bentley, with slab tank, at reasonable price. Box No. 209, MOTOR SPORT, 15, City Road, E.C.1. [282



BUGATTI 3.3-LITRE TYPE 49

Coachwork and chassis in excellent condition. **£375**

WILKS,

7, Forest Road, Dorridge, Birmingham. *Tel.:* Knowle 2021

M.G. MIDGET wanted urgently. Date unimportant, must be reasonable condition and cheap. Box No. 210, MOTOR SPORT, 15, City Road, E.C.1. [282

VINTAGE DROPHEAD, preferably Continental. Please enclose photograph. Box No. 211, MOTOR SPORT, 15, City Road, E.C.1. [282

SIMMONS OF CROYDON has a file of genuine enthusiasts who require good-class vintage and sports vehicles. They need Alfas, Mercs., Bentleys, Frazer-Nash, M.G., "J2" and "PB s," or similar in good sound condition. Assist them by assisting us. We are prepared to fetch these cars from any part of the British Isles. Please write, stating price required, and enclosing photograph if possible, with all relevant details. We will reply by return. Any advice on current values, technical data, or where to obtain spares, etc., is given gratis and with pleasure. The office, **101a, TAMWORTH ROAD, WEST CROYDON. TEL.: CROYDON 1537.** [282

1,500 or 1,750-c.c., or "2.3" ALFA-ROMEO wanted urgently by enthusiast. Box No. 239, MOTOR SPORT, 15, City Road, E.C.1. [544

SPORTS CAR required, high performance Continental preferred. Box No. 239, MOTOR SPORT, 15, City Road, E.C.1. [545

ROLLS "20/25" in sound condition. Tourer or drophead preferred. Box No. 304, MOTOR SPORT, 15, City Road, E.C.1. [875

1,500-c.c., 1,750-c.c. or "2.3" ALFA wanted. Must be in good fettle. Box No. 305, MOTOR SPORT, 15, City Road, E.C.1. [876



1932 SUNBEAM TWENTY

Drophead Coupe. Completely overhauled, nearly new tyres and hood, clutch relined, new king-pins and bushes. Oilcoil, Newton shock-absorbers. Fawn, with silver wheels. At present running supercharged (*optional extra*).

£175

WHITE, ST. JUST, BRAMHALL, CHESHIRE. Tel: **Bramhall 2048**

WANTED—*continued*

GRAND PRIX VEHICLE, either track car or 2-seater sports conversion. Box No. 306, MOTOR SPORT, 15, City Road, E.C.1. [877

M.G. MIDGET. "J4" or "J2" would be suitable, but not blown. Box No. 307, MOTOR SPORT, 15, City Road, E.C.1. [878

BENTLEY RED OR BLACK LABEL. Two-seater preferred but not essential. Box No. 308, MOTOR SPORT, 15, City Road, E.C.1. [879

ROLLS TOURER wanted, 21 h.p. or "20/25." Will inspect anywhere. Box No. 309, MOTOR SPORT, 15, City Road, E.C.1. [880

SITUATIONS WANTED

PROGRESSIVE ADMINISTRATIVE or similar post required in automobile or commercial vehicle firm in London area, by ex-Captain, Brigade Transport Officer, aged 25, with public school education, and motor vehicle apprenticeship. Box No. 265, MOTOR SPORT, 15, City Road, E.C.1. [647

YOUNG, ENTHUSIASTIC, automobile engineer wishes to make contact with experienced engineer with a view to forming active partnership and either purchasing established business or building up a new business. A man with sporting interests preferred. Capital desirable but not essential. Within forty miles of London preferred. All letters answered. Box No. 267, MOTOR SPORT, 15, City Road, E.C.1. [650

ENTHUSIAST, S.W. London area, would like to do *some motor racing. Can garage, transport, and carry* out work to car of anyone interested. Box No. 268, MOTOR SPORT, 15, City Road, E.C.1. [652

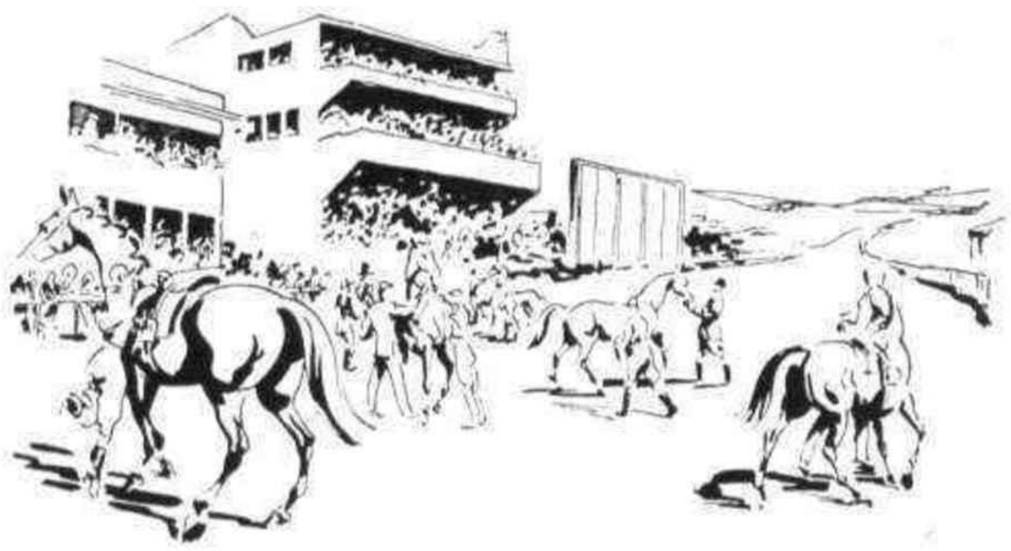
EX-SERVICEMAN, aged 27, married, public school, at present supervising plant erection, seeks more progressive post. Motoring enthusiast with some practical experience. Two years on drawing board. Anything considered. Residing in South London, but would move anywhere if accommodation available. [771

HOLIDAY ACCOMMODATION

HOLIDAYS IN DELIGHTFUL old-world Cornish farmhouse, June onwards. Really good food; near sea, five miles from Newquay. Parties up to six or seven taken; enthusiasts especially welcome. Terms to: Mrs. D. Maunsell, Colgrease Farm, Cubert, near Newquay. [776

CARAVANS FOR HIRE

TOURING THIS YEAR? Why not avoid accommodation difficulties by hiring a luxurious caravan, suitable your car, to tow yourself. Calor gas lighting, cooking; completely equipped excepting linen. Stroh, Pendower House, Westfield Road, Bishop's Stortford. Tel.: Bishop's Stortford 301. [673

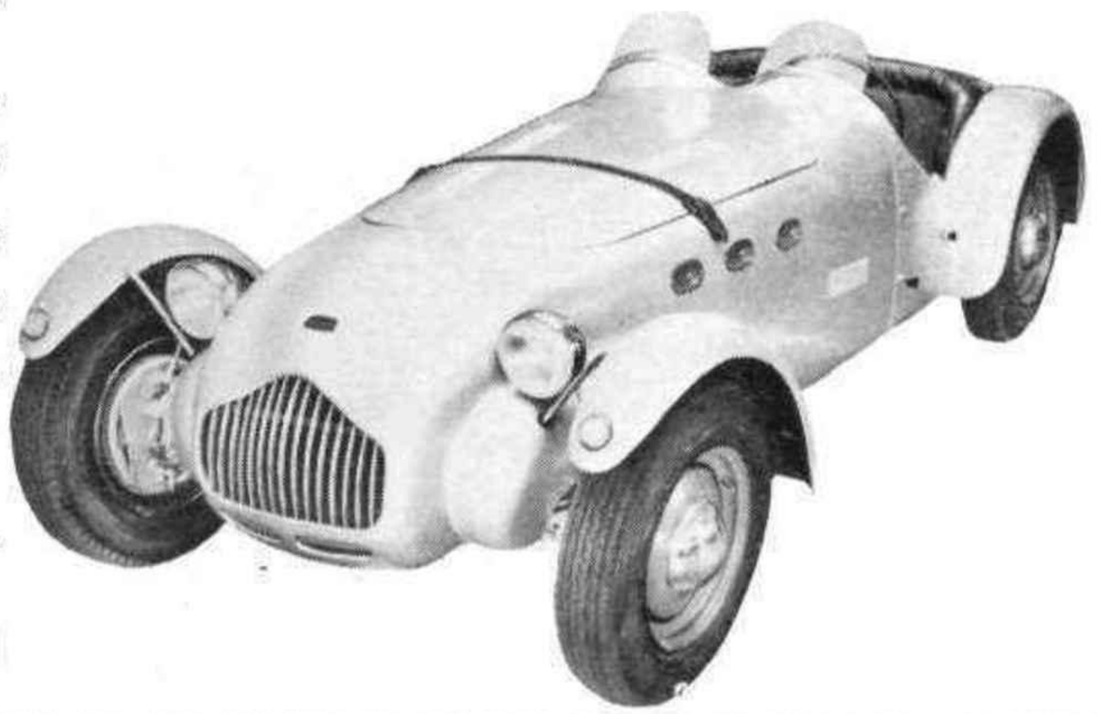


ALLARD

The sportsman's choice

The following have arrived——

The J.2, and its new stable companion the K.2, are rapidly becoming hot favourites on every track, and with a stable record of nearly 50 winners in International events since 1947 such popularity is to be expected.



J. 2_Competition 2-Seater

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Jubilee **PATENTED WORM DRIVE CLIP**

the finest CLIP in the world

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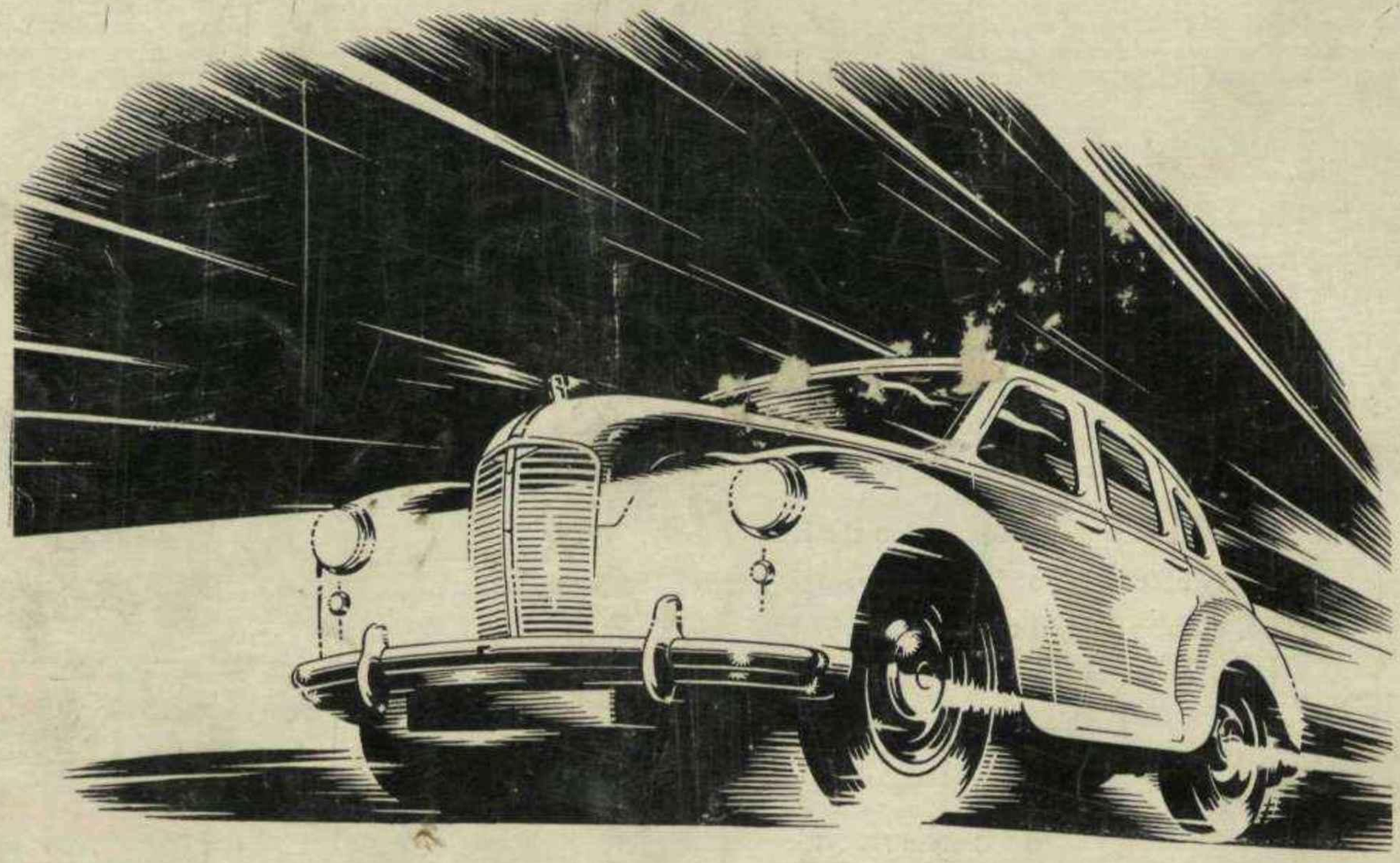




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