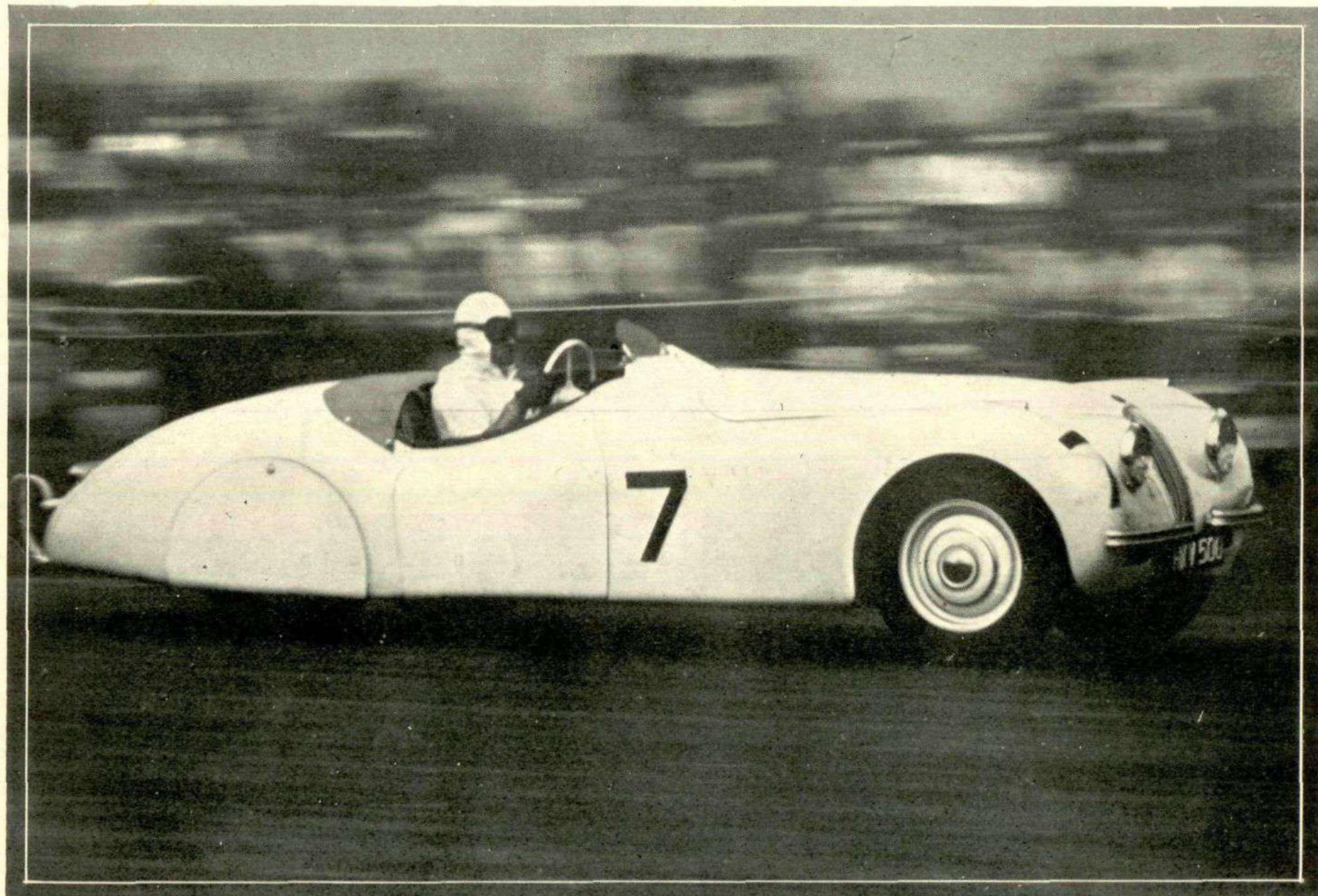


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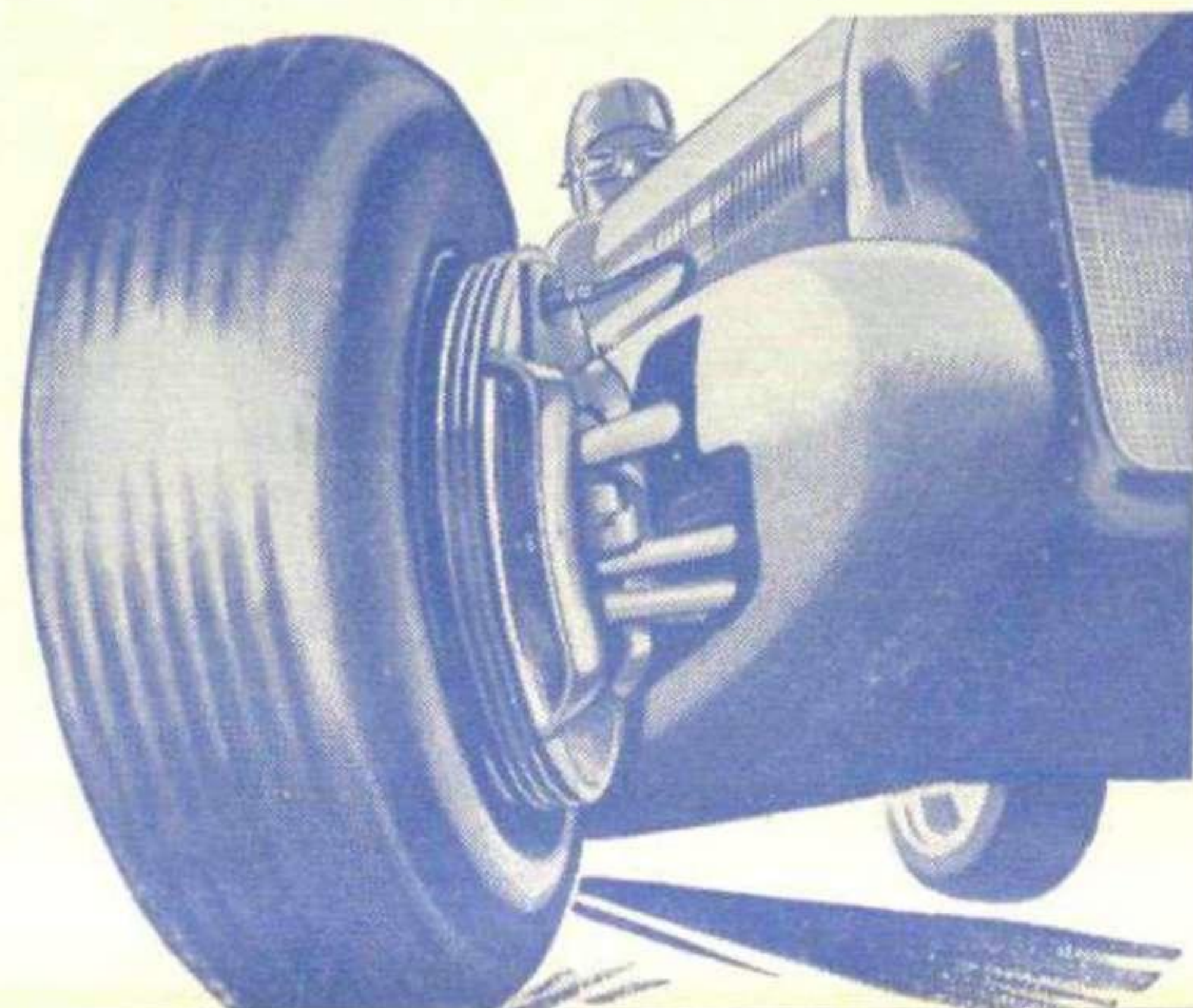


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SETTING THE SEAL—Leslie Johnson in the 3½-litre "XK" Jaguar winning the Production Car Race at Silverstone at 82.8 m.p.h., thus setting the seal to the prestige achieved earlier in the year at Ostend, when one of these cars did over 132 m.p.h. on pump fuel. Peter Walker's Jaguar was second, 5.6 seconds behind Johnson's.

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2ND STIRLING MOSS
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3RD R. M. DRYDEN
(COOPER-NORTON)

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MATTERS OF MOMENT

THE B.R.D.C./"DAILY EXPRESS" INTERNATIONAL TROPHY MEETING

QUITE the most important thing which happened in British racing last month was the great International Trophy Meeting at Silverstone for 500-c.c. sports and Formula 1 Grand Prix cars, organised by the British Racing Drivers' Club in conjunction with the *Daily Express* newspaper.

We have often stated in *MOTOR SPORT* that if motor-racing is to become a popular sport in this country it must have the backing of one of the great daily newspapers. And to this *Daily Express* meeting, encouraged by publicity given them in each morning's paper for the preceding week, came over 110,000 keen (and very orderly) spectators. That is twice this year that six-figure crowds have attended International racing at the Silverstone circuit.

The "500s" had earned, and so deserved, their 10-lap race. The One Hour Production Car Race was sheer genius, a fine if animated shop-window display of British cars, and must certainly be repeated. We believe the idea originated from a suggestion of Mike Couper's. The International Trophy race, run as two 20-lap heats and a 30-lap Final for 30 runners, was excellent, resulting in hard, fast racing with no let-ups. In addition, demonstrations by Messrs. John Cobb, "Goldie" Gardner and Bob Berry, and a parade of British high-performance cars, were crammed into a crowded day. The weather, too, played up, and this was a most successful meeting, ably handled by Desmond Scannell. That St. John Horsfall, a very skilful and

unassuming driver, was fatally injured in the same E.R.A. in which John Bolster crashed at the same corner earlier this year, was a cruel blow, and to his mother and his many friends we extend our heartfelt sympathy.

The circuit measured 2 miles, 1,710 yards, and was lapped during the race at 93.35 m.p.h. (1 min. 54.6 sec.) by both "Bira" and Ascari.

Apart from one invasion near Stowe the crowd behaved splendidly, and criticisms can be confined to poor treatment of the Press in a number of ways, Press bulletins less effective by far than those issued during the R.A.C. Grand Prix, half-hearted timing of driver's lap speeds, and the usual Gestapo attitude of too many policemen. The car-park officials were more understanding than were the R.A.C. men last time. Traffic congestion after the racing rivalled anything the Derby or the Boat Race can produce. The outstanding cars and drivers were Brandon (Cooper), Johnson (Jaguar) and Ascari (Ferrari).

Johnson relied on Esso fuel and oil, Lodge plugs, Lucas ignition, Dunlop wheels and tyres, Ferodo brake linings and Luvax shock-absorbers on the Jaguar. Ascari's Ferrari naturally had mostly Italian components and accessories, but it was slowed for the corners by Ferodo linings, and its Marelli ignition incorporated Lodge plugs. Notes on the practice will be found on page 354.

THE 500-C.C. RACE

Brandon Keeps Ahead of Moss. Dryden Third

In the front row of the grid were Brandon, Reece, Moss and Dryden, suggesting a Cooper victory. Alvin Spike Rhiando appeared, from his garb, to be about to take part in a performance of the "Mikado" rather than in a motor car race. Last-minute work occupied Saunders and Samuelson and Parker's Parker refused to start by pulling-over the jacked-up rear wheels and was pushed. At last the grid was complete, with the car's engines running, and at flag-fall Brandon accelerated clear of Moss. After a lap the order was: Brandon, Dryden, Moss, Reece, Watkins, Cooper, then a gap, then Parker, Saunders, Fry in the Parsenn, Braid, Prosser, Collins, May, Moor's Wasp, Christie, Rhiando's Trimax, Page, the smart Grose,

Lone's Tiger Kitten, the f.w.d. Bond, and Strang, the last in trouble already.

Another lap and Brandon led Dryden by about two seconds, the field going great guns in a crackle of sound, Moss and Reece close to the leaders, the others farther back. By three laps Moss was second, some 2½ sec. behind Brandon, and already May had pulled on to the grass between Club Corner and Abbey, with his Cooper's rocker-gear disarranged. Moss, crouching low in the cockpit, was doing all he knew to wrest the lead from Brandon. Brandon was equally determined to keep his lead, glancing back occasionally to see what the margin was. He need not have worried, for although Moss closed quite a lot on the 7th lap, when the pair had nearly lapped the Bond, thereafter

the distance between them widened and Brandon never lost his lead. On lap seven Dryden's Norton-Cooper displaced Reece for third position, and behind them Watkins' yellow and John Cooper's blue Coopers were "locked in combat," until the latter dropped back a bit. Fry, Aikens and Bond retired, but Braid had a stirring duel with Page. Brandon sealed his victory by a mere one-fifth of a second!

1st:	E. Brandon (Cooper), 22 min.	22.4 sec....	79.61 m.p.h.
2nd:	S. Moss (Cooper), 22 min.	22.6 sec.			79.59 "
3rd:	R. M. Dryden (Cooper), 22 min.	38.6 sec....	78.77 "
4th, Reece; 5th, Watkins; 6th, Cooper; 7th, Parker; 8th, Collins; 9th, Saunders; 10th, Moor; 11th, Page. Also finished: Woodall, Braid, Christie, Lones.					

THE PRODUCTION-CAR RACE

Leslie Johnson wins a fine race in the new XK 3½-litre Jaguar from his team-mate Walker. Culpan's Frazer-Nash Third. Healey win Team Prize. "Bira" let down by his Tyres Frazer-Nash and H.R.G. win their classes.

To many this was the race of the day. There was only one non-starter, the Lea-Francis, letting in Clapp's reserve "1,100" H.R.G. Although this was an International race, all the cars were British. As they lined up at the pits for a Le Mans start, fillers sealed as no fluids could be replenished during the race, we noticed the normal cooling slots behind the Jaguar's bumpers, the headlamps behind the grilles on the "Silverstone" Healeys and varying treatment of lamps on the Frazer-Nashes—Treybal's using back-to-front Lucas lamps, Culpan's larger Bosch headlamps and Newton similar lamps but back-to-front, whereas Gerard's had very small Lucas lamps and its silencer alongside the body.

Chiron provided a pre-race incident when Rolt's Healey suffered fuel-pump trouble while warming-up. Chiron used his Healey to push Rolt's back to the pits, somewhat denting the front cowling in doing so. Here the S.U. pumps were hastily rewired and Rolt was told to push a switch if the engine faltered and if that didn't cure things to get out and hit the offending pump!

A hush, the flag goes up, falls, and a patter of shoes tells us the drivers, at least, are off. Then Potter's Allard roars away, with Johnson's white Jaguar, Walker's red Jaguar, and Rolt's Healey in hot pursuit. "Bira's" blue Jaguar is well up, followed by Howarth's big Lagonda. Clapp was almost last, being at the far end of the row, but Wisdom's Healey faltered and was later still.

A great bunch of multi-coloured sports cars went close-packed round the circuit, round Woodcote, through Copse Corner, down to Maggott's and Beckett's and downhill along Hangar Straight to take Stowe Corner in a flurry of squealing

tyres. Round Club Corner they came, fast through Abbey Curve, and the first lap was over, Johnson leading by 3½ sec. from "Bira," with Walker third—Jaguars 1, 2, 3! It was thought that the Jaguar drivers would scrap for 10 laps, then stay in line-ahead formation. Quite a distance, too, separated these Jaguars from Rolt's Healey, Culpan's Frazer-Nash, Potter's Allard, Allard's Allard, Gerard's Frazer-Nash, which soon passed Allard, Leslie Allard's Allard, Thompson's H.R.G., Treybal's Frazer-Nash, Chiron's Healey, Buncombe's H.R.G., Howarth's Lagonda, Newton's Frazer-Nash, Mann's Jaguar, Wright's Lagonda, Rowley's old Aston-Martin, Jacobs' M.G., Phillips' M.G., Wisdom's Healey, Clark's H.R.G., Lund's M.G., the Morgan, Mylchreest's Riley, Sangster's Riley, Aves' Riley, Wise's Javelin, Hume's Javelin and Clapp's H.R.G.

Another lap and Culpan was fourth, having got past Rolt's Healey, Gerard had gained another place and Treybal was coming through well. The Javelins and Clapp's H.R.G. were still right at the end.

Clearly, the race was to be run fast, for after only four laps Johnson and "Bira" had all but lapped Clapp. Walker was some way behind his team-mates in third place, and Gerard had slowed down.

Not only was it a fast race, but there was a full measure of excitement. On lap five "Bira" and Walker led, Culpan, driving magnificently, was third, Johnson's Jaguar was back to fourth place, these four very far ahead of the field.

On the 7th lap Johnson, who had apparently contacted a straw bale with the front of his car, was in third place. Gerard had stopped at Stowe, gone to

his pit, and resumed slowly, later to speed up. Rowley's Aston-Martin next encountered the straw, an announcement telling the driver's wife he was unhurt, and the car not much damaged. Next it was the turn of Phillips, whose M.G. had been baulking other cars badly in spite of blue-flagging. He slid sideways at Stowe but went on. The order remained "Bira," Walker, Johnson, Culpan, with Rolt's Healey behind, until Culpan passed Johnson again on lap nine. Wisdom's Healey was obviously unwell and its engine was inspected by Tommy at the pits, after which he resumed, badly down on speed. Culpan was pressing Johnson hard, but after a lap or two the Jaguar drew ahead, Johnson closing on Walker. It was magnificent, and the British Jaguars looked and sounded superb. "Bira's" was lapping at about 83 m.p.h.

The Riley saloons ran nicely, line ahead, Clapp gradually working his way past them, and much baulking was experienced, as small cars, cornering at their limit, held up the fast stuff.

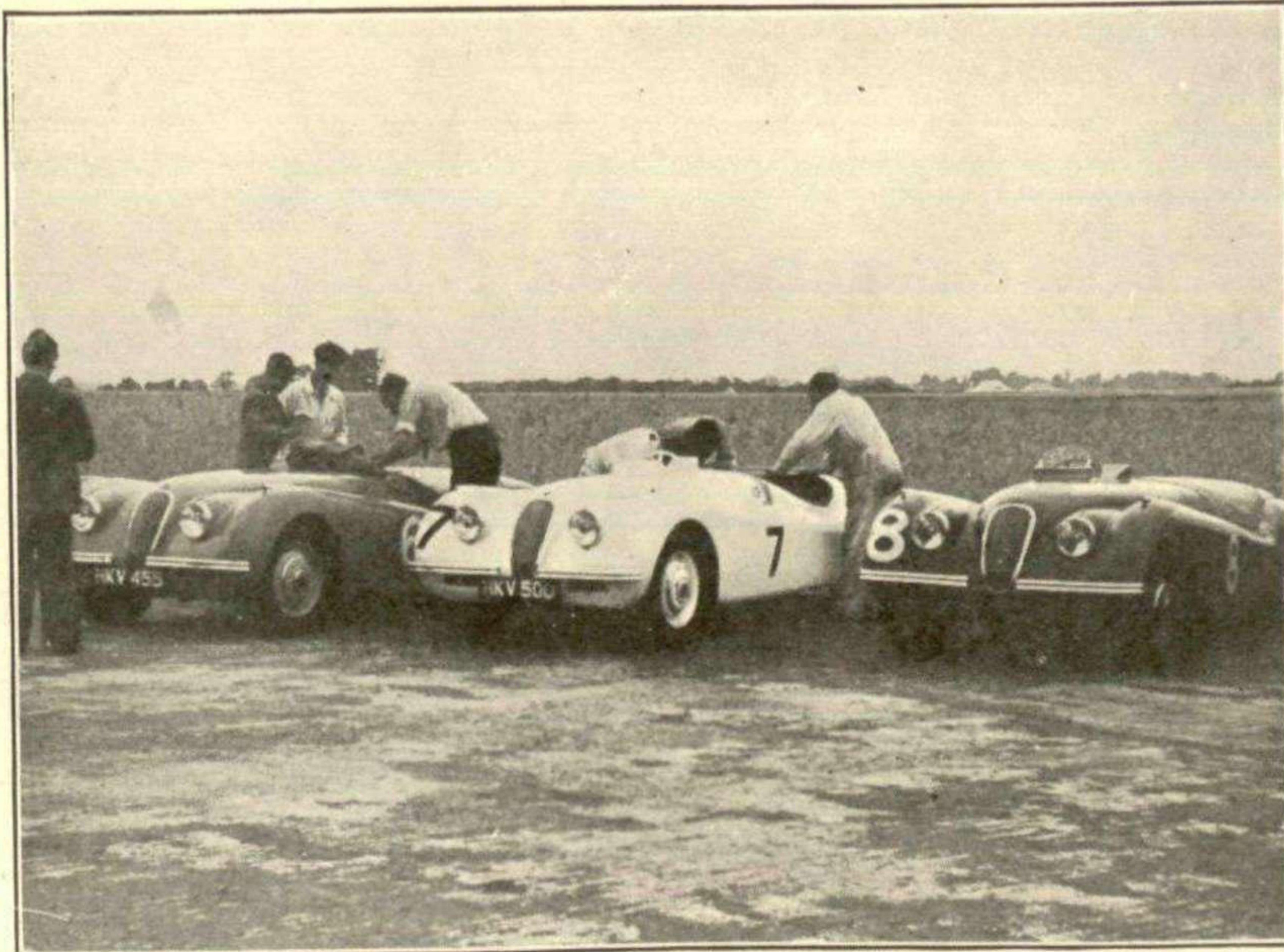
Culpan was now at it again, full bore and past Walker, Johnson having also gone by, to second place, these four evenly spaced and very, very impressive.

At half-time, "Bira" led Johnson by 5 sec., Culpan was 1.4 sec. behind Johnson and Walker one-fifth of a second behind the Frazer-Nash. "Bira" had averaged 81.17 m.p.h., and the speed was rising (at 10 laps it was 80.8 m.p.h.) as the race progressed, "Bira" lapping at 82.3 m.p.h. Just after half-time Howarth's Lagonda retired and Walker picked up third place from Culpan's red Frazer-Nash. Treybal was fifth, Rolt sixth. Just as Johnson began to get down to chasing "Bira," until he was a mere car's length away, Jacobs' M.G. slid to its pit, and later the near side wing and running board showed signs of contact with a hard object, at Beckett's.

The loudspeakers frantically called for special Observer's reports on "Bira," Phillips and Lund.

Drama! "Bira," Johnson pressing him really hard, was taking Woodcote Corner when the near-side rear Dunlop racing tyre burst. The blue Jaguar spun, was narrowly missed by Johnson and Walker, and "Bira's" drive was over—but not quite. He gamely tried to jack the car up (hence the call for special observation) but the jack sank into the earth and a sad man began to walk in. The mystery of why a racing tyre lasted less than 60 miles on a sports car was solved when it was found that Dunlop's had fitted a touring tube! This lost Jaguar an almost-certain 1, 2, 3 victory, and the terrific publicity value of the red, white and blue cars going past the chequered flag in line-formation.

So Johnson was in the lead, Walker second, Culpan third, Treybal fourth, Rolt fifth, Chiron sixth. The first three had lapped the others, Rolt waving Culpan into Woodcote on one occasion. As the end drew near Johnson speeded up, lapping at 84.24 m.p.h. (2 min. 7 sec.), but later Walker closed on him a little. Johnson responded with a lap in 2 min. 6.5 sec., equal to over 84 m.p.h.



PRELUDE TO VICTORY.—The 3½-litre "XK" Jaguars before the Production Car Race. They finished first and second, and won the over 2½-litre Class.

Sydney Allard hit the straw at Stowe hard enough to send his near-side front wing down on to the tyre, letting Leslie pass him, and straw was nicely packed behind the grille of Jacobs' M.G., which had practically no left-lock. Thus this most enjoyable and instructive race finished, the 3½-litre Jaguars victorious, but harried all through by the 2-litre Frazer-Nash.

		Laps comp. hr. min. sec.			
1st:	L. G. Johnson (Jaguar) (82.8 m.p.h.)	28	1	0	44.6
2nd:	P. D. Walker (Jaguar)	28	1	0	50.2
3rd:	N. R. Culpan (Frazer-Nash)	28	1	1	4.4
4th:	A. P. R. Rolt (Healey)	27	1	1	24.3
5th:	Z. Treybal (Frazer-Nash)	27	1	1	32.4
6th:	L. Chiron (Healey)	27	1	1	51.4
7th:	E. J. Newton (Frazer-Nash)	26	1	0	33.8
8th:	T. L. Allard (Allard)	26	1	1	12.0
9th:	S. H. Allard (Allard)	26	1	1	43.0
10th:	L. Potter (Allard)	25	1	0	9.4
11th:	E. Thompson (H.R.G.)	25	1	2	44.0

		Laps comp. hr. min. sec.			
12th:	R. F. Wright (Lagonda)	24	1	0	30.0
13th:	P. Clark (H.R.G.)	24	1	1	23.8
14th:	P. H. Morgan (Morgan)	24	1	1	32.0
15th:	C. Mann (Jaguar)	24	1	1	58.4
16th:	J. Buncombe (H.R.G.)	24	1	1	58.4
17th:	T. H. Wisdom (Healey)	24	1	2	7.2
18th:	E. W. Lund (M.G.)	24	1	2	5.0
19th:	R. W. Jacobs (M.G.)	24	1	2	11.0
20th:	F. R. Gerard (Frazer-Nash)	23	1	0	0.1
21st:	G. E. Phillips (M.G.)	23	1	1	4.0
22nd:	B. Mylchreest (Riley)	23	1	2	11.2
23rd:	J. Sangster (Riley)	23	1	2	15.4
24th:	A. Hume (Jowett)	22	1	0	16.3
25th:	H. Clapp (H.R.G.)	22	1	1	11.1
26th:	T. C. Wise (Jowett)	22	1	1	40.2

Healeys won the Team Prize from the Frazer-Nash and Allard teams, and the Class placings were:—

		UP TO 1,500 C.C. Laps comp. hr. min. sec.			
1st:	E. Thompson (H.R.G.) (79.89 m.p.h.)	25	1	2	44.0
2nd:	P. C. T. Clark (H.R.G.)	24	1	1	23.0

		Laps comp. hr. min. sec.			
3rd:	P. H. G. Morgan (Morgan)	24	1	1	32.0
4th:	J. Buncombe (H.R.G.)	24	1	1	58.0
5th:	E. W. Lund (M.G.)	24	1	2	5.0

		UP TO 2,500 C.C. Laps comp. hr. min. sec.			
1st:	N. R. Culpan (Frazer-Nash) (81.73 m.p.h.)	28	1	1	4.0
2nd:	A. P. R. Rolt (Healey)	27	1	1	24.0
3rd:	Z. Treybal (Frazer-Nash)	27	1	1	32.0
4th:	L. Chiron (Healey)	27	1	1	51.0
5th:	T. H. Wisdom (Healey)	24	1	2	7.0

		OVER 2,500 C.C. Laps comp. hr. min. sec.			
1st:	L. G. Johnson (Jaguar) (82.80 m.p.h.)	28	1	-	44.0
2nd:	P. D. Walker (Jaguar)	28	1	-	50.0
3rd:	T. L. Allard (Allard)	26	1	1	12.0
4th:	S. H. Allard (Allard)	26	1	1	43.0
5th:	L. Potter (Allard)	25	1	1	9.0

The H.R.G.s used Esso fuel, Lucas ignition, Dunlop tyres, and Ferodo-lined brakes. The Frazer-Nash of Culpan had Shell fuel ignited by Lucas ignition and ran on Dunlops.

THE INTERNATIONAL TROPHY RACE

"Bira's" and Farina's Maseratis Beat the Ferraris in the Heats. Ascari Reverses Matters in the Final. Fatal Accident to St. John Horsfall

The first heat saw Ascari (Ferrari), "Bira" (Platé Maserati), Etancelin (Talbot) and Parnell (Maserati) in the proud front position on the grid. Ascari led from the start, "Bira" and Parnell in pursuit, but Chorlton's C.D.L. stalled. Lap one over, it was Ascari, "Bira," Parnell, Whitehead (Ferrari), Etancelin and Harrison's E.R.A. Another round and Harrison had passed the Talbot, while "Bira" led Ascari after three laps, timid flag marshals showing him the blue, so close behind was Alberto. Etancelin, too, had repassed Harrison. After four laps "Bira" led at an average of over 90 m.p.h., but on the next round the Ferrari went by. Parnell was going really fast in third place, sliding out of Club Corner in pursuit of "Bira."

From now on the race was a high-speed procession so far as the leaders were concerned, although Gerard, his E.R.A. very smart with its new front-cowling, passed Harrison and played a waiting game—the only one such old English cars can play on these occasions—in seventh place, behind the very rapid, wheel-sawing Etancelin. Horsfall sat behind Gerard, sliding at Abbey on one round. Shawe-Taylor's Maserati lost power at high r.p.m. and made a brief stop, and smoke plumed from Fry's Maserati cockpit. Then, on lap 16, "Bira" came by ahead of Ascari again, these two lapping Harrison. Ascari was content to watch "Bira's" polished driving from a space of under one second, and thus they finished, with Parnell an excellent third. Fotheringham Parker's Maserati had retired with a sticking oil-relief valve, Etancelin and Whitehead both had hectic moments, the former rearranging the straw bales at Copse, and altogether it was a very exciting and excellent race.

1st:	"B. Bira" (Maserati), 39 min. 0.2 sec. ... 91.43 m.p.h.
2nd:	A. Ascari (Ferrari), 39 min. 1 sec. 91.41 "
3rd:	R. Parnell (Maserati), 39 min. 44 sec. ... 89.75 "
4th:	Gerard (E.R.A.), 87.11 m.p.h.; 5th, Harrison (E.R.A.); 6th, Horsfall (E.R.A.); 7th, Etancelin (Talbot); 8th, Fry (Maserati); 9th, Claes (Talbot); 10th, Murray (Maserati); 11th, Baring (Maserati); 12th, Crossley (Alta); 13th, Habershon (Delage); 14th, Shawe-Taylor (Maserati).

Ascari wheeled out Villorelli's Ferrari for the second heat, the Ferrari mechanics

playfully tweeking "Bira's" cheek because he had beaten one of their cars, and a warning was broadcast of oil, spilt from A. G. Whitehead's E.R.A., at Stowe.

Villoresi led away, Peter Walker's two-stage E-type E.R.A. after him, and, as they completed lap one, it was Villoresi, de Graffenried's Maserati, Walker's E.R.A. and Farina's Maserati, Rolt's horrific Alfa-Romeo and Salvadori's Maserati behind. Brooke (Maserati), bare-headed, was in fifth place, ahead of Rolt, after three laps, and by five laps Farina, pulling odd faces as he cornered, had his Maserati 1.2 sec. ahead of the Ferrari, 2.2 sec. behind which was de Graffenried, third. The E-type E.R.A., sounding beautiful, was still fourth. The order held for another five laps, but Farina had gained 4 sec. on Villoresi and put up the average from 88.45 to 89.18 m.p.h. Gordon's Maserati had already retired, its scavenge pump inoperative, and Richardson's R.R.A. (no longer with Riley chassis) had spasms of intense smoking. Chiron's radiator cap blew off with a hiss of water vapour and he stopped, retrieved it, and got going again after filling up. The Ferrari had closed only imperceptibly on Farina's Maserati by 15 laps, the average up to 89.6 m.p.h. Brooke was missing after 18 laps and de Graffenried was enjoying himself hugely, coming wide in a fine burst of acceleration out of Club Corner. And the E-type kept going, and in fourth position.

		min. sec.	
1st:	G. Farina (Maserati)	39	44.4
2nd:	L. Villorelli (Ferrari)	39	49.6
3rd:	de Graffenried (Maserati)	40	12.2

4th, Walker (E.R.A.); 5th, Salvadori (Maserati); 6th, Rolt (Alfa-Romeo); 7th, Ashmore (Maserati); 8th, Hampshire (E.R.A.); 9th, Levegh (Talbot); 10th, Richardson (R.R.A.); 11th, Watson (Alta); 12th, Nixon (E.R.A.); 13th, Kelly (Maserati); 14th, Ansell (E.R.A.); 15th, Brooke (Maserati).

So to the Final, composed of the first 15 from each heat, the burning question being could the four-cylinder Maseratis again put it over the V12 Ferraris? Ascari soaked his blue cloth helmet in water before the start, fuel was added to Parnell's tank on the grid, where Robin Jackson ministered to Fry in his Maserati, and they lined up

in nine rows to a truly imposing start, which Farina led.

One lap and the order was Ascari, "Bira" and Parnell (good old Reg.) and Villoresi. Ascari then drew right away, and Villoresi passed Parnell. Etancelin limped in after one lap with the Talbot's gearbox useless. As they strung out a bit at five laps, Ascari led by 1.2 sec. at 89.9 m.p.h. from Villoresi, "Bira" was 3.2 sec. behind Ascari, Parnell fourth, Farina fifth, then the E-type, going splendidly, but spraying Walker with oil, then the watchful Gerard, followed by Ashmore, Harrison, Salvadori and Horsfall. Richardson lost his fuel filler cap, found it, and resumed, holding it on. "Bira" dropped back, letting Parnell and Farina by, then Parnell's old hoodoo returned, 11 sec. being lost to put in oil.

Habershon's Delage soiled its otherwise clean copybook by being called in because oil was leaking from a vent, retiring after three laps, then poor Reg. Parnell fell out for good after twelve laps with no oil-pressure and at fifteen laps Ascari led from Farina, who had come up strongly, Villoresi third, the E-type fourth, and "Bira" dropping back. The average was 89.37 m.p.h.

It was highly interesting, Ashmore incapable of catching Gerard, Villoresi unable to close with Farina, the E-type a magnificent fourth. Then de Graffenried came past Walker. Horsfall's E.R.A. had rolled over at Stowe Corner on lap thirteen, just as it had done in Bolster's hands at the Grand Prix, after striking a straw bale, but Horsfall was not thrown clear and his injuries proved fatal. Geoffrey Ansell's E.R.A. stopped for good, its radiator dry, but Claes at last got the better of his battle with Levegh's Talbot and the leaders remained: Ascari, about ½ of a sec. ahead, Farina, Villoresi, de Graffenried, Walker, "Bira," Gerard, Ashmore, Harrison and Rolt. Moreover, down Hangar Straight Farina got past Ascari, cornered first, then Ascari beat him on acceleration out of Club Corner—the sort of thing that keeps the crowd on its toes and gave holders of *Daily Express* tickets grand value-for-money. This went on until Farina

B.R.D.C. SILVERSTONE MEETING

PRODUCTION CAR RACE (2,500-c.c. Class)

Won by Mr. H. R. CULPAN, at 81.73 m.p.h., racing his FRAZER-NASH on GOLDEN SHELL Oil as sold from garages

(Subject to official confirmation)

Shell
MOTOR OIL -
First!



LEADERSHIP IN LUBRICATION

bumped the straw bales at Stowe (the official hand-out says sand-bags, which would be worse) and dropped back, over 8 sec. behind, because a newspaper wrapped itself round his head and in tearing it away he removed his goggles. Ascari now had the race as he wanted it, but Farina made up over 6 sec. of his deficiency before the end.

Thus the first Silverstone International Trophy Race came to a close, Alberto Ascari, unassuming swarthy victor, all but lapping "Bira" and carrying the chequered-fly away under his car as he swept over the line. Villorresi held third place, giving best to the Maserati so ably handled by Farina, de Graffenried was fourth, our E-type E.R.A. was splendidly brought home fifth by Peter Walker, who finished ahead of "Bira," whose car obviously hadn't maintained heat-one form, while Bob Gerard in his ancient E.R.A. proved a match for Ashmore's Scuderia Ambrosiana two-stage Maserati. Harrison and Rolt were also well placed.

- 1st: A. Ascari (Ferrari), 59 min. 42.6 sec. 89.58 m.p.h.
- 2nd: G. Farina (Maserati), 59 min. 44.4 sec. 89.30 "
- 3rd: L. Villorresi (Ferrari), 1 hr. 0 min. 19 sec. 88.70 "
- 4th, de Graffenried (Maserati), 87.82 m.p.h.;
- 5th, Walker (E.R.A.), 87.49 m.p.h.; 6th, "B. Bira" (Maserati), 86.30 m.p.h.; 7th, Gerard (E.R.A.); 8th, Ashmore (Maserati); 9th, Harrison (E.R.A.); 10th, Rolt (Alfa-Romeo); 11th, Hampshire (E.R.A.); 12th, Claes (Talbot); 13th, Levegh (Talbot); 14th, Watson (Alfa); 15th, Fry (Maserati); 16th, Nixon (E.R.A.); 17th, Salvadori (Maserati); 18th, Murray (Maserati); 19th, Kelly (Maserati); 20th, Crossley (Alfa); 21st, Richardson (R.R.A.); 22nd, Ansell (E.R.A.).

JOTTINGS

Edwardians are all very well in their place, and the "9.5" Standard is an interesting early light-car, but the rusty one with "Vanguard I" chalked on its bonnet was out of place parading round Silverstone.

An enterprising camera-man hired a taxi to take him from corner to corner along the roads inside the circuit. A good idea—but rather hard on tired Pressmen who were made to leave their cars outside the circuit.

Wasn't Peter Walker rather overlooked at the prize giving? Never mind, Peter, those in the know showed their appreciation as the E-type came in.

MOTOR SPORT used a Hillman Minx for the period of the meeting. It did everything we asked of it, provided ample accommodation, started very promptly and was commendably quiet and smooth for an inexpensive car. So quiet was it that it was possible to mistake 3rd gear for top. The car is brisk, going up to an indicated 58 m.p.h. in third, has excellent luggage space and a pleasant steering-column gear-change, and good brakes, and it is usefully economic. The wide bench front seat is half cloth, half leather, a good idea which keeps the driver from sliding about, and it adjusts extremely easily. Rootes Securities have an excellent small car in the latest Minx. We slept comfortably at the course in one of those beautifully appointed and finished Coventry "Knight 49" mobile homes—not to confused with



THE PRESENTATION.—Dr. Giuseppe Farina comes up to receive his prize. On the extreme left is Desmond Scannell, who so ably handled the organisation of the meeting, and behind Farina is Mike Couper, Assistant Clerk of the Course.

a similar van in which Lloyds Bank took away the gate-money!

The basic list price of the all-conquering "XK120" Jaguar is £998.

British Cars to the Fore in this year's Alpine Rally
ALLARD, HEALEY AND M.G. SCORE CLASS VICTORIES

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ALFA-ROMEOS

—continued from page 356

a metal container slung from the chassis. The acceleration was remarkably clean, as the fully-equipped two-seater weighed approximately 15½ cwt. The fine all-round performance and splendid road-holding of these twin-cam cars rendered them very desirable, the controls accurate, the steering light and high-g geared, the springing perhaps a trifle harsh by modern standards.

Major Coe drove a sports two-seater at Shelsley Walsh in 1928 and I later entered two cars, a supercharged model for Giulio Ramponi and an unsupercharged model for Carlo Bruno to drive, in the 1928 Essex M.C. Six-Hour Race. Ramponi won, covering 417.44 miles at 69.51 m.p.h. Bruno averaged 64.84 m.p.h. This encouraged me to enter for further races. Ramponi won the 1929 "Double Twelve" after an astonishingly close finish from Davis' Bentley, the Alfa-Romeo covering 1,824 miles at 76 m.p.h. Then, at Phoenix Park in 1930, Eyston was second on handicap in the 1½-litre race to Gillow's Riley, averaging 74.83 m.p.h., Don fourth and Ivanowski sixth, dominating the 1½-litre class, and in that year's 'T.T. Kaye Don's car set the 1½-litre lap record to nearly 73 m.p.h. before crashing and catching fire; the 1,750-c.c. Alfa-Romeos finishing 1, 2 and 3—but that is another story.

The International Alpine Rally, as a severe test of more or less ordinary cars, attracts world-wide attention, and buyers' eyes scan the results carefully. This year's event was won by Goutruche's 2-litre Citroen with dual carburettors and a Reda four-speed gearbox. It lost no marks at all. But second place went to Donald Healey's "Silverstone" Healey, tying with Lesur's smaller Simca, both losing 20 marks. George Monkhouse netted fifth place with a Sunbeam-Talbot "90" saloon; D. A. Aldington's Bristol was sixth. Miss Betty Haig and Miss Barbara Marshall are deserving of the highest praise for getting their "TC" M.G. Midget home seventh, Leonard Potter's twin-carburettor V8 Allard was eighth, H. J. Aldington's Bristol ninth, Edney's M.G. tenth, Gott's H.R.G. eleventh, and Richmond's H.R.G. twelfth, out of 31 finishers. So we waved the flag well and truly, more particularly as Bristol, Riley, Healey and Allard shone in the various timed tests and outright class victories were secured by the M.G., the Healey and Potter's Allard. Bristols had bad luck, Treybal's car crashing down a ravine and Wisdom's hitting a non-competing car head-on—in describing which the Bristol Aeroplane Co.'s publicity section called the trial a race! A Jowett Javelin also crashed, but not before Wilkins had made best 1½-litre time with it in the 5-km. Autostrada test. A signal success was scored by the official team of Sunbeam-Talbot "90" saloons handled by Monkhouse, Cleese and Garrad, for they won the award for the best non-French team.

510 M.P.H. ON CASTROL

JET AIRCRAFT RACE

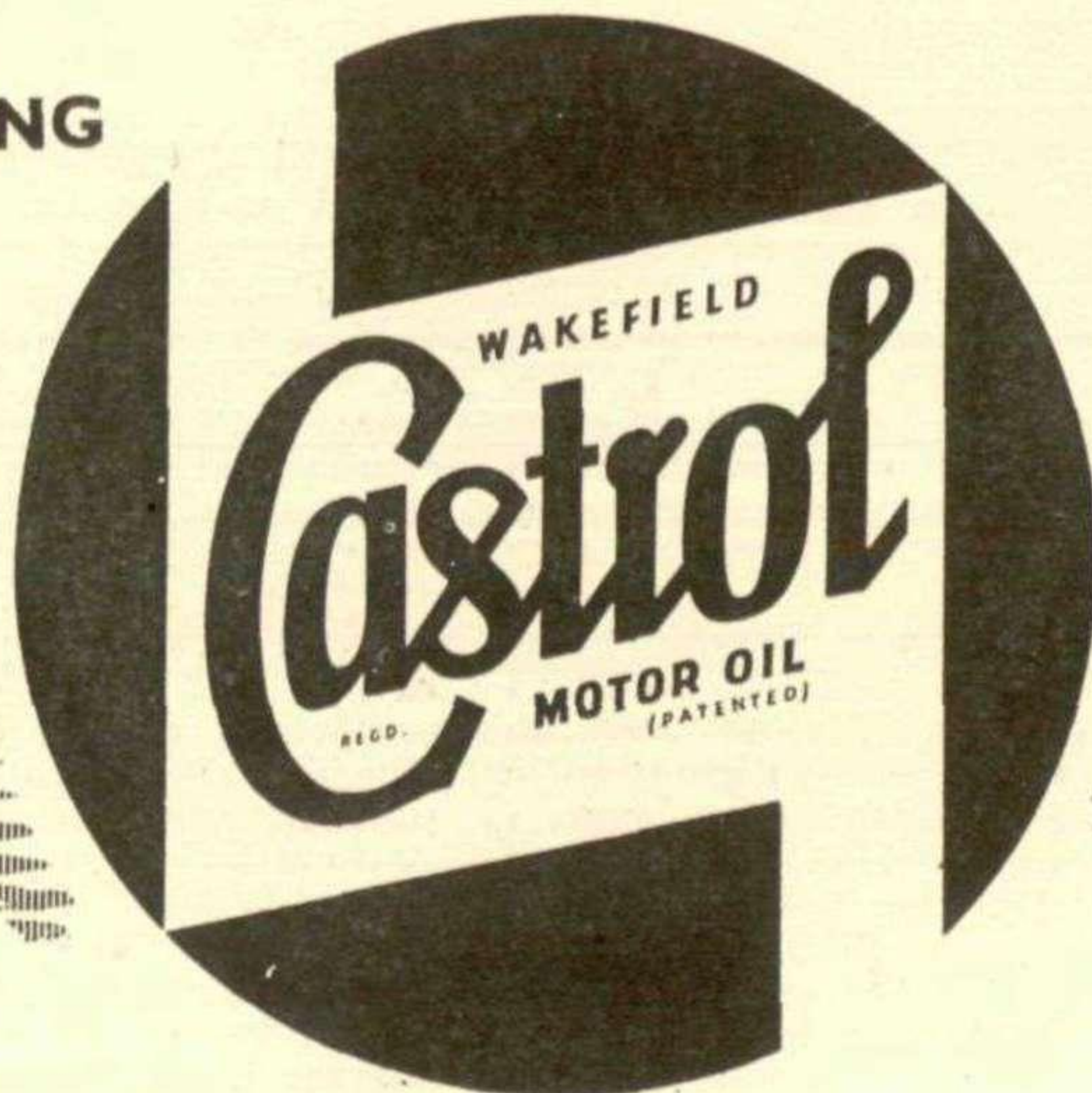
FOR S.B.A.C. CHALLENGE CUP • ELMDON • 1st AUGUST

1ST T. S. WADE
(HAWKER P1040)
at 510 m.p.h.

2ND J. CUNNINGHAM
(D.H. VAMPIRE 3)

3RD J. D. DERRY
(D.H.108)

USING



THE MASTERPIECE IN OILS

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

Enjoyable Sports-Car Racing at Goodwood. Riley, H.R.G., M.G., Connaught, F.I.A.T., s/c M.G., H.R.G., Delahaye, and Allard the Respective Victors in 3- and 5-lap Races.

THE B.A.R.C. Members' Meeting at Goodwood circuit on August 13th, of which L. Cade was Secretary, was graced by delightful weather and produced excellent sports-car racing in three 3-lap and six 5-lap handicaps. The popularity of this sort of racing was evidenced by an entry of over 100 cars, and it is sincerely to be hoped that the B.A.R.C. will be able to stage a similar meeting in October. The races were run off very promptly, there was only one accident and the entire meeting was most enjoyable.

The handicapping, however, was odd in the extreme. For example, in the eighth race Walker's very rapid 3½-litre Delahaye started with a Connaught and not until three seconds later was Rogers' unfortunate 2½-litre Riley saloon released, while Mann's aged "2.6" blown Alfa-Romeo was on scratch, conceding 70 seconds to the Delahaye and Connaught. Consequently, the delightful spectacle of the scratch car being lapped was observed, and "Bunny" Dyer was so astonished he forgot to wave his chequered flag, so that this unhappy race ran for an extra lap. The handicappers seemed anxious to pay Riley cars an unwelcome compliment, for in the same race Lyons' pre-war "Big Four" Riley saloon was made to give an open 2½-litre Jaguar four seconds and Birkett's fleet Bugatti eight seconds, the Delahaye being only seven seconds behind it. In another race Allard's latest sports Allard was started 37 seconds before Carter's blown "2.6" Alfa-Romeo, so that Sydney was in the lead after two laps.

Members with admission brooches were not allowed in the Paddock, a bridge is obviously badly needed between Paddock and entrance, and the Press should not be charged for vehicle parking. To obviate baulking, competitors were instructed to keep to the right of a white line from Woodgate (Lowrey's) corner round the left curve to the finish, except when passing, but few observed this rule, nor was the threatened action taken, which was unfair to those drivers who *did* refrain from cutting across. Apart from these few grumbles the meeting went through like clockwork and the B.A.R.C. will be well advised to hold more of these Members' days.

It is a pity spectating brooch-wearers were confined to the enclosures (the grandstands had disappeared, incidentally), because not much can be seen from those flanking the finishing straight, whereas the Paddock was full of interest.

Ridley's M.G. was a standard "TC," whereas Lester's well-known car has coil-spring i.f.s. and very eyeable coachwork. Miss Lambert's 1,100-c.c. H.R.G. seemed "production" save for an aero-screen in lieu of the main screen, the Balmoral Special was basically Riley Nine, with cowled radiator, twin S.U.s and standard exhaust manifold. Ruddock had the deflector head from his Frazer-Nash on the Meadows engine of his

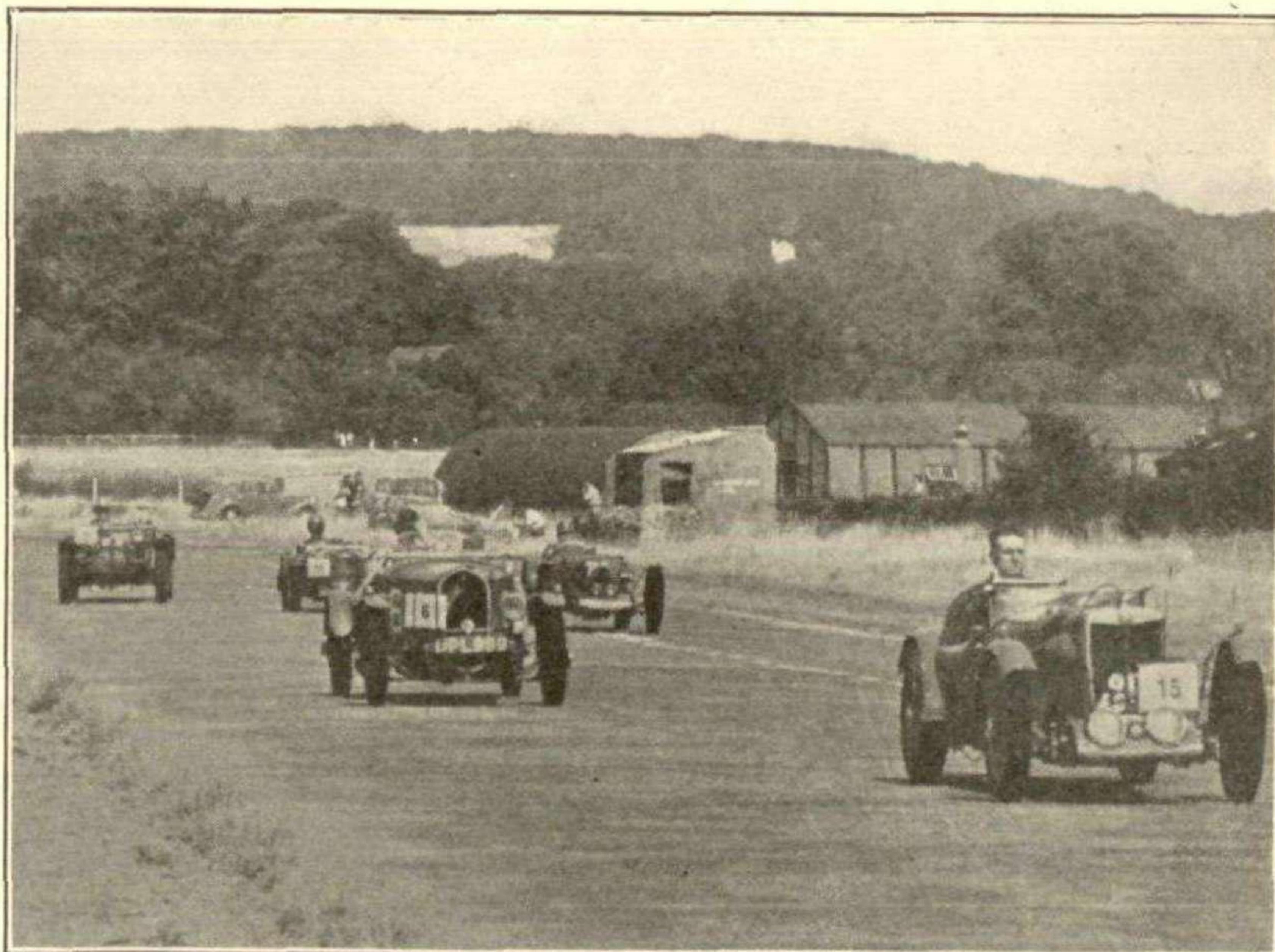
Photographs appearing in this article are MOTOR SPORT copyright.

H.R.G., Woods' 1,086-c.c. M.G. had twin S.U.s, six-branch exhaust system and headlamps close set beneath its radiator grille, while very neat was Pierpont's F.I.A.T. 1,100 with aerodynamic but not all-enveloping bodywork, two Amal carburettors, a neat silencer incorporated in its straight exhaust pipe and an oil-cooler ahead of the main radiator. Under the bonnet of Gibbs' Riley Nine were four Amals, splayed to accommodate a float-chamber for each. This car started life as a 1930 Monaco saloon, has a welded-up two-seater racing body, and rather special brake drums. Very "special" was Mercer's B.R.A., with a 1,185-c.c. Coventry-Climax-cum-Sunbeam-Talbot side-valve engine using an Anzani camshaft, two semi-downdraught S.U.s, and a four-branch external exhaust system, its chassis consisting of a combination of H.R.G. and Hillman, with Mercer's own front suspension, a Hillman rear axle and Morris steering column. The suspension seemed somewhat supple.

Needell ran an early Ford V8 coupé with standard front axle having transverse friction shock-absorbers, and smooth tyres, and was rewarded by being placed on scratch, with Westcott's V8-engined Frazer-Nash, and 7 sec. behind a "Le Mans" H.R.G.! Blackford's S.S.1 tourer even retained a G.B. plate, while the front of Pugh's "Aerodynamic" H.R.G. was embellished with conspicuous name-plaques advertising the towns it

has visited and proprietary refreshments, so that one tended to overlook its tartan upholstery and a fancy fan-tail, the latter, someone remarked, being designed to throw up a cloud of dust at rivals about to overtake. Keen's Type 40 B.M.W. had its original ineffective brakes replaced by Vauxhall drums at the front, this necessitating fully-floating shoes but being a distinct improvement. About the only other "mod." was a Scintilla Vertex magneto. Davies' Ford-Davies Special employed two carburettors on a Ford Ten engine, and the Buckler had a new, rounded-front grille. Murray-Symons' blown Morgan "4/4" carried a vertical number-disc reminiscent of an early 200-Mile Race competitor.

A handsome car was Innes' standard blown "K3" M.G., while Peter Clark was driving a quite normal 1½-litre H.R.G. two-seater. Four F.I.A.T. "Balilla" sports two-seaters and several "Brooklands" Riley Nines were present, the former in the hands of Metcalfe, Ames, Ellis and Randell (Westwood's being absent), the latter driven by Cuff-Miller, Kingston (very slow) and Kehoe, the last having drilled shock-absorber arms, knock-off hub caps, etc. Dargue's M.G. had an S.U. at each end of its inlet manifold and Lusty's "TC" M.G. had a Marshall blower driven by two belts and a Scintilla Vertex magneto, whereas Swepstone's Wolseley Hornet employed an Arnott supercharger whirled round by a single belt. Several of the "TC" M.G.s used extra oil filters. Hamilton's Darley was an early 12-h.p. Meadows-Lea-Francis with gear lever and gate outside its two-



IN FULL CRY.—G. V. Coles' M.G. leads P. G. Randell's F.I.A.T. in the first of those enjoyable members' races at Goodwood.

seater body, disc wheels, $\frac{1}{4}$ -elliptic rear springs and $\frac{1}{2}$ -elliptic front springs inverted above the chassis side-members—a very low car. Glanville's Austin Seven, in speed and appearance, was apparently a standard A.E.W. four-seater, but with larger front than rear tyres. Render had the original Allard, with Mercury engine and a spare wheel precariously tied to its Bugatti tail. Lyons' "Big Four" Riley saloon had a carburettor larger than standard and slightly raised compression ratio.

Practice produced no excitement whatever that was outwardly apparent, but gasket trouble was prevalent. Gordon Woods had spent the previous night attending to this on his "328" B.M.W., Allard's latest sports Allard blew that in its off-side block, a spare being rushed to his mechanic from Chichester, and Tony Crook's "328" B.M.W. had the same malady. Parker was seen to be working on the distributor of his blown 1,750-c.c. Alfa-Romeo, and the re-treaded tyres on the front wheels of Birkett's Bugatti had worn at an alarming rate. Davis' four-seater 1,287-c.c. M.G. was troubled by front-axle tramp and the Balmoral-Special went home. Watson's Alvis was a four-seater "12/70," Tilling's $1\frac{1}{2}$ -litre "Le Mans" Singer had a cowed radiator and outside exhaust, and Waring's neat, early "Speed Twenty" Alvis had its headlamps facing the ground to reduce wind-drag. Open and closed Healeys, a Duncan-Healey and Goodhew's two-seater Healey disguised as a B.M.W., also ran. So to the racing:—

[N.B.—Discrepancies which appear to exist between times and speeds are explained by the B.A.R.C. as being "gross" times but "actual" speeds.—ED.]

First 3-Lap Handicap

Coles' 746-c.c. M.G. beat Barnes' similar M.G. on initial acceleration and Woods got his M.G. off smartly. Lester's M.G. stole a lead on Ridley's M.G. as the flag fell, but Gibbs made a hesitant start in his Riley. Coles had a really big

lead after a lap, but Woods was hurrying along in second place, followed by Ruddock and Barnes. Another 2.4 miles, or one lap, and Woods was close up to Coles and Ruddock, and Gibbs was catching Woods. The finish was wildly exciting, Gibbs being right on Woods' tail at Woodcote Corner, when his Riley slid somewhat. However, he out-accelerated Woods, but as the latter was to the left of the white line (shades of the Fork at Brooklands!) could only get past by taking to the grass, which he did, his creditable home-brewed Riley winning by one-fifth sec. from the M.G. Coles' M.G. was third.

1st: L. E. Gibbs (1,087-c.c. Riley) (12 sec.); time, 7 min. 44 sec. (64.49 m.p.h.).

2nd: L. J. Woods (1,086-c.c. M.G.), (12 sec.); time, 7 min. 4.6 sec.

3rd: G. V. Coles (746-c.c. M.G.), (34 sec.).

Then: Davis (M.G.), Randell (F.I.A.T.), Lester (M.G.), Pierpont (F.I.A.T.), Miss Lambert (H.R.G.), Ridley (M.G.), Barnes (M.G.), and Mercer (B.R.A.).

Second 3-Lap Handicap

As they were released, Davies' Ford-Davies beat Buckler, Thompson's 1949 "Le Mans" H.R.G. led Pugh's "Aerodynamic" H.R.G., and Westcott's V8-Frazer-Nash streaked past Needell's Ford V8 coupé. After a lap, however, Buckler led, but Thomson was already well up and took the lead at St. Mary's Corner, followed by the Buckler and Woods' B.M.W. The H.R.G. led Buckler by about six lengths after two laps, and proceeded to build up a substantial lead, Woods now taking second place, in which order these three finished.

1st: E. Thompson (1,496-c.c. H.R.G.), (27 sec.); time, 7 min. 11.2 sec. (66.77 m.p.h.).

2nd: G. C. Woods (1,971-c.c. B.M.W.), (3 sec.); 7 min. 15 sec.

3rd: C. D. F. Buckler (1,172-c.c. Buckler), (18 sec.); time, 7 min. 19.4 sec.

Then: Westcott (V8-Frazer-Nash), Davies (Davies-Ford), Keen (B.M.W.), Blackford (S.S.), Needell (Ford), Davis (M.G.), Pugh (H.R.G.), Bucknall (M.G.), and Cook (Aston-Martin).

Third 3-Lap Handicap

On initial get-away Dargue's M.G. left Jopling's beautiful $4\frac{1}{2}$ -litre Bentley four-seater and Cuff-Miller's "Brooklands"

Riley. Poor Innes howled off the scratch-mark, only to have the M.G.'s throttle-linkage come adrift as he changed from first to second. So Metcalfe, in all-white attire, led lap one in his outside-piped, tail-finned, "Balilla" F.I.A.T., nicely away from Kehoe's "limit" "Brooklands" Riley and Dargue's M.G. But Crook's "328" B.M.W. was fourth, going well, and before St. Mary's Corner on lap two it was leading, with Craig's healthy $3\frac{1}{2}$ -litre Jaguar (called an S.S. Jaguar in the programme) second and Dargue, Metcalfe and Meisl's H.R.G., tightly bunched, behind. Jopling retired, and a lap later Craig closed on Crook and got past along Lavant straight, to win at a fine speed, by 0.6 sec.

1st: J. H. Craig (3,486-c.c. Jaguar), (5 sec.); time, 6 min. 47.8 sec. (67.36 m.p.h.).

2nd: T. A. D. Crook (1,971-c.c. B.M.W.), (5 sec.); time, 6 min. 48.4 sec.

3rd: T. W. Dargue (1,433-c.c. M.G.), (12 sec.); time, 7 min. 3 sec.

Then: Meisl (H.R.G.), Metcalfe (F.I.A.T.), Cuff-Miller (Riley), Kehoe (Riley), Haslock (M.G.), Murray-Symons (Morgan), and Watson (Alvis).

First 5-Lap Handicap

Peacock got away from the two Connaughts at flag-fall, as did Goodhew's "Le Mans" $4\frac{1}{2}$ -litre Lagonda from Woods' rehandicapped B.M.W. From virtual scratch Parker did a snap change-up in his Alfa-Romeo but the Darley had gone straight to the Paddock with gear-selection bothers. Waring's Alvis led the first two laps, after which it was swamped by Rodney Clarke's and Kenneth McAlpine's identical Connaughts. McAlpine could make little impression on Clarke and thus the two Connaughts finished, an impressive first and second—they now have slots in the front-end fairing to direct air to the brakes. Peacock's B.M.W. retired on lap one.

1st: R. E. Clarke (1,767-c.c. Connaught), (18 sec.); time, 10 min. 25.8 sec. (73.63 m.p.h.).

2nd: K. McAlpine (1,767-c.c. Connaught), (18 sec.); time, 10 min. 30.4 sec.

3rd: P. Waring (2,511-c.c. Alvis), (57 sec.); time, 11 min. 0.4 sec.

Then: Goodhew (Lagonda), Woods (B.M.W.), Clark (H.R.G.), Scragg (H.R.G.), Parker (Alfa-Romeo), and Tilling (Singer).

Second 5-Lap Handicap

Metcalf's F.I.A.T. got off really well, but Derrington's neat Lancia "Ardea" saloon was soon outpaced, while Innes' throttle-linkage again fell adrift as he changed-up. Metcalfe led throughout, Buckler wearing down his huge lead but not being able to catch the F.I.A.T. A very long way behind came Randell's similar, but "1,100"-engined, outside-piped F.I.A.T., fuel-pressure being pumped up for the closing laps.

1st: C. le S. Metcalfe (995-c.c. F.I.A.T.), (50 sec.); time, 11 min. 39.4 sec. (62.47 m.p.h.).

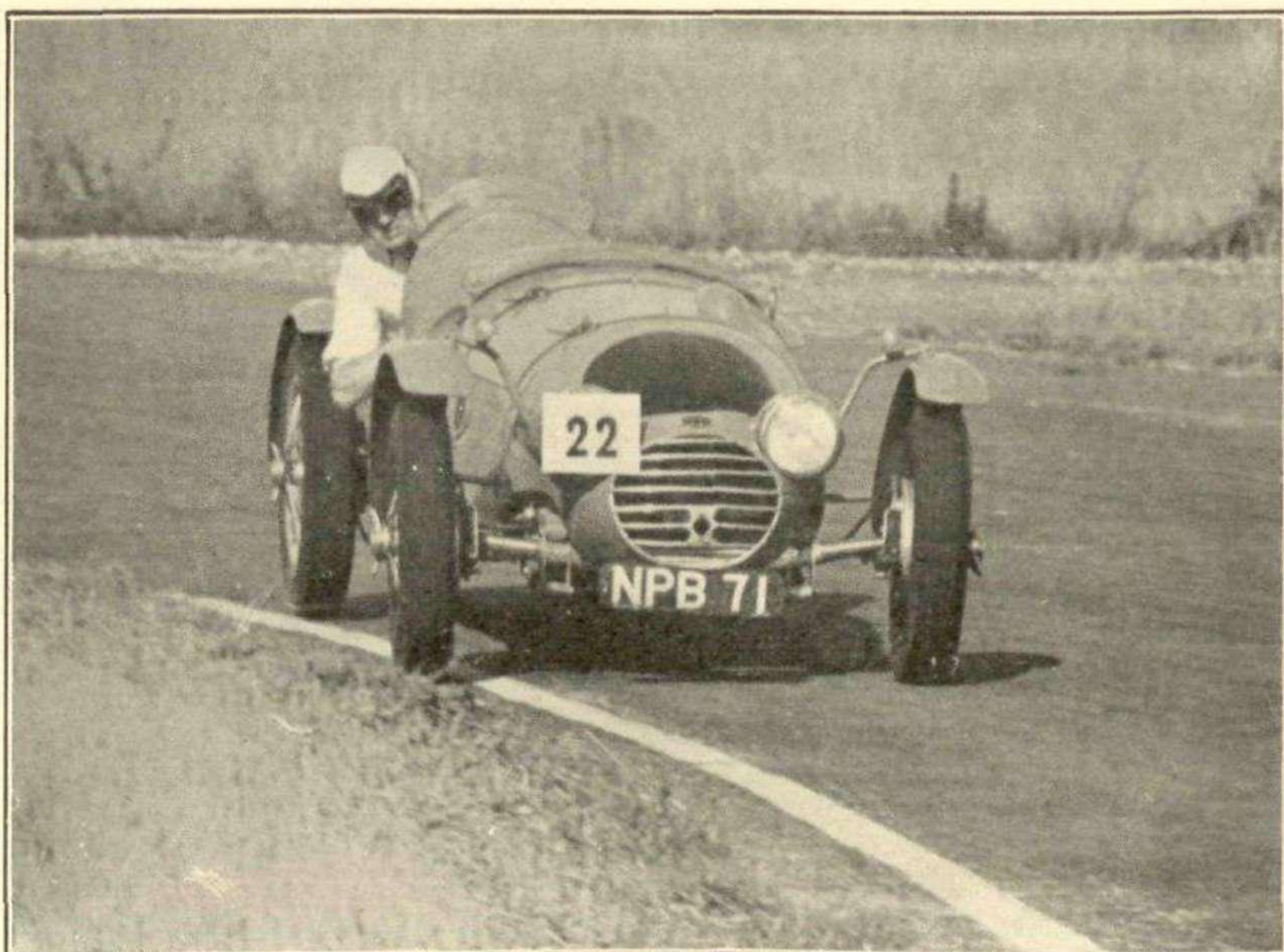
2nd: C. D. F. Buckler (1,172-c.c. Buckler), (35 sec.); time, 11 min. 42.2 sec.

3rd: P. G. Randell (1,089-c.c. F.I.A.T.), (21 sec.).

Then: Bucknall (M.G.), Ellis (F.I.A.T.), Murray-Symons (Morgan), Ames (F.I.A.T.), Derrington (Lancia), and Rosen (Triumph).

Third 5-Lap Handicap

Nine M.G.s dominated this race, opposed only by Kehoe's Riley and Napper's Morgan "4/4." Cross and Jacobs got their M.G.s off well and the latter's blown car came up strongly from scratch, being fifth after one lap, second, to Kehoe, after two laps, and leading by the end of lap four, to win comfortably. Napper was third for a while, but was repassed by Mayers' M.G., and on lap three Hasloch's M.G. overturned beyond Madgwick Corner when in



TOEING THE LINE.—Thompson's "Le Mans" H.R.G. cornering in classic style, to catch the limit cars after being rehandicapped to the scratch mark.

seventh place. He was removed in the ambulance with superficial injuries.

- 1st: R. W. Jacobs (1,087-c.c. s/c M.G.), (scratch); time, 11 min. 29.8 sec. (68.16 m.p.h.).
 2nd: E. J. Kehoe (1,089-c.c. Riley), (56 sec.); time, 11 min. 56.2 sec.
 3rd: J. C. C. Mayers (1,292-c.c. M.G.), (31 sec.); time, 12 min. 4.4 sec.
 Then: Napper (Morgan), Molyneux (M.G.), Booker (M.G.), Constable (M.G.), Cross (M.G.), Yates (M.G.), and Cook (M.G.).

Fourth 5-Lap Handicap

Nancy Binns got her Riley "Sprite" off really briskly and was second behind Griffiths' twin-S.U. "Rapier"-type Lagonda for two laps, then took the lead herself, with Thompson, his H.R.G. put back to scratch, third. After four laps the H.R.G. had overcome its handicap and was in front of the field, going splendidly, while on the last lap Meisl's H.R.G. pipped the little Lagonda for third place. Lusty's M.G. retired.

- 1st: E. Thompson (1,496-c.c. H.R.G.), (scratch) time, 11 min. 11.6 sec. (64.40 m.p.h.).
 2nd: Mrs. N. Binns (1,496-c.c. Riley), (27 sec.); time, 11 min. 24.0 sec.
 3rd: C. G. Meisl (1,496-c.c. H.R.G.), (11 sec.) time, 11 min. 35.8 sec.
 Then: Griffiths (Lagonda), Dargue (M.G.), Young (M.G.), Day (H.R.G.), Doyle (Aston-Martin), Watson (Alvis) and Kingston (Riley).

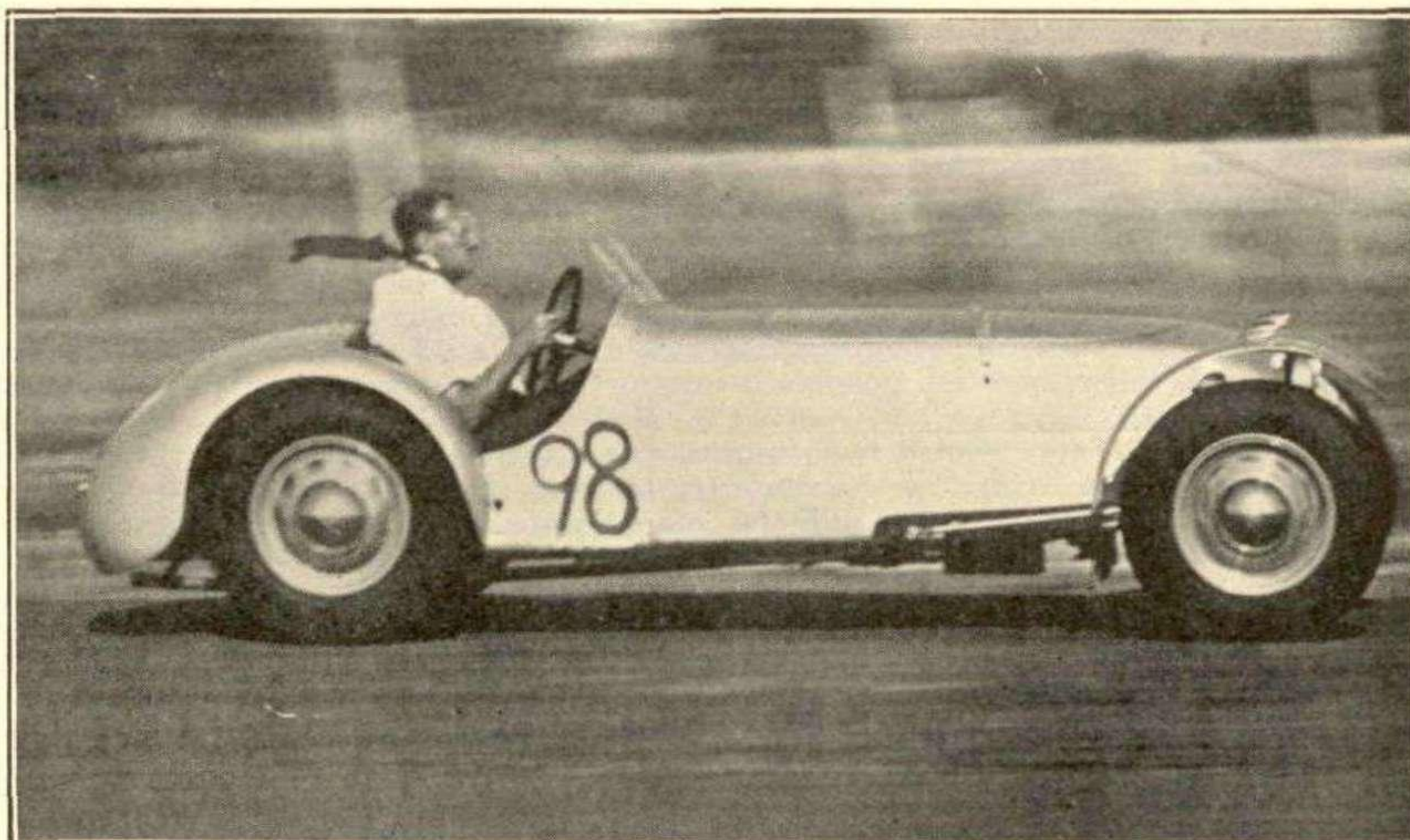
The "10-Minute" Handicap (5 laps)

This race was a rare muddle. The odd handicapping, aforementioned, apparently led Dyer into thinking that Birkett's practically standard Type 44 Bugatti, a perfectly delightful road-car by the way, was a lap ahead of Jason-Henry's very fast Delahaye and McAlpine's Connaught, whereas these two had caught Birkett during the second lap, for they had a mere 15 seconds to make up. So the chequered flag wasn't displayed until six laps had been run. Downing's Healey saloon rolled, popped and pinked, the Duncan-Healey retired, and the door of the 2½-litre Riley saloon flew open with a resounding bang. The "Big Four" Riley saloon was notably quiet. Mann smiled patiently on scratch in the blown "2.6" Alfa-Romeo, and spun his wheels and snap-changed when he was released. By then he had a big distance to make up and on the third lap we saw the unique spectacle of the Delahaye lapping the scratch Alfa-Romeo! Let the handicappers ponder on that. The winner's time was declared as 10 minutes exactly.

- 1st: G. Jason-Henry (3,557-c.c. Delahaye), (1 min 10 sec.); time, 10 min. 0 sec. (73.8 m.p.h.)
 2nd: K. McAlpine (1,767-c.c. Connaught), (1 min 10 sec.); time, 10 min. 0.2 sec.
 3rd: H. Birkett (2,992-c.c. Bugatti), (1 min. 25 sec.); time, 10 min. 46 sec.
 Then: Downing (Healey), Goodhew (Healey), Gillbanks (Jaguar), Tipper (Healey), Lyons (Riley), and Mann (Alfa-Romeo).

Sixth 5-Lap Handicap

Plowman's and Binns' "30/98" Vauxhalls went off level, Binns effecting a mighty change on the outside gate of his ex-Jacob, ex-Baird, slab-tank two-seater. Jopling's 4½-litre Bentley led for a lap from Plowman and Binns, then Allard, going great guns in the de Dion-axle sports Allard, was ahead of them all, and Craig's astonishing rehandicapped Jaguar was in third place. Jopling's Bentley and Stone's 4½-litre Lagonda retired, and Plowman, fed up with his handicap, stopped for a smoke. There was an exciting incident when Rees' Allard was passing Binns along the finishing straight, badly baulking Gale's Darracq in doing so—passing may constitute as great a problem at Goodwood as it did at Brooklands. When Plowman pulled in, Render's



IN A HURRY.—Sydney Allard in first place by lap two in the last race at Goodwood, which he won at 73.68 m.p.h. One of these J-type cars was third in its class in the Silverstone Production Car Race.

Allard, front wheels dithering, automatically filled third place, to be displaced on the last lap by Gale, with Carter's ex-Gilby, blown "2.6" Alfa-Romeo, from scratch, behind him.

- 1st: S. H. Allard (4,375-c.c. Allard), (37 sec.); time, 10 min. 40.4 sec. (73.68 m.p.h.).
 2nd: J. H. Craig (3,486-c.c. Jaguar), (47 sec.); time, 10 min. 58.0 sec.
 3rd: G. Gale (3,996-c.c. Darracq), (17 sec.); time, 11 min. 21 sec.
 Then: Render (Allard), Carter (Alfa-Romeo), Binns (Vauxhall), Rees (Allard), and Randal (Allard).

More Jubilee News

FROM JOSEPH LUCAS, LTD. :—

Heartiest congratulations on attaining your Silver Jubilee of publication. Please accept our best wishes for your continued and useful good work in presenting in specialised and concentrated form all spheres of motoring sport activity to an increasing field of readers at home and overseas.

Your road tests also are especially interesting and factual and the healthy correspondence columns and classified advertising sections reflect the wide and diverse readership.

FROM F. E. ELLIS, Hon. Librarian to the Aston-Martin Owners Club :—

My heartiest congratulations, particularly to your Editor, for keeping up such a fine standard and producing without question *THE* motoring journal.—FRED E. ELLIS.

FROM THE VACUUM OIL COMPANY, LTD. :—

Twenty-five years is a very long time, but it does not surprise me to know that your journal has now been serving the thousands of competition enthusiasts for such a period. The established intimacy of both reports and news items has, for many of those years, made me another of your regular readers and I would therefore like to congratulate you upon the fine style in which you are passing your quarter century milestone. Best wishes for the future and may

our MOTOR SPORT continue to "speed" through lap after lap of trouble-free running.—GUY EDWARDS.

FROM FRANCIS PEACHEY, a reader living in Halifax :—

Congratulations upon your anniversary, and also upon the excellent regularity with which you contrive to get the magazine on my door-mat on the first of every month; in addition upon the excellent press work that has got reports into the magazine within a couple of days of the event, in the case of the Jaguar record!—FRANCIS PEACHEY.

NOTICE

To meet rising production costs, as from the next, October, issue, the price of MOTOR SPORT will be increased to 1s. 3d. This October issue will be a Special Show Number, and will be published on the opening day of the Earls Court Motor Exhibition, September 28th.

Owing to the increase in the price of single issues of MOTOR SPORT, the subscription rate will be, 9s. 0d. for six months and 18s. for twelve months, inclusive of wrapping and postage.

AUGUST QUIZ

The August Quiz proved a real "poser"—in fact, the car was a Delahaye. The first correct solution came from A. Farley, of Southport. Only two other correct solutions were received, from J. Cramer, of Purley, Surrey, and G. Hanson, of Eccleshill, Bradford.

Seven people voted for Lago-Talbot, one adding "or Delahaye"! There were two votes for Alta, two for the C.T.A. Arsenal, and one each for D.B., 1938 G.P. Mercedes-Benz, Frazer-Nash and Vanguard-H.R.G. So it isn't only the old cars that cannot be recognised!

RUMBLINGS

The B.R.D.C./*Daily Express* Silverstone Meeting couldn't help but be enthralling, with Villoresi, Ascari, Farina, Chiron, de Graffenried and Levegh driving, and every-

Silverstone

one agog to see what the cars due to run in the Production-Car Race could do. Desmond Scannell deserves the greatest possible credit for his enterprise and organisation. We have had sports-car races aplenty, but never before anything quite so true-to-catalogue. Only tyres, ignition control and setting, and carburetter settings could be non-standard. Which rendered all the more enjoyable the solemn assurance by one manufacturer that his cars were on standard compression-ratios, he being apparently unaware that they jolly well had to be, under the regulations. There was an expectant air before the race, reminiscent of the week before the first 200-Mile Race twenty-eight years ago, or before the first long-distance event for the "500s," last year, for this Production Car Race was something new and exciting.

In a way it was a pity amateur entries of older cars were mixed with manufacturers' entries. The Allards, Jaguars, Healeys, Rileys, Frazer-Nashes, H.R.G.s, Jowett Javelins, M.G.s and Morgan were virtually all "works" cars, although nominated by private owners in some instances. Entries from Aston-Martin and Connaught were unfortunately turned down. Below are some notes on the entries, make by make:—

MORGAN.—Peter Morgan's car was a "Le Mans" two-seater "4/4," with fuel filler protruding from its tonneau and cycle-type front wings.

M.G.—The M.G.s were very smartly turned-out "TCs," with tonneaus over the passenger's seat and a holder for four spare Champion plugs screwed to the floor on the passenger's side. They had blank number-plates and 4.50-19 tyres.

JOWETT.—The Javelins were black saloons, carrying their tools correctly stowed in the boot, but having bucket front seats replacing the normal bench-seat, 5.50-16 Dunlop racing tyres and the hub-plates purposely left off the wheels, which had brake-cooling holes. Hume practised on a left-drive fawn

saloon bearing his racing number, and with bench-seat, until his other car arrived.

H.R.G.—These were normal, Singer-engined 1½-litre two-seaters, Clapp's reserve car an "1,100." They ran sans fans (which are optional anyway) and had 4.1-to-1 axle ratios and indirect ratios of 4.64, 7.16 and 11.38-to-1. Peter Clark's car had a bar to its radiator cap and two air-holes in the bonnet side for the S.U.s., while Clapp's had a slot in its bonnet. Clapp used 5.00-17 tyres, and the 1½-litres had 5.25-16 tyres, these lightweight Dunlops saving 10 lb. per wheel. Tonneau covers were used.

ASTON-MARTIN.—It was a thousand pities the current model Astons didn't run, but Rowley represented the marque with his 2-litre, which Phipps drove in the 1936 T.T. It had an 8.3-to-1 compression-ratio that didn't particularly love pump fuel, the block from the Seaman car, slots in its aerodynamic rear wings to cool the brakes and Girling shock-absorbers cunningly coupled to the front axle brackets to which radius rods were formerly coupled.

FRAZER-NASH.—These were the "Competition" two-seaters of Le Mans fame, with a cylindrical silencer on the end of the exhaust pipe that didn't do much silencing. Treybal was on 5.25-16 India tyres, and his engine was said to be slightly less powerful than Culpan's, giving about 116 b.h.p.; this car had the 3.9-to-1 axle ratio. Gerard's had a different silencer.

RILEY.—Surprisingly, these were 2½-litre saloons, Mylchreest's and Sangster's black, Aves' white, and not the open two/three-seater, 100-m.p.h. cars. The tyre size favoured was 6.00-15.

HEALEY.—These were the new "Silverstone" cars, with radiator filler flush with the bonnet top-panel, the shallow "vanishing" windscreens, and bolt-on wheels shod with 5.50-15 front and 6.00-15 rear tyres, the spare horizontal in the tail. Chiron's was blue, with B.R.D.C. transfer, Wisdom's green and Rolt's red, the last-named having four decorative holes in its bonnet sides.

JAGUAR.—The Jaguars stole the show, being 3½-litre XK two-seaters, with bumpers in place, aero-screen and faired mirror, and with the new 2LS Lockheed front brakes, 17-in. diameter steering wheel, 140-m.p.h. speedometer, steel connecting-rods, 8-to-1 compression ratio and 3.64-to-1 axle ratio. As a surprise, Jaguar's finished "Bira's" in blue with yellow road wheels and steering wheel, to match his colour-scheme, Johnson's being white to match his white singlet and helmet, and Walker's red. 6.00-16 Dunlops were fitted and the under-shield used at Ostend was not fitted. Mann ran his pre-war type open 3½-litre Jaguar "100."

ALLARD.—Two of the Allards were the new de Dion axle J-type two-seaters, backed by Potter's K-type Alpine Trial two-seater, also of 4,375 c.c. All had a recuperative cooling system to condense lost water-vapour, and whereas Sydney had the latest Dunlop racing 6.00-16 tyres on his front wheels, Leslie the older Dunlop racing tyres on the front of his car, Potter preferred Dunlops sports tyres. The rear tyres were 6.25-16.

LAGONDA.—These were 4½-litre "Rapide" four-seaters, Wright's using twin vertical magnetos and 6.50-16 Firestone rear tyres, Howarth's the same size Goodyears.

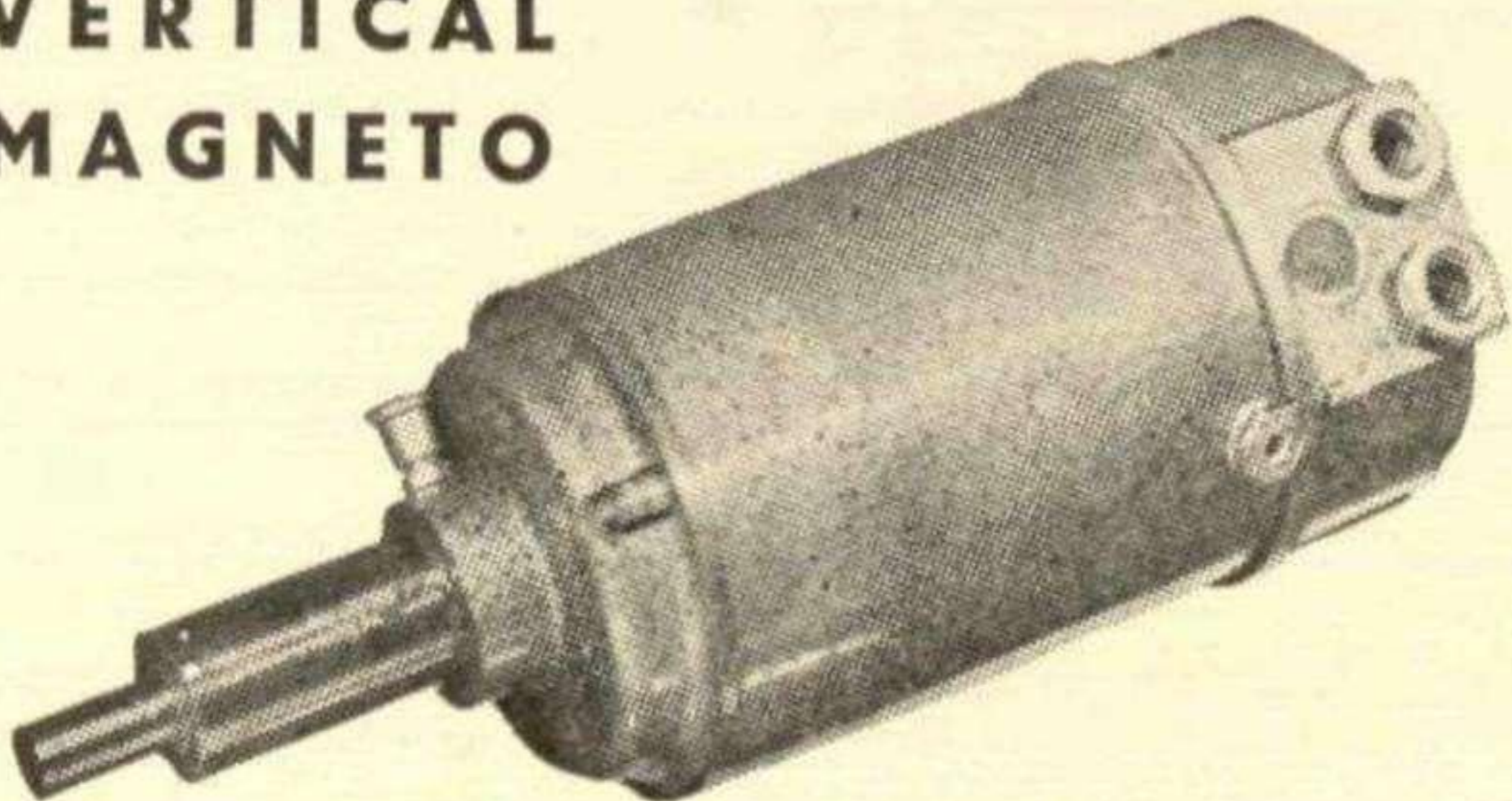
The Lea-Francis was an absentee. The Jaguars soon proved themselves the fastest cars on the course, leaning over somewhat when cornering, and howling their tyres, but very, very fast. Culpan's Frazer-Nash sounded a bit "poppy" and Gerard provided the first exciting incident when the off-side rear wheel flew into the air as he was taking Abbey Curve, rendering the brakes inoperative and smashing the shoes on that side. Luckily Bob held the car, which came to rest on the grass just before the bridge, on the pits-side of the road. The wheel was found by a house hundreds of yards away but the brake drum was not seen again—it should be worth searching for, in view of the price of F.N. spares. A brick was rumoured to have damaged the sump as well. Next morning the car was repaired, but "Aldy" was in session with the scrutineers, armed with sectional drawings of the F.N. rear axle assembly! But these cars were extremely fast. Peter Clark, acting as duty-chauffeur to all the H.R.G.s, set the off-side rear brake of his car alight and experienced slight front-wheel flap, "Bira" had tyre pressure experiments carried out and brakes adjusted on his Jaguar, while the Allards were troubled by loss of water, a loose exhaust fantail and, on Leslie's



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car, ignition too far advanced. They, too, were fast when they were running, Sydney's whistling as it went by, the Riley saloons and the M.G.s likewise very impressive, and the rolling of the Javelins wonderful to behold. New shock-absorbers were being sought for Wright's Lagonda. Cotton's Riley had its rear S.U. attended to, rear tyres were swapped on the Healeys, and Rowley's Aston-Martin had its scavenge pump pack up, just as Seaman had in the 1936 T.T.

Fastest time on Thursday was "Bira's" 2 min. 9 sec., followed by Johnson and Walker in 2 min. 10 sec., or only 3 sec. slower than Walker's E-type E.R.A. ! The order after Friday's practice, when the straw bales had been somewhat altered, was :—

"Bira" (Jaguar), 2 min. 10 sec. (82.29 m.p.h.)	Jacobs (M.G.) ... 2 min. 27 sec.
Walker (Jaguar) ... } 2 min. 11 sec.	Clark (H.R.G.) ... 2 " 29 "
Culpan (Frazer-Nash) ... } 2 min. 13 sec.	Buncombe (H.R.G.) ... 2 " 30 "
S. H. Allard (Allard) ... } 2 min. 13 sec.	Rowley (Aston-Martin) ... 2 " 32 "
Treybal (Frazer-Nash) ... } 2 min. 13 sec.	Mylchreest (Riley) ... 2 " 34 "
T. L. Allard (Allard) ... } 2 min. 15 sec.	Mann (Jaguar) ... 2 " 35 "
Johnson (Jaguar) ... } 2 min. 15 sec.	Sangster (Riley) ... 2 " 35 "
Chiron (Healey) ... } 2 min. 15 sec.	Lund (M.G.) ... 2 " 38 "
Rolt (Healey) ... } 2 min. 15 sec.	Morgan (Morgan) ... 2 " 38 "
Newton (Frazer-Nash) 2 min. 18 sec.	Aves (Riley) ... 2 " 41 "
Gerard (Frazer-Nash) 2 " 21 "	Phillips (M.G.) ... 2 " 41 "
Potter (Allard) ... } 2 min. 23 sec.	Hume (Javelin) ... 2 " 43 "
Wright (Lagonda) ... } 2 min. 23 sec.	Howarth (Lagonda) ... 2 " 44 "
Thompson (H.R.G.) ... 2 min. 24 sec.	Wise (Javelin) ... 2 " 44 "
Wisdom (Healey) ... 2 " 25 "	Clapp ("1,100" H.R.G.) ... 2 " 46 "

Clearly, this One-Hour Production Car Race was going to be most interesting and an instructive contrast to 24-Hour events, which are the prerogative of Ferrari, anyway. The rules, too, were being rigidly enforced, filters being sealed, and M.G. and H.R.G. being required to refit the screens they had removed on seeing Jaguar's with single aero-screens (which are standard equipment). Rear window glass had to be removed from saloons.

Turning to the International Trophy cars, most of these were familiar, but there was Gerard's E.R.A.'s neat new radiator cowl, Hampshire's "Hanuman" Zoller-E.R.A. and the G.P. Ferraris, Whitehead's using 6.00-16 front and 6.50-16 rear Dunlops, Villoresi and Ascari 5.50-16 front, 6.50-16 rear Pirelli "Corsa" tyres. Fun and games numbered the E-type E.R.A.'s burst oil pipe, water in the wrong places in the C.D.L.'s engine, the changing of a brake drum, and later a fuel-line, on Ascari's Ferrari, and an episode when Claes' Talbot lost oil-pressure and stopped, Chiron offered him a ride in on the tail of Mairesse's Talbot (that he was driving in the race in place of his own) and "Bira" touched the Talbot's front hub-cap going into a corner, sending Claes head over heels in the straw and rendering Chiron very cross. The Ferraris came in a vast Alfa-Romeo van, the Ferrari flying-horse insignias flanking its radiator grille, and bearing the inscription "Scuderia Ferrari Automobili, Modena, Italia" on the sides. These cars proved the fastest on the course, but Whitehead's looked a handful.

On Thursday Villoresi lapped in 1 min. 57 sec. (91.44 m.p.h.), Ascari in 1 min. 58 sec., the other "under two-minute" men being Etancelin (Talbot), 1 min. 59.4 sec., and Mays (E.R.A.), 1 min. 59.6 sec. On Friday, de Graffenried pulled a surprise, putting his Maserati round in 1 min. 55 sec. (93.03 m.p.h.).

The other fast men were : Farina (Maserati) and Ascari (Ferrari), 1 min. 56 sec., "Bira" (Maserati), 1 min. 56.2 sec., Walker (E.R.A.), 1 min. 57.2 sec., Etancelin (Talbot), 1 min. 57.4 sec., Parnell (Maserati), 1 min. 57.8 sec., and Gerard (E.R.A.), 1 min. 59.6 sec. Villoresi dropped to 2 min. 2 sec., Mays to 2 min. 8.8 sec. Of the 500s, Dryden did 2 min. 16 sec. (78.66 m.p.h.) on the Thursday, Moss shearing a universal joint, but doing 2 min. 17 sec. on the Friday, which Reece's Cooper equalled, Brandon being a second slower.

Most of the vans and tenders were familiar, but "Bira" showed discrimination in using a new Morris Minor saloon in "Bira"-blue, while a "30/98" Vauxhall brought the trailer carrying Moor's "Wasp."

What happened in the races is detailed elsewhere.

* * *

If August provided a very full fixture list and most exciting and important racing, those who were away on holiday and missed it all can still enjoy their fill of motor sport this month. To start with, there are the

September

International kilometre speed trials along Brighton's Madeira Drive, on September 3rd, sports cars of all kinds running in the morning, the racing cars after lunch. This event is in the classic tradition, a straight sprint beside the seaside with cars running two-abreast (until one driver steals a march on his rival!), and it attracts an enormous entry. Excellent vantage points, as well as sea-air (and rain-water if the weather is unkind!) are available along the tall promenades flanking the road. On the same day S.U.N.B.A.C. have a members-only (no public admitted) race meeting at Silverstone, to which the 500 Club, M.M.E.C., N.-W. London M.C., Sheffield & Hallamshire M.C., and Leicestershire C.C. have been invited.

On September 10th the Curragh races take place in Ireland—J. M. James is taking his V12 4-litre Sunbeam over—and the following day the seal will be set to the R.A.C. Hill-Climb Championship, the last round being fought out at the B.O.C. International Speed Hill-Climb at picturesque Prescott. Writing before the Craigtlet event has been held, it looks as if there will be a battle royal between Poore, Fry and Allard, with very dissimilar motor cars.

Then, on the 17th, the scene shifts to Goodwood, in Sussex, where the unlucky B.A.R.C. will stage another racing-cars-only meeting of short races in the best Brooklands tradition, only over a "road" course. That over, off we all go to Shelsley Walsh, on the 24th, for one of Leslie Wilson's much-appreciated mixed car and motor-cycle (not forgetting the "chairs") speed meetings at the dear old Worcestershire hill, when Mays hopes to regain the record with his new, hush-hush sprint car. There is a B.D.C. hill-climb near Lewes, too, on the Sunday after Shelsley. After which we all troop to Earls Court, from the 28th onwards. In addition, at Southport on the 17th, you can see the veterans and Edwardians in action, and trials bring a foretaste of winter, notably the Davis Trophy Trial in Lancashire on the 3rd, and the Knowle Trophy event in Hampshire on the 18th. Busy month!

THE PRICE OF MOTORING

The Judge looked down on the pleader,
And said with a long-drawn sigh,
"The police caught you using red petrol,
You must know that 'tis better to die.

Your licence you lose for a twelvemonth,
Your car must go rusty on blocks,
And if you start trying to sell it
I'll be clapping you straight in the stocks."

"But, your Honour," the prisoner cried
feebly,
"The crime I committed was small,
In fact, if you'll let me explain it,
You'll see it was no crime at all."

The wig of the Judge seemed to quiver,
He appeared to be struck to the core.
"No crime to be using red petrol,
Well, I've never heard that one before."

Said defendant, "I walked to the car
park,
A Daimler was standing alone,
I burst open the lock and I pinched it,
I swear it was never my own."

Then the Judge's face broke into wrinkles,
He smiled to his right and his left.
"Then this isn't a case of red petrol,
But just a three thousand pound theft.

The deed that you did was unsporting,
But hundreds have done it before,
And so I shall charge you three shillings,
To be paid to that man at the door."

Some weeks after this case was over,
Another man stood in the dock,

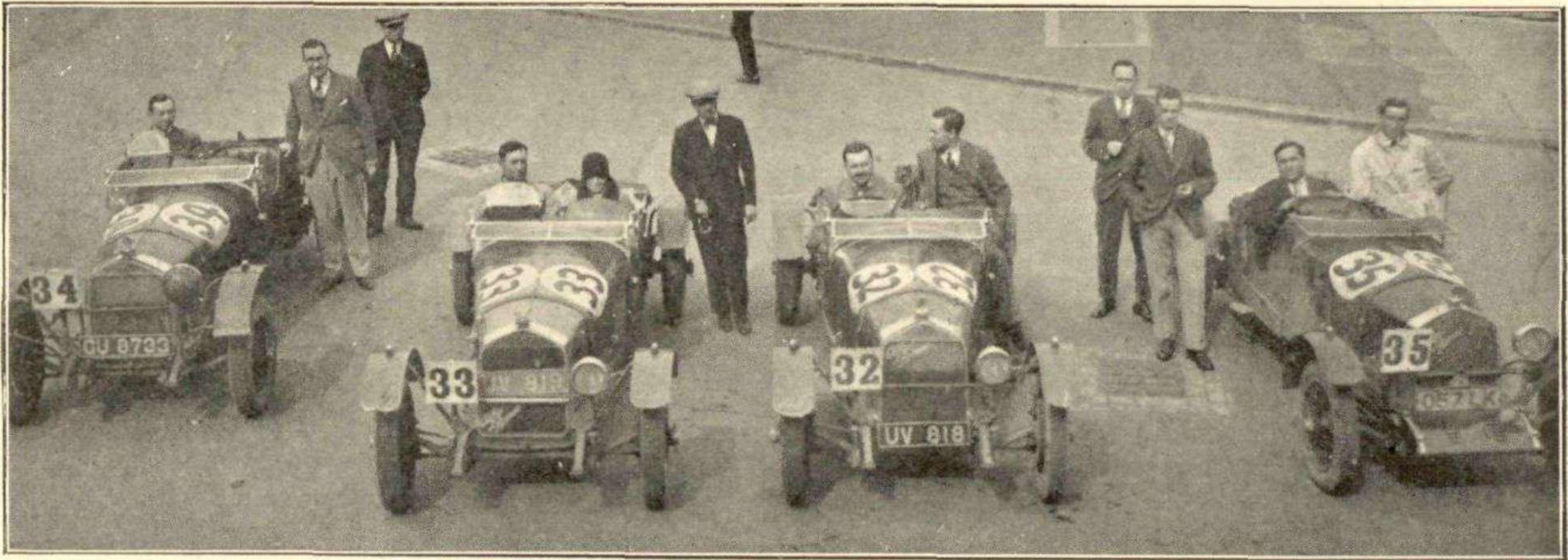
He admitted to owning the Daimler,
But the red petrol came as a shock.

But the Judge took command of his
licence,
And the car could not run for a year,
Made a fine just to show other motorists
That the price of red petrol is dear.

Well, maybe this tale has a moral,
Is it true that to motor's a sin?
If we feel that the fines are too heavy
Is it not time we kicked up a din?

And it's fact there's a new phrase in
England,
A simile some people call it,
Heard mostly in pickpocket circles,
"As thin as a motorist's wallet."

G. G. B.



TWIN-CAM FIFTEEN-HUNDREDS.—The Alfa-Romeo practice cars assembled prior to the 1930 Phoenix Park race.

Vintage and Near-Vintage Alfa-Romeos

THE non-supercharged twin-o.h.c. version of the 1½-litre Alfa-Romeo was first produced early in 1928, and was marketed in this country with bodywork by Young, Vanden Plas and Hoyal, a limited number of cars being imported with Italian coachwork.

Known as the Tipo 6C, this car was enhanced by more lively acceleration and a higher maximum speed than its predecessor, lower axle and gearbox ratios being used, the constant-mesh ratio being 16:28, and the axle ratio 10:54, although other ratios were available if required. The chassis, however, with a wheelbase of 9 ft. 6 in. and a track of 4 ft. 7 in., was practically the same as that of the 1½-litre single o.h.c. car, although the overall radiator dimensions were smaller and, as the engine showed no signs of overheating, the friction-driven fan was dispensed with.

The twin camshafts were driven by gears from the vertical shaft at the rear of the engine and the valves, in hemispherical combustion spaces in the detachable cast-iron head, were actuated direct. Three valve springs per valve were used, inner, outer and an anti-bounce spring. Each camshaft ran in four plain bearings, the crankshaft in five bearings, the former being bronze-lined, with cast-iron caps. The camshafts were lubricated by an oil supply tapped from the main supply and brought *via* a tube in the cylinder block casting to steel pipes secured to the head. Surplus oil returned to the sump *via* the camshaft gears. Otherwise drives, tappets, etc., were similar to those of the single-camshaft engine.

The alloy pistons had two compression, one bevelled and one oil-control ring each and were of Italian manufacture. These were often replaced by Specialloid and Wellworthy pistons, the standard compression-ratio being 5.75 to 1. Carburation was by a double Zenith, with twin 18-mm. choke tubes, a 75 main jet and 100 compensator jet, although an 80 main and 95 compensator were

by

F. W. STILES

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

PART III—

The Supercharged and Non-Supercharged Twin-o.h.c. 1½-litre Models

sometimes substituted. In a few cases a special cast induction pipe and two S.U.s were used, which gave excellent results and 25 m.p.g.

The rear-springs were firmly attached to the axle by a steel anchor pin mounted in two bronze bushes and a lug cast on the axle banjo, the rear of the spring being shackled. On later models, in an attempt to improve roadholding, the springs were shortened and mounted on brackets about 2 in. from the end of the chassis frame. The nine-gallon fuel tank was now at the rear, feeding to an auxiliary dash tank, a ¾-gallon reserve supply being provided. Italian Excelsior shock-absorbers were fitted, between the front dumb-irons on early cars, outside the dumb-irons on later models.

Early models had s.s. wheels, later cars 5.25 by 18 tyres, either Pirelli Superflex or I.p. Dunlops, running at 28 lb./sq. in. Electrics are usually 12-volt, single-pole Bosch, except when, in a few instances, Manelli equipment was substituted. *Servicing data:* Champion R3 plugs were recommended. The oil filter is at the end of the base chamber under the oil pump and removable by undoing two 10-mm. nuts and the small steel cover-plate. Oil pressure (hot) is 5 lb./sq. in. idling and 20-25 lb./sq. in. normally. Use Castrol XXL, Price's C de Luxe, etc. The oil-pressure release valve on the base chamber can be adjusted

by removing the cap and screwing the hexagon-headed nut in or out. The camshafts must be a first-class running fit in their bearings, otherwise oil will bypass them and run down the valve guides, resulting in oiling-up. Ignition timing should be 40 degrees advance before t.d.c. with hand control retarded and points just breaking with No. 1 piston at t.d.c. If the clutch refuses to free properly the fault is likely to be buckled female plates or powder from the composite male plates filling the splines of either the clutch boss, clutch drum or both. Dismantling and thorough cleaning and replacement of buckled plates is the solution.

The first supercharged 1½-litre car arrived also in this country in 1928. It was practically identical to the unblown model, except that the engine was 15 in. further back in the chassis and a Roots-type supercharger was mounted at the front, its rotors driven at one-and-one-eighth engine speed by a straight-tooth pinion pressed on to the crankshaft and secured by a taper-pin.

The alloy inlet pipe was in two parts, feeding to the opposite side of the engine to that on which lived the six-branch exhaust manifold. The carburetter was a twin Memini, and the blower supercharged at 5 lb./sq. in. Flat-top pistons were used, reducing the compression-ratio to 5.25 to 1. Two spring-loaded blow-off valves were incorporated in the induction tract and slightly larger engine valves of special material and slightly altered cam contours were used. The gearbox had higher-ratio constant-mesh gears and the axle ratio was 12:54.

Whereas the unblown car did around 75 m.p.h., the blown cars not very impressive in appearance, would do 90 m.p.h. on the road when carrying a light two-seater body, having detachable alloy panels on an angle-iron frame, a pear-shaped fuel tank above the chassis at the rear and carrying the spare-wheel bracket, and a 48-amp.-hr. battery in

Continued on page 349

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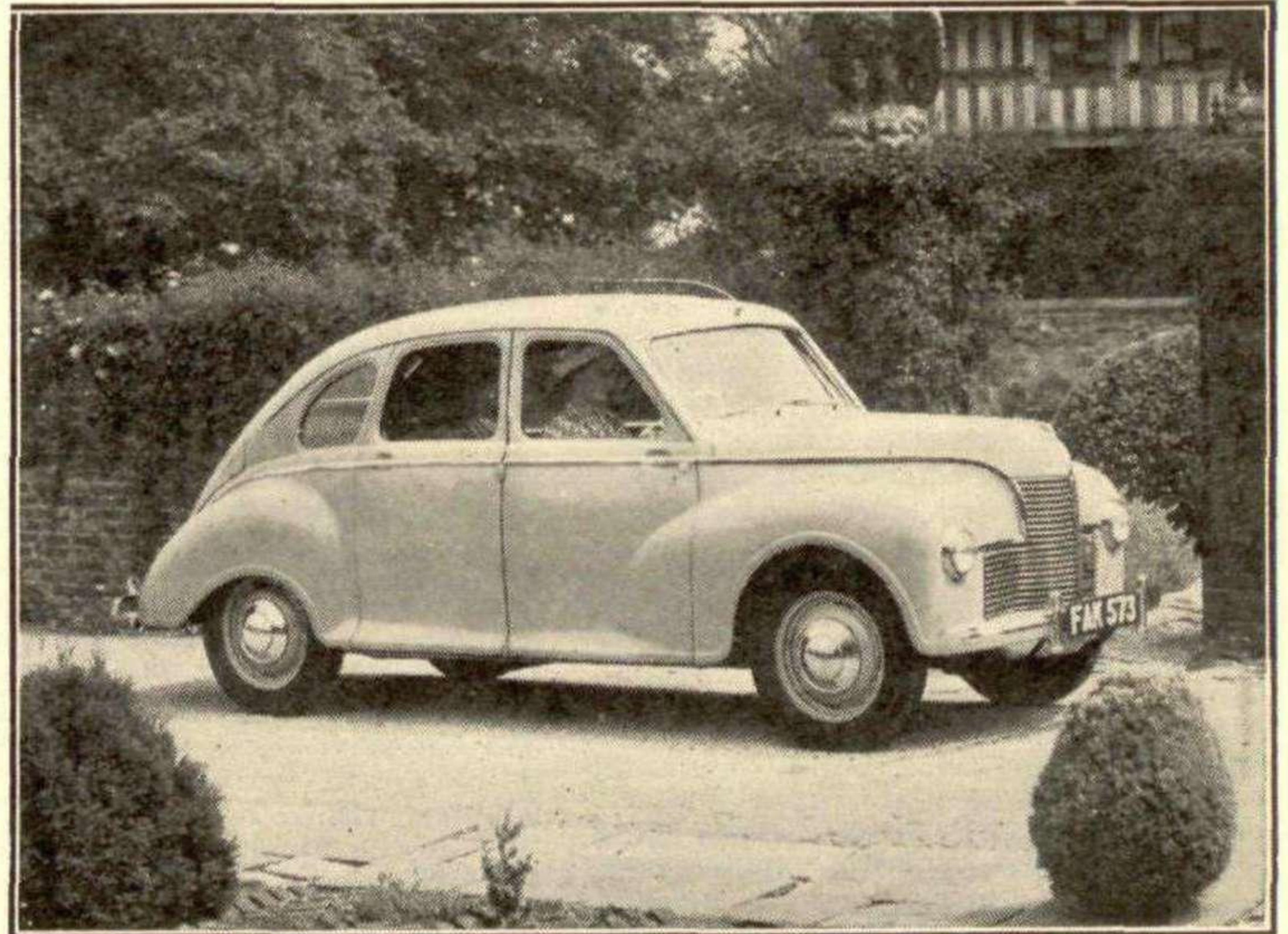
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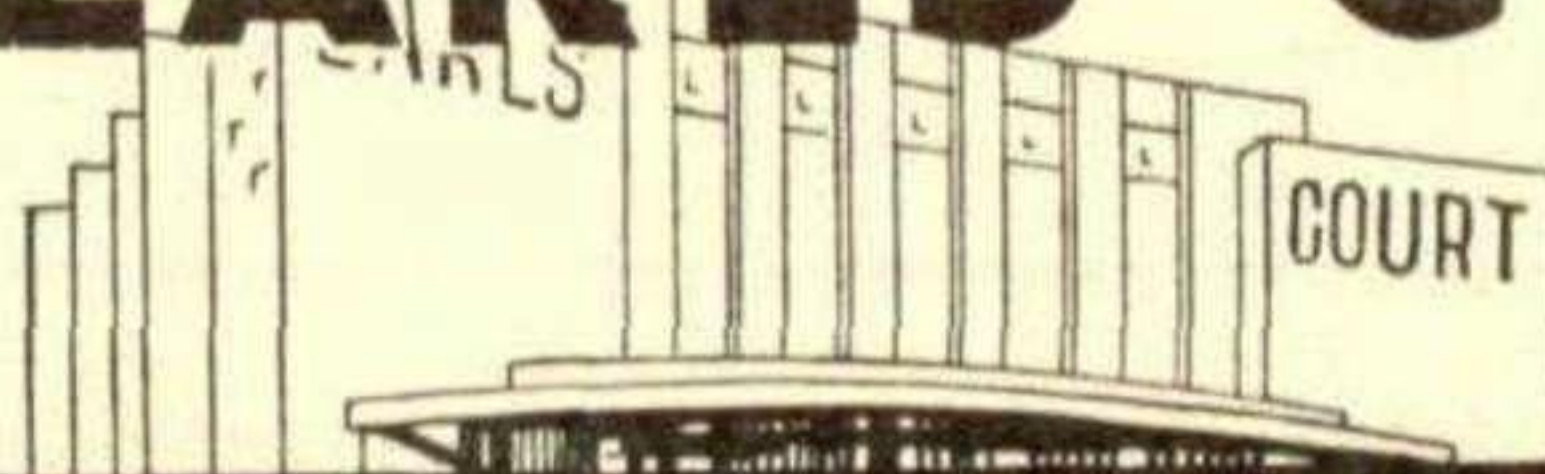


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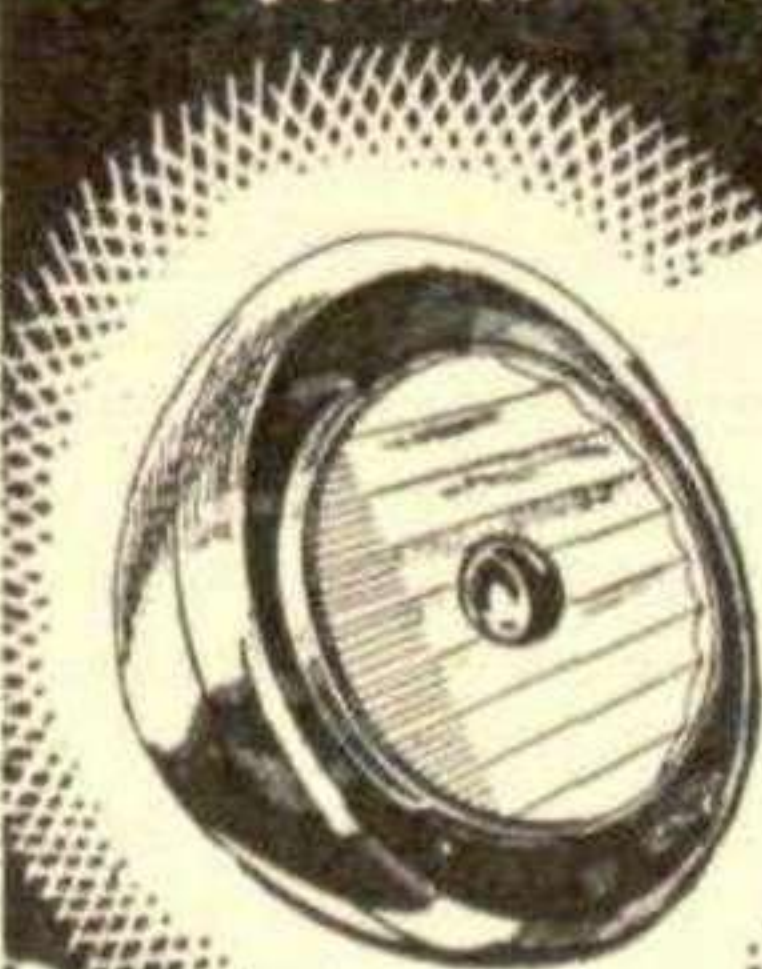


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VILLORESI WINS AT ZANDVOORT IN THE INEVITABLE FERRARI

De Graffenried's and "Bira's" 4CLT Maseratis Follow Him Home. Moss Heads the "500s"

THE racing at that 2.7-mile circuit on the sand dunes at Zandvoort, which the B.R.D.C. popularised last year, was, on July 31st, very good. As before, we had two heats, of 15 laps or about 63 miles each, followed by a 104-mile Final.

Rain rendered the rather sand-strewn course tricky when the cars were flagged away for the first heat. The contestants comprised Farina (two-stage 4CLT Maserati), Villoresi (single-stage Ferrari, underslung rear suspension, variable rear wheel camber), Harrison (C-type Jamieson E.R.A.), Rosier (Lago-Talbot), "Bira" (4CLT Maserati), Claes (Lago-Talbot), Horsfall (Bell's mended B-type two-stage Jamieson E.R.A.), and Hampshire (modified 1934 E.R.A.).

Villoresi had secured a decent lead after a lap, followed by Farina and Rosier. The Talbot had caught "Bira" but the Siamese soon re-passed. Not only was Villoresi's Ferrari steadier than Farina's Maserati, but the latter began to misfire, so the thing became a procession, "Bira" slowed by thoughts of a new piston fitted to his Maserati's engine the night before, and Hampshire stopping for a fresh plug. So Villoresi won very easily, averaging 75.92 m.p.h. from Farina, "Bira," Rosier, Harrison, Horsfall, Claes and Hampshire. Villoresi also lapped fastest, to the tune of 78.6 m.p.h.

The second heat saw the following come to the line: Ascari (Ferrari, like Villoresi's), Etancelin (Lago-Talbot), Parnell (4CLT Maserati—his own), de

Graffenried (4CLT Maserati), Whitehead (Ferrari with "overhead" rear suspension and fixed rear wheel camber), Gerard (B/C-type Jamieson E.R.A., now with another new front end incorporating an oval air aperture), Sommer (1,440-c.c. Simca), and Crossley (1949 G.P. Alta, with neat air-filter and shock-absorbers adapted as steering dampers).

After a lap we saw that Reg. Parnell had passed Ascari and led by four lengths. Next round, however, after a bit of neck-and-neck, Ascari passed Reg., and after five laps led him by 13 sec., with de Graffenried third, close up, then Etancelin, Whitehead and Gerard. The Baron caught Parnell but Reg., really driving, got by and closed to within 23 sec. of Ascari, whose Ferrari wasn't absolutely in full tune. Then the rain came down heavily, but Parnell drove well and rapidly, so that after 19 laps he went past the leading Ferrari. He won at 74.44 m.p.h., from Ascari, de Graffenried, Etancelin, Gerard and Crossley, while Whitehead's Ferrari retired with one magneto useless and Sommer with a broken throttle control.

So to the Final! Villoresi, Ascari and Parnell occupied the front line. Horsfall, worried by a stiff piston, had scratched Bell's E.R.A. Alas, Farina crept off before the flag fell and Parnell followed him, but after a lap, although Farina still led, Villoresi was now second, Ascari third. "Bira," displaying his customary skill, was soon in third place, however, and Villoresi and Ascari were comfortably in front and playing that passing and repassing game they showed us at Silver-

stone last year. Hampshire was again in trouble, with escaping fuel pressure, and the G.P. Alta went out with water inside as well as outside the engine, while "Bira" lost revs. and Harrison retired. So it was Ascari, Villoresi, Farina, until the last-named found his Maserati very sick and Ascari had a front wheel fall off his Ferrari, luckily depositing the car in the sand without personal injury. So de Graffenried took third place, and that is how they finished—Villoresi, at 77.12 m.p.h., Farina, de Graffenried, "Bira," Parnell, Etancelin (ahead of Villoresi on road position but lapped), Gerard, Rosier, Claes and Hampshire. When Parnell and Farina had been penalised one minute each for false-starting, the result became Villoresi, de Graffenried, "Bira," Farina, Etancelin, Parnell.

This racing was interspersed by a 26-mile 500-c.c. race. Moss, who lapped at 61.5 m.p.h. in practice, won, so comfortably, at 66.92 m.p.h., in spite of bowling over a mechanic who shouldn't have been on the track, at the start. Moss slowed to come in, but was waved on. He is not only an exceptional driver, but is earning admiration for a happy knack of doing the right thing in any particular circumstance. Behind him Aston, Beels and Brandon fought out a very close finish in that order, 0.1 and 0.2 sec. separating their cars. Beels, the Dutchman, made fastest lap, at 69.1 m.p.h., Dryden was fifth, Coldham sixth and Habin seventh. All drove Coopers. A very good meeting.

BRIEF SPELL IN A CONNAUGHT

WE have been able to take a short drive in the Connaught raced at Silverstone by K. McAlpine. It has the 1,767-c.c. 75 by 100 mm. four-cylinder Lea-Francis engine with Lucas magneto, Lodge plugs, four Amal carburettors and dry-sump lubrication with a 2½-gallon oil tank above the passenger's knees. This chassis has ½-elliptic suspension with 2½ in. deflection, 13-in. Girling brakes, five-stud disc wheels and an 11-gallon fuel tank. The body is an all-enveloping two-seater without wheel covers, very handsome, particularly head on, and is intended to be functional and free from frills. Of light alloy on a tubular steel frame, the entire shell is removable in about ten minutes, while the front half hinges forward, or can be lifted clear of the engine in under four minutes. The bucket front seats are particularly comfortable and suited to fast driving, and the remote gear-lever and central hand-brake very conveniently located. The fascia carries a row of aircraft switches controlling individual lamps, petrol gauge, fuel pumps, etc. The Connaught scales 18½ cwt. dry.

We tried the car on petrol/benzole, with 4.87 to 1 top gear and 6.00-16 Dunlops. The engine proved to have a real appetite for high revs. Indeed, the

punch isn't delivered until 3,000 r.p.m. is exceeded, representing some 50 m.p.h. in top gear, and 5,000 r.p.m. comes up in third gear in no time at all. We were encouraged to "go off the clock," the rev. counter reading to 6,000 r.p.m., and it is a fact that the makers declare the safe maximum to be 6,500 r.p.m. Certainly no distress was evident, and 5,500 r.p.m. was used normally in the gears, while 5,400 r.p.m. came up along a short piece of clear road in top with both aerosecreens up. We understand that at the M.M.E.C. Silverstone meeting 6,000 r.p.m., equivalent to 100 m.p.h. was attained along the uphill straight. In traffic it is normal to employ second gear for long periods, while along traffic-infested main roads third is in use nearly as much as top. The close ratio between third and top permits a rapid change-down, even at high speeds (with the alternative 4.5 to 1 axle-ratio the indirects are 6.45, 10.64 and 16.2 to 1 or, close ratio, 5.46, 9.0 and 13.65 to 1) but the change to second requires an appreciable increase in engine speed, calling for correct judgment.

Other aspects of the Connaught which became apparent were its ability to go round corners at very high speeds with no conscious steering action (the steering

ratio is 13.4 to 1, the wheel needing only two turns, lock to lock), its firm suspension, providing exceedingly good roadholding yet scarcely betraying the rigid I-section axle on "cart springs" at the front (which, apart from having few moving parts in comparison with i.f.s., has, in this case, rubber bushes, obviating greasing) and the willingness of the engine, the exhaust of which emitted a satisfactory rasp on opening-up after snap gear changes. The body offers plenty of elbow room and the air-flow is such that, in spite of low doors and aerosecreens, one is not unduly inconvenienced when dispensing with hat or goggles. The brakes had some tendency to fade, which air-ducts might obviate, but were exceedingly powerful under moderate pedal pressure; the engine started readily, oil temperature did not exceed 70 degrees C., there was no running-on, and pinking occurred only when those revs. were allowed to drop unduly. Altogether this car is a most interesting proposition and we hope in due course to be able to publish figures for performance against the watch. The price of the normal "Competition" two-seater Connaught is £988, or £1,275 with p.t., and we understand that delivery can be made in 4½ months.

"MOTOR SPORT" Tests Another Modern British Car. Some Impressions of

THE SUNBEAM-TALBOT "80" SPORTS SALOON

RECENTLY we availed ourselves of an opportunity to cover nearly 470 miles in a 1949 Sunbeam-Talbot "80" saloon. This Sunbeam-Talbot emphasises very emphatically that for the average motorist in this country a large engine constitutes an unnecessary extravagance. With a four-cylinder o.h.v. unit of only 1,185 c.c., for which 47 b.h.p. at 4,800 r.p.m. is claimed, brisk performance is allied to generous accommodation for five persons.

We did not submit the car to stop-watch timing, but the needle of the speedometer—this speedometer is a vast affair forming part of a rather elaborate steering-column surround—went to beyond the 80-m.p.h. mark, at which we estimate that the true speed was approximately 70 m.p.h., while an indicated 60 m.p.h. was the regular cruising gait, say, 55 m.p.h.

The "80" engine has the comparatively short stroke of 95 mm. and allows indicated maxima in the indirect gears of 25, 31 and 50 m.p.h. before violent valve bounce sets in. The engine is extremely smooth for a "four," so that the normal user will change up as early as 8, 15 and 28 m.p.h., respectively. Indeed, it is possible to run down to 5 m.p.h. in the 5.22-to-1 top gear, equivalent to about 350 r.p.m. Naturally, bearing in mind the car's weight, 26½ cwt. laden, and its engine size of under 1,200 c.c., noticeable acceleration cannot be said to commence until 15 to 18 m.p.h. in third, or 25 to 28 m.p.h. in top gear is reached, and an indefinable "stickiness" in the running is apt to intrude if 20 m.p.h. or less is maintained on the highest ratio. However, this engine is more game than some 2-litre "fours" and has the additional advantage of being so smooth and quiet as to encourage gear-changing with the new left-hand steering-column lever which actuates really good synchromesh on the three upper ratios. Reverse has a proper selector, occasionally over-ridden by brutal handling, the lever-movement is conveniently short, but spring-loading to the top of the gate would constitute an improvement. The gears are quiet and the car is silent on the over-run.

The new Sunbeam-Talbot, indeed, retains that refinement which has characterised all these cars from the time when the Rootes Group conceived the idea of a hotted-up Hillman Minx engine in a new chassis.

The body is silent both structurally and in respect of wind-noise. The controls work smoothly and lightly, the minor controls taking the form of pleasant push-buttons (for fog-lamps, panel lighting, starter and roof-lamp), and the car somehow contrives to ride smoothly, as a high-grade vehicle should. Incidentally, it also coasts very easily indeed. Further, the driving position and placing of the controls is admirable, visibility through the "opti-curve" windscreen is good (although the bonnet is quite long and the near-side front wing is normally invisible), and the car's appointments

have obviously been carefully thought out.

The clutch is light and reasonably smooth, the throttle action light, while the Lockheed 2LS 9-in. brakes are powerful and unobtrusive, and they pull the car up progressively or can be used for a crash stop on slippery surfaces with hardly any deviation from straight-ahead. There is, however, a trace of fade at times. The central pull-up hand-brake works well, but so quiet is the engine that, especially as the effective clutch-movement is small, care is needed to effect an entirely "professional" start from rest. The steering, heavy at low speed, is light when under way.

THE SUNBEAM-TALBOT "80" SPORTS SALOON

Engine.—Four cylinders, 63 by 95 mm. (1,185 c.c.), R.A.C. h.p. 9.8; 47 b.h.p. at 4,800 r.p.m. Compression-ratio 6.88 to 1.

Gear ratios.—1st, 18.60; 2nd, 12.89; 3rd, 7.78; top, 5.22 to 1.

Tyres.—5.25-16 or 5.50-16 Dunlop E.L.P., on bolt-on disc wheels.

Weight.—Without occupants but ready for the road, 23½ cwt.

Steering ratio.—Three turns lock-to-lock.

Fuel capacity.—10 gallons (range approx. 275 miles).

Wheelbase.—8 ft. 1½ in.

Track.—Front, 3 ft. 11½ in.; rear, 4 ft. 2½ in.

Overall dimensions.—13 ft. 11½ in. by 5 ft. 2½ in. by 5 ft. 0½ in.

Speed.—Maxima in indirect gears (maker's recommendation):—

1st: 20 m.p.h.

2nd: 30 m.p.h.

3rd: 50 m.p.h.

Makers.—Sunbeam-Talbot Ltd., Coventry, England.

Good features are: a large, lockable luggage locker with tools carried in the lid; solid bumpers; controls for self-cancelling direction-indicators, and dimmer well placed on the boss of the sprung three-spoke steering wheel; a useful flood-lit cubby hole with lid; deep if rather low-set door pockets; an adequate rear-view mirror; a shallow shelf behind the rear seat; an ash-tray in the floor for the front-seat passengers; footrests for rear-seat occupants; good lamps; sliding roof; and levers in place of handles for actuating the windows in the front doors. The last-named, unfortunately, necessitate placing the door handles rather close to the occupants' adjacent shoulders. There are dual screen vizors, with a mirror in the passenger's. The seats, leather-upholstered,

are really deep and comfortable. The bucket front seats can be brought together as a bench if required and the driver's has an adjustment for squab and cushion, effected by a sort of ship's-hand-wheel beneath it. The grouped instruments are calibrated in metric as well as British readings and comprise an accurate fuel-gauge marked in gallons, clock, 90-m.p.h. speedometer, ammeter, warning light, and an oil gauge normally showing 63 lb./sq. in. The horn-note is rather pleasant, but no trip mileometer is provided. The interference-suppression for the radio seemed poor and didn't do justice to the H.M.V. set installed, and we prefer a roof aerial to the side-located extensible aerial fitted. The screen wipers work quite well and have a control conveniently adjacent to the steering wheel; other buttons operated the two ventilator doors and the bonnet release.

The Sunbeam-Talbot "80," then, is a roomy, nicely-appointed car with far more refinement, emphasised by smooth, quiet running and effortless control, than the average family saloon possesses. It has a reasonable turn of speed and acceleration that is brisk enough once the car gets moving.

It handles well round corners, with under-steer characteristics, but in this age of i.f.s. one is conscious that the Rootes Group has retained normal ½-elliptic springing for this chassis. There is rather too much up-and-down movement over bad surfaces, when quite appreciable return-motion occurs through the steering-wheel. The wheels can be felt negotiating undulations and the more severe bumps (or tram lines) tend to deflect the car and provoke steering reaction. These was only about ½-in. play in the steering after 7,000 miles' wear, but it is very indefinite steering in the modern manner, inasmuch as the wheel could be moved violently through an appreciable arc even at speed without the car answering the helm—rather as if connection between wheel and box were by a long length of hose. Such characteristics are by no means confined to the Sunbeam-Talbot, of course. The wheel requires three turns lock-to-lock and slightly higher gearing would have been appreciated, although there is adequate, if not full, castor action. The car rolls considerably when cornering, and a distinct drumming from beneath the body on rough roads intruded on the aforementioned silent running. Nevertheless, we found negotiation of fast corners enjoyable, even in the wet, but mild tail-slides tend to develop rather unexpectedly. Tyre protests are not unduly pronounced. The lock is good; due to wing-overhang one tends to rub the tyres along kerbs when parking.

The engine asked no oil or water throughout, sent no heat or fumes into the car, and started very surely from cold, pulling away at once, thanks to the automatic choke. It never "ran-on" but

Continued on page 360

Book Reviews

"A RACING MOTORIST," by S. C. H. Davis. (Hiffe and Sons Ltd. 216 pages. 10s. 6d.)

This book is really Sammy Davis' famous "Motor Racing" of 1932, with many of the rather tantalising gaps in that great book filled-in and many new chapters added, the latter covering the 1934 Le Mans race with an Aston-Martin and the 1935 T.T. in a Singer, which ended disastrously for Davis. The remaining new chapters cover Davis' war-time experiences with mechanised artillery, and form a truly absorbing book in themselves.

Those who were willing to pay fantastic prices for "Motor Racing" during the war but who couldn't locate a copy, can console themselves that the book is obtainable in this new form. But those who have read "Motor Racing" will find "A Racing Motorist" worth reading—and no praise can be greater, considering that 19 out of the 32 chapters are reprinted without alteration from the earlier book.

There are a few new illustrations, some from the older book, not, however, reproduced so well as in the original edition.

"WHEELSPIN ABROAD," by C. A. N. May. (Foulis, 176 pages, 8s. 6d.)

This book, by title, is reminiscent of the "William" books, following as it does "Wheelspin" and "More Wheelspin." This time the "wheelspin" isn't promoted by slime but by ice, snow and that sort of thing, with a 1½-litre M.G. in the 1948 Lisbon Rally, and in the 1948 French Alpine Trial with an Allard.

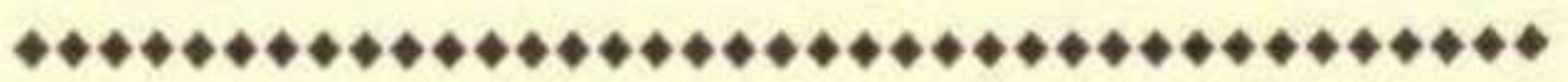
Personal accounts of such events are always interesting, and May's book is nicely produced and beautifully illustrated, and contains tabulated and past results of the events he covers. There are forewords by John Thornley, of M.G.s, and Sydney Allard. It was a pity, however, that this book wasn't published nearer the events in question instead of on the eve of this year's "Alpine," when those who could have benefited by reading it were *en route* for the start.

"THE LIFE OF TED HORN—AMERICAN RACING CHAMPION," by Russ Catlin, and "SAGA OF THE ROARING ROAD," by Fred Wagner (Floyd Clymer, Los Angeles, \$2.00 each).

These two books, if they do little to endear us to American champions and the cars and races about which their lives revolve, do contain historical matter which those who pride themselves on complete motor racing libraries will not wish to miss. The type is clear and bold and some of the photographs are very interesting, such, for instance, as that showing the special railroad car which carried Barney Oldfield's team of racing cars—a Giant Knox, the Blitzen Benz and a Darracq with *two* bolster fuel tanks—round America. This picture occurs in the "Roaring Road Saga," which runs to 189 pages; Ted Horn's biography fills 223 pages.

"THE MOTOR YEAR BOOK—1949," by Laurence Pomeroy, M.S.A.E., and R. L. de Burgh Walkerley. (Temple Press Ltd., 12s. 6d.)

This book is attractively-produced and constitutes a valuable reference work to both the sporting and technical aspects of 1948's motoring. Tabulated racing results, detailed tabulated specifications of new British cars, lists of records, rally results and club addresses, and, particularly useful, the figures for performance of the *Motor* road-tests, make the book a valuable reference work long after it has been read—and if we observe that there isn't quite as much in it as its bulk and price suggest, we make this statement in the complimentary sense, for so absorbing have Pomeroy and Walkerley made their respective sections on last year's races, the great drivers and the circuits over which they operate, the trend of design, and performance characteristics of today's production cars that, reaching the advertisement pages at the end, one craves, like Oliver, for more. The 178 large pages are delightfully illustrated, with cut-away drawings of the A70 Austin, Morris Minor, Hillman Minx and Bristol "401" included, and if a few errors in proof-reading suggest hurried preparation, they can be forgiven. We look forward to the 1950 edition—and by 1970 the present volume will be worth considerably more than 12s. 6d.



SPORT IN THE U.S.S.R.

It is significant that Soviet News has issued in this country a lavish book on "Sport in the U.S.S.R." Motor-racing isn't mentioned, but motor-cycle record-breaking is, divided into men's and women's categories. The venues are at Moscow, Rostov and Kharkov, and the highest speed is 176 k.p.h. over a f.s. kilometre, by Shumilkin's Kometa-2. The best the females could do is 159.4 k.p.h., by Skobel's B.M.W. Other makes mentioned include D.K.W., GK-1, Lorent, M1-E, M-80, Norton (hurray!), M-75, M1-A, and Harley-Davidson. Records are recognised for the f.s. and s.s. kilometre and 50 kilometres. Motor-boat racing is also covered (outboards being referred to, delightfully, as motor-scooters), and altogether this is quite an enlightening (propaganda) chink in the iron curtain.



SUNBEAM-TALBOT

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was distinctly pink-prone on "Pool." As we have implied, it does its work not only like a lusty 2-litre, but in a most praiseworthy and unobtrusive manner. Yet one is reminded of its modest capacity on a very vital score—that of economy. Driving hard, we averaged nearly 27½ m.p.g.

Externally, the Sunbeam-Talbot "80" is a handsome car, with its not-too-draconic frontal treatment, pull-out door handles, concealed door hinges and rear-wheel spats. The "streamstyled" sports saloon is priced at £695, or £888 16s. 1d. when purchase tax has been paid.—W. B.

A Suggestion for Inexpensive Racing

DURING the war MOTOR SPORT gave publicity to a scheme aimed at popularising racing amongst the impecunious. With club racing still flourishing, the 750 Club, whose scheme this is, has again brought the matter forward. Briefly, the idea would be to persuade those clubs organising races and high-speed trials of the Silverstone persuasion to include therein events for cars not exceeding 750-c.c. which comply with a formula devised by a sub-committee of the 750 Club, this Club to handicap the entry if required and provide special awards for the winners. The whole scheme hinges on the response the 750 Club gets from those anxious to compete in such races. The up-to-750-c.c. category in club contests is in danger of fading away altogether and this formula scheme should stimulate fresh interest, because it really would seem able to level-up competition and materially reduce the expense of racing. If sufficient people build cars to the formula, clubs would probably comply with the 750 Club's appeal for special events. Briefly, entries would be confined as follows:—

Cars to be side-valve, unsupercharged Austin Sevens with the frame, rear-axle, crankcase, cylinder block and gearbox of standard or sports Austin Seven components. The engine not to exceed 2.26 in. by 3 in. bore and stroke (these allowing for a normal re-bore). Bodywork to comply with the pending R.A.C. requirements for trials and rally cars, but hoods not required. Cars to be driven to the course. Freedom allowed in respect of front suspension, and fuel to be unrestricted.

It is emphasised that because it is impossible to raise the compression ratio of the Austin Seven engine to any extent and at the same time improve volumetric efficiency, high b.m.e.p. is not possible with atmospheric induction and consequently expensive rod and crank assemblies should not be necessary. For the same reason alcohol fuel would confer little or no advantage.

It certainly seems that such racing may be what the impecunious have long dreamed of. Enthusiasts could build Austin "Specials" under the proposed formula—perhaps deriving inspiration from the better Austin racing cars of the past—which would be eminently practical "to-and-from-work" vehicles. Nor, judging by past Austin Seven achievements and the showing of the Austins in this year's V.S.C.C. High Speed Trial (55.38 and 52.4 m.p.h. for 21 laps with two and three pit stops, respectively), need such racing be unduly slow. Such "specials" apart, "Nippies," "Ulsters" and even "Chummies" would be welcome, for a reasonable entry would be essential to ensure the success of the venture—and do not forget that Chaplin's famous orange "Chummy" covered nearly 60 miles in the hour during an M.C.C. High Speed Trial, or that the Metchim/Masters cut-about "Chummy" averaged 58 m.p.h. for over six hours in the 1933 Le Mans race before clutch trouble eliminated it. At all events, those willing to participate in this 750 Club venture are invited to write to H. Birkett, 3, Pondtail Road, Fleet, Hampshire, who can then keep the Club advised as to the support likely to be forthcoming.

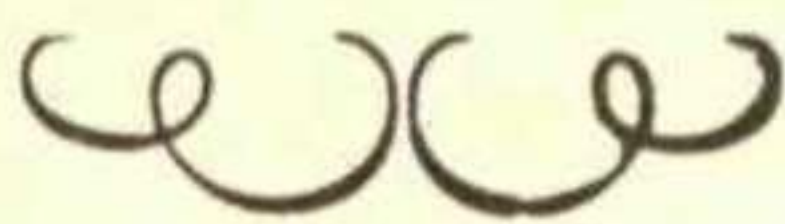
WE HEAR

In a dry barn in Wales, R. L. Simms has unearthed a well-preserved side-by-side two-seater, V-twin two-stroke Carden cyclecar. Last registered in 1924, there was still oil in the engine, which had good compression—the new owner is now grappling with timing the ML magneto to suit the engine. In the same loft which had sheltered this cyclecar are a number of early motor-cycles. Then Patrick Felton, who is running a 1928 "Silver Eagle" Alvis, has found a four-cylinder Benz lorry of about 1914 vintage in Hereford, with a typical Benz "lubricator box" beside its engine. H. K. Place has acquired the famous ex-Munday "flat-iron" Thomas-Special, and has somehow contrived to have a Mercury V8 engine, complete with American "hotting-up" devices, fitted into it, the car also having been lightened—it is due to appear in next season's sprint events. In view of Clutton's article on the G.N., published last month, it is interesting that Basil Davenport recently discovered a touring example which has run only 5,000 miles or so throughout its life, and which he hopes to use as family transport when he has removed some of the rust. A. Smith of Coventry is rebuilding a 3-litre push-rod Alfa-Romeo and would like to hear from other owners of these cars. Journeying to Bristol in a Sunbeam-Talbot "80" to cover the Veteran Car Trial, we encountered a fairly reasonable 1925 Humber Eight two-seater at a garage in Wick.

K. N. Hutchison announces that, as a director of the largest die-casting company in this country, director of an engineering company, and being associated with a wholesale tyre factors, busy developing a fruit and flower business, anxious to take over a farm and possessing a desire to travel, he finds, not surprisingly, that he cannot devote proper time and attention to motor racing. Consequently, we regret to learn, he is retiring from the game. Boshier & Pattenden, Ltd., of Norwich, intend to concentrate on "cars of distinction" at the garage they have taken over in Chapelfield Road. A. F. Carlisle, who owns a 1908 single-cylinder de Dion, is restoring an 1899 or thereabouts de Dion-engined Progress Forecar for the Brighton Run. Birkett has sold his ex-Kaye Don "4.9" Bugatti and his 2-litre Bugatti chassis, the former to an enthusiast who has several Frazer-Nashes and who intends to install a 4-litre Daimler "Light Sports" engine taken from a "Shelsley" Frazer-Nash, in which it had acted as a substitute for the Gough power-unit.

R. W. Stroude sends out a frantic S.O.S. for half-shafts for his 1927 12-h.p. Galloway—can anyone help, please? Graham Lloyd reports any number of interesting antiques in the Cheltenham/Gloucester district, including a 1933 12-h.p. f.w.d. Derby saloon, 1924 "10/23" Talbot, 1927 Star, 1929 Triumph Super Seven, 1926 "14/40" Vauxhall, 1927 sleeve-valve Daimler Sixteen, 1925-26 Humber Sixteen, 1928 Swift Ten (we think we know this one—if it is the well-preserved tourer you see as you leave Prescott on Sunday evenings), a utility-bodied Straight-eight Stutz, a 1926 Packard Six, a 1930 Marquette, a

Club News



Marendaz-Special, and, very rare, a 1932 Hampton straight-eight with the German-made Rohr engine of about 16 h.p., this car having $\frac{1}{2}$ -elliptic suspension and not the i.f.s. of the last of the Hamptons.

FIXTURES FOR SEPTEMBER

- 3rd.—BRIGHTON & HOVE M.C. INTERNATIONAL SPEED TRIALS, BRIGHTON, 10.30 a.m.
Lancashire A.C. Closed Invitation Davies Trophy Trial.
S.U.N.B.A.C. Race Meeting, Silverstone.
- 4th.—Chiltern C.C. Concours d'Elegance, Amersham, 2.30 p.m.
Sunbeam M.C.C. Pioneers' Motor-Cycle Rally, Newlands Corner, 12 noon.
- 10th.—I.M.R.C. INTERNATIONAL CAR RACES, CURRAGH, 2 p.m.
M.C.C. Social, Boon and Porters, Hammersmith, 7.30 p.m.
- 11th.—BUGATTI O.C. INTERNATIONAL SPEED HILL-CLIMB, PRESCOTT, 2 p.m.
Hartlepool & D.M.C. Closed Trial, Cleveland.
Taunton M.C. Closed Mullins Trophy Trial, Blackdowns.
- 17th.—B.A.R.C. CLOSED RACE MEETING, GOODWOOD, 2 p.m.
Scottish S.C.C. Closed Speed Hill-Climb, Bo'ness.
Veteran C.C. Closed Rally and Speed Trial, Southport.
M.M.E.C. Closed Rally.
Lanes. & Cheshire C.C. Lakeland Rally, Windermere.
- 18th.—Leicestershire C.C. Closed Bowwaker Trial, Leics.
Cemian M.C. Knowland Trophy Trial, Hants.
- 24th.—MIDLAND M.C. INTERNATIONAL SPEED HILL-CLIMB, SHELSLEY WALSH.
Liverpool M.C. Closed Sand Races, Wallasey.
Ulster A.C. Hill-Climb, Knockagh.
- 24th-25th.—Bentley D.C. Closed Rally.
- 25th.—Hull A.C. & L.C.C. Closed Invitation Veteran Car Rally, East Coast.
Kentish Border C.C. Closed Trial, Kent.
Bentley D.C. Hill-Climb, Firl, near Lewes.
- 28th.—OPENING OF S.M.M.T. INTERNATIONAL MOTOR SHOW, EARLS COURT.

B. Raine has a Smith's shaft-driven screen-wiper which might be useful to someone rebuilding a vintage car; he offers it to the first applicant who will defray the postage. He is looking for a set of friction shock-absorbers for a 1935 Ford Ten. His address is: "Domus," 282, Thornton Road, Thornton, Bradford. Referring to our report of the July Prescott Meeting, T. W. Dargue points out that his 1,433-c.c. M.G. Magnette still retains its basic 1934 T.T. specification, apart from having been bored out to 1,433 c.c. before the car came into his possession. The Allard Motor Co., Ltd., received a cable from Brazil stating that Bonini's Allard was second to a blown Alfa-Romeo in the 25-mile Interlagos sports car race.

M. Meo still has his Meo-Special, virtually a G.N., which he ran in 1933-4, but now has the engine from the Laystall Special, of pre-war Brooklands memory, installed therein, and has added Lancia i.f.s. and knock-off wheels on O.M. hubs. He is also building up a twin-cam Salmson with cut-down four-seater body from an "18/80" M.G. On August Bank Holiday anyone who had occasion to use A.30 was reminded that there was a motorcycle meeting at Blandford—besides the sporting solos and combinations en route from London, we saw a very fierce Morgan. But sports cars were conspicuous by their absence amongst the holiday traffic. We noticed only a few M.G.s, a "12/50" Lea-Francis with some of its body panels missing and, along A.30, a "30/98" Vauxhall going in one direction and a late-type "Grand Prix" Salmson in the opposite direction. And the only signs of accidents we saw in a fair mileage were one girl pillion passenger mildly hurt through a skid on a wet surface and a not-too-badly battered Austin saloon parked on a grass verge. A reader sends a "pipe-dream" anent air-cooled engines for trials cars—why not a Vincent H.R.D. unit in a new Lloyd chassis, he asks? Godfrey Imhof broke the class record at the Develiers les Rangies Swiss Hill-Climb when his Allard won the 3-5-litre class.

It is with deep regret that we learn of the death of Comdr. Antony Yorke, R.N., who took such a keen interest in the 500 Club. A book consisting of catalogue-type photographs of all the modern cars, beautifully reproduced, together with tables of prices and specifications is available at 8s. 6d. from W. and D. Willett, Ltd., 466, Strand, W.C.2. Runbaken Electrical Products are continually introducing worthwhile accessories, their latest, of obvious interest to our world, being an electronic tachometer, for accurately measuring the speeds of four, six and eight-cylinder engines up to 5,000 r.p.m., no external electrical supply being needed.

A. Corbett intends to strip and rebuild a 1929 "Speed Six" Bentley he has acquired and one of the aluminium-bodied sports Gwynne Eights, somewhat modified, is hale and hearty out in Singapore. The G.N. history published last month has aroused widespread interest, even if there are not so many G.N.s about as all that—although H. R. Godfrey tells us he knows of quite a few. Incidentally, the picture of the G.P. model referred to a 1918/14 car, not a

1915 as captioned, the later version having a dummy V-radiator, while the first item of the detailed specifications referred to "Late 1910 and early 1911" cars, not "Late and early 1911" while the owner of a 1919-21 G.N. credited with doing 72 m.p.h. over 8,000 miles actually got 72 m.p.g.—and very useful that would be in these days!

"Mort" Morris-Goodall is off to the East. A fabric saloon Salmson was seen motoring along A 30 recently, with two spare wheels strapped to its side. A rusty, but possibly saveable Douglas light car exists near Loughborough.

Gordon Fairbanks, of Quebec, has a 1932 f.w.d. Cord, the "pre-streamliner job," and he is contemplating installing a Buick engine in his Auburn Speedster, as it weighs 4,300 lb. and so is rather lost with a mere 125 b.h.p.; Fairbanks craves 150 or 175 b.h.p. In Ireland, Paddy Halion has acquired a Bugatti said to have run in the 1935 T.T., possibly at Brooklands. It is a Type 57, engine No. S 7283, registered No. ZA 4638. It needs a respray, but hood, tyres, battery, etc., are reported as first-rate, as the mileage is only about 16,000 and only its high tax kept the secondhand price low. It is one of two Type 57s in Ireland, being first registered there in May, 1935, and Halion would like to know more of its racing history.

Scott-Moncrieff has duly got his 1924 3-litre o.h.c. Chenard-Walcker on the road and has covered some 1,300 miles in it, including the delivery journey of 438 miles. The old car puts a very honest 30 miles into every hour, does slightly over 20 m.p.g., has quite good Ballot-licence front (no rear) brakes, and has used not one drop of oil! "Bunty" craves an instruction book if anyone has one. And J. F. Taylor hopes to have his Senechal on the road this month; it is the usual 59 by 100 mm., four-cylinder model with a 4.1-to-1 back axle.

★

KNOWLAND TROPHY TRIAL

The Cemian M.C. Knowland Trophy Trial will start from the Royal Huts Hotel, Hindhead, Surrey, at 11 a.m. on September 18th. The Chiltern C.C., Hants and Berks M.C., Harrow C.C., Horsham and D.M.C., and L.C.C., Kentish Border C.C., Southsea M.C., and W. Hants and Dorset C.C. are invited. Details from: F. B. Bryden, 5, The Drive, Orpington, Kent.

★

POPULAR MOTOR RACING

Some time ago, when the Editor was wandering nostalgically in the Weybridge area of Surrey, drinking in the atmosphere that was to give him the courage to embark on his "Story of Brooklands," which has now reached two volumes, he came into conversation with a dear old grey-haired lady in the council offices of that town. "Tell me," he said, with sudden inspiration, "did Brooklands Track seem a nuisance to you—noise, traffic and all that—and is the Vickers factory preferable?" "Good gracious, no," came the answer. "Why, we were very proud of the old Track. It was the first in the world, you know, and although I didn't go to race meetings there, whenever visitors came to stay, as soon as they

had had tea, the request was always, 'Can we go to look at Brooklands?'"

About a couple of years later, in a hairdresser's off Finsbury Pavement, an elderly gentleman was telling the assistant that he was returning from his holidays by September 17th so as not to miss the B.A.R.C. Meeting at Goodwood. There followed a graphic and reasonably accurate description of how fast cars take the corners of the Sussex circuit.

Only last month, lunching in an insignificant public house in the City, a lady, again elderly, was heard remarking to her escort that speedway didn't appeal to her, but, "I do enjoy a horse race and I like a motor race. At Brooklands you used to get a very good view of almost the entire course for your money."

Now experiences like this, which shake your Editor pretty thoroughly, don't happen without reason. The fact is that of recent-times, perhaps as never before, the British public has taken to motor racing. If the Government doesn't do anything criminal in respect to the standard petrol ration, 1950 should indeed be a wonderful year for the Sport.

★

BULLDOG BREED

From an article in a contemporary:—
"... cows two meadows away bate their chewing in awe and a ton and three-quarters of ferrous metal tears a jagged hole in the atmosphere." Guided missile, explosion...? No, merely a "blower 4½" Bentley at full bore!

★

ROYAL SCOTTISH A.C.

The General Committee of the R.A.S.C. has much pleasure in announcing that H.R.H. The Princess Elizabeth, Duchess of Edinburgh, and H.R.H. Prince Philip, Duke of Edinburgh, have honoured the Royal Scottish Automobile Club by accepting Honorary Membership.

★

WE WONDER

A Press Bulletin issued on August 2nd by the publicity department of the Allard Motor Company Ltd., reports that the Interlagos Sports Car Race, in which an Allard finished second, was won by Leite, driving a *two-stage* Alfa-Romeo. The italics are ours. And we are still wondering...

★

MOTOR SPORT

The following appeared in the *Motor* dated August 3rd:—

Sporting events have an indirect as well as a direct influence on motor car sales. Not everyone wants a car of sporting make, and not every motorist can find time to go to trials, hill-climbs and races. Yet the chances are that when one of these "non-competitive" drivers wants to buy a new car, the first thing he will do is consult some keen friend. "Let's ask old George—he goes to Silverstone and places, and is bound to know if there's anything wrong with this new Hokum Blizzard they are advertising." So old George is consulted, and his friends buy an Oakum Eight instead, on his say-so.

To-day more people go to motoring events in this country than ever before, and so what I may call the "enthusiast

vote" is very well worth cultivating. It will sell a great many cars (and "unsell" a lot, too) in the next year or so, when the home market gets its share of the output.

★

WITHOUT COMMENT

The following appeared in the excellent magazine published monthly by the Bristol M.C. & L.C.C., and we reproduce it with due acknowledgment, and without comment:—

"My car is an old car, it looks old. It has no 'new look,' it looks like a car. The radiator is in the front and the thing you put the water in is on top. You cannot confuse the front with the back. The back has no hump like the front and the spare wheel is on it. Also the lights are different; the ones in front light up the road, they are not part of the wings or the body. The rear lamp is red and is fixed to the number plate; when I back into things I beat the plate straight again. There is no glass to crack or tail to crumple. The steering wheel is for steering with; it is round; it has no cigarette lighters or gear-levers to confuse one. The gear-lever is comfortable for the left hand; it does not slip out of gear. There is no need to preselect your gear, you just change it when required. One can see all four wheels, they are quite ugly; you can change a wheel in evening dress in two minutes (if you have evening dress). It is not necessary to crawl under the car to do this. The wheels are outside the chassis and it is not necessary to jack the body up to see which tyre is punctured.

"There are no modern improvements on my car. There is very little tin or steel on it either. There is no independent front suspension to wear the tyres out, in fact the tyres last longer than some modern engines. I have no radio fitted to annoy others when parked; if you want music there is the xylophonic rattle of the timing wheels, the groaning of the springs, and the eternal tympani from the crankcase. It is better to listen to this in motion, the strings drown the percussion better. When I drive, my heart sings. I have no hydraulic master cylinder I have neglected to fill. I have no built-in jacks to work themselves down on to the road. When it rains, I can put the hood up, I am not at the mercy of switches, relays and a flat battery. I can look in the tank and see how little petrol I have; I do not have to trust a little needle on a dial. When I am nearly out, I switch on to a reserve supply. The starting handle goes in at the front, there is a hole provided for it. It is just a hole, it is not disguised as a lion's head, trapdoor or name badge. In spite of its age, my car seems to perform quite well. No one would say it was effortless at speed, but it still seems to have more speed of a different sort than most of the moderns, provided the road-test figures are not prejudiced.

"I'm glad everybody hasn't got my sort of car. The motor industry would be in a mess and I should be even more broke. Where should I be without the broken crown-wheels and crankshafts, the brake relines, the gasket blowers, the oil drinkers, the petrol drinkers, the beer drinkers?"

Continued on page 374

VETERAN TYPES—XXXV

by KENT KARSLAKE

TWO SINGLE-CYLINDER DE DION BOUTONS

I NEVER miss a Vintage Sports Car Club event if I can help it. But on April 23rd last, I was what we call locally "down the country," and the Minister of Fuel and Power, apparently, found that it would not fit in with his plans if I paid a flying visit to the Midlands. In consequence, the first I knew of what had happened at the Club's Silverstone Speed Trials was when I read through the results, and I was correspondingly surprised to see that Mr. C. R. Abbott's 1904 Mercedes was alleged to have made slowest time of the day, a performance which is by no means typical of that almost indecently skittish "ancestor." The explanation, however, was an intriguing one. The Mercedes having proved at the last minute to be not available, Mr. Abbott had obtained permission to substitute for it a single-cylinder de Dion Bouton, and a time which had appeared on the sluggardly side for the Mercedes, immediately took on a very different complexion. Even if it was the slowest time of the day, it was obviously a very good time indeed for any single-cylinder motor car in existence, with the exception of some of these $\frac{1}{2}$ -litre projectiles which in any case are not eligible to run in the Edwardian class.

Knowing the sort of way in which Mr. Abbott is apt to renovate and turn out his cars, I conceived a lively desire to see this addition to his stable, and my ambition was realised at the beginning of July, when I attended the V.S.C.C. Rally at Madresfield. Mr. Abbott had driven down from London on his "single," a distance of more than 100 miles; he was engaged, that afternoon, in performing on it some extraordinarily complicated evolutions designed by the organisers to perplex competitors; and he was proposing to drive back to London that evening, a proposition, I may add, which he duly solved with consummate address. As a motorist I was immensely intrigued by the obvious efficiency of this single-cylinder motor car; as a journalist I became avid to include it in the "Veteran Types" series in MOTOR SPORT. When, moreover, the Editor suggested to me that I might combine a description of Mr. Abbott's car with one of another single-cylinder de Dion of comparable age, belonging to Mr. A. F. Carlisle, my enthusiasm redoubled.

Considering the difficulty of finding a summer afternoon when several motoring enthusiasts are all free for an informal meeting, the necessary arrangements were concluded with a despatch that bore witness to the enthusiasm of the journalists concerned and the kindness of the owners of the cars. The plot was that I was to motor down with Mr. Abbott from his works near London to Mr. Carlisle's house near Maidenhead, in the vicinity of which we could compare at our leisure the appearance, specification and performance of the two de Dions. The scheme worked to perfection, and in due

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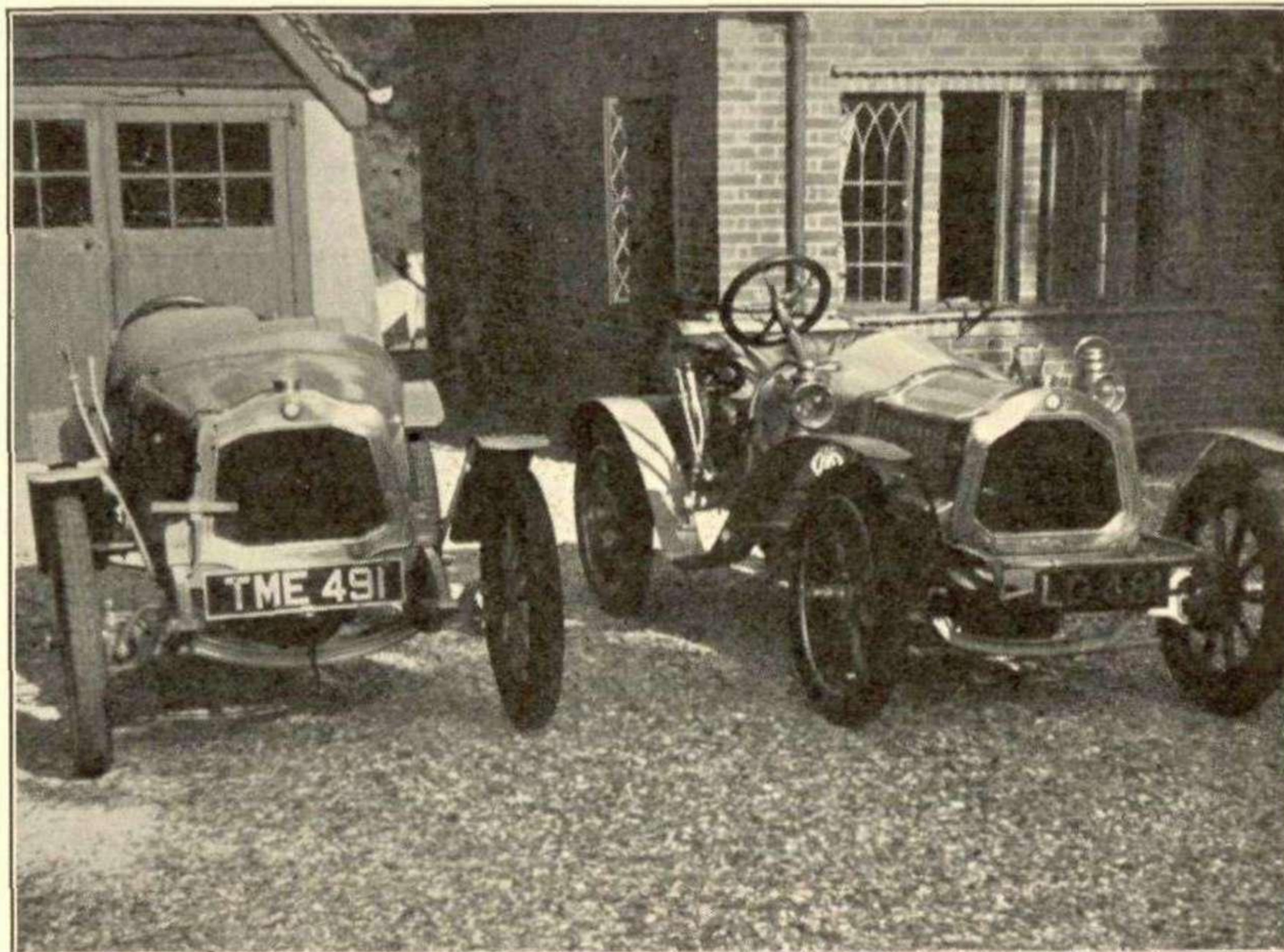
course, on a rather sultry afternoon of late July, these two exceedingly intriguing veterans stood side by side for the delectation of the party and the MOTOR SPORT photographer.

De Dion Bouton were, of course, not only among the pioneers of the single-cylinder engine, but the inventors, in this form, of the high-speed engine. Indeed, it was the experiments in this direction of M. Bouton, under the encouragement of the Comte de Dion, during the early nineties of the last century, which led to the rupture with their partner, M. Trépardoux, who was, first and last, an enthusiast for steamers. "To fight against steam is to fight against ourselves," declared the intransigent Trépardoux, who thereupon walked out of the firm—and out of history. But de Dion and Bouton persisted; by 1895 they were making $\frac{3}{4}$ -h.p. single-cylinder petrol engines for tricycles, which ran at the absurd speed of 1,800 r.p.m., and before the end of the century they were making a $3\frac{1}{2}$ -h.p. single-cylinder voiturette. By 1900 this had grown into a $4\frac{1}{2}$ -h.p., by 1901 into a 6-h.p., and by 1902 into an 8-h.p., with the engine in front, instead of at the back under the seat. From a little runabout $3\frac{1}{2}$ -h.p. two-seater, suitable for the marvellously dressed and highly emancipated *chauffeuses* of the nineteenth century, the single-cylinder de Dion had become quite a fast car. I presume, though I cannot exactly vouch for it,

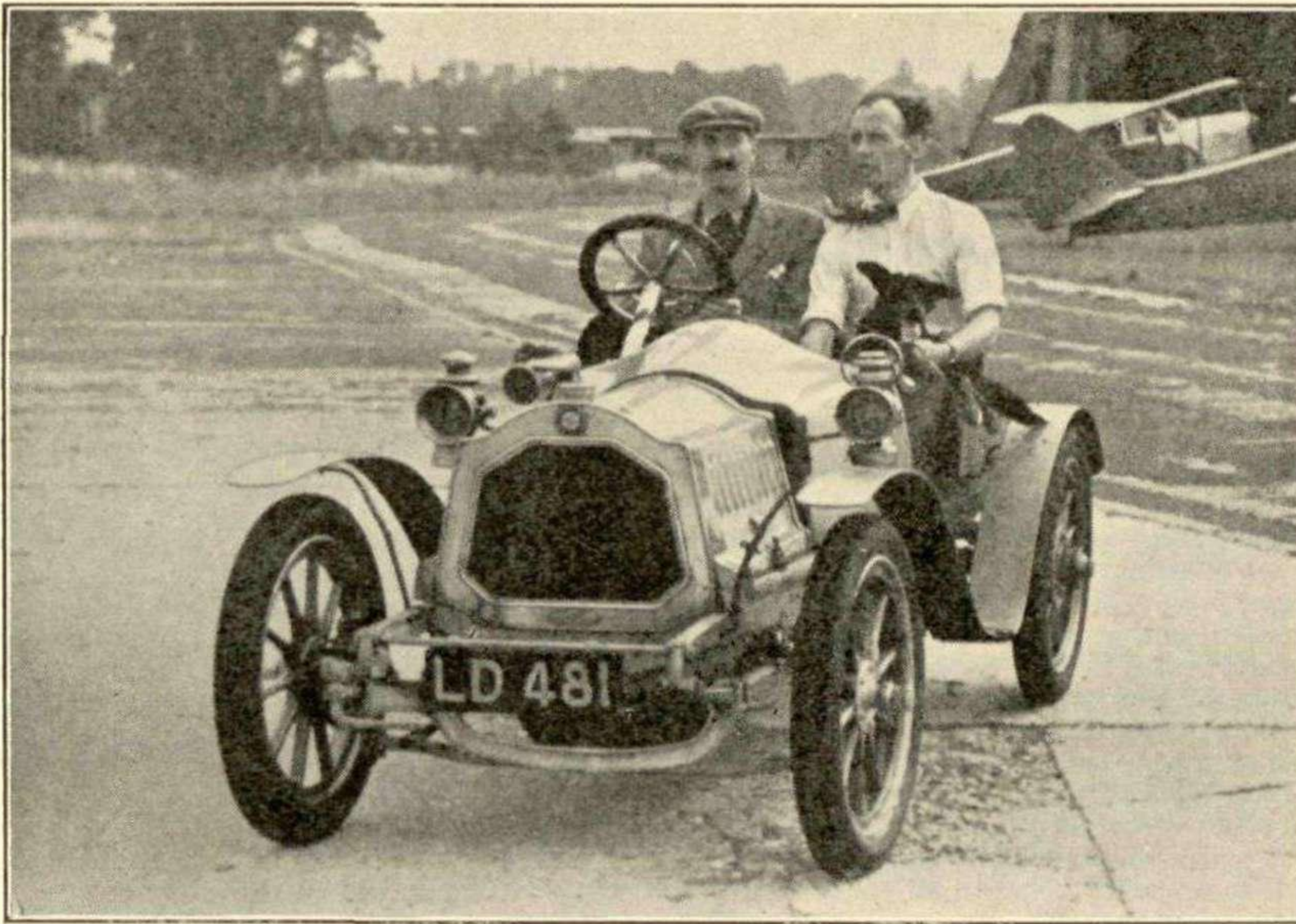
that it was this type of engine that powered the 9-h.p. de Dions which started in the voiturette class of Paris-Madrid. If so, these cars must have been among the fastest "singles" yet produced, for on one of them Holley averaged no less than 40.8 m.p.h. for the 342 miles from Paris to Bordeaux.

Moreover, from its very early days the firm had been prepared to manufacture engines for use by other people, and from the beginning of the century makers like Renault and Corre had been carrying all before them in the voiturette racing class with the help of the de Dion Bouton single-cylinder engine. With the coming of the Coupe de l'Auto in 1905 the process was continued, and in the early events of the series, an enormous number of the competitors relied on de Dion engines. The development of the "single" proceeded apace. In 1907, automatic inlet valves, which hitherto had worked far better than they should, in view of the high crankshaft speeds attained, gave place to mechanical operation; and, the bore of single-cylinder engines being limited by the rules of the competition to 100 mm., the stroke was progressively increased, until in 1910 the long-stroke "single" reached its apotheosis with the de Dion engine of 100 by 300 mm. fitted to Collomb's racing Corre.

By 1908 the process had reached the point where the stroke of the 100-mm. "single" was 160 mm., and de Dion Bouton decided to fit this powerful engine, with a capacity of 1,260-c.c., into a sporting chassis known as the "Type de



THE TWO DE DIONS.—On the left of the picture Abbott's 1911 90 by 150 mm., 955-c.c. car, and on the right Carlisle's 1908 100 by 160 mm., 1,260-c.c. car.



CREW COMPLETE.—Kent Karlake at the wheel of the 1908 "Type de Course" de Dion, with its owner and rebuilder, A. F. Carlisle, in the passenger's seat.

Course." As befitted this type of chassis, the bodywork usually provided was designed more with an eye to its racy appearance than to weather protection, and it is hardly surprising, therefore, that as these chassis, which retained their typical de Dion characteristics of longevity and economy, passed out of the hands of their original enthusiastic owners into those of the average soulless motorist, there was a tendency to scrap the original bodywork in favour of something a trifle cosier. As a crowning indignity, one of these chassis was burdened with a Morris-Cowley body before being relegated to a Hampshire scrap-heap; whence it was rescued by Mr. Carlisle, who must, one feels, have a particularly fine eye for a thoroughbred when he sees one. The Morris-Cowley body was thereupon returned where it belonged, and, with the aid of contemporary photographs, the new owner proceeded to reconstruct as pretty a sports two-seater of 1908 as any enthusiast could desire.

Apart from sowing their one wild oat in Paris-Madrid, Messrs. de Dion Bouton had never been very keen themselves about racing since the demise of the powerful steamers so keenly lamented by M. Trépardoux. As far as their small cars were concerned, the accent had always been on economy rather than speed, and I fancy that they may have been a trifle embarrassed about the raciness of the "Type de Course." In any case, after making its debut in 1908, it seems to have disappeared from the market in about 1910. In the meantime, however, the long-stroke era was having its effect also on the 6-h.p. 90 mm. bore engine. Originally introduced in 1901, this was revived in 1905, with dimensions of 90 by 110 mm. It seems to have disappeared again in 1907, but in 1911 it reappeared, although now called 8 h.p., and while the bore was still 90 mm., the stroke had now grown to 150 mm., making the capacity 955-c.c. In a sense, I suppose, this long-stroke engine replaced

that of the "Type de Course"—the stroke-bore ratio, at 1.66 to 1, was actually slightly greater—although it seems to have been used, believe it or not, among other things, to power Paris taxis. It was, in any case, the final flowering of the single-cylinder de Dion engine, of which the story had started soon after 1890. It lingered on into 1912, but by the end of that year, in the company's own words, "public demand had changed entirely to the multi-cylinder engine type of car. Hence the single-cylinder models on which the fame of de Dion-Bouton vehicles had been built were absent from the 1913 catalogue . . ."

It was a chassis of this latter type, as my readers may have guessed, that Mr. Abbott had come across. As with the "Type de Course," the bodywork he found on it was valueless, and, like Mr. Carlisle, he set about constructing a two-seater body which should combine a reasonable degree of gaiety with the spirit of 1911. As will be seen from the illustration, he succeeded to a remarkable degree, although his solution and Mr. Carlisle's remain extraordinarily different. Mr. Abbott's car is not a "Type de Course"; but apart from its performance, with which I propose to deal presently, its appearance, at once justifies our calling it a "Type de Sport."

Having got the two de Dions lined up side-by-side we started with avidity to compare the details of their specifications. Both are painted French blue, but the "Type de Course" is a shade lighter than the "Type de Sport," and the former has varnished, instead of painted, wooden wheels. When, in 1902, de Dion Bouton moved the engine to the front of their car, they enclosed it in what has come to be known as a Renault-type bonnet, a real bonnet, that is, hinged at the back, while the radiator tubes were ranged below it. On some models this arrangement lasted at least until 1906, but by that date it had already become the firm's more general practice to enclose the radiator tubes in a shell forming the front of the

bonnet, and this familiarly-shaped shell, in gleaming brass, is, of course, a feature of both the cars now in question. But while on the "Type de Course" the gilled tubes in it are arranged horizontally, on the "Type de Sport" they are vertical.

Externally, the two engines do not vary greatly in appearance, although the "Type de Course" is just noticeably the larger. I suppose that if a manufacturer who was accustomed to multi-cylinder engines had decided to build a "single" with an L-head, he would probably have placed the valves on one side or the other. But de Dion Bouton started from the other end—with a "single"—and in the earlier examples the exhaust valve was placed at the front of the engine where it was in the most favourable position to keep cool, with the automatic inlet valve directly above it. When the latter came to be mechanically operated, it was placed by the side of the exhaust valve, and the single cam, mounted on the back of the half-time pinion, was made to operate both valves through rockers.

There is, however, an interesting point of difference between the two engines which does not immediately catch the eye, in that while the "Type de Course" has forced-feed lubrication, the "Type de Sport" has not. The surprise in this matter centres entirely on the "Type de Sport." De Dion Bouton introduced forced-feed lubrication on their engines in 1903 and were exceedingly proud of the fact. Its presence on the "Type de Course," is, therefore, just what you would expect. Why it was omitted from the "Type de Sport" is something of a mystery. According to my "Catalogue des Catalogues" the 90 by 150 mm. engine was fitted to two different chassis in 1911, the Type CW, which is called the "chassis fiacre," and the Type CP, of which Mr. Abbott's car is an example. Type CW, remarks the "Catalogue," had forced-feed lubrication; with regard to Type CP, it is silent, which confirms that Type CP had not, and could thus be distinguished from Type CW. But why forced-feed lubrication should have been considered necessary on a taxi, used to chug about the streets of Paris, and not on a touring chassis, which might well be set to hare along the French *routes nationales* passes my comprehension. However, it seems to get on extremely well without it.

The early de Dion *voitures* were fitted, as a most characteristic feature, with a gearbox having constant-mesh pinions engaged, according to the speed required, by clutches. In 1905, however, when the firm started to build four-cylinder cars, this gearbox, which presumably proved to have disadvantages when more power was put through it, was abandoned except for the small cars, and in 1907, at the same time as automatic inlet valves were finally given up, sliding-pinion gearboxes were fitted to all models, with metal-to-metal clutches. They are fitted, therefore, to both our veterans; but whereas the "Type de Course" has two "baladeurs," and a gear-lever working in a vertical gate, the "Type de Sport" has a single "baladeur," and its gear-lever works on a quadrant.

It was, however, behind, or, to be quite accurate, beside, the gearbox that resided the most interesting feature of all

of the early de Dion transmission. At least, that is the way it strikes one to-day, although the "de Dion drive" would appear as the merest curiosity, if it had not been revived on the racing Mercédès and thus forced into the forefront of contemporary thought. Mr. Laurence Pomeroy in another place (actually in two other places) has credited me with the suggestion that the so-called de Dion drive may really have owed its origin less to de Dion, or even Bouton, than to Trépardoux. As a matter of fact I did make this suggestion. I made it rather late at night; if it had been earlier in the day, I might have kept my own counsel, in the hope of a journalistic scoop. But although I had reached my conclusion after what seemed to me to be pretty profound inferential reasoning, I did not reach it as a result of such deep technical erudition as that which Mr. Pomeroy has been kind enough to attribute to me. Be that as it may, the "de Dion drive" was used on the nineteenth century steamers, and for many years it was exclusively used on the petrol cars as well. By about 1905, the firm had quite a number of imitators, including designers who played slight variations on this original theme; but after a short time these imitators gave up the idea, and everyone else seemed to think that it was so much better to have an unsprung final drive assembly that even de Dion Bouton began to waver. In 1911, for the first time, "de Dion drive" was abandoned on some models in favour of the more conventional system, and among these models was the single-cylinder, which, traditionally, should have been the last to retain it. Actually it was on the larger models that the firm stuck to it, right up to 1914 and even beyond, the latest recorded use of it being in 1916 on the Type GS, which was an eight-cylinder military chassis used for towing.

It can, therefore, still be seen in all its pristine elegance on the "Type de Course." The principle on which it operates, at one time almost forgotten, is nowadays, probably, again pretty well known. Briefly, however, one may recall that the casing containing the gearbox, bevel gear and differential is rigidly bolted to a cross-member of the frame between the rear wheels, which are carried on a "dead" tubular axle curving round behind the gear casing. From the latter, the drive is taken to each back wheel by a transverse, double universally-jointed cardan shaft. Unsprung weight was thus reduced to a minimum, and about the only disadvantage of the system, I suppose, was that, like a good many other things that are good, it was relatively expensive.

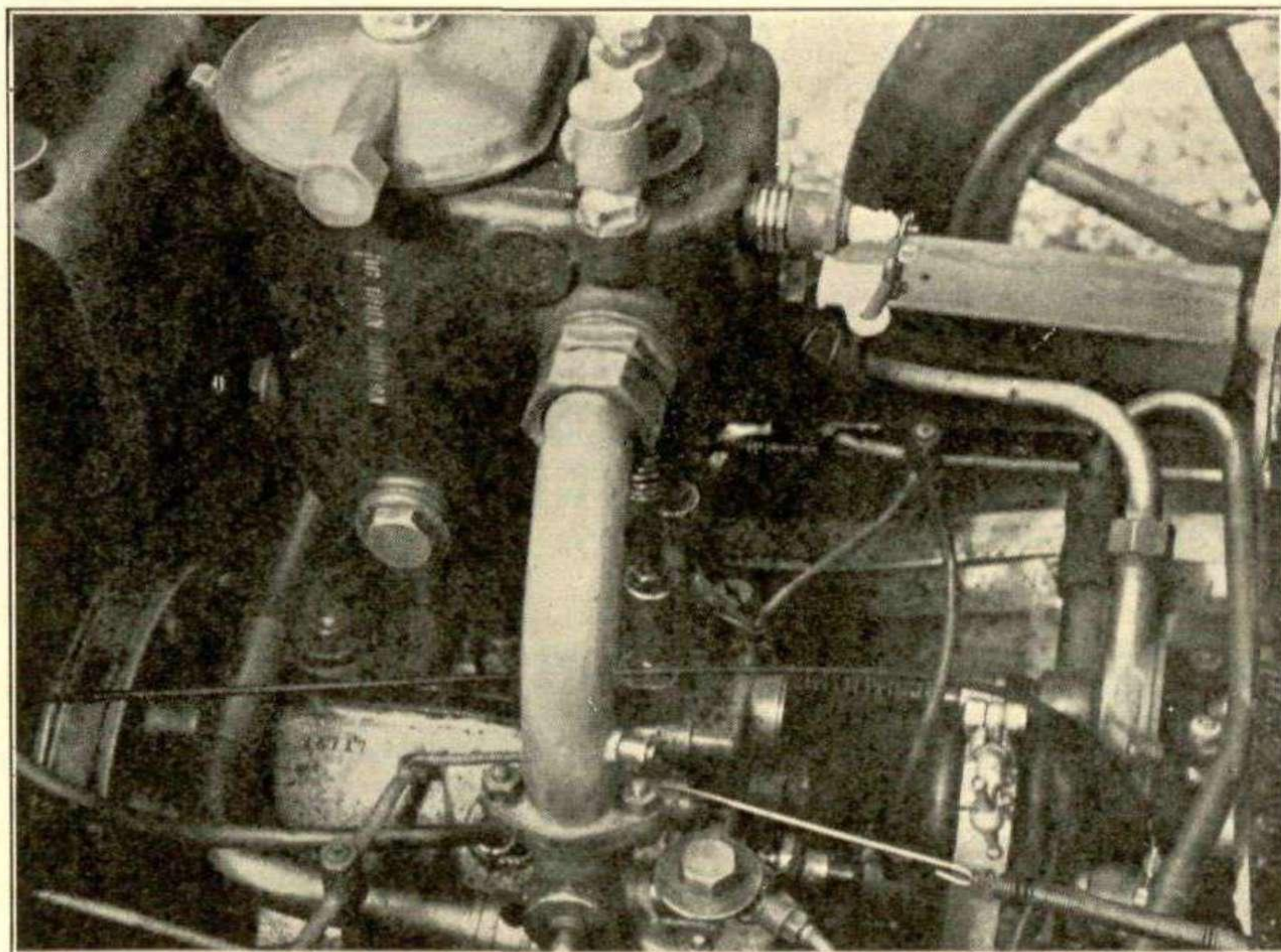
In any case, by the time the firm came to make the "Type de Sport," the "de Dion drive" had been abandoned, and I must say that when it came to substituting a live axle for it, the makers made pretty heavy weather of it. The axle casing, to judge by outward appearances, would do justice to a lorry, and looks absurdly heavy for a single-cylinder *voiturette*. Moreover, the designer was obviously alarmed by the new problems with which he was confronted. In the "Type de Course," and all earlier cars, he had successfully disposed of the torque problem by bolting the final drive

assembly firmly to the frame. Now that it was, so to speak, floating about in mid-air, he felt that he must take adequate steps to see that it did not turn over backwards, and accordingly, at the expense of more weight, he enclosed the propellor-shaft in a torque tube. But for some reason he felt that this tube should serve the purpose which its name implies, and none other, so that he refrained from putting the thrust through it. On the "Type de Course," the back springs are shackled at their rear ends only, and the drive is taken through the front half. This was all very well when the springs had only to take care of the wheels and the "dead" axle tube, but with an unsprung live rear axle this was evidently felt to be improper, the rear springs of the "Type de Sport" were shackled at both ends, and the drive taken through a hefty system of triangulated radius rods. This last arrangement, however, was too much for Mr. Abbott, who, when reconstructing the car, discarded the radius rods and substituted pivots for the forward shackles so that the drive now goes through the springs. To judge by results, Mr. Abbott has shown that M. Bouton, or whoever it was, with his radius rods, was making much ado about nothing.

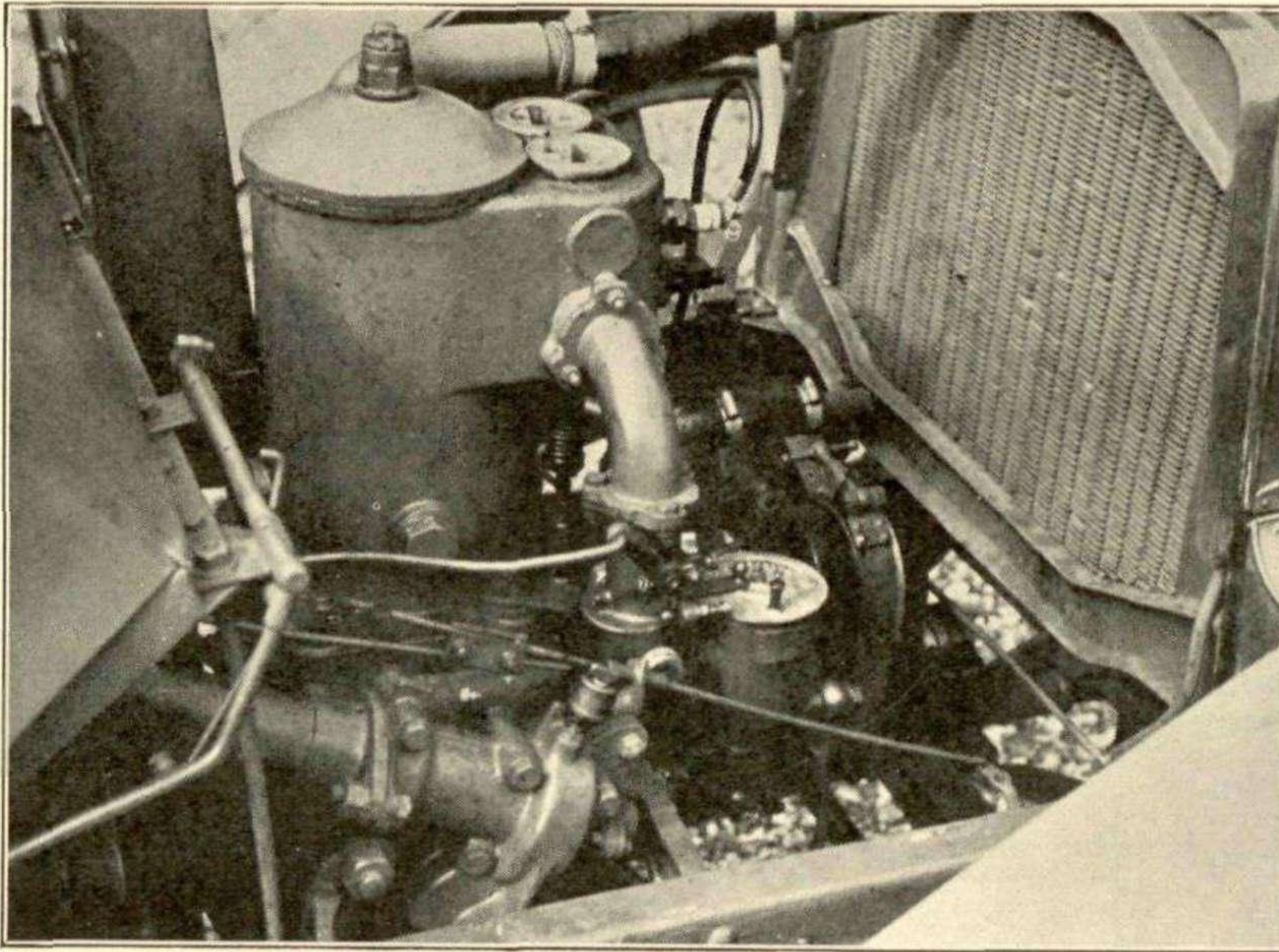
It is time, in any case, that we started to do a bit of judging by results, and closed this dissertation on the history of de Dion Bouton and the specifications of the cars. Mr. Abbott drove me down in his car from Acton to Maidenhead, and I thus first made the acquaintance of the "Type de Sport." In view of the splash lubrication, we started by giving the crankcase rather a liberal supply of oil. This operation, which is performed by the passenger, consists of drawing on the handle of a plunger pump situated on the floor under the scuttle, turning the handle through 90 degrees, and de-

pressing it again. If, after that, the engine does not smoke, you repeat the process. Perhaps we repeated it when the engine did smoke; but that had nothing to do with the fact that, five minutes after the start, with a bang that I thought was merely a backfire, one of the back tyres blew off the rim. Fortunately, as it was a hot afternoon, the tyre had chosen to burst at a convenient spot, where we could draw the car off the road and into the grateful shade under a tree. Even so, the insertion of another tube and its inflation with a foot pump took some time. We moved on to a garage, where we took on some more air under ready-made pressure, and then the plug, tired of all this stopping and starting with an overfull sump, decided to oil up. Mr. Abbott was inclined to be critical, saying that no such fickleness had been shown on the journey to Madresfield and back. With a clean plug, the engine restarted and the "Type de Sport" went like a bird for the rest of the afternoon; but by this time we were late, and I dissuaded Mr. Abbott, during the run to Maidenhead, from relinquishing the wheel to a less competent driver.

Thus it was that the "Type de Course" was the first of the two cars that I drove; and hardly had Mr. Carlisle handed it over to me on a private road near his house, than I fell completely in love with it. For first speed, you press the gear-lever down through the vertical gate, and pull it back towards you; if you keep it pressed down, and push it forward, you select reverse. If, on the other hand, you push it forward out of first without depressing the top of it, it springs upwards when it reaches the gate, and, on the upper selector, goes forward into second. For top, of course, you pull it straight back. In practice, I found this gear-change quite delightful. The clutch does drag a bit, and in spite of an ex-



CARLISLE'S ENGINE.—Note the water pump, which the other engine does without, and the genuine porcelain guide for the h.t. lead from the magneto. Lubrication is forced on this engine and both cars have the wonderful de Dion cockpit hand-pump for feeding oil to the sump, gearbox and back axle.



ABBOTT'S ENGINE.—Smaller than Carlisle's, it has a de Dion (Zenith patent) carburetter and, like the other engine, magneto ignition.

temporary clutch-stop devised by the owner, it is not easy either to engage first silently, or to make clean upward changes. But the change down from top to second is delightful, and the single-cylinder engine, in spite of its heavy flywheel, is responsive enough to the throttle to enable the change to be made in the modern, rather than the contemporary, manner.

The high-g geared steering is as satisfactory as the gear-change, and, with the fairly high seating position, low scuttle and bonnet and absence of valances, one can not only see both front wings but both front wheels. The added pleasure that this ability imparts to driving is something of which the average motorist nowadays probably has no conception. Indeed, those persons who style themselves enthusiasts and write to the motor papers with eulogies of present-day cars, should really be made to drive something like the "Type de Course" in order just to show them how little they know about their subject. Moreover, I do not think that it is just imagination—because one knows that the de Dion drive is there—which inspires the conviction that the car has marked directional stability. It handles in such a fashion that one feels that it would be entirely satisfactory as a high-speed motor car.

The only possible disappointment with regard to it is that there is really no scope for putting the matter to the test; for the "Type de Course" is hardly as fast as its type-name would seem to suggest. Its cruising speed, in its present tune, is in the thirties, and about 40 m.p.h. appears to be its comfortable maximum. On June 26th, 1909, the *Autocar* published some impressions of the "Type de Course" by its well-known contributor "Runabout," who declared that "1,800 revolutions per minute is a very conservative estimate of its engine speed, and at that speed, with a seventeen-tooth bevel driving a fifty-eight-tooth crown

wheel, it does over seventy kilometres an hour"; and he went on to say that the car had a maximum speed of "at least eighty kilometres an hour."

I can well believe it. But on Mr. Carlisle's car, a fifteen-tooth bevel drives a sixty-one-tooth crown wheel, so that, at 1,800 r.p.m., instead of doing 70 k.p.h. (43.5 m.p.h.) it is doing 58.6 k.p.h. (36.5 m.p.h.); and the equivalent of a maximum of 80 k.p.h. (50 m.p.h.) is say 42 m.p.h. Clearly, in fact, though it hardly feels undergeared when one is driving it, Mr. Carlisle's car would pull an appreciably higher top—and should apparently do it quite comfortably, as in 1909 "Runabout's" car "managed about half of Fitzjohn's Avenue in top, before calling for a change." But in the meantime, it is perhaps just as pleasant to handle a machine with the feel of a racing car at 35 m.p.h., as it would be if it cruised 10 miles an hour faster.

Driving Mr. Abbott's car on the way back from Maidenhead provided a most interesting contrast. After the "Type de Course," one rather missed, I must admit, the vertical gate, for the gear-change quadrant is not even provided with notches to mark the several speeds, so that one has to "feel one's gears" with a certain skill. Indeed, after moving off the first time, I ham-handedly went from first straight through second into top, which was a tribute to my (quite fortuitous) timing of the change, and a reproof to my handling of it. This improved with a little practice, but, apart from this first fluke, I found that, as with most gear-changes of this type and date, it was easier to get satisfactory results when changing down than up.

Like the "Type de Course," the "Type de Sport" has delightfully high-g geared and accurate steering, but it needs rather more holding to the desired direction than does the "Type de Course," which may be due to the live axle or to the rather shorter wheelbase—6 ft. 10½ in., against 7 ft. 5½ in. Indeed,

it gives one the impression of being a tiny little car, and, unlike the "Type de Course," one sits in, rather than on it, a fact which we appreciated to the full on the way down to Maidenhead, when we ran into a shower of rain, and found that little more than our heads and shoulders were getting wet.

But the outstanding feature of the "Type de Sport" is the bomb-like manner of its going. In the number of *MOTOR SPORT* for August, 1946, "Baladeur" quoted at some length from an article on single-cylinder engines by M. Salomon, which was published in the French paper *Omnia*, in 1925. In this article M. Salomon declared that a single-cylinder engine of 940 c.c., running at 1,800 r.p.m. would give 11 h.p., and drive a voiturette at 50 k.p.h. (say, 32 m.p.h.); but that if you wanted 50 m.p.h., you must either have 1,900 c.c., or much higher engine speed, in either of which cases, with a single-cylinder engine, "the trepidations would be excessive." With all due respect to M. Salomon, the "Type de Sport" seems to me to have effectively disposed of this thesis. In so doing it has, I suppose, perhaps owed more to Mr. Abbott than to either the Marquis de Dion or M. Bouton. Mr. Abbott has encouraged his engine to rev. by considerably advancing the ignition, and has enabled it to respond to such encouragement by giving it an aluminium piston. As a result the car will cruise happily at a genuine 40 m.p.h., and must have a maximum of very close to 50 m.p.h.—the owner himself puts it at about 47 m.p.h. At this road speed, with a top-gear ratio of 4.2 to 1 and 760 by 90-mm. tyres, the crankshaft speed must be well up in the two thousands. But while the single-cylinder engine gives some pleasantly hearty thumps when under heavy load, as when accelerating, there are quite definitely no "excessive trepidations" either when it is idling, or when it is running at its comfortable cruising speed. At 40 m.p.h. one must listen quite attentively to the exhaust in order to realise that there is a single-cylinder engine under the bonnet.

Comparisons are proverbially odious, but sometimes, nevertheless, instructive; and it seems particularly interesting to compare the "Type de Sport" with the nearly contemporary four-cylinder 850-c.c. Bébé Peugeot, and even with the 750-c.c. Austin Seven of a decade later. The de Dion engine is obviously simpler and at least as economical; it provides approximately the same cruising speed; and its extra power "low down" would make up, for many people, for what it lacks in smoothness under load. Indeed, after driving these two delectable "singles," one is forced to the conclusion that when, in 1912, "public demand changed entirely to the multi-cylinder engine type of car," the public showed itself to be just as wrong in its opinions as the public usually is.

.....

LOOKING TO THE FUTURE

The Maidstone and Mid-Kent M.C. announces details of its Bossom Trophy Trial, a B.T.D.A. Gold Star and R.A.C. classic event, scheduled for October 30th, which are available from N. P. Higgs, 39, Windmill Road, Gillingham, Kent.

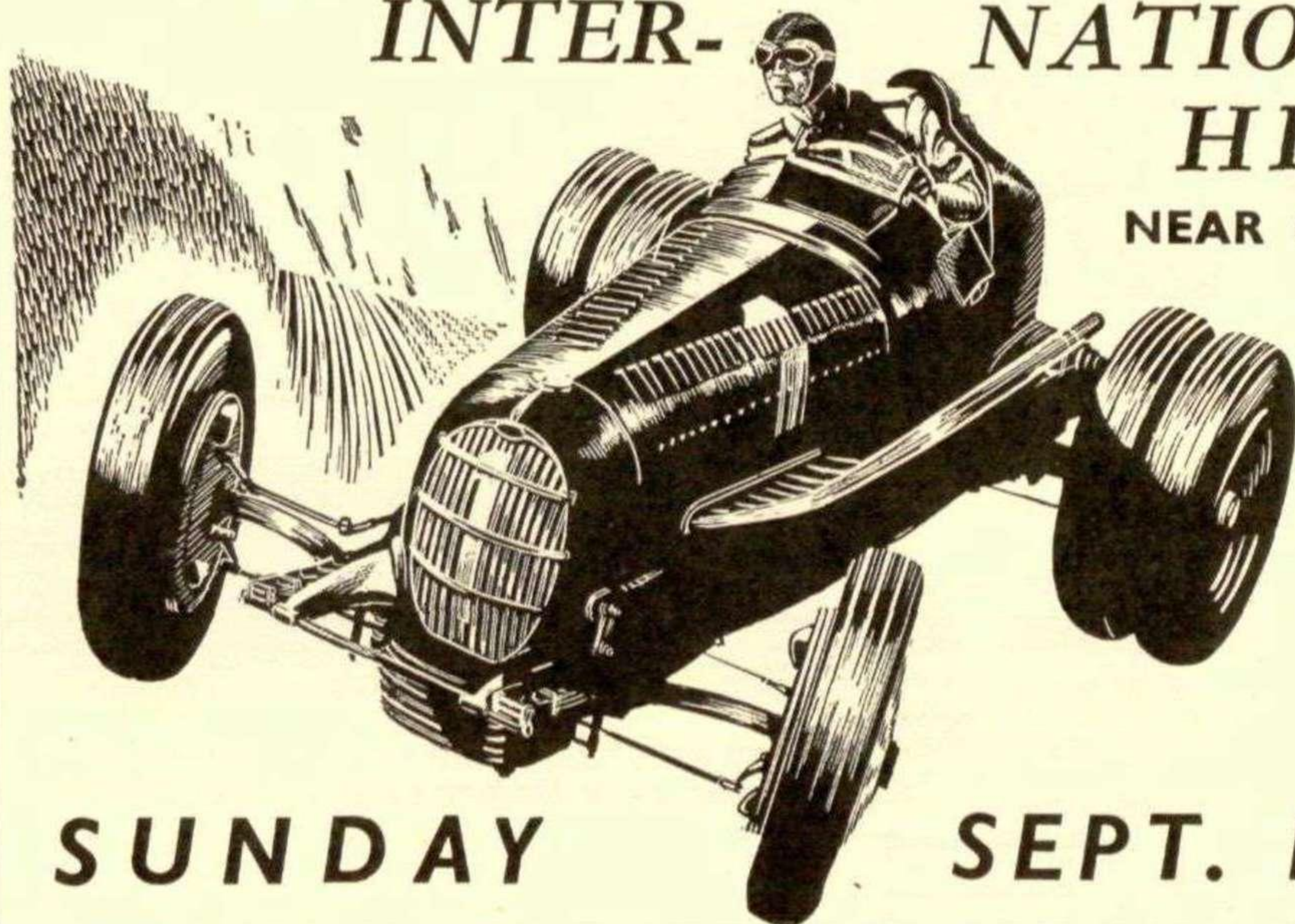
THE BUGATTI OWNERS' CLUB

PRESENTS

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INTER-NATIONAL OPEN
HILL-CLIMB

NEAR CHELTENHAM, GLOS.



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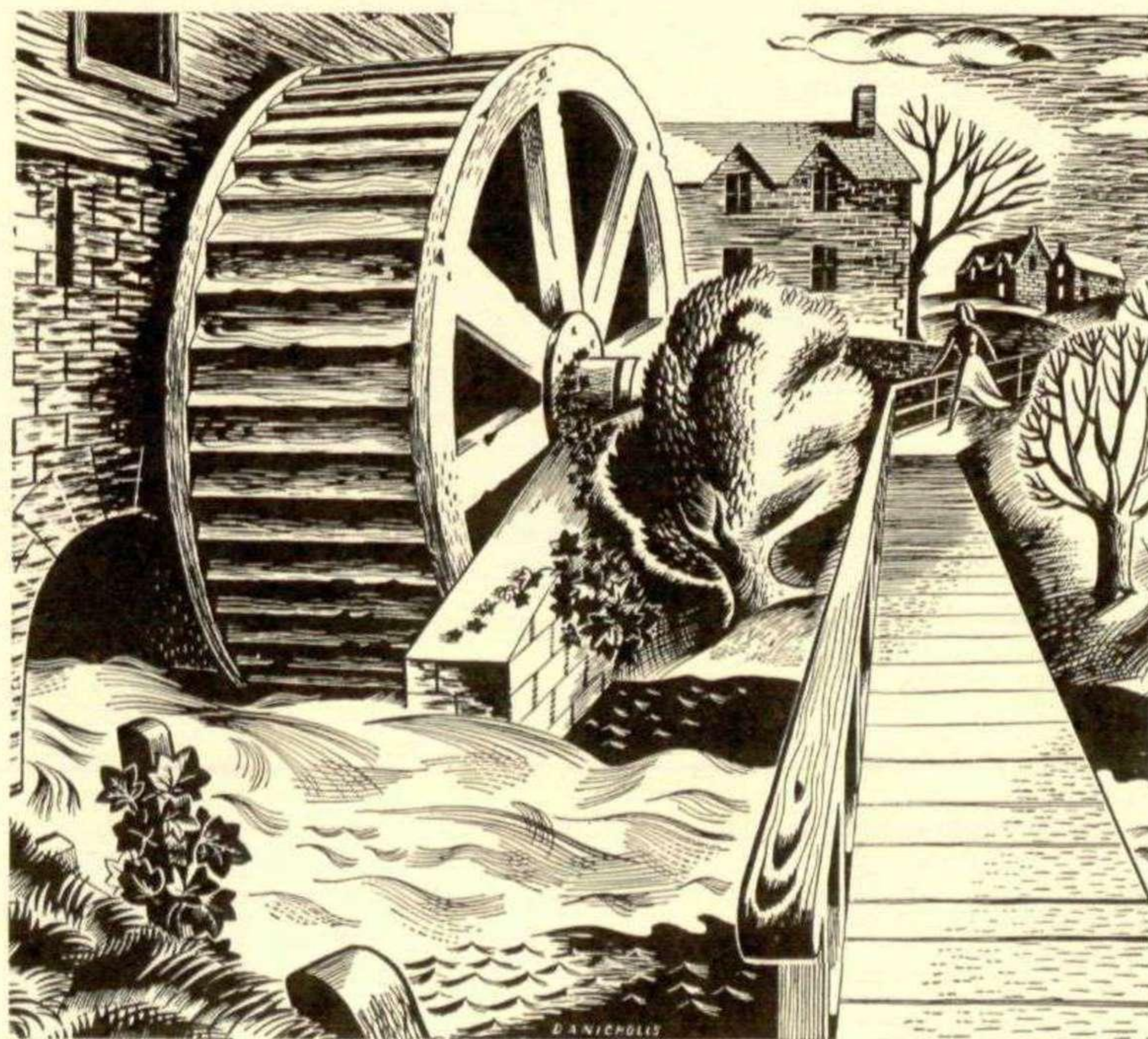
CAR PARKS :

2/6



SUNDAY

SEPT. 11TH 2.0 P.M.



THE MILL WHEEL

Once one of the commonest and best-loved sights in Britain, has gone the way of the Jolly Miller himself, now remembered only in the folk songs of the people. Here and there, it is true, some enterprising modern has renovated an ancient wheel to drive a dynamo and light his house, but with possible rare exceptions the old Mill Wheel is stilled for ever.

But we must look forward, not back. Consider such striking developments as 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.

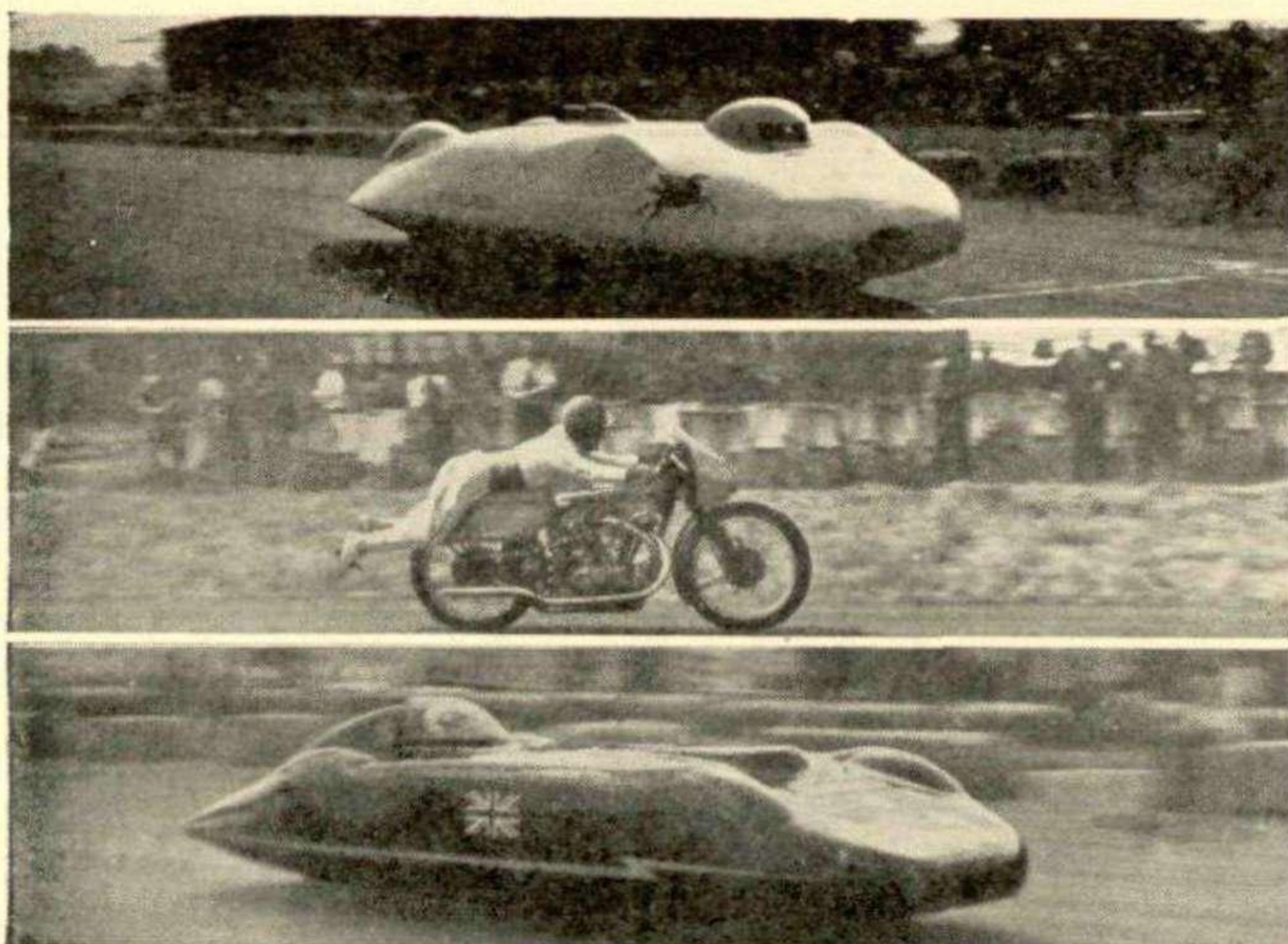


DUNLOP — THE WORLD'S MASTER TYRE

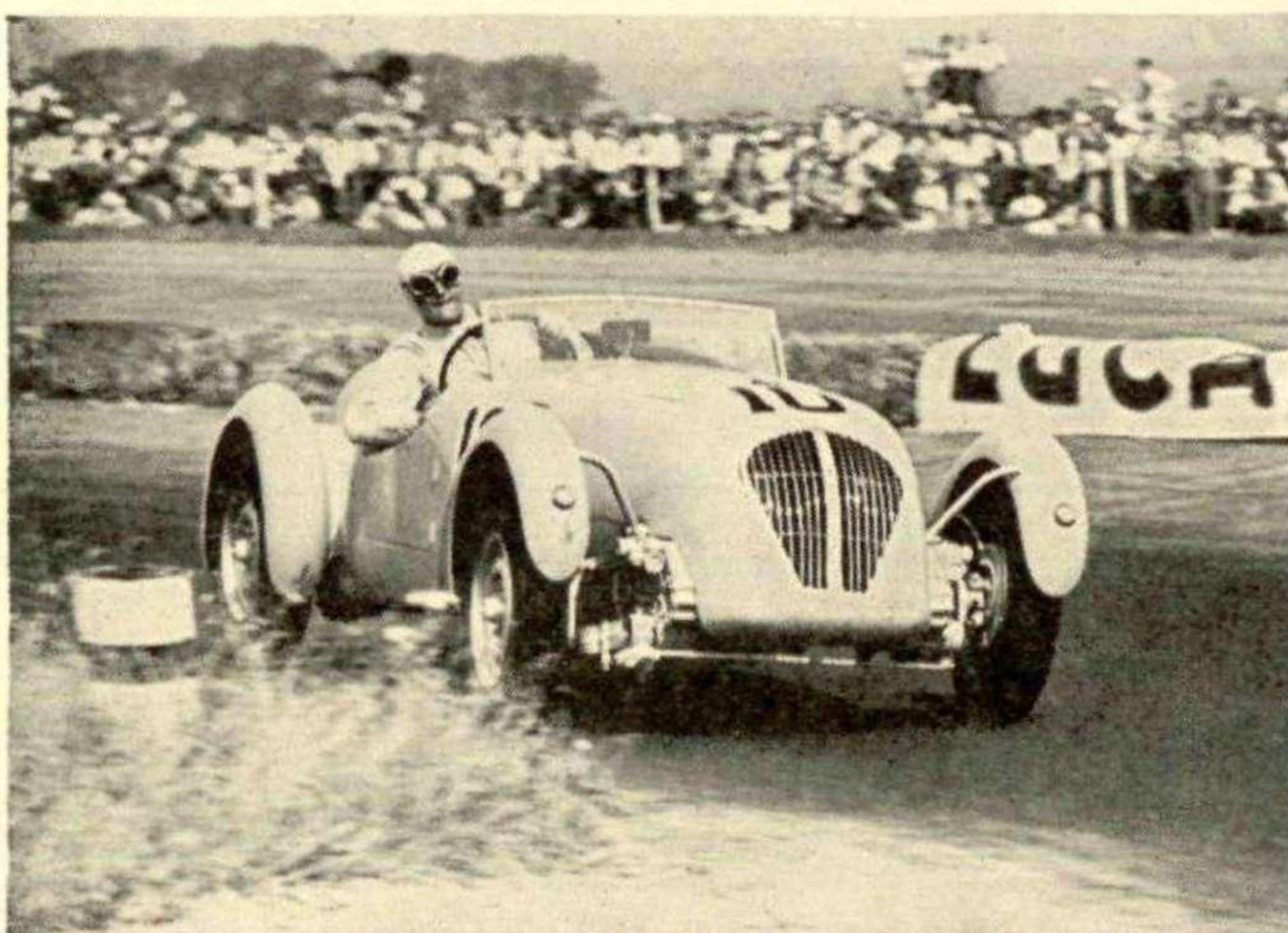
MOTOR

Pictorial

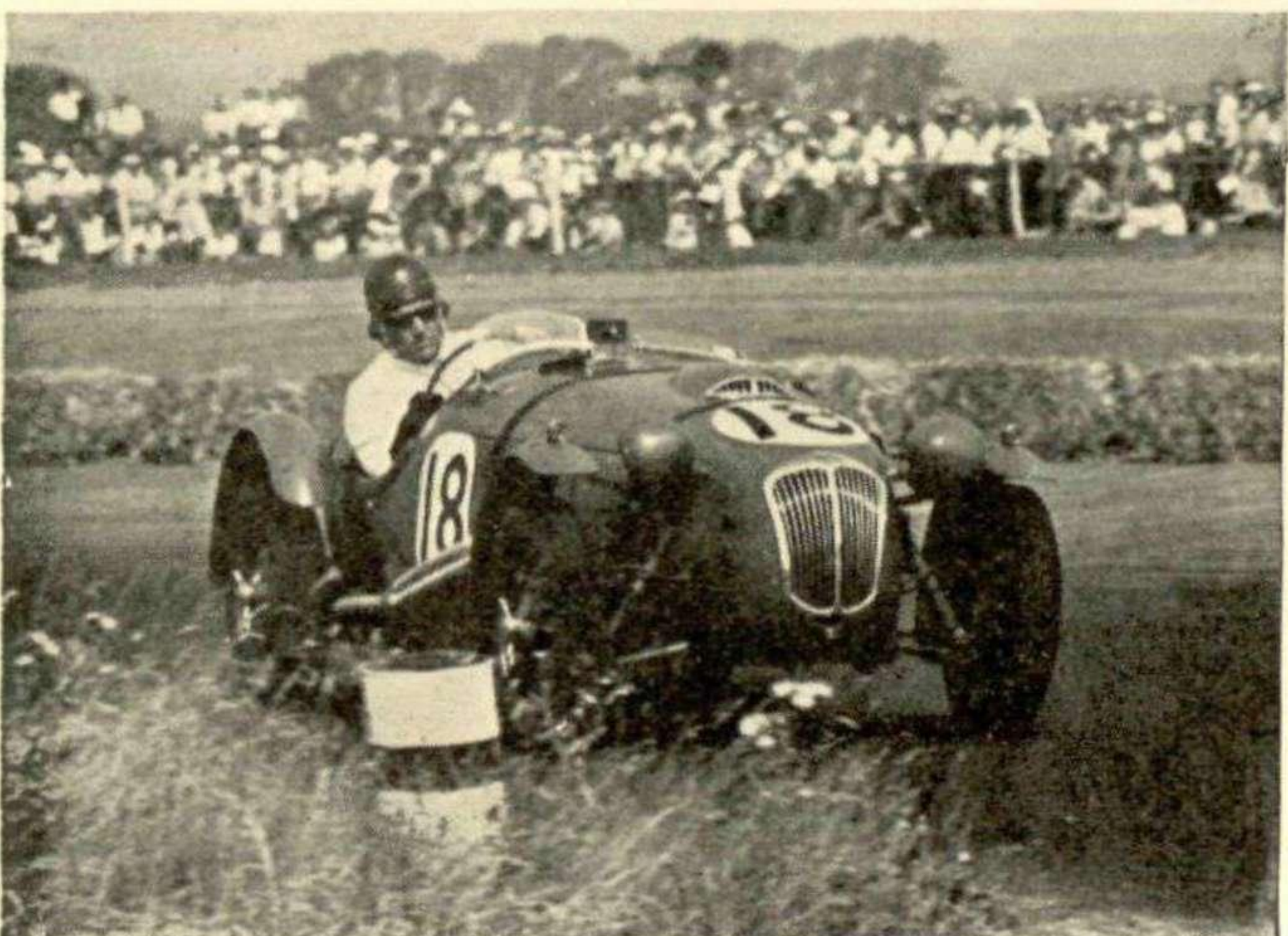
"DAILY EXPRESS"— B.R.D.C.



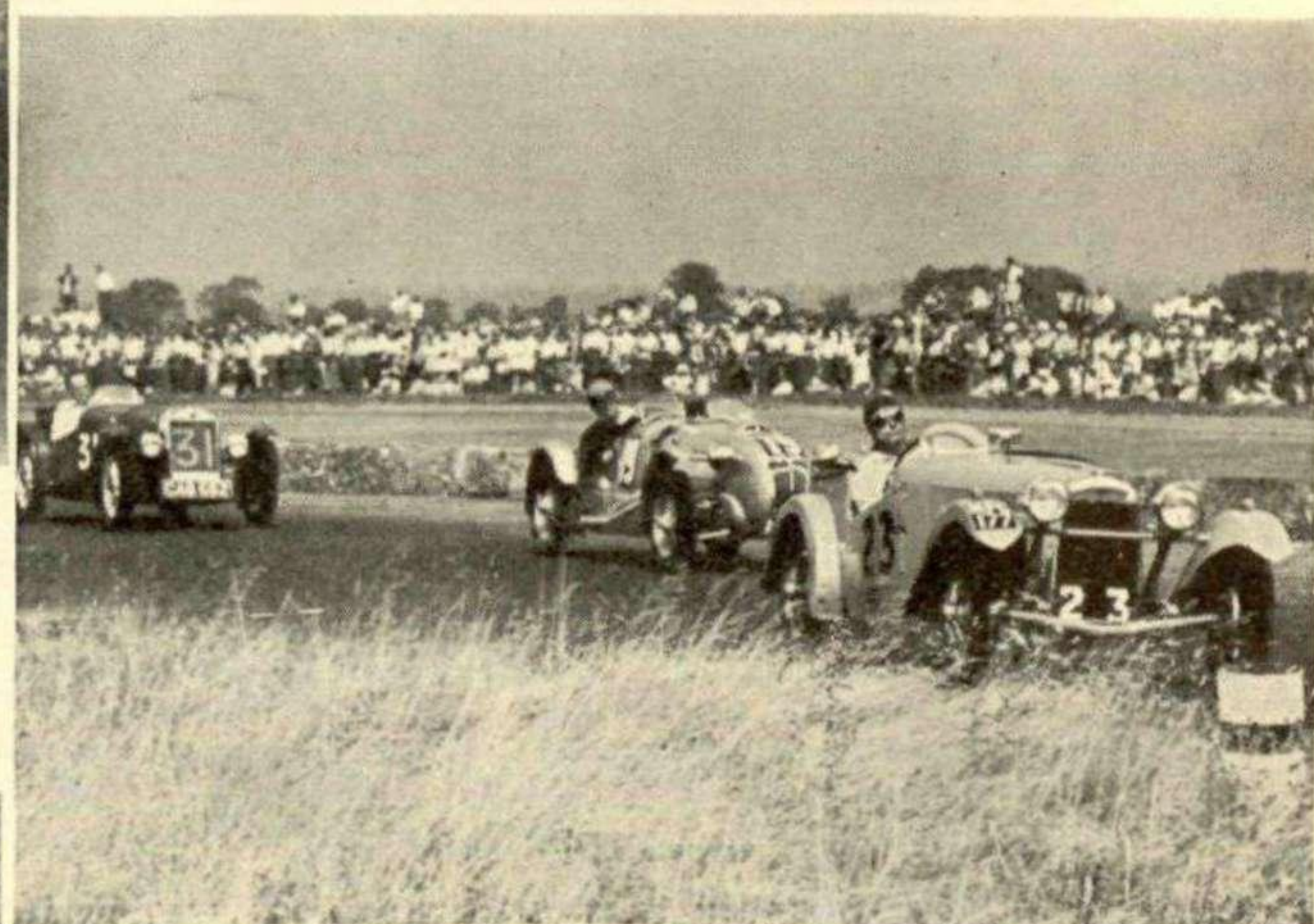
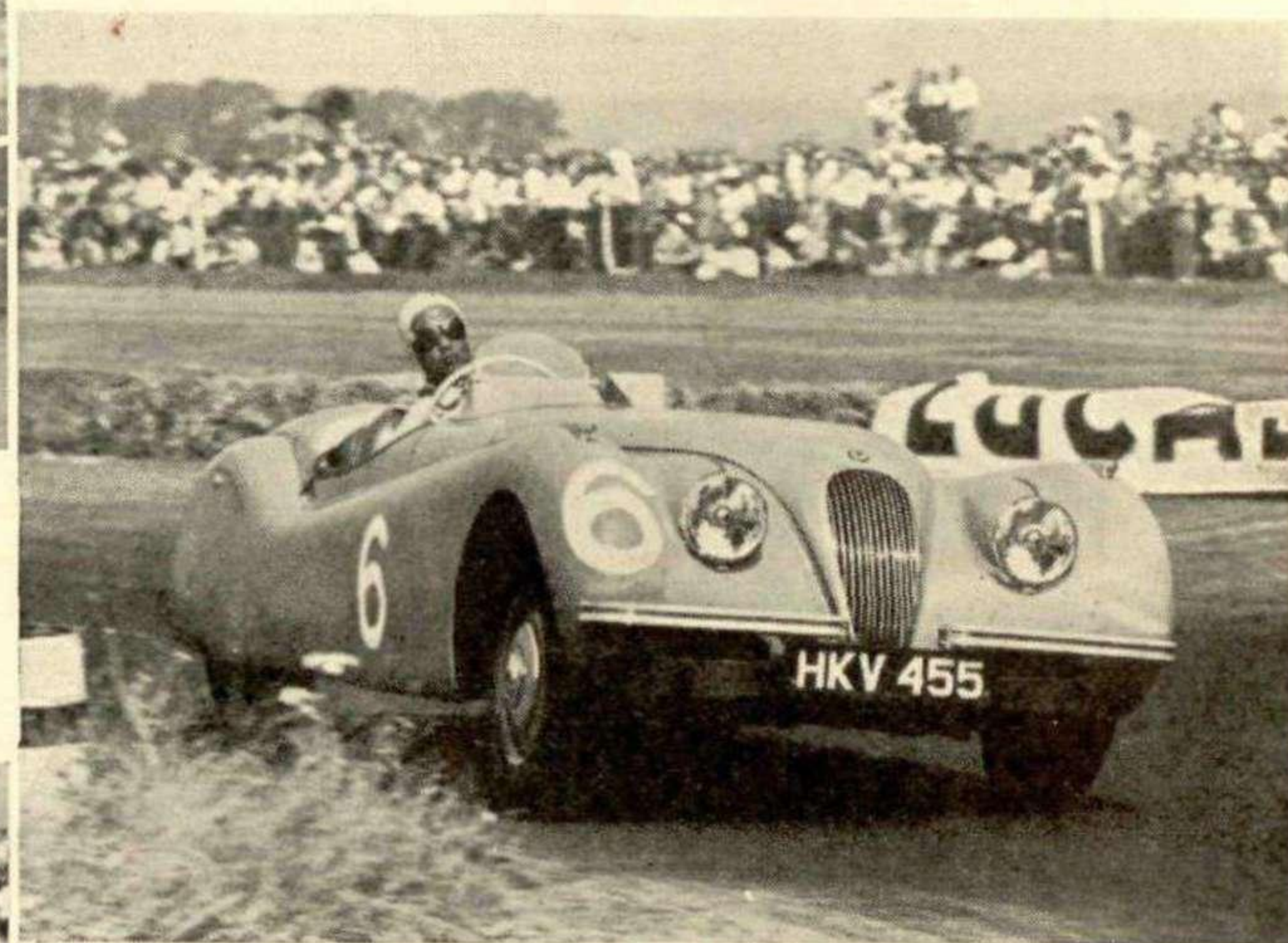
BRITISH RECORD MEN.—John Cobb, Bob Berry and "Goldie" Gardner doing their demonstration runs.



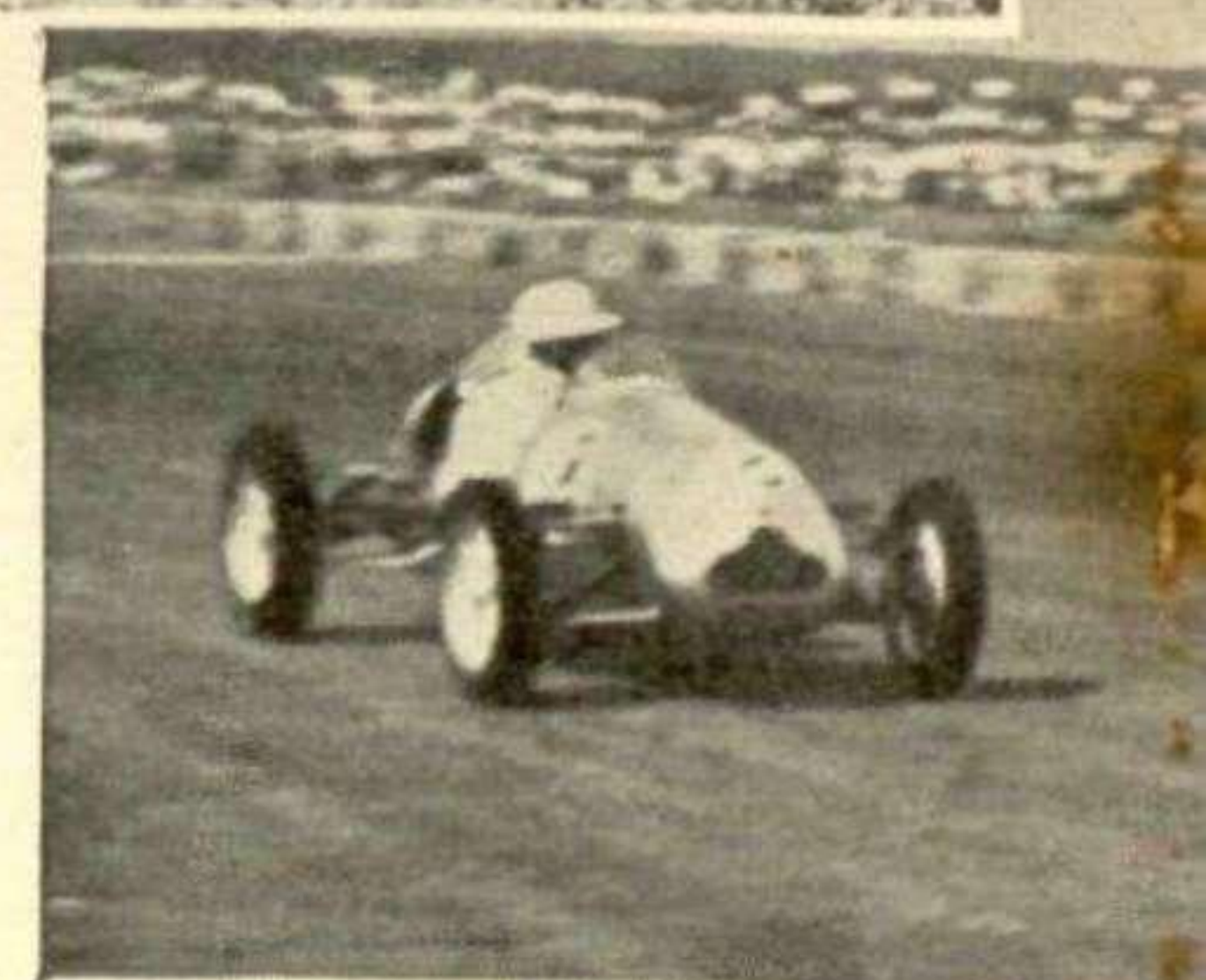
TYRE VERSUS CAR.—"Bira" cornering in the Jaguar which led the Production Car Race until a burst tyre spoilt its run.



CHIRON IN HEALEY.—Healey won the Team Prize. The cornering pictures were purposely taken at the same spot, to provide a comparison in styles and rolling angles.



CLOSE TOGETHER.—Peter Clark's H.R.G. leads Newton's Frazer-Nash and Peter Morgan's Morgan "4/4."



FIRST AND SECOND.—the 500-c.c. race, shortly before the hands with the

RAPID 2-LITRE.—Culpan's Frazer-Nash, which was third, cornering fast with no appreciable roll.

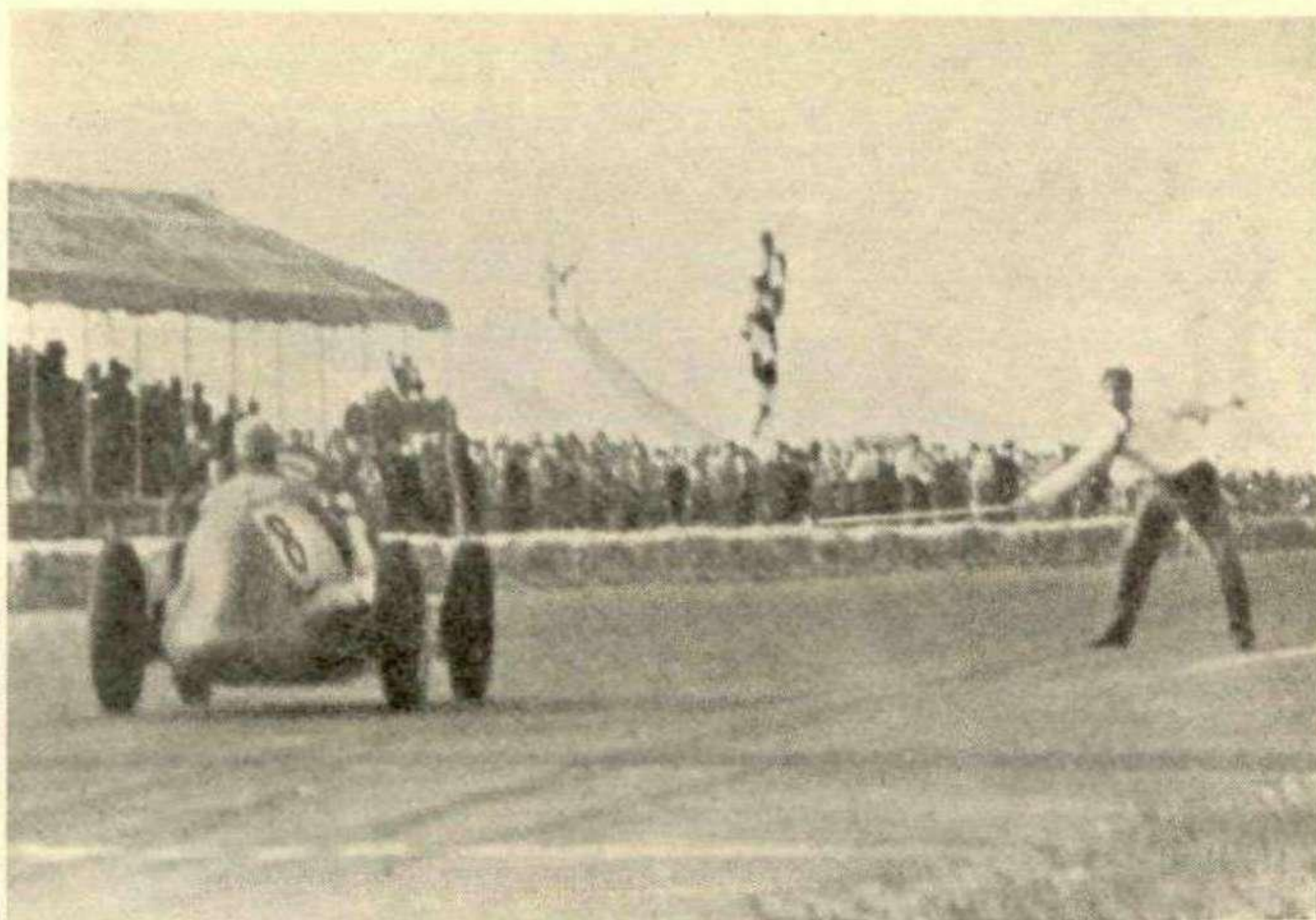
SPORT

Report

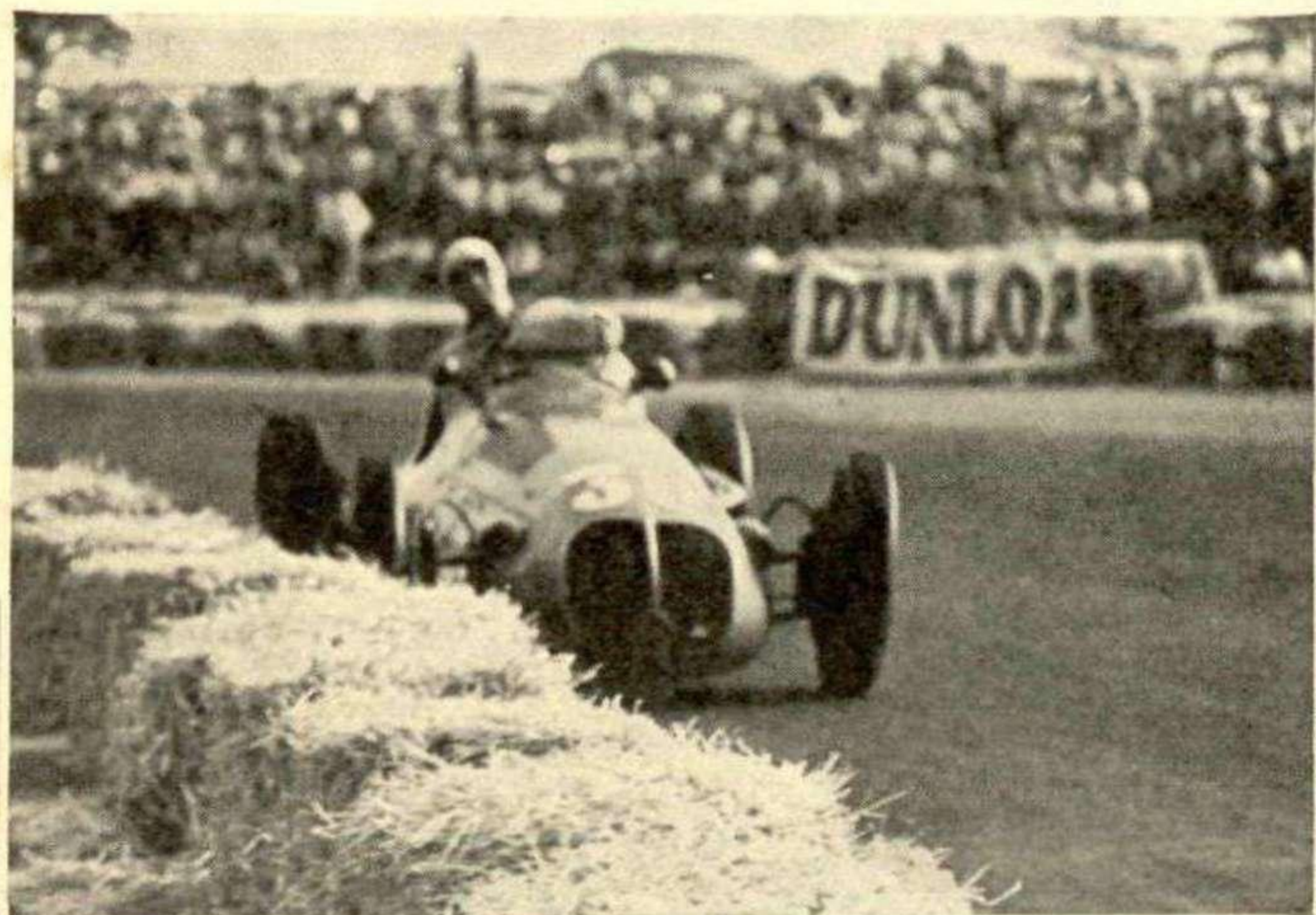
SILVERSTONE MEETING



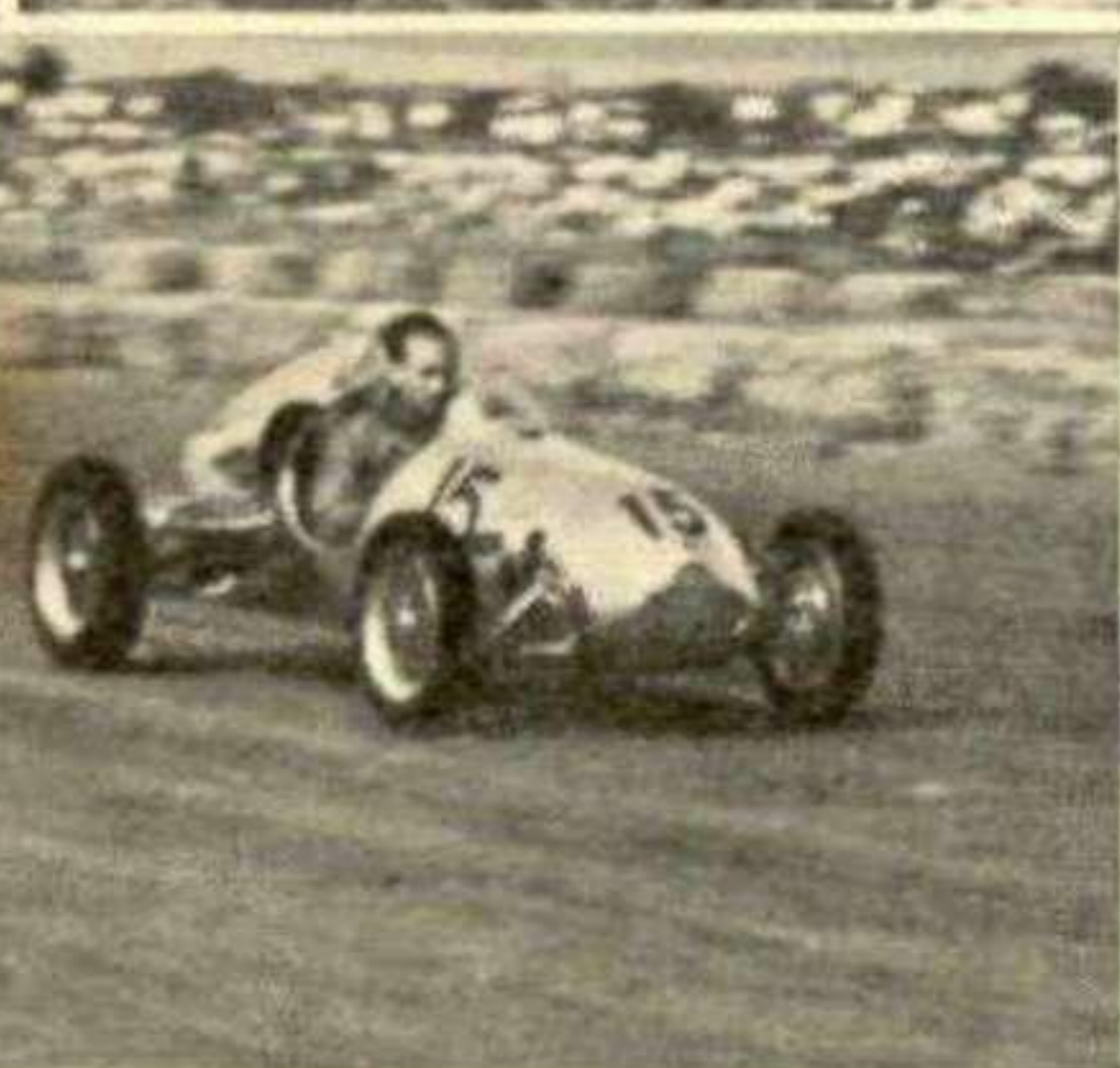
THE VICTOR.—Alberton Ascari, who finished second in Heat 1, and won the Final of the International Trophy Race at 89.58 m.p.h.



FLAGGED.—Ascari winning the International Trophy Race. The flag flew off its stick and the Ferrari carried it with it.



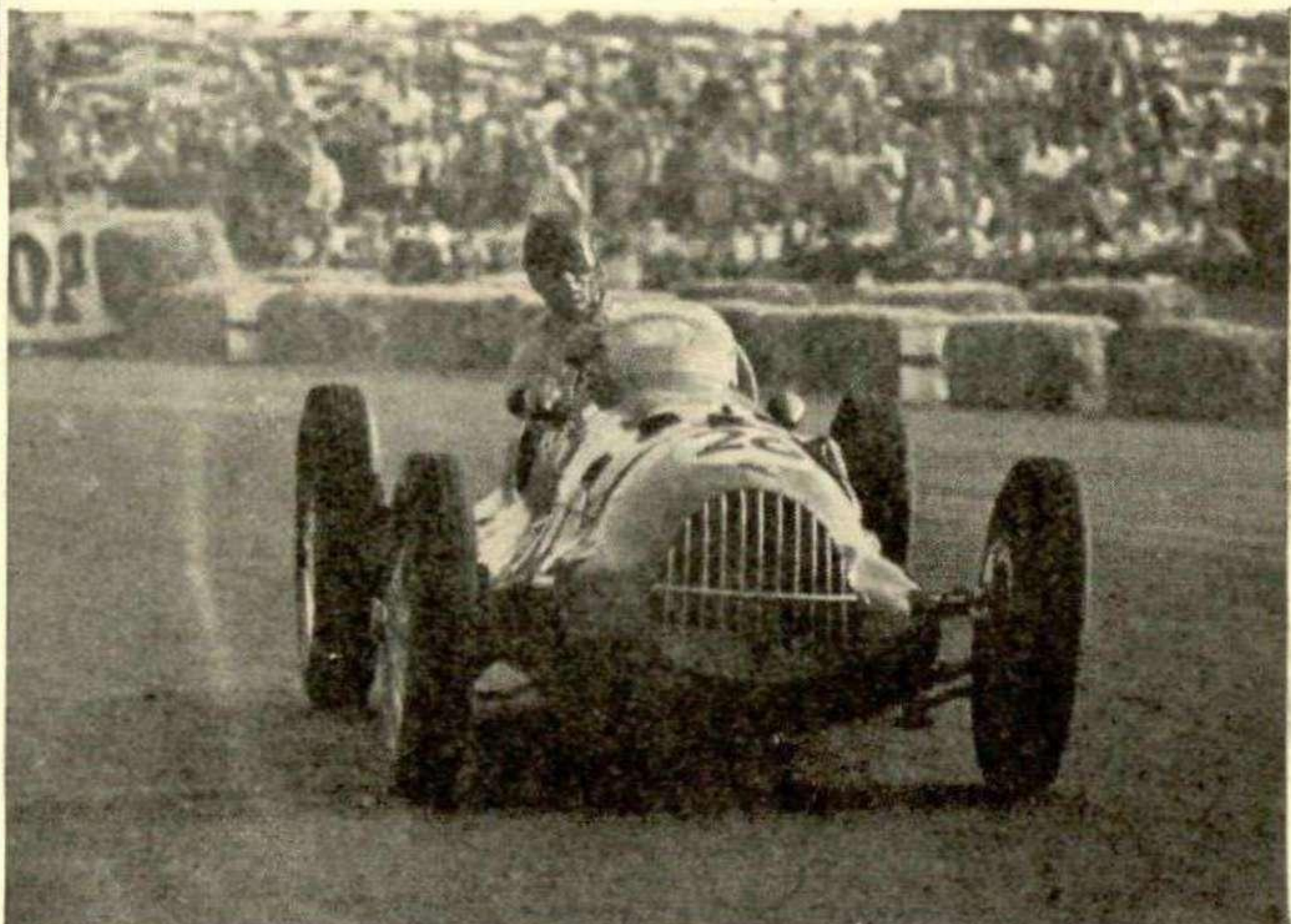
IN ACTION.—Ascari's V12 Ferrari taking Club Corner during a finely-judged race. One lap was done at over 93 m.p.h.



—Brandon (15) and Moss after they closed in and shook cars in motion.

INCIDENT.—Farina, whose Maserati won Heat 2 from Villoresi's Ferrari, cuts it fine at Club Corner, touching a straw-bale. Chasing Ascari in the Final he lost time for the same reason.

E-TYPE EFFECTIVE.—To Peter Walker went the honour of bringing an E-type E.R.A. home, his two-stage car finishing fourth in Heat 2, fifth in the Final.





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.

Reports of Recent Events

SHEFFIELD & HALLAMSHIRE M.C. TEAM TEST TRIAL—JUNE 26th

Results :

1ST.—Lancashire and Cheshire C.C. Red Rose Team—C. Corbishley (C.C. Special), K. Bancroft (Bancroft Special), J. Price (Price Special). Total time, 496.6 sec.
 2ND.—Lancashire and Cheshire C.C. Wheatheaf Team—J. Clegg (Clegg Special), K. Bailey (Riley), B. K. Thompson (A.W. Special). Total time, 508 sec.
 3RD.—Sheffield and Hallamshire M.C. White Rose Team—T. C. Harrison (Harford), A. M. Beardshaw (A.M.B. Special), A. R. Priestley (Harley). Total time, 518.5 sec.
 4TH.—S.U.N.B.A.C. "A" Team—K. Rawlings (Rawlings Special), C. Bold (Bold Special), G. D. Waldron (Dellow). Total time, 522.9 sec.
 Eleven teams competed.

CHILTERN C.C. TOURIST TROPHY TRIAL

The Tourist Trial on June 26th attracted a large number of entries from the owners of the more standard-type of sports cars and sports saloons. The entry, however, did contain a number of out-and-out trials cars, but in spite of this the Tourist Trophy was won by W. E. Edgar driving a standard 1½-litre M.G. saloon.

Results :

TOURIST TROPHY.—W. E. Edgar.
 CLOSED-CAR AWARD.—Holdrup (Jaguar saloon).
 FIRST-CLASS AWARDS.—Honour (Morgan "4/4"), M. Graham (Morris Eight).
 SECOND-CLASS AWARDS.—G. Hancock (Allard), R. Richards (L.R.F. Special).

LOTHIAN C.C. SAND RACING, ST. ANDREWS

Held in poor conditions on July 30th, this event included a 30-lap race for a 100-guinea trophy presented by the *Scottish Daily Mail*.

Results :

30-MILE HANDICAP.—(Scottish Daily Mail Trophy): 1st: Gilbert Tyrer (1,971-c.c. B.M.W.).
 10-MILE HANDICAP.—1st: R. Flockhart (1,250-c.c. M.G.), 63.5 m.p.h.; 2nd: J. S. Mitchell (1,496-c.c. H.R.G.); 3rd: M. Goodson (1,950-c.c. Aston-Martin).
 ONE-MILE SPRINTS
 750-c.c. s/c, 1,100-c.c. UN-S/C: 1st: John Brown (1,086-c.c. Riley), 65.5 m.p.h.; 2nd: J. T. Faulkner (1,086-c.c. Riley); 3rd: J. B. Moncrieff (498-c.c. M.H.M.).
 1,100-c.c. s/c, 1,500-c.c. UN-S/C: 1st: John Brown (1,086-c.c. Riley), 65.8 m.p.h.; 2nd: J. T. Faulkner (1,086-c.c. Riley); 3rd: J. S. Mitchell (1,496-c.c. H.R.G.).
 1,500-c.c. s/c, 4,500-c.c. UN-S/C: 1st: Gilbert Tyrer (1,971-c.c. B.M.W.), 65.8 m.p.h.; 2nd: John Brown (1,086-c.c. Riley); 3rd: Alex Reid (1,911-c.c. Omega).

V.S.C.C. OF NEW ZEALAND FOLEY'S HILL-CLIMB

The results of this event, held on May 29th, came in recently. F.t.d. and a new course record were established by G. Reed (3,900-c.c. Reed Special), in 21.55 sec. Class winners were: R. Lord (974-c.c. H.R.G.), 27.91 sec., G. Pearse (1,350-c.c. s/c M.G.), 24.26 sec., A. Rizzo (1,496-c.c. Rizzo Riley), 22.2 sec.; and Reed.

TENBY M.C. SPEED HILL-CLIMB

The above club held a speed hill-climb on a new course at Lydstep, near Tenby, in Pembrokeshire, on July 23rd, which might have been termed "Buckler's Benefit"! Fastest time of the day was made by K. C. Delingpole (H.R.G.), with a time of 38 sec. for the ½-mile course—average speed 47.3 m.p.h. The course, which rises from sea level up to approxi-

mately 120 feet, and has five very fast bends, is exactly ½ mile in length and eminently suitable for sports cars, "specials" and "500s." There will be another event at Lydstep on September 17th.

Results :

UP TO 750 C.C.—1st: C. D. Buckler (Buckler special), 39.4 sec.; 2nd: O. H. J. Davies (Ford Ten special), 40.2 sec.
 UP TO 1,250 C.C. S/C OR 2,000 C.C. UN-S/C.—1st: C. D. Buckler (Buckler special), 39.4 sec.; 2nd: S. Edwards (Ford Ten special), 40.6 sec.
 UNLIMITED.—1st: C. D. Buckler (Buckler special), 39.4 sec.; 2nd: C. Lewis (Lewis special Ford Ten), 41.0 sec.
 LT.-COL. HOWELL'S CUP FOR F.T.D.—K. C. Delingpole (H.R.G.), 38.0 sec.
 SPECIAL AWARD FOR FASTEST STANDARD CLOSED CAR.—A. Bassett (Healey), 44.2 sec.

M.M.E.C. SILVERSTONE MEETING

The Midland Motoring Enthusiasts' Club held a meeting at the Silverstone manufacturers circuit on July 30th—another of those thoroughly enjoyable club events.

Results :

FIVE-LAP SCRATCH RACE, SPORTS CARS UP TO 1,100-C.C. UN-S/C, 750-C.C. S/C:
 1st: L. J. Woods (M.G.) ... 61.11 m.p.h.
 2nd: F. B. Sowrey (H.R.G.) ... 56.10 "
 3rd: H. S. Pearson (Morris Eight) ... 54.67 "
Eight ran.

EIGHT-LAP SCRATCH RACE, RACING CARS UP TO 750-C.C.:
 1st: P. K. Baird (Cooper) ... 68.57 m.p.h.
 2nd: K. Watkins (Cooper) ... 68.51 "
 3rd: W. Cox (Cooper) ... 65.20 "
Four ran.

FIVE-LAP SCRATCH RACE, SPORTS CARS UP TO 1,500-C.C. UN-S/C, 1,100-C.C. S/C:
 1st: R. C. Willis (B.M.W.) ... 66.14 m.p.h.
 2nd: Mrs. Binns (Riley "Sprite") ... 64.78 "
 3rd: G. A. Ruddock (H.R.G.) ... 58.50 "
Twelve ran.

EIGHT-LAP SCRATCH RACE, CLASS 2, RACING CARS UP TO 1,100 C.C., CLASS 3, UP TO 1,500 C.C.:
 CLASS 2
 1st: E. Winterbottom (Cooper) ... 70.83 m.p.h.
 2nd: B. de Lissa (M.G. s/c) ... 69.03 "
 CLASS 3
 1st: R. Habershon (Delage s/c) ... 76.36 "
Nine ran.

FIVE-LAP SCRATCH RACE, SPORTS CARS UP TO 3,000-C.C. UN-S/C, 1,500-C.C. S/C:
 1st: J. W. Rowley (Aston-Martin) ... 68.12 m.p.h.
 2nd: K. McAlpine (Connaught) ... 67.90 "
 3rd: B. Chevell (Alvis) ... 67.11 "
Twelve ran.

TEN-LAP SCRATCH RACE, RACING CARS OVER 1,500-C.C.:
 1st: K. McAlpine (Maserati s/c) ... 77.09 m.p.h.
 2nd: G. S. Shillito (Riley) ... 75.94 "
 3rd: C. S. King (Rover) ... 73.62 "
Eight ran.

FIVE-LAP SCRATCH RACE, SPORTS CARS OVER 3,000-C.C. UN-S/C, 1,500-C.C. S/C:
 1st: A. G. Pitts (Bentley s/c) ... 72.19 m.p.h.
 2nd: R. O. Ayrton (Bugatti s/c) ... 72.06 "
 3rd: G. Gale (Darracq) ... 71.81 "
Ten ran.

SIX-LAP RACING CAR HANDICAP:
 1st: E. Winterbottom (Cooper) ... 72.32 m.p.h.
 2nd: H. A. Richards (Riley) ... 65.92 "
 3rd: R. Habershon (Delage s/c) ... 72.96 "
Eight ran.

SIX-LAP RACING CAR HANDICAP:
 1st: G. S. Shillito (Riley) ... 69.98 m.p.h.
 2nd: R. Dutt (Maserati s/c) ... 68.34 "
 3rd: M. A. H. Christie (Cooper) ... 71.81 "
Five ran.

SIX-LAP SPORTS CAR HANDICAP:
 1st: G. A. Ruddock (H.R.G.) ... 64.27 m.p.h.
 2nd: R. A. Ayrton (Bugatti s/c) ... 71.43 "
 3rd: G. E. Matthews (Jaguar) ... 66.89 "
Thirteen ran.

SIX-LAP SPORTS CAR HANDICAP:
 1st: G. Crowther (Frazer-Nash) ... 62.80 m.p.h.
 2nd: N. I. Bond-Williams (Aston-Martin) ... 68.01 "
 3rd: G. Gale (Darracq) ... 72.06 "
Fourteen ran.

FERRARI THE INVINCIBLE

Vallone's 2-litre Ferrari won the Third International Dolomite Cup Sports Car Race, averaging 50.22 m.p.h. for the 189 mountainous miles. Cornacchias' Ferrari was second, Rolt's Alfa-Romeo third, while saloon Lancias dominated the touring class.

RACING AT AACHENER-WALD

Some 50,000 spectators watched a 750-c.c. racing car and a 1,100-c.c. sports car race at Aachener-Wald on July 24th. The former was won by Baron Hanstein's Condor at 94 k.p.h., the latter by Müller's V.W. Special, at 97 k.p.h. The latter was based on a Volkswagen.

MAIDSTONE & MID-KENT M.C. SILVERSTONE MEETING

Although this event took place as long ago as June 25th, the results were crowded out of the last issue and we append them so that those who bind their issues of MOTOR SPORT will have a record of all the 1949 Club Silverstone races:—

SPORTS CARS UP TO 1,300 C.C.—1st: L. J. Woods (1,086-c.c. M.G.), 59.5 m.p.h. 2nd: W. R. Croysdill (1,087-c.c. Riley). 3rd: E. J. Kehoe (1,089-c.c. Riley). Best "750": S. E. Barnes (747-c.c. M.G.).

RACING CARS UP TO 750 C.C.—1st: S. A. Coldham (497-c.c. Cooper), 68.11 m.p.h. 2nd: C. A. N. May (497-c.c. Cooper). 3rd: W. S. Aston (497-c.c. Cooper).

SPORTS CARS UP TO 1,500 C.C., SUPERCHARGED TO 1,000 C.C.—1st: G. R. Ruddock (1,497-c.c. H.R.G.), 62.3 m.p.h. 2nd: G. G. Radford (1,496-c.c. Riley). 3rd: T. W. Oxendale (1,497-c.c. H.R.G.).

RACING CARS UP TO 2,000 C.C. NON-SUPERCHARGED, SUPERCHARGED TO 1,100 C.C.—P. M. Wilks (1,996-c.c. Rover), 72.47 m.p.h. 2nd: S. A. Coldham (497-c.c. Cooper). 3rd: R. W. Jacobs (1,086-c.c. M.G., S.).

RACING CARS UNLIMITED.—1st: R. P. R. Habershon (1,496-c.c. Delage), 73.87 m.p.h. 2nd: P. M. Wilks (1,996-c.c. Rover). 3rd: R. Dutt (2,992-c.c. Maserati).

M. & M.K.M.C. MEMBERS' HANDICAP.—1st: A. J. G. Wicks (1,089-c.c. Riley), 54.18 m.p.h. 2nd: A. T. Wilson (3,485-c.c. Jaguar). 3rd: J. K. T. Line (1,250-c.c. M.G.).

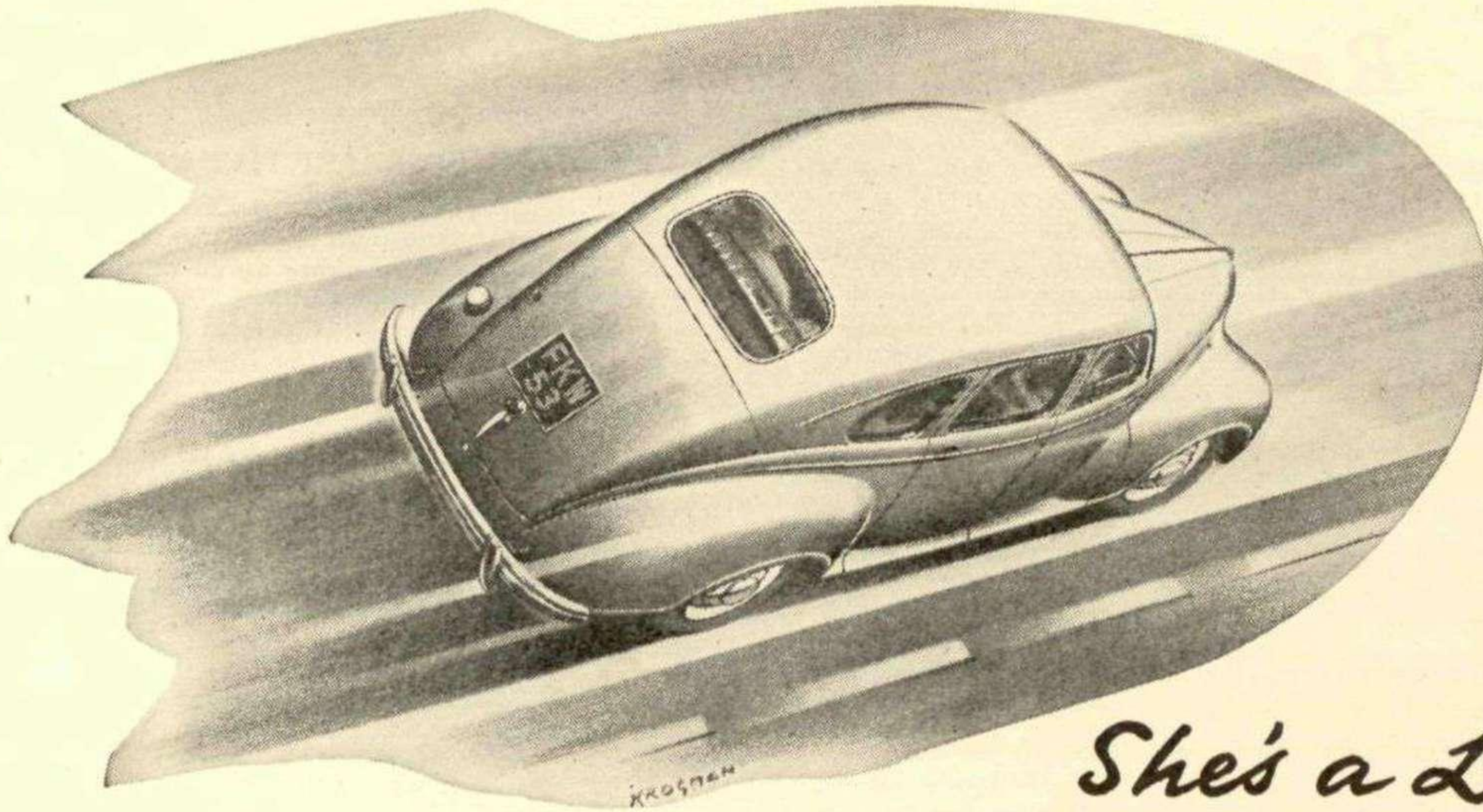
RACING CARS UP TO 4,500 C.C. NON-SUPERCHARGED, SUPERCHARGED TO 2,500 C.C.—1st: R. P. R. Habershon (1,496-c.c. Delage), 74.1 m.p.h. 2nd: R. O. Ayrton (2,262-c.c. Bugatti). 3rd: B. B. Bradnack (1,426-c.c. B.R.A.).

SPORTS CARS UP TO 5,000 C.C. NON-SUPERCHARGED, SUPERCHARGED TO 2,500 C.C.—1st: G. E. Matthews (3,485-c.c. Jaguar), 67.57 m.p.h. 2nd: R. W. Jacobs (1,087-c.c. M.G., S.). 3rd: J. H. Graig (3,485-c.c. Jaguar). Best Vintage: T. H. Plowman (4,300-c.c. Vauxhall).

SPORTS CARS UP TO 2,000 C.C. NON-SUPERCHARGED, SUPERCHARGED TO 1,300 C.C.—1st: R. W. Jacobs (1,087-c.c. M.G., S.), 67.6 m.p.h. 2nd: R. Way (1,971-c.c. B.M.W.). 3rd: J. M. Perkins (1,941-c.c. H.R.G.).

THE GRAND PRIX OF THE A.C.F.

This race, distinct from the first French Grand Prix held recently and won by Ferrari, was the genuine article, but for sports cars only. It was run, over 312 miles of the St. Gaudens circuit, in torrid heat. Sommer led, in the 1939 Schell-G.P. Talbot with a sports-type 4½-litre engine, at first with Chiron's Talbot and Chabaud's Delahaye behind him. Then the heat affected Chiron and Chabaud retired when his car's engine went sick, so that at 30 out of the 46 laps it was Sommer—at over 91 m.p.h.—Pozzi's Delahaye and Chinetti's Ferrari. Phillips' M.G. had vanished with a too-big big-end, and Jason-Henry had been delayed because the Walker Delahaye burnt his feet, while Grignard suffered similarly.



She's a Lady

Sometimes you just don't want to use all the zip this car's got. Today you're feeling lazy.

Of course you could whip through the gears and jump to 60 in 22½ seconds and stream along the straight at well over 75, and you could . . .

But today it's different—you feel like crawling . . .

You light a cigarette and drift silently along. Yes, you notice things about this car—how the curved windscreen lets in so much more of the landscape—how practically the bonnet tapers away to give you a close-up view of the road. And the back seat passengers enjoy wide visibility and relax in complete comfort.

Your seat comfy? Want to be nearer the wheel? There's no need to stop. Just wind the handle and take the seat forward a bit. That's better. Forward a bit more. That's perfect. You relax and admire the way she takes the curves—the disdainful way she treats the hills.

This is the time to find out the gentle ways of this car. The slightest tiptoe for the clutch and brakes. And that 50 B.H.P. engine just waits for you to tell it what to do—and it does it.

Try and see from how slowly she'll pick up on top gear. That's a test for a 1½ litre car. She does it smoothly from a mere traffic crawl.

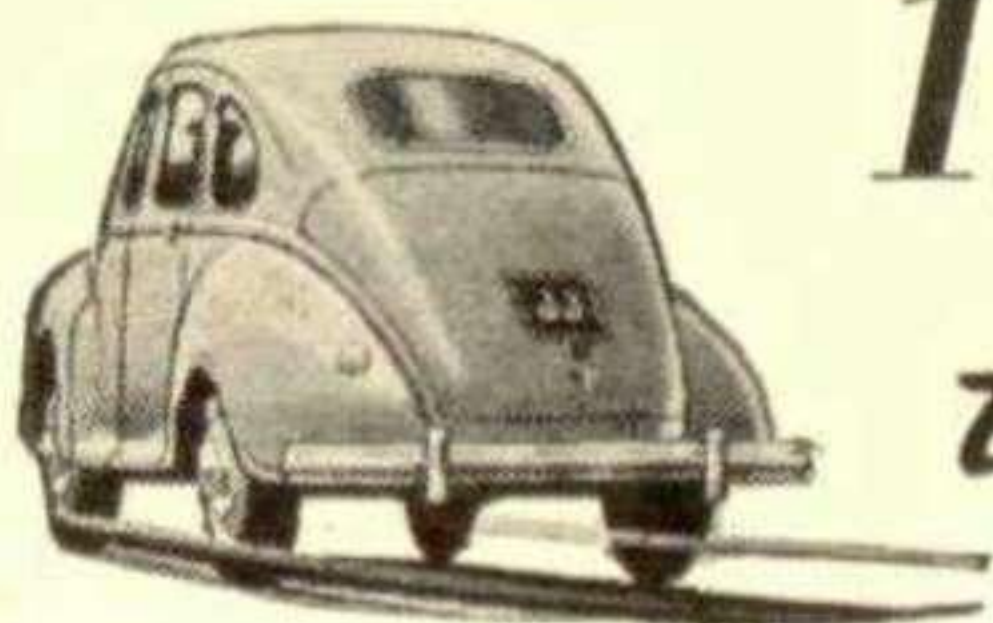
A big car flashes past. A whim seizes you. A touch on the throttle and—still in top—you could be . . .

But no. Today you are in the mood to enjoy the Javelin's other qualities—calm and quiet and instantly responsive. Yes—this car's a lady.

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 0-60 in 22.2 sec.
Horizontally opposed flat-four 50 B.H.P. engine.*

★ *Javelins came 1st and 3rd in the 1949 Monte Carlo Rally, 1½ litre class.
1st in 2 litre (touring class) Belgian 24 hour Grand Prix*



1½ LITRE JOWETT JAVELIN

take a good look when it passes you



Then Trintignant crashed his Simca badly because of that old Continental hazard, spectators on the road, and Schell, now driving the Sommer Talbot with four minutes in hand, had a blow-up that stopped this very fast car—it had lapped at 99.2 m.p.h. in practice—for good and all. This let Pozzi into the lead and he retained it to the end, averaging 87.94 m.p.h., compared with Le Begue's (Talbot) victory in the 1939 sports car race at 97.8 m.p.h. Chinetti also encountered the spectator encroachment and slid the Ferrari into a ditch. Spectators, to make amends (?), restarted him, so irate officials pulled him down from the second place he occupied, to eighth place, where he would have "finished" had he stayed in his ditch! This let our John Heath into second place in his four-carburettor 2-litre Alta ahead of the Simca handled by Scaron, Chiron's Talbot, Louveau and Veuillet in Delages and Manzon's Simca. Jolly good show, John!

HARTLEPOOL SPEED TRIALS

This was a promenade speed event in the good old tradition. Guy Warburton's Allard not only made f.t.d., but broke the sports car course record, held by Tyrer's B.M.W., by 0.2 sec., clocking 16.40 sec. for the ¼ mile.

Results :

SPORTS CARS 850-c.c.: 1st: Killingbeck (747-c.c. Killard Special), 24.78 sec.
 1,500-c.c.: 1st: M. E. W. Macartney (1,496-c.c. Singer), 18.86 sec.; 2nd: E. P. Hughes (1,352-c.c. Axis Special); 3rd: E. P. Scragg (1,496-c.c. H.R.G.).
 UNLIMITED: 1st: G. Warburton (3,917-c.c. Allard), 16.40 sec.; 2nd: G. Tyrer (1,971-c.c. Frazer-Nash-B.M.W.); 3rd: H. G. Pritchard (3,917-c.c. Allard).
 UNLIMITED SUPERCHARGED: 1st: G. Warburton (3,917-c.c. Allard); 2nd: H. G. Pritchard (3,917-c.c. Allard); 3rd: E. N. R. Hewitt (3,622-c.c. Allard).
 500-c.c.: 1st: J. G. Reece (496-c.c. Cooper), 16.68 sec.; 2nd: M. M. Breese (497-c.c. Iota Zephyr).
 750-c.c.: Breese, 17.33 sec.
 1,500-c.c.: 1st: M. M. Breese (497-c.c. Iota Zephyr); 2nd: M. E. W. Macartney (1,496-c.c. Singer); 3rd: J. H. Lafone (746-c.c. M.G.).
 UNLIMITED: 1st: G. Tyrer (1,971-c.c. B.M.W.), 16.59 sec.; 2nd: H. G. Pritchard (3,917-c.c. Allard); 3rd: J. H. Lafone (746-c.c. M.G.).
 UNLIMITED SUPERCHARGED: P. B. Reece (2,261-c.c. Bugatti), 16.44 sec.

SINGAPORE M.C. SEREMBAN SPEED TRIAL

The results of the car classes of this event, held on June 5th, were as under. The course measured half-a-mile and f.t.d. was made by Jens Skakke, a Dane, riding a Vincent-H.R.D. motor-cycle with h.c. pistons, on aviation fuel. He clocked 23.5 sec. and went over the line at 113 m.p.h. Fastest car time was 28.4 sec., by Moncrieff's Kudensay Ford V8-special. F. W. Newman ran a "Gordon England" Austin Seven which was purchased at the 1926 Wembley Exhibition by the Sultan of Perak and which was found in a garage and rebuilt.

TOURING CARS (SALOONS), 1,000 c.c.—Loke Yaik Heng (Morgan three-wheeler), 39.4 sec.; W. G. Pillay (Austin Seven), 46.6 sec.
 TOURING CARS (SALOONS), 1,195 c.c.—J. L. Seaton (Morgan "4/4"), 37.7 sec.; L. E. Jansz (Hillman Minx), 42.8 sec.
 TOURING CARS (SALOONS), 1,595 c.c.—R. R. Jackson (M.G.), 27.9 sec.; Lee Soon Lee (Morgan "4/4"), 38.4 sec.
 TOURING CARS, UNLIMITED C.C.—J. A. Milne (Ford), 32.7 sec.; D. Humphries (Ford), 34 sec.; E. A. Kenneison (Pontiac), 35.1 sec.
 TEAM EVENTS.—Negri Motor Club (Major E. A. W. Lockyard, B. R. Jackson, F. M. Ferguson), 34.4 sec. average.
 RACING CARS, 1,500 c.c.—Chia Eng Kwee (L.A.), 30.5 sec.; A. J. Ball (M.G.), 33.7 sec.

UNLIMITED C.C. RACING CARS.—J. N. K. Moncrieff (Kudensay), 28.4 sec.; J. A. Milne (J.D.), 28.5 sec.; Lim Peng Han (L.A.), 29.0 sec.; A. Mobarak (L.A.), 30.3 sec.
 LADIES' EVENTS.—Mrs. Reeves (M.G.), 33.7 sec.; Mrs. R. A. Jennings (M.G.), 34.8 sec.; Mrs. G. J. Thornton, 35.0 sec.

PLYMOUTH M.C. "200" CHALLENGE TROPHY TRIAL

Trials are here again! On July 31st the above-named event took place.

Results :

"200" CHALLENGE AND ANDREW TROPHIES.—W. A. Cleave (H.R.G.).
 BARTON TROPHY.—K. Wharton (Wharton Special).
 CLASS 2 (SUPERCHARGED CARS).—A. Morrish (M.G.).
 CLASS 3 (UNSUPERCHARGED CARS UP TO 2,000 C.C.).—E. Ellis (B.M.W.).
 CLASS 4 (CARS OVER 2,000 C.C.).—K. Burgess (Allard).

HEMEL HEMPSTEAD VETERAN RALLY

The Rally for veterans and Edwardians arranged on August Bank Holiday by the Motor Traders' Section of the Hemel Hempstead Chamber of Commerce was very well organised. The cars assembled in the charming grounds of Lockers Park School, their drivers and passengers took lunch on the lawn with the Mayor while cars were judged for condition, mechanical as well as general, and for silence of engines. Thereafter the competitors essayed a procession as part of the local carnival and pageant, and prizes were presented in the pageant arena by the Mayor. Everyone got an individually inscribed bronze medal, as well as prizes for the class winners. Cars were then parked in an enclosure to which the public were not admitted—a thoughtful gesture. "New" veterans were Snoxall's nicely-restored 6½-h.p. Humber, awaiting confirmation of its age before the Brighton Run, MacGinnis' 12-h.p., four-cylinder 1908 Panhard, with rather rough London-taxi body, and a 1911 12/16-h.p. Renault with leather mudguards, brougham body and an engine possessed of a most astonishingly slow and docile tick-over. The entrant of the last-named, not being a V.C.C. member, allowed the occupants to wear period costume.

Results :

CARS UP TO 1900.—*Tankard*: Major Browning (1900 New Orleans).
 CARS, 1901-1904.—*Tankard*: S. J. Snoxall (1903 Humber); *Medal*: S. J. Humphries (1904 Humber).
 CARS, 1905-1908.—*Tankard*: P. C. Ward (1906 Renault).
 CARS, 1909-1912.—*Tankard*: Mrs. Mawer (1909 Zedel); *Medal*: C. L. Read (1911-12 Renault)

TUNBRIDGE WELLS M.C. THIRD ANNUAL RALLY

BEST-LOOKING CAR IN THE CONCOURS D'ELEGANCE.—Raymond D. Wickham (1939 4½-litre Lagonda coupé).
 PREMIER AWARD.—C. W. P. Hampton (1910 Bugatti).
 RUNNER-UP.—J. G. Hampton (driver, G. Mawer), (1904 Oldsmobile).
 CLASS 1.—J. G. Hampton, as above. *Runner-up*: H. A. Pierpoint (1904 Mors, 30 h.p.).
 CLASS 2.—C. W. P. Hampton, as above. *Runner-up*: S. E. Sears (1912 Rolls-Royce).
 CLASS 3.—A. W. Richards (1926 Alvis). *Runner-up*: C. G. Duce (1925 Alvis).
 CLASS 4.—M. R. G. Eyre (1932 "Brooklands" Riley). *Runner-up*: H. A. Pierpoint (1939 Alvis).
 CLASS 5.—M. Gotla (1949 M.G.). *Runner-up*: S. F. Welfare (1948 Sunbeam-Talbot "90").
 BEST T.W.M.C. MEMBER.—M. R. G. Eyre, as above.

HAGLEY & D.C.C./S.U.N.B.A.C. INTER-CLUB SPORTING DAY

This event, which consisted of a series of driving tests, was held at Brookhampton Farm near Stourport-on-Severn, on August 14th, 1949, and resulted in a win for the challengers, who were the Hagley and District Light Car Club.
 Driving at the top of his form, Ken Wharton won eleven events out of twelve for the Hagley Club. With a mysterious 1,500-c.c. engine in his famous special, he was matched against Ken Rawlings (Rawlings Special), and even against this worthy opponent he was successful in five events out of six. J. L. Shaw (M.G.) delighted the crowd by his masterly handling of a standard M.G. saloon, in direct contrast to some over-enthusiastic competitors who collected marking posts and tried to drive straight through both artificial and natural obstacles. The final event was two laps of the full circuit of farmyard and orchard, and this gave the faster cars a chance to shine. A. J. Brown (M.G.) was both fast and neat, as was J. V. S. Brown (H.R.G.). J. E. de

Blaquiere's aged Austin Seven was surprisingly fast and he was able to beat his opponent J. F. Kemp (M.G.) in five events out of six. G. W. Best (Allard coupé) put up some very creditable times in what was a very difficult car for such a sinuous course, and J. D. Campbell was a tower of strength for S.U.N.B.A.C., driving the Rawlings Special instead of his own Austin.

HANTS & BERKS M.C. GREAT AUCLUM SPEED TRIALS

This event, very well organised, was held under ideal weather conditions on August 14th. The ¼-mile course embraces two sharp corners, one banked, and a twisty section, so that a premium is set on initial acceleration and low-speed cornering. For most competitors it is a second-gear run, and even Eric Brandon, who established a new course record, only averaged about 42 m.p.h. Spectators have a fine view of the banked bend in perfect safety and there was electrical timing and public address. The event's popularity can be judged by the full entry of 100 cars. A wise rule was that prohibiting entry outside the appropriate class.

The first class saw Coles' 746-c.c. M.G. beat a sports "1,100" F.I.A.T. "Balilla" and a special F.I.A.T. "1,100," while Heyward's "Ulster" Austin beat Lester's 1,092-c.c. M.G., which now has rather soft 1½-litre M.G. i.f.s. A. C. Griffiths went into the banked corner too fast and left the road in Mrs. Wadham's Lagonda "Rapier," which rolled over twice; he was able to return as a spectator after being stitched-up. Green's old Amilcar beat Petty's Singer Nine coupé.

Willis' Continental-looking B.M.W. won Class 2, regaining its place from Hern's Amilcar Six on its second run, and Ruddock's H.R.G. just beat Jacobs' M.G. Smith's Aston-Martin broke something vital in its rear axle, but the Buckler, the Davies-Ford and Denyer's old Lea-Francis made very impressive ascents, and G. F. Heyward took a modern 1½-litre Riley saloon up really rapidly. Class 3 resulted in a tie between the rather different B.M.W.s of Way and Crook, with Perkins' B.M.W./H.R.G. a good third. Arklay's A.C./Frazer-Nash made best time until the second run, and Venner's artillery-wheeled "12/50" Alvis, quite belying its appearance, beat six other cars, a Healey included, of which the slowest and noisiest was Holland's 3-litre Bentley.

The Jaguette, with smart new bodywork, won its class, while Emery was faster than Tullock in the Hudson-Special. The H.C. was a Ford V8-engined Riley, someone suggesting that these initials stood for "hot and cold," referring to the water in different parts of the blocks(?), while Henry rolled up in a vast Buick and Nixon was even slower in a Type 43 Bugatti. Cuff's Iota-like Buzzie was best "500," Christie gave Brandon a good run in his Cooper "1,000," but Jarvis' Austin Seven and Martin's 747-c.c. M.G. beat Hartwell's Cooper-H.R.G. Brandon displayed immense skill through the corners in making f.t.d. in 22.20 sec.—a fine show.

Perkins' 35A Bugatti proved its worth in Class 7, Heyward got the Norris-Special taped on his second run, and Mould was an untidy third in the ex-Rowley twin rear-wheeled Bugatti. Butterworth, having repeatedly destroyed the timing spoon in practice in his four-wheel-drive

A.J.B., clocked third fastest time in winning Class 8 from Hukins' beautiful "2.3" alloy-wheeled G.P. Bugatti and Russell's ex-Bear Type 44 Bugatti single-seater, although handicapped by finding second too low and so having to use his 3.8-to-1 third gear.

Results :

- SPORTS CARS UP TO 1,100 C.C., UNS/C :
- 1st : G. V. Coles (746-c.c. M.G.) ... 27.37 sec.
 - 2nd : P. G. Randell (1,089-c.c. F.I.A.T.) 27.51 "
 - 3rd : H. A. Pierpoint (1,097-c.c. F.I.A.T.) 27.91 "
- SPORTS CARS, 1,101 TO 1,500 C.C. UNS/C, UP TO 1,100 C.C. S/C :
- 1st : R. C. Willis (1,490-c.c. B.M.W.) ... 25.10 sec.
 - 2nd : V. J. Hern (1,100-c.c. s/c Amilcar) 25.45 "
 - 3rd : G. A. Ruddock (1,496-c.c. H.R.G.) 25.75 "
- SPORTS CARS, 1,501 TO 3,000 C.C. UNS/C, 1,101 TO 1,500 C.C. S/C :
- 1st : { R. Way (1,971-c.c. B.M.W. Special) ... 25.15 sec.
 - {T. A. D. Crook (1,971-c.c. B.M.W.)
 - 3rd : W. S. Perkins (1,941-c.c. H.R.G.) 25.22 "
- SPORTS CARS, 3,000 C.C. AND OVER UNS/C, 1,501 C.C. AND OVER S/C :
- 1st : G. Parker (2,663-c.c. s/c Jaguette Special) ... 25.36 sec.
 - 2nd : P. Emery (4,168-c.c. Hudson Special) 25.72 "
 - 3rd : { J. H. Appleton (4,375-c.c. s/c Allard) ... 25.86 "
 - { W. L. Cripps (5,300-c.c. Cripps-Special)
- RACING CARS UP TO 500 C.C. :
- 1st : W. C. Cuff (500-c.c. Buzzie) ... 24.57 sec.
 - 2nd : P. K. Braid (497-c.c. Cooper) ... 25.63 "
 - 3rd : D. Parker (497-c.c. Parker-Special) 24.73 "
- RACING CARS, 501 TO 1,100 C.C. :
- 1st : E. Brandon (994-c.c. Cooper-J.A.P.) 22.20 sec.*
 - 2nd : M. A. H. Christie (996-c.c. Cooper-J.A.P.) ... 22.96 "
 - 3rd : K. C. Jarvis (747-c.c. s/c Austin) ... 24.46 "
- *Class record.
- RACING CARS, 1,101 TO 2,000 C.C. :
- 1st : J. M. Perkins (1,995-c.c. s/c Bugatti) ... 24.06 sec.
 - 2nd : C. W. A. Heyward (1,482-c.c. s/c Norris-Special) ... 24.66 "
 - 3rd : P. Mould (1,990-c.c. s/c Bugatti) ... 24.93 "
- RACING CARS OVER 2,000 C.C. :
- 1st : A. J. Butterworth (4,425-c.c. A.J.B.) ... 23.75 sec.*
 - 2nd : M. B. Hukins (2,261-c.c. s/c Bugatti) ... 25.88 "
 - 3rd : F. W. Russell (2,998-c.c. Bugatti) 26.95 "
- *Class record.

LANCIA DRIVING TESTS

The results of the driving tests at Overstone on June 19th were :-

BEST PERFORMANCE OF THE DAY.—A. C. Scales (M.G.).

SECOND.—J. Jane (Lancia).

THIRD.—Dr. Harris (Frazer-Nash).

The Lancia Challenge Trophy for the best aggregate performance by a team of four cars of one make was won by the Lancia Motor Club (Jane ("Lambda"), P. Doyle ("Lambda"), P. Pulver ("Aprilia") and A/Cdr. N. R. Buckle ("Lambda")). *Runners-up*: The Frazer-Nash Section of the V.S.C.C. (Dr. Harris, A. C. Sears, H. H. Cundey and N. Wykes).

There were 38 runners, from the following clubs: Aston-Martin Owners, A.C. Owners, Bentley Drivers, Lagonda Car, Lancia Motor, M.G. Car and the Frazer-Nash Section of the V.S.C.C. The 750 Club, who were to have competed with a team of Austin Sevens, scratched, and the M.G. Car Club could only raise three cars so they started with a 210-point loss, the maximum number of points which could be lost by a fourth driver had he entered.

Best performances in individual tests were:—*Test 1*: J. Stone (Lagonda). *Test 2*: J. Jane (Lancia). *Test 4*: P. Bucknall (M.G.). *Test 5*: A. C. Sears (Frazer-Nash). *Test 6*: M. Howarth (Lagonda). *Test 7*: K. A. Scales (M.G.). *Test 8*: R. Beasley (M.G.). *Test 3*, which was devised by the 750 Club, was not run as they did not enter a team.

MAIDSTONE & MID-KENT M.C. MAIDSTONE RALLY

Over forty cars were entered, included among the competitors being a 1911 Ariol Johnson in first-class form.

Results :

- VINTAGE UP TO 1930.—1926 Alvis (A. W. Richards).
 UP TO 1936.—1935 Bentley (R. Kempe-Roberts).
 UP TO 1939.—1939 Alvis (M. Pierpoint).
 UP TO DATE.—1,500-c.c. 1949 Singer (W. Gatward)
- Following the Concours, the sprint and tests were taken. In the sprint, J. R. Kempe-Roberts (Allard) put up the fastest time of 17.9 sec.
- In the first test, G. F. Hayward (1½-litre Riley) and C. Boyes (Batten) both clocked 43.00 sec.

In the second test, P. Stanley put up the best time, 63.3 sec., in his Talbot "105."

- The results of the Rally are as follows:—
 BEST PERFORMANCE OF THE RALLY.—A. J. G. Wicks (Riley Special).
 BEST PERFORMANCE OF THE RALLY (CLOSED).—G. F. Hayward (1½-litre Riley).
 BEST PERFORMANCE UP TO 1,500-C.C. (OPEN).—A. W. Richards (Richards Special).
 BEST PERFORMANCE OVER 1,500-C.C. (OPEN).—C. Boyes (Batten)
 BEST PERFORMANCE UP TO 1,500-C.C. (CLOSED).—R. Marsh (Morris).
 BEST PERFORMANCE OVER 1,500-C.C. (CLOSED).—K. Downing (Healey).
 BEST PERFORMANCE (VINTAGE).—A. Griffiths (Lancia).
 BEST PERFORMANCE ROAD SECTION.—A. E. Day (H.R.G.).

Your Future Trials Car

The new R.A.C. regulations governing rally and trials cars come into force on September 1st, and are as follows:—

Vehicles eligible.—Any type of four-wheeled motor car which is of sound construction and mechanical condition and which:

(a) complies with all legal requirements of this country with special attention to brakes, lighting system, warning device, driving mirror, silencer, speed indicator, springs, wings and windscreen; and

(b) complies with the following regulations:—

1. *Body*.—All cars must be fitted with bodywork capable of carrying at least one passenger in addition to the driver. The bodywork must be of adequate strength and of workmanlike construction, and must be normal and suitable for touring purposes.

2. *Seating*.—The driver and at least one passenger shall occupy fixed seats within the body and the rearmost portion of these seats shall not be behind a line passing through the centre of both rear hubs. The rearmost portion of any additional seat(s) shall not be more than 15 inches behind the aforesaid line.

No part of any seat cushion (i.e., that part on which the occupier actually sits) shall be less than 6 inches below the top edge of the body-sides or doors, measured at an adjacent point with the seat unoccupied.

3. *Fireproof bulkhead*.—There must be some form of protection between the engine and the driver's and passengers' seats suitable and sufficient in case of fire for preventing the passage of flame in that part of the car occupied by the driver and passengers.

4. *Bonnet*.—The engine of the car must be totally covered by a bonnet or casing having a top and sides of metal.

5. *Flooring*.—Within the driver's and passenger's compartments, there must be a complete floor of adequate strength rigidly supported.

6. *Transmission*.—The transmission system must be beneath the floor of the car or secured in casings or covers of solid material.

7. *Wings*.—Wings must be constructed of solid material, and if of metal construction, must have wired, beaded or rolled edges.

8. *Windscreen*.—An effective windscreen or two separate aertype screens shall be fitted.

9. *Overhang*.—The "overhang" permitted at the front of the car shall not exceed 20 per cent. and at the rear shall not exceed 30 per cent. of the overall length of the car. The expression "overhang" means at the front of the car, that portion of the vehicle and its equipment which extends forward of a line passing through the centre of the front hubs; similarly at the rear, it denotes the portion which extends rearwards of a line through the rear hubs. In each case overhang will be measured horizontally from the respective line through the centre of the hubs to the foremost or rearmost part of the vehicle or its equipment.

10. *No temporary part or parts may be incorporated in the construction of the vehicle.*

11. *General equipment*:

(a) A differential gear shall be in full and free operation between the driving wheels, except on those vehicles running in the condition of their maker's original specification, where such devices were not fitted by the manufacturer. Any device which interferes with the completely free differential action of the rear axle is barred.

(b) Four-wheel drive cars will be permitted to use rear-wheel drive only. The front-wheel drive mechanism must be rendered incapable of operation, and competitors must satisfy the scrutineer that this has been satisfactorily achieved.

(c) Duplication of driving wheels, chains or other non-skid attachments are barred.

(d) Tyres must conform to the R.A.C. Competition tyre regulations for events on public roads.

A READER'S MERCEDES-BENZ AND ALFA-ROMEO CARS

Sir,

With reference to your reports of recent club meetings at Silverstone, I thought you might like to know that my "36/220" Mercedes-Benz, being fitted only with normal autovac feed and not pressure feed, is at a disadvantage in the longer races because with the full use of the supercharger, this does not keep the fuel supplies adequate. Hence in one race I ran out altogether and "plopped" home and in the other I did not use the blower so much in order to avoid such a result. Hence the apparent poor performance! Incidentally, the car was originally Earl Howe's, from whom I bought it in 1933. I believe he used it for getting around to the various meetings, here and abroad, in those days.

I would also like to thank you for sending on my enquiry *re* Alfas to Mr. Stiles, from whom I have had an interesting reply. According to him my Alfa 8C is one of the 1931 Belfast T.T. works cars and was driven into second place by Borzachini. It was later bought by Rose-Richards for the 1932 Isle of Man Race and then by "Goldie" Gardner.

I am, Yours, etc.,

Barton-under-Needwood, H. E. ROHLL.
 Staffordshire.

ANTI-RUST

Jenolite, Ltd., claim that their Jenolite has many advantages as a de-ruster, representing rust removal, rust prevention, phosphating and paint binding in one operation. They also supply metal degreaser, soldering solution, keying solution for aluminium, black-finish treatment and similar commodities, and their address is 43, Piazza Chambers, London, W.C.2.

CLUB NEWS—continued from page 362

"I will be good. I am thankful for the wishbones that wear out the tyres. I rejoice in the radio that ruins the battery. Given time I love those brakes which won't work when the car goes backwards. I hanker after the narrow camshaft bearings that loose all the oil pressure. I love the built-in headlights, which want better reflectors and bigger bulbs, or else a separate spotlight that I can sell. I love all that curved tin, I can spend hours and hours beating and billing and spraying and polishing, and the customer will be ever so pleased.

"I love all the modern trends because, but for progress, I should be ruined and not even able to run my car.—D. V. C."



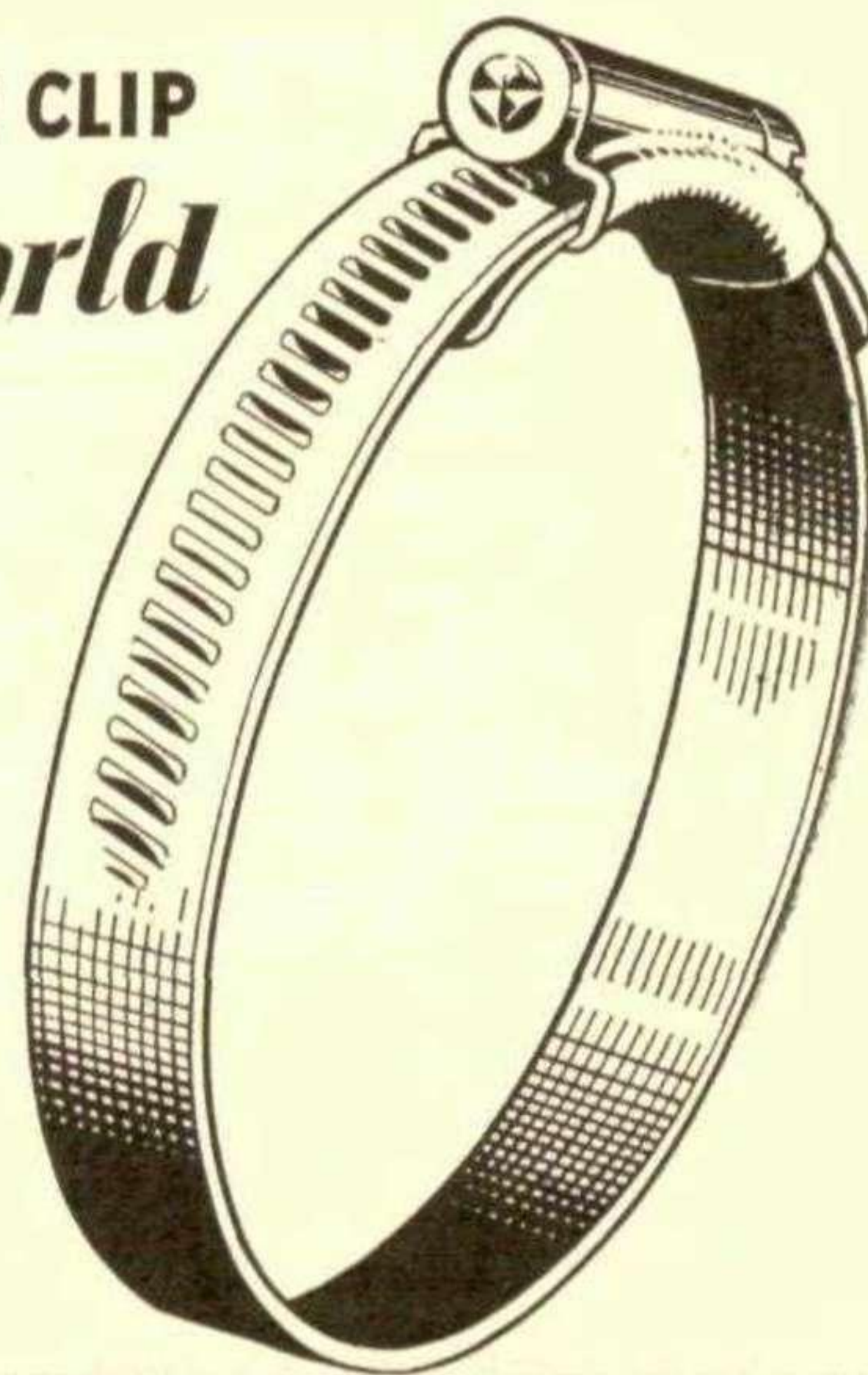
PRAISE WHERE DUE

In connection with our praise for the organisers of the Craigantlet hill-climb for including a scale of the hill's gradients in their prospectus, Leslie Wilson reminds us that he has made a practice of doing this in the Shelsley Walsh regulations since 1905.

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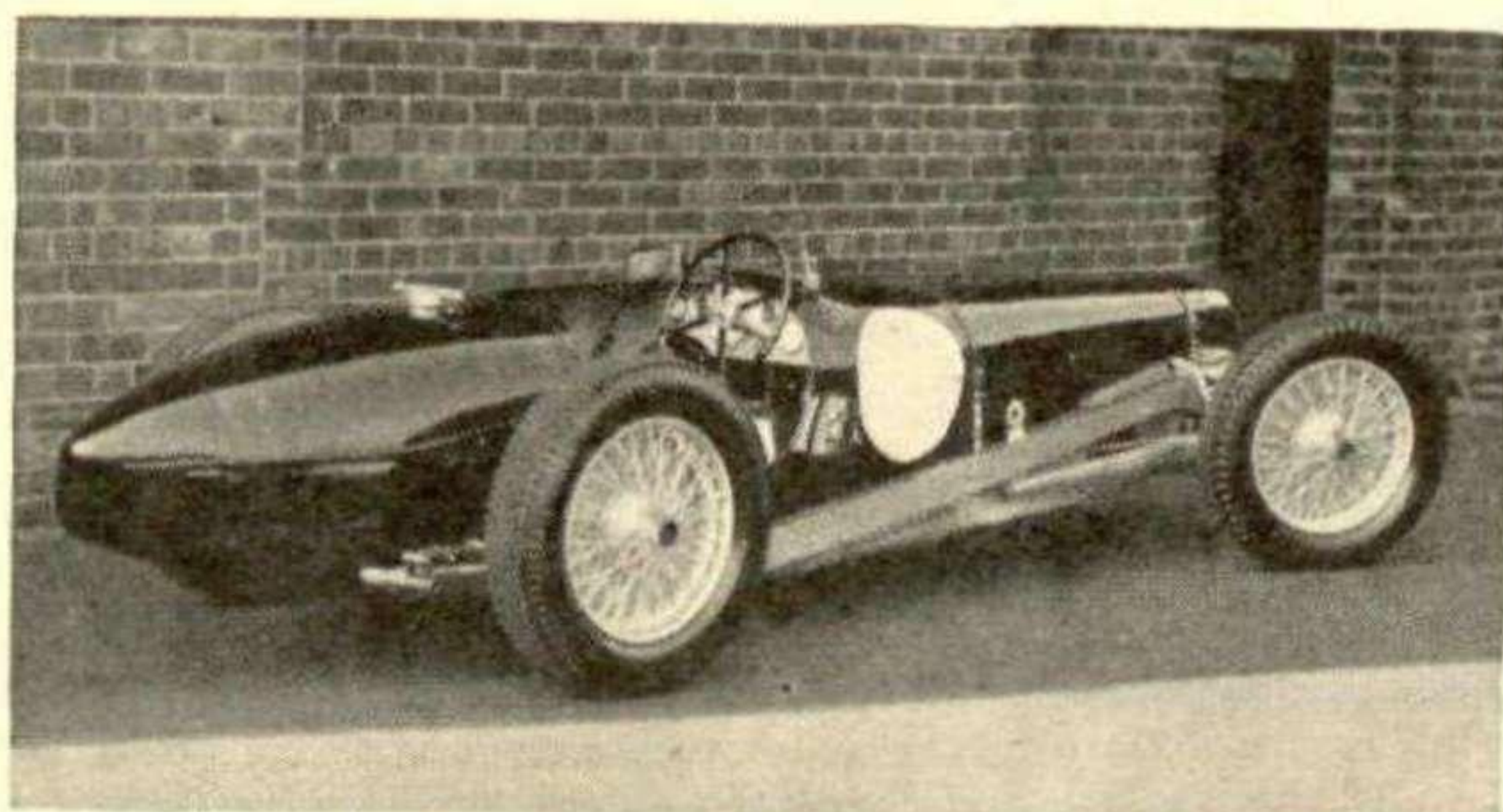
Absolutely leakproof joints on Air, Water, and Oil lines, are swiftly and easily made by using "Jubilee" Worm Drive Clips. They stand up to any pressure.

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1½-LITRE
G. P. DELAGE
 I.F.S. and E.N.V. Gearbox

This car has been carefully rebuilt and has proved to be thoroughly reliable for a whole season's racing. Also for disposal, all the owner's racing equipment including numerous Delage spares, wheels and tyres, twin rear wheels, racing jacks and many other items.

Entry for Goodwood, September 17th, if required.

—♦—

R. P. R. HABERSHON,
 J. J. HABERSHON & SONS LTD., HOLMES MILLS, ROTHERHAM

CURIOUS, when you come to think of it, how we now fit air-cleaners to engines to negate the fearful effects of dust particles on pistons, yet our cars, with the exception of the F.I.A.T. "500" and Jowett "Javelin," carry the radiator right where the road-dust will be most easily drawn through it. In Edwardian times they were a bit more wily, or at any rate some of them were, for on the eve of war in Europe Arrol-Johnston, Bayard, Charron, Dodson, Hurtu, Komnick, S.C.A.R., Schneider, Siddeley-Deasy and Renault used dust-excluding bonnets and placed their cooling elements *behind* their engines. This trend, save for isolated exceptions such as the Phoenix and Hurtu, died with the Armistice—except where the famous marque of Renault was concerned. Yet how few of these Renaults, in all their multiplicity of sizes, does one encounter on British roads to-day! However well their bores may have lasted, the cars themselves seem to have succumbed to the passage of time. Not so in France, however, for as soon as we landed at Le Mans we nearly fell over a brisk vintage "9/15" tourer and marvelled at the drastic shape of its transverse rear spring. And we had scarcely entered the course before again we nearly tripped over another "9/15," this one painted white and ending its days usefully as—an ice-cream barrow.

* * *

Although it took place two months ago, the V.S.C.C. Members' Day at Silverstone merits additional reference, for undoubtedly it was *the* vintage event of the season. The One-Hour High Speed Trial took less toll than was anticipated, but it is significant that of the 1½ to 3-litre cars, which should have had the easiest time, being required to average around the 50 m.p.h. mark, only one Aston-Martin, the Tooley, two Lancia "Lambdas," a solitary 3-litre Bentley and a Type 44 Bugatti managed to qualify, the pace being too much for the "12/50" Alvis cars, the other 3-litre Bentley and two "22/90" Alfa-Romeos, for instance. On the other hand, two Austin Sevens and a Riley Nine managed to complete their set distance quite comfortably within the sixty minutes, in spite of the orange T.T. Austin having a real puncture to contend with, besides its compulsory wheel change. All the over 3-litre cars—two 4½-litre Bentleys and a "30/98" Vauxhall, got home in time, Cook's well-known 4½-litre Bentley averaging over 60 m.p.h. for 57 miles inclusive of stops. This event **MUST** be repeated next year! The meeting as a whole attracted a vast entry and left the impression that not only are there plenty of vintage cars still with us, but that, if anything, they are even more hale and hearty to-day than they were before the war. Such famous cars as s.v. and twin-cam Amilcar, G.P. Salmson, Lancia "Lambda," 3 and 4½-litre Bentley, Aston-Martin, "Ulster" and T.T. Austin Seven, "36/220" and "38/250" Mercedes-Benz, Riley Nine (curiously, however, no "Brooklands" models presented themselves), 1½, 1¾ and "2.3" Alfa-Romeo, various Bugattis, 2 and 4½-litre Lagondas, "30/98" Vauxhall, "19/100" Austro-Daimler and Anzani, Gough, Meadows and Blackburn Frazer-Nashes were represented. The non-runners num-

VINTAGE VEERINGS

♦♦

bered Willment's Gwynne Eight four-seater with 200-Mile Race crank, which Dr. Ewen, who once owned a Gwynne Ten, was to have shared, an O.M., a "14/40" Delage, an Anzani-Marendaz, and another twin-cam Salmson, etc.

It was nice to see two Austin Sevens beat convincingly all cars up to 2-litres in the "hour" event. Heyward's was a Bowles-prepared "Ulster," the other the Bulmer orange T.T. car. The latter looked for all the world as if it were winning that 500-Mile Race of 1930, save that its T.T. wings and lamps were in place, and it was very nice to see it in action again. Birkett had rebuilt it with an engine almost unbelievably standard, even to a touring crank and spit-and-miss oiling, except for enlarged inlet valves, Scintilla Vertex magneto, Whatmough-Hewitt alloy head and a "Nippy" down-draught inlet manifold with S.U. carburetter and, naturally, the three-branch external exhaust system. A 5.66 to 1 axle and 140-40 Michelin tyres gave over 70 m.p.h. up the straight and lap times rather better than those of which a certain redoubtable 4½-litre Bentley was capable. Normal Austin friction shock-absorbers, incidentally, were substituted for the heavy hydraulic type with which Austins used to damp the front axle. Heyward's car was de-blown, retaining the "blown" camshaft and using a "Nippy" Zenith d/d induction system, "Ulster" exhaust manifold, and 4.9 to 1 axle with 4.00-17 tyres. It had run a year without overhaul. Other vintage Austins were Gahagen's 1930 "Ulster," and Willment's fairly-standard 1930 car with L.M.B. front suspension and a naughty "Press on Regardless" on its bonnet.

Certainly the vintage cars justified themselves, and in the races exclusively for them Delage, Bentley, Lagonda and Aston-Martin took home the winners' laurels. Of the Edwardians, Heal's out-handicapped 1910 F.I.A.T. put up a fine show, its best lap of 63.76 m.p.h. being only 0.31 m.p.h. slower than Quartermaine's best lap in the preceding race, with his lowered, better-braked 1925 "30/98" Vauxhall. It has to be admitted, however, that later, during his epic duel with Birkett's 1930 3-litre Bugatti, Plowman's 1924 "30/98" Vauxhall, which has a down-draught Zenith on a normal water-jacketed manifold, Hardy-Spicer prop-shaft and Lockheed brakes, lapped at 66.67 m.p.h. The fastest lap by a vintage sports car was made by Robll's attractive supercharged "2.3" Alfa-Romeo two-seater, at 70.09 m.p.h., which, in view of its wind-catching mudguards, compares favourably with the 70.34 m.p.h. of Matthews' 3½-litre Jaguar and the 71.44 m.p.h. of Miles' 1935 Frazer-Nash propelled by Ford's redoubtable V8 power unit.

Performance of note: Bothwell's 1914 G.P. Peugeot naturally did not qualify for the Indianapolis 500-Mile Race last May, but it did lap at 100 m.p.h. in the qualifying trials.

* * *

Ivan Bennell has nostalgic memories of a 1928 "14/40" M.G. two-seater which he owned many years ago. He recalls the pleasant appearance occasioned by the duo-colour scheme, adequately long bonnet, ribbed brake drums, and apron over the front dumb-irons, even if the radiator did bear the legend "Morris-Oxford"! After this period of time he discounts a trifle the claimed 70 m.p.h. and 30 m.p.g., but is quite definite about the reliability and practicability of these M.G.s, which were so closely related to the current Morris-Oxford, even to the S.U. carburetter and magneto ignition. The engine, of course, was the 72 by 102 mm. (1,802 c.c.) side-valve four-cylinder, fed by gravity (always dependable!) from a seven-gallon scuttle tank with a dial contents gauge and a reserve tap. With aluminium bodywork, the polished finish of which was a product of Cecil Kimber's genius, the weight came out at some 19½ cwt., or 1.2 lb. per c.c., so that acceleration was good, but not phenomenal. The 8 ft. 10½ in. by 4 ft. chassis sprung on ½-elliptics, friction-damped, held the road well in the dry, not so well in the wet—"but maybe it was the tyres," observes Mr. Bennell. A three-speed gearbox was deemed sufficient, and gave ratios of 4.42, 7.16 and 14.13 to 1. The central gear-lever had a decided preference for hiding up trousers-legs and clouted the passenger's knee when in bottom-gear position, but was otherwise well-placed, heel-and-toe braking was possible, and the price was only £335 including all-weather rig which did not spoil the car's pleasant appearance. Once the oil was warm quite snappy gear-changes were possible, especially without using the clutch. Mr. Bennell merely remembers owning a "14/40" M.G., although he is keen enough to suggest a get-together of past and present owners of these cars. Some people run them still, however, and he is able to quote the ex-Fernihough "bull-nose" 1926 four-seater owned to-day by Mr. Ben Walker, who has had twelve years of almost Utopian motoring from it. New bearings and five thou.-oversize pistons were fitted recently, after some 150,000 miles, but the remainder of the engine was in excellent condition, and the only roadside repairs (yes, roadside!) have been replacement of the inevitable broken half-shaft, and a magneto repair. A con.-rod broke on one occasion but did no other damage. Mr. Walker's car has coil ignition from a 1930 Morris-Cowley and an aluminium cylinder head which increases the compression-ratio slightly. He cruises it normally at 45-50 m.p.h., and now never exceeds 60 m.p.h. (but he used to get in the region of 80 m.p.h. on the speedometer), being rewarded by a fuel consumption of approximately 26 m.p.g. Steering is described as accurate and light at speed but rather heavy at under 25 m.p.h. N.B.—These old "Morris Garage" M.G.s can be kept on the road with more certainty than many vintage cars, for Morris spares are applicable and fairly easy to obtain.

SILVERSTONE 1-HOUR INTERNATIONAL PRODUCTION CAR RACE

WON OUTRIGHT by JAGUAR

Result :-

1ST JAGUAR *Driven by Mr. L. G. Johnson*
28 LAPS AT AVERAGE OF 82.80 M.P.H.
The Highest Average Speed in the race irrespective of class

2ND JAGUAR *Driven by Mr. P. D. C. Walker*
28 LAPS AT AVERAGE OF 82.29 M.P.H.
WITH A LAP AT 84.90 M.P.H.
The Highest Lap Speed, irrespective of class

★ All times subject to official confirmation

JAGUAR CONTINUES TO MAKE MOTORING HISTORY

LETTERS from READERS

THOSE B. & B. CONTINENTALS

Sir,
I feel, as the owner of the only Lancia "Ardea" in this country, I cannot allow Mr. A. E. Frost's letter to go unchallenged.

The accommodation is certainly far roomier than the normal 8-h.p. British car, and a fairer comparison than the obsolete R.A.C. rating would be on cubic capacity, the "Ardea" being only 903 c.c. I would certainly like to find another car of the same capacity to give the "Ardea" a run, for this is very rarely passed, either on acceleration, hill-climbing or maximum. It would take an exceptional car to put up such an average speed as 482 miles in ten hours' running time, which the "Ardea" has accomplished, from Basle to Dunkirk, including the very poor surfaced roads from Laon to Dunkirk.

Constant use of the gear-lever is unnecessary, though the top gear ratio is 4.875 to 1, and here is one engine of under 1,000 c.c. that will pull a top gear of under 5 to 1. Poor accommodation, poor performance, noisy engine, expensive overhauls and shortage of spares definitely do not appeal to the enthusiast, but he does appreciate a car that will do what he expects of it without running bearings, overheating and petty breakdowns. Suspension and roadholding are factors generally acknowledged to be superior on Continental cars, and even the latest versions of home-built cars are not yet up to pre-war versions of Continental products.

With the Lancia, the worst of *pave*, badly pot-holed roads and level crossings, can be ridden with scarcely a tremor at 60 m.p.h., in fact, the faster these are taken, the smoother the ride.

British cars have to be driven at 20 to 25 m.p.h. at the most, otherwise the car feels as if it will break up under one.

I have sufficient confidence in the "Ardea" to have entered it for both the B.A.R.C. meeting at Goodwood on August 13th and the Production Car race at Silverstone the following week, when possibly Mr. Frost will be able to see if a Standard Eight or Morris Minor will outclass it.

I am, Yours, etc.,

V. W. DERRINGTON.

Kingston-on-Thames.

* * *

GOOD SHOW!

Sir,

Under normal circumstances I would be quite willing to overlook the erroneous impression given in your write-up of the B.O.C. sports car races about my practice. As I've had no small trouble getting insured and convincing the organisers of the event of my ability to handle a car—this as a result of the loss of my right hand—it becomes a matter of importance to explain that my use of the escape road on Stowe Corner during the practice was by no means inadvertent. By arrangement with my mechanic, I cruised into the escape road to pick him

up and take him to another vantage point for photographic work. As it turned out he had decided to walk around the course unassisted, so I took a leisurely trip on the wrong side of the "straw" entirely by earlier arrangement!

I would like to take this opportunity of thanking the B.O.C. for an excellently organised event and especially Major Dixon-Spain for permitting himself to be persuaded to allow a one-handed driver to prove that a fast car can be handled reasonably efficiently—though perhaps in an unorthodox fashion—by a person suffering from such so-called disabilities.

I am, Yours, etc.,

Walmersley, GEORGE H. SMITH.
Lancs.

[We are glad to publish this letter and would remind Mr. Smith that many drivers with two hands have used escape roads while practising for a race without being classed as dangerous or incompetent.—ED.]

* * *

ONE FOR THE Y.S.C.C.

Sir,

It would appear that "Whatever you want, we (the Y.S.C.C.) have it." In reply to Miss Betty Haig's article in the April issue and further to Tommy Wise's letter in the May issue, I would point out that the Y.S.C.C. Annual Ladies Trial is a popular and well-supported event.

If the suggestion for a Hill-Climb at Catterick Camp can be followed up, the Y.S.C.C. should score another "First in the North."

To those who consider Breakheart the best trials hill in the country, I would submit the claims of Devil's Elbow. What other hill can offer the combination of a hairpin bend, with freak gradient, adverse camber, mud, sand, rocks and tree stumps, all inside forty yards? What other hill can claim to have been included in four trials before it was climbed clean?

I am, Yours, etc.,

Accra, A. M. R. MALLOCK.
West Africa (Capt.)

* * *

MOTOR-CYCLE RACING

Sir,

Your footnote to Joseph Bayley's letter in the May issue of MOTOR SPORT will, I trust, exonerate me from his charge of misleading your readers. I certainly do not claim that Britain is currently supreme in international motor-cycle racing, and I think my references to the mounting foreign opposition since 1935 made this evident.

As Dr. Bayley rather grudgingly admits, however, "if supremacy is claimed by the total number of victories gained over a period of many years we are certainly on top," and it was this point I desired to emphasise, particularly to readers all too accustomed to foreign victories in car G.P.s. "... but," Dr. Bayley continues, "in racing, as in war, it is the last battle

that counts," and this, I contend, took place in 1948, the last full racing season, rather than in 1939. Certainly the banning of blowers since then has meant that no machines comparable in power output or speed to the 1939 B.M.W.s and Gileras have so far appeared, but this can hardly justify Dr. Bayley's airy waving aside of recent British successes in international races held under the accepted F.I.C.M. rules as being "without merit."

In 1948 there were four classic European events in which British "works" bikes met foreign: the Swiss G.P., won by a Norton; the I.O.M. "T.T.," won by a Norton after a stupendous display by Tenni on his Guzzi before he met trouble; the Dutch G.P., again won by a Norton; and the G.P. of Europe, in which a Guzzi "Gambalunga" beat a Norton home. Without doubt the Italian machines are very light and fast, and have only to find the stamina possessed by ours to really stir things up, but it is from race results alone that one can judge and, if we except the "T.T." as being too "one-sided," Britain still won two events to Italy's one. Not supremacy, true, but not too bad for "Pool-developed monstrosities." If the Guzzi, Gilera and A.J.S. "multis" are all *au point* this year, the fur should fly with a vengeance.

With regard to the smaller classes, if Dr. Bayley will re-read my article, he will see that I confess to our having "had it" in the 250-c.c. class, likewise that the 350-c.c. class has long been a British benefit. Even so, when D.K.W.s were in the field in 1938 and 1939, British machines won eight Junior events to Germany's four.

With reference to Mr. A. D. Robinson's letter, I must plead guilty to neglecting Serafini's 100.03-m.p.h. lap in the 1939 Ulster G.P., in my anxiety to record Walter Rusk's feat with the A.J.S. vee-four. Writing on this subject in *Motor Cycling* in 1940, Count Lurani said that "Serafini found the new four-cylinder A.J.S. very fast and very powerful indeed, and expressed the opinion that when the roadholding is as good as the engine, the A.J.S. will be a dangerous opponent for any other supercharged multi." Of Walter Rusk himself, Lurani wrote: "Serafini had no words good enough to describe the unbelievable daring and superhuman courage of this rider. All he could say was that O. Tenni, who is the most hair-raising rider in Italy, is a 'mere tourist' in comparison to Rusk. On no circuit has Serafini seen things done as Rusk was doing them on the Ulster course..."

Alas, neither Rusk nor Tenni are with us now, while the A.J.S. "four," after a last fling in winning the 1946 G.P. des Frontieres, is now extinct. Its successor, the unblown 500-c.c. twin, is carrying on the good work.

I am, Yours, etc.,

C. POSTHUMUS.

Sunbury-on-Thames, Middlesex.

[This correspondence is now closed.—ED.]

POPULARISING MOTOR-RACING

Sir,

I was very interested in the views expressed in the June issue of MOTOR SPORT in "Matters of the Moment."

I recently wrote to the *Sunday Express* pointing out that if the National Press is considering backing large-scale motor sporting events then a change in outlook is required in the method of reporting such events.

In the past it has been only too evident that unless an accident or other so-called excitement occurred at a racing meeting the popular dailies and Sunday papers hardly considered the event worth reporting. In any case the report was in most cases scrappy and sometimes inaccurate.

The general public who flock in large numbers to motor racing do not all go in the hope of witnessing an accident, but their enjoyment of these events would be immeasurably increased if accurate, intelligent and ungarbled reports and information concerning motor sport generally were presented prominently in the National Press.

I am, Yours, etc.,

Bourne,
Lincs.

D. E. CASTLEY.

[We couldn't agree more. In particular, daily Press motoring correspondents should be careful not to soil their copy books!—ED.]

Sir,

I fail to see why enthusiasts have a horror of the "dirt track atmosphere" (Mr. Blythe, April). The speedways of this country are run efficiently and fairly with regard to competitor and public alike.

As someone who has been professionally interested in motor racing since 1936, I feel strongly that a lot less snobbery and a lot more practical economics will get motor racing further than the continual decrying of speedways and midget cars. The word snobbery will no doubt annoy a lot of readers, but what else is it when "dyed-in-the-wool" enthusiasts of motor racing are against all other forms of racing even being anti-motor-cyclists?

I can also imagine the heartburn which has been caused by Mr. Tony Vandervell's entry of a "Thin Wall Special." Personally I would not give a tinker's cuss if all the component manufacturers entered racing cars under the queerest of names as long as I could see money flowing into the Sport. Lack of financial stability has been the major drawback to racing in this country and has resulted in the loss of first-rate men to the Sport. Such men as "Lofty" England, Walter Hassan, Zillwood Milledge, Alec Francis and others who have gone into industry because there they have found financial stability.

I see nothing wrong in the sponsoring of racing cars and their equipages by component manufacturers as in the U.S.A., which allows the right men, if so inclined, to continue in racing till age makes them retire.

The day of "The right crowd and no

crowding" must end if our Sport is to prosper. I did not notice the Germans getting worried, or the English for that matter, when hundreds of thousands flocked in Nurburg and the meeting spectacularly staged. I have seen a writer in a motoring weekly suggest "that perhaps at the next meeting (and please let us have another meeting) the general public need not be invited to attend." This typical attitude of "I am all right Jack, how are you?" will not foster the popularity our Sport needs. If the crowd gets too big make more facilities, do not shut them out or you will kill their enthusiasm stone dead.

May I end with the hope that enthusiasts will keep a more open mind on the commercialising of our Sport.

I am, Yours, etc.,

London, E.17.

R. H. KETTLE.

[Bring out the sackcloth and ashes! We have never been enthusiastic over car speedway-racing; motor-cycle speedway wasn't mentioned. We have poked no fun at the Thinwall although other cars of this make with Mr. Vandervell's bearings still consider themselves Ferraris. "Wilky" Wilkinson is now back in the racing game, incidentally. If component manufacturers wish racing to advertise their cars let them build new racing cars by all means, not re-name classic designs. The B.R.M. will be an excellent example of the right approach when it appears. The Goodwood authorities are already preparing for bigger, and everyone hopes, better-behaved crowds.—ED.]

* * *

MATTERS OF HISTORY

Sir,

The June "Sideslips" by your inimitable contributor "Baladeur" have prompted me to write you this letter. *Re Puch.*

Puch was originally a motor-cycle, which incidentally won the European Grand Prix in 1906. The Austrian Nikodem, who in later years drove the Austrian car Laurin and Klement, rode the winner. Puch cars competed in the Alpine trials of 1912, '13 and '14, but although finishing, never managed to obtain clean sheets and, of course, no Alpine cups.

Mentioning Laurin and Klement, there used to be a phonetical joke about this make: it was called lausig and clend. Translated it stands for lousy and miserable. Yet Count Kolowrat won an Alpine cup, driving this much-slandered car. About 1926 Laurin and Klement merged into Praga and in the meantime this factory has disappeared too. *Re Austro-Daimler.*

Their first manager and designer was Paul Daimler, Gottlieb Daimler's eldest son from 1902-05. Then he returned to Mercedes, where, in 1907, he became a technical director till 1923.

His successor in Vienna was Porsche, who stayed with Austro-Daimler from 1906-23, afterwards joining up with Mercedes-Benz. There he remained for six years, and after a short spell with Steyr, he set up his own designer's office. But what happened to the famous Paul Daimler? He designed the Horch Four and later their eight-cylinder car, retiring in 1928. It is a well-known fact

that the 16-cylinder Auto-Union Porsche car used to be built in the Horch factory. Therefore it seems to me that Paul Daimler and Porsche have more or less relieved each other as designers with Austro-Daimler, Mercedes (Mercedes-Benz) and Horch (Auto-Union).

Re Hieronymus.

Did you know that this Austrian driver designed aero-engines during 1914-18? These engines were manufactured in the Austrian "Industriewerke" Warchalowski, Eisler and Co., and known as "Hiero" motors. I am not writing anything else about him, because I do not want to trespass on the promised sideslips about Steyr!

I am, Yours, etc.,

Rotterdam,

J. C. KORTHALS ALTES.

Holland.

Sir,

I have read and re-read that very good book "Motor Racing" edited by the Rt. Hon. the Earl Howe and every time one of the illustrations shocked me and made me think and doubt. This is the photograph, below which it says as follows: "The first supercharged Grand Prix car—the 1923 racing F.I.A.T., a 2-litre-engined car of the type which first raced with a supercharged engine."

It seems to me that the bonnet of the car depicted is too short to cover the eight-cylinder supercharged engine. And investigations were made. Result: exactly that photograph depicted Evasio Lampiano driver, and Morganti mechanic, on the four-cylinder 1½-litre non-supercharged No. 21 F.I.A.T., which finished third in the Grand Premio d'Italia Veturette run at Monza on September 3rd, 1922, the inaugural day of the now resurrected track. Three 1½-litre four-cylinder F.I.A.T.s were in the first three places of that race in the hands of Pietro Bordino, Enrico Giaccone and Evasio Lampiano. Incidentally, Lampiano was killed on June 14th, 1923, at the foot of the Gex hill training with a F.I.A.T. for the Faucille race. The same fatal end was reserved to Giaccone, killed on August 27th, 1923, when practising for the first European Grand Prix, also at the wheel of a F.I.A.T.

The same non-supercharged 1,500-c.c. F.I.A.T. was victorious again, on September 10th, 1922, in the Italian Grand Prix also run on the then new Monza course, and again Pietro Bordino, the finest road-racing driver according to Segrave, was the winner.

In 1923 a supercharger was added to this four-cylinder engine. And this supercharged 1½-litre four-cylinder F.I.A.T. was seen that year in England, when two of these cars were driven by Salamano and Campbell in the Brooklands 200-Mile Race of the J.C.C.

I am, Yours, etc.,

Barcelona,

ANTONIO FERNANDEZ NAVA.

Spain.

[We publish this letter from a Spanish enthusiast for the benefit of those readers who have the book referred to in their libraries. We believe the photograph is incorrect and that it does depict the rare 1½-litre 1922 racing F.I.A.T.—ED.]

A VINTAGE VEERING!

Sir,

1. I am still old-fashioned enough to believe that there are, broadly speaking, four types of car: the racing car, the super sports car, the sports car and the touring car. These should be related, the sports car and the tourer very closely as in the case of the Sunbeam, Bentley, Vauxhall and Alvis, to mention but a few.

2. The purpose of a touring car is to transport a specified number of passengers in:—

(a) Safety; (b) comfort; (c) speed. I believe this to be the correct order. The ingredients of each seem to be:—

- (a) 1. Good roadholding and steering.
2. Good visibility.
3. Good acceleration.
4. Good brakes.

- (b) 1. Good roadholding.
2. Well-designed seats.
3. Firm suspension.

- (c) 1. Good power/weight ratio.
2. Well-chosen gear ratios.
3. Good craftsmanship.

3. An inspection of road tests covering some 25 years shows that, measured by performance figures, the modern car does not show up too well. For example, a 1948 sports car with a slightly larger engine than its 1932 ancestor has inferior acceleration figures and a maximum speed higher by 1 m.p.h. Another "fast tourer" of 1948 shows up poorly against the same model of 1934, while a popular 1,500-c.c. car, described in one journal as the best 1½-litre this firm had made, has inferior acceleration figures in every range. In each case the answer may be found in the addition of a few cwt. of "plated tin."

4. Now I realise that figures do not tell the whole story, and I have read glowing reports of the wonderful suspension (soft but not spongy!) of the moderns, though I have not had the advantage of driving one of them, but I have done the next best thing, and that is to observe them on the road, in particular on a sharpish left-hand bend I know well: one which needs taking close in to avoid "Castor and Pollux." I have noticed that cars with the old-type wings, and especially those with good left side visibility are usually kept well in and show no signs of heeling, while the moderns with front wheels buried under a mass of ironmongery fight shy of the curb and take a list, at the same time hitting the two bumps and slipping outwards. I can usually gain 10 yards in 50 round this corner, though my car is a very ordinary open two-seater of 15 summers with no pretensions to even the "fast tourer" class. Over cobble roads the modern car seems to have an advantage in its front suspension, but I am at a loss to know why the horror of a heavy back axle bouncing up and down is still tolerated when de Dion showed what he thought of unsprung weight nearly 50 years ago. It is not so evident in the harder-sprung cars of vintage type.

5. My conclusions from published figures, observation and a few journeys as passenger, is that very little real

progress in design is evident to-day, while lack of workmanship is all too obvious. A friend asked me to look at the engine of his new car, but on lifting the bonnet I was hard put to sort out a minute engine from a mass of bent wires (called throttle links), air cleaner, battery and struts, the latter to prevent the bonnet decapitating the unwary. In disgust I dug out a road test of an Aston-Martin with a photograph of a simple and accessible engine.

6. Visibility—or the lack thereof—is a positive menace in some new cars: although I am 6 feet 3 inches in height, I felt oblivious of what was going on just in front, and what a short driver can see I shudder to think. This, together with the roadholding, means that the modern car fails to fulfil the first requirement, *i.e.*, safety.

7. To my mind the cars which most nearly combine the requirements I set out in paragraph 3 are:—

Under 1½-litres = Lancia "Aprilia."
" 3 " = Hotchkiss.
" 4½ " = Lagonda.
" 8 " = Rolls-Royce.

These are all touring cars, sports and super sports being so much a matter of taste. I prefer the heavy long-stroke engine of the Mercédès type, while another fancies the lighter high-revving Alfa, but the two cannot be compared.

8. The less said about modern steering the better, except when it becomes a menace to safety through poor visibility.

9. In the *Autocar* Road Test of a 1932 Lea-Francis of 1991-c.c., this car is given the ability to average 45 m.p.h. for journeys of 200 miles. I doubt if any modern English car of moderate price (the "Leaf" cost £425) could do better.

The Jaguar "record" of 132 m.p.h. finds me still unmoved. The standard Leyland [stripped?—Ed.] was able to lap Brooklands at over 100 m.p.h. 25 years ago, and the Bentley and Mercédès touched very high speeds several times a lap for 24 hours at Le Mans, while the 3-litre Talbot was very fast in the "Double Twelve." These cars achieved speed with a normal four-seater body suitable for owner-driver attention. The Jaguar has, undoubtedly, a fine performance, but I wonder if it will do 80 per cent. of its new performance in 1969, as many Bentleys and Mercédès do after 20 years of use.

I am, Yours, etc.,

W. J. WHITE.

Holland-on-Sea, Essex.

* * *

A B.B.C. MATTER

Did you hear the radio programme entitled "Listeners Answer Back," in which a young motor-cycle enthusiast asked the question—Why don't we get more outside broadcasts of road races from Blandford, Cadwell Park and Haddenham?

The official answer was very encouraging, and to the effect that up to now nobody had written to the B.B.C. requesting such broadcasts, and they could only assume that people weren't

interested. It certainly seemed that if they received some letters and postcards from clubs and enthusiasts these commentaries would be arranged.

Perhaps you could persuade your readers to drop a line to "B.B.C. London," and request some programmes of this nature, and they could press for some motor-car events also while they are about it, although frankly I haven't yet heard a car man do a commentary like Graham Walker, but I am sure that there is such a man in the car world.

By the way, is any way known of keeping brass radiators gleaming without every day blue-belling? My Salmson is starlight garaged and suffers very badly from dulling of the brass work. Is it considered to be "the thing" to clear lacquer the darn things?

I am, Yours, etc.,

London, N.W.6. PETER L. MAPLES.
Press Sec., Cricklewood & D. M.C. & L.C.C.

[Our correspondent will be interested to know that we have been in direct communication with the B.B.C. and that their Outside Broadcasts Department is fully alive to the need for better and more frequent motor-racing commentaries. Max Robertson is a promising new commentator in this field. Can any V.C.C. member answer the very justifiable queries *re* brass radiators?—Ed.]

* * *

A CLUB FOR BAGHDAD?

We have received the following letter from Major-General G. N. Gilmore:

Sir,

"A small body of enthusiasts in Baghdad are endeavouring, against very severe handicaps, to inaugurate a sporting motor club.

"After much discussion it was decided that the only practicable form of motor sport is that of small car racing. The cars would have to be built here, and the chief feature of their design, would of necessity have to be economy. We anticipate that they should commence by taking the form of some of the earlier types of 500-c.c. machines.

"It has been suggested that a specification should be laid down based on a 500-c.c. formula, and that three or four machines should be built to the same specifications. These machines would remain the property of the club, and members would be able to drive them in events, by some mutually agreeable system of allocation.

"We feel that if we can once take the lead and get something along the above lines under way, then enthusiasm will commence to grow, and with the expansion of the club, we could turn our attentions to more ambitious fields.

"It is possible that some of the more ardent 500-c.c. builders may permit us to profit from their experiences, and send us some hints and tips. Any assistance that you or your readers can give us in any form, will be most welcome."

If anyone can assist this club to get under way will they please communicate with Maj.-Gen. Gilmore, c/o John Birch and Co. (Iraq), Ltd., King Faisal Avenue, Baghdad.

THE RACING CAR OF TODAY . . . ?
Sir,

As a most faithful and interested reader of "Baladeur" I trust I may be permitted to correct him upon a statement made in the May issue, in "Side-slips," concerning the application to production cars of the lessons learned upon the speedway [i.e., circuit.—ED.]. The statement was made that in the early and mid-twenties, of all the cars which had won Grand Prix and similar important events, none but Mercédès produced a standard model which bore much resemblance to their racing cars.

Among the makers listed as being guilty in this respect was the American-made Duesenberg, a car probably little known abroad. The Grand Prix at Le Mans in 1921 was won by a Duesenberg expertly driven by Jimmy Murphy at 78 m.p.h. for the 300 miles on the rough course, after a lap record of 83.2 m.p.h. About the same time the Duesenberg passenger car, Model A, was appearing on the American market. There were many similar features of the three-litre race car and the passenger car of 4.3-litres. Both were straight-eights, with single-overhead camshafts and removable cylinder heads. Tubular connecting-rods and three main bearings were found in each. Each had torque-tube drive and tubular front axles, and four-wheel hydraulic brakes.

The Model A continued in production until about 1927 when the larger and more luxurious two-camshaft "J" series was announced. Meanwhile, the speedway cars in America had been cut to two litres and were then single-seaters. Duesenberg won at Indianapolis in 1924 and 1925, and again in 1927. Although the race cars were now using double-overhead camshafts, there remained much similarity between the "500" winners and the Model A passenger car. At the front end could be found an absolute duplication in the steering arms, and the ends of the axle tube supporting the knuckles were stock parts machined a trifle smaller. Clutch and transmission were similar, and in the former stock parts were used, machined smaller. In the rear ends the layout was very similar; both cars used tubular axle shafts with integral hubs. The differential mounting on ball bearings was identical. The racing ring gear carrier was made from a stock part.

The oiling systems of the two cars were practically the same; the oil pumps being identical. Radiator cores were identical except for size, and water pumps were the same on both passenger and race car. Steering gears were similar, both of cam-and-lever type from the same maker, with the race car naturally having a few modifications. Hydraulic braking systems of the same general pattern continued to be used on both; three-point engine mounting was used on each car and the method of installation was practically identical. Universal joints were the same, both race and passenger cars having two joints mounted ahead of the yoke at the forward end of the torque tube.

Other similarities can be found, but I think my point is clear—the stock Model A Duesenberg closely followed in

design and construction the successful race car of the same name. As far back as 1923 a stock Duesenberg ran 3,155 miles on the rough brick Indianapolis track at 62.63 m.p.h. All fuel and relief drivers were taken on from a supply car alongside; the only car stops were for tyre changes, and even then the engine continued to run.

May I add that MOTOR SPORT is excellent—no publication over here can approach it.

I am, Yours, etc.,
San Francisco, JACK CARMODY.
California.

* * *

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

Whilst I should be the last person to deny Mr. Butts, or anyone else, the right to his own opinion, his remarks about the H.R.G. are harsh almost to the point of bigotry, and I feel I must, in defence of a very fine little motor, disagree with him on many of the points he brings out in his letter.

The passing of the years has, as so often happens, added considerably to the performance of the six-cylinder o.h.c. M.G.s. The L-type, which incidentally was outside the 1,100-c.c. class anyway, was never an 80-m.p.h. car, or anything like it, and would probably have justified the title sporting rather than sports. I have no figures for the unblown K-type, but I doubt if it was faster than the later and larger D-type which did its 80 m.p.h. at the expense of a 25-m.p.g. thirst. This car was last priced, in 1937, at £330, in contrast to the H.R.G. 1939 price of £289 for the 1,100-c.c. model.

The six-cylinder o.h.c. M.G.s were not, I fear, completely lovable motors. Their temperament, noise, prodigious thirst and oil-soaked dynamos were scarcely compensated for by the performance available. The makers seem to agree with me here, because the type ceased early in 1937, shortly after the introduction of the T-type. Remember, too, that the 1939 9-h.p. H.R.G., on a Motor road test, did almost 80 m.p.h., had better acceleration than the N-type Magnette and withal gave better than 35 m.p.g.

Mr. Butts is sure that M.G. steering and roadholding is just as good as H.R.G. Frankly, I am not! I own neither make of car, but I am a regular spectator at Prescott and one can learn a lot about steering and roadholding on the esses. The H.R.G.s are not only immeasurably faster and steadier through here than the M.G.s; they are, I consider, safer and more stable than any sports car I have seen climb the hill yet. The times though, particularly Mr. Newton's record, speak for themselves. After all, it is very largely on its handling qualities that we must judge a sports car. A Buick can produce some very impressive performance figures, but that does not make it a sports car.

The "TC" M.G. Midget is perhaps the best of the line, with most of the virtues and few of the vices of the earlier cars, and at the price is extremely good value. One does not expect grilled trout for the same price as boiled cod, although weight for weight the latter is better value. Both are excellent in their own way but in no wise comparable. The

M.G. is built to a price, the H.R.G. to a quality, and whilst it is gross exaggeration to describe M.G. performance as equal to that of the H.R.G., as a study of MOTOR SPORT road tests will prove, it is on the score of quality that H.R.G. gains so immeasurably. It is a hand-made machine, built by craftsmen for the limited body of knowledgeable who can appreciate it. Beautiful workmanship is scarce in these dismal times, and becoming more so, in all walks of life. After an all-too-rare glimpse of an H.R.G. on the road or in a car park, I am inclined to think that one of these lovely machines would be worth the money just to sit and look at.

I am, Yours, etc.,
Worksop, JOHN B. OWEN.
Notts.

* * *

Sir,
As Mr. Clapp has said, they are different classes or types. Too many M.G.s have their performances spoiled by carrying radio sets about with them.

I am, Yours, etc.,
Exeter. A. T. LEWIS.

* * *

AMERICAN COMMENTS ON LE MANS AND M.G. *versus* H.R.G.

Sir,
Just a short note from the States to let you know that your excellent coverage and beautifully put together article on the Le Mans race was greatly appreciated by enthusiasts here. Since few of us had an opportunity to make the trip, your reportage provided about the only stick to be leaned on in the way of information—blow by blow, so to speak. I was fortunate enough to make the pilgrimage to Le Mans, and although my accounts provided some of my friends with an eye-witness report, to date your article in the July issue has been the only comprehensive description of the running available in print. Again—congratulations on a particularly well-constructed account.

In retrospect, as I review a particularly long and sleepless twenty-four hours, I cannot help but think that the high point of the entire affair was Lawrie's performance with the Aston-Martin. Other cars went better, other drivers turned in more spectacular performances, but no one managed to give as fine an imitation of week-end motoring in the Cotswolds as Lawrie. One might have thought he was *en route* to Brighton, for a leisurely spot of bathing and tea. I would be particularly interested to know what internal changes were found in the Aston-Martin when examined post-race. I certainly doubt if even the tyres showed wear.

I was particularly interested in the M.G. v. H.R.G. controversy, particularly Mr. Butt's statements and the rebuttal published in July. In addition to my Type 43 Bugatti, I have also a 1948 "TC" M.G. fitted with a Marshall-Nordec blower. I also have a close friend who is the very proud possessor of a 1½-litre H.R.G. "Aerodynamic." Both cars are kept carefully tuned, and for the purposes of testing we both used the same Shell premium grade (about

79 octane) pump fuel. The results of this comparison follow:—

With the M.G. screen folded and all standard equipment aboard, acceleration tests against a stopwatch were as below. The speedometer was previously tested and found to be progressively fast to a maximum of 10 per cent. at 90 m.p.h. (as per speedometer).

M.G. "TC," 1,250-c.c. Supercharged

0-30 m.p.h.	5 sec.
0-40 m.p.h.	8.3 "
0-50 m.p.h.	12 "
0-60 m.p.h.	18.5 "
0-70 m.p.h.	29 "
0-80 m.p.h.	37.8 "

H.R.G. "Aerodynamic," 1,496-c.c. (non-supercharged)

0-30 m.p.h.	5.3 sec.
0-40 m.p.h.	8.4 "
0-50 m.p.h.	12.1 "
0-60 m.p.h.	18.1 "
0-70 m.p.h.	29.6 "
0-80 m.p.h.	39 "

I think that these figures, when analysed, give some rather interesting information. First, it is apparent from the H.R.G. figures that the value of the aerodynamic coachwork increases steadily as the speed increases, and secondly, that the "TC" M.G., when fitted with the blower, is just about the H.R.G.'s equal. Using even higher octane fuel (about 84 octane) I was able to make the M.G. go to 80 m.p.h. through the gears in 37 seconds flat, which I think you will agree is pretty good even for a blower. In the roadholding and cornering department, both of us agree that the H.R.G. is in an entirely different class with any "TC" M.G. you can find, and in workmanship and finish the H.R.G. is also in another class. This is not to slight the "TC," since I firmly believe that it is one of the best values for the money purchasable today—but the difference in price between it and the 1½-litre H.R.G. is fully justified also.

I rather think that Mr. Gott, in his letter in the July issue, strikes the nail completely on the head when he states that a comparison between the two cars cannot hope to show for the unblown M.G. The two cars are in totally different classes, and as Mr. Gott says, you can wear out two or three "TC" M.G.s attempting to follow an H.R.G. around. By way of comment, I wonder what performance figures on a fairly highly-blown H.R.G. would show?

Also by way of comment, M.G. owners in England might be interested to know that my blown car, running on 84 octane fuel, with widescreen up, bumpers front and rear, a Notek pass light, and 40 lb. of luggage in the dickey, not to mention a 130-lb. passenger, actually succeeded in running 89.5 m.p.h. through a measured mile on one of New York State's wonderful express parkways. This was accomplished late at night, when the atmosphere was dewy and policemen more or less out of the picture, and there was absolutely no breeze of any kind. I was more or less startled myself, but the figures are unimpeachable. The speedometer reading was 97 m.p.h. and r.p.m. in the neighbourhood of 5,200. Everything stayed together, and a fairly close check the next day revealed that things were still as the maker left them internally. I do not recommend this sort of thing, however, unless it is on a fairly good road, because my "TC" is obviously not at its best in the suspension department at this speed. My friend's H.R.G., however, is very definitely in its best form at about 80-85 m.p.h., and it is at these speeds that a good comparison may be made between the roadholding capabilities of each.

Please excuse this rather long-winded epistle, since it started off in all sincerity as a note, and like Topsy, "just grew." If you could, by chance, forward the information I have included about my M.G.-H.R.G. experiences to Mr. Gott at

St. Albans, I would be delighted to hear from him about this subject.

I am, Yours, etc.,
New York, U.S.A. F. FITZGERALD.

* * *

ALFA-ROMEOS AND LIGHT ALLOY
Sir,

With regard to the photograph of an Alfa-Romeo chassis, page 277, July issue, may I point out that all the 1,500-c.c. and 1,750-c.c. cars that passed through the workshops when I was with Mr. Stiles were fitted with pressed-steel dashes, *not* cast-alloy as stated.

On certain cars to be fitted with English-built bodies, we cut 2½ in. out of the dash and welded up again, in order to lower the bonnet line.

I am, Yours, etc.,
London, HAROLD PRATLEY.
E.18.

* * *

Sir,

May I offer you a big "thank you" for giving us MOTOR SPORT?—what an oasis the first of the month is!

Nearing despair, as so many of us must, at the horrible mess the world is in, there is real consolation in even seeing a car that "has something"—there must yet be hope for mankind when he can still produce some of the cars we see in a world in which even our standards have become shoddy. False gods notwithstanding, I make no apologies for feeling that cars are the breath of life—my regret being that even in my middle thirties I am very much out of breath! So our thanks again to all of you who so obviously "just love cars," and for helping us to feel that we really know the Gerards, the Walkers and the Frys, that we have really seen the pit-work at Le Mans and the preparations at Bourne, and that we too have hurled ourselves at Shelsley in a "3.3" or a "special."

I am, Yours, etc.,
London, W. ALLEN.
N.17.

FOR SALE

"2.9" Monoposto Alfa-Romeo racing car, with many spares, twin wheels, etc., etc., in perfect condition and ready to race.

2-litre E.R.A. single-seater racing car, complete with all spares, including 1½-litre conversion parts.

1946 Bedford Luton. 1,000-cubic foot capacity, fitted with two-tier ramps and winches for carrying two cars. New engine and tyres, all in first-class condition.

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WHITEWAYSSEND HOUSE, RUNFOLD, FARNHAM, SURREY. Tel.: Runfold 348



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LAGONDA 4 1/2-LITRE 1934 model. Pillarless sport-saloon. In first-class condition. £375, or reasonable offer. Box No. 344, MOTOR SPORT, 15, City Road, E.C.1.

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

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M.G. CHASSIS, 1935 L-type, with new oversize tyres, with radiator, wings and tank. Practically ready to drive away. Make an excellent "special." £100. V. W. Derrington, Ltd. 159 & 200, London Road, Kingston-on-Thames. Tel.: 5621/2.

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ALVIS "12/70" 4-seater, 1940. Would exchange for "12/70" or Rover saloon, or sell. Any reasonable offer considered. Box No. 346, MOTOR SPORT, 15, City Road, E.C.1.

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RACING 737-C.C. T.T. AUSTIN. Superb example of the "Ulster." Completely rebuilt at cost of £132. Complete with electrics; for road or track. Enthusiast car, reason for sale. £225. Mr. Smith, 15, Hollinswood Road, Boothstown, near Manchester.

1936 M.G. MAGNETTE (NA series), 4-seater open sports; duo-blue. Excellent condition. Full petrol. Best offer over £220, or would consider 2-seater, P-type, in exchange. Write for details. Box No. 347, MOTOR SPORT, 15, City Road, E.C.1.

ROVER 1,500-C.C. short-chassis competition 2-seater, i.f.s., two carbs. Outstanding performance. Small mileage. All-weather equipment. Eadon, Hill Top Farm, Dronfield, near Sheffield. Tel.: 2274.

4 1/2-LITRE 30-H.P. INVICTA, 100 m.p.h., 1933. Motor Show model. Special drophead 4-seater body by Corsica. Black and red pneumatic upholstery. Mileage 40,000. Tyres good; car mechanically perfect; original parts throughout, including cellulose and chrome. Laid up 1939/46. Two private owners only during lifetime. Seen London. Trial run arranged. Licensed end of year; six months petrol. Owner giving up motoring. Reasonable offer considered. Box No. 348, MOTOR SPORT, 15, City Road, E.C.1.

ROVER "PILOT" 2-seater; recently rewired and resprayed; crankshaft reground; new hood and sidescreens. A completely reliable car. £135. Jones, "Pocono," Weybridge Park, Weybridge, Surrey.

TRIAL SPECIAL V8 TERRYFORD. Excellent condition. Independent front suspension. New body. Taxed for year. £300. Terry, Farfield, Alvechurch, Worcs. Tel.: Hillside 1609.

TA-MODEL M.G. 2-seater, in excellent condition. Recellulosed. Hartford shockers all round, new crown-wheel and pinion, clutch and dynamo; also new hood. Taxed. A rather fast car. Offers around £350, or would consider exchange. Lund, "Eversleigh," Gathurst, near Wigan.

BUGATTI, TYPE 57, 1935 Corsica-bodied "3.3" 2-seater, swept-tail roadster; exceptionally nice condition; £400 overhaul April; 105 m.p.h. road trim; 20 m.p.g. normal driving. £850. Would take saloon exchange, cash either way. 81, Castle Lane, Birmingham, 27. Tel.: Acocks Green 3534.

M.G. TYPE NE MAGNETTE, 1,433 c.c., unsupercharged. Actual T.T. winner in 1934, recently rebuilt with compact 2-seater body and full weather equipment. Maximum exceeds 100 m.p.h., with truly vivid acceleration. In capable hands this well-known car will surpass its recent performance, e.g., second, Prescott, July. Entered for Brighton and Prescott (September). Spare head and other extras available. Full details on request. Also: 1937 Type 55 F.N.-B.M.W.; successful trials car and still very potent; £395. Dargue, 10, Bramley Road, Southgate, N.14.

MODIFIED RILEY NINE "GAMECOCK," "Brooklands" engine, rebored and crank reground. 20-gallon main and 5-gallon gravity tanks; new tyres. For sale at £225 or exchange with enthusiast for interesting vintage car. Morphew Lodge, Whitehouse Road, Eastwood, Essex. Tel.: Eastwood 55539.

AUSTIN SEVEN, 1924, 4-seater, original open alloy body; full electrics; petrol from April. Teasdale, Cumbranes, Farndor Road, Newark.

£425—M.G., late 1938, 1 1/2-litre, 4-seater tourer; silver, blue leather, beautiful condition; five new tyres. Stewart. Tel.: Reliance 1488.

BENTLEY 4 1/2-LITRE tourer. Expensive engine rebuild completed. New tyres, brake drums, hood, windscreen and tonneau cover. Just completely rewired. Body metal-panelled; 30-gallon petrol tank; two spare wheels. £465 or close offer. Box No. 339, MOTOR SPORT, 15, City Road, E.C.1.

BENTLEY 3-LITRE "RED LABEL" Sound chassis; 2-seater body needs finishing; two new tyres, three serviceable. Working electrics. Petrol. Cheap to good home. No dealers. Seen London. Box No. 340, MOTOR SPORT, 15, City Road, E.C.1.

WOLSELEY HORNET "EW," mechanically sound and presentable appearance. Large box trailer and collapsible sailing dinghy also available. Write: J. Huggins, 6B, Preston Circus, Brighton, 1, for appointment to inspect.

F.I.A.T. "BALILLA," 1,100-C.C., competition 2-seater, with new hood, tonneau cover, chrome, carpets, tyres, sidescreens. Rebuilt engine, new Hardy-Spicer universals. Recellulosed. £375. Box No. 341, MOTOR SPORT, 15, City Road, E.C.1.

1939 MORRIS 8-H.P. 4-seater tourer; clean, well-shod motor, good hood and screens. Sale, exchange "P" or "PB," 4-seater preferred. Temple, 31, Queen's Walk, Ealing.

FOR SALE—continued

MODIFIED "TC" M.G., fitted early "TC" engine, oversize rear wheels and tyres, Luvax front shock absorbers; six months' basic; very carefully maintained. £330. May be viewed at Springfield House, Honiton, on Sept. 5th, and at 79, Crossbrook Street, Cheshunt, from 6th onwards.

ASTON-MARTIN 2/4-seater, "Le Mans" 1½-litre, engine reconditioned; body and weather equipment good; twin windtone horns, fog lamp, all new tyres. £375. Cook, 10, Redgates Drive, Hayes, Kent. Tel.: Hurstway 1007.

ASTON-MARTIN "LE MANS," 1934. Complete engine overhaul; £350 or near offer. Wolseley Hornet special engine, suitable spares, £5; close-ratio 4-speed gearbox, £5; Lucas 4VRA vertical magneto, anticlockwise, £5; M.G. "TA" new crown-wheel and pinion, £5; Morris Ten, Series II, differential and banjo complete, £5; front axle, brakes, etc., £4; prop.-shaft, 10s.; steering box, column, £1; radiator and shell, £1; bonnet, doors, scuttle unit, wheels, half-shafts, etc. All plus carriage. Offers wanted. Bell-Howell 12-v. electric cine camera and two film packs. Ryder, c/o H.L.M., St. Simon Street, Salford.

RILEY 9-H.P. Monaco, 1933, in very good order. Also spare "Kestrel" engine with gearbox, starter, dynamo and magneto; £250 the lot. Davies, 542, Chorley Old Road, Bolton.

BUGATTI TYPE 37, G.P. Available early October after complete engine overhaul. Incredibly reliable. Very clean car, excellent tyres. Full road equipment. Performance slightly above average for this type. One owner last 12 years, now forced for usual reason to sell. £285. Write: Major C. W. Lambton, Mortimer Hall, Mortimer, Berks.

E.R.A. RACING CAR is offered in excellent condition, with many spares. The car is ready for racing and entry is accepted for "Daily Express" Silverstone meeting. Ex-Embricos and Abecassis, this car has had many successes. Fitted with B-type modifications, i.f.s. and Lockheed-operated brakes, the car compares favourably in condition and performance with others of the marque. A reasonable price is asked for the car, which is being sold for domestic reasons. Any make and model car would be considered in part exchange, Rolls-Bentley preferred. Also, should any racing driver in South Africa or Australia be interested in the purchase of what would probably be the fastest car in either country, I am prepared to arrange R.A.C. inspection and also shipment. Price, etc., from George Nixon, Nixons Garage, Hassell Street, Newcastle, Staffs. Tel.: 69154.

BENTLEY, 1926, 3-LITRE "RED LABEL," open 4-seater. Complete overhaul costing £300 just carried out. P.100s, new hood, wheels and tyres. A.A. or R.A.C. examination welcomed. Full petrol. Would exchange for sprint car, with cash adjustment. £300, offers. Calder, Lintlaw, Duns, Berwickshire.

TROJAN 10-H.P. rear engine saloon, 1935. Running order. Good body and tyres. Owner converted to four strokes. £75. 288, Bradford Road, Castle Bromwich, Birmingham.

ANDRE TELECONTROLS, complete independent, front and rear, as new. Used few miles only. Cost £25. Offers? Write: F.W.J., 24, East Street, Farnham. Tel.: 5673.

TRIALS SINGER 12.9-H.P. sports 2-seater, 6-cyl., three carbs. Good all-round condition. Fast. £195. 61, Chiltern Road, Sutton, Surrey.

H.R.G. 1,500, 1948, sports 2-seater. Has only done 9,000 miles and has never been opened up completely, though 80 m.p.h. has been topped with ease. Owner needs larger car. Price £875, or nearest offer. 26, Dent View, Egremont, Cumberland.

1932 RILEY NINE RADIATOR in good condition; five six-stud Riley wheels, complete with tyres and tubes; complete front axle assembly. Offers to "Cantuar," Brooke Road, Ashford, Kent.

"ULSTER" AUSTIN, original condition, magnificent throughout. Long brake levers; perfect hood; fitted sidescreens; new battery. Taxed end of year, plenty of petrol. Undoubtedly one of best in country. £165. Mr. Stilliard, 142, Palewell Park, East Sheen, London, S.W.14. Tel.: Prospect 6800.

M.G. MAGNETTE, 1936, "NA," 4-seater. Excellent appearance. Brought to mechanical perfection this year. Many new replacements. Offers around £275. Box No. 342, MOTOR SPORT, 15, City Road, E.C.1.

1934 SPECIAL "PA" M.G. 2-seater, light alloy body, cellulosed red. Engine fitted "Q" valvegear, outside exhaust manifold, Scintilla, etc.; 80 lb. oil pressure, hot; polished internals; no oil leaks. Mechanically perfect and showroom appearance. All new tyres, new hood and tonneau. £200 for quick sale; consider exchange saloon or drophead. Pritchard, Minydon, Menai Bridge, Anglesey.

ALFA-ROMEO, 1931, drophead coupé, maroon and black. Mechanically excellent. Body good. Has had reconditioned engine, new battery and electric pump. Tyres good. £300 or offer. Box No. 343, MOTOR SPORT, 15, City Road, E.C.1.

FRAZER-NASH-B.M.W., MODEL 328, 2-seater. First registered June, 1938. One owner. Immaculate condition throughout. £1,250. Leigh Park Motors Ltd., Datchet, Bucks. Tel.: Datchet 54.

FOR SALE—continued

TYPE 55 FRAZER-NASH-B.M.W. 2-seater cabriolet (1936). Excellent condition. £350. Leigh Park Motors Ltd., Datchet, Bucks. Tel.: Datchet 54.

FRAZER-NASH SPARE PARTS for sale, also various other parts of interest to special builders, including 4.50 by 19 covers. Also Ford 3-ton, 6-wheel tender for racing car, complete with ramps, winch, etc.; total mileage since new 2,000 only; reasonable offers, or exchange for heavy car suitable for towing trailer. Norris, Gladsmuir, Hadley Common, Barnet (week-ends).

ALVIS 1½-LITRE, f.w.d., unsupercharged; 27 m.p.g. Mechanically perfect, new body and new all-weather equipment. Nearly £100 has been spent on the car. £175 or near. Near Southampton. Tel.: Cadnam 2107.

LAGONDA, 1933, "16/80" black saloon. Sound condition throughout. Preselector gearbox. Can be seen Charters Garage, Albert Road, Aldershot. Owner stationed overseas. Address from Charters. £300.

"MOTOR SPORT," Vols. 1 to 4, 6 to 8 bound, 9 to 14 (November missing), 15, 16 (February missing), 17 in binders. All other numbers unbound to end of 1947 and odd copies. 41 *Speeds*, 21 *Brooklands*. Offers. Catto, Horninghold, Market Harborough.

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F. W. (FREDDIE) DIXON has a quantity of parts for racing and touring Rileys available—Nines and Sixes. Special pistons, special camshafts, axle ratios, etc. Ardverness, Wray Common Road, Reigate.

AERODYNAMIC "MILLE MIGLIA"-STYLE 2/3-SEATER F.I.A.T. 1,100. 1939 chassis. High-compression head, high-ratio axle, etc. 1948 body (see "Rumblings," Sept., 1948). New tyres. Overhauled throughout (bills shown). Resprayed. Genuine 85 m.p.h. plus, cruising 60 m.p.h.; 35/40 m.p.g. Nearest £600. Collins, 49, Welbeck Avenue, Hove, Sussex. Tel.: 4224, before 10 a.m.

O.M. TOURER, 2-LITRE. Engine overhauled; resprayed; replated chrome. All electrics reconditioned; upholstery rough. Enthusiast lacks funds to complete. Good home and offers wanted. Write: 43, Langham Gardens, North Wembley. Tel.: Arnold 7969.

FOR SALE—continued

ROVER TEN SPECIAL, 1933, reconditioned engine; good tyres, new battery, excellent condition; nice appearance; taxed. £165. White, 32, Blakes Lane, Malden, Surrey. Tel.: Malden 3101.

TALBOT "105" 21-H.P. saloon, recent model. Suit enthusiast. New batteries, electrical overhaul, etc., etc. Comprehensive equipment. Thomas, 1041, Warwick Road, Solihull. Tel.: Solihull 3031.

£100, NO OFFERS.—Alvis "Speed 20" tourer, 1932. Mechanically good, body fair. Seen London. Box No. 350, MOTOR SPORT, 15, City Road, E.C.1.

"RIDER SPECIAL." Hand-built. M.G. engine completely overhauled. First registered 1947. Five new tyres (6-in. rear, 5-in. front); new 12-volt battery. Full basic; any trial. £175. "Inglewood," St. Albans Road, Reigate, Surrey. Tel.: Reigate 4069.

A.C. COMPETITION 2-SEATER, "16/80." Chassis completely gone over, engine good, fitted special lightweight strip wings (original wings available if preferred). Recellulosed, new hood, rubber matting, new exhaust system and universals, swivel pins, water pump, etc.; four new tyres, two spare wheels; chrome excellent; telecontrols; 6-in. rev.-counter and speedometer. 25 m.p.g. Good luggage accommodation. 1937 model. A most attractive car, very suitable for trials, rallies, etc. Photo. Price £365 or nearest. Space required. Roy Taylor, Aston, Market Drayton, Salop. Tel.: Pipegate 283.

1934 TALBOT SPARES.—Traffic clutch, cylinder head, radiator, four 550 by 19 knock-on wheels. Exchange all above for five 600 by 18 knock-on wheels. Wood, "Bryn-afon," Penmon, Anglesey.

1½-LITRE RILEY "KESTREL," six-light saloon, 1936. Excellent appearance; £70 mechanical overhaul. £325, or exchange equally good open sports or drophead. 18, Brindle Road, Bamber Bridge, near Preston.

1934 RILEY NINE cream and black Monaco saloon. Exceptional coachwork and mechanical condition. New rear axle and timing wheels; engine resleeved and new pistons. Crank reground. Good tyres. Taxed December. Open to R.A.C. inspection. Offers over £180. Clayton Crane & Hoist Co., Ltd., Queen Insurance Buildings, Dale Street, Liverpool, 2.

8TH SERIES "LAMBDA" saloon, excellent mechanically, body very good, all original instruments and fittings. Full petrol. £140, or offer. 56, Chetwode Road, Tadworth. Tel.: Burgh Heath 5356.

ALVIS 1935 "FIREBIRD" 14-H.P. saloon. Grey/red leather; new tyres; full basic, including June. Licensed to end of year. Excellent condition. £325 or offer. Watson, Southam, near Rugby. Tel.: Southam 14.

£75.—M.G. T-TYPE special lightweight, professionally built 2-seater sports/racing body to sports-car regulations; 8 in. lower than standard. Complete with special cowled radiator, wings, all lighting, windscreens, seats, bulkheads, dashboard, floorboards, quick-fillers, etc., etc. Almost new, only raced I.O.M. Finished B.R.-green. All ready to fit any "T" series Midget, giving a wet weight of under 15 cwt. Also other special "T" parts, including oil radiator, twin spare wheel mounting, wheels, etc. Apply: A. Ruffitt, c/o Raymond Way Motors Ltd., 773, High Road, Seven Kings, Essex. Tel.: Seven Kings 4066.

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"IMP" RILEY 9-H.P. special series 2-seater sports, good condition and bodywork. First registered 19.9.35. Colour, black. Price £325. Apply: B. & M. Motors Ltd., 71, High Street, Amersham. Tel.: 714.

£95.—HORNET SPECIAL. Mechanically sound, body needs attention. Two new tyres, hood recovered. Somerville, 26, Redesdale Street, Chelsea.

BUGATTI SPARES for Type 40, including radiator, starter motor, dynamo, clutch, most engine spares, gearbox, chassis and front axle. "Sunnydale," Victoria Road, Sutton Coldfield. Tel.: Sutton Coldfield 2527.

AUSTIN SEVEN 2-seater sports, 1938. Most reliable, six months' coupons. £190. Evenings. Torrance; Ferry View, Laleham, Staines. Tel.: 195.

H.R.G., 1937, 1½-LITRE, Meadows engine. Whole car in outstanding condition; 35 m.p.g.; taxed and insured; full petrol; owner taking delivery of new car. £600. C/o Bar House Garage, Doncaster Road, Wakefield, Yorks; or by appointment at weekends near Croydon, Surrey.

1931 FRAZER-NASH "FALCON." Meadows, deflector head, 10-to-1 compression; 90 m.p.h.; polished axle; two extra sprockets; 8-in. instruments. Excellent mechanical condition. £275. Box No. 354, MOTOR SPORT, 15, City Road, E.C.1, or Tel.: Watford 2771.

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ASTON-MARTIN, 1935, 1½-LITRE Mark II saloon. Good condition; new tyres; all coupons. £395. Clarke, 4, Sandown Road, Illingworth, Halifax.

1937 MORGAN "4/4" 2-seater, completely overhauled, including rebore, reground crank, clutch relined, new batteries and tyres; recellulosed; good hood and sidescreens. £225, or would consider good 10-h.p. saloon in exchange. P. Cullen, c/o 3, Cringley Road, Oxford.

1930 (REG., 1931) VAUXHALL "20/60" (21 h.p.). A very attractive, original aluminium, 3-seater, racing-type body; resprayed metallic-grey. Excellent condition. £95. 29, Evelyn Crescent, Shirley, Southampton.

2½-LITRE JAGUAR "100." 1936. Ferrific performance. In brand new condition throughout. Colour, blue, with large chromium bumpers, stoneguards, mellowtone horns, Ace wheel discs. Any inspection invited. This car has been maintained regardless of cost. Petrol consumption 18 m.p.g. Having to sell through business reasons. Price £700, no offers. G. A. Blackburn, 18, Trueway Road, Leicester. Tel.: 21006, or after 5.30 p.m. 24680.

BRITISH SALMON FOURTEEN sports saloon for sale. Recent manufacturer's overhaul. Smaller car wanted in part exchange, sports preferably. Tel.: Brackley 95, after 6 p.m.

1935, OCTOBER, "PA" M.G., exceptional condition. Good engine, coachwork; full coupons. £225. 24, Manor Way, North Harrow, Middlesex.

SWIFT, 1928, 8.9-H.P. 4-seater tourer. No hood, but mechanically sound and reliable. Taxed, insured; petrol. £55. Write or telephone: Churchill, 27, Eversley Park Road, London, N.21.

G.P. SALMON SPARES.—Comprehensive selection available to enthusiast at nominal price. Personal reasons necessitate disposal. £5 or offer, purchaser to collect. J. B. Reed, "Penkenna," South Eden Park Road, Beckenham, Kent.

RILEY NINE, completely rebuilt, short chassis. Body, tyres, batteries, radiator ("Sprite"), hood, all new. Two carb. Mk. IV engine; rev-counter, remote gear-lever. 40 m.p.g. £160. Sunbeam Sixteen, 1933, sports saloon, in good condition; two new tyres, new radiator; spare rear drive assembly. £100. Ward, c/o "Horse & Jockey," Buckingham Road, Aylesbury.

LAGONDA.—OFFERS INVITED. 1932 open 4-seater, unsupercharged, 2-litre "Speed" Model. Faultless condition throughout after complete overhaul. No receipts necessary to prove condition of this car, but over £350 spent, plus owner's devoted labour. Details of actual work and photographs sent to genuine inquirers. Not a forced sale. Genuine reason for disposal. Numerous spares available. Box No. 355, MOTOR SPORT, 15, City Road, E.C.1.

MUST SELL.—T.T. REPLICAS 'NASH, 1933. Offers over £150. S.A.E., Henry, Glass Castle, Uckfield, Sussex.

1922 ROLLS-ROYCE "40/50." Rebuilt semi-brake. Resprayed. Decoked; good order. All coupons. £75. 13, Heath Drive, Sutton, Surrey.

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BENTLEY "RED LABEL." Perfect running order, recently overhauled. Complete with hood, tonneau cover and side curtains. £250. Balcomb Nurseries, Swallowfield, Reading. Tel.: Reading 83196.

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RILEY NINE, 1931, ENGINE, +.020in. Excellent condition. £15. Tel.: Silverthorn 4439.

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TYPE 40 BUGATTI 1½-litre 4-cylinder, single o.h.c. Grand Sport 4-seater body with pointed tail. This car has been professionally rebuilt regardless of cost, and is now in immaculate condition; 32 m.p.g., 70 m.p.h. £295. Riley Nine Monaco Saloon, 1934, special series twin carburetter, Scintilla Vertex. Engine and gearbox completely rebuilt. Bodywork in very good condition except for glass. Good tyres. £165. Austin Seven "Chummy," completely rebuilt and in first-class condition. Very economical. £50. All three seen at 33, Cherry Orchard, Staines, Middlesex, by appointment. Tele.: Staines 3681, evenings.

FOR SALE—continued

RILEY NINE 1934 special series engine. Lined to standard, crank reground, bearings remetalled, new 7/1 pistons, valves, guides, springs fitted. Requires assembling. £32 10s. Also Scintilla, £6 10s. Bronze racing oil pump, £2. Quantity 1930-31 Riley spares. Johnson, Tewin, Welwyn, Herts.

BENTLEY 4½-LITRE, 1929. Weyman fixed-head 5-seater coupé, black. Over £400 spent on reconditioning in past 2½ years (bills available). Petrol 18 m.p.g., oil 1,200. First-class performance. Servo brakes (just relined). Can be seen and tried at Harrogate or could be made available London by arrangement. Full petrol book. Regretfully offered for sale owing to health reasons. £425, or near offer. Lt.-Col. Victor, Huntington Hall, York. Tel.: York 8213.

ASTON-MARTIN international, 1930, 2-seater. Rebored, reground crank, reconditioned carburetters. In good order, taxed, full basic. Owner going abroad. £200, or near. T. Eames, Skipton Road, Ilkley, Yorks.

WOLSELEY "HORNET," 1932. Smart little 4-seater sports, cycle type wings, good allround condition, taxed, full petrol. Offers around £130. Alvis, 1934, three-point mounted 19.8 engine. Good condition. £15. Details by request. Rear axle, suitable any chain-drive special, sprocket fitted to diff., brand new 10 in. Lockheeds. £7 10s. Axle similar to above, but rod brakes. £4 10s. Alvis "12/50" rear axle. £8. Bottom half 1930 engine. £7 10s. 2-cylinder blocks need boring. £3 10s. each. cylinder head bare. £2. Carriage extra. D. Bagshaw, 55, Edward Avenue, Braunstone, Leicester.

"16/95" ALVIS "BEETLE BACK." Complete engine overhaul June this year. Not yet run-in. Brakes lined, overhauled magneto and dynamo. Crankshaft reground, new mains, bored and sleeved, new oil pump, timing and valve gear. Twin Mellowtone horns, three new tyres. Zoller supercharger complete with all fittings, outside exhaust, etc. At present running unsupercharged. Bench seat fitted, bucket seats available. Whole car in perfect order, reluctantly for sale due to increase in family. £200. Matthew, 9, French Road, Catterick Camp, Yorkshire. Tel.: 152.

M.G. PA. Late 1934, laid-up three years. £250 or offer for quick sale. (Would exchange for "Red Label" 3-litre Bentley with adjustment); 3,400 miles since complete overhaul. Rebore, lined, crankshaft reground, new pistons, bearings, brake linings, crown-wheel and pinion, hood and sidescreens; four good new tyres, 12 gallons petrol. Box No. 357, MOTOR SPORT, 15, City Road, E.C.1.

M.G. "P.A." 1935 8-h.p. 4-seater. Reconditioned throughout. Smart appearance. Mechanically perfect. Fast and reliable. Doctor on study leave. Full basic. Price £250. Box No. 358, MOTOR SPORT, 15, City Road, E.C.1.

ALVIS "12/50" saloon, 1927. Good engine and body; 27-30 m.p.g., oil negligible. £135 or offer. Box No. 359, MOTOR SPORT, 15, City Road, E.C.1.

1928 CITROEN TWELVE TOURER. One owner, mileage only 20,600. Garage stored 12 years. West Midlands. Best offer accepted. Box No. 360, MOTOR SPORT, 15, City Road, E.C.1.

MOTORING BOOKS. "Motor Sport" 1935-36, 1944-49. "Autocar" Talking of Sports Car Articles. "Autocar" Road Tests 1933-49. Large collection of Austin Seven literature, also on Bentleys, Aston-Martin, Alvis, etc. Many books of cuttings. All cheap. Send for list. "Oakhurst," Northgate, Northwood, Middlesex.

M.G. "J2." Excellent condition throughout. Colour red, very smart. Require larger car—business. £190. Smith, 6, Lismore House, Linden Grove, Nunhead, S.E.15. Tel.: Victoria 2912.

Tel.: Urmston 2648.

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£35. A reliable, well-shod, vintage Arrol-Johnston. Taxed and insured, good hood and battery, new king pins, petrol coupons. Will deliver reasonable distance. Latta, Engineers Bungalow, Lanfadog, Rhayader, Rads.

EXCHANGE 3-litre Bentley for 1938 Morris Eight, 2-seater tourer, or for small sports car in good condition. Box No. 356, MOTOR SPORT, 15, City Road, E.C.1.

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FOR SALE—continued

3-LITRE "RED LABEL" 4-seater V.D.P. Bentley, 1926. Built-in stoneguard, P.100s, Fram, all-over tonneau cover, new tyres. Above car owned by member of B.D.C., has just been returned from Bentley Service Depot after £120 overhaul, including brake drums lined to standard, all brakes relined, king-pins and bushes, Perrot shaft brake universals and bushes, prop-shaft universals renewed, springs and axles set up. A.A. or R.A.C. examination welcomed. Full petrol. Reduced to £300 or very near offer. Berks. Box No. 316, MOTOR SPORT, 15, City Road, E.C.1.

G.N. V-TWIN ENGINE, O.H.C. Vitesse, twin mags. and carbs., running order. Offers. J. Bennett, 76, Waddington Way, London, S.E.19.

BENTLEY, 4½-litre, 1928, 4-seater. Excellent condition. D-type gearbox, brakes relined, new hood and tonneau cover. Full petrol book. £350 or near offer. Catto, Horninghold, Market Harborough.

ALVIS "16/95" sports tourer. Sound condition. Good tyres, weatherproof, all petrol. £80, or near offer. Biles, Foxlease Lodge, Lyndhurst, Hants.

WHEEL REPAIRS three Riley 18-in. knock-on wheels, £2 each; S.S.1 18-in., 30s.; Lagonda 21-in., £2; Alvis 18-in., two only, £2 each; Talbot Ten 17-in., 30s. Many others in stock. Wanted. B.S.A. Scout single carburettor manifold, double carburettor manifold offered in exchange. Part Works, Andover Road, Cheltenham.

FIT FRENCH, SWISS, BELGIAN OR ITALIAN car club badges to your car. 15s. and 20s. each. Continental Products, Goodyers Avenue, Radlett, Herts.

ASTON-MARTIN "ULSTER" LIN 20 1935 team car and Rudge Cup winner. Engine, chassis, electrics re-built 1948, bodywork perfect. Alternative diff. available. Offers over £595. Fisher, Brampton, Newcastle, Staffs.

1940 "LE MANS" MORGAN 4/4. Complete overhaul, 1,500 miles ago, cycle wings, fitted radio. Standing half-mile 37.2 sec., yet to Silverstone, 41 m.p.h., 38 m.p.g. £450. Exchange considered. 12, Kilmorey Park Avenue, Hoole. Tel.: Chester 4192.

OFFERS INVITED for exceptional blown P-type Midget. Completely rebuilt, re-cellulosed, re-shod, aero-screens, 2,000 miles ago. Box No. 361, MOTOR SPORT, 15, City Road, E.C.1.

SALOON BODY for 1929 Alvis "Silver Eagle," including wings, running boards, instrument panel and seats, fabric roof needs replacement. £20. Buyer to collect. Five-stud, artillery, Alvis wheel, with tyre and tube. £3. Knight, "Nately Towers," Hook, Basingstoke, Hants. Tel.: Hook 60.

"ULSTER" ASTON (1934 team car). Completely reconditioned, new Martlet pistons, etc., batteries, tyres, 4:6 axle (spare 4:1 available). Offers or exchange 2-litre M.G. saloon or similar saloon or coupé. Box No. 362, MOTOR SPORT, 15, City Road, E.C.1.

1928 D.I. DELAGE. Coupé body by Janoir, Paris. Almost complete spare engine, sound vintage car, Good tyres. £100. Special Aerodynamic three-abreast seater 1,100 F.I.A.T. Exclusive car, in spotless condition, outstanding performance. £600. F.I.A.T. "1,100" saloon body complete £35, choice of two. Pair of self-contained acetylene headlamps, brass; mirror reflectors. £15. O.E. "30/98" Vauxhall in parts, but complete. £100. Ford 8-h.p. chassis complete, reconditioned engine, run only 200 miles. £50. Special J.M.B. 2-seater chrome axle, steering, etc., spotless. £10 tax, 100 m.p.h., 30 m.p.g. on "Pool." £600; 42 and 52-hub Rudge racing wheels, tyres and tubes, 19-in., 20-in., 21-in. in pairs. £8 10s. James Boothby Motors, Ltd., Mary Farm Works, Lowfield Heath, Crawley, Sussex. Tel.: Crawley 600.

FOR SALE—continued

A.C. MANIFOLD, with nearly new Solex, 30 d.v. Offers to D.B., The Firs, St. Georges Road, Bickley, Kent.

ONE OF THE RARE E-TYPE "30/98" VAUXHALLS, in exceptional condition and at a very reasonable price. Bob Berry, Manchester's leading racing motor-cyclist, 150, Upper Brook Street, C.-on-M., Manchester.

"KN" 500-C.C. RACING CAR. New Ariel engine, over 40 b.h.p., built by I. W. Hartley. New c.r. gearbox. Owner's Edwardian and vintage interests prevent use and development of this car, which is offered with spare sprockets, jets, plugs, fuel, etc., at less than cost of materials. £145. Low-loading trailer for this or other small car, £25. Neve, Wall's Pit, Stretton, via Warrington.

B. & G. MOTORS

SPORTS CAR SPECIALISTS

£169 Riley Nine "Gamecock" sports 2-seater. Blue. Lovely engine. Good hood, tyres, etc.

£190 Singer Nine "Le Mans" 2-seater. 1936 model. Beautifully finished in cream. Really amazing condition.

£175 Riley Nine "Lynx" open sports 4-seater. Resprayed black. Excellent hood and screens. Fast and reliable.

£169 Singer Nine "Le Mans" 2-seater. Black. Twin spares, slab tank, etc. Good hood. Fast.

£138 Riley Nine special, rebuilt 2-seater. Resprayed crimson. Special small radiator, new tyres, new batteries, new Solex carbs., new hood and tonneau cover. Twin horns, twin pass-lights. What a little smasher!!

£138 Wolseley Hornet special 12-h.p. open sports 2/4-seater. Blue and chromium. Good hood, 6-in. rev.-counter and speedo. Twin carbs., four speeds, etc.

£129 Austin Seven "Nippy" sports 2-seater. Resprayed. Lovely mechanically. Good tyres and battery. Fast.

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1936 A.C. 16-H.P. "GREYHOUND" sports saloon. Mechanically excellent, body quite clean. Black and red leather interior. Bargain at £145. 229, Stanstead Road, Forest Hill, S.E.23. Tel.: Forest Hill 5592.

FINAL—FOR 200,000 magnificent motor car photographs. Selection of beautiful samples and catalogue, 5s. 6d. G. A. Final, 15, Nashleigh Hill, Chesham, Bucks.

1934 M.G. MAGNA, 4-seater, small mileage. Perfect condition and beautiful appearance. Cash offer, or exchange for saloon, any make or h.p. Box No. 365, MOTOR SPORT, 15, City Road, E.C.1.

ENTHUSIAST WISHES TO PURCHASE car for dismantling, or any spare parts; also any interesting items, on motors, books, photos, manuals, badges, mascots. Box No. 366, MOTOR SPORT, 15, City Road, E.C.1.

FOR SALE—continued

FOR SALE DUE TO unforeseen circumstances: quality 100-m.p.h. sports car (s/c). Hand-made in 1938, stored seven years, put on the road again 1947 at cost of over £400. Two-seater coachbuilt body; R.A.C. rating, 14 h.p.; 23 m.p.g. (not exceeding 80 m.p.h.). £950. Full particulars: Box No. 368, MOTOR SPORT, 15, City Road, E.C.1.

1946 M.G. TC-TYPE. 15,000 miles. Red, with red leather, in immaculate condition. Taxed and insured until Dec., with petrol coupons. £495. Cope, Alkington, Whitchurch, Shrops.

1935 AUSTIN "NIPPY". Excellent mechanical order. Resprayed green, and many parts replated. Basic coupons untouched. £160. Write: 21, The Grove, Addlestone.

EXCHANGE—HUMBER 12-H.P., 1935, open 4-seater sports, mechanically sound, new hood and side-curtains, for 10 to 16-h.p. saloon. Henderson, 16, Sunnirise, South Shields.

LANCIA "LAMBDA".—7th Series 2-seater, shortened, rebuilt, new tyres; 8th Series standard short tourer; offers. Modified "Brescia" 2-seater; two owners; licensed seven years; very quiet engine and gearbox; £150. Fawcett, Brooksby Hall, Melton Mowbray.

HUMBER, EARLY 192-, 16-H.P., "Rousabout" body. Mechanically sound. B.E. tyres. Whole or parts. N.E. London. Box No. 369, MOTOR SPORT, 15, City Road, E.C.1.

H.R.G. 1½-LITRE, specially rebuilt and modified less than 500 miles ago for competitions, at cost of over £200, with new steering complete, springs, shockers, transmission, etc. Engine tuned, external exhaust, flared alloy wings, 16-in. rear wheels, new tyres. Spares include alternative ratios, original wings, wheels, lamps, etc.; complete with hood, tonneau. Taxed, insured. Nearest £550. Francis, 314, Coleshill Road, Castle Bromwich, Birmingham. Tel.: Castle Bromwich 2217.

HUMBER EIGHT, 1926, open 4-seater, in exceptional condition throughout. Electrical system faultless. Repairs to hood and sidescreens needed, otherwise perfect. Taxed. First £50 secures. Venning, "The Vicarage," Takeley, near Bishops Stortford, Herts.

RILEY "SPRITE", 1936. 1937 crossflow head. Crankshaft and block reground. Martlet pistons. All engine accessories reconditioned, new oil pump, valves, guides, springs, rocker-shafts. Brakes relined, new steering king-pins, bushes and ball-ends. Preselector box overhauled by Armstrong Siddeley. Body and fitted suitcase repainted metallic-silver. Tyres good. Mileage since £150 overhaul, 2,500. Available with spare set of pistons and additional cycle-type wings, three weeks. Offers over £625. Kay, 31, Bath Street, Cheltenham.

1½-LITRE INVICTA saloon, excellent condition, extensive overhaul; resprayed black and cream; good tyres. £165 or exchange, F.I.A.T. 500, or what have you? Offers. Box No. 371, MOTOR SPORT, 15, City Road, E.C.1.

COMPLETE REBUILD.—Short-chassis "Red Label" Bentley; £10 tax; new body, water-jacket plates, mags., tyres, brakes, bored, and lined. Terrific performance. Spot-on throughout. Cost a mint of money. Must sell £600. Weller, "Warminghurst," Withdean Road, Brighton. Tel.: Preston 7214.

VINTAGE.—1927 3-LITRE short-chassis 2-seater Invicta. Very fast; new 19-600 tyres, battery. Reasonable offer. Also Vauxhall "14/40" 1924 spares. Edge Grove, Aldenham, near Watford, Herts.

£150 OR NEAREST.—M.G. Magnette 2-seater, 1935. Requires attention. Must sell. S.A.E. for details. Seen West Riding, Yorkshire. Box No. 372, MOTOR SPORT, 15, City Road, E.C.1.

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For light alloy bodywork, wings, tanks, etc. Chassis built to any specification. Complete or partial specials constructed. Light alloy steering wheels, cylinder heads copperized and burnished, vintage spares, including Alvis "12/50" and Lea-Francis, high compression gaskets. Also the finest stock of B.E. tyres and tubes in the country. Vintage and veteran wheels. We give a service to the enthusiast second to none, in price and quality.

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FOR SALE—continued

"DOLOMITE" TRIUMPH 1937 saloon. Recently overhauled. Good tyres. Fast, sound. £225. 157, Askew Road, W.12, or Tel.: RIV 7051.

2-LITRE LAGONDA open sports, May, 1928. 57,000 miles. Two owners since new. Refitted complete over last 18 months. Engineer-owned and maintained regardless of expense. Instruction books. Specimen car in as new condition. £250. Box No. 373, MOTOR SPORT, 15, City Road, E.C.1.

SINGER "LE MANS," 1934, excellent condition, £130. Ford Eight engine, £10. Riding boots, suitable motor-cycle racing, 4 gns. 19, Spring Park Road, Shirley, Croydon. Tel.: Addiscombe 5950.

BENTLEY 3-LITRE short chassis coupé, 1925. Sound throughout. S.U. carbs., Zeiss headlamps; 20 m.p.g. £130. Dodd, 9, Meadoway, Bishops Cleeve, Cheltenham, Glos.

EXCHANGE.—1937 FORD TEN saloon—engine, dynamo, starter, radiator, gearbox, back axle and shockers reconditioned 4,000 miles, brakes and steering 500 miles; new carb.; mechanically sound and reliable, appearance good (no dents in body or wings)—for open 4-seater. Prefer Lagonda "Rapier" or 2-litre, or Riley, M.G., up to 1½ litre. Pearson, "Aysgarth," Barnet Lane, Elstree. Tel.: Elstree 1848.

BUGATTI TYPE 35, G.P. unblown 2-litre, with road equipment, including generator, etc.; new tyres; licensed; recently overhauled and raced at Silverstone. Ideal car for enthusiast. Offers. Tulloch, "Tullochside," Redbourn, Herts. Tel.: Redbourn 242.

MK. IV RILEY NINE 4-seater tourer, 1929. Mechanically excellent condition. Body rather worn but usable. £70. Write or telephone. 64, Hillside Road, S.W.2. Tel.: Tulse Hill 1554.

AUSTIN "SPEEDY," 1935. Laystall pressure crank and rods; h.c. head, high camshaft; 16-in. rear wheels; hood. Good condition. £165. Campbell, 15a, Stratford Road, Shirley, Birmingham. Tel.: Shirley 1138.

LAGONDA 1929 3-LITRE. Tickford drophead saloon. Good condition. Seen London area. Must sell. £75 or offer. Box No. 374, MOTOR SPORT, 15, City Road, E.C.1.

ALFA-ROMEO "1785" 1,750-C.C. double overhead camshaft "Gran Turismo," August, 1932; unsupercharged. Beautiful 4-seater folding-head coupé; modern appearance; engine completely overhauled; general condition exceptionally good. £300. Box No. 375, MOTOR SPORT, 15, City Road, E.C.1.

TALBOT 1935 "105" tourer. Recent £250 overhaul; resprayed grey with red wheels. Speeds: 90, 80, 60 and 40 m.p.h. on top, third, second and first gears; 18 m.p.g. One of the best "105s" on offer. Alvis "Speed 20" Charlesworth saloon; just resprayed; new carpets and head lining; new tyres; steering overhauled; sound mechanically, and good performance. Sunbeam 1927 20.9-h.p. engine and chassis spares, dynamo, magneto, starter, Klaxon horn, etc.; all cheap to clear. 3-litre Sunbeam engine and chassis spares. Rudge wheels, 19 in. by 42 hubs, 21 in. by 52 hubs, 820 by 62 hubs, and many others. Rudge hub-caps, 42s, 52s, 72s, new and secondhand. Scintilla magneto, MN6, 7, unused since rebuilt as new. "Rapier" cylinder block, Hepworth flanged liners, fitted complete with set of standard Specialoid pistons. "Rapier" flywheels and clutch assemblies. All "Rapier" engine and chassis spares, new and secondhand. "Ulster" Austin, nearly complete engine and gearbox. Downton Engineering Works Ltd., Downton, Wilts.

EXCHANGE, CASH EITHER WAY.—1937 (late) Morris 12-h.p. saloon, exceptionally clean and good, for open tourer, 1929 to 1934, Aston or 2-litre Lagonda preferred. Williams, 531, Wherstead Road, Ipswich.

MORE BARGAINS FROM EIRE. Lanchester Ten chassis, running, good tyres. £45. Lagonda blown 2-litre 4-seater P.100 lamps, perfect. £160. Alvis "Firefly" saloon, recent overhaul, tyres as new. £135. Delage 5-litre chassis ex-"Bira" and Capt. Miller, professionally fitted Hudson straight-eight engine and 2-seater body. Capable over 100. £140. Hudson 21-h.p. R.E.A.L. tourer. Shabby but goes like an Allard. £60. Talbot 65 saloon. Fair. £45. Talbot 75 saloon. Needs gearbox overhaul. £45. Sunbeam 1912 tourer. Original condition and runs well. £75. Rolls "Silver Ghost" chassis. £65. Alpine Eagle 2-seater. Very shabby and blocks frost cracked, but worth reconditioning. Spare engine included at £75. Stellite 1913. Perfectly restored 8-h.p. 2-seater, new tyres. £65. Trojan 1926, on pneumatics; perfect mechanically, body needs attention. £35. Swift Ten, 1931, ditto, £35. Talbot "8/18" 2-seater, ditto, £35. All prices include freight to Liverpool or Fishguard. All cars free duty and P.T. Spares for most vintage models in stock. Let me know requirements in cars or spares and I'll probably get them. H. A. Barlee, Calary Glebe, Kilpedder, Co. Wicklow. Telegrams: "Barlee, Roundwood, Eire."

LANCIA "AUGUSTA" 1934, excellent steering, suspension, brakes, tyres, and mechanical condition. £160. Letters only. Spencer, 6, Roseberry Gardens, London, N.4.

FOR SALE—continued

LAGONDA 2-litre four-cylinder 13-h.p. new open close-coupled 4-seater body (1948). Tel.: Tulse 4148.

GREEN LEATHER SEATS from 1949 "TC" M.G. New and unused. £7. Miss Haig, Twitten Orchard, near Pulborough, Sussex.

ONE COMPLETELY RECONDITIONED MERCURY ENGINE. All manifolds, carburetters, starter, dynamo, etc., Not yet run. Best offer. Whittet, Whinlands, Lightwater. Tel.: Bagshot 338.

1934, T.T. REPLICA, FRAZER-NASH. Recently overhauled; 4 E.D. Meadows, new hood, screen, undershield, battery, etc. £270. Nash, 198, Stansted Road, Bishop's Stortford, Herts.

1939 SUNBEAM TALBOT drophead coupé, in very nice order; metallic grey; all new tyres. Taxed Dec. £395. 1934 Morris Sixteen saloon in very good order, new tyres. Taxed Dec. One owner only; bargain. £150. 1934 Alvis "12/60" tourer; goes like a bomb; new hood and screens. Taxed. All new tyres. £155. 1933 Alvis "Firefly" sports saloon. Complete overhaul and rebore for the first time, not yet used. £250. 1934 Ford Eight saloon; all new tyres. Taxed Dec. £125. 1933 Austin heavy "12/4" saloon; real good old car. £95. 1930 Morris Minor tourer. Good but requires new hood. £50. 1929 Humber Nine in original condition. One owner only, requires rebore. £55. 1934 Wolseley Nine Maltby sports tourer. Complete overhaul including replacement engine: rewired, new hood, all new tyres. Taxed. £165. These and a few late arrivals offered this month. Part exchange a pleasure. Insurance with leading companies on the spot. Vintage and sports cars purchased for cash. Personal attention at all times. Herston Motors, 409-411, High Street, Swanage, Dorset. Tel.: Swanage 2730.

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Large stocks of Sports Components

Light Alloys, etc.

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Telephone: NAYLAND 334

LAGONDA 2-litre low chassis, open fabric, 4-seater, cycle wings. Full basic. £200. Box No. 379, MOTOR SPORT, 15, City Road, E.C.1.

BENTLEY, 1924, "BLUE LABEL." Closed body, fair, battery and tyres poor. Mechanically good. Full running order. Untaxed. £80. Holland, 3, North Parade, Hatfield.

ROLLS-ROYCE, 40/50-H.P. "SILVER GHOST." September, 1924. Fitted Servo f.w.b. Shooting brake type body, fully glassed with side and rear doors. Dunlopillo seats. In good condition and just completed 1,500 miles tour France and Switzerland. £250 or offer. Box No. 380, MOTOR SPORT, 15, City Road, E.C.1.

WOULD YOU LIKE ACCELERATION equal to a "Tiger 100"? It's yours for £150, including tax to December at £5 rate. This is a 30-h.p. Ford V8 in a Riley Nine chassis; standard Ford three-speed box; no body; five new tyres. The engine has been very little used and is in prime condition. Two cycle wings in front; two new bucket seats. A highly potent special. Letters only. R. F. Neame, Perry Cottage, Selling Faversham.

MORGAN 3-WHEELER, 1936, S.S. Rebores, new tyres, fast, 55 m.p.g. £145, offers. 82, Musters Road, West Bridgford, Notts.

ALVIS 16-H.P. "SILVER EAGLE" coach-built saloon. Overhauled and perfect. New tyres. Taxed. £250, or consider exchange smaller car. A. Brown, 11, The Rock, Bury, Lancs.

1925 BEAN 14-h.p. tourer. Still mechanically sound and reliable runner. £25. Posted overseas. Cornish, "The Woodlands," Kington, near Grantham.

FOR SALE—continued

ASTON-MARTIN body (c. 1934); slightly bashed; three Aston-Martin wings; new hood; side-screens, petrol tank. £40 the lot; would separate. Letters only. R. F. Neame, Perry Cottage, Selling, Faversham.

RILEY "LYNX" 9-H.P. Special series engine. Extensively rebuilt at cost of about £200 (bills available), including all new gears in gearbox, all fittings rechromed, new hood and side screens, etc. Rebores 2,000 miles ago. Genuine 35 m.p.g. Owner would consider exchange with cash adjustment, for 1½-litre 4-seater sports tourer, special, or outright sale. Box No. 381, MOTOR SPORT, 15, City Road, E.C.1.

"BROOKLANDS" MORGAN. Special 1,098-c.c. KMC Blackburne fitted (small mileage ex-works). Aerodynamic 2-seater bodywork. Rev.-counter, Rudge wheels, Aero-screens, etc., etc. Very fast. Petrol. Education forces sale. Photo or seen Gloucestershire. Offers to Box No. 382, MOTOR SPORT, 15, City Road, E.C.1.

LANCIA, 1924, convertible 14-h.p. Speedo reading 31,000. Stored 10 years. Original condition throughout, including unworn carpets. Mechanically excellent. Brakes re-lined. Battery re-plated. Six nearly new tyres. Springs re-set; 28 m.p.g. Oil absolutely nil. Cruises 55-60. Taxed. Coupons. £140. Bailey, 1, High View Road, Upper Norwood, S.E.19.

TRIALS SPECIAL. Austin chassis overhauled; new (not reconditioned) Ford Ten engine 600 miles only; very sound, good "Austin" appearance. £145, or best offer. Petrol coupons. View Manchester or Coventry district. Box No. 384, MOTOR SPORT, 15, City Road, E.C.1.

LAGONDA 4½-litre pillarless sports saloon, one previous owner, and in really exceptional condition in every way. £350. Alvis "12/50" 1932. Bored, sleeved, and mechanically overhauled, twin carbs., new tyres, rather stark open sports 4-seater body, definite enthusiast's car. £105. Alfa-Romeo 1,750 twin-cam, 1930, Weymann saloon, re-fabricated and painted, very nice order throughout. £170. Peugeot model 202, 1939. 4-door sports saloon, engine completely overhauled, brakes re-lined, new tyres and battery, leather upholstery, good body, but poor paint; very lively little car. £180. Sunbeam "21/60" landaulette, 1926; good tyres and excellent running order, ready to drive away. £30. Breaking 1929 Sunbeam saloon "21/60"; all spares except cylinder block and head. Exchanges entertained on any of the above; for fuller details see last month. C. J. Bendall, 25, Orchard Road, Stevenage.

AUSTIN SEVEN special 2-seater sports. Rebuilt and registered 1949. Ricardo head, Martlet pistons, high-lift cams, tulip valves, wide rimmed wheels. £85. Skrinar, 56, Clarendon Road, London, N.8. Tel.: MOU 2695.

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FORD MERCURY 32.5-h.p., and 30-h.p. engines. We have in stock five absolutely new 32.5-h.p. engines, also two 30-h.p., all at £75 each. Also Mercury engines which have had some use, been stored, stripped by us, inspected and re-built. None of the engines we are offering have, however, completed running-in. These cost £65 each, and we welcome any inspection before purchase. We have Lucas magnetos, distributors and coils, Ford timers, Crab-type distributors, starters, generators, clutches, in fact anything to do with the above engines, including superchargers. Thorne's Garage, Ltd., Leatherhead, Surrey. Tel.: Leatherhead 2048.

ALLARD CARS. See our entry under Ford Engines. Thorne's Garage, Ltd., Leatherhead, Surrey. Tel.: Leatherhead 2048.

FORD 30-H.P. CAR OWNERS. Why not let us quote you for fitting a new 32.5-h.p. Mercury engine into your car. The increase in performance is quite remarkable. See our entry under Ford engines. Thorne's Garage, Ltd., Leatherhead, Surrey. Tel.: Leatherhead 2048.

RILEY 1½-litre Merlin saloon, 1936. Two-carburettor engine, pre-selector. Good tyres, battery. £200. BM/KPEH, London, W.C.1.

KEN RAWLINGS offers his trials special "Buttercup." Particulars K. Rawlings, 324, Wake Green Road, Birmingham, 13. Tel.: Midland 2911.

AUSTIN SEVEN COIL IGNITION ENGINE, with carburetters, manifolds, clutch, gearbox, dynamo, distributor. £15. Less dynamo and distributor. £11; 1935 Ford 8-h.p. front axle, complete hubs, radius arms and wheels, less tyres. £5. "Oakhurst," Northgate, Northwood, Middlesex.

B.M.W. TYPE 55. Immaculate and well maintained throughout, would like to exchange for 4-seater drophead, same make, similar condition. Cash adjustment either way. Jack Lister, Winterow, Ripponden, Halifax.

M.G. MIDGET 10-h.p. 2-seater, 1937, "TA" model. Very good condition. £275. 88, Bridle Road, Pinner, Middlesex. Tel.: Pinner 3346, evenings.

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LAGONDA 2-litre 1931 (blown). Engine, gear-box, clutch, back axle, brakes, wheels, steering, radiator wiring, batteries, generator, starter, magneto, S.U. carb., instruments, wings, hood, tonneau cover, sidescrims, envelope, four covers, five tubes. All rebuilt or new. Engine now unblown (recently removed to conserve petrol), fitted h.c. pistons (72 mm. standard), blower and all parts available for conversion back to blown form, all rebuilt as new. Car rebuilt over two-year period with intention of retaining for many years, domestic reason for sale. This is a genuine rebuild by engineer enthusiast. Any trial or inspection, full petrol. £375. McArthur, 23, Sexton Avenue, Bedford. Tel.: Bedford 5357, after 7 p.m.

LAGONDA tourer, 1922, vintage. Complete, starter, electrics, lamps, four new tyres, in good running order. Taxed Sept. £25. Terraplane Straight Eight English foursome coupé. Perfect, fast and comfortable car. £200. Stutz "Black Hawk" Weymann saloon. Spare engine. £140. Hudson Sedan 8-seater, make country hire car. £60. All at Mary Farm Works, Crawley, Sussex.

ALFA-ROMEO, 1931, 1½-litre single-camshaft, 2-door, 4-seater fixed-head coupé, twin spares, recent engine overhaul. Really fast and smart car. £165 or exchange Frazer-Nash or open model Riley Nine. C. Arnold, 8, Homestead Way, Northampton. Tel.: Northampton 5001.

M.G. MIDGET. 600 miles since rebore, crank ground, new mains, new streamline aluminium body, with new hood, resprayed Ming blue. £120 or near offer. Watson, Stoneylands, Grange Road, Egham, Surrey. Tel.: Egham 2169.

M.G. 746-c.c. Marshall supercharged "Q" type single-seater. Very special crank and rods, new Martlett pistons, new Scintilla magneto. Latest 2 L.S. Lockhead brakes, close-ratio crash box. Originally built by W. E. Humphries, the whole car is in excellent condition. Full details, apply: Lant, 36a, Granby Street, Leicester. Tel.: Leicester 59120.

LEA-FRANCIS, 1932, 2/3-seater with dickey. Good order throughout. Nearest £135. Welford Bros., Opal Street, Leicester. Tel.: Leicester 65903.

RILEY NINE SPARES of all descriptions up to 1934, including all engine parts, gearboxes, axles, wheels, etc. 1931 chassis complete, including engine, cleaned, painted. Tow away £30 or near. Welford Bros., Opal Street, Leicester. Tel.: Leicester 65903.

1934½ STELVIO RILEY. 13.5 preselector, all-metal saloon. Genuine 34,500. Stored seven years. Superb condition. Coupons July onwards. Original bores. £160. Photos. "Holmbury," Ranelagh Street, Hereford.

LANCIA "LAMBDA" 8th series short-chassis torpedo tourer. Perfect in every detail. Offers. 90, Brighton Road, Banstead, Surrey. Tel.: Burgh-Heath 1520.

BENTLEY 3-LITRE "Red Label" speed model, 1928, V.D.P. New engine 1938, lightened flywheel, etc., reconditioned magnetos, new battery, reupholstered, retrimmed, new tonneau cover, re-cellulosed; 23 m.p.g. Petrol. Bargain. £225. Maxwell Gilbert, 34, Bushmore Road, Hall Green, Birmingham. Tel.: VIC 0769.

RILEY 14-h.p., 1934, sports saloon. Reconditioned engine. Universal joints, new batteries. Oil coil fitted, new tyres, etc., wheels re-enamelled. Taxed. Petrol. Nearest £150. Maxwell Gilbert, 34, Bushmore Road, Hall Green, Birmingham. Tel.: VIC 0769.

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"BROOKLANDS" RILEY. Excellent performance and appearance, six months petrol. Nearest £175. Taylor, 25, Southfield Grove, Merry Hill, Wolverhampton.

TO VINTAGE COLLECTORS.—BENTLEY 8-LITRE, 45-h.p. sports saloon, finished grey with brown hide upholstery, and loose down-filled cushions fitted, original woven basketwork floor mats, brown cloth roof lining and sunshine roof. This car was first registered June, 1932, total mileage 53,000, and was fitted with a new engine just prior to war, during which it was stored, engine having done 7,000 miles only. Walnut dash is complete with every worthwhile instrument, every original tool fitted into mahogany trays in running-boards. Engine chromium plated throughout, Lucas P.100 lamps, with chromium Notek spot-lamp, special stop-lamp, twin rear lamps and large reversing lamp fitted. Disc wheels, tyres good, spare unused, built-in luggage trunk, original log book giving details of each day since car was born, together with maker's instruction book available. Taxed to end of year. Cost £3,000 when new. This lovely car can only be described as a miracle, and cannot fail to appeal to anyone interested in such vehicles, at the paltry figure of £475. A.A. or R.A.C. examination welcome. Trial run by appointment; telephone Valentine 6260, evenings, or write: 79, St. Andrew's Road, Ilford, Essex.

FOR SALE—continued

SUNBEAM 3-litre drophead coupé, 1930. Mechanically perfect, body sound, well shod. £150 or near offer. Turner, 41, Kenley Road, S.W.19. Tel.: LIB 4100.

RILEY NINE, 1932. Recellulosed cream and black. New piston rings, three new tyres. Good hood, screens. Full petrol ration. £120 or offer. Key, 92, Front Lane, Cranham, near Upminster, Essex.

LAGONDA 2-litre low-chassis speed model 4-seater tourer. Completely rebuilt 1948. Mechanically perfect, new hood, tonneau, tyres, etc. £10 tax, 25 m.p.g. £280 or near offer. Smith, 3, Dalton Road, Ipswich, Suffolk.

JOHN BLAND offers 1928-29 Austin Seven "Chummy." Coil ignition, three good tyres, all petrol, chassis frame, cracked engine, transmission and electrics sound. Brakes need relining. £22 10s. 1946 (late) Bradford Jowett van. Low mileage. £300. 27, Southfields Road, S.W.18. Tel.: Vandyke 1612.

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1922 E-TYPE "30/98" VAUXHALL VELOX tourer. E. 383. Whole car in immaculate condition throughout. Only covered small mileage since complete rebuild. Many modifications, including Delage front axle, Ford clutch, impulse starter, magneto and ki-gass, giving absurdly easy starting in all temperatures. External exhaust system. New tonneau and hood bag. Terrific performance with complete reliability. Without doubt the finest E-type in existence. Seen at Fishers Garage, Brockenhurst. £400 or nearest. D. Axel-Berg, Weston Aero Club, Weston-super-Mare.

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RILEY SPORTS 2-SEATER, 1½-litre, 1936. Unused seven years. Run a few thousand only since complete overhaul. Taxed year, all petrol. First offer over £250. 42, Bridge Street, Walton-on-Thames. Tel.: 2655.

FOR SALE—continued

BENTLEY, 1930, 4½ standard V.D.P. tourer. Recently overhauled and beautifully maintained. £360. The Cottage, 11, Calonne Road, Wimbledon.

ALVIS 16.9-H.P. "SILVER EAGLE", 1932, coach built; 4/6-seater tourer, black, red leather upholstery. Purchased in 1947 for £395 (receipt shown). This included re-cellulosing, new full-length zipp tonneau cover and five new natural rubber tyres. Laid-up during war, and since run on basic only. The whole car is in very attractive condition and does 20 m.p.g. or better. Reasonable trial run for bona fide purchaser. Offered for prompt sale with all summer coupons. £250 or nearest. Brooks, Tel.: Upminster 4555, evenings and week-ends.

AUSTIN-FORD wheel conversion discs, £1; Austin-Ford engine mounting brackets, £4; exchange Ford Eight and Ten higher C.R. 7:1 cylinder heads, improves performance and m.p.g., £1; exchange lightened Ford Eight and Ten flywheels, £1; pair new Austin Seven 5.50-in. by 15-in. wheels, tyres, tubes, £12; 1938 Austin Seven three-bearing engine, completely reconditioned. Offers. R. Yeats, 8, Cavendish Road, Chiswick, W.4.

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1935 M.G. "PA" 4-seater. Recent respray and engine overhaul, new steering box, etc. Raised compression and high-voltage coil fitted. Fast and reliable. £190. Wanted: Crankshaft and Marshall supercharger for similar car. Arkell, Bourton End, Shrivenham, Berks.

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"NIPPY" AUSTIN, 7-H.P., 1936. Black. Has been carefully driven on basic since rebore and engine overhaul; five new tyres and hood fitted at same time; springs retamped and set this year. Owner getting new car. Best offer over £150. Seen London. Box No. 387, MOTOR SPORT, 15, City Road, E.C.1.

MORGAN "4/4" 2-seater sports, 1947 (November). Genuine 12,000 miles since new; green and black; excellent condition. Two unused spare wheels. Taxed. Offers near £475. 14, Lincoln Road, Peterborough. Tel.: Peterborough 3021.

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

SIX NEW HIGH-COMPRESSION PISTONS complete, Blackburn Frazer-Nash, £7 10s. Three new Amal carbs. for same, £10. E.N.V.75 s/c box, £20. Alvis "12/50" cylinder block, £10. "Speed 20" Alvis k.o. wheels, £4. Riley Nine head, £5. New oil and water dashboard thermometers, 15s. Boost gauges, £1 5s. Four Hartford telecontrol shockers, £9. Bugatti manifolds and 35-mm. Solex carbs., £2 each. Various Frazer-Nash sprockets, £15. G.N. wheels, 10s. "52" Rudge wheels, £1. Alvis "Speed 25" cylinder head, £20. 12-volt coils, 10s. Alvis "Speed 25" starter, £15. Alvis "Firefly" engine, £50. Alvis "Firefly" rear axle, complete, £20. Alvis six-cylinder "Silver Eagle" engine, £25. Alton Garage, Alton Road, Richmond. Tel.: 0469.

BENTLEY "RED LABEL" engine and chassis spares, including block. Box No. 388, MOTOR SPORT, 15, City Road, E.C.1.

ALVIS F.W.D. green 2-seater. Good condition and good hood. New battery and tyres. £175. Strachan, 22, Haig Road, Catterick Camp, Yorks. Tel.: Catterick Camp 3059.

VAUXHALL "14/40" 1927 5-seater tourer. Four-speed box, f.w.b., tubular front axle, 21-in. centre-lock wire wheels with 5.25 tyres, all good. Ricardo-designed engine, with aluminium head in perfect condition; 28/30 m.p.g. Brakes recently relined and transmission overhauled. Good hood and side-screens. Body (all aluminium) recently resprayed. Total weight, 21 cwt. Whole car in excellent and original condition. £110 (near offer). Seen London. Box No. 389, MOTOR SPORT, 15, City Road, E.C.1.

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MORGAN THREE-WHEELER, absolutely any age and condition. Fox, 24, Heygate Road, Eastham, Cheshire.

SEVERAL GOOD CONDITION RACING TYRES, 6.00 and 5.25 by 19, reasonable price. "Inveroak," West End Lane, Stoke Poges.

RILEY "SPRITE" ENGINE, condition immaterial, but must be complete. Also Frazer-Nash deflector head, must be perfect and uncracked. Ruddock, 27, Adelaide Crescent, Hove.

INSTRUCTION MANUAL, Lagonda "Rapier," 1934. Advertiser willing to pay for sale or loan of same. Box No. 349, MOTOR SPORT, 15, City Road, E.C.1.

ENFIELD-ALLDAY ENGINE, gearbox 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.

"MOTOR SPORT," clean copies: 1931, Jan., April, July; 1940, Jan., June, Aug., Oct.; 1941, April, May, Sept.; 1943, Jan., Dec.; 1944, Jan.; 1945, Oct. State prices to: Cargill, Kingston Gorse, Littlehampton, Sussex.

ALFA-ROMEO WANTED, any model pre-1930. Box No. 378, MOTOR SPORT, 15, City Road, E.C.1.

LANCIA WANTED, any model other than "Aprilia." Box No. 351, MOTOR SPORT, 15, City Road, E.C.1.

1919-1923 SUNBEAM 16-H.P., 4-cylinder tourer or sports. Condition immaterial if basically sound, complete and original. Pre-war "12/16" considered if as above. Box No. 352, MOTOR SPORT, 15, City Road, E.C.1.

TRIALS SPECIAL urgently required, reasonable condition, any type and capacity considered, but not above £450, preferably much cheaper. Box No. 353, MOTOR SPORT, 15, City Road, E.C.1.

A BODY, either saloon or 4-seater tourer for 1933 3-litre Lagonda ZMBS chassis. Stark, 6, Castle Street, Cambridge.

FOR AUSTIN SEVEN. Fold-flat screen, 1 in. side draft S.U.; 1933 starter, 1933 flywheel cover, deep sump. Hewitt, 46, Stanway Road, Coventry.

FOR 1931 B.S.A. four-cylinder three-wheeler, Model TW, four leather (?) connecting links for front transmission. E. M. Kelsey, 41, Wynnstay Gardens, W.8.

FOR RILEY NINE. 30-mm. three stud, twin-carburettor manifold. Hawkins, 54, Oxford Road, Ponders End, Enfield.

OPEN 2-SEATER BODY for J-type M.G. 19, Charnock Hall Road, Gleadless, Sheffield.

CHASSIS COMPLETE less engine to house air-cooled V8 Steyr. Body not important, suggest large brake drum G.P. Bugatti, Lancia "Atalanta" SS 100, etc. £100 available. Details to Meharey, B Mess, 609 H.Q., Milgov, Hamburg, B.A.O.R. 3.

"12/50" ALVIS SPARES, complete or otherwise. Williams, 531, Wherstead Road, Ipswich.

BUGATTI CHASSIS, TYPE 37A or similar, must be in sound condition. Box No. 363, MOTOR SPORT, 15, City Road, E.C.1.

1932 Lagonda open 4-seater, low-chassis 3-litre; good all-round condition; £70.

1933/4 "14.9" Ford 2-door saloon. Resleeved, new pistons, reground crank, etc. Very clean throughout. £150.

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ANY SPARES FOR and information on Humber 6-h.p. single-cylinder, 1906, urgently needed. Contact breaker assembly for above. Also required: 8,000-r.p.m. 5-in. rev.-counter and drive. Box No. 370, MOTOR SPORT, 15, City Road, E.C.1.

CHEAPLY.—SPARES FOR 2 OR 3-LITRE, or "16/80" Lagonda, or complete car or chassis for breaking up. Box No. 376, MOTOR SPORT, 15, City Road, E.C.1.

TWO-SEATER ROADSTER wanted. Any year. Austin, Morris Ten, Jowett Seven, similar. Goer, Shardlow, 25, Vernon Road, Leeds.

2-LITRE A.C. ENGINE and gearbox. Major components must be sound. Box No. 364, MOTOR SPORT, 15, City Road, E.C.1.

PAIR OF HEADLAMPS for 1926 "Red Label" Bentley. P. N. H. Gush, Wiltshire Flying Club, Thruxton Aerodrome, Andover, Hampshire.

LARGE SALOON CAR or coupé, 20 h.p. or over; rough, or minus engine will do. Body, chassis and transmission must be good. Particulars and price: Box No. 367, MOTOR SPORT, 15, City Road, E.C.1.

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- 100 $\frac{1}{2}$ " S.A.E. x $\frac{3}{8}$ " long cadmium-plated high-tensile bolts, with nuts. 5/6 post paid
Only 160 lots available, and we cannot repeat.
- 24 $\frac{1}{2}$ " B.S.F. x 1" high-tensile bolts. } 8/6
24 $\frac{1}{2}$ " B.S.F. x 1" " " set screws } post paid
24 $\frac{1}{2}$ " B.S.F. x 1 $\frac{1}{2}$ " " " set screws }
72 Pinnacle anti-vibration nuts, H.T. }
Note. Set screws are hex. headed bolts, but threaded right up to head.
- Half gross asstd. Simmonds anti-vibration nuts, B.S.F. sizes $\frac{1}{2}$ ", $\frac{3}{8}$ ", $\frac{5}{8}$ ". 6/1 post paid
- 1 gross as above, same sizes. 10/9 post paid
- Spanners, chrome steel, blue finish, set of seven double-ended, 12-point ring spanners, from $\frac{1}{8}$ " Whit. ($\frac{3}{8}$ " B.S.F.) to $\frac{1}{2}$ " Whit, each size repeats on next size larger. Sorry, but only 35 sets available, and cannot repeat.

ONLY 25/3 set, post paid

Delivery of all above, while supplies last, is by return of post.

● Our regular Mail-Order service continues as usual.

■ Autumn issue of the WADE WORKSHOP STOCKLIST will be ready during Sept., and will be mailed automatically to customers already on our books. A p.c. puts you on our mailing list.

● We are preparing to supply all listed items in cadmium-plated rustproof finish, at slight extra cost.

● We shall shortly be able to offer chromium-plated screws and bolts in certain sizes, and to order on any size.

All correspondence, please, to:
35, GUILFORD ROAD, LEICESTER

Callers welcomed at our Warehouse,
155a, QUEENS ROAD, LEICESTER,
particularly Saturday mornings, up to 1 p.m.

Sports cars bought, sold, exchanged. Dismantled spares, M.G., Singer, Morris. Parts, fittings, gadgets, wheels, tyres, hub caps, clocks, tanks, meters, lamps, screens, mascots, badges, perspex sheet, aluminium sheet, tube, strip. Chromium plating. Instrument repairs. 30,000 books, magazines. 200,000 photographs. 3,000 instruction manuals. Catalogue, 3d. Anything bought for cash.

G. A. FINAL
15, Nashleigh Hill, Chesham, Bucks.

WANTED FOR "SPECIAL."—Light spin-off axles, with good brakes (early "Speed 20" i.f.s. would do). Also "Silver Eagle" 3-carb. manifold complete. Routledge, Scholes, Leeds.

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

BACK AXLE WANTED for 2-litre special, 4 ft.—4 ft. 4 in. track, 4.5 ratio, rod or cable brakes. Early Ford V8 considered. Girling, "Freshfields," Falkenham, Ipswich, Suffolk.

OPEN 4-SEATER SPORTS BODY, suitable for M.G. Magna chassis. Loveridge, Dringarth, Laver-nock Road, Penarth, Glam.

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WANTED—continued

FORD V8 and Mercury parts. Engine and accessories, gearbox, steering, prop., axles, chassis. Complete V8 shortened special in chassis form considered. 5, Alcester Road, Stratford-on-Avon. M.G. "J2" camshaft; good condition. 5, Alcester Road, Stratford-on-Avon.

TWO 16 by 600 or 17 by 600 M.G. wheels and tyres. Sale 18 by 500 ditto, Rapier spotlight, 450 by 18 retreat, Austin Seven gearbox. Oakshett. Tel.: Holborn 9085.

VETERAN OR VINTAGE car up to 1 $\frac{1}{2}$ -litres, also old cyclecar, or three-wheeler, any make, type or incomplete. Mechanically good preferred, condition otherwise immaterial. Reasonable price. All letters answered. Box No. 383, MOTOR SPORT, 15, City Road, E.C.1.

"PA" M.G. 19-in. k.o. wheel, also suitable blower, manifold, cheap. Any condition. Graham, 20, Vulcans Lane, Workington, Cumberland.

BUGATTI CHASSIS Type 37A or similar without engine. Must be in sound condition, preferably with body. Epsom area. Box No. 385, MOTOR SPORT, 15, City Road, E.C.1.

TRIUMPH FOURTEEN Dolomite or Vitesse engine. Condition immaterial. 225, Moor Green Lane, Birmingham, 13.

"14/40" VAUXHALL tourer wanted in running order. C. Arnold, 8, Homestead Way, Northampton. Tel.: Northampton 5001.

RADIATOR STONEGUARD and Layrub prop.-shaft for 1936 Riley Nine Merlin. Towers, Warneford House, Buckland, near Faringdon, Berks.

3.75/1 CROWN-WHEEL AND PINION for "12/40" Lea-Francis. Morriss, Rose Cottage, Heathton, Claverley, Wolverhampton.

URGENTLY REQUIRED, dynamo and starter, preferably 12-volt, for side-valve Anzani engine. Hill, Shapwick Cottage, Bushey Heath, Herts.

D.K.W. 8-H.P. BODY only; windscreen, dashboard, instruments, fuse-box, coils. Would consider whole chassis less front assembly or parts separately. Croghan, 51, Leysdown Road, Eltham, S.E.9.

CROWN-WHEEL AND PINION, 1930 Riley Nine; 8:42 or higher ratio. H. G. Plumb, Queens Hotel, Herne Bay, Kent.

SITUATION WANTED

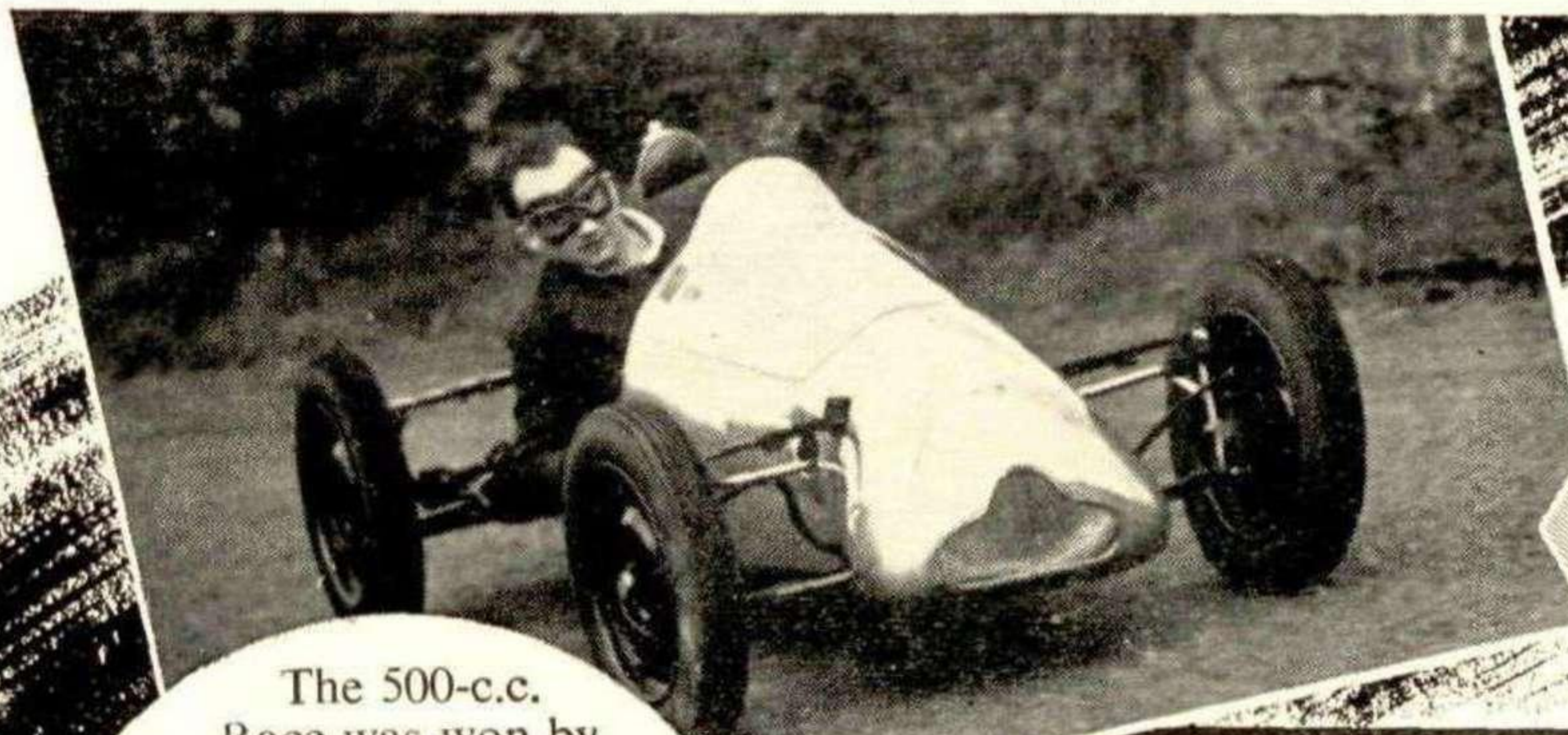
TWENTY-TWO YEARS' EXPERIENCE in coach-building shops. Fully qualified in panel-beating, all metal construction, racing bodies and welding. 18 years' driving experience. Desired, executive position. Box No. 377, MOTOR SPORT, 15, City Road, E.C.1.

GENUINE ENTHUSIAST. Good education. Ex-Austin Motor Co. (five years pre-war). Six years precision instrument engineering. Ex-leading service stations. Slight pre-war and post-war competition experience. Ex-chief test driver, receptionist, works foreman, acting manager. Full experience of costing, accounts, estimating, personnel, diagnosing, tuning, general administrative experience, etc. Desires progressive position. Prepared to invest £400. London or Bristol area preferred, not essential. Box No. 386, MOTOR SPORT, 15, City Road, E.C.1.

Unused Lucas 6v. and 12v. high efficiency ignition coils. 12s. 6d. each. Dash fitting temperature gauges. 10s. each. $\frac{1}{2}$ -in. quick release engineers' vices. 55s. each. 12v. current regulators. 17s. 6d. each. All the above ex-M.O.S. unused and guaranteed, carriage paid. C.O.D. under 15 lbs.

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