VOL. XXIII. No. 8 AUGUST, 1947 PRICE ONE SHILLING

SUBSCRIPTION RATE 13/6 PER ANN. POST PAID

MOTOR SPORT

OFFICIAL JOURNAL OF THE BRITISH RACING DRIVERS' CLUB

INCORPORATING **SPEED** AND
THE BROOKLANDS GAZETTE

EDITORIAL AND ADVERTISEMENT OFFICES
15-17, CITY ROAD, LONDON, E.C.1
Telephone : MONarch 8944

A HIGHLY SUCCESSFUL GRANSDEN MEETING

R. D. Poore wins the Gransden Trophy Race in the 3.8-litre Alfa-Romeo from Abecassis at 86.3 m.p.h.

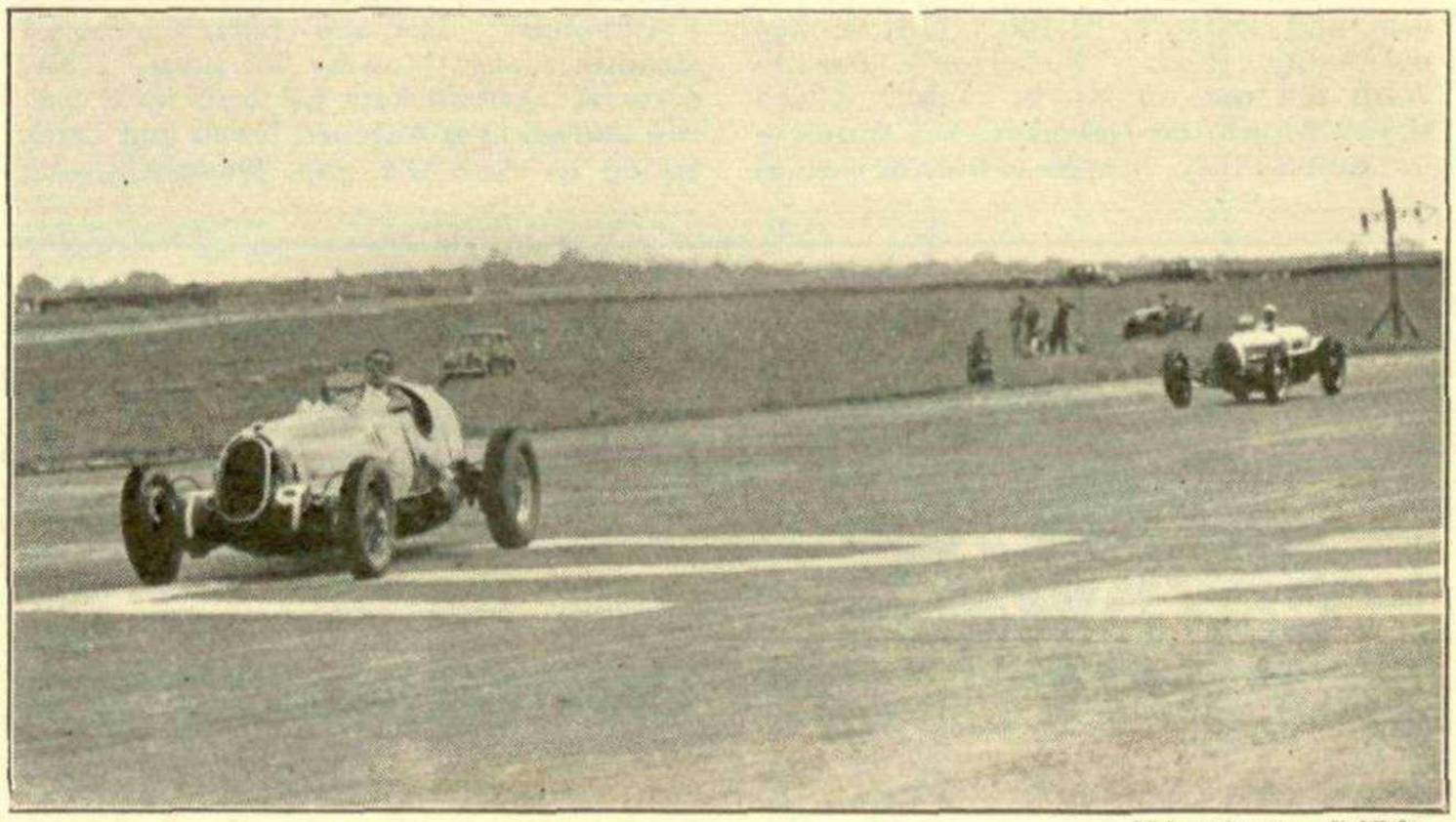
Habershon's 1½-litre Delage Victorious in Vintage Scratch Race.

Alan May's "30/98" Vauxhall Placed Twice.

THE thanks of all enthusiasts who gathered at Gransden Lodge airfield on July 13th are due to the C.U.A.C. and V.S.C.C. for the splendid circuit racing witnessed there. In general, the organisation was excellent, while what more could one want than the ten races on the programme, which comprised a 20-laps *Formula Libre* scratch race for the *Motor* £100 prize and the Gransden Trophy, a 10-laps scratch race for vintage racing cars, scratch races for vintage cars and unblown sports cars, two short handicaps, an Edwardian handicap, handicaps for Bentley and Bugatti cars and the first race for the 500 c.c. Club cars. The rain kept off, the scores of voluntary helpers worked hard and effectively and no accidents marred the racing. Certainly David Hodkin and Cecil Clutton deserve the warmest congratulations and their respective clubs deserve to prosper. Some 15,000 people attended. Would that we in England could have this kind of racing every Bank holiday, instead of once a year.

Practice on the new 2.23 mile circuit, with its two long straights and four bends, one a sharp hairpin, was very inspiring, all types of machinery being out at the same time. The circuit can be lapped at not far short of 90 m.p.h. We spent some time at the hairpin on the Sunday morning and were rewarded for our vigil by seeing Abecassis motor on to the grass when a brake locked on, Salvadori spin and stall his Alfa and Cole go right about turn on locked wheels in his Jaguar. The Parker-Martin's passenger was seen to prefer a back seat. In the huge hangar that served as Paddock, much of interest was to be discovered. Bear's Type 44 4-Solex Bugatti was unfamiliar with narrow *monoposto* body and cowled radiator and the Challenger had its Delage engine, Wilson box with right hand change, Maserati-like tail and new front shockers of the hydraulic plunger type. The Emeryson Special, which had never been run before, was discovered to have a duff magneto after over-richness had been suspected. Its Alta blower, aided by a cabin blower, gives 20 lb./sq. in. boost to the Rapier engine at 6,500 r.p.m.—literally two-stage blowing conceived in a back yard.

Harrison had dashed back from Rheims to drive the ex-Howe, Zoller-blown E.R.A. Allard had a sports car in the Continental fashion in his very hastily constructed new 2-seater Allard with V8 o.h.-exhaust-valve engine, while Leslie Allard had Sydney's last season's sprint car with Mercury engine. Whittingham's Ford-Bugatti was the sort of car they like down-under—outside piped V8 in a Bugatti chassis which retained its own gearbox. Major Shattock had reluctantly scratched his Brooke-engined Atalanta with gasket trouble, Giron was sealing the blower-delivery of Yates' special Type 51 Bugatti, Freddie Dixon inspected the engine of Rolt's Alfa-Aiken and the B.H.W. was reported to be none too fit. Seccombe's ex-Bellevue Garage six-carburetter M.G. was not



[*Photo by Guy Griffiths*

Abecassis in the "3.3" G.P. Bugatti chases R. D. Poore's 3.8-litre Alfa-Romeo in vain, in the Gransden Trophy Race.

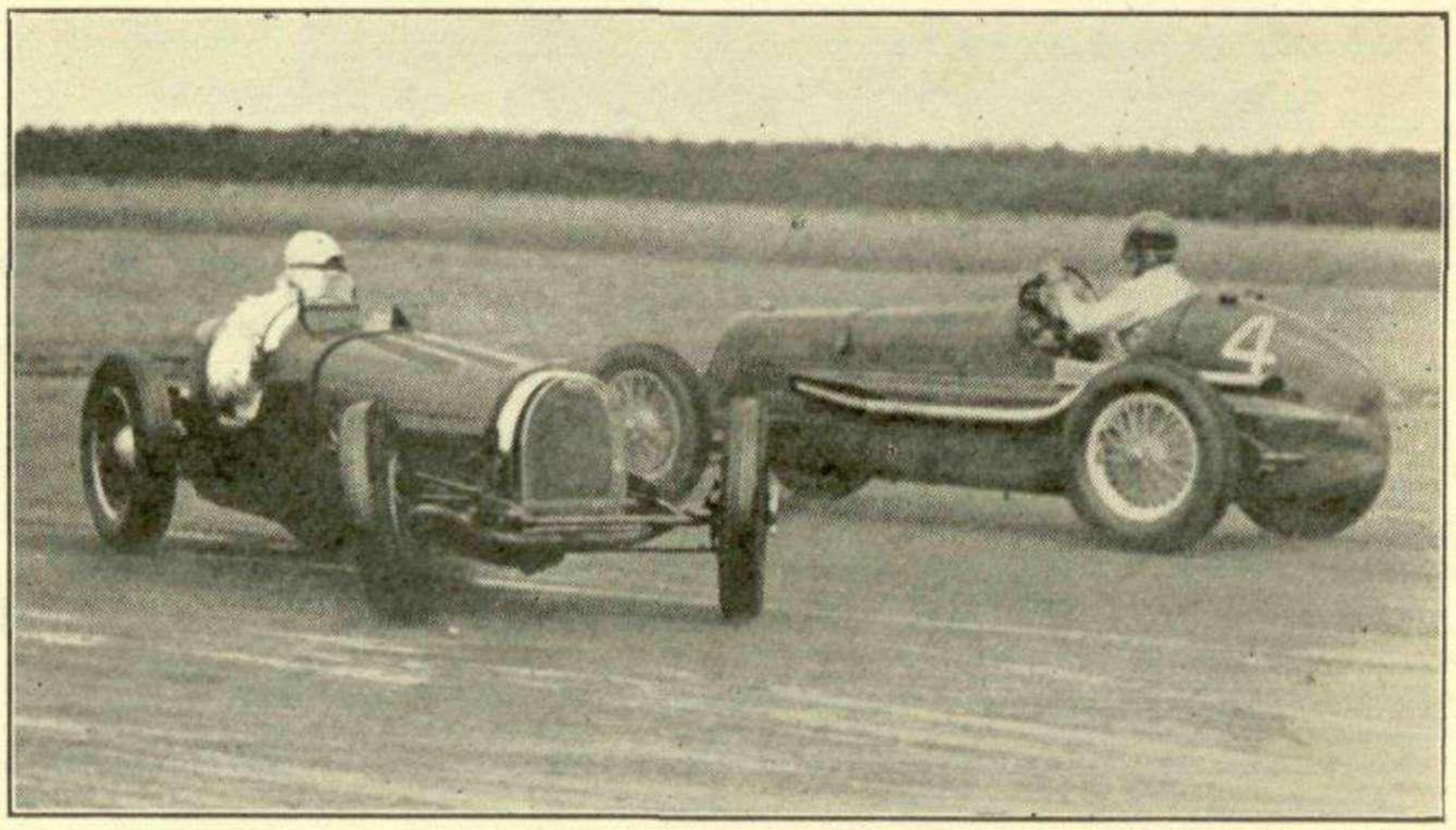
taken from its van. The Watson-Cowell Alta was seen for the first time in this country in its new form, with G.P. 1½-litre engine, self-locking differential and hydraulic brakes. Mrs. Ewen polished the vast expanse of 1908 Itala radiator, Hill told us he was scratching his 1912 Hispano-Suiza because of radiator leaks and Abbott drove to the course in his magnificent 1904 Mercédès.

Raymond Mays was seen in a Wolseley Ten saloon, waiting to present the prizes. Eason Gibson was there with Leslie Johnson, Bunny Tubbs alternately motored about in his f.w.d. Citroen or used an aged Humber tourer as a grandstand, Godfrey arrived in an H.R.G., and Laurence Pomeroy, Philip Turner, Gregor Grant, Michael May, Quiggin, Chaplin and, indeed, all the old, familiar faces were to be spotted on this Sunday morning at Gransden, while vintage sports and non-sports cars were in great profusion, Densham's re-bodied "14/40" Sunbeam, Winterbottom's Opel-engined Alta-M.G. coupé and a polished aluminium A.B.C. Special amongst them. Soon the cars came out for the first race.

The story of what befell is seen in the charts on pages 219, 220, giving positions lap by lap, taking the finishing line as the end of each lap—we give such charts for each race, emphasising that they were kept by MOTOR SPORT and are unofficial.

Race 1. *Unsupercharged Sports Cars.* 10.76 *miles.*

Jason Henry in the ex-Walker Delahaye and Peter Clark's Aerodynamic H.R.G. were running and here one of the few bad errors of organisation occurred, as these cars were not official entries. The Delahaye, after a bad start and in spite of an incident, "won" easily, but was not flagged in, while Clark was 4th. The Delahaye continued for several extra laps and was stopped by a yellow flag. Confusion reigned, but exclude these two cars and the story is clear enough. Cole's S.S. had an expensive blow-up on lap 1. As they went off Leslie Allard just led Sydney Allard and Boothby's original J.B.M. delightfully put down in the programme as a J.M.B. !. Lester's M.G. went splendidly to lead the small cars and Darby's "1,100" H.R.G. was noticeably good. Bickerton's Frazer-Nash fell out on lap 2. Leslie Allard if you forget the Delahaye, led throughout and Sydney, in spite of horrific corner-



[*Photo by Guy Griffiths*

Abecassis' Bugatti involving McAlpine's Maserati towards the end of the Gransden Trophy Race.

ing could not beat him, the new Allard, indeed, falling very sick at the end. Rowley's 2-litre Aston-Martin (the ex-Phipps' 1936 T.T. car) came up well, and Baring's Sprite-engined Ulster Imp Riley was in third place, holding the J.B.M., if you discount Clark's H.R.G. The Delahaye was endangered by Perkin's H.R.G. which stopped in the middle of the course after the finish, but by then it should have been flagged in. 1st, L. Allard (Allard); 2nd, J. Rowley (Aston-Martin); 3rd, A Baring (Riley). Won at 68.03 m.p.h.

Race 2. *Edwardian Cars. Handicap.* 10.76 *miles.*

The handicapping made this an excellent spectacle. Abbott's beautiful 1904 ex-Brooklands Mercédès, with 4-litre T-head engine and ¾ elliptic *front* springs, went round steadily to the whir of driving chains and did a lap before Samuelson's 1914 7½-litre Peugeot, making a welcome re-appearance, got away. Ewen's Itala got off really well, then, as Samuelson almost completed his first lap Peter Clark's 1914 G.P. Mercédès left from the scratch mark. Meanwhile, Bridcutt's "Alphonso" Hispano-Suiza motored steadily along, blowing its horn at the corners. Abbott kept his lead on a fine run and all eyes watched Ewen and Clark trying to close the gap, flame showing from the Itala's expansion box and both drivers changing down for the corners. We timed Peter one lap at 68 m.p.h., the Itala at 66.9 m.p.h. The Peugeot got slower as the race wore on, and finally stopped.

1st, C. Abbott (1904 Mercédès); 2nd, Clark (1914 Mercédès); 3rd, Dr. Ewen (1908 Itala). Won at 42.76 m.p.h.

Race 3. 500-*c.c. Cars. Scratch.* 8.53 *miles.*

This, the first 500 c.c. race to be held, saw Stromboli and Cooper's Cooper non-starters. As the flag fell Aiken accelerated away from Strang and Brandon's Cooper. As they came round on lap one Aiken led easily from Brandon and Bacon. Aiken then fell to second place on lap two with the Cooper out in front, and Strang was still missing. Apparently his plug cooked going into the hairpin and they do say he whipped one from a Speed Cop's Triumph Twin before resuming. This, and the disappearance of the Bacon 500 and "Buzzie," made the race nothing more than a demonstration of Brandon's Cooper, which averaged nearly 60¼ m.p.h. Many Class I exponents must have pined for the shorter straights at Brough! 1st., E. Brandon (Cooper); 2nd, W. Aiken (Aikens 500); 3rd, C. Strang (Strang 500). Won at 60.21 m.p.h.

Pat WHITTET & CO.

LITTLE MEN ON HOLIDAY

Yes, after all this time, they really feel they deserve a holiday, and so from Saturday, August 16th, until Monday, August 25th, Whinlands Works will be closed. You can probably picture the Little Men dashing madly about the beach somewhere in the much-hoped-for sunshine, or diving under some nice fast wave and probably from sheer force of habit making some quick adjustment whilst under there in the hope of increasing its speed still more.

WHINLANDS WORKS,
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Race 4. *All-Comers' Handicap.* 10.76 *miles.*

Non-starters were Shattock's Atalanta, Crook's Alfa-Romeo, Dawson's Lagonda, Seccombe's M.G., Treen's Graham Paige and Burton's Riley. Matthews' Jaguar led Rowley's Aston-Martin from the line, Watkins' B.M.W. and Bond-Williams' Aston-Martin close together, behind. Rivers Fletcher's ex-Hirst M.G. bettered Crozier's huge "36/220" Mercédes-Benz drop-head in initial get-away, but Crozier was faster thereafter, and then Whincop's Type 51 Bugatti picked up on his group. The wonderful little Emeryson-Special, driven by Winterbottom, came through the field, in what was its very first run. Unfortunately, Matthews' Jaguar was flagged as winner and Winterbottom had to lodge a protest, which was immediately upheld. Whincop was driving really well, but the Mille Miglia M.G. of Kennington retired and Rivers Fletcher finished on fewer cylinders than intended. Salvadori's ex-Evans Alfa-Romeo and Crozier's Mercédès also fell out. Heath's Alta had front axle judder and experienced an incident. Landon's ex-Fontes ex-James Alfa-Romeo blew coolant on to its driver's legs. Alan May's old Vauxhall, getting up to about 90 m.p.h., was 3rd. 1st, E. Winterbottom (Emeryson Special); 2nd, G. Matthews (Jaguar); 3rd, A. May (Vauxhall). Won at 68.17 m.p.h.

Race 5. *All-Comers' Handicap.* 10.76 *miles.*

After a lap, the Parker-Martin was out, while Newton's H.R.G. had become a very sick car. Capt. Hay-Bolton's 1½-litre Singer-engined H.R.G. could not shake off the 1,100 c.c. "Brooklands" Riley driven and prepared by motor-cycle racer Monty, while Kehoe's big-tailed "Brooklands" Riley found its match in Blackall's "Ulster" Austin. Ruddock's late Meadows Frazer-Nash held 3rd place throughout. 1st, Capt. Hay-Bolton (H.R.G.); 2nd, G. Monty (Riley); 3rd, G. Ruddock (Frazer-Nash). Won at 64.32 m.p.h.

Race 6. *Bugatti Handicap.* 10.76 *miles.*

Ft.-Lieut. Protheroe's Type 37, Jones' Type 35, Birkett's twin S.U. Type 44 and Edwards' Type 37A carried sports' equipment, as did Fry's Type 55. Birkett easily led his group away from the line, Fairman's Type 35C hung for a while, and Dixon's 35B led Whincop's Type 51. Fry came through the field beautifully, to win from Protheroe and Birkett, but unfortunately finished with a broken gearbox layshaft. Whincop, Dixon in the ex-Horne Type 35B, and Hawthorn's pre-selector Type 51 ran in that order after a lap, but Hawthorn spun round and later retired, and Yates closed on Whincop, only to drop back, the Type 51 keeping ahead of Abecassis' "3.3" G.P., Whincop being 5th, behind Fairman, who held on to Fry but could not catch him. 1st, J. Fry (Type 55); 2nd, Ft.-Lieut. Protheroe (Type 37); 3rd, H. Birkett (Type 44). Won at 72.03 m.p.h.

Race 7. *Vintage Sports Cars. Scratch.* 10.76 *miles.*

At the fall of the flag, Alan May's "30/98" Vauxhall led away, followed by Lycett's 4½-litre Bentley, Blomfield's

Race 1. *Unsupercharged Sports Cars.* 10.76 *miles.*

Competitors (Numbers as order at Lap 1)	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5
S. H. Allard (3,917-c.c. Allard)	2	1	25	25	25
L. Allard (4,000-c.c. Allard)	1	25	1	1	1
Rowley (1,950-c.c. Aston-Martin)	8	2	8	8	8
Jason-Henry (Delahaye)	25	8	2	26	26
Boothby (3,622-c.c. J.B.M.)	3	26	26	2	14
Clark (H.R.G.)	26	3	3	14	3
Baring (1,496-c.c. Riley)	14	14	14	3	9
Bond-Williams (1,950-c.c. Aston-Martin)	9	9	9	9	2
Lester (M.G.)	20	20	20	20	20

Race 2. *Edwardian Cars, Handicap.* 10.76 *miles.*

Competitors	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5
Abbott (4,084-c.c. Mercedes)	7	7	7	7	7
Bridcutt (3,622-c.c. Hispano-Suiza)	5	5	5	5	1
Samuelson (7,444-c.c. Peugeot)	3	3	3	2	2
Ewen (12,000-c.c. Itala)	2	2	2	1	5
Clark (4,496-c.c. Mercedes)	1	1	1	–	–

Race 3. *500-c.c. Cars. Scratch.* 8.53 *miles.*

Competitors	Lap 1	Lap 2	Lap 3	Lap 4
Aiken (Aiken 500-c.c.)	5	7	7	7
Brandon (Cooper 500-c.c.)	7	5	5	5
Bacon (Bacon 500-c.c.)	1	3	3	3
Strang (Strang 500-c.c.)	3	–	–	–

Race 4. *All-Comers' Handicap.* 10.76 *miles.*

Competitors	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5
May (4,250-c.c. Vauxhall)	17	15	15	15	7
Rowley (1,950-c.c. Aston-Martin)	15	17	17	14	14
Matthews (3,486 Jaguar)	14	14	14	17	17
Bond-Williams (1,950-c.c. Aston-Martin)	23	23	7	7	22
Watkins (1,971-c.c. B.M.W.)	16	9	23	23	15
Crozier (7,020-c.c. Mercedes-Benz)	9	16	16	22	23
Rivers-Fletcher (1,086-c.c. M.G.)	12	7	9	9	5
Winterbottom (1,100-c.c. Emeryson)	7	12	12	16	4
Kennington (1,087-c.c. M.G.)	8	5	22	5	16
Fotheringham Parker (2,563-c.c. Alfa-Romeo)	5	8	5	4	12
Whincop (2,270-c.c. Bugatti)	22	22	4	12	3
Landon (2,482-c.c. Alfa-Romeo)	4	4	3	3	1
Heath (1,996-c.c. Alta)	3	3	1	1	–
Salvadori (2,900-c.c. Alfa-Romeo)	1	1	–	–	–

Race 5. *All-Comers' Handicap.* 10.76 *miles.*

Competitors	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5
Monty (1,087-c.c. Riley)	22	22	19	19	19
Hay-Bolton (1,496-c.c. H.R.G.)	19	19	22	22	22
Ruddock (1,496-c.c. Frazer-Nash)	14	14	14	14	14
Braid (1,250-c.c. M.G.)	17	6	6	6	6
Trowbridge (747-c.c. Austin)	10	17	17	5	5
Sarginson (1,748-c.c. M.G.)	6	10	5	17	17
Andrews (1,496-c.c. Frazer-Nash)	15	24	24	24	24
Fowler (1,495-c.c. Aston-Martin)	7	15	10	7	7
Moore (1,496-c.c. Riley)	24	7	15	15	15
Lord Strathcarron (1,750-c.c. Alfa-Romeo)	9	5	7	10	10
Blackall (747-c.c. Austin)	20	9	9	9	9
Kehoe (1,087-c.c. Riley)	21	20	20	21	20
Whittingham (3,622-c.c. Ford-Bugatti)	5	21	21	20	18
Parker (3,622-c.c. Parker-Martin)	4	18	18	18	–
Phillips (746-c.c. M.G.)	18	1	–	–	–
Newton (1,497-c.c. H.R.G.)	1	–	–	–	–
Hanman (745-c.c. M.G.)	3	–	–	–	–

Race 6. *Bugatti Handicap.* 10.76 *miles.*

Competitors	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5
Protheroe (Type 37)	18	18	18	18	11
Birkett (Type 44)	16	16	16	16	18
Jones (Type 35)	17	17	11	11	16
Edwards (Type 37A)	15	11	17	12	12
Fry (Type 55)	11	15	12	17	3
Fairman (Type 35C)	12	12	25	3	1
Whincop (Type 51)	3	3	3	1	17
Dixon (Type 35B)	4	4	4	15	4
Hawthorn (Type 51)	5	2	1	4	2
Yates (Type 51)	2	1	2	2	15
Abecassis (G.P.)	1	6	6	6	6
Buck (Type 35B)	6	5	5	–	–

Race 7. *Vintage Sports Cars. Scratch.* 10.76 *miles.*

Competitors	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5
May (4,250-c.c. Vauxhall)	1	1	1	1	1
Lycett (4,398-c.c. Bentley)	4	9	9	9	9
Mackie (2,300-c.c. Talbot)	9	4	4	4	4
Blomfield (4,500-c.c. Invicta)	5	2	5	5	5
Fairman (4,398-c.c. Bentley)	2	5	2	2	2
Hayes (4,250-c.c. Vauxhall)	3	3	11	11	11
Rayner (4,234-c.c. Vauxhall)	7	11	3	3	3
Morrish (1,498-c.c. Frazer-Nash)	18	7	7	18	18
Stephenson (2,276-c.c. Talbot)	11	18	18	7	17
Smith (1,498-c.c. Aston-Martin)	17	17	17	17	7
Garlick (1,098-c.c. Riley)	21	21	16	16	16
Hay (1,496-c.c. Frazer-Nash)	20	16	21	21	21
Buck (1,496-c.c. Alvis)	22	20	20	20	20
Binns (1,991-c.c. O.M.)	12	22	22	22	15
Blackford (1,496-c.c. Frazer-Nash)	16	12	15	15	12
Smith (1,990-c.c. O.M.)	14	15	12	12	14
Knight (1,495-c.c. Bugatti)	15	14	14	14	–

Race 8. *Scratch Race of* 20 *laps for Gransden Trophy.* 44.21 *miles.*

Competitors	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Lap 6	Lap 7	Lap 8	Lap 9	Lap 10	Lap 11	Lap 12	Lap 13	Lap 14	Lap 15	Lap 16	Lap 17	Lap 18	Lap 19	Lap 20
Poore (3,800-c.c. Alfa-Romeo)	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19
Abecassis (3,257-c.c. Bugatti)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Salvadori (2,900-c.c. Alfa-Romeo)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Rolt (2,904-c.c. Alfa-Romeo)	20	20	20	20	20	20	20	20	20	20	8	8	8	8	8	8	8	8	8	8
Hutchison (2,904-c.c. Alfa-Romeo)	2	2	2	2	2	2	8	8	8	8	14	14	14	14	14	14	14	14	14	14
Mortimer (1,496-c.c. Maserati)	14	14	14	14	14	14	14	14	14	14	15	15	15	15	15	15	15	15	15	–
McAlpine (2,960-c.c. Maserati)	4	8	8	8	8	8	2	15	15	15	12	12	12	12	12	12	12	12	12	–
Johnson (4,036-c.c. Darracq)	8	4	4	4	4	4	4	4	24	12	24	24	4	4	4	4	4	4	4	–
Mrs. Darbishire (1,488-c.c. Riley)	16	16	15	15	15	15	15	24	12	24	4	4	16	16	16	16	16	16	–	–
Watson (1,491-c.c. Alta)	17	10	24	24	24	24	24	12	4	4	16	16	17	17	17	17	–	–	–	–
Winterbottom (1,100-c.c. Emeryson)	3	15	16	16	12	12	12	16	16	16	17	17	–	–	–	–	–	–	–	–
Hampshire (1,492-c.c. Challenger)	10	24	11	11	16	16	16	17	17	17	–	–	–	–	–	–	–	–	–	–
Crossley (1,488-c.c. Alta)	24	11	18	12	11	11	11	–	–	–	–	–	–	–	–	–	–	–	–	–
Harrison (1,488-c.c. E.R.A.)	12	18	12	17	17	17	17	–	–	–	–	–	–	–	–	–	–	–	–	–
Dryden (746-c.c. M.G.)	11	17	17	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Heath (1,496-c.c. E.R.A.)	15	12	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Yates (2,300-c.c. Bugatti)	18	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Bear (2,992-c.c. Bugatti)	6	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Wallington (4,900-c.c. B.H.W.)	21	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

Race 9. *Vintage Racing Cars. Scratch Race over* 10 *laps for the* 1908 *G.P. Itala Cup.* 21.91 *miles.*

Competitors	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Lap 6	Lap 7	Lap 8	Lap 9	Lap 10
Habershon (1,496-c.c. Delage)	1	1	1	1	1	1	1	1	1	1
Radford (1,500-c.c. Talbot-Darracq)	10	10	10	10	10	14	7	7	7	7
Dixon (2,300-c.c. Bugatti) ...	14	14	14	14	14	7	14	6	6	6
Heal (1,987-c.c. Sunbeam) ...	2	2	7	7	7	6	6	5	5	5
Buck (2,261-c.c. Bugatti) ...	11	11	11	11	6	5	5	12	12	12
Bear (2,992-c.c. Bugatti) ...	9	7	2	6	5	12	12	–	–	–
Marechal (6,597-c.c. Bentley)	6	9	9	5	12	–	–	–	–	–
Fairman (1,955-c.c. Bugatti)	7	6	6	12	–	–	–	–	–	–
Butterworth (4,398-c.c. Bentley)	5	5	5	–	–	–	–	–	–	–
Richards (1,087-c.c. Riley) ...	12	12	12	–	–	–	–	–	–	–

Race 10. *Bentley Handicap.* 10.76 *miles.*

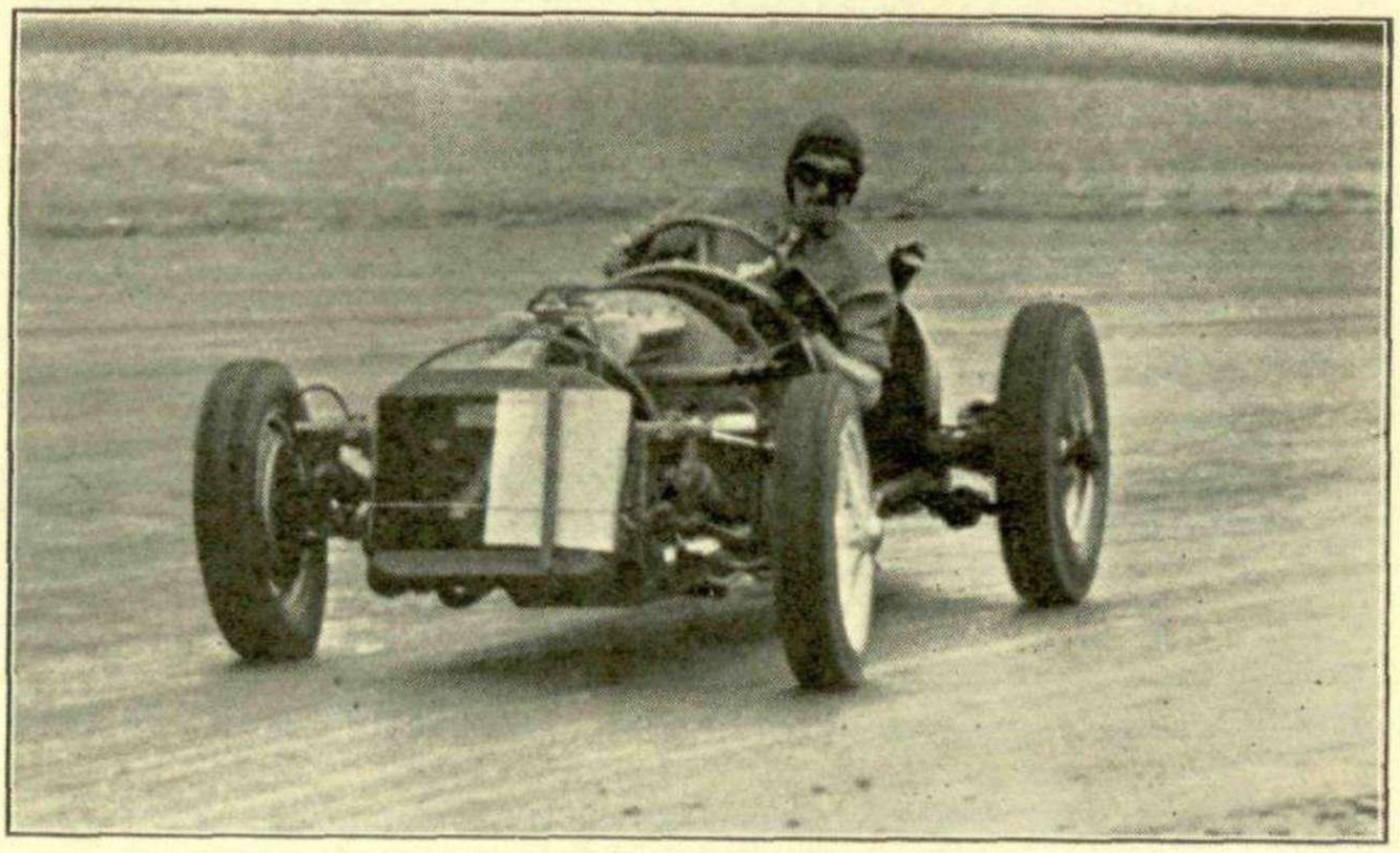
Competitors	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5
Marsh (3-litre)	12	12	4	4	4
Stout (3-litre)	11	8	8	8	8
Lycett (4½-litre)	8	4	5	2	2
Brierley (4½-litre)	6	5	2	5	10
Butterworth (4½-litre)	4	11	12	7	6
Fairman (4½-litre)	5	9	7	9	12
Mertens (4½-litre)	9	2	9	10	11
Russell (4½-litre)	7	7	10	12	–
Walker (4½-litre)	10	10	11	6	–
Marechal (6½-litre)	2	6	6	11	–

Invicta, Blackford's Frazer - Nash "Patience" and Morrish's early Meadows Frazer-Nash. Thereafter the Vauxhall, reaching nearly 100 m.p.h. along the straight, was never challenged. Lycett, driving magnificently, held second place until the second lap, when Mackie's fast 2-seater Talbot 90 (the ex-Brian Lewis single-seater) came past him. Hayes' fine "30/98" with aluminium bonnet and brass lamps, soon retired. Morrish and Blackford were going well, but not fast enough, while Lycett could never quite shake off Blomfield, although the Invicta's engine pinked audibly. Behind came Fairman's 1922/28 4½-litre Bentley and Stephenson's famous "PL2" Talbot 90, while after this came Hayes' 1926 "30/98" which lasted throughout. Knight's Brescia Bugatti overtook both O.M.s. and Hay's 4-speed Anzani Frazer-Nash kept ahead of Buck's "12/50" Alvis, Smith's Aston-Martin howled its tyres and Rayner's outside-piped "30/98" Vauxhall spun beautifully as a brake locked on. We timed May to do a lap at 70.42 m.p.h., while Mackie did a lap at over 68 and Blackford's Frazer-Nash one at nearly 61¾ m.p.h. The Vauxhall was actually quicker than the Allard in the first race—how far have we progressed in the last twenty years? 1st, A. May (1924 Vauxhall); 2nd, G. Mackie (1930 Talbot); 3rd, Forrest Lycett (1930 Bentley). Won at 68.71 m.p.h.

Race 8. *Scratch Race of* 20 *laps for Gransden Trophy.* 44.21 *miles.*

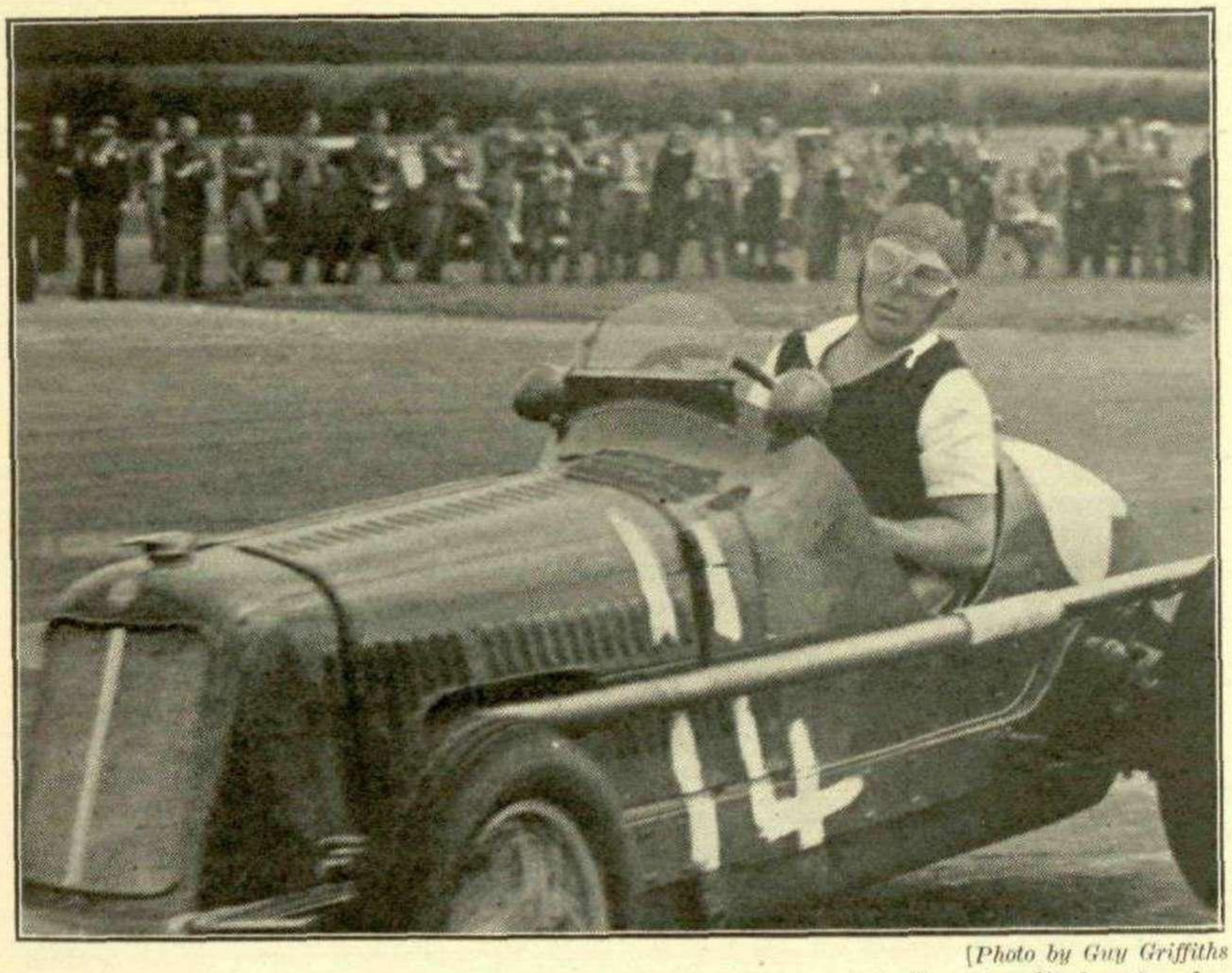
This was quite the finest race we have seen, or shall see, in England this year, and the massed start a sight for the gods!

R. D. Poore, driving the ex-Ruesch 3.8-litre Alfa-Romeo, led from start to finish and won in polished, unflurried fashion at 86.3 m.p.h. Abecassis tried all he could to catch him, but failed. He held second place throughout and after a lap there was about 1.2 s. between the two cars. Next time round Abecassis had lost another second; he then dropped back a little further, after a few laps with no change in the gap between them. Then this gap closed again to about 1.2 s. and the race became immensely exciting. On his 15th lap Abecassis was baulked somewhat and the gap opened to 4.8 s., remained the same on the next round, when Watson's Alta baulked the Bugatti quite badly, after which Abecassis set about closing up on the big Alfa. When Poore's brakes locked on momentarily Abecassis seemed to seize this opportunity of closing on the leader, only to spin the Bugatti at the hairpin; it also ran out of fuel and coasted into second place. Salvadori's Alfa-Romeo, somewhat troubled by locking brakes, as were many of the Alfas, was 3rd. We timed Poore to lap at nearly 88 m.p.h. on his 7th circuit. Mortimer had a grand run in the 1½-litre ex-Rayson four-cylinder Maserati, holding Hutchison's Alfa-Romeo until that car retired with piston trouble, when in 5th place, after 6 laps. Crossley's ex-Cormack Alta gave Harrison's Zoller E.R.A. quite a run, until the Alta retired. Mortimer then held on to Johnson's Darracq right to the end, Johnson being 4th, Mortimer 5th. We timed Mortimer on one lap at 81.09 m.p.h. and Salvadori at 84.51 m.p.h. This strikes us as a memorable drive, particularly as this old 8-valve car easily disposed of the E.R.A.s. The unsupercharged sports Darracq, too, deserves its round of praise. Watson's Alta had to



[*Photo by Guy Griffiths*

The Emeryson-Special winning its first race, with Winterbottom driving—a magnificent show



[*Photo by Guy Griffiths*

Charles Mortimer went particularly well in the ex-Rayson 1½*-litre* 4*-cylinder* 8*-valve Maserati.*

stop while a trailing piece of cowling was torn off and lapped at only about 77 m.p.h. McAlpine drove his ex-Howe Maserati steadily, gaining a place as others retired, and Rolt retired on lap 11 while running 4th. After 17 laps there were only 9 runners, Heath's "Tecnauto" E.R.A. holding 6th place ahead of Harrison's E.R.A., McAlpine and Mrs. Darbishire's Riley. The B.H.W. and the Emeryson retired after only one lap, and the Delage-engined Challenger lasted only two laps. It was an expensive race for many people, but grand in every way for the on-lookers. 1st, R. D. Poore (Alfa-Romeo); 2nd, G. Abecassis (Bugatti); 3rd, R. F. Salvadori (Alfa-Romeo). Won at 86.30 m.p.h.

Race 9. *Vintage Racing Cars. Scratch Race over* 10 *laps for the* 1908 *G.P. Itala Cup.* 21.91 *miles.*

Unfortunately, the two Amilcar Sixes of Finch and Marshall and Kramer's AC-Amilcar (ex-B.P. Special) were non-starters. Radford's grand little ex-Powys Lybbe Talbot-Darracq beat everyone on initial acceleration, and led away from Dixon's 35B Bugatti, Bear's 3-litre Bugatti, and Heal's G.P. Sunbeam. Very soon, however, Habershon, on that ever-young ex-Parnell 1926 straight-eight G.P. 1½-litre Delage, was away in front. Driving faultlessly, Habershon was never troubled, and he won easily, at 75.92 m.p.h. We clocked him to get round at 77.94 m.p.h. on his 4th lap and approximately 75 m.p.h. thereafter, when victory was certain. Fairman's Bugatti started slowly, but it came along rapidly thereafter, engaged in a duel with Dixon's Bugatti, passed that car between the corners at the end of the finishing straight, and swept on to take 2nd place. Dixon then fell out and let Marechal's "Speed Six" team Bentley thunder along in 3rd place. Note, however, that Butterworth, in a 4½-litre Bentley he had built up himself, early got on Marechal's tail and nothing the six-cylinder car could do would shake him off. After 7 laps the only other car running was Richards' Riley. The Talbot-Darracq, flame showing from its exhaust on the over-run, had gone magnificently for 5 laps, only to slow up and retire after holding second place behind the flying Delage. Those two "period" 1½-litre cars had been a grand sight, and now Dixon's Bugatti came up, followed by Fairman, only to fall very sick after 7 laps. Heal, unfortunately, never got into the first three, the old Sunbeam wickedly flooding its carburetter after 2 laps while running in 4th position. Buck had much embarrassment with locking brakes on his Bugatti. 1st, R. F. Habershon (Delage); 2nd, J. Fairman (Bugatti); 3rd, P. Marechal (Bentley). Won at 75.92 m.p.h.

Race 10. *Bentley Handicap.* 10.76 *miles.*

After two rather self-conscious-looking young men—Poore and Habershon—had been displayed to the public sitting in the back of Hodkin's D.I.S.S. Delage—as someone said, from fastest to slowest ride of the day—and then conveyed off to the Control Tower to meet Raymond Mays and their prizes, the Bentleys had a most informative race. Fairman's 4½-litre led initially from Brierley's 4½ and Lycett's 4½. Then they came round on lap 1 and Marsh's 3-litre was leading from Stout's 3-litre, with Lycett 3rd. Brierley then attempted to pass Lycett on the outside of the first corner after the Control Tower, Forrest turned to regard this rival, only to see it spin round and stall its engine! Brierley got going on the handle, but his car—a 2 seater with external pipes—lost all chance of a place. Lycett gradually wore down the 3-litres to lead and, behind, Butterworth and Marechal were engaging in a return duel, Butterworth's 4½ now ahead of the "Speed Six" by reason of 20 sec. handicap start. Indeed, the bearded driver was going splendidly, lapping at about 68½ m.p.h., and he won from Lycett, with Marechal 3rd. Unfortunately, Bolster did not start, in Bell's 8-litre. Towards the end Russell's 4½ and Merten's 4½ had a slight impact, but without unfortunate results. 1st, A. Butterworth (1929 4½); 2nd, F. Lycett (1930 4½); 3rd, P. Marechal (1930 6½). Won at 66.74 m.p.h.

Race 2 and race 7 were divided into classes, and in these events the class winners were: Unsupercharged sports cars, 751-1,100 c.c. 1st, Mrs. Whincop (Fiat); 2nd, L. Gibbs (Riley); 1,101-1,500 c.c., 1st, A. Baring (Riley); 2nd, J. Wyer (H.R.G.); 1,501-2,000 c.c., 1st, J. Rowley (Aston-Martin); 2nd, N. Bond-Williams (Aston-Martin); 3,001-5,000 c.c., 1st, L. Allard (Allard); 2nd, S/Ldr. Boothby (J.B.M.). Other classes: insufficient starters. Vintage Sports cars: 1,101-1,500 c.c., 1st, F. Morrish (Frazer-Nash); 2nd, D. Smith (Aston-Martin); 3,001-5,000 c.c., 1st, A. May (Vauxhall); 2nd, F. Lycett (Bentley). Other classes: insufficient starters.

So ended the sort of racing this country should have regularly, not merely once a year. Those locals who appeared to us to regard the home-bound stream of cars somewhat tersely should know that the R.A.F. Flood Victims Relief Fund should benefit quite appreciably from this altogether excellent day's motor-racing.

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Gerard's E.R.A. makes f.t.d. at Summer Prescott Meeting

Rodney Clarke's "3.3" G.P. Bugatti breaks Sports-Car Record.

Mrs. Darbishire (Riley) raises her own Ladies' Record

Many Class Records Broken

GERARD'S white 2-litre twin-rear-tyred E.R.A. made fastest time at the Summer Open Prescott Speed Hill-Climb. Cornering carefully, he clocked 47.35 sec. His first run occupied 48.13 sec.; his second run was a distinct improvement, and .68 sec. faster than his f.t.d. run at the June meeting, although .10 sec. slower than Sydney Allard's fastest run at the opening meeting. Allard brought the Steyr-Allard down but, the spinning wheels suddenly gripping as he neared the Bridge, the car got out of control and crashed badly. The body was somewhat damaged and the rear axle was bent. It proved impossible to fit an axle from another Allard in time, so the car was re-loaded in its van and rushed to London in an endeavour to get it repaired in time for Bouley Bay. On the previous day's practice Rowley had turned his 2-litre Bugatti end over end beyond the finish, escaping with cuts. The meeting was run in fine weather and many records fell, including the Sports Car record and Ladies' record. As usual the organisation was impeccable, but the gate seemed a trifle smaller than usual—doubtless the International Meeting on September 14th will draw a record crowd.

Newton's Meadows-H.R.G., now endowed with rather larger wings, was on form again this time, winning the unblown 1½-litre sports class at just above his old class record time, from Willis' Type 55 B.M.W. and Pitt's ex-Lester M.G. Of the blown 1½-litre sports cars, Kennington's ex-Mille Miglia M.G., its usual Brooklands exhaust system doing little to subdue it, won from Richardson's Type 51A Bugatti, with Shattock's Brooke-engined Atalanta 3rd on its first actual appearance on the hill. The M.G. set a new class record on both runs, his second run, in 51.33 sec., beating Crozier's Bugatti record by 1.74 sec.

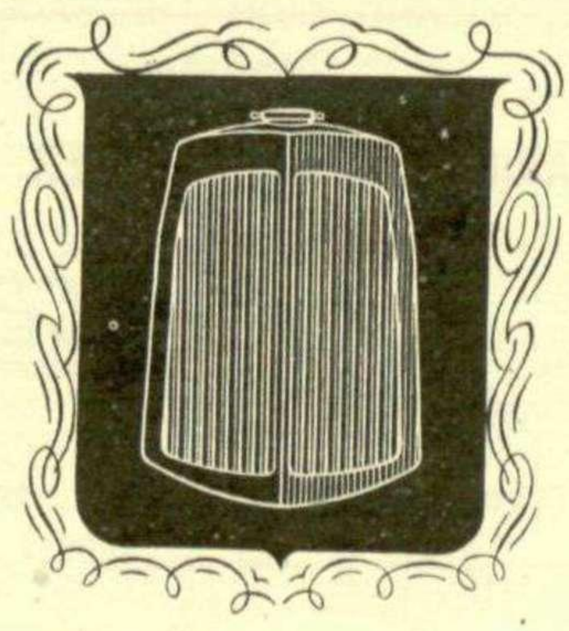
The class for 1½-3-litre normally-aspirated sports cars was a day out for Frazer-Nash-B.M.Ws. Tyrer's 328, noticeably modified, not only beat the 328s of Crook and Oscar Moore, but again beat the old class record on both its runs, the new figure being 50.81 sec., which beat Harrison's Riley record by 1.68 sec. The equivalent blown sports-car class was closely contested, Heath's 2-litre Alta finally winning from Oliver's Type 35B Bugatti and Landon's Alfa-Romeo, the last-named hampered by an almost solid clutch. What is more, Heath improved on his existing class record by .52 sec., setting it at 50.30 sec., fastest sports car to that time. Sydney Allard, in his new 8 ft. 4 in.-wheelbase sports Allard, made a gallant attempt to uphold Allard honours in the unblown over 3-litres sports-car class. On a prodigious first ascent he clocked 51.58 sec., then, arriving almost out of control, in clouds of smoke, at the first corner on his second run, he slid round. Restarting, he continued his run, to clock 62.32 sec. Leslie Johnson's Darracq proved a match for the Allard, and his driving was a model of consistency—50.55 sec. on both runs. This beat Allard's 1939 class record by .78 sec. Leslie Allard fully deserved his third place, in 51.70 sec., for he handles his Allard better on each occasion. Only Bear's "4.9" Le Mans Bugatti and Rodney Clarke's "3.3" G.P. Bugatti contested the blown over 3-litres sports car class, and Rodney drove beautifully, clocking 49.95 sec., then 49.86 sec., whereas Bear couldn't better 52.51 sec. Clarke beat his old class record by 1.37 sec. and set a new sports car record for the hill, beating Heath's Alta figure by .44 sec. and the old Alta record by .96 sec. This is a truly excellent effort, as the car now has standard Type 57C pistons, reducing its compression ratio to about 6.4 to 1, so that, when called upon to do so, it can function on "Pool" petrol.

More records fell when the 500 c.c. racing cars ran. First Strang beat Brandon's record set up last June with a run in 51.78 sec., Brandon, Cooper and Aikens all taking 53 to 54 sec., while Collins' "Lion Cub" was slower still and Lones took 52.46 sec. On their second runs the fireworks began. Brandon did 51.53 sec., but Strang improved to 50.99 sec., a substantial new record.

The 501-750 c.c. racing class saw only Symonds and Jarvis present to exercise their Austins, of which the former's was just perceptibly the quicker.

The 751-1,500 c.c. racing class was won by Major Vaughan driving the "Shelsley" Frazer-Nash single-seater with which the late A. F. P. Fane set the existing class record of 47.72 sec. On his first run, forgetting he was not in the Becke, which has a spring-loaded gear-lever, Vaughan started in 3rd speed. However, he was vastly better on his second run, in spite of a slight tail slide at the second corner, clocking 48.92 sec. Habershon brought the old straight-eight Delage up beautifully to get second place, helped largely by his brakes, as acceleration was not impressive until the revs. began to mount. Nevertheless, the Delage was .31 sec. faster than Bainbridge in Ansell's E.R.A. Leo Davenport, in Roland Motors' rough-sounding Alta, was fast, and Spollen's Triangle Special wasn't a lot slower on its first run, but momentarily missed a change of speed on its second. Mrs. Darbishire clocked 50.91 sec. in the Riley, a new ladies' record, as she improved on her June record by .27 sec. Basil Davenport's G.N. "Spider," very noisy indeed and smelling of methylated spirit, did a most inspiring 51.06 sec.

Of the 1½-2-litre racing cars, Gerard in his E.R.A., in making f.t.d., naturally won the class. Penn's ex-Dixon 2-litre unblown Riley was an astonishing second, in 49.08 sec., and S./Ldr. Gaze's 2-litre Alta was really well handled, taking 3rd place. Colin Strang tried the Penn Riley and managed 50.30 sec. and



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Heath, now using twin rear tyres on the Alta, got down to 49.69 sec. In the category for racing cars of over 2-litres capacity, McAlpine really got down to it and showed form out of keeping with his comparative inexperience, to clock a most creditable 48.36 sec. in the blue 3-litre Maserati, after a first run in 48.87 sec. This was second fastest ascent of the day. A very fine change-down before the first corner and excellent acceleration helped the Maserati on its way. Bear's newly-bodied Type 44 Bugatti was second, using twin rear wheels, while Stubberfield's Type 51 Bugatti was a close third. That ended a very pleasing day's sport. The twelve fastest drivers were :

	sec.
F. R. Gerard (1,943-c.c. E.R.A.)	47.35
K. McAlpine (2,900-c.c. Maserati)	48.36
Major C. P. Vaughan (1,496-c.c. Fane-Nash)	48.92
F. N. Penn (1,986-c.c. unblown Riley) ...	49.08
R. Habershon (1,496-c.c. Delage)	49.11
S/Ldr. F. Gaze (1,950-c.c. Alta)	49.20
G. H. Bainbridge (1,488-c.c. E.R.A.) ...	49.42
J. B. Heath (1,960-c.c. Alta)	49.69
R. E. Clarke (3,300-c.c. sports Bugatti) ...	49.86
K. W. Bear (2,992-c.c. unblown Bugatti) ...	50.10
P. J. Stubberfield (2,261-c.c. Bugatti) ...	50.14

We observed the first half of the programme from the start, and timed the majority of the cars from the moment of going over the timing contact to the Bridge. These times make interesting reading :

7.2 SECONDS
Gerard (E.R.A.).
Habershon (Delage).

7.4 SECONDS
Bainbridge (E.R.A.).
S/Ldr. Gaze (racing Alta).
Mrs. Darbishire (Riley).
B. H. Davenport (" Spider ").

7.5 SECONDS
McAlpine (Maserati).
Heath (racing Alta).
Strang (Riley).
Bear (3-litre Bugatti).

7.8 SECONDS
Aikens (Aikens 500).
Spollen (Triangle).
Norris (Norris).

8.0 SECONDS
Clarke (Bugatti).
Bear (" 4.9 " Bugatti).
Major Vaughan (Becke).

8.1 SECONDS
Brandon (Cooper 500).
Lones (" Tiger Kitten ").
Strang (Strang 500).
Blomfield (Bugatti).
Penn (Riley).

8.5 SECONDS
Buck (Bugatti).

8.6 SECONDS
Leo Davenport (Riley).
Bartlett (Mercury).
Rivers Fletcher (M.G.).
Cooper (Cooper 500).
Bond-Williams (Aston-Martin).

8.8 SECONDS
Symonds (Austin).

9.0 SECONDS
Crook (Alfa-Romeo).

9.2 SECONDS
Jarvis (Austin).

9.4 SECONDS
Major Vaughan (Fane-Nash).

9.8 SECONDS
Collins (Lones).
Lambton (Bugatti).

11 SECONDS
Shakspeare (Wellesley).

No veterans competed, alas, but Pomeroy's beautiful " Prince Henry " Vauxhall attended. Lones had renamed " Tiger Kitten " the " Lion Cub " and built himself a new " Kitten." Willis used new elektron wheels on his B.M.W., West had a pet name on the bonnet of his B.M.W. and Richardson diced in his braces, in contrast to Rivers Fletcher, who was in full garb, his beautifully-turned-out M.G. having its number properly painted on its bonnet. Sievwright's 2-litre Aston-Martin had light wings, and both Finnemore and Wykes used large-section front tyres on their Frazer-Nashes. Stoop's 328 B.M.W. once carried a Utility body, but is now a 2-seater, while Oscar Moore's car is, of course, the ex-Johnson car. Oliver's Type 35B Bugatti had a Type 57S exhaust system with four tail pipes extending from the expansion box. S./Ldr. Gaze drove a racing Alta and the ex-Heath sports 2-litre Alta and drove them well. Norris, in D.R.'s crash hat, took the Norris-Special off well, but missed a change of speed near the Bridge, Davenport's Alta smelt of " boot-polish " fuel, the Becke experienced violent judder of its stubby tail at speed, while Johnson's Darracq went home in a lorry. Shakspeare's odd engine-at-each-end Wellesley-Special is taxed, and left the line with front wheels spinning and rear carburetters flooding, while Buck had a 2-gallon fuel tin strapped to the passenger's seat of his Bugatti. The " Lion Cub " fell sick on its second run, Aikens was untidy, and they do say Brandon's fast second run was largely accomplished by going far faster than he intended into Orchard corner and getting round ! Altogether, this was one of the most enjoyable and instructive of Prescott meetings and we look forward to the remaining two this season—on August 31st (V.S.C.C.) and September 14th.

Results

SPORTS CARS UP TO 1½ LITRES, UNSUPERCHARGED : 1st, E. J. Newton (H.R.G.), 51.37 sec.; 2nd, R. C. Willis (B.M.W.), 54.36 sec.; 3rd, D. C. Pitt (M.G.), 54.95 sec.

SPORTS CARS UP TO 1½ LITRES, SUPERCHARGED : 1st, F. W. Kennington (M.G.), 51.33 sec. ; 2nd, G. H. Richardson (Bugatti), 52.30 sec.; 3rd, R. C. Shattock (Atalanta-Special), 57.74 sec.

SPORTS CARS, 1,501-3,000 C.C., UNSUPERCHARGED : 1st, G. Tyrer (B.M.W.), 50.81 sec. ; 2nd, T. A. D. Crook (B.M.W.), 52.28 sec.; 3rd, O. Moore (B.M.W.), 53.40 sec.

SPORTS CARS, 1,501-3,000 C.C., SUPERCHARGED : 1st, J. B. Heath (Alta), 50.30 sec. ; 2nd, R. M. Oliver (Bugatti), 51.32 sec.; 3rd, E. A. R. Landon (Alfa-Romeo), 51.73 sec.

SPORTS CARS OVER 3,000 C.C., UNSUPERCHARGED : 1st, L. G. Johnson (Darracq), 50.55 sec. , 2nd, S. H. Allard (Allard), 51.58 sec.; 3rd, T. L. Allard (Allard), 51.70 sec.

SPORTS CARS OVER 3,000 C.C., SUPERCHARGED : 1st, R. E. Clarke (Bugatti), 49.86 sec. ; 2nd, K. W. Bear (Bugatti), 52.51 sec. (Two runners only.)

RACING CARS UP TO 500 C.C. : 1st, C. H. Strang (Strang 500), 50.99 sec. ; 2nd, E. Brandon (Cooper 500), 51.53 sec.; 3rd, H. C. Lones (" Tiger Kitten "), 51.98 sec.

RACING CARS, 501-750 C.C. : 1st, G. H. Symonds (Austin), 55.12 sec.; 2nd, K. C. Jarvis (Austin), 55.13 sec. (Two runners only.)

RACING CARS, 751-1,500 C.C. : 1st, Major Vaughan (Fane-Nash), 48.92 sec.; 2nd, R. Habershon (Delage), 49.11 sec.; 3rd, G. H. Bainbridge (E.R.A.), 49.42 sec.

RACING CARS, 1,501-2,000 C.C. : 1st, F. R. Gerard (E.R.A.), 47.35 sec.; 2nd, F. N. Penn (Riley), 49.08 sec.; 3rd, S/Ldr. Gaze (Alta), 49.20 sec.

RACING CARS OVER 2 LITRES : 1st, K. McAlpine (Maserati), 48.36 sec.; 2nd, K. W. Bear (Bugatti), 50.10 sec.; 3rd, P. J. Stubberfield (Bugatti), 50.14 sec.

HANDICAP : 1st, F. W. Kennington (M.G.) ; 2nd, G. E. Matthews (Jaguar) ; 3rd, I. Sievwright (Aston-Martin).

TEAM CONTEST : Team No. 3 : Mrs. Darbishire, Penn, Strang (Rileys and Strang 500).

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R.A.C. CONCOURS D'ELEGANCE

The following received awards at the Concours d'Elegance held during the R.A.C. Garden Party :

W. P. Maidens (1932 10-h.p. Austin saloon) ; C. F. Widmann (Junior Car Club) (1939 1,991-c.c. A.C. drophead coupé) ; D. Monro (Junior Car Club) (1939 " 12/70 " Alvis saloon) ; D. G. Cook (1938 30-h.p. Bentley drophead coupé) ; J. H. Bartlett (Junior Car Club) (1939 20-h.p. Alfa-Romeo coupé) ; D. T. Russell (Herts County A. & A.C.) (1946 10-h.p. Hillman drophead coupé) ; W. A. Jacobs (Motor Cycling Club) (1946 14-h.p. Triumph roadster) ; F. D. Cooper (Junior Car Club) (1946 14-h.p. Rover saloon) ; K. E. O. Burgess (Bristol M.C. & L.C.C.) (1946 32-h.p. Allard open 2-seater) ; G. Lotery (1947 29-h.p. Bentley sports saloon).

RACING IN AUSTRALIA

They have a happy knack of getting down to it, down under. For instance, on Anniversary Day four races were held by the Joint Road Racing Committee at Ballarat aerodrome, by co-operation of the R.A.A.F. By using a taxi-way between two air-strips, a fine 3.2-mile circuit was obtained, with six corners that could be taken at from 30 to 90 m.p.h. Over 35,000 people spectated and in spite of an entire absence of fencing no accidents occurred. The " gate " came to over £2,500.

The first race was a 19.2-mile handicap for cars under 1½ litres. Twenty-one started, from a Fiat " Mouse " to Uffindell's blown " K3 " M.G. Eadie's " TC " M.G. won by 5 sec. from Warren's Morgan 3-wheeler, with Nind's special " TB " M.G. third. Fastest time was made by Bartlett's supercharged " TA " M.G., at 67.1 m.p.h. Next came the Wendouree Handicap, for the big stuff. Not only was Barrett's blown " 2.3 " Alfa-Romeo doing 130 m.p.h. down the long straight, but after four laps it indulged in a stirring duel with Davison's " S.S.K." Mercédès-Benz. In the end the Mercédès, a handful on the corners and slow to pick-up, fell right back, but the Alfa-Romeo was 4th, averaging 77.2 m.p.h. and doing one lap at 80.1 m.p.h. Seeliger's Mercury-Special won easily from Whitford's Ford-Special and Gullan's Ballot-Olds.

The 76.8-mile Victoria Cup Handicap was *the* event of the day. All manner of M.G.s—Q, TB, J2, TA, K3, P and TC—battled with Alfa-Romeo, American-Specials, Singer, Morgan and an " Ulster " Austin. The inevitable dirt-track car ran, using a 3-speed gearbox and 4-wheel brakes. Half the field of 24 retired and Whitford's Ford won from Bland's Ford and Edie's " TC " M.G. Barrett's Alfa-Romeo had a pit-stop and finished with only top gear available, but nevertheless did a 79 m.p.h. lap and averaged 73.7 m.p.h., against the winner's 68.6 m.p.h.

Fourteen started in the last race, the Ballarat Handicap, over 38.4 miles. Five retired, including the speedway car and a supercharged Bugatti, and Gullan's Oldsmobile-engined 5-litre Ballot won from Prowse's Riley " Imp " and Gray's Mercury-Special, the last named making the best average, at 68 m.p.h.

While all this was going on, 5,000 spectators at Marsden Park airstrip were watching some more exciting racing. The Championship Scratch Race for the big stuff drew a 3½-litre Delahaye and the Mackellar, which is a Bugatti chassis propelled by a blown Ford V8 motor. A terrific battle took place between Kleinig's Hudson-Special and Murray's Mackellar (they had a 2s. bet who would get the first corner first !) and in the end Kleinig won at 74 m.p.h. from the Delahaye and Mackellar—Kleinig also won his two bob !

A 6-lap scratch race for 1½-litre cars saw eleven M.G.s race against a 990-c.c. Morgan 3-wheeler and a 1,354-c.c. Morris-Special. McLachlan's special " TA "

Continued on page 230

Racing on the Continent

Grand Prix de l'Europe

1½-litre Alfa-Romeos 1, 2, 3 at Spa. Wimille wins at 95.28 m.p.h. and sets fastest lap at nearly 102 m.p.h.

In intense heat the 1½-litre Alfa-Romeo team dominated the G.P. de l'Europe run over 35 laps (310 miles) of the very fast 9¼-mile Francorchamps circuit near Spa. It was rumoured that before the race Pierre Wimille had done a lap at about 104 m.p.h., almost equal to Hasse's *race average* with a 6-litre Auto-Union in 1937. The little two-stage-blown Alfa-Romeos certainly dominated the race. Varzi (Alfa-Romeo) led lap 1, followed by Sommer's Maserati, Wimille, Trossi and Chiron's Maserati. Trossi came in early to have his Alfa's brakes adjusted and good old Sommer drove magnificently, keeping his single-stage Maserati up amongst the Alfas until the chassis collapsed. Chiron went out with a rod through the side of his engine. In the intense heat cars and drivers had a rough time. Cabantous lost a wheel from his Delahaye, but came to rest safely, de Graffenried's Maserati broke a piston and Kautz burst an oil-pipe. Johnson's Darracq was so grandly handled that it came up to 5th place after 24 laps only to waste much time on account of a split fuel tank, while Whitehead's B-type E.R.A. was badly sick of oiling plugs and a broken steering support. Varzi lost 9 minutes near the end over brake adjustments, and Sanesi was actually at his pits for this purpose when the race ended and was therefore not placed, to his not unnatural rage. This put the Gerard-T. C. Harrison Zoller-blown B-type E.R.A. in 4th place, after a very fine run indeed. "Bira's" B-type E.R.A. broke a valve in practice. One lap from the end Wimille let caution take a hind seat, as it were; anyway, on that round he set the fastest lap at 101.94 m.p.h. and he won after 3 h. 18 m. 28 sec. 60.000 watched the race.

Results

1ST: J. P. Wimille (Alfa-Romeo) 95.28 m.p.h.
2ND: A. Varzi (Alfa-Romeo) 89.98 m.p.h.
3RD: C. Trossi (Alfa-Romeo) 88.54 m.p.h.
4TH: F. Gerard/T. C. Harrison (E.R.A.) 84.39 m.p.h.
5TH: L. Trintignant (Delage) 83.16 m.p.h.
6TH: M. Rossier (Talbot) 79.98 m.p.h.
7TH: L. Johnson (Darracq) 78.05 m.p.h.

* * *

The Mille Miglia

• Biondetti's "2.9" unsupercharged Alfa-Romeo wins Italian 1,000 mile race. Cisitalias occupy the next three places.

Biondetti, partnered by Romano, who tuned the car, won this year's Mille Miglia in a 2.9-litre straight-eight Alfa-Romeo coupé with four Solex carburetters. In spite of losing his two lower gears on the first section between Brescia and Rome, Biondetti averaged 69.9 m.p.h. for the 1,125 miles, inclusive of five stops to look to the fuel feed. In all, 245 cars entered for the various classes. Immense enthusiasm greeted the start at Brescia. For a time Gilera's Fiat led, but at Rome Nuvolari was in the lead in a Cisitalia saloon. Known to be a sick man—alas, we have heard this of Tazio too often of late—Nuvolari nevertheless drove magnificently, but neither he, nor Carena, his co-driver, could hold off Biondetti. The long, rough course took immense toll of the big field and torrential rain did not improve matters. Taruffi's Cisitalia was out before reaching Rome, Cortese had gasket bothers and retired the new Ferrari after 265 miles, Villoresi was let down by bearing failure in the new sports Maserati, while Dusio was in trouble at Tadino, rain having played havoc with his Cisitalia's engine. Nuvolari still led after 958 miles, but beyond Asti the long straights gave the far bigger Alfa-Romeo its chance and it went ahead. The Cisitalia was further delayed some 15 minutes when Nuvolari had to change a magneto after rain-water had swamped his engine. He finished 15 min. 56 sec. behind Biondetti and was carried to an hotel for medical attention. The other team—Cisitalias driven by Bernabei and Ninetti—came in 3rd and 4th on general classification, a horde of 1,100-c.c. Fiat saloons followed them in, driven by Capelli, Della Chiesa, Ermini, Comirato and Balestreio, while in 10th place came Reynaldi's Lancia "Aprilia" saloon, which won the touring-car class at an average of nearly 61 m.p.h. Fastest along the final autostrada was Bernabei's Cisitalia, at 94.8 m.p.h. This great race was possible because the energetic Brescia A.C. was allowed to close over 1,000 miles of public road and because the Minister of Commerce allocated 20,000 gallons of 80 octane fuel and tyres *via* Pirelli, sufficient for the race.

The Rheims Meeting

As seen by Louis Klemantaski

GRAND PRIX DE LA MARNE

Usual massed start gave Kautz (1½-litre 16-valve Maserati) the lead with other Maseratis of Sommer, Villoresi and Ascari fighting it out amongst themselves. Plate's Maserati hit a tree on the first lap at La Garenne which was the only "exaggeration" in a polished race, despite many duels. Sommer and Villoresi kept changing places till Sommer started throwing treads, due to a cracked frame. At half-way Villoresi took the lead, kept it during refuelling (Kautz refilling from Jerrycans!), but later blew up. Kautz then kept lead to the end, winning at 95.8 m.p.h. Chiron, single-seater Talbot, 2nd, and Gerrard-Harrison E.R.A., 3rd, a very fine effort.

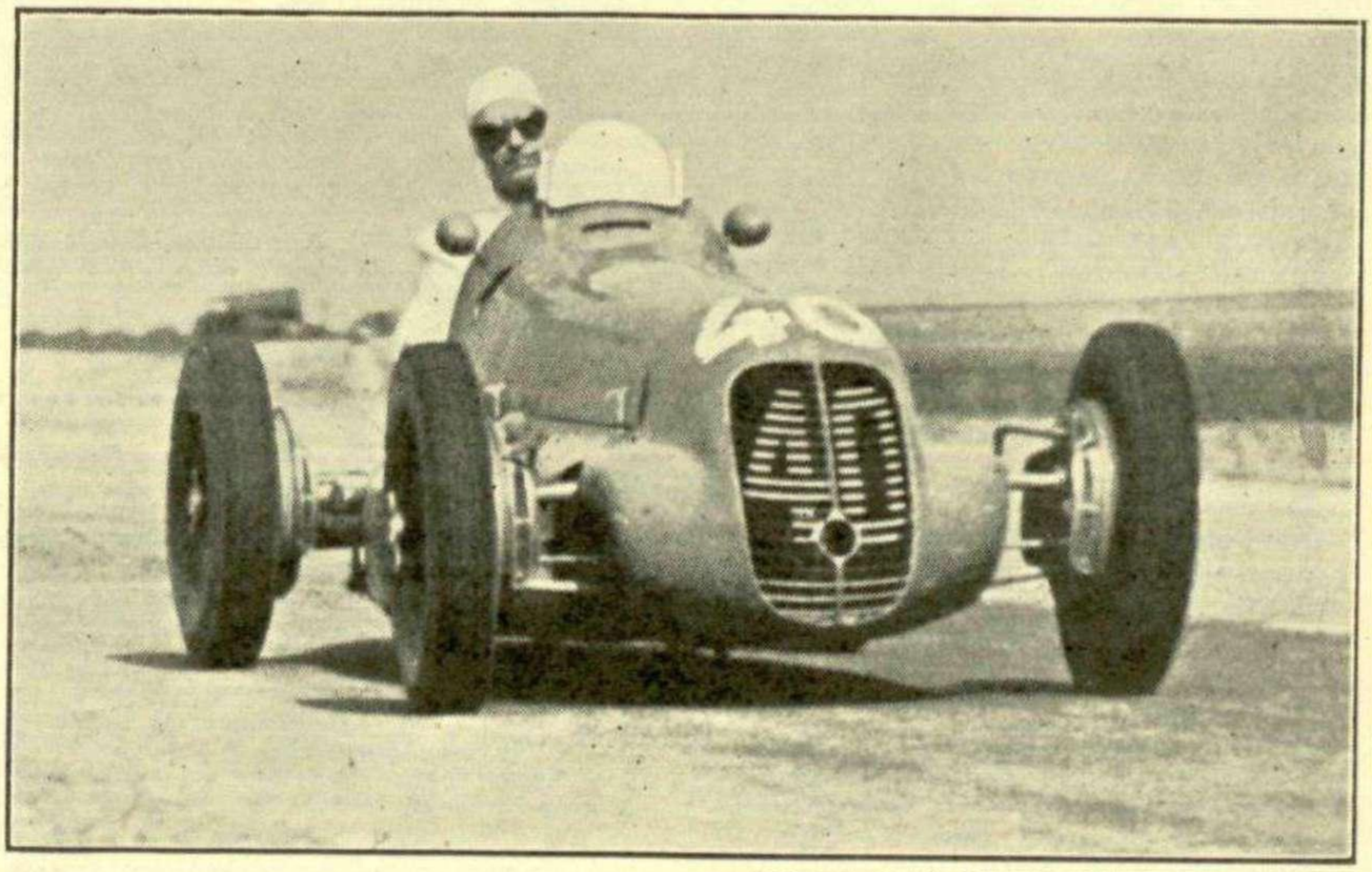
COUPE DES PETITES CYLINDREES

(Cars up to 1,100 c.c.)

The small car race was expected to provide a battle between the works single-seater Simca Fiats and a host of Cisitalias with Monkhouse (K3 M.G.), Ashmore (1,100 c.c. E.R.A.) and Metcalfe (Lagonda Rapier) as likely winners.

At the start the Simcas, of Wimille, "Bira," Scaron, leapt into the lead, Metcalfe lying fourth. Monkhouse took some time to get into his stride, then put up fastest lap at 89.21 m.p.h. and reached third place, passing Scaron. He then had a series of pit stops for oil, and dropped further and further back.

The Cisitalias, led by Manzon, could not catch up the Simcas. Metcalfe lost much time stalling at Thillois and then had supercharger and gearbox troubles. Ashmore retired. The Simcas continued in close formation till a lap before the end,



[*Photo by Louis Klemantaski A.I.B.P., A.R.P.S.*

Kautz winning the G.P. de la Marne in his 16*-valve Maserati.*

when Wimille went out with a blown gasket, " Bira " winning at 84.63 m.p.h. Scaron was 2nd, Trintignant on an older Simca 3rd, Manzon (Cisitalia) 4th, Schell (Cisitalia) 5th and Monkhouse 6th.

* * *

GRAND PRIX d'ALBI

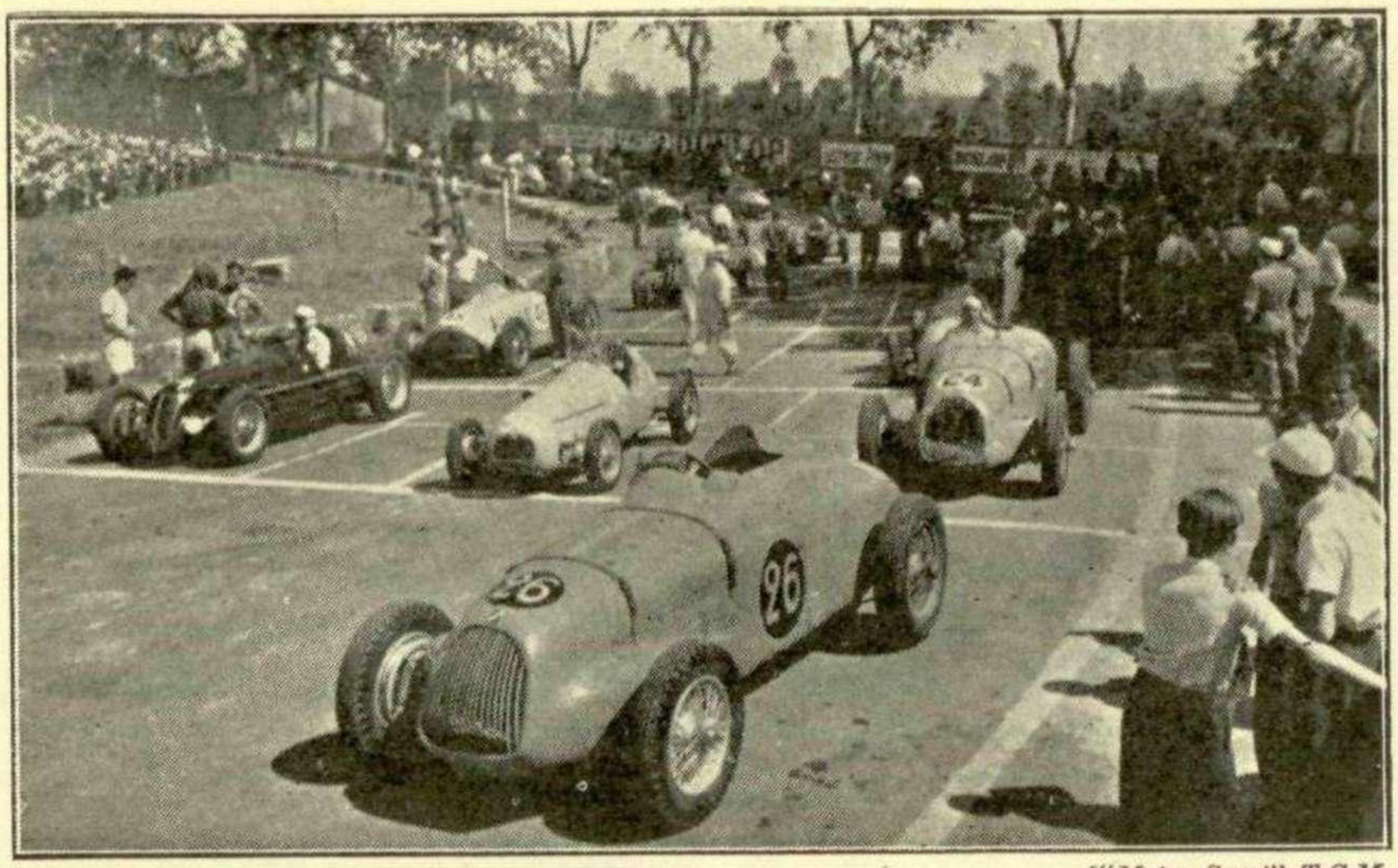
Rozier (Talbot) wins from Sommer's Simca-Fiat. No English Finishers.

Specially reported for " Motor Sport " by T. G. Moore.

If the 1947 Grand Prix d'Albi had been run in England it might well have gone down in motor-racing history as the " Bookies' Delight." Every one of the eight supercharged cars fell by the wayside, and a further surprise was Sommer's success on a Gordini-modified Simca Fiat against cars of three times its capacity, though this was less surprising after Bira's success at Rheims.

Of the English drivers, Brooke (E.R.A.) retired at half-distance after a stirring performance, Connell dropped out through *force majeure* (a wasp stung him three times just as he was passing a stationary car), while Parnell and Fred Ashmore found their plans upset by the failure of the E Type E.R.A. at Rheims, which necessitated sending home for the Maserati at the last minute.

Fastest practice times had been put up by Louveau (Maserati) at 90.89 m.p.h., Wimille (Simca) and Scarron-Mouche (Talbot). Brooke was the fastest English driver. There were in all 24 starters, Levegh, Raph, Connell, Villoresi, Louveau, and Parnell (16-valve Maseratis), F. Ashmore and Brooke (E.R.A. A and B types), Achard (12-cyl. Delahaye), Pozzi and Chaboud (6-cyl. Delahaye), Scarron-Mouche and Rozier (Talbot), a strong Simca team consisting of Wimille, Sommer, Trintignant and Prince Igor, six Cisitalias, the Darl-Mat (alias Peugeot) of de Cortanze and Veyron, and Bonnet's D.B., a much-modified two-litre Citroen which went surprisingly well.



["*Motor Sport*" T.G.M.

Before the start. Rozier's Talbot out in front, and Louveau's Maserati, Wimille's Simca and Scaron's Talbot in the front row, with Chaboud's Delahaye behind the Maserati.

The Circuit des Planques is a triangular course with a lap distance of 5.52 miles, and has a twisty leg leading up to the village of St. Juery, a fast but narrow tree-lined straight leading down to the right-angle corner at Mon Plaisir, thence back to the pits, which are placed on a short connecting road cutting off the third angle of the triangle. Altogether quite a tricky circuit.

The car race was due to start at 2.45, and the sun was blazing down from a cloudless sky, making steering wheels and seat cushions too hot to touch. The crowds of spectators round the course, heads protected with the usual newspapers and paper hats, had already witnessed two motor-cycle races, which were won by British riders, the 500 c.c. by Anderson (Norton) at 83.45 m.p.h. and the 350 c.c. by Thomas (Velocette). After a further side-car event the racing cars were brought out to the starting grid at the beginning of the stands, and lined up in groups of threes, with Louveau, Wimille and Mouche in the front row, Chaboud, Trintignant and Brooke in the second, the other English drivers, being well to the rear. The drivers grouped round the starter for last minute instructions, then the order " start your engines," and further conversation became impossible.

The start was terrific, with twenty-odd cars roaring off in a solid mass past the stands. Wimille had beaten the starter and was first round the far corner of the pits, but soon from Mon Plaisir came the news that Brooke (E.R.A.) was in the lead. Past the pits he came with a hundred-yard lead from Wimille (Simca) then Trintignant (Simca), Rozier (Talbot), Chaboud (Delahaye), Parnell (Maserati) and Mouche (Talbot) and half-a-dozen other cars, with half-lengths separating them.

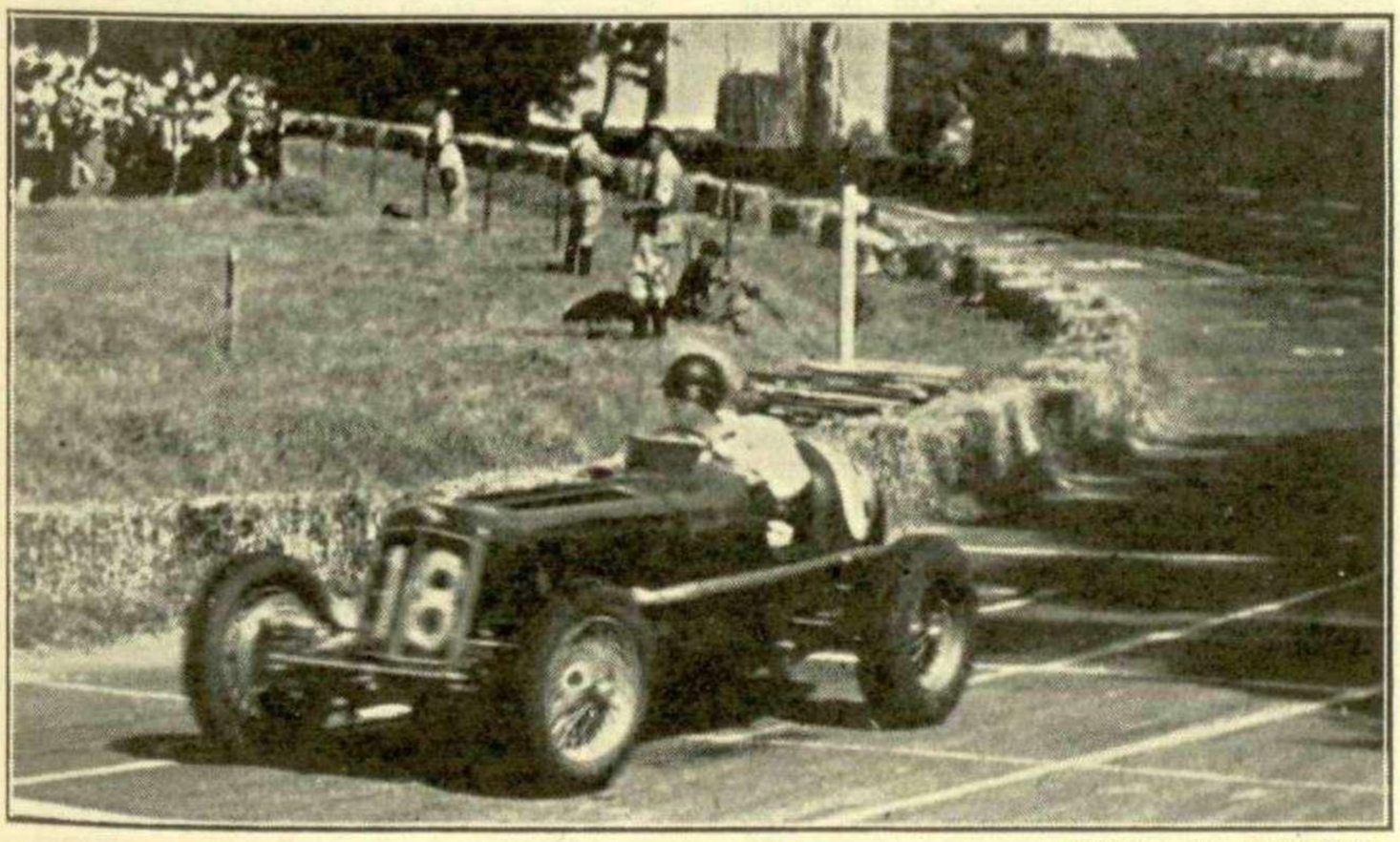
On the second lap Brooke retained his lead, a good sight after the poor showing of British cars at Rheims. He was followed in close formation by Parnell, Villoresi (Maserati), Wimille, Trintignant, Chaboud, Rozier and Levegh. Ashmore pulled into the pits and retired immediately with overheating. Parnell came in as well, and mechanics worked on the engine, but then he in his turn retired, trouble probably a tight piston.

Villoresi was trying all he knew and on the fourth lap passed into the lead. Press information of times and speeds was non-existent, but the position at the end of the fourth lap was as follows:

1. Villoresi (Maserati 1,500-c.c., S.), 7½ sec. lead.
2. Brooke (E.R.A. 1,500-c.c., S.).
3. Levegh (Maserati).
4. Chaboud (Delahaye 3,600-c.c., U/S.).
5. Rozier (Talbot 4-litre U/S.).
6. Wimille (Simca-Gordini 1,090-c.c. U/S.).

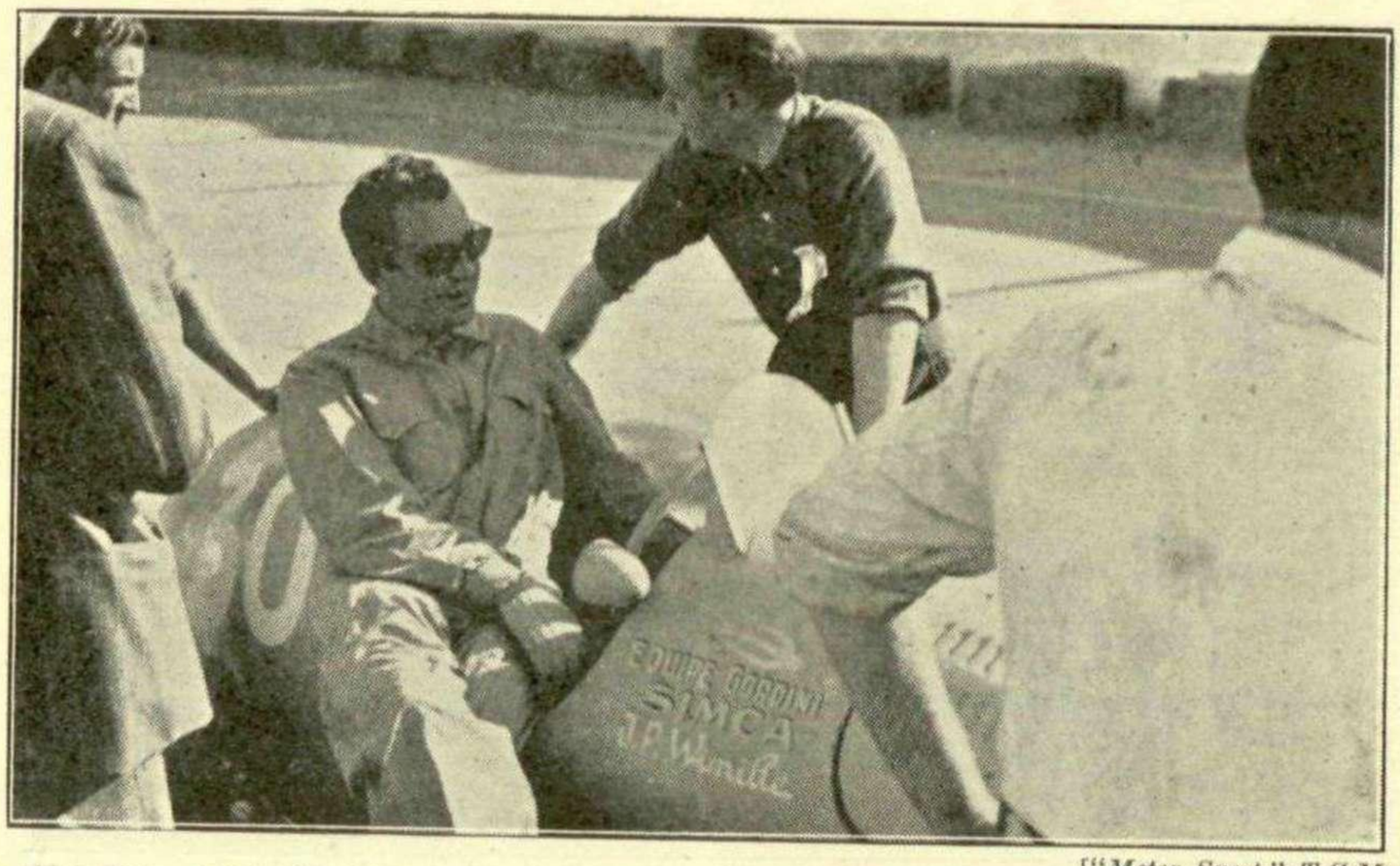
There was a stir at the stands as Schell (Cisitalia), son of the late Lauri Schell, passed the Darl-Mat within inches of the hay-bales, and then when Prince Igor (Simca) spun round at the far end of the pits right in the path of a bunch of cars. He repeated this Russian Ballet performance a few laps later out on the course.

Meantime Villoresi was cracking on all he knew, and on his seventh round



["*Motor Sport*," T.G.M.

Brooke's E.R.A. cornering at speed.



["Motor Sport," T.G.M.

Jean Pierre Wimille in his Simca-Gordini. The following week-end he was second at Nice in this car

NICE ROUND-THE-HOUSES RACE

Villoresi Wins. Wimille second in Simca and F. Ashmore third in his B-type E.R.A.

A T. G. Moore Report.

"Round the Houses" races are usually exciting, and the one staged this year at Nice was no exception. Sommer led the field for 23 laps, always hotly pursued by Villoresi, who then took the lead. Chiron (Talbot) maintained a spirited fight with Ascari until the Talbot packed up, while all the time coming steadily through the field was Wimille on the little unblown Simca-Gordini.

Ashmore and Parnell showed themselves well capable of taking their places in any Continental races, and Ashmore did well to finish third on a twelve-year-old car.

Racing at a temperature of 85 degrees is a big strain on man and car, and there were only eight finishers out of a field of 19. Many cars suffered from overheating, and the pits were kept busy in the early stages. The unblown cars found the fuel not to their liking, and several cars caught fire.

Villoresi was firmly established in the final stages. Wimille used all his powers of driving, aided by the perfect handling and reliability of the little Simca, to maintain his second place, and Ashmore drove with his head throughout and successfully fended off Ascari's Maserati.

The course was the one used last year, up and down the twin-track, tree-lined Promenade des Anglais, with a deviation round the Gardens. This year the race was stepped up from 65 to 100 laps, making a distance of 199.76 miles, with two hairpins and four other corners per lap. Gaily painted hotels and restaurants with striped awnings on one side, and the Mediterranean, looking as blue as in the picture post-cards, not to speak of lines of great date palms and tropical shrubs and flowers, make the Nice circuit quite unlike anywhere else in Europe.

There were in all 19 starters. *Maserati :* Evans-Connell, Parnell, Villoresi, Ascari, Plate, De Graffenried, Meyer, Raph, Louveau, Sommer and Levegh. Sommer had the only two-blower car, and this arrived direct from Italy a few minutes before the start. *E.R.A. :* F. Ashmore and Brooke. At the last minute Brooke fitted Parnell's spare 1,100-c.c. engine, as his 1½-litre had broken its crankshaft at Albi. The mixture was too rich, but there was no time to correct this. *Talbot :* Rosier, Chiron, and Giraud. *Delahaye :* Chaboud and Pozzi. *Simca-Gordini :* Wimille.

Excitement was intense as zero hour approached. The stands were well filled, but many more people were watching from the balconies and roof-tops of the many hotels which overlook the course. The heat was scorching even at 4 p.m., and drivers had the sun in their eyes on the fastest straight on the course.

Cars were marshalled in rows of threes and twos according to their practice times, the starting grid being a hundred yards behind the finishing line. Villoresi, put up the fastest lap of the day at 96.6 m.p.h. Mays' record lap of 99.5 m.p.h. in 1937 still stands, incidentally.

Levegh was now coming up strongly and passed Brooke on the eighth lap. Wimille lost time by turning round on Mon Plaisir corner. Connell (Maserati) was worried by sounds from his back-axle, but went on after a short pit-stop.

Heat and high speeds were taking toll of the cars, though the first three leading cars remained the same at the end of the 15th lap.

1. Villoresi (Maserati), 53 min. 16.8 sec., speed 93.5 m.p.h.
2. Levegh (Maserati), 55 min. 10.8 sec.
3. Brooke (E.R.A.), 55 min. 34.4 sec.
4. Chaboud (Delahaye), 55 min. 40 sec.
5. Sommer (Simca), 56 min. 46 sec.
6. Rozier (Talbot), 56 min. 57 sec.

Villoresi's engine had been missing a little for the last two laps, then the loud-speakers announced that he had stopped on the course with a dry tank, having failed to come in for refuelling. Brooke came in on his 20th and 21st laps and retired with low oil-pressure. Connell had stalled his engine somewhere round the course when passing a stationary car, and was unable to effect a push start, a great disappointment, as his car was still going well. Wimille had also dropped out, his engine showing an oil temperature of 250 deg. F. !

Achard (Delahaye) was at this moment taking the corner leading past the stands, when suddenly one of the rear wheels flew off, leapt the protecting wall in front of the stands and landed in the front row of the spectators, unhappily injuring two of them, one seriously.

At twenty laps, seven out of the 24 starters had retired, and Levegh's car, which was still in the lead, was the only supercharged car on the road. The position was then as follows :

1. Levegh (Maserati), 1 hr. 13 min. 31.7 sec. (91 m.p.h.).
2. Sommer (Simca), 1 hr. 15 min. 17 sec.
3. Chaboud (Delahaye), 1 hr. 15 min. 17.8 sec.
4. Rozier (Talbot), 1 hr. 15 min. 33 sec.
5. Pozzi (Delahaye), 1 hr. 16 min. 27 sec.

Sommer's performance in holding second place on an unblown 1,100 c.c. car against such opposition was nothing short of marvellous, and after refuelling at the 20th lap he went off as well as ever, taking the corners at a speed just short of sliding point.

Levegh was still in the lead at the 30th lap, but had slowed somewhat. Rozier on the Talbot had overhauled Chaboud and Sommer had dropped back to 4th place owing to his pit-stop. Loyer, the well-known motor-cycling ace, had now come into sixth place with his Cisitalia.

Twice again Levegh came round in the lead, then on the next lap swung into the pits, his engine giving out a very woolly sound. Mechanics changed a plug and he went off in a cloud of smoke, only to retire on the following lap with valve trouble. With the last supercharged car out of the race the lead passed to Rozier. Order at 35 laps :

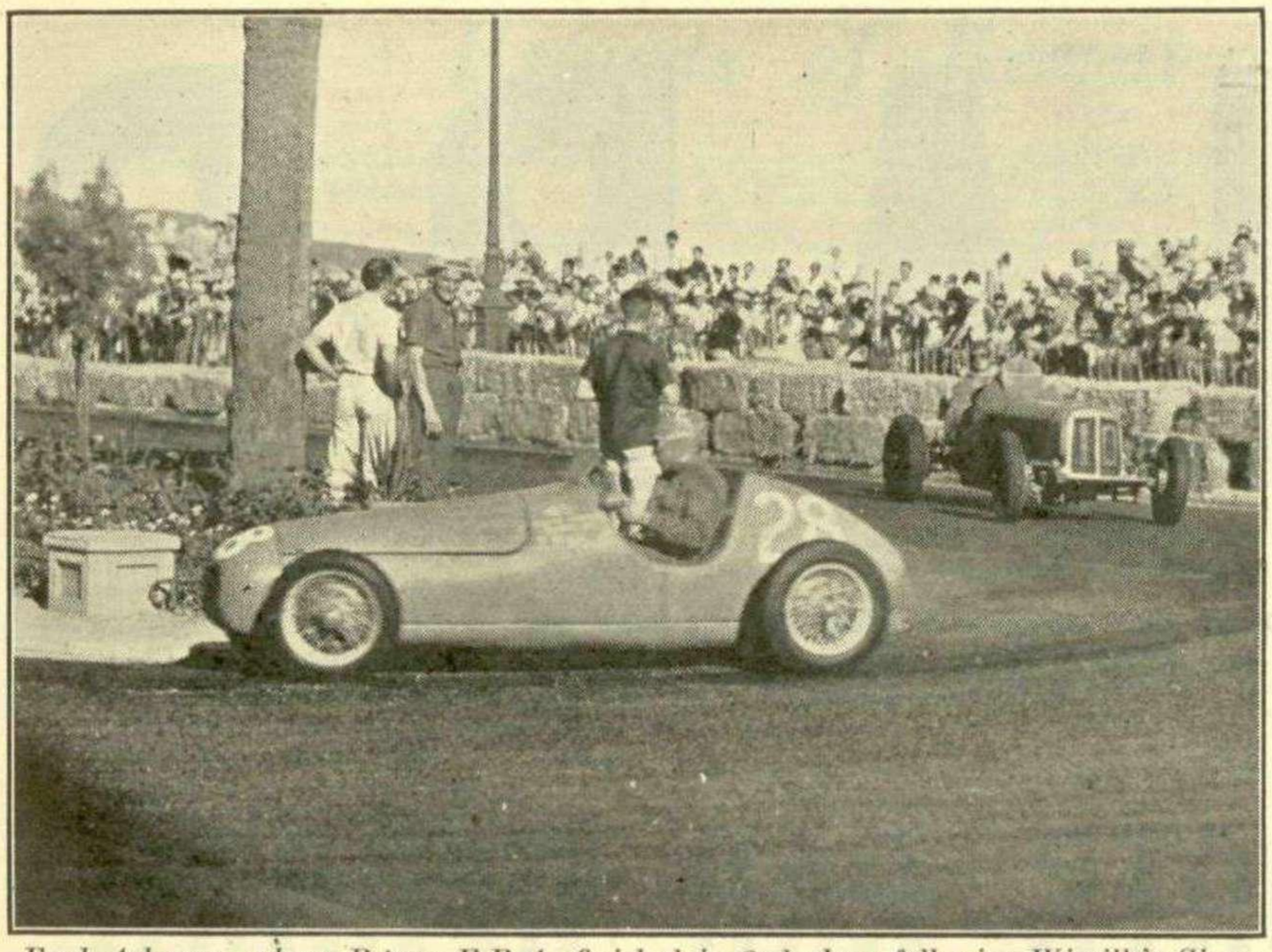
1. Rozier (Talbot), 2 hr. 10 min. 35.4 sec. (89.1 m.p.h.).
2. Chaboud (Delahaye), 2 hr. 11 min. 55 sec.
3. Sommer (Simca), 2 hr. 12 min. 39.3 sec.

Sommer was not content to lie third even to Chaboud's 3.6-litre car and continued flat out in pursuit. On his 36th lap he clocked 3 min. 46.4 sec. (88 m.p.h.), but eased up slightly when he found he could not make up the necessary time interval.

Rozier had driven a fast and faultless race and was loudly cheered as he crossed the finishing line. Then came a final moment of suspense. There was no sign of Chaboud on the Delahaye. His driving had seemed a little below standard to-day, being possibly affected by the heat. News then came that he had got into a slide on his final lap and had turned the car over, but had fortunately escaped without injury. Sommer thus achieved a well-deserved second place.

Results

1. Rozier (Talbot 4-litre, U/S.), 2 hr. 29 min. 48.7 sec. (speed, 88.6 m.p.h.).
2. Sommer (Simca-Gordini 1,090-c.c., U/S.), 2 hr. 31 min. 50.9 sec.
3. Pozzi (Delahaye 3.6-litre, U/S.), 2 hr. 31 min. 39.7 sec. (1 lap behind).
4. Loyer (Cisitalia 1,100-c.c.) (2 laps behind).
5. Minetti (Cisitalia 1,100-c.c.) (4 laps behind).
6. Scarron-Mouche (Talbot 4-litre) (5 laps behind).
7. De Cortanze-Veyron (Darl-Mat Peugeot 1,900-c.c.) (5 laps behind).



Fred Ashmore, whose B-type E.R.A. finished in 3rd place, following Wimille's Simca into a corner at Nice.

Sommer and Ascari, Plate and Chiron, and Ashmore, Raph and Parnell occupied the first three rows. Down went the flag to a perfect start, and Sommer was away like a flash in the lead, going very fast as he passed the stands, with Villoresi and Plate in hot pursuit, the other cars bunched up but sorting themselves out at the corners. First lap leaders were Sommer, Villoresi, Ascari, de Graffenried, Chiron, Wimille, Ashmore.

Sommer continued to pull ahead of Villoresi and had a 6-second lead at the end of the 4th lap. With cars roaring past the stands a few feet away and travelling at 120 m.p.h., it was difficult to get the numbers, but the order worked out to be Sommer, Villoresi, Ascari, de Graffenried, Chiron, Raph and Levegh. Giraud's Talbot was already showing signs of distress. De Graffenried and Meyer, the two Swiss drivers, were also in trouble and came in the following lap. Kenneth Evans came in slowly with his Maserati and retired, with gearbox trouble.

Order at the 10th Lap

1. Sommer (Maserati 1,500-c.c., S.), 17 min. 39 sec. (speed, 67.84 m.p.h.).
2. Villoresi (Maserati 1,500-c.c., S.), 17 min. 49.4 sec.
3. Ascari (Maserati 1,500-c.c., S.), 18 min. 27.6 sec.
4. Chiron (Talbot 4.5-litre, U/S.), 18 min. 43.5 sec.
5. Raph (Maserati 1,500-c.c., S.), 18 min. 55.4 sec.
6. Levegh (Maserati 1,500-c.c., S.), 19 min. 4.7 sec.

Raph was in now, taking on water and fuel. Sommer was going as strongly as ever and had lapped Chiron. On his 18th lap he equalled Nuvolari's record lap, set up in 1934, of 1 min. 44 sec. (69.14 m.p.h.). He stopped to refuel on his 23rd lap, which allowed Villoresi, who had also made a quick stop, to take the lead. Sommer's great effort seemed to have done something to his engine. He was delayed at the pits for five minutes, and then stopped again farther round the course. Later the car caught fire and he retired. Chaboud spun round at the Massena hairpin, then his car too caught fire. De Graffenried retired with big-end trouble, and Louveau was frequently in at the pits. The pace had been a hot one and there were only 11 cars on the course.

Order at the 30th Lap.

1. Villoresi (Maserati), 53 min. 51 sec. (speed, 66.76 m.p.h.).
2. Ascari (Maserati), 55 min. 39 sec.
3. Chiron (Talbot), 56 min.
4. Levegh (Maserati), 56 min. 7 sec.
5. Parnell (Maserati), 56 min. 32 sec.
6. Wimille (Simca-Fiat), 57 min. 31.7 sec.
7. Ashmore (E.R.A.), 57 min. 36.5 sec.

English drivers had now come well into the picture. Parnell and Ashmore were making fast and steady runs. Brooke's hastily prepared 1,100-c.c. car seemed only to be running on four or five cylinders, but he was plugging on nevertheless. Wimille's Simca-Gordini obviously had not the speed of the Maseratis, but the engine ran perfectly and he was very neat on the corners. The same applied to Chiron, still as immaculate as ever and wearing the familiar spotted pink scarf. He was gaining steadily on Ascari, son of the famous Alfa driver, but when only 12 seconds behind trouble set in, and on the 38th lap he came slowly into the pits. After feverish work by his mechanics he was forced to retire with a blown gasket.

Raph turned round at the end of the Promenade and was unable to restart, and Levegh gave up shortly afterwards with a burnt-out piston. Half-distance was now approaching, with Villoresi and Ascari in the lead, Parnell third and Ashmore fourth, next behind them the redoubtable Wimille. The supercharged cars would soon have to refuel, and much would depend on the time taken for pit-stops.

Villoresi was the first to come in. A mechanic had an electric starter ready on the track, the fuel was forced in under pressure, a touch of the starter, and away he went again after 52 seconds. Ascari's stop was even neater and took only 46 seconds. Parnell followed. His crew filled his tank from churns, and his electric starter refused to engage in the starting-handle dogs, so the handle had to be used. This meant a further delay, making a total time of 1 min. 30 sec. Ashmore was in just afterwards and filled up with oil as well. His car was reluctant to start on the handle, and the stop lost him 1 min. 47 sec. Wimille meantime had gone through non-stop, and had gained third position, with a lead of 33 seconds on Parnell.

Order at the 50th Lap.

1. Villoresi (Maserati), 1 hr. 31 min. 20.6 sec. (speed, 65.6 m.p.h.).
2. Ascari (Maserati), 1 hr. 34 min. 7.9 sec.
3. Wimille (Simca-Gordini), 1 hr. 35 min. 40.8 sec.
4. Parnell (Maserati), 1 hr. 35 min. 54.1 sec.
5. Ashmore (E.R.A.), 1 hr. 37 min. 20.5 sec.
6. Rosier (Talbot).

Chaboud's Delahaye was now reported on fire, as Sommer's Maserati had been earlier on. He soon got restarted again and hurled out an empty fire extinguisher as he passed the pits. Drivers who had retired were now brought to the microphone and blamed the fuel for most of the engine troubles which had occurred. The hot weather, of course, further increased overheating troubles.

Villoresi had a lead of nearly four minutes at 60 laps. His engine faltered shortly afterwards and he made a quick pit-stop, changing a plug in 52 seconds, and going off again as strongly as ever. Ascari was still holding second place, but Wimille was pressing him strongly, only 68 seconds behind. Rosier had a 15-minute stop, Chaboud was on fire again, and there were only 10 cars still running.

At the 68th lap, after a splendid drive, Parnell was forced to retire with gearbox trouble. Ashmore was still running steadily, now in fourth place, and Brooke, whose car was still running on five cylinders, had driven on firmly into 7th place, despite one nasty moment at one of the hairpins.

Ascari's car then started to mis-fire. Wimille pulled up level with him, Ascari repassed, and the duel went on for over a lap. Wimille finally established a lead of four seconds on the 80th lap. Ascari came in, his mechanics changed a plug, filled up with water and made other adjustments. He restarted at full speed, but had lost 3½ minutes at the pits.

The closing stages saw Villoresi firmly in the lead, Ashmore, who had now mounted to third position, chasing after Wimille, and Ascari in hot pursuit of Ashmore, who was less than a minute ahead. The final position did not change however, and Villoresi crossed the line for the second year in succession as winner of the Grand Prix de Nice.

Results

1. Villoresi (Maserati 1,500-c.c., S.), 3 hr. 7 min. 7 sec. (speed, 64.045 m.p.h.).
2. Wimille (Simca-Gordini 1,100-c.c., U/S.), 3 hr. 7 min. 16.7 sec. (at 98 laps).
3. F. Ashmore (E.R.A. 1,500-c.c., S.), 3 hr. 9 min. 28.7 sec. (at 98 laps).
4. Ascari (Maserati), 97 laps.
5. Pozzi (3.8-litre Delahaye), 95 laps.
6. Rosier (4.5-litre Talbot), 93 laps.
7. Brooke (E.R.A. 1,100-c.c., S.), 84 laps.
8. Chaboud (Delahaye), 67 laps.

TIGHT FIT!

This issue of MOTOR SPORT contains reports of so many topical events that, much to our regret, "Sideslips" and many Readers' Letters are unavoidably held over.

ALLARD

ESTABLISHES

NEW SPORTS-CAR RECORD AT MALOJA

On Sunday, 6th July, Mr. A. Godfrey Imhof, driving his privately-owned ALLARD, fitted with a Marshall-Nordec supercharger installation, made fastest sports-car time at Maloja Hill Climb and established a new sports-car record. This, again, confirms that, because the Allard is designed by experienced and successful competition enthusiasts, it is the best car to buy for sporting events and high-speed touring.

No other car in the world combines to the same degree the Allard's vivid acceleration, superb roadholding, powerful braking, modern appearance, unfailing reliability with world-wide service for its Ford engine and gearbox.

ALLARD MOTOR CO., LTD., 24-28, High Street, Clapham, London, S.W.4. *Macaulay* 2431

Reports of Recent Events

N.W. LONDON M.C. LAWRENCE CUP TRIAL

Those who expected this oft-postponed event to flop because of summer conditions got the surprise of their lives at Bagshot Heath on the day selected. Torrential rain fell much of the time and between sections Potter's passenger wisely erected her umbrella above the Allard. Red Roads wasn't too difficult, but failed some of the smaller cars. Len Parker used the lowest tyre pressures we have ever seen. Ken Wharton once again carried the day with his astonishingly-effective Ford Ten-engined Austin Seven Special.

Results

LAWRENCE CUP: K. Wharton (1,081-c.c. Wharton).
RIPLEY CUP: K. E. O. Burgess (4,000-c.c. Allard, S). Runner up, L. Parker (4,000-c.c. Allard).
TEAM PRIZE: K. Wharton, G. W. Best (939-c.c. M.G., S.) and L. Parker.
FIRST-CLASS AWARDS: L. Parker, G. W. Best and J. H. Appleton (4,000-c.c. Allard, S.).
SECOND-CLASS AWARDS: D. S. Wood-Dow (1,074-c.c. H.R.G.), D. W. Price (3,922-c.c. Price Special) and M. Wick (3,917-c.c. Allard).
THIRD-CLASS AWARDS: V. S. A. Biggs (1,496-c.c. H.R.G.) and S. Tett (939-c.c. M.G., S.).

ANGOULEME RACE

Martin's "328" B.M.W. won at 41.1 m.p.h. from Manzon's Cisitalia and Sommer's Cisitalia. Manzon set the fastest lap, at 41.11 m.p.h. In the heats, Manzon won the first. Oscar Moore (B.M.W.) was 7th in the final in spite of trouble, but Ian Connell's M.G., after going very well, retired with a split fuel tank.

An Allard wins J.C.C. EASTBOURNE RALLY

The Junior Car Club received an excellent entry for its Eastbourne Rally—Eastbourne is truly motor-conscious—which spread over two days, the Saturday devoted to driving tests, the Sunday to a Concours, with social jollifications in between. A combined stop and restart and sprint test up a long hill outside the town saw Burgess make best time in his well-known Allard. In the Quick-Starting Test notable "step-offs" were those of John Whalley's Ford "Prefect," neat in its white finish, and C. M. Anthony's "4/4" Morgan. Robins was very expert with his "Aerodynamic" H.R.G. in the Parking Test, while Anthony scored best time in the wiggle-woggle. Burgess (Allard) took the trophy for best performance in the entire rally and the winners of the other awards are shown below. In the Concours, the class winners were W. M. Couper's Mk. VI Bentley with Young coachwork, R. James (Riley), Russell (Hillman Minx), Miss Schwedler (Alvis), Sabey ("V12" Lagonda), Tyzack (Mercédès Benz) and Maidens (Austin Ten). The last-named won the pre-1934 prize, in which class was Abbott's Mercédès, which, we believe, ran at Brooklands thirty-seven or so years ago.

Results

FIRST-CLASS AWARDS: E. E. Warne (Standard), T. E. R. Hazeldine (Sunbeam-Talbot), A. E. Baker (M.G.), A. C. Westwood (Fiat), P. St. V. Tabberner (Morgan), C. M. Anthony (Morgan), A. S. Lusty (M.G.), I. G. Rutter (M.G.), R. E. Hazeldine (M.G.), G. R. B. Clarke (M.G.), B. N. Wilmott (Triumph), E. Ainsworth (Triumph), G. H. Robins (H.R.G.), V. S. A. Biggs (H.R.G.), R. P. F. Smallwood (Riley), Mrs. K. M. Hague (Riley), D. Maclean (Frazer-Nash-B.M.W.), L. M. Maynard (A.C.), Miss I. C. Schwedler (Alvis), N. Garrad (Sunbeam-Talbot), G. E. Mathews (Jaguar), I. Appleyard (Jaguar), G. D. Parker (Jaguette Special), D. Parker (SS), W. A. L. Cook (Bentley), L. Potter (Allard), K. E. O. Burgess (Allard), J. H. Appleton (Allard), C. Sabey, Junr. (Lagonda), J. R. Lines (Ford), S. C. Moss (Frazer-Nash-B.M.W.), I. S. Warbey (Talbot).
STANDARD AWARDS: W. A. L. Marsh (Ford Special), S. G. Summerfield (Ford), L. C. Green (Ford), R. Richards (H.R.G.), R. C. Foster (M.G.), D. T. Russell (Hillman), S. N. Rowley (Riley), T. H. Windle (Riley), S. Black (M.G.), Miss P. M. Lambert (M.G.), J. C. Girardot (M.G.), Major G. D. Cole (M.G.), M. Diamond (Triumph), Mrs. D. Mitchell (H.R.G.), R. A. Wolf (Vauxhall), F. G. H. Minter (Riley), G. F. Widman (A.C.), F. D. Cooper (Rover), J. B. Stone (Lancia), P. A. Thornton (Standard), A. O. G. Connor (British Salmson), C. Mann (Jaguar), J. C. Rockman (Jaguar), E. D. Dent (SS Jaguar), W. M. Couper (Bentley), J. L. W. M. Allison (Lancia), D. Monroe (Invicta), P. Hall (Lagonda), R. C. J. Hardy (Wolseley), S. P. Tyzack (Mercédes-Benz).
BEST TIMES IN TESTS: TEST I (stop and restart on hill): J. H. Appleton (4-litre Allard) 15.8 secs.
TEST II (timed run): D. Parker (SS 100) 29 secs.
TEST III (quick-starting test): S. C. Moss (Frazer-Nash-B.M.W. Type 328) 12.8 secs.
TEST IV (bay-parking test): D. Parker (SS 100) 16 secs.
TEST V ("wiggle-woggle" between barriers): C. M. Anthony (Morgan 4/4) 18.4 secs.
THE FOLLOWING DRIVERS LOST NO MARKS: E. E. Warne (Standard), T. E. R. Hazeldine (Sunbeam-Talbot), C. M. Anthony (Morgan), E. Ainsworth (Triumph), V. S. A. Biggs (H.R.G.), Mrs. K. M. Hague (Riley), K. E. O. Burgess (Allard).

CHESTER M.C. SPEED TRIAL

On the same day as the last Shelsley-Walsh meeting the Chester M.C. held a closed speed trial along an excellent half-mile course at Queensferry, running the cars in pairs. F.t.d. was made by Tyrer's sports B.M.W. in 28.4 sec. and the class winners were Wright (Austin Seven), Gee (Riley) and Tyrer.

S.S.C.C. BO'NESS CLUB HILL CLIMB

In this event Chassels' Frazer-Nash made f.t.d. in 41.9 sec., the runner up being Thorne's blown 1,088 c.c. Alexander-Special, in 43.6 sec.

Results

750 TO 1,100 C.C. UNSUPERCHARGED AND NOT EXCEEDING 750 C.C. SUPERCHARGED: J. Brown (972 c.c. Singer) 48.6 sec.
1,101 TO 1,500 C.C. UNSUPERCHARGED AND 751 TO 1,100 C.C. SUPERCHARGED: M. R. Chassels (1,496 c.c. Frazer Nash) 41.9 sec.
1,501 TO 3,000 UNSUPERCHARGED AND 1,101 TO 1,500 C.C. SUPERCHARGED: F. S. Mort (1,250 c.c. M.G.) 47.7 sec.
OVER 3,000 C.C. UNSUPERCHARGED AND 1,501 TO 3,000 C.C. SUPERCHARGED: N. A. Bean (3,845 c.c. Jaguar) 45.3 sec.
OVER 3,000 C.C. SUPERCHARGED: W. R. L. Thorne (3,622 c.c. Alexander Special) 46.1 sec.

MIDDLESBOROUGH & D.M.C. SAND RACES

Quite like old times; sand racing took place on Redcar Sands on July 12th. Proceedings opened with the traditional straight-mile races. The 1½-litre race was won by Reynolds' blown 747-c.c. M.G. from Lafone's blown M.G. of this size, with Hewitson's Riley Nine 3rd. The up-to-2½-litres race saw Tyrer's B.M.W. win by 300 yards from Reynolds' M.G. and the aforementioned Riley. The B.M.W. averaged 71.42 m.p.h. The sprint for cars up to 5 litres resulted in another victory for the B.M.W., with the placings as before. A 20-mile Handicap followed, in which a Ford Eight "Special" driven by T. Johnson led for 15 miles, when Melly's Riley "Sprite" went ahead to win. Before the finish Johnson was also caught and passed by Hewitson, now driving a 3½-litre Jaguar, and they finished in that order.

MALOJA HILL CLIMB

Hurzeler's 1½-litre Maserati scored f.t.d. at the classic St. Moritz speed event, in 8 m. 27.2 sec. The Maseratis of Mayer and Ruggeri were runners-up in the class for racing cars up to 1½ litres and both were faster than Vanini's 2-litre Maserati which won the big racing-car class. The sports-car classes were as interesting as any and produced a sweeping British victory, for A. G. Imhof's blown 3.6-litre Allard made fastest time of them all, in 8 m. 57.2 sec., also faster than Vanini's racing Maserati. This fine performance of Imhof's beat a blown "2.3" Alfa-Romeo driven into 2nd place in the class by Bergles, by 13.2 sec., while third man, Aebbi, in a B.M.W., took 9 m. 16.4 sec. Imhof displayed commendable consistency over this very difficult course, which is seven miles long and climbs some 2,000 feet *via* about 20 hairpins and other corners, the difference between his two runs being but 1/5th of a second. This cannot but have appreciably increased Allard prestige abroad. Of the under-1½-litre sports cars, Biono's Fiat 500 with 1,100-c.c. engine won in 9 m. 30.8 sec. from Ranzini's 1½-litre Lancia, with Iznarff's Fiat 3rd. The Ladies' Prize went to Mrs. Elsie Wisdom, who ascended in a Healey in 10 min. 23.2 sec.

YORKSHIRE S.C.C. SPORTING TRIAL

Best performance was made by Guy Warburton's Ford V8, his best "opposite-number" being Hankins' Ford. Best Y.S.C.C. member was Rhodes (B.M.W.), best Sheffield & Hallamshire C.C. member Phillips (Fairley-Special) and best Lancashire & Cheshire C.C. member Hunt (Jeep). The Team Prize went to Messrs. Warburton, Clarkson and Phillips.

V.C.C. KELVEDON RALLY

The Veteran Car Club held another of those excellent rallies on July 5th, which constitute such an admirable excuse for taking the road in veteran or Edwardian vehicles. Graham Oliver won the prize for pre-1904 cars with a run from Blandford in his 1903 Panhard, a distance of 160 miles. Sam Wright was runner-up in a 1903 Humber, from Coventry. Of the Edwardians, Wilcock thoroughly deserved his first prize, for he came up from Land's End in his 1912 16-h.p. Clement-Talbot, covering 360 miles in the time allowed. Taylor's 1911 Stanley steamer, from Portishead, was second. The prize for the oldest car to attend was Wood's 1896 Leon Bollee, which covered 70 miles. A Concours followed the Rally and W. Browning's 1899 Orleans was judged to be the best-kept veteran,

Mrs. Woods' 1900 Pieper being second in this category. C. R. Abbott's 1904 24.8-h.p. racing Mercédès, which ran at Brooklands in 1908, won the award for the most attractive (renovated) veteran from Pierpont's 1904 Mors, while Skinner's 1913 13.9-h.p. Rover was considered the best-kept Edwardian, Kingham's 1912 25.8-h.p. Hudson being runner-up—both were coupés. The most attractive Edwardian prize was awarded to John Hampton's 1912 Sunbeam, with H. Burman's Perry second. In all, there were 52 entries, and some veterans not seen before were present. The judges of the Concours were such a mixed bag as Messrs. Walter Boyle, Douglas Clease, Lt.-Col. Defries, Eric Findon and Gerald Rose.

HEALEY, JAGUAR AND ALLARD CARS PLACED IN ALPINE TRIAL

Although only Descollas' blown "2.3" Bugatti (presumably a Type 55, which went astoundingly well for what is a 1931 design) and Clermont's Lancia "Aprilia" retained "clean sheets" in this year's very strenuous Alpine Rally, Appleyard's Jaguar came in 3rd, behind a Delahaye and a Ford in the over-3-litres class. Better still, T. H. Wisdom's Healey, penalised only for lateness at a control, won the 2-3-litre class with a loss of 20 marks, easily beating the two small Studebakers which were runners-up.

Leonard Potter and Godfrey Imhof went very well until near the end in their Allards, but Potter suffered from weak brakes on his early model, while Imhof lost second gear during the kilometre acceleration test. In this test Descollas was fastest, but the Jaguar and Healey won their classes, although Wisdom's cylinder head gasket was passing water. Potter came in 5th in the over 3-litre class, in spite of his troubles. In the Comforts Contest, Mrs. Wisdom won the ladies' prize for Healey, while Clease's Sunbeam-Talbot and Reichmann's Bentley won the men's section.

This event is a vital one from the prestige point of view, and the high placing of British cars cannot fail to do much good. Unfortunately, Guy Robins, who had hoped to send bulletins to MOTOR SPORT, crashed his H.R.G., while a new Riley retired with greasy brakes, and Wick's Allard with big-end maladies.

Results

COUPES DES ALPES (no marks lost): Descollas (2.3-litre Bugatti, S.), Clermont (1.5-litre Lancia).
OVER 3-LITRE CLASS: 1, Burgerhout (Delahaye), 10 marks; 2, Van Strien (Ford), 20 marks; 3, Appleyard (Jaguar), 50 marks; 4, Huget (Hotchkiss), 110 marks; 5, Potter (Allard), 240 marks.
2-3-LITRE CLASS: 1, Wisdom (Healey), 20 marks; 2, Gatsonides (Studebaker), 100 marks; 3, Mutsaerts (Studebaker), 230 marks.
1½-2-LITRE CLASS: 1, Sanot (Citroen), 40 marks; 2, Masalon-Real (Citroen), 310 marks; 3, Maman (Peugeot), 370 marks.
1,100-1,500-C.C. CLASS: 1, Clermont (Lancia), 0 marks; 2, Mme. Descollas (Lancia), 70 marks; 3, Claude (Lancia), 750 marks.
750-1,100-C.C. CLASS: 1, Gay (Simca), 30 marks; 2, Signoret (Simca), 110 marks; 3, Trouis (Simca), 175 marks.
500-750-C.C. CLASS: 1, Mme. Angelvin (Simca), 60 marks; 2, Landon (Simca), 90 marks.
SUPERCHARGED CLASS: 1, Descollas (Bugatti 2.3-litre), 0 marks (also best performance in Rally).
COUPE FEMININ: Mme. Angelvin (Simca).
TEAM PRIZE: M. Gay, Mme. Angelvin, M. Landon, on Simcas.
COMFORT CONTEST—TOURING CARS: *Ladies:* Mme. Descollas (Lancia). *Men:* Mutsaerts (Studebaker). SPORTS CARS: *Ladies:* Mrs. Wisdom (Healey). *Men:* Clease (Sunbeam-Talbot) and Reichmann (Bentley).

RACING IN AUSTRALIA

—continued from page 223

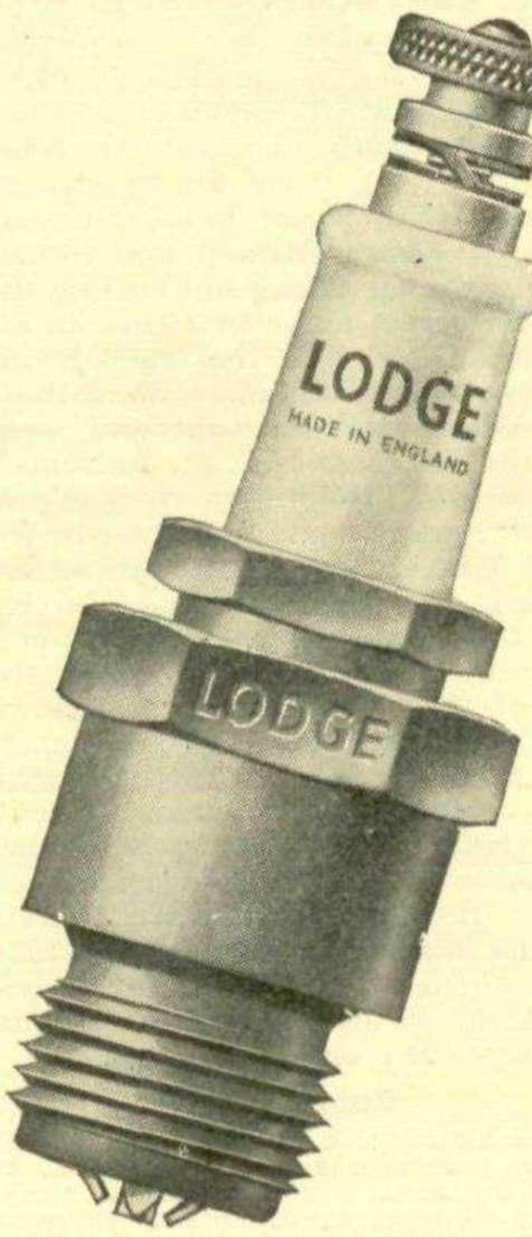
bored-out M.G. won at 63 m.p.h. from the Morgan, with a "TB" M.G. third. The Morgan's cornering was outstanding. A long handicap over nearly 33 miles saw lots of trouble. A Morgan 3-wheeler lost its worm-drive, an o.h.v. Austin Six-engined special lost its fan belt, while a Chrysler 66, and three "TA" M.G.s lost big-ends. The Mackellar blew off its top hose and seized. Ward's "TB" M.G. was first home, but went faster than handicap, so the race went to Mitchell's 2,195-c.c. Austin-Special, with Emerson's "TA" M.G. second and Johnson's "TC" M.G. third. Johnson's "TA" M.G. punctured after a lap, whereupon he drove into the paddock, changed the wheel and scattered unauthorised personnel as he rushed back on to the course. Kleinig in spite of fuel-boiling, did fastest lap, in company with the Mackellar. A 6-lap vintage sports car race was awarded to a Type 37 Bugatti, and the closing race to an M.G.

Until Britain can stage such race meetings she cannot hold up her head as a mechanised community.

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THE STEYR-ALLARD

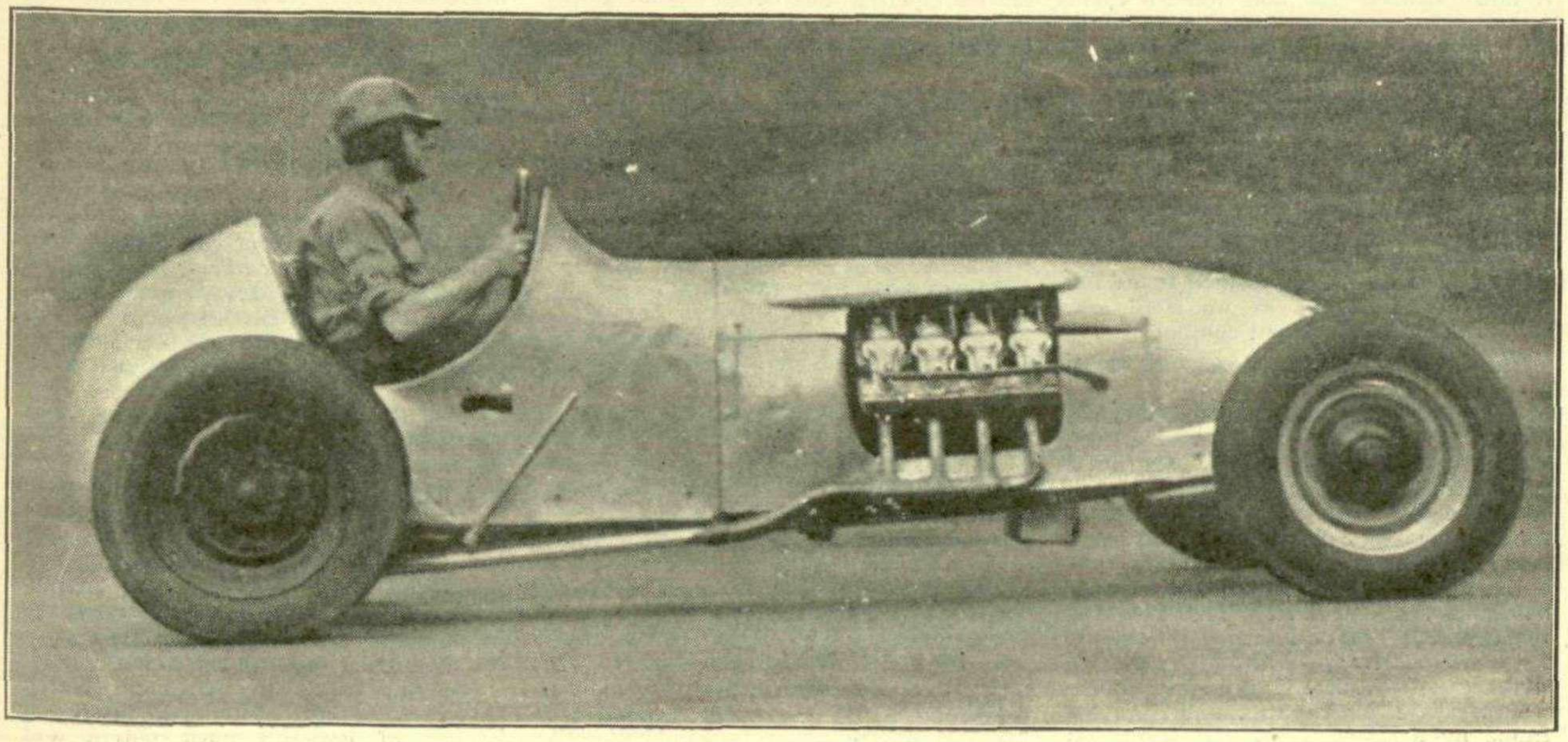
The first published description of Sydney Allard's new air-cooled V8 sprint car, which is competing for the British Hill-Climb Championship.

ONE of the sensations of this year's sprint events has been the debut of S. H. Allard's new sprint car, his air-cooled V8 single-seater Steyr-Allard. Allard commenced motoring fast many years ago with a Morgan 3-wheeler and later with a very ingenious four-wheeler conversion of that car. His subsequent highly successful and at times hectic career with the white T.T. Ford V8 and Allard cars, is well known to all followers of the Sport. Last season Allard built a special 2-seater sprint car and experimented with an o.h.-exhaust valve head to obviate the overheating to which Ford V8 engines are so prone at prolonged full-throttle. That car went very well indeed, but someone had brought to "S. H.'s" notice a certain German air-cooled V8 lorry engine of the same capacity as a V8 Ford, but some 100 lb. lighter and giving rather more b.h.p.—91 at 3,600 r.p.m. Allard did not rest until he had acquired one of those engines and a reasonable stock of spares. Then, employing his own team of selected mechanics and working after business hours himself, he commenced construction of the Steyr-Allard single-seater sprint car, which made its debut at Prescott last May and established f.t.d. in 47.25 sec., beating Abecassis' Bugatti. The car has been built as a private venture, quite independent of Adlards Motors, Ltd. and the Allard Motor Co., Ltd., of both of which S. H. Allard is a director. Since its sensational debut at the first Prescott meeting, it has made 6th fastest time, tying with Mrs. Darbieshire's Riley, at Bo'ness, finished 2nd in its class and made 10th fastest time at Shelsley Walsh, and tied for 2nd fastest time with Ansell's E.R.A. to win its class at the B.O.C. Club Prescott meeting, when Gerard's E.R.A. made fastest time. Being a sprint car pure and simple it did not run at Gransden.

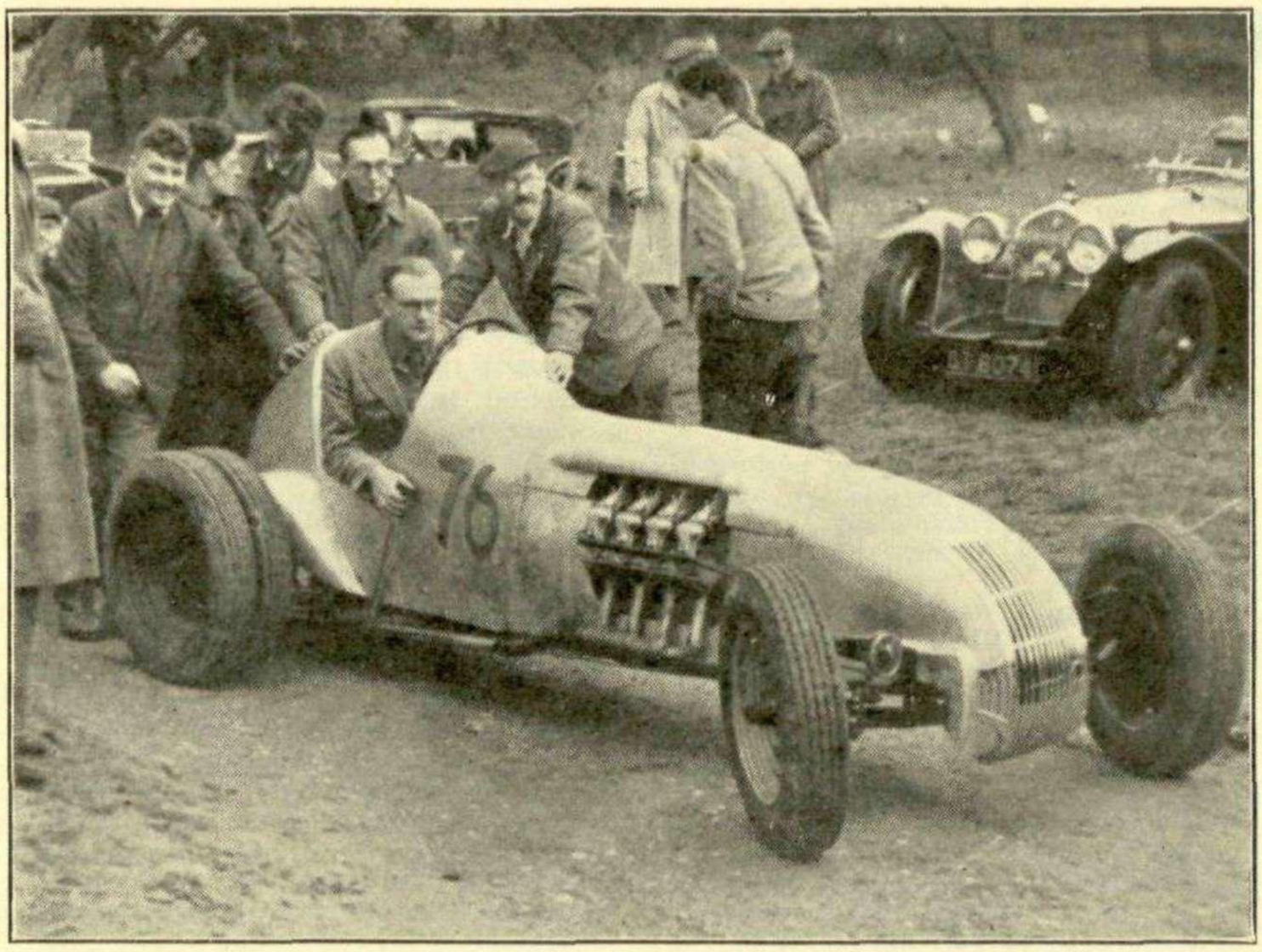
So well has this new Allard performed while still largely experimental, and so interesting is it technically, that we invited ourselves to inspect it and were privileged to do so when it was stripped down in the racing workshops beneath Allard Motors' Clapham Road showrooms, preparatory to the July Prescott and Bouley Bay hill-climbs.

The engine is, as we have said, a normal Steyr lorry engine, as used in German transports during the war. In a lorry it is fan-cooled through an elaborate ducting system, but Allard has dispensed with all that, trusting the alloy heads and well-finned cylinder barrels to keep cool enough for those brief periods during which the car is extended. The cast-iron crankcase has been mounted in the narrow chassis on two girder-brackets, one each side at the front, and on an alloy bell-housing at the rear, giving 3-point mounting. The cylinders are separate barrels, inclined in V-formation to constitute a 60 degree V8. Each cylinder head is a separate well-finned light-alloy casting carrying two inclined o.h. KE965 valves, the inlet valve having a diameter of $1\frac{1}{4}$ in., the exhaust valve a diameter of $1\frac{3}{8}$ in., and both valves seating on steel inserts. The crankshaft runs in five plain bearings of the thin-shell variety and there are two connecting rods per crankpin. Above it is the chain-driven camshaft, which is thus enabled to actuate the valves *via* short push-rods and the usual rockers. Cast-alloy covers hide the valve gear and each valve has two springs. Originally coil ignition was used, with the distributor set vertically above the engine, but this drive is now used for the rev.-counter and an 8-cylinder Scintilla "Vertex" magneto is driven-direct from the nose of the camshaft, it being mounted horizontal thereto. The ignition leads protrude from the bonnet sides and are led backwards through tubes above the outer valve covers, these tubes being concealed by streamline fairings when the bonnet is in place. The sump holds two gallons of oil, which is circulated by a gear-type pump driven from an extension of what was the distributor-drive shaft. One Amal carburetter is used per cylinder, mounted so that all eight are inside the V formed by the cylinders. Flanges, four each side, bolted beside the leading edge of each of the inner valve covers, form bearings for long rods which operate the throttle slides. A separate exhaust pipe runs vertically downwards from each exhaust port and these pipes are united by a horizontal, flexible-pipe exhaust system on each side of the car, which gives a distinctly "V8" exhaust beat. An improved layout of piping is now in hand.

This Steyr engine has the usefully short stroke of 92 mm., compared with 95.25 mm. of the Ford V8 "30," and, with a bore of 79 mm., its capacity is 3,600 c.c. Not only was this unit some 100 lb. lighter than the Ford to commence with, but, naturally, the fact that no radiator or coolant is required further reduces the weight of any car in which it is used. The main reason for its adoption, however, is the very good power-output which it gives low down the speed range. Something like 80 b.h.p. is developed at 2,000 r.p.m. and Allard thus finds he



In action! [*Photo by Louis Klemantaski, A.I.B.P., A.R.P.S.*



The Steyr-Allard and some of those responsible for it—Sydney Allard at the wheel, and behind, l. to r., J. McCallan, B. Arthur, ————, Alan May, (a friend of Sydney Allard) and Tom Lush.

can let in the clutch at this speed and accelerate hard with little or no wheelspin, whereas with most racing cars the engine speed at which the car is taken off has to be far higher and the throttle has then to be eased as the car moves off to control wheel-spin. So far as maximum power is concerned, after special Martlet pistons, with slight cut-aways in the crown to clear the valves, had been acquired from the Brooklands Eng. Co., Ltd., the compression ratio went up to 12 to 1, and it is estimated that the b.h.p. is now between 140 and 150 at 4,000 r.p.m. The engine is started on benzole by pushing the car, as hand-cranking is impractical, and is then run on methanol-base J.A.P. fuel. No trouble has been experienced with the Lodge R49 plugs.

Turning to the car in which this interesting engine is installed, light weight was the obvious criterion and Allard is to be congratulated on having kept the weight of the complete car down to just under 13 cwt. This is an astonishing figure for a 3.8-litre car built, as we shall see, largely of standard Allard components.

The chassis side-members are those used for the "Competition" model Allard, united by the standard Allard girder cross-member, which carries the i.f.s., at the front, and thereafter by a substantial tubular cross-member ahead of the engine and two more of these tubular members aft. Front suspension is by the normal Allard divided front axle and transverse leaf spring, the axle having a track of 4 ft. 4 in. The rear suspension is most ingeniously simple, for a normal Allard rear axle, giving a slight crab-track of 4 ft. 2 in. with single rear wheels, is merely separated from the frame by a single Terry coil spring on each side. These springs are positioned in cup abutments on axle and chassis, respectively, and the axle is located by a ball mounted on the differential case, sliding in a guide on the chassis cross-member. Hartford double-arm friction shock-absorbers are used front and back and normally the suspension is used quite soft, in the modern manner. The steering column extends from the spring steering wheel right along above the engine to the nose of the car, where it terminates in a small rubber universal-joint coupling, which actuates a cut-down Allard-Marles steering box with the extended drop-arm shaft vertical, mounted on a bracket which is welded to the chassis frame. A divided track-rod connects with the steering arm.

The clutch is normal Ford and has stood up extremely well. The gearbox, in unit with the engine, is, again, standard Allard-Ford, giving ratios of 12 to 1, 6.5 to 1, and 4.1 to 1 with a 4.11 to 1 rear axle. These ratios are used for Prescott and it is both interesting and significant that "S. H." starts in 2nd gear—in fact, he has never yet used the lowest ratio. Second is held all the way up Prescott, yet something approaching 80 m.p.h. is reached before cutting for the first corner. Naturally, Bo'ness permitted a change into top, and about 100 m.p.h. over the line. If required, axle ratios of 3.5 to 1, or 4.55 to 1 can be substituted for the 4.11 to 1 axle, and with the former alternative the second-gear ratio then becomes 5.6 to 1. This is with twin 5.00 in. by 18 in. rear tyres, although 6.50 in. by 16 in. single rear tyres are another possibility. The gearbox is the side-control type and a short gear-lever, emerging through the r.h. side of the cockpit, now links directly to this control *via* a long rod and gives very positive, if rather tricky, gear selection. Formerly a steering-column gear lever location was employed, but Allard knocked the lever into neutral at Bo'ness on one run and now prefers the more-positive normally-placed control. The rear-tyre size has already been given, and it may be remarked that Ford pressed steel wheels are used, those carrying the twin rear tyres being a clever job of welding together two standard rims. The front tyre size is 5.50 by 16 in.

The brakes are Lockheed hydraulic and two brake pedals are used, the additional one being to the left of the clutch pedal and used to steady the car while the throttle is still being operated. An external hand-lever operates on the rear wheels only. The body is a light alloy shell of very pleasing aspect, made for Allard by Woodward of Putney. The long bonnet is no more than a detachable cover over the engine and the narrow front grille is of Allard formation. Taking a page from Alfa-Romeo's book, the facia carries a minimum of instruments—a Smith's rev.-counter (replacing a former, inaccurate instrument), an aircraft air-pressure gauge and tiny ignition switch. The fuel tank lives in the tail and has a capacity of 2 to 3 gallons, but normally only a gallon is carried. The driver's seat is a metal bucket. That then, is the Steyr-Allard, one of 1947's most interesting and successful sprint cars. It is no secret that some trouble has been experienced, chiefly from stretched valves, but Allard and his racing staff are rapidly becoming acquainted with the temperament of the specialised Steyr engine and we are indebted to them for letting us examine what is likely to become one of the fastest sprint cars in this country.

Beside the Steyr-Allard at the time of our visit stood Sydney Allard's latest road-equipped Allard, which ran in a sports-car race at Gransden, for which it was finished only at the very last minute. This is a most intriguing car. Its dimensions are the same as those of the "Competition"-model Allard, which was recently withdrawn from the production range because these cars offer comparatively cramped accommodation, and are so little lighter than the normal 8 ft. 10 in.-wheelbase cars that there was no point in retaining them in production. They are, of course, still used most effectively in competition, notably by Imhof, Burgess and Appleton. Allard's latest sports car is like one of these, but has a low light-shell 2-seater body, its side panels merging into the centre of light rear mudguards, to give a very wide cockpit. At Gransden the o.h.-exhaust heads were used, in an attempt to make the engine last the 5 laps, which was unsuccessful, as the gaskets protested, but this typically "S. H." sports Allard is likely to be run in future with a normal Mercury V8 engine. As it weighs in the region of 18½ cwt., it should be well worth seeing. In conclusion, plenty of production-model Allards and Allard chassis are on view at the new Clapham Road showrooms (by Clapham North Underground Station) if you are interested in one of Britain's most potent and practical high-performance cars.—W. B.

Administering to the Alvis "12/50"

Some notes analysing expert advice on making a popular vintage sports car perform properly.

THE "12/50" Alvis, which was in continuous production from 1923 to 1929, must still be with us in considerable numbers, judging by the requests we of MOTOR SPORT receive for instruction books and "hotting-up" data. Early in 1940 we published an article from John Cooper who served his apprenticeship at Alvis Ltd, and owned a very fine big-port "beetle-back" car, which we suspected would supply all the data on this famous vintage car that even the most avid "12/50" owners could desire. It did, but it has gone out of print. So, to defend ourselves from the renewed floods of Alvis enquiries, we have decided to extract some of the matter from Cooper's comprehensive article and add some additional data from other sources. Cooper recommended the steel-bronze-steel combination of timing gears, and said that standard valve springs were adequate up to 4,800 r.p.m.—300 r.p.m. beyond the maker's peak speed. He liked to open out the masked plug pocket on big-port heads and considered that 6.3 to 1 is about the highest useful compression ratio for touring work. This was realised in the later "SD" and "TH" cars, using the big-port head and h.c. pistons, and these engines also had duralumin con.-rods. These rods can be used in any "12/50" engine if pads or circlips are devised to replace the pinch-bolts of the normal steel rods. Cooper found that any decent plug sufficed, but preferred K.L.G. L583. Incidentally, the normal compression ratio of all early engines, and also of the "TJ," was 5.35 to 1, while that of the "TL" "12/60" was 5.8 to 1. Cooper gave much information about closing up those disastrous gaps between the gear-ratios of the common or garden "12/50," but space precludes repeating this and much of the work would hardly be the thing in this "toil or else" era!

Michael May added a few views of his own to Cooper's remarks, saying that he preferred all-steel timing gears and did not tamper with the plug masking. He considered you could go to a compression ratio of 6.3 to 1 with the small-port head and 6.9 to 1 with the big-port, above which, even on Discol, the car would only go slower.

May ran a "12/50" with the block bored out to 72 mm., his idea being to attain approx. the bore-stroke ratio of the 68 by 103 mm. sports engine when using the 110-mm. stroke crankshaft, thereby being able to effectively use the big-port head. He used Sylicum pistons, a standard big-port head with inside exhaust system and standard 40-mm. Solex carburetter assembly, bronze-backed main bearings, a 1926 crankshaft with the two-stud fixing for the balance weights, 1926 crankcase and standard camshaft. In this form, with 4-seater body, May's car would do approx. 85 m.p.h., a s.s. ½ mile in 35 sec., and would beat a Ford V8 on acceleration. At one Aston-Clinton speed trial it made 4th f.t.d., beaten only by Dunham's 20 h.p. track car, Waller's Special "Silver Eagle" and Powys-Lybbe's 20 h.p. T.T. car. It was, of course, very carefully assembled and used close ratios in its gearbox. Powys-Lybbe ran a rather special "12/50" at Brooklands, lapping at 85.13 m.p.h. in 1934. He found dry-sump lubrication essential for prolonged high-speed work. In the main he preferred the old 40 mm. Solex carburetter assembly, although he tried two S.U.s, and he agreed with May that 6.9 to 1 was the optimum compression ratio using petrol/benzole and that you didn't go any faster with it higher, on alcohol, at all events with standard valve timing. Lybbe used standard valves, camshaft, tappet-setting and big-port head, and, so far as he could recall, Champion R3 plugs—May used R10s.

Incidentally, the best lap put up by an old-type "12/50" at Brooklands seems to have been at 90.06 m.p.h., by H. W. Purdy in 1925, while Westbrook's "duck's-back" did 88.15 m.p.h. as late as 1933.

So far as carburetter settings are concerned, Cooper gave 27 choke. 55 pilot and 120/51 main for the 40-mm. type "MV" Solex. John Wyer once worked out a combination for using this carburetter on a 69 by 110-mm. engine as: 29 choke, 60 pilot, 160/41 main and No. 6 jet assembly—this for maximum power. Lybbe mentions a 29 choke. For the later type of Solex carburetter on the small-port head Alvis, Ltd., recommend a 26 choke, 52.5 pilot and 125 main jet for power. There seems some difference of opinion re ignition timing, Cooper suggesting 28 degrees before t.d.c., full advance, but Michael May recommending approx. 42 degrees before t.d.c. (14 starter ring teeth before t.d.c.)—the instruction book is discreetly silent on this matter. A tip of May's is to bore out all oil pipes on the suction side of the pump from 5/16 to ⅜ in. The correct oil pressure is 25–30 lb./sq. in. when really hot, but anything from 10 lb. up to this figure is reasonably safe. We hope those we have quoted in these notes will forgive us; their experiences should, we feel, still be of inestimable value in enabling owners of "12/50s" to get the best from a car that remains deservedly popular. Other applicable data are:

Firing order: 1, 2, 4, 3. Valve timing: Inlet opens at t.d.c., closes 50 degrees after b.d.c.; exhaust opens 55 degrees before b.d.c., closes 10 degrees after t.d.c. One degree on flywheel equals 2.7 mm., *i.e.*, 10 degrees equals 1 1/16 in. Tappet setting: .003 in. warm, inlet and exhaust. or .004 in. for performance. Piston clearances: top, .021 in.; first ring, .013 in.; skirt, .002 in. Main bearing end-clearances: Front and centre bearings, .010 in.; rear, .003 in. Rear axle ratio at 4.77 to 1 equals 9/43. Some early cars had 4.55 to 1 ratio.

STOP PRESS

The Hartlepool Speed Trials, for cars and motor-cycles, start at 2 p.m. on August 2nd. Entries for the Ulster Trophy Scratch Race on August 9th include Gerard, Harrison, Abecassis, Brooke and Bolster (E.R.A.s), "Bira" and Whitehead (E.R.A. or Maserati), Mortimer (Maserati), Woodall (Delage), Baring (Riley), and Williams (Alta). Spectators should be at the course well before 10.30 a.m. Entries are also coming in well for the B.R.D.C. Isle of Man races on August 21st. Donations from K. W. Purdy (New York) and Charles Bayly (S. Australia) brings the total of the MOTOR SPORT Brooklands Fund to £20 11s. 6d. 1½-litre Alfa-Romeos finished 1, 2, 3, in the Bari G.P., driven, respectively, by Varzi, Sarresi and Balestero.

* * *

Warmest congratulations to Lt.-Col. Gardner, who has raised the International Class 1 absolute speed record with his 500-c.c. M.G. (running on four cylinders) to 118.7 m.p.h. (126 m.p.h. one way). Gardner used Lucas electrical equipment, Lodge Plugs and Dunlop tyres.

* * *

F.t.d. at the Bouley Bay hill-climb was made by Raymond Mays (E.R.A.), the runner-up being Abecassis' Bugatti. Gordon Bennett in an Allard made fastest sports-car time. Fastest lady was Mrs. Wisdom (Jaguar).

* * *

L. J. D. Bartlett beat all the racing cars at the Hants. & Berks. M.C. Speed Trial at Burghfield on July 26th, making f.t.d. in 23.5 sec. in his Mercury-Special. Second fastest was Emery's Hudson-Special in 24.0 sec.

"LAMENT"

(Inspired by having to lay-up the Clement Watney "Speed Six" Bentley.

Beneath a dustsheet, here I lie,
  Listening to baby cars go by.
Small midget motors, which they tell
  Will run on just an oily smell.

It's possible I make more din
  Than they do—tho' they're made of tin,
But then I was, I'd have you know,
  Constructed sixteen years ago.

Oh! can this be the reason why,
  Alas, I languish here and sigh?
Although no fault with me is found
  And I'm mechanically sound.

No! There are two things I suspect
  Have caused this horrible neglect.
I'm powerful and—yes, you're right,
  I've got a healthy appetite.

My M.P.G. is just eleven
  (My H.P. rating's thirty-seven)
And so, I rest alone on jacks,
  Tank empty, and without a tax.

Just dreaming every now and then
  On some Utopian future when
Of petrol coupons we are rid,
  And all cars pay a flat ten quid.

"SAYDEE."

Discoveries

DRIVING through London recently, an oval-shaped radiator was espied just inside the doorway of a public garage. As we expected, we had discovered a Delaunay-Belleville. It was a landaulette of about 1925 vintage, in immaculate condition and well-shod. Enquiry revealed that it was not for sale. "Could we see the engine?" Our request brought an aged man down from the ladder from which he was cleaning the roof of a Rolls-Royce hearse. He fumbled for a moment along the top of the Delaunay's dusty bonnet, found the tiny lever he was looking for, lifted it, and both sides of that bonnet fell away to reveal the beautiful o.h. camshaft, 15.9-h.p. engine and a steering-box that in itself was a work of art. Which reminded us that in his "Autobiography of Owen John" that writer recalls a remark made to him by Walter Stamer, when he was Editor of *The Autocar*, to the effect that there was far more workmanship in the bonnet of a Delaunay-Belleville than in the whole of most ordinary bicycles. Keeping company with the particular example we had discovered was, we noticed, a "Trikappa" Lancia. Curiously, a week later we heard of another Delaunay-Belleville, a 1924 car of the same model, but with a drophead coupé body, used daily in Birmingham. Its owner described it as a cross between an Austin "Heavy Twelve" and a "Blue Label" Bentley.

The same day, it so happened, we encountered another rare car, better known as to make, just as unusual as to type. It was a 1925 Alfa-Romeo "15/55," with a four-cylinder engine having push-rod valve-actuation, like that of the six-cylinder "22/90" model that was contemporary to it. The radiator resembled that of the later 1½-litre cars and proudly bore the Alfa-Romeo badge; the body was a roomy drophead coupé. The wire wheels were shod with 815 by 105 tyres, there were front brakes fascinatingly operated by cables running down through the king-pins, and these were backed by a ribbed transmission brake. John Green had bought the car from its original owner. He has had excellent service from it, getting 23 m.p.g. from the single Zenith carburetter, and up to 55 m.p.h., although we gathered that the centrally-controlled 4-speed gearbox was afflicted with Italian ideas of gear-ratio, limiting cruising speed to something in the region of 43 m.p.h. Green, whose late uncle, incidentally, was Judge at Brooklands from 1908, has probably the oldest Alfa in regular use in this country.

The next discovery was a 21-h.p., six-cylinder, artillery-wheeled Lorraine-Dietrich drophead coupé of about 1925 vintage. Examination of the data plates revealed that it was a type B36, with a type 25″ engine, of 75 by 130 mm. (3,445 c.c.). The facia contained the usual charming assortment of French words and a Le Nivex fuel gauge made, surprisingly enough, in Manchester. A massive radiator, very much in the vintage tradition, carried the beautiful "L-D" badge (the two storks above the Cross of Lorraine possibly a thought disturbing to impoverished enthusiasts), and there was another, for good measure, on the big stoneguard. The starting handle detached, to expose a horrifyingly small shaft for it to engage, and other features noted were very long minor control levers, each rather like a modern pre-selector control, to bring their knobs close to the rim of the steering wheel, and wind-down quarter-light windows. Opening the bonnet revealed an engine with exposed push-rods of knitting-needle calibre on the off side and the sort of Zenith carburetter you find on a big-port Alvis, feeding through a rather fine semi-recessed manifold on the near side. We suspect this Zenith replaces the original triple-diffuser of another make. The exhaust manifold, on the off side, and its spidery off-take pipe, were deemed rather odd and, as the new owner observed, rather sadly we thought, the engine is littered with Mr. Delco. An interesting detail was the in-line actuation of dynamo and water pump from the rear of the camshaft, *via* a series of spokes to give a sort of cush-drive.

Not long after this we contacted yet another rare Continental—none other than a 14-h.p. sleeve-valve Voisin, of about 1929 vintage. Before we went to see this car we expected well of it—could one do less after perusing an instruction book which is worded so delightfully? "No one complains when almost every month something goes wrong with the bathroom geyser. When a fuse blows in a house, nobody blames the electric light company. When a stove refuses duty, workmen are summoned to effect the necessary repairs. In all these cases the unhappy possessor of this recalcitrant apparatus pays without demur the cost of the necessary repairs. How different is his attitude when he is called upon to remedy some unimportant breakdown in his car. The chassis of the modern motor-car must embody an electrical generating station, a hot water circulating system, and a highly efficient mechanism for the economical extraction of the calories contained in the fuel. This intricate entity is called upon to carry over the roughest roads a structure, fitted with the comforts so often absent from the most luxurious smoking room, without noise and without sense of motion. This *tour de force* the motorist expects shall be daily accomplished without a hitch. Should anything go wrong the blame is at once visited upon the makers."

Well, the particular Voisin we had found had avoided such aspersions; its owner had purchased it with 18,000 miles on the milometer, attracted by the slogan "The Incomparable Voisin," and it has now run some 80,000 miles without a hitch. In appearance it is one of the most handsome cars you could wish for, the shapely radiator and bonnet blending well with a typically French *coupe de ville* body by Galle. The "smoking-room luxuries" are evident in beautiful inlaid woodwork in the interior, which is divided from the front compartment by a wind-up window. There is a useful pocket at the foot of this division, wherein are stowed two tiny occasional seats. The dashboard is of the neatest, with small-dial rev.-counter, speedometer, 8-day clock and ammeter. Ignition, mixture and hand-throttle controls take the form of worm-action knobs which move out or in with half-a-turn, while pressure on a dummy spoke to the steering wheel operates a subdued horn. The ignition key locks the light switch and the frontal aspect is helped immensely by the small size of the Marchal headlamps. Under the bonnet the sparking plugs are found to be concealed beneath a dummy valve-cover and fed by a distributor conveniently high-set on the near side of the block. On this side, too, are the two neatly-ribbed exhaust manifolds, while on the opposite side is a dual Zenith carburetter, stayed to the head and serving as a mounting for the coil. The vacuum reservoir for the very effective Servo brakes is behind the radiator, also on the off side, while a dynamotor nestles beneath the radiator. The Knight sleeve-valve engine, we were assured, gives no trouble providing it is turned over once a fortnight while the car is laid up in the winter. According to the instruction book this 14-h.p. unit of 2,330 c.c., gives no less than 27 h.p. at 1,500 r.p.m., 46 h.p. at 2,500 r.p.m., 58 h.p. at 3,500 r.p.m., and 60 h.p. at the peak speed of 4,000 r.p.m.—which perhaps justifies a statement that "the lubrication of a sleeve-valve engine requires a little more consideration than the lubrication of a Ford engine"!

The scuttle petrol filler carries a useful French-calibrated fuel gauge, and the radiator cap is graced by the inimitable Voisin bird-mascot, its wings held to its body by screws—which reminds us of a delightful legend that Papa Voisin used to go out with a batch of ten or so test chassis, riding first on one soap-box seat, then on another, and only producing and fitting his famous mascot to a car's filler cap when he had approved its performance. Be that as it may, this particular product of the Société des Aéroplanes G. Voisin is obviously a car of quality, the like of which will, alas, never again be made. Its owner fully expects it to be as good five years from now as it is today, on its eighteenth birthday, and if he observes another dictum from the instruction book—"Let people pass who are in a hurry. You will always find them later, at the side of the road and eventually in the repair shop"—his faith is quite likely to be upheld.

BOOK REVIEW

"THE A.B.C. OF BRITISH CARS," *by Graeme L. Greenwood* (*Ian Allen, Ltd.*, 3*s.* 6*d.*)

This little book is to be an annual event and was instituted last year. It presents all the current British cars in word and picture, neatly and attractively, over 102 pages of good-quality paper. The photographs appear to be mostly maker's releases, but are excellently reproduced, and a list of prices is given at the end. Not the least interesting feature of this little work is a condensed history of each concern, appearing before the description of its modern products. The descriptions concentrate equally on coachwork details and technicalities. This book will be even more useful when more prospective buyers can choose and obtain new British cars.

RUMBLINGS

Odd Things

Odd and retrograde things are happening in this little Island. In August the petrol ration may be reduced, while in future purchase tax doubles on cars priced at over £1,000. Gransden was almost washed out by bureaucracy and only saved by the diplomatic intervention of David Hodkin and Cecil Clutton, necessitating much rushing hither and thither in the latter's powerful Bugatti. These things all seem wrong to us, but we are confident enthusiasm for things motoring will refuse to be subdued. It is generally accepted that during the war such enthusiasm rose to new heights. Even when "basic" petrol ceased, talk, discussion and work on good motor-cars flourished. So will it be in this miserable time of peace. The cut in the petrol ration may result in some people changing to smaller cars and will certainly mean that enthusiasm which cannot be expended in driving will be unleashed in the workshop. In the long run, this cannot do the movement very much harm, and to those who are about to despair we can only say "Motoring enthusiasm survived the war and a complete pleasure-petrol cut." Not that this sentiment in any way belittles the unpleasantries associated with peacetime in Britain.

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Lagonda Specialist

There is a home from home at Staines for Lagonda enthusiasts, for Davies Motors Ltd. do today what Lagonda Ltd. on the other side of the river used to do for owners of 2-litre, "16/80," 3-litre, 3½-litre and 4½-litre cars. Mr. Davies was with Lagonda Ltd. for 26 years and left them with an illuminated address and a vast experience of all the Lagonda types. His last task with Lagonda Ltd. was the development of flame-throwers, when the war was at its height. After that he ran the premises he now occupies for Lagondas, then took them over for himself with Lagonda's blessing—an altogether satisfactory state of affairs. Thus, Davies Motors offers quite unique facilities to those who motor, or seek to motor, in any one of the older Lagonda cars.

In the first place, Mr. Davies took over from the manufacturers a whole host of brand-new spares. His stores looks, indeed, as if it serves a small factory, whereas, in fact, it is merely proof against Lagonda fans ever having to lay-up their cars on account of lack of spare parts. To his comprehensive stock of new spares this far-sighted man has added certain entirely reconditioned parts, such as oil pumps, which Lagonda Ltd. made during the war, as well as a considerable stock of used parts. Over and above all this, he is very good at fabricating new parts from old, so saving owners a lot of expense. For example, we were shown a "16/80" camshaft to which a new driving gear had been grafted, thereby obviating scrapping a sound camshaft because of a stripped pinion. When all else fails, Davies Motors can cast many parts themselves, being in possession of the necessary patterns. So spares problems just do not trouble them. Then they were lucky in being able to take over ex-N.F.S. premises as well as a big garage, so that, if their various departments are somewhat disjointed, at all events space is not unduly restricted and all is located at one central spot—which is not easy of attainment these difficult times. The electrical shop, which employs four electricians, was once the shower-bath where weary N.F.S. men refreshed themselves, and opposite it is a charging plant able to look after, if the phrase can be excused, batteries of batteries. Upstairs, in what one suspects were N.F.S. rest rooms, are the various stores and an upholsterers' shop with two sewing machines. Other outbuildings comprise the paint shop, the panel-beating shop (set as far away from the main block as possible, for the sake of peace and comparative quiet !), garages, and storage for bulky used spares like axles and gearboxes. An engine test-bed was noticed, on which engines can be run-in after overhaul without any chance of leaks or fumes going undiscovered. It was simple but effective and naturally used an old Lagonda radiator as its cooling element. In the shops engine-stands facilitate assembly of overhauled engines and complete rebuilds of chassis and coachwork comprise much of the work undertaken.

The atmosphere at Davies Motors is cheerful and singularly free and easy, perhaps explained by the fact that many of the old-time Lagonda mechanics are employed there and Mrs. Davies, who owns a 4½-litre Lagonda saloon, takes an active part in the firm's affairs. While we were there we saw several complete rebuilds in process, notably on a fine 4½-litre open 4-seater and a 2-litre. A Le Mans 2-litre, with very smart 4-seater body and large rear tank, was having its high-compression engine rebuilt; a blown 2-litre, and Harry Bowler's well-known 3½-litre awaited attention. Outside, 2-litre, 3-litre, "16/80" and 4½-litre cars awaited extensive servicing and very impressive was a late-model 4½-litre saloon with magnificent coachwork appointments, owned by a Maharajah. Cars for sale included two "16/80s," a 4½-litre and several 2-litres, while a blown 2-litre, externally sound, awaited attention to its engine before re-sale.

Davies Motors now operate a postal supply service in respect of Lagonda spares, while another very interesting development is that of "service" engines, radiators, gearboxes and rear-axle units. We saw a row of 3-litre engines, reconditioned, constituting part of this valuable service and were told that changeover with a client's old engine takes about a week, whereas, of course, a complete overhaul would put the car out of commission for a far longer time. Altogether, this is a very go-ahead specialist firm and owners of the older Lagondas will find it, as we have said, quite a home from home.

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P. R. Hodge is taking over "Fuzzi," the four-wheel-drive Special into which Pat Whittet and Co. have installed a Mercury V8 engine.

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Odd Spots

Hutchison talks of installing a self-change gearbox and "ZF" differential in his very potent, R. R. Jackson-tuned Alfa-Romeo, which ran second to Mays at Shelsley Walsh.

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Parnell's latest acquisition is the ex-Whitehead "E" type E.R.A. We understand that his famous 16-valve Maserati will change hands.

WE HEAR

F. P. Thompson is getting good service from a 1925 Austin "Heavy Twelve-Four" and considers that the more stolid vintage cars should receive their meed of praise. He would exchange a rather rusty model-T Ford for Austin spares and knows of bits and pieces for 1913 G.W.K., Overland, Chrysler, Buick and other cars. A 2-cylinder Renault in reasonable condition is apparently for disposal near Cambridge, and J. Tite, who normally rides a 1927 350-c.c. o.h.c. Chater-Lea, is rebuilding a most interesting 1924 Barr & Stroud sleeve-valve motorcycle rescued from a farmyard scrap heap. He needs a gearbox for this bicycle, if anyone can assist. The engine, it seems, runs with no more commotion than a gentle chuff from the open exhaust. Ellis has located yet one more s.v. Aston-Martin, in Manchester, while his brother has heard rumours of another. His twin-cam Bamford and Martin car (see MOTOR SPORT for June) is now on the road and has covered quite a big mileage. In the recent heat-wave the cooling water never exceeded 80 degrees C., while oil temperature remained at 55–60 degrees C. On Pool petrol 23 m.p.g. is realised. Incidentally, will the Mr. Bentley who wrote to Ellis please do so again, giving his address. N. H. Fowler reports some odd motor cars seen about in "agricultural Lincolnshire and Nottinghamshire." They include a Rover Eight 2-seater parked in the centre of Nottingham, still in its "original drab," but with new b.e. Dunlop tyres; "10/23" and "8/18" Talbots; an Ariel "Chummy" four-up and towing a small folding caravan; an old A.C. Anzani 2-seater and a really early Austin Twelve cabriolet, both in daily use, and a 1921–2 Humber Twelve 2-seater. In the Brigg district there is a 1906 single-cylinder 6-h.p. de Dion, while a Retford motor-engineer is restoring to original condition a 14-h.p. 4-cylinder of the same make, as he was employed by the de Dion people at the time this car was a new model.

Fowler puts in a word of praise for his 1928 magneto-ignited Austin Seven "Wydor" saloon, which has yet to top the 40,000 mile mark and has one of its original Dunlop tyres on its spare wheel. It carries what its owner believes is probably the only 750 Club badge in his part of England. Capt. J. T. Thomas seeks an instruction book for a Mk. II short-chassis Aston-Martin and would willingly lend a hand to any fellow enthusiast in the London area who is servicing one of these cars. Nigel Arnold-Foster has a 1925 Anzani Frazer-Nash (engine No. SA4580, chassis 1081, Reg. No. PE2259) and would be glad of an instruction book and data. John Haining is now motoring in his re-built Alvis, which has a "12/60" engine, long-chassis "Silver Eagle" frame, close-ratio gearbox, 4.5 to 1 rear axle and an open Vanden Plas body from a Lagonda. A speciality of his is manifolding for "12/50s," one a separate exhaust manifold for internal or external pipes, the other a separate inlet manifold to accommodate either a Solex or S.U.

It has been pointed out to us that when Patrick Green referred, in his article on Amilcars last month, to the roller-bearing Six he was probably thinking of special racing versions, because the normal Amilcar Six had plain bearings. In a recent "Ulster Sport" broadcast, C. G. Neill, Hon. Sec. of the Ulster A.C., gave a talk on his motor-racing experiences, not omitting technicalities. In his concluding statement he said that he thought the future of motoring sport in Ireland looked extremely bright. A 1912 15.9-h.p. Scout is for sale in Salisbury and the veteran Charron which we illustrated recently has changed hands. A garage at E. Molesey is reconditioning a "Grand Sport" Amilcar and an Amilcar Six engine, and the former may soon be for sale. Eric Vereker, of Shepperton, is back amongst boats and, if any of you want a holiday on the Thames in a Chrysler-engined four-berth cabin cruiser, he is the man to contact. His veteran Adler is in good hands and he also has a pre-1914 Unic taxi in his care. A Meadows-engined Hampton coupé has been seen on the road, while Major Robinson has acquired a 1928 "14/40" Vauxhall tourer and D. M. Palmer is reconditioning a 1929 G.P. Salmson. Rumour of a 1½-mile motor race course for Wigan is to hand.

Club News

FIXTURES FOR AUGUST

9th.—Ulster Trophy Races.

10th.—Southampton C.C. Speed Hill-Climb.

21st.—B.R.D.C. Isle of Man Races.

23rd.—B.D.C. Gymkhana, Slough.

Bristol M.C. and L.C.C. Veteran Car Trial (Ashton Gate, 10.30a.m.).

Chester M.C. airfield racing

30th.—Ulster A.C. Craigantlet Speed Hill-Climb.

V.S.C.C. Speed Hill-Climb, Prescott.

Sept. 1st.—Brighton Speed Trials

Allen's recent article in MOTOR SPORT on vintage motor-cycles has aroused a lot of interest and, arising from it, Patrick Williams tells us that at Easter a 1924 350-c.c. Sunbeam, ridden by his brother-in-law, L. V. Thomas, won the mile sprint from such machines as T.T. Nortons, one of which was tuned by Francis Beart. Williams himself bought a 1924 500-c.c. Sunbeam for 30s. in 1938 and raced it at Pendine, the only conversion being to fit a "dope" piston. P. S. Motors, Ltd., have two 920 by 120 mm. tyres; if any "veteran type" requires them he should contact Ken Farley.

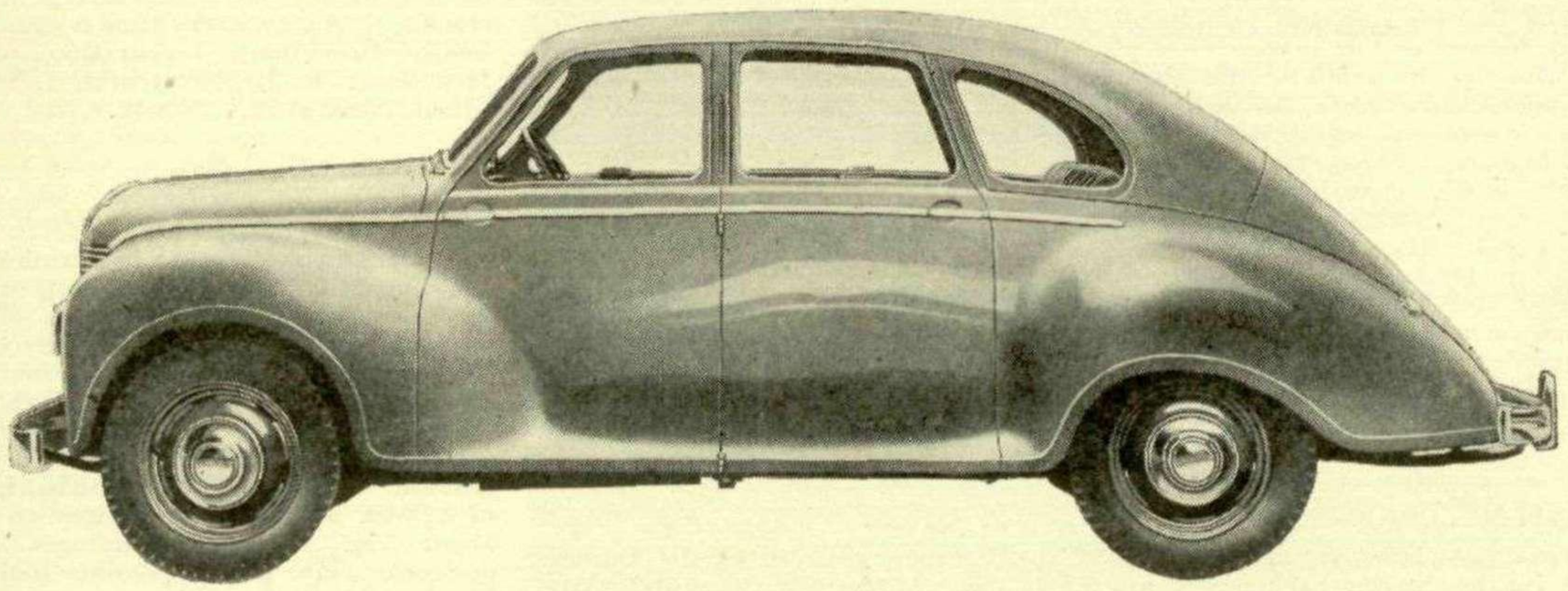
If the present owner of the Ulster Riley "Imp" raced before the war at Donington, Phoenix Park and Southport by Hugh Cocker will contact this gentleman, some spares and data belonging to the car (Reg. No. AVR718) are, we are told, available.

Mrs. Mavrogadato has taken unto herself a very beautifully-preserved 1926 1½-litre Darracq boat-shaped tourer, while one of her husband's latest toys is a new Vincent-H.R.D. twin motor-cycle, of the sort that does something like 60 m.p.h. in 1st and 75 m.p.h. in 2nd, 98 m.p.h. in 3rd and 110 m.p.h. in top gear on present-day petrol. N. J. Bowyer-Lowe has lots of "12/50" Alvis spares for disposal. Capt. B. H. Austin, in moving from Surrey to the West Country, took with him, for sentimental reasons, the Brescia Bugatti he used to race at Brooklands. Commander McNab, the pioneer motor-cyclist, gets very good service from a 1926 "12/50" Alvis coupé with a "12/60" engine converted to single Solex carburation. He also has a fine belt-drive Rudge Multi motor-cycle. Can anyone find a crown wheel and pinion for a 1924 12-h.p. Metallurgique? One of these cars is laid up because of axle trouble; meanwhile, its owner motors in a blue-hued flat-twin Rover Eight. Desmond Kerr's interesting low-built "Special," a "14/45" Talbot chassis with 3-litre twin o.h.c. Sunbeam engine, is for sale and can be seen at Stuart Wilton's premises. We hear of odd outbreaks of enthusiasm for the restoration of touring G.N.s, and Godfrey himself has something of this sort in hand. Meanwhile, Stafford East's example is due to appear in a period film. We hear rumours of the formation of a new Lagonda Owners' Club.

Two s.v. Riley "Redwings" were noted recently on the road, one, alas, with "V2" in large letters on the near-side front door. A "Brooklands" 2-seater version was for sale in Berkshire recently, while at the Phoenix Green Garage was to be seen the Allen-Special, which has a "12/50" Alvis engine (using two carburetters and an outside exhaust system on a small-port head) in a "Redwing" Riley chassis. Then quite a lot of interest seems to be centred in "Brooklands" Rileys, of which A. H. Ball has purchased a 1929 model. Ball owned a "Super Sports" Morgan 3-wheeler before this and says he had a very entertaining 18 months' motoring from it. It would ascend almost any hill in top speed and do around 75 m.p.h. on that ratio and 55 in 2nd. It never seemed unstable or likely to turn over, but a close-ratio four-speed box with a 3.8 to 1 top gear, better headlamps and hydraulic brakes might well have been incorporated. W. Bailey has done some extensive rebuilding of a Lancia "Lambda," but, although the chassis had been slightly shortened in the Nardini days, the car will not go in its new owner's garage. He is reluctant to sell a car on which he has done so much work, but would like to exchange it for a smaller 12-h.p. tourer. He is meanwhile using the Lancia, which sounds to be in very good trim, with mains and big-ends renewed, etc.

Two more veterans are in safe keeping. A car we referred to as being at Footscray turns out to be a 1909 Renault of 16 h.p., with landaulette body. It has been acquired and is being put into sound order by someone who has also recently discovered, in a builder's shed, a 1903 6.5-h.p. Humber, which he is also restoring.

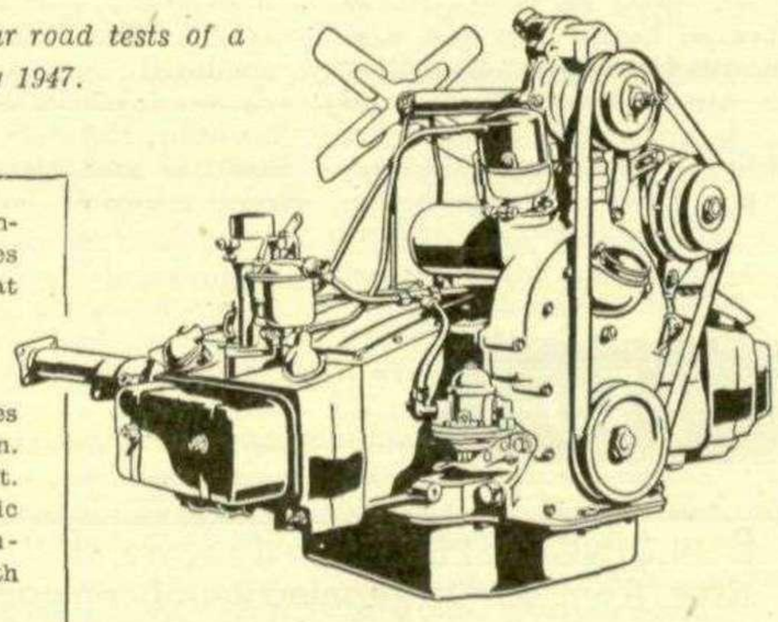
You're going to like . . .



its FLAT-4 engine

You'll be surprised to find the Javelin getting to 50 m.p.h. from a standing start in well under 15 seconds★—and then climbing to an effortless cruising speed of over 60 m.p.h. This new 1½ litre Flat-four engine endows an exceptionally roomy, comfortable family saloon with sports car performance at instant command. Like everything else in the new Javelin, the engine is new right through. It develops 50 B.H.P. which, with the low overall weight of the car, ensures sparkling performance.

★ *The Motor and Autocar road tests of a Javelin prototype, May 1947.*

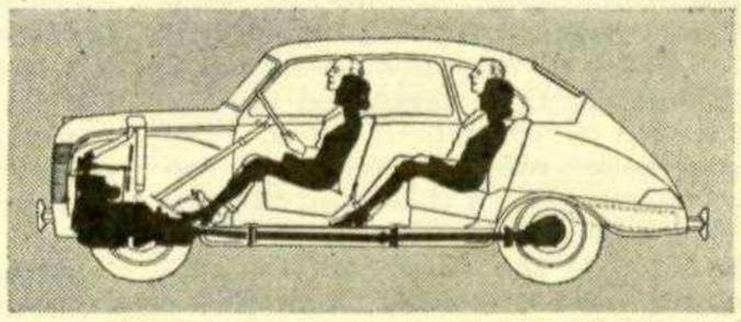


Four cylinders, horizontally opposed. 1½ litres developing 50 B.H.P. at 4,100 R.P.M. Mounted forward of front wheels, with radiator at rear of bonnet. Overhead valves with push-rod operation. Three bearing crankshaft. Self-adjusting hydraulic tappets Twin down-draught carburettors with air intake filter.

it's new right through

You're going to like its flowing lines . . .

The smooth flow of the Javelin's lines helps performance and eliminates irritating wind roar . . . unexaggerated modernity that is a delight to the eye. Lamps and door-handles are recessed into the panelling—there's an unbroken flow from trim nose to tapered tail.



The Motor drawing

its roominess . . .

the compactness and forward mounting of the engine, the flat floor and the steering column gear lever give abundant leg room. The bench-type seats accommodate six people on occasion and ensure armchair comfort for four. The rear boot easily accommodates an unusually large amount of luggage.

its safety and economy . . .

For all its lively acceleration, the Javelin is untiring and safe to drive. Excellent road-holding, first class brakes and all-round vision add up to safety. And as for economy, the Javelin by independent test† has proved to do 29 m.p.g. at a steady 60 m.p.h.

its smooth riding . . .

Here again the forward engine mounting scores. It means that rear passengers sit well forward of the rear axle and that, with torsion-bar suspension all round (independent in front) ensures a ride of exceptional comfort and smoothness for everyone in the car.

† *The Motor road test.*

The new JAVELIN by JOWETT

JOWETT CARS LIMITED · BRADFORD AND LONDON

A 1921 Sizaire-Berwick, now at Oldham, needs a good home and is said to be in a remarkably fine state of preservation. Michael May now has his own Auster. John Cooper is acquiring a 1,500-c.c. Alfa-Romeo coupé and Quiggin has a 1931 "12/50" Alvis four-seater and an earlier big-port car of this type.

Those who require paint for finishing cars (or model cars, come to that) in British racing green, will find that Postans, Ltd., Trevor Street, Birmingham, can supply small quantities of their "Napier Green," which was used for Edge's cars and is the correct hue. *The Model Car News* for July contained articles on rubber- and petrol-driven model racing cars, on a tiny model of a 1903 Siddeley and on making simple but realistic model cars at home, and it strikes us as good value at 6d.

★

AMERICAN VETERANISM

They sure do go places, get around and get going in the States. When it's a matter of veteran cars, America can claim several organisations catering for their location, restoration, preservation and exercise. Last year one of these organisations, the Veteran Motor Car Club of America, not only ran numerous socials, rallies, competitions and indoor meets, but it put over a replica of the historic Glidden Tour, which lasted, if you please, for two *weeks*. Another innovation introduced recently was its Antique Auto Show, at Boston, when 35 old cars were displayed at the Horticultural Hall and the public admitted—this because the Club discovered that its funds needed boosting, be it noted. The veterans were properly displayed on stands, Edgar Roy's beautiful as-new 1914 Renault chassis was flood-lit in the entrance to the main hall, the p.a. system dispensed music of the appropriate era, mannequins wore period costume and an oil company gave away road-maps. The V.M.C.C. of A., whose Secretary is D. C. White, 173, Cedar St., Roxbury 19, Mass., publishes a truly excellent journal "The Bulb Horn," quarterly, at 65 cents. That for January contains pictures of the Antique Auto Show, reports of events, an article on reconditioning a 1909 Thomas Flyabout by Richard Merrill (Boy, how they do restore 'em in the States!), a short illustrated history of the Pierce-Arrow company, and an account of the Glidden Tour by Peter Helck, who got the veteran racing man Frank Lescault to drive his Locomobile therein. Enthusiasm for veterans runs as high as ever in America. Say, bud, why you rolling so fast towards Liverpool Docks? (Because, brother, I don't like flying!)

★

INFORMAL

It may not be generally known that informal gatherings of V.S.C.C. members happen at the Phoenix Hotel, Hartley Wintney, on A30, on the first Thursday evening of each month. Cars at the last of these gatherings included Bugatti, Bentley, Frazer-Nash, "14/40" Delage, Lagonda, Mary Whittet's smart Renault, Lancia Aprilia, flat-twin air-cooled Rover Eight, Vale Special and divers little boxes.

★

V.S.C.C. OF A.

The February edition of the Vintage S.C.C. of Australia's journal, "The Vintage Car," arrived accompanied by a list of the Club's members, from which we find the number last February stood at 209. This includes quite a number of British members and it is worth emphasising that an overseas membership scheme operates at considerably reduced subscription rates for members of our Bugatti Owners' Club and Vintage Sports Car Club. We should say it is worth taking advantage of if only to get the excellent articles and drawings of vintage types by R. G. Shepherd, which appear regularly in "The Vintage Car." That for February dealt with the 3-litre Sunbeam. Shepherd should be encouraged to get his series out in book form—available here as well as in Australia, please, "R. G. S." F.t.d. at the Gawler "accelerated ¼-mile" was made by *Harrison's Ford-Special in 17.7 sec.*, best vintage-car time being 18.2 sec. by Vinall's "30/98" Vauxhall. The class winners were Uffindell (Austin Seven), Anders (Morris), Slade (Wolseley), Burden (Lea-Francis), Pank (Chevrolet) and Harrison (Ford). An exciting Relay Race was supported by 20 cars and won by a Ford—blower Bentley—"30/98"—"23/60"—and Austin Seven team, and there were knock-out match contests on handicap in addition. A nice photograph is published of Dent's Frazer-Nash, which was judged the best car at the opening Rally, and which won the vintage section of the 1½-day Mountain Trial, being fastest of all in the hill-climb at that event. We like the remark, *apropos* its rebuilding, that it appeared first as a chassis, then grew every time it came out, finally developing registration plates. Hon Sec.: R. Beal Pritchett, 1, Phillip Street, Neutral Bay, N.S.W.

★

LANCIA CAR CLUB

A preliminary meeting in Birmingham on June 21st aroused much enthusiasm for a Lancia Car Club and an official meeting is scheduled at the "Haycock" Wansford, on September 7th. Provisionally the Chairman is R. L. West and the Club headquarters are at his premises at 22–24, Queen's Gate Place Mews, London, S.W.7. An annual subscription of £1 1s. is suggested, badges to cost about 15s. All the advantages of a one-make club, plus a possible tool service, are hoped for and we see no reason why this Club should not be a vast success under West's control. Enquiries and suggestions from Lancia owners are very welcome.

★

V.S.C.C.

The V.S.C.C. scored a decidedly notable bull by running the Gransden meeting. Their June "Bulletin" contained excellent pictures of Heal, who is Club captain, in his 1924 G.P. Sunbeam at Prescott, Neve's "30/98" Vauxhall and Chambers' 1908 Hutton, etc. It carried excellent reports of 1947 activities. The Club's secretary, Tim Carson, has recently changed his address, and has started a secondhand car business. His new address is: "Mellaha," Park Lane, Kempshott, Basingstoke, Hampshire.

★

B.D.C.

The Bentley Drivers' Club really does set an example to certain other clubs whose secretaries seem as sleepy as if they had just emerged from an air-raid shelter. We mean, seven "socials" scheduled for July, at such widely scattered places as London, Harrogate, Taunton, Eaton Socon, Worthing, Church Stretton and Denham! On August 3rd some informal dicing is being laid on at

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Tangmere, for club members only, and later in the month aerial parties are being arranged to the Ulster and I. of M. races. Hon. Sec.: S. Sedgwick, "The Cobb," Stoke Close, Cobham, Surrey.

★

FUN FROM THE ADS.

Two jolly statements from recent used-car advertisements—not in MOTOR SPORT. "Needs some attention. Been standing up." And, "A few complete chassis for sale. Packing and postage extra."

★

SAND RACING

The Scarborough and District M.C. will run a series of speed trials and races on Filey Sands, on September 6th, over a course which embraces two mile-long straights. Details can be obtained from J. Claxton, "Lancesund," Mill Lane, Cayton Bay, Scarborough, Yorkshire.

★

THE R.A.C. BEAUTY SHOW

Last year we were stirred by the closing of Hyde Park for the R.A.C. Cavalcade. This year, to its everlasting credit, the R.A.C. has obtained sanction to stage a great Concours d'Elegance in Regent's Park. In the absence of the Motor Show, this Concours will rank as a great open-air Exhibition of Britain's latest cars. Many of our leading manufacturers expressed considerable interest as soon as the event was announced. There are classes, too, for Veteran, Edwardian and Vintage cars and we believe the Bentley D.C. will be well represented in the last-named. This will be a great social gathering. The date is September 6th.

★

FAIR ENOUGH

From an Editorial in the *Motor World* dated July 4th: "Neither the business executive nor the family man motors around the mile-a-minute mark—40–45 m.p.h. is the popular highway speed." That is quite reasonable, providing it isn't done in the middle of the road.

★

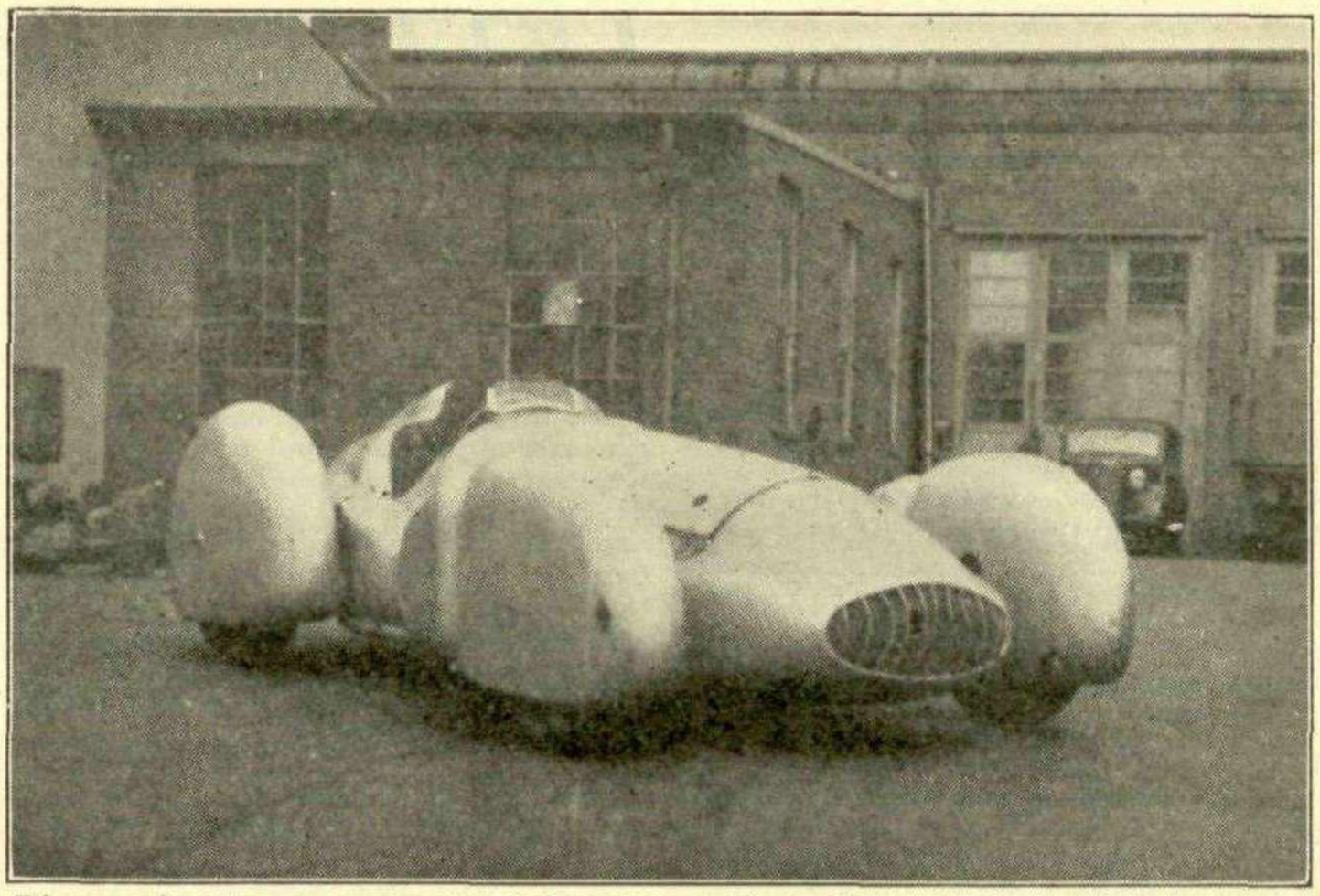
EXPLANATION

Some surprise was occasioned by the fact that builders of 500 c.c. racing cars, having shouted for somewhere to circuit-race, did nothing about the race arranged for them at Brough on June 28th. It now transpires that they *did* do something, with the following results. Bacon found himself *sans* mechanics and transport, Davison's car "blew-up," Aikens had his engine stripped in readiness for a record-attempt at Ostend, Bosisto's leave was cancelled, while Siddall's "Iota" van burst two tyres *en route* and then developed engine trouble. Oh, well!

★

WORK TO DO!

People seem to have optimistic ideas about finding old cars standing in farm-yard barns awaiting new owners, and of being able to run them in competitions very soon after the discovery. Only a short time ago a contemporary wrote of



Discovery! An army sergeant took this photograph in Germany during the war. The car appears to be one of the 1939 *3-litre V*12 *Mercedes-Benz, fitted with wheel spats as was an earlier car of this type. Doubtless records work was in mind when war broke out.*

enthusiasts peering through cracks in the walls of aged barns in the West Country seeking pre-1905 veterans to use in a trial for such cars due to be run off about a month ahead. Members of the V.C.C. will confirm that invariably far more than a month's hard labour is necessary on such "discoveries" before even a trial run can be considered.

★

EDWARDIANISM

Peter Clark has written us a letter which raises an important issue so far as the faster Edwardian cars are concerned. He points out that at the July Prescott Meeting his 1914 Mercédès was the only car entered in the class for cars built prior to 1915 and as you cannot run a contest with but one competitor, the class had to be scrubbed. It was the same at the Club Prescott Meeting. Clark, quite rightly, feels worried about this lack of activity on the part of owners of Edwardians. He remarks that there must be a dozen or more suitable cars which could support the class which the V.S.C.C. and Bugatti Owners' Club, in particular, put on for them at its speed events. He names the Itala, Fiat, two 1914 G.P. Opels and another 1908 Itala, to which we would say that the Clutton/Ewen Itala and Heal's Fiat have nobly supported Edwardianism in the past, while we believe that the other Itala is in the Isle of Wight and is *sans* tyres. But Peter is right about the Opels; and what of R. G. J. Nash's Lorraine-Dietrich, the *John Morris Benz*, that Cottin et Desgouttes which was unearthed during the war, Neve's T.T. Humber, etc?—and, of course, the Alphonso Hispano-Suizas (or shouldn't people in glasshouses throw stones?). It might be remarked, too, that pre-1905 cars of the faster sort stand an excellent chance under formula, so that Abbott's 1904 Mercédès, the Gordon-Bennett Napier, Capt. Oliver's 1902 Mercédès and the like might well join issue with the Edwardians. Let us hope that Peter Clark is unduly pessimistic, and that Edwardianism is not on the wane. Gransden may well have provided something of an answer, by the time this is in print. But we do feel that owners of Edwardian and veteran cars suitable for sprint events may be getting tired of being confined virtually to one course. Organisers of the smaller speed trials would surely do well to include an Edwardian class at their meetings. The reduction in entry fees and the closer proximity of such courses as Horndean, Burghfield, etc. to London (where the *majority* of Edwardians seem to be housed) should bring in entries, while spectators at these smaller events are mainly new to the sport and there is no denying the appeal of "giant racing cars" to such persons. In view of the fact that Edwardians are no longer seen at Shelsley Walsh and are to be encouraged only in purely racing trim at Brighton, is it too much to hope for classes for such cars, run to the Clutton formula, at our smaller speed meetings? That, we feel, *would do much to promote* increased activity in Edwardian circles. Meanwhile, we hope that the veteran class will return to its erstwhile glory at forthcoming Prescott meetings and that Clark's suggested formation of an Edwardian Racing Car Club, for stimulating interest, will not be necessary.

★

COVER PICTURE

This time we show R. D. Poore engaged in winning the Gransden Trophy Race in the ex-Ruesch "3.8" Alfa-Romeo. He led throughout and averaged 86.30 m.p.h. This excellent action shot is the work of Guy Griffiths.

★

B.O.C.

The Bugatti Owners' Club announces that it has appointed a new secretary, Lt.-Col. R. F. Hayward Browne. He

lives within a few miles of Prescott Hill and the Club's offices moved there as from July 21st. Guy Griffiths has been appointed official photographer to the Club. The May issue of *Bugantics* contained reports of the Opening Rally, Prescott test-days, and the Opening Prescott Meeting written by Messrs. Clutton, Giles and Lemon Burton, respectively. Future fixtures are the International Hill Climb at Prescott on September 14th, the Welsh Trial on October 18th-19th and the Annual Dinner on December 6th. Since March 55 new members have been elected. Secretary: Lt.-Col. Hayward Browne, Little Chantry, Winchcombe, Glos.

★ ★ ★

LODGE RACING PLUGS

It is to the everlasting credit of Lodge Plugs, Ltd., that their new racing plugs can be used for starting a racing engine from cold, warming it up, and then extending it, without changing from one grade of plug to another during these exacting operations—no racing driver can fail to see the advantage to him of using such plugs. The new series of Lodge racing plugs is made in four heat ranges, 47, 49, 51 and 53, these being distinguished by no band, one band, two bands and three bands of red on their Sintox insulators, respectively. R47 and RL47 plugs suit sprint work; R49, RL49, 18-49 and 18L-49, short-distance racing; R51, RL51, 18-51, 18L-51, G.P. and T.T. class racing; and R53 and RL53 exceptionally fast long-distance work. L denotes long-reach, 18 denotes 18 mm. as distinct from 14 mm. The 47 and 49 plugs are available in waterproof versions for scrambles and dirt-track racing. The price of all these racing Lodge plugs is 15s. each. Users include Lt.-Col. Gardner, Raymond Mays, "Bira," George Abecassis, H. L. Brooke and Peter Monkhouse.

★ ★ ★

"The Light Car" Challenge Trophy for the Brooklands 1½-litre Class Hour Record is now offered for the International 1½-litre Class Hour Record, with Montlhèry in mind. The holder is R. T. Horton (M.G.) at 117 miles 56 yards.

LETTERS from READERS

Sir,

"Baladeur," in his June "Sideslips," suggests that the 1902 Round-the-World Panhard "Passe-Partout" may still be mouldering in the snows of Nijni Novgorod. May I point out that, according to H. O. Duncan's "The World on Wheels," this Panhard was found frozen in three feet of snow at Clerio by Chas. Friswell, who had it hauled out by peasants and horses and railed home to England, where he put it on show at Friswell's Garage and at the next Motor Show at the Agricultural Hall. Apparently Friswell felt it worth while to journey out to Russia to save the car—he had difficulty in entering the country; still more in leaving it—but whether because he was an enthusiast or a dealer, history does not relate.

"READER SINCE 1924."

London, E.C.

* * *

Sir,

In the November 1946 issue of MOTOR SPORT I wrote requesting information regarding the Austin "Grasshoppers." Since then I have obtained, through the kindness of Alex Bruce ("Pilot" of the Scottish *Motor World*) and R. K. N. Clarkson (the well-known Scottish trials driver who owns one of these potent little cars), some authentic news.

In the first place Alex Bruce obtained the following from Alan Hess, Public Relations Officer of the Austin Motor Company. Mr. Hess told him that eleven cars were made. The original seven were unsupercharged, but for the "Colmore" in 1936 one was blown and the results were so promising that they were all fitted with blowers boosting at 5 lb., this figure was later raised to 9 lb.

Three cars of similar build were constructed, with light aluminium bodies, and were run at Le Mans in 1937 and, finally, a similar car was built and run inthe Paris-Nice (Madame Itier and Mrs. Petre).

The original cars were numbered AOX 3, AOX 4, AOV 343, BOA 57-58-59 and probably BOA 61; they were all on the low chassis and were later "raised" and blown. The first three were handled by Milton, Richardson and Orford. BOA 57 was Bill Scriven's, BOA 58 was owned by Denis Buckley, BOA 59 driven by Bert Hadley and BOA 61 shared by Charlie Goodacre and Alf Langley.

The three Le Mans cars were numbered COA 118-119 and 120. Scriven bought COA 118 when he left Austins', and this car now belongs to George Symonds. COA 119 was apparently converted to "Grasshopper" standard and is now driven by the Scottish driver Wilson; it is painted blue.

Clarkson informed me that the original three had two-bearing cranks which kept breaking, until Laystalls were called in to make these specially, with 1½-in. journals. The experimental department fitted new cranks every four months. While experimenting with the three-bearing crank Austins found that, whilst the two-bearing engine would rev. more, the three-bearing crank would stand more abuse, though big-ends were inclined to go.

Regarding blower pressures it is interesting to note that, whilst Austins recommended about 6½ lb./sq. in. in the interests of reliability, Hadley often used 13–15 lb./sq. in.

It would seem that BOA 57-58-59 and possibly 61 were three-bearing "Grasshoppers." The Le Mans cars COA 118-119 and 120 were also three-bearing, Symonds being now blown, as I described in MOTOR SPORT recently. Clarkson tells me that one Le Mans car was in the hands of Jack Gibson, a friend of Leslie Ballamy (maybe COA 120), he also told me that Evans, of Caernarvon, had a car, and one was written off by an apprentice. Two of the original two-bearing cars AOX 4 and AOV 243, with one of the three-bearing jobs, BOA 59, formed the "Tartan Grasshopper" team in the hands of Blyth, Valentine and Carlaw.

Of these, AOX 4 is now the property of Clarkson and is fitted with LMB front suspension with a 4-in. wider track, thus slightly crab-tracking the car. AOV 343 still belongs to Valentine and BOA 59 has been sold to a Glaswegian who has removed the blower and takes no interest in competitions.

I hope this will help regarding the history and present whereabouts of these cars.

I am, Yours etc.,

Enfield. H. L. BIGGS.

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Kenneth Mason, 17, Hatch Lane, Harmondsworth, Middlesex.

GUY GRIFFITHS

Motor Racing Photographs,

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BENTLEY supercharged 4½, V.D.P. 4-seater, in first-class condition throughout; P.100 lamps, good tyres, battery, hood and sidescreens; maintained by enthusiast regardless of cost, now forced to sell for domestic reasons. Photos and full particulars to genuine purchaser. Offers over £1,000 to Box No. 165, MOTOR SPORT, 15, City Road, E.C.1.

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ENTHUSIASTS! Authentic racing car blue prints by racing mechanic, 5s. each. S.A.E. list. 72, Walpole Road, London, E.18.

UNUSED V8 magneto. Replaces original Ford distributor, £15 or offers. Box No. 198, MOTOR SPORT, 15, City Road, E.C.1.

SUPERCHARGED "P"-type M.G., engine rebored and overhauled, supercharger and carburetter reconditioned by makers, new back springs, front reset, dynamo rewound, recellulosed black, spare cylinder head, £465. Davidson, 164, King's Cross Road, Halifax. Tel.: 2828.

TWIN S.U. carbs. and manifold for Riley Nine, £10. M.G. spring steering wheel, £1. Austin Seven cylinder head, 10s., 1946. 125-c.c. W.D. Enfield, mileage under 1,000, £60. Patrick, 19, Gundreda Road, Lewes, Sussex.

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FOR SALE—*continued*

BUICK, 1926, 30-h.p. tourer, immaculate condition, good tyres, a really beautifully preserved specimen. Taxed and insured. £165. 54, Manor Drive, London, N.20. Enterprise 4181.

E.R. MOTORS LIMITED invite offers for a 1926 (July) 3-litre Sunbeam "Speed Model" 4-seater, finished in black with red cycle-type wings. The specification includes twin overhead camshafts, dry sump lubrication, twin Claudel Hobson carburetters, etc., and is absolutely original with the exception of the fuel feed system, which has been modified to incorporate dual S.U. electric pumps. This motor car has been fitted with a new hood, hood bag and full-length tonneau cover, has good tyres, and the general condition is excellent. It is unique in that it has had only two private owners since new and has not been licensed since 1933. It is the personal property of one of our directors and is undoubtedly one of the finest examples of its type in the country. It has to be sold and we are prepared to consider reasonable offers. Alternatively, we will take any car, preferably an interesting device, in part exchange with cash adjustment either way. Open on Sundays, E.R. Motors Ltd., 170A, Lincoln Road, Peterborough. Telephone: 3526.

E.R. MOTORS LIMITED offer a 1936 Fiat "1,500" 16-h.p., pillarless saloon in good condition at the unrepeatable price of £225. Three new tyres are fitted. This is an entirely satisfactory motor car for the enthusiast who must have a closed car. Exchanges welcomed. Open on Sundays. E. R. Motors Ltd., 170A, Lincoln Road, Peterborough. Telephone: 3526.

ASTON-MARTIN 12-h.p. "Le Mans" 2-seater, pointed tail, actual Rudge-Whitworth cup winner at Le Mans in 1933. Chassis No. L.M.9., engine L.M.G. *Car has often been written about in Autocar, Motor* and MOTOR SPORT. Speed approx. 110 m.p.h. In racing green. Engine detuned for "Pool." Taxed. In wonderful condition, photograph on request. I would exchange this pedigree car for any other car which may interest me. I prefer something like Ford V8 coupé or drophead foursome. Cash either way. "Le Mans" Aston-Martin, value £950. L. J. O. Bartlett, Eagles Nest Lodge, Exeter Road, Bournemouth. Tel.: 7360.

SINGLE-SEATER dirt track Bugatti, rebuilt with trailer. Offers nearest to £250. Banstead Motor Works, Banstead, Surrey. Burgheath 201.

FORD V8-Special builders; Mercury 32.5-h.p., 30-h.p. engines, gearboxes, axles, Lockheed type; all kinds accessories. Colin & Leslie Ltd., 12, Wharfdale Road, Bournemouth. Westbourne 64497.

FOR sale, what is considered to be the most magnificent vintage car in the country, the famous 7½-litre straight-eight Isotta Fraschini 1937 Model 8a, brought up to 8b specifications, modified and fitted with English coachbuilt foursome drophead coupé 1936. In very good order. For further details and appointment to view, write 3, Oxford Close, Mitcham, Surrey.

FREE to genuine impecunious enthusiast, rebored G.N. engine, complete. Must be collected. J. S. Hammond, 9A King's Road, Walton-on-Thames, Surrey.

FOR SALE—*continued*

ONE set unused pistons for "12/50" Alvis, 69 m.m. plus .040 in. oversize, with rings and gudgeon pins, £6. Secondhand crankshaft, crankcase, con-rods and other "12/50" engine spares. Box No. 99, MOTOR SPORT, 15, City Road, E.C.1.

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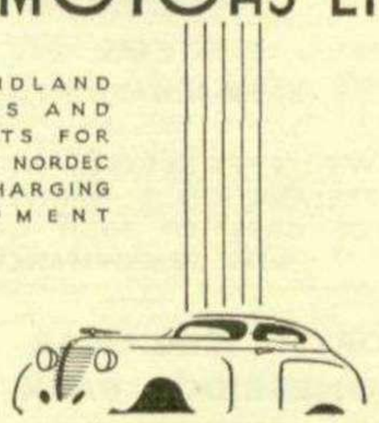
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"P"-Type M.G. Supercharged 2-seater, Red, good sample of an interesting series. Offers over £350 considered.

1938 Morgan Model 9 2-seater, supercharged. £550.

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FOR SALE—*continued*

ALFA-ROMEO 1,750-c.c. drop-head coupe, 4-5 seater. Thoroughly overhauled by Messrs. Thompson & Taylor of Weybridge. Illness reason for selling. £700. Box No. 201, MOTOR SPORT, 15, City Road, E.C.1.

BITS and pieces.—Axles: Wolseley "Hornet," splined hubs, front and rear; Riley Nine, 1933, front, no drums; Wolseley Twelve rear, bolt on, and wheels; Centric type 260; Centric 125, both as new. Large downdraught S.U. Large Zenith updraught. Sundry S.U.s. Wolseley "Hornet" chassis and springs. "Hornet-Special" engine and box, complete auxiliaries. Siddeley-Special engine complete. Straker Squre engine complete less pistons. Ford V8, complete with axle. Blown 2-litre Lagonda engine and box for spares. Austin Seven, Alta and "Nippy" heads, two 1932 radiators. 1,100-c.c. Fiat alloy head and i.f.s. unit. 2-litre Sunbeam head. Singer "Le Mans" downdraught manifold. Set 2-litre Lagonda wings and boards. 2 M.G. diffs. 1 half-shaft. 1 large Bosch horn. Pair twin horns. M.G. radiator. Pair 12-in. Yank headlamps. 2 each 400 by 19, 450 by 21, 525 by 21, 650 by 19. 1932 2-litre Lagonda car, special open 2-4-seater body, less engine. "Special" chassis, 8th series Lancia, i.f.s. 2-seater body, almost finished, 9 ft. 4 in. W.B. New racing tyres. All parts to complete. Special trials Austin Seven, warmed engine. 1933 Aston-Martin saloon. Offers invited for the above. R. T. Monckton, Lightpill, Stroud, Glos.

"**30/98**" VAUXHALL 2-seater, alloy body and wings, good tyres, new battery. Any trial. £215. Cunliffe, 9, Spencer Road, Buxton.

EX-A. R. Samuel racing "C"-type M.G., unused from 1935-1942. Rebuilt 1947 and fitted with new 750-c.c. supercharged (power-plus No. 7) "J4" engine, having many mods., including water pump. Light 2-seater body with full road equipment. Taxed Dec. 100% condition. £600 or nearest. 28, Ambassador Close. Hounslow 4714.

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MORRIS 8-h.p., late 1938 sports 2-seater, perfect condition inside and out; brand new tyres and battery; unused for 7½ years. Genuine mileage 3,963. Indistinguishable from new. Offers wanted for this exceptional motor. J. S. Hammond, 9A, King's Road, Walton-on-Thames, Surrey.

MORRIS 8-h.p. 4-seater tourer, 1938, beautiful condition; brand new tyres and battery; genuine mileage 10,881 to date, unused for 7½ years, taxed and insured. I am running this motor myself; £425 or near offer. Exchanges considered. J. S. Hammond, 9A, King's Road, Walton-on-Thames. Surrey.

B.S.A. SERIES II, 10-h.p.; rebored, crank reground, new mains, brakes relined, resprayed racing green, silver wheels, new hood and carpets. £425 or near offer. J. S. Hammond, 9A, King's Road. Walton-on-Thames, Surrey.

FOR SALE—*continued*

ASTON-MARTIN 1½-litre, Mark II, long-chassis, 4-seater tourer, in perfect mechanical condition and of outstanding appearance. Cellulosed immaculate white, upholstered hogskin shade leather, new brown carpets, chromework as new, silver wheels, tyres excellent all round. Two spare wheels. Fitted Kigass, transverse shock absorbers, twin chrome external exhaust pipes, aero screens, twin dual-tone horns, chrome, headlamp stone guards, spotlight, large "Brooklands" chrome fishtail, new pyramid-type registration plates, chrome quick-action petrol and radiator caps; hood and sidescreens perfect all round; heavy white zipp tonneau cover, spare magneto. Engine overhauled by makers Nov., 1946; two new batteries fitted, also new carburetter jets and needles. A thoroughbred car of distinction, universally admired. Price £950. Available after August 5th, for viewing and trial. Johnson, "Deepdene," *Warminster Road, Bathampton, Bath.*

FOR sale, 8 sound 920 by 120 covers, 30s. Also genuine dirt track Douglas motor-cycle, good running order, electric lighting, taxed, £50. D. Axel-Berg, Little Morton, Brockenhurst, Hants.

SINGER "Le Mans" coupé de luxe, 1934, new battery, diff. timing chain, £215. 'Phone Cunningham 8407 after 7 p.m. P. K. Hallas, 126, Grove End Gardens, London, N.W.8.

ALUMINIUM and duralumin sheet, ex-stock. Prompt delivery. Quotations for cellulose spraying. Lambert & Corkran, Ltd., Dept. 3, Hailsham, Sussex.

INDIA tyres (two), almost new, with new tubes (special bolt-type valves), 5.50 by 16, £5 each, complete. Twitten Orchard, Nutbourne Common, Pulborough, Sussex.

WOLSELEY "Hornet" 2/4-seater; good body, mechanically sound; economical, good performance. £195. Apply, 51, Kynance Gardens, Stanmore, Middlesex.

LAGONDA. 2-Litre 1934 Pillarless Saloon. Engine. Brakes overhauled 500 miles, low chassis, P100s. Taxed £375 Box No. 202, MOTOR SPORT, 15 City Road, E.C.1.

"BROOKLANDS" Riley parts, new or as new: two 18-in. 42-mm. k.o. wheels, new, £6 10s. Large crank flywheels, ordinary or lightened and balanced. Standard gearbox, not C.R., £8. Front axle beam, £6. Brake drums and shoes. Crown wheel and pinion, 5.5 to 1, £7. Diff. parts. Small con.-rods, three 1⅛ rods, £2 each. Unheated, 2-carb. manifold, 35s. Racing filter, £1. Camshafts. Gearbox parts. Two double Hartfords, £3. Two burnished rear springs and shackles, perfect clearances, £6. New sump, 30s. Three Aston con.-rods, £1 each. D. Parker, Brentwood, Woodhurst Park, Oxted, Surrey. Oxted 926.

"J2" M.G. Sound throughout; Grebel headlamps, outside exhaust; taxed, insured. £280. Heape, 91, St. Mark's Road, W.10. Lad. 4026.

ALVIS "12/50" block, gearbox, steering assembly, headlamps, crankcase, front axle, dynamo, carb., half-shaft. Brown, 104, Tulse Hill, London, S.W.2.

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Ex-Naval Officers brand new White Canvas Shoes, solid leather soles and heels, 21s. per pair.
Brand new Army Boots, steel tipped heel plates, extra wide fitting, black only, 25s.
Ex-R.A.F. Shirts, 7s. 11d.; Khaki Drill Bush Shirts, 8s. 11d.; reconditioned.
Part-worn ex-American olive green Denim Trousers, sizes up to 36-in. waist, 7s. 6d.
Ex-Govt. fawn double texture Coverall Coats, absolutely storm-proof, 38s. 6d.
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Lightweight Oilskin Jackets and Trousers, olive green, 12s. 6d. the suit.
Black Combination Oilskin Suits, a super job, ideal for motor cyclists and outdoor workers, 25s. the suit.
R.A.F. Flying Suits, zipp fitted throughout, complete with real Beaver Lamb collars, 29s. 6d.
Ladies' blue serge Skirts, ex-Wrens, 12s. 11d., also Tailored Slacks, 18s. 11d.
R.A.F. Buoyant Flying Suits, Kapok lined, full zipps, slightly used, 55s.; also brand new, 75s.
Ex-R.A.F. Flying Suit Linings, Kapok filled, new, 20s.
Ex-R.A.F. white pure silk double woven Inner Gloves, 6s. 6d. pair, new.
Part-worn Khaki Shorts, up to 36-in. waist, 6s. 6d. pair.
Ex-R.A.F. Trousers, part-worn, up to 34-in. waist, 15s. 6d. pair.
Blue Transport Trousers, heavy quality, up to 40-in. waist, 25s.
Ex-American wool Undervests, 7s. 11d.; pure wool Underpants, khaki, 6s. 11d.
G.I. Trousers, up to 34-in. waist, 18s. 11d., reconditioned.
W.L.A. velvet cord Breeches, 16s. 11d.; Men's khaki or blue Battledress Blouses, up to 36-in. chest, 12s. 11d.
Ex-Govt. Jack Knives, 4s. Ex-Army Cape-style Ground Sheets, 8s. 11d.
Brand new thick pure wool Seaboot Stockings, 12s. 6d. pair.
Ex-American super brand new Bivouac Tents, double ended, including poles and pegs, 45s. complete.
Pure wool super quality ex-Naval white Blankets, slightly used, double size, 35s. 6d.
Police Inspector's Macks, double texture, 45s.
All orders 9d. postage and packing.
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FOR SALE—*continued*

TYRES for vintage enthusiasts: 30 by 3, 34 by 4, 30 by 3½, 135 by 635, 935 by 135, 920 by 120, 810 by 90, 875 by 105, 450 by 20. New and unused. Write for particulars to Brooks Motor Company, 23/5, Castle Gate, Newark. We are also agents for Marshall-Nordec Supercharger installations.

ALVIS "Firefly," 1933, crankcase, crankshaft, cylinder block, cylinder head, front axle assembly. Offers wanted, lot or separately. Soper, 15, Sanford Crescent, Torquay.

MARK II "18/80" 1933 M.G. "Le Mans" open 4-seater body. Good condition. New tyres. £250. Box No. 181, MOTOR SPORT, 15, City Road, E.C.1.

1947 (FEB.) "TC" M.G., black/beige; mileage 2,800. Extras include reversing light and Lodge "HNP" plugs. The finish of this car is far in advance of the 1946 models, and it has just been completely under-painted with Bitumastic paint. Offers. Box No. 182, MOTOR SPORT, 15, City Road, E.C.1.

RILEY 9-h.p. racing spares: cylinder block, std. bore, used one race, £20; 1⅛-in. crankshaft, new, £25; five special steel 1⅛-in. con.-rods, new, £3 10s. each; four h.c. racing pistons with gudgeon pins, new, £2 each; 11.5 to 1 c.r. head with guides, valves, new, £15; two special steel camshaft gears, £4 each; eight sprint rockers, 7s. 6d. each. Also sundry standard used spares, including engine, gearbox and steering gear, £10 the lot. Gore-Brown, 120, Cliffe Hill, Warwick. Phone: Warwick 552.

1939 M.G. "TA" (December), beautifully maintained in first-class condition. Owner taking delivery of new family car. See by appointment, Portsmouth/Guildford area. £675 or near offer. Box No. 183, MOTOR SPORT, 15, City Road, E.C.1.

1931 9-H.P. Riley set of timing wheels in excellent condition, B.T.H. magneto, completely overhauled, £10, or separate. Nevill, Chilwell, Nottingham.

"MONTLHERY" M.G. Midget, just overhauled; twin coils, twin pumps, good tyres. Farmer, 7, Nursery Grove, Franche, Kidderminster.

1924 Wolseley 15.6-h.p. tourer; licensed and insured year. This car is in perfect condition and is used daily. Sell or exchange smaller car or "special." Offers to F. Stang, 721, Shields Road, Glasgow.

BENTLEY 8-litre, 7-seater Park Ward limousine, with winding division; standard job in good road order; chassis, YF 5022; seen Birmingham. Also "38/250" supercharged Mercédes 1929 model "S," open 4-seater, seen London. Box 184, MOTOR SPORT, 15, City Road, E.C.1.

"P"-TYPE M.G. 2-seater, Zoller blown, 5.125 rear axle, small mileage since rebuild, including crank regrind, new mains, rods, rebore and Aerolites, clutch and brakes, and Servos. New set of rubber Firestones, twin aero-screens, twin spare wheels; recellulosed red/cream. Offered with confidence and after sale goodwill at £400, or near. Tee, 293, Morland Road, E. Croydon, Surrey.

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FOR SALE—*continued*

LARGE quantity of secondhand spares for Alvis "Firefly" 1934, including back axle complete, Wilson gearbox, most engine parts, etc. Also Wolseley "Hornet," various. Tojeiro, "Carlotta," Letchworth, Herts.

FOR sale—MOTOR SPORT: 1934 less Mar.; 1935; 1936 less Dec.; 1937; 1938 less Mar.; 1939 less Aug.; Jan. and Feb., 1940. Also *Speed*, first five copies and May to Nov., 1936. 50s. the lot, or best offer. Cleak, 4, Lyncroft Mans., Fortune Green Road, N.W.6.

PROSSER'S, of Glasgow, offer:—Frazer-Nash B.M.W. "328" T.T. 2-seater, ex-Curzon; speedo. reading, 13,800; Bugatti-blue with red wheels and red leather. The car is in faultless condition throughout, is used by one of our Directors and maintained by our experts. One of the fastest of its type in the country. £1,750.

DELAHAYE 3.3-litre Coupe des Alpes, drophead coupé by Carlton; original registration January, 1938; mileage under 20,000. Engine, gearbox and chassis in 100 per cent. condition. Good tyres, coachwork unmarked inside and out. An immaculate car with superb performance. Price £1,950. H. Prosser & Sons Ltd.—for used cars with a guarantee. Sales department, 123, Bothwell Street, Glasgow, C.2. Phone: Central 0161; Grams.: "Prosser, Glasgow."

SCINTILLA Vertex, 4-cyl., £8. 1925 Railton engine and gearbox, £25. Wanted, Aston-Martin, part exchange 1944 ex-W.D. Austin 8-h.p. F. Hawkins, Hollywell Cottage, Ashby Road, Loughborough.

SUPERCHARGED "Ulster" Austin Seven, completely renewed and renovated regardless of expense by enthusiast owner, full road equipment, £250. Ford Eight complete, less all bodywork, £25. Set of new dummy hub caps, 10s. M.G. steering column with 18-in. spring wheel, £1 10s. Lloyds Bank House, Droitwich Spa.

1925 "Red Label" open 4 V.D.P. in good order, re-conditioned, sell £375, or exchange 4½-litre 2-seater or coupé. North Yorkshire. Box No. 185, MOTOR SPORT, 15, City Road, E.C.1.

TYPE 35 G.P. Bugatti 2-litre Anzani-Gough, o.h.c. engine, Laystall crank, outside exhaust, new tyres; £300 or exchange fast vintage car with room for three, Bugatti preferred. 97, New Road, Croxley Green, Herts.

1926 LAGONDA 11.9-h.p. chassis, minus engine and gearbox; complete axles, wheels, steering, brakes (4-wheel, dual rear). Good condition, believed one of last made (chassis No. 7755). Easily made towable. £12. Brown, "Glen Ross," Llantwit Major, Glamorgan.

ALVIS "12/50," Dec. 1931, saloon, coachbuilt, mechanically good, excellent tyres, reliable; body fair. £250 or nearest. Whittet, 12, Riverside Drive, Staines, Middlesex. Staines 1042.

ALFA-ROMEO, 1937 Zagato 2-seater, 1,750-c.c. blown; black, new red upholstery; new hood, tonneau cover; tyres, many extras, complete tools; very small mileage. Part exchange coupé or saloon. £950 or near. Walden—Gul 3802-3696 for appointment—25, Parliament Hill Mansions, Highgate, N.W.5.

BUGATTI 1½-litre, 1928, Type 40, short 4-seater; full touring equipment, six good tyres, crankshaft reground, new valves, guides, battery, ignition, etc.; brakes, clutch and electrical system completely overhauled; taxed. £250. J. de Waele, 10, Onslow Gardens, N.21.

1939 M.G. 1½-litre special 4-seater tourer, just fitted with special M.G. 4-cylinder 14-h.p. engine, recellulosed metallic grey, new hood, well shod. Practically a 1947 car with an outstanding performance. Owner forced to sell. £850. F. Gibson & Co., Ltd., Ock Street, Abingdon, Berks.

BRITISH Salmson 1935 12-h.p. saloon, twin overhead camshaft, new rings fitted, resprayed black; upholstery and head lining good, sunshine roof recovered; fast and economical. Price £400. G. Scott, Meadows, Clay Lane, Chichester, Sussex. Chichester 3174.

1½-LITRE supercharged "T.T." Lea-Francis. Actual 1928 team car. Rebuilt 1942 and equipped for the road. A very potent machine, but completely tractable in traffic. Write or 'phone Glossop 50 between 6 and 7 p.m. Price £260. Smith, Kent Road, Glossop, Derbyshire.

2-LITRE Lagonda, 1931. V.S.C.C. owner regretfully compelled to part with old friend in excellent running order; laid-up war years. Vintage enthusiasts only, £385. Tuck, 104, Newmarket Road, Cambridge.

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FOR SALE—*continued*

PRIVATE owner offers very late-type Riley Nine "Imp" 2-seater sports; 40,000 genuine mileage; £100 overhaul, including respray blue, rebored, crank reground, all new tyres, new hood, battery, etc.; taxed; rechromed; 60 lb. oil pressure (hot). Offers wanted, or would consider clean "Gamecock" and cash exchange. Whitegate House, Town Street, Bramley, Leeds.

FRAZER-NASH scuttle tank, two compartments. B.T.H. magneto, model KD1, brand new. Lea-Francis "12/22," all spares except rear axle. S.A.E. please, H. A. Motors, Clarence Crescent Mews, Windsor, Berks.

ALVIS, 1934, 11.9-h.p. "Firefly" sports 2/4-seater, taxed December; completely reconditioned engine, rebored and crankshaft reground May this year at cost of £60. Body rebuilt and resprayed green, cost of £50. Invoices held. Four new 500 by 20 tyres. Sacrifice, £325 cash. Owner now buying house. 28, Weston Garden Estate, Weston Favel, Northampton.

DOWNTON ENGINEERING WORKS LTD., Downton, near Salisbury, Wilts. Telephone: Downton 51. Repairs and overhauls to vintage and modern sports cars and Edwardians. High-class work promptly and efficiently carried out at reasonable charges. Reboring, welding and machining of special parts on the premises. For sale: Lincoln 1926 phaeton, very interesting vintage motor, V8 36-h.p. engine, giving remarkable performance with refinement. Many unique and advanced features; steering and road-holding of a surprisingly high standard; magnificent braking; tyres 700 by 21; excellent condition throughout, some new. The coachwork and upholstery are in perfect condition, paintwork fair. Glass winding windows are fitted and the hood is serviceable. Mileage is believed to be 18,000 only since new, maker's seals on the speedo. intact. Best offer over £350. Lucas Vertex magneto, shop-soiled but unused, 4-cylinder, clockwise, £15. 3-litre Lagonda spares, including cylinder head. Please state requirements.

FRAZER-NASH B.M.W., Type 55 sports 2-seater, engine reconditioned, new hood and battery; tyres good; terrific performance; taxed. Best offer over £490. "Rising Sun," Fareham, Hants. 'Phone 3143.

SCINTILLA Vertex magneto, 4-cyl., clock., tongue drive, brand new. 13, Garden Cotts., Foots Cray, near Sidcup, Kent.

F.N. B.M.W., 1936-37, Type 55 2-seater, in first-class condition, Martlett pistons. Finished black and chrome. Offers over £650. Blown 30-h.p. straight-eight Lycoming engine, 160 b.h.p., complete, £50. Reconditioned Riley Nine engine, h.c. pistons, lightened flywheel, £25. G.P. Bugatti chassis, front axle, hubs and brakes, £25. D. A. Pierpoint, Wellhouse, Burgess Hill, Sussex. 'Phone: Burgess Hill 3215.

M.G. "J2" Midget 2-seater sports in excellent condition, overhauled completely; many extras, including racing screens; £325. Wolseley-special sports coupé, 1935 model, ex engine and chassis, 8-in. instruments, "Daytona-special" Series engines, twin carbs., resprayed, good tyres, new covers, £265. 229, Stanstead Road, Forest Hill, S.E.23.

TYPE 43A supercharged "2.3" Bugatti roadster. Latest of its type, with well-base aluminium wheels, etc. Completely overhauled and re-painted; little used and most carefully maintained. Offers over £500. Clark, 46A, Bridgegate, Retford, Notts.

ROAD-EQUIPPED racing 2-seater f.w.d., 12-h.p. Alvis; just rebuilt; reground crankshaft, etc., unblown, 2 S.U.s, complete with blower; terrific performance; good tyres. £325. Box No. 186, MOTOR SPORT, 15, City Road, E.C.1.

AERODYNAMIC 1,100-c.c. Riley, new aluminium body similar Allard, 16-in. wheels, 13-in. Girlings. Reconditioned chassis, includes new 2-in. crank, cons., mains, flywheel, linered, valves, etc. £420. Photos 1s. 15, Lonsdale Avenue, Romford.

117 COPIES MOTOR SPORT, 1936-46, 6 volumes complete, clean, £3. Ward, Green Gables, Courtlands Lane, Exmouth.

USED parts for M.G.s, including crankshaft for N, L, P and VA types, oil sumps for most models, C.M.I tool tray for "P"-type 2-seater. Some new parts, including long-type batteries suitable for most models up to 1936, also Rileys. New hub bearings and some pistons. Runbaken oil coils, 6 and 12-v. Silencers. Imperial Motors, 103, Whiteladies Road, Bristol, 8.

1933 MORRIS "Minor" s.v. engine, radiator, prop.-shaft, two 20-in. Rudge wheels for Aston-Martin, one 19-in. Rudge wheel for Lea-Francis. Imperial Motors, 103, Whiteladies Road, Bristol, 8.

FOR SALE—*continued*

1924 model 40/50-h.p. Napier Six (R.A.C. rating, 38 h.p.), 2-door Cunard cabriolet body; showroom condition; low mileage; one owner. Offers. W. D. Gardiner, Long Melford, Sudbury, Suffolk. 'Phone: 203.

AUSTIN sports. Fully underslung chassis, "Ulster" body. Completely reconditioned engine, fitted March, 1947; four brand new American Firestone tyres, sprung wheel, Bosch pass-light; £195. 1931 Austin Seven engine, new pistons and rebored block, run 2,000 miles only, less flywheel and dynamo, £15. Box No. 187, MOTOR SPORT, 15, City Road, E.C.1.

SALMSON, Dec. 1928, twin o.h.c. G.P. model, 1,100-c.c. Reconditioned engine fitted with full force-feed lubrication, 4-speed gearbox, special body, just recellulosed, 4.50 by 19 rims, good wellbase tyres fitted. This car is an outstanding example of the marque; has been recently stripped to the frame, checked and carefully assembled. Written-up in "Talking of Sports Cars," 1943; 35 m.p.g., over 75 m.p.h. Incredibly reliable car; taxed, insured for £200. After long postponement, financial reasons force sale. £220 or nearest offer. J. B. Reed, c/o 179, Mornington Road, E.11.

2-SEATER aluminium body, 1-in. square tube frame; fit any track; complete with bonnet; unused; offers. Frazer-Nash bevel box, straight-tooth pinions; offers. Frazer-Nash steering box; offers. Box No. 188, MOTOR SPORT, 15, City Road, E.C.1.

GWYNNE Eight open sports 2-seater, much modified; wide-track front axle, Riley 4-speed gearbox, twin S.U.s, stoned radiator, Ashby wheel, 19-in. roadwheels; ideal for enthusiast. £100, no offers. P. D. Moll, Rheola Cottage, East Budleigh, Devon.

RILEY Nine, 1930, 2-seater tourer with dickey; in good running order and carefully maintained; spare engine, gearbox, radiator, etc. Offers over £175 to D. Applegate, Beetham, Milnthorpe, Westmorland.

M.G. "TA," 4,000 miles since fitted with new engine, using *no* oil; very fast, 37 m.p.g.; good hood and batteries; tyres O.K.; nice all round condition. £475. Barn Cottage, Hayes Lane, Kenley, Surrey. Uplands 8937.

CARBURETTERS, S.U., one pair complete with all rods, etc., £3 17s. 6d.; one pair incomplete, £2 15s. One Zenith, 25s. (All from Riley Nine). Foot pump, powerful, very little used, 18s. 6d. Spotlamps, five, 37s. 6d. the lot. Barn Cottage, Hayes Lane, Kenley, Surrey. Uplands 8937.

INVICTA, 100 m.p.h., low chassis 4½-litre open 2/4-seater. Exceptionally fine specimen of famous car. Mileage approximately 40,000, condition perfect. £700. Box No. 189, MOTOR SPORT, 15, City Road, E.C.1.

M.G. "F"-type "Magna," engine completely overhauled only 7,000 miles since, crankshaft ground, new mains and big-ends, liners fitted, clutch recently renewed and bearings replaced throughout, gearbox, new races in differential and rear wheels; tyres good, 4-seater drophead coupé body in rough condition. £215. Box 190, MOTOR SPORT, 15, City Road, E.C.1.

RAILTON "Foursome" drophead coupé, good tyres, appearance and performance, £650. Imperial Motors, 103, Whiteladies Road, Bristol, 8.

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FOR SALE—*continued*

M.G. MARK II, "18/80" "Foursome" drophead coupé. A handsome, roomy, 4-seater on a sporting chassis with a particularly quiet and smooth engine. Good tyres. Imperial Motors, 103, Whiteladies Road, Bristol, 8.

FOR SALE—*continued*

M.G. 1½-LITRE open 4-seater; reground crankshaft fitted, cylinders rebored. Bodywork good inside and out; fitted with good tyres and batteries. An opportunity to acquire a roomy sporting 4-seater of excellent appearance and performance. A class of vehicle unobtainable in the post-war range and ready for immediate use. Imperial Motors, 103, Whiteladies Road, Bristol, 8. £795.

M.G. MARK II "18/80" saloon, fitted new main and big-end bearings, specially fitted with compensated voltage control. Good batteries, new safety glass. Imperial Motors, 103, Whiteladies Road, Bristol, 8.

1930 CROSSLEY 16-h.p., Salmons Tickford cabriolet. Somewhat "square" in appearance, but in exceptionally fine condition with a sporting performance. Carefully laid-up for eight years. Only two owners and 60,000 miles since new. £200. L. G. Motors, 177, Archway Road, Highgate, N.6. Mountview 8467.

3-LITRE Bentley "Red Label" chassis, fitted with 4½-litre engine. Plate-type clutch, "A"-type gearbox, 4½-litre rear axle. This car has recently been rebored and fitted with new pistons and bearings; new twin 6-volt batteries; electric petrol pump fitted; good tyres. Recently there has been a considerable amount of work carried out on this car to bring it up to a high standard of mechanical condition. Coachwork has been resprayed black, with aluminium wheels. New hood is at present being fitted. Car has P.100 headlamps. Open 4-seater tourer body by Cadogan. A very fine specimen of a famous vintage car. Price £525.

TALBOT Ten sports tourer, first registered August, 1938. This car is finished in black with chrome fittings and wheel discs. Is in 100 per cent. mechanical condition with a very brisk and pleasing performance. Fitted with good hood and side screens. Taxed until the end of the year. Price £595. Brown (Bath) Limited, East Street, Warminster, Wiltshire.

ALVIS f.w.d. 1½-litre unblown 2-seater "12/60"; rebodied aluminium; available mid-August. £190. Four tail-wheel oleo legs, ex Spitfire, 12s. 6d. each, also Coolant radiator, suitable special. Box No. 191, MOTOR SPORT, 15, City Road, E.C.1.

ALVIS "Firefly" front and rear axles, as new (less differential), "12/50" big-port head, radiator, Scintilla magneto; 1933 "Hornet" rear axle; new 810 by 90 Dunlops. Box No. 192, MOTOR SPORT, 15, City Road, E.C.1.

AUGUST, 1936, Hillman "Minx" tourer, sound but ugly straight body, hood and tyres fair, brush painted, new battery, excellent engine, rebored beginning July; genuine mileage 29,000; taxed; £225. Medcalf, A.Y.S. Ltd., Heathcote Street, W.C.1. Terminus 4477.

MOST attractive sports car in London. Georges Irat 15-h.p. Continental 2-seater, 1939, wonderful appearance and performance; £40 spent at makers (Citroen). Price £665, consider vintage sports and cash. Barnes, 36A, Leigham Avenue, Streatham, S.W.16.

REAL sports car, Senechal "9.8" sports, "Ruby" o.h.v. engine, sound throughout. £92 10s. Barnes, 36A, Leigham Avenue, Streatham, S.W.16.

PAIR Lucas chromium P.100, perfect, £20. Barnes, 36A, Leigham Avenue, Streatham, S.W.16.

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FOR SALE—*continued*

ALFA-ROMEO 1,500-c.c. twin cam, fitted new engine 1938, with special bore and pistons; 90 m.p.h. Drophead coupé by James Young, beautiful condition. Owners, Dorothy Stiles, *Donald Campbell. Going abroad. Ring Streatham* 6314.

1929 ARROL ASTER, 17-h.p., taxed, body rough; 6 good tyres; spares include axles, springs. £150 or exchange vintage Lagonda, Alvis, Bugatti, or similar. Seen Preston, Lancs. Write, L/Cpl. Weir, 3 Command Wksps., R.E.M.E., Scorton, near Richmond, Yorks.

BENTLEY, 1930, 4½-litre tourer in immaculate condition. Owner requires smaller saloon car for business. Box No. 193, MOTOR SPORT, 15, City Road, E.C.1.

ALVIS "12/50," late 1928 special-bodied open 2/4-seater, resprayed black, with chromium. In superb mechanical condition, with large luggage boot, excellent tyres, new battery, good hood. £195. Exchanges welcomed. Stuart Wilton, 13, Eton Garages, Eton Avenue, Swiss Cottage, N.W.3. Primrose 6478.

AUSTIN "Nippy," 1936, excellent condition, £260 or offer. Austin Seven parts, 4 con.-rods, 4 std. pistons, 2 17-in. wheels. 221, Moor Green Lane, Birmingham, 13.

FORD Ten special, 4-seater touring body, supercharged at 4 lbs., i.f.s., telecontrols, 6 good tyres, new engine and blower fitted June and all other working parts overhauled. Selling to make way for new car, £500. Peter Clark, Hither Coppice, Hudnall, Berkhamsted, Herts.

BUGATTI 3,300-litre, unsupercharged, 4-carburetter Type 49 engine in shortened Type 44 chassis, with 2-seater G.P.-type body, newly cellulosed and in perfect order; racing and ordinary tyres all on wheels; engine now stripped for examination and further development. Selling to make way for new car, £900. Peter Clark, Hither Coppice, Hudnall, Berkhamsted, Herts.

SALMSON, 1928, 9.5-h.p. twin o.h.c. chassis fitted light 4-door fabric saloon; sound, but upholstery needs attention; paintwork, wings, etc., quite decent. Very lively and well worth investigation at £135. Dan Higgin, 26, Shirley Road, Leicester.

GENUINE "10/23" o.h.v. Talbot, 1925. Recently rebored, uses no oil, good appearance and well maintained; mechanically sound throughout with differential and coil ignition. New battery, new hood; tyres fair; in daily use. Starter, speedometer, and everything works. A joy for vintage enthusiast. £95. Dan Higgin, 26, Shirley Road, Leicester.

"E"-TYPE "30/98" Vauxhall spares, front and rear axles, gearbox, steering column, block, radiator; also 5 wheels, flat-base rims, suitable rebuilding for Bentley, etc. Truelove, Dorridge, near Birmingham.

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FOR SALE—*continued*

"LE MANS" Aston-Martin long chassis with modified tail and large A.-M. slab tank; tyres excellent and others available. New hood and side curtains. All instruments working. Uses no oil. Mechanically perfect. Exchange for car with equal road-holding and very great acceleration. Not larger than 3-litre. Box No. 194, MOTOR SPORT, 15, City Road, E.C.1.

2-LITRE Lagonda, 1931, low chassis tourer, £335. Centric supercharger, Type 260 A.H., with Solex carb., and attachments for "12/60" Alvis; maker's seals unbroken, £30. B.S.A. twin 3-wheeler spares, complete contents of gearbox and clutch, dismantled engine almost complete, 1 f.w.d. half-shaft, with spiders, steering-box, speedo. with cable, oil gauge, etc., also Lucas 4-cyl. mag. Written enquiries to Barker, "Oakmount," Guildford Road, Lightwater, Surrey.

ALVIS, 1928, f.w.d. 2-seater, in excellent condition, with six excellent tyres, engine overhauled and suspensions reconditioned; £315. Davison & Strachan, 43, West Street, Chipping Norton, Oxon. Tel.: 218.

1935 M.G. "Magnette," rebuilt and reconditioned throughout recently; new tyres; whole car in showroom condition. A genuinely outstanding car in its class. Very fast, fierce acceleration. Enquiries to M. W. L. Prior, Down House, Cold Ash, Newbury, Berks. Tel.: Hermitage 287.

ISOTTA FRASCHINI straight-8 2-seater, new battery and hood, body repanelled in aluminium with aluminium wings, 6 wheels, 7 tyres (2 new, 3 good, 2 smooth); terrific performance. Offers to S. R. Waine, 223, Church Road, Sheldon, Birmingham, 26.

RILEY "Redwing" special 2-seater, "12/50" Alvis engine, excellent condition, f.w.b. relined, etc., well-base wheels, £160. Mellaha, Pack Lane, Basingstoke.

AUSTIN special, rebuilt, re-registered 1946, 1936 chassis, 4-speed box, "*Ulster*" axle ratio, engine just completely overhauled, bronze head, twin S.U.s, etc.; blue, silver; 17-in. wheels, spares. Photo from Shirbon, Kensington, Howden, E. Yorks.

MORRIS Eight 1938 4-door saloon, sunshine roof; well shod; Runbaken coil; reconditioned engine. Ring Oxford 85121.

LAGONDA, 1931, low-chassis 2-litre speed tourer. Enthusiast leaving for S. Africa in Sept., offers this outstanding 2-litre. Winner of second prize at V.S.C.C. Bisley Rally. Always carefully used and maintained. Registered for total of only 24 months, 1934-45. Standard 4-seater body but coachbuilt (no fabric) in black and green original condition. Rebored and clutch overhauled by Charles Griffith. "ZE" gearbox, 4.1 axle, twin Zeniths, P.100's, also spotlight. Good hood, full tonneau cover, 5 good tyres, 2 brand new. Petrol, 22-24 m.p.g., light on oil. Price £525 or nearest for delivery end August. Seen by appointment London area. Write Box No. 195, MOTOR SPORT, 15, City Road, E.C.1.

FOR SALE—*continued*

AUSTIN "Nippy" special, coachbuilt body, M.G. "J2" type, fitted genuine "Ulster" engine. Resprayed red; good hood and tyres; £275, with standard engine £250 or nearest. Consider exchange 8-h.p. saloon. E. G. Smith, 20, Guildford Road, Horsham, Sussex.

BENTLEY 4½-litre 2-seater, excellent condition, £495. Scintilla Vertex magnetos, N.V.4, as new, £7 10s. each. Harley-Davidson twin-cylinder 750-c.c. motor-cycle engines, as new, £20 each. Norton 500-c.c., o.h.v. motor-cycle engine, E.S.2, £12 10s. 5.25 by 18 tyres, excellent condition, £4 5s. "Brooklands" steering wheels for Ford, M.G. and other makes, also dural and aluminium sheets, spares for Austin Seven, "Lambda," etc. Shelsley Motors, Bollington, near Macclesfield, Cheshire. Tel.: 2173.

HYPER Leaf gearbox, clutch, flywheel, Meadows twin-port cylinder head, 4 dural rods, 4 h.c. pistons (std. size), c/w pins and rings. Also, for Riley Nine, inlet camshaft, valves, valve springs, B.T.H. magneto, dynamo, Autovac. Write, Bulmer, Farnborough Grange, Farnborough, Hants.

FRAZER-NASH 1½-litre s.v. Anzani, recently overhauled, sound mechanically; bodywork good, 2 new tyres, new hood and tonneau; taxed and insured; £195. 314, Coleshill Road, Castle Bromwich, Birmingham. Cas. 2217.

1933 ALVIS "Speed 20," open, excellent condition, linered engine, many new mechanical parts, including steering; 6 tyres, 2 as new; £390. Box No. 196, MOTOR SPORT, 15, City Road, E.C.1.

SALMSON twin camshaft G.P., late series, attractive semi-racing 2-seater body; excellent mechanical condition. Reasonable price. Jennings, 212, Victoria Road, Thorpe Bay, Essex.

E.R.A. 4-LITRE engine complete except proprietary details, several cwt. spares, including almost complete second engine. All new, £60. Ex-Maserati c.r. preselector box, believed new, £25. Day, 10, Alford Road, W. Bridgford, Notts.

WHAT offers for "PB" M.G. "Airline" coupé in really excellent condition in every respect. Inspection and trial invited. Owen, Hillside, Digswell, Welwyn.

1922 G.P. Salmson, mechanically sound throughout, good body, tyres and battery; very reliable, *in daily use for past twelve months by present owner.* Numerous spares, including new tyres; £75. D. Friston, 363, Croydon Road, Wallington, Surrey.

PROFESSIONALLY built special chassis, 7 ft. 3 in. wheelbase, 3 ft. 9 in. track, Morris 1,140-c.c., o.h.v., Series M, engine and 4-speed gearbox, Morgan "4/4" rear axle, front hubs and disc wheels, i.f.s. by transverse spring and wishbones, chassis welded box section, Girlings, easy flow exhaust. Burgess oil cooler. 9-in. ground clearance; all components new or nearly so. Body required to complete. Price £150. Box No. 197, MOTOR SPORT, 15, City Road, E.C.1.

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WANTED, Anzani high-lift overlap camshaft for Frazer-Nash, urgently required. Hill, 43, Devereux Drive, Watford, Herts. Watford 9398.

ENTHUSIAST with limited means would like vintage sports car or chassis capable of being tuned for sprints. Box No. 173, MOTOR SPORT, 15, City Road, E.C.1.

A GENUINE private enthusiast offers a high price for a really good 1½-2-litre car. "Ulster Mk 2" or "Speed" Aston, Riley "Sprite," Alfa or similar. Sear, Hamblyn House, Botesdale, Diss, Norfolk.

SENECHAL or Chenard-Walcker wheels with brake drums, rims unimportant. Write Laurie, 79, Highview Avenue, Edgware, Middlesex.

SPORTS or racing chassis wanted, with or without engine, state price. Wright, 58, Imperial Drive, North Harrow, Middlesex.

WANTED, chassis, complete with engine, 10 h.p. or under; Riley Nine or similar preferred but any make considered. Box No. 174, MOTOR SPORT, 15, City Road, E.C.1.

RACING or sports car (8-12 h.p.) required immediately by enthusiast in Forces. Minor repairs no objection. Up to £200. Box No. 175, MOTOR SPORT, 15, City Road, E.C.1.

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WANTED, Wolseley "Hornet-Special" engine. Condition immaterial. Advertiser, 1, Bournehall Road, Bushey, Herts.

RILEY "Gamecock" or similar model, complete or in parts, required for rebuilding. P. Jenkins, 6, Hollydene, Hythe, Southampton.

OPEN sports car, preferably but not necessarily vintage, required. £250 available, but less expensive model considered. Advertiser, 44, Alderman's Drive, Peterborough. Tel. 4246.

WANTED, light sports 2-seater, not pre-1936. Car generally must be in good condition, but engine immaterial, as buyer is fitting experimental engine. Dixon, Ardverness, Wray Common Road, Reigate, Surrey.

FRAZER-NASH body, also 24 or 25-tooth 1½-in. sprocket and near-side rear hub. Blacklocks, Homestead, Lydd, Kent.

FIAT "Mouse" chassis required as near complete as possible, less engine. Render, Montebello, Totteridge, London. Tel.: Mill Hill 2174.

WANTED, up to four 20-in. Rudge-Whitworth knock-on wheels. Available four 18-in. R.-W. k.o. wheels with worn tyres. Roberts, 28, West Road, Weaverham, Cheshire.

SINGER "Le Mans" engine with gearbox, would consider complete chassis. Neal, 46, Russell Lane, Whetstone, N.20.

DELAGE, 1935 "D.8.15" (2.7-litre), crown and pinion, higher than 11/51. Shenton, Oriel Lodge, Antrim, N. Ireland.

WANTED—*continued*

TURN out those old spares and odd headlamps, tyres, magnetos, carburetters, that you have accumulated and sell them to me, as I have had dozens of requests for spares I cannot locate. Any vintage spares and accessories bought. Claude H. Verrinder, 12, Parkfields, S.W.15.

THREE knock-on Rudge 20-in. wheels required for 4½-litre Invicta, also gearbox for "Silver Eagle" Alvis. Claude H. Verrinder, 12, Parkfields, S.W.15.

TYRES wanted: pair 450 or 475 by 16 in., substantial tread essential. Alec Fitzherbert, Old Church House, Quarndon, Derby.

M.G.—URGENTLY wanted, dynamo for "J" type (1933) "Midget," any condition; failing o.h.v., Morris "Minor" type would fit. Cossins, Deyne School, 69, High Street, Scunthorpe, Lincs. Tel.: 2381.

WANTED by family man enthusiast, 10-12-h.p. occasional or full 4-seater sports, open, coupé or saloon. Approximately £250 available, or 1933 "Monaco" Riley (body and engine fair) and 1936 600-c.c. Ariel "Square Four." Also wanted, Riley Nine and instruction book, and engine (preferably special engine) for above Riley Nine. Pulleyblank, Officers' Mess, R.A.F., Handforth, Cheshire.

"R"-TYPE M.G., any condition, would even consider a non-runner. Reply, stating price, etc., Box No. 176, MOTOR SPORT, 15, City Road, E.C.1.

1½-LITRE, 4-cyl. Singer engine required. Condition not important. Box No. 177, MOTOR SPORT, 15, City Road, E.C.1.

VAUXHALL "12/4" engine and gearbox wanted urgently. Box No. 178, MOTOR SPORT, 15, City Road, E.C.1.

KEN WHARTON requires M.G. pre-selector gearbox. Details to Hume Street, Smethwick 0613/4.

INDUCTION pipe for twin carburetter 1935/6 Riley Nine. Bointon, 2, Woodland Grove, Scarborough.

ROUGH sports car, Austin Seven or Amilcar preferred, must be cheap. Beddoe, 36, Haverstock Road, Knowle, Bristol.

OPEN sports car urgently required by enthusiast. Not over £275 cash. Slight bodywork repairs not objected to provided mechanically sound. One requiring mechanical attention considered at lower figure if car otherwise of right type. Please give full details. No objection to travelling long distances for the right car. Box No. 179, MOTOR SPORT, 15, City Road, E.C.1.

BUGATTI scale model wanted, £25 offered for a genuine March scale model Bugatti "2.3." Jack Lawrence, 841, Great West Road, Osterley Park, Middlesex.

WANTED for "Lambda," two 780 by 150 and two 765 by 105 tyres, also Bosch mag-dynamo unit. Box No. 180, MOTOR SPORT, 15, City Road, E.C.1.

URGENTLY REQUIRED! Rear Gear Box Housing or complete Gear Box 1932 Alvis Speed 20. Box No. 203, or telephone Riverside (London) 2126.

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WANTED—*continued*

ASTON enthusiast urgently requires 1½ or 2-litre engine. Any Bamford chassis or engine spares. Also B.M.W. chassis. Akerman, 51, Kynance Gardens, Stanmore, Middlesex. WOR 5180 after 6 p.m.

STEEL con.-rods required, for "30/98," or any suitable rod which can be modified to 11⅞ in., crank pin to gudgeon c.t.s., 2 in. by 2⅝ in. crank pin, 22/25-mm. gudgeon. Wellington, Burr Wood, Wrecclesham, near Farnham.

FOUR tyres and tubes, beaded edge, 815 by 105, urgently wanted. "Cambrai," Billet Hill, Ash, near Wrotham, Kent.

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

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

M.G. "18/80" Mark II 4-speed gearboxes with remote controls, and clutch housings; also M.G. "18/80" Mark III engine, any "18/80" parts or complete cars. Imperial Motors, 103, Whiteladies Road, Bristol, 8.

LAGONDA 2-litre low chassis, or Lancia "Lambda," wanted. Anything interesting considered. Photo if possible, particulars and price, please. Also old sports Austin for girl. P. Weaver, Dalby Road, Melton Mowbray. Tel. 431.

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ADVERTISER with capital, vintage and sports enthusiast, requires active partnership in established motor engineering business. Box No. 172, MOTOR SPORT, 15, City Road, E.C.1.

INSTRUCTION book for 1933 Riley Nine wanted, for purchase or to borrow. Teader, 142, West Barnes Lane, New Malden, Surrey.

A. H. JOHNS—sports car specialist—159, Milton Road, Copnor, Portsmouth, for overhauls, tuning and supercharging.

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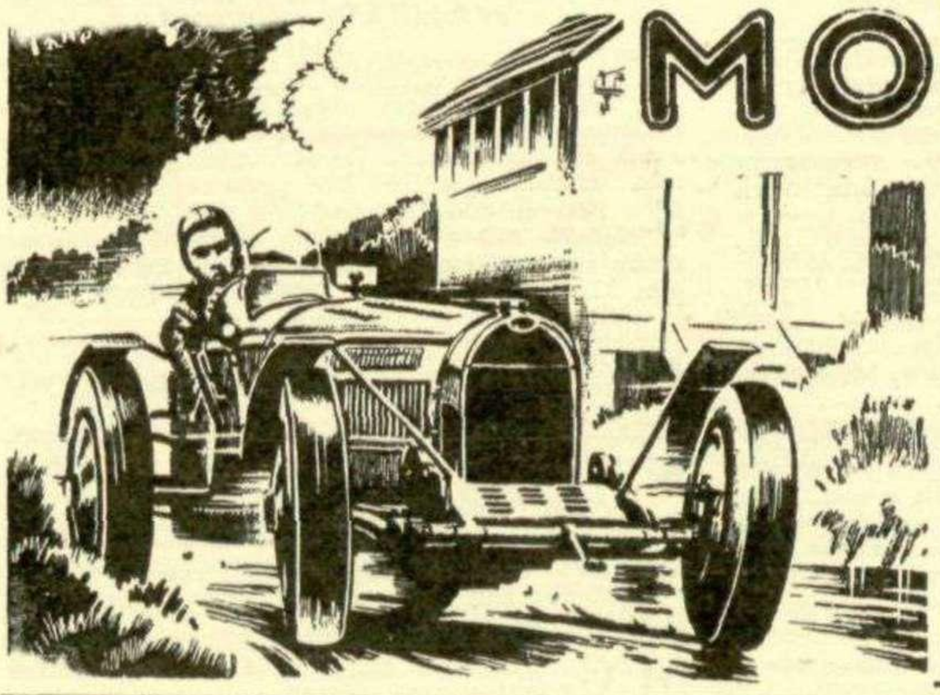
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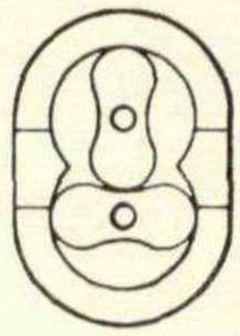
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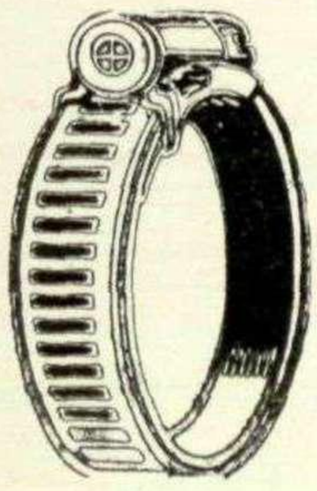
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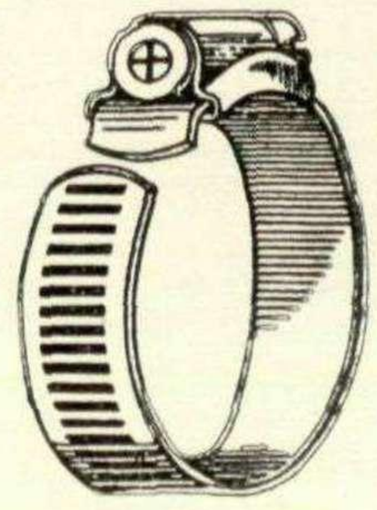
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