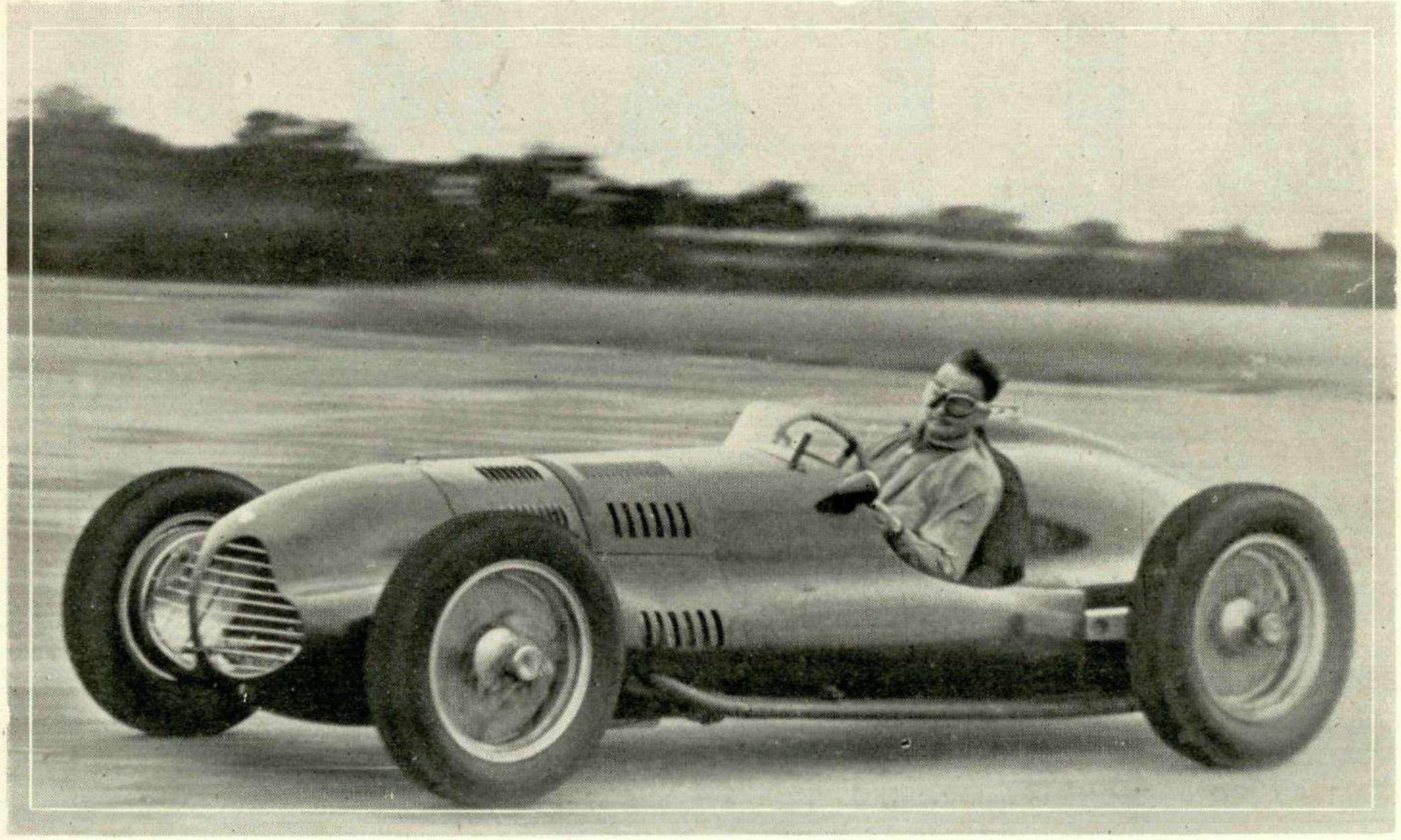
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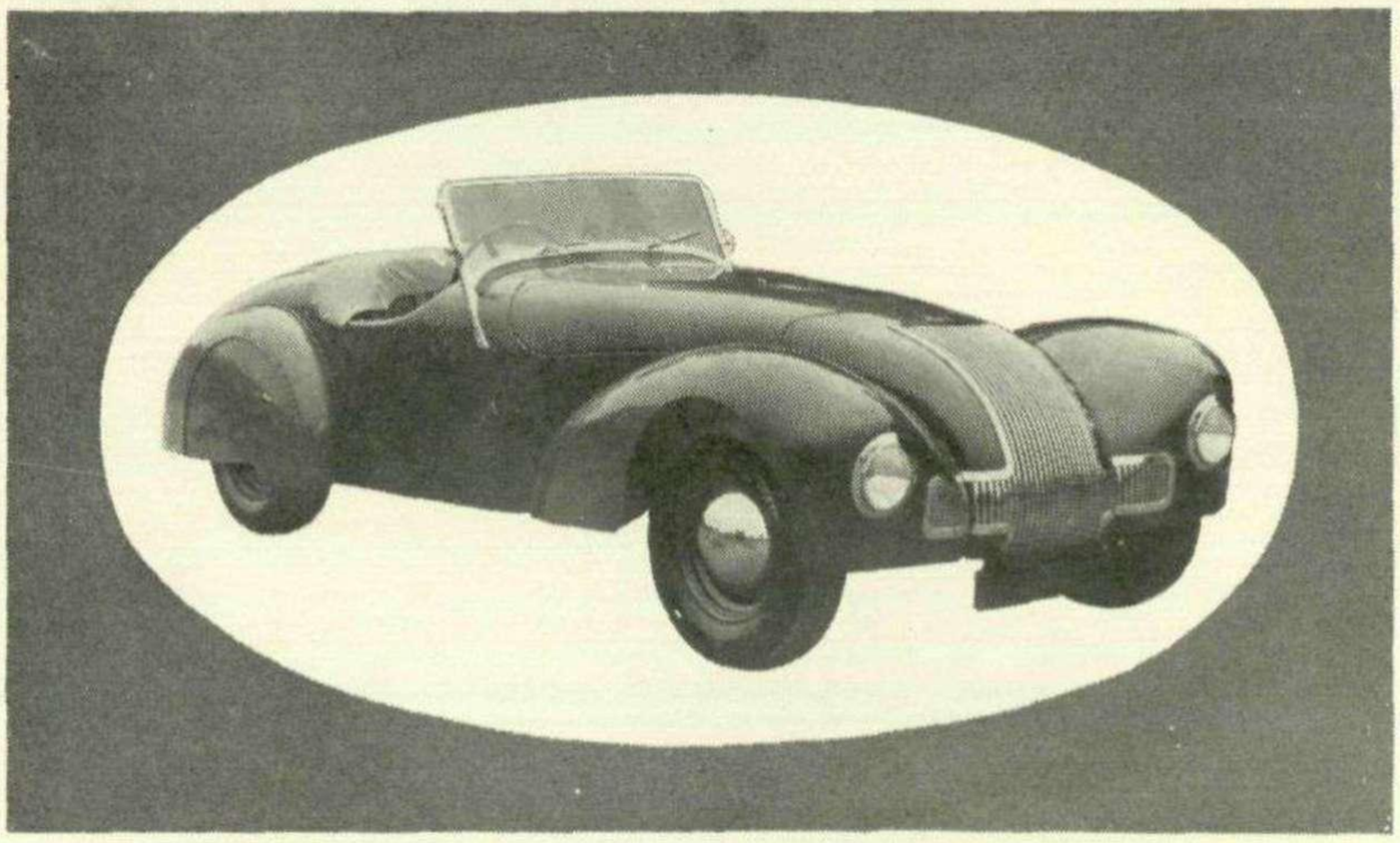
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MUCH WATER DOWN AT LIGHTWATER

It seems that even Nature is intent upon damping the spirits of the H.L.M. at Whinlands, and it isn't only their spirits that are getting damp. There's water everywhere, and still more coming from the skies. The last quarter-mile of the approach road is confidently recommended to prospective trials organisers. The recent gale added to the trouble and neatly removed many of the trees planted to screen the works from the eyes of those unfortunate people who " just don't understand motor cars." However, it's an ill wind that blows a saxophone, and at least the place is no longer surrounded by large blocks of ice.

With the restoration of the power, work is once more in full swing, though most people's motoring plans have been retarded considerably, and work going on in the secret corner of Whinlands Works has been put back by at least six weeks. Much burning of the midnight oil is going on to try to make up the lost time, and it is fortunate that the secret of " life without sleep " was solved a long time ago down at Lightwater.

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Reports of Recent Events

SOUTHAMPTON M.C. PRESIDENT'S TROPHY TRIAL

The finalised results are now to hand. Imhof (Allard) won the unlimited class, not Burgess as we stated last month, but Burgess's Allard took the Committee Cup. Imhof did not take a 1st Class Award, having won his class, and additional awards are a 2nd Class to Welfare's Austin Seven and the Team Award to the Allard " Candidi Provocatores " team driven by Imhof, Burgess and Appleton, who got 200 points against 165 points of the Bristol team.

COVENTRY CUP TRIAL RESULTS

There were 33 entries, 16 starters, and 13 finishers, of whom four were disqualified for contravening the tyre regulations. Results were as follows :— Coventry Cup : D. W. Price (Price V8). 1,100-c.c. Class Trophy : J. W. Dyer (Riley). 1,100-c.c. Class runner-up : K. Wharton (Austin-Ford). 1st Class Award: R. F. Faulkner (Jeep). 3rd Class Awards : V. S. A. Biggs (H.R.G.), H. Birkett (Austin Seven), C. J. Willment (Austin Seven) and R. J. Yeats (Austin Seven). No 2-litre class awards as only two started.

ROSARIO CITY GRAND PRIX

In this race, at Buenos Aires' Independent Park, Achille Varzi at last got his revenge on Luigi Villoresi. His " 308 " Alfa-Romeo won at 57.5 m.p.h., taking 1 hr. 33 min. 3.6 sec. and beating Villoresi's 16-valve Maserati by 0.4 sec. Oscar Galvez's 3.8-litre Alfa-Romeo was 3rd.

V.S.C.C. BISLEY TRIAL

This event was confined to vintage cars and 20 entered. The exclusion of modern material is right and proper in such an event, although some will argue that it encourages cruelty to good cars. Dyer's special trials 1928 Riley Nine kept an absolutely clean sheet and gained maximum marks, being fastest in the elaborate special test, in 80.3 sec. This test largely decided the trial, and gained Anderson's Rolls-Royce and Quartermain's " 30/98 " Vauxhall 1st Class Awards, and Clarke's " 12/60 " Alvis and Jane's abbreviated Lancia " Lambda " 2nd Class Awards. Only Clarke failed on the first section of Hussy's Lane, only two cars on the second, but only Dyer climbed Sleaford. The hills were well sectioned and the special test was awarded marks. A landslide near the finish resulted in an impromptu water-splash, into which Clarke's Alvis and Slater's beautiful 1½-litre 4-seater Alfa-Romeo rushed far too fast, wetting their igniting appliances. There seemed to be as many followers as competitors, including Clutton's Bugatti, Heal's 3-litre Sunbeam, Carson's H.E. saloon, Southon's " 12/50 " Alvis, Windsor-Richards' 2-litre Ballot saloon, Birkett's useful Austin Seven van, and an o.h.v. Meadows-engined N.P. all-weather.

WEST OF ENGLAND SPRING CUP TRIAL

In spite of the terrible weather conditions, the West of England Motor Club decided to transfer their 9th Annual Spring Car Trial from the Tiverton area to Torquay, rather than postpone the event. This decision was a very happy one as things turned out, as the event took place in brilliant sunshine. Yes, believe it or not ! A few miles from the start at Newton Abbot, competitors covered a short circuit of four hills, then went out to the edge of Dartmoor to cover Green Lane, and a famous hill (which had to be cut out, as it was icebound), and then returned for another lap of the morning's hills. The first hill, Sammy's Sister, proved to be the tit-bit of the day. Only three stalwarts managed it on both laps. These were G. W. Best (939-c.c. M.G.), Keo Burgess (4,000-c.c. Allard) and Len Parker (4,400-c.c. Allard), who was very lurid on both occasions. The other two who managed a clean run on the second lap were Ken Wharton (1,081-c.c. Wharton) and G. S. Seali in a Jeep.

Then came Slippery Sam, an interesting hill with short bends and loose surface, but he was not quite as slippery as usual, and gave little trouble. Coombe Lane gave W. A. Cleave (1,086-c.c. Morris) a shock ; he stopped here, causing a great deal of surprise. Middle Rocambe, a steep, fairly straight climb, caused quite a bit of trouble, but the Allards flew up in main-road fashion. G. F. Coaker's Jeep started off well, but subsided suddenly in the third section. On the second circuit, K. J. Murton (1,496-c.c. H.R.G.) got well up, but couldn't quite make it. And so to the finish, where everyone voted it a great success, having had Sammy's Sister, sunshine and a snack wagon, on the course, and what more could one want ?

Results

" MOTOR CYCLING " CUP : Wharton (Wharton).
W. OF E. TANKARD : Cleave (Morris).
KENNEDY TROPHY : Parker (Allard).
CLASS 1 CUP : Best (M.G.).
CLASS 2 CUP : Murton (H.R.G.).
CLASS 3 CUP : Burgess (Allard).

1ST CLASS AWARDS : Campbell (Morgan " 4/4 "), Dewey (Jeep), Burroughs (Ford), Pearson (Morris), Morrish (M.G.), and Whitefield (M.G.).

2ND CLASS AWARDS : Faulkner (Jeep), Barton (Morris), Brunyee (Triumph), Burt (Morris) and Coaker (Jeep).

HARROW C.C. MOSS TROPHY TRIAL

One of the few unpostponed events, the Moss Trophy Trial was won by V. S. A. Biggs' Meadows-H.R.G. F. C. Moss (B.M.W.) took the Cullen Cup, and McAlpine (Allard) and Murkett (M.G.) 1st Class Awards ; Imhof (Allard) and Paul (M.G.) taking 2nd Class Awards.

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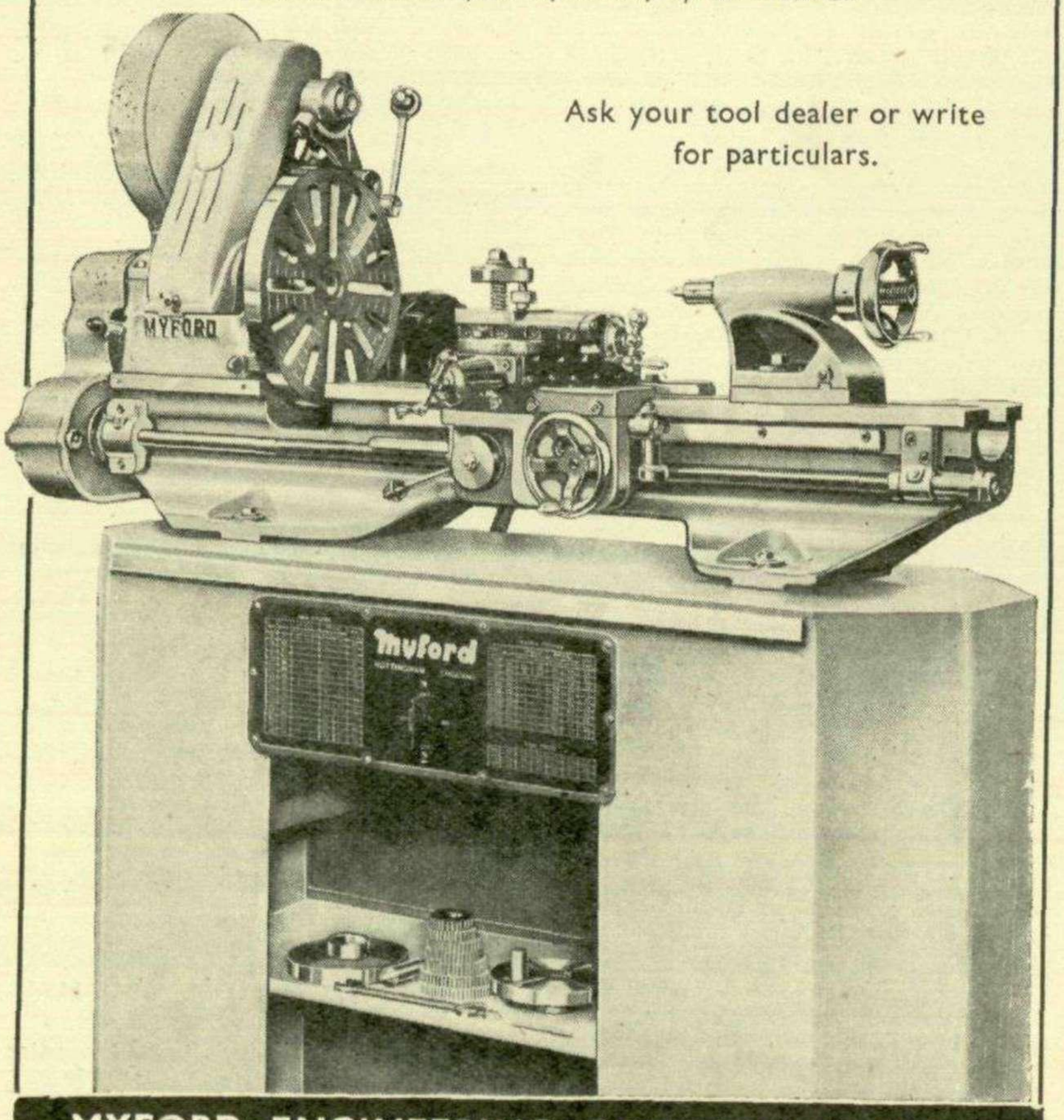
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SERVICE FOR ENTHUSIASTS

A visit to the North Downs Engineering Company

The North Downs Engineering Company is a concern run by enthusiasts who pursue many activities, all of interest to fellow enthusiasts. It is now fairly generally known that they have perfected Marshall-Nordec supercharger installations, so that extra urge can be imparted reliably to various utility cars. Many have been the blower sets conceived and sold in the past, yet popular supercharging did not take hold. From what we saw at Whyteleafe, the North Downs folk appear to have gone into the matter so thoroughly that really dependable supercharging of ordinary cars seems to have arrived—we are at present testing a Ford "Prefect" so equipped and will report on it in due course.

North Downs claim to have solved the lubrication problem by tapping the existing lubrication system and feeding oil to the supercharger bearings *via* a neat sight-feed. As concessionaires for Sir George Godfrey & Partners Ltd., they are supplying supercharger sets in large numbers for 8 and 10-h.p. Fords, V8 Mercury, "TA," "TB" and "TC" M.G.s, M.G. "Magnettes," Allards, Vauxhall Tens and Twelves, Hillman "Minx" and Sunbeam Talbots. We believe that something like one hundred Ford sets have been ordered; incidentally, doctors, dentists and other professional men are amongst the keenest supporters of this urge-for-ordinary-cars, so Mr. Densham informed us. Very soon Marshall-Nordec sets will be available for Austin, Morris and Standard 8-h.p. cars. Prices range from £50. There are five types of Nordec supercharger, ranging from the "J50" for 750-c.c. cars, to the "J200," suitable for engines of over 3 litres. The "Candidi Provocatores" Allard team is Marshall-Nordec blown.

We enquired whether L.M.B. front suspension sets were yet available again, for we know many people are anxious to fit this form of i.f.s. Mr. Densham said that Austin Seven, Ford Eight and Ford Ten sets are available, and that V8 layouts can be supplied for certain models. A Heenan and Froude dynamometer and a spring deflection tester are in considerable use at the Godstone works, and here also is a fully-equipped machine-shop and drawing office. It may not be generally known that special parts, such as valves in "KE" steel, guides and springs, etc., for Ford, M.G., Bentley and other makes, can be made up and that many are kept in stock. We examined a very beautifully finished specimen of old-type Bentley replacement valve and guide. Double valve springs for Ford engines can be supplied, and two unmachined short-throw crankshafts for reducing the 10-h.p. engine to 1,100-c.c. were in stock.

This ambitious concern also runs a busy tuning and overhaul establishment, presided over by Marcus Chambers. Here we were given *carte blanche* to prowl around, and we were astonished at what we saw. Peter Clark's "Aerodynamic" H.R.G. is being thoroughly "gone over"—originally for Le Mans; Peter has, of course, a Nordec Ford of his own. Two 3-litre Bentleys, owned by Scudamore

Continued on page 92

Two Successful Trials Specials

The Wolseley-Special "Ophelia" and A.C.-G.N. "Starkadder" described by the joint owners and builders, T. C. G. Butler and C. C. Evans.

★

"OPHELIA"

IT was three years before the war when we decided that doing trials with a standard sports car which one had to drive to business and use for pleasure was a mug's game. We therefore started looking round for the basis of a "special."

The expense, both of the conversion and running, of a V8 was beyond us, and we set 12 h.p. as a maximum. After some time we found a 1931 Wolseley Hornet Saloon, which we purchased for £5 complete in every way. So began "Ophelia." The same afternoon we attacked the fabric body with axes and found quite an adaptable chassis underneath. This we shortened 12 in. by cutting a piece out and bolting the ends together with plates inside and out. We decoked the engine, relined the brakes, and after putting on a couple of seats and a very rough plywood body, we took it to a few hills.

The seating position was well back and the passenger actually sits over or slightly behind the axle. This, plus the concentration of all other weight as far aft as possible, seemed to provide wheel grip far better than that of the average sports car.

The remark was made: "Oh, feel your wheels gripping!" Hence her name!

The car was run like this, entirely Hornet and plywood, until the 1937 Fedden, when, driven by Cyril Butler, a big-end went and bits came out through the side.

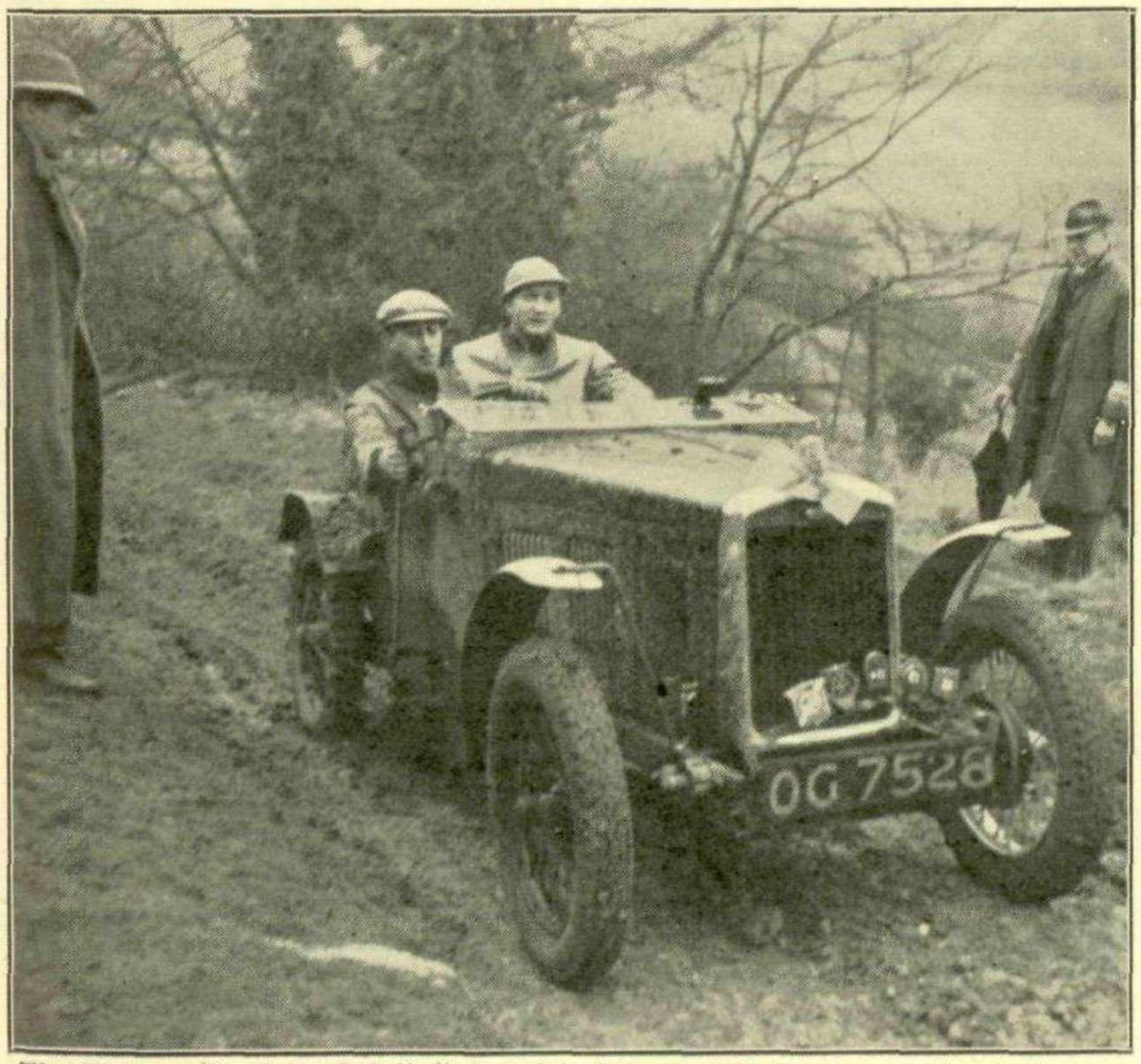
It was then that Philip Flower said he had a very good and well-tuned M.G. Magna engine which he would sell us for 50s. This was duly installed and the 3-speed Hornet box retained, but the rear-axle assembly was changed to M.G. Magnette differential unit with P-type 90-ton half-shafts.

The performance was now quite good and we decided "Ophelia" deserved a better body, so the present one was constructed. She still looks a wreck and we are hoping to improve the appearance by getting the seats and bonnet-line lower without sacrificing ground clearance.

In 1939 she collected nine 1st Class Awards, and was then put in a warehouse and neglected until two days before the first post-war Bristol M.C. & L.C.C. Naish Hill Climb. She was in a dreadful state but we managed to get the engine running, though not well enough to go all the way up the hill without stopping. A bad start for the 1945 season!

The engine was now taken right down, thoroughly cleaned, and rebuilt. Brakes were relined once more and the Hornet hubs and wheels replaced with Rudge. The work was finished just before the Fedden, which she won, in the hands of Cyril Butler, in spite of the fact that she would not start at the Cross Hands, due to a short in the distributor, and had to be pushed away from the starting marshal.

She did not compete in many trials that season, but did quite well in those she entered, winning the Shell Cup (best "1,500") in the Colmore, and the M.C.C. Cup in the West of England Club's Spring Cup Trial.



The Wolseley Special "Ophelia" in original form, with the Partnership (C. C. Evans and T. C. G. Butler) on board, at the foot of Juniper in the 1937 Colmore Trial.

"STARKADDER"

"Starkadder" was acquired by our partnership just before the 1946 Experts' Trial. The only modification made was the fitting of a Duplex chain and sprockets for 1st gear. Unfortunately, the sprocket had been over-hardened and it cracked in two at the traffic lights in Reading.

Cyril Butler carried on to the start and tried to compete, using 2nd, but this proved hopeless and he retired on the first hill. Incidentally, it was not our lucky day, as "Ophelia" broke an axle shaft but completed the course driving on one wheel (locked axles being permitted), because it was not possible to find ground hard enough to jack-up both back wheels and fit the spare shaft.

A brief history of "Starkadder" may be interesting. The chassis is 1923 G.N. and the engine 1926 A.C. Six. In its early days it was built as a Capa and sprint car and competed in the first Backwell Hill Climb, where it turned over. It was then improved and modified by David Fry and driven at Shelsley Walsh before the war. Keith Steadman took it over, built a two-seater body, and used it for trials for a time, winning a 1st Class Award in the Fedden.

During the winter of 1945-46 it was again rebuilt by Keith Steadman and David Fry. The Freikaiserwagen had been smashed in 1939, so its Morgan front axle and special prop.-shaft bevel-box and rear axle were incorporated in "Starkadder." It was in this form when we bought it. It had been used at Shelsley and Prescott in 1946 and the performance was terrific, but it was most difficult to handle and quite unsuitable for trials, so after the Experts' Trial we once again started modifications. We scrapped the Morgan front axle and extended the chassis forward to form a pair of dumbirons, which were bolted over the existing chassis with six bolts each side. We had previously acquired a blitzed 1934 Wolseley Hornet with the idea of constructing a sister for "Ophelia," and various parts of this were now useful. We fitted the Hornet front-axle, springs, and hydraulic brakes, fitting up the brake pedal and master cylinder and one hydraulic brake on the solid back axle, retaining the existing Frazer-Nash cable brake as a handbrake only. For trials it was essential to have a starter, so we had a larger flywheel made. The Hornet starter was then mounted on a plate bolted on to the rear engine-mounting. All this works fairly well, although it is exposed and has to be cleared of mud after bad sections.

Continued on page 102

SIDESLIPS

by

"BALADEUR"

ABOUT twenty years ago I was rather intimately acquainted with a 1,500-c.c. Ceirano. It was rather a pretty car, with a 4-seater body and well-pronounced shoulder line from radiator to short, streamlined tail. The 4-cylinder engine had inclined push-rod-operated overhead valves and, one way and another, it followed the most up-to-date design of its day. But I do not remember that its performance was particularly dramatic; and the reason for this, I believe, was that it was too new. Of course it was thoroughly run in and all that; but I am inclining increasingly to the view that cars have to be really very thoroughly run in indeed before they can be persuaded to give of their best.

The reason which prompted my thoughts to turn to the Ceirano was a recent criticism of an article which appeared in these columns in February, 1935, by the present owner of the 1908 Grand Prix Itala, which has shown itself, in his hands, so vivid an exemplar of the capabilities of the powerful Edwardians. After all these years, time, I thought, had earned immunity from criticism for that particular effusion. But not a bit of it. I had, complained the owner, insinuated that a modern baby sports car could run rings round his Itala, and he was determined to demonstrate to me that this was not so. (As if the Itala's recent performances were not themselves sufficient demonstration!) He took me out in the monster on one of those brilliant deceptive autumn afternoons which make you start as if it were July, without a coat, and finish by making you wish that you were dressed for the Monte Carlo Rally, and whirled me round the roads of Surrey until I was only too willing to admit that any baby sports car which could run rings round his machine would be a very remarkable baby sports car indeed. Whereupon, honour being, I suppose, satisfied, he allowed me to go and try to unfreeze myself in the interior-drive Bugatti.

All of which was, in my opinion, exceedingly unfair. Because in the first place, the criticism in question was only made possible by divorcing my words from their context. What I actually said about my 1934 run in the Itala was this: "The driver was obviously enjoying himself, and no wonder! A modern baby sports car could probably run rings round the Itala, but what did he care? In his high seat, grasping the massive steering wheel, with the mighty beat of the engine in his ears, any driver must feel a king." Which, if it means anything at all, appears to me to mean simply that even David's potentially superior performance could not reduce Goliath's superiority complex.

And in the second place, I am not so sure but that, in 1934, simply because the Itala and its driver were not thoroughly well run-in together (the days being long past when Mr. Wil-de-Gose used to run the car so successfully at Brooklands) David might not have had a pretty good chance; the Ceirano, for instance, of which I had long since lost sight, but which by then may have thoroughly settled down in the hands of a sympathetic owner.

There is nothing surprising in my thoughts turning so particularly to the Ceirano, for the name takes one back to the very earliest days of the marque Itala. It is really extraordinary, in view of her subsequent performance, how late Italy was in getting started as a motor car producer. Something to do with her lack of coal, I suppose, although this is, perhaps, hardly the moment to say so around here. At any rate a solitary Fiat put in an appearance in the light-car class of Paris-Madrid in 1903, and in 1904 it was followed, in the same category, by the 24-h.p. Itala. By the next year the latter had graduated to the big-car class, with a 100-h.p. model, 185 by 155-mm. bore and stroke, which quickly distinguished itself by winning the Florio Cup at Brescia. "The Itala cars," said *The Autocar*, which evidently expected them to be unknown to its readers, "are constructed by Genoa capitalists who have established works in Turin." One of the capitalists, presumably, was Signor Raggio, who drove the winning car, and who was described as "a gentleman from Genoa, who has had no previous experience in racing, and until he got possession of his racing machine about six weeks before the event had handled nothing speedier than a 24-h.p. car."

The first part of which statement was not strictly true, as a matter of fact, because he had run an Itala in the light-car class of the 1904 race and finished second on it; but certainly it was only a 24-h.p., so that perhaps this was hardly considered racing.

It is not stated whether Ceirano (we have got to him at last), who drove another of the 100-h.p. cars in 1905, came from Genoa, nor, for that matter, whether he was a capitalist. Signor Raggio, incidentally, does not *look* particularly bloated at the wheel of his racer, in spite of his smart check cap, stiff collar and leather gaiters. As to Ceirano, I am without even a contemporary photograph, and all that transpires about him in the report of the race is that he won the Italy Cup by covering the first 300 kms. at 70 m.p.h., and then broke a wheel on the last lap. In 1908, however, in the course of one of his not infrequent letters to *The Autocar*, Mr. S. F. Edge described him as "responsible for so much in the design of the Fiat, Itala, Spa and Scat cars," and if his efforts in this direction included the 1905 Coppa Florio Itala, his success was considered by our contemporary to be well deserved. "The engine," it remarked, "develops 100 h.p. and is said to be geared for about a hundred miles an hour. It is a remarkably well-constructed car, much stronger and of better finish than we are usually accustomed to see in racing vehicles."

Chevalier Vincenzo Florio himself drove a Mercédès in the race, and finished ninth; but, being an excellent sportsman, he "was so delighted with the success of the cup event, that he announced his intention of organising a great competition for touring cars in his native isle of Sicily." It took the form of the first Targa Florio race over the Madonie Circuit (the old, or "long" Madonie Circuit, of course), and was run in 1906. The rules, somewhat curiously, stipulated that it was open only to standard models, weighing not less than 1,300 kgms., and costing not more than 20,000 francs, so that, if nothing else, you were assured of getting full weight for your money. At that date, apparently, you could buy a 40-h.p. Itala for your £800 and one, moreover, which in the hands of Cagno succeeded in winning the race, a performance which must have seemed very satisfactory to any intending purchaser.

I do not know how much this 130 by 140-mm. model, or the subsequent Grand Prix cars, owed to Ceirano. His movements during 1906 are not readily apparent. But in 1907 he seems definitely to have moved on from Itala because he appears in the second Targa Florio at the wheel of an Italian car with the not very Italian name of "Rapid." (Not very Italian, incidentally, and not very apt, as it seems to have gone exceedingly slowly.) Now this car was made by Fiat and differed from those which bore the name of the firm that made it particularly in that it had shaft drive. This had been a feature of Italas from the first, and it rather looks as if the Rapid represented a cautious means on the part of Fiat, where chains had always been in favour, to let Ceirano demonstrate his theories without doing his new patrons any harm. The Rapid, as already mentioned, wasn't; the race was won by Nazzaro's Fiat, with Lancia's the runner-up; and the doyen of the Italian industry continued happily with its chains until the days of those monster anachronisms of the 1912 Grand Prix.

As to Ceirano, he seems to have moved on again. He seems to have collected a second Ceirano, and, moreover, he seems to have detached Raggio from his allegiance to Italas. Together they appeared in the Coppa Florio races at Brescia at the end of the year on S.P.A. cars. Unfortunately my researches have yielded singularly little information about the Societa Piemontese di Automobili. But that they have been thorough will, I think, be admitted when I say that they include reference to Moody's "Manual of Industrials," that Bible of Wall Street, which informs me that S.P.A. is now a subsidiary of Fiat. Whether this was the case from the first, I frankly do not know, but as in any case the fastest S.P.A. in 1907 was even slower than Gallina's Rapid, perhaps it does not greatly matter.

The next year, 1908, the new marque did better. Ceirano was third in the Targa Florio, the next day an energetic gentleman of the name of Eros was second in the 130-mm. class of the famous St. Petersburg-Moscow race, and at the end of the year an S.P.A. was second in the Targa Bologna. But Ceirano himself, evidently, had once more moved on; and, of all curious places, it was in the Isle of

Man where the car called after him made its first public appearance.

Whatever may have been thought of Ceirano and his products in his native Italy, English opinion at this time was tremendously impressed with the design and performance of Italian cars. Not, indeed, without reason. In 1907 Fiat had won the Grand Prix, the Targa Florio and the Kaiserpreis; Isotta-Fraschini the Florio Cup, and Itala the Coppa della Velocita, which was the other great event of the Brescia meeting. Even the Mercédès victory in the 1908 Grand Prix could not blind observers to the tremendous speed of the Fiats, which had afterwards won the Florio Cup and the American Grand Prize race in Savannah, while this time the Targa Florio had gone to Isotta-Fraschini. In any case the firm of Newton and Bennett, of Manchester, was thoroughly convinced of the skill of the Italian designers, and the Societa Ceirano di Automobili Torino seems to have been the result of their conviction. The S.C.A.T. was to be made in Turin, but Mr. John Newton was to be the managing director of the company, and Mr. R. O. Harper, the firm's engineer, had, I think, a hand in the design of the car. As a kick-off, three of them were to be entered for the forthcoming race in the Isle of Man.

Having run three Tourist Trophies with a fuel consumption limit, and having tried to slow the big cars up still more in 1907 by making them carry around with them an erection with the frontal area of a limousine, the R.A.C. decided, in 1908, to say farewell to all that, and plump for the bore limitation, as they were doing on the Continent. The rules for the race, it was stated, would consequently be simple, and confined to two straightforward points, as follows:

1. The race is for cars the D^2n of whose cylinders shall not exceed 64 (sixty-four), *i.e.*, whose R.A.C. rating is not greater than 25.6. Cars fitted with internal combustion engines shall not have less than four working cylinders.
2. The minimum weight shall be 1,600 lb. (sixteen hundred pounds), which shall exclude the driver, mechanic, petrol, oil and water, spare parts, spare tyres, and tools.

These simple rules having been explained by Messrs. Newton and Harper to Signor Ceirano, the new S.C.A.T. was duly provided with a bore which, as in the case of the majority of the competing cars, is almost invariably stated to have been 102 mm. Now 102 mm. actually gives an R.A.C. rating of 25.8, and with my usual passion for accuracy, I must state that the correct figure was 101.6 mm., or thereabouts; in other words, four inches. The other unfortunate Continental competitors, such as Darracq, Berliet and Westinghouse, not being able to call in the expert advice of Messrs. Newton and Bennett, had, for the most part, to be content with a mere 100 mm., and even Piccard-Pictet, in spite of the Swiss reputation for precision, did not dare approach more nearly to the magic figure than to choose a bore of 101 mm.

Strokes varied enormously, from the 8 or 9 inches of the Huttons, which gave them a stroke-bore ratio of 2 to 1 or more, down to the 110 mm. of the Rover. The S.C.A.T.'s 120 mm. was among the shortest, they weighed about 2,000 lb., which is what in America they call a ton, although I should think that in this context there was not the slightest significance in the fact, and their designer, in common with the other entrants, doubtless hoped that plug trouble or the like would not reduce the number of their working cylinders below the stipulated four.

R. O. Harper drove one of the cars, F. Ward and H. S. Buckley the other two; but none of them was as fast as their long-stroke rivals, and perhaps they were too new to be reliable. In any case, none of them finished. Neither Ceirano nor his English friends, however, were unduly disheartened. Profiting from experience, the stroke of the 22-h.p. model was increased to 140 mm., and from the Isle of Man they turned to Sicily.

Their reward came in 1911, with a victory in the sixth Targa Florio. Not but what the English historian of that famous race is confronted by some pretty conflicting evidence, at times, it must be admitted. "The Targa Florio has just been held for the sixth time," reports the usually so reliable *Autocar* of May 20th, 1911; ". . . there were sixteen entrants this year and thirteen starters. Three finished the 450 kms. of the run in the following order: (1) Ceirano (S.C.A.T.) in 9 hr. 32 min. 22.4 sec.; (2) Cortese (Lancia) in 9 hr. 58 min. 20.2 sec.; (3) Soldatenkoff (Mercédès) in 10 hr. 23 min. 23.4 sec." "Continental tyres scored very decisively in the Targa Florio race," it adds a week later, "the winner (Ceirano on a S.C.A.T.), the second (Cortese on a Lancia) and the fourth (San Domino on a S.C.A.T.) all using them. The race is one of the most trying events of the year, covering as it does a distance of over 300 kms. over some of the worst roads in Europe." Well, of course, 450 kms. is a distance of quite considerably over 300 kms. and did one S.C.A.T. finish or two? Or did they change their Continental tyres at the end of two laps of the long Madonie circuit and San Domino fall by the wayside on the third?

Frankly, I wouldn't know. But at least there seems to be no doubt but that Ceirano won the race, or that the S.C.A.T. began to make a habit of it. However many times the Madonie circuit had to be covered in 1911, too, Chevalier Vincenzo Florio decided to abandon it altogether in 1912 in favour of a single circuit of Sicily, which would give the enormous racing distance, having in mind the nature of the Sicilian roads, of 1,050 kms., or say 656 miles. The cars were started at midnight on Saturday, all Sunday they careered round the island, and it was only the fastest of them that got back to their starting point before the not so small hours of Monday morning. Lamps as well as everything else were to be tested in a way which was not repeated until the coming of the Grand Prix d'Endurance at Le Mans.

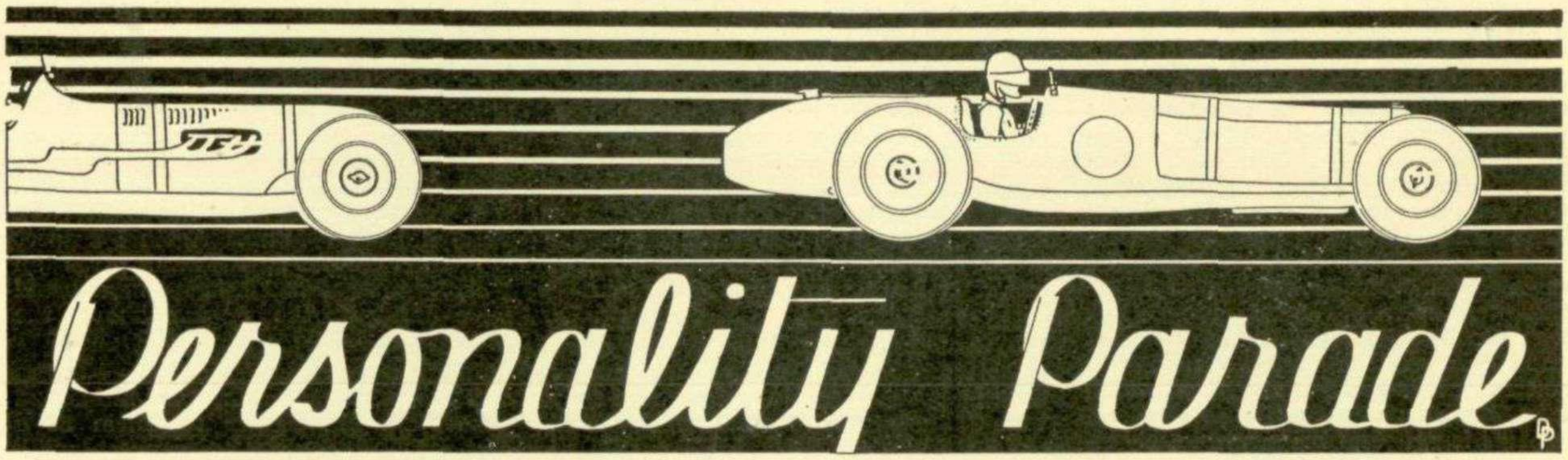
The field varied from a powerful team of Fiats to a Ford, which acquitted itself rather creditably and finished sixth. Vincenzo Florio himself drove his usual Mercédès. The three S.C.A.T. cars had full-length chassis, as befitted competitors in a "touring car" race; but otherwise their headlamps contrasted rather strangely with their generally stark appearance, and in the tonneau they carried three spare wheels instead of a seat. The engine stroke was still 140 mm., but the bore had been increased from 101.6 mm. to 104 mm. Again I suspect English influence: 104 mm. gives an R.A.C. rating of 26.9 h.p.; 105 mm. would have brought the engine above the 27-h.p. mark.

In the very early days of the Newton and Bennett connection, Cyril Snipe had gone from Manchester to Turin as a sort of ambassador, to convert millimetres into inches and the like, I suppose. There he had remained, thence he had possessed himself of the wheel of one of the racers, and thus he assured himself of the still unrivalled distinction of being the only Englishman to win the Targa Florio. His time of 23 hr. 37 min. 19.8 sec. gave him a lead of just over an hour and a half over the Lancia which came in second, followed fairly closely by a Fiat. The last driver whose time is recorded took over 33½ hours over the circuit of the island. In no case is the name of more than one driver given for each car, and one is left to wonder whether these giants of the past really stuck at it for anything up to a day and a half without a respite.

In 1913 neither Ceirano nor the S.C.A.T. did any good at all. The designer, at least, seems to have started, but none of his cars appear among the finishers. Instead a new name is in evidence, in eighth place—Bordino; and it was his future team-mate, Felice Nazzaro, on a car of his own make who was the winner. But were Messrs. Newton and Bennett, the S.C.A.T. concessionnaires, downhearted? Not a bit of it—they were concessionnaires in England for the Nazzaro too!

And in 1914 they scored a grand slam. In the Targa Florio, Ceirano himself on his S.C.A.T. won by nearly two hours, reducing the time for the Sicilian "tour" to 16 hr. 51 min. 31 sec., 6½ hours less than Snipe's of only two years before. The stroke of the S.C.A.T. had, I think, by now been increased to 150 mm., and the roads had doubtless been improved in the meantime. For all that, his average of 36.85 m.p.h. does not compare too unfavourably with that of the winning car, with two drivers, over the same circuit, some fifteen years later. And then in the Coppa Florio race, held a week later over the Madonie circuit, instead of winning again, he lost, by less than five minutes—to Nazzaro's Nazzaro! Behind them, at a respectful distance and in fourth place, came one Campari, driving an Alfa, which had still to acquire the additional appellative "Romeo."

But where are the snows of yesteryear? And where is the Nazzaro, or the S.C.A.T., or the Ceirano, or what you will, today? Well, they seem to be making such rapid progress in Italy with proving that it pays to lose a war, that I shouldn't be surprised to see either or any of them reappearing before long—before you can get delivery of a car from Coventry or Birmingham way, anyhow!



A Series of Interviews with Personalities famous in the Realms of Motoring Sport

No. 13—Reginald Parnell

TO travel 15,000 miles in one season in the pursuit of motor racing indicates either a great love of the game, or the existence of attractive financial gains. To say that Reg. Parnell has done just that mileage in the last season, to the detriment of his bank credit, and is already planning to have a bigger and better "do" this year, shows that he is a sportsman of the most genuine sort.

Parnell is not one of the sybarites of the Sport. Much as he appreciates the comforts of the flesh, he is in no sense a member of the "clean hands" brigade. If things don't go right (and sometimes they don't), he is the first to have off his coat. It is this quality, together with his sincerity and optimistic progressiveness, which gives rise to his amazing popularity. No job appears to be too big for him—he can visualise it done when others are blinded by the difficulties.

Reg. Parnell first started to blossom in the motor racing world with a "K.3" M.G. "Magnette." This car (which now belongs to Nichol) was lightened and strengthened. The engine was rendered reliable in spite of a 28 lb./sq. in. boost and a propensity to run to something in the neighbourhood of 7,500 r.p.m. Amongst the more spectacular modifications were the fitting of twin overhead camshafts and Lancia-type independent front suspension.

During the later war years the roof of Parnell's firm, The Standard Transport Co., Derby, had the extraordinary privilege of covering a great collection of racing cars. Many enthusiasts made a pilgrimage to see this remarkable collection. Now the number of cars has dwindled and the present extent of Parnell's stable is as follows :—

- 1½-litre, 16-valve, 4-cylinder Maserati.
- 1½-litre E.R.A., No. RA 1 (the first E.R.A. made). This car has a plated chassis and is in fine condition.
- 1½-litre Challenge with Delage engine. The chassis is of 4½-in. steel tubes with similar welded cross-members. Independent front suspension by twin wish-bones using coil springs and a de Dion rear axle are used. The brakes are two-leading-shoe hydraulics. It is intended that David Hampshire should drive this car during the coming season.
- 1946 1½-litre Riley saloon. Parnell is very enthusiastic about this car, and, whilst he would prefer to have the engine a little more silent, he has nothing but praise for the suspension and roadholding.

He has ordered and paid a deposit for one of the new "E"-type E.R.A.s.

The future, then, seems quite bright and it certainly would not be through the lack of cars if he found himself a non-starter. Neither should it be for spares as anyone would judge if they were to cast an eye at the Parnell stock.

Parnell's future racing plans have already been intimated. He intends to keep up his breath-taking tempo, following, as he did in the last season, all the events with no ban on distance. As for his vocational future he intends to see to it that his new repair and tuning establishment (at the New Garage, Alfreton Road, Derby) is run to an extremely high standard, which he considers essential to success in racing, or even fast motoring circles.

To give readers some idea of the amount of starting money that an established driver can pick up, on the Continent, to help defray expenses, the following figures are given, together with a synopsis of Parnell's activities in the season.

There was, of course, no starting money for the English events.

Elstree Sprint: 2nd fastest time.

Gransden Lodge: Fastest lap.

Albi Grand Prix: Starting money £200. Until he had magneto trouble he was leading Nuvolari by 27 sec. Final placing 7th.

Geneva Grand Prix de Nations: Starting money £130. 4th in the first heat. Retired in the final.

Ulster Trophy Race: 2nd and record lap.

Brighton Speed Trials: 3rd fastest.

Turin: Starting money £250. Retired after two laps with a broken supercharger blade.

Milan: Starting money £225. 3rd in the second heat. Final, retired due to a tooth breaking off pinion wheel.

Peña-Rhin Grand Prix: Starting money £250. Due to the Maserati being unserviceable he qualified with Brooke's E.R.A. *Eventually he ran the Maserati* with an engine borrowed from Rugeri. However, after a brisk 10 laps he was forced to retire on account of a small piece of dirt blocking the oil-pipe leading to the camshaft.

Whilst in Italy he was fortunate in having the opportunity of driving one of the new Alfettes. He classes it 20 per cent. better than anything that he has ever handled before. It holds the road as though it is stuck to the ground and the way that the engine picks up speed is just fantastic.

Parnell considers that his most frightening experience is trying to make motor-racing pay.

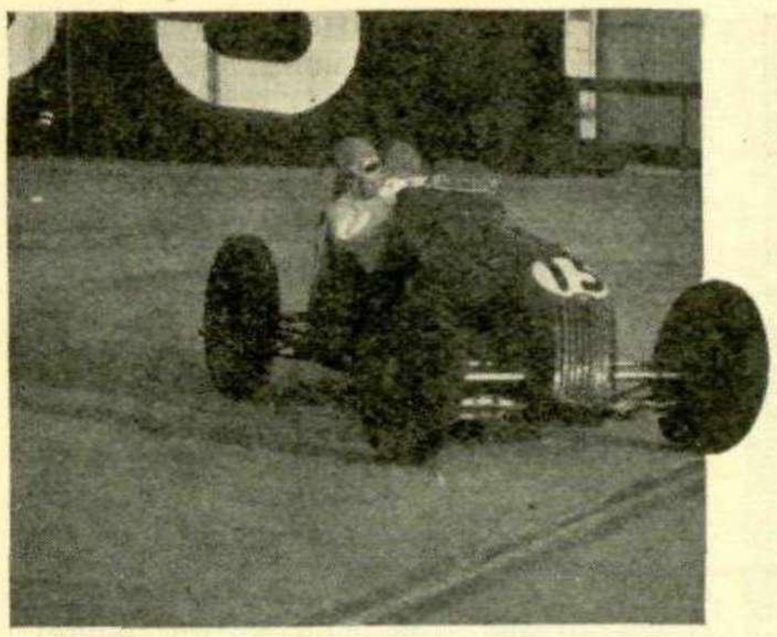
It was especially interesting to discuss suspension with one who has handled such a vast representation of the different ways of tackling the same old problem. For high-speed racing where fast bends are encountered it is essential to have i.f.s. In the case of a hill-climb where the bends are of an acute nature and speeds are not very high, a softly sprung car like the 16-valve Maserati is not at its best. Something like an E.R.A. (A, B or C type), with its unyielding springing, is better suited for this violent low-speed changing of direction.

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CLUB NEWS—Continued from page 101

were off again the next Saturday, this time to Surrey, in the Austin Seven saloon. The route card, more or less, led us to the first hill and then, following a panic because no competitors arrived at the next hazard we had selected until long after they were due, we spectated joyfully on this snowy slope ere we contrived to follow the entire route from the card, doing our best to shake off a fellow scribe in a Standard Eight who was dependent on keeping up with us to find his way to the finish. That evening, again, there was the cheery gathering and meal, this time in Hindhead, and then we came home in company with the crew of a stricken Austin Seven trials car which, finally discarding a jury-rigged stub-axle in Farnham, had to be left in the yard of an electric lamp manufactory, until spares could be brought out to it in a Hillman Minx saloon.

A month's motoring, you see, and not a sports car sampled, yet it was worth while, very definitely so, and suggests *that if you have not experienced a day's* sport marshalling or spectating at a trial you should do so without delay. There are several fixtures still to be contested before this version of the Sport gives way to sprint events and racing.



THE DEVELOPMENT OF THE RACING AUSTIN SEVEN

PART II

[*Last month we dealt with the Austin Seven racing history from* 1923 *to* 1930. *This concluding instalment covers the period* 1931-1939 *and embraces the famous twin o.h.c. cars.*—Ed.]

EARLY in 1931 Sir Malcolm Campbell took with him to Daytona, when he went out to attack the land speed record, a 4-speed Austin Seven with fairly normal racing bodywork. Daytona Beach did not prove very suitable to the little car, but, nevertheless, the Class H mile and kilometre f.s. records were captured, at 94.03 and 93.97 m.p.h. respectively.

Meanwhile, a more specialised car was being prepared under Capt. Waite's direction at Longbridge for record attacks. It had an off-set propeller shaft with the driver's seat set low down beside it and the body was a very well streamlined single-seater finalised after tests in Vicker's wind-tunnel. It took a similar form to that used for the Irving-Special "Golden Arrow," the radiator being cowled in and isolated from the bonnet, and fairings filling in the space between front and rear wheels, with additional fairings behind the rear tyres. The engine was still the famous 747-c.c. s.v. unit, virtually standard in most respects, but blown at 15 lb./sq. in. by an Austin-built Roots supercharger, so that 56 b.h.p. was developed at 6,000 r.p.m.

Much depended on this car, for Class H rivalry had become intense. As early as 1927 a 746-c.c. Grazide had done 96.76 m.p.h., and G. E. T. Eyston had set his heart on being the first man to exceed 100 m.p.h. in a 750-c.c. car. He failed with a special Ratier, and abandoned a plot to instal a short-stroke Riley Nine engine in a Thomas-Special chassis, turning, instead, to the M.G. Linered down to 750 c.c., this car proceeded to break Austin's 1930 records, doing 100 kilo. at 87 m.p.h. Supercharging it at 12 lb./sq. in. put the power up by 9 b.h.p., to 52 at 6,500 r.p.m., and early in 1931 Eyston realised his ambition, taking all Class H records up to 10 miles at over 100 m.p.h., and clocking no less than 103.13 m.p.h. for the 5 kilo. run.

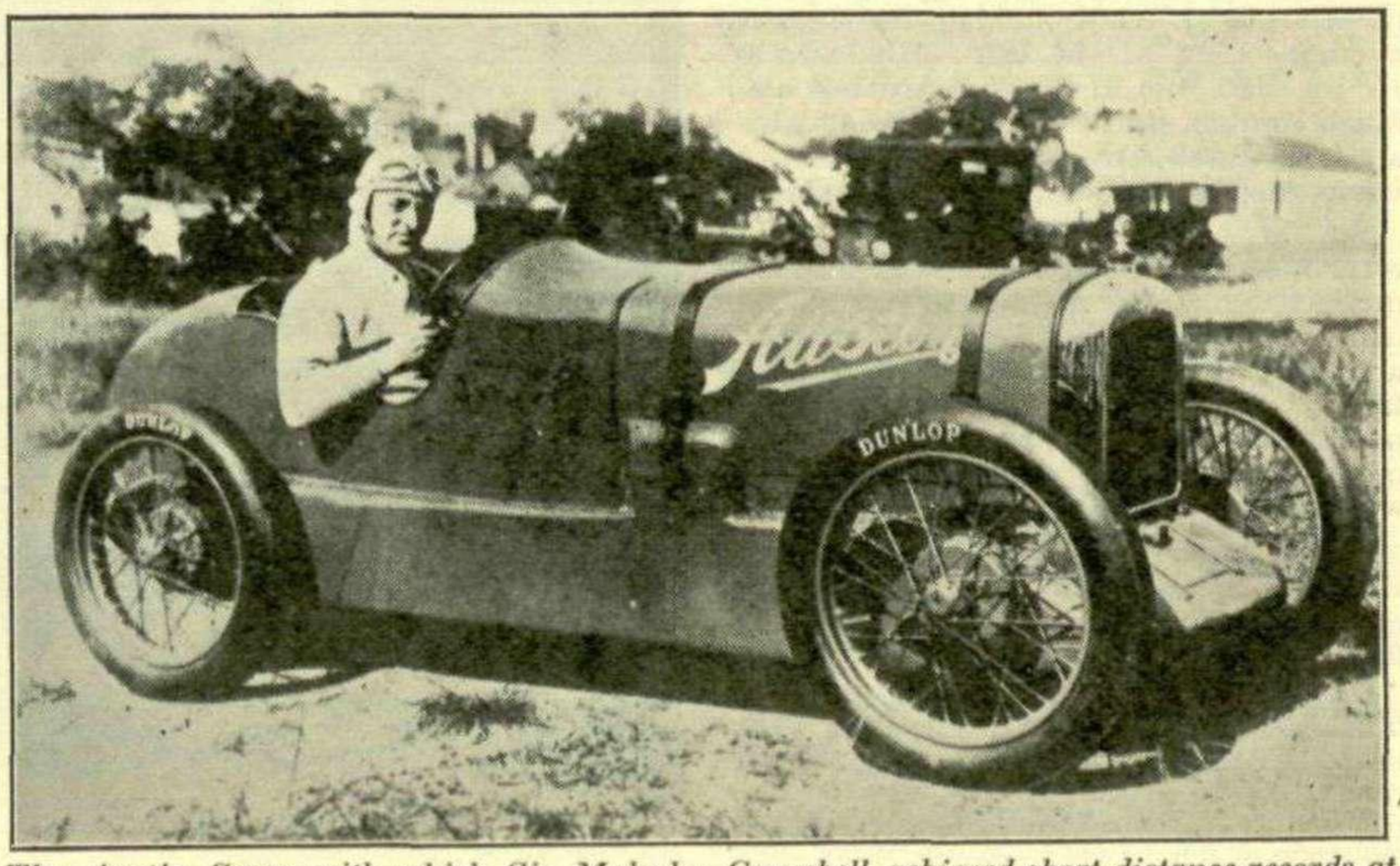
Thus Austin lost the coveted honour of first exceeding 100 m.p.h., but they were still anxious to show that they had a side-valve car which would beat these speeds. S. C. H. Davis had been measured and the new single-seater's cockpit built to fit him, but Cushman was of similar build and took over after Davis's accident. At Brooklands, preliminary tests were conducted at a lap speed of 99 m.p.h., and the engine was then stripped down for examination. A cracked valve-seat was discovered, but the block was changed, and off Cushman went. Discs were used on all wheels and a tricky wind made things a bit hectic coming off the bankings into the Railway straight. However, the kilometre was covered at 99.64 m.p.h. The front discs were then removed and Cushman tried again. This time he went over the two-way kilometre at 102.28 m.p.h. and over the mile at 100.67 m.p.h., bettering the M.G. speeds for these distances.

Then Viscount Ridley entered the fray with his ingenious twin-cam Ridley-Special, which, with Laystall's help, he had built at his Blaydon Hall workshop in 1929. He set the Class-H mile to 105.42 m.p.h. and the kilometre to 104.56 m.p.h. Now it was Austin's turn, and Mrs. Stewart took the new single-seater to Montlhèry and, with wheel discs in place and the radiator even more carefully cowled, did 5 kilometres at 109.13 m.p.h., 5 miles at 109.06 m.p.h., 10 kilometres at 109.05 m.p.h., 10 miles at 108.95 m.p.h., 50 kilometres at 98.09 m.p.h., and 50 miles at 98.43 m.p.h.

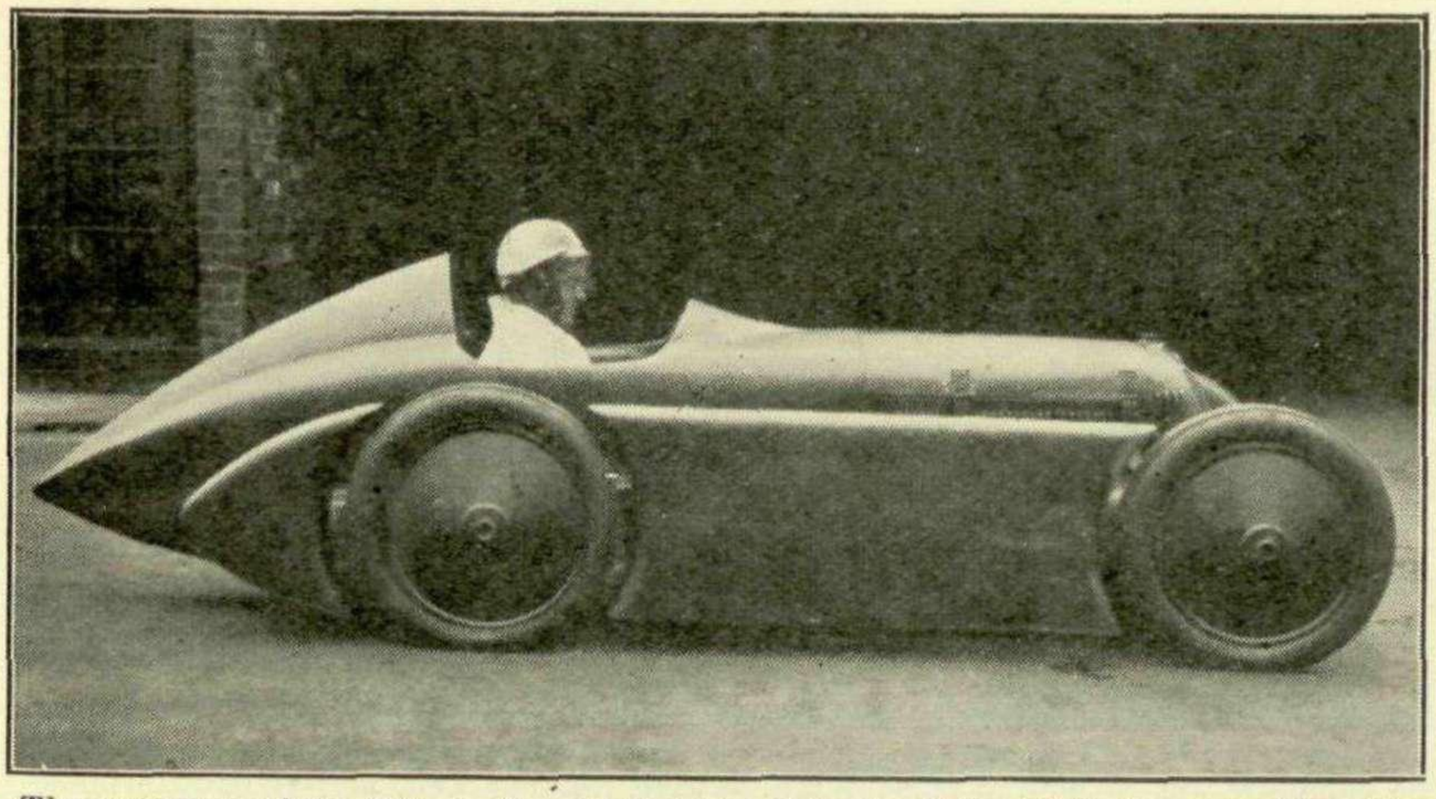
Cars of this type, with the wheel fairings and discs removed and more stumpy tails, were also used for racing, and three of them, one the actual record-breaker, started in the 1931 500-Mile Race. They used 26 by 3.75 tyres. Balls also ran a special-bodied Austin Seven which was lighter than the "works" jobs. The team had to be withdrawn because the radiators split when they were running well, and Balls also failed to finish, but in 1932 Lord March won his heat in the British Empire Trophy outer circuit race, averaging 92.51 m.p.h. for 50 miles.

Late in 1931 Eldridge broke the Austin's 5-kilometre record with an M.G., and Eyston did over 100 miles in the hour, also for M.G. But the "T.T."-type Austin continued to do well in road-racing, Goodacre finishing second in the 1,100-c.c. class of the Italian 1,000-Mile Race, at 46.8 m.p.h. At Brooklands, Willis' unblown "B.C." Austin lapped at 84.27 m.p.h., and Cushman's orange single-seater (the record-type car) at 99.01 m.p.h., while the team of single-seaters won the Relay Race, at an aggregate average of 81.77 m.p.h.

Nineteen-thirty-two opened badly for Austin, for Eyston, recovered from the burns he suffered at the end of his 100-in-the-hour attempt, and using the first 750-c.c. single-seater M.G., put the 5 kilometre to 10 miles Class-H records up to over 114 m.p.h. A little later the "Magic Midget" M.G. did nearly 119 m.p.h. for the short f.s. records, and in December achieved the distinction of



The Austin Seven with which Sir Malcolm Campbell achieved short distance records at 94 *m.p.h. at Daytona early in* 1931.



The prototype of the 110 *m.p.h. single-seater introduced in* 1931 *for record-breaking and later used for racing. The radiator was isolated from the bonnet before it took records.*

being the first 750-c.c. car to exceed 120 m.p.h. Altogether it was not Austin's year, although, at Brooklands, a " works " single-seater lapped at 103.11 m.p.h. in Driscoll's hands, and a team of these cars finished 4th in the Relay Race, making fastest time of the day, at an average of 91.13 m.p.h., driven by Driscoll, Barnes and Goodacre.

It began to look as if the little side-valve car would have to give way entirely to its o.h.c. rival, but those who felt this way had reckoned without T. Murray Jamieson, who now took over the design of the racing Austins.

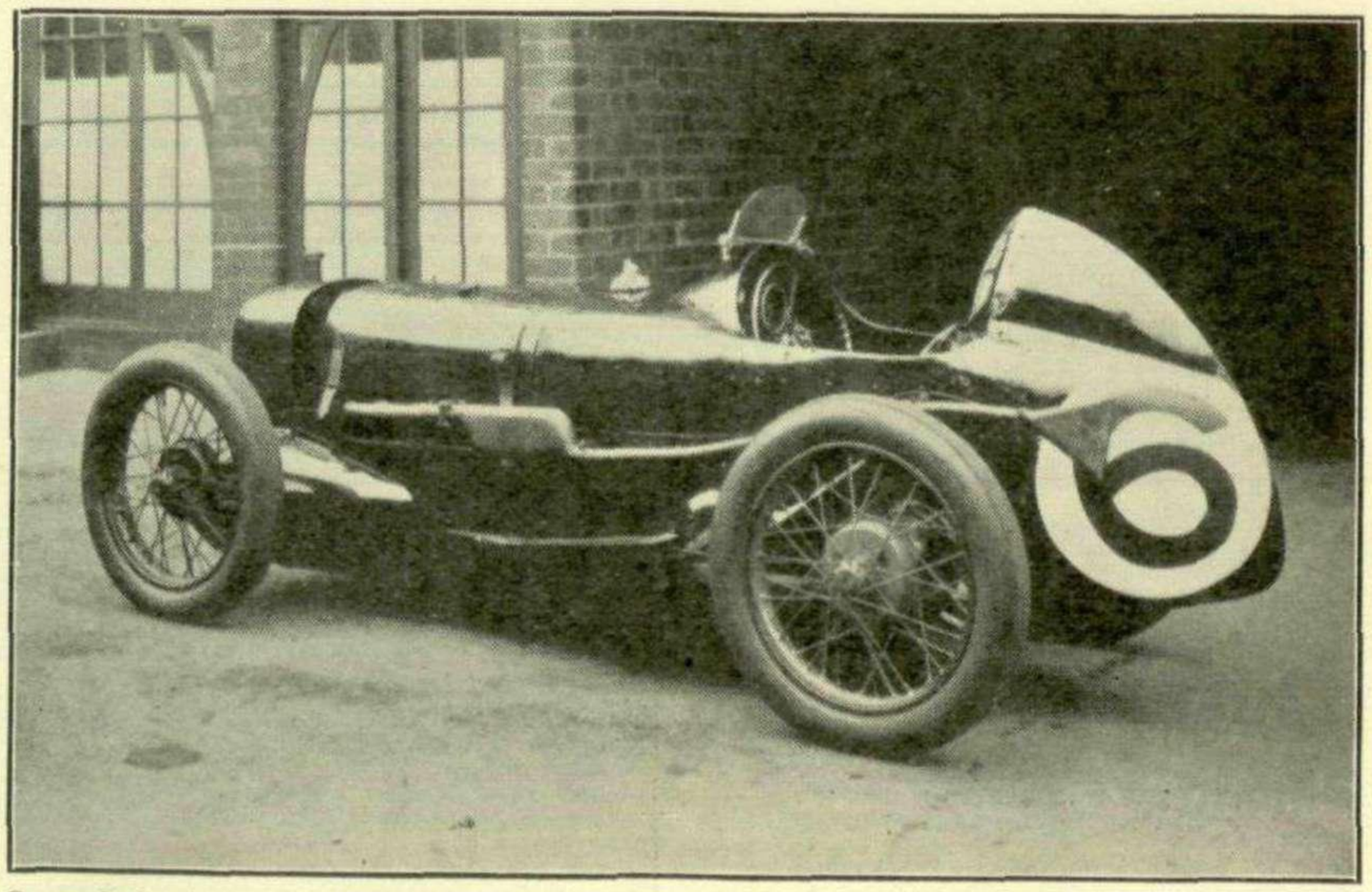
In 1933 he evolved a special single-seater for record work, but while this was undergoing development Sir Herbert Austin continued to enter the team of older single-seaters. Driscoll, Barnes and Goodacre handled them in the International Trophy Race, finishing 5th, 6th and 8th, at 78.03, 74.09 and 72.64 m.p.h., respectively, which won them the team prize. In the Relay Race the same team started, and, heavily handicapped, finished in 4th place, again making the fastest average speed of the day—91.60 m.p.h. In the 500-Mile Race the Austins had much trouble, Barnes finally retiring with a seized clutch, Driscoll with a burnt-out valve, and Duller with elusive mis-firing.

So far as record-breaking was concerned, Driscoll took the Class H 50-kilometre record from M.G. at 100.24 m.p.h., using one of the pale green single-seaters, and later improved this to 101.52 m.p.h., taking, also, the 50-mile and 100-kilometre records, at 102.23 and 102.26 m.p.h., respectively. Later these records were regained by M.G., at 105-106 m.p.h.

Then Jamieson announced his new single-seater ready. It had a supercharger of his own conception and a new body somewhat on the lines of Campbell's " Bluebird." (It is interesting to note how Austin Sevens of this period were based on land speed record cars. Spero ran a single-seater at Brooklands the frontal aspect of which rather resembled the 200 m.p.h. twin-engined Sunbeam, although the rear wheels were exposed.) The radiator was cowled in by a sort of tunnel which also carried a wide fairing arranged to deflect air over the front wheels. Other fairings ran beside the body between the wheels and behind the rear wheels, this streamlining having been evolved from wind-tunnel tests. At Montlhèry Murray Jamieson himself drove the car and captured from M.G. the 5- and 10-mile and 10-kilometre class records, at 119.38, 119.39 and 119.19 m.p.h., respectively. This beat the fastest M.G. record by 1.97 m.p.h.

Shortly afterwards Denly and the M.G. recaptured these records at over 125 m.p.h. and set the short-distance speeds to nearly 129 m.p.h. Doggedly, Murray Jamieson returned to the attack, putting the 50-kilometre record to 113.47 m.p.h. with the new Austin, beating M.G.'s record by 7.71 m.p.h. Eventually, however, even this record fell to the o.h.c. car, at 115 m.p.h., and 1933 closed, as 1932 had done, with M.G. holding every Class-H record on the books. In amateur hands older Austin Sevens continued to put up some good performances, including class wins at Shelsley Walsh and victory in a 50-mile race at Southport. At Brooklands, Driscoll lapped at 105.97 m.p.h. with one of the team single-seaters, but experienced trouble in many of his races.

Reverting to Murray Jamieson's record-breaker, this was a fairly normal engine with two-bearing, stiff counter-balanced crankshaft, but the alloy head and the block were secured by many additional studs, and dry-sump pressure lubrication was used. Oil in a dashboard tank was drawn by a pump and passed through a cooler to the front end of the hollow crankshaft, and at reduced pressure to the camshaft, each cam having its own oil pipe. A scavenging pump cleared the crankcase and fed the lubricant through another cooler back to a separate tank. Pump cooling was used, and as the radiator was small and low-set there was a header tank on the dashboard beside the oil tank. The pump ran at engine speed and air left the radiator *via* channels on either side of the body. Part of the cylinder head was cut away at one side to take a water-pipe flange. The Murray Jamieson two-bladed Roots supercharger was set upright ahead of the engine and driven direct from the crankshaft. Fuel was pressure fed by a propeller-driven two-cylinder air pump in front of the engine beneath the radiator cowling, pressure being regulated by a valve on the instrument board, and there was supplementary hand-pump feed. Ignition was looked after by a magneto, protected by an asbestos shield from exhaust heat and by a distributor over the flywheel, two plugs being fitted for each cylinder, sparking together. The rest of the car was fairly standard, steel con.-rods and 3-speed gearbox included, but the clutch pedal possessed extra leverage and off-set transmission was used, with the special crown-wheel and pinion adjacent to the near-side rear wheel, allowing the driver



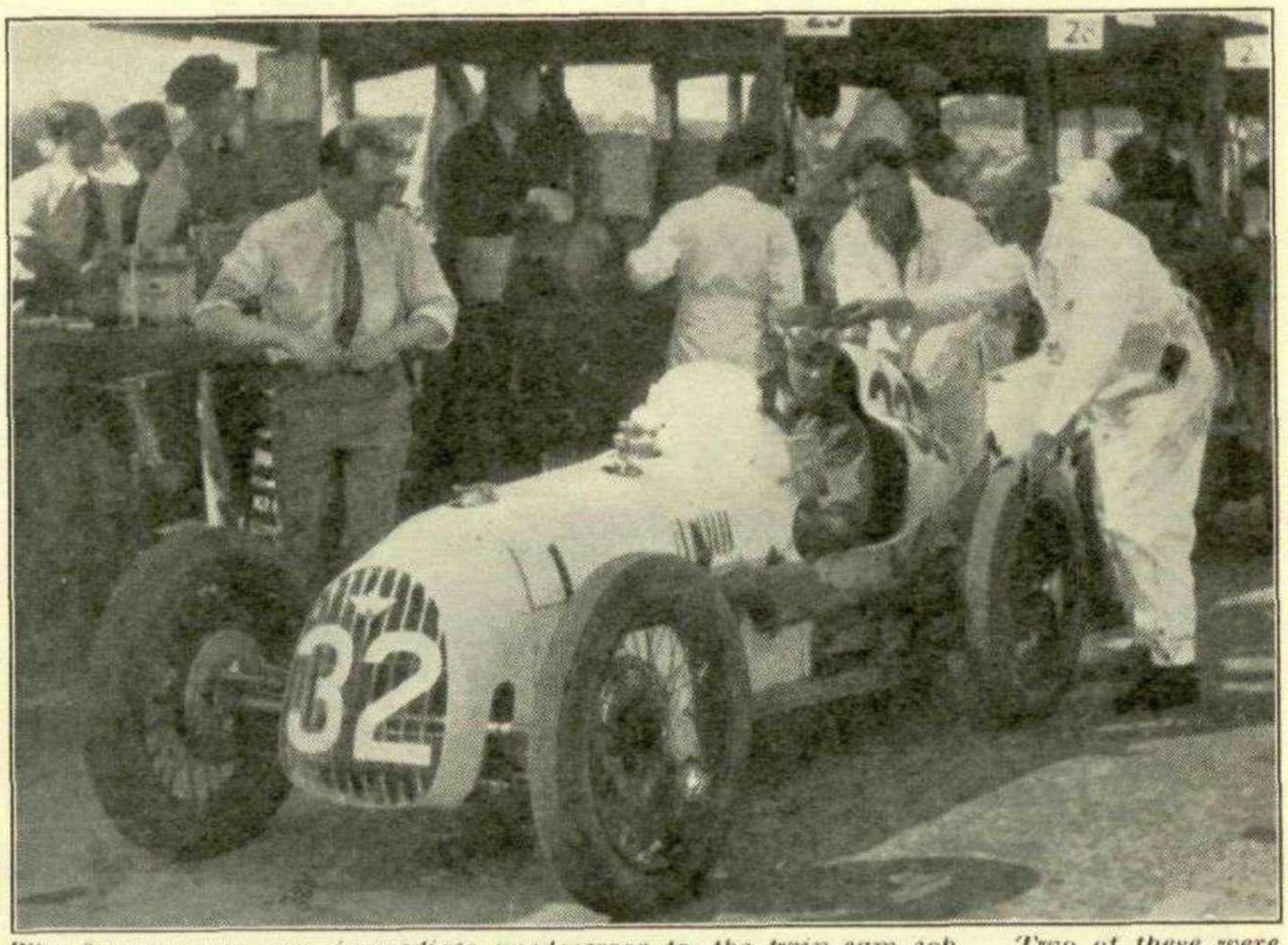
One of the famous s.v. single-seaters which Sir Herbert Austin ran in important long-distance races from 1931 *to* 1933. *They had a maximum in the region of* 105 *m.p.h. in this form and one of them lapped Brooklands at* 106.97 *m.p.h.*

to sit between the propeller-shaft and off-side side member. To clear the engine the steering layout incorporated a swinging link in the fore and aft rod. The handbrake had limited movement. The body was in aluminium and the fuel filler was concealed, while a vertical rectangular funnel, coinciding with an orifice in the top of the bonnet, took cool air to the S.U. carburetter. Weight was not specially saved, as stability improved with extra equipment aboard. Thus the Lucas electrical equipment included starter and dynamo! The instrument panel, with oil and water inlet and outlet thermometers, had at least ten dials.

It was this car which at last allowed Jamieson to achieve his ambition of exceeding 120 m.p.h. with a 750-c.c. side-valve car. On Southport sands, in March, 1934, Driscoll wrested the f.s. kilometre record from M.G. at a mean speed of 122.74 m.p.h. for the two-way runs. The car ran at the Brooklands Easter Meeting in the same driver's hands, and, although unplaced, lapped at 111.92 m.p.h.

Austin's now decided to return to racing, as distinct from record-breaking. For this purpose a very light, single-seater was evolved, with off-set transmission, a straight tubular front axle with the transverse spring beneath it, and a very narrow body shell. The engine was that from the record-car, and an inclined cowl, protruding ahead of the radiator and cut-away at the base to clear the axle, covered the radiator block.

This car was entered for the International Trophy race but failed to appear to complete its qualifying laps. However, at the Brooklands Whitsun Meeting, Driscoll finished 3rd in a Mountain Handicap, and in doing so took the 750-c.c. Mountain lap record by .04 sec., from Hamilton's M.G., the speed being 69.74 m.p.h. Then, at Shelsley Walsh, Driscoll climbed in 46 sec., second to Letts' M.G. by 0.2 sec. The Austin now gave 75 b.h.p. and weighed 8½ cwt.



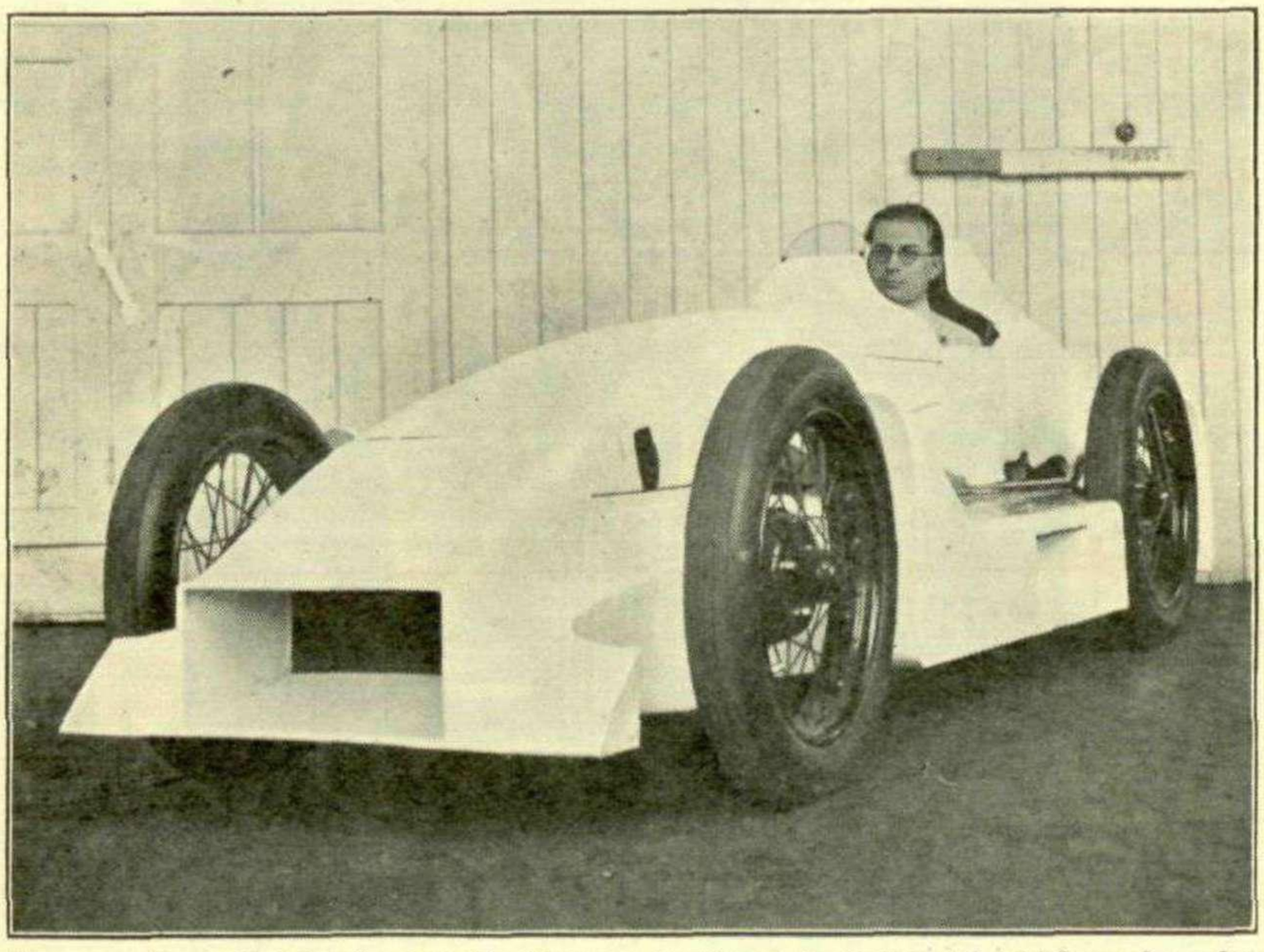
The famous s.v. car, immediate predecessor to the twin-cam job. Two of these were built and Mrs. Petre drove one in later years. Finally another s.v. car was made, in appearance like the twin-cam cars.

At Southport Stephenson, with one of the 1933 ex-works single-seaters, won a 50-mile race, and in the Empire Trophy race Thompson, on one of these cars, and Driscoll in the 1934 car, started, but were unplaced, Driscoll retiring with a broken exhaust manifold. The Relay Race was won by Thompson's team of Austins, driven by himself, Turner and Selby, who averaged 84.65 m.p.h. Driscoll lapped at 103, to Thompson's 94, but eventually stopped on the Byfleet banking and Pat, taking a short cut to the pits, was disqualified. Selby drove Thompson's 1933 car and Thompson an ex-works single-seater. Turner's car had shed a nut from a crankshaft balance-weight in practice and bent two rods, but was repaired in time.

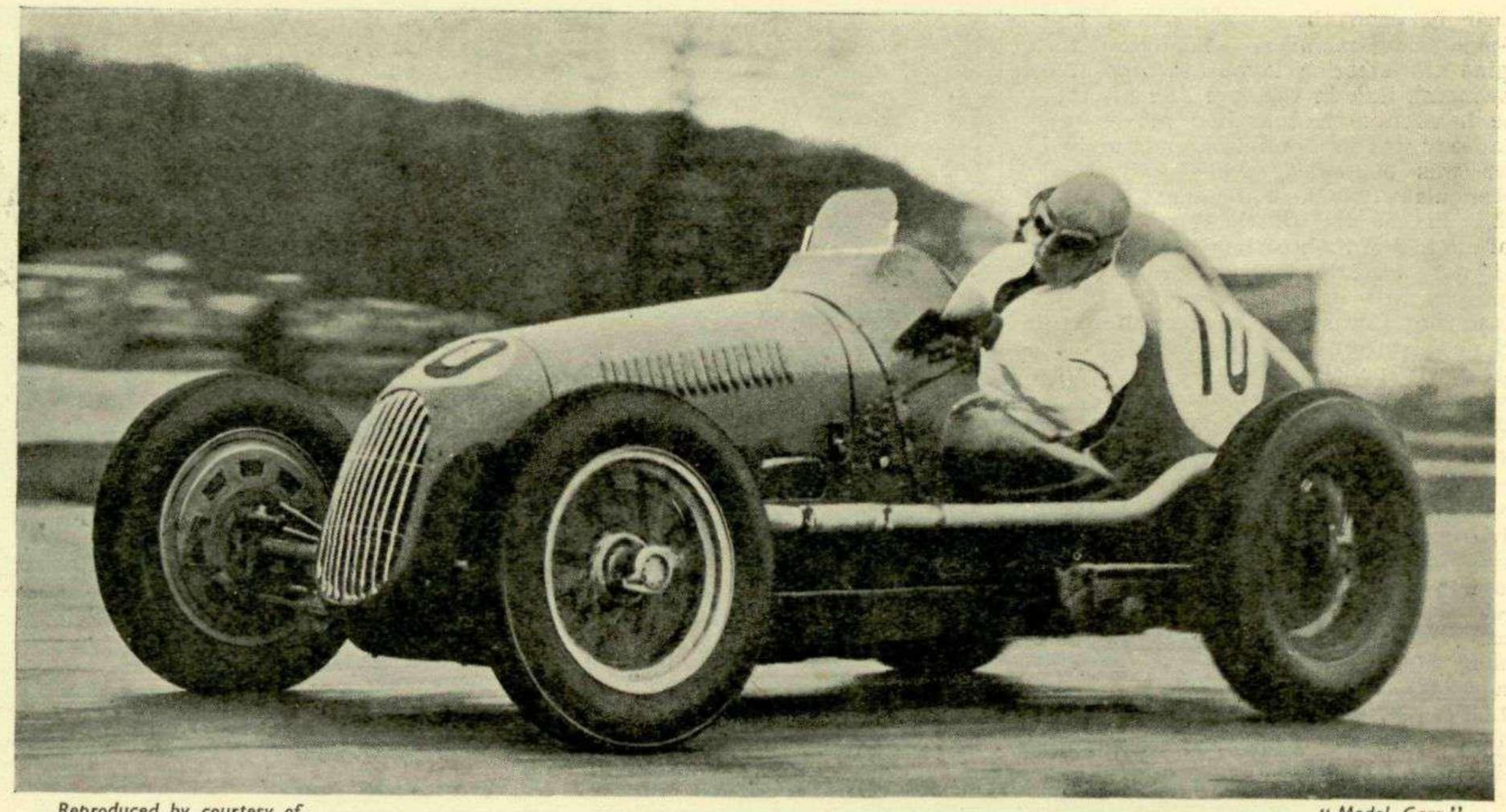
In a Mountain race at the August Brooklands meeting Driscoll beat the 750-c.c. lap record on every lap, finally setting it to 72.37 m.p.h., a whole second faster than the 1,100-c.c. class figure! It beat the "Q"-M.G. record by 2.4 m.p.h. Even so, Driscoll only took second place in his race. At the Closing Brooklands meeting Driscoll again broke this record, setting it to 72.87 m.p.h. in finishing 3rd in the race.

At Shelsley Walsh, Driscoll won the 750-c.c. racing class in 46.6 sec. over a wet course. No Austins were placed in the 500-Mile Race, but Thompson's was circulating when flagged in. Driscoll, however, raised his Mountain lap record to 73.64 m.p.h., and, in Prague, the German Burggaller, with an Austin resembling Driscoll's, took the Class-H s.s.-kilometre and mile records from M.G., at 73.4 and 83.5 m.p.h., respectively. A "Q" M.G. finally captured the Mountain record, at 74.58 m.p.h., as the 1934 season closed, and the kilometre and mile figures, at 75.42 and 85.59 m.p.h., respectively.

Encouraged by the excellent season enjoyed by the new single-seater, Austin's built another for 1935 and also cleaned up the front cowling. Charlie Dodson made his *debut* on one of these at the Easter Brooklands meeting. At Shelsley Walsh Driscoll won his class in 43.4 sec.



The Austin evolved by the late T. Murray Jamieson in 1933 and which made such a gallant attempt to stave off the M.G. in the field of record-breaking. It just failed to achieve 120 m.p.h. on its first run, but later did 122.74 m.p.h. at Southport



Reproduced by courtesy of "Model Cars."

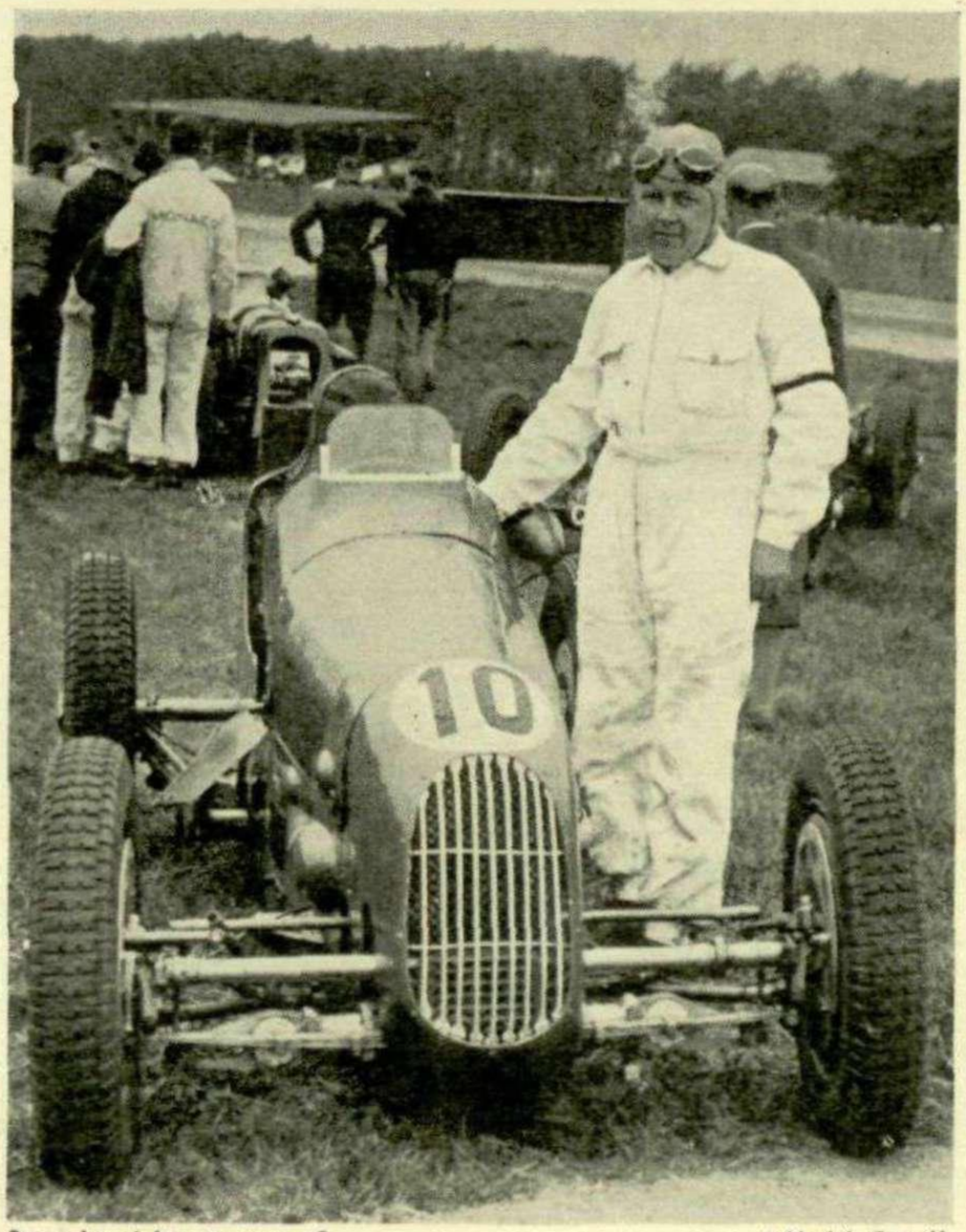
Bert Hadley at speed in one of the famous twin-cam Austins. We believe that two of these cars are still at Longbridge and the other in Germany.

The new twin o.h.c. car was in course of preparation, but failed to appear in the International Trophy race, so that Stanley Woods stood down in favour of Driscoll, backed by Dodson, in the s.v. cars. Dodson eventually had gasket leaks and Driscoll's magneto became duff. About this time an ingenious new front axle was evolved, a roller-bearing isolating two separate sections, so that, although the beam was virtually rigid, a slight i.f.s. effect was permitted. Driscoll said he gained 15 m.p.h. on the banking turn of the Mountain circuit after this axle was fitted.

Driscoll retired with sticking valves in the Relay Race, Goodacre appeared in a 25-mile Donington race and finished 2nd, and Driscoll won a Mountain handicap at 70.91 m.p.h. In the Record Holders' Mountain race he was 2nd, behind an E.R.A., and 3rd in another of these races. All this was achieved with s.v. cars, as the sensational twin o.h.c. job wasn't completed that year. Driscoll also regained the s.s. kilometre and mile class records for a while from M.G., at 77.43 and 85.97 m.p.h., respectively.

M.G. again held all records at the close of 1935 and Longbridge followers were relieved when the new twin-cam Austin was tested at Donington early in 1936. It was rumoured to have done 123 m.p.h. over a half-mile, and was a magnificent job of work. Murray Jamieson used a 60.32 by 65.09-mm. 744-c.c. engine, with its two o.h. camshafts driven by a train of eleven gears from the rear of the crankshaft, which was machined from the solid and ran in two roller bearings and a plain centre bearing. A Jamieson-Roots blower was driven at 1½ times engine speed from the timing gears and delivered at 20 lb./sq. in., drawing from an enormous S.U. carburetter. Full dry-sump lubrication was employed, with a triple pump having high and low pressure and scavenge sections, oil being carried in 3-gallon tanks, one on either side of the propeller shaft.

The timing gears also drove a water pump and Scintilla magneto, and the side-located starting handle drove through them. Each camshaft ran in three bearings, had cams 2 in. wide and operated



Reproduced by courtesy of "Model Cars."

A front view of the twin-cam car, Murray Jamieson's ultimate development of the racing Austin Seven.

valves with triple springs, set at 90 degree included angle. Chromium-plated buttons were set between cams and valves. Head, block, crankcase and camshaft casings were of R.R.50 alloy, nitrided steel wet-cylinder liners being used. An oil-cooler, with steel tubes six-thousandths of an inch thick, was set behind the radiator. Transmission from the unit synchromesh gearbox was not off-set, but a double-reduction final drive was used. The wheelbase was 6 ft. 10 in., the track 3 ft. 11 in. The new front axle was retained, the body resembled that of the s.v. cars, and the running weight was 9 cwt. 84 lb. The fuel tank held 25 gallons and Dunlop 5.25 by 16 tyres were used, with a 5.5 to 1 top gear. The engine was stressed for 12,000 r.p.m., but was not taken over 9,400 r.p.m. On sprint fuel 116 b.h.p. was developed for a consumption of 3½-4 m.p.g., and 90 b.h.p. at 7,600 r.p.m. on long-distance fuel, at 7½ m.p.g. Twelve-in. brakes were used at the front, 10-in. at the rear, cable-operated. A fully illustrated description of this magnificent little car appeared in MOTOR SPORT for April, 1936.

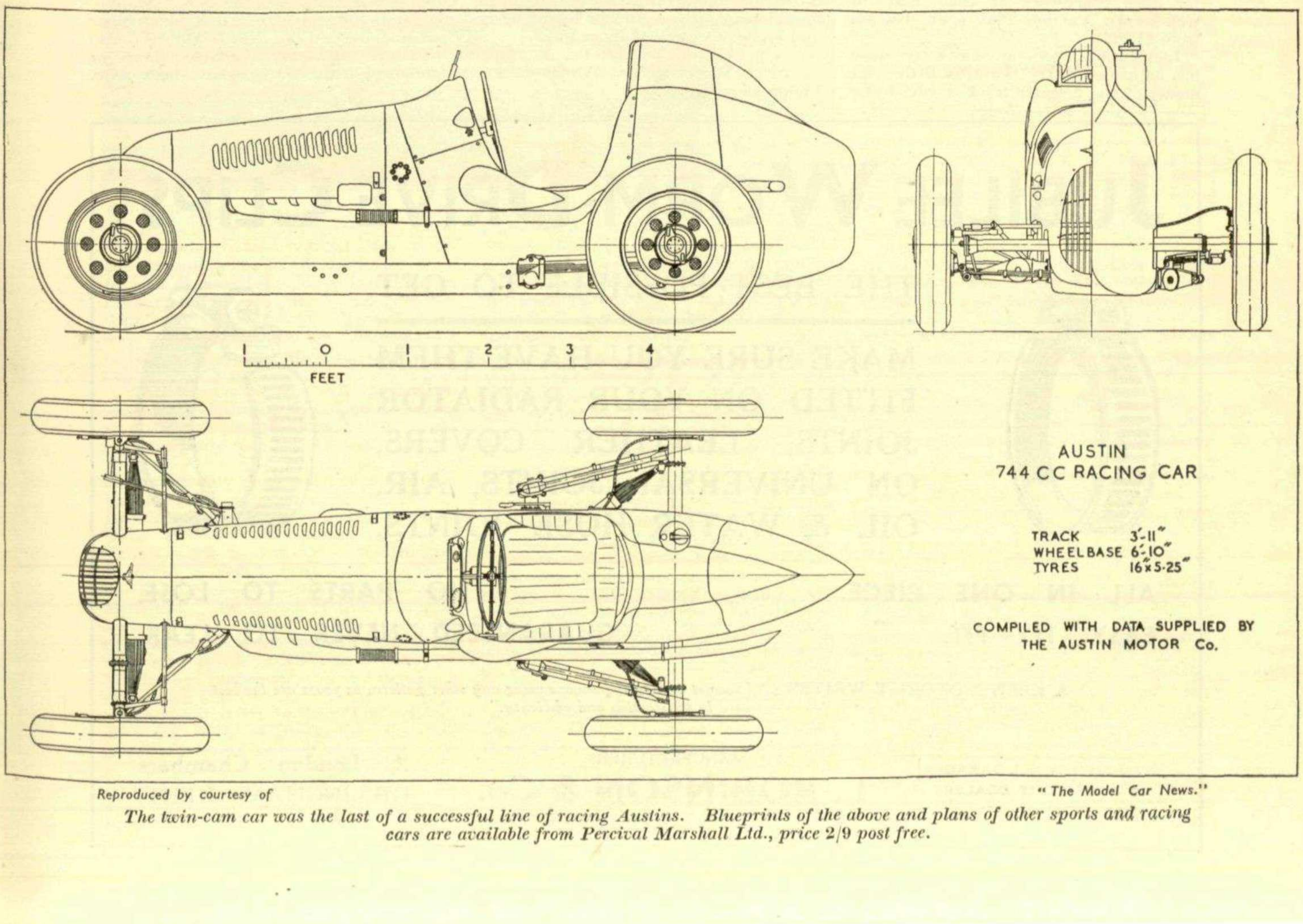
At the Brooklands Easter Meeting, Dodson was bringing the new car along the aerodrome road when he was dazzled by the sun and hit a post, damaging the tank and rear axle too badly for the car to run. However, a team of three twin-cam cars appeared in the International Trophy race, in which Dodson was still running at the end, after Driscoll had broken an oil filter and Goodacre suffered ignition trouble. Dodson was still running when the course was closed in the Isle of Man, and Baumer's s.v. car won its class at Shelsley Walsh and made second f.t.d., actually beating all three o.h.c. cars! In the Nuffield Trophy race the o.h.c. team looked like winning, but plug troubles were again encountered, leaving "Bira" to finish 5th at 62.29 m.p.h. in a blue s.v. car. At Madresfield speed trials the Austin team gained the team prize, with two o.h.c. and a s.v. car, Driscoll using twin rear wheels. One Austin was running at the end of the 500-Mile Race but the other retired with engine trouble.

Nineteen-thirty-six, therefore, was not too successful, but in subsequent seasons the twin-cam cars, repainted British green instead of white, and modified from time to time in respect of details, notably the position of the big fuel fillers, that were first in the headrest, later beside it, and the bonnet cowl apertures, really got going. The major successes in 1937 were the Junior Handicap at Donington, which the new driver H. L. Hadley won at 61.24 m.p.h., the Coronation Trophy, which Goodacre won at 61.66 m.p.h., and the Crystal Palace Cup, which became Hadley's, at 49.83 m.p.h. Hadley also won the 1,100-c.c. class at Brighton speed trials, in 25.7 sec. Mrs. Petre drove consistently well in one of the s.v. cars, and took the Ladies' Record at Shelsley Walsh, in 43.8 sec. The Class H s.s.-kilometre, 50-kilometre, 100-kilometre, 50-mile, 100-mile and one-hour records were also taken at Brooklands by Dodson, at speeds of from 83.6 m.p.h. to 118.15 m.p.h., with the "Hour" at 113.99 m.p.h. British class records included a s.s. mile at 93.1 m.p.h., and f.s. records at up to 121.2 m.p.h.

In 1938 Dodson secured a most convincing victory with one of the twin-cam Austins, winning the Empire Trophy race at 69.92 m.p.h., a far higher average, over a greater distance, than that of the winning E.R.A. in 1937. Numerous shorter races and sprint events were also won, including Goodacre's Shelsley Walsh ascent in 40.7 sec., and to this day, Hadley's 81.4 sec. course record at Craigantlet, and the 750-c.c. Brooklands' Mountain lap record by Dodson at 77.02 m.p.h. and Campbell Circuit lap record by Hadley at 69.87 m.p.h., still stand.

When war came, fearful tales were circulated, first that the racing Austins had been left out in the open at the works, then that they had been hurled

Continued on page 93



AUSTIN
744 CC RACING CAR

TRACK 3'-11"
WHEELBASE 6'-10"
TYRES 16"x5·25"

COMPILED WITH DATA SUPPLIED BY THE AUSTIN MOTOR Co.

Reproduced by courtesy of "The Model Car News."

The twin-cam car was the last of a successful line of racing Austins. Blueprints of the above and plans of other sports and racing cars are available from Percival Marshall Ltd., price 2/9 post free.

LETTERS from READERS

Sir,

I was very interested to read the excellent account of 3-litre Bentley history in the February issue. It is, as far as I can make out, the most complete treatise so far compiled on this classic car, but I think there are one or two other small points that might be of interest to readers.

One of the most outstanding features of this model was the fact that decarbonisation and regrinding of valves and seatings was only required at intervals of more than 20,000 miles, this period being very much longer than on contemporary sports cars. Also, each car carried a five-year guarantee—this guarantee was very liberally interpreted by the makers, and was considered to be an outstanding feature of the company's policy.

You mention that at one time every chassis was guaranteed to do 25 m.p.g. at 30 m.p.h. with the single Smith carburetter—since most present-day Bentley enthusiasts use twin S.U. carburetters, they may be interested to know that the makers claimed as much as 22 m.p.g. for engines so fitted.

The last official price list for the 3-litre model was issued in February 1928, and listed the Speed Model—chassis only—for open coachwork at £925, and the well-known Vanden Plas open 4-seater from £1,125.

Incidentally, does anyone know what has happened to the beautiful little scale model of the 2-seater track-racing 3-litre once raced by Woolf Barnato? This was made by someone employed at the works and used a 2-stroke engine. I have some photographs of this model which I took at the works in 1929 and I remember that it was knocking about at the showrooms right up to the time that the old company passed into the hands of the Receiver. It was beautifully made and could be driven by a small child.

I am, Yours, etc.,

A. F. Rivers Fletcher.

New Barnet, Herts.

* * *

Sir,

I read with interest your notes in the March issue regarding the Cowell-Watson Lea-Francis. I thoroughly agree with you that this is a most interesting car, but since it appears that nobody else is going to acknowledge the fact, I would like it to be generally known that the shortening of the chassis and transmission, design and fitting of the new radiator and modifications to the braking, etc., were, in fact, done by us under my supervision, when Mr. Cowell was a partner in this firm, and, in fact, no modifications to the chassis were done by Cowell Watson Ltd. The body and the remainder of the car we have had nothing whatever to do with, and this was actually built by an independent coachworks to the design and order of Cowell Watson Ltd.

I am, Yours, etc.,

Pat Whittet (Pat Whittet & Co.)

Lightwater, Surrey.

SERVICE FOR ENTHUSIASTS—
Continued from page 82

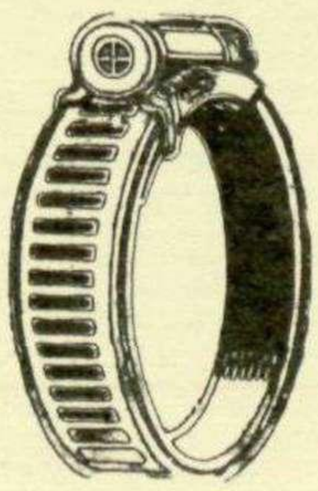
and Hanley, were being overhauled, and a complete rebuild, even to a new 4-seater body, was in process on a 1928 "12/50" Alvis. Protheroe's unblown Type 37 Bugatti was being looked over and equipped as a sports-car, for this year's sports-car events, while another exciting car receiving attention was Henning's twin-cam 1½-litre Maserati sports-car, which got going nicely at Prescott last year. It was "discovered" in Italy with a rod through the crankcase, and an army unit skilfully cast a new case so that the engine could be assembled. Marcus will assemble his well-known single-seater Austin Seven for sprints, if he can find the spare time; the Hutton is hale and hearty, and Densham has saved a 1926 "14/40" Sunbeam from a breaker and is having it overhauled and rebodied, while he has his 1904 Raleighette for veteran events.

John Wood is works manager and Len Swabey, who evolved that astounding Scott-engined Mercury motor-cycle and sold fourteen to discerning riders, is in the fitting shop, while Len Young, whose Austin "Nippy" is kept like a new car, is another member of a growing staff.

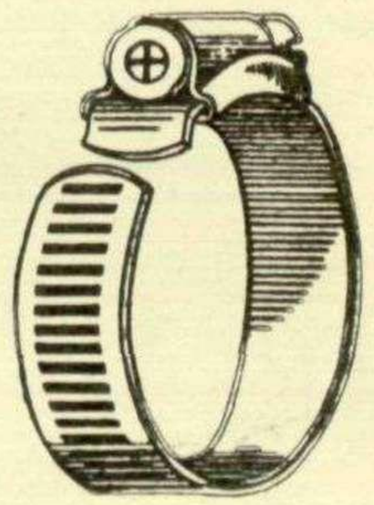
Car sales are another side of this versatile concern. We saw a "Grasshopper" Austin Seven (with L.M.B. suspension, new gearbox and a brand new "Nippy" engine), sprayed with a new blue colour scheme devised by North Downs; also a 2-litre Atalanta, available blown or unblown, with new gearbox, back axle, etc.

JUBILEE WORM-DRIVE CLIPS

THE BEST POSSIBLE TO GET



MAKE SURE YOU HAVE THEM FITTED ON YOUR RADIATOR JOINTS, LEATHER COVERS, ON UNIVERSAL JOINTS, AIR, OIL & WATER HOSE JOINTS.



ALL IN ONE PIECE. NO PARTS TO LOSE.
EASY TO FIT. GUARANTEED NEVER TO LEAK.

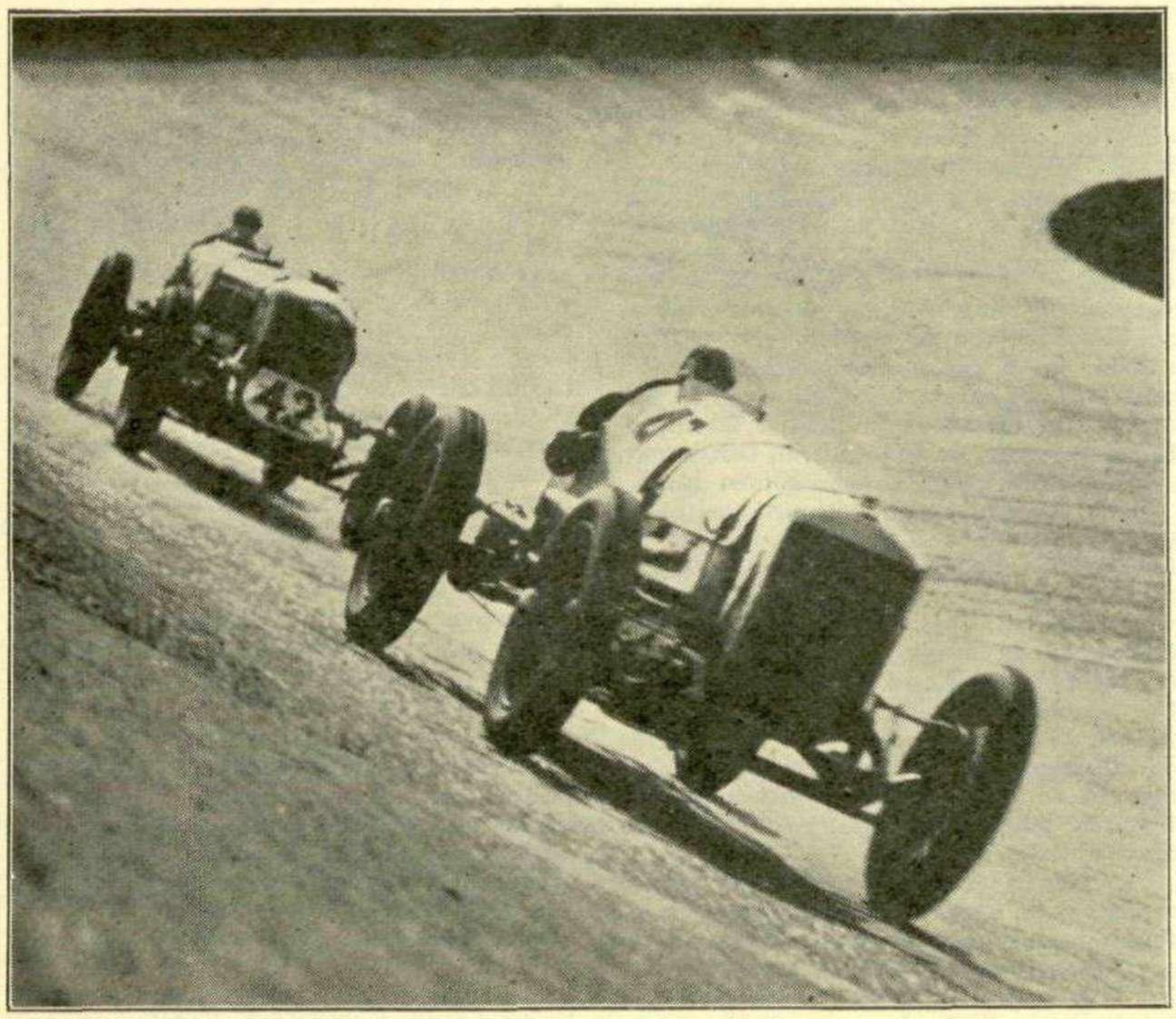
A KEEN MOTORIST WRITES: *"I cannot understand anyone using any other pattern, as yours are the last word in satisfaction and efficiency."*

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IMPORTANT ANNOUNCEMENT

"MOTOR SPORT" BROOKLANDS FUND



IN view of the splendid way in which Brooklands Motor Course served the motoring fraternity until a few years ago, MOTOR SPORT has decided that some form of memorial should be instituted in memory of the late H. F. Locke-King, who built the Weybridge Track at his own expense, and who kept it open as a testing ground and sporting centre for nearly forty years.

We do not wish to dwell on the loss which the closing of Brooklands—which was the first motor course in the world and the only one of its kind in this country—is to the nation, but it does seem that only now, when it is too late, has the full value and fascination of Brooklands come to be appreciated. This being the case, recognition of Locke-King's work is overdue. Accordingly, we invite readers to contribute to a fund for the purpose of instituting a Brooklands' Memorial. The nature of this memorial will naturally depend on the generosity of donors, but some form of permanent appreciation of Locke-King's track at Weybridge, expressed in a useful or charitable manner, is in mind.

We feel that Dame Ethyl Locke-King, who did so much to further her late husband's great undertaking, and who still lives near the site of the old motor course, might be asked to suggest an appropriate form for the proposed memorial.

Donations to this fund should be addressed to "Brooklands' Fund," MOTOR SPORT, 15/17, City Road, London, E.C.1, postal orders and cheques being crossed "Brooklands' Fund." Acknowledgment of each donation will be made and a list of subscribers will be published from time to time in MOTOR SPORT.

The Rt. Hon. the Lord Howe, P.C., V.D., President of the B.R.D.C., has kindly consented to start this fund, and Messrs. H. J. Morgan, Secretary of the Junior Car Club (with which the Brooklands Automobile Racing Club is incorporated), D. J. Scannell, Secretary of the British Racing Drivers' Club, J. A. Masters, Secretary of the Motor Cycling Club, and Stanley Sedgwick, Secretary of the Bentley Drivers' Club, together with the Proprietor and Editor of MOTOR SPORT, have kindly agreed to sit on a small committee which will decide how the fund shall be allocated and guarantee that it is properly spent. The Weybridge Urban District Council is favourably disposed to the memorial.

We look forward to a generous response to the MOTOR SPORT Brooklands' Fund, which is hereby declared open. Donations, large or small, will be equally welcome and we feel sure that everyone who knew Brooklands in any capacity whatsoever will wish to be associated with its Memorial Fund.

JERSEY INTERNATIONAL ROAD RACE

The first British International race is being held at St. Heliers, Jersey, on May 8th. The organisers are the Jersey M.C. and L.C.C. and the J.C.C. The course embraces 1½ miles of St. Helier promenade and measures 3.2 miles to a lap. The race is a scratch contest over 160 miles, under Formula rules, *i.e.*, for supercharged cars up to 1½ litres and unsupercharged cars up to 4½ litres. There are no fuel restrictions. Lady drivers are barred.

The race will be mass-started at 3 p.m., and the practice periods are 5-7 p.m. on May 6th and 7th. Entries closed at single fees on March 31st, but late entries can be accepted up to April 14th. Prize money and trophies total £1,000. The entrant of the winning car will receive the Jersey Trophy and £350; the entrant of the second car home, £200 and trophy; the entrant of the third car to finish, £100 and trophy, and entrant of fourth car home, £50 and trophy. British drivers who do not qualify for these prizes will get special awards—£100 and trophy for first British car or driver to finish, £50 and trophy for second to finish, £25 and trophy for third to finish—providing at least 40 laps (128 miles) are covered. This prize money—£875, of which only £700 will be awarded if British cars come in 1, 2, 3 and 4—does not strike us as unduly generous compared, for example, with the £1,000 which the winner of the R.A.C. British Grands Prix of 1926 and 1927 was awarded—when money was worth far more than it is now. We might have expected the J.C.C. to raid its £2,700 Motor Race Fund to augment it. Possibly it will do so to provide entrants with generous starting money. As it is, *these prizes and finance for the race have been raised in Jersey through the efforts of the Jersey M.C. and L.C.C.*, which is all to their credit.

Already everyone in this country seems to be booking accommodation in the Island, for the Jersey Road Race will attract immense crowds of spectators.

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THE DEVELOPMENT OF THE RACING AUSTIN SEVEN—

Continued from page 91

into the furnaces. Consequently, we were overjoyed to make the re-acquaintance of one of them on a lorry in last year's Cavalcades. We earnestly beseech the Austin Motor Co., Ltd., to run them in this season's races and sprints, that British prestige may receive the uplift it so badly needs.—W. B.

[ADDENDUM: Some further information about the car with which Chase, Parker and Bland took the Class-H 24-hour record in 1928 at 64.75 m.p.h., as recorded in Part I of this article, has come to hand. The engine was rebuilt and tuned by Thomson and Taylor, and had a Solex carburetter, and the boat-shaped body was built by Hoyal. The last four laps of Montlhéry were covered at over 80 m.p.h. Some technical data on other racing Austin Sevens which it has not been possible to include in this article will be found in W. Boddy's forthcoming book on the J.C.C. 200-Mile Races.]

MOTOR SPORT Road Test (Post-war Series) No. 3

THE SUNBEAM-TALBOT TEN SPORTS SALOON

A very refined small car with lively performance.

Smooth-handling qualities allied to effortless running.

★

THE first car which the present writer road-tested for MOTOR SPORT was an open Talbot Ten and, on taking over a 1947 saloon of the same type for test, the improvements incorporated in the latest model were at once apparent, good as this car was when first introduced. The Sunbeam-Talbot which forms the subject of this test was taken over under conditions which served to quicken one's immediate liking and appreciation of it. After motoring all through the night of the recent freak gale, we arrived late the following afternoon at Coventry, unshaven and hungry, to collect the "Ten." Very emphatically, few cars could be more acceptable under such circumstances. Perfectly straightforward to drive, the modern Sunbeam-Talbot is so reasonably silent, so smooth-running, so light to control, and so generally refined in its manner of motoring, as to make possible high average speeds in the safest, most restful way possible.

The fact that both front wings are visible to the driver—the central mirror and screen defroster somewhat in the vision-line, however—and the presence of said defroster, twin, independent screen wipers, double sun-visors, and really powerful 36-watt Lucas lamps, at once convey a feeling of confidence, even under the bad weather conditions prevailing. Had we but known it, mechanical matters are likewise well schemed, as a very accessible dip-stick and sensible petrol pump hand-primer later served to emphasise.

As one sets off on a long drive, the aforementioned lightness of control and responsive acceleration stand out as most acceptable characteristics of this surprising "Ten."

This car was one of the first to have very smooth, "cutting-through-butter" steering, and this feature is evident on the latest model. Asking 2⅓ turns from lock to lock, the 17-in. diameter flexible steering wheel is well placed in one's lap (the column rake is adjustable), and steers the car accurately with an entire absence of effort. No wheel motion is conveyed through it, only slight judder over bad surfaces, and there is slow castor action. This is steering which allows the car to be wound through a succession of open bends, put into tight turns, or parked at a kerb with smooth movement of the wheel, very pleasing to experience. During fast cornering there is a degree of oversteer, but normally the car exhibits neither over nor under-steer, and no more than the expected amount of roll. Experiment showed that the back-end broke away first; actually, hurried driving over wet roads entirely failed to provoke a skid or slide of any kind, nor could we evoke any appreciable sound from the Dunlops.

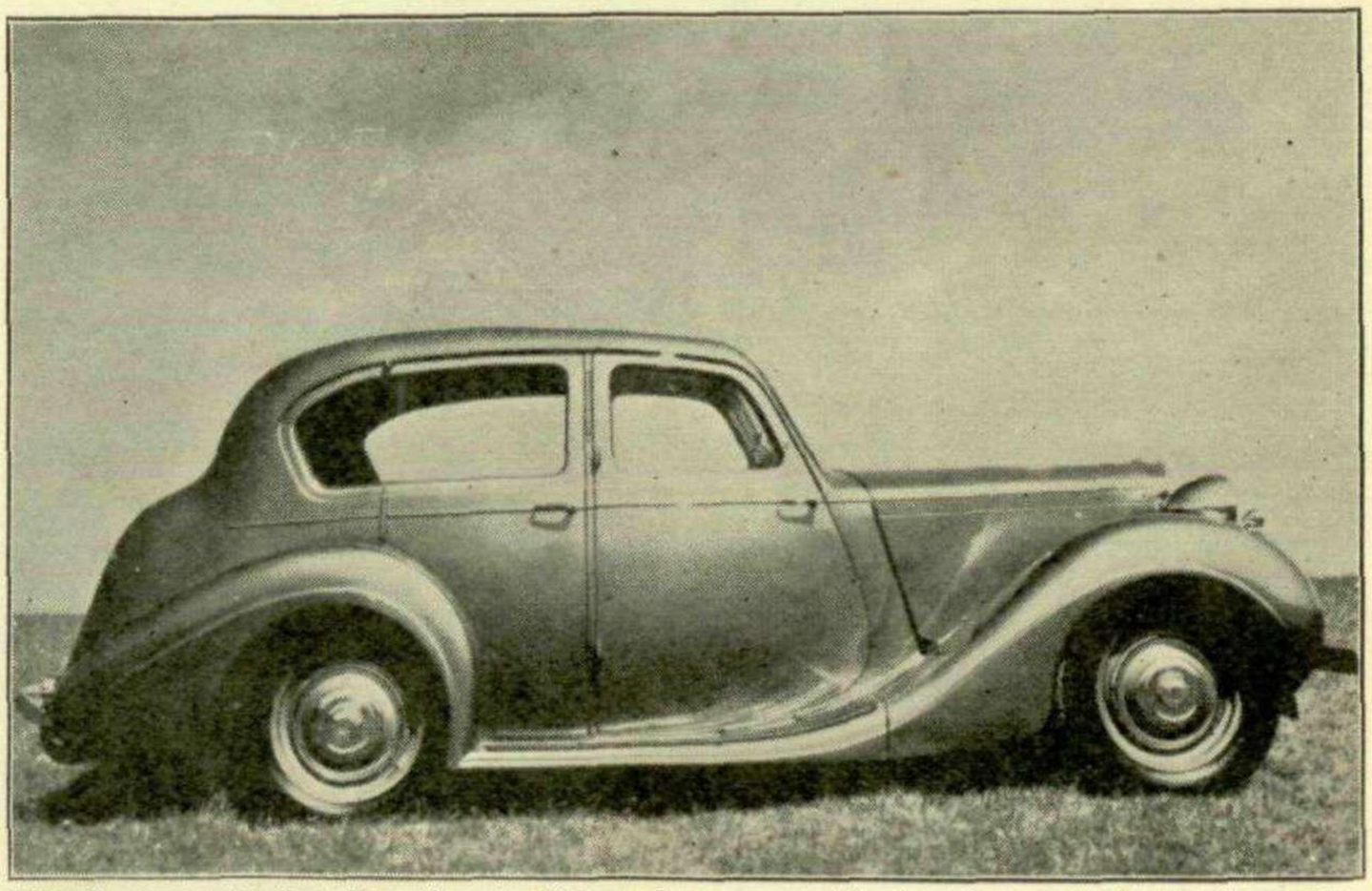
The running of the engine is well in keeping with the other refined qualities of the Sunbeam-Talbot Ten. It shows no sign of vibration throughout its speed range, no trace of flat-spot, and runs almost as silently as the power units of the most expensive cars—indeed, it could give many of them best in this direction. So silent is it that at tick-over it is difficult to decide whether it is running and, bar an almost imperceptible power-roar, it is just as well-behaved as the speedometer needle swings up to a reading of 55 or 60 m.p.h., which it does very readily indeed. The natural cruising speed of this unexpectedly lively little saloon is between 50 and 55 m.p.h., and with equal lack of effort does the speed run up to an indicated 32 m.p.h. in second gear, or 54 m.p.h. in third gear, after which valve-bounce comes in.

This ability to run without hesitation or sound makes a driver reluctant to forgo the pleasure of handling the Sunbeam-Talbot, which is literally so quiet that the slight creaking of the bodywork on rough roads, or the tinkle of the spare ignition key dangling against the dashboard, seem quite obtrusive noises. To achieve such a notable degree of effortless, lively running in a car of this size and price class is a most creditable feat, of which the Rootes organisation may well be proud.

Leaving a driver new to the car to cruise delightedly at 50 m.p.h., easily regaining his speed after checks by reason of responsive acceleration, and swinging in balanced, smooth fashion through bends, powerful brakes ever at the ready and grand beams of light showing the way ahead, let us make a more detailed examination of "Britain's most exclusive light car."

The controls are very nicely placed. A long, H-section gear-lever with a large knob replaces the former short, remote lever, and the propeller-shaft tunnel is less obtrusive than in the earlier cars. This gear-lever extends to near the steering wheel and is rigid and very handily located. It transmits some vibration, and moves with the engine-unit if a sudden change from drive to over-run occurs. The synchromesh on second, third and top works well if not unduly hurried, and any complaint that it goes in with a "clonk" under rapid gear-shifting is countered by the ease with which double-declutching can be carried out, for the engine responds well to the accelerator. It was not very easy to find the reverse gear position, for which the lever is pressed to the left and downwards against a strong spring. There is some whine on the lower gears, particularly in bottom, but the action of the change is that of a high-grade car.

The clutch works in a positive manner under moderate foot pressure, and gives that admirable impression that it will never slip. The throttle pedal is rather heavy to operate and the brake lever also calls for fair effort, having a "hard" feel. However, the brakes, if not particularly progressive until one is absolutely used to them, are extremely powerful and make not a sound. They give every confidence and only under "exhibition" crash-stops did the wheels lock, causing the car to divert somewhat from straight-ahead running. After negotiating long sections of badly-flooded road no undue "drying-out" was necessary. The car had only run 1,300 miles, which probably explains why the brakes struck us as rather fierce. It was pleasing to find a conventional-type hand-brake on the right of the driver's seat. It holds the



The Sunbeam-Talbot Ten Sports Saloon has an excellent appearance in keeping with its lively, refined running.

car very effectively and is released by pressing down a button. It tends slightly to obstruct the driver's entry and exit when his seat is in the fully forward position, and it may be remarked that the window winding handles in the front doors are also placed so low as to be very near the seat cushions when the seats are set thus, the right-hand one sometimes needing a turn to give space between it and the hand-brake.

The pedals are well located, and the adjustable, bucket-type front seats are beautifully made and deserve full marks on the score of comfort. Absence of cramp is evident after long spells behind the wheel of a Sunbeam-Talbot, while the silent running and easy handling, which deserve frequent emphasis, make the car one of the least tiring in which to hurry over long distances. Moreover, fumes and heat are entirely absent within the body, albeit this is a warm car, commendably free from draughts.

There are useful shelf-like cubby holes each side of the moulded "Cellustra"-finished instrument panel. Reading from left to right the latter contains: cigar lighter, combined ammeter, oil gauge and fuel gauge, starter button, ignition light below, lamp switch and ignition key below again, and 85 m.p.h. speedometer with trip and total readings. The ash-trays for the front passengers are over each cubby-hole, and above them are the control knobs for the effective, silent screen-wipers, which park properly. The steering wheel centre carries the direction-indicator control and headlamp dipper control, these being in the form of small plated knobs, and a big horn-push. It is necessary to take a hand from the wheel to dip the lamps. The indicators have an excellent self-cancelling action, and the starter button is a pleasing small refinement in keeping with the car's whole demeanour (we dislike pull-out starter controls). The normal oil pressure is 40 lb./sq. in. The speedometer, and also the fuel gauge, have markings for use when driving on the Continent; the former, when tested, was found to be 3.8 m.p.h. fast at an indicated 50 m.p.h., and 2.4 m.p.h. fast at an indicated 30 m.p.h. To start or park the wipers it is necessary to dive one's hand through or behind the steering wheel and, although there is excellent rheostat-controlled concealed instrument lighting, the tiny control is under the dash, very easily confused with the clock-winder or trip zero control.

The car starts promptly from stone cold, and, although there is no choke, it is ready for work straight away. Abnormal weather conditions had no effect on it and, despite its low build, it negotiated floods without trouble.

The suspension gives, generally, a very comfortable ride, but a good deal of pitching is experienced, and there is a rather "dead" feel about the way the car rides. Under hard braking the nose dips slightly, but the suspension is far stiffer than the majority of i.f.s. systems.

In normal motoring, second gear is adequate for starting on the level, and top gear gives reasonable pick-up above about 25 m.p.h. For such driving it is usual to change from 1st to 2nd at 15 m.p.h., from 2nd to 3rd at 21 m.p.h., and into top at 33 m.p.h.—these speeds are corrected for speedometer error. The absolute maxima on the gears, before valve-bounce intrudes, are: In 1st, 21.2 m.p.h.; in 2nd, 29.5 m.p.h., and in 3rd, 49.8 m.p.h.

The bodywork is well appointed and planned, and the doors shut in a manner fitting to a car of this class. It is free from excessive wind noise, although a curious hum after a burst of speed was eventually traced to vibration of the radiator shell slats, caused by air-flow. The rear seat is very comfortable, each door has its own pocket, and there is a well-placed roof light, the switch for which is on the front near-side door pillar. The leather upholstery is of good quality and the car has a definite air of refinement enhanced by the finish and detail fitting. Points which deserve special mention are a really good reversing light automatically switched on when in reverse gear, sponge-rubber-lined cubby-holes, a folding central armrest for the rear seat, very clever pillarless rear doors to provide clear vision for the rear seat occupants, a special sealing arrangement for the sliding roof when in the shut position, separate sidelamps visible from the driving seat, with both "tell-tales" likewise visible, and ash-trays for each of the four occupants. The driver's door is lockable with the Yale ignition key, all windows are of safety glass, and the central mirror gives reasonable vision, although it could be higher with advantage. Elbow recesses are provided for the rear seat passengers' outer elbows; the rear seat is rather too close to the roof for tall persons.

There is a very useful luggage boot, the lid of which can be used for additional carrying space, and the spare wheel is in its own locker beneath. Twin rear lamps are fitted, and there are two horns which give a loud "let-me-by" note. The wheels, incidentally, are "special steel panel fitted with exclusive disc," to quote from the manufacturer's literature. The fuel tank holds 8½ gallons and under hard-driving conditions, including the timed test, consumption came out at approximately 25 m.p.g. No oil or water was needed in 350 hard miles. Under the bonnet the Champion "N8" 14-mm. plugs, Lucas "B12" coil, Lucas 12-volt battery and tool storage are easily accessible, and the bonnet fasteners—one each side—function well. There is reasonable steering lock.

We conducted the usual MOTOR SPORT timed tests for purposes of comparison. The results are given in the accompanying table. A very strong wind was blowing across the course and there were pools of water on the track. Four runs, two in each direction, over the timed ¼-mile, gave exactly the same pairs of readings, peak speed in third gear, about 5,100 r.p.m., being attained about ⅛-mile before entering the measured stretch. The speed came out at a mean of 52.95 m.p.h., the two faster runs being at 53.57 m.p.h. The standing ¼-mile was covered on two separate occasions in 26.6 sec., the best 0-30 m.p.h. took 8.6 sec., and 0-50 m.p.h. occupied 29 sec. on three occasions. On the road a speedometer reading of 75 m.p.h. was attained momentarily.

These performance figures do not really emphasise the splendid manner in which the Sunbeam-Talbot gets on with the job, and it equalled the timed speed on the road on any slightly downhill section. Without embellishing all that has been written, it can be said that few cars are so untiring to drive for long periods without respite, and that for a saloon "Ten" the acceleration and cruising speed are definitely surprising, and refreshing to a degree. In top gear the pick-up is excellent from about 25 m.p.h., and the hill from Dorking up to Newland's Corner was climbed easily without coming off this ratio. At night the normal high cruising speed can be held by reason of the very effective lighting, with those immensely powerful brakes as a contributory safety factor. From 30 m.p.h. the car stopped in 40 feet on a slightly wet surface. The improved s.v., aluminium head, 1,185-c.c. engine of the "Ten" now develops 41 b.h.p. The wheelbase is 7 ft. 10 in., front track 3 ft. 11½ in., rear track 4 ft. 0½ in., and the car occupies 13 ft. by 5 ft. of garage space. Full details are available from Rootes Ltd. Devonshire House, Piccadilly, London, W.1, and the sports saloon, as tested, costs £684 7s. 1d. with purchase tax.

In conclusion, the Sunbeam-Talbot is a highly commendable small car, providing very refined economy motoring with no mean performance, and presenting a modern, but smartly restrained, exterior to the world at large.—W. B.

SUNBEAM-TALBOT TEN SPORTS SALOON.

Engine: Four cylinders, 63 by 95 mm. (1,184.5 c.c.), 9.8. R.A.C. h.p.
Gear ratios: 1st, 18.63 to 1; 2nd, 12.91 to 1; 3rd, 7.79 to 1; top, 5.22 to 1.
Tyres: 5.25 by 16 in. Dunlop.
Weight: 19 cwt. 3 qr. (in road trim with approx. 5 gall. of fuel but less occupants).
Steering ratio: 2⅓ turns lock to lock.
Fuel capacity: 8½ gallons.

Performance Data

Acceleration:
0-30 m.p.h.: 8.6 sec. } mean of
0-50 m.p.h.: 29 sec. } two-way runs.
s.s. ¼-mile: 26.7 sec. (mean).
26.6 sec. (best run).

Speed:
f.s. ¼-mile: 52.95 m.p.h. (mean).
53.57 m.p.h. (best run).

Maximum in indirect gears (corrected for speedometer error):
1st: 21.2 m.p.h.
2nd: 29.5 m.p.h.
3rd: 49.8 m.p.h.

Fuel consumption:
Approximately 25 m.p.g.

RUMBLINGS

General Knowledge?

Not everyone shares our enthusiasm for digging out forgotten history concerning little-known cars. But most enthusiasts pride themselves on their knowledge of *sports-cars*, and, the "quiz" being a popular form of entertainment lately, we have decided it is time some facts about fast cars which may or may not be general knowledge, be set before you. Go back a mere twenty-one years or so. What do you know of the sports-cars of that time? For instance, a typical specification reads: "For competition work a modified version of the 7-h.p. chassis is made. A 12-valve super-sports engine is fitted, with a Cozette supercharger. No differential is used, to obviate wheel-spin. In 2-seater form, without supercharger, the speed is 80 m.p.h. guaranteed, whilst with supercharger the car will do well over 100 m.p.h." (we are quoting, not confirming!). Well, what was car that? Answer: the G.A.R.

In those happy days Count Lurani was content with a lap record in the Circuito d'Alessandria with a Derby-Special, and the 4-cylinder, air-cooled sports Carmier had been announced; it had a horizontally-opposed push-rod engine. The Held diesel engine of 1,400 c.c. was offered, suitable for installation in a small-car chassis. It was a vertical-twin 2-stroke with a fan sending gusts of air through an aluminium casing round the cylinders for cooling purposes, as in a modern Aspin.

Concentrating on more sporting things, you doubtless recall the D'Yrsan 3-wheeler, but did you know that a 4-wheeler was made? It was a Ruby-engined racing car, due to make its debut in the Florio Cup Race of 1927. Front suspension could be either independent or conventional on production versions. The French had a happy knack of producing sporting versions of any car, no matter how staid, but it comes as a bit of a shock to discover details of a twin-o.h.c. racing version of the tiny 7-h.p. Peugeot, and to find that an 11.4-h.p. Citroen sports model—very rakish in appearance—ran at Boulogne in 1926. Also at Boulogne, Eric Burt ran an Anzani-engined Burt-Special, a Frazer-Nash disguised by a cowled radiator did 100 m.p.h., and very jolly were the 750-c.c. tandem-seater Sima-Violets. There was even a sports version of the 9/15-h.p. Renault, for which 60 m.p.h. was claimed, and quite a conventional-looking sports Lafitte, which, however, had Lancia-type i.f.s. united by a beam axle, and retained the radial 3-cylinder engine which you tilted bodily to alter the ratio of the friction transmission.

Jowett had introduced a sports-model, delightfully spidery and fast-looking, and the "Super Sports" A.B.C. was in its hey-day. Performance figures for these flat-twin sports models are rather interesting. The A.B.C. did 0-50 in 19.6 sec., and 47 m.p.h. in its 6.5 to 1 third gear, while pulling from 10 to 50 on its 4.5 to 1 top ratio in 29 sec., and the Jowett, which had its engine set back 9 in., raised compression and stronger valve springs, did 0-40 in 15 sec. and 10-30 in top in 13 sec. Its weight just exceeded 8 cwt. The French Ratier was announced as a "promising 750-c.c. car"—its rear suspension was by very splayed, reversed ¼-elliptic springs with a single leaf torque member above the main spring—and technically-exciting cars were the Holle and Saba, which drove and steered on all four wheels, with i.s. for each. There was also the 2-cylinder Constantinesco, controlled entirely by throttle and brakes, as a torque-converter was fitted between the cylinders. It can be safely admitted that in those times the straight-eight Delage, Talbot and Alvis racing cars were as eagerly awaited as today we await the E-type E.R.A., Raymond Mays and Cowell-Aspin G.P. cars. But let us hope no one follows the example of the Paris speed-cops, who, in 1926, announced that fines would be increased to help pay for their new fleet of "9/15" semi-sports Renaults!

* * *

A New Book

Delving into the above-mentioned history serves as a reminder of how easily one forgets motoring facts, and the thought arises that the motoring historian has comparatively few reference works at his disposal, compared, for instance, with railway and aviation enthusiasts. The number of books covering the history of obscure railway lines and companies is quite surprising, yet the great motor races go unchronicled. The excellent motor-racing books that do exist are, almost without exception, personal accounts by famous drivers and, as such, fall short as accurate records of classic contests. It is for this reason that we are introducing, through our publishers, the Grenville Publishing Co. Ltd., the first of a series of books on famous races—"The 200-Mile Race," by W. Boddy, Editor of MOTOR SPORT. As its title implies, this book describes the famous series of Junior Car Club 200-Mile Races, held from 1921 to 1928 and again from 1936 to 1938. We have chosen the "200" as the first of the series, because this race had the distinction of being the first important long-distance event to be held in England; it was originally confined to entries of up to 1½ litres, but was later thrown open to unlimited-capacity cars, so that the entries are representative of the best racing cars of two decades. Moreover, the race, always a scratch contest, was run, first over the Brooklands' outer-circuit, then over artificial "road" courses at Brooklands, and was later revived at Donington, the last event of all happening over the Campbell circuit, again at Brooklands. So there is plenty of variety about this race, and well-known personalities in British racing are met on every page. Boddy has included much technical information on the very varied entries, and deals with exciting incidents of the pre-race periods, while purposely avoiding uninteresting lists of results; he has refused to dramatise his race descriptions, believing that plain statements will convey adequately to true enthusiasts the excitement and atmosphere of these pre-war events. The book is illustrated with a number of historic photographs, and the Foreword is by H. J. Morgan, the present secretary of the Junior Car Club. Only a limited edition will be published, and those wishing to secure a copy should

place an order with their newsagent, at once, or apply direct to MOTOR SPORT, 15/17, City Road, E.C.1. The price is 8s. 6d. and the publication date will be early in May.

We intend to follow up this book on the 200-Mile Race with uniform volumes on other great races, so offering readers a unique series of considerable interest and historical value.

* * *

Brakes

As Lockheed's rightly point out, higher speeds call for more powerful brakes, and their new two-leading shoe design which we inspected recently is of direct interest to those who motor faster than most. Nevertheless, some misconception seems to exist as to how these new brakes differ from the already highly-efficient earlier Lockheed two-leading shoe brakes. What it really amounts to is just this. *Both* shoes are now of "leading-shoe" type, whereas formerly one shoe "led" and the other "trailed." The result is to double the total effective drag on the drum exerted by both shoes, whereas the older brake gave double the force applied to one shoe as drag on the drum, but only half the force applied from the trailing shoe. In addition, the new Lockheed brakes incorporate flat floating anchorages for each shoe, resulting in the shoes making perfect contact with the drum and minimising any self-locking or "grabbing" tendency, due to variation in the linings co-efficient of friction. By using these new brakes to retard the front wheels and the older type of brake at the back, greater braking effect can be automatically obtained on the front wheels, thus enabling the immense power of these new brakes to be utilised safely. Thus does the great Lockheed Corporation aid the road safety campaign which we all have at heart.

* * *

Austerity

We are again passing through a period of enforced austerity. But the outlook for this year might be worse. Those of us who motored on less "basic" than we get now until pleasure motoring ceased altogether, during the war, can but feel that things will never again get as bad as that. The price of petrol seems stabilised, and unless the next Budget is a rude awakening, we can hope that taxation will at least be no heavier than it is now. So, although some of us may look for lower h.p. cars than we had expected to, or use large ones more sparingly, in the main motoring should get along quite nicely this summer, one hopes. While on this morbid subject of austerity, however, I am reminded that C. E. Allen, he who has so successfully launched the Vintage Motor Cycle Club, has many good words to say in favour of the Morgan 3-wheeler. Now, again keeping our fingers crossed, these exciting cyclecars cost only £5 a year, or 9s. 2d. a month, to tax, need one tyre less than a 4-wheeler, and give an extremely good fuel consumption. Way back in 1927, long before the advent of 3-speeds and low-chassis frames, poor old "Flem" Harris covered the Scottish Six-Days Trial for his paper in an "Aero" Morgan. He used a 1,096-c.c. water-cooled o.h.v. J.A.P.-engined model with front brakes and electric starter, and went from London to Edinburgh in better time than he had ever made before. He then went about the Highlands, climbing Amulree and Kenmore on the 10 to 1 bottom speed, and finally, giving the Morgan no attention of any kind, returned from Edinburgh to London in 1½ hours under the time taken for the run up. He discovered that he could do 30 in bottom and over 65 m.p.h. in top speed, and ascend Fish Hill, Broadway, without changing down; he averaged 53 m.p.g. of petrol, and 900 m.p.g. of lubricant, for 1,800 hard miles. No small sports car offers this performance coupled with such extraordinary economy—and the Morgan progressed quite a bit after 1927.

So hard-up types might well consider one of these cyclecars. Objections one hears raised are that they are unstable—usually from drivers who fling normal cars of lesser urge round corners in an endeavour to keep up a good average speed!—and that if you own one you fall between two camps, so that you can neither join a car-club nor hob-nob with the motor-cycle boys. So far as the latter inhibition goes, I do not think any true enthusiast, whether two or four-wheeler-minded, looks down his nose at the Morgan. One final point in favour of the "Moggy" is that it can often share a small garage with another car where a four-wheeler will not fit in.

* * *

Odd Spots

Ian Connell has purchased the ex-Sommer 16-valve 1½-litre Maserati from Ricardo Motors and will run it this year, sharing the wheel jointly with Kenneth Evans.

* * *

W. E. Wilkinson has been tuning Billy Cotton's E.R.A. for the Jersey race, and is to prepare Parnell's 16-valve Maserati for this season's events. He was responsible for Parnell's E.R.A. which gained two victories in Sweden.

* * *

Rivers Fletcher has bought Donald Pitt's M.G. and Pitt intends to race the ex-Lester M.G. "Midget."

* * *

Salvadori is likely to race a well-known Alfa-Romeo.

* * *

Leslie Johnson is entering his Darracq for the Mille Miglia and Eason Gibson is going out with him.

* * *

Derrington is hoping to run some very special small Fiats in British events this year, and has been out to Italy to inspect them.

* * *

The Ulster A.C. has awarded £1,000 and trophies for the Ulster Trophy Race on August 9th. The race will be much as last year.

* * *

Shelsley Walsh April meeting is postponed.

CONTINENTAL RACES

MASERATI SUCCESS IN FIRST POST-WAR ARGENTINE GRAND PRIX

Luigi Villoresi beats Varzi's 3-litre Alfa-Romeo in 1½-litre 16-valve car

Before a large crowd, which included the President of Argentina, the President of the Central Bank, and their ladies, Buenos Aires' first post-war International race was run off on February 9th, over a course of about 1½ miles to a lap, which had to be covered 50 times. The field comprised the 1½-litre, 16-valve Maseratis of the Scuderia Milan, to be handled by Villoresi, Pintacuda, Platé and Palmieri, Raph's 6-cylinder, 1½-litre Maserati, Varzi's "308" 3-litre Alfa-Romeo, Landi's sister car, Bizio's 3.1-litre, bored-out, 1,000-Mile Race Alfa-Romeo, Pessatti's old 3.8-litre Alfa-Romeo, Puopolo's 3-litre Indianapolis Maserati, Bignani's and Cullingan's 1½-litre, 6-cylinder Maseratis, Juan Galvez's 3.2-litre G.P. Alfa-Romeo, now *sans* i.r.s., Oscar Galvez's 3.8-litre "308" Alfa-Romeo, and a V16 twin-o.h.c. Cadillac, Chevrolet and Plymouth-"Specials."

Platé non-started, but what a field, nevertheless! Villoresi got clean away as they moved off, and had a 5 sec. lead from Juan Galvez after five laps, with Oscar Galvez, Varzi, Landi and Bizio behind. Then Juan's Alfa lost oil and by 10 laps the Maserati led by 20 sec., shortly after which brother Galvez's Alfa "blew-up." This put Varzi second, with Pessatti's Alfa-Romeo pressing him hard. However, Varzi merely played with his rival, who finally hit a kerb and burst a tyre! Villoresi was nicely out in front all the while, until, at 40 laps, Varzi speeded up very noticeably. His big car didn't like the course, but seemed happy on the slower corners and, with only another three miles or so to go, it seemed all set to pass the Maserati. Alas, the Chevrolet got into Varzi's path, he braked hard, swerved round it and accelerated to the finish—one second behind his rival! Hard lines, but he *did* win the Rosario G.P.

Results:

1. Luigi Villoresi (1½-litre, 16-valve Maserati), 1 hr. 4 min. 11 sec. 69.92 m.p.h.
2. Achille Varzi (Type 308 3-litre Alfa-Romeo), 1 hr. 4 min. 12 sec.
3. Francisco Landi (Type 308 3-litre Alfa-Romeo), 1 hr. 4 min. 38 sec. One lap behind.
4. Giacomo Palmieri (1½-litre, 6-cylinder Maserati).
5. Pablo Pessatti (ex-G.P. 3.8-litre Alfa-Romeo).
6. Italo Bizio (3.1-litre ex-Mille Miglia Alfa-Romeo).

FASTEST LAP: Villoresi's 12th in 1 min. 6 sec. (81.65 m.p.h.).

VILLORESI DOES IT AGAIN IN BUENOS AIRES G.P.

As a replacement for the scratched Mar del Plata G.P., the Buenos Aires race was virtually repeated on February 15th, again over 50 laps. But first two 10-lap events for local talent were won by Hortal's Plymouth, at 62.19 m.p.h., and Bucci's V16 Cadillac, at 65.2 m.p.h., respectively, Bucci winning the final at 64.41 m.p.h. Villoresi won the big race easily, after letting Oscar Galvez lead for a time. Galvez finally retired with back axle trouble, and Varzi, pressed by Pessatti, broke a valve.

Results:

1. Villoresi (Maserati), 1 hr. 5 min. 9.5 sec.
2. Pessatti (3.8-litre Alfa-Romeo), 1 hr. 5 min. 27.5 sec.
3. Palmieri (6-cylinder Maserati), 1 hr. 6 min. 11.5 sec.
4. Bizio (3-litre Alfa-Romeo), 2 laps behind.
5. Landi (3-litre Alfa-Romeo).
6. Raph (Maserati).
7. Juan Galvez (3.2-litre Alfa-Romeo).

E.R.A.s DOMINATE SECOND SWEDISH GRAND PRIX

Parnell wins from Abecassis at 67.72 m.p.h. French Aces, including Sommer and Chiron, beaten.

Because the French and Swiss entries did not compete in the race which Parnell's E.R.A. won on February 9th, another race was held on February 23rd, on the frozen lake at Vallentuna, covered with gravel frozen in. The lap measured 5 kilometres and had to be covered 25 times. Thirty thousand spectated and saw British cars defeat the pick of the Continental drivers. Eleven starters lined up, consisting of three Maseratis, three E.R.A.s, four Delahayes and a Darracq. Brooke drove his Jamieson-blown E.R.A., Abecassis the ex-Pollock E.R.A., with Tecnauto i.f.s. and a new radiator cowl, and Parnell his Jamieson-E.R.A. Sommer and Louveau had 16-valve Maseratis, Chiron a single-seater unblown Darracq, and Chaboud his 3½-litre faired Delahaye, with heated windscreen. Louveau got stones in his blower during practice, as the gravel hadn't frozen in properly, which cracked the blower casing, and Cornet didn't know the course.

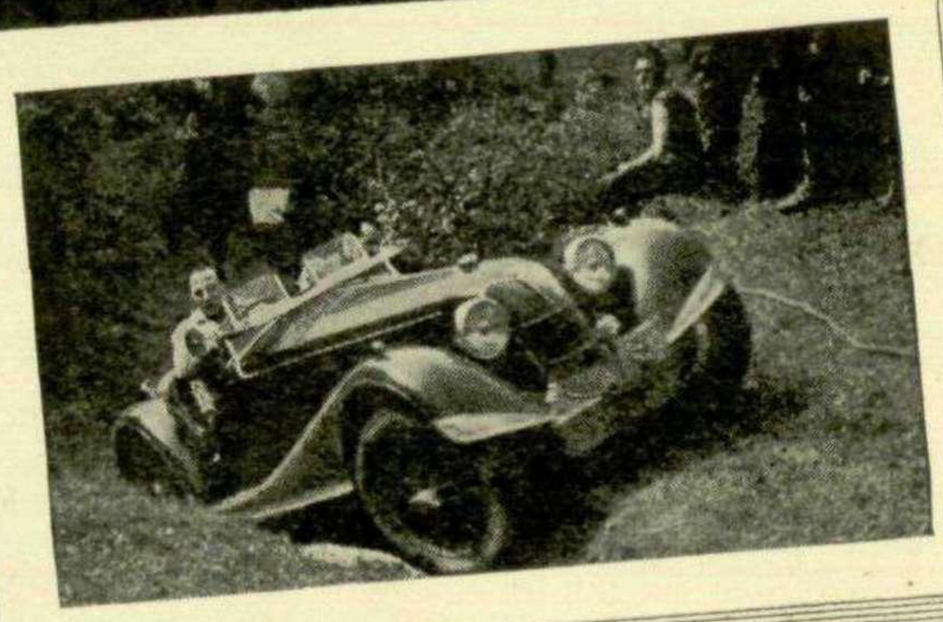
As the flag fell, Chiron leapt away, but quite soon Sommer had passed him, the E.R.A.s behind, Abecassis and Brooke having "lost" some cylinders due to a delay on the line all but freezing up their engines. Abecassis recovered from this handicap when the wick was well up, but didn't seem to be able to accelerate properly. However, muffled to the ears in his fur collar and wearing a peaked crash-hat, Parnell really got along, and when Sommer spun at a corner and Chiron punctured, he looked to have things nicely in hand. In spite of having only top gear left, he built up a fine lead and won at 67.72 m.p.h. Abecassis came in 2nd about a minute behind. Brooke had driven a most spirited race until engine trouble eliminated him. Sommer finally retired when, after a second spin, he failed to restart his engine. Who said British cars and drivers just hadn't got it in them?

1ST: R. Parnell (E.R.A.), 67.72 m.p.h.
2ND: G. Abecassis (E.R.A.).
3RD: Chaboud (Delahaye).
4TH: Cabamtous (Delahaye).

The International Bo'ness Hill-Climb will take place on May 17th—it counts for British Championship.

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Club News

WE HEAR

Arthur Fogg has forsaken his Scott "Flying Squirrel" and half-finished racing Scott for the ex-Lang, ex-Butler, unblown "Ulster" Austin Seven. Lt. E. C. Emmett, R.N., has acquired a 1913 G.W.K. as companion to his "4/4" Morgan, and craves also a 1923 G.W.K., which he knows to exist in London, and a Trojan. And just to prove that there is no end to the veterans, Patrick Green has unearthed a 2-cylinder Swift. John Cooper now motors in a Fiat "500" and is completing a rebuild of a supercharged f.w.d. Alvis. He still runs the "Scuderia Impecuniosa," of whom the other members are Harry Mundy, of Automotive Developments Ltd., Pat Stephenson, now at Cambridge, who has the ex-Brian Lewis Talbot "90" team car, Harold Smith, with a 1919 Indianapolis Sunbeam and 1928 o.h.v. O.M., also a Riley Nine-engined M-type M.G., Guy Moss and Bill Gibson. Moss has a 3 and a 4½-litre Bentley, Gibson a "Brooklands" Riley. Cooper has left Automotive Developments at Bourne to join Roy Fedden Ltd. on the car side.

That the Romney, Hythe and Dymchurch light railway is again in full-scale operation is of passing interest to our world, inasmuch as Capt. J. E. P. Howey, who used to race a Leyland-Thomas at Brooklands, is the owner. Nor will model folk be able to resist "Paddington to Seagood," by Gilbert Thomas, published by Chapman and Hall at 7s. 6d. Such railway books serve to emphasise how sparse is the field of historical motoring literature. The *Model Car News* for March contained scale plans of the E-type E.R.A. and an article on "Cars Worth Modelling," featuring the 1924 G.P. Sunbeams. D. S. S. Henley has a 3-speed twin o.h.c. Salmson, and J. H. Clarke, while seeking a sports car, makes good use of a 1938 "F-Super" Morgan. Then E. J. Ellway has found a 1924 "30/98" Vauxhall in Cumberland, and J. A. Stiff is busy working on a "105" Talbot, after easily disposing of his Austin Seven through an advertisement in this paper. Ellway would like to hear from other "30/98" owners and meet fellow-enthusiasts; his 'phone number is Leicester 24787.

F. G. Taylor, of the Lancashire and Cheshire C.C., has sold his 4-speed "Chummy" Austin Seven and secured a 1935 Austin "Nippy." An early Clement, a chain-drive tourer believed to be a Thornycroft, and a Franklin chassis exist in a Brickhill breaker's yard. Richard Twelvetrees, A.M.I.Mech.E., who in the dim ages was Editor of MOTOR SPORT, recently completed a demonstration run from London to Glasgow with an A.E.C. "Regent" Mk. III bus chassis, covering the 400 miles in 16 hours, inclusive of stops. Press photographers were stationed *en route* and the run went off to schedule, whereas the London-Glasgow express train ran in 75 minutes late that night. Tim Carson has found himself another "30/98" Vauxhall and also has a very dignified H.E. Six saloon. A 1929 Trojan tourer, until recently with "one owner only," stutters about London on trade plates, while Boddy has saved a wondrous 1928 fabric saloon of the same breed from the hammer of a country blacksmith, who had earmarked the axles for constructing trailers.

FIXTURES FOR APRIL

4th.—W. of E. M.C. Novices Trial.
4th and 5th.—M.C.C. Land's End Trial, Taunton.
5th.—Bristol M.C. & L.C.C. Naish Trial, Naish.
5th to 8th.—Ulster A.C. Circuit of Ireland International Trial.
6th.—N.W. London M.C. Team Trial, Taunton.
"750" Club Aldershot Trial.
7th.—W. Cornwall M.C. Speed Trial.
12th.—B.M.C. & L.C.C. Postponed Roy Fedden Trial.
13th.—Sheffield & Hallamshire M.C. Sporting Trial, Derbyshire.
Bugatti O.C. Opening Rally.
Mid-Surrey A.C. Grand Cup Trial, Pirbright area.
20th.—W. of E. M.C. Speed Trial.
Riley M.C. Trial, Yorkshire.
Southsea M.C. Cannon Cup Trial.
Lagonda Rally, R.A.E.
23rd.—S.U.N.B.A.C. Evening Trial.
26th.—Bristol M.C. & L.C.C. Speed Hill-Climb, Naish.
S. U. N. B. A. C. Postponed Colmore Trial (*provisional date*).
26th and 27th.—B.O.C. Prescott Practice days.
27th.—Herts County A. & A.C. Speed Trial.
Yorkshire S.C.C. Trial, Harrogate area.
May 8th.—JERSEY. International Road Race.

George Radford is having the famous 1926 G.P. straight-eight 1½-litre Talbot-Darracq once owned by Powys-Lybbe prepared for him by Stoke and Harliss, of Attenborough, and it will probably run at Shelsley Walsh and Prescott this year. Stoke used to be a member of the Riley pit-team and has also served with Monaco and Rolls-Royce. Peter Monkhouse, of Monaco Ltd., is anxious to assess whether there is a market for replacement cylinder heads in Barronia bronze for 4 and 6-cylinder M.G. cars, of the kind which the M.G. Car Co., Ltd., produced between 1934 and 1939 at the instigation of Robin Jackson, and which were used on Gardner's M.G. "Magnette" and the Q-type M.G.s of Harvey Noble and Humphries. The M.G. Company lost the patterns for these heads in the blitz, but Monaco Ltd. are in a position to make some more bronze heads, in association with Jackson, if sufficient demand exists. A. W. F. Smith has added a 15-h.p. Gobron-Brillé, *circa* 1908, to his stable of veterans, and W. Wooldridge is busily rebuilding a sub-frame type, "duck's back" "12/50" Alvis, for which he may use twin carburetters if a big-port head doesn't turn up.

In New York, John Cuccio, member of the S.C.C. of A. and the Italian R.A.C.I., has disposed of his Marshall-supercharged 1936 M.G. "Magnette" 2-seater and has been running a "TB" M.G. Tickford coupé which, last month, in turn gave way to a blown "TC" M.G. "Midget." Guy Burroughs says his well-known Ford V8 Special, now running in trials again, spent the war in a barn in Kent, forming a roosting place for mice and hens, but started up easily enough, and, after a thorough clean-up and a coat of paint, together with a reconditioned engine, is as fit as ever. Hutchison has been acting as navigator in recent trials, riding with Price in the Price-Special in the President's Trophy trial, and with Burroughs in the Coventry Cup event. The Phoenix Green Garage is rapidly becoming its old self as the haunt of vintage enthusiasts. Alan Southon, its proprietor, has his special H.E. and a Type 22 Bugatti in dock, has been using a small-port, aluminium-bodied, "beetle-back" "12/50" Alvis, while his partner, Jackson, aspires to a very fine 3-litre Bentley. Recent cars in for attention have included Carson's H.E., Axel-Berg's "30/98" Vauxhall, a Lea-Francis, a Lancia "Lambda" and Tony Rolt's 1903 Humber. Alan is also building himself a Type 40 Bugatti and Karslake's small Hispano-Suiza is due to go to him for rebuild, while a major operation is the preparation of Clutton's V12 Delage for the 1948 sprint season. Incidentally, after attention to its rear suspension, sixteen new K.L.G. plugs and two wondrous new coils, Clutton's Type 49 Bugatti motors as one of these cars should.

The first issue of "Southsea Supercharge," a monthly, duplicated magazine of the Southsea M.C., appeared at the end of February. Bentley-enthusiast Bainbridge will, we believe, soon be leaving for South Africa, for health reasons. It seems that the venerable 1907 Renault "Agatha" will soon find a new owner, while the Peasmarch Service Station, near Guildford, has changed hands and a whole lot of stock that has been stored for years has come to light, including a 1908 Gobron-Brillé

landaulette, which a veteran car enthusiast should most certainly save, a 1918 Buick chassis with o.h. inlet valves, a very fine torpedo 4-seater sporting body and a racing 2-seater body, both *circa* 1910, an "11.4" and "7.5" Citroen, an A.C. Anzani coupé, and a whole lot of beaded-edge tyres from motor-cycle to large-car size, many still wrapped, old hoods, brass lamps, gas cylinders, etc. We have mentioned this stock before, but the space it occupies is now needed, and V.C.C. members should lose no time in investigating. The same garage can supply benzole to owners of genuine racing machinery. As a final reminder of earlier times, one encounters in its yard the remains of an obscure cyclecar of either single-seater or tandem-seat form, with steel chassis, 4-cylinder water-cooled engine, clumsily arranged ½-elliptic front springs and final drive by external chains from very small countershaft sprockets. Your guess as to its make is as good as ours!

Cleveland Harmer and Grey will concentrate on racing the ex-Czaykowski single-cam "2.3" Bugatti and a Type 37 G.P. Bugatti this year, and have entered the former car for Jersey. The Editor has a yen to acquire historic toy and model motor cars, such as the clockwork "P2" Alfa-Romeo, Renault, Delage, Citroen, Panhard, T-Ford and Hispano-Suiza replicas and the various Land Speed Record cars. MOTOR SPORT readers are experts at unearthing odd examples of the real thing, and Boddy would like to hear of similar finds in the toy-shop junk yards, or clues which might lead to same. Thanks in anticipation!

The Berkhamsted M.C.&C.C. has revived its magazine, "The Berkhamstedian." Surgeon-Comdr. R. S. Jenkins, R.N., is contemplating putting a "6C" 1,750-c.c. Alfa-Romeo engine which he has acquired less inlet manifold, into a "special," and J. E. S. Fairman has sold his "blower" Bentley and now has the ex-Margaret Allen unblown 4½-litre Bentley and a Type 35C G.P. Bugatti. The latter he expects to run in a few sprint events, commencing with Shelsley Walsh. A 1923 bull-nose Morris-Cowley tourer will be looking for a new home in the spring and the Bamford and Martin s.v. Aston-Martin which was used during the war by a Surrey Home Guard unit, is now in good hands, but is awaiting a new back axle. Harold Biggs points out that it is Asbury himself who has bought the last short-chassis type Allard not *Miss* Asbury as we stated last month, and another correction is that it is Hugh Archer who has gone out to Jamaica—living at the top of such a steep hill that his Morris Eight fails to climb it!—whereas Hugh Hunter was accused in error of having left England far behind. The Gwynne Eight seen in London turns out to be a 1923 "bathtub" which has had only five years' use, and not Cyril Peacock's car, although Peacock has a similar example which he intends to tax soon, and also a 1925 4-seater which was rebored in 1938 and awaits re-assembly, probably with a 4-speed gearbox and 12-in. Lockheed brakes. Peacock also has his Hispano-Suiza. Ward, who acquired a 1903 Vinot through the MOTOR SPORT "Register of the Unique," now seeks another veteran or Edwardian, while Guy Liddiatt is progressing with the rebuild of his Anzani-engined Frazer-Nash "Boulogne." He has contributed an M.G. "Midget" instruction book to the Library, and Tony Brooke a "30/98" book. Ralph Stein, of New York, runs a low-chassis 4½-litre Invicta, which was recently illustrated in *True Magazine*. He had it outside the church when he was married, but in his haste to get away, stripped the gears and was delayed two days.

Automenders are doing some interesting work on one of the 1½-litre 6-cylinder Singers, including out-rigging the front springs and strengthening the chassis, while they also have a fully aerodynamic Singer coming along. Wallington, of High Speed Motors, may possibly run a very fine looking road-equipped Maserati this year, and Bartlett has like ideas about a 2.9-litre streamlined Alfa-Romeo saloon.

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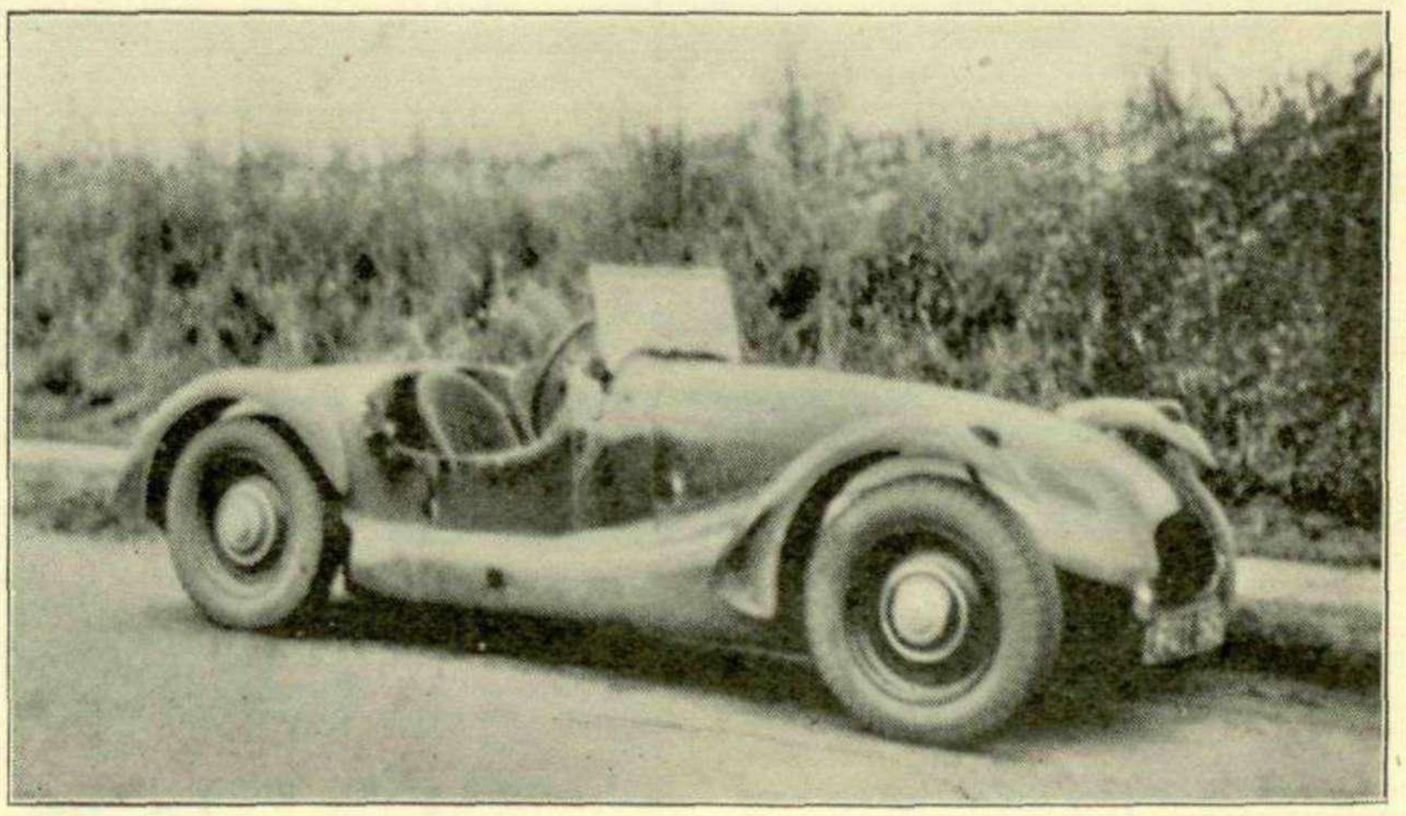
NEW ZEALAND NEWS

In the Retone s.s. ¼-mile speed trials of the N.Z.S.C.C., f.t.d. was made by Hawkins' "T.T. Replica" Frazer-Nash in 20 sec., and fastest vintage time by Atkinson's 1924 "12/50" Alvis, in 21.4 sec. Sam Gibbons' ex-Louis Fontes 4½-litre low-chassis Invicta was second fastest, in 20.6 sec. The fastest motor-cycle was Lawton's 500-c.c. B.S.A., which crossed the line at over 90 m.p.h., to clock 14.4 sec. Class winners were a Morris Eight, Riley Nine, the Frazer-Nash, the Alvis and a Hudson, and, of the motor-cycles, the B.S.A., a 350-c.c. Velocette and an Ariel. The course was opened by a spotless 1896 Benz and spectators invaded the road towards the end and cancelled some runs. The organising club recently elected 15 new members, whose cars include "O.D." Vauxhall, Jeep, "P" M.G., Morgan "4/4," "J" M.G., Singer, Vauxhall Ten, S.S.1, Vauxhall Fourteen, "12/60" Alvis and Frazer-Nash. A presentable, printed "Bulletin" comes out monthly, the last front-cover picture being of the ex-Fontes Invicta.

AUSTRALIAN ACTIVITY

The 50-mile "round-the-houses" handicap race at Bunbury attracted 14 entries, limit car being an Austin Seven, which received 12 minutes start from Ord's "3.3" Bugatti. The winner was Ranford's 1929 Fargo-engined Ranford-Special, which also made fastest time. La Motte's Ford V8 Special was 2nd, Harris's *monoposto* Plymouth 3rd, Smallwood's blown Austin Seven 4th, Mackintosh's Bartlett-Special 5th, Blowers' single-seater "TA" M.G. 6th, Barker's Ford V8 Ballot 7th, and Anderson's Austin Seven 8th. The Radford-Special did a s.s. ¼-mile in 17.2 sec. and a f.s. ¼-mile at 98.9 m.p.h. in 1940. In the second Rob Roy speed hill-climb f.t.d. was established at 31.8 sec. by Douglas Head's Ford A-engined Tempest-Special, runners-up being Denniston's V8 Itala in 33.38 sec. and Whitford's 12-cylinder Kay-Special, in 34.49 sec. Interesting runners were Davidson's "S.S.K." Mercédès-Benz chassis, Pratt's B.M.W., Lowe's blown Lombard, Duckett's Anzani-Bugatti and 1908 18-litre Mercédès, and "P" and "TC" M.G.s, "Ulster" Austin Seven, Riley "Imp," etc. A series of races at Strathpine airstrip saw Kleinig's Hudson reaching about 115 m.p.h. The various races were won by Whatmore's Ford V8 Special, Bartlett (blown "TA" M.G.), Murray (Hudson Six-Special), and Chatterton (Austin Seven). Kleinig made fastest time in the three races for which his Hudson was eligible.

In the event at Marsden Park airstrip, ¼-mile speed trials, run in three categories, capacity-class, knockout handicaps and teams relay, were held. Fastest time of the day was made by Ewing's Buick-Special in 18.4 sec., runners-up being Reed (Mercury-Special) and Murray (Hudson Six-Special) in 18.5 sec. Some interesting hybrids ran, such as an A.C.-engined Frazer-Nash, Lyell's Austin Seven, now with knock-off front hubs and 16 by 5.50 rear tyres; Rizzo's 1½-litre Riley-Special, with "Sprite" engine and Wilson box, which, with no weight over the rear wheels, nevertheless did 19 sec., beating two special M.G.s; a



The Cowell Lea-Francis.

Jeep-engined Austin "Wasp"; a Singer-engined "Brescia" Bugatti; Hill's Terraplane-Special with Amilcar chassis, Morris gearbox and axles and Terraplane Six engine, which lost 3rd gear before the event; and Stewart's bull-nose o.h.v. pre-selector Morris. Fastest 1½-litre vintage time was by Murray's Type 37 Bugatti, in 21.4 sec., equalled by an "N" M.G. "Magnette." Finally, the V.S.C.C. of A. Workers' Trial was a tie between Gosse's 4½-litre Bentley and an American car, with Everard's Hispano-Suiza third.

★

N.W.L.M.C.

The North West London M.C. is holding its fifth Annual Inter-Club Team Trial on Easter Sunday, April 6th, very conveniently following the M.C.C. "Land's End." The start and finish will be at Taunton.

This is an open event and each club entering will be represented by one or two teams of three cars each, one reserve car only being allowed.

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SOUTHPORT M.R.C.

According to the *Lancashire Daily Post* of January 31st last, the Southport M.R.C. hopes to resume racing on Southport Beach early this coming summer, if arrangements can be made with the Corporation. Practically all the invasion posts have now been cleared away and the club hopes to hold four meetings this year if other assistance is forthcoming. Alderman S. E. Charlton, Chairman of Southport's Publicity and Attractions Committee, has said that the Corporation is anxious to see motor-racing on the beach restarted. We hope it is—for this is an old-established classic venue.

★

V.S.C.C.

The Vintage Sports Car Club announces that future fixtures involve the Lewes Speed Trials on May 17th, a Bisley Rally on June 22nd, hope of another sprint event on July 12th, and a speed hill-climb at Prescott in August. Membership is now 660 and includes 94 Bentleys, 33 Alvis, 28 Lagondas, 26 Bugattis, 26 "30/98" Vauxhalls, 21 Frazer-Nash, 19 Lancias and 17 Aston-Martins, also lone examples of rare things like Mathis, Chenard-Walker, Straker-Squire, Amilcar Six, Beverley-Barnes and Leyland-Thomas. Over 30 members have Edwardian carriages, and some early light-cars are represented. The club captain is now A. S. Heal, McCaw is hon. treasurer, Harry Bowler competitions secretary, K. Neve the Northern Sub-Committee secretary, and Clutton editor of the excellent "Bulletin," of which the January issue contained reports of events, notes on Australian vintagentry by Peter Clark, data about the 1922 G.P. Aston-Martin, etc. In future, modern *sports cars* are to be admitted to driving-membership if the committee approves them, but post-1945 cars and 1930-45 non-sports cars are barred. Otherwise, the club is primarily for the cars of 1920-30 and carriages of 1905-15. Certain totally-undesirables of these ages may be excluded, but in this country veteran and vintage cars are getting rare, and no hard-and-fast rule has been laid down. (In Australia, where vintage cars are taken more as a matter of transport, the V.S.C.C. of A. *does* use a list of permissible types—but in any case this seems all-embracing, and we doubt if a considerable proportion of cars listed will ever again see the light of day!)

The president remains Forrest Lycett, Pomeroy and Davis the vice-presidents, and the committee comprises Messrs. Choate, Dixon, Rivers Fletcher, Dr. Ewen, Messrs. Windsor Richards and Dawkins. The subscription is the modest one of £1 a year for driving or associate members, with 10s. entry fee. Hon. secretary, T. W. Carson, 1, Downsland Court, Worting Road, Basingstoke, Hants.

★

V.M.C.C.

The Vintage Motor-Cycle Club continues to put out a refreshing duplicated "Bulletin" each month, and has its Library and Mutual Aid Service well organised. A spring event will probably be held this season. Hon. secretary, C. S. Burney, "Blagdon," Denbigh Road, Haslemere, Surrey.

★

"750" CLUB

Now that Austin Sevens are increasing in popularity—there were five running in the Coventry Cup Trial—the "750" Club (which was originally mooted by the Editor of MOTOR SPORT for owners of cars up to 750 c.c., with especial emphasis on Austin Seven membership and mutual aid) should pick up fast. We believe that Hugh Hunter, who ran the thing so well in the early days, may resume the secretaryship; and Butler certainly pushes out the Press notices these days. Details from A. W. Butler, 1, Hawkeshurst Way, West Wickham, Kent.

★

AULD LANG SYNE

In a 1933 copy of "The Radiator," a house organ which the Haslemere Motor Co., Ltd., used to publish, we read of secondhand cars at £8 and under, including a very willing 1926 Morris, a Wolseley with good boots, another Morris "with excellent intentions," an A.C. full of fun, and a Swift "that *speaks* for itself." Also assorted Trojan vans, "good exercisers," from £1. Auld Lang Syne, indeed!

★

THE WOMEN

Mme. Anne Itier, President of the Union Sportive Automobile, was in London recently and, outlining a desire to challenge six British women racing drivers to a race against six French women drivers over the Boulogne circuit, got herself a story and pictures in the *Evening News*. Her team, it seems, would include "Pretty Mme. Yvonne Simon and Mlle. Helle Nice." John Carpenter, announcing this French challenge, says: "There would be no difficulty in finding a team to meet Mme. Itier's; we have half-a-dozen thoroughly experienced women drivers in Mesdames Derbyshire, Jennings, Wisdom, Gerard, Mortimer and Dryden."

Finding them the cars would be the difficulty, we feel. But publicity for motor-racing is not to be despised. Good for you, John Carpenter of the *Evening News*.

★

TUT, TUT!

A member of the Bentley Drivers' Club, outlining the itinerary for a possible 2,155-mile Continental club tour, suggests that "a suitable Bentley mechanic should accompany the party with his own vehicle, spares, tools and maintenance equipment." Now who said that *Bugatti* was the unreliable make!

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COVER PICTURE

This month we see Whitehead testing his E-type E.R.A. It is to be hoped that he, Parnell, Brooke and Johnson will ably uphold British prestige with these cars during 1947. Certainly we shall all enjoy seeing them in action. The photograph is by Louis Klemantaski, I.B.P.

★

B.O.C.

As from the end of last February, Anthony Glassborow took over the secretaryship of the Bugatti Owners' Club from N. S. Hyslop. The latter remains a member of the club and will help whenever possible at Prescott, where he organised last year's hill-climb. We wish Mr. Glassborow every success in his important new undertaking.

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GENERAL NOTES

The weather early this year has been enough to defeat the most avid of enthusiasts and turn one's thoughts to closed cars with efficient interior heating. Nevertheless, we have got out and about fairly successfully, even if a dignified "Big Six" Bentley in which we were riding had to suddenly motor through someone's gate, round their drive and out of the other gate to regain A 30 after a small saloon had stopped suddenly on the icy road right in our path. There was also a trial which we attended in what appeared to be a completely brakeless Ford Eight saloon, the thing taking on the aspect of a Monte Carlo Rally episode when competitors' and spectators' cars alike became lost in a lane out of which they seemed, for a time, unlikely either to be able to climb or to return the way they had come. But it all turned out the greatest fun and not only were forgotten parts of Hampshire's better scenery revisited, but there was the hasty rushing from hill to hill to catch up with the trial, hoping the route could be picked up after by-passing a hazard, gobbling sandwiches the while and parking the car hastily off the road as another "section" was reached, so that gum-boots could be pulled on and a suitable vantage point found from which to watch proceedings. We ended up that afternoon in old-world Petersfield, and after a meal set out for home, which we reached towing an Austin Seven, which had done well in the trial, for no more serious reason than that it had run out of petrol.

So much do we enjoy getting a day in the country spectating at trials that we

Continued on page 86

A MATTER OF MOMENT

In the last issue of the *Sports Car*, official organ of the Sports Car Club of America, published in 1946, is an editorial by T. F. Robertson depreciating the new British sports cars. America is a great potential market for our specialised cars, so this attack is a matter of some moment. The attitude of our industry is described as "smug," due to praise lavished on out-of-date cars by our Press—we leave it to readers to decide whether or not MOTOR SPORT is guilty in this respect! Our 1946-7 utility cars are said to resemble American cars of ten years ago; our sports models are attacked by Mr. Robertson as basically eight years old with new or altered bodywork. Our racing cars, he says, have been hopelessly outclassed by the Italians in all major events. Geoffrey Taylor's suggestion that Italian drivers should be barred from British races is quoted as one way of ensuring that Britain shall win.

We do not propose to write much in reply to Mr. Robertson—we might be accused of contributing to the smugness of the British industry! But a few observations *must* be made. In the first place, our utility cars do not resemble American cars of ten years ago, most of them are too primitive for that. But they are the only kind of vehicles we can use in large numbers because of our taxation system—they also export strongly to impoverished countries for like reasons. Today about the cheapest car you can buy in England secondhand is the ten-year-old American, for obvious reasons. The attack on our 1947 sports models is to a degree deserved, but Mr. Robertson admits he has not heard of the new Lagonda, Healey, or the pedals-to-push Invicta. He does not seem to have any valid objection to the new Frazer-Nash, or to the "Aerodynamic" H.R.G. The Allard, he says, quoting from the MOTOR SPORT road-test report, has the speed of a Chevrolet, the acceleration of a Mercury, and the fuel consumption of a Cadillac. Whether this is really the case could, of course, only be proved by putting these particular automobiles through the self-same test. The Allard is, however, an outstandingly successful trials car. Whether the o.h.v. Fiat "500," the 6-cylinder sports Maserati, the new tubular-frame Lancia, the 6-cylinder Fiat, the D.B., the Ferrari flat-twelve, the supercharged Bugatti, the "6C" Alfa-Romeo and the Delage "Olympic," which Mr. Robertson thinks will see-off most of our 1947 sports cars, will be so readily available as even British products for the next few years, remains to be seen. So far as racing is concerned, Parnell and Abecassis did beat Sommer and Chiron in Sweden, and Taylor's views had a political or ethical basis having no reference to racing victories.

Mr. Robertson concludes with some praise for British motor-cycles, of which he says nine different makes are now distributed in the U.S.A., over 1,000 B.S.A.s being sold in 1946, and Lucas and Smith's service stations being in course of establishment. The conclusion drawn is that these motor-cycles are better finished, and have a better international reputation, than our sports cars. The curious thing is that on the front cover of the issue of the *Sports Car* which contains this anti-British car article is a magnificent photograph of a 3-litre Bentley with American registration, and a note relating to it draws attention to "the radiator . . . not as yet developed to the point where it looked like a juke-box, but for some reason which is no longer clear, still looked pretty much like a radiator." Yet Mr. Robertson decries our old-fashioned sports cars! Well, well. Perhaps, looking at this Bentley cover-picture, he shall be forgiven!

TWO SUCCESSFUL TRIALS SPECIALS—*Continued from page* 83

We overcame the transmission troubles by having a really hefty duplex sprocket turned from the solid, and keyed and grub-screwed to the rear axle. A larger radiator was made up to reduce boiling and the water pump scrapped. Ignition is by magneto, and we rely on the battery for starting and lighting, there being no dynamo.

We had quite a bit of trouble fitting everything into the very narrow chassis, and the steering was a bit of a headache, being made up from odd bits and pieces. We worked solidly every spare moment for six weeks to carry out these modifications, often until the small-hours, in an ordinary garage without much equipment, and the car was only finished late on the night before the Taunton Motor Club's Allen Trophy Trial.

We took it for a short run round the houses and were very disappointed to find how much we had taken the edge off the performance. However it was steerable and it would stop, which it would not do before. It performed better than expected in the trial and put up the best performance of the day, driven by Cecil Evans, whilst "Ophelia" collected the best-under-1,500-c.c. Award.

It has only had a short life as some people seem to regard the design and performance as unfair competition, which has led to regulations now being worded to exclude it from future competitions. This is more than disappointing after so much energy has been expended.

However, we are once again hard at work and by the time this article appears it may have competed in its new form.

Still more of the old Hornet parts are being reconditioned and used. But the most interesting point will be to see if the solid axle was really as advantageous as some people think.

The three-carburetter A.C. engine is reputed to give 80 b.h.p. at 4,000 r.p.m. The weight when we acquired it was 10 cwt. and after modification, 12½ cwt. We are hoping we shall now be able to reduce this; the chassis will be a bit shorter and the weight and seats concentrated well over the rear axle.

We each own a half share in both cars and drive them alternately, which certainly adds variety to trials. They handle quite differently; "Ophelia" gets good grip when pulling slowly and is useful for sticky restarts, whilst "Starkadder" seems happier when going quickly, which is not surprising with a 9-to-1 bottom gear.

CLASSIFIED ADVERTISEMENTS—*Continued from page* 108

WANTED—*continued*

1933 SINGER Nine sports crown and pinion, or complete axle, wanted by enthusiast. Write J. Hughes, 118, Hertford Road, London, N.1.

WANTED.—One set of new valve guides for "J2" M.G. Also "J2" and "J4" instruction manuals. Kelvie, "Flint Cottage," East Harling, Norwich.

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

YOUNG enthusiast would like to purchase 2/4-seater sports car in running order; three-wheeler would do. £60-£70 available. Lee, 19, Meynell Gardens, E.9.

URGENTLY required, Type 40 Bugatti crown wheel and pinion, ratio 12 by 56; or complete axle, or chassis. High price offered. Lee, 31, Bramhall Park Road, Bramhall, Cheshire. Tel.: Bramhall 270.

WANTED.—Austin "65" or "Ulster" engine. 221, Moor Green Lane, Birmingham 13.

WANTED—*continued*

ADVERTISER with very limited means requires vintage tourer or saloon in going order or needing some attention, and hopes that anyone with such a car for disposal will sell to a good home at a reasonable price. 15, Chinnor Crescent, Greenford, Middlesex.

M.G. "Q" and "K3" parts required urgently. Very generous prices given for suitable parts in good condition. "P" and "PB" parts also required. Pitt, Rodborough Crest Cottage, Rodborough Common, Stroud, Glos.

MISCELLANEOUS

SITUATION vacant. Highly skilled motor repair and service department Foreman required, to take complete charge of repairs department. Applicants should be qualified to deal with all types of English, Continental and American cars, also the maintenance, preparation and tuning of trials and sprint cars. This situation offers considerable scope to any keen and energetic man, with the necessary qualifications. Birmingham district. Apply Box No. 40, MOTOR SPORT, 15, City Road, E.C.1.

MISCELLANEOUS—*continued*

BUILDING a "Special"? If so we will be pleased to assist with our large selection of materials, including soft aluminium sheet, duralumin sheet, bar, rod, tube, plate, extruded and rolled sections. We can also offer the following components: Aero screens, polished aluminium, fold-flat type, complete with end fittings, 30s. each; dash-reading radiator thermometers, high-class instruments, 38s. 6d. each; orders booked for "Brooklands" spring-spoked steering wheels, latest type, plastic finger-grip rim 17 in. diameter, 85s.; "Brooklands" pattern fishtails and expansion chambers; special exhaust systems; enquiries invited. Also Riley Nine chassis, complete, fitted twin-carburetter engine, in running order. Ideal basis for a "special." Cleaned and undercoated, £100. Competition Cars, Vine Grove, Blossom Way, Hillingdon, Middlesex.

DRAUGHTSMAN, in a position to undertake detail work; 16 years' experience jig and tool and general mechanical engineering. Will undertake any type of work promptly. Box No. 77, MOTOR SPORT, 15, City Road, E.C.1.

A. H. JOHNS, Sports Car Specialist, 159, Milton Road, Copnor.

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GORDON Cars (London), Limited, the Frazer-Nash and Bristol exponents, can accept a limited number of orders for first quota allocation. 140–144 Golders Green Road, N.W.11. Spe. 0011.

GORDON Cars (London), Limited, the Singer distributors, can accept a limited number of orders for next quota allocation. 140–144, Golders Green Road, N.W.11. Spe. 0011.

GORDON Cars (London), Limited, the Jowett "Javelin" distributors, can accept a limited number of orders for first quota allocation. 140–144, Golders Green Road, N.W.11. Spe. 0011.

GORDON Cars (London), Limited, the Riley exponents, can accept a limited number of orders for next quota allocation. 140–144, Golders Green Road, N.W.11. Spe. 0011.

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RACING Bugatti, single-seater, 11.9 h.p., 1934. Last used 1939, carefully stored. No road equipment, many valuable spares. Offers or part exchange family conveyance. Written three months' guarantee. Box No. 51, MOTOR SPORT, 15, City Road, E.C.1.

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1928 2-LITRE "Speed Model" Lagonda. Sound chassis, coachwork, all-weather equipment, tonneau cover. Replacement differential, new brake cables, reconditioned radiator, re-wired last autumn; low oil consumption; excellent tyres; comprehensive insurance. For sale solely domestic reasons. Offers, Jarvis, 20, Roddam Close, Colchester.

BENTLEY 4½-litre engine, No. RL 3431, complete with clutch and all accessories. Total mileage under 22,000 (proof available). Perfect condition. £150 or near offer. 94, Lacey Green, Wilmslow, Cheshire.

ALVIS "Speed 20" sports 4-seater in nice condition, very attractive, fitted with numerous extras, radio, etc. Taxed. £700 or exchange for saloon car. Photos on request. Martin, 97, Archers Road, Eastleigh, Hants.

ENTHUSIAST breaking up stable of 8, 9, 10, 12-h.p. sports cars. Particulars of cars for sale on request. Will also consider exchange for other good models. Spare parts also for sale or exchange. Box No. 62, MOTOR SPORT, 15, City Road, E.C.1.

M.G. "J2" Midget. Truly excellent condition throughout; special equipment; unused considerable period; grey-blue. Posted overseas, available April 10th. Photograph, details on request. £290. Box No. 63, MOTOR SPORT, 15, City Road, E.C.1.

M.G. "18/80," Mark II. Coach-built 4-door saloon, smart appearance; interior excellent; engine and clutch overhauled; economical, quiet and flexible engine; built-in luggage container; good tyres and batteries. Would appeal to connoisseurs of quality and performance. Imperial Motors, 103, Whiteladies Road, Bristol 8.

M.G. "18/80," Mark I "Speed" model. Coach-built, close-coupled 4-seater, black and red; outside hand-brake. Unused since 1939 and one of the last produced of this model. Reconditioned 1947, mechanically, bodywork, upholstery, and chromium; fitted new hood, batteries and four unused tyres. Re-wired; petrol pump, dynamo and starter overhauled. Handsome sports car in excellent condition. Imperial Motors, 103, Whiteladies Road, Bristol 8.

M.G. "TA" 2-seater, 1938 series. Rebuilt 1946, engine reconditioned, clutch, rear axle and chassis overhauled; recellulosed metallic blue; hood, carpets, tonneau cover and shock absorbers renewed. Small mileage since taxed. Imperial Motors, 103, Whiteladies Road, Bristol 8.

BENTLEY 4-seater, "Park Ward" sports, tourer body. Good condition, complete hood, side-screens, windscreen, bonnet (with locks), bucket seats; upholstery good; strip-type wings. Price £75. Box No. 64, MOTOR SPORT, 15, City Road, E.C.1.

1½-LITRE special. Complete tubular chassis fitted with Riley "Sprite" engine, pre-selector and separate step-up gearboxes, Girling brakes, swing axle i.f.s., coil spring suspension all round. Reluctantly selling owing to lack of time to complete. Best offer. Whittet, Whinlands, Lightwater, Surrey. Tel.: Bagshot 338.

HEADLAMPS.—One pair chrome 12-in., fitted with mirrored dipping reflectors—give beam like a searchlight; as new, £9 10s. the pair, complete with fittings. Staham, 59, Hillbury Avenue, Kenton, Middlesex.

ALVIS "12/50" chassis frame, dead straight. Also wheels and sundry parts. Offers. Bowyer-Lowe, 110, Icknield Way, Letchworth.

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FOR SALE—*continued*

FOR 6½-litre Bentley.—Pistons, 6 new Specialloid + .040, 12 S/H + .020; 6 re-metalled con.-rods; set of rockers; one water pump; one camshaft; Mercédes blower, less carb.; pair 35-mm. down-draught S.U.s. Wall, 8, Harrogate Road, Caversham, Reading.

SUPERCHARGER.—Marshall, for "PA" M.G., complete with manifold, carb., pressure gauge, etc. In good condition. £35 or nearest. Killingbeck, c/o. 39, Northumberland Grove, Norton, Stockton-on-Tees.

1938 D.K.W. saloon. Just decoked and new rings, new gears and clutch. Excellent tyres. Perfect coachwork and mechanism. Loose covers, £350. Tel.: TUL 1144. Dunn, Harlech, Dumbarton Road, S.W.2.

4½-H.P. Brittania "Twin" outboard engine, £25; 1½-h.p. Johnson "Sea Horse" outboard engine, £20. Both excellent condition. Set of chains to suit 4-speed Fraser-Nash, plus extra links and extractor, £2. Tel.: TUL 1144. Dunn, Harlech, Dumbarton Road, S.W.2.

VINTAGE sale.—1921 2-stroke Sun-Villiers motor-cycle. Insured. Good condition; good engine; good tyres. What offers? Caspers, 43, Beech Avenue, Radlett, Herts.

3-LITRE Bentley saloon. Absolutely original. Excellent condition throughout, just re-sleeved back to standard. £325. Hall, 31, Corfton Road, Ealing, London, W.5.

1946 HUMBER "Super Snipe" 4-litre competition car. Specially built on standard chassis in light alloy, cellulosed gun-metal and of a very pleasing appearance. The total mileage is under 8,000 and the performance is terrific. Offers to Ingham, Hinchcliffe Arms, Cragg Vale, Mytholmroyd, Yorkshire.

1929 LEA-FRANCIS, sound chassis and Meadows engine (12-40-h.p.), less body and tyres, £35. Also 1,500-c.c. C.S.1 Norton frame and engine parts, £10. Hallett, 127, Tolladine Road, Worcester.

IMPECUNIOUS? 1923 Morris Cowley 2-seater, £35; 1912 Ford "T" tourer, £45; 1913 Rolls-Royce chassis, £35; 1921 Maxwell tourer, £25; 1924 Acedes coupé to rebuild. Offers. 1927 Austin Twenty hearse, one owner, suitable conversion, £125; 1927 Daimler 20-h.p. saloon, £75, unlicensed since 1935. Further particulars from Sheppard, East Green Drive, Stratford-on-Avon.

ONE pair latest type "P100" headlamps, reconditioned as new by Lucas, £15; two new tyres, 28 by 3, 30s. each; one 895 by 135, £3. Sheppard, East Green Drive, Stratford-on-Avon.

LATE-TYPE Auto-Union drop-head. Further particulars from Box No. 74, MOTOR SPORT, 15, City Road, E.C.1.

F.W.D. ENTHUSIASTS! 1935 B.S.A. "Scout" 2-seater, black and silver; 4 nearly new tyres; really good condition (£30 engine overhaul 6,000 miles ago, bill shown). £235. Gilbert, 30, Dukes Drive, Chesterfield.

RILEY Nine engine, 1936. Overhauled in 100 per cent. condition, with single-plate traffic clutch rubber mountings, and starter motor; E.N.V. pre-selector gearbox for 1935 Riley Nine, unused since complete overhaul; Riley Nine new front axle (1935 type) with all bushes, stub-axles, races, steering arms and one brake back plate. Many other Riley Nine spares. Stamped addressed envelope for details. Apply Advertiser, 14, Adelaide Terrace, Blackburn, Lancs.

LAGONDA 2-litre complete. Overhauled engine requires replacing in chassis. Excellent condition throughout, 1928 model with touring body. £40. Box No. 75, MOTOR SPORT, 15, City Road, E.C.1.

ALFA-ROMEO 1½-litre drophead coupé. Bargain opportunity for enthusiast. Just repainted and brakes relined. Good running order. Owner going abroad. Best offer over £220. Tobin, 5, Bungalow, Staff College, Camberley.

LANCIA "Lambda" 8th series, L.W.B. sports open 4-seater. Imported and first registered in England 10/10/38, just before the war. Regd. No. BCO 987. The most up-to-date "Lambda" in existence. Brand new tyres; 75 m.p.h.; stoneguard; fully equipped; tonneau cover. £325. Adams, White Goat Farm, The Nab, Whalley, near Blackburn, Lancs.

1933 2-LITRE Singer sports coupé. Only 2,500 miles since complete overhaul, rebore, regrind, etc. Extremely fine performance. £257. Box No. 76, MOTOR SPORT, 15, City Road, E.C.1.

1926 ROLLS, 20 h.p., 5 unused 525 by 20 rebuilt tyres, Servo brakes. Good order. Offers to E. Leigh & Sons, 65, Granville Street, Sheffield.

RILEY 1½-litre pre-selector box, 100 per cent., £25; timing wheels, £3; Riley Nine heads complete, £2. F. Whitehouse, Warwick Road, Kenilworth. Tel.: 335.

WANTED

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

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

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

GENUINE enthusiast requires sports car, approx. 1½ litre. Prefer Riley "Sprite." Good price offered. "J2" spares for disposal. Sear, Hamblyn House, Botesdale, Diss, Norfolk.

STUART WILTON wishes to add to his stock of attractive and reliable sports and saloon cars. Hendon 8742. Office: 40, Brent Street, London, N.W.4. Garages: N.W.3, N.W.11.

WANTED.—Pair of stub-axles for M.G. "18/80," Mark I (1931). Merrilees, 174a, Streatham High Road, S.W.6.

CHASSIS (less engine, gearbox) wanted, Bugatti, Lancia, similar. Noble, 11, Avery Row, London, W.1.

BENTLEY wanted. Will gentleman who has 3½-litre sports tourer, 1931-1934, who contemplates an overhaul before disposing, or one that wants an overhaul, please give me an opportunity to purchase before doing so. Will anyone be kind enough to realise my long ambition to own one, but price must be fair. Corbett, 73, Bryn Arden Road, South Yardley, Birmingham 26.

WANTED.—Two 18-in. wheels for 5.50 tyres for 1934 Rover Fourteen. Write, Humphreys, 94, Beeches Drive, Birmingham 24.

REQUIRED urgently.—Cylinder block or good engine for 1937 M.G. "TA." Lamarra, 20, Fifth Avenue, Northville, Bristol 7.

WANTED.—Sunbeam cylinder block for 1926 3-litre sports, non-detachable head. Might buy engine if cheap. Youell, 36, The Crescent, Leatherhead.

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

WANTED.—Toy and model cars, such as "P2" Alfa, clockwork Citroen, etc. Also home-made models. Any condition. Details to Box No. 66, MOTOR SPORT, 15, City Road, E.C.1.

WANTED.—R. Truscott wishes to purchase a vintage-type sports car or drophead coupé. Alpha Garage, Westergate, near Chichester, Sussex.

CYLINDER-HEAD for "328" B.M.W. Watkins, Harford, Ivybridge, Devon.

3-LITRE Bentley saloon. Good home offered by enthusiast. Please give full details, including price, Box No. 67, MOTOR SPORT, 15, City Road, E.C.1.

S.U. HORIZONTAL carburetter urgently required, 1⅜-in. bore, suitable for 65-mm. horizontal stud centres. Harvey, "The Limes," Hollingbourne, Kent.

WANTED.—Copies 1920 to 1934 of MOTOR SPORT, *Autocar*, *Motor*, etc. Condition immaterial. State price to Cooper, 54, Ferry Road, Barrow-in-Furness, North Lancs.

FRASER-NASH. £200 offered for car in good condition. Slight body repairs no objection if chassis sound. BM/EVXM, London, W.C.1.

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1937 Morgan "4/4" 2-seater sports, six excellent tyres. Inspection invited - - - - - **£345**

WOLSELEY "Hornet," E.W. Engine. 2-seater sports. New all-weather equipment, very fast car - **£210**

1936 B.S.A. 2-seater sports, bodywork good, excellent tyres. Any trial - **£240**

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WANTED—*continued*

BADGES, sports and vintage cars, radiator or buttonhole miniatures and metal plaques; also Vintage Sports Car Club badge. Box No. 68, MOTOR SPORT, 15, City Road, E.C.1.

MARENDAZ-SPECIAL, 13-h.p. model, 1933. Specification book and spare wire wheel wanted. Haslam, Ashcot, Seaton, Devon.

WANTED.—Complete Austin Seven chassis, with or without engine. Box No. 69, MOTOR SPORT, 15, City Road, E.C.1.

COMPLETE lightweight razor blade chassis, less engine, central steering, for impecunious demobbed youngster. G.N. preferred. Full particulars, price, to Box No. 70, MOTOR SPORT, 15, City Road, E.C.1.

WANTED.—Riley Nine "Kestrel," up to £200 paid. Good home guaranteed. Hanson, 26, Greyshiels Avenue, Leeds 6.

1934 RILEY Nine special series engine, complete with crash gearbox, wanted as spares. Engine in good condition considered. Also pair rear shock absorbers for above model car ("Kestrel"). To Clark, Market Place, Wragby, Lincoln.



WANTED—*continued*

BODY for 1932 Riley Nine "Monaco"; good price if in sound condition. Particulars to Grady, 135, Rockingham Road, Kettering.

ENTHUSIAST urgently requires sports car. Condition immaterial. With or without engine and gearbox. Preferably old Bugatti or "Brooklands" Riley. Not over £150. For sale, "Book of the Motor" (1912), 2 vols. Offers to 97, New Road, Croxley Green, Herts.

WANTED, for 1933 "12/6" Riley, half-shaft bearing and hub offside rear. Needed really urgently. State condition and price to Hawke, "The Limes," St. Johns, Woking, Surrey.

WANTED, for 1933 "Le Mans" Aston-Martin, dynamo, rocker plate, hood, set of 18 by 5.50 wheels and mudguards to suit. Also 16-h.p., 4-cylinder, Riley engine or V8 Riley engine. Russell, 9, Highmains Avenue, Dumbarton, Scotland.

WANTED.—Pair of 50-mm., or nearest, bore horizontal S.U.s or Zenith. Wellinton, Burr Wood, Wrecclesham, Surrey.

YOUNG R.A.F. enthusiast desires Austin Seven sports, any condition, age immaterial. Please write, Hughes, 118, Hertford Road, Dalston, N.1.

WANTED urgently.—"Brooklands" Riley-type gearbox or gears and extension. Croysdill, 6, Beaumont Avenue, St. Albans.

WANTED.—Instruction book for 1928 "12/40" Lea-Francis. Good price for good specimen. Dove, 40, Courtfield Gardens, S.W.5.

TWIN-CAMSHAFT 3-litre Sunbeam required. Good condition preferred, but damaged or incomplete car considered. Distance unimportant. Forshaw, Lyngarth, Sandecotes Road, Parkstone, Dorset.

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

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

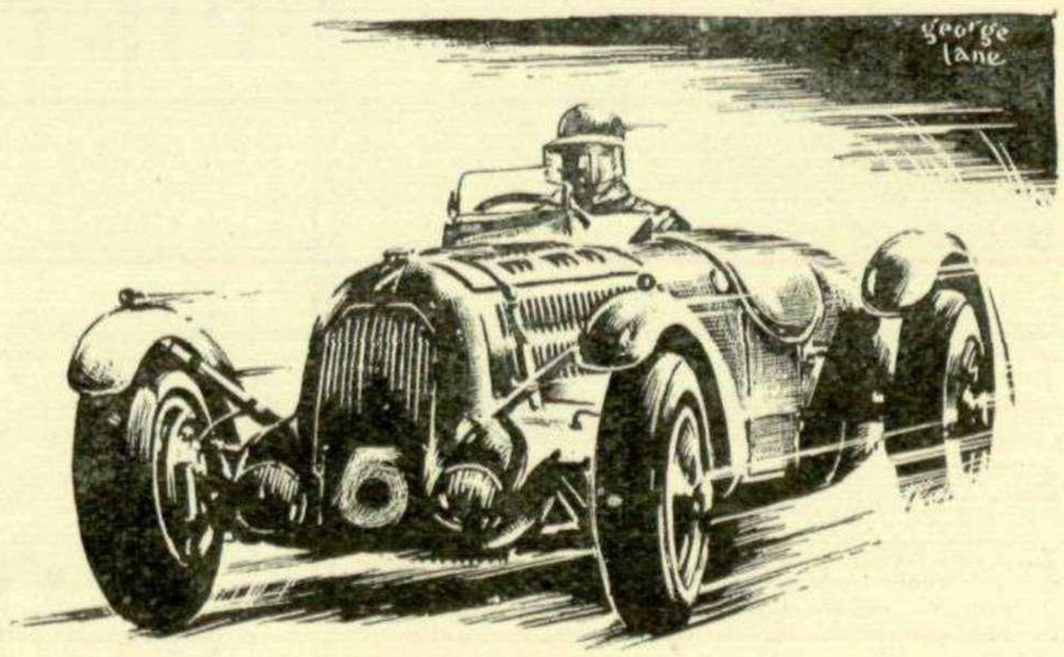
LAGONDA 2-litre, low chassis tourer wanted by enthusiast. Full details and price please, to Box No. 72, MOTOR SPORT, 15, City Road, E.C.1.

ENTHUSIAST offers cash for sports cars, parts, fittings, wheels, tyres, hub-caps, stoneguards, lamps, meters, carriers, wheel-cages, mascots, badges, books, photos, anything "sports car," any condition, single parts or quantity. Also parts, fittings for exchange or sale. Fittings made to order; plating, cellulosing, rebuilding. Enthusiasts write G. A. Final, 15, Nashleigh Hill, Chesham, Bucks.

YOUNG enthusiast madly desires well-bred sporting car, M.G. or Riley preferred, but any English or European marque considered, age and condition immaterial. Approximate limit, £115. Full particulars please to Box No. 73, MOTOR SPORT, 15, City Road, E.C.1.

YOUNG and genuine enthusiast requires sports car up to 1½-litre capacity. Body and engine to be sound in structure. Capital £150. D. J. Siddons, 38, Hazelwood Road, Northampton.

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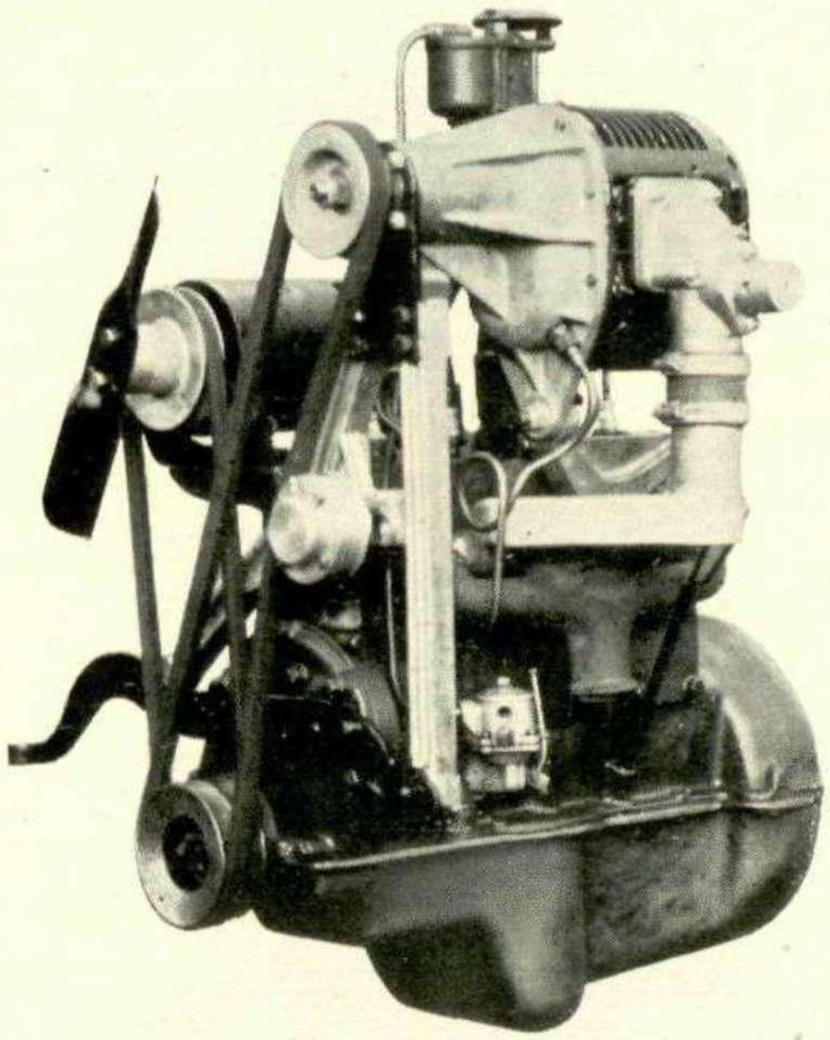
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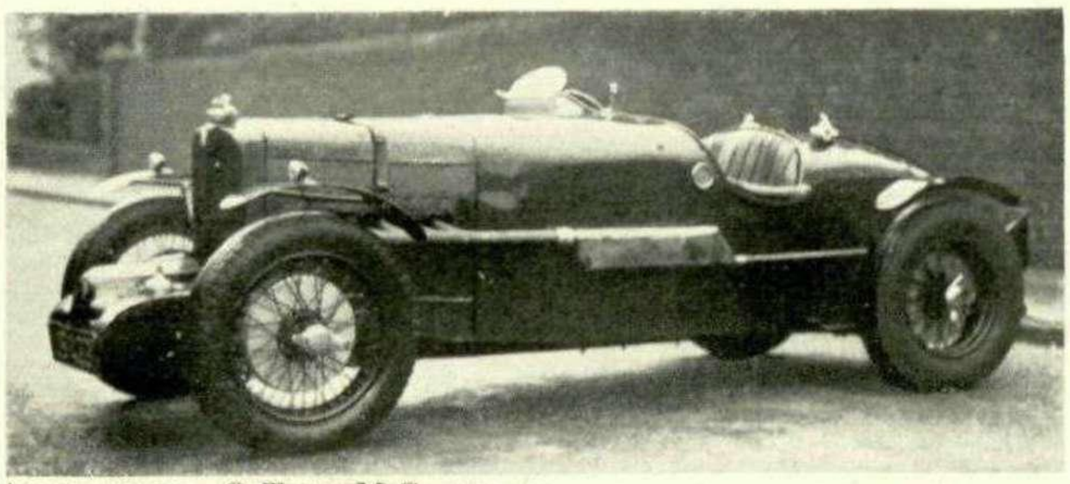
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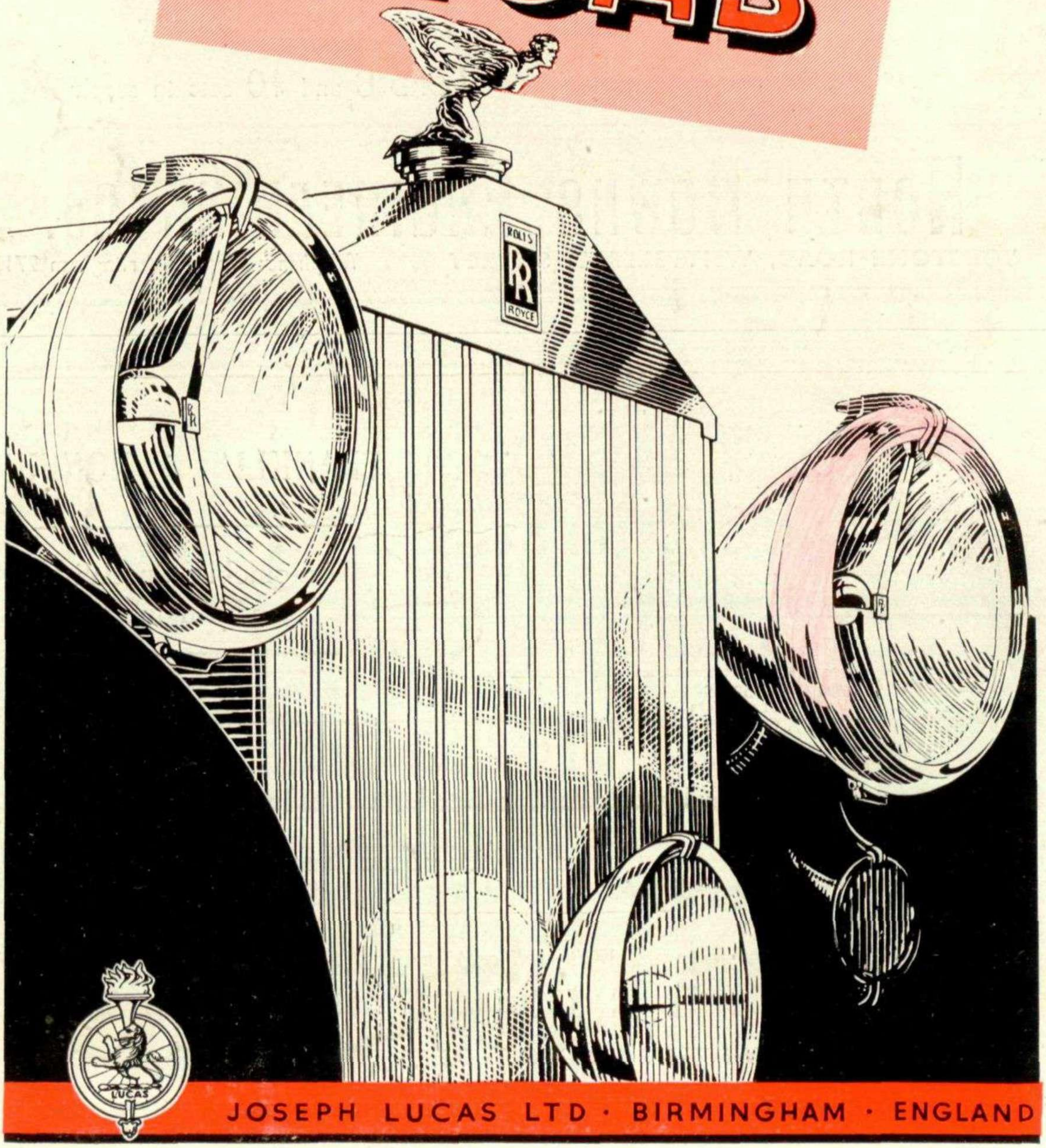
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