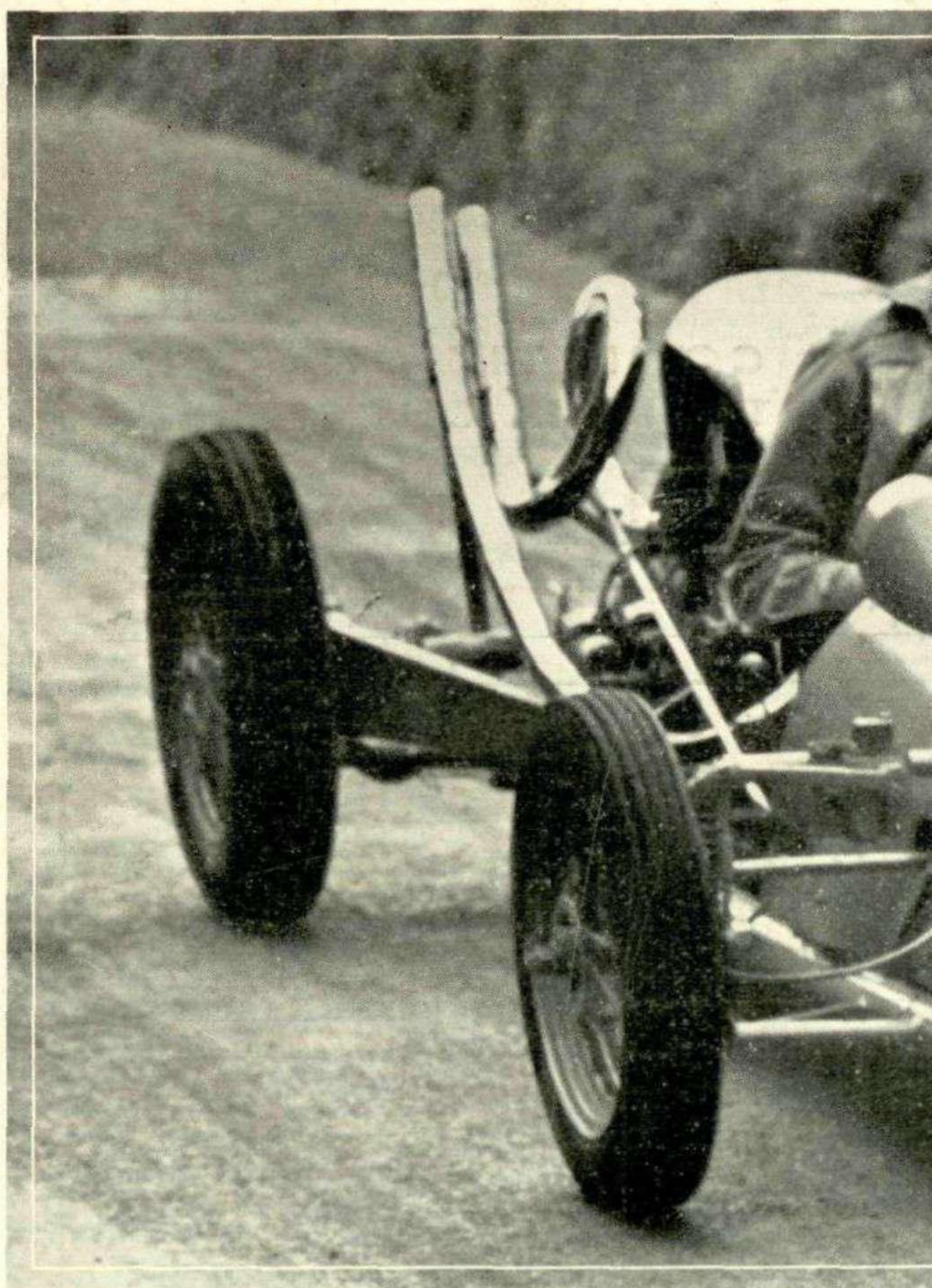


MOTOR

ONE SHILLING

INC
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THE VICTOR RETURNS.—Joe Fry in his Freikaiserwagen, which has a t
by David Fry, returning down the hill after breaking Raymond May
MOTOR SPORT copyright.]

Most of the *fastest*
rely on the *safest*

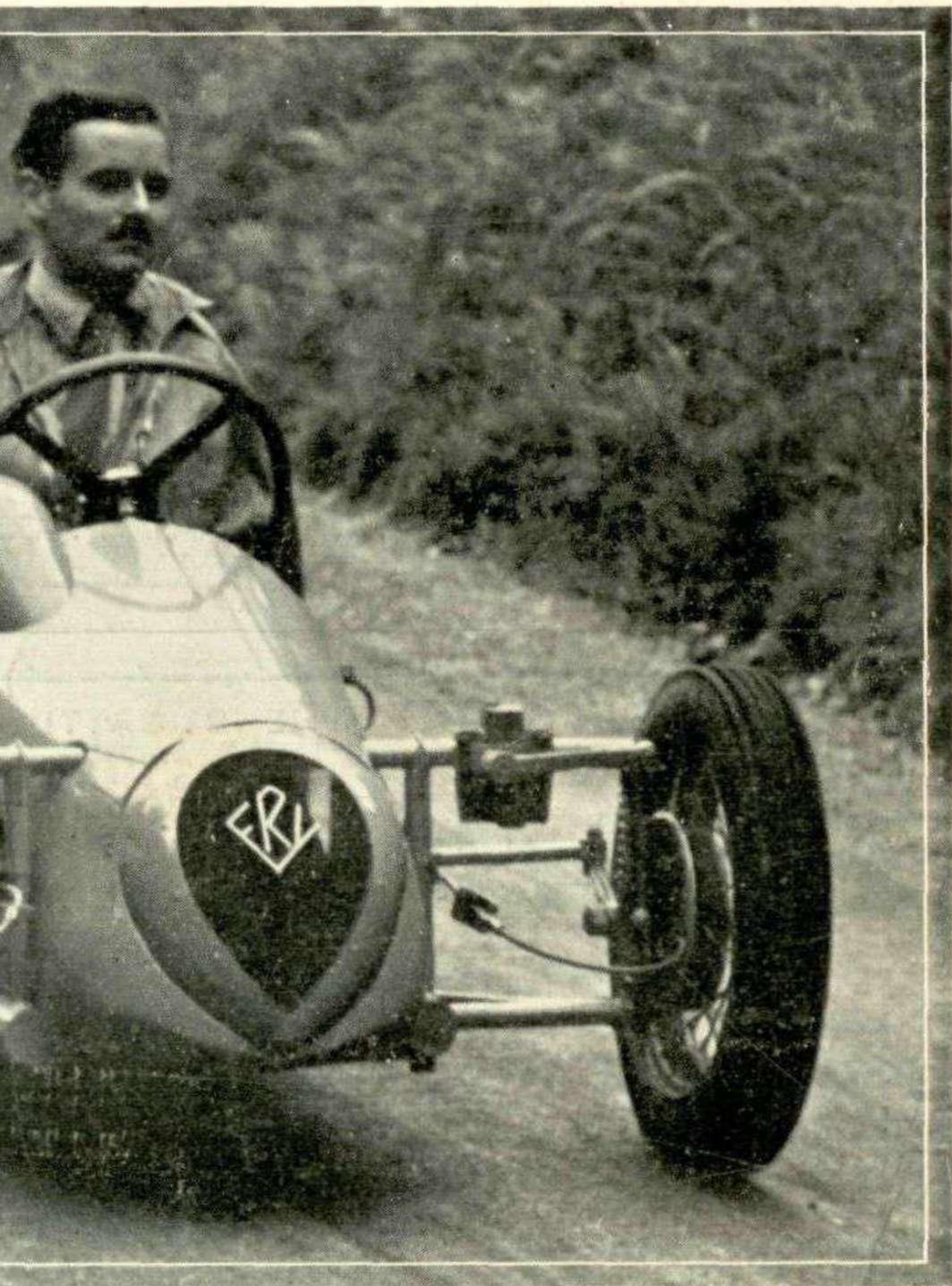
FERODO BRAKE LININGS

A SPORT

CORPORATING

Speed

FIRST OF MONTH

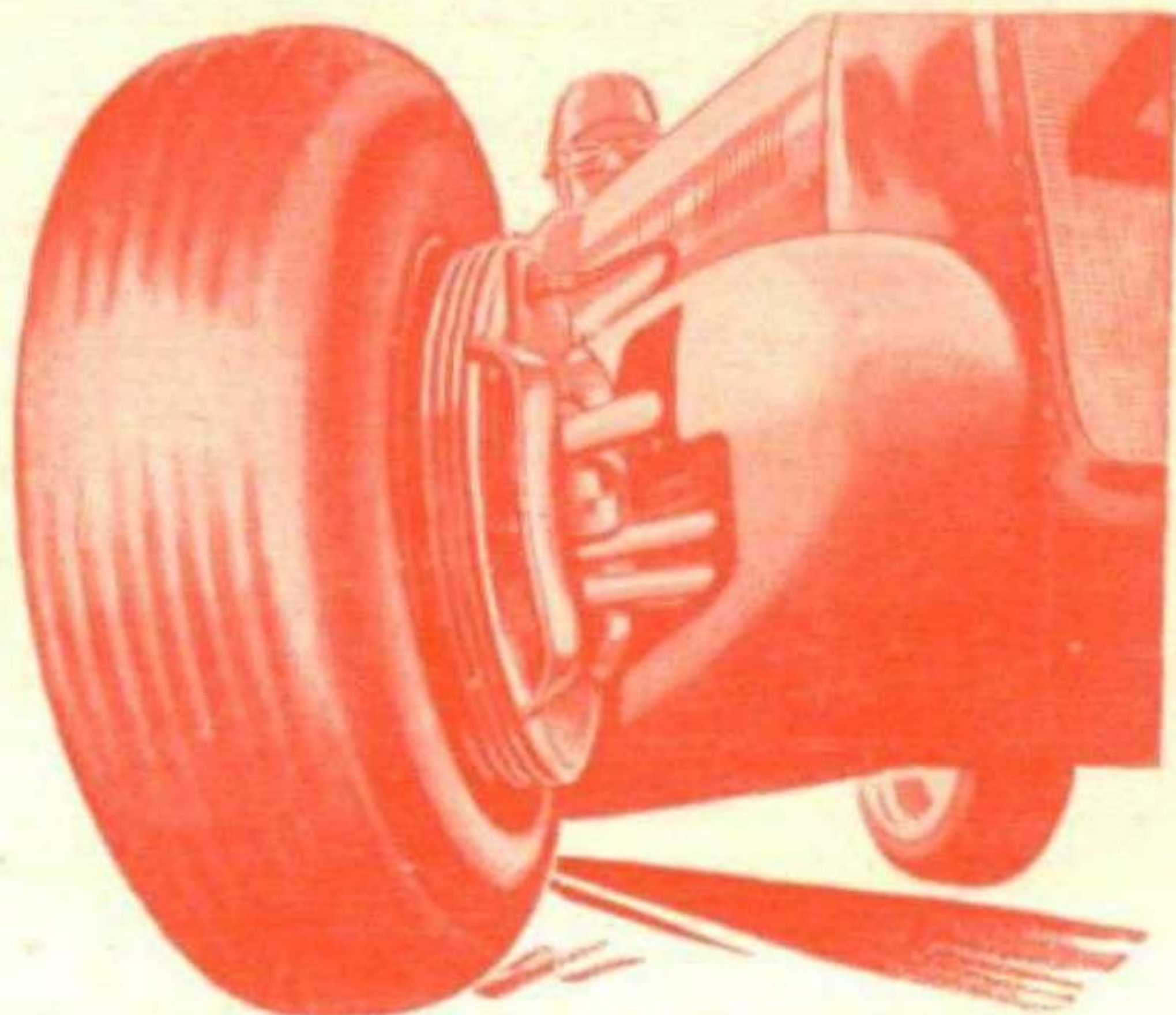


Two-stage supercharged, air-cooled, V-twin Blackburn engine, a car conceived by the company's long-established Shelsley Walsh record. He clocked 37.35 seconds.

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YET ANOTHER



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VICTORY

ALLARD COUPE

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WITH A FORD V.8 ENGINE

WINS

LISBON RALLY 1949

(Subject to Official Confirmation)

AS IN 1947

1st of 111 Starters

1800 miles approx.

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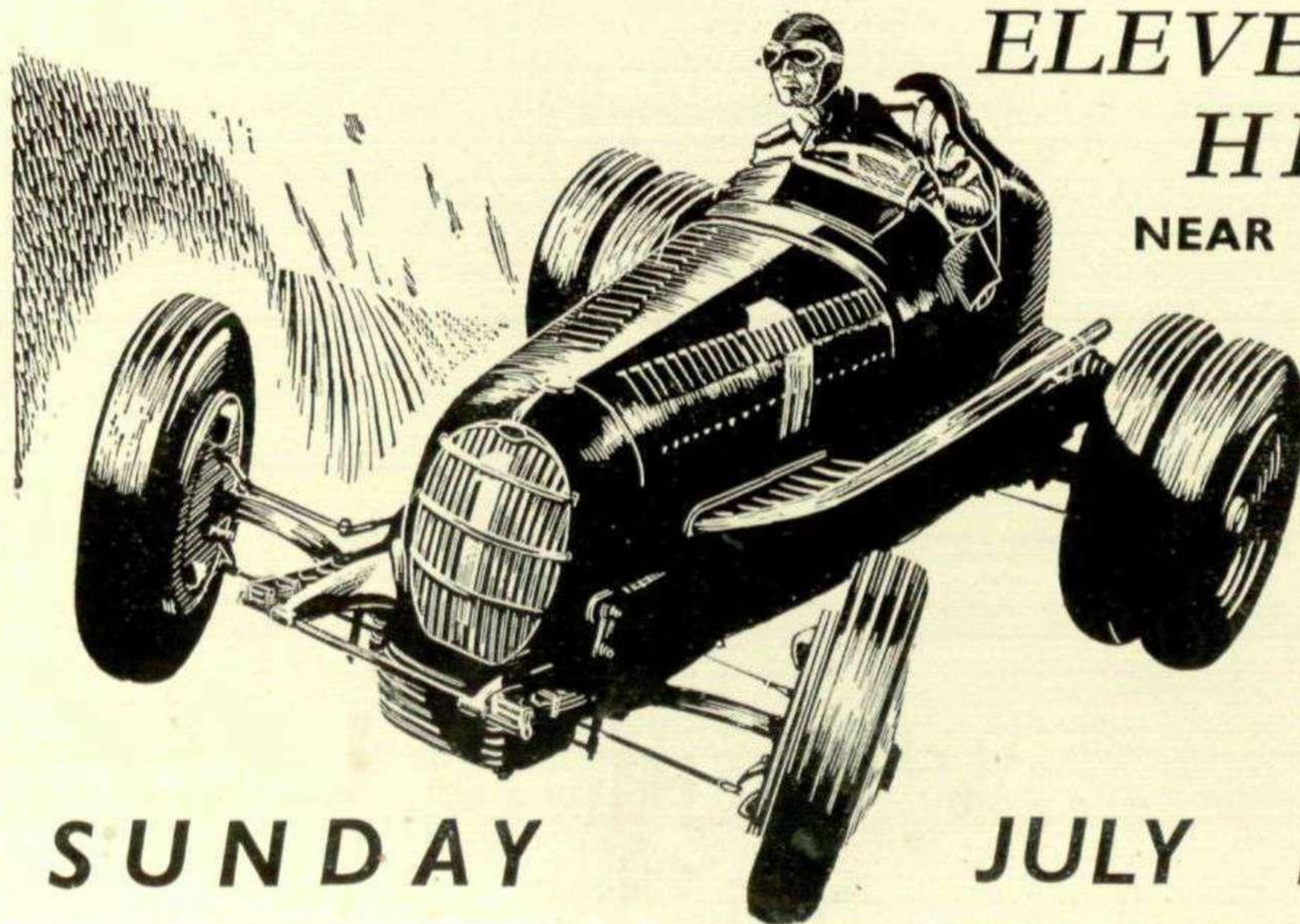
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2/6

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SUNDAY

JULY 17TH 2.0 P.M.



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MATTERS OF THE MOMENT

THOSE JAGUAR RECORDS

Although they were established rather more than a month ago, those records by a standard 3½-litre XK Jaguar, driven at Jabbeke by R. M. V. Sutton, still rank as a matter of moment. Indeed, the whole exploit was a credit to British achievement and initiative.

At Earls Court last year the twin o.h.c. XK Jaguar took the Show by storm, for this advanced and so-attractive sports car was a last minute surprise and one which, by its elegance and potential performance capabilities, represented astonishingly good value at a basic price of £988. It was even rumoured by sceptical persons that the "XK" was too good to be true and must be just a publicity move, that Jaguar's would never put it into series-production, at all events at the original price.

For some months nothing more was heard of this exciting car, then, on the eve of full-scale production (still at £988) for the export markets, came an invitation to go out to the Jabbeke-Aeltre motor road and see what the car would do when officially timed by the R.A.C. de Belgique. The results were astounding—no other word is adequate. The f.s. two-way mile, hood and screen erect, was covered at 126.448 m.p.h.; a standard scuttle deflector was substituted for the screen and the speed rose to 132.362 m.p.h. for the f.s. two-way kilometre and to 132.596 m.p.h. for the mile; the best run being a kilometre at 133.388 m.p.h. Standing-start kilometre and mile records were also established, at 74.168 and 86.434 m.p.h., respectively. These are new Class C Belgian national records, formerly held by a Healey.

For a normal 3,442-c.c. sports car carrying full equipment even to front bumper, rear over-riders and G.B. letters, and running on Shell pump fuel, to officially exceed a speed of 133 m.p.h., is a truly meritorious achievement. A faired under-shield was fitted, but this is a standard extra. Moreover, that the car was docile and tractable was demonstrated immediately after the record runs, when Sutton cruised slowly past the depot in the 3.27-to-1 top gear. The car was then handed over to two privileged daily Press motoring correspondents and it started on the starter and generally behaved impeccably. The only accessory which seemed to have had unfair demands made upon it was the 120-m.p.h. speedometer—but it remained unruffled! The Jaguar's convincing stability and quiet running had already shown up prominently during the timed runs.

The normal Dunlop "Road Speed" 6.00-16 tyres did not over-heat or give the slightest trouble, so that "Dunlop Mac" was, for once, "on the dole," in spite of the fact that the Jaguar must have covered some 30 miles at high speed, mostly in excess of 130 m.p.h., and that all four tyres are tucked in out of the air-stream. One run for the mile was affected by wheelspin due to rain on the Aeltre end of the road and a re-run was permitted, but, in case anyone objects, even taking the original run as part of the mean speed, the two-way average is in excess of 131 m.p.h.! Incidentally, at this speed approximately 5,200 r.p.m. was realised.

Sutton was so modest about the whole thing that he was rather

neglected during the celebration lunch in Ostend (and to which he drove in the same cream, left-hand-drive Jaguar), until the Press took possession of him! It must not be overlooked, however, that his skill counted for much during the standing-start runs and that, stable as the Jaguar was, courage is needed to steer any car along a narrow road at speeds in excess of 130 m.p.h. Aged 53, Sutton will be remembered for his exploits with Lea-Francis cars over twenty years ago, and until recently was with Daimler. Today he is a member of the Jaguar Development Division. He was naturally alone in the car, the passenger's seat covered over with the normal tonneau cover, and he wore a white helmet and a B.R.D.C. badge on the pocket of his blue overalls.

Through the initiative of E. W. Rankin, Public Relations Officer to Jaguar Cars Ltd., a party of motoring journalists and daily paper correspondents was flown out from Heath Row to Ostend in a Sabena Dakota, and taken in a Sabena Iso Bloc coach to witness the record attempts, and a party of Continental journalists joined them at the venue. There, in the sunshine, with smiling *gendarme* and curious Belgian peasants looking on, the R.A.C. de Belgique officials worked efficiently in their Renault time-keeper's van and patrolled the course in a magnificent modern Alfa-Romeo, while music and announcements were broadcast from a vast van akin in effect to a mobile cinema organ. Col. Barnes represented the R.A.C.

So history was made, amid a characteristic British display of outward indifference. Incidentally, although journalists normally make their own way to the "story," they are busy people, and to transport them *en bloc* has much to commend it. Under some circumstances such facilities might be misconstrued as a means of courting widespread publicity for a mediocre performance, but the speeds of which the Jaguar proved capable entirely exonerate Mr. Rankin from any such suggestion! And Jaguar's confidence in its product was fully justified. The reception at the Osborne Hotel was very generously put on by the Deputy Mayor of Ostend, and many of those present still remember the lunch which followed! In excusing the Belgian *pavé*, our host called upon the local highways engineer for more roads like the fine motorway on which the Jaguar had made its records, and paid warm tribute to the directorate, driver and technicians who had made possible such a wonderful motoring achievement. Later, another speaker conveyed a warm invitation to Jaguar to run a team of XK cars in the Spa 24-Hour Race—but we believe that the firm's policy is against racing, not on financial grounds, but because they regard the XK as a normal touring car and because they consider that better publicity results if successes are achieved by private owners. In reply, T. H. Wisdom suggested that the "XK 120" be named the Jaguar "Jupiter" or Jaguar "Jet"—certainly we feel that it should now be re-styled the "XK 130"! The whole party was truly enjoyable; but party or no party, it is possible to bestow the highest praise on the 3½-litre XK Jaguar, *sans peur et sans reproche*.

Used to be a long journey

It's a big hill ; steep, curving. No chance to take a run at it. Lorries block you to a crawl. Throttle. Brakes. Throttle. It takes the guts out of a car. And out of a driver, too.

But not this car; not this driver. A clear patch and you put your foot down in 3rd. In a flash the needle says 50 — you're away.

How long have you been travelling now? Two hours? Three hours? Travelling fast — 60, 65, 70, 75. But there's no strain. You're fresh; relaxed.

A corner comes and goes; and another and another. A surprising absence of roll. You work out your average. It's high. Somehow this car grips a bend and straightens it out: comes to a hill and flattens it down.

You sit enjoying it.

It's a good road now. But there have been bad patches; they got lost in the torsion bar suspension, and not a kick in the steering. Only your eyes noticed.

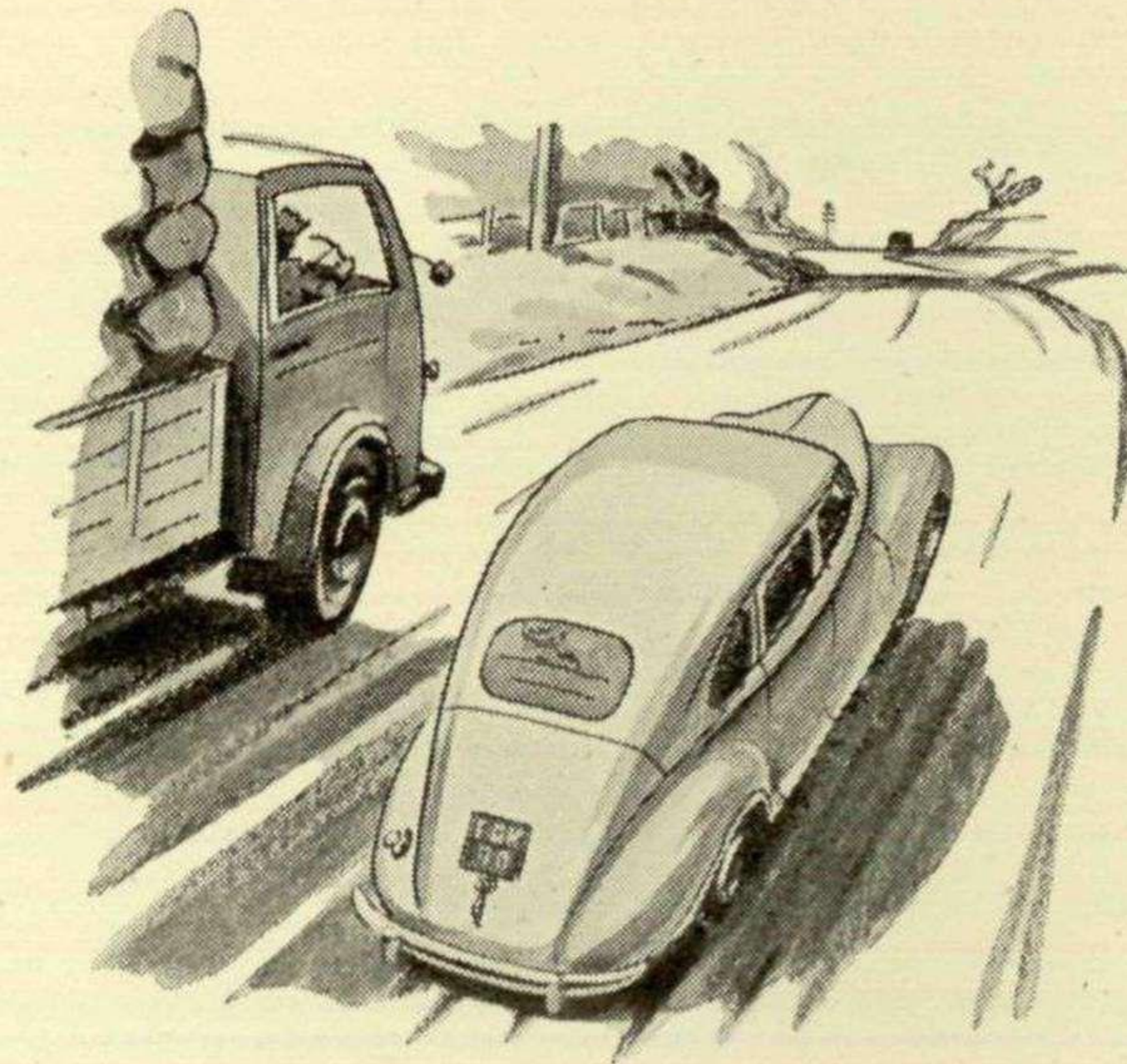
Two hours to go. The light fades.

You snap on the head lights; brightly reassuring in the dusk.

This used to be a long journey. But this car conquers distance.

And what about space? Plenty. You can take up to six with luggage — and still have driving fun.

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



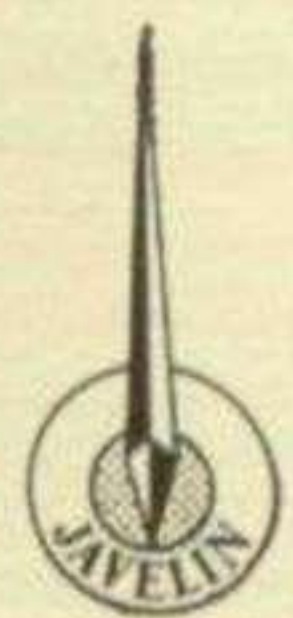
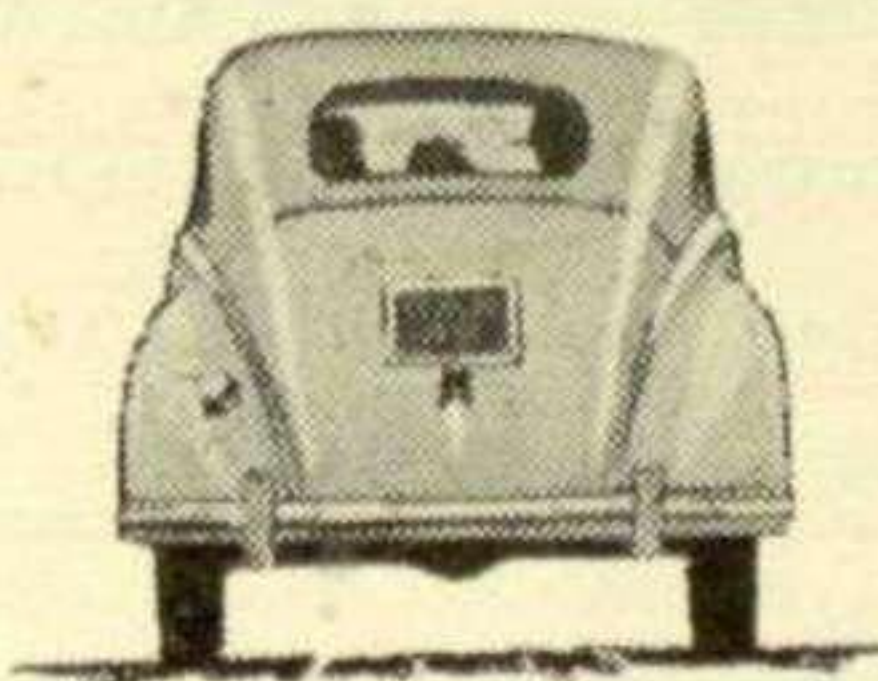
Top speed 78 m.p.h. Acceleration 0-50 in 13½ secs.

Horizontally opposed flat-four 50 B.H.P. engine.

* Javelins came 1st and 3rd in the 1949 Monte Carlo Rally, 1½ litre class.

1½ LITRE JOWETT JAVELIN

take a good look when it passes you



RUMBLINGS

Last month we commented on the large number of races which British enthusiasts can attend this year. As we anticipated, the Ulster Trophy Race, scheduled for August 13th, is cancelled, because the Dundrod circuit cannot be finished in time. However, the B.A.R.C. has now seen the light and is putting on a private Members' Day at Goodwood on that date. The programme will consist of a series of short races for private sports-car owners, practice taking place in the morning and the racing in the afternoon. We hope all those who have been asking for just such a day's sport will now flood John Morgan with entries! The following week-end comes the B.R.D.C. International fixture at Silverstone, sponsored by the *Daily Express*, and it seems that the sports-car race which is to precede the racing-car event will have the official support of Aston-Martin, Frazer-Nash and Healey. Exciting! The next week-end will see a Formula II race run off at Blandford Camp by the highly-efficient W. Hants & Dorset C.C. This race will be supported by seven shorter races, including one for the "500s" and another for sports cars. All these races should attract immense crowds. If your holidays have run out, plan now the necessary "happy event" or "dying grandmamma"! Incidentally, the Irish M.R.C.'s races at the five-mile Curragh circuit on September 10th will be a handicap for the O'Boyle Trophy and £75, and a race for unrestricted racing cars, for the Wakefield Trophy and £100, both of 100 miles.

The restoration and running of a veteran or Edwardian motor car is a very commendable pastime and one which has much to recommend it these days, inasmuch as the slower your car the longer your drive per coupon, over and above which the prevailing "Gaitskell half-fare" is particularly appropriate. Participation in the various rallies and trials for pre-1916 cars which are put on by the Veteran Car Club and other organisations is a more leisurely undertaking than trials-driving or racing, at all events until trouble overtakes one, and it can also be quite a social amenity into the bargain, for the larger veteran and Edwardian carriages are usually roomy and comfortable, permitting quite a party to enjoy the experience of taking part in an "old-car competition."

In America, of course, they take their veterans very seriously and attempt to fit them out exactly to original specification even to correct components and accessories. In the States, too, it is the "done thing" to dress the part when driving or riding in a veteran car, whereas the Veteran Car Club of Great Britain frowns on any suggestion of "comic" dressing-up. Possibly the fact that American veteran meets often take place in the grounds of someone's country house or on other private ground is the reason for this different outlook in respect of the personal element. And that brings us to the point of this particular "rumble." Wouldn't it be nice if our V.C.C. could have a sort of private "veterans' preserve," where those wishing to slip back into a motoring past could meet, working on their historic cars in private lock-ups, driving them and exchanging drives along private roads, with a country club at hand so that they could blow-out the candle-lamps, go to bed, and be able to resume operations the very next morning? Of course, this is a Utopian dream and our old-car activities have to take place either on the public road or for brief spells of activity, too rapid for the majority of V.C.C. members, at Prescott or Silverstone. One wonders whether the next best thing to the (in this country) mythical "veterans' preserve" might not be the hiring of, say, Prescott for a week-end, assuming the Bugatti O.C. could accommodate a party of veteran-car fanatics in this manner. Then, at least, from early on Saturday until dusk on a summer Sunday it would be possible to compare cars in the drive beside Prescott House or in the Paddock and to exercise even untaxed veterans (which could be towed to the venue) to one's heart's content up the famous hill and in a circuit down the return road. With sensible co-operation only a minimum of marshalling should be required, and no form of competition of any kind would be required. Possibly Silverstone would be better suited to what we have in mind, except that somehow most of the old cars would seem lost in the vast expanse of its runways and the cosy and so-pleasant atmosphere of Prescott would be lost. To be able to drive one's veteran and give rides to others, free

from the attentions of "mobiles" or the inconvenience which the intermittent appearance of numbers of such vehicles on one short stretch of public highway could entail, would surely be a happy business. Here we must hasten to explain that this is purely our own idea. Major Dixon Spain will probably shoot on sight!

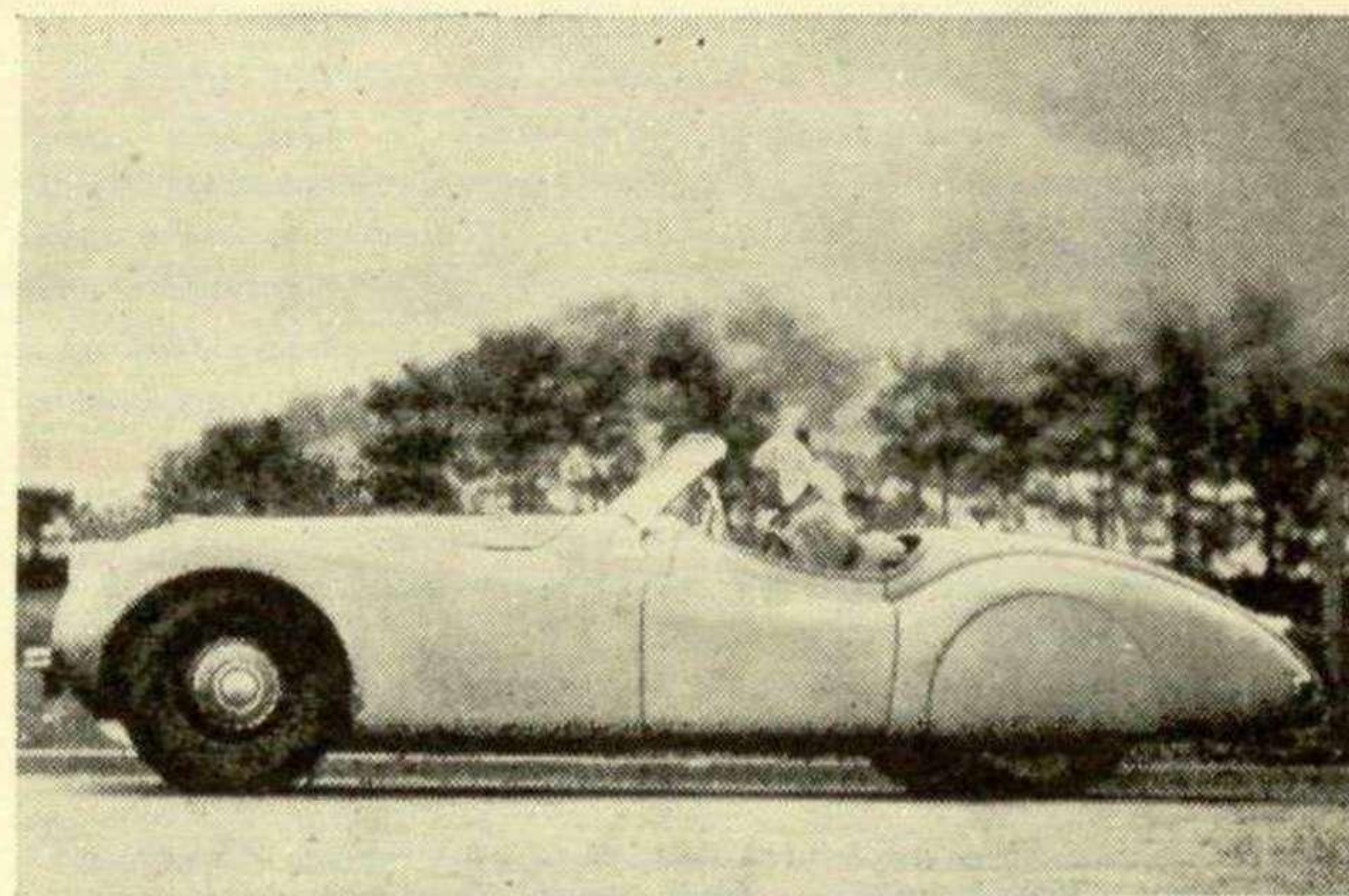
Be that as it may, interest in veteran cars will undoubtedly grow, and next year we hope to see even more competitions for such cars, for excellent as this season's events have been, often warmly supported by public bodies, they were rather scattered, in these dire days of petrol in exchange for bits of paper. As an aside, because owners of veteran cars do their utmost to restore them to original condition and operate them as in the days of yore, wouldn't it be a nice gesture if the Ministry of Fuel and Power would waive petrol rationing in their case, on the grounds that coupons and veterans go not well together? After all, these cars do provide enjoyment for the public, free of entertainment tax, which must be good for national morale.

As to the cars themselves, no longer does diligent search produce specimens suitable for restoration for purely nominal sums of money—or very, very seldom! But to offset that, the standard of restoration achieved by V.C.C. members has never been higher. It is a cause of anxiety to those in this country hoping to own such cars, however, that a Berkshire breaker recently shipped a whole bunch of miscellaneous old cars to America and that certain people appear to have a "spy system" operating over a wide area, so that any veteran that does come to light is instantly purchased, before local enthusiasts can do aught about it.

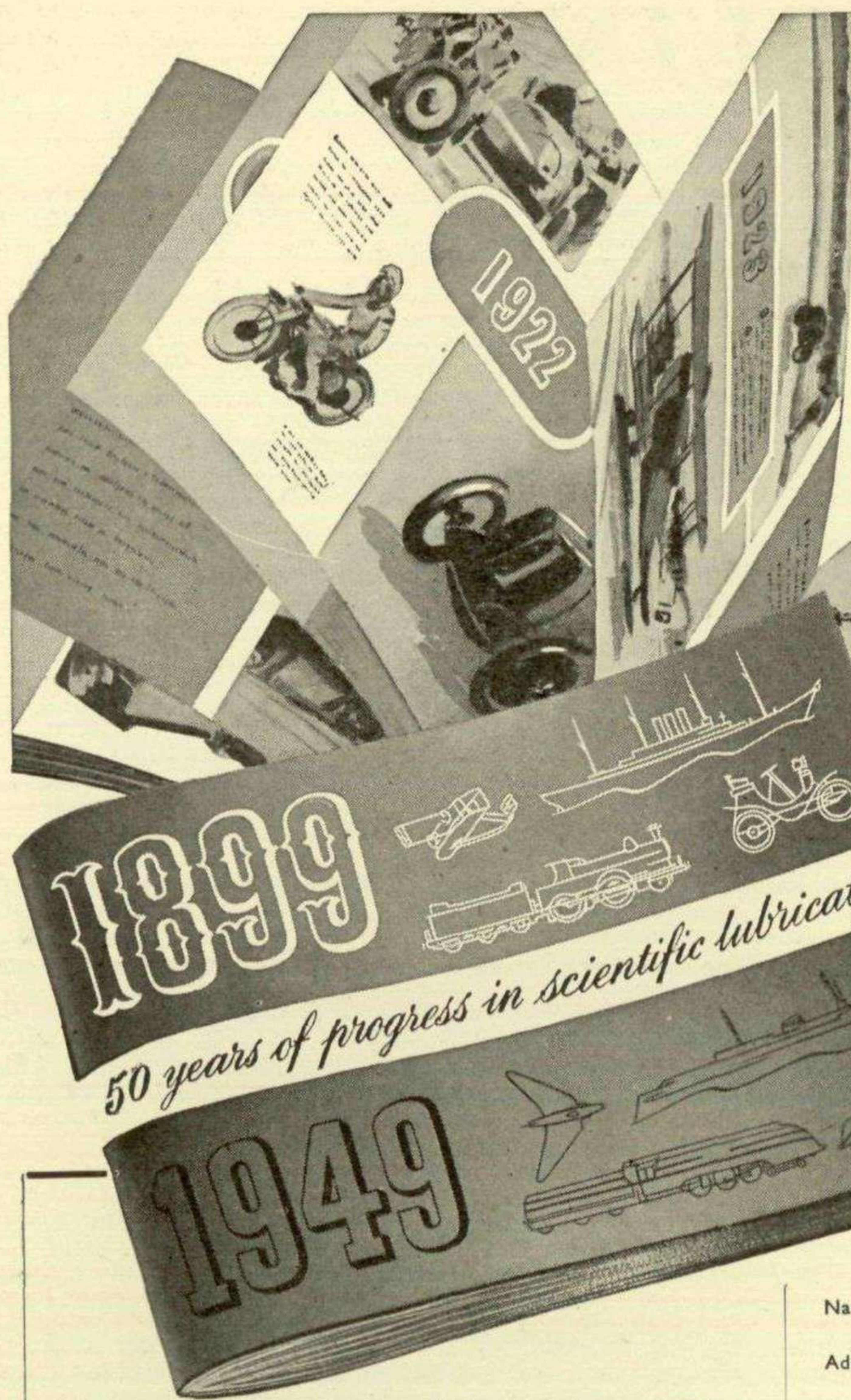
So many times have cars wearing the British green set out for Le Mans from the Aston-Martin factory at Feltham that we could not resist calling in early on the Monday before this year's 24-hour race to see the team being got ready to catch a steamer from Newhaven the next morning.

After being whisked comfortably across the aerodrome in a roomy and dignified 2½-litre Lagonda, we were shown round the works by Roy Lunn, who continued with the development work on the cars after Claude Hill left the firm.

Three cars were being given last-minute attention, each beneath a huddle of technicians. All are very business-like two-door saloons, with very Continental-looking lines, for the style of which Fielding, the Lagonda body-designer, was responsible. Two cars have the 2-litre four-cylinder-rod push o.h.v. engines, the third having a 2½-litre six-cylinder twin o.h.c. unit, this latter car having a Lagonda gearbox containing Aston-Martin gear-ratios. On all three cars the gear-ratios were the same—3.5, 4.41, 6.54 and 10.2 to 1—and after experimentation the use of 5.50-18 racing Dunlop tyres had been decided on.

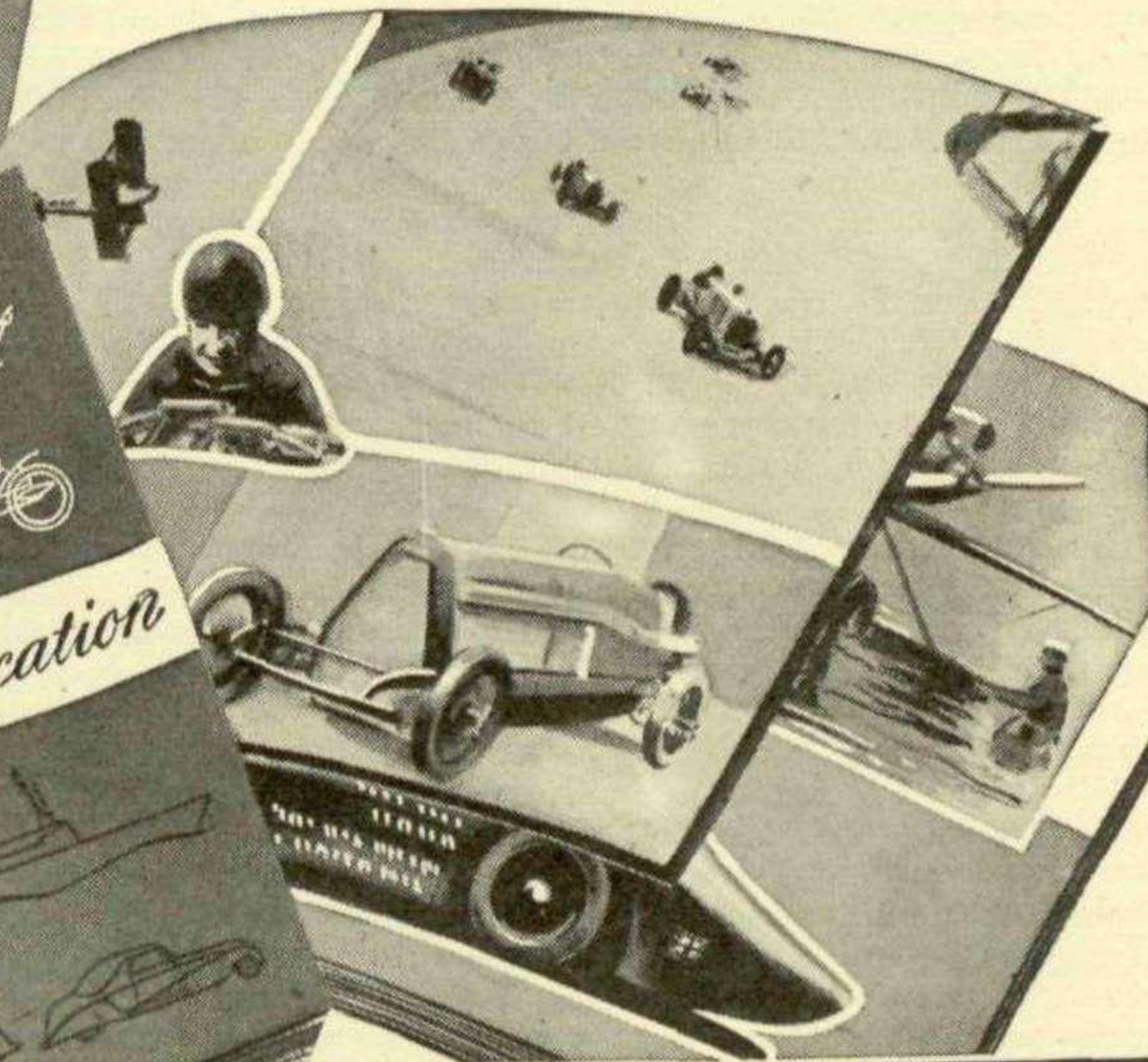


132-m.p.h. SPORTS CAR.—R. M. V. Sutton in the 3½-litre Jaguar which established those historic records at Jabbeke—see page 249.



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Over 100 photographs



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C. C. WAKEFIELD & CO. LTD. (DEPT. P.1) 46 GROSVENOR STREET, LONDON, W.1

Naturally, engines and chassis are largely standard, but some of the engine components have been re-arranged to give a lower bonnet line, while, in the case of the six-cylinder car, an extra header tank has had to be accommodated on the engine side of the scuttle and the system (water) pressurised, as otherwise the low radiator would prove inadequate. Triple carburettors were tried, only to be discarded in favour of twin 1½ in. S.U.s. Pistons and cylinder heads have been modified and the six-cylinder engine has a slightly lower compression ratio than the four-cylinder. No special oil-coolers are fitted, and the high-gearing made possible by the aerodynamic bodies is relied on to provide the required reliability factor; at 1,000 r.p.m. in top gear the road speed is as high as 25 m.p.h. The sump capacity of the six-cylinder engine, however, is 1½ gallons greater than standard.

The bodies can be completely removed, or fitted, in a matter of ten or fifteen minutes and they are constructed of 18-gauge aluminium alloy. After louvres had been cut in the sides of the bonnets, towards the rear, it was not anticipated that the drivers would suffer from heat or fumes, although less than a week before the race they had not driven the cars in saloon form. An additional safeguard was provided, in the form of a cooling duct, taking cold air from behind the radiator grille and deliver-

ing it under the floor. The space normally occupied by the rear seats has given way to vast 32-gallon fuel tanks, which, when full, will add some 3½ cwt. to the total weight of the cars. The chassis have a wheelbase of 8 ft. 3 in., a track of 4 ft. 6 in., and weigh 16 cwt. It is estimated at Feltham that the total weight is about 20½ cwt. and that the four-cylinder cars may exceed 120 m.p.h. The bodies are four-point mounted on Silentbloc bushes and all electrical connections are made at a central point to facilitate removal. The brakes are 12-in. Girling, with the latest Wellworthy bonded Ferodo VG95 linings.

Detail equipment counts for much at Le Mans. The headlamps are Lucas 770s, recessed in the front wings, with tiny side lamps below them. There are Lucas spot-lamps behind the radiator grille and the screen will be swept by Lucas wipers. Before the race the drivers were shown X-ray photographs of the front suspension units, as proof that these were free from cracks and fit for 24-hours' high-speed work.

By the time these words appear in print we shall know how the team fared, but, as we write them, the good wishes of British sportsmen, and of Aston-Martin enthusiasts in particular, are with these interesting new cars from the old-established Feltham factory.

THE CASTROL COMPANY'S JUBILEE

THERE is a story told that during the desert campaign of the recent war a motor racing enthusiast with the Eighth Army found a tin of Castrol R. He took it back to his headquarters where his mates lit a stove and poured some of it on the lid to obtain the famous blue haze and pungent smell that was the very essence of pre-war Brooklands, the Isle of Man and the Ards circuit. For wherever men raced cars or motor-cycles there was the smell of Castrol R—the perfume of the romance of speed.

Now that the Wakefield Company are celebrating their Jubilee it is a suitable occasion on which to tell the story of Castrol. In 1899 Charles Cheers Wakefield started his oil company in modest circumstances for his capital was limited. His experience was, however, extensive, and although his total staff was only eight, they were men with considerable knowledge of lubricants. His headquarters was three small offices in Cannon Street, London.

For the first six or seven years business was mainly confined to the sale of lubricants and mechanical lubricators to railways. So closely has the name of Wakefield been associated with motor oils that few people know that this concern is still one of the country's largest producers of railway and industrial oils. But to return to the story of Castrol R. This was the first and one of the most famous of the Castrol grades. It was introduced in 1909 and almost at once proved itself to be the ideal lubricant for the rotary aero engines of the period. In the October of the year of its inception every event in Britain's first aviation meeting at Doncaster was won on this oil. Because of its unique properties, Castrol R became a favourite lubricant of the pioneer racing motorist and sporting motor-cyclist.

It formed a blue haze around the cylinders of the Gnome engines and spread a sticky-sweet film along the sides of the fuselage. It rose from the sizzling engines of the motor-cycles and came as a

blue haze from the exhaust pipes of the racing cars when they opened up after the turns. It got into your hair and your clothes and you wore it proudly, for it was the perfume of romance of the pioneer days. It grew so popular that in 1912 the Company had to expand its production arrangements.

In the first world war it was one of the principal lubricants of the Allied Air Forces and during the early days of that conflict it received a unique testimonial from the Kaiser. My mischance one of the first "hush-hush" Handley-Page bombers sent to France was captured intact by the enemy. The Germans, in the course of demonstration before the Kaiser, took the machine up to an altitude of 10,000 feet. Afterwards, the *Daily Mail* reported, the German ruler asked his Chief of Staff, "How is it that at such a height on such a cold morning the lubricant does not freeze?" "The British have discovered the secret which we have been seeking for months," came the reply.

The most famous of the modern Wakefield lubricants is, however, Castrol XL, which was brought into being in 1920. It is a pure mineral oil and has the advantage of being generally suitable for most of the cars on the road. Its rise to popularity was rapid and it became used by more motorists and motor-cyclists than any other single grade. To meet the apparently insatiable demand the Wakefield sales organisation was extended to cover the world, branch companies being formed in all important countries.

Charles Cheers Wakefield, in addition to building up a great company, was closely associated with the civic life of the City of London. He served as Sheriff of the City in 1907-8 and in the following year was elected an Alderman, and knighted. He became Lord Mayor of London in 1915 and, at the end of his eventful year of office, was created a baronet and received the C.B.E. He was raised to the peerage as Lord Wakefield of Hythe in 1930, four years later he became the first member of the

motor trade to be created a viscount; at the same time he was also awarded the G.C.V.O. Despite his many honours Viscount Wakefield lived simply, most of his considerable income being devoted to charity.

Viscount Wakefield was always keenly interested in the development of the internal-combustion engine. He was described as the "Patron Saint of Speed." In 1932 his boat "Miss England" captured the water speed record. He supported many great record attempts on land, sea and in the air. Famous names, among them the following, were associated in these enterprises:—Alcock and Whitten Brown, the brothers Ross and Keith Smith, Bert Hinkler, Jean Batten, the Mollisons, Alan Cobham, Parry Thomas, Segrave, Malcolm Campbell, Kaye Don and George Eyston.

On the death of Viscount Wakefield in 1941 a public company was formed with a capital value of many millions of pounds, and the present directors are men who have worked their way up in the Company's service. The outstanding event of the Jubilee Year will be the opening of the new £1,000,000 installation which is nearing completion near Liverpool.

PRESERVING A YOUTHFUL APPEARANCE

Apart from the manufacture of Plexal resin-bonded gaskets, the Haddenham Engineering Co., Ltd., of Haddenham, Bucks (Tel. : 218) are introducing Lacalex lacquer and solvent which, they claim, enables paintwork and cellulose to be protected from the damaging stains left when methanol or other alcohol fuels are spilt. The lacquer is clear and does not change the colour of the paintwork over which it is applied, while it can be removed by liberal application of the solvent. The lacquer costs 75s. a gallon and the solvent 27s. 6d. a gallon, and smaller quantities are supplied.

VINTAGE VEERINGS

We will start with a story that has nothing whatsoever to do with motor cars, not even old ones. It concerns, instead, very old bicycles. A Weybridge cinema offered free seats to anyone arriving on a pre-1887 bicycle, as they did not know of any such machines and had, indeed, imported an example of about 1880 vintage from Wales for publicity purposes. Just across the road, as it were, lives R. G. J. Nash, who has some seventy bicycles and velocipedes of the requisite age—so for days on end he, his family and his friends were film-goers at Mr. Rank's expense. Rather choice, don't you think?

Who was the young man who was feverishly working on a 2-litre Lagonda tourer on the eve of the British Grand Prix, aided by other earnest types and a motoring girl friend, at a garage in Lewknor that appeared to be a sort of headquarters of vintage Lagonda enthusiasts? And did he get it to go in time?

With the accompanying photograph came some interesting remarks by Dennis Axel-Berg about his "30/98" Vauxhall which forms the vintage side of that picture. He writes:

"I thought that you might be interested in the enclosed photograph of my "30/98" Vauxhall posing next to "Bira's" new 1½-litre Maserati; it certainly makes an interesting contrast and I very much doubt if the Maserati will be as hale and hearty after 27 years of life! I completely rebuilt the old girl last year and have incorporated numerous mods., all of which so far have proved their worth; they include a Delage front axle, a Ford model 'B' lorry clutch which has completely solved the numerous troubles that I had with the old one, and also lightens things up considerably, and a Fordson tractor magneto with impulse starter and a Ki-gass which makes starting so simple that it just isn't true. The old C.A.V. dynamo has been discarded in favour of a very efficient instrument taken from a motor boat, and this is now driven by the fan belt, which is infinitely more satisfactory than the infuriating system of whittle beltage that had to cope previously! The brakes really work extraordinarily well and are very smooth into the bargain, and I would like to see Delage brakes on the back end as well; this I think will be included in the next addition of mods. The exhaust system is now external, *via* a large Brooklands expansion box."

Incidentally, Axel-Berg excuses the car's non-appearance in sprint events as he is kept exceedingly busy flying aeroplanes of the Avro Anson, D.H. Rapide and Auster sort for the Plymouth and District Aero Club. But he hopes



THE NEW AND THE OLD.—The Pinin Farina-bodied 1½-litre Maserati used by "Bira" at Silverstone on the occasion of the British Grand Prix, photographed beside Axel-Berg's OE "30/98" Vauxhall (see accompanying paragraph).

to run the Vauxhall at the V.S.C.C. Prescott meeting on August 27th.

It was good to see a very smart brown and primrose Spyker tourer of about 1904 vintage awaiting its owner outside a house in Stamford Brook Road the other morning.

Fred Ellis took his 1922 Grand Prix twin-o.h.c. 16-valve Aston-Martin out for an airing on the occasion of the British Grand Prix, covering 260 miles at an overall average speed of about 43 m.p.h., and getting—modernists, please note—well over 30 m.p.g. He tells us that he has now converted the engine back to its correct wet-sump lubrication, with the result that plenty of oil now gets where it is required, the exhaust even smoking after a spell of slow running, which some full-throttle work soon cures, and, most interesting this, the water temperature now being down by 10–15 degrees F., presumably due to better "upstairs" lubrication.

It happened the other day in the City. A non-vintage saloon lost a front wheel. Because there was an expanse of tin wing above it this crumpled up with horrifying sounds and expensive disfigurement. Because the car had tiny brake drums it went down with a bump and couldn't be lifted up again with its jack. And because the underneath of this car was endowed with all manner of spiky things like radio aerial, quick-lift jacks, and so on, it dug itself well and truly into the road. Mercifully its comic front cowling didn't fall off. Two majestic City policemen stood guard over the remains.

T. Farthing's "blower 4½" Bentley two-seater made stirring runs at the W. Hants and Dorset C.C. Blandford hill-climb, after getting mixed up in some barbed wire at the top corner in practice. With blower whining and, as someone said, "looking very Le Mans," it clocked 39.2 sec., taking second place in its class behind Carter's blown 2.6-litre Alfa-Romeo. There, now someone will probably write in and tell us it is a 1931 model and therefore not a vintage car!

Extract from an article in *Reynolds News* on overhauling an old car: "After refitting gearbox and back axle and greasing, make certain that the contact points are clean."

Mr. Sidney A. Horstman, who used to manufacture the Horstman car, recently bought a well-preserved 1923 four-seater of this make in Guildford and drove it home to Bath, being passed only by a sports car and getting, 'tis said, a petrol consumption of 40 m.p.g. An excellent photograph of the car, with the directors, staff and employees who were with the firm when the car was made, appeared in the *Bath and Wilts Chronicle and Herald* of May 26th—how nice to see a vintage small car properly honoured and respected.

Two S.O.S.s:—S/Ldr. G. R. S. McKay has acquired a 1928 1½-litre Marendaz Special which requires considerable attention and he would like to meet someone who knows these cars. Address: Grove Cottage, Littlebourne, Canterbury, Kent. Then comes a sad tale from Cpl. D. A. Casswell, R.A.F., who, recently married, has been using a 1928 Amilcar with which to get home at weekends, but is now reduced to hiring a seat from British Railways, because, after building up broken gear teeth, the ageing gearbox has disintegrated and exuded the gear-cluster through the sides. The car has now been idle for some months and the owner would doubtless like to hear of spares, or an alternative engine unit. Address: 86, West Street, Leek, Staffs.

Really, it is rather encouraging how news of rare cars comes to hand in the MOTOR SPORT offices. In its day the Vernon-Derby was, we should have thought, less popular than the Salmson and Amilcar and perhaps even less-frequently encountered than the Senechal. Yet last January we referred to a 1928 Chapuis-Dornier engine model in Taunton. Another reader wrote from Whitchurch to say he had a similar Vernon-Derby. Since then news has come to hand of a 1930 Ruby-engined car at St. Albans and another Chapuis-Dornier engine version at Fakenham, the latter apparently a car made immediately after the one reported from Whitchurch. The general impression seems to be that the Chapuis-Dornier models are not very satisfactory, although one owner writes of quite good road holding and a satisfactory if crude clutch. Incidentally, there was a Chapuis-Dornier engine and gearbox for sale in Carlisle, but as this information was directed at the aforementioned Amilcar owner and has been duly forwarded, it may no longer be available.

Reports of Recent Events

GRAND PRIX DE BRUXELLES

This Formula II (not "B" as some would have it) race was a battle between the G.P.-type Ferraris with the sports V12 2-litre engines installed, the 1,430-c.c. Simcas, the 2-litre Veritas cars and O. Moore's O.B.M. Moore made the fastest practice lap in the first session, in heavy rain, but retired in the race itself. The G.P. Ferrari chassis is apparently better suited to 2-litres than to 1½-litres, for in the race Cortese set a record lap of 93 m.p.h. before retiring and Villoresi, appearing for the first time in one of these cars, won some four laps ahead of Orley and Cornet in their Veritas cars, and Mèdelet's Cisitalia, after Gordini and Scaron (Simcas) had retired. A 70-mile race for 500-c.c. cars preceded the Formula II race and Aston, confirming the promise he had shown at Silverstone, won in his Cooper at 72.3 m.p.h., from Parker's Parker, which was 20 sec. behind and Coldham's Cooper. Villoresi's time for the big race was 2 hr. 11 m. 17 s., approximately 82 m.p.h.

MARSEILLES GRAND PRIX

Over a very tortuous course four heats were run off, only cars up to 4½-litres non-supercharged being permitted. Etancelin's 4½-litre Lago-Talbot beat Fangio's Simca and Sommer's 2-litre Ferrari in Heat 1. In Heat 2 Campos won from Trintignant on another Simca. The final, run off after a heat for the "also-rans," saw Fangio, the Argentinian, win at 63 m.p.h. (1 hr., 18 m., 33 sec. for 82 miles) in a Simca from Etancelin (Talbot), who was universally popular and only 18 sec. behind. Trintignant, Bonnetto (2-litre Ferrari), Campos and Chiron (Talbot) came home next, in that order, after Sommer had retired due to fatigue.

I.M.R.C. ENNISKERRY SPEED HILL-CLIMB

In this event, held on May 21st, C. F. C. Lindsay (1,099-c.c. Ford Special) made f.t.d. in 45.49 sec., beating a blown "TC" M.G. Midget. Class winners were O'Hara (Vernon-Derby-Riley), Newell ("12/60" Alvis), Congdon (M.G. Midget), Fitzsimmons (Ford Eight) and Lindsay.

PLYMOUTH M.C. SALOON CAR TRIAL

This novel event, held on May 29th, was won by Scali's Ford V8, which lost no marks. The runners-up were a Morris Eight and a Morris Ten.

SWEDISH GRAND PRIX

On May 29th "Bira" off-set his Silverstone disappointment by winning the Swedish Grand Prix in his two-stage Maserati, averaging 53.1 m.p.h. for the 46½ miles. Again his brakes did not function properly and he finished under 3 sec. ahead of de Graffenried's Maserati, which had set the lap record to 69 m.p.h. "Bira's" artistry during the last seven laps undoubtedly won him the race. There was no real opposition, a Kaiser finishing third, and a 500-c.c. Cooper

fourth, after a single-stage Maserati, a "3.3" Bugatti and the ex-Widengren Alfa Romeo had retired. In the sports category the O.B.M. non-started and victory went to a B.M.W.

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

This celebrated event, held on May 28th, attracted 39 entries and was notable for two gradients on War Office ground at Bagshot which failed the entire entry and for another acclivity which only R. Phillip's Jowett Javelin-engined Fairley ascended. The winner of the Lawrence Cup was E. B. Wadsworth (Ford Ten Special). K. Burgess' 4-litre Allard took the Ripley Cup, G. W. Best's "PB" M.G. Midget the Wick Cup, while the team award was won by Messrs. Appleton, Burgess and Faulkner (Allards and Mercury). Other awards:

FIRST-CLASS AWARDS: J. Appleton (4,000-c.c. Allard), R. Phillips (1,486-c.c. Fairley), M. Wick (3,917-c.c. Allard), Brayshaw (1,185-c.c. Brayshaw Special), C. Bold (1,172-c.c. Ford).

SECOND-CLASS AWARDS: G. Harvey (3,917-c.c. Allard), C. Yates (1,172-c.c. Austin), R. Faulkner (3,917-c.c. Mercury), W. Mead (3,917-c.c. Allard), E. N. Frost (3,917-c.c. Allard).

THIRD-CLASS AWARDS: Clayton (1,172-c.c. Special), L. J. Tracey (1,172-c.c. Dellow), M. Lawson (1,497-c.c. H.R.G.), B. Ginn (3,622-c.c. Ford), D. Dyer (1,089-c.c. Riley).

ALLARD WINS LISBON RALLY

Godfrey Imhof scored a signal victory for Britain by winning the Lisbon Rally in his Allard. Ken Wharton's Ford Pilot was second on general classification and Teixeira's Standard Vanguard third. Indeed, British cars figured prominently, Hansen's H.R.G. winning the 1½-litre class from Wise's Jowett Javelin and de Oliveiras M.G. The Standard Vanguard was first in the 1½-3-litre class, beating Goncalves' Austin A90 and Lacerda's Citroen. Imhof and Wharton led the over-3-litre class with Lacasta's Mercury third. Mrs. Cooke (Ford) took the Ladies' Prize. Simcas driven by de Azevedo, de Meto and Duray dominated the up-to-1,100-c.c. class. Then, in the Concours d'Elegance, Oakley's Sunbeam-Talbot took first place and the Austin A90 second place in their class, other class-winners being a Lancia and a Hotchkiss.

THE INDIANAPOLIS 500-MILE RACE WON AT RECORD SPEED

This year's famous Indianapolis 500-Mile Race of May 30th was won by Bill Holland's f.w.d. Blue Crown Special at the record speed of 121.377 m.p.h. This makes the American classic the fastest 500-mile race in the world, although up to this year the B.R.D.C. Brooklands race held that honour, Cobb's Napier-Railton having averaged 121.28 m.p.h. in winning that race in 1935. In the same car, incidentally, he won in 1937 at 127.05 m.p.h., but in that year the distance had been reduced to 500 kilometres.

Reverting to the American race, after 100 miles Wallard's ex-Villoresi Maserati led at 120.327 m.p.h. from Rex Mays' Novi-Mobil and Holland. Already the Grancor Special had broken a half-shaft

on the line, an Auto Shippers Offenhauser had crashed, as had an Offenhauser Redmer, more seriously, and Duke Nalon's f.w.d. V8 Novi-Mobil, which had qualified with a lap at 132.939 m.p.h. and had averaged 127.723 m.p.h. for eight laps, hit a wall and burst into flames. The Maserati developed a fuel leak and at half-distance Holland led at 120.9 m.p.h., ahead of Rose's Blue Crown and Chitwood's Wolfe Special. Holland continued at record speed, averaging just over 121 m.p.h. for 300 miles, for instance. Rose pursued him hard until obliged to change both front wheels and refuel, a stop that cost him over two minutes. Holland's lead was unassailable, and he won after 4 hr. 7 m. 15.97 s., ahead of Parsons' Kurtis Kraft Special, which averaged 119.785 m.p.h. Connor's rear-drive Blue Crown was third at 119.595 m.p.h., and Fohr's Marchese Special fourth at 118.791 m.p.h. The race was full of sensation as usual, but no one was seriously hurt. Out of 32 starters only eight cars completed the full distance, all having 4½-litre four-cylinder Offenhauser motors.

THE M.C.C. "EDINBURGH" TRIAL

This year's M.C.C. Edinburgh Trial, the 34th, was but a shadow of its former self, through no fault of the M.C.C., whose members merely need an adequate supply of petrol to embark on the great all-night-all-day adventure of pre-war memory. This time only two three-wheelers and 41 cars entered. They were required to cover a route of about 100 miles, embracing such hills as Middle Tongue, Park Rash, Askrigg, Summer Lodge, etc., and also some of the pleasant scenery that lies near Harrogate. The vintage award scheme introduced for the last "Land's End" was retained, but this time only Haward's 1929 Bayliss-Thomas, Morrish's 1928 Frazer-Nash and Denyer's 1926 Lea-Francis entered.

FIRST-CLASS AWARDS.—R. A. Hellyar (Singer), E. B. Kay (Riley), F. C. Hill (M.G., S.), N. Roundhill (Jaguar), R. J. P. Morley (A.C.), A. O. Gosnell (H.R.G.), H. Lancebury (Singer), P. H. G. Morgan (Morgan), W. A. G. Goodall (Morgan), C. J. McCann (Morgan), G. M. Symons (Morgan, S.), L. A. Moore (Ford V8), G. Dracup (F.I.A.T.), K. E. O. Burgess (Allard, S.), J. H. Appleton (Allard, S.), J. V. S. Brown (H.R.G.), C. R. L. Nicholl (Magnette), J. M. Richmond (H.R.G.), W. F. Mead (Allard), G. L. Hancock (Allard), B. H. Brown (V8 Special), C. F. Crosby (Vauxhall Special, S.), H. W. Tucker-Peake (Magnette), J. H. H. Barrow (Barrow Special, S.), J. H. Appleton (Allard).

SECOND-CLASS AWARDS.—S. Black (M.G.), A. W. Morrish (M.G., S.), H. C. Roberts (Allard), F. Morrish (Frazer-Nash), D. C. Bishop (M.G., S.).

CAR TEAM AWARD (ONE MAKE).—P. H. G. Morgan, W. A. G. Goodall, C. J. McCann (Morgans).

MIXED TEAM.—B. H. Brown (V8 Special), A. W. Morrish (M.G., S.), C. F. Crosby (Vauxhall Special, S.).

VINTAGE AWARD.—F. Morrish (Frazer-Nash, 1928).

THE CHIMAY RACES

On June 5th Marienne's Talbot won the Formula I race at Chimay at 86.42 m.p.h., also making fastest lap, at 89.28 m.p.h. The Formula II race was a victory for Cornet's Veritas, at 78.12 m.p.h., ahead of Wagner's B.M.W. and—cheers!—Oscar Moore's O.B.M. Cornet made the most rapid lap, at 81.85 m.p.h.

THREE-HOUR COPPA INTER-EUROPA SPORTS CAR RACE

After some uncertainties, this race was held on May 29th, the touring-car classes being won by Riccobaldi's F.I.A.T. "500," at 59.9 m.p.h., by Facetti's F.I.A.T. at 71.5 m.p.h. and by Anseimi's Lancia "Aprilia," at the same speed. Of the sports-cars, Capelli's F.I.A.T. won the 1,100-c.c. class at 78.1 m.p.h., Bordoni the 1½-litre category in his Maserati, at 78.2 m.p.h., while Sterzi's Ferrari led Bianchetti's Ferrari home in the 2-litres-and-over class, at 81.7 m.p.h.

THE LEINSTER TROPHY RACE

The Leinster M.C.'s Leinster Trophy Race will be run off over the Talleght-Templeogue-Old Bawn circuit, six miles from Dublin on July 9th, starting at 3 p.m. Entries have closed. The race will be over 25 laps of the 5½-mile course, total distance 147½ miles, and all types of cars may compete, running on any form of fuel. Practice will take place from 7-8.30 p.m. on July 7th. The race will be run on a handicap basis and the entrant of the winner will receive the Leinster Trophy and £75, the entrant of the second car home the Holmpatrick Trophy and £40, the entrant of the third car home the Dunlop Trophy and £25, and the entrant of the fourth car home the Englebert Trophy and £10. The first Irish driver to finish will receive the Smithfield Trophy and £10, and the first Leinster Club driver, not qualifying for the above awards, the Frank O'Reilly Trophy and £10. There will also be presented the Mervyn White Trophy and £10 for fastest lap, class awards for 1,100-c.c. s/c—2,000-c.c. non-s/c and over 1,100-c.c. s/c—over 2,000-c.c. non-s/c cars, and Team awards. Promoters: Leinster M.C. Ltd., 27, S. William Street, Dublin.

CIRCUIT D'ERLEN

At this venue, a dispatch from our Continental correspondent informs us, Swiss National races for Swiss drivers were held. The small sports-car event was dominated by a 1½-litre A.F.M., which was really a small Veritas looking rather like the "Mille Miglia" Frazer-Nash and possessing all the usual Veritas modifications and a re-built 328 B.M.W. engine. Other runners were an ex-"works" K3 "Mille Miglia" M.G. Magnette, a normal pointed-tail K3 M.G., a Nardi-Danese having an unblown 8-valve four-cylinder twin-carburettor Maserati power unit and a "Gran Sport" Cisitalia, the last-named not going very inspiringly. An Alfa-Romeo identical to the car Tony Crooke operates in this country went very fast and walked away with the big sports-car race. An all-enclosed 2-litre Veritas motored rapidly until it blew-up, and another competitor was an all-enclosed 328 B.M.W. looking like one of the 1940 Brescia G.P. cars. During one of the intervals a mock race between Standard Vanguard was put on as an advertising stunt and then a Grand Prix was contested between a horde of 4 CL Maseratis and *monoposto* Cisitalias. De Graffenried, having a sort of busman's holiday one presumes, won easily and unchallenged in his last year's single-stage Maserati.

V.C.C. EASTERN RALLY

The total entry for the two-day event was 56, of which 27 rallied on Sunday at the Norfolk Broads Yacht Club, Wroxham, where 90 drivers and passengers partook of tea, followed by a two-hour cruise to Horning and back. At 6.15 p.m. the cavalcade of Veteran and Edwardian cars started on the nine-mile drive to North Walsham, where Douglas FitzPatrick entertained the crews at a cocktail party at Bradfield Hall. The remaining cars rallied at Eaton Park, Norwich, on Monday morning. Four Veteran and two Edwardian cars failed to arrive. The Road Safety Drive over a course of 8½ miles round the city was followed by the gymkhana events. These events were watched by a crowd estimated at over 20,000.

If there had been a prize for endurance, this would surely have gone to Alec Hodsdon, who took eight hours to cover the 50 miles from Lavenham with his 1901 Lifu steam carriage, went round the Road Safety course, and then departed on the return journey.

RALLY RESULTS—VETERANS.—1st, 1904 Darracq (R. D. Gregory, from Land's End, 405 miles). 2nd, 1902 Napier (G. H. Eyre, from Barnsley, 163 miles). 3rd, 1898 Star (F. S. Rowden, from Rainham, Kent, 119 miles).

OLDEST CAR PRIZE.—1896 Benz (Lewis Evans).

RALLY RESULTS—EDWARDIANS.—1st, 1908 Lanchester (F. W. Hutton-Stott, from Newbury, 164 miles). 2nd, 1908 Wolseley-Siddeley (S. J. Skinner, from Basingstoke, 162 miles). 3rd, 1914 Sunbeam (G. Frank, from Little Wenlock, 197 miles).

LADIES' PRIZE.—1910 Zedel (Mrs. V. H. Mawer, from Gerrards Cross, 125 miles).

ROAD SAFETY DRIVE—VETERANS.—1st, 1900 De Dion Bouton (J. F. Olorenshaw). 2nd, 1904 Humber (S. J. Humphries). 3rd, 1904 Renault (C. W. Rowe).

ROAD SAFETY DRIVE—EDWARDIANS.—1st, 1908 Rover (C. C. Tuffnell). 2nd, 1909 De Dion Bouton (A. F. Carlisle). 3rd, 1909 Lanchester (G. E. Milligen).

GYMKHANA—VETERANS.—*Peg Test*: L. Evans (1896 Benz). *Width Test*: F. S. Bennett (1903 Cadillac). *Musical Chairs*: D. FitzPatrick (1903 Achilles).

GYMKHANA—EDWARDIANS.—*Peg Test*: H. T. Clarke (1905 De Dion Bouton). *Width Test*: G. E. Milligen (1909 Lanchester). *Musical Chairs*: D. R. Gilbert (1908 Renault).

B.D.C. versus POLICE

Another of those very worthwhile driving-skill contests between the Bentley D.C. and the Metropolitan Police Driving School took place at Hendon on June 12th. The Home Secretary was an interested visitor who did not leave until nearly 8 p.m., while some 12,000 persons spectated. If you saw sensational newspaper headings about a serious accident, don't believe a word of it, except that a stunt-rider's Corgi combination hit a stanchion at little more than walking pace and *very slightly* hurt two onlookers.

For three years the Police had won the Flying Wheel Trophy from the B.D.C., but this year the club beat the police. In the first test, involving sprinting by both car and lady passenger, Burman gained 63 points for the B.D.C., Gray and Mahon 68 points each for the Police, the total score being B.D.C. 180, Police 167. Next came a relay race involving chicanes, the Police threesome winning by 55 points from 49.

"Operation bucket" followed, and although the police-driver Glen and his lady passenger gave a highly polished exhibition, the B.D.C. won by 233 points to 230, Cook scoring 99 for them. The last

event was the exciting Gestapo Grand Prix, in which Radford and Marechal tied for best time with 2 min. 22 sec., and Steele drove the police 4½-litre Lagonda and Skeggs the police Railton in a very skilled manner. Marechal finished minus the "Speed Six's" coil ignition and with a plug-lead adrift. The B.D.C. scored 161 points to 149, and the totals were: B.D.C. 623, Police 601. Altogether a most enjoyable and valuable day's sport.

TWO MORE FORMULA II RACES

The Prix de Rome, on June 2nd, was run over 75 laps of a 2.1-mile circuit, and Villoresi, handling the latest 2-litre Ferrari, which has the short-wheelbase G.P. chassis and a single-seater body, won by 6 sec. from Taruffi's Ferrari, with Cortese in another Ferrari third. Behind—far behind—came Rhigetti's Stanuellini-F.I.A.T. and Romano's Maserati. Villoresi took 2 hr. 34 min. 39 sec., an average speed of 62.55 m.p.h. Ferrari's also walked away with the longer (266 miles) Bari G.P., Ascari winning at 73 m.p.h. from team-mates Cortese, who was 55 sec. behind, and Bonetto.

CIRCUIT DES RAMPARTS

Trintignant's Simca won at 49.2 m.p.h. from the Simca of Manzon, with Martin's Martin third. Folland came home fifth in his Monaco-prepared Ferrari.

ANOTHER VETERAN AND EDWARDIAN RALLY

On August 1st the Motor Traders' Section of the Hemel Hempstead Chamber of Commerce will hold a rally and Concours d'Elegance at Hemel Hempstead, in conjunction with a procession and Pageant of History organised by the Town Carnival and Pageant Committee. The classes are: Motor-cycles and combinations, pre-1900, 1901-1904, 1905-1912; cars and three-wheelers, pre-1900, 1901-1904, 1905-1908, 1909-1912. The procession will be over two miles of level roads, and a free buffet lunch will be provided.

The concours will be judged on condition, freedom from wear, silence and—what does the V.C.C. say to this—period costume, if worn (changing arrangements are available). All those who drive in the procession will receive a medallion, and class-prizes will be presented by the Mayor. Cars are due to arrive at 11.30 a.m. There appears to be no entry fee and it is to be hoped that veteran-car enthusiasts have given the event liberal support. Details from F. A. Atfield, c/o Boxmoor Motors Ltd., 499, London Road, Hemel Hempstead, Herts. Entries closed first post, July 1st.

A LOST OPPORTUNITY

The finish of this year's Senior T.T. motor-cycle race was truly dramatic, Graham's A.J.S. running out of sparks mere miles from the finish, so that, push as he did, the luckless rider had to give best to Daniel's Norton, until then hardly in the picture. The whole episode was full of drama and human interest, and Graham Walker was handling the situation in his usual masterful manner for the B.B.C.'s Light Programme commentary. Then, just before Daniel came in sight of

the line, we were returned to the studio, to hear what Molly Thorne does with flowers. True, the Woman's Hour had been cut into by a matter of about five minutes—but that only proves that it was not imperative to work to time-table, so why another couple of minutes could not be sanctioned for the T.T. is for the B.B.C. to explain. As it was, the result of the race was not given by the commentator and what could have been the most exciting sports-commentary ever broadcast was irretrievably ruined.

The B.B.C. later gave the attendance at the T.T. as 50,000, and it seems logical to assume that for every spectator present at least ten were relying on the B.B.C. broadcast, so 500,000 listeners probably switched-off in disgust. We wonder how many man-hours were lost in engineering factories that afternoon, through workers heatedly discussing the B.B.C. when they should have returned to their tasks stimulated by the exciting T.T. finish, and by office workers slipping out to buy newspapers to end the suspense of wondering who had won. As we have said, another minute or two and the B.B.C. would have been credited with one of the most exciting commentaries in the history of broadcasting. This would have made the Woman's Hour some seven minutes late in starting, but surely this could have been merged into the two musical programmes, "Music for the Housewife" and "Music While You Work," which followed, particularly as many workers listening to the latter would have preferred to know who had won the T.T.? We seem to remember occasions when ten and even twenty minutes have been "borrowed" from Woman's Hour in order to accommodate a horse-race commentary.

The B.B.C. has declared its intention of broadcasting improved motor-racing commentaries. It will have to pull its socks up to fulfil this promise! This year the Senior and Lightweight T.T. races got only a nominal 45 minutes, and Shelsley Walsh wasn't on the air at all. Last year there was time to bring the T.T. winner into the commentator's box; this year, even had Graham not stopped, there wouldn't have been time to see the second and third men home.

During the T.T. session Graham Walker, Editor of *Motor Cycling*, gave a performance far superior to that of the B.B.C.'s team of commentators, and it wasn't his fault that such a glorious opportunity as the unexpected finish presented should have been thrown away—indeed, he appealed for more time, but wasn't permitted quite enough to see the winner right home. A very large number of listeners is asking: "Why?"

CHESTER M.C. QUEENSFERRY SPEED TRIALS

The Chester Motor Club held a sprint for car at Summers Drive, Queensferry, and was fortunate in having beautiful sunshine although a rather strong wind blew down the course.

Bradnaek (Frazer-Nash) experienced oil-pump trouble in the paddock and did not start. Allen Arnold (Bugatti) had magneto trouble at high revs. and only did one run, which, however, gave him f.t.d. Davenport's G.N. "Spider" produced a good time, being 2.5 sec. faster than last year. John Cooper was a welcome visitor and, driving his own blue Cooper 1,000, treated us to a perfect display of getaway and gear-changing to record two runs within 0.1 of a second of

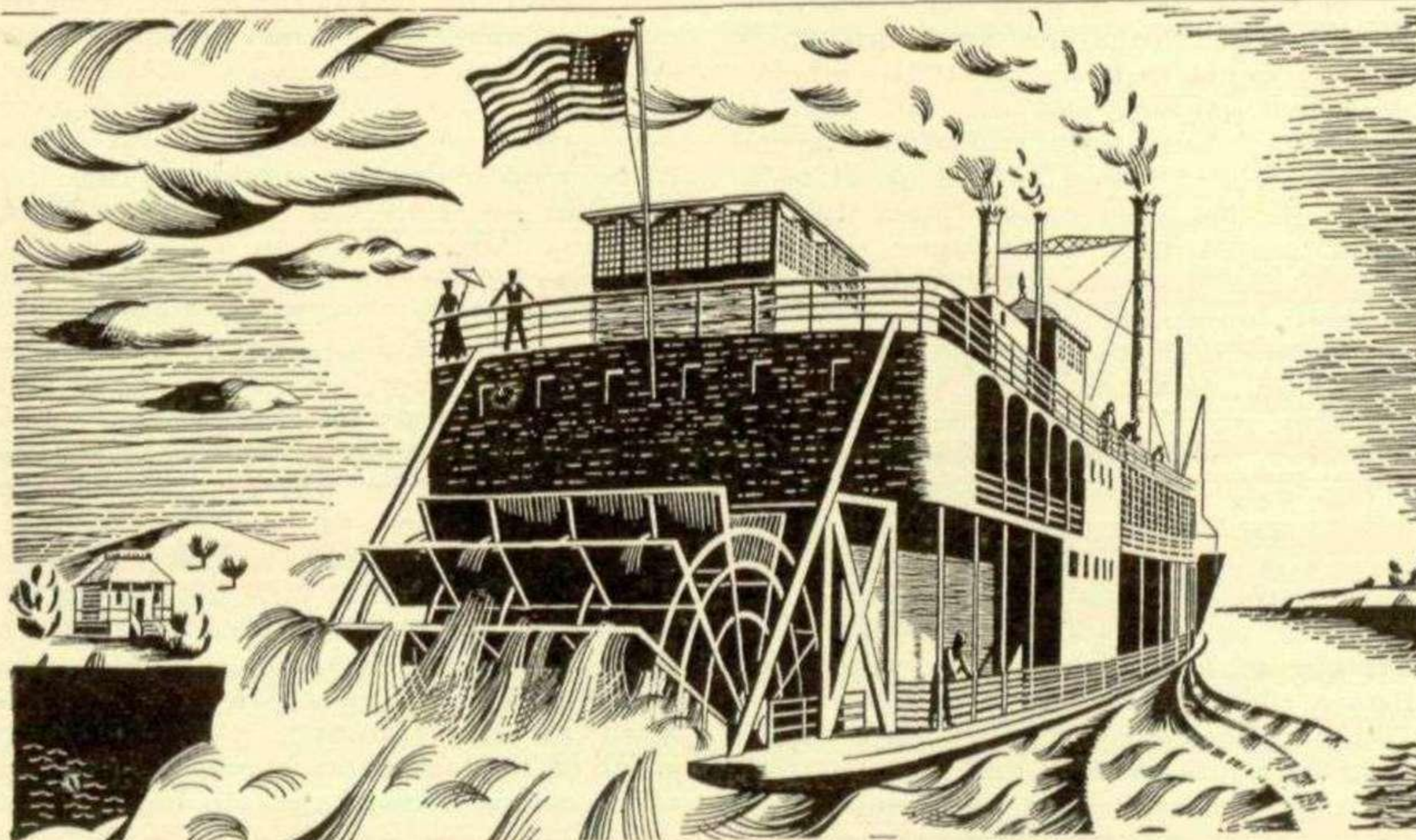
each other. It is of interest that Cooper looked at the course on his arrival, studied the wind awhile, and said: "I should do 23.9." His first run was 24 sec. dead—his second 23.9!

The H.R.G. of E. G. Holyoake is a Rover-engined special. On the sports-car side, Raymond Way beat Gillie Tyrer's course record in the non-supercharged 2-litre lightened B.M.W., only for his record to fall to the Allard of H. D. Pritchard in an excellent final run.

The Vintage Sports Car Club, whose members attended the meeting in some strength, forgathered in a local hostelry afterwards for "pint and ponder."

Results:

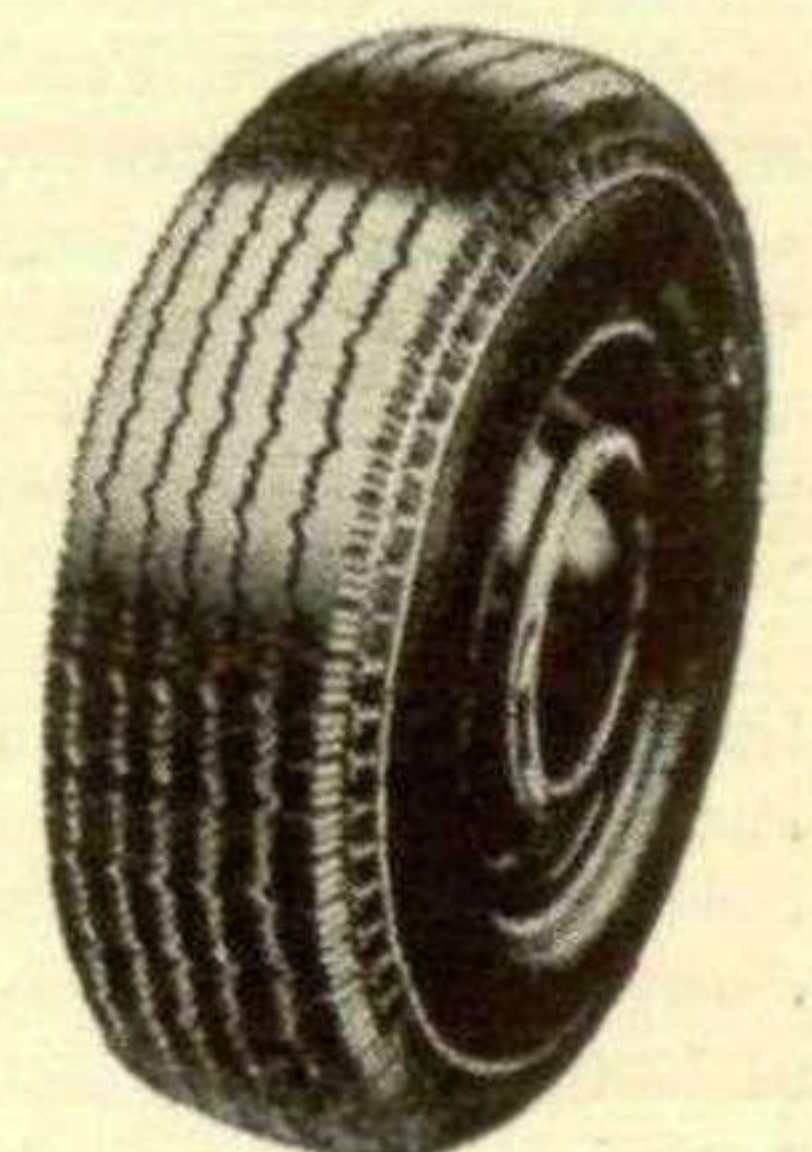
- 1,101-1,500-C.C. NON-S/C AND 751-1,100-C.C. S/C SPORTS CARS.
 - 1st: K. C. Delingpole (1,496-c.c. H.R.G.) 29.7 sec.
 - 2nd: E. G. Holyoake (1,496-c.c. H.R.G.) 32.0 "
 - 3rd: H. Clapp (1,047-c.c. s/c H.R.G.) ... 32.6 "
- 1,501-2,000-C.C. NON-S/C AND 1,101-1,500-C.C. SPORTS CARS.
 - 1st: R. Way (1,971-c.c. B.M.W.) ... 27.1 sec.
 - 2nd: H. Clapp (1,047-c.c. s/c H.R.G.) ... 32.6 "
- OVER 2,000-C.C. NON-S/C AND 1,501-2,000-C.C. S/C SPORTS CARS.
 - 1st: H. D. Pritchard (3,917-c.c. Allard) 26.8 sec.*
 - 2nd: G. Warburton (3,917-c.c. Allard)... 27.8 "
 - 3rd: C. E. Reynolds (3,622-c.c. Reynolds) 28.6 "
- * New sports-car record.
- RACING CARS UP TO 750-C.C.
 - 1st: F. G. Lomax (746-c.c. M.G.) ... 28.3 sec.
 - 2nd: C. A. N. May (496-c.c. Cooper) ... 28.4 "
 - 3rd: J. G. Reece (500-c.c. Cooper) ... 28.6 "
- RACING CARS, 751-1,100-C.C.
 - 1st: J. Cooper (1,000-c.c. Cooper) ... 23.9 sec.
 - 2nd: J. H. Turner (1,087-c.c. Turner) ... 26.3 "
- RACING CARS, 1,101-1,500-C.C.
 - 1st: G. W. P. Norton (1,496-c.c. Alta)... 24.7 sec.
 - 2nd: Lady Mary Grosvenor (1,490-c.c. Alta) ... 25.0 "
- RACING CARS, 1,501-2,000-C.C.
 - 1st: R. W. Merrick (1,998-c.c. Alta) ... 24.0 sec.
 - 2nd: P. W. Neale (1,990-c.c. Bugatti) ... 24.8 "
- RACING CARS OVER 2,000-C.C.
 - 1st: J. Allen Arnold (2,300-c.c. Bugatti) 23.5 sec.
 - 2nd: { P. B. Reece (2,261-c.c. Bugatti) } 24.4 "
 - { N. O. Ayrton (2,261-c.c. Bugatti) }
 - F.t.d. — J. Allen-Arnold (Bugatti) 23.5 sec.



THE PADDLE WHEEL

The paddle-wheel, precursor of the screw propeller, was perhaps seen in its most attractive form in driving the Mississippi stern-wheelers. Those were the craft on which Samuel Clemens was pilot, and first adopted as his literary pseudonym the leadsman's cry of "Mark Twain." From time to time the stern-wheel stuck, and it then became the duty of all hands and the cook to restart it by jumping up and down on the floats. A primitive method, but effective—if you jumped clear in time.

Stern-wheelers and showboats have almost passed into history, but new history in transport is being made by the Dunlop car tyre. Here is the culmination of years of laboratory research, experiment and testing. 2,000 extra teeth to grip the road, moulded knife cuts for skid resistance, wider and flatter tread and scientifically graduated ribs to distribute the load, greater depth of effective tread pattern enabling it to last as long as the tyre itself—these are the features which make this new tyre a worthy successor to the Dunlop tyres which have gone before.



DUNLOP — THE WORLD'S MASTER TYRE

THE cult of the vintage car is, it would seem, of longer standing than some of us are apt to suppose. Not, of course, that before the days of the Veteran Car Club and the Vintage Sports-Car Club (to say nothing of MOTOR SPORT, nor with all due humility, of "Baladeur") anyone was under any illusion that a car was better or more interesting just because it was old; but simply that it was conceded that if a car had once been specially interesting, it might continue to be so, even though it was no longer the latest thing. Thus in the years before 1914, our contemporary, *The Autocar*, published a series of articles entitled "Famous Cars in Retirement," and in the course of their researches the authors ran to earth, among others, the 1902 Gordon Bennett Napier, still going strong in 1911; a 1908 "Four-Inch" Beeston Humber and a couple of "Four-Inch" Darracqs, all three of which Darracqs were apparently still in existence in 1913; a 1907 8-litre Kaiserpreis Benz and a Minerva which had taken part in the same race; a 1905 Tourist Trophy Arrol-Johnston; a 1912 Grand Prix Lorraine-Dietrich, which was already regarded as a famous relic in 1913, although it may, I suppose, have been none other than "Vieux Charles III," which has lasted on into our own day; and a 1908 Grand Prix des Voiturettes Isotta-Fraschini, which I covet exceedingly, in spite of Mr. C. R. Abbott's assurance that it did not go very well.

But much as I should like to find the little Isotta, still more do I wish I knew what has happened, since 1911, to the Paris-Madrid Ader. I have long had a considerable regard for the Ader (though I do not think that I have ever been sufficiently fortunate even so much as to see one) for several reasons. In the first place, it was a car with a really resounding name, of which "Ader" was a mere vulgar abbreviation, such as "Royce," its full title being "Société Industrielle des Téléphones-Voitures Automobiles, Système Ader"; and in the second, its makers, as and when they wanted some more power, did not, in pedestrian manner, increase the size of the engine cylinders—they increased the number of them.

The Société Industrielle des Téléphones-Voitures Automobiles, Système Ader car (hereinafter, in the interests of paper economy, called the Ader) first appeared, I think, in 1900, fitted with a 90 degree V-twin engine, which, in the words of a contemporary description, "gives a perfect balance at whatever speed the engine may be running," and having a bore and stroke of 100 by 100 mm. (1,566-c.c.). In this guise, two Aders started, a couple of years later, in the race from Paris to Vienna. Their makers, apparently, described them to Gerald Rose as voiturettes, but as they weighed 607 kilogrammes, and a voiturette was, by definition, a machine which weighed under 400 kilogrammes, they were set to run with the light cars.

They would not, it must be admitted, have been very successful in whatever category they had competed. The one driven by Valentin apparently broke down irreparably on the first day, and although Simon, on the other one, did reach Belfort, the 233½ miles which

SIDESLIPS

by

"BALADEUR"



separated his first goal from the start at the famous *fourche* at Champigny took him no less than 1 day 5 hours 15 minutes and 10 seconds. I calculate that his car, which carried the number 135, left Champigny at about 5.30 a.m. on June 26th, and from this it would appear that it was going on for 11 o'clock on the morning of the 27th before he got to Belfort, by which time his speedier rivals must have been half way across Switzerland. By contrast, the Chevalier René de Knyff, who left Champigny at 3.36 a.m. on his 70-h.p. Panhard et Levassor, got to Belfort in 4 hours 18 minutes 30.4 seconds, so that, even allowing for the time spent in the controls, the first day's racing must have been all over for him by the time that well-regulated people nowadays would be sitting down to breakfast.

Exploits such as this have had their due meed of praise, but no historian has ever properly recorded the courage of such people as Simon, who battled on all through the heat of a June day, who chugged on through the terrors of the unlit night, determined to reach their goal some time, even if their efforts could scarcely still be called racing. Tenearts, on a 20-h.p. Déchamps, apparently took so long to get to Belfort that the officials despaired of him and did not wait to time him; but at the end of the second racing stage, he duly turned up at Salzburg, and his "net racing time" to that point was 2½ days, while Henry Farman had covered the same distance in a little over 10 hours. [Praise is due, yes, but we sometimes wonder how many cars the dictum of a famous driver-journalist, "Finish at all costs," has sent irretrievably to the breaker's yard!—ED.]

Simon took about the same, 10 hours 9 minutes 55.2 seconds to be exact, for the 197.2 miles from Bregenz to Salzburg; and as this stage included the dreaded passage of the Arlberg, his average of nearly 20 m.p.h. was really better than respectable. Salleron on a 16-h.p. Georges Richard took more than 33 hours over it, and the fact that his time is recorded at all seems to me to indicate a very large measure of patience on the part of the timekeepers, as he must have finished well over a day after the leaders. On the last stage of 184½ miles from Salzburg to Vienna, Simon took only 6 hours 56 minutes 30 seconds, and thus averaged over 26 m.p.h., in spite of the dreadful *canniveaux*, which were the feature of the day's run. His perseverance in continuing after the disasters of the first day was, in fact, amply rewarded; he duly got to Vienna, at an average speed of 13.2 m.p.h., and beat Tenearts in the process by nearly a day.

The next year, one of the 12-h.p. V-twin Aders, driven by Sommier, started in Paris-Madrid, but in the meantime its weight had been reduced by a third, to 399 kilogrammes, and it was thus able to run in its rightful place—as a voiturette. But for all that I think it must have been a private entry, for the firm by now had bigger and better ideas. In the first place the bore and stroke of the V-twin engine were reduced to 80 by 90 mm., and then two of these smaller engines were run in tandem, to give a V-four engine with a capacity of 1,800-c.c. They were mounted, perhaps, in similar chassis to Sommier's, because they, too, weighed just under 400 kilogrammes, and thus counted as voiturettes. But Simon and Valentin themselves were even more ambitious. If a V-twin could be doubled to make a V-four, why should not a V-four be doubled to make a V-eight? It was, and, *voilà!* there was a team of 32-h.p. *voitures légères*, with 8-cylinder engines of 3,600-c.c. in a chassis weighing less than 650 kilogrammes.

The Aders really did very well in Paris-Madrid, for the three V-eights, the three V-fours and the one V-twin which started all reached Bordeaux, and all did so in very respectable times. But what is rather remarkable is that the V-four, driven by Birnbaum, proved itself the fastest of the team, averaging 40.5 m.p.h. compared with Valentin's 38.6 m.p.h. on the fastest of the V-eights. The former must, in fact, have been a most delectable vehicle, and when I add that it was one of these V-fours which came to England, and was discovered, eight years later, "in retirement," my interest in it can, I think, be excused.

This much I have known for some time about the Ader car, without, frankly, evincing any very great curiosity about Ader the man, on whose "system" it was built. But in this, I suspect, I have been greatly at fault, because there seems to be good reason for supposing that the Ader in question was none other than Clément Ader, who can, it seems, at least lay claim to being the father of French aviation. As this is a subject on which I am abysmally ignorant, perhaps some of my more erudite readers will confirm or deny my possibly presumptuous supposition. In the meantime, it seems that Clément Ader was by profession a telephone engineer—I have even seen it stated that he installed the first telephone lines in France—and this fact seems to tie in well enough with the Société Industrielle des Téléphones. He was born in 1841 at Muret, which is a small town on the Garonne, a dozen miles south of Toulouse, and where, apparently, there stands a monument to him to this day. There are, according to the Michelin Guide, five garages in the town, one of which is the agent for Peugeot, another for Berliet, a third for Citroen; none of them, I am sorry to say, is agent for Ader. When Clément Ader built his first aeroplane, which he called "Eole," in 1890, he was nearly fifty, in spite of which he proposed to fly it himself. It had a wingspan of 14 metres, which, being interpreted, is 46 feet, as near as may be, the wings, on either side of its box-shaped fuselage, being modelled on those of a bat, and it weighed 256 kilogrammes, or just over 5 cwt., "all up," including

the inventor and a 12-h.p. steam engine. On October 9th, 1890, this machine, it is alleged, "skimmed the ground" for a distance of some 50 yards, but even Ader, I gather, hardly claimed that it flew. M. Freycinet, the War Minister, however, was interested, and succeeded in getting the inventor a subsidy so that he could carry on. Thus encouraged, he fitted a 20-h.p. engine in place of the 12-h.p., but I do not gather that, even thus equipped, "Eole II" got any farther off the ground than had "Eole I."

But by 1897 Ader had made real progress. "Eole III," with which he appeared on October 14th to give a demonstration to the authorities, was substantially larger than "Eole I" and "Eole II." It weighed 400 kilogrammes—as much as the *voiturettes* of Paris-Madrid—and was powered by a couple of steam engines, each of 20-h.p., and each with its own propellor. Half-a-dozen years later a couple of V-eights might have taken their places, but for the moment the intrepid Ader was prepared to trust to steam. A couple of days before, the inventor had made some tests, which convinced him that "Eole III" asked nothing better than to take the air, but was a little tail-heavy. In the meantime, he had made some adjustments to the trim, and now he was confident.

Unfortunately, October 14th proved to be foggy. All day they hung about on the parade ground at Satory, while General Mensier, who had been deputed by the War Ministry to observe the tests, became more and more impatient. At last, at about 5 o'clock in the afternoon, a little breeze got up and dispersed the fog. It must have been nearly the dusk of an autumn day, but steam was up, and Clément Ader, full of hope, climbed into the pilot's seat. Brunet, the engineer who accompanied General Mensier, stationed himself 200 yards ahead, while the sappers clung on to "Eole III," pitting their weight against the pull of the turning propellers. Brunet held up his hand, the sappers let go, and the machine, shivering a little as it

started, began to taxi across the field . . .

Once under way, Ader shut off steam a little, as he sought the exact fore and aft trim. The aeroplane was skimming across the field, drumming the earth with its three wheels. At last Ader was satisfied that the trim was right. Already "Eole III" had covered 300 yards, and it was now or never. The pilot stretched out his hand towards the throttle lever, to pull it open—and at that critical moment a sudden gust of wind struck the machine, pitched it over on to its left side, so that the tip of its bat-like wing ploughed into the ground, and "Eole III" went head over heels, with a hideous clatter, in a cloud of escaping steam.

Clément Ader, I should say at once, survived this alarming experience. But, and this was the burning question, had his aeroplane flown? "It just raised itself enough," said General Mensier, "to skim the ground." "I have examined the tracks," reported Brunet the engineer, "and in two places they are interrupted, which proves that the machine left the ground." "Had I given her full steam ahead," declared the inventor, "I should have risen five or six metres."

Perhaps. But the crude fact remained that that too soon, and "Eole III" was a wreck. If Ader was to continue his experiments he must have another subsidy to pay the repair bill, and at this point, the War Ministry, in the manner of Government departments, suddenly exhibited a typical excess of caution. Poor Ader waited so long for his subsidy that at last he got tired of waiting, and, in a moment of despair, bundled all his drawings, all his notebooks, and even the remains of the luckless "Eole," into the fire.

So that was the end of Ader as an aviator, but it was not the end of Ader, who lived on until May 3rd, 1925, when he died at Toulouse, close to his native Muret. And in the meantime he had, as I believe, presented the *Société Industrielle des Téléphones-Voitures Auto-*

mobiles with the "système Ader." Moreover, even if all those notebooks and drawings had really been burnt, I wonder whether their contents had been wholly forgotten. I am at least rather impressed by the following extract from a contemporary description of the 1901 Ader. "There is nothing novel in the transmission, which consists of the usual train of spur wheels and chains; but a valuable feature of this car is the system of balancing the carriage body so that it remains perfectly steady, whatever vertical movements may be given to the front wheels in passing over uneven surfaces. To each end of the front axle are fixed a couple of rods above and below, and these are carried back in the form of a triangle to a point underneath the carriage. The front of the carriage body rests on a similar pivot secured to the lateral leaf spring on the axle, so that while either wheel may be raised as much as possible, the carriage body maintains a perfectly horizontal position. The triangle formed by the rods and the axle seems, moreover, to add to the rigidity of the underframe."

Does this "underframe" resemble, perhaps, the underframe that might have been used on the ill-fated "Eole," or is this merely fancy? In either case, the Ader car does not seem to have survived much longer than the Ader "avion" (the word, it seems, was Ader's invention, and this at least has lived on in the French language). But in the war of 1914-18, the pioneer aviator was once more in the limelight, as the author of a standard work on aerial warfare; and as he watched the successes of the French squadrons, it may have pleased his fancy, as his thoughts went back to Paris-Madrid, to think that the Hispano engine which powered so many of their machines was at least a V-eight.

[We wish with our valued contributor that an Ader may yet come to light, but feel that a more likely find would be the 1914 G.P. Nagant, which the *Autocar* pictured during 1923 as road-equipped and in active use by an enthusiastic gentleman residing in Scotland.—ED.]

♦♦♦♦♦
CLUB NEWS—continued from page 281

M.M.E.C.

The Midlands Motoring Enthusiasts' Club will hold a closed invitation meeting at Silverstone on July 30th, comprising four scratch races for racing cars, four handicap races for sports cars and two handicap races. Entry fee £2 2s. per race. Details from Miss J. Angell, 30, Ivy Road, Sutton Coldfield, Warwicks.



V.M.C.C.

The Vintage Motor Cycle Club's duplicated Bulletin for last May contained an informative discourse on the rise and fall of the o.h. camshaft engine in vintage machines. New members were listed as owning 1922 Indian, 1928 B.S.A., 1929 Scott and Dunell and 1930 Ariel machines. Cobbings' Ner-a-car-Blackburne won the Premier Award in the Hog's Back Rally by one vote from C. J. H. Day's 1914 Triumph. To that rally came Rigby in a

799-c.c. A.J.S. combination that used only 1½ gallons of petrol in transporting three people 95 miles. The A.G.M. will be held at the "Swan," Bedford, on July 3rd. Gen. Sec.: R. A. Beecroft, 65a, Wembley Park Drive, Wembley, Middlesex.



JUNE QUIZ

The June Quiz-picture would, we thought, prove far too easy, but such was not the case. We encountered suggestions that the car whose front-axle assembly was depicted was a "2.5" or "2.9" Maserati, Tim Birkin's blower 4½-litre Bentley single-seater, 1921 G.P. Duesenberg, and a V12 2-litre Delage before we found the first correct solution. It came from J. P. Perry, of Aldershot (incidentally, on a delightful picture-postcard showing vintage motor-coaches, a massive Lancia amongst them, with an early Hillman Eleven all-weather in the

background). The car was the 1½-litre straight-eight Grand Prix Delage, which was introduced in 1926 and modified somewhat for the 1927 season, when a team of these cars gained the Championship of the World by their sweeping successes in Grand Prix races. The car depicted is now in America, but Rowley has a similar car in this country today, and the exploits of Earl Howe and Seaman should have stamped the car on everyone's memory. Clues to its identity were provided by one of the flange-joints of the three-piece front axle, underslung axle mounting, tubular spring mounting, the Perrot brake gear, inboard shock-absorbers and the much-louvred bonnet and undershield. Other correct solutions were submitted by Harold Pratley, of Woodford; H. Thompson, of Porthcawl; G. E. Walker, of Harpenden; R. K. Small, of Nottingham; G. H. Phillips, of Ware; P. M. Rambant, of Carlisle; I. P. J. Vaughan, of Holt; and Vic Barlow, of Elmdon.



with an eye to the future

When Cleveland brands are again available the discerning motorist can enjoy once more the consistent reliability and excellent quality for which Cleveland petrols were renowned pre-war.

A SENSATIONAL SHELSLEY!

Joe Fry Breaks Raymond Mays' Long-standing Record by 0.02 sec., with the 1,096-c.c. Freikaiserwagen, in 37.35 sec. Stirling Moss Sets Astonishing Unblown Record of 38.57 sec. in his Cooper J.A.P.

THE weather was kind to Leslie Wilson for the International Shelsley Walsh Hill-Climb on July 11th, and the hill was in splendid fettle. The meeting was one of the most interesting ever held, for Joe Fry in the phenomenal Freikaiserwagen broke Raymond Mays' record of 37.37 sec., which has stood since 1939, with a simply meteoric climb occupying 37.35 sec. Mays' famous black D-type E.R.A. developed trouble with its Zoller compressor after approaching record speed in practice. Richardson drove it all the way to Bourne in its lorry, worked all night, and had the car back at the hill the next morning. Mays tried all he knew to regain his lost record, but suffered defeat, by a mere one-hundredth of a second! There were some sensational incidents during the afternoon, notably when Kiteley's Cooper 500 left the course at full bore on the inside of the first corner of the S bend and vanished from view, and when Richardson's R.R.A., which now has a Rubery Owen frame of new design, suffered its I.O.M. malady of absent rear brakes, and slid straight on with front wheels locked at the "S," the front axle and cowling being damaged. The drivers escaped injury, but during practice poor Spikins was less fortunate, for his Spikins Special hit the outer bank at the second corner of the "S," the rear-side front wheel was torn off and the car shot across the road into the outer bank, the other i.f.s. unit collapsed and the car rolled over. Spikins suffered broken ribs and severe abrasions and even then had a lucky escape. A stuck throttle may have been to blame. During the climb Strang lost his near-side rear wheel at Kennel bend, but escaped unhurt. Fry's great run certainly upholds the "Shelsley Special," his old record for these cars being bettered by 1.08 sec.

Cars up to 500 c.c.

Lones' Tiger Kitten lost time on its second run, a horrid slide out of the "S" resulting in contact with the bank—which Lones acknowledged with a gesture of disgust with his right arm, even glancing round to see the damage, if any. Wing/Cdr. Aikens' Aikens was troubled by misfiring and the whole car seemed to shiver during hectic ascents, while C. A. N. May in his ex-Moss Cooper made two really determined climbs. Brandon missed a gear in mid-"S" on his all-silver Cooper during his second run, but his first perfectly-judged ascent won him the class. Coldham placed his Cooper nicely, but was slow, likewise Gibbs' M.A.C., its wheels dithering. Strang rather lost time on his first run by avoiding the drain in the road at the "S" and so leaving the corner wide in a tail-slide—and on his second run, alas, a rear wheel came off. Jeremy Fry, Joe Fry's young

brother, then showed us how, in the brand-new Parsenn, with Spencer Moulton rubber suspension. He cornered with the inner wheels lifting and clocked second fastest time. The C-type f.w.d. Bond lacked urge and Reece, in spite of a wrestling match with his steering wheel, lacked speed in his Cooper. Truman held a mid-road position through the "S" on his first run, the Barden leaving an aroma of dope behind it, and although his second run was spoilt by a vicious tail slide, he corrected it without hesitation and accelerated hard.

1st: E. Brandon (497-c.c. Cooper) ... 42.78 sec.
2nd: J. Fry (497-c.c. Parsenn) ... 42.94 "
3rd: H. C. Lones (496-c.c. Tiger Kitten) 43.49 "
Also ran: Strang (Strang), 43.65 sec.; May (Cooper), 44.37 sec.; Truman (Barden), 44.60 sec.; Coldham (Cooper), 45.23 sec.; Reece (Cooper), 45.47 sec.; Aikens (Aikens), 45.92 sec.; Bond (Bond), 47.91 sec.; Gibbs (M.A.C.), 49.05 sec.; Kiteley (Cooper) crashed.

Cars 501-1,100 c.c.

It was in this category that Joe Fry set up his new course-record of 37.35 sec. On his first run he hit the bank near the start, but clocked 38.15 sec. His second run was a model of how to do it, leaving, one suspects, only a very slender safety margin! The Freikaiserwagen's acceleration up the straight, tyres nearly alight and the two-stage, air-cooled V-twin Blackburne sounding absolutely right, had to be seen to be believed—and could only just be believed even then! This is the sort of sprinting that brings exclamations of joyful praise from the lips even of blasé Pressmen! Second best was young Stirling Moss, proving that besides being able to win races he possesses the sprint technique to perfection. His time of 38.57 sec. made on his first run, is an incredible performance by an unblown one-litre car, and his Cooper-J.A.P. beat the old unblown record held by Allard's Allard by 0.99 sec. Moss changed up early and fairly swung the wheel to regain control as he slid from the "S." His second run was spoilt by misfiring. John Cooper drove his V-twin Cooper very neatly, cornering close and going right over the drain, to take third place, 1.21 sec. slower than Moss. Hartwell, however, in another of these cars, took the "S" cautiously, and his second run was spoilt by misfiring. Symonds drove the ex-Brettel Austin Seven outstandingly, inner wheels lifting as he flung it through the corners, but Moor's famous and lovable Wasp wasn't going too well, added to which he muffed the final change-up on his second run. Southon made one of his habitual tours-up-Shelsley-Walsh in the twin rear-wheeled Becke Powerplus, Instone had a real tussle with the V-twin Martyr, but struck trouble on his second run, Fergusson's Cooper-H.R.D. came to rest in mid-"S" in a permanent neutral, not to run again, and Christie's Cooper 1,000 hit the near-side bank as it left the "S"

on its first run, being nicely handled, tyres flexing with the speed, next time up. The Carlmark had trouble low down and didn't essay a second run, Richards' Riley seemed off form and high-g geared, Heath's rear-engined V-twin Special gave him plenty to do in spite of being comparatively leisurely, and the Turner Special, with M.G. engine, neat body-work and twin rear tyres, ascended steadily, water streaming from its radiator overflow.

1st: J. Fry (1,096-c.c. Freikaiserwagen) 37.35 sec.
2nd: S. Moss (996-c.c. Cooper-J.A.P.) ... 38.57 "
3rd: J. Cooper (996-c.c. Cooper 1,000) ... 39.78 "
Also ran: Christie (Cooper), 39.80 sec.; Hartwell (Cooper), 41.10 sec.; Symonds (Austin), 44.23 sec.; Turner (Turner), 44.40 sec.; Moor (Wasp), 44.82 sec.; Instone (Martyr), 45.18 sec.; Richards (Riley), 45.43 sec.; Heath (Own), 45.54 sec.; Southon (Becke), 47.91 sec.; Fergusson (Cooper), F.; Carlmark (Carlmark), F.

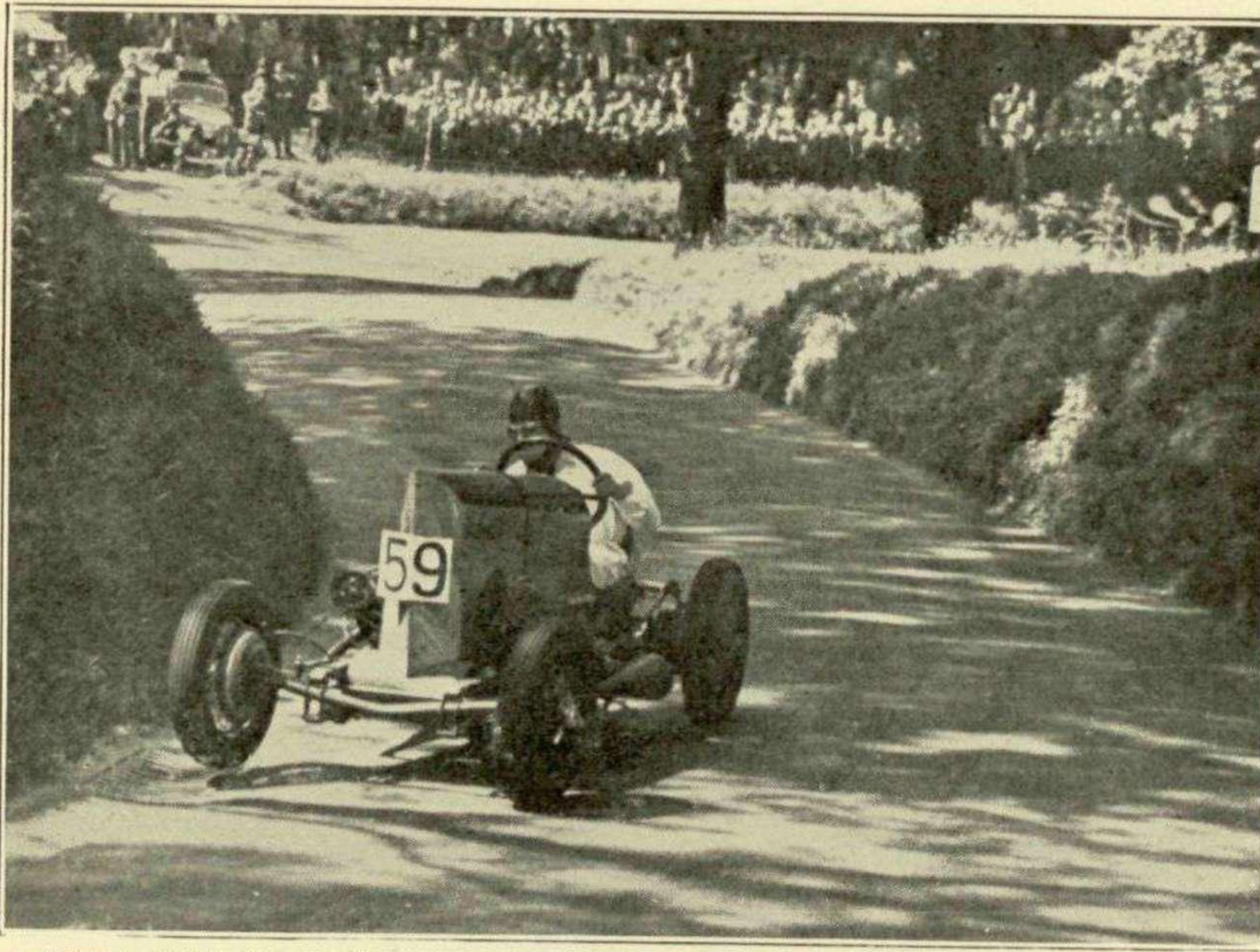
Cars 1,101-1,500 c.c.

This once-popular class was sparsely supported and Geoffrey Ansell won it comfortably, in his smart B-type E.R.A. Norton, after ascending in the wrong cog on his first run, took second place in the Alta, while Wharton, using a "mystery" engine, probably Wolseley or enlarged M.G., in his well-known sprint car, was third, fluffing and a series of slides notwithstanding. Bradnack's newly-bodied ex-Folland-Barry Woodall Frazer-Nash, now with shaft-drive to a coil-spring i.r.s. reminiscent of R-type M.G., had engine trouble.

1st: G. E. Ansell (1,488-c.c. E.R.A.) ... 40.93 sec.
2nd: G. W. P. Norton (1,496-c.c. Alta) ... 44.13 "
3rd: K. Wharton (1,460-c.c. Wharton) 45.91 "
Also ran: Lady Mary Grosvenor (Alta), 44.86 sec.; Bradnack (Frazer-Nash), 48.35 sec.; Richardson (R.R.A.), crashed.

Cars 1,501-3,000 c.c.

In this class Hutchison disappointed in scratching both his entries and we were sorry not to see Horsfall handling Bell's 2-litre E.R.A. Mays, in his old E.R.A., made a determined bid to regain his record, but it was not to be. His first run occupied 38.20 sec., compared with Fry's 38.15 sec., and after Fry had set up his new figure of 37.35 sec., Ray, doing one of the most determined runs we have seen him make since the war, clocked 37.36 sec., beating his own record by one-hundredth of a second and losing by that margin to Fry. McAlpine, handling his twin rear-wheeled Maserati very well—and what a handful—was second, while Noel Carr took third place in the Alta, really hurrying through the "S" in spite of a tendency to misfiring. Stubberfield's *monoposto* Bugatti went too wide into the "S" on its first run, but got round and was beautifully handled on its second run, Norris cornered his Alta carefully, but possessed ample acceleration, Neale's 2-litre Bugatti bounced a good deal and clouted the outer bank really hard leaving the "S" on his second run, and Sir Clive Edwards found his Lea-Francis-engined H.R.G.



GHOST OUT OF HISTORY.—Basil Davenport's immortal V-twin G.N. "Spider" (now of 2 litres capacity), which held the course record in 1926, '7 and '8, flitting, very rapidly, through the sun and shadow at Shelsley.

rather a handful as at present it has only a small bolster-tank to keep the tail down.

J. S. Fry did a magnificent run in his Type 51 Bugatti, using twin rear tyres, King needed lots of road in the remarkable unblown Rover, the acceleration of which was truly creditable, while Davenport deserves the greatest credit not only for being very fast in his horrific G.N. "Spider," but for being so consistent. He looked fully up to the form of his hey-day and clocked 42.33 sec. on both runs, faster than ever he was in 1½-litre trim.

- 1st: R. Mays (1,980-c.c. E.R.A.) ... 37.36 sec.
 - 2nd: K. McAlpine (2,992-c.c. Maserati) 39.31 "
 - 3rd: N. Carr (1,960-c.c. Alta) ... 39.38 "
- Also ran: Stubberfield (Bugatti), 41.16 sec.; Davenport (Spider), 42.33 sec.; Fry (Bugatti), 42.46 sec.; Neale (Bugatti), 42.48 sec.; Norris (Alta), 43.14 sec.; King (Rover), 43.25 sec.; Sir Clive Edwards (H.R.G.), 45.03 sec.

Cars over 3,000 c.c.

Poore, his Alfa-Romeo's tyres protesting through the "S," where he contrived to miss the drain, the big car snaking at prodigious speed up the finishing straight so that dust flew from the banks, won this class and set third fastest time of the day. Allard was second in the Steyr Allard, not using his electric gearbox on this occasion, being even faster on his second than on his first run, in spite of a series of nasty slides out of the "S," which Sydney corrected by expert manipulation of the wheel. Lloyd-Jones was third, in the Triangle-Skinner which he drove fast and steadily, Butterworth's four-wheel drive A.J.B., now with *monoposto* body, displayed good acceleration, Imhof came really fast into the "S" in his blown sports-equipped Allard, and cornered in arm-over-arm fashion, tyres smoking, the Neale made much noise—a vast blower hides behind the two S.U. carburettors of its Buick engine—and Leslie Johnson came within 0.23 sec. of the

sports-car record in Lycett's 8-litre Bentley in spite of all not being well beneath the long bonnet of this magnificent car. The Norris Special II uses an Alvis "Speed Twenty" engine, but seemed difficult to get into gear.

- 1st: R. D. Poore (3,800-c.c. Alfa-Romeo) 38.02 sec.
 - 2nd: S. H. Allard (3,700-c.c. Allard) ... 40.85 "
 - 3rd: E. Lloyd-Jones (4,168-c.c. Triangle-Skinner Special) ... 42.29 "
- Also ran: Butterworth (A.J.B.), 43.15 sec.; Imhof (Allard), 43.20 sec.; Johnson (Bentley), 43.99 sec.; Norris (Norris), 44.21 sec.; Neale (Neale), 44.60 sec.

Premier Awards

- F.T.D.—Joe Fry (Freikaiserwagen), £100 and Shelsley Trophy.
- SECOND FASTEST.—R. Mays (E.R.A.), £50.
- THIRD FASTEST.—R. D. Poore (Alfa-Romeo), £25.
- FASTEST SHELSLEY SPECIAL.—Joe Fry (Freikaiserwagen), Rossiter Challenge Trophy.
- FASTEST LADY DRIVER.—Lady Mary Grosvenor (Alta), Ladies' Trophy.
- FASTEST NON-S/C CAR.—S. Moss (Cooper), M.A.C. Trophy.
- TEAM AWARD.—Messrs. Poore, Fry and Allard—Fray Trophy.

- R.A.C. HILL-CLIMB CHAMPIONSHIP PLACINGS.—Fry, 10 marks; Mays, 9 marks; Poore, 8 marks; Moss, 7 marks; Butterworth, 6 marks.

N.B.—The winners of the above awards do not, under M.A.C. ruling, qualify for first prizes in their respective classes, but we have given class placings on times and not in prize-winning sequence.

Shelsley Snippets

There was no B.B.C. broadcast this time.

* * *

Nor was the attendance quite so large as usual.

* * *

The course was opened by Alan Hess, with Charles Goodacre as passenger, in an A.90 Austin. It clocked 64.73 sec., but seemed rather over-g geared for the hill, and tended to "pink."

* * *

Other official cars were a Land Rover and an Austin "Sheerline."

* * *

Sir Clive Edwards believes in rubber engine mountings, his H.R.G. employing

vast Metalastic blocks under the front feet of its Lea-Francis engine. The car is towed by a Lea-Francis Utility.

* * *

Basil Tye has reversed the order of things, using a Cooper 1,000 with 498-c.c. engine.

* * *

Richardson hopes to employ his old R.R.A. (Riley) chassis as a Formula II car, in conjunction with an ex-McClure 2-litre Riley engine.

* * *

A telegram of condolence was sent by the M.A.C. to a convalescent John Bolster, who now dices in a bath-chair. Best wishes from MOTOR SPORT for your early recovery, John.

* * *

And our profound thanks to the sportsman in an Aston-Martin who came to our aid when the box-like Editorial conveyance ran out of fuel outside Worcester.

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SOMETHING FOR NOTHING

In connection with the Castrol company's Jubilee, referred to elsewhere, they have issued a very attractive free illustrated booklet of racing and record-breaking successes achieved down the years with the aid of Castrol oil. Great pains were taken by the compilers to obtain pictures of early racing cars so that the more outstanding of these Castrol achievements could be portrayed and help was sought from the motoring Press, A. S. Heal, Esq., the Grenville Publishing Company, Ltd., and other sources. The result is a worthwhile little publication which contains some photographs we have never seen before, such as those showing the 1911 record-breaking 11-h.p. Humber and W. O. Bentley's Brooklands D.F.P. in 1913 record-breaking trim. Those who would like a free copy of this pictorial history book can obtain one by using the coupon to be found in this issue of MOTOR SPORT incorporated in the Castrol advertisement.

UP AND DOWN

The basic price of the Standard Vanguard saloon, on which a road test report appeared in MOTOR SPORT last month, has been increased while the price of the 2-litre A.C. saloon has been reduced to £982, making its total price, with p.t., £1,277 7s.

THE JULY PRESCOTT SPEED HILL-CLIMB

The next Prescott meeting, the eleventh open event, will be held by the Bugatti O.C. on July 17th, starting at 2 p.m. Entries have closed. Classes are the same as usual, except that there is no Edwardian class which is rather disappointing in view of the reasonable entry of such cars at the May meeting. Fastest time of the day wins £50 and a silver cup. Practice occupies from 11 a.m. to 6 p.m. on July 16th and from 10.30 a.m. to 1 p.m. on the Sunday.

SYDNEY ALLARD BREAKS THE PRESCOTT COURSE RECORD (45.04 sec.) AND SPORTS-CAR RECORD WITH HIS ALLARDS.

Six Class Records Fall at Bugatti O.C. Club Meeting

PRESCOTT really is a pleasant place and never more so than under the ideal conditions which prevailed at the B.O.C. Club meeting on June 12th. As usual, the meeting was conducted with 100 per cent. efficiency, and, for that, praise must be distributed between the pleasant and calm demeanour of Eric Giles, the military acumen of Col. Giles, and the watchfulness of Clerk-of-the-Course Michael Burn.

Although this was a club meeting, a goodly assembly of spectators arrived, the quality of the driving overshadowed that seen at many open meetings, and a great many really excellent times were set up, Gerard's course record which he established in 1948 with the 2-litre E.R.A. being broken (by 0.63 sec.) by Sydney Allard, in his *non-supercharged*, V8 Steyr-engined Allard. Allard actually clocked 44.93 sec. in practice, taking the first bend out of control with his brake pedal right down on the floor, all the anchorage having evaporated! The brakes were subsequently taken-up, but Sydney never quite regained his shattering speed round the bottom corner. The Allard—which, incidentally, was first described in MOTOR SPORT for August, 1947—this time used a normal "crash" gearbox, as the ratios of the Clerk electric box employed when f.t.d. was established at the May meeting, was considered a trifle under-geared. The car has, of course, de Dion rear suspension, not i.r.s. as implied last month.

So pleasant is the "atmosphere" at Prescott that many people, after dinner at their hotels, went out to the hill in the dusk of Saturday evening, to wander about the charming orchard which serves as the Paddock, and where the Allard mechanics and "Antone" Curtis were camping for the night.

The next day all manner of vehicles beloved by enthusiasts arrived and young children in gay sun-tops picnicked with their fashionably-dressed mothers and sportingly-garbed fathers, beneath the trees beside stark sports cars while the multi-coloured racing cars were unloaded for practice—a subject that should constitute a heaven-sent opportunity for *Picture Post's* colour-photographer, surely. And practice was stirring in the extreme, for, apart from Allard's great ascent, Poore got the Alfa-Romeo up in 46.14 sec., Mays' E.R.A. did 46.72, Carr's Alta 47.0, John Cooper's Cooper 1,000 47.13, the Freikaiserwagen, blushing under Shelsley honours, 47.14, after David had instructed Joe about which gears and what revs., and Christie's Cooper 1,000 47.19 sec.

In the Paddock the Freikaiserwagen collected a deservedly admiring crowd after being unloaded from its Ford "covered wagon." It was on 4.00/4.25-15 Dunlops at 15 lb./sq. in. at the

front, 5.00-15 Dunlops at 18 lb./sq. in. at the rear, as at Shelsley, and the two-stage, chain-driven Marshall superchargers were prominent on the near side of the V-twin Blackburne engine, matched by the twin, chain-driven Lucas magnetos on the off side. Readings' Regent-Special was composed of the parts of many different makes in the best "specials" tradition. Its tubular, two-tier chassis has Singer coil-spring and trailing-link i.f.s., independent rear suspension incorporating wishbones and Armstrong-Siddeley torsion bars, the final drive unit on the frame being Vauxhall Fourteen, while a 2,635-c.c. Essex Terraplane engine drives to an E.N.V. gearbox controlled, motorcycle fashion, by a short lever. The rear wheels carried Pirelli 6.00-16 tyres, and the driver sat high up behind the long, flat bonnet.

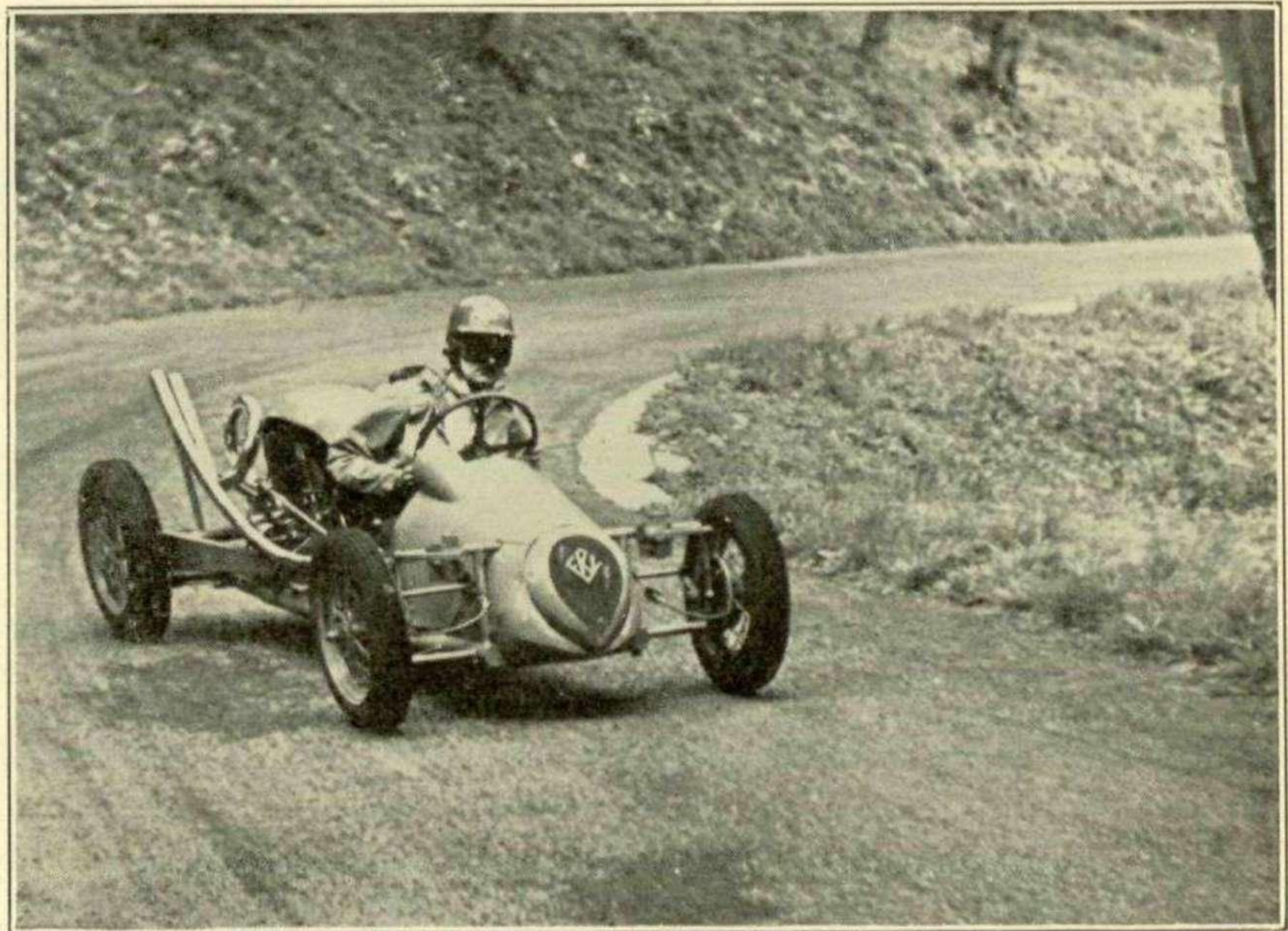
Wykes' Frazer-Nash Six boasted six Amal carburetters sharing four float chambers, Allard's sports Allard, destined to get the sports-car record, had alloy wheels, Edelbrock cylinder heads and dual downdraught carburetters, while Matthews' 3½-litre Jaguar, besides a horde of club badges, had a Scottish Rally plaque and the name "Blue Shadow" on its bonnet. Trying for the Brescia Cup was the Knights' Bugatti, with four stub exhausts, the Modified Brescia engine with a single ZF 4 Bosch magneto, a one-gallon petrol tin on the fascia feeding to a Solex carburetter,

a Type 22 3.43-to-1 rear axle and 5.00-18 Goodyears on the rear wheels. The bodywork was sketchy but there were front-wheel brakes.

Much interest was created by the rivalry existing between the three road-equipped "2.3" Type 51 Bugattis of J. S. Fry, L. Blackburn and A. C. Whincop, which alone were contesting the 1½-3-litre supercharged sports-car class in the absence of Pierpoint's Type 55 Bugatti.

At the May meeting Fry's smart ex-Bear, ex-Tyrer car had taken the absolute sports-car record from Whincop's ex-Shuttleworth Bugatti, leaving it at 49.15 sec., so the rivalry was known to be intense. Fry's car arrived in a van from Shelsley, where it had run on twin rear tyres. It has the standard engine-speed supercharger, was using a 3.85-to-1 axle-ratio in conjunction with 7.00-16 rear tyres, and had 5.00-19 front tyres. Its dynamo is driven by a flat belt off the magneto-drive from the rear of the near-side camshaft, a small battery lives under the passenger's seat, and it was not apparent where the spare wheel was accommodated. As with the other two cars, the handle constitutes the "starter."

Blackburn's ex-Staniland car was using the engine-speed blower, a 4.5-to-1 axle-ratio and alloy-spoke wheels shod with 5.25-19 tyres all round. Its dynamo is properly boxed-in above the gearbox and driven by whittle belt from the cardan shaft. The battery is carried beneath the



MAN OF THE MOMENT.—Joe Fry establishing new 1½-litre-class and "specials" records in the Freikaiserwagen at Prescott, the day after he broke the Shelsley Walsh record.



BENTLACTIVITY DOWN AT

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Quite right, too, of course, for not only have the H.L.M. practically every part that can be wanted, but they also have all the necessary equipment and skill to carry out repairs and overhauls on these fine old cars with almost unrivalled speed and efficiency. They have two reconditioned 3-litre engines in stock ready for sale or exchange, and they have many new spares in course of manufacture, including some high ratio crown-wheels and pinions, though, unfortunately, these will not be ready just yet.

You will always get really first-class work and enthusiastic attention at Whinlands no matter what car you take there, but there is usually a special welcome for Bentley Owners and Drivers.

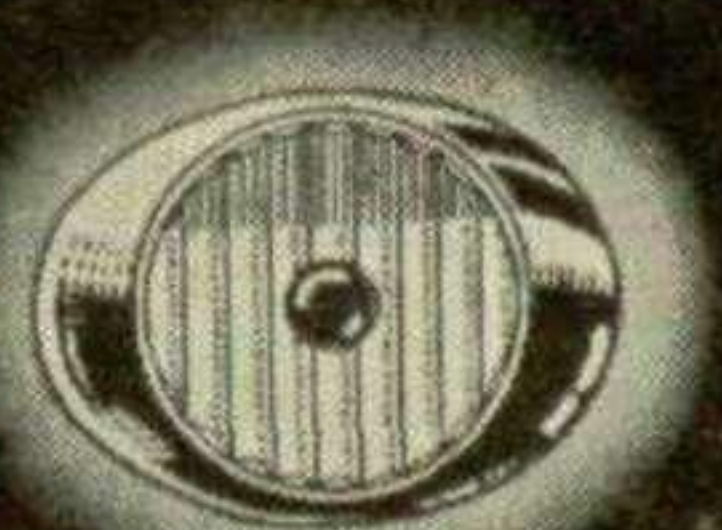
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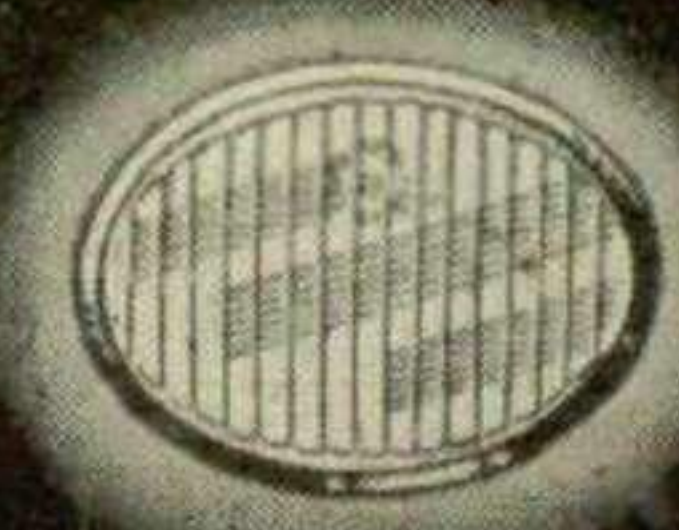
SAFETY FIRST!



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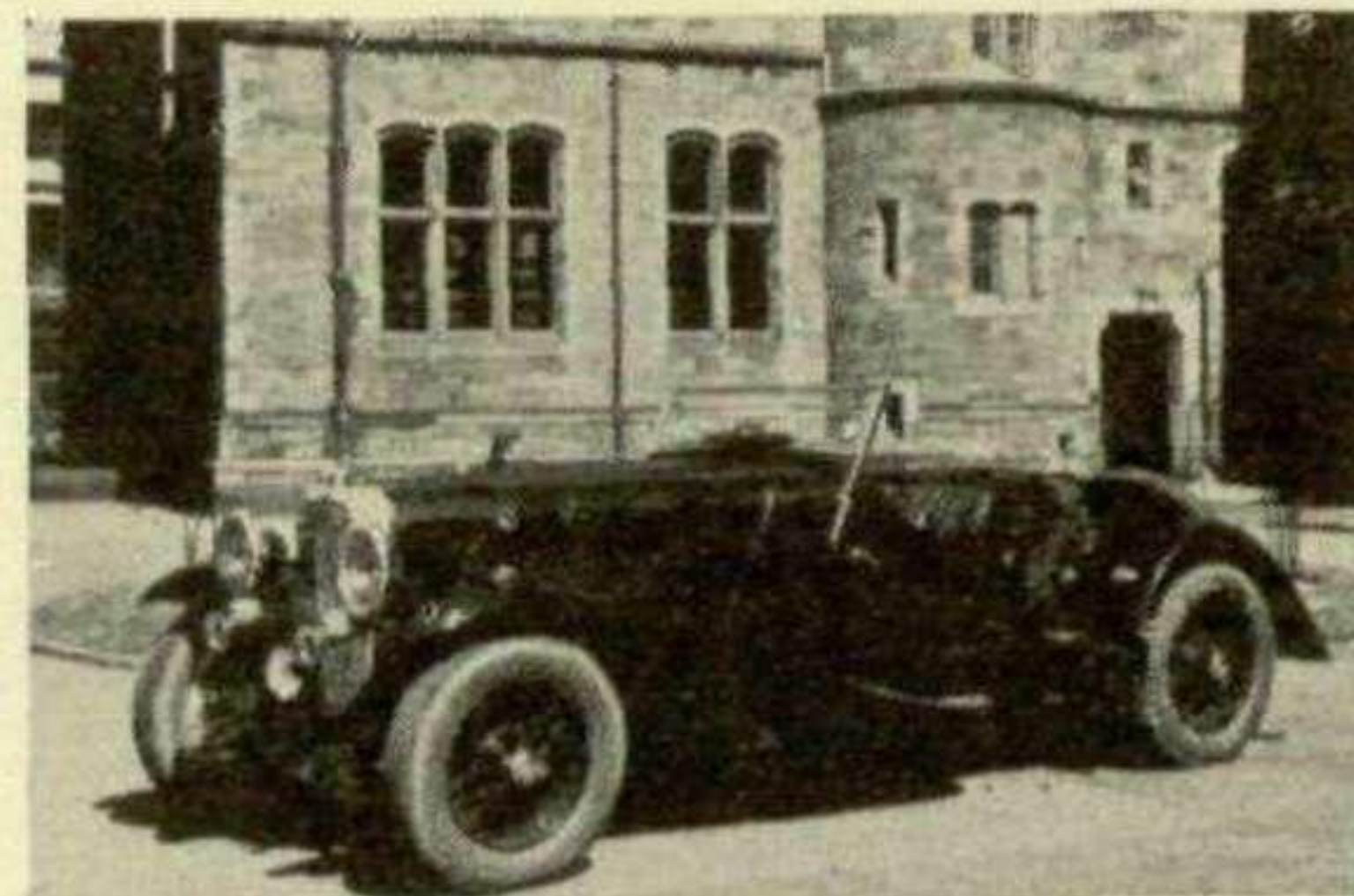
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driver's seat and equipment includes spare wheel correctly strapped to the near side of the body, and an electric horn. Whincop's car was using a Type 40 4.5-to-1 crown-wheel and pinion, his wife's Type 37 rear hubs to accommodate wire wheels carrying 6.50-19 tyres, alloy wheels at the front with 5.25-19 tyres, and has the 1.1-to-1 supercharger drive. The dynamo is driven by whittle belt from the cardan shaft, a motor-cycle battery lives by the passenger's feet (you should hear Monica Whincop object!), and a tiny bulb horn is strapped to the spare wheel on the passenger's side of the car. Ansell's B-type Wade-supercharged E.R.A. was on 6.50-16 rear tyres.

A distinguished visitor was Donald McCullough, of the B.B.C., and Chairman of the B.R.M. Fund. He was taken up the hill in a Type 49 Bugatti. Other official cars were Major Dixon Spain's aged Austin Ten and Burn's Type 40 Bugatti.

* * *

**Sports Cars up to 1,500 c.c.,
Non-supercharged**

Delingpole's H.R.G. won in a series of tyre howls and tail slides, but on its second ascent was delayed through leaving the course near the start. Willis' smart B.M.W., with alloy wheels and very light body shell, was second, smoking somewhat on the over-run and also protesting, from horn as well as from tyres and brakes, at its driver's abandon. Third place went to Major Lambton's Type 37 Bugatti, which he threw fearlessly at the corners. Greig seemed to lose time leaving the Esses, but Buckler as usual drove very neatly and displayed to the full his car's road-glued progression.

1st: K. C. Delingpole (1,496-c.c. H.R.G.) 52.16 sec.
2nd: R. C. Willis (1,490-c.c. B.M.W.) 52.74 "
3rd: Major Lambton (1,496-c.c. Bugatti) 54.46 "
Also ran: Buckler (Buckler), 55.77 sec.; Greig (Frazer-Nash), 59.42 sec.

**Sports Cars up to 1,500 c.c.,
Supercharged**

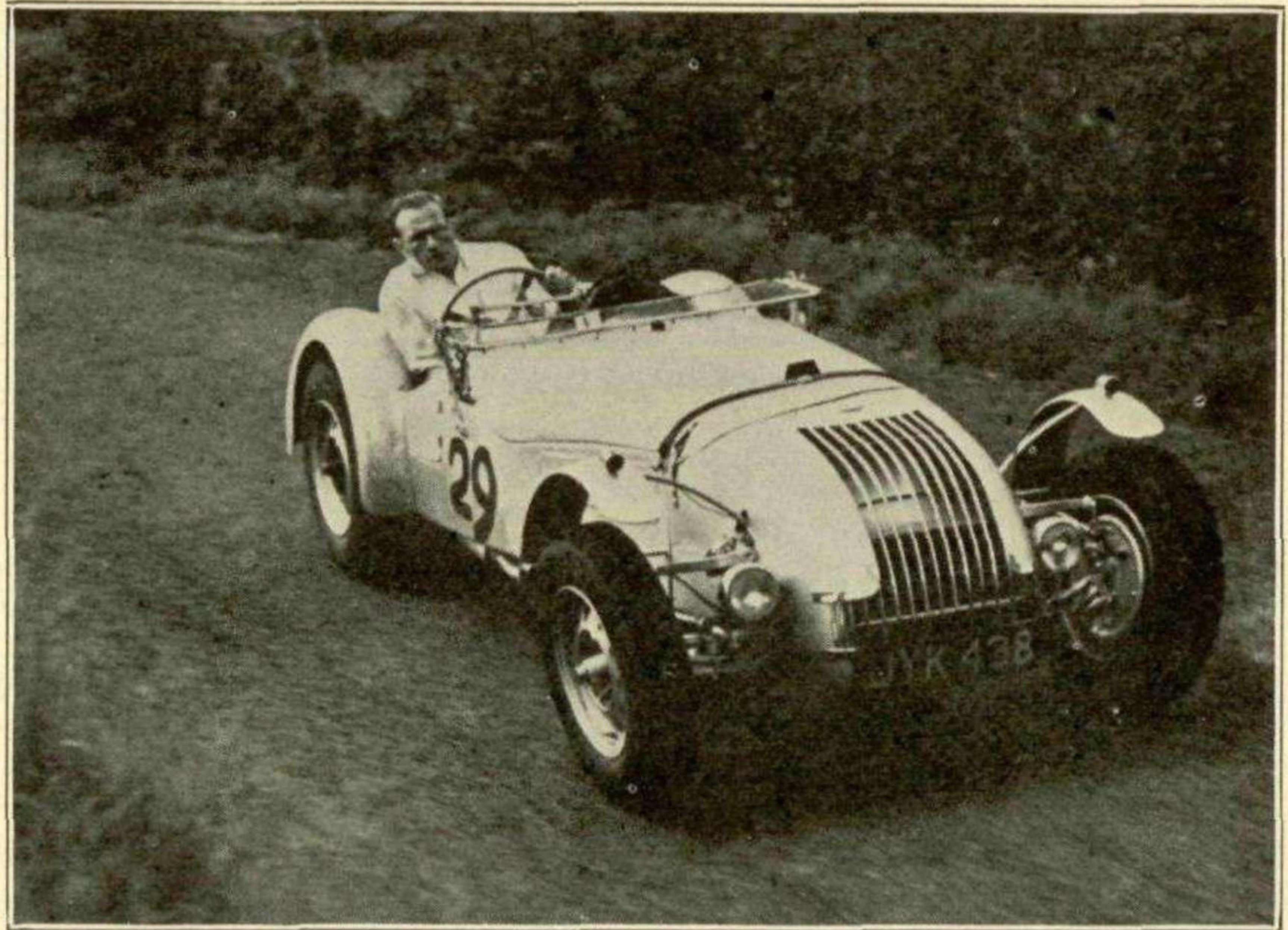
Marshall's Amilcar Six, displaying admirable acceleration where it was straight, won easily from Bowles' Austin, which was skilfully held on its first ascent, when the driver's foot momentarily jammed the throttle open and this covetable little car struck the bank going into the Esses and shot across the road—Bowles got out, explained his difficulties to your Editor, got in, restarted his engine and continued, all in 88.69 sec.!

1st: J. Marshall (1,100-c.c. Amilcar) 52.14 sec.
2nd: J. V. Bowles (747-c.c. Austin) 54.20 "
Also ran: Johnson (M.G.), 57.31 sec.

**Sports Cars, 1,501-3,000 c.c.,
Non-supercharged**

McAlpine, using plenty of revs., demonstrated that the compact new Connaught has admirable roadholding qualities, but did not approach the class record held by Tyrer's lightened "328" B.M.W. Marris did fierce work at the tiller of his Jaguar, which seemed prone to slide about.

1st: K. McAlpine (1,767-c.c. Connaught) 53.05 sec.
2nd: C. W. S. Marris (2,663-c.c. Jaguar) 56.38 "
3rd: W. E. Wykes (1,657-c.c. Frazer-Nash) 57.39 "
Also ran: Binns (O.M.), 63.93 sec.



FASTEST SPORTS CAR AT PRESCOTT.—Not content with the course record, Allard breaks the sports-car record at Prescott.

**Sports Cars, 1,501-3,000 c.c.,
Supercharged**

This intensely interesting class went to Fry, although he wasn't quite up to his class-record form. Whincop tried very hard but found a 4.5-to-1 axle-ratio too low and also had trouble with a detached brake lining, so that he missed his second run. Blackburn drove neatly but a slight fluffiness held his revs. back.

1st: J. S. Fry (2,270-c.c. Bugatti) 49.36 sec.
2nd: A. C. Whincop (2,270-c.c. Bugatti) 49.96 "
Also ran: Blackburn (Bugatti), 51.72 sec.

**Sports Cars over 3,000 c.c.,
Non-supercharged**

Sydney Allard cut the Esses close and handled his low Allard magnificently, not only breaking Johnson's long-established class-record with the Darracq by 1.63 sec., but improving on Fry's absolute sports-car record by 0.23 sec. Miles' Ford V8-engined Frazer-Nash had almost too much power for its weight, blipping up to secure second place; Mansell's knock-off-hub Allard was third. Matthews placed dreadful loads on his Jaguar's front tyres and Sir David Gamble's big Invicta was nicely handled.

1st: S. H. Allard (4,375-c.c. Allard) 48.92 sec.*
2nd: K. H. Miles (3,622-c.c. Frazer-Nash) 51.52 "
3rd: G. N. Mansell (3,917-c.c. Allard) 53.59 "
Also ran: Matthews (Jaguar), 54.24 sec.; Monro (Invicta), 54.72 sec.; Price (Price), 55.20 sec.; Sir David Gamble (Invicta), 55.74 sec.

**Sports Cars over 3,000 c.c.,
Supercharged**

Imhof, in his special sports Allard, improving after an initial wild ascent during which he clipped the banks and lost his cap, broke the class record, held by Clarke's road-equipped "3.3" G.P. Bugatti, by 0.15 sec.

1st: A. G. Imhof (4,375-c.c. Allard) 49.71 sec.
2nd: J. M. James (4,840-c.c. Bugatti) 52.93 "
Also ran: Burgess (Allard), 54.01 sec.

Bugatti Saloon Cars

The only runner was Stubberfield's Type 46, which magnificent car tows his racing-car trailer. It pinked up in 67.31 sec.

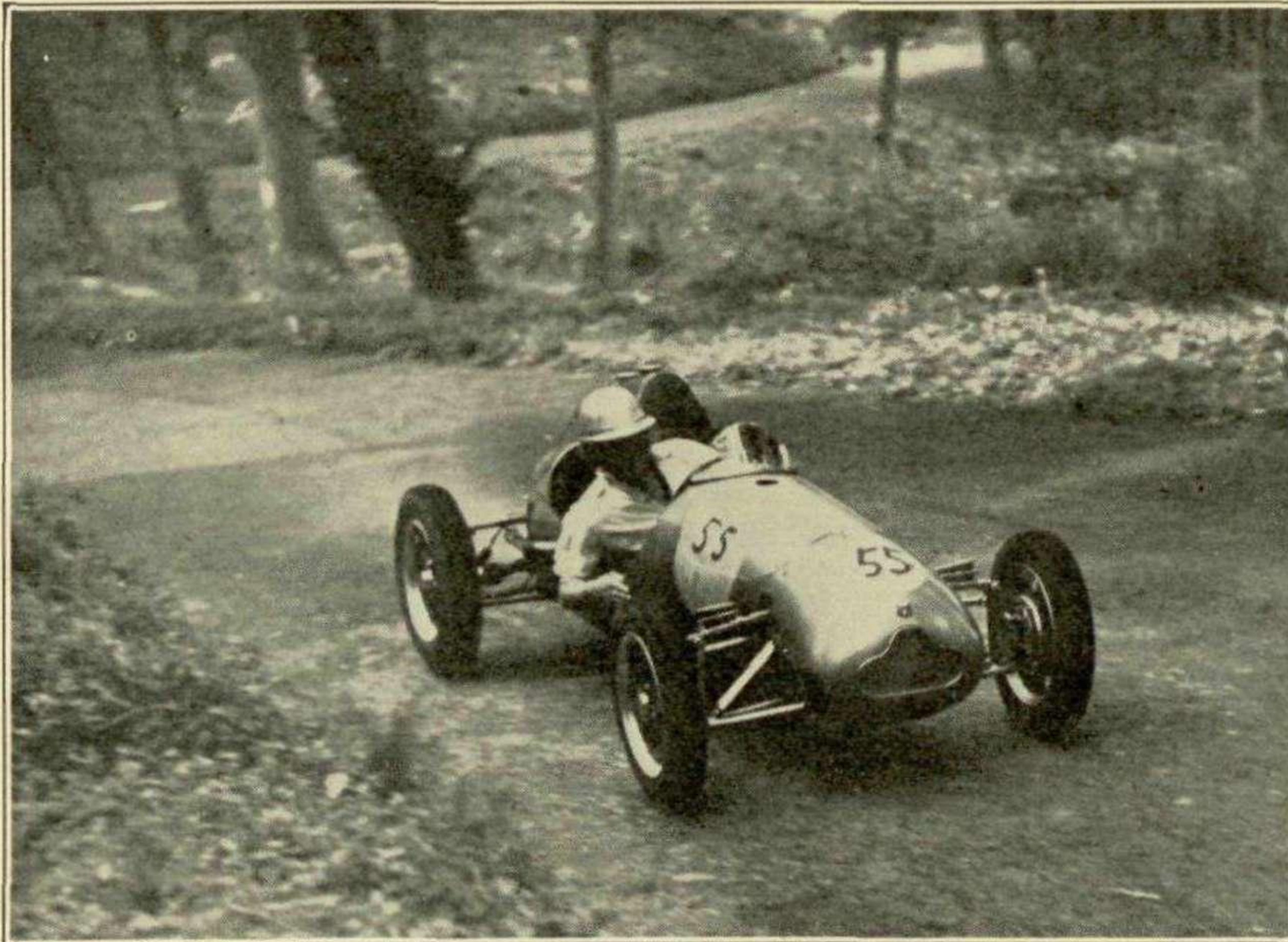
Racing Cars up to 750 c.c.

Brandon's Cooper had the "legs" of everyone in this class, and he displayed magnificent style through the Esses, accelerating with a fine single-lunger exhaust note. He actually improved on his 500-c.c. class record by 0.62 sec., but this is unofficial, as the 750-c.c. limit was recognised, where Hadley's remarkable pre-war ascent in the twin-cam Austin in 47.76 sec. still stands. Reece was a creditable second and C. A. N. May rounded things off for the Coopers with a very polished exhibition of how-to-do-it. Watch this man in future! Adams had bad luck when his gear-lever came off in his hand, Lones cornered professionally, but Phillips (blown M.G.) faded on the second run. Truman's Barden had gear-box trouble, hit the bank and stopped at Pardon Hairpin on its second ascent, but Kearon clearly knew what he was about, while Bowles, that indefatigable Austin Seven exponent, clocked a neat 53.42 sec.

1st: E. Brandon (497-c.c. Cooper) 48.18 sec.
2nd: J. G. Reece (497-c.c. Cooper) 49.00 "
3rd: C. A. N. May (497-c.c. Cooper) 49.14 "
Also ran: Lones (Tiger Kitten), 49.49 sec.; Watkins (Cooper), 50.09 sec.; Kearon (Cooper), 50.16 sec.; Collins (Cooper), 50.27 sec.; Truman (Barden), 50.55 sec.; Ebdon (Halldon), 52.30 sec.; Tipper (Monaco), 52.77 sec.; Bowles (Austin), 53.42 sec.; Derrick (Cooper), 54.69 sec.; Adams (D.M.R.A.), 61.46 sec.; Phillips (M.G.), 64.77 sec.

Racing Cars, 751-1,500 c.c.

Fry took the Freikaiserwagen up in a series of frightening slides, fairly fighting to maintain control on the final bend of the Esses and experiencing vast power-slides all the way from there to the Semi-circle. He improved on his last year's class record by 0.45 sec., but, coming



MODERN V-TWIN.—John Cooper's Cooper 1,000 clocking fourth fastest time of the day at Prescott.

rather wide from the Esses on his next run, was a trifle slower that time. John Cooper put up a prodigious run for second place in the Cooper 1,000, so neat that he looked slower than he really was, but the acceleration stupendous to observe. Christie nailed home Cooper honours with third place, his driving-style a thing to note. The Stafford-Special was slow, but nevertheless contrived to motor off the road momentarily, leaving the Esses.

1st: J. G. Fry (1,098-c.c. Freikaiserwagen) ... 45.76 sec.*
 2nd: J. N. Cooper (996-c.c. Cooper) ... 45.97 "
 3rd: M. A. H. Christie (994-c.c. Cooper) 46.84 "
 Also ran: Ansell (E.R.A.), 49.11 sec.; Marshall (Amilcar), 50.98 sec.; Turner (Turner), 51.78 sec.; Lady Mary Grosvenor (Alta), 53.00 sec.; Blomfield (Bugatti), 54.60 sec.; Buckler (Buckler), 55.34 sec.; Chambers (Bugatti), 55.82 sec.; Shakespeare (Stafford), 57.77 sec.; J. Knight (Bugatti), 60.13 sec.; V. Knight (Bugatti), 62.41 sec.

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

Peter Walker was right on form here! The 2-litre E.R.A. had dropped a valve at Shelsley on the Friday but the engine was now in one piece again. Peter drove really fiercely, going fast enough along the brief straights for the wind to all but remove his cap, and the inner wheels lifting as the old E.R.A. was flung through the corners. Raymond Mays, who held this class record since pre-war with his E.R.A. (because Gerard's course record had been established when he was driving for a team), now losing the honour by 0.81 sec. Merrick, in spite of a "moment" at the Esses, was giving the Alta all he knew and he, too, beat Mays, although Ray was as hectic as we have ever seen him through the upper bends.

1st: P. D. Walker (1,979-c.c. E.R.A.) 45.33 sec.*
 2nd: R. Merrick (1,998-c.c. Alta) ... 46.30 "
 3rd: R. Mays (2,000-c.c. E.R.A.) ... 46.41 "
 Also ran: Carr (Alta), 46.61 sec.; Whitehead (E.R.A.), 47.10 sec.; Neale (Bugatti), 48.97 sec.; Wilks (Rover), 49.66 sec.; Perkins (Bugatti), 50.04 sec.

Racing Cars over 2,000 c.c.

It was in this class that Allard took the absolute course record, also improving on

his own class record, by 1.08 sec. The Steyr-Allard, *non-supercharged remember*, was steadier than usual, even seeming to have set a poor time, although one slide at the Semi-Circle made the second ascent 0.27 sec. slower than the first. But the way in which the lower bends were negotiated, in particular, stamps Allard as a sprint master, and you should watch him at the Esses if you want to see the correct way to take those tricky corners! Poore tried very, very hard, while never looking unsafe, in the almost too-big Alfa-Romeo, his second place never more richly deserved, and Peter Stubberfield, a trifle wild on his forceful ascents, also deserved his third place in his Type 51 *monoposto* Bugatti. J. S. Fry hit the outer bank hard with his off-side front wheel leaving the Esses on one run, but his first ascent was done in 48.91 sec., and Imhof's sports Allard, water pouring from the radiator vent, was only slightly slower. Reece, moreover, in spite of excessive wheelspin all the way up, beat both Fry and Imhof in his Type 37 ex-Darbishire Bugatti, now with a Type 43 engine fitted with an extra water gallery.

1st: S. H. Allard (3,700-c.c. Allard) 45.04 sec.*
 2nd: R. D. Poore (3,800-c.c. Alfa-Romeo) ... 46.04 "
 3rd: P. J. Stubberfield (2,261-c.c. Bugatti) ... 47.71 "
 Also ran: Reece (Bugatti), 48.01 sec.; Fry (Bugatti), 48.91 sec.; Imhof (Allard), 48.97 sec.; Neale (Neale), 50.88 sec.; Whincop (Bugatti), 50.56 sec.; Readings (Regent), 51.29 sec.; Mansell (Allard), 53.76 sec.; Monro (Invicta), 54.43 sec.

Handicap Class

1st: A. G. Imhof (4,375-c.c. Allard).
 2nd: M. A. H. Christie (994-c.c. Cooper).
 3rd: J. Marshall (1,100-c.c. Amilcar).

Specials Class

1st: J. G. Fry (1,098-c.c. Freikaiserwagen) ... 45.76 sec.*
 2nd: P. M. Wilks (1,996-c.c. Rover) ... 49.66 "
 3rd: D. W. Neale (3,828-c.c. Neale-Special) ... 50.88 "
 * = New class record.

Team Contest

Driving in this contest Carr improved to 46.51 sec., C. A. N. May to 48.83, Sydney Allard to 48.72 in the sports Allard, and Poore to 46.00 sec. Mays clocked 46.51 sec. Whitehead left the road at the Semi-Circle, but the E.R.A. escaped damage and Walker had his run, clocking 45.66 sec.

1st: R. D. Poore's team (Poore, J. G. Fry, J. S. Fry) ... 141.05 sec.
 2nd: N. Carr's team (Carr, May, Merrick) 141.76 "
 3rd: D. Monro's team (Monro, Blomfield, Sir David Gamble) ... 167.60 "
 Also ran: R. Mays' team (Whitehead failed).

The Best Dozen

S. H. Allard (Allard) ... 45.04 sec.
 P. D. Walker (E.R.A.) ... 45.33 "
 J. G. Fry (Freikaiserwagen) ... 45.76 "
 J. N. Cooper (Cooper 1,000) ... 45.97 "
 R. D. Poore (Alfa-Romeo) ... 46.00 "
 R. Merrick (Alta) ... 46.30 "
 R. Mays (E.R.A.) ... 46.41 "
 N. Carr (Alta) ... 46.57 "
 M. A. H. Christie (Cooper 1,000) 46.84 "
 P. N. Whitehead (E.R.A.) ... 47.10 "
 P. J. Stubberfield (Bugatti) ... 47.71 "
 P. B. Reece (Bugatti) ... 48.01 "

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LE MANS 24-HOUR RACE

(Continued from page 276)

Rosier/Rosier (Talbot): Ran out of fuel.
 Villeneuve/Chanal (Delahaye): Engine trouble.
 Bouchard/Larrue (Delahaye): Engine trouble.
 Rolt/Jason-Henry (Delahaye): Mechanical trouble.
 Bouchard/Larrue (Delahaye): Engine trouble.
 Versini/Serraud (Delage): Engine trouble.
 Johnson/Brackenbury (Aston-Martin): Loss of cooling water.
 Dreyfus (Ferrari): Crashed.
 Maréchal (Aston-Martin): Crashed.
 Monkhouse/Stapleton (Aston-Martin): Overheating.
 Folland/Heal (Aston-Martin): Overheating.
 Eggen/de la Saux (Alvis): Mechanical trouble.
 Clark/Morris-Goodall (H.R.G.): Radiator leak.
 Scott/Gee (H.R.G.): Overheating.
 Trouis/Eckerlein (Riley): Engine trouble.
 Bonnet/Deutsch (D.B.): Mechanical trouble.
 Phillips/Dryden (M.G.): Flagged-off.
 Hémard/Liénard (Monopole): Mechanical trouble.
 Lecerf/Redge (Simca-Huit).
 Trevoux/Lesurque (Simca-Huit).
 Vernet/Batault (Simca-Huit).
 Aimé/Maillard-Brune (Simca-Huit).
 Tocheport/Caron (Simca-Huit).
 Mme. Elder/Camérano (Simca-Huit).
 Savoye/Savoye (Renault). Engine trouble.

LE MANS MATTERS

The foregoing report was flown back in an Airspeed "Consul" chartered from Air Enterprises, Ltd., via Air Liaison.

The arrival at Le Mans rough, grass airfield was well handled, but the commemoration plaques for British visitors never materialised.

The pits were magnificently laid out, with huge coloured name-boards, metal laps-scoring numbers and little steps to assist personnel to reach the road, and were really roomy. Refuelling was by hoses from proper gravity tanks, and water stand-pipes were provided behind the pits. An illuminated subway and a bridge connected the pits and tribunes.

The Press, as we have said, were treated handsomely, and were issued with attractive leatherette folders for their race bulletins. But track-passes and admission to the A.C. de l'Ouest enclosure would have been appreciated.

The *equipe* vans were a grand sight, with Gordini's vast Lancia perhaps the most impressive of them all.

Some 200,000 people arrived to spectate and stayed by the railings throughout the night. Brass bands, which played frequently the "Song of Les 24 Heures," and side-shows were provided for their entertainment—but the heat, and the dust!!!

Before the race the three "works" Aston-Martins were parked outside the course with their lorry and could not get permission to enter for some time, because the course was officially closed.

(Continued on page 269)

THE BUGATTI O.C. AT SILVERSTONE

R. C. Symondson Wins 48-Mile Final in His 57S Bugatti

THE first of the Club Meetings at Silverstone took place in perfect weather on June 18th, organised by the Bugatti Owners' Club, and all the fun and games of club days at Brooklands and Donington before the war were re-enacted again at the new R.A.C. circuit. It was a most enjoyable day. The invited one-make clubs co-operated warmly and an excellent entry of sports-type cars was received for the event, which had been planned by the late K. W. Bear, and the organisation of which was ably carried out by Major and Mrs. Roy Taylor. Major Taylor was rewarded by the loan of the Ostend 132-m.p.h. XK Jaguar as course-car.

Arriving at the venue at a very early hour, appropriately, as passenger in a Bugatti, the morning was disposed of in watching the practice and strolling round the Paddock.

Nothing very startling happened on the course, although Manfield's B.M.W. proved a bit skittish, Heath's M.G. spun round at Stowe corner, and Smith's M.G. used the escape road at this point. Robson was cornering his Lancia "Lambda" with abandon, Noble's V12 Lagonda drophead, rebuilt for the Monte Carlo Rally, rolled appallingly, while Hartwell's modern o.h.v. Sunbeam-Talbot saloon was faster than open s.v. versions of this marque. Goodwin's 8-litre Bentley went on boiling merrily long after it came in, and poor Willoughby was doing his best to caulk a leak at a water connection on his ex-Cunliffe 3-litre Bentley.

Howorth's unusual-looking 4½-litre Lagonda, with i.f.s. by transverse leaf-spring, became unstable when a wing stay broke, allowing the front cowling to flap, and welding operations were undertaken at the wonderful Gerard mobile-workshop trailer, which had arrived behind the well-known Gerard van containing Joan Gerard's Riley "Sprite." A Rootes Group van was present to serve members of the Sunbeam-Talbot Owners' Club.

Other things which the Paddock revealed were that Miles' Miles-Nash was a Ford V8-engined Frazer-Nash, that Kitchin had large Perspex aero-screens and a plated external exhaust system on his 2-litre "Ulster" Aston-Martin, which Morgan's 2½-litre Riley saloon seemed able to hold on acceleration, that Scales' M.G. had a 1,706-c.c. M.G. engine with outside exhausts, and that Allen's 8th Series Lancia "Lambda" was one of the rare two-seater models, while Seal's beautifully rebuilt 6th/7th Series Lancia "Lambda" was once owned by the Editor of MOTOR SPORT. Lusty and Beba found their "TC" M.G.s much of a match, a foretaste of what was to follow, while Leonard was expecting that his famous Marshall-blown M.G. Magnette, now with standard head and, incidentally, using a normal small sump, would be beaten by Jacobs' blown 1,086-c.c. M.G. Hutton drove the ex-Peter Clark "3.3" Bugatti, but it wasn't very fast.

The original intention had been to make drivers leap into their cars at the fall of

the flag, but this was considered to be dangerous with a grid start. Cars had, however, to be started on the starter-motor when the flag fell—but, we wonder, did Tony Curtis have his tongue in his cheek when he described the racing as confined to absolutely standard sports cars? No handicapping was used, various one-make races were grouped together, and grid positions were determined by ballot.

1st Race: Miscellaneous Cars—10 laps (24 miles)

Although Finch's Amilcar, Marshal's Amilcar, Burton's Riley, Leston's Jaguar, Baring's Veritas (not the Hutchison car) and Brown's M.G. were non-starters, the field numbered 25. The lucky front-row occupants comprised Manfield's "328" B.M.W., Waring's business-like Alvis "Speed Twenty," Binns' vintage O.M., Ching's 1½-litre Alfa-Romeo, Leigh's Ford V8-engined S.M., and Sir David Gamble's Invicta.

A hush of expectancy fell as the "elapsed-minutes" boards were displayed and Ken Hutchison prepared to flag the cars off. Someone started his engine as the flag went up, but was persuaded of his error in time, and all engines were dead as the Union Jack swept down. Mostly the starters did their work nobly, and Sidney Allard nosed through from the second row in his Prescott-record sports Allard, to lead from Tony Crook's "2.9" Alfa-Romeo at Beckett's Corner. The unfortunates whose engines took a long time to fire were Manfield, Tenbosch's ugly Duncan-Healey and Binns, whose O.M. lost a hopeless amount of time.

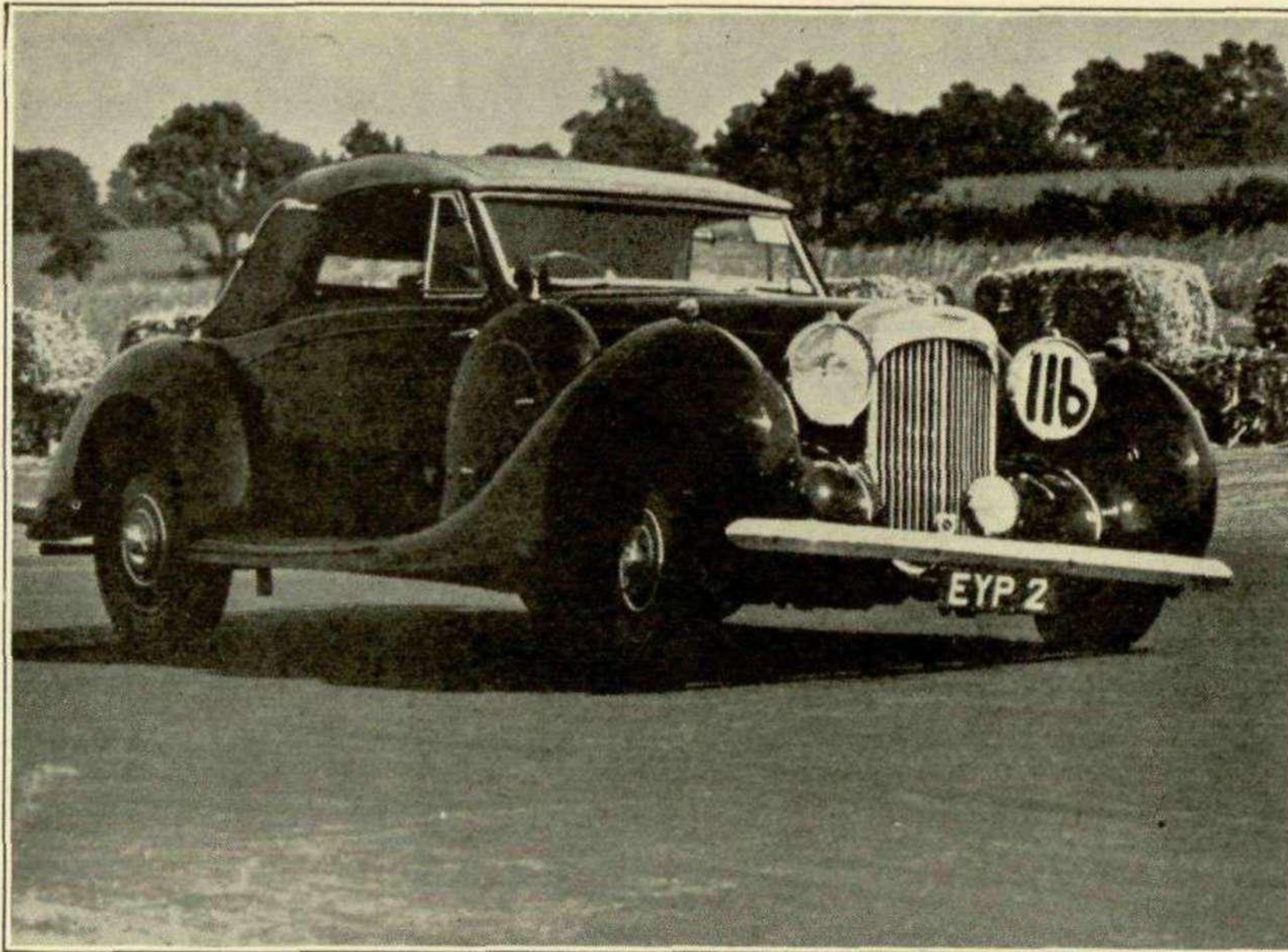
After a lap it was Allard, Crook, Newton (making his first appearance in his 2-litre 1949 "Competition" Frazer-Nash), Tyrer's B.M.W., Matthews' Jaguar and McAlpine's Connaught, with the rest roaring along in pursuit in a vast cloud of dust. Already the S.M. was unhappy. Next round the order of the leaders was unchanged, but both Allard and Crook had increased their lead over Newton, and McAlpine had passed Matthews. Buckler was slip-streaming Wykes' Frazer-Nash, and Rohll's "2.3" Alfa-Romeo was coming up strongly.

On lap three Crook passed Allard on Chapel Curve and led by some 50 yards, the Allard's plugs having oiled-up due to the effect of oil surge on the corners. Miles lost a chain from his V8 Frazer-Nash, but otherwise the position generally remained calm, although Crook drew steadily away from Allard, whose car became more and more intermittent in its sparks department, while, behind, Matthews, Hall's Frazer-Nash and Miles were locked in combat, with a similar battle being fought farther back between Buncombe's H.R.G., Bremner's 1,750-c.c. Alfa-Romeo and Ching.

By half-distance Wykes' rear number-plate was trailing on the ground and the Allard sounded worse, so that Newton was closing on it, the Frazer-Nash sounding beautiful except for a suggestion of clutch slip as he changed-up. Behind, McAlpine was trying so hard in the new 1,767-c.c. Connaught that he clipped the Stowe straw-bales on his eighth lap. After nine laps Newton caught Allard, passing Sir David Gamble's Invicta on the outside round Stowe Corner in his hurry. Considering that his Frazer-Nash had run



TRAFFIC JAM AT STOWE.—Sangster's 1½-litre Riley trying hard to pass the 2½-litre Rileys of Warren and (leading) Barter, before its engine threw a rod.



SUPPLE SUSPENSION, OR MOTHERSILLS' IS WHAT YOU NEED.—Noble's V12 Lagonda on a Silverstone corner.

only 600 miles since Newton took delivery, it put up a most notable performance. The Connaught finished fourth, ahead of Hall's 2-litre Frazer-Nash and Matthews' Jaguar.

	min.	sec.
1st: T. A. D. Crook (2,904-c.c. Alfa-Romeo) ...	19	23.8
2nd: E. J. Newton (1,971-c.c. Frazer-Nash) ...	19	37.1
3rd: S. H. Allard (4,375-c.c. Allard) ...	19	45.6

2nd Race: Aston-Martin, Riley and Sunbeam-Talbot Cars—10 laps (24 miles)

As they lined up Oldbury seemed undecided whether to have the screen up or down on his Sunbeam-Talbot. This time the front row men were Elwell-Smith, Cowlrick, Freeman, Fisher, distinctive in yellow jersey and white helmet, and Kitchin, all in Aston-Martins, of which 16 were entered, and Oldbury. The non-starters were Askey's and Bond-Williams' Aston-Martins, Buckley's Riley and Brown's Sunbeam-Talbot, leaving a field of 27. The unfortunates whose starters jibbed were Elwell-Smith, Cowlrick and Mrs. Gerard, while Fisher's Aston-Martin refused to start altogether and was pushed off the course.

Radford, in Mrs. Binns' Riley "Sprite," proceeded to build up a vast lead from Kitchin, leading the Aston-Martins in his 2-litre "Ulster," Warren's 2½-litre Riley saloon, Campbell's 1½-litre "Ulster" Aston-Martin and Barter's 2½-litre Riley saloon. After two laps Campbell was second, Sear's Aston fourth behind Kitchin's, and already Oldbury's Sunbeam-Talbot was in trouble. Campbell and Sear took Stowe in close company, but made no impression on Radford's Riley.

On lap three Sangster, chasing the two 2½-litre Riley saloons for all he was worth in his 1½-litre Riley saloon, changed into second at phenomenal revs. at Stowe and in a great cloud of smoke a rod came out, the oil-on-track flag being flown for those behind. Storr's Aston-Martin was mis-

firing, but Robertson's Aston had gained a place from Sear's, which had a somewhat smoky exhaust, and Mrs. Gerard, retrieving her bad start by her usual polished driving, was now in fourth place. A lap later Kitchin passed Sear. It seemed that no one could possibly catch Radford, but after eight laps his Riley retired, leaving Mrs. Gerard, who had been signalled to by Gerard and a mechanic from near the start, to win very comfortably from Campbell and Robertson. She had come up to second place after only four laps. Hartwell's modern Sunbeam-Talbot saloon rolled on the corners but was impressively fast.

ASTON-MARTIN RACE:

	min.	sec.
1st: A. M. Campbell (1,496-c.c. "Ulster" Aston-Martin) ...	22	26.9
2nd: G. R. K. Richards (1,495-c.c. Aston-Martin)		
3rd: G. E. Kitchin (1,495-c.c. Aston-Martin)		

RILEY RACE:

	min.	sec.
1st: Mrs. J. Gerard (1,496-c.c. Riley "Sprite") ...	22	6.2
2nd: J. Lyons (2,443-c.c. Riley saloon) ...	23	0.8
3rd: L. W. Barter (2,443-c.c. Riley saloon)		

SUNBEAM-TALBOT RACE:

	min.	sec.
1st: G. R. Hartwell (1949 1,944-c.c. S.-T. saloon) ...	24	20.2
2nd: E. N. Hiskins (1,944-c.c. S.-T.)		
3rd: W. Freed (1,185-c.c. S.-T.)		

3rd Race: Lancia and M.G. Cars—10 laps (24 miles)

With Flockhart's, King's and Anderson's M.G.s the only non-starters, a field of 24 lined-up, Warr, Bucknall, Abrams, Heath, Kelleway-Line and Messenger's M.G.s and Robson's 7th Series Lancia "Lambda" being in row one.

As the flag fell, Allen's two-seater Lancia and Leonard's M.G. were hesitant in starting, Robson got off slowly, and Brook's "TC" M.G. last of all.

As expected, Jacobs' M.G., very steady over the bumps, led throughout, pursued by Lusty's M.G. and Beba's M.G., although Leonard was in the picture for a while. Heath rejoined the fray quickly, after a bad skid at Stowe. The Lancias had a battle-royal between themselves, Jane leading until rising oil-temperature

made it prudent to retire, whereupon Allen took the lead, Seal having a grand duel with him and gaining into Stowe, only to lose on acceleration.

LANCIA RACE:

1st: D. L. Allen (8th Series 2,570-c.c. Lancia "Lambda" 2-seater)		
2nd: E. F. S. Seal (5th/6th Series 2,120-c.c. Lancia "Lambda" 4-seater)		
3rd: G. Robson (8th Series 2,550-c.c. Lancia "Lambda" 4-seater)		

M.G. RACE:

	min.	sec.
1st: R. W. Jacobs (1,086-c.c. M.G.) ...	21	35.8
2nd: A. S. Lusty (1,250-c.c. M.G.) ...	22	3.6
3rd: P. Beba (1,250-c.c. M.G.) ...	22	17.6

4th Race: Bentley, Bugatti and Lagonda Cars—10 laps (24 miles)

The non-starters were Austin's 6½-litre and Kramer's 4½-litre Bentleys, Pierpoint's Type 55 and Nixon's "2.3" Bugattis, and Hall's Lagonda. All the field electrically commenced as the flag fell, but Symondson's Bugatti got away rather slowly. However, Symondson led from the first lap, Pitts' impressive "blower 4½" Bentley two-seater behind him, Howorth's special 4½-litre Lagonda third and Kemp-Place's 4½-litre Bentley and Roberts' beautiful alloy-wheeled Type 43 Bugatti pressing hard. Already Willoughby's Bentley was out.

Symondson, driving faultlessly, began to build up an immense lead and the order remained unchanged, Roberts crouching low to urge on the Type 43, which was sending out the usual oil smoke. Poor Goodwin was obliged to retire his magnificent 8-litre Bentley after four laps, with a bearing run—further proof of the toll taken by the Silverstone Club Circuit.

By half-distance Symondson had lapped Leo's 2-litre Lagonda and the leaders were as before, Wright's 4½-litre Lagonda's brakes were protesting as it took Stowe and Henry was indulging in wilder and wilder tail-slides in his 4½-litre Lagonda, until an all-but-broadsider seemed to sober him up. Both Wright and Kemp-Place indulged in isolated slides out of Stowe. So the race ran on, Symondson's Type 57S Bugatti well out ahead of Pitts' blower Bentley and Kemp-Place's Bentley, Howorth's Lagonda losing ground but still ahead of the Type 43 Bugatti and Wright's Lagonda. Goodhew's "Le Mans" 4½-litre Lagonda had to stop while its driver pulled off its fan belt, the fan having come adrift and chewed up its blades on projecting parts of the machinery.

BENTLEY RACE:

	min.	sec.
1st: A. G. Pitts (4,398-c.c. s/c Bentley 2-seater) ...	20	21.8
2nd: H. Kemp-Place (4,398-c.c. Bentley 2-seater) ...	20	29.0
3rd: C. W. P. Milner (6,597-c.c. Bentley)		

BUGATTI RACE:

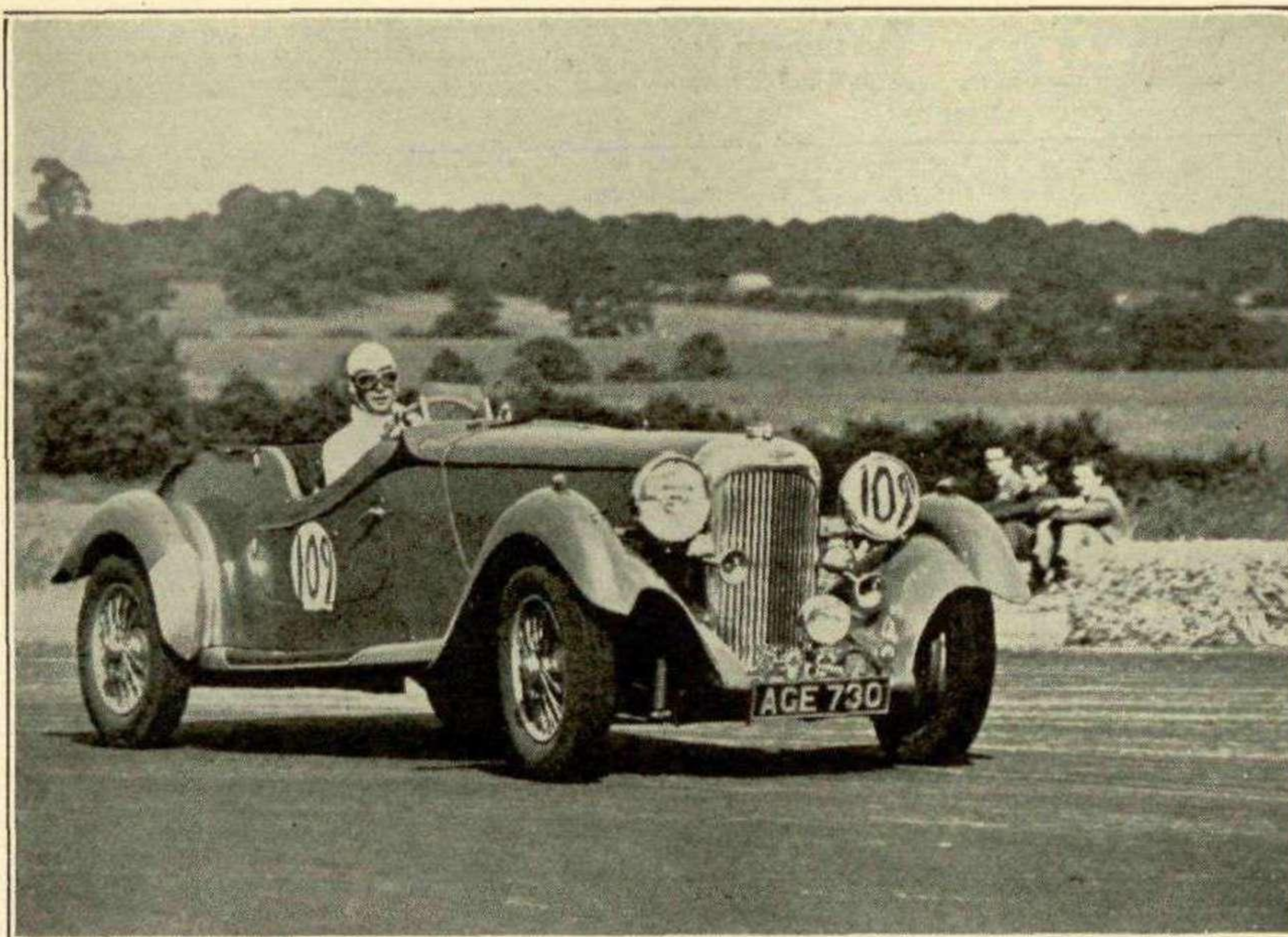
	min.	sec.
1st: R. C. Symondson (3,257-c.c. Type 57S Bugatti 2-seater) ...	19	23.2
2nd: T. A. Roberts (2,261-c.c. Type 43 Bugatti 4-seater)		

LAGONDA RACE:

	min.	sec.
1st: F. H. Howorth (4,496-c.c. Lagonda Special 2-seater) ...	20	55.0
2nd: B. F. Wright (4,453-c.c. Lagonda 4-seater)		
3rd: B. A. Henry (4,467-c.c. Lagonda 4-seater)		

5th Race: Final—20 laps (48 miles)

Keen anticipation heralded this race, and the front row of the grid emphasised the excitement—Campbell's Aston-Martin, Warren's 2½-litre Riley saloon, Allard's low two-seater Allard, Lusty's M.G., Kitchen's Aston-Martin, Symondson's Bugatti and Pitts' Bentley. Crook was somewhat agitated to find himself in the last row with the "2.9" Alfa-Romeo.



“RAPIDE” LAGONDA.—Wright’s 4½-litre Lagonda gained second place to Howorth’s special 4½-litre in the Silverstone Lagonda race.

As Hutchison dropped the flag Symondson again faltered momentarily and Allen’s Lancia and Henry’s now rather-spent Lagonda refused to start. At the end of the first lap Allard had a very decent lead from Crook and Symondson, and behind came Newton’s Frazer-Nash (Newton a trifle perturbed by odd transmission noises), Pitts, Kemp-Place, Jacobs’ M.G., Lusty’s M.G., Henry, Campbell’s Aston, and Mrs. Gerard.

Except for more wild tail-slides by Henry, and Kemp-Place having to pull the off-side rear wing of his Bentley clear of the wheel, the race lacked incidents amongst the field, so that it was possible to concentrate on the leaders. Allard did all he knew to hold off the Alfa and Bugatti, doing 100 m.p.h. or more along the straight. After three laps he had lapped a Lancia, and he still led after eight laps.

Then both Crook and Symondson came past him in close company, for, although the oil-level had been reduced to try to avoid oiling-up, the Allard’s exhaust note had become irregular and soon it was on four cylinders, with its cooling water boiling away. Signalled to speed up near the end by McCallan, Allard could do little to respond, and he finally retired.

Meanwhile, Crook was giving a huge display of temperament, waving frantically every time he had to follow a slow car through a corner, even shouting at the other driver, so that worried marshals displayed blue flags all round the course. In contrast, Symondson, in black leather helmet, was calmness personified, and didn’t appear to be fully extending his Type 57S. After 11 laps Newton caught the sick Allard, but was a long way behind Symondson, who, in turn, didn’t look like catching Crook. But, maybe Crook was too busy clearing a passage for the Alfa to watch his gauges, for the fact remains that, passing the line with one lap to go, a sudden haze of smoke streamed from

his car, which stopped with something very definitely deranged in the engine.

Demonstrating the superior reliability of his Bugatti, Symondson ran on to win, at the fastest average speed of the day. He has had this beautiful 3.3-litre Bugatti since 1938, before which it was owned by Embiricos. It has a single Stromberg carburetter and ran on 5.50-18 Dunlops at the front, 6.00-18 Dunlops at the rear. Its neat, blue two-seater body is perfectly practical for touring, and the car seemed outwardly standard save, perhaps, for drilled pedals. Pitts’ Bentley, with vast Mk. IV ribbed Villiers blower between the front dumb-irons, blower drip-feeds on the fascia, and 7.00-21 rear tyres, was a striking contrast to this Bugatti.

Prizes were given for the first to finish in pre-arranged capacity classes, but these awards have not been announced.

	min.	sec.
1st: R. C. Symondson (3,257-c.c. Type 57S Bugatti) ...	38	3.1
2nd: E. J. Newton (1,971-c.c. “Competition” Frazer-Nash) ...	38	47.0
3rd: A. Pitts (4,398-c.c. s/c Bentley) ...	40	14.0
4th: H. Kemp-Place (4,398-c.c. Bentley) ...	40	36.6

So ended a thoroughly-enjoyable meeting, so that one looks forward to the forthcoming club events at Silverstone—the V.S.C.C. on July 2nd, the B.D.C. on July 23rd, and the M.M.E.C. on July 30th. The public will not be admitted, but if you have a friend who is a member of the organising or invited clubs it should be possible to get tickets.

The only critic’s-afterthought on the B.O.C. affair is that officials from the invited clubs might have timed their own members, so that times could be given for all the races, and that winner’s lap times could have been stated.

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LE MANS 24-HOUR RACE

(Continued from page 266)

The crowds were good-natured to the President, the gendarmes and to one another and took a real interest in the race.

Finally, going down the list of finishers, the performances set up by the British cars are a cause for congratulation. The Frazer-Nash was placed in its first long race in the hands of British drivers. The Rolls-Bentley, with some 60,000 miles of ordinary motoring to its credit, was not only highly impressive by reason of its silent speed, but came in sixth, out of 20 finishers, and might have been one place higher if a tyre hadn’t burst. The Jones/Haines Aston-Martin, the first appearance of the new car in saloon form, was eighth, the Thompson/Fairman H.R.G. motored steadily to finish ninth, beating the D.B. to a 1½-litre class victory, Lawrie, partnered by Dr. Parker, brought a normal production three-seater 2-litre modern-style Aston-Martin in 12th, aided by excellent amateur pit-work, and the Healey saloon, rather flexibly sprung it seemed, retrieved its bad start by coming home in 14th place.

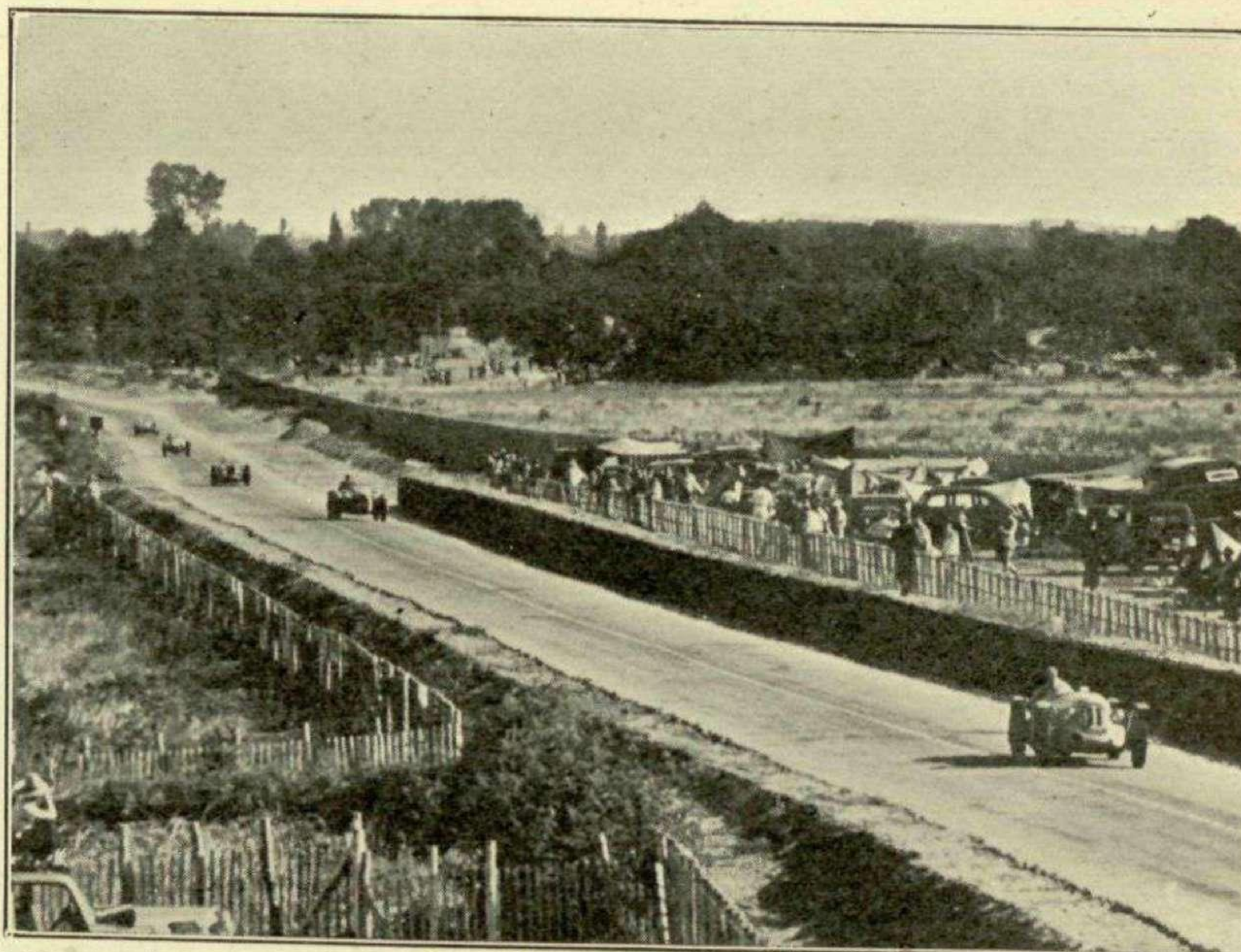
HOW THE LEADERS FARED
The Position Every Hour

		Laps
5 p.m.	1st: Chaboud/Pozzi (Delahaye) ...	10
	2nd: Flahault/Simon (Delahaye) ...	10
	3rd: Dreyfus (Ferrari) ...	10
6 p.m.	1st: Chaboud/Pozzi (Delahaye) ...	22
	2nd: Flahault/Simon (Delahaye) ...	21
	3rd: Dreyfus (Ferrari) ...	21
7 p.m.	1st: Chaboud/Pozzi (Delahaye) ...	33
	2nd: Flahault/Simon (Delahaye) ...	31
	3rd: Chinetti (Ferrari) ...	31
8 p.m.	1st: Chaboud/Pozzi (Delahaye) ...	43
	2nd: Flahault/Simon (Delahaye) ...	42
	3rd: Chinetti (Ferrari) ...	41
9 p.m.	1st: Dreyfus (Ferrari) ...	52
	2nd: Flahault/Simon (Delahaye) ...	51
	3rd: Chinetti (Ferrari) ...	51
10 p.m.	1st: Vallée/Mairesse (Talbot) ...	61
	2nd: Selsdon/Chinetti (Ferrari) ...	61
	3rd: Vuillet/Mouche (Delage) ...	60
11 p.m.	1st: Selsdon/Chinetti (Ferrari) ...	70
	2nd: Vallée/Mairesse (Talbot) ...	70
	3rd: Vuillet/Mouche (Delage) ...	70
12 m’t.	1st: ...	...
	2nd: ...	...
	3rd: ...	...
1 a.m.	1st: Selsdon/Chinetti (Ferrari) ...	90
	2nd: Vuillet/Mouche (Delage) ...	90
	3rd: Vallée/Mairesse (Talbot) ...	89
2 a.m.	1st: Chinetti/Selsdon (Ferrari) ...	100
	2nd: Louveau/Jover (Delage) ...	99
	3rd: Aldington / Culpan (Frazer-Nash) ...	97
3 a.m.	1st: Chinetti/Selsdon (Ferrari) ...	110
	2nd: Louveau/Jover (Delage) ...	108
	3rd: Gérard/Godia-Fales (Delage) ...	107
4 a.m.	1st: Chinetti/Selsdon (Ferrari) ...	120
	2nd: Louveau/Jover (Delage) ...	117
	3rd: Gérard/Godia-Fales (Delage) ...	117
5 a.m.	1st: Chinetti/Selsdon (Ferrari) ...	129
	2nd: Louveau/Jover (Delage) ...	127
	3rd: Gérard/Godia-Fales (Delage) ...	126
6 a.m.	1st: Chinetti/Selsdon (Ferrari) ...	139
	2nd: Louveau/Jover (Delage) ...	137
	3rd: Gérard/Godia-Fales (Delage) ...	137
7 a.m.	1st: Chinetti/Selsdon (Ferrari) ...	149
	2nd: Louveau/Jover (Delage) ...	148
	3rd: Gérard/Godia-Fales (Delage) ...	148
8 a.m.	1st: Chinetti/Selsdon (Ferrari) ...	160
	2nd: Louveau/Jover (Delage) ...	159
	3rd: Gérard/Godia-Fales (Delage) ...	158
9 a.m.	1st: Chinetti/Selsdon (Ferrari) ...	170
	2nd: Louveau/Jover (Delage) ...	169
	3rd: Gérard/Godia-Fales (Delage) ...	168
10 a.m.	1st: Chinetti/Selsdon (Ferrari) ...	180
	2nd: Louveau/Jover (Delage) ...	179
	3rd: Gérard/Godia-Fales (Delage) ...	177
11 a.m.	1st: Chinetti/Selsdon (Ferrari) ...	192
	2nd: Louveau/Jover (Delage) ...	189
	3rd: Gérard/Godia-Fales (Delage) ...	182
12 noon	1st: Chinetti/Selsdon (Ferrari) ...	199
	2nd: Louveau/Jover (Delage) ...	194
	3rd: Aldington / Culpan (Frazer-Nash) ...	192
1 p.m.	1st: Chinetti/Selsdon (Ferrari) ...	208
	2nd: Louveau/Jover (Delage) ...	204
	3rd: Aldington / Culpan (Frazer-Nash) ...	200
2 p.m.	1st: Chinetti/Selsdon (Ferrari) ...	217
	2nd: Louveau/Jover (Delage) ...	214
	3rd: Aldington / Culpan (Frazer-Nash) ...	209
3 p.m.	1st: Chinetti/Selsdon (Ferrari) ...	226
	2nd: Louveau/Jover (Delage) ...	224
	3rd: Aldington / Culpan (Frazer-Nash) ...	218
4 p.m.	1st: Chinetti/Selsdon (Ferrari) ...	235
	2nd: Louveau/Jover (Delage) ...	234
	3rd: Aldington / Culpan (Frazer-Nash) ...	224

Italian Victory in Le Mans 24-Hour Race

Chinetti Brings Lord Seldon's 2-litre Ferrari in First at Over 82 m.p.h. Delage and Frazer-Nash Second and Third. Heat Takes Heavy Toll, but Six British Cars Finish.

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BEFORE the war Le Mans was a household word in British motor-racing circles, as well it might be, with British cars winning this gruelling 24-hour sports-car race outright on six occasions. The Germans did much damage to the famous circuit during the war and only this year has the Automobile Club de l'Ouest been able to revive this classic of sports-car classics.

As soon as it was announced that the race would be held entries began to pour in, and the list closed at 52, of which 15 hailed from this country, 33 from France, one from Italy, two from Czechoslovakia, and one from Belgium. Apart from those racing to qualify for next year's event, there were three distinct races, the Grand Prix d'Endurance, divided into the usual capacity classes and a mere matter of going as far as possible in the 24 hours between 4 p.m. on June 25th and 4 p.m. on June 26th, the Biennial Rudge-Whitworth Cup race, for which the *entrant* has to qualify the first year by his car finishing (in this case in the 1939 race), and then contests the car afresh the next year, and the Annual Cup race, decided on a formula based on mileage covered balanced against engine size.

In 1939, the last year until last month that the race was run, Wimille and Veyron's 3.3-litre Type 57SC Bugatti won outright at 86.35 m.p.h., Gordini and Scaron's F.I.A.T. taking the Biennial Cup. The lap record stood to the credit of Robert Mazaud's 3.6-litre Delahaye, at 96.7 m.p.h. Then, because to finish in a 24-hour race is a great feat anyway, team-performances take on a very great significance at Sarthe.

The course measures 8.68 miles (14

kilometres) and skirts the town of Le Mans. From the pits and tribunes the course runs towards the right-angle at Tetre Rouge, along the main Le Mans-Tours road, curving right-handed into Mulsanne straight, past the Café de l'Hippodrome to Mulsanne corner. So drivers come to the left-handed corner at Arnage, near the aerodrome where British visitors land, and then the road twists and wriggles to the notorious White House corner and so back to the start.

As usual the races are strictly for sports cars, but this time *bona fide* "prototypes" were allowed to race with the catalogued models, as the organisers did not wish to hamper post-war developments. The usual regulations that so make the atmosphere of this great race were enforced. Repairs could only be carried out with the aid of spares and tools carried in the cars and then only by one assistant besides the driver. Fuel tanks were sealed and refuelling permitted only after 25 laps had elapsed since the start or a previous refuel, calling for a range of 210 miles. Proper precautions were called for to ensure that headlamps wouldn't extinguish themselves as one motored at full lick through the short (but inky) summer night. And so on and so forth—so that the atmosphere was al-

most that of the great days of our Bentley triumphs.

As we have said, the entries were full of quality, not to mention variety. Britain was represented by a team of Aston-Martin aerodynamic saloons, a 2½-litre six-cylinder to be driven by Charles Brackenbury and Leslie Johnson, two 2-litre four-cylinder cars in the hands of A. W. Jones and Nick Haines and "Taso" Mathieson and Pierre Marechal—all were aerodynamic saloons (*see* "Rumblings"). Then Peter Clark put in his team of 1½-litre lightweight Monaco-bodied H.R.G.s, forsaking his former aerodynamic-enclosure theories for slim two-seater bodywork. He shared one car with Morris Goodall, the others being in the care of Jack Scott and Neville Gee and Jack Fairman and E. Thompson.

Further Aston-Martins were entered by Peter Monkhouse and Stapleton (a 1936 2-litre C-type two-seater qualified in 1939 by the late R. P. Hichens), by Dudley Folland and Anthony Heal (pre-war Le Mans car, with "Ulster" body), and by Lawrie, the last-named with a three-seater 2-litre. H. S. F. Hay nominated his regularly-used ex-Embiricos 115-in-the-hour aero-dynamic pre-war 4½-litre Bentley saloon.

PREVIOUS WINNERS

BIENNIAL CUP :	
1923-25	Glazmann and Zuniga (Chenard-Walcker).
1925	Senchal and Loqueheux (Chenard-Walcker).
1925-26	Minoia and Foresti (O.M.).
1926-27	Casse and Rousseau (Salmson).
1927-28	Casse and Rousseau (Salmson).
1928-29	Barnato and Birkin (Bentley).
1929-30	Barnato and Kidston (Bentley).
1930-31	Howe and Birkin (Alfa-Romeo).
1931-32	Bertelli and Driscoll (Alfa-Romeo).
1932-33	Sommer and Nuvolari (Alfa-Romeo).
1933-34	Von de Becke and Peacock (Riley).
1934-35	Martin and Brackenbury (Aston-Martin).
1936	No race.
1937	Morris-Goodall and Hichens (Aston-Martin).
1938	Orssich and Sauerwein (Adler).
1939	Gordini and Scaron (F.I.A.T.).

G.P. D'ENDURANCE :		
1923	Lagache and Leonard (Chenard-Walcker)	57.10 m.p.h.
1924	Duff and Clement (Bentley)	53.75 "
1925	de Courcelles and Rossignol (Lorraine)	57.83 "
1926	Bloch and Rossignol (Lorraine)	66.08 "
1927	Davis and Benjafield (Bentley)	61.36 "
1928	Barnato and Rubin (Bentley)	69.10 "
1929	Barnato and Birkin (Bentley)	73.62 "
1930	Barnato and Kidston (Bentley)	75.87 "
1931	Howe and Birkin (Alfa-Romeo)	78.13 "
1932	Sommer and Chinetti (Alfa-Romeo)	76.48 "
1933	Sommer and Nuvolari (Alfa-Romeo)	81.05 "
1934	Chinetti and Etancelin (Alfa-Romeo)	74.74 "
1935	Hindmarsh and Fontes (Lagonda)	85.07 "
1936	No race.	
1937	Wimille and Benoist (Bugatti)	85.07 "
1938	Chaboud and Tremoulet (Delahaye)	82.35 "
1939	Wimille and Veyron (Bugatti)	86.35 "

Jack Bartlett and N. H. Mann put in a well-tryed design in the form of a 2½-litre Healey saloon, George Phillips a re-bodied "TC" M.G., and, most intriguing, motor-cycle-racer N. R. Culpan entered his "High Speed" 2-litre Frazer-Nash "Competition" two-seater, of the sort with which E. J. Newton finished second in two club races at Silverstone the preceding week-end. Culpan's co-driver was H. J. Aldington. In addition, Vernet's 1½-litre Riley and Savoye's Singer Nine were French-entered.

Villeneuve's and Bouchard's and Paul Vallée's Delahayes were two-seaters with normal mudguards. Morel had a saloon Talbot, Versini's Delage had aero-dynamic wings like those of Gérard and Veuillet, and Vernet's Simca was a coupé. Lawrie's Aston-Martin was a production current-model two-seater, the Healey a saloon.

The minimum speeds required of these cars in the Rudge Cup race were:—

1,100 c.c.	...	...	56.85 m.p.h.
1,500 c.c.	...	...	61.19 "
2,000 c.c.	...	...	64.50 "
3,000 c.c.	...	...	68.40 "
4,000 c.c.	...	...	70.40 "

The full list of starters was:—

Entrant	Drivers	c.c.	Car
Ecurie Verte ...	A. Morel-A. Chambas ...	4,483	Talbot
Ecurie France ...	P. Vallée-G. Mairesse ...	4,483	Talbot
E. Chaboud ...	E. Chaboud-C. Pozzi ...	4,464	Delahaye
E. Pozzi ...	Flahault-A. Simon ...	4,464	Delahaye
Ets. Delettrez ...	J. Delettrez ...	4,395	Delettrez
H. S. F. Hay ...	H. S. F. Hay-T. Wildom ...	4,246	Rolls-Bentley
L. C. Rosier ...	L. C. Rosier-L. J. Rosier ...	4,068	Talbot
L. Villeneuve ...	Giraud-Cabantous-M. Chanal ...	3,617	Delahaye
H. Leblanc ...	H. Leblanc-J. Brault ...	3,617	Delahaye
R. C. Walker ...	C. Jason-Henry-Tony Rolt ...	3,566	Delahaye
G. Grignard ...	P. Brunet-G. Grignard ...	3,558	Delahaye
R. A. Bouchard ...	R. A. Bouchard-P. Larrue ...	3,595	Delahaye
W. S. Watney ...	L. Gérard-F. Godia-Falés ...	2,994	Delage
H. Louveau ...	H. Louveau-J. Jover ...	2,991	Delage
M. Versini ...	M. Versini-G. Serraud ...	2,985	Delage
A. Veuillet ...	A. Veuillet-E. Mouche ...	2,978	Delage
J. H. Bartlett ...	J. H. Bartlett-N. H. Mann ...	2,443	Healey
Lord Selsdon ...	Lord Selsdon-L. Chinetti ...	1,995	Ferrari
R. Dreyfus ...	R. Dreyfus-J. Lucas ...	1,995	Ferrari
Mrs. Trevelyan ...	N. R. Culpan-H. J. Aldington ...	1,971	Frazer-Nash
A. W. Jones ...	A. W. Jones-N. Haines ...	1,971	Aston-Martin
Mrs. Hichens ...	P. Maréchal-T. A. S. O. Mathieson ...	1,971	Aston-Martin
R. Lawrie ...	R. Lawrie-R. W. Parker ...	1,971	Aston-Martin
P. R. Monkhouse ...	P. R. Monkhouse-E. W. Stapleton ...	1,955	Aston-Martin
Dudley C. Folland ...	Dudley C. Folland-A. S. Heal ...	1,950	Aston-Martin
L. Eggen ...	L. Eggen-E. Kraft de la Saulx ...	1,892	Alvis
Ecurie Lapin Blanc ...	Peter Clark-Morris Goodall ...	1,496	H.R.G.
Ecurie Lapin Blanc ...	Jack Scott-Neville Gee ...	1,496	H.R.G.
Ecurie Lapin Blanc ...	Eric Thompson-J. E. G. Fairman ...	1,496	H.R.G.
J. E. Vernet ...	G. Trouis-Eckerlein ...	1,494	Riley
A. Lachaize ...	A. Lachaize-A. Debille ...	1,490	D.B.
R. Bonnet ...	R. Bonnet-C. Deutsch ...	1,490	D.B.
G. E. Phillips ...	G. E. Phillips-R. M. Dryden ...	1,250	M.G.
Monopole-Poissy ...	de Montrémy-Dussous ...	1,098	Monopole
Monopole Poissy ...	Hémard-Liénard ...	1,096	Monopole
R. Redge ...	F. Lecerf-R. Redge ...	1,089	Simca-Huit
N. J. Mahé ...	N. J. Mahé-R. Crovette ...	1,092	Simca-Huit
J. E. Vernet ...	J. E. Vernet-C. Batault ...	1,091	Simca-Huit
A. Gordini ...	Scarron-Veyron ...	1,099	Simca-Huit
R. Tocheport ...	R. Tocheport-R. Caron ...	1,095	Simca-Huit
A. Guillard ...	A. Guillard-T. Martin ...	1,082	Simca-Huit
Viviane Elder ...	Viviane Elder-Camérano ...	1,090	Simca
J. Savoye ...	J. Savoye-Renault ...	983	Singer
C. Hardy ...	C. Hardy-M. Roger ...	759	Renault
Let-Aviation ...	O. Krattner-F. Sutnar ...	745	Aéro-Minor
K. Poch ...	J. Poch-L. Hodac ...	745	Aéro-Minor
Ecurie Verte ...	E. Baboin-P. Gay ...	569	Simca Six

The non-starters numbered ten.

From an early hour people streamed to Le Mans, where the atmosphere is quite unique. Gay flags floated in the breeze above the roof balcony of the magnificent new concrete pits and, opposite, vast concrete stands accommodated keen and critical crowds such as only France can produce. The sun shone from a torrid sky, so that the tar became sticky on the roads and the coloured *equipe* vans behind the pits glistened colourfully in the strong light, while, behind, the green of the woods and fields formed a backcloth

to the memorable scene. With the crowds picnicking all round the course, the loud bands, the scantily-garbed girls in the depots, and aircraft arriving at Le Mans airfield, all the ingredients of a first-class Continental motor-race were present in full measure.

Safety arrangements were excellent, with a sand-wall and fence before the tribunes and fencing and barbed-wire at the corners. The whole tribune area was well-policed and Pressmen were handsomely looked after in their lofty and extensive Press stand, where they sat at school-desks and received food boxes and wine tickets at generous intervals.

Walking along the rows of competing cars we noted that Grignard's Delahaye had a headrest and cowled-in radiator, and the names of its drivers on the scuttle, while Villeneuve (Delahaye) was one of those who co-opted Robert Bosch, to see where he was, at night. Rosier's Talbot had double cushions as a back-rest, a small flat headrest and its spare wheel horizontal in the tail. The Ecurie France Talbot had a 16-coil cooler protruding from its scuttle, a power bulge along the off side of the bonnet and small, but quick-action, fillers. The Delage cars had 6-in. "fun-

The Let-Aviation Aero-Minor carried the inscription "Made in Czechoslovakia," Tocheport's Simca-Huit was an all-enveloping two-seater, Gordini's a more normal two-seater, Savoye's Singer used twin S.U. carburettors, and the entire body of the Ecurie Verte Simca Six was fitted up so that the fan belt could be fitted to the front of the F.I.A.T. 500 engine. The Delettrez had a 4,246-c.c. diesel engine. During the race a 4½-litre Bentley saloon patrolled the course at speed, magnificently driven and frequently passing competing cars.

* * *

A hush fell as the drivers lined up opposite their cars and Charles Faroux instructed the timekeeper to raise the tricolour. As it swept down the line of men broke and, in what seemed a moment, Chaboud's Delahaye, a vicious two-seater with vast aerodynamic wings, swept off in the lead, followed by Paul Vallée's Talbot, which overtook Hay's Rolls-Bentley as it got away. Next came Rosier (Talbot), Grignard (Delahaye), Veuillet's Delage, Johnson in the 2½-litre Aston-Martin, Chinetti's Ferrari, Dreyfus' Ferrari, and Leblanc's Delahaye. Slow to move off were Villeneuve's Delahaye and Walker's Delahaye driven by Tony Rolt. Hémard had to ease his Monopole out to clear Flahault's stationary Delahaye, while the Singer and Fairman's H.R.G. were very hesitant and poor. Jack Bartlett in the Healey saloon didn't get off until the car had been rocked to unglue the starter and then pushed, some three minutes being lost thereby.

After a while the pack came winding downhill to pass the tribunes at the end of lap one, and the order was: Chaboud (Delahaye), comfortably ahead of Rosier (Talbot), then a vast gap before Vallée (Talbot), Grignard (Delahaye), Johnson (2½-litre Aston-Martin), Veuillet (Delage), Dreyfus (Ferrari), Chinetti (Ferrari), Louveau (Delage), Rolt (Delahaye), Villeneuve (Delahaye), Culpan (Frazer-Nash), Hay (Bentley), Morel (Talbot), Aimé (Simca), Leblanc (Delahaye), Flahault (Delahaye), Bouchard (Delahaye), Folland (Aston-Martin), Maréchal (Aston-Martin), Bonnet (D.B.), Gerard (Delage), Monkhouse (Aston-Martin), Versini (Delage), Jones (Aston-Martin), Clark (H.R.G.), Phillips (M.G.), Trevoux (Simca), Lachaize (D.B.), Hermard (Monopole), de Montrémy (Monopole), Scott (H.R.G.), Mahé (Simca), Vernet (Simca), Tocheport (Simca), Trouis (Riley), Thompson (H.R.G.), Gillard (Simca), with, close up, Lawrie (Aston-Martin), Lecerf (Simca), Mme. Elder (Simca), the only lady, Savoye (Singer), Delettrez (Delettrez), Krattner (Aéro-Minor), Poch (Aéro-Minor), Hardy (Renault), Eggen (Alvis), Baboin (Simca Six) and Bartlett (Healey), followed.

Another lap and Dreyfus was fourth, with Chinetti in the other Ferrari coming up to pass Vallée's Talbot. Johnson was ninth in the 2½-litre Aston, the tyres whining as he cornered beyond the pits, while Trevoux's Simca emitted an odd snarl as he changed-up. After three laps the leaders were Chaboud, Rosier and Grignard, while Dreyfus had dropped back behind Chinetti and Vallée. Hay was raising the dust as his silent Bentley

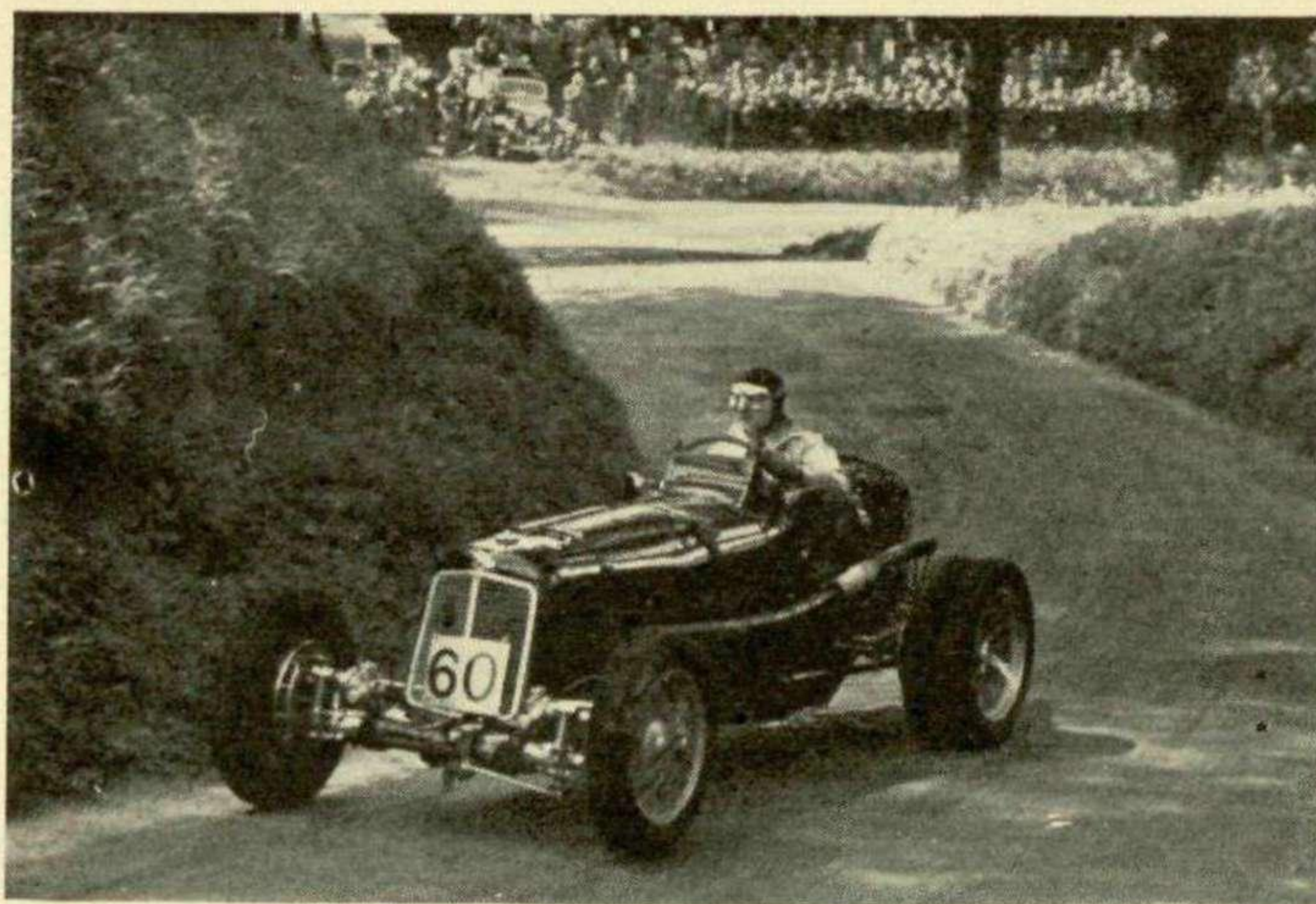
Continued on page 274

nels" to facilitate pouring oil into their valve-cover oil fillers. Culpan sported an R.A.F. roundel on his Frazer-Nash, which had a fabric cover over the spare wheel. Eggen's Alvis was an all-enclosed two-seater with vast boot, and Hay's Bentley saloon had the fuel tank behind the rear seat, a filler protruding from each panel of the rear window, a thermos clipped to the rear of the front passenger's seat, and 6.50-19 Dunlop racing tyres on its spatted rear wheels. A mechanic was adjusting its tappets.

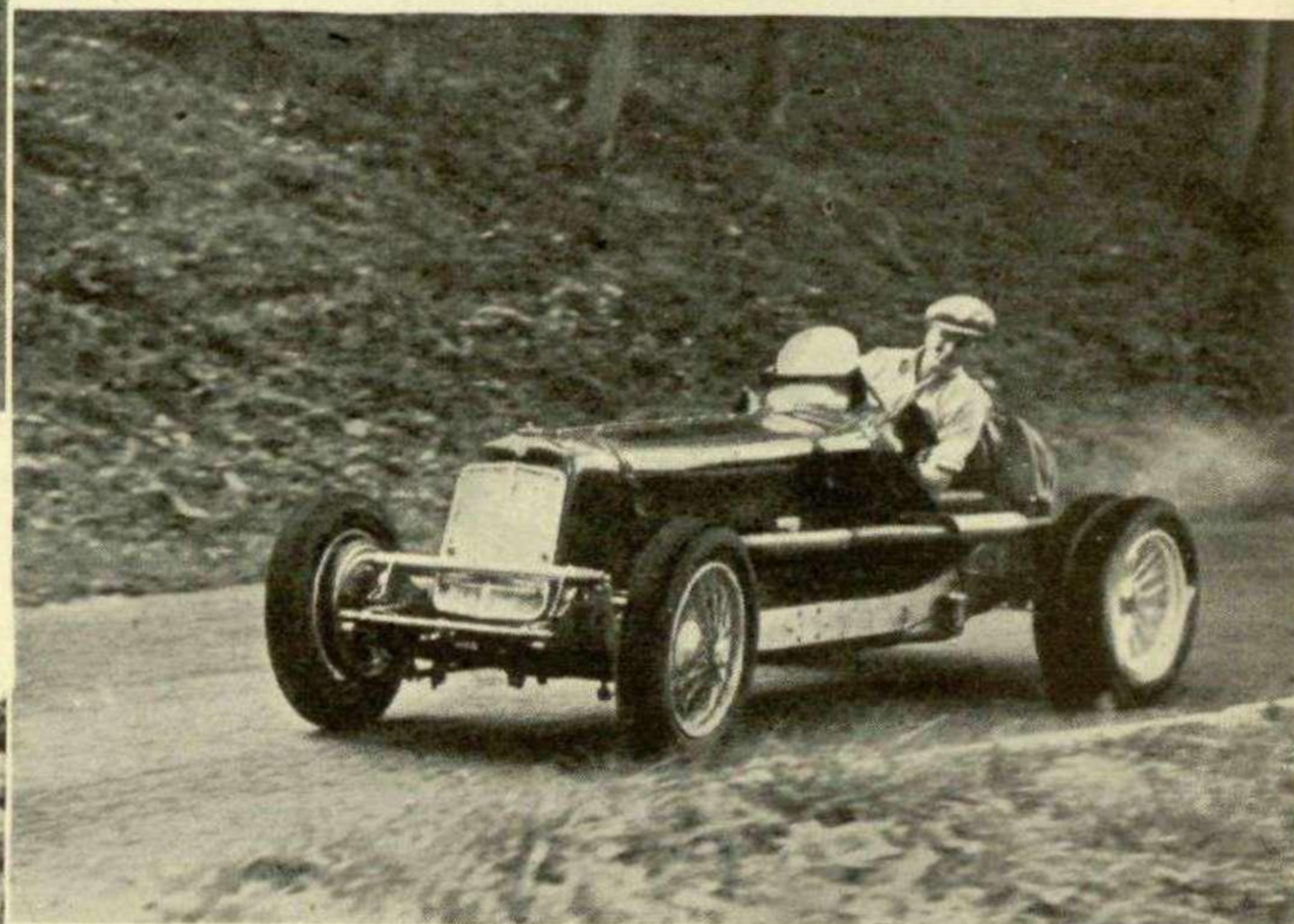
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Pictoria

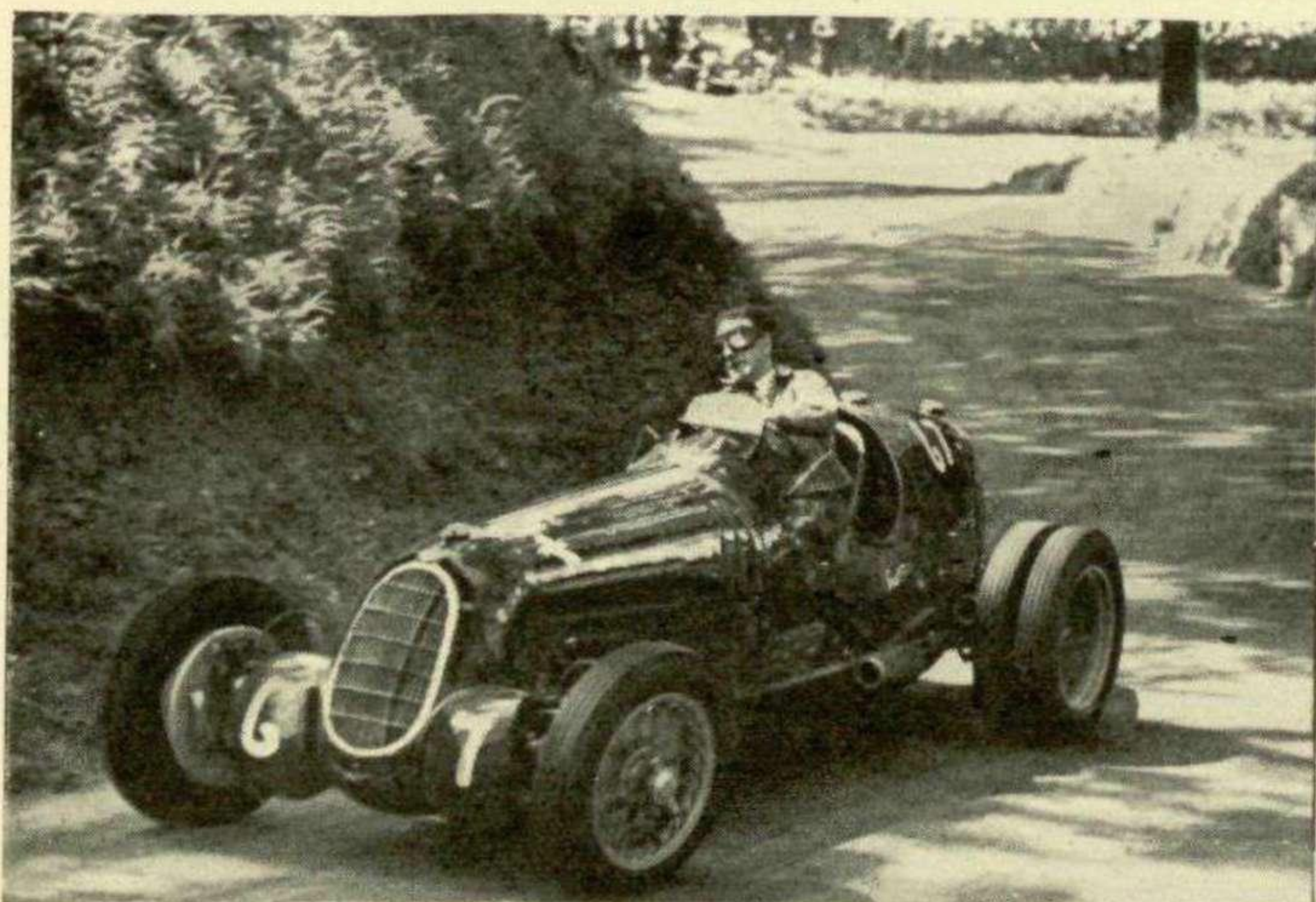
SHELSLEY WALSH PRESCOTT



TRYING HARD.—Raymond Mays endeavouring to regain lost laurels at Shelsley Walsh, in the famous D-type E.R.A.



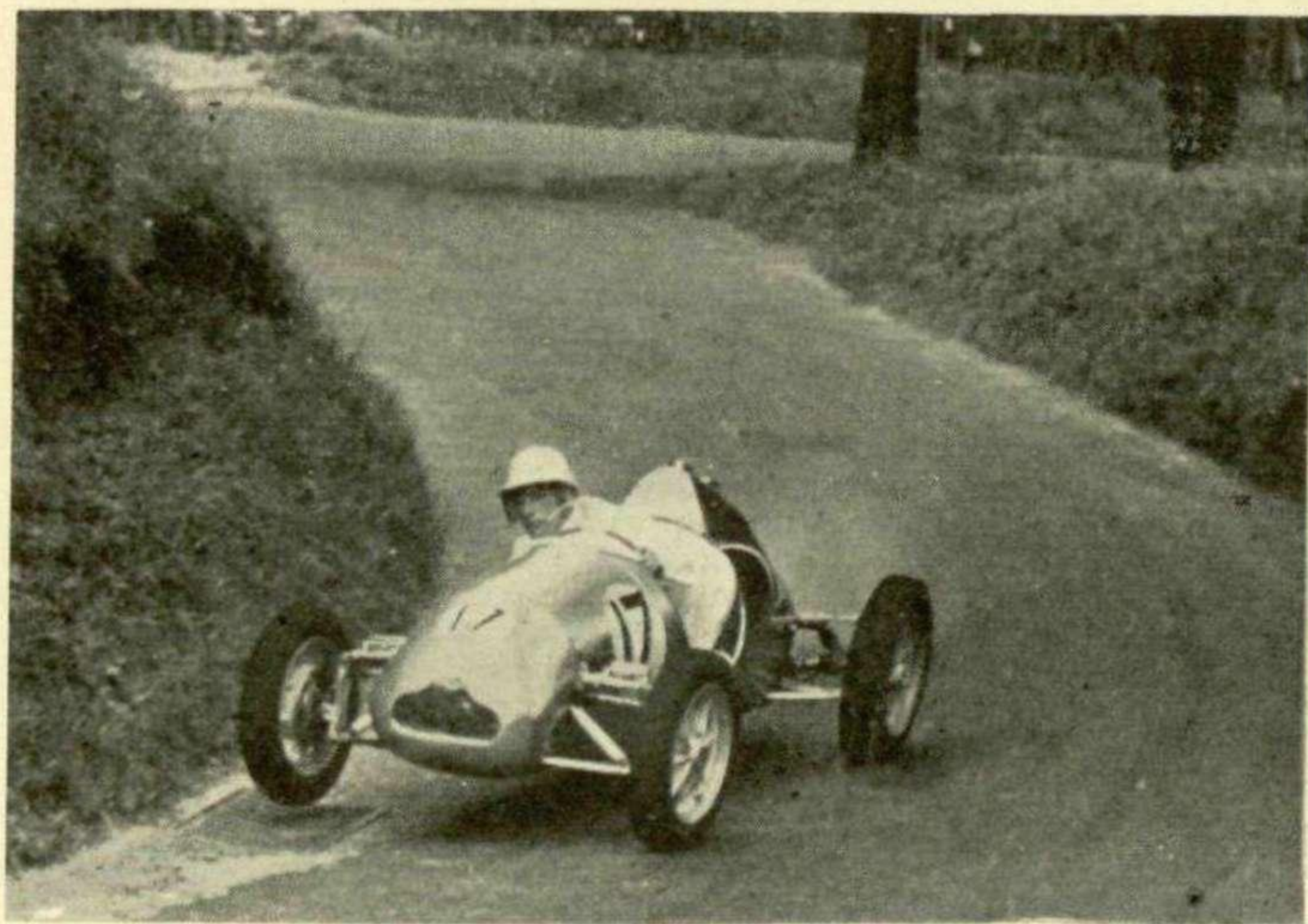
PRODIGIOUS EFFORT—in all senses of the term! Peter Walker clocked only 0.29 sec. more than Allard's new Prescott record, in the B-type E.R.A.



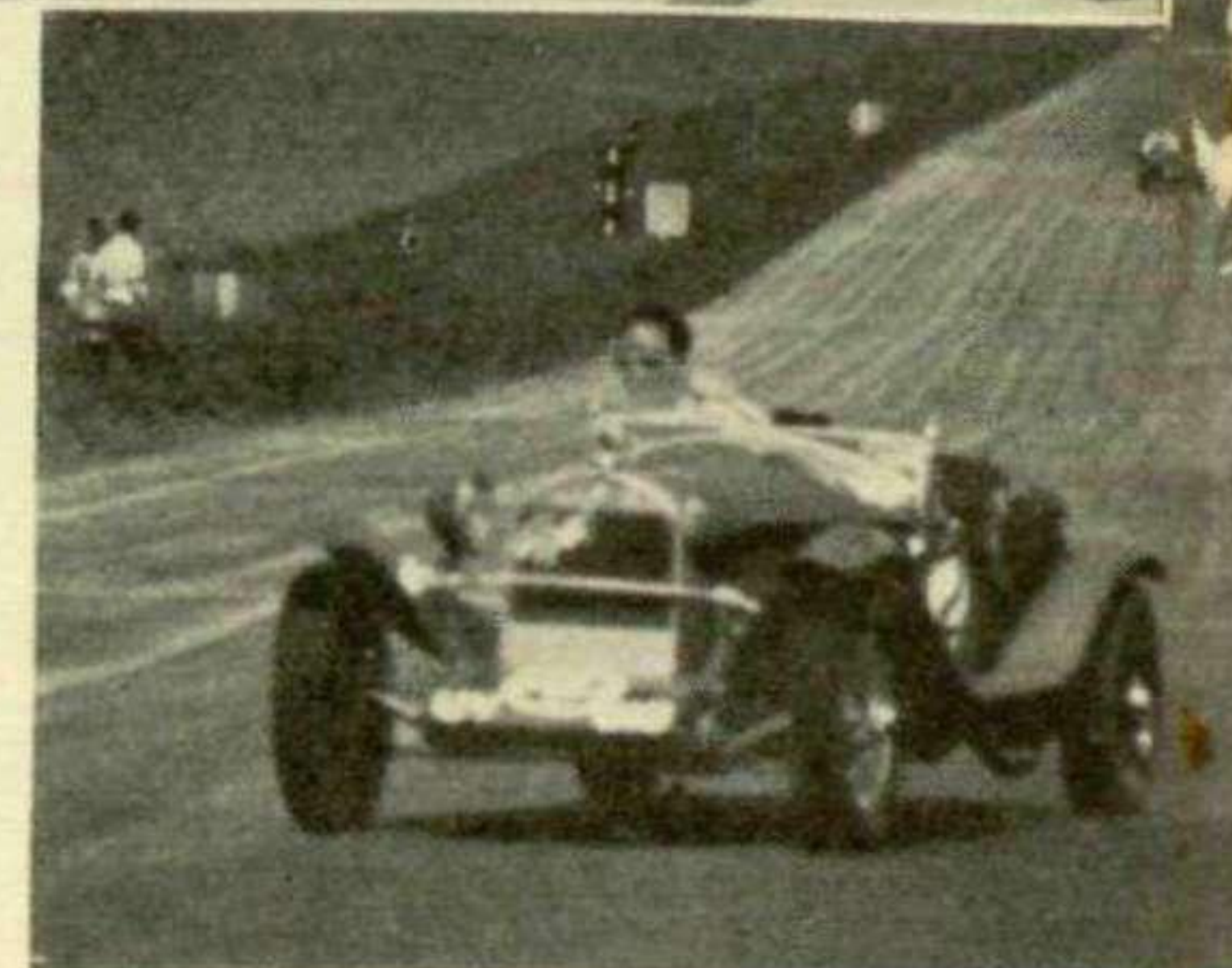
POORE IS GOOD.—In spite of proving something of a handful through the Shelsley Walsh S-bends, the "2.9" Alfa-Romeo made third fastest time.



PRESCOTT RECORD HOLDER Sydney Allard, in conversation with the Editor of MOTOR SPORT, while McCallan, with pipe, and Tom Lush prepare to push-start the Steyr-Allard.



OVER THE DRAIN! Stirling Moss proves himself a sprint driver of high calibre at Shelsley Walsh, where his Cooper 1,000 made best unblown time.

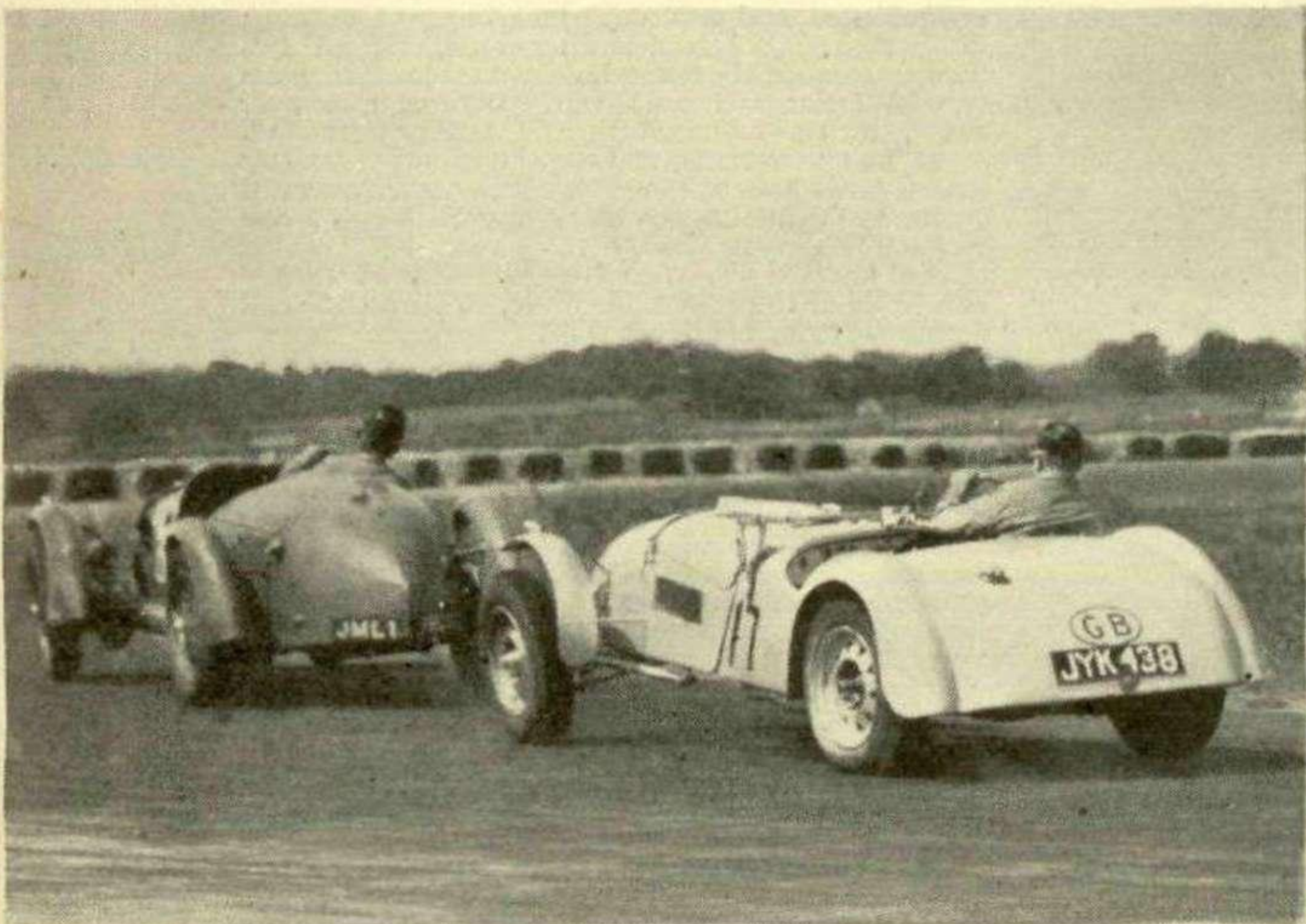


GOING INTO STOWE CO Alfa-Romeo is leading the ultra Tony Crook's "2.9"

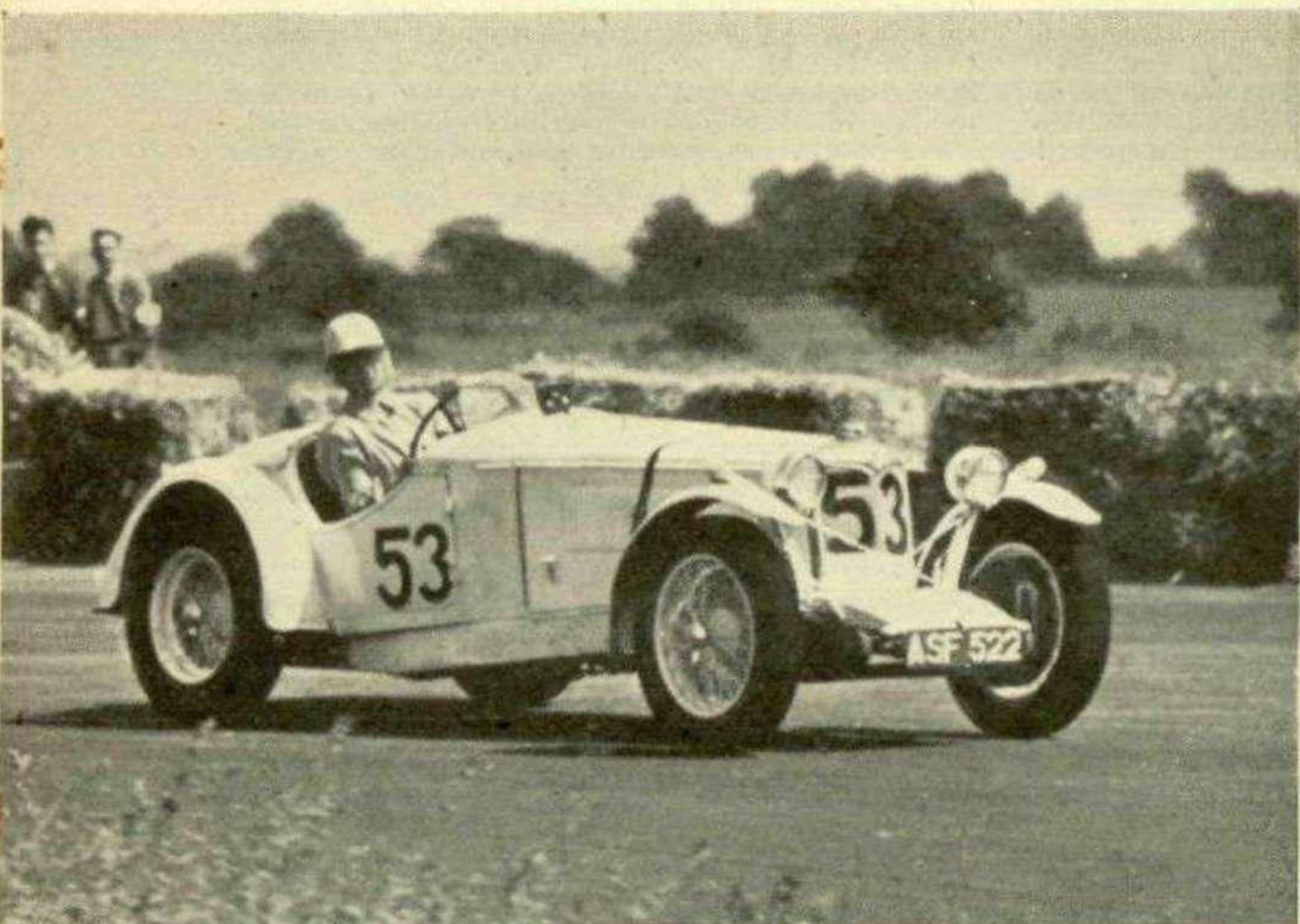
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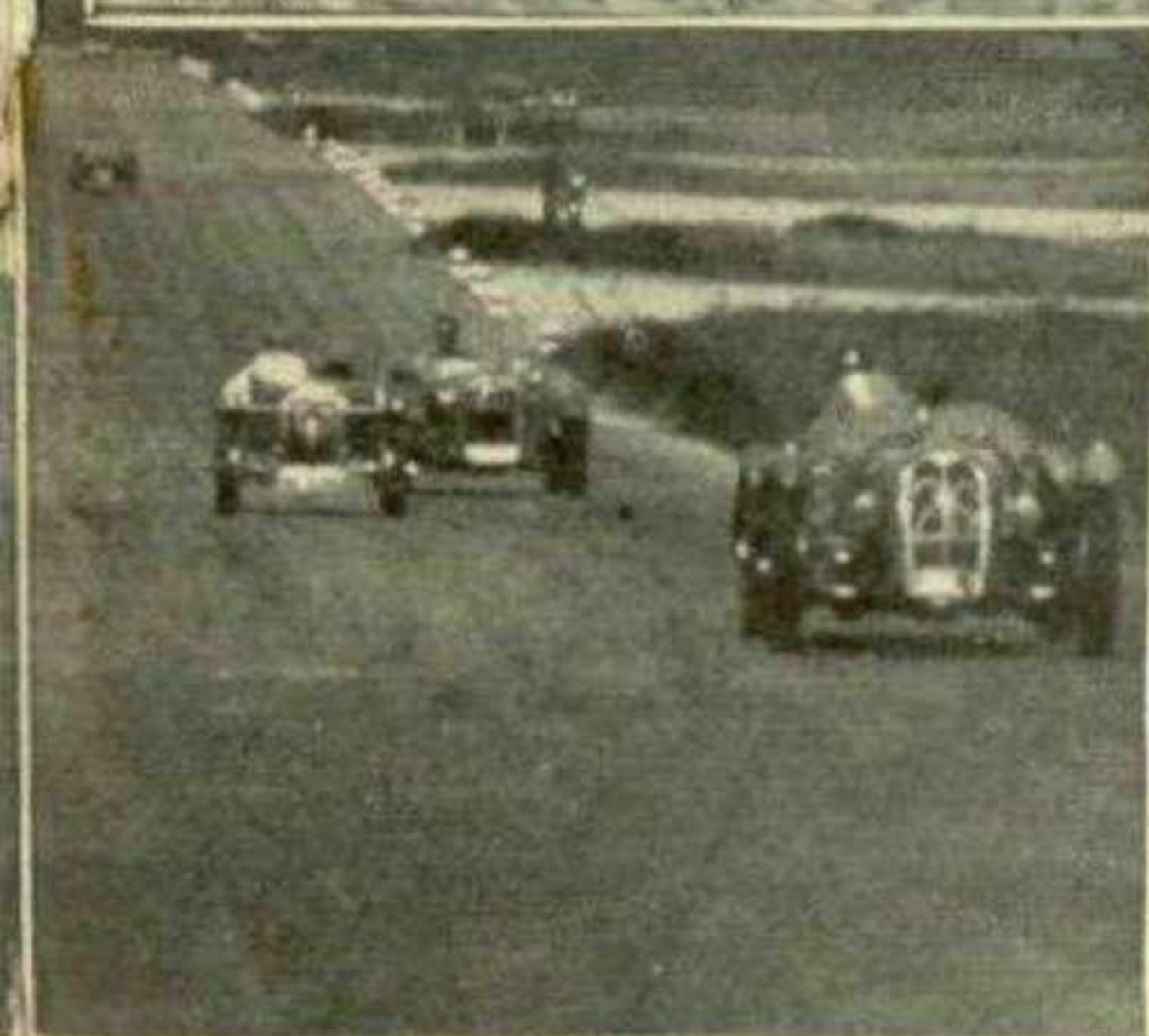
B.O.C. MEETING SILVERSTONE



OUT OF MY WAY!—The sports Allard in close company with Crook's Alfa-Romeo at Stowe Corner.

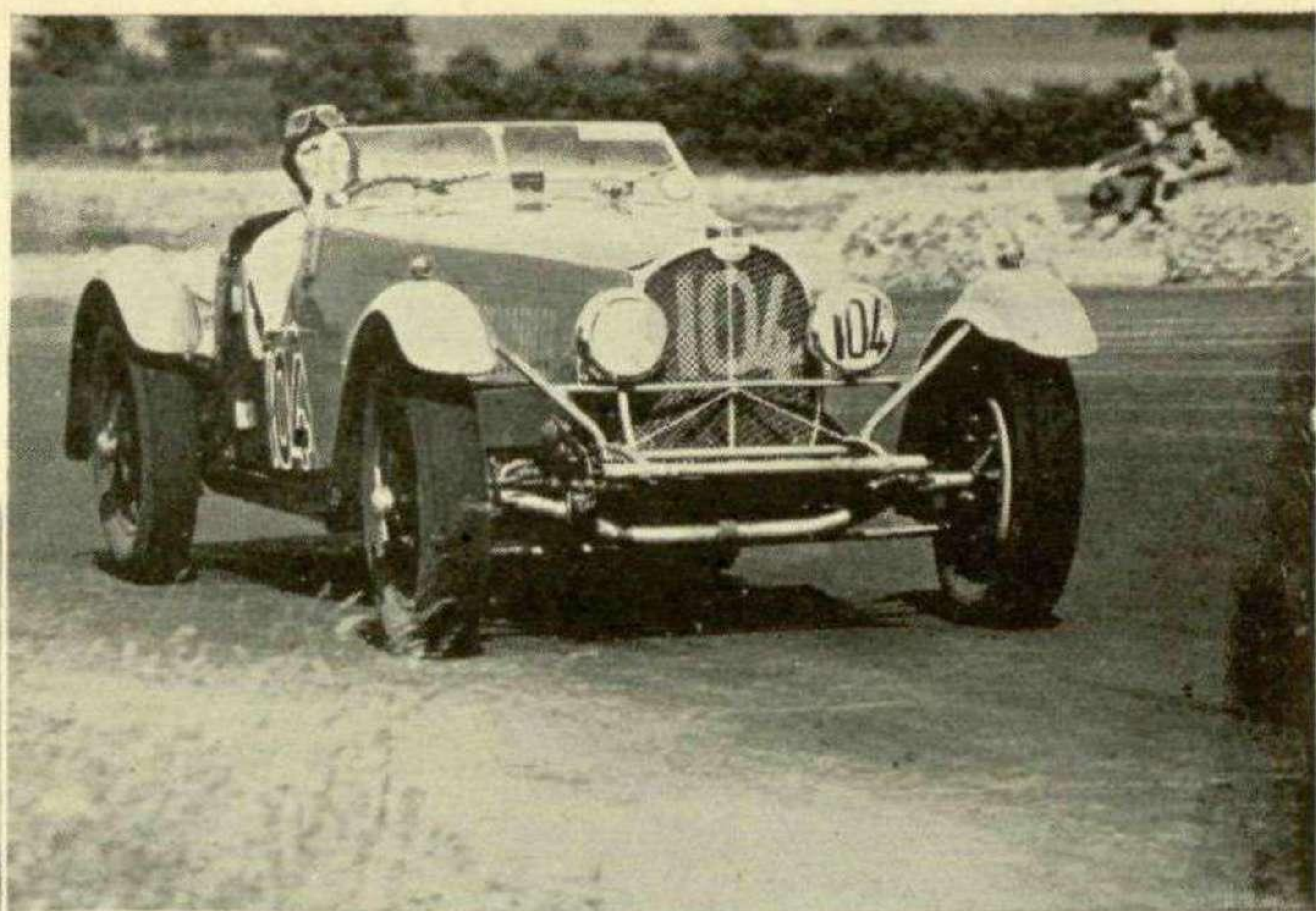


THE FAIR SEX IN FRONT.—Joan Gerard in her well-known Riley "Sprite," with which she beat 26 mere males in the second race.

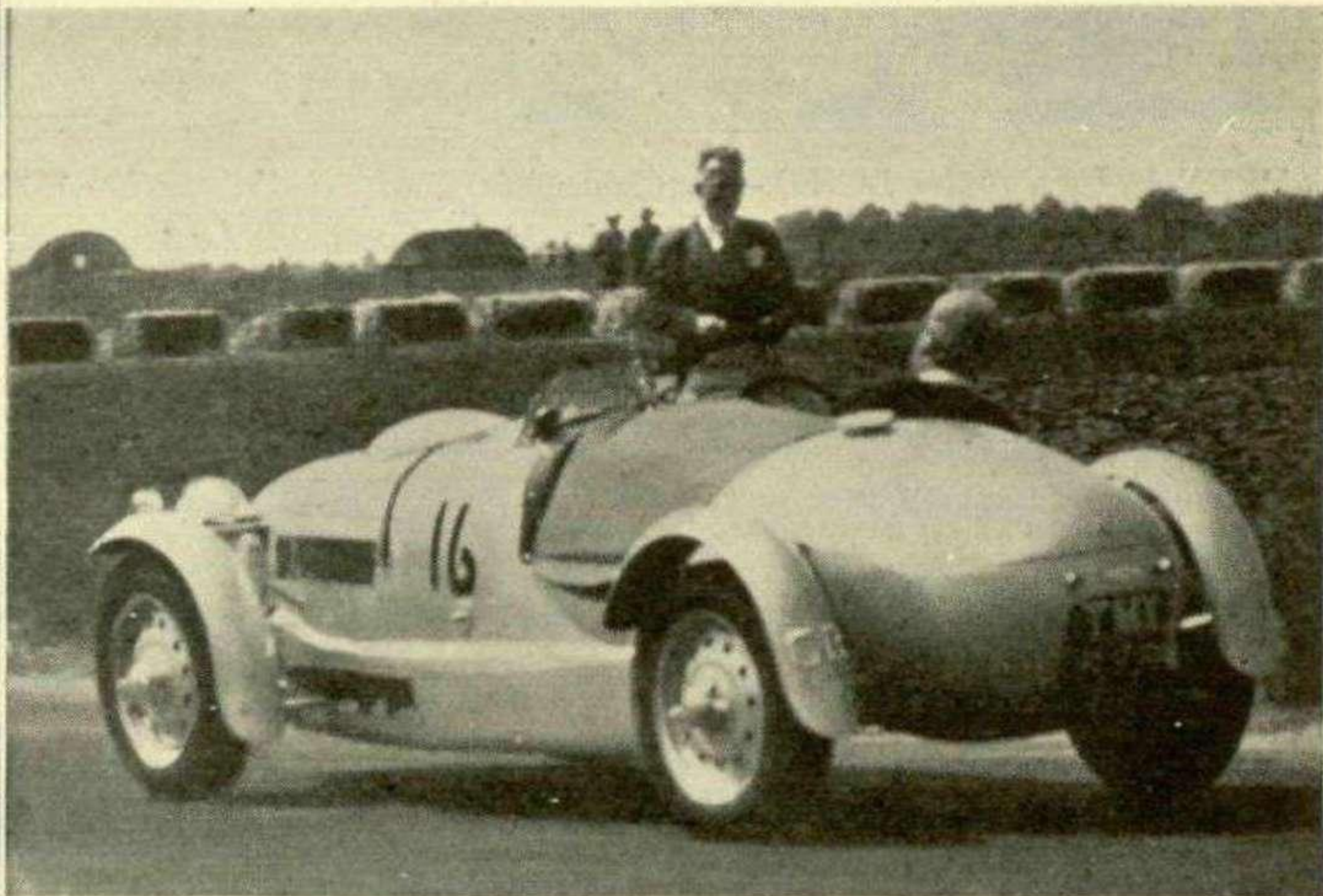


WINNER.—Ching's 1½-litre Alfa-Romeo.

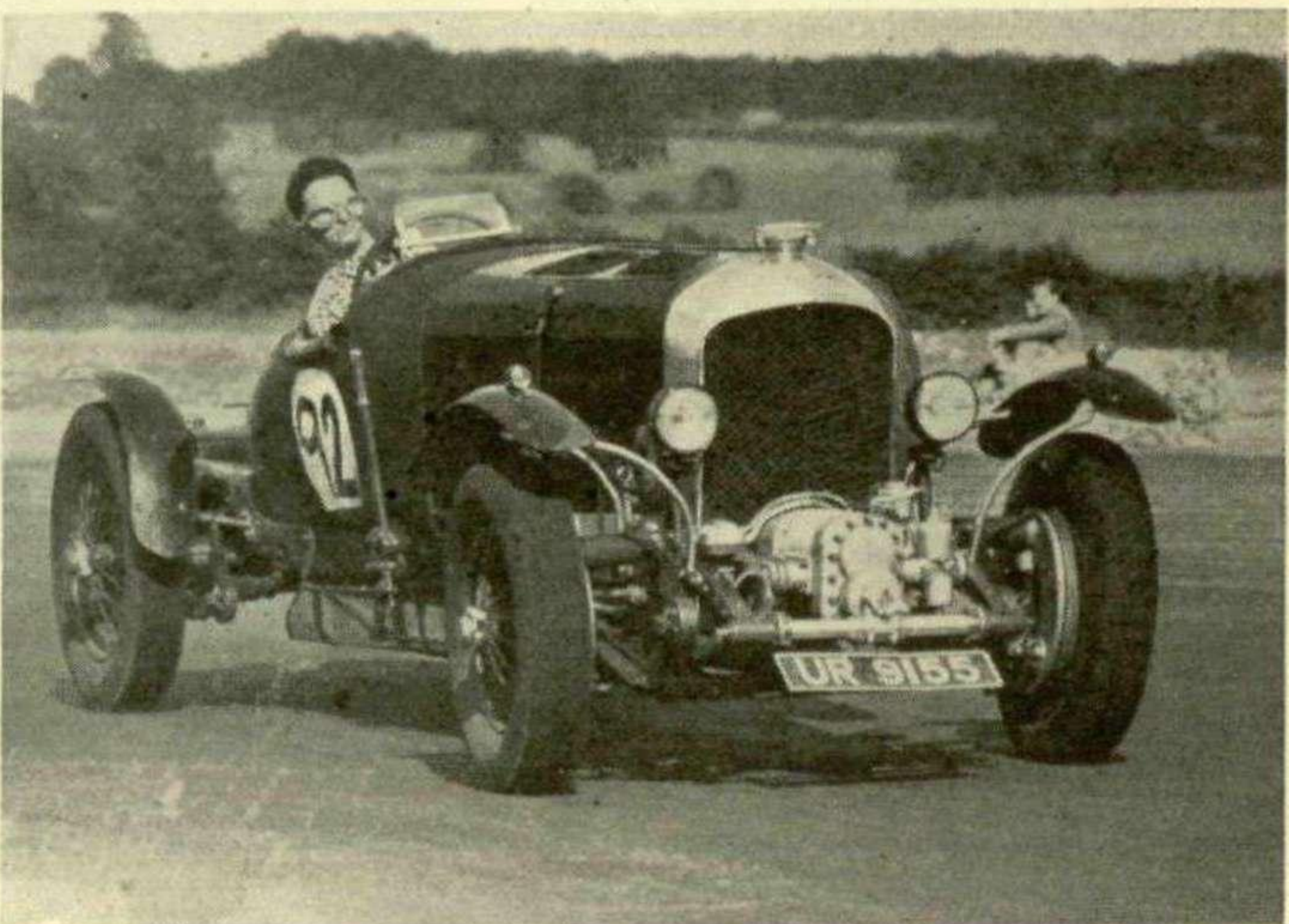
IN PURSUIT.—Pitts' "blower 4½" Bentley which won the Bentley race at Silverstone and was third in the Final.



BUGATTI VICTORIOUS.—Symondson, handling his ex-Embircos Type 57S Bugatti two-seater calmly and efficiently, won both the Bugatti race and the 48-mile Final at the B.O.C. Silverstone Meeting.



FIRST TIME OUT.—Newton was placed second in two races in his scarcely run-in 2-litre "Competition" Frazer-Nash.





FERRARI IN THE LEAD.—L. Chinetti in Lord Selsdon's 2-litre V12 sports Ferrari which he drove to victory in the first post-war Le Mans race.

clipped the tribunes curve, and already Folland's Aston-Martin was in at the pits, but not for long.

Then came a minor excitement, for Chaboud was seen to have damaged his off-side rear wing, which was tilted at a queer angle. Next it was Trevoux's turn to visit his pit and his Gordini got away hesitantly, to stop up the road. He got away later, however. Louveau's Delage was going well, snaking a bit, Aimé's Simca was impressive and the two Monopoles were in formation, but with a fair space between them.

Past the pits, Hay was just about holding the Jones-Haines Aston-Martin. Then, alas, Johnson came in, the 2½-litre Aston's bonnet was raised, he conferred with the mechanics and the car was retired, for water was needed and, after Johnson had checked the matter with the commissaires, it was agreed that it was "illegal" to put more in at this stage.

Some time later Rosier had a lengthy stop, then Peter Clark passed the pits with his helmet off and the H.R.G. did not re-appear—the cooling radiator was *hors de combat*, the header-tank connection having pulled away.

At 5 p.m. the order was:—

1st: Chaboud (Delahaye), 10 laps, 55 min. 18.1 sec.
2nd: Flahault (Delahaye), 10 laps, 56 min. 15.4 sec.
3rd: Chinetti (Ferrari), 10 laps, 56 min. 16.3 sec.

Hay's Bentley was going well, still making its odd tyre noise, and Mahé's little silver Simca 1,100 aerodynamic saloon, complete with roof radio aerial, was actually faster than the Healey. At 5.27½ p.m. Folland's Aston-Martin came in for a lengthy stop, but the diesel-engined Deletrez was plodding steadily along.

At 6 p.m. the leaders were:—

1st: Chaboud (Delahaye), 22 laps, 1 hr. 59 min. 59.7 sec.
2nd: Flahault (Delahaye), 21 laps, 1 hr. 56 min. 32.2 sec.
3rd: Chinetti (Ferrari), 21 laps, 1 hr. 58 min. 34.1 sec.

Both Monkhouse and Heal were soon touring round in the "Ulster" Aston-Martins in order to conserve fuel, as they had not done the required 210 miles, and so were not permitted to put more in. Lawrie's open 1949 three-seater Aston-Martin made a brief stop to have its screen wiped, but Selsdon's Ferrari had a rather longer call, the driver feeling the temperature of its tyres and oil, fuel, and water being added. Soon Chinetti, too, refuelled.

At 6.27 p.m. Culpan refuelled and Aldington resumed, in the "Competition" Frazer-Nash. 6.32½ p.m. saw Tony Rolt commence a series of stops, a boiling radiator scattering the refuelling and sealing party. Jover, clutching a cushion, now leapt from the pit to take over from Louveau as the Delage was given the necessary fluids. Indeed, all

the cars were coming in for their initial refuelling. Bouchard revved his engine before cutting the ignition, and Castrol as well as petrol was put in, while Chaboud himself put water in his Delahaye's radiator, after overshooting his pit. Bonnet's D.B. caught fire as it stopped, but the car was moved clear of the burning fuel and the flames were soon out. Next, Morel emerged, overalled, from the Talbot saloon, to put in fuel while his mechanic looked at the tyres. Some joy was caused about this time when the 4½-litre Bentley course-car passed the Healey in fine style.

At 7 p.m. the order was:—

1st: Chaboud/Pozzi (Delahaye), 33 laps, 2 hr. 58 min. 58.3 sec. (92.76 m.p.h.).

2nd: Flahault/Simon (Delahaye), 31 laps, 2 hr. 51 min. 4.9 sec.

3rd: Chinetti (Ferrari), 31 laps, 2 hr. 59 min. 7.7 sec.

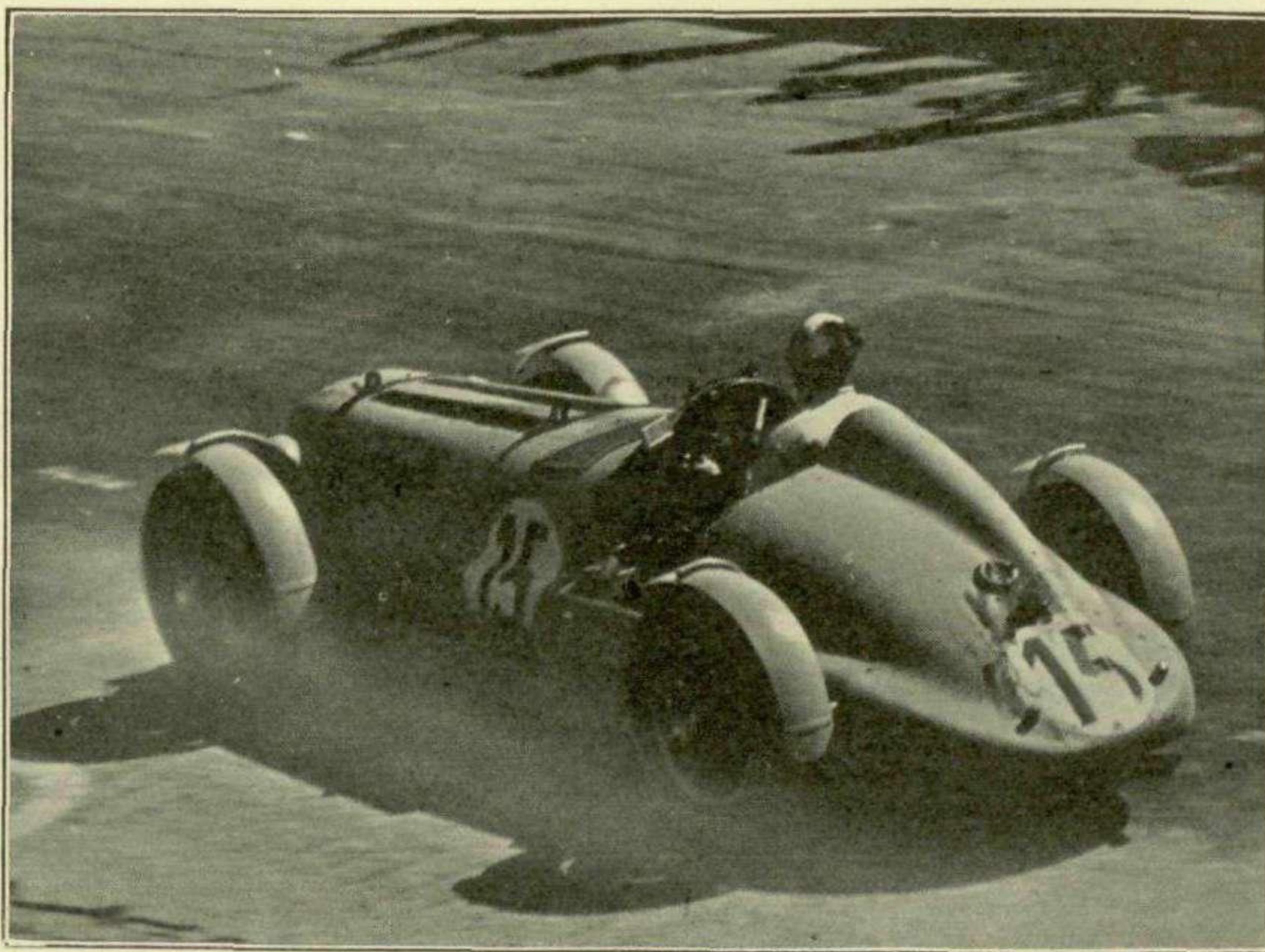
A minute later Veuillet refuelled, Hay blowing his horn as he went by, for the Delage drew out rather quickly. Chaboud was clapped as he came in, Flahault's Delahaye going by while his Delahaye was stationary. At 7.7 p.m. Grignard's Delahaye was refuelled, and proved a trifle reluctant to restart; Rolt was in again a moment afterwards. When Hay's Bentley came in the rear-wheel spats seemed to make tyre-inspection rather difficult. Wisdom took over but the car was soon in again and, as Hay worked on it, he had to resume, although Wisdom thereafter shared three-hour spells with him. Vallée swerved out to avoid hitting the stationary Bentley on one occasion when he badly misjudged his braking coming into his pit. The driver of Gérard's Delage now decided to prolong his drive, to the alarm and despondency of his depot staff.

Meanwhile the 2-litre Aston-Martin saloons continued to lap silently and impressively. An amusing incident occurred when the door of Maréchal's car jammed and shut the driver out for a moment, after the routine refuel, during which Freeman looked with expert eye at the rear tyres.

Another impressive car was Vernet's Simca 1,100, and the two-stroke D.K.W.-like Aero-Minors were motoring strongly. Gérard's Delage came in at last and there was a small fire, quickly extinguished, when the oil filter was removed. The drivers were changed and water and fuel added. The excitement increased when Morel limped in with a burst off-side rear tyre on the impressive 4½-litre Talbot saloon and emerged rapidly through the near-side door clasp a small screw-jack. At 8 p.m. the order was still Delahaye, Delahaye, Ferrari.

At 8.1 p.m. Grignard's Delage ran out of fuel just short of its pit and the driver was deservedly clapped as he pushed the car the remaining distance—French crowds are like that. Calmly he grabbed the chock to place beneath a rear wheel, before refuelling. Alas, 14 minutes were lost before petrol could be got through to the carburetters. No time was wasted when Pozzi relieved Chaboud of the leading Delahaye. The Jones/Haines Aston-Martin came in for two minutes at 8.17½ p.m., "Dunlop Mac" casting his eye at the Dunlops.

Up to this point the retirements were: Johnson (Aston-Martin), after six laps; Eggen (Alvis) after six laps; Clark (H.R.G.), after 10 laps, and Folland (Aston-Martin) after 26 laps. The Monkhouse-Stapleton Aston-Martin had had weaker carburetter needles fitted to cut down its fuel consumption, which caused overheating and, after a lap *sans* coolant, it, too, was retired.



FRANCE SECOND.—The 3-litre Delage driven by Louveau and Jover, which finished second, here seen at speed. It had some troublesome spells at its pit, including plug and wheel changes.

The situation now became dramatic, as race situations will. Chinetti lost 7½ minutes at his pit, resuming just as the other Ferrari appeared in sight, and at the same time Flahault's Delahaye commenced a series of pit-stops, the engine reluctant to restart, so that 43½ minutes were lost, the symptoms suggesting slipped timing. And, as if that wasn't enough, Pozzi in the leading Delahaye caught fire at Mulsanne, and it must have been half-an-hour before, amid a feverish ovation, he coaxed his stricken car to the pits, in the dusk sans lights! Then Dreyfus came in to refuel, overshot his depot, jumped out, and nimbly rolled his car back.

At 9 p.m. the position was:—
 1st: Dreyfus (Ferrari), 52 laps, 4 hr. 59 min. 27.3 sec. (87.4 m.p.h.).
 2nd: Flahault/Simon (Delahaye), 51 laps, 4 hr. 45 min. 49.0 sec.
 3rd: Chinetti (Ferrari), 51 laps, 4 hr. 59 min. 22.3 sec.

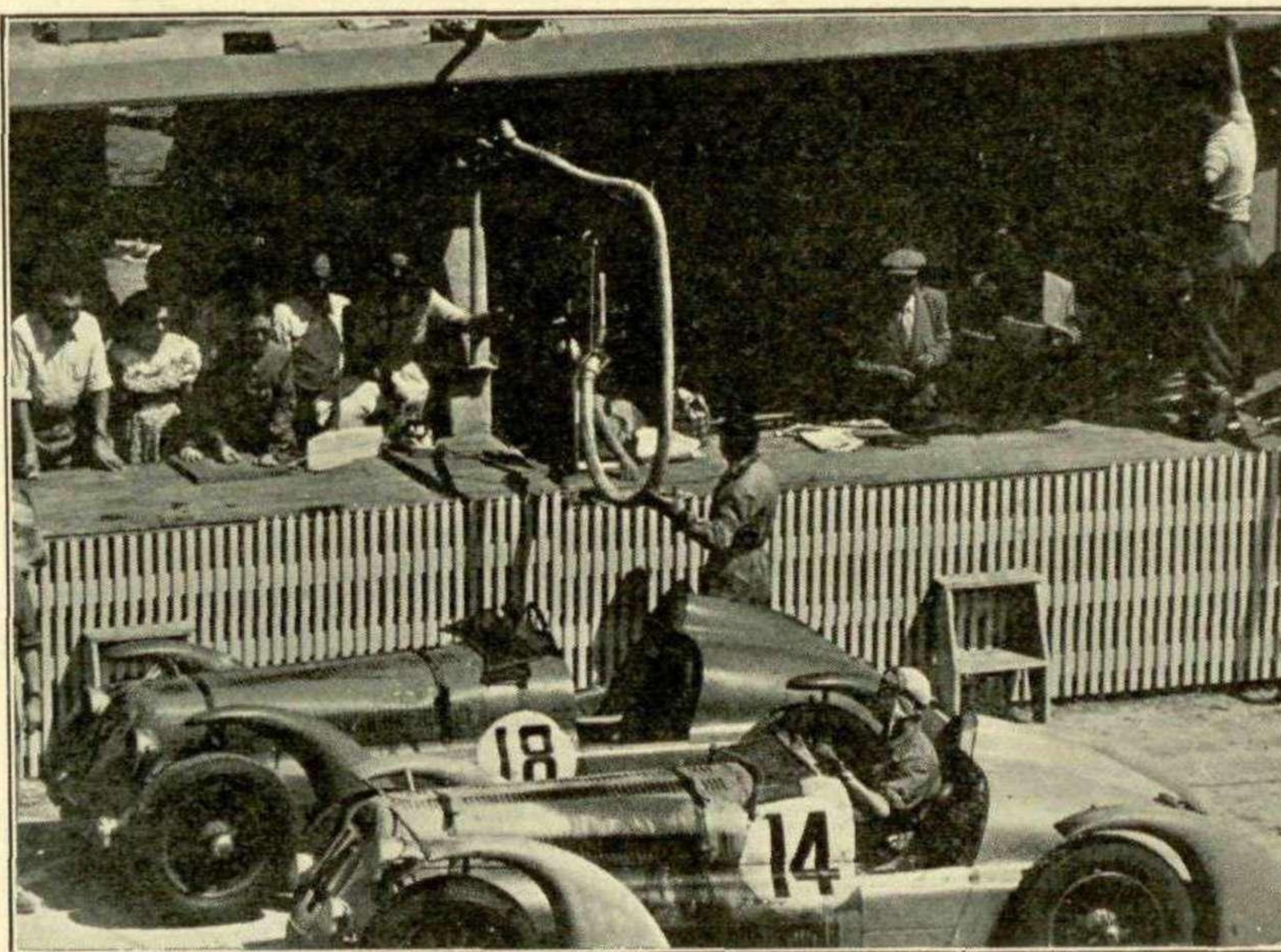
The Healey had another brief stop about this time, the Chaboud/Pozzi Delahaye got going again after 11 minutes, but came in a lap later with the bonnet open on the off side, and went off again, only to disappear for an appreciable time "out in the country." The Flahault Delahaye was also in dire trouble, and then the loudspeakers—which were in efficient action almost without cessation throughout the 24 hours—told us that Dreyfus had overturned, without injury, at White House Corner—it was just getting dark and this may have resulted in a misjudgment as he went to overtake a larger car. The whole aspect of the race naturally changed, Paul Vallée's Talbot now leading Veuillet's Delage, with Selsdon's Ferrari, Chinetti driving, pressing them hard. At 10 p.m. it was:—

1st: Vallée/Mairesse (Talbot), 61 laps, 5 hr. 50 min. 10.2 sec. (84.13 m.p.h.).
 2nd: Selsdon (Ferrari), 61 laps, 5 hr. 50 min. 25.7 sec.
 3rd: Veuillet/Mouche (Delage), 60 laps, 5 hr. 56 min. 57.5 sec.

Another hour elapsed and Chinetti led by 1 min. 54.9 sec. (at 83.9 m.p.h.), from Vallée's Talbot, both having covered 70 laps, while the Delage was third, 3 min. 43.9 sec. behind the Talbot. Midnight saw this position maintained, the Ferrari now leading by 2 min. 23.9 sec., and Louveau's Delage and Culpan's Frazer-Nash pressing the Veuillet Delage for third place.

At this time the class positions were:—

UP TO 750 C.C.:
 1st: Aéro-Minor (Krattner/Sutnar).
 2nd: Simca (Baboin/Gay).
 751 TO 1,100 C.C.:
 1st: Simca (V. Elder/Camérano).
 2nd: Monopole (Haimard/Liénard).
 3rd: Simca (Vernet/Batault).



SICK DELAGES.—*Veuillet's car (No. 18) which caught fire and Gérard's (No. 14) which suffered chronic piston-ring blow-by, as evidenced by the oil streaming from the bonnet. Both struggled on, No. 14 finishing fifth and No. 18 coming home ninth. They have aero-dynamic wings, whereas Louveau's car had a more normal type.*

1,101 TO 1,500 C.C.:
 1st: Deutsch-Bonnet (Bonnet/Deusch).
 2nd: H.R.G. (Thompson/Fairman).
 1,501 TO 2,000 C.C.:
 1st: Ferrari (Chinetti/Selsdon).
 2nd: Frazer-Nash (Culpan/Aldington).
 3rd: Aston-Martin (Maréchal/Mathieson).
 2,001 TO 3,000 C.C.:
 1st: Delage (Louveau/Jover).
 2nd: Delage (Gérard/Godia Fales).

3,001 TO 5,000 C.C.:
 1st: Talbot (Morel/Chambas).
 2nd: Delahaye (Flahault/Simon).
 3rd: Delahaye (Bouchard/Larrue).

Between 1 and 1.30 a.m., however, the Veuillet Delage, which had passed the Talbot, had a very prolonged stop, with something amiss in the transmission, while the Talbot itself was retired, so that the Louveau Delage became second and the Frazer-Nash third. The Scott/Gee H.R.G. was limping round, terribly sick—the mixture had weakened, Gee had pushed in from White House, the burnt block was patched, but one more lap was all the car would do.

The grim hour of 2 a.m. saw the Ferrari a lap ahead (the average now 85.3 m.p.h.) of Louveau's Delage, with the Culpan Frazer-Nash a creditable third and Gérard's Delage fourth, ahead of the Rolt/Jason Henry Delahaye, which, alas, retired about 3.30 a.m. A further bother in this pit was the arrival of a fierce flying insect, killed eventually by a deft mechanic.

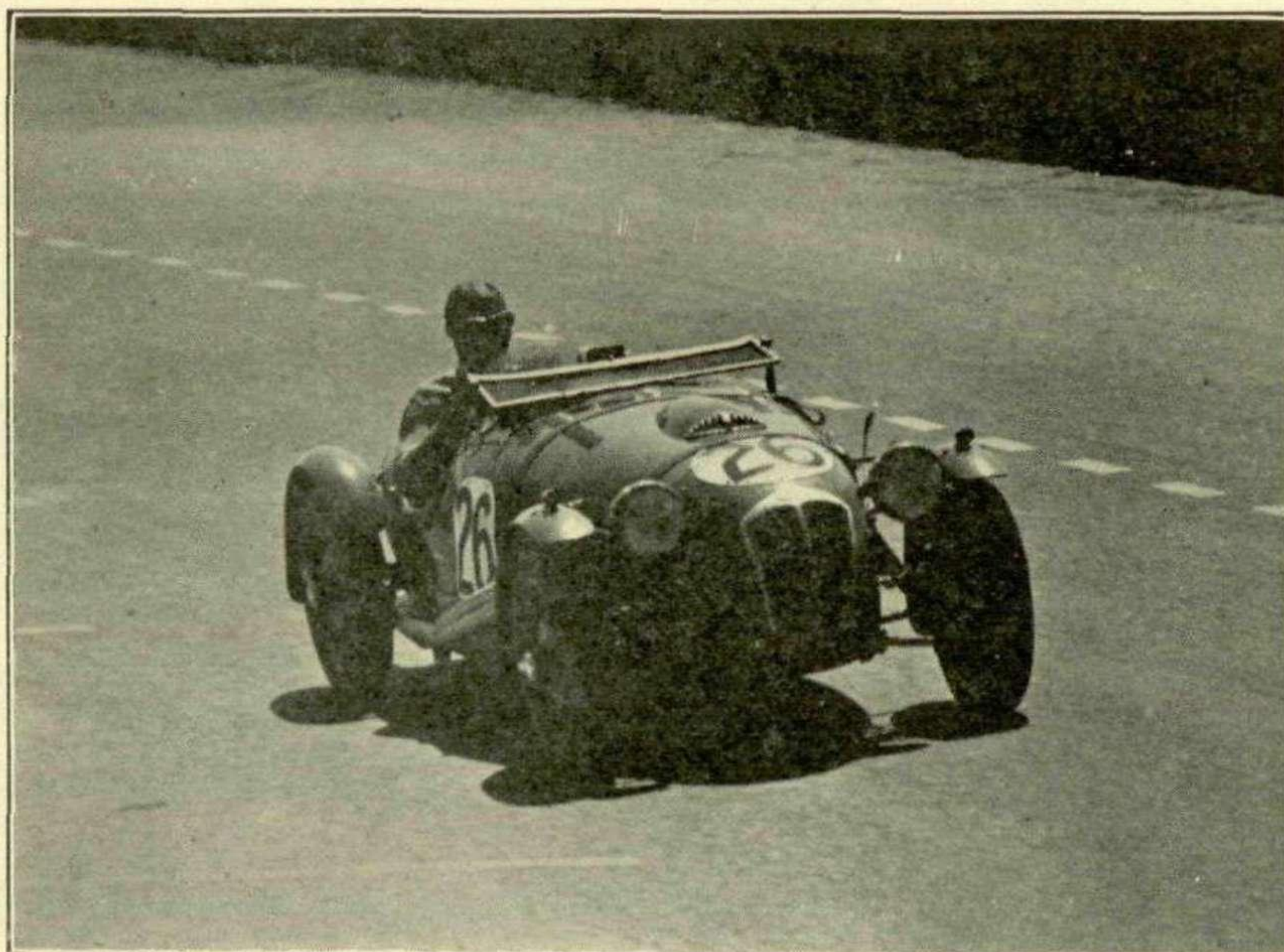
The night section was notable for the great variety of lamps in use. Gérard's Delage had two yellow spotlamps and two headlamps, the Aston-Martins four Lucas lamps in a row, but Rolt was content with two tiny sidelamps to back his two headlamps; the Leblanc Delahaye had triple lamps, as had Lachaize's D.B., while Trouis' Riley had but one yellow headlamp, likewise Pozzi's Delahaye.

By 3 p.m. Gérard's Delage was second to Louveau's, having caught the Frazer-Nash, while Selsdon still led. Louveau was being regularly signalled by a torch shining on a number board.

At 4 a.m. the Ferrari had three laps lead and the Maréchal/Mathieson Aston-Martin was fifth, three laps behind the Frazer-Nash. A "to let" sign had now appeared before Rolt's pit, where they had packed up and gone.

The crowd on the balcony clapped—at 4.26 a.m., mark you!—as Selsdon took over the leading Ferrari from Chinetti, who had driven the car continuously up to this point. The engine fired after the starter had spun for what seemed an age. The Bouchard Delahaye resumed its repeated pit-calls, but loud elaps greeted the refuelling of the Flahault/Simon Delahaye, now fully recovered, but back to 11th place. Grignard's Delahaye was reluctant to restart and more than one man appeared to be working on it.

At 5.03 a.m. the Jones/Haines Aston-Martin came in, the starter stuck, and the stop eventually occupied over an hour of precious time. Louveau quickly refuelled at 5.29 a.m., Hay rather later. It is largely these frequent refuelling pauses that render the Le Mans pits so busy. Selsdon halted for about a minute at 5.38½ a.m. for the aero-screen to be cleaned and the shock-absorbers to be taken up



NEW FRAZER-NASH THIRD.—*Culpan going beautifully in his "High Speed" Frazer-Nash "Competition" two-seater which he shared with Aldington. Apart from a sticking clutch it went magnificently and richly deserved third place.*

and Chinetti resumed. At 5 a.m. the Ferrari was two laps ahead, having averaged 83.5 m.p.h., but the Flahault/Simon Delahaye was now lapping very rapidly indeed, whereas the Ferrari had eased up.

The position at 6 a.m. was:—
1st: Selsdon/Chinetti (Ferrari), 139 laps, 83.4 m.p.h.
2nd: Louveau/Jover (Delage), 137 laps.
3rd: Gérard/Godia-Fales (Delage), 137 laps.

Moreover, the Delage was catching the Ferrari at the rate of about 6½ sec. a lap, and Louveau passed just as Selsdon had another brief stop. The Frazer-Nash was now fourth and the Chaboud Delahaye fifth. Incidentally, as the sun's warmth returned again, at 6.45 a.m., 27 cars were still running.

The Gérard Delage came in for fuel, shock-absorber adjustment and change of driver, at 7.30 a.m., but was away in 2½ minutes. Chaboud was a visitor shortly afterwards, the spectators again clapping a very gallant drive following early adversity; the radiator tended to steam as he motored off. Next, much smoke when Bouchard's Delahaye came in with its near-side rear brake on fire. At 7 a.m. the Ferrari had done 149 laps to Louveau's 148, Gérard was also on his 148th, the Frazer-Nash on its 144th, but the unlucky Chaboud Delahaye had done only 140. With the return of daylight the race average had leapt up to nearly 90 m.p.h.

Gérard's Delage came in very hot, but when the radiator cap was cautiously opened no steam came forth—ominous? Three-and-a-half minutes later the car went on, suffering from chronic blow-by, smoke pouring from the bonnet. Then the Veillet Delage refuelled, and it was soon in again. The carburetters caught fire, the extinguisher was empty, as the mechanic proved by hurling it into the pit, and the flames grew quite serious before a proper extinguisher was put into action. The driver stayed in his seat—but got out when it was evident the car would be long delayed.

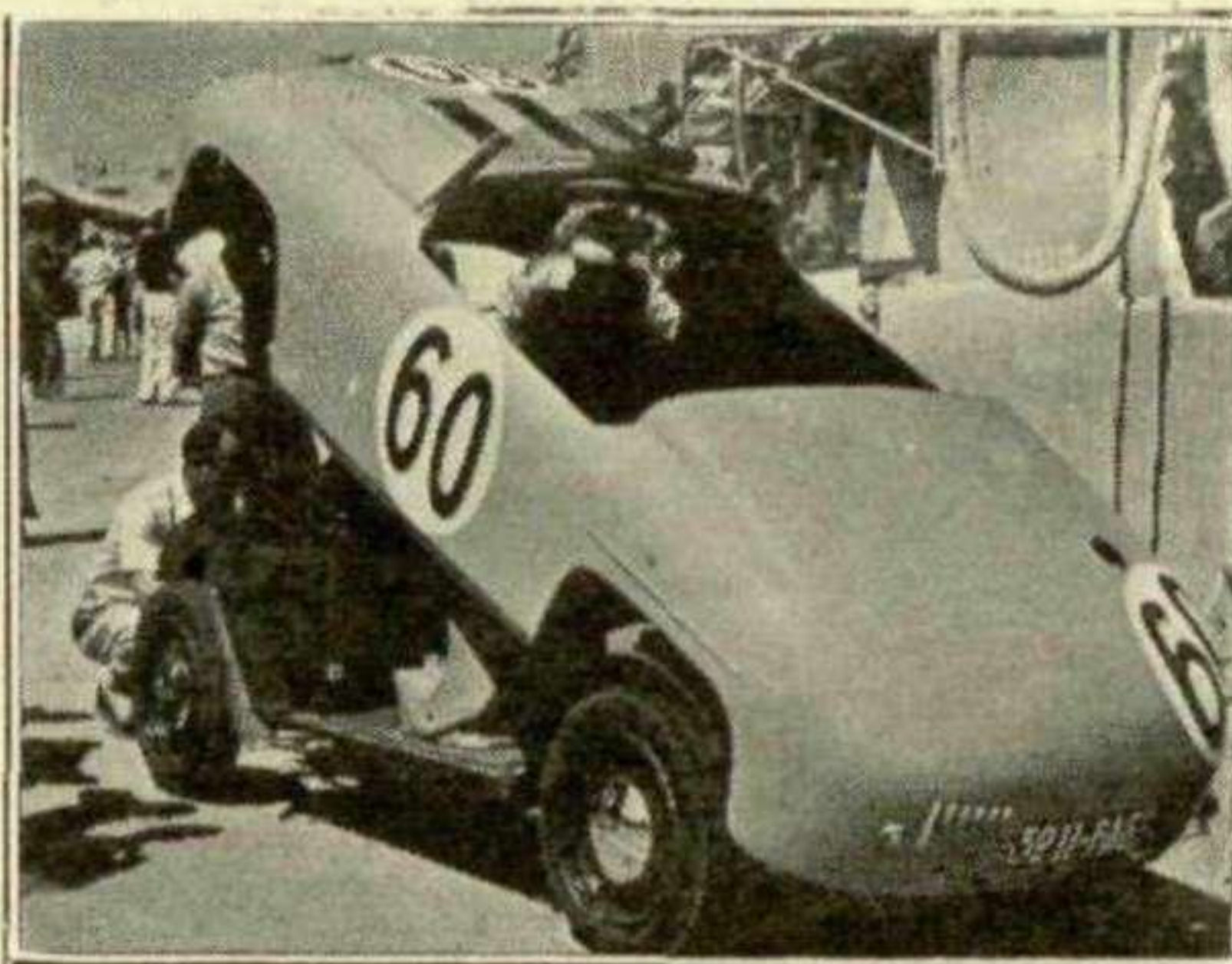
So the race went on, with routine pit-stops and some having no semblance of routine. The slower cars that had not done their qualifying distance were flagged-off, Phillips' M.G. receiving the black flag. Momentarily, a larger car was baulked by Mahé's amazing little saloon Simca, but the latter drew away from its rival round the curve beyond the pits, and the Ferrari swerved and skidded in avoiding Morel's Talbot saloon as it drew out of the pit. The unhappy Flahault/Simon Delahaye, which had received such a brisk reception from the crowd, was pushed to the dead car park at 10.44 a.m.

Came drama! Louveau brought the Delage in in dire trouble, but went on. Shortly afterwards Chinetti was stationary at his pit, with Louveau in again. On his first stop the plugs had been replaced, water added, and the rear wheels changed, so we knew, now, that something more serious was afoot. The work was good, calm, but half-an-hour was lost while extensive work was done on the engine, concluding with more new plugs—as with Gérard's Delage, too much oil seemed to be getting "upstairs." The Ferrari left first, but it, too, lost much time, work apparently being done on the front of the chassis, necessitating attempted removal of a headlamp. Meanwhile, the Frazer-Nash motored nearer to victory, sounding beautifully B.M.W. It certainly wasn't Delage's day, for soon after those intense moments involving Louveau and Chinetti, Veillet had a short stop—for a moment no one saw him come in, in the concentration on Louveau's car—which produced much Gallic shouting!

Chinetti now began to make occasional stops at his pit, presumably because he had such an excellent lead. Louveau remained second, in spite of another stop, but the Frazer-Nash, apart from slowing for a while due to a fuel vapour-lock, was going well,

needing no water, although for much of the time Aldington drove, because the clutch refused to free, so that clutchless gear-changes were essential. Even this trouble finally rectified itself, and this new British car remained a splendid third.

Alas, just as we hoped to see Maréchal press for this third place, it was reported at 1.05 p.m. that the Aston-Martin saloon had overturned at White House Corner, Pierre being seriously hurt. His brakes had, it seems, been absent for many laps. Claps greeted another pit-departure, on the part of the Delage, but the leader's position held without change—Ferrari, Delage, Frazer-Nash. Hot cars came in and were reluctant to re-start, but still the order held. Grignard's Delahaye, in particular, consumed vast quantities of both time and amps., oil as well as smoke began to appear from Gérard's Delage, and Veillet's Delage stopped frequently, while Bouchard had clouted a hazard with the off-side front of his car. Yet bravely the men struggled to keep the cars going, and the onlookers—now 200,000 strong—showed knowledgeable approval, as they pressed closer to the rails in anticipation of the arrival of the President of the Republic. He came in a fine Renault escorted by many transverse-twin motor-bicycles and a f.w.d. Citroen, to honour the first post-war Le Mans.



ACCESSIBILITY.—Adjustments to Baboin's *Ecurie Verte* 569-c.c. *Simca Six* before the start. This car buzzed round faultlessly and got a great ovation when it finished in 18th place, second in the up-to-750-c.c. category.

Then, as suddenly as it had begun, this great sports-car race ended, Chinetti victor for Italy in Lord Selsdon's 2-litre V12 Ferrari. The Louveau Delage was second, in spite of many setbacks, while Aldington and Culpan very creditably brought the "High Speed" Frazer-Nash "Competition" two-seater home third. The Talbot saloon made up lost time and finished fourth, frantically waved down on its last laps and missing from the *parade d'honneur*, and Gérard's Delage struggled into fifth position. The Thompson/Fairman H.R.G. won the 1½-litre class for Britain.

The full results are:—

G.P. d'ENDURANCE

- 1st: **L. Chinetti and Lord Selsdon (1,995-c.c. Ferrari), 235 laps in 23h. 54m. 12.3s. (82.31 m.p.h.)**
- 2nd: **H. Louveau and J. Jover (2,991-c.c. Delage), 234 laps in 23h. 57m. 36s. (81.84 m.p.h.)**
- 3rd: **H. J. Aldington and N. R. Culpan (1,971-c.c. Frazer-Nash), 224 laps in 23h. 50m. 49.4s. (78.53 m.p.h.)**

Still running were:—

	Laps
L. Gérard and F. Godia-Fales (2,994-c.c. Delage)	212
G. Grignard and R. Brunet (3,558-c.c. Delahaye)	210
H. F. S. Hay and T. Wisdom (4,246-c.c. Rolls-Bentley)	210
A. W. Jones and N. Haines (1,971-c.c. Aston-Martin)	207
A. Veillet and E. Mouche (2,978-c.c. Delage)	203
E. Thompson and J. Fairman (1,496-c.c. H.R.G.)	202
J. Leblanc and J. Briault (3,617-c.c. Delahaye)	194
L. Lawrie and R. W. Parker (1,971-c.c. Aston-Martin)	193
De Montrémy and Dussous (1,098-c.c. Monopole)	185
J. H. Bartlett and N. H. Mann (2,443-c.c. Healey)	182
N. J. Mahé and R. Crovetto (1,092-c.c. Simca-Huit)	178
O. Krattner and F. Sutnar (745-c.c. Aéro-Minor)	177
A. Zacheize and A. Debille (1,490-c.c. D.B.)	176
E. Baboin and P. Gay (569-c.c. Simca Six)	156
A. Guillard and T. Martin (1,082-c.c. Simca-Huit)	156
J. Poch and I. Hodac (745-c.c. Aéro-Minor)	150

G.P. d'ENDURANCE

Class Results

UP TO 750 C.C.:

- 1st: O. Krattner/F. Sutnar (Aéro-Minor).
- 2nd: E. Baboin/P. Gay (Simca Six).

751 TO 1,100 C.C.:

- 1st: de Montrémy/Dussous (Monopole).
- 2nd: N. J. Mahé/R. Crovetto (Simca-Huit).
- 3rd: A. Guillard/T. Martin (Simca-Huit).

1,101 TO 1,500 C.C.:

- 1st: E. Thompson/J. Fairman (H.R.G.).
- 2nd: A. Lachaize/A. Debille (D.B.).

1,501 TO 2,000 C.C.:

- 1st: L. Chinetti/Lord Selsdon (Ferrari).
- 2nd: H. J. Aldington/N. R. Culpan (Frazer-Nash).
- 3rd: A. W. Jones/N. Haines (Aston-Martin).

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

- 1st: H. Louveau/J. Jover (Delage).
- 2nd: L. Gérard/F. Godia-Fales (Delage).
- 3rd: A. Veillet/E. Mouche (Delage).

3,001 TO 5,000 C.C.:

- 1st: A. Morel/A. Chambas (Talbot).
- 2nd: G. Grignard/R. Brunet (Delahaye).
- 3rd: H. F. S. Hay/T. Wisdom (Rolls-Bentley).

BIENNIAL CUP RACE (Handicap)

- 1st: L. Chinetti and Lord Selsdon (Ferrari) 1.272
- 2nd: H. J. Aldington and R. N. Culpan (Frazer-Nash) ... 1.216
- 3rd: A. W. Jones and N. Haines (Aston-Martin) ... 1.123

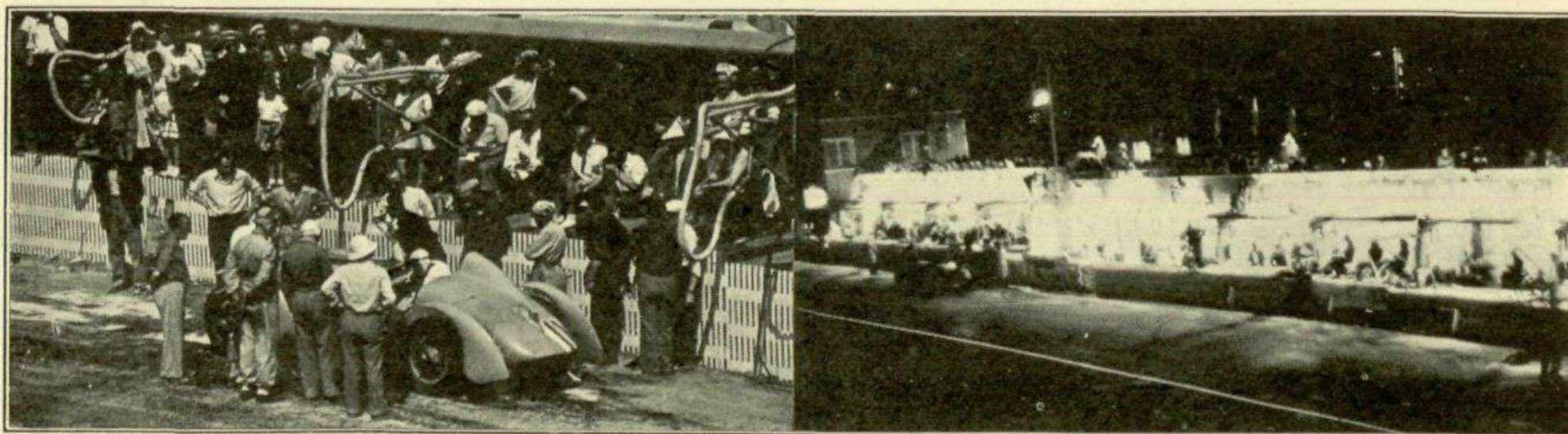
ANNUAL CUP RACE (Handicap)

- 1st: L. Chinetti and Lord Selsdon (Ferrari) 1.272
- 2nd: O. Krattner and F. Sutnar (Aéro-Minor) 1.225
- 3rd: H. J. Aldington and R. N. Culpan (Frazer-Nash) ... 1.216

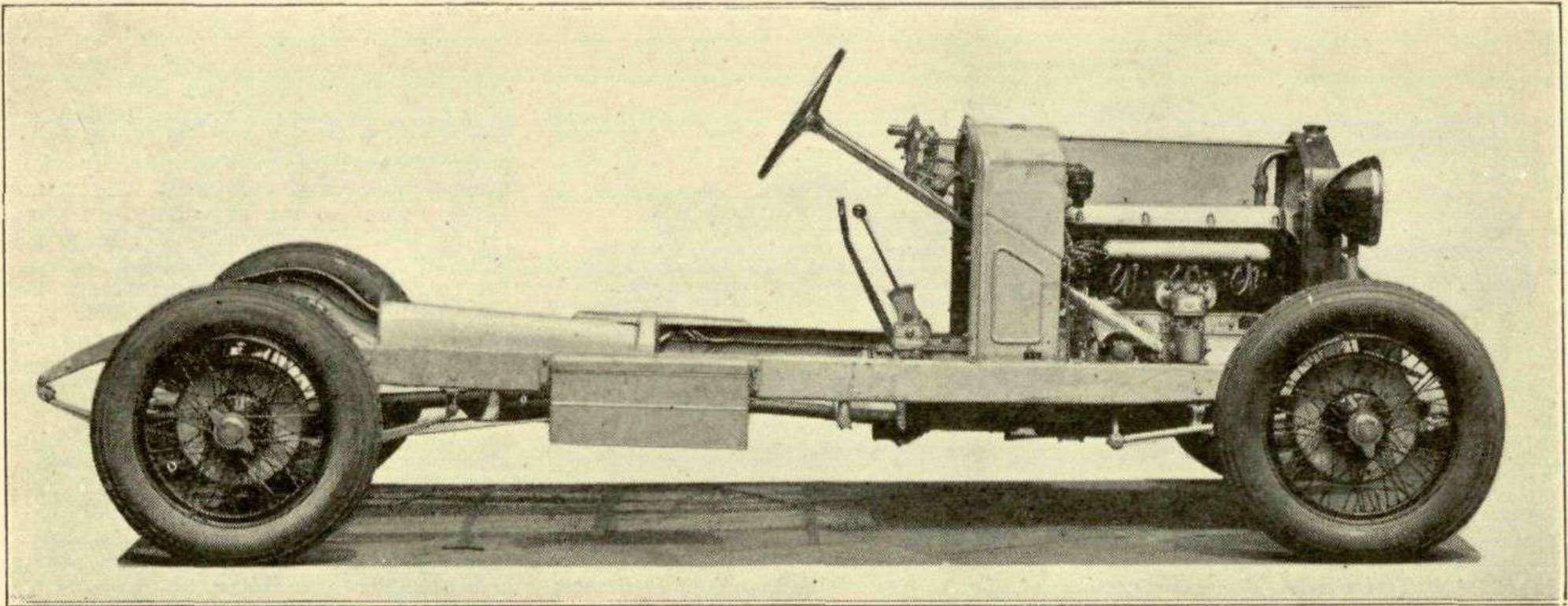
RETIREMENTS

- Vallée/Mairesse (Talbot): Engine trouble.
- Chaboud/Pozzi (Talbot): Engine trouble.
- Flahault/Simon (Delahaye): Engine trouble.
- Delettrez/Delettrez: Mechanical trouble.

(Continued on page 266)



DAY AND NIGHT.—On the right, the wonderful spectacle of the permanent Le Mans pits after dark. The white line is the effect on a time-exposure of a car going through. On the left, a sympathetic crowd watches as the amps expire in attempting to re-start Grignard's sick Delahaye, which eventually resumed and finished in sixth place.



1 1/2-LITRE SINGLE-CAM.—The thoroughbred chassis design of Alfa-Romeo's first o.h.-camshaft model is evident from this photograph. Note the cast-alloy dash, central control levers, unit gearbox, and the single, low-set carburetter.

Vintage and Near-Vintage Alfa-Romeos

MY introduction to the then-new o.h.-camshaft Alfa-Romeo followed the arrival of a cable from the works in Milan in the early part of 1927, requesting me to go out there to inspect the new model when it was in the experimental stage. I accepted this invitation with a feeling of excitement, for I had already met the quietly enthusiastic Sig. V. Jano, who was responsible for this and several later models of the famous Italian marque, and in the course of earlier visits to Milan I had come to appreciate the clean layout of the chassis, and the beautifully finished castings, in the design and production of which Italian engineers, undoubtedly, are artists. Clearly, there were possibilities of its sale to enthusiasts in this country.

The Alfa-Romeo factory covered a large area and they operated their own foundry and gear-cutting shops, machined their own crankshafts and pressed their own chassis-frames. Their products cannot by any stretch of imagination be classed as merely assembled from other manufacturers' components, for, with the exception of such items as electrical equipment, wheels and tyres, practically the whole chassis was made in the Alfa-Romeo factory.

I already knew the 3-litre push-rod o.h.v. six-cylinder models described in Part I of this article, and now it was obvious that Alfa-Romeo had in mind the production of a small chassis of very high quality, and that no expense was to be spared in attaining this object. I may say that by the time I arrived at the chassis-erecting shop I already coveted one of the new o.h.c. 1 1/2-litres as a personal car. Unfortunately, it was very slow getting into production, for motor cars formed only a small part of the total output of the Milan factory which, even in 1927, was busy with such things as air-compressors, aeroplane engines, and many and varied engineering components.

by

F. W. STILES,

late Managing Director of Alfa-Romeo
British Sales, Ltd.

PART II—

The Single O.H.C. 1 1/2-litre Model

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When, later, I was permitted to try one of the first of the new models on the road, piloted by Giulio Ramponi, who is now well known in this country, I was amazed at the smoothness of the small, six-cylinder engine, coupled with a remarkable ability to go from idling speed to 5,000 r.p.m. with a minimum of effort, and the lightness of the steering and the fine roadholding capabilities.

The first of the 1 1/2-litre series was known as the "Turismo" and had a wheelbase of 9 ft. 6 in., a track of 4 ft. 6 in. and a chassis weight of 1,554 lb.

The engine was a monobloc six-cylinder of 62 by 82 mm. (1,487-c.c.) with a crankshaft running in five bronze bearings lined with white metal, and slightly offset H-section connecting rods having their bearing caps secured by a single split-pinned bolt. Lubrication was by a gear-type pump on the near side, driven from a cross-shaft at the rear of the crankshaft, which drove the water pump from its opposite end.

The overhead camshaft was driven by a vertical shaft and bevel gears from the rear of the crankshaft and ran in four bronze bearings. The valves were vertical and had threaded stems on which were screwed the serrated tappet head, which was kept in contact with the tappet base by the valve spring. Adjustment was by means of a special toothed

tool, which plugged into a hole in the head adjacent to each valve and rotated the tappet head while locating the tappet base, thereby varying the clearance between cam and tappet.

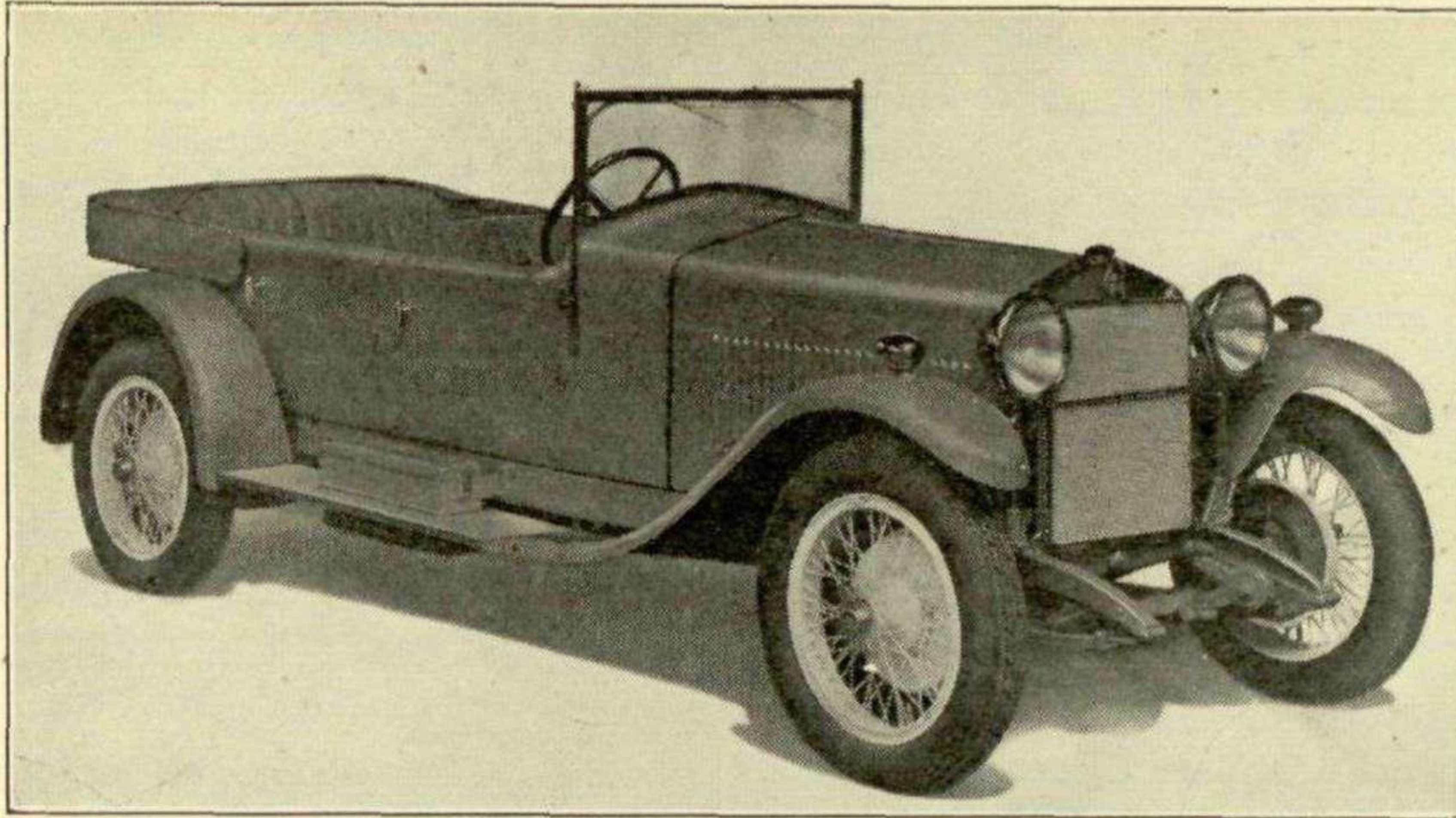
The pistons were aluminium-alloy with domed crowns, each carrying two compression rings and a bevelled ring and oil-control ring. The base chamber was of cast aluminium, holding 1 1/2 gallons of oil. The radiator was a honeycomb. The water pump had a flynut for draining it and the four-bladed aluminium cooling fan was driven *via* a friction clutch from the camshaft.

The carburetter was an Italian vertical Zenith, bolted to a short two-port aluminium manifold on the off side; a hot-air intake and cold-air intake were provided. Petrol fed by gravity from a nine-gallon tank on the cast-aluminium dash, a three-way tap giving "off," "main" and "reserve" settings.

The clutch was of dry-plate type, with five friction-lined plates and five alternate steel plates, sliding on splines on the steel centre boss.

The four-speed and reverse gearbox had a central, exposed gate-change and was in unit with the engine, three-point mounting being employed. The drive went *via* an enclosed propeller shaft having a single universal joint at the rear of the engine and a splined sleeve engaging with pinion-shaft splines at the rear, to a spiral-bevel rear-axle, the casing of which was constructed of electrically-welded stamped sheet metal. A variety of ratios, including 9/46 and 10/46, were provided for use according to the type of bodywork fitted. When the half-shafts were drawn about 4 in. out of the axle the differential and drive unit could be withdrawn with the banjo cover-plate, after this was pulled out 1 1/2 in. and then rotated 90 degrees.

Suspension front and back was by 1/2-elliptic springs, damped by Italian-type Hartford friction shock-absorbers.



ITALIAN TOURER.—An open version of the 1½-litre "Turismo" Alfa-Romeo, displaying typically Italian lines.

The rear springs were underslung, those at the front passed through the tubular axle, and the front shock-absorbers were mounted inboard of the springs. Four-wheel-brakes with ribbed drums were rod-operated, via a complex system of bell-cranks at the front, where the cam-lever was pushed up by a rod running up the steering king-pin. There was a compensating device beneath the gear-box and a central hand-lever actuated all four brakes via the pedal operating linkages. At the rear the cam-shafts continued inwards to bearings on the axle casing. The fascia carried Bosch ignition lock, ignition warning light, speedometer, oil gauge, clock and a dash lamp. Lighting and starting were by Bosch single-pole system and the Bosch coil ignition distributor, driven by a vertical shaft from the camshaft-drive shaft, was set at an angle at the rear off side of the engine. The oil filler was a screw-capped orifice on the centre near side of the base chamber and behind this was a float oil-level indicator. The exhaust manifold, on the near side, had a forward off-take pipe. A typically Italian advance and retard lever was situated above the pleasant four-spoke steering wheel. The tyre size was 28-5.25, 29-5.25 or 30-5.25. Steering was screw and wormwheel type. Fuel consumption was 19-23 m.p.g. according to body-style and the open cars would exceed 65 m.p.h.

So far as servicing is concerned, the following data may be of use to the many owners who still proudly run 1½-litre single-cam cars. Oil pressure should be 25 lb./sq. in. normally, or 5 lb./sq. in. when idling. Castrol XL for winter and XXL for summer was recommended and the sump should be drained every 1,500 miles and the base filter, at the rear off side of the sump, removed for thorough cleaning before replenishing. The pressure regulator valve is located near the water hose at the rear off side of the crankcase. Firing order is 1, 5, 3, 6, 2, 4, and the distributor rotor runs clockwise. T.d.c. is indicated by three lines, marked 1-4, 6-3, 5-2, on the flywheel and when these are central, as seen through the peep hole when the

clutch inspection plate is removed, the pistons concerned are at t.d.c. Tappets should be set with 0.006 in. clearance inlet, 0.008 in. clearance exhaust when the engine is cold. A cheek should be made every 1,500 miles. The valve timing is: inlet opens 5 deg. before t.d.c., closes 35 deg. after b.d.c.; exhaust opens 45 deg. before b.d.c., closes 13 deg. after t.d.c. To re-time, the teeth marked OO on the camshaft crown-wheel mesh with the tooth marked O of the pinion. The clutch should have about 1½ in. to 1¼ in. free movement before pushing on the thrust bearings. The dampers on the brake cross-shaft should have 0.004 in. clearance from both lever and pins. The front brakes should do slightly more work than the back brakes. Tyre pressure should be in the region of 40 lb./sq. in. if the sizes aforementioned are used. The plugs originally recommended were Champion 13 or Bosch V12 f.r.a., set with 0.0016 in. gaps and 0.0012 in. to 0.0016 in. contact-breaker gap. Castrol S gear oil was advocated for all chassis parts.

The following notes may be of assistance when undertaking an engine overhaul, these remarks being applicable to each of the several models.

Assuming the engine has been removed from the chassis and completely dismantled, say after a mileage of approxi-

mately 40,000 and with the object of obtaining quietness, it would be important to carefully examine the train of vertical gears for wear and, in the event of it being necessary to replace the crown-wheel mounted on the crankshaft with its respective pinion and possibly the upper crown-wheel and pinion, the latter being affixed to the camshaft, the procedure which was found to be the most successful was to commence by having the crankshaft reground, bearings re-metalled (preferably die-cast) and having fitted these, to build-up the engine in skeleton form, using shims of various thicknesses for obtaining the correct meshing of the timing gears. Mesh the gears closely and endeavour to eliminate all slack between the teeth; afterwards run-in the engine-gears by means of a belt-rig until freed off, dismantle, clean off all parts, and remove high spots on the teeth of the gears before finally assembling.

Pistons of various makes which have been fitted and have given good results include Specialloid and Wellworthy.

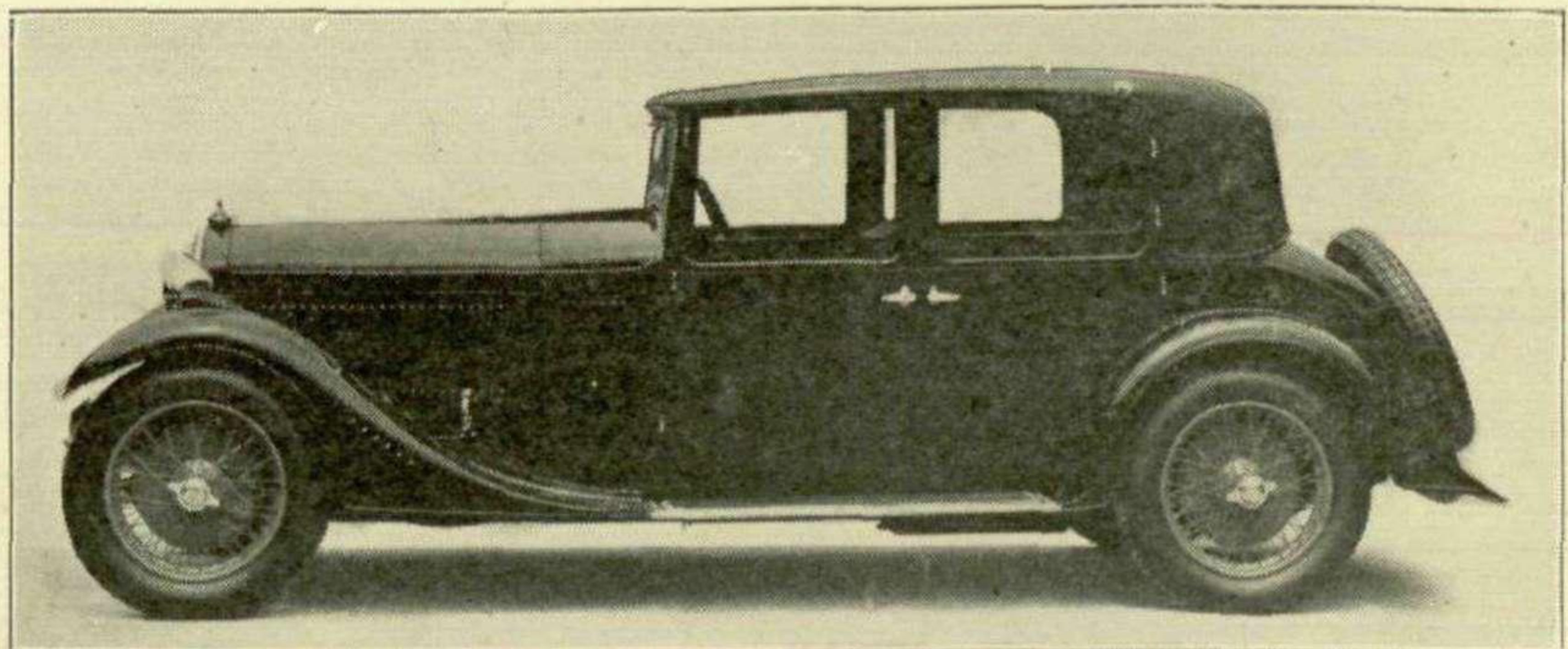
It is important that the camshaft bearings are a really first-class fit, that the oil pipe which feeds the camshaft bearings is correctly bedded-in, also that the spring clip is locating the oil pipe, otherwise a smoky exhaust will result regardless of the care taken in fitting pistons and piston rings as the surplus oil will be pumped via the valve guides into the combustion chamber. Examine carefully the oil pipe located at the front end of the cylinder block and, if necessary, replace the original oil pipe with a copper pipe; the early models were fitted with a steel pipe which became porous in a few instances, with the result that the camshaft-bearings did not receive an adequate supply of lubricant and in such cases oil was discovered in the cooling water.

BO'NESS HILL-CLIMB

1st:	Poore (Alfa-Romeo)	...	33.9	sec.
2nd:	Fry (Freikaiserwagen)	...	35.6	"
3rd:	Allard (Allard)	...	35.6	"
4th:	Walker (E.R.A.)	...	36.0	"
5th:	Moss (Cooper 1,000)	...	36.1	"

HILL-CLIMB CHAMPIONSHIP POSITIONS

Name	Shelsley	Bo'ness	Total
Fry	10	9	19
Poore	8	10	18
Moss	7	6	13
Butterworth	6	4	10
Mays	9	0	9
Allard	0	9	9
Walker	0	7	7
Hutchison	0	5	5



WELL BALANCED.—The single o.h.-camshaft 1½-litre Alfa-Romeo as a two-door, close-coupled saloon.

WE HEAR

At the recent Melbourne Motor Show, which was Australia's first post-war International motor exhibition, the exhibits included a 1903 MacIntyre Horseless Buggy, the first all-Australian car in the form of a 1906 Tarrant, and a number of sports and racing cars, ranging from a 1908 18-litre Mercedes to a Q-type M.G. A Standard Estate car was supplied recently to H.R.H. the Duke of Gloucester. John Hay has sold his Anzani Frazer-Nash to John Bridecutt, whose father ran the "Alphonso" Hispano-Suiza, and so Hay's next job is to get his Sunbeam "Dawn" on the road and prepare his V-twin G.N. Special for sprint events.

It is encouraging to learn that the headmaster of a well-known boys' school has recently acquired a beautifully-preserved 1935 Alvis "Silver Eagle" four-light saloon, formerly owned by Hovis, Ltd. He craves an instruction book for it. Incidentally, he hopes to fill vacant garage space with an Edwardian and remarks that his MOTOR SPORT comes back definitely "vintage" after having been handled and discussed by many young enthusiasts!

Betty Haig points out that she is not the secretary of the West Sussex Drivers, and that as she is often abroad, correspondence for this club should be addressed to W. F. E. Scutt, 37, Guildford Road, Horsham. This organisation, of which Miss Haig is chairman (*vide* the notepaper heading!) caters for new drivers, but also numbers many experienced ones amongst the membership. E. M. Main seeks information on his 1937 1½-litre Riley "Falcon" saloon, particularly an instruction book and wiring diagram. He writes from: c/o B.A.P.C.O., Box No. 473, Awali, Bahrein Island, Persian Gulf, and sends welcome news of the local motor club, which we publish elsewhere. George Monkhouse is busy on a new motor-racing book. H. W. Curtis

Club News



is running a 1924 A.C. Anzani two-seater in the Liverpool area.

A reader, whose "Light Fifteen" Citroën recently covered 151.6 miles up A5 in 3 hr. 11½ min., using fuel at the rate of 22½ m.p.g., tells us that a member of the staff of the *Staffordshire Evening Standard* has made a very excellent job indeed of reconditioning a 1933 Wolseley Hornet "Swallow" two-seater.

THE STORY OF BROOKLANDS

So great has been the demand for Volume I of W. Boddy's book that it is temporarily out of print. A second impression will be ready in two to three months' time. Meanwhile, a limited supply of Volume II is still obtainable from the publishers: The Grenville Publishing Co., Ltd., 15/17, City Road, London, E.C.1.

J. K. Blamey's father not only remembers the Bedelia cycle-car, but used to own one. English roads still carry much that is of interest. Travelling from Hampshire to Oxfordshire the other evening in a Type 40 Bugatti, to retrieve a stricken Riley Nine, we encountered, first an aged Rover Ten saloon, circa 1927, then a vast modern Buick on American registration plates, next S. J.

Skinner's 1908 Wolseley-Siddeley Roi des Belges returning majestically to Basingstoke from the V.C.C. Northern Rally and, finally, an open 2-litre Ballot sports parked by the river at Pangbourne. Incidentally, we took that charming road from Abington through Frilford, Kingston Bagpuze, thatched Standlake and Ducklington to Witney, and returned along it in the moonlight, a tonic that did much to offset the effect of depressing headlines in the morrow's newspapers. Austin Seven "Chummies" are, it seems, beginning to pass from the hands of essential-travellers to those of penniless enthusiasts. We have encountered many of late and two magneto-ignition examples were sold recently for less than £30, another for under £20.

Apart from their well-known "Oilcoil," Runbaken Electrical Products, of Manchester, can now supply genuine, guaranteed platinum-iridium ignition contact-points for most makes of cars. Prices range from 45s. to 90s. a set and details are available on application to the makers. The Sheffield and Hallamshire M.C. issues a breezy duplicated monthly news-sheet known as the "S and H. Gazette." The Club elected a dozen new members in May. Details of its forthcoming events from J. D. Foster, 7, Evelyn Road, Sheffield, 10. Holland has her weekly *Motor* and monthly *Auto Sport*, the latter, for May, featuring such cars as 16-valve Maserati, 2-litre Ferrari, Veritas, Ford V8-engined Lancia "Lambdas," O.S.C.A., sports Simca, Maybach, and a vintage "9-15" Renault.

Out in New Zealand, F. W. Mills has a 1929 Alvis "Silver Eagle" which he intends to use for competition work. This car started life as a 10-foot wheelbase Cross & Ellis four-seater, but has been shortened to 8 feet 6 inches, which has apparently cut out bad understeer and improved the handling.

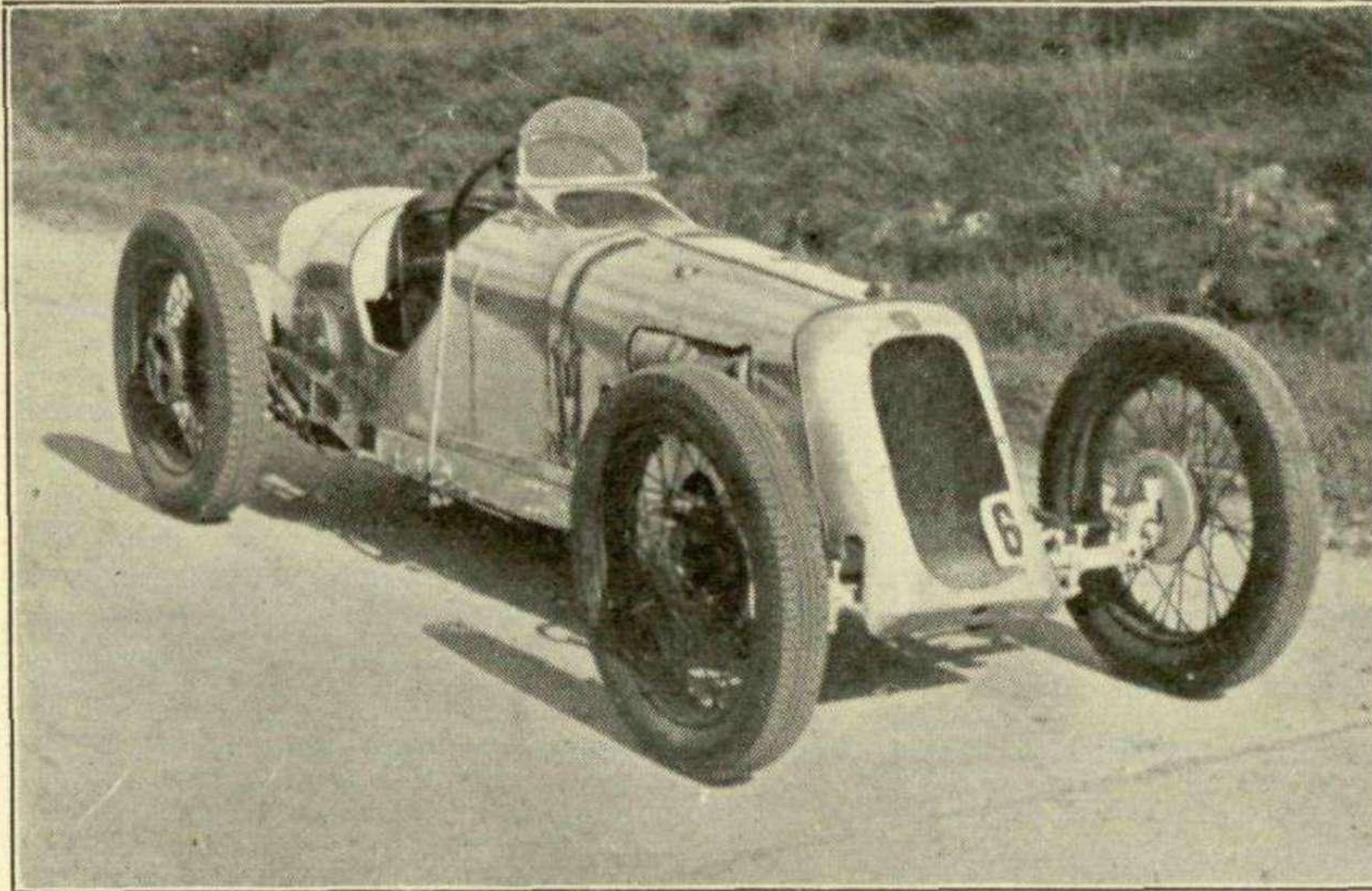
Those veering vintagewards couldn't

FIXTURES FOR JULY

- 1st.—Ulster A.C. Closed Trial, Co. Antrim.
- 2nd.—R.A.S.C. Closed Invitation One-Mile Speed Hill-Climb, Rest and Be Thankful.
- V.S.C.C. Closed Invitation Race Meeting (Members only), Silverstone, 12 noon.
- B.M.C.R.C. Motor-Cycle Racing, Haddenham, 2.30 p.m.
- 2nd and 3rd.—B.A.R.C. Closed Rally, Eastbourne.
- 3rd.—Bugatti O.C. Rally, Hatfield Aerodrome, 12 noon.
- V.M.C.C. A.G.M., Bedford.
- 6th.—750 Club Meeting, "Red Cow," Hammersmith, 8 p.m.
- 9th.—A.C. Owners' Club Rally & Point-to-Point, A.C. Ltd., Thames Ditton, 11 a.m.
- Wirral "100" M.C. Sprint Meeting, Rhydymwyn.
- Leinster Trophy Race.
- 9th and 10th.—Brighton and Hove M.C. Closed Invitation Rally, Brighton.

- 10th.—V.S.C.C. Rally and Edwardian Trial, Madresfield.
- 16th.—Bristol M.C. & L.C.C. Veteran Car Rally and Trial, Redcliffe Street, Bristol, 12 noon and 2.30 p.m.
- Cheltenham M.C. Rally and Concours.
- 16.—Middlesbrough & D.M.C. Sand Races, Redcar.
- 17th.—Blackburn Welfare Society's Race Meeting, Brough.
- Bugatti O.C. Open Speed Hill-Climb, Prescott, 2 p.m.
- Lanes & Cheshire C.C. Closed Trial, Derby-Cheshire.
- Hartlepool & D.M.C. Closed Trial, Cleveland.
- 750 Club and F.I.A.T. 500 Club Driving Tests, Redhill Aerodrome, 2 p.m.
- 21st.—JERSEY M.C. & L.C.C. INTERNATIONAL SPEED HILL-CLIMB, BOULEY BAY, 2.30 p.m.

- 23rd.—Bristol M.C. & L.C.C. Closed John Bull Trial, Bristol.
- Bentley D.C. Closed Race Meeting, Silverstone.
- 24th.—Maidstone & Mid-Kent C.C. Closed Invitation Rally, Maidstone.
- Taunton M.C. Closed Invitation Allen Trophy Rally, Brendons.
- 30th.—Mid-Surrey A.C. Closed Invitation Barnstaple Trial N. Devon.
- Midlands M.E.C. Closed Invitation Race Meeting, Silverstone.
- 31st.—Hagley & D.M.C. Closed Rushmere Freak Hill-Climb.
- Plymouth M.C. Closed Invitation "200" Trophy Trial.
- ZANDVOORT GRAND PRIX.



150/- BASIS.—F. Harrison, of Richmond, Yorks, bought a G.N. chassis during the war for £7 10s. It forms the basis of this attractive sprint special, the power unit of which is a Marshall-Nordec-supercharged Ford Ten.

have failed to spot the white two-seater 11.9-h.p. Bean, on its original high-pressure tyres, in the car park at Shelsley Walsh, flanked by a rather rusty Bean van. Nor could they have failed to be inspired by the sight of a mid-engined Trojan tourer which, after it had been energised in approved manner with the formidable cockpit handle, motored briskly away from the exceedingly pleasant, not to say exciting, Club Prescott Meeting.

Stafford East has his 1919 G.N. taxed. Maidenhead has in service a 21-h.p. six-cylinder Delaunay-Belleville taxi of circa 1928 vintage. Encountered on the run home on that perfect June evening after the B.O.C. Silverstone meeting, a vast, chaffeur-driven Isotta-Fraschini *coupe-deville* at Marlow, where a regatta was in progress, a vintage s.v. Coventry-Eagle combination, a 1934 F.I.A.T. "Balilla" saloon and modern Austin A70, Lea-Francis and Lloyd cars.

The Allard Motor Co., Ltd., is about to produce new models with Mercury engine, light-alloy tubular body frame and de Dion rear axle, based largely on the car used by Sidney Allard when he broke the Prescott sports-car record. A reader asks if anyone would like his cast-off weekly and monthly motor magazines and club journals? Stamped letters will be forwarded. On June 20th, at Hartley Wintney, Mrs. Boddy presented the Editor with his third daughter.

N.L.E.C.C.



George Bance, Secretary of that well-supported metropolitan club, the North London Enthusiasts', sends the following account of the talk on "Vauxhall Motors and the Birth of the Sports Car" given by Laurence Pomeroy, M.S.A.E., at St. Ermin's Hall on May 26th.

"Mr. Pomeroy dealt with the years 1908 up to the time when General Motors took over in 1926, and in particular the period 1908-14, at the end of which, he pointed out, the form of the motor car was becoming very much like that which

we have known in later years, whereas in 1908, it was still looking like an early development of the automobile.

"The history of the "30/98," the 3-litre and the "Prince Henry" models was traced, and mention also made of the H-type, a car produced for sports and touring uses, having certain very interesting features, such as o.h. camshaft, "bunch-of-bananas" exhaust manifold, fabric joint in the steering column, and front springs passing through the axle; the L-type, a 3-litre V12 side-valve type, the intention here being to utilise the small machine tools which

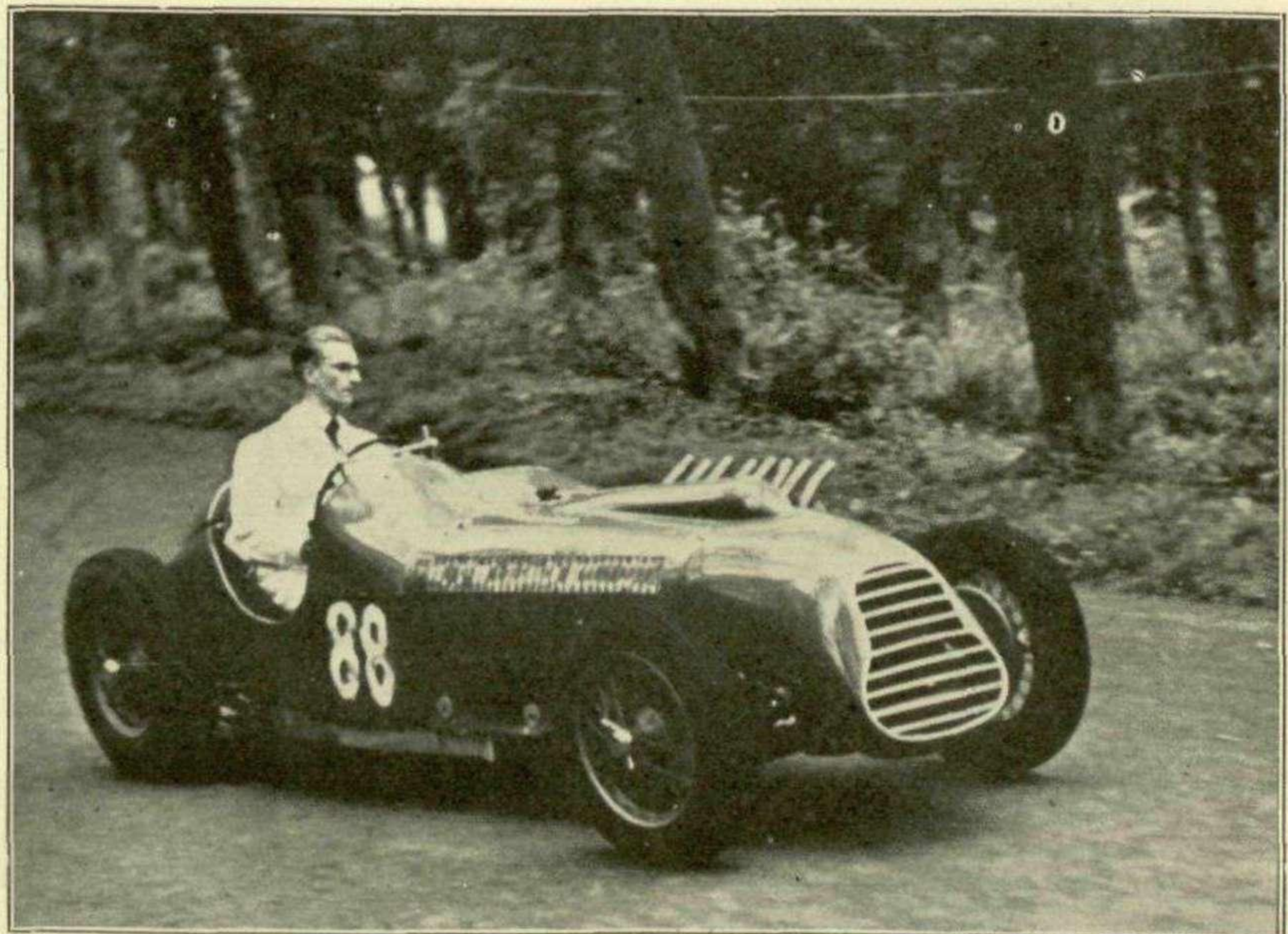
the company had accumulated during the 1914-18 War, the car being fabricated largely from parts made with them, but as it produced only 45 h.p., it was not an outstanding example of the marque; the "23/60," which was the successor to the side-valve 95 by 140 touring car, having an o.h.v. engine and 10 ft. 6 in. wheelbase; and the "14/40," produced at the instigation of C. E. King, with an engine designed by Ricardo, with much aluminium about it, the capacity being 2 litres. It was not very fast, but pleasant to drive, and was in production until General Motors took over. Mr. Pomeroy ended his lecture by pleading for a British sports car, capable of around 120 m.p.h., to cost about £350, which plea seemed to meet with the approval of all present."

Hon. Sec.: G. Bance, 7, Queen's Avenue, Muswell Hill, N.10 (Tel.: Tudor 2518).



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

A Rally and Trial for veteran and Edwardian cars will be held on July 16th, under rules virtually standardised by the V.C.C. Entries have closed. After the rally, there will be a trial embracing observed hills, the veterans covering 36 miles and the Edwardians 56 miles. Entrants will be divided into three classes—two-speed, pre-1905 veterans, pre-1905 veterans having more than two speeds, and pre-1917 Edwardians. Apart from the usual class awards there is a prize for the oldest car to rally and another for the best performance by a single-cylinder car. Those wishing to spectate will find the cars rallying at Welsh and Co.'s premises, Redcliffe Street, Bristol, up to 12 noon and commencing the trial at 2.30 p.m. Details from Mrs. J. Hammond, 19, Picton Street, Bristol, 6.



[MOTOR SPORT photograph.]

BUICK-ENGINED SPECIAL.—The Neale-Special, which has a 3,828-c.c. straight-eight Buick engine supercharged with a blower taken from a Sherman tank, seen at the May Prescott Meeting. At the Club Meeting it was third in the class for "specials."

V.S.C.C.

The Vintage S.C.C. race meeting at Silverstone on July 2nd, admission open only to members and friends, promises to be "quite something"; apart from the fun of competing there is the keen anticipation of what Sam Clutton is going to say about one afterwards in the outspoken Club "Bulletin"! Events will open at 12 noon with a One Hour High-Speed Trial, in the best M.C.C. or J.C.C. tradition, competitors being required to maintain a minimum set average speed to qualify for an award. Two compulsory pit stops will be included—a trifle "circus" perhaps, but possibly considered essential to even up results and enable cars to be checked over. The set speeds are: 1,100 c.c., 47.84 m.p.h.; 1,101-2,000 c.c., 49.49 m.p.h.; 2,001-3,000 c.c., 50.97 m.p.h., and over 3,000 c.c., 56.95 m.p.h. The races comprise four four-lap, 9.2 mile scratch events, for non-supercharged sports cars, vintage racing and supercharged sports cars, racing cars and non-supercharged vintage sports cars, respectively, four four-lap handicaps, for pre-1915, pre-1931 Frazer-Nash, and non-vintage cars, respectively, and an eight-lap, 18.2 mile scratch race for vintage racing cars for the 1908 G.P. Itala Trophy. Secretary: T. W. Carson, 73, Park Lane, Kempshott, Basingstoke, Hants.

**750 CLUB**

For the benefit of new readers it should be explained that the 750 Club is not a night haunt, but a club for owners of cars not exceeding 750 c.c. engine capacity, principally the popular Austin Seven. The Club holds events in which such cars can participate without meeting unfair opposition from larger vehicles and it issues a duplicated "Bulletin" which is an excellent medium for acquiring, or disposing of, Austin Seven spares.

Meetings are held at the "Red Cow," Hammersmith, at 8 p.m. every first Wednesday in the month, and at the next Jim Appleton will talk on the Monte Carlo Rally (what has this to do with Austin Sevens?), while it is hoped that at the August gathering Charles Goodacre will describe the Austin A90 records. The next competition event will be driving tests in conjunction with the F.I.A.T. 500 Club, commencing at 2 p.m. at Redhill Aerodrome on July 17th. The current "Bulletin" contains an interesting article by J. Bowles on his well-known "Ulster" Austin. Whether you have a sports or a standard Austin Seven, you should join the 750 Club. Before the present 500-c.c. racing became established it was suggested in MOTOR SPORT that events for non-supercharged 750 c.c. cars would constitute the least-expensive form of motor racing. Some clubs, apart from the 750 Club, honour this ideal by including classes for 750-c.c. cars at their events—there was a race for non-supercharged 750-c.c. racing cars at the Maidstone and Mid-Kent M.C. Silverstone meeting and the V.S.C.C. is offering a prize for 750-c.c. sports cars at its meeting at the same venue, given sufficient entries. It will be a great pity if separate classes for 750-c.c. cars become defunct because of lack of support, and it behoves impecunious enthusiasts in

general and the 750 Club in particular, to do all in their power to foster interest in participation in these events. Details of the Club are obtainable from: A. W. Butler, 1, Hawkhurst Way, West Wickham, Kent.

THE B.A.R.C. SPORTS-CAR RACES

On learning that the B.A.R.C. did not intend to hold races at Goodwood this year for its sports-car-owning members, MOTOR SPORT took up the matter and, in March and May, published leading articles on the subject.

After the cancellation of the Whit-Monday racing at Goodwood MOTOR SPORT pressed strongly for a Members' Meeting at that venue, devoted to races for sports-type cars. Mr. John Morgan has since announced that a Members' Meeting will be held by the B.A.R.C. on Saturday, August 13th, practising and scrutineering being undertaken in the morning, and the afternoon being devoted to a series of short races for sports-cars only. Furthermore, sports-car-owning members of the B.A.R.C. are invited to meet the Club Events Committee for an informal discussion on Friday, July 8th, at 6.30 p.m.

Now that a Members' Meeting has been secured, it behoves those interested to give their fullest possible support to the racing on August 13th, and we hope to hear, in due course, of a large and comprehensive entry. Regulations and entry forms are obtainable from the B.A.R.C., 55, Park Lane, London, W.1 (Tel.: Grosvenor 4471-2).

The B.A.R.C. has also arranged for members to use Goodwood free of charge for practising, thereby conforming to another MOTOR SPORT suggestion. The circuit will be available on the first and last Saturday of each calendar month between the hours of 1.30 p.m. and 5.30 p.m., providing that written application is made for the necessary permit at least seven days before the date on which it is desired to practise.

SOME CLUB MAGAZINES

Punctually at the beginning of June arrived the Bentley D.C. *Review* and the Bugatti O.C. *Bugantics*, both beautifully produced and the latter vastly improved under Peter Hampton's editorship. Incidentally, the Bentley D.C. is really incredible, for its latest *Review* contains a list of 94 new members and the total membership is now 765! The B.O.C. publishes a list of 13 new members. Another very nicely illustrated and "newsy" journal which arrives regularly on the first of each month is the British Motor Cycle Racing Club's *Bemsee*, in which, incidentally, W. Boddy, the Editor of MOTOR SPORT, is unfolding a brief history of B.M.C.R.C. racing year-by-year: We have also received the very lavish 1949 Handbook of the Ulster A.C., which,

like its predecessors, contains a wealth of useful data about Irish races and club activities. A new club magazine is *Top Gear*, the very professional quarterly journal of the Scottish Sporting Car Club, which is published by Scottish Features, Ltd., 19, Forth Street, Edinburgh, and is beautifully illustrated; the July issue will feature the Bo'ness Hill-Climb. Alas, the *Motor Club* appears to have ceased publication. The Veteran C.C. *Gazette* appears quarterly, under a new editor, D. C. Field. The B.A.R.C. magazine—still called the *J.C.C. Gazette*—appears to have reverted to bi-monthly or quarterly publication.

For those who like to receive all the club journals we append the names and addresses of the secretaries of some of the clubs concerned, who may be able to assist.

B.D.C.: Lt.-Col. Berthon, "Madges," Long Crendon, Aylesbury, Bucks.
B.O.C.: Major Dixon-Spain, Prescott House, near Cheltenham, Glos.
B.M.C.R.C.: C. A. Lewis, 55, South Street, Epsom, Surrey.
Ulster A.C.: C. G. Neill, Saxone House, 13, Donegall Place, Belfast.
S.S.C.C.: W. L. B. Callender, 100 W. Regent Street, Glasgow, C.2.

**A CLUB IN THE PERSIAN GULF**

Some months ago we made reference to a club that was being formed in the Persian Gulf. We have now received the following news of this Club, which should encourage other British enthusiasts in far-distant parts of the world.

"To date the club is going very well, but in vintage cars we have only one example, John Wood's venerable 1921 '30-98' Vauxhall. John trundles to and from the refinery regularly in it and it is a cause of some astonishment to a lot of the Americans here that anyone would like to travel in such a vintage car, also that this car can show the way home to a lot of the modern cars. Our gathering of cars now includes a 1937 Morgan "4/4," 1937 Riley, three or four Standard Vanguards, three 1946 Standard Fourteens, about half-a-dozen Austin A.40, one Austin A.70, one 1937 Ford V8, and unfortunately we have, lying decrepit, a 1937 Singer "Le Mans," and an unknown-year D.K.W. Predominant here, of course, is the American car and there are some very good examples of 1949 Buick, Hudson, etc., being used as taxis.

"I trust this news will be of interest to you coming from a land of exile, but apart from MOTOR SPORT being read from cover to cover, we do our best to follow the Sport on the radio; but the radio doesn't cater too well, so after the British Grand Prix there were quite a few of us going around trying to find out the winner and how Parnell and Gerard had fared. We all agreed that the radio broadcast, though very well done, was far too short, especially as there was a half-hour broadcast followed by one and a-half solid hours of cricket; our other regret out here is that sea mail is a long-winded affair, for our MOTOR SPORT never arrives earlier than a month after publication.

Continued on page 259

LETTERS from READERS

THE VANGUARD ROAD TEST.

Sir,

I have just obtained my first copy of *MOTOR SPORT* and have placed a regular order.

Is it possible to obtain a complete set of back numbers? I like your approach to the subject, and appreciated the frankness of the two road-tests published.

I am, Yours, etc.,

Hainault, Essex.

G. T. HOOKER.

* * *

Sir,

As a Vanguard owner myself, I was particularly interested in your test report on this apparently controversial motor car. For the fact that to some extent you damn the car with faint praise, I feel that the distributors have only themselves to blame, for they appear to have been singularly careless in issuing you with an ill-used hack which had not been given the benefit of ordinary routine maintenance. I can well imagine a neglected Vanguard doing all the things you criticise, but I must say that mine does none of them and that I entirely agree with Laurence Pomeroy's valuation of the car, which you quote.

The thing which does not seem to have impressed you as much as it continues, every day, to impress me, is the remarkable ability of the car—due to the excellent torque of the engine at moderate r.p.m.—to forge along between 60 and 75 m.p.h. almost regardless of gradient or surface. The three-quarter-mile hill to my house, for example, is taken at 60 m.p.h. in top gear, whereas my previous post-war car, with a maximum speed very little below that of the Vanguard, would only take it at 40 m.p.h. in third.

We can at any rate agree in being thankful for a modern cheap car with sufficient personality to be controversial.

I am, Yours, etc.,

PETER CLARK.

Hudnall Common, Herts.

[We are interested to have Mr. Clark's opinion of the Vanguard but must emphasise that we do not accept cars for test from distributors and we do not think that Standard's would submit an "ill-used hack" to *MOTOR SPORT*, whose readers are interested mainly in performance. And isn't Mr. Clark's guarantee in jeopardy when he forges along between 60 and 75 m.p.h., inasmuch as the manufacturers state in the Vanguard handbook that speed shall not continually exceed 65 m.p.h.—ED.]

* * *

Sir,

May I and other readers of *MOTOR SPORT* be vouchsafed further information as to what conditions apply when you time a road-test car over a flying quarter-mile?

In the case of the Standard Vanguard, you quote a speed of 69.2 m.p.h. for this timed distance. On the same page, however, you refer to an average of 71.3 m.p.h., for a 10.7 mile road journey which is against the prevailing wind direction, has more uphill than downhill going, and includes five built-up areas

with a total of 3½ miles subject to 30 m.p.h. speed limit.

It is extremely interesting to be able to read test reports from a sporting angle, but your unexplained and seemingly contradictory speed figures merely add to confusion which contradictory reports on the Vanguard have produced in many minds.

I am, Yours, etc.,

Farnborough, Hants.

J. L.

P.S.—Our gestapo department works out that, after spending at least 6½ minutes on 3½ speed-limit miles, you averaged nearly 180 m.p.h. on the de-restricted sections of the route. Nice going, Bill!

P.P.S.—My nasty suspicious mind even checked up on your quoted distance—which you quote correctly: had the Guards-Van actually got accurate instruments?

[We appreciate the concern of the Technical Editor of the *Motor* to glean accurate information about the performance of the Standard Vanguard. We should, perhaps, have explained that we now employ a run-in of 1½ miles to the quarter-mile of road over which we time road-test cars and that, we feel sure Mr. Lowrey will agree, is about as great a distance as any motorist on British roads finds available for persuading a car to its maximum speed.

While we would like to be able to take credit for averaging 180 m.p.h. on the road in a Vanguard, it must have been obvious to the majority of our readers that 9 min. for 10.7 miles was an error not spotted when revising proofs; the actual time was just under 14 min., an average of 46 m.p.h.—ED.]

THE "OVER-RATED" H.R.G.

Sir,

Being an ex-M.G. owner who counts himself lucky enough to have found the odd £500, and so to have become the driver of a 1½-litre H.R.G., I was greatly intrigued with Mr. Butts' letter in the June issue.

Mr. Butts compares the H.R.G. unfavourably with M.G.s, more especially the L, K and TC types, but if the former models were doing their genuine timed 80 m.p.h. 15 years ago, then the latter car is slipping sadly: one of your contemporary journals recorded the mean timed speed of the "TC" as only 73.2 m.p.h. Tut, tut, Mr. Butts, 15 years younger, 150 more c.c., and 7.9 m.p.h. slower! Seriously, I do not think that Mr. Butts can ever have driven an H.R.G., or else he would not have chosen as points of comparison those very features in which, in my opinion, these cars are far superior to any push-rod M.G., viz. steering and road-holding: a comparison between braking capabilities would have provided stronger support for his argument.

My "TA" M.G., thanks to some skilled attention by Messrs. Laystalls, could do a timed 83 m.p.h., but it always felt very skittish about the front end at this speed, and, at the risk of starting further

hares, I would state that my impression of the three "TC" M.G.s which I have driven is that there is no improvement in the road-holding, that the cars are "fussier," owing to the lowered axle ratio, and definitely slower than the pre-war models.

I have not yet timed my own H.R.G., but at an indicated 90 m.p.h., on a speedometer which I know is only one per cent. inaccurate at 70 m.p.h., the car is far more stable than any push-rod M.G. I have ever driven, at an indicated 75 m.p.h.

The fastest timed runs put up by the two cars, in each case curiously enough with the hood and side-screens erect, was identical, viz., 78.9 m.p.h. The mean speed of the "TC" M.G., with the screen flat, was, however, 73.2 m.p.h., and that of the H.R.G., with the screen erect, 78.4 m.p.h. The assumption would therefore appear to be that the H.R.G. will get around the 80 m.p.h. mark fairly consistently, but that the M.G. requires favourable conditions.

As far as acceleration is concerned, the H.R.G. is again superior, as shown below:

	1,250-c.c. M.G.	1,496-c.c. H.R.G.
0-30 m.p.h.	5.8 sec.	5.5 sec.
0-40 m.p.h.	9 sec.	8.8 sec.
0-50 m.p.h.	13.9 sec.	12.1 sec.
0-60 m.p.h.	21.1 sec.	18.4 sec.
0-70 m.p.h.	Not taken	30.7 sec.

Even so, taking into consideration the H.R.G.'s extra c.c., it might not be thought that the extra price is justified, until one realises that the H.R.G. is hand-built, and that the M.G. is semi mass-produced.

The former type of production pays dividends in longevity. To take one example only; the top gear of the "TC" M.G. is 5.12 to 1, whilst the H.R.G. pulls a 4 to 1 top gear: for both these cars a sustained 4,000 r.p.m. cruising speed could be used, but at this r.p.m. the "TC" M.G. would be doing 62 m.p.h. to the H.R.G.'s 80 m.p.h. The relative rate of engine wear needs no emphasis.

A still better example of the sturdy way in which H.R.G.s are built was unwittingly, and unwillingly, provided by Mr. Jack Richmond in last year's International Alpine Trial: during the first night's run, Mr. Richmond dropped 12 feet over the top of the banked corner on Mt. Ventoux, and, after being righted by the enthusiastic French onlookers, continued with such good effect that he was not only a member of the winning team, but also won the Special Test, 1,500-c.c. class at Nice.

Indeed, it is if the prospective purchaser is considering any form of competition work that the worth of the extra £500 is apparent. The H.R.G. Engineering Co., Ltd., claim, with some justice that their cars, in standard trim, can be run in Trials, Sprints or Rallies with more than reasonable hope of success.

To continue with an example already used, I would again refer to Mr. Jack Richmond. His car is an absolutely standard 1½-litre two-seater, using standard gear ratios, which is also used as a "hack" in the course of his business. To my knowledge, he operated in the

1948 Alpine Trial, with the success previously mentioned, within three weeks of his return from France, he swept the board in the Redcar Sand Races, running the car stripped, as this event was for racing cars, but otherwise standard, and attaining an indicated 96 m.p.h. along the straight. In the recent M.C.C. "Land's End" Trial he won a Premier Award. Admittedly a lot of other people did as well, but not many of them were driving "TC" M.G.s in standard trim!

I think it would be fair to say that in no 1,500-c.c. class sprint does the "TC" M.G., whether modified or not, in any way come up to the almost monotonous regularity with which the H.R.G.s are "in the money." I refer, of course, to the unblown section, the blown class being rather the undisputed prerogative of Mr. Leonard's astounding Magnette.

As far as foreign competition is concerned, two examples will suffice, the 1948 Alpine Trial, already referred to, and the 12-Hour Race at Montlhéry. In the former, five out of six H.R.G.s finished, winning a Coupe des Alpes, both Team awards, the open Team Prize for the first time ever by British cars, the 1,100-c.c. class and numerous other awards, a percentage of awards and finishers surpassed by no other make, English or foreign. In the latter, out of the five finishers in the British Team four were H.R.G.s. These successes were won by private owners, in many cases novices, driving their own cars.

Thus, if Mr. Butts wants an extremely pleasant motor car for fast touring and general driving, he would not be justified in paying the extra £500 for an H.R.G., even on the question of longevity; he could probably buy another "TC" after the first had worn out, through being cruised at a constant 80 m.p.h., for his original outlay on an H.R.G.

If, however, he is competition-minded, the H.R.G. will be worth the extra cash.

I am, Yours, etc.,

St. Albans, Herts. J. GOTT.

* * *

Sir,

As a well pleased owner of a 1,100-c.c. H.R.G., who also is often permitted to drive his "Better half's" 1949 "TC" M.G., may I offer an opinion in reply to the first part of paragraph four of Mr. Butts' letter in the June issue of MOTOR SPORT, please?

The M.G. is indeed a fine car, but even with 1,250 c.c. as against the 1,047 c.c. of my H.R.G., it certainly does not match the general performance of the H.R.G., and believe me, Mr. Butts, I can assure you that the steering and road-holding of my H.R.G. are most definitely vastly superior in all respects—and the H.R.G. is used for social and business transport as well as competitions.

Shall we say then, that both cars are really excellent, but belong to different classes, or types.

I am, Yours, etc.,

Bowden, Cheshire. HUGH CLAPP.

POWER/WEIGHT

Sir,

I was very interested in your "Rumbblings" in the May issue about power/

weight ratios, etc., and as a result weighed my 1936 Austin "Nippy" at two public weighing machines, which, surprisingly enough, agreed to within a matter of pounds.

The weight was found to be 9½ cwt. exactly, and to be quite definite, this included oil, water, hood, tonneau, jack, spare wheel, wheelbrace, and standard all-steel body, wings, lamps, etc. The weight did not include sidescreens, petrol, or my personal tool-kit.

As you know, there are small differences in the main dimensions of Sevens, so will add that mine are 6 ft. 9 in. wheelbase and 3 ft. 5½ in. track.

When you add to the above, the fact that a number of "Nippy" models have aluminium bodies, and that they can be made to steer perfectly, and that Girling brakes can be easily fitted, it would seem rather remarkable that nobody has fitted a Ford Ten engine to a normal "Nippy."(?)

The only reason that I can suggest is that the normal engine has a four-speed box and knocks out 21 to 23 b.h.p. ("Speedy" engine) on 5.8-to-1 compression-ratio, but can be made to give more urge if required. I am in the process of extracting more horses, but if not satisfied will definitely fit a Ford Ten engine (with 4.889 back-end and 4.00 by 19's, giving 5,000 r.p.m. = 80 m.p.h., by simple calculation). The result should be interesting, as the majority of Ford-Austin specials are trials-gear, which is not the ticket for my 4½-in. ground clearance!

I am, Yours, etc.,

F. B. TAYLOR.

Westcott, Bucks.

* * *

Sir,

I appreciated very much your article on the Ford Specials and the probable use of air-cooled engines in more recent specials.

I should be very grateful indeed if someone with the necessary gear could assist me in the mating of any suitable four-speed gearbox to my Ford Ten-engined special.

With so many Ford specials on the roads surely there should be a potential market for some enterprising firm to manufacture (a) four-speed gearboxes (b) higher back-axle ratios.

And also for some real racing round Dundrod this year!!

I am, Yours, etc.,

Bellaghy, Co. Derry. REG. B. TURNER.

Sir,

Motor car races are supposed to provide incentive to mechanical progress as well as thrills and although the severest testing of car and driver certainly does take place, fuel consumption is of practically no importance at present. Since an engine is a contrivance for turning heat energy into as much mechanical energy as possible, I think that an efficient conversion should also be a racing criterion and I would therefore like to suggest a type of race that might become of far more value in urging progress.

It is that each car be allotted a measured volume of its own special fuel in the pits—a quantity decided officially for given engine classes giving, for example, an average consumption of 10 m.p.g. for the race.

After checking by officials the car would run the race as fast as possible for the given overall consumption. Too slow and the race is lost in seconds, too fast and the engine cuts before the distance is run. Subsequent developments in driving technique, engine design, fuel chemistry and cockpit instrumentation would be extremely interesting and applicable to the entire motoring world.

I am, Yours, etc.,

Brent, N.W.11. FORBES E. PERRY.

[This system of handicapping was used for the French Grand Prix on occasions, prior to 1914.—ED.]

* * *

A NEW SPORTS CAR

Sir,

I would be grateful if you could possibly find space in your next issue for the following corrections:

(a) Continental Car, Ltd.'s, address is Portsmouth Road, Send, Surrey.

(b) The car is not intended as a serious competitor for Formula II racing in its present form, and there is, therefore, no question of boring out the engine to 2 litres on this particular model.

(c) The first one was delivered to Kenneth McAlpine in October last year and ran at Poole Speed Trials on the 16th of that month. This was in the nature of a test run and, in fact, the car, to a certain extent, is a prototype differing in some aspects from the later models. Mr. Kenneth McAlpine is also having the second car, which might be described as the first production car which we hope to deliver to him this month, and the one entered in the Manx Cup Race was actually Major Gale's own car which is also being delivered to him this month, but unfortunately was not ready for the race due to the terrific coachbuilding delays which we have suffered on all these cars.

I am, Yours, etc.,

R. E. CLARKE.

[The information given to us about the Connaught was supplied directly by members of the staff of Continental Car. Ltd.—ED.]

* * *

THOSE BREAD AND BUTTER CONTINENTALS

Sir,

May I draw Mr. de Y. Bateson's attention to the road test of the Standard Vanguard (June MOTOR SPORT). It will be observed that to cover the s.s. ¼-mile 25 seconds are required. The difference of 1½ seconds therefore is the same as the difference between the Standard Eight and the Renault.

Whilst conceding one litre, it could, therefore, be said that the Standard Eight is but slightly inferior in performance to the Vanguard, which would be absurd. It could also be said that the performance variant between Standard

Eight and Vanguard is the same as that between Standard Eight and 4CV Renault.

It is obvious that neither of these comparisons amount to much.

A fairer and more generally accepted comparison lies in acceleration, especially as we in this country know it. That is in the ability to proceed from the traffic lights to the speed limit, 0-30 m.p.h., and then onward to our cruising speed of say 45-50 m.p.h., i.e., 30-50 m.p.h., this latter being particularly important having regard to speed limits and the baulking, which is a feature of our trunk roads, by commercial traffic. To regain 50 m.p.h. and also to maintain speed on gradients without resort to astronomical r.p.m., must have some bearing on average speed propensities.

A few figures will illustrate my point :

	1939 Standard Eight	1947 4CV Renault	Vanguard
0-30 m.p.h.	8.0 sec.	10.4 sec.	6.6 sec.
30-50 m.p.h.	16.8 sec.	30.8 sec.	11.4 sec.
0-50 m.p.h.	22.0 sec.	37.0 sec.	16.4 sec.
Max. Speed			
1 in 15	39 m.p.h.	31 m.p.h.	60 m.p.h.
Tapley Pull	187	170	210

The difference in price between the Standard and the Renault is not marked, but I submit that the interior finish of the former is on a rather more substantial and pleasing scale!

On the basis of the Lancia "Aprilia" at £825 (in Belgium) it is not unreasonable to assume that the Lancia "Ardea" would cost more than double the price of the Standard Eight, and it is doubtful whether the maximum speed would be greatly in excess of 60 m.p.h.

In common with many continental cars the "Ardea" offers 8-h.p. accommodation with a R.A.C. rating of 10.5 h.p. (This is not such an unfair criticism as the piston-speed-taxation-sponsored arguments.)

For price and h.p. therefore, it is also fair to compare the "Ardea" with the T-series M.G.

An eminent contemporary writer has seen fit to consider that the Morris Minor, amongst others, might give the "Ardea" a good run, and that against the stop watch it is unlikely to shine. It cruises at 50 m.p.h., and whilst acceleration figures of the Morris Minor were not published, it is known that these figures are inferior to those of the Standard Eight.

If the continental conception of motoring lies in the use of an abnormally high final drive with a subsequent reduction in acceleration allied to the necessity to constantly resort to the indirect gears to maintain speed, then any problematical advantage which may be gained in piston speed *via* a short stroke, is ruled out by the additional work which the engine is called upon to perform.

In this respect it is indeed interesting to learn that the 1949 "Ardea" has an overdrive and that the normal top gear is now in line with British contemporaries (Ford, etc.), in fact the "Ardea" ratios very closely approximate to those of the Standard Eight.

It would appear that as yet a 1-litre engine is incapable of producing suf-

ficient power to pull an under 5 to 1 final drive with success, irrespective of engine design.

Contributory factors which have caused the continental car to become enthusiast-owned, among others, are poor accommodation for taxable rate; constant playing with the gear lever; noisy engine; expensive overhauls and replacements; spares difficulties and the poor standard of interior finish. Roadholding has little to do with it.

In actual fact, is the ability to corner with one wheel in the gutter a virtue? By judicious use of the road most corners can be very considerably straightened. Who can say that they have never crossed the white line? Most of us keep clear of the gutters, for not only are we taught to leave a three to four foot "safety" space from the road's edge but usually the gutter is either full of half-bricks or glass. Is cornering then, so very important?

It may well be argued that all that is really required of a car is the ability to steer without wander and brake without swerve. The cornering ability is much in the hands of the driver, anyway. From the road test extracts it is significant that i.f.s. figures prominently. Is this the secret of the continental? Reliability hardly enters into the picture, and more correctly would it be termed as miles-before-overhaul.

Without wishing to resurrect the piston-speed pundits, for the arithmetically-minded the performance of the A70, Healey, Bristol, Lago-Talbot and Jaguar may be of interest.

Finally, as to the accusation of incorrect data re the Standard Eight. The Editor is in possession of the figures which refer to the 1939 model and I leave him to decide.

It is also amusing to consider three and four-speed boxes, and 0-50 m.p.h. shows that the latter are slower as a rule, apart from adding weight and cost and, more important, increasing driving effort by 25 per cent., and clutch wear with it. Wherein lies the advantage?

I am, Yours, etc.,

Sheffield, 2.

A. E. FROST.

* * *

MOTOR-CYCLE RACING—
MR. BAYLEY REPLIES

Sir,

Your correspondent, Mr. Maddox, agrees with me that the 1939 motor-cycle racing season was unfortunate for us in regard to wins in the main events, but argues that the overall record is not one of "complete obliteration" as I described it. Well, I for one assess performance and prestige by the results of the main events, and our showing in them was miserable in the extreme, due in great measure to our adherence to obsolete, out-paced design; 1939 was indeed a grim year for British prestige, not only in the Isle of Man, but all over the world.

Now, why is my description of the Norton, or, for that matter, of most British racing motor-cycles, criticised as being ridiculous? With the exception of two pukka blown jobs, the A.J.S. four and the twin Velocette, we relied on the

obsolete, unblown single, which we kidded ourselves we had developed to the nth degree, so much so that below 4,500 r.p.m. the poke fell off so badly that it wouldn't have pulled the skin off a rice pudding. Apart from the makers of those two machines, the remainder believed twins to be something only connected with midwifery, while the supercharger could only be a quadruped owned by a Horse Guards type. These so-called designers are no more enlightened to-day, displaying the same chronic inertia in ideas on original design, although one or two have added a second pot to the crankcase. The blower is still away above them, so, taking the line of least resistance, it is barred. And knowing the enterprising and enthusiastic Italians do all their development on alcohol, "Pool" is the rule over here, although the petrol-barons, who dictated racing policy 20 years ago when the future of the Isle of Man races was in the balance, probably insist on the use of this filth. The decline in British supremacy commenced with this fuel dictatorship.

I assure Mr. Maddox that I am aware that a Norton ridden by the finest of all road-racing motor-cyclists holds the T.T. lap record, but may I suggest that he has forgotten, possibly conveniently, that a blown B.M.W. twin has won the Senior T.T. at a higher speed than any British machine, piloted by a man with comparatively limited experience of that circuit. In any case, there is little propaganda value in both feats, the Isle of Man races are now regarded by the Continentals as the least important on the international calendar.

To-day we mainly rely on our 1919 "single" with 1949 minor modifications; the also-rans of pre-war years are still the cat's whiskers in the eyes of the poor mutts over here. But one job stands out above this mass of antiquity. The new A.J.S. in the hands of R. L. Graham may restore some of our lost prestige. It appears to be "au point" since Matt Wright joined that go-ahead concern. We must temper our optimism, however, with a modicum of caution; the four-cylinder Gilera will soon perform like its pre-war parent.

And, Mr. Maddox, when were export figures accepted as proof of racing supremacy?

I am, Yours, etc.,

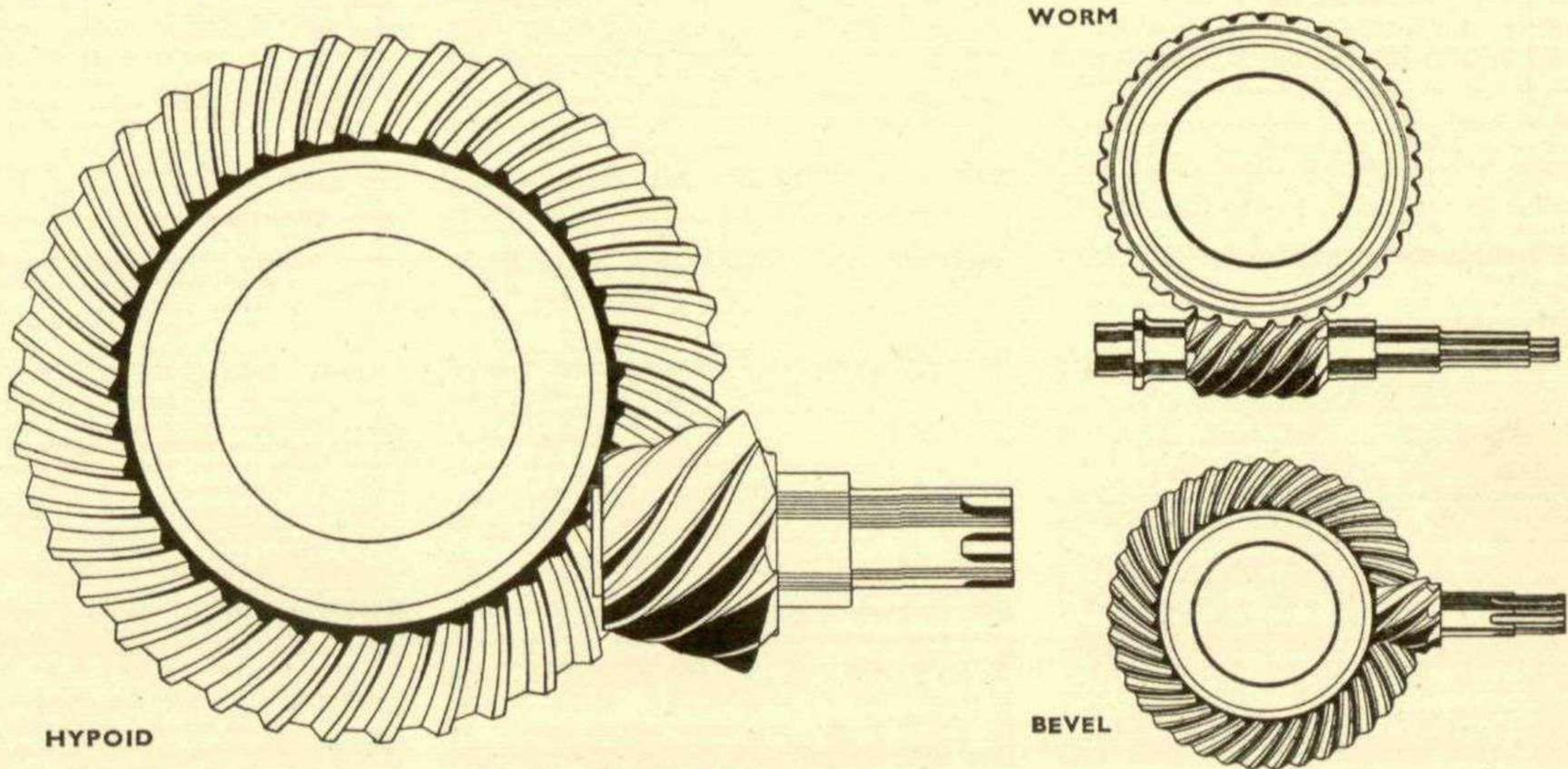
East Malling, Kent. JOSEPH BAYLEY.

MINISTER CONGRATULATES
JAGUAR ON RECORD

Following the achievement of the 3½-litre Jaguar car which, in breaking four Belgian speed records in Belgium on May 30th, achieved a speed of 132.6 m.p.h., the following telegram has been received from Mr. G. R. Strauss, Minister of Supply:—

"Congratulations on remarkable performance of your 3½-litre Jaguar at Ostende Stop Outstanding tribute to your enterprise your workers and all your fine team Stop Best wishes to all Stop G. R. Strauss Minister of Supply."

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

MORGAN THREE-WHEELER for sale, New body, sprayed maroon; new tyres and tubes; new driving chains; taxed and insured; full petrol. Owner going abroad. £70 or near offer. R. G. Dusart, 85, High Street, Lewes. Tel.: Lewes 39.

M.G. TA-TYPE HOOD (brand new), £6 5s.; 450 by 19 tyre and tube, £2 10s.; two M.G. T-type handbooks, 7s. 6d. and 3s. 6d.; two M.G. door handles; Jaguar (1937) rev.-counter and clock; Jaguar k.o. hub-caps. Write, Box No. 241, MOTOR SPORT, 15, City Road, E.C.1.

1934 RILEY NINE ENGINE, complete with twin carbs., starter, dynamo, manual gearbox, back axle and prop.-shaft. Front axle damaged. Three 19-in. knock-on wheels, set of knock-on hubs. £65, or offer. Searle, Acme Works, Clarendon Road, Hornsey, N.8. Tel.: Mountview 2695.

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TRIALS FORD-AUSTIN. 4,000 miles since completely rebuilt; new engine fitted; resprayed red; new hood, new tyres. Nearest £200. Fairfield Stores, Stourbridge Road, Bromsgrove. Tel.: 2609.

AMILCAR, 1,100-C.C. SIX-CYLINDER, supercharged, offset single-seater. One-time holder of Class G hour record at 116.9 m.p.h. First-class condition throughout. Offers around £350. Courtney, 1, Quarry Park Road, Cheam, Surrey. Tel.: Vigilant 6124.

PRIVATE OWNER has the following for sale: 1948 (May) Lea-Francis sports, 7,200 miles, with radio, as new. 1947 (December, 1946) "TC" M.G., 9,000 miles, beautiful condition. 1946 (May) Austin Sixteen, 22,000 miles; good condition. All cars have just been decarbonised and are complete with basic ration for 11 months. Owing to holidays, any inquiries after July 10th. Crossley, 26, Cleveland Road, Edgerton, Huddersfield. Tel.: 6049.

£50.—PROBABLY THE ONLY ONE in England. Vintage 10.4-h.p. Bianchi sports 2-door saloon, o.h.v., 4-speed. New tyres, Bosch lamps, good battery. Generally well preserved but transmission noisy and needs attention, but driveable. £50. Garrad Motors, 132B, Uxbridge Road, Hanwell Broadway, W.7. Tel.: Ealing 4635.

JOWETT "WEASEL" sports-tourer 4-seater, 7 h.p., 1935. Twin carbs., folding windscreen, aluminium body, tonneau cover; 4-speed. Over 60 m.p.h. in top, 48 m.p.h. in third. 12-volt lighting, 8-in. headlamps, twin horns. Full instruments, including radiator thermometer. Luvax shock-absorbers. 38 m.p.g. Mechanically sound, body in excellent condition. £175. Full book of coupons. "Deepdene," Foley Road, Claygate, Surrey. Tel.: Claygate 2919.

1931 (DEC.) "12/60" ALVIS "beetleback." Good tyres, battery. First-class mechanical condition. Body, wings, rough. Full basic. £175. Box No. 242, MOTOR SPORT, 15, City Road, E.C.1.

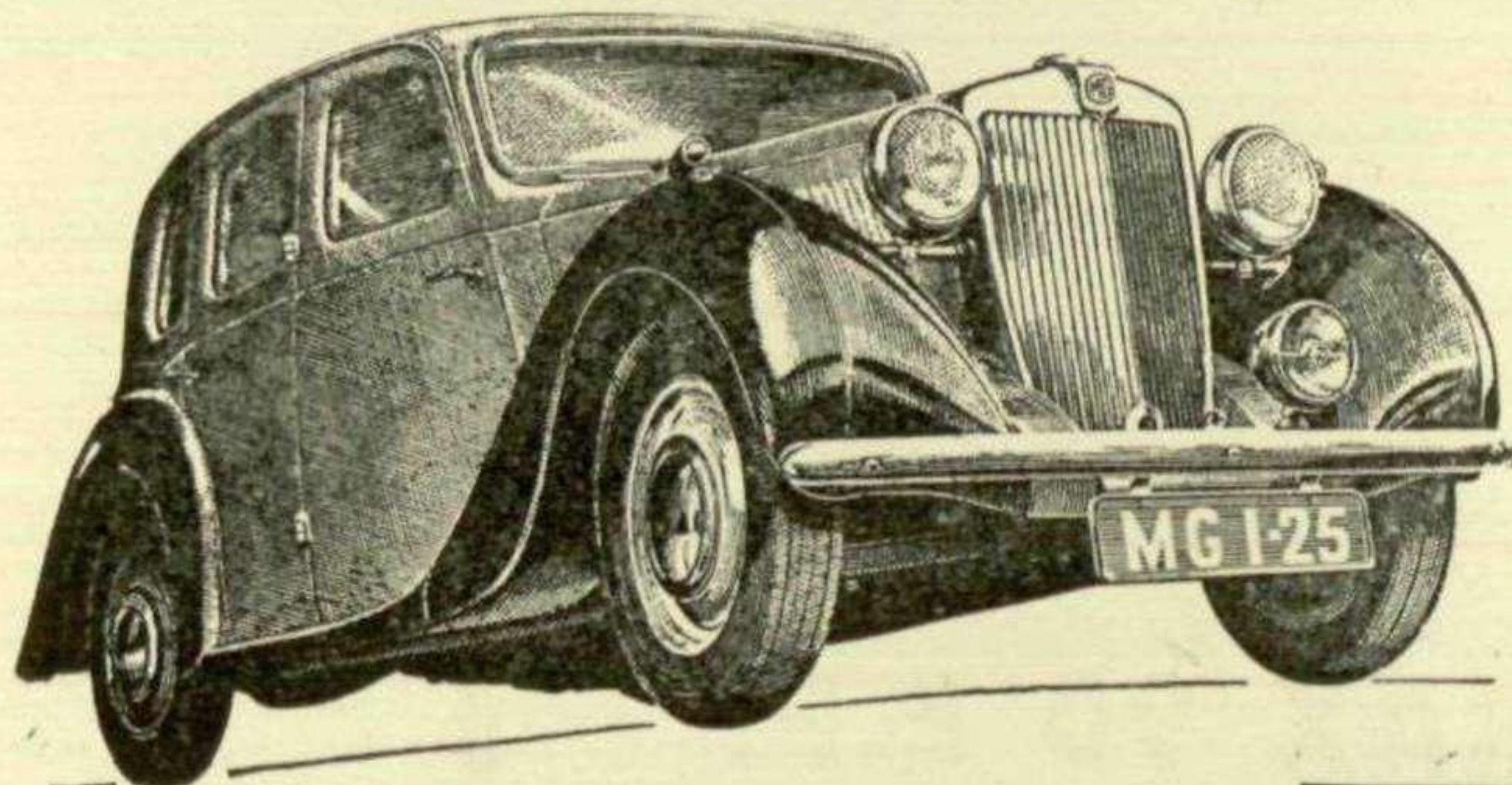
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3-LITRE BENTLEY. Overhauled and fitted with new light alloy two-seater body, wings, seating, tyres, aero-screens, polished alloy instrument panel, rear 30-gallon tank with 4-in. filler. £300. Exchanges. Terms.

11.9-H.P. FRAZER-NASH "Boulogne" model. Fitted with o.h.v. Frazer-Nash engine. Fast. Mechanical condition and appearance excellent. £175, or exchange for good "Brooklands" Riley. **8.9-H.P. AMILCAR "SURBAISSE"**. Completely rebuilt regardless of cost. Long-tailed racing body, new upholstery, aero-screens, tyres. Cowled radiator. £165.

INVICTA SPECIAL. 4½-litre Meadows engine, low chassis, fitted with new four-seater body by Corsica. Cowled radiator, aero-screens, 8-in. instruments, leather upholstery, large rear tank with 6-in. quick-release filler. Fully equipped. Fast and attractive car. £350. Terms arranged.

1929 "16.9" ARROL-ASTER sleeve-valve saloon. A vintage car with possibilities, but needs one new connecting-rod. Offers, or exchange for open sports two-seater. Competition Cars Ltd., "The Old Maltings," Nayland, Colchester. Tel.: Nayland 334.

SPECIAL—PALADIN TRILAVAN for sale. Three separate compartments, end-kitchen; h. and c. at sink, gas oven, electric pitcher and chairs, radio, clock. Electric and gas lighting. New condition. Cost £1,350. Best offer over £900. Tonge, Little Bramshot Farm, Fleet, Hants.

ALVIS "12/50" 4-seater tourer, 1927. Nothing will have to be spent on this car. £130. Taxed and insured. 28 m.p.g. Leach, 61, Wilmslow Road, Didsbury, Manchester. Tel.: DID. 1097.

AUSTIN EIGHT saloon, 1947½, under 9,000 miles. Perfect condition, resprayed seven coats. Taxed; petrol. One owner—emigrating. £480. Sutton, 9, Norton Road, Hove.

ALVIS "12/50". Good condition throughout. Fast and reliable. Suit enthusiast. Exchange for 12-h.p. Riley with preselector gearbox. Cash adjustment or offer. Tel.: Putney 3844.

M.G. "J2" ENGINE, complete with gearbox. Offers to: Roelvink, 9, Chester Place, Northwood, Middlesex.

H.R.G. ENTHUSIAST offers 1938 Meadows 1½-litre, condition excellent; oil consumption nil. Full petrol ration. Reasonable offer or exchange 4-seater. Box No. 243, MOTOR SPORT, 15, City Road, E.C.1.

1939 D.K.W. "MASTER" cabriolet, one owner last five years; exceptional condition. Sell or exchange for interesting sports car, or possibly 1939 supercharged Morris Eight. Box No. 244, MOTOR SPORT, 15, City Road, E.C.1.

1939 D.K.W. "MASTER" saloon, recently rebored and fitted genuine "new" German crankshaft assembly; overhaul included new brake linings, front wheel bearing and universal covers. New battery, clutch relined, etc., etc. One owner last seven years, who has recently taken delivery of new car. Would consider exchange for Cooper 500-c.c. racer, or similar small racing car with or without supercharger. Cash offer considered, but exchange preferred. Box No. 248, MOTOR SPORT, 15, City Road, E.C.1.

LAGONDA "RAPIER" 10-H.P., twin o.h. camshaft, four-seater, red. Engine overhauled, perfect. £275. Box No. 247, MOTOR SPORT, 15, City Road, E.C.1.

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IMMACULATE 1940 ALVIS "CRESTED EAGLE" de luxe saloon. Maintained in excellent condition. Colour black, with maroon leather upholstery. Heater-charger and many extras. Any trial. Three months' guarantee; terms and exchanges. £725. S. B. Motors, 215/217, Oxford Road, All Saints, Manchester, 13. Tel.: Ardwick 2300.

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AT LAST my new car is arriving; am therefore reluctantly selling Talbot "110" 3½-litre, 1937, 24-h.p. special saloon; Wilson gearbox. Gradually "works" rebuilt at cost of over £600 since July, 1947; detailed accounts file available. Car faultless, spotless and exceedingly smart. Suitable trials, speed events. Enthusiasts only, please, write: Box No. 245, MOTOR SPORT, 15, City Road, E.C.1.

ALVIS TWENTY-FIVE Charlesworth sports saloon, 1937; newly painted, desert-sand. About 18 m.p.g. and 50,000 miles. One owner, maintained first-class condition. Striking appearance and performance. Towing fitments, picnic tables, seven tyres. Offers. Burn, Cleve, Bristol.

3-LITRE BENTLEY, short chassis, T.T. replica. Vanden Plas open 4-seater. First-class condition and mechanically perfect. Basic petrol. Vinyl Products Ltd., Carshalton, Surrey.

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S.S. JAGUAR, first registered 1936/37, open 4-seater. Very good mechanically, stored five years. Body sound. Low mileage. Nearest £100. Box No. 246, MOTOR SPORT, 15, City Road, E.C.1.

1934 ALVIS "FIREFLY" drophead coupé. Engine, gearbox, completely overhauled; brakes relined. £235. Stonebanks, 2, Bay House, Milton Road, Ickenham, Middlesex. Tel.: Ruislip 4677.

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LAGONDA 3-LITRE tourer, 1930, in magnificent all-round condition. Photo on request. £315. Fairman, Holly Lodge, Worth, Sussex. Tel.: Pound Hill 3128 (evening), or Horley 909 (day).

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BENTLEY 1930 4½-LITRE tourer. Exceptional condition throughout. Nearest £425, or would consider exchange with good 1½-litre Aston or similar. "Little Orchard," Bran End, near Chelmsford.

SPARES FOR 1928 2-LITRE LAGONDA. Ditto, 1931 6-cylinder "18.2" Sunbeam. Prices reasonable. Reliance Autos Ltd., Seacroft, Skegness, Lincs.

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

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

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FRAZER-NASH 3.5 top, four speed. Basic. Registered 1936. 2/4-seater, 14 cwt. For performance figures suggest trial run for genuine inquirer in London or Woking district. Sell or exchange for family vehicle. Further details Box No. 249, MOTOR SPORT, 15, City Road, E.C.1.

1933 TALBOT "75" 18-h.p. sports saloon. Very good condition, engine just rebored and overhauled. £235. Milner, Haselbury Plucknett, Somerset.

T.T. 2-LITRE ASTON-MARTIN special 2-seater, with supercharged A.C. engine; Runbaken, i.f.s. Full road equipment. First registered 1946. Full basic. £425 or offer, or exchange saloon. Hosking, Winander, Croft Drive East, Cald, Wirral.

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8-LITRE BENTLEY. If you know of one for sale, please write Milling, Oakwood Hotel, Alderley Edge, Cheshire.

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3-LITRE LAGONDA ENGINE, 1930, complete with wo S.U. carburetters, A.C. pump, Scintilla magneto, starter, dynamo and ENV box. Can be broken up for spares. Andrew, 76, Cyprus Road, Nottingham.

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4½-LITRE INVICTA, August, 1933. 100-m.p.h. chassis, with special very attractive close-coupled coupé body by Mayfair, originally built to order. Excellent condition: 20 m.p.g.; full "basic." A fast and reliable thoroughbred. £525, or near. Also a number of 3-litre twin-cam Sunbeam spares. Shutler, Burley, near Ringwood, Hants.

£40.—RUNNER! 1926 Fisher-bodied Chrysler fixed-head "Bootlegger" coupé; well-preserved example of Yankee prohibition era. Also Sunbeam "14/40" special; new sports body; £10 tax; £50. Offers, Clifford J. Robins, Frederick Place, Yeovil.

A.C., 1934, SPORTS, underslung (chassis only). Three-carburettor engine, close-ratio E.N.V. gearbox, large-dial instruments; complete save front-axle beam; £75 plus freight and purchase tax. A.C., 1927, 2-seater; 16-h.p. o.h.c. engine. As new everywhere; a superb one-owner vintage car. Five perfect tyres, good battery and hood. £50, plus freight and purchase tax. Eire is an almost untouched source of cheap vintage cars and spare parts. State requirements or send for list as my stock is too large to advertise in detail. H. A. Barlie, Calary Glebe, Kilpedder, Co. Wicklow, Eire.

100-M.P.H. INVICTA 4½-LITRE tourer, 1932, short-chassis 4-seater; £325. Full petrol ration. Immaculate condition, impeccable performance. All details and photographs to any genuine inquirer. Selling for family reasons. Mathews, Church Farm, Abbotsley, Huntingdonshire.

RILEY NINE SPARES.—Most engine and chassis parts, used but in sound condition, up to 1934, including crank and rods, ready to fit; wheels, 5 or 6-stud and k.o.s.; axle shafts, hubs, drums, shoes; rocker boxes, camshafts, timing cases, tappets, etc. All at reasonable prices. Quotations with pleasure, but please send fullest details. Welford Bros., Opal Street, Leicester. Tel.: 65903.

MARSHALL SUPERCHARGER INSTALLATION for N-type Magnette, complete with all manifolds, pulleys and belt; just overhauled, ready to fit. Zenith carburettor, giving 26 m.p.g., and spare jets included. Bargain at £35. Box No. 280, MOTOR SPORT, 15, City Road, E.C.1.

T.T. REPLICA AUSTIN SEVEN, rebuilt throughout; fitted Laystall crankshaft, Scintilla, I.M.B. suspension. Robertson, 12, Randolph Road, W.9. Tel.: Cunningham 1744.

AMILCAR "SURBAISSE." Supercharged 4-cylinder special engine with Cozette No. 8 blower, water pump, high-lift camshaft, etc. Original G.P. 2-seater body, cowled radiator; upholstery rough; two new tyres, new radiator. Spares include engine, gearbox, rear axle, wheels, magneto, starter, etc. Good performance, economical, ideal for enthusiast. £140. G. Taylor, Little Cheam, Higher Kingston, Dorchester, Dorset.

LEA-FRANCIS "12/40." Black saloon, large boot. Excellent condition, uses no oil: 30 m.p.g.; new tyres, brakes relined, rev-counter, wireless, etc. All coupons. £150 or near offer, or consider 2-seater exchange. 62, Westbourne Road, Urmston, Manchester.

TWO LIGHT STEEL-SECTION ROAD-RACING WHEELS, with tyres 600 by 16, as new; 42-hub, ex-E.R.A.; £20. Longwood Garage, Aldridge, Staffs.

LAGONDA "16/80" Sportsman's saloon (1935), in showroom condition. Genuine bargain, £450. Amos, 2, Franklyn Drive, Exeter. Tel.: 3548.

FOR SALE—continued

EXCHANGE.—2½-LITRE M.G. "18/80" SIX in "Brooklands" Riley chassis, super sports, road-equipped, 2-seater body; 90 m.p.h., 20 m.p.g.; £10 tax; 1,000 miles since overhaul. Valued at £450. Offered in exchange for vintage 4-seater of character, with cash adjustment. Box No. 254, MOTOR SPORT, 15, City Road, E.C.1.

4½-LITRE BENTLEY tourer, fitted with new coach-built streamlined body with rear luggage boot; interior upholstered in Vaumal hide. Mechanical condition perfect, completely overhauled; new P.100s. Car maintained and rebuilt regardless of cost. Full weather equipment, etc. £500 or best offer. Also three new Dunlop 5.25 by 21 tyres, £5 10s. each. Apply M. Freedman, 59, Amersham Hill, High Wycombe, Bucks. Tel.: High Wycombe 860 (daytime), 1536 (evenings).

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£295 Aston-Martin 1½-litre "Le Mans" 2-seater. Outside exhausts, fold-flat and aero screens, good tyres. £70 overhaul this year—bills shown.

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£140 Wolseley Hornet Special 12-h.p. "Daytona" 2/4-seater. One owner for last ten years. Headlamp stone-guards, sound hood, foldflat screen, twin carbs. Goes like a bomb.

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20-H.P. ROLLS-ROYCE CHASSIS, late 1927. F.W.B. Very good condition. £125. "Doba," Wyndham Road, Taunton, Somerset.

FOR SALE—continued

LEA-FRANCIS SPARES.—"12/22," "12/40" and "Hyper" engines, "12/40" gearbox, "Hyper" radiators. All spares for "12/40" and some spares for "12/22" and "14/40" engines. Brake and clutch-lining service, also gaskets. S.A.E. please. Hiller & Wrigley, 179, Pen Hill Road, Bexley, Kent.

SPARES FOR SALE.—Prop. shaft with universals, 30s.; "Lambda" 19-in. wheels, 90s. each; Humber Eight engine and gearbox, also spares; ditto rear axle, complete, 70s.; 1930 Morris-Cowley spares; Morris Minor spares: two only, 4-speed gearboxes, £6 each; o.h.c. engine, less carb., £8; differential assembly, complete, 50s.; spring steering-wheel, 12s. 6d.; all s.v. and o.h.c. engine spares. Talbot H-8 and Z-10 valve springs and guides, Z-10 rear axle. Carriage extra; s.a.e. please. Hiller & Wrigley, 32, Highlever Road, London, W.10.

AUSTIN SEVEN SPARES.—1½-in. crank and rods, crankcase, sump, block and pistons, dynamo, 4-speed gearbox, camshaft, timing wheels, pump, etc., £25. 30, Waterloo Crescent, Feltham.

ARROL-JOHNSTON TOURER, good hood, well-base wheels, two new tyres, one retread, new king-pins and bushes. Completely reliable, used on business. A fine vintage car. Offers. Box No. 255, MOTOR SPORT, 15, City Road, E.C.1.

OWNER, 1935 "16.9" ALVIS drophead coupé, wishes to exchange for "Speed 20." Flower, Old Rectory, Twinstead, Sudbury, Suffolk.

"P" M.G., 1936. Scintilla Vertex, Verdik, new battery, oversize tyres, twin spotlamps; 45,000 miles. Almost better than new, seen London. Offers. Box No. 256, MOTOR SPORT, 15, City Road, E.C.1.

1935 LAGONDA 4½-LITRE saloon in simply splendid condition, practically unscratched. 100 m.p.h., about 20 m.p.g.; little oil. Exchange, or nearest £475. Tel.: Paddington 7782, or Burgh Heath 4153.

DIESEL-ENGINED HILLMAN. Hillman convertible tourer in good order, with separate Perkins P.4 diesel engine, Commer gearbox and front spring, all ready for conversion. Apply: Beethoven Electric Equipment Limited, Sands, High Wycombe.

M.G. 12-H.P., 1932, 4-seater. Rebuilt at over £120 in spares; not used since. All petrol. Recellulosed. Must sell, nearest £140. Shrewsbury area. Box No. 257, MOTOR SPORT, 15, City Road, E.C.1.

1923 BENTLEY 3-LITRE 4-seater sports tourer. Original showroom condition. Offers to Boulton, 244, Hainton Avenue, Grimsby.

RILEY "SPRITE" 1937 2-seater; negligible total mileage. Genuinely immaculate and faultless throughout. Prepared and tuned by specialist firm; centrifugal clutch removed, preselector gears; fitted "Brooklands" exhaust, cycle front wings, racing radiator, etc. Outstanding performance. Comprehensively equipped, tonneau cover, aero-screens, good all-weather equipment. Black, green wheels and upholstery. £595. Also Mercedes-Benz 1937 roadster, Type 170V, 14 h.p.; luxurious concealed dicky seat, magnificent swept-tailed body. Independent suspension. Good order. All spares obtainable London. £435. J. R. Brown, 93, Ormerod Road, Burnley. Tel.: 3032.

EXCHANGE.—1934/5 10-H.P. TRIUMPH "Southern Cross" sports saloon, rebored, recellulosed, with genuine private owner, for 12 or 14-h.p. Vauxhall saloon or similar, in good condition. Mitchell, 10, Clevedon Mansions, Lissenden Gardens, N.W.5.

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1939/40 F.I.A.T. 500 fixed-head coupé. Recently reconditioned throughout, resprayed, new tyres, etc. An excellent example of its type. £325. Wills, 27, Gloucester Avenue, Northampton. Tel.: 2789.

ALVIS 1935 "16.9" REAR AXLE complete, perfect, £15. All spares for early "16.9" models. Rudge k.o. wheels, pair ex-S.S., 52-hubs, 18 in., good condition, £2 each; pair 19-in. 42-hub, £1 10s. each; numerous other rim sizes; no M.G. Lagonda "Rapier" rear axle, £12 10s.; exhaust manifold, £1 10s.; four M.G. manifolds, £1 10s. each; state type required. Carriage extra. D. Bagshaw, 55, Edward Avenue, Braunstone, Leicester.

"ULSTER" AUSTIN, genuine, Leicester, fast, very accelerative. Engine, chassis, just overhauled. Good tyres. All petrol. Offers around £150. Aldridge, 120, Aldenham Road, Bushey, Herts. Tel.: Watford 3527.

DUNLOP "SPORTS" TYRES, pair 19 by 4.50, unused; pair 19 by 6.00 "Indias," as new; pair new aero-screens; "40/50" Autovac. First reasonable offer. 17, Ravenscroft Avenue, Middlesbrough.

ALVIS "12/50" SPARES.—One engine, £50, maker's overhaul; one engine dismantled; one radiator. Also available: "TG 12/50" chassis with all major component parts. Offers for whole or separate lots to: Hodgson, Great Broughton, Middlesbrough, Yorks.

SACRIFICIAL! ALVIS "FIREFLY" 12-H.P. sports saloon. Manual gearbox. Exceptionally fine mechanical condition; body good. Two unused F/tyres, rears good. Owing to delivery of new car and not having garage room, this car must be sold. The best offer this month will regretfully be accepted. 46, St. James's Road, Blackburn.

TYPE 260 CENTRIC SUPERCHARGER, with 1½-in. S.U. carburetter. Offers. Box No. 258, MOTOR SPORT, 15, City Road, E.C.1.

£65.—TRIUMPH 350-C.C., 1947, S.V. MOTOR-CYCLE. In every way perfect. Part-exchange sports car. Grasse, 125, Westend Lane, N.W.6.

RILEY "MARCH" SPECIAL, relined, reground crankshaft, re-metalled ends, relined clutch and brakes. Reconditioned dynamo and magneto; twin S.U.s overhauled. Resprayed. Weather equipment first class; tyres new. £295—sale or divorce. Benson, Upper Park, Lympe, Kent.

LANCIA "LAMBDA" 14-H.P. "torpedo" convertible, in perfect and original condition, even to the floor mats. A recent complete overhaul included fitting six new Pirelli tyres, new Andres, relined brakes, retemped springs, etc. Will cruise indefinitely at 60 m.p.h. First £125 secures. 90, Brighton Road, Banstead, Surrey. Tel.: Burgh Heath (Surrey) 1520.

ALFA-ROMEO 14-H.P., 1929, Type 6C, 1,500-c.c., unblown, single-cam. D.H. coupé by Young in really first-class condition. Recent complete overhaul and respray. £175, must sell immediately. 90, Brighton Road, Banstead, Surrey. Tel.: Burgh Heath (Surrey) 1520.

ALVIS "12/60" "beetleback" offered in exchange for wide 2-seater, preferably drophead. Write: B. G. Collins, "Winchmore," Ashurst Road, Cockfosters, Herts.

FOR SALE—continued

DELAGE D8, 1931 (bought for £650 in 1947), 4-door sports saloon by Chapron. In honestly fine condition throughout; laid up 10 years. Genuine 20 m.p.g. Nearest £150, must sell to cover garage bill. 56 Chetwode Road, Tadworth, Surrey. Tel.: Burgh Heath (Surrey) 5356.

HAMPTON 1928 drophead coupé. Reliable, mechanically sound. Meadows "12/40" engine in excellent condition. £50. May's Garage, Elstead, Surrey.

1948 ALLARD 2-seater, grey with red leather upholstery; 1,600 miles only. Boniface & Cousins Ltd., Fareham, Hants.

NEW BOOST GAUGES by Negretti and Zambra—only a few left. As sold to many leading drivers: —7 to +20 or —4 to +32 p.s.i., 10s. each. Jack Lister, Winterow, Ripponden, Halifax.

VINTAGE LEA-FRANCIS tourer. Good condition throughout. New hood, paintwork. All petrol from January. All offers around £80 considered. Box No. 259, MOTOR SPORT, 15, City Road, E.C.1.

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"K1" M.G. 12-H.P. open 4-seater, 1936, first registered Nov., 1935. Excellent mechanical condition. E.N.V. gearbox. Bodywork very good inside and out, colour black, blue upholstery. Hood and sidescreens very good; four nearly new tyres, spare good. A very attractive motor car at bargain price, £195. Noel Roscoe, Amersham Road, Chalfont St. Giles, Bucks. Tel.: 152.

STAR 1932 SALOON, 18 h.p. Hydraulic jacking system. Adjustable sun visor; louvres over windows; one-shot lubrication; thermo radiator shutters; rear quarter-windows; sliding roof; S.U. carb.; oil cleaner. Distinctive body. Six good tyres and wheels. Car in good condition and taxed. Deliver anywhere; £90. Star 1928 18-h.p. open 4-seater; delightful and reliable; sound solid vintage car; £60, taxed. Jowett 2-seater, taxed, £45. White Goat Farm, Whalley, Lancs. Tel.: Whalley 3218.

FOR SALE—continued

LAGONDA 4½-LITRE pillarless sports saloon, 1934, only one previous owner. I have used this car myself for a year, and have spent quite a lot of money on it, and can honestly describe it as far-above-average. It is in first-class mechanical order, with complete original equipment, tools and numerous extras; the bodywork is quite outstanding; performance is around 90 m.p.h., and driven at reasonable speeds the car will give 19 m.p.g. or better; £375, or reasonable offer. Alvis "12/50," 1932; bored, sleeved and mechanically overhauled; new tyres, good battery, new fuel pump, twin carburetters. Amateur-built but very creditable open sports 4-seater body, with very neat lines; well-equipped and an excellent performance; a real enthusiast's car; £120. Alfa-Romeo 1,750-c.c., twin-o.h.c., 1930, Weyman 4-door saloon body, very tidy; excellent mechanical order, with very good tyres and batteries; not particularly fast, 75 m.p.h. is maximum, but acceleration and handling that make it more than a match for most cars; absolutely reliable and free from fuss; £175. Peugeot Model 202, 1939, 12-h.p. 4-door saloon, right-hand drive, i.f.s.; recently had major engine overhaul, new brake linings, tyres and battery; leather upholstery and good interior; exterior paint fair; body very sound and free from rust; £185. Sunbeam "21/60," 1926, in really good mechanical order, fully equipped and with good tyres and with a sound but uninspiring landaulette body. I don't want to break this car up, as it is still really good, but I need the space. This car can be paired up with a 1929 Sunbeam "21/60," partly-dismantled, with an unserviceable engine, but otherwise fairly complete, and with a modern-looking 5-seater saloon-limousine body, of normal size, complete except for glass and seats, and in very good condition, with chrome radiator, lamps, etc. The landaulette will drive anywhere and the other is towable. I am open to any reasonable offer. Also numerous vintage spares, magnetos, dynamos, lamps, starters, tyres (21-in. and B.E.), and a Riley Nine engine and gearbox, less head, £10. C. J. Bendall, 25, Orchard Road, Stevenage, Herts. Tel.: Hitchin 1108.

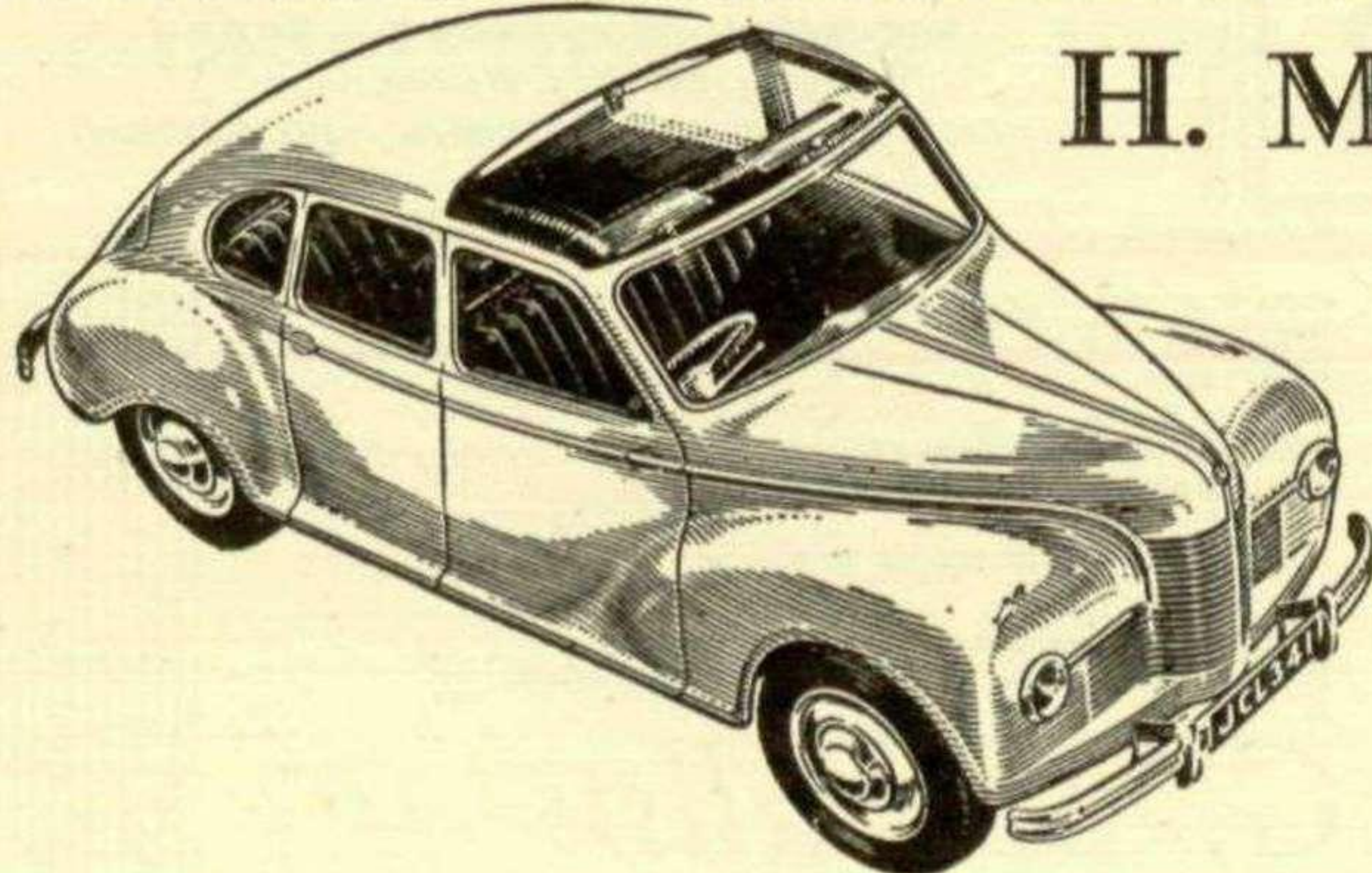
A PRIVATE OWNER with 1938 22-h.p. Ford V8 saloon in good condition, wishes to do an exchange for complete chassis (any number), under 16 h.p. and after 1935. Engines complete with gearbox, starter, carburetter, etc., also required. Box No. 260, MOTOR SPORT, 15, City Road, E.C.1.

RILEY NINE MONACO saloon, 1938, almost completely rebuilt; new crown-wheel and pinion, king-pins, brake linings, battery; reconditioned dynamo, magneto, springs; fabric covered; chrome-plated radiator; interior very good; rewired. Complete with spare chassis, dissembled, with two old engines, etc., for spares. Insured. £150. Box No. 261, MOTOR SPORT, 15, City Road, E.C.1.

LANCIA "DILAMBDA" H. J. Mulliner 5-seater coupé. New tyres. Inquiries and offers to Box No. 262, MOTOR SPORT, 15, City Road, E.C.1.

H.R.G. 1½-LITRE, 1938 model originally, but considerably modified last winter for trials, though only used in three events, with alloy wings, external exhaust system, raised tank and twin spare wheel-mounting, 5.1 back-axle ratio, 16-in. rear wheels with 6.00 Michelin "S" tyres. Completely overhauled, with following new parts: front shockers, Rotoflos at rear, front and rear springs, steering-box, prop-shaft, hub bearings, king-pins, etc. Engine and gearbox in very good condition, also bodywork. Offers. Box No. 263, MOTOR SPORT, 15, City Road, E.C.1.

SCINTILLA VERTEX, N.V.4, anti-clock, unused, £10. Singer "Le Mans" dynamo and clamp, £5. Sunbeam "Dawn" front suspension units, complete with hubs and brakes, £8 pair. "12/40" Lea-Francis crown-wheel, pinion and differential assembly, £6. Axle casing, 15s. One brake assembly, 10s. Quiggin, 6, Grantchester Road, Cambridge.



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4½-LITRE BENTLEY, 1930 Vanden Plas; sound mechanical condition, excellent oil pressure; brakes relined; £450 or offer. Also, almost a whole 3-litre chassis available as spares. Also pair 36-mm. S.U.s, pair of adaptors to take 36-mm. carbs., on 30-mm. manifold, pair 8½-in. lamp grilles, oil-pressure gauges reading to 20 lb. and 160 lb., fuel-contents gauge, 12 gallons, combined 60 lb. oil-pressure gauge and ammeter. Box No. 264, MOTOR SPORT, 15, City Road, E.C.1.

1933 HORNET SPECIAL 2/3-seater. Good mechanically; clutch relined; paint fair. Needs new weather equipment. Reason for sale, urgently require capital. £120 or best offer. 113, Farren Road, Northfield, Birmingham.

AUSTIN SEVEN "NIPPY" sports 2-seater, 1934. Excellent condition, good tyres; taxed, insured. £150. 48, Wellington Road, Bilston, Staffs.

BUGATTI BACK AXLE, with springs, Rudge "42" hubs, 4.5-to-1, £6. Taylor, 30, Hampden Road, High Wycombe, Bucks.

PRIVATELY-OWNED 1936 M.G. MAGNETTE, Type NA, open 4-seater. Engine recently completely reconditioned. Also new hood and carpets. Most exceptional condition. 22, Wynlie Gardens, Pinner. Tel.: Pinner 5070.

ALVIS "12/70," genuine 1931 vintage "beetle-back" model. Mechanically perfect; new all-weather equipment; nicely finished in light blue. £250. Richard Taylor (Garages) Ltd., Victoria Street, Stourbridge, Worcs.

EXCHANGE.—WOLSELEY 9-H.P. 1935 saloon, recently rebored and reconditioned (bills for over £100 available), perfect condition, for 4-seater sports. McCaw, Ferris Lodge, Woolhampton, Berkshire.

RILEY 9-H.P., 1934, 2-seater, special series; price £135. Riley 9-h.p., 1936, 4-seater, special series; will exchange for small saloon. Offers. D. Hurst, 24, Whalley Street, Peterborough.

MORGAN "4/4" 2-seater sports. Rebuilt 1948 with numerous extras; 100 per cent. perfect condition. Black and chrome. 40 m.p.g.; 50 gallons petrol. £475, or nearest offer. 4, Ulverscroft Road, Coventry.

M.G. MAGNETTE, N-TYPE, open 4-seater; 40,000 miles. Offered at around £270. Box No. 265, MOTOR SPORT, 15, City Road, E.C.1.

£75.—AUSTIN SEVEN. Magneto engine, fitted two Solex 26 M.H.D.; 2-seater; fold-flat screen; twin spares; cycle wings; remote-control gear lever. Hong-Kong appointment compels sale. Bremridge, Ikona Park, St. George's Avenue, Weybridge. Tel.: Weybridge 4160.

EXCEPTIONALLY WELL-KEPT M-TYPE M.G. Engine overhauled (March); hardened liners, Laystall balanced pistons and con-rods, Zenith carburetter, with special manifold and hot-spot; "J2" clutch and gearbox, P-type brake-gear, Rudge hubs, "J2" wheels; re-king-pinned, new hub races, shackles rebushed, special double master leaf springs, reconditioned steering-box. Excellent bodywork, covered new blue fabric; perfect mudguards; new Dunlopillo upholstery, new hood and screens; 9-gallon rear tank, but authentic "beetle-back" (including luggage space) retained. New battery, five good tyres, comprehensive professionally-built dashboard, including two thermometers. This car requires absolutely nothing done to it. Price £160 (same as a rather rosey "J2"). 39, Regent Road, Surbiton, Surrey. Tel.: Elmbridge 2576.

TWO 19-IN. WHEELS for Austin Seven, complete with good 4.00 by 19 tyres, £3 each; two 17-in. ditto, with good 4.50 by 17 tyres, £4 each. Pair Austin Seven rear springs, 15s. each. Austin Seven rear axle, 4.9 ratio, complete hubs and brake drums, less pinion, £2 5s. Ford 8-h.p. gearbox, £12. "Oakhurst," Northgate, Northwood, Middlesex.

FOR SALE—continued

AMILCAR "GRAND SPORT," good condition; offers invited. 12-gallon slab tank, with dash unit, B.S.A. "Scout," £4. Box No. 266, MOTOR SPORT, 15, City Road, E.C.1.

1937 B.S.A. "SCOUT" 10-H.P. coupé, good order, engine overhauled. £140 or offer. 10, Lime Tree Walk, West Wickham, Kent. Tel.: Springpark 5470.

1932 4-SEATER "INTERNATIONAL" ASTON-MARTIN. Whole car in excellent mechanical and bodily condition. Good tyres, hood, tonneau. Privately owned. Price £295. Box No. 267, MOTOR SPORT, 15, City Road, E.C.1.

TALBOT "90" sports 4-seater saloon. Engine just rebuilt. Telecontrols. Two spare retreat tyres. Coachwork interior excellent, exterior reasonable; hide top. Licensed to December. £195. Also Talbot "90" crankshaft, cylinder head and sump in good condition. Paine, Barbon, West Byfleet, Surrey.

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ALVIS "FIREFLY" 1933 D.H. foursome coupé; manual, vac.-assisted brakes. Good appearance, tyres; taxed December. Owner 12 years. New car delivered. £205 for good home. Applebee, 21, Spencer Road, Buxton. Tel.: Buxton 820.

BARGAINS IN VINTAGE CARS.—Offers, please, for 1924 Diatto, 1929 Alvis "12/50," both incomplete bodies but sound runners. 1927 Delage D1 touring saloon, complete in every detail. 1932 Daimler "Double Six" 40-h.p. limousine, nine seats; £100, for complete luxury car. All on view at Mary Farm Works, Lowfield Heath, Crawley, Sussex.

1934 TERRAPLANE STRAIGHT-EIGHT, 27 H.P., with English drophead foursome coupé body. Same as earlier Railton fitted with telecontrol shockers; 700 by 16 tyres. The whole car is as new; £140 spent on complete chassis and body overhaul. Taxed, with double basic, for £280. A first-class vintage sports car considered in part-exchange from anyone needing a really fast reliable car suitable for business and pleasure. R. S. Baker, 103, London Road, East Grinstead, Sussex.

FOR SALE—continued

MORRIS 1928 18-H.P. saloon; genuine 22,000 miles. Two owners. Five good tyres, new battery. Requires clutch relining, otherwise excellent condition. A delightful motor car. £140, or reasonable offer considered. Rourke, Appletree, Spreyton, Crediton, Devon.

RILEY NINE tourer, 1928, fitted special engine, twin Zenith carburetters, hydraulic rear shockers; 78 m.p.h.; genuine 34 m.p.g. on run. Perfect tyres, hood, sidescrims. Really potent motor. Best over £65. Box No. 268, MOTOR SPORT, 15, City Road, E.C.1.

1935 RILEY "IMP" 2-seater sports. Condition 100 per cent. perfect. All-weather equipment. Offers. Box No. 269, MOTOR SPORT, 15, City Road, E.C.1.

F.I.A.T. 1,100, 1940 model. Foursome D.H. coupé by Carlton. Blue. Extensive overhaul 1948. Tyres as new. Whole car in exceptional condition. Mileage 31,000. Increase in family necessitates larger car. Taxed end of year. £475. Seen Nottingham. Box No. 270, MOTOR SPORT, 15, City Road, E.C.1.

SUNBEAM STRAIGHT EIGHT, 1927. Rebuilt 1948 with distinctive station wagon body. Low mileage, good tyres, taxed. Ideal fast reliable tender. £150. 415, Oldfield Lane, Greenford, Middlesex. Tel.: Waxlow 1051 (9 a.m. to 5 p.m.).

AUSTIN SEVEN "NIPPY" sports. New windscreen, recellulosed, excellent tyres, 1936 engine, 4-speed synchromesh gearbox; all basic; 50 m.p.g. Tel. Richmond 2558 (evenings).

LAGONDA "16/80" saloon. Mechanically exceptional following £200 overhaul by Lagonda specialists. Coachwork, cellulose and interior very good. New tyres, new batteries. Masteradio. £245. Exchange considered, cash adjustment either way. 170A, Lincoln Road, Peterborough. Tel.: 3526.

M.G. P-TYPE 2-seater, 8 h.p., 1935. Resprayed red. Bodywork and mechanically perfect. Hood rough. Must sell, as have become student. £245. Offer. Seen S.E. London. Box No. 281, MOTOR SPORT, 15, City Road, E.C.1.

JAGUAR 2½-LITRE 1936 black saloon. Good tyres; 0 to 60 m.p.h., 15 sec. Mechanically perfect. £225. Tel.: Holborn 6124.

M.G. 1½-LITRE open 4-seater, 1938. New shock-absorbers, front springs, carburetters, starter, oil pump. Reconditioned steering; brakes relined; 30 m.p.g. Well equipped, excellent appearance. Wallis, "Keynton," Streetsbrook Road, Solihull, Warwickshire.

FRAZER-NASH "11.9" ANZANI. Completely overhauled engine and new lightweight body in silver and red. New outside exhaust and seats. Very fast and in perfect condition throughout. Open to any reasonable offer. Tel.: Stevens, Bexleyheath 1216.

RILEY "IMP." Resleeved, new pistons, all bearings renewed, crank reground. Transmission overhauled. Universal joint, muff coupling, and all races renewed. Prop.-shaft respined. Crown-wheel and pinion 100 per cent. Brakes relined. Re-upholstered. 1,500 miles since overhaul. Whole car perfect. Sacrifice, 425 gns. for quick sale. 160, Cheam Road, Cheam. Tel.: Vigilant 4990.

HOTCHKISS 1939 SALOON, in faultless condition. Recently relined. A car to give 60,000 miles without further expenditure, for the 1939 list price of £675 (present price £2,200). Box No. 271, MOTOR SPORT, 15, City Road, E.C.1.

LAGONDA "RAPIER" drophead foursome coupé. Does 27 m.p.g. and very lively engine, supercharged; taxed. £450. Box No. 272, MOTOR SPORT, 15, City Road, E.C.1.

SET OF BRAND NEW "Terry's" Aero valve springs for "Brescia" Bugatti, 32s. (cost £2). Four-cylinder Bosch magneto, 30s. Box No. 273, MOTOR SPORT, 15, City Road, E.C.1.

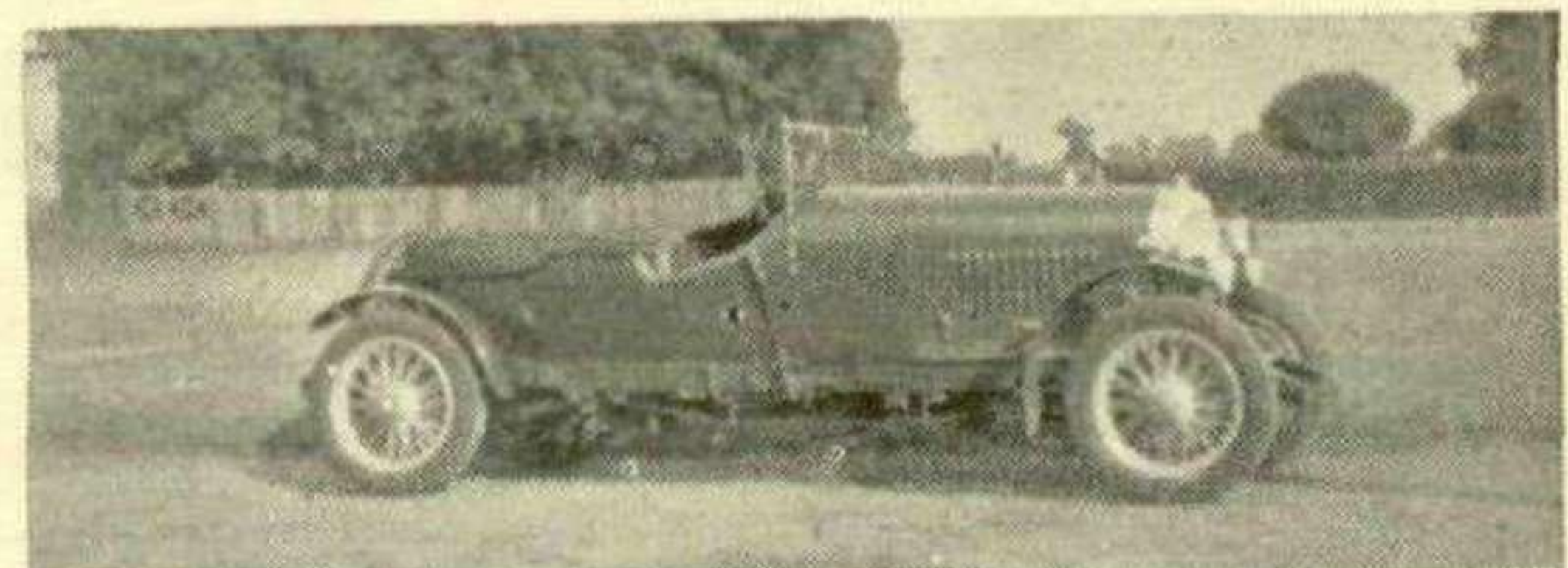
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McCLURE, Overton Drive, Wanstead.

FOR SALE—continued

1929 LEA-FRANCIS "12/40" 2-seater, excellent condition. Reliable and economical. Jones, Moorview, Thornhill, Bamford, Sheffield.

M.G. "J2." Perfect mechanical order. Specially uned and very speedy. New battery and tyres. Nice appearance. 195 gns. Box No. 274, MOTOR SPORT, 15, City Road, E.C.1.

MARENDAZ SPECIAL 16-H.P. sports, Oct., 1937. Taxed only 28 months. Cream body, beige leather upholstery. Good all-round condition. £230. Pether, 119, Shelford Road, Radcliffe-on-Trent, Nottingham.

4½-LITRE BENTLEY CHASSIS, late type. Chassis and engine completely rebuilt. First £200 secures. A sports body is available. C.A.V.-Bosch "sliding-armature" starter, suitable for Bentley, £9. 3-litre Bentley engine or parts cheap, to clear. Write: 644, St. Ermins, London, S.W.1.

PERFORMANCE CARS offer from their new premises at 21, Daleham Mews, Swiss Cottage, N.W.3:—Bentley 3-litre "Red Label" tourer by Youngs, good chassis and coachwork, new hood and windscreen; £265.

Invicta 3-litre Zagato-type 2-seater, body repainted, recellulosed; six-branch external exhaust; P.100s; £155.

Rover "Speed Pilot" Fourteen sports saloon, 1933; engine completely overhauled, not run-in; £130.

A.C. 2-litre D.H. coupé, 1935, in good condition; £250.

Alvis "Crested Eagle" saloon, 20 h.p., 1934 model, with i.f.s., three S.U.s, preselector box; eminently suitable potent 1949 2 or 4-seater; £85.

Riley Nine. We offer a genuine service to enthusiasts and trade. All spares for 1928 to 1932 models stocked, anything from left-hand wheel-nuts to complete chassis available. We are rebuilding 1928 to 1935 models into open 2, 2/4 or full 4-seaters. These cars are extensively reconditioned, professionally rebodied and our six months maker's guarantee makes them the next best thing to a new car. Prices vary from £150 to £200 according to chassis year and coachwork only. We also undertake repairs, modifications and rebuilds on customer's chassis without overstressing certain components. Performance Cars, 21, Daleham Mews, Swiss Cottage, N.W.3. Proprietor, H. J. Goldschmidt, B.Sc., A.C.G.I. Tel.: Hampstead 8707.

WOLSELEY HORNET, 1930, 12-H.P., o.h.c. Complete chassis in running order. New valves and rings fitted; all parts in good condition. Must sell, space required. £50. Box No. 275, MOTOR SPORT, 15, City Road, E.C.1.

RAYMOND MAYS' 4-SEATER SPORTS. Exceptionally attractive body with disc wheels and concealed hood 2½-litre V8 engine, completely overhauled this year; brakes, etc., at cost £150. Comfort with superb performance. Reg. 1939 for rally; carefully stored; looks 1949. Genuine reason for sale. Private owner-enthusiast. View by appointment. £595, s.a.e. Box No. 276, MOTOR SPORT, 15, City Road, E.C.1.

1937 34-H.P. DROPHEAD PACKARD. Good condition. Write: Box No. 277, MOTOR SPORT, 15, City Road, E.C.1.

ALVIS "12/60" "BEETLEBACK," B.R.-green. Original body and wings; twin S.U.s; tyres good, paint reasonable, few scrapes, no dents. Fast, a bit noisy. Recent steering and transmission coupling overhaul. No offers, £185. London. Box No. 278, MOTOR SPORT, 15, City Road, E.C.1.

BORROW MOTORING BOOKS you can't afford from the Enthusiasts' Library. 2d. per day (min. six days). Postal service. S.A.E., details. Didsbury Cottage, Chipperfield, Herts.

UNUSUAL CAR.—1938 Flying Standard V8, 20 h.p., black saloon. Late property racing engineer. Armstrong shock-absorbers, Fram filter. Nearest £300. London area. Immaculate. Box No. 279, MOTOR SPORT, 15, City Road, E.C.1.

FOR SALE—continued

LANCIA "LAMBDA," 5th Series, speed model, 2-seater, fitted with 8th Series engine. A good example of a very rare "Lambda" model. Owner requiring space will regretfully sell to a good home. With a considerable stock of spares, £175 or offer. D. Allen, The Ridgeway, Sheets Heath, Brookwood, Surrey. Tel.: Brookwood 3247.

LANCIA 1930 16.9-H.P. saloon. Excellent engine and performance. Four new tyres. £100 or near offer. Green, 37, Manorwood Road, Purley. Tel.: Uplands 1524.

1948 1,074-C.C. H.R.G. (Singer) engine and gearbox offered on behalf of private owner, complete with S.U. carburettors, Scintilla Vertex magneto. Engine specially prepared by makers for competition work and fitted with 9-to-1 pistons, flat rockers, etc. Power output 48 b.h.p. at 5,200 r.p.m. Close-ratio gearbox. Total mileage since new only 571. Also 16 K.I.G. "LR" racing plugs, 646 and 690, new and slightly used. Offers to D. H. C. Hull, Automobile Engineer, Finmere, near Buckingham. Tel.: Finmere 261.

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AUSTIN SEVEN 1931 2-seater. Good hood, body sound but not smart; mechanical condition excellent; two new tyres. Engine, steering, rear axle, overhauled; new crown-wheel and pinion. Most reliable and economical car. £55. Platt, 5, Denbridge Road, Bickley, Kent.

"BROOKLANDS" RILEY aluminium silencer, 10s. Austin Seven starter, 10s. 3-litre Bentley induction manifold complete, new Solex, 25s. 1947 Alvis Fourteen rear axle, new, £3 10s. Single-cylinder air-compressor and pulley, £1. Armstrong-Whitworth single-cylinder four-stroke stationary engine, 3 h.p., w.-c., £7 10s. Three Bentley 21-in. wheels, 15s. each. Two 500 by 21 tyres, worn, 15s. pair. 3, Farm Lane, Purley, Surrey.

RILEY NINE 1934 Monaco saloon (coachbuilt). Black, with green leather upholstery. Very well maintained by two careful owners. Photo on request. £180 or offer. 3, Farm Lane, Purley, Surrey. Tel.: Uplands 7509.

FOR SALE—continued

£180 OR OFFER.—Alvis "Silver Eagle," touring body by Crosse & Ellis. Very extensively overhauled, including rebore and many renewed parts. Whole car in excellent shape. Army officer owner now overseas reluctantly must sell. Seen London. Tel.: Museum 7342.

1948 1½-LITRE H.R.G. 2-seater, mileage 3,000. Twin S.U. pumps, three spare wheels, etc. Seen on application. Tel.: Croydon 1530.

AUSTIN TEN, 1912, 1,616-C.C. This car has only been registered for three quarters during its lifetime and has just been checked right through and everything replaced where necessary. Four new wings have been made and fitted. It has been completely re-upholstered and coach-painted in the correct style. This car is completely reliable and is an easy starter. Apply: C. Ashton, "Barnfield House," Penkhull, Stoke-on-Trent. Tel.: Hartshill 44981.

LOOK AT THIS! Rebuilt 1948. 4½-litre Bentley in 3-litre chassis with 2/4-seater open body. £10 tax. Definitely a most potent and attractive Bentley in really good condition. P.100s, all good tyres, including two new Dunlops. Offers around £450. Lovegrove, 34, Market Place, Reading. Tel.: 4976.

AUSTIN SEVEN SPARES.—Nearly all spares in stock, new and used. Price, Three Shires Oak, Bearwood, Birmingham.

ZOLLER TYPE 4 SUPERCHARGER (for 1,100-c.c.), new, unused, with 1½-in. S.U. and manifolds. Also pair large telecontrol shockers with all fittings. Orlebar, "Pakyns," Hurstpierpoint, Sussex.

M.G. MAGNETTE, excellent condition. Three new tyres; respayed, rechromed, rewired; new hood last year. Coupons. £270. Tel.: Cunningham 2533.

1932 ALVIS "12/60" TL. Good all round. £200, or exchange small saloon car any make. Stark, Elder Barn, Frieth, Henley-on-Thames, Oxon.

TALBOT TEN tourer. Reconditioned engine. Excellent hood, sidescreens and body. Fitted radio. Offers around £300 to: Day, "Marisol," Kings Road, Lancing, Sussex.

1938 F.I.A.T. 500 coupé, £225. Excellent condition, new tyres; 50 m.p.g. Tel.: Tulse Hill 5212, Dodson (evenings).

ALVIS "SPEED 20," 1933, open 4-seater. Re-registered 1945. Excellent condition. Recent overhaul; new batteries, good tyres; taxed, insured; petrol. Nearest £150. 303, Wickham Road, Shirley, Surrey. Tel.: Springpark 1188.

AUSTIN SEVEN CROWN-WHEELS and pinions, 9/44, new, E.N.V., £3 15s. Torque-tubes, new, 12s. 6d. New spring wheels, Blumel, 27s. 6d. Ashby, dished, 32s. 6d. Strong 16-in. wheels, wide rims, 35s., new. "Big Seven" crown-wheel and pinion, slightly used, £7 10s. M.G. P-type camshaft, 35s. Set valves, 50s. Complete set "P" brake gear, polished and chromed, new linings, offers wanted; also for "N" Magnette wheels, tyres, brakes, splined hubs, etc. Pair new vertical drive gears, "J2," £3 17s. 6d. New Ford Ten cylinder head, 35s. French, Elmore, Glos. Tel.: Hardwicke 359.

MARCH, 1911, ROLLS-ROYCE, £150. Also 1925 Rolls-Royce brake, £225. New crown-wheel and pinion for Austin Seven, £4 10s. Write: Sheppard, East Green Drive, Stratford-on-Avon.

SPARES FOR ALVIS (most models), Humber "4/4" and "8.9," Railton, Hudson and early Austin Seven. Engine spares for Ford Eight and V8. Half-shafts for Minx, Austin Ten and Sunbeam. Various magnetos, starters, etc. 12-volt Lucas wiper, £1. 12-volt S.U. pump, 30s. New and secondhand tyres cheap, to clear. Easy-clean 16-in. wheel, suit Austin Eight. Carruthers Special (£10 tax)—open to offers or part-exchange. Full details on request. All inquiries must have s.a.e. enclosed. Tom Carruthers, Belmont, Carrutherstown, Dumfries.

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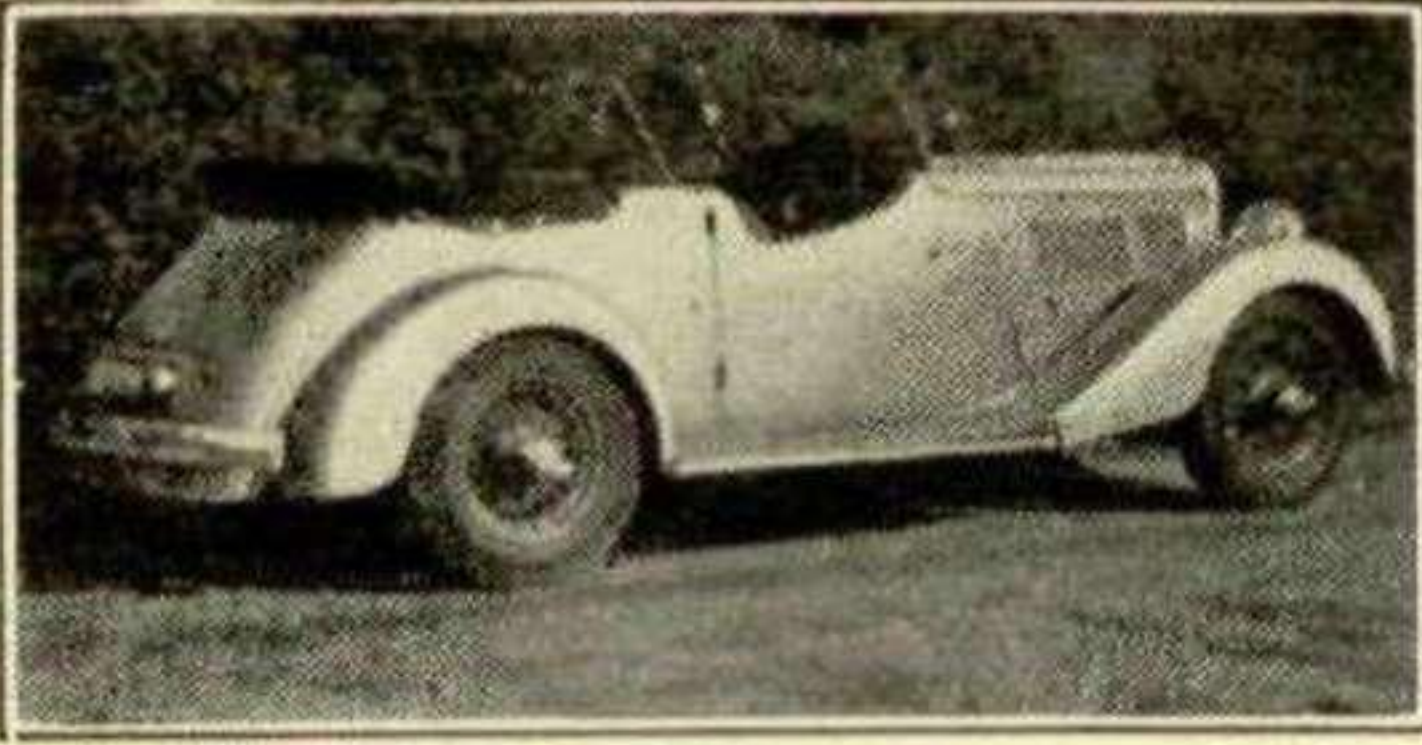
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J. F. RATCLIFF, 47 Ennerdale Road, Richmond, Surrey. Tel.: Richmond 0251.

FOR SALE—continued

£550.—2½-LITRE RILEY "KESTREL," 1938. Would take earlier Riley Four or Six in part-exchange. Also 1934 1½-litre Riley "Kestrel," in reasonable condition, £85. R. Franklin, c/o, A. J. Bates & Co., Chorleywood, Herts. Tel.: Chorleywood 30 and 462.

CROSSLEY 3-LITRE sports saloon, showroom condition. 80 m.p.h. at 3,100 r.p.m.; 17-23 m.p.g. Kresta radio; all petrol; £400. "Silver" saloon, 22-26 m.p.g., original paint; offers. Quality cars; reluctantly sell one. Parker, Denmark House, Royston, Herts.

1,100-C.C. SPECIAL GWYNNE, rebuilt, modified and re-registered 1948. Fitted 4-speed box, h.c. head. Block and crank reground, special wide front axle, giving 10 in. c.t. Excellent performance with superb roadholding. Traditional 2-seater body. 100 per cent. reliability. See photo June issue. £85 or exchange tourer, "12/50." Venning, Parsonage End, Takeley, Essex.

ROVER FOURTEEN, 1936. £400 spent on engine, transmission, chassis, body, within last eighteen months. Four new tyres, new battery. Radio, heater, discs, twin foglamps among extras (all available). Faultless; if not, come and find one! Owner wants equally good sports car, or offers to: Anthony Cobb, 30, Harley House, N.W.1. Tel.: Welbeck 9343.

BARGAIN—Sacrifice by enthusiast going abroad. Alvis "Speed 20," excellent condition, superb running order. New super India tyres. Just through £120 overhaul—bill for inspection. Last year averaged 93 m.p.h. over measured mile. £275 for quick sale. A. L. Hughes, Dulas, Cusop, Hay, Herefordshire.

1939 MORGAN THREE-WHEELER, Model F-super. Ford Ten engine. Excellent condition. All petrol since February. £220 or offer. 2, Abbotswood, Guildford. Tel.: Guildford 5756.

RILEY ENTHUSIASTS—1938 "Autovia" sunshine saloon, luxurious, very fully equipped, 8-cylinder 5-seater with sports car performance. New batteries and recent complete overhaul; 42,000 miles; full licence; basic. £400 or near, or exchange for 4-seater tourer, coupé. Coverdale, Elm Green Lane, Danbury, Chelmsford. Tel.: Danbury 394.

ALVIS "SPEED 20" 1934. Vanden Plas fabric top replaced with sheet metal to centre rib, quick release hood front half, bodywork strengthened, resprayed red, rechromed, bodywork bill £170; almost new tyres and batteries, engine/chassis overhauls costing about £200 spread over last two years. £300 or offer. Seen S.W. London. Tel.: POP 6985, or Reliance 3173. Write 3, Victoria House, York Street, Twickenham.

FOR SALE—continued

TRACTA FRENCH SPORTS CAR. Four-cylinder 12-h.p. drophead coupé. Sound spare engine and chassis. Spares. £150 or offers. Seen London. Tel.: Ely, Fremantle 2392.

RILEY TOURER 1934, 12-h.p., 6-cylinder, 4-seater, mechanically sound, good condition. Quick sale desired. Tel.: Archway 1016.

BARGAIN. Sacrifice by enthusiast going abroad. Alvis "Speed 20," just completely overhauled. Bill available £130. New Super India tyres; 93 m.p.h. over measured mile last year. £275. Box No. 283, MOTOR SPORT, 15, City Road, E.C.1.

JAGUAR "100" 3½-litre, in excellent condition, one of the fastest Jaguars, standing kilo 32.8 sec. Many competition successes. £595. G. E. Matthews, 48, Gaynes Hill Road, Woodford Bridge, Essex. Tel.: Buckhurst 3186; between 10-6, Maryland 2929.

£200 FORD V8 COUPE. At present being resprayed. Radio fitted, good tyres, towing bar, new battery. Knowles, St. Johns Vicarage, Hendon, N.W.4.

M.G. MAGNETTE "KN" Pillarless saloon 12-h.p. 1935. £160. Barlow, 31, Croft Down Road, Birmingham, 26. Tel.: Sheldon 2164.

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FOR SALE—continued

FIAT 500-c.c. Large stock of second-hand spares, also reconditioned engines and replacement spares. Repairs by specialised mechanics. Prompt service. S. and S. Motors, 165a, Westbourne Grove, W.11. Tel.: Bayswater 5712.

1938 1,100-c.c. FIAT. Reconditioned regardless of cost, new crankshaft cylinder liners, set new tyres and battery. Guaranteed. £350. S. and S. Motors, 165a, Westbourne Grove, W.11. Tel.: Bayswater 5712.

WINGS. FRONT and rear. Also Jaeger dashboard clock, lefthand wind, for Humber Eight, 1926 Venning, Parsonage End, Takeley, Essex.

WANTED

ENFIELD-ALLDAY ENGINE, gear-box and radiator, from either the 10-20 h.p. or the 12-30 h.p., in any condition. Solloway, 51, Old Station Road, Bromsgrove, Worcs.

URGENTLY.—HANDBOOK for 1932 Wolseley Hornet "12/6" March special. Also any advice on timing, performance, etc., from "genned-up" owners. All letters answered. Staniforth, 46, Willows Crescent, Birmingham, 12.

BLOWN RATIO AXLE for 1934 1½-litre Invicta. Stace, 192, Kneller Road, Twickenham, Middlesex. Tel.: Hounslow 3372.

RADIATOR CAP and 4-speed gearbox, suitable for 5th series Lancia "Lambda." Neal, 53B, Warwick Road, Bishops Stortford, Herts.

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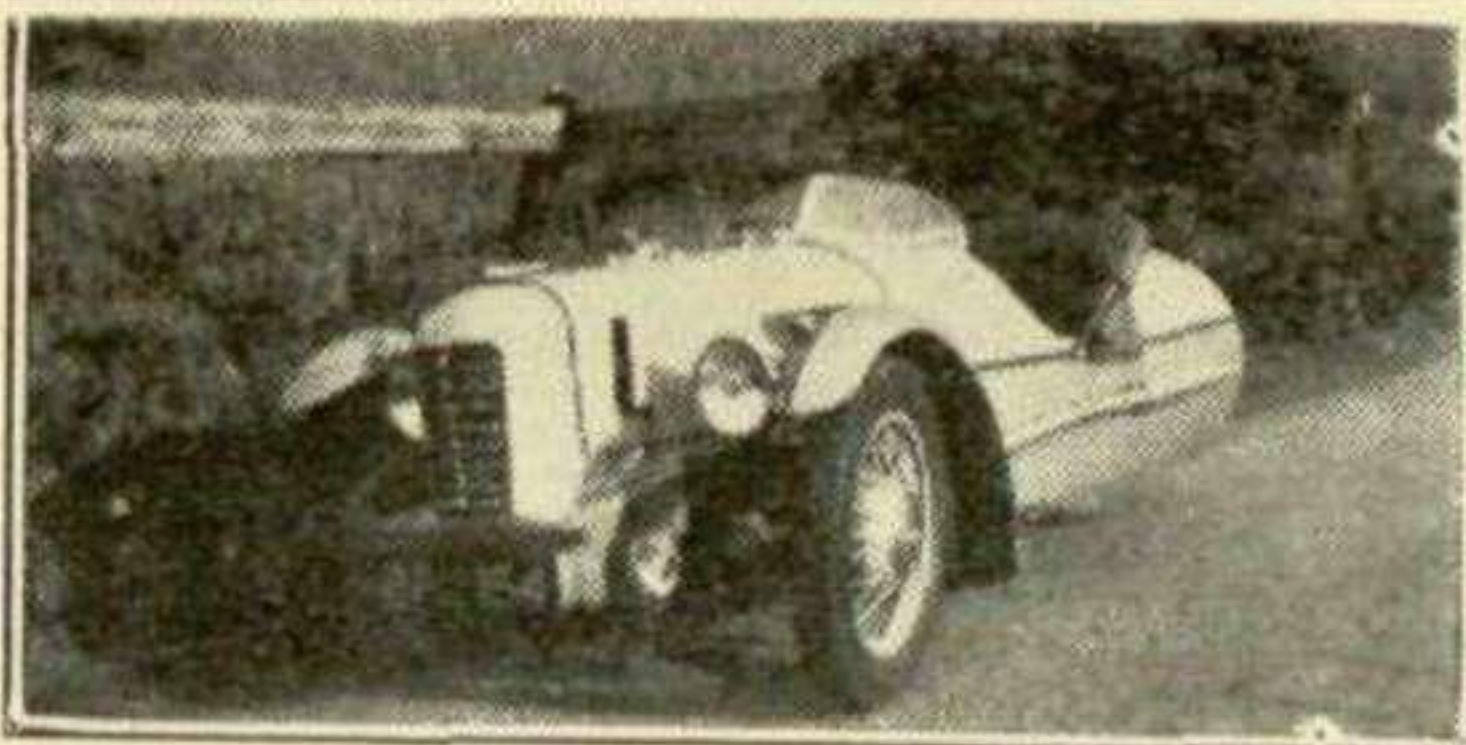
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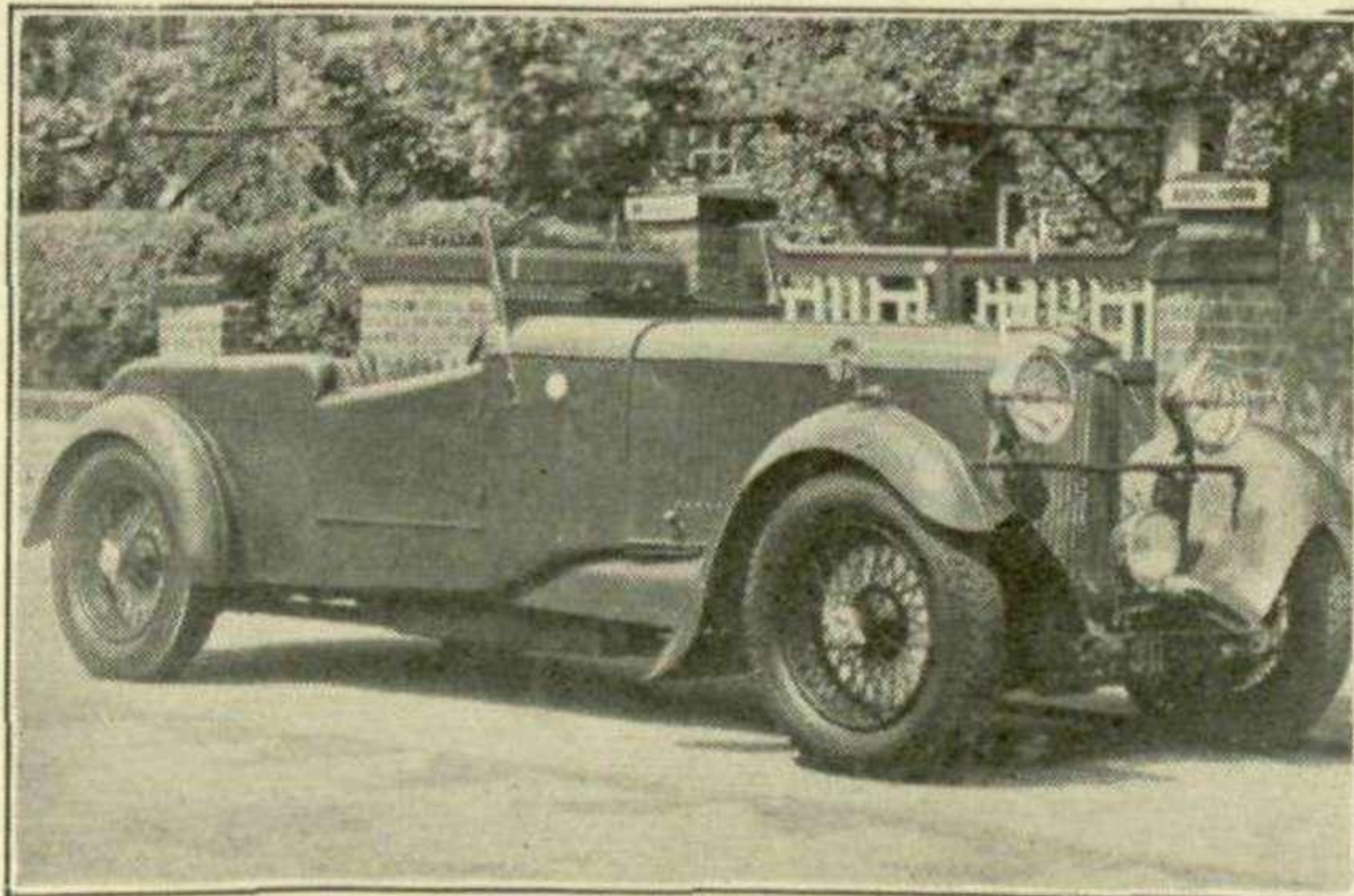
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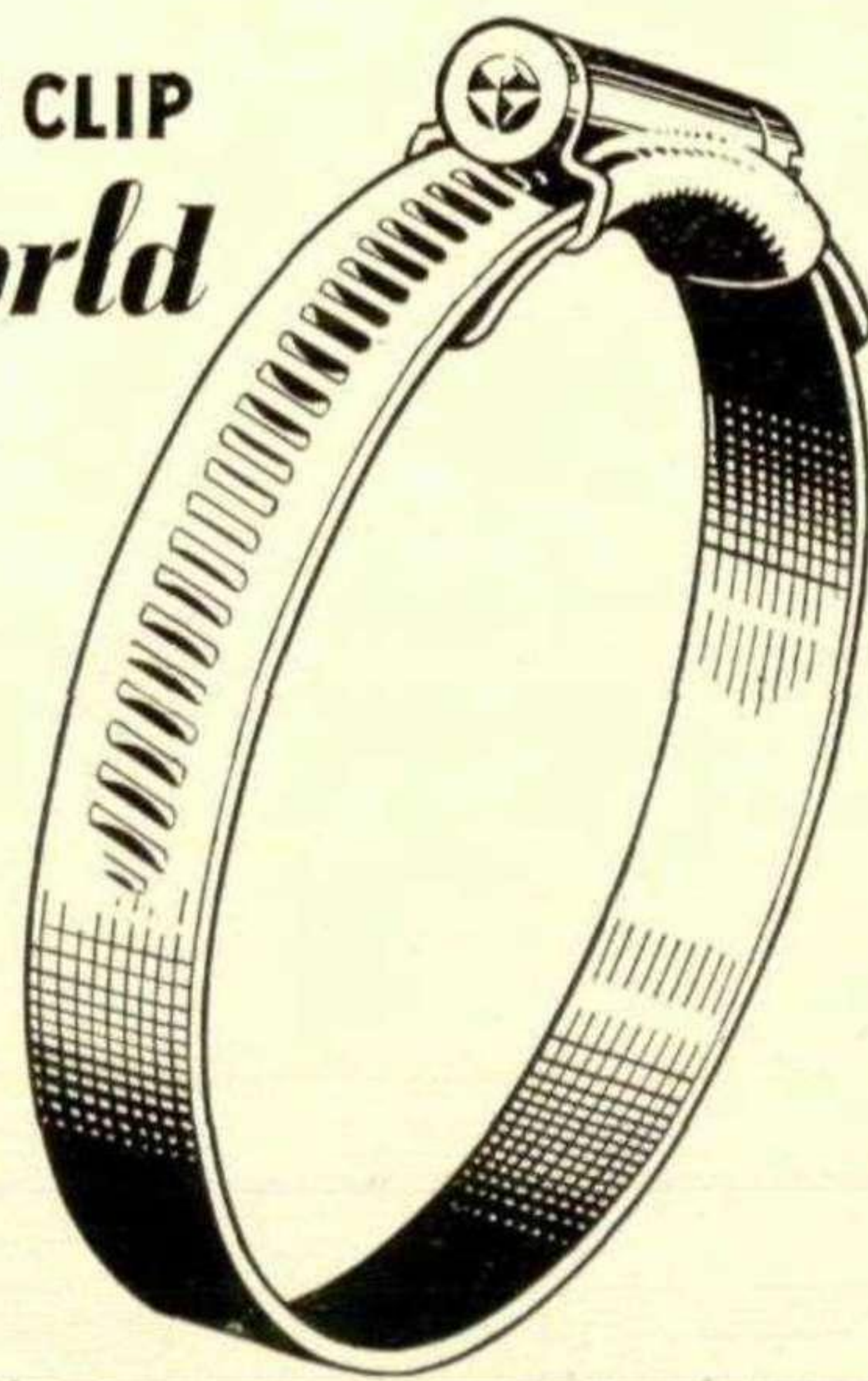
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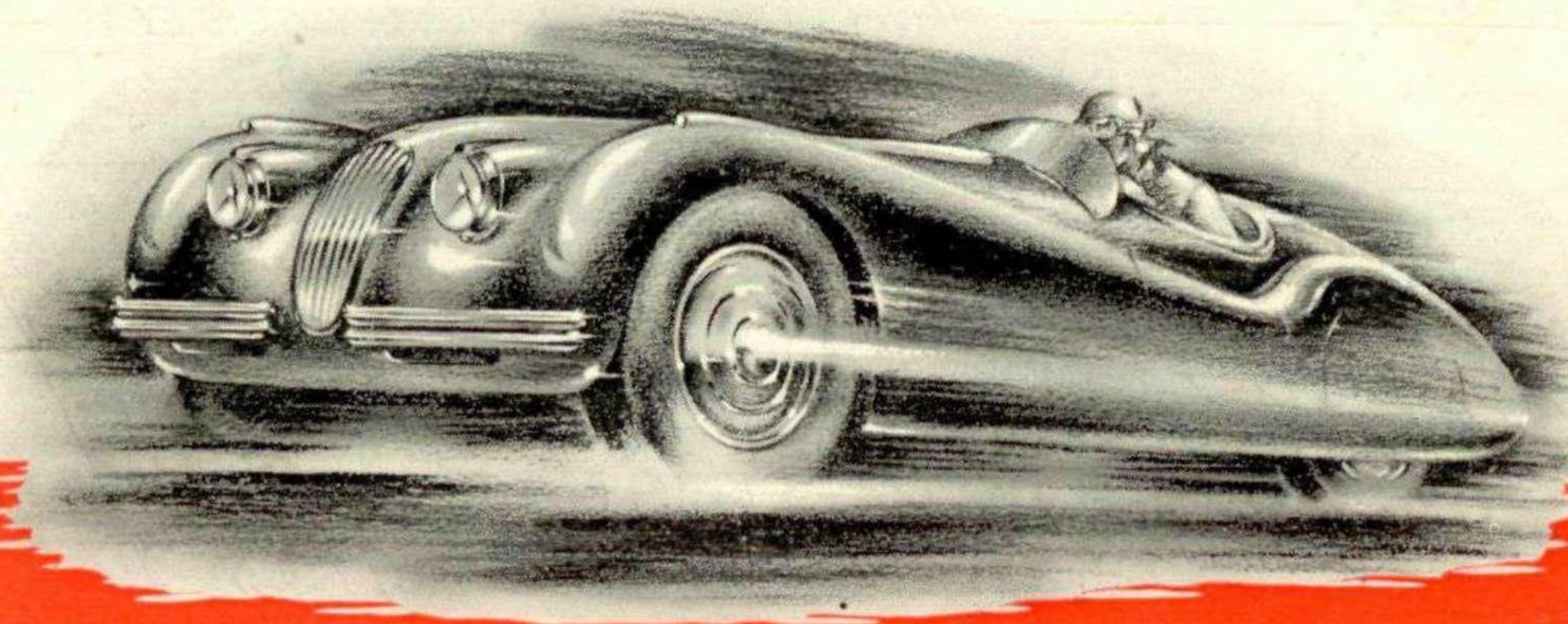
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