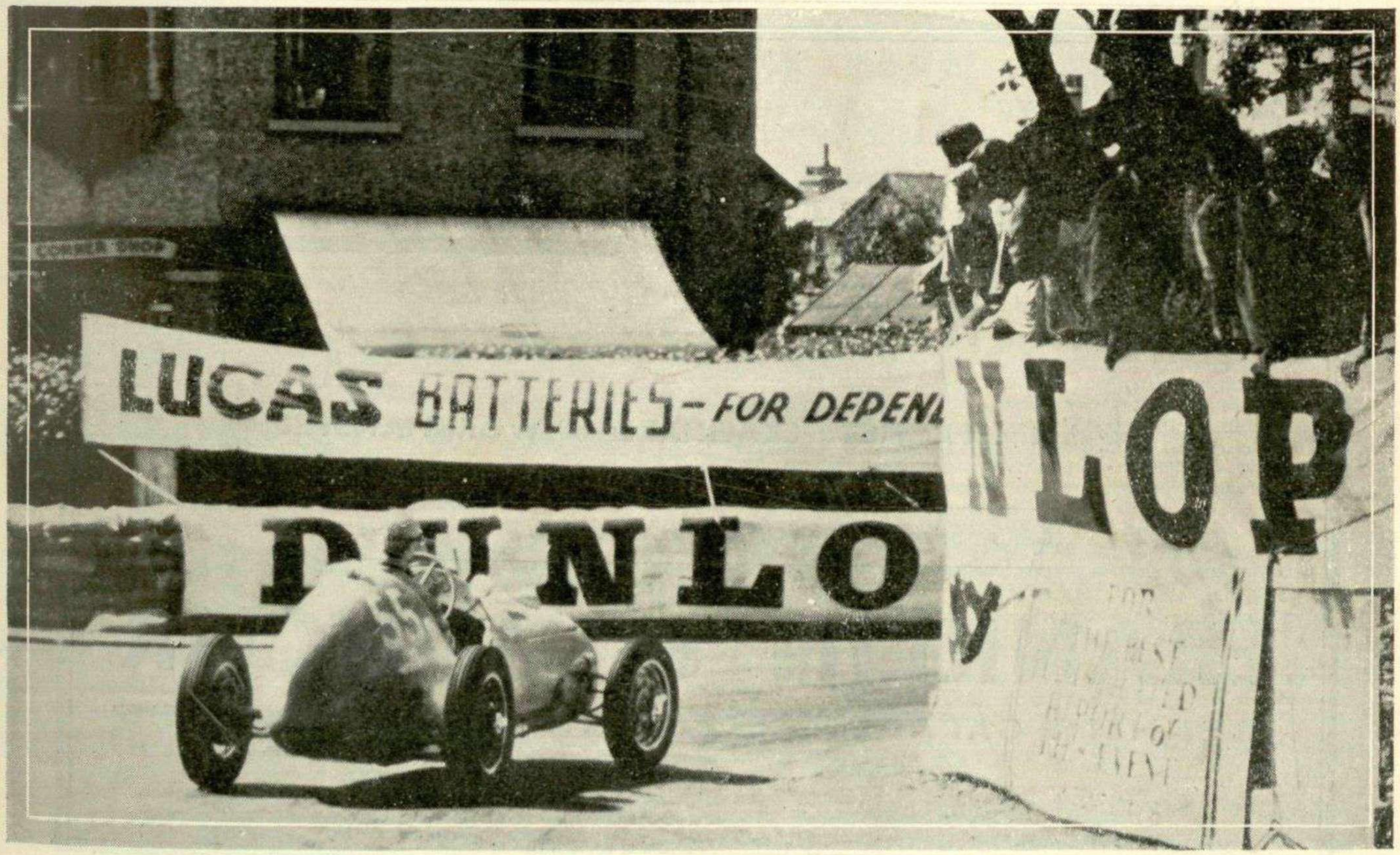
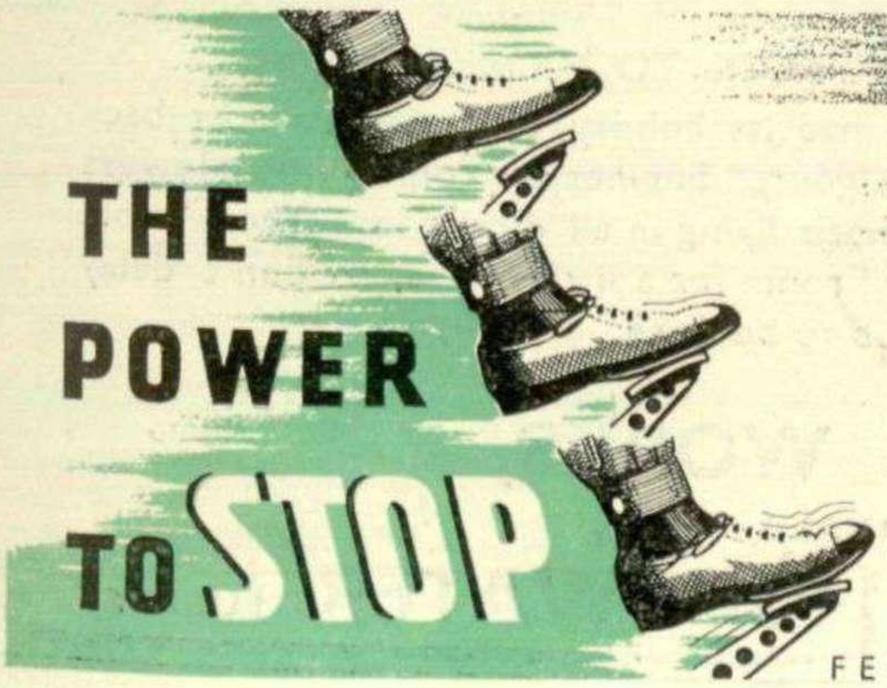
*Vol. XXIII No. 9* **THE B.R.D.C. ISLE OF MAN RACES** *September, 1947*

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## THE B.R.D.C. ISLE OF MAN RACES

*"Bira's" Simca-Gordini wins Manx Cup Race at over 66 m.p.h. from Harrison's Riley and Winterbottom's Emeryson. Gerard's E.R.A. victorious in Empire Trophy Race at over 68 m.p.h. E-type E.R.A. home 4th.*

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

THE first post-war car races organised by the B.R.D.C., the British Empire Trophy and the Manx Cup, which were run in the Isle of Man on August 21st, proved an unqualified success. In the Empire Trophy George Abecassis (E.R.A.) led the race for the first ten laps, with Whitehead in hot pursuit. A pit stop cost Abecassis the lead, and Whitehead moved into first place. He, in his turn, dropped back to second place after the re-fuelling stop, and Gerard, who had gambled on getting through the race without having to fill-up, stepped up his speed for the last ten laps and gained a well-deserved success, with Whitehead and Ansell second and third. All three drivers put up first-class performances, and interest was maintained from start to finish. "Bira" lost much time at the beginning of the race coming in for adjustments, and finished fifth, while Leslie Brooke had the satisfaction of gaining fourth place on his "E"-type E.R.A. This is the first time an "E"-type has finished a race.

The Manx Cup was an effective "curtain-raiser." "Bira" dominated the race from start to finish with his Simca-Gordini and finished with a lead of 31 sec. Harrison was steady and fast on his ex-Dobbs' Riley, which was at least ten years older than the Simca, and Winterbottom had the satisfaction of gaining third place on the Emeryson-Special, a striking performance on a "home-made" car.

The races were held on a course on the outskirts of Douglas, with a lap distance of 3.88 miles. The British Empire Trophy, for cars of 1½-litres supercharged, and 4½-litres unsupercharged, was run over 40 laps of this circuit, making 155 miles in all. The Manx Cup was for cars of 1,100-c.c. supercharged, 2-litres unsupercharged, and run over a distance of 12 laps, or 46.5 miles. Two evenings were allotted for practising. "Bira" made the fastest lap in both categories, 3 min. 46 sec. (64.5 m.p.h.) on the Simca, and 3 min. 18 sec. (70 m.p.h.) on the Maserati. The one serious accident of the races occurred on the first night. Chorlton (1½-litre Bugatti) braked hard coming down the steep hill into Onchan Village. The shock-absorbers were too loose, the car started to bounce uncontrollably, slid off the road and turned over. Fortunately the driver was not seriously injured.

### The Manx Cup Race

Conditions were ideal on the day of the race, with bright sunshine and a cooling breeze. Every seat in the Grand Stand, so well known to T.T. enthusiasts, was occupied, and crowds lined the course at all vantage points. The course had been much improved since 1936, when it had last been used, by the elimination of bottleneck corners on the back stretch, and had also been resurfaced. Drivers reported that it was still bumpy in places, but everyone was glad at least to know that one more pre-war racing venue was coming back into use.

Shortly before 2 p.m. the cars took position on the starting grid for the Manx Cup Race. The starters numbered 18 : Winterbottom (Emeryson 1,100-c.c., S.), Baird, Kennington, Graham, Nichols (M.G. 1,100-c.c., S.), Metcalfe (Rapier 1,100-c.c., S.), Dunham (Alvis 1,842-c.c., U/S), G. E. Ansell (2-litre Aston-Martin), Pool (2-litre Bugatti), Crook, Carrington, O. Moore, Tyrer (2-litre Frazer-Nash, B.M.W. Type "328"), Clark, Scott, Molyneux (H.R.G. 1½-litre), Harrison (Riley 2-litre), Penn (Riley 2-litre), "Bira" (Simca-Gordini 1,100-c.c.).

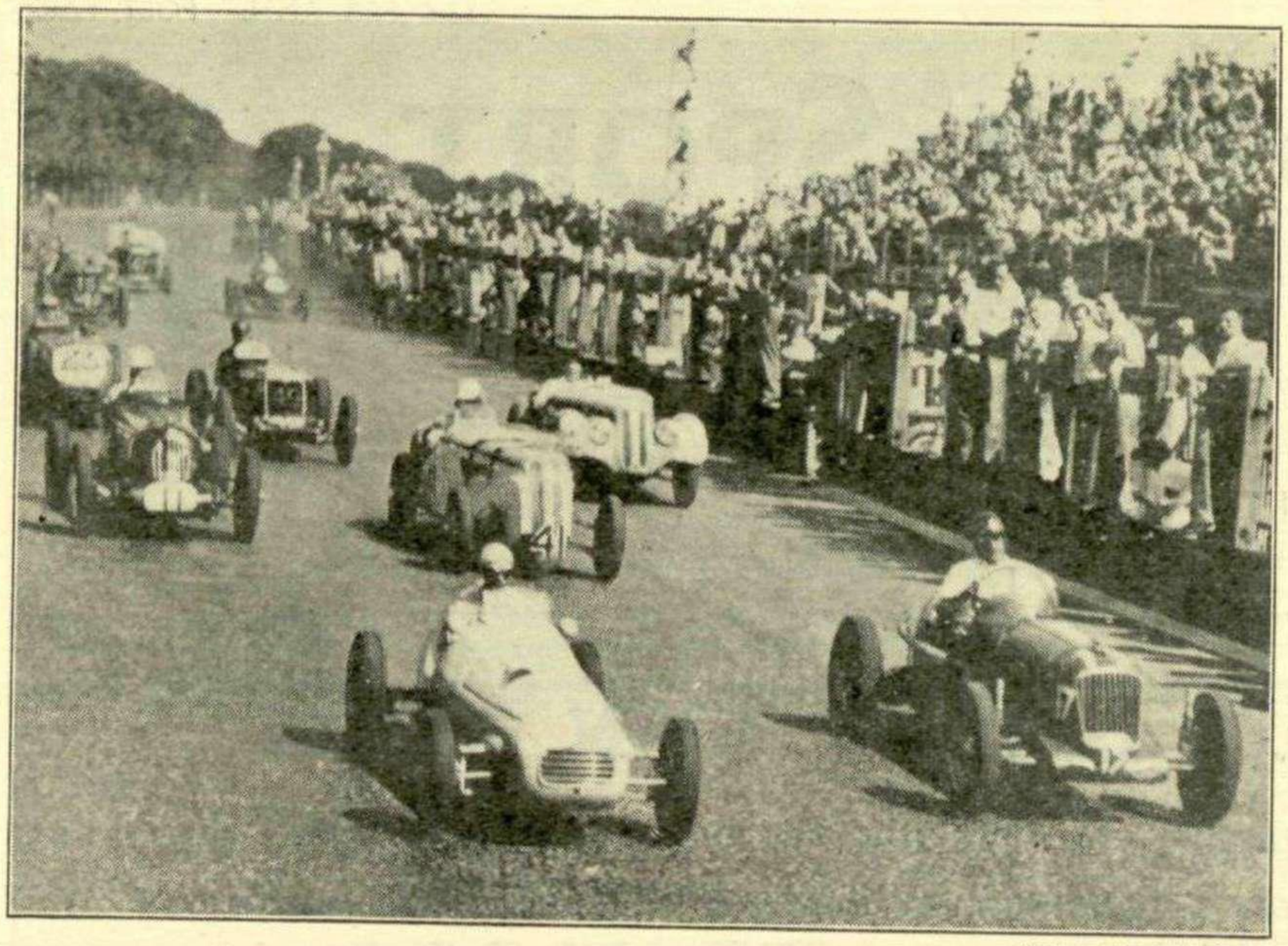
"Bira," Harrison and Ian Nichols were in the front row. When the flag dropped, "Bira" jumped into the lead and took the first corner, Parkfield, very fast. From Cronk-ny-Mona hairpin corner came the news that Graham (M.G.) had broadsided there, but in spite of this he came round in second position at the end of the first lap, with Harrison lying third. "Bira" lost one of his fastest rivals at the end of the first lap, when Nichols, with a double-camshaft M.G., retired with a broken piston.

Lap two saw "Bira" increasing his lead, while Harrison had come up into second position. Graham was third, then Tyrer (Frazer-Nash B.M.W.), Winterbottom (Emeryson) and Oscar Moore. Then came Dunham on the Alvis and Peter Clark on the new aerodynamic H.R.G. Just then news came through that Dunham had overshot the right-angle corner at Parkfield, and in the next lap Molyneux, on the pre-war H.R.G., broadsided at the same place, giving Graham an anxious moment as he scraped past him.

"Bira" by the fifth lap had built up a 15-sec. lead and was lapping some of the field. Harrison was still in hot pursuit and had bettered "Bira's" fastest lap by one second, with a time of 3 min. 28 sec. (67.13 m.p.h.). The order at 5 laps was as follows :—

1. "Bira" (Simca 1,100-c.c.).
2. Harrison (Riley 2-litre).
3. Graham (M.G. 1,100-c.c., S.).
4. Winterbottom (Emeryson 1,100-c.c., S.).
5. Tyrer (Fraser-Nash B.M.W. 2-litre).

The first three seemed well established, barring accidents, and the Emeryson, more reliable than most specials, also sounded in good fettle. Built up with a Rapier engine, twin Roots blowers giving a total boost of 26 lb., Singer front suspension, a tubular chassis, and with contributions from other makes, it was



*Motor Sport—T.G.M.*

*The start of the Manx Cup race. "Bira's" Gordini and Nickols' M.G. are out in front, followed by (left to right) Graham's M.G., Harrison's Riley, Tyrer's B.M.W. and Carrington's B.M.W., with Dunham's Alvis, Kennington's M.G., Wyer's H.R.G. and Baird's M.G. coming along behind.*

probably even surprising its designers by its steadiness and regularity.

The field was thinning considerably. Baird, Kennington and Nichols, all on M.G.s, had dropped out, and Oscar Moore (B.M.W.) made a pit stop, but decided to go on in an effort to support his team-mates.

"Bira" had more power in hand, and on his seventh lap raised the Manx Cup lap-record to 3 min. 27 sec. (67.45 m.p.h.). Harrison's pit urged him to greater efforts, but "Bira's" lead increased to 19 seconds on the eighth lap and 26 seconds on the tenth.

On the tenth lap the leaders remained the same as in lap five, but with only two laps to go, Graham dropped right back, his front brake seizing in the last lap, which allowed Winterbottom to mount into third place. "Bira" continued fast and unperturbed as ever, to finish first with a lead of 31 seconds.

### Results

1. B. Bira (Simca-Gordini 1,100-c.c.), 42 min. 17 sec. (66.05 m.p.h.).
2. T. C. Harrison (Riley 1,986-c.c.), 42 min. 48 sec. (65.25 m.p.h.).
3. E. Winterbottom (Emeryson-Special 1,100-c.c., S.), 45 min. 46 sec. (61.02 m.p.h.).
4. G. Tyrer (Fraser-Nash B.M.W. 2-litre), 41 min. 11 sec. (11 laps).
5. C. G. H. Dunham (Alvis 1,842-c.c.), 43 min. 11 sec. (11 laps).
6. F. Penn (Riley 1,986-c.c.), 44 min. 35 sec. (11 laps).
7. Scott (H.R.G. 1½-litre), 42 min. 35 sec. (10 laps).
8. A. Crook (Frazer-Nash B.M.W. 2-litre), 42 min. 54 sec. (10 laps).
9. G. E. Ansell (Aston-Martin 2-litre), 43 min. 15 sec. (10 laps).
10. H. Carrington (Frazer-Nash B.M.W. 2-litre), 43 min. 36 sec. (10 laps).
11. P. Clark (H.R.G. 1½-litre), 45 min. 44 sec. (10 laps).
12. A. C. Molyneux (H.R.G. 1½-litre), 45 min. 54 sec. (9 laps).

TEAM PRIZE: Scott, Molyneux, Clark (H.R.G.).

### The British Empire Trophy

Fifteen cars started in the Empire Trophy, the seventh of the series, and run this year under the rules of the current G.P. Formula. The line-up was as follows:—

*E.R.A.*—Abecassis, Bainbridge, Brooke, Gerard, Harrison and Whitehead. All these cars were "A" or "B" type except for the "E" type of Leslie Brooke. He had removed the Zoller blower and fitted a Jamieson Roots-type, giving a blower-pressure of 6 lb. in place of the original 26. Abecassis' car has Technauto independent springing in front, and he and Gerard had fitted oversize fuel tanks in the hope of completing the race non-stop.

*Maserati.*—"Bira," Ansell, Jason-Henry. "Bira" and Ansell were driving the 16-valve type, while Jason-Henry's was the older six-cylinder.

*Alta.*—G. Crossley.

*Challenger.*—D. A. Hampshire. This has a Delage engine and an independently-sprung chassis built by Parnell.

*Delage.*—Woodall.

*Riley.*—Mrs. Darbishire. The original "White" Riley fitted with an E.R.A. engine.

*Alfa-Romeo.*—A. P. R. Rolt. The ex-Aitken "Bimotore" 3-litre, fitted by Freddy Dixon with eight S.U. carburetters.

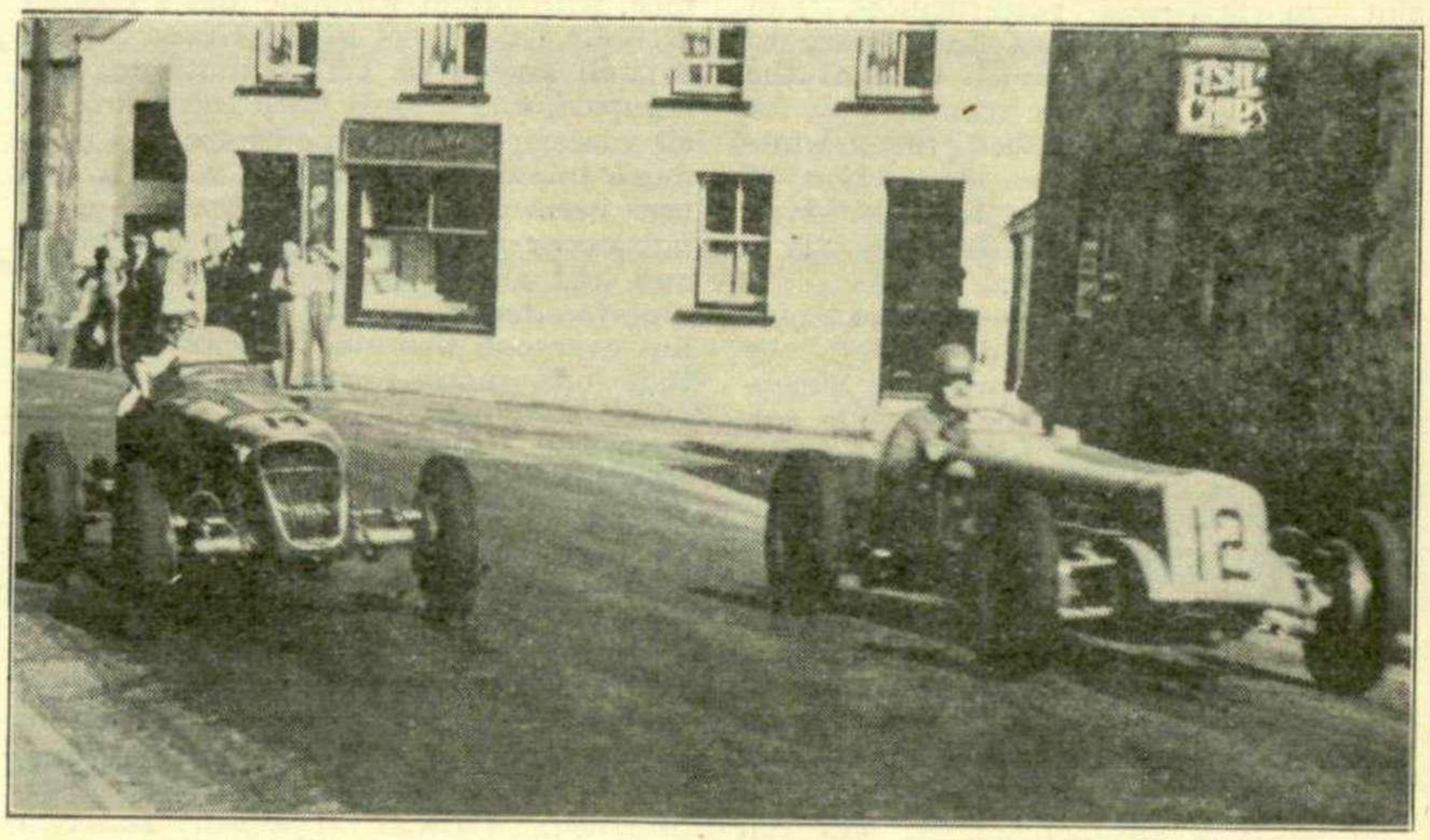
*Darracq.*—L. G. Johnson. Ex-Connell 4-litre.

All cars except the Alfa-Romeo and the Darracq were supercharged 1½-litres.

Notable absentees were Raymond Mays, who had damaged his car in Ireland, and the Ashmore brothers, who crashed at Comminges. Parnell's "E"-type E.R.A. broke its back axle in the Ulster Trophy, so Parnell found himself without a mount.

After a warming-up lap the cars took their places on the grid, with "Bira," Whitehead, Abecassis, Rolt and Gerard in the first two rows. Earl Howe, President of the B.R.D.C., introduced the drivers to the Lieutenant-Governor of the Isle of Man, then with two minutes to go, engines were started and the air was filled with a fruity G.P. roar.

Abecassis was first away as the flag dropped, but "Bira" was in the lead at Parkfield corner 400 yards down the course. Woodall (Delage) was held up 30 seconds at the start in getting his car started, then the news came from Cronk-ny-Mona, on the back leg of the course, that Abecassis had regained the lead. The first lap order was Abecassis, Whitehead, Gerard, Harrison, Rolt, Ansell, Brooke and Bainbridge. "Bira" came into the pits for adjustments to his shock-absorbers, which dropped him down



*Motor Sport—T.G.M.*

*Woodall's Delage* (12) *and Abecassis' E.R.A. were also-rans in the Empire Trophy race, but at Ulster they had finished third and fourth.*

to ninth place. Early casualties were Jason-Henry's Maserati in at the pits with fuel trouble, and Johnson's Darracq, which caught fire at Onchan.

Abecassis and Whitehead continued their wheel-to-wheel battle all round the course, but the former kept his lead, and gained an advantage of 3 seconds by the third lap. Behind them were Gerard, Harrison, Rolt, Brooke, Ansell and Mrs. Darbishire. Her Riley had seized a camshaft the previous evening, and mechanics had worked all night to get it ready for the race.

More activity at the pits now. Hampshire brought in the Challenger for adjustments, and "Bira" came in for further easing of the shock-absorbers. A third time he came in and this time mechanics reduced his tyre pressures. In this way he lost a complete lap on Abecassis, who had now raised the race-speed to 68.12 m.p.h.

### Order at Five Laps

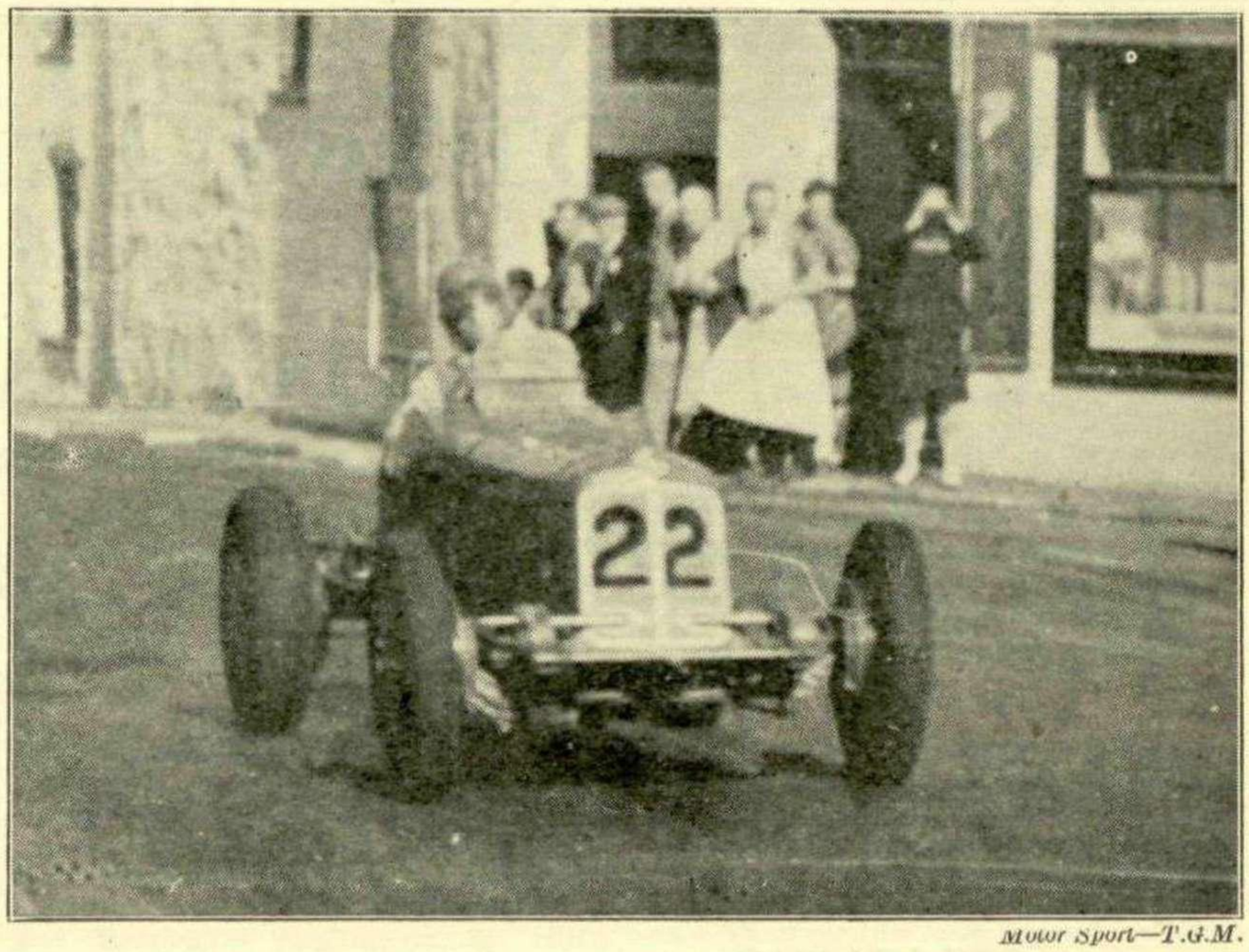
1. Abecassis (E.R.A. 1,486-c.c., S.), 68.45 m.p.h.
2. Whitehead (E.R.A. 1,486-c.c., S.), 67.45 m.p.h. (at 13 sec.).
3. Gerard (E.R.A. 1,486-c.c., S.), 67.13 m.p.h. (at 17 sec.).
4. Harrison (E.R.A. 1,486-c.c., S.), 66.5 m.p.h. (at 28 sec.).
5. Brooke (E.R.A. 1,486-c.c., S.), 64.65 m.p.h.
6. Rolt (Alfa-Romeo).

Abecassis was pulling strongly ahead, but there was some fine scrapping going on between Whitehead and Gerard, only 3 seconds separating them as the latter passed Woodall's Delage in front of the stand. The "E"-type was giving Brooke a rough ride, but the motor reacted favourably to the reduced boost, and ran well.

Harrison got into a slide at Cronk-ny-Mona hairpin, and Ansell (Maserati), who was never far behind, opened up the taps and passed Rolt, Brooke and Harrison to gain fourth place.

### Order at Ten Laps

1. Abecassis (E.R.A.), 68.45 m.p.h.
2. Whitehead (E.R.A.), 67.78 m.p.h.
3. Gerard (E.R.A.), 67.13 m.p.h.
4. Ansell (Maserati 1½-litre, S.), 64.95 m.p.h.
5. Brooke (E.R.A.), 64.8 m.p.h.




*Motor Sport—T.G.M.*

*F. R. Gerard winning the Empire Trophy race at 68.02 m.p.h., thereby following up his success in Ulster. His car is an aged B-type E.R.A.*

Now came an abrupt change in the order. Abecassis pulled into his pit at the end of the tenth lap with oil leaks. He lost 1¾ minutes through the stop, and dropped back to fourth place. Whitehead meantime was stepping on it all he knew and had built up a lead of 27 seconds, while Gerard's pit attendants were hanging out the "give chase" signal. Abecassis was doing his utmost, and at the 12th lap repassed Ansell into third position. On the 14th lap he clipped the sandbags at Governor's Bridge, but continued at full speed apparently quite unruffled.

Half-distance was now approaching, with thirteen cars still running. "Bira" had at last got the car to his liking, and had worked his way up to 8th place. The Alfa was still circulating well, its exhaust note recalling Grands Prix of the 1936 era. Brooke's E.R.A. was still holding together, though we noticed him have a rough ride at Governor's Bridge and Parkfield. Mrs. Darbishire was going strongly on the Riley, but she too found the Governor's Bridge section pretty tricky.

### Order at 20 Laps

1. Whitehead (E.R.A.), 68.12 m.p.h.
2. Gerard (E.R.A.), 67.45 m.p.h. (at 23 sec.).
3. Abecassis (E.R.A.), 66.18 m.p.h.
4. Ansell (Maserati), 66.03 m.p.h.
5. Brooke (E.R.A.).

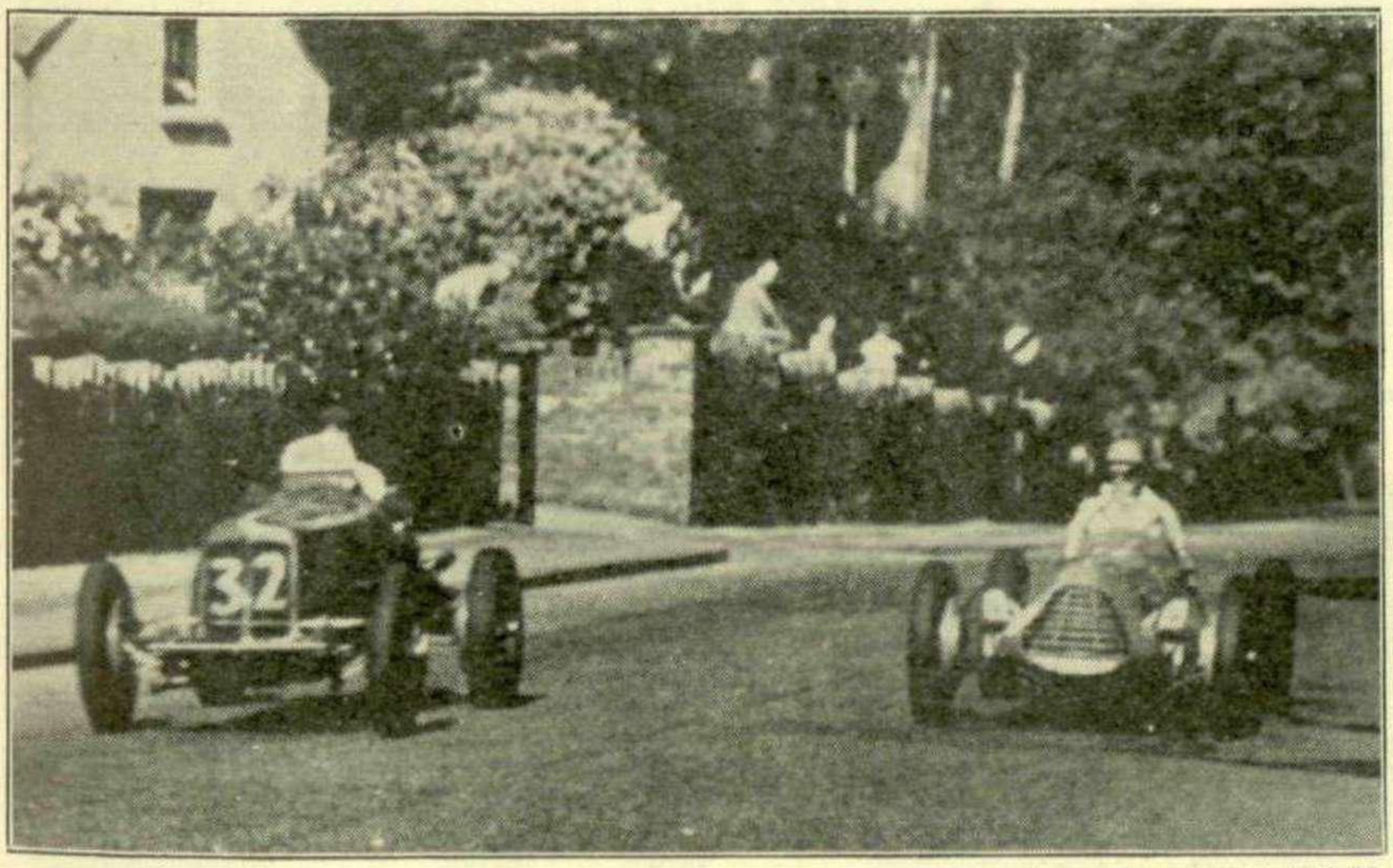
Bainbridge, Rolt, "Bira," Woodall, Mrs. Darbishire next in that order.

Ansell was the first of the supercharged cars to come in for refuelling. He took 62 seconds. Abecassis meanwhile had not slackened his pursuit of the two leaders, but his hard driving had weakened the brakes. Coming down the steep hill at Onchan he was unable to take the corner at the bottom and charged the sandbags. This accident unfortunately forced him to retire and with it went the chance of a terrific triple struggle in the last few laps of the race.

Gerard, as mentioned above, had fitted his car with a fuel tank holding nearly 50 gallons, which would get him through the race without filling-up. At 25 laps he was 25 seconds behind, and when Whitehead pulled into the pits, he roared past into the lead. Whitehead's pit-staff wasted no time and filled up in 42 seconds. Gerard took no chances, however, and put on further speed, pushing up his lead to 33 seconds, with a record lap of 3 min. 20 sec. (69.82 m.p.h.).

Rolt came in now with the Alfa, troubled with bad oil leaks, which forced

*Continued on page 257*




*Motor Sport—T.G.M.*

*Entering a built-up area! Whitehead's B-type E.R.A., which finished second in close company with Hampshire's Challenger.*

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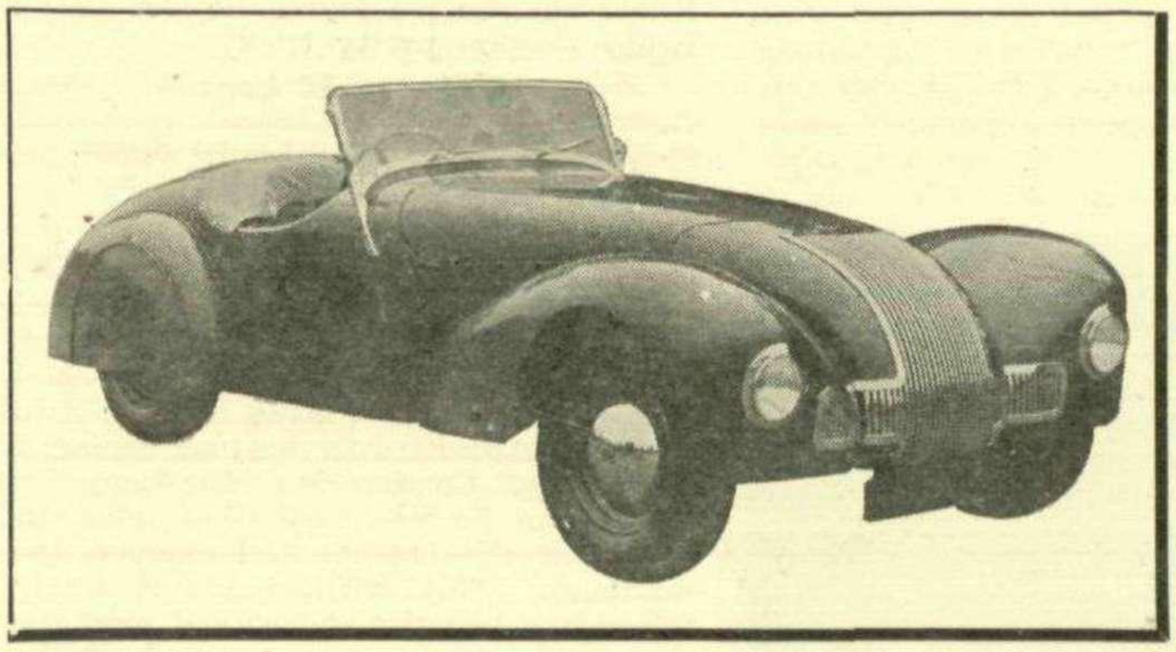
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# The Ulster Races

THE Ulster car races this year were rather a fiasco, through no fault of the energetic and enthusiastic Ulster A.C. During practice "Bira" ran a big-end and his Zoller-E.R.A. had to be rapidly rebuilt by Terry Hill before the race. It was only partially run in, round a local airfield, before the start. Even more unfortunate was Raymond Mays, whose E.R.A. wrecked its 1½-litre engine beyond repair. With Mortimer's Maserati, Baring's Riley, Brooke's E-type E.R.A., Whitehead's E.R.A. and Williams' Alta also definite non-starters, only eight cars lined up for the 150-mile scratch Ulster Trophy Race, won last year by "Bira's" E.R.A. Gerard's B-type E.R.A. led lap one from "Bira," Abecassis and Parnell, the last-named now trying a Jamieson blower on his E-type E.R.A. Already Bolster, in Bell's E.R.A., was in trouble with non-sparking plugs. Gerard did his s.s. lap at 74.19 m.p.h. and he still led lap 2, "Bira" still second but worried about his bearings, Parnell 3rd and clocking 118 m.p.h. over a timed mile after the pits, which was entered comparatively slowly. Gerard and "Bira" did 117½ m.p.h. Later "Bira" clocked 122, Parnell 121, and Gerard 119 m.p.h. As the race wore on "Bira" retired and Abecassis stopped with a broken rocker, later with a sticking S.U. piston. When Gerard called at his pit Parnell took the lead, but very soon the E-type E.R.A. had its rear wheels fold under it—the de Dion axle tube had broken. Harrison's E.R.A. had destroyed its Zoller blower, so its pit-staff decided to convert it into an unsupercharged car, which they eventually did. But this took time, and Abecassis was also delayed, tracing his elusive trouble, so Watson's Alta took the lead. The Alta then had troubles of its own, but should have got 3rd place, if Watson, who had already done wild things, hadn't vanished through a hedge, damaging stub-axles and wheels in the process. Gerard's E.R.A. ran on untroubled ahead of Woodall's Delage, its Dunlop tyres intact, its Lodge plugs and Lucas magneto firing properly in all six cylinders and its Ferodo linings refusing to slip. Gerard deserved his victory; he won easily and averaged 71.48 m.p.h., against Bira's 1946 average of 78.47 m.p.h. The old Delage came in 2nd two laps behind, Abecassis was credited with 3rd place, having done 21 of the 36 laps, while Harrison got his E.R.A. going unblown and was awarded 4th place with 18 laps run. Woodall and Abecassis, like Gerard, used Lodge plugs.

### Result

1ST: F. R. Gerard (E.R.A.) 71.48 m.p.h.
2ND: B. Woodall (Delage) 68.39 m.p.h.
3RD: G. Abecassis (E.R.A.).
4TH: T. C. Harrison (E.R.A.).

The Handicap race, over 50 miles, preceded by two 50-mile heats, offered better value. In the first heat D. C. Pitt's "PB" M.G. was unchallenged throughout, and he won at 62.05 m.p.h. Major Money indulged in a fine duel with McCausland's ex-Dixon single-seater Riley Nine and gained 2nd place at 60.89 m.p.h., Butterworth's 4½-litre Bentley 4-seater coming past McCausland two laps from the finish to get 3rd position, averaging 60.84 m.p.h. Heat Two saw the limit car, McKee's "P" M.G., lead until Barrington's "TC" M.G. overtook it, the latter winning at 67.44 m.p.h. Rowley was second, none the worse for his recent Prescott crash, in a 2-litre Aston-Martin, at 59.53 m.p.h., Cunningham's Riley Nine being 3rd, at 58.73 m.p.h. Peter Monkhouse, in a "K3" M.G., made fastest lap, at 74.56 m.p.h., but many cars were in trouble. Black's G.P. Sunbeam showed its dislike of its 2.6-litre M.G. engine by stripping its distributor drive, Cowzer's single-seater Wolseley limped in, Oscar Moore frequently lost control of his 328 B.M.W., Baird's "K3" M.G. gave eventual misgiving, Heath's ex-Hanson Maserati Six suffered from fuel-feed trouble and Cole's Jaguar spun and bent its chassis.

Sixteen cars qualified for the Final. Cowzer's Wolseley led for a time, Pitt and Barrington closing on it. Hill's Morgan "4/4" and Turner's Riley were improving on their handicap, but could not hold the M.G.s, the Morgan dropping its lead when clutch slip set in. Scott's Ford Eight Special threw a rod, Major Money damaged his M.G.'s front end when he slid into the bank at Ballyrobert and Turner retired right at the end. This put the two M.G.s in an unassailable position and Butterworth's vintage Bentley just beat the Morgan into 3rd place.

### Result

1ST: D. C. Pitt (M.G.) 63.08 m.p.h.
2ND: M. Barrington (M.G.) 62.68 m.p.h.
3RD: A. J. Butterworth (Bentley) 64.48 m.p.h.

Harrison's 2-litre Riley made best average in the handicaps, at 72.30 m.p.h. Very interesting are the speeds over the timed mile. Heath's Maserati did 112, Graham's "K3" M.G. 105, Harrison's Riley over 102, Moore's B.M.W. and Baird's "K3" M.G. over 100.

### Observations of a Reserve Driver

*(who didn't get a drive)*

Heats of handicap race a big headache for pit managers. No score board; how to determine positions on handicap in short race with time and lap credits? Need to ensure finishing in first eight, but not overdice unnecessarily. Stopwatches and slide rules largely superseded by masculine intuition.

* * *

Nevertheless, some havoc during heats. Cole's Jaguar very fast indeed, doing occasional laps at racing car times, burnt out clutch, then overdiced to make up time, bent chassis against stone wall at Lindsay's on last lap. Qualified, but unable to run in final. Willis' B.M.W. (Type 40, Mr. Announcer) lost some white metal on lap 2.

* * *

Second heat dominated by Monkhouse's "K3" M.G. Came in on lap 2; no air pressure. Consternation; relief valve (E.R.A. pattern) fallen out and not in undertray. Scamper round to borrow replacement from a scratch race E.R.A.: car lost some four laps. Peter re-entered fray with superhuman determination to qualify. Towards the end of the heat he was badly baulked along the straight, surprisingly enough by Rowley, who was shaping to pass a slow car further down the straight. Peter's attempts to establish *rapport* with the blue flag waggers were terrific; he all but stood up in the seat and threw things. Failed to qualify for final, but took award for fastest lap in handicap event at 3 mins. 20 sec.

* * *

Saw two accidents on Ballyrobert hairpin in this heat; Oscar Moore was having both of them.

* * *

The final was notable for the duel between Money in a single-seater M.G. Magna, and Barrington with a "TC" M.G. These Morris-Garagists followed one another round for most of the race, until Money suddenly found the "TC" on a bit of road he most urgently required for his own purposes and after the inevitable fracas was obliged to retire with a bent axle.

* * *

Butterworth's 4½-litre Bentley, which kept flashing past rather like something in the Gordon Bennett film, has four

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cylinders supplied by three S.U.s! The proof of the pudding!—third place.

* * *

Pycroft's 2½-litre Jaguar had an ultra streamlined body from which the Cooper "500" two-seater was copied, and it rushed round to no mean purpose, cornering (on full lock) in wide leisurely sweeps.

* * *

A pity to see Mackie's Talbot (remember Gransden?) fall out with fuel pump failure after a magnificent drive, on straight Pool at that.

* * *

Came the Scratch race, well named. Fourteen entries, eight starters, four finishers. Parnell, after fuel-tank trouble in practice, motored fairly fast for thirteen laps, losing ground to Gerard. Then he broke his de Dion rear axle beam, contriving to stay on the road notwithstanding, though one rear wheel must have been dragging along on its hub cap.

* * *

Gerard, the winner, led from the start, had a brief plug change on lap 12, when he yielded the lead to Parnell, regaining it almost immediately as Parnell fell out, and touring round slower and slower, never being seriously challenged. Suggest the preparation of this outfit second to none.

* * *

Harrison, after several stops, came in on lap 14 with fractured blower vanes. Decided retirement obvious. Onlooker pointed out six cash awards and only five other cars still in race; profitable to finish—somehow. Ensued feverish evisceration of blower, and after interval of ten or twelve laps the first and probably last unsupercharged E.R.A. tottered away with the world's most tortuous induction system; its fuel and compression pressure scarcely reconcilable. It finished in this state to take fourth place.

* * *

Woodall's Delage was steady and consistent, but fitted with the wrong grade of plugs. In the course of the race it was fitted with a lot more, during a number of pit stops, and finished a leisurely and unchallenged second, some two laps behind Gerard. Rumours of mechanical trouble are untrue.

* * *

The odd-looking E.R.A. of Abecassis lost a cylinder almost immediately and made repeated pit stops. Leslie Brooke assisted at these and for a while the magneto distributor was suspect; Brooke seen tearing bunches of H.T. leads up as if they were telephone directories. Sparks dept. vindicated; trouble was eventually traced to a broken exhaust rocker, which was replaced. These delays totalled even more than Harrison's, but George, now cracking well, rejoined the race on Gerard's 24th lap and proceeded to rush past the limping Harrison to settle comfortably in third place.

* * *

Providence (or maybe the gods of Reynold and Prestwich) must be unfavourable to Bolster's E.R.A. exploits. Plug pit stop soon after the start and then complete dissolution of the gearbox on fourth lap. More plug trouble due top gear only.

* * *

Watson, driving the Cowell-Watson Alta, so prettily re-bodied, seemed almost to be surf-boarding (*i.e.*, riding on the crest of the wave) for the car was right on form, sounding and looking good, and was steadily moving up in position as troubles overtook other cars. Each time past the pits Watson made a gesture of well-being. Alas, reports of turnings-round and phenomenal avoidances came over the speakers. But when Gerard stopped and Parnell retired, the Alta was briefly in the lead. In the ensuing chase by Gerard, a Great Heat began to develop, and the Alta came in with no water, and a leaking fuel tank. Woodall went past into second place, as Aspin stood on his head in the cockpit to fix the fuel tank, and Cowell repaired the water leak. Watson was told to concentrate on finishing third, where there was no opposition, rather than hurry along after Woodall, by now unassailable. However, he went off with undiminished ecstasy, and one then heard that he had been seized by a big wanderlust and motored into a field leaving both front wheels behind. Again the surf-board touch.

* * *

Thus the great race, the finishers so widely separated that none need hurry, the spectators bored, but the scenes at the pits full of dramatic interest.

* * *

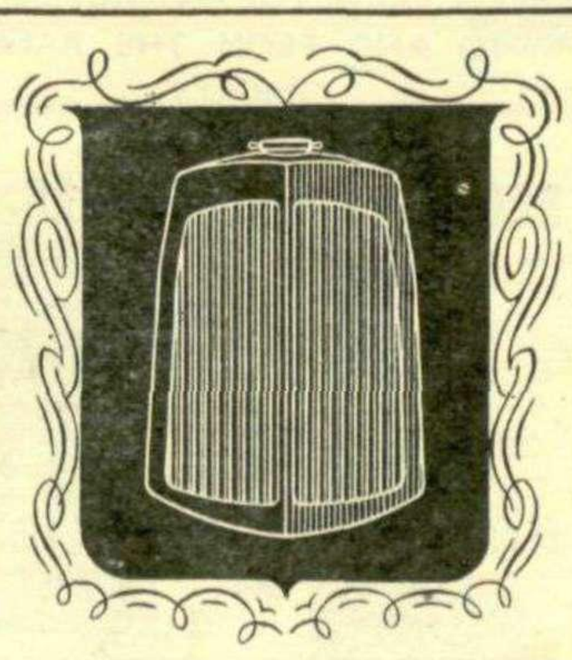
A word about Northern Ireland. Although the familiar shortages and rationing obtain, there is a distinct atmosphere of informality and helpfulness to be found on all sides. It is particularly extended in favour of those visitors connected with the racing in that two or three representatives of the Ulster A.C. seemed to work full time at seeing that one had comfortable accommodation (secured by them in advance), that all matters of red tape and shipping were in order, that one's garage accommodation was satisfactory (not that there was any question of this; the garages vied with the Club in hospitality) and even that one was not without a partner, or at least a share in one, for the party after the race. In our case, J. G. Baird acted as A.D.C. and in times of stress either he or his cream-coloured Riley seemed to pop out of the ground at the critical moment. He took a number of people to view Craigantlet on the morning after the race, and in the dead period between shipping the cars and embarking ourselves the Riley acted as a sort of honorary taxi.

The countryside well repays touring, as the famous Antrim Coast Road lies to the north, and the Mountains of Mourne to the south. There is an abundance of roads, few signposts, and negligible traffic except on the main roads. The villages are picturesque and spotlessly clean. We understand that there is a lot more of Ireland somewhere to the South, accessible only by complicated formalities. This did not interest us.

Finally, the worst thing is to drive about in a Bugatti that is not actually entered in the race. This involves one in endless explanations, excuses and apologies, none of which is really believed. That one should not be a competitor is unthinkable, impossible; any words on the subject are a waste of breath. The only thing is to be one, or stay at home.—H. B.

## BRITISH SUCCESSES

In the Swiss A.C. Delemont Speed Hill Climb, in which Hurzeler's Maserati made f.t.d. in 3 min. 47.8 sec. in the 1½-litre racing class, Treyball's H.R.G. won the 1½-litre sports-car class in 4 min. 44 sec., while Imhof's Allard won the over 3-litre sports-car class in 4 min. 19.4 sec.



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# CONTINENTAL NOTES

*by T. G. Moore.*

MOTOR-RACING on the Continent has revived in the most amazing way during the present year, and if you look at this year's Racing Calendar you will see that a Grand Prix of some sort was fixed for nearly every week-end from May to the end of August.

### Embarras de Richesse ?

For race-starved enthusiasts in England this sounds a *good thing*, but for drivers and organisers alike it is fast becoming a head-ache. If a driver blows his car up in a race like the Grand Prix de Rheims, no difficult thing if you put your foot down hard on that fast straight, it means a mad scramble to get the car running again for the next week-end at Albi, or some other distant spot. English drivers are worse off than their French *confreres*, being dependent on the spares they can carry in their trucks, and the resources of the local repair shops. As a result, many cars in this year's races have come to the starting line in very poor condition and have retired after completing only one or two laps.

Motor-racing is a paying proposition for the towns organising them (200,000 people attended the Pau races this year, out of season), and the organisers offer very substantial starting money in order to attract the maximum number of cars. Drivers and entrants are only human and try to compete in as many events as possible in order to make their racing pay. Keen though I am on seeing the revival of motor-racing after the war, I feel that the standard of racing would improve if there were fewer races and if drivers took on a less ambitious programme.

### The Formula Cars

The whole trouble, of course, is the dearth of new racing cars. The Alfettes are only produced for top-notch events, the 16-valve Maseratis are fast while they last, but are apt to be a bit spent after one long race. The earlier E.R.A.s are at least twelve years old and rather out of date, though still well capable of taking on the Maseratis when in good condition.

England's hopes are, of course, concentrated on the two "E"-type E.R.A.s, owned now by Parnell and Brooke. The cars are extremely fast and handle well, and the petrol tank trouble has been overcome. Their one weak spot is the supercharger, a single-vane Zoller, which is unfortunately the only one capable of giving the necessary 20 lb./sq. in. boost in one stage. The blowers on both cars failed at Rheims. Brooke was thinking of having special gears made by Rolls-Royce in an effort to cure the trouble, but I now hear that both cars will be running with the Roots type blower in the Isle of Man. What seems required to get full power is to fit two Roots blowers in series. This is easy on the Maserati, where there are two blower-drives on the front of the engine, but more complicated in the crowded bonnet of the "E" Type.

### Unblown Models

Just before the war, when French racing prospects were at a low ebb and *Bugatti alone was carrying on the* struggle against the German cars, Talbot, Delahaye and Delage came in to support him, with slower but very reliable converted sports cars. Now, when the formula is 1½ litres blown, 4½ litres unblown, the two types are competing on nearly equal terms, the greater speed of the supercharged cars being off-set by their liability to blow-up and their greater fuel consumption. At Albi, you will remember, not one supercharged car finished, while at Nice four out of the eight finishers were unblown. In the latter race, Chiron was driving a single-seater Talbot, an advance model of next year's racing cars, and was lying third to Villoresi and Ascari on Maseratis. Unfortunately the petrol-benzol mixture on which the Talbots were running was well below its rated octane-number, and Chiron's engine overheated and blew its gasket. It should give a good account of itself at Lyon in September.

### Fiat Derivatives

One of the biggest surprises of the season's racing has been the success of the Simca-Gordinis, and tc a lesser extent the Cisitalias. Both of them are powered with a supertuned form of the four-cylinder 1,100-c.c. Fiat engine. Originally allowed into this season's G.P. races, I should imagine, owing to the lack of bigger cars, they seem able to compete very adequately. Sommer told me he drove his car flat out all the way at Albi, and Wimille was equally successful at Nice. Gordini, of course, had been racing Fiats for years, and definitely knows something.

Both cars have tubular frames and independent springing all round, and weigh about 7 cwt. each. The Simca engine runs up to 5,500, the Cisitalia to 4,500, and, as a consequence, the Simca is about 5 m.p.h. faster, with a speed of about 114 m.p.h. The Cisitalia have a three-speed gearbox with foot-change for second and third, while the Simca has the normal four gears. Drivers say the Cisitalia is steadier on corners than the Simca, and can beat it on a really twisty course.

"Bira" and Gordini are driving Simcas in the Manx Cup, and I should not mind putting my money on the former for first place.

### Bugatti Plans

The Bugatti factory at Molsheim is still standing, but is not likely to be in operation for at least a year. In spite of this, good progress is being made in the small works in Paris, and there should be some 1½-litre cars racing in 1948.

The racing cars will have 16-valve two-camshaft four-cylinder engines with the blower at the front of the crankshaft, synchro-mesh gear-boxes and hydraulic brakes. Bugattis have not yet adopted independent suspension, and will use the well-tried semi-elliptics in front and reversed quarter-elliptics at the rear. About a dozen of the racing cars will be built and the first five have been ordered by private owners. The first car has already been built, but has not yet been tested at speed.

The sports car will have a four-cylinder, 1½-litre, single-camshaft engine, three valves per cylinder, with a blower driven once more from the front of the engine. A Cotal electric gearbox will be used. Suspension is again the familiar semi-elliptics in front, quarter-elliptics at the rear. At present only one style of coachwork is contemplated, a streamlined saloon.

Owing to the limitations of the present small factory, work has for the moment been dropped on the interesting little 350-c.c. four-cylinder car. The engine, which will have two o.h. camshafts and a small blower, is designed to run up to 10.000 r.p.m.

These notes were written before the deeply lamented death of Le Patron was announced in August. Since he was forced to relinquish control, the active head of the firm has been Monsieur Roland Bugatti, younger brother of the late Jean Bugatti.

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*I.O.M. RACES—continued from page* 253

him to retire. Mrs. Darbishire's Riley was also slinging oil, first of all into the driving compartment, and then down on to the clutch, which started to slip. In spite of these handicaps, she drove a first-class race. Woodall's Delage, sister car to the one in which Seaman won on this circuit in 1936, was running on seven cylinders, while Hampshire's Challenger had gone out earlier with magneto trouble. Crossley's Alta was spraying oil and running on three cylinders.

### Order at 30 Laps

1. Gerard (E.R.A.), 67.78 m.p.h.
2. Whitehead (E.R.A.), 67.45 m.p.h.
3. Ansell (Maserati), 65.56 m.p.h.
4. Brooke (E.R.A.), 63.62 m.p.h.
5. "Bira" (Maserati), 63.19 m.p.h.
6. Bainbridge (E.R.A.), 63.00 m.p.h.

As will be seen, "Bira" had been making steady progress through the field, but with 7½ minutes to make up, he was not likely to challenge the leaders. The pace was still a hot one and only eight minutes separated the first six.

Whitehead might have made up the necessary 33 seconds in the remaining ten laps, but Gerard realised his danger and cracked on still more speed. Whitehead, in a supreme effort to catch him, misjudged the Onchan corner and spun completely round. He got going again but now the gap had widened to 52 seconds. In his efforts he put up a record lap of 3 min. 19 sec. (70.17 m.p.h.). However, Gerard was still not at his limit, and cut the record down to 3 min. 18 sec. (70.53 m.p.h.), raising his race-speed for the 35 laps to 68.12 m.p.h.

With only five laps to go, Whitehead had no chance of winning unless Gerard

*Continued on page* 259

# *Reports of Recent Events*

## HANTS & BERKS M.C. BURGHFIELD SPEED TRIAL

In these days one must not scorn any place where speed events can be held, and consequently the warmest praise is due to Mr. Neil Gardiner for laying out a drive on his estate at Burghfield specially for sprint events. There are so many corners that its 440 yards are never straight and cars never reach racing speeds, but the first r.h. curve and two subsequent bends are steeply banked, the surface is good, and the surroundings truly delightful, with excellent spectator accommodation. These factors, coupled with a big entry and splendid organisation, made the Hants & Berks M.C. speed trial on July 26th an excellent affair. J. Lowrey, just back from the Alpine, in Continental white cap, untiringly talked through the very clear Antone speakers, and electrical timing was employed. The racing cars could do little on this winding, narrow course. Salvadori's *monoposto* Alfa-Romeo won its class in 25.2 sec., but couldn't be extended, and it was L. J. D. Bartlett's home-brewed Mercury which made f.t.d., in 23.5 sec. He used a tail-slide to check his car from some 65 m.p.h. at the banked turn and went astonishingly fast through the swerves, his modified L.M.B. front suspension working really well. Seldom have we seen such cornering and Bartlett richly deserved his success. He found his 7.00-in. road rear tyres well suited to the course. Second fastest, using the banking, was Emery's Hudson-Special. Others who drove noticeably well were Rivers-Fletcher (M.G.), although he dislodged some straw from a tree on one fast run, Perkins (H.R.G.), Leonard Potter, back from the Alpine, in his Allard, Emery (Emeryson-Special) and Shattock (Atalanta Special).

Jacobs was quick in his Arnott-blown M.G. "TC." Len Parker seemed to suffer brake lock in his V12 Allard. Appleton, holding one bad slide well, was neat in his white Allard, and Crozier really "diced" his big Mercédès-Benz coupé, using the blower and being faster than Maréchal's "Speed Six" Bentley, which had its smooth tyres on its *rear* wheels. The Becke arrived minus a vital petrol union, but was able to run in the afternoon. Tony Crook's "328" B.M.W. won its class easily and the Automenders-Singer went well. Boothby's J.B.M. was very slow round the corners, Merten's 4½-litre Bentley misfired, Mann blipped his Jaguar along, and Hamilton hadn't enough cylinders in Leithart's R-type M.G. Ruddock's Meadows-Frazer Nash stopped on its second run with distributor trouble, the J.A.P. Special and Riley-G.N. Special both fell sick, and the Sumner-J.A.P. should have cornered faster, but the Norris-Special was most impressive and Bremner's 1,750-c.c. blown Alfa-Romeo four-seater was very nice to watch. Wharton drove his Special outstandingly, Money's M.G. sounded fit and Trowbridge was neat in his "Ulster" Austin. The spectators got fine value for money, for in practice Clarke's "12/60" Alvis fell over the banking and later Brandon did likewise, before winning the 500-c.c. class in the Cooper from Cooper and the Bacon "500," Edwards hit a tree and bent the front axle of his G.P. Bugatti and Grey hit a kerb going into the banked bend in the twin-rear-tyred "2.3" G.P. Bugatti and simply flew through the undergrowth, damaging another expensive front axle. Those who drove really well are found in the following results :—

SPORTS CARS UP TO 1,100 C.C., UNBLOWN: 1st, L. E. Gibbs (Riley), 26.81 sec.; 2nd, R. K. Darley (H.R.G.), 27.92 sec.; 3rd, J. V. Bowles (Austin), 28.52 sec.

SPORTS CARS, 1,101–1,500 C.C., UNBLOWN, UP TO 1,100 C.C. BLOWN: 1st, J. M. Perkins (H.R.G.), 25.82 sec.; 2nd, W. S. Perkins (H.R.G.), 26.00 sec.; 3rd, R. A. Hellyar (Automenders-Singer) 26.70 sec.

SPORTS CARS, 1,501–3,000 C.C. UNBLOWN, 1,101–1,500 C.C. BLOWN: 1st, T. A. D. Crook (B.M.W.) 25.85 sec.; 2nd, R. G. Shattock (Atalanta-Special) 26.17 sec.; 3rd, R. W. Jacobs (M.G.) 26.39 sec.

SPORTS CARS OVER 3,001 C.C. UNBLOWN, OVER 1,501 C.C. BLOWN: 1st, L. J. D. Bartlett (Mercury) 23.50 sec.; 2nd, P. R. Emery (Hudson-Special) 24.00 sec.; 3rd, J. H. Appleton (Allard) 25.22 sec.

RACING CARS UP TO 500 C.C.: 1st, E. Brandon (Cooper) 25.01 sec.; 2nd, J. Cooper (Cooper) 25.09 sec.

RACING CARS, 501–1,100 C.C.: 1st, K. Wharton (Wharton) 24.26 sec.; 2nd, P. R. Emery (Emeryson) 24.40 sec.; 3rd, C. P. Vaughan (Becke Powerplus) 24.56 sec.

RACING CARS, 1,101–1,500 C.C.: 1st, F. A. Norris (Norris) 24,32 sec.; 2nd, G. N. Richardson (Bugatti) 25.68 sec.

RACING CARS, 1,501–3,000 C.C.: 1st, R. F. Salvadori (Alfa-Romeo) 25.20 sec.; 2nd, R. Dixon (Bugatti) 27.51 sec.

THE SIX FASTEST: Bartlett (Mercury) 23.50 sec., Emery (Hudson) 24.00 sec., Wharton (Wharton) 24.26 sec., Norris (Norris) 24.32 sec., Emery (Emeryson) 24.40 sec., Vaughan (Becke) 24.56 sec.

## MENDIP GRAND PRIX

The Mendip Grand Prix organised by the Bristol Motor Cycle & Light Car Club took place on the Castle of Comfort Course in the Mendip Hills, on July 26th. The event was devised to resemble the spectacle of a sports car road race and yet remain legal and suitable for ordinary cars.

An average speed of 30 m.p.h. over eight laps of a five-mile course was required, but the main competitive sphere lay in the eight compulsory pit stops, which were timed. Apart from penalties for being early or late at the finish the best aggregate pit stop timings produced the winner. From the massed start a real "race" atmosphere was maintained, the pit stops providing the greatest interest.

Ten cars faced the starter's flag and, as it fell, drivers and mechanics ran to their cars in true T.T. style. J. Buncombe (M.G.) was first away and he subsequently made the fastest time in four pits, his chances of the premier award being spoiled by a delay in wheel changing at Pit "H."

With only eight pits available for the ten entrants, two of them had to make a blank lap after the first one. The general run was to cover two pits per lap when possible, leaving blank laps at the end for adjusting time schedules.

E. H. Goodenough (Horstman) took only 5 sec. to remove and replace three battery filler plugs. J. Buncombe took a like time for the removal and replacement of his rear axle filler cap and 6 sec. for the gearbox cap. Despite a time allowance, those with stud fixing wheels could not compete with the "knock-off" variety when wheel changing. In the former category M. Turner (Ford) and G. F. Coaker (Austin) took 100.1 and 111 sec. respectively, while J. Y. Tomlinson with "knock-offs" on his Lea-Francis took only 37.8 sec. Hydraulic jacks gave notable assistance. J. Buncombe changed and replaced two sparking plugs in 41.2 sec. Among time-saving devices was a length of hose pipe and a house-type tap for water drainage from the radiator.

Though only gaining fastest time in two pits, E. H. Goodenough was consistently well organised at the others and the final results proved him to be the winner.

### Results

1ST: E. H. Goodenough (Horstman), aggregate time 270.5 sec.

2ND: J. Buncombe (M.G.), aggregate time 273.2 sec.

3RD: J. F. Saunders (Bentley), aggregate time 383.8 sec.

TEAM AWARD: J. F. Saunders (Bentley), D. Wilson-Spratt (Bentley), J. Y. Tomlinson (Lea Francis).

## HARTLEPOOL & D.M.C. SPEED TRIAL

Another event savouring of the early nineteen-twenties was the speed trial along Hartlepool promenade. Allan Arnold, in his modified Type 51 Bugatti, set a new record for the ¼ mile course of 14.8 sec., beating the old record, made in 1939, by .4 sec. Stewart's H.R.G. won the 1½-litre sports-car class in 19.8 sec., beating Snowden's M.G. by a clear second. The large sports-car class saw Tyrer's very successful 328 B.M.W. win in 16.6 sec., beating Pritchard's Allard by 1.2 sec. Lafone's supercharged M.G. was the fastest 1,100 c.c. racing car, in 17.8 sec. and, although now a second slower, this car also won the 1½-litre racing-car class. Arnold obviously took the unlimited racing-car class, Penn's ex-Dixon Riley being a second slower. Mrs. Darbishire's well-known supercharged Riley won the Ladies' class in 15.8 sec. from Mrs. Stonehouse. The latter's M.G. took 21.8 sec. Electrical timing was used.

## COUPE DE PARIS

The first heat of this excellent fixture was over 20 laps of a circuit at Boulogne, and was won by de Costanze's Darl' Mat Peugeot at an average of 70 m.p.h. from Jacques' Riley and Deutsch's D.B., after Bonnet's D.B. had retired and Martin's special B.M.W. had visited its pit. Martin twice broke the lap record, but his stop cost him a place. Wimille's Gordini-Simca won Heat 2 at 76 m.p.h. from Trintignant's sister car, with Masino's Cisitalia 3rd. Sommer's Simca made fastest lap, then blew its gasket, while Loyer's Cisitalia had trouble. In the final Sommer took over Trintignant's car, but damaged it while in the lead. Wimille then went on to win the 120½ mile race for Gordini-Simca at 76 m.p.h. from Martin's B.M.W., Loyer's Cisitalia, Trintignant in Prince Igor's Simca, de Cortanze's Darl' Mat Peugeot and Sommer's Simca.

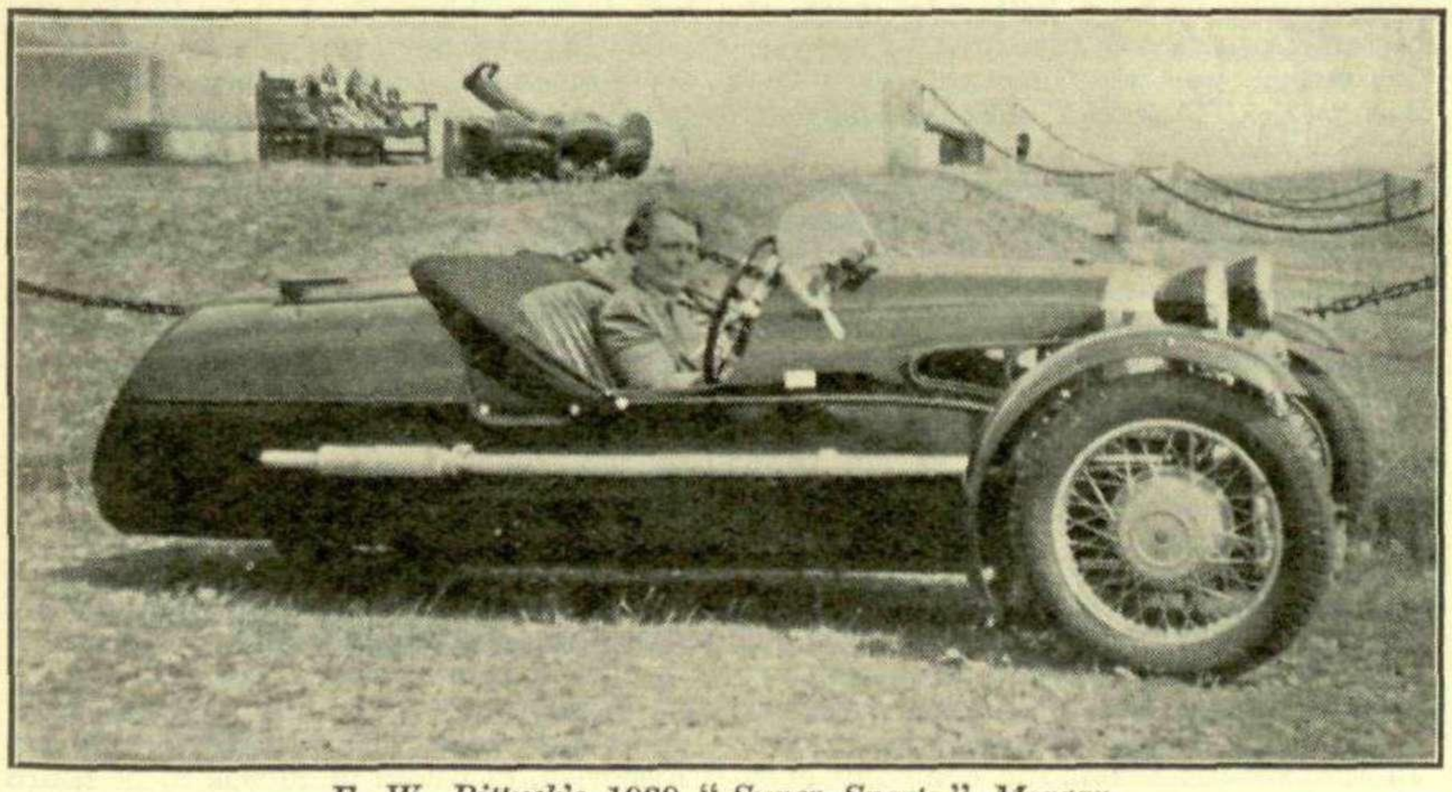
*Continued on page* 265

# *Experiences with Morgans*

THE future spells Austerity with a capital A, so we hope we may be excused for dwelling a while longer on the Morgan three-wheeler. The 3-wheeler is the most economic motor vehicle, apart from a motor-cycle, to tax (£5 a year), while it is also economical of petrol and tyres—particularly so in view of the very high degree of performance offered by the hotter versions. This being the case, and to fit in with Britain's recently-announced Austerity Plan, we have dug out some experiences, sent into us by enthusiastic Morgan users in the form of articles too long for inclusion *verbatim*. H. F. Wedge acquired a most interesting Morgan in 1931, none other than a special job built up by H. Beart and first registered in 1929. It possessed a rather special frame, wide-track like the early "Super Sports" but with straight (in lieu of cranked-down) front cross-tubes. On Wedge's car additional stays braced the steering heads to the body sides. At the rear the bevel box was made to carry the springs as in a normal, pre-M-type chassis, but Beart had plugged the ends of the lower pair of frame tubes and bolted steel stays from the rear angle to these plugs, thereby obviating movement of the bevel box under load. The rear brake was a useless contracting band, but at the front Beart had provided excellent 8 in.-dia. drums flanged to carry the wheel spokes, rather like the later 7 in.-dia. drums. A model-T Ford steering box gave geared steering, an 18 in. Bluemel wheel was used, and petrol was carried in a beautiful 10-gallon tank under the chassis, attached to the lower frame tubes by channels. The normal Morgan oil/petrol tank held oil only. The body was virtually standard "Aero," but widened 3 in. and given a V-screen. There was a foot accelerator, outside gear-lever, belt-drive dynamo and the usual cone clutch and 2-speed chain transmission. The engine in this desirable "Moggy" was an air-cooled o.h.v. Blackburn, believed to have the Series-K.M.C. crankcase assembly, with cylinders and heads from an earlier series. The carburetter was a racing Brown and Barlow, so sensitive that an alteration of 1/64 in. in the needle setting would seriously affect the mixture and that suitable for National Benzol would suit no other No. 1 petrol. Wedge made several further modifications, including rebuilding the badly-worn front wheels with Morris Minor brake drums, converting the weak rear forks to single-slot type and fitting a nickel chrome rear spindle, high-tensile bolts throughout, an accurate rev. counter, etc. He reports maximum speed as just over 53 in bottom and around 80 m.p.h. in the 4.66 to 1 top speed, at around 5,000 r.p.m. Retarded, the engine would pull happily at 16 m.p.h. in top, acceleration up to about 75 m.p.h. "was fairly brilliant," and hill-climbing outstanding. Road-holding and steering are described as really excellent at speed and on corners slides could be evoked with never any tendency to overturn. The wide track and Hartfords on the rear undoubtedly helped, and the latter also gave most creditable chain and rear tyre life. A car-type 27 in. x 4.00 in. Goodyear lasted more than 9,000 miles on the back, a m/c style Goodyear rather less. Fuel consumption averaged 40 to 42 m.p.g. After digesting Wedge's account of this non-standard specimen—Reg. No. P.G. 1018, incidentally, should previous owners spot these words—let us consider F. W. Pittuck's reactions to 25,000 miles in a "Super Sports" Morgan with air-cooled Matchless engine, purchased new in July, 1939. Pittuck, by the way, graduated *via* a 1926 250 c.c. New Imperial, a 1927 o.h.c. 350 c.c. Velocette used for T.T. practice by Freddie Hicks, a 1928 509 Fiat 4-seater, a 1931 350 c.c. o.h.v. Sunbeam and a 1937 600 c.c. P. & M. "Panther." To revert to his Morgan, it cruised at 55 to 60 m.p.h., its maximum was in the region of 75 m.p.h. and acceleration was "almost up to motor-cycle standard, but from rest was spoilt by a very slow gear-change." Fuel consumption was a pleasant surprise—a regular 57 m.p.g. and over 60 m.p.g. on three occasions. Roadholding and general handling were found very pleasing, except at over 50 m.p.h. on bumpy by-roads, when rear shock-absorption might have helped matters. This owner, too, says that skids could be provoked without any terrors.

Lastly, Freddie Hambling, who bought his first Morgan-J.A.P. in 1920, bought a model-F, Ford Eight-engined example in 1940. He liked the driving position, gear-lever location, steering and seating. He found he could cruise at 50 to 60 m.p.h. on long main-road journeys and touched 50 m.p.h. in the 7.9 to 1 2nd gear and 70 m.p.h. in the 4.85 to 1 top gear, in spite of having replaced the Ford's alloy head with a normal cast-iron head. Fuel consumption came out at 40 to 50 m.p.g. depending on conditions and Leeds to London was accomplished regularly in 4¾ hours. Again, Hambling emphasises how safe these cars are, stating that he has put a front wheel up an 8 in. high kerb at speed without upsetting, while all three wheels could be slid on corners without danger. He praises the later underslung rear springing but recommends checking rear forks, chain, spring brackets and wheel nuts every 2,000 miles and replacing the chain after about 5,000 miles—"long before it is likely to actually break."

The foregoing are extracts from experiences of the three-wheeled Morgan both during and before the war. Reading between the lines, it seems that these cyclecars may well constitute a solution to many problems confronting enthusiasts in this present age of Peace.



*F. W. Pittuck's 1939 "Super Sports" Morgan.*

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*I.O.M. RACES—continued from page 257*

slipped up somewhere. Gerard made no mistakes, and repeated his Ulster Trophy victory of a fortnight ago with a well-deserved win at 68.02 m.p.h. Whitehead did a quick refill and, slapping the side of his car for more speed, shot off to gain second place after his spirited 30 laps duel with the winner. This came as a fitting climax to a first-class race in which driving and organisation were well up to Continental standard. All who saw the races will hope that the B.R.D.C. will have a repeat date with the Island next year.

**Results**

1. F. R. Gerard (E.R.A. 1,486-c.c., S.), 2 hr. 16 min. 52 sec. (68.02 m.p.h.).
2. P. N. Whitehead (E.R.A. 1,486-c.c., S.), 2 hr. 18 min. 35 sec. (67.17 m.p.h.).
3. R. E. Ansell (Maserati 1½-litre), 2 hr. 17 min. 38 sec. (39 laps).
4. H. L. Brooke (E.R.A. 1,486-c.c., S.), 2 hr. 18 min. 48 sec. (38 laps).
5. B. Bira (Maserati 1½-litre, S.), 2 hr. 19 min. 49 sec. (38 laps).
6. G. H. Bainbridge (E.R.A. 1,486-c.c., S.), 2 hr. 20 min. 24 sec. (38 laps).
7. B. Woodall (Delage 1,494-c.c., S.), 2 hr. 19 min. 38 sec. (36 laps).
8. Mrs. S. Darbishire (Riley 1,486-c.c., S.), 2 hr. 19 min. 21 sec. (32 laps).
9. T. C. Harrison (E.R.A. 1,486-c.c., S.), 2 hr. 17 min. 24 sec. (25 laps).

★ ★ ★

Joseph Lucas Ltd. had every reason to be satisfied with the results, as Gerard, Whitehead, Brooke and Harrison used Lucas ignition equipment, while Ansell's Maserati and Brooke's E.R.A. had Luvax-Girling dampers fitted.

# SIDESLIPS

*by*

## "BALADEUR"

A FULL and authentic biography of Ettore Bugatti still, I think it is generally admitted, remains to be written. Even less attempt, so far as I am aware, has been made to trace the career of that equally enigmatic Alsatian, sometime, I believe, Bugatti's partner, Monsieur E. E. C. Mathis. One day, perhaps, when his Minicar, which was one of the sensations of the last Paris show, has swept the markets of the world, M. Mathis may be persuaded to imitate another of his partners, the late Mr. Henry Ford, and give us a French edition of "My Life and Work." In the meantime, I am impatient, for I consider that I received a large part of my early training on a Mathis. The machine in question had a tiny 4-cylinder engine, a delightful 4-speed gearbox, and next best thing to no brakes. Gear-changing was the order of the day. Eventually I put it rather too enthusiastically up-wind in third, there was suddenly a most expensive noise from under the bonnet, and subsequent revolution of the starting-handle revealed the fact that the process had no effect on the position of the pistons. It was the first engine that I had good and properly "burst." Small wonder, therefore, that I cannot wait for "Les Ouvrages de ma Vie."

At the same time, the results of individual research are, it must be admitted, to say the most of it, sporadic. Alsace, be it remembered, was until 1919 in Germany, and one has only got to trot out the names of some German cars which took part in races before that date, such as Dixi, Dürkopp, Ehrhardt, Eisenach, Gaggenau, Hanzer, Loreley, N.A.G., Nesseldorf, Schaudel, to realise how obscure is their early history. Indeed without the list of starters in the Tourists' Section of the 1901 Paris-Berlin race I should never have been able to trace back the story of our friend Mathis very far. But this list is of inestimable value, for all sorts of purposes. For example, Delaunay-Belleville, which I had always imagined to be two people, turns out to be only one—Monsieur P. Delaunay-Belleville was a starter on a 12-h.p. Panhard et Levassor. Again, the Gobron-Brillée opposed piston engine, in which I have taken an especial interest since one of them, with D. B. Tubbs at the controls, whirled me round the roads of Surrey last year, might, from the works of Mr. Worby Beaumont, who consistently refers to the Brillée motor, etc., be supposed to be the product solely of the latter part of the name. Once more, however, the list comes to the rescue with the clearest indication that Gobron also existed—and not only Monsieur Gobron, but Madame Gobron as well. "Prince d'Aremberg," says a contemporary account, "and M. and Madame Gobron ran with alcohol." All three finished, from which it may perhaps be fairly inferred, in spite of the fact that, by the time he got to Berlin, M. Gobron was apparently calling himself "Gobron-Hutchinson," that the alcohol was carried in the fuel tanks rather than the tonneau.

Finally, and we are about to resume the theme of the argument, De Dietrich also was a real person, for, of the 10 h.p. De Dietrichs, one was driven by the Baron E. De Dietrich—and one by Monsieur E. Mathis. Now the De Dietrich company was founded in Alsace as a firm of ironmasters as long ago as 1769—and I believe that some of their foundries there had been in existence for a century or more before that. Then in 1869, on the eve of the Franco-Prussian War, it had prudently removed itself to Lunéville in Lorraine, so that at the end of the century it was still comfortably making rolling stock in France for the French railways. The Baron De Dietrich, however, was not the only member of the nobility among its directorate, which also included Baron Adrien de Türckheim; and from the first, the latter was impressed by the possibilities of the new means of locomotion by road. The company, it would seem, let it be known that it was interested in acquiring the rights to a suitable design, and a design which he doubtless considered suitable was duly submitted in 1898 by the 17-year old Ettore Bugatti. In view of their subsequent association, it is perhaps permissible to guess that the introduction came through M. Mathis. In any case, the chrysalis-Bug. which had the engine at the back, was duly constructed, but apparently failed to take wing.

After this disappointment, De Dietrich abandoned budding genius in favour of experience. Over at le Mans Amédée Bollée, the son of the builder of road steamers, had just perfected his petrol car, and De Dietrich decided to acquire the licence to build it. This was the machine that before the Paris-Amsterdam-Paris race of 1898 had so terrified M. Bochet, consulting engineer to the *prefet de police*, that he had turned out half a squadron of hussars in an attempt, fortunately unsuccessful, to stop the race. All the same, it was a pretty alarming automobile. There was a horizontal engine situated, as in the proto-Bugatti, at the rear—a point which may or may not have commended it to the De Dietrich company—the driver sat behind a completely horizontal steering-wheel towards the bows of a high boat-shaped body, and transmission was by belt. In spite of its unconventional features, however, the design was not unsuccessful. The Barons De Türckheim and De Dietrich, with cars built under licence, both finished the Nice-Castellane-Nice race of 1899 in creditable style, while in the Tour de France later in the year, the Bollées were the only cars that could live with the Panhards.

As time went on, however, it became increasingly obvious that belts were quite unsuited to the transmission of the power that could now be got from engines. The Amédée Bollée itself made its last racing appearance in 1900 and by the time of Paris-Berlin, the De Dietrich company's policy was thoroughly confused. One model built for the race still had belt drive, but the other, while relying on fast and loose pulleys instead of a clutch, had chain final drive. In the Tourist Class, the company even ran a steamer, but they entrusted this particular machine not to M. Mathis but to M. Muth.

This would seem to have been the youthful Bugatti's opportunity, but his second recorded design, although it had the engine at the front, was apparently no more successful than his first effort. Despairing of local talent, having failed in the West of France, De Dietrich at last turned to the South, where Turcat-Méry of Marseilles were ready to provide them with a design for the Paris-Madrid race of 1903, which was so successful that Charles Jarrott was able with it to capture third place in the big car class.

As for Mathis and Bugatti, they both disappear temporarily from history, and when they are again discovered, both have become manufacturers on their own account. The date, as far as Mathis and I are concerned, is 1907 and the occasion is the Kaiserpreis race held that year at Homburg. This race was for cars of up to 8 litres capacity, in order to exclude the heavy racing metal, and proved so popular that far more entries were received than could be accommodated on the course, seeing that it was a mere 73 miles round and that in those dusty days it was considered necessary to leave an interval of at least a minute between each starter. In consequence, it was found necessary to have a couple of Eliminating Races, which was unfortunate for Mathis, whose car finished the first of them—but was decisively eliminated. Indeed it only averaged 36.1 m.p.h. against Lancia's 49.8 m.p.h. on the Fiat which was fastest in the heat. M. Mathis (Herr Mathis I suppose they called him at Homburg) drove his own car. In fact while *le patron* has never shown much ambition to shine in this particular sphere, Mathis was rather inclined in his earlier days to take the wheel himself. As a rule, as on this occasion, his was a lone entry, which suggests that the Mathis undertaking may not have been on a very big scale. Besides, his car was usually pretty slow, which made the services of a professional racing driver less necessary. However, it meant, in the Kaiserpreis, that the decision to hold Eliminating Races bore all the more heavily upon him. As to his car, it had a bore and stroke of 140 x 130 mm, which were the most popular and the most successful dimensions, and just kept within the 8-litre limit. Mathis, if he had done nothing else, had made his bow.

Within the next few years, the 8-litre style of engine seems to have been neglected in order to concentrate on the voiturette. On 25th June, 1911, Monsieur Mathis (insistent, no doubt, at Boulogne, on the "Monsieur") made his first appearance in the Coupe de l'Auto race. Unfortunately, I have so far recovered no details of his racer and know nothing more about it than that it was apparently slow and apparently did not finish the race. The reporter's lack of interest in the less successful cars in a race is chronically the historian's despair. Indeed, I should not be entirely surprised to discover that poor M. Mathis really did finish, but that the timekeepers had by then lost interest and omitted to record the fact. In any case, a month later, on 23rd July, a car built by the other gentleman from Alsace, with one Ernest Friedrich, of whom more was to be heard later, to drive it, started, as I had occasion

to remark in these columns recently, in the Grand Prix de France at le Mans, and, on this occasion certainly, the authorities opened the roads before it had had time to finish. Now this little Bugatti, although the capacity limit for voiturettes in the race was 3-litres, had a bore and stroke of 65 x 110 mm, which brought it within the 1,500 c.c. class; and at this same time Mathis was marketing a 10/16 h.p. model with an engine of the same dimensions. From which it may be fair to surmise that the 1911 Mathis and Bugatti "racers" had basically the same engine, although I doubt whether the former sported the overhead camshaft which Bugatti was about to make famous.

I should, however, hazard this guess with more confidence were it not for what happened in 1912. In that year the Grand Prix was run, on a free-for-all basis during two successive days at Dieppe, and it had combined with it the Coupe de l'Auto race for 3-litre cars. The situation was thus exactly similar to that ruling the year before in the case of the Grand Prix de France at le Mans. Now M. Mathis was obviously stung to emulation by the fact that Friedrich's 6-cwt. Bugatti had been considered too light in 1911 to run in the light car class; but instead of entering one of *his* 1,500 c.c. cars for the 1912 Grand Prix, he decided upon the 16/20 h.p. model, with a bore and stroke of 70 x 120 mm (1,843 c.c.). So that is the one he may have used the year before. This machine weighed fully 10 cwt., but as the minimum required of the small cars was 15¾-cwt., all was well, and he was put down to race with the 200-h.p. 14-litre Fiats, instead of the 3-litre cars. A photograph of the Mathis betrays the standard model, in that the chassis is quite unnecessarily long. Otherwise it is not unlike the 1911 Bugatti, except that instead of the famous reversed ¼-elliptics at the back, it has ¾-elliptics.

This time, too (emulation again?) M. Mathis got someone else, in the shape of Esser, to drive the car; and this time the officials stuck to their job and timed it to a finish in 20 hours 18 minutes and 5 seconds, which was less than 6½ hours more than Boillot's time on the winning Peugeot and which beat the slowest Côte by several minutes.

Things did not go quite so well the next year at Amiens. The 1913 Grand Prix was run under a fuel consumption limit, so M. Mathis enlarged his car's engine, by increasing the stroke to 140 mm, thus giving it a capacity of 2,154 c.c. According to the *Autocar*, "this was the first question M. Mathis put to the Chevalier de Knyff, on driving his car into the enclosure. 'Can you tell me how long the course will be open for to-morrow?'" History, unfortunately, does not record the Chevalier's reply. But it seems doubtful whether even 20 hours would have been sufficient for M. Mathis' purpose. Esser again drove the car in the race, but there is no indication that the thing was done on an unduly lavish scale. Describing the pits, our contemporary remarked that "Mathis was somewhat empty." Esser, perhaps, was not the sort of driver who required the luxuries of a depot. The *Autocar's* reporter who watched the race from Démuin recorded that, "on the second appearance the little Mathis pulled up on the grass and did some adjustments to the carburetter, but soon got off again . . ." However, fuel consumption races are tricky things and shortly afterwards it was reported that, "the Mathis had stopped again for more carburetter attention, and this was almost its last appearance." In fact, after doing the first lap faster than Bablot's Delage, which finally finished second, the Mathis was officially posted as retired on the ninth.

If M. Mathis was baulked of giving a reliability demonstration in the Grand Prix proper, however, there was this year a special race in which his products could show their paces. The next day, in fact, over a shortened edition of the Amiens course, was run the Junior Grand Prix for 1,100 c.c. cars, which was triumphantly won by a Morgan. Next came a Bedelia, with an air-cooled engine and belt drive, followed by a Violet-Bogey, with a single chain to the back axle and a string of other more or less ingenious cycle-cars. The Mathis, however, was quite different, being, in the words of the *Autocar*, "really a complete car in miniature, having a four-cylinder engine (58 x 100 mm) sliding three-speed gear and bevel-driven rear axle." The direct ancestor, in fact, of that car that I so sadly maltreated! "The Mathis cars are well known in England," added our contemporary, "and are in no way a cheap job, their constructors' idea being to make them as well and solidly as their larger cars." The "racer" was, in fact, clearly a slightly modified edition of the 9-h.p. "Babylette" model, which had a bore and stroke of 58 x 90 mm (952 c.c.), the increase in the stroke to 100 mm bringing the capacity up to 1,058 c.c., which was near enough to the limit for comfort. The price of the "Babylette" chassis was £160, which may have been a stiff one in 1913, but the complete car only cost £175, so that not much money, clearly, was wasted on the body.

Now the interesting feature about the "Babylette," to my mind, is that its introduction coincided very nearly with that of the "Baby" Peugeot, which had an engine of 55 x 90 mm. bore and stroke (856 c.c.) and which, as recorded by a recent contributor to these columns, was designed by Bugatti. In this matter of the large car in miniature, both he and Mathis were clearly thinking along the same lines; and their thoughts were destined to have tremendous consequences after the interruption of the Kaiser war. In the meantime, the Peugeot appears to have been rather the more successful design, for at le Mans, where another "Junior" Grand Prix in August succeeded that at Amiens the month before, M. Mathis, driving himself, came home behind the team of three Baby Peugeots, with, presumably, rather smaller engines—and all of them were as usual beaten by the cycle-cars.

The Kaiser war came and went. Strasbourg moved out of Germany and into France, and in 1921, after a lapse of seven years, the Grand Prix was revived. The capacity limit was now 3-litres, and the smart thing to do was to use a straight-eight engine. M. Mathis duly entered a car, painted it blue instead of white, but was found on arrival at le Mans to be using a 4-cylinder engine of 1,500 c.c.! At about the same time, it will be remembered, the other gentleman from Alsace was making something of a name for himself with a similar size of car at Brescia. At le Mans, M. Mathis, put on a pair of goggles, treated any other form of headgear with contempt, and drove his car himself. Perhaps those, too, were times of post-war austerity. I am sorry to say, however, that his little racer, which was rather a business-like looking machine, with a huge outside exhaust pipe and front-wheel brakes, did not last very long, but retired on the sixth lap.

Having, moreover, been brought up rather sharply lately by correspondents who have tripped me up with regard to the designers of Edwardian Fiats, the technicalities of automatic inlet valves at high engine speeds and sundry other matters, I think it best to disclaim any intimate knowledge of the 1921 Grand Prix Mathis. Instead I will content myself with noting certain points which faintly illumine my ignorance. No very significant appearance, as far as I am aware, was made by Mathis in the racing events of 1922. In 1923 and again in 1924, however, teams of cars from Strasbourg walked off with the 2-seater class of the Touring Grand Prix, and on both occasions it was stated that a "small 4-cylinder engine with an overhead camshaft" was used. By 1925 Mathis was making a straight-eight, with a shaft-driven overhead camshaft and a bore and stroke of 60 x 76 mm (1,720 c.c.) — a sort of short stroke edition, in fact, of the Type 30, 60 x 88 mm, 2-litre Bugatti. And for the 1925 Grand Prix, run under the 2-litre rule, M. Mathis, in his usual style, entered a single car. When this materialised, however, it proved to be not the straight-eight, but one of the same cars which were entered in the Touring Grand Prix and which had 4-cylinder, 1,500 c.c. engines, their dimensions being 69 x 100 mm. Very cautiously, I suggest that this was the engine which had been used before, not only in 1924 and 1923, but even in 1921. Moreover, although in 1925 at any rate, this engine's overhead camshaft was driven by chains, I may perhaps be permitted to remark that since 1923 69 x 100 mm had been the dimensions of the Type 22 Bugatti, which before that date had had a bore and stroke of 68 x 100 mm, the same dimensions, that is, as the experimental straight-eight 3-litre Bugatti engine of 1913. From all of which let whom draw what conclusions he may.

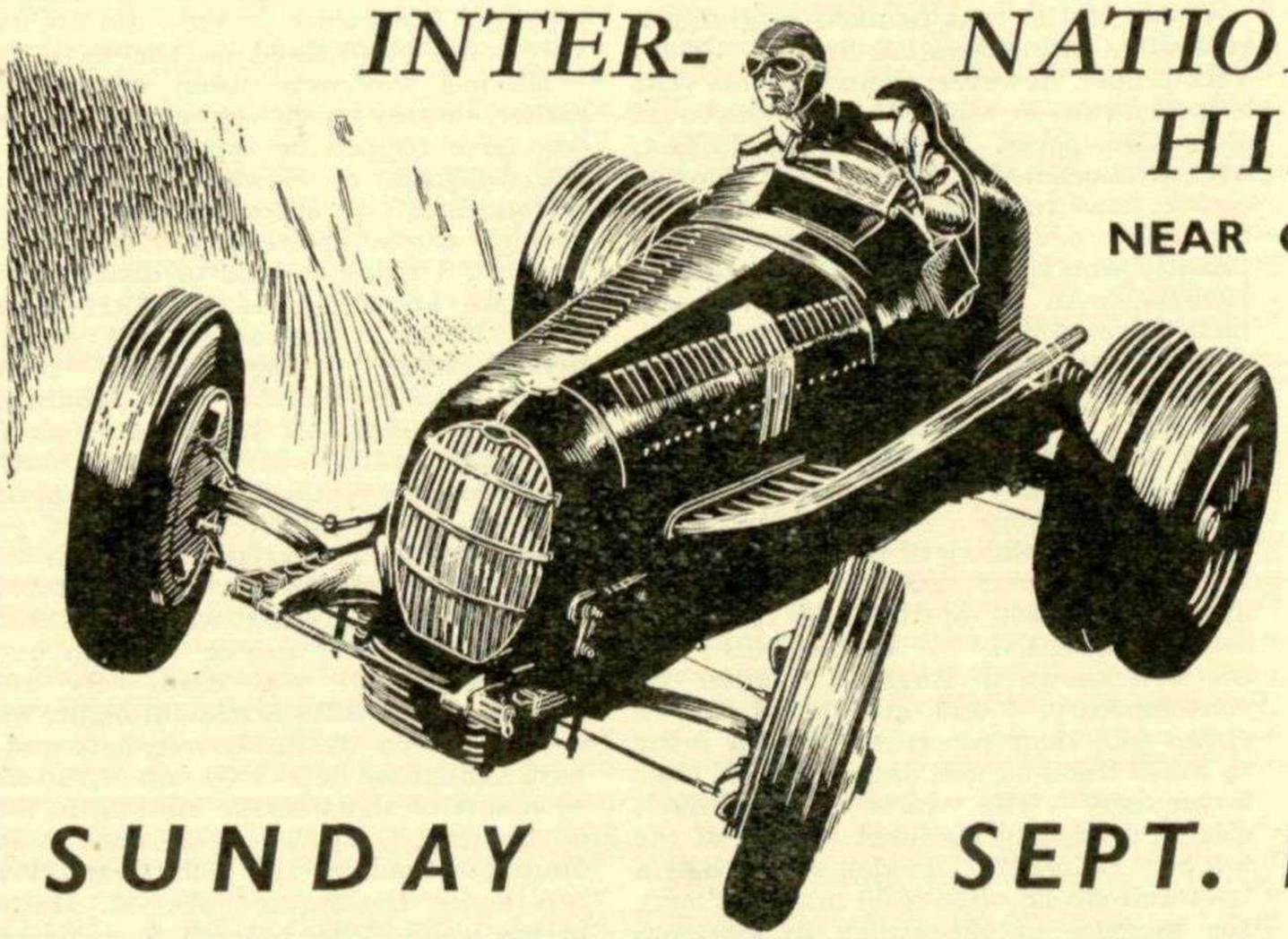
In any case, for us that is nearly the end of the story. Bugatti might go on with his racing, Mathis was becoming more interested in big business. In 1926, it was reported that he had done a deal with General Motors, in 1930 that Mathis cars were being made in America. But the engagement with General Motors seems to have been broken off to make way for an even more remarkable marriage. In 1934 Mathis cars appeared for the last time—until last year—at the Paris Salon; and in the autumn of 1934 the wedding of the Société Mathis with the French Ford company which heralded the birth of the Matford was announced. I believe there was something in the nature of a divorce in 1941; but then, of course, I am not supposed to know what happened in France in 1941.

THE BUGATTI OWNERS' CLUB

*PRESENTS*

# PRESCOTT

## *INTER- NATIONAL SPEED HILL-CLIMB*



**NEAR CHELTENHAM, GLOS.**

★

ADMISSION **7/6**

(INCLUDING TAX)

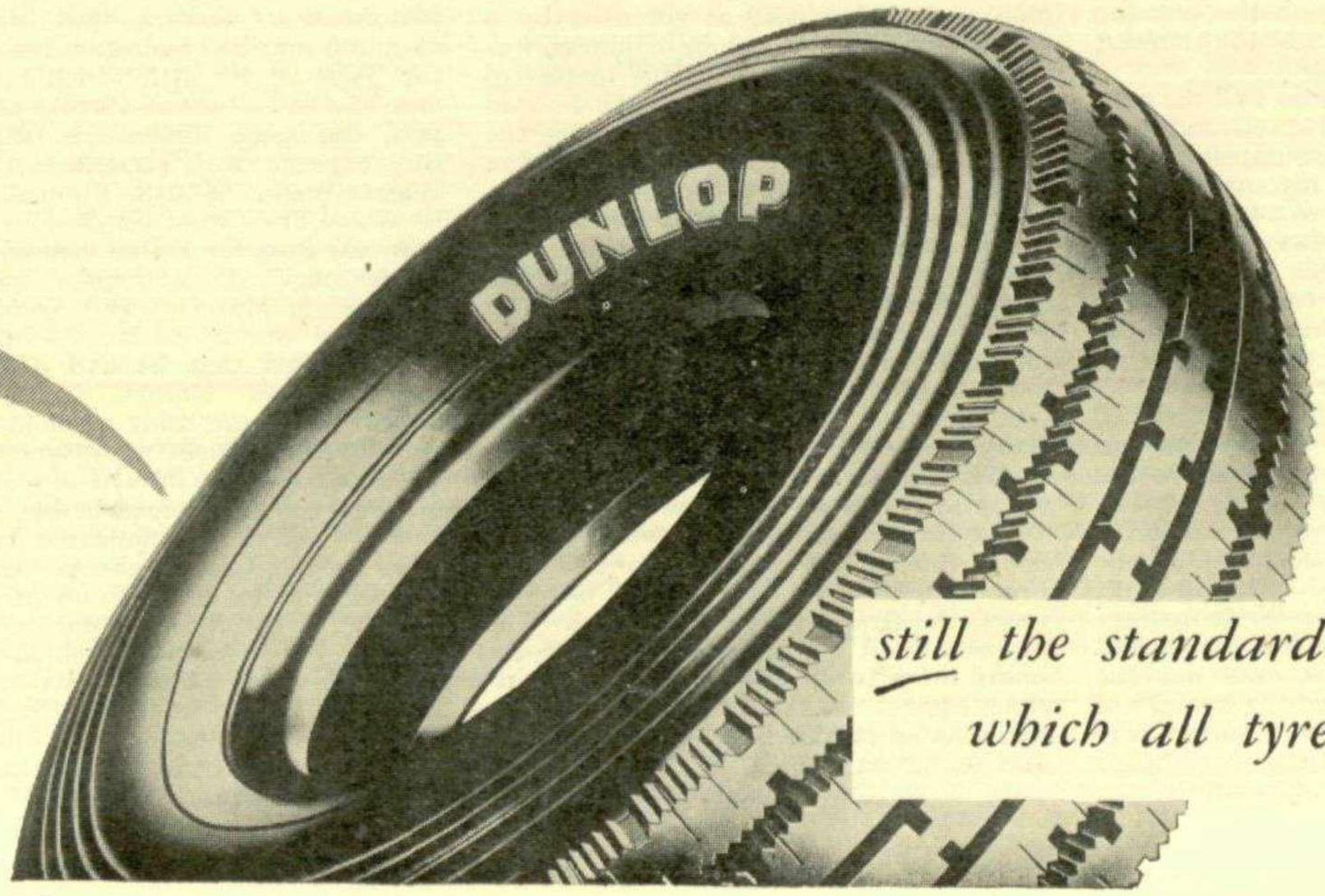
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**CAR PARKS: 2/6**

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***SUNDAY SEPT. 14TH 2.0 P.M.***

# DUNLOP




*still the standard by which all tyres are judged*

7H/106

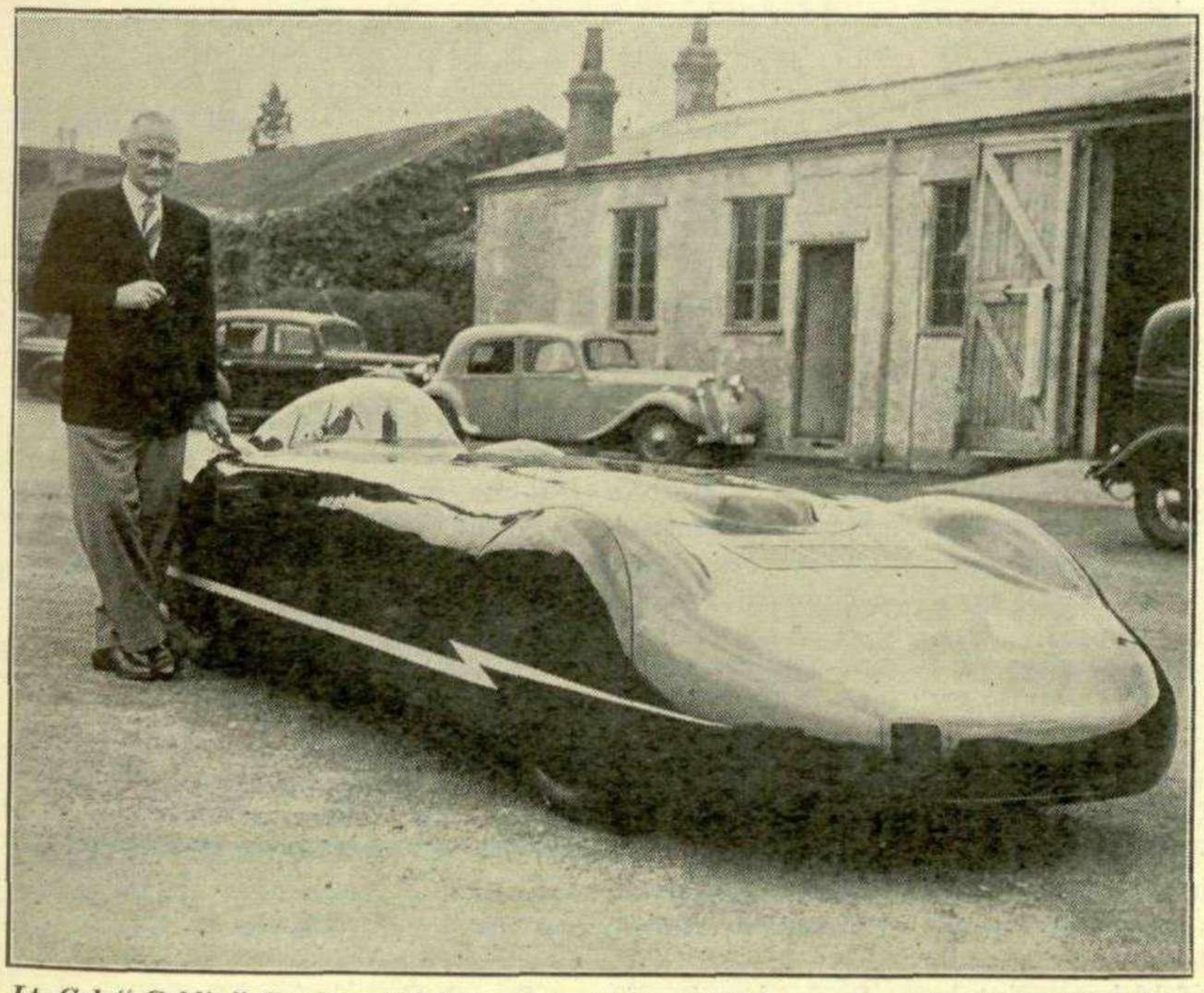
# *New International Class I and Class J Records*

**Astonishingly good runs by Lt.-Col. Gardner's 500-c.c. M.G. and Count Lurani's 250-c.c. Nibbio.**

On the Jabbeke to Aeltoe highway at the end of July, Lt.-Col. "Goldie" Gardner nobly upheld British prestige with his 500-c.c. M.G. and Count Lurani took new records with his rebuilt Nibbio for Italy.

Gardner went out for Class I records in his famous six-cylinder M.G. which has already proved itself the fastest car in the 750 c.c., 1,100 c.c. and 1½-litre categories. With his engine purposely reduced to four working cylinders, 1, 3, 4 and 6, balance weights on the crankshaft replacing working pistons in bores 2 and 5, the M.G. established four new International Class I records, for the fastest kilo, mile, 5 kilos and 5 miles, at mean speeds of 118.016, 117.493, 114.117 and 110.544 m.p.h., respectively. His best run was over the kilometre, at 126.166 m.p.h. in one direction. These splendid figures beat the old records, which were the property of Lurani's Nibbio, by 7.8 to 11.3 m.p.h. Every Briton should be proud of this astounding little car and we offer Lt.-Col. Gardner our hearty, if belated, congratulations. His records are invaluable to British prestige the world over. His M.G., now quite an old car, with the out-moded o.h.c. engine, was prepared by Thomson and Taylor, Ltd., Brooklands. Ignition was Lucas, the plugs were Lodge, the power was transmitted, and later absorbed, by Ferodo, and Dunlop tyres and tubes carried the load. A jolly good show all round!

On the same day Count Lurani brought out his 250-c.c. Guzzi-engined Nibbio and set up six new International Class J records, in spite of being 100 c.c. under the capacity-limit for this class. The new records comprise the fastest kilo, mile, 5 kilos and 5 miles and the s.s. kilo and mile, at 105.118, 102.915, 96.635, 96.312, 63.297 and 73.022 m.p.h., respectively. Lurani's best run was at 105.218 m.p.h. over a kilometre—the first time a Class J car has exceeded 100 m.p.h. His figures beat records held by Walters (Jappic), Gush (Vitesse) and Cecchini (Moscerino) at speeds from 10.3 to 19.23 m.p.h. lower. Lurani also relied on Lodge plugs.



*Lt.-Col. "Goldie" Gardner with his famous M.G., which is now the fastest* 500, 750, 1,100 *and* 1,500-*c.c. car in the world. It is seen outside Thomson & Taylor's premises at Brooklands, where it was prepared for its latest record attempt.*

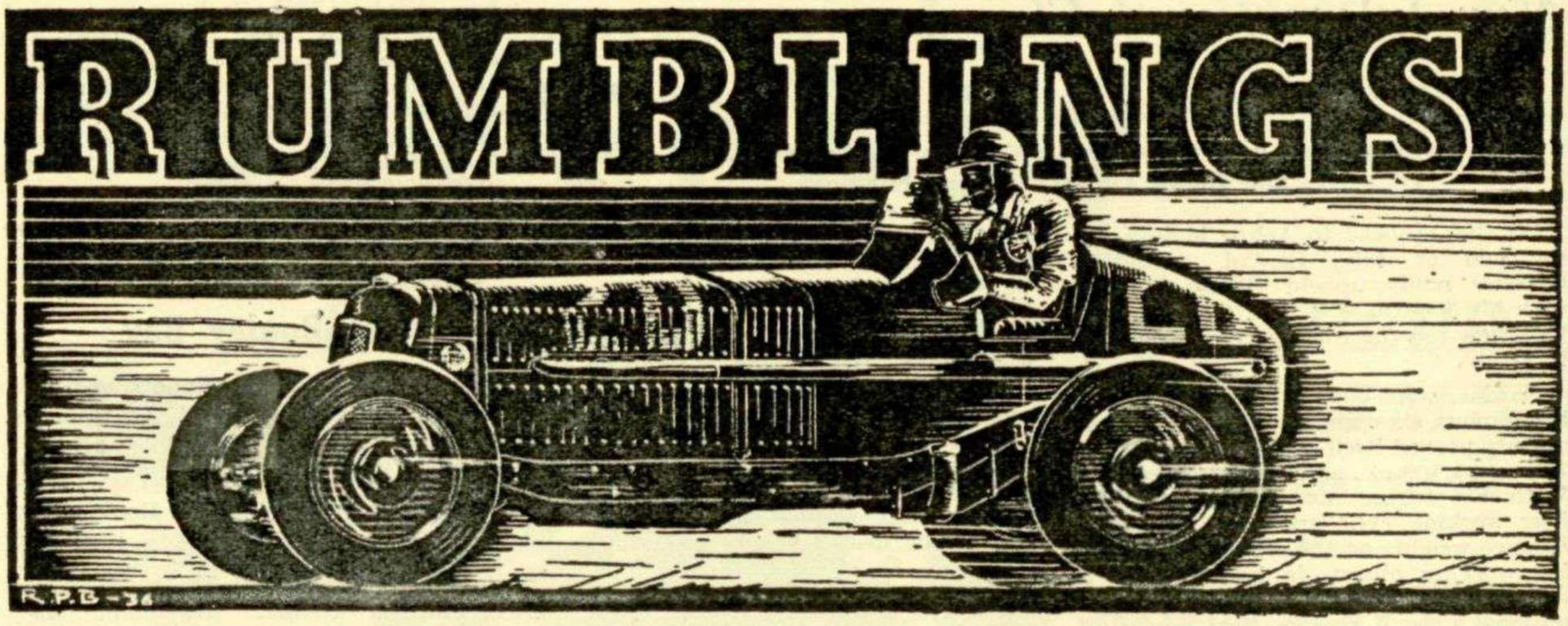
## Raymond Mays Fastest at Bouley Bay

**Abecassis runner-up. Benett wins two classes, with Allard and Austin cars.**

The speed hill-climb organised by the go-head Jersey and D.M.C. over the long twisty course at Bouley Bay, and counting for the R.A.C. Hill-Climb Championship, took place too late in July to be fully reported in the last issue of MOTOR SPORT. Raymond Mays made f.t.d. in his E.R.A., in 59.8 sec., thereby gaining a big Championship lead. Abecassis was second fastest in his "3.3" G.P. Bugatti, in 61.3 sec. R. D. Poore's 3.8-litre Alfa-Romeo was third fastest, in 61.5 sec. and Allard's Steyr-Allard and Hutchison's rather-sick Alfa-Romeo tied for 4th fastest, in 62.5 sec. Fastest sports car was Benett's borrowed o.h.-exhaust-valve Allard, which clocked 64.2 sec. on a splendidly judged ascent, while Mrs. Wisdom was the quickest lady, her Jaguar clocking 72.0 sec. Lowrey's H.R.G. (77.6 sec.) was the only runner in the 1,100 c.c. sports-car class, entries on the whole being rather disappointing. Newton's famous H.R.G. won the 1½-litre sports-car class in 67.4 sec. from Douglas-Osborn's Frazer-Nash and Willis' B.M.W. Tyrer's fast 328 B.M.W. was fastest 2-litre sports car, in 65.8 sec., beating Oscar Moore's 328 B.M.W. by .7 sec. and Wisdom's Healey by 6.7 sec. Benett's Allard rather comfortably beat Leslie Allard's Allard and Len Parker's Allard in the big sports-car category. The odd Bond 500 did 69.7 sec. Benett then scored again, winning the 750 c.c. racing class in his Austin in 65.4 sec. from Alluto's Austin. Gillmore's Ford-base B.O.E. was winner of the 1½-litre class in 75.6 sec., while Mays, of course, took the 2½-litre class from Bear's Type 51 Bugatti. Abecassis won the unlimited class, Poore being 2nd and Allard and Hutchison 3rd. Mays, Abecassis and Mrs. Wisdon used twin rear wheels, Poore and Allard single rear wheels. Some rather nice "specials" competed, notably True's compact ex-Benett V8 Special, and Harrison's car with bull-nose Morris radiator and 1,250 c.c. Triumph engine. Mrs. Wisdom and Hutchison had their respective cars flown over from the mainland in Miles "Aerovans."

## Real Performance

Donald Healey has done it again! Taking a standard Healey aerodynamic saloon out to Milan at the time when Lt.-Col. Gardner and Count Lurani were attacking records on the Milan-Como Autostrada, he had the car timed by the Milan A.C. Using normal pump fuel, with a compression ratio of just under 7 to 1, and with standard 5.75 x 15 tyres, this Healey saloon covered a kilometre at a mean speed of 109.7 m.p.h., and a mile at a mean speed of 110.8 m.p.h., its best run being at 111.87 m.p.h. over the mile. Later, using larger wheels, which rather restricted engine speed, 5 kilos were covered at 107.312 m.p.h. and 5 miles at 107.136 m.p.h. mean speeds, and the s.s. kilo and mile at 67.78 and 77.785 m.p.h., respective mean speeds. Fuel of an octane value between 70 and 72 was again used. These performances place the Healey saloon irrefutably amongst the world's very fastest cars.




**Specials**

Calling in at the Phoenix Green Garage recently we came upon the Becke-Powerplus, in for a minor repair. This famous little car has been successfully driven in sprint events by Major Vaughan since the war and repays close study. The Becke was originally evolved by Von de Becke and was later rebuilt by S. H. Newsome, whose business plate still adorns the facia. The chassis has straight side-members tapering appreciably at the front dumb-irons, and the flat-set front springs are half-elliptics, outrigged above the chassis. A straight tubular front axle is carried above these springs, so that the front of the car is very low, lower, indeed, than the back end, where a G.N.-type rear axle is carried on ¼-elliptic springs mounted above brackets extending from the frame. The front axle carries unribbed Rubery-Owen brakes and Rudge 42 hubs, while Hartford shock-absorbers directly above the springs locate the axle. At the rear, G.N. torque members are mounted above the springs and the Hartfords are incorporated therein. The rear brake drums are ribbed.

The engine is none other than one of the 65 by 95 mm. (1,261 c.c.) units which Capt. A. G. Miller evolved when he was Competition Manager of Wolseleys in 1921 and which enabled the (unsupercharged) Wolseley "Moths" to lap Brooklands at over 87 m.p.h. twenty-four years ago. Today, it is linered down to 1,100 c.c., and a special Laystall crankshaft is used. In a cradle at the off side of the crankcase is accommodated a No. 9A Powerplus supercharger, driven at just above engine speed by twin-roller chains from the nose of the crankshaft. This blower delivers, at 15 lb./sq. in., through a very big bore, external Y-shape manifold immediately above it, a blow-off valve being neatly incorporated and the manifold attached to the two horizontal inlet stubs by big-bore hoses. Below the supercharger is the large S.U. carburetter, its inlet protected by a gauze shield, for its location brings it very close to the ground. The engine runs on straight Methanol, carried in a 2-gallon tank in the tail and fed by air pressure, the handpump being placed inside the scuttle for actuation by the driver's left hand. The blower is lubricated by Castrol "R" carried in an old S.U. float chamber mounted down by the pedal cross-shafts. Ignition is by a B.T.H. magneto on the near side of the crankcase and on this side of the engine emerge three separate exhaust pipes.

The drive passes via a racing Alvis clutch to the G.N. chain-and-dog transmission, duplex chains being used for 3rd and top speeds. The steering is centralised and the long bonnet is held down by studs; when removed, the under-scuttle equipment is exposed, in addition to the engine. A Wolseley-shape radiator is mounted on brackets between the chassis side-members, ahead of the front axle. The rear wheels carry twin 4.00 in. by 19 in. tyres, the front wheels 4.75 in. by 17 in. covers. The facia carries the usual dials and a tiny plate detailing the Becke's better runs at famous sprint venues, and is dominated by a Speedometer Supply Co. rev.-counter reading to 7,000 r.p.m. Major Vaughan is considering disposing of the Becke Powerplus in order to concentrate on the Fane-Nash which he has recently acquired, but he will sell only to a driver capable of continuing to do justice to what is, after all, a very remarkable and potent small racing car.

Shortly after peering at the Becke we called in at Pat Whittet & Co.'s Whinlands Works, where Lance Macklin's "Fuzzi," with its new Mercury V8 engine and Mercédès-like body was nearing completion. With its decidedly ingenious four-wheel-drive, this will be an interesting car to watch at sprint venues. The long layshaft which takes the drive fore and aft lives in a tunnel along the near side of the chassis and is driven from behind the gearbox at more than twice engine speed by duplex chain drive, further duplex chains taking the drive across to the normal transmission line. A centre steady bearing is used and the chain drives are now automatically tensioned by jacket sprockets, manufactured in the Whinlands Works, the earlier idea of swivelling the shaft to effect chain adjustment having been scrapped. A free-wheel is incorporated in such a manner that if the wheels on one axle commence to spin, drive is momentarily transferred entirely to the other axle. The steering column is somewhat reminiscent of that of the Steyr-Allard, in that it runs to the nose of the car over the top of the engine, but two mechanical universals are used and an old connecting rod supports the steering-wheel-end of the column.

This country is in a pretty pickle and consequently increasing British prestige abroad is, or should be, a most vital matter in the minds of those who govern us. We know that Italy and Germany effectively used motor-racing as a means of propaganda before the war and that Germany's export trade in D.K.W. cars derived appreciable benefit therefrom.

**Prestige**

With things as they are at present, Britain should do all she can to secure good publicity for her exportable commodities in the field of International competition. It is no idle statement that men like Parnell, Abecassis, Brooke and Ashmore, when they get placed in aged E.R.A.s in International road races, do their country a great deal of good. We know that, after successes in International rallies and Continental hill-climbs on the part of cars like the Allard and H.R.G., the manufacturers of these cars receive a really surprisingly large volume of correspondence from interested persons and would-be owners in all parts of the world.

Certainly the successful and so-effectively accomplished record attempts of Lt.-Col. "Goldie" Gardner are of absolutely incalculable value to our prestige. For this reason, every good wish accompanied John Cobb when he left for America to try to further raise his own land speed record with that magnificently British piece of machinery, the Thomson and Taylor-prepared Napier-engined Railton.

In case anyone feels at all envious that racing drivers and their staff can escape from this unhappy little island to places where they can race, eat, motor and generally let themselves go without restraint, let us emphasise that, however much these drivers may be enjoying themselves, certainly they are also working hard and spending much personal finance in such a way that any successes they achieve *benefit their country enormously*.

That we do not always seem to appreciate this fact is borne out by the following true anecdote. A well-known T.T. motor-cycle rider trying out a megaphone exhaust on a lonely road in the Isle of Man, was laboriously traced to his garage by the police and informed that legal proceedings would be taken against him. He then left for the Continent and found that he could ride about the roads and through the towns of France and Belgium with this self-same exhaust, and displaying racing numbers, without experiencing the least suspicion of hostility. He proceeded to win two Grand Prix races on his British motor-cycle against strong foreign opposition and then returned to England. Leaving Charing Cross Station he pushed his machine, still proudly bearing its racing numbers and other visual evidence of its recent important victories, down the Strand in search of a garage. In a quiet side street he paused for a moment, leaning the bicycle against a wall. Almost at once an interfering Londoner advised him to get it into the gutter before a policeman found it on the pavement; which is hardly the correct welcome for someone who, although he would be the last to make the point, had recently upheld National prestige in no mean manner and who deserved well of his country.

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Abecassis is disposing of his E.R.A. in order to concentrate on racing his new G.P. Alta next season. His Bugatti he will retain for sprint events.

**Odd Spots**

* * *

The Ace Service Station has been responsible for preparing some notable cars this season, including Rowley's ex-Mathieson ex-Rayson 2-litre G.P. Bugatti with E.N.V. gearbox, which was converted to supercharged form by Gale, who is now with the Ace. This garage also service Heal's G.P. Sunbeam and are converting Mathieson's 3-litre Maserati into a road car.

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Windsor-Richards has been seen driving a Healey chassis with the very minimum of bodywork.

* * *

Raymond Mays used Dunlop tyres at Bouley Bay.

*RECENT EVENTS*

*—continued from page 258*

## SOUTHAMPTON C.C. SPEED HILL CLIMB

This year the Southampton C.C. again held a hill-climb, confined to sports and touring cars, at Fordingbridge, a loose, dusty course reminiscent of the early nineteen-twenties, but with sensible bends and delightfully situated. The organisation was good, but the timing method was a thought primitive. It is ironical that the hill was only available because R.A.F. bombs remained uncleared from the adjoining ground—when these have gone the road will be opened to the public. The sports-car definition was pretty liberally interpreted, so that Leslie Allard, using Sydney Allard's 1946 sprint car, made f.t.d. in 28.6 sec., breaking the course record set up last year by Hutchison's Allard, while Onslow Bartlett, in his Mercury, made best performance, each driver being allowed three runs and the average time of these runs counting—a refreshing variation of procedure. Bartlett made a very brave show, as his car turned over on its second ascent—the regulations permitted an additional run, and he drove nearly as fast as before to average 29 5/15 sec. Leslie Allard averaged 29 7/15 sec. and kept to the course each run. Some classes had to be combined due to scarcity of entries and it would seem that certain regular entrants rather "missed the boat" by not attending. Huxham's Morgan 4/4 was not fit, but managed a third place, and Axel-Berg was also in trouble with his "12/50" Alvis-engined Riley "Redwing" recently acquired from Tim Carson. Len Parker's Allard and Fogarty's 2-litre B.M.W.-engined Frazer-Nash were not on form, while R. C. Roland (328 B.M.W.) treated the course with respect. Way's V12 Atalanta coupé left an immense dust cloud in its wake. Best experienced some nasty slides in his blown PB M.G. in winning his class and, as we have said, Onslow Bartlett was hectic in his Mercury and very fast, axles bouncing wildly, in his Ford V8 30 saloon. Dewey's inevitable Willys-Jeep was beaten by Fry's B.M.W.

### Results

SPORTS CARS UP TO 1,100 C.C.: 1st, J. Hanman (s/c 745 c.c. M.G.), 35.33 sec.; 2nd, L. V. Robbins (747 c.c. Austin), 36.6 sec.; 3rd, J. Huxham (Morgan 4/4), 41.46 sec.

SPORTS CARS, 1,101-1,500 C.C.: 1st, G. Best (s/c PB M.G.), 32.73 sec.; 2nd, L. Leonard (T-type M.G.), 34.66 sec.; 3rd, J. G. Hay (Anzani Frazer-Nash), 37.93 sec.

SPORTS CARS OVER 1,501 C.C.: 1st, L. Onslow-Bartlett (Mercury), 29.33 sec.; 2nd, L. Allard (Allard), 29.46 sec.; 3rd, L. Parker (Allard), 30.13 sec.

TOURING CARS UP TO 16 H.P.: 1st, E. Fry (B.M.W.), 35.33 sec.; 2nd, C. Dewey (Willys-Jeep), 35.93 sec.; 3rd, R. Faulkner (Willys-Jeep), 36.33 sec.

TOURING CARS OVER 16½ H.P.: 1st, R. Way (Atalanta) 34.4 sec.; 2nd, L. Onslow-Bartlett (Ford), 36.2 sec.; 3rd, C. Smith (Ford), 37.05 sec.

Times are the aggregate for three runs.

## STRASBOURG GRAND PRIX

This race, like Ulster, was rather a fiasco. Villoresi's Maserati won at 68.92 m.p.h., taking 2 h. 45 m. 41.9 sec. over his drive. He also made fastest lap at 75.76 m.p.h., and the only other competitor to finish on the same lap was Giraud-Cabantous (Talbot). Thereafter came a straggly lot of finishers—Rosier's Talbot, Louveau's Maserati, Pozzi's Talbot, Chauboud's Delahaye, the Levegh-Raph Maserati, Meyrat's Delahaye and Scaron's Talbot. This after Chiron's 16-valve Maserati had gone out with gearbox trouble and Ascari's with a broken valve, and Wimille's quick Simca had had brake bothers.

# THE EMERYSON SPECIAL

**A very advanced Amateur-Built 1,100 c.c. Racing Car that was successful on its first appearance. Two-stage supercharging and independent suspension front and back.**

THE Emerys, father and son, have produced in the latest Emeryson Special a racing car of which a specialised factory might well be proud. Working in a small shed at Maidenhead they have evolved a 1,100-c.c. engine with two-stage supercharging and installed this in a modern tubular all-independently-sprung chassis. On its very first appearance, at Gransden, driven by Eric Winterbottom, the Emeryson easily won the First All-Comers' Handicap at an average speed of 68.17 m.p.h., reaching nearly 140 m.p.h. on the straight and proving stable and very controllable round the corners.

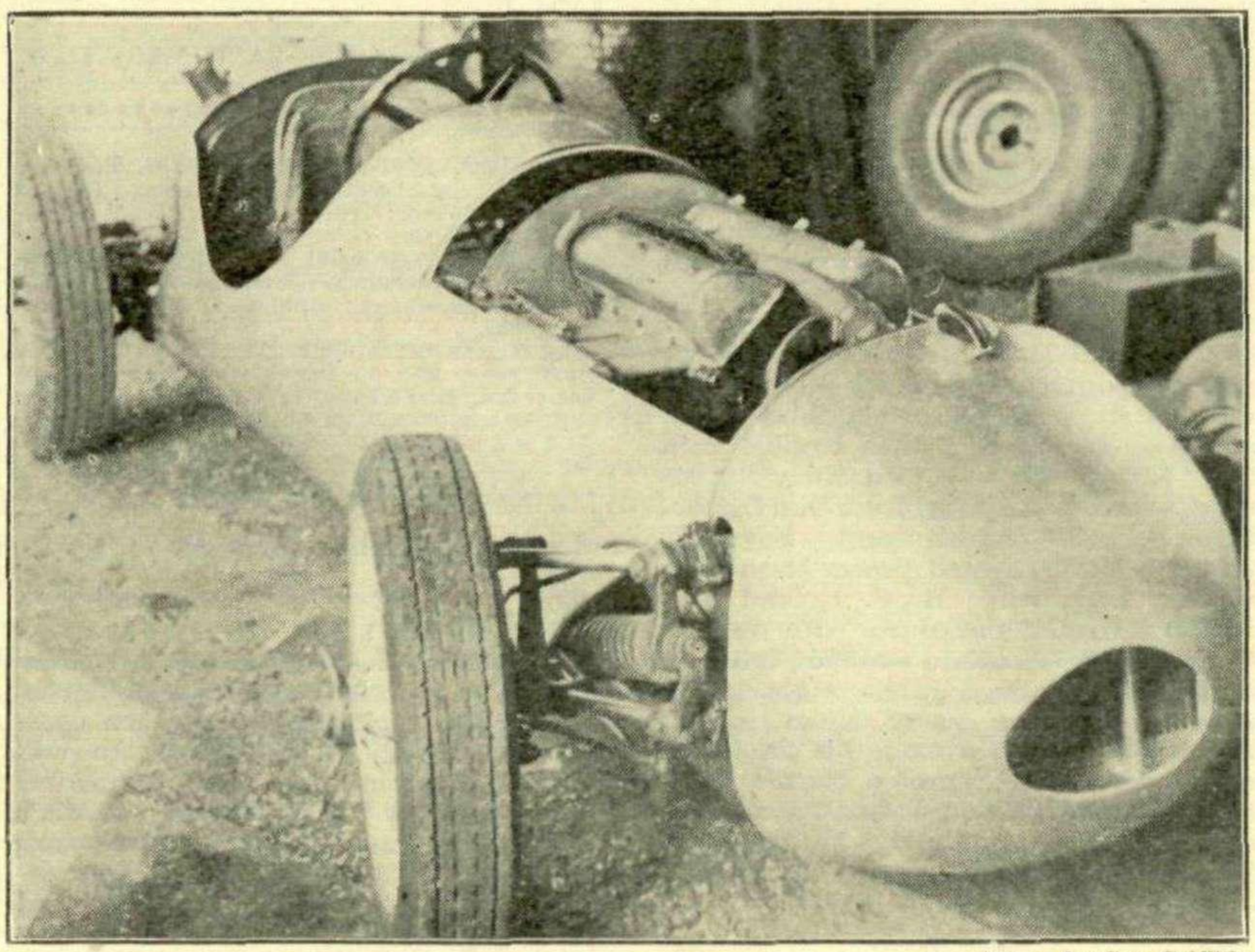
Paul Emery was with the Alta Company before the war and his first competition car was the Gwynne-engined Emeryson Special, which gained quite a number of successes. During the war he acquired Fitt's amazing twin-Centric-blown Hudson Special after it had been blitzed and this he has rebuilt into a very potent sprint car, which is also perfectly tractable in London traffic. We had a short run in the Hudson on the way to view the Emeryson and were profoundly impressed by its ability to accelerate from a crawl up to 90 or so m.p.h. along very short pieces of straight-going without using the lower gears and to stop with equal facility. It is possible that Emery may dispose of this car in order to do justice to the racing car and anyone in need of a car which makes long runs seem child's play and which is ideal for sprint events might care to bear this in mind. His father has been largely instrumental in working out the details of the Emeryson. In the early nineteen-twenties he worked for Kaye Don on his A.C. and similar cars and up to the war he was responsible for Winterbottom's 1,100-c.c. Alta, which could lap the Brooklands' outer-circuit at around 120 m.p.h.

The engine of the Emeryson, amazingly enough, is a practically standard 1934 twin o.h.c., 1,104 c.c. Lagonda Rapier unit, reduced to 1,087 c.c. Apart from pulling it apart and very carefully assembling it, nothing drastic was done other than to fit 1/16th-in. oversize inlet valves (the port area remained unchanged) and to supercharge it. In the original engine the compression ratio was 8 to 1, and it has not been lowered, although boost at 22 lb./sq. in. is now applied.

At first a single Marshall-Roots supercharger was tried, then a supercharger from a 1,750-c.c. Alfa-Romeo was substituted, the results being practically identical. Then it was that these enterprising engineers decided to attempt two-stage boosting. From the front of the crankshaft an extension shaft was driven *via* a coupling composed of two sprockets united by a wrapping of roller chain. From this shaft dual roller chain drives were taken, one to the Marshall blower on the near side, another to the Alfa-Romeo blower on the off side, the blowers being mounted side by side. This arrangement of two-stage boosting was found to give remarkable acceleration, but gave rise to various troubles, notably overheating of the inlet tract. It was decided that the Alfa-Romeo blower was unsuitable, so a Marshall cabin blower, with leather seals, was substituted. Using the original Marshall I.Z.85 blower for first-stage, driven at just above 1¼ times engine speed, and the Marshall cabin blower, driven somewhat faster, as second stage, the results have been immensely satisfactory, and this installation reflects the greatest credit on the painstaking Emerys. The blowers were tested in the chassis to determine correct speeds of drive, using a pressure gauge on each blower, and the necessary sprockets to achieve the speeds decided upon were found by searching the breakers' yards! The boost now achieved is 22 lb./sq. in. at 6,500 r.p.m. The first supercharger draws from a large S.U. carburetter formerly fitted to Winterbottom's Alta. Inlet temperature is now practically zero, and the engine is surprisingly tolerant as to carburetter setting, which suggests that both blowers are doing their job very thoroughly.

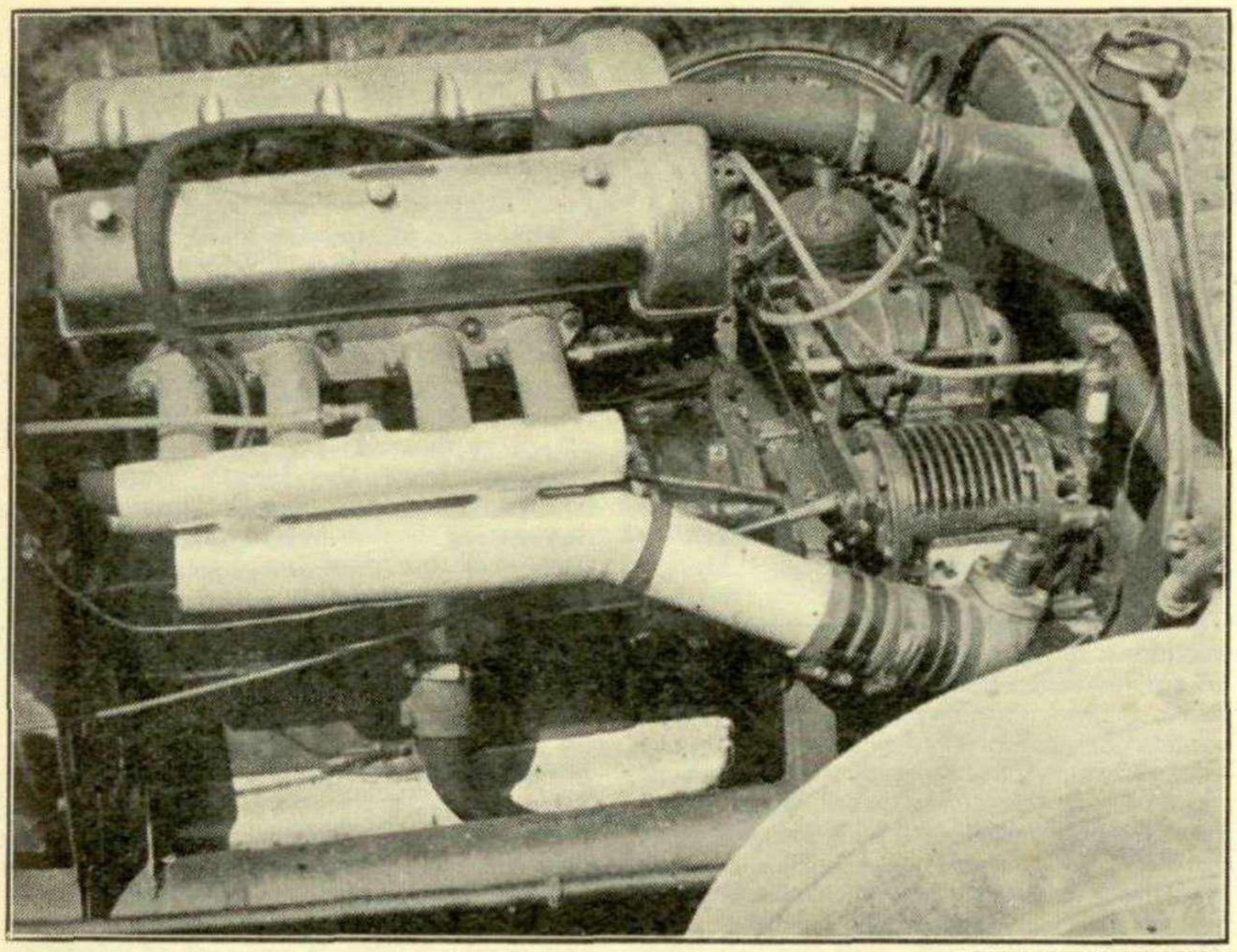
The inlet system is distinctly interesting and reminiscent of that used on Lockhart's famous 164-m.p.h. Miller. At first a simple Y-manifold was used, but an obscure ignition trouble produced symptoms suggestive of faulty mixture distribution, so a new induction system was devised. It comprises an external four-branch inlet manifold, fed by another pipe directly beneath it, through two ports in its under-surface. The lower pipe is fed, in turn, from the second-stage, or off side blower, through a large-bore pipe. Both blowers are lubricated from the engine pressure system, a drip-feed above each controlling the supply of lubricant. There is a four-branch exhaust manifold on the near side of the head. Before we leave the engine, one other modification must be mentioned. In standard form the dynamo, on the off side, drove the magneto. As no dynamo was required on the racing car, a water-pump from a 3-litre Sunbeam was obtained and bolted in place of the dynamo. This not only provided an effective magneto drive, but also gave double the rotor capacity of the Rapier water pump. The magneto now in use is a Scintilla N.M.4 and K.L.G. 690 14-mm. plugs are employed, although another grade of plug is likely to be tried in future. The water off-take pipe leaves the top of the head at the front and merges into tapered "delivery-box" like that used by the racing Mercédes-Benz cars, to assist the flow.

To obviate gasket troubles, which the high boost might have caused, very clever use is made of Will's Pressure Rings to seal each bore. Although one side of each ring is exposed to the burning gases, no failures have been experienced, and the same rings have actually been replaced and used again after the head has been lifted for inspection. Specialloid pistons have given every satisfaction. It says much for the Rapier engine, which first appeared in 1934, that it has stood up so well to two-stage boosting. Its normal helical oil pump has proved entirely adequate, giving 100 lb./sq. in.



[*Photo by Guy Griffiths*

*The Emeryson Special with its body nearly completed. Note the Singer independent front suspension.*



[*Photo by Guy Griffiths*

*The inlet side of the Rapier engine and two-stage supercharging on the Emeryson Special.*

pressure, even when the oil is hot. Castrol "R" lubricant is used, also fed to the blowers, of course, and the engine is run on Formula 1 fuel, which it consumes at the rate of approx. 5 m.p.g. Rubber engine mountings are used.

This truly remarkable engine is installed in a chassis no less creditable as an example of what the Emerys can achieve by way of immense energy and enthusiasm to off-set a not excessive expenditure of hard cash. Incidentally, effective and efficient as this Emeryson Special is, many parts that have gone to the making of it have been adapted from scrap and all the machining has been done in the home garage by Emery senior, on a 5-in. I.X.Z. lathe.

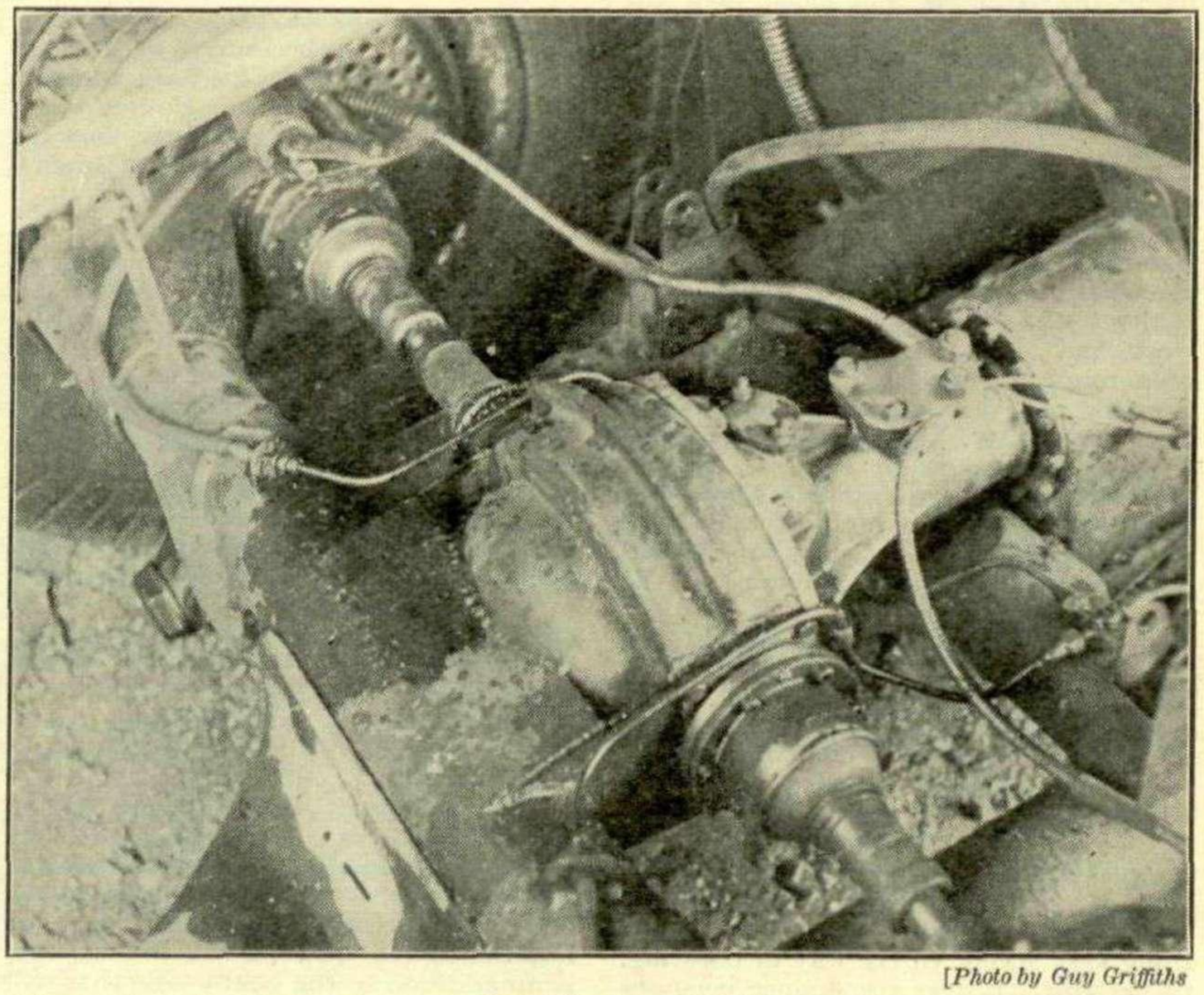
The chassis is of tubular construction, the substantial tubular side members being united by four main tubular cross-members of like diameter, of which the rearmost accommodates the torsion bars for the rear suspension assembly. At the front two smaller-diameter tubular cross-members, one mounted above the other, carry the front suspension unit. This is none other than a Gordon Armstrong coil spring and swinging arm assembly from an old Singer. Needless to say, its geometry has been modified and the steering is now controlled by a separate drag link on each side. These drag links are cleverly actuated from a steering box, mounted centrally at the foot of the steering column, containing a G.N. steering bevel working, as it were, two G.N. steering crown wheels, each connected to its own drop-arm. To provide a further reduction in steering ratio a model-T Ford epicycle reduction box is incorporated in the steering column, modified and now contained in a newly-fabricated steel box.

At the rear Alta-type independent suspension is used, swinging arms running forward from the rear chassis cross-member to carry the wheels and being attached to torsion bars within that cross-member. The final-drive casing is carried on the chassis and universally-jointed driving shafts on each side of it take the drive to the wheels.

Ingenuity is found in the braking system, and still more so when you examine the transmission. Taking the brakes first, those at the front came from a 1935 Riley "Merlin Nine," but the Girling operation has been changed to Lockheed. The drums are cast-iron—"We can't afford light-alloy," laughed the Emerys. At the back similar brakes are employed, but the operating cylinders are carried externally, at the top of the back-plates, to keep them cool and there is a mechanical link-up with the handbrake lever, which lies horizontally on the driver's right. A very clever feature of the rear brakes is that the back-plates are floating, being free to turn on a fibre bush, but are anchored to the chassis by the arms of the Luvax shock-absorbers. This ensures that the back-plates remain in a constant position as the wheels rise and fall and obviates that variation in braking effect normally experienced due to the action followed by this form of independent suspension.

The shock-absorbers are mounted by the rear cross-member, the arms running forward to the base of the back-plates.

The transmission arrangements leave one quite breathless! The gearbox is a Type 75 4-speed E.N.V. pre-selector, with Ferodo-lined bands, controlled by a lever on the steering column, situated by the driver's left hand. The propellor shaft runs beneath the seat, the drive being stepped to the final-drive unit through an auxiliary gearbox. This second box gives 2 speeds, either of which can be selected by a small gearlever in the cockpit, although usually these ratios are not changed during a race—actually, if this box is used, eight forward speeds are available; it also gives a neutral for towing. The casing of this 2-speed box was fabricated from electrically-welded sheet metal by Emery *pere*. The final-drive ratio is 4.66 to 1 and in conjunction with the 2-speed box, overall top-gear ratios of 4.08 to 1 or 5.3 to 1



[*Photo by Guy Griffiths*

*The rear end of the Emeryson Special, showing the auxiliary two-speed gearbox, independent suspension by torsion-bar and Lockheed-Girling brake gear.*

are available. The differential unit is E.N.V. and a self-locking device is incorporated. As mentioned the final-drive unit is mounted on the frame and the drive taken to the wheels through short shafts with Hardy-Spicer joints. The normal tyre sizes are 6.50 ins. by 16 ins. rear, and 5.25 ins. by 16 ins. front, to Riley hubs, but 17-in. tyres were used in the Isle of Man.

The radiator is one taken from a Jeep and suitably cut-down, and the tail of the body is thought to be from a "K3" M.G. Magnette, containing a 22-gallon fuel tank with two fillers. The Emeryson ran at Gransden *sans* body, because no coachbuilder could be found who would make one. Before the B.R.D.C. race Paul Emery got busy and in a week had made an excellent single-seater body and radiator cowling of modern Grand Prix conception. It is of light-alloy sheet with an Alclad centre-section, but light-alloy is likely to be used in entirety at some future date. The layout of the cockpit is conventional, with clutch pedal to the left of the gearbox, accelerator and brake pedals on the right. The facia carries the usual gauges and a Speedometer Supply Co. rev.-counter reading to 6,000 r.p.m. By the gear-lever there is an ignition advance and retard control to ease matters when starting up.

The Emeryson had not been weighed at the time of our interview, but it is estimated to weigh in the region of 12 cwt. —possibly a little heavy, confess the cheery Emerys, for the torsion bars at present supporting the rear of the car.

Not only was it successful to the extent of winning its very first race, but it is exceptionally fast. At Gransden it was attaining 136 m.p.h. at 6,200 r.p.m. along the straights and since then the power output has been slightly increased! "So it should," is the Emery creed, Emery senior reminding us that in 1921 at Brooklands A.C.s were comfortably exceeding 100 m.p.h. on about 45 b.h.p. —he estimates the output of his modified Rapier as about 150 b.h.p. Almost as amazing as the performance of this remarkable two-stage eleven-hundred is the speed at which it was built, quite without the backing of even a small workshop. It was evolved, in the form of a rough sketch, last September, and construction did not commence until Christmas, 1946. In single-blower form the car was taken to Prescott for the May Meeting this year, but was not sufficiently completed to run. It then took our breath away at Gransden, but suffered a sheared driving-shaft universal in the second lap of the Gransden Trophy race. It was scheduled to run in the B.R.D.C. Handicap Race in the Isle of Man shortly after we inspected it. Certainly we shall watch its future career with interest, for it is one of the most effective "Specials" devised for a long while. But the Emerys are ambitious folk—even as they strive to perfect this astonishingly satisfactory little car, they talk of an air-cooled flat-twelve with hydraulically-actuated valves and something very special in the way of boosting, to be built "if ever the finance becomes available."

W. B.

# ★ *Book Reviews*

"BLUE AND YELLOW," *by Prince Chula of Siam, G.C.V.O.* (*Foulis, 8s. 6d.*)

This is another book about "Bira's" motor racing by his entrant, Prince Chula. It covers the 1939 and 1946 seasons, and those who have Prince Chula's three earlier books, covering the 1935–1938 seasons, will want to add this one to their collection. It is well produced, contains some hitherto unpublished photographs, and runs to 176 pages. We got somewhat tired of finding in a motor-racing book accounts of "Bira's" and Prince Chula's domestic affairs, and the references to "Tich," "Little Uggie" and "Herc," the domestic dogs, became rather irksome. But as a history of two seasons' International motor-racing through the eyes of an entrant, this is a most acceptable book. The reader will get many new angles on famous topics—such as the real reason why there was a rumour that the 1½-litre Mercédès-Benz would come over for the 1939 Nuffield Trophy race, Chula's version of the baulking story at Ulster last year, why "Bira" could not hope to beat Mays at the 1946 Brighton Speed Trials, and the full story of "Bira's" drive at Le Mans, in an Alfa-Romeo saloon, in 1939. We learn that Prince Chula's latest car is an Armstrong-Siddeley "Lancaster," and receive some very interesting figures for his race-expenditure; from 1935 to 1939 Prince Chula spent just over £26,460 on his cars and expenses; while in 1945 he spent £2,080, incurring a net loss of over £1,844 after deducting starting and prize money. Those figures should be quoted to all schoolboys whose sole ambition is to own and drive their own racing cars. It is facts and figures such as these that make books like "Blue and Yellow" so necessary to the enthusiast, in addition to his back-numbers of the motor journals. Having read "Blue and Yellow," we look forward to Prince Chula's account of "Bira's" 1947 races.

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"CONTINENTAL TOURING." (*Automobile Touring Publications, Ltd., 15s.*)

This useful work, compiled by such experienced foreign travellers as H. J. Morgan, Secretary of the J.C.C., G. C. Carlisle, Branch Secretary of the J.C.C., and E. D. Grierson, a barrister-member of the J.C.C., contains 32 recommended routes through France, Switzerland, Belgium, Holland and Luxembourg, together with absolutely up-to-date information on hotels and restaurants compiled with the co-operation of the Directors of the Club des Sans Club of Paris. Running to 210 pages, this book contains useful maps and a towns-index, and its notes on worthwhile sights *en route* are most interesting—albeit with an emphasis on war when it comes to history and, alas, no mention of motoring "sights" such as the memorials to Seaman and other drivers or of circuits other than Le Mans. For the new or experienced tourist, this is an addition to the cubby-hole that will simplify Continental travel most effectively.—W. B.

"KLEMANTASKI'S PHOTO-ALBUM." (*Motor Racing Publications, Ltd., 7s. 6d.*)

This is an album-size book, reminiscent of those free gift-books which people like Ferodo and the oil companies delighted to give away before the war, consisting of the pick of Louis Klemantaski's fine motor-racing photographs, 35 in all. At least 19 are a re-hash of those pictures which appeared in *Speed* as "The Photograph of the Month" or in the *Motor*, before the war. Thus present-day racing is not portrayed. Naturally, these are fine photographs to have, and they are reasonably well reproduced, with a colour cover-picture from the *Motor*, but we would have welcomed some of Klemantaski's post-war work. His Introduction gives a brief description of his photographic methods and each photograph is superficially captioned—for example, a date is not always given, while the V12 Delage, now owned by Clutton but seen in Sumner's hands, is termed "the great old 10½-litre." The book runs to 45 pages, is spirally bound and carries a certain amount of advertising matter. It concludes with a table of engine capacities, suspension details and power and speed figures for the cars in the photographs, but here the 105 m.p.h. given for Leslie Johnson's 328 B.M.W. would seem to be pessimistic, and the 450 b.h.p. and 175 m.p.h. quoted for "Bira's" 2.9-litre Maserati distinctly optimistic. Laurence Pomeroy in the *Motor* has estimated the maximum speed of the Maserati as 138 m.p.h., while its output would be about 200 b.h.p. Klemantaski's shots of Staniland's P3 Alfa-Romeo, the 3-litre Auto-Union, and the E-type E.R.A. are outstanding; some of his other pictures unquestionably possess great artistic merit and, for this very reason, obscure the constructional features of the cars. We must confess to being somewhat disappointed in No. 1 of this Motor Racing Scrapbook series, although, at a lower price, it would have been good value.—M. C.

## SAFETY GLASS

To comply with the law, all cars must have clear safety glass in their windscreens and sports cars, especially vintage types, should be beyond reproach in this respect. Those of you who have discoloured or plain glass in front of you should visit one of D. W. Price's depots and have the matter put right. These depots are situated at Neasden Lane, N.W.10, Southbury Road, Enfield, Asylum Road, Peckham, and High Street, Taunton, apart from agents in other places.

## CORRECTION

We are informed by Postans, Morley Brothers and Birtles, Ltd. that, contrary to our statement last month, they cannot supply British Racing Green or any other cellulose lacquer to the public.

# Club News

## WE HEAR

Group-Captain Tom Evans would appear to possess a most interesting motor-car, in the form of his Centric-supercharged, ex-Donaldson O.E. " 30/98" Vauxhall, and, moreover, 'tis said that he has actually made the hydraulic front brakes work superbly ! Those pessimists who consider that all the " discoverable " veterans have been found should note that a year ago a 1914 Bebe Peugeot in brand new condition was offered for a " fiver " (unfortunately to someone who tore out its engine and is rumoured to be using it to drive a generator), while a 1910 11-h.p. Delage 2-seater is, or was, available in the same locality, where, incidentally, lives a dismantled Newton Ceirano tourer with spare engine. Then, stored in East London but available, apparently, to anyone who would care for them, are a 1911 Peugeot van, a 1923 Hupmobile coupé and a 1907 24.8-h.p. Renault landaulette—all, however, *sans* tyres. These vehicles are said to have been carefully stored since 1923. In addition, there was a 1910 20-h.p. Wolseley landaulette on good tyres, in Staffordshire, for sale for 150s., with a 1912 30-h.p. 6-cylinder Wolseley for spares, which will be broken up if not saved.

Returning to this present day and age, P. N. Richards is fitting an Alvis rear-axle to his interesting R.L.F., which is basically a 1928 six-cylinder Lea-Francis, bored out to 1,991 c.c., and with shortened chassis. His brother is engaged in construction of a Ford V8 trials car, while Richards Bros., the firm at Walton-on-Naze run by these two enthusiasts, is rebuilding Dyke-Acland's M.G. Magnette " Porthos " for next winter's trials. Last month we remarked that Michael May has his own Auster ; " Bira " is another who aviates thus. P. J. Monend has almost completed a rebuild of a Type 37 Bugatti, while his friend B. Forsyth is installing a G.S.S. Salmson engine in a " Surbaisse " Amilcar chassis —a pretty problem, he says. He reports that near Edinburgh has been seen an Austin Seven engine with push-rod o.h.v. conversion (presumably Boyd-Carpenter), while there also a sound " 12/50 " Alvis of 1929 vintage changed hands for a mere £20—because its owner is preoccupied with a twin-o.h.c. 3-litre Sunbeam, which Forsyth considers is a car which, " however ' Red Label ' or short-chassis, no Bentley can touch." A Pescara, which sounds like one of the cars which once came over for a Shelsley Walsh meeting, has been discovered in a Midlands garage. It has 4 litres of straight-eight engine, folding steering wheel, external-contracting brakes and a small 2-seater, quickly detachable body.

C. E. Allen now rides a 1930 spring-frame 1,000-c.c. s.v. solo Brough and likens it to a Bentley or "30/98," remarking that " it rumbles along like a gentleman." Perret is now with Trojan Ltd., and both Packman and Boddy have rid themselves (not without reluctance) of their early Trojans, Packman now running a Sunbeam " Sixteen " 2-seater and having half shares in an early aluminium Anzani Frazer-Nash with widened front axle and " J2 " M.G. wheels and brakes. An almost complete 1921 20-h.p. Belsize Light Tourer and an 11.9 Lagonda seek new owners, in the south. Axel Berg has now re-shod his beautiful E-type " 30/98 " Vauxhall. Mike Hewland is making a good job of rebuilding the 16-valve, twin-cam Aston-Martin once owned by Bunny Tubbs, and someone else has acquired a s.v. Aston-Martin which he hopes to run in vintage speed events. John Batten, Eastbourne's Director of Publicity, has at last taken delivery of his " TC " M.G. and has consequently disposed of his " Silver Eagle " Alvis to Geoffrey Kramer—Batten remarks that he could have sold the Alvis twenty times over after advertising it in Motor Sport. He is also disposing of his 1933 " 12/60 " Alvis four-seater. Good news is that Eastbourne's Publicity Committee is putting up a 25-guinea trophy for the 1948 J.C.C. Rally and Concours, and they intend to revive the Eastbourne Concours next year. Eastbourne, indeed, will welcome any club that cares to stage a rally thereat, and we gather that its police force does not take unkindly to such activities.

R. Athol Milne gets good service from his 1930 Morris-Cowley saloon, but craves a Trojan or something similar as a second string. In searching for b.e. tyres, of which he has found quite a number, of assorted sizes, E. G. Emmett also unearthed two pre-1914 Rolls-Royce chassis, a " Twenty " Rolls, a host of Gwynne Eight spares, some G.N. engines, a pre-1914 Straker-Squire engine and, not for sale, a 1902 Progress and 1905 Talbot. He is searching for an elusive Le Zebra,

### FIXTURES FOR SEPTEMBER

1st.—Brighton Speed Trial.

6th.—West Hants M.C. Speed Trial, Poole, 1.30 p.m.
R.A.C. Concours d'Elegance, Regent's Park.

7th.—V.M.C.C. Hill Climb, Royston.

13th.—Irish M.R.C. Road Race.

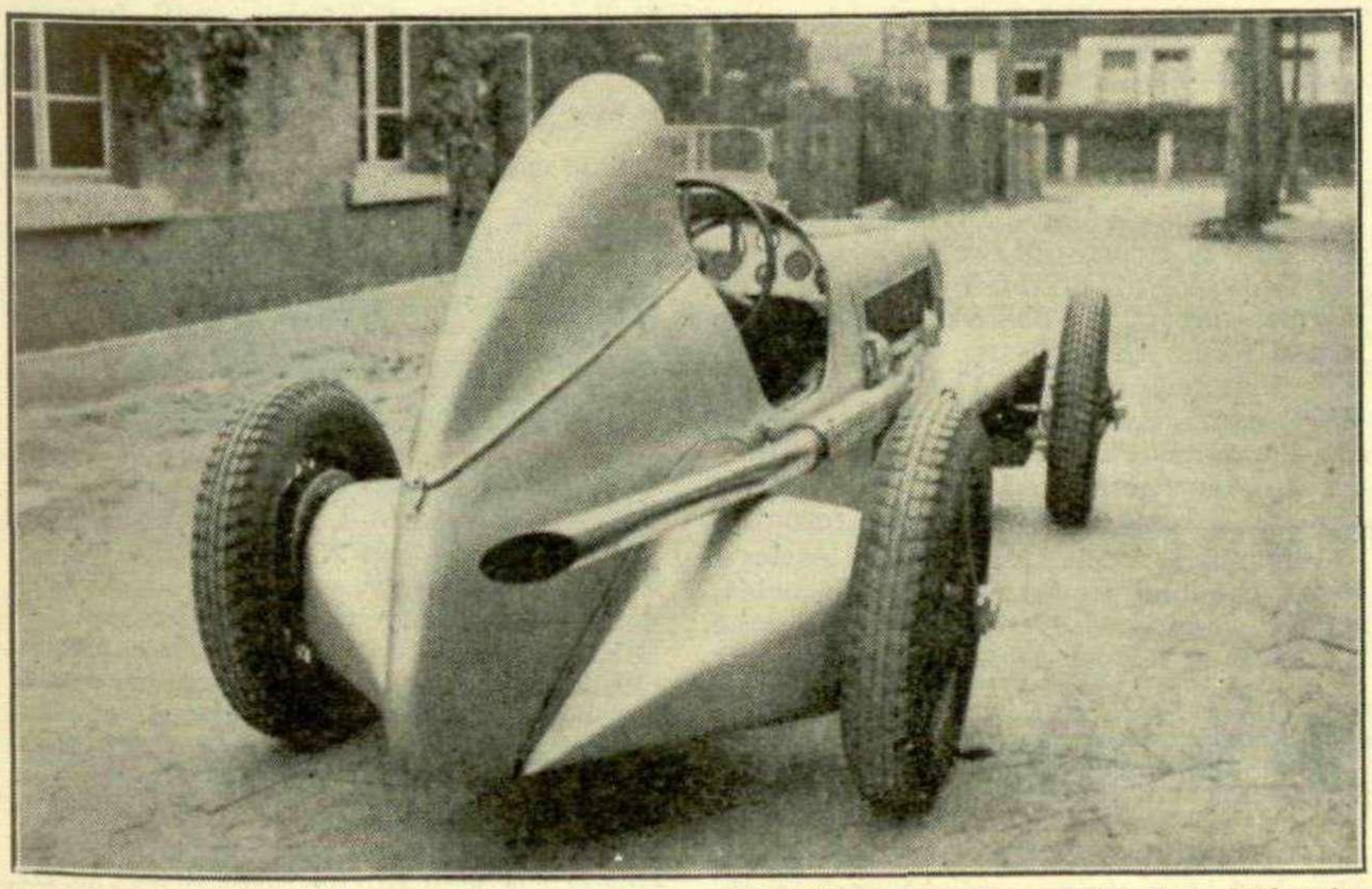
14th.—B.O.C. International Speed Hill Climb, Prescott.
Lancashire & Cheshire C.C. Trial, Lakeland.

20th.—Southsea M.C. Speed Trial, Chichester.
Tunbridge Wells M.C. Rally.
V.C.C. Rally and Speed Trial, Southport.
Bo'ness Speed Hill Climb

21st.—J.C.C. Semi-Sporting Trial, Yorkshire.
Cemian C.C. Autumn Cup Trial, Hindhead, 2 p.m.
V.M.C.C. Guest Rally, Hog's Back.

27th.—Shelsley Walsh Speed Hill Climb.

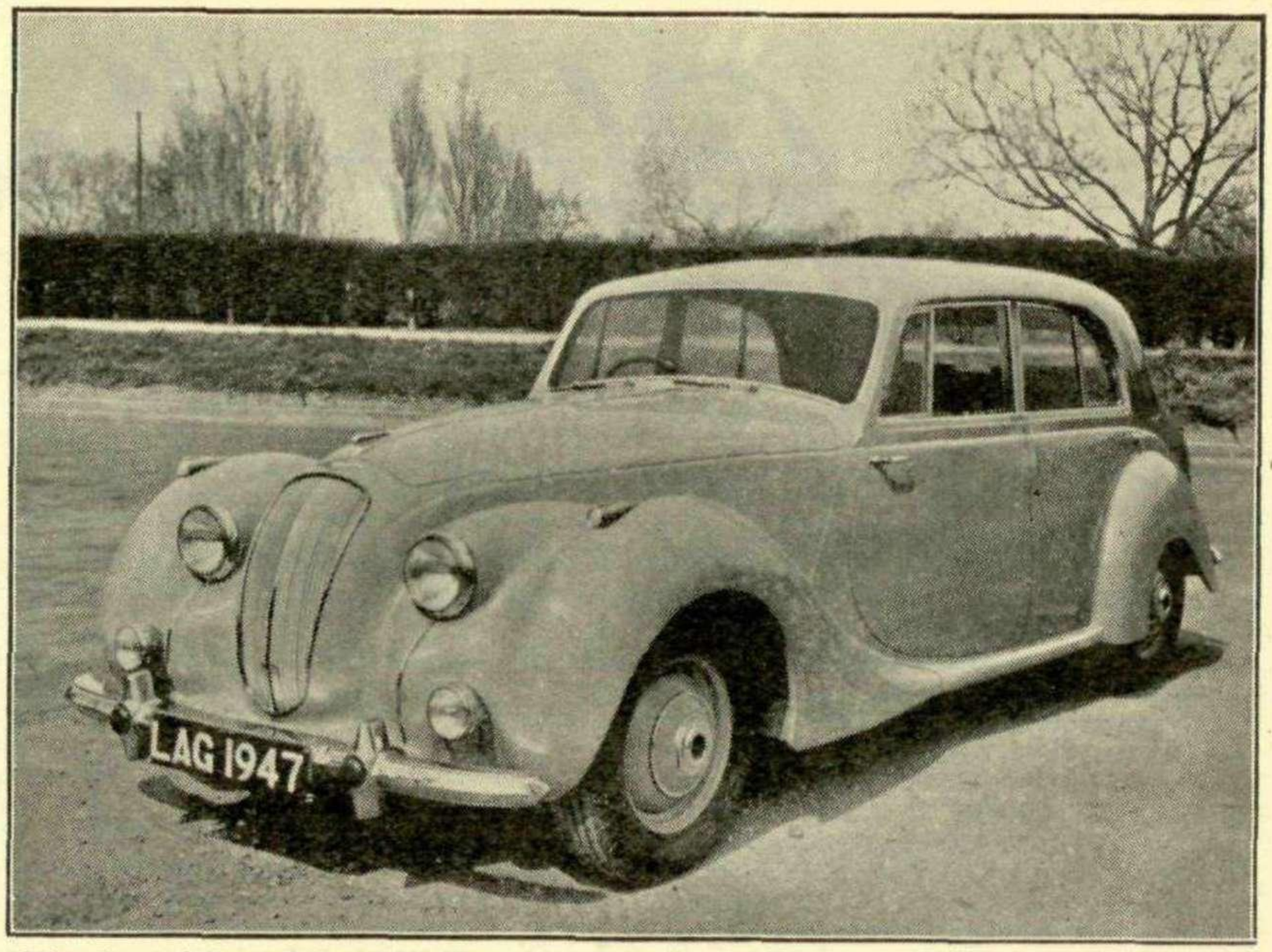
Oct. 2nd-4th.—R.A.C. Rally.



*Puzzle picture—Can you identify this racing car? We propose to publish the solution in the October issue and list the names of those who send the correct answer (on a p.c., please).*

last seen in Herefordshire in 1942. Mention of G.N. reminds us that one or two people talk of building up touring versions of same; Godfrey himself is working on just such a project (as well as on a "Kim") and, as we have said, Stafford-East's is complete. As late as 1930 none other than Bill Aldington bought a 1922 o.h.v. V-twin G.N. for £12, inclusive of a quarter's tax. "Aldy" used this car quite seriously, getting 55 m.p.g. at times on benzole mixture and 55 m.p.h. He climbed Anerley Hill in top speed three up, and, cruising at 35–40 m.p.h., went to N. Devon and back from London for 15s., doing 50 m.p.g. of fuel and over 1,600 m.p.g. of oil. Grand days! Or do you prefer your Bristol, "Aldy"? At the present time R. W. White has a touring G.N. which used to run in M.C.C. and Welsh trials, etc., and was said to do its 67 m.p.h. and, on one memorable occasion, 88 m.p.g.! He hopes to restore its bodywork and may install a spare V-twin engine having h.c. pistons, high-lift cams and oversize valves, etc. Incidentally, White has his 1924 Metallurgique on the road again, by dint of using an Austin 12/4 rear axle. M. Warr has made a very fine job of installing a 2-litre 4-cylinder Gough engine from an Atalanta in a red G.P. Bugatti that he acquired without a power-unit. He has used a Studebaker gearbox and a Warner overdrive, which gives a large selection of ratios and enables clutchless changes to be made if desired. Externally, the car is practically indistinguishable from a normal G.P. and it was for sale for around £300—we suspect it has a new owner by now. Warr told us of many interesting "finds," including a 2-litre Schneider used as a lorry and now available for spares, a G.N. chassis, Meadows spares and a number of veterans near Lowestoft. Yet another 2-litre Ballot—an early coupé needing some attention, but with excellent high-pressure tyres—turned up in Hertfordshire recently, priced at about £30. Two elderly ladies were seen manipulating an old Ariel light-car at Ascot recently—the second example of this rare make which we have seen in recent months. The proprietor of MOTOR SPORT has on order a new Jowett "Javelin."

Miss Betty Haig has had her left-hand-drive, ex-Oscar Moore 328 B.M.W. restored to good order and put into as standard a state as possible. She has reverted to the standard compression ratio as she hopes to compete in many of next year's Continental road trials, as well as in British sprint events, and she quite rightly says that 9-to-1 compression ratios do not usually take you beyond the first control, in an "Alpine"! A. G. Ryan has recently acquired a "Blue Label" Bentley (KU 6138) in really good order, which he located in Dublin. He made the journey in a friend's 1928 T.T. "19/100" Austro-Daimler, the car Callingham drove in the T.T., and which is running beautifully. The owner of this Austro-Daimler also has a very fine 1923 7-litre Mercédès, the engine of which has recently been rebored. In spite of an 11 ft. wheelbase, Ryan says this car handles very lightly and will turn in almost exactly the same space as his M.G.




*The first victim of the Crisis—the 2½-litre Lagonda, designed by W. O. Bentley, which will not now go into production.*

Martin Brunt has bought Harold Smith's "Brooklands" Riley-engined Ridgley Special and intends to carry out further modifications to it. Shillitoe has overhauled an old "14/40" Sunbeam tourer and uses it for business journeys all over the country. Old cars really are coming out of retirement—latest to be noted are a Rover Fourteen 2-seater, the sort with its headlamps carried on its radiator, seen in Fleet outside a garage wherein resides, as we have previously observed, an even earlier Rover Twelve, another tourer of the same ilk, a fine Bean Fourteen coupé and a Gwynne Eight on A.30, with home-brewed 2-seater body. Another fine example of the last-named make was a red four-seater with four-wheel brakes, light wings and central headlamp, seen at the B.D.C. Tangmere dice. Until present-day prices drop Harry Ashwood is forsaking four-wheels and hopes to ride a 1936 250-c.c. racing Sunbeam in motorcycle sprint events. We have heard of another source of good second-hand b.e. tyres.

D. G. Vigor's Vauxhall Special, which has run in recent M.C.C. trials, has a Marshall-blown, S.U.-fed Vauxhall Ten engine, out of a 5/6-cwt. Bedford van which forms the chassis. George Moule has acquired a 1930 1½-litre unblown single-cam Alfa-Romeo, while Myles Wadham has changed his f.w.d. Citroen for an Armstrong-Siddeley "Lancaster," which he took to Switzerland recently.

When he is not testing Mk. VI Bentleys, D. D. Clapham motors in an old Calcott, on b.e. tyres, and even covers quite long distances in it. At Alton Garage, Rodger is building a "special," using the engine and high-ratio axle from the 2½-litre Invicta in which Violet Cordery once undertook a long-distance run at Brooklands; the chassis is that of this car, now underslung at the rear and with Humber i.f.s. giving a slight crab-track. Michael Bull has one of the straight-eight Amilcars, but badly needs a clutch housing and gearbox for it, otherwise he may have to install a "foreign" engine. A 1903 Wolseley and another veteran of like age have come to light in Suffolk, as well as an odd 1912 rotary aero-engine with rotary valves.

★

## F.C.C. OF A.

Yet another new club is reported from America, the Foreign Car Club, which meets once a month about 75 miles from Hollywood. It already has some 50 members and caters for owners of non-American cars, mostly British sports cars and French and German cars, both sports and saloon. We have not received the address of the Secretary, but W. F. Anthony, Junr., 1,775, El Cerrito Place, Hollywood 28, California, will forward any enquiries.

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## V.M.C.C.

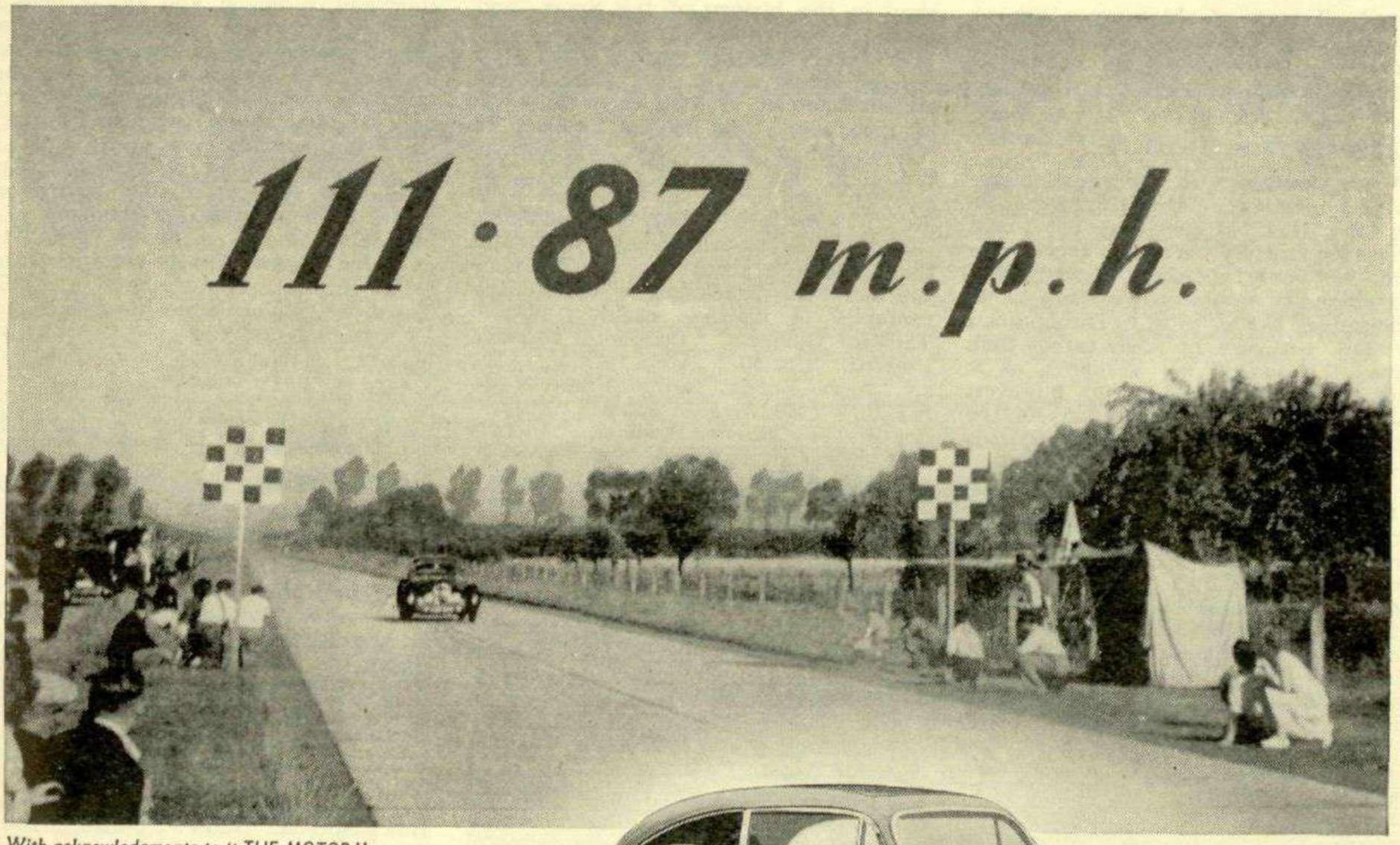
One cannot but admire the enthusiasm of those responsible for the Vintage Motor Cycle Club. They have just announced quite a host of fixtures up to December next, while their monthly *Bulletin* has grown in size and is, if possible, more interesting than ever—that for July contained an intriguing article on Martinsydes. Hon. Sec.: M. F. Walker, 170, Woodcock Hill, Kenton, Harrow, Middlesex.

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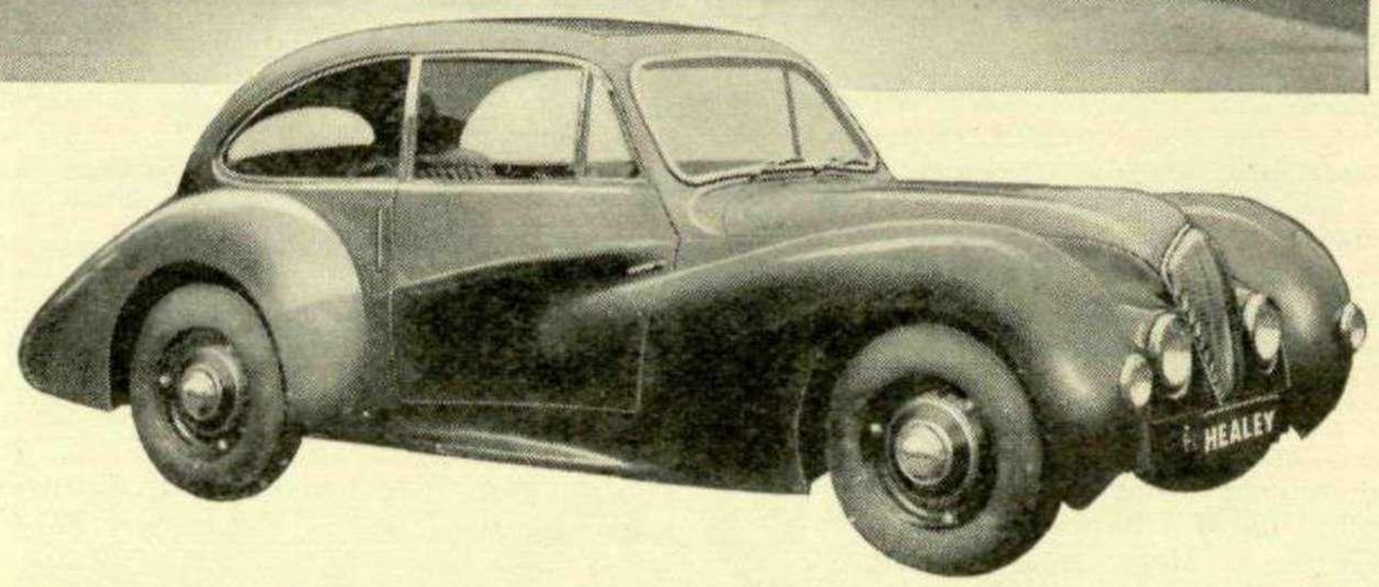
## SAD!

Unquestionably the Secretary of the B.R.D.C. knows his job when it comes to publicity, but we confess to being badly shaken by a recent hand-out of his, headed "For Favour of Editorial Mention," in which that excellent racing car, the Emeryson-Special, is described as "this land-bound doodlebug." Apparently this is the way to the Fleet Street heart, and if less lurid phraseology were em-

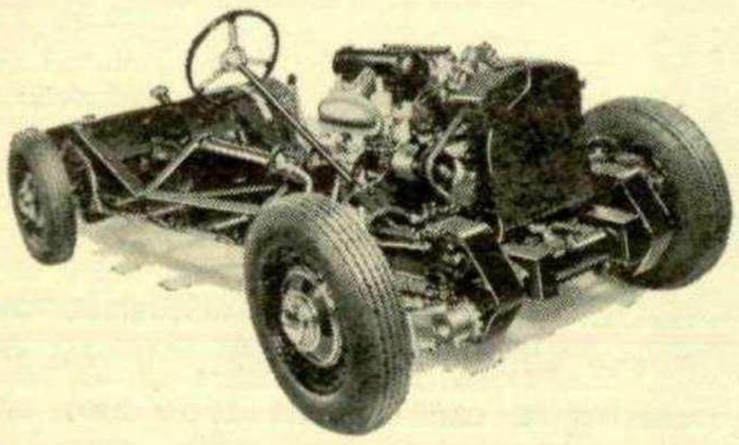
# 111·87 m.p.h.



*With acknowledgments to "THE MOTOR"*




A normal production Healey 2.4-litre Saloon achieved the maximum speed of 111.87 m.p.h. and a mean speed over two ways of 110.8 m.p.h. on the Jabbeke-Aeltre Motorway, Ostend, in July. The Car used was a standard model in all respects, the Bore and Stroke with the Compression Ratio of 6.97 to 1 being certified by the R.A.C. Standard Fuel of Octane Value 70/72 deg. as certified by the Royal Automobile Club de Belgique. This substantiates the claim that the Healey Saloon is the "FASTEST PRODUCTION CAR IN THE WORLD"



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ployed all hope of obtaining a line or two in British newspapers might be negatived. Nevertheless, it makes us very, very sad . . .

★

## PRESERVE THE UNIQUE

At one time it was accepted, particularly amongst members of the Vintage Sports Car Club, that old cars were not worth preserving merely because they were aged, but only if their performance and reliability would enable them to do honourable battle with be-chromiumed tin-ware. A case of Alvis rather than Autocrat, Vauxhall *not* Vermorel, as it were. The time has gone, however, when normal vintage sports cars of the better sort can match the faster moderns in respect of performance. This fact in no way belittles the pleasure which is to be derived from running a vintage car, but it does suggest that those of lesser performance can now come into their own, serving owners who appreciate honest, hand-assembled machinery along with faster, better-known examples of the same era, and adding their quota of interest to roads which are becoming increasingly infested with mass-produced tin boxes of identical appearance and lack of character. Strength is lent to this argument when it is remembered that many of the more obscure makes of small car, with no particularly sporting tendencies, were used for competition work in the days when they were current productions. They obviously did not achieve such spectacular performances as their faster, more costly brethren, but the fact persists that they were used by enthusiasts not only in trials but in speed events. This being the case, surely such cars should not be beneath the notice of the present-day impecunious enthusiast. Each one preserved represents another unique car to enliven our roads and remind us of a happier age, now all but forgotten. Here we may digress to observe that amongst the true veterans —built prior to 1914—many still remain to be restored to good order, like that Thirty Napier at Staines, and, if they are allowed to rot, one day those seeking such cars will suffer remorse that they were not saved in time. Therefore, do not scorn the earlier light cars of mediocre performance, but rather accept the fact that they had their place in history—even in the history of the Sport—and that, to-day particularly, with high prices and rationed petrol, those that remain should be in use, hale, hearty and unashamed, as, indeed, quite a few of them are. We do not propose to recommend a search for any specific examples, but we have before us an excellent photograph of the start of a J.C.C. High Speed Trial at Brooklands, *circa* 1925, and we will go so far as to add that, lined up ready for the one-hour run round the Track can be seen touring examples of Gwynne Eight, "10/23" Talbot, Salmson, Ceirano, 16-valve Bugatti, "12/50" Alvis, A.C., O.M., s.v. Aston-Martin, Anzani-Frazer-Nash, A.B.C., "Redwing" Riley, "12/22" Lea-Francis, Rhode, Amilcar, "10/15" Fiat, Senechal, bull-nose Morris-Cowley, "9/20" Rover, Windsor and Bayliss-Thomas. The Fiat even has closed bodywork—*Verb sap.*

★

## LAGONDA CAR CLUB

Yet another new one-make car club has happened, that catering for owners of Lagonda cars of all types. This club, which is quite distinct from the Densham Spares Register, aims to perpetuate Lagonda tradition, maintain contact between owners, promote competitions and socials, and possibly circulate instruction books, technical information and a magazine. At a meeting at the house of Mr. and Mrs. J. E. Davies on June 29th a Provisional Committee was elected as follows: Sqn.-Ldr. C. E. L. Powell, J. H. Paston-Green, Mrs. Davies, Major Pillitz, T. P. Child, A. W. Deller and J. H. Nicholass. The entrance fee is 10s. and the annual subscription £1 1s. 0d. A Rally is scheduled at Bournemouth at the week-end of September 27-28th. Full details from: Sqn.-Ldr. C. E. L. Powell, 2-20, Northwood Hall, Hornsey Lane, London, N.6. (Mountview 7719.)

★

## V.M.C.C. OF A.

Members of the Veteran Motor Car Club of America really do enjoy themselves. Their "Bulb Horn" for April contained some most interesting articles and illustrations, including a description of various early Ford and Daimler cars; indeed, quite a history of the Daimler Company, a quotation from a 1910 Maryland catalogue, and lots of news of members' activities. The club has some 350 supporters and meetings are frequently two-day affairs, at someone's country house or a trotting track, where the veterans really can be displayed. It is not unknown for brief talks to be delivered during a social on some specialised aspect of the veteran-car game, such as the development of a particular model, or for a list of 100 available veterans to be read out, and before the Antique Auto Show the police closed one side of Commonwealth Avenue for a veteran-car relay race, in which the famous Marmon Wasp racer took part. There is to be another Antique Auto Show at New York this autumn. Certainly no need to pull-up-those-socks, here. Secretary, D. C. White, 173, Cedar Street, Roxbury 19, Mass.

★

## ANOTHER CAVALCADE

Last year the S.M.M.T. organised a most interesting series of Cavalcades in this country, to commemorate the Jubilee of the British Motor Industry. Last spring the Australian Sporting Car Club tried something similar, just for the fun of it, at the sea front at Bondi. Edwardians were represented by a Humberette on a trailer, a 1912 Renault and a 1908 Armstrong-Whitworth, of which the last-named took the prize. Ewing's Buick-Special, Snow's 2-litre, six-carburetter Riley, and Najar's *monoposto* M.G. represented the racing cars, and two "30/98" Vauxhalls, a "12/60" Alvis, an F.N., a Frazer-Nash, a Fiat "501 B," and a Chevrolet the vintage element. Of the post-war cars, such Britishers as 1½-litre Riley saloon, Triumph "1800," Lea-Francis, Morris, Singer "Super Ten," Humber "Super Snipe," Hillman "Minx" drophead, Austin, "TC" M.G. and Jaguar were displayed by the Trade, while there were private-owner entries of TA, TB, TC and P-type M.G.s, a Morgan 3-wheeler, a 4.3-litre open Alvis, Austin Seven, Vauxhall tourer, 2-litre M.G. and Wolseley 25 h.p. First prizes were won by the racing Buick, Dent's vintage Frazer-Nash, the new Riley saloon, the "4.3" Alvis, and a 3½-litre drophead Jaguar, while a 'Nash "Ambassador Six" won a special award for a really outstanding car. In view of our vital need to export motor cars, we should

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not overlook Australia's interest in British productions. Incidentally, in a copy of *Motor Sports*, the Australian sporting monthly, are to be found advertisements relating to such familiar products as Lucas electrical equipment, Jaguar, Morgan, Lea-Francis and Alvis cars, Panther, A.J.S., Royal Enfield and Velocette motor cycles, J.A.P. engines and Amal carburetters.

★

## B.O.C.

Another issue of "Bugantics" has been published by the Bugatti Owners' Club and contains, in particular, some excellent Prescott photographs contributed by Griffiths. Twenty new members are listed as having been enrolled, and it is emphasised that the club now has a new Secretary and Treasurer who resides close to Prescott and to whom all enquiries should be addressed: Lt.-Col. R. F. Haywood Browne, Little Chantry, Winchcombe, Glos. (Winchcombe 50).

★

## AUSTRALIAN SPRINTS

In the V.S.C.C. of A. Killara ¼-mile speed trial an 18.5 sec. handicap allocation was adopted, and Carron's "G.S.S." Salmson was 1st, Lane's "30/98" Vauxhall 2nd and Davison's Alfa-Romeo 3rd. F.t.d. was made by Lane, in 21.6 sec. actual time. Davidson's V8-engined M.G. "Magna" was fastest of the non-vintage cars, in 18.8 sec., a course record.

At the Mount Tarrangower hill-climb, Head beat the old course record in a speed-car powered with a model-A Ford engine. Class winners were: Head, Phillips (Austin), Hawker (Chamberlain 4-cylinder, eight-piston, supercharged two-stroke), and Nutt (Grimes-Special).

Over a 1¾-mile circuit with five corners at Gawler airstrip, the S.C.C. of A. held a series of handicap sprint races. The winners were: Vinall's "30/98" Vauxhall (two races), McDonough's "TC" M.G., Howard's Austin and Uffindell's "K3" M.G.

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## B.D.C. IN SCOTLAND

The first Bentley Drivers' Club meeting in Scotland is a lunch (tickets 4s. 6d.) at the Castle Hotel, Glendevon, on September 21st. All Bentley owners welcome. Details from L. W. Campbell-Colquhoun, Ballaig, Crieff, Perthshire.

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## RILEY M.C.

The London Centre of the Riley Motor Club have been paid a very high honour by the Brentford and Chiswick Town Council, for in October next they are holding a Safety First Week, and as a *piece de resistance*, they have asked the club to organise a Gymkhana on Saturday, October 25th.

The venue is the Brentford Market, situated at the start of the Great West Road, roughly five miles from Hyde Park Corner. This is a magnificently paved area and ideal for the purpose.

During an interval it is anticipated that the Metropolitan Police will stage their Safety First Demonstration, which, apart from its educational value, is in itself first-class entertainment.

The event is open to all Riley owners, and further particulars will be published at a later date. In the meantime, any communications should be made to the Trials Secretary, R. C. Porter, 161, Castelnau, Barnes, S.W.13.

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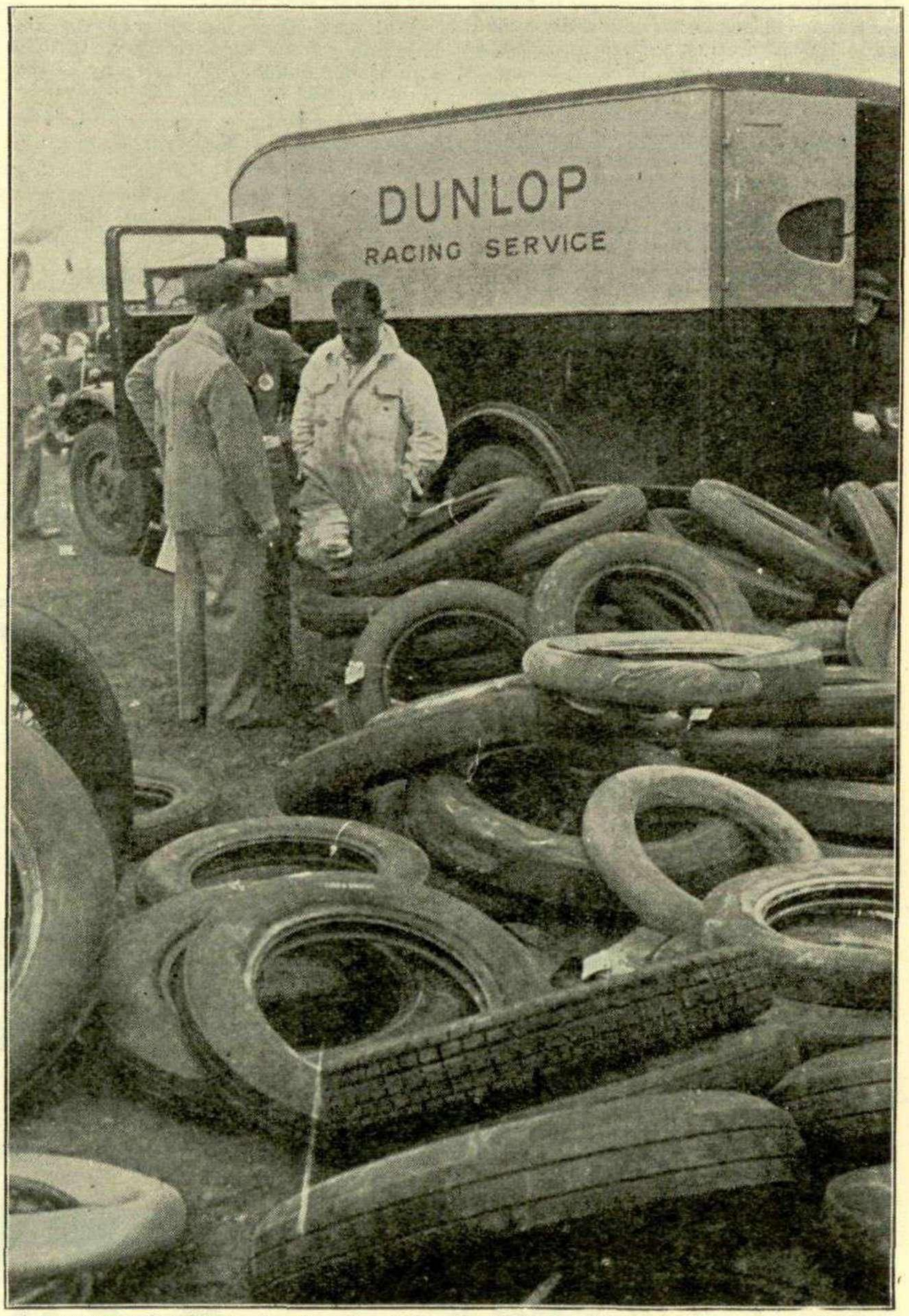
## V.S.C.C. OF A.

The latest issue to hand of the Vintage Sports Car Club of Australia's journal has a fine picture of a 4½-litre, 100 m.p.h.-model Invicta. Within is news of seven recently enrolled new members owning two "30/98" O.E. Vauxhalls, a "Grand Sport" Amilcar, a Buick-engined 3-litre Sunbeam, a Riley Nine and a 1908 Armstrong-Whitworth between them, one of Shepherd's articles on the Type 40 Bugatti, some notes on pre-1914 Siddeley-Deasys and lengthy reports of recent events. They seem very "special"-minded in Australia just now. There is news of a Riley "Redwing" powered with a six-cylinder o.h.c. Ansaldo engine, and another hybrid with 4-litre o.h.c., 7-bearing Maybach engine endowed with twin Amals, in a tubular chassis having Dodge i.f.s., Fiat gearbox and Lancia-like back end. The energy of it!

★

## COVER PICTURE

This month's cover picture shows "Bira's" Simca-Gordini cornering in the Manx Cup Race, which it won. The photograph is a MOTOR SPORT T.G.M. picture, flown back by Air Kruise Ltd.




*A pre-war study of "Dunlop Mac." Although nothing so elaborate has been possible since the war, and race distances have been curtailed to conserve fuel and tyres, the Dunlop Racing Service has been in evidence at all the important meetings.*

## R.A.C. HILL-CLIMB CHAMPIONSHIP

The leaders in the R.A.C. British Hill-Climb Championship up to and including the Bouley Bay event were: 1st Raymond Mays (E.R.A.), 0 marks lost; 2nd F. R. Gerard (E.R.A.), 17½ marks lost; 3rd G. Abecassis (Bugatti), 20½ marks lost. The remaining positions, in order of merit, were: Hutchison, Poore, Bear, Allard, Fairman and Mrs. Wisdom. Craigantlet on August 30th may have altered the position, and the deciding meeting will happen at Prescott on September 14th.

★

## SHELSLEY WALSH

The Shelsley Walsh hill-climb on September 27th will be confined to racing cars and will not be a combined car and motor cycle meeting, as was intended.

★

## BRITISH TRIALS CHAMPIONSHIP

The R.A.C. announces that a series of zonal trials will be held this year, culminating in a final event on December 13th, in order to determine who is our champion trials driver. This follows on the Club's Hill-Climb Championship introduced this season, and is an excellent idea. The rules are as follows:—

This competition will take the form of four zonal trials and a final to be held as follows:—
Oct. 11th.—Southern England (organised by the Mid-Surrey A.C.).
Oct. 19th.—Northern England (organised by the Lancashire A.C.).
Oct. 25th.—Scotland (organised by the Royal Scottish A.C.).
Oct. 18th.—Ulster (organised by the Ulster A.C.).
Dec. 13th.—The Final (organised by the S.U.N.B.A.C.).

*The Regulations cover the following points:—*

A thoroughly sporting course of at least 50 miles in length will be used.

The number of entries in each Zonal Trial will be limited by selection to 60.

There will be no *qualification* clause.

A number of observed sections each of which *may be covered once only* will be included, and will be covered non-stop.

At least two special tests will be included (one of which will embody restarting on a gradient) and the results of these tests will be used only to determine order of merit in the case of ties in the observed sections.

Entries will be accepted only from members of the R.A.C. or members of clubs associated with or "recognised" by the R.A.C., and then only from entrants normally residing in the zone concerned.

The first ten competitors, in order of merit, in each Zonal Trial will be eligible for the Final, making a possible entry of 40 for that event.

The entry fee will be £3 3s., which will cover *both* the Zonal and Final Events.

The R.A.C. will provide a suitable trophy to be held annually by the ultimate winner of the Final (who will be nominated as the Champion "Expert" driver for that year), and such other awards as it may deem advisable to offer.

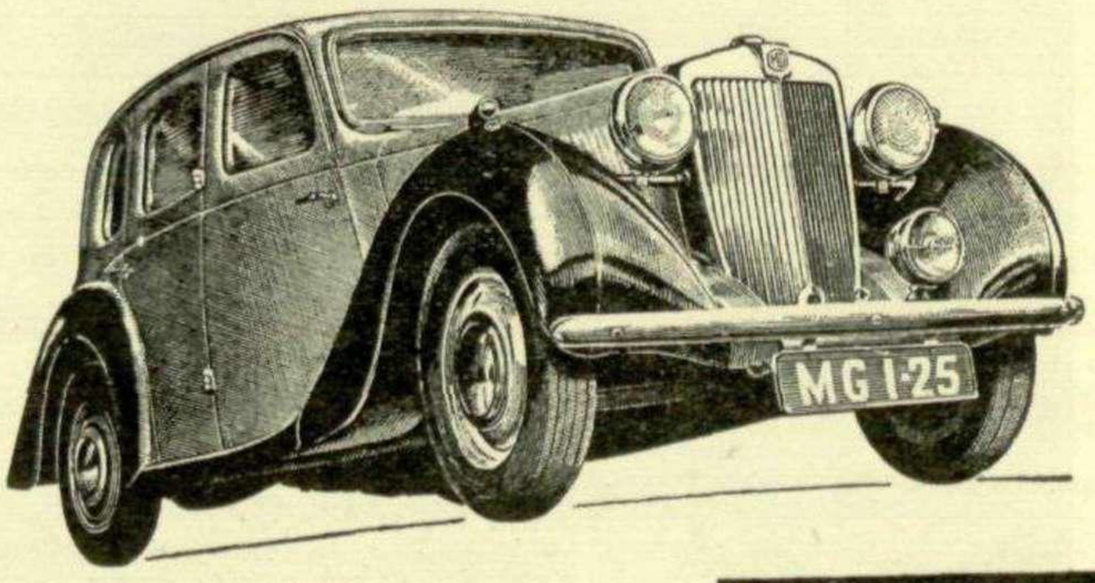
Full particulars and entry forms are obtainable from the Secretary, R.A.C., Pall Mall, London, S.W.1, or any of the clubs deputed by the R.A.C. to organise the Zonal Trials.

★

## GENERAL NOTES

Somehow journeys do not seem to have been so extensive of late, but there has been variety for all that. A chance encounter with an O.E. "30/98" Vauxhall, beautifully preserved, resulted in a brief ride, sitting in lofty dignity behind one of the most shapely bonnets and scuttles ever devised. Some time afterwards there was another run, along well-known local by-ways, in a surprisingly fleet E-type "30/98," which attained quite astonishing speeds of engine rotation on the indirect gears, with pick-up to match, yet which would amble most sedately when required to do so, and which rode with all the pliable stolidity of the really good vintage car. Then a touring "12/50" Alvis motored us along in unflurried willingness, while a "Speed Twenty" Alvis saloon offered ample accommodation for many mortals, a combination of vintage and non-vintage attributes, and an ability to cruise unconcernedly at 60 m.p.h., with brakes in keeping, on two longish runs under a boiling sun. From that we went to being driven down deserted local lanes—one never seems to tire of exploring them, and are they not the ideal of old-car addicts, not only because they are free from troublesome onlookers, but because aged vehicles seem so much more at home therein than in towns or on crowded main roads?—in the back of a Triumph "Gloria" saloon, all replete with free-wheel; nor must we forget a Saturday run from Hampshire along the amazing North Circular road round London and out to Essex, in the Austin Seven, acting as tender to a racing motorcycle. Nor overlook mention of divers excursions undertaken, reluctantly, from country to Metropolis, on one of which were encountered an old de Dion Bouton saloon, *circa* 1925, and a "14/40" Delage converted into a lorry. Finally, a desire to see the sea coincided with a modern 1½-litre Riley saloon, so that we were able to cruise southwards at a genuine 60 m.p.h. changing gear with or without the clutch as the mood took us, cornering fast, backed by brakes that were really up to their task. That night we came home in the dark, through Chichester, Midhurst, Haslemere and Frensham and so to Farnham and home, a run that whetted the appetite for going over the same ground again, in daylight, as soon as possible.


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## FOR SALE—*continued*

BENTLEY supercharged 4½, V.D.P. 4-seater, in first-class condition throughout ; P.100 lamps, good tyres, battery, hood and sidescreens ; main-tained by enthusiast regardless of cost, now forced to sell for domestic reasons. Photos and full particu-lars to genuine purchaser. Offers over £1,000 to Box No. 165, MOTOR SPORT, 15, City Road, E.C.1.

**M.G.** "18/80" Mark I and II models, with saloon, tourer and speed model bodies. Several available, mainly reconditioned, with good tyres and batteries. Imperial Motors, 103, White-ladies Road, Bristol, 8.

COMPETITION CARS LTD. offer large-capacity, wedge pattern slab petrol tanks, £8 each ; quick release fillers extra. Special tanks to order. Dash-reading radiator thermometers, complete with capil-lary tube and unions for connection, 38s. each. Chromium-plated model, 45s. Steel or light alloy cycle-type wings, prices on application. We hold large stocks of flexible metallic exhaust hose, pipe dia-meter reducers, fishtails, etc. Competition Cars Ltd., The Old Maltings, Nayland, near Colchester, Essex.

ASTON-MARTIN 12-h.p. "Le Mans" 2-seater, pointed tail, actual Rudge-Whitworth cup winner at Le Mans in 1933. Chassis No. L.M.9., engine L.M.G. Car has often been written about in *Autocar*, *Motor* and MOTOR SPORT. Speed approx. 110 m.p.h. In racing green. Engine detuned for "Pool." Taxed. In wonderful condition, photo-graph on request. I would exchange this pedigree car for any other car which may interest me. I prefer something like Ford V8 coupé or drophead foursome. Cash either way. "Le Mans" Aston-Martin, value £950. L. J. O. Bartlett, Eagles Nest Lodge, Exeter Road, Bournemouth. Tel. : 7360.

ALUMINIUM and duraiumin sheet, ex-stock. Prompt delivery. Quotations for cellulose spraying. Lambert & Corkran, Ltd., Dept. 3, Hailsham, Sussex.

**1930** BENTLEY 4½-litre chassis with open 4-str. V.D.P. body, Villiers Mark 4 super-charger, Marechal headlamps, 6 very good tyres, electrical equipment re-conditioned, car re-wired. Bargain, £595. Duncan's Garage, 16, Church Road, N.W.4. Hendon 3321.

**"T.B."**-TYPE M.G. 2-seater, Nov. 1939, stored 4 years, reconditioned engine, new shock absorbers. Condition and appearance as new. £590. Box No. 211, MOTOR SPORT, 15 City Road, E.C.1.

INVICTA 1½-litre sports saloon, excellent order, crankshaft reground, new battery, pump, etc., £265. Lacy, 151, Briar Road, Kingswood, Watford.

BUGATTI Type 43, 1939, completely overhauled by Continental Cars Ltd. 1,000 miles ago. Re-rollered crankshaft, new blocks and Martlett pistons, new gearbox, ect. Type 55 wheels. Cloverleaf body shabby but sound. Dr. Marris, 8, Anselm Road, Hatch End, Middlesex.

ASTON Martin International 4-seater, 1931, rebuilt and fitted all latest equipment, £295. Wants seeing, very smart. Howard, 94, Greenford Road, Harrow, Middlesex. Byron 3209.

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**1929** RILEY NINE Mark IV Tourer in good going condition, good side screens, new hood, electrics rewired, several extras. Owner requires space. Offers. Box No. 212, MOTOR SPORT, 15, City Road, E.C.1.

SCINTILLA Vertex Magneto, four cylinder, suit P.M.G., etc., clockwise, unused since overhaul, £10 or offers. Mumford, 59, Wilford Lane, West Bridgford, Nottingham.

4½-LITRE Lagonda Rapide tourer, 1935, first registered 1936. Excellent condition, £250 recently spent. Offers over £950. Box No. 213, MOTOR SPORT, 15, City Road, E.C.1.

INVICTA 1933, 100-m.p.h. model four-seater, engine in excellent condition. Two sets of batteries, 5 good tyres, present owner has had car since 1937. Milne, 32, Ely Place, London, E.C.1.

LUCAS Vertical Magneto for Ford V8, distributor cap broken, £5. Austin Seven inlet-exhaust manifold for horizontal carburetter, 30s. Biggs, 9, Fir Tree Walk, Enfield, Middlesex. ENF. 2493.

FRAZER-NASH 1932 2/4 str. Meadows engine in excellent condition, good transmission, Zeiss headlamps, good tyres, finished International green, unmarked, £300. Amilcar Surbaisse 2-str. 1928, just been re-sleeved and crank reground, £175. H.A. Motors, Clarence Crescent Mews, Windsor, Berks.

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## FOR SALE—*continued*

INVICTA 3-litre, 2-seater open sports, dual ignition, first registered 1935, but of older date, in very good condition throughout, part exchange for any smaller car or nearest to £350, owner abroad until Sept. 13th. Breese, 66, Snowsfields, S.E.1. Hop 2124.

**M.G.** COMPLETE, "M" type engine and "J" type rear axle. B.T.H. 4-cyl. Vertex magneto, anti-clock rotation. Box No. 214, MOTOR SPORT, 15, City Road, E.C.1.

SINGER Le Mans 9-h.p. 1935, twin S.U.'s, Scintilla, very fast, sound car, good for trials, reached semi-finals at Berkhamsted trials, £310. Arcay Motors, 212, Dudden Hill Lane, N.W.10. Gladstone 5875, also 33, Hillside, Stonebridge, N.W.10. Elgar 4469.

RILEY Specials built, altered, modified or tuned. We are interested in any potent machinery. Many Riley Spares, etc. Sports cars for sale and wanted. Arcay Motors, 212, Dudden Hill Lane, N.W.10. Gladstone 5875, also 33, Hillside, Stonebridge, N.W.10. Elgar 4469.

RILEY Nine 1932 Monaco saloon, very fair general condition, engine being overhauled and rebored, 5 unused retreaded tyres. Quantity of 3-litre Lagonda spares. Rolls-Royce "Silver Ghost" spares and service. 20-in. "Silver Ghost" or "Phantom 1" wheels and tyres. Beaded edge tyres, most sizes available. Downton Eng. Works, Ltd., Downton, Nr. Salisbury, Wilts. Tel.: Downton 51.

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## FOR SALE—*continued*

FRAZER-NASH 1932 Meadows T.T. Replica, £30 spent on transmission, spare Meadows engine (incomplete), spare sprockets, chain and new Meadows parts. The lot £350. Delivery of new car necessitates sale. A. E. E., Hull, 48, New North Road, Huddersfield.

DELAGE 2-seater 4-cylinder, in original condition, believed 1909 vintage, perfect running order, £150. Type 519 Fiat, 1925, 27-h.p. tourer, engine perfect, body good, rebuilt 1939, very little used since, the owner has spares for this model. Price £320. 1934 Riley "14/6" block, perfect condition. West Motors, Upton Road, Watford.

"BALILLA" Fiat, excellent condition throughout, engine re-sleeved and new bearings fitted recently. Fully weather equipped including tonneau. No pinking on Pool at 7½ to 1 C.R. Mileage under 30,000. Seen Surrey. Box No. 215, MOTOR SPORT, 15, City Road, E.C.1.

AUSTIN "Nippy" 1937 model, with three-bearing pressure crankshaft. Engine rebuilt and clutch and brakes relined in April this year. Bills available. Original paintwork, good hood and sidescreens. 320 guineas. L.G. Motors, 177, Archway Road, Highgate, N.6. Tel.: Mountview 8467.

**1936** LAGONDA Pillarless Saloon, 29.13 h.p. in metallic grey. Wireless fitted. In excellent condition. £900. Advertiser, 11, Weston Street, Upper Norwood, S.E.19.

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A VERY interesting vintage car, a 3-litre "Red Label" Bentley open tourer, fitted with 4½-litre engine and plate-clutch "A" type gearbox. This car has very recently had a considerable amount of money spent on it to bring it to a first-class mechanical standard. All tyres are good. Two new 6-volt batteries have also been fitted. This car is very fast. Offers invited. Apply The Manager, Brown (Bath) Ltd., East Street, Warminster. Tel.: Warminster 281.

ULSTER 1½-litre supercharged Lea-Francis. Actual team car first registered 1934, can be run unblown, taxed and in excellent condition, £325. Would accept "12/50" Alvis 4-str. in part exchange. C. Arnold, 8 Homestead Way, Northampton. 'Phone.: 5001.

ROVER 1932 6-cyl head complete. Block and other parts. What offers? Burgess, 43, Amyand Park Road, Twickenham.

ALVIS "12/50" big-port sports 2-seater. Engine as new, with reground crank, new mains and big-ends, linered block, new Aerolite pistons, new outside exhaust system, etc. Body rather rough. Weight 17 cwt. Tyres reasonable. Many spares, including material for hood. £195. Box No. 216, MOTOR SPORT, 15, City Road, E.C.1.

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### FOR SALE—*continued*

LAGONDA 2-litre low chassis speed model, registered 1931, no body, engine completely overhauled, including linering back to original bore, new pistons, timing wheel, pre-selector gear box. All tyres 21 in. by 5.25 in. very good, re-chromed radiator, £165. Letters only. G. E. Tyson, 18, Upland Road, Upton, Wirral, Cheshire.

**"12/70"** M.G. Magna, open four-seater, engine and body sound, transmission and chassis very good condition, black and silver, new side screens. £250 or near offer. Write or apply, 56, Western Way, Barnet, Herts.

BENTLEY 3-litre "Red Label," completely overhauled, first-class condition. Body interior indifferent. New tyres and one spare. £400. Balcombe Nurseries, Swallowfield, Berks. Tel.: Spencers Wood 83196.

RILEY engine, 1934, complete but dismantled, including flywheel and clutch, also spare head, twin carb., manifolds and carbs, spare block, crank conrod and camshafts, several other parts, £16 the lot. Oliver Autos, 236, Stanstead Road, Forest Hill, S.E.23. For. 5592.

DONALD PITT offers his highly successful 1946 unblown M.G. Midget, GVR.963. Winner 1947 Ulster International Trophy Handicap, fastest time of day, 1947 Coften Hacket Sports unlimited, together with three other Firsts, one Second, one Third, 1½-litre class. Genuine mileage 2,800 miles only, this car is in new condition throughout and is capable of great potentialities. Completely reliable and docile, 52 miles per gallon, weight 10 cwt. 0–50 8 3/5th sec., with performance which is obviously outstanding. Owner acquiring new racing car, which is sole reason for disposal. £750, no offers. Rodborough Crest Cottage, Strood, Glos. 'Phone: Amberley 2243.

### FOR SALE—*continued*

**1931** LEA-FRANCIS "12/40" two-seater, tyres, hood, battery and general condition good. Offers over £220. 91, Melbourn Road, Royston, Herts. 'Phone: Royston 3112.

BENTLEY 1929 3-litre speed model chassis (one of last four made), DN.1735, fitted in 1931 with 4½-litre engine and front axle. 4-seater fabric VDP. Only two owners, nearly new 600 by 20 mm. tyres. Telecontrols, C. box 3.78 axle. £150 recently spent. First-class mechanical condition. New hood and tonneau cover. Owner regretfully selling for family reasons. Offers wanted. Box No. 217, MOTOR SPORT, 15, City Road, E.C.1.

ALVIS Firefly 1933/34 Sports Saloon. Engine, gearbox overhauled, body recellulosed Sept. last. £260 nearest. 54, Uttoxeter Road, Mickleover, Derbys.

ENTHUSIAST offers M.G. Magna 4-seater £295, Magna 4-seater £325, Magna 4-seater £425, Midget 2-seater £285, Singer Le Mans 4-seater £325, Le Mans 2-seater £295, Magna Saloon £295, Morris Eight 2-seater £325. Any exchanges, terms, spares, tyres. G. A. Final, 15, Nashleigh Hill, Chesham, Bucks.

RILEY Nine engine (coil ignition with fan), complete with clutch and gearbox. £45 the lot, or would separate. Box No. 218, MOTOR SPORT, 15, City Road, E.C.1.

ADVERTISER must have saloon. Will exchange Wolseley "Daytona" open 4-seater, completely re-conditioned. Re-cellulosed, two new S.U. carbs., clutch re-lined, re-bored, set of new h.c. pistons, crankshaft reground, remetalled. Main and big-end bearings. Work completed in August and not yet run in. Bills shown for £100. Value £320. Any saloon considered in exchange. Griffiths, 73, Toys Lane, Cradley, Staffs.

2-STR. sports racing car ex. McClure, 3-bearing Riley, 1,100 engine in modified "K" Magnette chassis with Lancia I.F.S. Over 100 m.p.h. Brand new throughout. Croysdill, 6, Beaumont Avenue, St. Albans. 5356.

SALMSON 1929 o.h.c., 3,000 miles since complete overhaul and new aluminium body. Tyres and condition good. £150. 45 Pollards Hill South, S.W.16. Pollards 5360.


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### FOR SALE—*continued*

**12**-IN. chrome fishtail for 2-in. pipe, £1. Pre-selector gearbox, new condition Armstrong Siddeley, 15-h.p., £10. New wedge pattern petrol tank, about 14 gallons, 36 in. by 14 in., £3. New saddle petrol tank, with large quick filler cap, 36 in. wide, about 16 gallons, £5. Pair Lucas headlamps, chrome, perfect condition, £8. Talbot steering box, column and spring wheel, with special fixing bracket, 50s. "M" type Midget front axle with brake drums, £1. Bugatti type-40 steering box column and wheel, £3. 11-h.p. twin cam Salmson engine and gearbox. Three bearing engine and tubular rods, 1,350-c.c., £15. K. B. Salmon, Brooklands, Old Street, Hill Head, Fareham, Hants.

**£30**—1 Arnott supercharger complete with carburetter and all fittings for Triumph 14-h.p. Dolomite, would suit similar capacity engine. 1 Scintilla Vertex 4-cylinder clockwise, £8. Various S.U. carbs. 1939 Wolseley 12 engine spares. 4, Roxeth Hill, Harrow. Byron 2016.

SUNBEAM 17-h.p. Weyman saloon. New tyres all round, 600 by 21 mm. Recent overhaul included transmission, brakes re-lined, engine check and new roof. 21 m.p.g. A fast touring car, £190. Box No. 219, MOTOR SPORT, 15, City Road, E.C.1.

**1938** STANDARD Nine, rebored, resprayed, 2 new tyres. £350. Austin Seven chassis, front brakes, springs, etc. 6-in. rev. counter, 19 by 500 brand new, rubber, 16 by 600 half-worn comp. 323, Woodlands Road, Gillingham, Kent.

BENTLEY, 1923 "Blue Label," shortened chassis, 9 ft. 1 in., new body 1946, Smith carburetter, twin M.L. mags. Tyres fair. £295. Box No. 228, MOTOR SPORT, 15, City Road, E.C.1.

SCINTILLA Vertex N.V.4, l.h., £7. Exide 12-volt, long type, Riley or M.G. battery, new and unused, £8. C. C. Garlick. Gul. 3067.


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85 m.p.h., and with same carburetter setting - 32 m.p.g.
0-50 m.p.h. - - - 11.0 secs.
Standing Start, ¼-mile - 19.2 secs.

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**Aston-Martin,** choice of "Le Mans" and Mark II, both 1934, short chassis, 2/4-seaters. **£625** and **£695**

**Bugatti,** Type 37, "G.P." ... **£475**

**B.M.W.,** Type 55, Competition 2-seater ... ... ... **£595**

**Lagonda,** 3-litre, pillarless saloon, June 1933 ... ... ... **£800**

**Sunbeam,** 3-litre, twin cam, sports tourer, 1926. Now being rebored and fitted with special Martlet pistons ... ... ... **£400**

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## FOR SALE—*continued*

BROOKLANDS Riley Nine, June 1930. Completely rebuilt for Ulster race, but business prevented entry. Car completely stripped; chassis boxed and full length duralumin undertray fitted with 3-in. pitch bolts; shackles refaced and new pins and bushes fitted; springs reset. Front axle, steering arms and joints checked on Magnaflux crack detector; steering ball joints renewed and all arms polished; rear axle, brakes and steering box overhauled. Recellulosed. Engine overhauled, including rebore and new mains and big-ends; lightened flywheel, special camshafts, polished con rods and crank; crank reground and balanced. Special big port head and lightened valve gear. Choice of two aluminium bodies, spares include racing head with 14 mm. masked plugs, bronze head, aluminium body, front axle, two special cranks and two sets polished rods, roller tappets, rockers, push rods, cylinder block and pistons, set Martlett pistons, sets new valves. During 1946 successes included first at Brighton and Elstree. Price, all in, £500, or offers for car only. Davidge-Pitts, Morley Cottage, Boreham Road, Warminster, Wilts.

"NIPPY" Austin Seven two-seater, 1934, sound mechanical condition, good tyres, hood, side-screens; also Morgan Super Sports, 1934: o.h.v. 997-c.c. Matchless, resleeved, new bearings and battery; also 1,000-c.c. square-four Ariel, 1938½, perfect condition, new tyres, terrific performance; 1947 sidecar, complete, used once, fit Ariel. Exchange any of above for vintage sports car or sell. Gregory, 9, Mount Pleasant, Bilston, Staffs.

**1938** 9-H.P. Singer "Le Mans" 2-seater, competition wings, bronze head, Vertex mag., outside exhaust system (optional). Good condition throughout. Kaberry, 146, Pembroke Road, Seven Kings, Essex.


# J. CORYTON LTD.

**Bentley 8-litre** Park Ward 7-seater Saloon with division. Immaculate in every detail. £625.

**1938 Morgan "4/4" 2-seater,** Red, thoroughly overhauled, including Rebore, 2 Spares. Very nice appearance throughout. £495.

**1937 Morgan** Model 9 2-seater, supercharged. £550.

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## FOR SALE—*continued*

ASTON-MARTIN "International" open 4-seater, engine resleeved, car in excellent condition; any trial, taxed and insured, nearest offer to £500. J. H. Carter, 503, Maidstone Road, Wigmore, Gillingham, Kent.

**M.G.** "MAGNA," 1934, L-type, 4-seater, open sports, complete body rebuild, few hours work to finish; £175. Advertiser, 18, St. James Avenue, Whetstone, N.20.

ANZANI Frazer-Nash, stark 2-seater body, four-speed back axle, registered 1934. Burn, Pied Bull Hotel, Stanstead Abbotts, near Ware, Herts.

**1945** HUMBER "Super Snipe" chassis, complete and in excellent mechanical order, £150. New Ford Eight engine, £35. D. A. Pierpoint, Wallhouse, Burgess Hill, Sussex. 'Phone 3215.

**M.G.** "N-Magnette" block, sump, crankshaft, con.-rods, pistons, flywheel, K-type cylinder head, cover, sump, pre-selector, gearbox, "Midget" flywheel, clutch, J-type brakes, offers. 31, Eldon Road, Cheltenham.

AMILCAR "Surbaisse," in excellent condition, complete with the following spares: Boon & Porter o.h.v. conversion engine, 3-speed gearbox and 4-speed gearbox. C. Richardson, The Old Vicarage, Osmaston Park, Derby.

**1933** LAGONDA open tourer, 4-seater 2-litre, reconditioned engine, £400. Jordans, 35, Chestnut Road, Northampton. 'Phone 759.


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## FOR SALE—*continued*

LAGONDA "Speed" 3-litre 1931 in original condition, tonneau cover, good hood and screens, price £345. Pair of Lucas P.80 chrome headlamps, good condition, £11. Barnes, 36a, Leigh Avenue, Streatham, S.W.16.

SPARES for sale: 1929 "12/40" Lea-Francis—radiator, back and front axles, 2 R.W. 19-in. wheels, steering column; 1930 Riley Nine—radiator, pair front stub axles, gearbox, cylinder head, camshaft, crankshaft, clutch, two 6-stud 19-in. wheels, pair front springs, steering column, n/s rear spring. Box No. 229, MOTOR SPORT, 15, City Road, E.C.1.

LEA-FRANCIS 1929 14-h.p., Meadows twin o.h.c., open 2-seater. Good tyres, rewired, new crown wheel and pinion, reliable motor with useful trials record. Offers to G. Grayer, Fairborne, Newton Road, Great Barr, Birmingham, 22a.

BLOWN "Ulster"-engined Austin-special 2-seater, Registered 1947. Full details from Smith. Orfordness Research Station, Woodbridge, Suffolk.

FLOYD CLYMER'S superb production "Indianapolis 500-Mile Race History," race descriptions and technical details with profuse illustrations, 25s.; cloth bound 18s.; regular edition. "Historical Motor Scrap Books," Nos. 1, 2 and 3, 8s. each. "U.R.A. Midget Auto-Racing Year Book," 5s. 3d. Prices include postage. W. H. Phillips, 22, Havering Drive, Romford, Essex.


# NEW
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1940 Model, but first used and registered 1947, **Frazer-Nash B.M.W.** "Grand Prix" 2-seater, genuine mileage 1,900; new in every respect; tubular chassis, three carburetters, 100 m.p.h., with 85 m.p.h. cruising speed; 24 m.p.g. Finished ivory with black leather. Without doubt the only new car of this type available today ... ... ... **£2,500**

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## FOR SALE—*continued*

RILEY Nine 1932 "Monaco," pretty reasonable condition throughout. Will sell or exchange for something with more fresh air. Any h.p. Also 5.50 by 19 Dunlop tyre, will exchange for 450 or 500 by 19. Riley Rotax dynamo (short type). Wanted—B.T.H. single-cylinder racing magneto. Bailey, 2a, Dryburgh Road, Putney, S.W.15. Putney 8633.

BUGATTI 3.3-litre, as advertised last month, now being re-assembled with new crankshaft and shortly available for trial. Price open to discussion with genuine buyers. Peter Clark, Hither Coppice, Hudnall, Berkhamsted, Herts.

**1931** 3-LITRE Hotchkiss Continental saloon with fabric top, just recovered, new battery, oil negligible, £265. Hillyard, Brendon, Tannery Lane, Woking. Ripley 215.

MOTOR SPORT—What offers: 19 Vols. bound, Vols. 5, 7 and 8 missing. Loose: Vol. 5, No. 1 only; Vol. 7, Nos. 2 and 5 missing; Vol. 8, Nos. 1, 3, 5, 9, 12 missing; Vol. 23, Nos. 1 to 7 in special holder. Duplicates: Vol. 6, No. 2; Vol. 9, Nos. 1, 2; Vol. 20, Nos. 2, 3, 5, 6, 7; Vol. 21, No. 1; Vol. 22, No. 7; Vol. 23, No. 2. Box No. 230, MOTOR SPORT, 15, City Road, E.C.1.

AUSTIN Seven "special," enthusiast's car, well known in trials work. Good condition; receipts of 1947 for extensive overhaul, sleeving, new mains, radiator, i.f.s., etc. Taxed 30th Sept. Sudden sale, owner going abroad. Leinster Motors, Leinster Terrace, Lancaster Gate, London, W.2.


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**£315 Bentley** 3-litre V.D.P. short chassis 4-seater. Recellulosed Bentley green. Twin carbs., foldflat screen. Excellent mechanical order. Recond. mags.

**£295 Austin Seven** "Nippy" chassis fitted "Arrow" 2/4-seater body. Cream. Foldflat screens, lamp and radiator stoneguards.

**£285 Riley Nine,** specially tuned "Gamecock" 2-seater. Recellulosed. Re-upholstered. New hood. Two spares. Many extras.

**£195 Riley Nine** semi-sports 4-seater. New hood, new tyres, new side-screens. Twin carbs., etc.

**£155 Frazer-Nash Special.** Fitted Anzani engine. Rebored in last few months. Foldflat screen, 6-in. instruments, slab tank. Green.

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## FOR SALE—*continued*

**1936½** "MAGNETTE," perfect condition, 3 good tyres, 2 new ; available mid-September. £475. Also Austin Seven gearbox. Oakshott, The Elms, Weston Green, Thames Ditton.

**1946** M.G. 11-h.p. "TC" 2-seater sports, H.M.V. Radiomobile, Marshall supercharger, 7,000 miles, one owner, £750. Particulars from Bawdens Plough Works, Vicarage Lawn, Barnstaple, North Devon. 'Phone 2283.

LIMITED number of "Brescia" Bugatti instruction books in English, typed with photostat illustrations, 10 by 8 in., 25s. each. Phoenix Green Garage, Hartley Wintney, Hants.

RILEY "Gamecock," Sept., 1932. Excellent condition, new rear 500s, twin S.U.s ; cream and maroon. Taxed September. Nearest £350. Aylesbury (Bucks) 593.

THE famous Price-Special, winner of numerous premier and first-class awards, for sale, in first-class condition. What offers ? D. W. Price, 26, Old Church Lane, N.W.9. Colindale 6371.

RILEY Nine crank, timing wheels, etc.; "Le Mans" manifold and one d.d. Solex ; "Magnette" half-shaft, new. Wanted : set P-type M.G. wings. Bowling, 21, George Street, Warminster, Wilts.

**1946** MORGAN "4/4 Le Mans" 2-seater competition body. Coventry Climax engine, Arnott supercharger, one owner, 4,000 miles ; £800. Would consider saloon car in part exchange. Details from The Fishleigh Rotary Cultivator Co., Devonshire House, Barnstaple, North Devon. Telephone 2282.

FRAZER-NASH, 12-h.p. Meadows, high compression engine, wide 2-seater body (H.R.G. type), rebuilt 1938 and 1944. Original registration 1932. Offers over £400 to Dr. R. S. Thorpe, The Newlands, Alveley, near Bridgnorth, Salop.

## FOR SALE—*continued*

**1934** RILEY "12/6" chassis, complete with gearbox, axles, 2 new 500 by 18 tyres and tubes, etc., and rough "Kestrel" body. 1945 reconditioned Ford V8 30-h.p. engine. Sold together or separate. Shone, 3, Westfields, Bromyard, Herefordshire.

WELL-KNOWN brick-built garage and enclosed yard. Freehold ; situated on a main road 33 miles from London. Excellent goodwill. Equipment and machinery, including hydraulic ramp, compressor, etc., and three electric petrol pumps included in the sale. Also a quantity of Bentley spares (not sold separately). The garage has specialised in the repair of Bentleys and high-class sports cars. Price £10,000. For further particulars apply Box No. 220, MOTOR SPORT, 15, City Road, E.C.1.

BENTLEY 4½-litre saloon. Excellent condition as to engine, body rough. Price £275. Box No. 221, MOTOR SPORT, 15, City Road, E.C.1.

FIAT ("Balilla 508"), 1936. Small, fast 2-seater. Engine in excellent condition. Tyres perfect, also spare. A very fast car and wonderful to drive. Brakes good and she holds the road well. Price £400. Box No. 222, MOTOR SPORT, 15, City Road, E.C.1.

**D.K.W.** MOTOR-CYCLE, 500-c.c. twin 2-stroke, 1938. Self starter, unit construction, pressed steel frame, etc. Well kept, new tyres, mileage 23,000. Outstanding model in every respect, £95. Delivery new machine sole reason for sale. Dawkins, The Orangery, Hampton-on-Thames. 'Phone : Molesey 2520.

**1930** AUSTIN Seven tourer ; four new tyres, spare frame, back axle, engine, gearbox, £75. Advertiser, 74c, Street Lane, Leeds, 8.

DONALD PITT offers what must be one of the finest "Kestrels" in the country. Immaculate and showroom condition throughout. Six light 1½-litre "Sprite" body, fitted "special" engine, telecontrols, new tyres, new H.M.V. radio if required. Small mileage during which car has been looked after as a child. Taxed year end. £850. Rodborough Common, Stroud, Glos.

ALVIS "12/50" radiator, short pattern, £4 ; diff. assembly, as new, standard ratio, £7 10s.; 5-in. rev.-counter—6,000 revs., £3. "Sunnydale," Victoria Road, Sutton Coldfield. 'Phone : Sut. 2527.

AUSTIN spares : high-comp. head, new plugs, flattened springs, 3-speed box, 1934 differential, distributor, etc. Shirbon, Kensington, Howden, E. Yorks.

BEADED-EDGE tyres : three 30 by 3½ as new, one 835 by 135 as new, with tube, one 920 by 120 as new, one 920 by 120 brand new, four 935 by 135 as new, and many others, all in good condition. Claude H. Verrinder, 12, Parkfields, S.W.15. Putney 8307.

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## FOR SALE—*continued*

**747**-C.C. supercharged racing M.G., Type "J4." Ex-Charles Robb car No. J.4003, one of the most successful M.G.s ever built and probably the fastest road-equipped "750" in the country. Originally owned by Elwes, this car won British Empire Handicap at over 101 m.p.h.

Until 1939 J.4003 was raced in Ireland by Charles Robb, who established several class lap records with it in addition to winning many hill-climbs. Full history available.

Rebuilt completely during the war, J.4003 has been raced only during 1946 season and not used on the road except for travelling to events. 1946 successes include :—

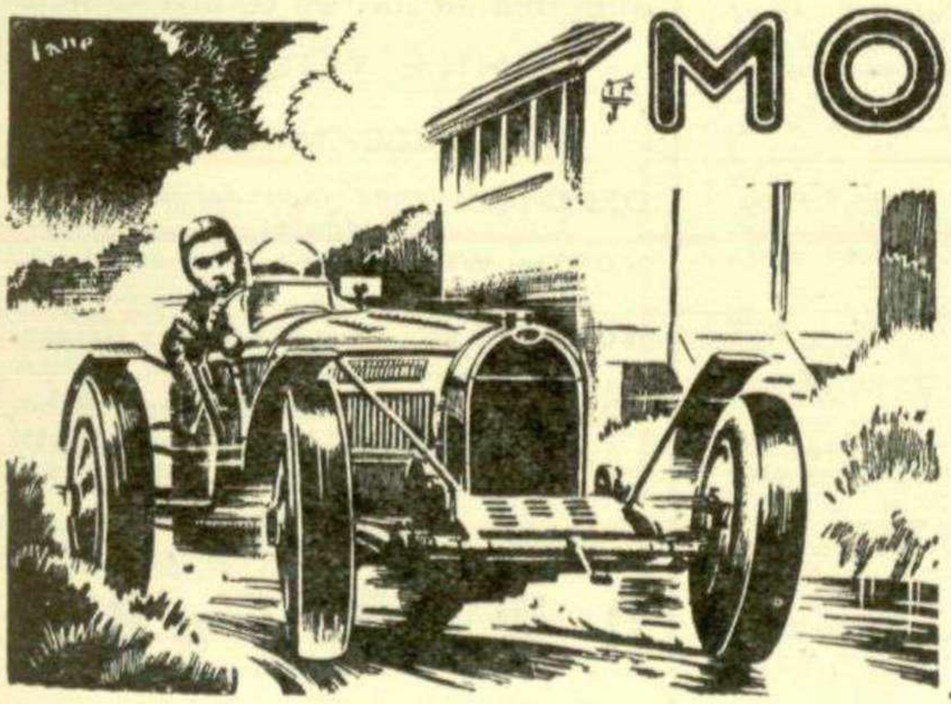
Fordingbridge Hill-Climb : Fastest time in 750-c.c., 1,100-c.c. and 1½-litre classes.
Prescott : 2nd in 750-c.c. class.
Brighton : 3rd in 1,100-c.c. class.
Gransden Lodge : 4th in 1,100-c.c. class.

J.4003 has non-standard, No. 8 Powerplus supercharger giving 18 lbs. boost at 6,000 r.p.m. Special crank, rods, water pump and oil filter, Ki-gass starting. Special brakes by R. R. Jackson. Spares available include c.w. and p., 3 spare wheels, supercharger drive, engine front casing. Car, dark olive and chrome. Reason for sale, owner purchased single-seater. Price £725. Apply Box No. 223, MOTOR SPORT, 15, City Road, E.C.1.

ALVIS "12/50" open 4-seater, good condition and tyres, taxed, insured ; owner will exchange for similar saloon or drophead, or sell with numerous spares. Hodgson, Great Broughton, Middlesbrough, Yorks.

**1929** ALVIS "12/50" 2-seater, tourer, good runner, body needs some attention ; tyres and battery O.K. Offers to Box No. 224, MOTOR SPORT, 15, City Road, E.C.1.

LANCIA "Lambda" 8th series engine, West modified and maintained ; very attractive 4-seater, all-weather body ; mechanically excellent. £360. Box No. 225, MOTOR SPORT, 15, City Road, E.C.1.



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### FOR SALE—*continued*

**£140**—1932 "S.S." Morgan 3-wheeler, 2 speeds, 1,100-c.c. o.h.v., water-cooled J.A.P. engine reconditioned by makers; 3 new tyres this year, £38 (bills)—only 2,000 since. Lights, finish, hood, good. Taxed and insured. Need two new wings to complete. Wadlow, 3, Upton Road, Slough 20477.

FORD Ten special, just completed. Write for full particulars; many modifications. Donald James, "Chimneys," Quarndon, near Derby.

**P.B.** M.G. "Airline" fixed-head coupé. Perfect condition throughout. A most uncommon and attractive motor-car. Owen, Hillside, Digswell, Welwyn (563).

FRAZER-NASH—Meadows 4ED engine, 4-speed transmission, wide track axle, rather spartan "Vitesse" 2-seater coachwork. The engine in this car is having a crank regrind, new bearings, etc., and is being linered back to standard bore. For sale with or without sundry spares, which include a spare 4ED roller bearing crankshaft, case and rods, etc., and a pair of 16-in. wheels fitted with 6.00-in. tyres, for trials use. Price, less spares, £250. "Sunnydale," Victoria Road, Sutton Coldfield. Sut. 2527.

**1936** A.C. "16/80" open 2-seater, 3 S.U. carburetters, completely reconditioned this year. New pistons, wet liners, reground crankshaft, new bearings, rebuilt radiator, also battery. Recellulosed black with green wheels, and now in first-class order throughout. Price, including Arnott low-pressure supercharger installation, which has not been fitted, £750, or will sell without blower. Malcolm, Little Court, Crockham Hill, Edenbridge, Kent. Tel.: Crockham Hill 355.


A. C. MOLYNEUX — J. WEST.

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*The whole work on this car has been completed in our own workshop.*

**Offer required.**


### FOR SALE—*continued*

**M.G.** TYPE "TC," body, complete with hood, screen, wings, bonnet, instruments, etc., as new, 2 only 16 by 5.00-5.50-in., special 60-spoke wheels, new, with tyres. H. Lester, M.G. Car Specialist, Station Road, Knebworth, Herts.

**"23/60"** VAUXHALL o.h.v., f.w.b., 4-seater, rear half of body and hood missing. Four 600 by 20 tyres, as new. Everything works; unlicensed since 30.6.33; speedo. reads 59,854, believed correct. Further reconditioning unfortunately impossible. Really sound old motor for less than half average price of "30/98." Offers, Walters, Sanderstead 3025.

BENTLEY 4½-litre, 1930, "Speed Six" axle, open coachwork, recellulosed battleship grey, rechromed, new chrome rad., a most impressive motor. Sell or exchange Lagonda sports saloon. Box No. 226, MOTOR SPORT, 15, City Road, E.C.1.

ALVIS spares, engine parts, gearbox, back axle and many others. Stamp, list. N. J. Bowyer-Lowe, 110, Icknield Way, Letchworth, Herts.

**M.G.** "C"-type "Montlhery" with telecontrols and special 12-in. brakes, £375. 17, Telford Avenue, Lillington, Leamington Spa.

FRAZER-NASH s.v. Anzani, six wheels, 600 by 16 rears, laid up 10 years, recently rebuilt and in daily use. New battery, full-length tonneau, light alloy wings. Cruises 50 m.p.h. at 2,300 r.p.m., with 40 m.p.g. (34 in town). Taxed and insured. Nearest £200. "Woodlode," Ottershaw Park, Surrey. Ottershaw 75.


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**£135**—1926 16-h.p. Daimler tourer, taxed and insured, in daily use; good hood, engine requires some attention. Or exchange for sports car. Cuff, c/o Leyland Orchards, Meopham, Kent. Tel.: Meopham 3199.

**1933** Riley Nine "Lynx" sports 4-seater. Engine in exceptionally good condition, oil consumption practically nil. Twin S.U.s, good tyres and battery, brakes relined; resprayed ivory. Very sound, good-looking car, £315, or exchange cheaper car, preferably interesting type, plus cash. Seen Manchester area. Box No. 227, MOTOR SPORT, 15, City Road, E.C.1.

ASTON-MARTIN "International" open 4-seater. Very good condition, stored during war. Licensed Sept. £325. Price, 27, Broad Lane, Coventry. Tel. 5313.

VAUXHALL "30/98" O.E., overhauled, good tyres, new all-weather equipment. Full particulars on request. £285. Bedmonton Manor, Wormshill, Kent. Wormshill 207.

**"J2"** OIL pump, as new, 25s. For Ford V8, B.T.H. mag. conversion, £8 10s., unused. Scintilla N.V.6, good condition, £7 10s. Box No. 231, MOTOR SPORT, 15, City Road, E.C.1.

BENTLEY "Red Label" 3-litre, special V.D.P. 3-seater all. body, good hood, rewired, new battery, 100's, new tyres, engine just stripped and fitted h.c. Martlett pistons, brakes relined, A-type box. £385. Spurr, Caledonian Road, Savile Town, Dewsbury.


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*Telephone: WINTON* 2206


### FOR SALE—*continued*

SPECIAL Ford 8-h.p. sports 4-seater, high-compression engine, special induction manifold with S.U. carburetter, mechanical and electric fuel pumps, remote gear controls, full instrument panel, including large speedometer, oil pressure gauge, electric wiper, clock, petrol gauge, ammeter, traffic indicators, dash lights, etc. Body black with cut-away sides, red wings and wheels, red hide upholstery. Full length tonneau cover, hood and side-curtains and hood envelope. Powerful headlamps and long range spotlight. All tyres practically new. This is not a home-made affair, but a very virile car with terrific acceleration and in perfect order. Open to any trial. Price £325. Peter Weaver, Hill Crest, Melton Mowbray, Leicestershire. Tel.: 431.

**"16/80"** LAGONDA engine spares for sale. Wanted, alum. sump for "16/80" Lagonda engine. Eastwood, Chester Road, Poynton, Cheshire.

"ULSTER" Austin, thoroughly overhauled, rewired, 17-in. rear wheels, Centric supercharger. £230. Oakhurst, Northgate, Northwood, Middlesex. Tel.: 104.

**"14/40"** LEA-FRANCIS 6-cyl., twin o.h.c., 5-seater tourer, 5 good tyres, Servo brakes, hood. Selling reason, matrimony. All letters answered. Nearest £170. Surrey area. Box No. 232, MOTOR SPORT, 15, City Road, E.C.1.

LAGONDA 2-litre, reg. Oct., 1931, in excellent order, new tyres, hood, tonneau, battery; colour, black and red. Instruction book. £365. Owner leaving for overseas 2nd October. 'Phone evenings: Hertford 3463 for appointment.


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### FOR SALE—*continued*

NEW hood and recovered side-screens for P-type 2-seater M.G. "Midget," £15. Young, 67, Manchester Road, Knutsford, Cheshire. Tel. 227.

AMILCAR 2-seater sports, good condition, £145. Lowfield, Birch Drive, Bramhall Moor Lane, Hazel Grove, Stockport.

SET of Girling Luvax P.R.5 shock absorbers, new, suit Hillman "Minx" 1946, £10. Front axle beam, complete with stub axles, suit L or P-type M.G. Wanted: large rev. counter up to 8,000 r.p.m., 6-in. dia., 2 to 1 drive. J. H. Turner, The Smithy, Selsdon, near Wolverhampton.

ENTHUSIAST'S Riley "Gamecock" sports 2-seater, 1934 special series engine with close-ratio gearbox, and other special fittings. Offers. Box No. 234, MOTOR SPORT, 15, City Road, E.C.1.

*SPEED*, 1937, Jan., Feb., Mar., April, May, June; 1938, April, May; good condition. Offers singly or 10s. lot. "Monza" quick-action radiator cap, £1. Box No. 235, MOTOR SPORT, 15, City Road, E.C.1.

"MOTOR RACING"—Davis; "Full Throttle"—Birkin; "Flat Out"—Eyston; "Dick Seaman"—Chula; "Wall Smacker"—De Paolo; "Reminiscences"—Edge; "Motoraces: Motor Racing with Mercédes-Benz"—Monkhouse; "Cure of Speed"—Segrave; "Circuit Dust, Grand Prix"—Lyndon; "Bits and Pieces"—Bira; "Shelsley Walsh"—May; "Story of E.R.A.: Wheels Take Wings"—Burns, etc. All above perfect. 90% MOTOR SPORTS 1940-1946, all clean and complete. Also Scrapbooks 1932-1939 and Road Tests, loose miscellaneous cuttings, same period. Enthusiast going abroad, unwillingly has to part. Offers for all or any to Wilson, Muttons, Bolney, Sussex.

M.G. MARK II "18/80" saloon, new main and big-end bearings; high quality car in sound, reliable condition. Economical. Imperial Motors, 103, Whiteladies Road, Bristol, 8.

M.G. MARK II, "18/80" drophead coupé, crankshaft reground and new bearings fitted. Well appointed and rare type of body on sound, sporting chassis. Taxed. Imperial Motors, 103, Whiteladies Road, Bristol, 8.


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12.5" CENTRIC supercharger, complete with manifold, carburetter and mounting brackets for PA-type M.G., £25. Two 4.75 by 16 tyres. Imperial Motors, 103, Whiteladies Road, Bristol, 8.

VAUXHALL "Hurlingham" 2-seater, 21-h.p., very attractive sporting body, with single seat in streamlined tail. Metallic grey. Recently refinished and fitted with new wings. Good condition, taxed, £350. Imperial Motors, 103, Whiteladies Road, Bristol, 8.

SUNBEAM chassis, 6-cyl., around 1930. Minor details missing, otherwise in very good condition and ready to run, £80. "Carstairs," Osbalderton, near Blackburn. 'Phone Mellor 273.

ASTON-MARTIN Mark II 1½-litre, short chassis 2-seater, 45,000 miles, P.100 lamps, spotlamps. Whole car thoroughly rebuilt, including engine resleeved and completely overhauled. Large luggage boot which can be locked. Petrol tank to hold 28 galls. Very attractive and sound example of these famous cars. Good chrome and smart green paintwork. New hood and sidescreens, tonneau cover. Fletcher, 77, Fairfield Road, Morecambe, Lancs.

### WANTED

URGENTLY wanted to exchange, Ford 10-h.p. 2-seater special. New engine and gearbox, L.M.B. front suspension. Requires hood and windscreen for completion for Fiat "500" convertible coupé in good condition. Bellm, 15, Matlock Way, New Malden, Surrey.


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A GENUINE private enthusiast offers a high price for a really good 1½-2-litre car. "Ulster Mk 2" or "Speed" Aston, Riley "Sprite," Alfa or similar. Sear, Hamblyn House, Botesdale, Diss, Norfolk.

OPEN sports car urgently required by enthusiast. Not over £275 cash. Slight bodywork repairs not objected to provided mechanically sound. One requiring mechanical attention considered at lower figure if car otherwise of right type. Please give full details. No objection to travelling long distances for the right car. Box No. 179, MOTOR SPORT, 15, City Road, E.C.1.

WANTED for "Lambda," two 780 by 150 and two 765 by 105 tyres, also Bosch mag-dynamo unit. Box No. 180, MOTOR SPORT, 15, City Road, E.C.1.

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

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

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


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LAGONDA 2-litre low chassis, or Lancia "Lambda," wanted. Anything interesting considered. Photo if possible, particulars and price, please. Also old sports Austin for girl. P. Weaver, Dalby Road, Melton Mowbray. Tel. 431.

WANTED.—MOTOR SPORT 1935, Feb., Aug., Dec.; 1943, Nov.; complete years 1931 and earlier. Also good tyres, 600 by 21. Longbottom, 36 Bar Street, Scarborough, Yorks.

WANTED.—Good condition 4-str. body for 4½-litre Bentley. For disposal—3-litre Red Label, £475, and 1922 22-h.p. Rolls Royce, £350. Sussex Area. Box No. 204, MOTOR SPORT, 15, City Road, E.C.1.

WANTED.—Instruction handbook for M.G. 1933–34 "J2." Maureen Watson, 32a, Brunswick Terrace, Hove 2, Sussex.

WANTED.—Surbaisse Amilcar engine, radiator shell, and other spares. Also set of metric spanners required. Particulars and prices to G. N. Iley, 64, Shutlock Lane, Moseley, Birmingham 13. Tel.: South 2268.

URGENTLY required, 5.25 by 21-in. tyre for Red Label Bentley. Mercer, Pound Cottage, Rustington. Tel.: 199.

WANTED.—8–10-h.p. engine for "J2" chassis such as Morgan twin or Riley Nine. Jepson, Greenways, Hollin Lane, Styal, Nr. Manchester.

DUPLEX Hartfords, one pair, front, suitable P-type M.G.; also Scintilla Vertex for same. Humphreys, Bradford Road, Shipley, Yorkshire.

WANTED.—For Wiley 9-h.p. "Alpine Tourer" 1930–31, complete set of timing wheels, condition must be perfect; also pair of S.U. carbs, near side front wing, or pair, also bonnet cover. Fry, Yewcott, Ringwood Road, Walkford, Highcliffe, Hants.


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## WANTED—*continued*

TYRES, 600 or 5.50 by 18, for Bentley, wanted urgently. Messenger, Thornhill, Dewsbury. 'Phone: Dewsbury 1642.

**M.G.** "J2" or similar, less engine and gearbox' Miles, "Sunnydale," Victoria Road' Sutton Coldfield. 'Phone: Sut. 2527.

TED LUND urgently requires two-bearing camshaft and crankshaft for "J2" model M.G. "Eversleigh," Gathurst, near Wigan.

RILEY Nine or 1½-litre engine complete and preferably with gearbox, crash type. Condition not vital, completeness more important. Thomson, Ty Gwyn, Nantyderry, Abergavenny, Mon.

WANTED.—Alvis Speed 20, 1934 onwards, or Lagonda "16/80" 2 str. For sale.—Tapley combined performance gradient meter, £10. Moon, Kingsway, Mildenhall, Suffolk.

MOTOR SPORT, clean copies wanted. 1940–45 inc.; Also Nov. 1938, Dec. 1939, May 1946 and bound volumes 1 and 5. K. Downing, Sidway, Market Drayton, Salop. Tel.: Pipe Gate 248.

WANTED by enthusiast. Spares for 1933 Vale Special. Good, Estate Office House, Taplow Court, Bucks.

WANTED.—Bentley 3- or 4½-litre, 2 or 4-str· open, or similar high performance vintage car. Must be in first-class condition throughout. Box No. 205, MOTOR SPORT, 15, City Road, E.C.1.

WANTED.—5.25 by 21-in. tyres, new, retreaded or serviceable secondhand. Downton Eng. Works, Ltd., Downton, Nr. Salisbury, Wilts.

VINTAGE Alvis Twelve, open body, full particulars and price, also open body suitable for 2-litre Lagonda, state price. Box No. 206, MOTOR SPORT, 15, City Road, E.C.1.

**G.N.** CAR or G.N. parts. Also Gwynne Eight or information leading to same. Box No. 207, MOTOR SPORT, 15, City Road, E.C.1.

WANTED.—Motoring Books, also long run or bound volumes of MOTOR SPORT. Any Motoring literature. Cosh, 27, Beach Road, Littlehampton, Sussex.

I WILL pay five shilling each for clean, complete copies of MOTOR SPORT dated Dec., 1931, Aug. 1932, June 1933, Jan. 1935, Oct. 1935, Aug. 1937, May 1938, Sept. 1941. R. Cave, "Grangethorpe," Grange-over-Sands, Lancs.

COPIES of MOTOR SPORT for 1938/39, particularly last half 1939, required by C. Mann, Derby Works, Vale Road, N.4.

## WANTED—*continued*

"N" MAGNETTE.—Any useful spares, especially crown-wheel and pinion. Bayliss, 16, Broad Street, Oxford.

ENTHUSIAST building a special requires Austin Seven chassis complete, cheap. Wrecked car considered. Please write, Hughes, 118, Hertford Road, Dalston, N.1.

WANTED.—Alvis Firefly or Firebird manual-change gear box to fit Alvis "12/50." State condition, ratios and price. Oliver, Ashfield, Lanchester, Durham.

URGENT, Urgent.—Can anyone help with one or two 19 in. by 4/4.5 in. tyres, new, retreaded or good enough to be retreaded, driving restricted until reply received. Does anyone want B.T.H. Magneto from 1930 Sunbeam Twenty, type CE6, Form DR459771 with pinion, or Jaeger Speedometer and clock, less glass, from Singer. Both as far as known O.K. Offers to Somerville, 50, Victoria Street, Chatteris, Cambs. 'Phone: Chatteris 50.

WANTED.—19-in. Rudge wheel for "TC" model M.G. Salter, 28, Collingham Gardens, S.W.5.

HILLMAN "Aero" Minx 1933. Offside front stub axle required for knock-on wheels, (Standard Hillman stub axle of no use). S. Worrall 12, Fairview Ave., Great Barr, Birmingham 22a.

GENUINE impecunious enthusiast wants Jeep in good mech. cond. approx £47. Nr. Devon. Box No. 208, MOTOR SPORT, 15, City Road, E.C.1.

CAN anyone help an enthusiast to acquire the following: Bamford Martin side-valve cylinder block and B.M.W. tubular chassis. V. K. Akerman, 51, Kynance Gardens, Stanmore, Middlesex.

**H.M.** BENTLEY or Mackenzie 4½ conversion, or would consider similar rebuilt 3-litre Bentley. Must be 100% mechanically sound. Malcolm, Little Court, Crockham Hill, Edenbridge, Kent. Tel.: Crockham Hill 355.

WANTED.—M.G. "PB" spares, including rear shock absorbers, half shafts, crown wheel and pinion, blower complete; also 400, 4.25, 4.50 by 19 in. tyres against permit. Higham, Mancetter Manor, Atherstone, Warwickshire.

LEA-FRANCIS Hyper, enthusiast urgently requires water pump to complete rebuilt 1930 model. High price offered. One needing repairs willingly accepted. D. Shepherd, 25, Sandfield Road, Oxford.

WANTED Urgently. Tyres, 5.25 by 16 in. new or retreads in first-class condition to enable owner to keep his car on the road. Write Box No. 209, MOTOR SPORT, 15, City Road, E.C.1.

## MISCELLANEOUS

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

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SKILLED fitters wanted. Work on real cars, good rates, could attend most race meetings. Anthony Crook Motors Ltd., Town End, Caterham, Surrey. Tel.: Caterham 466. Distributors of Bristol Cars.

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ENTHUSIAST, 27, seeks situation, preferably Worcs., Herefords, Glos. 12 years motor trade experience, including costing, invoicing, storekeeping, stock control and general administration. Efficient, conscientious worker. Box No. 210, MOTOR SPORT, 15, City Road, E.C.1.

FREE-lance body designer and stylist will undertake sketches and working drawings for all types of bodies and specials, with accent on good line, Write or 'phone, White, 15, Royal Avenue, Chelsea. S.W.3. Tel.: Sloane 7962.

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# *LETTERS from READERS*

Sir,

Tomorrow I leave my unit for demob. I would like to take this opportunity of thanking you sincerely for your generosity over the last two years. The periodicals which you have so kindly sent have appeared regularly in our reading rooms, and have been well read by the majority of the Regiment. It is difficult to appreciate how necessary this link with home is for those who, stationed in a foreign and ruined country, are deprived of the comforts of their home and local life in England.

I think, too, that the wide selection of periodicals which can now be read here have aroused new interests amongst the men of the Regiment, and I, for my part, am confident that, as they return to civilian life and settle down to their daily routine, they will recall these new interests and hobbies and seek to pursue them at home. I hope that when this happens they will remember your periodicals and wish to read them again.

I am, Yours, etc.,

B. PRICE (Sgt.).

The Library,
29 Fd. Regt. R.A., B.A.O.R.

Sir,

Though I have been an enthusiastic reader of MOTOR SPORT since the cream jacket days, this is the first occasion upon which I have attempted to express my views in its pages. However, I am inspired in this instance by a desire to support you most whole-heartedly in your true representation of the speeds of cars under road test. I note, from the May issue, that you have received criticism, but I do not think that you need have had any qualms. A weekly contemporary, with its speedometer-checking instrument, is no doubt causing the manufacturers just as much embarrassment! Besides, you show (as evidence the Allard's 80.4 m.p.h.) that those that *can* do it, still do! I say, keep up the good work; it is a tonic.

Further, I feel that this might be an excellent moment (during the near-stagnation of new car production for the home market) for the opening, through the medium of MOTOR SPORT, of a campaign to demand accurate speedometers. The farce of the "optimistic" speedometer has made the comparison of real motor cars with "the others" completely ridiculous. People who would probably be paralysed with fright at an honest "sixty," talk glibly of their family "eights" and "nines" that will top "seventy." No wonder they cannot see the necessity of spending the extra on an H.R.G.! It is absurd to believe that instrument manufacturers who helped to give us "blind" flying are unable to manufacture an accurate car speedometer, and the present position has the appearance of something very little short of conscious deception on the part of car manufacturers who not only fit but presumably specify an incorrect instrument. Obviously a mutual agreement to "Cut it out" all round would stop the nonsense and hurt nobody.

My German D.K.W. has a speedometer which has often been suspected of being hopelessly *slow;* but I must admit that I myself have sometimes wondered about it. The car can maintain an amazingly high average speed (relative to maximum speed) without apparently doing much more than 40 m.p.h., and is seldom overtaken by the normal run of small cars. But the truth is probably that the instrument is accurate, among hundreds that are fast, and that 40 m.p.h. is still fairly adequate motoring.

Congratulations on an excellent magazine that can be read from cover to cover.

I am, Yours, etc.,

Newcastle-on-Tyne. CEDRIC S. REID.

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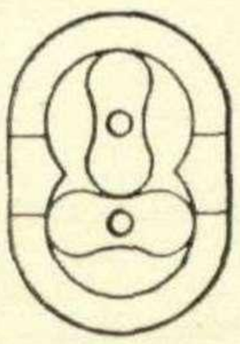
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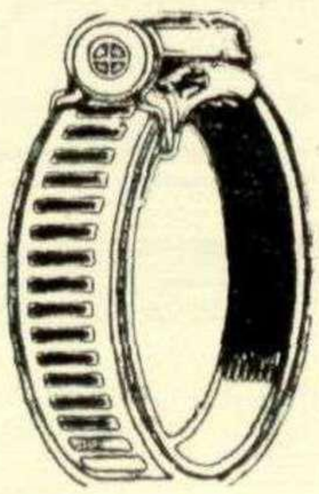


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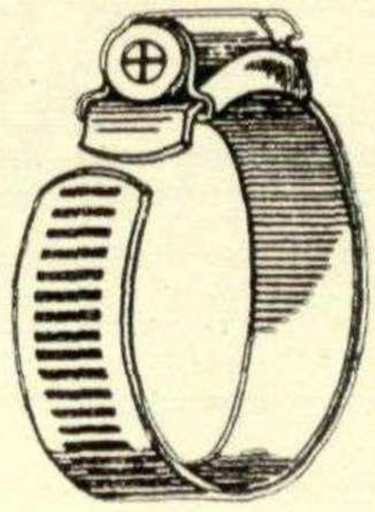
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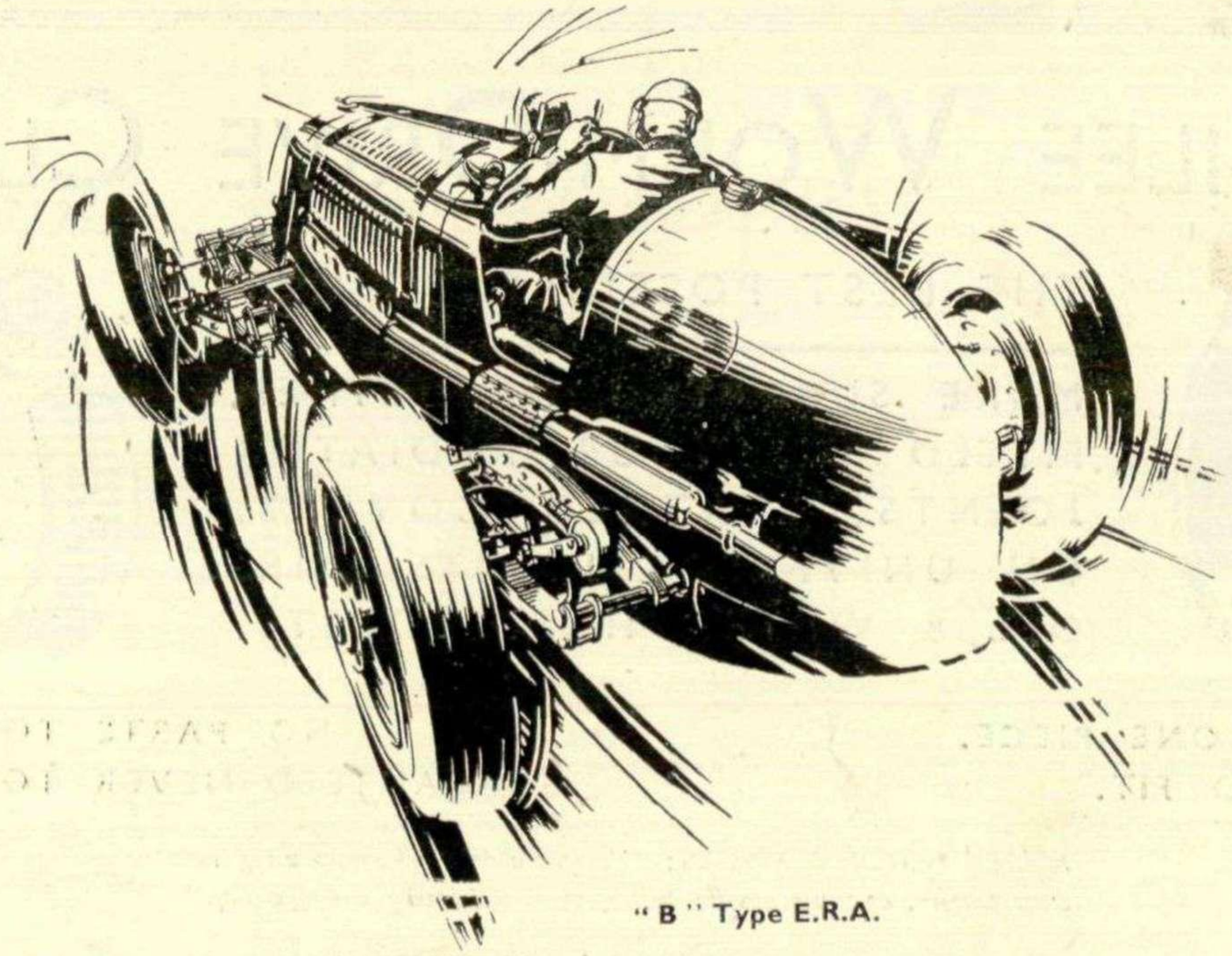
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