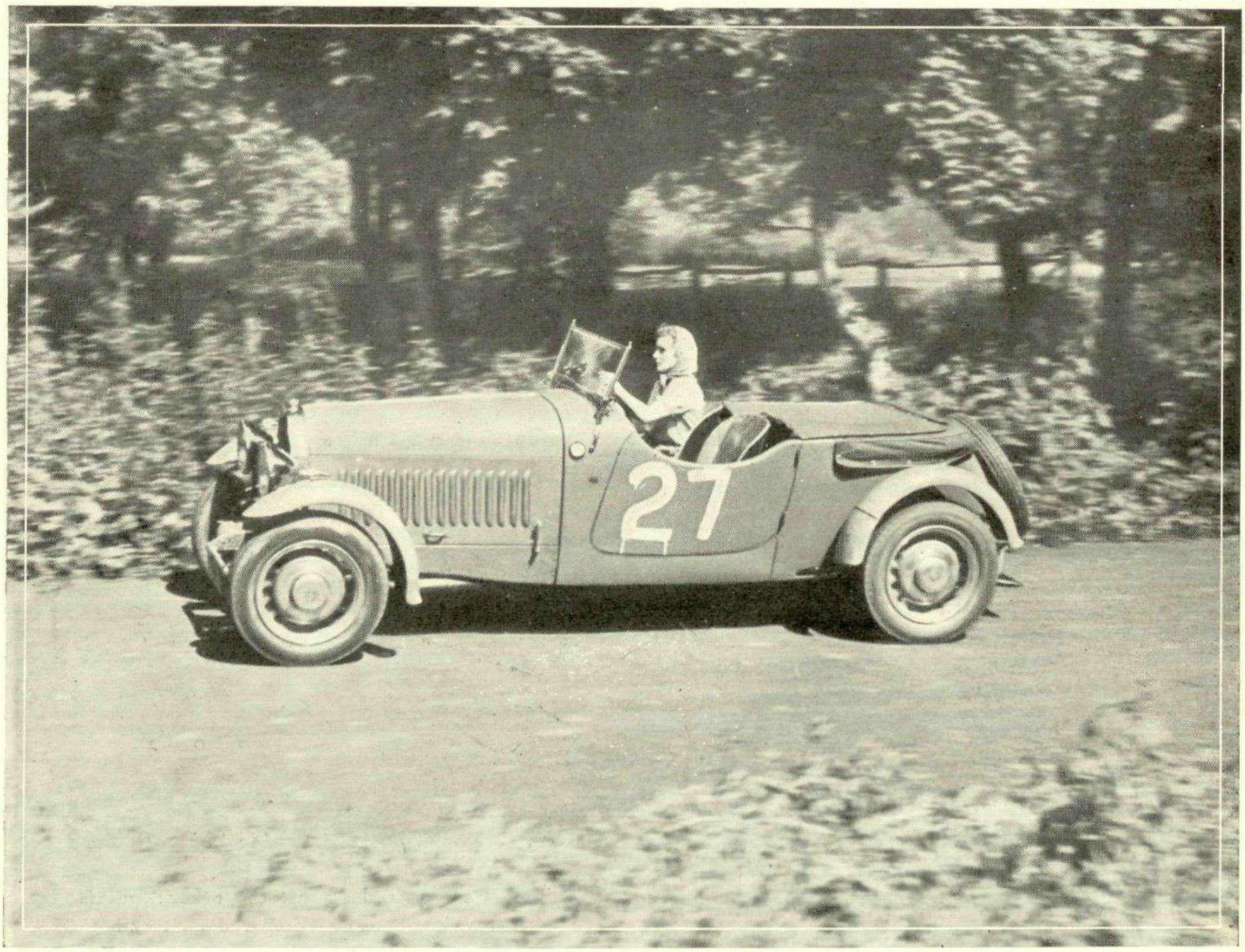
Vol. XXII No. 9 **RACING IN ULSTER** *September, 1946*

MOTOR SPORT

INCORPORATING **Speed**

ONE SHILLING MONTHLY



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CLASS RECORDS FALL at PRESCOTT JULY CLIMB

But only Ansell, Bear, and Monkhouse better 50 seconds. F.t.d. by Ansell's E.R.A. in 47.86 sec. James's Alfa-Romeo best sports car.

PRESCOTT hill-climb on July 28th was well supported by entrants and spectators and, as usual, the organisation was first-class. Unfortunately, the sunny weather of the early afternoon turned to heavy rain for the majority of the second runs, and times fell to a very sober level, as the road became thoroughly wet. An innovation was the removal of the competitors' paddock from the right to the left of the course, leaving a large new park for members' cars. The times were issued very promptly, but not always accurately, by the p.a. system. The programme, too, contained a number of inaccuracies. Competitors were able to obtain their times from a small board behind the timing box, by merely taking a slip of paper from their particular "peg"—a clever idea. Leslie Wilson was spectating, perhaps picking up some tips. Charles Brackenbury and St. John Horsfall were also present. Ansell made best practice time in just over 47 sec. An unfortunate accident befell Alan Whiddington, who borrowed Instone's "Martyr" and hit a tree with the throttle wide open. He was taken to hospital with a broken arm and broken ribs.

* * *

The practice period offered some interesting spectacles. The new 500-c.c. Cooper-Special—*not* John Cooper's work—had its head off as a bent valve had to be replaced. This car is a really fine effort, consisting of a dirt-track J.A.P. engine, driving by chain to a Triumph gearbox, final drive being by another chain to a Fiat 500 front-end adapted to take a drive, *via* neat little universal joints and splined shafts. The front-end, brakes and wheels are also Fiat 500, and the car carries a proper, well-faired body, a slot in the front conducting cooling air to the cylinder *via* a long tube. The weight is around 600 lb. Bowles was busy lighting fires beneath the brake shoes of his Austin to burn the oil off. Woodall has rebuilt the ex-Palethorpe "Shelsley" single-seater Frazer-Nash, improving its handling qualities by moving forward the engine and cockpit. Pollock's blown Frazer-Nash had cylinder-head trouble in practice, O. Bartlett's blown Riley sheared its blower drive, the E.R.A.-engined Brooke-Special was proving difficult to start, and Oscar Moore's left-drive 328 B.M.W. is now blue and white. Oliver had a dynamo neatly rigged in the cockpit of his beautiful Type 35B Bugatti, the cut-out above it, to qualify as a sports car, and Strang sported a huge megaphone exhaust on the Strang 500. Ansell's E.R.A. was in its Geneva green. Non-starters included Cowell's Alta, Pool's Lea-Francis, Leonard's M.G., Jason-Henry's Riley, Claridge's B.M.W., Miller's Riley, Clarke's Bugatti, James's Frazer-Nash, Mortimer's Alta, Heal's 2-litre Sunbeam, Watson's Bugatti, and Norton's Mephistophelgatti. The last-named boiled over on the line in practice, scalding its driver. Mrs. Gerard was beside it in her Riley, and with great presence of mind whipped out her now-famous umbrella and protected herself from the downpour, raising a hearty laugh. Interesting newcomers to the hill were "The Spider," Pat Whittet with a Delahaye, Stubberfield's and Fry's Bugattis, etc. Davison's Austin Seven had a coil-ignition engine with Ford down-draught carburetter, 18 mm. plugs, 3-speed gearbox, 4.00-in. by 19-in. tyres, and "Ulster" front axle. Clayton-Wright had the ex-Humphries's 1½-litre Alta. Donald Parker was alleged to have removed the ears from his Riley's hub-caps and to have drilled holes in them, to reduce unsprung weight!

★

* * *

In the Veteran class the record wasn't even approached, but Peter Clark's Mercédès, like the Hutton, fresh from the Jubilee Cavalcade, was fastest in 56.6 sec. Marcus Chambers hit the bank at Pardon hairpin and bent the Hutton's front axle, but Steels of Cheltenham had thoughtfully provided a portable welding plant and other equipment in the paddock, and they set to work with a will, so that later in the afternoon the old car had its second run, loudly clapped, clocking 74.5 sec. Of the sports cars up to 1½ litres unblown, Claridge's light Frazer-Nash was very steady, his solid rear axle defeating spin through the "S's." He clocked 53.45 sec., a new class record, and even Newton's H.R.G. couldn't better 55.3 sec. Mrs. Gerard (Riley) deserved her 3rd place. Peter Clark's Le Mans H.R.G., wearing 15-in. wheels to reduce its gear-ratios, was still over-geared, Rivers-Fletcher, who had broken his gear-lever in practice and borrowed one from a spectator, was hampered by the 1,074-c.c. engine of his H.R.G., and Adams's Anzani-Bugatti left a nice smell behind, but was slow. Donald Parker spent a lot of time motoring along the banks, and left clouds of smoke in the Riley's wake, and Willis's Type 45 B.M.W. screamed its tyres and was fluffing slightly.

Hodgson's very neat blown 847-c.c. M.G., a "special" from M.G. components, using large-section tyres, sounded really healthy and, using lots of r.p.m., won the class for blown sports cars up to 1½ litres, in 57.1 sec. Mansell's ex-Musketeer T-type M.G. wasn't a lot slower, getting 2nd place in 57.55 sec., and Kennington's K3 M.G. was 3rd, after hard work at the "S's." Andrews's twin o.h.c.-engined s.v. Aston-Martin accelerated well from the corners, after proving troublesome to start, but Miss King's beautiful-looking 1½-litre Alfa-Romeo came to rest in the "S's" and never essayed a second run.

In the class for sports cars of 1½–3-litres unblown, Oscar Moore's 328 B.M.W. looked a bit skittish at the "S's", but Crossley handled his very well indeed, only to be beaten by Leslie Johnson's sister car. Most of the B.M.W.s, and many other cars, spun their inside rear wheel at the "S's" and Type 51 Bugattis were prone to bounce their inside *front* wheel well clear of the ground, incidentally. Mackie's Talbot, the ex-Brian Lewis single-seater, now road-bodied, went well but seemed over-geared, Matthews's 2½-litre S.S. was all revs. and over-run, and Harrison's Riley likewise. This last-named car was easily fastest, but was

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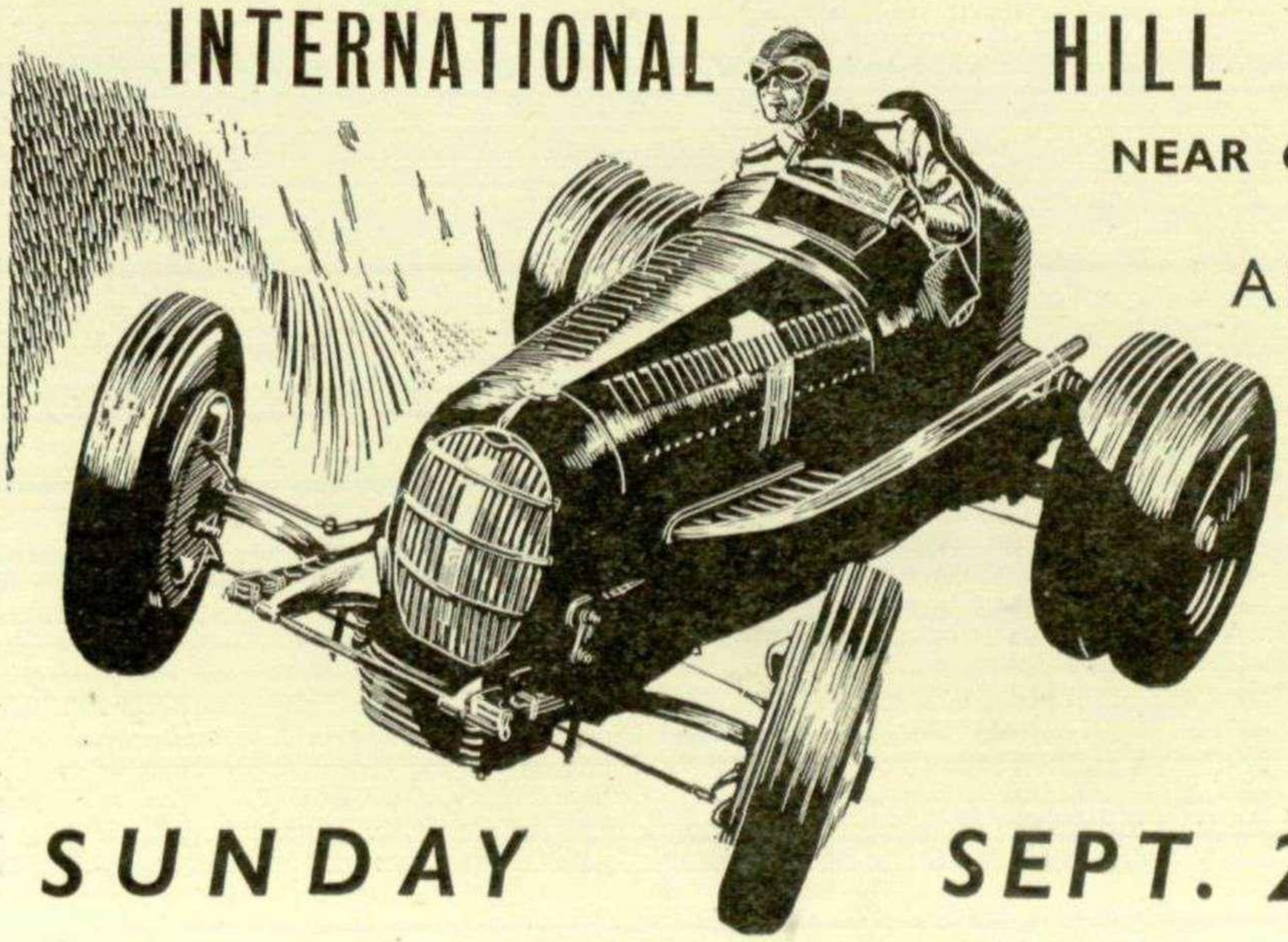
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excluded, at the entrant's own request, as not complying with the regulations. This made the class a walk-over for the 328 B.M.W.s, Leslie Johnson beating Crossley and Flather.

In the 1½-3-litre blown sports-cars category, James ("2.3" Alfa-Romeo) not only using his excellent brakes but getting real wheelspin out of the bends, clocked 51.6 sec., winning from Oliver's Bugatti and Gilbey's sleeker "2.3" Alfa-Romeo. James also broke the class record, which Bagratouni's "2.6" Alfa-Romeo had held since July, 1939, by .51 sec. Dezsoe's "2.3" modern Alfa-Romeo was very slow, being easily beaten by Clark's rather touring-bodied Type 43 Bugatti.

The class for big, but unblown sports cars was the preserve of the Allards. On the first runs the order was Parker (V12), Hutchison (V8), Potter (V8), Hutch's car being blipped up with steaming water overflow and much wheelspin. Then, in the wet, Parker was again fastest, but Potter was now 1.46 sec. faster than Hutch on a lively ascent, whereas before Hutch beat him by 0.18 sec. The rain affected second-run times as follows: Parker's by 6.84 sec., Hutchison's by 7.34 sec., Potter's by 5.7 sec. Marechal, his 6½-litre open Bentley emitting a great smoke cloud, and the gears sometimes disliking the driver's intentions, held a long slide, various S.S.s were unsensational, likewise the Price-Special, and Johnson's Darracq came up splendidly, only to encounter the hedge before the finish. Typically, Leslie apologised to Eric Giles for the delay he caused. Whittet (Delahaye) tied with Monro's "Swordfish" Invicta for 4th place, but was considerably faster than Monro on their second runs. Bear's "4.9" "Le Mans" Bugatti had the big, blown sports class all to itself, but came up very fast for all that, beating the previous fastest (unofficial) class time easily, in 52.3 sec.

Then came the racing machinery. Lones's 500-c.c. car went very nicely through the "S's," but Strang made best time in the class and beat his own record by 5.35 sec., clocking 53.7 sec. Naturally, Dowson's Lightweight won the next class, Issigonis bringing it up again to take 2nd place. The Wharton-Special was 3rd, Bowles going well, but cutting out too early before the corners, in his "Ulster" Austin. Symonds left the course early on in the ex-Brettell Austin Seven, but fought the car back again.

The 1½-litre racing class saw Ansell clock 47.86 sec., f.t.d., on his first ascent and 54.95 sec. in the rain. Hampshire, after warming the Maserati Six up at a steady engine speed, was 2nd fastest, with 50.07 sec.—he didn't run again. He wasn't absolutely polished but held his skids well. Roy Parnell was 3rd, in 51.56 sec., also taking only one run in the "built-from-Bira-bits" i.f.s. Delage. Wilkes never reached the finish with the Wilkes-Special, appearing for the first time since pre-war days, and Parnell took 4th place with his blown 1½-litre Riley. Noel Carr's Alta left a scent of methanol. Davenport gave us a real thrill with the resurrected "Spider." He sorted brake from gear-lever in a flurry at the "S's," crackled off again, and then shot straight through the hedge at the semi-circle, only to motor calmly down the steep field back to the paddock! He was able to run again, and did a rousing 58.37 sec. The Brooke-Special also struck the hedge.

In the 1½-2-litre racing class Carr, on Booth's Alta, came up cautiously, but won from Baird's Type 35C Bugatti. Flather, screens removed, tried his 328 B.M.W. as a racer. This left only the big racing-car class, and here Bear's twin-rear-tyred Type 51 Bugatti was magnificent, clocking 49.26 sec. on its only ascent. Monkhouse, who had turned round in practice at the semi-circle, was runner-up, his best run being to the tune of 49.89 sec. He, too, used twin rear wheels, which he dislikes. Of the other Type 51s, Fry clocked 52.9 sec., Whincop, all elbows and white overalls, 53.0 sec., and newcomer Stubberfield, missing a gear-change, 56.34 sec. In the wet these drivers were slower, as follows: Monkhouse by 6.93 sec., Fry by 5.71 sec., Whincop by 8.29 sec., and Stubberfield by 4.74 sec. Johnson was excellent, and 3rd, in the Darracq, Yates was careful with the big Maserati, Lloyd-Jones had an anxious moment going wide at the "S's" in the Morris-Hudson Triangle, and Northway turned round entering the "S's" on his first run in the Mercury-Special "Spook." The Handicap class was won by Leonard Potter's Allard, from Harrison's Riley and Baird's Bugatti.

As we have said, the rain spoilt the second half; only Heal (Fiat), Maltby (Riley), Rivers-Fletcher (H.R.G.), Peter Clark (H.R.G.), Newton (H.R.G.), Adams (Bugatti), and Richards (Riley) improved on their first-run times, and then the road was still dry. Many were the slides and corrections, but only Wharton hit a bank and that momentarily at the "S's." So it finished. In the muddy paddock Woodall's Frazer-Nash's trailer was hitched to a 4½-litre Bentley saloon, Whincop fixed cloth wings to his Bugatti and towed it away behind his Hillman Minx-engined Wolseley "Hornet," and the "Spider," two spare wheels lashed to it, its engine sheeted up and wooden wings fixed, went off on tow behind Davenport's Rover saloon. Incidentally, it had 5.00 in. by 16 in. rear tyres and 3.75 in. by 26 in. tyres on the front. Johnson drove away in his Darracq, with Tommy Doman following in his B.M.W. Another Prescott was over.

We now eagerly await the International Meeting on September 22nd—and hope for fine weather.

Results

VETERAN CARS (on time):
1st. P. Clark (Mercédes) ... ... 56.6 sec.
2nd. A. Heal (Fiat) ... ... 57.25 „

SPORTS CARS UP TO 1½ LITRES, U/S.:
1st. G. Claridge (Frazer-Nash) ... *53.45 „
2nd. E. Newton (H.R.G.) ... ... 53.75 „
3rd. Mrs. Gerard (Riley) ... ... 55.40 „

SPORTS CARS UP TO 1½ LITRES, S.:
1st. R. Hodgson (M.G.) ... ... 57.10 „
2nd. G. Mansell (M.G.) ... ... 57.55 „
3rd. F. Kennington (M.G.) ... ... 60.42 „

SPORTS CARS, 1,501-3,000 C.C., U/S.:
1st. L. Johnson (B.M.W.) ... ... 54.52 „
2nd. G. Crossley (B.M.W.) ... ... 55.67 „
3rd. D. Flather (B.M.W.) ... ... 56.65 „

SPORTS CARS, 1,501-3,000 C.C., S.:
1st. J. James (Alfa-Romeo) ... ... 51.60 „
2nd. R. Oliver (Bugatti) ... ... 55.05 „
3rd. S. Gilbey (Alfa-Romeo) ... ... 55.76 „

SPORTS CARS, OVER 3,000 C.C., U/S.:
1st. L. Parker (Allard) ... ... 54.30 „
2nd. K. Hutchison (Allard) ... ... 54.41 „
3rd. L. Potter (Allard) ... ... 54.59 „

SPORTS CARS, OVER 3,000 C.C., S.:
1st. K. Bear (Bugatti) ... ... *52.30 „

RACING CARS UP TO 500 C.C.:
1st. C. Strang (Strang 500) ... ... 53.70 sec.
2nd. H. Lones (Tiger Cat) ... ... 55.92 „
3rd. J. Cooper (Cooper-Special) ... 60.42 „

RACING CARS, 501-750 C.C.:
1st. J. Dowson (Lightweight) ... *50.60 „
2nd. A. Issigonis (Lightweight) ... 52.30 „
3rd. F. Wharton (Wharton-Special)... 53.87 „

RACING CARS, 751-1,500 C.C.:
1st. R. Ansell (E.R.A.) ... ... 47.86 „
2nd. D. Hampshire (Maserati) ... 50.07 „
3rd. A. R. Parnell (Delage) ... ... 51.56 „

RACING CARS, 1,501-2,000 C.C.:
1st. N. Carr (Alta) ... ... 50.15 „
2nd. G. Baird (Bugatti) ... ... 52.44 „

RACING CARS OVER 2,000 C.C.:
1st. K. Bear (Bugatti) ... ... 49.26 „
2nd. P. Monkhouse (Bugatti) ... 49.89 „
3rd. L. Johnson (Darracq) ... ... 51.68 „

HANDICAP CLASS:
1st. L. Potter (Allard).
2nd. G. Baird (Bugatti).
3rd. Mrs. Gerard (Riley)

* *Beats old class record.*

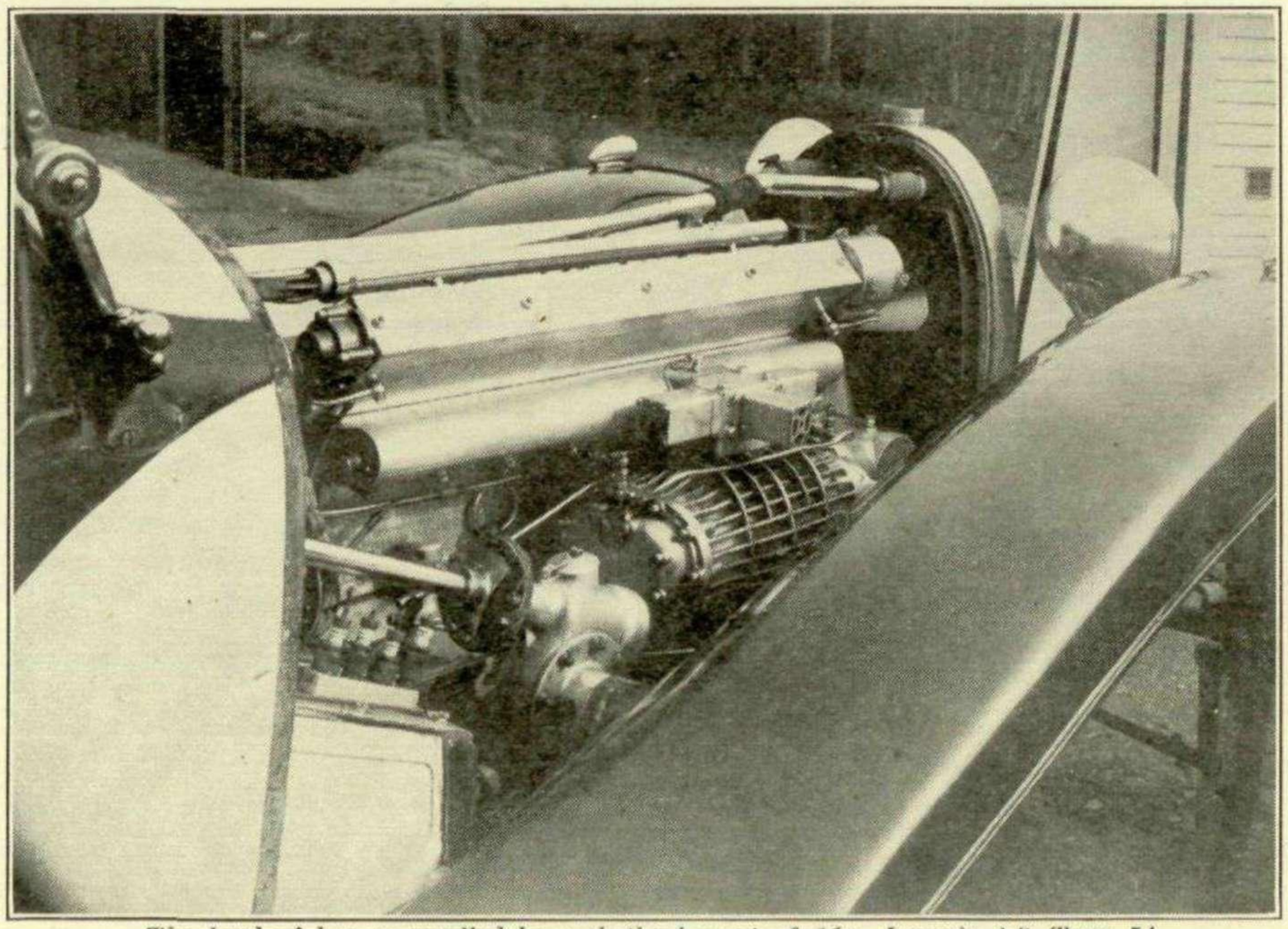
PLACINGS ON TIME:

1. Ansell (1,488 E.R.A., s.) ... ... 47.86sec. (*F.T.D. Prize.*)
2. Bear (2,296 Bugatti, s.) ... ... 49.26 „ (*2nd F.T.D. Prize.*)
3. Monkhouse (2,271 Bugatti, s.) ... 49.89 „
4. Hampshire (1,488 Maserati, s.) ... 50.07 „
5. Carr (2,000 Alta, s.) ... ... 50.15 „
6. Dowson (747 Lightweight, s.) ... 50.60 „
7. Parnell (1,496 Delage, s.) ... ... 51.56 „
8. James (2,336 sports Alfa-Romeo, s.) 51.60 „ (*Fastest Sports-Car Prize.*)
9. Johnson (3,996 Darracq) ... ... 51.68 „ (*Fastest Unsupercharged Prize.*)
10. Parnell (1,490 Riley, s.) ... ... 51.95 „
11. Woodall (1,496 Frazer-Nash, s.) ... 52.10 „
12. Yates (2,973 Maserati, s.) ... ... 52.22 „
13. Bear (4,900 sports Bugatti, s.) ... / Issigonis (747 sports Light-wt. s.) ... } 52.30 „
15. Harrison (1,986 Riley) ... ... 52.31 „ (*Excluded on technical grounds.*)
16. Baird (1,955 Bugatti, s.) ... ... 52.44 „
17. Lloyd-Jones (4,010 Triangle) ... 52.51 „
18. Carr (1,500 Alta, s.) ... ... 52.78 „
19. Fry (2,296 Bugatti, s.) ... ... 52.90 „
20. Whincop (2,270 Bugatti, s.) ... 53.00 „
21. Claridge (1,496 sports Frazer-Nash) 53.45 „
22. Strang (499 Strang 500) ... ... 53.70 „
23. Newton (1,496 sports H.R.G.) ... 53.74 „
24. Wharton (746 Wharton-Special, s.) 53.87 „
25. Parker (4,438 sports Allard) ... 54.30 „
26. Hutchison (3,622 sports Allard) ... 54.41 „
27. Johnson (1,971 sports B.M.W.) ... 54.52 „
28. Potter (4,000 sports Allard) ... 54.59 „
29. Oliver (2,261 sports Bugatti, s.) ... 55.05 „
30. Monro (4,467 sports Invicta) ... / Whittet (3,557 sports Delahaye) ... } 55.10 „
32. Mann (3,486 sports S.S.) ... ... 55.17 „
33. Mrs. Gerard (1,496 sports Riley) ... 55.40 „ *Fastest Lady-Driver Prize.*)
34. Flather (1,971 B.M.W.) ... ... 55.51 „
35. Crossley (1,971 sports B.M.W.) ... 55.67 „
36. Clayton-Wright (1,496 Alta, s.) ... 55.70 „
37. Gilbey (2,300 sports Alfa-Romeo, s.) 55.76 „
38. Lones (496 Tiger Cat) ... ... 55.92 „
39. Northway (3,920 Mercury-Special)... 56.15 „
40. Stubberfield (2,270 Bugatti, s.) ... 56.34 „
41. Clark (1914 Mercédes) ... ... 56.60 „
42. Delingpole (1,497 sports H.R.G.) ... 56.90 „
43. Hodgson (847 sports M.G., s.) ... 57.10 „
44. Heal (1910 Fiat) ... ... 57.25 „
45. Bowles (747 Austin, s.) ... ... 57.45 „
46. Mansell (1,292 sports M.G., s.) ... 57.55 „
47. Clark (1,496 sports H.R.G.) ... 57.60 „
48. Moore (1,971 sports B.M.W.) ... 57.72 „
49. Clark (2,261 sports Bugatti, s.) ... 57.91 „
50. Dryden (3,485 sports S.S.) ... ... 58.26 „
51. Davenport (1,496 Spider) ... ... 58.37 „
52. Bradnack (3,485 sports S.S.) ... 58.40 „
53. Marshall (7,300 Leyland-Thomas)... 58.63 „
54. Parker (1,087 sports Riley)... ... 58.97 „
55. Price (3,922 sports Price-Special) ... 59.10 „
56. Symonds (747 Austin, s.) ... ... 59.28 „
57. Willis (1,490 sports B.M.W.) ... 60.27 „
58. Rivers-Fletcher(1,074 sports H.R.G.) 60.41 „
59. Kennington (1,087 sports M.G., s.) / Cooper (498 Cooper-Special) ... } 60.42 „
61. Matthews (2,662 sports S.S.) ... 61.02 „
62. Sir D. Gamble (4,429 Invicta) ... 61.15 „
63. Dezsoe (2,300 sports Alfa-Romeo, s.) 61.35 „
64. Mackie (2,300 sports Talbot) ... 61.36 „
65. Andrews (1,496 sports Aston-Martin, s.) ... ... 61.38 „
66. Pitt (1,086 M.G.) ... ... 61.84 „
67. Christie (747 Austin, s.) ... ... 62.06 „
68. Marechal (6,597 sports Bentley) ... 62.37 „
69. Brandon (498 Cooper-Special) ... 62.80 „
70. Maltby (1,089 sports Riley) ... 63.84 „
71. Slater (1,089 sports Riley) ... 65.20 „
72. Richards (1,089 sports Riley) ... 65.34 „
73. Davison (747 Austin) ... ... 65.60 „
74. Adams (1,496 sports Bugatti) ... 68.48 „
75. Chambers (1908 Hutton) ... ... 74.50 „

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Reports of Recent Events

GRAND PRIX DES NATIONS—GENEVA

HEAT I (*run in the rain*). 32 laps of 1.85 miles each. 58.9 miles.

1. Wimille (Alfa-Romeo), 59 min., 45.5 sec., 59.15 m.p.h.
2. Varzi (Alfa-Romeo), 1 hr. 0 min. 34.1 sec.
3. Villoresi (Maserati), 1 hr. 0 min. 37.4 sec.
4. Parnell (Maserati), one lap behind.
5. B. Bira (E.R.A.), two laps behind, 1 hr. 0 min. 21.2 sec.
6. Sommer (Maserati), two laps behind, 1 hr. 0 min. 39.3 sec.

Fastest lap. Wimille, 1 min. 47.2 sec. (61.65 m.p.h.).

HEAT II (*dry course*). 32 laps, 58.9 miles.

1. Farina (Alfa-Romeo), 56 min. 17.2 sec., 62.8 m.p.h.
2. Trossi (Alfa-Romeo), 56 min. 50.4 sec.
3. Nuvolari (Maserati), 57 min. 28.9 sec.
4. De Graffenried (Maserati), one lap behind, 57 min. 20.8 sec.
5. R. Mays (E.R.A.), one lap behind, 57 min. 25.2 sec.
6. Abecassis (Alta), one lap behind, 57 min. 26 sec.
7. Connell (E.R.A.), two laps behind, 57 min. 0.5 sec.
8. Hampshire (Delage), two laps behind, 57 min. 2.9 sec.
9. Gerard (E.R.A.), four laps behind.
10. Schell (Maserati), five laps behind.

Fastest lap. Farina (Alfa-Romeo), 1 min. 42.3 sec. (64.79 m.p.h.).

FINAL. Distance 44 laps. 86.04 miles. One lap equals 1.85 miles.

1. Farina (Alfa-Romeo, 2-stage blower, 8-cylinder), 1 hr. 15 min. 49.9 sec., 64.10 m.p.h.
2. Trossi (Alfa-Romeo, single-stage blower), 1 hr. 17 min. 0.9 sec.
3. Wimille (Alfa-Romeo), one lap behind.
4. Nuvolari (Maserati), two laps behind, 1 hr. 15 min. 52.3 sec.
5. De Graffenried (Maserati), two laps behind, 1 hr. 17 min. 4.8 sec.
6. B. Bira (E.R.A.), two laps behind, 1 hr. 17 min. 14 sec.
7. Varzi (Alfa-Romeo, 2-stage blower), six laps behind.

Fastest lap. Wimille's 10th, 1 min. 36.4 sec., 68.76 m.p.h.

See also "Form on the Continent," in this issue.

AN ALLARD FASTEST AT NAISH

At the July 20th closed hill-climb at Naish House, Len Parker's V12 Allard made f.t.d., in 49.4 sec. Class results :—

SPORTS 850 C.C., U/S.
1st. T. C. G. Butler (847-c.c. M.G.) ... 58.0 sec.
2nd. W. V. Kethro (847-c.c. K.K. Special) ... ... 65.0 ,,

SPORTS 1,100 C.C., S., 2,000 C.C., U/S.
1st. R. Way (1,971-c.c. B.M.W.) ... 52.4 ,,
2nd. A. W. Morrish (939-c.c. M.G., s.) 54.0 ,,

SPORTS, 2,000 C.C., S, UNLIMITED, U.S.
1st. L. Parker (4,400-c.c. Allard) ... 49.7 sec.
2nd. D. W. Price (3,922-c.c. Price-Special) ... ... 51.65 ,,

RACING, 1,100 C.C., S., 2,000 C.C., U/S.
1st. B. K. Mardon (1,075-c.c. Loki)... 53.6 ,,
2nd. R. D. Hodgson (847-c.c. M.G., s.) 54.75 ,,

RACING, UNLIMITED.
1st. L. Parker (4,400-c.c. Allard) ... 49.4 ,,
2nd. K. Hutchison (3,622-c.c. Allard) 50.35 ,,

JERSEY HANDICAP

A 15-mile handicap on Jersey sands followed the Jersey motor-cycle G.P. A broken oil pipe eliminated a V8-"Special" as it was about to win, leaving Le Marquand's 1934 Sunbeam Twenty the victor. Second place went to Harrison's Triumph "Gloria"-engined "Special."

ALPINE RALLY

Only 13 cars out of 37 starters completed this year's French Alpine Rally. We offer heartiest congratulations to Miss Betty Haig, whose A.C. won the 2-litre class and the Ladies' Cup. Other class winners : Huguet (Hotchkiss), Blein (Hotchkiss), Manzon (Fiat) and Angelvin (Fiat).

SHEFFIELD AND HALLAMSHIRE M.C. SPORTING TRIAL

Taking place in July, this embraced five hills, a water-splash, and a driving test. Winner was Flather (B.M.W.). Scales (M.G.) was runner-up, and the closed-car class went to James (Wolseley).

NANTES G.P.

This was an unfortunate meeting, because the circuit proved dangerous. Mazaud's Maserati spun round, then rolled over and over, flinging out its driver in the path of Chaboud's Delahaye. Mazaud died from his injuries, and Chaboud lost his Delahaye, which he ditched to avoid Mazaud. Wimille's Alfa-Romeo led easily until the chassis broke. Thereafter "Raph" on a 1½-litre Maserati won easily, in 1 hr. 47 min. 28.4 sec., an average of 64.3 m.p.h. Levegh's 4-litre Darracq was 2nd, Rozier's Darracq 3rd, Grignard's Delahaye 4th, Pozzi's Delahaye 5th, and Féraud's Delahaye 6th. Of the small cars, de Cortanze's Peugeot won one heat, at 60 m.p.h., Gordini's Simca the other, at 62.6 m.p.h. Gordini then won the final easily from Martin's B.M.W., taking 56 min. 4.3 sec., equal to an average of 63.5 m.p.h. de Cortanze hit a telegraph pole while in 2nd place, and was placed 3rd, although not finishing ; 4th, Mestivier (Amilcar) ; 5th, de Saugé (Fiat) ; 6th, Louveau (B.M.W.). This report was written *after* "Form on the Continent" went to press.

VAL DES TERRES HILL-CLIMB

The Guernsey Club's speed hill-climb was attended by the Governor, H.E. Major-General Sir Philip Neame, V.C., K.B.E., C.B., D.S.O. F.t.d. was made by Bainbridge (E.R.A.) in 50.6 sec. Yates, in his 3-litre Maserati, now with Wilson box, was second fastest, in 54.2 sec., third fastest being Le Gallais's 1927 Wolseley-engined T. M.G., in 54.4 sec. Len Parker's V12 Allard made fastest sports-car time, but was actually slower than Lones's "Tiger Cat" in the 500-c.c. racing class, 56.6 sec. against 55.4 sec.

HARTLEPOOLS AND D.M.C. SPEED TRIAL

Held on the promenade at Hartlepool, in the old-time tradition, this event suffered from bad weather and rather sparse entries. The course involved one bend, but Charles Mortimer managed to make f.t.d. with his 1½-litre Alta, clocking 17.6 sec. on his first run, and 17.4 on his second attempt. An N-type T.T. M.G. Magnette, an open S.S. "100," and an R-type M.G. shared by Tyrer and Melly, comprised the class winners. Results :—

12-H.P. SPORTS CARS :
I. B. Page (1,287-c.c. M.G.), 20.4 sec. ; J. Snowden (1,292-c.c. M.G.), 22 sec.

UNLIMITED SPORTS CARS :
K. Thorne (Jaguar), 18.4 sec. ; J. Spence (Jaguar), 18.6 sec.

UP TO 1,100-C.C. UNBLOWN RACING CARS :
G. Tyrer (747-c.c. M.G.), 21.2 sec. ; H. L. G. Melly, (747-c.c. M.G.), 22.2 sec.

UP TO 1,500-C.C. UNBLOWN RACING CARS :
G. Tyrer (1,250-c.c. M.G.), 19.2 sec. ; R. K. N. Clarkson (1,089-c.c. Alexander-Special), 19.4 sec.

UNLIMITED RACING CARS :
C. Mortimer (1,500-c.c. Alta, s.), 17.4 sec. ; C. D. Buckley (3,622-c.c. Alexander-Special), 17.8 sec. ; R. K. N. Clarkson (3,622-c.c. Alexander-Special), 18 sec.

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on to turn into Sturt Farm, where so many Prescott parties had gathered—Robin Jackson, Eason Gibson and family out of a very rapid Standard Eight, and others—that service was very much overwhelmed. It was becoming dark ere we left, and torrential rain—something to do with sun-spots, they say—was to be our lot. But the fortunates in the front seat kept as dry as if they were in a saloon, the Bugatti so fast that the driving rain was projected well over and round the screen. It was a grand run all right, of a really rapid order, the big engine smooth, silent, so very willing.

Next, a sunny, sleepy afternoon mid-week, found us off in search, unsuccessfully as it happened, of an elusive veteran. Using the basic-burning Austin Seven, we took back lanes from Fleet to Basingstoke, as is our wont, to avoid A30. In that town, barely had we begun to enter it than we went right, then left, over the tricky, badly-signposted cross-roads, and away up the hill on the Newbury road. Immediately it seemed the downs opened out around us. At Kingsclere, we turned down the lanes, well-surfaced, flanked by gracious country houses standing in orderly grounds, and seemingly quite devoid of traffic. The latest Handley-Page transport flew noisily overhead but, even so, we did not find it difficult to believe that time had, for years, stood still (actually, we did *not* meet any Cardens and Cluleys, and we *were* in a 1934 Austin Seven, but this was merely incidental, we are sure). We fell to reflecting what a lot of motoring must still remain to be chronicled, considering how the motor car must have been adopted cautiously in these parts, and then used more and more as a matter of fact, by folk living far from railway stations and shops. How they must have discussed the respective merits of their various cars and praised or criticised their chauffeurs. Perhaps some day someone will recall all these happenings. Now the garages hereabouts disgorge V8s and suchlike, and no comment is aroused, but, on that hot, dreamy afternoon, had we encountered E. K. H. Karslake on his "Flying Fifteen" Darracq, we should not have been unduly surprised. These reflections developed into a strong desire to be able to describe the pleasures of motoring in out-of-the-way parts of this pleasant land. It isn't easy. Re-reading old issues of the weekly motoring press, nowhere have we found the ideal touring article. Some authors are too "guide book," others cover too great a distance to note the details that matter so much, none seem quite to catch the atmosphere of motoring for motoring's sake. We enjoyed our lazy afternoon in Berkshire's back-ways, on the borders of Hampshire, even if the veteran remained elusive. Let us leave it at that.

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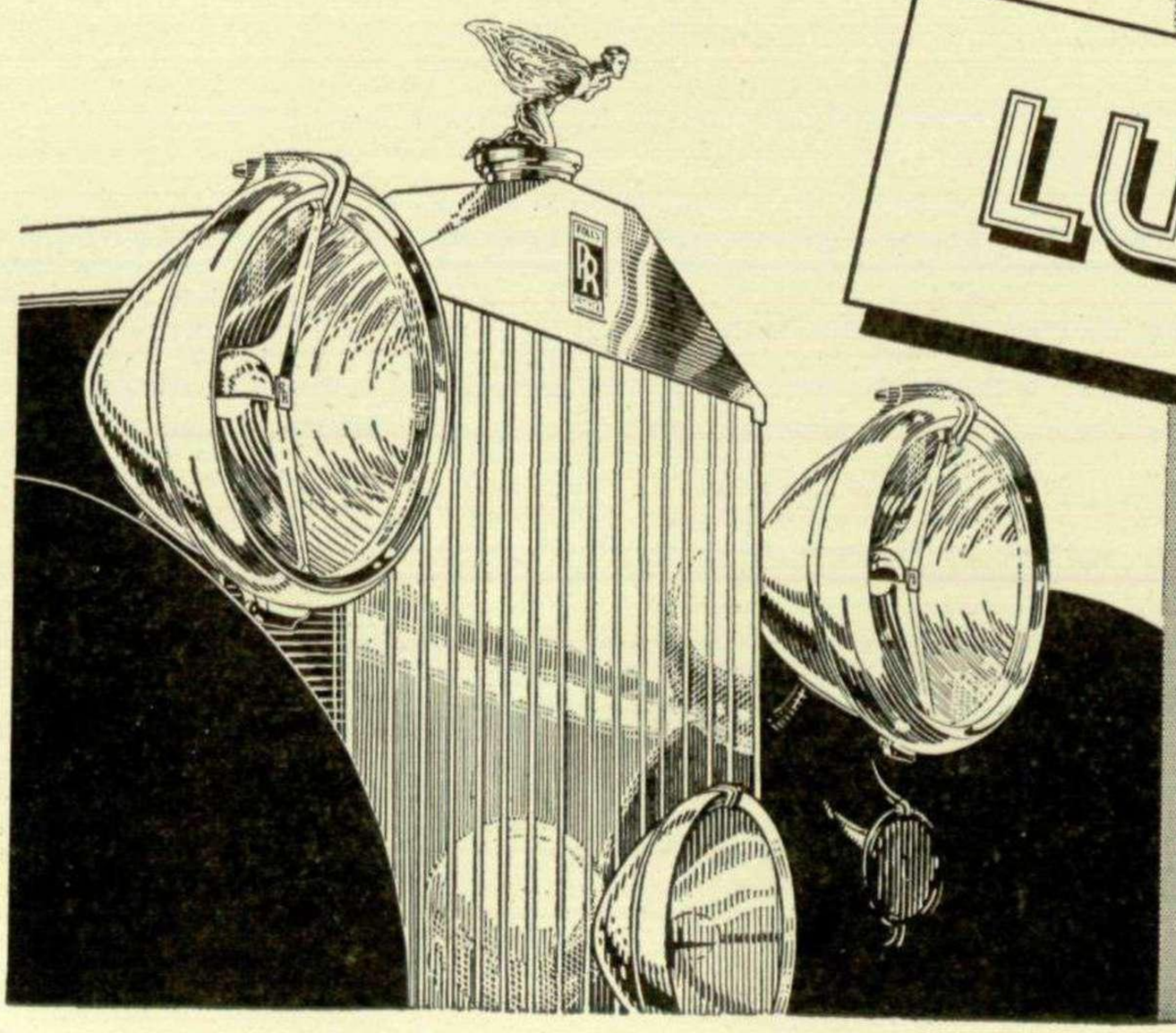
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THE ULSTER RACES

"Bira" victorious again. Splendid showing of Reg. Parnell's 16-Valve Maserati. Hillis (Talbot "90") wins Handicap Race.

RACING again in Ireland—good news and good racing. The Ulster A.C. staged handicap and 1½-litre scratch races over the Ballyclare circuit and, rightly, immense crowds went to watch. The R.A.C. insisted, wisely, on two heats and a final for the handicap, and these races were exciting tussles between those excellent Irish entries, many of them "specials" which set an example to "special"-builders everywhere. Heat 1 was a grand battle between Montgomery's "Le Mans Replica" Singer Nine and a single-seater Ford Eight, driven by Smyth. The Ford could better its opponent in accelerating away from Ballyrobert but was inferior in sheer speed. In the end, Harrison's ex-Dixon Riley got through to win, from Smyth and Montgomery, the 1½-litre Riley also doing fastest lap, at a rousing 72.03 m.p.h., its exhaust note superb. Parnell's famous Delage fell out with fuel bothers, Weir's M.G. had ignition trouble. Heat 2 became another duel, between Graham's K3 M.G. and Woodall's "Shelsley" Frazer-Nash. Much fun-and-games at Ballyrobert corner resulted in the M.G. sliding once too often, so Woodall went ahead. However, Craig's KN M.G., Hillis's Talbot "90," a fine car bodied to resemble a G.P. Sunbeam, and Leslie Johnson's "328" B.M.W. came through in the end, to finish in that order, Craig averaging 58.8 m.p.h. Woodall set fastest lap so far, at 72.38 m.p.h. Bear's 3-litre Bugatti lit-up, Dunham's Alvis only lasted four of the six laps.

The final saw Woodall's Frazer-Nash pack up altogether, and two Rileys retire with serious complaints. Hillis, driving well, got the Talbot in first, at 65.57 m.p.h., from Montgomery's Singer and Smyth's Ford. Harrison pushed fastest lap up to 74.56 m.p.h. Incidentally, Ashmore's Riley started with five domed-top and one flat-top piston, following emergency repairs before the race.

So to the 12-lap 1½-litre scratch race. The entries were: "Bira's" Zoller-blown "Hanuman" E.R.A., Gerard's E.R.A., Leslie Johnson's normal-suspension Delage, Parnell's 16-valve ex-Wakefield Maserati, Hampshire's six-cylinder Maserati and Cowell's ex-Aitken E.R.A., now with "crash" gearbox.

The last-named car, tested on an airfield in England, proved to have clutch-slip, and was only just ready in time, being towed to Liverpool behind its owners' Jeep. In practice the rear main bearing flooded the clutch with oil and it had to be hastily relined, for which purpose Gerard sportingly lent Riley linings. Apart from a few flips in Belfast streets, Cowell had not driven the car fast prior to the start. Parnell was also in trouble, as the Maserati lost an oil-plug from one of its crankpins in practice and ran a big-end in consequence. A new rod was fitted the night before the race, but Reg. only got in two practice laps, doing his other two in one of his Delage cars. The line-up was in pairs, based on practice times, "Bira" having been fastest, followed by Gerard, Johnson and Parnell. As the flag dropped Gerard used the acceleration of his Jamieson-blown E.R.A. to the full, drawing away from "Bira." He led for a lap, and Parnell followed the two E.R.A.s. Hampshire, Johnson, held back by an oiled plug, and Cowell brought up the rear. In spite of his handicap Johnson picked up a place on Hampshire and on lap 3 "Bira" swept past Gerard into the lead. Eleven seconds separated Gerard's E.R.A. and the Maserati at the end of lap 3. On lap 4 Cowell decided to give Watson, his spare driver, a ride. By lap 5 Parnell was obviously settling down, although rumour has it his oil-pressure vanished from lap 4 onwards. At all events, he closed on Gerard and then passed him at Ballyrobert. At the end of lap 7 Reg. was but 8½ seconds behind "Bira." Prince Chula indicated the position from his perfectly-conducted pit and the Siamese now began to leave his braking noticeably later. Nevertheless, at ¾-distance Parnell was only 7.8 seconds behind and, at the close of lap 10, there was but 3.9 seconds between them. Then, on lap 11, the Maserati closed right up on the leading E.R.A. Downhill they went to Palatine and slowly, surely, Parnell drew just ahead of "Bira," but alongside him. He gave the E.R.A. the corner, and the following twisty sections kept the Maserati behind. But after Ballyclare, on the last lap, Parnell did all he knew. He tried the off side, he went over to the near side, but just couldn't find room. His attempts were supported by Marshall's blue flags, waved at "Bira," they say, twelve times in all. The Maserati nearly made it at a corner, but slid badly, allowing the E.R.A. to slip away. They crossed the line with "Bira" 3 seconds ahead, winner at 78.47 m.p.h. Gerard was 3rd, Hampshire 4th, Cowell 5th, Johnson having retired on lap 8.

Parnell did fastest lap, at 80.17 m.p.h., and he gains a great moral victory. His behaviour during the duel with "Bira" ranks him not only as a great driver, but as a sportsman and a sane rival. In motor-racing, given equally skilful drivers, a faster car fails to pass a slower only because (*a*) the course is unsuited to motor-racing, (*b*) the driver of the slower car does not know a rival wishes to pass, or (*c*) because the slower car cannot or will not give way.

At the prize-giving, Mrs. Haughton presented the awards, and the Governor, His Excellency the Earl Granville, attended. Looking at his trophy for fastest lap, and comparing it with his more imposing trophy for 2nd place, Parnell said: "The fastest lap prize may be the smaller, but it means far more to me." You should have heard the applause then . . . ! Prince Chula, conveying the greetings of the R.A.C. of Siam, described the race as a "wonderful show" and said he had "never yet found anything to equal the organisation"—even to those blue flags? Every credit must go to Charles Neill, hon. secretary of the Ulster A.C., for splendidly-run racing.

Results

SCRATCH RACE:

1. The Ulster Trophy relica and £100—Prince Chula of Siam, entrant of the E.R.A. car driven by Prince Birabongse.
2. Trophy and £60—R. Parnell, Derby (Maserati).
3. Trophy and £30—F. R. Gerard, Leicester (E.R.A.).
4. Trophy and £15—D. A. Hampshire, Derby (Maserati).

Fastest Lap Trophy—R. Parnell, Derby.

HANDICAP RACE:

1. Trophy presented by Champion Sparking Plug Company, replica and £50—N. Hillis, Belfast (Talbot).
2. Trophy and £30—W. M. D. Montgomery, Ballymena (Singer).
3. Trophy and £20—F. D. Smyth, Lisburn (Ford).
4. Trophy and £10—R. A. Craig, Jordanstown (M.G. Magnette).

Trophy for car covering the allotted distance at the highest average speed.—L. Johnson, London (B.M.W.).

Trophy for car covering a single lap of the course at highest average speed—T. C. Harrison, Sheffield (Riley).

FORM ON THE CONTINENT—

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the 1,100-c.c. class at Brussels, 3rd again at St. Cloud. Bonnet, with his D.B., netted another 2nd at St. Cloud, where he was only 8.6 sec. behind Scaron. Bertini has shone with some brilliance—1st in the 1,100-c.c. class at San Remo sports car race, driving for the Scuderia Stranguellini, in a Fiat, and again class winner in a Fiat at Brussels. At Brussels, of course, St. John Horsfall (2-litre Aston-Martin) and Leslie Johnson (328 B.M.W.) really unfurled the flag, finishing 1st and 2nd in the 2-litre Seaman Cup race, Johnson taking the Winston Churchill Cup for the fastest lap.

There really isn't much else to enthuse over. Leoni's 500 Fiat of the Scuderia Stranguellini won its class at San Remo, Minetti (Lancia Aprilia) taking the 1½-litre class, de Cortanze got himself a 3rd place at St. Cloud in a car called a Darl 'Mat Peugeot, and Waeffler's B.M.W. was 2nd at Dijon, and 3rd, behind Leslie Johnson, at Brussels. Finally, in a sports car race at Modena, which really let in big cars, Cortese did fastest lap and won the final on handicap, in a Lancia Astura, Ermini's Alfa-Romeo being 2nd, and to come back to the small stuff, Bertini's 1,100-c.c. Fiat 3rd.

With Liège (sports cars) and the Circuit of Turin on September 1st, the Paris G.P. on September 8th, Circuit of Milan on September 29th, Rio de Janeiro G.P. on October 6th, San Paolo G.P. on October 20th, and Pena Rhin on October 27th, to complete the International Calendar for 1946, further changes will doubtless happen before the final assessment can be made.

FORM ON THE CONTINENT

RACING is almost back to pre-war intensity on the Continent, so let us look around a bit and attempt to depict the form. It all began at Paris last year, of course, when Jean-Pierre Wimille's 4.7-litre Bugatti won the Coupe des Prisonnieres from Raymond Sommer's unblown Talbot-Darracq and Chaboud's 3½-litre Delahaye, Wimille also doing quickest lap. What has happened since then? Well, in the races of Grand Prix calibre, Sommer, Chaboud, Grignard, Ruggeri, Louveau, and Wimille seem to have done most of the racing, and Raymond is right out in front. At Nice, driving a Type 308 3-litre Alfa-Romeo, he finished 2nd to Villoresi, and made fastest lap. Then, himself changing to a 16-valve Maserati, he won at Marseilles, again making quickest circuit, and won again at Forez. Since then, however, his showing has deteriorated, for at Boulogne his Maserati could not better 7th place, in the Belgian Sports Car race his Darracq was 3rd, at Perpignon he broke a piston, had blower trouble at Albi, and could not get higher than 8th at Geneva. Not so good, Raymond! However, he won at St. Cloud, and three wins and a second place set him way out ahead up to now.

Wimille ranks next in merit, for he drove his 3-litre Alfa-Romeo to victory at Boulogne, doing best lap at 74½ m.p.h., also winning and fastest-lapping at Dijon with one of these cars, and winning yet again with the 3-litre at Perpignan. At St. Cloud (baby Alfa) his gearbox came asunder, but at Geneva he was right on form, being again given a place by the not-so-friendly Italians in the Alfette team. He proved faster than Farina, and it was when he was sitting behind awaiting pit signals, that the oil-patch (some say Nuvolari) got him and he ended up by finishing 3rd. But Jean-Pierre had already set fastest lap at 68.76 m.p.h. and had won the first heat at 59.15 m.p.h. If he stays in the Alfa-Romeo team he should hold his high position.

Who next? Well, Louveau has come on splendidly. He had never raced, it appears, before the Paris picnic of 1945, where he was victor of the 1½-litre race. This year he commenced by being 10th at Nice, as always using a 16-valve Maserati. At Forez he was 2nd, at Boulogne 4th, at Perpignan 2nd, and 2nd again at Albi. No mean record for a "cadet." Louis Chiron has not so good a record. All he can show so far is 6th at Nice, 2nd at Boulogne, and 2nd, making fastest lap (at over 71), at St. Cloud. But then he has raced an unblown Talbot-Darracq against the blown machinery and, even if it is a single-seater, that isn't so easy.

But Chaboud has, in fact, rather a better record than the veteran Chiron, and he, too, has used big unblowns. His pet mount has been a 3½-litre, six-cylinder Delahaye, but with a very fine streamlined body, putting its maximum up some eight m.p.h. above that of other cars of its kind, to 126 m.p.h. At Nice Chaboud was 3rd, the same at Forez, and at Boulogne 6th. Then he won the Belgian (sports car) G.P., establishing fastest lap. At St. Cloud he brought out his V12 Delahaye for a change, but when a piston came to bits he recovered his special "six" from Giraud-Cabantous and brought it home in 6th place.

Really, all the rest of the boys rank as "also-rans," just about. True, Tazio Nuvolari won at Albi in a 16-valve, 1½-litre Maserati; and before that he won his heat and made best lap therein at Marseilles, beating Sommer, only to have a valve break in the final. His Maserati fell out at Boulogne and St. Cloud. At Geneva he managed 4th place in the final and 3rd in heat 2, with a second-best Maserati. If only they would give him an Alfette!

Grignard was 4th at Nice, with a Delahaye, 3rd at Marseilles, 4th at Brussels, 7th at St. Cloud, 4th at Perpignan, and 2nd at Dijon. Less frequent but of greater import, Villoresi won at Nice in a small Maserati, and, back from 7th at Indianapolis for Maserati, did fastest lap at Albi, but piled-up at Geneva. There really is not much else of merit. The veteran Ruggeri brought a 1,500-c.c. Maserati into 5th place at Nice, was 4th, driving for the Italian Scuderia Milano, at Marseilles, 3rd at Boulogne, and 4th at St. Cloud, retiring at Albi.

Gigi Platé was 2nd to Sommer at Marseilles in a 1,500-c.c. Maserati, but has not been placed since; Gerard, of T.T. fame, seems to have run only at Dijon, where his Delahaye retired; Schell crashed a big Maserati in the straw-bales at Nice, where Etancelin retired, driving a small Maserati. De Graffenried was 5th at both Marseilles and Geneva, Levegh was 2nd of the big sports cars at Brussels, and 5th at Boulogne, driving Darracqs, while Trillaud was 5th at Brussels and 9th at St. Cloud, but at Dijon his fuel leaked away. Garland's first big race was Brussels, and he netted 6th in a Delage. Flahaut, pinning his faith to some form of 2½-litre Amilcar, was 3rd at Dijon and 10th in the Belgian affair. Perhaps the picture brightens just a little when we consider Pozzi (lovely name!), "Raph," successful before the Occupation, and Trintignant. Pozzi was 8th in a Maserati at Nice, and, changing to a Delahaye, he managed 6th at Marseilles, 11th at St. Cloud, and 4th at Dijon. "Raph" was 3rd at both Perpignan and Albi, on Maseratis. And Trintignant scored 10th at St. Cloud, 5th at Perpignan. Otherwise the rest are only just in the picture—Wormser (Maserati) 4th at Albi, Achard (Maserati) 6th at Albi, Veret 7th at Nice with an old "2.3" Alfa-Romeo, Bianchi 9th in the same race in a "2.3" Bugatti, Mazaud 3rd at St. Cloud, but non-finisher at Nice, Seylair (Delage), Lascot (Alfa-Romeo), Villeneuve (Delahaye) 7th, 8th and 9th respectively, in the Brussels sports car dice, Verkade 9th at St. Cloud with an Alfa-Romeo, and Steinbach 2nd at Chimay in a sports Alfa-Romeo, where Adant was 3rd in an unsupercharged Bugatti.

We have left out Trossi, Varzi and Farina. True—but they did not get cracking with the 1½-litre straight-eight Alfa-Romeos until Geneva. At St. Cloud Farina's clutch packed up. If they continue as they ran there, they look like finishing ahead of everyone when the 1946 total placings come to be assessed, especially if the rear-engined, flat-12 cars come up to expectations. Farina, of course, won the second heat of the G.P. des Nations at 62.8 m.p.h. from Trossi and Nuvolari, and the final at 64.1 m.p.h. from Trossi and Wimille. He also made fastest lap of heat 2, at 64.79 m.p.h. He was assisted, of course, by having a two-stage-blower Alfette, whereas Trossi had one of the less-young cars. Varzi, like Trossi, having the benefit of two-stage supercharge, was 2nd, ahead of Villoresi's special Maserati, and behind Wimille's Alfette in his heat. In the final he was 7th, held back by some sort of fuel-feed trouble.

On the foregoing showing, British drivers, handicapped before they start by playing "away," have done extremely satisfactorily. They show up, that is, by no means sadly. Brooke was victor at Chimay in the old E.R.A. and 5th at Albi. "Bira" was 6th at Chimay in the 3-litre Maserati and 6th at Geneva in his E.R.A. "Romulus." Mathieson covered 22 laps at Boulogne before his 2-seater, 3-litre Maserati packed it in, and was 5th at St. Cloud and 6th at Perpignan. Parnell's 16-valve Maserati was 7th at Albi, and in the G.P. des Nations Parnell was 4th in heat 1, with "Bira" 5th, and in heat 2 of that race Mays (E.R.A.) was 5th, Abecassis (Alta) 6th, Connell (E.R.A.) 7th, Hampshire (Delage) 8th, and Gerard (E.R.A.) 9th, ahead of Schell's Maserati. In the final, Mays lost his oil, Parnell stalled in avoiding the Villoresi crack-up, and Abecassis had a carburetter float fail.

That, gentlemen, about places the aces in the first-line races—as far as the rather sketchy reports reaching these shores allow. Now, as a further exercise, let us analyse the showing of drivers in the lesser continental races. Things will be considerably simplified, don't you agree, if we only worry ourselves about the first three placings in each race? Right! Recalling 1945, Gordini, continuing pre-strife form, won the Robert Benoist Cup race in his 1,100-c.c. Simca-Fiat at 59 m.p.h., lapping at 60½. Second was Brunot's Riley—a British *bolide*, my masters—and 3rd, Bouchard's Salmson. On the same day Louveau, as already mentioned, won the Coupe de la Liberation from Veuillet's K3 M.G. and Lescaut's Amilcar.

This season, at Nice, Scaron's Simca won the 89.8 mile Casino Cup race, which let in unblown cars up to 2½ litres. Gordini's Simca blew up, Brunot's Riley repeating its Paris form to take 2nd place, with Kneppert's unblown Bugatti 3rd. Martin's 328 B.M.W. made fastest lap before clouting a straw bale. Gordini and Scaron, on subsequent showing, are just about equal. Gordini won the small car affair at Forez, it is said in a blown, 16-valve Simca, Bonnet's Citroen-engined D.B. being 2nd. Then in the Coupe Municipal de St. Cloud Gordini overdid it in the *monoposto* Simca and retired, but at Brussels he was 2nd in his class in spite of a crash, and at Dijon, where he estimated he made 750 changes of ratio, he won. Scaron was 1st after his team mate vanished at St. Cloud, driving a streamlined 2-seater Simca, and 3rd in

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BRDC BULLETIN

MANY wild rumours have been circulating regarding the proposed combined J.C.C. and B.R.D.C. race scheduled for September 28th, including the fantastic story of Nuvolari being offered £1,000 starting money. The facts of the matter are that some time ago the committee of the B.R.D.C. and council of the J.C.C. agreed that if a suitable venue could be found, the two clubs would combine to run a joint event on the 28th of the month.

Meantime, negotiations had been proceeding with the Air Ministry as to the possibility of making available an aerodrome or aerodromes for motor-racing, and Castle Donington was suggested as likely to be suitable. (Ironically enough, this aerodrome is virtually only a stone's throw from Donington Park with its very excellent ready-made course, still, alas, occupied by the Army.)

The Castle Donington aerodrome seemed to offer great possibilities. The surface was first rate and an interesting D-shaped circuit could be formed by using two sections of runway and a portion of the 45-ft. perimeter track. However, it was found that the aerodrome could not be made available owing to legal difficulties.

Subsequently, another aerodrome was inspected and though, in many ways, not so attractive as Castle Donington, a combination of runways and perimeter track provides a 2-mile circuit with reasonably good surface. It is just possible that this aerodrome may be made available for the meeting on September 28th.

However, with such a short time available, much improvisation will be necessary and it will obviously not be possible to organise anything in the nature of a full-scale Grand Prix, though a scratch race for 1,500-c.c. cars is envisaged as the most important event of the afternoon's programme, which would also cater for sports cars and unlimited c.c. racing cars.

A definite decision one way or the other will be made very shortly.

Peter Whitehead, H. L. Brooke and Reg. Parnell are due to run in the Turin Grand Prix on September 1st. Brooke will be driving his ex-Dobson E.R.A., and Parnell, making his *debut* at the wheel of a car of this marque, will pilot the i.f.s. model which he recently bought from Lord Howe. However, attention will obviously be focused on Whitehead's "E"-type E.R.A., which ran extremely well when he tried it out on the morning prior to his departure. The race will be run over 60 laps of the wiggly 2.9-mile circuit for which the "E" type is particularly well suited, and Whitehead's performance will be followed with great interest.

Since 1932, motor-cycle grass-track meetings have been held every two weeks during the season at Brands Hatch, near Farningham, Kent (about 18 miles from London on the main Folkestone road, A.20). Brands Hatch is an estate of about 400 acres, about half of which is thickly wooded, and the one-mile grass track, roughly oval in shape, lies in a little valley, the sides of which form natural grandstands. It is now proposed to build a 45-ft. wide tarmac road on the site of the existing grass track, altering the shape slightly by replacing the sweeping curves at both ends by short straights and hairpins. This will make the circuit more suitable for motor-car events.

Adjoining the grass track is a 50-acre field cultivated by the local War Agricultural Committee. As soon as this field is de-requisitioned it is intended to extend the circuit to about 2½ miles. This full circuit will include ¾- and ½-mile straights and, all being well, should be completed in time for the 1948 season, when it is planned to stage a number of motor-car races.

Her Royal Highness Princess Elizabeth has graciously consented to act as Patron of the Motor Jubilee Ball in aid of the Motor and Cycle Trades Benevolent Fund which will be held in the Royal Albert Hall on Wednesday, October 9th, 1946, from 9.30 p.m. to 2.30 a.m. Tickets, £1 15s. single and £3 3s. double, may be obtained from the secretary, and it is hoped that as many members as possible will support the function.

LE MANS FUND

(now closed).

The following additional subscriptions have been received :—

	£	s.	d.
Iliffe & Sons, Ltd.	25	0	0
Sir Francis Samuelson, Bart.	10	0	0
S. C. H. Davis, Esq. ...	3	3	0
John A. Laing, Esq. ...	1	1	0
Richard H. Carter, Esq. ...	1	1	0
C. A. Richardson, Esq. ...	1	1	0
John van Heerde, Esq. ...	1	1	0
C. M. Rose, Esq.	1	0	0
G. Pease, Esq.	0	10	6
Peter Blair Ribley, Esq. ...	0	10	6
Total ...	£44	8	0

Amount previously acknowledged, £314 3s. Grand total £358 11s.

The following racing cars are for sale. Details from the secretary.

2.9-litre *monoposto* Alfa-Romeo.
Two 1½-litre Delage.
1½-litre E.R.A.
1½-litre 6-cylinder Maserati.
1½-litre E.R.A.-engined ex-Maclure Riley.
2-litre 8-cylinder Dolomite (s.c.).
1,100-c.c. K.3 Magnette

LETTERS FROM READERS

Sir,

In your article, "A Matter of Nomenclature," I observe that I am criticised for painting the name of my car on the bonnet. As this is the first complaint I have had in over fifteen years, I do not propose to remove it, and if you don't like it you can look the other way.

I also observe that you suggest that the engine manufacturer's name should appear as a hyphenated addition to the name of a "Special." As some manufacturers very rightly object to this practice, I would advise you not to describe cars in this way.

I am, Yours, etc.,
J. V. BOLSTER.

Wrotham, Kent.

[Now, John, you know we have never been afraid, as some papers and programmes have, to publish your name for your "special" in full. And as you display that name in decently small letters we ask you not to take our criticism to heart. But if anyone wanted you to call your car, for instance, a "Wrotham All-Chain Bolster Farm Special," you'd be on our side, wouldn't you? And it's getting a bit like that with some folks, isn't it?—ED.]

Sir, * * *

Referring to "A Matter of Nomenclature." Whilst agreeing with your remarks as a general principle, as one of the culprits I feel constrained to defend myself and other "Jaguar" drivers.

When the manufacturers changed their name from S.S. to Jaguar Cars Ltd., for fairly obvious reasons, it was at first felt that it would be better to enter "100" models built prior to the change of name simply as "S.S.," so as not to confuse models built in 1947. On second thoughts, however, the complete abolition of "S.S." seemed advisable, particularly as the general public were still referring to brand new Jaguar saloons as "S.S.," and they will probably continue to do so for some long time without discouragement from competition drivers.

The word "Jaguar," in any case, surely is no pet name and certainly links most strongly the car with the name of the maker. If it is the policy of MOTOR SPORT to refer to pre-war "100" cars as "S.S.," and to new models, when they appear, as "Jaguar," some difficulty is likely to arise when several of these cars are competing at some future date unless there is a marked difference in appearance between old and new models, and this is most unlikely.

I am, of course, open to correction, and as usual may be entirely wrong in my reasoning. Possibly the best solution would be for MOTOR SPORT to seek the wishes of Messrs. Jaguar Cars Ltd., and I am sure that all drivers of their cars would fall in line.

I am, Yours, etc.,
CYRIL MANN.

London, N.4.

[There is a lot in what Cyril Mann writes, although if a car is licensed as an S.S., why not call it that? Our main grumble concerned names applied by owners to their cars, not to makers' names.—ED.]

The 3-litre T.T. Vauxhalls

George Sanders, the Vauxhall enthusiast, tells of the history of those elusive 1922 Vauxhall racing cars.

IN these notes I am purposely not giving technical details of the above cars, as I believe their design is well known, and in view of the fact that they were fully described in a recent issue of one of the well-known weekly motoring journals, any remarks of mine would be superfluous.

Three chassis and four engines were built for the 1922 Isle of Man T.T. race, to the designs of Ricardo and King, and the completed cars, Vauxhalls 1, 2, and 3, were driven by M. C. Park, O. Payne and E. Swain, their respective mechanics being E. W. Pugh, A. G. Blackborough and O. G. Walker, in that year's race.

Due to minor troubles, which so often beset a new design, only one car completed the course, this being Vauxhall 2, driven by Payne, which finished in 3rd place to a Sunbeam and a Bentley, at an average speed of 53.7 m.p.h. (the distance to be covered being eight laps of 37¾ miles).

Now let us follow the individual history of these three cars after the conclusion of the race, commencing with Vauxhall 1 (M. C. Park).

VAUXHALL 1.—After the T.T. races, Vauxhall Motors entered this car for most of the sporting events of those days, which included speed trials, hill climbs, and track work; its first appearance being at Shelsley Walsh hill climb in July, when fastest time of the day was made in 53.8 seconds.

During the remainder of this year, and the first part of 1923, she ran in 16 events, gaining 10 1sts, 5 2nds, and a 3rd place.

The Brooklands 17th Lightning Long Handicap, in October, 1922, provided her best performance, this being won at an average speed of 108.73 m.p.h.

In 1924 the car was sold to Mr. P. Gurney, who, however, never drove her in competition, nominating J. D. Barclay to fulfil his entries. Barclay was obviously attracted to the car, as shortly afterwards she passed into his possession, and remained his property until the close of the 1925 season, though this same driver was associated with Vauxhall 3 until the end of 1928.

During this period she was again used for both track work and speed trials, gaining a total of 6 1sts, 4 2nds, and 7 3rds, her best win being the 42nd 100-m.p.h. Long Handicap at 100.25 m.p.h., this in June, 1925.

1926 saw the car pass into the hands of Dan Higgin, who raced her successfully for two years, winning 11 races, placed 2nd four times, and 3rd twice. Southport and Wallasey were its most regular hunting grounds, though perhaps her best performance in the hands of this driver was the ½-mile standing start at the Colwyn Bay speed trials, which distance was covered in 30 seconds.

Mr. Carson, her last owner, purchased the car in 1928; in his hands she gained a 3rd at Skegness, won two Long Handicaps at Brooklands at speeds of 97 and 99.9 m.p.h. respectively, and broke the International Class D record for 200 kilos. standing start, at an average speed of 155.487 k.p.h. (96.6 m.p.h.)

Shortly after this the engine "blew up" at Brooklands, the remains of which, according to Mr. Carson's letter, were used as spares for Vauxhall 3.

So far as the chassis was concerned, this had a Buick engine installed and, fitted with a Monoposto body, made, I believe, a brief appearance at a meeting held at Howards Park around the summer of 1934. Where it had been the previous few years I don't know.

Eventually she was shipped to Australia, and used for dirt track racing.

So much, then, for Vauxhall 1, her total bag being, during the seven years she was raced, some 29 1sts, 13 2nds, 11 3rds and one international class record.

VAUXHALL 2.—This was the car which, driven by Payne, finished 3rd in the 1922 race. The early history of this car seems a little hazy; she certainly was not used a great deal, and does not appear to have been raced again that year.

I believe her next appearance was during July, 1923, when she ran at the Colwyn Bay speed trials, being driven by that well-known Vauxhall driver, W. Watson, and put up the fastest time of the day, with a time of 22.8 seconds.

Not until the next year do we hear of her again. At two meetings during 1924 a 3-litre Vauxhall was handled by Raymond Mays, and I can only assume the car he drove to be this one, as the other two cars were at this time being raced by Barclay and Cook; apparently she was still the property of the works. On both occasions he made fastest time of the day. (Perhaps not unusual for this driver.)

Early in 1925 the car passed into the hands of a private owner, by name H. F. Clay, in whose hands she achieved many successes. This driver gained no fewer than 22 1st places, 4 2nds, and 2 3rd places over a period of two and a half years' racing.

All these successes were gained either at Southport, Blackpool, or Skegness; his best performances were the ½-mile standing start in 28.8 secs. (Blackpool, October 11th, 1926), reduced to 27.2 secs. the following year; the flying kilo., 23.2 secs. (Southport, September 17th, 1927), and the 1-mile standing start in 45.2 secs. (Southport, September 17th, 1927).

Raymond Mays became her next owner around the beginning of 1928, first running her at Skegness in June of that year, where he gained one 1st and one 2nd place; the following week-end she ran at Southport with similar wins, after which, during the next seven years, she was destined to become so well known as Shelsley Walsh in various guises, appearing, I think I am right in saying, nowhere else.

Shortly after Mays purchased the car, amongst other modifications the engine was supercharged, and in one sense, so far as performance times are concerned, little credit can go to the car as one of the original "3 litres."

During these years her time at Shelsley Walsh was gradually reduced, until the splendid time of 42.4 secs. was achieved in September, 1933.

A complete rebuild had taken place in 1932, after which the car became known as the Vauxhall-Villiers Supercharged Special, later reduced to the more imposing name of Villiers Supercharge.

In the latter days during which Mays was driving her, there is no doubt that a phenomenal amount of power was being obtained from the old 4-cylinder engine. I did hear it stated that this was in the region of 324 b.h.p. at 5,000 r.p.m., with a boost of 35 lb./sq. in. available, of course, for sprint work only.

Though I cannot vouch for the figures, it would be very interesting to hear from those responsible for the tuning what the actual performance figures were.

However, to get back to the main theme, in Mays' hands she gained 9 1sts and 5 2nds.

Mrs. Wisdom drove this car at Shelsley Walsh in 1934, but, no doubt due to the appalling weather conditions which prevailed at that particular meeting, achieved no success.

Mays apparently decided he had reached the limit of performance at the end of 1934, and the car, having been put up for sale, was purchased by Sidney Cummings.

Cummings, who owned her for some 18 months, must have given all spectators the thrill of every meeting at which he entered, and many will remember how this car used to behave towards the end of a run, with the final relief, after the dust had cleared, of seeing the barriers still *in situ*.

After all these years it again became quite common to observe this veteran Vauxhall once more putting up the fastest time of the day. Lewes, Wetherby, Madresfield, Poole, Southsea and Brighton all heard her ear-splitting exhaust, 9 1sts (7 f.t.d.s) and 2 2nd places were collected, for only one incident. The Lewes course was eventually covered in 18.13 secs., and the Brighton ½-mile completed in 22.89 secs., or an average speed of 78.6 m.p.h.

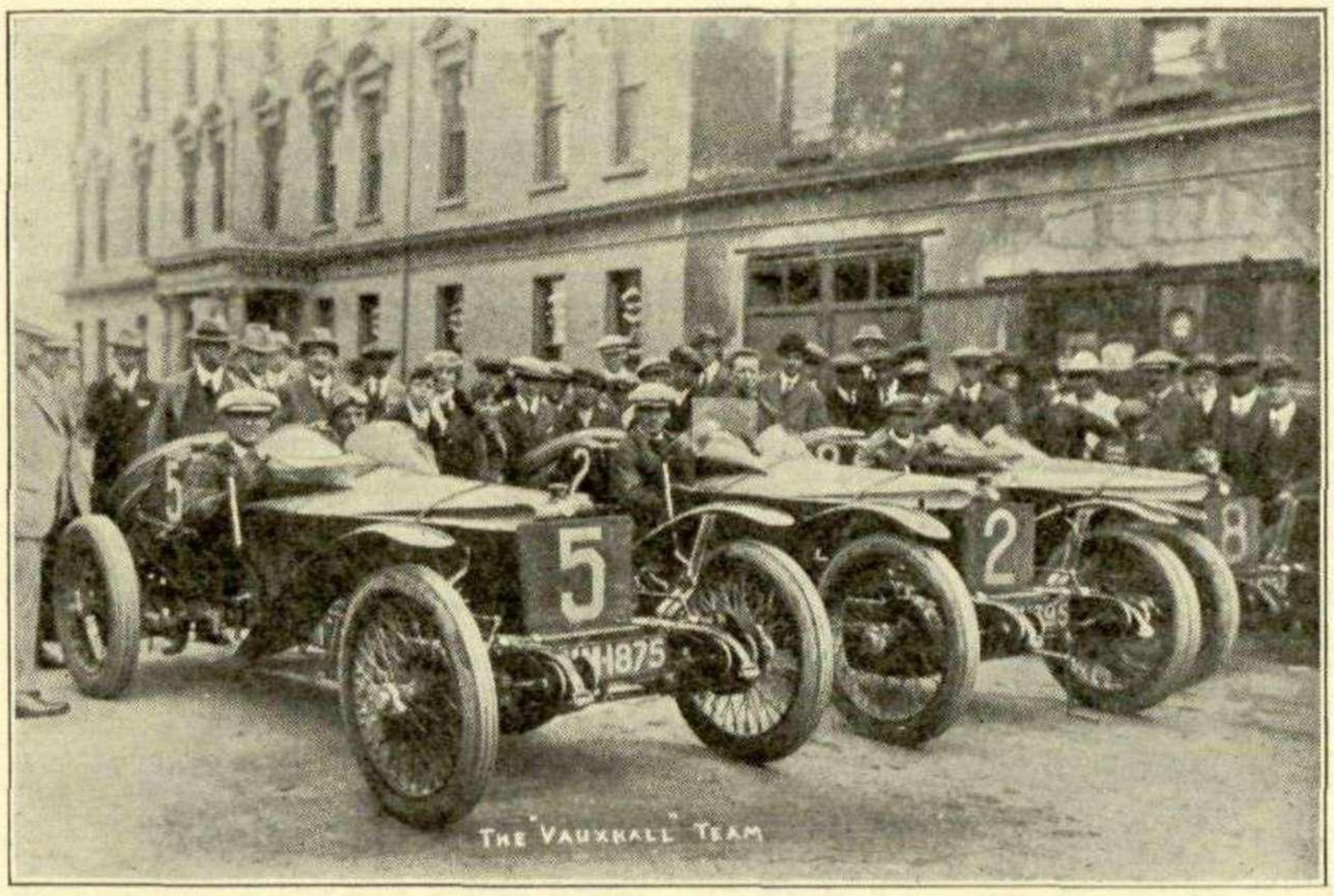
In 1937 the car came into the hands of R. L. Hanson, who only once competed in an event, this being at Wetherby, when a time of 32.7 secs. was returned.

Shortly after this the car was dismantled, and the engine installed in the chassis of the ex-Kaye Don 4.9 Bugatti. In this form she was driven by various drivers, including Peter Walker and Anthony Brooke. Her last owner appears to be Malcolm Ferguson.

Again the engine was removed, and is now the property of Anthony Brooke (*vide* MOTOR SPORT, February, 1942). It seems a great shame that such an historical car should have been scrapped, and that all but the power unit has been passed to "metal melters," never to be recovered.

Let us hope Mr. Brooke will create a Phœnix, and be able, with all his spares, to build up another 3-litre.

In all, then, this car, Vauxhall 2, gained, over a period of 16 years' racing, no fewer than 46 1st places, 12 2nds, and 2 3rds. Certainly an active life.



The team of 3-litre, twin-o.h.c. T.T. Vauxhalls photographed before the race in 1922.

VAUXHALL 3.—This was the car driven by E. Swain in the T.T. race, but as earlier mentioned, did not complete the course, due to mechanical trouble. I do not think this car was raced again until the following season, when she appeared in the hands of Humphrey Cook. Cook had been a frequent competitor at Brooklands and other events since the beginning of the 1920's with his " 30/98 " Vauxhall, " Rouge et Noir," the name of which was transferred to his 3-litre when he changed his mount. From this time onwards, *i.e.*, the spring of 1923, this car commenced a very hectic racing career, being run at numerous Brooklands meetings, speed trials, and hill climbs.

In Cook's hands " Rouge et Noir " was always one of the star turns at the old sprint venues in the early 1920's. During the two years he raced this car he collected no fewer than 33 1sts, 21 2nds and 8 3rd places, and making fastest time of the day on no less than 20 occasions. It should also be mentioned that at the close of the 1923 season nine world's records were broken.

For comparative purposes, Cook's best times at the various meetings were, I believe, as follows: Kop, 27.8 secs. (April 28th, 1923); Aston Clinton, 46.4 secs. (May 12th, 1923); Spread Eagle, 43.6 secs. (July 14th, 1923); Shelsley Walsh, 52.8 secs. (July 12th, 1924); Porthcawl, 50.2 secs. (July 18th, 1924); Caerphilly, 71.2 secs. (July 1st, 1923); the standing kilo. at Skegness in 36 secs. (June 4th, 1923); the flying mile at Saltburn at an average speed of 101.68 m.p.h. (June 21st, 1924); and at Brooklands, the Essex Senior 100 m.p.h. Long Handicap at 100.25 m.p.h. (June 2nd, 1923).

The world's records broken included the ½-mile, 1-mile, 2-, 5- and 10-miles, both standing and flying start, the highest speed being attained in the ½-mile flying start, which record was taken at 109.69 m.p.h. (16.41 secs.) The following year this car also passed into the hands of Jack Barclay, owner of Vauxhall 1.

I am not quite sure which events were won by which car during the period up to the time that Vauxhall 3 was streamlined; the first event of which I have a record of this car being handled by Barclay was the 46th 100 m.p.h. Short Handicap, which he won at an average of 99.25 m.p.h. (September 12th, 1925).

At the end of this season the records made by Cook in 1923 were improved upon, the mile being covered at an average speed of 110.77 m.p.h., in all eight records were broken. During 1926, undoubtedly this car's best performance was achieved in the *Evening News* 100-miles handicap race at Brooklands, when driven by the late J. G. P. Thomas, and starting at plus 90 secs., she finished in 3rd place at an average of 104.82 m.p.h.

In October of this year Thomas went for, and took, four records, these being the 100 kilos., 50 miles, 100 miles, and 1 hour, at between 104 and 108 m.p.h.

1927 saw this car being handled by John Cobb, though I believe she still remained the property of Barclay. Cobb's outstanding performance was that of winning the *Sporting Life* Trophy from scratch at an average speed of 111.92 m.p.h. for the 100 miles. During the course of the race the records made by Thomas in October of the previous year were eclipsed. A fine run for a five-year-old unsupercharged 3-litre, nearly 20 years ago. [It was now streamlined, as a single-seater.—ED.]

She doesn't appear to have been raced at all in 1928, and next appeared in the hands of David Brown. During the four years that Barclay owned her she gained 9 1sts, 7 2nds, 7 3rds, and at different times broke 17 international class records. These gains may not seem so numerous as one might expect over such a period, but were practically all achieved at Brooklands, where more and more serious competition was being met, not only from more modern racing cars, but also from the aero-engined giants which were approaching their hey-day.

David Brown, like Mays, had the car supercharged, also to Villiers' designs, and proved very successful at Southport, where he won a total of at least 13 races, being placed 2nd only once.

Brown does not seem to have raced her at many venues, but on one of his visits to Shelsley Walsh clocked 47 secs. During the time the car was his property she was completely rebuilt, which rebuilding included the fitting of an underslung chassis. There is no doubt she could show a fine turn of speed over a short run, her maximum being in the neighbourhood of 140 m.p.h.

I believe her last owner was one, A. L. Baker, who purchased the car in 1932; from my records she only appeared at one meeting, namely, Lewes in May of that year, gaining the " Baker Challenge Trophy." What happened to the blue 3-litre after this I don't know, but expect she was, like her sisters, dismantled, and for ever lost.

Vauxhall 3 produced the biggest catch, with no fewer than 56 1st places to her credit, 28 2nds, 15 3rds, and at different times during her life took 26 class records.

I think there can be few marques of racing cars that can boast of their original team of three cars completing an aggregate of 33 years' continual racing, gaining all told 131 1sts, 53 2nds, 28 3rds, and 27 class records. A wonderful car in her day.

In making the above notes, I must apologise for giving so many plain figures, but as I intended this should be a straight record of performance, it is rather difficult, without going into a lot of detail concerning each race, to avoid the fact.

It is not easy to determine just when various drivers became owners of individual cars; this particularly refers to Vauxhall 2, later the property of Raymond Mays, and I trust that discriminating readers will, in order to assist in arriving at the true history, please correct me where I have shown myself in error.

THERE'S SOMETHING WRONG re DONINGTON

It is common knowledge that when the loss of Brooklands was confirmed, various personalities took steps to recover Donington. A high official of the Board of Trade did excellent work on our behalf in direct contact with the War Office, and eventually the matter was raised in the House. The War Office finally offered to restore the Donington Park circuit if it could be shown that the course was essential to the Motor Industry for research purposes. Believe it or not, *and it is very hard to believe*, the S.M.M.T., Ltd., would not give this proof. We wrote to them recently asking what had passed between themselves and the War Office, and they said this did not concern them, being a matter for the R.A.C. Competitions Committee. That is the whole trouble—the S.M.M.T., Ltd., will not communicate with the War Office. What is even harder to believe, especially bearing in mind Fred Craner's earnest appeals for help at the R.A.C.'s meeting of club secretaries, is that the Donington trustees have never applied to the War Office for a de-requisitioning order. We might well despair. . . .

The British Motor Industry's Jubilee

ALTHOUGH fifty years of motor-car construction have seen the industry rise to occupy the position of the third largest industry in this country, petty restrictions have not diminished in anything like the proportion they should since the days of the red flag. So publicity of any sort on behalf of motoring is vitally essential, and the Jubilee of the British Motor Industry afforded a much needed opportunity. As is fitting and correct, the Society of Motor Manufacturers and Traders has made itself responsible for the publicity and the celebrations which mark 1946 as the 50th year of motor-vehicle manufacture in this country.

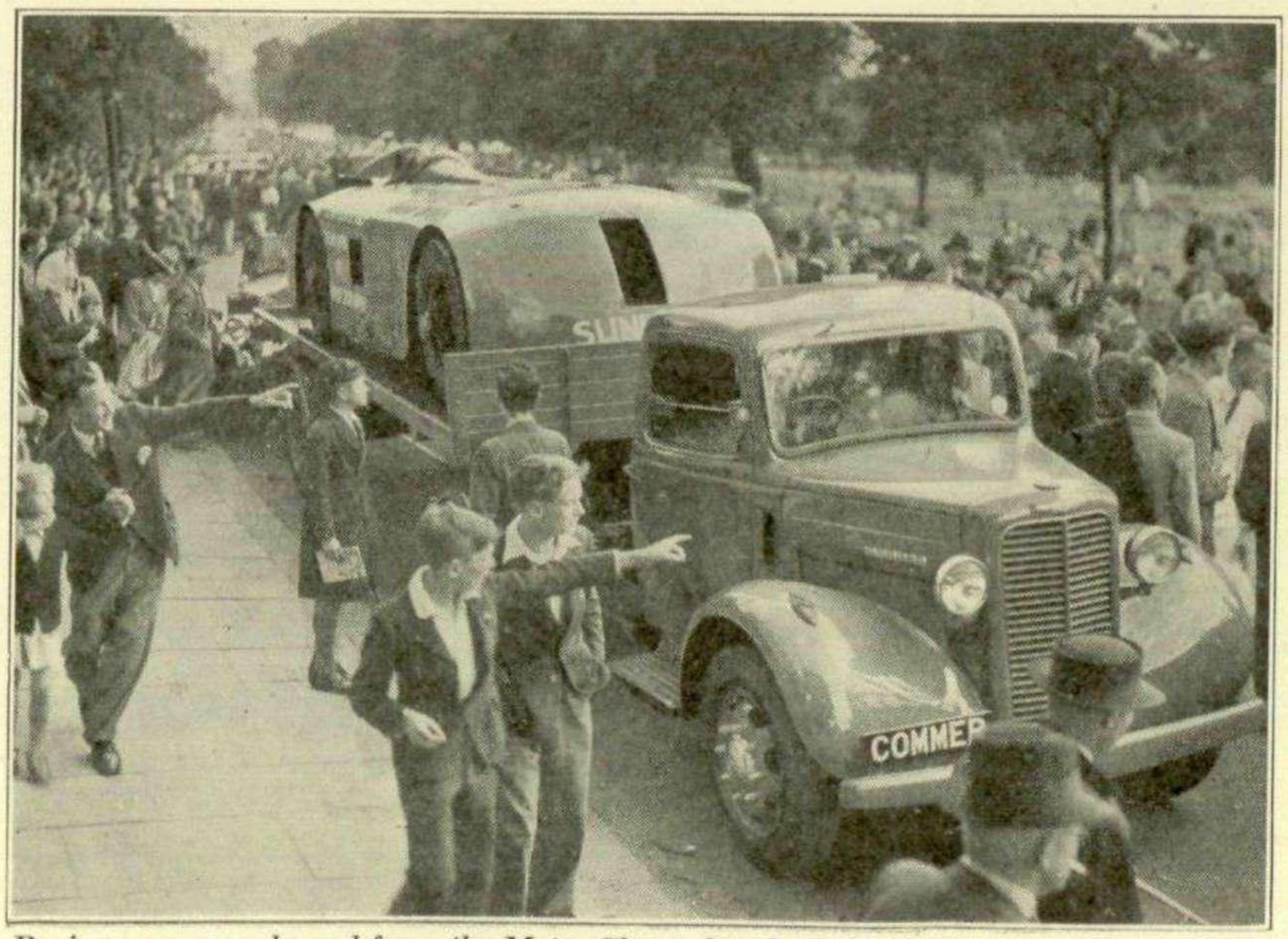
Their first function happened on July 18th. It took the form of the official opening by the Rt. Hon. J. Wilmot, M.P., Minister of Supply, of the Society's new premises, the imposing headquarters at 148, Piccadilly, between Hyde Park Corner and Park Lane. As we received no invitation, we can hardly comment on this ceremony. However, an exhibition was declared open at the same time and remained open to the public, at a charge of 1s. per head, until August 10th. Consequently, the very next day we presented ourselves thereat. The headquarters is the fine mansion built in the 1860's by Baron de Rothschild, and was nicely decked with bunting—but it was some time before we found it. Indeed, we first penetrated Piccadillywards as far as Rootes' showrooms and found therein not only a very fine collection of scale models of the various vehicles they supplied to assist our victory in the war, but some beautifully-preserved veteran Sunbeam and Humber cars amongst the glistening moderns. All this was a free show, and lots of well-dressed, intelligent folk of both sexes were taking a great interest in it all.

So that, when we *did* locate the S.M.M.T. Exhibition we were a bit shocked to find that there was an admission charge of 1s. We managed to by-pass that, as representatives of the Press, but we never did get the season ticket which we immediately requested. So our tour of this exhibition was necessarily brief. Although it was the first day of the show from the public's point of view and it was lunch time, the galleries were practically deserted, which was disappointing. One dear old lady and MOTOR SPORT had the exhibits practically to themselves, if one overlooks a female who expressed the opinion that the posters were far more interesting than the models. These posters unfolded history from the 1890s to the present, off-setting model cars of the changing periods, not forgetting appropriate models of the last World War and of the last but one ditto. The late King, the Queen, W. G. Grace, the short-lived Labour Party Government of 1924, Gaiety girls, Kitchener, Jack Hobbs and Neville Chamberlain gazed at us, as we walked through history. The model cars varied in the amount of detail displayed, and were not to scale one against the other. Most of them were excellent "exhibition" models, all were fascinating. We particularly liked the little flat-twin Rover Eight, correct as to levers and pedals, so that it came as a shock to encounter the Austin Seven of 1922 *sans* any of these useful controls. The 1912 Rover Twelve chassis was grandly done, the "Prince Henry" Vauxhall was not so clever. Naturally, our eye was caught by models of "12/80" F.W.D. sports Alvis 2-seater (exhibited as the first British car with front drive and all wheels sprung independently) and 1933 T.T. Replica Frazer-Nash (car No. G W 2926, incidentally). There was also a 1935 Lagonda "Rapide" open 4-seater and a very big model of the record-holding Gardner-M.G. of 1938–9. The model of the 1911 Morris-Oxford 2-seater emphasised the narrowness of this car and showed a huge acetylene rear lamp, a clever touch was the wear on the seat cushion of the 1918 Standard 2-seater.

The Sport was not neglected, posters showing Brooklands in colour (1907), women at Brooklands (1908), etc., being given prominence equally with the political and historical studies. We found this exhibition pleasing and stimulating, but some full-size attractions should have been included, we think, to emphasise adequately the importance of the Motor Industry and the gravity of its Jubilee. Nor did the programme, which we purchased at the door for a shilling, seem either appropriate to a great occasion or even value for money. Its ten pages gave old statistics about the industry (whereas we had expected a survey of the model cars on show and data on their prototypes) and recalled an excellent 40-page booklet of similar but much more detailed facts which was issued in 1944 by the British Road Federation, at the same price. So much for the Jubilee Exhibition.

The next event put on by the S.M.M.T., with the able assistance of the Veteran Car Club and the Vintage Sports Car Club, was the London Cavalcade. Somehow the S.M.M.T. persuaded authority that to close some of London's principal thoroughfares on a Saturday afternoon for a procession of motor vehicles would be a good thing. When this feature of the Jubilee was made public even those happy optimists who freely predicted that one day we should see a Grand Prix motor race in Hyde Park, were suitably and considerably awed. So it came about that nearly 500 motor vehicles, dating from 1875 to 1946, not only drove round a circuit composed of the Marylebone Road, Edgware Road, Park Lane, Piccadilly, Shaftesbury Avenue, Oxford Street and Portland Place, but were reviewed beforehand in Regent's Park by Their Majesties the King and Queen, which was all pretty breath-taking and immense for mortals normally hedged about by red tape of all kinds and frowned upon almost by all and sundry. We decided that as "competitors" had to be present and correct in the Park by 11 a.m. on July 27th, and as the procession would not move off until about 3.30 p.m., after the Royal review, we should have ample time both to examine the other cars and to drive one ourselves. Accordingly we entered the 1913 "Alphonso" Hispano-Suiza so generously presented to us by Forrest Lycett, thus permitting ourselves the unique pleasure of presenting that grand old car before Royalty and of parading him in front of London's motor-minded populace.

The run up was uneventful, except for depressing proof that conductors of modern fug-boxes no longer assist the

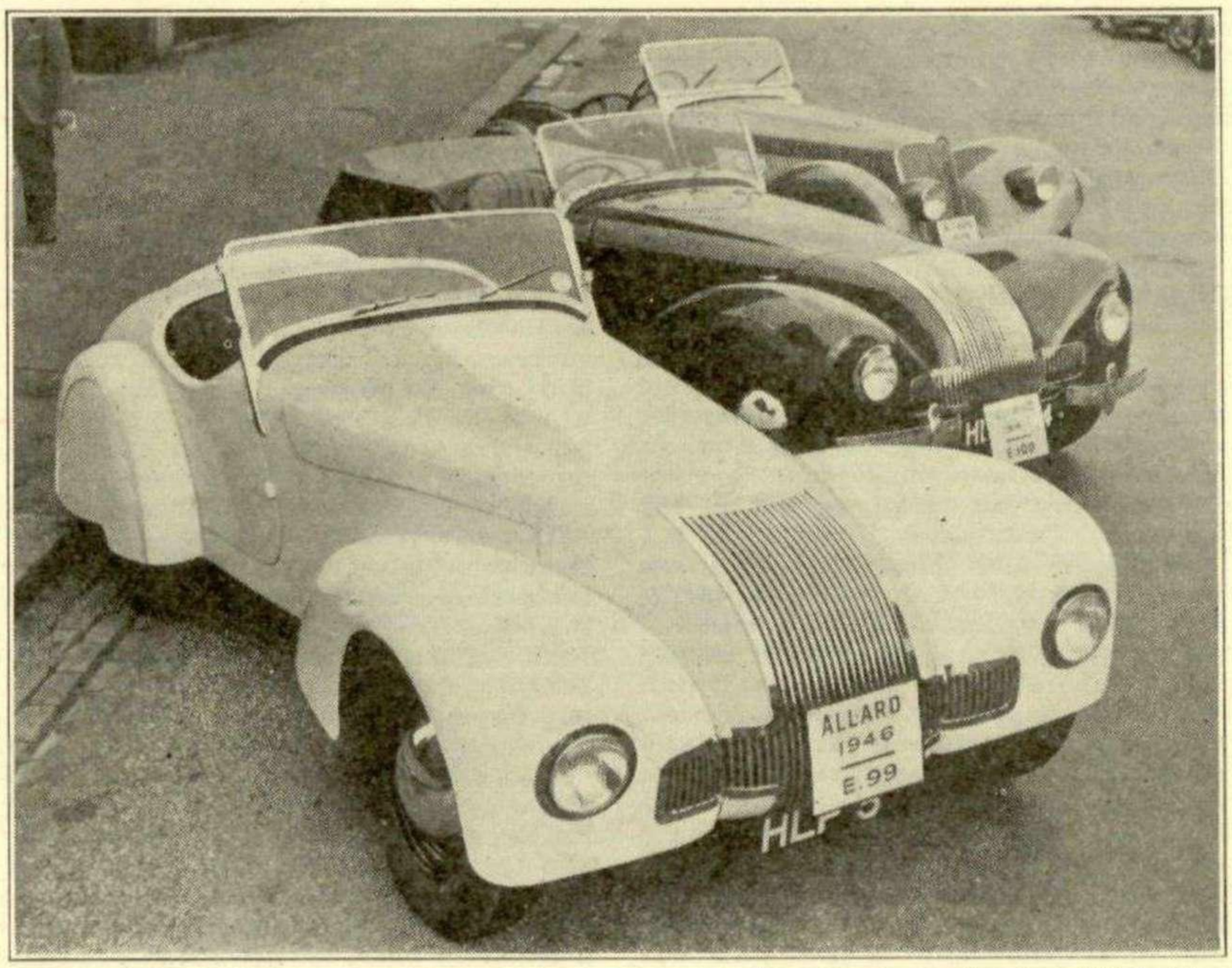


Racing cars were barred from the Motor Shows, but the S.M.M.T. let them appear in the Cavalcade. Here is the Sunbeam which was the first car to exceed 200 m.p.h. on a Commer commercial.

driver of a veteran by giving him free passage. The thought persists that half these people either do not appreciate what they are doing, or else just cannot put their cars in any other place, anyway. Which is one reason, of course, for the present disastrous toll of the road.

Our first impression was that the parking of the cars was rather haphazard, and that inadequate protection was offered from the public; our second, what fun it all was. The public actually proved very well-behaved, and the police had more headaches keeping the road clear than in keeping light fingers from museum motor cars. Indeed, seldom has Royalty driven through less well-policed routes.

With some 500 vehicles present, this was certainly the reporter's nightmare, so you must remain content with odd impressions. The wonderful Grenville steam car of 1875 eventually led the procession, driven by Capt. Allen; quite fast on its steel-tyred wooden wheels. Its stoker cannot read or write, but has stoked divers boilers of Mr. Sears's agricultural machinery these fifty years; he had never before been out of his native Sussex. Certainly his day out! The 1909 sleeve-valve Daimler tourer was a very practical car, the 1908 Dieppe G.P. racing Austin, a previously unknown "Veteran Type," with T-head engine, twin carburetters which were virtually down draughts above a long manifold, their bodies beautifully polished, and ½-elliptic suspension. Another racing car in retirement and good to see. Bunny Tubbs was there with his 1906 "40/60" opposed piston Gobron-Brillée. He was having its starting sounds broadcast to France, but although Peter Clark wore himself out on the handle, there was no commencement. However, it got going for the run and, as Tubbs told us afterwards, when he had "thickened the mixture" it ran home to Ripley in style, so that his D.K.W. quite used up its brakes trying to keep up. Wait's 1906 Clyde had a 3-cylinder White and Poppe engine across the frame, with chain-driven water-pump and magneto. Lots more of the Edwardian town-carriages are with us now, whereas once they appeared extinct. Examples—Price's 1905 Mors, Hutton-Stott's "20" Lanchester, the engine-under-seat 1911 Austin, Hearn's Sunbeam, various Rolls-Royce and the Delaunay-Bellevilles of Allday (1908) and Pidgeon (1912). We did not see Mathieson's Peugeot roadster—is this the ex-Samuelson car? Lightfoot's folding steering wheel on his 1902 Arrol-Johnston; the girl-driver of Fotheringham-Parker's 1903 Renault which, with Pidgeon's 1903 Hurtu, four-up and steaming, arrived late; the yellow 1907 35-h.p. Daimler tourer; the equally vivid yellow 1911 Daimler Sedan; and Sammy Davis and son being photographed in the 1897 Leon-Bollee, were other sights which helped to pass the morning. It was good to see Hampton's Type 13 Bugatti—the valve that broke and put it out of an earlier rally very fortunately had a slight burr on its stem, so that although it was hitting the piston, it was prevented from falling right into the cylinder. Peter told us that while the engine was down he had a number of routine adjustments attended to.



The Allard team for the London Cavalcade. In the foreground are the two 1946 cars, driven by Imhof and Hutchison, which will run in the provincial events.

Up on a lorry Pratley's old 1919 V12 single-seater Sunbeam was most impressive and clean; its magnificence dominated the scene from its high perch all day. It bore a huge "No. 1" on its radiator cowl, as in Guinness's day, and it has the authentic track tail, which is just an extraordinarily narrow fairing over the fuel tank. "What a car!" summed up public opinion of it. Guy Griffiths had an immaculate, o.h.c., "40/50" Napier saloon, Beasley-Robinson's "30/98" Vauxhall was a "Wensum," with stays to its V-screen, flaired wings and an imposing, sloping instrument panel, while Rumfitt's very posh "8/18" Humber bore a Raymond Way transfer on a rear mudguard. Val Doone's fine "30/98" Vauxhall had 820 by 120 tyres; J. S. Pole's 1926 Bean had rear windscreen and spare wheel cover; John Hay, with the only Frazer-Nash present—a 4-speed Anzani—had folded his screen down; Smith's early Bertelli Aston-Martin had prominent outside brake adjusters and pull-off springs; Stuart-Marshall's 1931 8-litre Bentley was most imposing; an unusual silver-finished Sunbeam Twenty tourer of the same year was present; Col. G. M. Giles and Eric Giles went through in an "11/22" Wolseley 2-seater, with white-walled tyres—they left later for Prescott; and Sears's 1926 Rolls Twenty had a vertical-stripe finish to its limousine body. Almost every veteran and Edwardian known was there, and many 1919–1930 cars of ordinary demeanour. However, we missed a good example of "12/50" Alvis (the "12/60" was present) and early Riley Nine, although the rarer s.v. Aston-Martin was represented by Fowler's 2-seater.

The Ford Co. showed 1921 and 1926 Model-T, Hutton-Stott his straight-eight Lanchester, and plenty of old-school Bentleys performed. All three "Alphonso" Hispanos were present, and early Morris, single-cylinder Austin Seven, 2-cylinder Rolls-Royce, Commer wagonette, etc., were other early cars not usually seen. Of course, Peter Clark's 1914 G.P. Mercédès was all the time a centre of attraction. A small girl moved her face from the open end of its exhaust just in time, as it was started and it cleared a gap in the crowd thereafter! By dropping back and then accelerating he kept it reasonably cool on the drive round London, and afterwards took the Chief of Police, who is an old naval friend of his, off in it, while Ariel Clark did a broadcast that evening for the B.B.C. about her ride in the car. And next morning, in company with Peter's H.R.G., the old racer was driven to Prescott, averaging something like 50 m.p.h. That racing cars were allowed in the Cavalcade is cause for congratulation—they were never allowed at the Motor Show. Marcus Chambers drove the 1908 T.T. Hutton and the 200 m.p.h. Sunbeam, the Irving-Napier and the 369.7 m.p.h. Railton, with one of the o.h.c. Austin Sevens, the 1908 G.P. Austin, and Pratley's Sunbeam went through on lorries. The 200 m.p.h. Sunbeam has a vast, open-ended tail, inside which the G.P.-type Sunbeam fuel tank looks dwarfed. It had 35 in. by 6.00 in. racing tyres on its near-side wheels and 23 in. by 7.00 in. Dunlop 90s on its off-side wheels. A L.E.P. tractor towed the Railton's trailer.

Of the moderns, there was a depressing number of all-the-same saloons and a bevy of T.C. M.G.s, two blue "4/4" Morgans, etc., most of them displaying export dockets. The new H.R.G., Healey and Allards were there, the red aerodynamic 1½-litre H.R.G. driven by Robins being a truly pleasant motor car. Of the new Allards, Imhof drove the

white 2-seater, Hutchison the red 4-seater. The latter was very smart, with kid gloves and carnation in his buttonhole, his wife beside him, and he had arrived in a chauffeur-driven Rolls-Royce, while Mrs. Imhof wore a sensational red headgear. So the Allards attracted Press cameramen as jam does wasps. And we hear that Imhof and Hutch had quite a dice in places during the run.

The S.M.M.T. had let a few inaccuracies creep into their exhibition posters, and something of the same sort must have let a red " Le Mans " Singer in as a 1939 car. We mention these small points so that similar flaws can be ironed out of the Provincial Cavalcades.

The King and Queen, having driven rapidly past the lined-up vehicles to the Royal dais, engines were commenced and off we went. The King did not inspect individual cars, as had been hoped. The route was none too effectively policed. Cars were meant to run side by side in pairs, but in places only in single file could we drive through the immense crowd of spectators lining the route—certainly enthusiasm was great. In Piccadilly 'buses and taxis had been allowed to mingle with the procession, and in Regent's Park a policeman was knocked over by a veteran car. For once the London police seemed to have slipped—possibly they did not expect mere motor cars to attract such vast crowds. It was inevitable that some people had trouble, but their number was fortunately surprisingly small. An early Wolseley was seen to be stationary, Bridcutt's 1912 Hispano-Suiza, driven by a friend, stopped, but got going again, Goodey's 1904 5-h.p. Peugeot fell back amongst the Edwardians, and Tippetts's 1913 Rolls-Royce, having come 105 miles to the event, punctured near the end of the " course "! But no one had an accident save for one modern Humber, which returned distinctly battered. For ourselves, we found it best to slow up and get " Alphonse " going fairly fast in spurts, to keep him cool, and he lost hardly any water. His exhaust note with cut-out open, and his squeaky rear brakes seemed to please onlookers, and up Portland Place we had a short acceleration race against Peter Clark's Mercédès—and lost, of course. Here the notice which the B.B.C. dangles before veteran car drivers at every veteran event met our eyes : " *Please blow your horn—B.B.C. recording* "—have they no imagination ?

The drivers of the " heavies " handled their vehicles very well indeed. Towards the end congestion became chronic and there were troublesome delays in Regent's Park. The old cars were parked haphazardly, nose-to-kerb, and the general impression was we were no longer wanted. Parking numbers had been removed and no longer were the cars roped off. This was a rather weak ending—organisers of Provincial Cavalcades, please note. We also heard complaints that entrants had not been extended the courtesy of a programme. However, generally it was a magnificent effort on the S.M.M.T.'s part and nothing like it had ever happened before. We wonder, if the Labour Government goes, whether anything ever will again. There was the faintest touch of Fascists' love of display in the air, or so it seemed to us. . . .

It is hardly necessary to add that everyone who is anyone in our world was there. Charles Follett, in Alvis and top hat ; Sir Malcolm Campbell, in a new Armstrong-Siddeley coupé ; R. G. J. Nash, back again in the south and driving his trusty 1900 Peugeot ; Heal, who had tossed Wyer for his 3-litre Sunbeam and lost, so was driving his Sunbeam Twenty ; J. A. Masters, Hugh Hunter, Allday, Major Swiney, John Bolster, Sears, Pilmore-Bedford, Pierpont Crittall, Sir Clive Edwards, Porter, Allard, Kentish, Dunham, Mrs. Wood, Godfrey, and all the other exponents of the old and not so old mixed with the " must-sees " and " me-toos." Manufacturers who helped particularly with old vehicles were Austin, Ford, Jowett, with a tiller-steered 1910 model, Rootes Securities, Morris, Riley, and Daimler. The 1923 Austin Seven, boiling at the finish of the run, looked much as any other early " Chummy " ; the 1923 Austin Twenty, with the Cape Town-to-London map round its body, was, we believe, saved from a breaker's yard.

Incidentally, the S.M.M.T. arranged a fairly generous allowance of petrol to certain entrants—we received four gallons to bring the Hispano up from Hampshire and back—but " basic " had to be used for the actual run. And there is a scheme to meet some of the expenses incurred by owners in taking old cars to the remaining Cavalcades. Passengers were officially barred, but this rule was wisely not enforced ; very properly comic wearing apparel was *not* permitted.

This rather detailed and necessarily belated report of a great event in the history of motoring will give those in the provinces an idea of what to expect when an S.M.M.T. Cavalcade comes to their area. The dates are : Cardiff, August 31st ; Belfast, September 7th ; Coventry-Birmingham, September 21st ; Edinburgh, October 5th ; Manchester, October 21st. The Brighton run for veterans only is on November 17th. Posters, news-reels, model contests and banquets are also woven into the celebrating of this great Jubilee.

SPORTS CAR REGULATIONS

At a recent sprint event a car entered as a sports car had to be transferred to the equivalent racing class because the entrant had overlooked the fact that, while the rules governing sports cars at this meeting were relatively lenient, cars in the sports classes had to be taxed and had to be driven to and from the venue. This car was brought on a trailer and was not taxed. So it may be as well to review, briefly, sports car definitions as they apply to the more important British sprint fixtures. We make no plea for standardisation in this respect at the present time, because a variety helps to maintain interest and entries, but intending sports-car competitors should read the regulations carefully, and spectators should appreciate that a sports car record at one venue may be quite a different thing from the equivalent record at another meeting.

At Elstree, to qualify as a sports car, a car had to be an unsupercharged car " originally built as a sports or touring model and not materially altered." If engine or chassis had previously won an award in an open speed event in the hands of the present owner, the car was excluded. Further, the car had to be suitable for use on the road and to have been " regularly used on the road," and hood, lamps, windscreen, battery and spare wheel had to be in place. Only " Pool " fuel was permitted, with an addition of up to 50 per cent. benzole, if desired. To run in the super-sports class all the foregoing had to be observed, save that cars had to be those " originally constructed or subsequently modified for competition use," the award-winning clause not applying. Supercharged cars were put automatically into the super-sports class. H. R. Godfrey and L. C. McKenzie scrutineered, and quite a lot of transfers took place. The Allards of Canham and Len Parker and the " 30/98 " Vauxhall of Alan May were the fastest sports cars (all three tied) and Abecassis's 2-litre Alta was the most rapid super-sports car.

At Prescott, as one would expect of a club catering for Bugatti owners, the sports-car rules are very lenient. A sports car is any car having wings, at least two seats, a dynamo, a self-starter where this was a catalogue fitting, battery, spare wheel and windscreen. Such cars, to be eligible, must be taxed and have been driven to and from the hill under their own power. Sports cars are subdivided into supercharged and unsupercharged, apart from the usual capacity classifications. Before the world war the unblown sports-car record was Allard's, at 51.33 sec., and the fastest blown-sports car was Bagratouni's " 2.6 " Alfa-Romeo, in 52.11 sec. Since the war no one has officially bettered the Allard effort, although Heath's Alta clocked 51.30 sec. at the closed meeting, the nearest being 53.45 sec., by Claridge's Frazer-Nash. James's " 2.3 " Alfa-Romeo, however, has set the supercharged sports-car record to 51.60 sec.

At Shelsley Walsh there are actually no sports classes, but cars attempting to make best sports-car time (which carried a prize of £5 and the M.A.C. Challenge Trophy at the last climb, against £10 and Silver Cup at each Prescott meeting) must comply with the 1939 T.T. regulations. These specify a minimum weight and wheelbase in relation to engine size, full road equipment and pump fuel, and blowers are barred. The record is held by Connell (Darracq) in 43.76 sec., and Johnson, with the same car, did 47.44 sec. this year.

At Gransden a sports car was deemed to be a car originally built as a sports or touring model, but alterations were overlooked. However, such cars had to be suitable for and regularly used on the road, and had to carry hood, lamps, windscreen, battery, spare wheel and dynamo in full working order. " Pool," plus up to 50 per cent. benzole if desired, was specified. McKenzie and Laurie were there to enforce these things. Blown and unblown cars ran together, and fastest sports car time went to Heath's s.c. 2-litre Alta.

SIDESLIPS

by

"BALADEUR"

A CORRESPONDENT who is apparently a persistent follower of these sideslips reminds me that I have outstanding a promise to discourse upon Serpollet road steamers. Well, that is a promise which I am only too willing to redeem. Ever since I first saw that marvellous photograph of the start of Léon Serpollet's trip to Lyons in January, 1890, originally published, I believe, in *La France Automobile*, the subject has had a peculiar fascination for me. The machine shown is the new tricycle which Serpollet had just had built for him by M. Armand Peugeot, head of the firm which, as big bicycle manufacturers, was trying to live down the fact that it had started out by making those excellent pepper mills without which no French dinner table is complete; and there is no doubt but that it is a rakish-looking turn-out. A seat for two is arranged between a pair of large carriage wheels, with a handsome carriage lamp mounted high up above each of them and a bulb horn fitted in a convenient position for operation by the passenger. The front of the vehicle is dependent on the single steering wheel, mounted in a fork at the base of a slightly inclined, completely straight pillar, with a horizontal cross-bar at its top. Behind the seat is disposed the coke-fired "instantaneous steam generator" invented by Serpollet, which consisted of a flattened coil of steel tube, heated in a furnace, with the result that, water being pumped in at one end, steam came out at the other. The fire is evidently going satisfactorily, and from the tall chimney at the back of the automobile there is issuing a reassuring haze of smoke.

Somehow Serpollet had induced to accompany him on this perilous expedition the unfortunate Ernest Archdeacon, described as "l'homme de tous les sports." I do not think, however, that he can have fully appreciated what this new sport was going to let him in for. Admittedly the crew have taken the precaution of perching two suit-cases, one small and one tiny, on what looks like the tool-box in front of the steering-pillar; but while Serpollet leans eagerly forward to grasp the steering bar, Archdeacon beside him is sitting bolt upright, in a high curly-brimmed bowler hat, a high "choker" stiff collar, with an "albert" watch-chain draped across his waistcoat, looking straight in front of him and grasping the edge of the seat as if for all the world he wished he had never consented to come!

Perhaps he was suffering from prognostications, for that trip to Lyons proved to be a chapter of accidents. Near Briennon the front fork broke, and they arrived in the town with Serpollet giving the wheel little taps, first this side, then that, in order to steer. Then the single brake ceased work on the hill going down into St. Florentin, just as its good inhabitants were coming out of church one Sunday morning. Then one of the back wheels, with a decent bit of the axle attached, came off and rolled on ahead of them, while the car did a neat pirouette on the bottom of the boiler. Of course there was service in those days, and a new axle arrived the very next day on the train from Paris, which is more than you could expect in 1946. And besides, think of it, they could take on supplies of coke, without any question of a licence, anywhere they liked *en route*!

After these early experiments, Serpollet was all set for commercial production, with the financial assistance of the American, Frank Gardner, and in 1893, J. H. Knight, the English pioneer, journeyed to Paris to see what was going on. "On arriving at M. Serpollet's works in Montmartre," he wrote afterwards, "I found him and two other men, who, like myself, had come to see the carriage, on the point of starting. The carriage is of the phaeton type. The steersman sits in front, and at his right hand are the levers for working the starting pump and the brake; at the after part of the vehicle is the steam generator and coke-box. A lad was with us who, as far as I could see, was not required during the journey."

The journey presumably was not unduly long, but undoubtedly "the lad" was one of the few genuine "chauffeurs" or stokers who have given their name to a legion of paid drivers who for half a century have never heated anything except their employers' tempers.

"We started over some very rough paving," proceeds Mr. Knight, "at about seven miles per hour. The visitor to Paris, who only sees the excellent roads in the neighbourhood of the Rue de Rivoli and the Champs Elysées, will, if he goes to Montmartre (the working-class district of Paris) find very different roads."

Serpollet, indeed, knew more than all about them. Having fitted one of his early engines to a very rickety tricycle, the predecessor of the one built specially by Peugeot, he had applied to M. Michel Lévy, chief engineer for the Seine Département, for a licence to drive it, and had been bidden to appear with it in the Rue Spontini on April 17th, 1889. Accompanied, as was his wont, by a horse cab, in case of accidents, he had accordingly set off at dawn, but the wretched tricycle got such a hammering on the Montmartre pavé that all the bars of the grate fell out, the fuel followed them and there it was stranded in the Boulevard des Batignolles. Anxiously Serpollet collected the pieces that he could find on the road, rebuilt the grate, filled up at a local coal-merchant's, and finally got his licence, although he arrived an hour late for his appointment. But to return to Mr. Knight.

"It was over this rough road," he continues, "we jolted for a mile, or more, till, coming to the outskirts of the city, M. Serpollet showed what his carriage could do; for, on a stretch of wide, level road, we ran for several hundred yards at about 14 or 15 miles per hour.

"On returning, a long hill, about as steep as Pentonville Hill, was run up at good speed, quite ten miles per hour, all other vehicles being overtaken and passed; this, however, was an excellent road, paved with wood. The machine ran very well; there was very little noise from the machinery, and it was under perfect control. There was no escape of steam or smoke, the products of combustion escaping near the ground at the rear of the carriage."

As to this last virtue, it was due in large measure, no doubt, to the fact that M. Serpollet himself was driving. Ten years later, when, of course, coke as a fuel had given place to oil, Mr. J. B. Dugdale, an enthusiastic Serpollet owner, writing in "Cars and How to Drive Them," remarks, somewhat apprehensively: "There is nothing more annoying when you are wanting to show off your car to a friend than to have smoke issuing from the chimney." A sentiment with which I am inclined to agree.

A year after Mr. Knight's expedition to Montmartre, *Le Petit Journal* organised its famous competition run from Paris to Rouen, but curiously enough, Serpollet himself did not take part in the event. The faithful Archdeacon, however, duly entered a Serpollet steamer, but as he did not reach Rouen until ten-past ten in the evening, it looks rather as if he must have had almost as eventful a journey as when he went to Lyons; which perhaps explains why two years later he had deserted steam for petrol, and appears in the Paris–Marseilles–Paris race at the tiller of a Delahaye.

Be that as it may, in 1894 M. Maurice Le Blant was the owner not only of an 8-seater Serpollet omnibus but also of a big delivery van, which had been ordered by the Paris shop "La Belle Jardinière." The first of these he proposed to drive to Rouen himself, and Serpollet had given him a half-promise that his brother-in-law, M. Avezard, would drive the latter. Perhaps, however, M. Avezard had other ideas; at any rate, at half-past eight on the morning of the contest he had not put in an appearance, and the unwieldy steamer had to be entrusted to Le Blant's brother, Etienne, described, according to Gerald Rose, as "a person of good intentions but insufficient automobile experience," who had already mounted the pavement with it and demolished a bench. Nevertheless he got it as far as Mantes, but after the lunch stop there, although his automobile experience must by then have increased considerably, his good intentions seem to have waned correspondingly, and he never reached Rouen. Maurice Le Blant's omnibus, on the other hand, proved particularly useful, as it picked up the passengers from the other cars that got stranded, and was very properly awarded the third prize, although it was one of the last arrivals at Rouen.

The next year, 1895, was that of the first real motor race, the immortal contest from Paris to Bordeaux and back, and Serpollet at least took this sufficiently seriously to turn up himself. But ill-luck dogged him as much as it did the other steam protagonists, and his car broke its crank-shaft at Poitiers on the return journey, just as it was beginning to do well. Whereupon Serpollet seems

to have become discouraged and went off and built steam trams.

But not for long. By 1900 he was back building cars again, had succeeded in selling one to Alfred Harmsworth, afterwards Lord Northcliffe, and a couple more to the Shah of Persia. And what is more, the speed demon had gotten hold of him. In 1899, Camille Jenatzy, after a series of ding-dong matches for the kilometre record with the Comte de Chasseloup-Laubat, had decided to settle the matter once and for all by building an amazing blue cigar-shaped electric car called "La Jamais Contente" which, incidentally, would have been better streamlined had not more than half of Jenatzy projected from the top of it. In spite of this disadvantage, he succeeded in covering the flying kilometre in 34 seconds, at the phenomenal speed of 65.75 m.p.h., which was, in fact, so phenomenal that the Count abandoned the struggle.

Interest in the record did not, however, decline in noble circles; and in 1901 Baron Henri de Rothschild offered a cup for the fastest time over a kilometre, to be competed for at the Nice meeting. I fancy, actually, that the Baron, who entered the car under the pseudonym of Dr. Pascal, expected the cup to be duly reprieved by his chauffeur, Werner, who drove his Mercédès. But if so, he had reckoned without the steamers, and although Werner clocked 41 4/5 seconds, according to the special electrical timing apparatus devised by Louis Mors, Serpollet proceeded to walk off with the cup with 35 4/5 seconds.

Jenatzy's record, however, still stood, and great excitement prevailed at the 1902 meeting to see if it would be lowered. After Werner's performance of the year before, there was a sizeable Mercédès entry, but once again Serpollet was there with a remarkable white 20-h.p. racer which got christened the "Easter Egg." Whatever it had inside it certainly made it go, and to the amazement of the motoring world, it proceeded to cover the kilometre in 29 4/5 seconds. Stead, who was himself competing on a Mercédès, and who was destined the next year to be one of the casualties of the Paris–Madrid race, was so excited that, according to Pierre Souvestre (whose spelling, however, I am inclined to doubt), he greeted the returning record-breaker with cries of "Twenty-nine, Master Serpollet! Twenty-nine!"

The *Autocar* was hardly less impressed by "the wonderful performance of M. Serpollet with his 20-h.p. racing car of the shoe pattern, of which we publish a photograph. He pulverised all previous records by covering the flying kilometre at the phenomenal rate of 75 miles an hour. It is difficult to imagine how this performance can be beaten, for it seems to represent the maximum at which a driver is capable of steering a vehicle, and M. Serpollet was quite pale when he got down from his car, and his companion appeared utterly exhausted. He complained that he could not breathe, and had to turn his head to avoid suffocation."

To Souvestre Serpollet described his experiences in these words: "Of the tribunes, the public, of all that lined my route, I saw nothing. As I started on the kilometre, I felt, as I opened my auxiliary pump, some terrible thing propel me as if from the mouth of a cannon. I glanced at my manometer, which was showing fifty-three atmospheres. I glanced at the road, which turns twice, and I was already at the 'control.' It was all over, and I only had to brake. Luckily they had given me more than a kilometre in which to stop!"

The Serpollet engine, adds M. Souvestre, had one single-acting cylinder, 75 by 90 mm. bore and stroke, and ran at 1,220 r.p.m.; an inspiring power plant, to judge from the *Autocar's* description of its performance in the La Turbie hill-climb, which remarks: "The Serpollets flew past the control, with the flames roaring out of the top of the boiler."

By the next year, however, Serpollet had an even more dramatic one ready. It was said to develop 250 h.p. and to be able to propel the new racing steamer at over 100 m.p.h. The "shoe pattern" had now been abandoned for a different design, which was boat-shaped, with M. Serpollet at the wheel in the bows. It seems, however, that before the trials he had forebodings that this lust for speed had gone too far. "That night," records M. Baudry de Saunier, "he slept little. He had mounted underneath his car a sloping tray which ought, in his view, to reduce the air resistance in considerable measure. He began to calculate the force acting on this tray and found that it would be nearly 100 kilogrammes at 140 [kilometres] an hour. He considered that the front of his machine was already too light for such a road; what would happen to its stability when it was further lightened by 100 kilogrammes? The next morning, at dawn, he took an axe and, lying underneath his car, demolished the tray. Then he walked to the end of the promenade to have a cup of chocolate. Everyone greeted him with a grave-yard look. 'You don't want to kill yourself, Serpollet. Don't go fast, I beg of you.'

"Serpollet ran last. The times of his competitors were mediocre. The officials said to him: 'You can see, the cup is yours. Be sensible.' And Madame Serpollet insisted!

"So he started off as if for an ordinary drive, scarcely opening the throttle. Then, after 600 metres, he gave both pumps their head and finished the mile at 130 [kilometres] an hour, so he told me."

So what with the insistences of Madame, what with the entreaties of his friends and the officials, what with calculations about the forces on the under-tray (not to mention that cup of chocolate), Serpollet failed to better his time of the 1902 meeting and survived to die in his bed on February 16th, 1907. Of course he succeeded in making the fastest time and in winning the Rothschild Cup outright, so that the Baron had to present a second—to be competed for by petrol cars only. But the tide of automobile history, anyway, was now set strong against steam; and although I have driven a good many different sorts of cars in my time, I have never, to my lasting regret, thrown open the auxiliary pump of a steamer.

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RP-835A

RUMBLINGS

The Dowson Lightweight, which dominates the up-to-750-c.c. racing class at present-day sprint events, is such a beautifully made and designed "special" and motors so well that lots of people have asked us what it is all about. Well, it actually appeared way back in 1937 and was designed by Alec Issigonis—it is pleasing that he shares the driving of it with its owner, J. M. P. Dowson. To reduce weight to a minimum, Issigonis made his body and chassis in one, the side members thereof consisting of deep sandwiches of 5-ply wood entirely sealed within a 28-gauge aluminium outer casing. The bulkheads, tubular cross-members, engine, seat pan, and differential casing all serve as structural members to stiffen the car as a whole. In its 1937 form the entire car turned the scales at 587 lb., dry, equal to a weight/power ratio of 9.6 lb. per h.p., or 9 lb. per h.p. with a driver aboard! Weight was literally pared down wherever possible, a special steering wheel being evolved which weighed a mere 3 lb., cloth upholstery being used as being lighter than leather, and the power unit weighing 252 lb. of the 587. To cut down unsprung weight as much as possible, if not proportionately, cast-electron wheel centres were used, with integral hubs and pressed-in steel brake liners. Special duralumin rims, drilled with lightening holes, on these fixed wheels, carry 5.25 in. by 16 in. tyres. Suspension is independent all round and, as is well known, employs strands of rubber. At the back swinging half-axles are used, the differential unit being carried on the frame-cum-body structure. These half-axles are tubular, with the drive shafts within, and they are located by drilled, sheet-metal radius arms, one on each side, which are attached to the brake back plates and run forward to anchorages on the side members. Triangulated structures protrude from the side members and rubber cord is merely passed over these and over the swinging half-axles, to provide springing. At the front streamlined "spots" protruding on each side form stress-bearing members taking bending and braking torsion, the swinging arms that carry the steering pivots being attached to these members. These "spats" also enclosed the steering links, independent steering being provided for each wheel, and, on the off side, the S.U. carburetter and air intake. A 16-gauge molybdenum steel tube unites the front suspension units and looks after compression loads. The engine is a "works" s.v. Austin Seven unit, with multi-stud head.

Extra Special "Special"

From the gearbox the drive goes to the final drive unit *via* a pair of straight-tooth reduction gears, as on the 1940 Alta, this reducing the propeller-shaft line by about 3 in. The Lightweight has a wheelbase of 7 ft. 2 in., and a track of 4 ft. 2 in. As originally planned, a boost of 22 lb./sq. in. was used, the plot being to intercool the ingoing charge with ice and to carry the fuel in a 2-gallon tank over the forward-mounted supercharger. In its present form, however, a Type 4 Zoller compressor is mounted further back and driven by dual chains, the 45° downdraught S.U. carburetter being beneath the bonnet and not outboard, as formerly. The Lightweight is certainly one of the finest amateur-built "specials" ever, and it has scored notable successes. We predict there will be plenty more—watch it at Prescott this month.

* * *

Allard has shown what a very excellent sports car can be evolved from a Ford—if you know how. Lots of enthusiasts have pondered on whether they could get hold of some old American car, tear the body off, and make a sports car out of it. Certainly the thing would go, but decent handling qualities being at least as important as sheer performance, it wouldn't be as easy as all that, not by a long chalk. But bags of acceleration and easy speed from virtually unburstable engines able to hold their initial tune for years, are factors not to be lightly dismissed. We believe Marcus Chambers is quite keen on the idea of an American-base sports car, and would have dome something about it had not taxation and petrol rationing made his Austin Seven programme more practicable. Let us consider, by way of prolonging the theme, some of the American sports-racing cars of the past. In the 1929 Ards T.T., for instance, two Model-A Fords competed. We do not profess to know how non-standard they were, but certainly they carried absolutely ordinary touring bodies, and they even had their bumpers in place—presumably with the scrutineer's full sanction. They hardly needed these for clearing a passage through the field, for they did not have much speed, but, driven by Masterson and Wright, they were still running when the race ended. One recalls odd Chryslers in Irish races, Studebakers in the "Double-Twelve" and Stutz at Le Mans, while in later T.T. races the Ford V8, in fairly normal guise, appeared—it was one of these Fords which first made Sydney Allard put on his thinking cap. The Studebaker which ran in the 1929 "Double-Twelve" was a 5½-litre straight-eight, which averaged over 70 m.p.h. for the 24-hour run. On the road it could do 91 m.p.h. in top, and would go up to 60 m.p.h. on its 2nd speed of a 3-speed box. It pulled a 3.47-to-1 top gear, weighed 34 cwt., and had a 30-gallon fuel tank. It was a big car, with 10 ft. 5 in. wheelbase, but acceleration was in the order of 10–30 m.p.h. in 4.8 sec. in 1st, and 10.4 sec. in top gear. The car was perfectly docile and gave some 15 m.p.g., driven briskly as a road car. Rather more specialised was the 1929 T.T. Stutz, a 5¼-litre straight-eight, with a driver-controlled supercharger that blew into the carburetter when required to do so. With 4-speed box and Servo brakes this was quite a car. It pulled a 4.0-to-1 top and 5.07-to-1 3rd gear, and could go from 10–30 m.p.h. in its 13.97-to-1 bottom gear in under 3 sec. Maximum speed was a genuine 100 m.p.h. All of which rather makes you think, does it not?

Americans That Go

* * *

Passing through Chobham the other day we called at Continental Cars, Ltd., and the afternoon passed very pleasantly. Founded two years ago by Rodney Clarke, who had grown tired of his "pub," and by Leonard Potter, who was equally tired of running a chemical works, this firm specialises mainly in

At Chobham

Bugatti cars. At the time of our visit the stock, most impressively, comprised a Type 46 5-litre with a very large 2-seater roadster body, a Type 57 "Ventoux" coupé, another "Ventoux" coupé with hydraulic brakes, a 1939 Type 57, with Perspex-roofed saloon body, the Type 57 coupé which was at the 1938 Show, a Type 50 drophead coupé, and a Type 43 4-seater. These cars were in varying stages of completion, because Continental Cars have a good look around any car they get in before disposing of it. In this connection they are fortunate in having the services of Louis Giron, who used to be with Bugatti at Molsheim. Apart from the Bugattis aforementioned, one's eye is immediately attracted, as the saying goes, by two of the most imposing road cars you could wish to see anywhere. We refer to the road-equipped Grand Prix Bugattis, one the ex-Hindes' 3.8-litre car, the other Rodney's "3.3." The former has brief wings supported on liberally-drilled members, an impulse-aero-type starter on the near side, to use which it is necessary to remove the spare wheel from the body, and a dynamo driven by whittle belt. Rodney's car, on the other hand, has streamlined wings on stays which are cunningly attached to the chassis without the need for any fresh drilling of the side members, and a very neat electric starter layout in the cockpit, evolved by Giron from a Type 55 unit and turning the flywheel in the ordinary manner. The dynamo on Rodney's car will be positively driven, from the near side of the engine, while, by cutting the fuel tank in half, he has contrived to obtain a little luggage space in the tail. These cars are about the most potent road vehicles imaginable, and we look forward to hearing how they perform. We believe the Hindes' car is for sale and that Rodney will retain the other. Then there was the Type 57S.C. "Electron" coupé, sold to Oliver and about to be shipped to him in America. There was also a Type 55 chassis, which would be sold to someone willing to assemble the engine. The non-Bugatti cars in stock numbered an engineless Squire, a $1\frac{3}{4}$-litre "Gran Turismo" Alfa-Romeo drophead foursome, a curious Lancia "Augusta" cum Wanderer-engined "Special," the ex-Gunter Type 500K Mercédès-Benz once owned by Potter as his personal car, a Le Mans 6-cylinder Lagonda, and a V12 Atalanta. Naturally, Clarke and Potter change their personal cars fairly frequently—who wouldn't, in their position? At the time of writing Rodney has a Type 57 Bugatti saloon—the road-equipped "3.3" G.P. Bugatti, and "Black Bess," the 1910 Bugatti he drove at Prescott and Shelsley, while his wife uses the single-cam "3.3" Bugatti tourer "Poppy." And Rodney's mother has just taken delivery of her first Bugatti, a very beautiful 4.9-litre fixed-head coupé. Leonard has a $3\frac{1}{2}$-litre S.S. 100 2-seater, a $3\frac{1}{2}$-litre Bentley coupé de ville, and his Allard, while he has a new "Competition"-model Allard 2-seater on order and has just acquired a "2.3" single-cam G.P. Bugatti similar to that excellent car which Giron uses as some folk use a Morris Eight! The Allard is the ex-Hutchison car, with V8 Mercury engine and hydraulic brakes. Interesting features are an extra-deep radiator, with a 6-blade fan centralised by using a special countershaft in the drive and its mountings held by the front engine holding-down bolts, lightened flywheel, heavily copperised heads, Scintilla Vertex magneto, Telecontrols front and back, and increased steering lock. 7.50 in. by 16 in. tyres are used at the rear, 6.00 in. by 16 in. at the front. The Bentley was a blitzed Gurney Nutting sedanca, now converted to a razor-edge coupé de ville foursome with large rear trunk. Its specialities include oil/electric carriage parking lamps, cocktail cabinets, electrically-operated rear blind, spatted rear wheels, etc.

A trip being "on" to collect yet another Type 57S.C. Bugatti coupé, we went along as spare driver. First, we sampled Leonard's Allard, a car that takes a deal of getting used to, we imagine, with its light steering and large rear tyres. For one divorced for some time from fast cars, the acceleration in bottom gear is immense, and to acquire 2nd is quite a relief! The performance on all ratios is pretty shattering, but there is no fuss at all, just that Allard beat from the exhausts and instant response to the throttle. Next, we tried the 57S.C. Bugatti, being instantly impressed by the sense of spaciousness within the low coupé body, by reason of the big side windows, immense expanse of sloping windscreen, and the instrument panel far in front of one, several feet of steering column growing from it as only Ettore could contrive.

There is a fair amount of noise from the engine, particularly from the straight-tooth rear axle, and at times from the blower, not forgetting a protesting spit from the blow-off valve if one opened up from too low r.p.m. This car was geared 26 m.p.h. per 1,000 r.p.m. in top, but over 3,000 r.p.m. it really came alive. The constant-mesh, dog-engaged gears need skill or force to shift them, but it pays to use the box. The width of the car is offset by the front-wheel spats not only being visible, but in full view from the driving seat. From the start one felt at home in this Bugatti—one couldn't say the same of the Allard. We didn't go above 3,000 r.p.m. in the gears, or greatly exceed 65 m.p.h., during our short spell at the wheel, but later Potter demonstrated how really to wind the car up, including 100 m.p.h. on a road infested with faintly-moving family boxes, the brakes being sufficiently effective under fairly heavy pedal pressure to make that sort of thing seem commonplace. After which, to crawl along in top gear at 500 r.p.m., in a blown car on "Pool" petrol, with no snatching or protest, is pretty staggering—and the ignition control remained in the mid-way position throughout. Yes, we like the 57S.C. Finally, a short flip in the ex-Biggs 4-seater Allard, the engine as beautifully finished as the special body. The top-gear acceleration is most useful on winding roads and the engine is impressively smooth, the performance again immense, but the car was temporarily spoiled by indecisive steering. That concluded an absorbing afternoon at an establishment which has a magnetic attraction for Bugatti enthusiasts.

* * *

The photographs in the centre-page spreads in the July and August issues of MOTOR SPORT were, with one exception, the work of Guy Griffiths, who will in future be doing much of our photography. Apart from published pictures, Griffiths has a large number of shots taken at recent meetings, and he can supply prints privately. His telephone number is Emberbrook 4092, and his address 11, Newlands Avenue, Thames Ditton.

Club News

WE HEAR

Donald Pitt has acquired the ex-Bellevue, ex-John Dugdale racing M.G. Magnette, and actually taxed it and drove it home from Monaco, Ltd., to Gloucestershire. Its thirst is about 8 m.p.g.! Gloucestershire is quite a spot. We hear of a Meadows-engined sports-bodied Gwynne, a Straker-Squire Six (yes, yet one more), a Zoller-blown f.w.d. Alvis, an early Talbot, etc., in that area, while Hampton's, just before they expired, apparently built two all-independently-sprung cars which were used by two of the directors. In Kent a beautifully-preserved 1923 8/18-h.p. Humber tourer has come to light, having been stored for 14 years at Harrods, of all places. It has only run 17,000 miles, and is for sale at one of the present inflated figures.

N. J. Bower-Lowe, M.J.Inst.E., has changed the lubricating arrangements of his "12/60" Alvis so that he now gets a pressure of 80 lb./sq. in. cold and 65 lb./sq. in. hot, using Essolube 40 and Redex—which is a nice thing to see on a gauge. Felix Mullinger has bought Julian Fall's 3-litre Invicta 2-seater, and Andrew Wilson attends events in a super-sports Morgan 3-wheeler, although, he says, the weather at Shelsley Walsh rather damped the motor-racing enthusiasm of his American wife, but, fortunately, only temporarily. Edward Hyde, having disposed of his 327 B.M.W., patiently motors in a Morris Eight while awaiting delivery of a new 15-h.p. f.w.d. Citroen. Congratulations to Miss Ena Smith on her marriage to Pat Stilley. Post-1918 class Hispano-Suizas, mostly 37.2-h.p. models, are with us still—a saloon was seen at the V.S.C.C. Bisley Rally, and a fine all-weather was in the car park at the July Prescott meeting. Tom Rolt has been taking a small cruiser through the canals and rivers of Eire, but still has his 1924 duck's-back "12/50" Alvis and 1927 4-seater "12/50" Alvis. He reports seeing a pre-1914 Martini chassis at a Mayworth breakers. K. Watkins, of Ivybridge, Devon, owns a Frazer-Nash, 4½-litre Bentley, Types 45 and 56 B.M.W.s and an S.S.100, and hopes to enter for any local speed events. The Rev. C. McCarter, chaplain to the R.N. Air Station, Eglinton, has a 1930–31 twin o.h.c., 1½-litre Alfa-Romeo. MOTOR SPORT is taken by the mess of this station, incidentally. Major Dove is running a 1928 Lea-Francis tourer, bought from Ian Metcalfe, while waiting the arrival of his new T.C. M.G. Midget. Consequently he wishes to dispose of his very sound 1924 Swift Ten 2-seater to a good home, at about £50, although it may already be sold. Mr. Gatty taxed his 1924 Rolls-Royce Twenty, 1932 M.G. Magna, and 3-litre Sunbeam for July, and *may* dispose of his 1936 1½-litre Aston-Martin, which has done under 4,000 miles since new.

We also hear of an open Speed-Six Bentley, said to be 100 per cent., for sale at £850. The *C.S.M.A. Gazette* for July had as its editorial a plea on behalf of the Sport. A 1912-type Rover Twelve is on view in a Fleet Rover-agents' showroom, and a 1908 2-cylinder, 7-h.p. Renault was sold at a local auction sale recently. At other sales an early Mille Miglia s.v. Fiat, a sports Senechal, a V8 Tatra, a 1921 Rover flat-twin, an Anzani A.C., and the ex-Glen Kidston single-seater "38/250" Mercédès-Benz, and V8 Cadillac came up for auction. Vaughan Davies has acquired the body from the single-seater Birkin "blower" Bentley and intends to use it on a road car. A s.v. Sunbeam Sixteen tourer, circa 1921, has been seen on the road recently. K. W. Bear's "4.9" sports Bugatti has three rear lamps—this appears to be a legacy from Le Mans days, the other cars of the team having one, and two, rear lamps, respectively, thus providing for recognition from the rear after darkness had fallen.

FIXTURES FOR SEPTEMBER

1st.	Bentley D.C. Social, Taunton.
7th.	Brighton Speed Trial.
	Bo'ness Hill-Climb.
	Belfast Cavalcade.
8th.	Bristol Sprint Event.
11th.	Sunbac Evening Trial.
15th.	Hants. and Berks. C.C. Speed Trial.
	Vintage M.C. Club Rally, Hog's Back.
21st.	Bristol Mendip G.P.
	Coventry – Birmingham Cavalcade.
22nd.	Prescott International Hill-Climb.
	Bentley D.C. Social, Bournemouth.
28th.	B.R.D.C.-cum-J.C.C. Race Meeting.

Prevailing conditions favour the old cars, and "Porlock" Singer Juniors, Fiat Eight, Fiat Eleven, 15.9 Humber, pre-1914 Daimler, Clyno, Bull-nose Morris, etc., have been encountered recently. Frazer-Nashes have been changing hands. Bulmer has acquired Jenkinson's "T.T. Replica" Meadows, and Newton, forsaking his Singer "Le Mans," has been to Bristol and bought MacCormack's blown Nurburg-Special. The latest person to form a motor business, that of automobile and marine engineer in this case, is the Alvis enthusiast, Norman Riddle. You will find him at Clarence Road, Gosport.

Apologies to Mrs. Whittet for changing her name in the last issue—by omitting the "r" from Mary.

The Editor, apart from being very appreciative of any historical motoring literature for the MOTOR SPORT files, is doing all he can to enlarge his private collection of Brooklands' data now that the Track is no more, and would be glad of any pictures, cuttings, correspondence, etc., relating to outer-circuit racing, particularly of the 1920–25 era.

A very early G.P. Salmson, appearing to have the "push-pull" engine, was encountered last month on the Hog's Back, which reminds us that there seems to be plenty of Salmson spares about these days, should anyone wish to make a corner in such things. In Surrey a 6 ft. 6 in. wheelbase Brescia Bugatti chassis, with Type 22 engine, is being assembled, and at Peasmarsh there remain for sale a 1910 Gobron-Brillé landaulette, an Anzani A.C. coupé and several "7.5" Citroens. Birkett was contemplating the purchase of a Type 44 Bugatti chassis from Continental Cars, Ltd., and, in spite of his interest in the Mk. VI Bentley at the Cavalcade, Col. G. M. Giles still drives a Bugatti saloon.

In Australia G. H. Brooks has a 1910 38-h.p. Daimler in readiness for the annual Old Cars' Run, but seeks tyres for it. He is putting a light body from a 20-h.p. 4-cylinder Straker-Squire on his "24/80" Straker-Squire Six. Dunlop's Brixton depot had some 710 by 90 tubes for sale, at 10s. each, new. Yet another automobile engineering establishment run by enthusiasts has opened at Sheffield—that of James Fairley & Sons, Ltd., Shoreham Works, Bramall Lane. R. Truscott has his f.w.d. Tracta coupé motoring, and is very anxious to hear from other Tracta enthusiasts, especially as he has a large number of parts, including a complete engine and transmission assembly, which might help other owners to get on the road. He is also working on his 1½-litre Alfa-Romeo, late Axel-Berg. His address is "White Gates," Horne, Horley, Surrey.

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ANOTHER SHELSLEY WALSH

Leslie Wilson is organising another Shelsley Walsh hill-climb on October 5th. This time entries will be by invitation only, limited to 30 cars, 25 solo motor-cycles, and 10 side-car machines. Only the "aces" will compete at this, the first car-cum-motor-cycle Shelsley, at which the amateur is not wanted. All vehicles will run singly. The first part of the programme will consist of class contests, and then the three fastest cars, motor-cycles and sidecar outfits will run for f.t.d. A separate motor-cycle absolute record will be recognised, of course.

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BRIGHTON SPEED TRIALS

It is particularly good news that the famous speed trials along the Madeira Drive, Brighton, will happen again on September 7th. The fixture is an open one and the distance of the course has been altered from half a mile to one

kilometre, to encourage record attempts. As is traditional, many classes are due to be contested. The event starts at 10.30 a.m. The morning will be devoted to the classes for members of the Brighton and Hove M.C. driving standard, unsupercharged sports cars, and for unblown trials cars up to 1½ litres, unblown and blown fully-equipped sports cars of up to 1,100 c.c., 1,500 c.c., over 1,500 c.c., and unlimited sports cars driven by ladies, unlimited racing cars driven by ladies, and motor-cycle combinations and 3-wheelers of up to 600 c.c. and unlimited. In the afternoon the racing cars, divided at 850, 1,100, 1,500, 3,000 c.c. and unlimited, get going, together with racing cars built before 1915 (touring Edwardians are apparently barred), London-Brighton veterans of up to 20 h.p., and experts and amateurs on solo motor-cycles sub-divided at 350, 600 and unlimited c.c. There will also be a fastest car *versus* fastest motor-cycle race. Entries have already closed. Entrants will run in pairs. Sports cars are deemed to be standard models equipped with mudguards, lamps and all standard equipment—screens may be flat. Supercharged sports cars can use 50/50 petrol-benzole. This should be one of the finest of our 1946 fixtures—make a note to be present! The British s.s. kilometre class records are as follows: 350 c.c., Jappic, 52.9 m.p.h., 42.27 sec.; 500 c.c., not attempted; 750 c.c., Austin, 83.6 m.p.h., 26.75 sec.; 1,100 c.c., Appleton-Riley, 82.1 m.p.h., 27.26 sec.; 1,500 c.c., E.R.A., 85.3 m.p.h., 26.21 sec.; 2,000 c.c., E.R.A., 89.7 m.p.h., 24.93 sec.; 3,000 c.c., Bugatti, 80.3 m.p.h., 27.85 sec.; 5,000 c.c., Sunbeam, 85.7 m.p.h., 26.14 sec.; 8,000 c.c., Bentley, 81.5 m.p.h., 27.46 sec.; Unlimited, Napier-Railton, 88.5 m.p.h., 25.27 sec. You may care to copy these out and have them with you on September 7th to check if National records fall.

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INTERNATIONAL PRESCOTT

Do not forget that on September 22nd the International fixture happens at Prescott. The usual efficient Bugatti Club organisation allied to an International entry means you cannot afford not to spectate on this occasion.

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JOURNALESE

"It's the spurt of black cinders or silver sand . . . the hero-worship, the badges, coloured scarves and hats, death lurking round the bend, the pit of the stomach exhilaration to six million Britons. Its fan mail, flowers and autographs, bobby-sox girls and dances, broken bones, and sometimes death. . . . It is more of a religion than a liking. The safety fence four feet high, petrol at 8s. a gallon, the 80,000 crowd, the show goes on even if the track is flooded. Here you have the open throttle, the grand manner, the reckless gambler, but no betting. A sport made by riding buccaneers which lives through steady technicians. It is fast . . . it is modern. . . . They call it—SPEEDWAY."—Heading to an article in the *Daily Express*, by Warwick Charlton. What would he do if he had to report an I.O.M. T.T.?

NATIONAL COLOURS

There is a fearful move afoot to change the British racing colour to blue, with Union Jacks on the cars' sides to distinguish our entries from those of the French. British green was good enough for Segrave's Sunbeam, the Le Mans Bentleys, Gardner's M.G.—let it remain. This change is unpalatable and must be quelled.

★

VINTAGE S.C.C.

The Prescott hill-climb on August 31st received an excellent entry, as befits this economic excursion into the realm of speed. We shall report on it in the next issue. Our Stop Press report of the Bisley Rally contained certain inaccuracies. Actually Dixon's Austin Seven tied for 3rd place with Gambles's M.G. The placings in the tests were: Clutchless flexibility test—Yeats (Austin Seven), Webb (Lagonda), Wilkinson (Mercédès). Reversing wiggle-woggle—Dixon (Austin), Yeats (Austin Seven), Birkett (Austin). Parking test—Gamble's (M.G.), Birkett, Yeats. The best-kept car up to 2 litres was Dixon's "Ulster" Austin Seven. Another "Bulletin" is due this month. Hon. secretary, T. W. Carson, 1, Downsland Court, Worting Road, Basingstoke, Hants.

★

SARCASM ?

The Brooklands A.R.C. has announced that, to mark in some way their appreciation of the manner in which so many members stood by them throughout the war years, and have continued to pay their subscriptions, the directors of Brooklands (Weybridge), Ltd., are returning all war-years' subscriptions.

J.C.C.

For the time being the Junior Car Club will not promote competitions, preferring to wait for a really serious event. Nevertheless, a lot of new members have been enrolled, as announced in the April–June *Gazette*. The annual subscription is now £1 1s., or £2 2s. combined J.C.C./R.A.C. membership. Secretary, H. J. Morgan, Melbourne House, Aldwych, London, W.C.2. (Temple Bar 4546.)

★

V.C.C.

By courtesy of the Austin Motor Co., Ltd., the Veteran Car Club, which did so much good work in connection with the Cavalcade, now has London headquarters at 479-483, Oxford Street, London, W.1, open to members.

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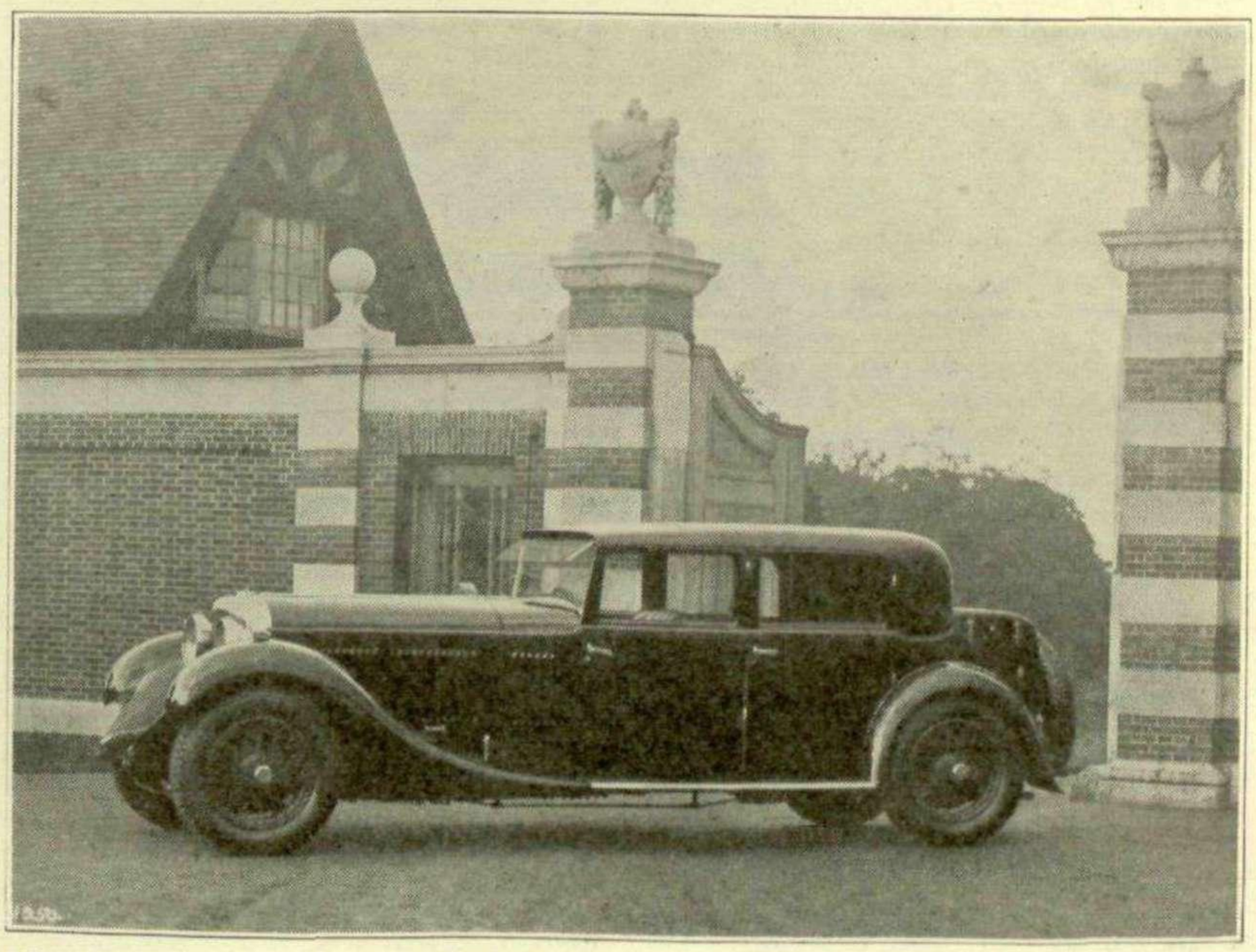
FUELS

For this year, 1947 and 1948 fuels for formula racing are restricted as follows: supercharged engines: (*a*) 70 per cent. methanol, 15 per cent. benzole, 10 per cent. acetone, plus 5 per cent. high-volatile petrol by volume, or (*b*) 85 per cent. methanol, 6 per cent. acetone, 7.5 per cent. petrol ether, 1.5 per cent. castor oil. To each can be added up to 5 per cent. of water, castor oil or petrol ether, or any combination of these. Unsupercharged cars: 60/15 premium petrol and benzole, plus 25 per cent. ethanol.

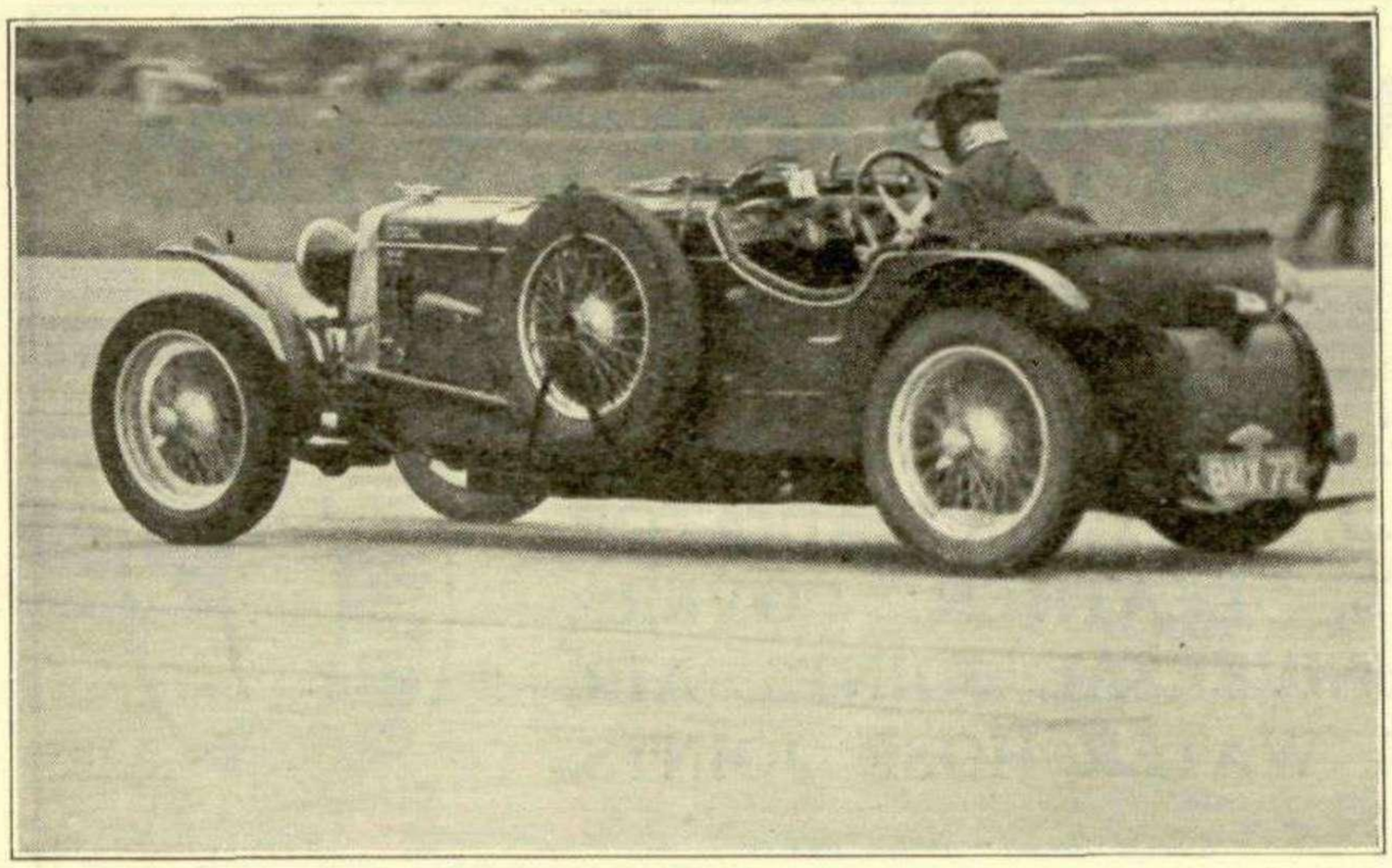
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COVER PICTURE

Lady drivers have been in evidence at most of the post-war sprint events—Mrs. Gerard, Mrs. Mortimer, Lady Mary Grosvenor, Miss Broadhead, Mrs. Jason-Henry, Mrs. Cowell, Miss King, Miss



8-litre—the largest of the old-school Bentleys. Introduced in 1930 *and later rendered immortal by the performance and achievements of Forrest Lycett's famous car, this* 45*-h.p. six-cylinder would exceed* 101 *m.p.h. in closed form. The Park Ward* 13 *ft. wheelbase saloon shown here cost* £2,780 *and was the company's demonstrator.*



D. R. Grieg's Blackburn Frazer-Nash caught by Guy Griffiths's camera at Royston—the best English post-war speed event so far.

Patten, Mrs. Scott-Moncrieff and Mrs. Billie Clarke. The last-named is shown on the cover this month, driving her husband's single cam, " 3.3 " Bugatti, at Prescott. Fastest ladies' time at this hill would appear to be Mrs. Palethorpe's 54.62 sec., with the single-seater " Shelsley " Frazer-Nash, before the war.

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BRIEFER

The A.I.A.C.R. has changed its title to Federation Internationale de l'Automobile (F.I.A.).

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FILMS

At Prescott a reader handed us the Twelfth Annual Report of the British Film Institute, dated 1945, in which is listed films acquired by the National Film Library. These include Gaumont news reel of Easter racing at Brooklands, 1930; a Pathé " short " of motor-car racing at Boulogne, 1910; a Pathé " short " of motor-car racing in France, 1910; and a Topical Budget of Percy Lambert motor-racing at Brooklands, 1913. The last-named is probably of Lambert's historic Hour Record. The Institute has an extensive loan scheme, and clubs desiring to organise motor-racing film shows might benefit by contact with it.

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AMALGAMATION

The Junior Car Club announces that it has completed arrangements for incorporation of the Brooklands Automobile Racing Club as part of the J.C.C. At first it might seem desirable for the unfortunate B.A.R.C. to remain dead and buried, now that Brooklands is no more. However, the loss of certain club supporters to the Sport might then arise, while someone should certainly do something to preserve the Brooklands' records. So this amalgamation is to be regarded as not at all a bad move. We hope the J.C.C. will set about compiling the results of all Brooklands' contests and otherwise preserving the paper, photographic and more concrete Brooklands' records.

V.S.C.C. OF A.

The May *Vintage Car* was distinguished by a photograph of a Wensum " 30/98 " Vauxhall on its cover, and contains a vintage-car article by Shepherd on the Type 35 " 10/20 " Salmson, with an excellent illustration of this car. The South Australian Speed-Judging contest was won by Tillett's " 14/40 " Vauxhall, with Evarard's Hispano-Suiza and Godfrey's Twenty Rolls-Royce runners-up.

★

B.D.C.

The Bentley Drivers' Club held several socials last month, and is doing so again this month, at Taunton on the 1st and at Bournemouth on the 22nd, while a dinner-dance at the Dorchester is fixed for October 5th. Details from S. Sedgwick, " The Cobb," Stoke Close, Cobham, Surrey (Cobham 2501).

Owing to pressure on space " Personality Parade " has had to be omitted this month. It will be included in the October issue, and we hope will be a regular feature of *Motor Sport*.

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V.M.C.C.

The Vintage Motorcycle Club is holding another rally at the Lounge Café, Hog's Back, on September 15th. Its monthly " Bulletin " provides an admirable medium for the exchange of spares and acquisition of mounts. The Royston Rally resulted in Saunders getting first prize, a Wooler motor-cycle. He rode his 1930 Sunbeam from Ludlow, 155 miles, and did outstandingly in the contests. Runner-up was Edwards, who came 70 miles on a 1923 16H Norton; 3rd, Garrard's 1926 250-c.c. Raleigh; and 4th, Gover's 1925 2-speed Scott, which made f.t.d. in one event. New members' mounts include two more A.B.C.s, 1928 Norton, 1921 Beardmore Precision, 1926 A.J.S. and Sunbeam, 1916 P. & M., four Scotts, 1930 S.O.S., 1921 Rudge, etc. As soon as 100 members are enrolled, A.C.U. affiliation will be possible. Details from C. E. Allen, 43, King's Avenue, Loughborough; or C. S. Burney, Cedar Cottage, Marlow.

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GENERAL NOTES

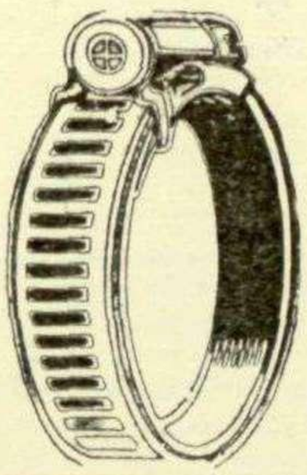
A tedious run down to Hampshire, late one evening from London, in an Austin Seven, with a horrid hum in its rear end and a persistent bearing-tap at the other, followed an instructive visit to the Police Driving School at Hendon, where they ensure that policemen really understand motor cars and teach them skid control that foxes even your sports-car driver, ask Rivers-Fletcher, who tried his hand on the skid-patch! Next day there was more joy, going up to South London, itself a nightmare on a hot, stuffy Saturday afternoon, to retrieve my venerable 1913 " Alphonso " Hispano-Suiza. It started quite reasonably and came through the traffic like a good vintage sports car, as far as Putney that is. Here adjustment of the float level in the original 3-jet gas-works overcame starvation, of which " Alphonso " had been loudly objecting, and we continued in style. After Staines was disposed of, the thing became really enjoyable, 50 m.p.h. cruising proving not in the least troublesome, so that, if we never quite lost the Austin-Special accompanying us, at least it never passed us. As was only appropriate, the level in the huge radiator was checked at a garage on Bagshot hill, outside which stood a 1902 de Dion.

The following day there was a short, spirited run to the V.S.C.C. " do " at Bisley in the same Hispano, and an even more spirited run home, the day enlivened because, as before Elstree, the Frazer-Nash tender-car cooked its magneto and had to be towed to the venue by an obviously astonished " Alphonso." Then, cleaning and painting the old car, we got him ready for the London Cavalcade, a pleasing day, memorable for the heavy traffic encountered coming in the opposite direction to ours on the run up A30, the appallingly low gait at which London motors and the unfortunate lack of courtesy now displayed to drivers of veterans, and for the fact that the fuel level remained correct right up to the time we got clear of London on the run home. Even then, a few moments with a pair of pliers corrected it, so that, without trying, we left behind a friend in a Ford Eight.

Next morning to Prescott in a fantastic 5-litre Bugatti with six happy mortals aboard. The fixing of lamps and odds and ends evaporated the intended early start, but, away about 10.30 a.m., and stopping to substitute smaller rear wheels for the oversize ones which fouled the mudguards, by an enthusiast's emporium at Twyford, we were at the hill comfortably before the starting time. The run home will not be easily forgotten. The 5-litre and a Meadows-'Nash ran in company, with Leslie Johnson's Darracq and B.M.W. with us, obviously able to pass had they wished, but being driven with notable restraint. We waved them

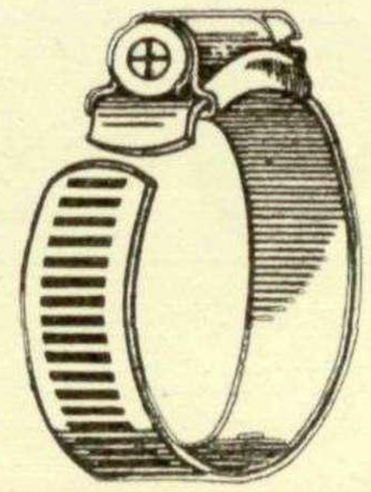
Continued on page 197

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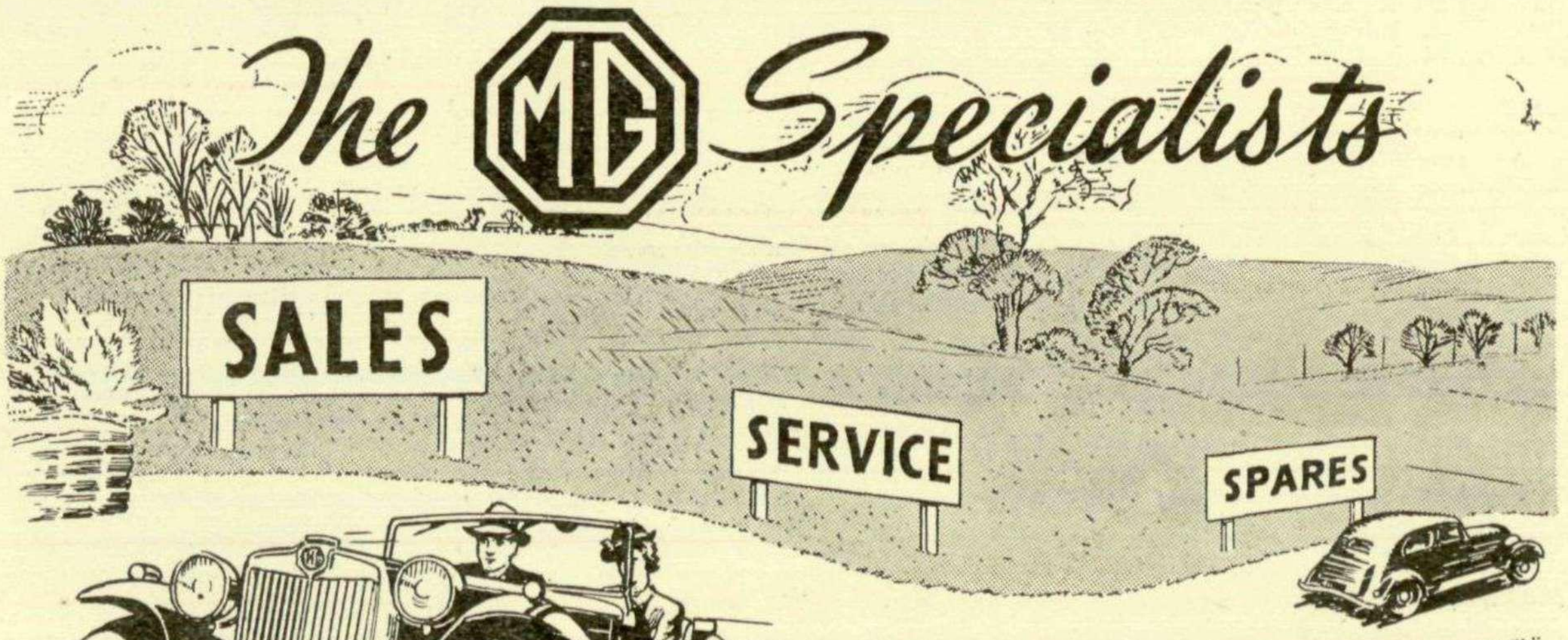
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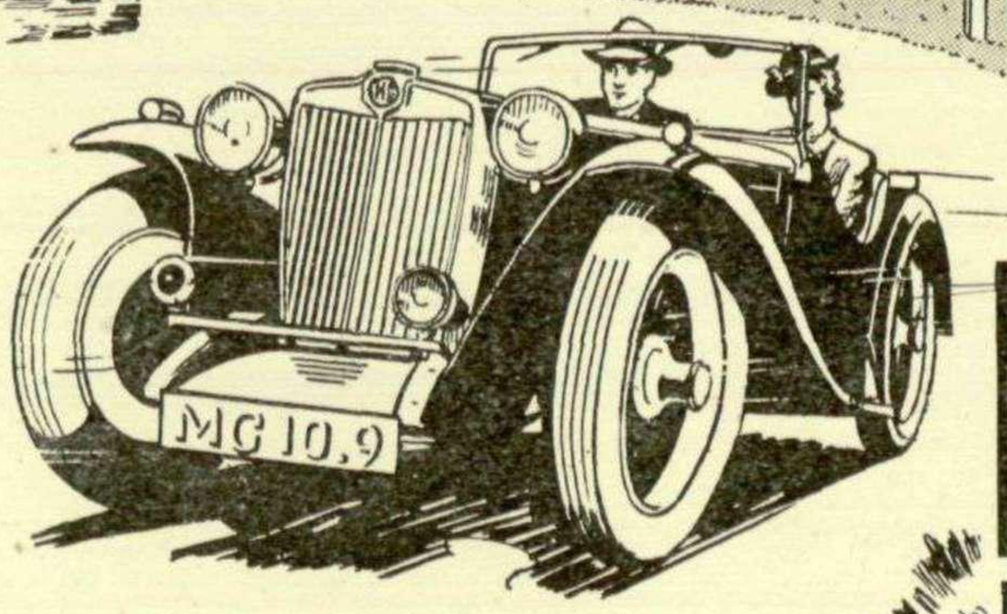
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SCINTILLA Vertex 6-cylinder fittings for Bugatti, drive off camshaft—reconditioned. £15. 125, Warwick Road, Olton, Birmingham, 27. ACO 2464.

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FOR SALE—*continued*

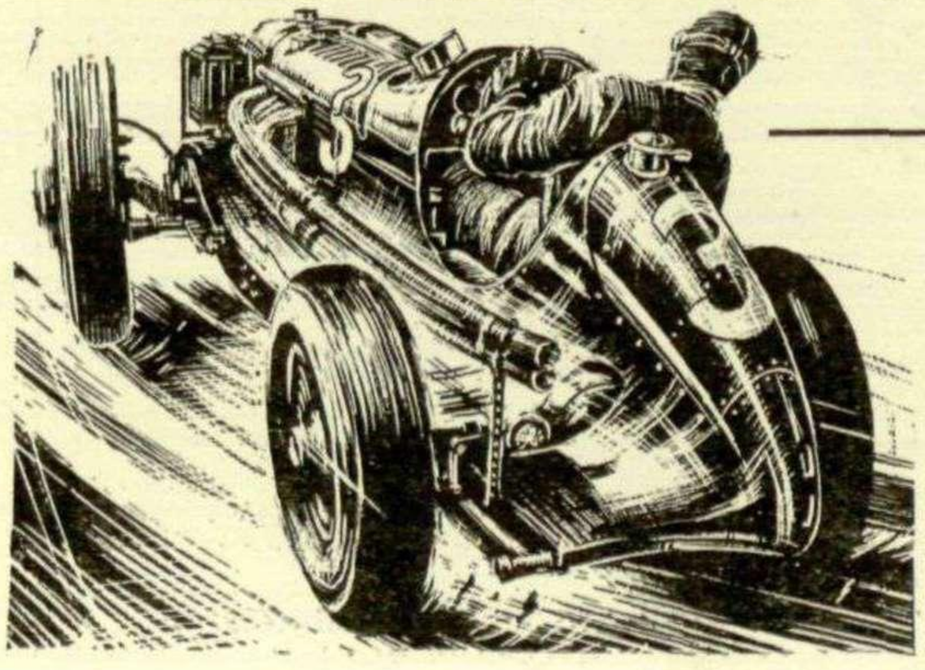
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WANTED—*continued*

WANTED for chain gang experiments, Fraser-Nash chassis, less engine. Wellington, Burr Wood, Wrecclesham, Surrey.

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WANTED, six 600-650 or 700 x 21 Dunlop covers in good condition. 'Phone Wallington 7114. 39, The Newlands, Wallington, Surrey.



BENTLEY enthusiast seeks early 3 or 4½-litre model urgently for personal use. Condition immaterial if price reasonable. Chassis only considered if in running order or needing only reasonable repairs. Write Ryder, 7, Villiers Road, Southsea, Hants.

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WANTED—*continued*

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WANTED for Austin Special blown "Ulster" engine. One 17 x 4.00 and two 16 x 5.25 Austin Seven wheels. M.G. Magnette handbrake lever complete with cross-shaft and pulley wheels. Austin Ten prop.-shaft. Bowden brake cable. Any special Austin parts. 6-in. revolution counter, and "Brooklands" Riley remote gear control. Write, Trevor Gillard, c/o, Gillard & Co., Walthamstow, E.17.

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WANTED, British Salmson 12-h.p. engine and *spares for chassis, and Jaeger revolution-*counter. Leadley, Sunholme, Moira Road, Ashby de la Zouch.

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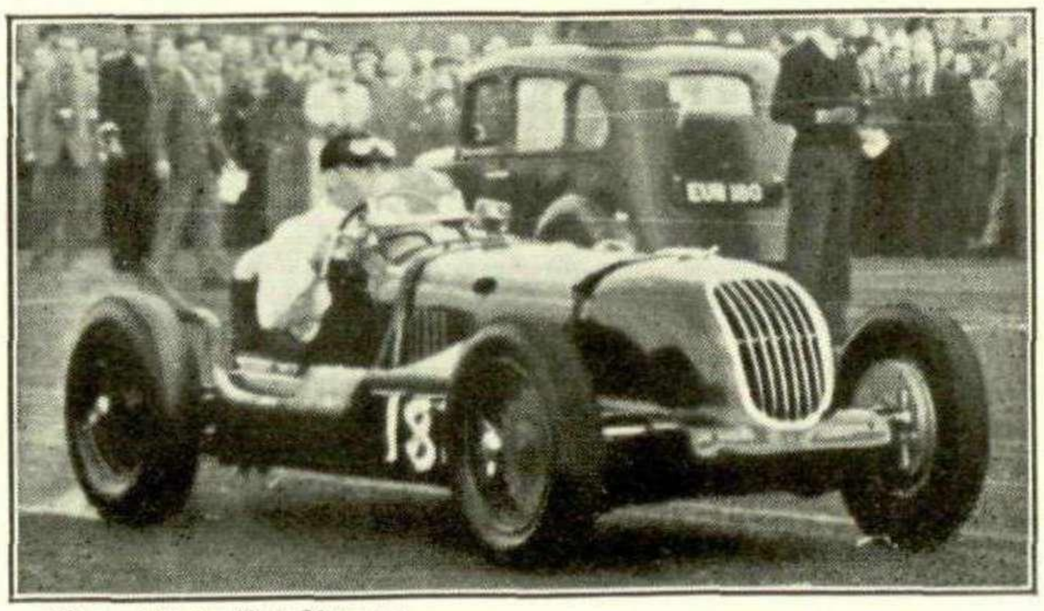
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WEST HARTLEPOOL, 10th AUGUST, 1946



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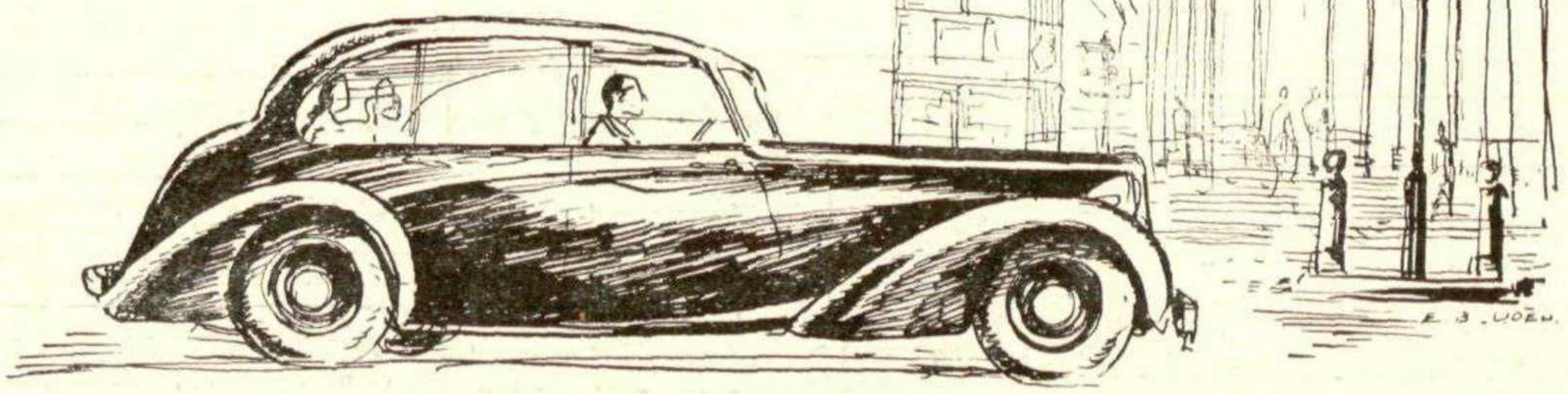
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:: MAINTENANCE ::

HIGH ROAD, BYFLEET, SURREY

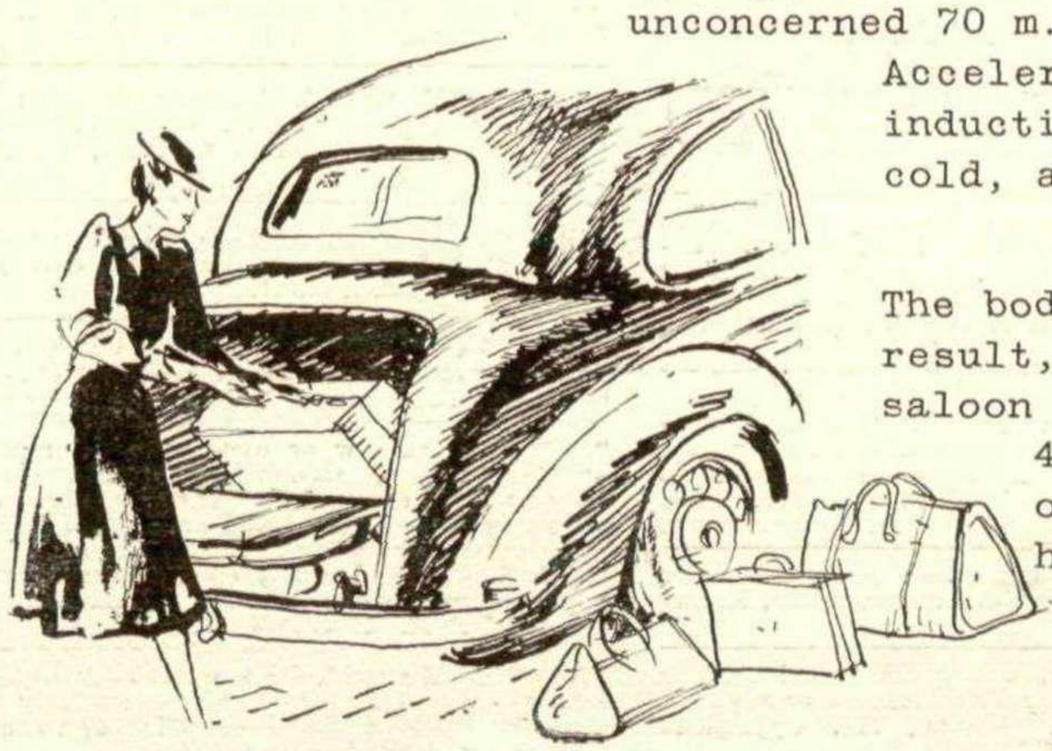
Phone: BYFLEET 2517

HIGHLIGHTS OF THE NEW 2½ LITRE

Daimler

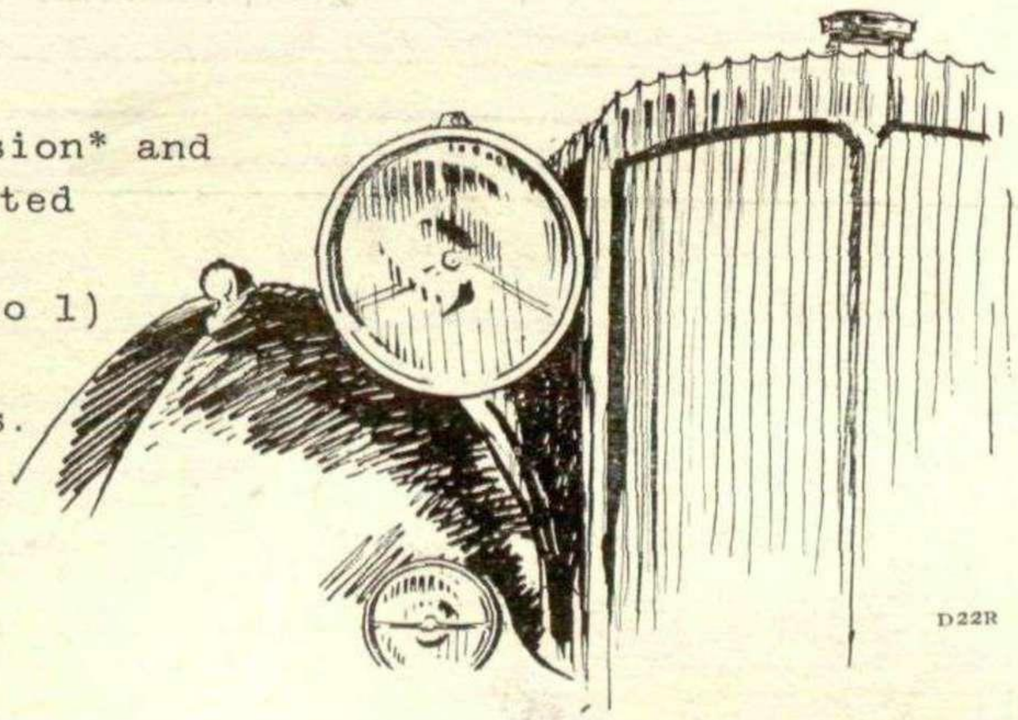


Dynamic power under the bonnet: will cruise at a cool, unconcerned 70 m.p.h. with throttle in reserve. Acceleration outstanding -- water-heated induction system gives flying start from cold, and 25% improvement in m.p.g.



The bodywork has had 'slimming' treatment - result, larger luggage boot of 51" width; saloon interior headroom (floor to roof) of 45"; and 51" width across seats. Use of curved glass allows of thin hidden-hinge doors: body pillars slim -- whole field of vision widened.

Foolproof Daimler Fluid Transmission* and 4-speed pre-selector gears; patented Daimler independent front wheel suspension; high compression (7 to 1) 6-cylinder engine, 18.02 h.p. developing 70 B.H.P. at 4200 revs.



D22R

* *Licensed under Vulcan Sinclair and Daimler patents*

BY APPOINTMENT MOTOR CAR MANUFACTURERS

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