

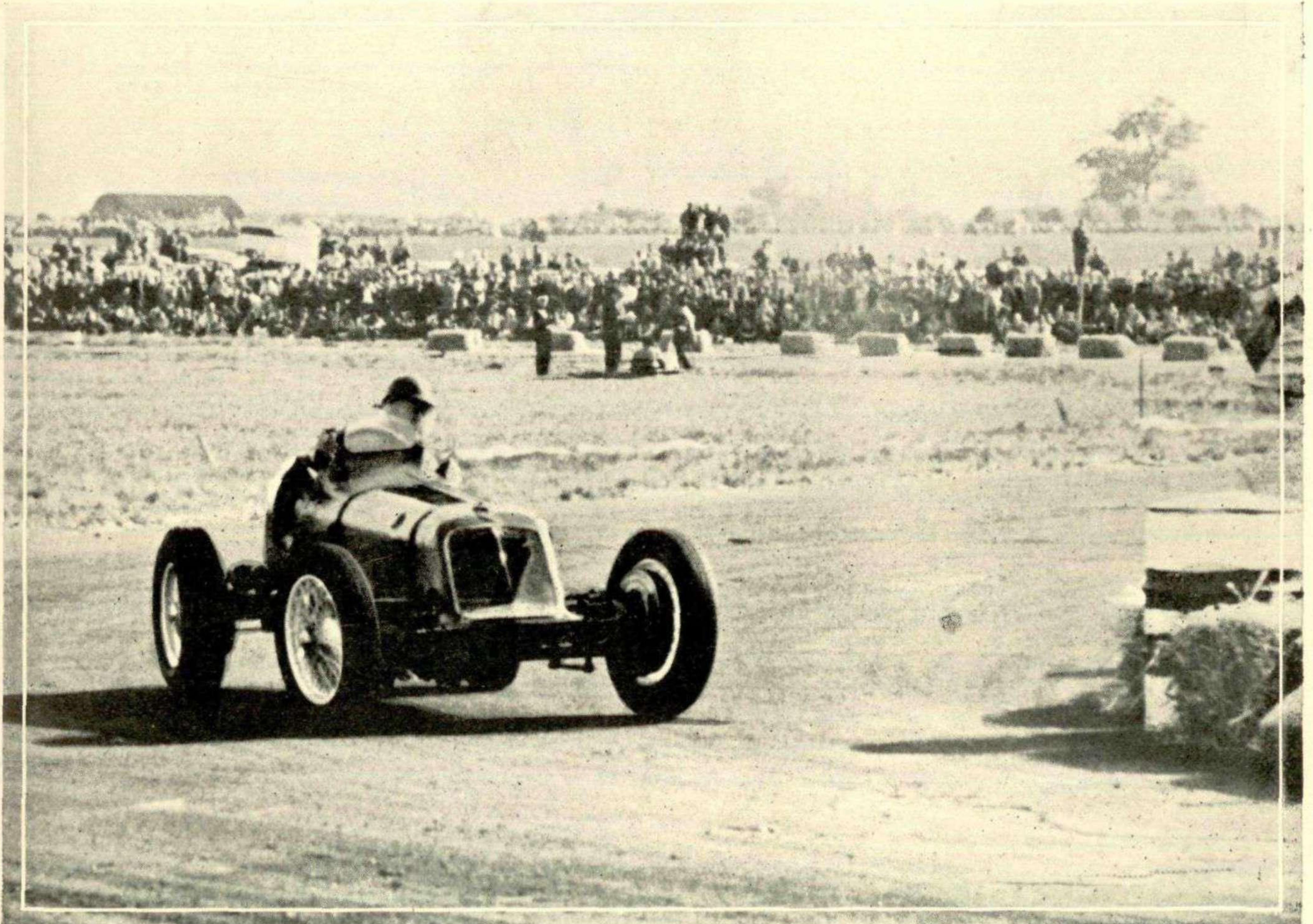
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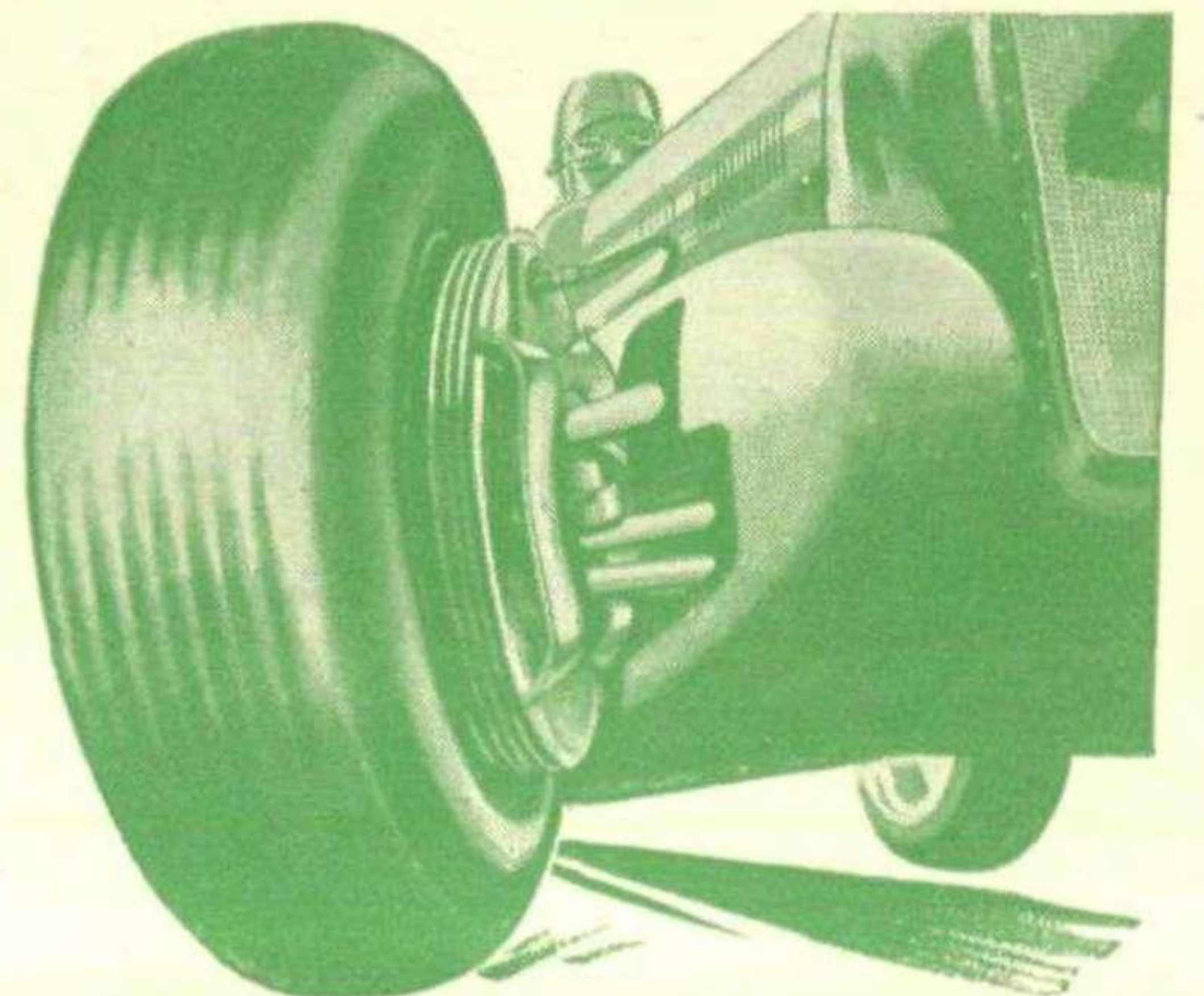


BRITISH CAR AND DRIVER—Popular Bob Gerard and his pre-war E.R.A. taking the Club corner chicane during the British Grand Prix. After winning at Jersey he was second to de Graffenried in this race and has since won the I.O.M. race—report in this issue.

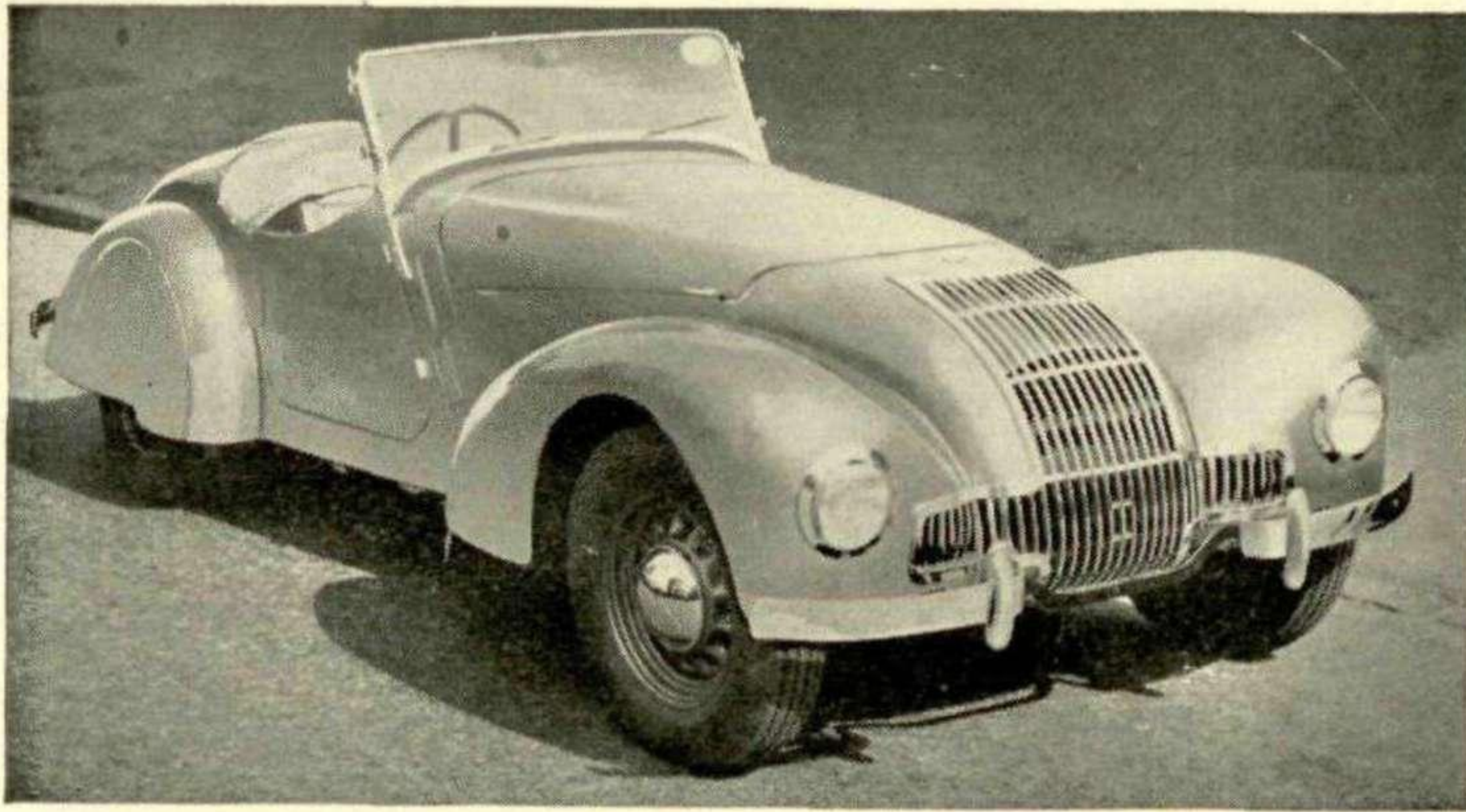
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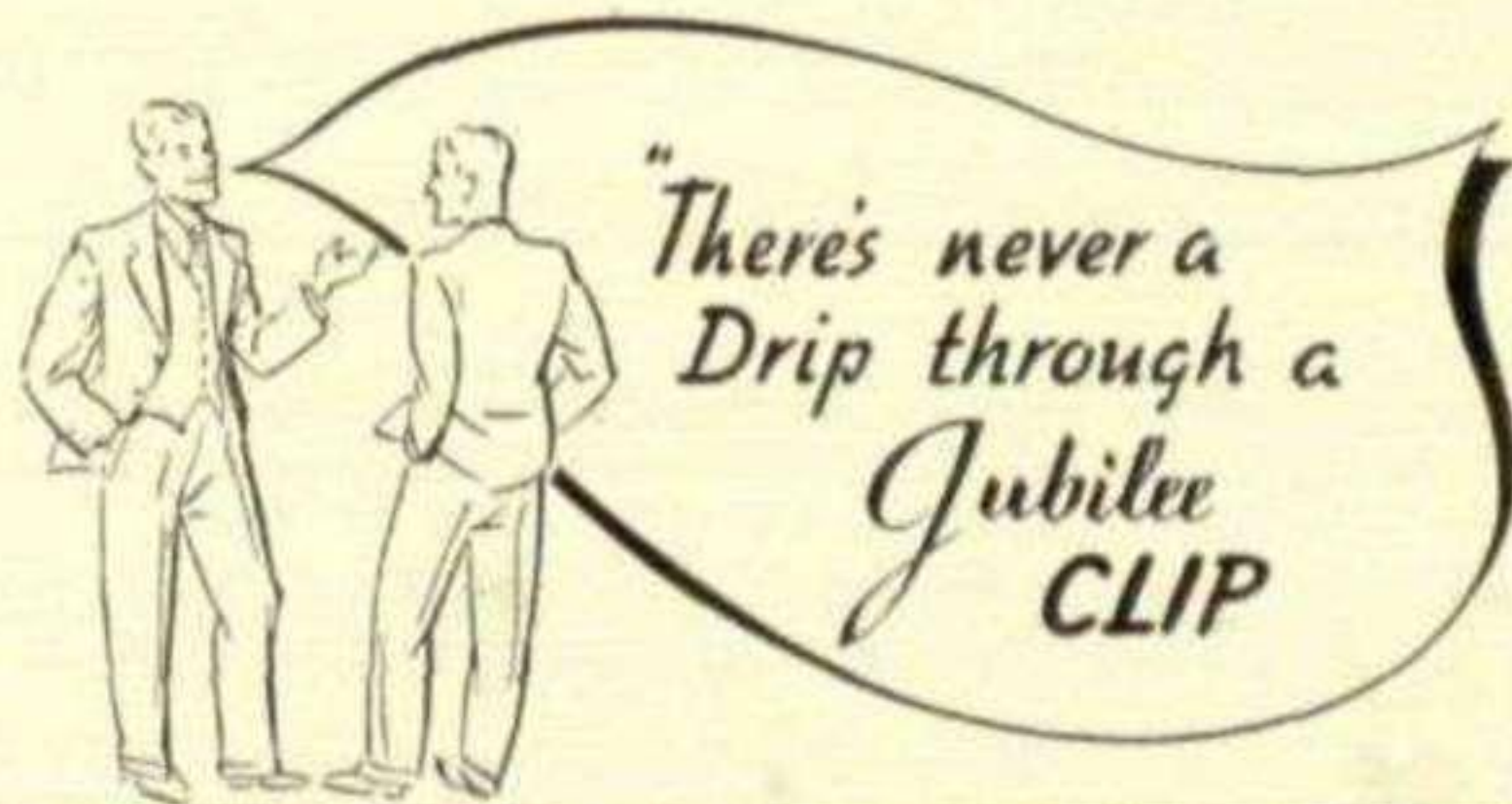


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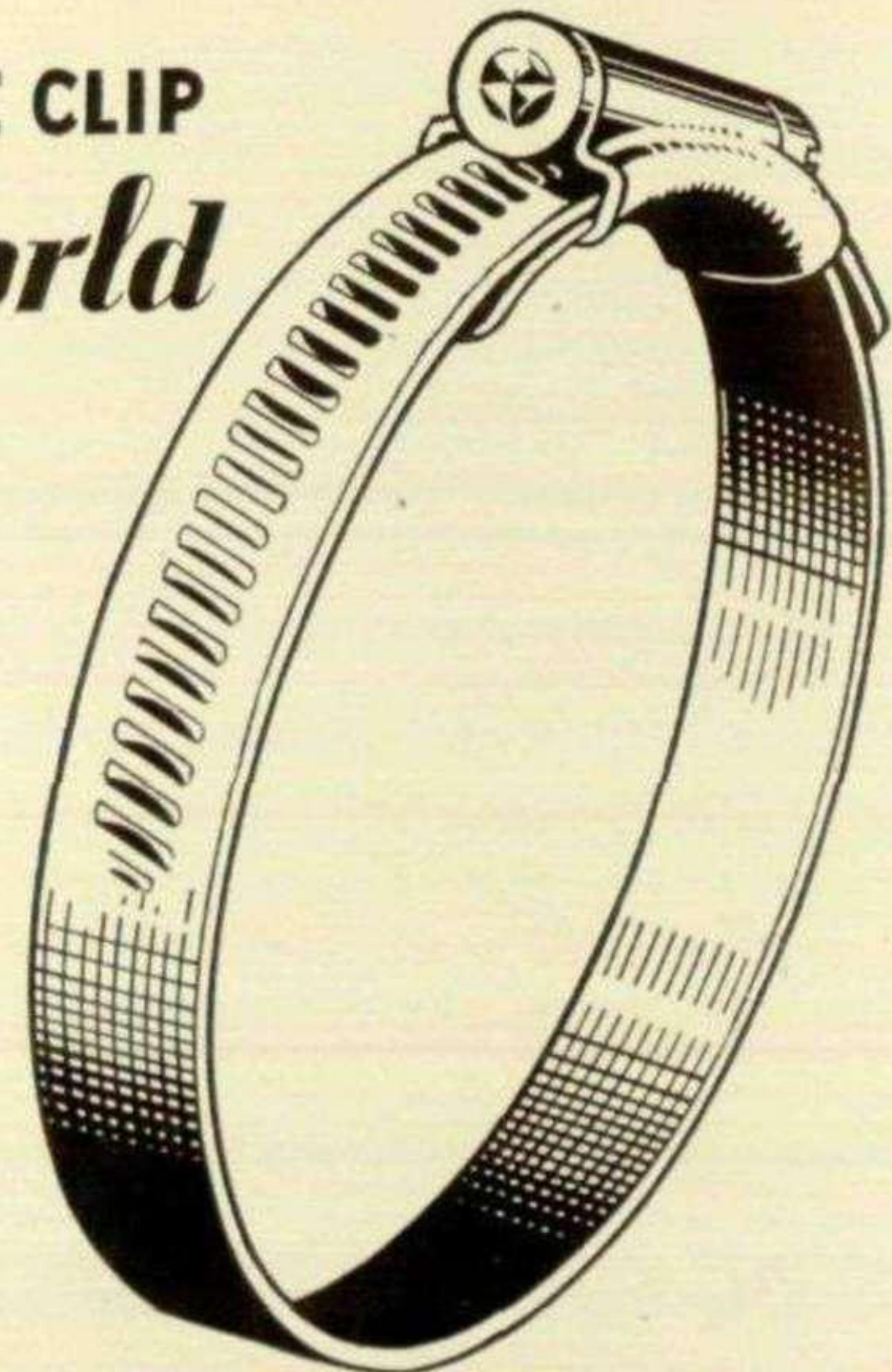
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## MATTERS OF THE MOMENT

### POPULAR MOTOR RACING

A particularly interesting announcement has been made recently by the British Racing Drivers' Club, to the effect that its meeting at Silverstone on August 20th will have the backing of the *Daily Express* newspaper. The plans are ambitious, embracing as they do a full-length Grand Prix race in which the leading British and foreign drivers are expected to compete, preceded by a sports car race which looks like being a cross between the late-lamented Tourist Trophy and that 3-Hour Race put on by the since-deceased Light Car Club at Brooklands before the war. A good entry is expected, as manufacturers will not be likely to forgo such a well-publicised race. Many years ago *MOTOR SPORT* expressed the opinion that if motor racing in this country is to become really popular and if it is to attract really big crowds, daily-paper backing would be about the most effective way of fostering its appeal to the masses. Not only can a rich and influential newspaper offer prize money and starting money adequate to ensure a first-class entry of the leading drivers and cars, but it can introduce motor racing to a vast new public and encourage their attendance at the particular event it is sponsoring. In backing an event of this kind a newspaper is hoping to secure increased sales and therefore can be depended on to publicise motor racing in a readable and lucid manner, acceptable to those lacking any previous knowledge or appreciation of the Sport.

The *Daily Express* is an ambitiously-conducted newspaper and it seems very probable that the accommodation available at Silverstone for 150,000 spectators will be packed to capacity on August 20th. Certainly no one can grumble at its intention to put on the greatest motor race ever seen in Britain. It looks as if Desmond Scammell has backed a winner.

British motor racing in general is, indeed, in an almost startlingly virile condition. We have already this season seen long-distance classics run off at Jersey, at Silverstone and in the Isle of Man. Apart from the above-mentioned B.R.D.C. races at Silverstone, many British drivers are expected to take part in the *Formula I* race at Zandvoort at the end of July, and there are the Curragh races in Co. Kildare on September 10th, followed by another Goodwood meeting on September 17th, apart from the various Continental fixtures attractive to British drivers, including various classic sports car races. Then we shall see several club meetings, offering excellent fare for the amateur, at Silverstone this year, while the sprint exponents, apart from events at Shelsley Walsh, Prescott, Bo'ness, Craigantlet, Bouley Bay and Brighton, this season have additional commitments at Blandford, Weston-super-Mare, Rest-and-Bethankful and Stanmer Park. All this must severely tax aged racing machinery and ration-bound drivers, yet, after so many years of "blood, sweat and tears," we should rejoice that the 1949 fixture list is such a full one.

### ANOTHER AMBITIOUS FIXTURE

And having disposed of the fixtures described in the preceding paragraph, news comes to hand of another new English circuit

and an ambitious race meeting which the West Hants and Dorset Car Club intends to hold there later in the season. This new course is in Blandford Camp, Dorset, and has been approved by the R.A.C. It provides a lap of 3.2 miles and is regarded in motor-cycle racing circles as the best road circuit in England—which is praise indeed. And in case this suggests that it is unduly narrow, it is about as wide as Goodwood. Lapped clockwise, three acute right-hand bends and a fast left-hand sweep are included and the two-wheeler boys lap it at nearly 90 m.p.h. The West Hants and Dorset C.C. intends to include races for the 500-c.c. Club cars, which are rapidly being developed to a high pitch of efficiency, to run a *Formula II* race which will be an excellent opportunity for enthusiasts in this country to see the latest non-supercharged 2-litre cars in action, while it also hopes to stage a sports car race, of which there have been too few since the war. If you attended their kilometre speed hill-climb on May 28th you have already seen part of their new circuit.

The date fixed for this meeting was provisionally August 27th, but as this is only a week after the great *Daily Express*/B.R.D.C. Silverstone race and clashes with the V.S.C.C. Prescott Hill-Climb, another date may be obtained. With circuits at Silverstone, Goodwood, Lulsgate and Blandford, racing in this country is better served than it has been for many years.

### THE BRITISH GRAND PRIX

British race-goers will wish to offer that cheery Swiss driver, Baron Emanuel de Graffenried, warm congratulations on winning his first victory in a classic race in this country. After the remaining 4CLT Maseratis had experienced various troubles, his car ran on to a convincing unflurried victory in the R.A.C. British Grand Prix at 77.31 m.p.h., after two depot stops. And our own Bob Gerard, in his aged Jamieson-blown B/C-type E.R.A., drove his usual calm, well-judged race to come in second, 1 min. 5.2 sec. behind, averaging 76.95 m.p.h., thus reversing the Jersey race placings—a fact that obviously amused this happy pair as they congratulated one another after the finish. It was pleasant, too, to see one of the non-supercharged 4½-litre Lago-Talbots in third place, the Frenchman Louis Rosier at the wheel, thus effectively following up his feat of 1948 when his was the only non-supercharged car to come home. Gerard stopped only once, for fuel, but the other supercharged cars required two stops. The Talbots should have run non-stop, but Etancelin's was refuelled as a precaution. In most cases, tyres lasted the full 300 miles.

Sympathy must be expressed to those who were injured when the Thinwall Ferrari left the road and to Ken Richardson who was driving it at the time. Under the circumstances no man could have done more than he did to avoid an accident. Such happenings are always unpalatable and no one is less callous about such things than the motor racing enthusiast. For all that, such disasters happen in practically every field of human endeavour and happily, in this instance, no one's injuries seem to have been unduly serious. Which, however, does not one whit reduce the sympathy extended.



## THE AUSTIN A90's STOCK-CAR RECORDS

THE Stock-Car Records established by an Austin A90 at Indianapolis rather take one's breath away! In sober fact the car, driven for three-hour spells by Charles Goodacre, Dennis Buckley and Alan Hess, established or broke 63 A.A.A.-recognised standard-car records, 53 in the 3-litre class and ten in the unlimited class. These range from the s.s. five miles at 83.03 m.p.h. and f.s. five miles at 89.58 m.p.h. to 200 miles at 80.14 m.p.h., 2,000 miles at 77.43 m.p.h., 3,000 miles at 69.17 m.p.h. and 10,000 miles at 71.86 m.p.h. But the overall show—11,875 miles at an average of 70.68 m.p.h.—is sufficient in itself to prove the worth of the achievement and to put it in its true perspective.

The successful attack has shaken American motoring circles into enthusiastic acclamation of a car which American citizens can now purchase for as little as 3,795 dollars and British citizens for £786 11s. 6d. The Austin's run will increase prestige the world over for Austin products in particular and for British cars in general. Amongst those manufacturers who share in the success are Automotive Products, Dunlop and Joseph Lucas.

It may be questioned whether the records *broken*, being those established by a Studebaker President away back in 1928, are of much value, albeit no American manufacturer dared, or troubled, to try to raise them. But unquestionably the Austin's main achievement, that of averaging over 70 m.p.h. for seven days and seven nights round and round the arduous Indianapolis oval in weather conditions embracing intense heat, violent thunderstorms, torrential rain, hail and snow, is magnificent. The car, remember, has been checked as absolutely standard by the A.A.A. and even its fire-extinguisher could not be carried in a bracket, for the good reason that no bracket is referred to in the manufacturer's specification. The Austin's actual engine capacity, too, be it noted, is but 2,660 c.c.

Tyres proved a problem until the weather became cool, Dunlops on the near-side front wheel at first lasting only three hours, all four being changed every six hours. As a matter of fact, the first attempt, at an average of 77 m.p.h. for 2,300 miles, resulted in some 20 new tyres being needed per day. Then the engine overheated and that run was suspended.

A new attempt was made at slightly slower speed, with the success acknowledged. The Austin Motor Company, apart from the very worthwhile publicity, must have benefited from the research aspect, for shortcomings included breakage of a front hub spindle (pit-stop 2 hr. 10 min. 31 sec.) sticking of the carburetter pistons, fumes from the carburetters which affected the drivers, a hot front hub, replacement of the offending hub after 7,600 miles (pit-stop 10 min.), a hole in one piston (pit-stop 1 hr. 40 min.) necessitating running-in a new piston and rod, replacement of another (worn

and too-hot) front hub (pit-stop 5 min. 10 sec.) and a broken timing chain, the latter happening 55 minutes from the end of the proposed seven-day run, slightly lowering the potential average. Lessons will undoubtedly be learned from these happenings, but they do not amount to much—at over 70 m.p.h. for a year's normal motoring!

*Punch's* Art Editor changed wheels during the pit-stops; four wheels were changed and the fluids put-in in 1 min. 57 sec. on one occasion. S. C. H. Davis not only wrote an excellent account of the Austin's run for his paper, but acted as a very able team-manager, a factor pleasing to those who are aware of his many successful exploits at the wheel of Austin racing cars in days gone by.

On the afternoon of May 3rd, Alan Hess and Davis, accompanied by "Dunlop Mac," Alf Depper and George Coates arrived back at Southampton in the *Queen Elizabeth*. They were welcomed by Sir Algernon Guinness, Bt., representing the R.A.C., Col. Arthur Waite, representing the Austin Motor Company, Ltd., Capt. George Eyston, Dudley Noble, Mrs. Hess, Christopher Jennings, Editor of the *Motor*, W. Boddy, Editor of *MOTOR SPORT* and a number of reporters,

camera-men and news-reel men. A small Press reception was held on board. No speeches were made, but in conversation Davis was warm in his praise of the A.A.A. officials, and he told us how the knife-edge bricks of Indianapolis played havoc with the tyres, and what a magnificent job of work the mechanics did throughout. The weather was a definite bar to speed and it was so cold at one time that sleep was impossible in caravans whose heating refused to function. The meals supplied to the drivers were at first too substantial and sandwiches and fruit had to be substituted. Asked whether they had worn a groove in the Indianapolis track, Davis said no, but they had laid a rubber-dust carpet which the Americans thought would help 500-Mile Race competitors on May 30th! We were disappointed not to see the A90 but it was still largely in pieces after A.A.A. examination, which was absolutely thorough, and it was due to be displayed at Indianapolis on race-day, which display Goodacre had stayed behind to supervise. The party left the docks by road. Surely a representative from the Board of Trade or from the Ministry of Supply might have been present to welcome them.

## AMERICAN ITEMS

News is to hand of two runners in the Indianapolis 500-Mile Race. Lee Wallard was due to drive the ex-Villoresi Maserati that appeared in the 1946 race. It is now owned by a syndicate and required extensive repairs. The radiator, body, etc., were replaced and new valves, axle-shafts, etc., put in. The 42-mm. hubs were replaced by 52-mm. At Indianapolis nearly all the reserved seats, some priced at nearly £8 each, were apparently sold nearly a month before the race. Bothwell entered a 1914 G.P. Peugeot, this being the ex-Klein car, which Klein parted with after saying he would never dispose of it.

Two interesting articles appeared in the January *Mechanix Illustrated*. In one of them Tom McCahill outlined his dream car, calling for such features as outside spare wheel, normal wings, steering-wheel minor controls, tachometer and many other things that are the very reason why vintage enthusiasts in this country and America use vintage cars. McCahill states that American women influence car design and that their engineers at any major auto plant don't like their cars any more—but are controlled by the sales division of their company. He calls for "a hood like a modified Maserati" and "headlamps the real McCoy—either English Lucas or Marchalle." The spelling is his! He also specifies long leaf springs instead of coil springs, "like the Rolls" [the

modern Rolls-Royce has coil-spring i.f.s.—Ed.] and "racing Rudge wheels similar to the Jaguar" [only the XK sports Jaguar hasn't knock-off hubs—Ed.]. Engine? Why, choice of Ford V8 type or Offenhauser, the latter to give 120 m.p.h. and 100 m.p.h. cruising. Oh, boy!

Another article boosts our M.G. Midget most favourably without undue exaggeration—speed is given as 79-82 m.p.h. or 100 m.p.h. supercharged. The car is termed the Midget Giant and the "TC," which costs \$2,395 in the States, is said to out-perform any American car. Yes, our friends across the Atlantic honestly do their utmost to assist us in selling our cars.

## BOOK REVIEWS

—continued from page 202

of car sales at the Measham auctions and values the later secondhand models of well-known makes, giving, also, distinguishing features by which such models can be recognised. From one of these magazines we find that 34 cars sold for under £100 between March 24th. and April 21st this year, their average year being 1933 and their average value £71. So it would now seem folly to offer more than pre-war prices for the lesser vintage cars.



# Reports of Recent Events

## MILLE MIGLIA PLACINGS

Placings in the Mille Miglia 1,000-Mile Sports Car Race, which was won by Biondetti and Selani in a 2-litre Ferrari, are given below. Britain was well up, for Wisdom and young Geoffrey Healey won the touring category outright in a Healey, while the Bristol saloon of Count Lurani and H. J. Aldington was third and Donald Healey's Healey saloon fourth in this class. Retirements included Taruffi (Ferrari) with engine failure after clocking 130 m.p.h. over a timed kilometre, Gordon and Lewis (Lancia Astura), Cohen and Hignett (Healey) who crashed at Manerbio with fatal results to the latter, and Serafini and Haller (Type 120 Frazer-Nash).

**GENERAL CLASSIFICATION:** 1st, Biondetti, Selani (2,000-c.c. Ferrari), 12 hr. 7 min. 5 sec., 81.687 m.p.h.; 2nd, Bonetto, Carpani (2,000-c.c. Ferrari), 12 hr. 35 min. 7 sec.; 3rd, Rol, Richiero (2,443-c.c. Alfa-Romeo), 12 hr. 51 min. 10 sec.

**OVER 2,000 C.C.:** 1st, Rol, Richiero (2,443-c.c. Alfa-Romeo), 12 hr. 51 min. 10 sec., 77.035 m.p.h.; 2nd, S. Basso, L. Basso (2,443-c.c. Alfa-Romeo), 15 hr. 51 min. 46 sec.

**2,000 C.C.:** 1st, Biondetti, Selani (2,000-c.c. Ferrari), 12 hr. 7 min. 5 sec., 81.687 m.p.h.; 2nd, Bonetto, Carpani (2,000-c.c. Ferrari), 12 hr. 35 min. 7 sec.

**1,100 C.C.:** 1st, Auricchio, Bozzini (1,100-c.c. F.I.A.T.), 13 hr. 57 min. 52 sec., 71.106 m.p.h.; 2nd, Scagliarini, Maggio (Cisitalia), 14 hr. 9 min. 42 sec.

**750 C.C.:** 1st, Maggiorelli, Maggiorelli (F.I.A.T. Special), 16 hr. 53 min. 30 sec., 58.601 m.p.h.; 2nd, Paesetti, Lana, 17 hr. 3 min. 3 sec.

**TOURING CATEGORY:** OVER 1,100 C.C.: 1st, G. Healey, T. Wisdom (2,443-c.c. Healey) 14 hr. 24 min. 3 sec., 68.738 m.p.h.; 2nd, Venturi, Sanesi (2,443-c.c. Alfa-Romeo), 14 hr. 25 min. 57 sec.; 3rd, J. Lurani, H. J. Aldington (1,971-c.c. Bristol), 14 hr. 28 min. 5 sec.; 4th, D. Healey, G. Price (2,443-c.c. Healey), 14 hr. 50 min. 50 sec.

**1,100 C.C.:** 1st, Segie, Valenzano (1,100-c.c. F.I.A.T.), 16 hr. 34 min. 12 sec., 59.703 m.p.h.; 2nd, Mariani, Mariani (1,100-c.c. F.I.A.T.), 16 hr. 41 min. 32 sec.

**750 C.C.:** 1st, Ferraguti, Ferraiolo (500-c.c. F.I.A.T.), 18 hr. 47 min. 6 sec., 52.96 m.p.h.; 2nd, Zanetti, Zunica (500-c.c. F.I.A.T.), 18 hr. 50 min. 12 sec.

## V.C.C. SOUTHERN TRIAL

The results, not to hand in time for publication last month, are appended herewith:—

**SPECIAL AWARD (Veterans):** R. D. Gregory (1904 Darracq). *Runner-up:* G. A. Upton (1903 Lanchester).

**VETERAN FIRST-CLASS AWARDS:** D. W. D. Showell (1900 Argyll), W. Browning (1900 New Orleans), W. Pilmore-Bedford (1901 De Dion), L. P. Hunt (1902 Century), G. Oliver (1902 Mercedes), S. E. Sears (1903 Clement-Talbot), G. A. Upton (1903 Lanchester), W. I. Pumphry (1903 Sunbeam), T. Hutton-Stott (1903 Thornycroft), R. D. Gregory (1904 Darracq), W. R. Stevens (1904 De Dion), P. R. Crittall (1904 Humber), H. A. Pierpoint (1904 Mors), J. G. Hampton (1904 Oldsmobile), G. E. Solomon (1904 Swift), R. Lawson (1904 Tony Huber), E. Pilmore-Bedford (1904 Wolseley).

**VETERAN SECOND-CLASS AWARDS:** E. Philip-Shaw (1902 Beaufort), J. F. W. Spillek (1902 De Dion), C. H. Peacock (1903 Argyll).

**VETERAN THIRD-CLASS AWARDS:** Miss A. F. Tanner (1900 De Dion), M. Estler (1903 Siddeley).

**SPECIAL AWARD (Edwardians):** A. C. Fairtlough (1912 Delaunay-Belleville). *Runner-up:* Leonard Taylor (1911 Stanley).

**EDWARDIAN FIRST-CLASS AWARDS:** H. T. Clarke (1905 De Dion), P. C. Ward (1906 Renault), S. J. Skinner (1908 Wolseley-Siddeley), A. F. Carlisle (1909 De Dion), H. R. Timmis (1910 Mercedes), G. Mawer (1910 Zedel), H. F. Welham (1911 Brennabor), H. O. S. Bridcutt (1911 Daimler), C. R. Abbott (1911 De Dion), Capt. H. Browell (1911 Napier), L. Taylor (1911 Stanley), A. C. Fairtlough (1912 Delaunay-Belleville), D. Barton (1912 Napier), J. G. Hampton (1912 Sunbeam), G. V. B. Cooke (1913 Austin), T. R. Lloyd (1914 Rover), J. M. Bland (1914 Studebaker), A. R. Thorley (1910 Adler).

**EDWARDIAN SECOND-CLASS AWARDS:** E. R. H. Hill (1910 Phoenix), J. G. Walters (1911 De Dion), A. C. Bird (1912 Charron), C. J. Bendall (1912 Sunbeam).

**EDWARDIAN THIRD-CLASS AWARDS:** W. M. Goslett (1906 Rover), H. W. Burman (1914 Perry).

The most amazing performance was recorded by R. D. Gregory (1904 Darracq) whose time was exact at all checks and at the finish.

## PARIS GRAND PRIX, MONTLHERY

The Formula I race, held on April 24th, over about 195 miles of the short road-cum-track circuit at Montlhéry, was won by a 4½-litre Lago-Talbot driven by Etancelin, who averaged 93.12 m.p.h. Another Lago-Talbot, driven by Grignard and Cabantous, crossed the line second, followed home by Claes' Lago-Talbot, Versini's 3-litre Delage, Levegh's Lago-Talbot, Raph's 3.6-litre Delahaye and Salvadori in the ex-Bira 16-valve Maserati. Crowds invaded the course and Judet crashed his Maserati as a result. Macklin's 6CL Maserati retired with oil in its magneto. Etancelin lapped at 96.93 m.p.h., or only 0.83 m.p.h. slower than the record, held by Johnson's E-type E.R.A. The 95-mile small-car race was a victory for Gordini's Simca, at 76.82 m.p.h., from a Duval and a Peugeot.

## HERTS COUNTY A.C. SPRING CUP TRIAL

This event was decided mainly on the results of two special tests:—

**BEST INDIVIDUAL PERFORMANCE:** E. A. Frost (Allard).

**BEST UP TO 1,500 C.C.:** C. Pentony (Morris).

**FIRST-CLASS AWARDS:** M. H. Lawson (H.R.G.), S. G. E. Tett (H.R.G.), J. H. Appleton (Allard), K. Welfare (Austin-Ford), and G. W. Best (M.G.).

**SECOND-CLASS AWARDS:** R. Davis (Leopard Special), C. W. Yates (Austin), D. G. P. Roberts (H.R.G.), D. D. Render (Allard), B. D. S. Ginn (Ford), and H. Clayton (Clayton Special).

**TEAM AWARD:** Candidi Provocatores (N.W. London) team.

## LANCASHIRE & CHESHIRE C.C. 8th DERBYSHIRE SPORTING TRIAL

In spite of dry weather, only the Bold Special climbed Washgates. Other hills used were Moor Lane, Cow Low, Wool Dale, Ghost Quarry and Litton Slack. Fastest in the three special-tests were Bancroft and Rawlings (tie), Beardshaw (A.M.B.), Mosby (Rover-F.M.B.) and Clegg (tied) and Holt (Ford V8), respectively.

### Results:

**QUICK TROPHY:** C. L. Bold (Bold Special).

**SACKVILLE TROPHY:** G. P. Mosby (Rover-F.M.B.).

**MAWREY TROPHY:** J. Clegg (Clegg Special).

**HIGHER ROAD TROPHY:** K. Rawlings (Rawlings).

**TEAM TROPHY:** Lancashire and Cheshire C.C.—Clegg, Holt and Thompson.

**SPECIAL NOVICE'S AWARD:** A. D. Alfred (Ford).

**FIRST-CLASS AWARDS:** J. Clegg (Clegg), R. E. Holt (Ford V8), and B. K. Thompson (A.W.S.).

## HANTS AND BERKS M.C. ALDERSHOT TRIAL

This annual event is for experienced trials drivers and is intended to be "tough." This year, as with so many other trials, the dry weather made matters easier than anticipated, but firemen assisted by flooding Soggy Wood, and in all five competitors retired. Many good negotiations of the notorious Soggy Wood were seen, but not everyone was so skilful, Buckler diving in at great

speed and swamping his Buckler, while Len Parker's supercharged V12 Allard got water over its engine and lost one bank of cylinders, getting no further than this first section. Faulkner's Mercury-Special and Appleton's supercharged Allard ran level for best performance until the special test, when the former made the better time.

### Results:

**CLASS A (UP TO 1,300 C.C.):**—1st: C. W. Yates (Austin, with Ford Ten engine), 76 marks; 2nd: H. Clayton (Clayton Special), 67; 3rd: John Dyer (Riley Nine), 66.

**CLASS B (UP TO 3 LITRES):**—1st: G. Pentony (Morris Minor with Vauxhall engine), 66 marks.

**CLASS C (UNLIMITED):**—1st: R. W. Faulkner (Mercury Special), 80 marks; 2nd: J. H. Appleton (Allard, S.), 80.

## THE INTERNATIONAL TULIP RALLY

The Tulip Rally, organised by the newly-formed R.A.C. West of Holland, attracted many British competitors and was a signal success. Ken Wharton added another laurel to his wreath by winning outright, driving a Ford Anglia saloon with Mrs. Cooke. Appleyard and Stuart (Jaguar 100) were second, A. J. Van der Lof (F.I.A.T. 500B o.h.v.) third, and Haddow and Thorne (M.G. Midget) fourth in general finishing order. The event was for standard cars only and concluded with a stiff driving test at Zandvoort circuit.

### Results:

**CLASS 1 (OVER 1,500 C.C.):**—1st: E. L. Appleyard-C. Stuart (G.B.), 435.7 (Jaguar); 2nd: Hans J. C. de Rijk-A. Bastiaan-Mme. W. de Dijk-Draayer (N.L.), 430.1 (Ford V8); 3rd: H. A. H. Sijthoff-H. A. Burgerhout (N.L.), 416.8 (Healey).

**CLASS 2 (1,100-1,500 C.C.):**—1st: K. Wharton-Mrs. J. Cooke (G.B.), 441.3 (Ford); 2nd: R. T. Haddow-K. M. Thorne (G.B.), 430.6 (M.G.); 3rd: B. L. Van der Wansem-F. Vrij-Aldenhoven (N.L.), 425.3 (Austin A40).

**CLASS 3 (750-1,100 C.C.):**—1st: J. C. Warning-V. U. Buck (N.L.), 427.2 (Skoda); 2nd: H. J. Voormolen-A. M. A. Creemers (N.L.), 422.0 (F.I.A.T. 1,000); 3rd: F. A. W. Naaykens-A. A. P. M. Horsten (N.L.), 417.3 (Skoda).

**CLASS 4 (UNDER 750 C.C.):**—1st: A. J. van der Lof-Mme. D. H. Van der Lof-Odink (N.L.), 431.2 (F.I.A.T. 500B); 2nd: Mme. M. Trouis-Mme. F. G. M. Gatsonides-Hofhius (N.L.), 427.7 (Simca Six); 3rd: B. H. Eerligh-S. Vos (N.L.), 425.9 (F.I.A.T. 500B).

## CHELTENHAM M.C. TRIAL

In this event, held on April 30th, Marechal was the only driver who lost no marks.

### Results:

**CLASS A (open cars up to 1½-litres):** best performance, P. Marechal (H.R.G.) no marks lost; runner-up, R. Skinner (Austin) four marks lost.

**CLASS B (closed cars up to 1½-litres):** best performance, H. Major (Morris) two marks lost; runner-up, E. Dewey (F.I.A.T.) four marks lost.

**CLASS C (open cars over 1½-litres):** No entry.

**CLASS D (closed cars over 1½-litres):** best performance, W. Dembowski (Ford) three marks lost; runner-up, H. Collison (Standard) six marks lost.

## SHEFFIELD & HALLAMSHIRE M.C. Dickinson and Kenning Trials (May 8th).

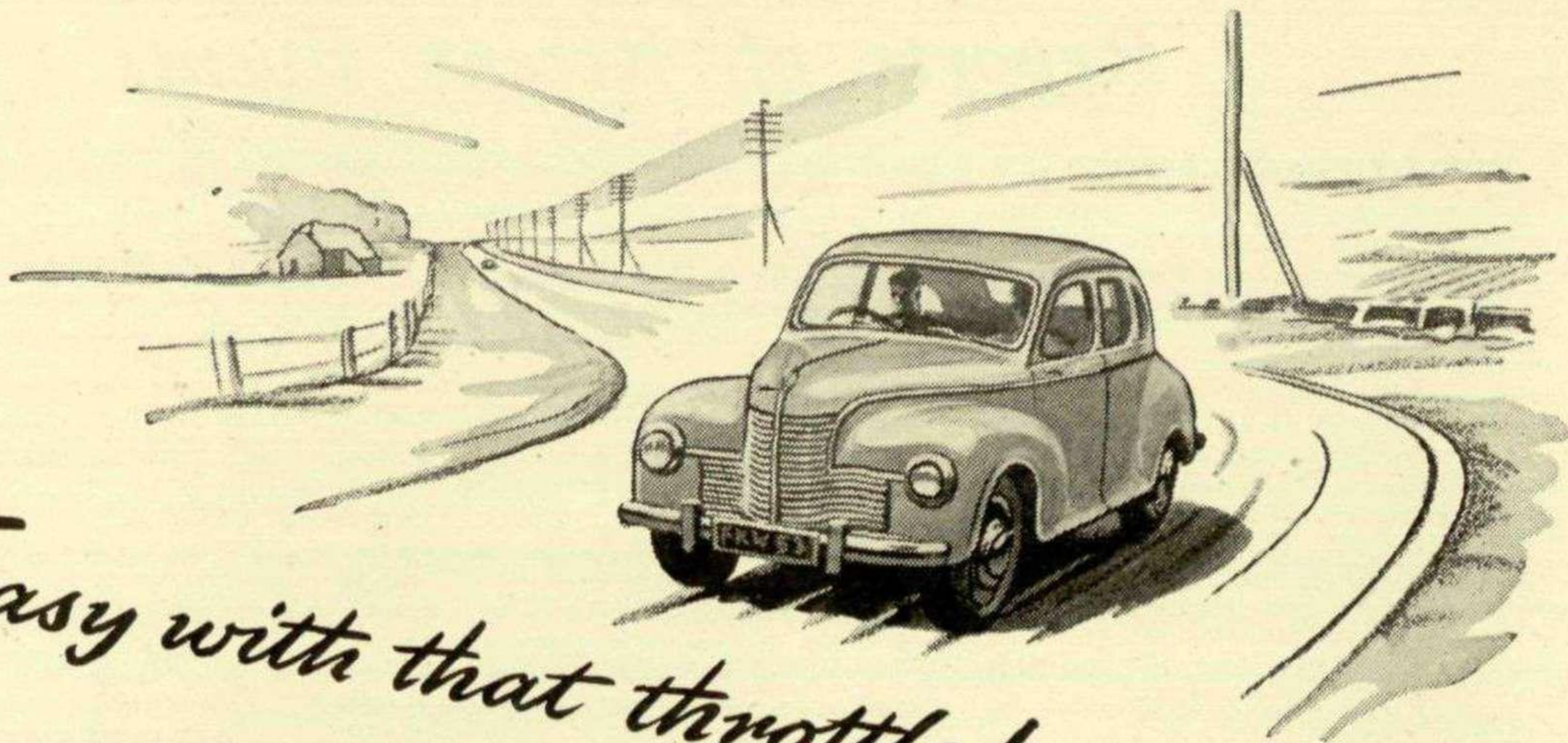
### Results:

**DICKINSON MAIN ROAD TRIAL:** (20-mile route in Derbyshire, run on a regularity basis.)

**DICKINSON TROPHY:**—1st: J. S. Jenkins (Vauxhall Fourteen saloon); 2nd: F. S. Sneath (Healey); 3rd: Mrs. F. E. Needham (M.G.).

Continued on page 235.





*Easy with that throttle!*

Easy with that accelerator! This isn't a car where you put your foot down and *wait* for it to go faster. This is a car that you tell what to do. And it does it.

You thought you were getting into a comfortable family car.

Well, so you are. But wait a minute.

Find a clear road. You want to go up into the seventies? All right — just put the needle where you want it. The stuff is in this car, just waiting to be used.

Now put it into a bend. Go on — give yourself a chance to be surprised.

There you are — much faster cornering than you'd expected — and no roll to notice. Safe as houses.

And what about the bumps that you remember on this road? Nobody's mended them yet — they just got kind of lost on their way through the torsion bar suspension of this car.

Yes — you can take your family. Up to six; with luggage. But you can still have driving fun.

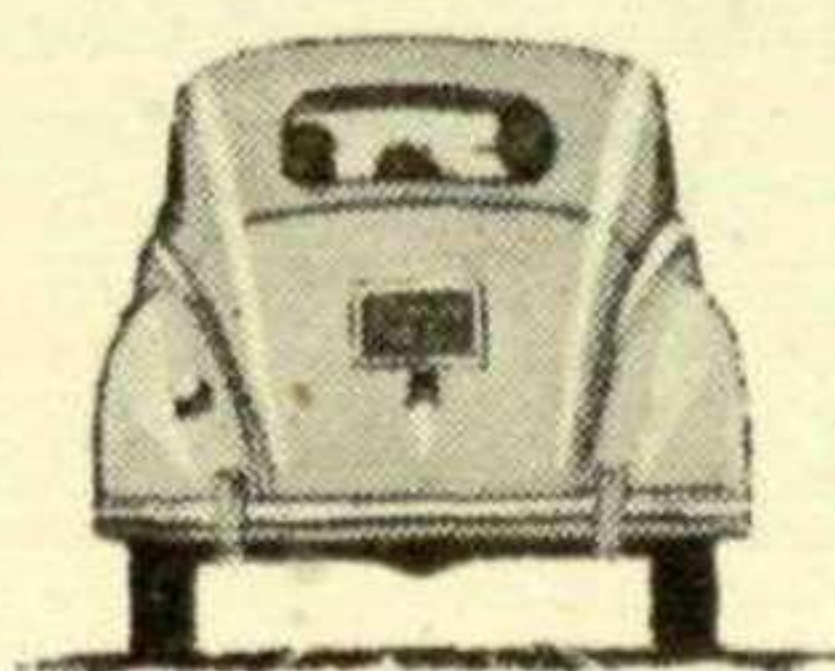
This car is a waste of money if you don't care what a car *does*. There's such a lot built into it that doesn't really show until you have it in your hands. Once tried, you'll say I'd rather go by Javelin!

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

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

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

**1½ LITRE JOWETT JAVELIN**



*take a good look when it passes you*





# VINTAGE VEERINGS

Whose was the blue touring two-seater G.N., apparently original even to hood and beaded-edge tyres, that passed over the Trinity Road/Tooting High Road crossing at 8.30 a.m. on April 28th?

\* \* \*

And whose was the "20/60" Sunbeam tourer, complete even to hand-dipping headlamps, parked at Croydon Aerodrome on the same day?

\* \* \*

The Editor is contemplating the acquisition of a beautifully-preserved 1924 15.9-h.p. o.h.c. Delaunay-Belleville closed carriage for "state occasions."

\* \* \*

As we have observed elsewhere, the Aston-Martin Owners' Club official magazine is very well produced and we are pleased to see that it devotes some of its space to the pre-1927 Bamford and Martin cars. Fred Ellis contributes notes on the Lionel Martin firm, illustrated by a picture of his rebuilt 1922 16-valve car, six B. and M. cars are listed as owned by members of the Club (although one of these, a 1924 four-seater, has since passed into the hands of a London vendor) and there is a list of the known registration or engine numbers of 40 B. and M. cars, an illustrated article on "Razor Blade" and other items of early Aston-Martin history, all contained within the first four issues.

\* \* \*

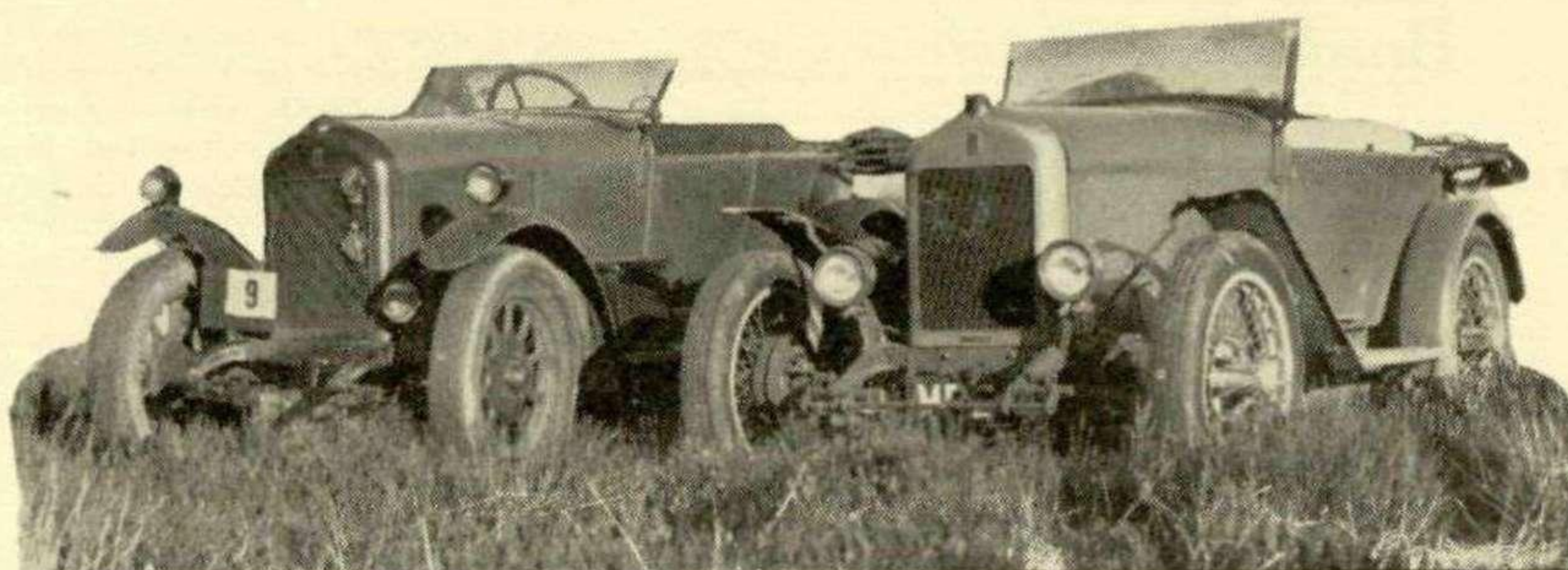
A Secqueville-Hoyau sports two-seater, reminiscent in appearance of the later "14/40" M.G. two-seaters, has come to light in a Hampshire garage and is probably the only example of this rare French car in this country. It has a side-valve 8.9-h.p. engine and is probably of 1924 vintage.

\* \* \*

In rebuilding his 1912 200-h.p. Benz, Eric Milner had new cylinder blocks cast at a cost of some £500 and he rebuilt the radiator, making up no fewer than 5,700 tiny brass tubes in the process. The car now has a rather less bulbous tail than formerly and is painted black instead of red.

\* \* \*

A 1924 "14/40" H.E., left to someone in a will after having been stored for years at Harrods, came on the market recently. The new owner appealed for details of these cars, likening it to a 3-litre Bentley. This called forth a rather delightful reply in a contemporary to the effect that, to seek to get out of an H.E. anything like the performance of a Bentley would be courting disappointment and would lose the charm of "an elegant, distinctive but quite unspectacular machine." The writer of the letter recalled, as an undergraduate at Oxford, going to Reading with the Marquess of Donegall to take delivery of one of the first H.E. models.



[Photo by H. A. Venning]

1923 MODELS.—Two Gwynne Eights, belonging to Mrs. Malden and H. A. Venning, snapped at a recent V.S.C.C. Bisley Rally. Both are in daily use, as is another 1923 model in Nottinghamshire. It is believed that something like a dozen of these excellent little cars are still in existence and they are almost unique in the vintage world in qualifying for the "Gaitskell" half-fare £5 per annum Road Fund tax.

Three Belgian Minervas, smoking happily, were encountered within a short span of time in the Metropolis recently—a light lorry, a limousine and a hearse.

\* \* \*

Some amusement has apparently been caused in vintage circles by the statement that the B.R.M. may have low-tension ignition. The only non-veteran car running today with such igniting arrangements is surely the Clutton/Ewen Edwardian 1908 Itala, which certainly does very well on it!

\* \* \*

A prominent member of the V.S.C.C. recently sent us a cutting relating to what he described as "something rather recherché for those who seek exotic automobiles—a Bedelia cyclecar advertised for sale in Rutland.

\* \* \*

Dr. Peacock recalls the Peugeot "Quad," introduced in 1920 as a narrow-track two-seater, successor to the Bébé Peugeot. The passenger sat behind the driver, but due to the narrow track the "Quad" gained a reputation for turning turtle and was later given a crab-track and side-by-side seating. These odd little cars became popular in Ireland but never seemed to attain any great measure of popularity in England. A four-seater was eventually introduced, but both versions of the "Quad" were replaced in about 1925 by the Peugeot "Cinq"—which we knew as the "7/17."

The "Quad's" specification embraced a four-cylinder, 668-c.c. engine rated at 6.4 h.p., with fixed head and detachable valve caps and alloy pistons, the latter not deterring Dr. Peacock from "burning her out with oxygen" as he thought the pistons were cast-iron! The two-bearing crankshaft was splash-lubricated, the carburetter was a French Zenith with submerged jets, and the "Quad" could be rendered thief-proof by removing the main brushes from the vulcanite pencil-shaped carriers of its Ducellier magneto. The three-speed cog-box lived in the back-axle and had a quadrant change, and the thrust race of the dry-plate clutch called for frequent visits with an oil-can. There was a separately-applied brake on each rear wheel, the harsh suspension, sans dampers, was transverse in front, ¼-elliptic at the rear, and wise owners exchanged the 2½-in. high-pressure tyres for 3-in. There was a self-starter, but a

tell-tale replaced an ammeter and the hand-throttle was a Bowden-wire motorcycle device. The side-curtains consisted of a roll of cloth with tiny talc "sights." Dr. Peacock dryly observes that to label one of the switches "Phano" was definitely optimistic! He recalls that 30 m.p.h. was cruising speed but this could be held all day, these little cars being able to withstand any amount of over-driving. He once got 47 m.p.h., but 43 was the normal maximum, with 25 m.p.h. in second gear, sinking to 35 m.p.h. flat-out if really carboned-up. Accessibility and acceleration were good and fuel consumption some 40 m.p.g.

\* \* \*

R. F. A. Watkins has had 8,000 miles' good motoring from his 1925 "10/23" Talbot with only one lapse, when, on Boxing Day, it broke an exhaust valve, with no other damage. Presumably thinking of the low octane value of "Pool," the owner remarks, "Thank God for a 4.5-to-1 compression ratio!"

\* \* \*

Let us end with an S.O.S. John Cameron of Fakenham has a very decent-looking Chapuis-Dornier-engined Vernon Derby two-seater with Simms magneto and Zenith carburetter and craves data on making the engine go better than it does at present. Can any other owner oblige?

\*\*\*\*\*

## A NEW SPORTS CAR

Continental Cars, Ltd., of Cobham, are putting into production a new sports car, the Connaught, of which the first batch of six are now under construction. The chassis is Lea-Francis and the engine may be described as a cross between the "Competition" Lea-Francis unit which has been tested in American midget racing cars and the normal Lea-Francis engine, modifications being the work of the Connaught's sponsors. The normal size is 1.7 litres, but the engine may later be bored out to nearly 2 litres for Formula II racing. Over 100 b.h.p. has been attained during bench tests. The car has a neat two-seater sports body with low-drag frontal aspect and weighs about 19 cwt. The first one is destined for K. McAlpine, and, at his request, will be delivered with aero-screens and no hood. It was due to run in the Manx Cup Race sans body trimmings, etc., by way of a preliminary outing, driven by Major Gale.



## Book Reviews

**THE STORY OF BROOKLANDS, The World's First Motor Course, Vol. II, by W. Boddy, Editor of MOTOR SPORT. (Grenville Publishing Co., Ltd., 12s. 6d.)**

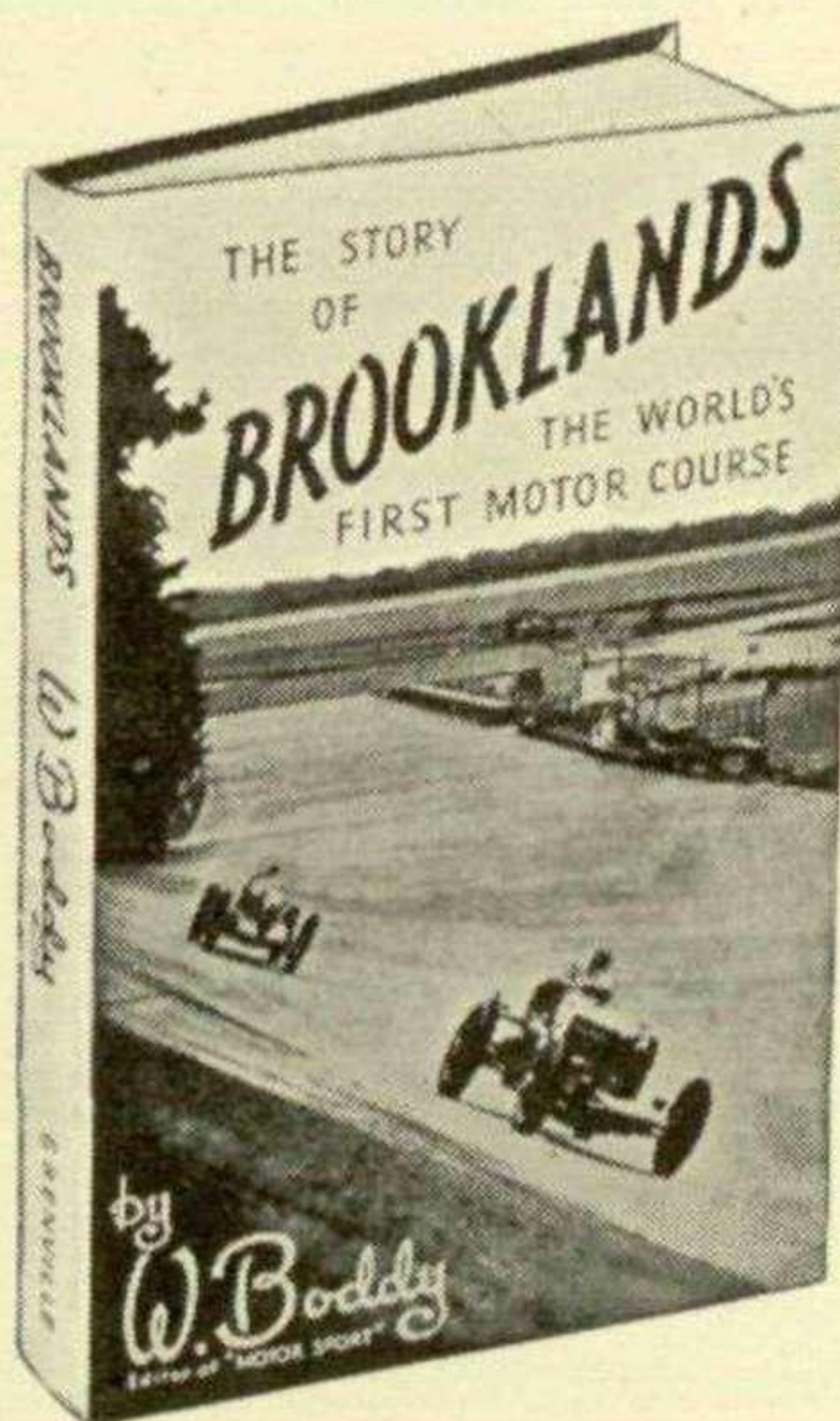
When I received the first volume of this book last year, I expressed the view that "it would not have been very difficult to write a racy book about Brooklands which was of no value as a record, nor to compile an unreadable catalogue of facts; but to combine the two objectives as well as Mr. Boddy has done unquestionably demands real artistry"; and after reading the second volume my first comment must be that he has done it again. How he manages to describe that seemingly endless series of outer-circuit handicap races without becoming a bore, I frankly do not know, but he does it, and those many readers who will re-live in his pages those Brooklands days of a happier age will be duly grateful to him.

The first volume covered the period from the opening of the track in 1907 until 1924; and in this one the author carries on the story from 1925 to the end of 1932. I do not know that there is any particular significance in the stopping place, and indeed the author explains in his Preface that it was primarily limitations of space that decided him to call a halt when he did. But broadly speaking, his first volume covers the "Edwardian," and his second the "vintage" periods. His readers will look forward to the third, which will inevitably be the tragedy of the trilogy, since it will end with the demise of Brooklands Track. If, apart from that, he can make the tale of the 'thirties, in many ways so depressing, as absorbing as that told in the first two volumes, it will be indeed an achievement.

Of the two periods so far covered, the first is to me the more romantic, and not even the presence in the later 'twenties of the Leyland-Thomas, the Sunbeam "Tiger," or the "blower 4½" Bentley can quite atone for the absence of the Napier, F.I.A.T. or "Chitty-Bang-Bangs" of the Augustan Age. But against this Mr. Boddy in his second volume is covering a period of which many more of us have nostalgic recollections, which are delightfully recalled. We even have a picture of the revered editor of MOTOR SPORT himself, setting out to walk from school for his first glimpse of Brooklands, and on his first race-day there, being warned away from his vantage-point on the Hill, because "they go by in a blur like shells." And there is little doubt, I think, that the racing in this second period was far better than in the first. At last the organisers had realised that there were other possibilities at Brooklands besides handicap races round the outer circuit, and a succession of more or less ingenious "chicane courses" culminated in that inspiration of genius that "discovered" the Mountain Circuit. The era of front-wheel brakes had come, and with it the urge to show that even racing cars could stop as well as go.

Moreover, apart from the new courses, there was at last something other than

sprint races. Hitherto there had been nothing else, except the J.C.C. 200-Mile Race, which, having dealt with it elsewhere, Mr. Boddy virtually ignored in the first volume. But now we have arrived at the era of the British Grand Prix, the Six-Hour Endurance Race, the Double Twelve and the B.R.D.C. 500-Mile Race. These were real races, and Mr. Boddy does them ample justice in his pages; but still I think that his real achievement is the way in which he conducts his readers through the historical jungle of the shorter races, noting the speeds at which individual cars lapped, and of how they improved or disappointed from year to year and from meeting to meeting. The official figures which he uses will settle countless arguments about the real speeds of various cars, but if, like Oliver Twist, I may ask for more, I should like a dissertation in the third volume, on how the intricate Brooklands handicapping system really worked. Was it based on any sort of



theory, or did the handicappers work purely by rule-of-thumb?

Mr. Boddy has some most intriguing descriptions of some of the cars which figure prominently in his story, of the big V12 and six-cylinder Delages, the Laystall Special, the 4-litre Sunbeams, 4½-litre blown Bentley, the 17.8-litre Mercedes, and of how a "Brescia" Bugatti was made to lap at over 100 m.p.h. Personally, I could have done with a good deal more of this sort of thing, as well as with some comments on the relative performances of comparable cars which met at Brooklands, and nowhere else. There was a period, for instance, when the 3-litre T.T. Vauxhall was racing against the 3-litre Grand Prix Ballot, which it had never met elsewhere because the former was built a year too late, and the 3-litre Austro-Daimler, which it had never met elsewhere because the latter was of "ex-enemy origin." But, I reflected, this is primarily a history of Brooklands, not of the cars that raced there; and, thus reflecting, I felt entitled to a slight grievance that the date, in 1930, of the J.C.C. "Double Twelve" is not, as far as I can see, given either in the text or in the appendix. (I wanted to know, because I was wondering why

I myself was not there to witness it.) Mr. Boddy has been good enough, in the first chapter of this second volume, to deal with the points I raised in my review of the first; but I fear that there is little with which I can supply him as matter for correction in the third. In fact one of the very few apparent mistakes which I have been able to spot concerns, curiously enough, John Cobb, who has written the Foreword to both volumes. Writing of the 1926 Easter Meeting, Mr. Boddy says "Cobb was to have his Brooklands baptism at the wheel of the 1910 F.I.A.T., entered by Warde," but a few pages earlier we have had recorded the victory of "John Cobb in Warde's F.I.A.T." at the West Kent M.C. meeting on July 11th, 1925. It is a small point, and one which would pass unnoticed, did it not come from an author who is usually so meticulously accurate that he even knows that the hearse which carried Parry Thomas' coffin to Old Byfleet Church was a Lancia!

The period is one for which it is easier to find illustrations than it is for earlier days, and the author has made the most of his opportunities. This second volume of "The Story of Brooklands" remains indispensable to the student as was its predecessor, and will, I predict, have an even bigger success with those who are in search of entertainment.

"BALADEUR."

"MINIATURE CAR CONSTRUCTION," by C. Posthumus (Percival Marshall and Co., Ltd., 7s. 6d.).

At first sight this little book on how to build "solid" model cars appears expensive, but as one reads it one realises what an enormous amount of data and useful hints and tips are contained therein. The author writes with real cars in mind and illustrates his 91-page work with photographs of some of his excellent sports, racing and veteran-car models. He is remarkably thorough, even to giving diagrams, for instance, of the correct shape knock-on hub-caps for Alfa-Romeo, Austin, Bentley and Bugatti cars. The emphasis is on constructional methods for all kinds of 1/24 or 1/25 scale miniatures, and anyone intending to spend a few pounds on equipping a workshop for building such models should include Posthumus' honest little work in his or her equipment. The Foreword is by W. Boddy, Editor of MOTOR SPORT.

"THE MEASHAM REGISTER OF MOTOR INDEX LETTERS AND NUMBERS," by Eric J. Cornes (Measham Motor Sales Organisation, 7s. 6d.).

This well-bound little book of 186 pages will be found of value to those wishing to "date" cars by reference to their registration numbers, as the dates when given registration letters were first and last issued and also when the first serial number was issued against these letters, is given. In addition, the area to which such letters apply, and a Directory of British Licensing Authorities, is included in this useful book. Incidentally, it is issued free to subscribers to the *Measham Magazine* (two guineas per annum), which gives monthly details

Continued on page 198



# THOSE BREAD-AND-BUTTER CONTINENTALS . . .

*Is Theirs the Prerogative of Impeccable Roadholding and Controllability?  
Some Impartial Evidence from Road Tests undertaken by  
the Editor of "Motor Sport."*

THE article, published last month, which compared seemingly so ordinary a car as the Standard Eight with the bread-and-butter Continentals, has caused considerable eyebrow raising, as we expected. We feel, indeed, that the matter is one which should, perhaps, be enlarged upon. Performance, as such, hardly merits detailed discussion where bread-and-butter rather than high-performance, far less "sports" cars, are concerned and while there are innumerable factors as a basis for comparing one car with another, we think it is generally agreed that it is in respect of roadholding and controllability that the Continental family-cars are compared with British cars of like class and purpose. At present we have no intention of taking sides in any argument as to whether Britain's utility-type cars are or are not as rapid and safe round corners, as stable or as pleasant to handle as cars of the same sort made across the Channel. But we have decided to present some evidence which may be of interest to those who take sides when this subject is broached. Below we quote extracts from MOTOR SPORT's road tests of Continental cars, covering the steering, cornering, handling and roadholding aspects of well-known Continental "bread-and-butter" vehicles. We have purposely taken these extracts from road-test reports written by the same pen—that of W. Boddy, the present Editor of MOTOR SPORT. As he has been responsible for all our post-war test-reports, and is known to adopt a particularly impartial and analytical approach to detail characteristics and features of the cars he tests, his findings in respect of these Continental cars may be directly compared with those relating to British cars reported on at the same time or since the war. It is thought that such comparison may be enlightening to those seeking to reach a decisive view on the subject under consideration. It may be remarked that, whereas facts gleaned from test-reports published in the past are, generally speaking, apt to lose something of their value on account of the standards by which performance and characteristics are judged changing with the passage of time and consequent improvement in design, in the case of the findings republished below, the break in active motoring and design-development during the war has largely closed the gap of ten years between the tests we published pre-war and those appearing in MOTOR SPORT at the present time. Indeed, under the more hectic, long-distance testing of pre-1939, compared with what is possible to-day, the tester was likely to have been, if anything, even more critical of how cars handled and went round corners than he is now. With these few prefacing remarks we present the following test-report extracts:—

*Type 45 Frazer Nash saloon (February 1937 issue)*

"... the steering is the most wonderful we have ever handled. It is so high-g geared that wrist movement alone steers the car round all normal corners, and yet it is absurdly light in action... there is not a trace of lost motion, it is absolutely accurate, and endowed with a remarkable smoothness which is the most pleasant action we have ever experienced... There is full castor action, two-turns take the wheel from lock to lock, and that lock makes a taxi blush. Only extreme surfaces result in slight return action through the steering wheel, which is occasionally emphasised by column vibration. Open acute corners were taken at 45 m.p.h., and the near-side curb was hugged round long bends up to 70 m.p.h., the tyres sometimes protested, the car canted over a trifle and the tail would slide a few inches, but always the B.M.W. was under full control and felt completely stable."

*F.I.A.T. "500" coupé (March 1937 issue)*

"The i.f.s. and low build allow one to take liberties on corners, tail slides being instantly brought under control... The steering is curious—fairly light, fairly high-g geared, with no return action of any sort and very responsive. There is no castor action at all, yet no effort is required to hold a straight course."

*Opel "Super Six" drophead (November 1937 issue)*

"The suspension is definitely of the soft variety... yet roadholding is entirely adequate. Some roll takes place when cornering fast, but the car as a whole merely leans over rather than rolls outwards... Wet tramlines give rise to minor deviations... and there was a slight tendency to slide at the front. The steering is fairly light... we found it rather too low-g geared for our personal requirements... with some lost motion... approximately 3½ turns lock to lock. There is no real castor action, a feature also of the "Cadet," no return motion is conveyed through the wheel, but on ripply surfaces some vibratory movement is transmitted from the fascia board to which the column is attached."

*D.K.W. saloon (February 1938 issue)*

"The road-holding is excellent. Only when purposely 'thrown round' acute bends does the D.K.W. roll and emit momentary slight tyre squeal, and this rolling is merely a spragging outwards of the rear wheels, the body remaining level. It can be put into a slide on wet surfaces, but controls well, with a slight suggestion that it is more stable when the front wheels are driving than on the overrun... The steering is stiff when

manoeuvring but fairly light under way, though it stiffens up when the engine is pulling... it is pleasantly high-g geared, asking about two turns lock to lock... while the action is pleasantly smooth."

*F.I.A.T. "Balilla" saloon (March 1938 issue)*

"We have come to expect admirable road-holding from the Continentals, but at first the "Balilla" F.I.A.T. rather disappointed in this respect, for, while it was far ahead of the majority of utility vehicles, it rolled excessively at low speeds, allied to which the Airflex Pirelli covers made themselves extremely audible... later we found that tail-sliding could be adequately controlled at very high speeds... it really steered admirably in ordinary road-motoring. The steering asked 3½ turns, lock to lock but felt 'quick'... it is light and smooth and had rapid castor action. It is very passably accurate, although the road wheels cannot be 'felt'... only slight tremors reach the wheel over bad surfaces... we would recommend slightly higher gearing..."

*Lancia "Aprilia" saloon (June 1938 issue)*

"As to road-holding, it comes so very definitely into the sports-car category that it is difficult to regard the Lancia as a touring car. The "Aprilia" is stable always. It can be pulled down into the gutter and held close to the kerb round long, acute bends at speed. Indeed, the car hardly rolls and the tail slides first... Tail slides almost correct themselves, by reason of vigorous castor action in the steering. Such road-clinging ability makes a vast difference both to one's average speed and to the pleasure and comfort of all the occupants. The steering teams up extremely well with these excellent suspension characteristics. It is literally finger-light... requires about 2½ turns, lock to lock, and... there is very good castor action, varying from a vigorous action from full lock... to steady return after normal cornering. Essentially is the Lancia steering accurate... There is no trace of column vibration, but definitely wheel movements are returned to the driver. They take the form of steering wheel kick-back which varies with the road surface, but is never more than a light movement and is never of a disconcerting order. It had, however, the rather curious effect of making the car swerve slightly over tramlines..."

*F.W.D. Citroen Twelve saloon (July 1938 issue)*

"... no roll occurs even under really quick cornering, and the only time the suspension displays any trace of suppleness is after taking hump-back bridges at speed... The Citroen Twelve is one



of the most controllable cars we know. On wet roads . . . it will naturally slide if encouraged, but so effectively does it respond to the steering that . . . one can literally sling it about on greasy roads without restraint. Round long lower-speed curves there was a less pronounced feeling of stability . . . but always the car was under control . . . there is hardly any trace of roll, and the car goes round as on rails, with a fair amount of protest from the Michelin "Stop" Real Low Pressure tyres. . . . under load the steering became stiffer than on the over-run . . . but it remained smooth in action and was moderately high-g geared . . . There was sufficient castor action . . . and hardly a trace of return motion came back through the wheel, nor was there any column vibration."

760-c.c. rear-engined Renault saloon (November 1948 issue)

"Rolling is virtually absent, if one discounts a certain canting-over under very abnormal conditions. The suspension is definitely soft, yet the tyres never protest and tail slides, even on wet surfaces, are very difficult to promote. The Renault certainly oversteers, particularly when held round long curves, and tends to need "correction" on the straight after sudden swerves, but, once the driver has become used to providing this correction, the sense of accurate control is delightful . . . The steering has a "dead" feel and is somewhat heavy on the straight but becomes lighter and livens-up round corners. There is lazy, but sufficient, castor action

. . . the wheel asks 4½ turns lock to lock. No return motion or column judder is experienced . . ."

.....  
**Letters from Readers**

Sir

I have been very interested in the recent correspondence which has appeared in your columns with regard to the H.R.G.

It seems to me that this is a very over-rated car. After all, the M.G. was doing 15 years ago what the H.R.G. is doing now. The 1,100-c.c. L- and K-type M.G.s were genuine 80-m.p.h. vehicles but the current H.R.G. 1,100 c.c. seems to have a 75 m.p.h. maximum. Fifteen years younger, 5 m.p.h. slower!

I'm sure, too that the M.G. steering and roadholding is just as good as the H.R.G.

Coming to the current M.G. "TC" model, this attains approximately the same high performance as the H.R.G., and the steering and roadholding are just as good. But surely the difference in price between the two cars is the biggest factor. I feel sure that the M.G. at approximately £400 cheaper is by far the better proposition.

I am Yours etc.

Croxley Green Herts. A. C. BUTTS.

\* \* \*

Sir

Mr. Frost is to be congratulated upon his patriotism in championing the small British family car against its Continental equivalent. His argument, however, is regrettably lacking in support from facts.

From road tests I have culled the following figures:—

	Standard Eight 1947 model	Renault 760 1947 model	Lancia "Ardea" 1947 model
Capacity	1,009 c.c.	760 c.c.	903 c.c.
Bore	56.7 mm.		65 mm.
Stroke	100 mm.		68 mm.
Max. Power at	28 b.h.p.		28.5 b.h.p.
4,000 r.p.m.	57.5 m.p.h.	57.3 m.p.h.	4,600 r.p.m.
Max. Speed			67.5 m.p.h.
Road Speed at 2,500 r.p.m.	54.0 m.p.h.		83.0 m.p.h.
Standing ¼-mile	26.5 sec.	28.0 sec.	
Dry weight	15.5 cwt.		14.0 cwt.

It will be seen from these available figures that the Lancia, with 97 c.c. less engine capacity, has an easier and better performance, while the little Renault, with an engine of nearly one quarter of a litre less capacity, has a performance only slightly inferior.

However, it is not in the going, but in the manner of going that the Continental scores so heavily. I can think of no small British family saloon, built prior to 1947, which can hold a candle to the pre-1947 Continental car of similar capacity and price as regards roadholding, steering, suspension and general reliability, when driven regularly above 40 m.p.h. That is why the less well-to-do enthusiast hurries to buy a 1,100-c.c. F.I.A.T., a 570-c.c. F.I.A.T., an "Aprilia," Citroen or Peugeot. Such cars as the Austin A40, Morris Minor, and Morris Oxford may well refute this, but, alas, they are neither as cheap nor as available as the pre-war Continental of equivalent performance.

I am, Yours, etc.,

London, N.W.1. R. de Y BATESON.

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- ★ Zandvoort Grand Prix, July 30th and 31st

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★



"THE Steyr-Daimler-Puch Company, only surviving maker of passenger cars in Austria, will, within the next few months, start assembling F.I.A.T. cars in their works at Steyr, Upper Austria."

This news item from one of our contemporaries makes of 1949 something of a landmark, to me rather a gloomy landmark, in the history of the motor car. Of course, F.I.A.T. has done this sort of thing before: even I can remember the Austro-F.I.A.T. in days gone by, and a correspondent, who chid me on my ignorance of such matters last year, informed me that there used to be a Polski-F.I.A.T. too, a fact of which I was lamentably unaware. In any case, I regard the re-appearance of an Austrian F.I.A.T. with a certain amount of nostalgic pleasure; what shakes me is the thought that there are no more genuine Austrian cars.

There has always been something rather delightfully exotic about Austrian cars, aided, as far as I am concerned, by my abysmal ignorance about them. I have heard of a Puch, for instance, since some of them took part in the 1914 Austrian Alpine Trials, but I should not like to be certain whether I have ever so much as seen one. Its name has always sounded to me like an onomatopoeic attempt to reproduce the noise of one large Teutonic cylinder exhausting without the deterrent of a silencer; but for all I know, it may be called after a Mr. Puch, really. The Steyr and Daimler parts of the combine have, of course, made themselves better known to the western world.

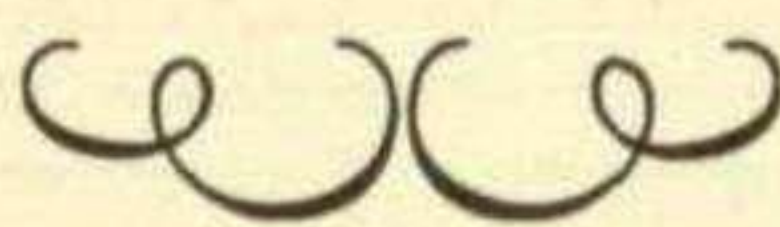
I am not quite sure when the first motor car was made in Austria, but even in the nineteenth century the prospects, apparently, seemed quite bright. "Motor vehicle races were held on the 23rd ult. at Vienna," recorded the *Automotor Journal* for November, 1899, "under the auspices of the Automobile Club of Austria, the proceeds being given to a charitable object. The meeting was very successful, there being about sixty-four entries for the various events. No fast times requiring record were made." But in spite of this highly successful result, those competitors who duly arrived at their destination in the Paris-Vienna race of 1902 found that all was not quite so well in the world of Austrian automobilism. "Vienna is a long way behind in the autocar movement," reported the *Autocar's* representative on this occasion, "and . . . we learnt that the public were not altogether favourably disposed towards the petrol vehicle . . . One reason for this indifference is the attitude of the Emperor of Austria, who is somewhat opposed to the automobile movement . . ." "It was hoped that a good deal would be done towards popularising the cars as the result of the Paris-Vienna race"; but it seems that, in the main, such hopes were disappointed, as, although the stands at the finish "were filled with a brilliant and aristocratic crowd," "it was noticed that the Emperor of Austria was not represented, on account, it was said, of the death of the King of Saxony."

Such loyalty, when one comes to think of it, is really rather shaming. The Minister of Fuel and Power in England at the present time appears also to be

# SIDESLIPS

by

## "BALADEUR"



somewhat opposed to the automobile movement; but I blush to confess that, in spite of this, I have retained my enthusiasm for it almost unabated.

However, it was noticed, in the Vienna of 1902, that "a public service of electric cabs . . . is said to be proving very successful. This probably explains why Vienna has become the home of the petrol-electric car." Indeed, this type of hybrid had been brought to the attention of the French motoring public in the previous April, when M. Loraine Barrow and Herr Porsche appeared at Nice with a couple of them, and the evident intention of running them in the Nice-Abbazia race. "A great deal of curiosity had been manifested," recorded our contemporary, "in the new mixed type of vehicle which was being constructed for the Nice meeting by Messrs. Lohner and Porsche, of Vienna . . . Its proper designation is a Mercedes-Lohner, and it is, in fact, merely a 28-h.p. Mercedes car with electrical transmission. On the clutch-shaft is a dynamo, which only runs when the petrol motor is put in gear, and the electrical energy thus developed is conveyed directly to the motors on the front wheels. Resistances are interposed between the dynamo and the motors to get fifteen different speeds . . . the theory of this system is, of course, that electrical transmission is much more economical than mechanical transmission . . . at the same time, there remains the old objection, that the owner must not only be thoroughly well acquainted with his petrol motor, but must also be an electrician as well." Must, in fact, be just like the owner of a present-day car, who wants to put the hood up, or open the bonnet or something.

It is a very curious reflection that the Government of the only European country which to-day can attempt anything like the *Mille Miglia* suffered in 1902 so acutely from autophobia that in the end the Nice-Abbazia race, which was to have been run chiefly on Italian territory, was banned by the Italian authorities. As a result, the Mercedes-Lohners had no chance to show their paces on that occasion, and for the moment the *Autocar* could only record that "there is no doubt that the car is extremely quiet, and runs with every possible variation of speed without gearing of any kind."

Posterity, in consequence, is left in some doubt as to whether the Mercedes-Lohner really worked or not, and perhaps as far as racing cars were concerned, the invention had come just too late. The adoption by Mercedes of mechanically-operated inlet valves and magneto ignition had resulted in a revolutionary improvement in engine flexibility, while the multiple-selector (*alias*, multiple-baladeur) had greatly increased the handiness of

the ordinary gearbox. "Owing to the great elasticity of the engine," it was recorded of the contemporary Mercedes, "it is rarely necessary to use the change-speed gear, and the vehicle can be slowed down to a crawl with the highest gear in mesh, while speeds can be changed with perfect ease and silence without throwing out the motor." What call was there, really, in such circumstances, for "resistances . . . to get fifteen different speeds"? Especially since the Emperor of Austria was somewhat opposed to the automobile movement?

Perhaps it was on account of this same opposition that, as far as I can make out, there were no Austrian cars even in the Paris-Vienna race, which was, one would have thought, just the occasion for them to show their paces. Not but what some of them were at least expected. "In view of the Paris-Vienna race," said the *Autocar*, "The Austrian makers are very busy turning out new vehicles concerning which there is a good deal of curiosity, and one of them, being built by the Nesseldorf Company, is said to be calculated for a speed of seventy-five miles an hour. The old Nesseldorfs were designed something upon the Benz lines, though they had several ingenious features, but apparently the company are now at work upon an entirely new system of vehicle, judging from the secrecy with which they are surrounding its construction." As a matter of fact one of "the old Nesseldorfs," presumably "designed something upon the Benz lines," had run in the light-car class of Paris-Berlin the previous year, and had actually got to its destination; but it had only averaged 22.4 m.p.h., in spite of its "several ingenious features"; and there was no sign in Paris-Vienna, or as far as I know, since, of an "entirely new system of vehicle, calculated for a speed of seventy-five miles an hour." "Jacob Lohner and Co., of Vienna," continued our contemporary, "will have three petrol-electric vehicles with the front wheels drivers, and the Austrian Daimler Co., at Neustadt are also busy on their new racing cars." But actually no Mercedes-Lohners appeared at the start, and if any of the Mercedes which took part in the race emanated from the Austrian Daimler factory at Neustadt, their sponsors, perhaps out of respect for the Emperor, kept very quiet about it.

Indeed, very little more might have been heard of Austrian racing cars, had it not been for Mr. James Gordon Bennett and his Trophy. And very little more might have been heard of Mr. James Gordon Bennett's Trophy, if S. F. Edge had not been so tactless as to win it for England in 1902; or Camille Jenatzy so excessively tactless as to win it for Germany in 1903. Perhaps it was not altogether "the Red Devil's" fault: I have always felt that he might well not have won it, but for the providential fire which destroyed the Cannstatt factory and with it the 90-h.p. Mercedes that were being prepared for the race. As a result of that fire, Jenatzy had to do his best with a standard 60-h.p. Mercedes, and there is very little doubt that the "Sixty" was a much better car than the "Ninety." In any case, he did win the Trophy, and the French really were determined to retrieve it in 1904. They even went so



far as to hold an eliminating race to decide who was most likely to do so, and the Germans were really stimulated into seeing to it that they did not.

Now the rules for the Gordon Bennett contest stipulated that each country, or rather each national automobile club, could only be represented by three cars; and as Mercedes had had to give up one place in the German team to Opel, who wanted to run one of his German-built Darracqs, somebody had the happy idea, that, by using the products of Mercedes' Austrian factory it would be possible to run not two Mercedes in the race, or even three, but five. But this time there was no fire to destroy the "Nineties" at the new Untertürkheim factory, or at the Viennese offshoot either, and Théry, having led from start to finish on his Richard-Brasier, successfully retrieved the famous trophy for France. The "Ninety" was fast all right, but it had none of the balance and stability which had characterised the "Sixty." "One thing that assisted considerably in Théry's victory," says Gerald Rose, "was the fact that his car was fitted with shock-absorbers . . . the rebounding of the wheels of a racing car (first noticed by the Mors firm in 1902) was a point to which the Mercedes designers seem to have paid but little attention until 1907, although their cars had suffered considerably in that respect. One of the things most noticed at the time of the race was the difference in the running of the Mercedes and Théry's Brasier, the latter appearing to move so smoothly and to hold the road so well."

For all that, Braun, on one of the 90-h.p. Austrian Mercedes, managed, at the end of the season, to make fastest time in the Semmering hill-climb; and even if the second man was Duray on a Darracq, presumably of the Gordon Bennett type which was notoriously over-engined, Poege, who was third, on another Austrian Mercedes, managed to beat not only M. Mathis on a De Dietrich, but also Lancia's F.I.A.T. From then onwards, the products of Wiener-Neustadt were to make a speciality of going fast uphill.

In 1905, the 90-h.p. Mercedes engine, 165 by 140 mm., was replaced by the 120-h.p., 175 by 146 mm., which, with the stroke increased to 150 mm., lasted on until 1907. Presumably with this extra power the wheels of the racing car rebounded worse than ever, but there were still no shock-absorbers and the 120-h.p. was no more successful than the 90. For all that, there were Austrian Mercedes as well as German ones again for the Gordon Bennett race in 1905, and as there was no nonsense this time with Opel-Darracqs, there were altogether six Mercedes instead of five. There was a special colour scheme, too, for the Austrian ones, which were painted yellow with a black chassis, in marked contrast to the white of their German prototypes, but even that did not stop the wheels bouncing, and "Burton and Hieronymus dropped out during the second lap, chiefly from persistent tyre troubles," while Braun on the third car finished very low down the list.

In 1906 the Gordon Bennett race was replaced by the Grand Prix, and as the limit of three cars was now placed on the

manufacturer rather than on the country, the scope for augmenting the Mercedes team from the Vienna factory presumably vanished. In any case during that year the Austrian Daimler Co. apparently split off from the parent concern, and there is a gap of several years in my acquaintance with the Austrian Mercedes or its heirs. I suspect that at Wiener Neustadt they began to concentrate on building lorries, under the name of Austrian Daimlers, leaving the Mercedes touring and racing cars to Untertürkheim. In

## Vintage

*We first saw light in a past decade,  
We weren't "assembled," we were "made,"  
Th'unhurried process that gave us worth  
Resembled spawning less than birth.*

*As motor cars you may think us stark,  
Compared with those of more modern mark,  
But, unlike most, we can take a pride  
In chassis that they are wise to hide.*

*We've seen them arrive with their ballyhoo  
Of their this and that and of what they can  
do;  
Viling their lack of the worth within  
With gadgets and polish and plated tin.*

*To strive the proud boasting of youth to  
maintain  
With vitals too meagre to shoulder the  
strain,  
Soon sadly brings home certain natural laws  
In rickety chassis and oval bores.*

*For this much is certain and clearer than  
gin,  
You can't get out what you don't put in;  
Longevity chiefly by quality's won,  
Without it, life's shortened before it's begun.*

*Oh! we're vintage wagons, our like's on the  
wane,  
Our origin's craftsmanship wedded to brain,  
Designed and constructed in line with the  
cre-d  
That quantity comes a bad second to breed.*

*So built, that whatever the future might  
send,  
The pride of our youth should endure to the  
end,  
And if now our lines aren't those fashion  
allots,  
We're still piling mileage up—still do the  
knots!*

I. W. AIRD

any case, Mr. C. L. Freeston, in, I think, 1908 or 1909, took a photograph of "A Motor Diligence and an English Daimler at the Summit of the Rolle Pass (6,424 feet)," and from the fact that he describes his own car as an *English Daimler*, and that the "motor diligence" appears to have a double-headed eagle on its Mercedes-like radiator, I take it that the latter was an Austrian Daimler. In any case it was a very nice-looking motor diligence. I wish I could go to the summit of the Rolle Pass with any hopes of seeing one like it now.

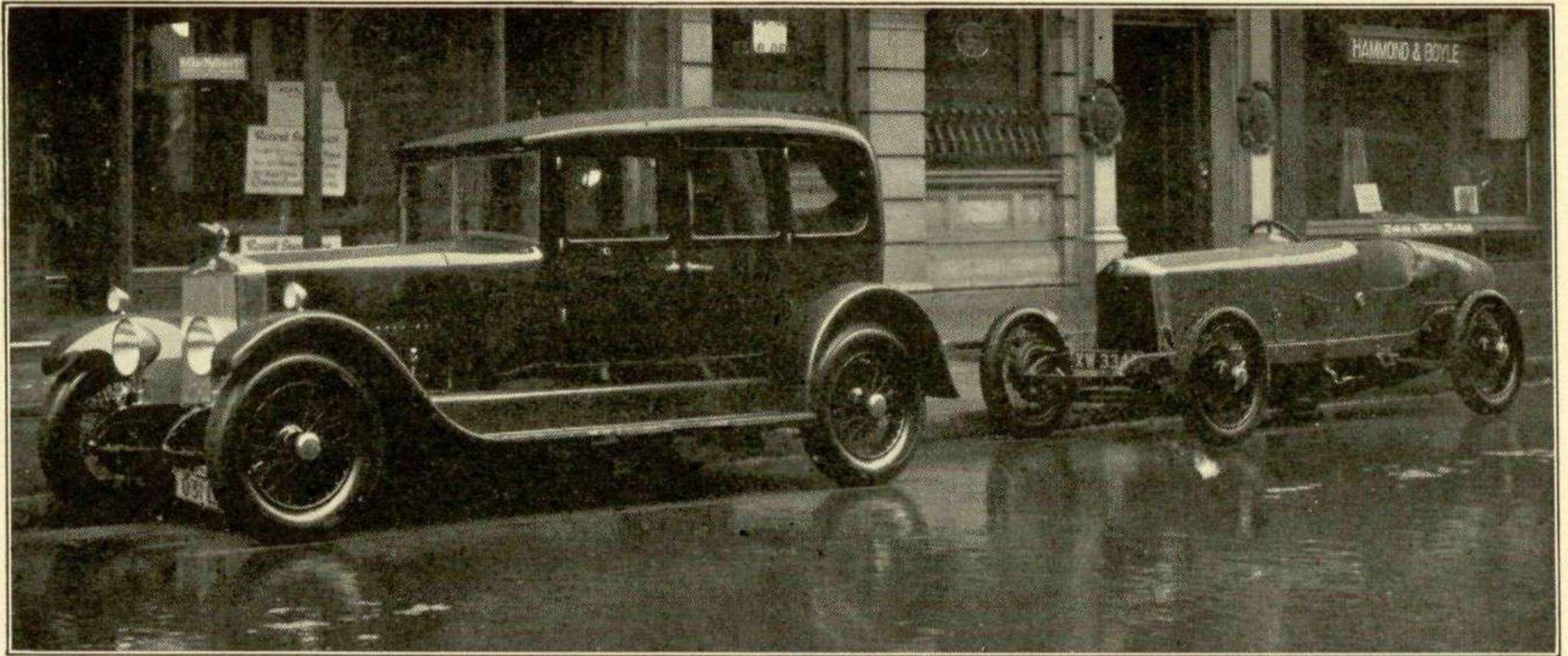
In the meantime Professor Herkomer of the Bavarian Automobile Club had

started his Herkomer Tours, which were later taken over by Prince Henry of Prussia, who thus succeeded in imprinting his name on a Vauxhall model, among others, which was only eclipsed in fame by the "30/98." It was these tours that were really responsible for producing the first sports cars, which was what the Tourist Trophy ought to have done but didn't, and the appearance of the Continental "torpedoes" with their somewhat exiguous, though nominally touring, bodies, elicited shrieks of protest from the Press, particularly in this country. Their constructors, however, continued unabashed, and in 1910 the first three places in the contest for the Prince Henry Cup were won by three "Austro-Daimlers." They were no longer called Austrian Mercedes, be it noted, and, indeed, *La Vie Automobile* remarked that they were no longer copies of Mercedes, but had been designed by Ferdinand Porsche, the chief engineer of the Wiener Neustadt factory, who himself drove the winning car. His design was, indeed, one of the most delectable of the Edwardian age, which is saying a good deal. The long-stroke engine had four separate cylinders, with a bore and stroke of 105 by 165 mm. (5,709 c.c.), steel pistons and inclined overhead valves operated by a single overhead camshaft, driven by a vertical shaft at the front of the engine, which also drove twin magnetos. In its original 1910 form, final drive was by side chains, but these were replaced in 1911 by a propeller shaft enclosed in a torque tube. A pointed radiator was, of course, almost a sign manual of a "Prince Henry" model, and, according to the *Autocar*, "the taper radiator and bonnet undoubtedly add style to the design, and enable a comfortable body to be carried without the appearance or general raciness of design being destroyed . . . Without actually being a racing car, it gives that high efficiency which those who appreciate life, and life in abundance, are only too willing to pay for."

It was so near at least to having the makings of a racing car, that its sponsors toyed with the idea of entering a team for the 1912 French Grand Prix. But the Grand Prix was run that year in conjunction with the *Coupe de l'Auto* race for 3-litre cars, and, after some consideration, the aristocratic Austrians excused themselves, on the grounds that it would be hardly dignified to be seen racing around with such small fry. Which was a pity, as in 1913, although the offending small cars were removed, there was a petrol consumption limit to deter them, and in 1914 a capacity limit of 4½-litres, so that no Austro-Daimlers were ever seen in the great days of the Grand Prix, or at all.

But I sometimes wonder whether there really was so complete a divorce at this time between Wiener Neustadt and Untertürkheim as is usually supposed. At least to the superficial observer, there is a strong family likeness between the "Prince Henry" Austro-Daimler engine of 1910 and the victorious Grand Prix Mercedes engine of 1914. But it is clear that I have already wondered enough for the present occasion. The Editor, I understand, wants to use some of the pages of his paper himself. Even if I have not mentioned a Steyr, yet.





*PUSH-ROD ERA.—A "21/70" Alfa-Romeo saloon with Mulliner body parked in front of the modified "22/90" car with which Major Coe performed well at a Kop speed hill-climb.*

## Vintage and Near-Vintage Alfa-Romeos

by

F. W. STILES,

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

### PART I—

#### The "21/70" and "22/90" Models.

WHILE I was on holiday in France, accompanied by a well-known racing motorist, we decided to visit the French Grand Prix race. This was in 1924 when Alfa-Romeo was racing the famous P2, which won the Championship of the World that season. Having seen Campari win the Grand Prix at 71 m.p.h., we decided to extend our holiday and visit the Alfa-Romeo factory at Milan in order to inspect the production models. On arrival, and having advised the works of our intention, Signor Romeo and his sales manager of that time, Signor Rimmini, gave us an enthusiastic welcome. We were conducted over the factory and were allowed to road-test many models. Alfa-Romeo were not represented in this country and as a result of our visit to Milan we were able to enter into a contract for the sole selling rights in the United Kingdom.

Apart from its name being frequently found in the pages of the motoring journals on account of its racing successes, the Alfa-Romeo was practically unknown to the British public, and the reputation the make subsequently attained over here was due largely to our personal efforts and enthusiasm. Unfortunately, when the Fascist regime came into being the works became controlled and were required to concentrate on heavy vehicles and aircraft for the Italian armed forces, and in consequence it became increasingly difficult to continue with a business dealing exclusively with one make, owing to the very limited number of cars and chassis which were available.

To revert to 1924, one of the models we tried on the road was a six-cylinder long-chassis car known in Italy as the R.L.T., which we introduced to the British market as the "21/70" 3-litre long-chassis touring model. A 3-litre short-chassis was also tested, this being known in Italy as the R.L.S.S. and sold in this

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This contribution continues the popular MOTOR SPORT series of articles dealing with individual makes of sports cars. It has been written for us by Mr. F. W. Stiles, who, as Managing Director to the late concessionaires, Alfa-Romeo British Sales, Ltd., was responsible for introducing the first cars of this famous make into this country. That was in 1924, when a stand was occupied at the Motor Show; thereafter the sole selling rights in the United Kingdom were maintained for nearly ten years from showrooms at No 1, Baker Street, W.1. Mr Stiles acted as entrant and team manager of Alfa-Romeo cars in British races during this time and it is a great honour to be able to publish an article from his pen. He proposes to deal with the specifications, technical aspects, servicing data and performance capabilities of the various Alfa-Romeo cars built between 1924 and 1932, and also to include reminiscences of the successes achieved in classic racing events. This exclusive contribution will, we know, be of great value to the many people who still run Alfa-Romeo cars, and particularly to those users of the later 1½ and 1¾-litre cars that are held in such high esteem by enthusiasts.—Ed.

.....

country as the "22/90" Super Sports; it was a foot shorter than the "21/70" and had twin carburettors and dry-sump lubrication.

The "21/70" R.L.T. 3-litre long-chassis 11 ft. 4 in.-wheelbase touring model had a six-cylinder 75 by 110-mm., 2,916-c.c. engine with push-rod operated o.h. valves, force-feed lubrication, a single Zenith or Solex carburetter, a Bosch 12-volt lighting and starter set with toothed flywheel ring and Bendix pinion, a ZU.4 Bosch magneto on the off side driven by silent chain from the camshaft, a water-heated jacket cast in one piece with the inlet manifold on the near side, a fan driven by whittle belt, and helical timing gears giving a tandem drive for the water-pump and the Bosch dynamo on the near side. The carburetter had a hot-air intake and was fed by autovac from a 16-gallon rear tank. The sump contained an oil filter and held three gallons of lubricant.

In unit with the engine was a four-speed and reverse gearbox. The clutch was a multiplate with composite linings. The gear lever was central, with a visible gate and the brake lever, also central, operated a transmission brake behind the gearbox. Transmission was by an open Hardy-Spicer propellor shaft, torque being taken by a torque rod, to an underslung rear-axle. Four-wheel brakes were fitted, these having cast-iron linings. Suspension was by ½-elliptic springs and chassis lubrication was by Tecalemit grease nipples. Centre-lock wire wheels carried 820 by 120 high-pressure tyres.

The "21/70" was capable of 25 m.p.h. in 1st, 36 m.p.h. in 2nd, 48 m.p.h. in 3rd and 70 m.p.h. in top gear, the engine being capable of 3,000 to 3,200 r.p.m. As delivered from Milan the solid-skirt electron pistons had excessive clearance at the base, approximately 0.006 in., and





## MAINTENANCE MEN DOWN AT

### LIGHTWATER!

A few misguided people still have the idea that the Little Men would scorn the idea of working on small family saloons.

Nothing could be farther from the truth, and the only possible point in favour of such an idea is that by staying away, these foolish people may leave more time and space for work on the cars of wiser motorists who know better.

In fact, the H. L. M. have themselves graduated through all kinds of small and sedate gentlemen's carriages in the days long ago before they grew their beards, and they still have a very kindred feeling for owners of such machinery. These family vehicles receive just the same care and attention to detail as any other job, and it frequently costs no more than inferior work done elsewhere by unskilled labour.

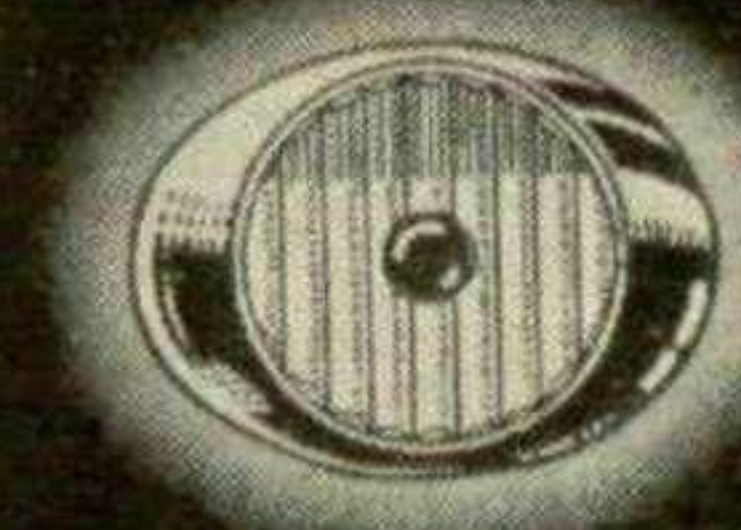
Incidentally—it is surprising how many family saloons are leaving Whinlands Works lately with a Vantor supercharger set cunningly concealed under the bonnet. Until you have tried you cannot believe the extra urge your car can have after a little routine attention down at Lightwater.

## WHINLANDS WORKS, MACDONALD ROAD, LIGHTWATER SURREY

TELEPHONE : BAGSHOT 338

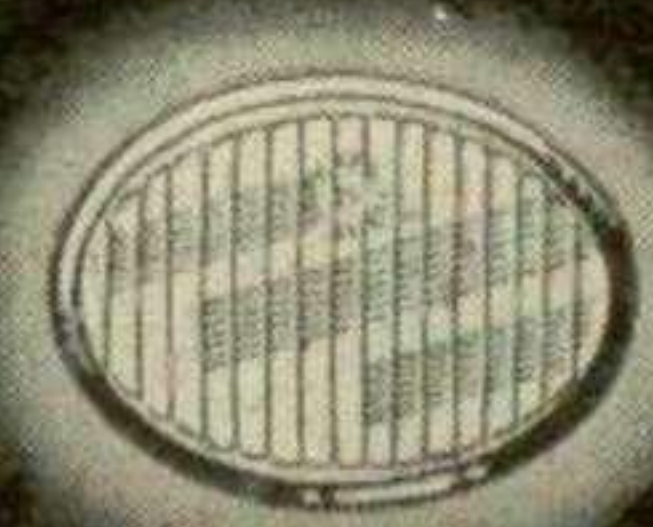
Main Agents for Vantor Superchargers and Dellow-Wade Installations.

# SAFETY FIRST!



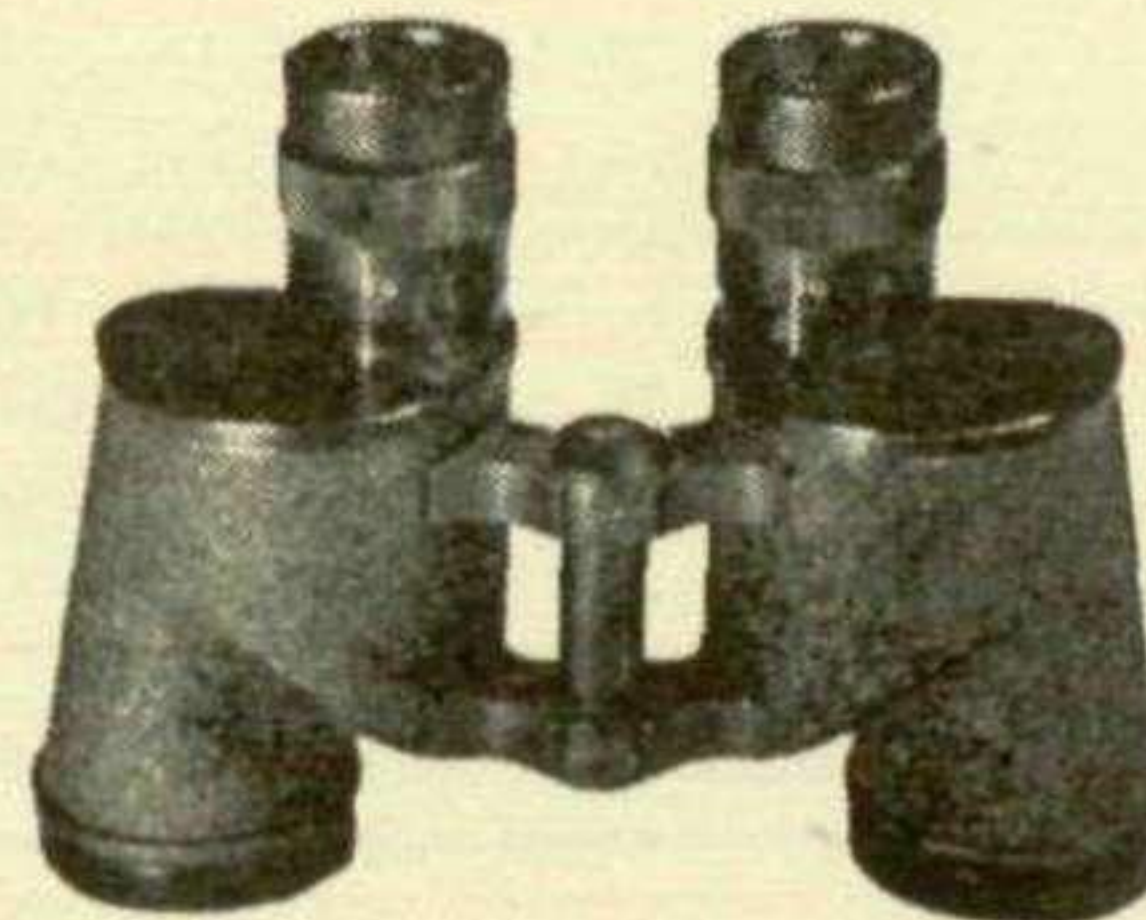
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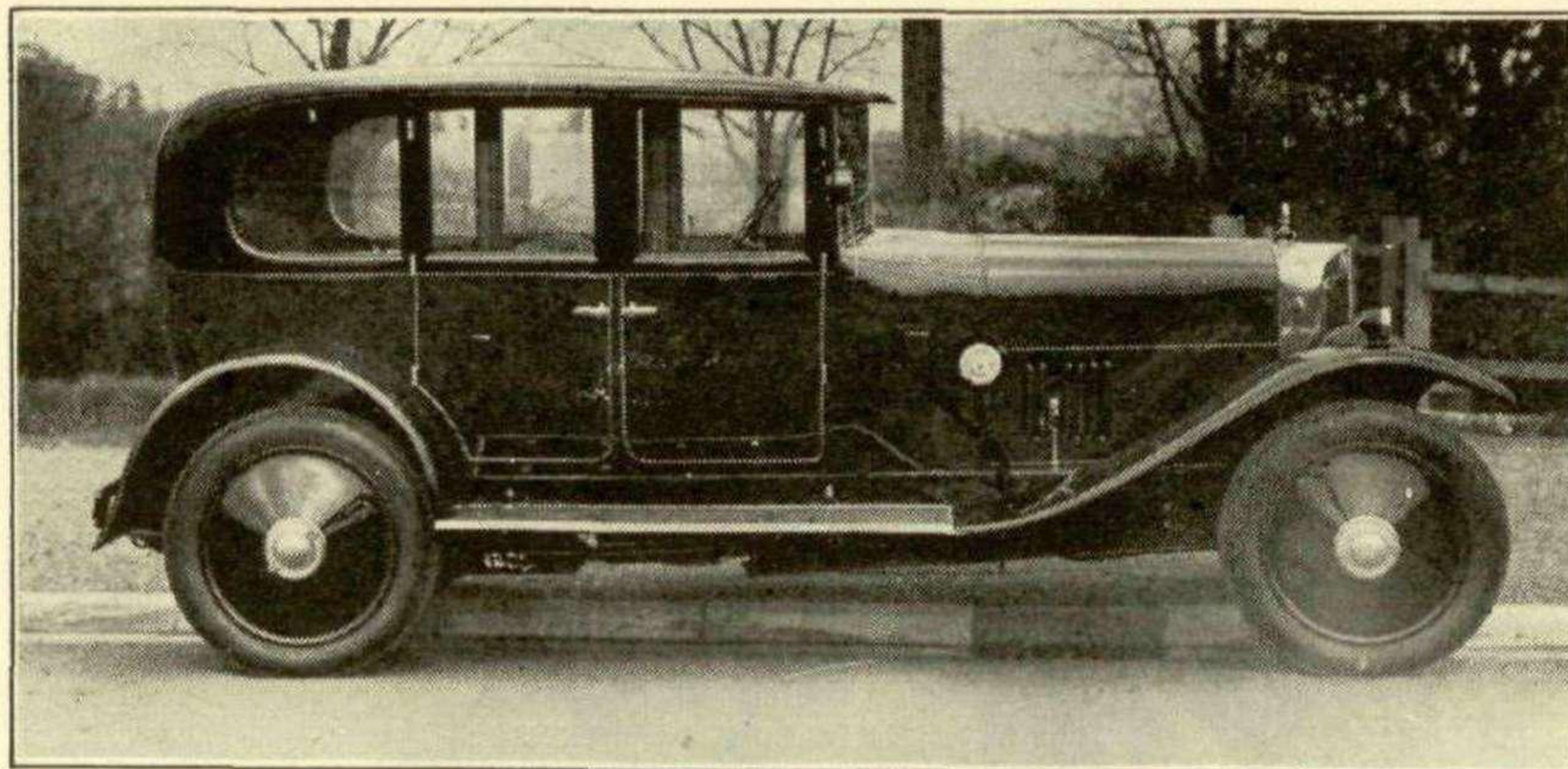
## Charles Frank

67-73 SALTMARKET, GLASGOW, C.I.

PHONE : BELL 2106

INSTRUMENT MAKERS AND DEALERS SINCE 1907





*DIGNIFIED.*—A Mulliner saloon version of the V-radiator "22/70" Alfa-Romeo.

in many cases we replaced them with B.H.B. split-skirt pistons. Another shortcoming was that the indirect gear-ratios had obviously been designed for Continental roads, being on the low side for motoring in England. Consequently we had special sets of constant-mesh gears manufactured and offered these to discerning clients, which to some extent overcame the difficulty and also speeded up the gear change. As so many British quality cars employed right-hand controls at this time, we also offered a r.h. gear lever as an optional extra. The noise from the cast-iron brakes was another objection, which we overcame in a number of cars by substituting Len-Servo type shoes with Halo linings, which gave excellent results, being quiet in operation and needing a minimum of adjustment due to longer life.

From the servicing angle the firing order was 1, 5, 3, 6, 2, 4 and inlet and exhaust tappet settings were approximately 0.015 in. (0.3 of one mm.) with the engine warm.

When dismantling, mark carefully two consecutive teeth on the camshaft pinion and one tooth on the crankshaft gear. If this has not been done, re-time by setting No. 1 piston to t.d.c. (t.d.c. settings for each cylinder are marked on the flywheel, visible when the clutch cover has been removed), correctly set the tappets for warm engine, then without mounting the camshaft pinion, revolve the camshaft until No. 1 inlet valve is on the point of opening, then mesh the camshaft-pinion. To time the magneto, set No. 1 piston to t.d.c., uncouple magneto, set hand-control to fully retard, turn magneto until the small carbon of the distributor corresponds with the "I" on the outside of the terminal cover and re-couple magneto. A good mineral oil should be used in the engine. Front wheel toe-in should be approximately 0.5 in., adjusted on the track rod. A bored-out version of the "21/70," the "22/70" was listed later.

The "22/90" RLSS Super Sports model was first imported into the United Kingdom in 1925 and was continued with few modifications until 1928. The specification followed that of the "21/70," but the bore and stroke was 76 by 110 mm. (2,994 c.c.), the Treasury rating being 21.7 h.p., and the wheelbase was a foot shorter, or 10 ft. 4 in. The engine had

dry-sump lubrication, oil being carried in a 3½-gallon oil tank on the engine side of the cast-aluminium dash-board. The camshaft-driven gear-type pump fed lubricant through the engine and another pump scavenged the sump and returned the lubricant to the dash tank. Sump oil-level was indicated by dip-stick and the tank level by indicator. Engine layout otherwise followed that of the "21/70," with cast-iron block and detachable cast-iron head, but twin carburettors, either Zenith or Solex, were used, the induction manifold still being water-jacketed. The rockers were grease-gun lubricated, wicks feeding the lubricant through the rocker-shaft. The solid-skirt electron pistons each had three compression rings and one scraper ring, but, as in the "21/70," were very noisy when starting from cold and were

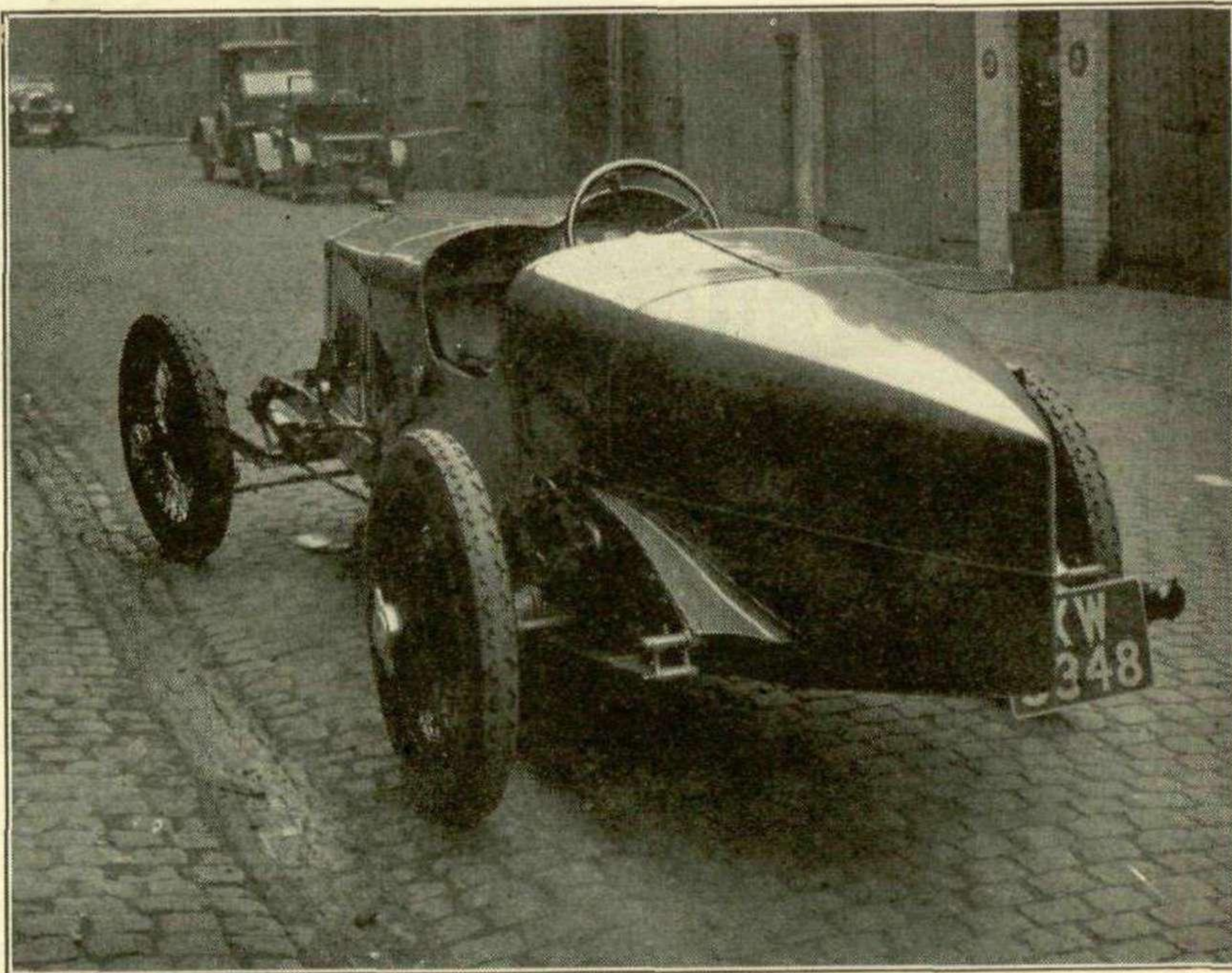
frequently replaced by closer-fitting pistons.

The crankshaft ran in four plain bearings and steel H-section connecting-rods were used. The engine ran safely up to 3,500 r.p.m. Fuel feed was by a hand air-pump on the fascia from a 16-gallon rear tank, to a camshaft-driven pulsometer pump, normal air pressure being 2 lb./sq. in.

The clutch plates operated on splines and the withdrawal mechanism was somewhat heavy to operate, a shortcoming overcome on some cars by incorporating reduction gearing in the mechanism, which improved matters effectively.

The rear-axle ratio was usually 10/41 and a curious failing was that pressure was sometimes found to occur within the axle casing, resulting in oil being drawn past the felt washers intended to act as seals. A simple cure could be effected by drilling a hole in the pinion-shaft housing, so forming an air-vent.

Hartford continental-type shock-absorbers were fitted front and rear and the brakes were operated *via* strip steel and had a compensating device behind the gearbox. The cast-iron shoes were usually modified, as had been found advantageous with the "21/70" cars. Equipment included Telegauge petrol gauge on the tank and rev.-counter, speedometer, oil gauge, air-pressure gauge, Bosch switchbox, etc., on the fascia and an exhaust cut-out control on the floorboards. The horn-push was in the steering wheel centre and at the top of the column were located the advance and retard control and hand-throttle. The tyres were again 820 by 120. The "22/90" had a maximum speed of 86



*PERIOD PIECE.*—While the straight-eight twin-o.h.c. P2 Alfa-Romeos were sweeping all before them in Grand Prix racing, the Alfa-Romeo concern were evolving this modified "22/90" car for sprint events. It was imported to this country by Mr. Stiles and driven with success by Major Coe. The cars in the background effectively "date" the picture.

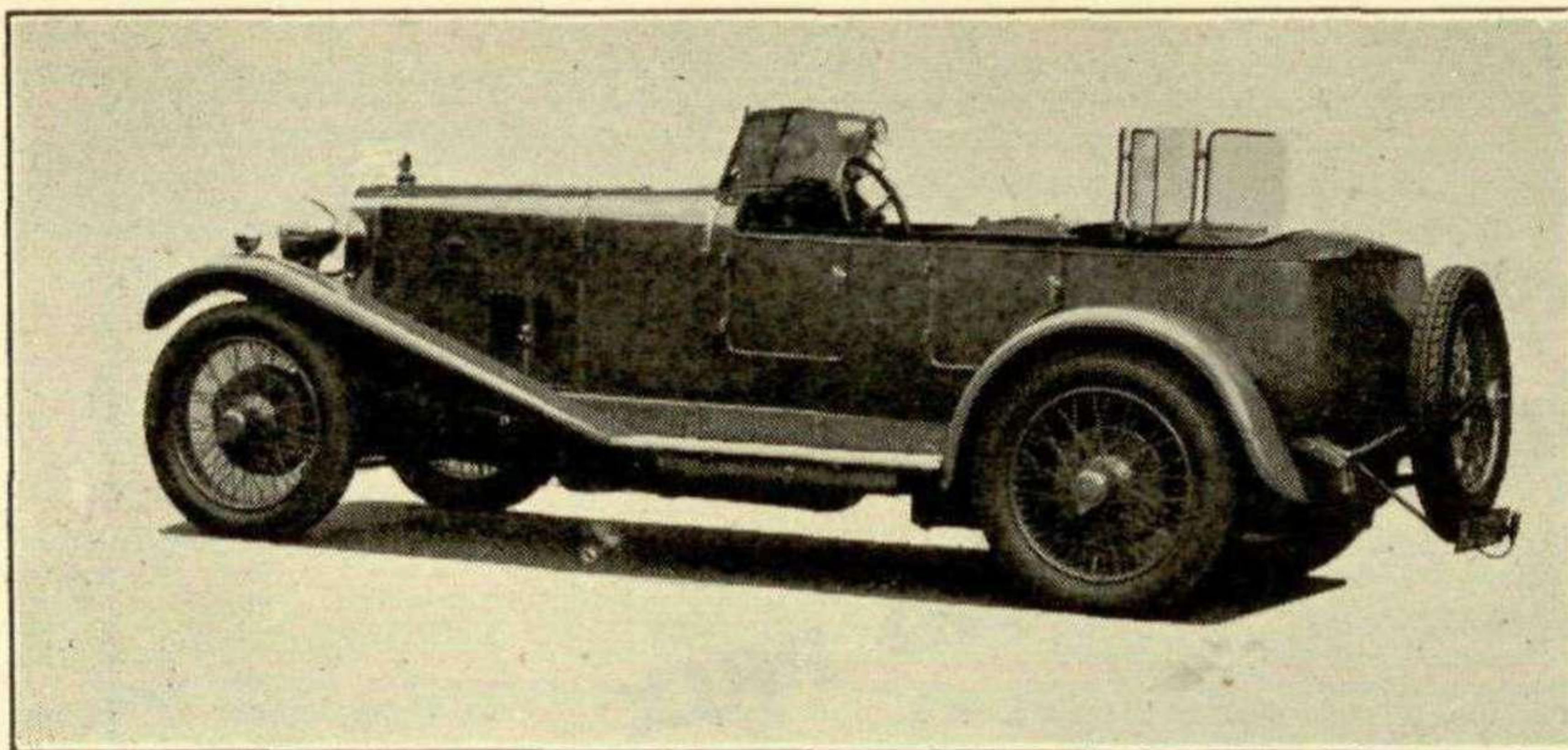




**with an eye to the future**

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





*FINE LINES.—An open sports model "22/90" Alfa-Romeo with typically vintage body-lines.*

m.p.h., and in 1927 sold for £695 as a chassis, with full equipment.

Servicing data already quoted for the "21/70" applies. Additionally, the airports of the carburettor-heating system should be opened in warm weather and kept partly or fully closed in cold weather. The

electrical system is 12 volt with direct-current dynamo. The circuit fuses will be found within the ignition switch-box, the r.h. fuse serving the off-side head and side lamps and the l.h. fuse the near-side head and side lamps. The starter will operate even with both fuses defective.

The dynamo should commence to charge at an engine speed of approximately 900 r.p.m.

We purchased one rather special "22/90" which had been raced by the manufacturers, from whom we acquired it in chassis form without equipment. This car had a radiator lower and narrower than that of the standard cars, a Hele-Shaw steel multi-plate clutch and a lightened chassis, while the engine, of standard dimensions, had a specially balanced seven-bearing crankshaft and raised compression-ratio. We fitted a standard petrol tank, Bosch electrical equipment and a light, racing two-seater body and prepared the car rather hurriedly for an Essex M.C. hill-climb at Kop, due to take place in March, 1925. We appointed Major C. G. Coe as driver and he was successful in obtaining seven "firsts" in various classes.

This car was owned by Mr. Flatt from 1934 to 1939 and was in the Whincops' hands for a while during the war. It must not be confused with the car which Lanfranchi raced at Brooklands, lapping at 94.15 m.p.h. in 1925, and which Peter Clark owned during the war. Lanfranchi's car was higher and had a longer wheelbase.

## JERSEY SUMMING-UP

THE stop-press which MOTOR SPORT published last month of the Jersey Race covered the outstanding features of that rather dismal event and not much remains to be said. The fatal accident to K. W. Bear was most unfortunate. A policeman and a race official also died and two other persons were badly injured. Such accidents are liable to happen in many sports, and it will be a thousand pities if, in consequence, the ambitious Jersey M.C. and L.C.C. is deprived of its race, which the B.A.R.C. organises for it, next year. The verdict of accidental death was passed on Bear at the inquest and there has been some suggestion of brake failure, due to cable breakage or loss of a compensating chain, causing the calamity. It seems that the officials were against a wall with no means of escape when the car skidded into them—where possible, "funk-holes" should be available to everyone out on the course. They were actually provided adjacent to the timing-huts at Brooklands. We remember being disturbed as soon as we arrived at the I.O.M. circuit last year because pressmen were allowed to walk to Parkfield corner from the pits along a narrow pavement beside the course, flanked by a stone wall. There was no need for the *Daily Telegraph* to emphasise that the Bugatti was 22 years old, as though it had never been overhauled since it was built. In any case it was only 15 years old.

To Bob Gerard goes the very warmest praise for driving a faultless race and disposing of five two-stage 4CTL Maseratis (one with large blowers) and a single-stage (not two-stage) Ferrari in his old R14B E.R.A. It ran Jamieson-supercharged and went through without a refuelling stop, due to its large C-type tank. One

wonders why other E.R.A. exponents do not use large tanks? Baron de Grafenried couldn't make any impression on Gerard in spite of having a two-stage Maserati. Mays drove splendidly to get third place, his Zoller-blown E.R.A. passing Bolster's two-stage E.R.A. before the latter stretched a valve. "Bira" finished fourth at 75.49 m.p.h., not 75.59 m.p.h. as we stated last month. Villoresi showed his tremendous ability in practice with a lap at 96 m.p.h., but was clearly caught by the foul weather on race-day, changing jets in an attempt to correct the upset carburation, as well as blanking off his radiator and dealing with sick plugs. Gerard's E.R.A. had its Shell fuel ignited by Lodge plugs via a Lucas magneto and ran on Dunlop tyres held to the road by de Ram and Luvax shock-absorbers, braking being by Ferodolined Girlings.

Retirements were as stated, with the addition of Hampshire's E.R.A. which ran a bearing on the warming-up parade, Le Gallais' Talbot with gearbox trouble, Hamilton's Maserati with a holed radiator and Nixon's E.R.A., which crashed. A telephone call from the Island after our report was written misled us into saying the E-type E.R.A. broke a piston after rapid practice lappery; actually the oil-pressure fell and a bearing started to break up. Bolster's E.R.A. had two Jamieson blowers in series, the primary larger than the secondary, Ansell's E.R.A. had a Wade supercharger, Hampshire drove the ex-"Bira" E.R.A. "Hanuman" with Zoller compressor but non-i.f.s. Harrison's B/C E.R.A. used E-type front brakes, and Nixon had the A-type E.R.A. with Tecauto i.f.s. The B.B.C. commentary was not up to the standard that we hope it will attain in the future.

## Obituary

Kenneth Wilfred Bear, whose ex-Abecassis "3.3" Grand Prix Bugatti (running un-supercharged) overturned during practice for the Jersey race, was 43 years of age and leaves a widow and two daughters, to whom the sympathy of the entire sporting world will be extended. No one was more steady or safer-looking in a racing car's cockpit than Bear, and brake failure is thought to have caused the tragedy, which cost two others their lives. Essentially a Bugatti enthusiast, Bear was a Founder-Member of the now so well-established Bugatti Owners' Club and a frequent winner of their most-prized awards, using a variety of Bugatti racing and sports cars, besides serving on their council for 19 years. Last year he made f.t.d. at the Val de Terres hill-climb and won the I.O.M. Castletown Trophy Race and in 1946 was fastest at Craigantlet. Bear, who was also a keen rugby player and a skilled tennis player, was amongst the more modest and retiring of drivers. His stable of cars was prepared for him by Stafford East, but he only drove them when all his ties in connection with his insurance business in the City had been met, sometimes using air transport to reach the venue. Only last season Bear told us he dare not attend a model-car race meeting or his daughters would insist on him competing, and he was already too fully committed with racing and business as it was! Any fatal accident leaves a dreadful sense of sadness and finality, but for an amateur driver to be taken from us during a practice run is particularly hard to accept.



**R.A.C. BRITISH GRAND PRIX**

Shell  
Motor  
Oils -  
First!

won by  
Baron de Graffenried,  
driving a Maserati,  
at 77.31 m.p.h.

*(Subject to official confirmation)*



**LEADERSHIP IN LUBRICATION**



# An Intensely Interesting R.A.C. BRITISH GRAND PRIX

De Graffenried's Maserati Wins from Gerard's E.R.A. with Rosier's non-supercharged Talbot Third. Only Eleven out of Twenty-five Starters Survive the 300 Miles. Moss' Cooper Wins Exciting 500-c.c. Race from Dryden and Aston (Coopers).

## THE FIRST PRACTICE PERIOD

ON the Thursday before the British Grand Prix, Silverstone took on all the atmosphere that characterises a really important International long-distance race. Garlands of flowers decked the big refreshment tent behind the pits, while at various parts of the three-mile circuit Scaffolding Ltd. were putting the finishing touches to the big, canvas-covered grandstands. Col. Barnes was using an Austin A90 as a course patrol car, Bob Gerard and his wife arrived in a Bristol and the Continental drivers—Villoresi, Grignard, Claes, Etancelin and Chiron—had arrived early and meant business, although Chiron's car was not present. Mays was using his Mk VI Bentley, Earl Howe his Bugatti.

A centre of interest were the two Ferraris, Raymond Mays' disguised as a Thinwall Special and the Whitehead/Folland car. Mays' had its new designation engraved on its valve covers, was serviced by mechanics in Vignol overalls and had a Jaeger rev.-counter reading to 8,000 r.p.m. These short, stubby cars have l.h. gear-levers coupled to the gearbox via an exposed bell-crank and push-pull rod and neat spring-type bonnet fasteners. Villoresi's famous Maserati arrived in a vast, open Michelin-shod F.I.A.T. lorry with a stretcher doing service as a bed behind the seats and its registration numbers obviously put on as an afterthought. The Maserati was not particularly clean and had apparently come straight on from Perpignan, but Villoresi, in blue overalls, white cloth helmet and grey pull-over, looked very fit and confident. The tyre valves of the 5.00-17 front tyres were particularly accessible and 6.50-17 Pirellis were used at the rear. Ramponi was making himself useful to the Continental entrants.

The E.R.A. shock-absorber arrangements were interesting. Geoffrey Ansell's car had strut and friction dampers all round, Hampshire's Zoller-blown car used de Rams behind its rear-axle, friction dampers ahead of it, but de Rams only at the front. Harrison's Teenauto i.f.s. was strut-damped and Peter Walker's E.R.A. was another with both struts and friction dampers all round. Bolster's car, which came in the really vast Bell Dodge van, had Luvax shock-absorbers front and back with strengthening struts adjacent to the shock-absorber arms, while Gerard's car, still blushing under Jersey laurels, had similar stiffening members running from the front dumb-irons to the axle spring pads, the damping being hydraulic at the front and a combination of hydraulic and friction at the rear.

*Photographs appearing in this article are MOTOR SPORT copyright.*

Etancelin's Lago-Talbot arrived on a two-wheel trailer towed by a Peugeot "202" covered lorry, while a most imposing yellow Fargo van brought Claes' yellow Lago-Talbot, the inscription on the van's sides reading: "ECURIE BELGE, BRUXELLES, BELGIQUE, Spécialé Voitures Courses et Sport." A very fashionably-dressed blonde assisted in the pit, and the whole equipé was most distinguished. The Cabantous/Grignard Lago-Talbot also came per two-wheeled trailer, in this case behind a Laffly van bearing "Equipe Georges Grignard" on its door and a Redex banner and K.L.G. and Dunlop advertising on its sides. Whereas Villoresi ran on Pirellis, Parnell and Ashmore had the latest diamond-tread Dunlops of the same size. Ashmore's Maserati carried a thermos and feeding tube. Giron was looking after the Hamilton Maserati.

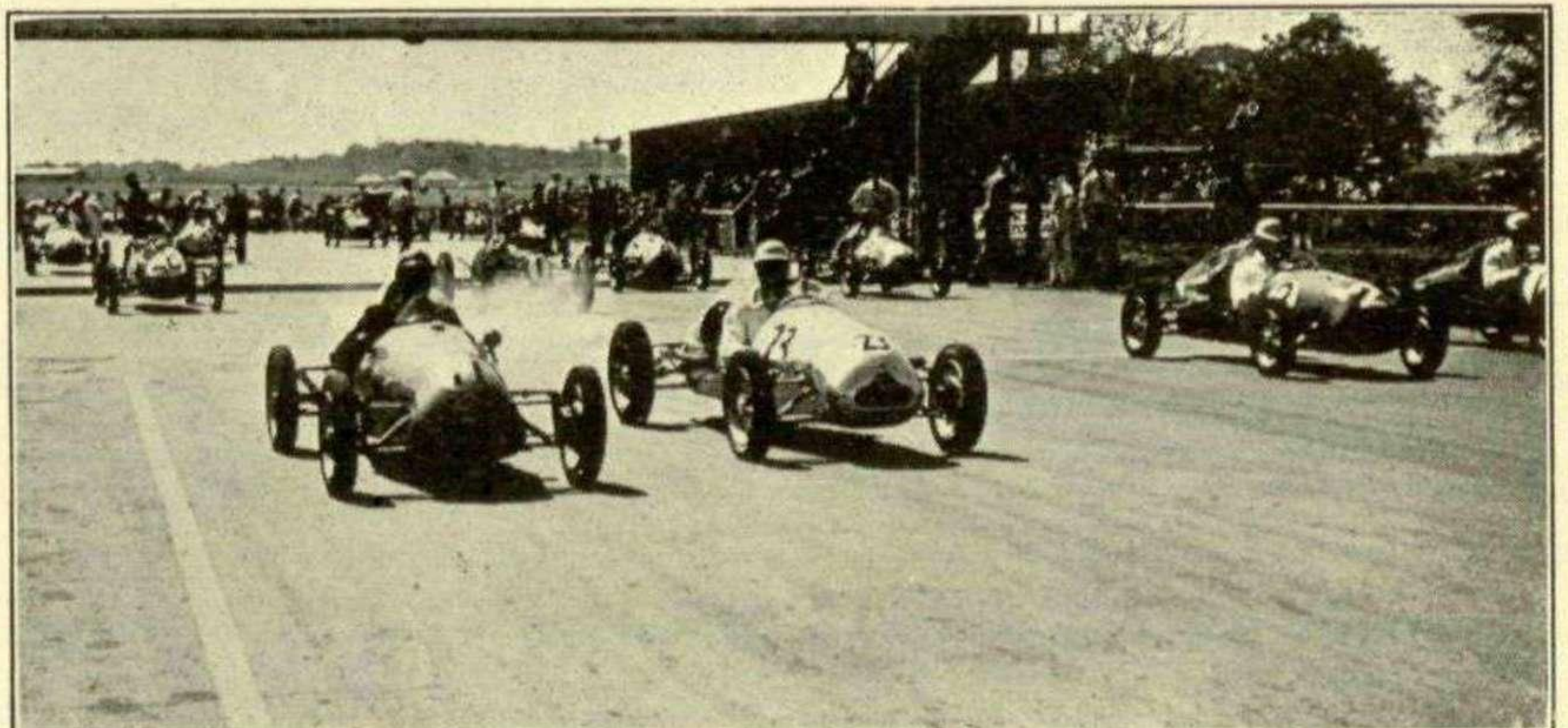
The Lago-Talbots favoured 7.00-18 rear tyres, Etancelin using Engleberts and Grignard Dunlops. Gerard's E.R.A. had 7.00-16 rear Dunlops and his mechanics, like those of other E.R.A. camps, warmed the rear-axle on the jack before he practised. The G.P. Alta used 6.50-16 rear tyres.

As 2.30 p.m. approached engines were started up. Villoresi strolled about displaying considerable interest in all the cars while his mechanic got his Maserati's engine going on the handle and let it warm up at approximately 2,000 r.p.m., after which the plugs were changed. The Talbots were battery-started and allowed to almost boil. Freddie Dixon

was seen to arrive in the passenger's seat of a black Jowett Javelin saloon.

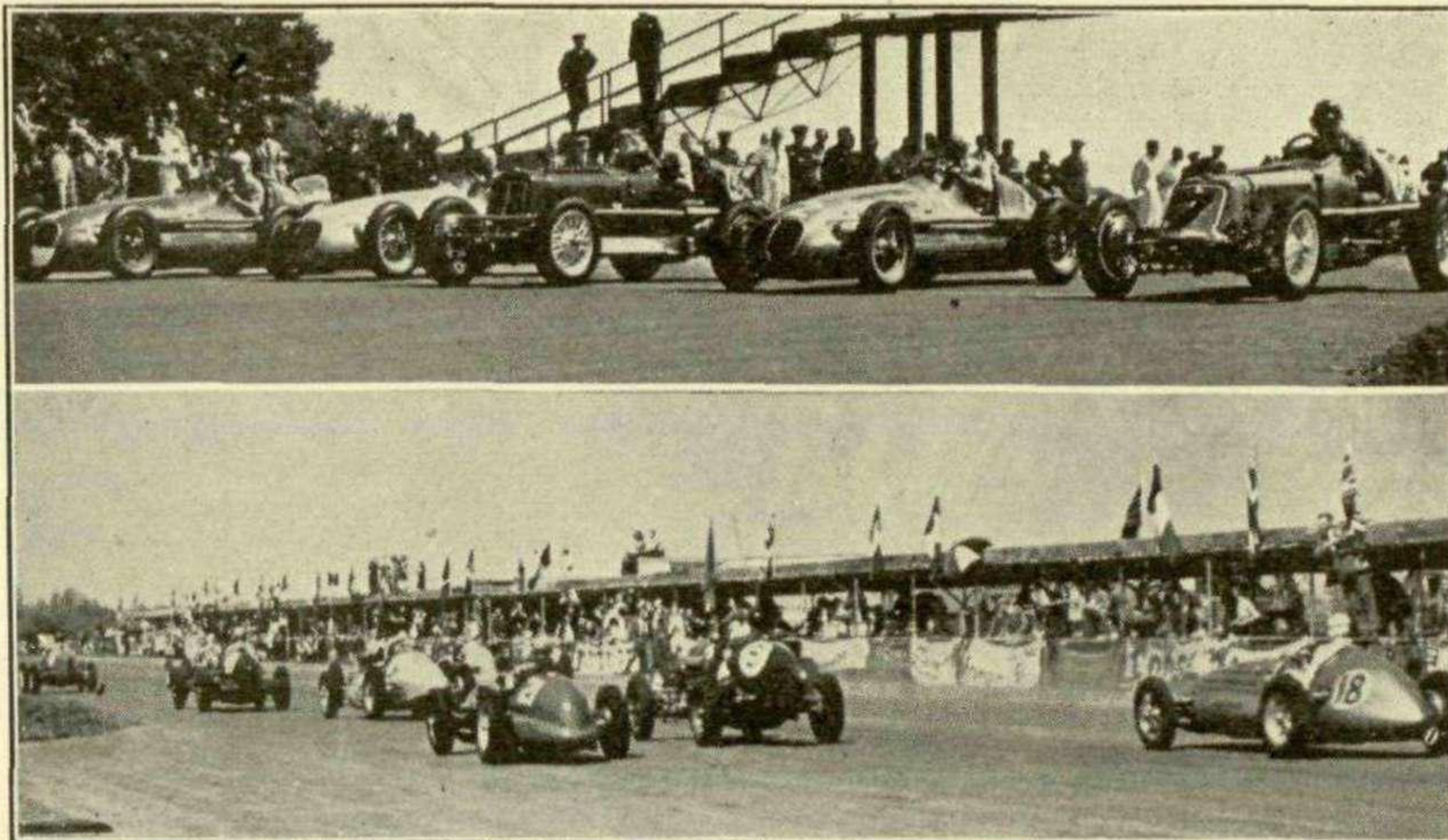
The course did not seem quite so fast as had been expected, and the chicane at Club corner had to be taken very slowly, especially after rubber-dust had rendered the surface slippery. It was said that the exact lap distance of three miles was achieved by putting in this straw-bale chicane, but it also acted as a "deflector" to keep fast-moving cars away from the spectators at this point, but was regarded as a mixed blessing by the drivers.

Practice had not been in progress for long when Salvadori's Maserati was sounding woolly, its suspension also looking rather soft, as did that of Baring's Maserati. Mays' Thinwall sounded anything but thin and he did less wrestling than usual with the steering, unlike Rolt and Etancelin, who had tremendous private tussles with their steering wheels. Peter Whitehead, in blue helmet was going beautifully in his Ferrari, later giving over to an equally determined Dudley Folland. Murray's Maserati was not on form but Villoresi was going well, passing inside the Whitehead Ferrari and accelerating away from it on one occasion. Bolster's E.R.A. broke an off-side rear brake pull-off spring, after lapping at 75 m.p.h., but continued, to get in a lap at 77.14 m.p.h. Heath relieved Abecassis of the G.P. Alta, which, like Gerard's E.R.A., sounded a bit uneven accelerating from Club corner up to the pits. Mays came in for a plug and a consultation, Whitehead peered beneath his brother's E.R.A., and not all the Continental equipés seemed altogether happy, Grignard's Talbot com-



**SUCCESSFUL TRIO.**—Stirling Moss' V-twin Cooper (with one cylinder detached) which won the 500-c.c. National Race at 68.81 m.p.h. flanked (on its right) by Dryden's Cooper-Norton which was second, and (on its left) by Aston's Cooper that finished third.





**ZERO HOUR!**—One minute to go, with Villorese's Maserati, "Bira's" Maserati, Walker's aged E.R.A., de Graffenried's Maserati and Gerard's famous E.R.A. in the front row of the grid and, below, the pack unleashed and no stragglers. The last three cars, left to right, are Whitehead's Ferrari, Ansell's Wade-supercharged E.R.A. and Abecassis' G.P. Alta.

ing in in a very warm state, Salvadori's Maserati, too, was having its engine re-timed.

Down at the chicane, Claes slid slowly round on one lap, Rolt's Alfa-Romeo looked anything but under control, while Peter Walker was indulging in his well-known power-slides and, indeed, he made the fastest lap at 81.08 m.p.h. in his old-type E.R.A. Villorese replied, but only to the tune of 80.72 m.p.h. Billy Cotton was standing by as reserve driver to Hampshire whose E.R.A. had a distinctive lining along its tail as had Murray's Maserati. Absentees from the course were the E-type E.R.A., which Mathieson scratched, "Bira," Brunet, de Graffenried, Rosier, Schell, Chiron and Richardson. The Argentinians were not expected. The lap times were:—

Peter Walker (E.R.A.)	... 2 min. 13.2 sec.
Villorese (Maserati)	... 2 " 14.4 "
Parnell (Maserati)	... 2 " 14.8 "
Rolt (Alfa-Romeo)	... 2 " 15.8 "
Harrison (E.R.A.)	... 2 " 16.4 "
Gerard (E.R.A.)	... 2 " 17.0 "
Hampshire (E.R.A.)	... 2 " 17.2 "
Cabantous (Talbot)	... 2 " 17.6 "
Abecassis (Alta)	... 2 " 19.0 "
Bolster (E.R.A.)	... 2 " 20.0 "
Ashmore (Maserati)	... 2 " 20.8 "
Etancelin (Talbot)	... 2 " 22.0 "
Whitehead (Ferrari)	... 2 " 22.2 "
G. Ansell (E.R.A.)	... 2 " 22.4 "
Claes (Talbot)	... 2 " 23.2 "
R. Ansell (E.R.A.)	... 2 " 23.8 "
Mays (Ferrari)	... 2 " 24.6 "
Baring (Maserati)	... 2 " 27.0 "
Nixon (E.R.A.)	... 2 " 29.8 "
Murray (Maserati)	... 2 " 30.8 "
Salvadori (Maserati)	... 2 " 31.2 "
Hamilton (Maserati)	... 2 " 52.6 "

**THE SECOND PRACTICE PERIOD**

On the Friday it was known that Ansell's Maserati, Mathieson's E-type E.R.A. and Richardson's R.R.A. would be non-runners. Billy Cotton declared his intention of returning to racing as reserve driver to Hampshire, and Roy Parnell was appointed reserve driver to Murray, R. Dixon reserve to Baring.

The "500s" were now getting ready in their separate paddock. There was a feeling that these little cars were not encouraged as they should have been, their drivers being discouraged from mingling with the Grand Prix drivers, and at one time there was almost a strike

because no signalling station, let alone pit area, was provided.

At the scrutineering Howe and Hudliss decided that the off-side rear hub of Rippon's A.R. Special was unsafe, while the Gladstone also failed to pass. Watkin's Cooper favoured big air-scoops and twin fillers in the tail and used 4.00/4.25-15 Dunlops, while Fry's Parsenn had an exhaust megaphone. Brandon's Cooper went round with a healthy crackle but later very hungry mice ate the engine internals. John Cooper was also in trouble, keeping J.A.P.'s service van busy, and neither the Marot Special nor the Barden Special sounded right. Cox's Marwyn and Wharton's Wharton were posted as non-runners. Practice times were:—

Dryden (Cooper)	... 2 min. 29.6 sec.
Moss (Cooper)	... 2 " 29.8 "
Rhiando (Cooper)	... 2 " 35.4 "
Aston (Cooper)	... 2 " 35.6 "
Page (Cooper)	... 2 " 36.6 "
Kiteley (Cooper)	... 2 " 38.0 "
Aikens (Aikens)	... 2 " 39.0 "
Christie (Cooper)	... 2 " 40.4 "
Brandon (Cooper)	... 2 " 41.6 "
J. Cooper (Cooper)	... 2 " 43.2 "
May (Cooper)	... 2 " 44.8 "
Parker (Parker C.F.S.)	... 2 " 45.0 "
Reece (Cooper)	... 2 " 45.4 "
Smith (C.F.S.)	... 2 " 45.6 "
Saunders (Cooper)	... 2 " 47.6 "
Westcott (Cooper)	... 2 " 47.8 "
Prosser (Cooper)	... 2 " 50.0 "
Lang (Cowlan)	... 2 " 50.8 "
Coldham (Cooper)	... 2 " 51.4 "
Grose (Grose)	... 2 " 52.2 "
Moor (Wasp)	... 2 " 53.4 "
Watkins (Cooper)	... 2 " 54.4 "
Samuelson (Cooper)	... 2 " 56.8 "
Kearon (Cooper)	... 2 " 57.6 "
Bond (Bond C-type)	... 3 " 2.8 "
Bacon (F.H.B.)	... 3 " 8.2 "
Gibbs (M.A.C.)	... 3 " 8.4 "
C. N. Cooper (Cooper)	... 3 " 16.6 "
Truman (Barden)	... 3 " 19.6 "
Russell (Russell)	... 3 " 23.2 "
J. J. Fry (Parsenn)	... 3 " 28.8 "
Flather (Marot)	... 3 " 34.0 "
Holland (Cooper)	... 3 " 37.0 "
Underwood (Underwood)	... 3 " 54.2 "
Pratt (Imp)	... 4 " 21.6 "
J. G. Fry (Iota)	... 5 " 50.8 "

Of the Grand Prix cars, Chiron's Talbot, Rosier's Talbot, de Graffenried's Maserati and "Bira's" Maserati (No. 1 in the race) arrived, the last-named using 6.00-16 Pirelli rear tyres, whereas de Graffenried's used the usual 6.50-16 Pirellis. Giron was retiming Hamilton's

Maserati's magneto, the G.P. Alta was observed to have a Galley extra fuel tank on the near side of the driving seat, and Peter Whitehead was carefully adjusting the Ferrari's mirrors. Chiron exchanged his multi-coloured skull-cap for a blue cloth helmet, Grignard his black beret for a white cloth helmet and practice was "on." Harrison's E.R.A. was out, although its back-axle had been stripped down in a local garage on the Thursday evening. Billy Cotton, wearing a blue helmet, tried Hampshire's E.R.A. Fotheringham-Parker complained of no urge below 4,500 r.p.m. in Hamilton's Maserati. "Bira," who arrived in a beautiful Maserati "Farina" saloon, fresh from his Perpignan second place, wore his yellow cloth helmet and blue overalls, Etancelin his customary reversed cap. As last year, Villorese drove about in his Lancia "Aprilia" saloon. On the whole practice was uneventful, save that Claes spun round and round wildly at Abbey curve but somehow kept his yellow Talbot on the road. Here several drivers momentarily went on to the grass. The best laps were:—

Villorese (Maserati)	2 min. 9.8 sec. (83.20 m.p.h.)
" Bira " (Maserati)	2 " 10.2 " (82.95 " )
de Graffenried	2 " 13.6 " (80.83 " )
(Maserati)	
Gerard (E.R.A.)	... 2 " 14.4 " (80.35 " )
Etancelin (Talbot)	2 " 15.8 " (79.52 " )
Walker (E.R.A.)	... 2 " 16.6 " (79.05 " )
Parnell (Maserati)	... 2 min. 16.8 sec.
Cabantous (Talbot)	... 2 " 17.4 "
Abecassis (Alta)	... 2 " 17.6 "
G. E. Ansell (E.R.A.)	... 2 " 18.0 "
Whitehead (Ferrari)	... 2 " 18.4 "
Chiron (Talbot)	... 2 " 19.2 "
Bolster (E.R.A.)	... 2 " 20.0 "
Hampshire (E.R.A.)	... 2 " 22.4 "
Mays (Ferrari)	... 2 " 25.0 "
Harrison (E.R.A.)	... 2 " 25.0 "
Rosier (Talbot)	... 2 " 25.2 "
Claes (Talbot)	... 2 " 28.6 "
Fotheringham-Parker (Maserati)	2 " 29.0 "
Salvadori (Maserati)	... 2 " 29.2 "
Murray (Maserati)	... 2 " 30.4 "
Baring (Maserati)	... 2 " 31.8 "
Rolt (Alfa-Romeo)	... 2 " 34.8 "
Nixon (E.R.A.)	... 2 " 37.0 "

The Ferraris were rather disappointing, cornering no better than the B-type E.R.A.s. The course seemed hard on tyres, but most drivers hoped to go through with one change or none at all.

**THE 500-c.c. NATIONAL RACE**

Saturday dawned fine and warm and, in spite of the locals' pessimism, rain held off all day.

In the 500-c.c. paddock intense activity went on as the spectators' cars streamed into the vast car-parks and the crowds filled the enclosures and grandstands. Parker, however, had his Parker C.F.S. on its trailer, with no last-minute jobs to do. As 12 noon approached the crackle of innumerable motor-cycle engines broke out and eventually the 36 starters for the 50-mile 500-c.c. National Race lined up on the grid for a one-lap rolling start behind Col. Barnes' A90 Austin. In the front row of eight rows were Page's Cooper, bearing "No. 13" at his request, Aston's Cooper, Rhiando's golden-hued, much-fancied Cooper, Moss' Cooper and Dryden's Norton-Cooper. Unfortunately not everyone got their engines going in time to keep proper station on the rolling-lap and the Underwood and the Imp started badly, Page stalled at Club corner and Lang's Cowlan and Rhiando were far behind the pilot car. Kiteley's Cooper failed altogether. Non-starters, incidentally, were Cox (Mar-



wyn), the Gladstone, the A.R. Special and the Triumph-engined Wharton.

After a lap, as seen from Club corner, Moss had the lead, but Dryden and Aikens (Aikens) were close behind him, followed by Aston, Parker, Brandon, Christie, May, Pratt, whose Imp passed Coldham at Club corner, Smith (C.F.S.), John Cooper, Fry (Parsenn), Kearon and Watkins—all on Coopers unless otherwise stated. Behind came the stragglers, with Rhiando still hopelessly far back and the Underwood last.

Another lap and, Moss still leading from Dryden, Aston's Cooper was now a close third. That order held for a while, with Moss drawing away and Dryden lengthening the gap between his car and Aston's. Brandon stopped at Woodcote, continued to Stowe and there retired, while the Scott-engined Underwood was left on the grass before Club corner. Christie's Cooper was picking up places, and Saunders was trying hard, troubled by a locking brake. On the fourth lap C. N. Cooper's Cooper spun at Club corner and slid sickeningly between Bacon's F.H.B. and the attractive but slow Grose, fortunately just missing the latter and averting what could have been a nasty episode. Page had more trouble but drove well while he was going, and the Imp fell out at Stowe corner. The Parsenn sounded very sick before half-distance, and some exciting tail-sliding on the part of Moor in the Wasp and the Cowlan enlivened things at Club corner. The Wasp, which had a rear-placed Norton engine with 14-to-1 compression ratio, Iota-type rear i.s., coil and wish-bone i.f.s. and hydraulic brakes, began to trail its undershield. This caused a flap as Couper, observing at Club corner, had no black flag with which to stop it. Eventually Moor turned the car on its side with fluids pouring out, tore off the offending sheeting and continued with aplomb, only to be brought in by horrified R.A.C. officials for a proper examination! Reece's Cooper then lost bits of its exhaust system, and still Stirling Moss led in his V-twin-type Cooper with one cylinder removed from its crankcase, his average climbing from 66.58 m.p.h. after five laps to 68.31 m.p.h. after 10 and 66.61 after 15 laps had been run. Now began a grim duel between Dryden, who was experiencing fuel starvation, and Aston. On the seventh lap Aston passed Dryden but on the 13th lap (there were 17 to do) the positions reversed again, with Christie some way away in fourth place, and Aikens doing all he knew behind, once passing the Grose on the inside at Club corner, which he approached in an exhilarating slide. Rhiando, too, was driving desperately to make good his poor start, gaining each lap on Watkins under the brakes but failing to pass him on acceleration, although holding sixth place after 10 laps. The C-type Bond went round slowly, in company with many others. Moss had a comfortable lead, but behind him the duel went on, Aston second again by the 15th lap Dryden passing him again a round later although unable to get more than 5,500 r.p.m. before the carburetter dried up. The Wasp spun at Club corner, Coldham went out with magneto trouble, Kearon and Saunders were out, likewise the Russell and the Marot. The Barden lost its exhaust pipe. So ended an exciting race

—another great victory for young Stirling Moss and for the essentially right-looking Coopers. Nothing, one feels, could have been more popular.

#### Results :

1. S. Moss (Cooper), 17 laps completed, 44 min. 26.2 sec. (68.81 m.p.h.).
2. R. M. Dryden (Cooper), 17 laps completed, 44 min. 50.6 sec. (68.21 m.p.h.).
3. W. S. Aston (Cooper), 17 laps completed, 44 min. 58.8 sec. (68.04 m.p.h.).
4. M. A. H. Christie (Cooper), 17 laps completed, 45 min. 23.8 sec. (67.41 m.p.h.).
5. K. Watkins (Cooper), 17 laps completed, 45 min. 31.8 sec. (67.20 m.p.h.).
6. J. G. Reece (Cooper), 17 laps completed, 46 min. 59.0 sec. (65.13 m.p.h.).
7. J. Cooper (Cooper), 17 laps completed, 47 min. 7.4 sec. (65.02 m.p.h.).
8. D. P. B. Prosser (Cooper), 16 laps completed, 45 min. 34.6 sec.
9. Sir Francis Samuelson (Cooper), 16 laps completed, 45 min. 40.2 sec.
10. C. N. Cooper (Cooper), 16 laps completed, 47 min. 10.0 sec.
11. C. F. Smith (C.F.S. 500), 15 laps completed, 41 min. 30.2 sec.
12. J. G. Fry (Iota), 15 laps completed, 42 min. 3.2 sec.
13. W. L. Grose (Grose), 15 laps completed, 45 min. 0.8 sec.
14. L. Bond (Bond), 15 laps completed, 45 min. 44.0 sec.
15. P. W. K. Page (Cooper), 15 laps completed, 46 min. 9.2 sec.
16. E. J. Moor (Wasp 500), 14 laps completed, 45 min. 16.6 sec.
17. C. A. N. May (Cooper), 14 laps completed, 46 min. 50.6 sec.

Fastest Race lap : Moss (Cooper), at 70.95 m.p.h.

Everyone then tackled picnic lunches—we fed in style in the big, roomy Coventry caravan loaned by the Leicester Caravan Centre—and very soon it was time to take up positions for the Grand Prix, the enclosures and stands now packed to capacity.

As the competing cars lined up on the starting grid by the bridge over the course, flags waved lazily from above the pits and the crowd craned forward in the big grandstands flanking the road, a quite Continental setting on the Silverstone three-mile circuit, which, this afternoon, had to be covered 100 times.

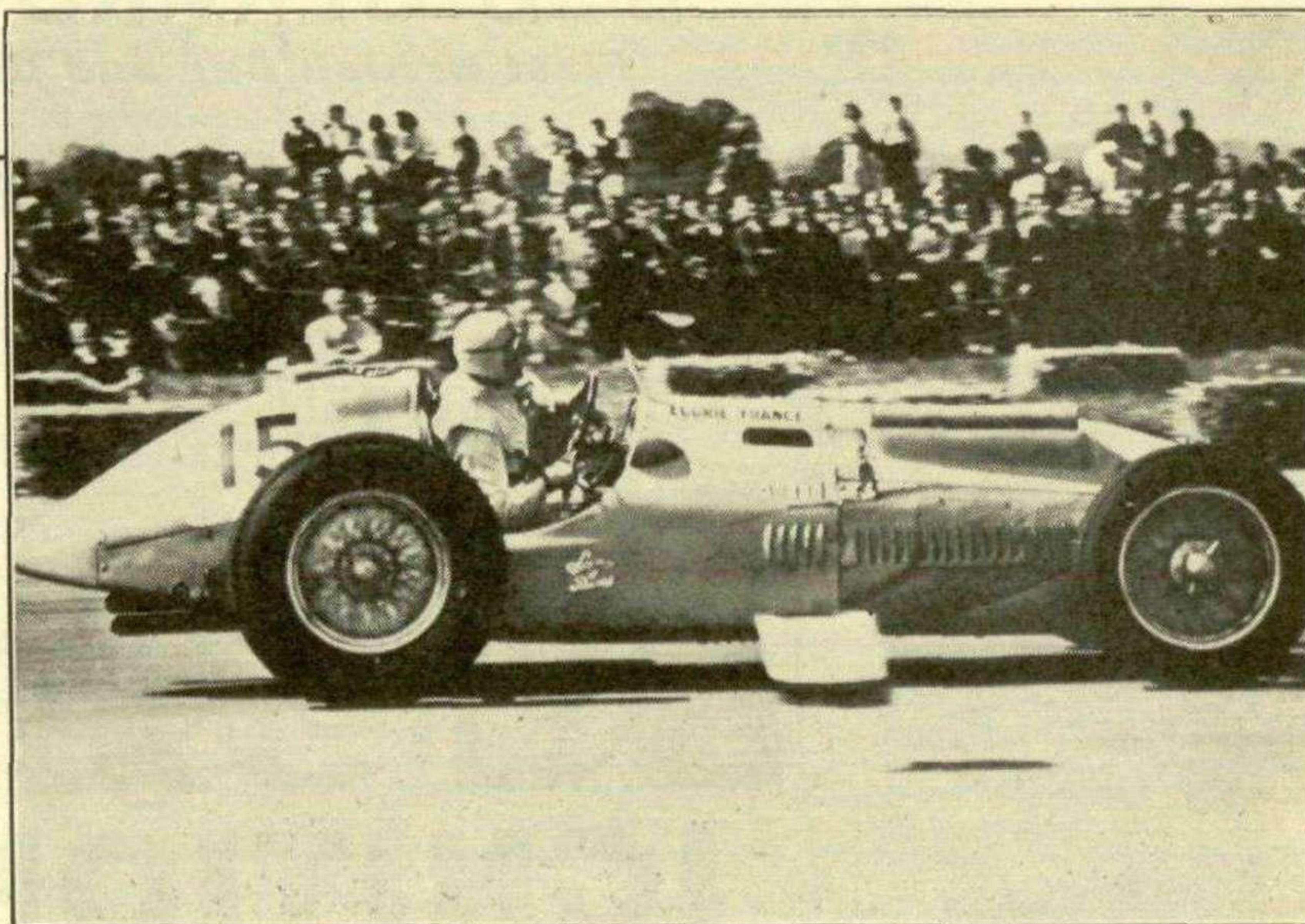
All eyes were on Villoresi, in white helmet and blue overalls, his Maserati in

the front row. In that exalted position, too, was Peter Walker's high old-fashioned E.R.A., a grand tribute to his driving skill, for these positions are decided on practice times. The complete order was :—

- Row 1 : Gerard (E.R.A.), de Graffenried (Maserati), Walker (E.R.A.), "Bira" (Maserati), Villoresi (Maserati).  
 Row 2 : Harrison (E.R.A.), Etancelin (Talbot), Rolt (Alfa-Romeo), Parnell (Maserati).  
 Row 3 : Whitehead (Ferrari), Ansell (E.R.A.) Abecassis (Alfa), Cabantous (Talbot), Hampshire (E.R.A.).  
 Row 4 : Claes (Talbot), Ashmore (Maserati), Bolster (E.R.A.), Chiron (Talbot).  
 Row 5 : Salvadori (Maserati), Hamilton (Maserati), Baring (Maserati), Rosier (Talbot), Mays (Ferrari).  
 Row 6 : Murray (Maserati), Nixon (E.R.A.).

Last-minute examinations of Hampshire's and Whitehead's cars attracted attention, the plugs were changed in "No. 7" E.R.A. as Gerard sat beside it on a fuel churn and de Graffenried sat in his car. The absentees were Ansell's Maserati, the E-type E.R.A., Schell's Talbot and Richardson's R.R.A.

Three minutes to go and all engines were silent. Then frantic push-starting and the pack was alive and vibrant with sound and blue smoke haze. Villoresi's Maserati required a push, although a mechanic had its handle ready, Gerard calmly studied his instruments, de Graffenried held a rear wheel as his Maserati crept forward. Then down went Col. Barnes' flag and they were away, a snarling, multi-coloured pack—and no falterers. Gerard held an initial advantage, de Graffenried close up. The roar died away, coming in broken, distant sounds from the far side of the circuit, brakes squealing, exhausts blaring and above it the musical whine of Ansell's Wade supercharger. Then they were through the chicane which involved braking from 100 to some 15 m.p.h., and accelerating uphill and through the tricky Abbey curve. "Bira" led with Villoresi on his tail, followed closely by de Graffenried, Parnell, Gerard, Harrison, Abecassis, Cabantous, Etancelin, Chiron,



EVER POPULAR.—The great French ace, Louis Chiron, displaying his impeccable style in one of the Lago-Talbots. Rosier's car finished third, but the others were in trouble—note the tell-tale oil streaks along the side of Chiron's car.



Walker, Ashmore and Whitehead. Another lap and that order held to the 8th place, but Chiron had moved up to 9th position and Ashmore and Whitehead had passed Walker. Already Murray had been to his pit, while Ansell's E.R.A. was far back.

On the third lap Villorosi came past "Bira" to lead, with the low-chassis, two-stage 16-valve four-cylinder Maseratis in the first four positions and Gerard, Abecassis and Cabantous driving watchfully behind. Villorosi steadily increased his lead, so that after five laps he had averaged 79.15 m.p.h., and led "Bira" by 4.6 sec. Parnell was some way behind de Graffenried, with Cabantous closing on Abecassis. "Bira" now settled down to regain his lost lead and after ten laps he was only three seconds behind and the race-average was up to 79.52 m.p.h. Parnell was now 3rd, 25.2 sec. behind Villorosi, de Graffenried 4th, Abecassis 5th and Chiron 6th.

Already the pace was telling—with over 270 miles to go! Murray commenced a series of pit stops to change plugs, the first costing 85 sec., the next 93 sec., Bolster, whose E.R.A. had optimistically been fitted with a new oil gauge immediately before the start, came in to discover lost pressure, lost 85 sec., and came in a lap later for a check of the supercharger oiling arrangements.

Then Cabantous, in his beautiful knitted helmet, struck serious trouble and tin after tin of Castrol was poured into his Talbot to replace oil that had smothered driver and car. The outlook was an unhappy one but the Talbot resumed. Bolster's E.R.A. clonked hor-

ribly in its back axle as it was pushed after its stop and Murray again came in, his car misfiring, Roy Parnell taking over. Later he was in yet again, with oil-pressure failing.

After 15 laps Villorosi led by a mere 0.8 sec. from "Bira," the average up to 79.76 m.p.h., and Ashmore now in 6th place. Another five laps and "Bira" hadn't closed the gap by a yard, yet Villorosi had now averaged 79.82 m.p.h. Mays was finding his Ferrari a handful, blipping and fighting on the corners, Gerard's exhaust note sounded a trifle ragged on the slower sections of the course and Rolt retired after a back axle inspection of his Alfa-Romeo, a driving shaft broken. Poor Bolster lost four minutes looking for some oil pressure and Nixon's E.R.A. sheared its supercharger drive and went for a well-earned rest in the dead car park.

The pits now became a centre of interest, as the first refuelling became due. Murray had oil pressure trouble added to his worries, Roy Parnell having given the car back to him, Baring's Maserati took on fuel (it had two fillers on the tail) and much water, for it was boiling well and truly.

Then, amid great excitement, Villorosi came in. He leapt out, assisting his mechanics, Freeman placed an experimental hand on each Pirelli tyre and about 35 gallons of fuel were hosed in—time 58 seconds. Meanwhile, "Bira" was well in front.

Abecassis lost part of the Alta's exhaust system going past the pits, but continued unconcerned, then Ashmore came in to the pit-area, marked by an open golf-umbrella,

which "Wilky" hectically supervised. One felt that one man had too many cars to look after, and Parnell's pit-work was not of the best in consequence. Ashmore took on fuel, had a drink, and was off in a mere 25 seconds, however. Unfortunately the new type Dunlop on his off-side rear wheel punctured because he hit a straw bale at the chicane and there were delays while the jack was got out and a clouter found for "Wilky," so that Ashmore got out to finish his drink—time 46 seconds.

After 25 laps "Bira" led by a second from Villorosi, at 80.07 m.p.h., and he had also made the fastest lap, at 81.94 m.p.h. Then Villorosi came in again, ran along the pits to find the huge oil can and himself put in some 10 gallons of oil, while more fuel was put in. The bonnet was removed for a check of the oil pipes and the plugs were calmly examined, but the total loss was 170 seconds. Soon afterwards the red Maserati was in again and as he sat in the car talking disappointedly to his head mechanic, Luigi was seen to slowly pull off his driving gloves and we knew that the first 4CLT Maserati was out.

Others to refuel were de Graffenried, who lost only 49 seconds, and Mays, who lost 57.6 seconds. It had been splendid to observe the G.P. Alta at last going strongly, and it was pitiful that a float chamber should break from an S.U. carburetter and delay it 243 seconds when Abecassis was driving in excellent form.

Naturally, these depot stops, supervised by S. C. H. Davis and carefully timed by Rivers Fletcher, had completely altered

R. A. C. SILVERSTONE

## BRITISH GRAND PRIX

**2<sup>ND</sup> BOB GERARD (E.R.A.)**  
(First British Car and Driver!)

## NATIONAL 500-c.c. RACE

**1<sup>ST</sup> STIRLING MOSS**  
(COOPER-J.A.P.)

**2<sup>ND</sup> R. M. DRYDEN**  
(COOPER-NORTON)

(Subject to official confirmation)

# LUCAS

## IGNITION

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the race outlook. After 35 laps "Bira" led Parnell by 46 sec., at 80.12 m.p.h., de Graffenried maintaining his third place, Walker a very gallant fourth, Gerard driving impeccably in fifth place and Etancelin's Talbot up in sixth position. At 40 laps it was much the same, "Bira" now 41.4 sec. from Parnell, at precisely the same average speed.

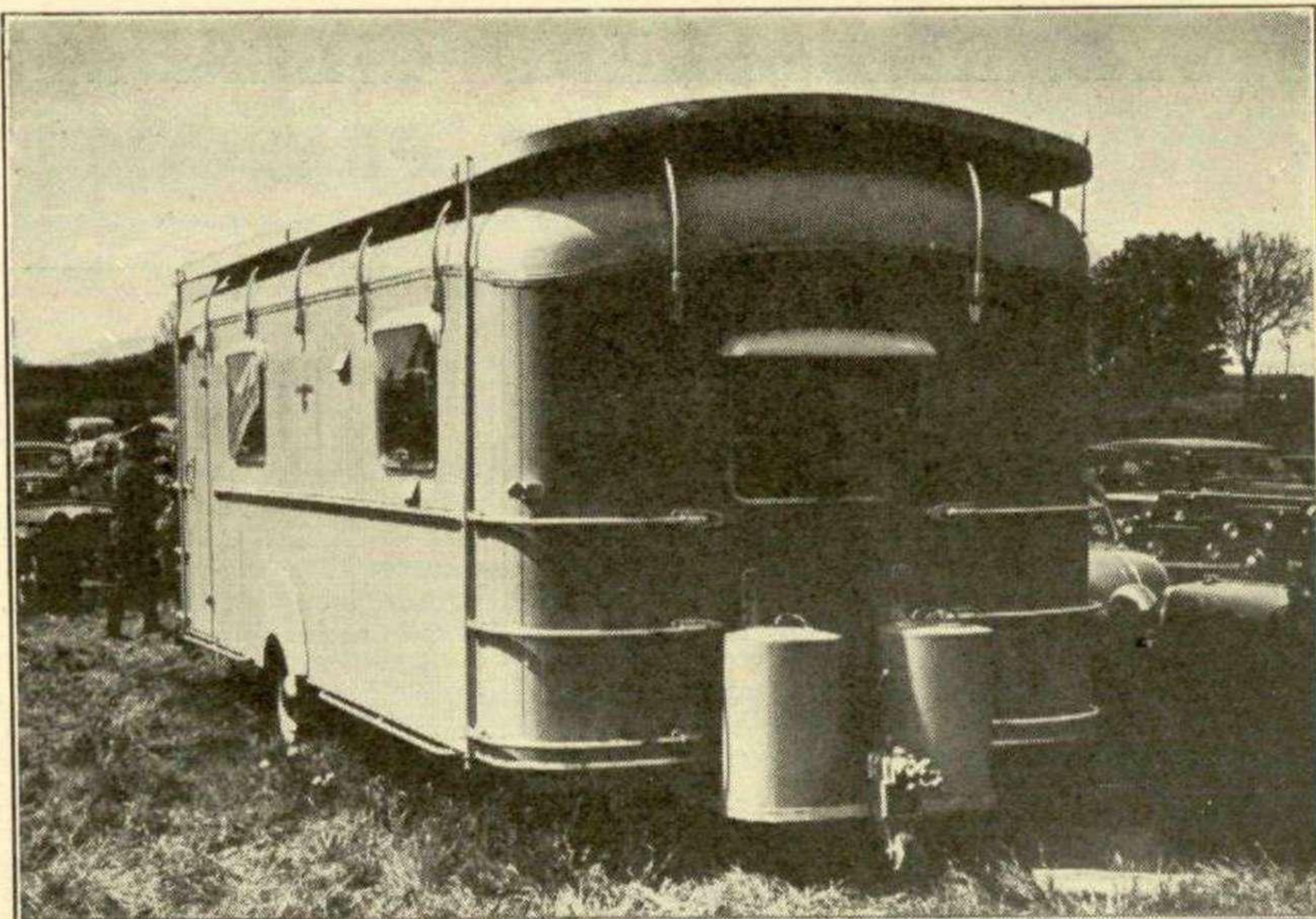
Next, all manner of complications arose. Chiron, varying vivid gesticulation with serious discussion, decided that his transmission was breaking up, but took on fuel and continued. Murray overshot, reversed and came in for a pit-stop which consisted mainly of putting about as much fuel on the track as in the tank—10 gallons in 94 seconds—and sending him off with the filler cap open, than which few things are more dangerous. Parnell then stopped for fuel and, in spite of considerable "flap" behind the scenes, and the fact that he climbed out and cleaned his vizor he went off to a slightly hesitant push-start, with 20 gallons in, in the excellent time of 32 seconds. Ashmore also took on fuel, Roy Parnell took over but was soon in again, and amid more flap "Wilky" put a puzzled Ashmore back again, the car leaving amid panic cries of "Is the bonnet fastened?" Parnell fell to 103.4 sec. behind "Bira" due to his refuel and then came one of those episodes that change the whole aspect of a race. "Bira" felt his Maserati hopping sideways at the Club corner chieane, held it, lost it, and the front of the car struck one of the marker barrels amid the straw bales. For, although "Bira" continued to his pit, both front wheels were out of line, the cowling badly damaged, and the leader led no more. "Bira" appeared to take fully half-an-hour explaining to Platé and others! The magnificent drive put up by Walker, bare headed and without goggles, ended when he reported a broken front brake lock-nut. His mechanics, ready to slickly refuel the old E.R.A. were puzzled when he climbed out, which he cheerfully explained by remarking, "There are no brakes left, absolutely no brakes. I motored across a cornfield." Walker took defeat truly philosophically.

Baring's Maserati was out with an incurable water leak, Harrison's E.R.A. with engine trouble, but the red Ferrari was sounding healthy though difficult to handle, Folland relieving Whitehead after the refuel.

At half-distance Parnell led at 78.57 m.p.h., 23.6 sec. ahead of de Graffenried, while Gerard was 111.4 sec. away, a steady third. With Walker's retirement Etancelin motored into fourth place, with Hampshire's E.R.A. fifth, Rosier's Talbot sixth.

Parnell's Maserati was brought in because it was dropping oil and it was found to be very hot as well. It continued, and its second refuel went through in 112 seconds. These stops, however, put de Graffenried into the lead, his average after 60 laps being 78.11 m.p.h., and his lead over Gerard, who was now second, 196.8 sec.

It was now a case of which cars would survive the remaining 120 miles! The leading Maserati sounded as healthy as ever. Gerard came in for his scheduled refuel, which was magnificently handled save for a moment's delay while a rag was



**LUXURY.**—This magnificently appointed Coventry Knight trailer caravan, from the Leicester Caravan Centre, was used as an office and living quarters by MOTOR SPORT for the period of the Grand Prix.

found for Bob to wipe his fly-smearred vizor. Amid claps he was away in 45 seconds, pumping up pressure furiously. Parnell had more troubles, including a fuel leak, finally culminating in rear-axle failure and his retirement, after a fine run, with the crowd following his every move. Still they fell out. Bolster did so literally when he overturned his E.R.A. at Stowe corner, and was removed to hospital with injuries rather optimistically announced as "bruises and abrasions." Cabantous' Talbot retired with a seized piston. Gerard obviously couldn't catch de Graffenried, but he began to worry him by closing the gap, until the famous E.R.A.'s exhaust note lost a little of its crispness. A hush fell over the crowd when they heard that. The G.P. Alta continued to show splendid form but another 40 seconds had been lost when the faulty carburettor began to flood again—George Abecassis certainly is unlucky. Chiron finally gave up with a broken universal joint.

At 70 laps the leading Maserati, controlled now from its pit by Villoresi, had over two minutes lead, and had averaged 77.95 m.p.h. With Parnell's disappearance Rosier had brought his beautiful non-supercharged Talbot into third place, but not within striking distance of Gerard. Murray's Maserati finally succumbed with valve trouble.

De Graffenried stopped to refuel again. As he jumped out the yellow-wheeled Maserati rolled forward, but he was quick to slam on its hand brake and he had a drink and put on new goggles as the fuel was hosed in. It was a beautifully conducted refuel, losing the leader only 25 seconds. Gerard did not go by while the Maserati was stationary, but by 75 laps the gap had closed to 62.6 seconds, and although de Graffenried had speeded up from 77.52 m.p.h. to 78.05 m.p.h. five laps later, Bob Gerard was then only 61.4 seconds in arrears. Thereafter de Graffenried eased up a trifle and Gerard, too, slowed due to a slight misfire. The

race looked like ending uneventfully but was to take a grave turn. Richardson had taken over from Mays in the difficult-to-handle Ferrari and, hitting a bump at the fast Abbey curve, felt the car slide. He got it on full lock and it still would not come out and in a moment it had spun off the road amongst the crowd. Most of the spectators involved ran clear but unfortunately about half-a-dozen persons were hit. It is believed that they may have trespassed beyond the barriers. After some delay the doctors, nurses and an ambulance got to the scene and fortunately no one was found to be very seriously injured. Everyone sympathised with Ken Richardson, who did all any driver could do under the circumstances. In a broadcast that evening Mays explained that the Ferrari had no margin of safety and said he wished, without being unkind, that he had had his E.R.A.

So the 1949 British Grand Prix ended, with de Graffenried victor of his first important race and another great win chalked up to the 16-valve Maserati. Bob Gerard was a truly gallant second, thus reversing the Jersey positions, and it was nice to see one of the Talbots, in Louis Rosier's able hands, come home third. The final placings were:—

1. Baron de Graffenried (Maserati), 100 laps completed, 3 hrs. 52 min. 50.2 sec. (77.31 m.p.h.).
  2. F. R. Gerard (E.R.A.), 100 laps completed, 3 hr. 53 min. 55.4 sec. (76.95 m.p.h.).
  3. L. Rosier (Talbot), 99 laps completed, 3 hr. 53 min. 50 sec. (76.21 m.p.h.).
  4. D. Hampshire and B. Cotton (E.R.A.), 99 laps completed, 3 hr. 54 min. 50.0 sec. (75.94 m.p.h.).
  5. P. Etancelin (Talbot), 97 laps completed, 3 hr. 53 min. 23.4 sec. (74.81 m.p.h.).
  6. F. Ashmore (Maserati), 97 laps completed, 3 hr. 54 min. 40.0 sec. (74.40 m.p.h.).
  7. G. Abecassis (Alta), 96 laps completed, 3 hr. 52 min. 59.0 sec. (74.07 m.p.h.).
  8. P. Whitehead and D. Folland (Ferrari), 95 laps completed, 3 hr. 53 min. 46.8 sec. (73.04 m.p.h.).
  9. G. E. Ansell (E.R.A.), 94 laps completed, 3 hr. 53 min. 19.6 sec. (72.53 m.p.h.).
  10. J. Claes (Talbot), 92 laps completed, 3 hr. 53 min. 56.4 sec. (70.78 m.p.h.).
  11. D. Hamilton and P. Fotheringham-Parker (Maserati), 92 laps completed, 3 hr. 54 min. 0.8 sec. (70.76 m.p.h.).
- Fastest Race lap: "Bira" (Maserati) on his 40th lap, at 82.44 m.p.h.



# SYDNEY ALLARD (ALLARD) MAKES F.T.D. AT PRESCOTT

## Three Class Records Broken at Bugatti O.C. May Meeting

THE weather was fine until the programme at Prescott on May 22nd was almost completed, so that drivers had the advantage of a dry course, rare at this venue. Unfortunately, the meeting was sandwiched between Silverstone and the I.O.M. races and entries suffered in consequence, while they were further depleted by 23 non-runners.

Fastest time of the day was made by Sydney Allard's 3.7-litre Steyr-engined Allard, which clocked 46.12 sec. on its first ascent, a time only 0.45 sec. outside Gerard's course-record of 1948. The Allard retains the de Dion, coil-spring independent suspension with large ribbed inboard brakes, which was adopted for it towards the close of last season, and it now has a four-speed Clerk electric gearbox of Allard's own design, controlled by a small selector-lever operated by the right hand. A feature of this box is that it provides closer ratios than a Cotal box, and at Prescott Allard made his climb in the first and second gears.

Second fastest time was made by Dennis Poore in his 3.8-litre Alfa-Romeo, which now has two Wade superchargers in place of the old, dual Alfa-Romeo blower. Poore did 46.34 sec. during the team contest. Third fastest time was made by Merrick in the supercharged 2-litre Alta which he shared with Noel Carr.

Three class records fell, that for racing cars up to 500 c.c., in which first Lones, then Eric Brandon, beat Stirling Moss' record; that for racing cars over 2 litres, in which Allard beat Poore's record, and

that for 1½-3-litre supercharged sports cars, in which J. S. Fry's Bugatti beat A. C. Whincop's old figure. A fairly large crowd attended, the organisation was fully up to B.O.C. standards, and there were no accidents, although several "near-misses." The wonderful 1911 Stanley steamer opened the course. The results follow, class by class:—

### Edwardian Cars—Pre-1915

Unfortunately the 1913 Bugatti "Black Bess" lost a couple of teeth from its crown-wheel before the event and Clutton's Itala had something equally serious amiss. However, Mawer decided to drive the former car carefully and was rewarded with second place on time, whereas the Itala was scratched. It was left to Kenneth Neve in the 1914 T.T. Humber to make fastest time, in spite of high gear ratios. J. G. Hampton's beautiful 1912 Sunbeam was sedate, so that Densham's cheeky little Calcott, its timing gears making a fearful protest, beat it and made its fastest ascent yet, in just over 75 sec. It had burst a front tyre in practice. Alas, Ashton's very beautiful 1912 T-head Austin Ten tourer, of 1,616 c.c., which was found in Manchester and which has only been taxed for three-quarters in its entire life, mixed its cogs after Orchard Corner and didn't essay another run. Formula results have not been announced.

1st: K. Neve (1914 3,295-c.c. Humber) 59.81 sec.  
2nd: G. E. Mawer (1913 5,037-c.c. Bugatti) 64.35 "  
3rd: C. L. Densham (1913 1,496-c.c. Calcott) 75.03 "

Also ran: Hampton (Sunbeam), 77.59 sec.; Ashton (Austin), failed.

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

Delingpole's H.R.G. was well handled and won the class comfortably. Furley handled his McEvoy-Hornet-engined, i.f.s., aerodynamic Graley very nicely, while Mrs. Binns put real effort and style into her ascents, driving a Riley "Sprite." Ruddock's H.R.G. went astray on its first ascent, but he displayed admirable judgment thereafter. Pitt's Ford "Perfect"-engined F.I.A.T. 500, with M.G. transmission, 4.8-to-1 Magnette rear axle and "TC" half-shafts, had an incident on its first run and didn't appear again.

1st: K. C. Delingpole (1,496-c.c. H.R.G.) 53.56 sec.  
2nd: G. A. Ruddock (1,496-c.c. H.R.G.) 53.98 "  
3rd: G. R. Furley (1,408-c.c. Graley) ... 57.78 "  
Also ran: Mrs. Binns (Riley), 58.26 sec.; Fisher (Aston-Martin), 58.74 sec.; Scott (Morgan), 60.61 sec.; Maton (Riley), 62.24 sec.; Pitt (F.I.A. Ord), 63.32 sec.

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

Finch, in his newly-assembled Villiers-blown Amilcar Six, improved vastly on his second ascent, being very fast if rather wild, but he could not beat Leonard's famous M.G. Magnette, even though this wasn't quite up to its class-record form of last year. Hern wasn't quite as fast in his ex-Finch Amilcar Six as Marshall, who shared it with him, although the latter had an alarming series of incidents leaving the Esses on his second run.

Bowles' Austin Seven was naturally outclassed, but his ascents earned him second place in the Handicap Class.

1st: L. Leonard (1,425-c.c. M.G.) ... 50.96 sec.  
2nd: O. A. F. Finch (1,100-c.c. Amilcar) 51.19 "  
3rd: J. Marshall (1,100-c.c. Amilcar) ... 52.26 "  
Also ran: Hern (Amilcar), 52.55 sec.; Bowles (Austin), 53.04 sec.

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

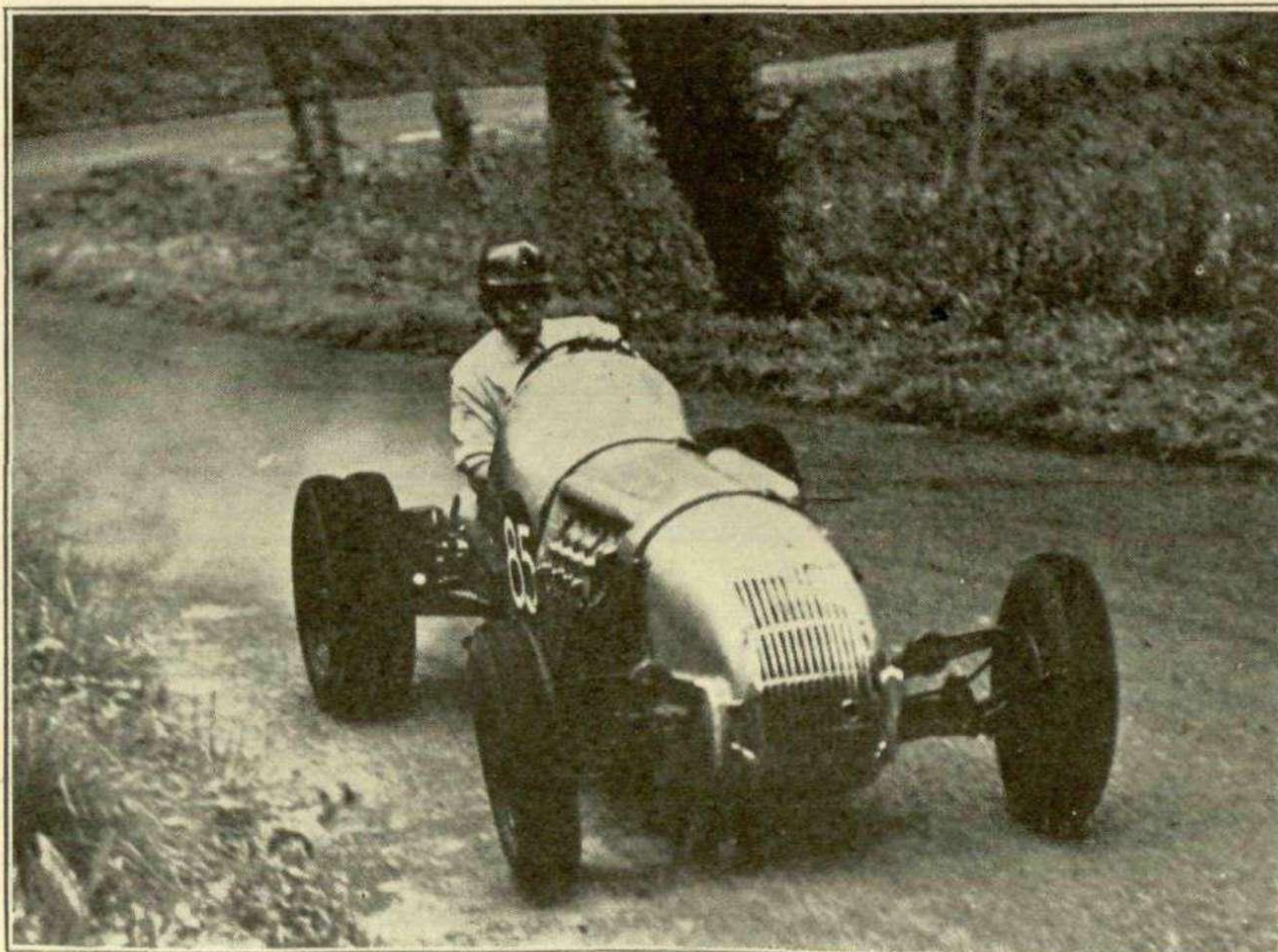
Hutchison's much-publicised B.M.W.-engined Veritas won this class with a polished, if not very rapid, initial ascent, but developed trouble on its last run and stopped beyond the Esses. Perkins' B.M.W.-engined H.R.G., going wide out of the Esses, tyres flexing, was second. Leston had an incident on his first run, but continued.

1st: K. Hutchison (1,996-c.c. Veritas) ... 52.94 sec.  
2nd: W. S. Perkins (1,941-c.c. H.R.G.) ... 53.92 "  
3rd: L. Leston (2,664-c.c. Jaguar 100) ... 57.32 "  
Also ran: Wykes (Frazer-Nash), 58.34 sec.

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

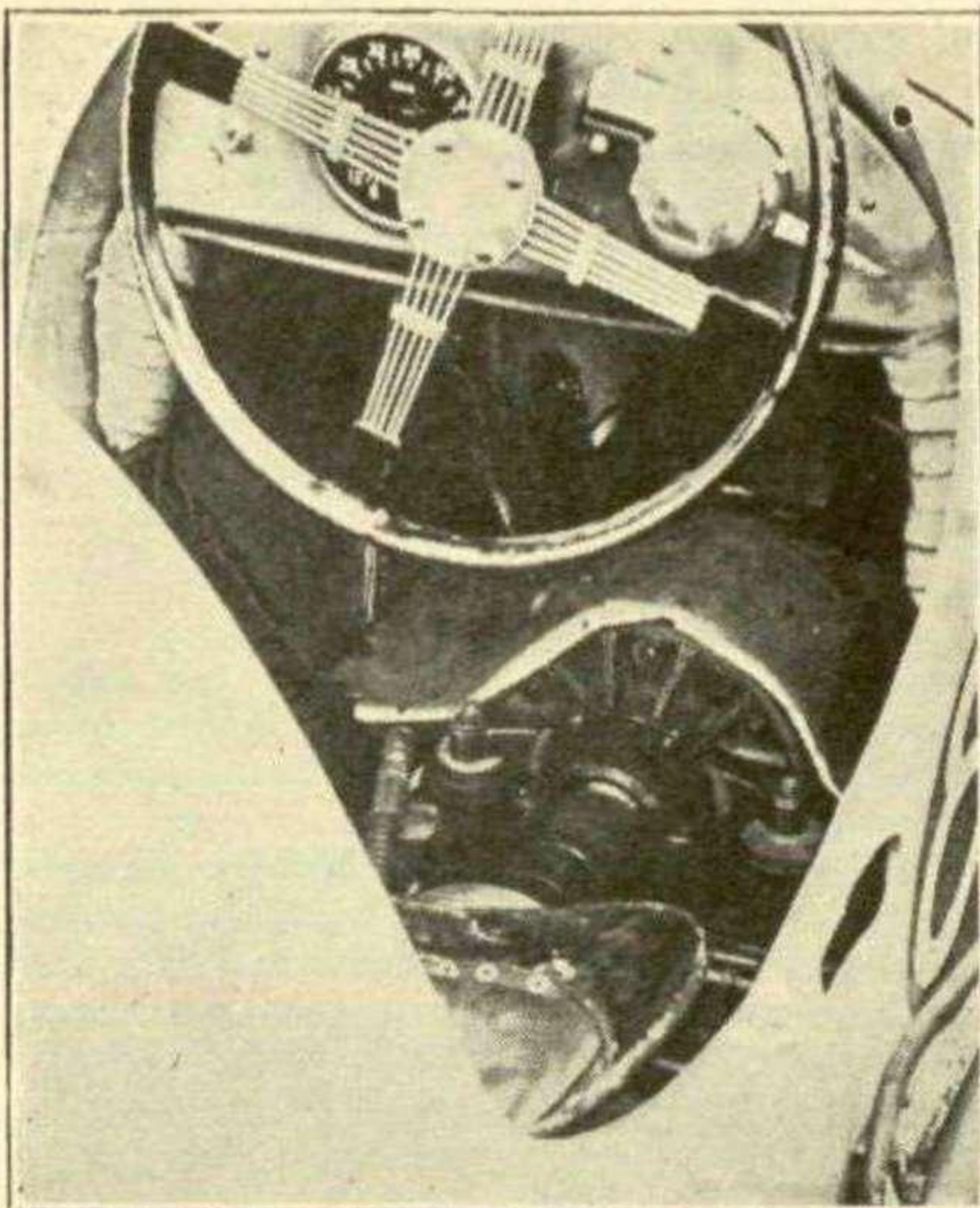
This class, which one would expect to be a Bugatti benefit, produced a mere couple of runners, but was enlivened when J. S. Fry's 2.3-litre, road-equipped, G.P. Bugatti relieved Whincop's similar car of its class-record by a margin of 0.42 sec. Fry was wild in the extreme, his run demonstrating the safety-factor of Bugatti roadholding.

1st: J. S. Fry (2,300-c.c. Bugatti) ... 49.14 sec.  
Also ran: Blackburn (Bugatti), 51.91 sec.



F.T.D.—Sydney Allard making f.t.d. at Prescott in his non-supercharged, all-independently-sprung Steyr-engined Allard.





**ALLARD MOD.**—The four-speed Clerk electric gearbox and control lever on the Steyr-Allard (see text) are clearly seen.

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

Lifting its inner front wheel well clear of the road at the Esses, Miles' Ford V8-engined Frazer-Nash was a sure winner. Symondson was rewarded with second place by very neat handling of his Type 57S Bugatti, which is not an easy car to drive quickly up Prescott. Hewitt was careful not to scratch his Allard's paintwork, the two Invictas were nicely handled, and Jay's J.B.M. seemed jealous of the Stanley steamer, a jet of water vapour issuing from its radiator vent.

1st: K. H. Miles (3,622-c.c. Frazer-Nash) 51.59 sec.  
2nd: R. C. Symondson (3,257-c.c. Bugatti) 54.00 "  
3rd: G. E. Matthews (3,486-c.c. Jaguar) 54.37 "  
Also ran: Monro (Invicta), 55.09 sec.; Mansell (Allard), 55.18 sec.; Sir David Gamble, Bt. (Invicta), 56.46 sec.; Jay (J.B.M.), 57.19 sec.; Hewitt (Allard), 57.22 sec.

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

No customers.

**Racing Cars up to 500 c.c.**

Lones made two very neat ascents, breaking the old class record with 49.12 sec. on his first, in spite of just contacting the bank as he left the Esses, and being only .01 sec. slower next time. Then Eric Brandon, raising the dust in a series of tail-slides, got down to 48.8 sec., a very fine show, which beat Moss' old record by 0.71 sec. C. A. N. May confirmed the promise he showed at Goodwood, but not all the drivers in this class were so neat, Breese (Iota-Zephyr) experiencing a series of unfortunate swerves after the last bend of the Esses, Strang, after failing on his first run, leaving the road momentarily in the Esses on his second, and Ebdon appearing to find his Halldon-J.A.P. a handful. The Bardon seemed to sit down well, and Kearon made a very strong bid in his Cooper.

1st: E. Brandon (497-c.c. Cooper) ... 48.80 sec.  
2nd: H. C. Lones (496-c.c. Tiger Kitten) 49.12 "  
3rd: C. A. N. May (497-c.c. Cooper) ... 49.47 "  
Also ran: Saunders (Cooper), 49.91 sec.; Kearon (Cooper), 49.92 sec.; Strang (Strang), 50.11 sec.; Reece (Cooper), 50.14 sec.; Truman (Bardon), 50.17 sec.; Collins (Cooper), 50.34 sec.; Breese (Iota-Zephyr), 51.07 sec.; Sykes (Cooper), 52.04 sec.; Ebdon (Halldon-J.A.P.), 52.68 sec.; Steadman

(Parsenn), 53.79 sec.; Tipper (Monaco), 54.41 sec.; Derrick (Cooper), 54.59 sec.; Underwood (Underwood), 80.09 sec.

**Racing Cars, 501-750 c.c.**

Owen's smartly-bodied blown Austin Seven got into a high-speed spin in the Esses and, missing a tree by inches, came to rest still on the road, its off-side rear tyre nearly on fire. Symonds tried hard but he hasn't yet realised his ambition of owning the fastest Austin in existence.

1st: K. C. Jarvis (747-c.c. Austin) ... 51.27 sec.  
Also ran: Symonds (Austin), 52.01 sec.; Owen (Martin-Special), failed.

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

Richards deserved his success in this class, for he handled his impressive little Riley really well. Rivers Fletcher (M.G.) seemed to use a lot of rubber and had a nasty incident on his second run. Morton made a determined run, sawing at the wheel, in Sievright's Alta, and Finch went very rapidly, his Amilcar, now disguised as a racing car, snaking slightly as he braked for the Esses, and spinning its wheels under acceleration. Blomfield hit the bank.

1st: H. A. Richards (1,087-c.c. Riley) ... 50.54 sec.  
2nd: O. A. F. Finch (1,100-c.c. Amilcar) 51.48 "  
3rd: J. H. Turner (1,087-c.c. Turner-Special) 51.61 "

Also ran: Morton (Alta), 52.47 sec.; Chambers (Bugatti), 53.21 sec.; Lady Mary Grosvenor (Alta), 53.23 sec.; Blomfield (Bugatti), 54.39 sec.; Rivers Fletcher (M.G.), 54.53 sec.

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

Mays entered too late to be accepted but we all look forward to seeing his hush-hush new sprint car at the June 12th meeting. Merrick made a prodigious run in the twin-rear-tyred Alta and might have broken the class record, only he overdid things on his second run, hit the bank broadside coming out of the Esses and found the car well up in the air. To his credit he continued without much delay, but was 0.35 sec. slower than before. Noel Carr couldn't beat his partner, although he was obviously trying hard, clipping the bank and sliding considerably. Wilks displayed beautiful

judgment in that very creditable 2-litre non-supercharged Rover, and the four-carburetter Lea-Francis-engined R.B.L. had about as much power as it could use up Prescott.

1st: R. W. Merrick (1,998-c.c. Alta) ... 46.54 sec.  
2nd: N. Carr (1,998-c.c. Alta) ... 47.06 "  
3rd: P. W. Neale (1,990-c.c. Bugatti) ... 49.15 "  
Also ran: Wilks (Rover), 49.41 sec.; Baird (R.B.L.), 49.43 sec.; King (Rover), 50.12 sec.; Rose (R.B.L.), 50.64 sec.; Perkins (Bugatti), 51.19 sec.; Taylor (Caesar), 52.29 sec.; Mould (Bugatti), 54.04 sec.

**Racing Cars over 2,000 c.c.**

In this class Allard really got the Steyr-Allard going, beating Poore's old class record by 0.09 sec. On subsequent runs there was too much oil near the plugs for the car to repeat the form shown on its first ascent. Poore, on the other hand, opened with 46.71, improved to 46.34 on his team-event ascent and dropped fractionally, to 46.4 sec., on his last run—consistent work. Stubberfield fairly threw his *monoposto* Bugatti at the corners. Neale was untidy in the imposing Buick-engined Neale-Special, with eight exhaust stubs and twin S.U. carburetters, each having a large air-cleaner. Both McAlpine and Poore showed fine form, the former tending to saw at the wheel a trifle, but Reece's Bugatti was more in control of its driver than the driver appeared to be in control of his car.

1st: S. H. Allard (3,700-c.c. Allard) ... 46.12 sec.  
2nd: R. D. Poore (3,800-c.c. Alfa-Romeo) 46.40 "  
3rd: K. McAlpine (3,035-c.c. Maserati) 47.24 "  
Also ran: Reece (Bugatti), 48.15 sec.; Stubberfield (Bugatti), 48.50 sec.; Lloyd-Jones (Triangle-Skinner), 50.03 sec.; Neale (Neale), 53.60 sec.

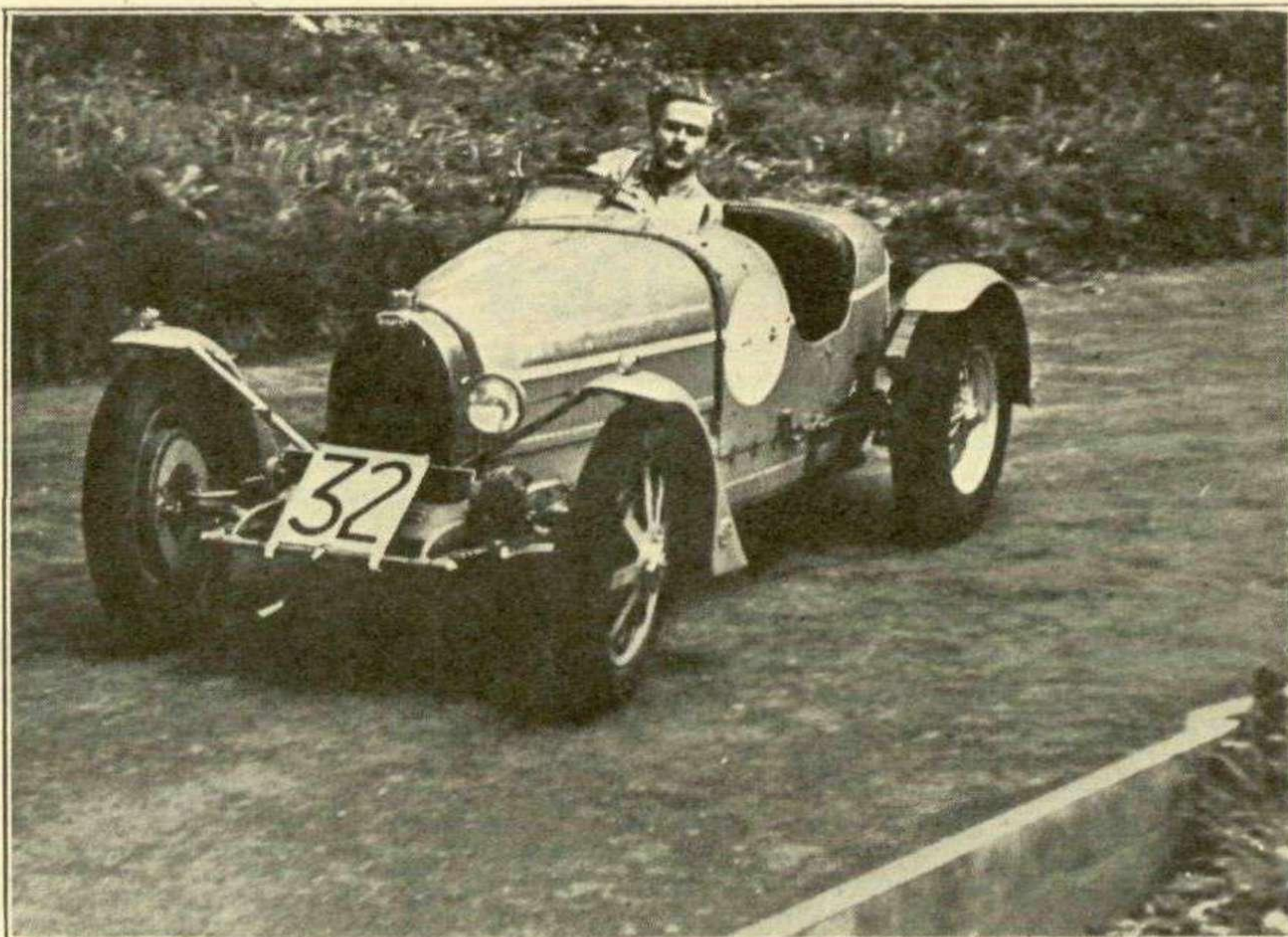
**Handicap**

1st: K. C. Jarvis (Austin)  
2nd: J. B. Bowles (747-c.c. Austin).  
3rd: Lady Mary Grosvenor (1,490-c.c. Alta).

**Team Event**

1st: Poore, Hutchison, Fry (Alfa-Romeo, Veritas, Bugatti), 149.85 sec. aggregate.  
Also ran: Sir David Gamble, Bt., Monro, Blomfield, 164.41 sec. aggregate.

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A NEW SPORTS CAR RECORD was established at Prescott when J. S. Fry's "2.3" Bugatti clocked 49.14 sec., beating Whincop's old record made in a similar car.



# THE ISLE OF MAN RACES

GERARD (E.R.A.) DOES IT AGAIN, and Breaks the Lap Record into the Bargain!  
Horsfall Follows Him Home in Bell's E.R.A. in the British Empire  
Trophy Race, with Ashmore's Maserati Third. Heath's Alta  
Victorious in Manx Cup, after Stirling Moss Retires.

THE B.R.D.C. races, run over the famous Isle of Man 3.87-mile road circuit—and this really is a road circuit—on May 26th, were most interesting, although not, it seemed, attended by the usual large crowds, possibly because the Island "season" doesn't commence until June.

The British Empire Trophy Race was preceded by an excellent 18-lap, 70-mile race for the Manx Cup. This event was open to supercharged cars up to 1,100 c.c. and non-supercharged cars up to 2½ litres.

In practice, Stirling Moss surprised everyone and won the admiration of all concerned by making fastest lap, in 3 min. 26 sec. (67.78 m.p.h.), so that on race day he occupied the front row of the starting grid with Winterbottom, also in a V-twin Cooper. Abecassis, after lapping at 67.13 m.p.h., had a nasty crash in his Cooper and was hurt sufficiently badly not to be able to drive on the Thursday, although, on improvised crutches, he went to his pit to watch Heath in action. Other non-starters were Rhiando (Cooper), Hutchison (Veritas), Gale (Connaught),

Holt (H.R.G.), Graham (M.G.), and Baird (Baird Meteorite).

The start was slightly delayed, so we had time to observe the remaining 23 starters. Dryden was courageously running his 499-c.c. Cooper-Norton, Moss, Winterbottom and John Cooper V-twin Coopers, de Lissa the ex-Bellevue M.G. Magnette, Downing a Riley, Horsfall his Aston-Martin, Folland the V12 Ferrari, a much-fancied car, Heath his 2-litre H.M. Alta, Phillips and Jacobs blown M.G.s, Rose his Lea-Francis-engined R.D.L., Kelly the similarly-powered I.R.A., Shillito the Riley which Harrison drove last year, Clark his Vanguard-H.R.G., Gee his 1½-litre Riley, Fairman his 2-litre Riley, Watkins a fully-equipped "328" B.M.W., de Mattos the Spikins-Special, also Lea-Francis-engined, Kennington his 1,100-c.c. Cisitalia, Dunham the old Brooklands Alvis, Lund his "PB" M.G.-engined Lund-Special, and Clapp his 1,100-c.c. stripped sports H.R.G. Phillips' M.G. had a neat front end with cowed-in lamps, Jacobs' M.G. exposed its supercharger on the near side, and had a

slab-tailed body, the I.R.A. was a nice-looking car, and the Lund had business-like twin fillers in its tail.

The plugs of Phillips' M.G. were changed so near to the start as to make it late for the parade lap, and on that lap Winterbottom's Cooper stopped at Cronkny-Mona, but was able to restart.

As the flag fell Moss and Winterbottom forged ahead from the front row, with Heath and Spikins behind them and Folland's Ferrari rapidly moving up. Dryden tailed the field in his "single-lung" Cooper.

After a lap Moss led, having averaged 66.81 m.p.h. from a standing start, and literally, no one else was in sight. Then down the long straight in the May sunshine, tricky to hold in the stiff breeze, came the others—de Mattos in the Spikins, Winterbottom, Kelly in the I.R.A., Heath's Alta, the Ferrari, Shillito's Riley, de Lissa's M.G., Kennington's Cisitalia—he waved "o.k."—Dunham's Alvis, Cooper, Gee, Jacobs, Nixon, Rose, Clark, Phillips, Dryden, Watkins, and Clapp. Already the Lund was at its pit,

## B.R.D.C. EMPIRE TROPHY INTERNATIONAL RACE (ISLE OF MAN)

- 1<sup>ST</sup> BOB GERARD (E.R.A.)**  
*Record Speed and Record Lap*
- 2<sup>ND</sup> JOCK HORSFALL (E.R.A.)**
- 3<sup>RD</sup> FRED ASHMORE (Maserati)**

(Subject to official confirmation)

# LUCAS

## IGNITION

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soon to continue, misfiring. By the end of the second lap Moss, the almost-invincible, had 30 seconds lead, had averaged 67.29 m.p.h., and was driving beautifully; de Mattos still lay second, but the I.R.A. was now third, about to be overtaken by the Ferrari, with Heath fifth, followed by Shillito ahead of Winterbottom. Another lap and the red Ferrari was second to Moss, the I.R.A. having fallen back to fifth position.

Phillips' M.G. was the first retirement, Dryden came to rest at Cronk-na-Mona but got going again, and Watkins rushed up an escape road in his B.M.W.

Four laps of the 18 and Moss led Folland by 25 seconds, at 66.81 m.p.h., Heath now just ahead of the Spikins. Fairman brought his Riley in and as his mechanics put in new plugs he tested the stiffness of his rear suspension, then lay on the ground to peer beneath the tail.

After five rounds the redoubtable Moss had all but lapped Watkins' sports B.M.W. and had averaged 66.60 m.p.h., doing one lap in 3 min. 26 sec., equal to 67.78 m.p.h. Kennington had now worked his delightful little Cisitalia into sixth position.

Still Moss' Cooper led, lapping Clapp as well as Watkins. Folland 28 seconds behind after six laps, but signalling "o.k."

to Wyer. John Cooper's blue Cooper began to go sick, Dunham spun the Alvis at Nursery Corner, and de Mattos shot up the Cronk-na-Mona—busy place this!—escape road, continued to his pit and had the back of the car jacked up.

All three leaders lapped at 66.81 m.p.h. Then—dramatic! The Ferrari, a likely winner, failed to come round on its seventh lap. Wyer looked forlornly up the loop-road behind the pits, the seconds turning into minutes. Then the Italian car appeared, Folland waved "no good" with a wild gesture of both hands, and the Monaco stable's run was over—clutch trouble. Soon afterwards de Lissa came in, nearly collected people using the pit-road as if it were a country lane, and handed his crash-hat to his lady—big-end trouble, about which nothing could be done.

The retirement of the Ferrari allowed Moss to ease up, for he had about 39 seconds lead over Heath, Shillito's blue Riley, crackling healthily on the over-run, now third. By ten laps Moss' lead was down to about 33 seconds.

Kelly stopped at the pits and oil from a gallon tin was poured into a canbox of the I.R.A.'s Lea-Francis engine while it was running, the announcer, rather humorously, saying the plugs were being changed—they were, eventually. The driver finally put back the detachable steering wheel and continued.

At this stage the three leaders were a clear mile ahead of the next car—the Cisitalia.

But anything can—and does—happen in motor-racing. De Mattos found the Spikins' brakes useless, the R.D.L. came in and retired with "oiling trouble," Watkins' B.M.W. went out with gearbox faults. Fairman, going again, was now hurrying along and set fastest lap in his Riley, at 67.13 m.p.h. Clark's H.R.G. came to rest at Onchan with transmission maladies.

Then that dramatic turn again! Moss shot rapidly up the pit road and slid to rest with a rasp of brakes. Nimble he leapt out, removing his helmet as he

jumped, and joined his mechanics under the Cooper's engine cover, while Pa Moss felt in his pocket for a spanner. Alas, the delay was a long one, for after a plug change the car repeatedly refused to restart with a push. It went off eventually and the crowd, urging on young Moss to the last man, sank exhausted back to its seats. But it wasn't to be, for the magneto timing had slipped and the car retired at Park View Corner.

It was now all over bar the shouting! Heath went on in the lead, a lean, helmeted figure crouching over the wheel of his Alfa. Behind him Shillito's Amal-carburetted Riley was going nicely, but not fast enough to catch up. The Cisitalia, a little too warm to be really pressed, was a comfortable third, although its rear shock-absorption wasn't all it might have been, apparently.

Winterbottom stopped at Cronk-na-Mona, otherwise the race ended sans incident—except that no one troubled to give Heath the chequered flag and his number, so, in spite of triumphant wavings aloft of an open golf-umbrella at his pit, he wisely went on and on after others had pulled-in. When he did stop he proved a very popular winner, obliging the camera-boys by repeatedly congratulating his mechanic. The final placings were:—

1st:	John Heath (H.W. Alta)	...	65.32 m.p.h.
2nd:	G. S. Shillito (Riley)	...	64.18 "
3rd:	F. W. Kennington (Cisitalia)	...	62.71 "
4th:	G. N. Gee (Riley)	...	62.06 "
5th:	J. N. Cooper (Cooper)	...	60.67 "
6th:	C. G. H. Dunham (Alvis)	...	60.56 "

#### WINNERS' EQUIPMENT:

John Heath (H.W. Alta).—*Wheels and tyres:* Dunlop. *Plugs:* Lodge. *Shock-absorbers:* Girling. *Brake linings:* Ferodo.

G. S. Shillito (Riley).—*Wheels and tyres:* Dunlop. *Ignition:* Lucas. *Plugs:* Lodge. *Shock-absorbers:* Newton-Girling-Andre. *Brake linings:* Ferodo.

F. W. Kennington (Cisitalia).—*Fuel:* Shell. *Wheels:* Italian Rudge. *Tyres:* Dunlop. *Plugs:* Lodge. *Shock-absorbers:* F.I.A.T. and Girling. *Brake linings:* Ferodo.

## THE BRITISH EMPIRE TROPHY RACE

The big race, for a first prize of £250, was for Formula I cars, over 36 laps, or 140 miles. It merely produced most of the old favourites, as the list of non-starters was a long one: Mathieson's now ghostly E-type E.R.A., Whitehead's tricky Ferrari, Ansell's rather worn-out Maserati, Villoresi's Maserati—alas, Salvadori's Maserati, Baring's Maserati, Ramseyer's Maserati, the A.J.B., and Watson's Alta.

We noticed that both Parnell's and Ashmore's Maseratis had the new diamond-tread racing Dunlops—6.15-16 at the back—as had Gerard's famous E.R.A. at the back only. Horsfall was driving Bell's E.R.A. in place of the unlucky Bolster, this being the 2-litre chassis with the two-stage Jamieson-blown 1½-litre engine from the bent car. Claes had painted well-defined racing numbers on his yellow Lago-Talbot.

In practice Reg. Parnell had unofficially beaten the course record with a terrific lap in 3 min. 6 sec. (75.08 m.p.h.). With him in the front row was Walker's E.R.A., which had done a truly courageous 3 min. 9 sec. lap. Abecassis had pulled out 3 min. 13 sec. in the G.P. Alta, but as Heath was to handle it, it went back to the very last row. Gerard and Horsfall had row two, Rolt, Harrison and Hampshire row three, Murray and Ashmore row four, G. Ansell, Chorlton and Claes row five, and Richardson and Nixon row six. Richardson's R.R.A. had an E.R.A. engine in the ex-McClure Riley chassis, now with torsion-bar rear suspension.

As the Lucas starting apparatus released the pack it was Parnell who positively leapt away. Gerard next, then Walker and Rolt. Harrison alone hesitated. At the end of lap one it was: Parnell (Maserati) six or so seconds ahead, Ashmore (Maserati), Gerard (E.R.A.), Walker (E.R.A.), Horsfall (E.R.A.),

Rolt (Alfa-Romeo), Murray (ex-Parnell Maserati), Hampshire (E.R.A.), Ansell (E.R.A.—last year's winner), Nixon (E.R.A.), Heath (G.P. Alta), Chorlton (Bugatti-engined C.D.L.), Claes (Talbot), Harrison (E.R.A.), R. Walker (Cotal-gearbox Delahaye), and Richardson (R.R.A.).

Another lap and it was just like the previous race, no one in sight of the leader, for Parnell led Ashmore by some 17 sec., and Ashmore was about 5 sec. ahead of Walker, who had passed Gerard. Already the average was over 73 m.p.h. Parnell went on consolidating his lead and already trouble had struck the field—Chorlton came in to virtually rebuild his car, judging by the part of the afternoon spent at his pit (actually the tank had split), and Murray's Maserati had its plugs changed and its engine restarted with a handle of immense length—just like a modern fug-box!

Then, with only four laps run, the leader was overdue! He continued overdue for so long that we feared an accident—but presumably it was only the race news-service that had had an accident, for eventually he was announced as having retired at the Manx Arms with supercharger trouble. It may have been that an oil filler cap refused to come off for topping up before the race and that oil-starvation resulted—or it may have been something quite otherwise. At all events, Reg. walked in to nobly assist in Ashmore's pit—and team-mate Fred led the race. Before his retirement, Parnell, his car sounding magnificent, had averaged 71.6 m.p.h. and lapped in 3 min. 11 sec. (73.11 m.p.h.).

Ashmore led after five laps, at 68.65 m.p.h., from P. Walker, Gerard, Horsfall, Rolt and Hampshire. Ashmore lapped in 3 min. 15 sec., Gerard in 3 min. 16 sec. on their eighth lap, but next round

the former speeded up to 3 min. 14 sec.

On the 12th lap Ashmore did 3 min. 13 sec., Gerard 3 min. 12 sec., but next round both were slower, Horsfall holding Gerard. Peter Walker, after another terrific drive in the old B-type E.R.A., experienced the same brake trouble that dogged him at Silverstone, and, stopping for adjustments, fell to fourth place, while Harrison was now fifth, Rolt sixth. As Walker came in, so did Nixon, to change a front wheel, bent when he hit the sandbags at the Manx Arms; no fuel was added to either car. After 15 laps, with Ashmore leading at 70.31 m.p.h., lapping at 71.98 sec., Gerard was 19 seconds behind, but had averaged 69.87 m.p.h. and was closing the gap. Nixon and Geoffrey Ansell were enjoying a private E.R.A. duel, the former with a slight advantage.

After 20 laps Ashmore led at 70.64 m.p.h., to Gerard's 70.31 m.p.h., but he gave his pit an ominous signal as he passed. Sure enough, he came in next lap, for oil, Vignol being quickly fed in, while a little fuel was also put in, with churns, some unfortunately falling on to the seat. The stop was superbly handled—this team has definitely improved its pit work, in which Parnell now figured prominently. The Maserati was at rest for 29 seconds, but the total loss on lap time was one minute, so that Gerard went by.

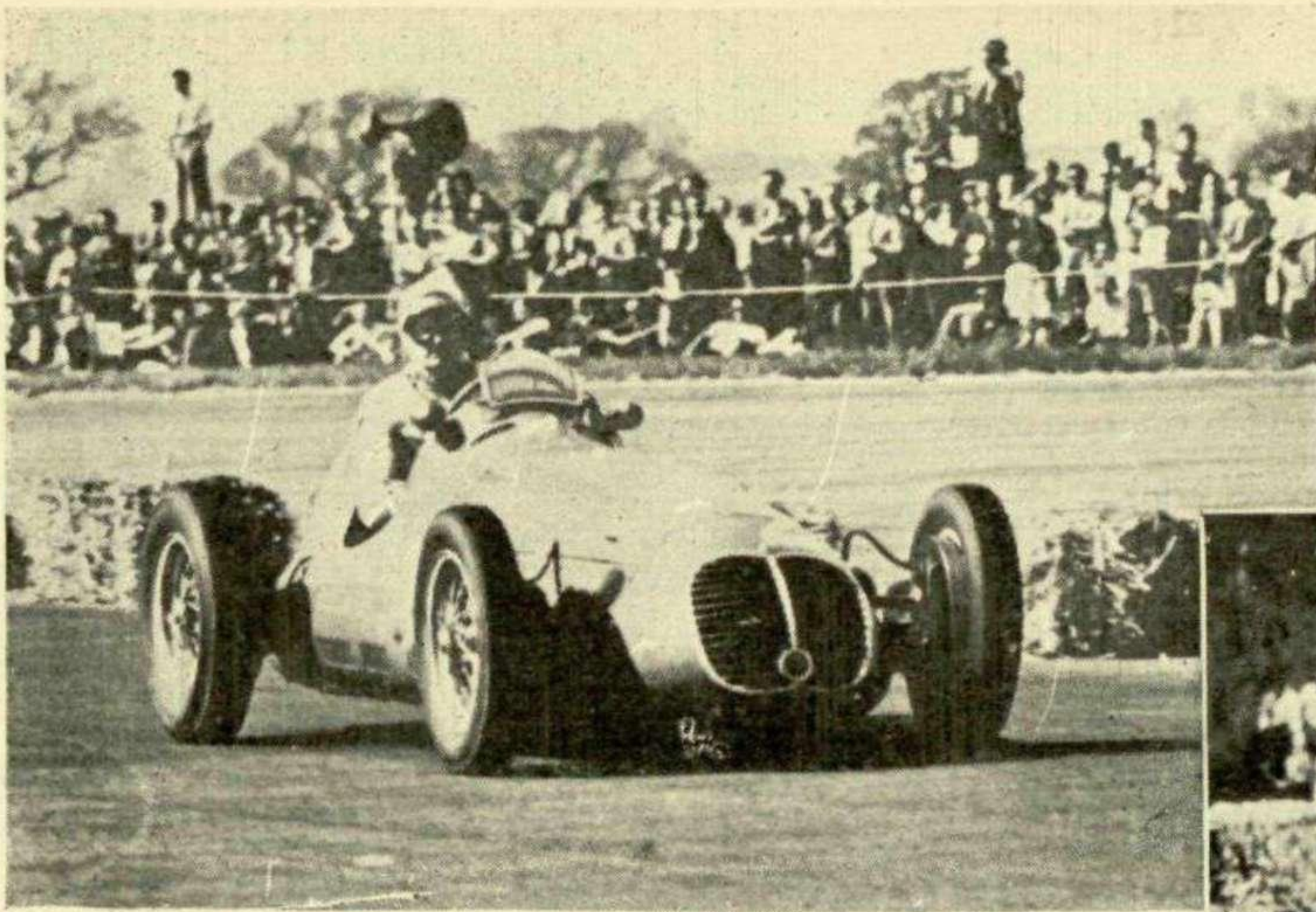
The order at 25 laps was: Gerard 70.55 m.p.h., Ashmore 70.37 m.p.h. The official race bulletin hinted at a fuel leak from Ashmore's car. Meanwhile Heath plodded along in the G.P. Alta, once hitting the kerb at Governor's Bridge at the very spot where Abecassis crashed in practice.

The real genius of Gerard now became apparent. He has for long had the reputation of driving steadily, properly to

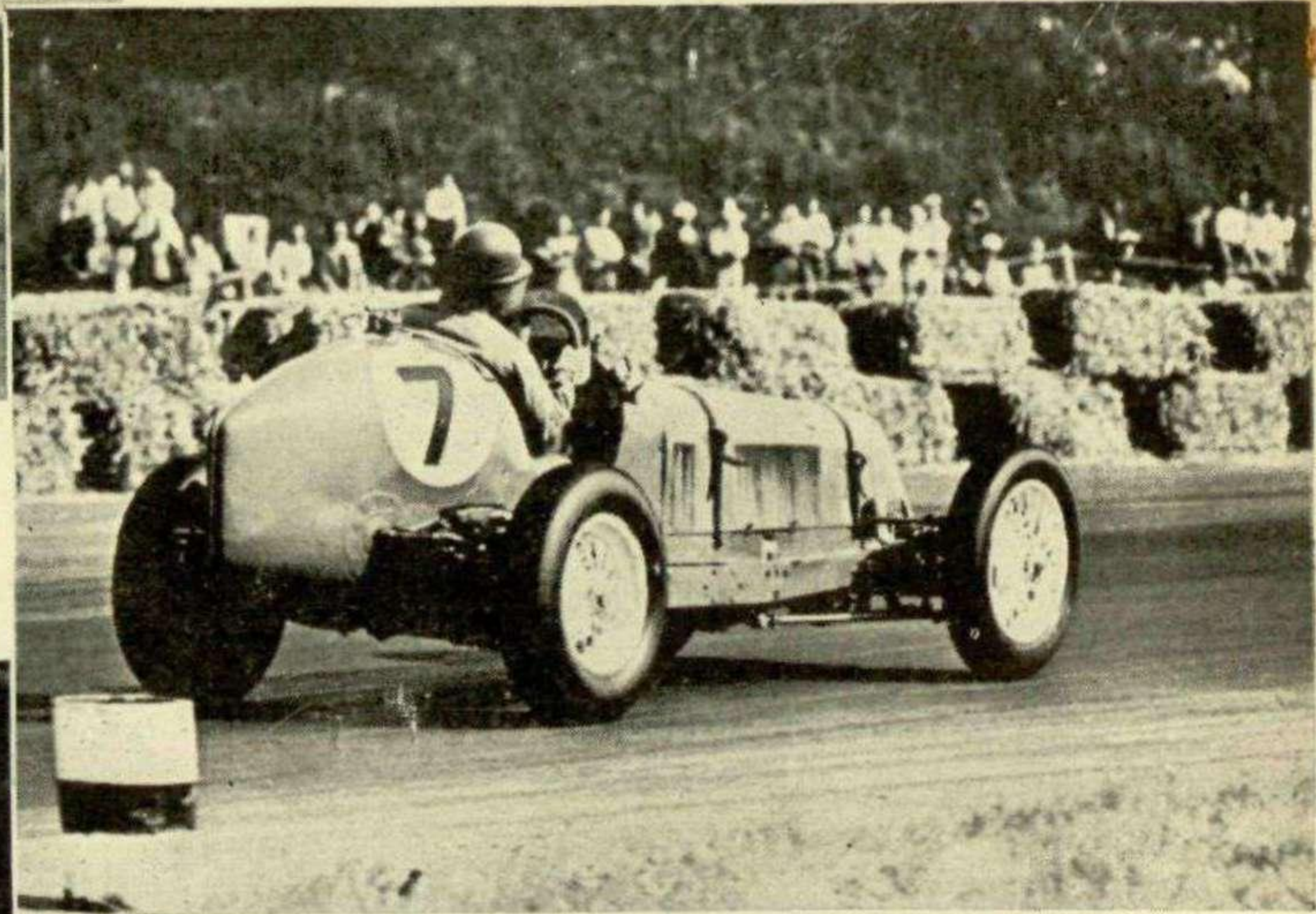
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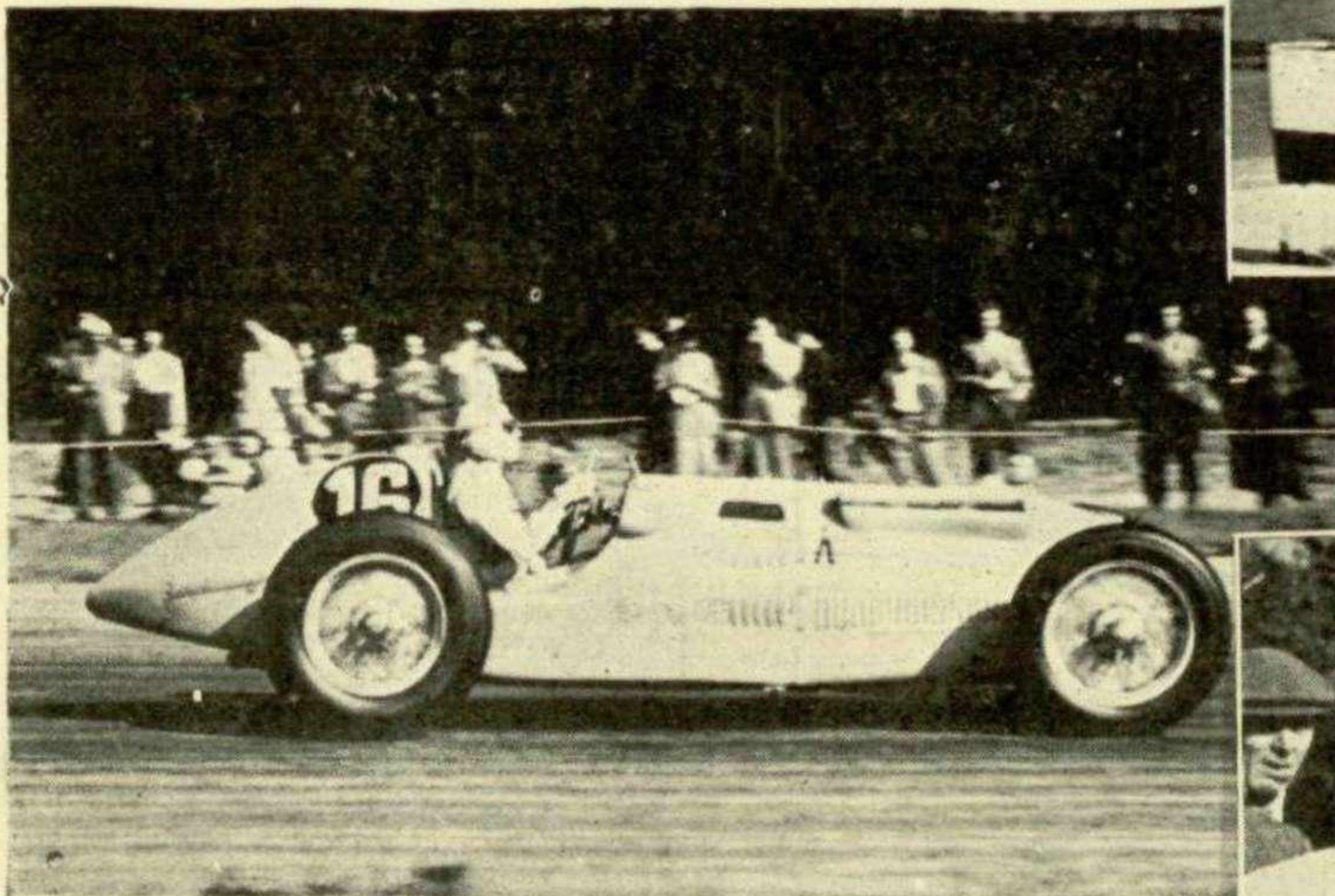
## R.A.C. SILVERSTONE



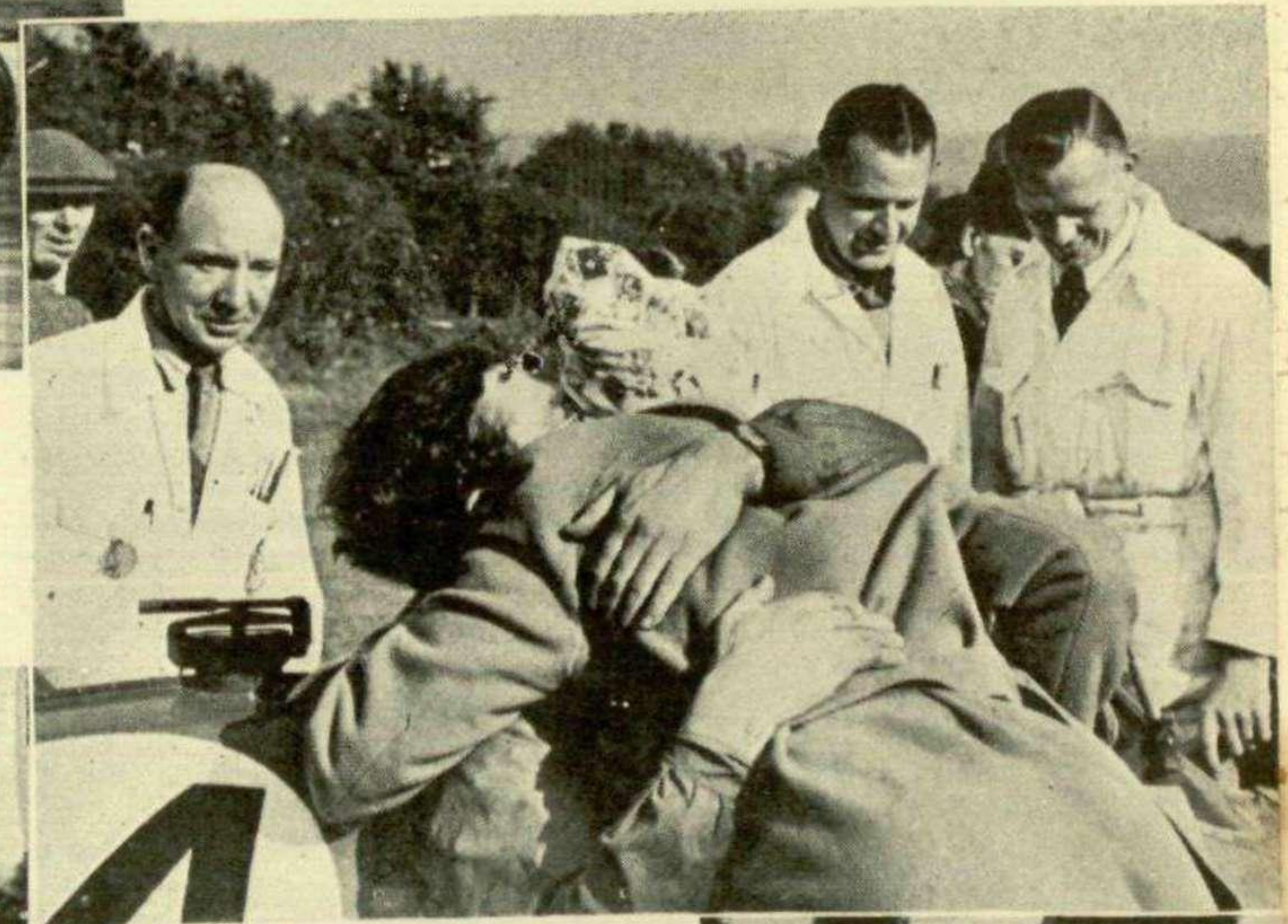
**THE VICTOR.**—Baron de Graffenried cornering carefully at the chicane in his Maserati which won the British Grand Prix at 77.81 m.p.h.



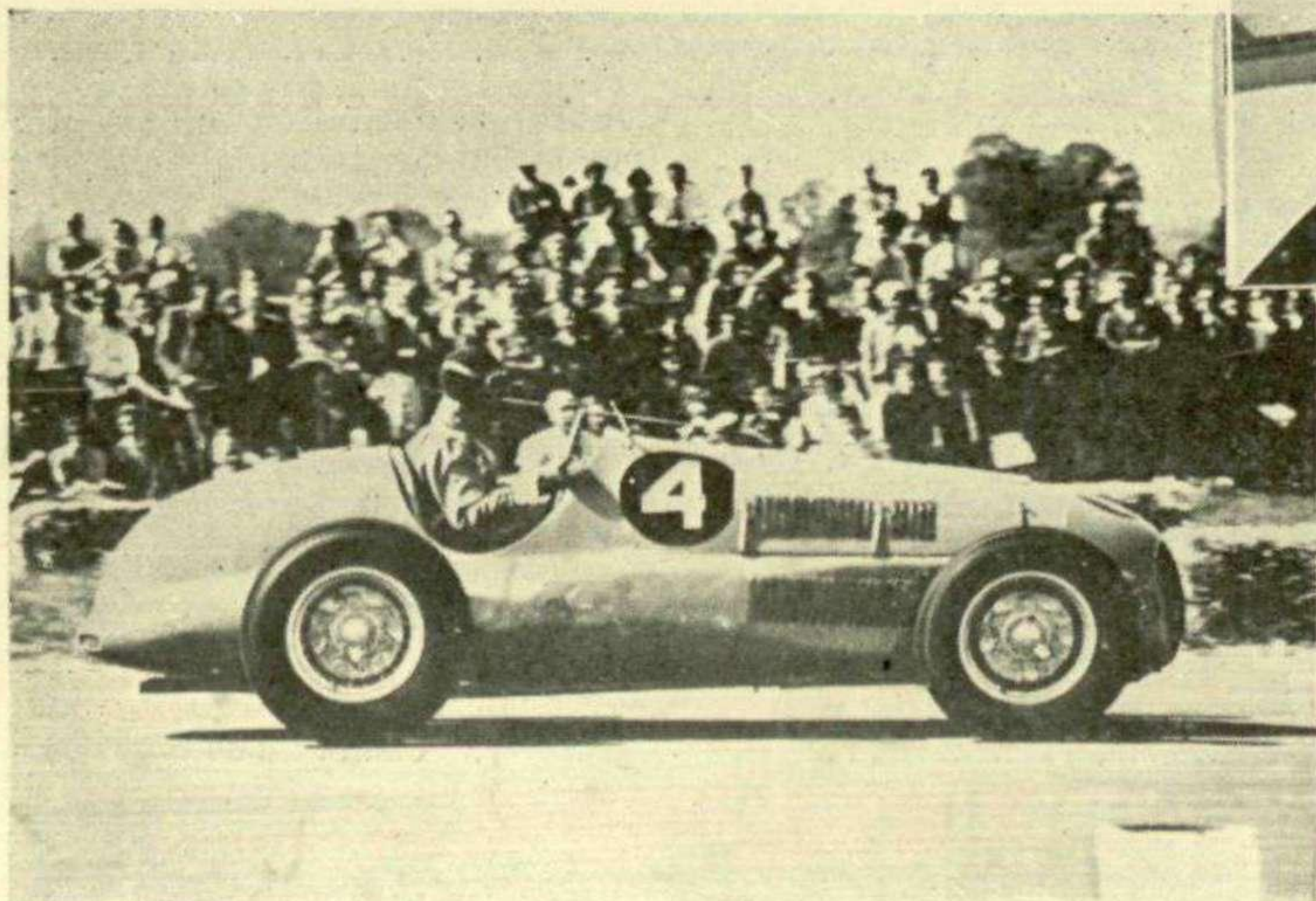
**SPLENDID SHOW.**—Bob Gerard, who once again brought his B/C-type E.R.A. into the picture, finishing second to de Graffenried in the British Grand Prix.



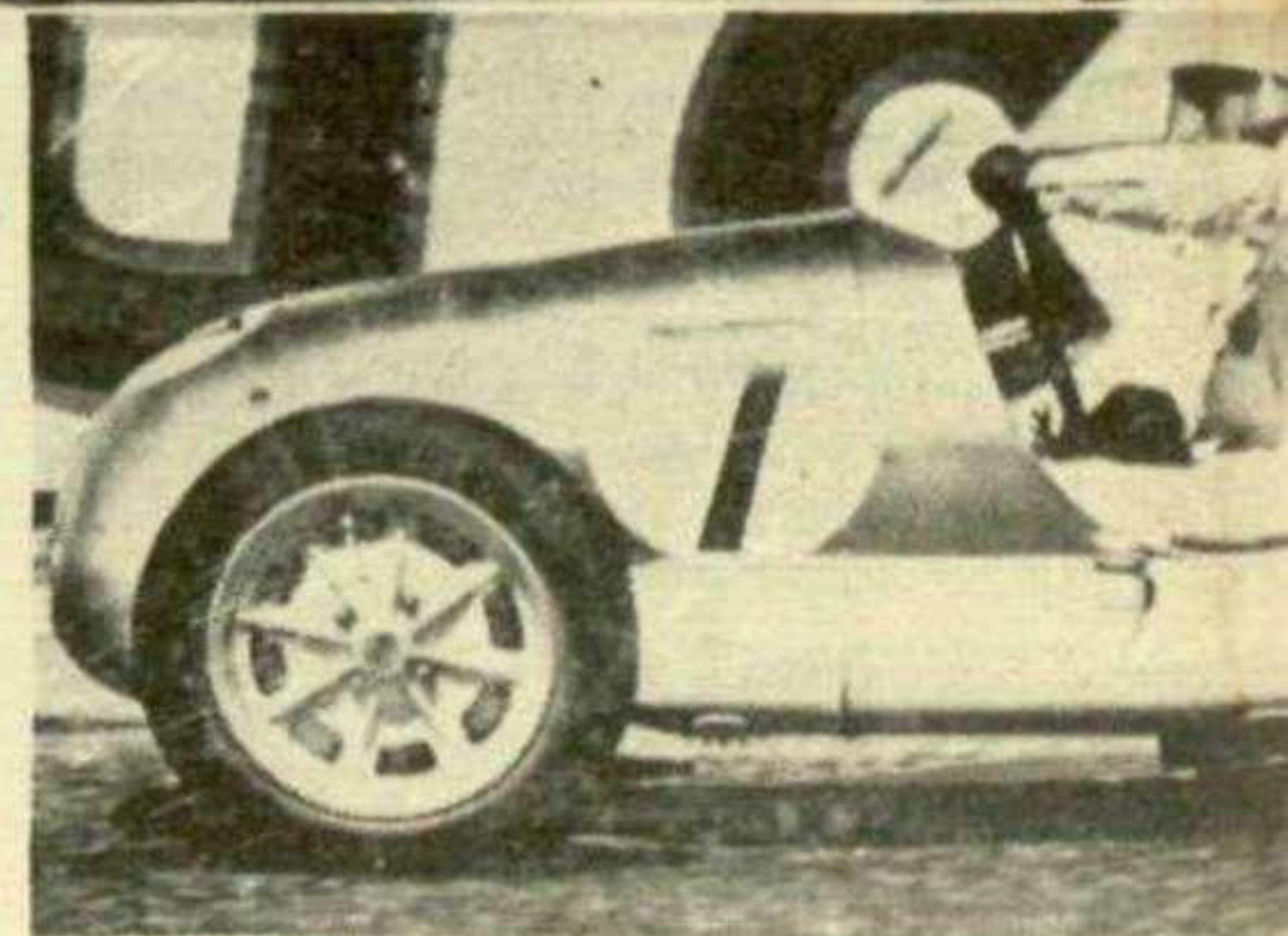
**LAGO-TALBOT PLACED.**—Louis Rosier had better luck than the other Lago-Talbot drivers in the British Grand Prix, finishing third, behind two supercharged cars.



**NOW THAT THE RACE IS OVER.**—Joan Gerárd is the first to congratulate her famous husband after his convincing I.O.M. victory.



**TRICKY.**—Raymond Mays found the Grand Prix Ferrari a distinct handful at Silverstone, probably due to its short wheelbase, which is well portrayed in this picture.



**UNLUCKY MOSS** in his Manx Cup Race until the vivid style and the

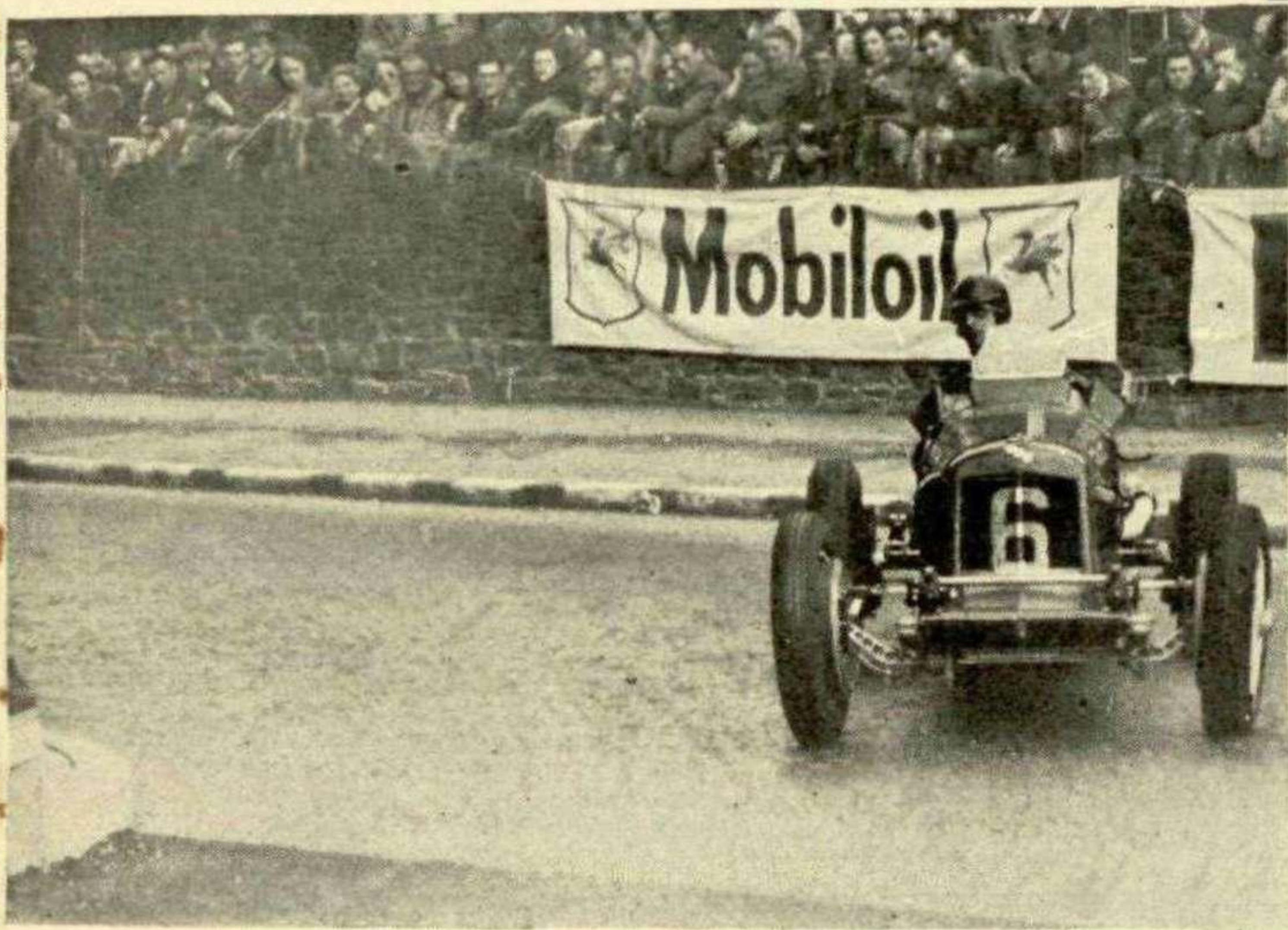


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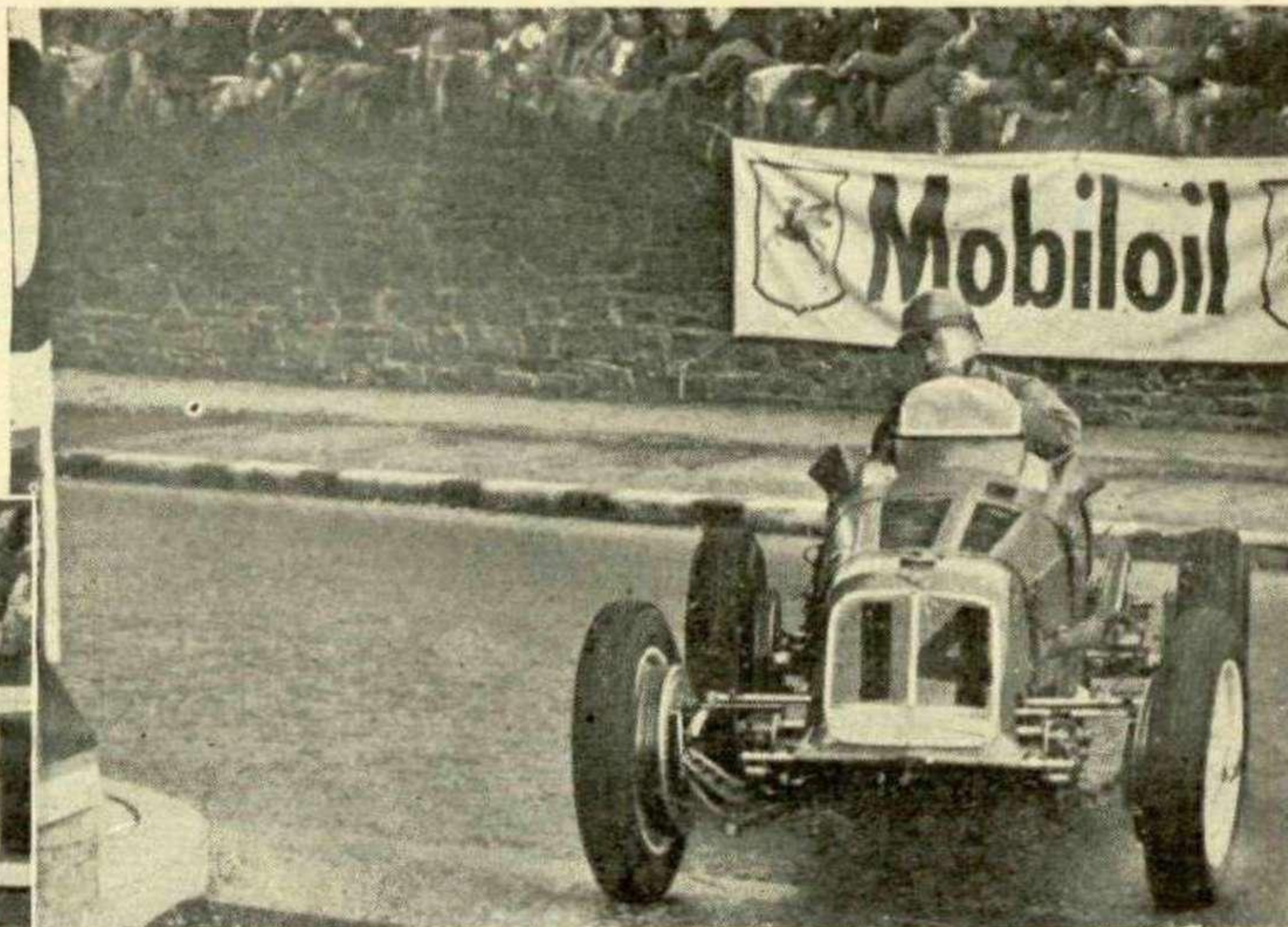
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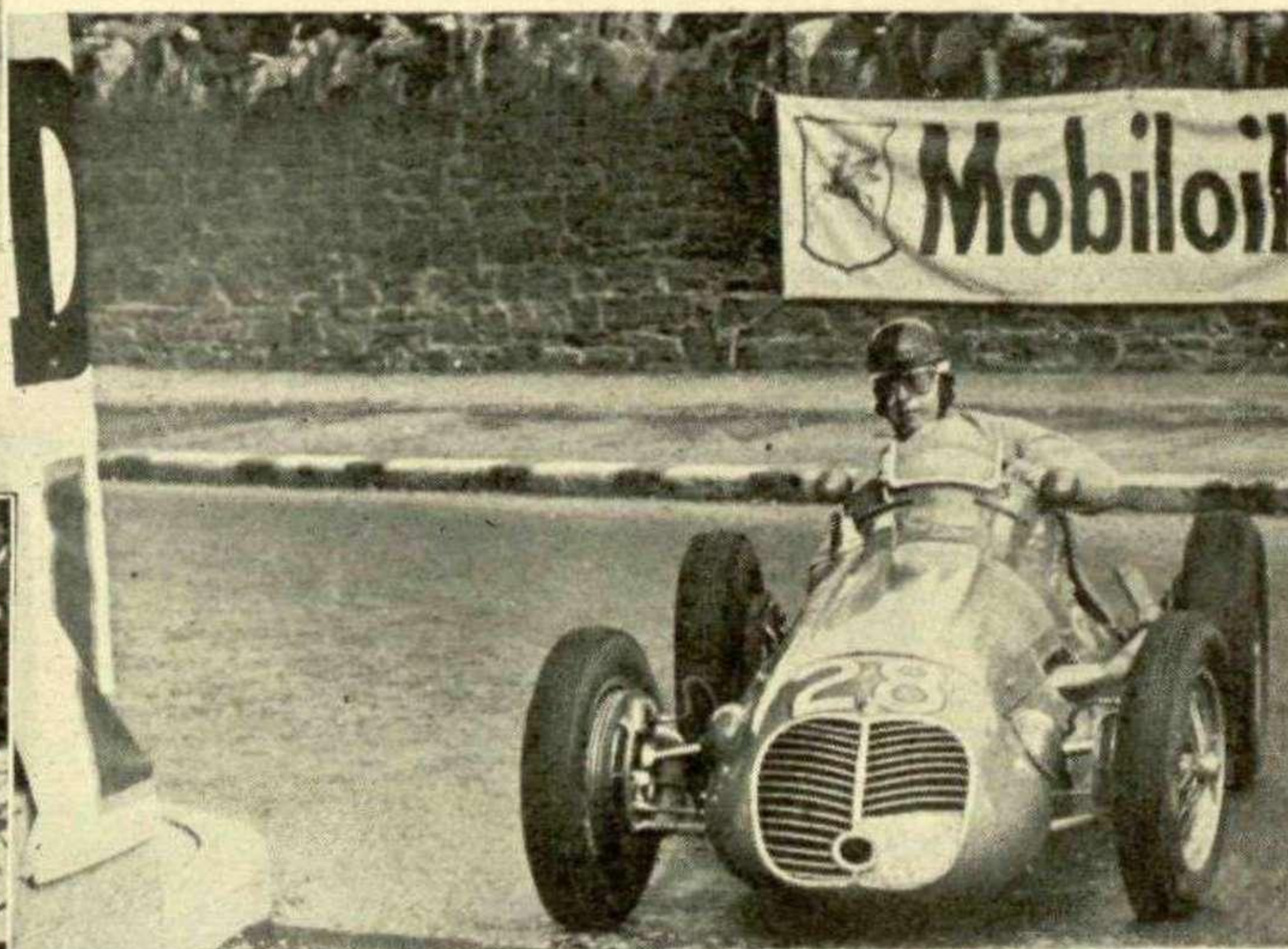
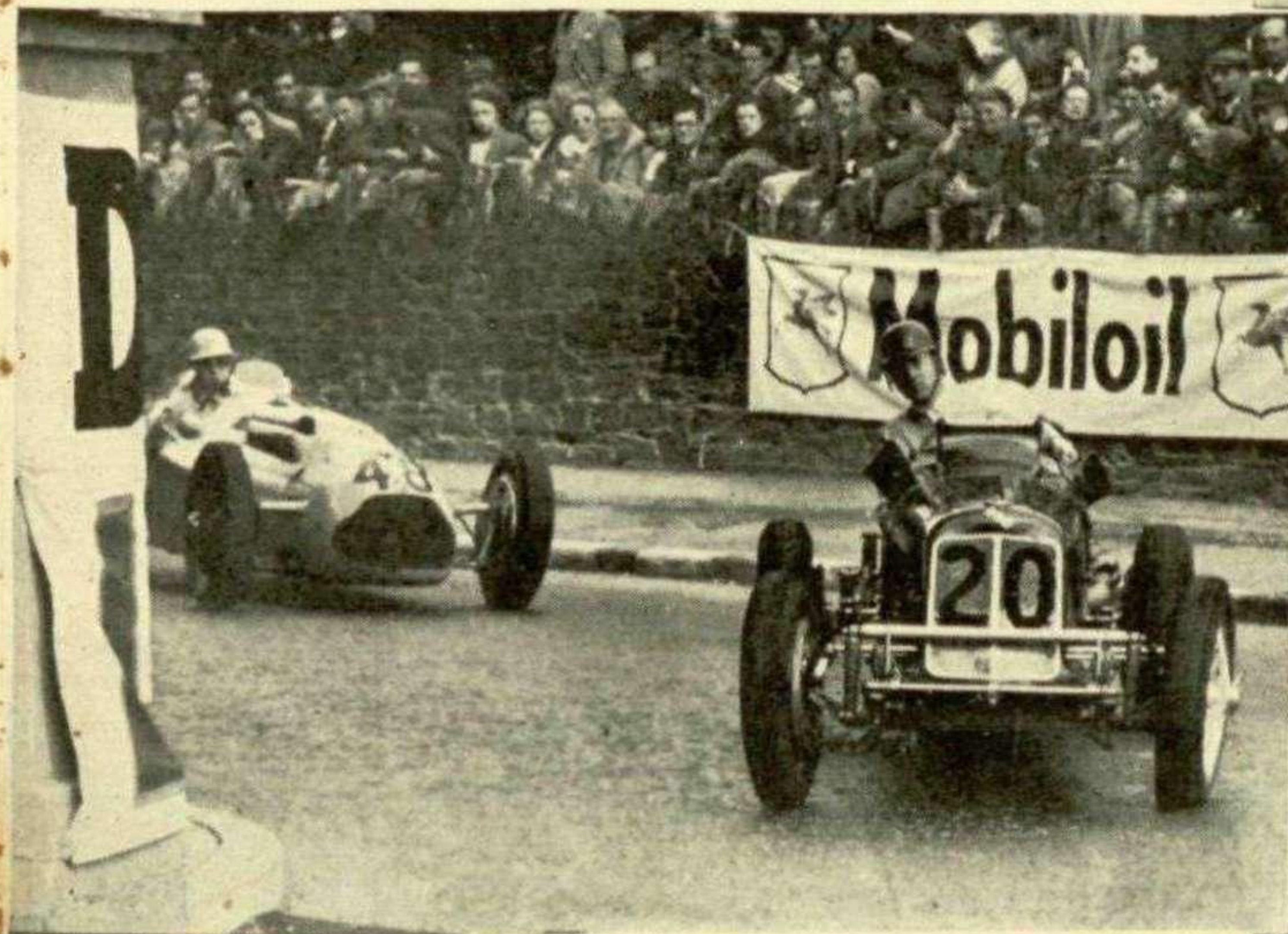
# ISLE OF MAN



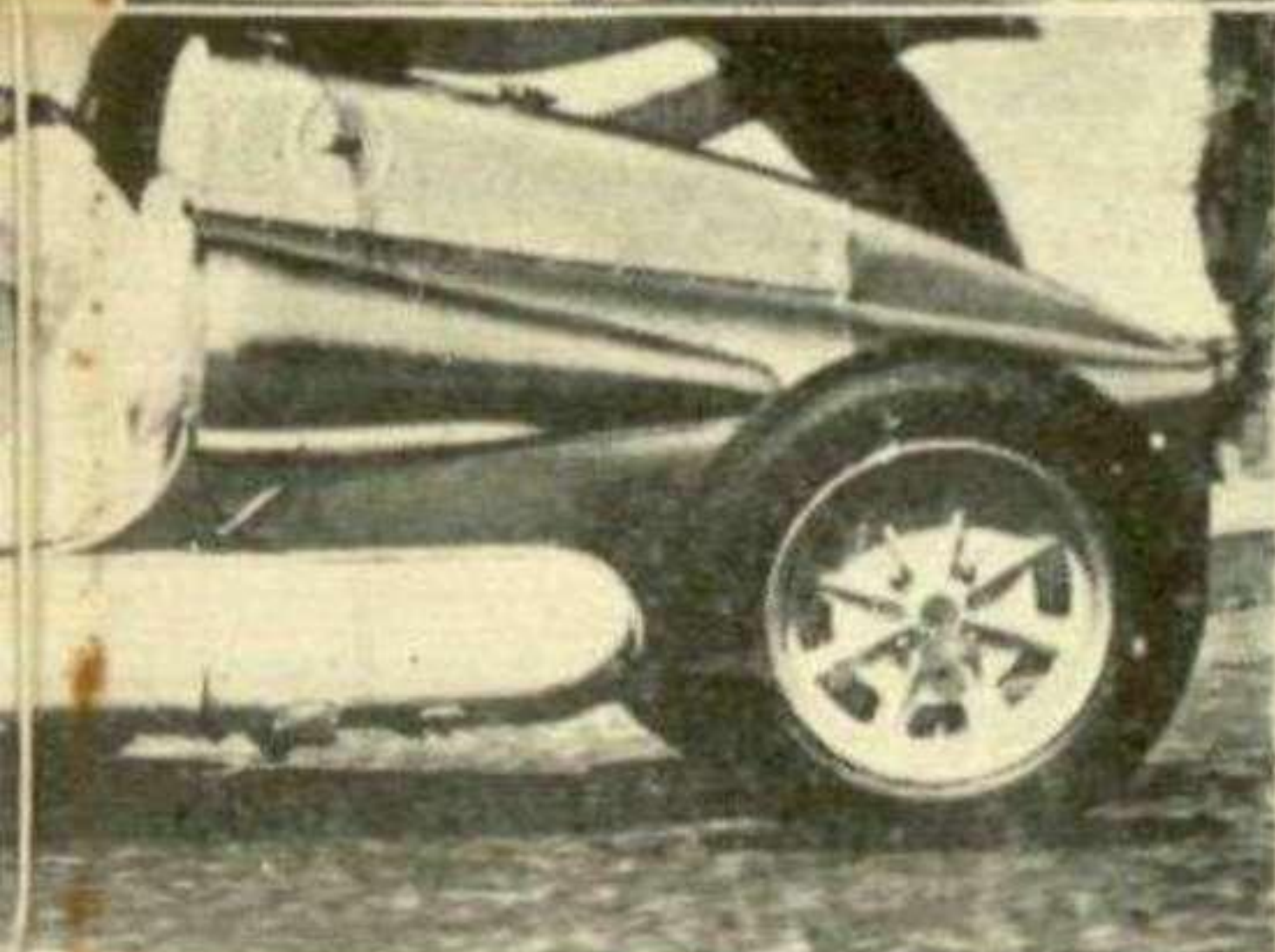
*A VERY COMMENDABLE DRIVE.—Jock Horsfall who came in a convincing second in the Empire Trophy Race in Bell's E.R.A. He corners rather wide at Parkfield.*



*ANOTHER RACE WON!—Bob Gerard's famous E.R.A., which won the Empire Trophy Race, seen at Parkfield Corner. The pictures below, taken at the identical spot, give a fine conception of individual styles.*



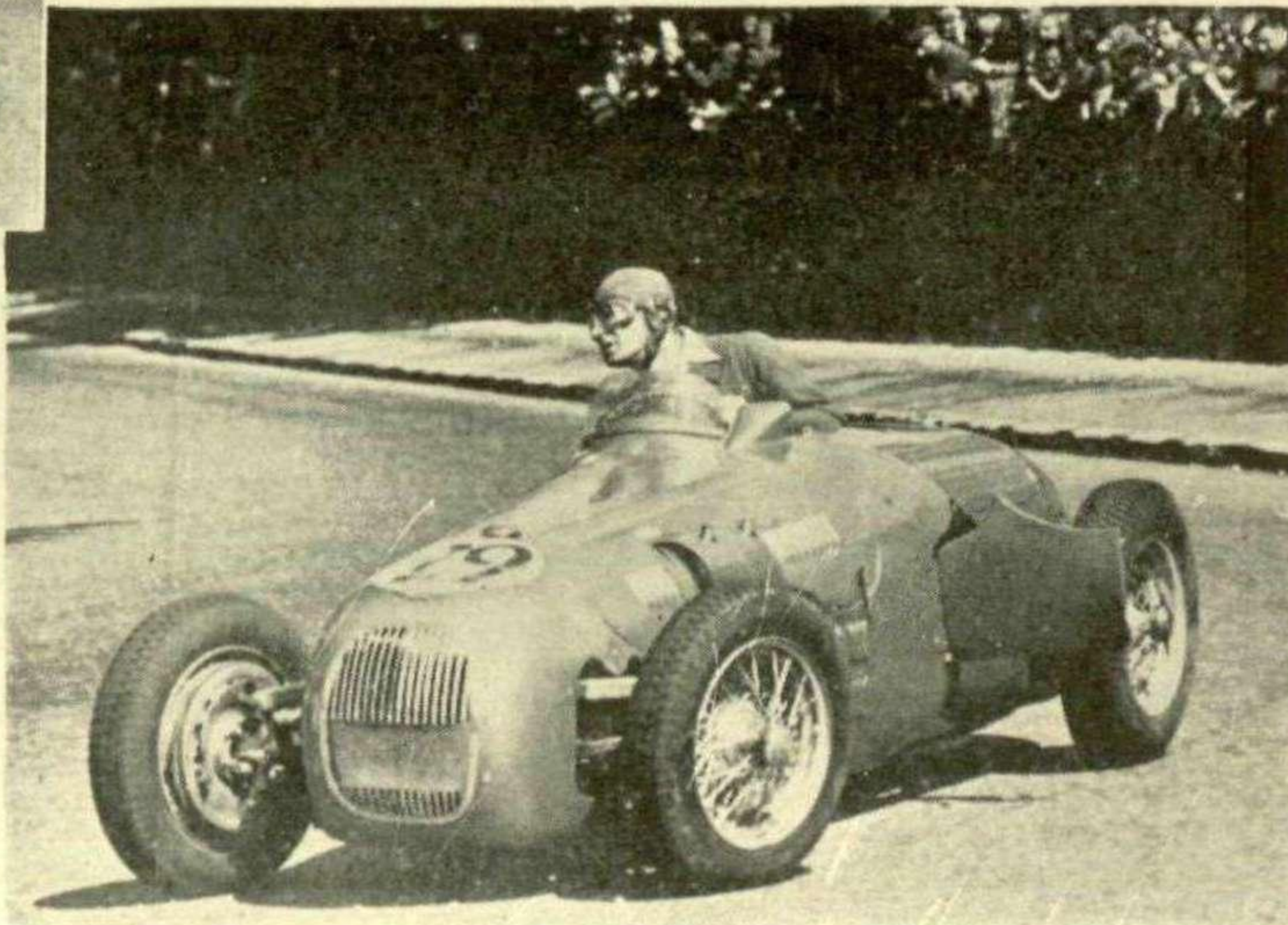
*IN A HURRY.—Fred Ashmore (Maserati), third in the Empire Trophy, corners even closer than Gerard at Parkfield.*



*V-twin Cooper which led the gneto drive slipped. Note his outboard fuel tank.*

*ON YOUR TAIL!—Peter Walker's E.R.A., magnificently driven as usual, leading Claes' impressive Lago-Talbot.*

*ALTA VICTORY.—John Heath really trying, in his H.M. Alta that won the Manx Cup Race. Note the offending door, which flapped about throughout the race.*





## BRITISH GRAND PRIX

—continued from page 217

## SILVERSTONE SHORTS

In the 500-c.c. National Race the first three cars home used Lockheed brakes lined with Ferodo, Dunlop tyres, and Lodge plugs, fired by Lucas magnetos in the case of Moss and Dryden. Dryden and Aston ran on Shell fuel.

The Grand Prix winning Maserati ran on Shell fuel and oil, fired by Lodge plugs, and it was arrested before the corners by Ferodo-lined Lockheed brakes. Gerard, too, used Shell fuel, Lodge plugs fed by a Lucas magneto, Ferodo-lined Girling brakes and relied on Dunlop tyres. Lodge plugs, Ferodo-lined Lockheed brakes and Dunlop tyres were also used on Rosier's Talbot.

The winner was universally popular, if begrimed. He insisted on Gerard sharing his wreath until both drivers were so decked and these two were the happiest, jolliest pair of victors we have ever seen. But Gerard was very deaf and de Graffenried showed signs of strain as he sat still in his car while the Swiss National Anthem was played through. Then, laughingly wringing Gerard's hand, all sign of driving 300 very arduous miles at over 77 m.p.h. vanished.

On the whole the Press arrangements were good, and the view and commentary from the main grandstands excellent. But, of course, the usual invasion of unauthorised persons happened in the Press enclosures and there were too many of these beings in the pit area.

The daily Press photographers nearly called a strike, because they were upset at not getting access to the course during the race. But Chief Marshal Harveyson saved the situation by letting all cameramen into the winner's enclosure. That man really does do a job of work as a marshal—and takes a properly firm stand whenever such is justified.

Bob Gerard, having walked to the winner's enclosure, was asked to go back for his car—and being Bob Gerard, laughingly obliged!

As usual, Joan Gerard kept his chart and his pit was really well conducted.

In the 500-c.c. race 27 entrants used J.A.P. engines, four Norton, two Scott, two Rudge and one a Triumph Twin. Moss retained the Z/F type differential on his Cooper.

The B.B.C. commentary went over very well, Max Robertson and Murray Walker getting the

spirit of the race over splendidly, imbued with genuine excitement—especially when Bolster nearly collected Walker! But the B.B.C. were not allowed to televise the race.

A new XK Jaguar was displayed beside the track near the pits.

MOTOR SPORT was most comfortably housed in a Coventry "Knight 48" Mobile Home, loaned to us by the Leicester Caravan Centre, 489, Aylestone Road, Leicester (phone 32342) from whom full details are available. These de luxe caravans are priced at £2,200 complete.

Almost everyone of importance in the motoring world was at Silverstone, including Earl and Countess Howe, Sir Algernon Guinness, His Grace the Duke of Richmond and Gordon, George Eyston, John Cobb, Wilfred Andrews, the Marquis Camden, Lord Waleran, and many prominent members of the B.B.C.

De Graffenried won £500 and an R.A.C. Silverstone Plaque, Gerard £300 and Plaque, Rosier £200 and Plaque. Stirling Moss netted £60 and Plaque, Dryden £40, Aston £30. There were many other prizes and it was a nice gesture on the R.A.C.'s part to offer a plaque to the chief mechanic responsible for the winning car in the Grand Prix.

## TWO-STAGE FREIKAISERWAGEN MAKES F.T.D. AT BLANDFORD

The West Hants and Dorset C.C. deserves the highest credit in respect of its hill-climb at Blandford on May 28th. The kilometre course permitted high speeds and possessed two exciting corners, times were promptly announced, refreshments were available, a carefree Antone commentary was provided by Curtis and Tubbs, and admission was only 2s. 6d.

Incidents were many, for the top corner proved difficult and Finch (Amilcar) spun round, as did Page (Cooper) and Jesty (Allard), while others who skidded, left the course or motored on the grass, included Henry (Lagonda), Brandon (Cooper), Mould (ex-Rowley Bugatti), Richards (Riley), Hartwell (Cooper-H.R.D.), Col. Ridley (M.G.), Taylor (Caesar), Lee (Bugatti), and Leston (Jaguar). The only "casualty" was Mrs. Onslow Bartlett, who fainted when her Mercury slid with all wheels locked and leapt high into the air over the grass verge. The car burst a tyre, bent its front axle and ran amongst the crowd, but no one was hurt and Mrs. O. B. soon recovered.

J. G. Fry made f.t.d. in the 650 lb. twin Marshall-blown V-twin Freikaiserwagen, displaying immense acceleration, and braking effectively for the top bend—31.13 sec., of approximately 71 m.p.h. Poore, in his Alfa-Romeo, was second-fastest (31.27 sec.), using single rear tyres and correcting power slides, Merrick (Alfa) third (31.49 sec.) and Allard fourth (32.32 sec.) winning the Hambro Cup for fastest non-supercharged car. Sports car class winners were Woods' M.G.; Ruddock's Meadows-H.R.G.; Hern (Amilcar Six); Leonard (M.G.), who suffered nasty front wheel patter; Bartlett (Mercury), after a tussle against Allard's alloy-wheeled, alloy-head, twin carburettor Allard; and Carter's "2.6" Alfa-Romeo. Mrs. Allard, in the aforesaid Allard, won the Elliott Cup. Moss' Cooper convincingly won the 500-c.c. racing-car class, Hartwell drove his Cooper-H.R.D. very nicely,

Lant's ex-Humphries Q-type M.G. won its class, as did Smith's Bugatti. Fry took the Poole Trophy and £50, Merrick the Sheriff's Cup and £25, Moss the 500 Cup, Bartlett £25 for fastest sports car, Mrs. Jesty the Deakin Cup, Hartwell the Martin Cup and Chamber of Trade's Cup. By kind permission of Lt.-Col. Saunders, O.B.E., the W.H. & D.C.C. will hold races at this venue on August 27th, including a 95-mile Formula II race.

Class winners:—

SPORTS CARS UP TO 1,100-C.C. NON-S/C AND UP TO 750-C.C. S/C.—1st: L. J. Woods (1,086-c.c. M.G.), 40.42 sec.

SPORTS CARS, 1,100-1,500-C.C. NON-S/C AND UP TO 750-C.C. S/C.—1st: G. A. Ruddock (1,496-c.c. H.R.G.), 39.21 sec.

SPORTS CARS, 1,501-2,000-C.C. NON-S/C AND 851-1,100-C.C. S/C.—1st: V. J. Hern (1,100-c.c. s/c Amilcar), 37.75 sec.

SPORTS CARS, 2,001-3,000-C.C. NON-S/C AND 1,101-1,500-C.C. S/C.—1st: L. Leonard (1,425-c.c. S/C M.G.), 38.35 sec.

SPORTS CARS, 3,001-4,000-C.C. NON S/C AND 1,501-2,000-C.C. S/C.—1st: L. J. O. Bartlett (3,917-c.c. Mercury), 35.68 sec.

SPORTS CARS OVER 4,000-C.C. NON-S/C AND OVER 2,000-C.C. S/C.—1st: K. E. Carter (2,600-c.c. s/c Alfa-Romeo), 38.21 sec.

LADY COMPETITORS.—1st: Mrs. Allard (3,622-c.c. Allard), 39.20 sec.

RACING CARS UP TO 500-C.C.—1st: S. Moss (497-c.c. Cooper-J.A.P.), 35.62 sec.

RACING CARS, 751-1,100-C.C. NON-S/C.—1st: G. R. Hartwell (998-c.c. Cooper-H.R.D.), 33.00 sec.

RACING CARS, 1,101-1,500-C.C. NON-S/C AND 750-C.C. S/C.—1st: G. E. Lant (746-c.c. s/c M.G.), 37.11 sec.

RACING CARS, 1,501-2,000-C.C. NON-S/C AND 751-1,100-C.C. S/C.—1st: J. G. Fry (1,097-c.c. s/c Freikaiserwagen), 31.13 sec., f.t.d.

RACING CARS, 2,001-3,000-C.C. NON-S/C AND 1,101-1,500-C.C. S/C.—1st: S. J. Smith (1,492-c.c. s/c Bugatti), 35.50 sec.

RACING CARS OVER 3,000-C.C. NON-S/C AND OVER 1,500-C.C. S/C.—1st: R. D. Poore (3,800-c.c. s/c Alfa-Romeo), 31.27 sec.

### FERODO ANNOUNCEMENT

In accordance with Ferodo's usual policy to give an unequalled service to the trade, they are opening more commodious premises in Northern Ireland, and as from Monday, July 4th, 1949, the address of the Belfast Office will be:—Ferodo House, 41, Linen Hall Street, Belfast. Tel. No. 24976. Larger stocks will be carried and every possible facility for brake relining, grinding, etc., will be available to those wishing to take advantage of this service. The old depot at 31-33, Great Victoria Street will close down on the above date.

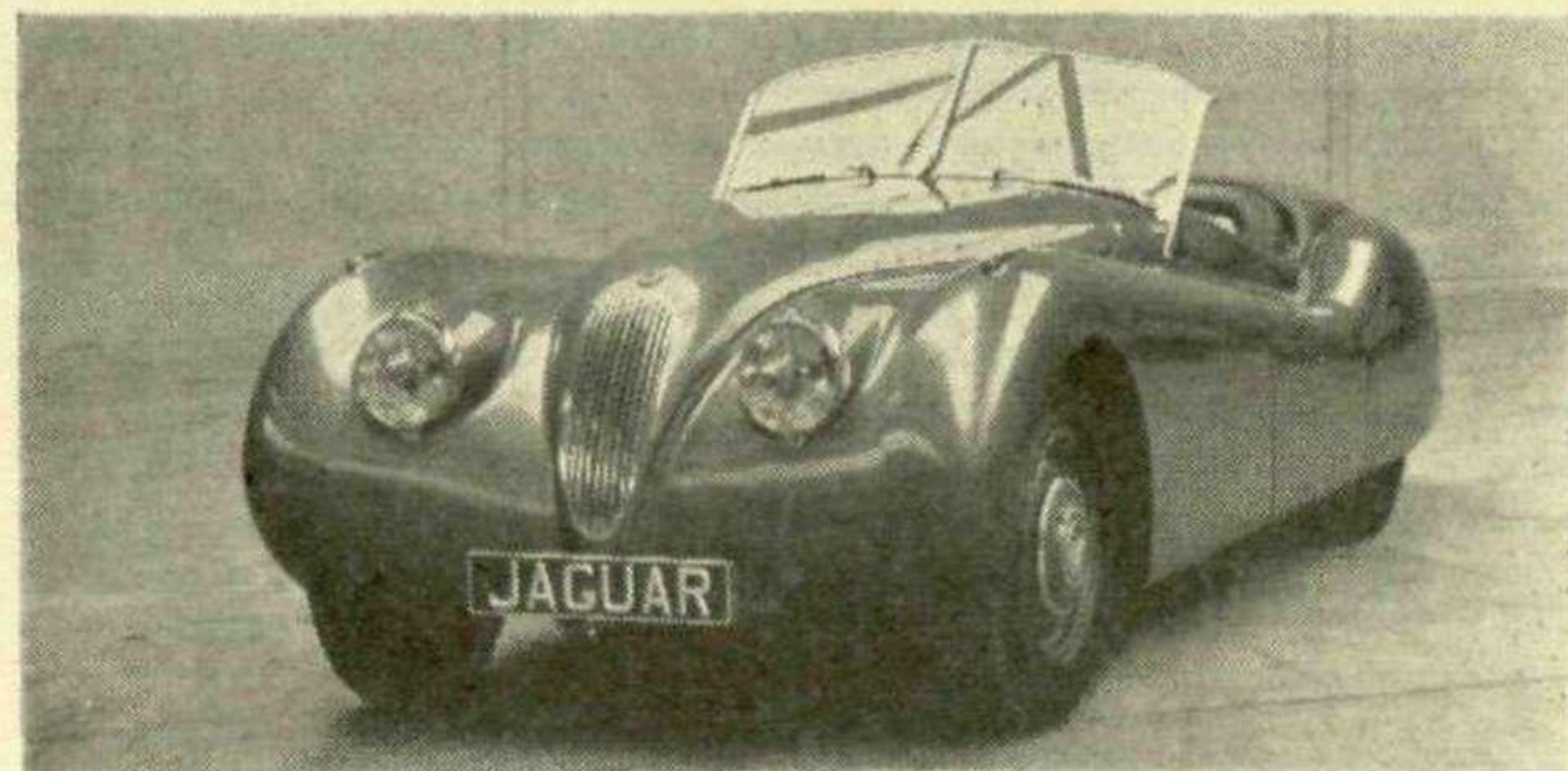
### REAL HORSES, TOO!

Sir,  
I should like to respectfully point out that the 2-litre Type XK 100 Jaguar develops 105 b.h.p. at 5,000 r.p.m. and the 3½-litre 160 b.h.p. at 5,000 r.p.m. This is more than was stated in your May issue of MOTOR SPORT.

I am, Yours, etc.,

Llandaff.  
J. A. H. MARSHALL.  
[Real horses!—See report of Jaguar records below.—ED.]

## SPORTS XK 120 JAGUAR BREAKS RECORDS at over 132 m.p.h.

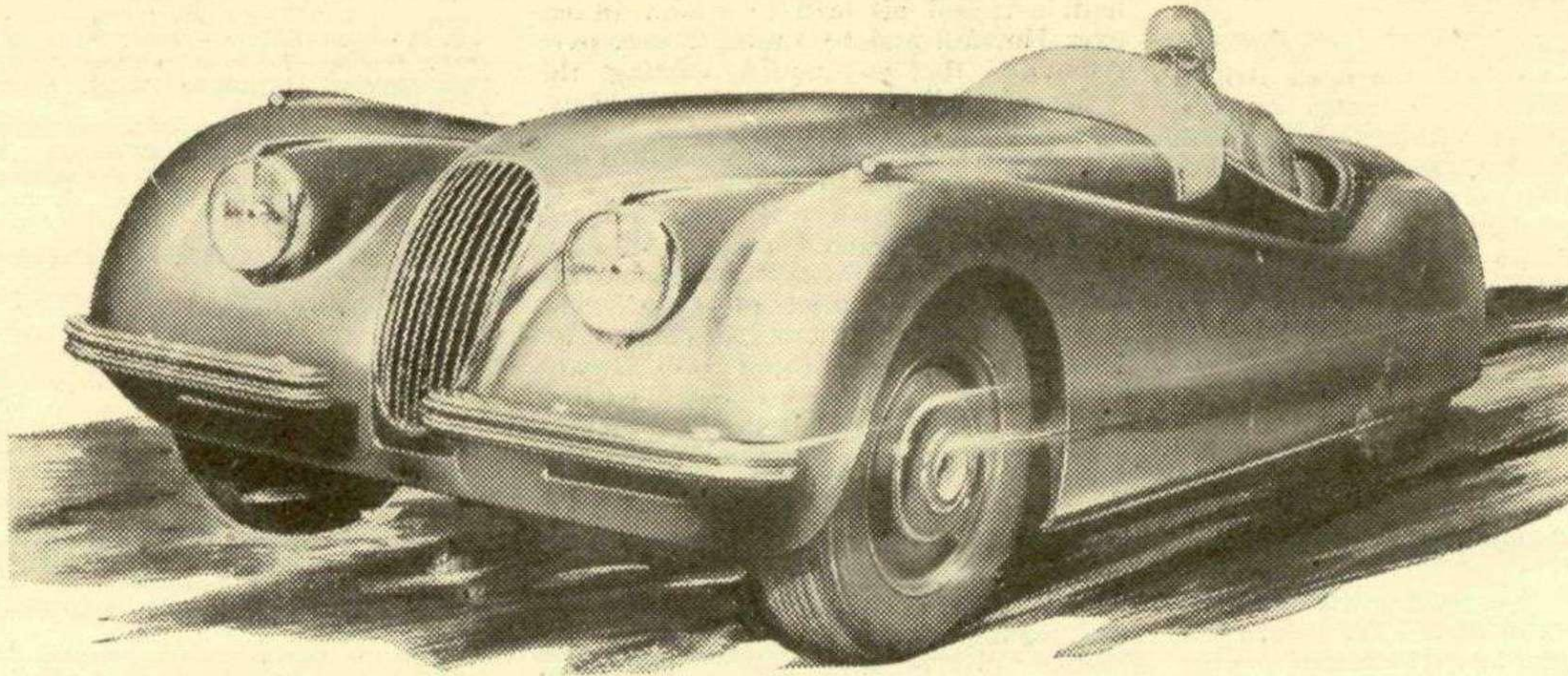


At the Jabbeke motor road on May 30th, a standard, fully-equipped, 3½-litre Jaguar Sports two-seater of the kind that created such a profound impression at Earls Court, broke Belgian local records standing to the credit of a Healey. 132 m.p.h. was easily exceeded, the highest speed ever attained by a production car.

Driven by R. N. V. Sutton, Lea-Francis exponent of twenty years ago, the Jaguar impressed those present almost as much by its silence and the way it held the road as by the historical speeds attained. With screen and hood erect, the two-way f.s. mile was covered at 126.448 m.p.h. (best run 127.098 m.p.h.). With screen removed, the speed for the mile was 132.596 m.p.h., the run towards Ostend being accomplished at 133.283 m.p.h.; truly magnificent! The Healey record fell by nearly 22 m.p.h. The f.s. kilometre record was taken at 132.362 m.p.h. (best run 133.388 m.p.h.). The Healey's s.s. kilometre and mile records were then broken at mean speeds of 74.168 and 86.434 m.p.h., respectively.

The Jaguar used the same Dunlop tyres throughout, Shell pump fuel, Shell oil, Lodge plugs, and standard Lucas electrical equipment.





# Jaguar

**again makes motoring history!**

**THE FASTEST SPEED EVER  
RECORDED BY A PRODUCTION CAR**

★ **132.6 m.p.h.**

*On May 30th, 1949, an entirely standard Jaguar 3½ litre XK 120 Super Sports Car, running on pump petrol, was officially timed in attaining this speed over a flying mile. This achievement, observed and recorded by the Royal Automobile Club of Belgium on the Jabbeke Motor Road, has gained for Jaguar 4 Belgian Speed Records and is the fastest speed ever recorded by a standard production car.*

★ Subject to Official Confirmation.



## ISLE OF MAN RACES

—continued from page 221

depot-control, so that his aged British E.R.A. vanquishes such things as two-stage Maseratis when they strike trouble. Now, however, we saw the real Bob Gerard in action, driving an epic race. Signalled to speed up, for Ashmore should have been able to catch him, he set a new lap record in 3 min. 9 sec. (73.88 m.p.h.), and then equalled it the very next, or 28th, lap! This handsomely beat last year's record of 3 min. 13 sec. by Parnell's (now Murray's) Maserati.

The pace was certainly telling. Murray retired his Maserati, after Parnell had inspected it, with gearbox trouble. The R.R.A. showed signs of having hit something gently.

The question was still, could Ashmore catch Gerard? But he did not seem to be doing so and then fate struck him another blow. He hit the kerb at Nursery Corner and burst his nice new off-side front Dunlop. The wheel-change was carried out magnificently, in 31 sec., Parnell helping to start the car by hauling on a rear tyre. But Jock Horsfall, driving a tremendously impressive race in Bell's E.R.A., went by to take second place.

After 30 laps Gerard led at 70.91 m.p.h., by 1 min. 10 sec. from Horsfall, who had averaged 70.09 m.p.h., and by 1 min. 23 sec. from Ashmore, who had averaged 69.91 m.p.h. Behind came Harrison, Walker, Rolt, Hampshire, Claes, Ansell and Heath. Three laps more and Gerard

had increased his lead to 1 min. 18 sec. over Horsfall and to 1 min. 27 sec. over Ashmore, the last-named grazing the hedge at Willaston Corner in his haste.

It was now virtually over. Gerard and Horsfall drove on to complete the race of their lives, both non-stop, and the Scuderia Ambrosiana two-stage Maserati had to be content with third place, the price of its two brief pit-stops. The warmest congratulations go out to an unfurried but very rapid Bob Gerard and to Joan Gerard, who controlled him from the pits. Horsfall showed remarkable ability, taking over an unfamiliar car at short notice. Only once did he "get between two gears" in the Wilson change, but he finished minus a piece out of the aero-screen and with no brakes, the gearbox serving to slow the car during the closing laps. A grand show, by British drivers and cars. The final placings tell a very interesting story:—

	m.p.h.
1st: F. R. Gerard (E.R.A.), 36 laps completed, 1 hr. 57 min. 54 sec. ...	71.06
2nd: St. J. Horsfall (E.R.A.), 36 laps completed, 1 hr. 59 min. 21 sec. ...	70.20
3rd: F. Ashmore (Maserati), 36 laps completed, 1 hr. 59 min. 25 sec. ...	70.16
4th: T. C. Harrison (E.R.A.), 36 laps comp.	69.29
5th: P. D. C. Walker (E.R.A.), 35 laps comp.	68.31
6th: A. P. Rolt (Alfa-Romeo), 35 laps comp.	67.07
7th: D. Hampshire (E.R.A.), 34 laps comp.	66.80
8th: J. Claes (Talbot), 34 laps completed ...	66.61
9th: G. Ansell (E.R.A.), 34 laps completed ...	65.41
10th: J. Heath (Alta), 34 laps completed ...	64.98
11th: G. M. Richardson (R.R.A.), 32 laps completed ...	62.47
12th: Jason Henry (Delahaye), 32 laps comp.	61.98
13th: G. Nixon (E.R.A.), 31 laps completed ...	60.34

## WINNERS' EQUIPMENT:

F. R. Gerard (E.R.A.).—Fuel: Shell. Wheels and tyres: Dunlop. Ignition: Lucas. Plugs: Lodge. Shock-absorbers: Girling and Andre. Brake linings: Ferodo.

St. J. Horsfall (E.R.A.).—Wheels and tyres: Dunlop. Ignition: Lucas. Brake linings: Ferodo.

F. Ashmore (Maserati).—Wheels and tyres: Dunlop. Ignition: Lucas. Plugs: Lodge. Brake linings: Ferodo.

## MANX MUTTERINGS

Harrison had put an old engine into his E.R.A. following the Silverstone "blow-up."

The race-commentary was put over by T. H. Glenbourne public address apparatus.

The stands were not very well filled, but many unauthorised people got into the Press section and destroyed concentrated reporting with their idle chatter.

The Press bulletins didn't seem quite so informative as usual and we missed the tea and cakes served in the Press stand last year—but there, we always grumble, and on the whole the arrangements were good.

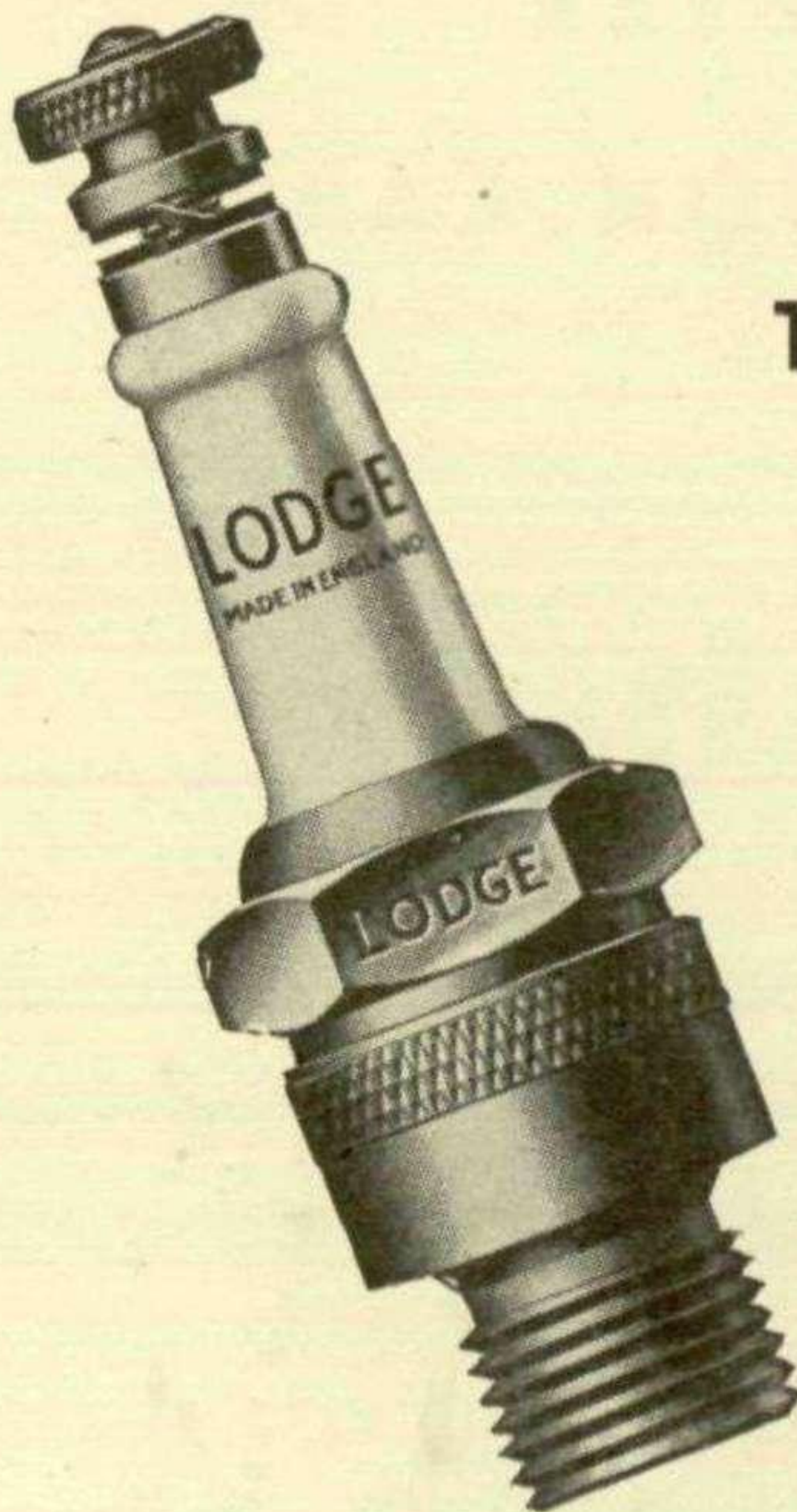
Ragged small boys showed great ability to climb into the stands from the back, and they were joined later in the afternoon by school-children on their way home!

Pertinent questions: How did the lightning-calculator young lady get on, and did the drivers appreciate the cemetery behind the course by the stands?

An "XK" Jaguar and a 2½-litre Riley 2/3-seater were used as course cars. Lady Bromet, wife of H.E. the Lieutenant-Governor of the Isle of Man, started the races, and T. G. Moore was one of the judges.

Lucas and Dunlop presented valuable prizes.

MOTOR SPORT flew to the race and back in an Airspeed 65 "Consul" of Air Enterprises, laid on by Air Liaison Ltd.



# LODGE

## THE MOST SUCCESSFUL PLUG IN 1948

... and now in 1949 the winners of:—

**BRITISH R.A.C. GRAND PRIX.**

**JERSEY ROAD RACE.**

**MILLE MIGLIA 1,000 miles, Touring Class**

**GOODWOOD B.A.R.C. MEETING.**

**SAN REMO GRAND PRIX.**

**BUENOS AIRES GRAND PRIX.**

## ALL USED LODGE PLUGS

Lodge Plugs Ltd., Rugby, England



“MOTOR SPORT” Samples Two Much-Discussed British Cars

**THE 2-LITRE STANDARD “VANGUARD”**  
and **THE 918-c.c. MORRIS MINOR**

REQUESTS from readers that we should publish a test-report on the Standard “Vanguard,” although it is not a high-performance car, have perhaps been influenced by the statement of an eminent motoring writer that the “Vanguard” was the fastest average-speed car he had ever had on the Continent, with which an equally eminent Swiss technical journalist readily agreed, and by the opinion of a well-known motor racing photographer that this Standard is “an ideal F.I.A.T. or Lancia “Aprilia” with all the bad points taken out and a number of good ones added.” As we have never accused either the F.I.A.T. “1,100” or the Lancia “Aprilia” of possessing many bad points we cannot be drawn into an argument on the latter score, but having recently been able to cover some 250 miles in a “Vanguard” we can give our impressions of this much-discussed car.

On the face of it, the “Vanguard” hasn’t a sensational performance. The speedometer needle seldom goes beyond the 75 m.p.h. position, 0-50 m.p.h. acceleration requires rather more than 16 seconds, and the manufacturers themselves strongly recommend that the car shall not continually exceed 65 m.p.h. in top, 40 m.p.h. in second or 20 m.p.h. in first gear. The van and utility versions are permitted 5 m.p.h. on each of these stipulated maxima, having larger tyres. How, then, has this car become associated with exceptional average-speed capabilities? It seems that a combination of well-damped suspension, steering that is not unduly low-g geared, reasonable pick-up, and an ability to cruise effortlessly at a genuine 65 m.p.h., coupled with powerful brakes, results in excellent journey-times for a car of this class.

As an example, early in our acquaintance of the “Vanguard” we disposed of the 10.7 miles from the old Lagonda factory at Staines to the “Jolly Farmer” fork on A30 in just under nine minutes, in spite of being baulked by a bus up Egham hill and by crawling lorries up Bagshot Hill. Later, hastening to Southampton to welcome Hess and Davis on their return from Indianapolis, we covered 44½ miles in an hour, averaging over 37½ m.p.h. for the first half-hour, which included negotiation of Farnham and Alton. For a roomy family saloon priced at £425 that is good motoring, although a F.I.A.T. “1,100” gave the same A to B performance pre-war, on perhaps more crowded roads. Our candid opinion is that it would be an insult to the late Ettore Bugatti, to the Maserati brothers, to the engineers at Derby and to others responsible for some of the world’s really rapid motor cars, to compare the Vanguard with their products on the score of maximum speed, acceleration, handleability or, for that matter, average-speed capabilities. For all that, this ambitious one-model Standard is in some

ways outstanding, compared with others in its own class.

There is no doubt but that the suspension, coil-spring and wishbone i.f.s. at the front, is well-damped, as rapid negotiation of hump-backed bridges testifies. This, in conjunction with understeer characteristics and a very generous steering lock which asks but 2¾ turns of the wheel, together with anti-roll arrangements that can be felt to do their work, enables the “Vanguard” to be put round

car, and speed need not be reduced because the surface has deteriorated. The car will negotiate deep mud without excessive wheel spin, confidence under such “colonial” conditions being helped by the excellent ground clearance.

It is, perhaps, the steering, rather than the suspension, which damps the driver’s ardour, for while, as we have observed, it is reasonably high-g geared, it is heavy in the spongy sense at low speeds and light but inclined to be vague at higher speeds, road undulations or a side wind tending to deflect the car. There is castor action, but this ceases before the wheels are fully centralised, which perhaps explains the tendency to wander in spite of understeer. The column is absolutely rigid and wheel reaction is transmitted only over bad surfaces, together with slight vibration. After 3,000 miles’ wear there was the usual lost-motion one has come to expect in modern cars, amounting to rather more than exists in a fifteen-year-old Austin Seven that has had its connections re-bushed. Dry tram lines deflected the front wheels. Full marks, however, are earned for a good lock. The car holds in well round long bends, nor did the tail-end break away on dry roads or the tyres protest to any extent.

The Lockheed 2LS brakes are very powerful for all ordinary occasions, with just a suggestion of fade when they are applied from about 70 m.p.h. They call for fairly heavy pedal pressure and are inclined to be fierce, resulting in nose-dip, so that progressive braking calls for good judgment. The car kept reasonably straight under crash-braking, with a tendency to pull to the off side and no particular noise or smell accompanied such adventures. The hand brake lives under the facia on the right, holds well, releases well once the short ratchet-release has been found, and is, in itself, quite an anchor.

The “Vanguard” really does offer generous accommodation, three abreast on both the deep, comfortable bench seats being a normal accomplishment. On operation of a convenient handle the front seat winds well forward when required, and it gives a good upright position, nor does the driver slide about on the leather upholstery as much as might be expected. The rear seat has well-padded side arm-rests but no centre-rest, while the driver’s arm-rest is too low-set to be of much value. The pedals and steering wheel are well placed and visibility is mainly excellent, although the screen pillars are rather thick where they join the down-swept roof and the near-side front wing is invisible. However, the car’s breadth of beam is soon forgotten and the width is easy to judge once the in-set of the wheels is accepted. The facia presents the usual row of rather indecisive “compressed milk” knobs for starter, lamps, heater and demister (which is an extra), choke, wipers and panel-lighting. A panel, clearly visible to the driver and

**THE STANDARD  
“VANGUARD” SALOON**

*Engine:* Four cylinders, 85 by 92 mm. (2,088 c.c.). R.A.C.-h.p. 17.9; 68 b.h.p. at 4,200 r.p.m. Compression ratio 6.7 to 1.  
*Gear Ratios:* 1st, 16.35; 2nd, 7.71; top, 4.625 to 1.  
*Tyres:* Dunlop 5.50-16 on bolt-on steel disc wheels.  
*Weight:* Without occupants but ready for the road, 24½ cwt.  
*Steering Ratio:* 2¾ turns lock to lock.  
*Fuel Capacity:* 15 gallons (range approximately 345 miles).  
*Wheelbase:* 7 ft. 10 in.  
*Track:* Front, 4 ft. 3 in., Rear, 4 ft. 6 in.  
*Overall Dimensions:* 13 ft. 8 in. by 5 ft. 9 in. by 5 ft. 4 in. Ground clearance, 8 in.

**PERFORMANCE DATA**

*Acceleration:*  
0-30 m.p.h. 6.6 sec. } mean  
0-40 m.p.h. 11.1 sec. } of  
0-50 m.p.h. 16.45 sec. } two  
0-60 m.p.h. 24.5 sec. } runs.  
s.s. ¼-mile 25 sec.

*Speed:*  
f.s. ¼-mile 69.2 m.p.h.  
Maxima in gears (maker’s recommendation):  
1st 20 m.p.h.  
2nd 40 m.p.h.  
3rd (top) 65 m.p.h.  
*Makers:* The Standard Motor Company, Ltd., Coventry.

corners in a brisk fashion from which a keen driver derives considerable enjoyment. Roll is not entirely absent, the car’s nose dips under heavy braking, and rough roads produce considerable up-and-down motion, but controllability is of a high order for a car of this kind and one, moreover, which must meet the requirements of the export market. Comparison with sports car stability is unfair. If it could be made, would it do this latest Standard any good, remembering that it is designed to sell in countries where most of the running is over habitually bad surfaces? As it is, really severe road-shocks are reduced merely to a tremor running from end to end of the

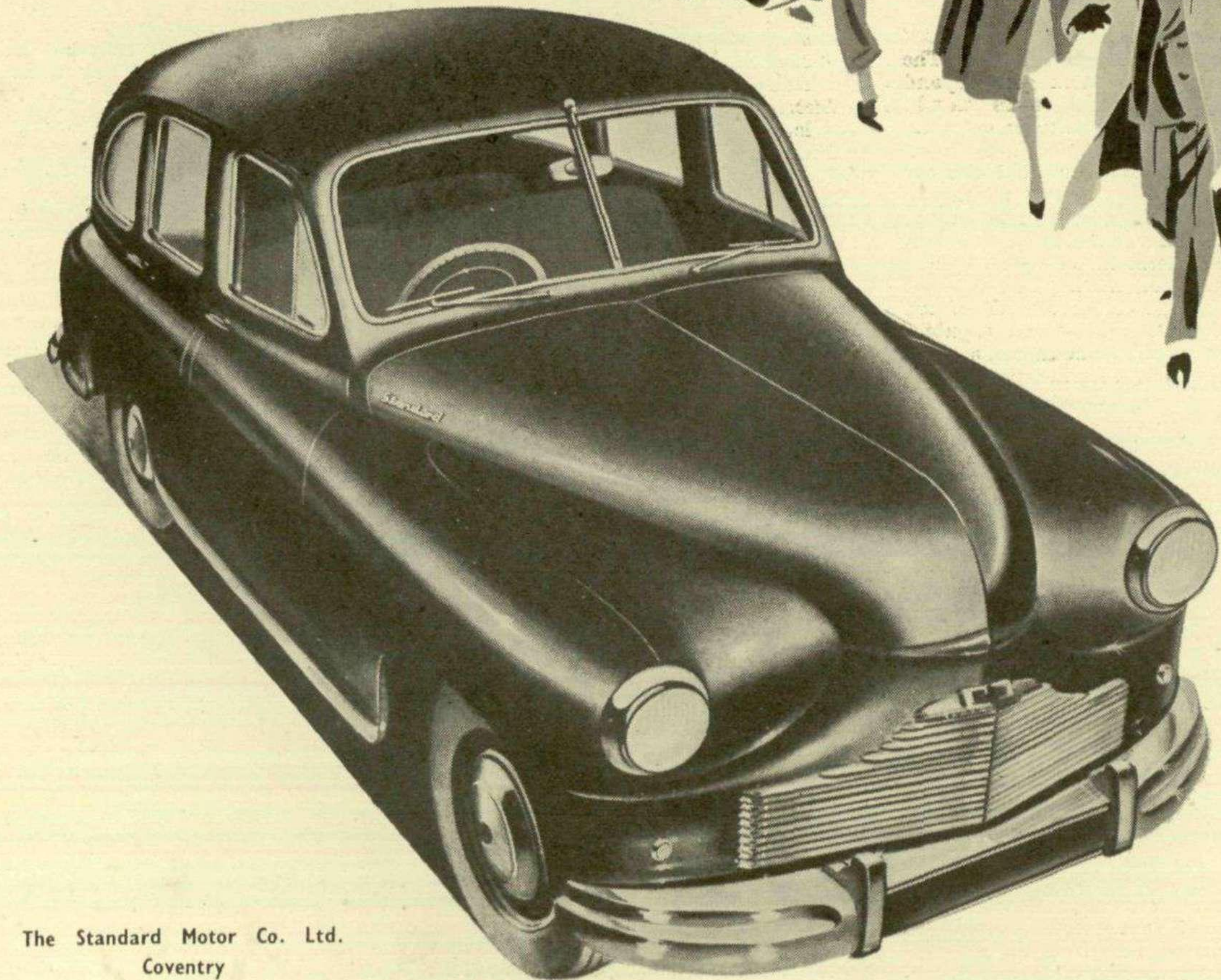


# STANDARD

# VANGUARD

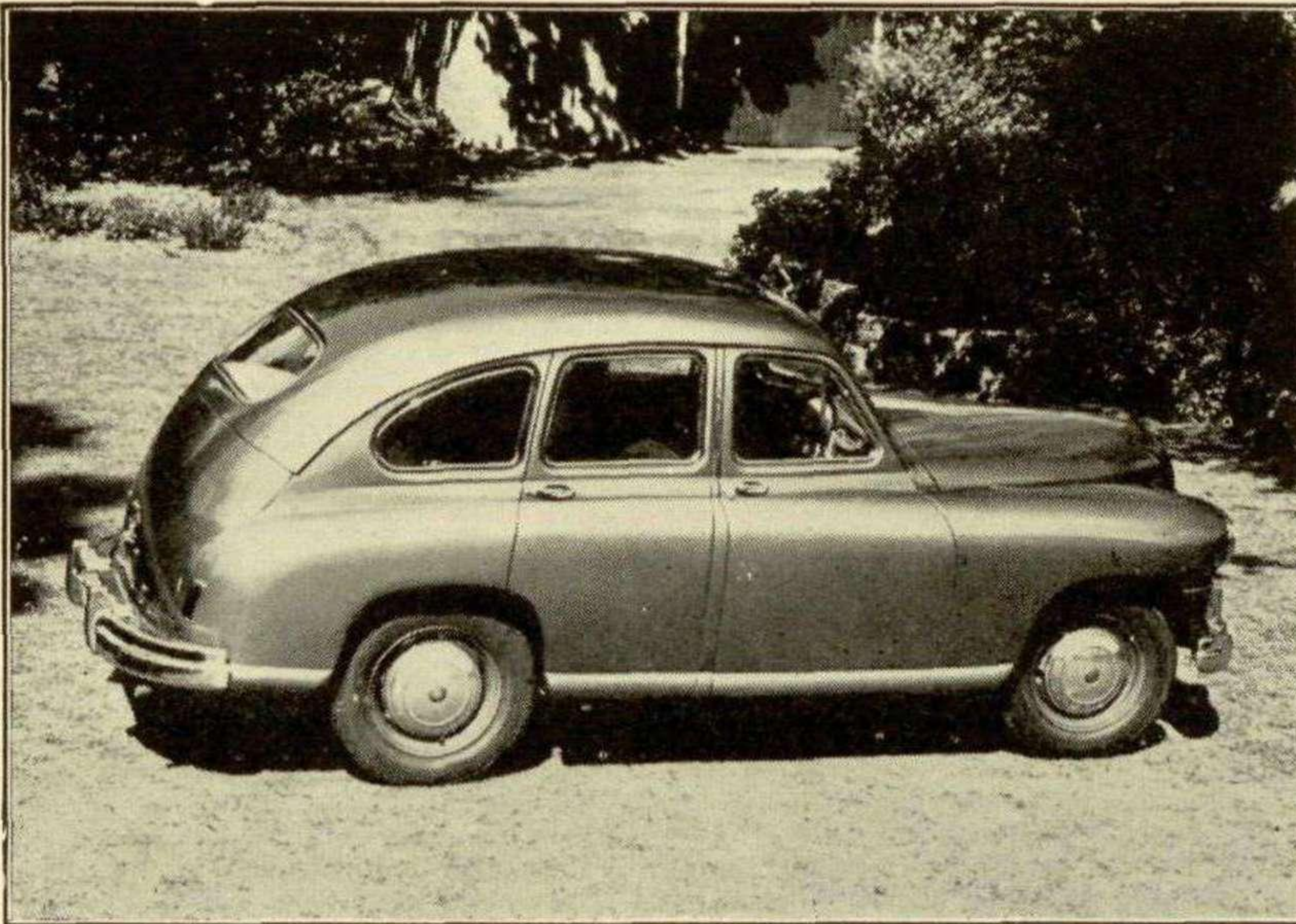
Room for all the family—

and the luggage, too!



The Standard Motor Co. Ltd.  
Coventry





[MOTOR SPORT copyright.]

**PLENTY FOR YOUR MONEY.**—The Standard "Vanguard" offers very generous accommodation and brisk performance in spite of its modest price and engine size.

well-lit at night, carries a water thermometer, oil gauge, a difficult-to-read fan-type speedometer with trip and total mileage recorders, an optimistic petrol gauge calibrated in gallons and litres, and a separate clock. The Standard engineers are to be praised for eschewing little glowing lamps in lieu of gauges, although there is no ammeter. The direction indicators self-cancel after actuation from a lever in the centre of the sprung steering wheel and a plated ring operates the mellow wind-horns. On the car tested there was one of those admirable H.M.V. radios.

Some timed test figures are included in the appended data-table and it may be remarked that the timed maximum speed represents almost peak engine r.p.m. If the maker's instructions are disobeyed, a speedometer 50 m.p.h. in second and 25 in first is possible. A rather surprising feature for a modern car is the lack of top-gear performance in a car that doesn't encourage gear-changing for its own sake. The rubber-mounted engine isn't really happy below 20 m.p.h. in top, although it will pull down to 8 m.p.h. or so. Thereafter it pulls away with no trace of a flat-spot, but not until the speedometer read 30 m.p.h. did real pick-up commence, while in middle gear 5 m.p.h. is possible, but again, decent acceleration is postponed until 25 m.p.h. has been attained. Beyond these speeds acceleration is good and we disposed of an early "Phantom" Rolls-Royce from a standing start.

The r.h. steering column gear-lever, substantial and working in a visible ball-gate, presents no difficulty, the synchromesh functioning very well with deliberate rapid movements and double-declutch downward changes being possible. The action, however, is rather heavy. At first we found the location of first and reverse *below* those of second and top confusing and we tended to go from first into reverse, for which there is no stop. The brightly-plated gear gate combines with the plated steering wheel boss to

cause dazzle in the V-screen on a sunny day. The clutch pedal has rather a long travel but the action is smooth, when it is realised that engagement occurs towards the end of the movement, and is very positive.

The engine is an easy starter from cold, a bit reluctant when hot, and a quiet runner, save for some exhaust burble when accelerating. Normal water temperature is 65 degrees C. and oil pressure varies with engine speed, settling to about 40 lb./sq. in. at 40 m.p.h. and beyond. Pinking on "Pool" isn't pronounced but appalling running-on was experienced, becoming less severe in the cool of the evening. Fuel consumption came out at 23 m.p.g. No oil or water was required, and the only trouble was momentary refusal of the starter button to actuate the starter, a bother that cured itself. There is a fair amount of wind noise at speed and a rumble from the tyres over certain types of road surface, but the heater motor is commendably quiet and only occasional rattles obtrude. The Lucas in-built lamps provide excellent illumination and dip effectively per foot control. The general appointments give evidence of good planning. Points we like about the "Vanguard" include the big boot with lockable, spring-loaded lid, pull-out external door handles, substantial doors, big parcels shelf behind the rear seat, large cubby hole with a sprung, if tinny, pull-up lid, excellent pull-out storage boxes in the front doors, slide-out driver's ash-tray, recessed anti-glare visors (but why such protruding grips?), fold-flat window-winder grips, snap-shut, if rather small, fuel filler, the ease of entry and egress, extra ventilating windows front and rear and good head room. "Pulls" and a roof lamp are provided, but no rear blind. We do *not* like the rather swollen, self-satisfied external appearance. To conclude, the Standard "Vanguard" is not a racing car or even a sports car, but it does possess average-speed propensities formerly beyond the reach of the British

family-car owner and it is, withal, a very roomy, well-planned vehicle, quite modestly priced—£543 16s. 2d., with p.t.

During the period of the British Grand Prix we were loaned not only the beautifully-appointed Coventry caravan mentioned elsewhere, but one of the new £299 Morris Minor saloons. If the van is a product that draws static admiration, the little Morris calls for the highest praise in respect of its qualities of vivacious action. For the handling characteristics of the car are superb and render it a delight to drive, even for sports-car folk imbued with the Grand Prix spirit. The torsion-bar and wishbone i.f.s. layout, the proportions of wheelbase to track, the small wheels, and the forward-set engine add up to the best roadholding and cornering we have experienced for a very long time, and then mainly in respect of cars of Continental conception.

On tight corners and long open bends alike the Minor displays admirable understeer and goes where it is required to go. If you steer it down into the gutter and hit a series of deep pot-holes or gulleys the firmly-damped suspension will impart a sharp kick to the car, but the roadholding will remain unaffected. The steering, too, is delightfully light and smooth throughout its entire range, so that a minimum of effort is required to whip the Minor round bends, particularly as just the right degree of full castor action returns the wheel to straight-ahead. There is no tendency to wander on the straight and, although the suspension is soft enough to convert really bad surfaces into merely a limited up-and-down motion, with no trace of pitching, yet only acute corners taken at speed provoke rolling and then not to an excessive degree, while the rear wheels still "follow through" beautifully, with no tendency to break-away without warning and a minimum of change from under- to over-steer. This in spite of the fact that if the car is swung from side to side of the road the suspension feels considerably "soggy." The wheels seem always to follow the road contour, with no patter or bouncing, while, although the steering is so delightfully light, the pleasant spring-spoke wheel requires only just over 2½ turns from lock-to-lock and the turning circle is commendably small. So well do the shock-absorbers work that humpy-bridges can be taken at speed and the car is lenient to a novice who enters a corner too fast at the wrong angle. These qualities, in brief, add up to a thoroughly jolly little car which is so safe and such fun to drive that one infinitely prefers twisting roads to dull arterial routes. We can think of no other British car of this class which gives so much sheer satisfaction to a keen driver.

There is kick-back at the wheel, varying from nil to quite a sharp movement according to the road surface, reminiscent of Lancia steering and having, from our point of view, no particular disadvantage. Column movement or vibration is absent, the front end of the car remains rigid at all times and not a trace of lost-motion was apparent after over 7,000 miles wear. The tyres protest only when the car is put abnormally fast round bends and tail slides are almost impossible to evoke, but, if the Minor does get so skittish, it



is a delight to bring under control again.

The driver is able to appreciate such fine handling qualities, because the visibility is generally very good, although neither front wing is normally in view and the screen pillars are somewhat thick. He sits nicely up to the wheel on a rather high, firm, adjustable bucket seat and he has ample elbow room on each side. The whole car, too, feels "all in one piece" and gets along with notable lack of effort or noise. True, the enthusiast who mistakenly wants to compare this wonderful little motor car with his beloved sports car will hanker for more low-speed torque, for the acceleration in top isn't brisk, and hills quickly pull the speed down. Against even this unfair criticism can be set the fact that on sheer cornering ability alone, and excellent Lockheed 2 LS braking, the Minor will put up truly creditable averages. As an example, on a journey from Hampshire up to Silverstone along very winding secondary roads and including negotiation of five minor towns, we put 42 miles into the first hour and averaged nearly 40 m.p.h. over 72 cross-country miles, including a brief stop and before being really accustomed to the car. Moreover, if the gearbox is used the very smooth and willing 918-c.c. side valve engine offers quite brisk acceleration, although its valve springs impose an absolute limit of 21, 36 and 52 m.p.h. speedometer readings in the quiet indirect gears. It runs down to 9 m.p.h. in top and picks-up well from 25 m.p.h. onwards. Our wives, sweethearts, uncles and aunts would be more likely to change-up at about 10, 20 and 30 m.p.h., respectively, and still feel they were getting along quite briskly. They could not fail to appreciate, too, the delightful steering and comfort of this Morris, even if they did not discover its exceptional cornering qualities to quite the same extent as those persons to whom MOTOR SPORT is primarily intended to appeal!

Here it can be observed that the gearbox is a delight to use, even if its lever is a trifle short and oddly cranked, and rather stiff to move. It will whip from one position to another very rapidly, synchro-mesh not protesting in the least, and the lever itself having short movements and being decently rigid. Reverse was tricky to locate, due to the strong spring-loading away from this to the central position—but that is hardly a criticism! The clutch action is light and the clutch showed no tendency to slip, but was tricky to engage, principally because the tiny Morris pedals, high set from the floor, are retained and that for the clutch operated only at the extreme end of its travel. The 7-in. brakes are powerful, even a thought fierce, without using real effort, progressive under lighter action, and gave no signs of distress in any direction, nor does the nose dip to any extent during a crash stop. The central hand brake of the old-fashioned sort nestles beneath the front bucket seats in a very accessible position and is admirably located, frees easily, and really works to the point of locking the rear wheels if required.

We found that we could get a speedometer reading of 70 or so m.p.h. along straight roads with a little help from down gradients, and that an indicated 60 m.p.h. was a very normal gait, while in the gears, 30 m.p.h. in second and 40

m.p.h. in third was the usual procedure. Later we timed it at 50 m.p.h. over the  $\frac{1}{4}$ -mile, with the speedometer showing 60. Incidentally, to hurry things up a quite delightful change down from top direct into second was normal tactics. As 2,500 ft.-per-min. piston speed equals 63 m.p.h. in top gear, there seems little fear of over-working the engine. Some engine noise is evident, the road wheels amplify sound and certain rattles arrived from somewhere or other, a noisy speedometer drive developing as the test proceeded, for example, and the gears hummed on the over-run. But, generally speaking, for its size the Minor is a quiet car, and very definitely so at the sort of cruising speeds at which ordinary motorists will drive it.

Apart from being a truly fascinating car in action, the Minor has several other charms. It is upholstered in a pleasing light-hued leather. There is a full-width parcels shelf below the fascia and an excellent cubby hole, its substantial lid releasing automatically on pressing a button on the windscreen sill; this button is matched on the opposite side by the dynamo-charging light. The

#### THE MORRIS MINOR SALOON

*Engine:* Four cylinders, 57 by 90 mm. (918.6 c.c.) R.A.C.-h.p., 8: 27 b.h.p. at 4,400 r.p.m. 6.6-to-1 compression ratio.  
*Gear Ratios:* 1st, 17.99; 2nd, 10.48; 3rd, 7.01; top, 4.55 to 1.  
*Tyres:* 5.00 by 14 Dunlop E.L.P. on bolt-on steel disc wheels.  
*Weight:* 15½ cwt. dry.  
*Steering Ratio:* Just over 2½ turns lock to lock.  
*Fuel Capacity:* Five gallons (range approximately 190 miles).  
*Wheelbase:* 7 ft. 2 in.  
*Track:* 4 ft. 2½ in.  
*Overall Dimensions:* 12 ft. 4 in. by 5 ft. 1 in. by 5 ft.  
*Makers:* Morris Motors, Ltd., Cowley, Oxford, England.

sloping V screen doesn't dazzle, as so many do, the trailing doors incorporating part of the front wings are beautifully hung and their pull-out exterior handles function admirably, while they shut against thick rubber mouldings. Exit and entry is not unduly impeded by somewhat restricted opening, while quarter windows provide ventilation apart from the main windows. The rear seat is roomy if somewhat restricted in leg room, there is a shallow shelf behind it, and plenty of arm room, with outer arm-rests. The comfort factor is high and the front seat backs fold to provide access. The rear compartment can be converted for luggage carrying by folding the seat forward. Items like the big rear window, adequate rear-view mirror, powerful horn, neat leather door "pulls" and flat floor were appreciated. The fascia carries merely the spring-loaded choke control, lamps control and starter control, all operating nicely and feeling substantial, the ignition key, an 85-m.p.h. Smith's speedometer incorporating a milometer, a pessimistic petrol gauge calibrated "E,  $\frac{1}{2}$ , F" and an oil gauge that sat habitually at 60 lb/sq. in. once the engine was warm. The layout is much to our liking. An H.M.V. radio

(an extra) was well-suited to this car. There are no ash-trays, centre arm-rests, rear blind or roof lamp—but remember, please, that the Minor is priced at only £299, or £382 16s. 1d. when the Chancellor of the Exchequer has had his "pound of flesh." We were, however, somewhat taken aback to find no instrument illumination, while the rear lamp had been left in the near-side wing although this was a r.h.-drive car! The bonnet catch is released by a handle rather tucked away under the fascia, but its safety catch is much nicer to use than most of its kind and it really works—we know, because Morris Motors' gatekeeper didn't close the bonnet properly after checking the engine number and we were in a distinct hurry for the next 50 miles but noticed nothing amiss. Accessibility of the engine and accessories is excellent, including dip-stick and even the front shock-absorbers. The direction-indicators are operated by a fairly easy-to-reach control on the extreme off-side of the dash and have to be manually cancelled, a warning light being incorporated in the control.

Externally, the Morris Minor is pleasant to regard—and easy to clean. Rabid vintage enthusiasts will not agree; but if you are going to have a modern-looking car at least let it *look* modern! The bumpers are substantial, the inbuilt lamps would have given a good beam if properly adjusted, at all events undipped (there is a good foot dipper) and the luggage boot has a light lift-up lid incorporating a reflector and illuminated number plate and the roomy interior, with spare wheel and tool-kit stowed separately, evoked surprised exclamations of praise. The fuel filler snaps shut a bit shakily and is rather small and the tank only holds five gallons; twin screen wipers work really effectively, controlled from a button on the windscreen sill. In rain worse than torrential a drop or two of water came in, and the screen misted badly even with the "Airflow" heater switched on.

Then there is the economy of this Minor in relation to its average speed propensities, a factor which will continue to be of first priority for many until "peace time" returns. Checked over 360 miles of abnormally hard driving the consumption was better than 36 m.p.g., and over a total of 600 miles approximately 37½ m.p.g. In that distance about a ½ pint of water was added, no oil was needed, and nothing went wrong, except that the near-side "trafficator" got a bit tired. The engine started as briskly as ever on a cold, damp morning, quickly warming to its task and only occasional muffled pinking was evident on "Pool."

To conclude, the new Morris Minor is a thoroughly attractive little motor car and a credit to its makers. It handles as few cars, large or small, do, and to our appreciation of such enjoyable controllability we would couple warm praise for Alec Issigonis—not unknown in motor racing circles!—who designed the chassis. Some months back we said, in connection with a certain Continental small car: "Many of the cars the motor-journalist tries he soon forgets, some live for long in his memory, a few, very few, he would like to have as his own." That sentiment applies even more definitely in the case of this Morris Minor—in spite of its modest price.—W. B.



# RUMBLINGS

Visiting the Monaco workshops at Watford again recently, we were able to get further details of the three Le Mans H.R.G.

## Down Watford Way

cars which by now will no doubt be finally completed and ready for the race. The dry weight of these cars, according to the dreaded gasworks weighbridge opposite, is 12 cwt. and 21 lb., so that with driver aboard and a tank of fuel they should go to the starting line at about 14½ cwt.

This very desirable lack of weight has been achieved by an almost complete elimination of body framework. The body, which is very easily removable, is in two halves, each of which is supported from four flexible mountings on the chassis by means of two fabricated light-alloy "ribs." A framework of ½-in. section square steel tubing supports the steering column and instrument panel, and the spare wheel is carried horizontally inside the tail with a light-alloy mounting on the rear chassis cross-tube.

With the body off, we noted that a 17-gallon light-alloy fuel tank is carried in a rubber-lined, flexibly mounted cradle above and in front of the rear axle. Twin fuel lines run, in the undershield, to a main/reserve changeover control on the driver's-side floor (near the main brake adjusting control) and thence, via a large aero-type filter, to twin S.U. pumps on the chassis beside the steering box. The normal S.U. semi-downdraught carburetters are retained. The battery is sunk into the floor beneath the passenger's seat, and there is a compartment of similar size beneath the driver's seat for tools and spare parts. The Pye R/T set is carried just in front of the passenger's seat, on the floor, where it does not inconvenience the passenger at all as his legs pass above it, and we were interested to note that the 1949 set is less than half the size, weight and electrical load of last year's edition—surely a clear-cut example of progress resulting directly from participation in motor racing!

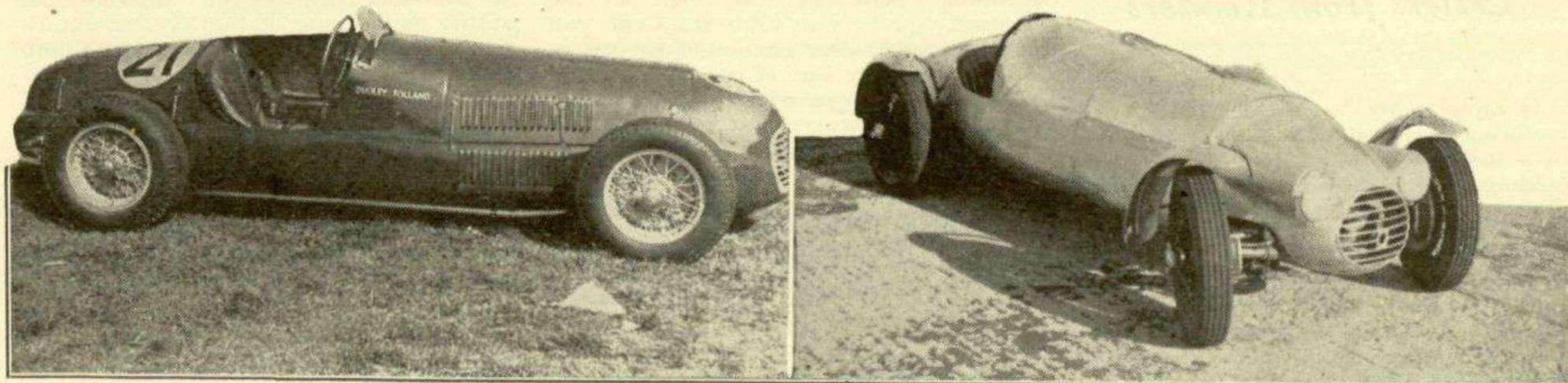
In the engine department a Lucas vertical magneto feeds Champion plugs, and a large Tecalemit filter-cooler looks after the lubricating oil. There is also a ½-gallon reserve oil tank on the bulkhead, and separate fuses for every electrical circuit as well as light-alloy holders for spare bulbs and sparking plugs. We were just examining and tracing the run of some most interesting external pipework from the water-pump, when a mechanic asked us to stand aside for him to put the body on. This operation, we must say, was even more interesting, as he performed it single-handed in about five minutes and we were then able to try the driving position.

With a road speed exceeding 23 m.p.h. per thousand r.p.m., these cars are an unusual mixture of large car and small car in the impression they create. The body construction is certainly courageous in the extreme and reflects great credit on all at Monaco who designed and executed it. How well it, and the cars, will stand up to two 24-hour races in quick succession remains to be seen. But we did hear a rumour that one of the cars had been rolled over, on test, and whilst this is

hardly the way in which the constructors would wish to test their handiwork, the resulting damage was apparently very slight. The drivers of these cars at Le Mans will be Peter Clark with Mortimer Morris-Goodall; Jack Scott with Neville Gee; and Eric Thompson with John Fairman: if still in one piece they will carry on for the further 24-hours at Spa, using the same personnel except that Neville Gee's place in No. 2 car will be taken by a Belgian driver, André Pilette. No. 1 car is a Rudge-Whitworth Cup finalist at Le Mans.

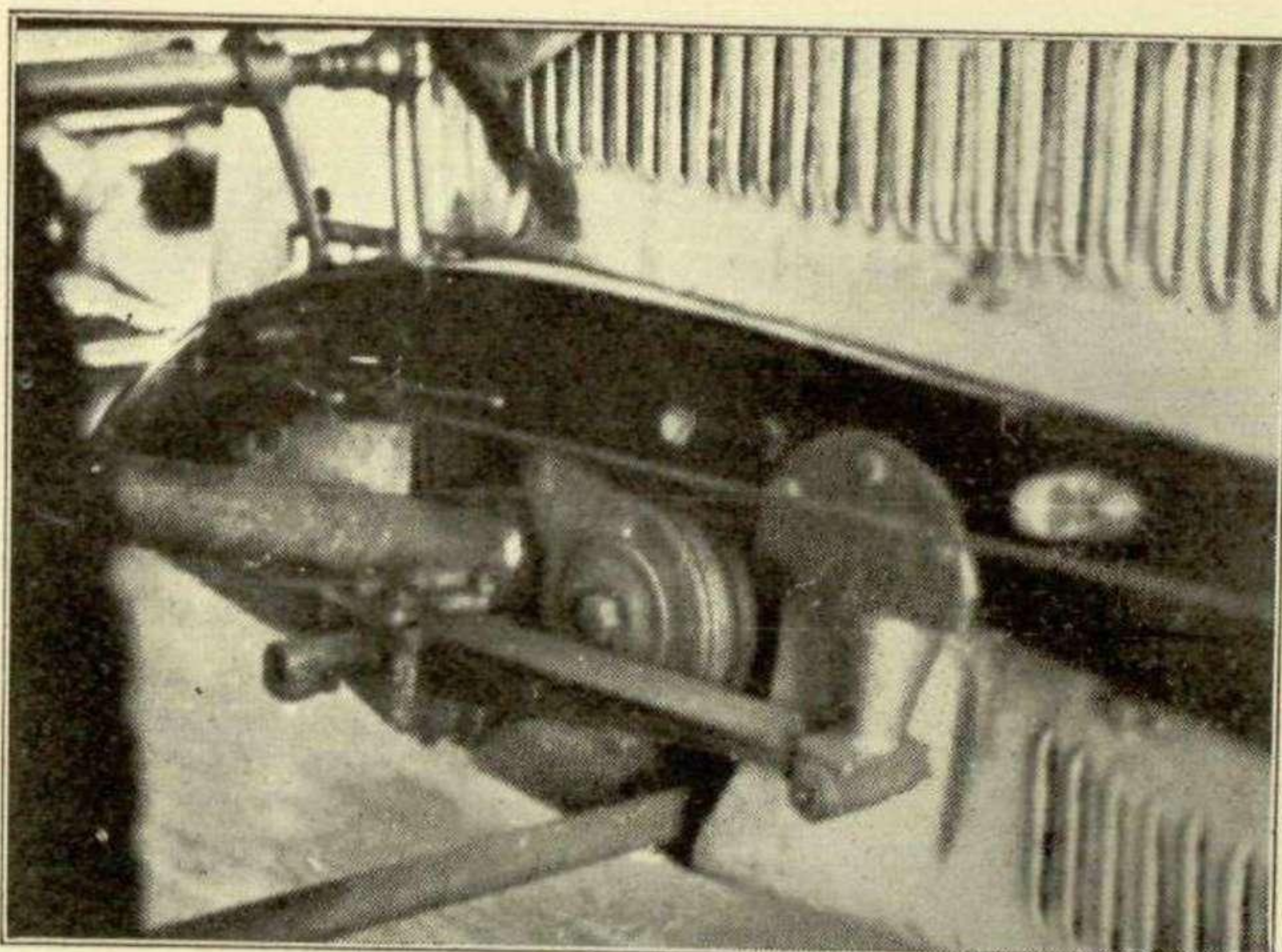
Some other interesting cars were encountered at Monaco, Ltd. The Healey which Onslow Bartlett is to drive at Le Mans was receiving routine servicing and we came upon that excellent "K3" M.G. single-seater which Folland raced last year and which C. J. R. Willment has recently acquired. Monaco will service it for him.

It should not be thought, however, that Monaco specialises only in racing or ultra high-performance cars. Normal repair facilities are available, indeed, a special system of periodical servicing is in operation, carried out by skilled operatives. The building of modern-style bodywork is another Monaco speciality, either from the drawing-board onwards or to client's own requirements. The body shells of the aforementioned Le Mans H.R.G.s are excellent examples of this work, each weighing a mere 50 lb., in spite of their rather complicated form. A very neat body has also been completed for R. O. Ayrton's Monaco-Bugatti-Special, this being a road-equipped two-seater with E.N.V. gearbox and a cowling over the traditional Bugatti radiator. The latest Heenan and Froude equipment is available for bench-testing customer's engines and a recent departure is a sales section specialising in high-grade used cars. At the time of our visit John Wyr and Dudley Folland had for disposal such delectable motor cars as two Type 55 "2.3" twin-cam Bugattis, one with an E.N.V. self-change gearbox, the ex-Darbishire Type 51 and a V12 Lagonda, apart from other excellent, if somewhat less rapid, vehicles. In the servicing department we came upon a Type 37 Bugatti, Holt's special-bodied, semi-aerodynamic H.R.G. two-seater, two "30/98" Vauxhalls, an imposing Delage and a truly magnificent "blower 4½" Bentley, with the last body—an elegant two-seater with rear tank—made by Van den Plas before they turned to non-custom construction. Owned by Victor Doland, this Bentley bears a plate on its blown cowl inscribed with a highly appropriate quotation from Byron. It was fitted some time ago by Monaco with a pre-selector gearbox having an inconspicuous r.h. control quadrant. This car, too, is for sale. Then in for routine servicing there were Rivers Fletcher's M.G. Magnette, Folland's evergreen 2-litre Aston-Martin which is to run at Le Mans, and James' V12 4-litre Sunbeam, which at one time was to be converted to four-wheel drive but is now to be rebuilt almost to the specification of the Campbell era—we marvelled at the size of the self-change gearbox. They are certainly versatile at Watford! Incidentally, methanol fuel is obtainable from Monaco, which will answer a query frequently met in the MOTOR SPORT offices.



**MONACO PREPARED.**—On the left is the 2-litre Ferrari (snapped by Griffiths at Goodwood) with which Dudley Folland plans an active season of sports car and Formula II racing. On the right is one of Peter Clark's team of H.R.G.s, destined for the Le Mans and Spa 24-hour sports car races. It is seen as tested recently, not quite completed. Both cars are prepared by Monaco of Watford, who also built the H.R.G. bodywork.





**JUNE QUIZ.**—Which racing car had this front axle and brake layout? Solutions on a p.c. by June 10th, please, so that we can publish the names of the knowledgeable in the July issue.

Naturally, while we were in Dudley Folland's company the conversation turned to the 2-litre V12 non-supercharged Formula II Ferrari which won a race on its first appearance in this country at Goodwood on Easter Monday. Last month we inadvertently published a picture of Heath's beautifully-proportioned and potent H.W. Alta, another Formula II car, and labelled it Folland's Ferrari. A picture of the latter car is published in this issue by way of correction.

**Ferrari Facts**

This Ferrari is a "works" car and it reflects great credit on Folland's reputation as a driver and Monaco's servicing facilities that it has been allowed to leave its native shores. It was brought from Italy in a van, accompanied by the Ferrari mechanic Boschi, but full sports equipment came with it and Folland hopes to drive it in the *Daily Express* Sports Car Race at Silverstone in August. It is, by the way, a catalogue sports model.

Very little preparation was required before the Goodwood meeting, beyond synchronising the accelerator pumps of the three dual Weber downdraught carburetters, tidying up the wiring, fitting British-made hose clips and repainting the car. The engine is, of course, a V12, with its cylinder blocks at 60 degrees, a single o.h. camshaft over each block actuating the valves, and the crankshaft running in seven plain bearings. It is believed to develop about 140 b.h.p. The compression-ratio is unknown but is in the region of 11 to 1 and normally a methanol/benzole/petrol mixture is used, although it is anticipated that petrol/benzole will be satisfactory if called for in sports car races. The carburetters draw air from a duct which protrudes from the front of the bonnet to provide a slight ram effect and to deliver cool air. The engine runs safely up to 7,000 r.p.m., but at Goodwood the car was over-gearred and

Folland did not have to use the highest ratio of the five-speed gearbox. The gear-change requires a light touch, being spring-loaded, and the car actually took two corners at Goodwood in neutral, as its driver was still unaccustomed to the luxury of so many forward speeds—nevertheless, a run-away win was secured!

The tubular chassis naturally has i.f.s., but in place of the swing-axle independent rear suspension of the Grand Prix Ferraris, the 2-litre has a normal rear axle sprung on out-rigged, underslung ½-elliptic springs. The wheelbase is 7 ft. 10 in., and the weight comes out at a mere 11½ cwt. The front wheels are shod with 5.50 by 15 covers, the rear wheels with 6.00 by 15, and when practising for Goodwood Folland discovered that the car bounced incurably on the older-type racing Dunlops, so that he was obliged to substitute Pirellis. If Dunlops can provide their latest diamond-tread racing tyres in 15-in. size, he will try them for the Manx Cup Race.

Two fuel tanks are available, that for sports car racing being specially shaped to accommodate the spare wheel. Fuel consumption appears to be in the region of 12-16 m.p.g. The engine has proved perfectly reliable and was not dismantled between the Goodwood and I.O.M. races. Indeed, on the Sunday following the Silverstone Grand Prix, Folland covered some 100 miles in the 2-litre at another venue by way of practice for the Manx event. The car handles well and is a beautiful-looking machine. Three axle ratios are available, 8/43, 9/44 and 9/40. At Goodwood the 4.9-to-1 axle was used, but the 5.4-to-1 ratio was to be experimented with for the I.O.M. race. Extra carburetter jets arrived by air from Italy in ample time. Watson is to race a 2-litre Ferrari this year.

It is interesting that the 1½-litre supercharged Grand Prix Ferrari is a very different proposition, with its 7 ft. 1 in. wheelbase and weight of 10½ cwt. Not only have the two that have come to this country proved extremely unstable, having, as Raymond Mays has said, no margin of safety, but in the matter of performance they do not seem to be a match for the B-type E.R.A.s, and it is probable that their power output is some 50 b.h.p. below the figure they were expected to produce. This is of only passing interest to Dudley Folland, who shared Peter Whitehead's Scuderia Ferrari car in the British Grand Prix, but it was an opinion freely expressed by the knowledgeable before that race had concluded. The engine of the Grand Prix car is supercharged with a single Roots blower, but at what pressure no one seems to know, as no blower gauge is fitted. Perhaps two-staging is the answer and, if so, Ferraris have already foreseen it, while the roadholding problem might, perhaps, be met by reverting to the 2-litre type chassis.

Incidentally, a rumour seems to have got about that the "Thinwall" car, which G. A. Vandervell entered and which Mays drove in the British Grand Prix, had been converted from roller to plain bearings so as to act as a test bed for Vandervell thinwall bearing-shells. Actually, both the Grand Prix Ferraris in this country and also Folland's 2-litre are plain-bearing cars and all of them, apparently, use Vandervell bearings.

The Ferrari is a most intriguing car and it is to be hoped that the Grand Prix version will in due course be endowed with more power when its roadholding justifies it and that Folland's 2-litre car will continue to win honours in sports car and in Formula II races.

**Letters from Readers**

Sir,

In reply to Mr. Verner, I regard "real motoring" as going from place to place in a motor car. The qualities of roadholding, cornering, braking and high cruising speed which add up to make a good touring car also make up a good racing car; but they do not go very far to make up a good trials car, whose suitability for touring is almost inversely proportional to its suitability for trials. I am also extremely averse to any type of competition which is so extremely damaging to a car as is the modern trial.

Having said that let me hasten to admit considerable sympathy with Mr. Verner since it is true that, in the less "pro-

fessional" sort of trial, such as the Vintage Sports Car Club run, one can compete with some chance of success in a quite ordinary sort of car which would not have enough power to perform to any advantage in a speed trial. But the modern chassis-breaking trial and trials special are anathema to me, because they are so utterly pointless and useless.

Arising out of the same letter of mine, I am interested and delighted to learn from Mr. Robins that the excellent H.R.G. can be supplied with varying ratios for different purposes.

I am, Yours, etc.,  
London, S.W.1. CECIL CLUTTON.

\* \* \*

Sir,

As you are aware this club's Speed Hill-Climb, to be held on June 25th at

Bo'ness-on-Forth, is of International status and is one of the five hill-climbs in the R.A.C. British Hill-Climb Championship.

In addition to our normal prize list this year we are offering a supplementary prize of £25 to the highest-placed competitor in the championship who has driven at the Bo'ness Meeting. This, we would like to make quite clear, does not necessarily mean that the recipient of this prize must make the fastest time at Bo'ness, or in the championship list.

Club facilities will be available to all competitors, including dinner after the meeting.

I am, Yours, etc.,  
Glasgow. ALEX REID,  
Public Relations Officer,  
Scottish Sporting Car Club.

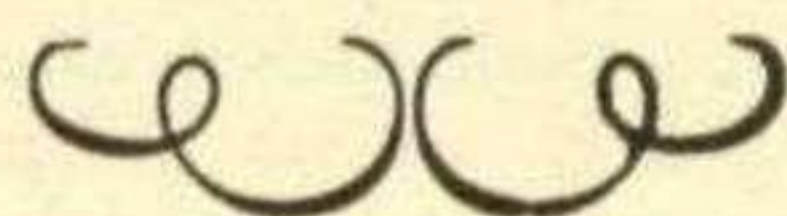


## WE HEAR

During April an 1899 Weston steam car made a last triumphant journey through York to the museum, to which it has been presented by K. Tye. The car is in really beautiful condition and its last journey was well written-up in the local Press. Incidentally, the police sportingly gave sanction for it to run *sans* trade number plates, so as to improve its appearance before the Press cameras. But, as one of our readers observes, it seems a pity to put such a good example of an old car in a museum when it is still in working order, although it will at least be well looked after and entertain many people. The V.S.C.C. has cancelled its proposed Le Mans Rally. In a Brighton breaker's yard a 1909 Armstrong-Whitworth landaulette, in good order and apparently in use as a taxi until recently, seeks a home. E. E. Happe points out that the high landing speed of to-day's jet-propelled aircraft necessitates completely revised braking systems and wonders when similar multi-disc, hydraulically-operated brakes are due to appear on fast cars.

Following the letter we published last February concerning Mr. Aird's 1932 3-litre Lagonda "Selector Special," C. Hayward writes to say that he, too, has a Lagonda which differs from the usual "Selector Special," being rated at 19.28 h.p., and having a push-rod engine with two S.U. carburettors. Can anyone give the history of this particular Lagonda? Mr. Hayward's car is still capable of a genuine 80 m.p.h., and will average nearly 20 m.p.g. Then Neville Lodge is wondering whether a "Twenty" Rolls-Royce engine could be installed in a "16/80" Lagonda, a conversion he has

# Club News



heard of as possible in the case of the 3-litre Lagonda. An early Rolls-Royce, chassis No. 66YB, languishes at a London breaker's yard.

After expressing regret at the apparent lack of enthusiasm for the sport in Oxford, G. D. Fisher wonders if any of the air-cooled S.A.R.A. cars are still running. When he was at Talbots from 1926 to 1930 there were quite a few around and our correspondent describes them as a "very mighty little motor."

D. L. L. Alexandra has acquired the Ford V8-engined F.M. Special, which was illustrated in our March, 1949 issue. It still has a Ford V8 engine. A friend of Robert Thwaites has acquired the 4½-litre Invicta once owned by Donald Healey and is busy removing surplus avoirdupois, including the trafficators. Incidentally, Mr. Thwaites is keen to see a gathering of enthusiasts in Cornwall and offers to lend his support to a scheme of Mr. Pritchard's that we have referred to previously. Mr. Thwaites can be contacted at Woodbine Cottage, Tallack's Creek, Devoran, Cornwall. He has recently exchanged his Riley "Kestrel" for an open Alvis "Firefly." Keith V. Lewis now owns the ex-Potter Lea-Francis which W. Green drove in the 1928 T.T. and would like to contact previous owners of the car.

J. C. Wilkins and G. E. Lant have acquired the ex-Humphries Q-type M.G. for use in sprint events. In Spain Simon K. Hansen is experimenting with two

Weber carburettors on his H.R.G. The response to the offer of a free Wolseley Hornet engine and gearbox, the taking away, published last month, resulted in a surprising response. There appears to be a lively interest in these cars. C. C. Williams refers to a car he has had for two years and overhauled, improving the roadholding by fitting oversize rear tyres, Hartford rear shock-absorbers and a modified off-side front spring rear-anchorage. The body has been considerably modified, the original heavy seats being replaced by light tubular seats, and a run from Newquay to Watford in 7 h. 20 m., including stops for petrol and a brief rest, is mentioned. One recently experienced snag is that top gear jumps out of engagement—any suggestions? Then James Fletcher recently bought the 1934 "Meredith Trinity Special" Wolseley Hornet only to have a rod break on Easter Monday, so he was hoping to "win" the spare engine. He formerly ran a "J2" M.G., but explains that a five-year-old daughter calls for more seating accommodation. The table mats with reproductions of Gordon Crosby paintings thereon are finding their way into the homes of enthusiasts. The historic racing scenes are well portrayed and are unaffected by heat, while the reverse side of each mat contains a description of the race depicted. Prices range from £2 12s. 6d. for a set of six, available from Beard's of 70, The Promenade, Cheltenham.

Floyd Grinnell, of the Sports Car Club of America, has completely rebuilt a 1936 "NA" M.G. Magnette, although only the exhaust manifold and bonnet louvres have been altered. He says this M.G. causes much interest in the States as most of the cars of this make in America

## FIXTURES FOR JUNE

1st.—750 Club Talk, "Red Cow," Hammersmith, 8 p.m.  
 3rd - 4th.—M.C.C. EDINBURGH TRIAL.  
 5th.—Hagley & District L.C.C. Half-Day Closed Trial.  
 B.M.C.R.C. Race Meeting (motor-cycles), Haddenham.  
 6th.—V.C.C. Eastern Veteran Car Rally and Gymkhana, Norwich.  
 B.M.C.R.C. Motor-cycle Racing, Haddenham.  
 Jersey M.C. & L.C.C. Closed Speed Hill-Climb, Bouley Bay.  
 11th.—MIDLAND A.C. INTERNATIONAL SHELSLEY WALSH SPEED HILL-CLIMB.  
 Grimsby M.C. Closed Invitation Old Timers' Rally, Cleethorpes.  
 Bentley D.C. Kensington Gardens Rally, London.  
 12th.—Bugatti O.C. Closed Speed Hill-Climb, Prescott.  
 Bentley D.C. Driving Competition against Metropolitan Police, Hendon.  
 Plymouth M.C. Allen Trophy Closed Rally, Devon.

12th.—Southsea M.C. Cannon Cup Closed Rally, Hambledon.  
 18th.—Bugatti O.C. Closed Invitation Race Meeting, Silverstone, 1.30 p.m.  
 Chester M.C. Closed Speed Trials, Queensferry.  
 Ulster A.C. Closed Veteran Car Rally, Co. Antrim.  
 Kentish Border C.C. Closed Freak Hill-Climb, Knatt's Valley.  
 18th.-19th.—Brighton & Hove M.C. Closed Invitation "Brighton-Ber" Trial.  
 Morgan Three-Wheeler Club Rally and Sprint, Colwall.  
 19th.—BELGIAN GRAND PRIX, SPA.  
 Lancia M.C. Restricted Inter-Team Trial, Overstone.  
 Leicestershire C.C. Closed Night Trial, East Coast.  
 M.G.C.C. Closed Trial, Lancashire.  
 22nd.—S.U.N.B.A.C. Closed Evening Trial, Birmingham.  
 25th.—SCOTTISH S.C.C. INTERNATIONAL SPEED HILL-CLIMB, BO'NESS.

25th.—Liverpool M.C. Closed Speed Trials, Ellesmere Port.  
 Midland A.C. Members' Rally, Harlech.  
 N.W. London M.C. Closed Challenge Trial.  
 N. Midland M.C. Rally, Retford.  
 W. Hants & Dorset Closed Speed Trials, Lytchett.  
 25th-26th.—24-HOUR SPORTS-CAR RACE, LE MANS, FRANCE.  
 26th.—Vintage M.C.C. Reliability Run, Birmingham-Banbury.  
 Chiltern C.C. Closed Tourist Trial.  
 Peterborough M.C. Closed Invitation Rally, Peterborough.  
 Sheffield & Hallamshire M.C. Closed Team Test Trial.  
 30th.—Jersey M.C. & L.C.C. Closed Sand Races, St. Ouen.  
 July 1st.—Ulster A.C. Closed Trial, Co. Antrim.  
 July 2nd.—R.S.A.C. Closed Invitation Speed Hill-Climb, Rest and Be Thankful.  
 V.S.C.C. Closed Invitation Race Meeting, Silverstone.



are late model "TCs." Grinnell thinks there are only seven "NA" Magnettes, but he also knows of a blown "K3," reputed to be the ex-Seaman car. He is also rebuilding a Type 30A Bugatti and intends to replace the coupé body with an open two-seater.

With diffidence we suggest that there may be railway-enthusiasts amongst our readers, but those who have veered so far vintage-wards as to enjoy looking for any form of early transport relies during their wanderings may be glad to know that three books on now-defunct light railways, with photographs of overgrown platforms, crossing-gates and similar remains, are available from E. C. Griffiths, 23, Downing Street, Farnham, Surrey. They deal with the West Sussex, Basingstoke & Alton, and Bishop's Castle lines, and cost 4s. 6d., 3s. 6d. and 5s. 6d., respectively, and there is the consolation that competition from road travel put paid to such railways! An Arab engine, believed to have been raced, is reported in safe storage.

Harold Pearson, thanking us for our kind remarks about his Morris Eight tourer at Lulsgate, sends some interesting data on this successful car. The car is a 1936 model and, apart from a set of inner valve springs, all the "mods." incorporated can be bought over the counter from any Morris dealer, as follows:—1939 Morris Eight pistons, to raise compression-ratio, alloy head from 1946-7 Morris Eight van, four-speed gearbox from 1939 Morris Eight, crown-wheel and pinion from ditto, dynamo and voltage regulator from ditto. In addition, a big-capacity 6-volt Lucas coil is used, wings and running-boards were removed for racing, and a little benzole is added to the fuel. Another reader, referring to last month's "Rumblings" on power/weight ratios, writes of his Austin Seven Special which had 1-in. diameter Wolseley Hornet inlet valves, a 6.5 to 1 compression-ratio and tappets contoured to give the same effect as high-lift cams. The chassis was lengthened and lowered and the engine dropped behind the front axle, while the radiator was set in front of the axle. Special back springs were used, together with a Wolseley Hornet steering box, column and steering wheel. With an aluminium body the weight came out at 7 cwt., 32 lb., with battery and lamps. The car held the road like a leech and a timed 74.6 m.p.h. was achieved, but con.-rods broke, so a Ford Eight engine was substituted for the Austin unit.

Mr. Fowler reports that his early Westwood light car (*not* Westbrook as we inadvertently called it) is now running and "is still able to beat all but the faster auto-cycles!" The V.S.C.C. "Bulletin" for May was as enjoyable as ever and contained a good write-up of Densham's Edwardian Calcott—the older small cars are getting in the news these days. As a result of announcements published in these columns, the Cornwall Vintage Car Club has been formed, open to enthusiasts in that county. It is proposed to meet on the first Friday in each month at 8 p.m. at the "Red Lion," Truro, from July onwards. The Acting Secretary is J. W. H. Pritchard, Towan House, Fore Street, Newquay.

### FOR THE LIBRARY

Many motoring enthusiasts collect motoring books and some seek rare works to intersperse with the classics. But we wonder whether collectors realise that in some of the early works on motor engineering which various publishers brought out in several volumes, or even in fortnightly or monthly parts, are to be found interesting pictures of vintage and veteran cars, even of racing cars, and useful servicing data and technical information about "period" cars and components for which instruction manuals and catalogues are indeed few and far between. One series of such books that were given to us recently appeal by reason of photographs of vintage cars in their "natural surroundings." One of these shows the exit from Blackwall Tunnel, enhanced in this instance because an early Bean tourer is emerging from it, but at once reminding us of how hopelessly lost we once became soon after emerging from this self-same exit during a rather hectic journey from Essex to Hampshire by way of Kent, when we were fuddle-headed on account of an all-night run down from Bo'ness in another car.

Incidentally, someone called at our offices recently and showed us a large number of current photographs taken of vintage cars wherever he had encountered them—in other words, in their "natural surroundings," such as a stately "Silver Ghost" Rolls-Royce saloon in Hyde Park or a 3-litre Bentley parked in Pall Mall, etc. Coupled with the ever-present excitement of discovering suitable material, this aspect of motoring photography may well appeal to those who habitually wear cameras round their necks. Again we decided that such photographs have something which conventional publicity "shots" of cars against a plain background or posed in impossibly attractive settings and as like as not draped with languorous females, have not.

To revert to those old technical motoring books in which the full-page plates or other illustrations are of just this kind of thing, some which come to mind, and which are still to be located by diligent search of the secondhand bookshops, include "Modern Motors," by H. T. Rutter (Virtue and Co.), "Modern Motor Cars," by Arthur W. Judge (Caxton Publishing Co.), "Cars and Motor-Cycles" (Pitman), and "The Book of the Motor Car," by Rankin Kennedy (Caxton). All appear to have been published in the mid-nineteen twenties.



### NORTH LONDON ENTHUSIASTS' C.C.

Members of this Club and of other invited clubs heard an interesting lecture on April 21st, when Lt.-Col. A. T. Goldie Gardner spoke on his record attempts, and showed slides depicting some of those efforts and the cars used, as well as incidents during record attempts by other people. He described his own experiences and imparted advice as to how to set about the task of record breaking. In answer to a questioner, the b.h.p. figures for the various classes in which he has broken records with his present car are: 1,100-c.c., 200 b.h.p.; 1,104-c.c., 205 b.h.p.; 750-c.c., 130 to

140 b.h.p., but considerably more could have been extracted; 500-c.c., 70 odd b.h.p.

The Italian autostrada which he visited in 1946 proved unsuitable for record-breaking because it had two rather nasty curves in it, which would cause a record car to skate right off. This is one respect in which record-breaking differed from racing; he admitted that record-breaking taught one nothing about braking and roadholding. However, he felt it was the finest way of showing the world what British cars can do.

He stressed the need for aerodynamic form, both internal and external, including underpanning. An instance of internal streamlining was the fairing-in of the front wheels *inside* as well as outside. For record attempts, the measured distance has to have a gradient less than 1 degree, and there have to be 1,000 metres either end with the same limitation as to gradient.

A telegram of congratulations was sent to the Austin Motor Company from the meeting, on the fine achievement by the A90 at Indianapolis. For this, Leonard Lord wired back his thanks, and expressed his appreciation.



### ASTON-MARTIN OWNER'S CLUB

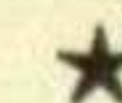
We have received a copy of the official magazine of the Aston-Martin Owners' Club, which is nicely printed and illustrated. The issue in question contains a long article by St. John Horsfall on how the new Aston-Martin won last year's Spa race, a Register of Bamford and Martin Aston-Martins, a page of Kleman-taski photographs, data on adjusting twin S.U. carburetters, specifications and servicing data applicable to 1929 to 1934 models, a lubrication chart and much club gossip. The Club is active and we gather that members are entering in numbers for the Bugatti Owners' Club Silverstone Race Meeting on June 18th.

Hon. Sec., Dudley Coram, 554, Limpsfield Road, Warlingham, Surrey.



### V.M.-C.C.

The Vintage Motor-Cycle Club is as active as ever and its Sheldon (Birmingham) to Banbury Run on June 26th is to be all complete with a souvenir programme with foreword by "Ixion," while the police of two counties have given their blessing. Ivan Wickstead, riding Len Cole's Douglas, made f.t.d. at Maple Cross Hill - Climb, and Anthony Bonnett's S.S.100 Brough-Superior clocked 23.9 seconds at Hendre Park. New members continue to roll in, the latest batch owning such desirable machines as 1913 Rudge, 1929 Scott Flyer, 1928 long-stroke Sunbeam, 1923 A.J.S., 1928 Brough-Superior, 1925 James and 1930 Rudge. If you desire to take part in this least expensive of motoring pastimes but haven't a pre-1931 bicycle the V.M.-C.C. will gladly help you to locate such a property. Hon. Sec.: R. A. Beecroft, 65A, Wembley Park Drive, Wembley, Middlesex.



### LAGONDA REGISTER

Never before have vintage enthusiasts been so well catered for in the matter of detailed data about the cars in which they are particularly interested. Or-



ganisations exist which compile and issue "registers" of Bentley, Alvis, Aston-Martin, Lea-Francis, Delage and Lagonda cars, with particular emphasis on who owns such vehicles and how to service them. The Lagonda register is a truly ambitious effort on these lines, containing painstaking results-lists of races, rallies and trials in which Lagondas have figured, compiled by D. H. Coates, data on how to identify different vintages of the 2½-litre Lagonda, servicing data, notes on the history and specifications of different Lagonda models, S.U. and Zenith carburetter tuning notes, a list of owners' registration numbers, and a list of members with addresses and details of cars they own. The whole thing is well produced on art paper and those interested should contact P. A. Densham, Damers Farm, Martin, Fordingbridge, Hampshire.



**THE MORGAN THREE-WHEELER CLUB**

Arrangements are in full swing for the event at Colwall on June 18th/19th. Apart from a concours and driving-skill contests, a ½-mile speed trial will be held, divided into classes for different types of Morgan. Those who are keen to see Morgans of various ages in action should make a note of this event—note also, however, that only members and friends will be admitted and an admission card must be obtained from a Group Organiser. Camping facilities are available. The entry list has closed. The Club issues a monthly duplicated magazine and recently elected ten new members. Secretary: G. Evans, 19, Chestnut Walk, Worcester.



**V.C.C.**

The Veteran Car Club has organised a pleasant event for its members at Whitsun, consisting of a rally to Norwich, to commemorate the A.C. of G.B. and I. rally to the same town held at Whitsun, 1898. The Club enterprisingly circulated a reproduction of the *Autocar's* report of the 1898 event with its regulations for this year's Eastern Rally. Apart from prizes for the rally event, an eight-mile safety-first drive and a gymkhana will be held on Whit-Monday, while the competing veteran and Edwardian cars will be on view to the public at Eaton Park, Norwich, from 12 noon until 2 p.m. The Lord Mayor of Norwich will declare the Monday events open, while the Norwich Accident Prevention Committee has presented some valuable prizes and free lunch and tea, garages in the town have generously offered free accommodation, the Norfolk Broads Yacht Club has invited members to its headquarters for its Regatta and is to put on a 7s. 6d. cruise in a motor launch, and altogether this should be a very fine event. Rally competitors may arrive at 118-120, Princes Road by 12 noon on the Sunday or at Eaton Park by the same time on the Monday. We mention these facts as many readers will undoubtedly wish to spectate. Entries have closed.



**CLUB ACTIVITIES**

It is always pleasant to learn of public bodies sanctioning motoring events. The Cleethorpes and Grimsby Corporations

are wholeheartedly co-operating with the vintage and veteran rally, trial and concours which the Grimsby M.C., with the aid of the V.C.C., V.S.C.C. and V.M.C.C., is holding on June 11th. Motor-cycle classes are pre-1901, 1901-1910, 1911-1920 and 1921-1930, and car and three-wheeler classes pre-1901, 1901-1904, 1905-1908, 1909-1914, 1915-1920 and 1921-1930. Entries have closed. Look for the competitors on Cleethorpes Promenade at 2 p.m. Local traders have contributed to the prizes.

The newly-formed W. Sussex Drivers' Club welcomes new members. This is essentially a *beginner's* club, confined to those resident in W. Sussex. Betty Haig, Twitten Orchard, Nutbourne Common, near Pulborough, Sussex, can supply details. The W. Essex C.C. continues to issue its printed magazine, "Wheel-spin." New members welcomed, at 10s. entrance fee and £1 1s. annual subscription. Many prominent drivers—Johnson, Bowles, Brandon, Way, Stirling Moss—belong. Details from J. F. Baretham, 26, Southview Drive, S. Woodford, E.18. Tel.: Wanstead 1751.



**REPORTS OF RECENT EVENTS**

—continued from page 199

TEAM AWARD.—Messrs. H. Myers, R. Maltby and A. Hopkinson.

**KENNING TRIAL:**

(Test Trial held on private road at Earle's Cement Works, Hope, near Sheffield.)

KENNING CUP.—R. C. Wingfield (Wingfield-Special).  
OPEN CLASS.—1st: R. C. Wingfield (Wingfield-Special); 2nd: R. W. Phillips (Fairley); 3rd: A. R. Priestley (Harley).

SALOON.—1st: R. Maltby (F.I.A.T.); 2nd: E. Wadsworth (Ford); 3rd: F. W. James (Wolseley).

BEST LADY DRIVER.—Miss B. Kemble (M.G.).

TEAM AWARD.—Messrs. R. W. Phillips, G. Oates and R. C. Wingfield.

Best aggregate of Dickinson and Kenning Trials: H. Myers (M.G.).

**PAU AFTERTHOUGHTS**

Here are some observations by our Continental Correspondent on the Pau G.P., received too late for inclusion last month:—

Before the race started a one-minute silence was observed in memory of the late Robert Benoist and the late Jean-Pierre Wimille. The front row of the start contained the two Argentine drivers Juan Fangio and Campos and the Swiss de Graffenried, all driving 4CLT/48 Maseratis. From the start Fangio took the lead and at the end of the first lap the order was Fangio, de Graffenried, Campos, Chiron, Pagani and Etancelin with the rest of the field strung out behind.

Throughout the 110 laps there was little doubt that Fangio was master of the situation and apart from changes of leadership due to pit stops the Argentine looked a certain winner. De Graffenried was driving exceedingly well and was succeeding in splitting up the Argentine team when Campos had to stop to change a wheel, at which time Louis Chiron brought his Lago-Record Talbot into third place.

As the race went on third position changed frequently and at 65 laps Maurice Trintignant had brought his 1,430-c.c. Simca up into that place, but by 80 laps Campos had worked his Maserati past the Simca. Five laps later Chiron, partnered by Mairesse, had passed the Simca and in that order the race came to a close. Etancelin, Chiron, Mairesse, Rosier, Giraud-Cabantous and Levegh all drove 4½-litre Lago-Record Talbots, using portable battery starter trucks on the starting line, as did the two 1,430-c.c. Gordini-Simcas, driven by Trintignant and Manzon, batteries being supplied by Robert Brunet.

Fangio, Campos and de Graffenried drove 4CLT/48 Maseratis, while Chaboud and Pagani used 4CL models. The two Argentine cars were painted blue with yellow bonnets and Harry Schell's early single-seater Talbot was painted blue with cream bonnet and body top.

The new Lago-Talbots have the transmission

stepped to the right behind the gearbox and the propeller shaft passes along the right-hand driver's armrest. Etancelin had trouble with his rear shock-absorbers and struck the straw bales just beyond the pits, pushing the car back single-handed to have the engine re-started, the regulations forbidding push-starting.

Towards the end of the race Fangio made a quick stop for oil and the mechanics then failed to restart the engine on the handle. After quietly watching three mechanics wind in vain, he leapt from the cockpit, gave one sharp pull on the handle, leapt back into the cockpit and was back in the race before anyone could appreciate what had happened.

About three-quarter distance Manzon's Simca became very sick and crept round on three cylinders in an endeavour to finish at all costs, Manzon meanwhile smoking a cigarette and driving with his helmet off. Both Gordini-Equipe drivers wore crash helmets.

Ecurie France entered Chiron and Mairesse on Lago-Records, but they shared Chiron's car for the race.

**BRITISH A.C. HAMBURG RALLY**

At Easter the British Automobile Club held a Rally which attracted 37 entries. In a ¼-mile speed trial which was amongst the special tests, a pre-war Talbot clocked 78.9 m.p.h., whereas the fastest post-war car, a 1½-litre Riley, managed only 77.5 m.p.h. A Volkswagen clocked 66.6 m.p.h., an interesting speed in view of recent controversy as to the true speed of this high-g geared car.

**Results:**

VOLKSWAGEN.—Tie between W. H. Fraser, Capt. P. W. R. Sabin and S. J. Lacey.  
PRE-WAR CARS UP TO 2 LITRES.—H. J. Coates (Mercedes).  
PRE-WAR CARS OVER 2 LITRES.—Tie between S/Ldr. C. R. J. Churton (Lagonda) and Comdr. J. O. S. Wilde (Vauxhall).  
POST-WAR CARS UP TO 1,100 C.C.—R. Baxter (Standard).  
POST-WAR CARS OVER 1,100 C.C.—Mrs. M. A. McLennan (Austin A40).  
BEST PERFORMANCE IRRESPECTIVE OF CLASS.—H. J. Coates (Mercedes).

**KENTISH BORDER C.C. TAYLOR CUP TRIAL**

The J. B. Taylor Cup Trial held on Sunday, May 8th, in the Swanley-Farningham area was a closed event which attracted 14 entries. Failures on observed sections were very few due to the exceptionally dry weather. The marking for awards was, therefore, decided on the aggregate time on three special tests with the following results:—

J. B. TAYLOR CUP (BEST PERFORMANCE).—R. W. Faulkner (Mercury-Special).  
CLASS A (UNDER 1,500 C.C.).—First-class award, M. H. Lawson (H.R.G.). Second-class award, C. W. Yates (Austin-Special).  
CLASS B (OVER 1,500 C.C.).—First-class award, R. F. Chappell (Ford-Special). Second-class award, K. R. W. Shackel (Ford coupé).

**PERPIGNAN GRAND PRIX**

Juan Fangio (two-stage Maserati) won the Grand Prix de Roussillon at Perpignan at 61.71 m.p.h. "Bira's" Maserati won the second heat, made fastest lap at 64.56 m.p.h. and finished second in the race as a whole.

**FINNISH GRAND PRIX**

Kvarnstroem (Hudson) won this Finnish event from Hinswaerk (Ford) and Keinaenen (Chrysler).

**LEINSTER A.C. CURRAGH RACE**

Unfortunately G. D. Cox (M.G.) was killed while practising. The winner was K. Murphy (N-type M.G. Magnette) from Manthorpe's "PB" M.G. and Ross' "TC" M.G. (continued on page 237)



# LETTERS from READERS

Sir,

As a keen member of the sports-car fraternity of the British Automobile Racing Club, I would like to hasten to the support of the Easter Monday programme at Goodwood.

I was responsible for getting a number of my messmates to take tickets and attend the first Goodwood meeting last year. Few were such keen motorists as me, and I gathered their opinion, in general, was the sports-car races were rather "slow," especially the "tail enders," in each race, and this caused a loss of interest which revived considerably with the racing-car classes.

As a typical cross-section of the motor-racing watching public a dozen N.O.s with wives and girl friends seem to me a fair example, and if their opinion is typical of the "man who pays," and I suspect it is, a racing-cars-only meeting will be much more of a draw, and the B.A.R.C. coffers will benefit accordingly.

However, if it is possible to include a few suitable sports-car classes at a later major meeting I would suggest a series of small sports-car-only meetings first, with open heats, the winners to run heats, so finally qualifying for the race at a major meeting.

This should provide the keen-but-not-quite-so-swift types with their fun and should produce a few thrilling races amongst the more fleet-footed of the sports-car "dicers" of the day. This would give the public the requisite thrill, without giving them time to get bored whilst the aforesaid not-so-swift jobs finish their "dice."

No doubt a number of the keener members of the motoring public would like to spend an afternoon watching this type of heat being run off, especially if they have a chance to mix with the drivers "off duty" and find out that they are human beings and not dashing gods with illimitable purses and stables of a dozen cars each—or are they?

Too many people think of the sports-car type of event as quite beyond the capabilities of the more able motorist with a reasonable car, carefully prepared.

I am sending a similar letter to the Secretary of the B.A.R.C.

I am, Yours, etc.,

D. C. GODFREY,

Gosport, Hants.

Lieutenant, R.N.

\* \* \*

Sir,

I would like to reply to Mr. Joseph Bayley on the subject of International motor-cycle racing.

Although I agree that 1939 was an unfortunate year for Britain in regard to actual wins in the main events, the overall record could certainly not be described as "almost complete obliteration," while his description of the Norton design as "obsolete and completely outpaced" is quite ridiculous. Perhaps Mr. Bayley forgets that this obsolete design still holds the T.T. lap-record.

Incidentally, the machines which are being raced to-day are not "Pool-developed monstrosities," as nearly all

present-day racing motor-cycles were developed on petrol-benzole which is very different from "Pool."

Even our complete domination of the 350-c.c. class does not please Mr. Bayley because, in his opinion, there was no opposition. Has he forgotten the N.S.U. and the D.K.W. machines in this class, all ridden by first-class riders? I can assure Mr. Bayley that the latter were very fast machines and in every way were worthy opponents.

Regarding his description of post-war racing as a farce, I do not think that there has ever been a period when our racing successes were so vital to Britain, and the proof of British supremacy can be seen from our motor-cycle export figures.

I am, Yours, etc.,

West Bromwich.

EDGAR MADDOX.

\* \* \*

Sir,

With reference to your excellent report of the Goodwood Easter Meeting, I desire to point out that the reason for my Riley's retirement after three laps in the first Easter Handicap was due to a minor collision.

Bingley, No. 4 (Aston-Martin), endeavouring to pass just at the end of Madgwick Corner, got his rear wheels on the grass, and got into an uncontrollable skid. His car heading towards my Riley at an angle of about 45 degrees, struck my near side front wheel with such force as to turn me off through the barrier into the "turnips," collecting an iron post and half-a-dozen yellow flags with my right arm en route.

Due to the low build and stability of my Riley, I was able to keep on an even keel—though not, I fear, on four wheels—and regained the track again without much loss of speed, trailing my yellow flags behind me.

The front axle and exhaust manifold were badly bent, but I managed to drive in to the Paddock, and thus completed my three laps.

Bingley apologised very courteously for an accident which might have proved much more serious, but "it's all in the luck of the game."

I am, Yours, etc.,

London, W.1.

H. J. RIPLEY.

\* \* \*

Sir,

As entrant of the Cripps Special in the Bristol M.C. and L.C.C. Lulsgate Race Meeting, I should like to point out that you are in error in stating that J. M. James (4,800-c.c. Bugatti s/c) finished third in the sports cars over 2,000-c.c., and super-sports cars over 1,500-c.c. race.

Mr. James' time in Heat 2 was 9 min. 1 sec. My brother's time in Heat 1 was 8 min. 57 sec. The result of this race should therefore read:—1st: L. Onslow-Bartlett (8 min. 47.2 sec.); 2nd: J. G. Fry (8 min. 53.4 sec.); 3rd: W. Cripps (8 min. 57 sec.).

I am, Yours, etc.,

Netley Abbey,

JOHN A. F. CRIPPS.

Hampshire.

CRYSTAL PALACE ROAD CIRCUIT.

Sir,

Further to my letter published in your April issue, and referring to R. Bousher's letter in May, I am sorry to learn about the decision reached over car racing at the Crystal Palace by the directors and the Croydon Council. It is difficult to appreciate it if there were no complaints regarding noise when this circuit was used pre-war by cars.

Also, amongst the proposals for the re-opening of the Crystal Palace, I believe there was one for a speedway. If this is so, I do not see why my original suggestion could not go forward, i.e., make this circuit "a happy hunting ground" for the "500" brigade, as they should make no more noise than dirt track machines, as they use similar engines.

I am, Yours, etc.,

Hemel Hempstead,

K. J. BLYTHE.

Herts.

## CLASSIFIED ADVERTISEMENTS

—continued from page 248

### WANTED—continued

**NORTH WESTERN REGION** Aero or Super Sports Morgan J.A.P. Box No. 215, MOTOR SPORT, 15, City Road, E.C.1.

**J2 M.G.** (not "M" Type) crankshaft and one "circlip-type" con.rod., at a reasonable price. Cole, Haddon Court, Hatfield.

**MORRIS OXFORD SALOON** or similar. In running order. Clean. £55 limit. Near London. Box No. 220, MOTOR SPORT, 15, City Road, E.C.1.

**£50-£60 CAR.** What have you for "hack" purposes? Walker, 3, Marlow Drive, Handforth, Cheshire. Tel.: RUS 3075.

**1935 "16/80" LAGONDA.** Close-coupled, pillar-less saloon. Engine and body must be original, and car in mechanically sound condition. Please indicate lowest price, and forward recent photos. Box No. 232, MOTOR SPORT, 15, City Road, E.C.1.

**RACING OR SPORTS MOTOR CYCLE ENGINE.** Any age. Any condition, but must be cheap. Box No. 239, MOTOR SPORT, 15, City Road, E.C.1.

### SITUATIONS WANTED

**ENTHUSIAST OF 29**, with sound knowledge of sports cars and specials, with small capital and ideas of garage with accent on the sport, wishes to meet his counterpart or prospective employer. Box No. 211, MOTOR SPORT, 15, City Road, E.C.1.

**ENTHUSIASTIC BOY** of seventeen would do anything and everything to get work with racing cars, with suitable wages. Box No. 195, MOTOR SPORT, 15, City Road, E.C.1.

**VINTAGE AND VETERAN CAR ENTHUSIAST.** 29. No ties. Seeks interesting post. All suggestions welcomed. Box No. 221, MOTOR SPORT, 21, City Road, E.C.1.

### MISCELLANEOUS

**OXFORD AND DISTRICT.—SPECIAL OFFER:** Your sports or special sprayed your colour for £12 10s. Satisfaction guaranteed. Cars collected, returned, radius 10 miles. Callers welcomed at Bentley Garage, Milton Common, Oxford.

**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. Tel.: Tulse Hill 3483.

**WELL EQUIPPED AND THRIVING** small garage business for sale at £1,250, including stock-in-trade. In business and residential area of Bromley, Kent. Excellent goodwill, low rent and overheads. Owner leaving this part of country. Box No. 210, MOTOR SPORT, 15, City Road, E.C.1.



# NEW ZEALAND'S FIRST ROAD RACE

*Successful Event at Christchurch won by M. Proctor*

*(1,100-c.c. "Brooklands" Riley)*

By T. G. MOORE

HILL-CLIMBS, sand races and speed events have been held in New Zealand for many years, but the Canterbury Car Club by members of the newly-formed Vintage Car Club broke new ground this year in organising a full-scale road race. Originally it had been intended to use a road circuit on the outskirts of Christchurch, but ten days before the date of the race, news came through that permission would not be given to run the event over public roads. A last-minute appeal was made to the Prime Minister, and approval was then given to an alternate suggestion, that the race should be run on the perimeter track of Wigram Aerodrome, a R.N.Z.A.F. station near Christchurch. This change of venue added greatly to the difficulties of organisation, but in spite of this the event was run off without a hitch.

The race took place on February 26th, and there were 22 starters. Two vintage racing cars headed the list, Proctor's "Brooklands" Riley, said to be the car in which Mrs. Wisdom and Miss Joan Richmond won their class in the 1932 Thousand-Mile Race, and Roycroft's single-seater 500-Mile Race Austin. Biggest sports car was Bennett's 4½-litre short-chassis Invicta, with twelve M.G.s ranging from a lowered P-type to Mrs. Lupp's 1948 "TC," making up the bulk of the field.

Two ingenious Simeca-like Singer-engined specials were notable. Logan's car had a "Le Mans" engine in a F.I.A.T. "500" chassis, while Hoare went one better with a similar engine, F.I.A.T. suspension, a tubular chassis and a chain-driven transfer box which lowered the transmission line. Most successful of all was Green's car, with an ex-Flying Squad Wolseley engine, Model-T Ford side-members and quarter-elliptic suspension fore and aft à la Frazer-Nash.

The circuit was a tricky one, with two corners, one acute S-bend and several fast bends, all in a circuit measuring 2.1 miles. The meeting consisted of two events, which were run concurrently. The New Zealand Road Race Championship was run over a distance of 50 laps (105 miles), while the cars were at the same time competing in a handicap event. Cars of three litres or over started from scratch, while smaller cars received credit laps according to their capacity.

A bright but cool day provided ideal conditions for racing. A crowd estimated at 30,000 was scattered round the course, kept at a safe distance by rope barriers, and with the hangars ranged along the track at one point made a setting which recalled old times at Brooklands.

Starting positions were determined by the lap-times put up during practice. Bennett (Invicta), Green (Wolseley Special), Christie (TA-type M.G.) and Proctor ("Brooklands" Riley) were in the first line. When the flag dropped Green shot away from the rest of the field and in four laps was starting to lap the slower cars. Roycroft on the Austin was second on the first lap, but was overtaken on the next lap by Proctor on the Riley. These two cars were well matched and the drivers continued their struggle throughout the race.

Order at 10 laps.  
1st, Green (Wolseley Special, 1,604 c.c.); 2nd, Roycroft (Austin, 750 c.c. S); 3rd, Proctor (Riley, 1,100 c.c.); 4th, Ransley (Riley, 1,986 c.c.); 5th, Bennett (Invicta, 4,500 c.c.); 6th, Christie (M.G., 1,292 c.c.).

At the 13th lap Green came into the pits. His petrol pump had gone out of action on the starting line, and he had had to use his auxiliary tank, with pressure from a hand-pump. He managed to clear the blockage, but lost two laps before he could get going again. Hoare, who had completed his Singer Special only two days before the race, paid frequent visits to the pits to refill his radiator, but otherwise the cars were standing up well.

The Austin now led the field, but Proctor was

pressing hard, clipping the grass each time on the S-bend as he tried to pass Roycroft, and at 18 laps Roycroft had to come in to change plugs. R. F. Christie, who so far had been leading the M.G. contingent, hit a shallow drain which crossed part of the track and winded himself against his steering wheel. His father, President of the Club and the oldest driver in the race, took over, but the pit stop allowed Mrs. Lupp, the only woman driver in the race, to move up into fourth place.

Proctor, Bennett and Ransley now held the first three positions. The standard of cornering was very creditable, especially in view of the fact that none of the drivers had previously driven in road races. The only accident of the day occurred at the 21st lap when Parker (M.G.) got into a slide at a corner, touched the straw bales and turned the car over into a ditch. He escaped unhurt except for a damaged thumb.

Green and Roycroft had now got going again, flat out to make up for lost time, and kept the spectators on their toes as they passed and repassed one another. In this duel Green put up the two fastest laps of the day at 1 min. 45 sec. (72 m.p.h.) Proctor meantime was holding the lead, fast but safe on all the corners, and lapping at 1 min. 52 sec. (67.5 m.p.h.).

Order at 30 laps.

1st, Proctor (Riley); 2nd, Bennett (Invicta); 3rd, Ransley (Riley); 4th, Roycroft (Austin); 5th, Mrs. Lupp (M.G.); 6th, Green (Wolseley Special).

At 30 laps Bennett received the speed-up sign from his pit, and managed to pass Proctor on the straight. He was working hard winding his big car round the S-bend, and with only standard tyres available one wondered whether he would get through the full distance without a pit-stop. Proctor was only 200 yards behind, and Ransley, whose Riley until recently had been carrying a saloon body, was holding third position at the same interval.

Proctor still had something in hand, however. At the 40th lap his pit gave him the "green," and extra speed on the straight and some strenuous cornering brought him back into the lead. Roycroft on the Austin made a hurried pit stop to change a tyre, his mechanics raising the car bodily without bothering to use a jack. Green had been hanging grimly on in sixth place and now passed Logan, moving up to fourth.

In the last laps Bennett did his utmost to overhaul the Riley, but Proctor refused to be ruffled by the challenge and continued increasing his lead. One lap still covered the first six cars and it was going to be a close finish.

The Austin had received five laps in the handicap event, and won this by twenty yards from Proctor, in spite of his two pit stops. Proctor seemed safe to win the big event, however, and five laps later finished a well-judged race with a lead of half a mile.

So ended New Zealand's first full-scale road race, an event which held its interest right to the end. Next year a more ambitious race is planned, an Australian Championship. This will form part of the Canterbury Centennial celebrations, and with a longer race and bigger prize money it is hoped to attract drivers from overseas.

**Results :**

	<i>h.</i>	<i>m.</i>	<i>s.</i>
1st. M. Proctor (Riley, 1,100 c.c.)... ..	1	35	56
(65.7 m.p.h.)			
2nd. F. Bennett (Invicta, 4,500 c.c.) ...	1	36	22
(65.4 m.p.h.)			
3rd. D. Ransley (Riley, 1,986 c.c.) ...	1	36	36
(65.2 m.p.h.)			
4th. H. Green (Wolseley Special 1,604 c.c.) ... ..	1	37	4
(64.9 m.p.h.)			

**HANDICAP RACE**

1st. R. Roycroft (Austin); 2nd. M. Proctor (Riley); 3rd. H. Logan (Logan Special); 4th. Mrs. S. Lupp (M.G.); 5th. D. Ransley (Riley); 6th. R. F. and H. D. Christie (M.G.).

**REPORTS OF RECENT EVENTS**  
—continued from page 235

**WEST ESSEX M.C. CHELMSFORD RALLY AND DRIVING TESTS**

The first Chelmsford Rally and Driving Tests organised by the West Essex Car Club were held on May 8th at the Police Driving School, Chelmsford, by permission of the Chief Constable of Essex, Capt. F. R. V. Peel, C.B.E., M.C., B.A. Fifty-one starters including nine Police Instructors in standard type cars and many of Southern England's leading trials drivers in their usual trials machines took part. The tests were run on the "clean sheet" basis with awards going only to those drivers who completed all the tests clean.

At lunch Capt. Peel expressed the hope that this gathering would be the first of many and would do much good in helping to remove the long-standing barrier which seemed to exist between so many motorists and the police.

The first test produced some very fast times, J. H. Appleton in his blown Allard proved best with 29.6 sec., F. Dennis Dent (Allard) second with 30 sec., and Sgt. A. H. J. Whitehead, driving an instructional M.G. 1½-litre saloon, third with 30.4 sec.

The second test, a wiggle-woggle of some 120 yards, proved a small car's delight, fastest time being returned by S. G. E. Tett (H.R.G.) in 31.2 sec., with Sgt. A. H. J. Whitehead (M.G. 1½-litre) and F. G. Ransley (M.G. "TA") second and third in 33 sec., and 33.6 sec., respectively.

The next and final test of the general rally was a reverse and forward to flying finish with a running start by drivers to their cars and produced some most unorthodox methods of entry to the various vehicles. The times in this test were extremely close and resulted in a tie for first place between A. G. Imhoff (Allard) and J. V. Lewis (Riley "Kestrel") in 14.2 sec., and a tie for second place between Onslow Bartlett (Mercury Special) and S. G. E. Tett (H.R.G.) in 14.6 sec., with third place held by H. Clayton (Clayton Special) in 15 sec.

After tea, the assembly of some 250 persons adjourned to the Skid Patch for the final event, an optional part of the rally in the form of a timed double figure eight on the oil and water-covered surface of the skid area. Before this test started, two of the police drivers gave a serious exhibition of bandit policing with a Lagonda Rapide and a model 81a Ford V8 saloon, which was later followed

by a not-so-serious, but certainly more hair-raising exhibition by A. G. Imhoff in his Allard and L. J. Onslow Bartlett in his Mercury Special with S. H. Allard as an apparently unwilling passenger, who showed how the same thing should be done backwards.

The fastest time in the actual test was recorded by S. G. E. Tett (H.R.G.) in 38.3 sec., with J. H. Appleton (Allard) in 38.6 sec. second, and Sgt. C. R. Leonard (4½-litre Lagonda) third in 40.6 sec.

**Results :**

- FIRST (Chelmsford Cup for best performance): J. H. Appleton (Allard).
- SECOND (Harrow Car Club—best invited club): S. G. E. Tett (H.R.G.).
- THIRD (Best police driver): H. W. Dalling (1½-litre M.G.).
- FOURTH (Best open car): A. O. Coe (police) ("TC" M.G.).
- FIFTH (Best W.E.C.C. member): C. B. Grant ("TC" M.G.).
- SIXTH (Best saloon car): A. H. Whitehead (police) (1½-litre M.G.).
- SEVENTH (Second best open car): Tie:—S. Allard (Allard) and J. T. K. Line ("TC" M.G.).
- EIGHTH (Second best saloon): Raymond Way (Atalanta).
- BEST PERFORMANCE, SKID AREA TEST: S. G. E. Tett (H.R.G.).
- TEAM AWARD: Police "A" team, H. W. Dalling (1½-litre M.G.), A. H. Whitehead (1½-litre M.G.), C. R. Leonard (2½-litre Riley).

**CEMIAN M.C. CHILTERN CUP TRIAL**

The Chiltern Cup Trial was held on May 15th and attracted 14 entries. The course included five observed sections and two special tests and was in fairly easy condition. Two competitors retained full marks and the result was decided by 0.2 of a second on the times in the special tests.

**Results :**

- CHILTERN CUP (Best performance): I. Palmer (P.S.).
- BEST-SALOON CLASS: W. Mahon (Ford Eight).
- FIRST-CLASS AWARD: D. Roberts (H.R.G.).
- SECOND-CLASS AWARDS: A. Rivers (Wolseley), J. Selley (M.G.), T. Oxendale (H.R.G.).



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**AERO TYPE RACING SCREENS**, highly polished aluminium frames "Triplex" glass, complete with mounting fittings and self-locking wing-nuts, 42s. each. Special model in untarnishable chromium-plated light alloy, 52s. each. Carriage and glass insurance 4s. extra, crate charged £1 (returnable). Polished light alloy flexible exhaust tubing 1½ in. O.D. 4s. 9d. per foot. Duralumin exhaust pipe 1½ in. O.D. 2s. 9d. per foot. Lightweight 1½ gallon transparent plastic petrol tank with filler cap. Weight only 1½ lbs. Suitable sprint cars, 17s. 6d. Chrome-plated fishtails 10 in. outlet. Manufactured from heavy gauge copper sheet to order. "Brooklands" pattern expansion chambers, steel, from 35s., chrome-plated copper from 85s. Light alloy cycle type racing wings for 4.75 to 5.25 by 19 or 5.00 to 5.50 by 18 tyres, weight 2 lbs. each, 22s.; carriage 4s. per set. All other sizes available. "TT" Bentley type 8 in. wide shallow crescent, weight 2½ lbs., 37s. 6d. each. Carriage 5s. per set. Racing bucket seats upholstered in "Latex" Dunlopillo and covered in strong rexine, all colours. Weight 9½ lbs. From £5 each; leather 20s. extra. Carriage 6s. Brooklands spring-spoked steering wheels, plastic rim, chromium-plated spokes and polished alloy boss from 85s. each. Post 2s. Light alloy number plates, weight 12 ozs. Untarnishable anodised characters, 45s. per pair. Post 1s. 6d. Many other items for sports and racing cars. Lists free on application. Competition Cars Ltd., "The Old Maltings," Nayland, Colchester. Tel.: Nayland 334.

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

**11.9-H.P. FRAZER-NASH** "Boulogne" model. Fitted with o.h.v. Frazer-Nash engine. Fast. Mechanical condition and appearance excellent. £175, or exchange for good "Brooklands" Riley.

**8.9-H.P. AMILCAR "SURBAISSE"**. Completely rebuilt regardless of cost. Long-tailed racing body, new upholstery, aero-screens, tyres. Cowled radiator. £165.

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

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

**H.R.G. ENGINEERING CO., LTD., OFFER**: 1947 Aerodynamic 1½-litre H.R.G., mileage approximately 7,000 total; colour, grey and green; 16 by 5.50 new wheels and tyres. This car is in first-class mechanical condition and the general appearance is as new. It has been maintained by the works as a demonstrator and can be considered as good as new and completely up to date in specification. Basic petrol book available and taxed to end of year. Price £850. 1940 Prototype Aerodynamic 1½-litre H.R.G. This car has been completely overhauled and is in first-class mechanical condition. It is fitted with the original prototype aerodynamic body, which is in first-class condition; it has been repainted and a new hood fitted; tyres excellent. This car is not an out-of-date model; spare parts are readily obtainable, as with all production models. Price £650. Oakcroft Road, Surbiton, Surrey. Tel.: Elmbridge 4489.

**H. W. MOTORS LTD., WALTON-ON-THAMES**.—Frazer-Nash-B.M.W. "326" 2-litre cabriolet. This car is in superb order having recently been completely overhauled. The black and ivory cellulose and beige leather interior are practically unmarked. Open to any expert examination. Offered ready for the road at £775. Frazer-Nash-B.M.W. "328" 2-seater; Hirth gearbox; S.U. carbs.; finished in metallic-grey, trimmed black leather; £1,075. Tel.: Walton 783 and 1437.

**CORD PHAETON** supercharged drophead coupé, body duck-egg-blue, blue upholstery. This car is of the most modern appearance, 100 m.p.h.; 16 m.p.g. Showroom condition throughout. £675 or near offer. J. Radford, 2A, Wembury Street, Manchester, 9. Tel.: Collyhurst 2107.

**1,000 NEW TYRES AT LIST PRICES**.—15-in., 16-in., 17-in., 18-in., 19-in., 20-in., 21-in., 22-in., from 2.50 to 7.50. Also beaded-edge and obsolete tyres. 24 by 2½ to 955 by 150 in new remoulds and secondhand. New three-bearing crankshaft for Austin Seven, £15 7s. 6d. H. H. Hamilton & Son, 22/24, Vicarage Street, Yeovil, Som. Established 1928. Tel.: 927.

## FOR SALE—continued

"18/80" MK. IV M.G. sports saloon. A specimen motor car; 22,000 miles from new. Three months' guarantee; £375, terms and exchanges. S. B. Motors, 215/217, Oxford Road, All Saints, Manchester, 13. Tel.: Ardwick 2300.

**ALVIS "FIREFLY"**, 1933, D.H. foursome coupé, Manual, vac-assisted brakes, good appearance. Tyres (others available); taxed December. Sound car, owner-maintained 12 years. £230; new car delivered. Applebee, 21, Spencer Road, Buxton, Derbyshire. Tel.: Buxton 820.

**T. L. ALLARD'S WELL-KNOWN BLOWN SPRINT ALLARD**. This car is considered to be the fastest sprint car in the country. Apply: T. L. Allard, Adlards (Bolney) Ltd., Bolney, Sussex.

**LAGONDA 2-LITRE "SPEED"** model 1929. Excellent condition throughout. £225. Webb, 8, Aldersmead Road, Beckenham, Kent. Tel.: Sydenham 5084.

**1933 HORNET-SPECIAL**, 2/4-seater. Overhauled June, 1948; bored, h.c. pistons, crank ground, new mains, big-ends, clutch relined, new Hartfords, new exhaust, silencer. Paintwork shabby. Taxed, insured. Petrol from January. Must sell, matrimonial reasons. First £100, offer. Williams, School House, Crabbs Cross, Redditch, Worcs.

**1922 TALBOT EIGHT**. Numerous spares, including back axle. Taxed, insured. Petrol. Good order. 52, Rivermeads Avenue, Twickenham.

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**RILEY NINE "KESTREL"**, 4-seater, aluminium, convertible sports; disappearing perspex windows. Telecontrols; 5.25 by 17-in. Rudge wheels; rebored. Exchange Riley saloon or sell, £230. Riley Nine block, £4. Harman, 83, Quarry Hill, Tonbridge. Tel.: Tonbridge 3539.

**FOUR 16-IN. NEW RUDGE RACING WHEELS**, 45-mm. hub, £6 each. Two 750 by 16 Michelin tyres, complete with tube, £5 10s. each. Box No. 175, MOTOR SPORT, 15, City Road E.C.1.

**VAUXHALL "30/98"**, 1923, OE 14. Original 2-seater Velox body. Under 2,000 miles since complete engine and chassis overhaul by Swiney and Hill. Kidney box front brakes. Rewired and electrical gear overhauled by Lucas. Telecontrol shock-absorbers; Wefco spring gaiters; all instruments original and working; Kigass primer; five good 525 by 21 tyres (two new) on rebuilt wheels. Set of 880 by 120 B.E. tyres, tubes and wheels. Seen London or Tunbridge Wells area by arrangement. Accept £480. T. L. Higgins, Bramble Rough, Hartfield, Tunbridge Wells.

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

**"BLUE LABEL" BENTLEY** 2-seater, 1925. Enclosed spare-wheel and luggage boot. Modernised and chromed. New Bosch dipping-lamps and Wind-tones. Fold-flat screen. Minor body repairs, otherwise good. £325, offers, or exchange for 4-seater open Bentley. R. B. Stratton, Argosy Hotel, East Hill, Ryde.

## FOR SALE—continued

"P" M.G. SPARES.—Crown-wheel and pinion, £5; differential nose-piece, 30s.; fold-flat screen, £3 10s.; "Montlhery" radiator shell and stone-wheel, £2. Pair front wing stays, £1. 19-in. Rudge wheel, £2. "Cherries," Hartspring Lane, Aldenham. Tel.: Watford 2771.

**1937 SINGER NINE** 4-seater tourer; 1,000 miles since rebore; new battery, clutch, pump and electric—bills available. Over 30 m.p.g. Mechanically faultless. £200. Box No. 176, MOTOR SPORT, 15, City Road, E.C.1.

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**1938 AUSTIN 12-H.P.** saloon; first registered 18.1.38. Green coachwork and upholstery. Good condition. May be seen by appointment, Mondays to Fridays. Tel.: AMH 3321 (ext. 31).

**LAGONDA 1932 2-LITRE** sports tourer, in good condition; overhauled by Davies Motors at cost of £175 two years ago; recently recellulosed. Good tyres; P.100 headlamps. Price £250. Curtis, Rose Cottage, Chawton, Alton, Hants.

**1935 LAGONDA 3-LITRE** pillarless sportsman's saloon, in good running order. Just recellulosed black. Good tyres. Taxed and insured; £425. Owner purchasing small car. Watson, Bank Chambers, Alton, Hants.

**RILEY 12-H.P.** 4-seater semi-sports, 1933. Engine completely overhauled at cost of £86. Tyres good. New hood and screens, wings recellulosed. £175. A fast and reliable car. Watson, Chawton House, Chawton, Alton, Hants.

**1948 RILEY 1½-LITRE**. First registered November 28th, 1947. Finished in black cellulose and chromium. Green interior, seats all leather. Philco radio; Runbaken oil-coil; four new Michelin "S"-type tyres. This car is in perfect condition mechanically, and immaculate inside and out, and can be seen at any time at Buckley, 16, Doctor Lane, Mirfield, Yorks, or Tel.: Mirfield 2107.

**1939 LANCIA "APRILIA"**. Over 30 m.p.g. This car is fitted with an Italian drophead coupé body by Cozzerina G.I.H.A. It is finished in light brown and is in first-class condition, having had back axle, front and rear suspensions reconditioned and new shock-absorbers fitted at the back. The engine is fully modified, and back axle modified to take Hardy-Spicer shafts. Can be seen at any time at Buckley, 16, Doctor Lane, Mirfield, Yorks, or Tel.: Mirfield 2107.

**RILEY "GAMECOCK"**. Completely dismantled and rebuilt 12 months ago, regardless. Crank reground, new timing wheels, valves, etc.; "Brooklands" close-ratio box; twin S.U.s; twin petrol pumps. Host spares (gearboxes, road springs, half-shafts, new 6-to-1 crown-wheel and pinion), eight wheels and tyres. New hood and tonneau cover; rev.-counter speedo. Repainted. Mileage 6,000 since rebuild, including Continental tour. Genuine little motor. Cruises 55 to 60 m.p.h., but too small. Offers, or exchange Talbot "105" or similar open 4-seater. Full details: Box No. 177, MOTOR SPORT, 15, City Road, E.C.1.

**TWIN SOLEX DOWNDRAUGHT CARBURETTORS** with Ace manifold for Citroen Light Fifteen, overhauled, £15. Prestwich & Co., Ltd., 26-28, St. John's Road, Hove, Sussex.

**MERCEDES "36/220"** supercharged, 2-seater; mechanically perfect; first registered 6.10.28. Allard 2-seater, mileage 9,000; first registered 6.12.47. Offers. Calder, Bogend, Duns, Berwickshire. Tel.: Duns 59.

**A.C. 2-LITRE CHASSIS**, E.N.V. close-ratio 4-speed box, engine overhauled, new liners, h.c. pistons; ready for fitting body. 1934. £85. Two Gables, Clive Road, Esher. Tel.: Esher 941.

**TALBOT "65" 14-H.P.**, 1932, saloon. Completely overhauled, including resleeving, crankshaft ground, new clutch assembly, etc.; mechanically 100 per cent; coachwork excellent. £165 or offer. Elkins, "Ridgeway," Church End Avenue, Runwell, Wickford, Essex.

**HUMBER 16-H.P.**, 1934. Excellent condition. New tyres, brakes relined. Would be excellent for hire service. £220, or near offer. Howard, 116, Osler Street, Birmingham, 16.

**1935 1½-LITRE RILEY**. Excellent running order. Sound throughout. Petrol units. Nearest offer £225. Glynn, 13, Westergate Road, Strood, Kent.

**AUSTIN SEVEN SPECIAL** lightweight 2-seater sports on 1932 chassis. Specially lightened and tuned engine; i.f.s.; rear brakes by rod, front by enclosed cables. Wings, lamps, etc. Taxed. Price £140 or near. Write: BM/GNXY, London, W.C.1.



**FOR SALE—continued**

**"BROOKLANDS" RILEY 1,100-C.C.**, 1935. Perfect condition, new hood and screens. £120 mechanical overhaul, bills shown. Double exhaust camshaft, twin S.U. carburetters, new pistons, new valve-gear; brakes relined. Very well shod; new 650 by 16 rear tyres; twin spares. New battery. Any trial. £400. Tel.: Imperial 1096, after 8 p.m.

**DISPOSAL, SPECIAL MORGAN THREE-WHEELER**, M-type racing chassis, special narrow body. Chassis completely rebuilt, comprises many new parts—bevel gears, prop.-shaft, bearings, etc. Offers over £100, or would consider reasonable four-wheeler in exchange. G.N. racing engine available. "Farmhouse," Underhills, Blechingley. Tel.: Blechingley 235.

**JAGUAR 1939 3½-LITRE "100"** model, privately owned, grey 2-seater; genuine mileage 28,000; one owner; carefully used, unmarked. Spare unused. Oil consumption negligible. Perfect condition throughout. Best offer over £700. Box No. 178, MOTOR SPORT, 15, City Road, E.C.1.

**W. J. REYNOLDS (MOTORS) LTD.**, main Ford and Fordson dealers, Ford House, New Road, Dagenham. Have pleasure in offering two 1937 Ford V8 30-h.p. (Model 78) estate cars which are generally in rough condition but would make the ideal basis for a special or trials car. Will accept £85 each. Extensive stocks of genuine Ford spares and equipment. Your inquiries welcome. Tel.: Rainham (Essex) 770.

**FORD EIGHT ENGINE**, manifolds, carburetter, starter, distributor, petrol pump, clutch; 2,500 miles since maker's reconditioning; oil, 45 lbs. at 180 deg.F.; 2,500 r.p.m. on S.A.E.30.; consumption nil. Carefully maintained. Reason for sale, installing "Ten." Offers over £35. Wildy, 41, Faringdon Road, Watchfield, Berks.

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**1936 A.C. sports coupé**. Grey, maroon hood. Engine just reconditioned and body sprayed. Offers to Alexander, Barons Court, The Bishops Avenue, N.2. Tel.: Speedwell 2524.

**AUSTIN "NIPPY"** First registered Nov., 1936. 1½-in. crank, ribbed sump, 4-speed box, dished front axle, two new tyres. Full basic. Taxed year. Very good condition throughout. Colour, maroon. First offer of £175 cash or consider exchange vintage. 24, Reedley Road, Bristol, 9. Tel.: Bristol 65678.

**ROVER 1,485-C.C.** competition 2-seater. First registered 1948. Exceptional performance. Independent suspension; lightweight, and ready for immediate trials use. Will accept reasonable offer. Eadon, Hilltop Farm, Dronfield, near Sheffield.

**M.G., SUPERCHARGED P-TYPE**. Unmarked "works" model; 29,000 miles. Zenith carburetter adaptation gives 40 m.p.g. Full equipment and petrol. £275 13, Chepstow Road, Croydon.

**1939 A.C. competition sports 2-seater**; 39,000 miles. Fitted Arnott supercharger; 23 m.p.g. Andre adjustable telecontrols; good hood, sidescreens, tonneau cover. Good condition. Recent £50 overhaul. Very fast. Seen London by arrangement. £550, offers. Beldam, Brasenose, Oxford.

**FRAZER-NASH "BOULOGNE"-TYPE 2-seater**; aluminium body in racing-green; radiator and headlamp stoneguards. An enthusiast's car. Basic complete. £285. R. F. Bloxam, "Whitewebbs," Lower Road, Chalfont St. Peter. Tel.: Gerrards Cross 2181.

**1937 TYPE 55 FRAZER-NASH-B.M.W.** 2-seater cabriolet in post-war condition; 48,000 miles. Good mechanically but will soon require one or two detail replacements to perfect. Now regretfully open to reasonable offers for early sale owing to personal circumstances. Box No. 180, MOTOR SPORT, 15, City Road, E.C.1.

**FOR SALE—continued**

**1938 M.G. 2½-LITRE** saloon. Good, fast, clean car. £450 or nearest. L. G. Litchfield, Broadholme, Belper.

**LANCIA "LAMBDA"**, very good condition; relined clutch, new tyres, £60 chassis overhaul just completed. Increase in family compels owner's sale. Offers over £75. Carbery Garage, Southbourne, Bournemouth. Tel.: Southbourne 2076.

**ROTAX TYPE ST.4F VERTICAL MAGNETO**, three-bolt fixing, suitable Riley Nine. Also pre-war motor-cycle "Brooklands" silencer, fit 1½-in. pipe. The magneto is for sale at £5 and the silencer 30s. V. E. Cresswell, "Kenwood," Blackmore Road, Malvern, Worcs.

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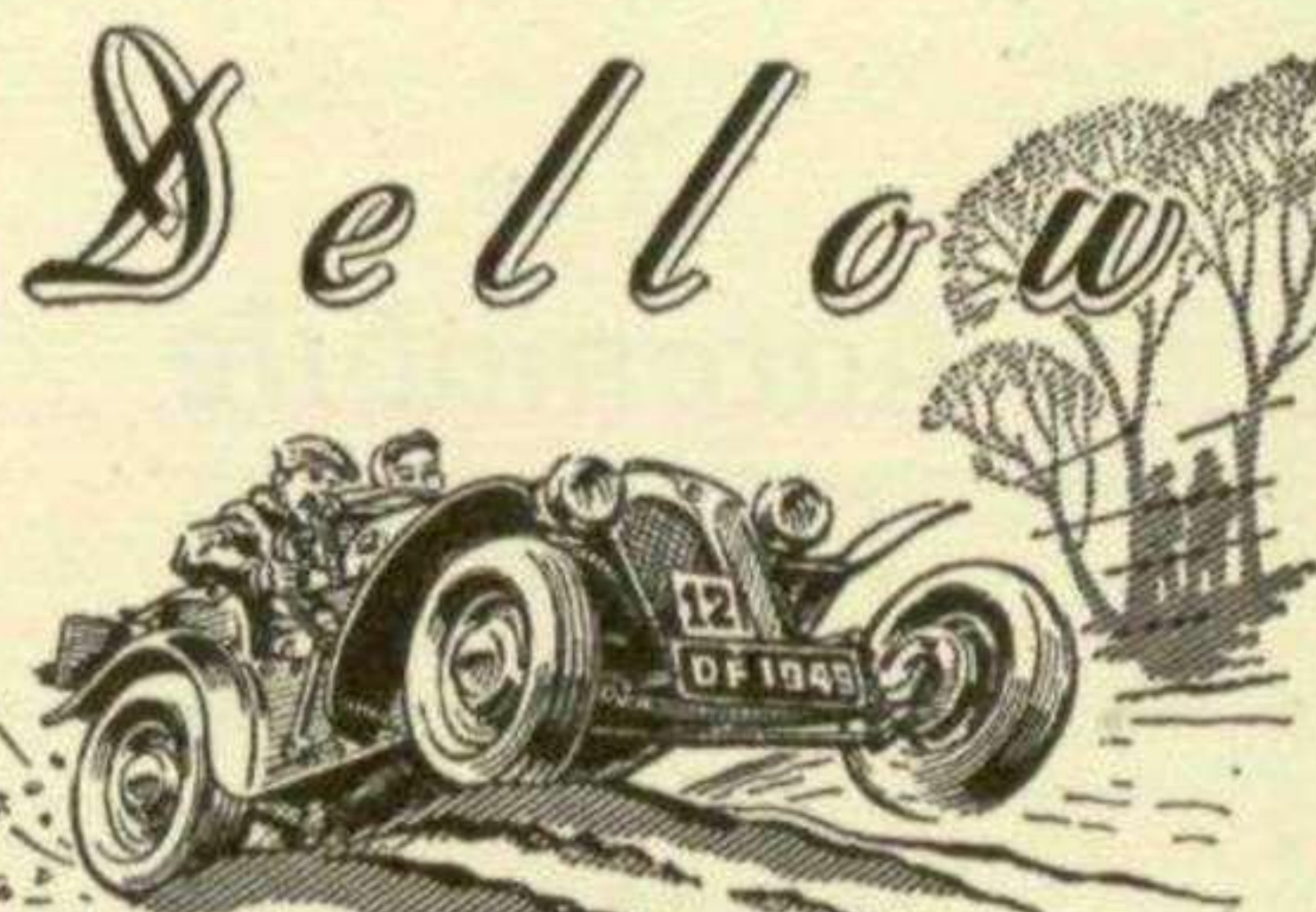
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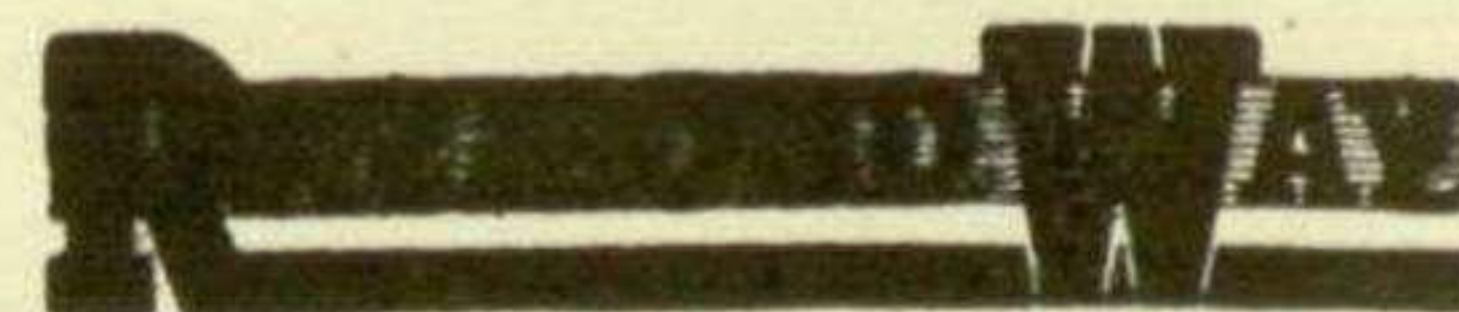
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**ALVIS "SPEED 25" drophead coupé.** Not used since £300 overhaul. Lagonda 3½-litre pillarless saloon. Well-maintained and in guaranteed mechanical condition. Full particulars of both cars from J. Foster, Beechholme, North Cave, E. Yorks.

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**ALL MOTIVE PARTS** of 1911 Stanley 10-h.p. steamer. Offers over £65 to 24, Davies Avenue, Leeds, 8.

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**VINTAGE LAGONDA, 1929, 3-LITRE** drophead saloon. Good condition. £75 or near offer. Details from Box No. 204, MOTOR SPORT, 15, City Road, E.C.1.

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**"MOTOR SPORT,"** Jan., 1943, May, June, 1929, all copies 1924-1928 inclusive. *The Motor Show* numbers: 1935, No. 1; 1933, No. 1; 1932, No. 1; all prior to 1931. Numerous copies of *MOTOR SPORT*, 1937-47, for sale. 4, West Hill Court, Millfield Lane, London, N.6.

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**CARRUTHERS-SPECIAL, 1948;** £10 tax. Recently fitted new Humber 27-h.p. engine, over-size tyres all round, 2-seater trials body. This very potent car is open to offers (any trial), or might consider part exchange. Also available, spares for: Humber ex-W.D., "4/4" and "8.9"; Railton, Hudson and early Austin Seven, Alvis "Crested Eagle," "Speed 20" and "25." Engine spares for Alvis "12/60," Ford Eight and V8. Half-shafts for Sunbeam, Minx, Morris Eight, Austin Ten, Alvis, etc. Mags., dynos., starters, cut-outs, etc. 12-volt S.U. pump, 30s. Set of 600 by 16 Firestone tyres, two as new, two slightly worn, £8; other tyres available, including 5.50 and 6.00 by 19. S.A.E. please to: Tom Carruthers, "Belmount," Carrutherstown, Dumfries.

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**1930/31 RILEY NINE ENGINE** and gearbox. Good condition, may be tested in advertiser's car. Complete with ignition, carburation and electrical equipment; £29 10s. Also 1931 crank and rods, £2 10s.; 1930 head, valves, manifold, carburetter, £2 15s.; 1933 radiator, £2 15s.; steering gear, £2; starter motor, 25s.; S.U. Petrolift, 15s.; 1930 chassis, axles, wheels, steering, cheap. Stopwatch, ½-sec., £2 10s. Worters, Dunbar, Newbarn, Longfield, Kent.

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**T.T. AUSTIN 7 H.P.,** ex-Birkett; completely rebuilt. "Works" engine, fitted Laystall crankshaft, new liners and Hepolite pistons, new main bearings, rods remetalled; Scintilla. Spares include complete engine and gearbox, 4.9, 5.25 and 5.66 rear axles, "Ulster" block and many "Ulster" engine spares. Offers for above complete or separately to: Robertson, 12, Randolph Road, W.9. Tel.: CUN 1744.

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**TAPLEY PERFORMANCE** and Gradient meter, chrome; unused; with adjusting key and instructions; £5. Kelly, 34, Cartwright Gardens, W.C.1.

**1937 "DOLOMITE."** New tyres, carbs., starter, pump, renewed. Mechanically perfect. Taxed. Petrol. £278. Tel.: Riverside 7051 for appointment.

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**MORGAN SUPER SPORTS THREE-WHEELER,** first-class condition. £120. Jack Leeson, 96, Brook Street, Stourbridge, Worcs.

**"RED LABEL" BENTLEY** saloon, excellent condition. £265. Jack Leeson & Partners, 96, Brook Street, Stourbridge, Worcs. Tel.: Hagley 3234.

**VINTAGE TALBOT, 1930, "14/45"** 2-seater tourer. Complete overhaul, respray, new hood, side-screens, two new tyres. Taxed, insured. £100. 126, Westley Road, Acocks Green, Birmingham.

**1938 "TA" M.G. 2-seater.** Really sound. Good tyres, battery, hood, etc.; resprayed; taxed; full basic. Best offer over £275. Box No. 207, MOTOR SPORT, 15, City Road, E.C.1.

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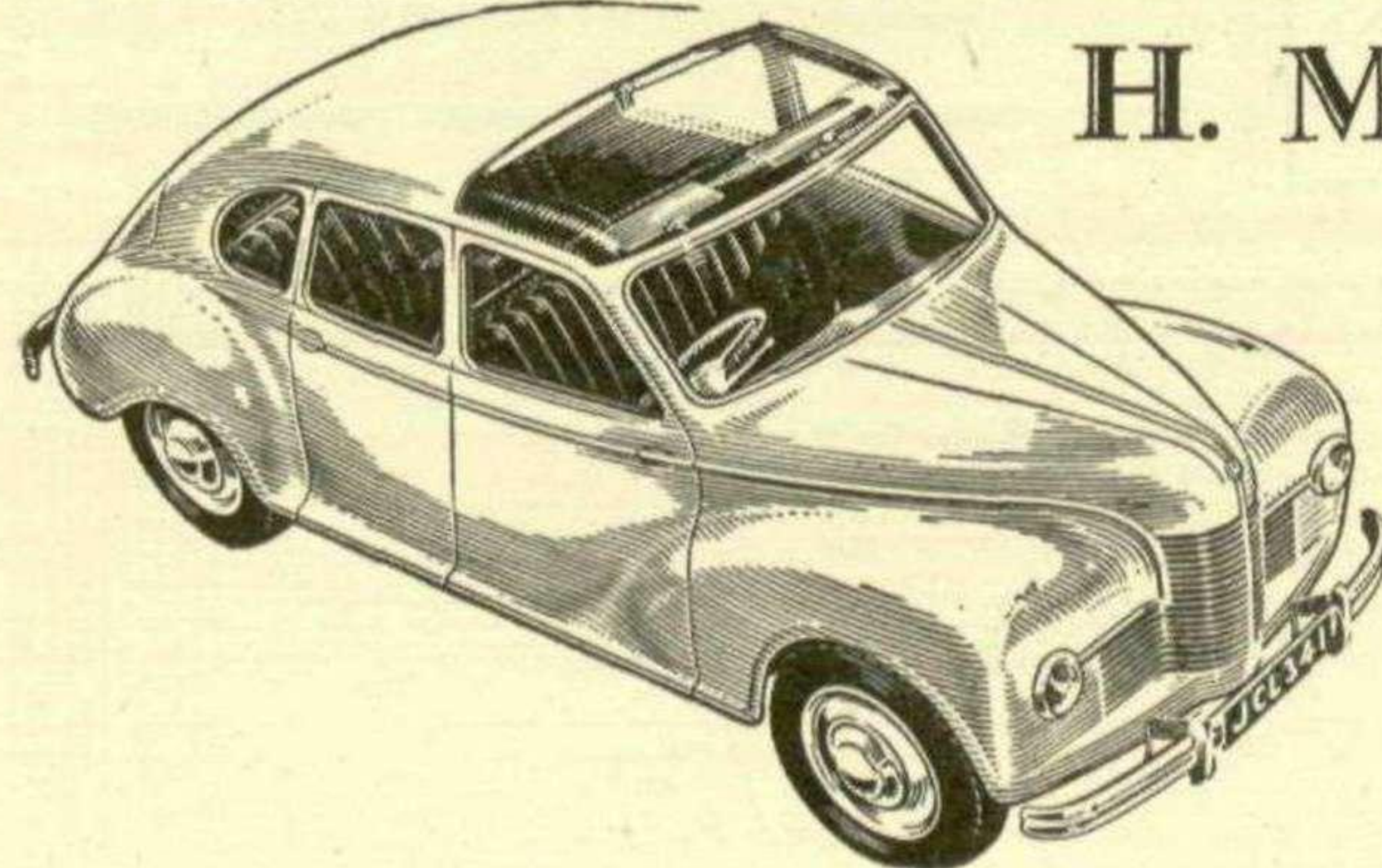
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**RILEY NINE, 1930/32, BRAKE SHOES**, drums, half-shafts, differential, flywheel, clutch, hubs, sump, tappets, manifold, etc., £9 the lot. Write: Sealey, 34, Ravenscraig Road, N.11.

**2-LITRE LAGONDA (12.9 H.P.)**, 1929, high-chassis "Speed Model" tourer, in really good condition. Laystall liners; crank reground, mains and big-ends remetalled and rebored recently. New battery. Offers over £260. F. K. Sterland, Hackthorne Cottage, Durrington, near Salisbury.

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**M.G. "PA,"** supercharged. Twin spares, good tyres; full petrol; taxed. Nearest £300. Humfrey, 79, Nigel Avenue, Northfield, Birmingham. Tel.: Birmingham 31.

**CALTHORPE 1921 11-H.P.** 2-seater. Beautifully-preserved car. Recently coach-painted. Good runner; hood; fair tyres. £20. Space wanted. Harrison, 9, Sheldon Avenue, Vicars Cross, Chester.

**BENTLEY 4½-LITRE** saloon, 1929. Zeiss headlamps; two new tyres. A good sound motor. £150. Dobson's Motors, Bude. Tel.: 359.

**1937 (MARCH) M.G. MAGNETTE, N-TYPE**, 2-seater. Green. Very smart coachbuilt open tourer; enclosed tank; suspension, steering, wheel-bearings and battery all recently renewed; complete screens and tonneau cover. Excellent condition and performance. Full petrol. Nearest £300. Richards, 705, Leeds Road, Dewsbury, Yorkshire.

**A.C. 1937 16-H.P.** 2-seater sports. New tyres, hood and clutch. Ignition, etc., completely overhauled. Price, nearest £350. 41, Burn Bridge Road, Harrogate. Tel.: Harrogate 81060.

**INTERESTING PART-BUILT "500."** Built-up chassis, chain-drive rear axle with differential; Lockheed brakes, all new; all unused tyres. Completely reconditioned 499-c.c. bronze head, Rudge "T.T. replica" engine, 4-speed Rudge box. Body frame-built, steering and controls need completing, all parts included—tanks, pipes, etc. £75 the lot, or exchange for vintage chassis. 1930 Riley "Alpine" "14/6" saloon; all petrol; running order; £85, or exchange for chassis or part-built special, not Austin or Ford. D. Bagshaw, 55, Edward Avenue, Braunstone, Leicester.

**M.G. MK. II** saloon, in very nice condition throughout; £100. Ready in two weeks, one of the best, if not the best, 3-litre Lagondas in the country. Fitted with new open 4-seater sports body in green; rechromed; new tyres all round; new sidescreeens and tonneau cover; 20-23 m.p.g. Further details with pleasure. The price will be about £275. H. T. Fawcett, 22, St. John's Road, Balby, Doncaster.

**G.P. SALMSON-SPECIAL.** Completely rebuilt and overhauled; utility body; spare engine; taxed and insured. £150. Best offer secures. Box No. 205, MOTOR SPORT, 15, City Road, E.C.1.

**RILEY NINE, 1934**, silver-grey drophead coupé. Engine reconditioned, excellent order. Most attractive order. Full petrol. £210. Tel.: Prospect 1787.

**1933 RILEY "GAMECOCK."** Rebuilt August, 1948, at cost of £200 (bill available). Offers around £260. Fasham, Westbrook Hay, Hemel Hempstead, Herts.

**1928 ASTON-MARTIN.** T-type (o.h.c.) 4-seater tourer. About 4,000 miles since relined, reground, etc., brakes relined and relined. Body sound but shabby; tattered hood. One good retread. Goes well, but owner "broke." Offers. Whiteley, Flat 4, Pinewold, Oatlands Chase, Weybridge.

**LAGONDA 3½-LITRE.** New 2/3-seater aluminium body. Excellent chassis. Photograph and details on request. £395. Box No. 222, MOTOR SPORT, 15, City Road, E.C.1.

**LAGONDA SPARES.** 4.1 crown and pinion 2-litre 14 mm. cylinder head, brand new, with valves and guides. E.N.V. 75 pre-selector box. Rapier engine, less carburetters. Dismantled. Box No. 223, MOTOR SPORT, 15, City Road, E.C.1.

**J2 CYLINDER HEAD** complete, manifolds, carburetters and valves, less cam gear. Offers. Parsons, 39, Morden Road, Swindon.

**3-LITRE BENTLEY SPARES.** Crown wheel and pinion. Perfect. Assorted back axle parts. Three unused 21-in. retreads. Offers to Shelmerdine, Butlers Cottage, Harehill, Prestbury, Cheshire.

FOR SALE—continued

**DYNAMO C 45/YV/573.** Starter M 35Y. Regulator RF 91 12v. New. MG D-Type Crankshaft, oil pump housing. Complete. Offers invited. Box No. 224, MOTOR SPORT, 15, City Road, London, E.C.1.

**WOLSELEY SPECIAL.** Originally one of last 12-h.p. E. W. Daytona Specials 1934. Rebuilt for present owner 1945 as capacious all-weather 2-seater at cost of over £200, now again reconditioned at further cost of £300 and running-in. Strengthened chassis. Modified steering, springing, electrics. Wheels rebuilt heavy spokes wide rims. Oversize rear shockers with anti-roll, new Newtons front. Engine sleeved, block faced, bearings bored, crank ground. New valves, guides, rockers and shaft, auxiliary drives, clutch, tonneau cover, bumpers, steering wheel. Special instruments. Attractive and good disappearing hood, solid perspex sidescreeens. Gearbox reconditioned with maker's parts. All external fittings newly chromed, stoved or cadmium. Recellulosed black, wheels sandblasted and stoved cream. All work by expert firms, always professionally maintained. Five good tyres and two unused new. Full petrol, taxed year. A truly unique car, hand-built and better than when new. Most attractive, and constantly mistaken for post-war, but enthusiast owner needs business saloon. Photographs or demonstrate London or reasonable radius. Price £475 or fair offer. Tel.: Mountview 5283 evenings. Box No. 225, MOTOR SPORT, 15, City Road, E.C.1.

# John Ching

having rebuilt his Type 37 Bugatti, which will be used in future events,

now offers for sale his

**ALFA-ROMEO**

**1,500-c.c., twin-cam, geared-up blower, Zagato 2-seater.**

This car, which achieved many successes as a "works" team car between 1929-31, was subsequently owned by R. E. L. Fetherstonhaugh and fitted with a detachable head.

The engine and clutch were rebuilt last winter by ourselves and the mechanical condition is excellent throughout: a written guarantee will be given to the purchaser.

At Silverstone, on April 23rd, Mrs. Ching gained second place in the 1,500-c.c. vintage racing class, whilst in the 2,000-c.c. sports car class the car was second to the ex-Finch Amilcar.

In traffic the car is perfectly docile and will not wet/oil plugs. When fitted with the alternative S.U. carburetter, 18 to 20 m.p.g. is obtainable.

Offers around £625, please. Part exchange considered.

Lagonda "16/80" Vanden Plas 4-str., 1934.  
Lancia "Aprilia" saloon, late 1937.  
Frazer-Nash, Meadows, T.T. Rep., 1933.  
Riley "Gamecock," fitted "Brooklands" box, etc.

**LAUNTON - BICESTER - OXON**  
Tel.: Bicester 259

**3-LITRE "RED LABEL" BENTLEY.** £1,000 rebuilt since 1948. 3,500 miles. All bills available. For sale, or exchange with small sports car, and cash adjustment. Complete petrol. Reason for sale—impending marriage. Box No. 226, MOTOR SPORT, 15, City Road, E.C.1.

**ALVIS "FIREFLY" SALOON.** 1934 registration. Engine resleeved, P.100 headlamps. £120 spent on car recently. New carpets, new Triplex screen, new tyres, starter overhauled, good batteries. Price £375 or close offers. "Fairlawn," Sutton Weaver, near Warrington.

**£225 "RED LABEL" BENTLEY** tourer. Chassis 881. Good order throughout. Also vintage. A. C. Stephens, Bridge Inn, Ivybridge, Devon.

**A.C. 2-LITRE 1933 D.H. COUPE ENGINE.** Completely rebuilt. Bills shown. Good general condition. Fram oil-coil, Defroster. Notex. Four new tyres. First offer new £175 secures. Warwick House, Woodland Avenue, Hornchurch. Tel.: Hornchurch 3329.

**1939 MORGAN "4/4" 2-SEATER.** Excellent mechanically. Taxed. Nearest £275 for quick sale. 23, Lowfield Road, Haywards Heath.

**RILEY "GAMECOCK" FOR SALE.** Superb throughout. Recellulosed. New carburetters. Fine performance. Must sell as saloon is required. New battery needed. £210. 19, Meynell Gardens, London, E.9. Tel.: Amhurst 1617.

FOR SALE—continued

**PAIR OF 18-IN. BY 5.25-IN. RUDGE WHEELS** on 42 mm. hubs (suit Riley, Bugatti, etc.) as new. Also 42 mm. hubs, 2-litre Bugatti radiator. Lombard front axle (fits 2-litre Bugatti). Polished brakes, etc. Lincoln "Zephyr" engine spares. Box No. 228, MOTOR SPORT, 15, City Road, E.C.1.

**1948 HEALEY** special 4-seater roadster. 7,000 miles. Enthusiasts' car. Owner buying saloon. Sacrifice. £1,250 or near offer. Thomas, 5, Montrose Place, London, S.W.1.

**ABSOLUTELY SUPERB** Lagonda "Rapier." Completely rebuilt, double o/h-cam engine, special Abbot s/r-coupé, immaculate, fast. Year's basic. £400. Also good body off 1939 "1,100" F.I.A.T. Complete, seats, lamps, etc. £35. 3-litre "Red Label" V.D.P. Bentley. Original paint! In fine condition, late modifications. Snip. £225. Rex Leppard, 48, Saxon Road, Hove, Sussex.

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

**"14.9" FORD.** An interesting example of Ford's best motor car. Excellent mechanical condition and fitted with many extras, including Vertex magneto, S.U. carburetter, high-ratio axle, interior heater, vacuum tank, etc. Genuine cruising speed 65 m.p.h. with economy. Fitted four-door, five-seater utility body, which is well built and comfortable, but not over attractive. All tyres excellent. Nearest offer £150. Pat Whittet, Whinlands, Lightwater, Surrey. Tel.: Bagshot 338.

**MERCEDES-BENZ "500K,"** first registered July, 1939, with 4/5-seater open touring body in immaculate condition throughout, photo on request, offers wanted. Swiney, 16, Culford Gardens, S.W.3. Tel.: Kensington 4290.

**ALVIS "SPEED 20" 1934** Vanden Plas Sports Saloon, completely overhauled, resprayed black, red upholstery. £360. Also very nice Crested Eagle 25 Saloon. Bargain at £300. Swiney, 16, Culford Gardens, S.W.3. Tel.: Kensington 4290.

**SINGER 10-H.P.** 1921 phaeton de luxe, original invoice available, in daily use. £65 or near. Swiney, 16, Culford Gardens, S.W.3. Tel.: Kensington 4290.

**SWIFT 12-H.P.** 1925 chassis only, completely stripped and now being rebuilt. Offers wanted. Swiney, 16, Culford Gardens, S.W.3. Tel.: Kensington 4290.

**F.I.A.T. 11-H.P. "Balilla" Saloon.** 1933 model, but genuine mileage 25,000; amazing car. £200. Swiney, 16, Culford Gardens, S.W.3. Tel.: Kensington 4290.

**F.I.A.T. "500" full 4-seater cabriolet,** first registered January, 1940; 6,000 miles since complete overhaul. Fitted S.U. carburetter and many other extras, new tyres, only two private owners. £300 or near offer. Hind. Tel.: Kensington 4262.

**LAGONDA 2-LITRE** low chassis 4-seater, first registered July, 1931, new hood, very good condition. Offers around £200. Swiney, 16, Culford Gardens, S.W.3. Tel.: Kensington 4290.

**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.

**LAGONDA 2-LITRE** 1926 sports tourer. A good vintage car. £100. Bland, 27, Southfields Road, S.W.18. Tel.: Putney 1612.

**AUSTIN SEVEN SPECIAL.** 1939. Registered "Ruby" chassis. "Ulster" axles. Michelin RLP tyres and wheels. Copperised H.C. head. 50 m.p.g. Best offer around £100 for quick sale. Sheppard, East Green Drive, Stratford-on-Avon.

**ROLLS-ROYCE SHOOTING BRAKE.** 1925. Registered chassis. F.w.b. discs all round. Excellent tyres. Perfect mechanical condition. Taxed Aug. and Sept. only since new. Any trial, make good racing car tender. Nearest bid to £250. Room wanted. Sheppard, East Green Drive, Stratford-on-Avon.

**SPARES FOR SALE.** Prop.-shaft, Hardy Spicers, 40s.; S.U. carburetters, perfect but old type float-chambers, 60s.; Humber Eight engine/gearbox, £8; Talbot H-8 or Z-10 valve springs and guides; Lambda 19-in. rebuilt well-base wheels, 90s.; 15 by 50 remould and tube, 70s.; 500 by 19 remould and tube, 30s.; horn-push dip switch, 5s.; Morris Minor spares, OHC engine, downdraught carburetter, £10; four-speed box, 110s.; spring steering wheel, 15s.; valves, springs, guides, ball and roller races, brake shoes, cables, etc. etc. All carriage and packing extra. S.A.E.'s please and callers by appointment only. John Wrigley, 32, Highlever Road, London, W.10.

**1947 ALLARD** 2-seater, £840. Part exchange considered. Box No. 212, MOTOR SPORT, 15, City Road, E.C.1.

**RILEY NINE 2-SEATER,** fixed head coupé, 1932. Rewired, new dynamo. Engine and chassis very good. Body rough. Seen London. £75. Box No. 227, MOTOR SPORT, 15, City Road, E.C.1.

**M.G. M2** model 2-seater. Tonneau cover, with zip and wheel pocket. Black waterproof duck. Perfect condition. £2 5s. Box No. 218, MOTOR SPORT, 15, City Road, E.C.1.

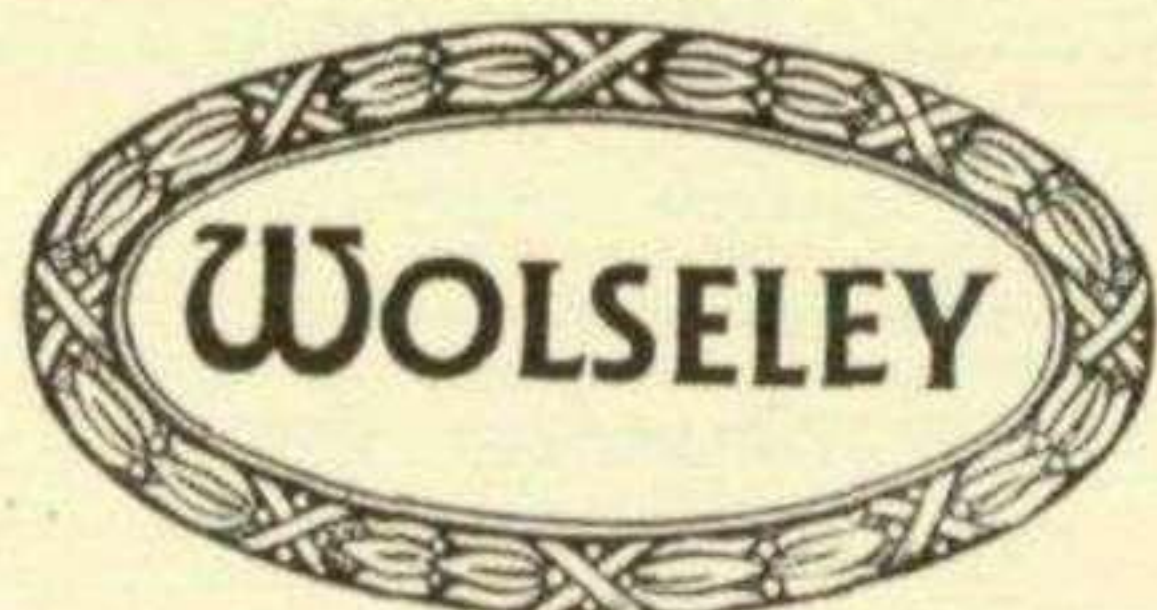


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## FOR SALE—continued

**DAIMLER "DOUBLE SIX"** 8-seater Limousine. Perfect. £100. "12/50" Alvis TG tourer. Sound order. Complete less rear-end of body. £65. Vintage 12-h.p. De-Dion 4-seater Cabriolet. F.w.b. modern wheels and tyres. Perfect order. £50. Vintage 2-litre sports Diatto. Perfect mechanical order, but poor body. £40. Number of Bosch horns and 600 by 20 tyres. No callers except by appointment. R. S. Baker, Barnards Garage, Chipstead, Surrey.

**FOR 2-LITRE G.P. BUGATTI**, 88-mm. roller bearing crank with rods and case. Eight new methanol pistons. Racing cambox assembly. Four 36-mm. barrel-throttle Solex. Many engine spares. Also the Birkett Trials Austin now completely overhauled. Awards include 6 outright wins, 4 1,100-c.c. class and numerous 1st and 2nd-class. Prescott 61.2. Fast road averages. Carries four in discomfort. £150. Replies to previous advert mislaid. Birkett, Pondtail Road, Hants. Tel.: Fleet 588.

**M.G. P-TYPE**. Two carburetters and manifold, £5. Two rear springs, £1 each. 105, Eaton Terrace Mews, S.W.1.

**LAGONDA 2-LITRE SPEED MODEL**, open 4-seater. Engine rebuilt, brakes relined, car re-sprayed black. New carpets, hood and bag and full tonneau cover; 600 by 18 tyres. Over £250 spent on this car. Excellent condition. Number of spares, £300 or offer. Also Lancia "Lambda" parts for disposal. Noble, 50, Cheyne Walk, Chelsea. Tel.: Flaxman 1820.

**AUSTIN "SWALLOW"** Late type "7" saloon. Overhauled, H.C. copperised head, spare engine, good tyres, new Exide, etc. Taxed. £90 or exchange Riley Nine, same value. 35, Deeway, Romford. Tel.: Romford 7691.

**NEW 1½-LITRE 1942 B.M.W. ENGINE**, with Solex carburetter, manifolds, starter, dynamo, Bosch vertical magneto, water pump and filters. £55. 39, Park Drive, Blackpool.

**M.G. TA**, 2-seater. 1938. Colour red. Engine overhaul late 1948. Aero screens. Luggage grid. £325 or offer. Exchange 2-seater Magnette, Lambda or 1,500 F.I.A.T. P. J. E. Binns, 16, Market Square, Westerham, Kent.

## FOR SALE—continued

**RAILTON EIGHT CYLINDER**, drophead coupé. July 1935. Very attractive car, specially fitted with latest type manifolds and dual carburetter. Copper exhaust system, oversize telecontrols, 7-in. rear tyres, etc. Fast car. One owner past ten years. Price £225. Box No. 213, MOTOR SPORT, 15, City Road, E.C.1.

**H.R.G. 1,500-c.c.**, just rebuilt, new steering complete, springs, shock absorbers, transmission, engine overhauled, good tyres. Light aluminium bonnet and swept wings, many spares, taxed, insured, resprayed to purchaser's choice. Ex-"Bira." Nearest £750 or exchange. Box No. 216, MOTOR SPORT, 15, City Road, E.C.1.

**PARTS FOR SPECIALS**. Brand new Ford Ten gearbox, alternative 8 ratios. £12. Brand new special Albion heavyweight close ratio "500" gearbox. £10. Amal 1½-T.T. 35 alloy carburetter, almost new. £3 10s. 1½ T.T. 1934 body only £1. F.I.A.T. "500" dynamo, used crown wheel and pinion, differential box, gears. Peake, c/o Shelford & Crowe, Ltd., Stevenage.

**LANCIA**, 3rd series saloon, original convertible body, 4-speed, 5th series gearbox, 8th rear axle, brakes, two spare wheels; bored .030. Mechanically very good. Nearest offer £110. Shelford & Crowe, Ltd., Stevenage.

**SCALE MODEL OF E-TYPE E.R.A.** Smec made up model. Guaranteed perfectly finished. £2. Wanted, 12V Klaxon horn. Box No. 219, MOTOR SPORT, 15, City Road, E.C.1.

## HAMPTON MOTORS

3/4, Clarence Crescent, Windsor

"Red Label" Bentley, short-chassis 3-litre. Very good running order. £135.

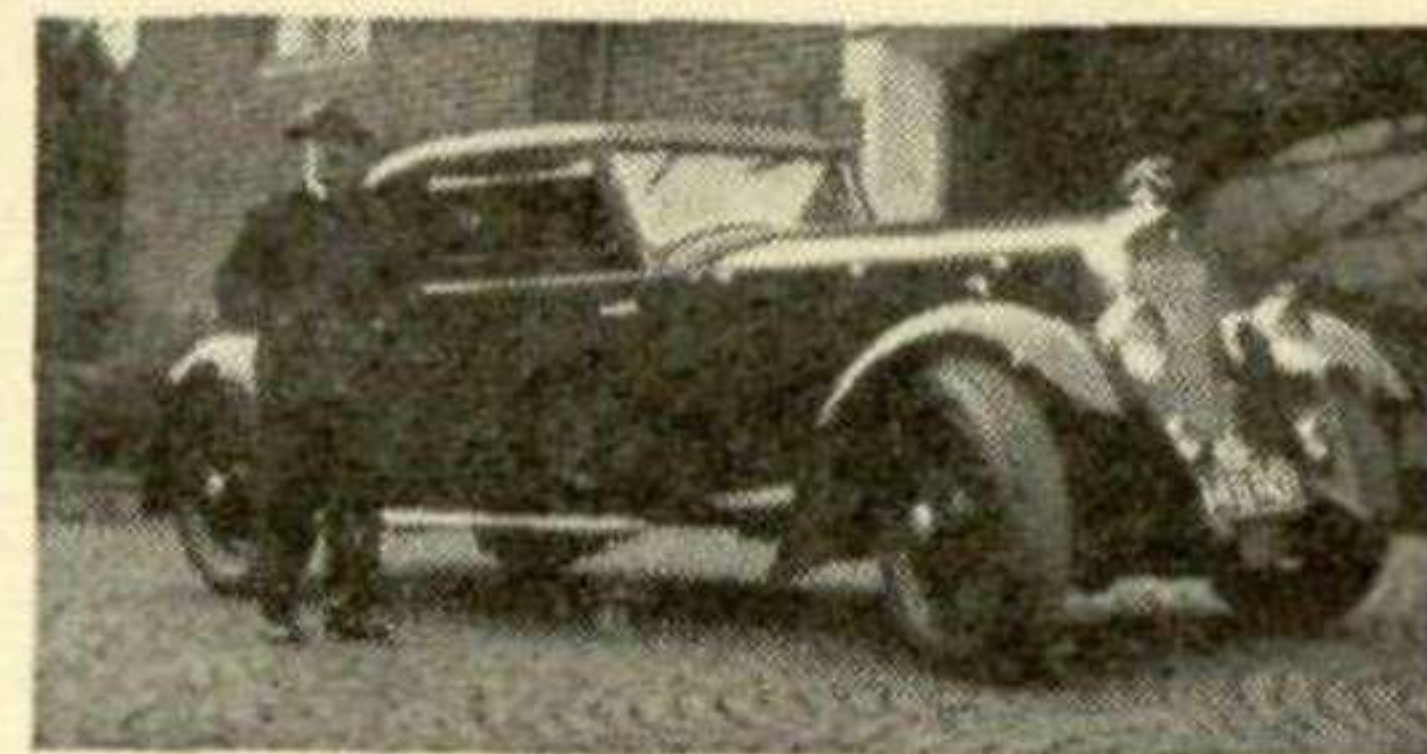
Marendaz-Special, 1937, 16-h.p. open 4-seater sports car. £10 tax. 12 months' petrol. Good tyres, battery and hood. New sidescreens. £175.

METHANOL.—3/9 per gall. per 50-gall. barrels; small amounts 4/9 per gall.

**SUNBEAM 3-LITRE TWIN** o.h.c. sports 4-seater, 1927, in really first-rate order, just had major mechanical overhaul and repaint, new hood, etc., with complete equipment, good tyres and batteries. An outstanding specimen. £235. Alfa-Romeo 1,750-c.c. twin-cam, 1930, Weymann 4-door saloon, very tidy indeed, excellent tyres and batteries, well-equipped and really good mechanically. £190. Peugeot, model 202, 1939, 12-h.p. four-door saloon, 12-volt equipment, new battery, very good tyres, recent major engine overhaul, brakes relined, very sound body, paint fair, interior good, i.f.s. gives excellent road-holding and steering, fairly fast and very economical. £195. Sunbeam "21-60" Landauette, 1926, good order throughout, chassis and tyres alone worth £50, space needed. What offers? Spares. Dismantling a complete 1929 Sunbeam "21-60" limousine, due to cracked block, all spares available. Several B.T.H. 6-cylinder polar inductor magnetos at £3 10s. each, numerous other magnetos, generators, lamps, etc., some good 21-in. Dunlop racing covers, a few new 21-in. remoulds, and a fine set of six nearly new Dunlop 895 by 135 covers, with tubes. C. J. Bendall, 25, Orchard Road, Stevenage, Herts. Tel.: Hitchin 1108.

**NEW S.S. AND B.E. TYRES**. Reasonable prices. 32 by 5, 35 by 5, 34 by 4½. 32 by 4½, 875 by 105, 810 by 90, 935 by 105. Pair excellent. C.A.V. headlamps. £3. Rich, Steel Green, Millom, Cumberland.

**TRIALS SPECIAL M.G. FORD TEN**. Supercharged. This successful Trials motor is offered together with all spares and equipment. Any reasonable offer or would exchange for small saloon car. J. W. Cox, 15a, Stratford Road, Shirley, Birmingham.



## 23-h.p. LANCHESTER COUPE

£300 or offer. The most attractive Vintage Lanchester on the road. 6-cylinder overhead camshaft engine. Coupé body by Knelner, Paris. Superb order throughout.

**CAMBERLEY CAR SERVICES,**  
PORTSMOUTH ROAD.

Telephone: Camberley 1033.

We have purchased the entire stock of Vintage Lanchester spares from the Lanchester Motor Co., Ltd.

## FOR SALE—continued

**LAPEL BADGES**, pre-war enamelled. 6s. each. Armstrong-Siddeley, Audi, Ansaldo, British Salmson, Bayliss Thomas, Brough Superior, Crossley, Donnet Zedel, Derby, D.K.W., F.I.A.T., Hanomag, Hotchkiss, Jawa, Jensen, Leyland, Maybach, N.A.G., O.M., Opel, Puck, Rhode, Renault, Rolland-Pilain, Rohr, Star, Singer, Standard, Suere, Skoda, Tatra, Volvo. Most American. S.A.E. list. Box No. 217, MOTOR SPORT, 15, City Road, E.C.1.

**FOR ALFA ENTHUSIASTS**. 1931 Alfa Romeo, Type 6C-1,500, twin o.h.c. recently overhauled. First-class condition. £350 or offers. Badger, Cupola Works, Rotherham.

**EXCHANGE**. June, 1938, 3½-litre drophead Jaguar offered. Riley wanted. Morgan, 60, Mount Road, Lanesfield, Wolverhampton, or Tel.: Wolverhampton 22939, office hours.

**DAIMLER** 1926 16-h.p. launch type tourer. Full all-weather equipment. Resleeved February, 1948, and 5,000 miles since. Body excellent. £100. Eves, 64 The Parade, Leamington Spa.

£110. 1931 ALVIS "12/50" ATLANTIC SALOON. Engine, dynamo and steering recently overhauled and brakes relined. Body rough. Turner, 16, Criffel Avenue, London, S.W.2. Tel.: Holborn 7771 during office hours.

**BENTLEY** 3-litre 4-seater. Gurney Hutting body. Resprayed, new tonneau cover, spare engine ("Red Label"), many spares, very smart car. Last time taxed 1932. £200 the lot. Lancia "Lambda" 8 series drophead. Body rough. Good tyres. Mechanically excellent. £100. Riley Nine chassis. Special camshafts. Good mechanical condition. £45. B.M.W. 8-h.p., yes B.M.W.! Believed to be the only one of its type in the country. Just rebored, reground crank, new tyres. Body needs respray. Independent suspension on all wheels. £150. Terraplane Straight Eight saloon. Good tyres. Good running order, brakes just relined and drums skimmed, new battery, "C" licence. £85. Malcolm Baker, 120, Ewell Road, Surbiton. Tel.: Elmbridge 5872 between 9.30-5.30.

**BENTLEY ENGINE** 3-litre "Blue Label." Complete with starter and dynamo, also four M.I. magnetos £25. Box No. 231, MOTOR SPORT, 15, City Road, E.C.1.

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### Specimen 1929 4½-litre BENTLEY

Terrific performance, completely rebuilt and overhauled 1948-9. McKenzie replacement block resleeved, 5 mm. off block and Mac's special pistons give raised compression, new valves and overhauled carburetters, crank reground. "Speed Six" brakes, twin S.U. pumps, new two-seater Beetleback body, new wings and running boards, upholstery, carpet, weather equipment and concealed hood. Rewired throughout, Bosch starter, P100 lamps, new radiator core, shell re-chromed, four new Dunlops, repainted genuine Napier green. Bills shown for over £600 including £178 McKenzie. 18 m.p.g. Owner reluctant to part, good reason for sale.

£675

Apply: P. M. PRICE, 14b, London Rd., Alderley Edge, Cheshire.

### FOR SALE—continued

**PERFORMANCE CARS** offer this month:—  
Bentley 3-litre "Red Label" 4-seater by Youngs. Good chassis and coachwork, new hood. £265.  
Invicta 3-litre 2-seater, original body, reconditioned, recellulosed Alfa red, 6-branch external exhaust, P.100s. £155.  
Alvis "Crested Eagle," 1934. Good chassis, cellulose and wings poor. £85.  
Triumph "Super Seven" 2-seater, good order, 4-branch exhaust, dry sump lubrication. £95.  
Talbot "95." Most attractive 4-seater by Youngs. Immaculate and perfect mechanically. £195.  
Renault 13-h.p. D/H coupé, 1937. Very nice condition all round, engine reconditioned. £195.  
Chrysler 20-h.p. D/H coupé, 1935. De luxe blue hide upholstery. Bodywork by Fisher, comparable to a Sherman tank. Unusually sound and perfect specimen. £150.  
Riley Nine saloons: 1930, £60; 1932, £70. All Riley Nine spares in stock.  
Rover "Speed Pilot" (3 carbs.) Fourteen sports saloon. Engine completely overhauled, not run-in. £130.  
These and a few late arrivals are offered this month. Hire purchase, exchanges, insurance, repairs and complete rebuilds undertaken. Huge stock of Riley Nine spares.  
Performance Cars, Princes Gate Mews, S.W.7. Tel.: Kensington 7131.

**328 B.M.W.** 20,000 miles only. Present owner collected from factory new 1938. Unused six years, overhauled F.N.'s after, passed 100 per cent., used 1,000 miles since. Not raced, but timed 110 pre-war. Hirth box and late axle. Metallic grey. Owner bought larger car. £975 or offer. Bell Cottage, Bury Gate, near Pulborough, Sussex.

**M.G. MAGNA** saloon, 1934, black engine. Paintwork good. New battery. Coupons. Taxed. £175. 221, Birchfield Road, Redditch, Worcs.

**1925 SALMSON** (Newport Pagnell) 13.9-h.p. £35 or near offer. 1925 Austin Seven chassis, excellent condition, also magneto engine. £10. Selby, 75, Roundwood Way, Banstead, Surrey. Tel.: Burgh Heath 1853.

**1935 B.S.A. SCOUT** 2-seater. Taxed. I.f.s., new, accumulator, tyres. Complete hood. Sidescreens. £100. 83, Sherrards Way, Barnet.

**1938 9-h.p. SINGER "LE MANS"** speed special. Good condition throughout, new tyres, weather equipment sound, plated head, spare outside exhaust. £300 or offer. Apply Whitsun, Kaberry, 12, Rose Grove, Hebden Bridge, Yorks., or Box No. 233, MOTOR SPORT, 15, City Road, E.C.1.

**BENTLEY ENGINE.** Almost complete. Dismantled for sale. Also 1928 10-h.p. Swift, just overhauled, no body. Offers. Guy Ward, Manor House, Shelsley Beauchamp, Worcs.

### FOR SALE—continued

**SOME EARLY MOTORING BOOKS** and car handbooks for sale. Send for list. Pole, Brick House, Dutton Hill, Dunmow, Essex.

**BUGATTI.** Ex McFerren, Neill, Stanley Martin. Type 35 G.P., rebuilt, but requires detail attention to finish. Offers. A. K. Haworth, "Old Falange," Rochdale. Tel.: Rochdale 4538.

**BRAND NEW ENGINES.** 1½-litre B.M.W. complete with Bosch vertical magneto, starter, dynamo, filters, Solex carburetter, manifolds. £100. 1939 Morris Ten with clutch, gearbox, full electrical equipment, carburetter, manifolds. Specially tuned, suitable M.G. replacement. £100. Coventry-Victor inboard-outboard unit, for outboard drive and propeller. £55. Derrington, 159 and 200, London Road, Kingston-on-Thames. Tel.: 5621/2.

**1925 3-LITRE BENTLEY.** 2,500 miles since resleeve; 4 new tyres. Resprayed green. Excellent condition. Full details, price, etc., on application. Seen by appointment only. Write I. B. Baillie, Cavalry Barracks, Windsor, or ring Windsor 38.

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HAYLEY GREEN, HALESOWEN, Nr. BIRMINGHAM.

Have pleasure in announcing they have acquired the services of Mr. Donald Buckingham, A.M.I.A.E., as our Racing Mechanic and Technical Adviser.

Cars for Disposal: 1,100-c.c. Racing Riley, completely rebuilt ready to race, Sports-equipment complying to International regulations. Also 2-litre Aston-Martin, 1938; Alvis "Speed 20"; B.S.A. Scout, 1937; 29-h.p. Railton drophead coupe, 1936; Midland Agents for the new MARWYN 500-c.c.

: ENQUIRIES INVITED :

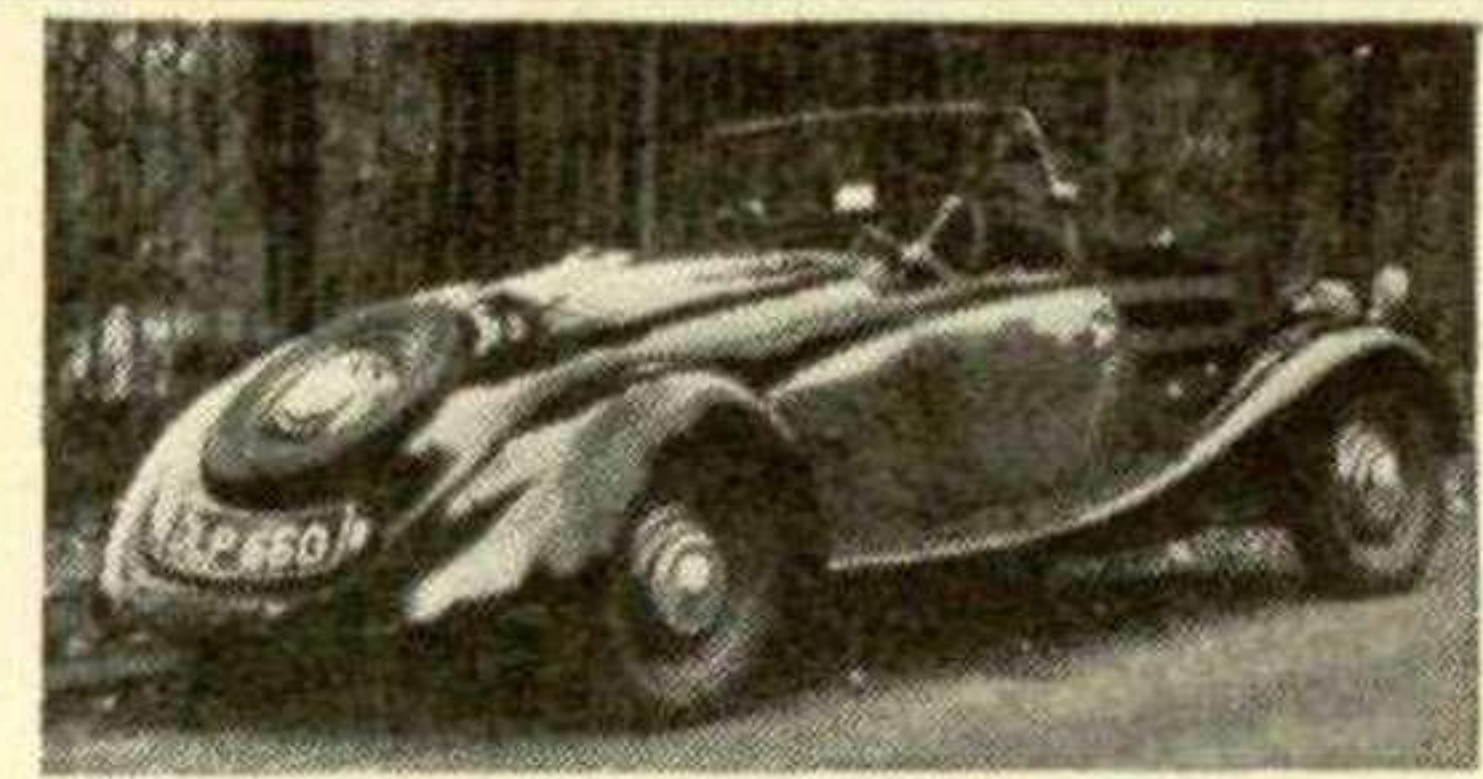
**VINTAGE DELAGE.** D.I.S.S. 1926. 14-h.p.; perfect condition. Reconditioned throughout. Jack Merricks, Icklesham, Sussex. Tel.: Winchelsea 38.

**VAUXHALL "14/40"** 1927 5-seater tourer. Four-speed box, wire wheels, good tyres, aluminium head, engine and transmission perfect. 28/30 m.p.g.; good hood and sidescreens. All aluminium body, recently resprayed. Seen London. £110, no offers. Box No. 234, MOTOR SPORT, 15, City Road, E.C.1.

**VINTAGE SALOON** (1926) body with partition complete, all upholstery and in remarkable condition. £10 to clear. Buyer collects. Box No. 235, MOTOR SPORT, 15, City Road, E.C.1.

**BENTLEY.** 1930. First registered 1931. 4½-litre Bentley Mulliner saloon. Genuine mileage 72,000. Excellent condition. Any examination or trial. Petrol. Offers to: Dew, Fordend, Denham, Bucks. Tel.: Denham 2474.

**ASTON-MARTIN,** 1932, 1½-litre standard sports saloon; 3,500 miles since major overhaul. Bills shown. Excellent condition throughout. £295. Glover, 5a, Addison Crescent, W.14.



### 1937 MERCEDES-BENZ 14-h p. Type 170v. Roadster

Luxurious dickey seat. Good order. Fully independent suspension. Model in current production. Spares readily obtainable. Exchange considered.

£435

J. R. BROWN, 93, ORMEROD ROAD, BURNLEY, LANCS. Tel.: 3032

### FOR SALE—continued

**V. W. DERRINGTON, LTD.,** 159 and 200, London Road, Kingston-on-Thames. Tel.: 5621/2. For all sports spares, materials and equipment. Chromium-plated tubular luggage grids from £6. "Brooklands" detachable aero-screens with universal fittings suitable any car, 48s. "Deep Note" exhaust systems from £3. Cycle wings, 6-in. 15s.; 8-in. 18s. 6d. Sheet aluminium 6 ft. by 3 ft., 22 gauge, 25s.; 18 gauge 40s. Other gauges mouldings, angles stocked. Light steel bucket seats, trimmed Rexine, red or black, padded sponge rubber, 87s. 6d. real leather £5 7s. 6d. Light alloy seats (2½ lb.), untrimmed, 50s. Dunlopillo seat cushions 22s. 6d. and 25s. Scintilla Vertex, Lucas and B.T.H. vertical magnetos from £7 10s. Superchargers, all makes, instruments and sets. Largest Zoller, new, for E.R.A., Magnette, £65; 2¼-in. bore S.U. carburetter £15. Sirens, 6v. or 12v., chromium plated £5. Speedometers, rev.-counters, thermometers, headlamps, spot and fog lamps, Windtone horns, F.I.A.T. spares, largest stockist, 500, 1,100 and 1,500, reconditioned engines, gearboxes, starters, dynamos, radiators, propeller shafts, complete servicing facilities. M.G. spares, vertical drive roller races 8s. 6d. pair, sleeves 20s. 6d. own drive pinions reconditioned 35s., rocker bushes 7s. 6d., rockers rebuilt, reground, 7s. 6d. each; gaskets, ball races, half shafts, valves, springs, engine and road; representative stock at reasonable prices.

**V. W. DERRINGTON, LTD.,** 159 and 200, London Road, Kingston-on-Thames. Tel.: 5621/2. 500-c.c. special, modified Austin chassis, fitted dirt-track racing Douglas engine, four-speed. Fully equipped road use, 5 new tyres, most attractive light alloy 2-seater body, new hood and screen, built and registered 1947. £6 tax paid. £145. Bugatti Type 43 with 44 engine, magnificent, new, aerodynamic body, concealed drophead coupé, fold-flat screen, winding windows, seats 3 abreast, exceptional luggage space. Mechanically perfect and the most wonderful car to drive with Daimler fluid flywheel and pre-selector gearbox, 3.5 to 1 back axle, giving over 100 m.p.h. and 28 m.p.g.; new tyres and battery, exceptionally well equipped. £650, any colour to choice. Riley "Imp" 1935, Laystall reconditioned and tuned. Fram filter, particularly good condition throughout; black, red leather. £425.

**VINTAGE F.I.A.T.** 26.7-h.p. close-coupled 4-seater. 1925. Rechromed throughout. Resprayed. Fold-flat screen. Excellent tyres. Twin Windtone horns. New hood. Fitted new Solex carburetter. Giving full 20 m.p.g. at 50 m.p.h. Engine and accessories overhauled last autumn. Taxed year, current petrol. £175, or very near offer. Box No. 236, MOTOR SPORT, 15, City Road, E.C.1.

**M.G. GEARBOX,** new, for sale, remote control. Suitable 8-h.p. car. Roberts, Motor Dismantler, White Hill, Marlow, Bucks

## TRANSPORT SERVICE

To those without the facilities I can offer the following service

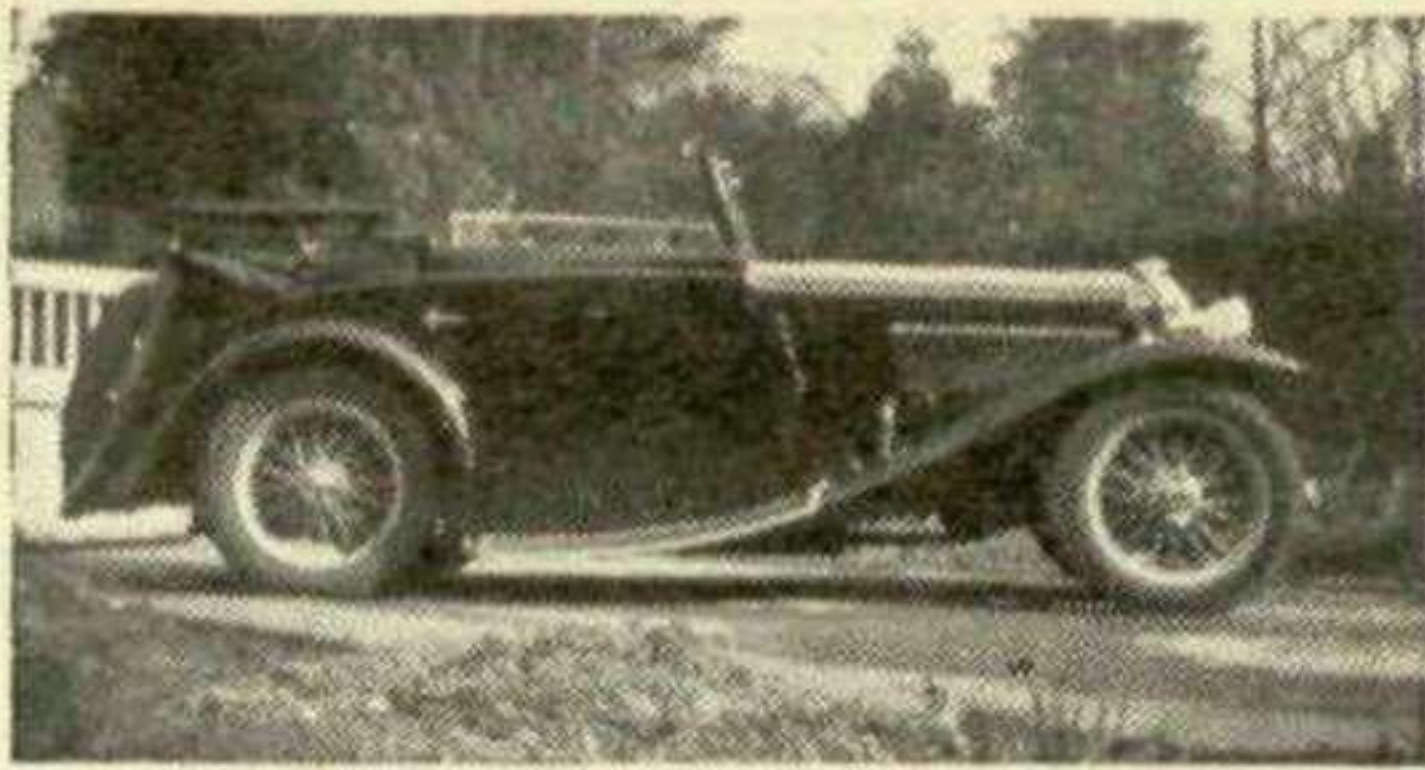
Having a large closed van specially fitted out for the carrying of two racing cars, I can, on occasions when there is space available, transport one or two cars to any meeting that I may be attending, either at home or abroad. The charges would be very reasonable because in many cases the van would be going there anyway.

FOR DISPOSAL.

2.9 Alfa-Romeo, 2-litre Veritas, and many E.R.A. spares.

**K. N. HUTCHISON** WHITEWAYS END HOUSE, FARNHAM, RUNFOLD, SURREY





**WOLSELEY 14.04-h.p. Six-cylinder** 1935-36. Special Eustace Watkins body, with single-action hood. Occasional four. This car, which has been completely reconditioned and faultlessly maintained, is in superb condition. Any trial or inspection. Price: £463.

Spencer, Whitegates, The Crescent, Cheadle, Cheshire. Tel.: Gatley 2286.

### FOR SALE—continued

**T.T. REPLICA FRAZER-NASH** in first-class condition. Extensive overhaul just completed. New tyres, battery, hood, etc. Finished B.R. green. For further particulars, write to Box No. 237, MOTOR SPORT, 15, City Road, E.C.1.

**1933 ARMSTRONG-SIDDELEY.** 12-h.p. wide 2-seater with dickey. Comfortable and reliable car. Recellulosed blue, matching hood. Nearest £160. Hale, "Lochinver," Coughton, Ross-on-Wye.

**UNUSED CENTRIC 160 supercharger,** new boost gauge, manifold, £17. Telefunken car-radio, complete, overhauled, 6v. adapted 12v., £6. M.G. F-type Magna crankshaft, valve-cover, five con-rods, eight brake-shoes and assorted bits, £5. 12v. Bosch horn, 25s. New Bosch car-heater, complete, £5. Lucas/M.G. external mirror, 10s.; Petrolift, needs attention, 7s. 6d. Bosch fog-lamp, grey and chrome, six spare bulbs, 35s. Windhorn, needs attention reed, 10s. New 12v. external trafficators and switch, £1. S.A.E. please. Wanted.—L-type Magna engine and all L-type spares. Private sellers only. Box No. 238, MOTOR SPORT, 15, City Road, E.C.1.

**HIGHLAND SQUARE GARAGE,** Black Boy Hill, Bristol, 8. Amilcar Grand Sport aluminium bodied 2-seater, original throughout; black with red wheels; engine being assembled after overhaul. M.G. trials special with light aluminium body; engine completely rebuilt and fitted J2 dual carburetter cylinder head. Standard Eight tourer, 1949. Under 4,000 miles; in perfect condition throughout. Scintilla Vertex (6-cylinder) magneto. £7 10s. Large dia. rev.-counters calibrated 5,500 suitable J2, etc. £3 12s. As usual, our collection of bits and pieces is available to enthusiasts.

**LANCIA "APRILIA." 1939.** Excellent mechanically. Good appearance, well shod, fast and economical. £450. British Salmson drophead coupé. Smart and reliable. 1936 vintage, lively twin-o.h.c. engine. Nearest £225. Routledge, Scholes, Leeds. Tel.: Leeds 47896.

**BARGAIN** for Riley enthusiasts. Owner must sell Riley 12-h.p. 1933 saloon, recently undergone £100 overhaul, bills available, engine, transmission, coachwork and upholstery in genuinely first-class condition. £160. Lunn, 26, Studley Road, Luton. Tel.: Luton 4403.

**M.G. "J2,"** late 1932. Recently stripped, engine overhauled, resprayed black, aluminium wheels, red upholstery, new hood, carpets, various extras, including new tyres, excellent condition. A bargain for a beautiful car at £222, with all petrol. Box No. 240, MOTOR SPORT, 15, City Road, E.C.1.

**LANCIA "LAMBDA" 8th series engine.** Complete with carburetter, dynamo and starter. Offers over £30. Edmonds, 101, Brighton Road, Surbiton. Tel.: Elm. 8463.

**£135 ALVIS "SILVER EAGLE"** Beetleback, chassis in excellent condition. Car will cruise all day at 60 m.p.h., maximum 75-80 m.p.h. New hood last year, body rough, but serviceable. Offers also required for Bentley 1927 3-litre "Red Label" "Speed Weymann" saloon. Write: Hyde, Holts, Fittleworth, Pulborough, Sussex.

**M.G. PARTS FOR SALE.** N-Type crankshaft and main bearings. Front nosepiece. Gearbox and remote control. Sump. Oil pump. Oil filter. All manifolds. Damaged block. L-type valve cover. Pair carburetters. F-type E.N.V. 4-speed box. Steering column complete. Radiator core and shell. P-type. Slightly damaged: Head, flywheel and clutch. J-type crankshaft. Flywheel bell housing and rear main. Nosepiece. Pistons and con-rods. Valve gear. Auto-advance distributor. M-type Aluminium ribbed sump. Camshaft. Twin carburetter manifold. M.G. parts wanted. Preselector box for Magnette. M.G. Manuals. L-type manual wanted in exchange for P-type. West, 4, Hillfield Gardens, London, N.10.

### FOR SALE—continued

**TRACTA FRENCH SPORTS CAR.** Four-cylinder 12-h.p. drophead coupé. Sound spare engine and chassis. Spares. £175 or offers. Seen London. Tel.: Ely, Fremantle 2392.

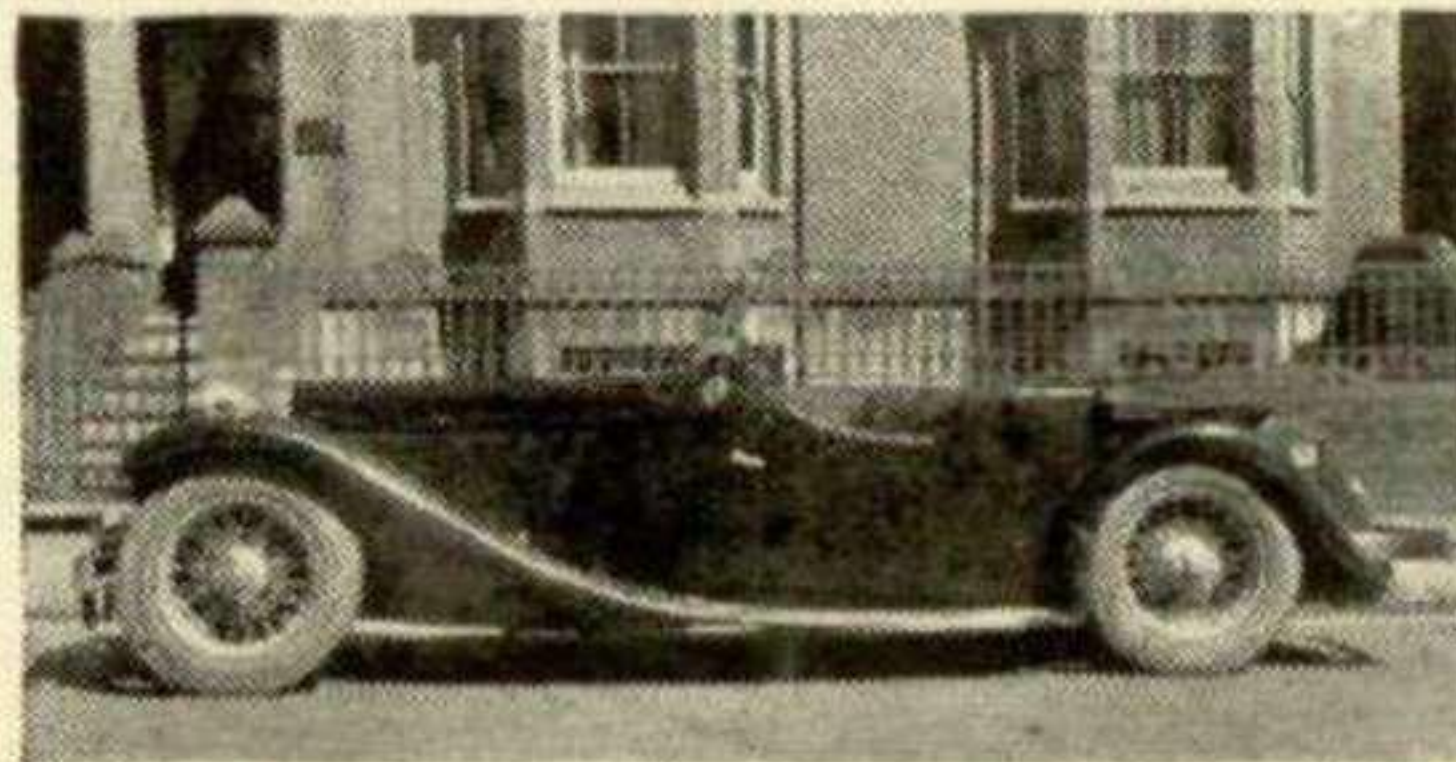
### WANTED

**TWO OR FOUR-SEATER** open sports car in fair to good condition, year unimportant, with 3½-to-1 back axle ratio approx., less engine and gearbox, chassis suitable for fitting Ford V8 engine and gearbox. State make, price, condition, etc., or would consider buying Ford V8 special complete. R. Edmonds, 101, Brighton Road, Surbiton, Surrey. Tel.: Elmbridge 8463.

**EARLY "AUTOCARS," "MOTOR-CYCLE,"** or other publications; also early accessories. Clare's, 96, Tulse Hill, London, S.W.2.

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

**WE URGENTLY REQUIRE** to purchase sports and touring cars, also vintage cars of every description. Tel.: Kensington 7131, or write: Box No. 169, MOTOR SPORT, 15, City Road, E.C.1.



### SS.1 20-h.p. SPORTS TOURER

First registered 1933, and laid up 8 years. Engine excellent condition. Body very sound, upholstery (green) good. New hood and cape. Tonneau cover. Side-screens need new celluloid. One new retread. Everything works. Fitted with silencer cut-out. Colour black. Taxed June. Good value at £215.

R. F. NEAME, Perry Cottage, Selling, Faversham, Kent.  
'Phone: Selling 207

Lucas 6v. and 12v. High-Output Coils. 12s. 6d. each, unused and guaranteed. Carriage paid. C.O.D.

J. Johnston,  
65, Curling Vale, Guildford.

**AUSTIN SEVEN** Girling-type backplates, any number wanted. Austin Seven, complete or near complete, chassis, or early vintage complete cars for cash. Offers to Cambridge Engineering, Cambridge Road, Kew Green, Surrey.

**FOR M.G. "J2":** petrol tank, camshaft and rocker gear, gearbox, and what have you? Bramham, 52, Regent Street, Rugby.

**WANTED TO PURCHASE:** two copies of MOTOR SPORT, Nov. and Dec., 1947. H. K. H. Dale, c/o Imperial Trading Co. SAE., 1, Sikket El Fadl, Cairo, Egypt.

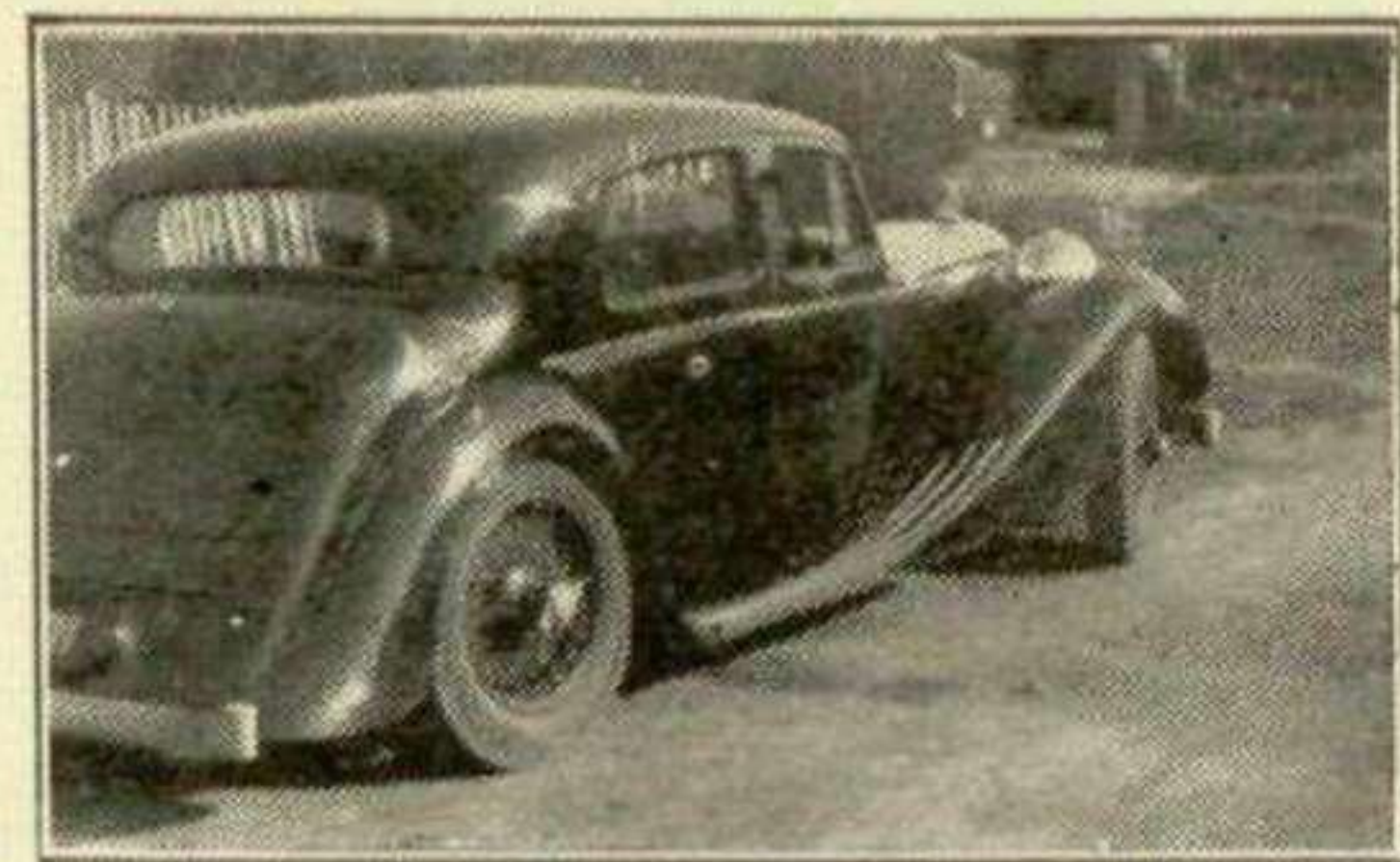
**REQUIRED FOR 1935 B.S.A. "SCOUT" 2-seater,** all spares; also instruction book. Addison, 32, Salisbury Road, Lancaster.

**OPEL "CADET" 3-SPEED GEARBOX,** gears and spares. Write: Frazer, 2, Highbury Place, N.5.

**THREE M.G. "J2" ROAD WHEELS,** any condition. Also two R.A.G. carbs. for sale (S.S.). Taylor, 46, Llanedynr Road, Pen-y-lan, Cardiff.

**DYNAMO,** 1930 Riley Nine. For sale, complete crown-wheel/differential assembly, 1933 Sunbeam "18.2," £10. 400 by 19 new retread and tube, 35s. Ward, 237, Court Road, Eltham, S.E.9.

**BRONZE HEAD** for 3½-litre Jaguar 100. Box No. 188, MOTOR SPORT, 15, City Road, E.C.1.



**S.S. JAGUAR 2½-LITRE SALOON.** November 1938. One owner. Beautifully kept. Price £500, or will exchange for 3½ or 2½-litre S.S. 100.

Write: 222, Tudor Drive, Kingston-on-Thames, Surrey.

### WANTED—continued

**RILEY 1934 12-H.P.** 6-cylinder engine, with automatic clutch, must be in good condition. Preferred to be seen running. Price please: Lambert, Nuttage Gate, Bucklebury, Berks.

**OPEL "CADET" FRONT SUSPENSION UNIT** required urgently, complete or in parts. 77, Cotton Lane, Moseley, Birmingham.

**SINGLE CARBURETTER MANIFOLD** for "Silver Eagle" Alvis. Must be in good condition. Parker, Moorhead Close, Hitchin. Tel.: 1059.

**OVERDRIVE TWO-SPEED GEARBOX,** 3:2, or crown-wheel and pinion, 3½ to 3¼, to 1. Aston-Martin near-side front wing. R. F. Neame, Perry Cottage, Selling, Faversham. Tel.: Selling 207.

**COMMERCIAL TRAVELLER ENTHUSIAST** requires 9 to 12-h.p. open car for the daily round. Vintage or later. Sound. Shardlow, 17, Lockerbie Avenue, Cleveleys, Lancs.

**BUGATTI TYPE 40 BODY,** or similar 4-seater, pointed tail. Bowling, 69, Walmley Road, Sutton Coldfield, Birmingham.

**FOR AUSTIN SEVEN-SPECIAL:** low front-axle beam or i.f.s., 16-in. wheels, 6-v. petrol pump, two Amal ½-in. bore carburetters. C. H. Burgess, "Burrington," Stoke Paddocks Road, Bristol, 9.

**SINGER 1½-LITRE** sports, three carburetters, six cylinders, "Le Mans" job. Box No. 191, MOTOR SPORT, 15, City Road, E.C.1.

**1934/38 AUSTIN SEVEN 2-seater** tourer body or F.I.A.T. 500 body. Consider complete car minus engine or other parts. Box No. 192, MOTOR SPORT, 15, City Road, E.C.1.

**SPORTS OR RACING BODY SHELL,** must be light alloy. Suitable to fit to 9 ft. 9-in. 3-litre Bentley chassis. Write only please: McClure, 88, Overton Drive, Wanstead.

**TALBOT 10/23-H.P. TYPE Z10 2-seater.** £100 offered for sound car. Howard, 50, Cathcart Road, London, S.W.10.

**MORGAN WANTED.** Preferably post-war "4/4" or three-wheeler. 47, Ennerdale Road, Richmond, Surrey.

**RILEY NINE 1933 CLOSE-RATIO GEARBOX,** complete or gears only; "Brooklands" or racing camshaft; pair of S.U. carbs., 1¼-in. bore; set of h.c. full-skirt pistons complete, .0020 in. Otherwise, complete racing motor with suitable gearbox will be considered. Box No. 196, MOTOR SPORT, 15, City Road, E.C.1.

**1939 3½-LITRE JAGUAR "100,"** low mileage and good condition essential. Bond, "Racton," Beatty Avenue, Cardiff.

**REV.-COUNTER** and speedometer, suitable for Talbot "105" 21-h.p. "Speed Model." Inst.-Lt. Withers, R.N., R.N. Air Station, Donibristle, near Dunfermline, Fife.

**"30/98" VAUXHALL,** 1925 OE model, rear axle parts, near-side half-shaft and hub assembly. Lt.-Comdr. Wright, R.N.A.S., Donibristle, Dunfermline, Fife.

**WANTED PAIR OF 16-IN. OR 17-IN. BY 5.25-IN. WHEELS** for 5th series Lancia, with tyres and tubes if perfect. Also three ex-R.A.F. cabin blowers. Also light 2-seater super sports body shell. Box No. 229, MOTOR SPORT, 15, City Road, E.C.1.

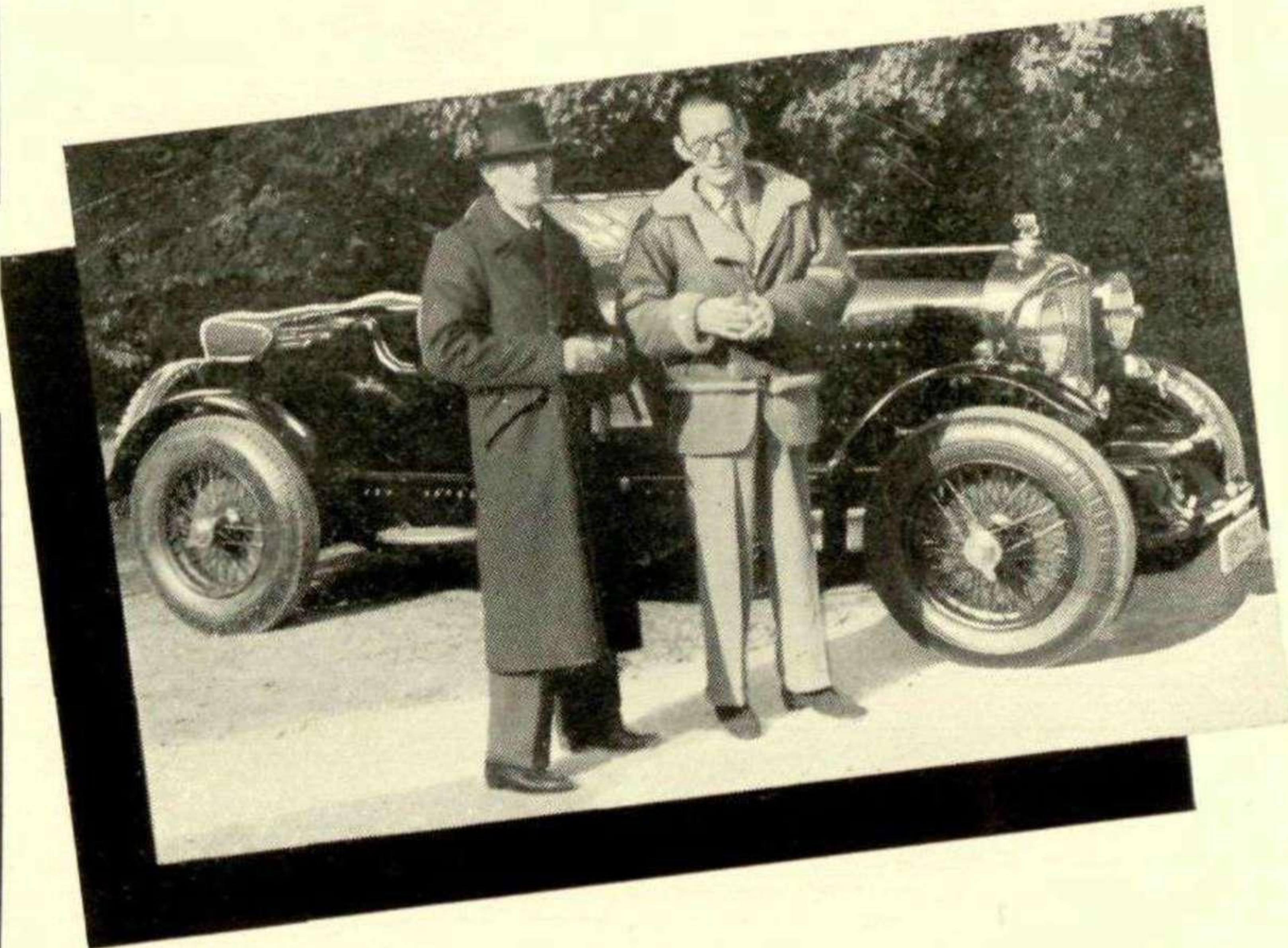
**MARSHALL SUPERCHARGER** for TA M.G. Complete with all fittings. Also straight-tooth crown wheel and pinion ratio 10-45. Particulars to Box No. 214, MOTOR SPORT, 15, City Road, E.C.1.

**SPRINT CAR.** 500 to 2,000-c.c. single-seater. Forward full particulars and photo, if possible, to R. Edmonds, 101, Brighton Road, Surbiton, Surrey. Tel.: Elmbridge 8463.

Continued on page 236



# *I want to cry!*



VICTOR DOLAND'S  
**SUPERB BLOWER**  
**4½ BENTLEY**  
**FOR SALE**

THIS beautiful car was delivered from the coachbuilders in 1947. Since then it has remained in the garage and received loving care daily, but has not been driven.

The reason for the sale is that its owner had thrombosis, which has resulted in partial paralysis of his left side, making him unsafe as a fast driver.

#### **SPECIFICATION :**

The date of the original chassis was 1930—one of the last to leave the works.

The chassis has been shortened to 9 ft. 10 in.

The best parts of two blower chassis have been utilised in the complete rebuild by Lawrence of Mill Hill.

Engine and chassis completely stripped and re-wired throughout.

Body shortened and rebuilt by Van den Plas. (The last private job they did before Austin Motors took them over.)

Colour scheme black and chrome.

Upholstered in pre-war hunting scarlet. Waterproof loose covers throughout.

Two-seater with provision for fitted trunks.

The latter space can easily be adapted to two rumble seats.

Supercharger overhauled by Bill Short.

Nearly new tyres. Four 700 section by 19.

Two 600 section on the front.

This car has just been returned from Monaco Motors of Watford, who have fitted a Grand Prix E.N.V. box with specially light clutch, which makes the car ideal to share with the blonde or the wife.

Cost nearly £4,000.

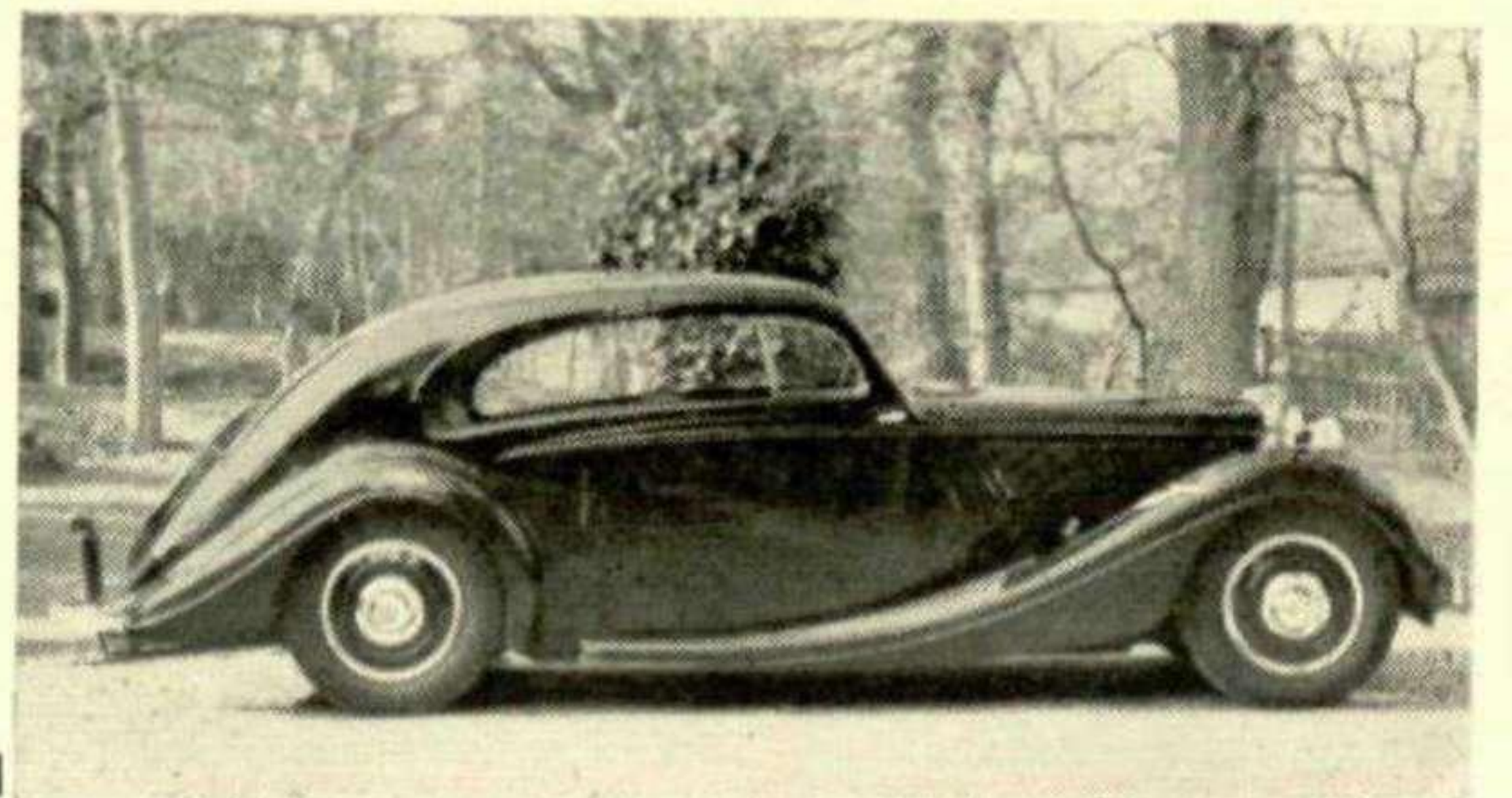
Offers to :

**VICTOR DOLAND**

*Hurstmead, Lewes Road, Haywards Heath*

- **ALSO FOR SALE** -  
**TALBOT 115 3½ LITRE**

1936-37 special Gourney Butting two-door sports saloon. Black with scarlet leather upholstery. Perfect mechanical condition. Solex carburetter giving 20 m.p.g. Body has 1949 lines. £850. No offers.







THE WORLD'S MOST GRUELLING ROAD RACE!

**MILLE MIGLIA** (1000 MILES)  
ITALY  
(TOURING CLASS)

**1<sup>ST</sup> HEALEY**—FITTED WITH  
RILEY 2½-LITRE ENGINE  
(driven by T. H. Wisdom and G. Healey at  
a speed of 68.57 m.p.h.)

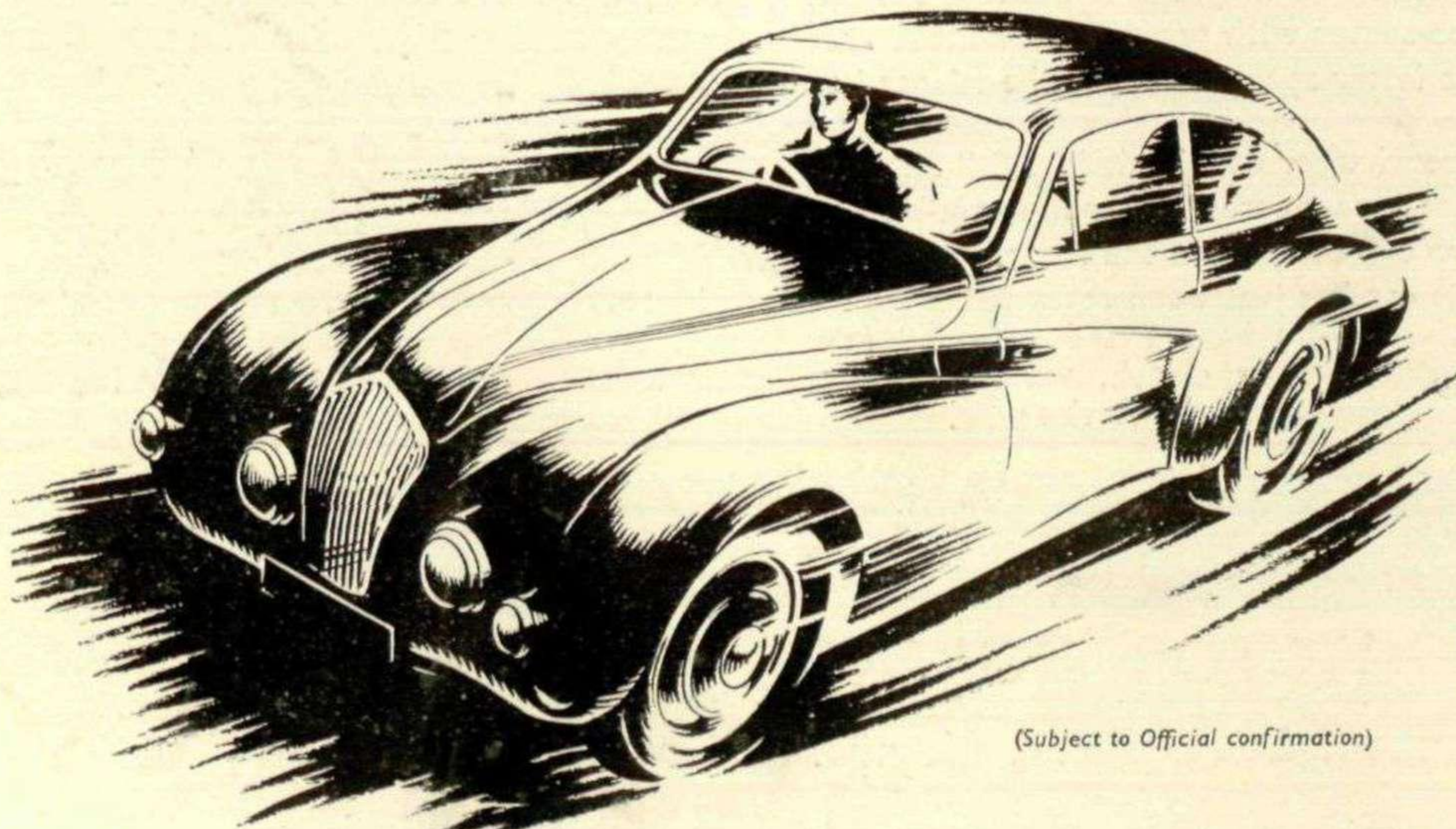
**3<sup>RD</sup> BRISTOL 4<sup>TH</sup> HEALEY**

*relied on*

*standard*

**LUCAS**

**ELECTRICAL EQUIPMENT**



(Subject to Official confirmation)

JOSEPH LUCAS LTD • BIRMINGHAM • ENGLAND