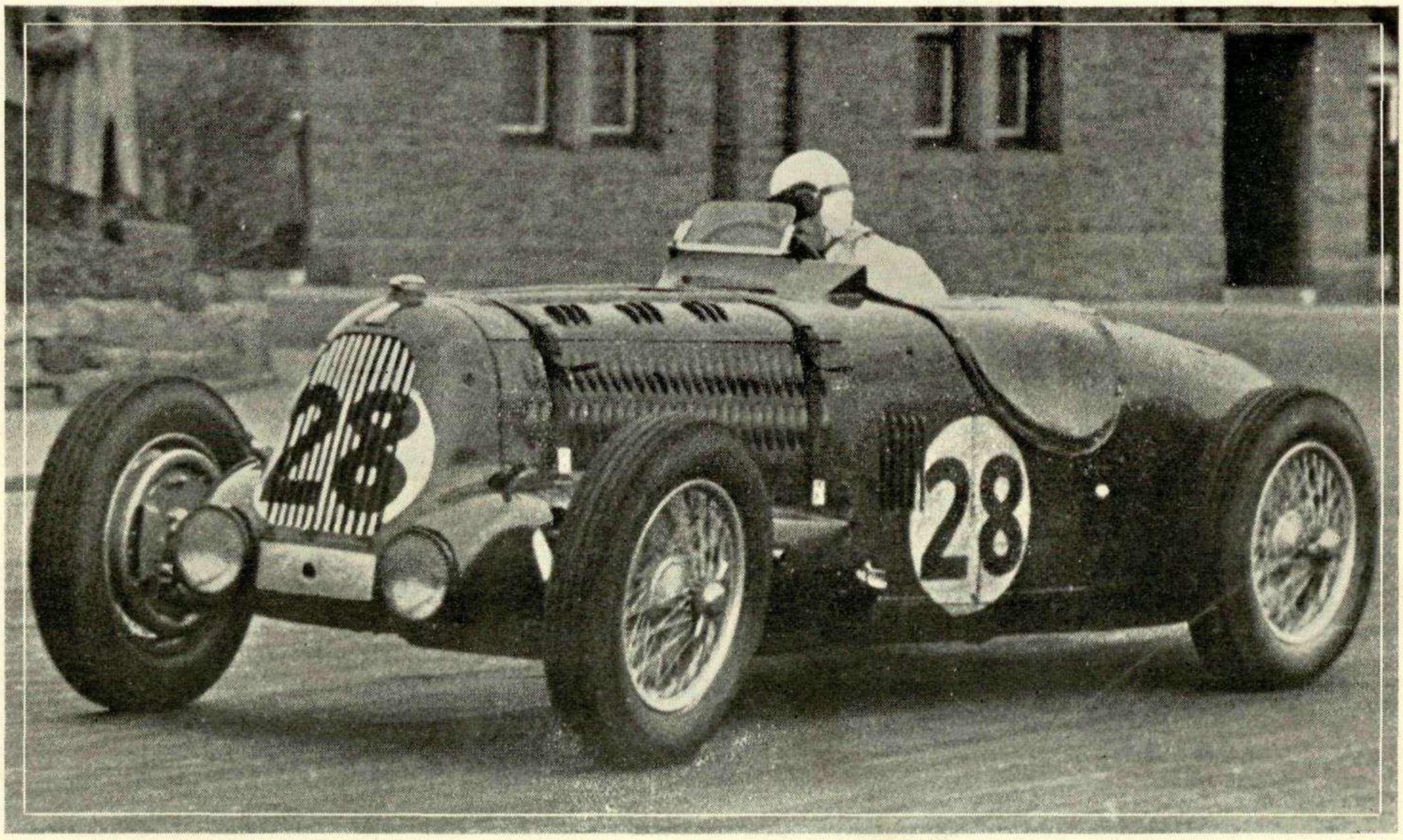
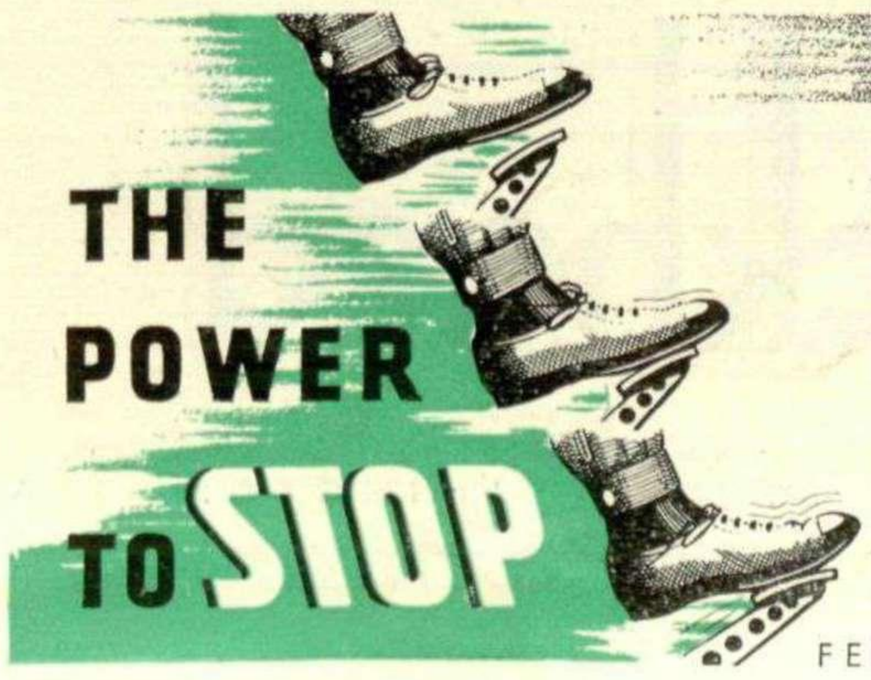
Vol. XXIII No. 6 **JERSEY AND PRESCOTT, ETC.** *June, 1947*

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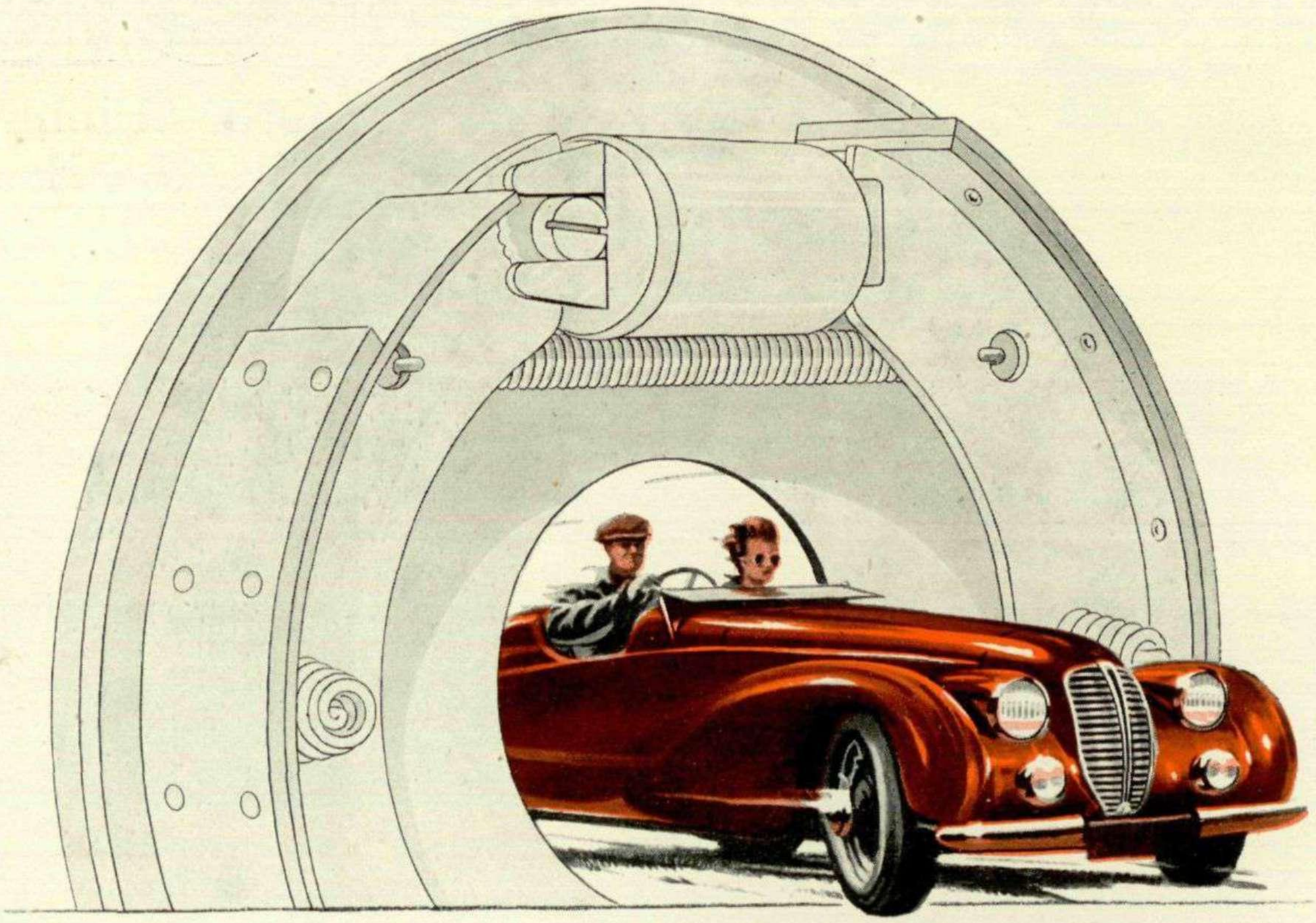
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PRESCOTT SPRING HILL-CLIMB

Sydney Allard beats them all in his new car. Five Class records fall. Magnificent ascents by John Bolster.

THE weather was perfect at Prescott on May 11th and at this popular venue, set in beautiful hill-country, a large crowd saw five class records fall and Sydney Allard make f.t.d. and come within 1.11 sec. of Raymond Mays' record, with the new racing, but unblown, Allard.

The veterans opened the meeting and were in fine form. Marcus Chambers seemed to find the Hutton's gear-lever ill-placed for this kind of work, but Dr. Ewen gave a really polished exhibition in the wonderful Itala and Peter Clark was very steady in the 1914 Mercédès, which, on its second run, set a new class record of 54.71 sec., beating Heal's old record with the Fiat by .11 sec. Gibbs was very consistent in the latter car.

The class for unblown 1½-litre sports cars was definitely the property of Newton's H.R.G. No one could come near to it, Newton climbing first in 52.1 sec., then in 51.29 sec., both these ascents beating Claridge's Frazer-Nash record, the second run by a clear 2.16 sec. The H.R.G. had a cover over the passenger's seat and light strip wings. Claridge, trying hard, had a "moment" at the Esses on his first attempt, and was slower on his second run; he could not better 53.98 sec. Staddon was neat in *his* H.R.G. Mrs. Hague, in blue ski-cap, seemed to suffer slight brake snatch in her blue Riley, which howled its tyres and Hellyar, snatching a handful of 2nd after the first corner, put lots of load on his Singer Six "Le Mans" rear tyres. Ansell drove his wife's red "Aerodynamic" 1½-litre H.R.G. nicely, keeping the screen up. But it was left to Mrs. Gerard to set third best time, in 55.22 sec., her familiar Riley in fine form and its driver making good use of revs. and brakes.

Only three cars contested the class for blown 1½-litre sports cars, of which Leonard's very-normal-looking 1,408-c.c. M.G. beat the noisy 1,086-c.c. of Kennington's by .01 sec., although it was also quicker than its rival on its second run. The tyres protested loudly! Against these two cars Trowbridge's Austin hadn't an earthly. Adams had broken the oil pump drive of his Anzani Bugatti in practice and was obliged to spectate.

Times did not improve much when the unblown 1½- to 3-litre cars ran and, indeed, were slower than Newton's in the unblown 1½-litre class. Jason Henry carried the day in Miller's beautiful 2-litre Riley, which had small lamps and a most stirring note on the overrun. A very fine drive on his second run clocked 52.72 sec., and both Jason Henry's ascents were faster than the owner's. Tyrer's B.M.W. went up wildly for second place (53.81 sec.), and Miller's second run was 3rd fastest, in 54.56 sec. Of the others, Rowe's 2½-litre Jaguar suffered immense slides, Sievwright's 2-litre Aston-Martin, fully equipped and aero-screen erect, was slow. Poor Crook, who had been running-in his "328" B.M.W.'s engine before the event and who had had to change the gasket three times on Saturday, was slower still on his only run, and it was left to Prosser to make the next best "328" B.M.W. run, cornering really fast, in 54.75 sec. Finnemore, hand on external gear-lever through the Esses, clocked 57.03 sec. in his Frazer-Nash. Again only three cars contested the supercharged version of this class, Heath setting a new record in his Alta, in 50.82 sec., beating James' Alfa-Romeo record by .78 sec. He drove splendidly, rather cramped, in the ex-Cowell car in which he merely had his "spare" engine. He said afterwards that he could have done with better brakes and this car will probably appear with Lockheed or Girling anchors, and torque members for its front axle.

The sports-car record was beaten on both runs. Whincop, working hard, was second, in 52.41 sec., in his blue Type 51 Bugatti, now road-equipped, his wife servicing it between runs. Fry's road-equipped Type 51 couldn't better 55.18 sec., but was handled consistently.

Times still remained sober when the big sports cars ran. Leonard Potter, on a wild run, made best time in his Allard, in 53.34 sec. and he deserves his success. Leslie Allard, in a magnificent white cap, drove the V8 Allard which Sydney Allard used last year, but now with s.v. Mercury engine, and handled it extremely well, making second best time in 53.89 sec. He had a slight confusion at the top bend *on one run—but watch this man next* time! Dryden's Jaguar, also very well handled, was next best. Mansell's Allard was another car that was driven decently, its tyres protesting. Campbell's Invicta came wide out of the Esses, as did McAlpine's quiet Allard. Marechal smote the outside bank going through the Esses in Sir D. Gamble's Invicta and indulged in some real trials' work in extracting the somewhat bent motor-car —time, 80.2 sec. The owner had ascended in 55.67 sec. Butterworth drove his 4½-litre Bentley up very neatly, but Parker was untidy in the Parker-Martin, now boasting queer light-alloy wheels. Wharton, in C. A. N. May's Ford, experienced the dreaded sideslip on a fast run. Emery's blown Hudson, tyres smoking, appeared at first to have won this class (52.31 sec.), but obviously it had to be transferred to the supercharged category, in which it was swamped by Bugattis.

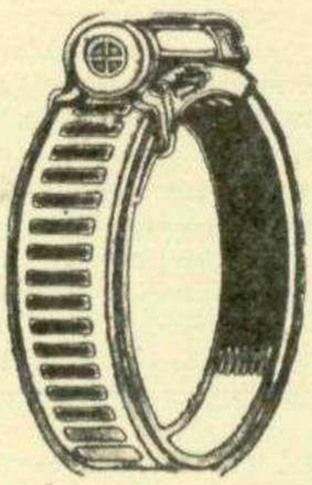
Indeed, Rodney Clarke, in his too-perfect, red, ex-Craig, "3.3" G.P. Bugatti, equipped fully for road-motoring, but in G.P. form save for a smaller fuel tank to increase luggage space and an exhaust system rather kinder to the passenger's legs, went up in 51.23 sec. on its second run. This beats Bear's record with the Le Mans "4.9" Bugatti by 1.07 sec. Bear, horn-blowing as he

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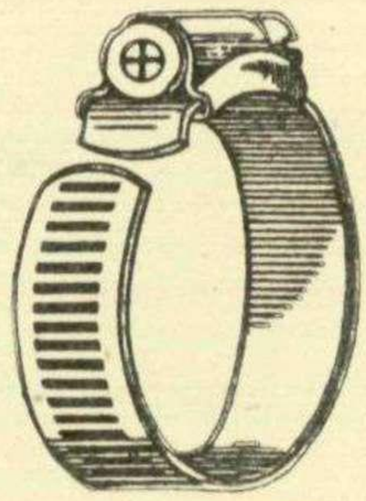
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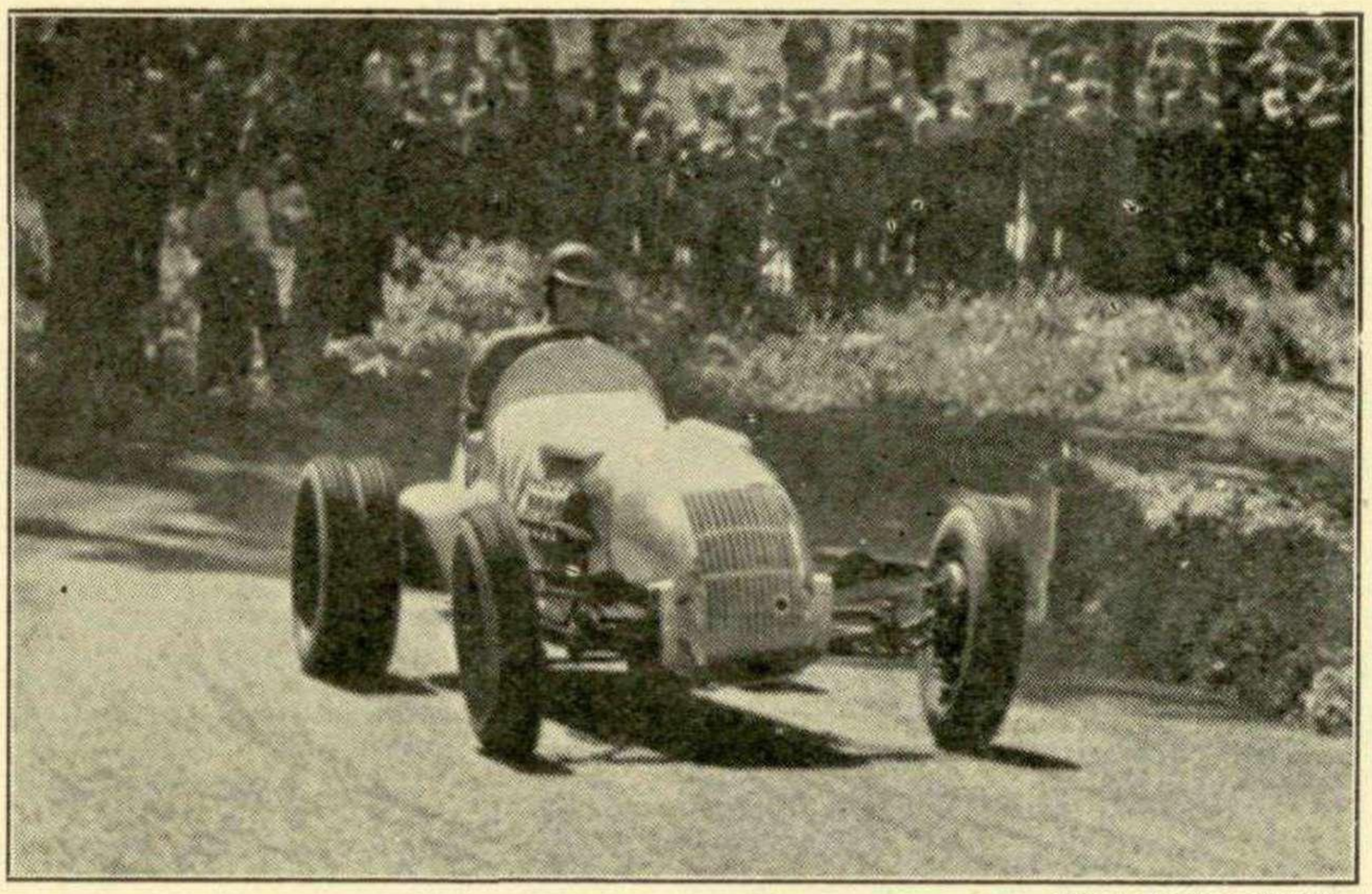
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[*Photo by Guy Griffiths.*

F.t.d.—Sydney Allard taking his new single-seater Allard through the Esses.

cornered, couldn't better 51.92 sec., although, running before Rodney, the "4.9" momentarily beat its own record. Oliver, in the almost equally perfect road-equipped ex-Burton "3.8" G.P. Bugatti, was slower, Appleton's Allard slower still, but Imhof, urging *his* Allard upwards, clocked 53.89 sec.

So to the racing classes, opened by the "500s".

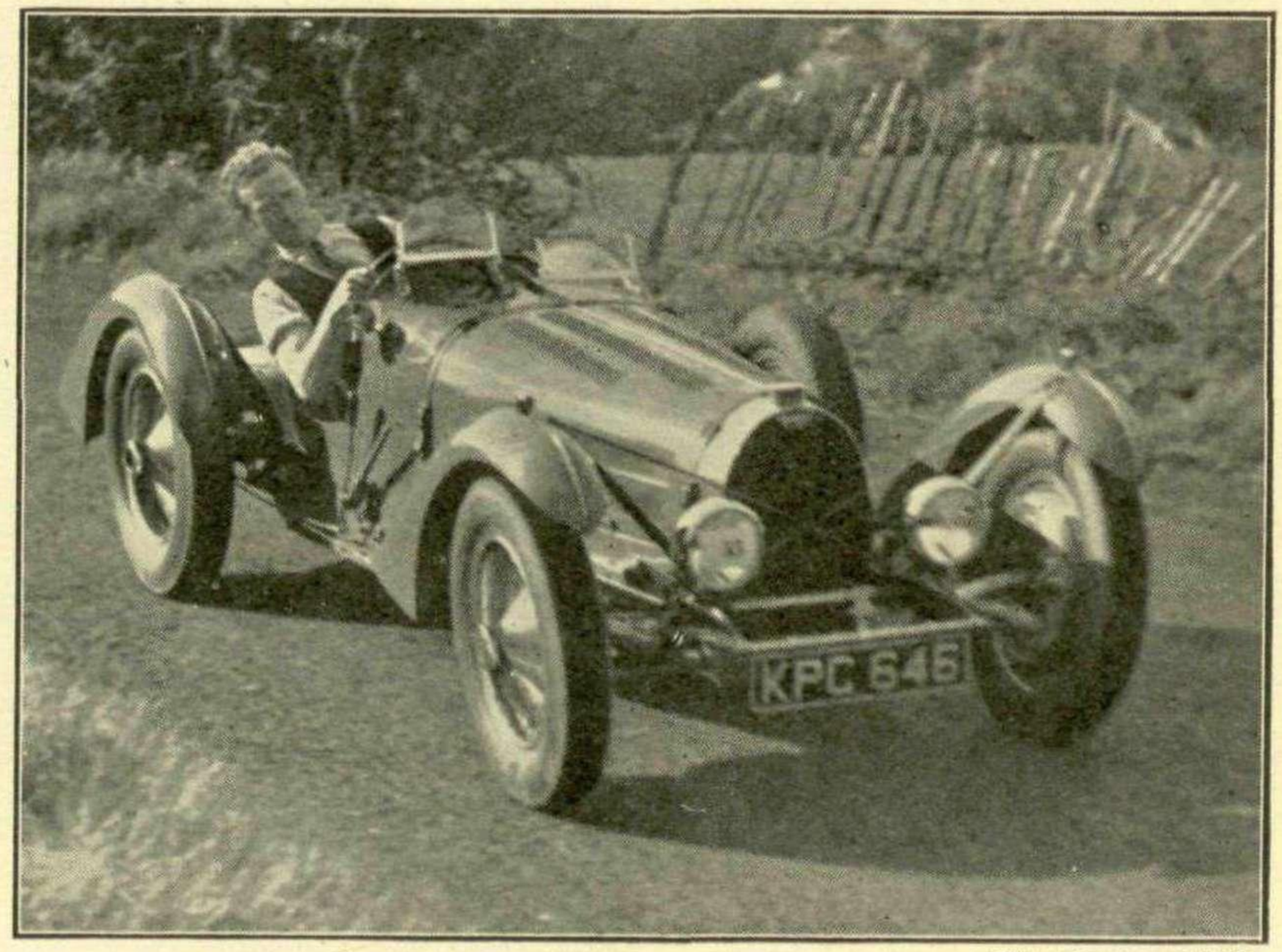
Lones, using lots of revs., was excellent in "Tiger Kitten" (53.0 sec.), but could not cope with Strang. The lusty Strang "500," its transverse front spring liberally cord-bound, the front wire wheels comp.-shod, discs on the rear, went away carefully, Strang controlling the spin. Then the H.R.D. engine took hold and we held our breath as he roared into the Esses, seemingly far too quickly to avoid the banks. But Colin knew his car, and crackled onwards to the finish. His second ascent was the faster, in 52.49 sec., a new class record, as his old figure was beaten by .49 sec. Brandon and Cooper handled their Cooper "500s" well, but a surprise item was the great urge displayed by Aikens' new Aikens "500." The driver, knees in chin, searched for his gears, but nevertheless made third fastest time, in 54.39 sec. His car has a large screen, faired headrest, wire wheels with small section tyres and appears to employ a Fiat rear-end and Triumph Twin engine behind the seat. The wheel-spin was there all right!

The 501–750-c.c. racing class was Dowson's, in 51.49 sec. In crash hat and vizor, he drove beautifully. This fine little car now has hydraulic brakes. It was far faster than its rivals. Hamilton's R-type M.G., tending to "fluff" at the far end of its very extensible rev. range, with the immense rear wheel spin customary to cars of this type, was second, in 52.24 sec. Third place went to Leathart, driving Hamilton's car. Symonds had a busy time beneath his motor-cycle crash hat in the ex-Brettel Austin, poor Marcus Chambers blew a gasket in *his* Austin, while Dryden drove his M.G. nicely, the smell of hot rubber accompanying his run. Rowe's Austin gave spectators a big thrill, getting into a series of snakes out of the Esses, but it was held safely. Rightly, Chambers was asked to put away his pipe, before starting.

The 751–1,500-c.c. racing class saw Habershon's fine G.P. Delage—shades of Benoist, Campbell and Seaman—improve its time on its second run sufficiently to win the class, in 51.45 sec., after a steady first ascent. Mrs. Darbishire really got going in Reece's blown 1½-litre Riley, doing 51.92 sec., and Leo Davenport, in Mortimer's 1½-litre Alta, was third, showing grand acceleration and using twin rear tyres. Thomson's Salmson ran out of road early on, but the Finch Amilcar Six was going nicely and Marshall took it up in 54.56 sec. on his second run. Blomfield was polished in a very nice G.P. wire-wheeled Bugatti, Marguilies was in trouble in his Bugatti, and Rivers Fletcher, working hard at the wheel, showed judgment in handling his smartly turned-out M.G.

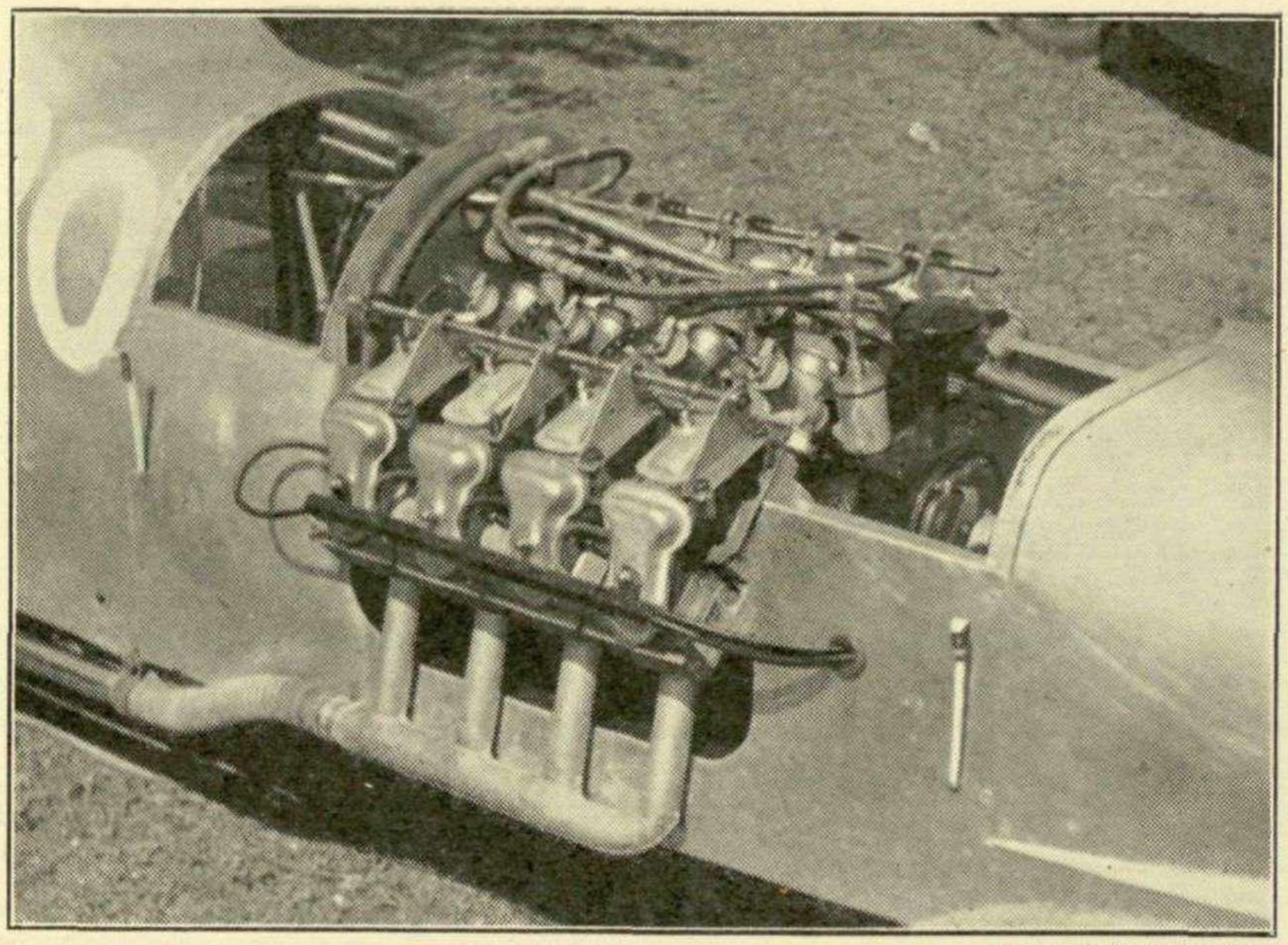
The 1½–2-litre racing class was a triumph in every sense of the word for John Bolster. After discussing chaff-cutters in the Paddock he fairly hurled "Bloody Mary" up the hill. The front wheels flapped fiendishly as he vanished round the Semi-Circle, after an ascent which left us breathless and the spectators clapping. John won his class by 2.62 sec. and, more than that, made 5th fastest time of the day, beaten only by the new 3.8-litre Allard, a "3.3" G.P. Bugatti, a blown "2.3" Type 51 Bugatti and a blown 3-litre *monoposto* Alfa-Romeo—that on an unblown, 2-litre, 4-cylinder cyclecar! Heath was actually second in the sports Alta, almost sliding into a bank out of the Esses on his first run, and his brakes a bit sticky at the first corner on the next run. Penn, in the Reece Riley, was 3rd, going wide from the Esses, but cornering neatly. Heal's 1924 G.P. Sunbeam coasted silently to rest on its first climb, Anthony taking the blame, but doing 53.56 sec. on its second run, to a nice exhaust crackle. Christie was neat, blipping the A.C.-Nash through the bends, and Pool was using his Bugatti's brakes hard.

The big racing-car class saw f.t.d. established by the new hush-hush Allard, with its 3.8-litre air-cooled V8 Steyr engine, which was brought down in a huge van. So quiet it was up to us almost before we realised it, Sydney Allard clocked 47.25 sec. for a run which



[*Photo by Guy Griffiths.*

A fine study of Rodney Clarke's beautiful, road-equipped, "3.3" G.P. Bugatti at speed.



[*Photo by Guy Griffiths.*

Neat—the engine installation of Allard's new car—3.8-litre V8 air-cooled o.h.v. Steyr.

started none too well. The exhaust note sounded rather ragged. Later on, this will be, we are sure, an even faster car. As it was, it got f.t.d. on its first run, first time out. It is a stark-looking job, but fitted with a decent single-seater body and bonnet side panels, streamline fairings covering the valve gear, while only a Ford speedometer and fuel-level gauge grace the facia and the wide-spaced pedals are liberally drilled. A gallon of fuel was used in the 3-gallon tank, twin rear wheels naturally, and they say the engine survived a 20-min. full-bore bench test, after expensive teething troubles. Alas, on his second run Sydney overdid things at Pardon Hairpin and hit a new Nuffield Riley parked beside the road That annoyed Allard considerably, especially as his off-side twin rear wheels were wedged beneath the Riley's front wing. The car was got clear and returned down the course, damaged wheels flapping. By the bridge the axle turned in its anchorages and locked, so the new Allard spent the remainder of the meeting on the grass-verge. Then it was hauled into its van and Tom Lush and the mechanics anticipated a busy time ahead of them, for they were leaving for Bo'ness on the following Wednesday. This is the sprint car of the year and Allard himself has done much of the work on it after business hours. Abecassis, in his "3.3" Bugatti, a big car for Prescott, ran 2nd to Allard, in 47.42 sec. and Peter Monkhouse, using twin wire rear wheels on his Type 51 Bugatti, and driving consistently, was 3rd. Abecassis did a masterly quick twirl of the wheel, correcting a slide out of the Esses and obviously his brakes were very effective. Monkhouse was really trying, all but smiting the outer bank at the Esses on his first ascent. Stubberfield raised the sand at Orchard Corner in his Bugatti, and Arnold drove his road-equipped Type 51 nicely. Bear gave his usual polished exhibition in the Type 51, changing down just before Orchard Corner, while McAlpine was somewhat worried in the blue "2.9" Maserati, but changed nicely for the first corner. Leslie Allard again drove the Allard well. Lady Mary Grosvenor showed immense improvement over her style last year, having forsaken her Allard for the ex-Darbishire Bugatti. Rippon's long-wheelbase P.B.N. (Yankee-engined Frazer-Nash Special) showed itself to have powerful brakes and was well handled. It has a neat Frazer-Nash radiator and three exhaust stubs protruding from each side of the engine. Ken Hutchison, watched by Robin Jackson, who prepared his car, gave the ex-Ashby Alfa-Romeo all it had got between the bends and was obviously trying hard. The car sounded very healthy, but wasn't quite fast enough.

The Team contest suffered from non-starters, only four teams running and Sir D. Gamble running out of road (R.O.R. in B.O.C. parlance !) and spoiling the Invicta team's chances. The Clarke, Whincop, Oliver Bugatti team won from the Edwardian team.

That concluded a grand day's sport in one hundred per cent. weather conditions. The organisation was beyond reproach, as we have come to expect at Prescott. By grouping all runs by racing cars in the middle of the programme spectators and competitors alike benefit.

In the Paddock we noted how valve cover, air intake and a Bowden control protrude from "Tiger Kitten's" bonnet, the neat front and rear flaired wings on Bowles' Austin Seven, and the six exhaust stubs and forward-mounted radiator of the A.C.-Nash, which had 6.50 by 16 in. Dunlop Racing rear tyres and 4.50 by 17 in. Firestone front tyres. Very interesting was the new Emeryson Special, not sufficiently completed to run. It has a standard blown Rapier twin-o.h.c. engine, which may have twin-blowers later. The chassis has tubular members, Gordon Armstrong (Singer) coil-spring, trailing-arm i.f.s., Riley brakes and two G.N. steering boxes united as one. Behind the engine is a 3-speed gearbox used to give a low and high top, and a neutral for towing, in conjunction with the Rapier-Wilson self-change box. There are thus 8 speeds in all. Rear suspension is independent, on Alta-like lines, using torsion bars, and there is a "home-made" self-locking differential.

Rivers Fletcher fitted a bonnet cover to his M.G. and hitched it to a Standard saloon, the Whincops prepared their Bugatti for the drive home, Dr. Ewen left in the Itala followed by Clutton's Bugatti saloon, and Hutchison's Alfa-Romeo was put into an immense glass-windowed Ford V8 six-wheel van. McAlpine took his Maserati away in an immense two-wheel Jeep-towed trailer and Chambers had his little Austin in a trailer towed cheerfully enough by the 1908 Hutton. The Paddock was emptying. Another really grand Prescott had come and gone. We look forward now to the Open Summer Meeting on July 20th.

Results

VETERAN CARS: 1st, P Clark (1914 Mercédes), 54.71 sec.*; 2nd, L. Gibbs (1910 Fiat), 56.51 sec.; 3rd, G. Ewen (1908 Itala), 56.80 sec.

SPORTS CARS UP TO 1,500 C.C. UNSUPERCHARGED: 1st, E. Newton (H.R.G.), 51.29 sec.*; 2nd, G. Claridge (Frazer-Nash), 53.98 sec.; 3rd, Mrs. J. Gerard (Riley), 55.22 sec.

SPORTS CARS, 1,501–3,000 C.C. UNSUPERCHARGED: 1st, G. Jason Henry (Riley), 52.72 sec.; 2nd, G. Tyrer (B.M.W.), 53.81 sec.; 3rd, C. Miller (Riley), 54.56 sec.

SPORTS CARS, 1,501–3,000 C.C. SUPERCHARGED: 1st, J. Heath (Alta), 50.82 sec.*; 2nd, A. Whincop (Bugatti), 52.41 sec.

SPORTS CARS OVER 3,000 C.C. UNSUPERCHARGED: 1st, L. Potter (Allard), 53.34 sec.; 2nd, L. Allard (Allard), 53.89 sec.; 3rd, R. Dryden (Jaguar), 54.18 sec.

SPORTS CARS OVER 3,000 C.C. SUPERCHARGED: 1st, R. Clarke (Bugatti), 51.23 sec.*; 2nd, K. Bear (Bugatti), 51.92 sec.; 3rd, A. Imhof (Allard), 53.89 sec.

RACING CARS UP TO 500 C.C.: 1st, C. Strang (Strang "500"), 52.49 sec.*; 2nd, H. Lones ("Tiger Kitten"), 53.00 sec.; 3rd, F. Aikens (Aikens "500"), 54.39 sec.

RACING CARS, 501–750 C.C.: 1st, J. Dowson (Lightweight Special), 51.49 sec.; 2nd, J. Hamilton (M.G.), 52.24 sec.; 3rd, J. Leathart (M.G.), 53.52 sec.

RACING CARS, 751–1,500 C.C.: 1st, R. Habershon (Delage), 51.45 sec.; 2nd, Mrs. S. Darbishire (Riley), 51.92 sec.; 3rd, L. Davenport (Riley), 52.32 sec.

RACING CARS, 1,501–2,000 C.C.: 1st, J. Bolster ("Bloody Mary"), 48.61 sec.; 2nd, J. Heath (Alta), 51.23 sec.; 3rd, F. Penn (Riley), 51.43 sec.

RACING CARS OVER 2,000 C.C.: 1st, S. Allard (Allard), 47.25 sec.; 2nd, G. Abecassis (Bugatti), 47.42 sec.; 3rd, P. Monkhouse (Bugatti), 47.78 sec.

HANDICAP CLASS: 1st, G. Jason Henry (Riley); 2nd, C. Miller (Riley); 3rd, M. Finnemore (Frazer-Nash).

TEAM PRIZE: 1st, Team No. 4, Whincop, Clarke, Oliver (Bugattis); 2nd, Team No. 3, Clutton, Heal, Clark (Edwardians).

THE BEST DOZEN: S. Allard (Allard), 47.25 sec. (£50 and Silver Cup); G. Abecassis (Bugatti), 47.42 sec. (£10 and Silver Cup); P. Monkhouse (Bugatti), 47.78 sec.; K. Hutchison (Alfa-Romeo), 48.49 sec.; J. Bolster ("Bloody Mary"), 48.61 sec.; K. Bear (Bugatti), 48.98 sec.; A. Arnold (Bugatti), 49.15 sec.; J. Heath (Alta), 50.82 sec. (Fastest Sports Car, £10 and Silver Cup); R. Clarke (Bugatti), 51.23 sec.; E. Newton (H.R.G.), 51.29 sec.; R. Habershon (Delage), 51.45 sec.; J. Dowson (Lightweight), 51.49 sec.

FASTEST LADY DRIVER: Mrs. S. Darbishire (Riley), 51.92 sec. (£5 and Silver Cup).

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Cecil Clutton Reviews—

"THE 200-MILE RACE," *by W. Boddy (Published by the Grenville Publishing Co., Ltd., 15-17, City Road, London, E.C.1 Price 8/6 net).*

This book will appeal to different readers in different ways, but however it is regarded, Boddy has done a very useful and necessary job in writing it. In the introduction he writes of his hope that the book will be " the first of a series which will put the sport in better perspective " and continues :

" There are various approaches to the subject, as I am well aware. I have chosen to write of a particular race, rather than of a make of racing car or the exploits of any one driver, because in this way, as I see it, the spirit of the thing is preserved, the cars are seen in action, as it were, the speculation of pre-race days recaptured. This, I think, is the correct approach in an age where statistics and planning and research tend rather to overshadow sport and the satisfaction of undertaking something for its own sake."

This approach makes one realise the great possibilities for books of this kind, and such series as the French Grand Prix, Coupe de L'Auto and Le Mans races all offer excellent book-matter. The 200-Mile Race is particularly interesting to the student of design, since it affords a history of light-car development during its most fertile years. For, although the series was discontinued from 1929 to 1935 inclusive these years were, in fact, doldrums so far as design was concerned, and the actual years of the race—1921–28 and 1936–38—cover the most active periods of design, except for the earliest childhood of the E.R.A. concern.

As a race, the earliest and latest were the most exciting, and the 1926–7–8 contests lost interest through lack of competition and spectators. But in the opening years competition was red-hot, and the entries showed the utmost diversity of design. The powers and speeds attained from these early 1½-litre cars were altogether remarkable, and are quite difficult to exceed today on fuel of similar octane value. The author has evidently undertaken a vast amount of research and, to many people, the technical data included will prove the most valuable and interesting part of the book.

1925–8 still took place at Brooklands, but with the introduction of artificial corners. Whereas in the earlier years the field had been fairly closely matched and of diverse design, these later races showed the unassailable superiority of the G.P. formula cars and robbed the race of much of its interest.

When the series was resumed in 1936 it was at Donington, and this was perhaps one of the most exciting races which has ever taken place. In general, the author—very wisely—employs a factual, unimpassioned style, relieved by occasional welcome touches of dry humour ; but in 1936 his enthusiasm runs him into considerable literary exaltation, effectively recapturing the fever of that remarkable occasion, which turned on whether Seaman, driving the evergreen Delage, without a pit stop, could stave off Lord Howe on a potentially faster E.R.A. which, however, had to refuel. That he did so is now history, so that identical cars won the race in 1928 and 1936.

That all this vital history, both of racing and racing-car design, has been gathered together in concise form is a most useful work, competently achieved, and the book is an important addition to motoring literature. It is, too, made additionally valuable and enjoyable by virtue of the copious plans and illustrations with which it is adorned. It is a pleasing touch that a foreword is supplied by H. J. Morgan, secretary of the Junior Car Club, under whose aegis the 200-Mile Race has been run ; and that the book is dedicated to " those . . . who derived enjoyment from long-distance motor races in England between the wars."

STOP PRESS

BO'NESS INTERNATIONAL MEETING

With Raymond Mays a non-runner, George Abecassis stepped straight into the lead for the *Hill-Climb Championship at Bo'ness. His* " 3.3 " G.P. Bugatti set a record for the new course of 38.2 sec. The runner-up was Hutchison, whose " 2.9 " Alfa-Romeo did a grand run in 38.9 sec. Next came Bear, Gerard and Heath—most commendably. Mrs. Darbyshire tied with Allard in her " blown " ex-Maclure Riley, a truly fine show.

Class winners :—
750-C.C. RACING : C. Strang (Strang " 500 "), 42.7 sec.
1,100-C.C. RACING : J. Weir (M.G.), 42.3 sec.
1,500-C.C. RACING : Mrs. Darbyshire (Riley), 40.8 sec.
2-LITRE RACING : F. Gerard (E.R.A.), 39.9 sec.
3-LITRE RACING : K. Hutchison (Alfa-Romeo), 38.9 sec.
UNLIMITED RACING : G. Abecassis (Bugatti), 38.2 sec.
1,100-C.C. SPORTS : B. Mitchell (Singer), 51.5 sec.
1,100-C.C. S/C SPORTS : T. Lund (M.G.), 44.8 sec.
1,500-C.C. SPORTS : E. Newton (H.R.G.), 42.5 sec.
2-LITRE SPORTS : G. Tyrer (B.M.W.), 43.3 sec.
UNLIMITED SPORTS : N. Bean (Jaguar), 43.4 sec.

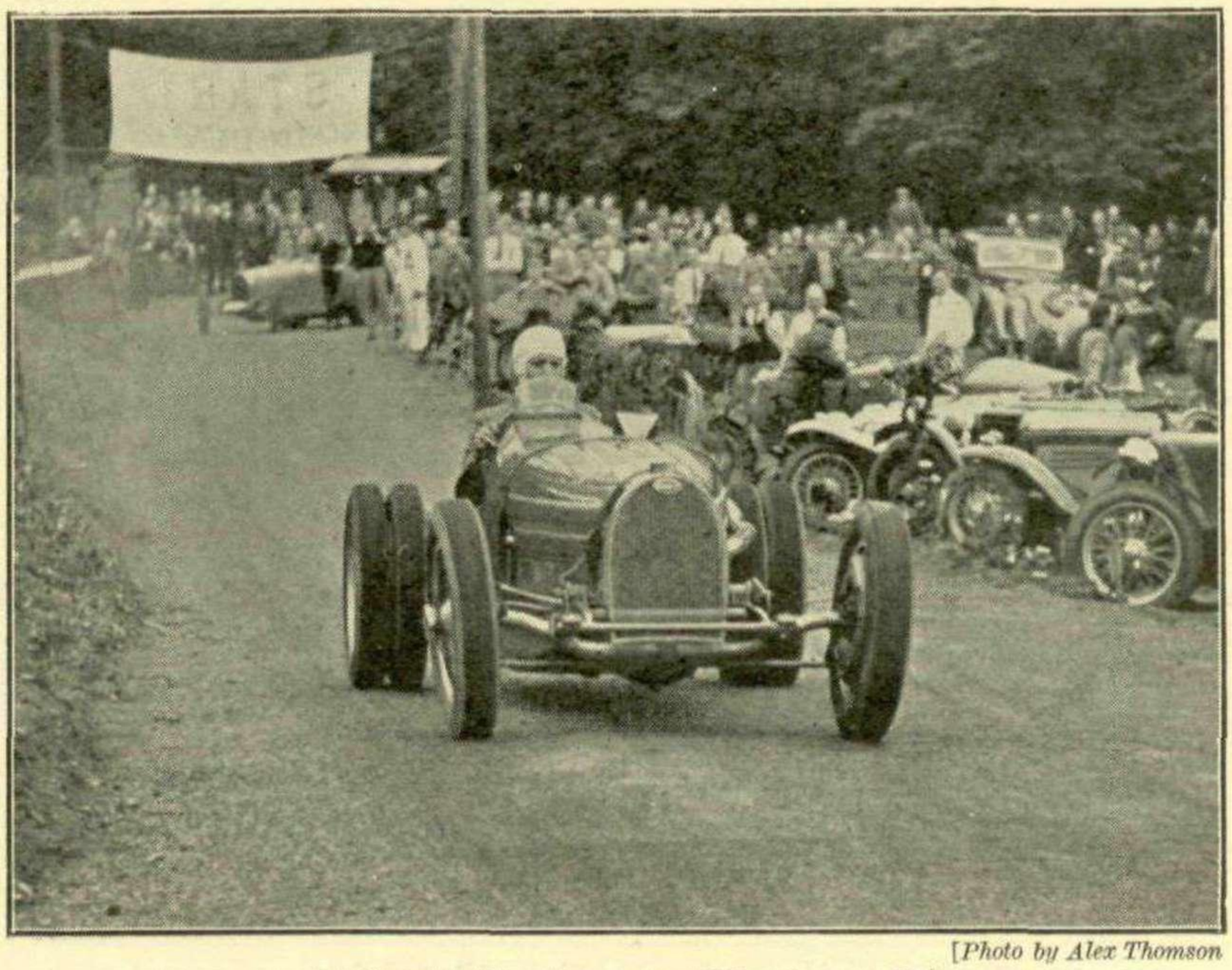
The six fastest were as follows :—
1. G. E. Abecassis (3.3-litre Bugatti), 38.2 sec.
2. K. Hutchison (2.9-litre Alfa-Romeo), 38.9 sec.
3. K. W. Bear (2.3-litre Bugatti), 39 sec.
4. F. R. Gerard (2-litre E.R.A.), 39.9 sec.
5. J. Heath (2-litre Alta), 40.7 sec.
6. Mrs. S. Darbyshire (1½-litre Riley S.), 40.8 sec.; S. H. Allard (3.8-litre Allard), 40.8 sec.

* * *

Chabond's 4½-litre Darracq won the Marseilles G.P. at 66.34 m.p.h. from Platé's Maserati.

* * *

Potter's Allard won the Liverpool M.C. Jeans Cup Trial.



[*Photo by Alex Thomson*

Abecassis (" 3.3 " Bugatti) setting a record for the new Bo'ness course.

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The Appeal of the Vintage Motor-cycle

[*In March, 1940, we asked Cecil Clutton to outline the appeal of the vintage sports car, realising that war would inflate car prices and that many of our readers would have to turn to the older types. Now that peace has further sent up the cost of living, the only way in which many enthusiasts can enjoy any degree of motoring performance is to acquire a vintage sports motor-cycle. Accordingly, we have asked C. E. Allen, founder and Secretary of the Vintage Motor Cycle Club, which has over 100 members, to tell us something of the better vintage types.*—ED.]

TIME was when a young man's fancy turned to thoughts of a tenth-hand Austin Seven and he by-passed the apprenticeship of two wheels which served so many of our famous drivers so well. Today, when everything with four wheels has a market value quite unrelated to its performance, the man with the right idea but the wrong purse is less tempted to overlook the possibilities of the vintage motor-cycle. And great possibilities they are if one looks a little further than big tanks and chromium plate.

Of course, the modern motor-cycle is nothing like so retrograde as is suggested of modern cars, but concessions to fashion have regrettably been made in the last fifteen years, and weight has piled up without a corresponding increase in performance. While all-round performance has not improved considerably, good work has been done on gearboxes, brakes and steering, while fashion's latest decree, the telescopic fork, is undoubtedly an important milestone in the progress of the motor-cycle.

Because road-holding has a more marked bearing on usable performance with two wheels than it has with four, consideration of breeding is important.

A machine with Isle-of-Man breeding is a *sine qua non* if the rider has sporting pretentions and intends to have an occasional "dice" with the moderns. Even then one is sometimes forced to conclude that the T.T. stars of the 1920's were fearless men with muscles of fencing wire!

Actually, with the exception of a few utility types, the only vintage models in circulation today in any numbers are of the Isle-of-Man breed; the conclusion being that the ill-bred ones have long since been wrapped around lamp-posts.

Capacity classes have remained unchanged and as the backbone of the industry has always been the 500-c.c. machine, let us first look around the vintage types of this size. By reason of its ancestry and the overwhelming successes of its younger brothers, the Norton takes pride of place amongst those who would ride far and fast. Way back in 1924 that rugged 79 by 100-mm. o.h.v. engine was a monumental piece of machinery, every bit as classic as the "30-98."

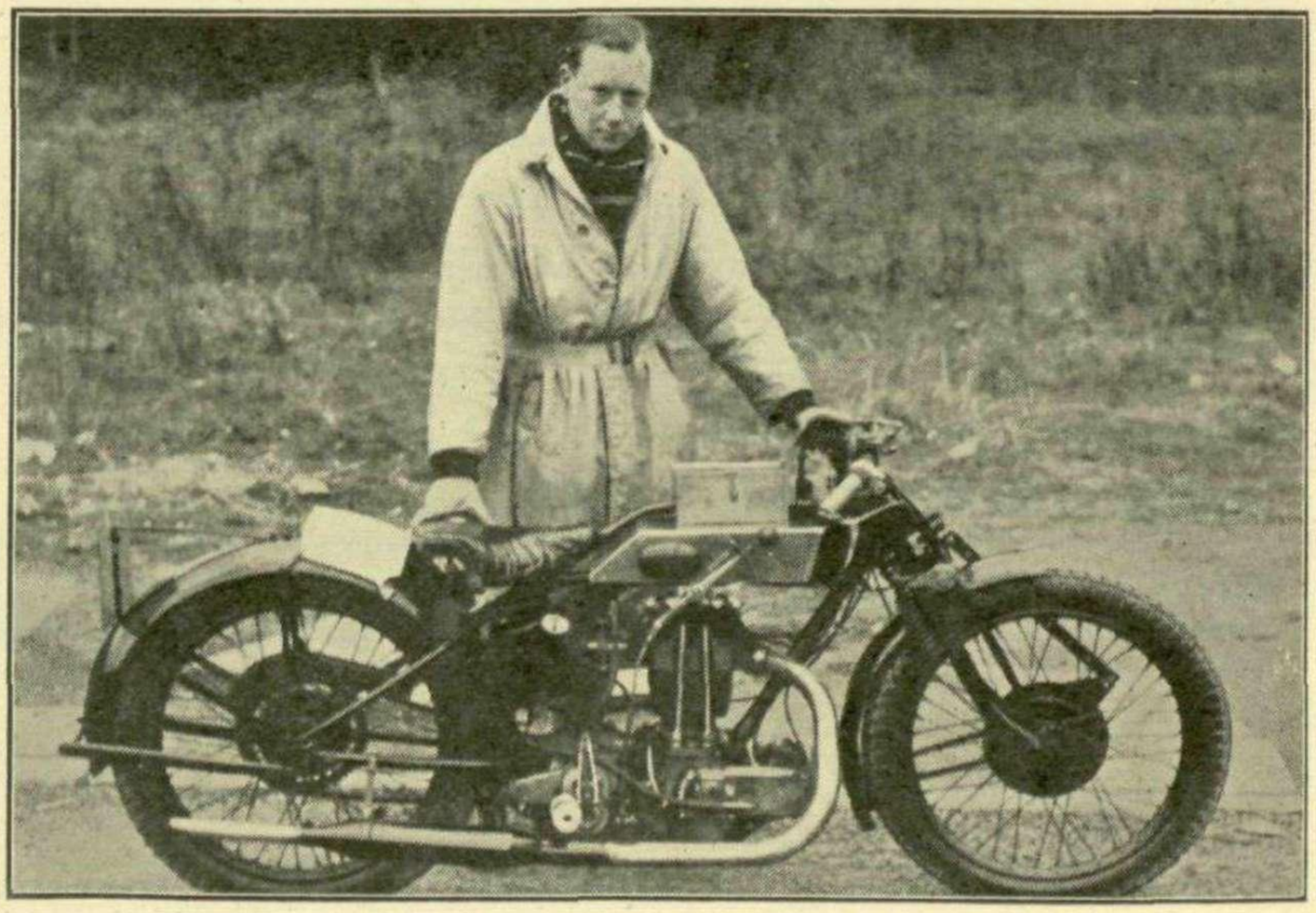
In the belief that readers are more familiar with four-wheeled types, I may occasionally use car similes in this article and trust the motor-cycle men will forgive me.

The Norton would do the 75–80 m.p.h. of its modern namesake and often 100 m.p.g., which the modern one will not. It had a sound Sturmey-Archer gearbox—you could have four speeds if you liked, but in those days of hit-and-miss foot changes the wise man preferred three speeds—and with something like 20 b.h.p., an all-up weight of around 250 lb. and an engine which pulled like a mule, one could storm up main-road hills in top when others groped for gears. The steering and roadholding were typical of the period. It was a man's machine and its rider had to be tough. I rather think the torque reactions of the big single have something to do with the steering peculiarities of this and other makes. Certainly, the cradle frame ES.2 always seems to steer better than the diamond frame Model 18, and it may be that in many cases an improvement could be effected by stiffening up the rear chain stays to take care of the one-sided chain pull. This suspicion is supported by the plu-perfect steering of the Scott. Only since telescopic forks have been the "wear" has the legendary steering of the Scott been entirely credited to the fork design. Before that it was believed that the rock-steady steering was partly due to the unusually stiff "Forth Bridge" frame and the unique provision of an outrigger to take the pull of the final chain drive. Similarly, the Cotton, always bracketed with the Scott for good steering, had unusual rigidity by reason of its triangulated design.

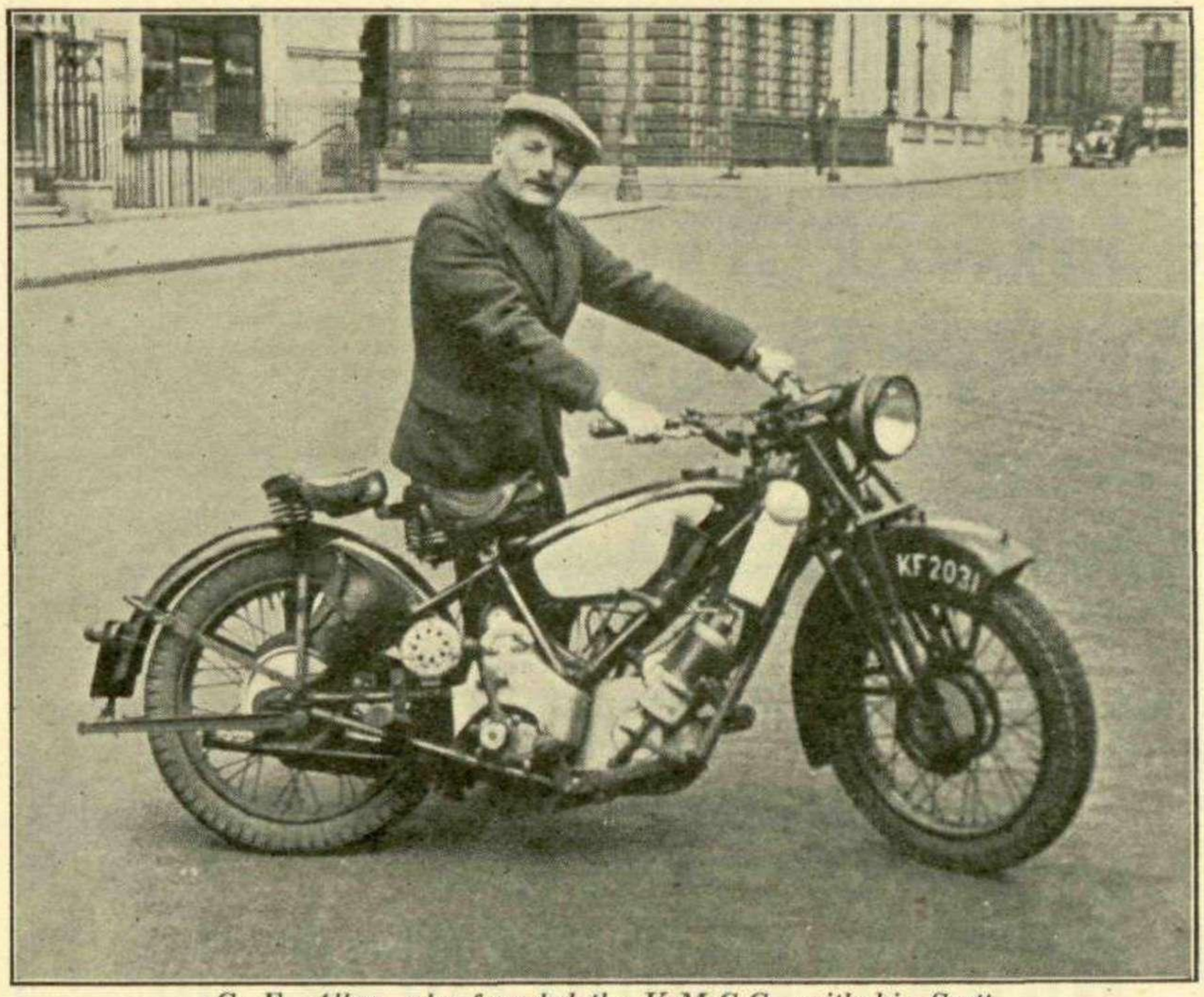
In 1927 the Norton had graduated to wellbase rims with powerful brakes and was on top of its form. Its successes in the Isle-of-Man and abroad were its recommendation then, but the years have proved that, as a type, it had unusually good wearing-qualities. Constant loss lubrication was employed—except for "works" racing models—and without digressing into a lubrication controversy there is evidence that it was completely satisfactory. As for the upper works much depends upon the owner. Everything is exposed and you can watch push-rods, rockers and valves at work and decide what lubrication is necessary. Considering how well these exposed parts last it is surprising that modern flood-lubricated, boxed-in valve gear wears out at all! Generally speaking, and assuming no flagrant abuse, the owner will find with all these vintage types that the replacement of valve guides and springs, and perhaps attention to rocker bearings, will restore the original urge. A certain amount of tuning is possible with this Norton and other o.h.v. singles to be mentioned later, but the limitations are much the same.

The compression ratio can be raised a little when decent fuel is available, but the cast-iron head will not dissipate heat and permit increased performance to be obtained on "pool" as will modern alloy heads. Alcohol is necessary for really high speeds and then the limiting factor will, perhaps, be the connecting rod. Three things stand out in the vintage Norton—the long graceful sweep of its single exhaust pipe, its characteristic bark, and the unchanging glory of its black-and-silver tank. Before leaving the Norton, do not overlook its more humble brother, the side-valve model 16H—as fast a side-valve as has ever been produced, with real "guts" and unfailing reliability.

Challenging the Norton in its hey-day and still challenging it in durability is the Sunbeam. It always contrived a little more refinement than its rivals. The discreet black-and-gold finish, of an excellence that has never been equalled, was typical of a manufacturer who always strived to provide not only performance, but the silence and smoothness the others



W. J. Lawrence's "big-port" A.J.S.



C. E. Allen, who founded the V.M.C.C., with his Scott.

lacked. That they frequently succeeded is evidenced by Charlie Dodson's Senior T.T. " double " and the fact that vintage Sunbeams are still among the quietest machines on the road. Quite how such mechanical silence was obtained is difficult to see. The engine design is traditional and although dry-sump lubrication was introduced early in the development, the circulation was not copious.

Very clever " snake charmers " were obviously employed at the Sunbeam works, for the exhaust pipes were always tucked in very closely and kinked to avoid engine and gearbox projections. On the Model 90 and the " T.T. Replica " model, the twin pipes passed inside the rear stand. Sunbeams used a cross-over drive gearbox of their own design and struck a new note by incorporating a clutch stop lever; even this did not make the gear-change a very slick one. Two features pioneered by Sunbeams are now recognised as the best practice—oil-bath chain cases, and hairpin valve springs. If you value refinement, mechanical silence, and the silkiness of fine mechanism you can hardly beat a vintage Sunbeam—and there are more on the books of the Vintage Motor Cycle Club than any other make, save, perhaps, the Scott.

With the exception of the A.J.S., a scaled-up version of the famous " 350," the other 500-c.c. machines of merit are the Rudge and the various assembled models using J.A.P. engines. The latter engines appear to vary in quality and tune, but the genuine racing models were terrifically fast and used to hold most of the Brooklands' records. An outstanding 500-c.c. bicycle was the H.R.D., which always had a highly tuned J.A.P. engine. The Rudge began modestly in 1925 as a powerful touring machine, but the four-valve pent-roof head and four-speed gearbox had such possibilities that by 1928 the design was a world-beater.

The " Ulster " Model of 1928–30 is a very fine sports model that, today, is neither outdated in performance nor appearance. In sports form it was capable of over the 80 m.p.h. mark, had probably the best four-speed gearbox on the market, and quite the biggest and most powerful brakes fitted to a motor-cycle. The more excitingly-titled " Special " is the touring version and the " Ulster " is the model for sheer speed. The four-valve head, square bore-stroke ratio, and general ruggedness of the design, are firm foundations on which the tuner can work and 100 m.p.h. has been obtained by private effort. Steering and road-holding is better than average. The snag for everyday purposes is rather rapid wear of the valve gear and the consequent noise.

Already a large and never silent section of the vintage motor-cycle movement must be restless as they read of four-strokes; but the Scott cannot be dealt with in the same paragraph as anything else and really not in the same article. The Scott, a twin side-by-side two-stroke in 1911 and substantially the same in 1947, is the most unique machine ever. It was designed and built by a most unusual man, whose original conception of a motor-cycle was not at all related to traditional pedal-cycle design, and no one has since had the temerity to drastically modify his design. The Scott has charm.

A feminine charm, if the four-stroke is regarded as of masculine gender, and in the feminine way has endeared itself to countless enthusiasts who, although mortified, exasperated, and infatuated by its various moods, remain constant. The Scott firm has always said that a new customer either sells in disgust or forswears all others. I can think of no car which has such a unique appeal—though Boddy did once suggest Bugatti when I essayed a comparison of motor-cycle and car character. Sentiment aside, I feel the Scott appeals because it gives, in vintage form, the smooth multi-cylinder performance now provided by twins and fours. In a world full of hearty, thumping singles and rollicking big-twins, the Scott, with the firing intervals of a four-cylinder four-stroke and much better low speed torque, satisfied the desires of an eloquent minority. Always the design was brilliantly unconventional and functional. Running between the two side-by-side cylinders, the fly-wheel acts as a crankshaft vibration damper and, together with the minute overhang of the crank pins, almost eradicates the couple which occurs with 180 degree crank throws. The connecting rods are more like paper knives than anything else and are absolutely unbreakable, partly because, with a three-port two-stroke, inertia loading does not exceed explosion pressure. Lasting monument to the genius of Alfred Scott is the fact that you can examine the big-end by slacking off one nut.

Furthermore, the " strap, crankcase, door-retaining," is also a cunning screw-driver, which removes the " screw, big-end, roller retaining." That indicates the type of man Scott was, and consequently it is no surprise to find that up to 1930 all Scotts had telescopic forks. The performance is the subject of much wild talk. The earlier " Super " models of 1926–1929, and the earlier " Flyers," were intended as fast-touring machines and had a maximum in the region of 70 m.p.h. Superior pulling and general smoothness, with the absence of vibration periods, enabled them to more than hold their own on the road while giving away several m.p.h. in maximum speed, a phenomena noticeable with cars. A popular misconception is that they are high-revving, whereas, in fact, they pull higher gears than anything in their class. The " Power Plus " engine, distinguishable by a longer stroke and oil feeds to the cylinder walls, was more equal to o.h.v. opposition. Just what could be done with low-speed torque and two speeds was proved in the sidecar T.T., when Langman managed to hold Freddy Dixon on his Douglas with banking sidecar. Heavy petrol consumption is the chief criticism levelled against the Scott. Certainly the consumption tends to be heavy, but this is largely explained by driving methods. The Scott will take full throttle in top gear from crawling speed and will " zoom " away like a " big-six." Such luxury is bound to be expensive and I fancy the striking economy of the single-cylinder four-stroke is attributable to the more gentle throttle work that is necessary.

Use the throttle carefully and the Scott will register 60 m.p.g., but use all the performance all the time and the consumption will be in the 40's. If you want the epitome of Scott genius, choose the open-frame, two-speed model, which weighs little over 200 lb. and handles like a high-grade cycle.

There is a wide range of classic machines in the 350-c.c. class, but the really

Continued on page 173

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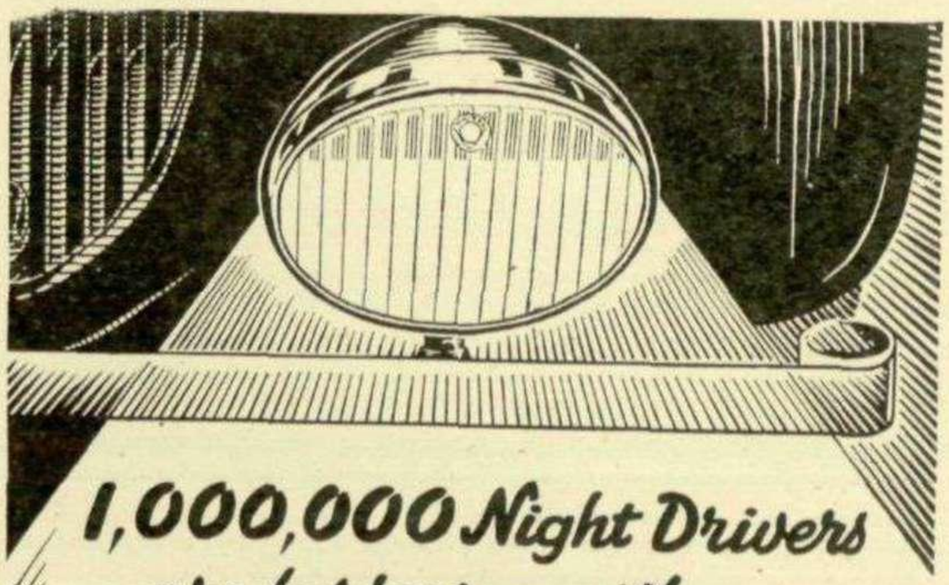
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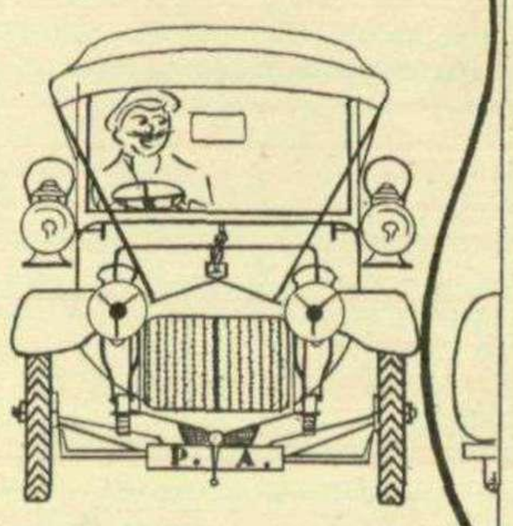
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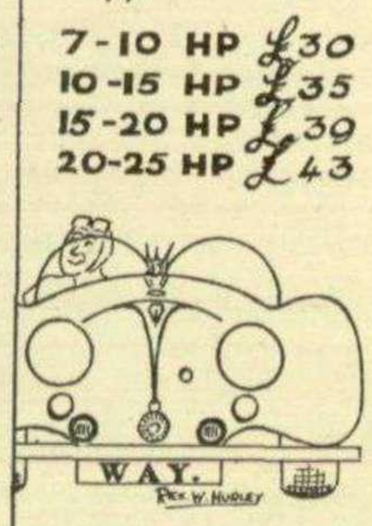


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V.C.C. Southern Rally and Hill-Climb

Enjoyable event at Charterhouse School. Heal makes f.t.d. with the 1908 Hutton.

THE Rally section of this event was run on the excellent plot of allowing competitors to start from any place they chose, not earlier than 6 p.m. on the Friday, sending a telegram before they left to the Hog's Back Hotel, Surrey, where they were due by noon on the Saturday. Marks were awarded on straight-line mileage and age of car, with a penalty for late-arrival and disqualification if over 60 min. late. This is an altogether excellent competition for veteran and Edwardian cars, which are in their element on a main-road run.

Sam Wright's 1903 Humber came 140 miles from Coventry, returning in a lorry, while Barton's 1913 9-h.p. Morris, with "Jerry-can," funnel and spare covers lashed to it, did 180 miles from Plymouth. At the finish veterans were arriving continually. Hutton-Stott's 1903 Lanchester was "soiling the drive" with oil, Skinner's two children occupied the dickey of his immaculate 1913 Rover coupe, and Lt. Atkinson was trying all manner of things to keep the raucous single-cylinder engine of his 1905 Adams-Hewitt firing. Anderson's 1908 de Dion Bouton appeared to have been re-bodied and arrived with hood and sidescreens erect. Bird's 1904 de Dion Phaeton came up at a great lick, and Lees' 1911 Rolls-Royce, hood up, showed grand acceleration. Knibbs came in a well-kept 1907 single-cylinder Rover with a ratchet for its brake pedal; Sears' 1912 Rolls-Royce limousine was the acme of perfection. Mrs. Hampton came in Peter's equally immaculate Type 13 Bugatti, and very astonishing was E. Hill's 1910 Phoenix, with pent-roof bonnet and transmission by internal-tooth silent chains.

As the clock ticked on there were notable gaps in the assembly, but Jim Kentish and his mother got in comfortably in the 1902 de Dion Victoria. Duncan's queer 1900 Cyklon, with 2-cylinder air-cooled engine over its tiller-steered front wheel and carburetter dangling fantastically in front, was about on time—a pity the car carried a comic comment on its warning bell. Another offender in this direction was Wadsworth's 1910 Thornycroft, with "Not for Export" chalked on its back panel—it had wire rear, artillery front, wheels and is said to have been rescued from a sandpit, which we could well believe. W/Cdr. Anderson's 1905 de Dion-engined Cupelle, with beautifully-isolated back seats, was on the late side, as were E. Pilmore-Bedford's 1904 Wolseley, with little rods moving up and down underneath as it ticked over steadily, a huge Renault landaulette, Parkinson's vibratory 1901 Darracq, Pierpoint's chromiumed 1904 Mors, and Faitlough's 1912 Delaunay-Belleville limousine.

After lunch the cars went in procession to Charterhouse School, where the hill-climb was held over a half-mile course, in the most picturesque setting imaginable. The hill wound upwards between steep banks, with gentle corners which even the faster Edwardians could take at full-bore. The event was divided into seven classes based on year of manufacture and contested on the formula:—

$$\frac{\text{Time} \times \text{h.p.}}{\text{Weight}}$$

The organisation was perfect, the Charterhouse boys extremely courteous and helpful, and altogether this was one of the V.C.C.'s best events—we hope it will become an annual fixture. The entry fee was modest, but competitors had to buy programmes.

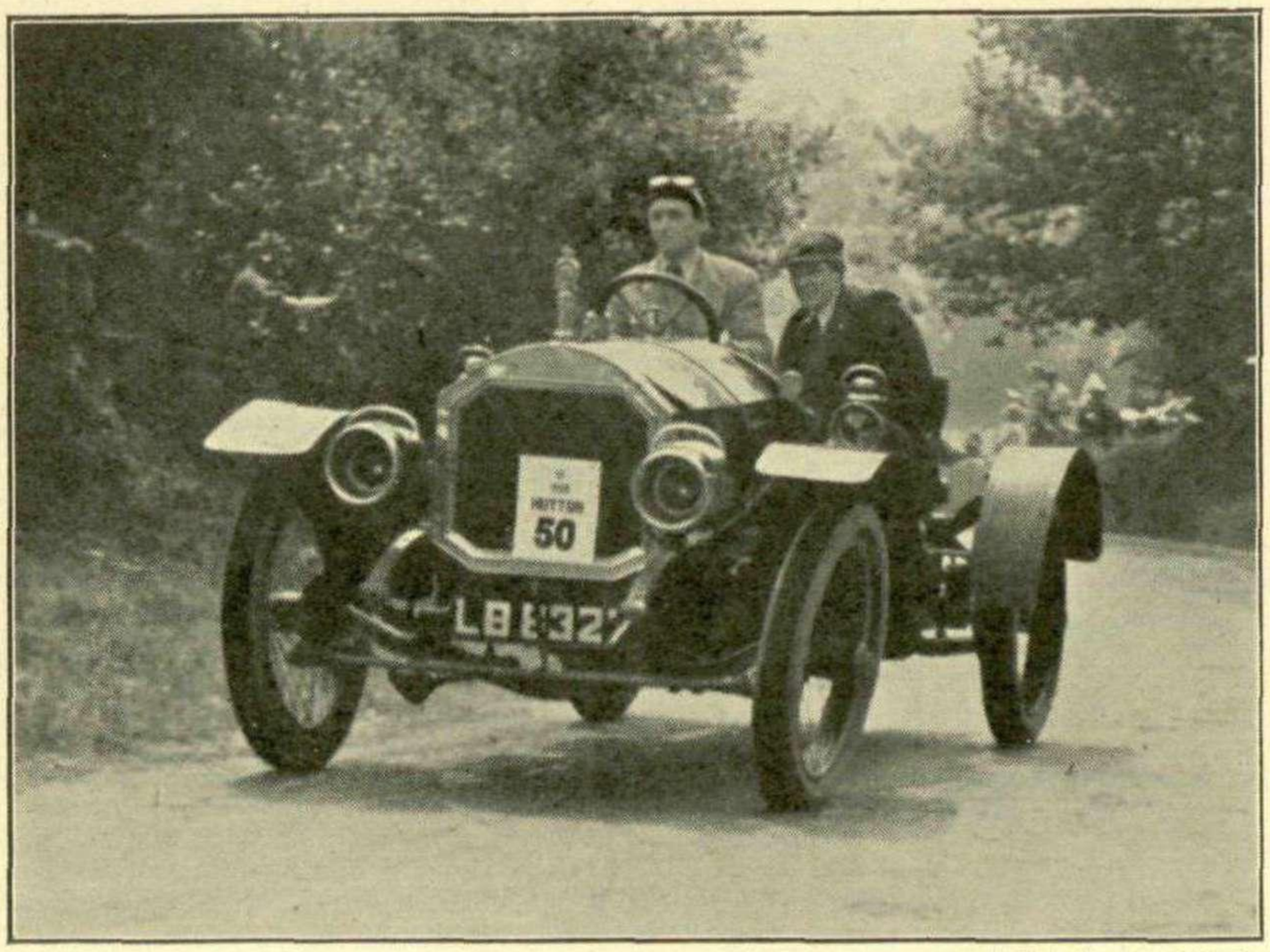
Heal, in the 1908 T.T. Hutton, made f.t.d. in 44.2 sec. Many of the older cars needed their passengers' assistance, amongst them the Cupelle and the de Dions of W. Pilmore-Bedford and Kentish. Karslake's 1914 Baby Peugeot stopped but restarted, assisted by Neville Lloyd. The 1902 Dennis was slow, Berry's 1902 Panhard made a steady ascent, while Guest's 1901 de Dion and Capt. Oliver's 1902 Mercédès made excellent ascents. Bridcutt's "Alphonso" Hispano-Suiza was really fast, Boddy, *sans* bottom gear and steering with one hand in order to make sure second did not disengage, only slightly slower. Atkinson just got up in the Adams-Hewitt. After the climbs tea was taken in one of the School buildings, the assembly without suggestive of a Parents' Day prior to the Kaiser War!

RESULTS OF RALLY

VETERAN CARS: 1st, S. Wright (1903 5-h.p. Humber), 148.4 pts. 2nd, D. Cook (1904 8-h.p. Darracq), 90 pts.

EDWARDIAN CARS: 1st, R. Barton (1913 "8.9" Morris), 212.4 pts. 2nd, H. Timmis (1910 "15.9" Mercédes), 103.5 pts.

HILL-CLIMB RESULTS NOT YET AVAILABLE.



[*Photo by Guy Griffiths*

Heal making f.t.d. in the 1908 25.6 *h.p. T.T. Hutton*

BRDC Notes

9th BRITISH EMPIRE TROPHY RACE

Supplementary *Regulations are now* being issued for the 9th B.R.D.C. International British Empire Trophy Race to be run over 40 laps of a 3¾-mile course at Douglas, Isle of Man, on Thursday, August 21st next. The race is for supercharged cars up to 1,500 c.c. and unsupercharged cars up to 4,500 c.c. The closing date for entries is July 28th and, of the entry fee of £20, £15 will be refunded to starters who complete not less than one lap of the circuit. The awards include The British Empire Trophy (perpetual), Replica and £250 to the winner, and substantial cash prizes down to 5th place. The Fairfield Memorial Trophy (perpetual) and Replica goes to the first British driver to finish and a new perpetual award, a valuable Silver and Niello trophy, goes to the driver of the car completing the fastest lap. This latter award has been presented to the Club by a Siamese firm of silversmiths to commemorate the hospitality extended to "B. Bira" by the British motor-racing community.

The British Empire Trophy race will be preceded by a 45-mile race for supercharged cars up to 1,100 c.c. and unsupercharged cars up to 2 litres.

B.R.D.C. STAG DINNER. A Stag Dinner will be held on 16th June at Pimm's Restaurant, Bishopsgate, E.C.2.

Statistics

How Much and When?

LAURENCE POMEROY, M.S.A.E., had a very learned article in *The Motor* of April 30th entitled "When Can I Buy a Car?" With the aid of statistics he set out to investigate when the delivery of new cars may be expected to improve and whether or not prices are likely to drop. He might well be dubbed Pomeroy the Pessimistic, for he sums up: ". . .strong possibility that for five years at least we shall be short of half-a-million motorcars. This, in turn, must lead to a waiting period of at least two years between order and receipt during the whole of this period, and to the retention of very high secondhand values for moderately-used cars in good condition." Pessimistic as these views are, they certainly seem likely to prove correct.

However, Pomeroy's statements about secondhand prices need not unduly depress impecunious enthusiasts. His contention that secondhand prices will remain inflated for the next five years applies, note, to *moderately-used cars in good condition.* If we accept, additionally, that the classic vintage types, like the "30/98" Vauxhall and old Bentleys, are becoming as rare as "old masters" and therefore can command very high prices, there are still the lesser cars of the nineteen-twenties to which to turn. Such cars, if overhauled, can offer pleasure-driving to mechanically-minded enthusiasts—but they have no other value. Business men needing daily transport naturally distrust them; even the farmer, seeking a car for heavy service, nowadays looks for something with better spares-prospects. Therefore, we contend that cars built prior to 1930, unless of grand origin or in exceptional condition, are not worth more than about £40—with the £ worth 8s. 6d. and such cars available for less than £15 in 1939, this is the obvious figure. As soon as buyers of aged cars curb their impatience to get on the road and refuse to pay "stupid" prices, so soon will abnormally high prices cease to be asked. Remember that such cars will invariably need a re-bore and general overhaul, probably a repaint, that spares are often unobtainable, that insurance is difficult (and impossible without a satisfactory engineer's report), that these cars run on tyres of sizes no longer made, and then ask yourself whether or not they are worth ten times their pre-war prices in un-overhauled form. One good point arising from Pomeroy's investigations is that "if the life of old cars could be doubled from the beginning of this year, there would then be a very big change for the better." This should encourage Authority not to be unduly finicky about having old, rear-braked cars about the place, providing they are in safe mechanical condition.

Indeed, Pomeroy's article contains much to warm the vintagent's cockles. Thus he estimates that "out of every 100 cars made in a given year, 97 survive after 2½ years have elapsed, 80 are still running at the end of 5½ years, less than 10 remain running for 10 years." This should be a cause for pride on the part of those with vintage or Edwardian motor-cars in regular service, the more so as Pomeroy observes, "Mass-production cars of 1933 onwards are largely made from thin-gauge pressed steel, and there comes a time when corrosion makes these cars virtually irreparable, even if mechanical parts, such as bearings and brakes, can be kept going."

Delving into statistics on our own account—by reference to those excellent data books issued by the British Road Federation, whom we should all be helping to combat transport nationalisation—we discovered more interesting things. For instance, in 1904 there were 8,465 private cars in use in this country. On Pomeroy's assumption, by 1914 only about 850 would have survived. All credit, therefore, to the V.C.C., whose members preserve well over 100 pre-1905 cars—although this figure does bear out Pomeroy's contention very reasonably. By 1905 nearly twice as many cars were taxed as in 1904, and this number doubled again by 1907, to more than double yet again by 1911. The 1911 figure was 72,106 and by 1914 it had risen to 132,015. This raises the query why so many pre-1905 carriages have been found by collectors while comparatively few 1905-14 motor-cars are in the combined lists of the V.C.C. and V.S.C.C. A possible explanation is that the Kaiser war absorbed many Edwardians, whereas the earlier cars were unsuited to military duties; and probably didn't yield much in the way of metal salvage, either. Certainly by 1918 there were fewer cars in use than in 1912. V.M.C.C. members will be encouraged to learn that in 1910 (the first year figures are given) 36,242 motor-cycles were taxed, and that over the period 1916 to 1924 there were more motor-cycles in use than cars. Such figures are of little interest without means of comparison, so we will conclude by saying that in the last complete year prior to the war (1938), 1,944,394 cars and 463,375 motor-cycles were in use. At the present time the figure for private cars is 1,655,000 and of these Pomeroy estimates approximately 1,000 of 1927 vintage, 4,000 of 1929 vintage and 9,000 of 1930 vintage still survive. The moral of the whole thing seems to be that impecunious enthusiasts can still hope to motor if they will be content to run self-overhauled versions of the lesser vintage models. They must not scorn the few remaining specimens of early small cars, while remembering that big cars are often cheap *because* of their high h.p. and that, taxed for odd quarters, the saving in purchase price may balance taxation. But whatever class of car of the nineteen-twenties they seek, they must first force down the price by refusing to pay "stupid" sums.

SIDESLIPS—Continued from page 172

whole America in February proved a tougher proposition than Asia, which they did not reach until the summer—the cars spent most of their time in the New World bumping along the railroad track. But Haaga was evidently a man of resource. If I understand correctly the rather curious technical descriptions indulged in by Scarfoglio, the car, by the end of its journey, must have been almost more Haaga than Züst. As a driver, in fact, the worthy German could hardly have been improved upon—until he reached Germany. It was September, by now, and the party was almost in sight of their goal. "Beyond Halle we stopped for luncheon in a little inn at the entrance to a village, where we had burst a tyre. We really ate too much sausage and drank too much Rhine wine at the Thuringer-Hof! Then, the tyre being repaired, we started along the magnificent road, through villages drowsy in the September sun. Haaga and I are seated in front; Huber, the engineer of the Züst Company, who has done a great part of the journey with us, behind on the big petrol tank. He is asleep, and we, too, are nodding slightly, after the Rhine wine. Suddenly there is a violent jerk to the left, another to the right, trees are grazed . . . 'The brakes, Haaga, stop!' . . . a twist . . . the edges of the road approach and recede . . . shrill cries . . . It is all over, all over!

"I recovered my senses in a strange bed, with my hands and head bound up. Haaga was groaning beside me. I was told that a passing car had picked us all up; we were unconscious, bruised and covered with blood. And the car was stuck in an embankment with a wheel smashed, the axle bent, the springs broken, and the stays of the engine bent. It was carried to the Ruppe automobile factory on a cart, like a corpse.

"And this place is Apolda. Huber is in hospital. This evening he was delirious, calling his mother."

In fact a horrible motoring accident. But there was service in 1908, as well as plenty of sausage and Rhine wine. I do not know whether they fetched Huber his mother, but on September 13th, exactly five days after the smash, Scarfoglio was able to report: "The car is saved: and Huber also." Four days later they were in Paris.

Well I don't know how long they usually take to bring you round from a delirium nowadays, but if my recent experience of repairers is any guide, I should think that a car with "the stays of its engine bent" would be more likely to be off the road for five months rather than five days. In fact, what with one thing and another, I should have to have a great deal of Rhine wine taken, before I set off to go round the world in a motor car.

Reports of Recent Events

MID-SURREY A.C. AND V.S.C.C. GRAND CUP TRIAL

This famous trial, in its austerity guise, was confined to hills around Pirbright, after starting from a puzzled village in that area. Michael May was the leading light in organisation, rushing hither and thither in his mother's S.U.-carburetted Austin Seven "Chummy" with the brave owner as passenger. Nine observed sections and two special tests defeated much of the entry of the combined clubs in this carefree event and several cars, Birkett's Austin Seven included, failed the brake-test, while Uglow's H.R.G. made best time in the figure-of-eight test, in 21 sec. Some cars never reached the later sections, Grosscurth's 1922 Mors amongst them—possibly this was just as well, as we were pained to observe the cruelty done to Anderson's beautiful 1911 "Silver Ghost" Rolls-Royce tourer, which is doubtless excellent for touring but ill-at-ease (and sadly comic to the uninitiated) on tank-testing hills.

Results

BEST PERFORMANCES BY V.S.C.C. MEMBERS: Sports Cars prior to 1931, Morrish (Anzani-Frazer Nash); Touring cars prior to 1931, Cuthell ("12/50" Alvis).
FIRST-CLASS AWARDS: Potter (Allard), Wadsworth (Ford V8), Moore (Riley).
MID-SURREY A.C. SOPWITH CUP: Uglow (H.R.G.).
WINNER OF CLASS FOR CARS UP TO 2½ LITRES: Undery (B.M.W.).
WINNER OF CLASS FOR STANDARD CARS UP TO 2½ LITRES: Fairclough (Austin).

S.U.N.B.A.C. COLMORE TROPHY TRIAL

The "Colmore" was postponed from its winter date on account of severe weather and was run off on April 26th last under such fine conditions as to render it comparatively easy. There were 80 entries and the route covered 42 miles, embracing seven sections and a special test. Not a single car failed on the usually difficult Gypsy Lane, but a stop and restart test at the top failed 30. A timed climb of a portion of Postlip saw f.t.d. go to Guy Warburton's blown Ford V8, which was 1/5th sec. more rapid than Best's blown "PB" M.G. Tyrer's B.M.W., Murkett's blown "PB" M.G., Mansell's Allard and Morrish's blown "PB" M.G. all tied, with the excellent time of 21.2 sec. Quite a few failures were scored by the second section of Mill Lane, but Lower Ginting stopped only the Rollason Special and Fellows' elderly Salmson. A "X-roads" driving test saw Ken Rawlings' M.G. do a rousing 14.6 sec., while the Wharton-Special clocked 14.8 sec. Kineton was another hill that was in easy mood, although the Richards-Special, Woodall's Ford Ten-powered Wolseley, Lowe's Austin Seven, Wise's blown Austin Seven, Price's T-type M.G. and a Jeep failed here. Camden Lane saw only the Salmson cease (for mechanical reasons), but Laverton I stopped 13 cars and Laverton II 18. The Colmore Trophy winner was Rawlings (M.G.).

Results

THE COLMORE TROPHY (best performance): K. Rawlings (907-c.c. M.G.)
THE RHODE CUP (best performance under 1,100 c.c.): K. Wharton (1,081-c.c. Wharton Special).
THE SHELL CUP (best performance between 1,100 and 1,500 c.c.): R. W. Phillips (1,172-c.c. Fairley).
THE BERNARD NORRIS CUP (best performance over 1,500 c.c.): G. Tyrer (1,911-c.c. B.M.W.).
THE CLUB TEAM TROPHY: The Sheffield and Hallamshire "A" team (C. A. N. May, K. Wharton, R. W. Phillips). RUNNERS-UP: Harrow and District Car Club (D. W. Price, V. S. A. Biggs, D. Murkett).
FIRST-CLASS AWARDS: G. N. Mansell (3,917-c.c. Allard), G. Warburton (3,622-c.c. Ford), C. L. Bold (1,089-c.c. Riley), C. A. N. May (3,622-c.c. Ford Special), J. H. Appleton (4,000-c.c. Allard), D. Murkett (939-c.c. M.G.), M. Wick (3,917-c.c. Allard), D. W. Price (3,922-c.c. Price Special), G. W. Best (939-c.c. M.G.), V. S. A. Biggs (1,496-c.c. H.R.G.), A. L. S. Denyer (1,496-c.c. Lea-Francis), L. Potter (4,000-c.c. Allard).
SECOND-CLASS AWARDS: T. C. G. Butler (1,991-c.c. Daisy), K. Scales (1,748-c.c. M.G.), T. W. Dargue (1,911-c.c. F.N.-B.M.W.), K. Welfare (747-c.c. Austin), C. C. Evans (1,296-c.c. Ophelia), A. M. R. Malloch (747-c.c. Austin), D. K. Mansell (3,917-c.c. Allard), C. W. Yates (1,172-c.c. Austin), K. E. O. Burgess (4,000-c.c. Allard), R. Kemp (4,086-c.c. Humber), K. McAlpine (4,400-c.c. Allard), H. D. Pritchard (3,622-c.c. Allard), W. Kirby (2,500-c.c. Willys Jeep), W. V. Kethro (847-c.c. K.K. Special), H. Birkett (747-c.c. Austin), E. B. Wadsworth (1,911-c.c. B.M.W.), A. C. Challands (1,089-c.c. Riley), W. C. Butler (3,622-c.c. Butler Special), W. M. G. Marshall (2,468-c.c. M.G.), J. S. French (747-c.c. Austin), T. Lund (939-c.c. M.G.), E. J. Newton (1,292-c.c. M.G.), W. A. Goodall (1,267-c.c. Morgan), A. W. Morrish (939-c.c. M.G.), B. Hankins (3,622-c.c. C.W.S.), S. Asbury (3,622-c.c. Ford Special), H. W. Morgan (1,496-c.c. Riley).
THIRD-CLASS AWARDS: J. Clegg (1,172-c.c. Ford), J. Virr (1,470-c.c. B.M.W.), B. Humphreys (747-c.c. Austin), H. T. Rollason (3,622-c.c. Rollason Special), R. B. Lowe (747-c.c. Austin).

LANCASHIRE AND CHESHIRE C.C. 7TH DERBYSHIRE SPORTING TRIAL

With nine hills in 74 miles and one of them stopping all but Phillips' "Fairley" and Wharton's Wharton-Special, this was a really stiff event. Good driving by Mrs. Flather (M.G.) and Tyrer (B.M.W.) was noted and in the two timed tests best times went to C. A. N. Mays' Ford "V8" and T. C. Harrison's Riley, respectively.

Results

QUICK TROPHY: R. W. Phillips (Fairley).
MAWREY TROPHY: R. E. Holt (M.G.).
VISITORS' PRIZE: C. A. N. May (Ford).
RUNNER-UP PRIZE: W. C. Butler (Ford).
TEAM TROPHY: Sunbac team—C. A. N. May (Ford), K. Wharton (Wharton) and C. L. Bold (Riley).
FIRST-CLASS AWARDS: T. C. Harrison (Riley) and K. Wharton (Wharton).
SECOND-CLASS AWARDS: S. Asbury (Ford), G. Hankins (Ford), B. Hankins (C.W.S.), A. M. R. Mallock (Austin), V. R. Pilkington (M.G.) and C. L. Bold (Riley).

N.L.E.C.C. CLOSED SPRING TRIAL

In this trial Wadsworth's 4½-litre Lagonda took the only 1st-Class Award and 2nd-Class Awards were won by Rowse (Ford Ten), Rivers-Fletcher (Hillman Minx), Mountfield (Morris Eight), Langrische (Morgan), Cruikshank (Austin Seven "Chummy"), Render (Austin Seven "Ulster"), Taylor (M-type M.G.), Barre (Austin Seven) and Vickery ("TA" M.G.).

PERPIGNAN GRAND PRIX

The usually-victorious Maserati didn't pull it off at Perpignan, for Sommer, after leading everyone and setting fastest lap at 60.24 m.p.h., faded out 14 laps from the end. Wimille, fairly throwing his Gordini Fiat around, contrived to hold second place ahead of the big fellows, until he, too, had engine trouble. Grignard (Delahaye), Etanalin (Delage), Achard (Delage) and Loyer were involved in a four-fold crash, but all were unhurt. That gave the race to Chaboud, driving the ex-Chiron 4½-litre *monoposto* Darracq. He won in the record time of 1 h. 35 m. 6.3 s. for the difficult 58-lap (91½ mile) race, an average of 57.67 m.p.h. Louveau in his Delage was 2nd, only just ahead of Cabantous' 3½-litre Delahaye. Levegh's Delage, Grignard's Delahaye, Rosier's 4½-litre Darracq and Triffaud's Delahaye were next, in that order.

BERKHAMSTED & D. M.C. AND C.C. WINWOOD CUP TRIAL

This classic trial was very "sticky" and one hill had to be cut-out. Wick made best performance of the day in his Allard, taking the Winwood Cup, while the Visitors' Cup was won by Biggs' H.R.G. 1st Class Awards: Yates (Austin) and Brown (Ford-Special). 2nd Class Awards: Jane (Lancia) and Wood Dow (H.R.G.). Team Prize: Jane, Hancock (Singer) and Wadsworth (Railton). Two-some Prize: Wick and Biggs.

B.M.C. & L.C.C. NAISH HILL CLIMB

On May 10th the Bristol Motor-Cycle and Light Car Club's first 1947 Naish Speed Hill Climb for cars provided an entertaining afternoon's sport for both competitors and spectators and the times improved on the second runs as the course dried out, heavy rain having fallen in the morning. There were 31 entrants of whom two were non-starters.

K. Burgess in his Allard achieved the fastest time of the day with 49.7 secs., only .3 sec. short of the record for the hill.

Excellent climbs were made by A. W. Morrish and G. W. Best in supercharged "PB" type M.G. cars, and the latter while driving in Class "F" (large sports car class) recorded a climb of 52.0 secs. Morrish's best time was 52.8 secs., but in producing this count he indulged in some hectic slides on the second bend.

J. Bosisto made a debut in his 500-c.c. Special and had the satisfaction of winning Class "H."

Results

TOURING CARS OVER 1,100 C.C.: C. Coaker (Austin), 62.0 sec.
SPORTS CARS UP TO 850 C.C., UNSUPERCHARGED: T. Butler (M.G.), 58.2 secs.
SPORTS CARS 1,100 C.C. UNSUPERCHARGED–850 C.C. SUPERCHARGED: W. Cleave (Morris), 55.2 sec.
SPORTS CARS 1,500 C.C. UNSUPERCHARGED–1,100 C.C. SUPERCHARGED: G. Best (M.G. s.), 52.6 sec.
SPORTS CARS 4,500 C.C. UNSUPERCHARGED–1,500 C.C. SUPERCHARGED: K. Burgess (Allard), 49.7 sec.
"SPECIALS" UP TO 1,100 C.C.: J. Bendle (Salome), 54.5 sec.
"SPECIALS" 1,100 C.C.–3,000 C.C.: J. Bosisto (Buggie), 58.8 secs.

SHEFFIELD AND HALLAMSHIRE M.C. HARRISON TROPHY TRIAL

The Harrison Trophy was awarded to Wharton's famous Ford Ten-engined Austin Seven.

1ST-CLASS AWARDS: Phillips (Fairley), Bold (Riley), Pearce (Lagonda).
2ND-CLASS AWARDS: Mrs. Flather (M.G.), May (Ford V8), Bateman (Allard).
TEAM PRIZE: Messrs. Wharton, Phillips and May.

AN ALLARD VICTORY

Warmest congratulations to A. G. Imhof and K. N. Hutchison, on winning the International Lisbon Rally, beating 172 other entrants on a very tough 1,400-mile run.

EAST AFRICAN M.S.C. BRACKENHURST SPEED HILL-CLIMB

F.t.d. was made by Major McIvor's Ford V8.

MOTOR SPORT Road Test (Post-war Series) No. 4

THE JOWETT JAVELIN SALOON

Something entirely new in British cars. Very fine performance capabilities combined with extreme comfort and convenience.

★

THE Jowett Javelin is an astonishing car and a credit to the British technician. At last we have a saloon car which can hold up its head when it encounters the Continentals. Realise that this very brisk newcomer is of a mere 1,500 c.c., has ample room within for six persons, and is no more *outre* in appearance that the more modest pre-war American cars, and you will, as we do, enthuse over this refreshing newcomer from Bradford.

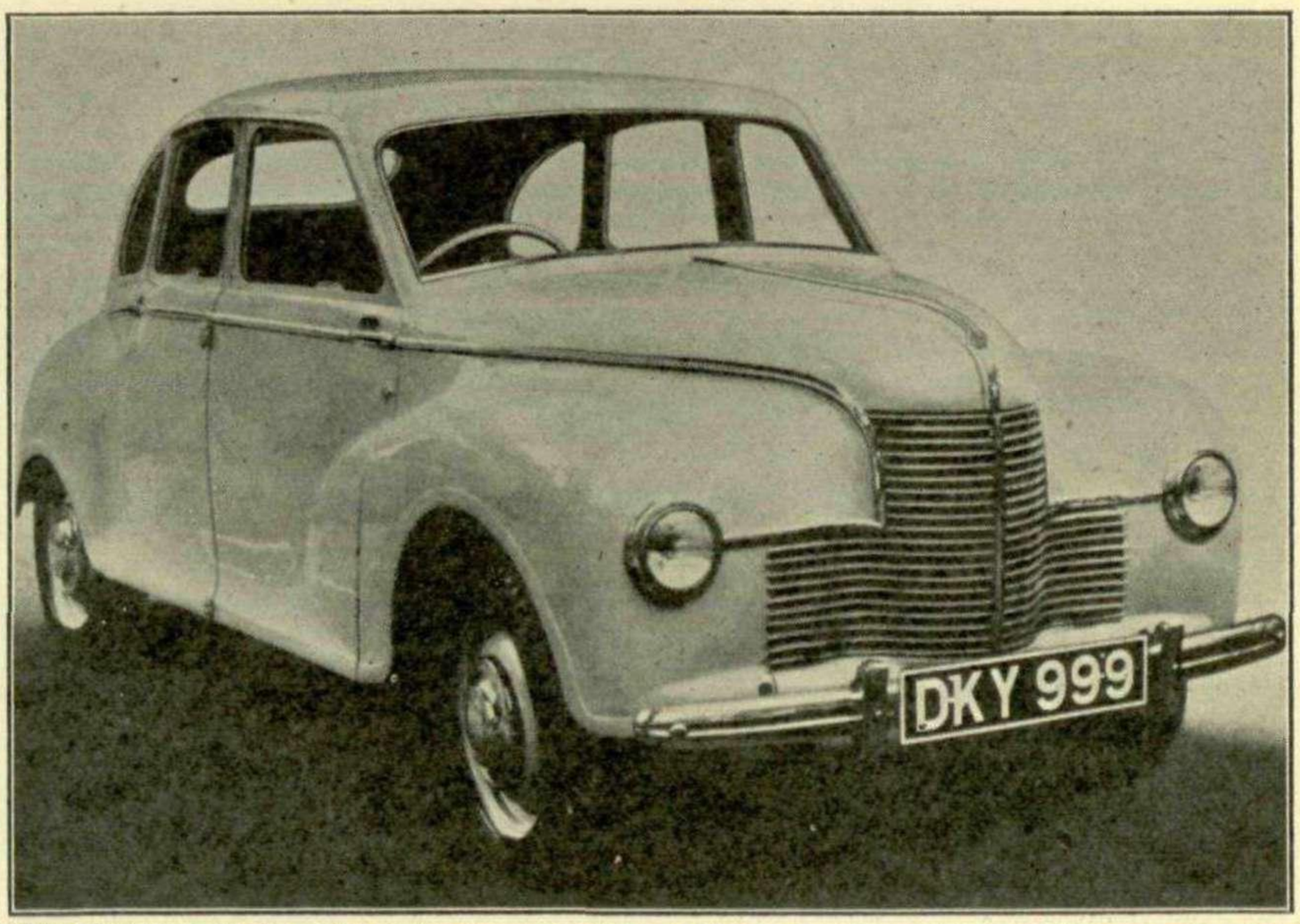
First impressions? Appreciation of the many clever features of the car, that must remain a source of convenience throughout its life long after the novelty of demonstrating them has palled, of the immense amount of passenger and luggage space offered, and that visibility is excellent and the steering-column gear-change something to which one readily gets accustomed.

Let us get some of the many unique features off our mind first. Right! The luggage locker is *immense*, yet its lockable lid is light to raise, and carries a second rear lamp and interior lighting. The tools stow in a felt-lined compartment at the outer edge of the locker, accessible by moving only the lighter pieces of luggage should the locker be full. By engaging the wheel brace in a socket and winding, the spare wheel tray, hidden below the locker, winds down so that the wheel can be easily withdrawn. There is a huge parcels shelf behind the rear seat and both bench-type seats have good, sturdy central folding armrests. Cut-aways provide for the rear passenger's elbows and adjustment of the front seat is simple and absolutely positive—you just wind the whole seat forward or backward with a sizable handle by the driver's left leg. Door handles are of the lift-up type externally; internally, the front handles push forward to "open" and back for "lock," the reverse of normal. The rear handles operate the reverse way. The driver's door locks.

There is a useful roof lamp, with switch by the near-side front passenger. The facia contains good press-button switches of radio type. There is interior heating and provision for heating the inside of the windscreen, which is a large area of curved safety glass. The door windows are raised and lowered by sliding a knob on the sill backward or forward—a very neat arrangement, obviating clumsy winders on the sides of the doors. Small arm-rests, folding up when out of use, are incorporated in the front doors. Upholstery is in good quality leather and three people can easily occupy the front seat, although leg room for the outer passenger is a trifle cramped by reason of the scuttle sweep-in to give front-wheel lock. The alligator bonnet is released by pulling a knob under the facia; it supports itself safely and re-locks easily. The grille also unlocks and folds up to give greater engine accessibility. The rear plugs and carburetters are not very easy to reach, but the general layout is being modified to improve matters. Substantial bumpers and one of those excellent Lucas spot-lights were fitted. A very good point is the provision of a plug-in lead-lamp, carried in a pocket under the bonnet, while fuse and junction boxes and oil and water fillers are very well placed. The carburetter intakes have rubber tubes leading up to coincide with holes in the bonnet nose, through which cool air is drawn; removable wire-mesh cones prevent children from feeding oddments to the gas works. There is a spring-spoke steering wheel (the spokes of which could be better placed) with horn button in its centre and a huge cubby hole, provided with a rather "tinny," difficult-to-lock lid. The horn is rather blatant. From left to right the facia fittings are: Screen heater control, push-buttons for starter and fog lamp, lamps and ignition switches, push buttons for panel lighting (which is good) and wipers and, below these push-switches, the oil warning window, clock and ignition warning window. Then comes the interior heater "Cold-Hot" control, fuel gauge calibrated in $\frac{1}{4}$, $\frac{1}{2}$, $\frac{3}{4}$, F, speedometer of nice size, calibrated in divisions of 5 m.p.h. to 80, with trip, and water thermometer, which never went appreciably over 75° C. The light switch is in the form of a square with the ignition key rather far recessed within. Bonnet release and choke knobs are below the facia on the right. Two shallow useful sun-vizors are fitted above the big screen. The lamp dimmer is on the floor, rather near the seat, the pedals are very much to the left of normal positioning, and while this is not particularly disturbing, they are not too well-placed generally. The r.h. accelerator is of roller type. The direction indicator switch is in the centre of the facia; the indicators (rather brilliantly lit) cancel effectively on time switches and the control switch gives their position. There is no hand-throttle. The central rear-view mirror is well-placed but vibrates; vision for reversing is reasonable. Entrance and exit are easily accomplished. The rear doors contain ash-trays, there is provision for radio and a transparent roof panel and front-door ventipanes are optional extras. The external appearance is modernistic and imposing.

That then is the Jowett Javelin as seen in showroom or garage, and as such it is a most intriguing possession. How, then, does it motor? The answer is, very well indeed.

The steering column gear-lever, spring-loaded to 3rd and top, works as through a normal gate, and is quite easy to use. Reverse is obtained through 1st after depressing a knob. The synchromesh works very well even for fast changes, or one can double-declutch if one prefers. All changes go through as fast as the lever can conveniently be moved and the clutch is light and reasonably positive. Although the near-side front wing cannot actually be seen, visibility is immensely good, so that a driver new to this car has no qualms about traffic negotiation. Very soon one realises that the Javelin is a car that gets along. Acceleration in the lower gears is obviously something out of the ordinary, and even in top gear the urge is very evidently there. This,



The Jowett Javelin—one of the most exciting of the post-war, really new British cars and with a grand performance.

indeed, is a feature of the new Jowett—later we found 0–50 m.p.h., snatching the changes, could be accomplished in 14.6 sec. (the figures in the panel are for more sober handling), while in top gear from 25 m.p.h. onwards the pick-up is really brilliant, even up to 60 m.p.h. or so. This makes passing slower vehicles a safe, happy business, and, at the other extreme, you can run down to 10 m.p.h. in the same ratio. Within a very short space of time, encouraged by this reserve urge and the generally safe feel of the car, we were getting along at 55 m.p.h., and going up to 65 m.p.h. or more along short straights—and those are *corrected* speeds.

The car tested was not fully sound-proofed, and some rather V8-Ford-like engine sound was evident when things were really turning over. Wind noise was commendably absent even at speed, and, in torrential rain, no water blew on to the driver with his window fully down, which shows how effective are the aero-dynamics. The excellent performance aforementioned, allied to good handling qualities and good braking, results in a car which can set up average speeds of the 45–50 m.p.h. order over difficult roads. In spite of really soft torsion bar suspension and a tendency to roll in the modern manner, the Javelin handles beautifully. It distinctly understeers, and moderately high-geared steering enables it to be put round corners very much in the Continental-car manner. No return motion of any sort is felt through the wheel; indeed, the action is rather "dead," nor is any but the merest trace of vibration transmitted by the column. There is good castor action and the lock is very generous indeed. This is steering which makes winding roads a treat, and allows one to wend a mile-a-minute way through recalcitrant traffic without endangering anyone. The back-end breaks away first and throughout spirited exhibitions the tyre howl is not above normal, although the inner rear wheel tends to lift. Any desire for somewhat stiffer suspension must be met by remembering the excellence of the springing over the most appalling roads—the sort cars for export will continually encounter. There is no pitching but a fair amount of wallowing and some up and down movement, throughout which the wheels remain glued to the ground. Hump-back bridges can be rushed without a qualm. The brakes are light to apply, progressive and positive and very, very powerful; they are also virtually silent, but tended to stick-on on one occasion. Applied hard, the Javelin stays in a straight line. The r.h. trigger handbrake under the facia works well and really holds the car.

Second gear gives an adequate start on level roads, and once in 3rd the speedometer needle surges round the dial—and continues to do so not so very much more slowly when in top gear.

Reverting for a moment to the driving position, the seat will adjust close to the wheel and is most comfortable, and there is a fair amount of room for both elbows. No gear-noise is heard above the engine noise, but on the over-run there is a very slight hum.

Conducting our usual tests over our much-maligned test-course, we got highly commendable results. There was a moderate wind and the surface was dry. The flying (or, more appropriately, accelerative) ¼ mile was covered at 72.6 m.p.h. downwind, and the mean of the best two runs, one in each direction, was 70.42 m.p.h. The car was still accelerating somewhat at the end of the run and we would put its absolute maximum at 75 to 77 m.p.h. The speedometer showed 80 m.p.h. on one occasion. The best standing ¼ mile occupied 22.6 sec. and the best 0–50 m.p.h. 14.6 sec., or 16.0 sec. with less brutal gear-changing. A genuine 55 m.p.h. was obtainable in 3rd, when the speedometer showed 60 m.p.h.; it was all but accurate at 30 m.p.h. These figures well portray the liveliness of the Javelin, as reflected in the excellent about-the-place averages of which the car is capable; and this from a hard-used engine, which needed a quart of oil after 250 miles. It ranks as one of the really fast A. to B. motorcars and with extreme ease and safety. The fuel consumption could only be estimated approximately, but was in the region of 29 m.p.g., driving very hard, and traffic driving and all our tests included. After standing out all night the engine started fairly promptly but took some while to warm up to its job. It dislikes "Pool" from the pinking aspect. The car rocks rather curiously when the engine is idling, but is smooth for a "four" when under load.

At night the lights were adequate to the car's speed, the Lucas spotlamp especially so. Some oil smoke rose at times from the near-side exhaust pipes.

It is very difficult to convey in words the attraction which the combination of good qualities in the Javelin exert on a keen driver. The car is new, novel, obviously well planned. It has unexpected roominess for a 1½-litre, the easy ride and practical detail associated with the better Americans. Yet it goes better than some sports cars and handles like a Continental. Technically it has a great appeal, by reason of its unconventional flat-four engine, set well at the front of the car and having its radiator behind it, and the excellent torsion-bar suspension. Its handy speed, in town and on the open road, by reason of real acceleration, is a most valuable possession, and uncommon in a 1½-litre saloon.

This new Javelin may not be the enthusiasts' ideal, but for those who need a second-string as companion to something like a "2.3" Alfa-Romeo, or those drivers who cannot own a sports car at all, because they must have thief-proof, weatherproof transportation, here, obviously, is their car. As an attempt to prove not only that Britain can make it but that she can also sell to competitive export markets, the old-established Bradford concern is to be heartily congratulated on this remarkable newcomer. They have achieved what they set out to do by combining the factors just enumerated and also, we suspect, putting some aircraft practice into their formula.

If times were normal Javelins would be flooding our roads; as it is, this modern Jowett will, we suggest, become one of the world's most successful productions. If it does not, we do not know a good car when we try one! The wheelbase is 8 ft. 6 in., and the car weighs exactly a ton. Full details are available from Jowett Cars, Ltd., 48, Albemarle Street, Piccadilly, W.1, who announce the price as £818 10s. 7d., with purchase tax of £178 10s. 7d.—W.B.

JOWETT JAVELIN SALOON

Engine: Four cylinders, horizontally opposed, 72.5 by 90 mm. (1,486 c.c.). Tax £15.
Gear Ratios: 1st, 18.9 to 1; 2nd, 11.6 to 1; 3rd, 7.31 to 1; top, 4.86 to 1.
Tyres: 5.25 in. by 16 in. Goodyear.
Weight: 20 cwt. (in road trim with approx. 2 gallons of petrol but less occupants).
Steering ratio: 2⅜ turns lock to lock.
Fuel capacity: 8 gallons.

Performance Data

Acceleration:
0–30 m.p.h.: 6 sec. } mean of
0–50 m.p.h.: 15.7 sec. } two-way
0–60 m.p.h.: 22.7 sec. } runs.
s.s. ¼ mile: 23.0 sec. (mean).
22.6 sec. (best run).

Speed:
f.s. ¼ mile (approx. ½-mile run-in):
70.42 m.p.h. (mean).
72.60 m.p.h. (best run).

Maximum in indirect gears (corrected for speedo. error):
1st: 22 m.p.h.
2nd: 36 m.p.h.
3rd: 55 m.p.h.

Fuel consumption:
Approximately 29 m.p.g.

PLUG GAPS AND SPORTS COILS

There is an impression amongst motorists that when a car is fitted with a sports coil the gaps at the plug points must be opened wider than normal. The Lodge plugs company, however, point out that this is not so; so long as the plug gaps themselves are normal it is immaterial whether the coil is of the sports or standard type. If, however, it is desired to use wider plug gaps, then a sports-type coil is advisable, if not essential.

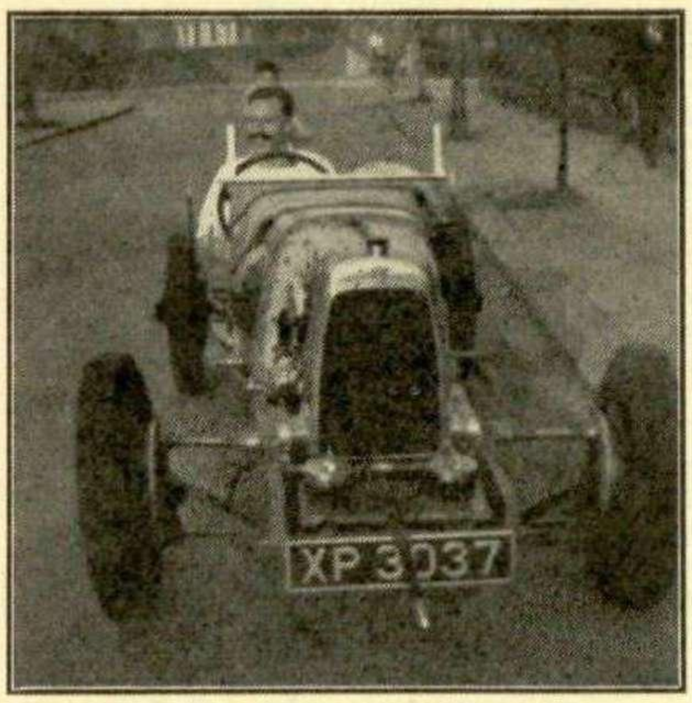
The main object of installing a sports coil is to provide the necessary higher voltage current to jump wider plug gaps for the purpose of igniting weak or otherwise special gas mixture, which a normal spark gap might not be able to cope with. Alternatively, the higher voltage coil will provide a spark across the normal plug gap in a high compression engine where an ordinary coil might fail.

Another advantage of a sports coil is that it will compensate for a partially run-down or otherwise sub-standard battery which might be unable to produce the necessary spark with an ordinary coil. An example of this is found when starting from cold in the winter. The use of the starter then takes so heavy a load from the battery as substantially to reduce the voltage for ignition purposes. In such circumstances a sports coil will often make all the difference between "Stop" and "Go."

ALLARD MAKES F.T.D. AT PRESCOTT

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THE TWIN-CAM ASTON-MARTINS

F. E. Ellis gives some inner information about a very rare vintage car and describes the ex-Zborowski 16-valve Bamford & Martin car he is rebuilding.

AS some readers may remember, I wrote a few notes on the Bamford and Martin side-valve Aston-Martin cars some few years ago, and, whilst my first s.v. car is still in the family it is not in my possession, my brother having taken it over after he was demobbed. The four-seater was sold to Mr. Yeates of Eccles, and all I have left is the ex-Zborowski Grand Prix 16-valve car. It is with this car that I now propose to deal and although some mention was made of these cars in my last notes, I feel sure that readers will forgive me if I go over a few points already dealt with.

I suppose one should start at the beginning, so, we find ourselves back in 1921 in the Kensington works of Bamford & Martin, Ltd. On the test bed is a 4-cylinder *single* o.h.c. 16-valve engine. The side-valve-engined car has just gone into production and a sanction for 100 cars has started the programme. Racing forms the main means of advertising and the sponsor, Lionel Martin, is a one-hundred-per-cent. enthusiast for the sport. He has realised, I suppose, that excellent as the performance of the side-valve cars is, something, just that little bit more potent, is required. He has been, and is to be, extremely successful with his own side-valve car, but his engine is just about tuned to maximum. That original s.v. must have had a very different engine from the more sedate production cars. I do know that it had much drilled con.-rods, no flywheel, just a flat plate with the starter teeth on it, sufficient to carry the clutch, and in all probability a "hotter" camshaft. So along came the single o.h.c. engine. This had been designed by one, Robb, and was, in fact, quite a nice job. Only once have I seen any reference to this engine in detail and that is in a very early copy of the *Autocar* during 1921. The 16 valves were placed vertically in the head, and the camshaft was driven by a vertical shaft drive at the front end, the valves being operated through rocking tappets. Large plates on either side of the cam cover, when detached, gave access to these tappets. The bore and stroke were 65 mm. by 112 mm. and the rating was 10.5 h.p. The crankcase and sump were in many ways *similar* to the s.v. but much stiffer, also the magneto was driven by a vertical shaft below which was the water pump and oil pump. The oil filters were in the same position as on the s.v., but the oil filler, an enormous affair, was on the exhaust side of the engine.

Well, for some reason or other this engine never seemed to show any advantages over the s.v. and I doubt if it was ever raced. There are certainly no records of its performance in any event. So, the powers who were involved began to cogitate, and this is where Henri comes into the picture. History tells us that one of the old A.M. boys (forgive my term, you Bentley people), R. C. Gallop, had been apprenticed to Peugeot and had come in contact with Henri. He was therefore given the task of persuading the great man to fix up B. & M.s with a design for an o.h.v. engine. This he did and somewhere about Christmas time of 1921 he returned triumphant.

It is generally supposed that Henri had designed the whole of the now famous 16-valve twin-cam engine, but this is not so, for in point of fact, all that he did was to design a head and this is an exact replica of one half of his three-litre Ballot engine and the valves were identical with the then current Peugeot motor-cycle. The cost of the design was a modest £50. Work was commenced immediately on the new design and the lower half of the *single*-cam engine (not the s.v., as some suppose) was the basis of this new racing engine. A special chassis was made up and here we have in Lionel Martin's own words "Their first real racer." What a perfectly lovely little car it was, too, every part a perfect tool-room job and yet, as is so often the case, there was one little snag. This was in the form of the magneto drive; the magneto was fitted in a vertical position and failure of this instrument (and occasionally valve springs) was the cause of the majority of their setbacks.

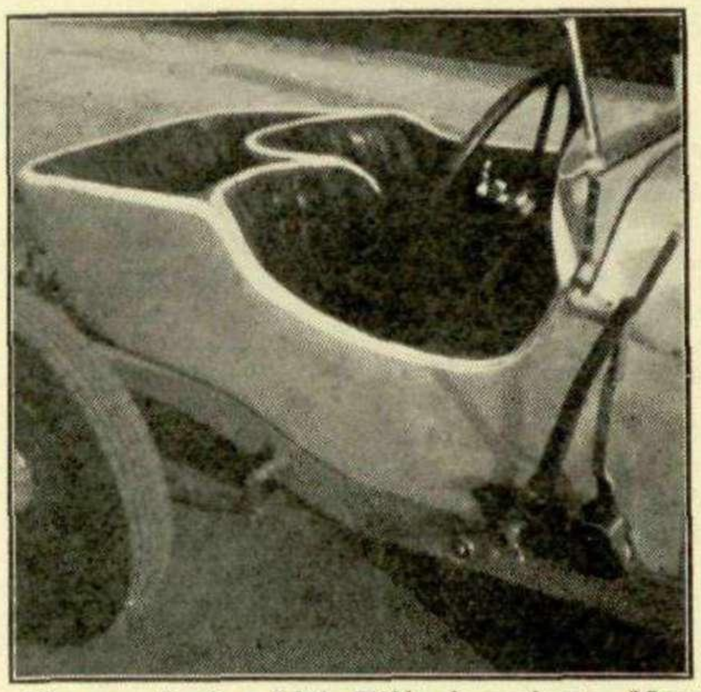
As far back as 1930 I had tried one of these cars, which was then owned by a Birmingham enthusiast. It had come into his hands from the late Count Zborowski when, after the Count's death, his cars had been sold. The car then had its original Grand Prix body fitted and a pair of typically-Zborowski front wings. I had at this time tried to persuade my father to buy this car for me as it was once again in the market, but he refused, saying it was far too fierce for a youngster, and so it passed into the hands of a Bristol "enthusiast." This gentleman then decided to rebuild it in no uncertain manner, and the work must have cost a mint of money. After stripping the whole thing down and throwing away the body, the following conversions were made:

1. Lubrication system converted to dry-sump.
2. Right-hand gear change converted to central.
3. Complete revision of braking layout.
4. A brand new 2-seater body.

So that was that, and for the life of me I cannot find any reason at all why some people must take a perfectly sound design and mess it up. One thing only can be said in favour of the modifications and that is that they were done in a most professional and workmanlike way, not in the least amateurish. That was the end of the Zborowski Grand Prix car and so it remained until 1940, when I bought it from the late Robert Hichens. It was not until 1945 that I brought the car out of storage in Cornwall, and since then, I have, to the best of my ability, been restoring it to something of its original glory. Before dealing with the restoration I feel that one point should be cleared up.

It has often been quoted in the Press that the car which I now own was driven by Zborowski in the French Grand Prix of 1922. This I'm inclined to doubt, for various reasons. Two cars were built for the French Grand Prix and one was driven by Zborowski and one by Gallop. Zborowski's car was number 15 and Gallop's number was 8. After the race the two cars went back to the works and then, as those who have read G. E. T. Eyston's "Flat Out" will know, Eyston bought No. 15 and also a track car without engine, using, as he tells us, the racing engine in both cars. What happened to the car after Eyston disposed of it is not known to me, but I do know that he also used the engine in his racing motor-boat. What a hectic life that poor engine had! Eyston was very successful, however, and won quite a number of events with it. As to the second car, No. 8, this stayed with the works and was driven by Moir, Zborowski & Co. in a number of events before Zborowski finally bought it, and this I believe is my car. Of its life I will speak later; for the present I will deal with the car basically. The details which I give here are all gathered from a close examination of the stripped engine and chassis.

Commencing with the top of the engine, the "Henri half," we have a cast-iron block, cast in one with head. The bore and stroke are 65 mm. by 112 mm. The sides of the block are open cast, and very large jacket plates are used. It has been stated by Mr. Pomeroy in his "Milestones of Speed" series in the *Motor* that the exhaust valve cooling on this engine is poor, a decision no doubt arrived at after examining a cross-section drawing. On examining the water coring of this block when stripped it seems to be quite adequate, but evidence of heat is very pronounced when one examines the condition of the exhaust valves and their



The new body which Ellis is using. Note outside levers.

fittings closely. There is, however, no evidence of *extreme* heating and all the exhaust valves are in excellent condition. In passing I may say that the engine maintains a normal running temperature of about 80° C. The four-valves-per-cylinder are placed at a rather acute angle to the bore, I think about 30°, giving the engine a much taller appearance than with the normal 45° setting. This was probably done in order to fit everything in behind the very slim radiator which these cars had. On the inlet side the valves are 1.312 in. diam. at the head, which is deeply tulip-shaped, tapering gradually to a stem of .3145 in. diam., and on the exhaust side they are 1.187 in. diam. at the head, still tulip-shaped, and the stem is as that of the inlet valve. The valves are hardened. It was not possible to remove some of them without first taking out the valve guides, but these are of the floating type and draw away very easily. At the top of each bore the head flows away into a kind of pocket, no doubt due to the large size of the inlet valves. A sparking plug is placed centrally over the top of each piston. There are two springs to each valve and these are held in position by split cotters. Over this assembly is the usual Henri piston in direct contact with the cams.

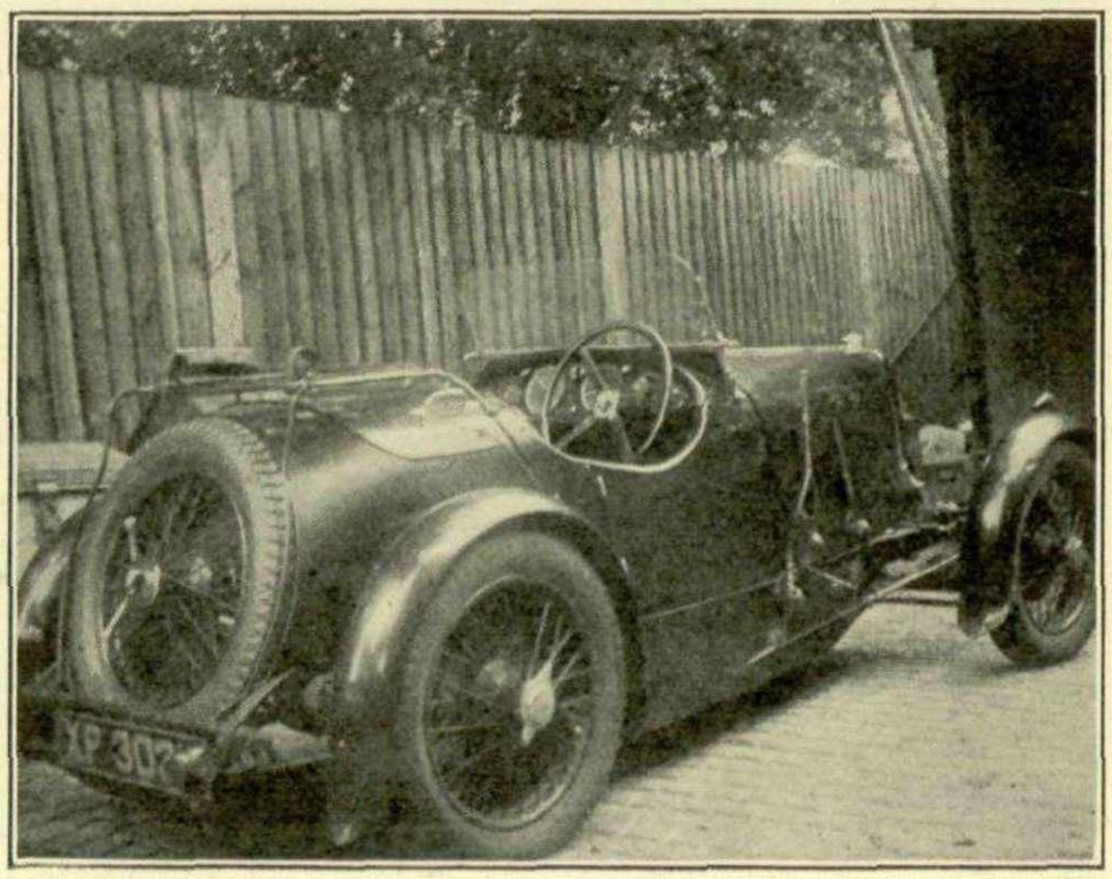
The pistons fit over the valve stems and are carried in an aluminium-alloy casing, which forms the lower half of the cam box and is machined to carry small ball-bearings in which the camshafts run. Each shaft has 8 cams cut on it, the inlet being a high-lift, sharply-tipped cam, and the exhaust a high-lift with a slight dwell period on the tip. The aluminium camshaft covers, alone, hold these shafts in position. The unit at the front of the block which houses the camshaft drive is interesting and is in the form of a rather complicated alloy casting shaped to carry a pair of bevels and three straight-toothed spur wheels. The drive to the camshafts, being by a vertical shaft at the front of the engine, calls for a pair of bevels at the top centre, and behind the crown-wheel is a single spur wheel smaller in diameter, which in turn meshes with the wheels on each camshaft. This gear train is carried in its own set of ball bearings and necessary thrust races. The housing is split and a cover casting fits neatly over the top, sealing up the camshaft covers to this front housing.

The porting of this block is quite interesting and is identical, once again, with the 3-litre Ballot. There is one exhaust port split into two for each cylinder, but on the inlet side there are only two very large rectangular ports covering two cylinders each. These are not split up in any way and each of these chambers opens directly into the cylinders from each carburetter. The water outlet is in the form of a two-branch copper pipe, each branch fitting between the alternate plug sockets. On the water-intake side of the block (the exhaust side) the inlet is cast in with the water jacket cover plate and from there a copper pipe takes a sharp turn through 180° and back between cylinders 2 and 3 and so forward to the pump.

So much for the cylinder block. The crankcase is a very sturdy alloy casting with four bearer arms the machined faces of which form feet which bolt directly to the chassis frame, making the front end very rigid. A pair of bevels take the drive from the front of the crankshaft, *via* a vertical shaft, to the aforementioned camshaft drive, and from the base of the vertical shaft is driven a train of gears running horizontally across the engine. This is the drive to the magneto, water pump and oil pumps. On top of this gear housing is a steel platform with vertical back, on to which is strapped a normal magneto, the points being on the top. A compressed rubber coupling is used for the magneto drive. Below this housing and in line with the magneto is the water pump, which is a large-capacity centrifugal type. Immediately below this is one of the oil pumps. The crankshaft is rather different from that of the s.v. cars, being heavier in section but without balance weights, also the journals are larger in diameter. It is polished all over. The design of the main bearings is very similar to the s.v. cars, but the connecting rods are different. Apart from being longer they are of a lighter section, being only .062 in. thick in section and drilled from top to bottom with holes varying from .375 in. to .50 in. in diameter. They are polished and balanced. The pistons are semi-domed type, having a flattened crown of 1.125 in. diameter. Their overall length is 3.5 in. and the gudgeon pins are .625 in. diameter and hollow. Inside, the piston is webbed from the centre of the crown to the bottom with 8 radial webs. Each piston has 3 rings, all at the top; two of these are compression rings and one is a scraper. There are twelve $\frac{1}{8}$-in. holes for oil drainage. The pistons are by Specialloid Ltd.

These engines were originally of the wet-sump type with an oil tank placed behind the engine and fed under pressure to the sump when necessary. So, as this was the original layout I will first describe it, and then deal with the modifications which were made to convert it to dry-sump. Originally the sump was a very large, deep, alloy casting, the deepest part being at the front end, and although the oil pump was below the level of oil it was placed outside the sump, oil being drawn away through a large cast outlet. From this pump the oil went straight to the back of the engine where the filters are fitted; these are built into the near-side rear bearer-arm, just as on the s.v. cars. From there the oil passed to the main and big-end bearings and oil pressure gauge, the bearings being fed by a gallery pipe similar to that on the s.v. engine. The camshaft oil supply was on the drip feed principle and I suggest that this oil supply came direct from the tank. It is purely surmise, but I imagine that the running pressure would probably be similar to the s.v. engines, *i.e.*, 60 lb. /sq. in. A pressure relief valve was placed just forward of the near-side front bearer-arm and on the bearer itself was located the arm of a rather neat tap for flushing the sump, which saved groping below the engine for a plug.

On each camshaft housing was a very large oil return pipe, the inlet-side pipe coming forward to empty on to the timing wheels, the exhaust-side pipe to the back of the crankcase. The oil filler was on the near-side, and a truly enormous one it was, occupying the whole of the space between the engine bearers, having a swinging lid, and probably holding about a gallon of oil itself. On each opposite



The car as Ellis acquired it from Hichens.

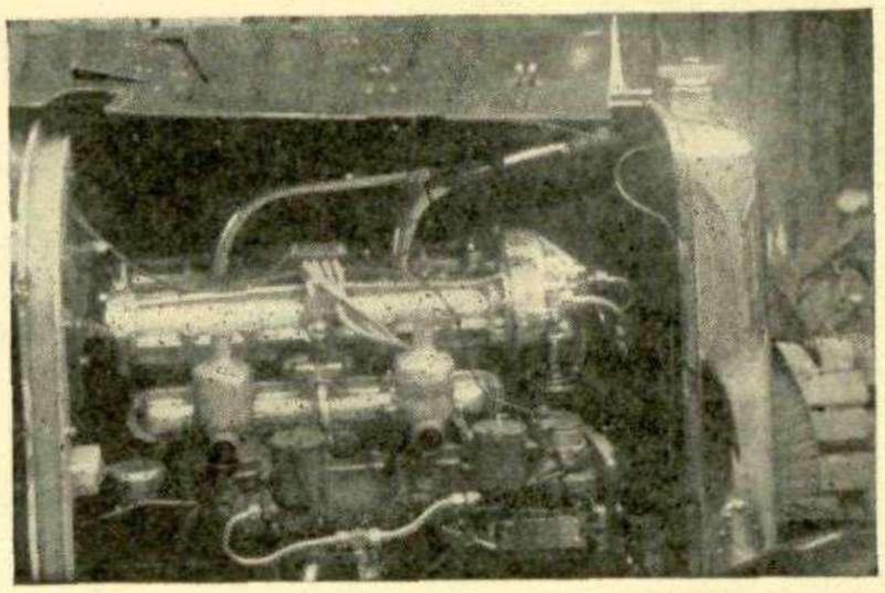
bearer arm, that is, near-side front and off-side rear, there was a large crankcase breather.

As the engine is now, the oiling system is very different and perhaps it may be that it is improved, for one thing which stands out very prominently is that the oil pressure is now reading, with a hot engine, 30 lb./sq. in. at 750 r.p.m., rising to 120 lb./sq. in. at above 2,000 r.p.m. This pressure, I am inclined to think, is rather high and I feel that a maximum of 90 lb./sq. in. will be more than enough. One great change is that the camshafts are new pressure-fed and far too much oil is getting into the valve chambers for, due to slight wear in the valve guides, quite an amount of oil is arriving in the tops of the cylinders when the engine is left standing idle. A cut-off tap is provided for the supply to the camshafts, but this I think can be more of a menace than an asset, for it is so easy to forget to turn it on. Some method of cutting down this copious supply of oil will be arranged in the near future. In place of the original sump a large 4-gallon tank, placed between the dumb-irons, now carries all the oil. The tank is provided with 2 filler caps, both being in use and no doubt provided for cleaning out purposes. Oil is drawn from the tank by a pump placed so as to be driven from the train of gears which drives the magneto. The incorporation of this extra pump has meant that the radiator has had to be moved forward $\frac{5}{8}$ in. This pump delivers oil to the filters and thence its routine through the engine is as it was originally. The sump itself is now of sheet metal and fabricated, being much shallower than the old aluminium counterpart. A pump placed below the water pump, which again is not altered from its original position, returns oil to the tank. It is from this pipe that a lead is taken off to the camshafts. A pressure balance pipe is placed between the timing case and the tank.

The carburetters are twin S.U.s of a somewhat out-of-date pattern. Most likely in the future these will be substituted by their modern counterparts. The needles are E.4s and there is evidence that the mixture supplied is very rich. As I have yet to give the car a long run performance figures are not available. Fuel is fed from the tank by air pressure, this having replaced two electric pumps, as it is not my intention to have an electrical system fitted until next winter.

Basically, the chassis is very similar to the standard side-valve, but just one or two points are worth noting. The front springs are shorter by $1\frac{1}{2}$ in. and the front dumb-irons are braced by a large tube which carries the supports for the front of the oil tank. The gearbox is mounted a little farther back in the frame and the clutch is the small diameter Hele-Shaw. The rear springs are only 40 in. long in place of the standard s.v. length of 48 in. This has the effect of reducing the frame height over the rear axle no less than 4 in.

The converting gentleman of Bristol had put in a central gate and gear lever, no doubt because he wanted a door on the driving side and, although very nicely carried out, this was one of the first things to be scrapped. The old right-hand change outside the body has now been



The engine of the twin-cam ex-Hichens Aston-Martin.

restored and, although the original parts were not available, I have very carefully copied the original designs and had the necessary parts made up. A gear lever off an s.v. car completes the conversion. In like manner I have restored the braking layout to its original design. This had been modified by divers means so that both hand brake and foot brake worked on all four wheels, and many extra levers and yards of cable were necessary. The present layout is that the hand brake only operates all four wheels and the foot alone works on the front wheels. This may horrify some modern drivers, but I can assure them that the braking operation is 100 per cent. lighter to manipulate now that the original layout is restored and stopping distances are quite as good. The fuel tank is now placed between the rear dumb-irons in s.v. fashion, the reason for this being that, although the majority of the new body (at least from the radiator to the seats) is a replica of the original Grand Prix two-seater, the remainder is a small and rather clover-leaf compartment to carry whatever we need on our travels.

This body is entirely new, no part of the old body being used. It is very lightly framed in ash and panelled in 18-gauge Dural. The seats are upholstered in green leather with Dunlopillo cushions and the top edge of the body is beaded with aluminium strip held down with brass screws in true vintage fashion. The instrument board is of $\frac{3}{4}$-in. Honduras mahogany and polished and contains rev.-counter, clock, air and oil pressure gauges, water and oil thermos., front Telecontrol gauge and adjusting screw, air pump, ammeter, and the usual switches. The total weight of this body is under 1 cwt. with instruments, etc., and it can be lifted off single-handed. The scuttle, which has a large bulge covering the brake pedal, is detachable, which greatly facilitates the usual routine oiling of the clutch and gearbox. The fixed part of the scuttle is cowled and on these cowls is carried a single-pane, fold-flat screen. No lighting set is at present fitted. The wings will be very light aluminium, gently domed and with centre rib. They are to be suspended from the frame. A set of new 19-in. wheels are ready for a set of 4.50 by 19 in. tyres when some kind friend will help me with a permit. And so that is the restored Zborowski Grand Prix car.

I will try now to give some details of the car's history. Going back to 1922, when these two cars were first laid down, the two chassis were being prepared before the advent of the 16-valve engines. They were entered in the T.T. along with "Bunny"; actually, only "Bunny" started in this race. I have a cutting from the *Autocar* showing one of the chassis, which ultimately had a 16-valve engine, being assembled, but, at the time the photograph was taken, a s.v. engine was installed, the caption saying that this car was being prepared for the T.T. with s.v. engine. Later in the same year they were completed and fitted with their 16-valve engines and entered for the Grand Prix. In this race they had to give away 25 per cent. engine capacity, the capacity limit then being 2 litres. Despite this they had to comply with the weight restrictions limiting them to 12 to 13 cwt. Practice showed that their maximum speed on the course was some 94 m.p.h. and it is to their everlasting credit that they held 5th and 6th places at half distance. Zborowski, who was 6th, was the first to retire with the old magneto trouble, and after Gallop had run a considerable distance in 5th place, he too followed Zborowski. Zborowski then drove No. 15 at Shelsley Walsh, making a climb in 61 sec., but Moir, driving the second car, was much faster, climbing in 57.2 sec. After this I believe No. 15 was sold to Eyston and No. 8 remained with the firm. This was the beginning of Eyston's racing career and he used No. 15 and a track car for some four seasons, with a considerable amount of success. No. 8 was driven by Moir and Zborowski at practically all the sprint and long distance events during 1922 and 1923, Zborowski finishing second in both these years in the Penya Rhin Grand Prix.

After the Penya Rhin Grand Prix of 1923 Zborowski stayed in Spain for a further 1,500-c.c. race, this time at the new Stiges Autodrome. Once again he was against the Talbot-Darracqs. In this race Douglas Hawkes also drove an A.M., but he retired with broken valve springs. Zborowski went on to finish 3rd behind two Talbot-Darracqs.

After 1923 the car was used regularly on the road by Zborowski and remained in his possession until he was killed, after which it was sold, and it was then that I first came into contact with it. It was owned by a gentleman, whose name I forget, from Sutton Coldfield, and in those days it was basically in its original trim excepting that wings were fitted at the front and there were a battery and lights, also a shallow, fold-flat screen and hood. All these things looked rather queer,

Continued on page 166

PARNELL'S MASERATI WINS FIRST POST-WAR BRITISH RACE AT 84.52 m.p.h.

CHIRON SECOND—MAYS THIRD. SOMMER DOES BEST LAP AT 91.28 m.p.h.

Specially reported for MOTOR SPORT *by "Aramis"*

THIS first British-organised road race, although, owing to the peculiarities of our Government, having to be held in the more enlightened Channel Islands, was a terrific success as a race. It was unfortunately marred by certain administrative mistakes, which are the more regrettable as J.C.C. Secretary John Morgan—also Clerk of the Course—had worked himself to the bone to ensure that everything went smoothly. All the troubles seem to have been caused by the errors of voluntary helpers, to whom, of course, one must not be too unkind.

During practice on the Tuesday and Wednesday evenings one would have been justified in forecasting a win by the *Scuderia Milano*. Although "Bira" achieved the fastest training lap at 2 min. 6.6 sec., all three drivers for the Italian team—Sommer, Chiron, and the winner at Pau, Pagani—got round in 2 min. 10 sec., which is a nice team performance. Parnell did not manage better than 2 min. 18 sec., which meant relegation to the third row at the start. During these two evenings the amount of trouble had to be seen to be believed; all around one people seemed to be in trouble, more or less serious.

Among the blown 1½-litre cars there was more than one suffering from melted pistons, just one more proof, perhaps, of how much we are all missing the help and advice of the fuel companies' technicians. On the second day's training, when Whitehead was giving every indication of revealing the capabilities of the "E" type E.R.A., he suddenly shut off when coming off the back stretch and sensibly halted over a convenient drain while the entire contents of his fuel tank drained off through the enormous split that had developed. The head man of the *Scuderia Milano* seemed to be a bit unhappy about the two-stage blown car that Sommer was driving, Sommer having come off his own car and into the team, in place of Cortese, who had been nominated to drive originally. John Bolster, driving the Peter Bell E.R.A. for the first time, seemed to have great difficulty in getting his right elbow down to a less "Mary-like" position.

The entire training period was enlivened by the more self-important members of the daily Press getting more and more involved with the humorous information supplied by some of the more light-hearted drivers. After the practice on both evenings, while there were some drivers sufficiently at ease to occupy the bar of the *Pomme d'Or*, there were an equal number rushing round with worried expressions, faced with the certain knowledge that bed, if reached at all, would not be seen before 6 a.m.

During the second evening's training an exceptional lap was put in by Leslie Johnson on his unblown 4-litre Darracq in 2 min. 17 sec., which is quite definitely a Thing for what is basically a sports car. The three Delages of Louis Gerard's *Ecurie Gersac* were much slower, and the Delahaye a bit slower still. All the unblown cars gave every indication that they would go through the race non-stop and trouble-free, which might well mean a reasonably high place in the final results. The three Delages were to be driven by Louveau, Levegh, and Achard—and that, incidentally, was the team order.

The trouble on Peter Whitehead's car was repaired during the night and all cars were theoretically ready for the race, although many were not finished until around two hours before the start. From an early hour spectators were invading the course, cars starting to line the road along the Promenade-straight as early as 8.30 a.m., when some drivers and mechanics were still trying to recover from their overnight session.

The starting positions were:—

First file: "Bira," Pagani, Chiron, Sommer.
Second file: Mays, Gerard, Ansell.
Third file: Whitehead, Parnell, Walker, Dixon.
Fourth file: Johnson, Cotton, Woodall.
Fifth file: Levegh, Gilby, Ashmore, Brooke.
Sixth file: Achard, Louveau, Bolster.
Seventh file: Abecassis, Harrison, Chorlton, Pozzoli.

Everyone had been warned about the serious view that would be taken of any undue efforts to emulate Farina and leap off the line before the starter had even found the flag. The start was quite colossal, nobody even crept, and when the flag-tip stirred the entire field hurtled off the line with a crash. Impressions were difficult to analyse during the first mad rush, with the howl of engines rising to a scream, and the confusion of the blurring colours. Pagani took a slight lead from team-mates Chiron and Sommer, while Whitehead's E.R.A. hung slightly on get-away, so that the Darracq and the two Delages, of Johnson, Levegh and Achard—in line-ahead—closed up like a released rubber band.

After about 90 seconds of silence the leaders dived out of the Bayview Hotel corner, brakes on, and slowed for the pedestrian-like hairpin, Sommer in the lead, "Bira" 2 seconds behind, then Pagani and Parnell. There was an appreciable gap behind these four before Mays, Ansell and Whitehead came round, but what a shame it was when the "E"-type E.R.A. was seen to be pulling in. Although it restarted, it subsequently retired with more fuel tank trouble—next time perhaps everything will be right. Before the first five laps had been completed "Bira" had nipped in front of the French champion, but on the sixth lap Raymond *Coeur de Lion* rushed past again but couldn't hold it. Just before the 10-lap placings were clear, "Bira" pulled in to change a wheel—tyre damaged after hitting a kerb—and although he got away in about 24 sec., that man from Derby had got in front by a margin of 45 sec., and there he stayed till the end of the race. Sommer, who had said before the race that he would burst in three laps, established the lap record at 2 min. 6.2 sec., or 91.28 m.p.h., before he was forced in with a tired engine. Plugs were changed, on he went, true to character still trying—but he was finished. Eventually the

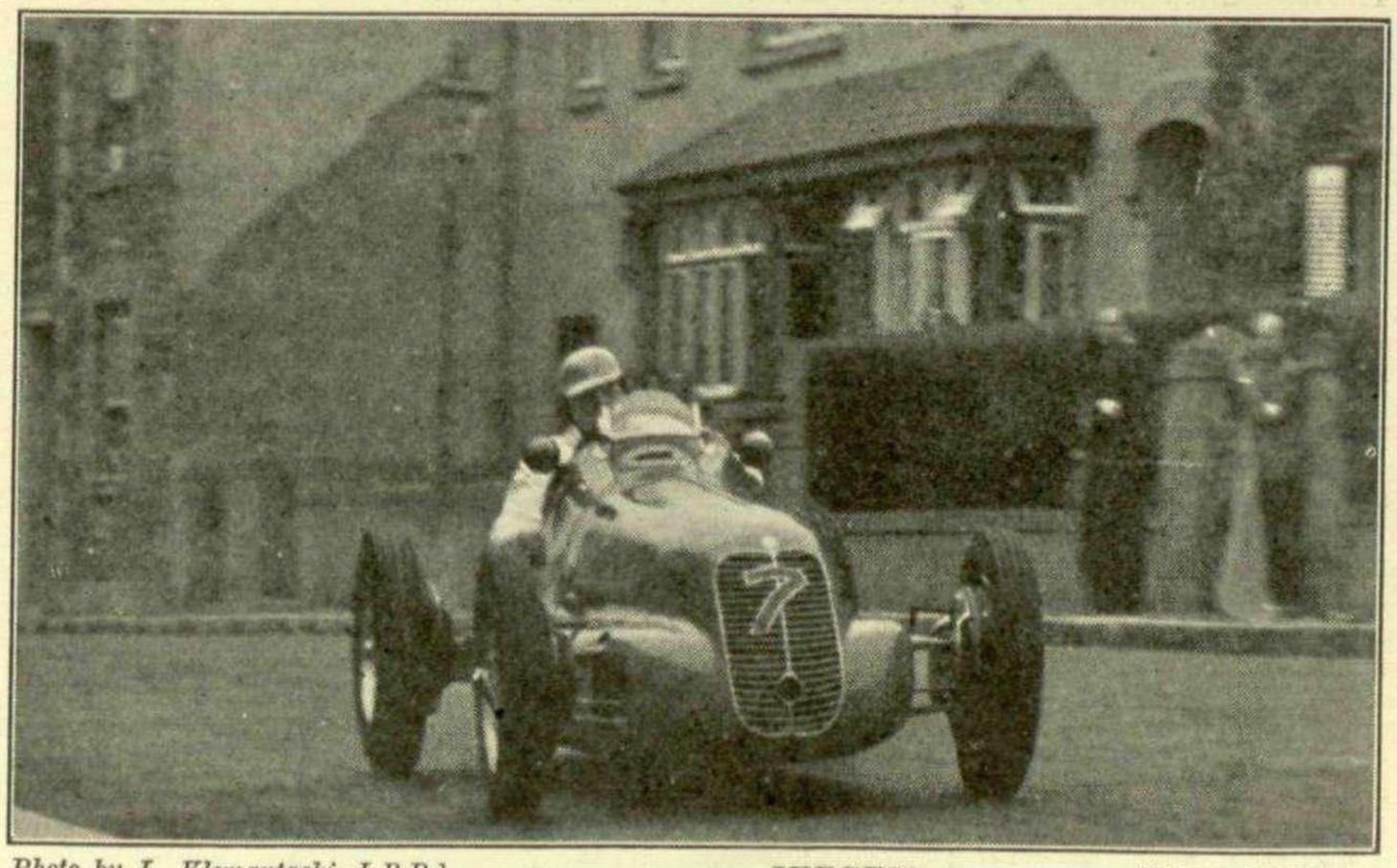


Photo by L. Klemantaski, I.B.P.] *JERSEY . . . . . THE MEN—Parnell.*

car was retired with practically everything broken that could break.

From then until the end of the race, most people's minds were busy trying to clarify the position as shown by the misleading scoreboard, and the equally misleading statements from the broadcast announcer. It was not until three laps from the end that the scoreboard suddenly changed and showed the true placings—Parnell in the lead. The Italians had inexcusably omitted to keep a lap score, and had apparently relied on the "unofficial" board, so their reactions can be imagined when they found that Chiron—whom they had been flagging down for lap after lap—was in fact second and not comfortably in the lead. Parnell probably would not admit it now—and who can blame him—but one suspects that his lap scoring wasn't too accurate. Certainly he was driving as if he thought he was second, unlike Chiron who was driving as if he was sure he was first. All very confusing indeed.

From the tenth lap until the end, with Parnell in the lead the whole time, the race was lacking in interest so far as the winner was concerned. The real interest lay in the efforts of those further back trying to secure a higher placing. Mays drove as he seldom has before, climbing ruthlessly up from the ruck to third place once he got his car firing on all six. Johnson, playing a waiting game behind Louveau's Delage, had the shattering luck to lose top gear, just when his pit signalled him to take Louveau during the last third of the race. Brooke performed, for the delight of the spectators, a real engine burst—bits and pieces flew in all directions.

The final placings, after all the protests and shouting had died down, were :—

1. Reg. Parnell (Maserati), 1 hr. 53 min. 33 sec. (84.52 m.p.h.).
2. Louis Chiron (Maserati), 49 laps (83.24 m.p.h.).
3. Raymond Mays (E.R.A.), 48 laps (81.82 m.p.h.).
4. Joe Ashmore (E.R.A.), 48 laps (81.41 m.p.h.).
5. Henri Louveau (Delage), 47 laps (80.66 m.p.h.).
6. Leslie Johnson (Darracq), 46 laps (79.4 m.p.h.).

JERSEY JOTTINGS

First three British drivers to finish outside the first three : Ashmore, Johnson and Gilby.

* * *

Fastest lap : Raymond Sommer (Maserati) on his fourth lap, in 2 min. 6.2 sec. (91.28 m.p.h.).

* * *

Last year's fashions were observed on more than one driver. For example, Louveau was wearing his old *Scuderia Milano* overalls, while Sommer in practice appeared in light blue complete with the Cisitalia sign.

* * *

Whitehead, although retiring with fuel tank trouble, was said by some unkind people to have cracked the head on the "E"-type.

* * *

Rough calculations by the ruder types estimate the winner's winnings at around £1,000. Fair enough for a provincial boy. He may have spent that, and a lot more, in Switzerland on the 1½-litre Mercédès by the time this appears.

* * *

John Bolster, who kept going, most effectively, on five cylinders under the impression he had melted another piston, was really suffering from two pushrods that had jumped out.

* * *

The variance in driving manners was most observable. The older, faster and, let's face it, tougher drivers, were a lot more polite and gallant than some of the beginners who should have been trying hard to impress.

* * *

Gilby's ex-Rayson 4-cylinder Maserati went very well indeed. He, on the other hand, should remember that in his first race, style, driving manners, and a complete lack of baulking are more important than dicing hard. Style and correctness are still the first things to learn.

* * *

Chiron, whom some self-important British drivers have said was finished, proved again that he is an artist at the wheel. He was streets faster than anyone through the worst swerve on the course—at the Bayview Hotel—and seemed appreciably safer also. He still justifies the name "Louis the Debonair," with his perfect turn-out.

* * *

I know that man from Derby won the big race, but one day he may lose a race if he forgets to do something about getting his pits really organised. If "Wilkie" hadn't been driving with Cotton, things might have been better. Sponging the driver's face with methanol, and pouring oil down his leg surely cannot be the right way.

* * *

Odd, giving a prize to "Bira," who neither finished the race nor made fastest lap, while Sommer went away empty-handed. In fact, the whole prize-giving ceremony was a shade queer, but at the moment of writing it might be wiser to say nothing.

Anyone anxious to learn the worst Italian would have got an earful when the lap-scoring board suddenly changed three laps from the end. The most recurrent word in the Maserati pit seemed to be *cretinissimo*. Fair enough, really, however one looks at it.

* * *

Let's hope nobody blames Secretary John Morgan for the nonsenses that were made. After all, he cannot be expected to nurse all the voluntary helpers, all the time, although some of them seem to need just that attention—or is that rude ?

* * *

Parnell won on Dunlop tyres, and used Lucas ignition.

MORE JOTTINGS

Compiled by a spectator, for whose views "Motor Sport" isn't necessarily responsible.

Halfway down the straight the cars had spread out a surprising amount barely half a mile after the massed start. First 3 or 4 laps the order was Cortese, "Bira," Pagani, Parnell. Chiron in the field.

* * *

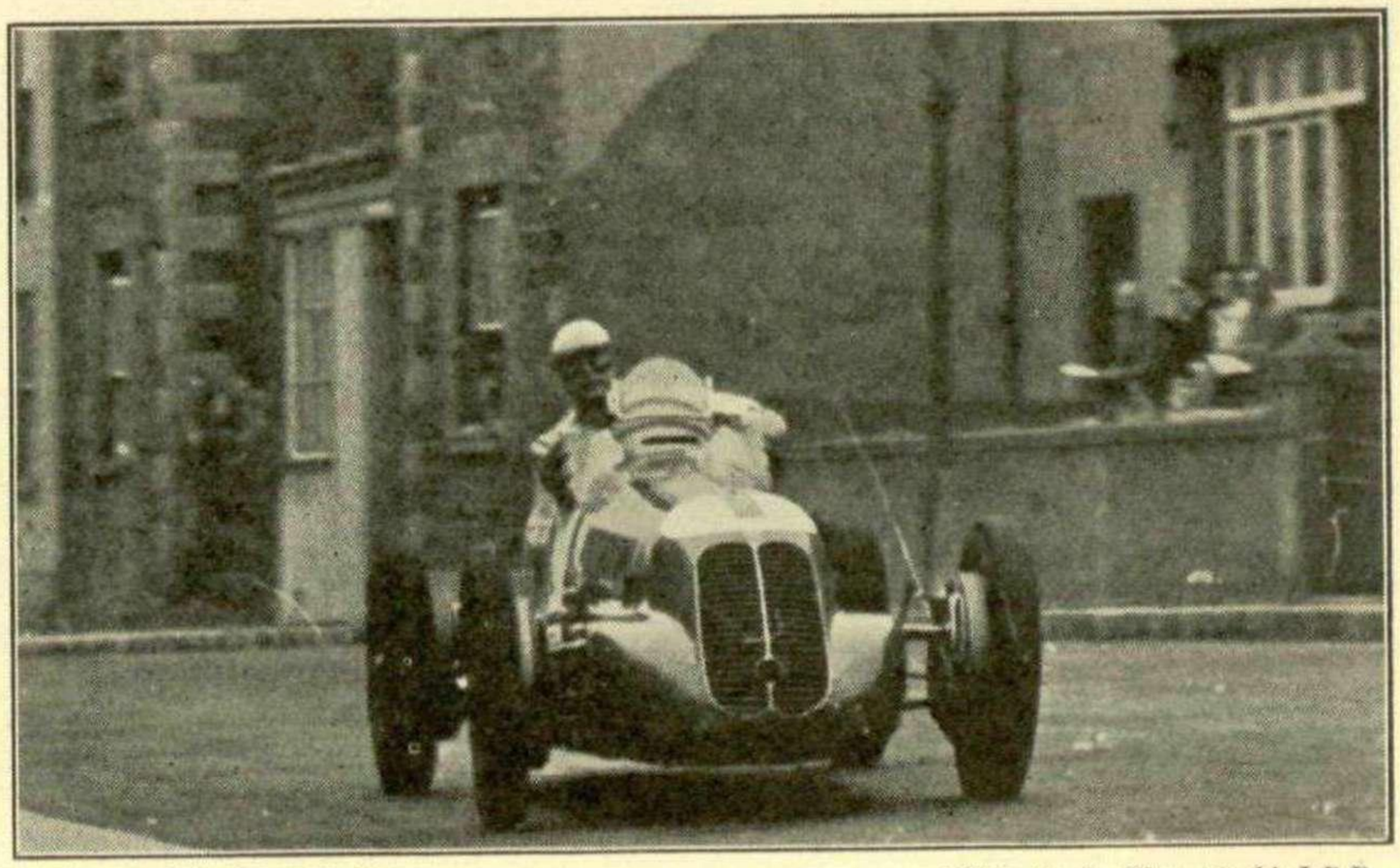
The pack of cars were followed on lap 2 or 3 by a large dog running along the straight. Consternation. Was removed in time.

* * *

The official Maseratis appeared to have free differentials.

* * *

In the first quarter or third of the race all the faster cars had pit stops with mechanical trouble ; this, coupled with the rapid spreading out and the very short lap, made the race hard to follow. The official decision *re* lap counts is denied by two people I met, besides the Maserati manager, which would make Chiron the true winner. During the critical last quarter of the race, at the latter end of which the official mind was changed in favour of Parnell, the two were almost exactly half a lap apart. Chiron was probably under a "slower" signal; as Mays (at least one lap behind) was



—OF THE MOMENT [*Photo by L. Klemantaski, I.B.P.*

Chiron.

gaining 4 or 5 lengths per lap on him. The scoreboard was suddenly altered about 2 or 3 laps before the end. [But we understand that the official lap times tot up definitely in Parnell's favour.—Ed.]

* * *

The Delage, and Bolster's E.R.A., were very sick throughout, the latter consistently on five cylinders. Surmise: Overwind in early stages and bent valves or cracked heads. Mays said to have cracked head, and after several pit stops early on, in which "Wonderweld" said to have been used, the performance was outstanding. Third place very creditable indeed.

* * *

Cotton's E.R.A. was chiefly driven by "Wilkie."

* * *

Gilbey tardy in giving way to faster cars; tended to keep to middle of road. Turned round on West Park hairpin; pit staff ran out to push. Parnell very determined, passing just before and in corners, sometimes failing to bring it off.

* * *

West Park corner very acute, after downhill straight, with adverse camber. Only Johnson and Mays consistently neat. The former able to hold the power slide down the camber by means of almost full-lock correction. This manoeuvre never observed with the 1½-litre cars.

* * *

"Bira" very fast and almost as determined as Parnell. Three reasons given for retirement: (*a*) Seizure of engine (blower); (*b*) Overdice (dimly recall Bel Royal mentioned in this connection) with engine stall, too far from pits for help; (*c*) Overdice, rammed brick wall, damaged car. "Bira" cycled back to pits.

* * *

Brooke's E.R.A. threw rods and things away, opposite the pits.

* * *

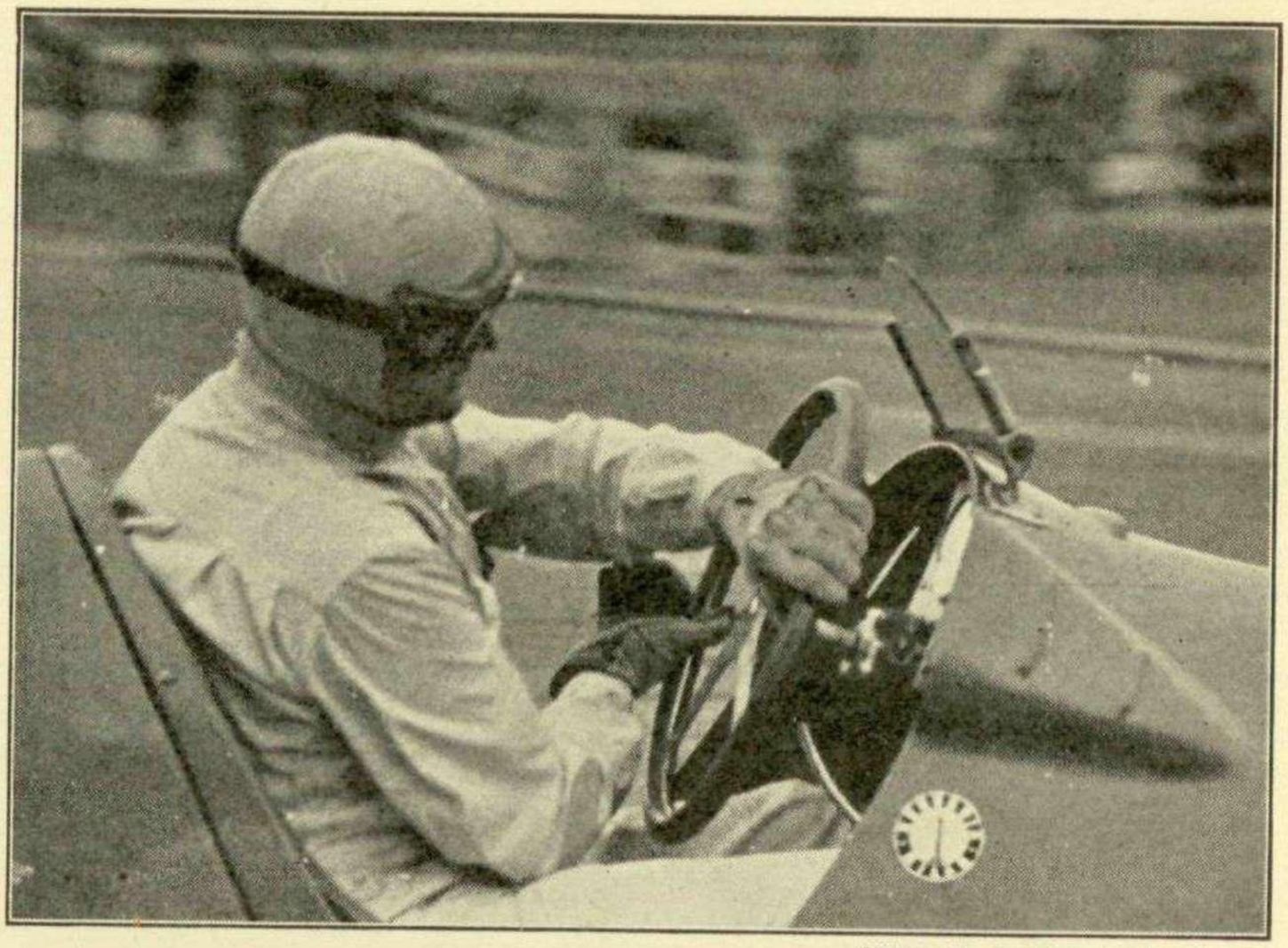
Chorlton drove a Type 51a Bugatti throughout as Harmer did not arrive on island at all. Pit thus understaffed. Rubber connection on oil pipe broke. Retired when auxiliary oil tank exhausted, also driver. Steering very heavy on hairpins. Would not get max. speed on straights. Inadequate preparation.

* * *

Itier Delages very impressive, not all that slow, Louveau up as lying 4th until official mind-change. Very consistent, and Cotal upward changes most impressive. Ran latter part of race in line formation and numerical order. This obstruction must have been maddening to Parnell and others in a hurry.

* * *

Pozzoli very wild, probably failing to emulate Johnson.



Chiron. [*Photo by L. Klemantaski, I.B.P.*

Ashmore's fourth place due to the large number of retirements and pit stops on the part of the faster drivers. Appeared undistinctive in the race. But then, so did Chiron.

* * *

Sommer did a number of laps with o.s. front wheel leaning in at top. Must have hit something.

* * *

Great party and presentation at the Pavilion, West Park. Much alcoholic hilarity. Much hard feeling by non-ticket-holders denied entrance. In presentation, it appears that "Bira," in error, took trophy for fastest lap in race (due to Sommer), having only made fastest lap in practice. Embarrassing situation skilfully glossed over by the announcer.

* * *

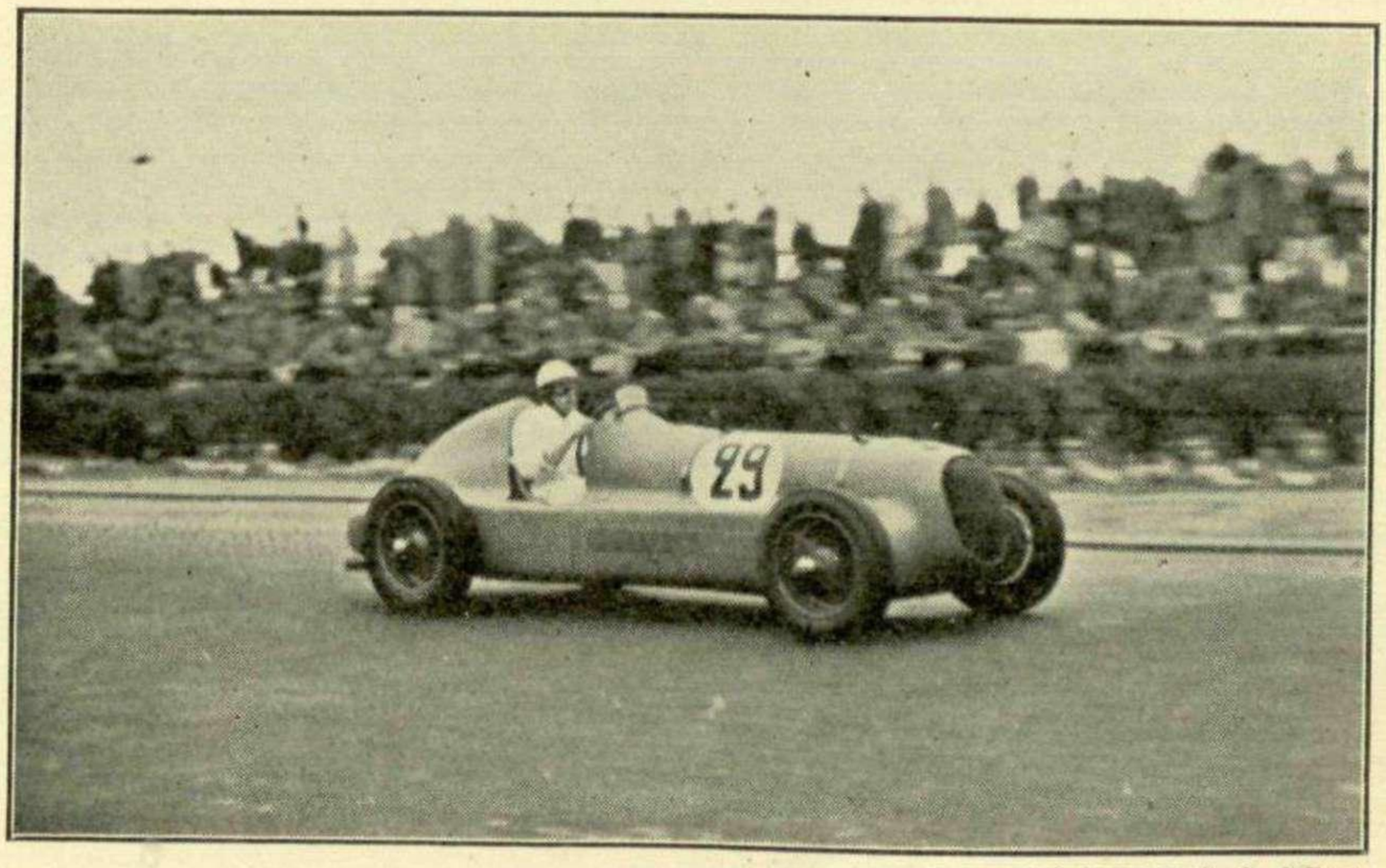
Chiron made long speech in French (beautiful enunciation) saying that he firmly believed he was in the lead and was very disappointed to find himself placed second. He would, however, cheerfully abide by the Steward's decision, because the Sport is the thing.

* * *

Party broke up 1 a.m. A lot of people looked sort of pale the next morning.

* * *

It took me a few minutes over the hour from Eastleigh airport, Southampton, to St. Peter airport, Jersey, in the most comfortable and up-to-date twin-engined private aircraft, and cost £7 return. The ship costs about half this and takes, from embarkation to disembarkation, ten or more hours. An aircraft, moreover, can be chartered at times to suit one's self, but is more governed by weather conditions. Cars, self-drive, are easy to hire in the island, and taxis are plentiful, though expensive—about 1s. a mile. My hotel cost 12s. for supper, bed and breakfast.



[*Photo by J. C. G. Gilbert.*

S. Pozzoli getting a move on in the lone 3.6-litre Delahaye.

RUMBLINGS

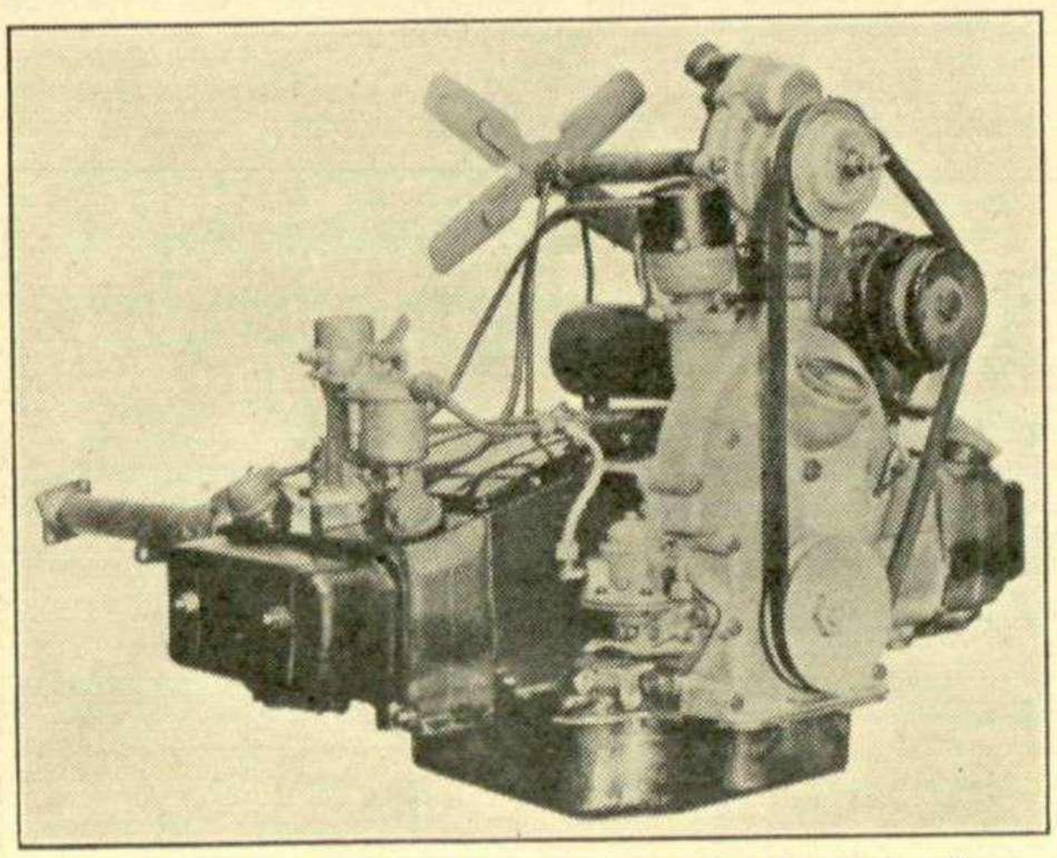
We have waited a long time for the Jowett Javelin. Now that details of it have become public property we find ourselves in no way disappointed. Indeed, it pleases us to discover that the old-established and ever-individual Bradford concern has introduced a world-beater—a car of which Britain and the enthusiast can be proud. That MOTOR SPORT considers it high time this country woke up to the fact that her bread-and-butter cars are behind the times (one well-known designer of high-performance cars recently accused most of them, in our hearing, of being positively dangerous !) our readers know well enough. It would seem that at Bradford they *have* woken-up !

Outstanding Newcomer

Let the specification, rather than flowery words from a possibly biased journalist, convince you.

What Jowetts have done is this. They decided that, admirable as their old flat-twin and flat-four pre-war models were (indeed, the former stalks along astonishingly well in production form as a useful Utility, today) for the post-strife market something was needed that would sell throughout the world, to critical folk who know just how decently good Continental everyday motor-cars handle and run. It had to be not too expensive as present-day prices are, modernistic and British in conception, and, above all, practical and effective. For quantity production an all-steel integral body, chassis and sub-frame were evolved—but independently-fitted unstressed panels make it possible to repair damage to the body. Into this rigid, simple structure Jowetts installed their well-tried, smooth-running, flat-four engine. The very nature of this engine fitted in with the modern design, because, being compact, it permitted a low bonnet line and, set well forward, enabled the rear seat to go ahead of the back axle and the big luggage locker not to overhang. This engine has 4 cylinders in opposed pairs, of 72.5 by 90 mm. giving a capacity of 1,486 c.c., or an annual tax of £15.

The block is of die-cast aluminium alloy, with wet cast-iron cylinder liners. The valves are overhead, push-rod actuated from a centrally-located camshaft, zero-lash automatically adjustable tappets being used, while the cast-iron heads carry 14-mm. plugs. Cooling is by pump and fan, thermostatically controlled, the sump holds a gallon of oil which circulates through a full-flow filter, and ignition is, of course, by coil. In short, a suitable and interesting power unit for a futuristic car. Two carburetters endow it with plenty of urge.



The brilliant flat-four 1½-litre engine of the Jowett Javelin.

The gearbox is a straightforward four-speed synchro-mesh box, having ratios as high as 4.86, 7.31, 11.6 and 18.9 to 1. It is operated by a steering-column lever. Final drive is by hypoid bevel, and steering is that excellent thing, an internal-gear-and-pinion layout.

This new chassis has a crab-track of 3 in., front track being 4 ft. 3 in., and a wheelbase of 8 ft. 6 in., while its ground clearance is the useful one of $7\frac{3}{4}$ in. minimum. (Trials addicts, take note !) The fuel tank holds 8 gallons and there is Lucas 12-v. electrical equipment. One expects independent front suspension with such a design and this is provided by torsion bars, which also look after the normal rear axle. The outline is that commendable balance between the full-aerodynamic and the pre-war, so that high speed is available for a moderate expenditure of petrol and, as the engine-type assists materially in keeping the c. of g. low, on its torsional suspension the new Jowett attains a sports-car standard of controllability. The convenient features of its bodywork and detail design and its performance abilities are dealt with in our Road Test report. We genuinely enthuse over the new Javelin. Its makers quite honestly admit that they have incorporated what they consider best in British, Continental and American practice. Their aim is to offer the best value in up-to-date, restful, personal transport, backed by service from nearly 250 main agents in this country and more than seventy agents abroad. This they would appear to have achieved and we shall watch the Javelin's future with keen interest.

Incidentally, just before penning the above description we encountered a twenty-two-year-old product of Bradford still chuff-chuffing about its business—but when it meets a Javelin we fear that it will just topple off its wheels !

* * *

Odd Spots

A. T. Norton, working single-handed, has been doing detail-mods. to his Mephistophalgatti. It has a V12 Lincoln engine (which may be endowed with three Stromberg carburetters) in a Type 30 Bugatti frame. The front axle is believed to be from a Lombard. Norton spent the winter fitting new rings, polishing ports, fitting separate exhaust pipes, etc.

* * *

Salvadori has acquired the ex-Evans' "2.9" racing Alfa-Romeo and Tony Rolt a "2.9" of the same kind. Harold Webb is going to run the ex-Hutchison Allard.

* * *

Strang has fitted a new gearbox and back-axle layout to the Strang "500."

THE TWIN-CAM ASTON-MARTIN—
Continued from page 161

being very primitive and somewhat overwhelming this slim car. Its original colour of racing green had been replaced by the white which was a characteristic feature of Zborowski's cars. I have one or two photographs in my scrap book which I took during a visit to Sutton Coldfield during 1929. After this the car disappeared, and it was not until 1932 or 1933 that I saw in the *Autocar* an article entitled "An Enthusiast's Ideal," and there discovered the old car in its new guise. It was in this condition that I bought it in 1940. Whilst on a holiday tour of Cornwall in my s.v. car in 1938 I called on Hitchens and examined it, and from then until 1946 the engine had never been run.

On taking delivery, as a precautionary measure and also to cure a loss of compression on No. 1 cylinder, I decided to completely strip the engine down. This loss of compression was due to a bent inlet valve caused by a rod breaking whilst the car was in Hitchens' possession. A new valve has now been fitted and in general, with the exception of very slight wear in the valve guides, the engine is in perfect condition. It has had but one rebore and is only a matter of .015 in. oversize. The cause of the rod failure was no doubt due to the fact that Hitchens used the car with a 4.75 to 1 top gear. Since the normal top is 3.5 to 1 I fancy that the increased revs. at full speed found the rods not up to it. The car is now fitted with its 3.5 to 1 axle ratio and this should give me something over 90 m.p.h. at 4,000 r.p.m.

The following data chart has been compiled by using some of the valuable information quoted by Mr. Pomeroy in his "Milestones of Speed" series published in the *Motor*, which has proved most useful.

The remaining number of 16-valve A.M. engines is now, to the best of my present knowledge, a mere 4 only. Three of these are in England, and the fourth is in Amsterdam. Not very long ago I received a most interesting letter and set of photographs from a Mr. Loyens of Amsterdam telling me of the existence of the famous car which was sent to Switzerland in 1925. Fortunately, it is still in good hands and will be preserved. For some considerable time, Mr. Loyens tells me, it was the 1½-litre champion of Switzerland and remained in the hands of its first owner right from 1925 up to the time of the German occupation of France. The three remaining engines in this country are:

1. "Razor Blade."
2. Ex-D. B. Tubbs chassis.
3. Ex-Zborowski 1922 G.P.

It may be that two or three more engines are in existence as probably three were made for racing motor boats, one in particular being Major Johnson-Noad's "Miss Betty." I believe there is a photograph of this boat in an early MOTOR SPORT (or *Brooklands Gazette* as it was in those days).

I have been asked by one or two of the local owners of B. & M. cars to make a few notes on their cars, but this must be left for the future, when I hope to have compiled sufficient data to give a complete history and review of the activities of B. & M.s from 1914 up to 1925. This will include a good deal of personal history of as many of the cars as I can trace, and Mrs. Martin has most kindly consented to assist with whatever missing data is available. It is therefore important that all those who own B. & M. Astons, and all who *have* owned these cars, will contact me and let me have as much information as possible. Many have already done this, I know, but there is still much to know of these most excellent motors.

DATA FOR GRAND PRIX ASTON-MARTIN, 1922

Number of cylinders		4
Bore		65 mm.
Stroke		112 mm.
Total swept volume		1,487 c.c.
Number of valves per cylinder		4
B.H.P.		55
Maximum safe revs.		4,500
B.H.P. per litre		37
B.M.E.P.		106.5
Piston area		20.6
B.H.P. per sq. in. of piston area		2.67
Max. piston speed, ft. per min.		3,307
Stroke bore ratio		1.72
Inlet valve area		7.7
Inlet valve area/piston area		.0374
B.H.P. per sq. in. of inlet valve area		7.15
Max. torque, lb./ft.		64.19
Compression ratio (approx.)		6.5–1
Carburetters		2 S.U.
Needles		E.4
Magneto		1 Bosch ZF4
Gear ratios	1st	9–1
	2nd	6.5–1
	3rd	4.5–1
	4th	3.5–1
Fuel		Alcohol
Oil		Castrol R or Aero Shell for Engine Gearbox and Rear Axle
Total dry weight of car without Electrical equipment		12 cwt.

[*Those readers who are particularly interested in the B. & M. Astons may like to know that, apart from the above,* MOTOR SPORT *published a long article by Mr. Ellis on the s.v. cars in May*, 1943, *and that a description of one of these cars appeared in the issue for April* 1938. *Other references will be found in the issues for August* 1943 *and May*, 1944.—Ed.]

"MOTOR SPORT" BROOKLANDS FUND

The Fund instituted by MOTOR SPORT to commemorate the Brooklands Motor Course has got off the mark rather slowly. We hope that you will give this deserving Fund your support, so that the great work of the late Mr. H. F. Locke-King may be properly perpetuated. Up to May 20th the donations stood as follows:—

	£	s.	d.
W. J. Tee, Esq. (MOTOR SPORT)	10	0	0
C. Clutton, Esq.		11	6
H. D. Harrison, Esq.	1	1	0
Reggie Tongue, Esq.	1	1	0
Dr. H. S. Hayton Williams	1	1	0
P. L. Pratt, Esq.		5	0
R. A. Daniels, Esq.		10	6
K. H. Miles, Esq.		10	6
S/Sgt. E. Garside and Mrs. Garside		10	0
N. R. Jacob, Esq.	1	0	0
L. N. Cole, Esq.		10	0
Ken W. Purdy (New York)	1	0	0
	£18	0	6

MONACO LTD.

Monaco Ltd., of Watford, are exhibiting their light aero-engine and many motor-racing photographs at the Watford Industrial Exhibition.

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Club News

WE HEAR

Bernard Coulter informs us that the French motor paper *L'Actualite Automobile*, edited by Camille Lacome, has been revived. Coulter has a Type 40 Bugatti *sans* engine, into which he has fitted an Alvis " Speed Twenty " gearbox, the power unit still constituting a problem. Incidentally, Coulter broadcast reminiscences of " L'Ecusie du Lapin Blanc " at Le Mans, over the B.B.C. Free French Service in 1942 ; he wonders if there might not be some means of exchanging Whitworth for metric spanners nowadays, between British and French enthusiasts. A. G. Ryan has discovered early A.C., Lagonda and Trojan small cars in a barn near Co. Waterford. He is exchanging his 1933 M.G. " Magna " 2-seater for a 3-litre Bentley. John Bland is restoring a 1909 38-h.p. Knight-engined Daimler to good order. S. B. Palmer has acquired the 1922 " 10/15 " Fiat which he likes a lot but which is heavy on fuel. A 1927 Bayliss Thomas, very spick and span, runs about the Leicestershire roads. Our article on the 3-litre Bentley, published last April, has apparently helped several readers to establish the year and model of cars offered for sale and it is now being translated into Norwegian by an Oslo member of the B.D.C. for publication in *Motor-Liv*, the national motor journal.

Major Jackson has found a s.v. Anzani Frazer-Nash " Boulogne," with several special features about its engine. Arthur Dodds has three volumes of Rankin Kennedy's 1913 edition of *The Motor Car* for disposal. He is putting a 1927 " 12/22 " Lea-Francis tourer on the road. Two early 3-speed Rolls-Royce Twenties, one a tourer, the other a vast saloon, both serve in Hampshire in a state of excellent preservation, as well as several more in London, while another Lanchester Twenty-One saloon was sold by auction recently in Wiltshire. Then Luckhurst is overhauling a 1931 " 18/80 " Mk. I M.G. Six " Speed Model," Stuart a 1932 " TL " " 12/60 " Alvis, while Tindall has found an early " Speed Twenty " Alvis coupe, engine No. 9792, chassis 9435, Reg. No. WO 6281 and would like to hear from previous owners (his telephone No. is Tem. Bar 8568). Scott Fosyth intends endowing a Vernon Derby chassis with a " G.P. Special " Salmson engine, while Monard has a British Anzani Eight V-twin o.h.v. engine which he wants to instal in an Austin Seven chassis. In Colchester someone is rebuilding a 4½-litre Bentley, while Kent hopes to acquire an o.h.c. 1926 Wolseley 2-seater, and someone else has found a V-twin water-cooled gearbox-in-back-axle Coventry-Premier. Then K. C. Radburn has a twin-cam G.P. Salmson, but also uses a " push-pull " Salmson as a hack. Harliss & Stokes, of Attenborough Garage, sportingly write to point out that we were incorrect in saying they are preparing the old straight-eight Talbot-Darracq for Radford to drive ; they did a few mods. on this car and G. R. Stokes is still assisting with engine development, but Saxondale Motors are to do the bulk of the work. The latest Club journal to reach us is an ambitious, duplicated monthly issued by the Hartlepools and District M.C., which is a very go-ahead organisation with some good ideas, such as ladies' nights, a junior section (which owns a motor-cycle for instructional purposes), etc.

Grosscurth has decided to renovate his vast 1922 Mors tourer, which he drove up from Bournemouth to the Grand Cup Trial. It has many endearing features. The components are line-ahead along the near side of the very clean engine, very fine small-bore pipes run back from the water-pump, the fan pulleys are unflanged (like those on overhead shafting in machine shops) the self-wrapping front brakes are highly effective, the dipstick is hidden in the centre of the sump-level tap and the polished Autovac is of streamline section. Fuel consumption is now 20 m.p.g. Another very choice car at the Grand Cup Trial was a 16 h.p. Charron coupé. Its radiator, behind the bonnet, was magnificently polished, as were its steering column, Lucas " King of the Road " gas sidelamps, and single electric headlamp. The bonnet carried an appropriate-vintage A.A. badge endowed with Stenson Cooke's signature, a V.C.C. badge and maker's nameplate, likewise highly polished, and the body had a yellow waistline, leather upholstery studded with buttons, strap-controlled railway-carriage windows, tiny oval quarter lights and immense leather hood. The quadrant change was right-hand and the wheels were shod with 815 by 105 covers. The pedals were quite *vertical*. Altogether a most choice Edwardian—we always have felt that if you motor slowly you might just as well keep dry ! This Charron would progress in silence with its big wheels barely turning and altogether gave every impression of being a tractable, reliable mode of transport. Another spectator's car at this Trial was an excellent specimen of early long-tailed Salmson, with slight-section tyres appropriate to its vintage.

Packman was contemplating selling his Salmson when the body had been repaired, but he continues to get 38 m.p.g. and stolid daily service from his 1927 Trojan. Major Dove is getting excellent results from his 1928 Lea-Francis, which the Phoenix Green Garage breathed on some time ago and in which he motored from London to Cumberland and back last Easter with no trouble at all. Two Hispano-Suiza saloons, a Panhard-Levassor saloon, a de Dion coupe, an early Rover Twelve 2-seater, three Clynos, a very fine " 10/15 " Fiat 2-seater, a flat-twin Stellite and a " 10/23 " Talbot, were noticed in Surrey recently, while two unused 2-litre Schneider chassis are reported stored in a London garage. In Oxford two 1919 Maxwell tourers, a 1918 belt-drive Invicta motor-cycle and a Baby Peugeot are, or were, for disposal. Several early Unic vans still function in the Metropolis, one having the double cantilever rear springing which Unic's introduced at the 1921 Paris Salon. Peter Clark has now ascertained that the rear axle ratio of his 1914 G.P. Mercédès is 2.47 to 1. It seems that for the race Mercédès prepared six alternative ratios, ranging from 2.47 to 1 to 2.86 to 1 and as there are two crown wheels in each axle, each car of the team, Peter gleefully points out, would appear to have had £500-worth of spare axle shafts ! On the subject of the faster Edwardians, it is good news that Charles Dunn has procured the ex-Mills 42-h.p. 1907 Renault " Agatha."

A Gwynne Eight 4-seater was sold not long ago by a Basingstoke breaker, and there is a 1928 Lea-Francis *sans* tyres and rear axle but a possible source of spares, available in Windsor. A run around the Midlands last month revealed a four-wheeled Morgan conversion, an aluminium-bodied Enfield-Alldays, and news of a 1927 18-h.p. Star—certainly price inflation has been the saviour of many interesting old cars. If anyone can use a 1932 Talbot " 14/45 " chassis, we heard of one for sale at £75, in Slough, while a Crossley tourer of about 1921 vintage, decently stored for the last twenty years, was also available rather

FIXTURES FOR JUNE

1st.—Hagley & D.L.C.C. Welsh Twelve Hours' Trial.
6th–8th.—Lancashire A.C. Blackpool Rally.
7th.—B.M.C & L.C.C. Allen Trophy Trial.
8th.—Southsea M.C. Cannon Cup Rally.
9th-13th.—I.O.M. Motor-Cycle T.T. week.
13th.—Yorkshire S.C.C. Ladies' Trial.
14th.—B.M.C. & L.C.C. Social Bristol.
Chiltern C.C. Evening Trial.
N.W.L.M.C. Lawrence Cup Trial.
15th.—B.O.C. Closed Prescott Speed Hill Climb.
21st.—M.A.C. Shelsley-Walsh Speed Hill Climb.
22nd.—Berkhamsted M.C. & L.C.C. Driving Tests.
28th.—B.M.C. & L.C.C. Naish Trial.
28th and 29th.—J.C.C. Eastbourne Rally.
July 5th and 6th.—Brighton & Hove M.C. Brighton-Beer Trial.

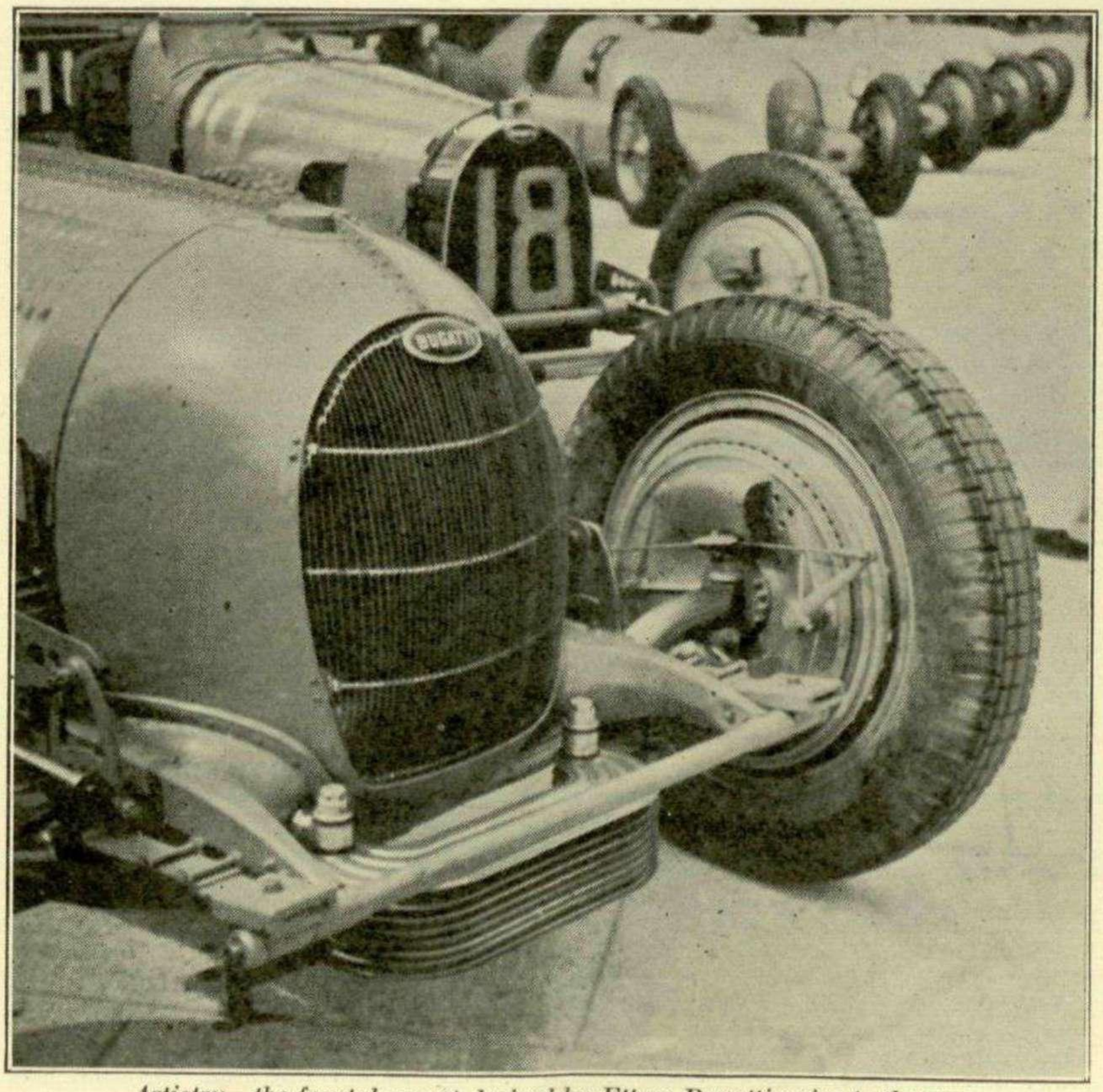
farther west. We understand that A.F.N., Ltd., can now supply new timing chains for the Anzani engine. We gratefully acknowledge additions to the Library of Morris Major and 2-litre Schneider handbooks, from Shenton and John Hay, respectively. The Bishops Stortford Bookshop had a copy of Gilbert Frankau's biography, which we reviewed last year, if anyone seeks a copy. In Reading we encountered a 1927 "14/40" Vauxhall saloon for sale for £160 with un-run-in engine, and a quantity of new "14/40" spares at the same place, while Pycroft is daily running an endearing "23/60" Vauxhall aluminium tourer located in the same area—he even braves London traffic in it. We also hear of a vintage Metallurgique being restored to fine condition down Salisbury way.

Two of R. G. I. Nash's veterans, an 1898 City and Suburban electric car, once used by Queen Alexandra, and an 1895 Benz, figured in a production at the Scala Theatre not long ago. Bob Porter, of Boon and Porter, Ltd., was instrumental recently in saving a pre-1914 Renault, which Denyer and Hill propose to rebuild; incidentally, Porter has a "Grand Sport" Amilcar up his sleeve, his firm having been agents for these little cars many years ago. Papworth is said to be in a position to prepare a Bugatti for any one owner of such a car. Veteran Rolls-Royce, Mercédès and De Dion and an early blown Mercédès are rotting in the open at Wimbledon, but a pre-1914 16 h.p. de Dion Bouton landaulette was salvaged recently near Winchester by a Wembley garage.

C. H. Stephenson is doing up a 4½-litre Bentley and Jarvis of Wimbledon are restoring a 1910 Wolseley Twenty. Quite like old times. We hear that an Anzani Frazer-Nash, in running order but needing new bodywork, changed hands in London for £32 10s. recently—and from trader to private owner at that. The May issue of "The Model Car News" contained racing reports, descriptions of powered model cars able to accommodate a child and some "stills" from the famous "G.P. di Pozzo" film in which models were used, etc. Emmett points out that we were a bit premature in mentioning his 1913 G.W.K., as he is still tussling with the Eire Export Authorities about it. An enthusiast for early light cars, he rode recently in a noisy 1922 Rover Eight and reports a fine Trojan in Leominster.

Stuart Wilton has acquired the Pansy-Special and Stelfox F.W.D. Alvis. Charles Griffiths, who used to run a Lagonda service garage at old Windsor, is now in S. Rhodesia.

Yet another Baby Peugeot has apparently turned up, a 1913 saloon in fine order, while a really old A.C. has been found in the north. There is on the road a most absorbing Atalanta chassis with Cozette-supercharged, 16-valve, 4-cylinder, 1½-litre light-alloy Brooke racing marine engine and Cotal gearbox, about which we hope to say more in the future. Phillip Turner is running a "12/50" Alvis saloon. There is a 1908 Riley 4-seater, which ran in the Edinburgh Cavalcade, looking for a good home. Some Trojan spares have turned up in Hampshire.



Artistry—the frontal aspect devised by Ettore Bugatti prior to the war.

★

R.A.C.

The R.A.C. is planning to celebrate its Jubilee in a big way. Their plans embrace the Scarborough Rally, a great open-air motor show in one of London's Royal Parks, a garden party at its country club at Woodcote Park, a great mass-dinner-dance happening simultaneously in seventeen big towns and linked by radio, and the publication of a Jubilee history-book. We particularly commend the open-air concourse to those who miss the usual show at Olympia.

★

MORGAN THREE-WHEELER CLUB

S. G. Withers, Chairman of the Morgan Three-Wheeler Club, has rather mis-read our remarks in "Rumblings," in the April Motor Sport and writes to suggest that only bad handling or neglect renders a Morgan unstable and that the Morgan Club exists to encourage owners who feel they can join neither car nor motor-cycle club—it holds socials, sporting events, runs a technical department, a spares section, library and an engineering facilities department, also issuing a monthly bulletin. With these remarks we couldn't agree more, but we congratulate Mr. Withers on getting some well-deserved publicity for his Club. By the same post came a notification that the Midland Group will continue its monthly meetings throughout the summer, non-members and prospective Morgan owners welcome—meet Stratford swimming pool, 2.30 p.m., second Sunday. The Midland Group organiser is J. H. Balleny, 11, Hallewell Road, Edgbaston, Birmingham 16.

★

M.G. CAR CLUB

At last the famous M.G. Car Club is to be properly revived. Twenty-two officers of the pre-war club met during March to discuss future plans, and such names as Robert Kay, J. F. Kemp, W. K. Ison, J. O. H. Norris, A. C. Cookson and E. H. Goodenough were heard. At present the Acting General Secretary is G. S. (Jack) Gardiner, M.G. Car Co., Ltd., Abingdon-on-Thames, Berkshire. He will be glad to hear from present and intending members.

★

B.O.C.

Very interesting indeed, and quite up to pre-strife and austerity standards, was the last issue of "Bugantics." It contained articles by Scott Moncrieff, Lemon Burton, and W. Boddy, verse by Donald Monro, and some interesting data on the 1922 G.P. Bugattis, on the early days of Wimille, and on Bugattis in America, etc. During the first two months of this year 31 new members were elected. The next fixtures are the Members' Hill Climb at Prescott, on June 15th, and the Open Summer Prescott Meeting on July 20th. The annual subscription for *non*-Bugatti owners is

now £6 6s., with £6 6s. entrance fee, but, as is only right and proper, Bugatti types get in for £2 2s., with £2 2s. annual subscription. Sec.: A. Glassborow, 2, Queen Street, Mayfair, W.1. (May 4701.)

★

SOUTHSEA M.C.

This live organisation has an ambitious programme for 1947, including a Closed Rally on June 8th and an open speed event for July 5th. Hon. Sec.: C. S. Dewey, 102, Havant Road, Cosham, Hants.

★

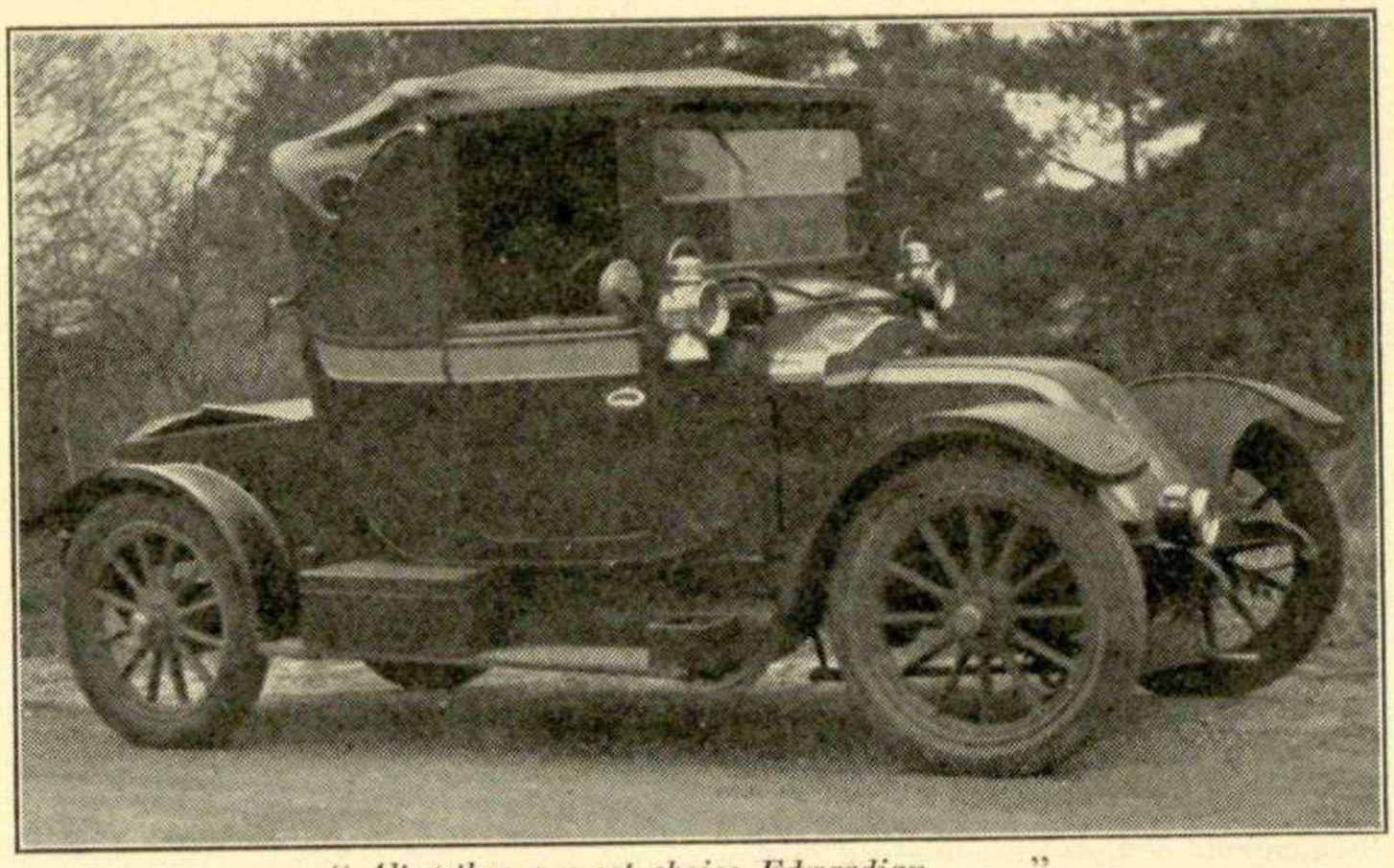
B.M.C.R.C.

Before the sad demise of Brooklands Track the British Motor-Cycle Racing Club used to control the motor-cycle racing thereat, this famous Club, formed in 1909, coming to Weybridge from the old Canning Park cycle-track at the instigation of George Reynolds. At a meeting in London on March 14th last the Club was reformed—which is very good news indeed. The "Bemsee" will continue to cultivate and encourage British motor-cycle racing as it has done in the past, and will try desperately to find a permanent racing circuit in this country. At the re-union meeting ex-Secretary J. D. Ferguson proposed the Club's revival. A £1 subscription was agreed upon and in a few minutes nearly £100 was laid on the table, while Victor Horsman and C. W. G. Lacey had offered trophies. C. A. Lewis was appointed the new Secretary and a committee was formed comprising Noel Pope, Jim Kentish, H. L. Daniell, L. Archer, Jnr., J. D. Ferguson, Francis Beart, E. C. E. Baragwanath and Capt. A. W. Phillips of the R.A.C. That this famous Club is on its feet again is excellent news and all interested in the future of British motor-cycle racing should support it. We believe the Club's Brooklands records have gone astray, but that every effort is being made to recover them. Sec.: C. A. Lewis, Villiers Service, Weybridge Station, Surrey.

★

500 CLUB

At the end of April the first issue of the Club's journal, "Iota," appeared. Beautifully produced, it contained articles by Earl Howe, S. C. H. Davis, F. J. Findon, L. Pomeroy, Cooper and Colin Strang, the last-named writing most informatively on building a 500-c.c. racing car. Non-members can obtain this journal for 1s. 6d. Membership of the 500 Club costs £1 1s. a year and is not confined to owners or builders of 500-c.c. cars. Classes for 500-c.c. cars will be included in all the more important 1947 sprint fixtures. Builders of new cars number Kenneth Neve, Molyneux, Wing-Comdr. Aikens, Brandon, Bacon, Bosito, the Dutton brothers, George Hartwell Baird, Cdr. Yorke, Whatmough, Davidson, Bromley, Butler, Caesar, Fry, Clarkson, Sir Francis Samuelson, Short, Mackay, etc. They will use Aspin, J.A.P., Douglas, Norton, Triumph, or Rudge engines. Dr. J. Boucquey, hopes to form a Belgian 500 club. Hon. Sec.: J. O. H. Siddall, Milford House, Landsdown, Bath.



"Altogether a most choice Edwardian . . ."

J.C.C.

The Junior Car Club has got into its stride again with the Jersey Race, and has its Eastbourne Rally scheduled for June 28th–29th—this looks like being quite an open-air Motor Show. The J.C.C. is also sponsoring a Continental Rally from Aug. 18th to Sept. 3rd. Between January and March last 157 new members were elected. The Club's Council comprises Messrs. Austin, Benstead, Burt, Dyer, Urquhart Dykes, Gordon England, Follett, Godfrey, Prof. Low, Mathieson, Frazer-Nash, Gordon Offord, Mayne, Tustain, Roberts, Sutherland, Watkinson and White, while His Grace the Duke of Richmond and Gordon remains the Club's President. The "J.C.C. Gazette" is published quarterly. Sec.: H. J. Morgan, Melbourne House, Aldwych, W.C.2. (Tem. Bar 4546.)

★

ROOTES L.C. & M.C.C.

A Light Car and Motor-Cycle Section of Rootes Social and Athletic Club has recently been formed. Open to all and warmly supported by Rootes employees, this new organisation has its own grass track and hopes, also, to hold scrambles, trials, and in due course road races. On the other hand, social activities are regarded as of equal importance to sporting fixtures. The annual subscription is 10s. 6d. for Associates, 5s. for Ordinary members and 2s. 6d. for those under 20 years of age. The badge costs 10s. 6d. Details from Rootes Social and Athletic M.C. & L.C.C., Humber Road, Coventry. (Cov. 5544; Exten. 67.)

★

THE LIBRARY

We still manage to loan a considerable number of Instruction Books through the MOTOR SPORT Library, but would again emphasise that no correspondence can be entered into in connection with this service. Lists of books held have been published in past issues and those wishing to borrow a book for the stipulated period of 3 weeks should send a large stamped envelope with their request. When the book concerned is available it will be sent out, but if borrowers retain or lose books we cannot undertake to notify those on the waiting list. If you have a book you have not returned, please send it back to us—and help fellow-enthusiasts.

★

LAGONDA SPARES REGISTER

The Lagonda Rally in April was a huge success and thereat it was decided to continue the useful Register of 2-litre Lagonda spares, formed last October by P. A. Densham. Air-Marshal Sir W. A. Coryton, K.B.E., C.B., M.V.O., D.F.C., himself a keen Lagonda owner, has kindly agreed to act as President of the new Lagonda Club arising out of this Spares Register. Hon. Sec.: P. A. Densham, National Provincial Bank, Ltd., Lime Street, E.C.3.

★

V.S.S.C.A.

The Vintage Sports Car Club of Australia awarded its Vickery Trophy, for the highest total aggregate marks for the 1946 season, to Lyndon Duckett, his cars being his Anzani-Bugatti and 1916 18-litre Mercédès. John Camm (Salmson) was runner-up, together with Dean (Lancia and "30/98"). In the January issue of "The Vintage Car," Bob Shepherd's subject is the F.W.D. Alvis.

★

A.A.C. OF A.

We have received, we believe through the good offices of Cameron Peck, a copy of "The Antique Automobile," official quarterly publication of the Antique Automobile Club of America. It is well produced and contains a most interesting account of ownership of many pre-1906 cars by E. Paul Dupont, some new angles on the infamous Pennington patents, a letter of Rudyard Kipling's criticising his Locomobile steamer, etc. Chairman of Membership Committee: S. E. Baily, 45, East Levering Mill Road, Bala-Cynwyd, Penna.

COVER PICTURE

This month's cover picture depicts Leslie Johnson's unsupercharged 4-litre Darracq, stripped for once of its road-equipment, running in the Jersey race. It makes an interesting contrast to the highly-supercharged 1½-litre cars shown on the two previous covers. Johnson, in company with Levegh and Archard, had covered 46 of the 50 laps when the course was closed. The picture is the work of Louis Klemantaski.

★

CORRECTIONS

Apparently, the V.S.C.C. jumped a decimal place in the report of the Eastbourne Rally, which they sent us, as Taylor's 1911 Stanley steamer was given slowest time in the Lewes test. In actual fact, we are assured by its passenger that the Stanley took 22.6 sec., *not* 722.6 sec., a very good time indeed. Apologies, sir! The N.L.E.C.C. sent in a report of the Indianapolis film which contained errors we admit we overlooked. Many readers have written in to say that the 1911 race was won by Harroun, not by Wilbur Shaw, and that no race was held in 1944.

★

GENERAL NOTES

Motoring is, in some ways, returning to pre-war form in this country. One Sunday we went from Hampshire over to Bedfordshire, noting slow-moving family saloons en route to picnic and later, near Dagnall, parked off the road for this very purpose, in quite the pre-1940 manner. This run embraced a varied route, up the Great West Road for a while, turning off at Bagshot at the railway bridge which Earl Howe once tried to demolish with a Mercédès-Benz, then out through wooded country to Ascot and into Windsor *via* the Great Park. Windsor was full of Boy Scouts ebbing from the sleepy Great Western Railway station, and sightseers disgorged by a constant arrival of "Green Lines" and local 'buses. Proceeding, we went by way of Slough, Amersham, Berkhamsted and then along lanes in close proximity to Dunstable Downs, a varied enough route in all conscience, and every pedestrian seemingly in his or her Sunday best, as we returned in the early evening.

Next, a friend lured us into his 5-litre Bugatti for a day. That day's motoring, commencing at 8.45 a.m., ended about 1 a.m. the next morning, but it did embrace a circular tour from Hampshire up to Leamington, Birmingham, Nottingham, Northampton and home again. A gale, combined with something like 90 m.p.h. down a long straight, resulted in a greater buffeting from the air-stream than we ever experienced round Brooklands, or so it seemed, for we occupied a little bucket seat behind the bench type front seat, well above screen-level. In Leamington we found Adams re-assembling his twin-cam Anzani-Bugatti after practice at Prescott. At Birmingham it was A. T. Norton who was hard at work, on his astonishing Mephistophalgatti. Thereafter non-motoring matters occupied us, but from Nottingham to Northampton we averaged something like 53 m.p.h. including negotiation of Leicester and Market Harborough, the Bugatti cruising deceptively fast without fuss of any kind—far less any noise—its brakes, too, being well up to the performance. A pause to load up with a truly prodigious weight of spares and we came home in the dark, satisfyingly, through once-familiar places like Stony Stratford, Aylesbury and High Wycombe.

On another Sunday we had, perforce, to journey to Bournemouth and back, appreciating to the full the scenery and fine roads from Odiham to Romsey, but not thinking much of the outskirts of the New Forest or the country immediately round Ringwood. It is high time sign-posting between London and Bournemouth was properly carried out, the latter town sometimes appearing, sometimes not, on otherwise standardised signpost arms, while the signs on the maze of by-pass roads round Winchester (where one side of a stretch of such roadway was blocked by a fall of chalk in a cutting) are most confusing and, later, we took the wrong road at a fork and again at a round-about on account of a confusion of badly-placed signboards. Incidentally, this run out and home, of some 140 miles, served as a confirmation of that old query—where do the sports cars get to when they are not at Prescott and Shelsley Walsh? Apart from a 3-litre Bentley, an "Ulster" Austin Seven and a "12/60" Alvis actually in or near our destination, nothing rapid was encountered. Odd cars there were in numbers, however, notably a Trojan tourer at a garage near Bournemouth, a *coupe-bodied* "Family" Morgan outside a pub., an early Triumph Super Seven and, finally, a delightful "Bull Nose" Morris-Cowley 2-seater motoring towards Odiham.

Then there was the refreshing time with the Jowett Javelin, a grand reminder of just how safely-fast a good modern car is about the place, and fun because this was a car not yet in production, so that one felt that one was projecting oneself into the future, quite apart from the advanced technical aspect of the car. Coming off that on to a modern Austin Ten was sufficient contrast, yet this stolid saloon went very nicely, cruising at 45–50 m.p.h. and going round bends quite reasonably in its own comfortable way. This varied motoring was rounded off one spring evening in the fine country that flanks A 32, and from which run lanes just asking to be explored—down one of them we found an early o.h.c. Wolseley derelict beside the road, one tyre and two plugs still amongst the "removable" items not appealing to scavengers. As we looked it over, the latest thing in gliders soared overhead, from Lasham airfield nearby.

The following week-end saw us off to Prescott, the run down being made in that exhilarating 5-litre Bugatti, good for 90 m.p.h. and averaging a round 60 m.p.h. for 35 miles. We returned, again as passenger, in the Cowell Lea-Francis, admiring its practicability, its very fine cornering qualities and the forward visibility. Looking over one's shoulder it was amusing to see the top of the off-side rear wheel beneath its helmet-type wing. And the run in company with a 3-litre and 4½-litre Bentley, two Bugattis and the 1908 Itala was stirring beyond words!

SHELSLEY WALSH

We have received a letter from Mr. Leslie Wilson pointing out that the Shelsley Walsh hill-climb is run by the Competitions Committee of the Midland Automobile Club and that, personally, he is not responsible for the banning of sports and Edwardian cars at the next meeting.

Blakes

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SIDESLIPS

by

"BALADEUR"

IT was, I suppose, inevitable, as soon as Serpollet, Levassor, de Crawhez and the other pioneers of the Nineteenth Century had successfully demonstrated the ability of the motor car to go anywhere suitable for motor cars to go, that enterprising automobilists of the Twentieth should seek to prove their ability to go everywhere that wasn't. Having successfully raced to Berlin in 1901, French manufacturers, accustomed to the *routes nationales* of their native country, got some pretty rude shocks, moral as well as physical, from the Austrian roads in the course of Paris-Vienna the following year. It would have been of the utmost interest to see how many of the Paris-Madrid competitors would have survived the roads of Spain if the race had not been stopped at Bordeaux.

However, in spite of such indications that road conditions at that time made France the only really suitable country for motoring, there were not wanting enthusiastic individuals who were determined not only to go to the other end of Europe, but even outside it. And it is a sobering thought, or it would be if sobering thoughts were needed in this age of planned austerity, that in some respects such expeditions had a better chance of success in the very early days of motoring than they have had for the past thirty years or more. Not but what a Jeep or something of the sort is probably a more suitable vehicle than any of its predecessors to tackle the physical difficulties of Asia : but if the suspicions of Tsarist Governments made Russia a difficult enough terrain for the explorer, the Soviet "Iron Curtain" has, I suppose, rendered it completely impenetrable.

However, as early as the beginning of 1902 it was announced that a certain Dr. E. E. Lehwess was going to make an attempt to drive round the world on a Cudell car. What this gentleman was a doctor of, I am afraid that I have not the slightest idea ; but I believe that he was born and brought up in Germany, and all Germans are doctors of something. Subsequently he became a naturalised Englishman and set up in London as agent for the Dürkopp car, which, however, he does not seem to have considered suitable for globe-trotting expeditions. Whether the Cudell was any more so, or whether it was originally decided upon because Mr. Max Cudell was to be one of the party, I do not know. In fact I know shamefully little about the Cudell car at all, except that a 5-h.p. model, which weighed 450 kgm., and therefore had to run with the 20-h.p. Darracq *voitures legeres* in the 650-kgm. class instead of with the 8-h.p. 400-kgm. Renault *voiturettes*, had started in the Paris-Berlin race the year before, driven by a gentleman who rejoiced in the name of Plum, and, as far as I can trace, had not succeeded in getting even as far as Aix-la-Chapelle. However, as things turned out, it is of no great consequence, as in the end the idea of going round the world in a Cudell was abandoned anyhow. Not for nothing had Dr. Lehwess been educated in France as well as in Germany ; in spite of selling Dürkopps and talking about Cudells, he finally decided to use a Panhard.

Details of the machine were disclosed in February by *The Autocar*. It was, reported our contemporary, to be a 30-h.p. model, with a specially strong *chassis* (sic) and a body fitted up like a *wagon-lits*. M. Réné de Knyff was to try it (the chassis, I mean, not the wagon-lits part) and then it was to be sent to England. By the end of March, the engine had shrunk to 25 h.p. and the body, instead of being compared to the luxury of a sleeper, was to be " of the modified 'bus pattern." However, " apart from the necessities of the route, sporting requisites in the way of guns and fishing tackle " were to be carried. *The Autocar*, indeed, was informed that a place in the car, which was to be christened the " *Passe-Partout*," could be found for a good sportsman who would like to make the trip. (At times the English press varied " Passe-Partout " into " Passé Partout," which does not mean quite the same thing ; but that is by the way.)

By the end of April the world-girdlers were actually ready to leave London, and the public were treated to either an actual view or at least a photograph of their conveyance. Without exaggeration, it was immense. In plan its dimensions were admittedly moderate—it was officially stated to be 13 ft. long and 5½ ft. broad ; but nothing appears to have been said about its *height*. However, Dr. Lehwess was so obliging—or so rash, if you prefer it—as to have his photograph taken alongside the "Passe-Partout" in the Agricultural Hall, where the Automobile Club was holding its fourth motor show ; and although at the time he was wearing a top-hat, as well as a stick-up collar and a bow-tie, careful measurement reveals that he stood less than two-thirds as high as his £3,000 motor-car. Of course, I do not know how tall Dr. Lehwess was ; but a comparison of his dimensions with those of his faithful Irish terrier shown recumbent at his feet, suggests that he was in no real sense a dwarf, and that the "Passe-Partout," therefore, was quite unlike the Holy City, for if its length did perhaps exceed its height, the latter quite clearly was comfortably in excess of its breadth. Painted bright yellow, the coachwork, " of the modified 'bus pattern," must have been highly impressive. Small wonder that contemporary commentators marvelled at the Doctor's decision to use pneumatic tyres !

The expedition, it should be explained, was organised by " the new society paper," *The Candid Friend*, and its editor, Mr. J. S. Harvey, at one time thought of becoming a member of the party. In the end, however, he evidently decided that even compiling candid chronicles of Edwardian London was a less hazardous occupation than that of encircling the world by way of Paris, Brussels, Cologne, Berlin, Posen, Warsaw, St. Petersburg, Moscow, Omsk and Tomsk; of deciding when they got there as to how to cross China, " according to the political situation" ; of going by Japan and Honolulu to San Francisco, in order to strike south into Mexico before beating up by way of New Orleans to Chicago and the Niagara Falls ; of making an excursion into Canada before at last taking ship at New York for Liverpool en route to London. At any rate, he resolved to send Mr. H. Morgan-Browne in his place, while the party was completed by the intrepid Mr. F. G. Aflalo, the editor of the " Encyclopaedia of Sport," who was doubtless attracted by the guns and fishing tackle. Moreover, anyone who liked to subscribe to the expedition was promised that they would be sent a postcard from each one of the stages on the route ; the resultant collection, it was suggested, would be unique.

By the time it started, the " Passe-Partout," which had been first a 30-h.p., then a 25-h.p., had become, somewhat inconsistently, a 20-h.p., with a 40-h.p. engine ; a fortnight later, it was admitted that a mere 16-h.p. engine was being asked to propel the vast machine, which weighed close upon three tons (I should hardly have been surprised to hear that it weighed thirty). However, Mr. Alec Govan, the manager of the Hozier Engineering Co., evidently considered that even this power was unnecessary for the work in hand, and announced that he would back his company's crack driver. Mr. D. H. Whitehead, to follow the " Passe-Partout " on an 8-h.p. Argyll—provided that the former carried his kit. With this proviso, the Argyll, which had a light open body, was, I should think, far the more suitable car of the two.

Together, then, at the end of April, the two cars set off from London, accompanied by a 20-h.p. Daimler and a " speedy 10-h.p. Dürkopp " driven by Mr. Frentzel, who perhaps was going to deputise for the Doctor during his absence. Twenty-four miles from London, the " Passe-Partout " burst its first tyre ; the crew left the experts to fit a new one, and went into Guildford for lunch. It was 6 o'clock before they got going again, and then, just outside Farnham, " the wretched tyre showed signs of weakness " again. The party was in despair ; what did they care now of Southampton, of Paris, of Moscow or of Omsk and Tomsk ?—They decided to stay the night in Farnham.

However, they finally got across the Channel, and by the 2nd May they were in Paris, after traversing the last nightmare 20 kms. over the greasy pavé from St. Germain. They were due to stop in Paris for 10 days, while the " Passe-Partout " had a dynamo fitted ; they actually stayed there six weeks. Whatever was the cause of the delay, it was too much for Mr. Morgan-Browne's patience, and after hanging about for a month, he packed up his traps and returned to London. Nothing daunted, Dr. Lehwess called in the services of another doctor, Dr. H. P. Kennard, to take his place as log-keeper. Still, however, the party showed little impatience to face the rigours of Asia, and decided to stay in Paris to see the Grand Prix—not, of course, what you and I mean by the Grand Prix, but a nice bit of " 'orse-back racing." At last, on 15th June, they were persuaded to leave, and face the mischances of the road. They had innumerable punctures, at the French frontier they ran over a cat, with the result that the infuriated women of Lorry

proceeded to stone the luckless "Passe-Partout," and near Sehl, "the car, by some unaccountable means, charged an iron fence," which had to be pulled down before they could extricate the stranded monster.

However, at last, after an exacting journey lasting 12 days, they finally reached Berlin. (A year before, Fournier, on his 60-h.p. Mors, had covered the same journey in a net running time of 15 hours 33 minutes 6 seconds!) After such an effort it was decided that a rest was imperative, and in Berlin, without even the excuse of having a dynamo fitted, they rested for nine weeks! It was the 1st September before "having dined previously in a style befitting the occasion," they left Berlin—at dead of night and in a fog! By the time they reached Warsaw, a week later, Kennard calculated that their gross time amounted to 3,175 hours 40 minutes, of which stops accounted for 3,043 hours 35 minutes.

They only stayed a week in Warsaw, but it was October before they made St. Petersburg and by the time they reached Moscow the Russian winter was setting in in earnest. But disdaining the example of Napoleon, Dr. Lehwess refused to turn back. On the contrary, he set his face firmly to the east; and having been finally convinced by nature that there is a right and a wrong season for crossing the Steppes, the dilatory doctor was at last forced to abandon his monstrous motor-car in the snow near Nijni Novgorod. For all I know, its mouldering carcase may be still there.

I must again plead ignorance as to whether, in face of this fiasco, *The Candid Friend* succeeded in remaining both candid and friendly. I am merely left to imagine for myself what were the reactions of the enthusiastic subscribers for the post-cards which were to have been sent to them from every halting-place of the "Passe-Partout" throughout its journey. But any recriminations which may have been hurled at the unfortunate Dr. Lehwess on account of his management of the expedition were completely misplaced; it is obvious that, however shrewdly the season for the journey had been chosen, a motor car on the lines of the "Passe-Partout" had not the slightest hope of accomplishing it. The fact was proved against all possibility of argument five years later, when *le Matin* issued a challenge to see whether *any* kind of motor car could accomplish that portion of the route which lay within the Old World. In order too to make sure that any automobilist who picked up the gauntlet should at least have a crack at *some* of the difficult part, the French paper reversed the usual order of things and set them the task of starting at Pekin and getting to Paris. Even if they didn't succeed, they'd at least have to prospect the section east of Nijni Novgorod.

Twenty-five enthusiasts or braggarts immediately sent in their names as those of people willing to accept the challenge. When, however, *le Matin* demanded, as a guarantee of good faith, a deposit of 2,000 francs which would be refunded to anyone who actually turned up at Pekin for the start, the ardour of the majority cooled off immediately and they promptly withdrew. In some quarters, however, the matter really was taken seriously. Responsible opinion in France took the line that a motor car probably could make the journey; but, basing their view, no doubt, on the relative merits of the performance of the Argyll and the "Passe-Partout" in 1902, the pundits declared that the lighter it was, the better would be its chances. Indeed an intrepid individual by the name of Pons chose as his mount a most terrifying-looking Contal tricycle, with the single wheel at the rear. On the whole, however, the experts were inclined to favour the chances of the two De Dion Boutons, one of which was driven by Cormier, who had finished third in the motor-cycle class in Paris-Berlin on a De Dion; had graduated to a 9-h.p. Renault voiturette in 1902 and finished third again in his class in the Circuit du Nord and Paris-Vienna races; but, having been further promoted to a 12-h.p. Renault voiturette in 1903, had failed to finish in Paris-Madrid, after which he "had travelled over Spain and Hungary with machines of inconsiderable horse-power." Cormier, in fact, had no use for your monster motor. "An 8-h.p.," he was reported to have said, "an 8-h.p. is all I require." So they gave him a 10-h.p.

His companion Colignon, the driver of the other De Dion, was also an ex-racing driver, having started in Paris-Madrid on a 9-h.p. voiturette of the famous marque. These three made up the French contingent and they were apparently satisfied that, in spite of their light weight, they stood the best chance of success. Of their rivals, the Dutchman, Godard, considered that a little more power was desirable, and chose a 15-h.p. Spyker, a car which for long held the distinction of being the only Dutch marque known to the world's markets, and which at that time specialised in a flat under-tray to the chassis, designed to minimise the dust nuisance. On this particular occasion this feature was hardly of prime importance; there weren't enough people about in Mongolia to be worried much by dust, and anyhow there was less dust to worry anyone than mud.

Prince Scipione Borghese, the Italian challenger, had quite different ideas from anyone else. It was not so much low weight that would count, he argued, as a low ratio of weight to engine power. The Spyker, which was the heaviest of the other starters, weighed 1,400 kgm.; the Prince's Itala a full 2,000. But then the Italian car had a 35-40-h.p. engine, with a bore and stroke of 130 × 140 mm., and the Prince was convinced that that would pull it through anything. He set off with great confidence accompanied by his chauffeur, an Italian journalist named Luigi Barzini, who afterwards wrote a highly dramatic account of the expedition, and vast quantities of luggage.

As a matter of fact the Itala, by reason of its sturdy construction, did prove the most successful of the competing cars and, having left Pekin on the 10th June 1907, duly reached Paris, exactly three months later, on the 10th August. And yet, admitted the Prince in September, this journey from Pekin to Paris in a motor car did prove, as many people promptly pointed out, that it was impossible to go from Pekin to Paris in a motor car. Impossible, that is to say, if you wanted to motor; half the time the unfortunate Itala, for all its 35-40 h.p., was being pushed behind by Chinese coolies or pulled in front by Mongolian oxen.

Le Matin, however, was delighted with the success of the affair. So much so, in fact, that the next year it decided to go the whole hog and start the competitors off from New York; then, if they succeeded in getting to Paris, they would have done pretty well the whole of what the "Passe-Partout" had set out to do, only, of course, in the reverse direction. This time there were six entrants for the competition, one more than the year before, and the international element of interest was well maintained since, while the Dutchman was out of it, there were both a German and an American car to make up for it.

The French contingent still inclined towards the light car. There was again a De Dion Bouton, and instead of the Contal tricycle, there was now a Sizaire-Naudin, a formidable machine on which to go round the world if you like it, for all that it had just won the Coupe de l'Auto two years in succession. The Motobloc, I take it, represented rather heavier metal. The Protos, from Berlin, was a rather lumpish-looking motor-car, but the Thomas was quite one of the most presentable vehicles that America had as yet produced. This was not altogether surprising, as after running a very moderately successful 6-cylinder car, with an enormous long bonnet and the driver seated behind the back-axle, in the American Eliminating Trials for the Vanderbilt Cup Race in 1905, the firm had sent over to France the next year for Le Blon and Caillois, two old Serpollet drivers who had been rather at a loose end since steam dropped out of racing, and for some French engines to copy. Unfortunately they sent for them too late and their 1906 Franco-American racers were never really ready in time for the race. However, Le Blon's performed quite creditably, and certainly the car that was sent off round the world seems to have benefited from its ancestry.

As before, most is known about the adventures of the Italian representative, because the Italians saw fit to take with them a scribe, by the name of Antonio Scarfoglio, who afterwards wrote a more subjective and highly-coloured account of the afiair even than Luigi Barzini's. This time Italy was represented not by anything with such an obviously Italian name as an Itala, but by a Züst. Such research as I have devoted to the subject, which, I must admit, is not very extensive, has quite failed to elucidate why any Italian car ever had such a name. However, it appears that the company's chief engineer was called Huber, the New York-Paris car was driven by a German named Haaga, and altogether the Züst looks suspiciously like an anticipation of the Axis.

I do not think that it was so good a car as the Itala, and certainly the Americans were able to boast that the Thomas won the "race"—the only weakness in this claim being that the affair was not by way of being a race anyhow. But at least the Züst did succeed in getting from New York to Paris, and in spite of the almost incredible hardships to which its crew were subjected on the way, Signor Scarfoglio found time to describe its journey in considerable detail, as well as to take a very large number of photographs. On the

Continued on page 154

LETTERS from READERS

Sir,

With reference to your mention of a racing Riley "Redwing"; this was Vic Wallsgrave's competition car and was built by him largely from standard parts, with the exception of the chassis frame, which was about 1 ft. shorter than standard and liberally drilled, the con.-rods, which were also drilled, and special pistons. It was originally registered under a Coventry number which added up to 13, but as the crankshaft broke in its first event, a hill-climb in Lancashire, it was re-registered as RW 104. The maximum speed was 94 m.p.h., and the car won many awards. Other well-known "Redwings" were those raced by Victor Gillow and A. F. Ashby.

I am, Yours, etc.,

Northants. H. K. HARDY.

[Gillow's car lapped Brooklands at the very respectable speed of 94.86 m.p.h. in 1930, and Ashby's s.v. car at 87.84 m.p.h. in 1928.—ED.]

* * *

Sir,

I was very interested to read your comments in regard to your method of testing cars and reporting on their true speed. I have felt for a very long time that a lot of the published speeds are more than a little optimistic as compared with those that one would actually attain under ordinary driving conditions.

I hope the criticism that has been made will not induce you to change your method of test.

I am, Yours, etc.,

Stratford-on-Avon. C. H. STEPHENSON.

Sir,

With reference to your paragraph in this month's issue of MOTOR SPORT stating that the blue Maclure Riley has been purchased by Mrs. Darbyshire, we would like to point out that this is not accurate.

Actually we have purchased this car from Reg. Parnell, and it will be driven for us in certain events by Mrs. Darbyshire.

We have also purchased the Harrison 2-litre Riley, the Dixon (Fairfield) 1,100-c.c. Riley, and the "White" Riley, which is now for sale.

I am, Yours, etc.,

STANLEY B. REECE,
Managing Director,
J. Blake & Co., Ltd.

Liverpool.

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THE APPEAL OF THE VINTAGE MOTORCYCLE—continued from page 151

outstanding one to my mind is the O.H.C. Velocette. Years before its time when it appeared in 1926, it is right up to date today. It was sold with a guarantee of 80 m.p.h. in 1928—you had to remove the silencer to get that—and over the years it has certainly taken more class-wins in private hands than any other model. The engine is virtually unburstable, can be high tuned without mechanical failure, and lives in a frame which has real Isle-of-Man steering. Because the final-drive sprocket is outside the clutch, like the Scott, it is possible to fit a four-inch rear tyre, which brings it in line with present-day competition machines. It was the first machine to offer a positive-stop foot gear-change.

Its chief rival at first was the 350-c.c. A.J.S., usually referred to as the "big-port." This machine achieved surprising results, by reason of a high power-weight ratio without much power. It was of pedal-cycle simplicity and had accessibility which has never been equalled.

From the point of view of trials-riding it is perhaps the best bet, for the Velocette does not like "slogging" work.

The rest of the 350s, with the exception of the Sunbeams, which closely resemble their larger brothers, are mainly assembled machines with proprietary engines by J.A.P. or Blackburne. Their shapes are legion and their quality variable.

The 250 c.c. choice is not so easy. Two-strokes were the most popular in the early days and excellent as they are for utility purposes none of them can live with modern machines. In the absence of outstanding one-factory designs the choice is confined to a number of J.A.P. and Blackburne-engined jobs.

Right at the other end of the scale comes the "heavy stuff," led by the Brough-Superior, which was offering 100 m.p.h. to the sportsman as far back as 1927—wonderful hand-built machines which still command the greatest respect. There were many other big-twins but none were, perhaps, so suitable for solo work as the Brough.

As a final thought, it is as well to remember that if the vintage machine of your choice proves too frightening in solo form it can always be tamed by putting on a sidecar—a trick which cannot be played on cars . . .

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A.C. 2-LITRE 6-cylinder o.h.c. engine, with 3 carbs. and new magneto, manifold and chromium 2-branch exhaust; perfect order except scored liners. Also 8-in. Desmo safebeam spotlight, 2 unused 14 by 50 in. tyres with tubes and wheels. Ford 14.9 or 24-h.p. reconditioned starter, dynamo manifolds and carb. Wanted, fold-flat screen fittings or complete. Offers, D. Woolley, 8b, Grosvenor Hill, S.W.19. Wimbledon 7115 after June 8th.

BARRY WOODALL has for disposal his "Shelsley" Frazer-Nash, due only to the programme set out for his Delage. This car prepared by Robin Jackson, fitted with a special crankshaft, and redesigned front suspension for Miss Allen; unofficial Ladies' Record, Brooklands, at 130. Many other achievements. The engine has been completely stripped, fitted new block, rings, etc.; twin rears, plus four 16-in. wheels and 6 tyres. Many spares. Offers considered over £750. Cliffeside, High Street, Kinver, Staffs.

2-LITRE Lagonda 1928 speed tourer, exchange for smaller nippier sports car. P. B. Harrison, 9, Sheldon Avenue, Vicars Cross, Chester.

"22/90" ALFA-ROMEO super sports 4-seater, excellent condition, £300. Amilcar, less engine, offers. T. Goodnaugh, 24, Davies Avenue, Leeds, 8.

"RED LABEL" Bentley, Ch. No. ML 1501. Actual team car. Reg. 1928. Attractive 2-seater body, green, fold-flat and aero screens, P.100 lights, 5 good tyres, mechanically sound; privately owned; taxed. Seen Birmingham. £425. Box No. 123, MOTOR SPORT, 15, City Road, E.C.1.

DELAGE 13-h.p. saloon, purchased on the maker's stand at the Paris Show 1919. One owner, has been laid up since 1930, is definitely as new. Bedford cord upholstery and hood lining, pile carpets all unmarked; electric lights, carriage-type parking lamps with electric attachments, two spare wheels, 4-wheel brakes, silk fly-up blinds to each window, a unique car. Also complete set of racing hubs, drums, shafts (new) for ex-works Riley 1,100 c.c., and six 19-in. 6-stud racing wheels for same. Rev.-counter, speedos, all instruments, spot-lamps, etc., all at reasonable prices. S.A.E. please, H.A. Motors, Clarence Crescent Mews, Windsor, Berks.

1930 RILEY 9-h.p. open 4-seater, not used during war years; very reliable; any trial; seen weekends. Price £145. B. D. Hurst, 24, Whalley Street, Peterborough.

DERBY 2-seater, large luggage boot, 1½-litre f.w.d. "Brooklands" engine. Independent suspension all round, ride control shockers. Entirely rebuilt 1947. Excellent tyres, battery. £300. 1935 Austin Seven engine (rebored), chassis, radiator, bonnet, seats, log book, etc.; everything except body and wheels; best offers. 11, Hill Court, Hanger Lane, W.5.

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FOR SALE—*continued*

RILEY "Imp" sports 2-seater, late 1935; high-compression engine recently overhauled but not yet completely run in; new hood and screens. Carefully maintained. £545, or might exchange for larger motor. Stokes, 64, Highfield Avenue, London, N.W.9.

SUNBEAM 3-litre, Mann Egerton touring body. Good condition, £210. 1908 Renault 7 h.p., in good running order, £75. 1924 Studebaker 24-h.p. 2-seater, in showroom condition, low mileage, one owner until 1947, £175; available end of September. Write Andrew Brown, 4, Kedleston Drive, Orpington, Kent.

M.G. "Magna," 1932, mechanically fair, body rough, tyres good; nearest £150. 317, Field End Road, Eastcote, Middlesex. Pinner 3430.

1928 RILEY Nine fabric saloon, shabby body, defective steering and road springs, £47. Also B.T.H. GA4 magneto, unused since overhaul, £6 10s. Medcalf, A.Y.S. Ltd., Heathcote Street, Gray's Inn Road, W.C.1. TER 4477.

RILEY 1½-litre (4-cylinder) "Kestrel" sports saloon, taxed, rebored, dynamo overhauled, springs reset, new windows, good performance and nice all-round condition. Any test. Best over £350. Barn Cottage, Hayes Lane, Kenley, Surrey. Uplands 8937.

RILEY Nine spares, dynamo, unused since rewind and complete overhaul, best over £5. One Zenith and four S.U. carburetters, one inlet manifold (for twin carburetters), combined oil-gauge and water thermometer (with pipes), five spotlights, foot pump, little used; 475 by 19 unused retreaded cover. For any reasonable offers. Barn Cottage, Hayes Lane, Kenley, Surrey. Uplands 8937.

LANCIA "Lambda," 8th series, drophead coupé, short chassis, engine completely overhauled and body recellulosed; five nearly new tyres; external parts rechromed; Fram oil-filter. The whole car is in exceptional condition. Owner taking delivery of new car. £350 or near offer. Gordon Maclean, Kingston Bagpuize, Abingdon, Berks. Longworth 85.

1928 LEA-FRANCIS 12-v. dynamo, 30s.; 1935 "12.9" f.w.d. Citroen cylinder head, 50s. Lane, 48, Ellerton Road, Surbiton, Surrey.

AUSTIN Twelve Gordon England saloon foursome coupé, re-cellulosed, first taxed November 1935. Nearest £400 or would exchange for cheaper car and cash. Box No. 124, MOTOR SPORT, 15, City Road, E.C.1.

LATHE, 2½ in., by Wade, with ⅓-h.p. electric motor; perfect condition. £25. Styles, White Ladies, Ewell, Surrey.

TRIALS special, recently completed 1942 Ford V8 engine, new 7.50 by 16 tyres on rear; hood and tonneau cover. Price £550. Box No. 125, MOTOR SPORT, 15, City Road, E.C.1.

VINTAGE body, drophead 3/4 coupé, from 1927 Leaf; c/w leather upholstery, dash, tank, wings, lamps, wiring, etc. Needs slight attention, but is in sound condition and absolutely original specification; £25, buyer to collect. Set of four 1947 Armstrong piston-type shockers, medium size, new, £12 10s. Pair of ditto, large size, new, £8. Pair 1⅛-in. S.U. carbs., c/w inlet and exhaust manifolds, suit "16/80" Lagonda or 2-litre Crossley, £7 10s. Alvis starter, "Firefly" or similar, £7 10s. Pair Alvis "12/50" half-shafts, 50s. Set of 4 single Hartfords, 50s. Pair duplex Hartfords, 40s. Riley diff. unit complete, 8 by 44, £7 10s. Scintilla horizontal 6-cyl. magneto, ex-3-litre Lagonda, £5. Pair 29 by 4.40 B.E. covers, good tread, £3 10s. Box No. 126, MOTOR SPORT, 15, City Road, E.C.1.

LANCIA front suspension unit, 8th series, £15. Riley Nine dynamo, unused since rebuilt by Lucas, £7. Riley gearbox, Mark 4, £4. Pair S.U. carbs., ex-Riley, £3. Wanted: Sunbeam Grand Prix 2-litre 6-cylinder engine or parts for same. T. Allen, 118, Radcliffe Road, Bolton. Bolton 2003.

"**12/22**" SINGLE carb. Meadows engine, complete (Lea-Francis). Best offer. 7, Shirehall Close, Hendon. Hendon 1603.

1931 COIL-type reconditioned Austin Seven engine. Box No. 127, MOTOR SPORT, 15, City Road, E.C.1.

2-LITRE "16/80" Lagonda, used engine spares. F. R. Dickinson, "Eastwood," Chester Road, Poynton, Cheshire.

OFFERS wanted for four 27 by 420 smooth racing covers. Heron, 1, Richmond Road, Horsham, Sussex.

FORD V8 special builders, Mercury 32.5-h.p., 30-h.p. engines, gearboxes, axles, Lockheed type, all kinds accessories. Colin & Leslie Ltd., 12, Wharfdale Road, Bournemouth. (Westbourne 64497.)

AUSTIN Seven chassis frames, back axles and springs. Sundays, Taylor, 30, Hampden Road, High Wycombe, Bucks.

M.G. "M"-type 2-seater special; sound condition, recent overhaul; four new retreads; spares including nearly complete engine, twin S.U.s. £150. Cordwell-Smith, 9, Crescent Rise, Luton.

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FOR SALE—*continued*

S.S.1 2½-LITRE tourer, engine and chassis perfect, body resprayed Bugatti-blue; fast and reliable. £500. S. Sprague, Kington, Herefordshire.

MERCEDES-BENZ 1932 s/c 32-h.p., in perfect condition, drophead coupé; unused since £70 engine overhaul by British Mercédes; genuine 110 m.p.h. M.G. Type "TA," 1939, very small mileage, full sports equipment, including spare wheel and pair aero screens, unused. In faultless condition. 1910 Hudson in very good condition having been stored 30 years. 1910 "Scout," condition poor but a runner. 6½-litre Bentley, many spares still available. Invicta 1932 4½-litre, hardly used, fitted with open truck body this year and unused since. Particulars of all the above from Claude H. Verrinder, 12, Parkfields, S.W.15, who apologises for his inability to reply to all the 150 replies he had to his last advertisement.

OWNER wishes to exchange 1931 "Ulster" Austin for 1930/1 Alvis "12/50," "12/60" 2-seater. 66, College Road, Isleworth. 'Phone HOU 2038.

AMILCAR 8.9-h.p. 2-seater, four new tyres and spare. £155 or near offer. Box No. 128, MOTOR SPORT, 15, City Road, E.C.1.

FOR sale, a limited number of copies of "The World's Automobiles," by G. R. Doyle. Price 7s. 6d. S.A.E., Box No. 129, MOTOR SPORT, 15, City Road, E.C.1.

PAIR Lucas P.100 and P.80 headlamps. Sale, offers or exchange smaller types. Box No. 130, MOTOR SPORT, 15, City Road, E.C.1.

1932 FRAZER-NASH (Meadows) "Boulogne" chassis, "Exeter" body. £330. Jones, 103, Monkhams Avenue, Woodford Green, Essex. BUC 3885.

2-LITRE Lagonda chassis complete but dismantled. Ideal for rebuilding by enthusiast. Owner unable to complete. £150. 357, Limpsfield Road, Sanderstead, Surrey. Sanderstead 3459.

FRAZER-NASH, Meadows engine, recently completely rebuilt. Perfect condition throughout. Whittet, Lightwater, Surrey. Tel. Bagshot 338.

FOR sale, 4½-litre Bentley 1930 engine, rebuilt, ground crank, rebored first time, new lowered radiator by Serck, 2-seater body to match, excellent tyres and very fast. Sacrifice £475. Wanted, any number Champion 18-mm. R.11 plugs. G. N. Richardson, Esq., The Moors, Hartlebury, near Kidderminster.

ANZANI s.v. Frash., 8 valves, new and unused, specially made, £7; also block, requires sleeving. Triumph spares, 1934 "Gloria" (9.5); crankshaft, reground big-ends, pair Luvax shockers, front; one rear road spring; cylinder block, rough; oil filter, special Triumph sports pattern; offers. Wanted, pre-selector box for 1931 "Brooklands" Riley Nine, also 3 tyres, 5.00 by 19, must be sound. Box No. 131, MOTOR SPORT, 15, City Road, E.C.1.

SHELSLEY MOTORS offer: Bugatti, type 40, 4-seater, good condition. Rather Spartan but 100% enthusiast car; £225. "Nippy" Austin downdraught carb., £3 10s. "Nippy" Austin inlet and exhaust manifolds, £3. 4-speed Austin Seven gearbox, £5. Also several other spares for Austin Sevens. Scintilla Vertex, N.V.6, excellent condition, £12 10s. Pair downdraught Solex carbs. Ex-"Le Mans" Singer radiator stoneguards for Austins, heavily chromed, 28s. 6d.; also for Delage. "Brooklands" steering wheels for Ford, M.G., etc. Several other spares for Lancia, M.G., Lea-Francis, etc. Bollington, near Macclesfield, Cheshire. Tel. 2173.

LONDON CARS offer the following exceptional sports cars: 1934 Alvis "Speed 20" Charlesworth saloon. This car is in remarkably good mechanical condition. Very good tyres, is extremely rapid, £475. 1934 Alvis "Speed 20" foursome drophead coupé, excellent mechanical condition, very well shod, really good specimen, £525. 1934 Alvis "Speed 20" tourer, good hood and side screens, chassis and engine overhauled recently. This car is mechanically perfect and bodywork excellent. Extremely fast; taxed; £575. 1927 Riley "Red Wing" 10.8-h.p. sports tourer. This is an excellent specimen of this famous breed. Has brand new hood and sidescreens. Very excellent performance, £198. "30/98" Vauxhall "E"-type Velox tourer, fitted f.w.b., just overhauled and fitted with new pistons, new hood, windscreen glass and replated. Car unused since 1928. Fitted well-base wheels, excellent tyres. This car is in absolute original and perfect condition, both bodily and mechanically; £365. London Cars, 2-3, Grosvenor Parade, Uxbridge Road, Ealing Common, W. Tel. Acorn 1212.

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1½-LITRE Bugatti, completely rebuilt, also 1937 Ford Ten tourer, reconditioned throughout, £325 each. Pine Cottage, Batheaston, Bath.

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1928 Alvis, f.w.d., " 12/60 " open green 4-seater sports tourer with Zoller blower. Good tyres, rebored, taxed, and well worth seeing, £220. 44, Crofton Road, Grays, Essex.

FRAZER-NASH B.M.W. tubular chassis, 1936/7 type 319, 2-litre, 16-h.p., 4-seater drophead cabriolet, finished in steel-dust with grey upholstery. Superb appearance and performance. £485, or by instalments. Exchanges welcomed. Stuart Wilton, 13, Eton Garages, Eton Avenue, Swiss Cottage, N.W.3. Primrose 6478.

1,500 C.C. 2/3-seater Alfa-Romeo with Young of Bromley bodywork, negligible mileage, small mileage since complete overhaul, twin o.h.c. engine, h/c pistons, etc.; whole car in beautiful condition throughout; tyres excellent; taxed year. 'Phone, Capel, Surrey, 3226.

DELAGE type D.I.S. 4-seater tourer in absolutely immaculate condition, new tyres, mechanical condition 100%; taxed; including many spares, new hood, etc. 'Phone, Capel, Surrey, 3226.

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1,100 C.C. o.h.c. straight-six Wolseley " Hornet" engine and close-ratio gearbox. Good condition, with starter, dynamo, M.G. manifold for two carburetters, £25. 120, Beeches Road, West Bromwich. Wes. 0951.

M.G. " 18/80 " Mark I and II models with saloon, tourer and " Speed " model bodies. Several available. Mainly reconditioned; with good tyres and batteries. Imperial Motors, 103, Whiteladies Road, Bristol, 8.

S.S. JAGUAR 2½-litre saloon, 1937, engine just reconditioned and recellulosed. Another available a few months older and not reconditioned. Imperial Motors, 103, Whiteladies Road, Bristol 8.

SAND-RACING Riley " Redwing," 1924, completely rebuilt and in running order, with new tyres and road equipment. Spare engine and gearbox, £275 or offer. Also 1½-litre Riley front axle, £10. Sunbeam " Dawn " i.f.s. axle, £6. " 12/40 " Lea-Francis crown wheel and pinion, £4. Box No. 132, MOTOR SPORT, 15, City Road, E.C.1.

VINTAGE Bentley. Demobbed pilot without job cannot afford to run 3-litre. This 1923 V.D.P. " Speed " model was at works until 1930 and brought up to " Red Label " specifications. Recent overhaul by Bentley specialists at £100. Grand performance. What offers, or would exchange for low mileage D.K.W. saloon or 1939 Austin Eight tourer. Walter, 1, Kingston Avenue, Worcester.

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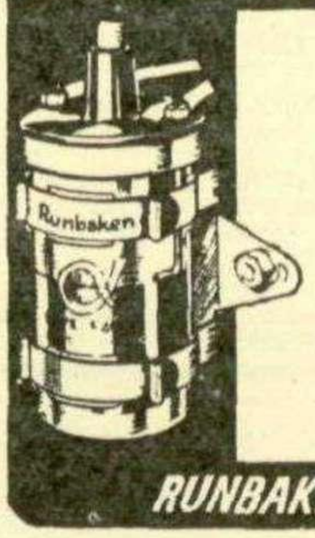
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FOR SALE—*continued*

FOUR Alvis knock-off 20-in. wire wheels, £2 5s. each. Unused 500 by 20 rebuilt, £5; two used 500 by 20, £2 5s. each. Five rubber tubes, 500 by 20, 12s. 6d. each. 12-v. reconditioned dynamo, £4 15s. 598a, Kingston Road, Raynes Park, S.W.20. Liberty 2959.

FORD V8 engine, 6-cyl., 20-h.p. Lea-Francis engine, Alvis " 12/50 " gearbox. Temp., pressure and boost gauges. Misc. items of interest to enthusiasts. Shattock, Ingleneuk, Moor Lane, Staines, Middlesex.

PAIR 12-in. chrome Ducellier headlamps, complete with dumb-iron brackets, suitable Bentley, etc., £15. 28, Holwell Place, Pinner, Middlesex.

LARGE stock of Riley Nine sports parts, including complete " Kestrel " engines, some reconditioned. Standard and racing E.N.V. gearboxes. Complete front and rear axles, k.o. wheels, rads., con.-rods, c/w and pinions, steering columns, all years, springs, brake drums, heads, valves, U.J.s, and large assortment of small parts. A. & D. Nicholls, Engineers, 15, Grange Road, London, W.4.

AUSTIN Seven parts, chassis, 3 and 4-speed gearboxes, engines, cranks, valves, timing wheels, Terry double valve springs, 19-in. road wheels, front axles, springs, headlamps, cut-outs, dash instruments. A. & D. Nicholls, Engineers, 15, Grange Road, London, W.4.

6-IN. centre lathe, fully equipped 3-jaw chuck, 2-4-jaw chucks, bell chuck and face-plate, A.C. motor, £45. Vauxhall Ten silencer, £1. Two 19-in. alloy mudguard blades, £2. Wanted: " N "-" Magnette " camshaft instruction book, 19 by 500-in. tyres. Wardale, 16, Dongola Road, Strood, Kent.

FRAZER-NASH B.M.W. 2-litre, 15.7-h.p., 6-cyl. engine in new condition, will fit Type 45. £75. Apply Castle's Motor Co., Ltd., Church Gate, Leicester, or Dr. Freer, Knighton Road, Leicester.

ALVIS 12-h.p. " Firefly " 1934 saloon, Wilson gearbox, good tyres, £250. Box No.137, MOTOR SPORT, 15, City Road, E.C.1.

LUCAS Vertex 4-cylinder magneto, just overhauled by Lucas, £7 10s. or offer. 75, Gramfield Road, Crosland Moor, Huddersfield.

Will advertiser of Box No. 80 in the May issue please contact Advertisement Offices of MOTOR SPORT. Tel. MON 8944.

WANTED

WANTED.—M.G. " 18/80," Mark II, 4-speed gearboxes with remote controls and clutch housings. Also M.G. " 18/80 " Mark III engine, any " 18/80 " parts or complete cars. Imperial Motors, 103, Whiteladies Road, Bristol 8.

GOOD prices paid for quality sports cars with frost-fractured cylinder blocks and heads. Box No. 99, MOTOR SPORT, 15, City Road, E.C.1.

ENTHUSIAST requires 2-litre sports car. Good price offered. Stewart, 39 Sheen Lane, Mortlake.

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

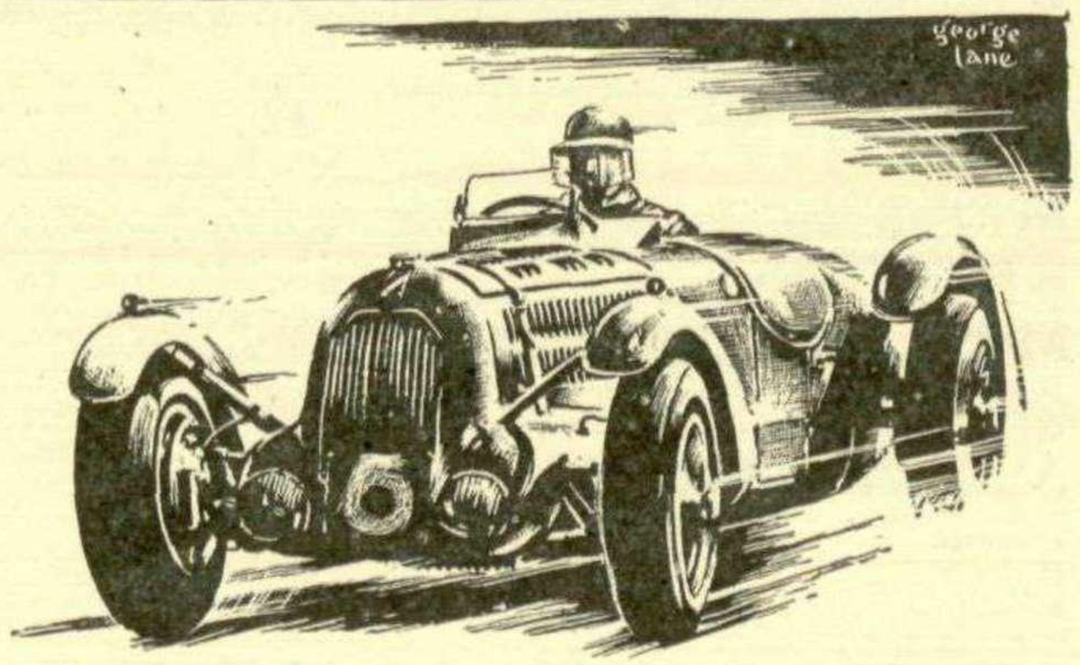
SPORTS car urgently wanted, condition, age, distance and price unimportant. Box No. 9, MOTOR SPORT, 15, City Road, E.C.1.

WANTED.—Bugatti chassis, 2-litre " Grand Prix " preferred, less engine, but otherwise complete and with body. Box No. 65, MOTOR SPORT, 15, City Road, E.C.1.

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WANTED—*continued*

SPORTS car wanted. Any make considered if sound and moderate price. Please give full particulars. P. Weaver, Dalby Road, Melton Mowbray. Tel.: 431.

J2 CYLINDER head components or complete head with carbs., etc. J. R. Willis, 39, Leopold Street, Derby. 'Phone 44127.

RILEY enthusiast urgently requires spares to suit 1934 "Kestrel" Nine (crash box), including universal joint, camshafts, timing wheels, etc., or would consider complete engine and gearbox. Must be in good condition. Box No. 107, MOTOR SPORT, 15, City Road, E.C.1.

CHASSIS, engine, axles, wheels, etc., for Riley Nine, "Hyper" Lea-Francis, Invicta or similar car, wanted by *enthusiast as basis for "special."* Write full particulars and price to A. O'Rourke, 4, Selwyn Road, London, N.W.10.

20-IN. wheel with 62-mm. hub, 12-v. petrol pump, pair headlamps, about 8 in. 8, Aldershead Road, Beckenham. Sydenham 5084.

ENTHUSIAST requires 4-seater, 12-14-h.p. car cheap, with view to overhaul. Write, Charles, 76, *Bath Road, Swindon.*

INTERNATIONAL Aston-Martin chassis required; similar quality chassis may suit. Also vintage car, running order. State price. Box No. 136, MOTOR SPORT, 15, City Road, E.C.1.

SPORTS car wanted up to 1½ litres and £150. Sound mechanically, any distance. Skinner, 14, Ivor Road, Redditch, Worcs.

GEARBOX, Humber "de Normanville," for 16-h.p. 1935 model, or standard gearbox complete to make change-over. Douglas, Gatehouse, Ellesmere Road, Eccles, Lancashire.

ENTHUSIAST requires for trials work, blower suitable for 1,000 c.c.s. Must be reasonable cost. Box No. 108, MOTOR SPORT, 15, City Road, E.C.1.

WANTED for "Hornet-Special" 1933, exhaust manifold stubs and sweep, pair front, valanced, cycle-type wings. 66, King Richard's Road, Leicester.

CROWN wheel and pinion (47 x 9) wanted for Morris 8-10-cwt. van. Chassis 35/T.W.V. Year, February, 1935; h.p., 11.9. Type M.T.W. 11.9. Diameter of crown wheel, 8 in. United Yeast Co., Ltd., York Street, Leeds, 9.

RILEY Nine, 12.6 or early 12/4 crown wheel pinion, ratio 5 : 1 or higher. 15, Lonsdale Avenue, Romford.

URGENTLY wanted for "2 LTS" Ballot, 1928, forked cross-shaft for steering box, or steering box complete. Phoenix Green Garage, Hartley Wintney, Hants.

TWO twin racing wheels, 18 or 19 in., to fit 42 long hubs, with or without tyres. Bronze cylinder head to fit "P.R." or "Q"-type M.G. Straight-cut crown wheel and pinion for "P.R." or "Q" M.G. to give ratio of 5½ to 6½. Dryden, The George, Dorchester-on-Thames, Oxon.

WANTED urgently, B.A.R.C. car badge, high price paid, any condition. Box No. 109, MOTOR SPORT, 15, City Road, E.C.1.

ONE 17-in. wheel with or without tyre, for "Ulster" Austin Seven. Stark, Downe Hall, Downe, Kent. Farnborough 3789.

BOOKS on motor racing, and other phases of motor sport. Cosh, 27, Beach Road, Littlehampton, Sussex.

MOTOR SPORT wanted—1935, *Feb., July, Aug.*, Oct., Dec.; 1936, April; 1937, March; 1943, Nov. Also good tyres, 600 by 21. Longbottom, 36, Bar Street, Scarborough.

MORGAN 2-speed chassis, with or without engine. Any low-slung job after 1930 would do. Please write details to Ball, 100, Long Lane, Ickenham, Middlesex.

ALVIS radiator, preferably "Firefly," also interested "Firefly" block, head, and "12/50" engine complete. Plant, Farfield House, Hatfield, Doncaster.

IMPECUNIOUS enthusiast offers £50 for fast sports car. One requiring overhaul considered. Coley, 13, Duffield Road, Derby.

WANTED, 4-seater 2-litre Lagonda, 3-litre Bentley, "O.M." or similar. 54, Crossways, Gidea Park, Essex.

WANTED—*continued*

WANTED—Frazer-Nash type front and rear axles and suspension, must be with brake drums and 42-mm. hubs, or chassis less engine. State price and details to Box No. 110, MOTOR SPORT, 15, City Road, E.C.1.

WANTED, chassis with engine or chassis only, 7-10-h.p. Austin, M.G., Riley, etc. Price and *details to Box No. 111*, MOTOR SPORT, 15, City Road, E.C.1.

WANTED, low pressure supercharger for 500-750-c.c. engine. Jones, 24, Albury Park Road, Tynemouth, Northumberland.

ALTA or "Ricardo" alloy head for 1938 Austin Seven, about 6 to 1. Kehoe, 24, Cromwell Court, Kingston Hill. Kingston 4262.

SET of wings and two double Hartford shock absorbers for 1932 Riley Nine "Monaco." Wilson, 44, Bittacy Rise, Mill Hill, N.W.7.

WANTED, rear axle complete for Austin Seven, 1937 type, also Austin "Ulster" front axle. H. A. Garnham, 68, Bradford Street, Braintree, Essex.

ENTHUSIAST who was unable to obtain MOTOR SPORT from 1939 to 1945 inclusive, owing to active service, wishes to borrow same. Will collect and deliver or will pay all postages. Jeffrey, "Holbeton," Bath Road, Taplow, Bucks.

1930 OR later, Austin Seven chassis with axles, springs, steering and braking gear. Biggs, 9, Fir Tree Walk, Enfield, Middlesex. Enfield 2493.

ENTHUSIAST requires for July 1st, "12/50" Alvis, "12/40" Lea-Francis, 2-litre Lagonda or similar. Must be good running order. Approx. limit £250-£300. Box No. 112, MOTOR SPORT, 15, City Road, E.C.1.

RECENTLY demobbed officer very urgently requires open sports or semi-sports car, not over £250, preferably less. One dismantled or *requiring attention considered. Please write full* details to Box No. 71, MOTOR SPORT, 15, City Road, E.C.1.

YOUNG ex-service enthusiast requires small 2-seater sports car up to 12 h.p. "Nippy," "Ulster," Salmson or similar. Top £170. Arrowsmith, 355, Chingford Road, E.17.

WANTED—Chassis (less engine) suitable for *building Ford V8-special. Offers of complete* front and rear axles considered separately, independent suspension preferred. Braid, "Melrose," Church Crookham, Hants. Fleet 268.

WANTED urgently by Riley enthusiast, 9-h.p. "Gamecock" 2-seater sports in clean condition. Exceptional price paid for good car, or can offer very sound 1932 "Lynx" tourer, with all new tyres, new hood and full-length tonneau, in exchange, *cash either way. Details to Whitegate House*, Town Street, Bramley, Leeds.

"ULSTER" or other specially-prepared Austin Seven for trials work, preferably with spares. Cosh, 27, Beach Road, Littlehampton, Sussex.

FIVE 5.25 by 21 inner tubes. Medcalf, A.Y.S. Ltd., Heathcote Street, Gray's Inn Road, W.C.1. Terminus 4477.

GENUINE enthusiast wants very cheap 7, 8, 9-h.p. sports, anything that just goes. Any generous offers? Box No. 113, MOTOR SPORT, 15, City Road, E.C.1.

"**J2**" M.G., complete set new camshaft bearings and liners. Two rear shock absorbers. Barrett, Waterloo House, Peterborough.

WANTED, beetle-back body for 1932 Alvis "Silver Eagle." Would exchange Standard 2-seater body, immaculate. Also wanted, crown-wheel and pinion giving higher ratio than 5 : 1. Styles, "White Ladies," Ewell, Surrey. Ewell 4425.

ADVERTISER urgently requires Bosch 12-v. starter for 1929 "O.M." 2-litre, tubular mounting in flywheel casing. High price offered. Details to Ottey, "The Close," Wanborough, Swindon.

ALVIS saloon, 12-h.p. 33/34, in dilapidated condition which a little capital and much hard work could reasonably restore. State price. Cook, "West Lynn," Ramley Road, Lymington, Hants.

FORD Eight gearbox and clutch complete, type E04A 7000. Also starter-motor. Ken Welfare, 56, Harrow Road, W. Bedfont, Feltham.

WANTED—*continued*

COMPLETE Morgan i.f.s., with Girling brakes, for "500" car. Separate parts or other type considered. F. B. Robinson, Foley Road, Pedmore, Stourbridge, Worcs.

WANTED, 1936 "P.B." M.G. "Midget" two-seater. Particulars and price to E. Passingham, 14, Fleece Road, Ditton Hill, Surbiton, Surrey.

AUSTIN Seven front and rear axles, springs, chassis, steering gear, etc., required for "special." Engines considered. Box No. 114, MOTOR SPORT, 15, City Road, E.C.1.

"GEN" required on running 1936 Singer Sports Nine. Performance and consumption figures for comparison. Also starting handle. Box No. 115, MOTOR SPORT, 15, City Road, E.C.1.

WANTED, special engine suitable for Austin Seven chassis, "Speedy," "Nippy," "Ulster" or "Brooklands." Must be cheap and in good condition. Please write Williams, 289, Railton Road, Herne Hill, S.E.24.

IMPECUNIOUS enthusiast urgently requires "12/50," "12/60" Alvis, '29/'32, or similar, open-four preferred. *Body structurally sound.* £185 approx. Payne, 19, Malvern Close, Worthing, Sussex.

M.G. "L"-type "Magna" or "Magnette" chassis with axles, "L"-type "Magna" engine or would consider "Magnette" engine, condition immaterial, providing block sound. Full details to Box No. 116, MOTOR SPORT, 15, City Road, E.C.1.

WANTED, handbook for Alvis 1934 "Firefly"; also pair of rear wings and mascot for above. I. M'Phail, 56, Jeymer Drive, Greenford, Middlesex.

MISCELLANEOUS

ADVERTISER, with connections in competition world and formerly in motor trade, wishes to meet possible partner (man or woman) to open small motor business on available land 45 miles from London (main electricity, etc., no frontage). Suggestions connected engineering or sport invited. Box No. 134, MOTOR SPORT, 15, City Road, E.C.1.

GENTLEMAN, 28, ex Public School, at present managing director light precision engineering firm, is anxious to join versatile sports and racing car engineering concern or possibly form new company. Essentially capable, enterprising and enthusiastic. Ability to get on with anyone. All correspondence treated as confidential. Box No. 135, MOTOR SPORT, 15, City Road, E.C.1.

COMPETITION CARS LTD. wish to bring to the notice of enthusiasts their service for those who contemplate the building or rebuilding of cars. We have a wide range of light alloys, aluminium and duralumin sheet, both soft and half hard, also tube, bar, various extruded sections and plate. A large selection of cadmium plated nuts, bolts and fittings are available. We will be pleased to offer suggestions in the matter of body constructions from these materials.

"BROOKLANDS"-pattern expansion chambers, large capacity, black, 35s.; heavy deposit chromium 50s. Orders booked for aero pattern fold-flat racing screens complete with end mounting fittings, 30s. each. Dash-reading radiator thermometers, complete with capillary tube and unions for connection. These are high-grade instruments offered at less than cost, 38s. Enquiries are invited for the latest pattern "Brooklands" fully flexible steering wheels. We hold stocks of flexible metallic exhaust hose, pipe diameter reducers, and we can make to order fishtails in steel or copper. Competition Cars Ltd., The Old Maltings, Nayland, near Colchester, Essex.

A. H. JOHNS, sports car specialist, 159, Milton Road, Copnor, Portsmouth, for overhauls, tuning and supercharging.

SITUATION vacant.—Monaco have a few vacancies for first-class motor mechanics—good rates paid to the right men. *Monaco Motor & Engineering* Co., Ltd., High Street, Watford, Herts.

SITUATION vacant.—Wanted immediately, first-class mechanic with pre-war experience, preferably with knowledge of vintage cars. Apply to Phoenix Green Garage, Hartley Wintney, Hants.

READER can store car for enthusiast. Lock-up garage. London area. Box No. 138, MOTOR SPORT, 15, City Road, E.C.1.

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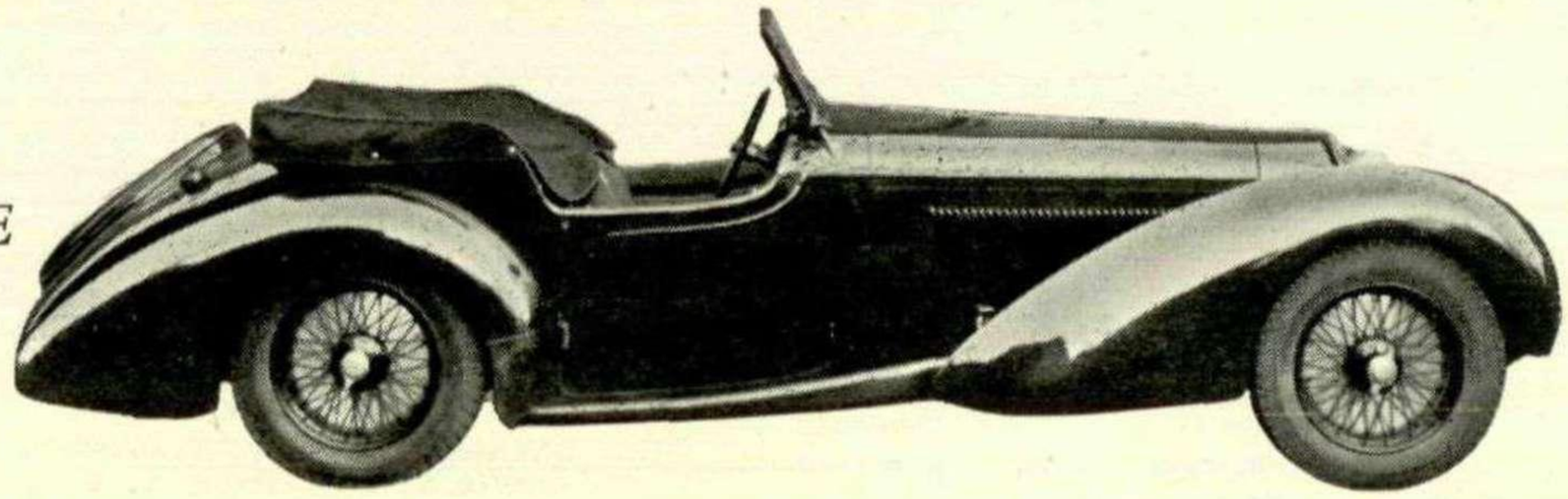
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Prescott (June 23)	...	2nd R. E. Ansell (E.R.A.) 3rd F. R. Gerard (E.R.A.)
Prescott (July 28)	...	1st R. E. Ansell (E.R.A.)
Guernsey (Aug. 5)	...	1st G. Bainbridge (E.R.A.)
Ulster Trophy (Aug. 10)		2nd Reg. Parnell (Maserati) 3rd F. R. Gerard (E.R.A.)
Brighton (Sept. 7)	...	1st Raymond Mays (E.R.A.) 1st (1½ litre) F. R. Gerard (E.R.A.)
Prescott (Sept. 22)	...	1st Raymond Mays (E.R.A.) 1st (1½ litre) R. E. Ansell (E.R.A.)
Shelsley Walsh (Oct. 5)		1st Raymond Mays (E.R.A.) 3rd F. R. Gerard (E.R.A.)
Cofton Hackett (May 11 & Oct. 12)		1st F. R. Gerard (E.R.A.)

1947

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Cofton Hackett (April 12)		1st Reg. Parnell (E.R.A.)

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Published by The Teesdale Publishing Co., Ltd., 15-17, City Road, London, E.C.1, and printed by Tee & Whiten and J. Mead Ltd., 15, 17 & 21, City Road, London, E.C.1 Trade Agents: Horace Marshall & Son, Ltd., Temple House, Tallis Street, London, E.C.4. Agents for Australasia: Gordon & Gotch (Australasia), Ltd.