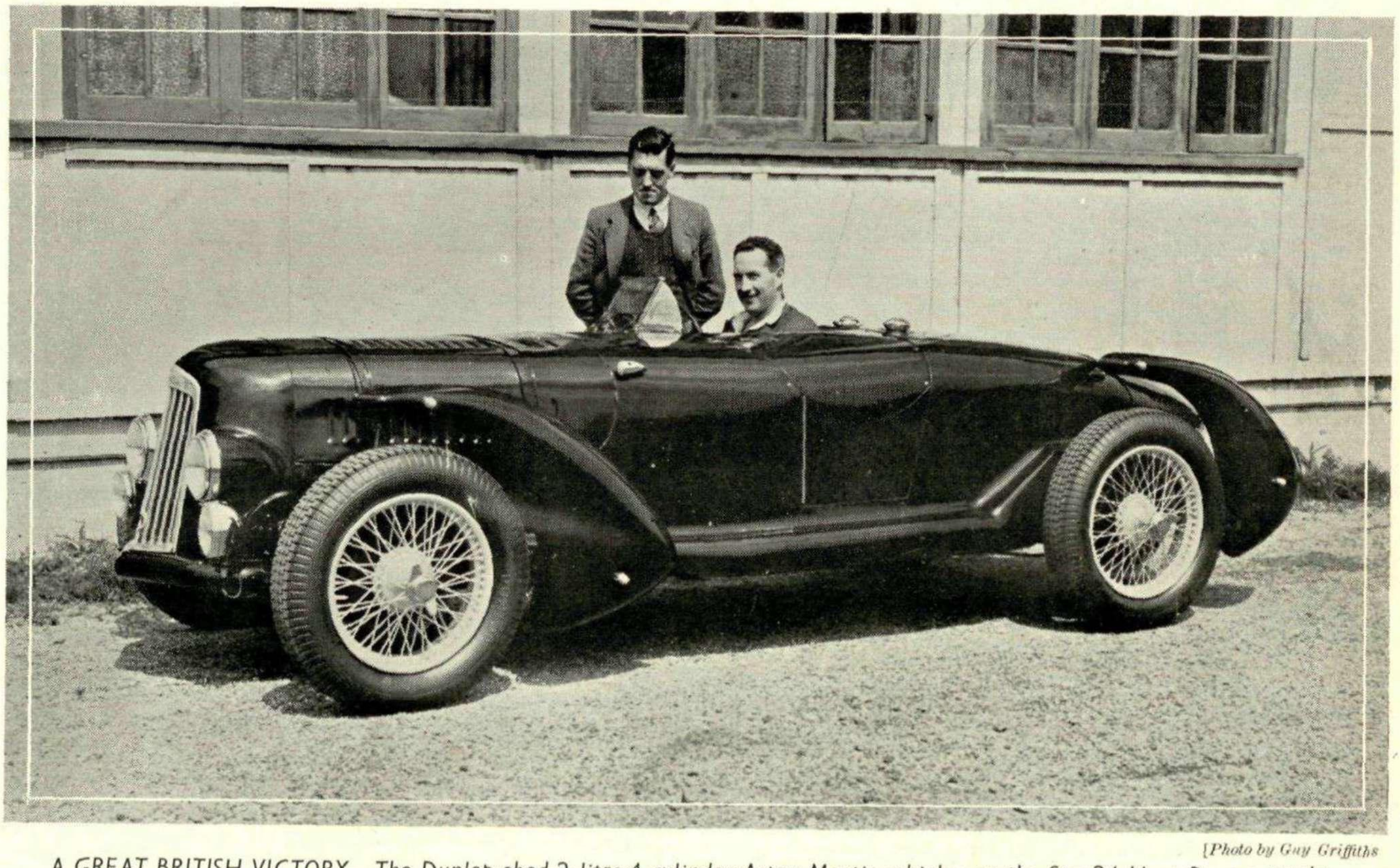
Vol. XXIV No. 8 SPA, RHEIMS, BOULEY BAY, PRESCOTT, ETC. August, 1948

# MOTOR SPORT

INCORPORATING Speed

ONE SHILLING MONTHLY



[Photo by Guy Griffiths

A GREAT BRITISH VICTORY—The Dunlop-shod 2-litre 4-cylinder Aston-Martin which won the Spa 24-Hour Race outright, ably driven by Johnson and Horsfall. The car was completed just before the race and is here seen ready to leave for Belgium, Horsfall at the wheel and Claud Hill, the designer, standing behind it. This performance greatly enhances British prestige and the production Aston-Martin, built by a firm not afraid to race its products, will be awaited all the more keenly in consequence of it.

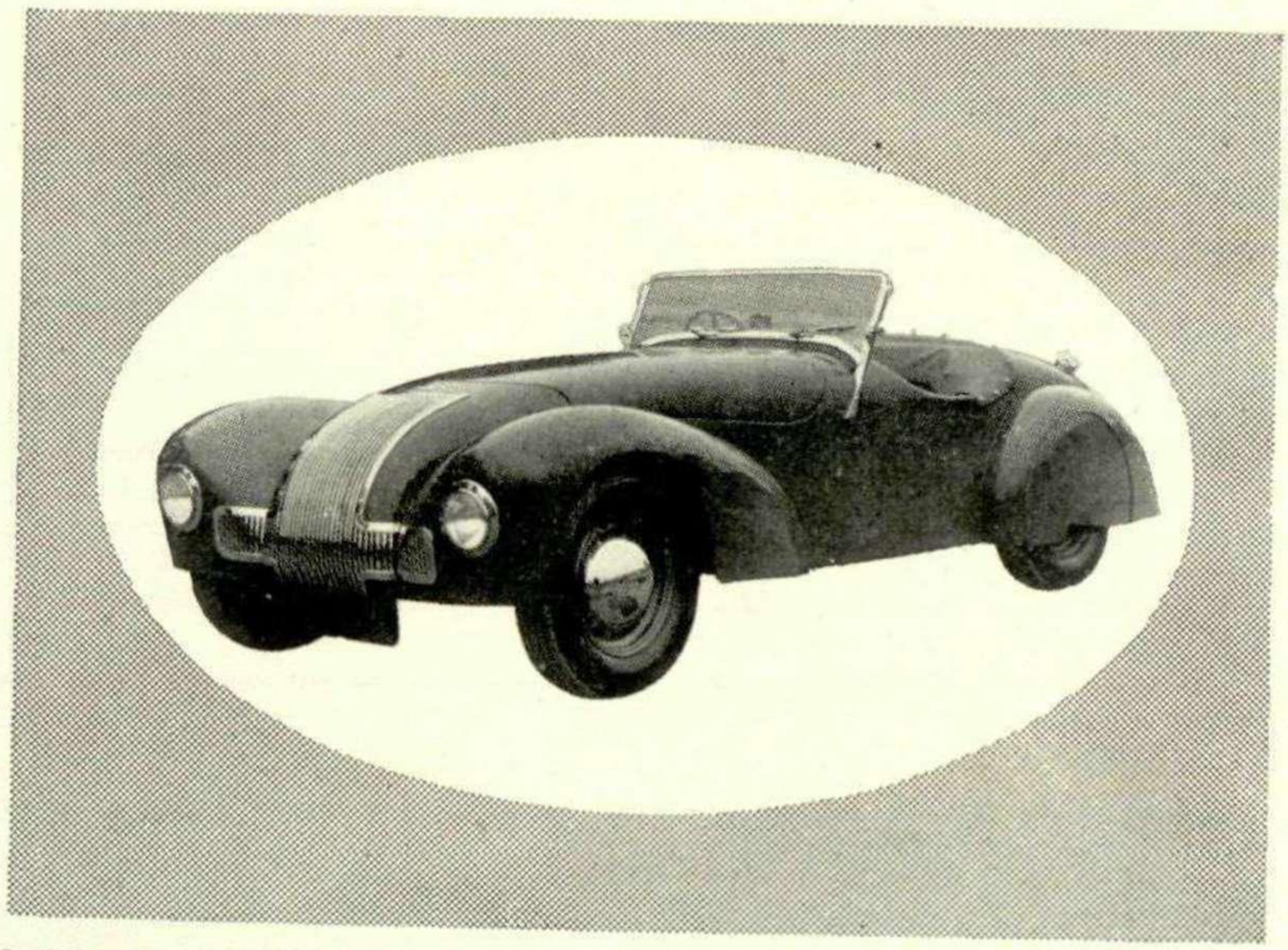
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*vide " Motor Sport," August, 1947*

VOL. XXIV. No. 8 AUGUST, 1948 PRICE ONE SHILLING

# MOTOR SPORT

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# *MATTERS OF THE MOMENT*

## A BAD MONTH

July was a sad month, for Varzi was killed during practice for the European Grand Prix, Kautz crashed fatally during that race, and in an earlier crash Trintignant was seriously injured. The thousands of spectators at Berne stood in silence for one minute before the race in memory of Varzi, little realising that before the day closed another driver would have lost his life and yet another be in hospital, gravely injured. It is the luck of the game—and motor-racing has been singularly free from such sad happenings for a long time—but no less regrettable for that. Varzi was one of the great veterans of the game and in his prime, as when he scored his three great victories at Tripoli, in 1933 with a Bugatti, in 1934 with an Alfa-Romeo and in 1936 with an Auto-Union, his name was coupled with those of *Nuvolari* and *Chiron*.

Varzi commenced his racing career on two wheels and was several times champion motor-cyclist of Italy, his fine style and quick reactions earning him the even more significant title of the "*motor-cycling Nazzaro.*" *In 1928 he bought a 2-litre* Bugatti and later changed this for the ex-Campari P2 Alfa-Romeo, with which the new owner put up a memorable drive in the Italian Grand Prix; 1929 saw Varzi, so new to four wheels, first at *Alexandria*, *Rome*, *Montenero*, *San Sebastian* and Monza, which gained him the championship of Italy in his first full season of car racing. In 1930 Varzi got a place in the official Alfa-Romeo team and, reverting to the elderly P2 for the *Targa Florio*, he won after a magnificent drive, greatly handicapped by having to refuel due to a small fuel tank. Other outstanding successes were the French Grand Prix in 1931 with a Bugatti in company with Chiron, the Monaco G.P. of 1933 for Bugatti, the Targa Florio again in 1934 for Ferrari after he had finished 3rd in that race in 1931 and 1932, and victory in the 1934 Mille Miglia at the wheel of a "2.3" Alfa-Romeo. Of him in Eyston's *Motor Racing and Record Breaking* it was written: ". . . outwardly calm, he drives with as much dash as Nuvolari, yet always with a certain caution. His handling of a car is splendidly controlled and, no matter how fast his approach to a corner, he appears confident and safe and sure." Varzi drove for Auto-Union, being 2nd at Tripoli in 1935 and winning at 129.62 m.p.h. in 1936, when he also made fastest lap, at 141.3 m.p.h. Other Auto-Union successes included 2nd at Monaco in 1936, 2nd that year in the Swiss G.P., 3rd at Avus in 1935 and victory in the Coppa Acerbo at 86.62 m.p.h. in 1935, followed by 3rd place the following year. Since the war Varzi was a member of the Alfette team, his 1946 placings including 2nd behind Wimille at Geneva, 1st at Turin at 64.62 m.p.h., ahead of Wimille and 2nd at Milan, behind Trossi. Last year he was 2nd in the Swiss, European and Italian Grands Prix. It was in a 1½-litre Alfa-Romeo that he was killed, at the age of 44, after skidding in the rain near Jordenrampe, on July 1st. Christian Kautz, who crashed at Berne while cornering too fast in his Maserati, was a Swiss who, before the war, shared with Fagioli the distinction of driving both for Auto-Union and Mercédès-Benz. With a Mercédès-Benz he was 4th in the 1937 Belgian G.P., and 3rd at Monaco that year. During the war he flew as a test-pilot for Lockheed, but after hostilities ceased racing proved of greater lure than flying and Kautz, who, incidentally, was educated at Cambridge, drove a Maserati in European races, winning at Rheims last year, at 95.8 m.p.h. Trintignant, who was driving a Simca at Berne, had competed in Continental races since the war in Delahaye, Delage and Simca-Gordini cars.

At Spa, the new British driver Richard Stallebrasse, who was 26 and lived at Redhill, was fatally injured when he overturned his 2-litre Aston-Martin.

## THE NEW GAFFER—

Last February Major G. Dixon-Spain resigned his long-standing post of Competitions Manager to the Royal Automobile Club and joined the Bugatti Owners Club as its Secretary—he is now happily installed at Prescott House in order to ensure the continued smooth-running of the uncommonly successful Prescott speed hill-climbs.

Major Dixon-Spain's successor, Colonel F. Stanley Barnes, is well-fitted to fill the vacant position of "gaffer" to motoring sport in this country, for he has had past experience not only of the administrative side of the game, both from the aspect of organising clubs and as team-manager, but he has driven in numerous races, trials and rallies with considerable success.

Colonel Barnes' experience as a competition motorist extends over twenty-nine years, his early exploits being at the wheel of G.N., *Eric Longden*, *Eric Campbell* and similar cars. He commenced serious racing with an Austin Seven in the first Ulster T.T. and has driven M.G., Triumph and Singer cars in such events as the R.A.C. and R.S.A.C. Rallies, the Alpine Trial, *the Paris-Nice Trial*, *the Monte Carlo Rally*, *the Ulster* and Donington T.T.s, the Le Mans 24-Hour Race, and the sports-car version of the French Grand Prix.

In wishing Colonel Barnes success and enjoyment in his *recently-accepted calling we also congratulate him* warmly on two fine achievements which he has brought about during the brief period he has been in office. We refer to the R.A.C. Press Committee and—Silverstone.

## —AND A TRACK AT LAST

At last all our anxieties over the absence of any suitable track where races could be held, cars tested, and experiments carried out are finished. With commendable initiative the R.A.C. has done what everyone hoped it would do and has leased a site for a proper racing circuit. This circuit is at Silverstone airfield, recently used by Rootes Securities for testing their products. It is very conveniently located, 65½ miles from Hyde Park Corner and 5¼ miles from Towcester, accessible by main roads from the South and the Midlands alike.

The R.A.C. will lease this airfield for twelve months and, if the circuit proves suitable for car racing and testing, thereafter hopes to secure it as a permanent track and to develop it accordingly.

In announcing this breath-taking development we do no more than our readers would desire in sincerely congratulating the R.A.C. on its enterprise. Much of the credit must go to Mr. Wilfred Andrews, Chairman of the R.A.C., who announced his Club's hopes in respect of the new track at a meeting in London on June 30th. That evening the B.B.C. gave the news to the world—which is evidence of more enterprise on somebody's part and is a spirit which argues well for the future of Silverstone.

# Reports of Recent Events

## WEST OF ENGLAND M.C. TRIAL

W. A. Cleave (Morris-Special) retained a clean sheet in this event. The only First-Class award went to Ken Burgess' blown Allard, and the only Second-Class award to Hase's blown "PB" M.G. The Plymouth M.C. netted the team prize.

## SAN REMO G.P.

This race, run over 85 laps of a sinuous 2.1-mile circuit, attracted 16 starters, but the Alfettes were absent, in readiness for Berne. The opening stages were a battle between the Maseratis of Ascari, Farina and Villoresi, with Fagioli (Maserati), Comotti (Talbot), Landi (Maserati) and Plate (Maserati) early out of the race. Farina led after 20 laps, at an average of 59 m.p.h., from Ascari and Villoresi. Then, at 28 laps, Farina had the bitter experience of having to retire with the throttle linkage broken. For a while Luigi Villoresi and Ascari swopped places, then Ascari showed his mastery and went ahead, although one suspects that Villoresi's car was not on form; indeed, he later twice stopped at his pit. Ascari won at 58.95 m.p.h.; Villoresi was 2nd at 57.52 m.p.h., also making fastest lap at 61.75 m.p.h.; Bucci's Maserati was 3rd, at 56.70 m.p.h.; after whom came Sommer's Ferrari, Rosier's Talbot, Chiron's Talbot, "Bira," pushing his Maserati in with its tank empty, Chaboud's Delahaye, Cabantous' Talbot and Fisher's Simca.

## THE NUVOLARI CUP RACE

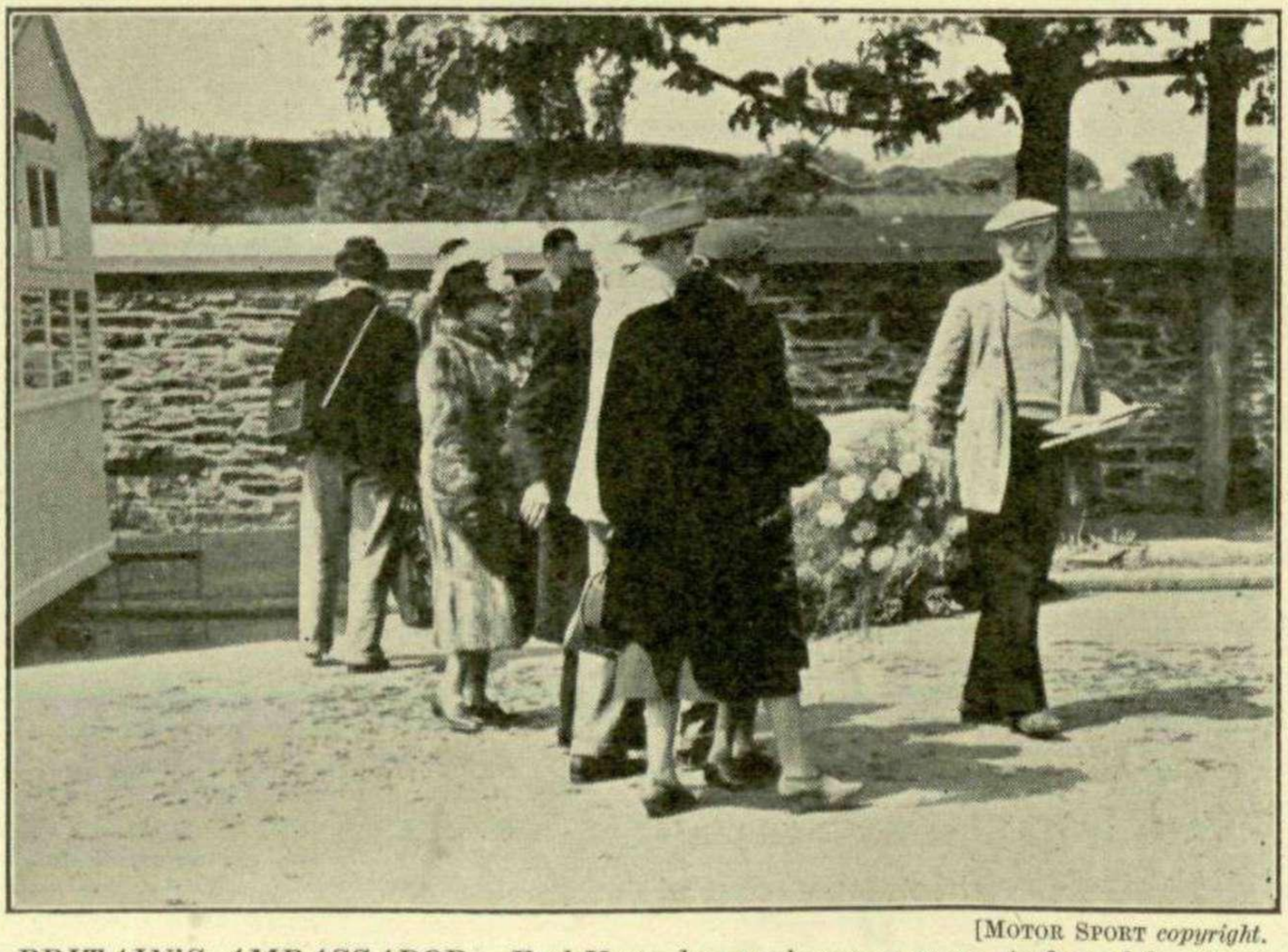
The Formula II race at Mantua for a cup presented by Tazio Nuvolari in memory of his two sons, was won by Bonetto's 1.3-litre Cisitalia, at 67.1 m.p.h. for the 55.8 miles. Cortese (Ferrari) was 2nd, Varzi (Cisitalia) 3rd, Machieraldo (Cisitalia) 4th, and Ascari, in a 6C Maserati, apparently with a 2-litre engine, 5th. Nuvolari was a sick man and retired after eight out of the 30 laps, when leading everyone, in a Ferrari. Villoresi also retired two laps later. The winner also made fastest lap, at 69.75 m.p.h. Machieraldo's Cisitalia won the 93-miles 1,100-c.c. sports car race at 60.94 m.p.h. from Bonetto's Cisitalia, Nissotti's F.I.A.T. and Scagliarini (Cisitalia), Bonetto again making fastest lap, at 64.12 m.p.h. Where were the Simcas?

## YORKSHIRE S.C.C. "4/44" TRIAL

This event, the first counting for the Trials' Championship, was won by Wilde's supercharged Ford Ten Special, which took the "4/44" Trophy. Pearce's Ford V8 won the Gambles Trophy, and Mallock (Austin Seven), Lister (Austin), J. Hankins (Ford Ten), G. Hankins (Ford Ten), J. C. Harrison (Ford Ten) and B. Rhodes (B.M.W.) secured First-Class awards. The Team Award went to a trio composed of Pearce, Bateman's Allard and Ackernley's M.G. A. S. Turner (Astrova) won the Novices' Award.

## CHILTERN C.C. CHILTERN HILLS TRIAL

H. Birkett's Austin Seven won the Chiltern Hills Trophy. First-Class awards were won by Appleton (Allard), Potter (Allard), Day (H.R.G.) and Oxendale (H.R.G.). Second-Class awards went to Wooton (Austin-Ford), Lawson (H.R.G.), Wood-Dow (H.R.G.) and Moore (Riley). Chappell's Ford V8 took the saloon-cars' award.



[MOTOR SPORT *copyright.*

*BRITAIN'S AMBASSADOR.—Earl Howe does an immense amount of good for motor racing in all manner of administrative capacities. He is here seen preparing to introduce H.E. the Governor-General and his party to the drivers before this year's I.O.M. car races.*

## SHEFFIELD & HALLAMSHIRE M.C. BISBY TEST TRIAL

Flather's B.M.W., as in 1947, won the Bisby Cup. Harrison's Harford-Special took a First-Class award, Maltby's F.I.A.T. the saloon-cars' award, and Myers' M.G. the Novices' award. The best performances in the respective tests were made by Needham's M.G., Clegg's Ford-Special, Chapman's Morris-Special, Shillito's H.R.G. and James' M.G. The Team Award was won by Harrison, Chapman and Clegg.

## 750 CLUB DRIVING TESTS

This event was won by H. Birkett (Austin), who scored 28 points. Wooton's Ford Ten-engined Austin was the best over-750-c.c. car, with 25 points, and Appleton (blown Allard) the best visitor, also with 25 points.

## THE B.D.C. RALLIES

Eighty-nine Bentleys attended the Bentley D.C. third Kensington Gardens Rally, and McKenzie, Clarke and Foster of Vanden Plas, judged the cars for external and internal condition. The class winners were:—3-litres: Major J. C. Jackson; 4½-litres: A. Perman; 6½-litres: W. Watson; 8-litres: W/Cdr. R. C. Pressland; 3½ and 4¼-litres: H. S. F. Hay.

The next day some 30 Bentleys acted as hosts to "other marques" at the Great Contemporaries Rally; Heal's 3-litre Sunbeam, his T.T. 3-litre Sunbeam, three "38/250" Mercédès-Benz, another 3-litre Sunbeam, a brace of "20" Rolls and Talbot, a 2 LTS Ballot and a Chenard-Walker being present. Vauxhall and Delage, etc., are urged to attend next time.

## THE EUROPEAN GRAND PRIX

As expected, the Alfettes won, in spite of some opposition from modified two-stage 16-valve Maseratis, with coil spring and transverse wish-bone suspension, handled by Villoresi and Ascari. In practice Achille Varzi was killed when his special Type 158 Alfa-Romeo crashed in the wet. On the second lap of the race Christian Kautz hit a tree in his Maserati and was very badly hurt, his injuries proving fatal. This accident involved de Graffenried's Maserati and Fagioli's Maserati, but no one else was hurt, and the latter was able to continue until piston trouble ended his race. For the opening stages Wimille's Alfa-Romeo led Farina's Maserati and Villoresi's Maserati, but after five laps of the Berne circuit Trossi's Alfa-Romeo had passed Villoresi. Abecassis had already retired with the G.P. Alta in a field. "Bira's" Maserati went out after nine laps with gearbox trouble; Rosier's twin-cam single-seater Talbot after a like distance, with a fractured oil-pipe.

Yet another retirement was Comotti's twin-cam Talbot, which, like its team-mate, broke an oil pipe. A lap previously Wimille went round faster than anyone in the whole race, at 95.05 m.p.h., and by twelve laps Trossi held second place,

29 seconds behind him, while Farina's new Maserati was fourth ahead of Villoresi's sister-car.

The re-fuelling stops were slick and the order was unchanged after the leaders had stopped. However, Wimille later made a lightning stop for water, letting Trossi lead, while Farina went out at 28 laps, the Maser's engine faulty. The closing stages of the race were devoted to a dramatic run by Wimille as his Alfette closed on that driven by his team-mate. In the end he lost by a mere 0.2 sec., Trossi having taken 1 hr. 59 min. 17.3 sec. for the 180½ miles, an average of 90.81 m.p.h. Villoresi was 3rd, Sanesi's Alfa-Romeo 4th, Ascari's Maserati 5th, Chiron's Talbot 6th, Pozzi's Talbot 7th, Cabantous' older Talbot 8th, and Prince Igor's Ferrari 9th. Biondetti's Ferrari went out with engine trouble after 31 of the 40 laps, and Raymond Mays did well for 22 laps, when his E.R.A. broke a half-shaft, while Sommer's 1½-litre Simca lasted only four laps.

In the Prix de Berne, 90½-mile race for 1,100-c.c. cars, Taruffi's Cisitalia won at 85.22 m.p.h. from Stuck's Cisitalia, which was 19.6 sec. behind. Macchieraldo's Cisitalia completed the grand slam for this marque, but "Bira's" Simca-Gordini was 4th, ahead of Schell's Cisitalia, and "Bira" also had the satisfaction of making fastest lap, at 86.18 m.p.h. He had been delayed in an accident involving, also, Trintignant's Simca, which left the road, and Farina's Cisitalia which hit "Bira's" car as it avoided Trintignant's. Alas, the last-named suffered a fractured skull and internal injuries. Farina was unhurt but retired; Robert's Cisitalia and Manzon's Simca crashed later; Pesci's Cisitalia went out with valve trouble, Joly's F.I.A.T. broke a piston, Sommer's Simca retired while in second place, and Bucci's 1,100-c.c. 16-valve-engined 4CL Maserati never ran properly. This left the remaining places as: 6th, Nissotti (F.I.A.T.-Stanguellini); 7th, Wust (Cisitalia); 8th, Bernheim (Cisitalia); 9th, Bayol (Cisitalia); 10th, Prince Igor (Simca); 11th, Fischer (Simca). Taruffi's race time was 1 hr. 4 min. 19 sec. (20 laps).

## J.C.C. EASTBOURNE RALLY & CONCOURS

Eastbourne is delightfully "motor-conscious" and again welcomed the Junior Car Club for its event this year; indeed, continued co-operation for this annual fixture was promised by the Mayor of Eastbourne, during the lunch he gave to officials and the Press. Best times in the Rally tests were: Timed hill-climb: J. Onslow-Bartlett (Mercury), 51.6 sec.; Downhill brake test: tie between C. J. Turner (Vauxhall Ten) and A. C. Westwood ("Balilla" F.I.A.T.), 17 sec.; Acceleration test: Onslow-Bartlett; Steering test: S. G. E. Tett (M.G.), 14.8 sec.; Rallye Soleil test: Onslow-Bartlett, 35 sec. S. J. Gilbey misunderstood the instructions and arrived at some 70 m.p.h. across the bows of another competitor in the zig-zag test; this was considered dangerous driving and Gilbey's Alfa-Romeo was disqualified. Nine drivers returned clean score-sheets, but Onslow-Bartlett was deemed the outright winner. Many new cars contested the Concours on the following day.

### Results

CORPORATION CUP (FOR BEST PERFORMANCE).—L. Onslow-Bartlett (Mercury Special). NOVICES' AWARD: E. D. Thompson (M.G.).

FIRST-CLASS AWARDS.—E. D. Thompson (M.G.), P. St. V. Tabberner (Morgan "4/4"), C. J. Turner (Vauxhall), N. Garrad (Sunbeam-Talbot "80"), A. C. Westwood (F.I.A.T. "Balilla"), E. S. Ridley (M.G.), S. M. Lawry (Jowett Javelin), R. C. Matthews (M.G. 1¼-litre), P. A. Thornton (Standard), L. Potter (Allard), K. E. O. Burgess (Allard), C. Mann (Jaguar), G. D. Parker (Jaguette Special), L. Onslow-Bartlett (Mercury Special), R. Chappell (Ford), K. H. Downing (Healey), J. C. Rockman (Jaguar) and E. E. Warne (Riley).

STANDARD AWARDS.—Miss P. M. Lambert (H.R.G.), C. G. Gibbs (M.G.), S. G. E. Tett (M.G.), D. T. Russell (Hillman), R. F. Peacock (Ford "Anglia"), L. M. Maynard (A.C.), G. A. Ruddock (Frazer-Nash), A. E. A. Day (H.R.G.), A. B. Hunter (H.R.G.), J. Jane (Lancia), I. R. Grant (M.G.), J. Batten (M.G.), A. S. Lusty (M.G.), G. R. B. Clarke (M.G.), V. S. A. Biggs (H.R.G.), P. J. Calvert (Austin Sixteen), J. H. Bartlett (Frazer-Nash-B.M.W.), E. P. H. Jones (Frazer-Nash-B.M.W.), P. C. Harper (Sunbeam-Talbot), Sgt. N. Anderson (Wolseley Fourteen), R. E. Hazeldine (J.B.M.), G. E. Matthews (Jaguar), D. Parker (Jaguar), C. J. M. Abbott (Jaguar), W. M. Couper (Bentley, Mk. VI), and R. C. J. Hardy (Wolseley).

CONCOURS D'ELEGANCE.—CLASS A (*cars first registered before January 1st*, 1934): UP TO 10 H.P.: W. P. Maidens (Austin). OVER 10 H.P.: Mrs. A. H. Beadnall and Miss M. D. Robinson (Rolls-Royce). CLASS B (*cars first registered between January* 1st, 1934, *and December* 31st, 1940): UP TO 10 H.P.: H. C. Dryden (F.I.A.T. 500). OVER 10 H.P. AND UP TO 16 H.P.: H. C. Holm (Riley). OVER 16 H.P.: 1st, J. H. Bartlett (Alfa-Romeo); 2nd, D. M. Eastick (Railton). CLASS C (*cars first registered on or after January 1st*, 1941): UP TO 10 H.P.: Mrs. E. M. Wisdom (Hillman Minx). OVER 10 H.P. AND UP TO 16 H.P.: 1st, Miss H. B. Kemble (M.G.); 2nd, S. P. Boucher (Riley). OVER 16 H.P.: 1st, E. C. Brown (Humber Pullman); 2nd, Miss R. Rockman (Bentley).

## BRISTOL M.C. & L.C.C. NAISH TRIAL

J. D. Vincent's M.G. won the Premier Award, Uglow's H.R.G., Cleave's Morris, Goodenough's rebuilt Horstman and Mann's Ford taking 1st Class awards.

## THE LEINSTER TROPHY RACE

The handicappers put the faster cars out of the race before the start and Leeper's Singer Nine won at 63.71 m.p.h. Parnell's 16-valve Maserati made fastest lap, at 78.89 m.p.h., which did not come near to Rolt's 1938 lap-record made in an E.R.A. Results:—

1st: W. Leeper (972 Singer), Rec. 4 laps; 4½ min., 1 hr. 29 min. 9 sec., 63.71 m.p.h.
2nd: G. Mangan (1,250 M.G.), Rec. 4 laps; 1½ min., 1 hr. 29 min. 16 sec., 65.84 m.p.h.
3rd: T. Carroll (1,250 M.G.), Rec. 4 laps; 4 min., 1 hr. 30 min. 18 sec., 63.25 m.p.h.
4th: T. N. Large (1,250 M.G.), Rec. 4 laps; 1 hr. 31 min. 51 sec., 65.03 m.p.h.
5th: R. Baird (1,087 M.G. S), Rec. 1 lap; 4 min., 1 hr. 32 min. 34 sec., 73.26 m.p.h.
UP TO 1,100-C.C.: W. R. Baird (1,087 M.G. S), 73.27 m.p.h.
1,100 TO 1,500-C.C.: R. Parnell (1,496 Maserati S), 19 laps, 76.17 m.p.h.
OVER 1,500-C.C.: K. McAlpine (2,992 Maserati S), 18 laps, 70.93 m.p.h.

## S.U.N.B.A.C. SPEED HILL-CLIMB

This experimental event, over a one-kilometre course near Malvern, attracted 40 entries. J. L. Evans (blown Austin Seven) won his class from Cracknell's Ford-engined Austin and Oliver's unblown Austin, the times being 70.8, 78.0 and 78.8 sec., respectively. K. Rawlings won the next class, clocking 65.2 sec. in his 1,172-c.c. Rawlings-Special and beating Gibbs' Riley, which took 66.8 sec. and Goodall's Morgan 4/4, which needed 68.2 sec. The final car class was won by Mansell's Allard-Special, in 62.2 sec., from May's Ford V8, 62.3 sec., and Delingpole's H.R.G., 63.4 sec. F.t.d. went to a B.S.A. motor-cycle, in 60.4 sec. The hill has great possibilities.

## POLISH A.C. INTERNATIONAL RALLY

Another British success—the winner being Z. Treybal's Bristol saloon.

# THE ALPINE RALLY

**Further conclusive British successes. Allard, Jaguar, H.R.G. and Sunbeam-Talbot win Coupes des Alpes awards. Outright class wins by Jaguar, Healey, Sunbeam-Talbot and H.R.G. cars.**

British prestige has received another upward lift as a result of the arduous Alpine Rally. Although a Healey, an H.R.G. and a Bentley saloon were delayed or eliminated by crashes, and Darby's H.R.G. had to be disqualified for losing its time-card, British cars as a whole did remarkably well in this event, which is one on the results of which the world's car-buying public certainly focuses.

Gott's H.R.G. overheated while climbing the Izoard Pass, and Norman Garrard's new Sunbeam-Talbot Ninety wasn't as fast as the others of its team or a 2-litre tourer of this make. The latter car later skidded and went over the edge on the descent of the Col d'Allos, and Donald Healey sportingly lost all chance of clocking-in on time, as he stopped to render first aid, as did Appleyard (Jaguar) and his doctor-passenger. In the closing stages Wisdom suffered a bent selector on *his* Sunbeam-Talbot Ninety, losing third and top gear, a Ford V8's gearbox came even more to pieces; Wurstenberger hit a pedestrian in his M.G., Potter lost a wing from his Allard, and a B.M.W. most inconveniently started to misfire. The final tests clinched British superiority, for although Darnat's Delahaye made best time, our cars were first in four out of five classes, and the H.R.G.s of Mrs. Mitchell, Gott and Richmond won the Foreigner's Team Prize. Citroen netted the French Team Prize, and the One-Make Team Prize hadn't been awarded as we closed for Press.

### Results

COUPES DES ALPES AWARDS.—Appleyard (Jaguar); Potter and May (Allard); Murray-Frame and Onslow-Bartlett (Sunbeam-Talbot); Gautruche and Mazalon (Citroen); Claude and Clause (Lancia); M. and Mme. Descollas (Lancia); Richards (H.R.G.); Auriach (Simca Eight).

CLASS WINNERS.—OVER 3-LITRES: Appleyard (Jaguar). 2 TO 3-LITRES: Healey (Healey). 1½ TO 2-LITRES: Murray-Frame (Sunbeam-Talbot). 1,100-C.C. to 1½-LITRES: M. and Mme. Descollas (Lancia). UP TO 1,100-C.C.: Richards (H.R.G.).

THE "MOTOR SPORT"

# BROOKLANDS FUND

A full list of donors to this Fund appeared last month and the position to date is:—

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International

# ALPINE TRIAL

•

# JAGUAR

# 1st

in Over 3-litre class

**AND ALSO WINNER OF**

# ALPINE CUP

•

We extend our congratulations to Mr. Ian Appleyard and his co-driver, Dr. R. Weatherhead, for their fine performance in gaining not only first place in their class but also for winning the Alpine Cup for completing the entire trial without loss of a single mark.

*Subject to Official Confirmation.* *Jaguar Cars Limited, Coventry.*

# Outstanding British Successes at SPA

## Leslie Johnson and St. John Horsfall Win the Race Outright in the 1948 2-litre Aston-Martin. H.R.G.s Take the Team Prize—All on Dunlop Tyres.

BRITISH cars scored a series of significant and valuable victories in the Belgian 24-Hour Race at Spa. Leslie Johnson and St. John Horsfall, handling a new Aston-Martin with the recently introduced push-rod o.h.v. 2-litre engine and coil-spring i.f.s., won the race easily, at an average speed of 72.07 m.p.h. for the 1,729 miles covered. This convincing victory by this new British high-performance car puts Aston-Martin right on the map again in a sphere of competition activity in which this make has always excelled. How impatiently private sportsmen will now await delivery of the latest 2-litre Aston-Martin! The winning car was shod with Dunlop tyres.

H.R.G. took the Team Prize with three cars, two of them Aerodynamic two-seaters, the third a coupé, handled magnificently by Peter Clark, who organised this entry, partnered by P. Maréchal, J. Scott partnered by N. Gee and R. Brock partnered by B. Wright. These cars, radio-controlled from their pits, finished 2nd, 3rd and 4th in the 1½-litre class, in the order Scott, Brock and Clark. The H.R.G.s were also Dunlop shod. Another notable British achievement was established by Haines and Wisdom, whose 2½-litre saloon Healey finished 2nd to Veuillet's and Varet's 3-litre T.T.-type Delage in the 3-litre *sports*-car class. Swaters and Frère chose to drive an English-made entry and got this M.G. in 4th in the 1,100-c.c. class.

The race was run in appalling weather conditions, and the 9-mile Spa circuit was in decidedly unpleasant condition. Alas, on his very first lap in this, his first race, the British driver, R. Stallebrass, overturned his Aston-Martin and died later in hospital.

Louveau and Gérard led away in the Delage, but very soon Chinetti went past very fast in the Ferrari. As night fell conditions remained bad, with mist on the course, and Gérard ditched the Delage, while about midnight the Ferrari cracked its head and retired, but not before making fastest lap of the race, at 83.88 m.p.h., Chinetti driving. When dawn broke the British Aston-Martin had shaken off all opposition and led the race. Crashes had eliminated many of the 40 starters, including Capelli and Cortese (1,100 F.I.A.T.), Bouchard and Larue (Delahaye), Abecassis and Heath (Alta), Breyre and Trasenster (Delage), Louveau and Gérard, as recounted, in the Delage and Folland and Connell (Aston-Martin).

Metcalfe's 8-litre Bentley had gone out after 70 laps with clutch trouble, Masuy's and Legros' 328 B.M.W. had succumbed early with a sick engine, the Mille Miglia Lancia "Astura" of Gordon and Lewis suffered incurable valve trouble, a Riley "Sprite" driven by Vernet and Troulis had transmission bothers after having run 22 laps, a F.I.A.T. was out soon afterwards with engine trouble, and so was a B.M.W. Other retirements eliminated the "2.9" Alfa-Romeo of Steinbach and Delporte, which had something amiss in the engine department, an aerodynamic Alvis entered by Eggen and de la Saulx had a like misfortune a few laps later, and towards half-distance a F.I.A.T. driven by Montrémy and Dussous also had underbonnet maladies. And, after 120 laps, Rolt's and Pilette's Aston-Martin split its fuel tank.

So the race ran on, to end with the convincing British victory for Aston-Martin, the car handled by two of our best-liked drivers. The class results repay careful study and are as follows :—

UNLIMITED
1st: F. Damman and De Bolder (Lago-Talbot coupé), 162 laps, 1,462.8 miles; 60.45 m.p.h. No other finisher.

4-LITRE
1st: G. Mairesse and E. Mouche (3.6 Delahaye), 187 laps, 1,669.6 miles; 69.99 m.p.h.
2nd: Brault and Maréchal (3.6 Delahaye), 166 laps.
3rd: L. Marinx and G. Marinx (Kaiser saloon), 153 laps.
4th: Havaux and Poulette (3-litre Bugatti), 115 laps.

3-LITRE
1st: Veuillet and Varet (3-litre Delage), 175 laps, 1,579.4 miles; 65.29 m.p.h.
2nd: Haines and Wisdom (2½-litre Healey), 7 miles behind.

2-LITRE
1st: St. John Horsfall and L. Johnson (2-litre Aston-Martin), 192 laps, 1,729 miles; 72.07 m.p.h.
2nd: Houbens and Nurnberg (328 B.M.W.), 161 laps.

1½-LITRE
1st: Scaron and Veyron (1,230 Simca two-seater), 190 laps, 1,717 miles; 70.99 m.p.h.
2nd: Scott and Gee (H.R.G.), 167 laps.
3rd: Brock and Wright (H.R.G.), 158 laps.
4th: Clark and Maréchal (H.R.G.), 144 laps.
5th: Grainger and Guilbert (Lancia Aprilia saloon), 141 laps.
6th: Fortmann and Anner (M.G.), 137 laps.

1,100-C.C.
1st: Bassa and Cornet (F.I.A.T. saloon), 190 laps, 1,720 miles; 71.12 m.p.h.
2nd: Brambillia and Vestidello (F.I.A.T. saloon), 179 laps.
3rd: Gordini and Gayla (Simca), 175 laps.
4th: Swaters and Frere (J2 M.G.), 149 laps.

TOURING CLASS
1st: André and Dehaes; Sheid and Orban; Unzel and Saner (1,100 Skoda saloons), dead-heated for first place; 136 laps, 1,230.7 miles; 50.91 m.p.h.
4th: Cockx and Delhaes (615 Jawa Minor), 128 laps; 47.68 m.p.h.

GENERAL CLASSIFICATION:
1st: L. G. Johnson–J. St. John-Horsfall (Aston-Martin).
2nd: J. Scaron–P. Veyron (Simca-Gordini).
3rd: Basse–Cornet (F.I.A.T. saloon).
4th: Mairesse–Monche (Delahaye).
5th: Brambilla–Vestidillo (F.I.A.T. saloon).
6th: Gordini–Gayla (Simca-Gordini).

## *Our Spa Correspondent reports as follows :*

### *PRACTICE NOTES*

The H.R.G. team were first out for the first practice on Wednesday night, closely followed by the Skoda team.

Dudley Folland ("Tim Davies") was lapping very fast, stopping every now and then to inquire his times.

The "works" Aston-Martin did not appear until Friday morning. Horsfall practised in the prototype 2/4-seater production car, with hood erect.

The Healey had rugs stuffed in the rear window to prevent glare.

The Ferrari did not appear until Friday morning, and Metcalfe arrived in the Bentley only just in time for the final practice on Friday evening.

The H.R.G. team consisted of two open "Aerodynamics" and the saloon-cum-coupé which was at Luton Hoo. All were radio-equipped and could receive and transmit between car and pit but not car to car. Very useful here as pits are situated on a right-hand bend preceded by a hairpin, so that cars suddenly appear *wham*! at about 75-80 m.p.h. Listening at the H.R.G. pit one heard Peter Clark say, "Green, hairpin," and within 30 seconds he came by with a green recognition light shining out through the side. Peter and Marechal were driving his own car (green light), Jack Scott and Neville Gee the other open car (red light), and R. Brock and B. Wright the saloon (yellow light); all painted British-green. Radios were very clear and for this race would appear to be a good thing. The receiving mast was about 20 ft. tall on the roof of Peter's 6½-litre Bentley utility. The whole turn-out was quite nice and well equipped. They had in attendance the "works" lorry and had been entered by the H.R.G. Engineering Co. Peter's car has the tank in rear, the other two have tanks in the side.

It rained all the first practice evening. The only H.R.G. driver to get wet was in the saloon! The water came in through its door joints at high speed, but this did not happen on the open cars. Jack Scott was driving very consistently, and they were all lapping at about 60 m.p.h. in the dark. Brock found the windscreen wiper on the saloon had to work overtime at about 80 m.p.h. Peter Clark had trouble with his vizor. Marechal was quickest past the pits.

The Skoda saloons each had vast scuttle tanks and lapped regularly in line-ahead, followed discreetly by the Minor, a two-stroke Skoda product.

The B.M.W.s were trying quite hard.

The Fairman/Stallebrass 2-litre Aston-Martin looked like an "Ulster" at the back; had two-branch exhaust pipes from 1 and 4 and 2 and 3, and was well fitted out with lights, etc. Team manager was Peter Mayne. The tender was a Packard utility, which gave more trouble than the racer.

The Healey was having trouble with water syphoning out of the radiator when it came to rest.

### *THE RACE*

Every practice period was spoilt by rain and mist, and on race day the weather was still very bad. Thirty-nine cars left the line at 4 p.m., and among the non-starters were Comatti, who was to have driven a 4½-litre Talbot, M. Gatsonides with the new Ford-base Gatso, and one of Gordini's Simca-F.I.A.T.s.

From the start the pace was very fast and after one hour Chinetti led the general classification, with the "works" Ferrari, followed by Louveau (Delage), Breyre (Delage), Veuillet (Delage), Abecassis (Alta), Gordon (Lancia "Astura") and Scaron (Simca). The Ferrari continued to hold the lead until 8.30 p.m., when, after two pit-stops, it was wheeled into the paddock and retired.

Meanwhile, one of the Ambrosiana saloon F.I.A.T.s had crashed and Legros withdrew his B.M.W. with the back axle broken. At 15 laps Fairman brought the 2-litre Aston-Martin in for refuelling and Stallebrass took over. He had not gone more than three miles when he overturned off the road on the fast Malmedy turn, a 90-m.p.h. right-hand sweep. He was taken to hospital with severe head injuries, from which he later died. Shortly after this the Gordon Lancia came to rest.

When darkness fell and headlights were "lit," the Gérard–Louveau Delage was in the lead, followed by Mairesse and Mouche in the ex-Chaboud Delahaye; then came Heath in the unblown Alta, Breyre–Transenter (Delage), Basse-Cornet (F.I.A.T.), Rolt–Pillette (Aston-Martin) and Horsfall–Johnson (Aston-Martin). The Rolt car was a pre-war chassis with post-war engine and gearbox, and the Horsfall car was the "works" post-war independently-sprung car.

Throughout the night it rained on and off and conditions were very difficult. At 9 p.m. the Bouchard–Larrue Delahaye crashed and, not long after taking over the Alta, Abecassis crashed after the car had completed 55 laps.

During the night, Louis Gérard crashed Louveau's Delage and Breyre & Transenter's Delage retired. Peter Clark and Marechal changed three cylinder-head gaskets, Brock had to remove the windscreen and roof from his saloon H.R.G., and Scott removed an offending rear-wheel cover. Meanwhile, Horsfall and Johnson were lapping steadily, as were Folland and Connell, so that by 9 a.m. the order was Horsfall–Johnson (Aston-Martin), Folland–Connell (Aston-Martin), Scaron–Veyron (Simca-Gordini), Mairesse–Monche (Delahaye), Basse-Cornet (F.I.A.T. salcon),

and Veuillet–Veret (Delage), with one lap between the two Aston-Martins.

During the morning low clouds completely enveloped the higher parts of the course and rain continued to fall.

At mid-day the order was unchanged, and shortly after Folland drew in for fuel and Ian Connell took over. The pit work was very efficient and Connell drew away still in second place. Immediately after the pits is a fast climbing right-hand turn and at the top the Aston-Martin's tail slewed round and the car dived down the bank. Poor Connell walked disconsonately back to the pit to report his retirement. Half-an-hour later Veyron oiled plugs on the Simca and had to stop. Scaron took over, but was now in fourth position. From 12.45 p.m. until the finish at 4 p.m. Scaron drove magnificently and by 3 p.m. had worked his way back into second place. At 12.30 p.m. the leading Aston-Martin was refuelled and Johnson took over, getting away rapidly after some bother with the bonnet fasteners.

With half-an-hour to go the order was : Horsfall–Johnson, Scaron–Veyron, Basse–Cornet, and *Mairesse–Monche*. Although Scaron was making up 12 seconds a lap he could not hope to catch the Aston-Martin, which continued to lap steadily with plenty in hand, and at seven minutes to 4 o'clock Johnson set off on his 192nd and last lap, and came home to win gloriously by 1½ laps, having covered 2,784 kilometres in the 24 hours. Jose Scaron and Pierre Veyron (Simca-Gordini) were second, over 29 kms. behind, and the magnificent drive of Basse and Cornet brought them a well-deserved third with the F.I.A.T. saloon, only three laps behind the winner.

*Categorie Tourisme* was won by the three Skoda saloons, who crossed the line three-abreast, after running for 24 hours in line-ahead formation. A most praiseworthy effort was that of Cockx and Delhaes, who drove a 610-c.c., two-cylinder, two-stroke Minor to finish, covering 1,856 kilometres in the 24 hours.

*SPA SPOTLIGHTS*

The Heath–Abecassis Alta was most impressive and ran without fuss until it crashed.

* * *

The pre-war 2-litre Aston-Martin of Folland and Connell was very nicely prepared and pit work was looked after by John Wyer. Folland drove very well indeed, which is not surprising in view of the fact that he is better known as " Tim Davies," of " Chain-gang " fame.

* * *

The H.R.G. Pye radio control worked admirably, serviced by Pye mechanics. Contact was between car and pit, but not car and car. It proved very useful as the pits were approached by a sweeping left-hand bend and the cars could announce their arrival. Larynx microphones were used. On Saturday evening, Marechal stopped away from the pit with a broken fuel pipe ; he radioed the pit, who stopped the next H.R.G. and sent a new pipe out to the stranded car. Marcus Chambers presided over all. He was suffering from severe toothache and all but collapsed after the race, but undoubtedly he contributed in no small way to the team's victory, his plans perfectly laid and splendidly carried out.

* * *

Co-driver with Jack Scott was Neville Gee, brother of the pre-war Riley driver who used to partner F. R. Gerard.

* * *

The Wisdom–Haines Healey saloon motored steadily and troublefree to finish second in its class. It used special racing tyres moulded in the standard 15-in. Dunlop mould.

* * *

Scaron's Simca-Gordini was a single-seater with an all-enveloping body and a 1,200-c.c. engine. The regulation door was a panel on the right-hand side, held on by 30 nuts, and the regulation passenger's seat consisted of two seat cushions stuffed down beside the driver ; a racing car not even " thinly disguised."

* * *

The F.I.A.T.s were 1,100-c.c. Ghia-bodied saloons and were exceptionally fast up the steep hill after the pits.

* * *

The Simcas and F.I.A.T.s were steadiest over the bumps past the start.

* * *

The rebuilt Barnato-Hassan 8-litre Bentley had a narrow two-seater body and was very nicely prepared. It appeared little bigger than a Delahaye.

The Marinx Kayser saloon ran like a clock.

* * *

J. S. Gordon's Lancia-Astura looked very nice, with Italian all-enveloping coachwork. It belonged originally to Cortese.

* * *

The Havaux–Poulette Bugatti was an elderly Type 49 and ran consistently but slowly.

* * *

The Ferrari appeared to have little power below about 3,000 r.p.m. and revved to 7,000. Chiron did not drive and was not seen until 3 p.m. on Sunday.

* * *

Tony Rolt's Aston-Martin suffered from a temporary exhaust system made from flexible tubing, which came unwound.

* * *

The Skodas refuelled from gravity tanks while everyone else used churns.

* * *

The Monopoles were F.I.A.T.-base streamlined cars of French origin.

* * *

The winning Aston-Martin was most impressive to watch, and the suspension was so soft that it moved as the driver climbed out of the cockpit. It ran complete with silencer and was indeed quiet. A three-sided aircraft type aero-screen was used, complete with diminutive windscreen wiper. J. Eason-Gibson presided over the pit-work and signals.

* * *

Gordini's two-seater Simca ran off the road at the same place as Connell but was able to continue.

* * *

Dunlops, although prevented from importing tyres into Belgium, had Norman Freeman and " Mac " in attendance.

* * *

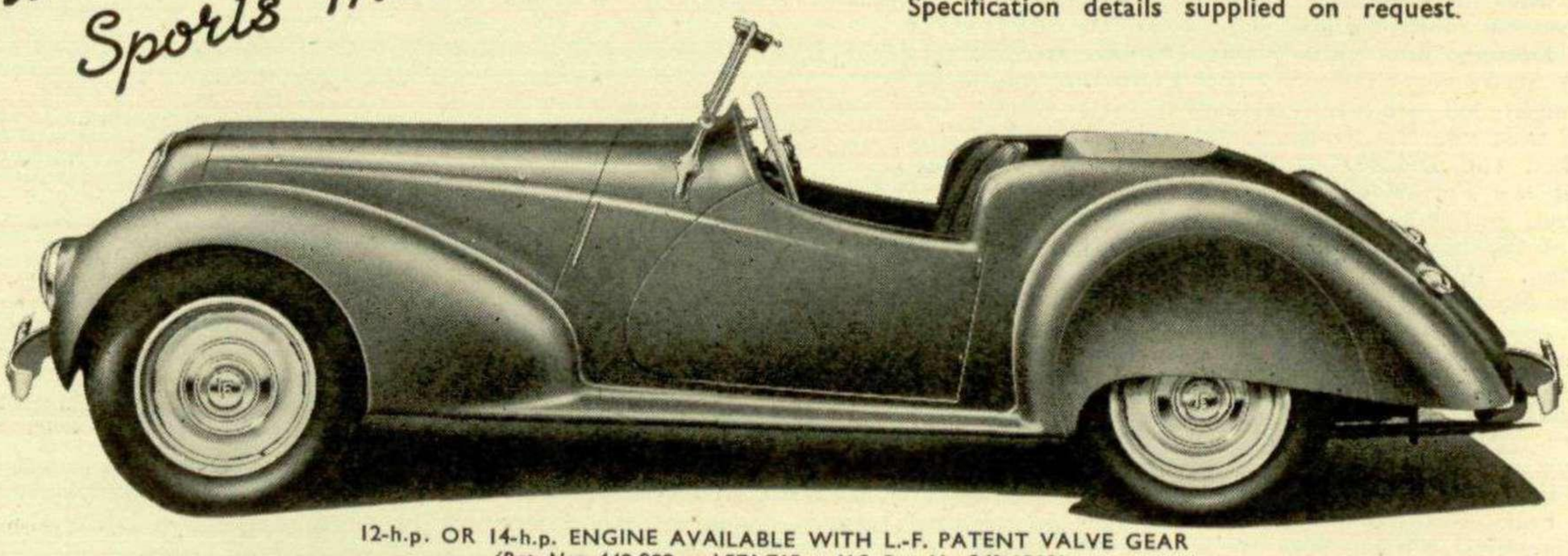
The " works " Aston-Martin suspension was as soft as the Ferrari's was hard—two modern schools of thought ?

* * *

Scaron lapped at 132 km. 487, compared with the Ferrari's fastest lap at 135 km. 937.—D. S. J.


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# 500-C.C. CIRCUIT RACING AT BROUGH

BY permission of the Blackburn Aircraft Motor Club, the 500 Club was enabled to stage a series of races for their members over an excellent 0.65-mile circuit laid out at the Blackburn Company's aerodrome at Brough. An excellent motor-cycle entry made up the main part of the programme, and, in spite of continuous torrential rain until the end of the afternoon, some 5,000 spectators attended and stuck it out under very discomfiting conditions.

The 500 Club was fortunate to be invited to this Blackburn meeting, for the organisation was first-class. It will be recalled that the first 500-c.c. circuit-race happened at Gransden last year and that insufficient entries were obtained for Brough. This year 16 Class I cars entered and 9 started.

Heat 1, over 6 laps, was contested only by Truman's bodyless, drilled-chassis Marwyn and Lang's neat, alloy-wheeled Cowlan, which, however, had no engine cover, although its driver was protected by a mica screen. Lang led from the start, but Truman caught him and was some six lengths ahead after one lap. Lang then spun at the hairpin bend, where Truman also indulged in hectic skidding, allowing Lang to run on alone to win, at 47.6 m.p.h. The Aikens, McGlashan's Marwyn-J.A.P. and Coldham's Cooper came out for heat 2. McGlashan jumped the start, and at the second flagging-away Coldham got a very momentary lead before the Marwyn went by. Aikens had foul luck, his gearbox giving up the ghost as the clutch went home. After a lap McGlashan led by about five lengths from Coldham, who, however, was closing the gap. Then the Marwyn spun at the rain-drenched hairpin bend and retired, Coldham driving steadily to victory, at 48.5 m.p.h.

Heat 3 saw Moss, the 18-year-old driver, repeat his fine showing at Brighton and Prescott, his Cooper, beautifully handled, leading throughout. Dryden's Cooper held second place, with Lord Strathcarron's Marwyn third, and seeming to suffer gear-change trouble. Dryden spun at the hairpin, but continued. Moss averaged 48.9 m.p.h. The final again saw Moss complete master of the situation, his Cooper leading throughout. Dryden picked up a place on Coldham and Truman was fourth, which order held throughout. Moss averaged 52.0 m.p.h. this time. The original programme was altered and an 8-lap 500-c.c. Handicap announced, in which Truman, Strathcarron, McGlashan, Dryden, Coldham and Moss were started with approximate equal intervals between them. An excellent race resulted. Strathcarron led lap 1 from Truman, Moss, Coldham and McGlashan, Dryden again spinning at the hairpin. After two laps Moss had closed appreciably on the blue Marwyn, while Dryden had passed McGlashan. On lap three both Coldham and Dryden overtook Truman, and going into lap four Moss passed Strathcarron down the straight, after using the whole road at the hairpin. Dryden spun again and was nearly lapped by Moss, who was in full control of his car and won easily at 51.5 m.p.h. from Strathcarron, Coldham and Truman. Dryden recovered and practically caught McGlashan at the line.

The speeds set up under the appalling conditions by the cars were very creditable, the fastest 500-c.c. motor-cycle race being won at 52.15 m.p.h. and the fastest side-car race at 51.6 m.p.h. Moss was hand-timed in practice at 54.4 m.p.h. The lap record stands at 60.8 m.p.h., done in the dry!

By courtesy of North Sea Air Transport we went up to Brough from Hanworth in 1 hr. 12 min., about as comfortably as in the better provincial omnibus, as is the Anson's way, and returned, in 1 hr. 29 min., in the more sedate comfort of a fully-loaded D.H. "Dragon Rapide," being overtaken *en route* by the Anson, now containing the Moss *equipe*, which had taken off after us. It will be recalled that very tricky flying weather prevailed on July 4th, so credit is due to this charter concern for the efficient transport it provided. North Sea Air Transport, Ltd., can undertake charter-flying with Avro "Ansons," D.H. "Rapides" and Miles "Messengers," and you may care to note that they are based at Hanworth—Telephone No.: Feltham 3678. —W.B.

## ★ BOOK REVIEWS

"POST-WAR STUDEBAKER CARS," *by Floyd Clymer* (*Floyd Clymer, Los Angeles*, $1.50).

You just can't stop Clymer! Following on his book about Kaiser and Frazer cars comes one on the modern Studebakers—those cars that, to us, appear to be going in both directions at once. Clymer has adopted the same tactics, purchasing a 1947 Studebaker Champion privately, running it in for 5,827 miles, then testing it over 3,000 miles including averaging 62.4 m.p.h. for the 491 miles between Cheyenne and Utah. He again dictated much of the book on his Soundscriber and took over 100 photographs, using a Clarus camera. He also polled 5,000 owners of Champion, Commander and Land Cruiser Studebakers, tabulating over 3,000 opinions and reproducing 250 letters.

Clymer is quite critical in parts, particularly in respect of Studebaker's transverse leaf spring and wishbone i.f.s., and the book seems to be quite unbiased. A one-million circulation is claimed. Clymer certainly offers a very complete impression of the cars he writes-up and another book, on the Mercury, will follow. One can have too much of anything, of course, however good or, at first, original; but it might be excellent publicity for a British manufacturer if he were to invite Clymerisation of one of his products, either by Clymer trying the Britisher in the States, or by a similarly-minded writer testing a car in this country. We commend the idea as a possible means of increasing the kudos of British export motor-cars.

* * *

"MERCEDES—PIONEER OF AN INDUSTRY," *by A. E. Ulmann, M.S.B.S.* (*Carroll Press, New York.*)

In this album-size, very fully illustrated book, Alexander Ulmann traces the history of Mercédès, from the building by Daimler of his first gas-engine, up to 1914. It is both an absorbing and a valuable history, attractively presented. The early part of the book inevitably repeats much of the material found in St. John Nixon's "Daimler—1896-1946," but the later chapters are most interesting. The story of how Mercédès won the 1903 Gordon Bennett race with a loaned 60-h.p. touring car after their special 90-h.p. racers had been destroyed by fire is, of course, well known, and we have seen before certain of the illustrations in this book, for example, those of the "Sixty" Mercédès engine. But Ulmann has much new information to impart about the victorious 1908 G.P. Mercédès and the more illustrious production models of the 1907-14 era. He deals effectively with early Mercédès aviation engines and with the showing of the marque in American races, and he tells the full story behind the seizure, by Rolls-Royce, of the engine of one of the classic 1914 G.P. Mercédès cars on the outbreak of the Kaiser War. He also debunks a popular legend relating to how the Liberty aero engine was designed and draws some significant comparisons between these engines and contemporary Mercédès aero-engine designs. The concluding chapter mentions the six-cylinder "28/95" Targa Florio racing Mercédès, and hints that the author may delve into volume II and take this history to modern times. One sincerely hopes he will do so, for the Motor Industry is sadly lacking in reliable historians and, quite apart from this sentiment, a history of Mercédès is so very intriguing to motoring sportsment the world over. Possibly if Mr. Ulmann does write a second volume the first can be incorporated with it, when one would hope for rather better reproduction of the many illustrations, particularly as the fine half and whole-page photographs of the 1914 G.P. and other cars certainly justify this wish.

### ULSTER A.C. HANDBOOK

We have received the 1948 edition of the Ulster A.C. handbook. The results of past Irish races and other events, Club rules, list of members, a brief history of the Ulster Club, motor law and much useful data is contained therein. Such a publication greatly enhances the prestige of the Club that issues it.

* * *

### DO YOU BELONG?

The organisers of the recent Bo'ness Hill-Climb had in mind banning all non-union photographers from the course. They were persuaded to raise the ban at the last moment, but much ill-feeling apparently remains at what was contemplated.

# THE "DAILY EXPRESS" AIR PAGEANT

THE Air Pageant put on by the *Daily Express* at Gatwick on July 10th attracted crowds reminiscent of the Grands Prix at Donington before the war, when the German teams ran. For us, the event was a welcome "busman's holiday."

Light aircraft were demonstrated in the morning. We saw the Auster "Autocrat," the Chislea "Super Ace" and the very attractive tricycle-undercart Newbury "Eon" deport themselves, the Goodyear "Duck" give a most spirited display, the Percival "Proctor V" do admirable climbs and tight turns, the tiny Fairey "Junior" display lift-like climb, small radius turns and excellent rolls off the top of its loops, and, finally, Bell and Sikorski helicopters demonstrate their manœuvrability.

The Pageant proper started with a fly-past by three Gloster "Meteor IVs" and three D.H. "Vampires"—less thrilling than we expected until we realised how fast these steady formations were flying by the distance they covered in just no time at all.

Next came a fly-past of civil air liners, the Constellation being absent on a flight to New York. The BEA Vickers "Viking" was admirably flown by Capt. Wymer, of Aldermarston, the KLM Douglas D.C.6, flown by an ex-Dutch and R.A.F. fighter pilot, dived in with commendable showmanship, the BSAA Avro "Tudor IV" lower still and more noisy, returned to display its climb, and then the Air France four-engined Languedoc, bringing 32 travel agents as passengers, flew past most gracefully. The Skyways Avro "York" was noisy, but steady as a die, the BOAC Short "Solent" flying boat came over low, with one engine off, as if in contempt of the absence of water, and this fly-past was concluded by a fast run-in by an Olley Air Services D.H. "Dove."

Six Avro "Lincoln" bombers gave an impressive formation fly-past, and then four D.H. "Vampire" jet fighters, led by Fl.-Lt. Draper, from Odiham, did what they could under a very low cloud base, which, unfortunately, restricted them mainly to excellent close-formation flying.

Two D.H. "Tiger Moths," untroubled by the weather, indulged in the ever-popular crazy-flying—and excellent aerobatics they did—and a Franklin-engined Sikorsky "Hoverfly" helicopter sat down before the public enclosure and rose again, to be admirably flung about in the murk. In contrast, twelve Mk.16 Supermarine "Spitfires" gave a fine show of precision air-drill, and then came one of the big displays of the day—the grotesque pick-up of Michael Cain by a Stinson "Reliant" flown by Norman Rintoul. Cain was fairly whisked into the air, waving his arms as he went, and thereafter he dangled from his nylon rope waving to the appreciative audience, before climbing his rope ladder and entering the cabin. Whereupon the Stinson did a fine "beat-up" before landing. R. L. Porteous next treated us to some very nice dives, low loops and rolls in the 2-litre Chilton monoplane. Another "winner" followed—the first public demonstration of Bernard Lynch being ejected from a Gloster "Meteor" in the Martin-Baker Ejector Seat, an event ably described by Charles Gardner, who gave an excellent commentary, as "the record kick in the pants." It was a dramatic show, because the "Meteor" entered cloud before the demonstration. We heard the cartridge fire and then out of the cloud came the two parachutes, one dangling Lynch, the other his Ejector Seat. After a neat landing this brave man calmly folded his 'chute before the enclosure—and the public didn't even clap!

The weather ruined aerobatics by D.H. "Sea Hornets," but they *did* contrive to fly-past with starboard propellers stationary. Six Hawker "Sea Furies" gave one of the best shows of the day, "deck"-landing, to taxi-in with a grand tick-over, afterwards rolling past the enclosures line-ahead with their wings folded, prior to lining-up and taking-off one after the other. A lone "Sea Fury" then gave a truly fine aerobatic display, rolling on to its back for an inverted flight over the airfield, and later doing slow rolls in eight distinct movements, grand flying backed by ample noise.

Robert Fulton, junior, motored and flew his amazing Franklin-engined Fulton "Airphibian," which is taxed in this country as a 15-h.p. car and is capable of a land speed of 45 m.p.h., or 122 m.p.h. as a fool-proof monoplane which lands neatly on its flexibly-sprung four wheels. As a car one rudder pedal becomes the brake pedal and the same steering wheel serves both in the air and on land.

Gwynne Johns gave us a delayed parachute drop from a "Dakota" but, alas, had to leave the airfield in the ambulance. The Newbury "Eon" towed-off an aerobating Olympia "Eon" glider; the Nene-Lancastrian was most impressive, on two "Nene" jets only or two "Nenes" and two "Merlins"; a Gloster "Meteor IV" did what it could to amuse us under a lower-than-ever cloud base; and the Pageant wound up with an attack on the airfield by para-troops from Dakotas, by Horsa and Hadrian gliders, and by a Jeep and six-pounder gun dropped from a Handley Page "Halifax." Finally, a Hadrian glider was "snatched-up" by a Dakota—which is an almost unbelievable sight. All these demonstrations went off without a hitch, and were highly instructive, although the programme dragged a bit towards the end.

We enjoyed this "busman's holiday" and hope the *Daily Express* will make its Air Pageant an annual fixture, preferably on a day when no motoring events are taking place.—W.B.

## *The Cancellation of the Ulster Trophy Race*

On August 7th we should normally have had the enjoyable races at Ulster organised by the Ulster A.C. over the Ballyclaire circuit. More news is now to hand as to why the fixture was cancelled. At a Special General Meeting of the organising Club, held on April 15th last, the Council recommended by a majority of one vote, that the race should be run in 1948 on the Ballyclaire circuit, provided certain concessions in spectator control could be obtained from the R.A.C.

At the meeting H. A. Bryson spoke against the race, arguing that the difficulties were too great to be overcome. A. McVicker was in favour of the race being held, if areas on the Lindsay's Corner-McAdoo's Leg were opened to spectators in return for prohibiting them from below the Stand on the Ballyrobert–Palatine Straight. The Hon. Sec. explained how such concessions might be obtained and thought these should appeal to the R.A.C. more than merely keeping spectators 10 yards back from the course. H. J. Catchpole felt that guarantors would be called upon to bear a loss on the 1948 race and would then not be keen to back a more important race in 1949. He hoped that if the Race Area Act were passed in 1949 a great many of the Club's financial difficulties would be removed, and, therefore, was in favour of concentrating on Dundrod next year. J. L. Dowling thought the Ministry of Finance likely to extract a much greater toll in respect of Entertainment Duty this year than in 1947 should the Ulster race be held.

Various members discussed detail matters, and F. M. Heyn thought that, based on his experience of obtaining finance for the 1947 race, it would be better not to make any appeal in 1948 but to concentrate on the big event in 1949.

C. E. Robb thought members would be quite content with sprints and trials for the coming year, as did G. W. McCrea. C. F. C. Lindsay and A. R. Scott countered this by stressing the value of continuity and thought financial and R.A.C. objections could be overcome. W. A. McMaster compared the situation to that obtaining in 1939 when the Ulster Motor-Cycle Club were split on the advisability of running their G.P. and, thinking of that race, felt the Ulster A.C. could not afford to run the race this year.

Finally, the following proposition was put: "That in the event of the R.A.C. agreeing to acceptable modifications of the present spectator-control requirements the Council should be at liberty to promote a race." A secret ballot lost this motion by 38 to 36. Without embellishing the foregoing, it is a reflection of the need to obtain financial support and a good "gate," and to be able adequately to ensure the safety of spectators, before a race can be contemplated.

# Alfas Dominate the French Grand Prix

## Ferrari Wins the Small-Car Race

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

ONCE again at Rheims the 1½-litre Alfa-Romeos have shown their superiority against all comers in winning the first three places in the French Grand Prix, driven by Wimille, Sanesi and Ascari.

Their chief challenge came from the single-seater 4½-litre Talbots, which are steadily improving in speed and performance, but not yet capable of pressing the Alfas to the limit, and from the new Maserati, which was fast enough to extend the Alfas, but not yet fully *au point* mechanically. The outcome of the race was therefore never in doubt, but as a demonstration of racing under perfect conditions it was worth going a long way to see.

In the Coupe des Petites Cylindrées, the small-car race, which preceded the Grand Prix, it looked at one time that there would be another all-Italian victory, when, at one period of the race, the 2-litre Ferraris held the first three places. It was some consolation to the enormous crowd of French racing enthusiasts collected round the course to know, at least, that the two races had been won by two of their best drivers, Jean-Pierre Wimille and Raymond Sommer. The British, too, should feel very elated that Wimille's Alfa-Romeo used Lodge plugs and Ferodo brake linings.

The course is a triangular one measuring about 4.5 miles per lap. The French Grand Prix is run over 64 laps of this circuit; a total of 310.7 miles. Two legs of the course are almost dead-straight, one of the fastest parts being the half-mile downhill straight past the pits. The race record of 105.2 m.p.h. and the lap record of 114.8 m.p.h. set up in 1939 by Muller and Lang (3-litre Auto-Unions), still stand, but Wimille put up a wonderful performance during the practices by lapping in 2 min. 35.2 sec. (112.1 m.p.h.), an amazing feat with a car of only half the capacity. The all-out speed of the Alfas is about 185 m.p.h.

For several days before, the weather had been unsettled, and heavy clouds hung over the course on the day of the race. Fortunately, except for a light shower during the first race, the rain held off, and the cool weather made things easier than usual both for the drivers and for their tyres. No thought of bad weather would deter the French from watching a motor-race, particularly *the* race of the year, and every seat on the large permanent stand was filled. Two military bands were in attendance to greet the Military Governor of the district and members of the Government, and everyone was at high tension by the time the cars had been warmed up in front of the pits and had taken their places on the starting grid.

Several cars, amongst them the new C.T.A. Arsenals, had met with trouble during the practices, leaving a useful field of 23 to face the starter on the day of the race. After several days of indecision, the Race Committee decided not to allow "Bira" and Brooke to run their B-type E.R.A.s, because they considered that the cars were too old and slow for the circuit. The only English car in the race was the 1½-litre Alta entered by Abecassis. George was still off-colour after his accident at Spa, and had entrusted the car to Heath. Heath put in some good laps during the practices, but was still new to the car and was taking things steadily.

With ten minutes to go cars and drivers took their places on the starting-grid. The line-up was as follows: first row: Wimille, Ascari, Sanesi (1½-litre Alfa-Romeos); second row: Etancelin, Chiron (4½-litre Talbots); third row: Comotti, Giraud-Cabantous, Raph (4½-litre Talbots); fourth row: Chaboud (Delahaye), Rosier (Talbot); fifth row: Fangio (Simca), Sommer (Maserati), Pozzi (Talbot); sixth row: Besana (Ferrari), de Graffenried (Maserati); seventh row: Villoresi (Maserati), Veyron (Simca), Heath (Alta); eighth row: Pagani (Maserati).

Two minutes to go, and the mechanics left the track, while the roar of exhausts threatened to blow in the windows of the Ivory Tower in which the Press were ensconced; the exhaust note of the Alfas being particularly penetrating. Down went the blue and white flag of the Automobile Club, and the Alfas went streaking out in front.

Wimille was leading his team-mates as they disappeared over the slope beyond the pits, and the Alfas were followed at some distance by a flurry of Talbots. Ninety seconds later one could see the cars streaking down the third leg of the course, and one red car overtaking a bunch of blue ones. It was Villoresi, on the new two-blower, tubular-chassis Maserati. During those first 4½ miles he had run through the field and now appeared in third place, having overhauled Sanesi, number three of the Alfa team. Comotti, Chiron, Etancelin and Raph, all on Talbots, were already dropping behind.

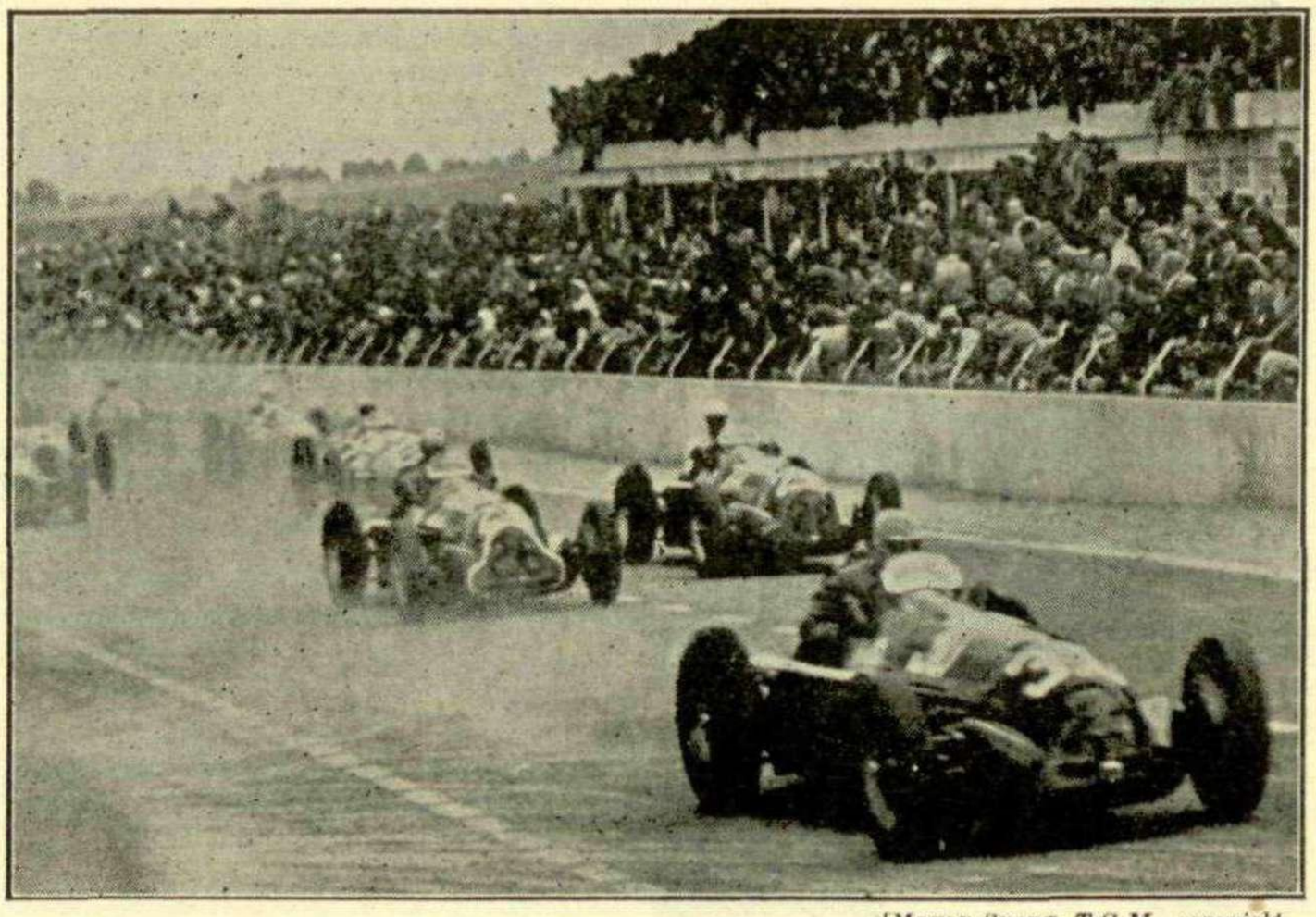
During the next five laps Wimille steadily raised his speed, and on the sixth put up a record for present-day G.P. cars of 2 min. 42.6 sec., or 107.4 m.p.h. (on the *Route Nationale* he was timed at 151 m.p.h.). Sommer (Maserati) ran a big-end on his second lap, and the crowd greeted the news with sympathetic groans.

ORDER AT 5 LAPS:

1st: Wimille (1½-litre, s/c, Alfa-Romeo), 13 min. 52.7 sec. (average speed, 105 m.p.h.).
2nd: Ascari (1½-litre, s/c, Alfa-Romeo), 13 min. 58.6 sec.
3rd: Villoresi (1½-litre, s/c, Maserati), 14 min. 1.6 sec.
4th: Sanesi (1½-litre, s/c, Alfa-Romeo), 14 min. 16.3 sec.
5th: Comotti (4½-litre Talbot), 15 min. 20.1 sec.
6th: Etancelin (4½-litre Talbot), 15 min. 21.8 sec.
7th: Raph (4½-litre Talbot), 15 min. 22.5 sec.
8th: Chiron (4½-litre Talbot), 15 min. 30.6 sec.
9th: Pagani (1½-litre, s/c, Maserati), 15 min. 31.3 sec.
10th: Giraud-Cabantous (4½-litre Talbot), 15 min. 31.8 sec.

Villoresi had taken too much out of his engine in trying to take on the Alfa team single-handed, and paid several visits to the pits to change plugs. Heath retired at the 7th lap with a slipping clutch.

The Alfas continued unchallenged at increasing speed, and Ascari clipped 1/10th second off Wimille's record in his



[MOTOR SPORT, *T.G.M., copyright.*

*STILL THE GREATEST RACE—The start of the French Grand Prix. Wimille, whose Alfa-Romeo won at 102.9 m.p.h., in spite of four pit-stops, leads from team-mate Ascari, with Sanesi on his left.*

# FRENCH GRAND PRIX

RHEIMS, JULY 18th, 1948

# WON

# on

# LODGE

# PLUGS

**FRENCH GRAND PRIX**

| | | |
|---|---|---|
| **1st** | **J. P. WIMILLE** - | *ALFA-ROMEO* |
| 2nd | C. SANESI - - | *ALFA-ROMEO* |
| 3rd | A. ASCARI - - | *ALFA-ROMEO* |
| 4th | G. COMOTTI - | *TALBOT* |

*OTHER RECENT SUCCESSES :—*

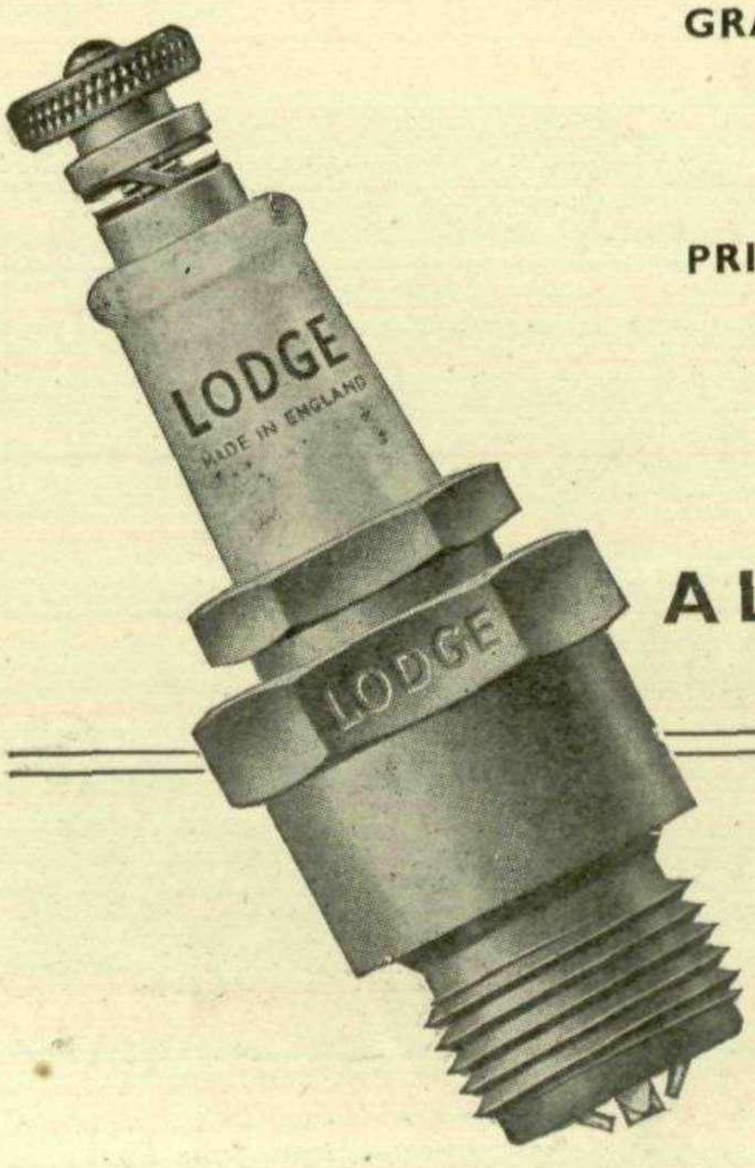
**GRAND PRIX OF EUROPE** (Berne, July 4th)

| | | |
|---|---|---|
| 1st | C. TROSSI - - - - | *ALFA-ROMEO* |
| 2nd | J. WIMILLE - - - - | *ALFA-ROMEO* |
| 4th | C. SANESI - - - - | *ALFA-ROMEO* |

**PRIX DE BERNE**

| | | |
|---|---|---|
| 1st | P. TARUFFI - - - - | *CISITALIA* |
| 2nd | H. STUCK - - - - | *CISITALIA* |
| 3rd | A. MACCHIERALDO - - - | *CISITALIA* |

*(Subject to usual official confirmation)*




# ALL USED LODGE PLUGS

Lodge Plugs Ltd., Rugby, England

efforts to maintain his position in the team. Meanwhile the various Talbots, already a lap in the rear, were engaging in a little dog-fight on their own. Etancelin was making his first post-war appearance at the wheel of a racing car and driving with all his old determination, overhauling Comotti and holding fourth place at the tenth lap. Chiron was feeling below par, but was driving grimly and holding on to eighth place.

Wimille hurtled on in the lead, steady as ever, and clocked 2 min. 42 sec. on his 14th lap. On his 16th he came in to change a tyre, which cost him 40 seconds. This stop let Ascari into the lead, but Wimille pressed on at still greater speed and regained the lead at 20 laps, putting up a new record of 2 min. 41.2 sec. (108.2 m.p.h.).

ORDER AT 20 LAPS:

1st: Wimille, 55 min. 33.9 sec. (average speed, 104.7 m.p.h.).
2nd: Ascari, 55 min. 36.3 sec.
3rd: Sanesi, 56 min. 23.3 sec.
4th: Comotti, 58 min. 58.4 sec.
5th: Etancelin, 59 min. 2.8 sec.
6th: Raph, 59 min. 25.4 sec.
7th: Pagani, 59 min. 57.9 sec.
8th: Rosier, 1 hr. 0 min. 25.8 sec.
9th: Giraud-Cabantous, 1 hr. 0 min. 51.2 sec.
10th: Chaboud, 1 hr. 0 min. 59.3 sec.

Etancelin came in after 22 laps and retired with a seized engine following a failure of his oil pump. De Graffenried went out at 12 laps with engine trouble, likewise Fangio (Simca). Meantime, Bidotti, Alfa team-manager, was out in the middle of the track waving little flags at his drivers, and at the 26th lap Wimille came in to refuel. Wheels were changed, water and oil checked, and he was off again, still in the lead, in 53 seconds, which was smart work. Ascari and Sanesi came in soon afterwards, and in each case the two near-side wheels were changed and the cars were refuelled, all in 41 seconds. Comotti (Talbot) came in at the same time, and was on his way again in 50 seconds.

At the 37th lap Wimille came in for an extra fuel stop, and mechanics had the bonnet off and looked anxiously at the front of the engine. This stop cost him 57 seconds, and Ascari took on first position once again.

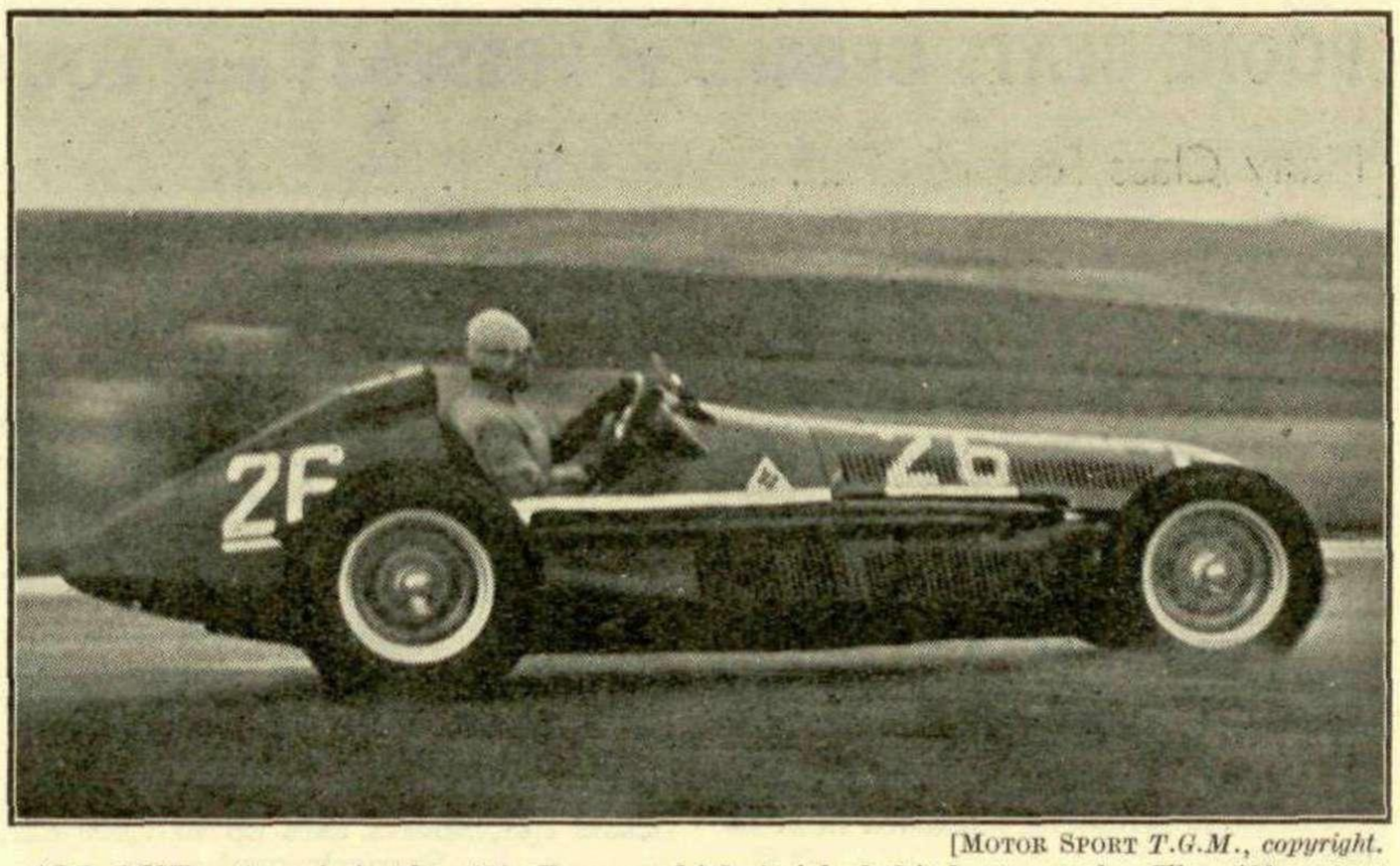
Giraud-Cabantous, aided by his mechanics, was now pushing his Talbot into the pits. His petrol tank had developed a bad leak, and, after much frantic work by his mechanics, he was forced to retire.

The leading Talbots were now two laps behind the Alfas, but Comotti and Raph continued to lap steadily at something like the hundred mark. Rosier was pulling up steadily, while Chaboud, driving the only Delahaye in the race, was slightly slower.

ORDER AT 40 LAPS:

1st: Ascari, 1 hr. 52 min. 28.9 sec. (average speed, 105.9 m.p.h.).
2nd: Wimille, 1 hr. 52 min. 48.9 sec.
3rd: Sanesi, 1 hr. 53 min. 5.4 sec.
4th: Comotti, 1 hr. 58 min. 25.9 sec.
5th: Raph, 1 hr. 59 min. 1 sec.
6th: Rosier, 1 hr. 59 min. 55.8 sec.
7th: Chaboud, 2 hr. 1 min. 20.5 sec.
8th: Chiron, 2 hr. 3 min. 16.2 sec.

Wimille regained his lead at the 41st lap, but stopped again at the end of the 42nd. At 45 laps he was again *en tete*, with the motor still apparently going as well as ever. Chiron's car had been giving trouble earlier, with smoke coming from the exhaust, and he now had a lengthy




[MOTOR SPORT *T.G.M., copyright.*

*ALL OUT—Ascari, in the Alfa-Romeo which finished third, at speed. The Alfas went past the pits at about* 145 *m.p.h.*

pit stop. Lago was evidently satisfied that the car would last out the race, and he pulled out again after a halt of 3 min. 45 sec. Apart from some doubt about Wimille's car, it now seemed certain that the Alfas would finish in the first three places, and, as a gentle reminder of team orders, a blue-overalled mechanic stepped out and signalled with a board inscribed with the position at the time, "Wim., Asc., San." Chiron pulled in again, but was able to continue, and Pozzi pushed in his car, but joined the course soon afterwards.

Wimille came in again soon afterwards. His radiator had been damaged by a stone, and he lost 55 seconds while it was being filled and examined. At 55 laps Sanesi had overhauled Ascari, apparently in accordance with pit orders.

Excitement mounted during the last few laps, and soon the familiar bouquet of flowers appeared outside the timing-box. Photographers massed on the finishing line, and at last Wimille swept through on his winning lap. Coming in after his *Tour d'Honneur*, he looked dazed and tired as he faced a sea of photographers, but had kept his coolness and precision of driving right up to the finish. The Alfas were perfectly prepared and backed by a fine organisation, and unless the Talbots can find more speed, or the new Maserati more reliability, it seems that nothing can beat them so long as the present Grand Prix formula is in force.

### Results

1st: Wimille (1½-litre, s/c, Alfa-Romeo), 3 hr. 1 min. 7.5 sec. (speed, 102.9 m.p.h.).
2nd: Sanesi (1½-litre, s/c, Alfa-Romeo), 3 hr. 1 min. 32 sec.
3rd: Ascari (1½-litre, s/c, Alfa-Romeo), 3 hr. 1 min. 32.5 sec.
4th: Comotti (4½-litre Talbot), 3 hr. 2 min. 44 sec. (two laps behind).
5th: Raph (4½-litre Talbot), 3 hr. 3 min. 28.3 sec. (two laps behind).
6th: Rosier (4½-litre Talbot), 3 hr. 4 min. 2.9 sec. (four laps behind).
7th: Villoresi (1½-litre, s/c, Maserati), 3 hr. 2 min. 22.7 sec. (five laps behind).
8th: Chaboud (4½-litre Delahaye), 3 hr. 3 min. 47 sec. (five laps behind).
9th: Chiron (4½-litre Talbot), 3 hr. 2 min. 39.9 sec. (eight laps behind).
10th: Pozzi (4½-litre Talbot) (nineteen laps behind).

## Coupe des Petites Cylindrees

The small-car race, which served as a curtain-raiser for the Grand Prix, provided plenty of interest on its own account. It began with a spirited duel between Sommer (Ferrari) and "Bira" (Simca), which lasted until the latter driver fell out with water-pump trouble. Prince Igor and Righetti, the other two Ferrari drivers, were not far behind, and when "Bira" retired, Prince Igor, whose driving has improved immensely during the present racing season, then took up the challenge. Tyre trouble in the closing stages of the race deprived him of a well-deserved second place.

The race was run under Formula B regulations, 500-c.c. supercharged and 2,000-c.c. unsupercharged, over a distance of 126.2 miles, though, in fact, no blown "500s" came to the line. Starters were: "Bira," Farina, Fangio, Scaron and Manzon (Simcas), Chaboud and Loyer (Meteors—these being new cars based on the Type 328 B.M.W.), de Cortanze (Peugeot), Sommer, Righetti, Prince Igor (Ferraris), Deutch and Bonnet (D.B.-Citroens), Villoresi (Maserati), Robert, Basadona and de Sauge (Cisitalias), Hemard (Monopole), and Flahout (Frazer-Nash). Heath was down to run on Abecassis' Alta, but the car was damaged at Spa and was therefore a non-starter.

The weather looked threatening as the cars lined up for the start, the leading drivers being Sommer, Fangio and "Bira" in the front row, then Farina and Prince Igor, and Chaboud, Manzon and Righetti behind them.

Sommer (Ferrari) made a good start, but "Bira" (Simca) was close on his tail. Sommer pulled ahead perceptibly on his first lap, while Igor (Ferrari) led the rest of the pack 200 yards behind. On the second lap the larger capacity of the Ferrari began to tell, and Sommer increased his advantage to 100 yards, with a further 400 yards between "Bira" and Prince Igor, who was followed by Fangio and Farina (Simcas). Matters were now complicated by a shower of

*Continued on page* 259

# POORE BEATS GERARD at PRESCOTT and EQUALS MAY'S OLD RECORD

## Many Class Records Fall. Whincop Takes Sports-Car Record with his 2.3-litre Bugatti

THE weather cleared for the Summer Prescott meeting and it was most interesting, although the crowd was not immense, so many being prevented from attending by Mr. Gaitskell. Poore made f.t.d. in the Alfa-Romeo, a polished and popular achievement, which equalled May's pre-war course record. Gerard was second fastest, Fry, joint hero of Bouley Bay with Poore, third fastest, the Freikaiserwagen displaying prodigious acceleration. Sydney Allard also went better than ever before in the monoplace Allard. Mays, handicapped by having lost bottom gear at Jersey, was slower than Poore and Gerard in practice and, finding his plugs' electrodes inclined to fall into the cylinders, scratched from the meeting.

* * *

A few new cars and modifications enlivened the Paddock, apart, that is, from summer frocks and the "New Look." Hindes had a 3½-litre Jaguar with an extended, airship-shaped tail, the Freikaiserwagen wore its mudguard-like engine cover, a shield before its carburetter, and a boost-gauge tied on at the extreme rear of the engine. The tyre valve in one of the tubular side-members still occasions mystic comment! Poore sensibly had his victorious Alfa-Romeo under a tarpaulin, which certainly kept the rain away. The Neale Special was a new "bitser," having a 2-litre multi-carb. A.C. engine in a Riley chassis, with Wolseley radiator, and a high, long touring body. The Underwood Special "gave-away" the origin of its engine by reason of a protruding Scott radiator on the off-side of the tail; front suspension was by transverse spring and wishbones. Brandon was driving the ex-Dryden, ex-Harvey-Noble M.G. Whincop gleefully pointed out that his trustworthy ex-Shuttleworth Type 51 Bugatti really is a sports car now, for his wife has finally had her way, and a second aero-screen is available for her side of the car! The results, class by class, follow,

* * *

### Class 2, Sports cars up to 1,500 c.c. Non-supercharged

Newton's H.R.G. won easily, after a spirited run, breaking his former class record by 0.64 sec. in doing so. Only three ran.

| | | |
|---|---|---|
| 1st. | E. J. Newton (H.R.G.) ... ... | 50.65 sec.* |
| 2nd. | D. C. Pitt (M.G.) ... ... ... | 50.06 ,, |

### Class 2(s), Sports cars up to 1,500 c.c., Supercharged

Leonard was another easy winner in this class, but not up to his record speed. Finch worked hard at the Amilcar's tiller, getting second place.

| | | |
|---|---|---|
| 1st. | L. Leonard (M.G.) ... ... ... | 51.61 sec. |
| 2nd. | O. A. F. Finch (Amilcar) ... ... | 53.25 ,, |
| 3rd. | G. H. G. Burton (Riley) ... ... | 54.47 ,, |

### Class 3, Sports cars, 1,501-3,000 c.c., Non-supercharged

Not unexpectedly Gilbert Tyrer won this class, on a polished ascent, but well below his own record speed. Bond-Williams handled his 2-litre Aston-Martin nicely, changing down a cog very beautifully in the Esses.

| | | |
|---|---|---|
| 1st. | G. Tyrer (B.M.W.) ... ... ... | 52.94 sec. |
| 2nd. | N. I. Bond-Williams (Aston-Martin) ... ... ... ... ... | 53.11 ,, |
| 3rd. | T. A. D. Crook (B.M.W.) ... ... | 53.57 ,, |

### Class 3(s), Sports cars, 1,501-3,000 c.c., Supercharged

This was Whincop's class, in spite of much wheelspin from his "2.3" Bugatti. Nor only did he beat Crook's "2.9" Alfa-Romeo and Oliver's "2.3" Bugatti' but his Type 51 bettered its own class-record by 0.59 sec., this constituting the sports-car record for the hill. The former sports-car record belonged to Rodney Clarke's "3.3" Bugatti, and Whincop, giving away a litre, bettered it by 0.30 sec., a very fine show. He was very slightly slower on his second run. Pierpont slid to a standstill broadside on, in his Type 55 Bugatti, entering the Esses.

| | | |
|---|---|---|
| 1st. | A. C. Whincop (Bugatti) ... ... | 49.56 sec. * |
| 2nd. | R. M. Oliver (Bugatti) ... ... | 49.91 ,, |
| 3rd. | T. A. D. Crook (Alfa-Romeo) ... | 49.94 ,, |

### Class 4, Sports cars over 3,000 c.c., Non-supercharged

Tom Cole scored in this class, in spite of twice knocking his gear-lever into neutral, his Jaguar being more than a match for Allards and J.M.B.s! Marechal, back from Spa, was second, nearly setting the J.M.B.'s rear tyres alight, and Mansell's Allard was neatly handled. Porter's 4¼-litre Bentley saloon was impressive in its own way, and one could appreciate just how quiet these fine cars are.

| | | |
|---|---|---|
| 1st. | T. L. H. Cole (Jaguar) ... ... | 52.21 sec. |
| 2nd. | J. P. Marechal (J.M.B.) ... ... | 53.09 ,, |
| 3rd. | G. N. Mansell (Allard) ... ... | 53.89 ,, |

### Class 4(s), Sports cars over 3,000 c.c., Supercharged

Rodney Clarke's magnificient red "3.3" Bugatti was off colour and only ran once, not defending its record. However, do what Leslie Allard could in his North Downs-blown yellow Allard, and he did a lot, tail sliding badly in the Esses, Clarke won his class.

| | | |
|---|---|---|
| 1st. | R. E. Clarke (Bugatti) ... ... | 50.23 sec. |
| 2nd. | T. L. Allard (Allard) ... ... ... | 50.67 ,, |

### Class 5, Racing cars up to 500 c.c.

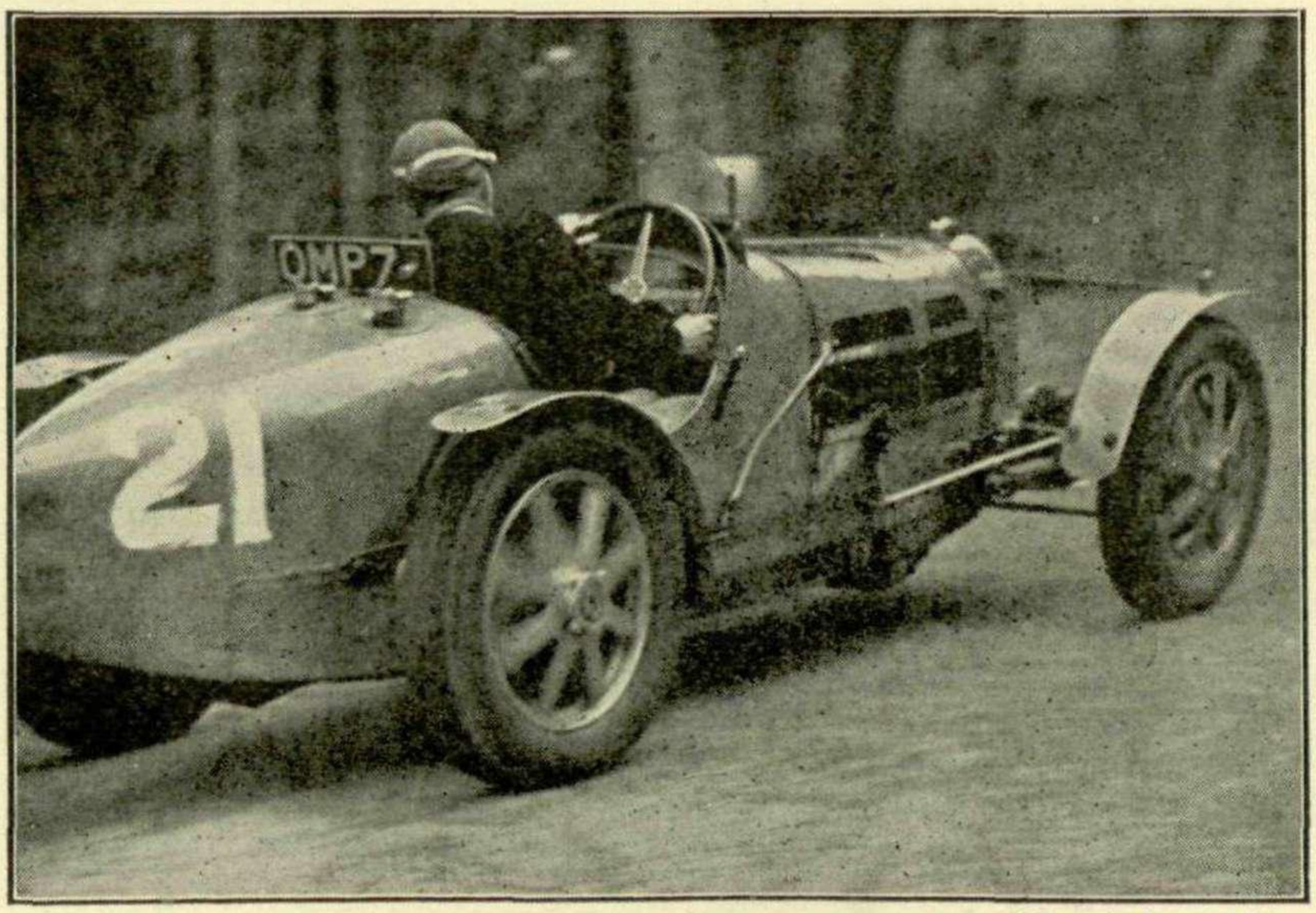
The 500's caused plenty of excitement. The F.H.B. smote the outside bank entering the Esses on its first run, Moss touched the bank leaving the Esses on his first run, an incident that hardly affected him at all, while Saunder's Cooper seemed to suffer clutch slip and caught fire, the delay before fire-extinguishers arrived being quite startling. Little damage was done. The Buzzi seemed troubled with a difficult gear-change and Longmore's Marwyn was slow. Moss drove splendidly, and not only won the class but set yet another new Class I Prescott record. It should be explained that, officially, Brandon's 49.22 sec., made at the Club meeting in the up to 750 c.c. class, does not count, but Moss beat Lones' former record by 0.47 sec. Strang came to grief on his first run and would have been much faster on his second had he not missed a change.

| | | |
|---|---|---|
| 1st. | S. Moss (Cooper) ... ... ... | 49.51 sec. * |
| 2nd. | C. Strang (Strang) ... ... ... | 50.41 ,, |
| 3rd. | R. M. Dryden (Cooper) ... ... | 50.86 ,, |

### Class 6, Racing cars, 501-750 c.c.

The Lightweight was a non-runner and Ken Wharton ,driving very nicely indeed, won easily, although Hadley's "works" Austin class record of before the war still stands. Symonds got a well-deserved second place and Brandon, *mit* M.G., was third.

| | | |
|---|---|---|
| 1st. | K. Wharton (M.G.) ... ... ... | 48.51 sec. |
| 2nd. | G. H. Symonds (Austin) ... ... | 51.59 ,, |
| 3rd. | E. Brandon (M.G.) ... ... ... | 53.84 ,, |




[*Photo by Guy Griffiths*

*SPORTS CAR RECORD—One of the outstanding performances of the Summer Prescott Meeting was the capture, by A. C. Whincop ("2.3" ex-Shuttleworth G.P. Bugatti), of the sports-car course record. It was formerly held by Rodney Clarke's "3.3" Bugatti.*

### Class 7, Racing cars, 751-1,500 c.c.

Fry, indulging in a magnificent power slide from the Esses, had things all his own way, although when it is remembered that the V-twin Cooper is unblown, its efficiency is also a matter for warm congratulation. The Freikaiserwagen broke Cooper's class record by 0.85 sec. Richardson, using twin rear wheels, placed the E.R.A.-Riley beautifully, to get third place. Geoffrey Ansell was disappointing in the E.R.A. Kennington had a nasty experience on his second run, when the off-side front wheel of his M.G. commenced to wobble as he accelerated from the Esses. Fortunately he wasn't going very fast at this point. When the car was lifted clear of the ground by the breakdown crane, the wheel fell off.

1st. J. G. Fry (Freikaiserwagen) ... 46.21 sec.*
2nd. J. Cooper (Cooper) ... ... ... 47.86 ,,
3rd. G. N. Richardson (E.R.A.-Riley) 48.17 ,,

### Class 8, Racing cars 1,501-2,000 c.c.

Noel Carr caused the stir in this class, his Alta leaving the course at the first bend and folding back its near-side front wheel. Gerard got down to 46.18 sec., obviously trying harder than on his early runs. Norris' Alta accelerated beautifully from the Esses, and Neale's crisp-sounding, very smart Bugatti was third, going close to the inside bank at the Esses.

1st. F. R. Gerard (E.R.A.) ... ... 46.18 sec.
2nd. J. B. Norris (Alta) ... ... ... 50.03 ,,
3rd. P. W. Neale (Bugatti) ... ... 51.42 ,,

### Class 9, Racing cars over 2,000 c.c.

This was a really interesting struggle. Sydney Allard made his fastest Prescott run to date, in 46.44 sec., in the Steyr-Allard. Bear did his usual stylish run in the ex- Abecassis Bugatti, very fast too, in 48.16 sec., Hutchison a typically "Hutch" ascent, front wheels locking and sending up little puffs of smoke before the corners, in 48.22 sec., then Poore closed with 46.21 sec. In the second half Allard was slower, but Bear got down to 47.72 sec., to be beaten by McAlpine in the ex-"Bira" Maserati, who, in turn, was beaten by Hutchison, who did 47.34 sec. Poore was really good to watch, not seeming to brake heavily, yet calming the big car down for the bends, swishing round them, then turning on his very real acceleration to immense effect. He bettered his own class record by 0.20 sec.

1st. R. D. Poore (Alfa-Romeo) ... 46.21 sec. *
2nd. S. H. Allard (Allard) ... ... 46.44 ,,
3rd. K. N. Hutchison (Alfa-Romeo) 47.34 ,,

### Class 10, Handicap

1st. N. W. Pollock (Frazer-Nash)
2nd. W. D. Porter (4¼-litre Bentley)
3rd. G. E. Matthews (Jaguar)

### Class 11, Team event

In this class Poore clocked f.t.d., 46.14 sec., equalling May's 1939 record.

1st. Poore, Hutchison, Fry.
2nd. Moss, Cooper, Dryden.
3rd. Stubberfield, Whincop, Pierpont.

### The Best Dozen

| | f.t.d. |
|---|---|
| Poore (Alfa-Romeo) ... ... ... ... | 46.14 sec. |
| Gerard (E.R.A.)... ... ... ... ... | 46.18 ,, |
| Fry (Freikaiserwagen) ... ... ... | 46.21 ,, |
| Allard (Allard, *fastest unblown car*) | 46.44 ,, |
| Hutchison (Alfa-Romeo) ... ... ... | 47.34 ,, |
| McAlpine (Maserati) ... ... ... ... | 47.42 ,, |
| Cooper (Cooper)... ... ... ... ... | 47.47 ,, |
| Bear (Bugatti) ... ... ... ... ... | 47.72 ,, |
| Stubberfield (Bugatti) ... ... ... | 48.09 ,, |
| Richardson (E.R.A.-Riley) ... ... | 48.17 ,, |
| Ansell (E.R.A.) ... ... ... ... ... | 48.38 ,, |
| Wharton (Wharton) ... ... ... ... | 48.51 ,, |

* *New Class Record.*

# Poore and Fry Tie in Record Time for f.t.d. at BOULEY BAY

## Poore Leads for Hill-Climb Championship. Mays Third

Bouley Bay this year was decidedly exciting. Mays seems to be unlucky at this venue. Last year, although setting the record, he was unable to use the full power of his E.R.A. on the wet tar; this time the surface was in order but Mays did not manage better than third fastest time and lost his bottom gear in the process. All credit to Fry and Poore, who tied for f.t.d. and bettered Mays' former course-record by 0.6 sec., the former in the rebuilt Blackburne-engined Freikaiserwagen, the latter in his magnificent "3.8" Alfa-Romeo. Fry relied on single rear tyres, Poore on "twins."

Poore had been fastest in practice. Mays managed 59.4 sec., a new class record, and many other class records fell, while Mrs. Darbishire was the "fastest lady," in the E.R.A. she shared with Reg. Parnell, in 65.1 sec. The rest of the story is told in the class results, which are given below, for the entry was not large. New class records are indicated by an asterisk. This event puts Poore well in the lead for the Hill-Climb Championship, with 29 marks, from Hutchison with 24, Mays with 19, and Allard with 16.

### Results

SPORTS CARS:

1,500-c.c.—(1) R. A. Hellyer (1,496-c.c. Automenders Singer), 76.3 sec.; (2) D. G. Bougourd (1,250-c.c. M.G.), 80 sec.

2,500-c.c.—(1) Raymond Way (1,971-c.c. B.M.W.), 77.3 sec.; (2) K. Watkins (1,971-c.c. B.M.W.), 78.2 sec.

OVER 2,500-c.c.—(1) D. W. Price (3,922-c.c. Price Special), 73.4 sec.; (2) R. Le Breton (3,622-c.c. Allard), 75.1 sec.

RACING CARS:

500-c.c.—(1) S. Moss (497-c.c. Cooper), 63.8 sec.*; (2) H. C. Lones (496-c.c. Tiger Kitten), 65 sec.

750-c.c.—(1) L. True (747-c.c. Austin), 67 sec.; (2) R. Owen (747-c.c. Austin), 76.3 sec.

1,100-c.c.—(1) J. G. Fry (1,097-c.c. Freikaiserwagen), 59.2 sec.*; (2) H. A. Richards (1,087-c.c. Riley), 68.4 sec.

1,500-c.c.—(1) F. Le Gallais (1,496-c.c. Hybrid), 62.2 sec.*; (2) R. E. Gilmore (1,172-c.c. Baseboe), 75 sec.

2,000-c.c.—(1) Raymond Mays (1,980-c.c. E.R.A.), 59.4 sec.*; (2) R. Parnell (1,950-c.c. E.R.A.), 61 sec.

OVER 2,000-c.c.—(1) R. D. Poore (3,800-c.c. Alfa-Romeo), 59.2 sec.*; (2) S. H. Allard (3,500-c.c. Allard), 60.4 sec.

* *New class record.*

## *FRENCH GRAND PRIX*

*—continued from page 257*

rain, which, fortunately, did not last long.

ORDER AT 5 LAPS:

1st: Sommer (2-litre Ferrari), 15 min. 18.3 sec. (average speed, 95.1 m.p.h.).
2nd: "Bira" (1,430-c.c. Simca), 15 min. 28.6 sec.
3rd: Igor (2-litre Ferrari), 15 min. 55.4 sec.
4th: Righetti (2-litre Ferrari), 15 min. 58.3 sec.
5th: Villoresi (2-litre Maserati), 16 min. 1.1 sec.
6th: Fangio (Simca), 16 min. 1.6 sec.

Interest was naturally concentrated on the Sommer-"Bira" duel. Sommer was extremely fast and steady, and had more speed in reserve, and at ten laps had increased his lead to nearly 32 seconds, while his average had risen to 95.8 m.p.h., an amazing speed for an unsupercharged 2-litre on what is nominally a road-circuit. On his 12th lap Sommer put up a record lap of 97.36 m.p.h., knocking 16 seconds off Monkhouse's record of last year. The pace was beginning to tell, and six cars had already retired at this stage.

At 15 laps "Bira" was still hanging on grimly, only one minute behind, but his car sounded less healthy. Three laps later he dropped out, the pulley-shaft on the water pump having snapped off. Prince Igor, who had been running third throughout the race and was now 1½ minutes behind Sommer, thus moved into second place. By the 20th lap he had cut down Sommer's lead to 79 seconds.

With only six more laps to go he was robbed of a well-deserved second place. His front tyre went flat 200 yards past the pits, and he was forced to wait there while mechanics ran along with a spare wheel.

### Results

1st: Sommer (2-litre Ferrari), 1 hr. 48 min. 48.4 sec. (average speed, 96.07 m.p.h.).
2nd: Righetti (2-litre Ferrari), 1 hr. 18 min. 48.4 sec. (one lap behind).
3rd: Chaboud (2-litre Meteor), 1 hr. 21 min. 51.7 sec. (one lap behind).
4th: Scaron (1,220-c.c. Simca-Gordini), 1 hr. 20 min. 11.5 sec. (two laps behind).
5th: Bonnet (2-litre D.B.), 1 hr. 21 min. 20.1 sec. (two laps behind).
6th: De Cortanze (2-litre Peugeot Darl-Mat), 1 hr. 20 min. 56.6 sec. (three laps behind).
7th: Manzon (1,430-c.c. Simca), 1 hr. 19 min. 9.6 sec. (four laps behind).
8th: Robert (1,100-c.c. Cisitalia), 1 hr. 20 min. 21.5 sec. (four laps behind).
9th: Prince Igor (2-litre Ferrari), 1 hr. 20 min. 34.7 sec. (five laps behind).
10th: De Sauge (1,100-c.c. Cisitalia), 1 hr. 22 min. 17.7 sec. (five laps behind).

*Last Year's Winner:*
Prince "Bira" (1,220-c.c. Simca), 84.55 m.p.h.

## *REPORTS OF RECENT EVENTS*

*—continued from page 249*

### LIVERPOOL M.C.—WALLASEY SAND RACING

Warburton's Allard was the outstanding performer at this worthwhile meeting.

### Results

ONE LAP (SPORTS).—(1) H. D. Pritchard (Allard); (2) G. Warburton (Allard); (3) R. E. Shapley (Healey). Time, 1 min. 1.6 sec.

ONE LAP (RACING).—(1) J. H. Walton (Alta); (2) F. Johnson (Ford Special); (3) H. D. Pritchard (Allard). Time, 1 min. 2.8 sec.

FIVE-LAP (SPORTS).—(1) G. Warburton (Allard); (2) H. D. Pritchard (Allard); (3) R. E. Shapley (Healey). Time, 4 min. 50 sec.

FIVE-LAP (RACING).—(1) G. Warburton (Allard); (2) H. D. Pritchard (Allard); (3) J. H. Walton (Alta). Time, 4 min. 53 sec.

TEN-LAP HANDICAP.—(1) T. Lund (Lund Special); (2) V. R. Pilkington (M.G.); (3) F. Johnson (Ford Special).

### CIRCUIT DES REMPARTS

The 63.8-mile final of this event developed into a most intriguing Simca-Gordini—Cisitalia battle—and the Simca won in the end, after Loyer's Cisitalia had suffered clutch trouble and been pushed over the line. Manzon made fastest lap, at 44.5 m.p.h.

### Results

1st: Prince Igor (Simca-Gordini), 41.8 m.p.h.
2nd: G. Michellet (Cisitalia).
3rd: R. Loyer (Cisitalia).

## *STOP PRESS*

As we close for Press we learn that the R.A.C. has secured Silverstone Track for twelve months and that the first International Grand Prix to be held in this country since the War will be run there on OCTOBER 2ND.

# Hants. & Berks M.C. Speed Trial—Wharton Beats the Big Cars

This event, graced by perfect weather and impeccably organised, was held at Neil Gardiner's Burghfield Common estate on July 25th. The course, embracing five banked corners, had been lengthened since 1947 to make it a full quarter-mile. Few drivers were able to get out of second gear, but the faster cars averaged over 37 m.p.h. Interesting cars included Browne's Standard V8-engined M.G., Hobbs' lowered "K3" M.G., the Chrysler-base Cripps Special, and a 90 b.h.p., 12 cwt., single-seater Rover built by P. M. Wilks, son of the Rover director, and C. S. King, the basis being an experimental 1,595-c.c. version of the 1948 Rover with the new engine and coil spring i.f.s.; rear suspension is ¼-elliptic and rear brakes are dispensed with. Bradnack's Frazer-Nash threw a smoking clutch lining into the public enclosure during practice, and was a non-starter.

Wharton's Wharton-Special, beautifully crisp and fearlessly handled, made f.t.d. in 23.34 sec., beating Stirling Moss (23.46 sec.), who drove absolutely superbly, getting into third gear in his Cooper 500, which was using Prescott ratios. Norris' Norris-Special was third fastest, in 23.86 sec., and G. Ansell's E.R.A., only able to momentarily employ second gear on this course, clocked 24.24 sec.

Leslie Allard made fastest sports-car time, his acceleration immense, beating Burgess' Allard and Leonard's astonishing M.G. Onslow Bartlett, fastest in 1947, was slower this time, in spite of his famous anti-roll cornering, and he was beaten by Bremner's neatly-handled Alfa-Romeo. Many drivers had "moments," but the only car to disturb the straw bales and mount a bank was Matthews' Jaguar. Brandon was second in the 500-c.c. class, but broke a final-drive joint on his second run; Coldham's Cooper broke its timing chain and Saunders' Cooper its gearbox. The Attenborough-Special and Tooley's Riley-G.N. broke chains. Strang, a "typewriter-cover" over his engine, was third fastest of the 500s. Buckler's unblown Ford Ten Special, now with divided-axle i.f.s., beat the blown Orlebar-Ford Special, Newton's H.R.G. winning this class from Ruddock's Frazer-Nash. In the smallest sports-car class Gibbs' 1931-type Riley Nine Special, with 11½ to 1 compression ratio, gave best to the M.G.s of Lester and Taylor.

### Results

SPORTS CARS, UP TO 1,100 C.C., NON-S/C.: (1) H. Lester (M.G.), 25.65 sec.; (2) G. P. Taylor (M.G.), 26.61 sec.; (3) L. E. Gibbs (Riley), 27.1 sec.

SPORTS CARS, 1,101-1,500 C.C., NON-S/C; UP TO 1,100 C.C. S/C: (1) E. J. Newton (H.R.G.), 25.5 sec.; (2) G. A. Ruddock (Frazer-Nash), 26.19 sec.; (3) C. D. F. Buckler (Buckler), 26.22 sec.

SPORTS CARS, 1,501-3,000 C.C., NON-S/C; 1,101-1,500 C.C. S/C: (1) L. Leonard (M.G., s/c), 25.02 sec.; (2) T. A. D. Crook (B.M.W.), 25.19 sec.; (3) R. Way (B.M.W.), 25.59 sec.

SPORTS CARS, 3,001 C.C. AND OVER, NON S/C; 1,501 C.C. AND OVER S/C: (1) T. L. Allard (Allard s/c), 24.76 sec.; (2) K. E. O. Burgess (Allard s/c), 24.86 sec.; (3) J. I. Boemner (Alfa-Romeo s/c), 25.15 sec.

RACING CARS UP TO 500 C.C.: (1) S. Moss (Cooper), 23.46 sec.; (2) E. Brandon (Cooper), 24.25 sec.; (3) C. H. Strang (Strang), 24.4 sec.

RACING CARS, 501-1,100 C.C.: (1) K. Wharton (Wharton, s/c), 23.34 sec. (f.t.d.); (2) F. W. Kennington (M.G. s/c), 24.82 sec.; (3) E. Brandon (M.G. s/c), 25.31 sec.

RACING CARS, 1,101-2,000 C.C.: (1) F. A. Norris (Norris-Special s/c), 23.86 sec.; (2) G. E. Ansell (E.R.A. s/c), 24.26 sec.; (3) M. H. Christie (A.C.-Nash), 24.50 sec.

RACING CARS OVER 2,001 C.C.: Only runner: E. Lloyd-Jones (Triangle-Skinner-Special), 24.29 sec.

# *LETTERS from READERS*

Sir,

'This is a very involved subject, but certain angles of "Baladeur's" notes can be very clearly defined.

The French end of the centuries-old De Dietrich concern (which later isolated its motor business as the Lorraine-Dietrich) was located at Luneville. It built early cars under Amedée Bollée and Turcat Mery licence. It evolved an expansionist programme in 1907 when an English manufacturing branch was floated, and the Ariel works at Bournbrook, Birmingham, acquired. At the same period a big interest in Isotta-Fraschini was taken (which, in later years, caused headaches for patriots). Interfactory liaison was already established before the 1908 reference quoted from the *Autocar*. The other branch of the De Dietrich functioned separately in (German) Alsace at Niederbronn. It was this branch which marketed the Bugatti design for a short period.

Apart from Alfa-Darracq, De Luca-Daimler, Diatto-Clement and Italian Peugeot, there are the Wolsit or Italian Wolseley, Fides or Italian Brasier, San Giorgio or Italian Napier, and others. Some of these ventures coincided with the world-wide financial panic of 1907 which snuffed them out, together with other Italian motor concerns. Even F.I.A.T., at that time, were reported arranging an extension with their creditors. Their exports to America had been drastically cut. Later, to get behind the tariff wall they built their own American works at Poughkeepsie, followed elsewhere by Polski-F.I.A.T., Austro-F.I.A.T., and so on. There are endless examples of these working arrangements in the years gone by, so there is no point in singling out Italy. Thus the late John Newton, of Manchester, took an interest in the S.C.A.T. concern and, separately, bought out a small works in Turin, where the Newton (or N.B.) car was produced. On the other hand, the Italian Ceirano car was produced in Germany by the Möllkamp-Werke A.G., of Köln-Zollstock.

Now to Isotta-Fraschini. The date, 24/11/04, is when the *Company* was formed, with a capital of 1,500,000 lire. It took over the business of C. Isotta and V. Fraschini, and the technical director was G. Stefanini. The first vehicle is said to date back to 1898, and their very neat front-wheel-brake design appeared in 1910.

By the way, what is the exact connection, if any, between Bugatti-Hermes or Hermes-Simplex (made in an Alsatian locomotive works, and sometimes called the Mathis-Bugatti) and the H.I.S.A.?

I am, Yours, etc.

Eskdale. J. POLLITT.

*Continued on page 269*


## CLASSIFIED—WANTED—*continued*

**FRAZER-NASH,** pre-1930, condition immaterial. J. R. L. Barrett, The Cottage, 230, Lincoln Road, Walton, Peterborough.

**LAGONDA TOURER,** year and mechanical condition immaterial providing bodywork good. Cash, or would exchange 12-h.p. Alvis 4-seater tourer. 455, Westborough Road, Westcliff, Essex.

**M.G. 2-LITRE ENGINE,** clutch and gearbox. Condition not important provided block and head not cracked. D. Shepherd, 25, Sandfield Road, Oxford.

**"30/98" WELLBASE WHEELS,** pair or set. New 820 by 120 tyres. Sidescreens. Rosser, Colnbrook, Bucks.

**CHASSIS FRAME, 2-LITRE LAGONDA** "Speed" model, low-type, badly wanted for rebuild job. Radiator fitting, non-trunnion type. Adams, The Burrows, Sutton, Eynsham, Oxon.

**RILEY CLOSE-RATIO RACING GEARBOX** urgently wanted, gears essential, with or without outer case. George Nixon, Hassell Street Garage, Newcastle, Staffs. Tel.: 69154.

**HIGH-GRADE COMPLETE CHASSIS,** continental preferred, D.I.S. or similar. Axle 4 : 1 or higher. 6, Malvern Road, Surbiton, Surrey. Tel.: Elmbridge 8665.

**FOLD-FLAT SCREEN,** 36 in. wide, for "J" Midget. Riley fold-flat screen, 42 in. wide, for exchange if required. Also: fly-off hand-brake assembly; June and August, 1930, MOTOR SPORT. F. C. Francis, 52, East Street, Chichester, Sussex.

**FRONT AND REAR FRICTION-TYPE SHOCK-ABSORBERS** for 1932 Riley Nine. F. A. Clarke, 16, Hawthorne Avenue, Rainham, Kent.

**"10/23" TALBOT,** any year, any body, any condition. Would appreciate any information leading to discovery of same. Box No. 578, MOTOR SPORT, 15, City Road, E.C.1.

**EXHAUST MANIFOLD** for supercharged f.w.d. Alvis. Also water pump and handbook. King, "Sunshine," Salts Avenue, Loose, Maidstone.

**OPEN 2 OR 4-SEATER "12/60" ALVIS,** "16/80" Lagonda or M.G. Magna, or similar, about 1930/34. Chassis, body, transmission and brakes, etc., required in reasonable condition, engine and gearbox quite immaterial or even absent. Write or 'phone, Macfarlane, Cartbank, Cathcart, Glasgow. Tel.: Merrylee 1073.

**I.F.S. SUSPENSION FOR FORD V8,** also for Ford 8-h.p. Scintilla Vertex with screw-gear for Ford V8. Noble, Kelleythorpe, Driffield, E. Yorks.

**B.S.A. "SCOUT,"** any condition, engine not essential. Peachey, 5, Rhodes Street, Halifax. Tel.: 5981.

**VINTAGE CAR,** open; Alvis "12/50" preferred. Must be in sound running condition. No fancy prices, please. Box No. 597, MOTOR SPORT, 15, City Road, E.C.1.

**OPEN 2 OR 4-SEATER M.G.** required (P, J, D, C or M-type). Maximum £200. Vintage car or similar considered. 44, Alderman's Drive, Peterborough. Tel.: 4246.

**LADIES' HEAD SCARF** with car names motif, believed continental manufacture. Also: Mercédès-Benz, all models, manuals, catalogues, spur badges, lapel badges, fittings, data, photographs, tie or scarf. Good prices paid. Box No. 594, MOTOR SPORT, 15, City Road, E.C.1.

**LEA-FRANCIS "12/40"** open 2-seater tourer. Must be sound throughout. Brooking, Mill Bank Cottage, Frodsham, Cheshire. Tel.: 3224.

## MISCELLANEOUS

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

**BRICK-BUILT STABLES AND YARD FOR SALE.** Fourteen loose boxes, saddle-rooms, garage, grooms' quarters (suitable for flat), w.c., coal-place, light and water. Situated in residential district, Melton Mowbray, Leicestershire. Freehold, with vacant possession. Bargain £1,750. Opportunity to start motor business. P. Weaver, Cardigan House, Melton Mowbray. Tel.: 214.

**BUSINESS OPPORTUNITY.**—Working director wanted, with capital. Must be capable and interested. Excellent prospects in sports motoring and agricultural engineering business. Please write in first instance to: P. A. Whittet, Whinlands Works, Lightwater, Surrey.

## SITUATION VACANT

**OPPORTUNITY FOR YOUNG MAN** in small business dealing mainly with service and sales of sports and vintage cars. Must be prepared to work hard. Preference given to genuine enthusiast. Write, stating age, experience, etc., to Box No. 586, MOTOR SPORT, 15, City Road, E.C.1.

# *To Goodwood in a JAGUAR*

**Observations on a possible New Motor Course and a Very Outstanding British High-Performance Car.**

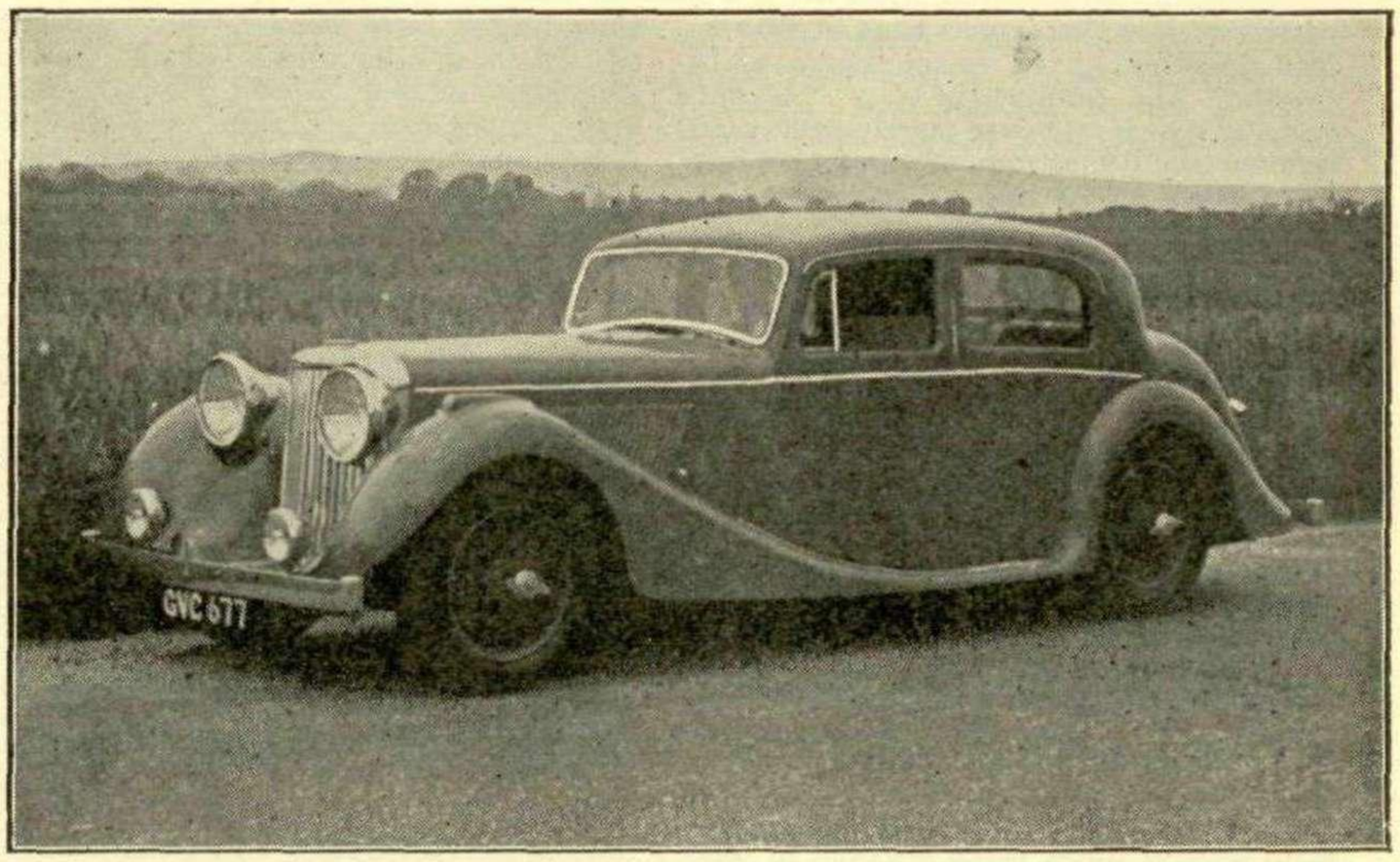
LATE in June a green 3½-litre Jaguar saloon arrived outside our offices for test purposes and we decided it could be profitably used to inspect the disused aerodrome perimeter track at Goodwood which, with the permission of the Duke of Richmond and Gordon, is likely to become a useful racing circuit.

We were very glad of both these experiences, for Goodwood has definite possibilities and the Jaguar is one of Britain's better export propositions.

Before the war the Jaguar built up a very fine reputation, of which we are reminded by frequent successes in to-day's sprint events on the part of various editions of the open two-seater Jaguar "100." The present-day Jaguar retains a sober specification and appearance, eschewing i.f.s. and aerodynamics, so that it can be easily overlooked amongst the many new or considerably revised designs that have been released since hostilities ended. It is only by making a hurried journey in the latest Jaguar and testing its very real performance capabilities against the stop-watch that you appreciate what a potent car it is and regard it almost with relief, certainly with strengthened faith in the traditional outline and old-style suspension properly applied. The Jaguar is not in the least old-fashioned, indeed, in many ways it is more up-to-the-minute than most, but it exerts a strong appeal to those who seek to avoid the complexity of the nearly-futuristic and who desire a car which remains distinctive, in the traditional British manner, in the midst of fully-faired, anti-drag, aerodynamic streamstylers. For these reasons the Jaguar is commanding successful sales in countries and continents where American cars predominate—it differs from them in style but not in respect of performance, being able to hold its own on 3½-litres.

First impressions of this essentially English motor car are the comfort of its seats, the completeness and lavishness of the facia layout and accompanying fitments, and the foretaste of high performance conveyed by the very broad bonnet, the big flat-topped filler cap, and the Lucas P.100 headlamps set in line with the top of the radiator.

You settle in a deep, leather-upholstered driving seat, sliding it to your required adjustment, which is facilitated by a winder to further vary the position of the cushion and angle of the squab and by an adjustable steering column. You realise that you can see the near-side sidelamps, that visibility, in fact, is very good and that all the instruments, with the possible exception of the petrol gauge (quite a point these days!) are in clear view. The pedals are vertical treadle-type, the accelerator r.h., and at first seem high from the floor, although you soon discover that, seat correctly placed, your heels can rest on the floor when operating them. The short stiff central gear-lever is delightfully placed and the handbrake, at an angle behind it between the bucket front seats, couldn't be better positioned.




[MOTOR SPORT *copyright.*

*The 3½-litre Jaguar photographed at Goodwood track.*

THE 3½-LITRE JAGUAR

*Engine :* Six cylinders, 82 by 110 mm. (3,485.5 c.c.) 25 R.A.C. h.p. Max. r.p.m. 4,500.

*Gear ratios :* 1st, 14.41 to 1; 2nd, 8.28 to 1; 3rd, 5.74 to 1; top, 4.27 to 1.

*Tyre size :* 5.50 by 18 on knock-off wire wheels.

*Weight :* 32 cwt. 3 qtr.

*Steering ratio :* 2¾ turns, lock to lock.

*Fuel capacity :* 14 gallons (range 200–250 miles).

*Wheelbase :* 10′ 0″. *Track :* 4′ 6″ front, 4′ 8″ rear.

*Overall dimensions :* 15′ 6″ by 5′ 6″ by 5′ 1″.

Performance Data—

*Acceleration :*

0–50 m.p.h., 11.0 sec. } mean of
0–60 m.p.h., 15.4 sec. } two runs
0–70 m.p.h., 21.8 sec.
s.s. ¼ mile : 21.0 sec.

On the facia you find controls for the Clayton heater and air-conditioner, additional ventilation being offered by winding panels in front of the front windows, and a scuttle scoop-ventilator. For night driving you have those P.100 Lucas lamps, with a dipper on the steering wheel centre, backed by twin Lucas foglamps. Early in your association with the Jaguar you decide that it is going to constitute a very comfortable and pleasant method of getting about the country.

For our part, we left the E.C. district of London and, the driver quite unaccustomed to the car, found ourselves averaging nearly 20 m.p.h. in a built-up area that embraced countless unsympathetic traffic-lights, masses of undecided pedestrian humanity, and every variety of London traffic-jam. The later aspects of this drive to Goodwood, *via* Morden, Sutton, Epsom, Leatherhead and Dorking, provided faster going, but nothing comparable, for instance, with a long journey up A1 or down A30. Even so, the overall average speed came out at 38 m.p.h., with over 47 miles in the best hour—which indisputably demonstrates that this Jaguar is a car that wouldn't think twice about doing 200 miles in four hours or less without unduly hurrying.

Two other factors became apparent in this short run over a decidedly give-and-take route. Along quite a short straight stretch the speedometer showed 97 m.p.h., and, while it was as optimistic as the majority of its kind, subsequent checks proved this reading to be equivalent to 91 m.p.h. On a later occasion a reading of 100 m.p.h. was held for an appreciable distance, so the Jaguar is a very genuine 90 m.p.h. motor car. That freak conditions did not prevail we demonstrated later by getting the same reading twice along similarly brief sections of straight road—and a maximum of over 90 from a large saloon car under such everyday, between-any-town conditions should still provoke pride in ownership. The other noticeable factor was how quickly the rev.-counter swung round into the "red" (maximum r.p.m. = 4,500) not only in 2nd, but in 3rd gear, the latter representing a true maximum in the region of 65 m.p.h. Even in top gear the engine would come within sight of maximum r.p.m. at 90 m.p.h. This ability to usefully employ the power available from the o.h.v. twin-carburetter six-cylinder power-unit has its reflection on cruising speed, the speedometer-needle being continuously between 60 and 70 m.p.h. (3,000–3,500 r.p.m.) wherever traffic-happenings permit any throttle-opening at all. As a

matter of fact the Jaguar runs so silently and smoothly up to its maximum as to preclude the naming of any "ideal" cruising speed—we were merely prevented by road conditions from habitually holding more than 60–70 m.p.h.

No flat-spots, vibrations or noises intrude until valve-bounce is evident at between 4,500 and 5,000 r.p.m. Consequently, good use can and should be made of the gearbox to get the Jaguar along, although it *will* run at 500 r.p.m. or 10 m.p.h. in top gear and pick up cleanly therefrom. Not until 40 m.p.h., however, does the speed really build. The gear-change is admirable, but prefers "enthusiast's" methods, as the synchro-mesh likes either a snap or a leisurely movement, so isn't entirely dependable. The longer arc from 1st to 2nd, as compared with that from 3rd to top soon becomes acceptable, as does the rearward angle of the lever when in neutral, and our only criticism is that the spring that guards reverse is inadequate, this ratio several times being selected in mistake for bottom. Very rapid take-off is the rule in bottom gear, so unexpected backwards-motoring is doubly undesirable!

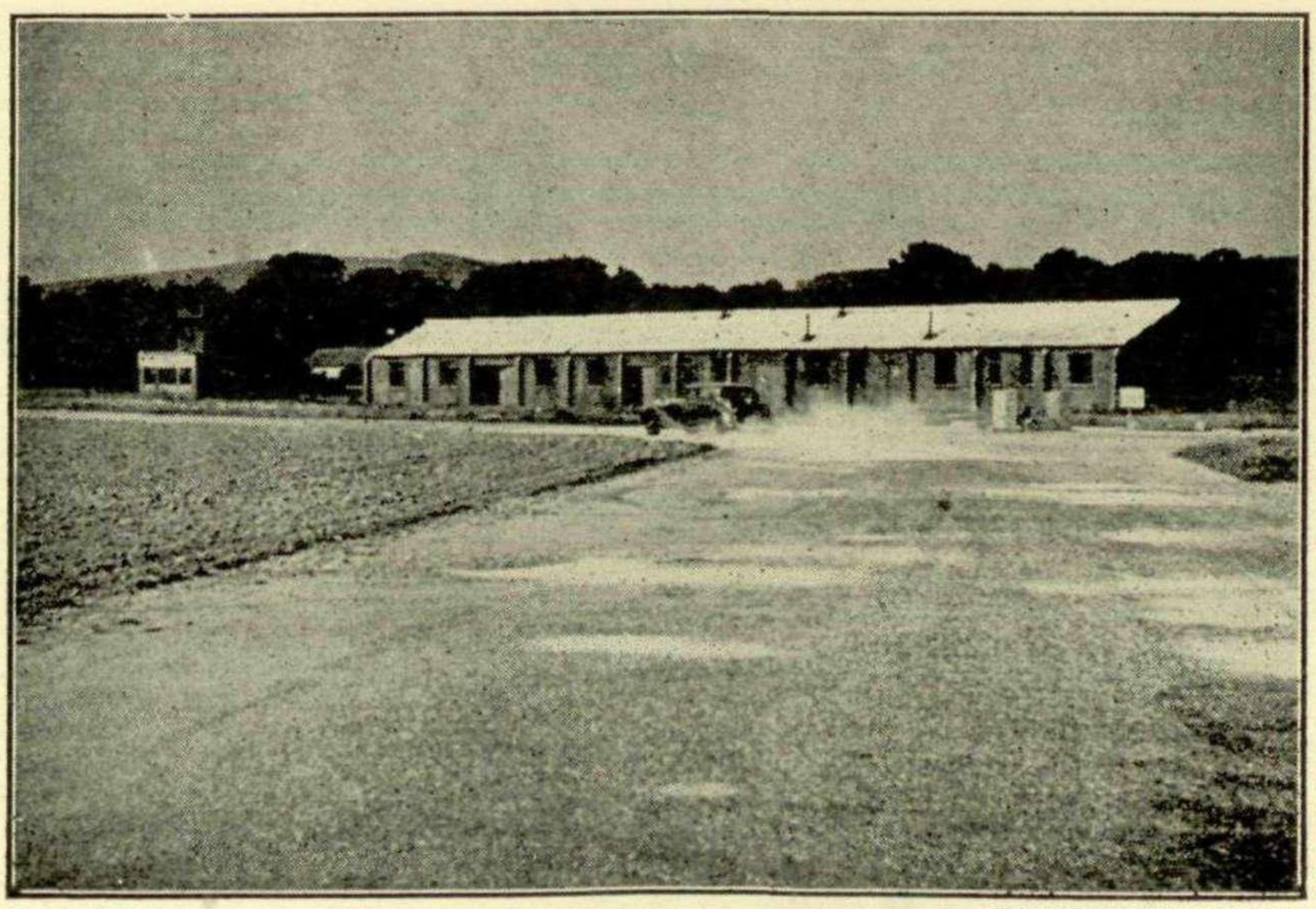
Without going beyond 4,500 r.p.m., as the engine is so willing to do, the corrected maxima in the indirect ratios are imposing:—25, 45 and 65 m.p.h. These speeds can be used repeatedly if required, especially as the gears are commendably quiet and only the slightest whine is noticeable on the over-run. Actually a sober driver would change up far earlier, i.e. at about 14, 28 and 40 m.p.h. respectively (2,400, 2,600 and 2,800 r.p.m.) and still experience good acceleration. The clutch is light, positive, yet smooth.

The brakes, by Girling, are entirely adequate to the car's weight and performance. They function progressively and effectively, given fairly heavy pedal pressure from high speeds. Certainly they might have been better adjusted, as the near-side wheels locked earlier than the off-side wheels; some noise accompanies heavy braking and there is some fading when really prolonged application is called for, such as to a standstill from 70 or 80 m.p.h. In general, however, we had no cause for anxiety about the manner in which the Jaguar dispelled emergencies or slowed for corners, while the handbrake contributes its share of retardation, holds well, and has an excellent ratchet. So far as those two interwoven subtleties, steering and road-holding, are concerned, the Jaguar, again, gets very nearly full marks. It rides so that, at 70 m.p.h., you can make notes, does not roll overmuch on corners, and does not wallow as some i.f.s.-sprung cars do. It does not curtsey under the brakes. But it does display rather a lot of up-and-down movement over bad surfaces, which shock-absorber adjustment might well reduce, and, although the control-trend is understeer, the heavy tail causes the nose to swing out a bit as quick castor-action straightens the car coming from a fast corner. Definitely it corners fast, holding in well. There is not quite that impression of supple running given by the more modern suspension systems (albeit at the expense of many moving parts that need lubricating and tend to wear out), but certainly there is nothing to suggest a flexible chassis and stiff springs. The Jaguar's facia seldom judders, never more than almost imperceptibly, and its front-end, including those big headlamps, remains commendably steady at all times. The deep upholstery insulates against such shocks as are transmitted and the comfort factor, by all counts, is a high one. The steering wheel, unobtrusively spring-spoked, transmits quite a lot of return action from the front wheels without really conveying what is happening to them—but no more so than does the average modern steering layout. The column remains laterally immovable, at speed the action is light, although heavier when manœuvering or needing full lock, and the lock itself is truly generous. The $2\frac{3}{4}$ turns needed from lock to lock constitute the only fly in the otherwise soothing ointment—higher gearing would be appreciated not only for negotiating winding drives and when parking, but would also make the car just that much more pleasant when cornering fast on main roads and that much neater when really "playing sports-cars."

Very impressed with the Jaguar and realising that timed acceleration figures should be most revealing, we came through the lovely Sussex countryside almost to Goodwood (horse) racecourse before turning into what we profoundly hope will soon be Goodwood's motor-course.

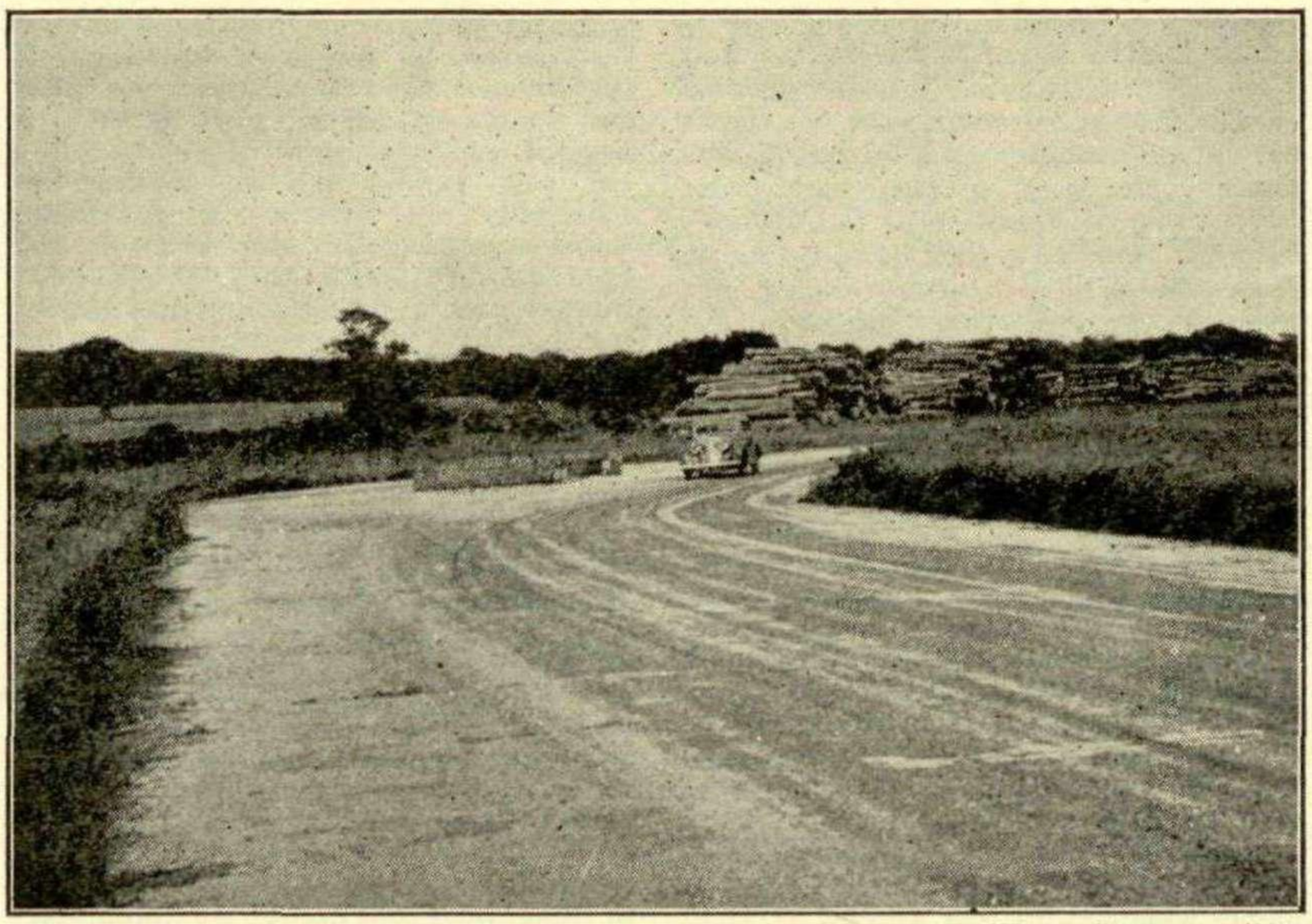
* * *

The course, at present, consists of a very reasonably wide perimeter track, measuring approximately $2\frac{1}{4}$ miles to a lap, somewhat rough and loose in places, but by no means badly surfaced. We were told most people who have used it prefer to lap anti-clockwise, although, with one car on at a time, no stipulation as to direction is made. We tried, as a preliminary, standing laps in both directions, clocking 2 min. 31.8 sec. clockwise, 2 min. 31.0 sec. anti-clockwise. In the latter direction, from the aerodrome control tower you enter a sharp left-hand bend, then go through a gentle curve in the next $\frac{1}{4}$ mile to where a timber-stack lies on your left. Here a fast right-hand curve brings you slightly downhill to the most pronounced hazard in the circuit, in the form of a hairpin composed of a sharp left-hand curve merging into a less acute left-hand corner. From here a short straight brings you to a sharp right-hand corner by a shed that renders the turn blind, after which a series of fast left-hand bends, the track climbing uphill round some of them, brings you to a tricky left-hand corner rejoining the "straight" from which the lap commenced; only this "straight" has a distinct right-hand kink by the official buildings. It is a good sporting circuit and the Jaguar, with its aforementioned ability to go very rapidly to peak revs. in 3rd gear, was a delight to drive round it, although we found the low-geared steering productive of vast tail slides on the corners, from which, however, the car eventually came to command. The course suffers to some extent from lack of definement of its corners, but as grass grows beside the road, and cornfields come to the edge of it for much of the distance, this is not too serious and could doubtless be improved if some white lines were laid. One eminent authority has recently expressed the view that at the moment there are too many turns in the comparatively short lap. He is probably concerned with the difficulty of racing cars passing one another, as, from the sports-car aspect, the course could hardly be more pleasant. Between the more closely-spaced corners we were reaching peak r.p.m. in the Jaguar and going into top momentarily, equal to 70 m.p.h. or more. On the other hand, the longest stretch we could use for timed tests was a $\frac{1}{4}$ mile and even this had a slight bend in it, and was unpleasantly close to a corner at one end, so as to



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*JAGUAR IN ACTION.—The left-hand corner, nicely depicted by the shed in the background, at the end of the "home straight" at the Goodwood track—lapping anti-clockwise.*



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*HAIRPIN.—The Jaguar is here seen coming into the hairpin on the Goodwood course, after passing the wood pile. Note the ample width of road, which will be further improved when the obstruction on the outside of the corner is removed.*

preclude flat-out f.s. runs against the watch.

The drill at present seems to be that you notify the authorities that you would like to use the course beforehand and they fly a red flag from the control-tower while you are there. In theory, no vehicles will invade the course while this flag is flying. Actually, a lorry and a tractor appeared while we were in action, but we were told they wouldn't have done so had a racing car been on—our Jaguar, it was explained, was so unobtrusive that no notice was taken of it! The foreman, Mr. Bicknall, couldn't have been more helpful or enthusiastic and absolutely no restrictions were placed upon us. The previous day a Cooper 500 had been down, and there were plenty of black lines to be seen on the surface before we added rubber-dust from our tyres. Whether or not a fee is normally charged we do not know, but this can be ascertained by telephoning Mr. C. W. Fisher of Goodwood Estate Company (Lavant 7) which you must do in any case before using the course. By the way, no fire-fighting or first-aid facilities were available and you should make your own arrangements for food. News of the R.A.C. track near Northampton somewhat overshadows the Duke of Richmond's venture, but we sincerely hope it will be developed, for this course is delightful to drive over, especially at the better-defined corners and over the undulating section, and it should be a fine venue for the smaller races and for all aspects of car-testing save those requiring a long straight. We look forward to the J.C.C. meeting in September.

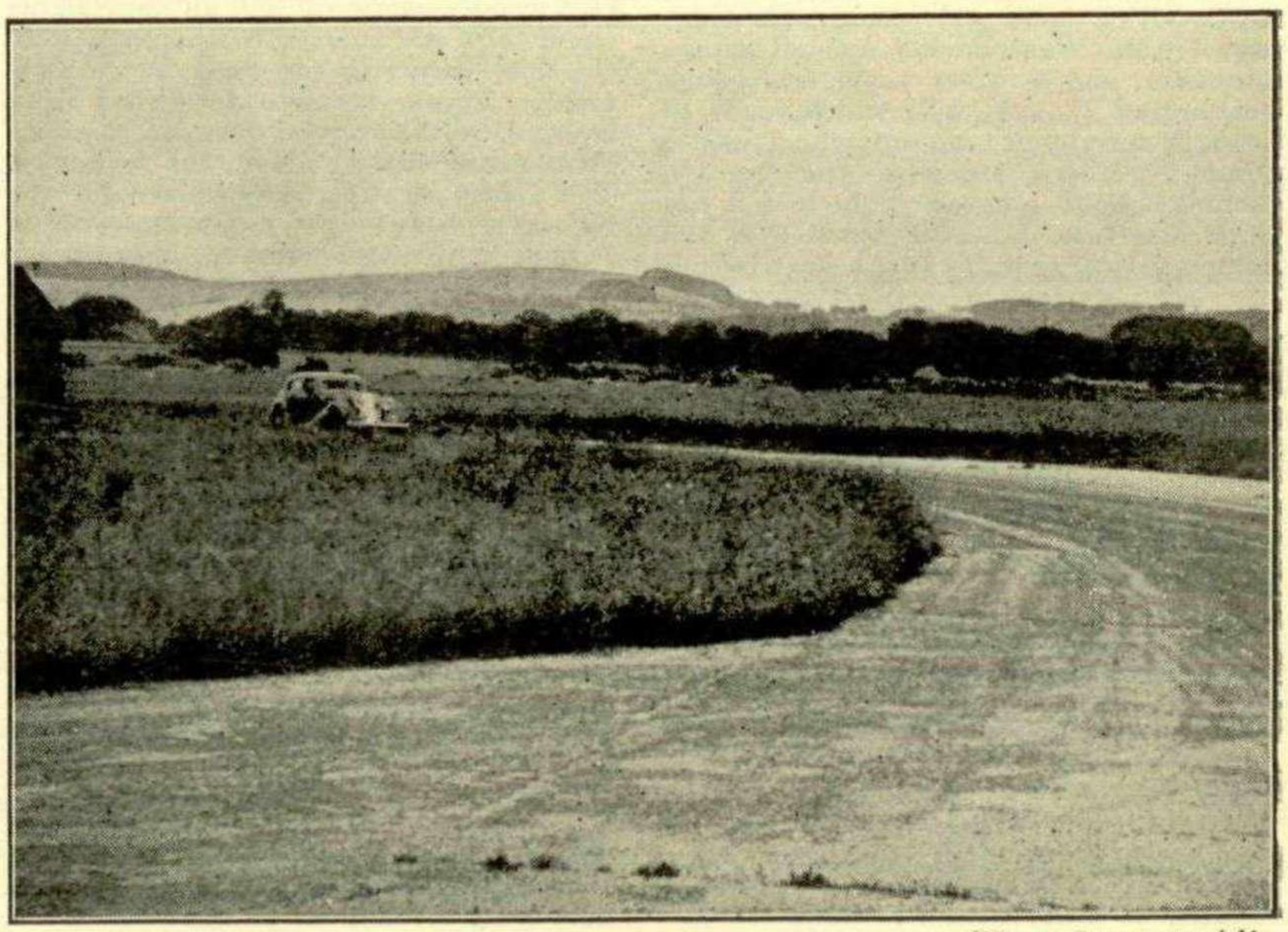
With practically no practice and but a brief flying start of about 50 m.p.h. the Jaguar did a lap in 2 min. 21.6 sec., an average of approximately 57 m.p.h. That is truly creditable for a car of this type, and involved heavy braking, rapid gear-changing and vigorous work at the wheel, the tail sliding through nearly 45° at times with no sign of front-end breakaway and a notable absence of roll or front-end flabbiness.

We had only limited time to try the accelerative abilities of the car, so these are the average of two runs by two drivers, using all the indirect gears. 0–50 m.p.h. occupied 11.0 sec., 0–60 m.p.h. 15.4 sec., and 0–70 m.p.h. 21.8 sec. A standing-start ¼ mile took 21.0 sec. We can only say that such acceleration from a quiet, comfortable five-seater saloon is indeed an achievement and puts the 3½-litre Jaguar amongst the world's most potent production cars. If you require a yard-stick, these are the sort of figures you expect to obtain from V8 specials of far lower avoirdupois.

Incidentally, the speedometer was found to be approximately 3 m.p.h. fast at 30 and 4 m.p.h. fast at 60 m.p.h., and allowance for this has duly been made. A brake test without using the handbrake gave 28 ft. 9 in. from 30 m.p.h., wheels locking on the dry surface—the car stopped absolutely straight.

Throughout these tests the engine gave no sign of displeasure, save that it "ran-on" on one occasion after switching off. The recorded water temperature remained at 75–80 degrees C., oil pressure at 20–60 lb/sq. in., according to engine speed. Starting was instantaneous, as it had been, at the opposite extreme, after a night in the open. Even more astonishing, *only the slightest "pinking" was evident throughout this test, on "Pool" petrol.*

Leaving Goodwood, now profoundly intrigued with the Jaguar, we set off fast for London. In the first half-hour over 26 miles were disposed of, including stopping to walk round to the back of the car to operate the reserve petrol control, which is adjacent to the fuel filler, and restart the engine. After refuelling, an average of nearly 49 m.p.h. was made, although we were amongst the heavier traffic for half the time and well into London's built-up areas towards the end of the run. So far as fuel consumption is concerned, between 16 and 18 m.p.g. is the normal figure, although the fast run to Goodwood and the tests reduced this to 12.1 m.p.g., equal to an overall consumption, over nearly 300 miles, of approximately 15 m.p.g. No water or oil were required, and no trouble was experienced, save the breakage of one



[MOTOR SPORT *copyright.*

*RIGHT-HANDER.—Another sporting bend in the Goodwood perimeter track. The position of the hairpin bend in the background can be determined if you note the wood piles and study the picture above. The apex of the hairpin lies out of this view, on the left.*

windscreen clamp handle that appeared to have crystallised. The detail desirabilities of the Jaguar are dealt with below, but before we conclude this main account of the car its extreme silence must be recorded. At tick-over the engine is inaudible, so that the whirr as the air-conditioning plant comes into operation is quite startling. Under way, the same quietness remains, a protest that came occasionally from the rev.-counter drive of the car we tried being distinctly annoying, whereas on so many cars it would not be heard. The brakes and tyres protest at times under vigorous handling, at speed wind noise is evident but is not excessive, but in general the interior calm is of a very high order and normal conversation at the Jaguar's habitual cruising speed is possible in consequence.

There are those who sneer at unstreamlined bodywork, "cart springs" and gear sticks rising from the floor, but the Jaguar, by reason of its very real performance, the extreme comfort it offers and its air of rugged good quality, is beyond such contempt. Indeed, it is a car that cannot fail to continue to materially aid Britain's export drive, because against the stop-watch it can hold its own with the world's most modern cars, while retaining that British individuality which endeared it to so many owners before the war.

## *Detail Impressions of the 3½-litre Jaguar*

The foregoing shows the Jaguar in the light of a very refined car rapid both in respect of average speed and timed performance. Let us now investigate further its detail appointments.

The facia and interior fillets are of genuine polished hard-wood, pull-out switches predominate, and all minor controls are plated. The big Smith's rev.-counter and speedometer are very clearly calibrated, the former reading to 5,000 r.p.m., the latter to 120 m.p.h., these dials embodying a clock, and trip and total mileage indicators, respectively. The needles remain very steady, save for some surge of the former until engine speed settles, and coincide in angle at 3,000 r.p.m. and 60 m.p.h. Two cubby holes are provided each end of the dashboard, the passenger's wider than the driver's; both have unlockable wooden lids but are tinny within which the lining doesn't altogether disguise. Pull-out switches control the rather bright concealed panel lighting, a recessed interior-lamp in each rear corner, and the Lucas fog-lamps. Two big plated knobs control the air-conditioning/screen demisting and defrosting plant, that on the left selecting *hot* or *cold*, that on the right controlling the degree of heat or "coolth" or switching the fan off altogether. The fan motor sounds rather noisy when the car is at rest. Other facia dials comprise a combined water thermometer and oil gauge, ammeter, and a rather vague fuel gauge (calibrated ¼, ½, ¾, full) which reads to zero before you require the reserve supply. There are also the ignition reminder light, a similar light to tell you if a direction indicator has stuck, the lamps switch, ignition key, a neat button for the starter, a screw-type hand-throttle, a knob to operate the scuttle ventilator and a light that shines when the heater is *on* and increases in intensity the faster the Clayton fan is run. The two wiper controls are also plated—the wipers park well and run quietly. As is usual, the ignition switch renders all electrics except the lamps inoperative, which we dislike. There should have been a cigar-lighter, but it was missing.

The steering wheel is thin-rimmed and spring-spoked and has in its centre a big "push" for the nicely-subdued horn; it also carries the smoothly-acting dimmer and indicator controls, although we prefer the former on an extension by the wheel rim. The indicators work well, and are self-cancelling. The screen winds rather less than half-open; the beading tended to come with it. Small catches hold each end of the screen when it is closed, which is an excellent idea except that the handles seem too small for the load involved in opening the catches, one breaking in our hand. There is ample leg room front and rear, in spite of a propeller-shaft tunnel and no leg-wells. The sliding roof opens and shuts easily and the doors likewise, with the action expected in a quality-car. There are good pockets in all the doors and four ash-trays. Arm rests are provided, even one for the driver's right elbow, and the rear seat has a full complement, including a folding centre rest.

Visibility is a strong feature of the Jaguar, for each of its door-windows is amply wide and the rear window likewise. The rather big central mirror, too, offers an excellent rearward view. Two useful vizors are fitted behind the screen. The winders for the front main windows are badly placed when the seats are fully forward. The rear blind operates conventionally, but effectively. The gear-lever "wags" very slightly at times.

The luggage boot has a lockable lid and offers very reasonable accommodation. In its lid is a very complete tool kit, which is illuminated at night providing the ignition switch is "on." As we have said, the rev.-counter drive occasionally protested, an annoyance in so quiet a car. No fumes came into the body, but there was a "hot smell" at times. The bodywork is commendably free from rattles. One wood window-sill had an appreciable crack in it and there was a slight hole in the floor carpet in the driver's compartment. Egress is more restricted than assisted by the running-boards. No rain-guards are fitted above the windows. The Lucas lighting is adequate for the highest speeds at night, as you expect from P.100s. A metal cross-member above the rear seat is remembered by one passenger whom we took over a hump-back bridge at speed; no "pulls" are provided. No radio was fitted to the car we tried. There is a snap-action fuel filler in the near-side rear wing, with the pull-up (approx. 1 gallon) "reserve" control behind it. The spare wheel is enclosed below the luggage boot, jacking is effected by plugging the jack into the bumper supports after rubber dust-caps have been removed, and the bumpers are substantial.

The bonnet has screw-type fasteners that work nicely and it opens to reveal the well-finished push-rod o.h.v. engine, which certainly "delivers the goods." The two S.U.s, with their air-cleaners and separate starting carburetter, are on the near side, fed by two S.U. petrol pumps. The battery could not be more accessible, positioned as it is on the facia shelf and exposed with the bonnet open. The fuse boxes are also easily reached, below the petrol pumps. The valve cover is held by three nuts and there is a screw type oil filler towards the rear.

On the off side are the substantial dip-stick with plated knob, and the two exhaust manifolds, from which tail pipes lead, one to each side of the car. The dip-stick gets rather hot due to the proximity of the rear manifold. Generous water-hoses and flexible pipes from the air-conditioning fan permit a flexible engine mounting.

The Jaguar has an excellent external appearance and the one-piece treatment of front wings and dumb-iron apron gives a clean outline to a frontal aspect dominated by a slatted radiator and the big P.100s. Upholstery throughout is in good quality leather.

Such small points as these combine with the qualities of performance and handling already described to make the 3½-litre Jaguar one of the outstanding products of the British Motor Industry. So impressed were we with this car that we imagined its present-day cost to be around £2,000. Only when we returned to our office and checked the price did we find that it is merely £988 or £1,263 3s. 11d. inclusive of purchase tax—which is an achievement indeed.—W.B.

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### B.M.W.—NOT BRISTOL

Sir,

May we ask you to be good enough to correct your statement in the article entitled "Practice Observations on the Isle of Man Races" that the Monnier-Special has a Bristol engine. We are afraid that your reporter jumped to a too hasty conclusion after having "spotted" a Bristol cylinder head. In view of the general similarity in design, this mistake is perhaps excusable, although a closer examination would have revealed the differences which actually exist between the Type 328 Frazer-Nash-B.M.W. engine (which is actually fitted in this particular car) and the Bristol unit.

Since the war ended and racing has recommenced, we have helped several French and other Continental drivers of basically "328" models, including Eugene Martin, to maintain their cars by supplying engine and chassis spare parts.

In the case of Monsieur Monnier, he was in some desperation in view of his entry for the Isle of Man, and came over specially to see us. We therefore supplied him with a cylinder head so that he could still race, and he was almost resident at our works for several weeks preparing his car for the race! Ignoring the fact that England is not France, he would often hurtle out on to the road with open exhausts and breaking all our English regulations against racing cars being driven on public roads—luckily the local police never seemed to be around! Like all Continental owner-drivers of cars mainly built by themselves, he is extremely enthusiastic, and a likable Frenchman whom we were glad to be able to help.

Another point arising out of your statement, and perhaps more important, is that this may be taken to infer that the complete Bristol engine unit is available generally to anyone, which is definitely not the case.

I am, Yours, etc.

Isleworth, Middlesex. W. H. ALDINGTON. For A.F.N. Ltd.

# RUMBLINGS

**Silverstone**

The R.A.C.'s new motor-course at Silverstone is *the* news of the moment and is referred to Editorially in this issue. As we close for Press final arrangements have yet to be made, but there seems no doubt at all that we shall get this long-awaited track. The R.A.C. even hopes to hold an International Grand Prix race there on October 2nd, inviting the crack Continental teams, an idea with which we heartily concur. Wisely, they are not saying more than this until their arrangements are completed, although some of the papers have been only too willing to say a great deal too much, already!

Silverstone, as at present constituted, offers a figure-8 circuit of 3.8 miles to the lap, the tarmac-on-concrete surface being very reasonable and the longest straight, apart from the circuit, is over a mile in length. A lap actually embraces a gentle right-hand turn, followed by a short straight, then a sharp right-hand turn into a wide half-mile straight. A left-hand hairpin bend then connects with a quarter-mile straight, after which comes a right-hand corner, very soon followed by another right-hand turn, a fast left-hand bend, and nearly half-a-mile of straight-going to a right-hand hairpin bend into an 800-yd. straight. A left-hand hairpin bend leads to a medium-length straight, followed by a right-hand hairpin bend on to the home straight, which involves you in a left-hand bend before the finish. The flat roof of a disused control tower offers a view of the entire lap.

We understand that the track will be available for test purposes on non-race days, although in this respect obviously fewer cars will be able to go out together than is safe on a banked track such as Brooklands.

Silverstone really does seem to be what we want; it is in an ideal location, and already a Grand Prix Sub-Committee, composed of Earl Howe, Col. Barnes, Lord Waleran, "Taso" Mathieson, Major-General Loughborough, Capt. Phillips, Major Upton, S. C. H. Davis, D. J. Scannell, Fred Craner, John Morgan and R. Walkerley, has been formed to exploit the possibilities of a big race there in October.

* * *

**A New Tyre—**

We are reminded that matters are slowly improving by the announcement of new accessories and equipment, of interest to the drivers of the faster cars, so that the motoring outlook seems rosier and full of promise. The other day, for instance, Dunlop announced an improved tyre. It is available in Fort and Standard forms and is an advancement on the famous Dunlop toothed-pattern tread introduced in 1937. The number of teeth has been increased from 2,000 to between 2,800 and 4,800 depending on the size of tyre and each fourth or fifth tooth is more prominent than its fellows, to ensure enhanced road-grip. Furthermore, a development of the knife-cut across the tread, in conjunction with the new combination of ribs and teeth, improves skid resistance by approximately 15 per cent. over that of the previous very-safe Dunlop tread form.

In addition to these safety-qualities, a flatter, more flexible and deeper tread ensures 10 per cent. to 15 per cent. greater life, aided by a sidewall buttress to safeguard against accidental damage. Other claims for the new Dunlop are more silent running and better non-static properties which assist car-radio reception. British cars for export are now being shod with these new Dunlops and any time in the future they should be procurable by you and me, although the improved construction may not appear in the full range of sizes offered by the Dunlop Rubber Co., Ltd., until some time into 1949.

* * *

**—and a New Supercharger**

Another creditable British development of particular significance in our world is the new Ventor constant-output Roots supercharger, manufactured by Wade Engineering, Ltd., at Gatwick Airport. By the employment of a helical port, under Broom and Wade licence, and four-lobed rotors, output pulsations are eliminated, the use of X-ray tested magnesium and aluminium alloys ensures light weight, helical gears give silent functioning and patent frictionless labyrinth oil-seals overcome oiling-up troubles and give entirely self-contained lubrication, devoid of external piping, if required.

In brief, a Roots supercharger is now available that retains all the inherent advantages if its type, while giving the low-end boost normally possible from a vane-type compressor. Moreover, it is light, compact, quiet and reliable, and especially suited to two or three-stage racing-car installations, nor is it expensive.

The Ventor supercharger is offered in Types R005, R007, R010, R015 and R020, suitable for engines of 500-c.c., 750-c.c., 1-litre, 1½-litres and 2-litres capacity, respectively. Larger sizes are available to special order. If you have a racing-car engine in process of design or rebuilding, or plans for getting a sensational performance for an existing or future sports car, you are well advised to consult Wade Engineering, Ltd., about your supercharging problems.

* * *

**British Achievement**

Lodge plugs have been used in many successful racing cars of recent years, but it is a significant fact that not only did the Alfa-Romeo team that was victorious in the European Grand Prix use Lodge, but that the Italians admitted that these plugs met their requirements as no others have done. The Cisitalias that won the small-car race likewise relied on Lodge. This is something of which all Britishers should be proud and doubtless many enthusiasts will fit Lodge plugs as a small token of this great British achievement.

* * *

**Odd Spots**

Major Gardner will probably use a prototype non-supercharged twin o.h.c., six-cylinder, 2-litre Jaguar engine in his M.G. for his forthcoming attack on short-distance Class E records. The car is being prepared by Thomson and Taylor. At present the f.s. kilometre, mile and 5-kilometre records belong to Mrs. Stewart's supercharged Derby-Miller, at 147.7, 147.7 and 140.3 m.p.h., respectively.

* * *

The 1908 six-cylinder Standard landaulette used by Mrs. Pankhurst is for sale, in a fine state of preservation, at Twyford.

# Club News

## WE HEAR

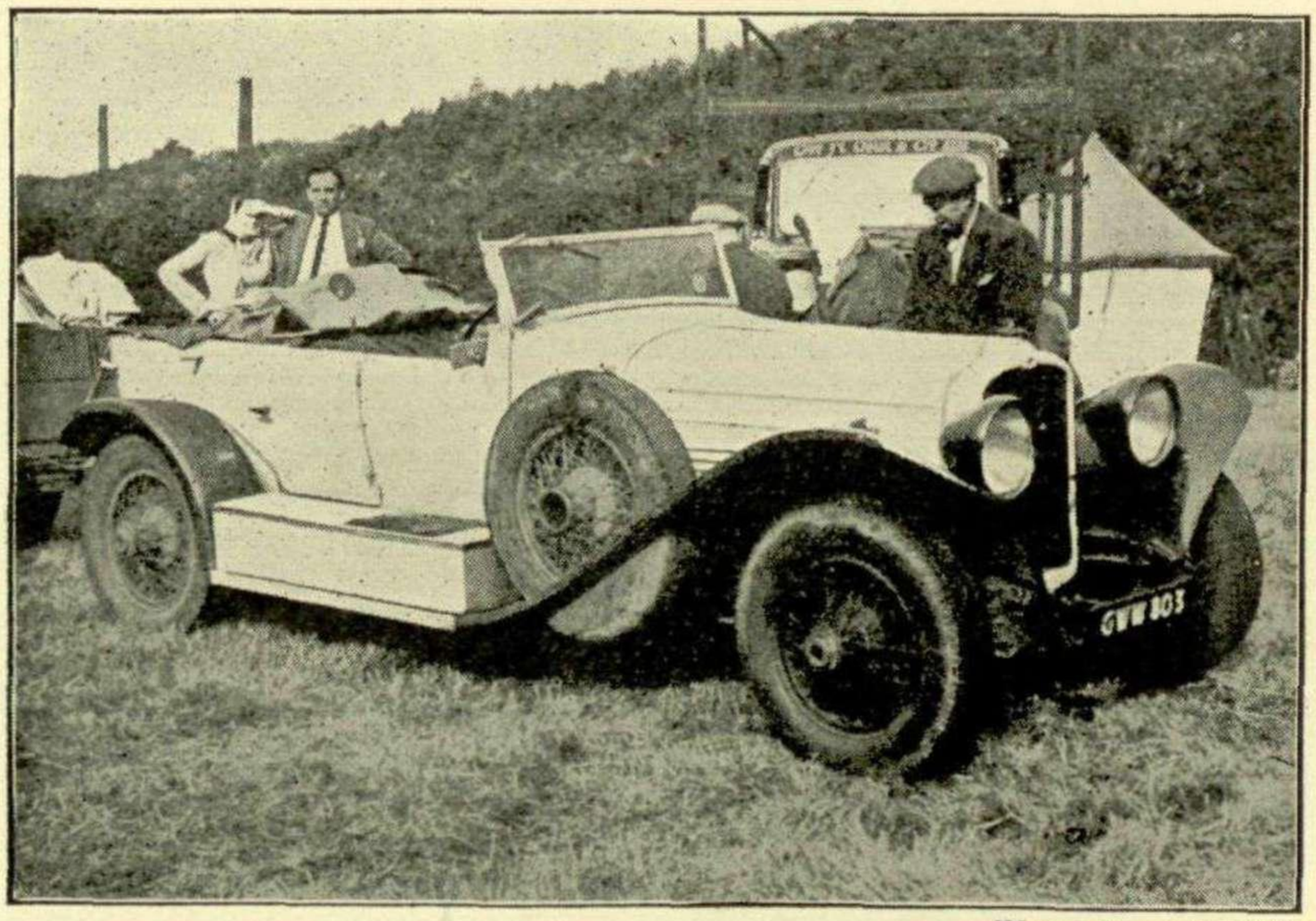
A well-preserved and very small vintage Mercédès tourer of 12-h.p. is to be seen in the Crystal Palace district. The June V.C.C. event seemed to attract vintage small cars, in addition to veterans and Edwardians. We noted a truly beautiful " 10/23 " Talbot two-seater, an " 8/18 " Talbot-Darracq two-seater, Barker's " 11.4 " Lagonda coupé, which went on to the Lagonda C.C. Rally at Northampton thereafter, a bull-nose Morris-Cowley tourer and a re-vamped post-war de Dion Bouton. Another 1913 Calcott two-seater, last taxed in 1925, has turned up in Reading and a de Dion, thought to be of 1906 vintage and a pre-1914 Triumph motor-cycle with wicker sidecar, are reported from Suffolk. G. Brown of 30, Limbourne Avenue, Whalebone Lane South, Dagenham, Essex, offers information on electrical matters relating to British, Continental and American cars of the 1920–1926 era to anyone in need of such help, he having recently assisted a reader in respect of a wiring diagram for a 1922 Riley Eleven. Ted Inman Hunter, finding himself in Paris on film work, also discovered that the studio hack was a Type 57 Bugatti truck and that the studio dump contained the remains of a twin-cam Salmson engine. We hear of a well-preserved 1925 20-h.p. Rolls-Royce for sale for around £200. E. C. Barson has been in Cape Town since 1939. His wife joined him in 1945 and the newly-married couple rebuilt in six months a 4½-litre Lagonda " Rapide " that had been wrapped round a gum-tree, thereafter having much fun with it in trials, sprints and other competitions. During the last two years Barson has forsaken cars and has been building himself a house, complete with a 20′ by 25′ garage with pit and overhead crane-track. So he may one day turn to " specials " again, and, indeed, has a 1947 1,100 c.c. o.h.v. Harley-Davidson power unit which he intends to put in a Cooper-like chassis. He reports many " specials " in Cape Town, notably two based on Lancia "Aprilias," two on Hudsons, a G.P. Talbot with Graham Paige engine, a Le Mans Singer with i.f.s. chassis and a " T.T. Replica " Frazer-Nash with 22-h.p. Ford V8 engine. He also reports that MOTOR SPORT is " widely read out here by enthusiasts, amongst whom its circulation is increasing." Barson's eleventh " special " was recently advertised for sale in this country —it had an experimental straight-eight Alvis engine, said to have lapped Brooklands at 104 m.p.h. in a " Speed Twenty " four-seater saloon, and Barson was timed over a ½-mile at 117 m.p.h., and at 110 m.p.h. with four-up, at Polsmoor track. At the 1940 Table Mountain hill-climb it seems that this car unofficially broke the course record in practice and in the event was ⅗ sec. slower than Steve Chiappinni's blown 2½-litre Maserati. Barson wishes to be remembered to his old friends, naming many famous folk, " special builders all."

Dick Bainbridge has successfully completed his journey to S. Africa in his boat " Orestes," arriving at the beginning of June. Barker intends to thoroughly rebuild his 1924 " 12/24 " Lagonda coupé, when it will be an outstanding example of these largely-forgotten early British light cars. An S.S.K. Mercédès-Benz is in daily use near Truro, where Robert Thwaites is rebuilding a 1935 Riley Nine " Kestrel," and a six-cylinder Hispano-Suiza on three-letter registration plates, with ambulance body, has been encountered motoring sedately along A 30.

Many " 7.5 " Citroëns still serve faithfully in France, Belgium and Holland, some very dilapidated, others nicely restored to spick and span condition. R. K. Wright, son of Alfred Wright who was largely responsible for the business success of Metallurgique cars in this country in the early days, reports that Oscar Cüpper, driver of those cars, is in Germany and remembers vividly the old racing days. E. G. Emmett is restoring to good order his two-cylinder G.W.K. and is collecting material for a history of the G.W.K. concern ; he would be pleased to hear from anyone who can contribute any information, however meagre, or who knows of other G.W.K. cars. This same enthusiast is also rebuilding a pre-Austin 1920 " 25/50 " Sizaire-Berwick.

A late Humber Nine saloon was for sale at a Staines garage for £100. Considerable interest was aroused in our recent note about vintage and Edwardian Rolls-Royce cars for sale, and Hugh Hunter is searching for a 1913 four-speed " Silver Ghost." A very fine 1923 " Silver Ghost " tourer, with only 8,000 miles to its credit, exists in Hampshire, but is not for sale. Robin Jackson's F.I.A.T. 500 is in many ways rather special and is now rumoured to possess a Siata o.h.v. head. The Editor craves pictures for his records of his Hispano-Suiza in the V.C.C. Charterhouse event (No.53) if anyone took any.

A Clyno Nine saloon of about 1929 vintage is still in use in Hampshire and on a recent Sunday evening, amongst the almost pre-war holiday traffic returning to London along A 30, we encountered an older Clyno tourer and an " 11/22 " Wolseley saloon.



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*RARE TYPES, No. 4.—The open-bodied straight eight Stutz of about 1928 vintage. In the States these cars are now sought by vintage enthusiasts as are " 30/98 " Vauxhalls and 3-litre Sunbeams over here. In this country the Stutz is very rarely encountered today, but this picture shows the example which towed the trailer containing A. T. Darbishire's Bugatti to Bo'ness last June. Louis Giron is standing behind the car.*

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## MORGAN THREE-WHEELER CLUB

Three-wheelers are amongst the most sensible cars to run at the present time and the Club that caters for them is flourishing and issues a useful " Bulletin." This keeps members in close contact and enables Morgan matters, not forgetting hints and tips, to be adequately ventilated. Details of the Club are available from the Secretary, G. Evans, 19, Chestnut Walk, Worcester.

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## HANTS AND BERKS M.C.

A news-sheet is issued monthly containing club news and humorous articles, and this Club, besides its recent speed trial, holds social and competition events, and is again running its notorious Night Trial on the occasion of the October full-moon. Hon. Sec. Charles Bulmer, Farnborough Grange Hostel, Farnborough, Hants.

★

## V.C.C.

The Veteran Car Club is holding a Rally at Norwich on August 28th, and is co-operating with the Hull A. and L.C.C. and the Bristol M.C. and L.C.C. in staging similar events at Hull and Bristol respectively, the dates being September 26th and October 23rd. The Brighton Run for pre-1905 cars will be held on

November 14th. The "Gazette" continues to appear quarterly, that for June containing much of value to autocarists, besides an informative account of the early years of the de Dion Bouton firm by St. John C. Nixon, and some very useful data appertaining to dating Leon Bollee and Coventry Motette tricycles. The description of the original Lanchester car, by George Lanchester, also concluded in that issue. Secretary: St. John C. Nixon, 46, North Row, Oxford Street, W.1. (Mayfair 6749.)

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## ALVIS REGISTER

Paul Quiggin got going with the Register of "12/50" Alvis owners in June, thanking MOTOR SPORT readers for their co-operation. 22 owners are listed in the first issue, embracing eight four-seaters, five two-seaters, three saloons, three beetle-backs, three ducks'-backs, two coupés, a "12/60" saloon and a "14/75." You Alvis enthusiasts can do far better than that, surely? Please send details of your car or cars to the Register, quoting registration number, date of car, engine and chassis numbers, type of carburetter, type of body and any relevant remarks. *Note that two-seaters, tourers and saloons* are to be logged, as well as sports versions —and "12/60s" and "14/75s" seem to have got in! With this rather humble first effort came a useful list of spares and cars available, and news of an instruction *book scheme, etc., all in a pleasantly* breezy style. The Register is to be amended monthly and will be sent to subscribers. Details from: P. Quiggin, 6, Greatchester Road, Cambridge.

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## VINTAGE PRESCOTT

Good sport should be seen at Prescott on August Bank Holiday, for the V.S.C.C. event is confined to vintage and Edwardian cars. We were, however, disappointed to note that the entry fees no longer humour the impecunious, which was once the proud boast of the V.S.C.C. The entry fee was £2 2s. for an initial class entry and £1 1s. for subsequent class entries, compared with 20s. per class entry for the Bugatti Owners' Club meeting, and 15s. for combined speed event and rally entry for the last two V.C.C. events, possibly because the V.S.C.C. had to meet a charge for use of the hill. There seems, too, to be some confusion as to what constitutes an "Edwardian," the V.C.C. naming pre-1905 cars veterans and pre-1918 cars Edwardians, the B.O.C. accepting any pre-1915 car as a veteran, whereas the V.S.C.C. deems a pre-1916 car an Edwardian. Incidentally, we look forward to another of the always-excellent V.S.C.C. "Bulletins," only one having been issued this year so far, while a revised list of members would seem to be overdue, the last one received being dated October, 1946. The V.S.C.C. *issues a monthly* advertisement circular of vintage cars for sale, charging 7s. 6d. per announcement, which is an effort to keep these increasingly rare cars within the club, although such drastic steps of *ensuring this* as those taken by the Australian V.S.C.C. are not, it seems, imposed.

## SACKCLOTH AND ASHES

In last month's issue two errors occurred. In the editorial about the I.O.M. race we said that D. A. Hampshire only commenced racing in 1946, whereas, in fact, he raced a 6C Maserati at Brooklands and Crystal Palace, etc., before the war. In the programme of this year's J.C.C. Jersey race, Hampshire was described as starting *serious racing* in 1946, which, depending on what you mean by "serious racing," is more to the point. The second error gave Gerard as heading the R.A.C. Hill-Climb Championship after Bo'ness. Actually, Gerard is unfortunately unable to compete in all the events necessary to qualify, so has not entered for the Championship, as our list of entrants made clear. After Bo'ness Poore led from Hutchison, with Mays third. We also attributed a Riley-Special of 1¾ litres to W. J. Coe Ltd., of Ipswich, but the car in question is actually a 1½-litre.

## FIXTURES FOR AUGUST

2nd.—V.S.C.C. Speed Hill-Climb, Prescott, 1.30 p.m.
7th—W. Hants & Dorset M.C. Carnival Speed Trials, Boscombe.
Hartlepools & D. M.C. Speed Trials, W. Hartlepool, 2.30 p.m.
West Cornwall M.C. Speed Hill-Climb.
14th.—N.L.E.C.C. Driving Tests.
21st.—Blackburn Air Racing and Display, Brough.
28th.—Craigantlet International Speed Hill-Climb, N. Ireland, 3.0 p.m.
29th.—N. Midlands M.C. Kitching Trophy Trial, N.W. Derbyshire.
Sept 4th.—Brighton International Speed Trials, Madeira Drive.

## JULY QUIZ

We intended that last month's Quiz should be easier than those that went before and that this was so is borne out by the number of successful solutions. The car was the famous four-wheel-driven Bugatti, seen at Chateau Thierry in 1935. The first correct solution we picked up came from H. L. Biggs of Enfield. *Others who correctly identified* the car (not all got the venue correct, but most recalled Jean Bugatti's crash in practice at Shelsley Walsh) were: C. Mollister of Swanage, R. C. Foster of Maidstone, J. Eason Gibson of London, *E.C.1, F. L. Vergasa of London*, N.W.1, R. Buxton of Enfield Wash, P. S. Neal of Bishops Stortford, J. V. Lewis of Ilford, G. Smith of Worcester, R. P. Castle of Hatfield, G. Richardson of Kidderminster, A. H. Wilson, D. F. Rees of Twickenham, J. Alan Hill of Hampstead, Capt. J. Brown of Barton, R. K. Small of Beeston, G. F. Humphries of Derby, R. E. Clarke and G. Rymer of Send, P. Halion of Co. Longford, G. Hallam of Aspley, J. K. Budleigh of Brighton, W. Eaves of Blackpool, and A. F. Rivers Fletcher of New Barnet, P. L. K. Bird of London, W.1, A. G. Meakin of W. Bridgeford, P. D. Shanks (age 13) of Uppingham, J. G. Davies of Walsall, K. N. Teesdale of Birmingham, H. Pratley of London, E.18, G. Coustoutini of Haute-Savoie, B. N. Clark of Southall, A. D. Johns of Worcester, Dr. G. H. N. Phillips of Ware, P. Rambant of Carlisle, A. Kennedy of Stockton-on-Tees, C. H. Griffin of Rotherham, Alan Thomson of New Malden and J. D. Scheel of Berne. M. Scheel added that the car weighed 850 kilog., had a bore and stroke of 86 by 102 mm., a 2,600-mm. wheelbase, 1,250-mm. track, 28 by 5 tyres, 17 by 72 final drive and was Type 53. The only incorrect solutions were from a reader of 16, who mistook the Bugatti for the f.w.d. Miller-Derby, and *from someone who suggested* a modified "2.3" Bugatti.

All right, chaps. Something more difficult next time!

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## HOUSE OF COMMONS M.C.

Politicians do not seem very motor-conscious in many of their utterings, but that they are big-scale car users anyone who has driven past their car-park while the House is sitting, will testify So it is nice to learn of a House of Commons Motor Club, about which the R.A.C. says:—

> Increased activity, in the form of a drive for new members, is apparent in the M.P.'s own motor club. The House of Commons Motor Club, which was *founded in 1933, has two main objects*:—
> (1) To provide such means of identification of members' cars as will facilitate their passage to and from the House of Commons.
> (2) To keep under consideration the interests of motorists.
> Although the administrative work of the club is carried out by the Royal Automobile Club, the officers are all M.P.s. The Chairman is Mr. John Lewis and the secretary, Lt.-Col. G. B. Clifton-Brown. Membership at present is 130, but this total is expected to be considerably increased in the near future.
> The badge of the club is a red shield bearing a portcullis in black and white—from the arms of the City of Westminster—with the name of the club lettered in gold. It is a condition of membership that the badge, which is of the windscreen type, shall be displayed only when the member himself is in the car.

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## MALDEN AND DISTRICT M.C.

*Fifty members and friends attended* an informal supper and dance on June 17th. Members were asked to voice their feelings as to the Club's future and it was decided that to increase the activities a bigger membership was needed. On Sunday, June 20th, the first run since the return of pleasure petrol was held in the Reigate area and was well supported. Hon. Sec.: H. W. Dicker, 53, Raeburn Avenue, Surbiton, Surrey.

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## GENERAL NOTES

Now that Mr. Gaitskell has wisely "thought again" we can chronicle journeys made not entirely for business purposes. Thus the well-worn Austin Seven has been directed into those pleasant parts of Hampshire which lie around Alton, Odiham and Basingstoke and we have enjoyed again aimless drives through such pleasantly-named villages as Greywell, Long Sutton, Mapledurwell, Up Nately, Nately Scures and Dogmersfield, where it is possible to forget that

Cobb has done 400 m.p.h., or that flying machines are propelled by jet.

Then there was the run to Brighton for the hill-climb, with its taste of the Downs near Lewes, reminiscent of speed-trial days of before the war, and the return journey in company with a Bugatti that was being *run-in, its tail light only vanishing into the* distance up the long climb out of Guildford on to the Hogs Back as we were nearly home. The humble Austin was to some extent excused on that occasion because, whereas it commenced with a touch of the starter, the Bugatti, its carburation from a triple-diffuser Zenith not yet correct, needed much pushing, nor had the car a spare wheel. Matters levelled up to some extent later, when the Austin trailed its rear lamp and number plate behind it, a calamity remedied with the aid of much common-or-garden string.

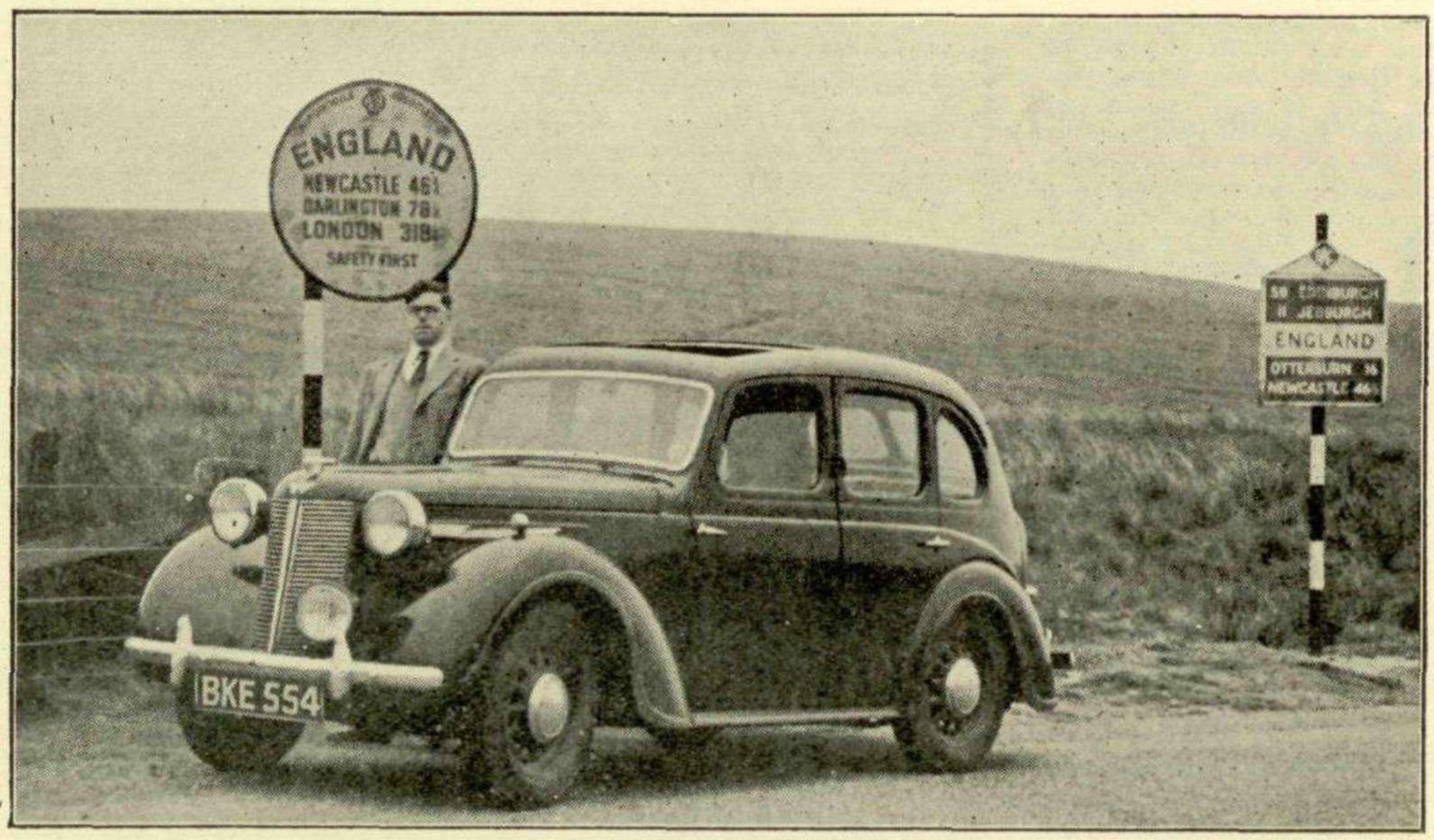
The Bugatti, a Type 40, came into the picture a few evenings later for a run to Bletchingly, which entailed climbing up past Newlands Corner and down to the road through Abinger Hammer to Dorking and Leatherhead, the lights of towns twinkling in the gloom of thunder clouds during the homeward journey.

Next came much motoring in a flat-twin Bradford Utility, including a brisk *flip from Worcester to Cheltenham between* a Shelsley Walsh and a Prescott, which enabled one to appreciate the difference between the scenery near these two famous towns. And, returning on the Sunday evening, we espied, quite by chance, in the dusk somewhere near Reading, a yard containing, of all things, a 1913 Calcott, besides a 1925 M.G. Salonette and a "14/40" Vauxhall tourer. One evening, too, the Bradford took us up to London and, leaving late, came back down the Kingston By-pass (deserted then, but quite "pre-war" now on week-end evenings) and out to Hampton Court beside the Thames to Shepperton and over Chertsey Bridge. From here a bit of dodging about took us over the level-crossing in Chertsey and up to a right-hand turning into a delightful country road which eventually joined the better-*known road into Chobham, after which* it was a case of winding our willing little vehicle round the many bends to that dangerous cross-roads beyond the Gordon Boys' Home and then across the open commonland, uphill past Red Road and along a bumpy bit of going to drop down to Frimley. Even then we were not home, for this is Surrey and Hampshire lay beyond, at Farnborough, where Cody flew, and where we *merely took a familiar* route across the common for home. A few days later came some grappling with "Alphonse," the 1913 Hispano-Suiza, who behaved not too badly on the occasion of the V.C.C. event and provided a quite stirring ride home along local roads in a manner of which we shall never tire.

That brought us to Bo'ness, preceded on the Thursday morning by a run, domestically, from Hampshire to Kent, before going down to Essex. From there the next morning an early start was made for Scotland, a modern Austin Ten being used and a new o.h.v. Austin Sixteen being left, reluctantly, in the garage in deference to petrol rationing. The run up was largely uneventful, if one overlooks the detour we made inadvertently, in a sudden inspiration to avoid Edinburgh. We had started by following an A.A. route issued pre-war for a holiday in those happy unrestricted days and found *ourselves inevitably on the Great* North Road above Huntingdon. We lunched satisfactorily at the "Angel," at Catterick, to the accompaniment of a gloomy Test Match commentary and reached the border at 3.45 p.m. Incidentally, high-performance cars have to go very rapidly nowadays to "keep their end up," for nothing had passed the Austin and it actually averaged 44 m.p.h. for the first five hours' driving, including a lengthy stop at Hopperton level-crossing (where temporary gates were in use) and a petrol stop and much loss of time after taking a wrong fork beyond Doncaster. And 46 miles were packed into our "best" hour.

It was beyond Galashiels, that town that lies below the main road, that we decided to detour, with a far-from-adequate map. Beyond Peebles and *Carnwath we wandered about the by*ways, past isolated small coal mines and through forbidding Scottish towns of stone-built dwellings, before picking up a road that brought us into Bo'ness *via* Linlithgow. We must have gone well into the back o' beyond, for we actually encountered a model-T Ford (a lengthened Bacio lorry type) in one town we passed through. After practice was over at the hill we went on to Edinburgh, seeing the Forth Bridge from a new angle on the way. The town proved full to capacity, for H.M. the King was coming up the following day, but eventually the Barton Hotel, just outside the town, put us up for the night most comfortably and courteously.

Bo'ness over we got into the Austin and wandered by the far from direct, but interesting, route Carlops, Mid-Calder and Bathgate, into Glasgow, encountering on the way a Triumph roadster that had argued with an aged lorry—which gave rise to some thoughts *re visibility in modern cars—and, in quick* succession, an Amilcar and a 3-litre Sunbeam, which shows that vintagery is practised north o' the Border. Glasgow




[MOTOR SPORT *copyright.*

*THE BORDER.—The Austin Ten which served* MOTOR SPORT *so well on the Bo'ness journey, seen partly in England, partly in Scotland. One sign states that Newcastle is 46¾ miles behind, the other sign, but a few yards away, that Newcastle is 46½ miles. Which is correct, A.A. or R.A.C.?*

was its usual Saturday-night self and we tarried only long enough to fortify ourselves at the Adelphi against an all-night drive south with our Stop-Press story. Indeed, we were careless as to how we left this straggling city, which soon lay, a dark conglomeration of roofs, chimneys and an occasional crane or derrick, behind us. It seemed an eternity since we had photographed a train on the Forth Bridge, inspected a quaint cable railway near South Queensferry and explored Bo'ness with its docks and timber yards.

However, Londonwards it had to be and a most pleasing road was taken, *via* Kilmarnock, Mauchline, Cumnock, Sanquhar, Enterkinfoot, Thornhill and New Bridge into Dumfries. The surrounding country was satisfying without being extreme and beside the deserted road a single-track railway ran straight as a die, to vanish and appear again as we took the corners. Glimpses of isolated buildings, ruins and hill-side tracks added an air of mystery as night closed in ahead of us while the sky behind remained bright with the late Scottish sunset. Lights on, we ran fast down the West Coast road, *via* Annan, Carlisle, Penrith and up over Shap to Kendal, where a nail deflated a back tyre. It was then 1.15 a.m. and, that trouble dispersed, we came across *via* Settle and Skipton to the middle of England, and through a for-once empty Bradford and Wakefield on to A 1 above Doncaster. By 7.25 a.m. we were back in Essex, a run of 265 miles from Kendal. The Austin had averaged 33 m.p.g., had suffered merely one puncture and a lo se exhaust-pipe flange, and had required a pint of oil and no water, which really is rather good going for an inexpensive 10-h.p. saloon with over 30,000 hard miles to its credit. Even now motoring didn't exactly cease, for, the Bo'ness report written, the aged Austin Seven was energised and in it we entered the East-end of London—contrast with Scotland indescribable—ran through the Blackwall Tunnel, lost ourselves in such places as Woolwich, Charlton and Blackheath, made West Wickham, had tea, and then contrived to go into Croydon and Mitcham, and finally to follow the same route home to Hampshire as we had, a fortnight earlier, taken in the Bradford. For us, that spell of motoring finished at 9.30 p.m.

Yes, this freedom is certainly enjoyable. Even before Gaitskell repented there was fun within reason. For instance, a 1948 f.w.d. Citroen demonstrated its covetable qualities one evening in a fast run to Midhurst and other Surrey beauty-spots, and a Vauxhall Ten offered quick transport from Bovingdon to London after we had written the Jersey race report in a Dakota, the actual time from Jersey Airport to City Road, E.C., being 2h. 23 min., including a " pit stop " to replenish the car's radiator.

Then the Isle of Man trip embraced a drive to Croydon in the afore-mentioned trustworthy Austin Ten, a take-off in a Percival " Proctor I " in what Control, haggling about no radio and a single engine, called " Q.B.I." but we should have described as bright sunshine, negotiation of a rain-storm over Birmingham, and a landing at Ronaldsway after 2 h. 10 min. rather bumpy flying. We went to Douglas in an old Austin Twenty landaulette taxi, the return journey after the race next day, in a Wolseley taxi, demonstrating the advances made in rear-seat comfort of recent years. The Proctor got us non-stop to Croydon, through increasingly bad weather, in 2 h. 5 min., the lights of what was formerly Waddon Airport, seen at 9.35 p.m. in rain and darkness, being both impressive and decidedly comforting !

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*LETTERS—continued from page* 260

Sir,

Having read " Baladeur's " excellent article on Ettore Bugatti and his works, two points strike me, on which I should greatly like some comment from his erudite pen ; and which would probably be of general interest.

Bugatti certainly was a very early exponent of the o.h.c., and this could be taken to be a logical conclusion to his own previous work. In 1904 he was responsible for the o.h.v. de Dietrich, known as the 24-h.p. model, which had what were in fact o.h. camshafts, in so far as they operated downwards on to rocking levers which in turn operated long pull-rods which carried the motion up to the valve stems through strikers on the pull-rods. The general neatness which is such a typical feature of Bugatti's work was much in evidence in this engine, particularly in the beautiful cylindrical castings in which he enclosed each pair of cylinders. It seems to be logical to suppose that this tidy mind thought it a far better mechanical idea to have one camshaft up on top to do the work, instead of his two, and all the pull-rods and extra springs, rockers, etc., and set about the design which Isotta used.

On the other hand, the Maudslay three-cylinder 25-h.p. motor designed in 1903—which, except for rather rudimentary induction arrangements and a fancy swinging camshaft to facilitate the removal of the valve cage assemblies, is a relatively modern conception—could very easily have come to Bugatti's notice.

This Maudslay engine was unique in its day—at least so far as England and France are concerned—so it would appear that we can claim the first multi-cylinder o.h.c. in a period when most of the real automobile design was still on the Continent.

I am, Yours, etc.

Winnersh, Berks. GEO. COTHAY.

Sir,

In his reply to my review of his book, " The Story of Brooklands," Mr. Boddy raises an interesting point with regard to the dimensions of the engine of the 1913 Grand Prix Itala. He says : " the *Autocar* . . . of May 24th, 1913, quotes the 1913 rotary-valve Grand Prix car as of 125 by 170 mm., 8,344 c.c., not 125 by 160 mm. suggested by ' Baladeur '." The *Motor* of July 8th, 1913, also gives the stroke of this engine as 170 mm., and the statement is repeated in the issue of July 15th, 1913. Moreover, the *Auto-Motor Journal* of July 19th, 1913, twice gives the dimensions of this engine as 125 by 170 mm. *But*, the *Autocar* of July 12th, 1913, gives the dimensions as 125 by 160 mm., and, as if to show that this is no mere misprint, repeats this statement in its issue of July 19th, 1913, at the same time working out the capacity as 7,853 c.c.

In the face of this conflict of evidence, I have (rightly or wrongly) decided in favour of the *Autocar* of July 12th and 19th, because it seems to me probable that in July that journal had cause to correct the information which it had given on May 24th, whereas the *Motor* and the *Auto-Motor Journal* were perhaps adhering to an uncorrected figure. This is admittedly only a surmise, but a surmise, as I shall hope to show in a moment, of a type in which the motoring historian is rather frequently forced to indulge.

According to the B.A.R.C. records, as quoted by Mr. Boddy, however, the dimensions of Robertson Shersby-Harvie's Itala were 125 by 175 mm., and I do not find that a stroke as long as 175 mm. is anywhere claimed for the 1913 Grand Prix engine. In his book, however, Mr. Boddy describes Shersby-Harvie's Itala as a 1912 Grand Prix car. I do not know his authority for this statement, and as I pointed out in my review, no Italas ran in the 1912 race. Is it possible, however, that cars with engines of 125 by 175 mm. were prepared for it but not entered ; that, faced with the fuel consumption limit in 1913, a modified version, with the stroke reduced to 170 mm., was brought to Brooklands for tests in May ; that by the time of the race in July the stroke had been further reduced to 160 mm. ; and that Shersby-Harvie's car had one of the unmodified 1912 engines ?

Mr. Boddy is kind enough to describe my criticism as " leniently-mild " ; if I may say so, a critic of motor racing history who was anything else would prove himself either an ignoramus or a fool. Let me prove this contention with just one example. Mr. Gerald Rose is, I think, by common consent the most accurate motoring historian who has yet made his appearance. But in the text of his " Record of Motor Racing " he gives the dimensions of the 1902 Paris-Vienna Renault engine as 100 by 120 mm. ; and yet in his table of mechanical details at the end of the book he gives the dimensions of this same engine as 120 by 120 mm. Posterity, I take it, will never know which of these figures is correct ; both cannot be right ; that in the text appears the more probable ; but the table, according to the author, " has been made up only from figures supplied by the makers themselves, in order to obtain the greatest possible accuracy." Those of us who come afterwards are forced to indulge in surmise.

I am, Yours, etc.

" BALADEUR."

* * *

Sir,

With reference to your report of the recent proceedings at the Bentley Brains Trust, please allow me to take up the cudgels on behalf of Messrs. Mechans of Glasgow, the makers of the special 4½ frame, as I feel sure they strongly object to being labelled Meakins, at least on one score, if no more.

I am, Yours, etc.,

Dover. A. D. EEKHOUT

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**RILEY, 1937, 1½-LITRE "KESTREL,"** perfect condition throughout, fitted André Hartfords; specimen car; genuine bargain, £500. Scintilla Vertex N.V.4, anti-clock, £7 10s. Lucas chrome Mellotone horns, as new, 12-v., £10 10s. pair. Runbaken Oilcoil, £3. Brown, "Northend," Brackley. Tel.: Brackley 3.

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Urgently required. Can anyone help? 3.9 to 1 ratio crown wheel and pinion with splined shaft for Frazer-Nash B.M.W. 328 Model. Any price paid. Reply to: Mr. Babani, Ziff Davies Ltd., Grampians Building, Western Gate, London, W.6. Tel: SHEpherds Bush 2581/4794. Night, RIVerside 1846.

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**DELAGE 8-CYL. 30-H.P. D.8** foursome, fixed-head Continental, 1934. Four bronze-body S.U.s, works fitted; twin pumps, tandem wipers; twin spares, good 700 by 18s; exterior original black, very fair; interior, rust (uncrushable moquette), rust carpets. New Masteradio; new Smith's heater; twin smoke-glass vizors; stoneguard, shutters; radiator re-cored Sercks. Autoroche headlamps, Notek Drive-master, Notek Fogmaster, searchlight, pillar-mounted Lucas spotlamp, reverse lamp. Detachable rear trunk. New Oilcoil; ignition rewired; cigar lighter; automatic cigarette machine. 16 m.p.g. Spring wheel; spare pairs headlamps, sidelamps. Maintained irrespective of cost. New H.D. Exide battery. Used one quarter 1934, stored until 1937, stored again 1939. Three owners only. Also "D.8" breakdown truck, running; make utility. Identical mechanically to above. Also about one ton of spares for above: stack of wheels, tyres, engine, axles, radiator, column, gears, dyno., starter, Fram, wheel discs, lamps, vast assortment. Buyer collects. Unique stable. Lot, £375. Also 14-h.p. supercharged, super sports, 2-seater Delage, red; over 100 m.p.h. Just registered. Basically D.I.S.S., low, very special. £475. Smith, The Tythe Cottage, Bakers Lane, Knowle, Birmingham.

**1936 RILEY "KESTREL SPRITE."** Genuine S.S.K. model. Superb condition. Excellent performance. Taxed. Full petrol book. Sale imperative due to ill-health. Mr. Law—Tel.: Lee 1088 after 6 o'clock evenings.

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**FRAZER-NASH-B.M.W., TYPE 55,** competition 2-seater (engine completely reconditioned), £400. "Rising Sun," Fareham, Hants. Tel.: 3143.

**1938 F.I.A.T. 1,500-C.C.** (16 h.p.) pillarless saloon, black. Left-hand drive. Good condition, five new tyres. Offers. Seen Cottesmore Garage, Kelso Place, Kensington, or telephone Monarch 5802.

**RILEY "LYNX SPRITE"** in superb condition. Tyres very good. Probably one of the best models of this type. First registered July, 1936. £450. M.G. "TA." *Completely overhauled; engine* sleeved; reground crankshaft; all worn parts replaced on chassis; new tyres; £425. Moss & Lawson Ltd., sports car specialists, 1076/1086, London Road, Thornton Heath. Tel.: Pollards 1122.

**RILEY.—FIVE 19-IN. KNOCK-OFF WHEELS,** £6 5s. or 30s. each. Four 19 by 4.00 tyres, almost new, £12; one not so new, 15s., or offers. Taylor, 388, Tyburn Road, Erdington, Birmingham.

**SALE OR EXCHANGE.—1938 D.K.W.** Master de luxe drophead for larger car similarly valued, M.G. Magnette preferred. Ferguson, Hazelwood Lodge, Bristol, 9.

**SUPERCHARGER, JAMESON No. 8,** eccentric-vane type, new condition, just checked over by well-known racing firm, £25. D. A. Armstrong, Chalet Cottage, Farnham Royal, Slough, Bucks.

**S.S.I. 16-H.P.** Owner removed saloon, made open 4-seater body, needs completing; engine £50 recondition prior to lay-up. Really low-slung; good chassis and tyres. Near £200. Edge, 43, Beech Road, Oxley, Wolverhampton.

**1902 SUNBEAM,** suitable for rebuilding, £30. 1909 Thornycroft touring car, running order, £40. 1916 Vauxhall chassis, less tyres, £20. "14/40" Sunbeam engine and gearbox, overhauled, £20. 8-h.p. Gwynne engine, overhauled, £10. Lancia "Lambda" front suspension, £10. Riley Nine gearbox, £2 10s. Riley Nine crown-wheel and diff., £4. 19-ft. 6-in. Carvel-built motor launch, £50, less engine. Large quantity of old-type Sunbeam spares. "Hyper-Leaf" rear axle with wheels and tyres complete, pre-war Dunlop sports, £20. S.A.E. Jack Wadsworth, 39, St. John's Road, Isleworth. Tel.: Hounslow 0826.

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### FOR SALE—*continued*

**TALBOT "105" "SPEED"** open sports, Van den Plas special coachwork. Large dial instruments, racing screens, twin Desmo passlights, seven tyres; recent mechanical overhaul over £80; complete rewire; new batteries; pre-selector 1935. Excellent condition, gun-metal grey finish. Owner selling through wounds. £450 or offer. John Clark, 4, Percival Terrace, Brighton.

**1932 "12/60" ALVIS** open 4-seater. £175 or nearest offer. Box No. 563, MOTOR SPORT, 15, City Road, E.C.1.

**12.8-H.P. 6-CYL. COVENTRY-CLIMAX ENGINE** and 4-speed remote-control gearbox, complete with dynamo, distributor, twin carbs., clutch, etc.; good condition, partly dismantled for inspection; £25. Also twin carbs. and induction for Wolseley Hornet or M.G. "12/6," £3 10s. Also 18-in. k.o. wheel for S.S. 12-h.p., £1 10s. Wanted: Alvis "12/50" downdraught induction pipe. Williams, 45, Ardeen Road, Doncaster.

**M.G. "N" CRANKSHAFT,** block, rods and pistons, £25. "K" head, new valve guides, £10; crankshaft, £5. "J2" flywheel, clutch, £3; back axle (minus half-shafts), £10; radiator, £2; set brake drums, £2. "F" engine and gearbox complete, £45. Numerous "M" and "J" engine spares. One "T," three 2½-litre M.G. and one Riley wheels. 27, Finlay Road, Gloucester.

**CAMBRIDGE ENGINEERING WORKS,** the Austin specialists, offer from stock, new main and hub bearings, all pins, bushes, pulleys, water castings, Carden blocks, pins, half-shafts, most replacement parts, dropped axle and spring sets to undersling chassis, on part exchange system. Steering wedges to lower steering rake; repairs at short notice; conversions to requirements or complete reconstructions. S.A.E. for details. Cambridge Engineering Works, Cambridge Road, Kew Green, Surrey. Richmond 2126.

**"30/98" VAUXHALL,** OE 57 and 271 combined in a complete rebuild. Counter-balanced crank., light flywheel; h.c. Martlett pistons. Price £350. Taylor, 3, Callingham Gardens, S.W.5. Frobisher 5305.

### FOR SALE—*continued*

**HEALEY SPARES.**—Continental Cars Ltd. offer: Laystall-built crankshaft for converting "2.4" Riley engine to under 2 litres for class events, £77 10s. Continental Cars Ltd., Portsmouth Road, Send, Surrey. Tel.: Ripley 4 and 122. Weekends by appointment.

**RILEY SPARES.**—Continental Cars Ltd. offer: Laystall-built crankshaft for converting "2.4" Riley engine to under 2 litres for class events, £77 10s. Continental Cars Ltd., Portsmouth Road, Send, Surrey. Tel.: Ripley 4 and 122. Weekends by appointment.

**"TC" MIDGET,** November, 1946. Carefully maintained, one owner, selling for saloon. Recellulosed. Laid-up seven months. Showroom. Nearest £650 for immediate sale. Trial—telephone St. Annes 538. Beaumont, 16, Balmoral Road, St. Annes, Lancs.

**FOR SALE**—*owner requires garage space.*—1932 Riley "Alpine Six," not used for nine years; 200 miles since rebore; good tyres, etc.; £225. 1935 Hillman Minx, in excellent condition, £250. 1934 Coventry "Victor" saloon model three-wheeler; has not been used since engine was reconditioned at makers; £150. 1933 o.h.c., 348-c.c. A.J.S., goes like a bomb, £50. Will sell separately or £600 the lot. Box No. 568, MOTOR SPORT, 15, City Road, E.C.1.

**1938 BRITISH SALMSON 12-H.P.** sports drophead coupé. Engine fitted liners and new pistons; just run-in; gearbox being overhauled by makers; four new tyres and three others; new hood. Marechal headlamps. £500. Tel.: Deepcut 166, after 7.30 p.m.


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**£285**—1933 Alvis "Firefly" 12-h.p. Van den Plas type cutaway 4-seater. K.O. wheels. Complete overhaul. Very good tyres, battery and paintwork. A fine car in genuinely excellent order.

**£235**—"12/60" Alvis, 1931, "beetleback" 2-seater with single dickey. Recently fitted new rings, timing gear, etc. Good tyres, excellent hood and side-curtains. A fine example of this famous type.

**£145**—"12/60" Alvis, 1932, 4-seater. Cutaway sides. Very sound motor and chassis; knock-off wheels. Very pretty body lines. Interior needs tidying; paintwork (cellulose) dull. Without doubt one of the year's bargains.

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### FOR SALE—*continued*

**BUGATTI! QUANTITY OF SPARE PARTS.** Entire stock for 2-litre, "2.3" G.P. and "1½," including set of special spanners, etc., to be sold. £75. F. O. Cleveland-Harmer, 83, Old Oak Road, Acton, W.3. After 7 p.m.: Shepherds Bush 5022.

**1940 LAYSTALL M.G. "TB."** Reconditioned throughout, immaculate condition; enthusiast-maintained. Price £580. Particulars, Box No. 573, MOTOR SPORT, 15, City Road, E.C.1.

**BENTLEY 8-LITRE SALOON,** 1931, with division and occasional seats. Very fine condition throughout. £600. Box No. 574, MOTOR SPORT, 15, City Road, E.C.1.

**"SPEED TWENTY" ALVIS** Charlesworth saloon, 1935. Recently rebuilt regardless of cost. Re-sprayed immaculate grey, and all bright parts rechromed. Independent front suspension; synchro-mesh; telecontrols; one-shot lubrication; new tyres. £800 or near offer; exchanges. 7, Uplands Way, Sevenoaks. Tel.: 2076.

**1929 SUNBEAM** 4-seater drophead coupé; 16.9-h.p. straight-six; recent £20 overhaul. Mechanically sound; new dynamo. £250 or offer. 5, Preston Drive, Bexleyheath, Kent.

**ARNOTT LOW-PRESSURE SUPERCHARGER** and carburetter, including all appendages, for M.G. 1½-litre Y-type saloon; genuine 30 m.p.g. attained; used 2,000 miles only. Also exhaust pipe and silencer for same car. Offers! Smith, "Chateaudun," Lakenheath, Southgate, N.14. Tel.: Palmers Green 2735.

**FRAZER-NASH-B.M.W. SPARES.**—2-litre: set pistons, rings, gudgeon pins, circlips, size 65.9-mm. phosphor-bronze valve guides, 12 valves, oil pump, camshaft. All new. King, Westlegate, Nobold, Shrewsbury.

**FIVE WIRE WHEELS,** 1936 Ford Ten type, re-sprayed, £5, carriage extra. Pennifold, Elm Farm, Burnham-on-Crouch, Essex.

**MORRIS MINOR CHASSIS,** with tyres—other minor spares—o.h.c. cylinder head. Also motor-cycle spares. Cheap. Offers welcomed. Bury, 45, Christchurch Road, S.W.2.


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**ASTON-MARTIN "INTERNATIONAL"** short-chassis 4-seater. Aero-screens, black and chrome, new hood, tonneau, side-screens. Recent mechanical overhaul; new S.U. pump. Good condition all round. £280 or offers. Also Wolseley Hornet, 1933, 12-h.p. engine and gearbox, complete with starter motor, manifold, carb. and distributor, new gaskets; running recently; perfect condition. £35. Isles, "Westfield," Victoria Road, Liversedge, Yorks.

**ALVIS "12/70" COUPE,** 1938 model. Paintwork and hood very good. New road springs, Hartford shock-absorbers, clutch plate, valves, piston rings, king-pins; excellent tyres and battery. Taxed end of year; full basic. Seen and tried Edinburgh area. Box No. 576, MOTOR SPORT, 15, City Road, E.C.1.

**M.G. MAGNETTE,** N-type, late 1936. Rebored, not yet run-in. New front springs, hood, etc. Body very sound; mechanically perfect. Offers invited. 102, Deaconsfield Road, Hemel Hempstead.

**1929 4½-LITRE BENTLEY** fabric saloon. Excellent chassis; body sound but requires respray. £385. 4½-litre Bentley open V.D.P. Entirely rebuilt, unregistered. £575. Dobson's Motors, 8, Queen Street, Bude, Cornwall. Tel.: Bude 359.

**WOLSELEY HORNET SPARES.**—Sports gearbox, with remote control and clutch, £8. Standard gearbox, £5. Cylinder head, complete, £4. Crankshaft, with main bearings, £6. Crankshaft only, £4. Steering column, 30s. 12-volt dynamo, Lucas type AA13-0, £4. Trevor, Westgate, Bridgnorth.

**LAGONDA 2-LITRE,** showroom condition. Best offer over £300. Apply, 60, West Street, Carshalton, Surrey. Tel.: Wallington 2359.

**STEYR 1½-LITRE,** 1931, cabriolet. Perfect condition. Overhauled; bills shown. Maintenance information available. Taxed, insured. £275 or offers. Apply, Mr. Clark, 138, Bowes Road, Palmers Green, N.13.

**4½-LITRE BENTLEY STEERING BOX** in excellent condition. Riley Nine block, rods, pistons and crankshaft, **circa** 1932; block not been bored or crank reground since new; pistons reasonable. £15. J. E. Shaw & Sons (Motors) Ltd., Torrisholme, Morecambe, Lancs.

## FOR SALE—*continued*

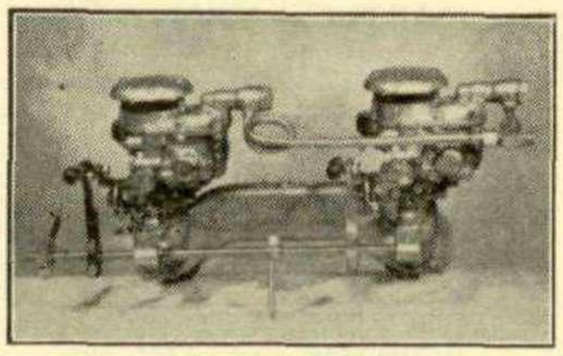
**£150.—1932 SINGER SPORTS SPECIAL,** 9 h.p. Wolseley "Daytona"-type aluminium body. 1,000 miles, first rebore. Engine rebuilt. Re-cellulosed 1947. Perfect condition throughout. Enthusiast's bargain. 127, Chapel Road, Brightlingsea, Essex.

**M.G. 2-SEATER, PB-TYPE.** Completely rebuilt by enthusiast; resleeved, crank ground, new S.U.s. Scintilla fitted. Just run-in. 40 m.p.g. New battery, tyres. Taxed, coupons. Offers over £300. "Rosyth," Bell Road, Walsall.

**"30/98" VAUXHALL 2-SEATER,** E-type. Sprayed black. Good condition. £115. Also Bentley spares. Drabble, 59, Ducie Street, Manchester, 1.

**500-C.C. MATCHLESS MOTOR-CYCLE,** 1948 registration; total mileage 2,400. Specially tuned engine and special features, including road-racing ribbed front tyre. Unmarked in every way and just comfortably run-in, giving a maximum speed in excess of 90 m.p.h. Price £150. Also a 1936 full M.G.P. Special 500-c.c. road-racing Norton in the course of completion after a comprehensive overhaul. When completed, will be sold either in full racing trim or with adequate road equipment, including dynamo and lights. James Boothby Motors Limited, Mary Farm Works, Lowfield Heath, near Crawley, Sussex. Tel.: Crawley 600.


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## FOR SALE—*continued*

**BENTLEY. 100-M.P.H. 9-FT. CHASSIS.** Rebored, with h.c. pistons. A-type box; P.100s; 2-seater body. Ex-holder records Shelsley, Stalybridge. £315. Drabble, 59, Ducie Street, Manchester, 1.

**LAGONDA "RAPIER"** D.H. coupé, 1936. Good condition; engine recently overhauled; new tyres; batteries good. Insured until March, 1949. Smart appearance. Petrol unused. £275. 43, Hawkhurst Way, West Wickham, Kent.

**MORGAN 3-WHEELER,** 1934; Matchless twin. Well shod. £95, or would consider interesting exchange. Taylor, 16, Grayscroft Road, Streatham, S.W.16. Tel: Pollard 1688.

**1936 FLYING STANDARD TWELVE,** excellent condition, 40,800 miles. Good performance. Offers to 65, Northway, Morden, Surrey.

**1947 STANDARD EIGHT** saloon. Excellent condition, small mileage. Best offers over £500. Box No. 577, MOTOR SPORT, 15, City Road, E.C.1.

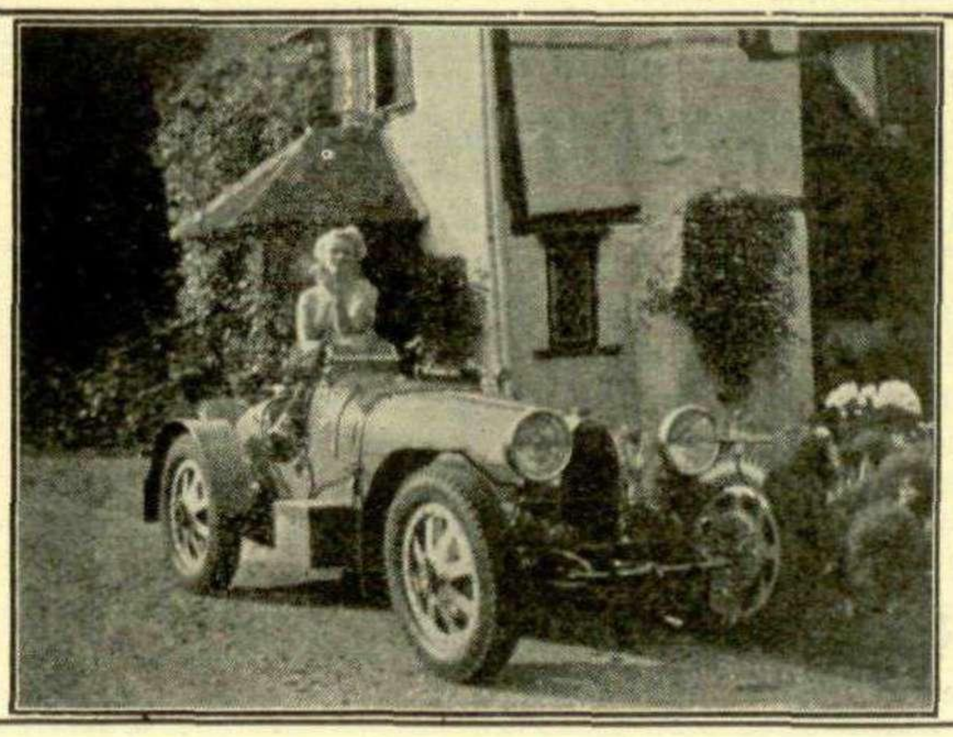
**1923 "23/60" VAUXHALL** tourer, excellent running order; taxed and insured. £65. 18, Buckland Crescent, N.W.3. Tel.: Primrose 4015.

**ALVIS 12-H.P.** very unusual "Firefly" 2-seater, with manual gearbox. Exchange family car or sell outright at reasonable price. "Binglefield," Woodstock Avenue, Sutton. Tel.: Derwent 7903.

**SPARES AVAILABLE** for 1937 Austin pressure-fed crank "Nippy" include: set of "works" rods, 1¼-in. crank, special valves in K.E.965, Volkram, and quantity of standard type. High-lift camshaft: set of "Ulster" tappet gear, bearings, Hardy-Spicer needle roller prop.-shaft. Radiator shell, etc. Sell whole, part or exchange F.I.A.T. 500 parts. S.A.E. details. Box No. 579, MOTOR SPORT, 15, City Road, E.C.1.

**RAILTON, 1934, 4-SEATER** sports. Engine and bodywork in excellent condition; very good all weather equipment. Packard, Crepping Hall-Stutton, Ipswich, Suffolk.

**£160, OFFERS.**—V8 special 1945 power unit, chassis, transmission, complete. Need assembly. Shooting brake wings, bonnet, wiring, upholstery. 51, Ashley Road, Boscombe, Hants. Tel.: 1889.

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**Austin 12** de luxe 1940, sunshine saloon, with crocodile bonnet identical to 1947 models, in beautiful condition. **£475.**

**Riley 12** sunshine saloon, 1934, newly painted in shadow blue. **£125.**

**Austin** 5-cwt. van in excellent condition **£95.**

**Lagonda** 2-litre speed model chassis in first-class condition, with tourer body that could be persuaded to fit. **£50** as they are, or the work could be carried out here and the car supplied ready for the road.

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**1934 RILEY NINE** 2-seater, 4-door, special saloon; special series engine; preselector; twin S.U.s; Enott's one-shot. Good tyres; new batteries. Excellent condition. Overhaul bills available. £195. Tel.: Wimbledon 5471.

**ALVIS 1,496-C.C.,** 1930, rebuilt 1947, with new roller-bearing crank, dural rods, twin S.U.s, big-port head, outside exhaust; chassis underslung; new lowered radiator, k.o. 20-in. wheels, spare unused. Smart 2-seater body, blue; "Alfa"-type wings, P.100s and twin passlights. £275 or offers; must be sold to defray expenses. Alvis "Speed Twenty" spares include synchro. box, perfect, open for examination, £15; flywheel and clutch, £3 10s.; manifold, £2 10s.; steering column less wheel, £2 10s.; pistons, +.040, 10s. each; wheel hubs and caps, £2 10s. each; brake drums and shoes. "12-50" spares: cylinder head, £3; crank and rods, £5; wheel hubs and bearing, £1 each. 100-m.p.h. A.T. Bentley speedo., £4. All carriage extra. D. Bagshaw, 55, Edward Avenue, Braunstone, Leicester.

**1935 SINGER NINE** "Le Mans Speed" 2-seater, completely rebuilt 1944 and overhauled in last month. Resprayed green and fitted new hood and windscreen. Oversize tyres considerably enhance appearance. Full petrol. Genuinely worth £270. Newton, 24, Cove Road, Farnborough, Hants.

**LANCIA "APRILIA"** 1938 saloon, metallic blue, red leather. Recent works overhaul. Excellent condition throughout. Telecontrols; new couplings; 70-m.p.h. cruising, 30 m.p.g. All petrol. £650. Patrick, 30, Haywards Avenue, Weymouth.

**LAGONDA 3-LITRE** vintage super sports, black and red. Excellent tyres; brakes just relined. Taxed quarter, fully insured June, 1949. Laid up throughout war. Nearest offer £475. Tel.: Silverthorn 2273, after August 9th.

**AMILCAR "SURBAISSE,"** completely overhauled, resprayed; bills for £70 shown. £170. Carpenter, Well Nigh, Woodmansterne Lane, Banstead, Surrey.

**M.G. P-TYPE 2-SEATER,** late 1935. Scintilla magneto, five new tyres, many extras. Original duo-blue finish. Good all-round condition. Complete standard ration. £300 or offer. Hawkes, 30, High Street, Stevenage. Tel.: 173.

## FOR SALE—*continued*

**ENTHUSIAST EXPECTING NEW CAR** offers stable to good homes: Vintage Frazer-Nash Anzani, 1927; original bright aluminium 3/4-seater body, fold-flat screen, modern lamps, 4-speed, pressure and petrol pump; all maintained in perfect order; fast and very reliable; good tyres; spare engine in excellent condition; £175. 1938 Triumph "Vitesse" saloon, "14-60 Dolomite" engine, rebored, fitted h.c. pistons, high-lift cams; 45 lbs. hot; gearbox overhauled; new shockers, good tyres and battery. Recently painted, clean interior. Exceptionally fast; 27 m.p.g.; Riley roadholding. £525. Consider 10-14-h.p. family saloon in part exchange. Box No. 580, MOTOR SPORT, 15, City Road, E.C.1.

**VINTAGE MOTOR-CYCLES.**—1920 4-h.p. Douglas, restored as far as possible to original condition; excellent order; tank in maker's colours; 3-speed, clutch and k.s.; £30. Also 1926 E.W. 350-c.c. Douglas, also restored, with sufficient spare parts to make another, £30; and 1922 3½-h.p. Triumph, rusty and regrettable condition but could be made to run with some energy and application; spare engine available. What offers? E. Lithgow, 37, Bolivar Terrace, Glasgow, S.2.


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**BENTLEY 4½-LITRE,** 1929, engine reconditioned and renewals by two foremost Bentley engineers. "Red Label" short-chassis, boat-built, black 2-seater body; inclined S.U.s; almost new tyres. £450. Bentley, 9, Victoria Parade, Morecambe, Lancs.

**SUPERCHARGED LAGONDA "RAPIER"** D.H. coupé, mileage 31,000. General condition and appearance 100 per cent.; 0 to 60 m.p.h. in 13½ sec.; 90 m.p.h.; 28 m.p.g. Will take F.I.A.T. 1,100 saloon and cash, or best offer over £700. All coupons. Aston-Martin 2-seater "International," chassis and engine No. LM 4; in exceptional condition; £425. Riley 1½-litre rear axle and gearbox, and all engine parts less cylinder block and head. Noble, Kelleythorpe, Driffield, E. Yorks.

**EXCHANGE.**—1931 8-h.p. M-Type M.G.; good rubber tyres, hood, good condition, 35 m.p.h.; blue; value £150; for 4-seater, any make not over 15 h.p., in similar condition. Epsom area. Box No. 581, MOTOR SPORT, 15, City Road, E.C.1.


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## FOR SALE—*continued*

**M.G. "PA."** New tyres, hood, sidescreens, half-shaft. Excellent condition. Full petrol. 7, Thornhill Road, Heaton Mersey, Stockport, Cheshire.

**RILEY NINE "KESTREL"** saloon, preselector. Good tyres, 38 m.p.g. £225, or exchange for good Austin Seven or F.I.A.T. 500. Nicholls, 15, Grange Road, London, W.4. Tel.: Chiswick 4697.

**AUSTIN SEVEN AND F.I.A.T. 500** reconditioned exchange engines, all types, new and used spares, repairs. A. & D. Nicholls, 15, Grange Road, London, W.4. Tel.: Chiswick 4697.

**HERBERT No. 1 3/4-IN. CAPSTAN** production lathe, £15; double-ended bench grinder, 100-v., 50s.; 8-in., 3-jaws, centering chuck, £4 10s.; one pair heavy-duty breakdown ambulance wheels, £8; 6-v. car heater, perfect, £6; 12-v. "VC" dynamo, £2 5s.; swagging machine, £4 10s.; Homelite charging plant, requires mag., £4 10s. A. & D. Nicholls, 15, Grange Road, London, W.4. Tel.: Chiswick 4697.

**RILEY "GAMECOCK"** 2-seater. Recent engine overhaul, new timing gears, etc.; mag. rebuilt. Tyres good. Coachwork excellent. Offers? The Swan, Great Kimble, Aylesbury, Bucks.

**"COMMERCIALS" FOR SALE.**—Lagonda Du Cros police ambulance, 20 h.p., 1934; 700 by 18; Lockheed brakes, off-set transmission, massive low-built chassis; make ideal 500-c.c. transport, or brake conversion. Good condition, drive away. £150. 116, Raddlebarn Road, Selly Oak, Birmingham, 29. Tel.: Selly Oak 0080.

**ABSOLUTE BARGAIN.—ALFA-ROMEO** "22/90" saloon, special aluminium body, 1926; stored 18 years. Good condition, trial. £150. 116, Raddlebarn Road, Selly Oak, Birmingham, 29. Tel.: Selly Oak 0080.

**1933 ALVIS "FIREFLY"** 12-h.p. saloon in exceptional condition and appearance, with manual gears. Will exchange for good 8 to 10-h.p. saloon. Kensey House, St. Stephen's Hill, Launceston, Cornwall.

**LAGONDA 1932 2-LITRE** 4-seater sports; winner, Concours d'Elégance. Six good tyres; £225 engine overhaul 1947; receipts shown. Laid up six years. Full basic ration. Really fast car. Snip at £400. First offer secures. Seen Leeds. Box No. 582. MOTOR SPORT, 15, City Road, E.C.1.


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## FOR SALE—*continued*

**6½-LITRE BENTLEY,** 1927, saloon. Body overhauled and resprayed at cost of £200. Car laid up for long period. £495. H. Birch & Son, Victoria Road, Cambridge.

**P-TYPE M.G.,** June, 1936. Excellent condition. Accept highest offer. For details write P. G. Cole, 76, Lavington Road, Ealing, W.13.

**GWYNNE EIGHT,** much modified. Engine just completely overhauled and rebored ; fitted with twin S.U.s, Wolseley stoved radiator, Singer wide-tracked front axle, Riley 4-speed gearbox, Ashby wheel. Also M.G. slab-tank and spare windscreen, not fitted. Owner reluctantly compelled to sell. £100. Box No. 583, MOTOR SPORT, 15, City Road, E.C.1.

**RILEY NINE "GAMECOCK."** 3,000 miles since complete engine overhaul. New magneto, dynamo rewound ; good tyres and hood ; receipts shown Seen weekends after 2 p.m. Saturdays. £200. 28, Brookfield Crescent, Kenton, Middlesex.

**1936 (OCT.) ASTON-MARTIN MK. II** 1½-litre open 4-seater. Genuine 39,000. New hood, tonneau, batteries. Paintwork like new. Specimen car. Nearest £785. Bateson, Southclose, Abbotsham, North Devon.

**1938 AUTOVIA 3-LITRE** sports saloon. Black, with blue leather and walnut fittings. Two spares. Ride control ; permanent jacks. Whole car in outstanding condition. Nearest £850. Bateson, Southclose, Abbotsham, North Devon.

**£120 OR OFFER.**—1925 Delage D.I. 14-h.p. drop-head coupé, in absolutely original condition ; excellent running order ; original paintwork and fittings ; 28 m.p.g.; oil nil. Tel. : Burgh Heath 201 (Surrey) between 8 a.m. and 6 p.m.

**PRESELECTOR GEARBOX,** bell-housing, clutch and flywheel, off 1937 12-h.p. Riley "Sprite," in good condition, complete, £25. Green, 8, Banff House, Glenmore Road, N.W.3. Tel. : Primrose 0367.

**LATE "ULSTER" AUSTIN,** good throughout, including tyres and hood ; clutch relined, bodywork as new ; 45 m.p.g.; £185. Also 1936 14-h.p. Wolseley Special D.H. coupé, completely overhauled, bills shown ; good tyres, new hood ; 29 gal. basic ; 26 m.p.g.; £285. 28, Montbelle Road, S.E.9.

## FOR SALE—*continued*

**1946 M.G. 2-SEATER,** in condition equal to new. Colour, black. Taxed Dec. 31st. Price £635, or exchange. Barnett, 89, Wembdon Road, Bridgwater, Somerset.

**1947 M.G. 1¼-LITRE** saloon, as new. Small mileage. 89, Wembdon Road, Bridgwater, Somerset.

**ALVIS "FIREFLY"** saloon, 1933. Major engine overhaul just completed ; new battery and brake cables ; resprayed light green ; four good tyres (spare worn) ; all wiring renewed. Almost all petrol coupons intact. £300. H. Moorhouse, 48, Halstead Road, Harrogate, Yorks.

**M.G.—1946 "TC,"** 16,000 miles, one owner, carefully maintained ; £585, or exchange post-war saloon. Major Cole, The Magazine, Leicester. Tel. : 59222 ; evenings, Anstey 295.


# John Ching

**OFFERS :**

**Invicta,** 100-m.p.h., 4½-litre, 1931.

**Bugatti,** Type 30, English 4-str. sports (1929, single-cam, 8-cyl., unblown).

**Bugatti,** Type 37, G.P. Rebuilding.

**Lancia** "Aprilia," 1938. All usual modifications carried out.

**Alfa-Romeo,** 1,500-c.c., two-cam, blown, Zagata 2-seater. "Works" team car 1929-1931.

*Alfa-Romeo spares include :*

1,750-c.c. two-cam cylinder head; 1,500-c.c. block (for detachable head); two 1,750-c.c. crankshafts; several crankcases and sumps. Vertical drive wheels. Dynamo (Mavelli), etc.

*Also a few F.I.A.T. 500 parts.*

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**MORGAN "4/4"** 1939 2-seater. Engine completely overhauled and rebored ; new hood, radiator, shock-absorbers, tyres. Coupons intact. Enthusiast-maintained regardless of cost. £475. Brown, 51, Charlotte Road, Edgbaston, Birmingham.

**SPECIAL "P" M.G.,** Marchal blown. Completely rebuilt, with new parts, and fitted with Montlhéry 2-seater body. Terrific acceleration. £250 or offer. Box No. 584, MOTOR SPORT, 15, City Road, E.C.1.

**M.G. MAGNETTE,** complete chassis, engine rebuild ; Wellworthy liners, pistons, crank ground, new bearings, steering box, pins, bushes, etc. New mohair hood. Aluminium body stripped, cellulosed metallic blue, silver wheels. New large capacity Exide batteries. Reason for sale—new car. Ted Payne, 79, Bryant Road, Rochester, Kent. Tel. : 7165.

**LEA-FRANCIS "HYPER"** sports, fully described in "T.O.S.C.," No. 232, 8.12.44. £225. Riley Nine rebuilt sports-tourer, registered 1947 ; £10 tax ; four new tyres. Welford, 12, Opal Street, Leicester. Tel. : 65903.

**ASTON-MARTIN 2-LITRE** 4-seater tourer, colour black. This car has been reconditioned mechanically by our own Rolls-Royce engineers from front to back at a total cost of £235, and is now offered for sale. First registered 12.8.37. Frank Hopper Ltd., Rol's-Royce and Bentley specialists, 202-222, Bothwell Street, Glasgow.


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## FOR SALE—*continued*

**LEA-FRANCIS "HYPER"** 2-seater, unblown. Spares include blown engine and close-ratio box complete, also complete "12/40" engine and gearbox. £210, or exchange smaller open 4-seater. Hindle, 108, Eastlands Road, Rugby.

**LEA-FRANCIS SPARES :** Twin-port Meadows engine ; brake drums complete ; 10 by 47 C.W. & P. Offers, Coleman, 174, Dreylsden Road, Ardenshaw, Manchester.

**AUSTIN SEVEN COMPETITION ENGINE,** super-tuned by J. S. French. Winner, 1,100-c.c. sports and racing classes, Tholthorpe ; also Northern Experts Trial. Runner-up three other trials. Completely rebuilt during winter ; just run-in. Prescott, 56.48 sec. New P.N.4 Scintilla, L.M.B. manifolds and racing Specialloid pistons. Sold complete less blower and carburetter, £50. Lones-tuned 5-stud J.A.P., ex-Tiger Kitten, 44 b.h.p., perfect, £70. Mallock, 1, Scotton Park, Catterick Camp, Yorks.

**LAGONDA 2-LITRE,** chassis registered 1931. Engine has been removed, completely stripped, rebored, linered back to standard, new pistons, new magneto pinion. Whole re-assembled with skilled, careful workmanship. Radiator rechromed and tested. Good tyres (21 by 550) all round. Part of a body available. Owner cannot undertake the small amount of work required to complete the rebuild. Offers over £160. Box No. 585, MOTOR SPORT, 15, City Road, E.C.1.

**LAGONDA "RAPIER"** D.H. coupé, 1936 model. Engine overhauled ; new hood. Excellent condition. Offers, Price, 71, Olorenshaw Road, Birmingham, 26.

**ENTHUSIAST FORCED TO SELL** 1932 3-litre Lagonda and 1930 Lancia "Lambda." Both in really excellent condition. Cash or would consider part exchange 10/12-h.p. saloon. Lt.-Col. Hutchison, Stone Edge, Lindford, Bordon, Hants.

**£125.—ALVIS "12/60"** open sports 2-seater, chassis overhauled, body still needs attention. £125 : 1933 Riley Nine saloon, perfect inside and out, £125 : 1933 Delage straight-eight coupé, overhauled, recellulosed, owner going to Canada £165 : 1935 Hillman "Aero Minx" open 4-seater, first-class except hood. £75 : Amilcar "Surbaissé," good order, new tyres. Tel. : Kensington 7131, weekdays.


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## FOR SALE—*continued*

**LAGONDA 2-LITRE** 1931 Weyman saloon, shabby but very sound. New tyres, radiator block and water pump. Brakes relined. £170 or near, or exchange for more modern car. Also available: aluminium 4-seater body, complete with hood frame but no upholstery. 37, Bramhall Lane South, Bramhall, Cheshire. Tel.: Bramhall 2048.

**SINGER "LE MANS"** 1935 open 4-seater. Recent overhaul, and in excellent condition. Taxed. Basic. £175, offer; must sell. 64, Old Fold View, Barnet, Herts.

**AUSTIN SEVEN "ULSTER,"** 1931, unblown. Motored less than 750 miles since crank (1½-in. type) ground by Laystall, and all new bearings fitted, including mains and little ends. Rod-operated compensated braking system; 4-speed gearbox; Hardy-Spicer prop.-shaft; five first-class tyres; S.U. and standard touring manifold at present fitted. Equipment includes "Ulster" manifolds and Solex, 3-speed close-ratio gearbox, spare starter motor. Nearest £120. 51, Cranley Mews, London, S.W.7.

**CENTRIC SUPERCHARGER,** Type 160, almost new, £17 10s. Austin Seven 4-speed gearbox, £4. J.A.P. twin, o.h.v., water-cooled, ex-super sports Morgan, complete but dismantled, £4 10s. Delivered in London. 2, Copperhill, Hamble, Hants.

**ROVER 2-LITRE** sports 4-seater coupé, in immaculate condition. 1929 16-h.p. o.h.v. 6-cylinder, completely overhauled; good tyres and battery; all instruments; expensive Phillips radio; taxed; 2 to 72 m.p.h. in top gear. Very quiet engine. £120. Kellow, 3, Doughty Street, W.C.1. Tel.: Holborn 6124.

**1934 "SOUTHERN CROSS" TRIUMPH** sports saloon, 10 h.p.; recellulosed; really excellent; £210. 1933 Hornet, 12-h.p., 4-seater, £135. Both taxed. Write, 26, Lissenden Mansions, Highgate, N.W.5.


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## FOR SALE—*continued*

**1927 MORRIS-OXFORD** open 4-seater tourer. Hotchkiss-type engine. Mechanically 100 per cent. Engine just rebored (first time), crank-shaft ground, new mains, big-ends, guides, springs, etc.; just run-in. New hood, sidescreens, new radiator. Transmission and tyres good (two spares). Mud-guards bad, paint needs renewing. Owner has reconditioned Bentley and must regretfully sell. What offers? Blagdon, 48, South Street, Durham.

**WOLSELEY HORNET SPECIAL,** 1933, 12.8-h.p. sports 2-seater. Completely overhauled 1948; crank reground, remetalled mains and big-ends, rebored .030 o/s, brakes and clutch relined; king-pins and spring shackle bolts renewed; new wooden body frame; reconditioned dynamo; new battery and hood; rewired throughout; fold-flat screen. Resprayed silver grey, all chrome parts rechromed. Complete car in perfect condition; 60 lbs. oil, hot; 30 m.p.g. Sale due to owner requiring greater seating capacity. Price £250, together with many spares, including spare rebored block, reground crank, and new pistons to fit. Apply, M. Smart, 49, Caterham Road, Lewisham, S.E.13.

**CLEARING WORKSHOP.**—Must be sold: Alvis "Crested Eagle," 1935, reconditioned, 3-S.U. engine. Reground, remetalled, bored in line, new pistons, etc., with all-synchro. gearbox. £90. Steering column, box, etc., £4 5s. B.T.H. 6-cyl. mag., with h.t. changeover block, £5. Prop.-shaft complete, 45s. Aston Mk. II new, unused, front axle beam, matt chrome finish, 12 gns. Hubs, stubs, etc., £8. Transverse shockers, £4 10s. pair. Radiator, with shutters, etc., £12 10s. Bugatti, Type 40, frame, rear springs, rear axle, with Lockheed Wagner hydraulic brakes, two Dunlop 6.50 by 16 racing wheels, new tubes, fair covers, £60. Frazer-Nash "Boulogne" steering box and column, £3. Lagonda 2-litre chrome stoneguard, 25s. Lancia "Lambda" 6th Series tourer, rough, for spares, £35. Reasonable offers accepted for any item. S.A.E. please. Ernest Shenton, J. Wardle & Company, Normacot Sand Pits, Longton, Staffs. Tel.: Stoke-on-Trent 3591.


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**AUSTIN 747-C.C. "ULSTER,"** blown by No. 4 Cozette, rebuilt with streamlined 2-seater aluminium body and re-registered in July, 1947. Engine completely reconditioned 2,000 miles ago. 16-in. rear wheels, 17-in. front. Over 75 m.p.h.; 35 m.p.g. £155 or exchange 4-seater. Gibson, 8, Welsby Court, Eaton Rise, Ealing, W.5.

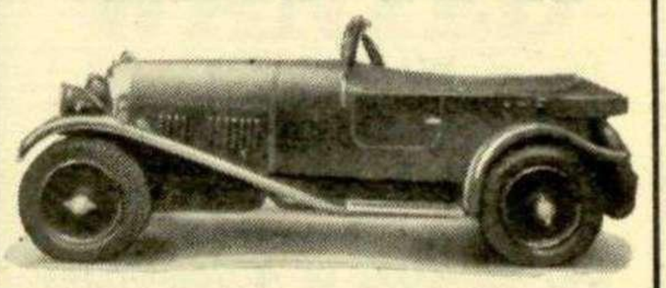
**LANCIA "APRILIA"** 1939 saloon, in beautiful order throughout and just fitted with works-reconditioned engine. Best offer around £825. Box No. 587, MOTOR SPORT, 15, City Road, E.C.1.

**RILEY NINE** open 2-seater, registered 1936, and now completely reconditioned, must be sold on behalf of owner, who has gone abroad. New crank, liners, h.c. pistons, all bearings remetalled, new batteries, copperised head; rewired; shortened chassis; beautiful streamlined aluminium body with radiator cowl; relined; re-upholstered; recellulosed deep red; new instruments and dash. Photographs on request. £325. Box No. 588, MOTOR SPORT, 15, City Road, E.C.1.

**60-M.P.G. 1939 F.I.A.T. 500** coupé. Engine completely reconditioned 500 miles ago. Brand new battery. Fitted with "Verdik" electric petrol economiser and I positively guarantee at least 60 m.p.g. Any trial for performance and petrol consumption. Lovely condition. Taxed and insured. Full "standard" ration (18 gallons) untouched. Ideal for business man; £275. Griffiths, 73, Toys Lane, Cradley, Staffs.

**SLAB-TANK,** 14-gall., black, £4. Singer Nine, 1934: axle beam, £1; rear spring, £1 10s.; cylinder head, £1; camshaft, £1. Austin Seven, 1929(?): crown-wheel, pinion 9 : 44, two half-shafts, £3; rear spring, 10s.; chassis frame with rear axle and springs only, three wheels, £5. Vauxhall Fourteen, 1933: cylinder head, block, crank, camshaft, manifolds, half-shafts, rusty, £5. Ford Eight, 1934(?): block, two heads, crank, camshaft, flywheel, manifolds, rusty, £3. Taylor, 30, Hampden Road, High Wycombe, Bucks. Tel.: High Wycombe 1890.


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## FOR SALE—*continued*

**£65.—1929 ARMSTRONG 15-H.P.** saloon, good condition. 1926 D.I.S. Delage tourer, good condition. Offers. Alvis "12/50" gearbox, pair large C.A.V. headlamps, large 4-seater hood and frame, 820 by 120 cover. Rich, Steel Green, Millom, Cumberland.

**ALVIS 1,496-C.C. BIG-PORT** "beetleback"; two new tyres; £170. Also, 18, 19, 20 and 21-in. tyres, new and part-worn. 93, Pack Lane, Basingstoke.

**1936 WOLSELEY HORNET FOURTEEN** D.H. coupé for performance with comfort. Carefully maintained, ensuring remarkable mechanical and corporal condition. Almost gift at about £300. Tel.: Ashstead (Surrey) 696.

**1930/31 AUSTIN SEVEN,** completely rebuilt throughout. Aluminium sports body now nearing completion. Owner going abroad. Inquiries and offers to Mason, 41, Warwick Gardens, Thornton Heath, Surrey. Tel.: Thornton Heath 4554.

**RILEY "12/6,"** 1934. Now dismantling complete car. Riley Nine 1934 chassis, with unused rebuilt engine; new carbs., timing, dynamo, good tyres. Lots of Riley Nine spares. Bryden, 101, Wellington Road, Leeds. Tel.: 38625.

**RILEY "SPRITE,"** 1936, 1½-litre competition 2-seater; £300 overhaul last year; original condition throughout; spares; £500. Bugatti Type 39A 1½-litre, 8-cylinder, roller-bearing engine in racing condition; "2.3" blower; very quiet crank; £400 overhaul last year; best over £500. Ostle, 18, Goldieslie Road, Sutton Coldfield, Warwicks.

**M.G., REBUILT, RACING C-TYPE.** New axles, battery, brakes, seats, hood, tyres, etc. Rewired, recellulosed; engine reconditioned, modernised; spare engine, etc. Insufficient room for family. First £300 to Edgbaston (Birmingham) 2921, daytime.


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## FOR SALE—*continued*

**RILEY NINE** saloon, 1932 ; body rough ; mechanically reasonable ; £45. Norton, Ross House, Ellesmere Park, Eccles. Tel. : Eccles 3270.

**SCINTILLA,** Ford fitting, as new, £7 Lucas Vertimag. impulse starter, anti-clock., unused, £5 ; two Zenith 26-va. " 21 " choke carburetters, 30s. each ; 6-v. Autopulse, good, £2 ; alloy head (Austin Ten), refaced, £3 ; Smith 5-in. rev.-counter head and cable ; Jaeger 5-in. 120-m.p.h. speedo. head, £1 each. G. Bagguley, 49, Weston Road, Aston-on-Trent, Derby.

**ALVIS " SPEED TWENTY,"** 1933, saloon ; excellent tyres, new battery, fast, reliable. Any trial. £210. 68, Rochester Road, Coventry.

**TALBOT " 105,"** specially built, 2-seater, 1933 ; rebuilt 1945. Laystall crank, Martlett pistons, preselector, huge headlamps, new all-weather equipment ; taxed year. £220. 68, Rochester Road, Coventry.

**E. R. MOTORS LIMITED** offer a 1935 series A.C. 16-h.p. " Greyhound " sports saloon ; three carburetters, preselector gearbox ; excellent mechanical condition ; satisfactory performance. £169. Hire-purchase ; part-exchange. Open on Sundays. 170a, Lincoln Road, Peterborough. Tel. : 3526.

**BENTLEY 3-LITRE " RED LABEL,"** 1923, mechanically excellent. Body rather stark. Offers over £180. Seen London. Box No. 590, MOTOR SPORT, 15, City Road, E.C.1.

**TYRES.—TWELVE 5.25 BY 21,** some new Dunlops (under 500 miles), £5 each ; others down to £1 according to wear. Also complete 1927 2-litre Lagonda being dismantled for spares. Bosworth, 33, Sunnymede Avenue, Carshalton, Surrey. Tel. : Vigilant 3942.

**1926 BENTLEY " RED LABEL "** 4-seater. Really exceptional condition ; first-prize winner Concours d'Elegance, Tunbridge Wells 1947. Taxed to end of year and full " standard " ration. Photo and full particulars on application. Price £475. Kenneth Nutt, Station Road Garage, East Grinstead, Sussex. Tel. : 12.

**AUSTIN SEVEN** 2-seater, late 1931. Good condition. £100. Few 1929 spares. Parkins, " Studio One," Arcade, Hitchin, Herts.

## FOR SALE—*continued*

**RILEY 1,089-C.C.,** specially built throughout with many exclusive features. Pretty 2-seater alloy body with exceptional baggage space ; full all-weather equipment ; disappearing hood ; full tonneau ; 15-gall. external tank ; alloy floor boards, bulkhead and independently mounted full dash. The engine, with bronze S.U.s and gearbox with close ratios and remote control, has completed only 1,500 miles since complete reconditioning. Tyres as new. Weight 15½ cwt. Height, hood erected, 50 inches. Tele-controls. Has always been maintained in perfect condition and is only now offered owing to necessity for a saloon. The equal of this hand-made job today commands four figures. Price £400. C. J. Stribling, Rosebud Cottage, Stakes Hill, Waterlooville, Hants.

**1936 RILEY NINE** 2-seater. Engine completely overhauled ; new liners and pistons ; crank reground. Body poor. £10 tax. Box No. 591, MOTOR SPORT, 15, City Road, E.C.1.

**SUNBEAM 1930 20-H.P.** Weymann saloon, in original condition. Genuinely under 10,000 miles. Offers over £250, or would consider exchanges. Williamson, Stowe Lodge, Weedon, Northants.

**" SPEED TWENTY " SUNBEAM,** 1934. Not yet run-in after complete engine overhaul. New tyres. Bargain, £200. Ashton, 2, Kings Close, Arnside, Westmorland.

**J. R. SPECIAL,** reg. 1947 ; modified Riley Nine engine, twin S.U.s, i.f.s. ; four as new tyres ; tonneau and hood. Light 2-seater body. Many spares. £200 or nearest offer. 33, Montagu Road, Walton, Peterborough.

**BENTLEY 3-LITRE** standard chassis 5-seater, very good mechanically. Must sell, no space. £195. Wanted : F.I.A.T. 500 radiator. Holland, 4, North Parade, Barnet By-Pass, Hatfield, Herts.

**£150.—1926 " RED LABEL " BENTLEY,** body rough. £250 : blown 1½-litre Mercédès ; hydraulics ; snip. Fawcett, c/o Gahagan. Tel. : Bramley 2021.

**AMILCAR " GRAND SPORT "** pointed tail 2-seater, insured, £95. Also Clyno tourer, running order, £35. Must sell, space needed. Dunning, 24, Queen Street, Huddersfield.

**AUTOVIA.**—Most suitable for enthusiast with family. V-8-cylinder, o.h.v., Riley conceived ; twin Zenith ; 4-speed Wilson ; 40 second, 60 plus third, 80 m.p.h. plus top ; 5-seater Mulliner sunshine saloon, with large boot, extension grid, tow bar ; six knock-off wheels. Completely overhauled, cost of £250, spring 1947 ; just decoked ; mileage 37,000 ; very clean ; full licence December. Offers over 750 guineas ; available after August 4th. Coverdale, Elm Green Lane, Danbury, Essex. Tel. : Danbury 394.

**ENTHUSIAST OFFERS AUSTIN " RUBY "** saloon, excellent condition ; recellulosed, re-tyred ; plus cash, for vintage car, 1 to 3 litres, any make or type ; preferably Bugatti or Lancia. Brown, 28, Avenue Road, Grantham.

**MERCEDES-BENZ, MODEL S.S., " 38/250 "** 2-seater sports, faultless condition. Sensational performance and appearance. Petrol shortage, sacrifice. £650. Box No. 592, MOTOR SPORT, 15, City Road, E.C.1.

**" MOTOR SPORT,"** 1938-1948, 44 copies, £3. M.G. radiator stoneguard, chrome, £2 10s. Hand Klaxon horn, 15s. Monza quick-action filler cap, 1⅞ in. internal, 15s. Box No. 593, MOTOR SPORT, 15, City Road, E.C.1.

**LEA FRANCIS 12-H.P.,** 1930, in daily use. Several components recently replaced. Body only fair. Box No. 595, MOTOR SPORT, 15, City Road, E.C.1.

**LEA-FRANCIS " HYPER,"** 1,488-c.c. Meadows, Cozette-blown, fitted featherweight 2-seater body. Little used since complete overhaul. Taxed. Offers. Nixon's Garage, West Street, Newcastle, Staffs.

**" RED LABEL " BENTLEY,** 1925, metal V.P. tourer. Recent £90 engine and transmission overhaul. 6½-litre brakes ; C-type box ; P.100s ; four new retreads. Excellent condition. £375. Instr.-Lieut. Rowe, R.N., H.M.S. Fisgard, Torpoint, Cornwall.

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**SOUTH EAST : 40a, Culmore Road, Asylum Road, Peckham, S.E.15.**
*Telephone :* New Cross 3856.
**SOMERSET :**
**Guildford Place, High Street, Taunton.**
*Telephone :* Taunton 2993

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## FOR SALE—*continued*

**MAGNA, F-TYPE,** 1932. New hood, sidescreens. Engine top-overhauled, fitted new valves and guides. Very roadworthy job. Seen by appointment, Chelmsford or North London area. Best offer over £230. Box No. 596, MOTOR SPORT, 15, City Road, E.C.1.

**ALVIS SPORTS TOURER** 1927 " 12/50," less hood, £65. Rolls " Ghost " truck, metal cab and body. Balloon tyres, 21-in., perfect, ideal tender or breakdown ; £65. Pair 4.75 by 21 tyres, new, £3 10s. Set 5.25 by 21 tyres, new retreads, £5. R. S. Baker, Chipstead Post Office, Chipstead, Surrey.

**1939 ASTON-MARTIN 2-LITRE** 2/4-seater tourer in immaculate condition. Offers. Lynam, Fieldtop, Dobcross, near Oldham. Tel. : Saddleworth 530.

**M.G. " J2 " ENGINE** complete, also D-type engine and gearbox, remote control. T-type front axle complete hubs, hydraulic brakes, etc. Wanted : J.A.P. Blackburn, etc., o.h.v. twin, complete if possible. Box No. 589, MOTOR SPORT, 15, City Road, E.C.1.

**AUSTIN SEVEN ENGINE,** minus carb., manifolds, dynamo and distributor, but with mechanical fuel pump and starter, £5. Gearbox in good condition, 4-speed, £10. A. M. Lugg, " The Warren," Gibsons Hill, Norbury, S.W.16. Tel. : Gipsy Hill 4377.

**M.G. L-TYPE MAGNA** saloonette, fitted 525 by 16 L.P. rear tyres, £160 or nearest. Hobson, " El-Arish," Sharnbrook, Beds. Tel. : Sharnbrook 19.

**1938 SINGER 9-H.P.** " Speed " Special. Body and weather equipment good. Mechanically sound throughout. £350, or offers. 12, Rose Grove, Hebden Bridge, Yorks.

**TO BENTLEY OWNERS.**—We have a limited number of 600 by 21 tyres in stock at present. Speed Services, Blackwater, Camberley.

**TWO-SEATER 4½-LITRE BENTLEY** coupé. Not yet run-in after complete mechanical overhaul. Body also overhauled by coachbuilders at a cost of £200. Six excellent tyres. Ready to tax and drive away. Owner's ill-health is the reason for selling. Price £850. Unique opportunity to acquire a really good Bentley. Box No. 598, MOTOR SPORT, 15, City Road, E.C.1.

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**£255**—M.G. 8-h.p. P-type sports 4-seater. Cream and red. Immaculate car in every way.

**£235**—Aston-Martin 1½-litre "International" sports 2-seater. Black. Good hood and screens. Slab tank. New tyres.

**£165**—M.G. 8-h.p. open sports 4-seater. Red and chromium. Fold-flat windscreen, good hood, etc.

**£145**—Hillman 10-h.p. open sports 4-seater, 1934 model. Black. Good hood. New tyres.

**£100**—M.G. 12-h.p. open sports 2-seater. Grey and chromium. Good hood and battery. A sound reliable little car.

**£95**—Amilcar 9-h.p. streamlined sports 2-seater. Outside exhaust. Blue. A really pretty car.

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


### FOR SALE—*continued*

**BENTLEY VAN DEN PLAS 4½-LITRE,** excellent condition throughout. £500 or close offer. Box No. 599, MOTOR SPORT, 15, City Road, E.C.1.

**1938 CITROEN BIG FIFTEEN** wide-track roadster. Belgian-built 1.h.d.; 3,000 miles since major overhaul. Three abreast seat, large deep dickey. Hood, tonneau cover, and tyres nearly new. Extras include D.B. twin carburetters, Fram, hand throttle, radiator shutters, fold-flat screen, spotlight. Exceptionally high performance, extremely attractive lines. Finish, metallic-grey. Taxed year. £475. 1937/8 Riley 1½-litre "Kestrel" sports saloon, 2,000 miles since complete engine and gearbox overhaul. New 550 by 17 tyres on rebuilt wheels; wireless, Fram, spotlight, etc. Very clean, finished metallic-blue. Taxed year. £475. Write, Box No. 600, MOTOR SPORT, 15, City Road, E.C.1, or telephone Molesey 2520.

**RILEY 1½-LITRE REAR AXLE** and torque-tube assembly, £20; front axle assembly, steering arms and beam ends, polished and crack-tested, £15; three unused knock-on wheels for 600–16 tyres, £4 each; pair "Brooklands" Riley rear springs, £3. Barlow, 31, Croftdown Road, Birmingham, 26.

**RILEY NINE,** re-registered 1947, special series; fitted with 1936 1½-litre Jaguar body (not complete). Mechanically perfect. Offers. Jenks, 42, Reedman Road, New Sawley, Long Eaton, Notts.

**SINGER 9-H.P.** 4-seater sports, 1934. New tyres, sidescreens; £60 spent on engine. Good bodywork. All petrol. D. Scott, Bowyer's Place, Liss, Hants. Tel.: Liss 19.

**4½-LITRE 100-.M.P.H. INVICTA,** 1932. Recently had complete overhaul. One of the best 100-m.p.h. Invictas on the road today. Yeomans' Garages Ltd., Canon Pyon, Hereford.


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**THE FOLLOWING TWO CARS FOR SALE** as a pair or singly:—

Sunbeam, 1934, 24-h.p. Sportsman's saloon in magnificent condition. Completely reconditioned, including the following: engine sleeved, new pistons, ground crankshaft, big-ends, etc., by Brooklands Eng. Co.; new coil, condenser, plugs and leads, battery, tyres, radiator core; brakes and clutch relined; new roof, head lining and carpets. All woodwork and dashboard repolished. Carburetter tuned by Zenith. Mellowtone horns, twin spotlights, large hood; fitted tool tray. Plating and cellulose perfect. A most attractive car, requires running-in.

Isotta-Fraschini 44-h.p. super sports drophead coupé, seats six. This is a most amazing car that must be seen to be appreciated. Eight-cylinder o.h.v., twin large-bore S.U.s; Delco Remy dual-plug ignition; rewired; Servo brakes; preselector gearbox; large headlamps by Carl Zeiss; twin dipping spotlights; twin horns; nearly new tyres, new hood and perfect cellulose. Similar in appearance to a Rolls-Royce.

Both these cars have been prepared for a specialised long-distance hire service, but owing to unforeseen circumstances the project has been abandoned. Both these cars are taxed as hackney carriages, £12 per year, but have never been used as such. The Sunbeam was the property of a medical specialist and the Isotta of a R.A.F. pilot.

The two cars, which originally cost in the region of £5,000, are offered at £1,250, but owner is open to reasonable offers and will consider quality car in part exchange, cash adjustment either way. Any trial by appointment only.

3, Oxford Close, Mitcham, Surrey.

**JOHN BLAND OFFERS.**—1927 Lagonda 2-litre coachbuilt saloon. Very good mechanical condition. Body requires repaint. Good tyres. Brakes relined. Scintilla ignition. £97 10s. 27, Southfields Road, S.W.18. Tel.: Putney 1612.

**LAGONDA 2-LITRE** coachbuilt tourer, Dec., 1932. Blower model now N/A; engine resleeved; rewired; new crown-wheel and pinion; brakes relined; over £125 just spent. £345. 58, Commerce Road, London, N.22. Tel.: Bowes Park 7221.


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**QUANTITY PART-WORN RACING** and other tyres. Box No. 601, MOTOR SPORT, 15, City Road, E.C.1.

**£175.—1937 OPEL** cabriolet. Wanted, 8/10-h.p. saloon. 5.00 by 19 unused retread, 85s. Johnston, 65, Curling Vale, Guildford. Tel.: 61268.

**1934 LAGONDA** limousine, 4½-litre. Chassis and engine good condition; body by Mayfair Carriage Co., very rough but not rusty. Requires new battery and distributor; at present running on magneto only. At the price asked (£250) purchaser could throw away body and build a potent special, or could have body repaired and possess a 7-seater for less than £500. Reid, 55, Nithsdale Drive, Glasgow, S.1.

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

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

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

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

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### WANTED—*continued*

**WANTED FOR DELAGE 3-LITRE,** 1931: crown-wheel and pinion; slightly chipped one might suit, or complete axle. Price and particulars, D. Whannell, "Whithorn," Heol-gors, Whitchurch, Cardiff.

**1939 "TB" 11-H.P. M.G. CHASSIS** or car, any condition. "TA" chassis only acceptable if fitted "TB" engine and gearbox. Please state price. Body not required, so smash job would do. Mill Garage, Chigwell Road, South Woodford, E.18. Wanstead 0660.

**BRAKES** off Wolseley Hornet Special, 12-in. drums, hydraulic. These are badly needed for my Magnette and I would pay good price. Leonard, 34, Convent Hill, S.E.19. Livingstone 1258.

**ENTHUSIAST** rebuilding vintage car requires two bucket-seats, all lamps, valanced cycle wings, etc. Must be from vintage car. Box No. 567, MOTOR SPORT, 15, City Road, E.C.1.

**BUGATTI HOOD STAYS,** complete, required for Type 43 Bugatti with standard 4-seater "Grand Sport" body. T. A. Roberts, 95, Queen's Road, Richmond. Tel.: 5021.

**ANY PHOTOGRAPHS** and data of Mercédes-Benz "38/250." Also instruction book for "36/220" or "33/180" model. Box No. 569, MOTOR SPORT, 15, City Road, E.C.1.

**WANTED URGENTLY!** New or good secondhand driving chains for Morgan three-wheeler, ¾-in. pitch, ½-in. wide rollers. One length 12 ft. or two lengths 6 ft. approx. Terms to R. G. Dusart, 85, High Street, Lewes, Sussex.

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*Continued on page* 260


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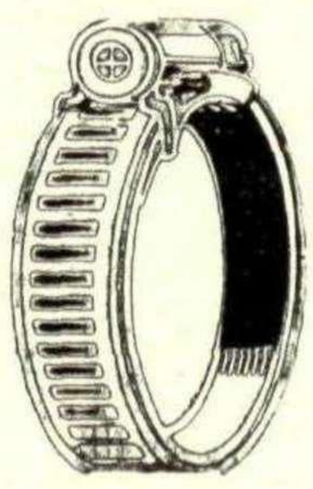
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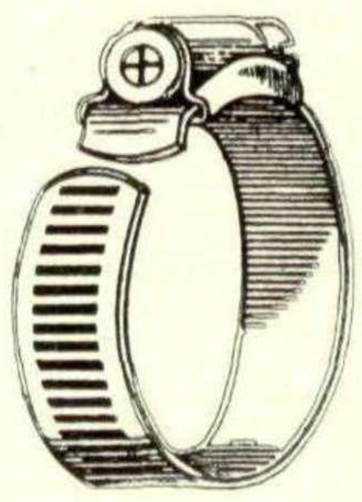
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