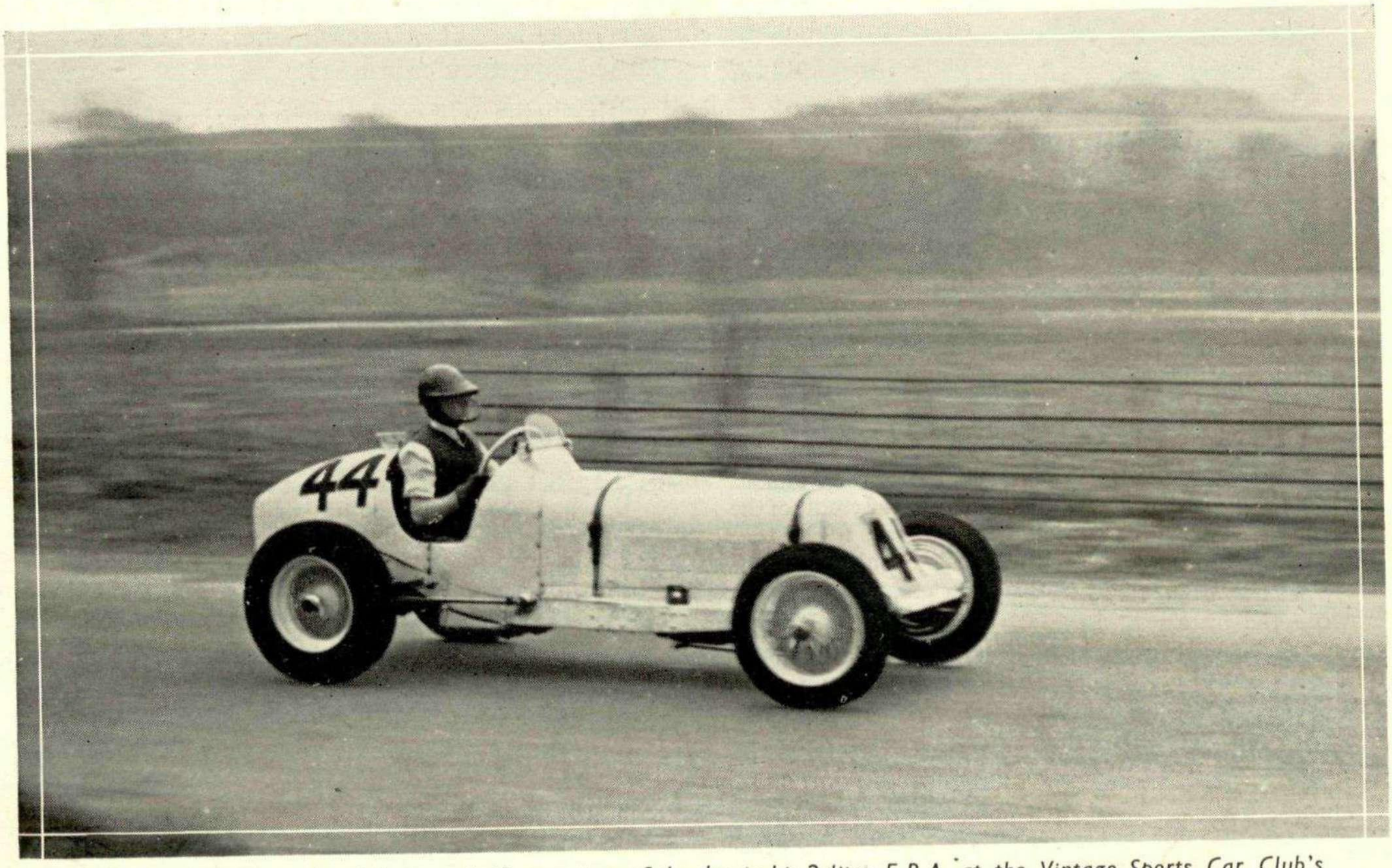
Vol. XXIV No. 5 JERSEY RACE REPORT—SEE INSIDE BACK COVER May, 1948

MOTOR SPORT

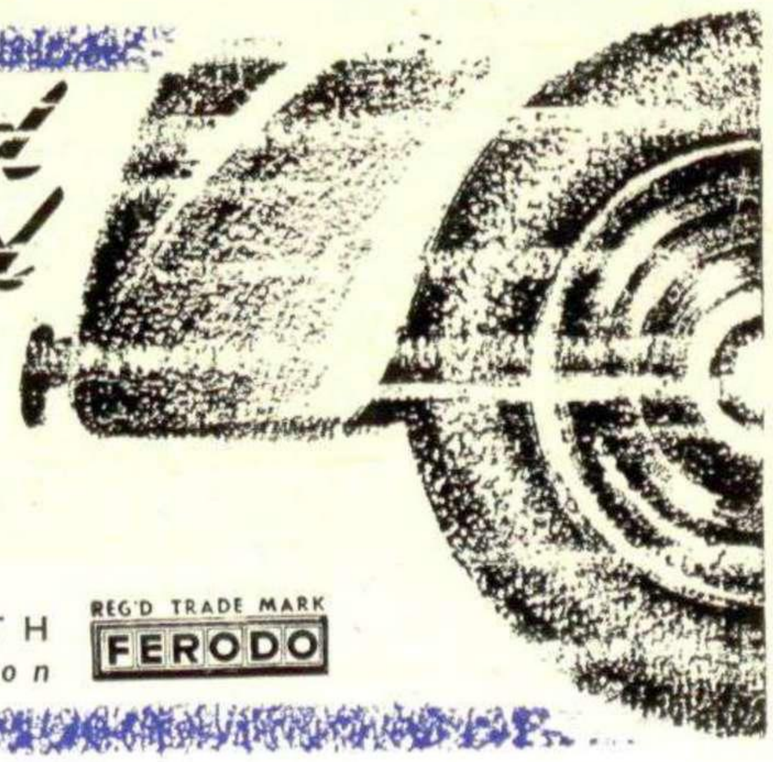
INCORPORATING Speed

ONE SHILLING MONTHLY

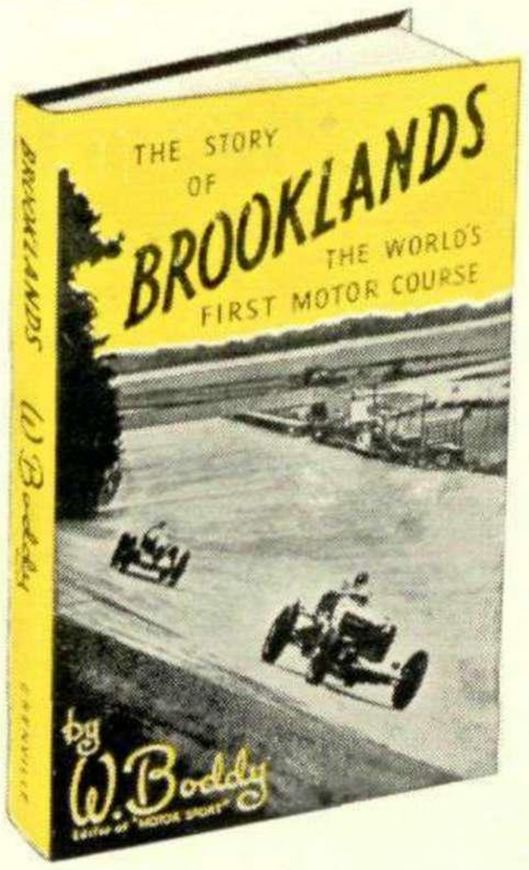


F. R. Gerard driving splendidly to make fastest-time-of-the-day in his 2-litre E.R.A. at the Vintage Sports Car Club's Luton Hoo Speed Trials, held in aid of the National Institute for the Blind, on Easter Monday.

The greater the speed
The greater the need
FOR
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Announcing a Fascinating New Book, *Packed with Thrills, for* Motorists and Lovers of Motor Sport



WHAT a feast of entertainment for motorists and followers of motor sport! What a wonderful story of achievement! What a galaxy of famous motoring personalities! What a variety of weird and wonderful cars! What vivid accounts of record-smashing motor races! What excitements, what suspense, what happy memories this story captures!

Truly a book packed with thrills which will grip you, entertain you, enthral you from the first page to the last. And yet it is an authentic, long-overdue history of accomplishment, culled from the official records, and with the co-operation, of The Brooklands Automobile Racing Club. To be published in two volumes, the first volume will be ready on May 10th, entitled:

The Story of BROOKLANDS—The World's First Motor Course - *Price 12/6*

by W. Boddy, Editor of MOTOR SPORT, *with a Foreword by JOHN COBB*

"Brooklands," writes John Cobb, the world-famous racing motorist, "will remain immortal as the cradle of the British Motor and Aircraft Industries. It is fitting that at this time the story of Brooklands should be told."

And who could be better qualified than W. Boddy to write the history of Britain's only motor course and the first motor track to be built in the world? Not only is he editor of *Motor Sport*, but he has for many years made a special study of racing at the famous Track.

To this important task the author has devoted his energies, unrivalled knowledge and wide experience for more than a year. The result is a book which reflects his own enthusiasm for motor sport, the thrills of hard-fought contests, the tonic effect of fast laps of the Track. It is a book which you will always treasure—a book to which you will turn again and again, so stimulating is the story it unfolds.

Captures the Spirit of the Racing Track

Here are some 300 pages, more than 100,000 words and scores of full-page photographs which capture the spirit of Brooklands. The story opens with the building of Locke King's famous track. It gives a year-by-year account of the racing there from 1907 to 1924, and will be concluded in the second volume, now in preparation. Famous cars and personalities are met with on every page, and many a hair-raising episode is graphically described.

The many lap-speeds, etc., quoted are of unusual interest and value. As John Cobb says, the wealth of detail in this history should enable readers to settle almost any argument as to what happened on any particular occasion at Brooklands. From Edge's great Twenty-four-Hour Record of 1907, through the many famous contests, including the era of the V12 Sunbeams and the "Chitty-Bang-Bangs," the story is carried up to comparatively recent times. Considerable technical detail is devoted not only to the classic track cars, but also to many less famous models. Much of this information has never before appeared in print, having been gleaned either by direct contact with or correspondence between the author and the owners of the cars concerned.

This ambitious new book forms the third of a series of Motor Racing Histories published by the Grenville Publishing Company, Limited. The high-grade paper on which it will be printed and the handsome binding will be uniform with the previous two books, so that the growing series will constitute a valuable and fascinating Library for all who are interested in motoring.

John Cobb, the famous racing motorist, says of this book:

"I thoroughly recommend it to all the countless enthusiasts who visited the track. Its wealth of detail should enable readers to settle almost any argument as to what happened on any particular occasion."

Only a Limited Edition Can be Printed—*Make Sure of Securing Your Copy NOW*

This edition of "The Story of BROOKLANDS—The World's First Motor Course" will be so limited by paper restrictions that the demand will certainly exceed the supply. You are urged, therefore, to make sure you secure copies by sending in your order AT ONCE to your Newsagent or "Motor Sport," 15/17, City Road, London, E.C.1 - - Post Free 13/-

VOL. XXIV. No. 5 MAY, 1948 PRICE ONE SHILLING

MOTOR SPORT

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ANTHONY PHELPS, Ex-Test Pilot, Introduces The——

1½-LITRE GORDANO

An Entirely New British Sports Car

THE problems besetting aircraft and motor-car designers are not always analogous in practice, but they are by no means fundamentally dissimilar, and it must have occurred to many enthusiasts who, through choice or circumstance, have also spent much time playing with aeroplanes, that in the aircraft designer's book there are many pages which the motor-car makers might usefully borrow, steal or otherwise acquire.

Page one, of course, would be that classic clue to success from the book of aircraft designer Bill Stout, of Vultee—"simplificate and add more lightness." I suspect, therefore, that it is no coincidence that several of the Gordano people have been as much and as actively connected with aircraft as with motor-car production, because this new 1½-litre sports-car incorporates many details of design and construction which flying types will find familiar, and others refreshing, and both will wonder why they have not been embodied in a motor-car before.

The designers have appropriated Mr. Stout's maxim as their very own. They have simplified to the "*n*th" degree and in the process "added" so much lightness that there is only 14 cwt. left.

The major components constituting this lack of weight are a conventional frame in conjunction with independent suspension all round, Girling hydraulic brakes with two leading shoes in front and 11-in. drums, Bishop cam-steering giving 1⅝ turns from lock to lock and a turning circle of only thirty feet, easily changeable gear-ratios, centre-lock wheels, sufficient fuel for 300 miles, and, finally, a propulsive force of over 90 b.h.p.

All this tends to add up to a very desirable driving device, and at a tentative price of £900 (ex. P.T.) I feel that the Gordano more nearly approaches the enthusiast's ideal in practice than anything we have seen for many a long year.

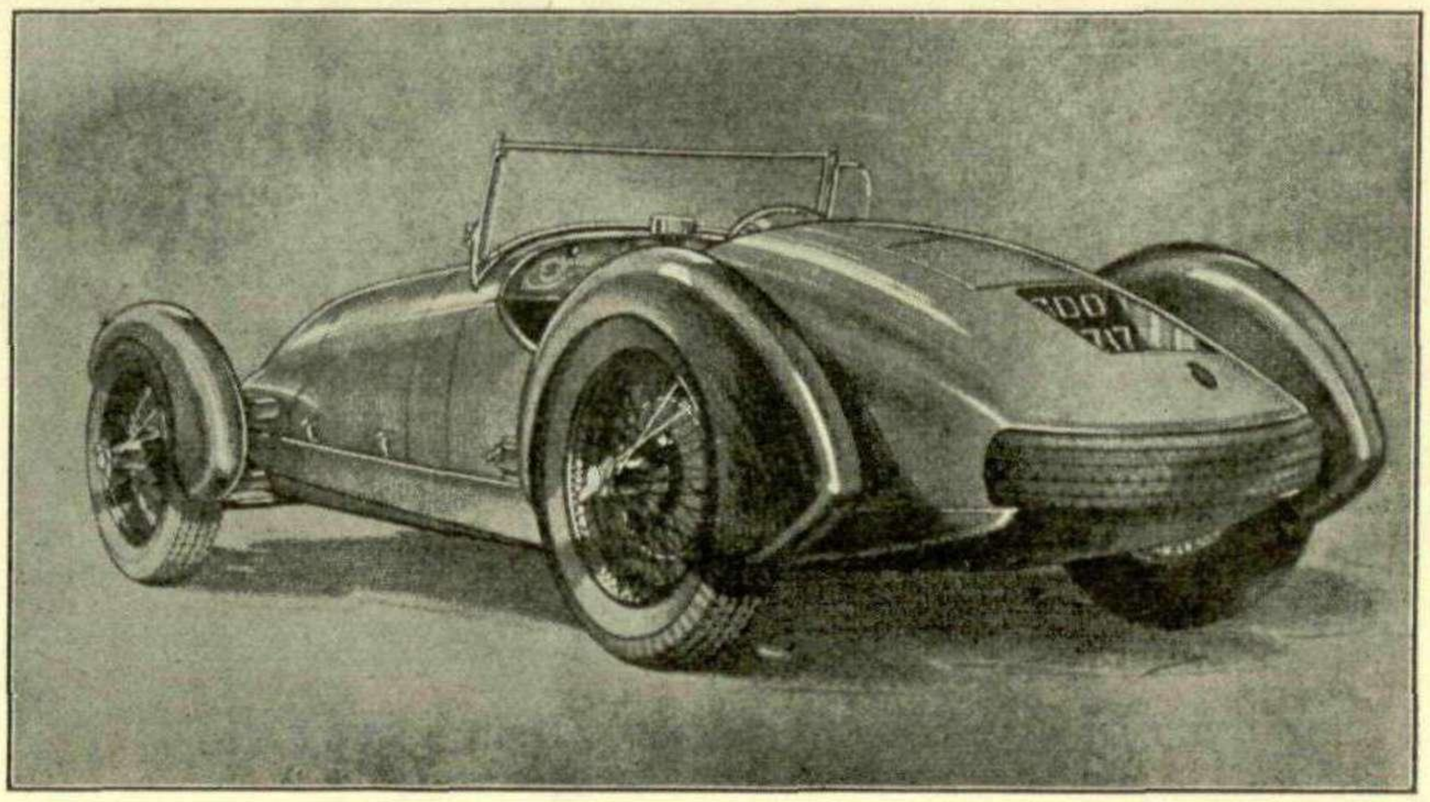
The basic conception of the design has been that of derating a modern racing car, and there can be no questioning that this is a much more satisfactory way of achieving high performance than by boosting up a standard production; also it offers the most likely prospect of satisfying the Panglossian instincts of the enthusiast, that Voltarian type who is ever seeking the best of all possible worlds in one motoring machine.

The satisfying of these must also necessarily influence design factors, and thus the choice of a conventional frame was almost "a natural," which means, among other advantages, that "chassis only" can be offered to those who have their own ideas on what a car should look like.

The frame itself is formed from very deep box-section side-members tubularly cross-braced, and, in conjunction with the full independent suspension, should provide an unusually rigid platform for any form of coachwork.

In view of the high power/weight ratio and low all-up weight, independent suspension all round was another almost inevitable choice. The front end is sprung on the well-proven pillar system, which gives a large range of movement in return for a minimum of unsprung weight.

The independence of the rear is provided by swing axles and rubber suspension units, the torque being taken by radius arms running outside the chassis frame. This is undoubtedly the lightest and least complicated form of i.r.s. yet devised, and in addition there is provision for adjustment of the rear suspension to accommodate variations in load, which is



A three-quarter-rear view of the new 1½-litre Gordano—a most promising new British car.

operated from the cockpit, exactly as the trimming of an aeroplane.

There are other refinements which draw inspiration from aviation sources. One is the grouping of all instruments with flexible connections on a single panel, which is hinged for ease of inspection.

Another is the mounting of all the pedals on a single assembly unit which is immediately adjustable for length (as is the steering column). Thus, all shapes of driver—midget, giant or stock-bod—are positioned in correct relation to the controls, instruments and screen, without the necessity for that thoroughly unsatisfactory compromise—a sliding seat.

Although the layout of the Gordano chassis makes it ideally suitable for any form of light coachwork, the car is initially being offered only in open two-seater form as illustrated, because the Directors feel that this type of coachwork—equally suitable for sports-car racing and social occasions—is the type which appeals to the majority of enthusiasts.

Few, I think, will quarrel with the appearance, which is a strictly functional adaptation of the "new look," and the use of light-alloy throughout has been made possible by once again successfully applying the principles of modern aircraft construction—resulting in greater rigidity and less weight.

A noteworthy advance in design is that the wings are cycle-type, turning with the lock, and yet constitute part of the *sprung* weight of the car.

Conventional wire-spoked, centre-lock wheels have been retained as being considered essential for racing. So indeed they are, but why, why, in this day and age, should they constitute the same excessive amount of unsprung weight as they did thirty years ago?

If the wheel makers would follow the example of the Gordano people and study aircraft design, they would find that it is not even difficult to make an 18-in. centre-lock wheel which will take all the stress required, in return for a weight of only 5 or 6 lb. Furthermore, it would be easier to keep clean and, in quantity, cheaper to produce.

Housed in the same unit as the differential, the gearbox is of constant-mesh type with plain dog-engagement on all speeds.

The design makes it a simple matter to change any ratio to choice, but the standard ones are very sensibly chosen, being 12.5, 8.6, 6.0 and 4.5 to 1. Spiral-bevel copes with the final drive.

Engine

Full details of the engine are not being published until final tests are completed, but from the very high output of 60 b.h.p. per litre (which I understand is no mere pious hope), it is quite obvious that it must be of very advanced design. It is known that it has four cylinders in line, with a bore and stroke of 77 by 80 mm. (1,490 c.c.), and is of light-alloy construction throughout, including the head. It has dry-sump lubrication, air and full-flow oil filters, with provision for rapid warming-up.

One can deduce from these figures (and the standard gear-ratios) that the power curve will be almost straight, and that it should rev. comfortably between 6,000 and 7,000 r.p.m.—which, if you waggle your slide rule, gives some quite nice answers in terms of performance.

I understand that, in view of the new *Voiturette* Formula, the possibility of producing a 2-litre edition is under consideration—but 1½ litres will be the initial production size.

Deliveries will begin in 1949, which year may well prove to be that marking the debut of a great new *marque*.

THE BUGATTI OWNERS' CLUB

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PRESCOTT

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★

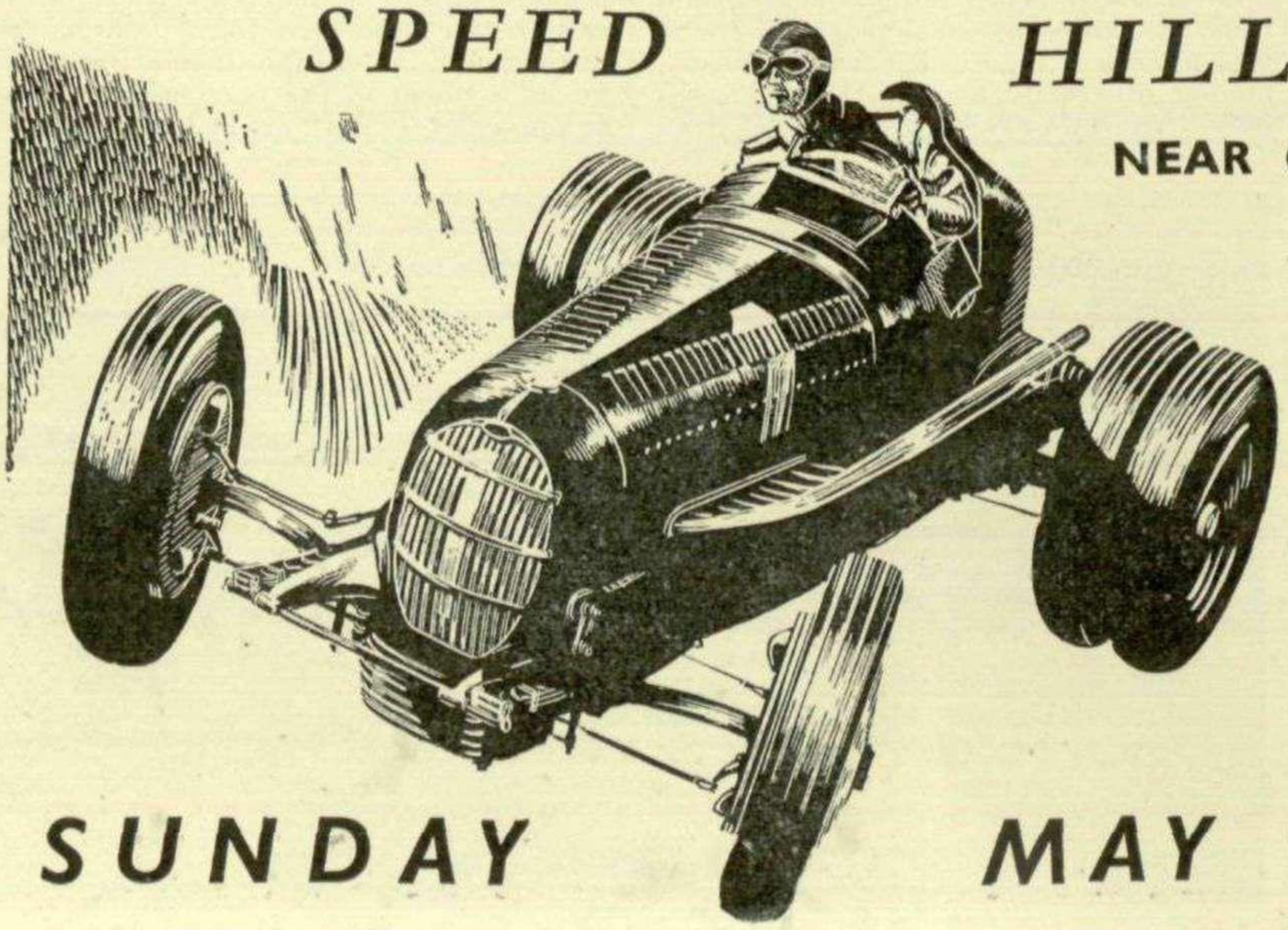
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CAR PARKS:
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SUNDAY MAY 9TH 2.0 P.M.

The Luton Hoo Speed Trials

Highly satisfactory V.S.C.C. Meeting on New, Fast Course. Gerard's 2-litre E.R.A. Makes f.t.d. in First "Basicless" Event. Runners-up Poore (Alfa-Romeo) and G. N. Richardson (E.R.A. Riley).

THE Vintage S.C.C. is "old-fashioned" only in its idea of the best age of the sports car. In its activities it is absolutely on its toes. For this Club gave us the first British post-war speed-event, at Elstree in 1946, and it combined with the C.U.A.C. to run the only two race meetings held in England since the war—those excellent Gransden meetings of 1946 and 1947.

This year, with private motoring non-existent in this sad little island, it was the V.S.C.C. which found a brand-new sprint venue 31 miles from London and there organised a sprint meeting for cars running on unrationed methanol fuel.

This brave venture was the success it deserved to be. The course, a wide, properly surfaced road with many fast bends, was situated conveniently close to Luton and in a truly picturesque setting. The thanks of all enthusiasts are owed to Sir Harold Wernher, Bt., for loaning it. By allowing competing cars to negotiate a roundabout, consisting of a yellow-hued 45-gallon oil-drum, after running up this course, the finish was located halfway down it, giving a total timed distance of 1.4 miles. Harry Bowler, imperturbable as ever, had everything well under control and the organisation was excellent, while a really good commentary was broadcast at the spectators.

A few words about these spectators. They came in unprecedented numbers; indeed, a long queue was still paying to come in at half-time. The National Institute for the Blind will benefit accordingly, but not thanks to the many policemen who, having let cars into the public park without question, busied themselves taking down numbers of cars in the public park. Just how much this check is going to cost the tax-payers we do not know—thousands of letters will presumably be exchanged between the registration authorities and the D.P.O.s in trying to catch out some unfortunates "off their tolerated routes." For the police it must be said that they were only obeying instructions. Every Trade Plate in the land must surely have been at Luton Hoo, so some people were privileged to spectate unmolested. Apart from the speed trials, an auction sale was also held to aid the Funds, and apparently was in the best V.S.C.C. tradition, a 1920 "23/60" Vauxhall selling for £35. But "basic" promised or not, prices are falling, and not many cars reached their reserves.

The Club received 130 entries, but was obliged to limit itself to 64, made up as follows:—Up to 500 c.c., 6; 501-750 c.c., 8; 751-1,100 c.c., 9; 1,100-1,500 c.c., 10; 1,501-2,000 c.c., 10; 2,001-3,000 c.c., 8 and over 3,000 c.c., 12. Of these, the proportion of pre-1931 vintage cars was:—0, 2, 3, 4, 6, 2 and 5, the last-named including 4 Edwardian entries.

* * *

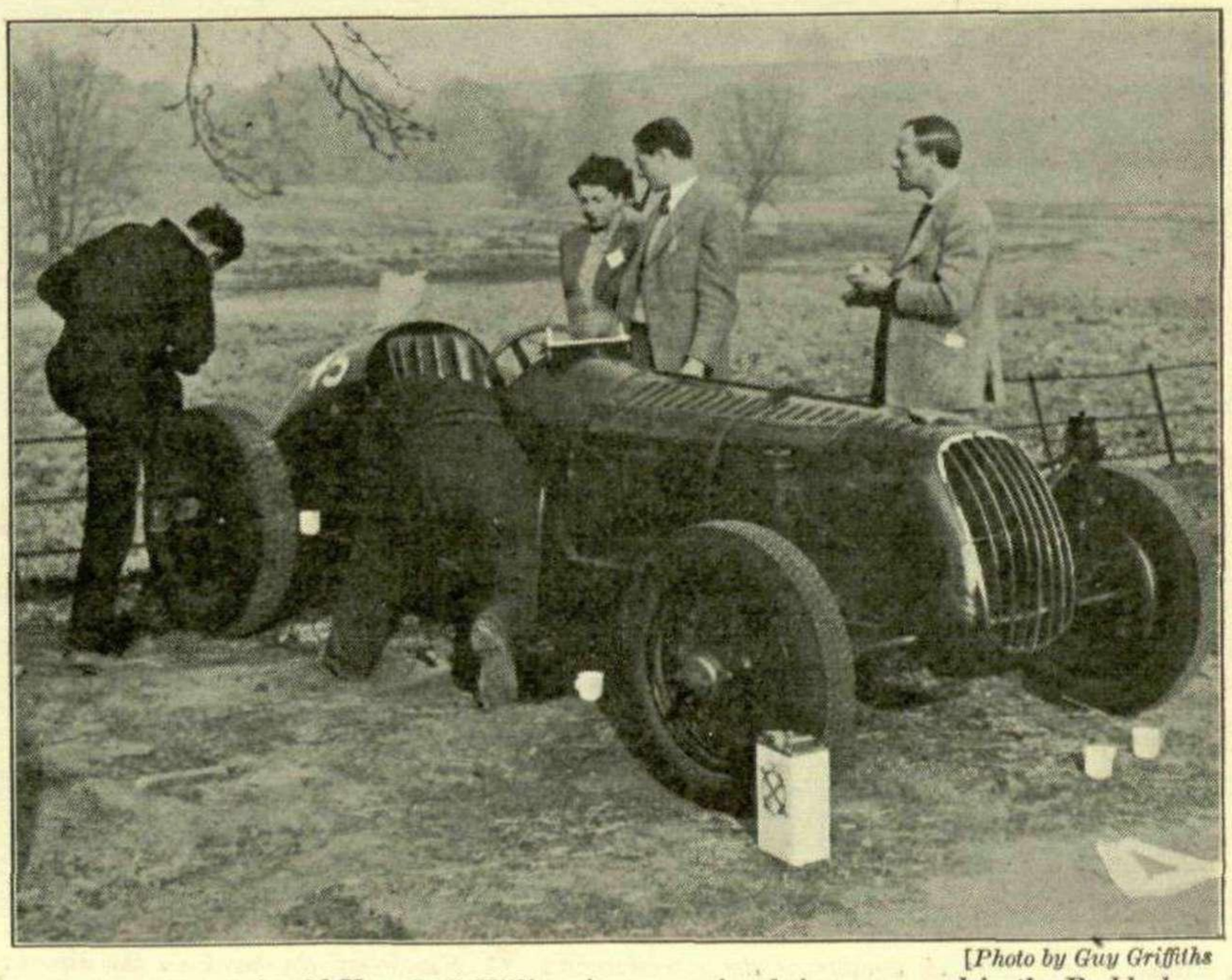
Practice commenced on the Sunday and was notable for a few incidents, notably Fairman having a record skid in his Bugatti, hitting the bank and breaking a king-pin. The Lightweight Special blew-up too badly to be repaired by the morrow and the 1910 F.I.A.T. dropped a valve, without apparently harming its internals. Martin's M.G., Mallock's Austin 7 and Southon's Becke Powerplus were disliking straight-methanol, Miller's Bugatti-Anzani was absent with supercharger trouble, and Brandon damaged the gearbox of his Cooper, but had it replaced overnight.

We made our usual "snoop" round the Paddock—we have been doing it for so many years we cannot stop ourselves—and observed some interesting details. The new Coopers of Cooper and Sir Francis Samuelson were a centre of attraction. They have a 3 in. longer wheelbase, cast-alloy wheels, shock absorbers, two-leading-shoe brakes and built-up F.I.A.T. 500-pattern suspension as the main differences over the 1947 version. They used Dunlop 15 by 4.25 E.L.P. tyres. Lord Strathcarron's Marwyn has twin petrol feeds from a small tank behind the driver's head to the needle-less dirt-track carburetter, Norton model-18 rear wheels and brakes and a hinge-forward bonnet-cum-scuttle held down by wing-nuts after the driver is installed. Strathcarron was letting-in his clutch at about 2,000 r.p.m., from the start. The little Monaco now weighs 504 lb., and Hartwell was letting-in *his* clutch at 5,000 r.p.m.

Tony Crook's "2.9" Alfa-Romeo was running *sans* front wings and lamps and had its radiator quick-action filler wired shut to the grille. This car now has two short separate exhaust pipes. Poore's Alfa-Romeo, which made best time in Sunday's practice, now has a type 150 Wilson pre-selector gearbox just ahead of the seat, driving *via* the Alfa box, which is put either into top or 3rd gear, the Wilson box having no reverse or neutral positions. The new Hutchison-Poore winged horse emblem was painted on the car—the wing-loading of the horse being fearful to contemplate. The Alfa-Romeo recently had a test on an airfield and was beaten by an H.R.D. "Rapide" motor-cycle in road-trim, up to 70 m.p.h.

Plowman's OE "30/98" Vauxhall had 5.50-17 tyres, a down-draught carburetter and hydraulic front brakes. Burton's Riley Special used a neat slab tank, a considerable "power-bulge" to cover its blower and a hand-throttle on its gear-lever. Bear's ex-Abecassis grey "3.3" Bugatti was started-up correctly on its side handle. It had unpainted metal number discs each side of the tail and tended to jerk off the line at 3,000 r.p.m. In contrast, Baring was getting his Maserati Six off at 5,800 r.p.m. Mallock's skeleton Austin 7 had enclosed-cable front brake operation, 3.25-18 front and 400-19 rear tyres and a foot tyre-pump serving as a tank pressuriser. The F.H.B. 500 was started on its kick-starter.

Newton's famous H.R.G. was on methanol and was seen to have its exhaust pipe now swept over the rear wheel and a new mounting for its rear shock-absorbers. Bradnack ran the ex-Woodall single-seater Frazer-Nash, its



[Photo by Guy Griffiths

Anthony Brooke's old Vauxhall-Villiers in new guise, being prepared in the Paddock.

rev.-counter out on its scuttle, Tullock's Type 35A Bugatti horrified us by displaying the name " Frankie and Johnnie " on its bonnet, and J. B. Norris ran his recently acquired ex-Geoffrey Taylor i.f.s. 2-litre Alta. Rowley's Bugatti, also driven by Bond Williams, has been rebuilt by the Ace Service Station, with 3-litre brakes. Richardson has forsaken his Bugatti for the ex-Sheila Darbishire E.R.A.-Riley and G. Nixon had the Brooke - Special, with 1,749-c.c. Riley engine having six S.U.s, and a Lucas vertical magneto. The seat is now set high over the prop. shaft. St. J. Horsfall's rebuilt 2-litre Aston-Martin, destined for this year's Formula II racing, looked very smart and had a truly imposing exhaust system, consisting of four pipes running out of the bonnet into a slotted main pipe and very big-bore tail pipe. There is a petrol tank at floor-level beside the driver's seat.

The Vauxhall-Villiers looked quite compact with its new body; later Brooke intends to incorporate Vauxhall flutes in the radiator grille. The three carburetters on the blower are retained.

Hutchison's Alfa-Romeo had a solid rear axle, but its Wilson box had yet to be fitted. It was steadier with twin than single rear wheels, whereas Poore preferred singles. Mike Oliver ran the beautiful 2-seater ex-Birkin " 2.9 " Maserati, sold by Charles Follett and having its imposing helmet rear wings in place. Darbishire was making a welcome re-appearance with the rather unusual ex-Giron, ex-Fry, ex-Lemon Burton " 2.3" Bugatti with split roller big-ends; it has recently had a new blower. G. Gale had the ex-Johnson Darracq, running stripped and seemingly less inflammable than before, while Major Tullock had the ex-Emery, ex-Spikins blown Hudson Special. Many people were confused by McAlpine's Maserati, which was none other than the ex-Prince Chula car, repainted and declared as 3,062 c.c. A Bugatti steering wheel with extended dural boss, as on the Yates' Maserati, was used to give a good driving position.

* * *

The fine weather unfortunately broke up for Easter Monday and some rain fell during the meeting, but not enough to more than temporarily dampen the course. Before racing started the B.B.C. television camera was let off at Peter Clark, Cecil Clutton and Lord Strathcarron in their respective cars; the B.B.C. showed an intelligent interest in proceedings and remained to televise the cars in action. Harry Bowler's Lagonda was the course patrol car and Raymond Mays opened the course in a Mk. VI Bentley. The following is a report of this very successful day's sport, class by class :—

Class 1. Up to 500 c.c.

Cooper's Cooper had things all its own way, driven in a very spirited manner and obviously possessed of really useful brakes. Brandon took things rather more carefully at the roundabout and Samuelson, after a slow first run, slid round at the first corner on his second and rolled backwards to a standstill, unharmed. The Monaco achieved an impressively high speed, but hadn't the punch of the Coopers and Hartwell muffed a change-up on his first run. The Marwyn was only .12 sec. slower that the Monaco.

1st : J. N. Cooper (Cooper), 89.57 sec.
2nd : E. Brandon (Cooper), 91.20 sec.
3rd : G. R. Hartwell (Monaco), 94.00 sec.

Class 2. 501 to 750 c.c.

In spite of some mis-firing on its first run, Maclachlan's blown single-seater Austin, making its first appearance since the war, went magnificently, winning easily from Symonds' ex-Brettel Austin, which elected to go wrong way round the roundabout and momentarily up the bank on the first attempt. Martin's skeleton M.G. went through the bends very fast to get third place. Bowles' " Ulster " Austin, boiling merrily, was off-colour, but Mallock (Austin) judged his bends splendidly and didn't find it necessary to lift his foot for any of them save the roundabout. We would like to see this driver handle a faster car. The Lightweight and the Wharton were non-runners.

1st : A. Maclachlan (Austin s/c), 84.78 sec.
2nd : G. H. Symonds (Austin s/c), 89.51 sec.
3rd : J. G. Martin (M.G. s/c), 90.24 sec.
1st Vintage : A. R. M. Mallock (1930 Austin s/c), 99.30 sec.

Class 3. 751 to 1,100 c.c.

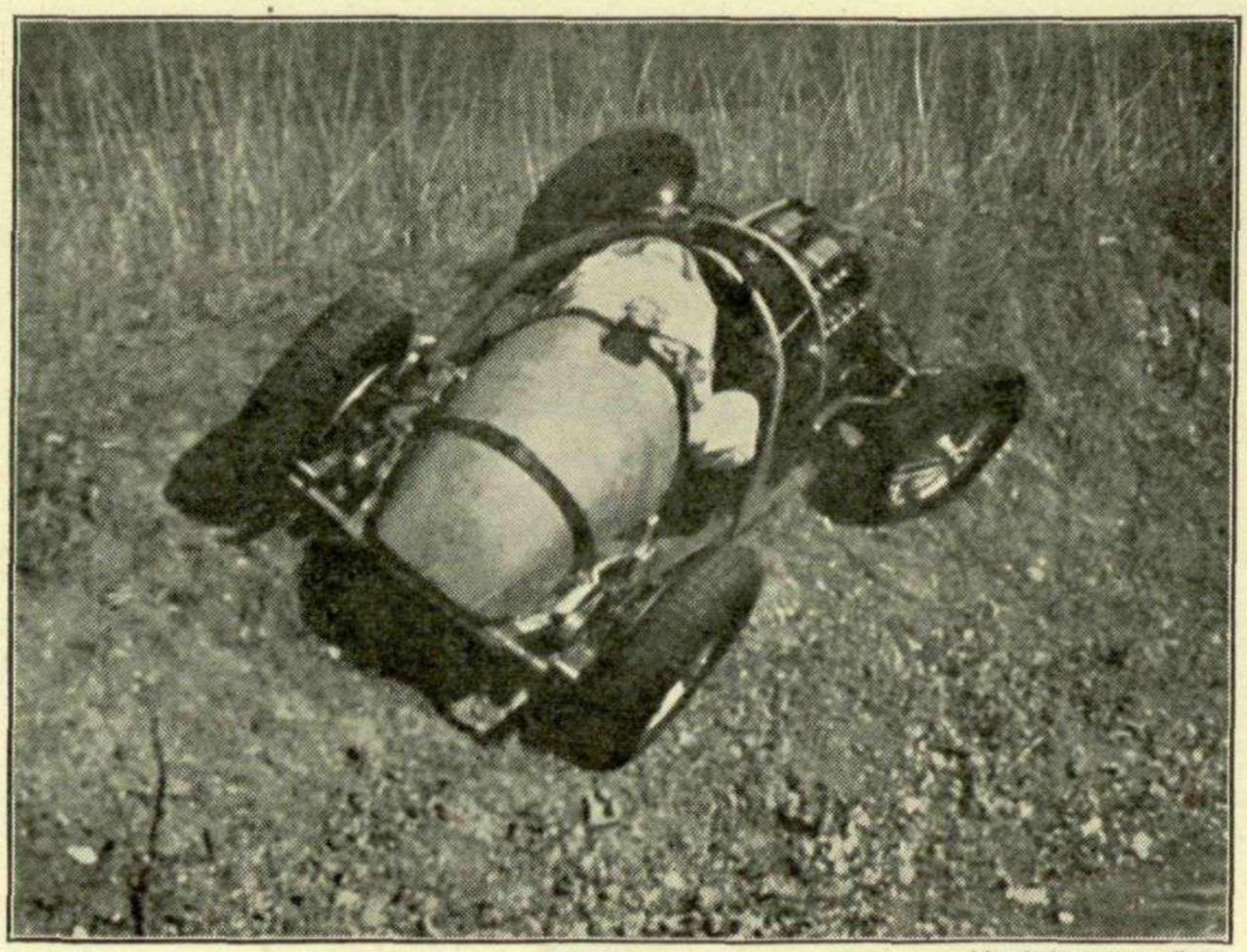
Appleton needed only one run in the ear-splitting Appleton-Special to win by a very comfortable margin. He approached the roundabout really fast and used spinning rear wheels to good effect in negotiating it. Kennington's M.G. was consistent as to times on both runs, but lost valuable seconds cutting-out too soon for the roundabout on its first run and sliding coming out of the first corner on its second. Southon was having a careful Easter tour in the Becke, but got the vintage award with slowest time of the day, as Finch's Amilcar didn't run. Croysdill's Lancia i.f.s. endowed Riley-base Special was quiet but slow, and Burton's Riley was extremely sick, taking 107.03 sec. on its first run, and being slower thereafter, the blow-up seeming to have happened this time. Lester's M.G. was another very ill car. Marshall drove cautiously in Kennington's second M.G.

1st : R. J. Appleton (Appleton-Special s/c), 82.90 sec.
2nd : F. W. Kennington (M.G. s/c), 88.22 sec.
3rd : R. J. Marshall (M.G. s/c), 91.08 sec.
1st Vintage : A. C. Southon (1922 Becke Power-plus), 119.21 sec.

Class 4. 1,101 to 1,500 c.c.

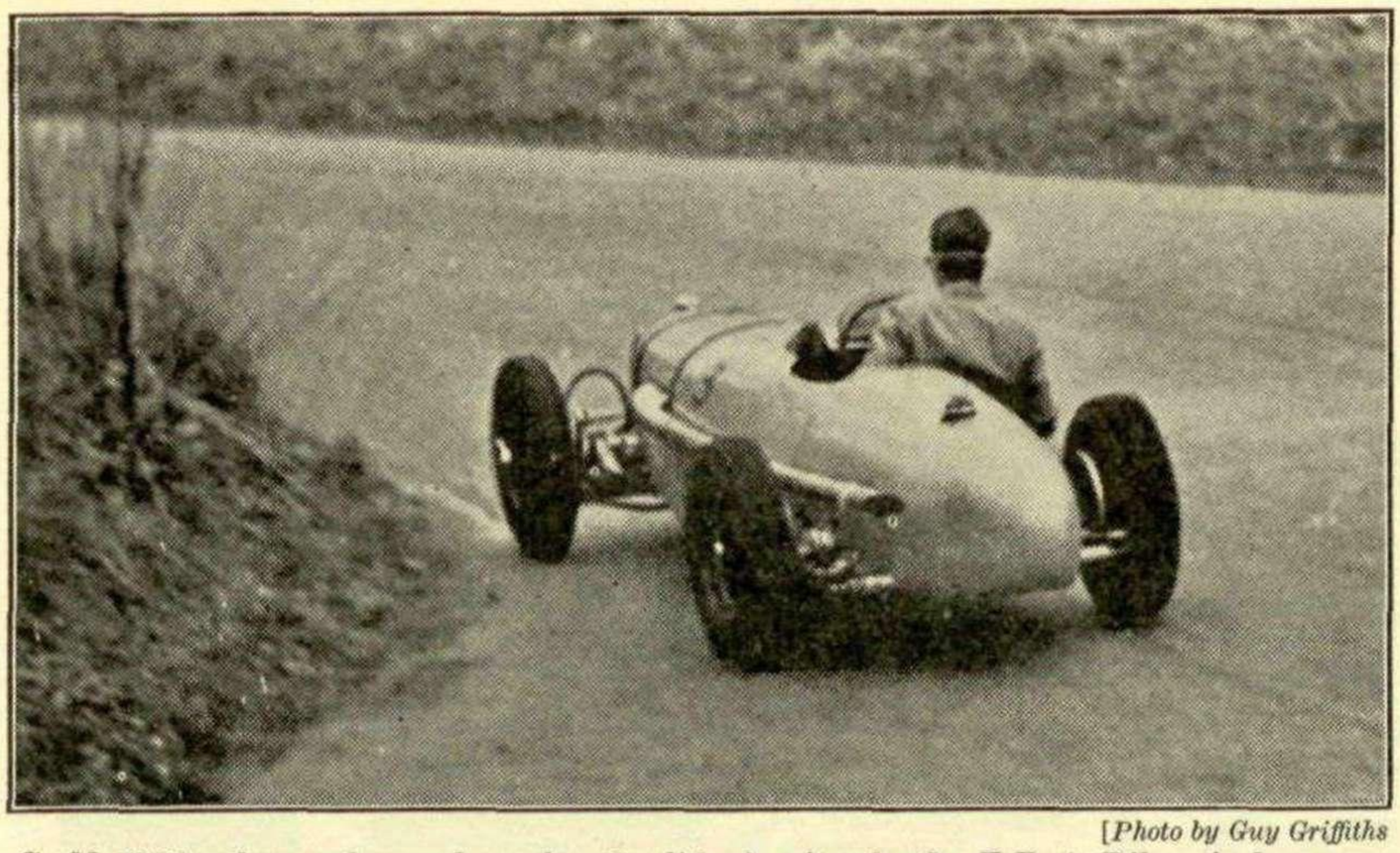
This class produced a surprise and we congratulate Richardson on a very fine drive indeed in the E.R.A.-Riley (which he drove seemingly faster than ever the previous owner did), while condoling with him that the car should run out of fuel after going even faster up to the roundabout on his second run. He was 3.66 sec. faster than Baring, whose Maserati was inclined to snake and slide. Newton made an immense run in practice, in 86 sec., but on his first run on the Monday somewhat overshot the roundabout mark-tub on his first run, which resulted in a bad slide as he accelerated out. Using twin rear wheels for his second attempt, he came wide through the S-bends, tonneau cover flapping wildly and improved by .77 sec., showing how hard he tries on every run. Of the others, the Norris-Special helped itself round the roundabout with the banks, Blomfield crashed a change in his slow 1925 Bugatti, Bradnack blipped up to the turn-about, where his front tyres suffered, and Radford's Talbot - Darracq—once a Formula car—suffered startling brake judder on its first appearance and was beautifully placed, incidentally using twin rear wheels, on its second.

1st : G. N. Richardson (E.R.A.-Riley s/c), 77.90 sec.
2nd : A. A. Baring (Maserati s/c), 81.56 sec.
3rd : E. J. Newton (H.R.G.), 87.03 sec.
1st Vintage : F. A. Norris (1929 Norris-Special s/c), 88.10 sec.



[Photo by Guy Griffiths

Some people were in trouble at the roundabout! G. Nixon up the bank in the Brooke Special.



[*Photo by Guy Griffiths*

G. N. Richardson, who made such splendid showing in the E.R.A.-Riley, is here seen leaving the roundabout.

Class 5. 1,501 to 2,000 c.c.

Gerard's E.R.A., faultlessly handled, had the class, and f.t.d., well in the bag, as many people expected. On his only run he got off well, and took every hazard neatly, cutting out comparatively early, to the accompaniment of bright yellow exhaust flames. His time of 74.40 sec. must be highly pleasing to this enthusiastic stable.

Horsfall's Aston-Martin deserved its second place if any car did, clocking 79.0 sec., after a pause in the paddock to free sticking throttles. The second run took but .28 sec. longer—fine showing by a previously untried unblown car. Deserving, too, was the one and only John Bolster, who drove with immense verve but speed also, elbows and front wheels flapping. His second run incorporated the nearest thing to disaster we have ever seen John handle—and after getting "Mary" out of a series of really nasty slides he went on, foot as far down as ever. Good stuff—and there is precious little real driving seen today. [The Editorial glasshouse has safety-glass throughout.] Birrell's Bugatti burst, nor did Tullock's justify its bonnet-motto. Nixon drove the 1,749-c.c. Riley—alias Brooke-Special—with verve, using the bank at the roundabout, and Norris in his new Alta was fast, but somewhat ragged.

1st: F. R. Gerard (E.R.A. s/c), 74.40 sec. f.t.d.
2nd: St. J. Horsfall (Aston-Martin), 79.00 sec.
3rd: J. Bolster ("Bloody Mary"), 81.32 sec.
1st Vintage: J. Bolster (1929 "Bloody Mary"), 81.32 sec.; 2nd Vintage: J. W. Rowley (1927 Bugatti s/c), 88.88 sec.

Class 6. 2,001 to 3,000 c.c.

Many of us had thought that Hutchison would make second fastest time of the day and, although this was not the case, his beautiful Alfa-Romeo took the class, nicely handled and much faster on its second run. It reached about 110 m.p.h. up the hill to the roundabout. McAlpine, transferred to this class, drove the ex-Chula Maserati really fast, rear-axle judder under braking and some snaky moments notwithstanding, the usual flame fluttering from the exhaust-pipe on the overrun. He certainly deserved his second place. Tony Crook in the Mille Miglia Alfa-Romeo followed the general trend in this class, being 8.62 sec. faster on run two than on his first appearance, the acceleration of what is, after all, a sports-car, grand to behold. Darbishire's Bugatti, with much blip, spin and dicery, was again far faster on its second attempt. Brooke had probably the most dangerous slide of the day in the Vauxhall-Villiers, returning through the S-bend; alas, on his second run the car blew-up well and truly. Stubberfield's Bugatti went straight-on into the bank at the roundabout, but Whincop's sister car was well handled and placed, his handwork on the steering wheel a relief after many exhibitions of using the wheel as a support. Salvadori's Alfa-Romeo suffered, it appeared, from snatching brakes, and spun its inside rear wheel out of the roundabout, while on its second run heavy braking was indulged in round the corner at the finish. Oliver took his choice Maserati very close to the mark-tub.

1st: K. Hutchison (Alfa-Romeo s/c), 78.12 sec.
2nd: K. McAlpine (Maserati s/c), 80.46 sec.
3rd: R. E. Salvadori (Alfa-Romeo s/c), 80.57 sec.
1st Vintage: A. Brooke (1922 Vauxhall Villiers), 85.86 sec.

Class 7. Over 3,000 c.c.

Naturally, Poore had it all his own way amongst the big-fellows, the "3.8" Alfa-Romeo a goodly sight as it was unleashed along the amply-wide road. On his first run a missed change-up upset the time, which was 81.85 sec. Gale deserved second place in the ex-Johnson Darracq, which he got off really well, although his first approach into the roundabout was fast but not too clever. *Clutton was immense in the Itala, its* doors roped together for security. Even at the roundabout he contrived to get round fast and coming up on his second run he quickly got a fierce sideslip under control. Gibbs' F.I.A.T. was sick, very sick, on its first run, but did 96.93 sec. thereafter, but Clark's Mercédès was quickest Edwardian in 91.47 sec., looking definitely under control—incidentally, it uses front brakes, which were not on the car in 1914. Clark's time just beat the best Plowman could do in his nice "30/98" Vauxhall, which he placed very well through the bends. Bear did not seem to have got the hang of the ex-Abecassis Bugatti, nor did it sound absolutely fit, but it improved appreciably on its second appearance, getting third place. Selsdon had withdrawn the Talbot.

1st: R. D. Poore (Alfa-Romeo s/c), 76.63 sec.
2nd: G. Gale (Darracq), 82.83 sec.
3rd; K. W. Bear (Bugatti s/c), 83.74 sec.
1st Vintage: P. C. T. Clark (1914 Mercedes), 91.47 sec.

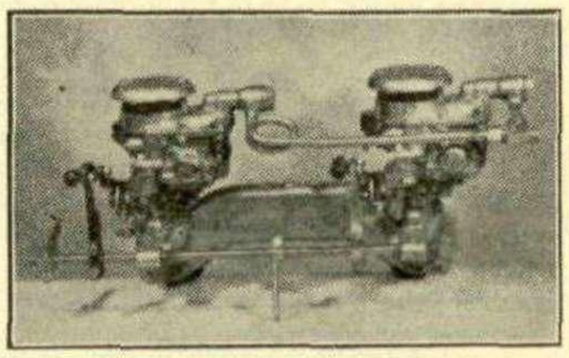
So concluded a most ambitious meeting, and the packing up began. The Itala was hitched behind a near-vintage 2-litre Crossley saloon, the Mercédès to Clark's Big Six Bentley, the Vauxhall Villiers to Brooke's Lancia Dilambda. Many interesting cars were to be observed, such as a very fine 4½-litre Le Mans Bentley, two 3-litre twin o.h.c. open 4-seater Sunbeams, Scott-Moncrieff's 5-litre yellow Bugatti saloon, a 1913 Delage 2-seater, Wadsworth's aluminium and yellow, rather noisy "Silver Ghost" Rolls-Royce tourer, someone else's Rolls-Royce chassis, two prototype examples of the new push-rod Aston-Martin, a smart Riley-base "Special," the inevitable "Chummy" Austin Seven, a "30/98" Vauxhall and many more. As the light faded a majestic Daimler-Hire Daimler conveyed exalted guests off to the station; it had paraded up and down the course throughout the week-end. In spite of the police check-up there would seem no good reason at all why methanol-meetings should not continue and we look forward to a resumption of Prescott this month.—W.B.

Special Awards

F.t.d. Special Award and £25: F. R. Gerard (E.R.A.).
Fastest Vintage Time Special Award and £25: J. Bolster ("Bloody Mary").
Fastest un s/c Time Special Award and £5: St. J. Horsfall (Aston-Martin).

Continued on page 150

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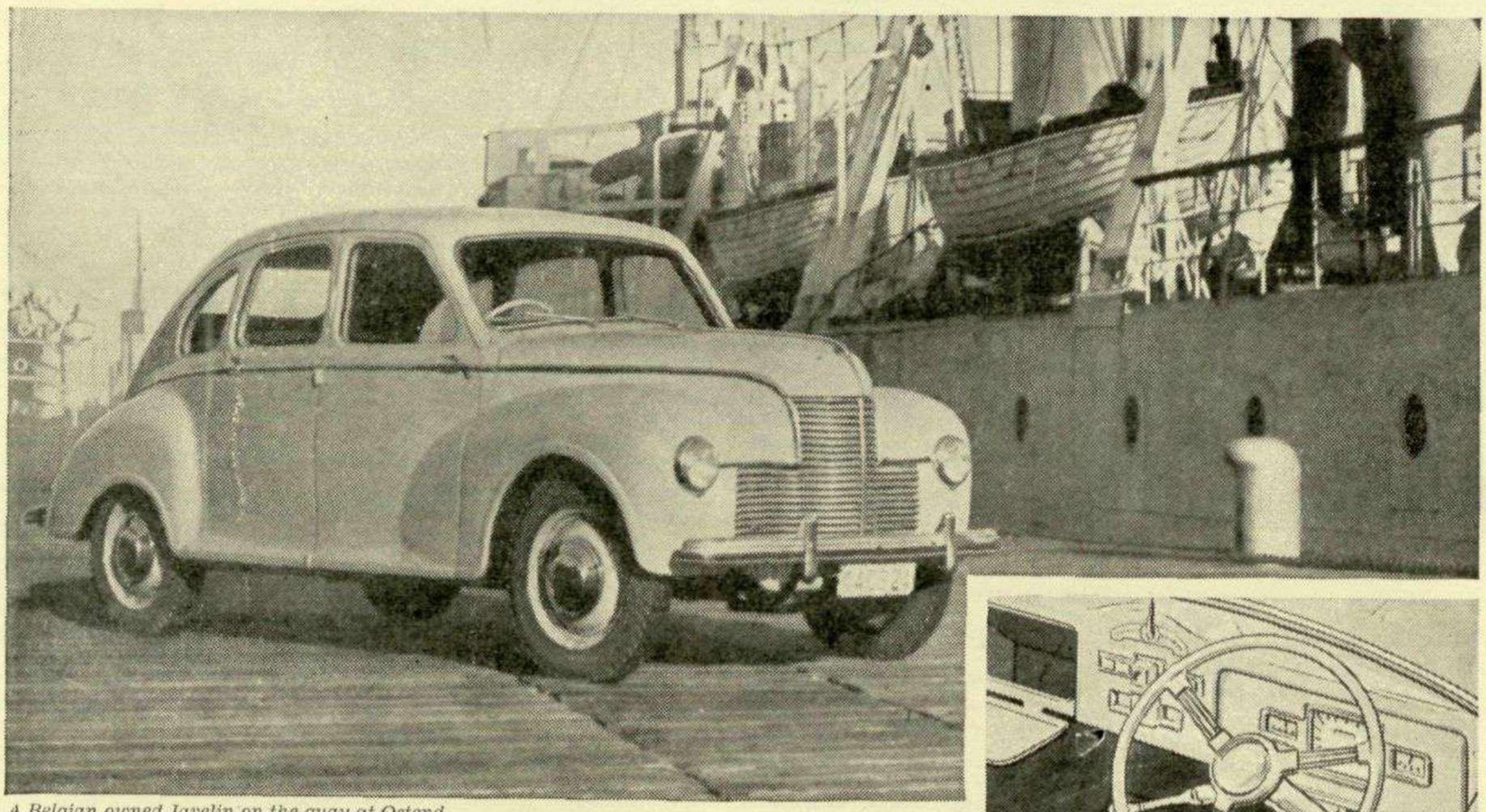
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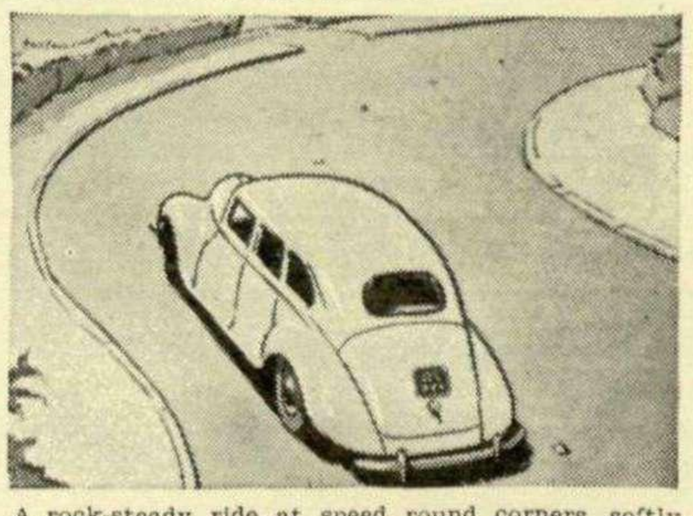
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"With the requirements of buyers all over the world in mind, the designer has endowed the Javelin with features to appeal to all types of user .... comfortable seating for four people, with adequate room for two more if necessary .... and generous head and leg space Close attention to the design of steering and suspension have resulted in outstanding qualities of easy control and comfortable riding in all conditions."

EXPORT TRADER, May-June 1947.

"My test of over 200 miles covered many single-figure hills, rutty lanes, main roads and rough trackless common land intersected with deep cross gulleys and sharp rises and drops. Purposely I gave this car an exceedingly rough ride, and well did it respond.

Quite early in the test four features became noticeable: (1) Ample power for all requirements with a satisfactory reserve in hand; (2) Suspension; (3) ground clearance; and (4) manoeuvrability due to light steering and turning circle of 32 ft. These features, combined with stability, excellent visibility and easy control contribute to a very nice-mannered car.

Being unhampered by unnecessary weight, the power available is more than satisfactory. In consequence, the engine takes its load very easily at any speed up to its maximum of 75 m.p.h.

This car treats hills with contempt. In top gear I tore up a 1 in 8 gradient at 35 m.p.h. The suspension is the best I have tried on any post-war car. It gives a soft, floating action over the rough spots, but is firm enough to prevent roll on corners. Another asset is a ground clearance of 7¾ in." ***RALPH FEILDEN***

Well known motoring correspondent writing in "Great Britain and the Far East," July 1947.

"The Javelin is one of the most interesting cars I have handled in this country. Driving with four passengers, to the top of Effigenalp, one of the steepest roads in Switzerland, and with sharp hair-pins, the car did not overheat.

Every enthusiastic motorist who has been in the car was surprised about the perfect road-holding and suspension. It was a great pleasure to drive the car around the circuit of Bremgarten, near Berne, and to appreciate the good braking and the general comfort, which is far ahead of any 1½ litre saloon at the present time." ***HUBERT PATTHEY***

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Reports of Recent Events

AUSTRALIAN G.P.

F. Pratt's 328 B.M.W. started favourite in this handicap race, held before some 30,000 spectators at Point Cook airfield. He finished not far ahead of A. Najar's Special TB M.G., while Bland's Ford V8 Special was 3rd. The race average was 66 m.p.h. A 24-lap scratch race saw Najar beat G. Patterson's TC M.G. after a K3 M.G. Magnette had retired.

The Grand Prix was followed by an open handicap, won by W. Ford's 6-cylinder Hudson-engined "Special" from G. Harrison's Ford 8V Special and J. Crouch's Delahaye. But it was a near thing, for Barrett's Monza Alfa-Romeo was way out ahead of everybody, making fastest lap at 81 m.p.h., until fuel starvation set in.

N.Z.S.C.C. PAEKAKARIKI HILL-CLIMB

The 1948 Paekakariki Hill-Climb, organised by the N.Z. Sports Car Club, saw all class records beaten, with the exception of the 850-c.c. class, and the course record reduced by no less than 17.8 sec.

The 2.1 mile course was in good condition, while fine weather and a large entry promised an excellent day's sport. Due to a defect in the telephone system the start was slightly delayed, but Transport Department traffic inspectors stepped into the breach and timing was carried on by means of the two-way radio system in their patrol cars until the Club's communication system was again serviceable.

The entries in the 850-c.c. class were reduced to one as a result of Sellars running a big-end in his Austin and the class record holder, Les. Stone, having sold his Austin. However, the sole survivor, Ron Roycroft, was awaited with great interest as his car was the ex-works single-seater s.v., with offset engine and transmission, once driven by Pat Driscoll. Roycroft made an amazingly fast start and departed at a pace that spelt trouble for the class record, but his carburetter bowl split and he limped to the top in 4.46.2.

Morrie Procter in his famous "Brooklands" Riley was the first of the 1,100s and made a good climb in 2.52.8, only 2.8 sec. outside his record of the previous year. J. Brough followed with a very "strip-tease" Singer saloon, but more b.h.p. was needed and his time was 4.17.2.

The first of the 1,500s was Hugo Hollis with his TA M.G., well stripped and obviously on form. His start was his usual model of neatness and a fine climb resulted in a time of 2.54.2, breaking the class record by 1.8 sec. Next came sensation. Geoff. Easterbrook Smith took the veteran "12/50" Alvis off the line with considerable urgency, made no mistakes on the way up and recorded 2.48.6, a new class record, plus an absolute record for the hill. Modern types looked incredulous and vintage characters nattered "I told you so!" A. S. Farland, ex-class record holder, followed with his N-type Magnette, but running fully equipped could only do 3.33.

Roy Cowan opened the 3,000-c.c. class in the 1922 T.T. Sunbeam, an experimental climb resulting in considerable sideways motoring and a time of 3.13.4. B. H. Clinkard followed in a Speed 20 Alvis with a steady climb in 3.24.8, while J. Mackintosh took his completely standard Vauxhall 14 saloon up in 3.32.8. R. Harding was next with a particularly nice-looking Red Label Bentley and managed 3.32.6, followed by Bert Cresswell with his Sunbeam 16 in 3.22. Having completed his climb, Cresswell departed at speed to spectate at a wedding. Alan Freeman completed the class in his Triumph "Dolomite" with a climb occupying 3.36.8.

The Unlimited c.c. class was destined to provide f.t.d., put up by the Auckland driver, Ron Roycroft. Roycroft's car was a dirt-track midget, powered by a B4 Ford engine, sporting a Winfield racing head and two downdraught carburetters. Weighing around 8 cwt. and with over 80 b.h.p. to hand, this car was obviously hard to beat and Roycroft handled the car superbly to register the amazing time of 2.32.2, although the solid rear-axle appeared to hurl the car all over the road in a rather uncomfortable fashion.

A. S. Faulkner, driving a stripped Ford V8 chassis with sacks of sand as rear ballast, suffered engine trouble and did not complete his run, while Ken Hemus gave vintage enthusiasts a treat with a steady climb in 3.13.2 in his "30/98" Vauxhall. R. Clapperton gave his usual display of courage in fighting his Ford A up in 3.20 and C. Andrews, in an amazing contraption, consisting of a Morris 25 chassis with two gearboxes, took 3.35.2. Bill Cope completed the class in his Ford V8, fuel-feed trouble necessitating 4.26.2 to reach the summit.

The second round saw a good climb by Roycroft in the blown Austin, unfortunately mistimed. Procter made a bad start in the Riley, but by determined work among the corners and 6,000 r.p.m. in the lower ratios managed 2.49.4, a new class record, and Brough pulled his time down to 3.48 in the Singer. Hollis was obviously out for blood in his second run, but a bad overslide at the hairpin defeated his chances of beating the Alvis, although he got as near as 2.50.4. Easterbrook Smith was slightly slower in a rather "dicy" run, wildness at the hairpin and a front wheel slide at the Cutting Bend increasing his time to 2.52. Farland, however, improved to 3.16.8.

Obviously feeling more confident, Cowan made no mistakes in his second run and his time of 2.59.8 was a new class record. The old T.T. Sunbeam looked a picture of perfect restoration and could not be in better hands. Clinkard, with suitably grim expression, reduced his own time handsomely to 3.10 and Mackintosh made an amazing effort in his Vauxhall in 3.19.2. Harding got the Bentley up in 3.20 and Freeman did 3.23.8 in the Triumph.

Roycroft's second run was eagerly awaited, but his engine was not quite on form and a dirt-track effort at Watertrough Corner, which nearly precipitated him on to the railway line some 500 ft. below, resulted in a time of 2.34.4. Hemus followed in the "30/98," a brilliant climb with incredible tyre distortion through Cutting Bend returning 2.57. Faulkner was far more confident with the V8 chassis and made no mistakes in a climb in 2.54, the Ford doing comparatively little sliding. Clapperton, wisely wearing a crash hat, diced up in 3.11 with his front wheels pointing all ways at once, Andrews found the Morris more to his liking in a climb in 3.15.2, and Cope manhandled his Ford up in 3.15.4.

Results

Class Winners

850-c.c.—R. Roycroft (Austin s/c).
1,100-c.c.—M. Procter (Riley).
1,500-c.c.—G. Easterbrook Smith (Alvis).
3,000-c.c.—R. Cowan (Sunbeam).
Unlimited c.c.—R. Roycroft (M.G. Midget).

Awards

Magnus Motors Ltd Cup (850-c.c.)—R. Roycroft.
Gibbons Trophy (F.T.D.)—R. Roycroft.
D. P. Fisher Ltd. Cup (1,500-c.c.)—G. Easterbrook Smith.
Wickham Trophy (Vintage)—G. Easterbrook Smith.

BRAZILIAN G.P.

The 125 mile race on March 21st was won by Landi's 3-litre Alfa-Romeo, which averaged just above 75 m.p.h. Raph finished second, also on an Alfa-Romeo.

PAU G.P.

This year's Pau Grand Prix was won by Pagani's 1½-litre Maserati, which averaged 53.07 m.p.h. for a run occupying 3 hr. 33 min. 30.3 sec. Giraud-Cabantous was second in a 4½-litre Talbot, Pozzi's Talbot was third, and Rosier's Talbot was fourth. Wimille made fastest lap, in his Simca, at 56.29 m.p.h., but rocker-trouble cost him the race.

TOUR OF SICILY

This strenuous event was won by Biondetti and Prince Igor's 2-litre V12 Ferrari, which averaged 55.5 m.p.h. for the 680-mile course, which, starting from Palermo, is said to embrace some 13,000 corners. Taruffi's 1,100-c.c. Cisitalia was second, at 54 m.p.h. In the touring-car, as distinct from the sports-car, class, Cracio's Lancia "Aprilia" won at 49.5 m.p.h., and Count Lurani's Healey saloon was second, at 48.2 m.p.h. The Lancia won the under-1,500-c.c., the Healey the over-1,500-c.c. class, while Taraschi's unusual B.M.W. took the 750-c.c. class at 42.5 m.p.h.

MONTE CARLO CONCOURS

Amongst the principal award-winners at the recent Concours at Monte Carlo were Dr. V. P. Consigli's Pinin Farina-bodied Lancia sports drophead coupé, M. Boninto's Farina-bodied Lancia four-seater coupé and John Gaul's Saoutchik-bodied Rolls-Royce *coupe de ville*.

THE POSITION AT PRESCOTT

The Bugatti Owners' Club holds its first Prescott Speed Hill-Climb of 1948 on May 9th. Here is a short survey of what has gone before.

IN these days of constant flitting from one course to another, when we are allowed to run sprint meetings at all, Prescott is the only course at which drivers compete regularly, thus offering a chance to compare figures and cars. Shelsley Walsh always has continued with its meetings, and we sincerely hope always will, but, unfortunately, only twice a year, whereas Prescott has managed at least four meetings a year since the war; consequently, one is better able to study the times made there and view the situation over the post-war period. Also, Prescott meetings are continuing in spite of the "Basic ban." I do not wish the reader to imply that I am in any way belittling Shelsley, or any of the other speed courses used since the war, but as Prescott had two full seasons before the war and has now had two full seasons *since* the war, the time is ripe for a review of the situation.

Comparing the two periods, pre-war and post-war, the most notable fact is that the f.t.d. that Raymond Mays set up in July, 1939, of 46.16 sec., has not so far been improved upon, the nearest approach being Sydney Allard, in the air-cooled Allard, with 47.25 sec. at the May meeting of 1947, closely followed by F. R. Gerard in his 2-litre E.R.A. with 47.35 sec., in July, 1947. Admittedly, many meetings were spoilt by rain. The sports-car record, however, has undergone a complete change and has fallen from 51.33 sec., set up by Allard in July, 1939, when he did that grand run with a very bent motor car, to 49.86 sec. by Rodney Clarke with his Type 59 Bugatti, a racing car converted for road use. This run he did in July, 1947, and between the two dates, the sports-car record passed through the hands of such people as E. J. Newton (H.R.G.), John Heath (Alta), Leslie Johnson (Darracq), and G. Tyrer (B.M.W.).

As we delve further into the Prescott records, we see that all the sports-car classes have had their records well and truly lowered, while not one of the racing class records has been broken. The 1½-litre is the only racing-car record that has looked like falling, both Ansell (E.R.A.) and Whitehead (E.R.A.) getting very close to breaking it, the latter, indeed, missing it by second places of decimals only.

Perhaps the most outstanding sports-car effort is that of G. Tyrer in his cream and blue 328 B.M.W., his record for the 1,501-3,000-c.c. unsupercharged class now standing at 50.81 sec. against the pre-war record of 54.46 sec., set up by Alf Frost on a similar car. F. W. Kennington's run of 51.33 sec. in his Mille Miglia K3 M.G. Magnette giving him the class record for sports cars up to 1,500-c.c. s/c is also very good, especially bearing in mind that he is giving away 400-c.c. An equally outstanding run was that of Newton in his unblown Meadows-H.R.G., in 51.29 sec., giving him the unblown 1,500-c.c. sports-car class record. Finally, Heath's time of 50.03 sec. with the blown 2-litre Alta and Johnson's 50.55 sec. with the Darracq, both constituting class records, are excellent. It is interesting to note that in the two classes for cars from 1,501-3,000-c.c., supercharged and unsupercharged, both of the record holders, Tyrer and Heath, were giving away a full litre on capacity.

From the Edwardians, there has not been much advance, but that is hardly surprising, as such cars do not go in for drastic record-breaking measures like those of Newton or Tyrer. However, Peter Clark managed to lower the best Veteran-class time (54.82 sec., set up by Anthony Heal in the F.I.A.T.) to 54.71 sec. with the 1914 G.P. Mercédès, a time which will stand comparison with many "very fast sports cars" and quite a number of racing cars.

The 500-c.c. class has only been with us since the war, but nevertheless times have been appreciably reduced, from Strang's 58.1 sec. at the first meeting to his present record of 50.49 sec.

What of the cars? Many people have complained that the sports-car classes are becoming farcical, because the winners invariably are driving very special motor cars and in some cases thinly-disguised racing cars. Admittedly, the owners do some pretty drastic things in an endeavour to save seconds; both Newton and Tyrer going in for drastic weight reduction, but no one can deny that both the H.R.G. and the B.M.W. are thoroughbred sports cars. No one who saw the H.R.G., complete with all its equipment, competing in the last trial of 1947, and doing well at that, could possibly complain; while Tyrer's 328, although looking most un-Teutonic, would now befit a Motor Show as a standard product. Whether it is better to openly save weight or to do it by a more subtle method, such as is adopted by the owner of a 328 that has light-alloy wings looking exactly like the standard ones, is open to doubt. Kennington's M.G. Magnette hardly calls for criticism, as it was originally built in 1933 as a racing-sports car, and apart from being most successful from its birth, has proved a most satisfactory everyday sports-car. John Heath's Alta can be regarded in the same light, being a sports-car built for a particular job, namely sporting motoring. Then we come to the big-car classes, with Johnson's Darracq and Clarke's Bugatti. Both now comply to the required sports-car specification, both have been run in Grand Prix races, one, the Bugatti, admittedly having been originally *built* for Grand Prix racing, but now endowed with all the necessary clobber that we in this country considered right and proper for a sports car to wear. Of the two, the Bugatti has probably been used more times on the road as a normal sports car during the past year. Comparing times still further, it is interesting to study the fortunes, or otherwise, of cars that have changed hands. In 1939 G. M. Crozier ran a Type 51A Bugatti that had been converted into a road car by Bachelier, with it holding the class record in 53.07 sec. Now G. N. Richardson has rebuilt the car, replacing its road body by the correct G.P. body, and succeeded in climbing in 52.30 sec. The Club car before the war, the Type 51 now owned by Peter Monkhouse, climbed in 51.34 sec., driven by F. W. Shakspeare, while in May, 1947, the new owner did 47.78 sec. The fastest Type 51 pre-war was Arthur Baron, in the car run last year by G. M. Watson, with a time of 48.14 sec., while in the post-war period, Monkhouse's previously mentioned time has not been bettered. The late A. F. P. Fane, driving his Shelsley single-seater Frazer-Nash, recorded 47.72 sec. in 1939, which still stands as a class record, while Major Vaughan, at his first meeting with this car last year, recorded 48.92 sec., so we can confidently expect big things from this combination. C. I. Craig with the black-and-white 3.3-litre G.P. Bugatti in racing trim, recorded 50.25 sec., which Rodney Clarke has now reduced to 49.86 sec., carrying complete road equipment on the same car. In 1939 A. H. Beadle, with his 2-litre Alta, at his first meeting at Prescott, recorded 47.37 sec., while Noel Carr with the same Alta, also at *his* first meeting, recorded 50.15 sec.

So one could go on, comparing Rileys, H.R.G.s, Bugattis, Allards and all the other cars, both sports and racing, which have, during the four years of Prescott's life, stormed up the hill, some fast, some slow, many never reaching the top; and, of course, one could trace the doubtful honour of the record for the slowest time of the day—but that is another story altogether.—D. S. J.

WANTED—*continued*

WANTED.—Aston Mk. II front springs, transverse shockers, O/S steering arm, three 18-in. road wheels; also two brake drums, inside dimensions 11 in. by 2 in. J. Wardle and Company, Normacot, Stoke-on-Trent.

COLLECTOR wishes to buy car badges, mascots, photos, books, manuals, catalogues and any interesting sports car items and spares. Box No. 393, MOTOR SPORT, 15, City Road, E.C.1.

MISCELLANEOUS

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SKILLED fitters wanted; interesting work, including racing department. Light, new, airy workshops and modern equipment, 35 mins. from Charing X, etc. Anthony Crook Motors Ltd., Town End, Caterham, Surrey. Distributors of Bristol cars.

RECAPTURE your youth on an E.M.C. motor-cycle. Easy to start, easy to ride; 115 m.p.g., 75 m.p.h. Negligible maintenance. Price £240, including P.T., from Mead & Tomkinson Ltd., of Tewkesbury, Glos.

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.

H. W. MOTORS LTD., Walton-on-Thames.—We have just received a further consignment of bucket seats complete with trimming in brown. Price £4 10s. each. H. W. Motors Ltd., Walton-on-Thames 783 and 1437.

SIDESLIPS

by

"BALADEUR"

"IT should not be forgotten that the output of petrol is limited, that it is a necessarily diminishing product, and that, by reason of the fact that the use of petroleum as a fuel for locomotives is on the increase, petrol will thereby be rendered scarcer."

Those words, one might reasonably suppose, were written in 1948; but, as a matter of fact, they are taken from an article by Monsieur C. E. Henriod which was published in the *Bulletin des Halles* in 1900. But then Monsieur Henriod, it seems, was one of those people who were continually before their time. I do not know exactly at what date he abandoned horology, "in which domain," I read, "his studies represent an enormous work," in order to make motor-cars; but in 1896, I gather, he was attacking the problem of putting the gearbox in the back axle, which may have been misguided of him, but in which essay he was to have many notable successors. According to one of his admirers, he was the pioneer, in 1905, of the fully-floating back axle combined with a torque tube. It will be remarked that I do not make this claim on his behalf myself, because it is the sort of claim, I fancy, that is apt to be challenged by half-a-dozen pioneer designers. Besides, if a fully-floating back axle is what I think it is, I cannot quite see why it required so much genius to float it; and, anyhow, I have an idea that Decauville has some claim to priority in the matter.

However, at about this same date, Monsieur Henriod apparently removed his gearbox from the back axle and did some more pioneering by building it up in unit with the engine; and, not content with that, proceeded, in 1906, to try to remove it altogether by means of a "hydraulic coupling," otherwise known, I suppose, as a fluid flywheel. Not finding this to his liking, he produced, that same year, a four-speed epicyclic gearbox contained in the flywheel, and went on from that to produce an infinitely-variable planetary gear of such incredible complexity that the present writer has freely to admit that he is quite incapable of understanding, let alone explaining, it. I do not even know, in fact, whether it ever worked.

But if Monsieur Henriod thought more than most people about transmission systems, they by no means monopolised his attention. On the contrary, he designed a rotary-valve engine in his spare time, which was used by Darracq, but whether it came before or after the similar Itala design in point of time, I do not rightly know. Earlier than that—back in the nineteenth century—he had favoured an air-cooled flat twin, "whose pistons," explains Monsieur Gérard Lavergne, "act on cranks keyed at 180 degrees on the motor shaft between them; the two move inversely, and equilibrate each other." "A Henriod 8-h.p. car," adds the same author, "in 1899 ran from Paris to Bordeaux, a distance of 565 km., in 19 hr. 15 min." On the same occasion, he might have added, a Panhard et Levassor 12-h.p. car did the journey in 11 hr. 43 min. 20 sec., and even the fastest 8-h.p. car of the same marque only took 13 hr. 49 min. 11 sec. over it; but then, comparisons, perhaps, are odious.

Besides, Monsieur Henriod may have been more worried than were Panhard et Levassor about his car's petrol consumption; a man so far ahead of his time may have had visions of his last petrol coupon expended long before the car reached Bordeaux. He had already invented a metering carburetter, but by the next year, when he wrote that article for the *Bulletin des Halles*, he had devised a means of doing without petrol altogether. "The output of petrol," he wrote, "is limited. . . . On the other hand the production of alcohol is unlimited, as it is capable of distillation from many descriptions of vegetable matter and refuse. By my latest patented methods, I render possible the profitable use of debased or denatured alcohol in all motor systems. . . ."

This month the inimitable "Baladeur" has struck a very topical subject in discussing racing possible only by the use of alcohol fuel! We have answered his request for additional information on alcohol fuel, in the light of modern practice, by enlisting the aid of that well-known expert, Mr. L. G. Callingham, who in his time has driven a wide variety of racing cars, and whose knowledge of fuel problems is unequalled. Mr. Callingham's interesting observations, which he kindly submitted at our request, follow this instalment of "Sideslips."—ED.

He had had, it would seem, a good deal of trouble in the process. Not the least of his difficulties had been with the *malachite vert*, which I, in my ignorance, would have translated "green malachite," had it not been for a friend of mine who tells me that the English for it is "malachite green"; which just goes for to show what a difficult language English is. Its presence in the alcohol, and therefore the difficulties in this connection which confronted Monsieur Henriod, were solely due, I gather, to an official enactment "for the purpose of rendering alcohol nauseous as a commercial product."

"This objectionable substance," I learn from M. Henriod, "is a carbonate of copper which frequently crystallizes, and the oxides of copper rapidly deposit on the inner surfaces of cylinders and carburetter and choke the small tubes and orifices." He had high hopes that the Ministers of the Interior and of Agriculture "will retain their present disposition to rescind the regulations" which obliged the use of this substance, with its "coppery annoyances."

I am not sure whether they did, but in any case, these were not the only "annoyances" which the ingenious Monsieur Henriod had to overcome. It is true that he could claim that "the exhaust gases have so great an affinity for water that they disperse without odour," but "the lubrication of the cylinders of motors driven by alcohol requires the most careful attention, as even pure alcohol destroys the lubricants." Nevertheless, Monsieur Henriod claimed that he had overcome this as well as all the other difficulties of the problem by his "method of carburation and the position of the carburetter with regard to the motor."

There remained the question of price; and unfortunately it had to be admitted that "alcohol is dearer than petrol, as methylene, a carburet of hydrogen, is present in such proportions as to augment its price considerably." "Happily," declares Monsieur Henriod, however, "I have been able to reduce the price considerably by carburetting it with other products 60 per cent. cheaper."

Now at this point I had better confess that I should probably have been wiser not to embark on this article at all, because reflection on the problem of how the alcohol was carburetted with methylene or anything at all, suddenly revealed to me the appalling fact that I have lived all these years, or so it seems, in ignorance of the functions of a carburetter. However much my technical readers may deride me in consequence, I must candidly admit that I have always thought of a carburetter as a device for vaporising liquid fuel; obviously the truth is much more complicated than that.

In any case the experiments of Henriod and others caused no little interest in France, where, it seems, there was a surplus of "vegetable matter and refuse." In particular, there was apparently a positive glut of beetroots, though quite why this should have been so is something of a mystery. Admittedly, the French seem less prone to the direct consumption of this peculiarly revolting vegetable than are people in this country, where, not long ago, I noticed that one of my neighbours in a restaurant was eating it with smoked salmon; but on the other hand, they do make it into those delicious slabs of sugar which everyone who has ever been a child in France must have delighted to dip into his coffee. However, at the beginning of the century, there were, it seems, too many beetroots chasing too few children, and the idea of burning some of them (the beetroots, I mean) in automobile engines brought a new light into the lives of French farmers.

In spite of Monsieur Henriod's enthusiasm, however, the majority of automobilists appeared to be uninterested in the project. "They have, indeed, shown so much apathy in taking to alcohol," remarked the *Autocar* gravely in 1901, "that it was feared nothing would be done to encourage its extensive employment . . ." Something, however, was done; the Minister of Agriculture organised some consumption trials on the eve of the Paris Salon, which attracted 16 large cars, seven commercial vehicles, 14 *voiturettes*, a quadricycle and two motor-bicycles. The results, however, were not particularly encouraging, at

least as far as " straight " (if denatured) alcohol was concerned. On the other hand, a fifty-fifty mixture of alcohol and benzine gave much more satisfactory results. Thus, in the course of a run from the Porte Maillot to the distillery at Achères, a distance of 25 kilometres, two 4-h.p. Georges Richard *voiturettes*, the one using 50 per cent. alcohol and the other " pure " spirit, consumed 1.95 and 3.67 litres respectively. An 8-h.p. Panhard et Levassor lorry, weighing 4,640 kilos, was set the more formidable task of covering 100 kms., and consumed 35.54 litres of alcohol-benzine mixture, " the large quantity recorded being due to the fact that the vehicle got lost on the road, and took 5½ hours on the return journey." The wonder, one would have thought, was that 8 h.p. ever managed to bring 4½ tons back at all. On the other hand, the fact that a 9-h.p. De Dietrich lorry with the relatively moderate all-up weight of 2,396 kilos., consumed 70.374 litres of straight spirit, without, apparently, losing its way at all, passed without comment.

The most successful engines in the trials, it was noted, were the Bardon and the Gobron-Brillié, in both of which the mixture was burnt in the cylinders between two pistons, the Bardon design having a single horizontal, double-piston cylinder set transversely across the car at the front, and the Gobron-Brillié having the well-known vertical two-cylinder, four-piston engine. The calorific value of alcohol, it was generally admitted, was lower than that of petrol, but this was in part compensated for by longer expansion and more perfect combustion, virtues which were particularly appreciated by long-stroke engines such as those with opposed pistons.

The Minister of Agriculture, however, remained unsatisfied. Something more, he decided, must be done in order to shift those rotting beetroots, and, in the manner of Ministers faced with a problem to which they do not know the answer, he appointed a committee to tell him what. Most tactlessly, the committee replied that the best thing to do was to organise a motor race. As the French Government had just decided that it was going to ban motor racing for ever, this answer was far from popular, particularly with the Minister of the Interior. The committee, however, was dead right : no sooner had it reported in this sense than the hitherto indifferent automobilists began to regard alcohol with as much interest as a dipsomaniac. When it becomes a question of racing on alcohol or not racing at all, history, it seems, is apt to repeat itself.

Reluctantly, the French Government, with one eye on the farmers, proceeded to eat its words, and itself organised a 537-mile race round the north of France in May, 1902, for cars using alcohol as a fuel. Although it is not quite clear from either contemporary or later accounts, it seems probable that what the competitors actually used was alcohol-benzine mixture. Opinions with regard to the success of the event also seem to be rather mixed. " As an advertisement of alcohol as a fuel," says Gerald Rose, " the race was not a success. The drivers disliked it, and filled up their tanks with petrol again as soon as they could. It made a slight reduction in the speed also . . ."

To take the last point first. The race was won by Maurice Farman on a 40-h.p. Panhard et Levassor at an average speed of 44.8 m.p.h. for the 537 miles. A month later, over the first and fastest stage to Belfort of the Paris-Vienna race, the leading 40-h.p. Panhard, driven by Baron Pierre de Crawhez, which eventually finished sixth in the heavy class behind four of the new " Seventies " from the same factory and Count Zborowski's Mercédès, averaged almost exactly 1 m.p.h. more, although the distance of 233½ miles was less than half that of the Circuit du Nord race, the road from Paris to Belfort was one of the fastest in France, and the weather was fine, in marked contrast to the conditions ruling on the occasion of the alcohol race, which was run in pouring rain. Thus far, therefore, I can detect little indication of any improvement in speed consequent upon the use of petrol.

Next, with regard to the statement that " the drivers . . . filled up their tanks with petrol again as soon as they could," it is at least remarkable that a number of drivers, including Réné de Knyff with one of the 70-h.p. Panhards, used alcohol in the Paris-Vienna race although they were no longer under any obligation to do so. Admittedly, de Knyff's " Seventy," the first ever built, had started in the Circuit du Nord, and would, perhaps, have had to be modified slightly to use petrol in Paris-Vienna. But no fewer than eight " Seventies " started in the latter race, and it is inconceivable that de Knyff, the head of the Panhard firm, could not have provided himself with a petrol-burner, if he had really seen any advantage in it.

Even more curiously, according to Mr. Rose, " The Serpollet drivers, all of whom finished [in the Circuit du Nord] complained that the alcohol gave poor results when compared with the petrol which they were accustomed to use in their burners, reducing their speed by almost 20 per cent "; and yet at least some of them continued to use alcohol in Paris-Vienna, which hardly seems to make sense.

Apart from that, we have the almost contemporary evidence of Charles Jarrott, one of the competing drivers, who says of the Circuit du Nord, " This race was a success beyond all question. It proved that alcohol could be used with very great advantage to run vehicles driven in the ordinary way by petrol. It also proved that the actual speed and power of the motors were not affected by its use." And again : " I had been very much interested to find out exactly what the running on alcohol instead of petrol essence really amounted to. I found that an alteration was necessary to the carburetter, but beyond this the change of fuel made no difference in the running of the car, with the exception that the fumes emitted by the exhaust were acrid and exceedingly nauseous. I remember this one point being forced home to my mind as I was waiting at the starting-point with a car in front belching forth these objectionable fumes."

This is a curious commentary on Monsieur Henriod's claim that " the exhaust gases . . . disperse without odour." Perhaps Jarrott's sense of smell was keener than that of the ingenious French inventor. Perhaps here we have the real basis of Mr. Rose's condemnation of alcohol on the grounds that " the drivers disliked it."

In any case, the really mysterious part of the whole affair is that after this date so little more is heard, until quite recent years, of alcohol fuel. The French Government continued for a long time to be very difficult about granting permission for races ; if it had really wanted to push alcohol, it could surely have made its use a condition of all future events on French roads. As it was, practically all designers soon reverted to the use of petrol, with a few notable exceptions. As has already been remarked, alcohol particularly suited the double-piston engine, and in 1903 there appeared the 110-h.p., four-cylinder, eight-piston Gibron-Brillié, a really remarkable vehicle, which in its prime was quite unbeatable in sprint events, such as hill-climbs, and which continued to hold its own in long-distance races with the most modern cars until about 1907. This machine was habitually run on alcohol, and in its description of it the *Autocar* remarked that " the old positive carburetter has been replaced by one of the constant-level type and the gases are conveyed to the other side of the engine by a pipe passing between the two [blocks of] cylinders. This pipe is jacketed, so as to be warmed by the water from the engine, this arrangement being particularly necessary in the event of its running with alcohol."

The dimensions of this Gobron-Brillié engine were 140 by 220 mm., and the real cause of its penchant for alcohol was stated to be its long stroke. Does this, I wonder, mean a long stroke in an absolute sense, or a stroke that is long in relation to the bore ? Really, I imagine, the latter. Now, curiously enough, the Circuit du Nord of 1902, which witnessed the introduction of alcohol fuel, was also the first race to be run under the rule which limited the big cars to a weight of 1,000 kgms., and which lasted on until 1906. This limited-weight rule induced designers to build cars with engines that were as large as possible in relation to their weight, and for this, they found, the right thing to do was to increase the bore rather than the stroke. Thus, the 40-h.p. Panhard of the Circuit du Nord had dimensions of 130 by 140 mm., and the 70-h.p., which also appeared in 1902, of 160 by 170 mm. Thereafter, and until Panhard ceased racing in 1908, the stroke remained at 170 mm., while the bore was increased, to 170 mm. for the " square " 90-h.p. of 1904, and to 185 mm. for the 130-h.p. of the 1906 Grand Prix, the last race run under the old rules. Was it this process, in which Panhard et Levassor were typical of contemporary thought, that was responsible for the abandonment of alcohol ?

If so, it is curious that the limited bore rule, which reached its apotheosis with the 100 by 300 mm. single-cylinder de Dion racing engine of 1910, the 80 by 280-mm. V-twin, and the 65 by 260-mm. four-cylinder Peugeot engines of the same date, did not re-awaken alcoholic reveries. Actually they were left, apparently, to the days of the supercharger and the petrol famine.

L. G. Callingham's Remarks on "Baladeur's" Observations read as follows:

"Baladeur's" literary researches into the early history of alcohol fuels make more than interesting, and, alas, nostalgic reading to one whose motoring career began in the spacious days some five and forty years ago as a junior, but extremely enthusiastic, assistant to Charles Jarrott and S. F. Edge.

There is a temptation to remark that the apparent indifference to alcohol as a motor fuel in the three or four decades following M. Henriod's efforts was possibly due to the fact that throughout that period we had a plenitude of palatable alcohols at potable prices and deemed it indecent and ungentlemanly to degrade them to the base uses of vulgar mechanisms! It is, however, more probable that the lack of interest had a sound economic basis since the high cost of alcohol and its extravagance compared with petrol, made it a non-commercial proposition—as it does today.

There were, and still are, many technical disadvantages, such as the need for ultra-high compression ratios, if full power and economy are to be obtained, the difficulty, chiefly due to its affinity for water, in making stable blends with petrol and other fuels, the need for special carburetter settings and the high consumption referred to above.

Here be it noted that alcohol has a calorific value of only ten to twelve thousand B.T.U.s per pound compared with petrol's eighteen to nineteen thousand and that as little as one-half per cent. of water in a petrol/alcohol mixture will cause complete separation with disastrous results to carburation and engine performance.

Lest anyone wonders why, in the light of these remarks, a considerable amount of a very good alcohol-blended fuel was sold here in pre-war days it should be said that this fuel contained a large proportion of benzole (benzene) which acted as a binder for the petrol/alcohol; additionally the alcohol received favourable treatment from the Excise people since it was free of the ninepence per gallon tax borne by petrol.

Under equal conditions alcohol blend fuels could not compete with petrol or benzole on price.

My earliest record of the use of alcohol by car engines is in an interesting, and now historical, book by Rhys Jenkins, "Motorcars and the Application of Mechanical Power to Road Vehicles," published by Fisher Unwin in 1902, wherein we learn that for a year or two previously both French and German Governments had been, for economic reasons and in order to foster home agriculture, trying to force motor manufacturers to substitute alcohol for petrol.

French Governments ever since have tried to push alcohol as a fuel and in the years preceding the last war compelled the oil companies to purchase and to dispose of a considerable quantity. The oil people had to pay a very high price and even then often preferred to get rid of the alcohol at a loss rather than to degrade their normal fuels with it—in fact one frequently saw petrol pumps showing the sign "pas de alcohol" in order to attract custom.

Much French alcohol was produced from the sugar beet which is cultivated extensively, particularly in the north. This is not the small red, edible beetroot "Baladeur" mentions but a large root about the size and texture of a mangel wurzel and it is unlikely that a French chef would approve of it as a table delicacy.

The Eire Government too has in recent years forced the oil concerns to buy large quantities of alcohol at about four shillings per gallon and blend it in with their motor fuel. In this case the alcohol is produced from potatoes and the object is to subsidise the Irish farmer.

Germany, it is thought, gave more attention to the production of a synthetic alcohol, known as methyl-alcohol or methanol in contra-distinction to ethyl-alcohol, or ethanol, which is distilled from sugar beet, grain, potatoes, or, as in the British case, molasses.

It is not known by what methods Germany produced synthetic alcohol during the last war, but an accepted procedure is to pass carbon monoxide and hydrogen over a catalyst at high temperature.

In the late 1930's a proposition to extract large quantities from surplus maize grown in Africa was investigated, the idea being to persuade the fast growing trans-African airways to run their engines on the alcohol derived. In this case we found that the cost, the technical difficulties in the way of special engine design, and the inability of the aircraft to carry the almost doubled fuel load consequent on the high consumption, made the proposition impracticable. The use of alcohol certainly permits a greater power output from a given engine than does petrol, only however if the compression ratio is much increased and a very rich carburetter setting employed. Desirable as such power increases may be with racing engines they produce complications in the way of internal stresses and related factors which up to now have discouraged designers of aero and auto engines from catering for alcohol.

The foregoing perhaps does not explain fully why Continental motorists of the early 1900's became antipathetic towards alcohol as a fuel, although some of their engines seemed to derive benefit therefrom. In those days, though, there was a total lack of scientific knowledge on the subject of motor fuels, the phenomenon of detonation, or "knocking," had not been studied (it was nearly always attributed to carbon deposit) and was just classed as pre-ignition, the significance of the compression ratio in relation to power output and thermal efficiency had not been realised and the volumetric efficiency of engines was unexplored, even if appreciated.

In other words the thermo-dynamics of the petrol engine were a complete mystery, engine design was based on empirical experiment rather than on scientific research and the engines produced by the various manufacturers were not designed on common principles as they are today.

Manufacturing methods were not precise and engines of identical make and type often had entirely different physical characteristics with widely differing performance in consequence.

It is likely that the only adjustments made by these early motorists when using alcohol consisted of enlarging the jets, or whatever performed their functions in those days, and of advancing ignition timing somewhat.

It is noted that the Gobron-Brillée engine required a heated inlet pipe when using alcohol, which is not surprising since extraordinarily long inlet pipes were fashionable in those days on account of the mistaken belief that a long pipe aided the vaporisation of the fuel. In actual fact such pipes tended to overcool the mixture, setting up deposition and uneven running; they also made starting up difficult and at low engine speeds often accumulated ice around the air ports and jets which, of course, upset the running. This was due to the latent-heat effect, *i.e.*, the amount of heat required to bring about a change of state from liquid to vapour, heat which is extracted from the surrounding air and from the carburetter and pipes. Alcohol has about three times the latent heat value of petrol and so chills the induction system to a much greater degree which doubtless explains why the Gobron needed supplementary heat.

This cooling property of alcohol is of great benefit if proper use is made of it, since a much heavier charge can be drawn into the cylinders and the combustion chamber keeps cooler during the working stroke; thus it may well be that the ultra long-stroke engines "Baladeur" mentions favoured alcohol in some cases.

Charles Jarrott's remarks on the unpleasantness of the exhaust gases are understandable despite M. Henriod's perfectly true claim to the purity of the exhaust, for in any case the engines at the start of the race Jarrott mentions would be running at low speeds, on small throttle openings, while waiting for the flag to drop, conditions calling for an over-rich mixture, and since much richer mixture strengths are needed with alcohol Jarrott and his fellow competitors were inhaling much more of the incomplete combustion products, in the shape of carbon monoxide and carbon dioxide, than they had been accustomed to when the races were run on petrol.

M. Henriod's observations were no doubt based on mixtures adjusted for perfect combustion rather than for maximum power.

The successful alcohol/benzine mixtures were in all probability alcohol/benzole blends and for "benzine," which is petrol, "benzene" which is benzole should be substituted.

Though modern benzole blends excellently with alcohol the benzole of those early days was not produced as a motor fuel and it contained a very high proportion of sulphur as well as much tarry matter, ingredients fatal to the valves and piston rings of any engine. This sort of benzole was used for richening up coal gas supplied for domestic use.

It was not until about 1908 that the producers of benzole appreciated that it had to be freed of sulphur and especially treated before it become acceptable as a motor fuel.

Those pioneer motorists who used this crude old benzole with their alcohol may well have blamed the alcohol unfairly for their troubles.

The malachite green to which M. Henriod objected so strongly was no doubt green carbonate of copper sometimes called mountain green. Its chief use is said to be as a source of copper, though it also appears as ornamental stonework and is then called malachite.

Malachite green, on the other hand, is a green dye known as benzaldehyde green and it is euphoniously described as "a triphenylmethane dye, being the zinc soluble chloride oxalate or ferric double chloride of tetramethyl-para-aminotriphenylcarbinol"; this no doubt would denature anything, even the most potent of alcohols, and if it was the one M. Henriod encountered I am sure that, after having to spell it, he disliked it as heartily as I do.

Modern practice has been to denature commercial alcohol with pyridene, a noxious substance closely associated with the objectionable nicotine befouling a favourite pipe.

Although I spent a deal of time in the company of Edge and Jarrott I do not remember them discussing alcohol (as a useful fuel) and I am sure that we did not use it with the Gordon Bennett and Grand Prix racing cars to which we ministered in those far-off days.

The modern conception of alcohol as a motor fuel developed about 1920 and then mainly in connection with racing. The principles adopted were the outcome of Ricardo's comprehensive researches in the subject as exemplified in "The Report of the Empire Fuels Committee, published by the Institution of Petroleum Technologists," *circa* 1924, a work providing the student with a mine of invaluable information and a sound basis on which to build further research.

Most of us remember Ricardo's famous 1920-22 T.T. Vauxhall racing engines; these provide a comparatively modern example of an engine designed to take advantage of the properties of alcohol.

About the same time racing motor-cyclists realised that their needs could be covered by alcohol, and it is obvious that the remarkable stamina of the modern motor-cycle engine is largely due to the design improvements required to make engines sturdy enough to handle the impressive b.m.e.p.s obtainable.

There is no end to the variety of alcohol, petrol, benzole, water, tetra-ethyl-lead blends of fuel employed by racing men in the last twenty years, and many and weird are the recipes employed by the cognoscenti to obtain super power.

In actual fact few additives, if any, give any improvement in performance, except in the imagination of the user, and the most gene.ally successful fuel has been that compounded of equal parts of good petrol, benzole, and alcohol (either methyl or ethyl). Varying proportions may be required to meet the vagaries and whims of carburetter and induction systems, differing compression ratios, and the mixture-heating effects of really high supercharger pressures.

Information on racing fuels up to 1939 will be found in *Motor Racing*, the Lonsdale Library Vol. XXVII, published by Seely Service & Co., Ltd., and if light is required on the effects of alcohol fuels on engine mechanisms, reference should be made to the Research Reports of the Institution of Automobile Engineers which are now incorporated in the archives of the Automobile Division of the Institution of Mechanical Engineers.

Other interesting points, to an old timer, in "Baladeur's" article are :—

(1) Full floating rear axle—de Dion Bouton made early examples with a solid weight-carrying axle with freely floating half shafts, universally jointed, taking the drive to the road wheels. Some modern German cars provide examples of this design.

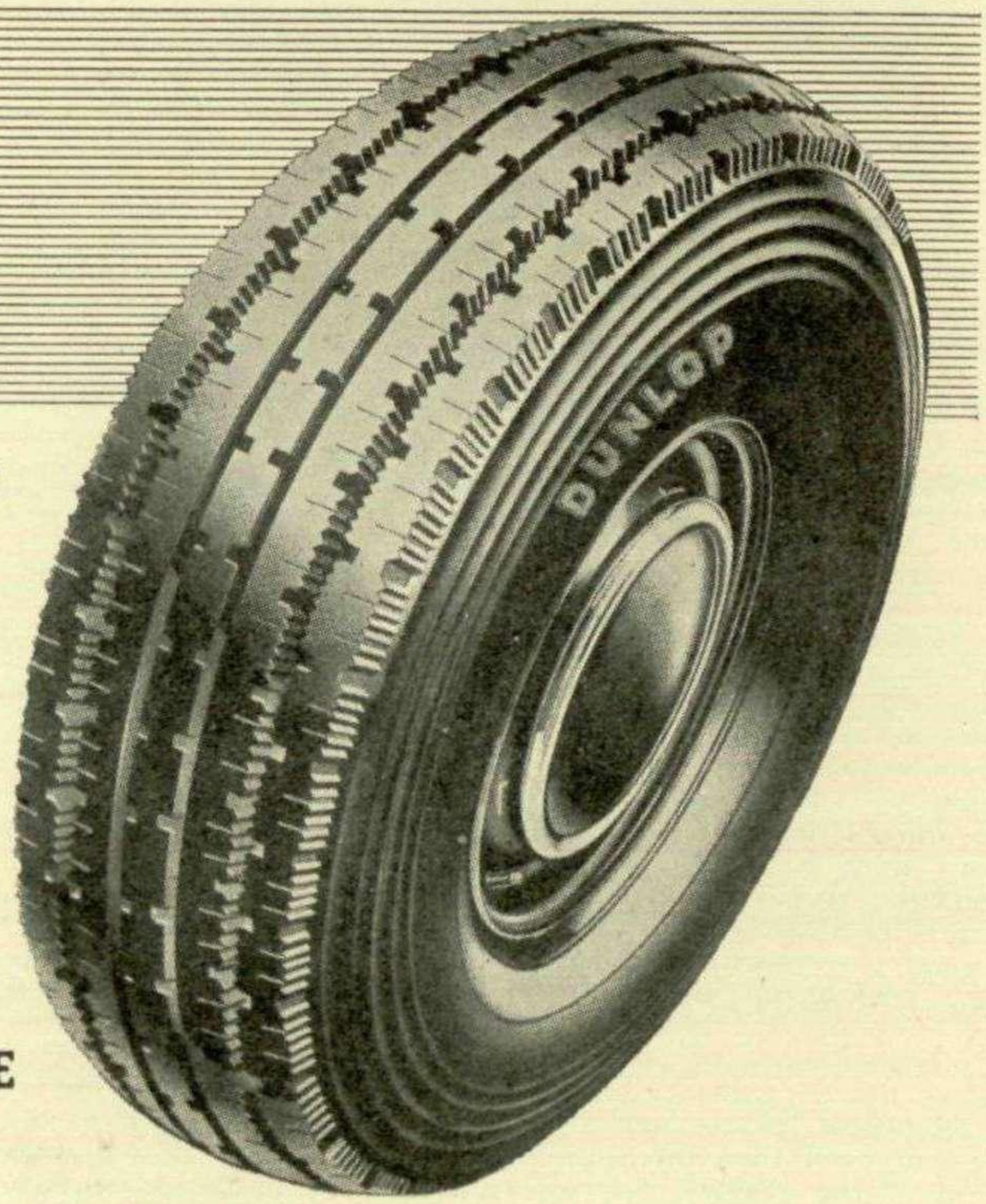
(2) Rotary valves—in an early issue of *The Motor*, when it had a green cover, a patent for rotary valves on the part of Lamberjack, a well-known racing motor-cyclist, was described, *circa* 1905.

(3) Alcohol has a remarkably solvent effect on castor oil (it is not soluble in petrol) and other lubricants and has been suspected as a cause of cylinder wear. It certainly dissolves the gummy residues found with engine carbon and for this reason is sometimes put forward as a decarbonizing agent.

(4) The Serpollet cars mentioned are thought to have been steam cars (full title Darracq-Serpollet). If this is so they used their alcohol for external and not internal combustion, in which case their reactions to the fuel are not comparable with those of the other cars.

L. G. CALLINGHAM,
M.I.Mech.E., M.I.A.E.

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THE NEW TALBOTS. The "Monoplace" and the "Lago Grand Sport," described by T. G. MOORE

ONE of the most interesting newcomers to 1947 racing was the Talbot single-seater, which made its debut in the Grand Prix de Nice. Large-engined unsupercharged cars are normally at a disadvantage on twisty round-the-town circuits, but in this race Chiron held his own against the lighter and faster blown 1½-litres, and at 30 laps had reached third place. High temperatures and unsuitable fuel brought about the car's retirement with a blown gasket, but the true form of the combination was shown at the end of the season, when Chiron brought his car to victory in the French Grand Prix at an average speed of 77.94 m.p.h. over the 314 miles of the Lyon circuit.

The car shows a progressive development from the four-litre sports cars which captured first place and the team prize in the 1937 T.T. race at Donington. The capacity was raised to 4½-litres in 1938. Reduction of frontal area, good streamlining and an increase of horsepower, following the adoption of the double-camshaft lay-out, have all played their part in improving the performance, and the all-out speed of the Monoplace is now quoted at 146 m.p.h.

The engine is an efficient six-cylinder unit with hemispherical combustion chambers in an alloy cylinder-head and valves set 95 degrees apart. These are operated through push-rods and rockers from two camshafts carried high up on either side of the cylinder-block. The inlet valves are appreciably larger than the exhausts. Bore and stroke are respectively 93 and 110 mm., giving a capacity of 4,482 c.c.; 14-mm. sparking plugs are used, with magneto ignition. The engine has a safe maximum of 4,600 r.p.m., and the crankshaft is carried in seven main bearings.

The engine is fitted with three Stromberg-Zenith downdraught carburetters, and runs on Ternaire (60 per cent. petrol, 25 per cent. Ethanol, 15 per cent. benzol). The fuel tank holds 28 gallons and the fuel consumption is given as 8¼ m.p.g. Dry-sump lubrication is used, in conjunction with an oil radiator, and the system holds 5½ gallons.

The transmission follows normal Talbot lines, with a single-plate clutch, coupled to the operating pedal of the Wilson self-change box, an open propellor shaft and an orthodox back-axle. Independent springing is used for the front wheels. The stub axles are carried at their upper ends by transverse swinging links, the bottom ends being coupled to a transverse laminated spring.

Half-elliptics are used for the back axle. Friction and hydraulic shock-absorbers are fitted on the front and rear suspension.

The chassis is of box-section, and the car has a wheelbase of 8 ft. 2 in. The front wheels have a track of 4 ft. 5 in., with 4 ft. 3½ in. for the rear wheels. The brakes are hydraulically operated, and work in 16-in. brake-drums; 5.25 by 18 in. Dunlop tyres are used in front, while the rear tyres are of 7 in. section.

The straight run of the side-members allows an exceptionally sleek single-seater body to be fitted. The bonnet is domed to clear the valve cover of the top of the engine and then sweeps down to meet the chassis fairing. The fins of the oil-cooler project slightly from openings on each side of the scuttle.

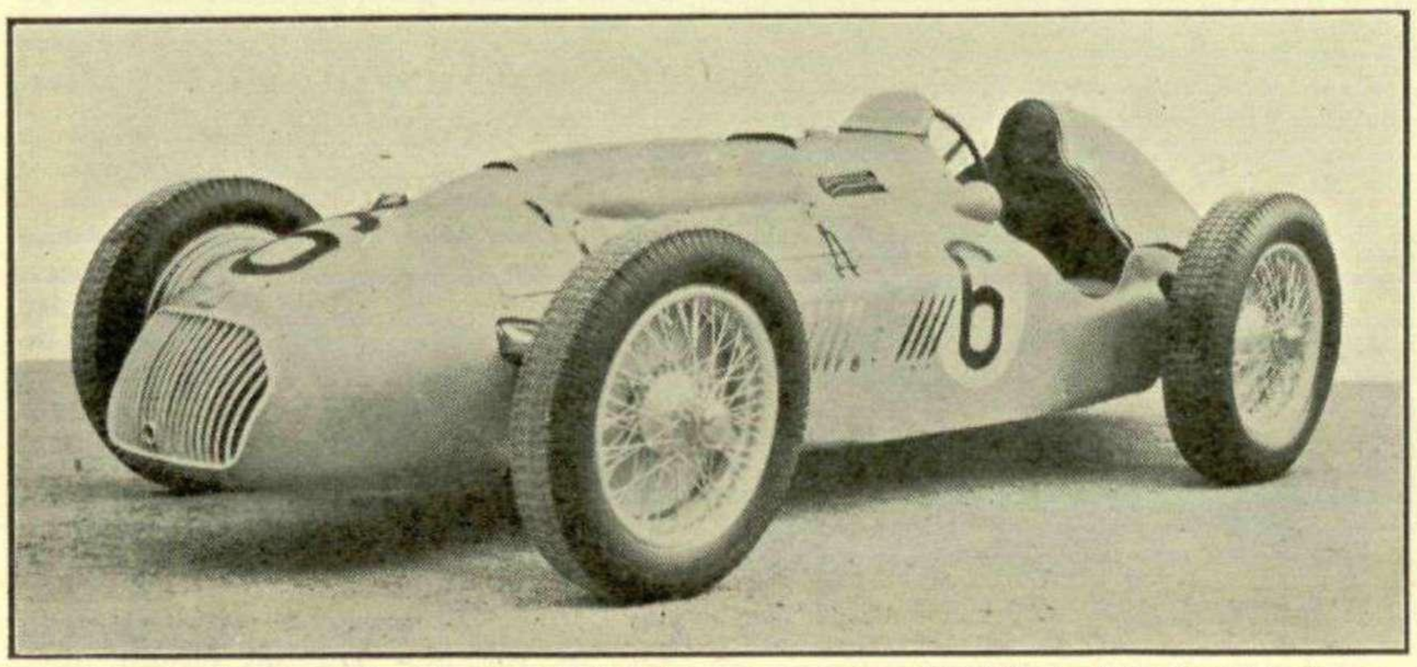
When I visited the factory last year, Monsieur Lago told me that he was planning to build fifteen or twenty single-seaters, and in fact a considerable number of racing bodies had already been completed, and were waiting for the chassis. I understand now that not more than six will be built for the present racing season.

The single-seaters are of course hand-made, and at a price of £3,000 or so represent little profit for the firm. As a consequence, Monsieur Lago only sells the racing cars to drivers who can be relied upon to make the best use of them. As in 1947, the policy is to build the racing cars for "independent" drivers and teams, and it is not intended to form an official Talbot team.

As mentioned above, only a limited number of the single-seater racing cars are being produced, but for 1948 a new two-seater super-sports car is announced, the Lago Grand Sport. This car is designed with a view to being run in hill-climbs and rallies, and is produced only in chassis form. It provides room for a two-seater body, with ample luggage space behind, and the maximum speed is given as 124 m.p.h., as compared with 105 m.p.h. for the standard Lago Record sports chassis.

The engine of the Grand Sport is based on that of the Lago Record, with two camshafts operating overhead valves set at 45 degrees, and a compression ratio of 7.5, giving a rated horse-power of 190 at 4,200 r.p.m.

Transmission and chassis details follow those of the racing car, with slightly smaller brake-drums. The wheelbase is of course longer, measuring 8 ft. 8 in., with a front and rear track of 4 ft. 6 in. and 4 ft. 4 in., respectively. The fuel tank holds 23 gallons. With low-mounted custom built coachwork the car should be an attractive proposition, and will no doubt be well to the fore in 1948 sporting events on the Continent.



The fine lines of the latest racing Talbot can be appreciated from this photograph.

BY AIR TO THE RACES

We learn from Air Contractors, who had the task of flying Hutchison's Alfa-Romeo to Bouley Bay last season, that they are fully prepared to do similar feats for their clients this year. For this purpose freighter Dakotas would be used, although a Miles "Aerovan" took the Alfa aforementioned. We gather that two cars of E.R.A. size could occupy one Dakota, enabling two entrants to split expenses. In addition to this service, Air Contractors can fly human freight to the races and, because they propose to use their un-sound-proofed Dakotas, which, however, are heated, air-conditioned and equipped with 24 arm-chair seats, their rates are very reasonable. Some sample fares, applicable providing all 24 seats are sold, are, per passenger:—Geneva, £11; Monaco, £18; Isle of Man, £5 17s. 6d; Brussels, £5; Rheims, £5 10s.; Bari, £30. Telephone Whitehall 6071, or Bovingdon 2296 if you are interested.

★ ★ ★

BATTERY FIRST-AID

In this age of coil ignition and electrical gadgetry, a "flat" battery can put the finest of automobiles or motor-cars out of action. Consequently, the service station that can offer efficient re-charging facilities gets the custom. Runbaken have introduced an excellent piece of equipment in the form of the "Fastcharge," which should be of interest in this connection. A "Fastcharge" can be wheeled to a car and the battery charged without removal, or it can charge a number of batteries. The charge will taper down automatically from 60 amps. if required. The Dual-model "Fastcharge" also offers another unique facility; that of starting even the stiffest of newly-assembled engines without use of the car battery. These modern methods of battery first-aid and engine starting will appeal to all up-to-date garages and service stations and to owners of more than one car. Full details may be obtained from: Runbaken Electrical Products, Manchester.

WHAT DOES IT COST?

R. R. Mountford analyses the expenses which A. F. Rivers Fletcher incurred during a season's sprint motoring last year with his unblown M.G. Magnette.

THAT motor racing is an expensive business is a generally accepted fact. Few people have published accurate figures of what it really does cost, while those who have, notably H.R.H. Prince Chula, have referred to full-scale Continental racing. Probably many drivers have been deterred from keeping accurate accounts of their expenses, from a fear that when set down on paper, what had been an unpleasant suspicion would become a depressing fact.

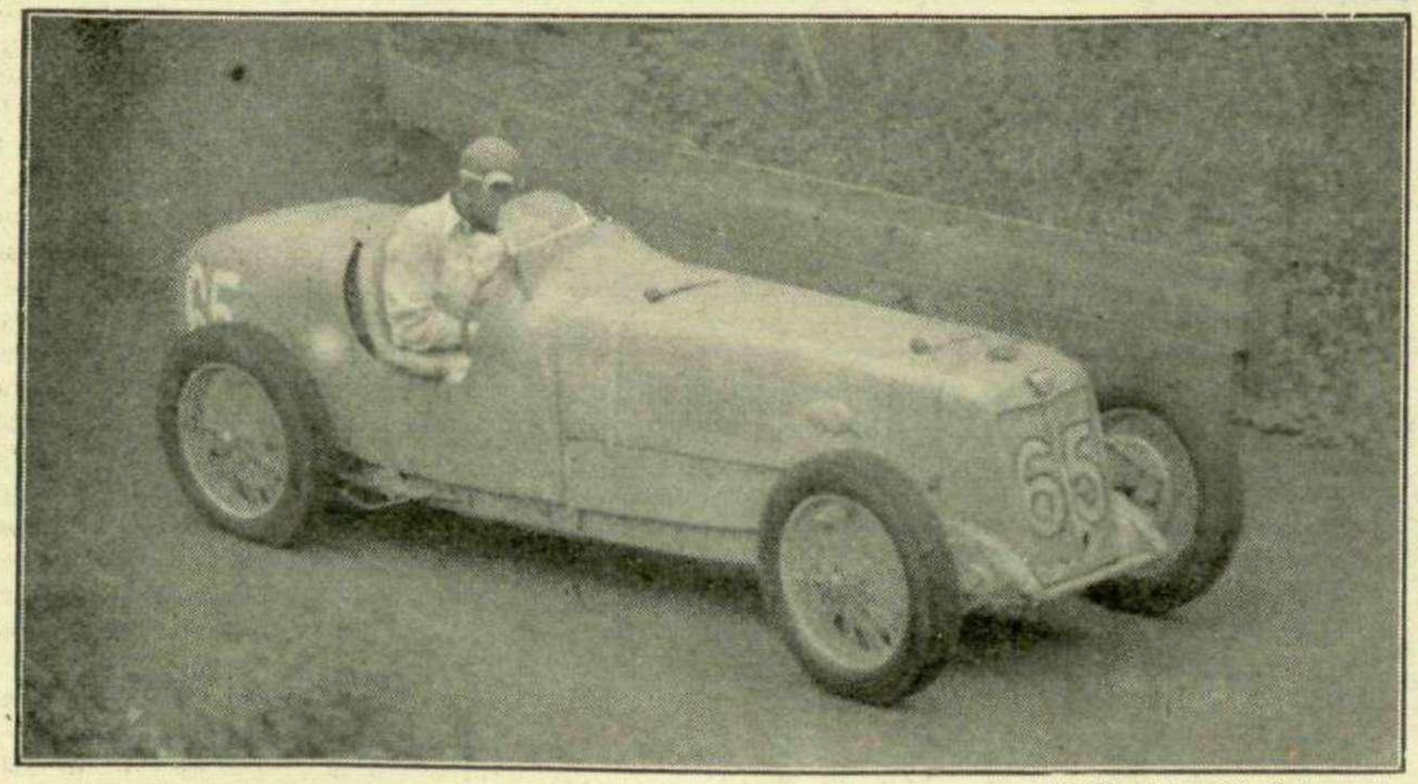
The author assisted Rivers Fletcher with his H.R.G. in 1946, and, together with Charles and Eva Meisl, joined Rivers and Penny again in 1947 to form a sort of amateur *equipe* to run his unsupercharged single-seater M.G. Magnette in the season's sprint events. Right from the start a log was kept and in it was recorded every penny of expenditure connected with the car, together, of course, with full details of all the work carried out and performances in practice and in the events.

From the figures published below it will be seen that there is one obvious omission; the cost of the car itself. Here a fair amount of capital is required, since a car of similar type to the M.G. Magnette costs at the present time anywhere between £600 and £1,000. At first sight this may not seem much money for a car, but it must be remembered that being a racing car it can only be used for this one specific purpose and must therefore be an addition to one's normal stable and it will certainly require the use of another car to act as tender and to tow it to and from racing meetings. If it is well maintained the value of a racing car these days at the end of a season will be substantially the same as at the beginning, and at the worst, depreciation should not amount to more than about £100. Another point concerns the cost of repairs. In this instance about 70 per cent. of the total was for labour, as all this work was done professionally by the Monaco people at Watford, and here it should be explained that Rivers' connection with the engineering side of that company did not extend to the garage side of the business, so that all the work on the Magnette was done at a profit to the company, although he had the advantage of favourable terms. He also had the very considerable advantage of free expert tuning by Peter Monkhouse, while in addition the *equipe* put in about three hundred hours on routine maintenance and cleaning.

The log book shows that even in a programme of sprint events, quite a respectable mileage can be covered. On tow to and from meetings this mileage was 2,504; under power at low speeds totalled 167—enquiries as to where this was done are tactless! At racing speeds the figure was 98, accounted for largely by the Gransden Lodge Meeting, and tests on various airfields. Included in this 98 miles were twenty-two climbs of Prescott, which accounted for about eleven miles. Finally, about five hours were spent warming the engine up with the car stationary.

Keeping a log has proved its value many times, for quite apart from the interest in looking back through its pages, it is of great help when revisiting venues to be able to check on previous information as to best shock-absorber settings, tyre pressures, and other information. The figures set out below are summarised under four headings and it will be seen that, although they certainly come to considerably more than the odd one-and-sixes that one might pay to watch football matches, they still don't run to the dizzy thousands that the uninitiated seem to regard as inseparable from even the most modest motor racing.

	£	s.	d.
1. *Repairs.* Repairs, including replacement parts, is by far the largest group. It includes a complete strip and rebuild of the engine at the beginning of the season; a further overhaul after too many revs. had bent a valve and broken two piston rings; a respray to change the colour from black to pale blue; repairs and more repainting after Rivers had tried to mow down a large tree at Prescott; and also repairs to the fuel tank. This total also includes £5 5s. for the purchase of various hand tools, which should last for several seasons	144	12	1½
2. *Fuel, Oil, and Tyres.* The fuel used is Methanol-based and includes some benzole, acetone, nitro-benzine, petrol ether, and Pool petrol. The cost of two new tyres and tubes is shown, as experience indicates that a set of tyres should last for two seasons ...	16	0	6½
3. *Entry Fees.* These cover four meetings at Prescott, two at Shelsley, and one each at Cofton Hackett, Merston (two drivers), Great Auclum, Poole, Gransden Lodge, and Brighton	29	17	0
4. *Hotels and Travelling Expenses.* The hotel and general week-end expenses can be made practically anything, but in this instance covers all hotel and incidental expenses, including drinks, for three people, the author, Rivers and Penny—Charles and Eva Meisl always paid their own expenses separately, although they assisted with the car at all meetings. The fuel for the towing car was for a Standard Ten for about 2,500 miles	41	16	10½
TOTAL ...	£232	6	6½



A. F. Rivers Fletcher driving his M.G. Magnette at Prescott. Note the shape of the off-side rear tyre. ["*The Motor*" *photograph.*

STOP PRESS

"THE STORY OF THE T.T."

G. S. Davison's excellent story of the motor-cycle T.T. races has now been published in an enlarged, art-paper edition, at 9s. 6d. His new book, "The Story of the Manx," is promised shortly and will be priced at 8s. 6d. Both are welcome additions to the motoring historian's bookshelves.

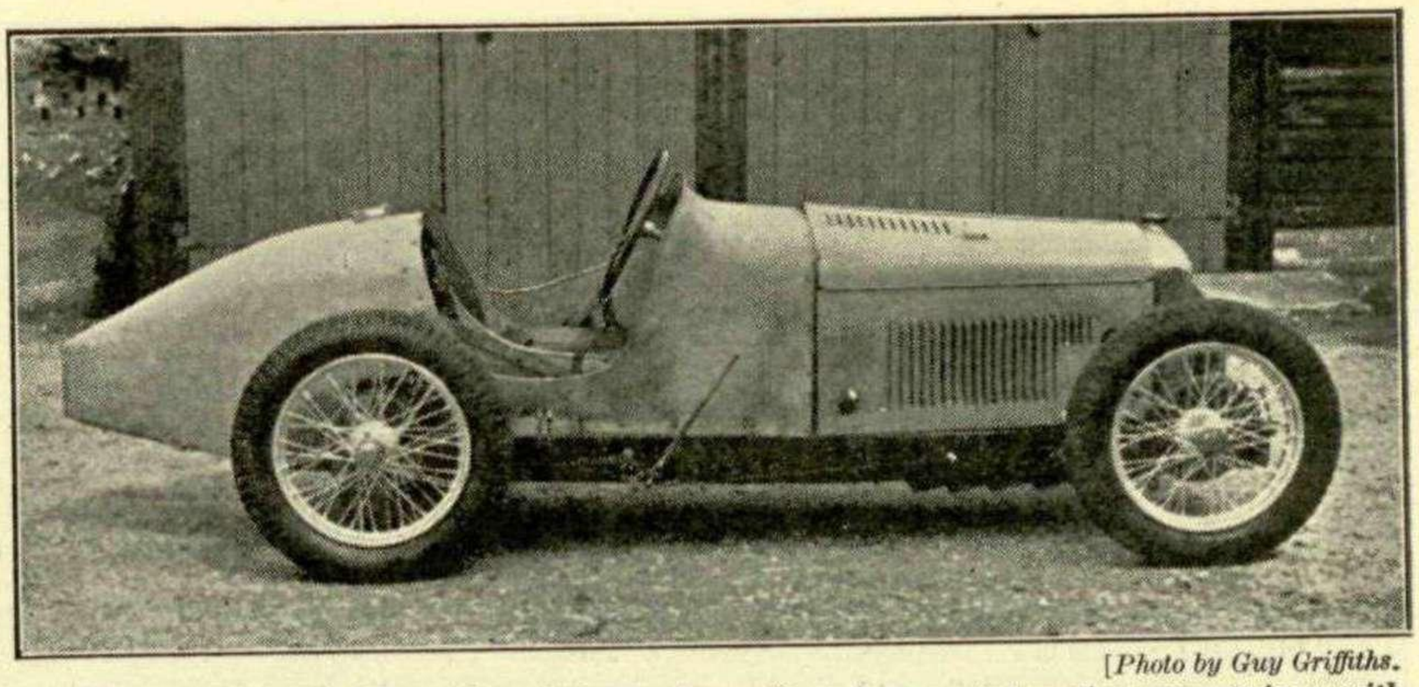
* * *

We learn with regret that the Ulster Trophy races will not be held this year. The Ulster A.C. hopes to revive them in 1949, at the new Dunrod circuit and, meanwhile, will organise the Craigantlet speed hill-climb as usual.

Owen Finch's

RACING AMILCAR SIXES . . .

Some "Stable Information" relating to his ex-Humphreys and ex-Clayton cars, compiled from notes contributed by H. L. Biggs, with his friend Finch's co-operation, and supplemented by some additional data on these famous little cars.



[*Photo by Guy Griffiths.*

A standard Amilcar Six, stripped for racing. It makes an interesting comparison with the ex-Humphreys car shown on p. 149.

SINCE the war Owen Finch, of Weybridge, has run his Amilcar Sixes in sprints and races with such success that one quite overlooks the fact that the basic design of these cars dates back to 1926 or earlier.

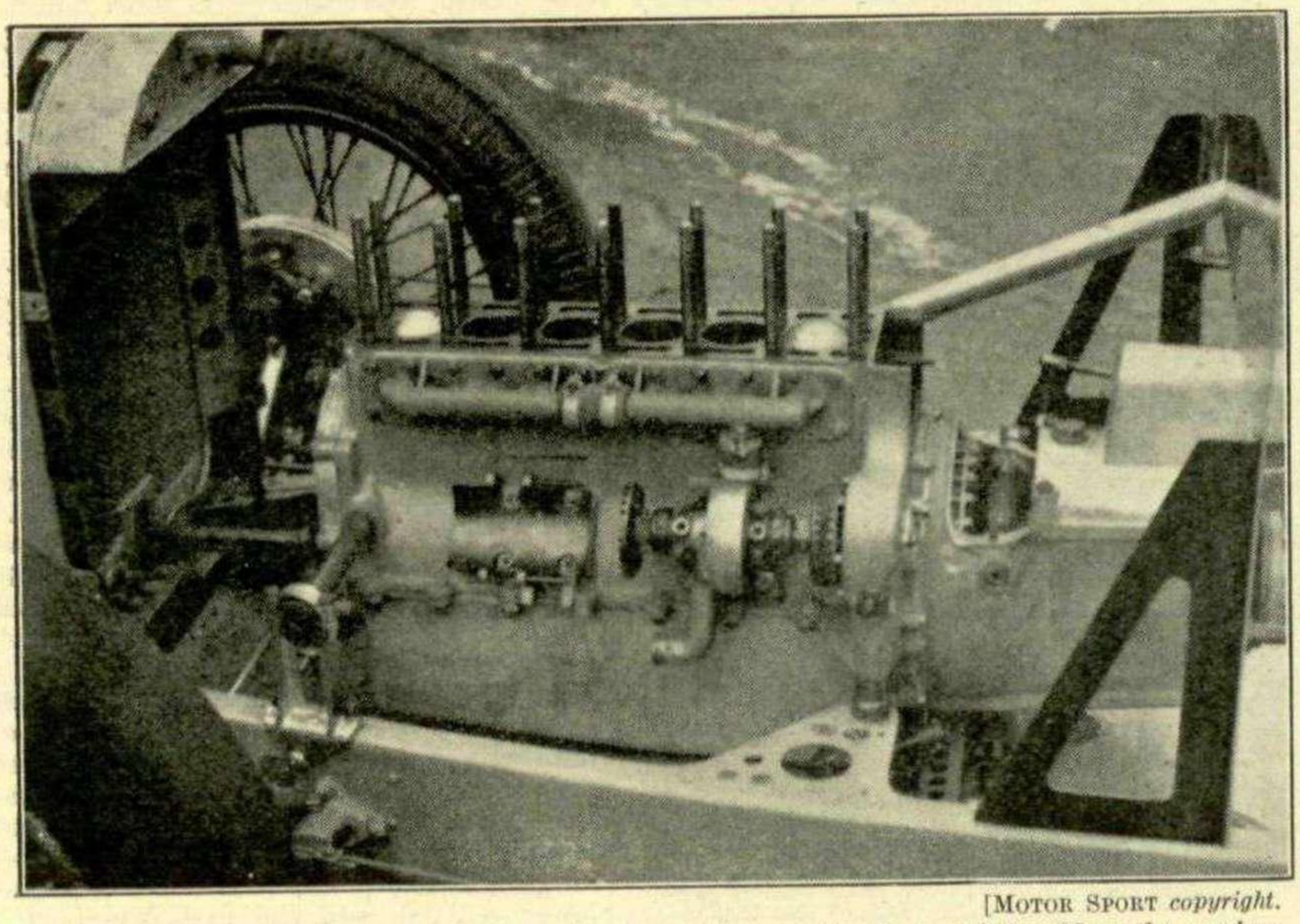
The Amilcar Six is becoming legendary to the more youthful enthusiasts, so it is worth while recalling that it was introduced in 1926, when a team of these cars came over to this country from France and dominated the 1,100-c.c. class of the J.C.C. 200-Mile Race. Martin won the class at 66.65 m.p.h., followed home by his team-mates Duray and Morel. In 1927 these cars were even more in the picture, for Morel's finished second in the race as a whole, averaging 75.17 m.p.h., or only 1.45 m.p.h. less than the race-winning average of Campbell's Bugatti. Vernon Balls was third on general classification and Martin third in the 1,100-c.c. class, in which Morel and Balls had, of course, finished first and second, the average speeds of Balls and Martin being 73.78 and 71.15 m.p.h., respectively.

The design of these little cars was that of the G.P. racing car of the period, and, naturally, immense interest was aroused when a chassis was exhibited at Olympia and the type offered for sale to the public in the ordinary way, with a 2-seater racing body and AI sports-car equipment. The engine was seen to be a six-cylinder of 56 by 74-mm. bore and stroke (1,093 c.c.), with a seven-bearing crankshaft, the end bearings being ball-type, the remainder plain, and two o.h. camshafts, each running in four bearings, the outer ones again being ball-bearings. The camshafts operated inclined o.h. valves, two in each combustion chamber of the detachable head, with triple springs. Oil was conveyed to the valve gear *via* the hollow camshafts. The big-ends were plain bearings, and dry-sump lubrication was employed. The engine was supercharged at 12 lb./sq. in. by an Amilcar-Roots blower lubricated from a separate oil-tank and filter. Ignition was by magneto, the crankcase incorporated three large breathers, and cooling was by pump. A rev.-counter was driven from each camshaft.

The drive went through a plate-clutch with 36 springs, to a four-speed and reverse gearbox giving ratios of 11.75, 8.2, 6.2 and 4.5 to 1, with a 16.1 to 1 reverse. The chassis was sprung on ½-elliptic front and ¼-elliptic rear springs, with shock-absorbers front and back, and there was a housing for the Hardy-Spicer universal joint of the propeller-shaft. The ribbed brakes on all four wheels were pedal-operated, *via* Perrot-mechanism and cables at the front, and an outside hand-lever applied the rear shoes only. Well-base rims carried 27 in. by 4.40 in. Dunlop tyres, and a six-branch outside exhaust system with Brooklands silencer was standard. The Amilcar Six was sold with hood, screen, wings, dynamo lighting, self-starter, spare wheel, clock, speedometer, twin rev.-counters, air-petrol feed by hand-pump, and a set of tools—one of the most desirable sports-racing cars it is possible to imagine. The wheelbase was 6 ft. 2 in., track 3 ft. 8¼ in., overall length 11 ft. 2 in., and overall width 4 ft. 2½ in. The makers claimed speeds of approximately 40, 60, 80 and 105 m.p.h. in the gears, with a fuel consumption of 24 m.p.g. and an oil consumption of 800 m.p.g.

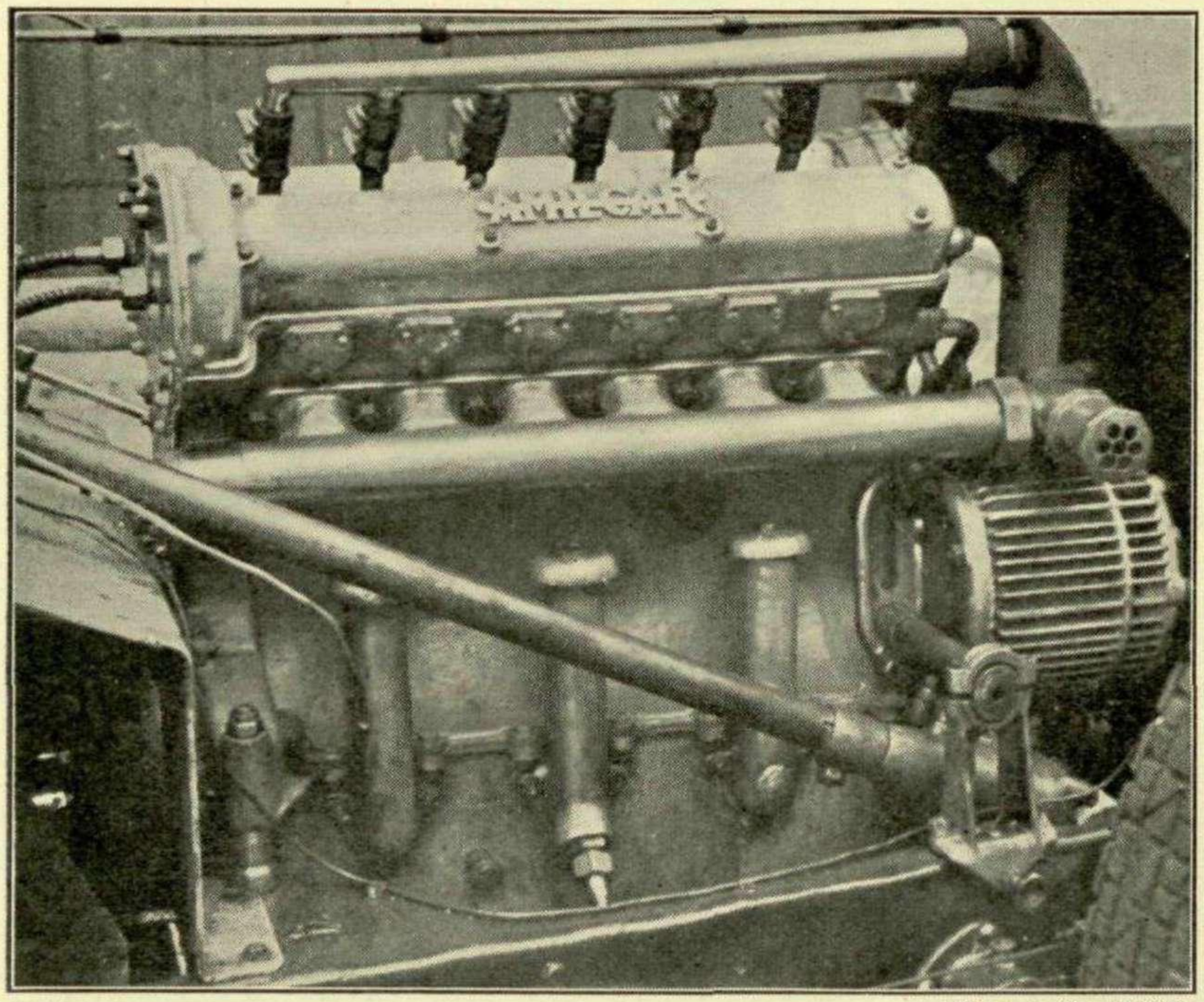
It might be thought that this very attractive "1,100" would rival the G.P. Bugatti in popularity, but in reality only a very small number was imported to this country, possibly because the price was on the high side, being £725 for the chassis when first introduced, falling to £695 for the complete car from 1928-29.

Nevertheless, those cars that did get to England were extensively raced, not only in short events but in our long-distance classics and also in such sports-car events as the T.T., "Double-Twelve" and Six Hour races. At Brooklands Amilcar Sixes were handled by Balls, Harcourt-Wood, W. B. Scott, Miss Machonochie, Major A. T. G. Gardner, Brian Twist, H. T. H. Clayton, Byrom, Payne, Humphreys, Faulkner, Courtney, Oats and F. Monkhouse. After this passage of time we do not intend to trace the histories of these cars, especially as Mr. Biggs does not do so in his notes; but someone may like to get out a "family-tree" and establish the identity of those cars still in existence. For the



[MOTOR SPORT *copyright.*

A picture showing an Amilcar Six with its engine partly dismantled. Note the engine mountings, the water pump and water gallery, and the substantial cylinder-head studs, etc.



[*Photo by Guy Griffiths*

The inlet side of a standard Amilcar Six engine, showing Roots supercharger, blow-off valve and inlet manifold, triple breathers, drives for the twin rev.-counters, and the front engine mounting. The water off-take would appear to be the non-standard version mentioned in the text, with six off-takes from the head in addition to the original pipe.

present, it suffices to say that most of them ran in more or less standard form, stripped of equipment, and that in 1928 Miss Machonochie's car lapped during a race at 104.41 m.p.h., the only other Amilcar Six that had exceeded the century at that time being Vernon Balls', at 103.76 m.p.h.

There is no doubt but that the most successful of these cars were those raced by Henken Widengren, the late "Bill" Humphreys and H. T. H. Clayton, and this lends point to this article, for Mr. Biggs' notes deal with the two latter cars, raced at the present time by his friend Owen Finch, of Weybridge.

Widengren's car was endowed with a well-streamlined single-seater body, and in Motor Sport for April, 1940, Biggs told how he accompanied this car to Montlhèry in 1933, when it took the Class G hour record at 115.54 m.p.h. Widengren also lapped Brooklands at 110.92 m.p.h. during a 1933 short-handicap race. This car was prepared for racing by Alec Francis, and at the same time he prepared W. E. Humphreys' black, normally-bodied car.

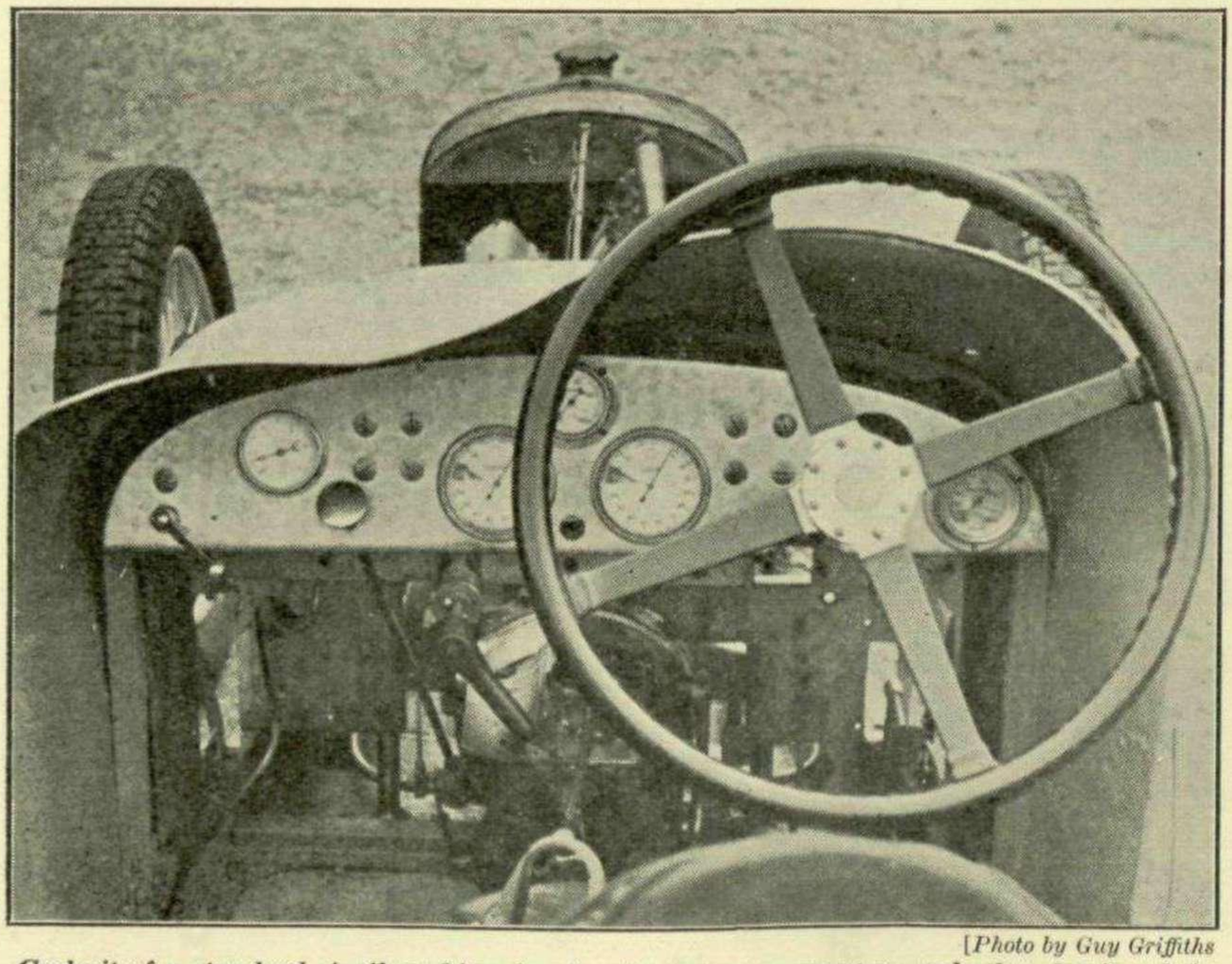
The modifications included special camshafts, and six separate, small-bore, water off-take pipes rising from the head above each bore to cure local overheating round the valves. Humphreys chromium-plated the chassis of his car while it was stripped down and had a special Amherst-Villiers supercharger built up, which was interchangeable with the standard Roots layout, but which blew at 16 lb./sq. in., an increase of 4 lb./sq. in. Widengren's car sheared its camshaft timing-wheel key on one occasion, so Francis made up a vernier coupling for these wheels and this modification was also applied to Humphreys' car. On this car, too, Francis re-balanced the crankshaft, removing 7 oz. from each crank web during this operation.

Humphreys' Amilcar made its Brooklands debut in 1931, lapping on two occasions in a short handicap at 105.97 m.p.h. In the 500-Mile Race of that year it was leading the 1,100-c.c. class with three laps to go when the front axle broke. It had been going round consistently at nearly 100 m.p.h. before this occurred.

Whereas Widengren retained his car and ran it at Brooklands at odd times, Humphreys disposed of his Amilcar to R. F. Oats. With an eye on short-handicap races, Oats removed the blower, substituting two carburetters, after replacing the camshafts with new ones specially devised by Francis for the unblown engine. In this form the car was extremely successful, lapping at 96.33 m.p.h. during the 1934 season.

The car next changed hands to H. T. H. Clayton, who, with F. C. Monkhouse, was to race two of these Amilcars, the other being the red car which Major A. T. G. Gardner had first run at Brooklands in 1929, and with which he lapped at 96.71 m.p.h. on three separate occasions during 1930. With it Clayton improved to 99.61 m.p.h. in 1931, and 107.57 m.p.h. during 1932, the car, now entered as a Clayton-Amilcar, improving to 116.09 m.p.h. in 1934. In 1935 Monkhouse did a lap at 101.02 m.p.h. in the ex-Humphreys car, *still unblown*.

Clayton and Monkhouse continued to run their two Amilcars, and when the Campbell and Crystal Palace circuits were opened Clayton modified his cars to meet the special requirements of such racing. He put the engine from the ex-Humphreys car, now with the Villiers blower refitted, into the ex-Gardner car, and completed the swop by using the ex-Gardner engine in the ex-Humphreys car.



[*Photo by Guy Griffiths*

Cockpit of a standard Amilcar Six, showing the twin rev.-counters and other details of the business-like "office."

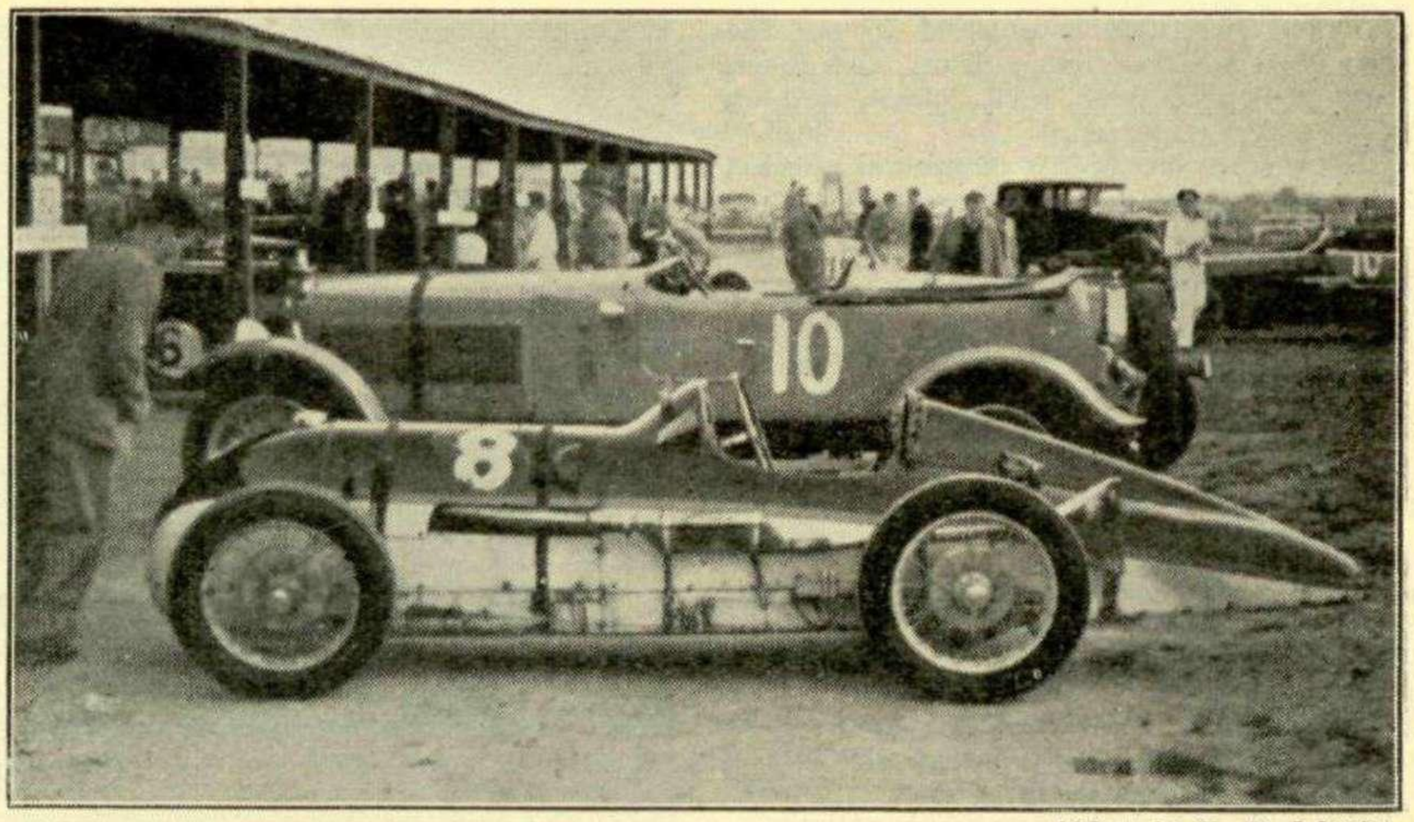
At the same time both cars were given Lockheed brakes, and here it should be mentioned that after Humphreys' front axle had broken in the 1931 500-Mile Race, Francis designed an I-section axle for Widengren's car, which was made up by Vickers. During this time he was developing Jack Bartlett's Salmson at Automobile Supertuners, and for this car a similar axle, with new stubs, was made. The Salmson's axle was acquired by Clayton and used on the ex-Gardner car when the new brakes were fitted, but the normal U-section axle with rounded ends was retained on the ex-Humphreys car. It seems that a rebored engine, of 56.1-mm. bore (1,097 c.c.), was used at times in both Clayton's cars. The Clayton-Amilcar, Villiers-blown, went from strength to strength, Clayton lapping at 121.47 m.p.h. in it during 1937, his best standing lap being at 105.29 m.p.h.

During the war both Clayton's Amilcars were acquired by Owen Finch and Harold Biggs continues the story from this point.

Finch bought the ex-Humphreys car in February, 1946, and the Clayton-Amilcar in March, 1947 ; he also bought a spare engine and was able to rebuild both cars to his own specifications. The ex-Humphreys car remained substantially unaltered, the secret of its performance being pluperfect fitting. That may be the reason for these two Amilcars being the only examples running successfully in this country ; they definitely do not respond to ham-fisted assembly. Finch fitted an aluminium screen before the dumb-iron oil tank owing to the great difficulty experienced in getting the oil to attain, and maintain, a decent working temperature. He ran this car at Gransden, where it finished third in the 1,100-c.c. racing-car class, at Prescott, at Brighton and at Great Auclum in 1946, and at one 1947 Prescott meeting. The car weighed 15 cwt. with oil and water.

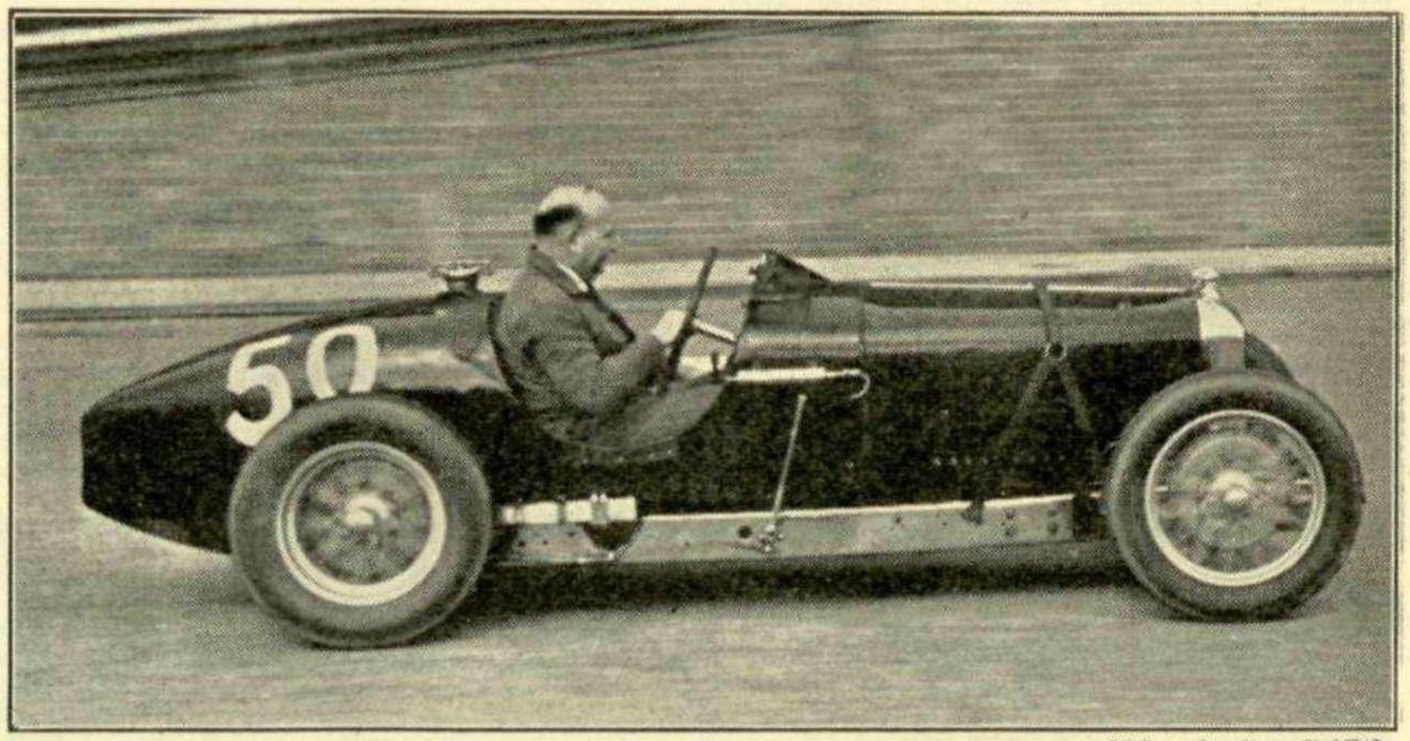
The Clayton-Amilcar is of great interest. Its carburetter is a Solex with barrel throttle, now rarely seen, but having the advantage of an unobstructed choke at full bore ; it is of 40-mm. size, with a 35-mm. choke. Whereas the ex-Humphreys car retains the 20-gallon tail tank, the Clayton car has a smaller 17-gallon rear tank, and Finch has fitted another 7-gallon tank beside the driver ; he also grouped the instruments on a smaller dashboard in front of the driver, and made a beautifully-neat windscreen of perspex in an aluminium frame spring-mounted to the scuttle. Everywhere one looks on this car one observes the same meticulous care in preparation ; the detail work is a joy to behold. The weight of the Clayton car is now down to 14 cwt. It uses the aluminium bonnet from the other car, but the remainder of the bodywork is steel and the chassis is very weighty ; it may be that a lighter chassis will be produced for it in due course ; the engine certainly deserves it.

One thing that surprised Clayton, when he called on Finch to see his old car, was that it had been standing with the radiator full. In 1933 we found it so difficult to retain gasket sealing that these engines were always drained of water whenever they were to be left standing any length of time ; this points to the excellent fitting referred to before.



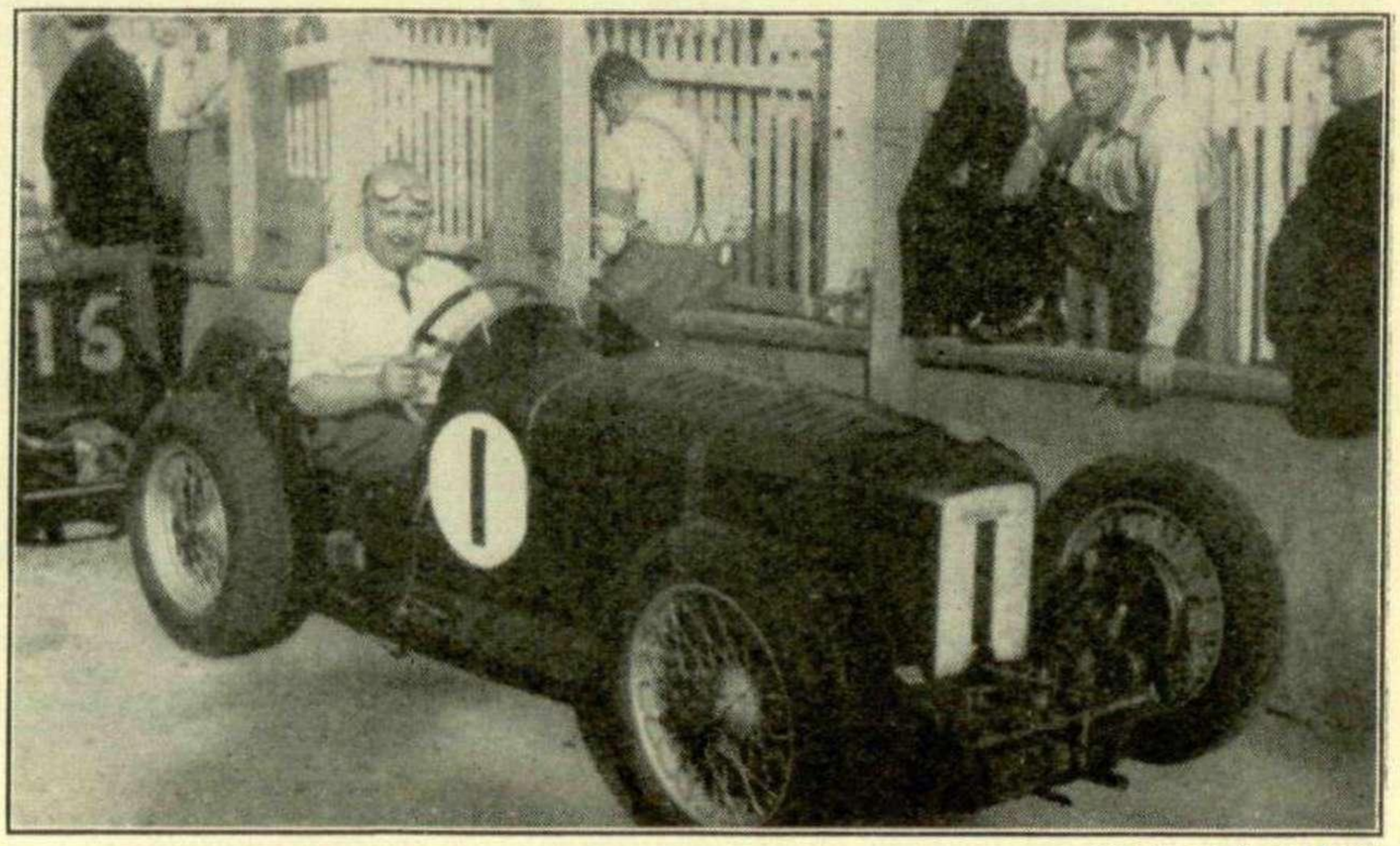
[*Photo by H. P. Jolowicz.*

Henken Widengren's streamlined single-seater Amilcar Six at Brooklands before the war, with a 3-litre Sunbeam behind it. This Amilcar took the Class G Hour Record at 115.54 m.p.h. in 1933.



[*Photo by Guy Griffiths*

Owen Finch competing in the 1946 *Brighton Speed Trials with the ex-Humphreys Amilcar Six. Note the lengthened wheelbase by reason of new back springs, and the elimination of the brake pedal cross-shaft due to the adoption of Lockheed braking.*



[*Photo by S. R. Keig.*

Owen Finch at the wheel of his ex-Clayton Amilcar Six before the 1947 *Isle of Man race.*

Clayton was also astonished to see the car start on the first pull-up, tick over, and go up to peak revs., clean, and on the same Lodge plugs.

Now for a few points of general interest regarding these two Amilcars.

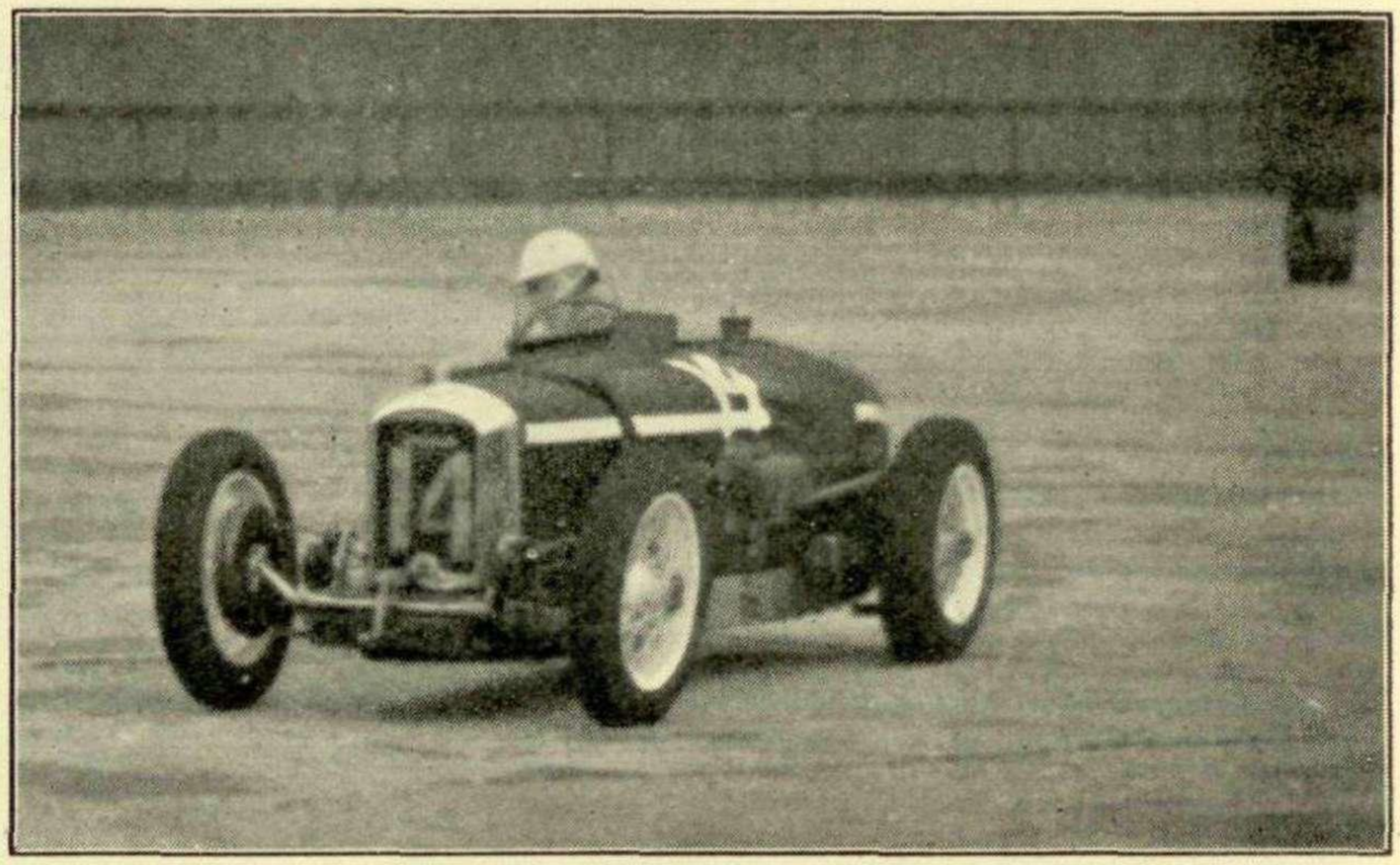
The special camshafts for the blown engine give a timing as follows :—

I.O. : 12 degrees before t.d.c.
I.C. : 47 degrees after b.d.c.
E.O. : 43 degrees before b.d.c.
E.C. : 15 degrees after t.d.c.
Ignition : fully advanced 60 degrees before t.d.c.
Tappet clearances : .018 in. exhaust ; .014 in. inlet.

Finch uses two axle ratios, 4.5 to 1 and 5.1 to 1, and the Clayton engine with Villiers blower would appear to peak at 7,500 r.p.m. The wheels have been rebuilt, with 16-in. rims at the rear and 18-in. at the front, and these are used with 6.00 and 4.75 tyres, respectively.

As I have said, only Clayton's car was fitted with a special front axle, the ex-Humphreys car retaining the standard Amilcar axle. No further trouble has been experienced with the apparently weak beam, but both cars have been fitted with brake-reaction cables to save the beams from torsional stresses.

Last season Finch took the Clayton car to Ulster for the handicap event, with the engine from the ex-Humphreys car as a spare. The Clayton engine had a compression ratio of 8 to 1 and the Villiers blower, giving 16 lb./sq. in., proved too much for the cylinder block, the whole top, complete with studs, erupting. Before this happened the car was going extremely well, although a rapidly increasing oil-leak caused Finch some anxiety.



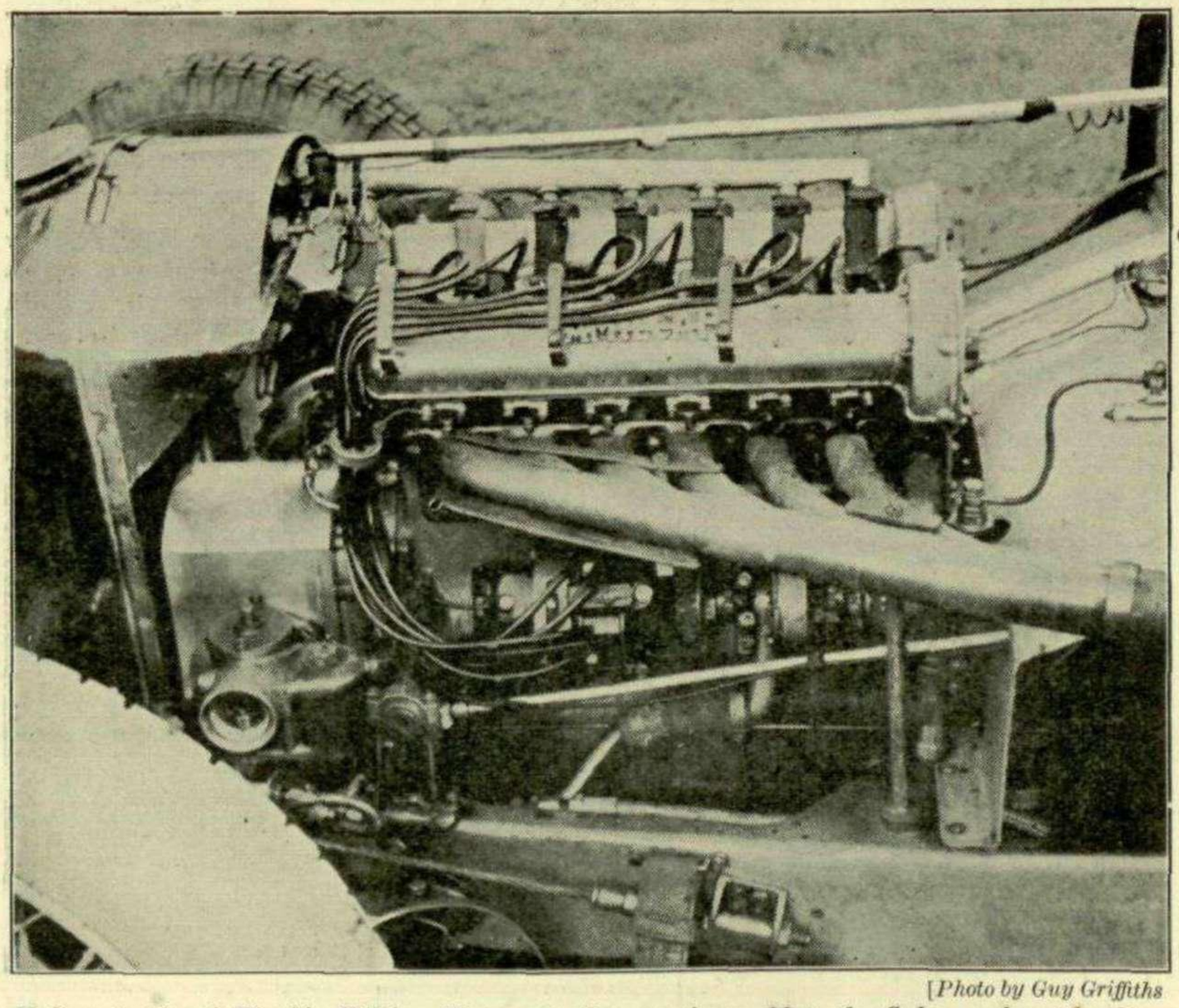
[MOTOR SPORT *copyright.*

The ex-Humphreys car cornering at the Fork during a pre-war Mountain race at Brooklands.

On arriving in the Isle of Man the ex-Humphreys engine was fitted to the Clayton car. This engine has the standard Amilcar-Roots blower, blowing at 12 lbs., and a compression ratio of 6.64 to 1. On the first day's practice the blower casing cracked and the Villiers blower was substituted. Although the car, in this condition, was running well, it showed signs of a rich mixture and an oil-leak also developed, so Finch withdrew the car in order to save the engine for further development work. I nearly forgot to mention that both of these cars are using stouter than standard connecting-rods, the standard Amilcar issue being unsafe over 5,500 r.p.m.

After returning to England correct jets were made and the car ran, completely trouble-free, at two Prescotts, Brighton and Merston. At Brighton, out of 15 starters in the 1,100-c.c. racing class, Finch was third, at 72.8 m.p.h. for the standing kilometre, and he was sixth in the 1½-litre category. At the V.S.C.C. meeting at Prescott he was first in the 1,100-c.c. racing class in 54.95 sec., a time which he had bettered in practice, with 53.25 sec. Down at Merston he was second in the 1,100-c.c. racing class and fourth in the 1,500-c.c. racing class. I consider that the Amilcar's showing in the 1,500-c.c. racing classes is very praiseworthy, as it is in this class that there is most competition.

Finch thinks, and I agree with him, that, for a production of the mid nineteen-twenties, using suspension which is now deemed primitive and a chassis assembly that weighs the world, he has coaxed the Amilcar Six into giving a performance which is, to say the least for it, very satisfactory. H. L. B. / W. B.



[*Photo by Guy Griffiths*

Exhaust side of Finch's Villiers-blown Amilcar engine. Note the Solex carburetter, line drive of the auxiliaries, the shield on the exhaust manifold to protect the magneto, etc. A single rev.-counter is used these days.

LUTON HOO—continued from page 137

The Best Dozen at Luton Hoo

1. Gerard (1943-c.c. E.R.A. s/c), 74.40 sec.
2. Poore (3,800-c.c. Alfa-Romeo s/c), 76.63 sec.
3. Richardson (1,496-c.c. E.R.A.-Riley s/c), 77.90 sec.
4. Hutchison (2,904-c.c. Alfa-Romeo s/c), 78.12 sec.
5. Horsfall (1,970-c.c. Aston-Martin), 79.00 sec.
6. McAlpine (2,900-c.c. Maserati s/c), 80.46 sec.
7. Salvadori (2,900-c.c. Alfa-Romeo s/c), 80.57 sec.
8. Bolster (1,962-c.c. "Bloody Mary"), 81.32 sec.
9. Baring (1,496-c.c. Maserati s/c), 81.56 sec.
10. Darbishire (2,300-c.c. Bugatti s/c), 81.93 sec.
11. Crook (2,904-c.c. Alfa-Romeo s/c), 82.38 sec.
12. Gale (4,000-c.c. Darracq), 82.83 sec.

RUMBLINGS

Door-to-Door

Perhaps it was the advent of spring, but early in April we decided to leave our city office and go motoring in and around London looking at this and that. First, we went off to Gatwick Airport to visit the Wade Engineering Co. and found Densham and Sqdn.-Ldr. B. H. Moir Winslett engaged in moving-in to their useful ex-R.A.F. premises. Their business is the manufacture of superchargers, not only for motor-cars that you and we wish to endow with sub-standard urge, but for aircraft and diesel engines as well. Something new in four-lobe Roots blowers is favoured, but by reason of special patented porting these will give an efficiency and low-speed boost usually associated only with a vane supercharger, while retaining the simplicity and durability factor inherent in the Roots-type. Using special oil-seals and helical gearing, these blowers looked to us about the best thing yet in small-size superchargers. We gathered that they will be made in sizes to suit 500-c.c., 750-c.c. and 1,000 c.c. engines, etc., and that eventually it is hoped to develop installations for the more popular cars, these being available through an agency. Apart from these small blowers, Wade have ideas about exhaust-driven turbo blowers and very high-pressure installations for high-altitude aircraft about which we can say nothing at present, interesting as are the projects we were shown.

The Wade premises include a useful drawing-office, machine shop, and a suitably-isolated test-house, where blowers will be tested for boost, efficiency and fuel-consumption while being driven by a Ford V8 engine. Air Ministry contracts have already been secured and Densham has the backing of many who worked with him at the North Downs Engineering Co. Leaving these weighty matters, we were introduced to the cheeky 1913 Calcott 2-seater which had been serving as the works hack while Densham's "14/40" Sunbeam was acquiring new big-ends. All complete as to equipment and its imposing radiator beautifully polished, this example of the once-New-Motoring took us for a short but spirited ride. It was bought without tyres or carburetter, but motor-cycle covers fitted the rims and a Smith's multi-jet instrument bolted on to the manifold, since when the little car has taken three people to and from the works and back and fore to lunch without protest, giving 27 m.p.g. under these not altogether favourable conditions. "She has no real vices," observed Densham, "and I'm very fond of her. Gear-changing is a bit tricky from cold, however, because there is a real clutch stop and you mustn't tread too hard on the otherwise efficient brakes or things go over-centre." On that note we turned our attention to Densham's "14/40" Sunbeam, a car we had never previously sampled, and rejoiced in a nice 3-speed gearbox, solidity, effective four-wheel brakes and surprisingly light steering for a vintage car. It cruises all day at 55-60 m.p.h. and gives a regular 20-22 m.p.g.

Driving in our product of Luton out of Gatwick, past various charter aircraft that made one think of expeditions to Continental motor races, we ran up to London. A call at Toulmin Motors showed most of this firm's stock sold out, but promise of more cars on the way, and modern lathe, Black and Decker equipment and a wide range of stocks, dies and hand tools awaiting the service of those whose cars are destined for overhaul.

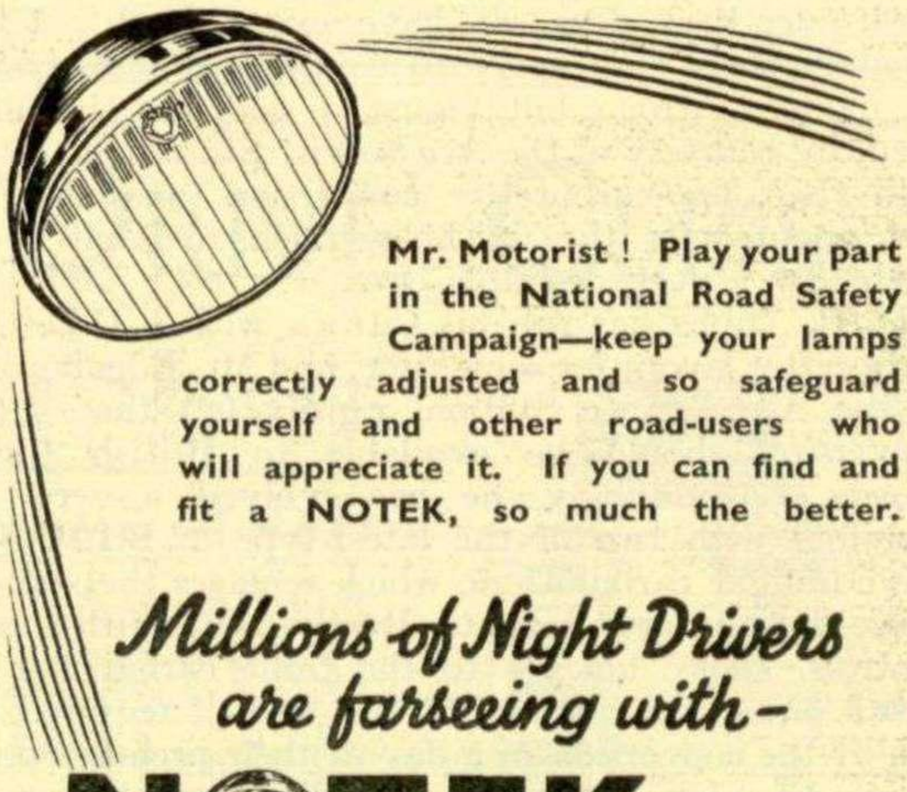
Alton Garage produced some intriguing "12/50" Alvis cars and a number of "Speed Twenty" and "Speed Twenty-five" models of the same make, including an example offered by the manufacturers to MOTOR SPORT for road-test in 1935.

Along the Clapham Road the showrooms of the Allard Motor Co., Ltd., arrested us, for few could resist the very fine display of Allard models, gleaming new cars, some blue, some red, one grey; alas, all bearing the inevitable indictment FOR EXPORT ONLY. Sydney Allard could hardly have guessed, when he built his first Ford V8 Specials for trials, that one day he would be the Director of a successful car manufacturing business; today he has the satisfaction of knowing not only that this is the case, but that his cars are bringing home the dollars in a big way.

* * *

Twin-Carb.

The other day we were able to renew acquaintance with the f.w.d. Citroën Light Fifteen, and consequently to enjoy the exceptionally good steering and road-holding of this quite outstanding family saloon. For the modern front-drive Citroën not only corners accurately and



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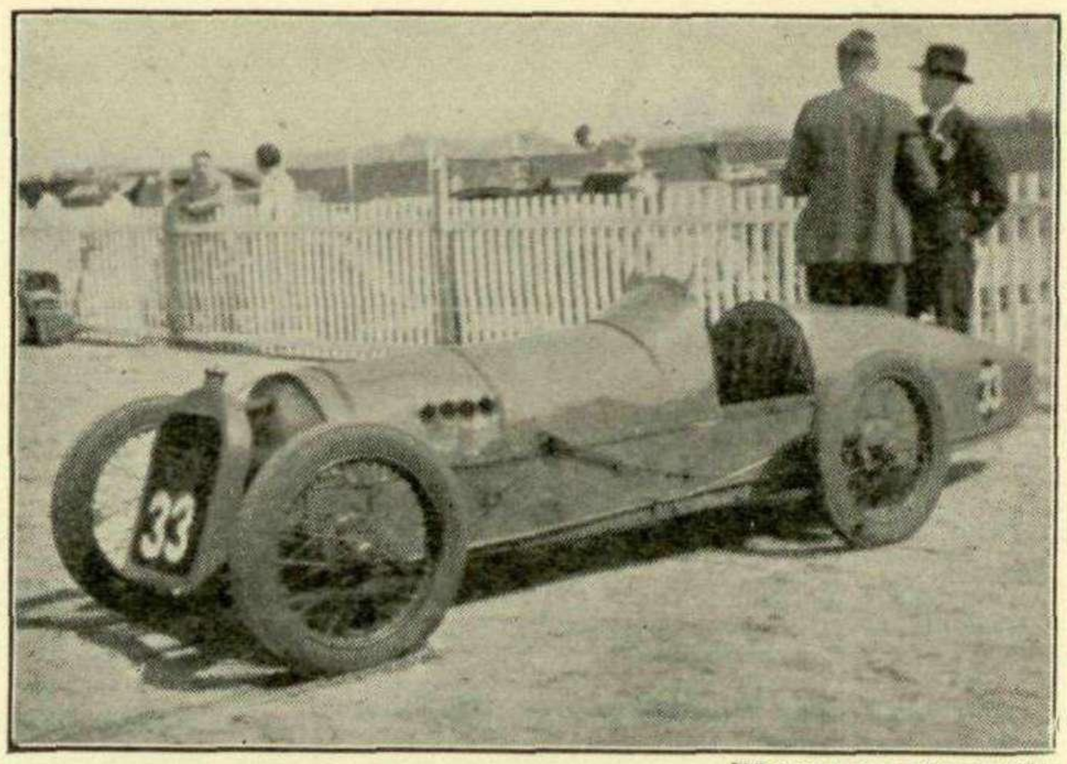
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[MOTOR SPORT *Copyright.*

May Quiz—Make and type of car on a p.c., please, by May 10th, so that we can publish the Names of the Knowledgeable in the June issue.

effortlessly on the open road, but it is the kind of car that threads its way through congested areas in a manner that makes for the maximum of safety and peace of mind. A car, in short, that is a real pleasure for the expert to handle, while humouring the not-so-skilful to an exceptional degree. The steering, if not the lightest to handle, is completely free from lost motion and distressing tricks; it transmits return-motion only over the roughest surfaces, is devoid of steering-column judder and is not possessed of too-violent castor-action. The suspension gives one of the most even-keel rides we have experienced. Unfortunately there isn't space to continue this analysis of the modern Citroën, but it must be said that the car we tried, by courtesy of the Ace Service Station, was fitted with their two-carburetter conversion, and that this just about puts the finishing touch to what is undoubtedly a very desirable car.

D. B. Tubbs has run his Citroën with a D.B. twin-carburetter layout for some time, and Mr. Edenborough, of the Ace Service Station, rightly felt that such a conversion should be available to British Citroën owners. Accordingly, he has evolved a very neat manifold with two of the latest-type 32 B.I.P. Solex downdraught carburetters, which replaces the standard single downdraught layout. Ready to fit, with throttle controls, choke linkage to the front carburetter and petrol pipes, the cost is £27 10s. and, if required, Ace can fit the conversion in a day at their premises on the North Circular Road for a small extra charge. No alterations to the fuel pump arrangements are necessary.

We found the Citroën, endowed with this Ace conversion, to possess excellent acceleration, particularly between the 40-60 m.p.h. range in top gear, extremely good top-gear hill-climbing powers, and an ability to cruise effortlessly all day at 70 to 75 m.p.h. A not-so-long straight piece of road enabled 85 m.p.h. to be wound up on the speedometer, and appreciably over 50 m.p.h. was available on second gear and 30 m.p.h. in the lowest ratio of the three-speed box, with strong pick-up on these lower ratios. These are speedometer readings, because it is not easy to time cars over measured distances these days, but we called in at Slough to ask Citroëns what they thought the car really did, and they said the speedometer was probably 6 per cent. fast, so you can work things out for yourselves. Actually we believe a genuine speed of well over 80 m.p.h. will come up on a standard Light Fifteen, given time.

Incidentally, while at the Citroën factory we were shown two saloons, one of which had been involved in a bad crash and another which had had a large packing case dropped on it. In both cases the extreme strength of the all-steel body was evident, for not a window was broken and the doors would still open and shut.

The Ace twin-carburetters in no way detract from the docility of the Citroën; it will pull away cleanly from 15 m.p.h. in top and idle happily in neutral. Nor does fuel consumption suffer, 22 m.p.g. being obtainable when pressing along really hard, and far better figures when you are not in quite such a hurry. Ace do not bother with a hot-spot or with air-silencers, nor do these appear to be required, for the Philco played the B.B.C. programme to us undisturbed by mechanical interventions, while starting from cold caused no troubles. The linkages are neat and look really durable, and altogether we were not surprised to learn that the keener Citroën owners have been almost lining-up at the Ace Service Station for their cars to be endowed with this untemperamental extra urge. The conversion fits any Citroën from 1936 onwards and is well worth investigating. Ace not only sell good quality cars but also service them; while we were there Charles Gale had in his care an impressive number of Type 57 Bugattis for overhaul and two Type 37s for rebuilding.

* * *

Special

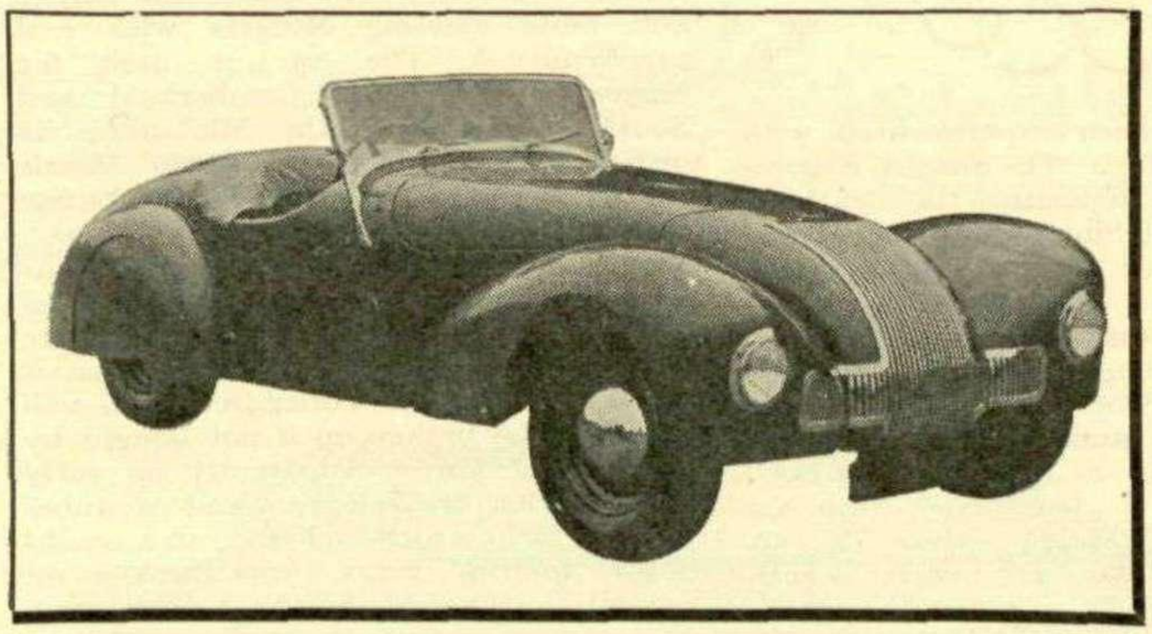
Butterworth tells us that his four-wheel-drive G.P. car is shelved until 1949, but that a sprint and short-distance racing version will appear this season. This car shows decided originality, for its chassis uses the centre-section and front cross-members of a Jeep, with the remainder fabricated as fully-boxed members, two feet having been added to give a 7 ft. 6 in. wheelbase. Jeep axles are also used, but in conjunction with redesigned springs comprising ½-elliptics working in slide blocks and damped by Newton shock-absorbers front and back, with additional Hartford shock-absorbers coupled to torque arms extending from the front axle.

The Steyr air-cooled 87.5 by 92 mm., 4½-litre V8 engine is to have smaller valves and a less ambitious camshaft than that schemed out for Butterworth's proposed G.P. car, and eight 289R. Amal carburetters in place of 10 T.T. Amals, with a view to good medium-speed torque rather than maximum power. Engine and body are off-set somewhat on the chassis, as the designer says, "to allow the rather gangling transmission to get out of its own way." The three top ratios of the standard all-indirect Steyr gearbox will be used, in conjunction with a straight-spur transfer box of Butterworth's own conception, having facilities for a quick change of transfer ratio. All of which sounds most interesting, and we shall study this new "special" intently; it is due to appear at Prescott on May 9th and in the British Empire Trophy Race on May 25th.

* * *

A plot is afoot whereby teams entered by Britain and France in the Paris 12-hour Sports Car Race, scheduled for September 12th, at Montlhèry, shall compete on an aggregate mileage basis.

The car for the discriminating motorist

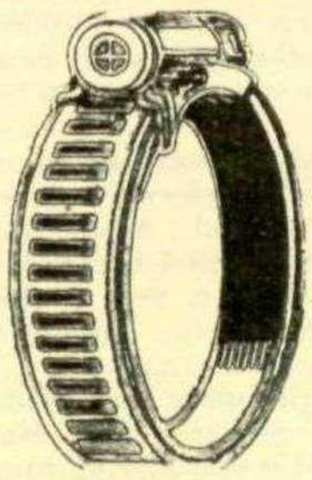


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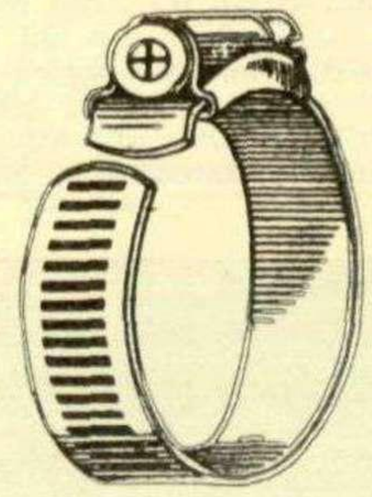
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Club News

WE HEAR

Flt.-Lt. Protheroe now has his Type 37 Bugatti on the road after its major "blow-up" at the 1947 Gransden meeting. It now has full-pressure lubrication, and new valve end-caps of KE 226 and its owner uses it as a completely reliable hack, finding its performance distinctly refreshing after ownership of a F.I.A.T. 500 and a 4½-litre Bentley. He also has the ex-Marcus Chambers' single-seater Austin Seven, which broke its crankshaft before a Prescott meeting last year. Protheroe has since fitted an "Ulster" crankshaft. The Austin has a Marshall 75 blower and data is requested on suitable cam contours and valve timing to suit it. Protheroe also seeks a blown "Ulster" camshaft and a set of Girling brakes for the front axle and has for disposal a Boyd Carpenter camshaft. At the last Prescott meeting the Austin was towed to the course behind a "2.3" Bugatti, did 56 sec. after nine practice runs and then seized its clutch. All night work with much help from camping enthusiasts enabled the car to compete, but 180 lb./sq. in. oil pressure upset the plugs. The car now has a Rolls-Royce water pump, Morris radiator and will be re-bodied. Protheroe says he doesn't want "basic," he wants *free petrol*, and we heartily agree.

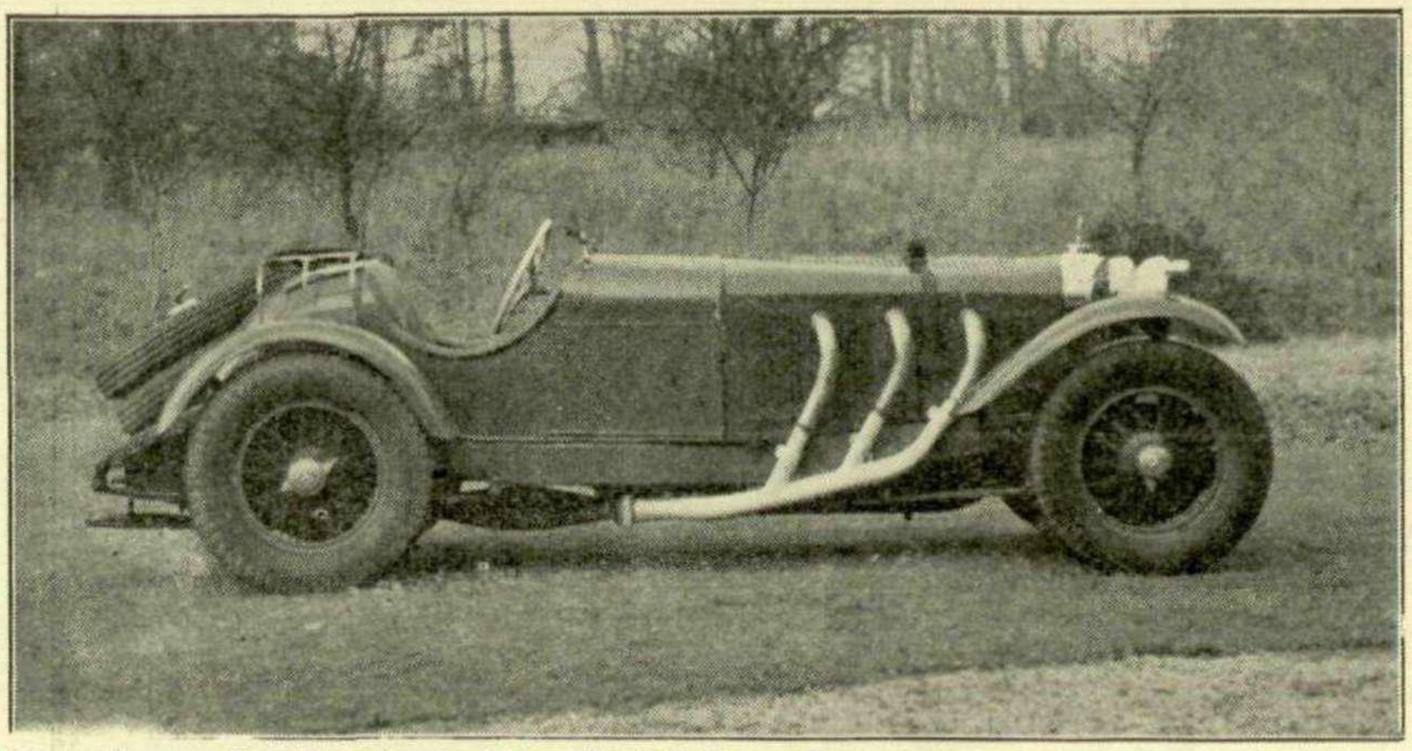
A 1924 "12/24" Lagonda 2-seater, giving 36 m.p.g. from a modern carburetter, was for sale in Kent, on good tyres and with spare engine, for £80. J. R. M. Linforth is rebuilding an early Frazer-Nash and seeks an Anzani engine. Lawrence Hart is likewise rebuilding a 1927 Austin Seven. A. F. Andrews is willing to loan his 1,750-c.c. twin-cam Alfa-Romeo instruction book to any needful person—letters can be forwarded. A 2-litre Lagonda open tourer, recently overhauled by Davies Motors, Ltd., may soon be driven out to South Africa. A reasonable 1927 12/50 Alvis tourer was offered for sale recently at £65 and a F.W.D. Alvis chassis, less engine, was available in Dundee. G. Brown, of the Hants and Berks M.C., has removed the Q-type engine from his J2 M.G. and substituted a mildly-"hotted-up" Ford V8 unit—a truly exciting combination, although at the time of writing the M.G. axle ratio is retained, nor has an S.S. radiator block been experimented with to cure overheating. The *Sunday Express* of March 14th, reporting the death of Miss Kendall, of Sinnington Hall, Yorkshire, stated that in the middle of the Kaiser War she "shut the gates of her mansion, put a dust-sheet over her 1914 model Arrol-Johnston car and retired permanently indoors." Presumably the car still exists in much the same state as in 1914. Donald S. Rayner's "30/98" Vauxhall has a front-axle from a "Speed Six" Bentley, while E. G. Williams is building a "Special" with an Alvis "Firefly" engine and gearbox. If anyone wants a pre-1914 T-head Austin Twenty 2-seater in dismantled form, one is being offered a sympathetic home; at present it is near Bradford. If any readers need spares for a 1927 Sunbeam Sixteen, Albert E. Maiden, Ltd., 50, Britannia Buildings, 46, Fenwick Street, Liverpool, 2, have a crashed car they are prepared to strip.

N. Oliver, of Oliver Pell Control Ltd., Cambridge Row, Burrage Road, London, S.E.18, is interested in electric motorcycles and would be pleased to hear from any builders of such machines. R. W. Parr, U.S. Representative of the V.S.C.C. of Australia, replying to the recent query in these columns regarding the Bartlett-Special, says that the car was delivered to Clem Dyer of South Perth with a sprint and a road-racing engine. The latter engine was sold and the engine Mr. Harris now has is believed to have belonged to John Read of Double Bay, N.S.W., who acquired it after some vandal had mutilated the cam shapes. The rest of the car apparently belongs to A. McIntosh of Perth. Parr concludes by saying that he owns three T-type M.G. Midgets and they all have M.G. engines, as he has not succumbed to the universal tendency to install Yankee motors in British cars. D. Shepherd has completed a rebuild of a 1930 "Hyper" Lea-Francis with No. 8 Cozette supercharger. K. N. Teasdale has a 1939 "TA" M.G. Midget, ex-City of Oxford police, which he finds "a most desirable motor, combining the feel of the earlier and more exciting Midgets with real practicality." The car is used for business journeys to Cumberland and South Wales, from the Midlands; its owner previously used a 1935 Morris Eight two-seater, that served for 74,000 miles.

Gordon Fairbanks, of Montreal, owns what he believes to be the only "Speed Twenty-Five" Alvis in Canada. There is a 1927-28 Rolls-Royce "40/50" chassis for sale at £30 in Yorkshire which will definitely be broken up if not bought by the end of May. Apparently an early two-cylinder Rolls-Royce and a tube-ignition Benz which had stood in a coach-house for 40 years, were broken up recently in the same locality. Interesting taxis have nearly all disappeared from our provincial towns, but in Windsor we have noticed an elongated, modern-style Lancia and a Hotchkiss, and five Rolls-Royce Twenties. There must be some motoring enthusiasts amongst Amersham's 'bus-staff, for we recently saw two three-speed Super Sports Morgan three-wheelers and a fine vintage S.S.80 Brough-Superior with "airship" sidecar, outside the 'bus garage there. Shortly afterwards an S.S.100 Brough combination was seen on the road.

Victor Axel-Berg is returning to this country from Kenya and bringing with him his Series I, short-chassis "Mille Miglia" Alfa-Romeo that he acquired out there. The 500 Club was featured in a recent B.B.C. "Down Your Way" programme, complete with 500-c.c. cars being run-up. Prices still seem to be dropping, recent under-£100 cars, for instance, including a 1930 Armstrong-Siddeley Twelve saloon for £60 or offer, a 1930 Morris Minor two-seater with a spare engine and five new tyres for £85, and a 1931 Austin Seven two-seater for £50. Seen on the road on Good Friday—a Coventry-Eagle "Flying Eight" combination outfit. A vintage 1,000-c.c., V-twin O.E.C. motor-cycle with beaded-edge tyres was for sale recently in South London.

Bryan Begg has unearthed a 1925 type-Q Swift Ten and seeks an instruction book for it. An old Albion-Merryweather fire-engine is used by the Hong Kong fire service and a few Sunbeam-Talbots, B.S.A.s and M.G.s mingle with the American cars in that city. An Army Major in Germany has had his Meadows-engined Singer "Le Mans" sent out to him and is considering running it in the Mille Miglia.



Rare Types No. 2: A short-chassis S.S.K.L. Mercedes-Benz, the car with the big "elephant" blower, owned by Adrian Conan-Doyle.

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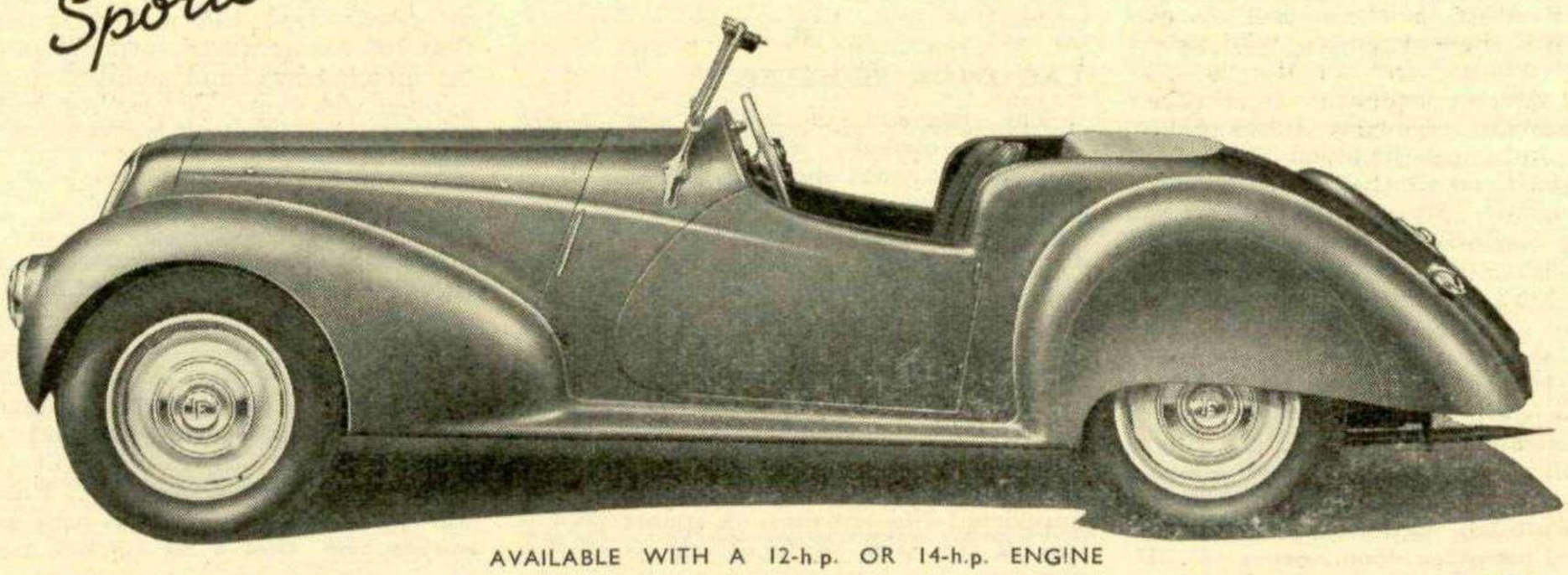
BUGATTI OWNERS' CLUB

At its recent annual general meeting at the R.A.C. the B.O.C. was seen to have securities totalling well over £3,000 with which to face the 1948 season. Its first event will be the 8th Open Prescott Speed Hill-Climb on May 9th. The March issue of "Bugantics" contained a most interesting account of Raymond Mays' early speed-trial exploits with his "Brescia" Bugattis, written in the style of another May; another of Scott Moncrieff's excellent touring articles; a continuation of "Bugattis through the

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vide "Motor Sport," August, 1947

Ages "; American news, and an article on Bugatti speeds at Brooklands, by W. Boddy. The club's new secretary is Major G. Dixon-Spain, O.B.E., M.C., who took up his duties on May 1st. His headquarters will be at Prescott House, at the top of the famous hill. Three new members were elected recently.

★

C.U.A.C.

The annual dinner was held at the University Arms Hotel, Cambridge, and was a great success despite the rather small attendance due to the lack of "basic" and an antipathy to the use of our railways. Douglas Tubbs was in the chair and guests included Mr. Forrest Lycett, Mr. Cecil Clutton, Mr. and Mrs. John Dugdale, Mr. S. E. Sears and Mr. Barry Eaglesfield, the secretary of the Oxford Club.

The Club's trophies, including the impressive "De Rothschild" Cup, were on the tables, and Messrs. "Antone" provided the equipment for a film show afterwards—this included the film of 1907-08 Grands Prix, the Rolls-Royce sound film on wartime aero-engine development, a new colour film of last year's Gransden and some "Antone" films of Prescott. Hon. Sec.: P. H. Stephenson, St. Catharine's College, Cambridge.

★

HANTS & BERKS M.C.

The Hants and Berks M.C. held a meeting in Surrey on March 31st, when R. L. de Burgh Walkerley, Sports Editor of the *Motor*, gave a talk on "Grand Prix Racing." Walkerley delivered one of the most entertaining lectures we have heard, his buoyant enthusiasm for his subject being readily captured by his listeners, who were distinctly depressed when the meeting had to close at 10.30 p.m. Describing British cars used in present-day G.P. racing, Walkerley compared them with French and Italian cars, gave us many extremely entertaining asides about the great drivers and illustrated his graphic descriptions of famous circuits with his own quaintly-drawn and pleasing cartography. You should ask your club secretary to endeavour to persuade Walkerley to give his talk to your local club, if you were not amongst the rather small attendance at the Hants and Berks meeting.

★

WYE VALLEY A.C.

This Club is existing on socials during the basic ban, its new headquarters at the Race Course Inn serving these functions very well. In the hope that petrol will be available, December 11th is booked for the Zimmerman Trial, while the Motorcycle Traders' Cups Trial will be held on May 15th, from Longtown. Hon. Sec. Mrs. S. B. Keylock, "Silver Wells," 19, Ingestre Street, Hereford (2722).

★

BRIGHTON & HOVE M.C. LTD.

The Club has its own headquarters at 296-7, Madeira Drive Arches, Brighton (3727). If petrol rations permit, future fixtures will include a Rally and Concours on July 24th-25th and a trial on November 7th. In any case, it is hoped that the International Hill-Climb at the new hill and the famous Speed Trials will be possible on methanol fuel. If so, the dates are June 5th and September 4th, respectively. The Club has Earl Howe as its President and the Duke of Richmond and Gordon, the Mayor of Brighton, the Mayor of Hove, Sir Algernon Guinness, Laurence Clayton, J. G. Drew and E. W. Quero as its Vice-Presidents. Hon. Sec.: N. R. Wilkinson, 233, Preston Road, Brighton (Preston 3021).

★

LAGONDA REGISTER

The Register of 2-litre and 3-litre Lagonda owners, which is something quite apart from the Lagonda Car Club, grows apace. Numbered notes are issued at intervals, which can be filed to form a comprehensive reference to Lagonda happenings and cars on the Register are each given a serial number, which is retained when a car changes hands, making a very useful history of its past owners, as new owners' numbers tally with that of their cars; 167 Lagondas have been registered to date and up to February 102 owners had supported the scheme. A spares pool is one of the most useful functions of this Register, but owners' experiences, hints, cars for disposal, etc., are regularly circularised and instruction books have been photostated, and so on. A few social meetings are being planned, two successful rallies have been held, and a neat badge has been prepared. Anything which brings together enthusiasts for a particular make of car these days is to be encouraged, especially as the spares problem is becoming yearly more difficult, while any additional pleasure to be had from one's motoring is not to be scorned. The Register itself is most interesting, giving as it does the registration number, engine and chassis numbers, date of registration, carburetter and magneto used, the fuel consumption attained, owner's name and address and any interesting details. Out of 156 cars in our list, 121 are normal 2-litres, 13 blown 2-litres, 7 blown 2-litres now running unblown, 9 are 3-litres, 3 are "16/80s," 2 have 2-litre engines in the "16/80" chassis and one has a "16/80" engine in a 2-litre chassis—this should keep the Bentley boys on their toes. Owners are invited to register for 10s. 6d. per annum, and should apply to P. A. Densham, c/o National Provincial Bank, Ltd., Lime Street, London, E.C.3 (correspondence only to this address).

★

ASTON-MARTIN OWNERS' CLUB

The inaugural meeting of the Aston-Martin Owners' Club was held at the R.A.C. on Friday, March 5th, at 2.30 p.m.

In the chair was Mr. R. Stallebrass, supported by Mr. E. C. W. Stapleton, Mr. Leslie Keevil and Mr. G. F. Wilson.

The first business was the election of officers and committee, and the following were nominated and elected: Chairman, Mr. Eric Cutler; Hon. Secretary and Treasurer, Mr. R. Stallebrass; Auditor, Mr. W. Hall; members of the Committee, Miss D. L. Bean, Mr. E. C. W. Stapleton, Mr. G. F. Wilson and Mr. E. S. Powers. Mr. D. S. G. Coram was nominated and elected Editor of the Club journal, to be assisted by Mr. R. V. Perry.

Points from the meeting were that Mr. S. C. H. Davis had accepted the Presidency, that the subscription was to be confined to one guinea per annum under present conditions, that non-owners of Aston-Martins would be eligible as members of the Club up to 45 per cent. of the total, and that six divisional areas of the Club would be formed later.

The chairman told the meeting, attended by thirty-odd enthusiasts, that 163 Aston-Martin owners had applied for membership, and some 37 more had applied who hoped to own Aston-Martins when times improved.

★

FORTUNATE PEOPLE!

Future fixtures in Australia include three trials, several gymkhanas and scavenge hunts, a road-race meeting and a hill-climb by the Australian Sporting C.C., and a sprint championship on June 14th, a hill-climb on August 7th-8th, a veteran, Edwardian and vintage rally on Sept. 5th, a midnight trial on October 23rd-24th, and the Razorback hill-climb on Nov. 21st, as well as lesser events, by the V.S.C.C. of Australia.

★

ALVIS REGISTER

Paul Quiggin is starting a Register of "12/50" and other vintage Alvis owners as a matter of interest and to ease the car-supply and spares position. There is no more popular vintage car at the present time than the "12/50" Alvis, so the completed register should be a most interesting document. If you are an owner, want a car or possess spares, will you please assist Quiggin, himself a "12/50" owner, by sending him details. He will be assisted in the proposed documentation by Bob Burgess, the proud owner of a big-port "12/50" car. Quiggin's address is 6, Grantchester Road, Cambridge.

★

V.C.C.

The Veteran Car Club's "Gazette" for March contained the first instalment of an informative article by George Lanchester on his brother's first cars, an illustrated description of T. Wall's 1904 Phœnix Minerva Forecar, and a description by St. J. Nixon of the 1923 French Grand Prix, etc.—although quite what the last-named has to do with veteran cars we don't know. The club continues to operate its acquisition scheme, and anyone wanting a veteran should contact the club, at 46, North Row, London, W.1.

★

B.D.C.

The Bentley Drivers' Club recently visited the London Transport Executive 'bus driving-school at Chiswick—rude folk will say, how appropriate! The next London meeting is the annual general meeting on May 8th, at which there will be a most instructive Bentley Brains Trust, with "W.O." himself, and many other famous Bentley personalities, as the "brains," which should be "quite something." If "basic" is back by then, the usual Kensington Gardens Rally will precede the meeting.

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V. W. DERRINGTON LTD., for all sports special equipment. Chromium-plated tubular luggage grids from £6. Brooklands aero-screens, with universale fittings, 48s. each. Bonora quick-acting filler cap, 4-in., chrome, 70s. Chrome door grills at 10s. 6d. " Deep-note " exhaust systems from £3. Bucket seats, untrimmed, 32s. 6d. Ribbed cycle wings, 6 in., 15s.; 8 in., 18s. 6d. Sheet aluminium, 6 ft. by 3 ft. by 22 g., 25s.; 18 g., 40s. Duralumin, 22 g., 21s.; 18 g., 30s. Largest stockist Fiat 500 and 1,100 spares. 159, London Road, Kingston, 5621/2.

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

FOR SALE—*continued*

FOR sale.—Mercury and Ford V8 special builders, engines, gearboxes, chassis, front axles, rear axles, etc., for sale from stock. Colin & Leslie Ltd., Wharfdale Garage, Wharfdale Road, Bournemouth. Tel. : Westbourne 64497.

1938 H.R.G., Meadows engine ; resprayed, gun-metal. £200 overhaul, new tyres, new hood, tonneau cover. £695. Wadsworth, Moseley House, Rosehill Road, Burnley, Lancs.

LANCIA 1935 " Astura " 28.8-h.p., long-chassis touring saloon, with large luggage boot. Total mileage 30,000 odd ; stored during war years ; a fast, completely safe and refined motor-car. Price £800. Letter to 191, London Road, Kingston-on-Thames.

COMPETITION Cars, Ltd., wish to bring to the notice of enthusiasts their service for those who contemplate the building or rebuilding of cars. We have a wide range of light alloys, aluminium and duralumin sheet, both soft and half hard, also tube, bar, various extruded sections and plates. A large selection of cadmium plated nuts, bolts and fittings are available. We will be pleased to offer suggestions in the matter of body construction from these materials. Brooklands pattern expansion chambers, large capacity, black, 35s. ; heavy chrome, 63s. Fold-flat aero type racing screens, complete with end mounting fittings, 35s. each. Light alloy racing wings for 4.75 to 5.25 by 19 tyres, 22s. 6d. each. Steel, 18s. 6d. Also helmet-section with side valance, 25s. each. Shortly available, 4-in. and 2-in. quick-release filler caps. Enquiries invited. Competition Cars Ltd., " The Old Maltings," Nayland, Nr. Colchester, Essex.

ROOTS supercharger, complete with Solex carb.. suitable for 1½-litre engine ; good condition, £15. Six-cyl. B.T.H. polar inductor mag., £10 ; six-cyl, B.T.H. mag., £5. Mallalieu, 219, Wellington Rd., Stockport.

1929 RILEY Nine Monaco saloon. Recent £100 overhaul, bills shown. New tyres, excellent condition throughout, £200. Macqueen, 13, Eildon Street, Edinburgh, 4. 'Phone 34510.

1938 FRAZER-NASH B.M.W. 16.2-h.p., Type 329, 4-seater cabriolet ; new engine, hood and radiator fitted by makers 1947 at cost of £160. The best " 329 " on the road with real B.M.W. performance. £850. 677, Hertford Road, Enfield, Middlesex.

1933 STRAIGHT-EIGHT Buick engine. Excellent working order. £40 or offer. Box No. 445, MOTOR SPORT, 15, City Road, E.C.1.

FOR SALE—*continued*

MONTLHERY M.G., unsupercharged, rebuilt ultra-light body, road equipment. Suitable sprints, hill-climbs or trials. Spares include block. Nearest £300. Cookson ('phone, Littlewick Green 34), Maidenhead.

MOTOR and *Autocar*, 1942 to 1947, over 600 copies. Good condition, £5. Buyer collect. 31, Carlisle Road, N.W.6.

ONE 1939 1,074-c.c. H.R.G. chassis, complete with all equipment and numerous 1947 improvements. Full details on request. £400. H.R.G. Eng. Co., Tolworth. 'Phone : Elm 4489.

ASTON-MARTIN, short chassis, " International," outside exhaust ; maroon ; full zip tonneau ; excellent condition ; good tyres, 5.50 by 18 rear. Preferably sell £300, but might consider exchange with good saloon, or weatherproof open-four. Family reason for offer. Captain C. S. Maple, R.E.M.E., 79, West Hill, Putney, London. 'Phone : Putney 3485.

" PB " M.G. 1936 engine for sale—damaged. Offers complete or parts. Innes, Station Road, Backwell, near Bristol.

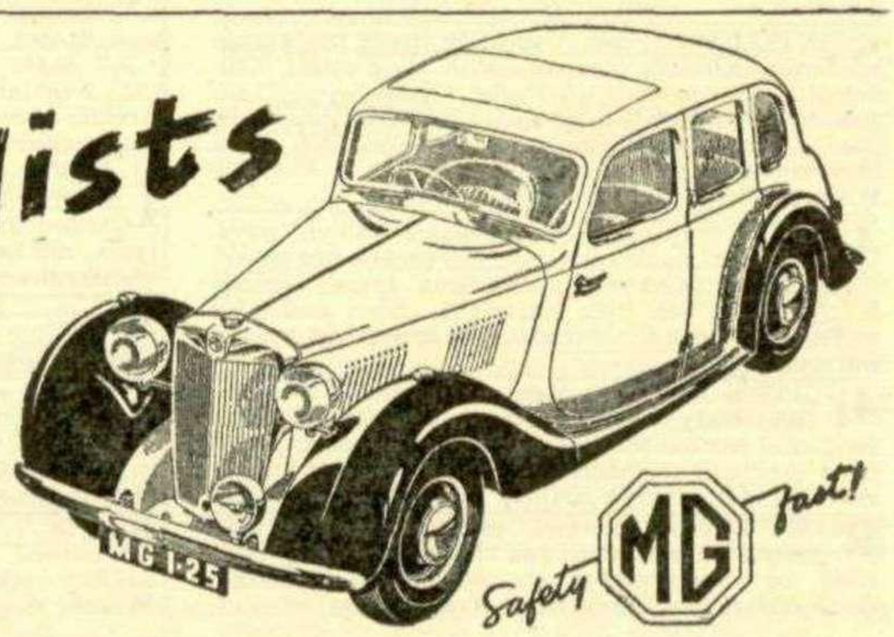
£25—AUSTIN 1930 chassis. 600 miles since engine re-sleeved. With tyres, new battery, dyno, starter, etc. Completely dismantled. Space required. Ideal for " special." South London. Box No. 446, MOTOR SPORT, 15, City Road, E.C.1.

THREE 16-IN. Rudge Whitworth knock-on wheels, ex-Triumph " Gloria," complete with tyres and tubes (1 new retread, 2 part-worn), 5.75 by 16 ; two 500 by 19 new Dunlop tyres ; one 500 by 18 Dunlop (slightly worn) ; one Lucas all-chrome F.T.37 pass-light (new) ; one new Lucas pass-light with chromium rim (new) ; one super klaxon hooter with chromium face (s/h.). Offers for the above to R. Franklin, c.o. A. J. Bates & Co., Chorleywood, Herts. 'Phone : 30 and 462.

" MAGNETTE " open tourer body, chassis extensions, wings, bonnet, seats, hood, radiator cowl, side-screens, running-boards, apron, etc.—good condition. Offers to Box No. 447, MOTOR SPORT, 15, City Road, E.C.1.

M.G. WHEEL, outside spokes, 19 in., £2 ; radiator and shell, J or P-type, £2 ; tonneau cover, T-type, centre zip, 10s.; pistons and rings, Riley 1½-litre " Sprite," plus .020, new, £8 ; similar, used, £1 ; four used, dome-topped, 69-mm., £1 ; " Sprite " modified inlet camshaft, high-lift, £1 ; Meadows 1½-litre single-port head and guides, £5 ; S.U. carburetter, 1¾-in. bore, £2 10s. All plus carriage. Kay, 31, Bath Street, Cheltenham.

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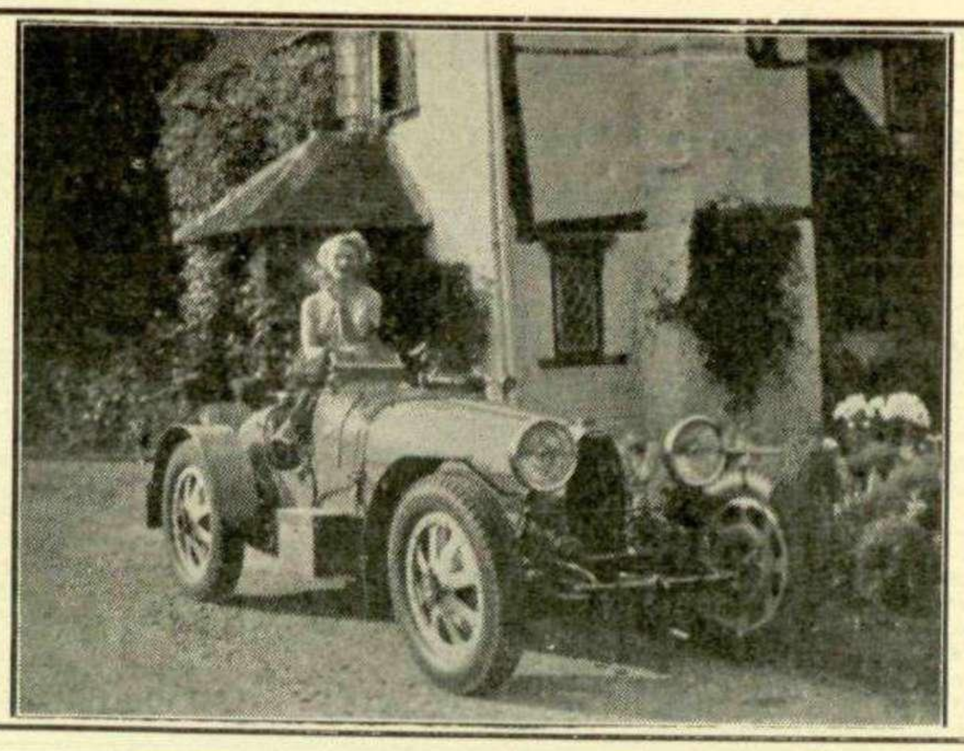
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FOR SALE—*continued*

EX-RACING Alvis, 1,100-c.c. f.w.d. car, fitted with blower, and just had complete rebuild with new bodywork and hood, tonneau cover, etc. This car was one of the "works" team cars built and raced by the works. Now has attractive 2-seater body and full road equipment, including P.100s, dash spot-lamp, spare wheel cover. First registered for road use 1938. Has since run at Shelsley and Prescott. Apply Thomas, 140, Southport Road, Liverpool, 20. 'Phone: Aintree 4191.

LANCIA "Aprilia" saloon, chassis No. 38/2245, fitted Scintilla mag. In excellent mechanical condition, recently re-cellulosed in dark blue and re-upholstered fawn cloth. Good tyres. £750. J. Readings, 55, Rodney Road, Cheltenham. 'Phone 2042.

TYRES.—Two new unused Dunlop 500 by 21s, new 500 by 21 inner tube, two 600 by 21s, 4.75 by 21 and inner, and two 500 by 21s suitable retreading. What offers the lot, or might sell separately. S.A.E. please. Brownlow, Payables Farm, Woodcote, Reading.

MORRIS Minor o.h.c. engine spares: diff. unit, gearbox parts, front axle, clutch, 2 road wheels. Instruction books for above and Wolseley "Hornet." Offers, whole or part, Blockey, 413, Spen Lane, Leeds, 6.

SCINTILLA "Vertex" specially built for Austin Seven, unused, complete with skew gears, £10. Set of 1⅛-in. con.-rods, ex-works "Grasshopper," £4. 1 in. to 4 in. Starrett micrometer set, with standards, £5. Lucas vertical magneto for Ford V8, with broken dist. cap. What offers? Biggs, 9, Fir Tree Walk, Enfield, Middlesex. Enf. 2493.

4½-LITRE "special" open 4-seater. 8-cyl., push-rod o.h.v. made by Alvis; A-S preselector gears; "Lambda" front end; excellent tyres; scuttle height 3½ ft.; well over 100 m.p.h. Seen and tried at Pat Whittet & Co., Macdonald Road, Lightwater, Surrey. £650.

4½-LITRE Bentley drophead coupé, 1930 engine, 1938 body. Engine just had complete overhaul, and car has six new tyres. Body perfect, fresh from overhaul at coach-builders. Bargain, at £850. Box No. 449, MOTOR SPORT, 15, City Road, E.C.1.

RILEY 1½-litre "Kestrel" six-light saloon, 1936; genuine immaculate car throughout, any trial. £500, or would accept cheaper car in exchange. G. Goodley, 228, Iffley Road, Oxford.

FOR SALE—*continued*

FOR sale.—G.N. transmission and selector mechanism; Standard Eight i.f.s. unit; all Morris-Cowley spares. Wanted.—21-in. Sunbeam wheel; Sunbeam clock. R. Farley, Horbury Manor, Leamington Spa.

1927 DAIMLER, "Q.20/70" Weymann saloon, dark blue, metal panelled to waistline. This car has done under 26,000 miles (a chassis check will confirm this). Magnificent body condition. Engine recently stripped, Simplex rings, one pair of sleeves, two bearings, Lucas sports coil and distributor fitted. Now run-in. The car is in every-day business use, behaving with complete reliability and convenience. Tyres first-rate, petrol and oil consumption excellent. Instruction book. Spares available. £350. Letter to 1, Broadlands Avenue, Shepperton.

1939 Sunbeam-Talbot 21-h.p. 4-door Saloon, colour copper-bronze. Good tyres, mechanically sound and in perfect condition. Only 17,000 miles, country driven by one owner. Can be seen in the Victoria area. Best offer over £1,000 secures. 72, Buckingham Palace Road. 'Phone Miss Wright, Victoria 2611.

NEW Scintilla, N.V.12, £10; B.T.H. mag., conversion Ford V8, £10; "J2" oil pump, £1; secondhand, 1930 Riley gearbox and starter, £4; "P" M.G. radiator and shell, £5; "Q" engine, £85; 3-in. lathe and motor, £30; 17 and 18-in. "42" Rudge wheels, £2 each; two 140 by 40 tyres, one wants retread, £2; Scintilla, N.V.4, £6. Winning, 14, Buxton Avenue, Reading.

LAGONDA 3-litre 1932 saloon, sunshine roof; taxed June; good mechanical condition; good tyres, numerous spares, including tyres. Seymour, Tidmington, Shipston-on-Stour.

ALVIS "12/60," 1932, open 4-seater, first-class condition. Over £200 spent recently. £345. Billingshurst 95, Sussex.

ALVIS f.w.d., 2-seater, 1½-litre T.T. car. Full road equipment and completely rebuilt. Blower available but phenomenal performance (over 100 m.p.h.) without. £350 or near offer. Box No. 457, MOTOR SPORT, 15, City Road, E.C.1.

ALVIS "12/50" Type T.G. "Atlanta" saloon, unused 14 years; perfect mechanical condition. £175 or exchange tourer. 24, Red Hill, Stourbridge, Worcs.

FOR SALE—*continued*

£90—"12/50" Alvis "duck's-back" aluminium 2-seater. Five new tyres, outside exhaust, 4.3 axle, close-ratio box. Engine has damaged crank-case but spare bottom half engine, complete with clutch, etc., is included. Condition is otherwise excellent and unmodified. £110.—10-h.p. Lea-Francis, 1926, 2-seater; 25,000 miles only and in perfect condition throughout; new battery, two new tyres, good hood. Full details and photographs available. Box No. 456, MOTOR SPORT, 15, City Road, E.C.1.

ROVER Fourteen special sportsman's open 4-seater. Engine just re-sleeved and crankshaft re-ground. Body sprayed black and new hood fitted. A most unusual car with a splendid performance. £450 or consider part exchange good quality saloon as disposal essential medical reasons. Box No. 458, MOTOR SPORT, 15, City Road, E.C.1.

LAGONDA 2-litre "Speed" model, 1929; four owners; oil negligible; all original equipment in good order; all instruments working; four new tyres, spare wheels and tyres. £250. "Zig Zag House," Mansfield Road, Linby, Notts.

ALVIS "Firefly" open 4-seater; crash box; in excellent condition. New tyres, brakes relined; generally overhauled. The Old Vicarage, Osmaston Park, Derby 47559.

"SAN SEBASTIAN" Salmson in superb condition; Cozette blower; five new tyres and battery; terrific performance; £250. 1928 Bugatti catalogue, offers. Wanted: Lancia "Lambda" handbook. Salmson may be seen at Clock Garage, Pratts Bottom, Farnborough, Kent, or 'phone Orpington 6240.

FOR sale.—Alvis 16.9-h.p. 1934 chassis: all spares, state requirements; complete gearbox, perfect, £15. Riley "12/6" 1933 rear axle, complete, £8 10s.; steering, complete, £2 10s.; gearbox, less 1st speed, £4; flywheel clutch, £2; crank and rods, £5; bronze oil pump, £1 10s.; radiator, £5; dyno, reconditioned, £6 10s. Tyres: 450 by 21 "Forts," good treads, £2; 500 by 21 unused retreads, £3 10s.; 500 by 21 tubes, S.H., 7s. 6d.; 33 by 5 S.S. cord cover and tube, sound, £2 10s. Butler "Atlantic" spotlamp, £1 5s. D. Bagshaw, 55, Edward Avenue, Braunstone, Leicester.

"BIG-PORT" Alvis "12/50," beetleback, excellent tyres, sound condition. Offers. Box No. 460, MOTOR SPORT, 15, City Road, E.C.1.

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SUPERCHARGED "Ulster" 750-c.c. special 2-seater, completed July, 1947, 2,000 miles since; fast, economical, reliable. Offers, or might exchange for less potent vehicle. Box No. 459, MOTOR SPORT, 15, City Road, E.C.1.

1934 SUNBEAM Twenty-five sports saloon, excellent condition throughout; carefully laid-up 8 years; seen Salisbury. Offers. Wheeler, Ivy Cottage, Redlynch, Wilts.

SHAW MOTORS LTD., Bentley Specialists.—We always have a good selection in stock. Enquiries invited. 15-18, Gleneldon Mews, S.W.16. Streatham 0727.

WOLSELEY "Hornet-Special" engine, clutch assembly and gearbox. All in very good condition, £25. Write or call, L. C. P. Engineering Co., 35, Derby Avenue, N.12. 'Phone: Hillside 4130.

SET of five 17-in. Ford steel wheels, shod, with conversion plates to fit Austin Seven hubs. Your enquiries solicited for Austin Seven spares. Austin Seven Service, Kirby Wiske, Thirsk, Yorks.

"30/98" VAUXHALL "Velox" tourer, 1924, OE 146, fast car, wings and hood poor, seven wheels (5-21-in.), tyres good. A complete example of a very famous *marque*, £295. Community Motors, Hulse Road, Salisbury. Tel.: Salisbury 4965.

£75—1922 "8/18" Talbot-Darracq 2-seater. Fine vintage light car in good original condition. Good tyres and battery; brakes relined; numerous major spares; 45 m.p.g. Seen Surrey. Write, J. H. Fall, 14, Mount Ephraim Road, Tunbridge Wells.

RILEY "Sprite," 1937, 2-seater in trials trim, complete with spare wheels and tyres. Standard wings and radiator shell also available. Winner of the Scarborough Trophy 1947, and awards at every trial entered. T. C. Harrison, 53/61, London Road, Sheffield, 2.

SUPER-TUNED "Hornet Special" engine; actual engine car described *Autocar*, T.O.S.C., No. 204, 12/5/44. Copperised, polished cylinder head, KE 965 valves, McEvoy camshaft, six-branch exhaust manifold, 2-gall. Elektron sump, 80 lbs. pressure hot; perfect condition, unused since 1942, £38. Spare copperised, polished cylinder head, KE 965, etc., as above, £10. McEvoy, 45-degree overlap camshaft, £8 10s. Spare six-branch exhaust manifold, £7. "Hornet" 4-speed gearbox, less remote control, perfect, £8. "Hornet" crown-wheel pinion and diff. assembly, special cast-iron housing, £10. Pair "Hornet" rear springs, with extra leaf, £1 15s. Pair 18-in. Rudge knock-on wire wheels, £2 each. Pair 16-in. "P" M.G. new Rudge wire wheels, silver, £4 each. "P" M.G. parts: exhaust manifold 35s., crankshaft £6, radiator stoneguard 12s. 6d., muff 10s., badge bar 9s. M.G. Marshall supercharger, complete, £22. Pritchard, Minydon, Menai Bridge, Anglesey.

ALVIS 1933 "Speed 20" V.D.P. tourer; 4,500 since maker's engine refit; recellulosed; new tyres. Receipts available. Nearest £400. Box No. 461, MOTOR SPORT, 15, City Road, E.C.1.

1924 "RED LABEL" Bentley 2-seater. Also 1927 "Red Label" Bentley, stripped. All parts completely renewed or reconditioned. New h.c. pistons, etc. £550 lot, but prepared sell separately. F.N. motor-cycle and sidecar, 1,000-c.c. opposed twin (believed only one in country); completely overhauled, spare engine available; offers over £150. Also Frazer-Nash chassis-frame, front springs and axle-beam; offers. Box No. 462, MOTOR SPORT, 15, City Road, E.C.1.

MARCHAL headlamps, 9-in. pair, replated. One pair 11-in. twin-filament headlamps, hemispherical domes, replated. £10 each pair, with spare bulbs. Seen Paddington. S.A.E. Box No. 451, MOTOR SPORT, 15, City Road, E.C.1.

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FOR SALE—*continued*

RILEY.—Genuine Mark IV open 4-seater, 1931 (eligible vintage class); 35 m.p.g. at 37 m.p.h. timed average; oil, 50 lb. hot; new back axle bearings; new hood; very good body condition; spare set cycle wings. £220. Box No. 463, MOTOR SPORT, 15, City Road, E.C.1.

1936 LAGONDA "Rapier," Ranelagh drophead coupé 4-seater; 500 miles since fitted liners and Martlett pistons; new tyres; centre gear-change; pass and spotlights; twin horns. Smart fast car. £385. 28, Grove Hill Road, Tunbridge Wells. 'Phone: Tunbridge Wells 1250.

M.G. "Midget," 1934, in perfect condition. Offers over £300. *Speed*, July 1935 to Dec. 1938, inclusive. Box No. 464, MOTOR SPORT, 15, City Road, E.C.1.

ALVIS wide 2-seater tourer, 12 h.p., reg. 1929. Good runner. What offers? (Or would exchange for elderly saloon that goes!) Box No. 450, MOTOR SPORT, 15, City Road, E.C.1.

SALE.—Three 21-in., two 18-in. Rudge wheels, ex-Aston-Martin; need repair; cheap. Shaw, 106, Swarkestone Road, Chellaston, Derby.

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17-H.P. Sunbeam sportsman's sliding-head four-some coupé. Brand new battery and three new tyres. In really first-class condition throughout. Price £250. Another 1934 17-h.p. Sunbeam four-door saloon. New battery and tyres. Believed to have been built specially for Duchess of Bedford. A really fine car. Price £300. Also 1924 "14/40" Sunbeam. Bodywork rough; good engine and astounding performance. Very well shod, with three new spare tyres. Price £50. Details and photos of all above available. Wanted: 3-litre Sunbeam saloon or sports 4-seater, "33/180" Mercédes, "30/98" Vauxhall, or Type 44 Bugatti. Keogh, St. Briavels, Glos.

ONE only, secondhand Michelin tyre, 895 by 135 mm., walls sound and in excellent condition. Secondhand Watford magneto, Type E.O.6, clock-wise rotation, ex-"Silver Ghost" Rolls-Royce, completely reconditioned and unused since. Two pairs of brand-new André-Hartford double shock-absorbers, Type 506, fitted with "silentbloc" bushes. One pair 9 in. by 9 in., the other pair 8 in. by 8 in. Six brand-new valves and guides for 1922 Rolls-Royce "Silver Ghost"—genuine Rolls-Royce parts. Dixon, Bickerstaffe Street, St. Helens, Lancs.

ALVIS "Firefly" spares: engine, carburetter, dynamo, radiator, complete back axle, differential, rear springs, half-shaft. Scott, 22, Tyndalls Park Road, Bristol.

ALFA-ROMEO, open 2-seater body, complete except for seats, £35. N. H. Mann, Beverley Motors Ltd., Alric House, Alric Avenue, New Malden, Surrey. Tel.: Malden 4403.

RILEY Nine crown-wheel and pinion, 4.7 : 1, straight-cut. Also new rev.-counter drive. Offers. 15, Lonsdale Avenue, Romford.

ALVIS "12/50": spare engine, late series, less cylinder-head and minor items, £15; 7 : 1 c.r. cylinder-head, re-machined and fitted new valves and guides, £10; radiator, early pattern, £4. Miles, Sunnydale, 84, Victoria Road, Sutton Coldfield. Tel.: Sutton 2527.

21-H.P. Lagonda Du Cros police ambulance, 1934; 700 by 18; Lockheed brakes, off-set transmission, massive low-built chassis; make ideal brake, 'bus, travelling shop or conversion; good condition. £150. Smallbone, 116, Raddlebarn Road, Birmingham, 29. Selly Oak 0080.

ALVIS 1932 "Beetle-back." Completely re-conditioned throughout. Also 1927 Rolls Twenty and many spares. Offers to Radford, Broomhill House, Hucknall, Nottingham.

RILEY Nine, Mk. IV engine, clutch and gearbox as one unit: dismantled, a few parts missing; £23. After 7.30 p.m. Ballard, Lyndhurst, Station Road, Thames Ditton. Emb. 2357.

1936 ASTON-MARTIN, Mark II, 1½-litre short-chassis, mileage 47,000. Cellulose and chrome excellent; twin horns, spot, twin chrome exhausts; Ki-gas engine just completed overhaul; new valves, springs, collars, etc.; new timing chain; reconditioned water pump and oil pump. Scintilla magneto. Fast, absolutely reliable; tyres good. £700 (offers). Collins, 9, Knaresborough Road, Wallasey, Cheshire.

FOR sale.—5-in. Smith rev.-counter, complete with cable. Reconditioned by makers. £3 10s. Castle, 17, Manchester Road, Holland-on-Sea, Essex.

S.S. 100 3½-litre, 1939. Metallic grey. Has had a complete maker's overhaul, including all mechanical parts, body, hood, etc., and has only done 2,600 miles since. Full details from: Norman Terry, Farfield, Alvechurch, Worcs.

3-LITRE Bentley with 4½-litre engine; terrific performance; open 4-seater, Vanden Plas, just re-cellulosed, excellent condition; hood, tonneau and envelope very good; front tyres unused. £395. Can be seen, 14B, London Road, Alderley Edge, Cheshire, or 'phone 2177 after 6.30 p.m.

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Austin 12-h.p. saloon, 1938, in very good condition, **£395.**

Austin 16-h.p. saloon, 1931, superb condition, **£125.**

Bedford 10-h.p. utility, 1938, very good condition, **£325.**

Austin 10-cwt. van, 1940, very good condition, choice of two, **£225.**

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FOR SALE—*continued*

A.C. 1921 12-h.p. 4-seater tourer, mechanically sound; tyres, upholstery, bodywork, good. One previous owner. 15, Roman Place, Leeds, 8.

DOWNTON ENGINEERING WORKS, LTD., near Salisbury, Wilts. Specialists in vintage cars, spares, repairs, overhauls, sales, service, and tuning. Aluminium water-transfer castings for "30/98" Vauxhall, new, in stock, reasonable prices. "Rapier" spares. Anything made to order, reasonable prices. Rudge wheels, 19-in. "42" hubs and 21-in. "72" hubs. Pair large Lucas chrome headlamps, good reflectors, £6. 820 by 120 B.E. covers. 3-litre Sunbeam spares, including sound block. S.A.E. particulars; £85 or offer. Wanted: R.W. wheels, "42" hubs with 16-in. rims, "42" hubs with 16 to 19-in. alloy rims, and "62" hubs with 20 and 21-in. rims. Any "Rapier" spares. Vintage sports car up to 14 h.p., any condition, under £150. Aero Morgan 6-in. 7,000 r.p.m. rev.-counter.

1929 1½-LITRE Aston-Martin 4-seater sports, fully equipped; sound; good tyres. £250. Sheffield, Hoye, Kippington, Sevenoaks.

500 BY 20—two new, one unused remould, one remould almost unused (300 miles). Sell separately. What offers? Box 478, MOTOR SPORT, 15, City Road, E.C.1.

"12/50" ALVIS: four oversize pistons with rings and gudgeons, unused, £6; crankcase, camshaft, crankshaft, sump, short-stroke block, 21-in. split-rim wheels, etc. Austin Seven: four-speed gearbox, £10; Terry "Aero" valve springs, unused, 30s.; 19-in. wheels, etc. G.N.: V-twin, push-rod inclined o.h.v. racing engine, rebored, £10; spares for i.o.e. V-twin engines, etc. W.B., "Carmel," Wood Lane, Fleet, Hants (Fleet 831).

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FOR SALE—*continued*

ALVIS "12/50" 1927 sports saloon. Recent overhaul. Bodywork excellent. 106, Rosemary Hill Road, Streetly, Sutton Coldfield. Streetly 7264.

1½-LITRE (14-h.p.) special Wolseley D.H. 4-seater by Jensen, 1936 model; overhaul March, 1947, bills shown; new hood, good tyres. Exchange Replica 'Nash or 2-litre Lagonda, or sell £285. Write further details, 28, Montbelle Road, S.E.9.

RILEY Nine 1932 block (cracked externally but repairable), pistons, 50s.; pair alloy doors, ex-W.H.S., 20s.; two sets gaskets, 16-h.p. A.C., 20s.; two boost gauges, —7 to +8, 12s. 6d. each; Kigass pump, 10s.; B.T.H. J.4 vertical mag., £6; Notek 30s. Motoring books, s.a.e. for list. French, 1, Preston Gardens, Ilford. Val. 6678.

AUSTIN Ten 2-seater, 1933; recellulosed; good mechanically; £195. Wanted: set 1931 Alvis "12/60" timing wheels. 'Phone Barnet 5764.

LAGONDA 4½-litre pillarless saloon, 1935; £400 overhaul recently completed; tyres perfect. Accept £650 for quick sale. Box No. 479, MOTOR SPORT, 15, City Road, E.C.1.

AUSTIN Seven 1933 2-seater sports. Pretty body, excellent condition, recellulosed dual blue. New hood and side-screen; good tyres. Offers over £200. I.F.S. available, extra. 6, Jameson Road, Winton, Bournemouth.

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FOR SALE—*continued*

1932 12-H.P. "Hyper" Lea-Francis 2-seater in good running order. Offers. Manchester area. Box No. 480, MOTOR SPORT, 15, City Road, E.C.1.

1927 2-LITRE Lagonda; saloon body, rough, but otherwise in perfect mechanical condition. Write, Cheavin, 25, Dryburgh Road, Putney, S.W.15.

1947 MODEL (Oct. 1946 reg.) "TC" M.G. in immaculate condition throughout. One owner. Three months' guarantee. Extended payments arranged. £695. Reys Motors Ltd., 73-75, Albany Street, London, N.W.1. Tel.: Euston 6994.

1938 M.G. "TA" 2-seater. Very good condition. One owner from new. Three months' guarantee. Extended payments arranged. £450. Reys Motors Ltd., 73-75, Albany Street, London, N.W.1. Tel.: Euston 6994.

SINGER 2-seater coupé. "Magnette" wanted. Box No. 481, MOTOR SPORT, 15, City Road, E.C.1.

45,000 GLOSSY motor-car photographs, postcards to 15 by 12-in. plates, approx. 20,000 different. English, foreign, sports, racing, saloons, action, standing, races, rallies, meetings. Assorted samples and price list 5s. G. A. Final, 15, Nashleigh Hill. Chesham, Bucks.

M.G. "MIDGET," Sept. 1946; 10,000 miles; fitted Fram; taxed December; insured. £775. "Broomfield," Ridgeway, Pyrford, Surrey. 'Phone: Byfleet 2815.

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FOR SALE—*continued*

M.G. "MIDGET" coupé, £135. M.G. "Midget" 2-seater, £295. M.G. "Magna" 4-seater, £295. M.G. "Magna" 4-seater, £245. Singer Nine "Le Mans," 4-seater, £270. Wolseley "Hornet," 2-seater, £195. Morris Eight 2-seater, £265. Terms, exchanges. Particulars, stamp; appointment only. Spares for sale. G. A. Final, 15, Nashleigh Hill, Chesham, Bucks.

500-C.C. "special" chassis, fully independent suspension, tubular backbone, constructed throughout of high-tensile metal; less tyres; £125, or with 500-c.c. J.A.P. racing engine and gearbox, £175. V. W. Derrington, 159, London Road, Kingston. Kingston 5621/2.

MERCEDES-BENZ "38/250" 2-seater blown super sports. A really terrific car, sound throughout. Cost £800 last year, now reduced to £600 or part-exchange for 3 or 4½-litre Bentley. Box No. 467, MOTOR SPORT, 15, City Road, E.C.1.

SINGER Nine 4-seater, twin carburetters; recently rebored, excellent tyres, hood, etc.; smart appearance; 225 guineas. Would exchange for 2-seater M.G. or Singer. Holdway, 21, Woodmere Gardens, Shirley, Croydon. Addiscombe 4333.

1½-LITRE M.G., originally F-type. Rebuilt regardless of cost. E.N.V. close-ratio crash box. Electron large-capacity sump; engine rebored, shaft reground. Accessories, completely overhauled. Two-seater body requires finishing. Nearest £250. Gibbons, Bray, Ember Reach, Thames Ditton. Emberbrook 1460.

"INTERNATIONAL" Aston-Martin cylinder block, original studs; perfect condition. Price £60. Box No. 468, MOTOR SPORT, 15, City Road, E.C.1.

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"FIREFLY"	69 x 100 mm.
1933-4	1,496 c.c.
"FIREBIRD"	73 x 110 mm.
1935-6	1,842 c.c.

These models, which are similar in design, are, perhaps, the finest small cars built in this country. The engine is quite unlike the earlier "12/50" range, being virtually a "Speed 20" less two cylinders.

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Max. speed (saloon) 74 m.p.h.
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FOR SALE—*continued*

EX-EASON GIBSON "Monoposto" Zoller-blown Ford, mentioned *The Motor* Mar. 12th, 1947; has never raced. Bought from him and stored nine years. Must exchange for car for business, or sell. 48, Coombe Road, Croydon. 'Phone: 2109.

TWO 6.00 by 21 rebuilt tyres, £6 5s. each; 750 or 1,100-c.c. Powerplus supercharger, £15 or offers; high-compression Riley Nine pistons, plus .020 in., Specialloid, new, £4; 1931 Riley Nine block, crank, camshafts, head, etc., £10 or offers. 1925 3-litre "Red Label" Bentley 2-seater, body by Park Ward; in excellent and original condition, with good tyres, £400. 1924 3-litre "Red Label" Bentley two-door fabric saloon; a genuine Bentley; tyres poor; £275. 1929 17-h.p. six-cylinder Sunbeam saloon, £145. John Payne, Worcester Place, Oxford. 'Phone 2838.

A VERY fine 1926 Rolls-Royce "Phantom I" Hooper limousine, one owner until 1947, last taxed 1939, speedometer mileage 25,000; in absolutely first-class order throughout, £325. 1922 Standard 14-h.p., *o.h.v. engine, 4-seater tourer*; requires new hood and battery, otherwise in excellent running order; very good tyres and completely equipped; a useful and inexpensive vintage tourer, last taxed 1935 and carefully stored, £45. One 4.75 by 21 new remould on "Fort" casing, with good tube and R.W. wheel, suitable for Sunbeam or 2-litre Lagonda, £9. Also various B.E. tyres and tubes and some B.E. Whitworth wheels suitable for Vauxhall "30/98." C. J. Bendall, The Rookery, Walsworth Road, Hitchin, Herts.

GEARBOX, clutch and remote-control Coventry-Climax Autovox motor-energised wind horn, Traveller car radio, Vane-type shock absorbers. Dutt, 160, Highlever Road, W.10. Lad. 0532.

£525 OR exchanges.—1,100-c.c., three-bearing, Riley-engined sports "special." Absolutely new in every respect and ready for racing. Exceptionally high performance. Any trial. 6, Beaumont Avenue, St. Albans. Tel.: 5356.

4½-LITRE Bentley, 1930, open 4-seater in excellent condition. Photographs and particulars to genuine enquirers. £495. Box No. 469, MOTOR SPORT, 15, City Road, E.C.1.

FOR SALE—*continued*

M.G. "PA/PB/N/K3/Q" bell-housings, £11. "PA/PB/Q" cylinder-heads, £12 10s. 5.375 crown and pinion (soiled), £4. "VA" 1½-litre oil clutch-plate and thrust bearing (new), £2. Ditto, track-rod ends, 30s. Pair "SA" 2-litre front springs, £4 10s. "M" gallon alloy sump, for "Minor," 30s. F.IA.T. 500: pair axle-shafts, perfect, £3. 5.25 by 18 new Dunlop "Fort" and tube, £6. 4.00 by 19, pair Dunlop "90s" and tubes. Don Pitt, Rodborough Crest Cottage, Rodborough Common, Stroud, Glos.

1946 "TC" M.G., black; very low mileage, as new. £925. Pierpoint, 48, Catherine Place, Westminster, S.W.1.

"SPEED SIX" Bentley Van Den Plas 4-seater tourer. Late property of famous racing driver; in superb condition, only 18,500 miles since overhaul and fitting of new body in 1934. Car has been laid up for over 10 years. Nell Gwynn House Garage, Whiteheads Grove, Chelsea, S.W.3. Telephone: Kensington 2027.

FLYWHEEL and clutch, ex-"Le Mans" Singer Nine, £1 10s. Three new rims, 21 by 6, zinc-sprayed and punched correctly for Bentley triple-spoked hubs, £3 15s. Hardy prop.-shaft, ex-4½-litre Bentley; excellent condition, £10. Front axle beam, ex-3-litre Bentley, £2. Lower half of 1923 T.T. Replica 3-litre Bentley engine; crankshaft, con.-rods and all bearings appear perfect, £15. Unused latest pattern Lucas single cylinder magneto, £5. Square-type M.L. 50 twin magneto, £1 5s. Light flexible shaft fitted ¼-in. capacity chuck, £1. Chawner, Lyme House, Marsland Road, Sale, Cheshire. Trafford Park 0801 days; Sale 4946 evenings.

PRE-BASIC bargains.—1928 vintage 8-h.p. F.I.A.T. 2-seater sports; recellulosed, good order, taxed and insured; £150 or near offer. A special Austin Seven, chassis lowered and lengthened, fitted with near 2/3-seater body; an enthusiast's car; unregistered; £100 or offer. Fabric Austin Seven saloon, body rough, rebored engine not yet run in, £75. Avon Engineering Works (late Warne & Blackwell), Avon Buildings, Bargates, Christchurch, Hants. 'Phone 1200.

RILEY Nine 1935 crankshaft, reground and unused since, 1 1/16 in., £7 10s. Scintilla Vertex, 6-cyl., clockwise, £7. Retreaded tyre, 4.75 by 18 in., £2 15s. Set carpets, red, for "Brooklands" Riley, £1 5s. All plus carriage. C. C. Garlick, 16, Leipton Street, N.W.5. Gul. 3067.

"12/40" LEA-FRANCIS spares for sale. 1930 Meadows engine, almost complete. C.W. and pinions, set axles and brake drums, gearbox and others. Coleman, 174, Droylsden Road, Audenshaw, Lancs.

RILEY Nine engine, 1932, complete but dismantled, offers for whole or parts. Two "Daytona Hornet" axleshafts, £1 each. G.N. radiator shell, 10s. Steering box parts, 25s. Austin Seven 19:51 crown and pinion, £3. C. H. Peacock, 20A, Hartington Road, W.4.

M.G.—AN exceptionally attractive example of a 1939 model, "T" type. British racing green, green upholstery; two spare wheels and a host of "additional to standard" features. In first-class order in looks and performance; tyres exceptionally good. Maintained regardless of expense by an enthusiast. Offers wanted, or will exchange small saloon. Onions, "Green Gates," Woodland Avenue. Kidderminster, Worcs.

FOR sale.—"Motor Racing with Mercedes-Benz," 1st edition, as new. What offers? Bernard, Jesus College, Oxford.

TALBOT "14/65" 1934 saloon; just had £70 overhaul, including re-sleeve, engine, gearbox and rear axle out and stripped, everything re-placed where necessary. Excellent coachwork, original throughout, black with red hide; excellent tyres and new battery. Not yet run in. £220 or near offer. 229, Stanstead Road, Forest Hill, S.E.23. For. 5592.

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FOR SALE—*continued*

SPARES here! Rudge wheels, "52" hub, 19 and 20 in., from 35s. One only, Bentley wheel, "62" hub, 21 in., just rebuilt, 90s. Some "52" Rudge hubs. Austin Seven 17-in. wire wheels, new, 35s. each. Two 525/21 remoulds on "Fort" casings, £5 each. Two 550/20 remoulds, 30s. each. New 450/17s, 70s. each. Morris Minor 6-v. dynamo, good, 30s. "J2" type 12-v. dynamo, just overhauled, 80s. 1½-in. and 1¼-in. S.U. carburetters. Lea-Francis engine spares. Four-cylinder mags. Rudge "52" hub-caps, 7s. 6d. each. All plus carriage. S.A.E. please with enquiries. Callers by appointment only. J. C. Wrigley, 28, Ambassadors Close, Hounslow West, Middlesex.

LANCIA "Lambda" spares: rev.-counter, drive and drive-box, needs 2:1 reduction gear, 50s.; three hubs, 20s. each. J. C. Wrigley, 28, Ambassadors Close, Hounslow West, Middlesex.

3-LITRE Bentley spares, including A-type gearbox, cylinder block, flywheel, prop.-shaft, half-shafts, etc. Box No. 470, MOTOR SPORT, 15, City Road, E.C.1.

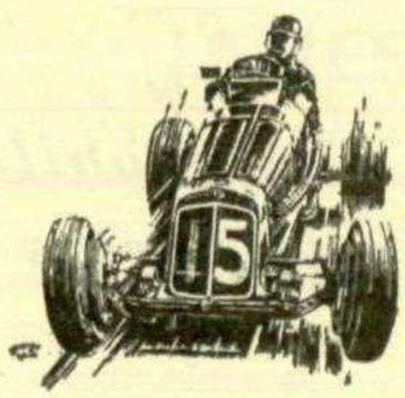
"J2" MIDGET, 1933, black 2-seater; sound condition; 10-in. Marshalls; outside exhaust; 42 m.p.g. Seen Sussex. £235 or near. Box No. 471, MOTOR SPORT, 15, City Road, E.C.1.

FOR sale.—Riley Nine, 1930, open 4-seater, mechanically sound and in good running order; good tyres; £100. G. Weston, Middlebrook, near Jacksdale, Notts.

BRITISH-SALMSON 12/55-h.p. saloon. First reg. March, 1935. Spare block, crankcase and gearbox available. All in first-class order. £320. 47, Ennerdale Road, Richmond, Surrey. Ric. 0251.

1937 SINGER Super Twelve D.H. coupé. Completely reconditioned engine, gearbox, front axle, springs, 100 per cent. respray, interior and chromium. Offers over £450. Box No. 472, MOTOR SPORT, 15, City Road, E.C.1.

1935 SINGER "Le Mans" 9-h.p. sports saloon, immaculate condition, second owner; new tyres. Genuine total mileage 36,000. Offers over £295. 35, Elm Road, East Sheen, S.W.14. 'Phone: Prospect 7175.



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NEW "Hornet" crown-wheel and pinion, 39 by 8, approx. 1932. Offers. Smith, 108, Saffron Road, Glen Parva, Leicester.

1930 TALBOT "14/45" tourer, roomy car, very well cared for. New tyres, plugs; engine and electrical equipment overhauled; first-class hood, side-screens; original instruction books, tools; 22 m.p.g., oil negligible. £155, or would preferably exchange, plus cash, for 1939 Ford Eight. Ash, 8, Garden Close, Ruislip, Middlesex. Tel.: Ruislip 2381.

M.G. "PA" 4-seater, 1935; excellent performance and appearance; maroon finish; new tyres, battery, dynamo, starter. Nearest £275. Grasse, 125, West End Lane, N.W.6.

JOHN BLAND offers the following vehicles of interest to "special" builders: 1931 Austin Seven chassis complete, with front wings, bonnet, dash and instruments. Really good tyres; 1,000 miles since engine rebored and rebuilt; £50. Amilcar "Surbaisse" chassis, less engine and gearbox, five R.W. wellbase wheels, no tyres. Excellent condition, £28. Delage "D.I.S." chassis complete; engine requires assembly; good wellbase wheels and tyres; no coachwork or wings; £45. Vintage motor-cycle, 1914 500-c.c. P. and M., in good condition, £15. Many engine spares for early coil-ignition Austin Seven. Cylinder block, plus .040 in., for M-type M.G. Midget, also con.-rods. Bland, 27, Southfields Road, S.W.18. Putney 1612.

1926 TWIN o.h.c. Salmson, 4-speed box, new body; numerous spares, including reground crank and two new tyres. Fast, economical and reliable. £100. Friston, 21, Chipstead Avenue, Thornton Heath, Surrey.

1933 RILEY Nine, mechanically complete, body crashed. Seen Winchester area. £60. Brown, 8, Tower Hamlets Road, Walthamstow.

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FOR SALE—*continued*

MORE m.p.h. and m.p.g.—Fit a Lucas 6-v. sports coil, unused and guaranteed, 22s. 6d. each; special quotation for quantities. C.O.D. and carriage paid; usual retail price 36s. each. J. Johnston, Woodland Garage, Old Lane, Cobham, Surrey.

1947 1,100-c.c. S.J.L. Special, 2-seater road sports, fitted modified Talbot "10/23" o.h.v. engine. A distinctive motor-car with vintage characteristics and modern appearance; economical and fast. Price £325. Owner going abroad, must sell with regret. S.A.E. for photograph and specification. Laurie, 79, Highview Avenue, Edgware. Edgware 2136.

PAIR 710 by 90 B.E. covers and tubes, part-worn, 15s. Seventy copies MOTOR SPORT, 1938-1947, 30s. Laurie, 79, Highview Avenue, Edgware. Edgware 2136.

M.G. "MAGNA" L-type for sale. Completely overhauled, including new battery, two new tyres, etc. £400. Box No. 473, MOTOR SPORT, 15, City Road, E.C.1.

FOR sale.—3-litre Bentley "Speed Weymann," 1927 ("Red Label" short chassis with saloon body, C-type gearbox). Only completed 6,000 miles since bored and sleeved to original size. Rewired, two new high-capacity batteries, two sets of wheels, 21 in. and 20 in. Bodywork and leather upholstery in excellent condition. Would consider smaller car, preferably vintage in part exchange. Offers please. Seen Midhurst. Box No. 425, MOTOR SPORT, 15, City Road, E.C.1.

ALVIS "12/50" saloon, 1928, requires attention. Full particulars: Jeffrey, 137, Norse Road, Scotstoun, Glasgow, W.4.

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KD-TYPE "Magnette" engine and gearbox complete, rebored and relinered; re-metalled big-ends and mains. L-type chassis, wheels, axles, complete. "Special" body and many other parts. Write Tojeiro, Cottered, near Buntingford, Herts.

RILEY Nine sports, completely overhauled; engine just rebuilt by racing specialist. Has had over £250 spent on it during year. First offer over £475 secures. 'Phone: Barnet 5095 evenings.

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1935 SINGER Nine engine, no electrics, £15. Swift chassis, engine, gearbox, etc., £5. Riley Nine 1931 engine, gearbox, £20; front and back axle and steering gear, £15; chassis, etc., £10. 72, Burnt Ash Lane, Bromley, Kent.

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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.

ENTHUSIAST requires really good 2,000-c.c. engine, preferably blown; "328" B.M.W. or similar. Would also be interested in a car that has an outstanding performance, up to about £300. H. Thomas, 265, Upper Parliament Street, Liverpool, 8. 'Phone: Royal 1043.

746-C.C. M.G. engine, J3, J4, or Q-type. Must be complete and in good condition, including blower. Would part-exchange unblown 746-c.c. C-type engine, or buy outright. Phillips, 24, Moseley Road, Cheadle Hulme, Cheshire.

INSTRUCTION manual for 1933/34 Alvis "Firefly" wanted. Piggott, "Clovelly," Drive Spur, Kingswood, Surrey.

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ENGINE, 1½-litre, in good condition, preferably 4 ED. Meadows or Riley. Miles, Sunnydale, 84, Victoria Road, Sutton Coldfield. Tel.: Sutton 2527.

WANTED.—Handbook on 1931 "18/2" Sunbeam. Buy or loan. Betteridge, 123, Chester Road, Sutton Coldfield, Warwickshire.

WANTED.—Engine and gearbox for 1932 M.G. "Magna," any condition. Also handbook and any information. Write, Box No. 452, MOTOR SPORT, 15, City Road, E.C.1.

WANTED.—Old type Bentley, 6½ or 8-litre. Body condition immaterial. Must be complete mechanically or no major item missing. Write, with details, Pulman, The Chantry, East Coker, Yeovil. All letters answered.

VAUXHALL "23/60," 1925, front axle with f.w.b. and brake assembly, wanted urgently. Wiseman, Fairhill, Warwick Road, Coventry.

ENTHUSIAST wants short-chassis Mark II Aston-Martin at reasonable price. Box No. 453, MOTOR SPORT, 15, City Road, E.C.1.

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TWO aluminium bucket seats, "Ulster" Austin spring steering wheel. 105, Eaton Terrace Mews, S.W.1.

WANTED.—Slab tank suitable "J2"; "P"-type front and rear wings; "P" or "T" complete twin spare wheel carrier. P. Nicholas, 44, Jasper Road, S.E.19. Gip. 0900.

WANTED.—Small horsepower car in reasonable condition. Preferably Fiat 500 or Austin "Nippy." Sidney, 66, Keresley Road, Coventry.

WANTED.—Purchase or loan: MOTOR SPORT issue April, 1936, describing twin o.h. camshaft 750-c.c. Austins as designed by Jamieson. Greatest possible care taken if loan only. Write, Clive Gallop, 10, Highlands Avenue, Leatherhead.

FOR 1934 "J2" M.G., front road spring. Also one pair cycle-type wings. Ould, 2, South Parade, Southsea, Hants.

WANTED.—Riley Nine 1931 "Monaco" special cylinder head, 2-stud induction for twin S.U.s. Lieut. Chambers, R.N.A.S., St. Merryn, Cornwall.

WANTED.—Open body for "12/50" Alvis: 1936 Morris Eight or similar. State condition, price. Oliver, Ashfield, Lanchester, Durham.

WANTED, urgently: A.T., ex-Bentley, speedometer. Please state overall rim diameter. Box No. 465, MOTOR SPORT, 15, City Road, E.C.1.

WANTED.—"Brooklands" Riley gearbox; Riley "Gamecock" gearbox; pair flared front wings, suitable for Riley Nine, "Brooklands" type. The Cottage, Alexandra Road, Addlestone, Weybridge, Surrey.

WANTED.—Riley Nine knock-on wheels and hubs, complete set; any good instruments; also 1933 or later chassis or complete car, any condition considered. Gordon Maclean, Kingston Bagpuize, Abingdon, Berks. Longworth 85.

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WANTED urgently, open 4-seater body for Riley Nine; also pair Hartford shockers. Kirkman, 70, Kirby Road, Portsmouth.

WANTED.—To buy or borrow Lagonda "Rapier" instruction manual or other literature. Large deposit if required. Box No. 466, MOTOR SPORT, 15, City Road, E.C.1.

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SPORTS saloon wanted, 12/16 h.p., any type considered but must be in good condition. Bryars, Red Lane, Sheffield.

WANTED urgently, steering box complete with inner column, for 1938 Commer 10-cwt. van, or Hillman "Minx" 1936/9 would suit. Reliance Auto Sales Ltd., Skegness, Lincs. (Tel.: 1037.)

DESPERATE D.K.W. (1938) owner wants starter motor (flywheel portion) or spare engine. Tufnell, Knole Park, Almondsbury (3222), Bristol.

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WANTED.—5-in. revolution-counter and drive for M.G. "18/80" 2-litre Type SA; clock not essential. H. Pimm, 26, St. Michael's Square, Gloucester.

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MEADOWS 4ED "Brooklands" engine with roller crankshaft or separate items; also timing cover with drive for Cozette blower. D. Shepherd, 25, Sandfield Road, Oxford.

SPORTS car chassis with or without body, for enthusiast. Under £200. "Broomfield," Ridgeway, Pyrford, Surrey. 'Phone: Byfleet 2815.

GEARBOX, four-speed, also crown-wheel and pinion for 2-litre Lagonda, 1928, or any other spares. Cox, Newton House, Newton, near Kirkham, Lancs.

ENGINE and gearbox unit wanted for Trials-Special, 2 to 3-litre o.h.v. English or Continental make preferred, Jaguar, M.G., Rover or similar. With or without manifolds, dyno, starter, etc. Condition not important provided block and head not cracked. Full particulars and price to R. N. Richards, c/o Richards Bros., High Street, Walton-on-Naze, Essex. 'Phone 268.

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Continued on page 140

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From the Maseratis of Abecassis and Parnell

Gerard drove his E.R.A. non-stop—not pausing to refuel—to win the Jersey race at an average speed of 87.33 m.p.h. Abecassis worked his way into second place with his recently acquired six-cylinder Maserati; Parnell was third, electing to drive his Maserati and to let Fred Ashmore handle his E-type E.R.A., and " Bira," after an early stop to change rear tyres and refuel, another brief stop for additional fuel and yet another for oil, was fourth.

Non-starters were Sommer, Johnson, Woodall, Chorlton and Rolt.

As the flag fell the roads were dry, after a morning of heavy rain, and the sun shone for most of the race. From the front row Parnell's 16-valve Maserati got away by a small margin from Gerard, who was overtaken on acceleration by Abecassis. But after a lap Parnell led from " Bira," followed by Abecassis, Gerard, Mays, Brooke, Ansell, Bolster, Gilbey, Emery, Benett, Heath, Baring, Cowell, F. Ashmore, Harrison, Joe Ashmore, Hampshire, and Richardson. G. Ansell's E.R.A. went almost at once to its pit. A great disappointment was the gearbox trouble experienced by Villoresi's two-stage 16-valve Maserati, which caused him to start a lap behind the field and very soon, after the rear wheels had been changed, resulted in his retirement.

It was " Bira's " blue and yellow Maserati which led lap 2, followed by Parnell, Abecassis, Gerard, Brooke, Ansell, Bolster, Emery, Gilbey and the rest.

Ashmore, in Parnell's E-type E.R.A., almost at once commenced a series of pit-stops that continued throughout the race, leading to his ultimate retirement. Mays, who had had his E.R.A. flown over on the Monday only to experience much trouble in practise, experienced engine trouble early in the race, although it was some time before he gave up.

After 5 laps " Bira " still led from Parnell, but Gerard had moved to 4th place, ahead of Abecassis.

After 11 laps " Bira " had built up a lead of 14 sec. and Gerard was closing on Parnell, whose car suffered from rear-axle bounce.

At the hairpin before the pits we noticed that Abecassis had very flexible i.f.s.; Richardson's Riley came out slowly, misfiring; Heath cornered the new Alta jerkily, with tyres protesting; the E-type E.R.A. went wide; Salvadori seemed cautious with the ex-Mortimer four-cylinder Maserati; Benett's Talbot, which had engine trouble in practice, was another that came out wide, tyres howling. " Bira " used a power slide to leave the corner, and Baring came close in, then power-slid away in the middle of the road. At 15 laps " Bira " led by 22 sec., Parnell 2nd, Gerard 3rd.

By 19 laps " Bira " led by half-a-minute, Mays was in trouble and Joe Ashmore's E.R.A. had retired, far too hot. A lap previously Gerard had passed Parnell, to occupy 2nd place, but on lap 20 Parnell had temporarily picked up his lost position.

Heath now pushed in from the hairpin, but was able to continue, although he retired before the end.

Came drama. " Bira " had to stop for a rear-tyre change. He got out of the car and fuel was put in, the pitwork looking ragged and occupying 1 min. 35 sec., which dropped " Bira " to 3rd place, a lap behind the leaders.

By 24 laps Parnell had lost first place to Gerard, whose E.R.A. was running beautifully and, had we known it, with no need to refuel. Once Gerard was baulked by the E-type and waved madly!

Baring now retired his Maserati, " Wilky " left Brooke's pit to inspect Harrison's sick engine, and Salvadori jerked to a standstill for fuel to be put in with more abandon than judgment.

Abecassis refuelled on lap 31, and he was off again in 38 sec., retaining 3rd place. " Bira " also made a brief stop for more fuel and seemed bothered by oil on his goggles, but did not lose 4th position.

Parnell was shown where to pull in by " Wilky," and while the rear tyres were changed and fuel put in he left the cockpit.

On lap 34 Abecassis moved up, in consequence, ahead of Parnell, although he was still a lap behind Gerard. Cowell meanwhile lapped steadily and expressionlessly in the big V12 Lagonda, although Benett's Talbot had the legs of it when going on all six cylinders.

Came news that Gilbey had overturned his Maserati at Le Marquand's corner, Earl Howe crossing the road from the pits to tell Mrs. Gilbey that her husband had suffered facial injuries, which were not serious.

Gerard, given a thumbs-up each round from his pit, was still a lap ahead after 40 rounds, the other positions unaltered, although Parnell's Maserati seemed unable to close on Abecassis' older car, and a stop for oil still further delayed " Bira." At this time Ansell held 5th place in the 16-valve Maserati going well, and Benett, Salvadori, Harrison, Cowell, Richardson, Heath, G. Ansell and Bolster were still going, the last-named very well indeed.

Nothing troubled Gerard. He lapped at 89.3 m.p.h. and showed no signs of coming in. Indeed, apart from Bolster annexing 6th place, the leading positions remained unchanged to the end. Brooke and Heath finally gave up, Salvadori's engine sounded very unwell, and Benett's bonnet was raised.

But nothing stopped Gerard, who came over the line a deservedly popular winner. His race-time was 2 hr. 0 min. 58.4 sec. Like Parnell, he used Lucas electrical equipment, and the winner and the place-men all used Lodge plugs.—W. B.

Result

1st.	F. R. Gerard (E.R.A.) ...	87.33 m.p.h.
2nd.	G. E. Abecassis (Maserati)	85.62 ,,
3rd.	R. Parnell (Maserati) ...	85.39 ,,
4th.	" B. Bira " (Maserati) ...	83.31 ,,
5th.	R. E. Ansell (Maserati).	
6th.	J. Bolster (E.R.A.).	

[This report was written in an Air Contractors, Ltd., Dakota D.C.3.]

J.C.C. INTERNATIONAL ROAD RACE

JERSEY

1ST. & FASTEST LAP

BOB GERARD

E.R.A.

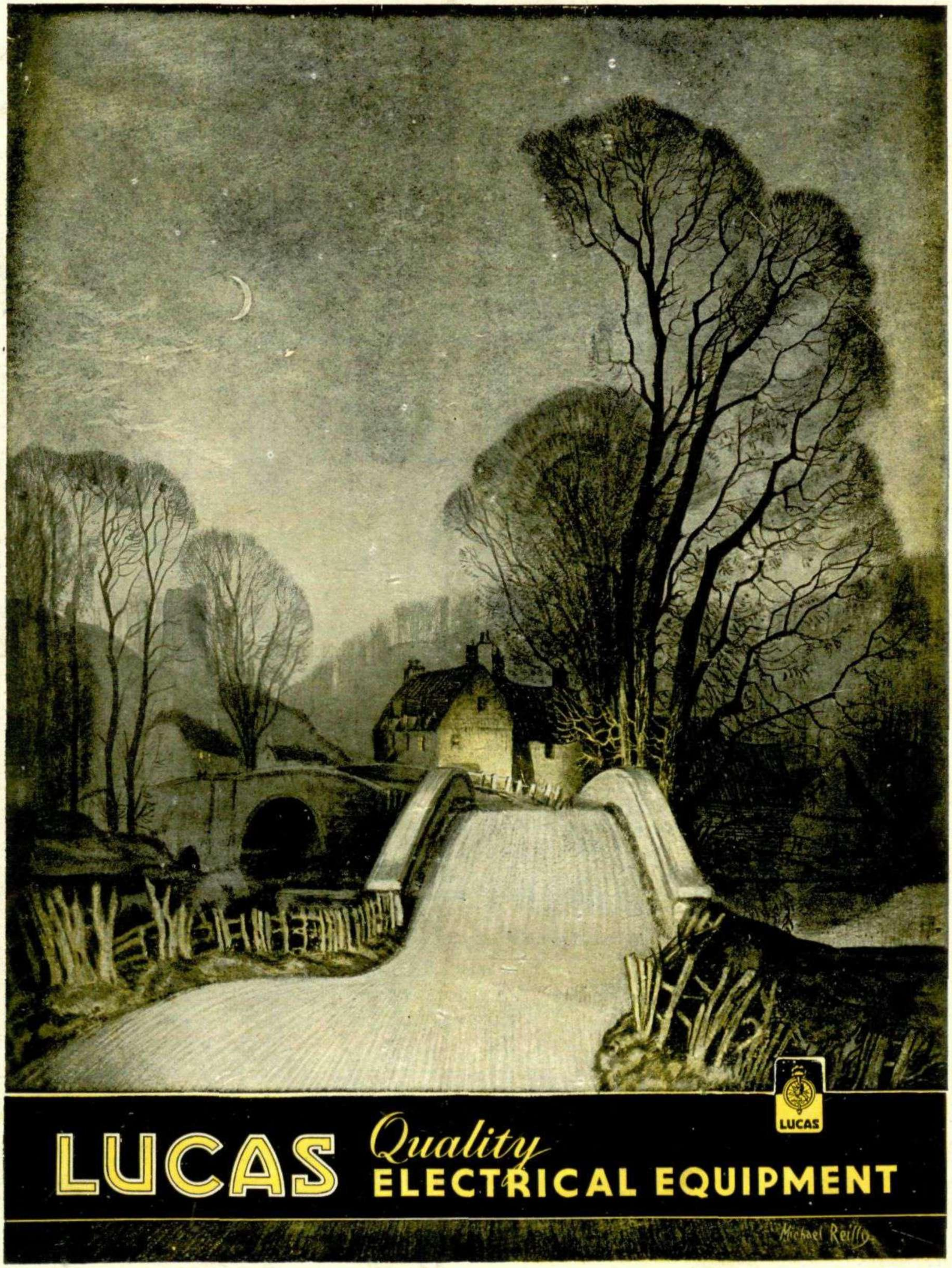
3RD. REG. PARNELL MASERATI

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