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Reg. Parnell (*Maserati*) won the Richmond Trophy at Goodwood, Easter Monday, under the most gruelling condition known to motor racing.

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VOL. XXVI. No. 5 THE AUSTIN 7 AS A SPORTS CAR MAY, 1950

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

EDITORIAL AND ADVERTISEMENT OFFICES

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MATTERS OF MOMENT

PROGRESS

We add our salutations to the very many already showered on the Rover Company in respect of their pioneer turbo-jet car. This Rover is a truly encouraging example of British enterprise, the more meritorious for the confident manner in which it was displayed to the Press and last month exhibited in New York. Pure sentimentality weds us to crank-shafts and valves, to reciprocating allied to rotary motion, and if the piston-engine is ousted by the turbine our period of mourning will be a long one. Meanwhile, all praise to the Rover engineers for a very significant achievement.

QUITE TRUE

The American magazine *True* came out with another interesting sports-car article last February, written by its motor-enthusiast, Mercer-owning Editor, Ken Purdy. This time it described personal experience of three prominent sports cars, under the heading "The Two-Seater Comes Back." These three cars were the XK 120 Jaguar, that has clearly taken America by storm—another U.S. writer has said of it: "It is a marvellous car, it's something England can be really proud of"—, the Kurtis-Kraft and the Crosley.

Note that two of Purdy's three "desirables" are American! Possibly you expect that in a paper published in New York. But there is nothing to be gained by turning one's back on one's rivals and MOTOR SPORT feels it might do British manufacturers and enthusiasts good to heed what Purdy feels about these cars.

He is scrupulously fair to the Jaguar. It is, he explains, the officially-certified fastest stock car in the world, yet its exhaust whoosh is not much louder than a Packard's. He claims that the car tested for *True* reached 5,400 r.p.m. on the tachometer in top gear, or 143 m.p.h., not allowing for wheel slip, etc.—they *do* go faster in the States! The safety, the astounding acceleration, are warmly emphasised, and we learn that the Jaguar rolls but doesn't seem likely to slide and gives around 17 m.p.g. Acceleration figures are published: 0-30 in 2.5 sec., 50 in 5.3 sec., 60 in 9.2 sec., 80 in 16.7 sec., and 100 in 33.1 sec.

The Kurtis-Kraft is 2 in. shorter in wheelbase, has Ford V8 engine, gearbox, brakes, suspension and frame, as our Allard does, the weight is given as under 23 cwt., production is not to exceed 300 cars a year, and the price is $3,990. The speed approaches 105 m.p.h., according to *True*, and the acceleration figures are given as: 0-30 in 4.5 sec., 60 in 11.8 sec., 10-80 in top gear in 21.6 sec. The steering has the same lock-to-lock turns as that of the Jaguar, visibility is described as good, the central gear-lever thick, short and businesslike, the instruments black-faced and round, a rev.-counter is fitted and the hydraulic brakes are said to be entirely adequate to the Kurtis' speed. If the car will go like this in standard side-valve form, how much better it should perform in "hotted-up" guise! Already a special Ford-engined Kurtis has been electrically timed at 142.5 m.p.h. on alcohol and at 132.9 m.p.h. on pump fuel, compared to the Jaguar's 132.6 m.p.h. on 74 octane petrol at Ostend. *True* remarks: "If Kurtis can duplicate the latter speed (132.9 m.p.h.) after he has manufactured twenty-five 'Competition' models, he can claim the world's stock-car record. . . . No one who knows him doubts that he'll try for it. The record used to be held by America and it would be nice to have it back." Frank Curtis, should we add, hails from Los Angeles, and has for years built some of the leading Indianapolis cars, usually Offenhauser-powered. He is well versed in custom-body building and his new Kurtis-Kraft is now in production.

The little Crosley "Hotstot" was conceived by Powel Crossley, Jr., as the U.S. answer to the M.G. Midget. It costs $1,000 less than the M.G., but it hasn't anything like as much refinement. It uses an o.h.c., 725-c.c. 26½-b.h.p. engine, has a wheelbase of 6 ft. 11 in., weighs under 10 cwt., does 0-30 in 7.2 sec., 60 in 27.2 sec., and can reach 74 m.p.h., by *True's* reckoning. That's on an 8 to 1 compression ratio, but in accordance with American "hot-rod" practice, pistons to give 12 to 1 and 14 to 1 ratios are available and the car strips quickly for racing, saving 104 lb.

That's the way the wind is blowing in the States. We are confident that our Jaguar and Allard on the one hand, our M.G. Midget and Morgan "4-4" on the other, are comfortably ahead of these newly-announced Americans. But it is as well to take stock of the opposition, for, as MOTOR SPORT predicted in these columns last February, there is about to break a great new cult in sports cars and world competition is likely to be decidedly keen.

* * *

STOP PRESS. Warm congratulations to Reg. Parnell for his fine driving at Goodwood on Easter Monday.

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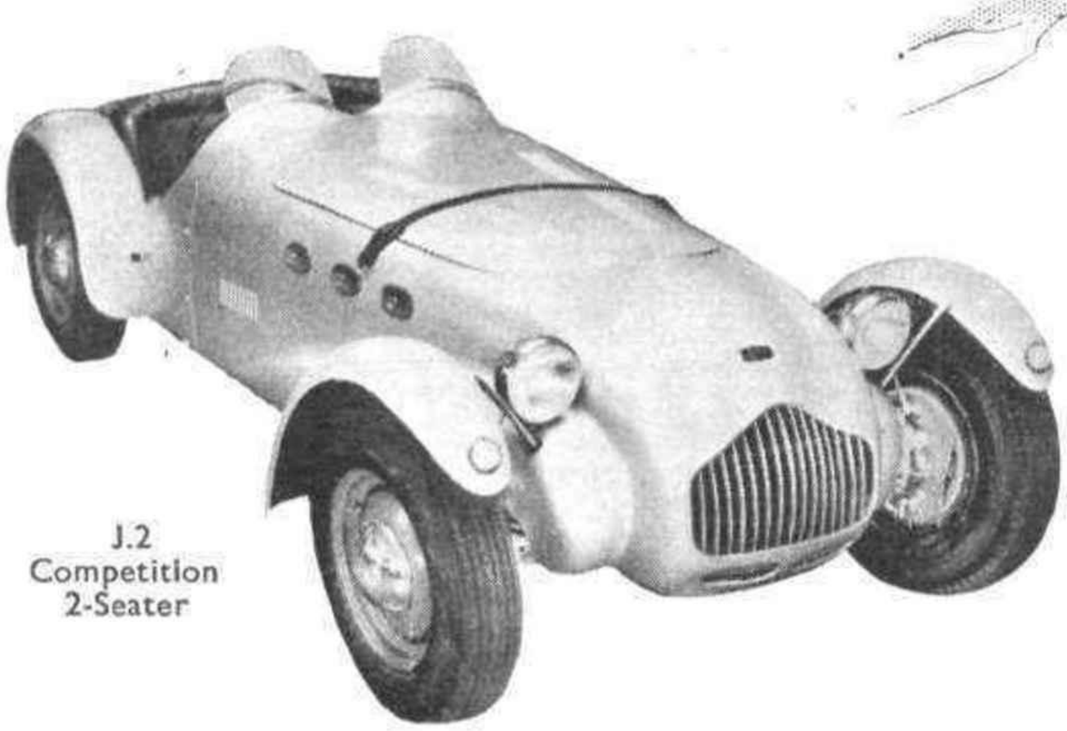
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B.A.R.C. EASTER MEETING, GOODWOOD

CHICHESTER CUP

First—B. BIRA (Speed 80.63 m.p.h.)

Second—Baron E. de GRAFFENRIED

both driving 1,490 c.c. s/c MASERATI

(Subject to official confirmation)

LEADERSHIP IN LUBRICATION

Reports of Recent Events

WEST ESSEX C.C. SPEED TRIALS

On March 26th the W.E.C.C. held speed trials at Boreham airfield, timing cars in pairs over a standing kilometre —an ambitious event for a new club. They hope later to hold races there, so that Boreham, near Chelmsford, can be added to the British venues listed Editorially last month. Again indicative of the present-day interest in motor sport, 96 entries came in for this *closed* event! F.T.D. was made by Matthews' 3½-litre Jaguar at 29.15 sec. (76.74 m.p.h.), against Tony Crook's 29.41 sec. (76.06 m.p.h.) in the ex-Bennett 2-litre Alta. Raymond Way's B.M.W. was fastest unblown car, in 31.23 sec., Ayrton's Type 51 Bugatti fastest sports car, in 31.32 sec., Matthews' Jaguar being best of the *road-equipped* open cars in 34.16 sec., while another 3½-litre Jaguar made best saloon-car time, in 38.64 sec., driven by a Chelmsford Police driver—further evidence that the police are sportsmen and not out to catch those who go fast in the right places. Mrs. Mortimer's Healey "Silverstone" did 34.16 sec., Jacobs took the M.G. Midget Trophy in a TC, in 41.5 sec., and the class winners were :—

SPORTS CARS UP TO 1,100-C.C., ANY TRIM.—R. W. Jacobs (s/c M.G.), 33.11 sec.
SPORTS CARS, 1,101-1,500-C.C., ANY TRIM.—G. E. Phillips (TC M.G.), 34.18 sec.
STANDARD OPEN CARS UP TO 1,100-C.C.—R. A. May (PB M.G.), 43.24 sec.
STANDARD OPEN CARS, 1,101-1,500-C.C.—R. W. Jacobs (TC M.G.), 41.50 sec.
STANDARD OPEN CARS, 1,501-3,000-C.C.—F. A. Spiller (TC s/c M.G.), 38.80 sec.
STANDARD OPEN CARS, UNLIMITED.—R. K. Clarkson (J-type Allard), 36.60 sec.
STANDARD SALOON CARS UP TO 1,100-C.C.—J. B. Lewis (Riley Nine), 50.75 sec.
STANDARD SALOON CARS, 1,101-1,500-C.C.—H. W. Dalling (Police M.G.), 46.09 sec.
STANDARD SALOON CARS, 1,501-3,000-C.C.—M. H. Buckler (Healey), 39.06 sec.
STANDARD SALOON CARS, UNLIMITED.—A. H. J. Whitehead (Police 3½-litre Jaguar), 39.13 sec.

W. HANTS & DORSET C.C. GRAHAM CHALLENGE CUP TRIAL

On April 1st, 1950, the West Hants and Dorset Car Club ran the first of what is hoped to be a yearly event, a night trial for the Graham Challenge Cup.

The trial was run over a 35-mile course in Dorset, starting at Lytchett Minster at 9 p.m., and the last competitor signing off at the final check in the wilds of Bovington Heath at 1.15 a.m. on Sunday, from where they made their own way to Sibley Potteries, where a first-class meal was laid on.

Each competitor was given a list of map references and a clue against each one, *i.e.*, What No House. Anyone searching very thoroughly in the vicinity of the above reference would have found a tent containing a couple of very cold marshals, dressed in pyjamas, frying sausages over a Primus stove and protesting most convincingly that their privacy should be disturbed at such an unearthly hour of the night.

The Graham Cup was eventually won by Ian Lee-Duncan, driving a Singer Roadster, with a total of 109 marks out of a possible 150, being only two minutes late at the final check. A very creditable performance considering how well the marshals had hidden themselves.

Mrs. Sheppard, the only lady competitor, proved her superiority over her brother males by qualifying for a first-class award.

Other awards were as follows :—

GRAHAM CHALLENGE CUP.—Ian Lee-Duncan, 109 marks.
FIRST-CLASS AWARDS.—F. Curry, 86 marks; A. Durrant, 64 marks; W. A. Walker, 60 marks; Mrs. Sheppard, 55 marks.
SECOND-CLASS AWARDS.—J. Macklin, 52 marks; A. Cooper, 46 marks; L. Onslow-Bartlett, 40 marks; W. H. Nunwick, 34 marks.

B.D.C. EASTBOURNE RALLY

On April 1st the Bentley D.C. held its well-known Eastbourne Rally. There were eight driving tests on the promenade beside the sea and Lancia cars did particularly well.

Results :

EASTBOURNE TROPHY: J. G. Growther (Lancia Astura), Lancia M.C.
RUNNER-UP: D. H. Gahagan (Lancia Lambda), Lancia M.C.
THIRD: D. E. R. Greig (Frazer-Nash), V.S.C.C.
BEST B.D.C. MEMBER: W. A. L. Cook (4¼-litre Bentley).

HANTS AND BERKS M.C. ALDERSHOT TRIAL

This event, held on the common between Farnborough and Fleet, has gained the reputation of being "tough," but on April 2nd conditions were, perhaps, easier than on former occasions. The notorious Soggy Wood, duly flooded by the local fire-brigade the day before, was a real mud section with a great reputation amongst spectators, but the remaining sections were more of the driving-test order: 43 entries were received and in follow-my-leader formation the cars made their way on to the common to Soggy Wood. Harvey (Allard) had his first essay through the slimy waters spoiled by a stray dog, but on a later attempt wetted the plugs well and truly. Len Parker's Parker got through, clutch and engine protesting, but Denyer's Lea-Francis was early in difficulties. The Clayton Special then showed how easy it could be, Seelly's Ford followed suit, at speed, in spite of a rather fluffy engine, and Rumfitt (Allard) took it steadily and sensibly, radiator covered over. Smith let his F.M.B. slew sideways in the second "pond," which brought him to rest, Hunt swamped the engine of his Taylor-Hunt and pulled on to the grass to dry it out. Blundell's B.B. Special sounded a bit damp, too, but got through, Fitzwater (Riley Special) was neat, using blipping tactics, and Jim Appleton did everything right in his Allard, using its useful power with reserve when the back wheels sank momentarily. Very polished was Harry Hopkinson in a Ford-Austin, although his son's Wolseley failed near the end. Brookes had a dicey passage in his E.R.P., but V. S. A. Biggs' Ford just fell in a hole and stopped. Durling, driving the ex-Birkett Austin Seven, small child in back, used lots of rather rough-sounding revs. in getting through, and Lang likewise in his "Ulster" Austin Seven, although he was exceedingly sure. Panton's Allard only just made it, but Jackman's Price Special just swam through, entirely without effort and accelerating after the wetter bits like an electric car. Other excellent displays were put up by Dewey (Riley) and Cotton (Cotton Special), the latter blipping his engine, while Brown's Brown-Ford V8, clutch seeming to slip a little, was very sure and the Spence-Special sailed through like a small boat. In contrast, Roberts' Ausford sank early, Chandler's M.G. Magnette tourer stopped hopelessly in the first "pond," Smith's M.G.-Ford likewise, although it managed a few more feet by itself on further persuasion. Wicks' Riley, exhaust well clear, was neatly handled. The next hazard was Barker's Hole, where the Parker V12 misfired and fluffed out, Jackman lacked power and one or two others had trouble. The next two sections failed very few, although on the first, Smith's M.G.-Ford had insufficient power.

In the Special Test Clayton and Waring tied for best time.

Results :

BIRKETT TROPHY.—H. Clayton (Clayton Special) and W. H. Waring (Dellow), tie.
CLASS A FIRST-CLASS AWARD.—B. Fitzwater (Riley Special).
CLASS A SECOND-CLASS AWARD.—C. S. Dewey (Riley).
CLASS A THIRD-CLASS AWARD.—S. White (Auswyte).
CLASS B FIRST-CLASS AWARDS.—Clayton and Waring.
CLASS B THIRD-CLASS AWARD.—L. J. Tolman (Betsy).
CLASS C FIRST-CLASS AWARD.—A. L. S. Denyer (Lea-Francis).
CLASS D FIRST-CLASS AWARD.—R. W. Faulkner (Mercury).
CLASS D SECOND-CLASS AWARD.—A. Rumfitt (Allard).
CLASS D THIRD-CLASS AWARD.—J. H. Appleton (Allard).

BROUGH AERODROME 500-c.c. RACES

A crowd of approximately 12,000 visited the Brough Aerodrome Circuit on Good Friday, when the Blackburn Welfare Motor Club held their first meeting of the season. The 500-c.c. car race was divided into two heats.

Heat 1 : D. Parker (Parker Special) went ahead from the start and was never seriously challenged and led throughout, with J. G. Reece (Cooper-J.A.P.) second and D. P. B. Prosser (Cooper-J.A.P.) running third. M. C. Kearon (Cooper) went out on the third lap with engine trouble. Parker's fastest lap was at 57.3 m.p.h. on the fourth lap, and he won at 56.8 m.p.h.

Heat 2 : Six cars came to the line. A. B. Rogers (Cooper) jumped into the lead, closely followed by W. L. Grose (Grose Special) and J. R. Stoop (C.F.S. Special). These last two had a hammer-and-tongs duel throughout, J. R. Stoop finished just ahead of Grose, with J. Raper (Marwyn) fourth, A. M. Beardshaw (Cooper) fifth, and C. D. Headland (Cooper) sixth. Fastest lap was made by

J. R. Stoop at 56.1 m.p.h., the race being won at 54.1 m.p.h.

In the final again Parker went into the lead from the start, whilst J. G. Reece (Cooper), A. B. Rogers (Cooper) and D. P. B. Prosser (Cooper) fought it out for the next three places. Prosser just managed to squeeze home into second place in front of Reece. Again the fastest lap was made by Parker, who had the "legs" of everybody else at this meeting.

CEYLON EASTER HILL-CLIMB

Competitors and spectators all agreed that the Easter Hill-Climb of the Ceylon Motor Sports Club was one of the best of its kind ever held. This meeting was held at Oodoowerre Estate, a large tea plantation, on Easter Sunday.

The greatest praise must go to Glen Dickson who, on his Triumph Speed Twin, clocked the fastest time of the day for motor-cycles. He lost very little at the bends and his gear-changing was always correct.

In the 750-c.c. class for motor cars Edward Mason once again thrilled the spectators with his masterly handling of the Baby F.I.A.T., and maintained his successful record in this class.

The honours in the cars up to 1,100 c.c. went to Mrs. Glen Dickson. Her performance was really creditable, and her driving excellent.

The event for racing cars of unlimited class was to have been the tit-bit of the day. Filby in a Cooper 500 made the fastest time of the day for motor cars. Jinasena driving his home-built supercharged Magpie was unfortunate to hit a sandbag and run off the road. Jinasena made another attempt in heavy rain but could not improve on Filby's time.

M. Lafeer Kariapper at his maiden attempt at this annual hill-climb, won the event for cars of 1,100 c.c. to 1,500 c.c.

Results :

MOTOR-CYCLES :
350 C.C.—Freddy Stang (Ariel).
UNLIMITED.—Glen Dickson (Triumph).
MOTOR CARS :
UP TO 750 C.C.—Edward Mason (F.I.A.T.).
UP TO 1,100 C.C.—Mrs. Glen Dickson (Standard).
UP TO 1,500 C.C.—M. Lafeer Kariapper (Austin A40).
SPORTS CARS UP TO 1,500 C.C.—W. H. Newman (M.G.).
RACING CARS, UNLIMITED.—A. E. F. Filby (Cooper 500).

HAGLEY AND DISTRICT L.C.C. HAGLEY-LUDLOW HANDICAP

This event, which actually started at Hartlebury and finished at Bewdley, resulted in a win for L. Shaw (M.G. 1½-litre) for the second year in succession.

Shaw drove from scratch while super-sports cars and trials specials were handicapped 15 per cent., and he finally beat J. D. Sleeman (Sleeman Special) by one mark only.

The competition comprised four special tests of manoeuvrability, an acceleration test, a brake test, a stop and restart, a double stop and go, and a ties test.

In the closed car category, L. Shaw won every test except the brake test, while J. D. Sleeman (Sleeman Special) and K. Rawlings (Vanguard Special) shared honours in the other category.

R. W. Horton (Citroën) made best performance in the brake test, while G. D. Waldron (Dellow) and A. W. Francis (3,917-c.c. F.M.) were tied for best time in the acceleration test.

Both Mrs. J. Cooke (1,172-c.c. Ford saloon) and V. Ostroumoff (1,172-c.c. Dellow, s.) drove neatly and consistently throughout.

Results :

CLARE CUP (best performance of the day).—L. Shaw (1,250-c.c. M.G. saloon), lost 1 mark.
HAMILTON CUP (best performance opposite class).—J. D. Sleeman (1,172-c.c. Sleeman Special), lost 2 marks.
FIRST-CLASS AWARDS.—V. Ostroumoff (1,172-c.c. Dellow, s.), lost 6 marks; K. Rawlings (2,088-c.c. Vanguard Special), lost 14 marks; L. J. Oliver (1,172-c.c. Oliver), lost 14 marks; Mrs. Joy Cooke (1,172-c.c. Ford saloon), lost 14 marks.
SECOND-CLASS AWARDS.—S. A. Beasley (750-c.c. Austin), lost 16 marks; B. J. Bodenham (1,172-c.c. Dellow), lost 16 marks.
TEAM AWARD ("Scuderia Squirtsodia").—G. D. Waldron (1,172-c.c. Dellow, s.) and K. Rawlings (2,088-c.c. Vanguard Special).

MAIDSTONE AND MID-KENT M.C.

The Maidstone & Mid-Kent M.C. Navigation Trial was run on the Hants & Berks lines, and the Ashford (Kent) M.C. assisted, even supplying ghosts and highwaymen.

PREMIER AWARD.—E. Brandon.
NEXT BEST.—J. R. Kempe-Roberts.
FIRST-CLASS AWARDS.—G. F. Hayward and H. E. Fuller.
SECOND-CLASS AWARD.—J. Pocock.

V.C.C. CONCOURS D'ELEGANCE, HURLINGHAM

No less than 45 entries were received for the above event. All the cars were presented to the judges on April 8th in beautiful condition, the result of many hours of loving work by their owners.

Results

VETERAN CARS UP TO 1904
CLASS I (*Open or Closed having four or more seats*):
1st: J. W. Wills (1899 Star *vis-a-vis*).
2nd: H. Parkinson (1901 Darracq tonneau).
CLASS II (*Open or Closed having up to three seats*):
1st: S. J. Skinner (1904 Humber two-seater).
2nd: G. Mawer (1904 Oldsmobile curved-dash runabout).
PRIX D'HONNEUR (*best car in Show*): W. Browning (1900 New Orleans Voiturette).
EDWARDIAN CARS—1905 TO 1916
CLASS III (*Open Coachwork*):
1st: F. W. Hutton-Stott (1913 Lanchester 38-h.p. torpedo).
2nd: E. R. Cass (1909 Delage 12-h.p. two-seater).
3rd: W. S. Oldham (1910 Daimler 38-h.p. tourer).
CLASS IV (*Closed Coachwork*): P. Risden (1912 Rolls-Royce "40/50" limousine).

S.S.C.C. HIGHLAND 3-DAY TRIAL

This was a truly arduous event, decided finally on driving-test times.

Results :

HIGHLAND CHALLENGE TROPHY.—A. E. Wilson (Austin).
RUNNER-UP AWARD.—M. Goodall (Ford).
CAMERON HASTIE TROPHY (best over 1½-litre car).—J. C. Kennedy (Wolseley).
TEAM PRIZE.—Messrs. Gibbon (Girastro), Hendry (Speedy) and Pattinson (Alfard).
SECOND-CLASS AWARD.—Goodall (Ford).

YORKSHIRE S.C.C. "4/44" TROPHY TRIAL

Begley's Ford Ten-engined Ward Special won through in this difficult event, which attracted 58 starters. Moss Bank and Bank Top proved to be extremely difficult and only T. C. Harrison (Ford Ten Harford) climbed Zig-Snag. In addition, three special tests had to be tackled.

Results :

BEST PERFORMANCE.—J. Clegg (1,172-c.c. Clegg), no marks lost.
BEST IN OPPOSITE CLASS.—J. C. Wallwork (1,776-c.c. Standard), 11 marks lost.
BEST VISITOR.—R. W. Phillips (1,496-c.c. Fairley), 5 marks lost.
BEST NOVICE.—W. T. Leigh (1,568-c.c. M.G.), 30 marks lost.
TEAM PRIZE.—Yorkshire S.C.C. (A. M. R. Mallock (1,172-c.c. Austin Special), M. Wilde (1,172-c.c. Ford) and J. Lister (1,172-c.c. Austin Special)).
FIRST-CLASS AWARDS.—T. C. Harrison (1,172-c.c. Harrison Special), G. E. Hankins (1,172-c.c. Ford), B. K. Thompson (1,172-c.c. A.W. Special), M. Wilde (1,172-c.c. Ford), and A. M. R. Mallock (1,172-c.c. Austin Special).

THE M.C.C. LAND'S END TRIAL

The Thirtieth Land's End Trial followed the utility pattern of its predecessor, except for the fact that the three "motor-cycle only" hills were cut out this year. How the older members of the M.C.C. must look back wistfully to 1908 and all that, when 600 miles were the order of the day!

It has become quite a recognised sport of the local inhabitants to doctor Beggar's Roost each year, and this year the effort reached such chassis-breaking heights that club officials spent late Good Friday rendering first aid to this centre-piece. So well was this done that many a competitor was of the opinion that the "Roost" was kindlier than last year.

Nevertheless twelve car entrants had the fatal "S" marked against them on the first ascent, and nine on the second occasion. H. Tregenza's Bradford Utility showed no inclination to make the climb, and H. J. Finden drove his Lagonda Rapier to a standstill about half-way up. As a contrast, J. G. Searle's immaculate new red Riley Sports, with three up in front, whipped through the section. A small depression centred over Scroggs, for the faithful chain-drive Trojan jibbed at the "Roost" on both occasions, and he was heard to mutter something about weight distribution and passengers. Wright in his 1924 Frazer-Nash also found the climb too severe.

But it was Ashwell and Southernwood which proved to be the stumbling blocks for cars. Ashwell, always inclined to a damp surface, registered 22 stops. On the run out Southernwood stopped only nine, but the afternoon's wind-whipped rain on this steep gulley helped to augment the score by twenty-six on the return journey.

For the motor-cyclists, of which there were nearly as many entries as cars—material here for the students of the economics of motor sport—Doverhay caused 50 per cent. to drop marks. The old hands who knew the line to take round the loose-surfaced S-bend had little difficulty, but others dived at the banks, paddled round the bend, or came to a complete stop.

The sidecars, too, found Doverhay formidable, and only Peacock rode his Matchless combination up the hill. Of the seven sidecar entries, he was the only one to gain a first-class award.

No hazard was too severe for that veteran W. J. Haward in his 1922 Bayliss Thomas, with shortened chassis, and he was rewarded with a well-earned First-Class. The H.R.G. drivers went home with seven firsts, two seconds, and the one-make car team award—good going for a band of nine enthusiasts.

Easter and the Land's End have become synonymous, but much of the genial atmosphere of the event would be lost

without the careful "nursing" of competitors, officials, and Press by Mr. and Mrs. Masters.

Car Results :

FIRST-CLASS AWARDS.—F. Allott (H.R.G.), Dan Clare (Clayton Special), W. J. Haward (Bayliss-Thomas), D. Bollom (Dellow, s/c.), E. D. Scobey (H.R.G.), J. H. Radbourne (H.R.G.), J. M. Lewis (H.R.G.), W. H. Waring (Dellow, s/c.), C. R. L. Nicoll (Ford), P. Scott (H.R.G.), J. V. S. Brown (H.R.G.), D. C. Mitchell (H.R.G.), A. E. Frost (A.F.S.), A. B. Napper (Austin-Ford), L. R. Gear (L.R.G.), C. F. Crossby (Vauxhall Special, s/c.), Ben H. Brown (Ford-Brown Special), W. F. Mead (Allard s/c.), G. L. Hancock (Allard), J. H. H. Barrow (Barrow Special), N. K. W. Bagley (Bitzaford), R. W. Faulkner (Mercury), K. E. O. Burgess (Allard, s/c.), J. P. G. Horton (Knowles), A. L. S. Denyer (Lea-Francis) and D. C. Mitchell (H.R.G.).

SECOND-CLASS AWARDS.—W. E. Wonnacott (Morgan), C. M. Davis (M.G.), E. G. Smith (A.R.M. Special), G. M. Boyes (BattenSpecial), J. H. Leigh (Frazer-Nash), Dr. J. T. Spare (Whiteford Special), D. C. S. Bassett (H.R.G.), A. O. Gosnell (H.R.G.), F. Morrish (Frazer-Nash), P. H. G. Morgan (Morgan), W. A. G. Goodall (Morgan), D. C. Bishop (M.G., s/c.), R. E. Holt (Allard coupé), P. G. Mallam (Allard), G. S. Edwards (M.G.), and J. H. Leigh (Frazer-Nash).

THIRD-CLASS AWARDS.—A. F. Scroggs (Trojan), H. W. Burman (Lea-Francis), T. G. Cunane (M.G. "TC," s/c.), R. E. Wright (Frazer-Nash), Dr. J. Spiridon (Riley Sprite), W. E. Edgar (Alvista), E. H. Dennis (Morgan "4/4"), R. A. Hellyar (Singer), J. H. Pool (Ford), A. L. Chard (Ford, s/c.), and M. C. Parrott (Buckler).

MIXED MOTOR-CYCLES TEAM AWARD.—M. S. Ewbank (Triumph), R. W. Peacock (A.J.S.) and W. H. J. Peacock (Matchless sidecar).

ONE-MAKE CAR TEAM AWARD.—E. D. Scobey, J. H. Radbourne and J. M. Lewis (H.R.G.).

MIXED CAR TEAM AWARD.—R. W. Faulkner (Mercury), K. Burgess (Allard, s/c.) and P. G. Mallam (Allard, s/c.).

TRENGWAINTON SPEED HILL CLIMB

The weather on Easter Monday was anything but good, but despite this a large crowd assembled to witness some brilliant driving during the course of the afternoon. Main centre of interest in the paddock was undoubtedly Geoffrey Healey's very smart "Silverstone" Healey, powered with a V8 Cadillac engine. It was obvious during its first run that the big car was slightly over-geared for the hill, but nevertheless was handled beautifully, and clocked 30.2 sec.

The first event was for sports cars up to 1,100 c.c., and W. A. Cleave did a very neat climb in his Morris Special to record 29.8 sec., and it was obvious that sooner or later Onslow Bartlett's three-year-old record of 28 sec. was going to be beaten.

Great interest was evinced in the 1,500-c.c. class, notable entries including Phil Uglow's Riley-engined H.R.G., driven by Ashley Cleave, Mrs. F. C. Mayne's hotted-up "TC" Midget, Martin Lewis' ex-John Newton H.R.G., the Buckler of M. C. Parrott, and Dennis Scobey's very fleet Singer-H.R.G. Lewis was first off the line and, driving magnificently, clocked 27.2 sec., knocking 0.8 sec. off the previous record. Scobey then proceeded to demonstrate that he too knew the quickest way up and equalled Lewis' time of 27.2 sec. Excitement was tense as Cleave lined up, but after a very quick get-away could only clock 28.2 sec., after demolishing the finishing post and scattering the marshals in all directions. Mrs. Mayne followed and drove her Midget in faultless style to record 31.5 sec. Parrott did a very neat climb in 31.7 sec.

The over-1,500-c.c. class attracted five entries, among them being C. R. Nicholl's Ford V8 Special, which climbed in 29.8 sec., Raymond Hartnoll's J.B.M., which did 31.2 sec., Healey's "Silverstone" Healey, 30.2 sec., and Ralph McGildowny's 1925 45-h.p. Hispano-Suiza. This car weighs 2½ tons, but was handled with ease on the difficult bends to return 32.3 sec.

By the time the Open Championship came on the rain was tumbling down and the concrete track was becoming very greasy. A terrific battle ensued between Cleave, Scobey and Lewis, which the latter just managed to win from Cleave in 29.0 sec. Cleave returned 29.1 sec. and Scobey 29.3 sec. to end a memorable day.

The fastest time of the day went jointly to Lewis and Scobey, in 27.2 sec., and this was a particularly meritorious performance as they had only just returned from competing in the Land's End Trial as members of the winning team, and had had no time to prepare their motors.

Results :

CARS UP TO 1,100 C.C. :		
1st : W. A. Cleave (Morris Special) ...	29.8 sec.	
2nd : D. Upex (M.G.)	31.4	,,
3rd : H. R. Willcox (M.G.)	33.2	,,
CARS, 1,100 TO 1,500 C.C. :		
1st : J. M. Lewis (H.R.G.)	27.2 sec.	
E. D. Scobey (H.R.G.) ...	27 2	,,
2nd : W. A. Cleave (H.R.G.) ...	28.2	,,
3rd : J. H. Radbourne (H.R.G.) ...	31.0	,,
CARS OVER 1,500 C.C. :		
1st : C. R. Nicholl (Ford V8 Special)	29.8 sec.	
2nd : G. C. Healey (Healey "Silverstone")	30.2	,,
3rd : R. W. Hartnoll (J.B.M.) ...	31.2	,,
OPEN CHAMPIONSHIP :		
1st : J. M. Lewis (H.R.G.)	29.0 sec.	
2nd : W. A. Cleave (H.R.G.)... ...	29.1	,,
3rd : E. D. Scobey (H.R.G.)... ...	29.3	,,

NOTTS S.C.C. GAMSTON RACES

Playgoing vintagents may remember that when Shaw's "Man and Superman" was first produced it was suggested that Mistinguette and the author should get together with the object of producing a superman possessed, presumably, of her beauty and his brains. G.B.S. is reported to have declined because he was unable to countenance the dreadful possibility of the offspring being endowed with her brains and his beauty.

Enthusiasts who assemble the best elements from one or two vehicles of proved excellence into one homogeneous whole obviously run no comparable risk, for two very thoroughgoing mongrels triumphed over all the thoroughbreds, three times out of a possible four at Gamston airfield near Retford, when the Nottingham S.C.C. held their first meeting of the season there last Easter Monday.

J. D. Radford's "Riley-Morris," for instance, is of unashamedly mixed ancestry, comprising as it does (among other things) four carburetters applied to a 1,100-c.c. Riley engine which is mounted upon a Morris Minor chassis which, in turn, has been endowed with a "P" M.G. front axle. Yet it gave Gahagen's Austin Seven 20 seconds' start in the Vintage Handicap and still beat it, while A. S. Findlater's 1½-litre Alfa-Romeo of unassailably pure pedigree, starting in the same class, could only achieve third place. Moreover, with its time of 8 min. 52.6 sec. for the course, it covered the five laps in some 41 seconds less time than S. G. Pollard (starting from scratch) needed for his 3-litre Bentley. It has to be admitted, however, that the event had an unusually slender entry list for so vintage-conscious a club as the N.S.C.C.—this (quite apart from the clutch on Alan Wither's 2-litre Lagonda suddenly going at the welt) being due to the fact that the inexorable rota took unusually large toll of the vintage enthusiasts, as officials of the meeting.

It was the other mongrel—E. H. Ashton's Ashford Special, powered by a near-standard Ford Ten engine, plus blower—which turned out to be quite definitely the *car du jour*. In it, K. Wood put up the f.t.d. and won the two most important races.

The Alan Withers-George Radford whelp (mostly 1,096-c.c. G.N.) was another arbitrary assembly, which, having previously done nothing to dispel the Shavian fears on miscegenation, at last got both wicks burning evenly and the whole plant cooking—as our transatlantic creditors would say—with gas. It didn't manage to get any awards and its half-turn lock-to-lock steering looked terrifyingly direct, but it nevertheless circuited very promisingly and harried Nancy Binns' Riley Sprite—though again it must be admitted that Mrs. Binns' No. 1 entry, her more recently acquired Sprite, had earlier burnt up a piston and that this No. 2 effort was in little more than touring trim.

The more historically-minded among the post-vintage people were very gratified to see C. A. Booker's "TC" M.G. lead in T. H. Shipside's "TD" by a good four seconds, in the under-1,250-c.c. unsupercharged sports-car race, but they had to think again before the afternoon was out because Shipside then brought in his "TD" more than three seconds earlier than Booker (in the M.G.-only race), and this despite the fact that the said Booker was only four-fifths of a second outside his previous time.—COLIN CROFTS.

Results :

Course roughly triangular. Each lap 1.3 *miles (approx.). Grid start.)*

SPORTS CARS UP TO 750 C.C. S/C., 1,250 C.C. NON-S/C. (5 LAPS) :

	min.	sec.
1st : C. A. Booker (1,250-c.c. "TC" M.G.)	8	2.4
2nd : T. C. Shipside (1,250-c.c. "TD" M.G.)	8	6.8
3rd : W. Finch (M.G.)	8	9.4

RACING CARS UP TO 1,500 C.C. S/C., 4,500 C.C. NON-S/C (8 LAPS) :

	min.	sec.
1st : K. Wood (1,172-c.c. Ashford Special, s/c.)	11	55.0
2nd : G. Lant (747-c.c. M.G.)	12	20.0
3rd : D. Richardson (3,892-c.c. Riley)	12	21.0

SPORTS CARS UP TO 1,500 C.C. S/C., 4,500 NON-S/C. (8 LAPS) :

1st : E. P. Scragg (3,485-c.c. Jaguar "100") ... ...
2nd : Clark (Riley-Ford) ... ...
3rd : G. R. Stokes (M.G., s/c.) ...

VINTAGE CARS HANDICAP (5 LAPS)—(under 750 c.c. received 60 sec., under 1,500 c.c. 40 sec.) :

	min.	sec.
1st : J. D. Radford (1,100-c.c. Riley-Morris)	8	52.6
2nd : C. R. Gahagen (747-c.c. Austin)...	9	35.4
3rd : A. S. Findlater (1,487-c.c. Alfa-Romeo)	9	43.8

M.G. CARS UP TO 1,250 C.C., NON-S/C. (5 LAPS) :

	min.	sec.
1st : T. K. Shipside (1,250-c.c. M.G.)...	8	0.0
2nd : C. A. Booker (1,250-c.c. M.G.) ...	8	3.4
3rd : D. Ryder (1,250-c.c. M.G.) ...	8	9.4

VITESSE TROPHY (FORMULA LIBRE) (8 LAPS) :

	min.	sec.
1st : K. Wood (1,172-c.c. Ashfore, s/c.)	11	41.0
2nd : E. P. Scragg (3,485-c.c. Jaguar "100")	11	54.6
3rd : G. Lant (747-c.c. M.G., s/c.) ...	12	3.2

SALOON CAR SPRINT :

1st : K. Flint (Allard).
2nd : Gourby (2½-litre Jaguar).

V.S.C.C. BLUBBERHOUSES TRIAL

The 21 entrants in this follow-my-leader event turned out with the varied and well-maintained selection of machines for this this club is famous, including a 1923 Crossley, 1923 Morris-Cowley, two Lancia Specials and two "30/98" Vauxhalls.

Results :

1ST VINTAGE AND 2ND OPEN.—L. Murray-Austin (1929 Lancia).
1ST OPEN.—D. S. Rayner (Ford V8).
MOST MERITORIOUS PERFORMANCE.—R. J. B. Leedall (1923 Morris-Cowley).

SUNBEAM M.C.C. POINT-TO-POINT
April 15th—Results :

JUNIOR RACE :
1st : B. G. Stonebridge (347-c.c. Matchless).
2nd : G. W. Beamish (348-c.c. B.S.A.).
3rd : B. W. Hall (348-c.c. B.S.A.).
Manufacturers' Team Prize : A.M.C.

SENIOR RACE :
1st : E. R. Cheney (497-c.c. Ariel).
2nd : G. J. Draper (348-c.c. B.S.A.).
3rd : B. W. Hall (499-c.c. B.S.A.).
Manufacturers' Team Prize : B.S.A.

* * *

Fangio's Alfa-Romeo won the San Remo G.P. on April 16th 1 min. 1 sec. ahead of Villoresi's Ferrari. Pian (Maserati), Vallone (Ferrari) and Roll (Maserati) followed. Ascari crashed, Brooke, Parnell and Whitehead retired.

* * *

D. P. Johnson's Allard made best performance in the Circuit of Ireland Trial, Mrs. Jennings' Vauxhall taking the Ladies' Trophy.

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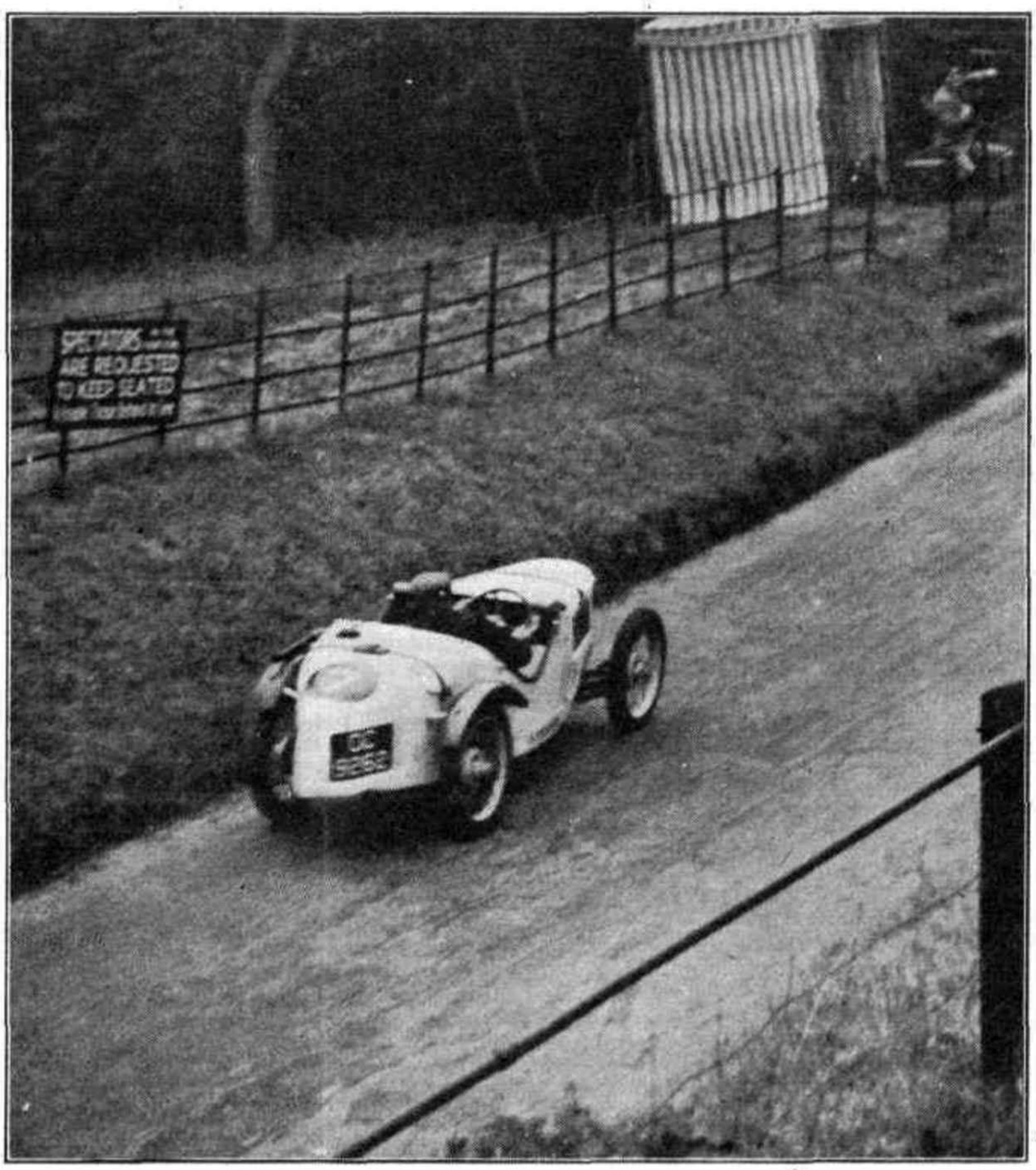
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The AUSTIN SEVEN from the Special-Builder's Angle

The Austin Seven is one of the world's great motor cars; some people go so far as to say the greatest. It was in production as an exceedingly successful economy car, unchanged in the main essentials, from 1923 to 1938, and some 400,000 were built during that time. It was entered successfully by the makers and by private owners for races and other forms of competition in virtually standard, side-valve form. It has formed the basis of more amateur-built "specials" than any other make and continues to do so.

With the advent of the "Unblown 750 Formula" by the 750 Club, a formula introduced to foster inexpensive racing of Austin Sevens by a club catering solely for these cars, interest in the potentialities of the little Austin from a competition aspect has become greater than ever.

Consequently, we asked Holland Birkett, Chairman of the 750 Club and himself an inveterate Austin Seven special-builder, to write this article on the subject. The first part deals with the characteristics of different Austin Seven models as they affect the enthusiast and the latter part describes how more power can be extracted from the engine and increased stability and better braking be obtained from the chassis.—Ed.



THE problem of constructing a sports car from an Austin Seven is one which has been tackled by hundreds of young enthusiasts, who fall approximately into three categories. The first attempt to put a smart-looking coachwork on a standard early chassis, and mostly abandon the project on finding nothing but fresh air on which to support the back end of the body. The second are the power-to-weight fiends who throw away the body and devote all their energies to the engine, finishing with a monstrosity that neither steers nor stops, but which has good acceleration at certain points in its performance range. The third group are more reflective, and aim to retain the many pronounced virtues inherent in the car, while taking steps to counteract the equally marked faults. This article is addressed to these people.

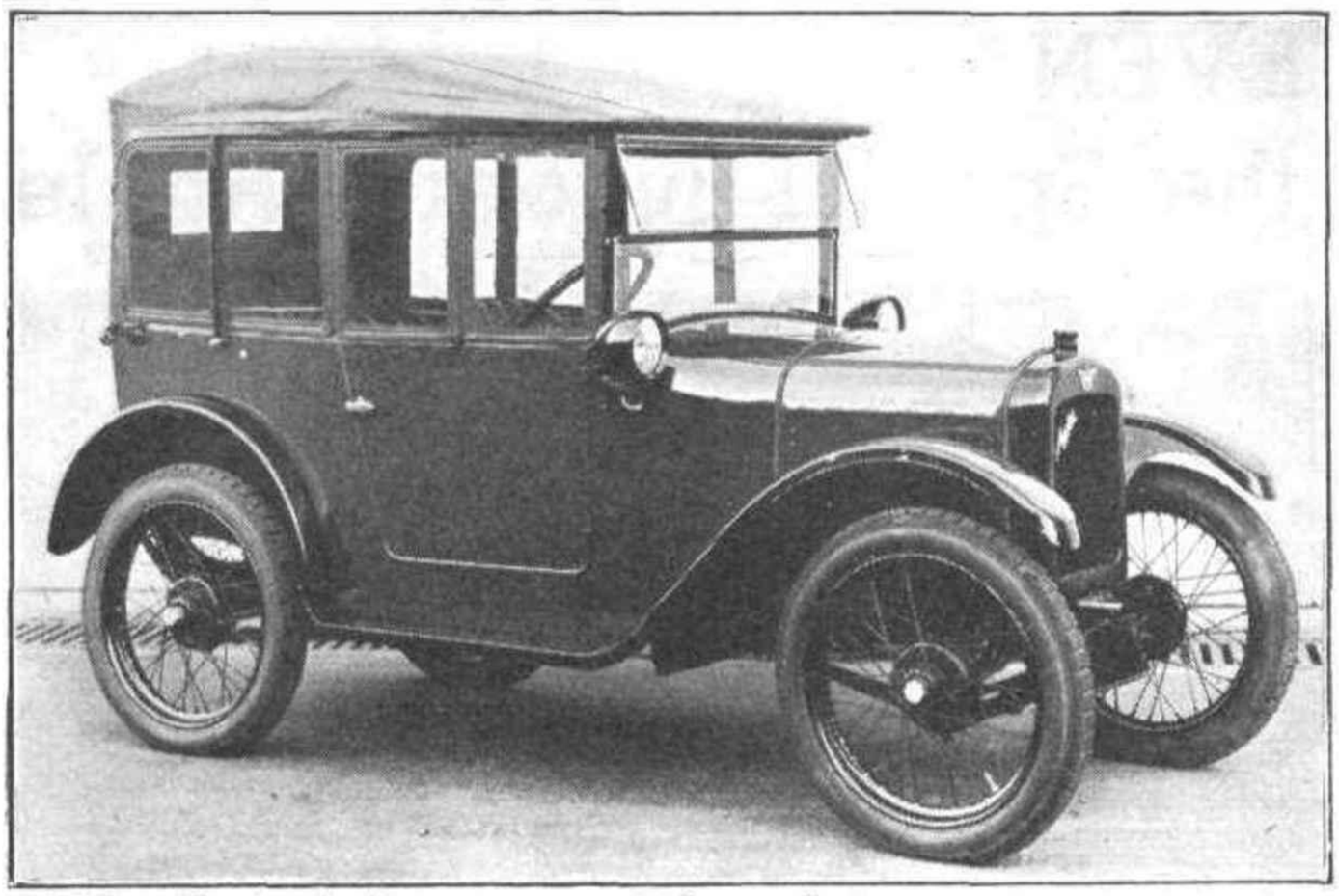
It is assumed that the reader has seen Austin Sevens in pieces, and it would be as well briefly to review the significant changes that have been made to the car during its production life. Taking the 1928 Chummy (open four-seater) as the basic type, we note that it has the classic A-shaped frame with top-hat section sidemembers, quarter-elliptic rear springs beautifully mounted in the ends, a semi-floating back axle with a flange-fitting torque tube connected to the rear cross-member by a ball-jointed link, and to the gearbox by a solid open prop.-shaft with a fabric universal joint forward and pot-and-trunnion-blocks aft. The final drive ratio is 9 : 44, or 4.9 to 1. The front axle is solid and mounted on the apex of the frame by a transverse spring and two shackles. The engine is solid-mounted and has a $1\frac{1}{8}$-in. two-bearing crankshaft mounted in a $1\frac{1}{8}$-in. bore roller race at the rear, and one roller race and a ball race at the front. Bore and stroke are 2.2 by 3 in. (56 by 76 mm.), the valves are side-by-side and there are four exhaust ports and two siamesed inlet ports. Cylinder head is cast iron giving a compression ratio of approximately 4.8 to 1 with a .075-in. (thick) gasket. The carburetter is up-draught Zenith with a 15-mm. choke diameter on a cast aluminium inlet manifold. The gearbox is three-speed, second being of the order of 1.8 to 1. Ignition is by magneto driven from a train of gears in the timing case and the dynamo is set transversely and driven from the camshaft timing wheel. The starter drives the Bendix pinion through a pair of spur gears.

The brakes are 7-in. diameter, foot rear and hand front, cable operated.

The body is aluminium, and examples in standard form which still have hood and upholstery can even to-day give remarkably fine service as general utility vehicles. Weight is $8\frac{1}{4}$ cwt.

In 1929 a number of improvements were made, but not simultaneously. The radiator became taller and the windscreen correspondingly shorter. The engine was altered to coil ignition, an entirely new crankcase eliminating the magneto gear train, the distributor being driven by small skew gears from the end of an entirely redesigned dynamo. Later the big-end size was increased to $1\frac{6}{16}$ in., and the rear main bearing increased to $1\frac{1}{4}$ in. bore. [This crankshaft can be built into the early crankcase, using the later type rods, flywheel and rear main bearing assembly.] The gearbox lid lost its gate. The differential cage became stronger and its securing bolts increased to $\frac{3}{8}$ in.

In 1930 the rear axle was provided with a screw-in torque tube and screw adjustments for the crown-wheel bearings, so that all meshing adjustments could be made externally.



BASIS.—The Austin Seven tourer, or "Chummy," of 1926. These cars have been used as the basis of a competition car without alteration of bodywork or major chassis modifications, being driven in high-speed-trials and similar events before the war by George Chaplin, A. N. L. Maclachan and others. To-day they still provide useful hack transport.

In 1931 the frame was made much stronger, fitted with a light, drilled longitudinal member between the cross-members, which also served a vital purpose in providing a centre bearing for the brake cross-shaft, which was thus able to pull on the brakes instead of bending its outer bearing brackets. The radiator became taller still and in mid-1931 the body was panelled in steel with higher sides. The starter was direct drive. The rear axle assumed two dual-purpose thrust races immediately in front of the main pinion bearing, secured by a nut on the pinion shaft. It reverted to flange-fitting for the torque tube but retained the crown-wheel adjusters.

In 1932 the same model was continued, there also being a large production in saloons. Concurrently the "de luxe" saloon was introduced, with the wheelbase increased from 6 ft. 3 in. to 6 ft. 9 in. and 2½ in. greater rear track. This rear axle had longer half-shafts and casings and a final ratio of 8 : 42 (5.25 to 1). [The two rear axles of this year offer the only direct interchangeability whereby the special-builder can make up a wide 4.9 or a narrow 5.25 axle, although a 1931/2 4.9 crown and pinion only needs a sleeve and a packing plate made up to fit it into the post-1932 casing.]

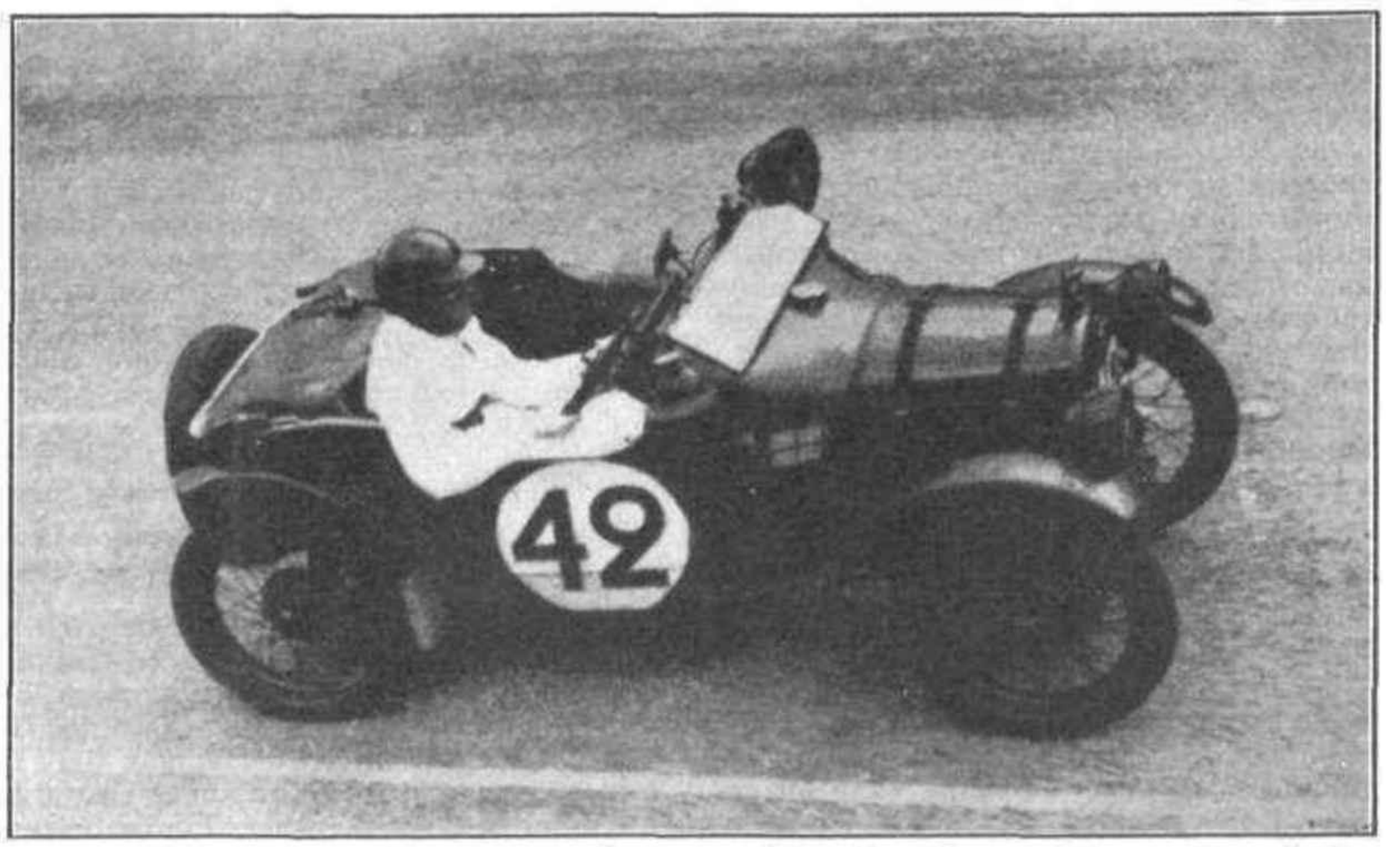
In 1933 the crankcase was again radically altered so that the same engine mounting holes in the frame in effect brought the engine ¾ in. forward to make room for a four-speed gearbox (third about 1.6) and it had a starter mounted under the bonnet and a mechanical fuel pump. The clutch thrust race was now held away from the toggles by a big spring. The fuel tank was mounted on the body under the floor behind the back axle. [It is an easy matter to mount both a front and rear tank on the "de luxe" bodies, thus giving a 9 to 10 gallons capacity.] The two manifolds were replaced by a single combined affair in cast iron, and a horizontal Zenith carburetter with a 17-mm. choke diameter was fitted. [The 1-in. S.U. from a Morris Minor fits straight on, and many people prefer this to the Zenith. An M.G. needle provides a good compromise between economy and performance.] There is a constriction in the eye of the inlet port in the combined manifold, probably to aid in heating the incoming charge for rapid warming up. This constriction may usefully be relieved. The final drive casing became D-shaped and in one piece with the off-side half-shaft casing.

In 1934 the gearbox was synchromesh on third and top, and a minor alteration to the crankcase was made to provide for rubber mounting the engine. The pot-joint at the rear of the prop.-shaft was replaced by a plain bearing "Hook" joint in a hemispherical casing, calling for a large driving flange with six ¼-in. diameter holes on the pinion shaft. Because in earlier models the brake cross-shaft had tended to twist under heavy pedal pressure, so giving a direct pull to the off-side rear brake and a spongy pull to the near side, the makers fitted a concentric tube over the off-side half of the cross-shaft taking the pedal torque to the middle of the shaft. Many 1933 cars had this feature. Brake shoes and drums were increased in width from 1 in. to 1¼ in.

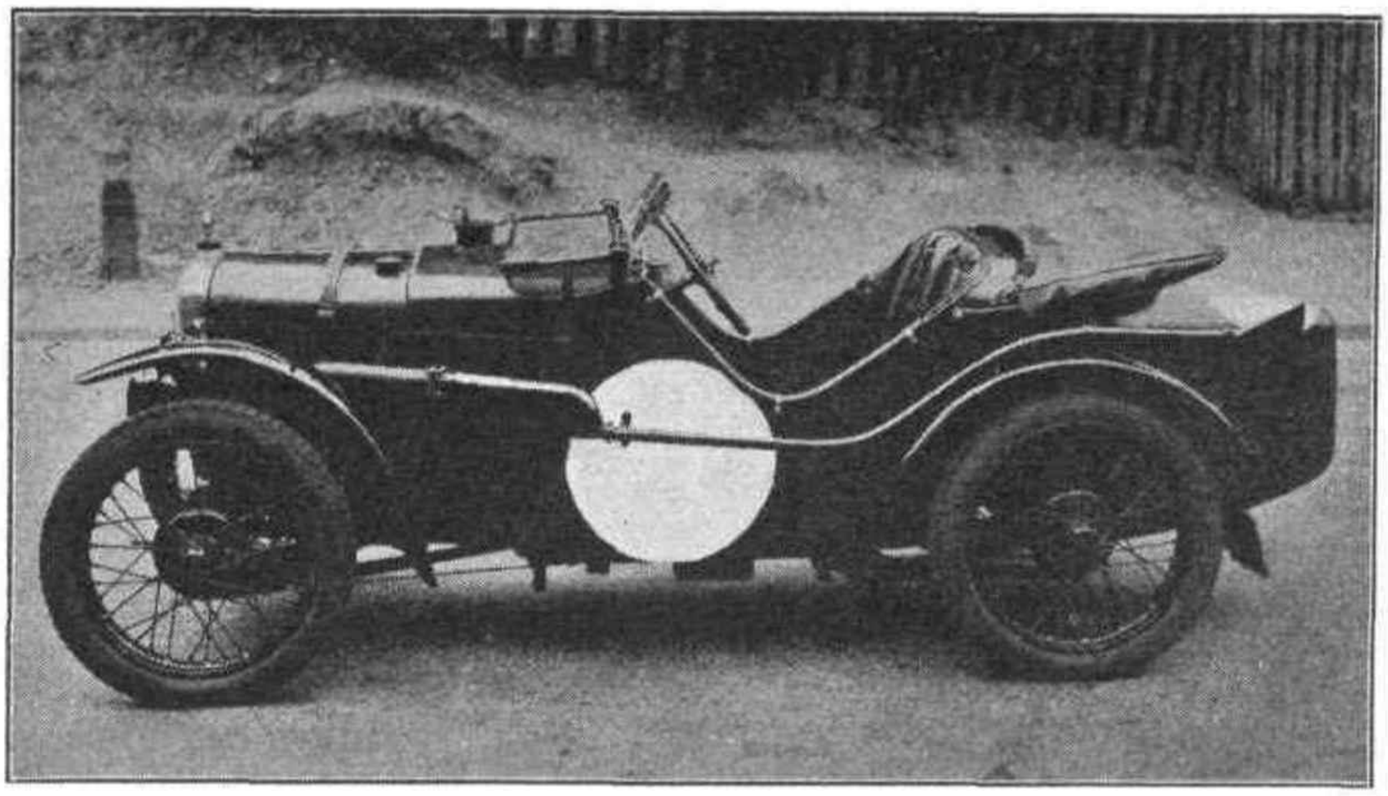
In 1935 the "Ruby" range of cars was introduced, with the larger and better-looking body, radiator cowl, synchromesh second gear, 17-in. wheels, full needle-roller prop.-shaft and, most important to the special-builder, a chassis extension cranked up, over and beyond the rear axle. The rear end of the chassis was also lowered by fitting virtually uncambered rear springs, and the rear dampers were moved back to shorten the arms, making them effective for the first time. The pinion was supported on a generous roller race and the shaft diameter increased at that point. These cars make very reliable family saloons, but the enthusiast may find the power to weight ratio a little tedious with four large adults up!

The 1936 car was substantially the same, but the fulcrum pins for the brake shoes were moved outwards and the operating levers increased in length.

Big changes occurred in 1937. The crankcase was again modified to provide a centre plain crankshaft bearing, but the block casting and therefore the overall length remained the same. Thus the extra room had to be found by severely skimping the thickness of the centre-main crank webs and off-setting the big-ends. (It is found in practice that the inevitable wear in the rear main roller race occurs—



MODIFIED CHUMMY.—The Austin Seven which Metchim and Masters drove in the Le Mans races of 1933 and 1934. Note the cut-away "Chummy" body, scuttle filler, special lamps, with covers over four of them, petrol tank on real seat, lowered driving position, etc. In 1933 it averaged 58 m.p.h. for six hours, just enough to qualify for the Rudge Cup, had not clutch trouble eliminated it. Further details of Austin Seven racing appeared in MOTOR SPORT for March, 1947, April, 1947, and February, 1949.



THE MOST HIGHLY DEVELOPED of the production sports-model Austin Sevens was the "T.T. Ulster," raced at Brooklands, Ulster and Phoenix Park. Note the short bonnet and deeper tail, compared to the standard "Ulster," and the small diameter exhaust tail-pipe. The filler protruding through the bonnet is for blower lubricant, fed via a throttle-controlled tap, that on the scuttle for petrol and that in the cockpit for the half-gallon tank of reserve engine oil.

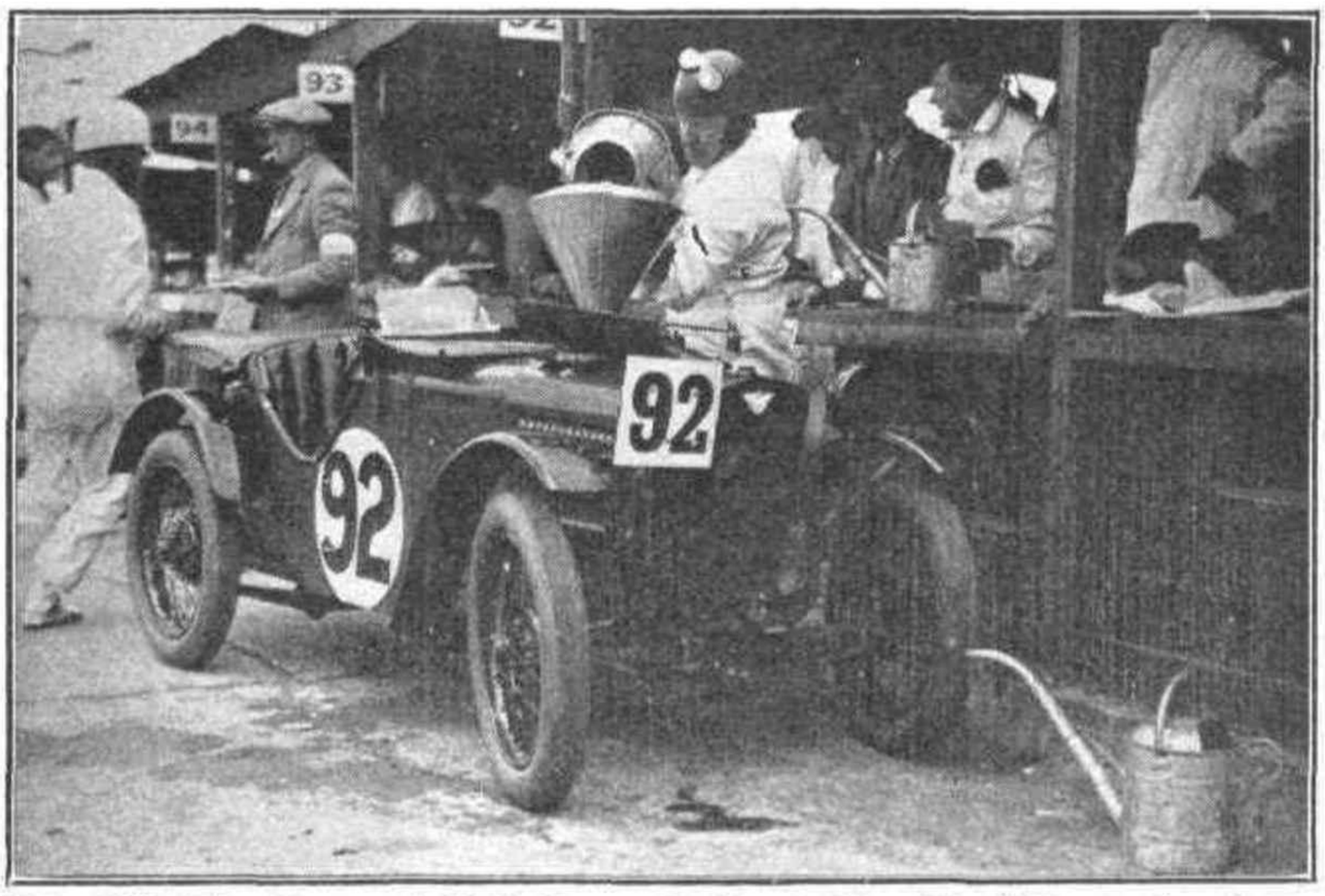
largely due to condensation-corrosion—and then the rear centre main crank web breaks across. The engine is pleasantly smooth but is not recommended for high-performance purposes.) The cylinder head was altered to give a compression ration of 6.2 to 1 and to take 14 mm. plugs. The camshaft centre bearing became plain. The clutch had its linings moved on to a sprung centre plate. The brakes were changed to so-called semi-Girling, i.e., with Austin actuation through Girling enclosed cam and plungers, with the separate stop-adjustment for each shoe by a square-headed cam. The drums were made much stiffer. To cope with the greater brake-torque the radius arms were increased in strength (and weight) and attached to the axle at two points thus firmly fixing the castor angle. The pendant lever in the centre of the brake cross-shaft which actuated the front brakes incorporated an ingenious device for compensating the pull to front and rear. The steering-box worm was made "hour glass" shape to reduce wear.

The same car continued production into 1938, a few being fitted with full Girling brakes on the back only. The Seven was continued with the Big Seven until early 1939, when both were dropped in favour of the Eight.

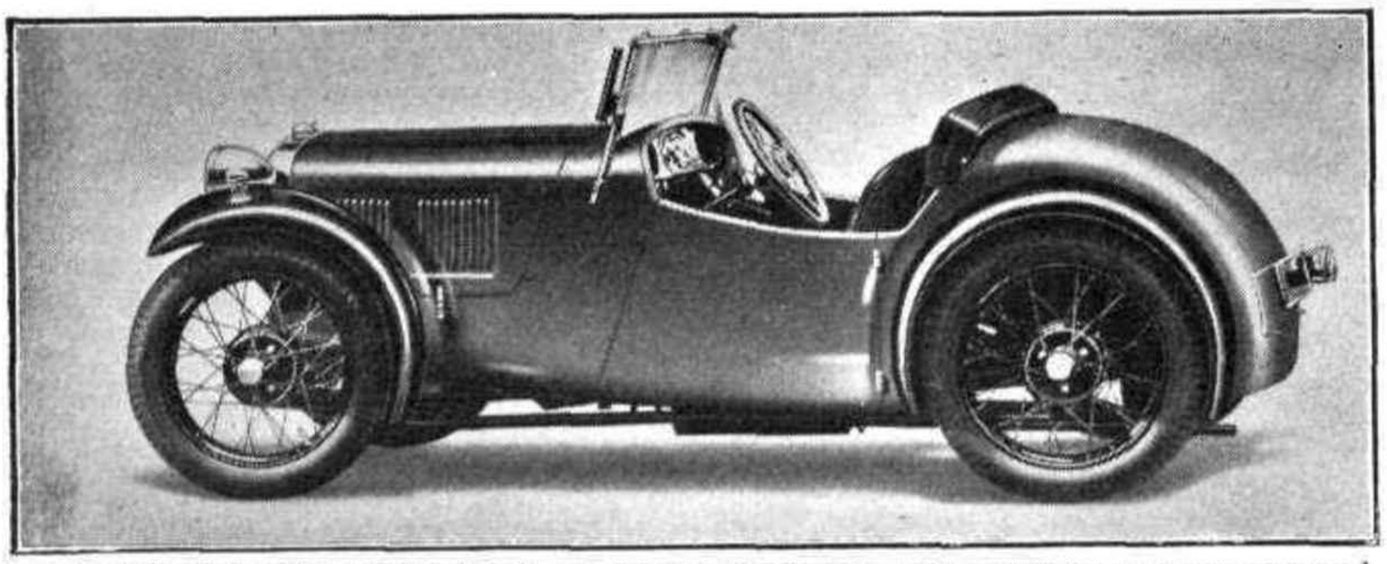
From 1929 to 1932 the "Ulster" was produced, in supercharged form, some of which were T.T. Replicas, and also in unblown form. The chassis was lowered about 4 in. by fitting flat springs and a longer torque anchor at the back (like a Ruby) and by bowing the front axle beam downwards about 2½ in. in the centre to give clearance for a stiff spring with reversed camber. The commonly heard terms "underslung" and "upside-down springs" are, of course, not applicable. The frame was as 1931 with coupled brakes, and the narrow aluminium body had the spare wheel set transversely in the pointed tail effectively blocking access to the luggage space. The steering column rake was increased. The gearbox is very interesting, being three-speed, but with a very high second gear of about 1.4 to 1 giving something in the order of 50 m.p.h. at 5,000 r.p.m., depending on the axle-ratio, and the bottom gear high in proportion. The clutch had double springs and cast-iron liners. The rear axles varied, being mostly 1931-type, either 4.9 to 1 (for the blown car) or 5.25 to 1, or else the special "Army" axle, narrow track, of course, with a screw-in torque tube and a larger casing to accommodate a 9 : 51 crown and pinion (5.67 to 1).

The unblown car had an engine basically resembling the 1930 touring unit, except that the crank (1 5/16 in.) was machined all over, and the very satisfactory jet-lubrication system replaced by a somewhat unreliable feed to the nose of the crank by means of a leather gland. The rods were machined all over, had parallel stems, and unbushed fully-floating small-ends. The cams were of a somewhat fierce profile, this model being the only Austin Seven whose inlet valves open other than at t.d.c., in this case five degrees before. The lift is ⅜ in. against the touring ¼ in. To cope with this the heavy adjustment for the tappet was replaced by a light hardened steel thimble. The valves and double springs, which have a real job of work to do at high r.p.m., were accordingly much increased in length. Inlet and exhaust were of the same tulip form in K.E. 965. The cylinder head was cast iron, and had a compression ratio of something over 7 to 1. There was an updraught 30 mm. Solex carburetter on a sheet steel, buffer-ended manifold and the famous three-branch taper tube exhaust manifold common to all "Ulsters."

The blown engine differed in having a magneto drive with a water pump on the front of it and the train of gears extended across to the near side for the Cozette vane-type compressor. The valve gear was similar, and with different thimbles could accommodate either the mild "blown" camshaft or the high-lift one supplied for conversion to unblown. The crank had 1½-in. crankpins, pressure-fed from the nose by a system differing in detail and involving a felt seal. The cylinder block was held down by 10 ⅜-in. studs instead of the usual eight ⅝-in. ones, so was not interchangeable. The T.T. Replica cars are those whose petrol tanks form the scuttle, as opposed to being revealed by lifting the bonnet, which was shorter than on the production blown cars.



IN ACTION—Capt. "Archie" Frazer-Nash refuelling his T.T. Austin during the 1930 "Double Twelve." The special front axle and spring arrangement which lowered the chassis, is clearly seen, this being used also for the standard "Ulster," "Nippy" and "Speedy" cars. Later, hydraulic shock-absorbers were fitted all round on the works T.T. cars, but here the normal Austin front dampers are seen.



AUSTIN "65" or "NIPPY."—A popular production sports model, with the lowered chassis, modified engine and four-speed gearbox. The example illustrated is a 1935 model and a considerable number are still in use. An article about them appeared in MOTOR SPORT for April, 1945.

The "65" or Nippy" and "75" or "Speedy" range was extant from 1933 to early 1937 inclusive. They were lowered in the same way as the "Ulsters" but built on long frames with the short extensions. The neat little two-seater body is well known, its appearance being somewhat spoiled by the strange retention of the 3.50 by 19 wheels and tyres. The "65" had an aluminium body (1935 and subsequent Nippies steel) and jet-lubricated 1½-in. crankpins, which were prone to big-end failure. The crankcase was grooved to provide big-end clearance and the ribbed cast-alloy sump held 3 qt. of oil. The camshaft was like that of the unblown "Ulster," but with inlet opening at t.d.c. and a larger-diameter front bearing and timing-gear taper. The valves and double springs were intermediate in length between those of the "Ulster" and touring types, with normal screw adjustment for the tappets. The cylinder head was similar to that of the "unblown" "Ulster," but the manifolding was new. A cast-iron exhaust and a cast-aluminium downdraught inlet manifold nested together joined by a (very) hot spot. The carburetter was a 30 mm. downdraught Zenith with a 21 mm. choke tube. The gearboxes, following the production cars as to synchromesh developments, were close [*sic*] ratio four-speed, with 5.6 to 1 axle and third gear of 1.49 to 1. The Speedy was a Nippy with a lighter body having a drooping pointed tail and draught deflecting sills round the forward parts of the cockpit sides. It also rejoiced in a 25 mm. choke tube and pressure-lubricated big-ends as on the blown "Ulster." They are very rare. All Nippies had two-bearing crankshafts, jet-lubricated except for the 1937 models. These had the three-bearing crank as standard, but by paying extra for a "sports" engine one got the Speedy engine, a surplus unit left in stock when the Speedy was dropped in 1936.

The vans did not follow the passenger cars in all particulars; they never had the upswept chassis extensions. In 1935 they had 18-in. wheels which, in conjunction with a motor-cycle 3.25 tyre, make a very light front wheel assembly, and certain vans, as well as most Nippies, had crown-wheels and pinions 8 : 45, or 5.625 to 1 which interchange with the ordinary 5.25 to 1.

Let us now consider what faults are common to all Austin Seven models and what steps we may take to overcome them. The most outstanding, of course, are the poor brakes which received periodic attention from the manufacturer, and the monumental oversteer which makes anything approaching rapid cornering a fearful dice. Dealing with the latter point first, let us examine the factors which cause the oversteer. The greatest is in the non-lowered car, where the roll due to centrifugal force flattens and so lengthens the outer rear spring which steers the back axle towards the outside of the corner. A second factor is that, for reasons we need not go into, if the weight transfer from the inner to the outer wheel on a corner is greater at one end of the car than the other, that end will tend to drift outwards. Since there is more "top-hamper" at the back of every Austin Seven and the frame is singularly flexible in torsion, this phenomenon obtains. A further fraction of rear axle steering is caused by lateral movement at the front spring shackles. Finally, the fitting as standard of small-section tyres at the rear is in itself conducive to oversteer. Our remedies are therefore obvious. The shackle roll, though a small matter, also contributes towards wander on bumpy roads, and Messrs. Cambridge Engineering tackle the problem by replacing the front shock-absorber shackles with single rubber bushes, which is very effective except possibly in cases where a large suspension movement is visualised for trials purposes. Another way would be to pack the spaces between the ends of the spring and the upright part of the axle with rubber pads. Some people simply immobilise one shackle. Swing axle suspension disposes of this problem, but will be discussed later. The question of the rear spring camber is easy; never contemplate fast motoring unless you have flat rear springs. The question of weight transfer is more difficult; lowering the car helps, and so would widening the rear track by fitting offset rear wheels. The frame may be stiffened by box-sectioning or by the body structure. The real cure, of course, is to have 15 or 16-in. rims built offset outwards on to standard wheel centres, and to run with 5.00 or 5.25 section at the rear and some smaller section, certainly not greater than 4.00, at the front. From this point the degree of over and understeer (assuming flat rear springs) is simply a question of adjusting tyre pressures to taste. To increase understeer, more pressure at the back and less in the front. The transmission is very strong if the parts are in good order and properly assembled. Elimination of end-float in the pinion shaft is essential and the hubs, which are tapered and keyed, should be carefully ground on to their shafts.

The question of brakes is a vexed one. There is a tendency to dismiss the whole matter as a question of brake-drum size, and while these are admittedly small, they are also light, which is one of the virtues we are seeking to retain. It must be remembered that the effective size of the brake drum is a proportion of overall tyre diameter, so small wheels and tyres help in this way as well as by saving unsprung weight. The chief trouble lies in the actuating mechanism. Referring to earlier models, the brake cross-shaft twists and softens the pull on the near-side brake. The rather heavy device introduced to overcome this tends to stop working either by seizure or by the off-side brake lever bending and bottoming on the pedal lever. (One wonders if it would not be simpler to fit a rubber pad in the off-side cable ball joint to equalise the sponginess.) And there tends to be a lot of friction in the cross-shaft bearings. The front brakes, which are the more important, suffer from a marked negative servo, because brake torque tends to rotate the axle as far as the very springy radius arms allow, and because the cables are attached at the bottom of the brake assembly this immediately takes the brake off again. The rational treatment, of course, is to drive the front brakes through Bowdenex cable, incidentally eliminating the oblique pull of the standard layout. Cambridge Engineering have for years marketed a conversion set. As regards adjustment, attention should be paid principally to shimming the shoes in the brakes themselves, so that the angle between cable and lever never becomes greater then 90 degrees. If the normal coupled layout is retained it is usually found necessary to give the front brakes a considerable lead over the rear because of the negative servo aforesaid, and then it is found that the front brakes come on when the steering is turned. A simple cure for this is to fit direct external pull-off springs to the front levers. The long levers of 1936 are interchangeable with earlier models. All types of brakes are better using high-friction linings, and oil from the back axle can be prevented from entering the brakes by drilling small holes in the underneath of the axle casings about half-way between differential casing and hub.

Some people have made hydraulic conversions. One has fitted two modified Morris cylinders into each Austin front brake, giving two leading shoes, and another has grafted small Wolseley brakes on complete, necessitating the use of Big Seven wheels. This has the advantage of eliminating the pendant lever, which is the lowest part of the car and a big nuisance in cross-country going, and also obviating the need for the heavy 1937 radius arms. But there can be no doubt that semi-Girlings on the front, even with normal actuation, can give very good braking indeed if properly maintained. An important maintenance point incidentally is the radius arm ball joint, where there must be no free play.

The swing axle i.f.s. system was popularised originally as a conversion to Fords and Austin Sevens by L. M. Ballamy, and conversion parts are now supplied by North Downs Engineering at Caterham. It has a great many advantages and some pronounced snags. Briefly, the front axle beam is cut in the middle and two short tubes are welded horizontally at right-angles to the cut ends. These have Silentbloc rubber bushes pressed into them and the half axles are pivoted to an inverted U-bracket fixed, with the spring, to the chassis nosepiece. At the back of the bracket there is a swinging arm on a vertical pivot, and the two half track rods are universally jointed (usually by two rubber bushes each) to this, these joints being approximately in line with the main axle pivots and with the radius arm ball joint. It will be seen that this at once eliminates the front shackle sidesway, permits lowering the front end by eliminating the clearance between axle and spring, and affords a simple way of widening the front track—a very desirable measure—and it retains the high roll centre which most i.f.s. systems lower to the ground. It further obviates the need for limiting suspension movement except as regard mudguards, etc., so that a soft front spring may be used which will give a safe, comfortable and pitch-free ride on rough surfaces and greatly facilitate steering and braking in trials conditions. Another seldom appreciated virtue of the suspension is its behaviour in really extreme cornering conditions, when the outer wheel assumes an outward camber due to the side thrust from the axle pivot, and this gives a "final understeer" which tends to prevent the car from spinning round. This means that steering control is retained to the last, so there is a net increase in safe cornering speed.

The disadvantages, apart from the question of cost and complication (for example the way the centre track rod arm fouls the sump), chiefly arise from a phenomenon known as gyroscopic precession. When a disc is rotating at speed and a force applied to tilt it, it not only resists but tries to tilt also in a plane at right angles. It will be seen then that when the front wheel rises over a bump, it travels through an arc of radius of the half axle beam and there is a force of some violence tending to rotate the wheel about the steering pivot. The resistance to tilt imposes a big strain on the king-pins, which will either eventually break or make big oval holes in the end of the axle. (It is possible to fit king-pins up to $\frac{9}{16}$ in. diameter—and desirable.) The precession imposes shock loadings on the steering parts, and the four rubber bushes in the centre of the track rod, though seemingly a sponge where none should be, probably serve to protect the track rod steering arms from fracture. It might be unwise to have ball joints in this position.

Another practical snag is that it is almost impossible initially to set the front spring exactly right. This set is critical if the front wheels are to be somewhere near upright, and it is almost always found that some trial and error is necessary. This suspension is also conducive to front wheel patter, aggravated by loose chassis rivets, flexible engine mountings and heavy front wheels.

In connection with widening the track, it should be noted that the axle pivots should be as close together as possible; 2½ in. centres is the usual and this gives almost exactly 4 in. track increase if a single beam is divided in the centre. Further increases call for two beams. It is simpler to use two ball joints on the front cross-member than to alter the radius arms. For a wider track it is necessary slightly to twist the steering drop arm to avoid its ball being cut through the neck by the drag link—this may be done cold—and, in the interest of steering geometry, it is desirable to retain a right-angle between the drag link (viewed in plan) and its steering arm. This may necessitate making a longer drag link (out of two standard ones) and getting the steering arm bent forwards. This should be done hot by someone who understands the appropriate heat treatment. A periodic inspection of this arm is needed, for they sometimes break, but usually show a visible crack for some time beforehand.

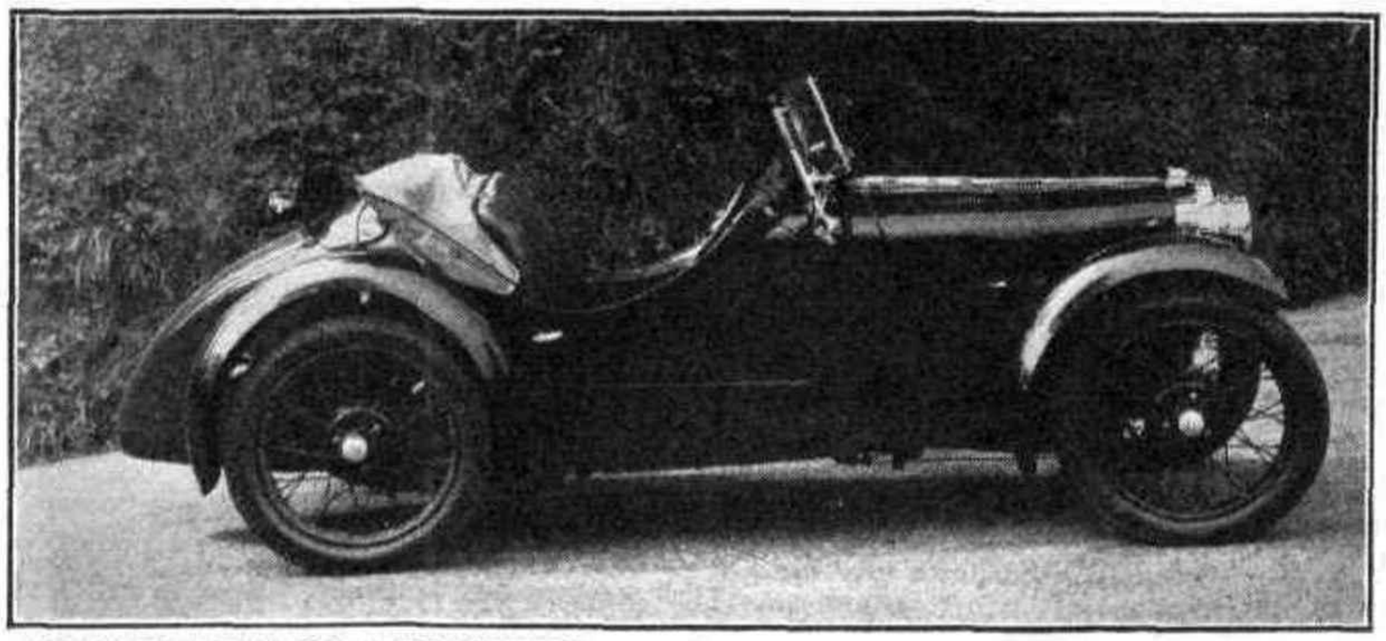
If the front end is lowered the drag link will lie at an angle (viewed from the side) which any student of steering geometry will recognise as a source of "wheel fight." A rigid bracket for raising the steering box should be fabricated, and the appropriate rake for the column can easily be incorporated in it. Fore-and-aft rigidity is the chief criterion in desiging the bracket. At the same time the brake pedal can be raised into a position more favourable for the application of powerful pressures from a lowered seating position. As an alternative to a divided axle, the front of the car can be lowered as on the "Ulster" and Nippy models.

It must be emphasised that whatever the suspension arrangements, the damping is critical and the standard shock-absorbers are not adequate for speed competition purposes. The pre-Ruby rear ones are too long in the stems; these should be halved in length (requiring long shackles) and the number of friction discs doubled by the addition of one static and one moving arm on the same centre bolt may be used, and P.R. tubing makes excellent bushing. A large friction area is necessary for both accuracy and stability of adjustment. Hydraulic dampers are preferable to the friction type, but call for a special installation.

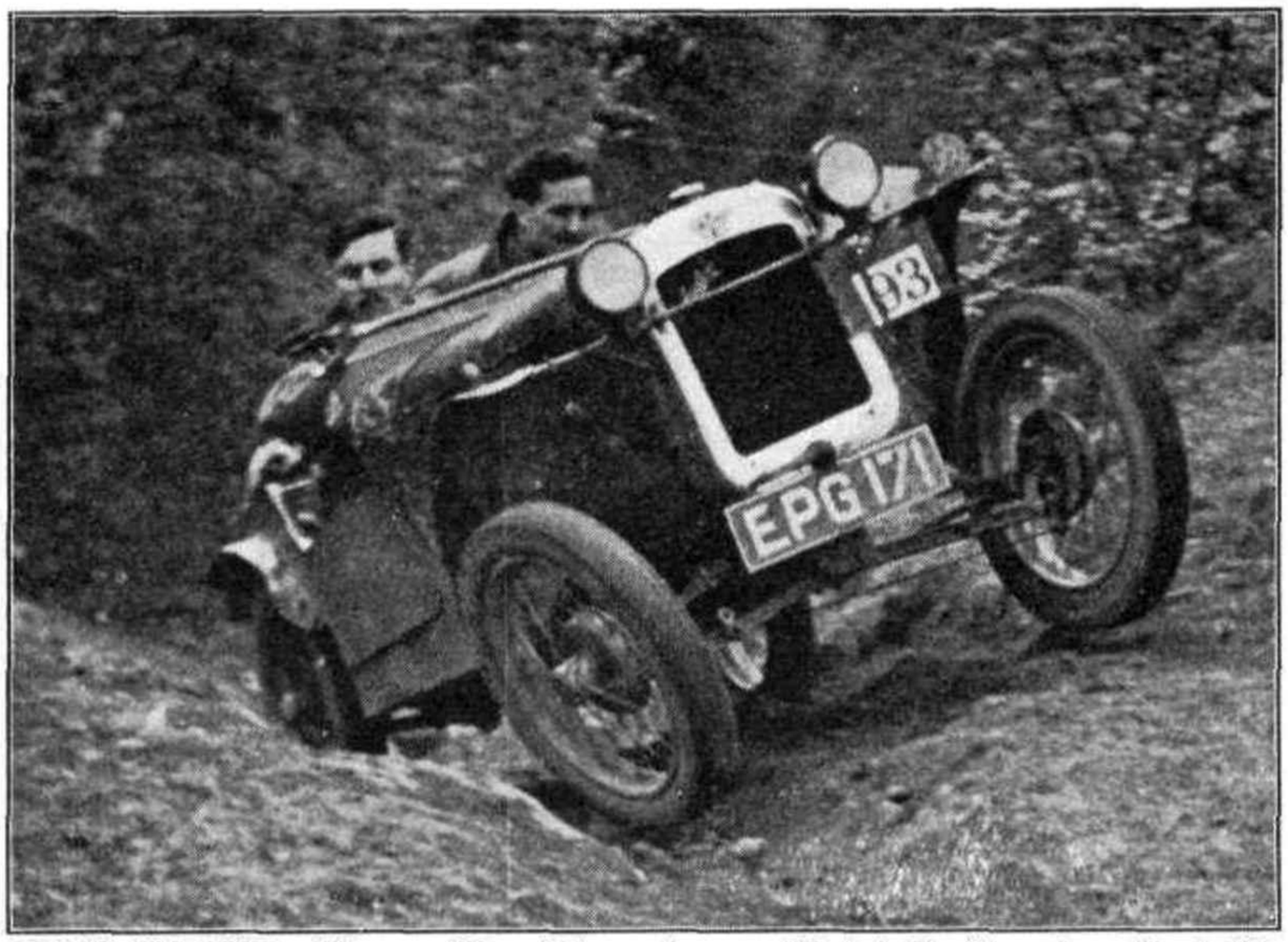
If it is intended to use the car for both domestic and competition use, it is good policy to have a "cooking" and an "eating" engine. The former should be of the same or equivalent type as the latter; for instance a 1928 magneto engine to partner a blown "Ulster," a 1929–32 engine for a production unblown "Ulster," a forward starter unit for a Nippy and so on, so that the change-over involves no infuriating changes in the installation. As a matter of fact it is possible and in many ways preferable to make your "eating" engine out of an ordinary touring unit, for you can then financially survive a blow-up, as parts for the sports units are very difficult to obtain.

The writer is further of the opinion that the unblown "Ulster" and "Nippy" camshafts are somewhat overrated in that while they increase maximum b.h.p. by means of quick lift, high lift, long dwell, quick drop and large overlap, this is done at the expense of high valve gear stress and to the detriment of power at low and middle revs. If power is only available over a small range of r.p.m., it is obviously necessary to be well provided with close-ratio gears, and these are sadly lacking in the Austin range. If you are using a 4.9 to 1 axle (on which high-lift camshaft best revs. are unobtainable in top gear) and one of the wide-ratio gearboxes, you will get better performance with a touring camshaft.

If you are not the proud possessor of a sports engine with pressure-fed, fully machined crank you will be able to get admirable service from the standard touring 1 $\frac{5}{16}$-in. shaft. If there is more than 1½ to 2 thou. ovality the journals should be ground and the rods re-metalled. Then the standard jet lubrication will be perfectly adequate for sustained use at 4,000 and 5,000 r.p.m. in an unblown engine, and as the crank has no serious vibration period in that region it is exceedingly unlikely to break. With a 1⅛-in. crank, on the other hand, fracture is inevitable. The standard rods have no great margin and the writer has had one pull in halves at about 5,500 r.p.m. The remedy is to use rods that have no file marks or other indentation on the surface of the stem, and to have them shot-peened before remetalling as this simple measure strengthens the rods to the extent of another 500 or so safe revs. Shot-peening should not be confused with shot-blasting.



AUSTIN "75" OR "SPEEDY."—Another production Austin sports model. It was a rare type, but J. V. Bowles owns a very nicely reconditioned example.



VERSATILITY.—The versatility of the amateur-modified Austin Seven is emphasised by these photographs. Here is A. M. R. Mallock's car in the 1946 Jeans Cup Trial, in which it was beaten only by a Ford V8 Special. Note the divided-axle i.f.s. in action!

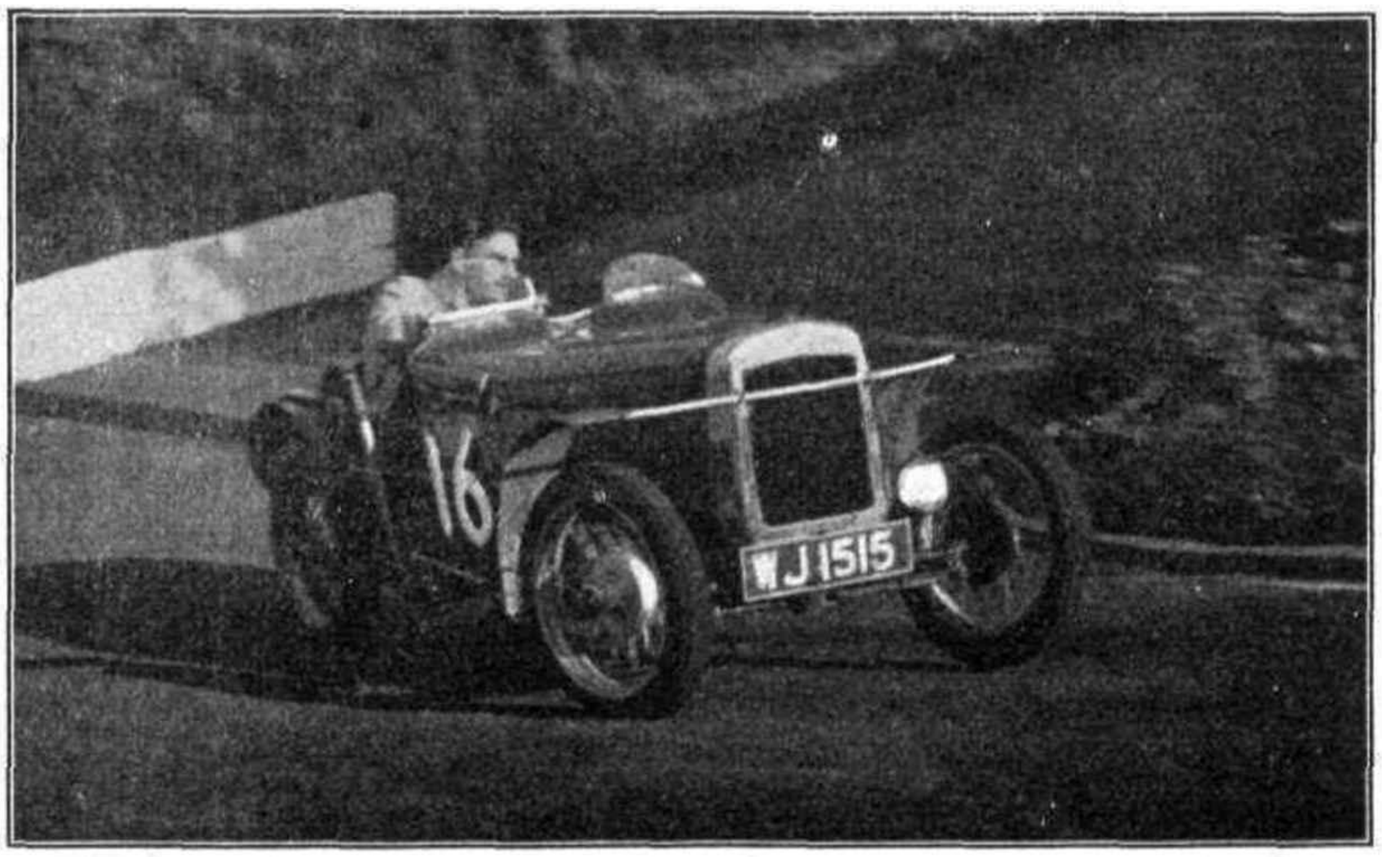
Another weakness of the touring rods is the split small ends. It is essential that good quality high-tensile bolts be used in this situation with threads in perfect condition. Star-type shake-proof locking washers are probably slightly more reliable than the standard tab variety, certainly on second application! If the gudgeon-pin hole in the rod is oval the rod must be scrapped. The same applies to stretched big-end bolts.

The early or late-type of front main bearing are equally satisfactory except perhaps that the impecunious or parsimonious may defer the replacement of the later double-purpose thrust type by putting a shim between them. Incidentally, if these races are fitted to a 1929–32 crankcase it is necessary to make a packing ring as they do not stand proud to be held in position by the steel plate. The packing goes between the front race and the plate. It is usual to fit these races with the sides marked "thrust" in contact, in which case the shim goes between the outer tracks. New rear main bearings are delightful and expensive things; they very quickly develop a little play and then last like that for years unless corrosion or over-advance sets in. For this reason the writer usually uses slightly worn ones in the first place, often making them up by selection from the parts of several more worn ones. The initial play is due to crank whip, and some people recommend using a self-aligning ball race, but suggest it will have a short life.

The cylinder base joint is a possible source of trouble, and it is advisable to have the upper surface of the crankcase checked for flatness. It is a comparatively simple matter to convert to $\frac{3}{8}$-in. diameter studs, which with Whitworth threads in the aluminium will hold any unblown engine together. Stud holes in the crankcase should be chamfered and "Stag" or "Wellseal" jointing compound helps towards a tight joint. It is useful to note that the early cylinder blocks with a sheet cork valve cover washer, as fitted to magneto-type engines, have a very much greater resistance to wear than the later ones. They are also more accurately co-ordinated as between casting and machining, and so may safely be bored out to 60 thou. oversize. Most commercial pistons, particularly Specialloids, are entirely satisfactory.

Cylinder head design on side-valve engines is a compromise between leaving plenty of room round the valves and through the passage into the bore for the gas to flow freely, and reducing the head volume in the interests of compression ratio. The early standard head is unnecessarily recessed over the whole of the bore diameter, so is unsuitable for our purpose. The 1937 version on the other hand is excellent in conjunction with touring-type valve gear, and probably the chief advantage gained by the many proprietary aluminium heads, apart from saving some 7 lb. dead weight, is one of improved cooling. Most alloy heads call for periodic resurfacing, to avoid gasket troubles. A head designed to accommodate $\frac{3}{8}$-in. valve lift used with a $\frac{1}{4}$-in. camshaft might be supposed to have some waste volume over the valves and possibly have some constriction into the bore itself if it has a reasonable compression ratio. The edge of the block leading into the bore may be slightly radiused.

The questions of carburation and manifolding are, of course, critical to performance. Many people have experimented with two carburetters and are unanimous in reporting no noticeable improvement, and one infers from this that the induction "bottleneck" is in the inlet valves, as in 90 per cent. of car engines, and not in the carburetter. This view is supported by the comparatively high speeds sometimes observed with the old updraught 15-mm. choke instrument. The "Nippy" 30-mm. downdraught inlet manifold, on the other hand, is universally liked, and often used with no hot spot in conjunction with a branched exhaust manifold such as the "Ulster." It will take its own 30-mm. Zenith or, with simple adaptors, a downdraught S.U., or a Ford Eight or Ten carburetter, which have choke tubes of 19 and 22 mm. respectively. The writer has found the Ford Eight most excellent with normal valve gear, and the Ten somewhat too large, giving poor opening-up, although others claim to get good results with it, probably at the expense of fuel consumption. There is little to be gained by using a choke larger than 20 mm. Either the $1\frac{1}{4}$-in. S.U. or the rare $1\frac{1}{8}$-in. will fit on, and although both are too large this is compensated automatically by the slide not opening fully. There is, unhappily, no 1-in. downdraught S.U. made. Whatever carburetter is



—While in this picture another of Mallock's Austin Sevens, supercharged this time, is seen at Prescott, at the May, 1947 B.O.C. meeting, when it climbed in 56 seconds.

used, the chief thing is to see that all flanges and ports fit together with a smooth blending of sections leaving no steps or sharp edges for the gas to flow over (the angles in the buffer-end arrangement in the Nippy manifold have to be excused because of their valuable service to distribution). Internal polishing is of secondary importance. It has been noted that home-made downdraught manifolds often give unsatisfactory results; *perhaps the internal dimensions of the* Nippy one should be followed more closely, because manifold design is not yet an exact science, and maybe Mr. Austin had a lucky accident.

Carburetter tuning is fairly simple in the case of the Ford and Zenith range. If it is weak at high revs., the main jet (the smaller in o/d of the two in the bottom of the float chamber) should be bigger. If the opening up is weak, the compensating jet should be bigger. The larger the number on the jet the larger the hole in it. You have only to learn *the difference between a weak and a rich* cut. The absence of a hot spot calls for a larger compensating jet as a rule. In the case of S.U.s it is advisable to enlist the help of someone with a needle dimension book, a supply of needles, and some experience, for this tuning problem is a very complex one. Experts tend to be dogmatic, expensive, and liable to improve one's petrol consumption from 30 to 15 m.p.g. Perhaps better stick to Ford Eight, which, with 70 compensating, and 75 main or thereabouts, will give entire satisfaction and a fuel consumption of around 35 m.p.g. with hard driving.

Reverting to the induction "bottle-neck." A number of people have tried increasing the size of the inlet throats and valves, and only a few have claimed a noticeable improvement. There are various points. The valve seating should be as narrow as possible (the opposite is true of exhaust valves) and both sides should blend smoothly with the adjacent metal both on the cylinder block and the valve itself. This means that the valve throat must not be reamered out parallel but *given a sort of venturi form.* The valve should not be of pronounced tulip shape as the thick "neck" tends to fill the orifice when the valve is open. There is only very little room for these modifications and it is possible to make the necessary special valves out of Austin Eight exhaust valves, i.e., about 2 mm. increase in diameter. It must be realised that an improvement in volumetric efficiency means a rise in the peak r.p.m., so that problems of mechanical safety and axle ratios intrude themselves. Also, of course, it is quite possible that *many cylinder heads will not be able to* stand the necessary removal of metal round the inlet valve area without going through to the water jacket, and it is difficult to see a way of finding out without trying. The writer is using a touring 1931 engine with this valve modification, a Nippy inlet manifold and an "Ulster" exhaust system in an "Ulster" car and believes he gets the same top end performance as with a $\frac{3}{8}$-in. lift camshaft, but without the valve gear wear and clatter, and with much less deterioration of middle and bottom range performance. The *machining* was done by Messrs. F. and F. Knight, Ltd. of Farnborough, Hants.

Naturally, double valve springs (Terry's "Aero," etc.) are needed to obviate valve bounce at high revs. Up to 2 lb. may be readily machined from the flywheel rim without apparent ill-effects.

Exhaust systems are probably less critical than many people imagine, except that it seems well enough proved that a high-revving Austin engine prefers a long narrow tail pipe, and the $\frac{7}{8}$-in. bore 5-ft. long affair on the "Ulster" is remarkably efficient, as well as making a delightful overrun snarl. The 2-in. dia. copper pipe touch does not pay dividends.

Any four-speed Austin Seven gearbox can be fitted to a three-speed car. The magneto ignition unit will need its prop.-shaft shortened by $\frac{3}{4}$ in., but a 1929–32 coil engine can be pushed forward by this amount to accommodate the longer box. The latter procedure will enable the normal speedo-drive to be used instead of its fouling the front cross-member. The normal three-speed thrust race should be used, with the spring from the four-speed box keeping it against the toggles. In turn, it is most important to keep the pedal against the thrust race; this is easily done by using the spring from the three-speed clutch pedal, which fulfils this very purpose.

Austin Seven Gearbox Ratios

Type of Box	*4th*	*3rd*	*2nd*	*1st*
Normal 3-speed ...	—	1.0	1.84	3.26
"Ulster" 3-speed ...	—	1.0	1.43	2.56
Normal 4-speed ...	1.0	1.66	2.64	4.37
"Nippy" 4-speed ...	1.0	1.49	2.38	3.93

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COMPARATIVE PERFORMANCE FIGURES

taken from customers cars of varying conditions and mileage

Make and Year of Car	Acceleration 0–50 m.p.h.		Average petrol consumption (m.p.g.)	
	Uns'chgd.	S'chgd.	Uns'chgd.	S'chgd.
Ford Prefect 1939	29.6 sec.	16.4 sec.	33 m.p.g.	30 m.p.g.
M.G. "TC" 1947	16.8 sec.	11.0 sec.	28 m.p.g.	26 m.p.g.
Triumph 1800 Saloon (Triumph engine) 1947 ...	19.2 sec.	12.8 sec.	20 m.p.g.	18 m.p.g.
Morris Minor 1949	33.0 sec.	19.2 sec.	39 m.p.g.	36 m.p.g.

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Fangio Wins for the Second Time

[*By our Continental Correspondent.*]

THE mere fact that Juan Manuel Fangio won the Eleventh Grand Prix of Pau on Easter Monday at an average speed higher than the old lap record set up by Carraciola in 1938 speaks for his ability as a driver more than any description. Add to this his finishing in front of Villoresi and Sommer, on " single-stage " Ferraris, with a 4CLT Maserati, and some idea of this Argentino's driving can be gained.

Run under perfect weather conditions, the 110 laps of the 2.769 kilometre circuit over which the Grand Prix was run provided just over three hours of intense interest to the spectators.

Taking the lead from the two Ferraris on the 15th lap, Fangio stayed in front until the finish, but after the fuel-stop Villoresi closed to within three seconds of the Maserati and finished only 30 seconds behind. The highlight of the whole race was undoubtedly the duel between Fangio and Sommer, which lasted until they began to lap the tail end of the field, during which time Sommer lost ground which he could not make up. For lap after lap they went round corners virtually side by side, and a more exciting example of continental drivers really trying for the lead one could not wish to see. Until his pit-stop, Sommer was firmly in second place, but, having lost many seconds refuelling with poor organisation, he dropped to fourth place, where he finished. The most impressive demonstration of the whole meeting was that of Louis Rosier, who, driving non-stop in most unruffled and exact manner, finished in third place. His driving of the big Lago-Talbot on this twisty and narrow circuit was a really wonderful sight and one could not help feeling that, given a Maserati or Ferrari, he would be among the best.

* * *

Of the 14 entries only one failed to arrive for practice, this being Bonetto, whose Maserati had broken in Italy. Ferrari's had three cars, two 1½-litre single camshaft, single supercharger models, driven by Luigi Villoresi and Raymond Sommer, and one unsupercharged 2-litre car driven by Alberto Ascari. This was the new lengthened chassis, GP1/49, with the de Dion rear suspension with integral ZF differential and four-speed gearbox, against the earlier car's five speeds, springing both front and rear being by leaf springs. The engine was the V12 with single camshafts and three downdraught Weber Type 36 carburetters mounted in the Vee. A fuel pump on the front of the near-side camshaft drew from the rear tank and an extension from the pipe feeding the float chambers led to a pressure gauge in the cockpit. A reserve oil tank feeding direct into the sump was mounted by the near side of the driver's seat. The steering arrangements differed from the 1½-litre by having only one change of direction, by universal joint, in the actual column, it running from the centre of the bulkhead at an angle across the engine, to the steering box mounted at the front on the off side. The 1½-litre cars had a universal joint immediately in front of the wheel, taking the column to the off side of the bulkhead and another universal joint directing it to the steering box mounted as on the 2-litre car.

The single Roots-type supercharger was mounted on the front of the engine and oil from the casing was drained back into the sump by a flexible pipe. An air duct from the radiator cowling directed cold air on to the fuel pump mounted on the off-side camshaft. The 2-litre unblown car was being run purely for experimental purposes, although Ascari was trying very hard with it in practice, cornering most beautifully past the pits. In the race it was put out very early with a broken transmission universal joint.

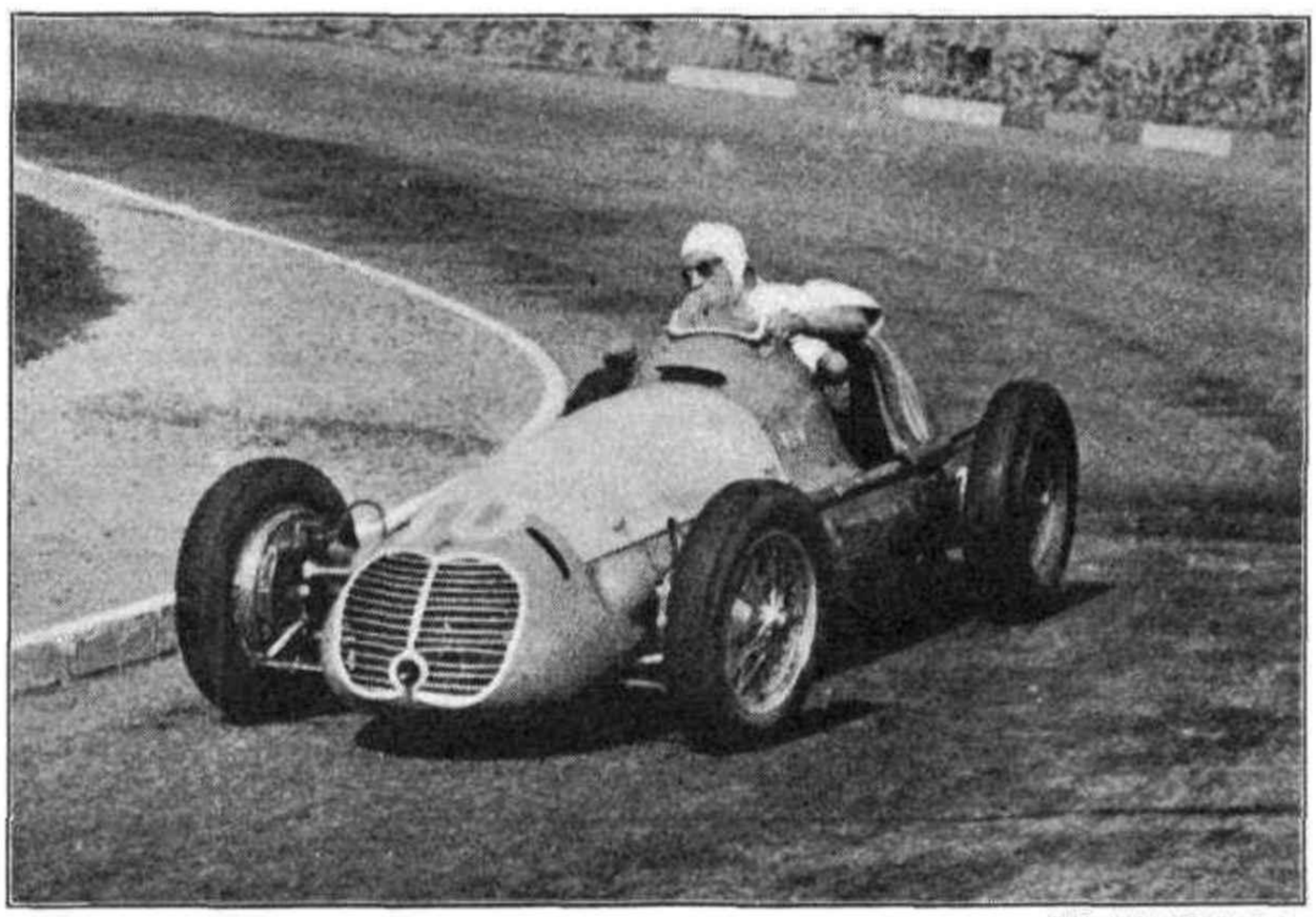
The Argentine drivers, Fangio and Oscar Gonzalez, had their bright yellow and blue 4CLT Maseratis with two-stage supercharging and two twin-choke downdraught carburetters. Fixed starting handle shafts had been mounted with the front end on an outrigger bracket inside the radiator cowling. They arrived in a very large double-decker F.I.A.T. lorry painted in the Argentine colours, as were the electric starters and quick-lift jacks.

Etancelin, Rosier, Pozzi and Levegh were all driving Lago-Talbots, Etancelin's car having an air funnel on the scuttle with a rubber pipe directing the cold air on to the driver's clutch foot. He also had a tin full of sliced lemons beside his seat, while Chiron's 4CLT Maserati had a feeding-bottle in the cockpit. On the way back to his garage from practice Chiron had a collision with a Renault 4CV and had to have the front cowling beaten out. Completing the field were three Gordini-Simcas of 1,490 c.c.

In the first practice period Sommer showed the sort of pace to be expected for the race by breaking the Mercédès-Benz record of 1938, and the following day Fangio replied by putting it even higher. During the race he broke it four more times, finally leaving it at 96.968 k.p.h., an improvement of over 3.5 k.p.h.

In the race it was interesting to watch the Ferrari sit down at the back when the throttle was opened, and from some of the faster corners the whole of the back of the car got into a bouncing motion whilst accelerating. Up the hill from the station the supercharged Ferraris were much faster, and on one occasion Villoresi and Fangio were duelling for the corner when Luigi waved the driver by and then repassed comfortably as he accelerated from the corner. Rosier's driving was delightfully unflurried and he was keeping up with Gonzalez on the 4CLT with ease, until the latter retired with terrible noises under the bonnet.

Many drivers were suffering from locking brakes and two or three times Fangio nearly came unstuck when a front wheel locked under braking. One of the most impressive drivers in moments of panic was young Robert Manzon on one of the 1,490-c.c. Simcas. On many occasions he arrived at the hairpin after the tribunes with locking wheels and calmly sat and waited for the car to sort itself out before attempting to get round the corner, and demonstrated most convincingly that he could still control the direction of the car even though the front wheels were not revolving!



[*Photo by Montagne.*

FANGIO IN FRONT in his 4CLT Maserati in the Pau Grand Prix, which he won at 94.05 k.p.h.

The pit stops were most interesting to observe, Villoresi's being an absolute model of efficiency. Cutting the engine clean as he came to rest, Luigi sat motionless in the cockpit, not even raising his goggles. One mechanic filled the tank with a pressure hose while another had a quick look round the brakes and then inserted the electric starter ready for the "off." Meanwhile Ascari stood by in helmet, goggles and gloves ready to take over if necessary. In barely 30 seconds the Ferrari was back in the race, having won 32 seconds over Fangio, who had had a lengthy pit stop. His mechanics filled up with fuel and oil, the fuel pressure was cut off before the tank was full, causing much shouting and commotion, and before leaving there was a great deal of fiddling about with goggles. Fortunately Fangio's driving was able to cover up his mechanics' inefficiency. In contrast to Villoresi's quiet and cool stop, Sommer and Chiron caused complete confusion, the former jumping out of the car for new goggles and a drink and not being ready for restarting, and the latter having too many people round his car and having to fight his way to the pit-counter, actually knocking one man to the ground, and when ready to start the electric starter was at the wrong end of the car. In addition to the confusion Sommer drove off in an unnecessary flurry, ignoring marshals' flags, right into the path of Rosier's Talbot, causing him to have an anxious moment. Although at



[*Photo by Montagne.*

IN THE NEWS.—O. Gonzalez (left) and J. M. Fangio before the Pau G.P. Fangio won this race, won the G.P. de San Remo the following week-end for Alfa-Romeo, and is expected to drive for them in the G.P. de l'Europe at Silverstone.

times Sommer was driving brilliantly, if somewhat fiercely, he was not using his head, for having slowed down after his pit stop he seemed quite unable to gain on Rosier's Talbot, but when Villoresi lapped him about 12 laps before the finish he hung on to Luigi and on one lap even got past him, which seemed quite pointless, especially as Villoresi was trying hard to catch the man from the Argentine.

Of the Simca's, Manzon was by far the best, outpacing his team-mates and keeping ahead of Etancelin's Talbot until it retired. Charles Pozzi was driving the Talbot of Georges Grignard, who took over just before the end. Pierre Levegh ran right through to the end, as did the three Simcas.

When they arrived at the finish the Ferraris of Villoresi and Sommer had water and oil temperatures of 78 deg. C. and 100 deg. C. and 70 deg. C. and 90 deg. C., respectively.

Fangio won this year at an average speed of 94.041 k.p.h., which was 10 k.p.h. faster than his speed of last year.

Results :

1st : J. M. Fangio (4CLT Maserati, s/c.), 3 hr. 14 min. 20 sec.
2nd : L. Villoresi (1½-litre Ferrari, s/c.), 3 hr. 14 min. 50.5 sec.
3rd : L. Rosier (4½-litre Lago-Talbot), 3 hr. 15 min. 22.2 sec.
4th : R. Sommer (1½-litre Ferrari, s/c.), 3 hr. 14 min. 51.5 sec. (1 lap behind).
5th : R. Manzon (1½-litre Simca), 3 hr. 15 min. 20.8 sec. (4 laps behind).
6th : P. Levegh (4½-litre Talbot), 3 hr. 15 min. 45.6 sec. (6 laps behind).
7th : M. Trintignant (1½-litre Simca), 3 hr. 15 min. 4.6 sec. (7 laps behind).
8th : C. Pozzi (4½-litre Talbot), 3 hr. 15 min. 19.9 sec. (10 laps behind).

EUROPEAN GRAND PRIX

by

"BALADEUR"

In view of the fact that the G.P. de l'Europe is to be run in England this year by the R.A.C. at Silverstone on May 13th, we asked our valued contributor to write up this race this month, in lieu of his usual "Sideslips"—Ed.

OPINIONS may differ as to whether the French Grand Prix in its heyday surpassed in prestige and glamour the Gordon Bennett contest which it was designed to supersede; but there is no doubt about the fact that between 1906 and 1914 it was the most important motor race of the calendar. The English might run their Tourist Trophy and the Italians their Targa Florio, but, compared with the great international event in France, they were mere local affairs; and countries other than England and Italy hardly tried even to organise something local.

After the first war, however, the French Grand Prix found it hard to recapture its old status. Too many of the great French firms had abandoned motor racing for one thing, and too often it was around an English Sunbeam or an Italian F.I.A.T. that the race revolved. Besides, the habit of running Grand Prix races was spreading. Italy, Belgium, Spain, England, Germany, Switzerland took up the idea; "principalities," like Monaco, as well as "powers" followed suit, and cities and towns imitated principalities, until there was finally a "Grand Prix" every week of the season. No longer, as in the old days, was it possible for the Grand Prix of the Automobile Club de France to be called simply *the* Grand Prix.

The Italians were quick to sense this change, and in 1923 they had the ingenious idea of emphasising the importance of their Grand Prix at Monza by calling it the European Grand Prix. I do not know whether the French raised any objections to this, but if they did they rather foolishly allowed themselves to be silenced by the promise that they should be permitted to call *their* Grand Prix the European Grand Prix next year. As if *the* Grand Prix, the Grand Prix of Szisz and Nazzaro, of Boillot and Lautenschlager could receive an access of prestige by the addition of an adjective to its name! Besides, after 1924, the title was to move on, to some other deserving recipient.

As a matter of fact, that first European Grand Prix at Monza in September, 1923, was an important race, for in it two of the supercharged F.I.A.T.s, which had failed so brilliantly at Tours earlier in the season, took the first two places; and supercharged engines have dominated Grand Prix racing ever since. Salamano, the winner, put the speed for the Monza race up from 86.9 m.p.h. in 1922 to 91.1 m.p.h.; and Bordino lapped at 99.9 m.p.h., compared with 91.3 m.p.h. in 1922. It was not, perhaps, a very exciting race, because the next fastest cars, the American Millers, were nowhere near as fast as the F.I.A.T.s, but it was also notable for the appearance of the Benz "tropfwagen." This machine, designed by Professor Rumpler, was lamentably slow, but it had its engine at the back, and the subsequent migration of Benz engineers to Auto-Union contributed notably to the unconventional policy with regard to engine positions adopted by that organisation in the next decade.

The race organised by the A.C.F. at Lyons in 1924 was perhaps the best of the series during the 1920's, but it is doubtful whether this was in any way due to its being called the Grand Prix of Europe. Of more importance, probably, was the Lyons course, which comprised the best parts of that used for the greatest Grand Prix of all, in 1914, and whose virtues were thrown into high relief by the move, the next year, to Montlhèry. The race was, moreover, notable for the unprecedented feat of Alfa-Romeo, which, with the assistance of Campari, succeeded in winning a Grand Prix at its very first appearance, against superb teams from Sunbeam and Delage, and a team from F.I.A.T. which should have been superb and which failed in an almost unaccountable manner to be anything of the sort. It was also noteworthy for the first appearance of Grand Prix Bugattis which, with their graceful appearance and aluminium wheels, were

recognisable as such, in marked contrast to the hideosities which *le patron* had sent to Strasbourg and Tours in 1922 and 1923.

So far the European Grand Prix had produced two good races, which, however, one may be permitted to suspect, would have been just as good if the European Grand Prix had never been invented. The next year the event was set a more difficult task, for its organisation was entrusted to Belgium, and the result was a dismal failure. The Belgians probably were in no way to blame, but at that time no great prestige attached to the race at Spa, and the title of European Grand Prix scarcely enhanced what was hardly there to begin with. Only Alfa-Romeo and Delage took part in the race; the 12-cylinder Delages, which were to win the French Grand Prix a few weeks later, were on this occasion extremely disappointing, and only two Alfas finished the race, Ascari, the winner, averaging 74.43 m.p.h.

In 1926, it was the turn of Spain, and the European Grand Prix in Spanish hands proved little more glamorous than it had in Belgian. Again only Delage and one other team started, the other in this case being Bugatti. The straight-eight 1½-litre Delages, which were destined to have such a brilliant career, in this race at San Sebastian proved almost undrivable because they burnt their drivers' feet so badly, and Jules Goux won on a Bugatti at 70.25 m.p.h. The best that could be said for the European Grand Prix of 1926, in which only Bugatti and Delage started, was that it was better than the French Grand Prix, in which only Bugatti started.

In 1927 the R.A.C. took the trouble to organise a Grand Prix, and really one would have thought, after Belgium and Spain, it might have been England's turn to have the European title for the Brooklands race. But perhaps those responsible for the prestige of the Grand Prix of Europe were by now suspicious of entrusting its organisation to "outsiders;" in any case, it returned, in 1927, to the Italians at Monza. As a matter of fact, however, this move did not do it much good, for again there were only six starters; indeed, about the best thing that could be said for this Grand Prix of Europe was that half the starters were American. The great disappointment was the absence of the new 12-cylinder 1,500-c.c. F.I.A.T., which preferred to run, on the same day, in the Grand Prix of Milan, which it won at 94.6 m.p.h., and in its absence the longer Grand Prix of Europe was won by Benoist on the Delage at 90.04 m.p.h.

In 1928 the race was, I believe, offered to the R.A.C., but by this time Grand Prix racing was in a parlous condition, and only the Italians were prepared to run a race under the unpopular international formula. Once more, therefore, the European Grand Prix was at Monza, and was won by Chiron on a Bugatti at 99.4 m.p.h.

In 1929 there was no European Grand Prix at all. In 1930 Belgium took it on again; but the limited fuel consumption formula then ruling was so unpopular that Bugatti was the only serious entrant, with some Type 35 racing cars, and Chiron, who again won the race, this time at Spa, averaged 71.1 m.p.h., or over 2 m.p.h. less than Ascari in 1925.

Unless I am mistaken, that was the last European Grand Prix to be run, until its revival since the war. Admittedly, some authorities describe both the Italian and the Belgian Grands Prix of 1931 as European Grands Prix; but there cannot have been two in one year, and in MOTOR SPORT, for which I was reporting the Continental racing myself in those days, I call neither of them the European Grand Prix. I think, in fact, that the confusion has arisen because these two races, with the French Grand Prix, ranked that year for the European Championship, which was something quite different.

It seems, therefore, that the European Grand Prix is something that was forgotten for the best part of twenty years; and, in view of its history, the fact is hardly surprising. The trouble is, or so seems to me, that the race has been a mere name and nothing else: *vox et praeterea nihil*, as I should not have dared to say in my reporter days. No greater importance has ever attached to winning the European Grand Prix than any other national Grand Prix; and no one has ever been able to guarantee that it would be the most important race of the year.

The reason for this, I think, is that the title of the race has just been handed on from one national club to the next by simple agreement. If you want people to attach importance to anything, you must make it harder to come by than this. If you want national clubs to covet the Grand Prix of Europe, you must make them win it. The proposition is simpler these days when a Maserati entered by a Swiss or a Talbot entered by a Belgian is regarded as a Swiss and as a Belgian car, respectively. Let the country which wins the race, therefore, organise it the next year; and if we have not got a B.R.M. ready this time to keep the European Grand Prix in England, then let us send a B.R.M. to Italy, or wherever it may be, next year, to fetch it back again.

GRAND PRIX DE L'EUROPE
Previous Winners

1923	Salamano (F.I.A.T.)	91.9	m.p.h.	Italy
1924	Campari (Alfa-Romeo)	00.00	,,	Italy
1925	Ascari (Alfa-Romeo)	74.46	,,	Italy
1926	Goux (Bugatti)	70.25	,,	France
1927	Benoist (Delage)	90.04	,,	France
1928	Chiron (Bugatti)	99.4	,,	France
1930	Chiron (Bugatti)	71.1	,,	France
1947	Wimille (Alfa-Romeo)	95.28	,,	Italy
1948	Trossi (Alfa-Romeo)	90.95	,,	Italy
1949	Ascari (Ferrari)	105.84	,,	Italy

SENSATIONALISM

Sir,

I would like to agree with the Editorial comment concerning the publishing of sensational photographs, where spectators are involved in a crash.

Such pictures are in bad taste, and can only bring discredit to the sport. Members of the public, who have never seen a race, and know nothing about the game, are bound to condemn motor racing, if only the sensational side is published.

If, by the way, any reader, or even the Editor himself, has a nice, clear photograph of the Richardson-Ferrari crash, in last year's Grand Prix, at Silverstone, will he kindly let me know, as I was one of the spectators involved!

I am, Yours, etc.,

A. HOLLISTER.

IMPORTANT ANNOUNCEMENT

THE MOTOR SPORT BROOKLANDS FUND

The Trustees of the MOTOR SPORT Brooklands Fund have presented to the B.A.R.C. the Brooklands Memorial Challenge Trophy subscribed for by readers who have contributed to this Fund. The Trophy will be awarded this year to the driver making the best aggregate performance in the B.A.R.C. Goodwood Members' Meetings to be held on May 6th, June 17th and August 12th. It is felt that all those readers who desire to perpetuate the memory of Brooklands Track will prefer the Brooklands memorial to take the form of an annual trophy competed for by B.A.R.C. members in Brooklands-style races. MOTOR SPORT will provide an annual replica of the Trophy and also a cash-prize of £50. The Fund will remain open until the end of June so that those readers wishing to associate themselves with it may send donations—any sum, however small, is welcome and will be used to swell the cash prize aforementioned. Donations should be sent to 15, City Road, E.C.1. Full details will be given next month.

The B.A.R.C. Goodwood meeting on May 6th, which counts towards this Brooklands Memorial Trophy, will embrace ten races and at least 150 starters. There will be five scratch and five handicap sports-car races, starting at 1.30 p.m. Admission is free, but is restricted to B.A.R.C. and M.G. C.C. members and guests. However, those MOTOR SPORT readers who have contributed to the Fund and who wish to gain admission should notify the B.A.R.C., 55, Park Lane, W.1, when the Secretary will do his best to accommodate them. Amongst the entries we notice Ruddock's H.R.G., Nancy Binns' Riley, Betty Haig's H.R.G., Leonard's Cooper-Vauxhall, Brandon and Fairman with the new Cooper-M.G., the Buckler, McAlpine's Connaught, Jacobs' blown M.G., Binns' "30/98" Vauxhall, Tony Crook's Frazer-Nash, Sparrowe's Morgan "4/4," R. R. C. Walker's Delahaye, Mortimer's Healey "Silverstone" and other well-known sports cars.

STOP PRESS

Entries for the Eight-Clubs' Silverstone Meeting of races and high-speed trial(s) close on May 20th. There will be special arrangements of grouping in races and payment of "starting money." Details: B. Inglis, 15, Little Chester Street, S.W.1.

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GRAND PRIX DE L'EUROPE—MAY 13th

The following have entered as we close for press:—

ALFA-ROMEO.—J. M. Fangio, G. Farina, C. Sanesi, R. Parnell.

FERRARI.—L. Villoresi, A. Ascari, R. Sommer, P. N. Whitehead.

TALBOT.—P. Etancelin, G. Cabantous, L. Rosier, E. Martin, J. Claes.

MASERATI.—L. Chiron, "B. Bira," E. de Graffenried, D. Hamilton, D. Hampshire, D. Murray, J. G. Fry.

E.R.A.—L. G. Johnson, P. D. C. Walker, F. R. Gerard, T. C. Harrison.

ALTA.—J. Kelly, G. Crossley.

* * *

Alvis Register Northern Rally takes place on May 6th at 3.30 p.m. at Whipping Stones Hotel, three miles south of Knutsford on A.50. Details: E. C. Wilson, 56, Blundell Drive, Birkdale.

L'AUTOMOBILE HISPANO-SUIZA

by

KENT KARSLAKE

PART I: 1906-1914

This account of one of the world's most respected makes, from the talented pen of Kent Karslake, deals with the period 1906-1914. A further instalment, covering the later activities of the great French firm, will be published in June.—ED.

OF all the makes of car which attained to fame in the "Edwardian" and "vintage" periods, the Hispano-Suiza is perhaps the one the fame of which is the most difficult to assess. With others such as Vauxhall, Bentley, Bugatti, Mercédès, one feels, by comparison, that one knows where one is. In some respects, the Hispano-Suiza established, in its day, a *réclame* that was greater than theirs; but to-day we have no Hispano-Suiza Owners' Club, and the entry lists of Vintage Sports Car Club events, for example, do not suggest that one is called for.

The number of Hispano-Suiza cars in this country at present is, in fact, probably pretty small, and at no time has been very large. Since 1919, every edition of the Hispano-Suiza has been an expensive car, and undoubtedly the majority of people who bought expensive cars preferred to buy a Rolls-Royce. Some models have been extremely fast, but it has probably always been possible to find as fast a car that was cheaper. Throughout its history, therefore, the Hispano-Suiza has been a car for the few; but with these few, the Hispano-Suiza cult has amounted almost to a disease. As a correspondent in *The Autocar* put it in 1943: "There was something about Hispanos that was different from anything else. No sooner had one sold a Hispano and bought something else, then one started looking for another H.-S."

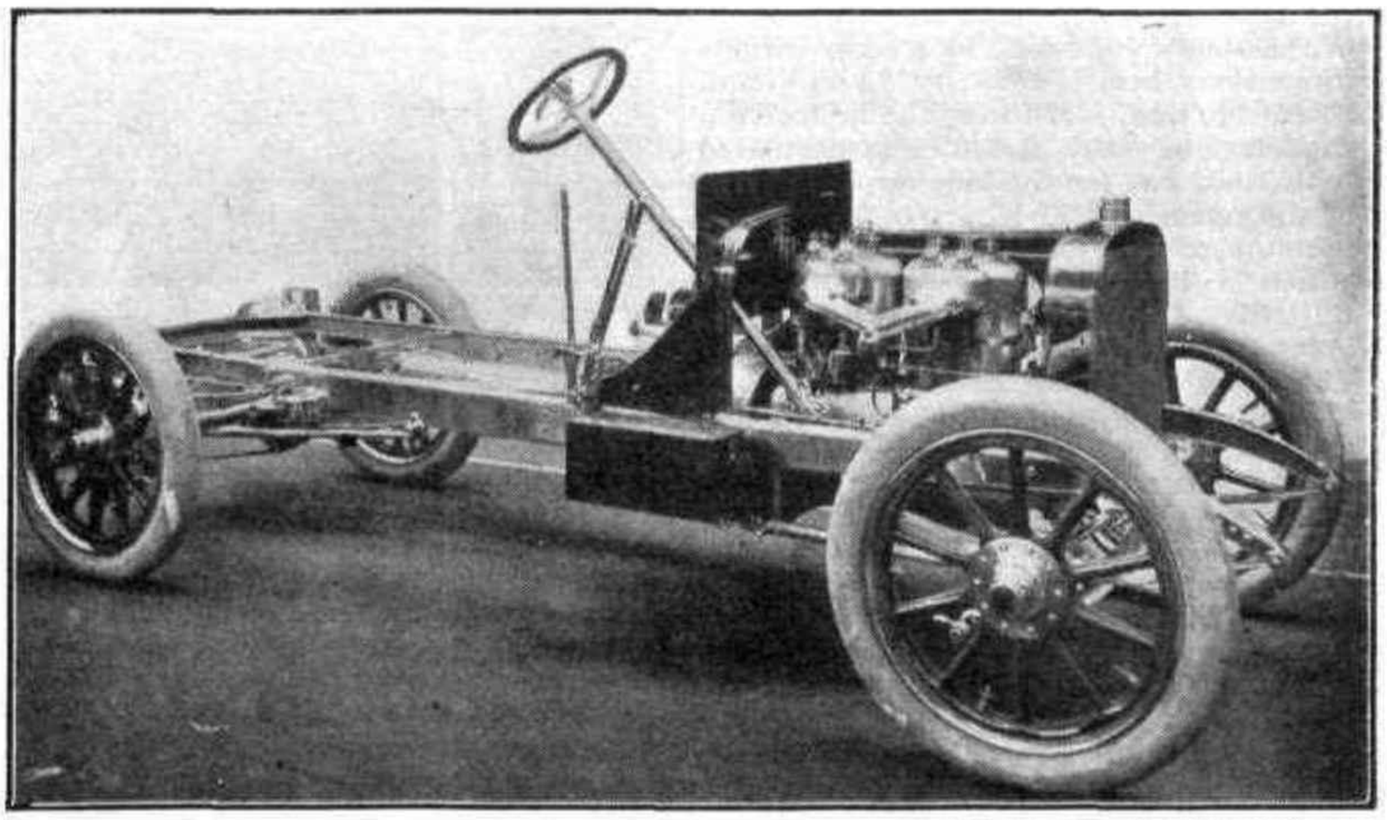
The "something different" may probably be accounted for by the rather remarkable fact that throughout the history of the marque, every single Hispano-Suiza has owed its origin to the genius of one man, the man in question being M. Marc Birkigt, the Swiss engineer whose nationality is represented by the second-half of the name of the car. In conjunction with Spanish interests, the company which was to make the Hispano-Suiza was founded in Barcelona in 1904, and while the name of the car thus had a merely logical origin, there is no doubt but that the purely onomatopoeic effect of Hispano-Suiza is exceedingly powerful. There used, for instance, to be a French car called, in this country at least, a Mass; it may have been a very good car, but it is hardly surprising if it is no longer famous.

I do not know at what date the first Hispano-Suiza emerged from the Barcelona factory, but it was not until the end of 1906 that the car made its appearance at the Paris Salon, where it was hailed as "the first Spanish car." There were two models, both with four-cylinder engines, a 20/24 h.p. with a bore and stroke of 100 by 120 mm. (3,758 c.c.) and a 40-h.p. of which the cylinder dimensions were 130 by 140 mm. (7,433 c.c.). Already there may be noted a predilection for "tidy" dimensions—throughout its history there was always, it seems, an Hispano-Suiza engine with a bore of 100 mm., although the number of cylinders was varied from time to time; and it may also be noted that the capacity of the 40 h.p. was as near as may be twice that of the 20/24-h.p. engine. We shall have occasion to refer to these approximate capacities again later. For the moment it may be remarked that the "normal speed" of the smaller engine was stated to be 1,200 r.p.m., and of the larger 1,000 r.p.m., although the latter would attain 1,600 r.p.m. "without trouble."

Apart from the engine size and speed, the characteristics of the two models appear to have been closely similar. The cylinders were cast in pairs, the valves were placed on either side of them in a T head, and, a remarkable feature in 1906, the crankcase and gearbox were bolted together to form a unit in a manner which was to enjoy considerable longevity in Hispano-Suiza circles. In the case of the smaller chassis, at least, the gearbox had four speeds, with direct drive on third; and already there may be noticed a reluctance to employ more than two of what the French call "demultiplied" speeds. The drive was by an open propeller-shaft with torque rods, and there were ¾-elliptic springs at the rear, which *The Autocar* described, a trifle cumbrously perhaps, as follows: "Semi-elliptical springs are fitted to the rear axle, but the rear of the springs is attached to each frame member by means of a half semi-elliptical spring, which takes the place of the usual spring-horn."

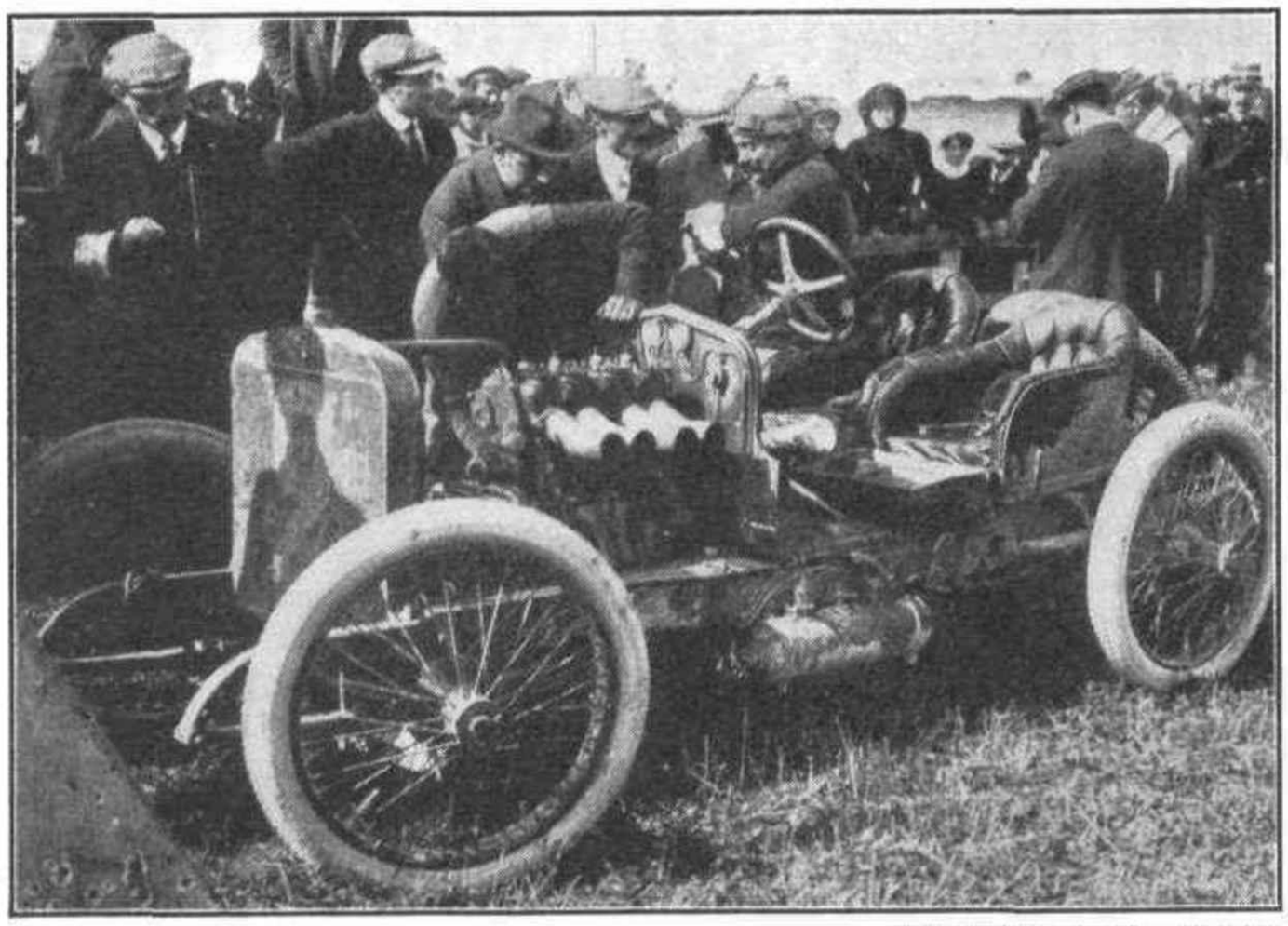
In 1907, the 20/24-h.p. and the 40-h.p. four-cylinder models, the latter now renamed the 40/50 h.p., were supplemented by two new types, which were remarkable in that they had "square" six-cylinder engines. Marc Birkigt was thus an early convert to the six-cylinder engine, of which he was later to make a speciality, while the "square" engine was to reappear at a later date when it was a much greater curiosity than it was in 1907. The dimensions of the 30/40-h.p. engine were 115 by 115 mm. (6,213 c.c.) and and of the 60/75 h.p. 130 by 130 mm. (10,353 c.c.), while in other respects they seem to have resembled the four-cylinder models. The chassis price of the 60/75-h.p. model was £1,000, whereas among other contemporary high-powered six-cylinder chassis, the 60-h.p. Napier cost £1,295, the 75-h.p. Mercédès £1,800, the 60-h.p. Benz £1,560, the 60-h.p. de Dietrich £1,280 and the 60-h.p. Itala £1,600. On the other hand, the 40/50-h.p. Rolls-Royce chassis cost only £950.

Reading between the lines, it would appear that it was the enthusiasm of King Alfonso XIII of Spain for automobilism that was responsible, a couple of years later, for a radical reorientation of Hispano-Suiza policy. In 1909, motor racing was in so parlous a condition that



[*By courtesy of "The Autocar."*

AS IT WAS IN THE BEGINNING.—The 20/24-h.p. Hispano-Suiza chassis, product of the Barcelona factory, which was shown at the 1906 Paris Salon. Unit construction of engine and gearbox was employed.



[*By courtesy of "The Autocar."*

RACING SUCCESS.—The 65 by 200-mm. Hispano-Suiza with which Zuccarelli won the 1910 Coupe de l'Auto race and from which the production "Alfonso" model was derived.

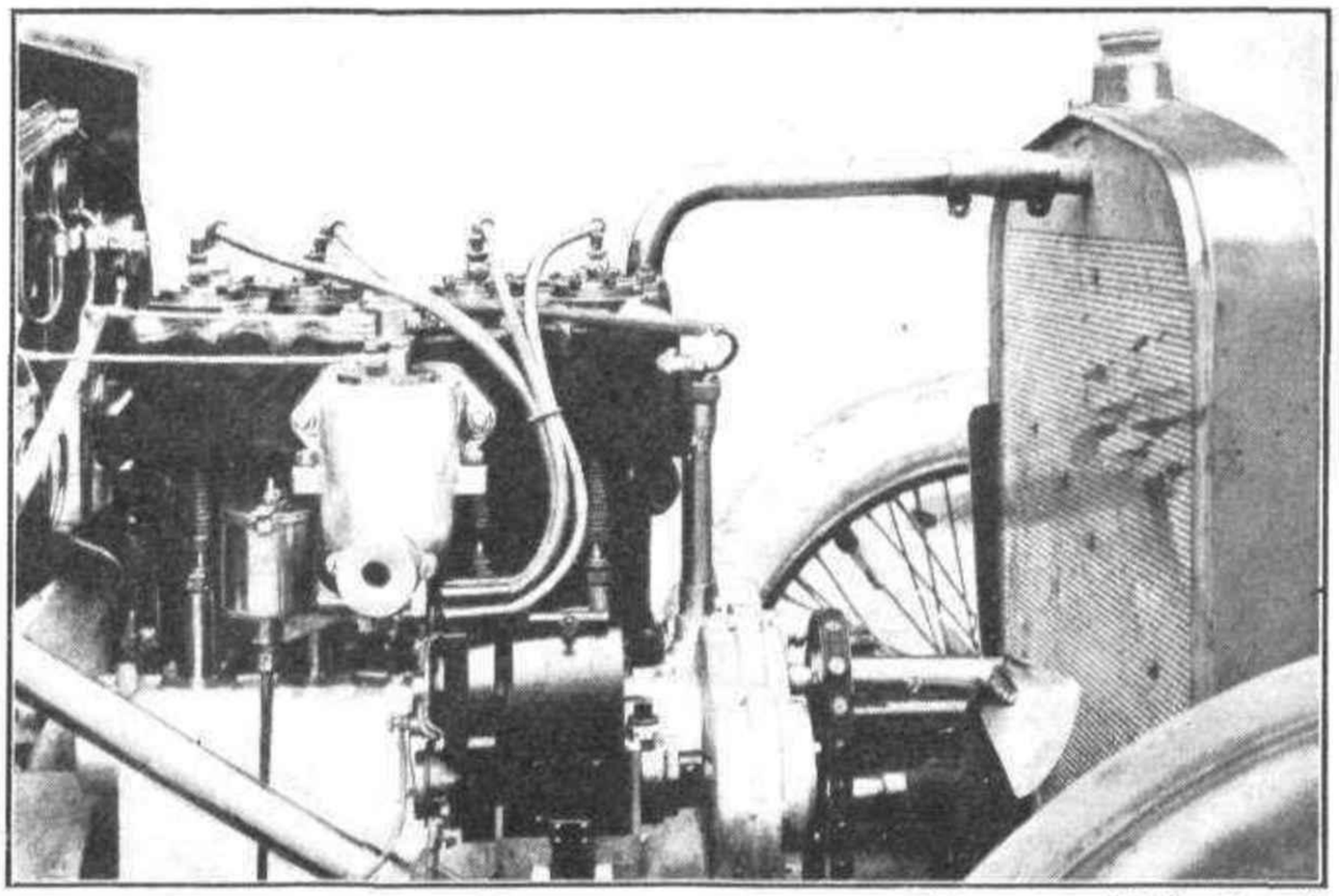
not even the Automobile Club de France could succeed in organising its great annual race. But voiturette racing, as 1908 had proved, was still flourishing, and in 1909, therefore, the King of Spain presented a cup, known as the Catalan Cup, for a voiturette race to be run at Sitges, near Barcelona; and Hispano-Suiza, as the sole Spanish manufacturer, could hardly do otherwise than enter for it. Hitherto, the *Coupe de l'Auto* voiturette races in France had been consistently won by examples of the single-cylinder engine, but in this direction not even Marc Birkigt could hope to emulate the excesses of Sizaire-Naudin and Lion-Peugeot. The Hispano-Suiza voiturette racer had a four-cylinder engine, and, as such, it could, under the regulations, which coincided with those of the 1909 *Coupe de l'Auto*, have various dimensions between 75 by 75 mm. and 65 by 140 mm. Of these, the first give a capacity of only 1,323 c.c., compared with 1,852 c.c. for the long-stroke engine, a discrepancy which presumably took account of the higher crankshaft speed which a short stroke should have permitted. And if the "square" engine attracted anyone, it should have attracted Marc Birkigt, the author of the "square" six-cylinder Hispano-Suiza. But in fact it attracted no one, and the Hispano-Suiza voiturette engine had dimensions of 65 by 140 mm. There was at least something homely about the stroke, which was the same as that of the original 40-h.p. engine of 1906. The four small cylinders of the voiturette engine were cast *en bloc*, but otherwise the car resembled its forbears, with a T head, a multi-disc clutch and open propeller shaft.

In the Catalan Cup race, Zuccarelli on one of the Hispano-Suizas held the lead for three rounds before he went out with a seized clutch, but his team-mate Derny turned over and the only Hispano-Suiza to finish was that driven by Pilliverde, which was last. The performance was typical of a first racing appearance, and promising as well. In the *Coupe de l'Auto* at Boulogne a month later, teething troubles which spelt unreliability had been overcome, and the team of three cars finished complete, in fifth, sixth and seventh places, out of nine finishers. All that remained to be found was speed.

In 1910 the voiturette formula limited the bore of four-cylinder engines to 65 mm., and left the stroke unlimited. In the case of the Hispano-Suiza engine, this latter dimension was thereupon increased, for the Catalan Cup, to 180 mm., a significant figure, in view of what was to happen later. Thus equipped, Zuccarelli ran third to the two victorious Peugeots. But the French cars were still too fast for the Hispano-Suizas, and by the time the *Coupe de l'Auto* was run, the stroke of the latter's engine had been further increased to 200 mm. At last this did the trick. Although the stroke of the four-cylinder Peugeot engine was advanced to 260 mm., and that of the two-cylinder to 280 mm., the French firm had sacrificed both engine and chassis reliability in the process, and it was Zuccarelli's Hispano-Suiza that came in first, at 55.6 m.p.h., with Chassagne, on the second car, third and Pilliverde sixth.

According to contemporary observers, this Hispano-Suiza voiturette engine developed over 60 h.p., and the firm thereupon determined to reproduce a modified version as a standard model. For this purpose a new bore was adopted of 80 mm., and this was combined with the stroke of 180 mm. used in the 1910 Catalan Cup racer. This gave a capacity of 3,604 c.c., or nearly 1,000 c.c. more than the 2,646 c.c. of the victorious *Coupe de l'Auto* engine, but presumably the standard model was less "poussé," as it developed about the same power. In an advertisement published by Hispano-Suiza Cars (Great Britain and Ireland), Ltd., in 1913, this is described as "the famous Hispano-Suiza engine which, although rated at 15.9, develops the extraordinary horse-power of 64. This remarkable power is developed by reason of the long stroke, of which we are the pioneers. 'We lead, others follow.' The delights of the rapid and easy acceleration possible with this engine are well worth trying . . ."

Some of the French participants in



[*By courtesy of "The Autocar."*

CLASSIC TYPE.—The carburetter side of the famous 15T "Alfonso XIII" 80 by 180-mm. Hispano-Suiza engine. The carburetter is a water-jacketed, three-jet instrument. Note the neat copper water pipes, breather in front of the T-head block, exposed valve spings and the position of the engine in the chassis.

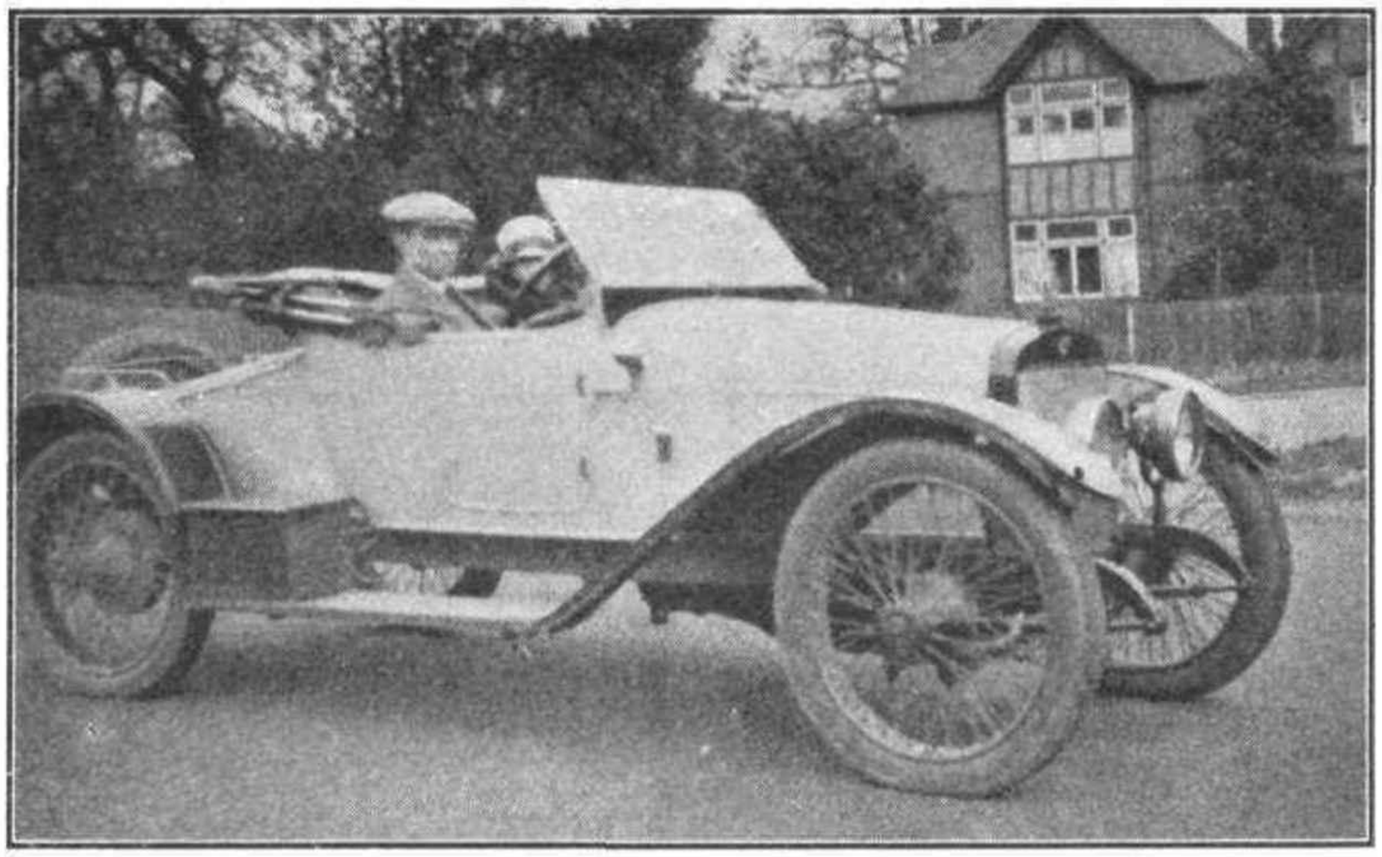
the *Coupe de l'Auto* might, one would have thought, have contested the Hispano-Suiza claim to have been the pioneers of the long-stroke, but among those who appreciated "the delights of the rapid and easy acceleration possible with this engine" was the King of Spain, and the 80 by 180 mm. car became known, in consequence, as the "Alfonso model," or "type Alphonse XIII."

The long-stroke influence, moreover, was reflected in the history of the old 20/24-h.p. 100 by 120 mm. model of 1906, for in 1910 its stroke was increased to 150 mm., and its capacity to 4,700 c.c. It was now known in England as the 30/40-h.p. model, and in this guise, still apparently with a T-head engine, its manufacture continued at Barcelona until 1922 or 1923.

At the same time, M. Birkigt was not, apparently, a complete devotee of the long stroke, for, a bore of 80 mm. having been established for the Alfonso model, it was combined with a stroke of 130 mm., familiar as that of the 60/75-h.p. six-cylinder model, in the 15/30 h.p. model to give a capacity of 2,610 c.c., and with a stroke of only 110 mm. in the 12/20-h.p. model, to give a capacity of 2,202 c.c. This stroke had not, it seems, been used before, but it was destined to have quite a future in Hispano-Suiza circles.

The history and characteristics of these smaller 80 mm. bore engines are exceedingly obscure. I have never, to my knowledge, seen one of them myself, nor met anyone who claims to have done so, although they appear to have remained in production from 1910 to 1913. It is possible, of course, that in some cases they have been mistaken for "Alfonso" engines, and escaped notice in consequence.

In the May, 1949, number of MOTOR SPORT, Señor Antonio Fernandez Nava, writing from Barcelona, stated that "all the Hispano-Suizas before the Kaiser War were 'all Spanish cars.' Only since that conflict were Hispano-Suizas made in the French works . . ." I am afraid, however, that I must beg leave to refute this statement. I have seen it stated that, at one period, production was carried on in Switzerland, but of this I have, myself, no positive knowledge. On the other hand it is, I think, certain that the enormous reputation gained by the Hispano-Suiza in France as a result of the *Coupe de l'Auto* victory of 1910, resulted, in 1911, in the establishment of a branch factory on the outskirts of Paris. The Alfonso model may also have been built at Barcelona, but the majority of the cars of this type shipped to this country in 1912, 1913 and 1914 were built in France.

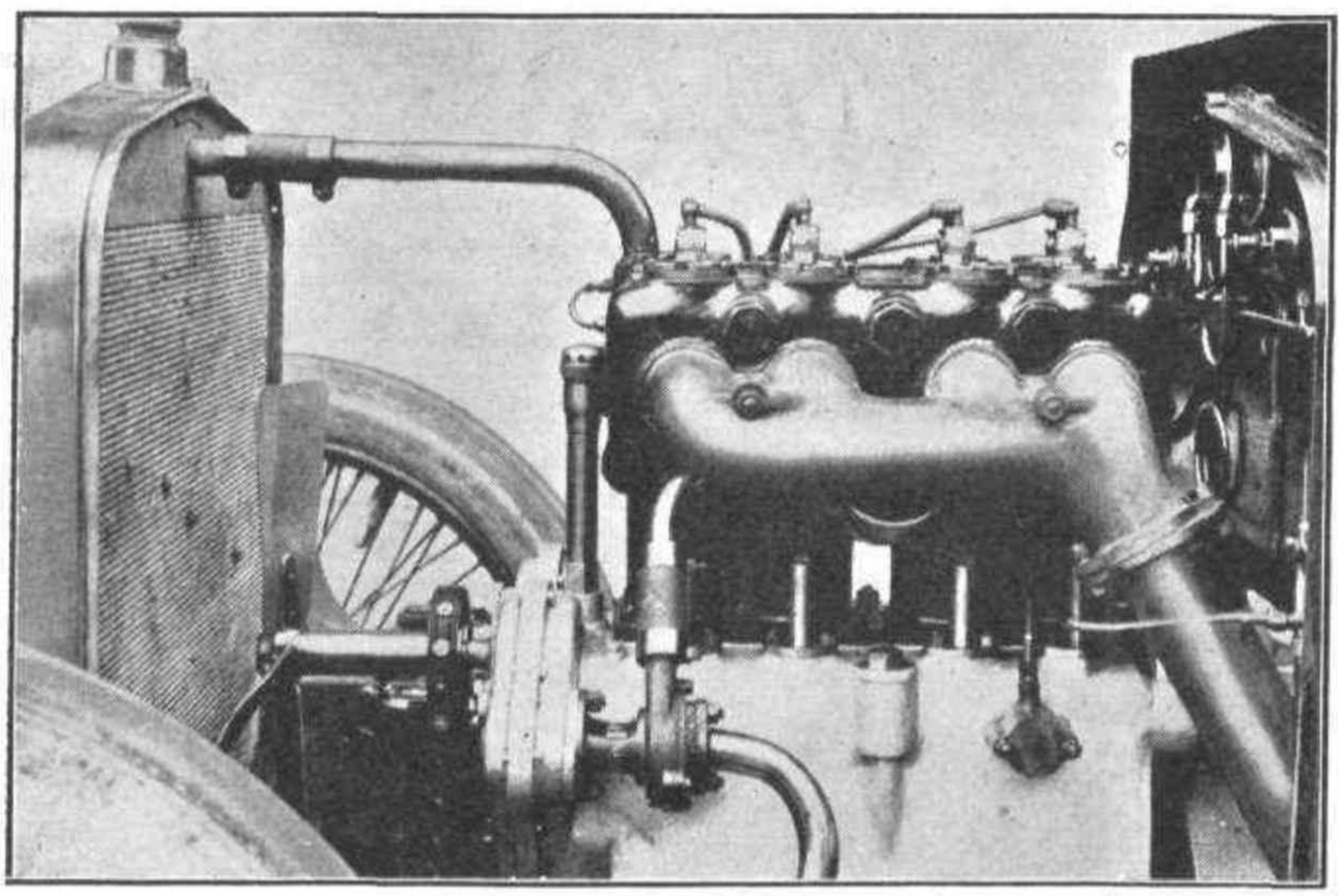


RARE TYPE.—One of the 80 by 120 mm. 15.9-h.p. Hispano-Suizas. This 1914 model was used by Edward Sawers from 1927 until 1934 and the bodywork was somewhat modified by him.

In its original form, this car had a three-speed gearbox and semi-elliptic springs all round, but at a later date a four-speed model was introduced, and at the same time ¾-elliptic springs were fitted at the back—a curious reversion to the "half semi-elliptical spring, which takes the place of the usual spring-horn" of 1906. An Alfonso Hispano-Suiza was the first car that I ever owned, and the one from which I caught the Hispano-Suiza "disease." Perhaps no car since has given me quite such vivid emotions, but all that is longer ago than I altogether care to remember; this is very definitely not an account of personal reminiscences, and as the Editor of MOTOR SPORT still has one of these cars actually in service, I propose to hand over to him for first-hand details of its specification and performance:—

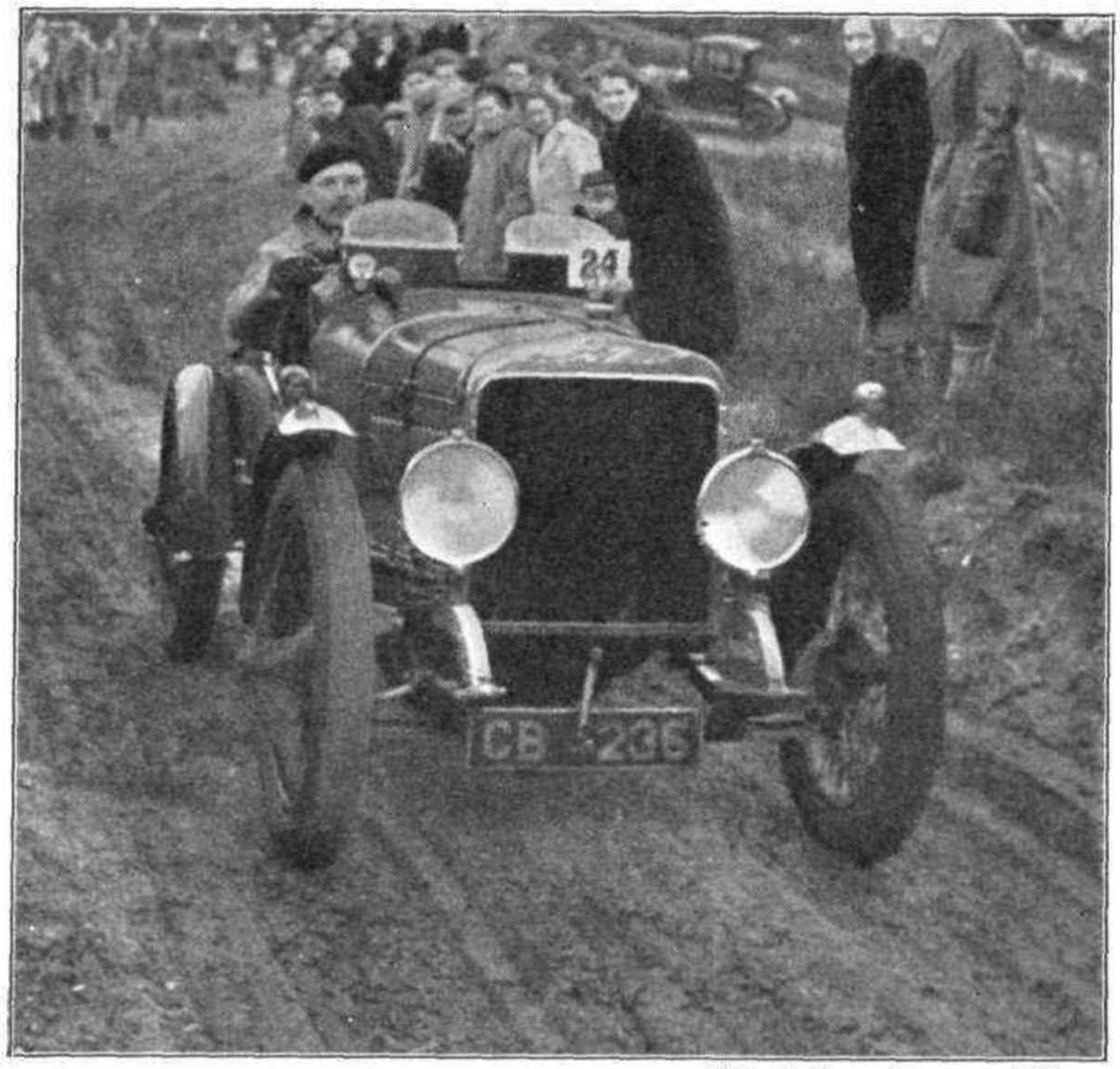
The "Alfonso," officially the type 15T, had a bore and stroke of 80 by 180 mm. Whether it owed its outstanding performance to its long-stroke, as its makers claimed, I do not know, but certainly there was nothing otherwise particularly remarkable about the design. Indeed, it was singularly straightforward.

The deep light-alloy crankcase measured approximately 11 in. by 13 in. and carried the main bearings and a camshaft on each side. Head and block were integral—held down by ten studs—and the inlet valves were on the off side and the exhaust valves on the near side. The camshafts were driven by bronze and steel pinions from the front of the crankshaft, which ran in four plain bearings. Steel pistons, each with three normal rings and a wide-pin cut away to clear the gudgeon-pin, were fitted, at all events in later versions, and the tubular connecting rods were comparatively slender, actually 1 in. in diameter. There was a sparking plug in the centre of each combustion chamber, supplied from a ZU4 Bosch magneto beside the crankcase, driven from the off side, or inlet, camshaft. A water-pump was driven in like fashion from the exhaust camshaft.



[*By courtesy of "The Autocar."*

EFFICIENCY WITH SIMPLICITY.—The exhaust side of the "Alfonso" engine. Note the water pump, the long tappet blocks and the air pump for the petrol feed, also the massive exhaust system.



[*Photo by Stacey, Sansom and Thomas*

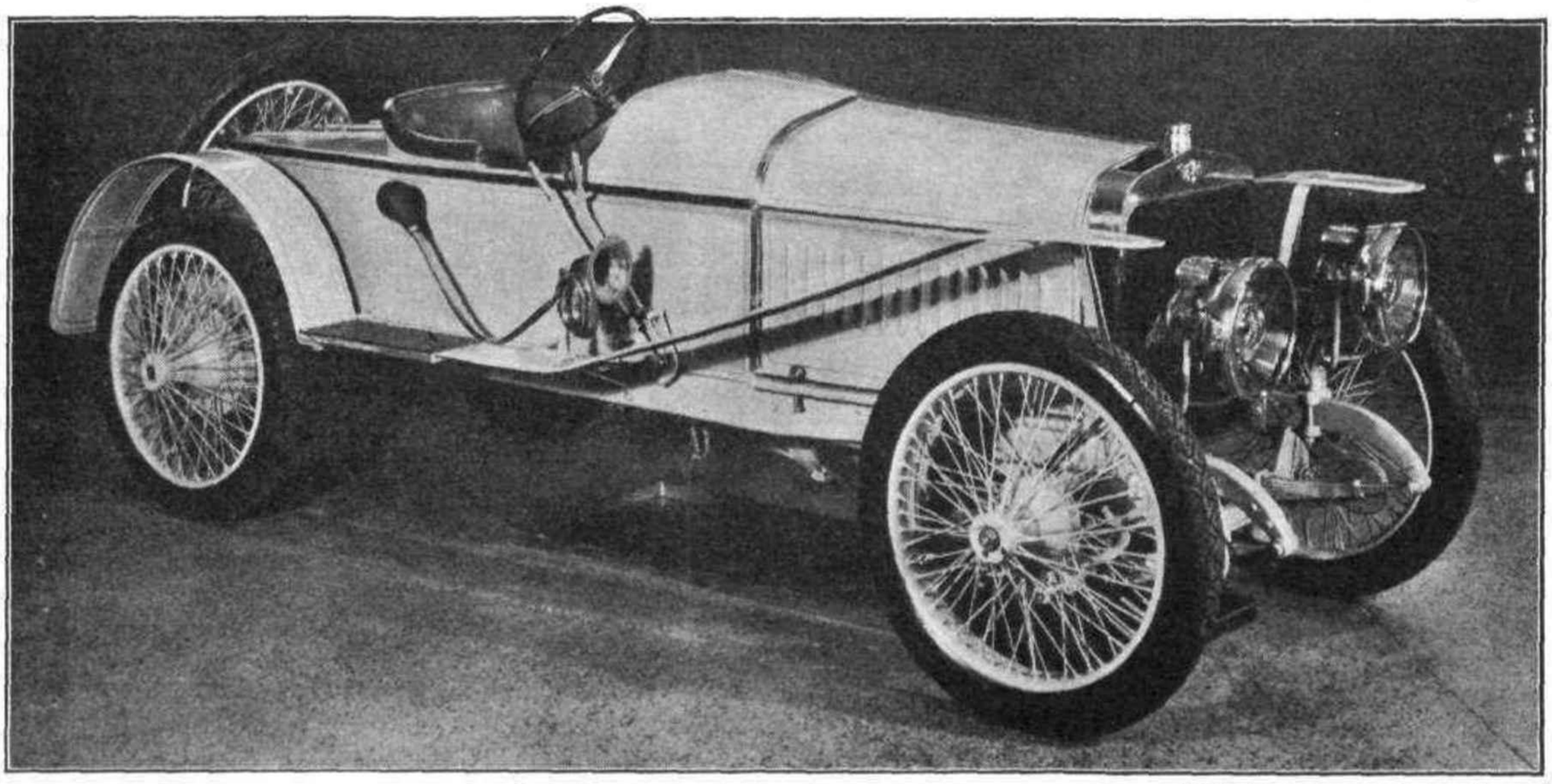
ACTIVE TODAY.—This 1912 *" Alfonso " Hispano-Suiza has performed outstandingly in V.C.C. and V.S.C.C. Edwardian events of recent years, driven by Hill and Cuthell. The latter driver is here seen in action in a V.S.C.C. driving test at Bisley last February. Hill won the V.S.C.C. Edwardian Trophy last year with this car.*

The carburetter, bolted directly to the block on the off side, was of Hispano-Suiza construction of three-jet type, with an elaborate water jacket round the mixing chamber. It had an air control under the care of the driver and a curious threaded cap over the air inlet which permitted further manual control of the air. The valve springs were exposed and simple tappets slid in very substantial external bronze guides, 2½ in. long, each one held to the crankcase by two studs. Correct tappet clearance was five-tenths mm. Above each valve was a large brass valve cap, those on the inlet side containing compression taps.

Petrol feed was originally by a small air pump driven from towards the back of the exhaust camshaft, but my car has been converted to autovac feed.

The alloy sump held a gallon of oil, which was circulated, seemingly, at almost zero pressure, to the drilled crankshaft by a gearless rotary pump driven from the off-side camshaft. The correct delivery pressure was actually 3.5 metres, and it was prevented from exceeding 5 metres by a relief valve, the spring of which bore on the gauze filter surrounding the pump. The sump level was maintained by a float-actuated valve, with a float-chamber like a carburetter's, which was rather reluctant to cut off the main supply, contained in a small cylindrical reservoir on the near side of the chassis, matched on some cars, I believe, by a dummy on the opposite side. In my experience these engines use next to no oil. A screw-down stop-cock was provided on this tank to cut off the supply more positively than the float when the car was garaged.

The size of the radiator was one of the " Alfonso's " most imposing features. It was a honeycomb, with a cooling surface of approximately 440 sq. in.;



[*Photo by Brady and Permora, U.S.A.*

ANOTHER CURRENT EXAMPLE.—This beautiful example of 1912 *short-chassis, three-speed " Alfonso " Hispano-Suiza was formerly owned in this country by Bridcut and is now in the collection of that great American enthusiast, Cameron Peck, who has further restored it to original condition.*

there was no header tank. The rather small-bore outlet pipe from the head and the inlet piping to and from the water pump were of copper, as was the sump breather, which lived at the centre of the crankcase in front of the cylinder block. A four-bladed fan was driven by an endless belt from the crankshaft, its pulley sliding in its mounting on release of two bolts, so that adjustment could be effected.

As Karslake has stated, a h.p. of 64, at 2,300 r.p.m. was claimed for this engine. It was a handsome unit, for in the chassis the great size and height of its crankcase necessitated by its long stroke, was not apparent, and the cylinder block was quite shapely, offset by the copper water piping, while the engine was set well back from the radiator. It was mounted in the chassis on bearers integral with the crankcase.

On early cars a small multi-plate clutch bolted to the heavy flywheel was used; it was replaced on later models by a smooth-acting cone clutch. The flywheel, attached by six bolts to the crankshaft flange, has teeth for an electric starter on my car, and a large dynamo is mounted at the front of the engine and driven by an endless belt. These may have been additions, and such luxuries did not, I feel, normally figure in the "Alfonso" specification, although I have seen others so endowed. The transmission embraced an open propeller shaft and this, the gearbox and the bevel-drive rear-axle were, I am inclined to think, a trifle on the delicate side for the power the engine developed. Early cars had ½-elliptic springs all round, later ones ¾-elliptic back springs, and the chassis was made in two wheelbases—8 ft. 8 in. and 9 ft. 10 in.; the track was 4 ft. 0 in. and 4 ft. 3 in., respectively. The maker's weight for these chassis was 13 cwt. and 15 cwt., respectively. A choice of back-axle ratio was available, including 3.0 and 3.25 to 1 ratios. The gearbox, three-speed on early cars, four-speed on later models, was controlled, delightfully easily, by an external right-hand lever, the gearbox naturally being in unit with the engine, although the flywheel was exposed. The hand brake operated *via* rods rather small expanding brakes on the rear wheels and the foot brake a smooth, powerful two-expanding shoe transmission brake in a large, 4 in.-wide, ribbed drum behind the gearbox. It had a very simple turnbuckle adjustment under the floorboards. The front axle was an I-section beam with Elliott-type steering pivots and steering was by worm and sector with provision for taking up wear. It was geared to give about 1¼ turns, lock to lock, and the column was inclined at 32 deg. The chassis was lubricated by eleven screw-down grease-cups. Not present on my car, but nevertheless an "Alfonso" feature, was a small air-cooled single-cylinder 35 mm. bore air-compressor mounted vertically on the gearbox lid, this being used for inflating the tyres, *via* a small automatic valve in the top of the compressor. This extra cost a modest £6.

Centre lock wire wheels of the pawl and ratchet type carried 815 by 105 or 820 by 120 tyres according to chassis length. A rough computation of the gear ratios on my car gives: 11.5, 6.0, 4.25 and 3.25 to 1. In 1914 the long-chassis car was modestly priced at £465, and the short chassis could be had for as little—only it was more then!—as £425.

From my experience I would put the top speed as around 60 m.p.h., coupled with a very effortless 50 m.p.h. cruising speed, a most endearing top-gear performance, and excellent hill-climbing capabilities. The fuel consumption was in the region of 17 m.p.g. There is no doubt, however, that the short-chassis cars, lightly bodied, could top 70 m.p.h., and at Brooklands in 1914 Leslie Nicholson lapped in his "Alfonso" at no less than 81.51 m.p.h.

There is no doubt but that this car, judged on the performance it offered, was one of the more outstanding fast touring cars of its era, besides possessing some very charming characteristics of its own.

At the present time I believe that, including my own car, three "Alfonso" Hispano-Suizas still exist in this country, together with two or perhaps three in America and one in Australia.



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CLUB AFFAIRS

The Lagonda C.C. is holding a two-day Rally at Bournemouth on May 6/7th and has invited 2-litre Lagonda Register members to its Sunday programme. After the G.P. d'Europe members will meet at the "Folly Inn," Adstock.

* * *

The Morgan Three-Wheeler Club hopes to stage its long-awaited National Rally at Chateau Impney, Droitwich on Whit-Sunday, subject to A.C.U. approval. The programme is to include a ¼-mile sprint, a concours d'elegance, and driving tests. It will be nice to see "Mogs" in competitive action again.

* * *

Several enthusiasts are endeavouring to form a motor club in the Hereford-Leominster area for the purpose of holding sporting-cum-social events. It is hoped to run events of the type in which any kind of car can be used without risk of damage.

Would all those interested please write to P. Felton, "Holmbury," Ranelagh Street, Hereford, mentioning if they would be willing to help in the running of the Club.

* * *

Regulations for the Harrow C.C. Rally at Frinton and Walton on May 20/21st can be obtained from L. G. Eckett, 1, Holmdene Avenue, Mill Hill, London, N.W.7. The Clubs invited are: B.A.R.C., Chiltern C.C., Herts County A. and A.C., Hants and Berks C.C., N.W.L.M.C., Kentish Border C.C.

* * *

The Annual Dinner and Meeting of the Sporting Owner Drivers' Club was held on March 24th, 1950, at the Bell Hotel, Aston Clinton.

Some forty members and friends attended and D. B. Payne, Esq., a founder member and Vice-President of the Club, presided; Laurence Pomeroy was the guest of honour and he was prevailed upon with various ruses to make no less than three brief but very interesting speeches.

This dinner, held under the lee of an early motoring hill-climb, marked the resurgence of the S.O.D.C. and gave the opportunity to sketch out future plans and in a mellow after-dinner mood to talk of past club high-lights.

* * *

Long before the veteran-car movement reached its present well-established footing, the *Kent Messenger* organised its veteran car run. This is to be revived on June 17th, in conjunction with the Veteran C.C., over a 22-mile route from Bearsted to Bilsington Priory. There will be simple time checks, but otherwise no special conditions. Veteran and Edwardian cars are eligible and this would seem an excellent opportunity for exercising newly-discovered examples, particularly as no Competition Licence is required and there appear to be no entry fees. Entries close on May 29th, and details are available from E. H. Jeffery, *Kent Messenger*, Maidstone.

* * *

The W. Hants and Dorset C.C. will hold its Blandford speed hill-climb on July 29th. Details from D. Ship, Canford Cliff Motors, Howen Road, Canford Cliffs, Dorset.

* * *

At the Vintage S.C.C. Ordinary General Meeting on April 13th, it was stated that 330 new members were elected during the year, and the club's assets total over £1,500 after secretarial expenses and salaries amounting to over £958 were paid. Since the war over £3,500 has been paid to charities, as surplus profit on speed trials—please tell your anti-speed trial acquaintances of this! Two events to which we look forward particularly are the 100 kilometre race for pre-1935 racing cars for the Seaman Trophy presented by George Monkhouse, to be contested at the June Silverstone Meeting, and the resumption of the speed trials over the excellent Luton Hoo course next September. The Club also intends to make a special effort to support Edwardian classes at the B.O.C. Members Prescott Meeting, and at its own June Silverstone, Madresfield and Prescott meetings.

* * *

The Sports Car Club of America announces an Indianapolis tour and rally starting on May 27th, the Bridgehampton race meeting in conjunction with the M.S.C. of America and the M.G.C.C. on June 10th, a rally and hill-climb at Mt. Equinox Drive, Bennington, in July, speed trials and races at Thompson, probably over two days during August, the California sports-car race the same month, at Pebble Beach, and the International Watkins Glen road race, divided into the Glen Trophy race for unlimited cars of all types, the Seneca Cup race for up to 1½-litre sports cars and the Sports Car G.P. for sports cars over 1½-litres, on September 23rd.

* * *

During the Nairobi Civic Week celebrations, driving-tests and a concours d'élégance were held, but a hill-climb scheduled for March 19th was abandoned when the murram (red mud) road was washed away by rain. Yet, curiously, trials appear to be unknown in Kenya!

* * *

The Herts County A. & Aero C. Beechwood Park speed trial on May 14th is a closed event, for which entry fees are 10s. per class. Racing cars, sports cars and saloons are catered for; the club subscription is 10s. 6d. Admission will cost 2s. 6d. per person, cars facing course 5s.—a chance to show speed to the wife or girl friend without getting her wet! The start is at 2 p.m. There will also be a closed invitation meeting on July 9th. Details from: D. T. Russell, 18, Queens Road, Watford.

* * *

The Grimsby M.C. will hold its veteran car and vintage motor-cycle rally and concours this year on June 10th. There are plenty of awards and the trial section embraces a 25-mile route with one or two main-road hills. Entries close on May 22nd. Details from: C. Pycock, 27, Park Avenue, Grimsby (Tel.: 77545).

* * *

Entries for the 35th M.C.C. Edinburgh Trial at Whitsun close on May 6th. Details from: J. A. Masters, 26, Bloomsbury Way, W.C.1 (Tel.: 4761).

The New Aston-Martin

Aston-Martin enthusiasts are so used to associating four cylinders and a single overhead camshaft with this famous marque, that the six cylinders and twin o.h. camshafts of the recently-announced 2½-litre D.B., Mark II model may come as something of a shock to them. But there is no denying that this production version of the saloon prototype which ran at Le Mans last year, going very rapidly until assailed by plumbing trouble, is an interesting car.

It employs the Lagonda 2½-litre, 78 by 90-mm., six-cylinder engine in a chassis very similar to that used for the post-war Hill-designed push-rod four-cylinder Aston-Martin, and the two-door aerodynamic coupé body is exceedingly handsome. Front suspension is by coil springs and trailing arms and at the back the independent rear suspension of the Lagonda has given way to a rigid axle, also on coil springs. Real accessibility, we are interested to notice, appears likely to become a feature of modern aerodynamic cars. The Jowett Javelin is so arranged that the entire engine cover-cum-scuttle-cum-front wings hinges back for access to the engine, while in the case of the D.B. Mk. II Aston-Martin the cover hinges forward, and can be removed if desired, to obtain much the same effect. As MOTOR SPORT observed some time ago, the real sports-car is returning to the world's markets and this new Aston-Martin, which should be capable of speeds around 100 m.p.h., certainly qualifies as such a car. A team will run in the principal sports-car races and their progress will be watched closely by prospective purchasers; sales follow the chequered flag, and forthcoming battles between Aston-Martin, Allard, Jaguar, Jupiter and the rest are likely to be very keenly fought.

Villoresi Victorious at Marseilles

Luigi Villoresi continued his good showing in the Argentine races by winning the 120-mile Marseilles Grand Prix on March 19th. Run in the rain over 80 laps of a circuit round the New Boreley race-course, the race was a battle-royal between the Ferraris of Villoresi, Ascari and Fangio. It was Luigi's race, however, apart from some duelling, nor could Fangio keep ahead of Ascari. Villoresi, however, won by only 0.6 sec. after driving for 1 hr. 48 min. 15.2 sec., an average speed of 67.19 m.p.h. Moreover, Fangio was only 0.4 sec. behind Ascari at the finish! Gonsalvez retired and Farina had a nasty crash with the 1,300-c.c. O.S.C.A. which will keep him out of an Alfa-Romeo cockpit for some time to come.

Sommer's Ferrari was 4th, Trintignant's 1,300-c.c. Simca 5th, Schell's 1,230-c.c. Simca 6th, Loyer's 1,440-c.c. Simca 7th, Martin's 1,200-c.c. Simca 8th, and Simon's 1½-litre Simca 9th. A good race!

RUMBLINGS

Task Completed

If the Editor of MOTOR SPORT looks particularly carefree this month it will be because he has at long last completed his history of Brooklands Motor Course, which has been on his mind and conscience for the past three years or more. The entire work covers some 800 pages, the 300,000 words having been written in long-hand in the style of the best period-historians. Over 200 photographs, most of them hitherto unpublished, were dug out for purposes of illustration, some being acquired by a stroke of good fortune when Boddy came by a happy chance upon some property which had been stolen from the Brooklands Clubhouse during the war and which he was able to recover from police custody by presenting a decent sum to police funds. The " Story of Brooklands " has been issued by Grenville in three volumes. The first two, telling how Brooklands Track was built so courageously by private enterprise in 1906/7 and of the early struggle to establish it, and of the cars, both famous and obscure, which raced there up to the nineteen-thirties, are well known to most of our readers.

This third volume carries the story from 1933 until that last fateful meeting on August Bank Holiday, 1939, when, just as in August, 1914, for history repeats itself, war took precedence over motor racing. There is a rather sad Epilogue describing how Brooklands was lost to us after hostilities ceased, and the very last picture in the book shows the Members' banking overgrown with shrubs and weeds. But the happier bulk of this unique book tells of the active days of the later period of Brooklands' racing, describing in detail such classic long-distance races as the J.C.C. International Trophy, B.R.D.C. 500-Mile Race and British Empire Trophy, the Campbell Trophy, the 200-Mile Race, and many others. Frequent reference is made to technical details of the cars and anecdotes relating to famous personalities recalled. Official B.A.R.C. lap-speeds are freely quoted and such outer-circuit cars as the V12 Delage, Barnato-Hassan, Bentley-Jackson, Pacey-Hassan and John Cobb's Napier-Railton come in for a great deal of the author's attention. John Cobb, holder of the lap record at 143.44 m.p.h., himself contributes the Foreword.

Altogether this book covers a vast amount of ground, and as books go to-day is remarkably good value for money. The publication date is May 26th and orders should be placed now, through your book-seller or direct from the Grenville Publishing Co., Ltd., 15, City Road, E.C.1. The price is 12s. 6d., or 13s. post free, and the edition will be strictly limited.

* * *

Congratulations

The very warmest congratulations are due to Peter Douglas Conyers Walker on his appointment as co-driver with Raymond Mays of the B.R.M. No other British driver has been so honoured since Mercédès-Benz took Dick Seaman into their Grand Prix team before the war.

Walker, who is 37 and married, developed an interest in motor racing while still at school and teamed up with Peter Whitehead to race first a " Brooklands " Riley, later an 1,100-c.c. Alta. They then acquired a B-type E.R.A., and Walker's daring tail-sliding tactics thrilled the crowd, usually at sprints, whenever he drove it. Other cars he has raced include 2-litre Alta, 4CL Maserati, and, of course, the E-type E.R.A., which he coaxed into being almost a racing car, last season.

His courage and skill with these cars made his selection as a B.R.M. driver an obvious choice, and when MOTOR SPORT described the car itself last January we bracketed his name with those of Gerard and Rolt as a likely choice.

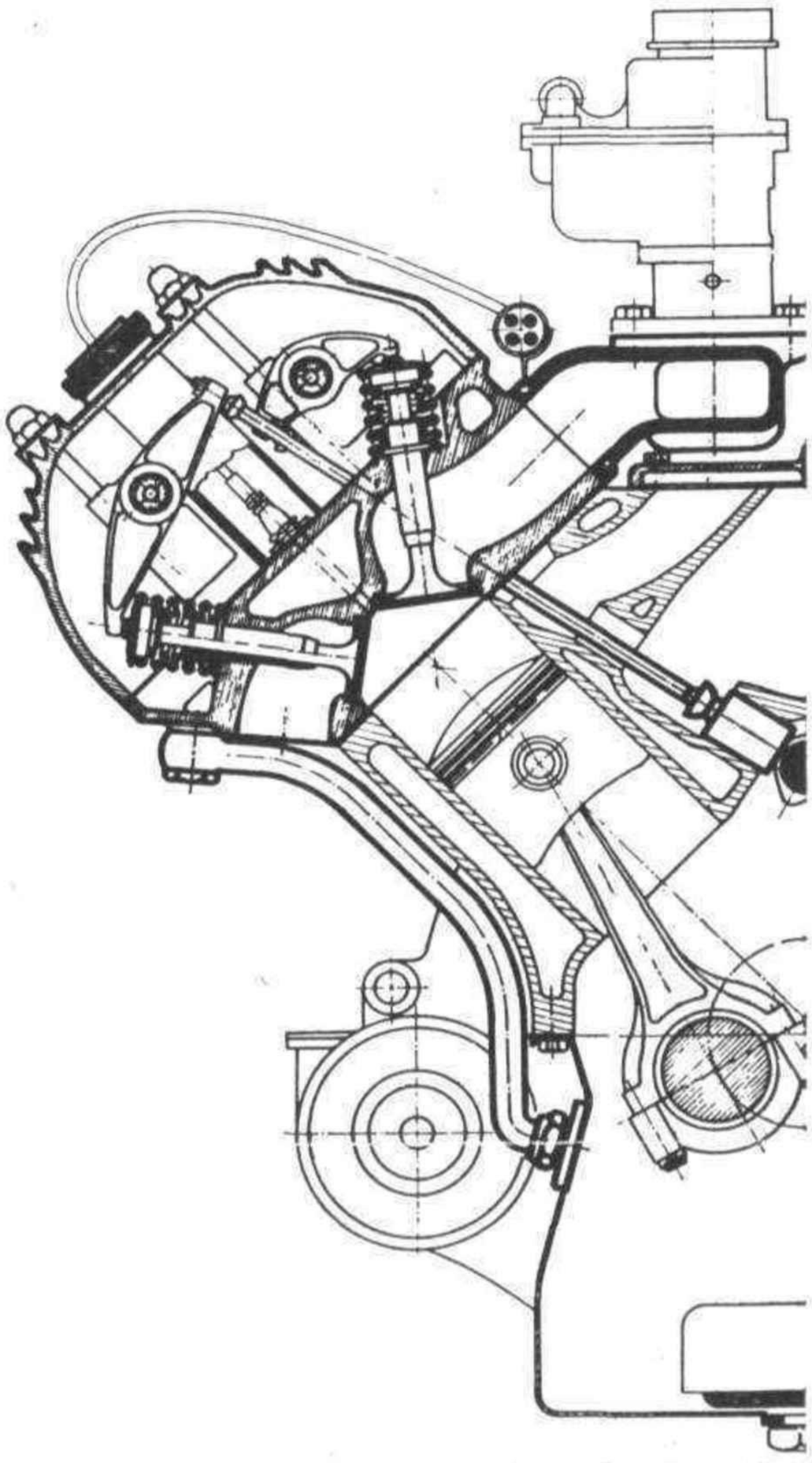
When a contemporary wrote-up Walker last year it seems to have thought otherwise. Peter was described as saying, " I know very little about motor racing," and it was stated " he puts too much store by the privateer's freedom to cock a friendly eye at discipline " to drive in a team. Also, according to that writer, " few well-known British drivers are less-experienced than Walker," and he was said to " prefer hill-climbing to road racing ' because there isn't time to blow up ' ," his road-racing philosophy being quoted as "Have-a-go-and-if-it-busts-it-busts . . . ! "

Walker is a farmer by profession, doing his farming on 600 acres at Shobdon mechanically. His pre-war motor-racing record includes third place with Whitehead in the 1936 Donington G.P. in the E.R.A., and taking the Campbell circuit lap record at Brooklands in 1937 at 73.26 m.p.h., also in the B-type.

Since the war he has made the difficult E-type E.R.A. motor really well at Silverstone and Goodwood and has done exceedingly well in sprints, notably when he made f.t.d. in the rain at Prescott in the E.R.A. at the 1948 International Meeting, *his first experience of the hill*, and when he was placed fourth, and first in his class, at Shelsley Walsh, beating the 1½-litre record, also in 1948, on his first appearance at this hill since 1934.

At Goodwood in 1948 he was second to Poore's 3.8-litre Alfa-Romeo in the over 1,450-c.c. race, still in the B-type E.R.A.

Last year he got the same car into second place behind Parnell's Maserati in the Richmond Trophy, went very fast in practice for the British G.P. in the E-type, finished fifth in the B-type in the Empire Trophy race, was again second fastest, to Allard, at the June Prescott meeting, only 0.29 sec. below the course record, was third fastest at Rest and Be Thankful, was



O.H.V. FOR THE ALLARD.—A sectional view of one bank of the Ardun engine, now available in the Allard chassis.

second in the Silverstone Production Car Race in an XK 120 Jaguar, behind Johnson, and then got the E-type home fifth in the final of the International Trophy, beaten only by Ascari, Farina, Villoresi, and de Graffenried, after being fourth in his heat. At Prescott's International climb he won the 1½-litre racing-car class in the B-type with 2-litre engine, he was second at Craigantlet, fourth at Bo'ness and made f.t.d. at Luton Hoo. At the September Goodwood meeting with the E-type was beaten only by Parnell's Maserati in both the Woodcote Cup and Goodwood Trophy races, also being third from scratch in one of the handicaps, in which he made the fastest lap, at 87.8 m.p.h. By the time these words are in print he will again have pitted the E-type against Parnell at Goodwood.

Everyone who saw Walker's cheery good sportsmanship, the sheer *fun* he got from his driving, after these 1949 duels with Reg. Parnell, will find this spirit infectious and will wish him well in his important new calling.

It is pleasing to learn that as further drivers for the B.R.M. are needed Mays intends to give youth a chance. The announcement of Peter Walker's appointment concludes: "It is resolved to engage other drivers as soon as a team of cars is ready, and further, in the future, it is Raymond Mays' intention to devote himself to the finding and training of young drivers, and to sprint events and hill-climbs in his own car, rather than to take part himself in Grand Prix racing. He feels that there is much talent to be found amongst some of the young car drivers and motor-cycle riders of to-day, and it has always been his hope to be in a position to give a chance to younger men."

* * *

B.O.C.

The Bugatti Owners Club's series of speed hill-climbs at Prescott have attained a leading place amongst sprint events on the British calendar. Their meetings are splendidly organised, extremely friendly and attract good, fast cars. Last year, on a sunny day when one of the big meetings was about to commence, we were profoundly impressed by the colourful Prescott scene, the green of grass and trees in sharp contrast to the multi-hued racing cars in the Paddock and the vivid blue-and-yellow club colours on the timing hut and elsewhere. What an opportunity, we felt, for the colour-ciné enthusiasts . . . Charming ladies are on duty in this timing hut, before which you find pots of beautiful flowers, there is a simple wooden footbridge over the course with its sinuous bends, the cars assemble in an orchard-paddock, times are promptly announced after each ascent, and somehow the Prescott police and marshals seem especially friendly.

In many ways, a Prescott meeting is the ideal introduction to motor sport for the wife or girl-friend who knows it not. You can get close to the course at any one of a big variety of vantage points, usually there are no irritating delays between ascents, driving styles can be studied to perfection, and the whole setting is delightful, the hill being located in a particularly charming part of England. Refreshments are available, and you can picnic by your car in another orchard which serves as a car-park, in view of the starting line.

The first meeting this year, so far as the public is concerned, will take place on May 20th, starting at 2 p.m. Prize money exceeds £100, with £50 and a silver cup for fastest time. The sports car and racing car engine capacity classes recognised in previous years will be run off, together with others for Formula I, Formula II and pre-1915 cars. The hill, which is half a mile long, is situated near Cheltenham, Glos.

The Bugatti Owners Club also announces an interesting series of races to be held at its Silverstone meeting on June 17th. In the morning there is to be a handicap for sports cars, of about 1½ hours' duration. In the afternoon will come a race of about five laps for Bugatti cars, a race for standard saloon cars handicapped on a capacity basis and possibly on a price basis also, and a race of about 20 laps (all laps are of the Club circuit, of course) for Formula II racing cars. Altogether this is a more ambitious project than the usual run of club meetings and the standard saloon car race, in particular, is likely to become an annual fixture of some importance. The saloons really will have to be very standard and already entries of M.G., Riley, Morris, Allard and Bristol have been promised. Organisation is in the capable hands of L. J. Roy Taylor, and this is a closed invitation meeting to which certain other clubs are invited. Make a note of the date—June 17th!

* * *

The B.R.M. will be watched with great interest when it makes its public bow on a demonstration run at Silverstone on May 13th. Rumour, however, has it that the car will not be really extended on this occasion. What a pity! B.R.M. prestige would go up by leaps and bounds if the car could get near to, or break, the Silverstone lap-record, which stands at present at 1 m. 54.6 sec., equal to 93.35 m.p.h. (shared between "Bira's" Maserati and Ascari's Ferrari, during last year's International Trophy race). It may, of course, be lifted higher during practice for the G.P. d'Europe—100-m.p.h. laps are spoken of in some quarters.

★ BOOK REVIEWS

"THE MOTOR YEAR BOOK—1950," *by Laurence Pomeroy, M.S.A.E., and R. L. de Burgh Walkerley.* (199 *pages*, 12s. 6d. *Temple Press Ltd., Bowling Green Lane, E.C.*1.)

This year's edition of this annual work is greatly improved over last year's and is beautifully produced. The illustrations are excellent, particularly the full-page photographs of modern racing and sports cars. The road-test summary is intriguing and the road-test and specification data panels will be of inestimable value throughout the year. Racing gets a very fair share of the 199 pages—a 1949 review, accounts of last year's major races, maps of the principal European circuits, drivers' records for 1949, and tabulated race results, together with a long survey of the 1949 racing cars. Marechal has been omitted from the obituaries.

A little optimism may or may not have crept into the road-test survey in describing the handling qualities of the Morris Minor as "only to be compared to those of a true Grand Prix car"—apart from personal opinions, surely a true comparison could only be made by cornering at identical speeds? We spotted a few minor errors which are worth mentioning, as all our readers should buy this splendid book and so will be able to insert corrections—simply that the 750 Club caters for Austin Seven users and no longer, as was the original intention, for owners of any cars under 750-c.c., while the V.S.C.C. regards vintage cars as those built before 1931, not before 1930. Also, the winner of the 1948 G.P. d'Europe was Trossi, *not* Wimille, while Peter Walker's placing at Bo'ness and Rest and Be Thankful seem to have become reversed.—W. B.

* * *

"THE LONDON MOTOR-BUS—1896-1949," *by R. W. Kidner.* (*The Oakwood Press, Tanglewood, South Godstone, Surrey;* 44 *pp.* 4*s.* 6*d.*)

This little book has nothing whatsoever to do with sports cars, but so many of our readers enjoy delving into the history of transport, that we consider it is worth recommending. It describes the growth of London's omnibus transport up to and including the L.P.T.B. absorption of 1933. Many good photographs are included and there are appendices giving the makes of chassis used for London's 'buses from 1896 to 1949 (the variety is truly surprising), listing the fleets owned by the various companies and giving the L.G.O.C./L.P.T.B. type codes from 1909 onwards.

* * *

Floyd Clymer has issued his sixth "Motor Scrapbook." This one deals with the period 1922-1925. It contains 220 pages and mainly reproduces contemporary advertisements. The price is two dollars, from 1268, So. Alvarado Street, Los Angeles 6, Calif.

MOTORING PIONEER REMEMBERED

One of the great patrons of motoring and aviation in pre-war years was remembered last month when a walk in the Hythe Main Gardens was named after the late Lord Wakefield of Hythe, founder of the Castrol Oil Company and one-time Lord Mayor of London. The opening ceremony, which included the unveiling of a plaque, was performed by the Mayor of Hythe. The Castrol Company was represented by its Joint Managing Directors, Mr. W. H. Senneck and Mr. A. Limb.

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LAVANT CUP

1ST W. S. Aston (COOPER)

FIRST EASTER HANDICAP

1ST W. S. Aston (COOPER)

SECOND EASTER HANDICAP

1ST C. G. H. F. Dunham (ALVIS)

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PICTORIAL REVIEW

RACING AT GOODWOOD

AND

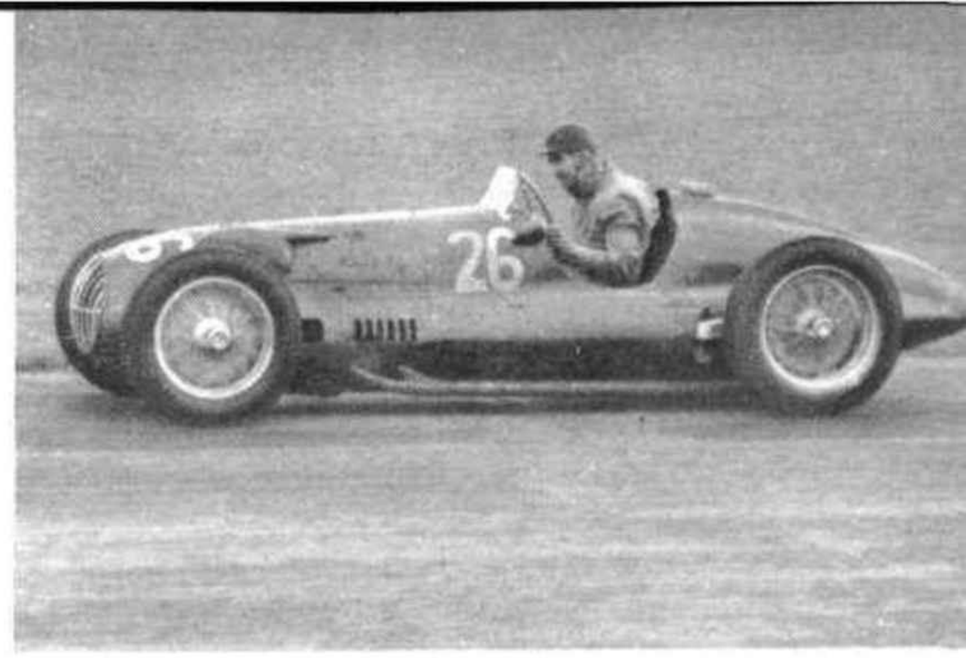
BRANDS HATCH

COURAGE AND A VISOR helped Reg. Parnell to win the Richmond Trophy Race at Goodwood on Easter Monday. Following closely on de Graffenried's tail and braving the "spray" thrown up from the flooded surface he hung on until a second before this picture was taken. He is here seen just after he had forced his way into the lead at Woodcote corner. Parnell's "spray", added to the blinding rain, proved too much for the Swiss who slowly fell away to leave Parnell a brave winner.





VICTOR. — Reg. Parnell going magnificently in the wet at Goodwood on Easter Monday in his Maserati.



UNFORTUNATE E-TYPE.—Peter Walker was unlucky on Easter Monday when his E-type E.R.A., now with two carburetters feeding its supercharger, had a repetition of the scavenge pump trouble which developed during practice



VANQUISHED.— The weather proves too much for de Graffenried, whose Maserati has slowed down while he wipes his goggles.



SHAWE-TAYLOR handled a B-type E.R.A. in masterly style at Goodwood. And so did Graham Whitehead. Here they are, "tied together," in the Richmond Trophy Race, in which Shawe-Taylor finished third behind the Maseratis.

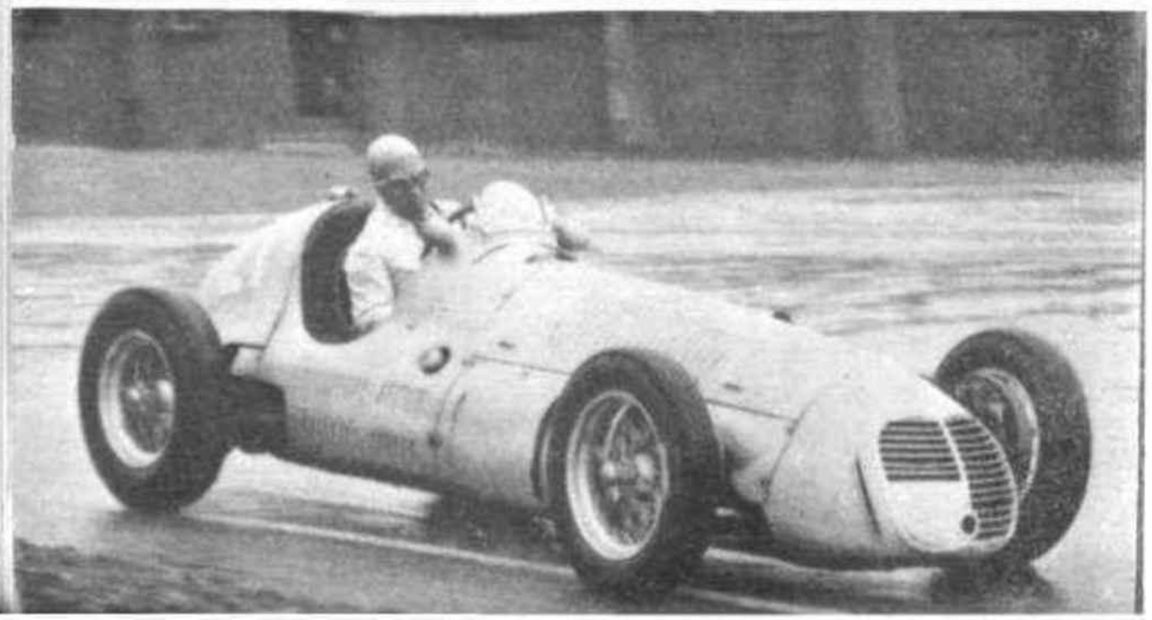


FASTEST LAP at Goodwood was established by de Graffenried's Maserati, at 83.24 m.p.h., before the rain set in. Note the car's unpainted bonnet. He is here seen shielding his eyes from Parnell's backwash in the Richmond Trophy.



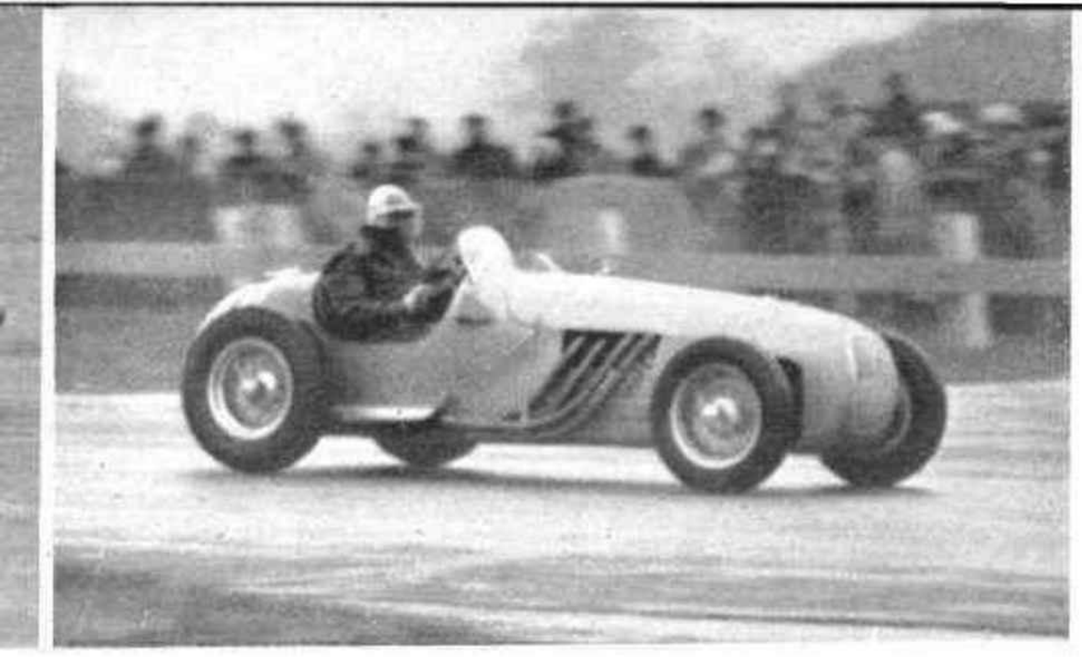
EPIC!—The great duel between de Graffenried's Maserati Libre race. De Graffenried is here lead

SURELY A SPORTS CAR? T. M. Meyer's aerodynamic H.W.-Alta looked a little out of place at Goodwood on Easter Monday, where the races were billed as for cars "in full racing trim."



"BIRA" motored his Maserati in his characteristic polished manner to win the Chichester Cup Race at 80.63 m.p.h., but, like de Graffenried, he could not cope with the heavy rain during the Richmond Trophy.



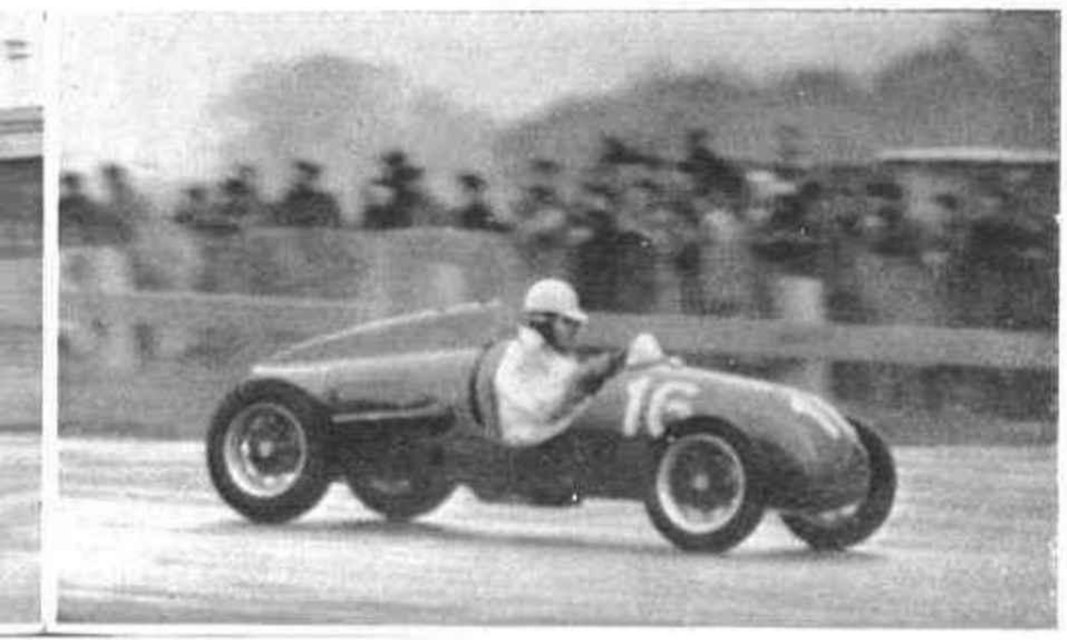


THE H.W.M.s made their début at Goodwood on Easter Monday, Stirling Moss finishing second in the Third Easter Handicap, 2.2 seconds behind Duncan Hamilton's Maserati.



and Poore's "3.8" Alfa-Romeo in the Chichester Cup Formula ing Poore to take second place behind "Bira."

ANOTHER HIGHSPOT at Goodwood was the fine showing of the new 1,097-c.c. V-twin Coopers on their initial appearance. W. S. Aston, seen here, won the Lavant Cup Race at 78.92 m.p.h. and the First Easter Handicap at 73.77 m.p.h. Brandon's car lapped at 82.3 m.p.h.



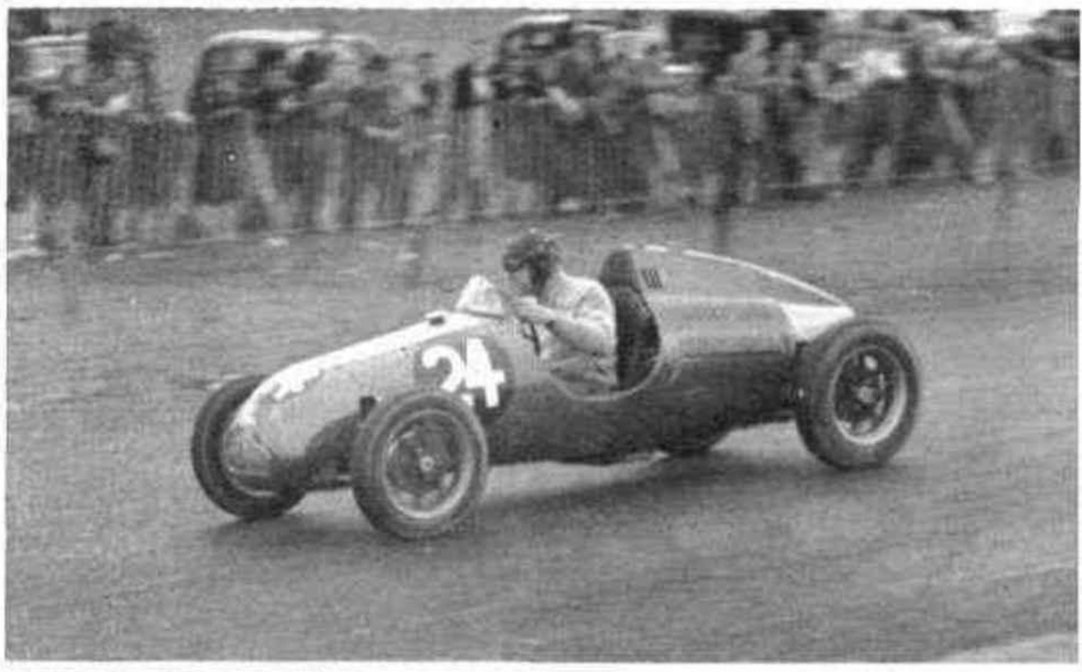
COMING OUT for the start of one of a series of very closely-fought and exciting races at Brands Hatch. No. 29 is Baird's Marwyn-J.A.P., No. 36 is the new Rhiando-Trimax and No. 23 John Cooper's Cooper-J.A.P.



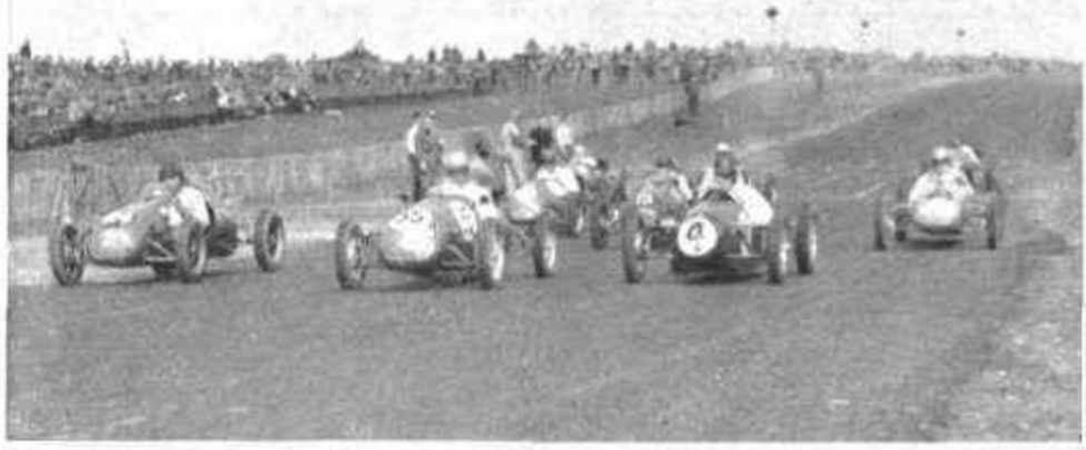
SUCCESSFUL.—K. E. Carter's Cooper-J.A.P. which won two events and was second in another at Brands Hatch. He lapped at 64.76 m.p.h., faster than the motor-cycles can do it. Note excellent spectator amenities.



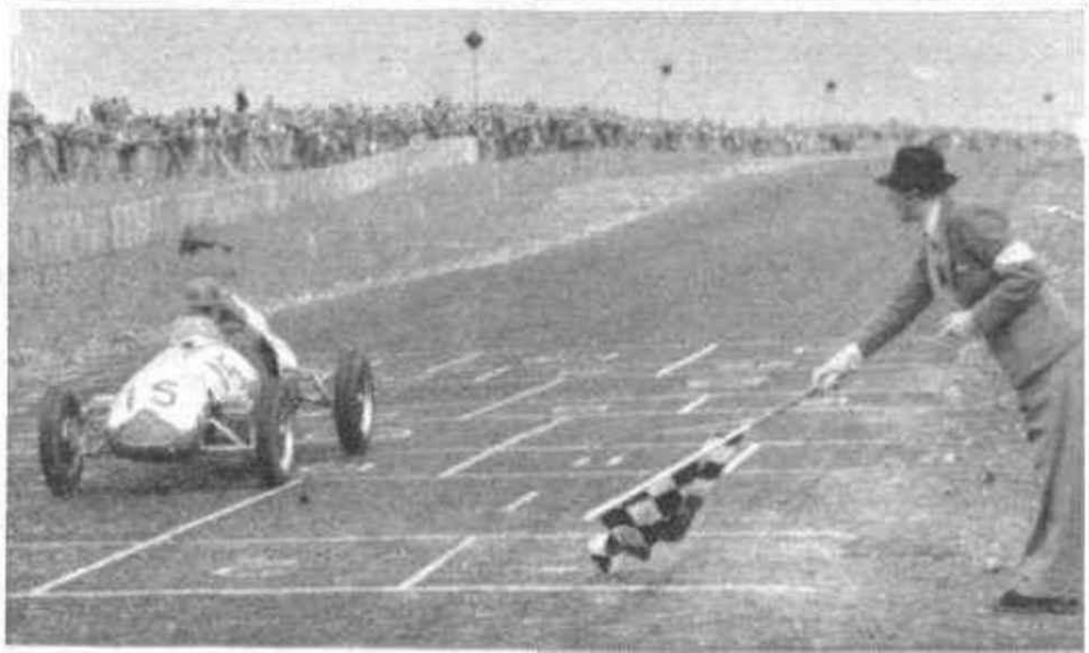
STAMINA of man and machine. W. J. Whitehouse's Cooper-Norton won the Brands Hatch 30-mile race at 63.66 m.p.h. He also won two other events and was second in a third.



OFF!—The field leaves the starting grid in a tight bunch during one of the many entertaining races at Brands Hatch. Whitehouse is on the outside, Carter in the centre and Alf Bottoms' J.B.S.-Norton (No. 4) on the inside of the front row.

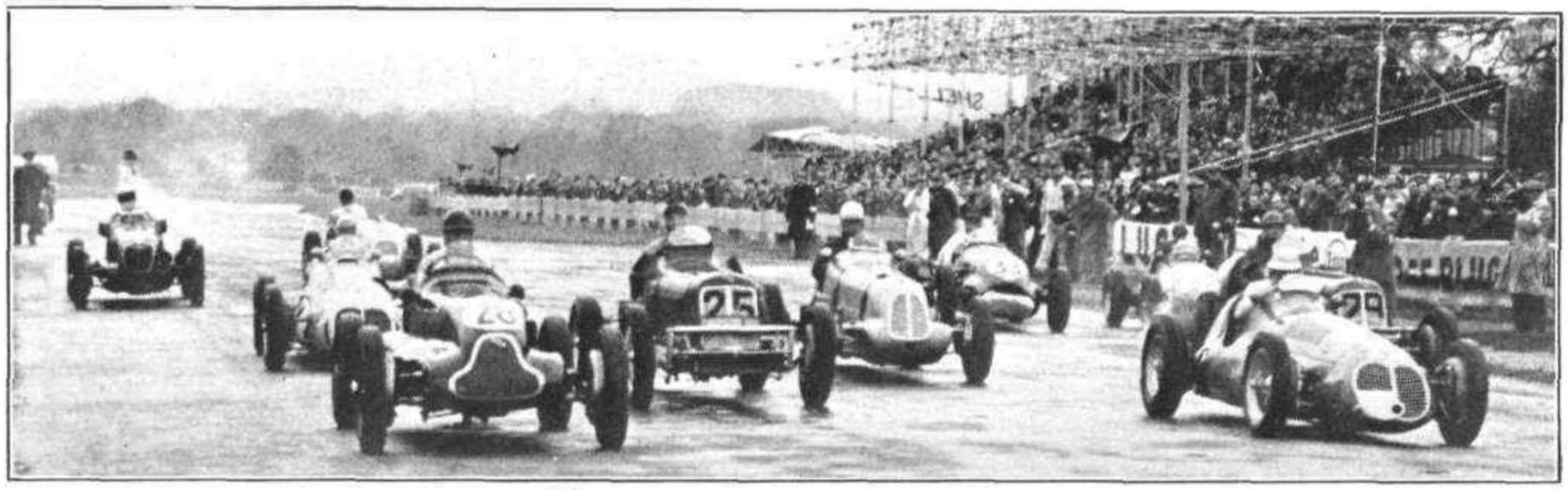


CHEQUERED FLAG.—J. F. Gale, the energetic 500 Club Secretary, flags Eric Brandon the winner of the first heat of the professionally-built car race at Brands Hatch at 58.3 m.p.h. Out of ten races this was the only one that didn't produce a real scrap.



GOODWOOD EASTER MEETING

Richmond Trophy Race Run Under Appalling Weather Conditions but Parnell Still the Master. "Bira" Wins Chichester Trophy. Splendid Driving by Poore and Shawe-Taylor. Dryden and Coldham Fight a Great Duel in the 500-c.c. Race.



The start of the Richmond Trophy Race.

PADDOCK PROWLINGS

IN the huge new Goodwood Paddock much of interest was to be observed during practice on the Saturday. The Platé Maserati for "Bira" to drive arrived in a Bianchi lorry; and before the afternoon was over Parnell, in his Maserati, had lapped in 1 min. 40.4 sec., fastest time of all. De Graffenried was only 0.4 sec. slower, and very notable was Shawe-Taylor's 1 min. 42.8 sec. in his B-type E.R.A. Heath got the new H.W.M. round in 1 min. 43 sec., Harrison's E.R.A. lapped in 1 min. 44.4 sec., while Brandon's Cooper-J.A.P. 1,100 took 1 min. 45.8 sec. Those were the six fastest times. In trying to go faster still a nasty happening befell Parnell, who was wearing a sandal on his burnt foot, which slipped as he changed down to take Lavant corner. The Maserati left the road and hit the straw bales, which caught fire after Parnell had climbed out, due to their contact with the hot exhaust pipe—another reason why straw bales shouldn't be used. Reg. was very mildly cut about the face, the Maserati's radiator cowl was crumpled and it looked to this reporter as if the near-side suspension unit was a trifle bent. The radiator *just* escaped damage. "Bira" spent some time trying his brakes and his Maserati had a severe wheel shimmy as it came slowly into the Paddock. Cooper was less fortunate in his Cooper 1,100, which was towed in.

Very unfortunate was Peter Walker, who had the scavenge pump fail on the ill-fated E-type E.R.A., flooding the sides of the car in oil. This was wiped off and Peter tried again, but the trouble persisted.

Murray's 4CL Maserati oiled up, because he got behind Rowley's old Delage. Both the H.W.M.s were present and going well, Abecassis' a trifle stiff and in a mild spot of bother with its rear S.U. Otherwise, practice produced little excitement.

Of the 500-c.c. cars, John Cooper's new, lightened Cooper was fastest, in 1 min. 57.4 sec., C. A. N. May being only 0.2 sec. slower, and Aikens' Iota third fastest, in 1 min. 59.4 sec.

Technical interest there was aplenty. Dryden had his Formula II Healey, which has a reduced wheelbase of 7 ft. 8 in., a new crank and rods to reduce the capacity, the bore and stroke being 80.5 by 97 mm. (1,987 c.c.), the engine giving 130 b.h.p. at 5,000 r.p.m. 2LS Girling brakes with bonded linings are used all round, Healey 15-in. wheels are retained, the back-axle ratio is 3.5 to 1, the radiator is neatly cowled, and the neat rubber-rimmed steering wheel is a Derrington, formerly used on Dryden's Cooper. The tyres are 6.00–15 rear, 5.75–15 front, and light-alloy Girling shock-absorbers damp the front suspension, telecontrols being used at the back.

Jacobs' well-known, supercharged, slab-tank M.G. was much as last year, except for a smaller radiator.

Walker's E-type E.R.A. now has two carburetters, the bonnet having a "power bulge" over them on the near side, a new wire-mesh screen has been placed behind the radiator grille, the big steering wheel is newly cord-bound, and a Lucas magneto nestles by the driver's feet. Metal cages now surround the rear-axle drive-shafts to restrain them should a universal joint shear. The rear Dunlops were 6.50–16.

Exciting new features of Murray's 4CL Maserati were a big perforated air-scoop on the near side feeding to the carburetter, and a vast untapered expansion box at the end of the exhaust pipe.

Poore's famous 3.8-litre Alfa-Romeo was unchanged, with Wade superchargers, Armstrong-Siddeley pre-selector gearbox and 7.00–17 rear Dunlops.

Goodhew had the ex-Hutchison "P3" Alfa-Romeo, with its four-tier oil-cooler along the off-side chassis side-member, and 7.00–16 rear tyres. Peter Clark's "Le Mans" H.R.G. had bulbous metal covers over the apertures for its recessed headlamps, and a small battery where the passenger's seat normally lives. Incidentally, we thought this meeting was for racing cars only, yet here was this car, Hern's Amilcar, Mortimer's new "Silverstone" Healey, the O.B.M., and Meyer's H.W. Alta, the latter the all-enveloping two-seater Alta which Abecassis used to drive, and with headlamps in place! In Italy a sports car is often a racing car with decidedly sketchy wings and lamps, but at Goodwood "full racing trim" apparently includes unstripped aerodynamic sports cars and other sports cars with the wings off.

Gale's Darracq, its plugs buried in deep wells in its valve-cover, used an Ediswan battery. The "elastic band" suspension of the Emeryson 500 was intriguing. Another interesting new "500" was Mullard's G.W.M. It has Hillman Minx i.f.s., rear suspension by ½-elliptic springs inside the chassis frame and a rear-placed engine of the latest Norton "single-knocker" type having remote float-chambers, one each side on the fireproof bulkhead, feeding *via* long rubber pipes to the carburetter at the back of the engine, this layout being intended to obviate fuel starvation on the corners. Alas, the car had been on fire and looked like being a non-starter due to clutch trouble. The Heath-J.A.P. also had transmission maladies and there were ominous heat-patches on its front brake drums. The O.B.M. had a throttle twist-grip on its gear-lever, six stub

exhausts, Dunlop tyres on its front wheels and Michelin "Success" covers with very deep-cut treads on its rear wheels, all 5.25–16.

Gerard was putting in some good work in his E.R.A., which was his 1935 A-type with Jamieson-blown 63-mm.-bore 2-litre engine.

The members' car park was nearly as much fun as the Paddock, the cars being of every sort the enthusiast craves, from a cream "328" B.M.W. to the 1908 Sixty Itala. And on every hand one heard praise of the many improvements effected at Goodwood during the winter.

* * *

THE RACING

A blustery wind, giving way to torrential rain, kept many people away from Goodwood on Easter Monday, but those who attended saw some well-fought, thrilling racing. There were rather a lot of non-starters, including Whitehead's Ferrari, the Walker/Rolt Delage (which had a loose cylinder liner), the A.J.B. (which wasn't ready in time), the Cromard Special, etc.

In the Paddock that morning the topical remark was, "How cold!" and John Morgan was certainly unlucky with his weather. A good crowd had collected round the new H.W.M.s, each with a gauze trap for its twin S.U.s, while the four Amals of the aerodynamic H.W.-Alta were receiving adjustment. It was quite like old times to see Charles Brackenbury warming up Byrom's Bugatti. Racing commenced promptly at 1.30 p.m., the gale-force wind laden with rain.

Lavant Cup (5 Laps, Scratch)—Cars up to 2 litres non-s/c., up to 1,100 c.c. s/c.

Baring (H.W.M.), Winterbottom (Cooper-H.R.D.) and de Mattos (Cromard Special) were non-starters. Fifteen cars lined up, Christie's and Aston's 1,097-c.c. Coopers and Oscar Moore's O.B.M. in the front line on the grid.

From the third row Abecassis crept forward in the H.W.M., reversed back as the flag fell and got off badly in consequence. Aston's Cooper took the lead, John Cooper on his tail, but the much-fancied Brandon, also on a 1,097-c.c. Cooper, well back and Heath's H.W.M. moving up fast. After a lap Aston and Cooper were way ahead of the rest, Brandon having, however, worked up to third position; Jacobs' wonderful T-type M.G. was fourth, Green's Cooper-H.R.D. 1,000 fifth. Whitehouse's Cooper 1,000 had already retired.

On the third lap Cooper had closed on Aston, the situation being interesting, for Cooper seemed to gain on braking, Aston to be faster, and Brandon to corner better. Alas, a cylinder cut on Cooper's car, leaving Aston to win comfortably from Brandon, with Green third. Jacobs had serious trouble on the last lap, but the new V-twin Cooper-J.A.P.s had covered themselves with glory. Abecassis retired with a punctured carburetter float, and Heath lost time spinning round.

1st: W. S. Aston (1,097-c.c. Cooper), 78.92 m.p.h.
2nd: E. Brandon (1,097-c.c. Cooper).
3rd: J. V. Green (998-c.c. Cooper).
Fastest lap: Brandon, at 82.3 m.p.h.
Also finished, as follows: Cooper (Cooper), Jacobs (M.G.), Moore (O.B.M.), Crook (Frazer-Nash), Heath (H.W.M.), Christie (Cooper), and Meyer (H.W.-Alta).

500-c.c. Race (5 Laps, Scratch)

Non-starters comprised Mullard's G.W.M., Braid's Cooper and Symond's Cooper, leaving twenty very interesting runners. Bacon had the F.H.B., Cooper his lightened Cooper-J.A.P., C. A. N. May a Cooper with "double-knocker" Norton engine, Westcott a Cooper-J.A.P., Truman a Bardon-Turner with Speedway J.A.P. motor and all-independent suspension, Carter a Speedway J.A.P.-Cooper, Leigh the same well-tried Cooper, Coldham a 998-c.c. J.A.P.-engined Cooper with one "pot" removed, a Speedway barrel and dry-sump lubrication. Tye and Samuelson had normal Coopers, Pugh his Scott-engined car with Austin Seven back axle and i.f.s., Bottoms a J.B.S. with "Manx" Norton engine, 19-year-old Collins his "double-knocker" Norton-Cooper. Rhiando made his initial appearance in the Rhiando-Trimax, with horizontal Speedway J.A.P. engine in a very Auto-Union-like chassis of stressed-skin construction and using 6.00–16 rear tyres on wheels slotted to cool the brakes. Flather's Marwyn had a special Vincent-H.R.D. engine, part "Grey Flash," part "Speedway," the Emeryson 500 had the ex-Fernihough V-twin 496-c.c. J.A.P. engine in a front-drive chassis suspended on rubber in torsion, and using no differential. Dryden's Cooper had a Francis Beart Norton engine with special finning and valve gear, while Aikens' Iota relied on a very special Triumph Twin engine in an all-independently sprung chassis.

Many were in trouble on the line, including Watkins' Cooper-J.A.P., Westcott's Cooper-J.A.P., Carter and Leigh, although the latter two got away late. Lap one saw Dryden leading by a small margin from Coldham with Truman third. Already Rhiando was out and Pugh lacked speed. A "neck-and-neck" duel developed between Dryden and Coldham and became the feature of the race. Sometimes "Curly" was a lap away, at other times two, then, after three rounds, they were level, side-by-side. The crowd simply loved it. Meanwhile, John Cooper had been crowded out at the very first corner, Collins getting entangled with him and causing him to hit a post and damage his car, much to his annoyance, and on lap two the Iota retired.

Then Truman misjudged, motored into the rough and let May up into third place, but his "double-knocker" availed him little, for Bottoms and Carter came by with a rush. Carter was closing the gap, too. Then up to the line came the duellists, Dryden a bare two lengths in the lead, Coldham crouching low over his wheel to get the last ounce—what a finish!

1st: R. M. Dryden (499-c.c. Cooper-Norton) ... ... 68.4 m.p.h.
2nd: S. A. Coldham (497-c.c. Cooper-J.A.P.).
3rd: A. Bottoms (499-c.c. J.B.S.-Norton).
Fastest lap: Carter (Cooper-J.A.P.), at 70.7 m.p.h.
Also finished, as follows: Carter (Cooper), May (Cooper), Samuelson (Cooper), Bacon (F.H.B.), Tye (Cooper), and Flather (Blue Flash).

Chichester Cup (5 Laps, Scratch) Formula Libre

Whitehead's Ferrari, Rolt's Delage and Goodhew's Alfa-Romeo non-started. The field numbered 15, with de Graffenried's Maserati, Gerard's E.R.A., Murray's Maserati, and Poore's Alfa-Romeo on the front row of the grid. Cuthbert's E.R.A. had two-stage supercharging, Dutt's old 2½-litre Maserati was less attractive than last year because its radiator had been moved forward and its exhaust pipe given a megaphone, and it only just started in time. Murray's Maserati had a pre-selector gearbox. Parnell was quite calm, only entering his Maserati after the two-minute signal had sounded, his car's radiator cowl bearing signs of Saturday's impact.

As the flag fell Poore used the acceleration of his grand old 3.8-litre Alfa-Romeo to lead Gerard and "Bira." Gerard and de Graffenried then engaged in a little tussle, the former leading, and Poore incurred "Bira's" wrath because he used a bit of road the Prince wanted for his Maserati. "Bira" was leading after a lap, Poore second, de Graffenried third, Parnell fourth. Poore then lost his place to de Graffenried, who also seemed to think he was baulked, but very soon afterwards Poore demonstrated his right to his corners by passing the Maserati, although it repassed at Lavant corner. Abecassis lost time in the H.W.M. by leaving the road, but regained it.

After two laps it was "Bira," now comfortably ahead, driving magnificently, his car sounding beautiful, de Graffenried, Poore, but a lap later Poore had again passed de Graffenried along the straight. Parnell didn't seem to be trying in fourth place, but Gerard was fifth, Walker sixth, his E-type E.R.A. losing oil as it did in practice. Rowley's historic Delage was misfiring. "Bira" pulled out a quite ridiculous lead and de Graffenried drove magnificently to pass Poore on a corner on the last lap. Poore tried courageously to catch his rival and got into a horrible four-wheel-slide for his pains as he crossed the line. This carried him on to the grass before the grandstands, but was very skilfully held.

1st: Prince "Bira" (1,490-c.c. Maserati) ... ... 80.63 m.p.h.
2nd: Baron de Graffenried (1,490-c.c. Maserati).
3rd: R. D. Poore (3,800-c.c. Alfa-Romeo).
Fastest lap: de Graffenried, at 83.24 m.p.h.
Also finished, as follows: Parnell (Maserati), Gerard (E.R.A.), Moss (H.W.M.), Abecassis (H.W.M.), Duncan Hamilton (Maserati), Rowley (Delage), A. G. Whitehead (E.R.A.), Chorlton (C.D.L.), and Dutt (Maserati).

First Easter Handicap (5 Laps)

Bradnack's Cooper, Whitehouse's Cooper, Jacobs' M.G., de Mattos' Cromard and Hern's Amilcar were non-starters. Bristow's old 1,074-c.c. Alta two-seater got to the line but no further.

As the field of twelve roared away on the now wet road, Merrick, recovered from his last year's crash at Shelsley, had "moments" holding his Cooper 1,100. Treen made the most of his 73-second start in his modified "Brooklands" Riley Nine, said to have a 15-to-1 compression-ratio, and led for three laps, during which Crook's Frazer-Nash had a puncture on the first, de Lissa's M.G., now Roots-supercharged, and Dunham's Alvis holding second and third places.

Green's Cooper-H.R.D. was creeping up, but he overdid matters at St. Mary's and left the road. Treen's Riley then fell sick, letting de Lissa into the lead, but he looked back anxiously, as if aware of the potency of the Alvis behind him. Meanwhile Aston's Cooper-J.A.P. was coming up fast from scratch, whereas

Merrick's Cooper-J.A.P., which had gained no ground, now just caught Baring in Abecassis' H.W.M. when his car gave trouble. Dryden's new Healey was boiling. Aston finally went into the lead to score another victory for the new Cooper V-twins, and the Alvis failed to catch the M.G.

1st: W. S. Aston (1,097-c.c. Cooper-J.A.P.), scratch ... ... 73.77 m.p.h.
2nd: B. de Lissa (1,087-c.c. M.G.), 0 min. 50 sec. handicap.
3rd: C. G. H. F. Dunham (1,842-c.c. Alvis), 0 min. 50 sec. handicap.
Fastest lap: Aston and Green (Coopers), at 74.74 m.p.h.
Also finished, in this order: Treen (Riley), Moore (O.B.M.), Christie (Cooper), Dryden (Healey), and Baring (H.W.M.).

Richmond Trophy (11 Laps, Scratch) Formula I Cars

This, the big race of the day, was affected by the rain, which after the first lap changed from a drizzle to a torrential downpour. Parneli's Maserati and Harrison's E.R.A. had the best position on the grid, whereas "Bira" and de Graffenried had to work their way through the traffic. De Graffenried's car had yellow front wheels, lent presumably by "Bira," and an unpainted bonnet. The E-type E.R.A. joined the non-starters, leaving a field of ten. Work proceeded with files on a steering-column clamp on Parnell's car up to starting time, and the bonnet of Abecassis' H.W.M. was lifted on the line.

As the flag released them "Bira" really went through the gaps, but Parnell faltered. Harrison led momentarily but "Bira" got his corner, as he had intended! After the first lap he led by half-a-dozen lengths or less from de Graffenried, Parnell third, but Shawe-Taylor, in the B-type E.R.A. he drove so well in practice, giving him no quarter and going round St. Mary's corner faster than anyone. Watson's Alta was very soon back in the Paddock.

Then the rain fell in torrents, or, rather, was driven horizontally by a gale against which only the more skilful spectators dared to open their umbrellas. Already Murray had left the road but regained it, and now the picture changed dramatically. De Graffenried was obviously discomfited, sawing at the wheel. "Bira" and he, with Parnell, drew away in the first three places, but on the 5th lap "Bira" decided he just couldn't see to drive and eased up. Harrison's E.R.A. retired and de Graffenried led, with Parnell, accelerating like a bomb, closing the gap between them. Behind, in fourth and fifth places, Shawe-Taylor led Graham Whitehead as if one E.R.A. were towing the other. Murray was merely touring round now. "Bira" speeded up, then gave up altogether. After seven laps the two two-stage Maseratis remaining had a vast lead, the Swiss still just ahead, both cars remarkably steady but Parnell obviously the master of the now very miserable situation. Shawe-Taylor was third, still "towing" Whitehead, and Abecassis had the unblown H.W.M. a notable fifth. Alas, he didn't realise how the race was shaping and came in to seek a hot bath. Now only four runners remained and de Graffenried was obviously discomfited, raising his goggles. With three laps to go Reg. Parnell took the lead, unchallenged master of Goodwood, and built up such a lead as you only see once in years in a race of this kind, lapping at 81.5 m.p.h. to do it. Shawe-Taylor did outstandingly well to finish third, and Whitehead displayed splendid form.

1st: R. Parnell (1,490-c.c. Maserati) 78.26 m.p.h.
2nd: Baron de Graffenried (1,490-c.c. Maserati).
3rd: B. N. Shawe-Taylor (1,488-c.c. E.R.A.).
Fastest lap: Parnell, at 81.5 m.p.h.
Also finished: A. G. Whitehead (E.R.A.).

Second Easter Handicap (5 Laps)

Unfortunately Shawe-Taylor decided not to run in this event. It was interesting to see Byrom's single-cam "2.3" Bugatti beat Gale's Darracq on initial acceleration. Phillips' "limit" "TC" M.G. led for two laps from Marshall's ex-Clayton Amilcar Six. Then Dunham's Alvis passed both of them at a corner, and Byrom and Gale set about catching him. However, the Alvis ran efficiently and held its lead, winning by 8 seconds.

1st: C. G. H. F. Dunham (1,842-c.c. Alvis), 1 min. 10 sec. handicap ... ... 69.30 m.p.h.
2nd: J. G. Byrom (2,262-c.c. Bugatti), 1 min. 0.5 sec. handicap.
3rd: G. Gale (3,996-c.c. Darracq).
Fastest lap: Mould (Delage), at 73.47 m.p.h.
Also finished, as follows: Marshall (Amilcar), Phillips (M.G.), Mould (Delage), Clark (H.R.G.), Meyer (H.W.-Alta).

Third Easter Handicap (5 Laps)

The weather improved for this race. Indeed, a dazzling sun lit the wet road. Stirling Moss was driving Heath's Alta, a pleasant surprise, as many people thought he had lost his driving, and therefore his International Competition, licence. He got off well from the 40-sec. mark. Harrison's E.R.A. beat Whitehead's E.R.A. easily from the grid and of the "scratch" men it was "Bira," Parnell, de Graffenried.

Chorlton's pleasant-sounding Type 51A Bugatti-engined C.D.L. led for two laps, pursued by Moss and by Duncan Hamilton, who started with him. Hamilton caught Moss on lap two and took the lead, harried by Stirling, on lap three. "Bira" had come up well and Parnell was ahead of de Graffenried. Hartwell wasn't very rapid in his smart, Tecnauto-i.f.s., ex-Nixon E.R.A., and Harrison again had trouble. Hamilton built up a just sufficient margin from Moss to win by 2.2 seconds, and a long way back came "Bira."

1st: J. Duncan Hamilton (1,496-c.c. Maserati), 0 min. 40 sec. handicap ... 76.35 m.p.h.
2nd: Stirling Moss (1,960-c.c. H.W.M.), 0 min. 40 sec. handicap.
3rd: Prince "Bira" (1,490-c.c. Maserati), scratch.
Fastest lap: "Bira" and Parnell, at 81.36 m.p.h.
Also finished, in this order: Parnell (Maserati), Chorlton (C.D.L.), Gerard (E.R.A.), de Graffenried (Maserati), Harrison (E.R.A.), Kelly (Alta), and Hartwell (E.R.A.).

JOTTINGS

Parnell owed much to his 35s. visor, for both "Bira" and de Graffenried wore goggles, through which they just couldn't see in the rain.

* * *

But de Graffenried made fastest lap, at 83.24 m.p.h., and Brandon's 1,097-c.c. Cooper-J.A.P. pulled out a lap at 82.3 m.p.h., faster than Parnell by 0.8 sec., although it wasn't raining so heavily when he did it.

* * *

Tony Crook did his familiar arm-waving act. His puncture which eliminated the "Le Mans" Frazer-Nash was caused by a huge staple.

In all but the Chichester Trophy the winning cars were Dunlop-shod.

* * *

The B.A.R.C. racing organisation was excellent and undefeated by the weather. And we "gentlemen of the Press" were given service other race-organisers should copy.

* * *

De Graffenried took his defeat in the Richmond Trophy philosophically. He drove the Maserati over the course to his van after the meeting, having to use brute-force to engage bottom gear.

* * *

The Paddock telegraph-board for results, *a la* Brooklands, worked well and the Tannoy public-address was clear and loud.

* * *

John Bolster again excelled himself as a commentator, in company with Eason Gibson. He described the technicalities of the cars as they lined up for each race as no one has before. Have the B.B.C. thought of trying to sign him up?

* * *

Amusing! The flag-man who gave Dryden the "blue" when Coldham was about three lengths behind him during their epic duel.

* * *

Who described Rhiando as "More American than an American"?

* * *

The public were allowed in the Paddock and tended to crowd the mechanics at times, although the place is remarkably large.

* * *

The next big Goodwood Meeting is on May 27th—Whit-Saturday.

* * *

Suggestion! If you cannot afford the admission, go down and prowl round the car-park. Many truly intriguing cars were parked in fields outside the Goodwood circuit on April 10th, including a 1912 Alpine Eagle Rolls-Royce four-seater.

* * *

This scribe went home very securely and quickly in the snug comfort of a Jowett Javelin saloon, heater going full bore.—W. B.

◆◆

Sir,

The Nottingham Sports Car Club, greatly impressed by the efforts of the Midland A.C., in raising funds for the B.R.M. machinery lorry, has been considering ways and means of furthering this effort, and the following suggestions have been put forward by members in order that funds may be raised to assist the B.R.M. project generally.

Areas to be allotted on a national scale, to responsible motoring clubs. The organising club shall undertake financial responsibility, i.e., the subscriber shall signify by entering on the subscription lists, his name, address, and the amount he is willing to give, and the organising club shall inform the subscriber by post that they will be pleased to receive his, or her, donation to the B.R.M. Supporters Club, and issue a receipt per pro that Club. This obviates any inconvenience to interested concerns, i.e., the Motor Trade, displaying literature and subscription lists.

Other suggested ways whereby funds may be raised are exhibitions of interesting cars, including racing cars, film shows, lectures by prominent motoring personalities, to be followed up by a local Press publicity campaign. It is further suggested that one meeting per year, such as a concours d'elegance, driving tests, or speed events, shall be run as a benefit for the B.R.M. project.

If 200,000 people gave 5s. per year, £50,000 could be realised. This is not excessive, remembering that 110,000 people saw the British Grand Prix, and surely the majority of readers would contribute 5s. to this fund, if proper measures were taken to collect it.

I am, Yours, etc.

H. G. Holt. *Chairman, N.S.C.C.*

"BUSMAN'S HOLIDAY"

The Editor Drives a Selection of Different Motor Cars

HAVING completed the third volume of my "Story of Brooklands," I realised that I had been driving a pen for a long time and interesting motor cars far too infrequently. A "busman's holiday" seemed indicated, more particularly as quite a lot of readers are kind enough to say they miss the "General Notes" feature which used to appear in MOTOR SPORT and which was a sort of Editorial diary of the different cars I drove.

It was the Advertisement Manager who took me along to Queens Garage of Wimbledon to see their very smart 1940 Type C 2-litre "Speed Model" Aston-Martin. It was one of the rare 2-litre models with the "air-flow" front and the unique airship-like tapering tail containing the spare wheel, side-screens and what-have-you. This Aston-Martin deserved the title of sports car, for it comprised just two—but comfortable and uncramped—seats, had, under its broad bonnet, the well-liked o.h.c. twin carburetter engine, a "plain" four-speed gearbox and an ignition control in the wheel centre that required to be used to kill "pinking"—at all events on "Pool."

Outwardly, and in respect of weather arrangements and upholstery, it was like a new car. And it was remarkably pleasant to drive. The steering, heavy at low speeds on sharp corners, was really high-geared and accurate, the gear-change, once mastered, a delight, the little central lever going in precise manner through the exposed gate—and there was the usual A.M. reverse stop that you lift clear before engagement. So little revving up was needed to get from top into third that the ratios must be close, and second gear a thought high for starting on any sort of gradient.

The engine started promptly, idled satisfactorily, and by taking it up to 4,500 r.p.m. in the gears, *very* useful acceleration was procurable—and I mean *very useful*. At the other end of the scale, and a feature I particularly appreciated when going from Croydon to Waterloo in a hurry, the car was tractable and absolutely quiet in top gear. I live in the country, where we know not the Mobile Constable, and in London, in this very "obvious" vehicle, I was doubly thankful for its good manners! It was, however, only necessary to change-down and prod the accelerator to encounter the familiar Aston-Martin exhaust note and gear whine and all the punch most of you could wish for. Acceleration was clean all the way up to 4,500 r.p.m., oil pressure being on the right side of forty (right side, that is, regarded in an oil-pressure, not a human, sense), and nothing grew over-hot or seemed overstressed. The brakes, too, were powerful, even and light, the suspension not too terribly "sports car."

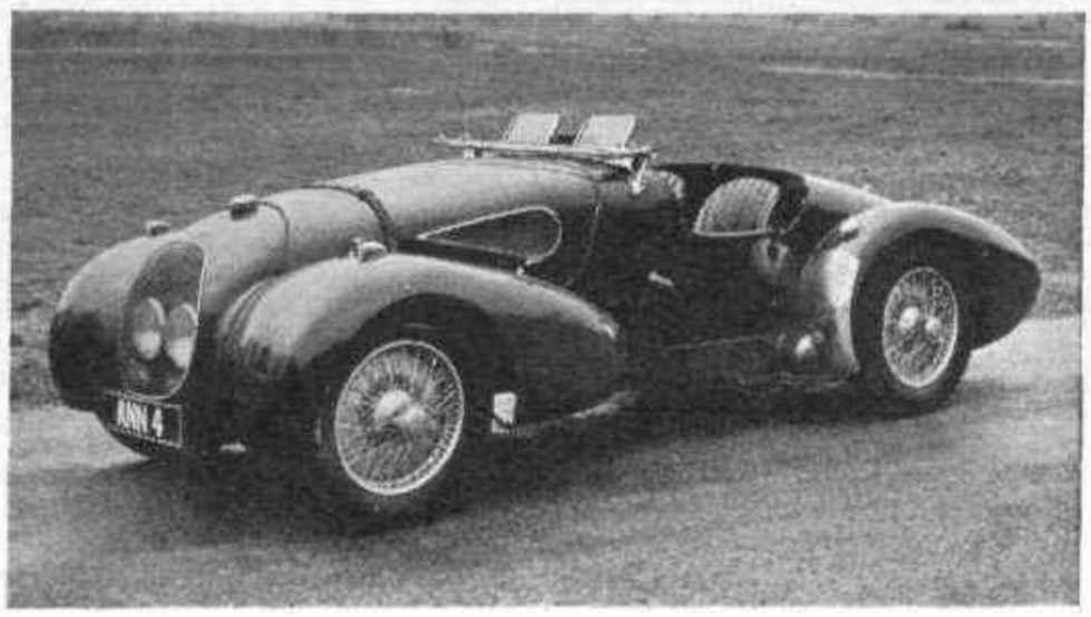
This Aston-Martin was, in fact, an interesting reminder of how far the "aerodynamic modern" had got to by the outbreak of war. Here was the old 2-litre Aston dressed up in an imposing "air-defeating" body, with wings to match, a car which prompted a hushed sense of awe rather than yells of "cor, ricer" from the pavements. The dash-board had somehow become mixed between two eras, being a vast painted metal affair with huge passenger's cubby-hole, but also possessing those expensive aero-switches, pull-out dash-lamps, Scintilla switchbox and 6-in. Jaeger rev.-counter and 120-m.p.h. speedometer that denote the real motor car; 1,500 r.p.m. in top equalled a soothing 30 m.p.h., 75 m.p.h. came up easily on the derestricted bit past Croydon aerodrome, and draughts were happily excluded by a full-width screen behind which two little aero-screens rattled unhappily and a dithering central mirror reduced the image of the pursuing police cars to a sort of hydrogen bomb explosion seen in a television screen—or haven't you seen that one, yet? Over the "modern" bonnet the front wings were just invisible to me and I can't say how much fuel the car used because one moment the gauge said 12 gallons, the next minus 4, but there was a reserve pump, anyhow. Altogether, this seemed to be a very good and enjoyable car. Its registration number, in case it has old friends, is ANN 4.

From the Aston-Martin I went on to a Zagato-type Alfa-Romeo 1,750-c.c. twin cam two-seater at Simmons Garage at Croydon. It had been rebuilt for resale and was a dazzling property. Finished in Alfa red, an imitation "Monza" cowl covered the radiator, tiny Union Jacks flanked the long bonnet and a chromium badge-bar arched between the front dumb-irons. The wings had been raised slightly and flaired, polished metal covers adorned the running boards, front axle, springs and brakes, both drums and back-plates, were set-off in silver paint, and the seat squabs were of red plastic, piped in white. The original Alfa-Romeo steering wheel had given place to a big, white-rimmed spring wheel with plated centre, the old hand-throttle control now serving to advance or retard Mr. Bosch. The instrument panel, tucked characteristically away under the shapely scuttle, was "per Milano," except that none of the instruments did anything. Indeed, the car was not entirely finished, and its white-duck hood with contrasting red piping had, I was told, yet to be fitted.

Inspection under the bonnet revealed that beautiful engine with Roots blower fed by a twin Memini carburetter, a new set of A.C. plugs and a high-voltage coil being evident. I was informed that the car had been completely rebuilt, the frame crack-tested by Laystall and the engine rebuilt by a man called Boon. It was shod with new 5.25/5.50-18 Michelin tyres, and had been re-registered —AUU 594. A plated exhaust tail pipe emerged from beneath the tail.

After a battery had been coupled up I was push-started for a trial run. Soon the engine broke into that delightful "woop-woop," like playing at warming-up a Grand Prix racer, the clutch reminded me I was driving an Alfa, and we shot out into Croydon's narrow police-patrolled thoroughfares. Alas, the brakes had not been readjusted since being relined and were hardly on a par with those of a similar vintage Austin Seven, so I didn't dare go quickly. But the urge seemed to be there all right, third whined shrilly and, as usual with only an aero-screen for protection, it was all most exhilarating, wind tearing at one's hair and water spraying back from the quick-action radiator filler. The steering, in spite of the big white wheel, was decidedly "Alfa," in that if you wanted to, you didn't, so to speak.

Having returned, dishevelled and breathless, in this boy's-Alfa, I was taken out in a J4 M.G. Midget (registered number KY 4963) which somebody had supercharged by the simple expedient of driving a Marshall cabin-blower by dual belts from the nose of the crankshaft. This, and the centrally-located S.U. carburetter, were covered by a rather firmly fixed tin shroud to which the front number-plate was attached, suggesting that frequent adjustments were not required. The run was rendered more exciting because we left this shroud, and consequently our for'ard legality, in the garage.



RARE MODEL—The Type C 2-litre Aston-Martin submitted for test by Queens Garage of Wimbledon, which proved to have plenty of performance allied to unexpected docility.

The needle of the large speedometer had a distinct affinity for the "90-old-boy" position, and that of an ex-aircraft boost gauge flitted tantalisingly between +8 and —8 lb/sq. in., so I concentrated on the rev.-counter. Up the aforementioned hill past Croydon aerodrome—incidentally, I used to watch the flying there in the Instone Airline days before this M.G. was thought of—we began at 3,400 r.p.m., were doing about 3,200 at the top. I was told 1,600 r.p.m. in top gear equals about 17 m.p.h. I don't recall much blower noise; no plug trouble was evident. Later, driving this J4 myself, I had fun finding the rather small brake pedal, and found that the "back-to-front" remote control gear-change needed all one's attention, although the pull-back action from top to third could be as snappy as you liked to make it. Back at the kerb-side, some wear was evident in the steering box, offset by the exciting appearance of the car, with its bonnet-strap, vast quick-action radiator cap and external four-branch exhaust system.

My busman's vacation was shaping well, for yet another car was brought out for my edification, a great 1930 37.2-h.p. Hispano-Suiza with an open four-seater body. We literally thundered about the local roads in this, for it is a sad fact, and one I observed last year on a similar vintage Rolls-Royce, that cars notable for silent running when in their prime are as raucous as any others after their silencers have rusted away. There is no denying that this Hispano-Suiza had seen some ill-usage and wasn't in quite the condition in which it once, perhaps, purred along the boulevards at Boulogne. But it had lots of punch, its servo brakes would still lock the wheels, although the pedal was almost on the floorboards, and as I drove it, changing gear easily on that man-size right-hand lever with its remarkably long travel, steering it easily in spite of its immense length, something of the dignity and charm of motor cars of this vintage came back to me, perhaps more so than to the passers-by, for, although the old Hispano did its best to hold up its head still, it was evident that, as Mr. Simmons has stated, some loving care is overdue. Before I had really coped with the lorry-like controls and a front seat that prevented me from adequately grasping or prodding them, the tank ran dry. After a final glance at that great engine, now oozing water and oil to some degree, needing a new fan belt and a lot of elbow-grease, but a grand power-unit for all that, I was rescued by the J4 M.G. which I drove back, and the first part of my bus-driver's vacation had come to an end.

Incidentally, I encountered a much better preserved example of Hispano-Suiza not far away from the one I drove, at Briand's garage. This was none other than the very first of the 45-h.p. "Boulogne" models, as Kent Karslake told me a few days later, and the car Dubonnet drove in a Targa Florio. Without being aware of these facts, the car profoundly impressed me, because it had a sports body such as only France could produce, a wooden four-seater with the back seats forming a separate cockpit with its own aero-screens, in the vast bulbous tail, and the control levers outside the front cockpit. The veneered wood from which the body was made was surprisingly thin, and damaged on the top deck, but I gather this is to be restored; the engine is externally presentable, and when it takes the road again this will be one of the most imposing vintage cars anyone could wish for.

The next day I found myself in a very different class of vehicle, for I was fortunate in having the use of a smart maroon Jowett Javelin saloon over the Easter holidays. And a very nice Easter egg the Javelin proved to be. Getting out of London that Thursday afternoon was a slow process, for even then the traffic streaming westwards was of pre-war intensity and the jams at Hyde Park Corner and elsewhere in keeping. But the brisk Javelin pick-up, together with excellent driver-visibility and a steering-lock like a taxi, make light of such conditions and soon we were out along A 30, having fun and games with a Mk. VI Bentley and leaving all other cars behind. Apparently a Javelin looks safe weaving in and out amongst slower traffic, for a police Wolseley that we passed as if it were stationary took no subsequent interest.

The first stop was at Camberley Car Services, where Ronald Barker had driven in his very beautiful 1903 30-h.p. six-cylinder landaulette, to beg for it a more reliable magneto than the one he was using. He had gone to the obvious place for, sure enough, Francis Hutton-Stott and henchman Upton were preparing for Easter Sunday's V.C.C. Hurlingham Rally. I was able to see Hutton-Stott's latest discovery, a vast 1910 28-h.p. Lanchester landaulette, admire his very-perfect and absolutely authentic 1903 two-cylinder Thornycroft, and be shown a 1913 "30/35" six-cylinder Napier that in due course is to be made into a period sporting two-seater. This Napier has rather an amusing history. As I remember it, the car was given as a present to its chauffeur of many years' service on the death of his master. When this worthy went to get a job at a Staines' garage, he was able to take his own breakdown-car with him, so to speak. Carrying a crane in place of a landaulette body, this Napier served in its new capacity as faithfully as it had before, and when the garage felt it to be a little too long in the tooth to go out and succour ailing tin-ware, they very creditably refused to let breakers anywhere near it. It duly went to Capt. Browell, who has a grand 1923 "40/50" Napier, and I am glad it has now found a good home at Camberley.

Leaving Barker with handfuls of 1910 magnetos and chanting firing-orders and ignition-timings to himself, we Javelined off to tea. That evening we went up to the "Phoenix" to quaff Tim Carson's pint and admire the vintage cars which assemble there on "first-Thursdays." Actually, more than half the vehicles assembled were moderns and Tim himself had arrived in a f.w.d. Citroën. But *we* were not depressed. We *knew* . . . that Barker's great Napier was soon to arrive. Alas, the hours and pints passed, but it hadn't come. So we set forth, snugly, in the Javelin to look for it. Two very faint oil lamps, a thunder of machinery, and it went by. Hastily we turned, heavily I pressed on the accelerator, but it needed some three miles of the Hartford Bridge Flats ere 1950 came up with 1910—for the old Napier, like some ghostly apparition from another age, must have been cruising at over 50 along those dark roads. As Barker climbed out, lit in honour by our Lucas headlamps, in the "Phoenix" yard, he was heard to remark, "Unfortunately, she was only on four or five most of the time . . . !"

This Napier was rescued by Anthony Heal during the war and I believe he intended to use it one day as a station car, only Barker begged to be allowed to restore it—and right justifiably has he done so. Much later that evening Mr. Lucas, and several other people's Mr. Lucases as well, helped to light the great car on its way, for Barker's acetylene headlamps refused to function, water coming out of the jet and, as we were delighted to point out, flame and water don't mix . . .

Good Friday was spent driving at the built-up-area legal limit along country lanes very far away from built-up areas. Few cars were encountered, the children were able to pick primroses in the woods, many were the admiring glances that the Javelin drew on that delightful, sunny afternoon, and my wife was in raptures over the comfort of this six-seater saloon, the leg-room, the silent running and general convenience. For my part I was rather proud of having done a two-hour circular tour of some of the nicest scenery in unknown north-east Hampshire on little more than a gallon of fuel.

Later came fast runs through more beautiful country for the practice and racing at Goodwood, the Javelin just as restful and comfortable at speed, and such fun to drive. The very low first gear was ignored, the box being treated as three-speed, and once familiarity had returned with the off-set pedals, the proximity of the steering-column to the brake pedal and the firm cant of the car when cornering fast, it was possible to use the Javelin to the greatest advantage. That means covering the ground with deceptive rapidity, still with great economy, sixty being a natural cruising speed. The ride is really excellent and the car notably refined for a high-performance 1½-litre. Coupling these good characteristics with the immensely roomy body and luggage locker explains the popularity of the Javelin and prompts one to suggest that it has no close competitor. The car I tried was the "de luxe" saloon, possessing the wooden instrument board, its inset dials with neat white needles, and tiny pull-out switches all very "Rolls-Bentley," the heater truly effective and the H.M.V. radio beyond reproach. The three-spoke steering-wheel, which will also be a feature of the Jupiter, gives an unobstructed view of the instruments; the oil gauge showed a steady 50 lb./sq. in. warm or cold, idling or running fast, and after a fairly prolonged warming-up period the water temperature was about 60 deg. C.

I shall always remember Easter, 1950, as Javelin Easter, because I met Clive Gallop on the Saturday and ran him down to Goodwood and later drove his Javelin saloon, of which he speaks highly and to which he has fitted some interesting extras, such as a separate oil gauge (replacing the indicator of the normal model), oversize (5.50-16) rear tyres, balanced wheels, wind-deflectors to the front windows, brake-testing equipment, "competition" shock-absorbers, Fram by-pass oil-filter to supplement the existing Vokes full-flow filter, radiator muff, etc., while on Easter Monday the Managing Director of MOTOR SPORT came down to Goodwood in *his* Javelin. Now we all await with scarcely-concealed impatience the Jupiter, which, of lower weight, with better gear-ratios and ten more horsepower, should indeed be an exceptional motor car. I have pleasure in appending a photograph of it in production form.—W. B.



AND NOW—The Javelin Jupiter, eagerly awaited in view of the excellent performance possessed by the heavier Javelin six-seater saloon with ten fewer horses.

CLUB NEWS—continued from page 244

This anticipates the need we discussed last month, but the solution is different. Presumably the traffic control police are quite happy, at present, and we hope they will remain so. But if over 5,000 people are eligible for admission to each club race meeting, why not admit the general public and have done with it? We assume any profits go to the clubs on a basis of tickets sold. They will deserve it, for stricter organisation will be required to cope with big crowds.

★

INTERNATIONAL FLAG SIGNALS

The signals agreed on under the new F.I.A. rules are :—

Red. Complete and immediate stop.
Yellow—waved. Great danger—be prepared to stop.
Yellow—motionless. Take care—danger.
Blue—waved. Another competitor is trying to overtake you.
Blue—motionless. Another competitor is following you very closely.
Yellow with vertical red stripes. Take care—oil on track.
White. An ambulance or service car is on the circuit.
Black with white number. Competitor with this number to stop at pit on next lap.
Black and white chequered. Signal for end of race.

★

N.L.E.C.C.

Mr. R. C. Willis came along with a large number of photographs to the club room on April 4th, and spoke to members on the subject of B.M.W.s in competition. Oscar Moore was also there, and for part of the time the two of them related some outstanding memories of 1949 motor racing. Nearly all the B.M.W.-based specials were described and shown on the screen.

★

TOO LATE !

The following appeared in the *Sunday Express*, dated April 2nd :—"Mrs. Mary Gallagher, who lives on the island of Arranmore, off the Donegal coast, has celebrated her 102nd birthday. She was only once on the mainland and has never seen a motor car." And now, say vintage-car enthusiasts, she never will . . . !

COMMENT WITHHELD

We take the following in entirety from the motoring column of the *Somerset County Mail* :—

"A Satisfied Customer—

I was interested in your motor column, as I am a "vintage" owner of a 1928 Austin Seven (a real baby). May I suggest you invite tips from your readers on adjustments of these old cars. My own job, with a hand-made body, is now of the racing variety, with a dummy tail, and an extended bonnet. To get nearer the road, I have fitted smaller road wheels, and another gearbox to put right the gear ratio. I rev. up higher than the normal Seven, which makes me boil quickly. I've got over this by fitting a separate water tank with an automatic return. When these freaks pass you on the road, don't pity the poor fellows with "such an old car." I run a Hillman for business purposes. (Name and address supplied.)

(According to the National Press, there is a wealthy owner of a baby car, who has a thatched roof. His 'ordinary' car is a Rolls-Bentley.—ED.)"

THIS MONTH'S CONTINENTAL RACES

F.I = Formula I cars, i.e., up to 1½ litres s/c, up to 4½ litres non-s/c.
F.II = Formula II cars, i.e., up to 2 litres, non-s/c.
C. = Formula Libre, i.e., any type of racing car.
S. = Sports cars.
T. = Touring cars.

7th.—G.P. de Modene (F.II.).
G.P. de l'A.C. du Nord (F.II.).
Circuit Eslon (F.II.).
14th.—Cours a Mons (F.II.).
18th.—G.P. de Luxembourg (S. or F.II.).
21st.—G.P. de Monaco (F.I.).
28th.—Circuit d'Aix-les-Bains (F.II.).
G.P. des Frontieres, Chimay (F.II.).
G.P. de l'Autodrome, Monza (F.I. & F.II.).

★

B.R.M. BLACK MARK

From a contemporary, relating to the B.R.M. : "Who will drive it? Not veteran Raymond Mays . . . It is rumoured that Mays was asked to sign a secret agreement with the B.M.R.R.T. not to take the wheel of the B.R.M. when it was ready. If the B.R.M. should *not* turn up at Silverstone (on May 13th), confidence in the project, already rather shaky, will slump badly." This is where we have to add the familiar phrase commencing "we do not necessarily associate ourselves . . ." In any case, a recent B.M.R.R.T. news-bulletin names Mays as No. 1 driver, Walker as No. 2. So where do we go from there?

★

APRIL QUIZ

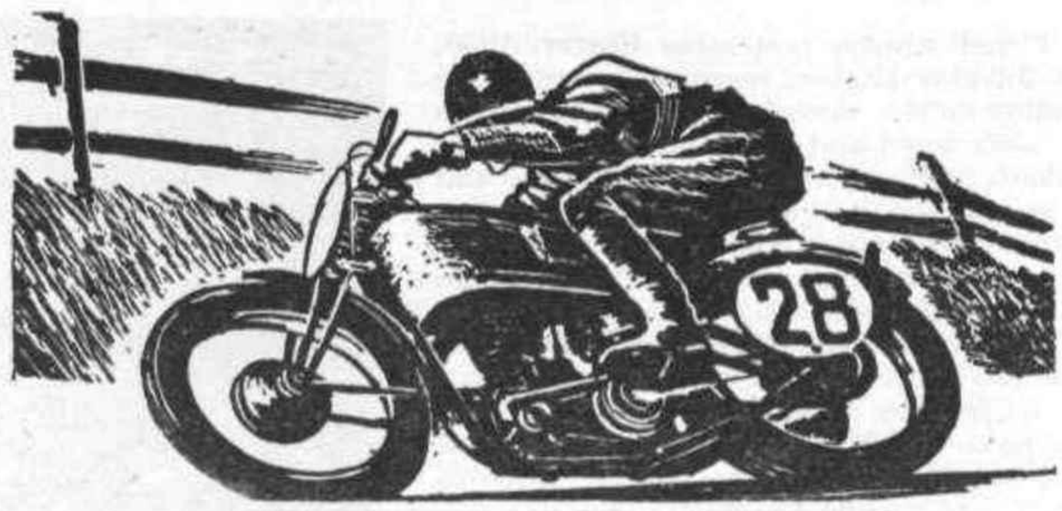
Obviously we cannot disguise a Rolls-Royce engine from our more informative readers by illustrating only a part of it. Those who guessed the April Quiz picture correctly were: R. John of Elstead, D. W. Fewtrell of Worthing, P. T. Hill, Junr., of Santa Monica, California, J. Lewis of Ilford, H. Beach of Ruislip. T. Whelan of Dun-Laoghaire, Co. Dublin, B. J. S. Johnson of New Malden, J. D. Ellinghouse of Henley-in-Arden, M. R. Williams of Haverfordwest, C. Jolly of Durham City, S. Harvey of Aldershot, J. R. Humphreys of Cannock, P. F. Geliot of Lee, M. J. Nunney of Kettering, D. Bagshaw of Belgrave, T. Wood of Leeds, J. C. Elkens of Erran, P. Stilley of Nottingham, G. Robson of Cirencester, S. Turner of Blackpool and J. P. Shenton of Hollingbourne. Those who decided on 4¼-litre Bentley, which is much the same thing, were G. N. Green of Beverley, R. W. Newman of New Haw, and D. V. Hopes (age 15) of Cheltenham.

Incorrect solutions were Rover and 3½-litre Jaguar. Very well! We will give you something a thought more tricky next month.

CHAIN CHATTER

by

"CARROZZINO"



WITH the rising popularity of road-racing, and especially short circuit road-racing, a number of complications are arising, or, to be more correct, have arisen. Immediately after the war the only short circuit course was Lincolnshire's Cadwell Park and, with few opportunities for long-distance road-racing presenting themselves, most people went to Cadwell with fairly standard T.T. machines. But now the situation is different for there are many short circuits; Cadwell, Brands Hatch and Brough, to name but three; and there is also a sufficiency of longish road-racing events. With the increase in short circuit meetings it has become a reasonable proposition for many of the keener riders to build special short-circuit machines which are obvious developments from knowledge gained whilst riding production T.T. models. Machines have become lighter and smaller, and simplicity is the keynote. The result is there is now a more or less cut-and-dried specification for the "Short-circuit Special" and one begins to contemplate whether there is the possibility of this trend reaching its logical conclusion in a standard short-circuit model in much the same way that speedway machines have arrived at a logical and practical conclusion.

It is not without reason to suppose that the circuits and their organisations might reach a conclusion with a standard layout for a short circuit. Then it would only be a matter of time before the whole affair was run as a financial proposition under a "Short-circuit Control Board," said Board being a subsidiary of the A.C.U. in the same way as the Speedway Control Board. The short-circuit racing side of motor-cycling sport is rapidly becoming a difficult "in-between," with full-length road-racing of the Grand Prix type on one side and speedway on the other. Whether weekly meetings on the short circuits with the Brands Hatch Howlers' fans endeavouring to out-shriek the Cadwell Crashers' fans is a good prospect is a matter of personal opinion.

If this state of affairs is not to be reached then it is up to the organisers to make modifications; one of the simpler methods is longer races. If the grass-track practice of many short events of four or six laps is followed then speedway-type short-circuit racing is almost inevitable. On the other hand, if events are too long then the racing may become a poor imitation of Grand Prix racing, although at many continental meetings races of as many as 70 laps are held over circuits little over a mile long. If short-circuit racing is going to avoid becoming stale then some variety must be introduced. Already at Cadwell Park the ever-ingenious organisers have introduced 20-lap events, and a special meeting for machines using Pool fuel has been arranged. Other ideas of a similar nature must be introduced if the speedway atmosphere is to be kept out, always assuming that people want it kept out.

Another complication which many riders are having to face is the question of the fuel to be used for road-racing. In International events the situation presents no difficulty for the F.I.M. are agreed on the use of straight petrol only, having an octane rating of 80, but in our national racing it is not so simple for there is no regulation governing fuel, and the result is that some meetings stipulate Pool petrol only, while at others it is "carburant libre." The real difficulty arises at Bank Holidays, the recent one being a good example, for on the Sunday there was a meeting with "carburant libre," so obviously everyone wanted to use a methanol mixture, and the following day there was a meeting with the Pool only rule in force. With the Sunday meeting a "short-circuit" affair and the Monday meeting a pukka road race there would appear to be no difficulty as it would seem that two classes of riders were being catered for. But this is not the case for there are still a great number of riders who have machines that are suitable for both types of racing and they were faced with the problem of having to change the motor from "dope" to "Pool" overnight after a tiring day's racing and with possibly a 100-mile journey facing them the next morning. For those fortunate few who can afford mechanics to do the work it is all right, but those people usually have two motor-cycles anyway, so the occasion does not arise. It is the truly amateur rider who is affected most, and yet another problem arises from the keener amateur and that is the case of the chap who can only race at Bank Holidays due either to having to work or finance, or both. Naturally, when the holiday arrives he wants to indulge in as much racing as possible, and, assuming his interest is in road-racing, he views the possibility of riding on Sunday and Monday, but his difficulty arises not only from the Pool/dope angle but from the suitability of his machine. He has, perhaps, bought a secondhand T.T. machine, or if he is mechanically minded he may have built himself a "short-circuit Special." Whichever is the case he cannot run at both meetings and consequently he is very dissatisfied because on one or the other day he feels there is some road-racing taking place from which he is barred.

It is possible that all these matters could be solved, not necessarily satisfactorily, by the introduction of the aforementioned "Short-Circuit Control Board," making short-circuit racing a separate entity from road-racing. At present we have road-racing, grass-track, scrambles and speedway, and each is a separate branch of the sport of motor-cycle racing with very little overlapping. The question is, whether a fifth category is desirable, namely, short-circuit racing? Or will it arrive by a natural process of elimination!

Returning for a short while to the question of fuel for racing purposes, surely it is high time that at meetings with a "Pool only" rule in force the organisers should be allowed by the Ministry concerned to supply the necessary fuel, not necessarily free of charge, but free of coupons, set quantities of petrol being allowed for each rider. In all continental countries while petrol rationing was in force the race organisers supplied fuel for the riders. It is neither reasonable nor fair that competitors should have to license their racing machines in order to acquire the petrol for racing, especially when it is remembered that motor-cycle meetings are considered public entertainment, which means that a fat slice of the gate money goes to the Chancellor of the Exchequer. A little more give and a little less take would make a world of difference.

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VINTAGE VEERINGS—

Continued from page 242

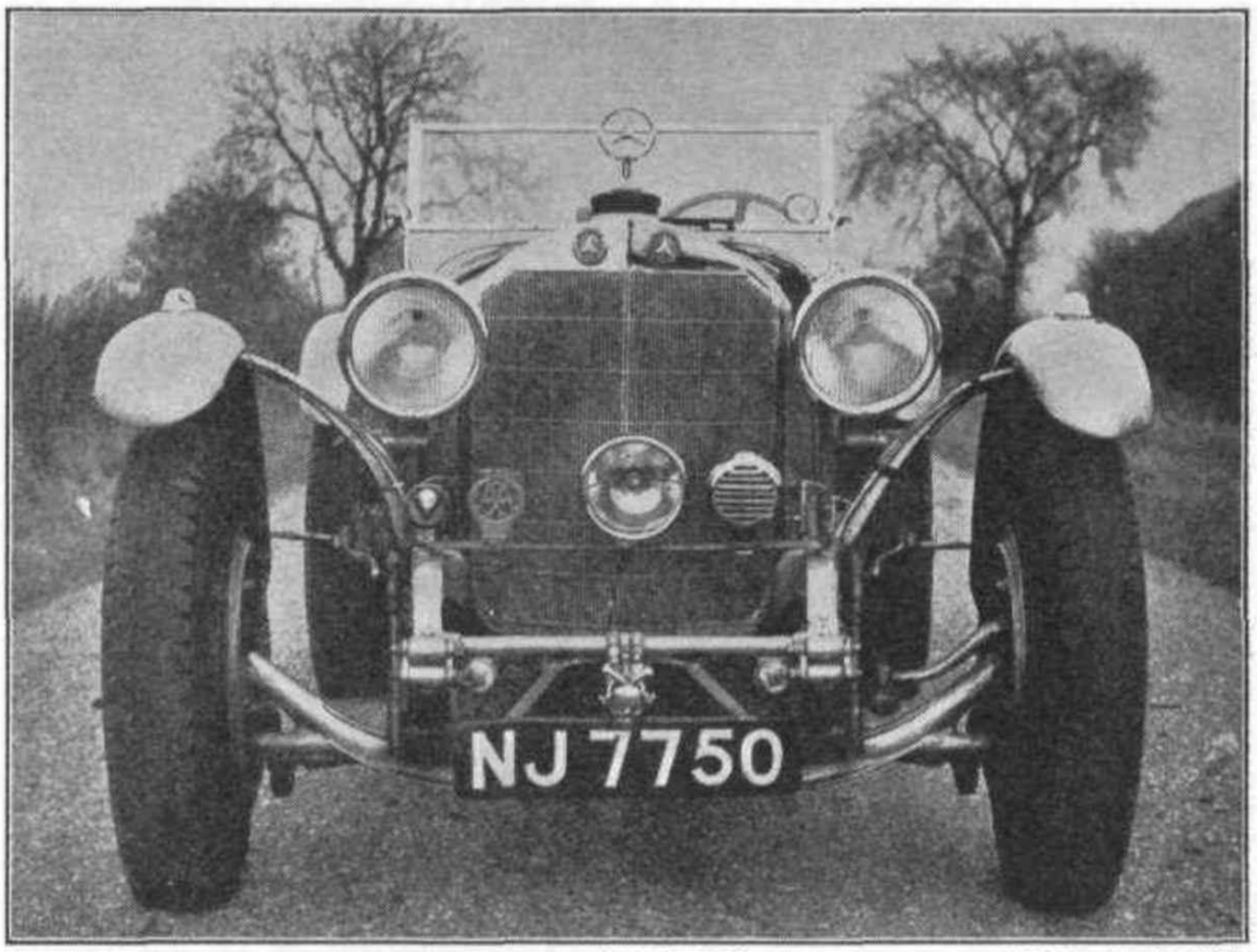
Presumably the modern habit of utilising one power unit from tractor to sports model was not the policy at Luton.

I am, Yours, etc.,

Johannesburg. R. H. JOHNSTON.

[We submitted this letter to Laurence Pomeroy, M.S.A.E., who replies: "Before the first World War Vauxhall made the D-type and "Prince Henry" 25-h.p. cars, of 95 by 140 mm. and 10 ft. 6 in. wheelbase. The former gave 45-50 b.h.p., the "Prince Henry," by reason of higher lift cams, bigger valves, etc., about 75 b.h.p. The E-type "30/98" gave 95 b.h.p. Now after the war the "Prince Henry" and D-type were discontinued. The D-type became the o.h.v. "OD," with o.h.v. engine, but gained only about 10 h.p. because the "soft" camshaft was retained. The "30/98" was also given o.h.v., becoming the "OE," and giving about 110 b.h.p. The "Prince Henry" would have been the intermediary between the touring "OD" and sporting "OE" had it been continued, with o.h.v., but as it wasn't, the gulf between "OD" and "OE" is a noticeable one."—ED.]

VINTAGE VEERINGS



"38/250" [*Photo by D. G. Wills.*

For the benefit of newcomers to the vintage (pre-1931) cult, a few matters require clearing up. There is a mistaken idea in some quarters that cars lacking front wheel brakes are illegal. This is not so. The law merely demands two independent braking systems (*i.e.*, hand and foot), and with more important matters troubling the Government, and remembering the numbers of old cars that must continue to serve farmers and others for many years to come, no change in this legislation is to be expected. Another matter concerns difficulty in insuring old cars. Some companies refuse them, others provide minimum third-party cover only, sometimes requiring the owner to bear the first £5 or even £10 of any claim, but firms *can* be found who make no distinction between old and less-aged cars, providing a satisfactory engineer's report is submitted. The latter can consist of a letter from your local garage, providing they find the car mechanically sound—and it is only common sense to put a vintage or any other car in safe order before using it. Third-party cover only need not be as grim as it sounds, because, if an accident happens which you can prove to be the *other driver's* fault, *his* company pays for *your* repairs. While on this subject, safety glass in the windscreen is required by law, but several firms can fit such glass for a reasonable fee, either while you wait or in a few days to screen frames delivered to them. Incidentally, the rebate in tax on pre-1915 engines was abandoned when the h.p. tax was reduced some years ago and, although this tax has since been increased, the rebate has never been re-introduced. At present pre-1947 cars pay 25s. a h.p., or half that if on "basic" petrol only; in the latter case you can at least tax a car of up to 16 R.A.C.-h.p. for the same "fee" as your businessman pays on his 40-h.p. new car! But, my oh my, what a lot of things we must bring to the notice of our M.P.s before the *next* General Election—especially if we are vintage-folk!

* * *

Lunching the other day with someone very well versed in vintage affairs, he expressed the opinion that the vintage sports-cars on the market to-day are mostly rather worn-out and prices asked far too high. Perhaps, he said, the time has come for those who see good in old machinery to look for the more touring specimens amongst motor cars made prior to 1931. These, usually having been driven sedately by paterfamilias or the chauffeur, should be less tired than sports models which, even when they were new, were doubtless driven hard by the young bloods of the day. Moreover, the tourers have less outward allure, so prices should be reasonable in comparison, yet such cars offer all the vintage appeal of mechanical individuality, honest construction, comfort and, to those with a truly vintage eye, fine lines, when related to the "tin-bulldozers" that pass as cars in A.D. 1950. This is primarily a sporting paper, but, nevertheless, with editorial head unbowed, we pass this idea on to those seeking interesting inexpensive transport.

* * *

Coming out of the Lansdowne Club the other evening, we encountered an old friend parked in Bruton Place—an aluminium-bonneted Charron-Laycock two-seater of about 1923 vintage, which used to run about South London during and before the war.

* * *

And now here are some more letters from vintage-car addicts:-

Sir,

As I was the original owner of the Salmson (ML 2243) used in the film "The Happiest Days of Your Life," I can confirm that it started life in February, 1927, as a "10.4-h.p." open four-seater.

The engine at that time was, as you suggest, a twin o.h.c. four-cylinder of just under 1,200 c.c., and incorporated the two features you mention, namely a positively-driven fan and a large dynamotor on the front of the crankshaft. It is a mystery how these two features should remain if the capacity has now been increased to 2,668 c.c.

I recognise from the photograph you published the front end of the chassis and the self-locking knock-on hubs, known, I believe, as "R.A.F."-type and very similar to those used by Rolls-Royce. The rear suspension was remarkable for having normal ½-elliptic springs and also small auxiliary reversed ½-elliptics, *a la* Bugatti. The radiator has certainly been lowered since I owned the car, which carried a boat-decked open four-seater body, with two spare wheels mounted on either side of the bonnet, a rear trunk with fitted suitcases, and a second windscreen for the rear seat. All this, unfortunately, weighed so much (just over 20 cwt.) that the performance was very mediocre in spite of an excellent four-speed gearbox and outstandingly good brakes (Perrot four-wheel), steering, and roadholding.

It was for this reason alone that I parted with it after about 18 months, having been passed by a bull-nosed Morris on a long hill near Dorchester! Apart from that, it was one of the most interesting and best-built cars I have ever owned.

I am, Yours, etc.,
W. G. BATTERSBY.

Enfield, Middlesex.

* * *

Sir,

I read and am very interested in your paper, so I thought I would like to send you a few particulars of my 1923 Delage, D.I., Series 1, 13.9 h.p. I am very proud to state that I have owned this car for 20 years.

It is fitted with the Zenith 26 K.G. triple diffuser downdraught carburetter. On long runs I get 32 m.p.g. Oil consumption is about half-pint in 2,000 miles.

I am, Yours, etc.,
C. T. R. SMITH.

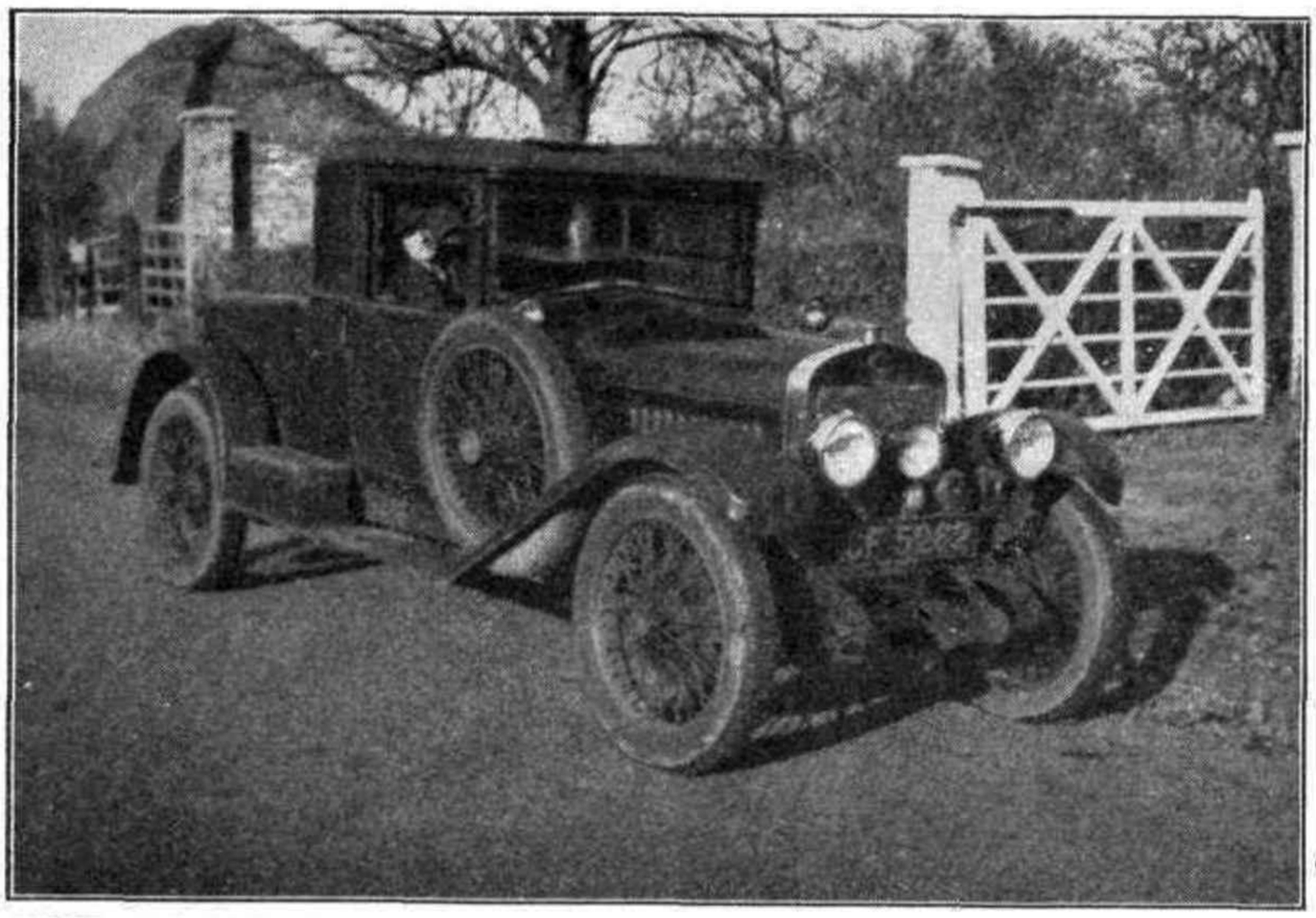
Stanbridge.

* * *

Sir,

I have read your Editorial in the March issue commenting on the magnificent performance of the Hotchkiss make in winning the Monte Carlo Rally outright no less than six times.

However, for the sake of accuracy, I must point out that the 3-litre (80 by 100) AM80 Hotchkiss six-cylinder car appeared in 1929 and not in 1931. We still have in regular use the eleventh of this series to have been imported into this country, which car I collected from London, new, on June 1st, 1929.



VINTAGE DELAGE cars have been in the news in these columns recently. Here is C. T. R. Smith's 1923 DI model—see accompanying letter.

At its then price of £600 these cars justified the firm's slogan, "Le juste milieu," by giving excellent service over all these years.

Incidentally, if any of your readers can help me in obtaining single-contact Marechal headlamp bulbs, I shall be more than grateful. The types I require are the 12115 and 1280—single filament.

I am, Yours, etc.,

Send, M. W. B. MAY.

Surrey.

* * *

Sir,

The letter from John J. Woodcock in "Vintage Veerings" last month prompts me to write to you again about my vintage Humber.

I have been since the cradle a Bentley addict. For many years only as a distant admirer, but since 1945 an owner. I now have two 3-litres and a 4½-litre. When two years ago I left the army and became an advisor in farm machinery I tried at first to use a 3-litre Bentley for my job. This entails real punishment to any motor car. An average of 1,200 miles per month, all in short runs, mostly over secondary roads and lanes, always in a mild hurry and quite 25 per cent. of this mileage is over farm tracks and across country. I regularly carry tools, spares, measuring tackle and heavy jagged bits of oily metal, as well as sacks and general farming clutter. Now a Bentley is a car second to none, but this treatment is outside its realm. I soon found this out.

Then I was lucky enough to come on "Emett" (with apologies to the artist) in a farm sale and bought him for £10. He is a 1923 Humber two-seater 11.4-h.p. overhead inlet side exhaust. All I had to do to get him going was to find a suitable set of well-based wheels and tyres. After experiment I use 19 by 5.25 in front and 19 by 700 on the back. He uses no oil between charges, having, I suspect, cast-iron pistons. His total mileage is a mystery, but must be astronomical. His performance is quite adequate for what I require and he has a bottom gear in which you can plough. I regularly tow a really heavy trailer without any fuss. The back axle is huge. I frequently tow machines across country.

I have now used him continuously for 18 months and only failed to get home once, when a back universal joint broke.

Five points I like about this car are: 1. A high comfortable driving seat upholstered in everlasting leather. I like looking over hedges as I drive; 2. A hood you can put up or down without getting out; 3. Mechanical simplicity. For example, I stopped at a garage the other day and had the foot-brake relined and was away in 25 minutes (transmission brake); 4. Rubber covered floor board which doesn't mind mud or muck and is easily pulled out and cleaned, together with a dickey which will hold anything; 5. Four widely spaced useful gears with a real man-size right-hand gear lever.

The external-contracting rear brakes cause much ribaldry, but are smooth and effective. They don't squeak, and contrary to expectation are quite unaffected by wet. When I bought this car I had no idea of its excellence, but now I should be very sorry to part with it. I hope I never shall.

I await with great interest an article on these cars. More recently I have bought a 1929 16-h.p. for a friend who is also a Bentley owner. He uses this car for towing a four-wheeled two-horse trailer of vast proportions and weight, which it does without effort. J. B. Jesty, of the W. H. & D. C.C., who drives an Allard, has a very beautiful 16-h.p. tourer which I remember opened the course at the Poole speed trials two years ago. This car is a year younger than mine.

I am, Yours, etc.,

Long Bredy. M. J. MATTHEWS (Major).

Sir,

I was most interested by the letter in "Vintage Veerings" from Mr. John J. Woodcock regarding the 1928 "14/40" Humber tourer.

In the spring of 1935 I was fortunate enough to purchase one of these cars for £22 10s.!! Yes, £22 10s., and the Government has the impudence to tell us that we are better off now than in those happy days.

I thought the car was well designed, beautifully made, and the detail work excellently done. Nothing ever worked or broke loose, the body was entirely free from rattles and was of solid construction, a very great contrast from some present-day bodies, which give the impression of having been stamped out of old biscuit tins.

I am rather surprised that Mr. Woodcock is able to average 40 m.p.h. as the model is definitely not a sports car, acceleration being limited by the rather high weight, and I don't think he can reasonably expect more than 24 m.p.g. My Humber gave me many thousands of miles of happy, trouble-free motoring, and I only sold it when I acquired a 1932 Talbot 75 two-seater. This was a superlative motor car and I often wonder if it is still running. Its registration number was GY 2272.

While writing, may I also express my agreement with Mr. E. A. Weil regarding the TD-type M.G. I think that this car has been completely spoilt. With its utility wheels, increased weight, and complete lack of luggage accommodation, it has now joined the ranks of the "sea-front" specials.

With best wishes to all at MOTOR SPORT. I am, Yours, etc.,

LEON R. BLEWETT.

London, W.8.

* * *

Sir,

Can any of your vintage-minded readers suggest why the "23/60" Vauxhall engine was put into production concurrently with the highly successful "30/98" power unit?

It is easy to understand the "23/60's" heavier chassis to carry more spacious bodywork, but what could be the reason for the dismally de-tuned engine. This is especially puzzling to me because externally the two engines are almost indistinguishable. The "30/98" was famed for smoothness and low-speed torque with petrol and oil economy, none of which was offered to a noticeably greater extent by the lesser engine, and since really only internal dimensions differ, cost could hardly have been a factor.

Unfortunately for South African vintagents, the local agent for Vauxhalls, for reasons best known to himself, sold prodigious numbers of "23/60" models, retaining the only "30/98" for his own use. This meant that he could win all the early motoring events without fear of real competition. As a result a few "23/60's" are still running about but have little enthusiast-value because of their uninspiring performance.

I owned a 1925 Kington tourer for three years and covered 20,000 trouble-free but unspectacular miles, often speculating what an excellent car it would have been had the "30/98" engine been fitted.

Continued on page 240

WE HEAR

Jack Shinder, 6, Old Bond Street, W.1, wishes to hear from fellow-owners of A90 Austins and wonders if there is sufficient interest to justify a regular news-sheet relating to "this splendid car." We hear of a 1903–4 de Dion engine for disposal in London; letters can be forwarded. Ivers-Shier has acquired a 1924 side-valve "12/40" Alvis, a rare car these days. M. Coke-Richards of Brighton sends details of his 1929 36.5-h.p. straight-eight Graham-Paige, as he thinks it may be a rare model, differing as it does from other cars of this make he has encountered. It was originally a Hoyal fabric sports saloon, but this body is stored and a home-built, very neat truck body has been substituted. The car has 6-volt Delco-Remy twin-coil ignition, a four-speed gearbox with a very low bottom gear engaged by lifting a catch and giving a maximum of 10 m.p.h., good Lockheed brakes, seven stud wire wheels each with 74 butted spokes (the writer remarks "the wheels *were* chromed!"), 6.50 by 19 tyres removable by "one large screwdriver and a pair of heels," Johnson updraught carburetter, like a 42VI-9 Zenith, foot chassis lubrication, Ford V8-type ignition lock, three roof lamps in the cab, Demi-storm heater, radio and good 11-in. American headlamps. Mr. Coke-Richards has done over 23,000 miles in the car with very few replacements, has seen 72 m.p.h. on the speedometer with something in hand and gets 12 m.p.g. in town, 15 m.p.g. on long runs, with no attempt to tune for economy. If anyone knows this interesting example of vintage American, especially if he can offer any hints or tips, will he please write, c/o MOTOR SPORT.

It is interesting to note that whereas at one time it seemed as if the cyclecar was a defunct vintage type, recently examples of Bedelia, Carden, Tamplin, A.V., L.S.D., early Morgan, G.N., and A.C. Sociable have been heard of—even if this does not justify another new

Club News

branch of the V.S.C.C., it will be interesting to see some of these cyclecars on the road. The latest news is of a V-twin, belt-drive Tamplin and a twin-cylinder, two-stroke Carden, both of about 1921 vintage, which were driven into a shed about twenty years ago and have been there ever since. J. D. Howard has some negatives showing Brooklands Track in course of construction in 1907. It is always pleasing to find mentions of old cars in the daily Press and a reader has sent us a cutting from the *Nottingham Evening News* about Eric Pitchford's collection of veterans and Edwardians that he keeps at his garage in Newark. They include an 1897 Benz with Crypto gear and the 6-h.p. rear-placed engine but cooled by a radiator at the front, a 1901 Oldsmobile, a 1902 Panhard-Levassor, which requires assembling, a 1906 Renault and a 1911 Renault. A. W. Wright, 24, Swinburne Avenue, Broadstairs, Kent, intends to take a three weeks' holiday in Switzerland starting on September 3rd and using an "old but very fit" 1929 20.9-h.p. Sunbeam Monte Carlo Rally drophead coupé. He wonders if any other vintage-car owner and his wife would like to join them? K. C. Radburn has got going with his Salmson Register and asks owners of these cars to notify him of type and registration and engine numbers, etc. His address is 67, Loudon Avenue, Radford, Coventry.

L. J. Lubin of Oregon has "hotted-up" his Austin A.40 "Devon" saloon, after covering 23,000 miles in it. The compression-ratio is now up to 8.25 to 1, with polished combustion chambers, and on 85 octane fuel a genuine 75 m.p.h. is claimed; 18,000 miles have been satisfactorily covered since the modifications and a recent run named was Oregon to Seattle, about 190 miles, in 3 hr. 5 min.

A Cotton et Desgouttes sports four-seater of about 1926 vintage and 3 litres capacity has been seen in a Leicestershire breakers.

P. Harris-Mayes does not wish to sell "Chitty-Bang-Bang II"—that fantastic Maybach-engined car which appeared at the 1921 Brooklands Autumn Meeting and in which Zborowski ventured into the Sahara Desert in 1922—and he seems to be making a good job of restoring it. Charles Bulmer, Secretary of the Hants and Berks M.C., has disposed of his "T.T. Replica" Frazer-Nash in favour of a Type 55 B.M.W. Mrs. Boddy thanks those who have sent details of their Sunbeams for the proposed Sunbeam Register which she is confident can now be started. She recently acquired a 1926 "14/40" Sunbeam saloon of her own.

The Register contains to date, 67 Sunbeams owned by 59 different owners, the score being: 18 Sixteens, 13 Twenties, 10 "14/40s," 8 twin-cam 3-litres, 6 miscellaneous, 5 Twenty-fives, 5 Dawns, and 2 "20/60s."

J. Lindsay Hatchett has the ex-Healey Monte Carlo Rally 4½-litre Invicta and is putting a V12 Lagonda engine into his ex-K. Don "4.9" Bugatti.

W. J. Pratt is running a 1926 Calcott tourer but reports that it gets rather warm during hay-sweeping operations.

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RACING CARS EXEMPT

It is good news that purchase tax will be refunded on single-seater cars built solely for racing, not readily adaptable for road use and complying with Formula I and III. The fact that Formula II single-seaters are excluded seems to be just another bureaucratic muddle. The R.A.C. and S.M.M. & T. must take credit for getting this ruling through and, while we have not followed the detail negotiations very closely, we believe Earl Howe deserves much of the praise.

FIXTURES FOR MAY

C. = Closed Event. C.I. = Closed Invitation Event.

6th.—B.A.R.C. C. Race Meeting, Goodwood.
Darlington & D.M.C. C.I. Race Meeting, Croft.
Scottish S.C.C. C. "1812" Trial, Ayrshire.
Cheltenham M.C. C. Trial, Gloucestershire.

7th.—Hartlepools & D. M.C. C.I. Sporting Car Trial, Hartlepools.
Leicestershire C.C. C. Sturgess Trophy Trial, Derbyshire.
Riley M.C. (N.W. Centre) C. Driving Tests, Bowland.
Lothian C.C. R. Team Trial, Scotland.
Aberdeen & District M.C. C. Williamson Trial, Scotland.
Maidstone & Mid-Kent M.C. C. Speed Trial.

10th.—Shenstone & District M.C. C. Evening Trial, S. Staffs.

13th.—Royal Automobile Club I. GRAND PRIX D'EUROPE, Silverstone.
Aberdeen & D. M.C. C. Night Trial, Scotland.

14th.—A.C. Owners Club R. Team Trial.
Rochdale & District M.C. C. Main Road Trial, Lancs.
Herts County A. & A.C. C. Speed Trial, Beechwood Park.
Lancs. & Ches. C.C. C. Test Trial, Macclesfield.

20th.—Bugatti O.C. N. Hill-Climb, Prescott.
Westmorland M.C. C.I. Speed Trial.
Bristol M.C. & D.C.C. C. Poole Trophy Trial, Mendips.

20th/21st.—Yorkshire S.C.C. C.I. Rally, Scarborough.
Harrow C.C. C.I. Rally, Frinton.
Sunbeam Talbot O.C. R. Week-end Rally, Eastbourne.
M.G. Car Club (Scottish Centre) C. Rally, Scotland.

27th.—B.A.R.C. I. or N. Race Meeting, Goodwood.
Liverpool M.C. C. Speed Trial.
W. Essex C.C. C. Speed Trial.
M.C.C. C. Edinburgh Trial.
M.G. Car Club (N.E. Centre) C. Trial, Yorks.

28th.—N.W. London M.C. Lawrence Cup Trial, Bagshot.
Falkirk & District M.C. C.I. Cadgers Trophy Trial, Scotland.
Veteran Car Club C. Rally and Trial, Oxford/Radley.

29th.—W. Hants & Dorset C.C. I. or N. Race Meeting, Blandford.



EPISODES FROM HISTORY : 6.—Brauchitsch's Mercedes-Benz well on fire at the pits during the 1938 German Grand Prix at the Nurburg Ring. Brauchitsch had completed 16 laps and was leading Seaman by 15 seconds when he came in for fuel. Seaman's car had also been refuelled and he drove off through the flames, now in first place. Brauchitsch got clear, smothered in fire-extinguisher foam. When the fire was out he climbed back into the car, and resumed the race amid thunderous applause, but went off the road at the Flugplatz, it was said because he had forgotten to lock the steering wheel, which came off in his hands! Seaman went on to win, at 80.75 m.p.h.

THE B.A.R.C. CLUB MEETINGS

This year the B.A.R.C. is holding three Members' Meetings at Goodwood, reminiscent of the enjoyable J.C.C. Members' Meetings of before the war. The first will take place on May 6th ; entries have closed. Racing commences at 1.30 p.m., with practice in the morning, and is for sports cars only. There will be 3-lap handicap races for supercharged and non-supercharged cars and four 3-lap scratch races, for 1½-litre, 1½–3-litre, and over 3-litre non-supercharged sports cars, and blown and unblown M.G. cars, respectively. Lady drivers are barred. Entry fees were £2 2s. per race. Fuel has to be from the Pool pump, plus any amount of benzole entrants wish to add. A very enjoyable afternoon's sport can be expected.

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PALM BEACH FLASHBACK

Some excitement was caused in American vintage circles when I. J. Boundage's old Duesenberg, driven by George Huntoon, won the Palm Beach road race, beating modern Ferrari, Alfa-Romeos, Healeys and XK120 Jaguars. It now appears that his car is the Duesenberg in which Frame took second place in the Indianapolis 500-Mile Race of 1931 at 96.4 m.p.h., now fitted with a two-seater sports body conforming to F.I.A. requirements. Lower-geared Ross steering, a 1948 Ford F-1 lorry front axle and brakes, new front springs and 1949 Ford rear springs, ½-elliptic all round, were fitted to the old chassis, and a 1947 4.55-to-1 Ford back axle and torque tube were used. The transmission was also rebuilt, using Lincoln gears.

The engine is a Ford V8 unit with 1949 Mercury block, crankshaft and rods, Edelbrock pistons and heads giving a compression-ratio of 8.75 to 1, a Winfield SU-1 camshaft and two " 97 " Stromberg carburetters feeding into Grancor dual inlet manifolds. The flywheel weighs only 20 lb. and a 10-in. diameter clutch with heavy springs is employed. Ignition is 12-volt, using twin coils and condensers, a modified Ford distributor and two 6-volt batteries. With 7.00–17 tyres the engine peaked at 5,100 r.p.m., giving about 105 m.p.h., with excellent acceleration. This car, more Ford than Duesenberg now, weighs just under 17 cwt.

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UNREST

The compulsory R.A.C. Competition Licence for all but " social " events as defined by the R.A.C. still results in a lot of ill-feeling. One old-established and important club recently described the ruling insisting on this licence as bureaucratic tyranny of the worst type, suggesting that insistence upon forms and petty rules and regulations will mean the end of any individuality in motor clubs and competitions. It pointed its argument by remarking that no check is made upon persons applying for the licence, which is issued to anyone who completes the necessary form and sends the R.A.C. his or her 5s.

We agree that all the time individuality is being sadly curtailed in the world and that motor sport offers about the last stand of the individualist, so that any attempt at undesirable control by the controlling body of the sport is likely to be doomed to early failure.

But it must be remembered that, easily as a licence is issued, it can just as easily be revoked for any serious breach of regulations. We should like to see the issue of even the National Competition Licence dependent on the possession of a reasonably " clean " driving licence, however, and *our* grumble with the Competitions Department is that it really should stir the main committee of the R.A.C. to issue a balance-sheet of Silverstone and other competition undertakings. In that way, those who think that the five bob they have to send in for their licence is a personal gift to Col. Barnes may be thoroughly disillusioned !

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SUBSIDY

Sage comment in the Bugatti Owners' Club magazine last March : " The Government spend £10,000,000 per annum on self-publicity and yet under £100,000 per annum would be ample to run a complete B.R.M. team successfully and advantageously to the world prestige of this country and its motor trade ! "

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HOT-RODS AGAIN !

Basil Cardew, writing in the *Daily Express* of March 30th, had this to say about " hot-rods " :—

" When is a hot rod not a poker left too long in the fire ?

Answer : When it's a motor car. ' Hot-rods ' are the latest craze in the States.

Recipe : Take an old car, strip off body, supercharge engine, remove roof unless it is a drophead, take off mudguards, install bucket-seats.

Mix a gallon of red paint with turpentine and apply all over. Paint—in a different, more violent shade—the name in six-inch letters on the bonnet. Names such as these : Red Hot Momma, Toots, South Pacific or Joe Palooka. Failing these fall back on old favourites like Piccadilly Lil.

Add streamers to the lot, minimum ten feet long. These are usually yellow. Then pack in a case of Coke (Coca Cola), a box of steaks, a gallon of ice-cream, some strawberry shortcake—and you !

Of course, the youngsters build these jalopy cars because the Americans, strangely, build no sports cars of their own. I have seen them packed with snow in California, brought down from the mountains.

But don't attempt to build one here. You would run up against at least a score of the 2,000 regulations a motorist can break."

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THE SILVERSTONE CLUB MEETINGS ASSOCIATION

At a conference at the R.A.C. on March 10th, the clubs who are promoting racing meetings this year proposed, with the exception of the Bugatti Owners Club, that a club should be formed to enable those enthusiasts to attend meetings at the track whose own clubs were not organising meetings. The formation of the club was decided upon and a working committee was elected to consist of representatives from three clubs : Tim Carson for the V.S.C.C., George Taylor for the A.M.O.C., and Tony Gale for the 500 Club.

This committee has now met and the rules recommended by them are as follows :—

1. The name to be The Silverstone Club Meetings Association.
2. Objects : To encourage and provide greater access to Club motor racing at Silverstone.
3. The Annual Subscription to be 10s.
4. Members to be entitled to free admission to all meetings on the " Club " circuit organised by the clubs forming the association.
5. The clubs referred to in Rule 4 are : The V.S.C.C., the A.M.O.C., and the 500 Club, and of course any other clubs agreeing and wishing to join (by the general tone of the meeting on Friday, March 10th, when most of the clubs were represented, it can be safely assumed that all clubs will join with the exception of the B.O.C., who for reasons of their own intimated that they did not wish to).
6. The number of members will be limited to 5,000.
7. Members may bring children under fourteen without extra charge.
8. Car parking at these meetings will be charged extra, but the maximum charge is to be 7s. 6d.
9. Membership tickets will be distributed for sale *via* the Hon. Secretaries of the clubs concerned.

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EXCELLENT RACING IN THE WEST

The Bristol M.C. and L.C.C. Meeting at Lulsgate

ON April 15th, the Bristol folk repeated last year's excellent club racing, for sports cars and "500's," at Lulsgate airfield, using a circuit of 2.07 miles. This may be the last meeting at Lulsgate, but two similar meetings are scheduled at Castle Coombe this year. The only incident was in practice, when L. J. Barnes overturned his Austin Seven.

Race A. Sports Cars up to 1,100 c.c., Super Sports Cars up to 850 c.c. (5 Laps)

Cleave's neat Morris Ten got away well, but Sparrowe's 1,098-c.c. Morgan "4/4" led all the way, building up a vast lead. French's blown Austin Seven held Moffat's blown 750-c.c. M.G. until an indiscretion at a corner, but Meade's M.G. retired and Moffat's car fell very sick, just managing third place. Weber's "Brooklands" Riley retired.

1st: J. M. Sparrowe (1,098-c.c. Morgan) ... ... 54.93 m.p.h.
2nd: W. A. Cleave (1,086-c.c. Morris) 53.74 m.p.h.
3rd: J. Moffat (847-c.c. M.G., s/c.) ... 52.98 m.p.h.

Race B. Sports Cars, 1,101-1,500 c.c.; Super Sports Cars, 851-1,100 c.c. (5 Laps)

Hobbs' blown 1,086-c.c. M.G. led away but soon Jacobs' well-known M.G. had built up an unassailable lead. Behind Mayers' ex-Lester M.G. held second place. The Buckler started badly and boiled and Cox's Dellow, with the ex-Newton Meadows engine, had trouble in the cog department. They seem to have a knack of making Morris cars motor at Bristol for Pearson's blown Morris Eight held off a "TC" M.G., and Best's new "TD" M.G. got nowhere.

1st: R. W. Jacobs (1,086-c.c. M.G., s/c.) 64.96 m.p.h.
2nd: J. C. C. Mayers (1,250-c.c. M.G.) 63.85 m.p.h.
3rd: F. J. A. Hobbs (1,087-c.c. M.G., s/c.) ... ... 59.29 m.p.h.

Race C. Sports Cars, 1,501-2,000 c.c.; Super Sports Cars, 1,101-1,500 c.c. (5 Laps)

This produced a great scrap between Newton's "Le Mans" Replica Frazer-Nash and Gee's ex-Maclure 1½-litre Riley. The Riley led on initial acceleration, Newton passed, but Gee closed up on braking for the corners, and went much faster through Partridge bend. Newton finally won by about a dozen lengths. Way back, another duel was fought between Fisher's 2-litre Aston-Martin, which seemed to motor solely in top gear but which had better acceleration than Ruddock's H.R.G., although the latter eventually got by.

1st: E. J. Newton (1,971-c.c. Frazer-Nash) ... ... 64.96 m.p.h.
2nd: G. M. Gee (1,496-c.c. Riley) ... 64.75 m.p.h.
3rd: G. E. Phillips (1,250-c.c. M.G.) ... 62.78 m.p.h.

Race D. Sports Cars over 2,000 c.c., Super Sports Cars over 1,500 c.c. (5 Laps)

This was run in two heats, and decided on times. In the first, after Brake had left the road in his blown "2.3" Alfa-Romeo and Williams' 4½-litre Bentley had thrown its rods, Matthews set about catching Cuff's blown Cuff-special, his Jaguar passing on lap 3. The Cuff began to boil furiously, and Brake's Alfa was also far too hot. Matthews won from Cuff and Wilson's 3½-litre Jaguar. In the second heat Little's 35B Bugatti led for a while, only to fall sick, whereupon Oscar Moore's O.B.M. began to motor really fast, wearing down the lead established by the Chrysler-engined Cripps Special. Moore took the lead on lap 3 and Cripps had the wretched luck to have his engine pack up, Hull's exceedingly impressive Alfa-Romeo coupé promptly annexing second place to cries of "What a road-car!" Freed's Healey was third and at the back of the field Hay, in white bathing hat and the family 4¼-litre Bentley drophead, finally caught a gallant 3-litre Bentley.

1st: O. Moore (1,971-c.c. O.B.M.) ... 69.17 m.p.h.
2nd: D. C. H. Hull (1,750-c.c. Alfa-Romeo, s/c.) ... ... 66.70 m.p.h.
3rd: G. E. Matthews (3,486-c.c. Jaguar) 61.74 m.p.h.

Race E. B.M.C. and L.C.C. Members' Race (5 Laps)

This was also run in two heats. In the first Newton's silver Frazer-Nash ran away from the field and by a magnificent display of driving attractive Mrs. Nancy Binns brought her Riley up to second place, in spite of nearly losing various cushions on the way. Newton was a thought hard on his gearbox, Little and his Bugatti spent much time ploughing and Pople was wild in his M.G. Cox's Ford gearbox again objected to the Meadows' horses, and Gee's Riley broke a piston. In heat 2 Buckler made no mistakes and drove a steady race, using peak revs. from the corners, to leave all opposition behind, while Pearson, calmness personified, yet cornering his astounding Morris Eight four-seater at its limit, came through to a splendid second.

1st: E. J. Newton (1,971-c.c. Frazer-Nash) ... ... 66.10 m.p.h.
2nd: Mrs. N. Binns (1,496-c.c. Riley) 63.31 m.p.h.
3rd: G. A. Ruddock (1,496-c.c. H.R.G.) 59.00 m.p.h.

Race F. 500-c.c. Formula III Racing Cars (10 Laps)

Interest was lent by the two Arengos and Joe Fry's led from lap 2, winning comfortably, passing Brake's Cooper on the outside at Partridge bend, being repassed, but finally deciding the issue. The other Arengo retired, the Milliunion lost a chain, while Headland's Cooper took second place after Westcott's Cooper had retired, spun round but didn't lose its place.

1st: J. G. Fry (Arengo) ... ... 63.31 m.p.h.
2nd: C. Headland (Cooper) ... ... 61.23 m.p.h.
3rd: E. M. Martin (Cooper-H.R.D.) ... 61.20 m.p.h.

Race G. Handicap Challenge Race, All Capacity Sports and Super Sports Cars (5 Laps)

Again, so big was the entry that two heats were run. In heat 1 Buncombe's H.R.G. led for two laps, then Sparrowe's Morgan went past and Lyons' Connaught displaced Pople's "TC" M.G. in third place for a lap—Lyons was crowded out by Fisher's Aston-Martin on one corner while trying to pass on the inside, but he really went motoring, to win from Sparrowe and Watkins' Healey. A varied field, including a crawling "12/50" Alvis, a fine Hotchkiss saloon and a nice "14/40" Delage, contested heat 2. Cleave's Morris led Moffat's M.G. for two laps, then Little's Bugatti swept into the lead, and a lap later Binns' "30/98" Vauxhall was second. French again left the road. The whole meeting was well run and jolly good fun.

		min.	*sec.*
1st:	J. Lyons (1,767-c.c. Connaught) ...	11	16.0
2nd:	J. M. Sparrowe (1,098-c.c. Morgan)	11	28.4
3rd:	J. E. B. Little (2,261-c.c. Bugatti, s/c.)	11	33.4

500-c.c. Car Racing at Brands Hatch

THE first car-race meeting was held at Brands Hatch new 1-mile circuit on April 16th. These were races, and all but one were so closely contested that the leaders, even after 30 miles, were all on the same lap at the finish. Add to this the excellent view of the whole course which spectators enjoy, either from the fences or from their cars parked on the sloping banks, slick organisation, a John Bolster commentary, expert driving and a total absence of unnecessary "officialdom and red-tape" and Brands Hatch will be seen to have a very promising future. The setting is delightful and some 7,000 people are believed to have attended. We are glad that the 500 Club has "come home" with such an excellent venue; all credit to their hard-working secretary, J. F. Gale. We recommend those who are not at Le Mans on June 25th to attend the next car meeting at Brands Hatch. Note that the cars lap faster than motor-cycles at this famous two-wheeler venue! The fastest lap announced was by Carter (Cooper), at 64.76 m.p.h.

Amateur-built Car Race (10 Laps)

A breathless race! The Parker led the front-drive Emeryson, was passed, then Parker made a great effort to repass along the finishing straight but went on to the grass in doing so. Emery then had trouble, as did Bacon's F.H.B., while Spink's G.S.3 spun at Paddock corner.

1st: D. Parker (Parker-J.A.P.) ... 59.24 m.p.h.
2nd: P. R. Emery (Emeryson-J.A.P.), 13 sec. behind.
3rd: G. Spink (G.S.3-Norton).

Open Challenge Race (Final—10 Laps)

This was run in three seven-lap heats and a Final. Parker and Baird lost time by stalling at the start of heat 1. The Rhiando-Trimax retired after a lap. John Cooper won convincingly at 60.81 m.p.h., 3.8. sec ahead of Brown, Parker coming in a gallant third. Aston started badly in heat 2 and Whitehouse came through between Coldham and Carter, but the latter repassed on the last lap to win at 61.57 m.p.h., 0.4 sec. ahead of Whitehouse, Coldham third—a magnificent race! Interest was lent to heat 3

by the appearance of Stirling Moss, but his Cooper seized its piston as he was chasing Bottoms' J.B.S. after four laps. The race was then a procession, Bottoms winning at 61.95 m.p.h., 13.8 sec. ahead of Sykes' Cooper, Christie third. The Final was a fine tussle between Carter and Whitehouse, Parker making a bad start from the back row but duelling with Sykes, and Bottoms losing time on the grass at Paddock bend. May's Cooper retired.

1st: K. E. Carter (Cooper) ... 62.84 m.p.h.
2nd: W. J. Whitehouse (Cooper), 1.8 sec. behind.
3rd: J. N. Cooper (Cooper).

Professionally-built Cars Race (Final—20 Laps)

This was in three 10-lap heats and a 20-lap Final. In heat 1 Aston's Cooper led Brandon for five laps, then seized solid. Brandon built up so vast a lead he slowed to converse with the crowd. Lambert's Cooper also retired, leaving Brandon at 58.3 m.p.h., 46 sec. in front of Baird's Marwyn, the only other finisher. Heat 2 was exciting, for with Brown's Cooper out in front Spike Rhiando's rear-engined Rhiando-Trimax fought a stirring duel with Winterbottom's Cooper-H.R.D., first one leading then the other, Spike grand on the corners. Alas, the bugs aren't out of the Trimax yet and it retired on lap 9, whereupon Christie took up the challenge and passed Winterbottom, losing to Brown by 2.8 sec., the average being 59.88 m.p.h. Coldham and Carter led until 6 of heat 3, when Coldham retired and Whitehouse set about catching Carter, which he did by a prodigious effort at the top bend on lap 8, finally winning at 62.26 m.p.h., by 1.7 sec., John Cooper third. In the Final Whitehouse showed his mastery, catching Cooper at the downhill corner, while Coldham also came by, Carter now as fast, but a lap in arrears.

1st: W. J. Whitehouse (Cooper-Norton), 63.13 m.p.h.
2nd: S. A. Coldham (Cooper-J.A.P.), 3.6 sec. behind.
3rd: J. N. Cooper (Cooper-J.A.P.).

Championship Race (30 Laps)

This gruelling race eliminated cars one by one, John Cooper's engine seizing, the Emeryson spluttering round, Bottoms going out at lap 17, when the Emeryson finally stopped. Whitehouse proved his and the Norton engine's real superiority and won again, a fine exhibition of driving, during which he was careful to look behind before pulling over to pass. Parker finished fourth.

1st: W. J. Whitehouse (Cooper-Norton), 63.66 m.p.h.
2nd: E. Brandon (Cooper-J.A.P.), 8.8 sec. behind.
3rd: A. E. Brown (Cooper-J.A.P.).

ALFA-ROMEO WIN THE TARGA FLORIO

This year's Targa Florio was an exciting and arduous race. Out of 186 starters, only 79 finished. Alberto Ascari led at first in the new 2.4-litre V12 Ferrari, but 680 miles in the rain is a long way, and Biondetti, who won for Ferrari in 1948 and 1949, but who this year was driving an XK 120 Jaguar, was pressing Ascari hard until engine trouble put him out. Then Rol in an experimental 2½-litre Alfa-Romeo came up into the lead, chased by Cortese in a Le Mans Frazer-Nash—and how encouraging it is that crack Continental drivers now drive British cars from choice. Alas, the petrol tanks of both these cars gave way, and Bornigia's 2½-litre Alfa-Romeo moved up to first place.

Lance Macklin had the misfortune to end up in one of those ravines for which the Targa Florio is famous, putting paid to the chances of the 2½-litre Aston-Martin and Sydney Allard's Cadillac-Allard crashed, the occupants got out, the fuel came out and the car was burnt out—bad luck indeed. Wisdom and Hume did distinctly better in the "Silverstone" Healey, finishing fourth in their class.

No one caught the Bornigias, who won easily at 53.87 m.p.h., chased home by the 2-litre Ferraris of Bernebei and Lamotta. Villoresi ditched his Ferrari, went on, was delayed with gearbox trouble, but finished 13th. Scotti's fourth place with the 1,100-c.c. Ermini was a stout effort.

1st: Mario Bornigia and Franco Bornigia (2.5-litre Alfa-Romeo), 12 hr. 26 min. 33 sec., 53.87 m.p.h.
2nd: Inico Bernabei (2-litre Ferrari), 12 hr. 38 min. 2 sec.
3rd: Stefano Lamotta (2-litre Ferrari), 12 hr. 53 min. 5 sec.
4th: Scotti (1,100-c.c. Ermini), 12 hr. 57 min. 31 sec.
5th: Nicola Musmeci (2.5-litre Maserati), 13 hr. 2 min.
6th: Scagliarini (1,100-c.c. Abarth); 7th: Franco Rol (2.5-litre Alfa-Romeo); 8th: Schwelm (2.5-litre Alfa-Romeo); 9th: Faraco (Cisitalia); 10th: Musso (Ferrari); 13th: Villoresi (2.4-litre Ferrari); 16th: Wisdom and Hume (Healey).

SPORTS CLASSES (750 c.c.):
1st: Apruzzi (F.I.A.T. Giannini), 14 hr. 5 min. 23 sec.
2nd: Taraschi (Giaur), 14 hr. 45 min. 35 sec.

1,100 C.C.:
1st: Scotti (Ermini-F.I.A.T.), 12 hr. 57 min. 31 sec.
2nd: Scagliarini (Abarth), 13 hr. 5 min. 29 sec.

2-LITRES:
1st: Bernabei (Ferrari), 12 hr. 38 min. 2 sec.
2nd: Lamotta (Ferrari), 12 hr. 53 min. 5 sec.
3rd: Musso (Ferrari), 13 hr. 20 min. 1 sec.

UNLIMITED:
1st: Bornigia (Alfa-Romeo), 12 hr. 26 min. 33 sec.
2nd: Musmeci (Alfa-Romeo), 13 hr. 2 min. 18 sec.
3rd: Rol (Alfa-Romeo exp.), 13 hr. 6 min. 10 sec.
4th: Wisdom and Hume (Healey), 13 hr. 38 min. 6 sec.

MONZA

At Monza on March 26th two two-hour races with starts on Le Mans lines were held, one for closed or convertible cars conforming to the new International touring-car regulations and the other for sports cars, which also had to have closed or drophead bodies. Bordoni's 1½-litre Maserati—fancy a touring Maserati!—covered greatest distance of 32 starters in the first race, averaging 79.3 m.p.h. In the sports-car event, Lance Macklin led for some time in the new production-model 2½-litre six-cylinder Lagonda-engined Aston-Martin, but finally finished second in his class to Sanesi, whose Alfa-Romeo went about 12 miles further. After the race there was a concours d'élégance for those cars which finished the course, and this the saloon Aston-Martin won.

750-C.C. TOURING CARS.—Ferrario (F.I.A.T.), 58.99 m.p.h.
1,100-C.C. TOURING CARS.—Pagani (Cisitalia), 79.12 m.p.h.
1,500-C.C. TOURING CARS.—Bordoni (Maserati) 79.30 m.p.h.
UNLIMITED TOURING CARS.—Piotti (Alfa-Romeo), 79.12 m.p.h.
750-C.C. SPORTS CARS.—Zagato (F.I.A.T.), 65.08 m.p.h.
1,100-C.C. SPORTS CARS.—Scagliarini (Abarth), 85.01 m.p.h.
2,000-C.C. SPORTS CARS.—Stagnoli (Ferrari), 90.17 m.p.h.
UNLIMITED SPORTS CARS.—Sanesi (Alfa-Romeo), 91.78 m.p.h.
CONCOURS D'ELEGANCE.—Macklin (Aston-Martin).

Letters from Readers

ROLLS-BENTLEY COMPARISONS

Sir,

As a regular reader who appreciates the unbiased manner in which you write about motor cars, I would like to put the following question to you.

Everyone (except your journal) speaks of the great superiority in performance of the Mark VI Bentley over its pre-war counterpart. One has read of this difference on many occasions, and if one dares to enter one of those exclusive London showrooms where such cars are sold, it will be about the first utterance made.

Yet when I look at back numbers of the motor papers I find that the reverse is the case. Indeed, the early car would appear to out-perform its post-war descendant to quite a marked degree. Here, for instance, are some acceleration figures given for the 1936 4¼-litre and the 1947 Mark VI Bentley. Both, for the sake of fairness, are taken from the *Autocar*.

0–50 m.p.h.	Mark VI	12.5 sec.	
0–50 ,,	1936 4¼-litre	10.3	,,
0–60 ,,	Mark VI	17.5	,,
0–60 ,,	1936 4¼-litre	15.5	,,
0–70 ,,	Mark VI	25.8	,,
0–70 ,,	1936 4¼-litre	21.1	,,

It might be thought that some freak conditions mitigated in favour of the early car to refute all that has been said and written. I thought that this must be the case until I looked up road tests for the 1937, 1938 and 1939 cars. But here again it was the same story. In each case the pre-war car out-performanced the Mark VI. I cannot, unfortunately, give you a fair maximum speed comparison because the *Autocar* in respect of the Mark VI remains silent on this point. It does, however, give me a "best" figure over the ¼-mile of 94.74 m.p.h. for the 1936 job, while "The *Motor* Year Book" gives 92.9 m.p.h. for the Mark VI.

I suppose that some people might say that there is "nothing in" all these figures (although that is not my view, particularly when I compare the acceleration from 0–70 m.p.h.). Whatever is said, however, the fact remains that on *Autocar* evidence, the Mark VI does *not* outshine its ancestor.

I am, Yours, etc.,
Lyndhurst. ANDREW LLOYD.

[The latest *Autocar* figures for the Mk. VI to 50, 60 and 70 m.p.h. are 13.9, 19.8 and 28.3 sec.—ED.]

* * *

ANOTHER GYRO-CAR

Sir,

Your contributor "Baladeur," whose most interesting comments on the Wolseley gyro-car appeared in the March issue, may be interested to know that the Giesberger two-wheeled gyro-chassis was shown at the 1921 Paris Salon. It had a water-cooled, four-cylinder engine, three-speed gearbox and double shaft-drive. The gyroscope was in the rear wheel and the front wheel was flanked on each side by the radiator.

I am, Yours, etc.,
Fleet. "CHASSIS."

[We do not necessarily associate ourselves with opinions expressed by correspondents. We regret that owing to pressure on space many letters are held over.—ED.]

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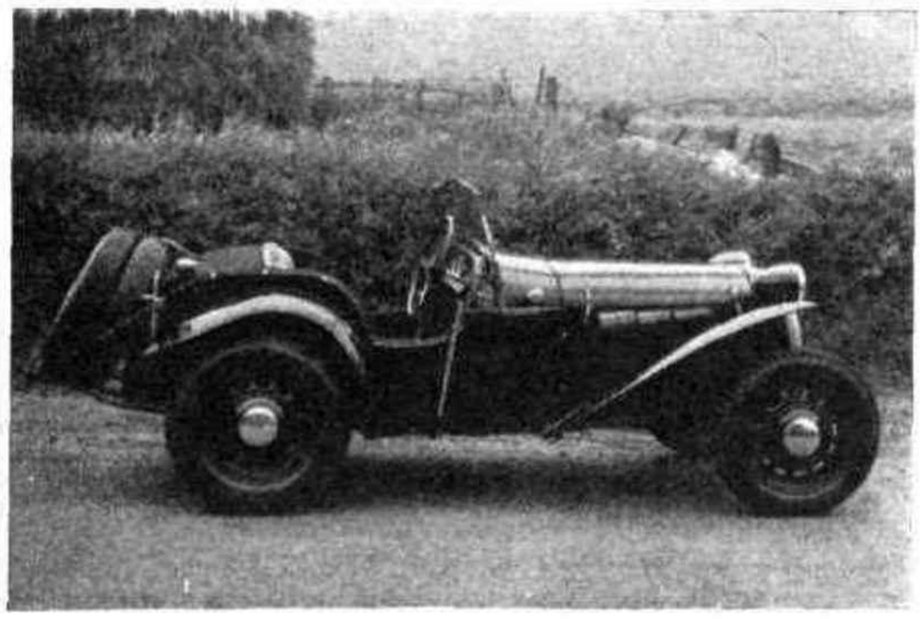
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AUSTIN SEVEN, 1934, FRONT AXLE ASSEMBLY complete, with reset spring, radius-arms, and two wheels fitted new 19 by 4-in. tyres and tubes; £8 10s. Tel.: Wembley 3101 (after 6.30 p.m.). [305

1½-LITRE 2-seater drophead coupé, French Tracta, f.w.d., two engines, many other spares. £130. Tel.: Knightsbridge 1852 (before 10 a.m.). [308

LAGONDA 6-cylinder Weymann saloon, 1928. Resleeved and in excellent mechanical condition. Ideal holiday car. £175; seen by appointment. Humphris, Chavey House, Winkfield Row, Bracknell. [309

HUMBER fabric sports saloon, 23.8 h.p., 1932. Engine completely overhauled, not yet run-in. Body fairly good. Taxed and insured. £250. Captain Cole, Moult Tors, Salcombe, Devon. [310

750-C.C. "ULSTER"-TYPE SPECIAL AUSTIN. Body and mechanics in excellent condition. Unblown, but back axle would suit. £150, offers or exchanges considered. Ingham, Fernlea, Kenilworth, Warkwickshire. [311

BENTLEY 3-LITRE, 1925, Blue Label 4-seater tourer, in exceptional condition. Entered last Eastbourne Rally. Guaranteed 75 m.p.h., with twin S.U. slopers. £300, or nearest offer. Lieut. P. R. Sullivan-Tailyour, R.N., Fieldgate House, Horndean, Hants. [313

FOR SALE—*continued*

SUPERCHARGER, ARNOTT No. 2800, complete with carburetter, as new, never been fitted. Suitable for 2/2½-litre car. £50. Thomas, Old Sodbury, Glos. [312

M.G. "PB" 2-seater. New aluminium body, cellulosed red; new hood and screens; bucket seats; rewired. Completely overhauled engine, not yet run-in. Taxed full comprehensive insurance. Full petrol. £340. Kent, 29, Downage, Hendon, N.W.4. [314

OFFERS INVITED for Y-model Ford Eight, damaged in smash. On view at Horners, Netherne Lane, Merstham, Surrey. [316

POST-WAR UNUSED ASTON-MARTIN "Spa"-type tubular chassis, integral with 2-door aerodynamic aluminium body shell, including doors and wings. Offers to Powers, Elmsted, Neasden Lane, London, N.W.10. Tel.: Gladstone 1163. [317

1932 RILEY NINE RADIATOR, £2. Crash-type gearbox, £3. Tel.: Battersea 1532. [318

ALVIS "12/50" 69/110 ENGINE, dismantling. All spares available. Linton, 17, Edgcumbe Gardens, Newquay, Cornwall. [319

BENTLEY, 1929, 4½-LITRE, 1940, *saloon body.* P.100s, telecontrols, etc. Good throughout. Ideal for enthusiast with family. Offers over £175. Box No. 213, MOTOR SPORT, 15, City Road, E.C.1. [320

14-H.P. RILEY SPECIAL, three S.U.s, Scintilla, 4.6 axle, short 2-seater. No hood or battery. £90. Letters to: Hill, 5, Lynton Avenue, W.13. [321

1934 LAGONDA RAPIER 4-seater tourer, laid up war period; over £100 on engine and body overhaul last 12 months; licensed Dec. and insured; £200. 1939 Jaguar 1½-litre saloon, black; perfect; taxed Dec.; £400; for sale as new car expected. Various new pistons: Morris Eight, std. and .040, 30s. set; Morris Ten, .030, 35s. set; Morris, Wolseley "14/6," std. and .030, 45s. set. Six liners, 36s. set; six S.S., .030, 47s. 6d. set; four Standard Nine, .060, 30s. set; four Standard Twelve, .040, 40s. set. Also various vintage pistons. Greenwood, Dunkirk House, Halifax. Tel.: Halifax 61359. [322

STANDARD EIGHT ENGINE, 1939/47, complete with manifold, carburetter, petrol pump and magneto, in almost new condition. Parkin, Chapel Lane, Heckmondwike, Yorks. Tel.: Heckmondwike 499. [325

FOR SALE—*continued*

LAGONDA "16/80," saloon. Original registration October, 1933. Good trim. Petrol; radio. Offers: Dr. Alexander, Butterknowle, Co. Durham. [323

"30/98" VAUXHALL, 1920, E-TYPE 2-seater. Condition as new; one owner for first 29 years; mileage under 20,000. New Dunlop tyres. Two spare front springs and all original tools. Engine No. E 261; chassis No. E 260. Nearest offer to £300 secures. George Oakley's Garage, Castle Foregate, Shrewsbury. Tel.: 3250. [324

1,500-C.C. F.I.A.T. pillarless saloon, in really good order, fast and economical; excellent roadholding and vision. Parkin, Chapel Lane, Heckmondwike, Yorks. Tel.: Heckmondwike 490. [325

1950 FORD TEN SPECIAL, smart coachbuilt 2-seater body. Vehicle as built this year. Double valve springs, hydraulic brakes, 6 : 1 rear axle; all-weather equipment. £160. 1934/35 supercharged "PA" M.G., resprayed cream; engine not run-in after complete overhaul; bills all shown; vehicle as new; £235. 1933/34 "J2" M.G., resleeved engine; bills for over £100 spent on car; any trial; body perfect: £175, or near offer. P. S. Bailey, The Old Rectory Hotel, Stoneham Lane, Eastleigh, Hants. Tel.: Eastleigh 871941. [327

ALVIS "12/60," all spares for sale. New and secondhand. Derek Arbenz, "Kingswood," Packhorse Lane, Hollywood, near Birmingham. [336

1934 RILEY NINE SPARES: Bronze oil pump, as new; clutch thrust bearing, new; four door hinges, new; one Wilmot Breedan door lock, new, 1930. 100, Northfield Road, Peterborough. [337

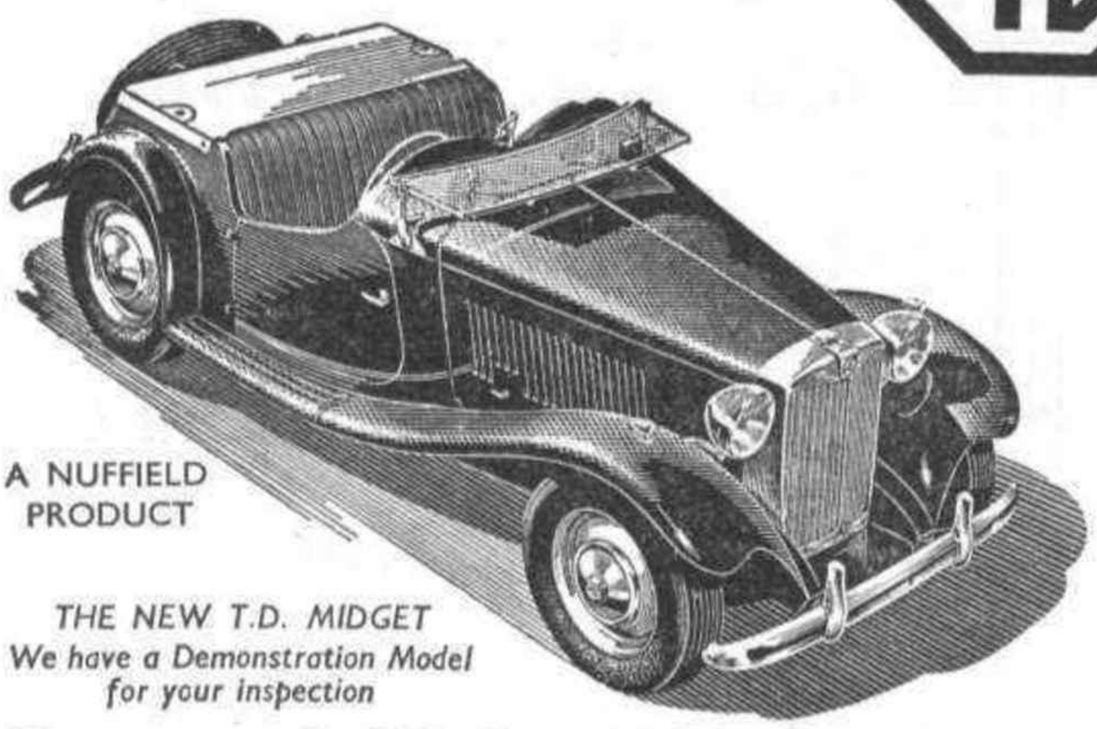
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1934 ALVIS SPEED TWENTY being stripped. Any spare parts wanted? Engine sold as one unit (just been overhauled). The Old Rectory, Winteringham, Scunthorpe, Lincs. [339

ALVIS SPEED TWENTY: two 6.00 by 20 wheels, tyres, tubes, £4 each; 5-in. 100-m.p.h. speedometer, cable, overhauled, £3; B.T.H. magneto, recent rebuild, perfect, £7. Speed Twenty-five i.f.s., complete, £12 10s. Waring, 7, Howitt Close, Hampstead, N.W.3. Tel.: Primrose 0527. [360

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1932 MORRIS "11.9," 2-seater. Large luggage boot. Good hood. Good condition. Taxed and insured. Petrol coupons. £69. Howorth, 8, Joseph Street, Littleborough, Lancs. [342

NEW FORD V8 TUNED ENGINE, B.T.H. magneto, special carburetter, starter, dynamo complete; also reconditioned Railton engine. Offers wanted: Hackett, 260, London Road, Hazel Grove, Cheshire. Tel.: Great Moor 3093. [343

MORRIS MINOR, 1931, S.V. ENGINE, complete with accessories, £5. R. J. Wilson, "Woodlands," Gildersome, near Leeds. [344

ALVIS "12/60," 1932, "Beetleback" 2-seater, competition model. Taxed, insured, petrol; 30 lb. oil pressure, hot. £160. S.A.E. please. Brook, Wisborough Lodge, Wisborough Green, Sussex. [345

SWALLOW HORNET, 1932, 4-seater. Taxed; new tyres, new hood and sidescreens; knock-on wheels, large slab-tank with quick release fillers; 5-in. speedometer and rev.-counter, five other instruments; 4-speed remote control; twin S.U.s, stone-guard, spring wheel, tonneau cover, etc. £150. Broadway Service Garage, Shanklin Road, N.8. Tel.: Mountview 5287. [346

1937 MORRIS EIGHT tourer, good order; new hood, screens, tyres and battery; exchange for larger car, about 12 h.p., Alvis, Riley, Lagonda, preferred; or sell about £175. Also Sunbeam 1932 Speed Twenty drophead, perfect condition throughout; at present running supercharged; £175. Would exchange both cars for sports tourer or drophead value about £350. White, St. Just, Bramhall, Cheshire. Tel.: Bramhall 2048. [347

SHORT-CHASSIS 2-SEATER V8 SPECIAL, £10 tax. Fitted new Mercury engine; tough trials and fast road car; eight new tyres and many extras, including twin carbs. and manifold. Also spare 3,622-c.c. Ford V8 engine, used but sound. Reason for sale, got "500." Leigh, 104, Mossley Road, Grasscroft, Oldham, Lancs. [348

"PB" MIDGET INSTRUCTION MANUAL, 25s.; four new trunnions, 5s.; o.h. cam Minor starter, £1; gearbox, 25s.; steering column and box, 15s.; starting handle, 2s. 6d.; block, crankshaft, 30s.; brake linings, new, 7s. 6d.; road wheel, 7s. 6d. The lot for first cheque £5. "The Chestnuts," Cloves Hill, Morley, Derby. [350

HEALEY, 2-seater body, 1947, in alloy and hand-built. Fold-flat screen with twin wipers, powerful Lucas headlamps. Bucket seats in real hide and Dunlopillo; all-weather equipment. Beautifully finished in green and sparkling chrome. Nearest £105. "The Chestnuts," Cloves Hill, Morley, Derby. [351

COUNTY ARMS GARAGE.—£85—1931 Talbot Speed "90" saloon, fine example of this renowned model. Speedo.-rev.-counter, c.r. crash box, high axle ratio; very nice body with pointed tail; taxed. £135—1934 M.G. "18/80" open 4-seater, a particularly good one. £125—1934 S.S. 16-h.p. sports saloon; recent £48 overhaul; taxed. £85—very good specimen Edwardian Renault 2-cylinder 2-seater. County Arms Garage, 343, Trinity Road, Wandsworth, S.W.18. Tel.: Battersea 0509. [353

TO FORD V8 SPECIAL BUILDERS.—Ford Mercury engines, from £12 10s.; gearboxes, from £10; front and rear axles, Lockheed brake type, and all other parts. Also all Ford Ten parts for specials. Specials built to order. Onslow Bartlett, Wharfdale Garage Ltd., Wharfdale Road, Bournemouth. Tel.: Westbourne 64497. [255

AUSTIN "BIG" SEVEN front and rear axles, complete engine, etc., for sale, cheap. Wharfdale Garage Ltd., Wharfdale Road, Bournemouth. Tel.: Westbourne 64497. [256

AUSFORD TRIALS 2-SEATER. Dellow-blown Ford Eight engine and gearbox in Austin Seven open 2-seater. £225. Onslow Bartlett, Wharfdale Garage Ltd., Wharfdale Road, Bournemouth. Tel.: Westbourne 64497. [257

COMPREHENSIVE STOCK of new and secondhand Bugatti spare parts for most models. Continental Cars Ltd., Portsmouth Road, Send, Surrey. Tel.: Ripley 3122. [361

RILEY KESTREL, 16 H.P., Nov., 1940. Chassis faultless (written guarantee). Twin S.U.s, special exhaust manifold, oil coil, Caldwell heater; many spares. Black, brown leather. Details from: Philipps, 9, Leopold Grove, Blackpool. [362

ROUGH LANCIA LAMBDA. 14 H.P., suitable spares. No engine. Good hood, screens, axle, suspension. Tow away. £20. Wanted: Lambda handbook. 14, Cranley Gardens, Wallington, Surrey. [363

A.C. 1937/8 SPECIAL "16/80," fixed-head coupé. Entirely rebuilt and reconditioned; is just run-in and possesses many unique features and extras; £500. Am interested in Six-Light Kestrel. Jones, 8, Lumley Gardens, Cheam, Surrey. Tel.: Fairlands 6973. [367

FOR SALE—*continued*

"MOTOR SPORT." Bound copies, 1945, 1946; unbound, 1947, 1948. 1949 complete less November, December. All clean condition. Offers? Morgan, 7, Byards Croft, S.W.16. [364

FRAZER-NASH-B.M.W., MODEL 55, sports 2-seater, 1936. Mileage 35,813; engine linered, not fully run-in; completely overhauled; fitted rear telecontrols, five new tyres; resprayed dark green, and in showroom condition; 28-30 m.p.g. and real performance. Probably finest Model 55 now available. Expert examination invited; trial to genuine prospective purchaser. £375. Wagner, 73, Addiscombe Road, Croydon. Tel.: Croydon 0918. [368

SUPERCHARGED 4½-LITRE BENTLEY, 1930 SM Series. New drophead coupé body in 1936. Brakes just relined and modified to Lockheed operation. Telecontrols. Very luxurious and potent car in good condition. £575 or near offer. Chawner, 141, Marsland Road, Sale, Cheshire. Tel.: Sale 4946. [369

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P-type M.G. 2-seater, 1934	**£185**
P-type M.G. 2-seater, 1935	**£195**
Riley 14-h.p. saloon, 1933, manual gearbox	**£165**
Invicta 1½-litre sports saloon, 1932	**£150**
Riley 14-h.p. Kestrel saloon, 1934	**£175**
Austin 7-h.p. Swallow saloon, 1931	**£85**
Austin "12/4" taxi-cabriolet, 1932	**£55**

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AUSTIN SEVEN SPORTS reinforced chassis for sale. Complete with engine, gearbox, transmission, radiator shell and headlamps rechromed; three spare wheels. Ready for body. Reason for sale, owner getting married! Box No. 218, MOTOR SPORT, 15, City Road, E.C.1. [373

TWO 1947 DOT 2-stroke, 3-speed, motor delivery tricycles for outright sale at low prices, or consider exchange for Riley Nine, Austin Seven, Aston, or similar, in good order; "open" preferred. What offers? R. Gray & Son, Hillcrest Garage, Branton, Doncaster. Tel.: Doncaster 55314. [374

LUCAS VERTICAL 4VRA MAGNETOS, suitable for any T-type M.G.s; only run a few hours, almost new; £5 each. Radiator thermometers, complete with tubing and dashboard fitting, 120 to 240 deg. F., new, 12s. 6d., post free. C. H. Foster, 2, Manor Road, Sealand, Chester. [375

RILEY RECONDITIONED DYNAMO, genuine Lucas armature (value 77s. 6d.), new bearings, brushes, £6 or near. Also magnetos and other spares. Box No. 219, MOTOR SPORT, 15, City Road, E.C.1. [376

FRAZER-NASH, 1931. 4ED Meadows, 2-seater. Recently completely overhauled. Full road equipment. Licensed half-rate. Very economical; very fast and reliable. £250. Box No. 220, MOTOR SPORT, 15, City Road, E.C.1. [377

4½-LITRE BENTLEY tourer, "D" gearbox. 100 per cent. £350, offers. Consider exchange 3-litre. 1, Station Terrace, Kensal Rise, N.W.10. Tel.: Ladbroke 1992. [379

FOR SALE—*continued*

CITROEN TWELVE saloon, 1938, GEH 680. Carefully maintained by third engineer-owner. Front end "works" overhauled recently; good tyres. Basic includes November. Seen Brown Enclosure, Silverstone, May 13th. Employers providing car. Bills and detailed log available. £450. Morgan, "Longmead," Mount Pleasant, Kingswinford, Staffs. [378

LUCAS P.100, fitted stone-guards, £25. Allard twin manifold, fitting and carbs., £12 10s. 1939 Ford Ten rear axle, complete, £15. 34, Bower Road, Ashton, Bristol. Tel.: Bristol 64709. [382

RILEY NINE, block cracked, but "works" tuned engine supplied, £85. 34, Bower Road, Ashton, Bristol. Tel.: Bristol 64709. [383

ALVIS SPEED TWENTY sports 2/4-seater. First-class condition throughout. New tyres, new hood, new batteries. Originally built and prepared for Le Mans. £350, or exchange for family saloon. Apply: Stony Ridge, Grove Road, Ilkley, Yorks. [385

TYPE 509A F.I.A.T., 8 H.P., 1927, occasional 4-seater. Completely overhauled; Runbaken coil, S.U. petrol pump, 9-in. dipping headlamps, pass-light, two 120-amp. batteries, 120-m.p.h. speedometer, 5-in. tachometer with clock inset. Coupons for six months. Spares for engine, gearbox, complete starter, and dynamo. No hood. £70, or near offer. Davidson, 6, Ranelagh Mansions, London, S.W.6. [387

TALBOT "8/18" SPARES, some new. Axle, clutch, crown-wheels, Delco-Remy distributor, etc. Prices on application. Box No. 222, MOTOR SPORT, 15, City Road, E.C.1. [388

AUSTIN SEVEN 1938 VAN BODY, complete with radiator shell, all wings, lamps, scuttle, windscreen, instrument panel, seats, three 18-in. wheels, excellent 4.00-in. tyres. 1938 3-bearing engine from above, 20,000 miles, good condition, complete with all auxiliaries and clutch but less gearbox. £40 the lot, or will separate. Box No. 223, MOTOR SPORT, 15, City Road, London, E.C.1. [389

CROSSLEY TEN, 1933, in running order, minus body, £35. 13, Cressage Close, Southall, Middlesex. [390

TRIUMPH GLORIA, 1934, front and rear axles and wheels. Alvis S20, 1939, rear axle, gearbox and prop.-shaft. Alvis S20, 1934, chassis frame, with wheels and i.f.s. Morris Minor s.v., 1934, engine and gearbox for spares. Ellis, Port Street, Evesham, Worcs. Tel.: Evesham 6004. [395

TC-MODEL M.G., 1946/47. A perfectly maintained car in superb condition, with many extras, including specially made hood, Fram filter, racing visors, Masteradio, luggage rack, twin spotlights and horns, four good tyres, spare unused, tonneau, thermometers, etc. Owner buying larger car. What offers? Seen London, West End. J. Wallrock, 25, Portman Square, W.1, or Tel.: Welbeck 8123, after 6 p.m. [396

RILEY NINE: Flywheel, clutch, camshafts, sump, carburetter, manifold, rocker-box, gearbox gears, brake drums, shoes, steering wheel, etc., £8. Sealey, 34, Ravenscraig Road, N.11. [397

SALOON BODY of 20.8-h.p. Sunbeam for sale, or exchange open body. Tel.: Harrow 4628. [398

£67 10s.—F.I.A.T. 11.9-H.P., MODEL 504. Starter overhauled, new flywheel; resprayed. Petrol. 62, Longmore Avenue, New Barnet. Tel.: Barnet 2019. [399

BENTLEY 3-LITRE RED LABEL, 1925, Speed Model, 2-seater. Hood. Four new tyres. Excellent condition. £270. Brake, 11, Warren Avenue, Richmond, Surrey. Tel.: Prospect 3385. [400

LANCIA LAMBDA, 6TH SERIES, 1926, tourer. Resprayed, re-upholstered, rewired. Requires hood. Offers around £110. Exchange Ford Eight, Vauxhall Fourteen saloon, Talbot Fourteen. Scutt, Meadows, Clay Lane, Chichester. Tel.: Chichester 3174. [401

ALVIS, 1932, 16.9-H.P., all spares. Alvis 20-in. k.o. wheels, good condition, £2 each. Alvis 1932 "12/50" engine, less head and electrics, £12. Radiator, £3 10s. Pair 600 by 20 unused "Tyresoles," £3 10s. each. Pair 35-mm. d.d. S.U. carbs., ex-Wolseley 21, £5. 600 by 20 R.W. k.o. wheel, perfect, "52" hub, £2. 19-in. k.o. M.G. or Le Mans, £2. 12-v. klaxon horns, 25s. each. Unused aircraft plugs, 18 mm., standard push-in lead ends, 1s. 6d. each complete. D. Bagshaw, The Green, Bath Street, Belgrave, Leicester. [402

1941 HUMBER SUPER SNIPE open 5-seater staff car. £10 tax. Very fast. Little used. £230. 42a, Boston Road, Hanwell, W.7. [403

500-C.C. RACING CAR, underslung chassis, mostly Austin Seven parts. Modified Velocette engine. Martlet h.c. pistons, c.r. gearbox; new tyres; aluminium body. Passed scrutineer, ready to race. £95. Baldock, Bewley Cottage, Ightham, near Sevenoaks. Tel.: Plaxtol 350. [406

COMPLETE I.F.S. SET, of original design. Suitable for building experimental car. F. W. (Freddie) Dixon, "Ardverness," Wray Common Road, Reigate. [407

LAGONDA 2-LITRE "16/80," S-TYPE, 4-seater tourer. Black. Engine and chassis very good condition. Bodywork, hood, sidescreens, good condition. £220. Seen Leeds or within 60 miles radius. Tel.: Leeds 73693, or write: Whaley, Breary Lane, Bramhope, Leeds. [416

FOR SALE—*continued*

RILEY SPARES. Special racing camshafts, special axle ratios, h.c. pistons, and many other parts. F. W. (Freddie) Dixon, " Ardverness," Wray Common Road, Reigate. [408

RILEY FRONT AXLE, complete with swivels, pins and bushes. As new. Fit most pre-war models. £10. F. W. (Freddie) Dixon, " Ardverness," Wray Common Road, Reigate. [409

ASTON-MARTIN, 1934, Bertelli saloon, 11.9 h.p., history and mileage, etc., unknown. but goes like a bomb. Round-the-clock oil pressure. Engine, gearbox, transmission, back end, steering, sound. Two new " Forts " on front ; three spare wheels. Ideal car for family man. Sacrifice at £175. Consider swap for Lancia or Red Label 4-seater, but prefer straight sale. Middleton, 9, Alexandra Road, Balby, Doncaster. [410

EXCHANGE OR SELL my 2-seater sports racing Riley, 1,100 c.c., for any other car or £185 cash. Croysdill, Ellenbrook Club, St. Alban Road, Hatfield. [413

BUGATTI TYPE 40 SPRINGS, good, 50s. Twelve motor-racing books, 50s. Wanted, urgently : Bugatti Type 50 or 54 dashboard instruments. Lloyd, Powells Lane, Welshpool, Montg. [413

AUSTIN SEVEN, 1932, silencer, gearboxes ; M.G., 3-speed ; Riley Twelve, Buick ; 50s. each. Motorboat, £20. 28, Maidenhead Road, Stratford-on-Avon. [414

RILEY SPARES : Two 30-mm. Zeniths, ex-" Imp," £4 ; one S.U., black and chrome, as new, 25s.; Scintilla Vertex, N.V.4, for Riley Nine, reconditioned and as new, £5. M.G. spares : two " P/PB " rear suspension pins (new), 25s.; solid copper 1/64-in. head gasket and two Lucas Altette horns, 35s. 7, North Hermitage, Shrewsbury. [415

3-LITRE LAGONDA pillarless saloon, re-registered 1947, £10 tax. Engine just overhauled by Davies Motors, also general body check-over, respray, new roof, etc. A most attractive car, eminently suitable for fast continental touring. Tyres nearly new ; four good extra spare covers available if wanted. £395. Stark, 6, Castle Street, Cambridge. [417

1926 MORRIS-OXFORD open tourer, 14 h.p. Good running order ; body sound, tyres good. Offers around £35. Box No. 227, MOTOR SPORT, 15, City Road, E.C.1. [418

LAGONDA 4½-LITRE pillarless saloon, taxed, magnificent condition and appearance. Rechromed throughout. Dunlopillo pigskin upholstery. Over £100 overhaul ; very fast. Offers, or would exchange for smaller car. Shead, 55, Mayplace Road East, Barnehurst, Kent. Tel. : Bexleyheath 954. [420

FORD TEN-ENGINED TRIALS SPECIAL, winner of numerous awards, not a freak but complete motor car with hood, windscreen, doors, etc. Would sell or exchange for roomier car, with cash adjustment either way. Selley, 24, Hartley Way, Purley. Tel. : Uplands 2949. [421

HEADSCARVES ! (squares). Gaily colour-printed with leading British and continental racing and sports-car motifs. Ideal for the girl enthusiast ; 30s. Vintage or veteran selection, 35s. Any make to order, 40s. Ties ! State colour, any make, 21s. Individual productions. Finest materials. All post paid. Rich, Steelgreen, Millom, Cumberland. [422

FOUR-CYLINDER SCINTILLA VERTEX, as new, £6. " 12/50 " Alvis Hardy-Spicer prop.-shaft, 50s. Smith's 8-day dash stop-clock, £5. Rich, Steelgreen, Millom, Cumberland. [423

FRONT WINGS and five 6.00 by 21 tyres and tubes, ex-4½-litre Bentley, £15 or thereabouts. Box No. 424, MOTOR SPORT, 15, City Road, E.C.1. [424

£175 OR NEAR OFFER.—M.G. Magna, Type F. *Excellent condition, new hood, tonneau, battery,* tyres ; rewired. 136, Woodside Green, London, S.E.25. [426

FOR SALE—*continued*

S.S.100.—1936 special 2½-litre model. Recently rebored, rewired and completely overhauled—carefully run-in (speedometer 2,000 since). Good all-weather equipment ; wireless ; almost new tyres. Taxed end of year. Any trial. Bargain for genuine enthusiast. Nearest offer to 525 guineas. Monk, Yew Tree Cottage, Thruxton, Andover, Hants. [427

SPEED TWENTY ALVIS pillarless saloon. Beautiful two-tone grey body by Freestone & Webb. Engine just reconditioned. Whole car as new. Three months' guarantee. Magnificent Alvis. £450. Box No. 229, MOTOR SPORT, 15, City Road, E.C.1. [428

£35—SALMSON. 1922 1,087-c.c. single push-rod o.h.v. open 2-seater. December petrol. Seen Chislehurst, Kent. Bensted-Smith, Pembroke College, Cambridge. [429

TWO NEW 5.00 BY 20 Dunlop covers and tubes, £8. 39, Duchy Road, Harrogate. [430

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£158 Lagonda 2-litre, 12.8-h.p., open Speed Model 4-seater. Black. Very sound vintage car.

£158 Singer Nine open sports 4-seater. Black and silver. All-over tonneau cover, fold-flat screen, etc.

£145 Alvis " 12/50 Beetleback " sports 2-seater. Black and red. New hood and sidescreens. Recently overhauled. Exceptionally fast example.

£110 Wolseley Hornet March Special 12-h.p. open sports 2/4-seater. Black. Slab tank, 5-in. rev.-counter, etc. Lovely engine.

£105 Avon Special 9-h.p. open sports 2-seater. Green. Really reliable and attractive little car. Sound as a bell.

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1934 DAIMLER drophead, very clean, with new tyres ; first £150, or part exchange. Now breaking for spares : 1931 Austin Sixteen and " heavy " Twelve, 1938 Ten ; Alvis Twenty and Twenty-five ; *Daimler 2½-litre and 1936 Fifteen* ; Daimler and Humber ex-W.D. recce. cars ; Morris Isis, Vauxhall Cadet, Talbot Fourteen, Humber " 8.9," Essex Super Six (1929), *Hudson 8-cylinder engine* and gearbox ; Ford Twenty-four, " 14.9," Twenty-two V8 and Model-T. Canadian Ford, ex-W.D. 3 tonner spares. All 27-h.p. Bedford spares. 1943 " bull-nose " short-wheelbase tipper, on 36 by 8s, £225. S.A.E. please, to : Tom Carruthers, Belmount, Carrutherstown, Dumfries. [431

M.G. MAGNETTE, TYPE K, 4-seater. All-weather equipment. Just overhauled, new batteries, etc. All petrol for 1950. *Fine performance.* £175. *Evenings,* call : 264, Demesne Road, Wallington. [433

RILEY FALCON " 12/4." £265, or exchange Ford *Prefect or similar. Cash adjustment either way.* A. Bond, 10, Holmwood Close, North Harrow, Middlesex. Tel. : Hatch End 582. [434

FOR SALE—*continued*

ALVIS 16.9-H.P. SILVER EAGLE, 1932, coachbuilt 4/6-seater tourer. Black, red leather upholstery. Recently recellulosed and fitted with full-length zipp tonneau cover and hood bag. Five new natural rubber tyres 2,000 miles ago, spare unused. Good hood and sidescreens. Consumption, 20 m.p.g. or better. The whole car in very attractive condition. Laid up during war and since run on basic only. Offered with full tank and all current coupons. £215 or near offer. Brooks, Tel. ; Upminster 4555, evenings and week-ends. [432

CITROEN, 1939, 12.9-H.P. saloon. Sliding roof, leather upholstery. Colour maroon. Good tyres. Philco radio. £395 or best offer secures. 18, Granville Court, London, N.4. Tel. : Mountview 3179. [436

BENTLEY 3-LITRE " T.T. REPLICA " chassis, fitted coachbuilt sports saloon in about 1932. Good condition except tyres. £165. Hub drawer, £2 5s. Set new shackle-pins and bushes, £4. Box No. 224, MOTOR SPORT, 15, City Road, E.C.1. [393

" BIG PORT " " 12/50 " ALVIS, 1928. Four-seater tourer with boot. Short-stroke engine, 3,000 miles since rebore and shaft regrind ; h.c. pistons ; 30 lb. oil pressure, hot ; rewired, new dashboard, new front wings ; Zenith d.d. carburetter ; S.U. pump ; good tyres ; new silencer ; hood. £110. P. B. Harrison, 9, Sheldon Avenue, Vicars Cross, Chester. [437

F.I.A.T. 500 ENGINE, 1939, excellent condition, less starter, dynamo, distributor and carburetter ; 2,000 miles since complete overhaul. Offers. Box No. 230, MOTOR SPORT, 15, City Road, E.C.1. [438

ROVER SIXTEEN, 2-seater, 1930. Exceptional mechanical condition, having done under 40,000 miles since new. Spare engine, radiator, axle parts, etc. Splendid opportunity for enthusiast or would make ideal towing car. £95. Refrigerator Contracts Ltd., 111, Randall Street, Sheffield, 2. [439

LANCHESTER TWENTY, 1926, landaulette, carefully stored many years. Two previous owners. Extraordinarily good condition, wings unbattered and unrusted. Beautiful o.h.c. engine with all Lanchester refinements ; f.w.b., sliding pinion gearbox, and excellent 5.25 by 21 Dunlops. Carries six in comfort, with outside luggage accommodation. To original specification, no restoration required. About £85. Seen by appointment only. Watkins, Hazel Cottage, Peaslake, Surrey. Tel. : Abinger 135. [440

ALVIS TWELVE F.W.D., supercharged 2-seater. Excellent condition, many spares, including engine. Nearest £200. Tomlin, 22, Bellingdon Road, Chesham, Bucks. [441

1929 LEA-FRANCIS " 12/40 " coupé, metal bodied. Excellent condition throughout. Meadows engine gives genuine 25 m.p.g. Recent complete engine overhaul including rebore and crank-grind. Trial any time, but preferably week-end. Outright sale or exchange for high horsepower car, with cash adjustment. Price very reasonable. Smith, 6, Wickdown Avenue, Moredon, Swindon, Wilts. [442

1939 PHILCO 2-WAVE CAR RADIO and suppressors. Not fitted since war ; just reconditioned ; £12. Also library motor-racing books and MOTOR SPORT, *Autocar* and *Motor.* Offers. Yew Tree Cottage, South Godstone. Tel. : Godstone 2127. [444

BENTLEY, 1931, 4½-LITRE open chassis, XT 3634, also Red Label 3-litre short wheelbase with 1929 4½-litre engine. Offers over £325 and £150, respectively, to : Hillman, Clark Street, Morecambe, Lancs. Tel. : Morecambe 407. [445

LEA-FRANCIS 12-H.P. *tourer, good runner ; good* hood and windscreen. Body shabby. £35. 11, Beauchamp Road, Upper Norwood, S.E.19. [452

1933 RILEY NINE LYNX, *superlative condition* Taxed year ; 35 m.p.g. Medical reason disposal. £250. 63, Kingsfield Drive, Manchester, 20. [453

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FOR SALE—*continued*

1927 LEA-FRANCIS 10-H.P. o.h.v. engine, requires attention; offers. Also gearbox and rear axle spares. Sell separately or offers the lot. Tompsett, Hawkchurch, Axminster, Devon. [446

TRIUMPH GLORIA saloon, 1935, 10.8 h.p. Just rebored, new clutch, carpets, springs, bushes, etc.; resprayed. £250. Exchange for larger Triumph, Rover or similar; adjustment. 49, Windsor Road, Cambridge. Tel.: Cambridge 56134. [447

1930 MORRIS POWER UNIT (4-cylinder, 15 h.p. lorry engine) mounted on stand; overhauled at cost of £26, unused since overhauled. In perfect condition. £25 or offers. Podd, 53, Carlton Road, Lowestoft. Tel.: Lowestoft 674. [449

3,622-C.C. V8-ENGINED sports car. Full coachbuilt body, two seats. Suitable for competition work. Vehicle as new. 700 miles only. 1949 construction. Terrific performance. £10 tax. £260. Details: 51, Richmond Wood Road, Bournemouth. [450

RILEY NINE SPECIAL. Four-seater coachbuilt open sports. Rebuilt 1947. Excellent condition. Underslung chassis; all-weather equipment. Sale or exchange slightly larger sports. Write: Garth, "Rosemary," Bradshaw, Halifax. [454

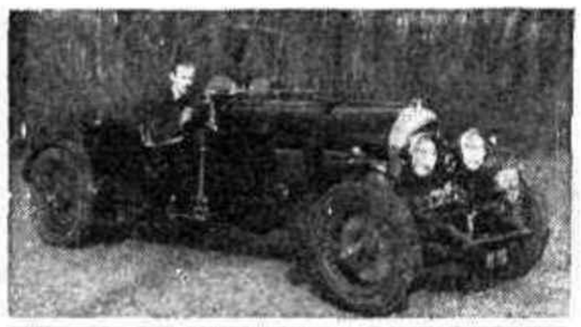
BENTLEY 3-LITRE RED LABEL open Speed 4-seater. Body by Gurney Nutting; cut-away driver's side; tonneau and hood. Quiet, flexible engine, uses no oil; high oil pressure. Delightful car to drive. Open to any engineer's inspection. Body could do with coat of paint if you are fussy. Taxed June 30th. Price £225. Reasonable swaps considered. Also M.G. 8-h.p. J-type chassis, March, 1933, lightweight competition 2-seater. Outside "Brooklands" exhaust system; extra large headlamps; four new tyres; taxed to end of year. Very attractive and aggressive little car, giving over 30 m.p.g. when driven hard. Any test or trial given to genuine buyers on either of the above cars. Peter Weaver, 12, Burton Road, Melton Mowbray. Tel.: Melton Mowbray 533. [456

DELAGE D8. Figoni drophead coupé body, short chassis. Excellent throughout; 19-20 m.p.g. £180 or near. "Hart Hill Cottage," Jackmans Lane, St. John's, Woking. [457

MOTOR-CYCLE VINTAGE ENTHUSIASTS! Sunbeam Model 90, 1928, 500-c.c., two-port; hairpins, dry sump, dynamo lighting, etc.; magnificent condition, maintained by enthusiast; £45. Also all spares for 1925/27 *Model 18 Nortons and 588-c.c. engines*; frames, tanks, wheels, etc. Specially tuned engines built to order. Why not a 588-c.c. Norton engine for your "special"? S.A.E., please. Derek Pickering, 68, Rochester Road, Coventry. Tel.: Coventry 60820. [459

FOR SALE—*continued*

AIRSTREAM 10.5-H.P., o.h.c., pillarless saloon; i.f.s., freewheel, de luxe equipment, instruction book. Very good condition. £250, or exchange 3-4/seater sports car. Phillips, 17, Colin Deep Lane, Hendon, N.W.9. Tel.: Colindale 5567. [458



BENTLEY 3 litre (1924 Chassis)

A really beautiful 2-seater light alloy body has been built (late 1949) by coachbuilders, Messrs. Automarine of Hastings (makers of the H.R.G. body). This included new bonnet, wings, front apron. Cellulosed in black with red wheels. Upholstered in real hide (red), bench type seat with luggage room behind. Side screens. Tonneau cover.

The chassis has been completely stripped right down and then assembled, everything checked over and renewed parts added where necessary.

"A" gearbox; 3.9 axle; 9 ft. 9 in. chassis. Fitted with the following new accessories (*all new*):—Fold-flat windscreen (chrome); 2 aero screens; Lucas windscreen wiper (twin); Lucas sidelamps; Lucas horn; Lucas dash lamp; rear light; spare wheel holder (chrome); number plates; new side step; S.U. petrol pump; M.L. near-side magneto (M.L. reconditioned).

The engine has been completely stripped —run 2,000 miles. All bearings renewed, crank re-ground. Block has about a thou wear (really). New water plates (chromed). Oil pump dismantled and checked over. The engine is highly polished.

New mahogany dash on aluminium (veneer). Double dip Scintilla. Head lamps (chrome). Anti-mud splash fairings have been fitted to front wings (cellulosed black). Rear tyres 600 by 20. Front tyres 525 by 20. Spare tyres 525 by 20.

Luggage carrier fitted, easily detachable. The whole car is in really good condition and does not require any work having been maintained extremely well, in fact a complete re-build.

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Box No. 221, "Motor Sport", 15, City Road, London, E.C.1

VAUXHALL "14/40," 1926, 2-seater. Reconditioned magneto and dynamo. New battery. Good tyres. Coupons. Offers. Wood, 51, Aldate Street, Gloucester. [460

LATE 1939 MERCEDES-BENZ, MODEL 320, full 5-seater drophead cabriolet, 25.3 h.p. Immaculate condition; small mileage. Offers. Peter, "The Glebelands," St. Michael's, Liverpool, 17. Tel.: LAR 1007. [461

VINTAGE LAGONDA. Insured, taxed, all petrol. Around £140. Napier, 2, Higher-Hill View, Sidmouth. [463

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RILEY NINE SPARES at the right prices. All engine and chassis parts, 1928 to 1932. One only h.c. head, 1931, 50s. Twin S.U. carburetters, 26-mm., complete, £5. Pair 6-stud wheels, 600 by 16 in., fitted excellent tyres and tubes, £11 pair. Pair ditto, bare, £5 pair. 18-in. and 19-in. wheels, sanded and rustproofed, 30s. each. Scintilla Vertex, £5. Also S.U. carburetters, 26 mm. and 35 mm. Manifolds, sumps, timing cases, gearboxes, axle shafts, differentials, etc.

NEW REPLACEMENT valves, guides, springs, gaskets, king-pins and bushes, ball-races, for all models and years. All carriage paid. Quotations with pleasure.

RILEY NINE MONACO SALOON, 1934. Excellent condition throughout. Taxed and insured. £140. Welford Bros., Opal Street, Leicester. Tel.: Leicester 65903. [462

£120—M.G. "18/80," 1931, sports saloon. New tyres. Gearbox recently fitted new bearings throughout. Clutch relined and new springs. Brakes relined. Shock-absorbers overhauled by Andre. New king-pins and bushes. Engine and bodywork good. Tel.: Palmers Green 2474. [464

VINTAGE ENTHUSIAST offers 1904 2-cylinder Humber; 1908 Mercedes-Benz; 1908 Rolls-Royce chassis; 1910 Humber 2-seater; 1914 Swift 2-seater; 1923 Singer drophead; 1914 Maxwell tourer. Sound. Reasonable prices. Others similar. Lists circulated. Write in first instance: Yates, 98, Maida Vale, London, W.9. [465

TALBOT "105" SPEED sports tourer, 1933. 2,000 miles only since complete engine overhaul. Genuine potent motor car; 90 m.p.h. in top, 70 m.p.h. in third; 4/5 seats. Complete all-weather equipment. Chromium and cellulose perfect, except for small scratches on wings, but no dents or tears. Good tyres. Private sale, £185. Lawson, 58, Colney Hatch Lane, Muswell Hill, N.10. [466

AUSTIN SEVEN, 1932/5: Crown-wheel and pinion, new, £4. 1936 gearbox and prop.-shaft, £4. 5.75 by 16 tyres, Michelin, nearly new, £2. Wanted: discs for 17-in. Rudge wheels. 53, Kingston Avenue, Blackpool. [467

BENTLEY 1926 RED LABEL Vanden Plas tourer. Chassis LT 1600, engine LT 1599. Mechanically sound. New battery, tyres. Needs recellulosing. History available. Enthusiast unable to keep. London. £210. Box No. 231, MOTOR SPORT, 15, City Road, E.C.1. [469

SUNBEAM SIXTEEN, 1928. Sound running order. Three new tyres recently fitted. Worn fabric body. Four months' petrol. £40. Humphry-Baker, Sunnyside, Station Road, Twyford. [472

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WOLSELEY HORNET SPECIAL, Abbey. New tyres, many spares. Nearest £125,- or exchange Riley Nine, Singer, M.G., Morgan or 500-c.c. motorcycle. Tomlinson, 59, Northleigh Road, Birmingham, 8. [470

M.G. "TA." exceptional condition throughout. Recent mechanical overhaul and respray. Three new tyres. £365. "Dalmeny," Ellesmere Road, Eccles, Manchester. [473

J.B.M. open 4-seater, vintage "Leaf" body, 3,622 c.c. Ford V8 engine and complete transmission. £10 tax. Resprayed, etc. Bollam, Oaks Farm, Charley, near Loughborough. [474

£75—VINTAGE TALBOT A.F. "14/45" tourer, 1929. Smart, fast, reliable. Fitted Jackalls, windscreen washer, etc. Well shod. Manual box. 27, Sunningdale Road, Durrington, Worthing. Tel. : Swandean 1178. [746

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£85—RILEY NINE saloon, 1929. Good throughout. A sound vintage car. Collins, 49, Highlands Heath, Putney (near "Telegraph" Inn). Tel. : Putney 6218. [478

£40—MORRIS 12-H.P. 2-seater, open ; hood, side-curtains. Old, sound, very reliable ; rewired ; tyres fair. Poling Vicarage, Arundel. [485

FOR SALE—*continued*

1938 SINGER "LE MANS" 2-seater ; bronze head, new tyres, and full basic ; 36,000 miles. Good condition throughout. £285 or offers. Westfield Garage, Mytholmroyd, Halifax. [479

"12/40" LEA-FRANCIS : dynamo, steering-column, complete with box. Riley Nine : most engine spares, gearbox, hubs, brake parts. Alvis : dynamo, Firefly front axle (as new). Lucas vertical magneto, 4-cylinder. Scintilla magneto, 4-cylinder. Fairhurst, Shobdon, Leominster. [480

MORRIS MINOR s.v. and o.h.c., 1929-34, new and secondhand spares. Special enclosed cables for front brakes, 10s. 6d. each. S.A.E. for price list ; callers by appointment only. Hiller & Wrigley, 17, Thornbury Road, Isleworth, Middlesex. [482

ASTON-MARTIN, 1935, MK. II 4-seater. Engine and transmission excellent ; six good tyres ; new hood and sidescreens. Body and paintwork perfect. Colour green. Photographs on request to : Taylor, 3, Stompond Lane, Walton-on-Thames. £490. All offers considered. [484

BUGATTI 1½-LITRE "BRESCIA" 2-seater sports, 4-cylinder, 16-valve engine recently rebored and fitted special Martlet pistons. Whole car almost in original condition but no hood. Insured. £150 or offer. Campbell, 86, Hillside Road, Beeston, Notts. Tel. : Beeston 56411. [486

4½-LITRE BENTLEY. Completely overhauled and fitted with 3-litre engine. New aluminium panelled 4-seater body. T.T. wings. Twin aero-screens. Full-length tonneau. New tyres. A fast and economical car in showroom condition. Racing green. Full petrol. £500. Box No. 000, MOTOR SPORT, 15, City Road, E.C.1. [487

VERY ATTRACTIVE A.C. "16/6" 4-seater drophead coupé ; grey, with blue leather upholstery. Perfect condition throughout. £415. Seen London by appointment. Box No. 248, MOTOR SPORT, 15, City Road, E.C.1. [488

P-TYPE M.G. 2-seater. Kept right up to scratch by owner, professional engineer. £300. Bugden, 11, Lingfield Avenue, Kingston-on-Thames. Tel. : *Kingston 4982, or Kingston 7817.* [490

ENTHUSIASTS ONLY. 1,000-c.c. record-breaking Coventry Eagle Flying Eight-J.A.P. Holder of several Brooklands records. Road equipped. Terrific performance. Taxed. £85. Green, 33, Green Street, Sunbury, Middx. [491

THREE PERFECT 765 by 105 B.E. covers for sale or exchange 760 by 90. Wanted self-contained acetylene lamp, one 4-in. piston, height 1¼. Carlisle, Woodlands Park, Maidenhead. [492

1930 BIG SIX BENTLEY chassic complete. Chassis *No. NH 2747, engine No. NH 2740.* Twin S.U. carburetters, C-type gearbox, etc. General mechanical condition good. Tyres poor, no battery. Accept small offer over £125. Write or phone. 39, The Newlands, Wallington, Surrey. Tel. : Wallington 7114. [493

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1935 FRAZER-NASH-B.M.W. Type 315/2 (40) cabriolet. Crankshaft, bearings, brakes, steering, etc., done. Body and shock-absorbers need attention. Seen Glasgow. Offers. Box No. 251, MOTOR SPORT, 15, City Road, E.C.1. [495

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TALBOT DYNAMOTOR ex-"65" completely reconditioned. £10 or near offer. Perrott, 2, Woodlands Avenue, Berkhamsted, Herts. Tel. : Berkhamsted 1410. [498

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SINGER 1½-LITRE : chassis, £7 ; petrol tank, £3 ; radiator, £3 ; cowling, 25s. ; stoneguard, 25s. ; steering column, box, £4 ; pair rear springs, New, £3 ; 18-in. wheels, 55s. ; 16-in. racing wheels, £6. Singer "Le Mans" Nine : prop.-shaft, £3 ; pair New S.U. carburetters and manifold, £8 ; new, steering worm and nut, 45s. M.G. Magna : petrol tank, £4 ; pair S.U. carburetters, £6 ; set five racing hub caps, 42. R..W. Chrome with key, £6 ; pair new pre-war Magna stoneguards, £5 ; lamps, £4 ; new Bosch Long Trumpet horn, 35s. ; pair 12-in. C.A.V. all-chrome headlamps, £7 ; 5-in. speedometer with clock, £5 ; 2¼-in. black Jaeger dash clock, £4 ; pair new all-chrome spotlamps, £3 ; pair dashlamps, 10s. ; pair Bosch chrome horns, £3 ; dash petrol gauge, 17s. 6d. Host of secondhand mascots, 30s. each. Carriage paid. Letters, please. Final, 15, Nashleigh Hill, Chesham, Bucks. [504

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1937 MORRIS EIGHT tourer, 2-seater. Cash offer or exchange larger car sports or otherwise. Box No. 253, MOTOR SPORT, 15, City Road, E.C.1. [504

£75. RILEY NINE saloon. 1931. Taxed, insured. Brakes relined, new cable. Good condition. 11, Lancaster Road, Enfield, Middx. [506

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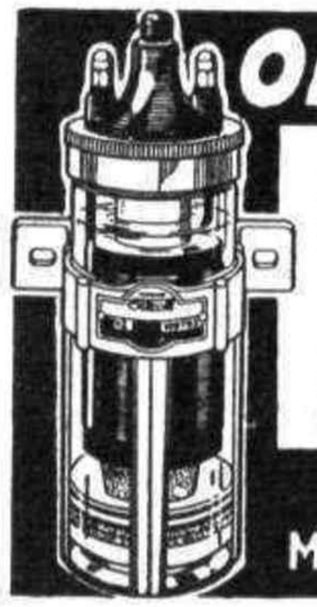
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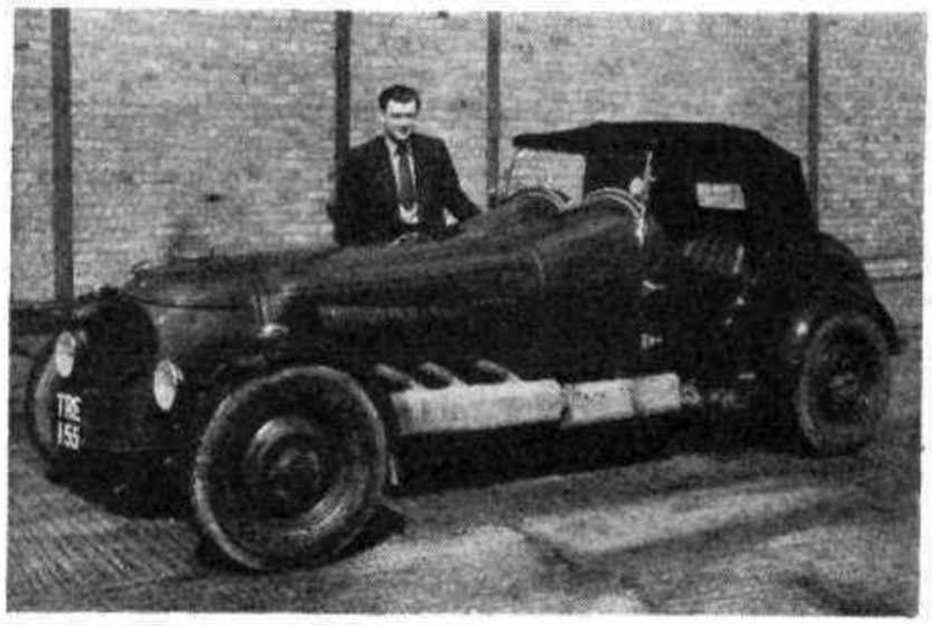
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1927 "14/40" LEA-FRANCIS sports tourer. Resprayed following new battery, hood, sidescreens, windscreens, wiper, coil ignition, four tyres, rewired, *Newton Bennett shockers*, starter. £125 or offers. Wall and Sager, Ltd., 129, Leanardgate, Lancaster. Tel.: Lancaster 1817. [507

REAR AXLE, suitable 1½-litre engine. Full details, ratio, brakes, etc., 25, Willmott Road, Little Sutton, Warwickshire. [508

WOLSELEY HORNET Special, E.W. sports saloon. Full history by three engineer owners available. Good condition throughout, 30 m.p.g. Ashmore, 6, Wake Green Road, Birmingham, 13. [509

ALVIS FIREFLY saloon. 12-h.p. Registered 25/4/33. Crash gearbox, oil-coil, etc. Engine and body in tip-top condition. Recently repainted red and black. Can be seen evenings or week-end. £185. Jack R. Collinson, 150, Moorside Road, Eccleshill, Bradford, Yorks. Tel.: Bradford 37771. [511

ALVIS "12/60" "Beetleback" c.c. 4-seater. Sound economical car. New carburetter, battery, etc. Good reason for sale. £175. Willcox, 51, Send Road, Send, Surrey [510

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ARMSTRONG-SIDDELEY 1930 tourer. Not run since engine, brakes, electrical and front end overhaul. Good body and hood. £125 or near offer. McIntyre, 83, Elborough Street, Southfields, London, S.W.18. Call after 6.30 evenings. [513

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4-LITRE BENTLEY saloon, 1933. Magnificently maintained. New tyres. £365. Alan Kidd, Harmondsworth. Tel.: West Drayton 2393. [518

OFFERS. GENUINE "ULSTER" AUSTIN. Original specification. Very lively, good tyres, detachable hood, taxed, insured, everything works. Neave, 12, Markham Square, Chelsea. [519

M.G. 1,078-C.C. RACING SINGLE-SEATER, very small mileage. Excellent condition, £225. 1948 Standard Eight (tourer), £400. Major Money, c/o G.P.O. Stanford-le-Hope, Essex. [521

1930 MORRIS MINOR, 2-seater, tourer. Engine, brakes, suspension, just reconditioned, good tyres, hood, Taxed, insured. £85 or offer. 78c, Lexham Gardens, W.8. [522

CROSSLEY 3-LITRE Ranelagh sports saloon, December, '34. 23 m.p.g., 80 m.p.h. Showroom condition, Kresta radio, all petrol. Photo. particulars. £225. Parker, Denmark House, Royston. [525

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£225 LAGONDA "16/80" sports saloon, terrific performance. £185, L-type 1,100-c.c. M.G. sports coupé. £100, 1926 Lanchester Limousine, original paintwork, etc., two owners only. This is a real specimen car. £775, Alta, 1,074-c.c. supercharged; ready to race, also many spares including complete sports-car conversion. Tel.: Tulse Hill, 1051. [524

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FOR SALE—*continued*

1936 SINGER NINE "LE MANS" 2-seater. Just rebored and crank reground. New timing chains and sprockets. Very good. £210. Tel. : Rainham (Essex) 3530. [532

TOO SMALL. 1932 Riley Nine Gamecock. Fair mechanically, rewired throughout and electricals checked, brakes relined, king-pins renewed, hood and sidescreens re-covered. Three new tyres, good batteries, extras include twin spares, wipers, spot-lamp, Dunlopillo seats. 39 m.p.g. Pleasantly distinctive appearance. Offers over £150. Any trial. S.A.E. photo. J. L. Swuir, 2, Bennett Road, Manchester, 8. [533

"16/80" LAGONDA sports saloon. Recently overhauled throughout. Original condition. Coupons. Five new tyres and tubes. Photographs. Best offer over £280. 18, Marlborough Road, Morecambe, Lancs. [534

1928 SUNBEAM, Model 25, 7-seater. Sound original condition throughout, £95. Many spares available for similar model, radiator, engine, wheels, etc. Burnet, 49a, Heath Road, St. Albans, Herts. Tel. : St. Albans 6688. [536

MERCEDES-BENZ Coupé de Ville. Ex-King Zog. 100 per cent. mechanical condition. £125. 34, Bower Road, Ashton, Bristol. Tel. : Bristol 64709. [537

FOR SALE—*continued*

SPECIAL 4½-LITRE BENTLEY on 3-litre short-chassis. This unique car completely rebuilt 1937 and in first-rate mechanical condition throughout. Light 2-seater body (total weight under 29 cwt.) giving vivid acceleration and remarkable fuel economy (17½ in town, nearly 20 m.p.g. on long runs), 26-gallon ex-Thistlewaite tank, 6½-litre con.-rods, prop.-shaft and differential, Krupp-metal brakedrums, 75-mm. ex-Birkin carburetters, balanced and lightened h.c. pistons, ultra-light flywheel and clutch assembly, almost new "C" gearbox, superb 12-in. Zeiss lamps, passlight, dual air and electric petrol supply. A delight to drive, docile in traffic and effortless performance on the open road, an opportunity for an enthusiast who demands the finest type of vintage car. £450. Gilbert and Cole, Ordnance Row, Portsmouth. [538

FOR SALE OR EXCHANGE, 1938 British Salmson Fourteen sports saloon. Twin o.h.c., i.f.s. Recent manufacturer's overhaul. 80 m.p.h. £395. Smaller car wanted in part exchange. Griffin, 27, Old Town, Brackley, Northants. [539

ALVIS SPORTS "12/50" "Ducks-back." Engine excellent, body good. £145. Lt. Brammar, R.N.A.S. Bramcote, Nuneaton, Warwickshire. [541

BENTLEY 4½-LITRE. Completely rebuilt in 1949 and fitted with special pistons, modified crankshaft and Borg and Beck clutch. D-type box. Original 4-seater V.D.P. body. Whole car in very good order externally, internally and mechanically. £600. Fuelling, 33, Harrington Gardens, S.W.7. Tel. : Fremantle 8351 or Terminus 1443 (office hours). [542

ALVIS "12/50" aluminium 2-door saloon body less instruments. Maker's reconditioned Simms-type SF4LO magneto, 3-litre Red Label A-type gearbox, prop.-shaft with pot-type couplings, four artillery wheels ex-"12/40" Alvis. Thwaites, Manor Mill Garage, Perran-Ar-Worthal, Truro. Tel. : Perran-Ar-Worthal 196. [546

SINGER NINE "Le Mans"-type sports 4-seater. Very good condition, extras, fast and economical. "Le Mans" rod and mains, pair Solex downdraught carburetters. Offers. 24, Quarry Road, Swindon. [547

S.S. COMPLETE CHASSIS. Five k.o. wheels and tyres, remote c.r. gearbox, engine and transmission sound, brakes and steering good, radiator and bonnet available. Ideal for fast special. Offers. Two or 4-seater body for "PA" M.G. wanted. 24, Quarry Road, Swindon. [547

AUSTIN SEVEN SPECIAL. Dismantled but complete—many spares. Unfinished aerodynamic body, Cozette blower available. Reason for sale ? Matrimony. Offers ? Castle, 10, Approach Road, St. Albans, Herts. [548

BENTLEY BLUE LABEL open 4-seater. Good hood and body, few front brake parts missing and needs rewiring, otherwise complete. 1933 Sunbeam "24/70" saloon, in excellent order throughout, no reasonable offer refused on either of these. F.I.A.T. 21-h.p. small landaulette, suitable for owner-driver, 1927, but in outstanding condition, engine just overhauled, 60 m.p.h. and 18 m.p.g., excellent battery and tyres, £75. A.C. 16-h.p. 2-seater and dickey, good body, hood and sidescreens, excellent tyres and batteries, mechanically very reasonable, a lively performer yet economical, £70. For real economy, an M.V. Tricar, origin Italian, built like a car throughout, 1,000-c.c. s.v. twin engine, three-speed and reverse gearbox, normal rear axle, date unknown, but believed around 1920, exceptional and original condition throughout, thoroughly road-worthy. 50 m.p.h. and 50 m.p.g., quite unique open (very !) 2/3-seater body, new tyres, and numerous spares, £75. 1927 Sunbeam 3-litre twin-o.h.c. in excellent order throughout, Marechal lamps, recent complete engine overhaul, £250 or near offer. Spares, etc. : pair of good P.100 headlamps, £15 ; Lucas Vertex four-cylinder magneto, £8 ; all parts for 1929 Vauxhall "20/60," most Sunbeam spares, numerous vintage and Edwardian lamps, etc. C. J. Bendall, 25, Orchard Road, Stevenage, Herts. Tel. : Hitchin 1108. [549

INSPECTION LAMPS, 6v. or 12v., very compact with shuttered reflector, 7s. 6d. each post paid. C.O.D. Also 25 amp Lucas car fuses, 25 for 3s. J. Johnston, 65, Curling Vale, Guildford. Tel. : Guildford 61268. [550

VINTAGE 1925 DARRACQ 11.4 open 4-seater. Ready for road, running well. Needs painting and upholstery, otherwise sound. Box No. 240, MOTOR SPORT, 15, City Road, E.C.1. [551

HISPANO-SUIZA. 100 m.p.h. £10 tax. Seven-seater, excellent condition, servo-braking, new tyres. Offers over £325. Scott, "Brayview," Dorrey Road, Maidenhead. Tel. : Maidenhead 1393. [553

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FOR SALE—*continued*

ROVER SPEED 20 Hastings coupé 4-seater 1934 (sports saloon). Three carburetters. Two shades of grey. Blue leather interior. Whole car in really excellent condition. 3.7 top gear, 84 m.p.h. at 3,500 r.p.m., 24 m.p.g., no oil used. Really fast car. £175. White Goat Farm, Whalley, Lancs. Tel. : Whalley 3218. [552

LAGONDA 2-LITRE 1932. Superb condition. £280 or exchange car suitable business. Jackson, 38, Woodlands, Girton, Cambridge. Tel. : Cambridge 76372. [554

M.G. "PA" cylinder head. £10 or offer. W. G. Green, 22, Park Road, Faringdon, Berks. [555

3-LITRE BENTLEY 1925 and spares. Boat body, good hood and tyres. Twin S.U. engine just overhauled. Petrol. Offers over £200 to Collier, 37, Wensleydale Road, Hampton, Middx. [556

TYRES ! TUBES ! 15-in. to 22-in. Also obsolete and beaded edge. Brand new crankshafts, three-bearing for Austin Seven ; for Austin "12/4," 1933-9. Hamilton and Son, 22/4, Vicarage Street, Yeovil. Tel. : Yeovil 927. [557

M.G. "J2" 8-h.p. open sports 2-seater, cream. Nearest £160. Also will sell or exchange for small saloon "J2" open sports 2-seater, blue, new all-weather equipment. Both smart little cars. Owner purchasing saloon. D. Hurst, 24, Whalley Street, Peterborough, Northants. [558

!! **30-H.P. V8** ready to drop in chassis. Condition good. £28. Box No. 241, MOTOR SPORT, 15, City Road, E.C.1. [561

ONE E.R.A. 1½-LITRE CAR, fitted with the latest modified engine and Z.F. differential. One E.R.A. 2-litre car, which has made second fastest time of the day at Shelsley Walsh in 1948. E.R.A. spares are also for sale. Enquiries to : Mr. G. Boyle, 225, Cambridge Road, Ellesmere Port, Cheshire. [562

1932 INVICTA 4½-LITRE 100-m.p.h., chassis, open tourer, £113 spent on major overhaul in 1946. Little used since, any trial. Any reasonable offer accepted. Seen Croydon. Tel. : Addiscombe 5749. [563

"30/98" VAUXHALL 2-seater. Rebuilt at cost of £1,000. Perfect condition. Price £450 or offer, or exchange saloon or van. "Crossfields," Well Lane, Bridlington. Tel. : Bridlington 3143. [565

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GENUINE BAXTROL FUEL. Five-gallon drums, 35s. (full instructions for use), carriage paid, drum free. Cash with order. Trade supplied. "Baxtrol." Cross Street, Portwood, Stockport, Cheshire. [566

RILEY SPRITE 1937. Ex-T. C. Harrison. Winner of many club events, superb opportunity to acquire car for similar events. Price £550. Enquiries to Nancy Binns, 744, Wollaton Road, Wollaton, Nottingham. Tel.: Nottingham 734051. [567

TALBOT "75" 18-h.p. 1934 saloon. Good condition throughout. £125. Tel.: Gipsy Hill 4358. [569

LAGONDA 2-LITRE Continental 1933 tourer. First-class condition, reasonable offers invited. Consider exchange Aston-Martin 2-litre saloon. Box No. 242, MOTOR SPORT, 15, City Road, E.C.1. [570

LANCIA APRILIA 1937. Good order and recellulosed grey, extras include Scintilla Vertex magneto, Fram oil filter, Telecontrol shockers, defroster, spotlight, all tyres just resoled. £450. Box No. 243, MOTOR SPORT, 15, City Road, E.C.1. [571

BENTLEY 3-LITRE, 100-m.p.h., 9-ft. chassis, No. 1161. In excellent order throughout. Two-seater body with good hood. Offers invited. Box No. 244, MOTOR SPORT, 15, City Road, E.C.1. [573

BOB GERARD CARS offer from their stable a 1937 Riley Sprite 2-seater competition-type, colour black with green upholstery and wheels. Cross flow head, four-branch outside Brooklands regulation exhaust system. Price £775. Bob Gerard Cars, Abbey Lane, Leicester. Tel.: Leicester 61511 (four lines). [574

ASTON-MARTIN MARK II 12-h.p. Cloth hood, Four-seater. Engine and gearbox recently reconditioned. Chauffeur kept, carefully used and in exceptionally good condition. Nearest offer to £400 will secure. Can be seen Fulham. Apply to Box No. 245, MOTOR SPORT, 15, City Road, E.C.1. 575

FIVE-SEATER-TOURER, HUMBER "16/50." 1929 but good running order. Upholstery and tyres excellent. Spotlight, new battery. Taxed to December 31st, 1950. Petrol from March. Seen Surrey. £55 or offer. Box No. 252, MOTOR SPORT, 15, City Road, E.C.1. [576

1927 DELAGE DMS (21-h.p.) boat-bodied sports, black, maroon upholstery, runs perfectly because lovingly maintained. £280 or offer. Bowden Mill, North Bovey, Devon. [577

RED LABEL BENTLEY 2-seater body, cycle-type wings, very nice condition, 1925. Bargain, £150. Service Motors, 1a, High Road, Balby, Doncaster. [578

1936 ALVIS FIREBIRD. Resleeved engine not yet run-in, brand new open 4-seater body, on hood. £275. Service Motors, 1a, High Road, Balby, Doncaster. [578

1939 2½-JAGUAR "100" 2-seater in cream with brown leather. One owner since new. Genuine 27,000 miles only. Faultless condition. £525. Tankard and Smith, Ltd., 194/198, Kings Road, Chelsea, S.W.3. [579

1933 LAGONDA 3-LITRE tourer, finished in blue with maroon leather upholstery. Tonneau cover, sidescreens and hood as new. This car is probably the most unique in the country, and is nearly indistinguishable from new. An enthusiast's car which should give many miles of trouble-free motoring. Price £575. Central Garage, Fell Road, Croydon. Tel.: Croydon 7464/5. [580

FRIARY MOTORS, LTD have a selection of 1½-litre Aston-Martins for sale, "International," "Le Mans," Mark II and "Ulster" models from £265. Straight Road, Old Windsor. Tel.: Windsor 1100. [581

FOR SALE—*continued*

1½-IN. NEW S.U. CARBURETTERS vertical flange. Special price, £4 15s. each. Friary Motors, Old Windsor, Tel.: Windsor 1100. [581

M.G. MAGNA engine and gearbox, complete less electrics, £15. Magna radiator shell, perfect, £2 10s. Set Magna drums and shoes in good condition, £5. Set Magna wings (saloon-type), £4. "12" crankshaft, £5. Pair "J1" front wings, £2 10s. C-type cylinder head, £3. No. 6 Powerplus supercharger (needs attention), £10. Riley 1½-litre crown-wheel and pinion, complete with differential and in good condition, £10. Harliss and Stokes, Attenborough Garage, Chilwell, Notts. [582

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500-C.C. LAWRENCE o.h.v. flat-twin engine, 13 to 1 compression ratio, alloy heads, twin ignition. £40. Box No. 246, MOTOR SPORT, 15, City Road, E.C.1. [583

COMPLETE SET of *Autocar* and *Motor* from early 1946 to date, also complete set of *Speed*. All above in perfect condition. Two brand new 4.50 by 19 retreads, one new 4.50 by 19; one new twin S.U. petrol pump; sundry chain gang spares. Also for interest of vintage merchants, 1929 approximately, 500-c.c. o.h.v. Douglas S.W.5 in road trim, and 1925 16H engine less carburetter and magneto. Offers to McPherson, 80, Benedict Street, Glastonbury, Som. [587

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M.G. SPARES. New twin carburetter set 1-in., £9; "Monthlery" cylinder head, £4; 750-c.c. block, £4; Magna inlet/exhaust manifold, £2; 6v. starter and dynamo, £4; two-plate alloy clutch, £3. P. S. Pearce, Corona Cafe, Wood Street, Stratford-on-Avon. [589

LAGONDA. For family reasons owner is reluctantly selling 1933 "16/80" Weymann saloon. £200 spent in 1949, including: decoke and valves reground, new little ends, new Scintilla magneto, starter reconditioned, P.80's resilvered, new roof fabric, brakes relines, new Newton dampers. Body and upholstery excellent. Just run-in. 21 m.p.g. if reasonably used. £325 or near offer for quick sale. Full details on request. Major Mellors, Military College of Science, Shrivenham, near Swindon, Wilts. [590

13 BY 48 CROWN WHEEL AND PINION for Type 35 Bugatti, £15 or near. 1928 Riley Nine saloon, full basic, taxed, £55. Lanchester Eighteen saloon, 1933, needs repairs to engine and door pillar, £45. Alvis "12/50" front springs, 30s. each; rear axle for "12/50" or S.E. Alvis, £5. Tubular front axle and hubs, £3. Two 52-mm. 19-in. Rudge wheels, £3. Two 4.50 by 19 tyres and tubes, as new, £6. Car trailer body, 2 ft. 7 in. by 1 ft. 2 in. by 4 ft. 5 in., £3. New filter, £2. Knight, Nately Towers, Hook, Basingstoke, Hants. Tel.: Hook 60. [591

AUSTIN SEVEN SPARES, 1922–38. Almost all spares in stock, new and secondhand. Price, Three Shires, Bearwood, Birmingham. [593

£40. 1925 10-H.P. SWIFT. Body and upholstery in excellent state of preservation. Hood bad. The engine is running very nicely after just being stripped down and overhauled. This car, carrying four people, does a genuine 34 m.p.g. Those interested contact R. Shaw, 16, Bryanston Square, London, W.1. Tel.: Ambassador 4501. [594

TWO FORD V8 30-H.P. ENGINES, both sound and in running order, one fitted with aluminium cylinder heads, all complete, £15 the two. 3-h.p. and 2-h.p. 440 v., three-phase motors, £14. Two 19-in. and one 16-in. Austin Seven wheel, £5. F.I.A.T. 500 cylinder head, shock-absorbers, wheel discs, £3. M.G. 12 v. dynamo, 50s. Austin Seven most spares in stock. Exchange reconditioned engines. Nicholls, Motors Engineers, 117, High Street, Brentford, Middx. Tel.: Ealing 9326. [595

SUNBEAM DAWN COUPE 1934 12.9, i.f.s., synchromesh gears, new hood, sidescreens, recellulosed green. Engine reconditioned last March. Sound condition throughout. Taxed, petrol. £145 Gilbert, 34, Bushmore Road, Hall Green, Birmingham. Tel.: Victoria 0769. [596

1935 P-TYPE M.G. 8-h.p. 2-seater. Just overhauled, exceptional. £220. Terms, exchanges. Ealing Autos, Ltd., 131, The Broadway, Ealing, W.13. Tel.: Ealing 5590. [597

1928 AUSTIN SEVEN 7-h.p. saloon, new tyres, excellent running. £49. Ealing Autos, Ltd., 131, The Broadway, Ealing, W.13. Tel.: Ealing 5590 [597

FOR 1934/5 RILEY "12/6" practically complete engine, less cylinder block, crankshaft just reground, also preselector gearbox and clutch in excellent condition. First offer accepted. Also three 6 v. car radios in perfect condition, £30 for the three. Pair of new sidescreens and tonneau cover for P-type 2-seater M.G., £4. Pair chrome Lucas trumpet horns, 12 v., as new, £5. Ealing Autos, Ltd., 131, The Broadway, Ealing, W.13. Tel.: Ealing 5590. [597

1939-40 "TB" M.G. Immaculate condition. Stored throughout war. Completely reconditioned. Open to A.A. or R.A.C. inspection. Price £400 or near offer. Details: Hawkins, "Briny," East Drive, Bracklesham Bay, Sussex. Tel.: Bracklesham Bay 231. [599

FOR SALE—*continued*

RILEY FALCON 1935, " 12/6." Bodywork in excellent condition, four good tyres, full basic, insured to June. £145 or would exchange for Imp or '34/'35 Lynx Nine. Cash adjustment. 155, Laund Road, Salendine Nook, Huddersfield. [600

RILEY NINE Monaco saloon, 1932. Reconditioned 1934 Special series engine (9,000 miles), rewired throughout, reconditioned dynamo, starter motor, brakes, petrol tank. Tuned engine, 70 m.p.h., 35 m.p.g. £130. 61, Evington Parks Road, Leicester. [602

1936 CHEVROLET drophead coupé. Excellent condition. Five new tyres, two spare wheels, new hood, recellulosed. Everything in good working order. Licensed. £145. Ashley, 33, Sandhurst Road, Edmonton, N.9. Tel.. Stamford Hill 4172. [603

LIGHT ALLOY cycle-type wings, 5-in., 6-in., 8-in. wide, made to your requirements, £1 each, plus carriage. Cash with order. Competition bodies built to owners' design, also wings and panels made to any drawing or pattern. Farley Bros., Essex Street, Colchester. Tel. : Colchester 2539. [605

TALBOT 1937 " 75 " saloon. Grey, maroon wheels and upholstery. Recently overhauled and resprayed. Impressive appearance and performance. Spares available. View by appointment London or Warwick. Tel. : Warwick 301 or Box No. 254, MOTOR SPORT, 15, City Road, E.C.1. [606

BENTLEY SPECIAL 6½-LITRE, short-chassis, 2-seater. New modern-type body, with luggage boot ; new hood, etc. ; six tyres, as new ; £10 tax. Superb car ; taxed, insured. £525. Stanbury, 24, High Drive, New Malden, Surrey. [608

DRIVING ENTHUSIAST owning 1935 10-h.p. Lagonda Rapier sports tourer would exchange for larger sports tourer or drophead, preferably something unusual and very fast. Or would sell Rapier for £275. Peter H. Mitchell, The Clock House, Nutley, Sussex. Tel. : Nutley 96. [517

FOR SALE—*continued*

RILEY BODIES. One 1937 Kestrel six-light aluminium body, with seats, windows, trafficators, spare wheel cover, etc., off damaged " 12/4 " Sprite, £40. One 1933 Kestrel aluminium body, complete as above, off " 12/6," adaptable to 9-h.p., £30. Riley 1933 " 12/6 " chassis, with steering, axles, differential, brakes, 18-in. wheels and tyres, £40. Morris-M.G. 18-h.p. o.h.c. engine and four-speed box, £15. Morris Isis rear axle, £12. Clyno cylinder block and crank, £10. B.S.A. 500-c.c. s.v. motor-cycle, 1923, bent, £6. Car ramp, run-on type, £8. Riley Nine and " 12/6 " spares in stock. Arthur Bryden, 99–101, Wellington Road, Leeds. Tel. : Leeds 38625. [607

CAMBRIDGE ENGINEERING the Austin Seven specialists offer most component parts for the amateur Austin Seven constructor, including sports 2-seater body shells, rear slab type petrol tanks, dropped axle sets to undersling chassis, wedges to increase steering rake, double valve springs, light flywheels, high-duty alloy high-compression cylinder heads for standard and sports engines, four-speed remote controls: we have also designed a combined inlet and exhaust manifold in cast iron for down-draught carburetter to suit both sports and standard engines which will be to hand shortly; full stock of bearing pins, bushes, etc. Open 8.30 a.m. –7.30 p.m. daily, 5 p.m. Saturdays. S.A.E. lists. Cambridge Engineering, Cambridge Road, Kew Green, Surrey. Tel. : Richmond 2126. [609

AUSFORD. Fitted Marshall 75 blown new Ford 1,098-c.c. engine, clutch and gearbox, 1933 Austin chassis with open 2-seater body, hood, etc. £175 or exchange any car. Wharfdale Garage, Ltd., Wharfdale Road, Westbourne. Tel. : Westbourne 64497. [610

1925 BALLOT 2-LITRE 4-seater tourer. Good condition, wide selection of spares with car, two spare wheels, spare springs, magneto, etc., hood, side curtains. £175. Tel. : City 5461, 10 a.m.–5.30 p.m. [611

AUSTIN " ULSTER " 1931. One owner since 1932. £120, offers, exchange Riley Nine. Job, White Cottage, Cowden, Edenbridge, Kent. [601

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NAVAL OFFICER is shortly returning to England from Athens, in which city, apart from observing day-to-day Greek driving from his office window, he has been unable to indulge in motoring sport. He requires, please, a D.I.S. Delage " 14/40 " saloon or similar vintage car. A reasonable price will be paid for a first-class example, preferably maintained by an enthusiast. Lieut.-Commander (L) A. Dunhill, R.N., c/o Westminster Bank, 224, King's Road, Chelsea, London, S.W.3. [306

RILEY NINE INSTRUCTION MANUAL required. Two-seater sports, registered 1929 ; MY 1326 ; engine 14918, chassis 605831. Straker, 1a, Deneholm, Whitley Bay, Northumberland. [307

8, 10 or 12-H.P. TOURER or drophead in need of repairs, not more than £15/20. Box No. 212, MOTOR SPORT, 15, City Road, E.C.1. [315

2-LITRE LAGONDA saloon required by genuine enthusiast. Please state condition and price. All letters answered. Box No. 214, MOTOR SPORT, 15, City Road, E.C.1. [326

INSTRUCTION MANUAL for a 1935 Alvis Fourteen Firebird urgently wanted, please. 142, West Barnes Lane, New Malden, Surrey. [328

INSTRUCTION MANUAL urgently required for 1934 " PA " M.G. Box No. 215, MOTOR SPORT, 15, City Road, E.C.1. [329

1913 OR 1914 2¾-H.P. Douglas 2-speed motor-cycle. Only complete machine considered, and good price paid for o.h.v. model. Lawson, 21, Old Sneed Park, Stoke Bishop, Bristol, 9. [330

HEADLAMPS from 1926/7 3-litre Bentley, not Zeiss or Marechal ; probably Lucas. Geoffrey Dunn, 20, Market Square, Bromley, Kent. [331

FOR TRIUMPH EIGHT : Aluminium head, valves, guides, handbook ; any spares. Adams, R.N. Air Station, Culham, Abingdon [332

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ALFA-ROMEO 1,750-C.C. S/CHD. " GRAN SPORT " ZAGATO first regd. Dec. 1934. This is the car, completely rebuilt from scratch by me, which is described in " Busman's Holiday " of this issue. Details of work over last four months include : Complete engine and supercharger rebuild at (£107) cost, grinding and balancing crank, sleeving and boring to standard, lapping pistons, balancing rods, recond. distributor and oil-coil, recond. Memini carbs., cutting valve seats, etc., etc. Stripping off and modernising Zagato body, adding Monza cowling, cellulosing eleven coats, finish Alfa red (£125) ; Rechroming (£38) ; New screen and aero-screens ; Brooklands sprung wheel (£20) : Dyn. balancing six wheels and fitting new Michelins (£38) ; Completely upholstering red calf oyanide and carpets (£18) ; Hood stays and new hood (£24) ; Road springs, brakes, etc. (£14) ; Recond. starter and dynamo (£11). Gives approx. 21 m.p.h. per 1,000 revs. Peaks above 5,000 r.p.m. Cruises at 75 m.p.h., and is tractable enough for City traffic. **£ ? ? ? Please !**

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BENTLEY 3-LITRE SPEED MODEL (Red Label) with B-type box and " Speed " axle (1926). Rebuilt in the late '30's and fitted with a 2-seater (occasional 4) open sports body with a slab-type rear tank, the radiator bonnet, scuttle, etc., being lowered 4 ins. from original height and the whole being most attractively coachbuilt in aluminium. This Bentley has most exquisite lines and literally beggars description. The engine, transmission, brakes and all chassis details are 100 per cent., the sum of £113 10s. having been spent on them 2,500 miles back. The hood and tonneau are as new. The curtains have never been used. New 6.00 by 20 tyres. Near-new battery. Fold-flat screen. Bosch headlamps. All instruments perfect. 24 m.p.g. There is not a finer Bentley of this vintage in the country. GUARANTEED FOR THREE MONTHS AGAINST ANY MECHANICAL DEFECT WHATSOEVER. **£375** taxed.

HISPANO-SUIZA. 37.8-h.p. open sports tourer by Carlton Carriages (1930). A truly magnificent carriage by any standards. In exceptional mechanical condition, having been overhauled last year (£120) by the immediate past owner. The engine, clutch, gearbox, axle, brakes and steering are excellent, and the carriage-work, hood and tonneau cover are also in very fair condition, but the upholstery is poor. The car actually averaged 15 m.p.g. when driven down from Oxford and cruises at 75 m.p.h., the acceleration being incredible. To an enthusiast prepared to spend a few hours on the interior this excellent vintage Hispano is offered at a very reasonable price. GUARANTEED FOR THREE MONTHS AGAINST ANY MECHANICAL DEFECT WHATSOEVER. **£185**

M.G. (" J2 ") 1933 2-seater sports. An attractive little car in very reasonable condition. Recently upholstered with Dunlopillo and red cord. The weather equipment is all complete and 100 per cent. sound. The mechanical history of the car is not known but the engine is in first-class condition. Good battery, good tyres. Retuned in our shops and goes like the clappers. GUARANTEED FOR THREE MONTHS AGAINST ANY MECHANICAL DEFECT WHATSOEVER. **£175** taxed.

At the moment of going to press I am negotiating for the purchase of an 8-litre Bentley V.D.P. tourer (1932), a " 30/98 " Vauxhall, a " 38/250 " SSK Mercedes-Benz, a Sunbeam Twenty drophead coupe (1932) one owner, 2-litre Aston-Martin (1934).

would respectfully draw to the reader's attention the fact that only a selection, and not the whole of the stock can be advertised to full advantage, since during the month in which MOTOR SPORT appears, more especially at this season, the stock is undergoing constant change. In consequence of this, a post-card or telephone call at any time during the month from enquirers will elicit current information, in regard to stock position, by return.

Readers are requested to bear in mind that I am always interested to hear of Alfas, Hispanos, Mercs., Isotto, " J2 "s, etc., for sale or part exchange, always providing they are in reasonable condition, and will gladly give any assistance, within my limitations, to owners disposing of sports cars, or advice as to repairs and technical data, etc. Any vehicle advertised by me is fully open to any trial and examination, and prospective buyers are assured that every possible facility will be placed at their disposal to effect their complete satisfaction.

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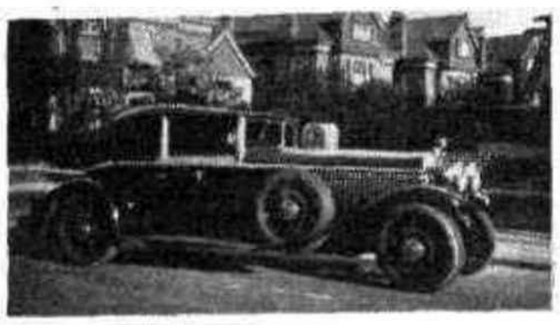
WANTED—*continued*

GEARBOX AND ENGINE SPARES for 1934 Singer 9-h.p. "Le Mans." Davies, The Retreat, St. Brides, Newport, Mon. [333

M.G. P-TYPE or Magnette open 2 or 4-seater body wanted. Price and details please to: R. Bradford, 6, Vineyard Road, Wellington, Shropshire. Tel.: Wellington Shropshire 37. [334

FOR FORD V8, Columbia overdrive gearbox. Box No. 151, MOTOR SPORT, 15, City Road, E.C.1. [14

16-IN. WIRE WHEELS for "T" M.G., three required. Must be in good condition, would consider wheels complete with tyres and tubes. Wormald, 25, Park Drive, North Harrow, Middlesex. Tel.: Pinner 1683. [335



45-h.p. Hispano-Suiza drophead coupe by Hooper. In excellent condition throughout. One owner, 77,000 miles.

£380

BRIAND 47, TAMWORTH ROAD, CROYDON Tel. 1792

BODY FOR 1938 SINGER NINE. "Le Mans" preferred but will consider Bantam, Roadster or any adaptable 2-seater. Woolfenden, Lindum House, Lincoln. [340

URGENTLY REQUIRED, Lancia Aprilia saloon in sound condition and at a reasonable price, please: leather upholstery preferred. Full details: Bremner, 12, Bedford Place, Aberdeen. [349

ENTHUSIAST REQUIRES VINTAGE RACING-SPORTS CAR, cheap. Prepared rebuild. Bugatti, Alfa preferred. Coulman, 4, Colwyn Crescent, Hounslow, Middlesex. [352

URGENTLY REQUIRED, open sports (vintage or near). Nippy, about 2 litres. G. Munton, Larchwood Farm, Seal Chart, Sevenoaks, Kent. [354

BOUND VOLUME OF "MOTOR SPORT" for 1935. Copy of MOTOR SPORT for April, 1937. Engine wanted British Salmson 12 or 14 h.p., Riley '12/4" or "16/4," Triumph Vitesse 14 h.p., Lea-Francis 12 or 14 h.p., Alvis 14 h.p. London advertiser. Box 217, MOTOR SPORT, 15, City Road, E.C.1. [358

IMMEDIATELY, ROOMY TOURING CAR. Bentley long-chassis, Rolls Twenty, "16.9" Alvis. Must be sound and not over £200. Box No. 225, MOTOR SPORT, 15, City Road, E.C.1. [394

YOUNG ENTHUSIAST REQUIRES sports, saloon or chassis, any size or condition provided not too old and reasonable price, please. All letters answered: Vandeput, 22a, Lyford Road, London, S.W.18. [365

RILEY NINE saloon, must be in reasonable condition, up to £90, or exchange 1931 Morris Minor saloon and cash. Lyne, 28, Carlton Road, S.W.14. [366

INSTRUCTION MANUAL, 1934 20-h.p. S.S.1 tourer, urgent. Waishaw, 20, Briarwood Crescent, Wibsey, Bradford, Yorks. [370

BENTLEY 6½-LITRE 3.5 or 3.2 rear axle wanted, in good condition, complete. Please write: Rogers, 71, London Road, Kilmarnock. [371

ENGINE AND BODY. Engine 9 to 12 h.p., Baby F.I.A.T. body. Lowest price to: BM/WLTB, London, W.C.1. 380

WANTED—*continued*

M.G. WANTED. "TA/B," 1939. Small mileage essential. Must be one-owner car in sound mechanical and coachwork condition. 36, Gloucester Avenue, Margate. Tel.: Margate 2189. [381

NEWTON-CEIRANO, also spares, state condition. Also 3-litre Lagonda instruction book. Nutland, Rockbourne, Fordingbridge, Hants. [384

ONE OR MORE JAEGER CLOCKS of the type which fit in 3 ⅛-in. holes and have the winding mechanism on one side in a slot in the dashboard and the setting mechanism on the other side in a similar but smaller slot. D. Cameron Peck, 140, West Ontario Street, Chicago 10, Illinois. [391

A SET OF 80-MM. RUDGE HUBS for early 8-litre Bentley. Would like six but would take four. D. Cameron Peck, 140, West Ontario Street, Chicago 10, Illinois. [392

SPORTS CAR, up to 1½ litre, required. Frazer-Nash, Bugatti, Alfa-Romeo, or similar. 19, Charnock Hall Road, Gleadless, Sheffield. [404

F.I.A.T. 500 CHASSIS FRAME, in good condition, and Morris Eight axle casing with hubs and brakes. Fisher, Balmer Lawn, Brockenhurst, Hants. [405

A.C. DROPHEAD FOURSOME, 1938-39. Must be in good condition. Good price paid. Photograph please—will be returned. Box No. 266, MOTOR SPORT, 15, City Road, E.C.1. [411

LAGONDA "16/80" or 2-litre crown-wheel and pinion; would consider whole back axle. J. Mew, 12, Whybourne Crest, Tunbridge Wells. [419

"K" OR SIMILAR TYPE MAGNETTE engine and gearbox, or either—any condition. Craddock, 60, Pretoria Road, N.18. [425

BODYWORK (with or without chassis), 4/5-seater sports saloon or drophead. Post-1934 preferred. Any size, 12 to 25 h.p. Full details please. Young, East Flemington, Ayton, Berwickshire. [435

MORRIS TEN OR TWELVE, 1932-1934, wanted urgently. Write, condition and price, to Box No. 249, MOTOR SPORT, 15, City Road, E.C.1. [443

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SPORTS CAR, Riley Imp or similar. Good condition essential. State price and particulars. 8, Westgate Road, Rugby. [451

WANTED FOR 1½-LITRE ASTON-MARTIN: racing or "Ulster" camshaft; set of standard size "Ulster" pistons and a high-compression cylinder head; also 2.1 reduction box for speedometer. 317, Two Mile Hill, Kingswood, Bristol. [455

M.G. P-TYPE BODY. Scuttle, screen, doors, front wings, required. Would consider whole body. State price, please. Box No. 232, MOTOR SPORT 15, City Road, E.C.1. [471

RILEY 1933-38 9/12-H.P., also 1935-39 Morris or M.G. 2-seater. Full details, please. Ford, 3, Lampton Court, Hounslow. [481

WANTED—*continued*

TALBOT SPARES WANTED. Five splined wire wheels, one 18-h.p. rear axle, preferably splined hubs; one 14-h.p. or 18-h.p. front axle, preferably splined hubs; oil pump, sump and camshaft for 1933-1936 AX series 14-h.p., also rev.-counter and drive unit for 14, 18 or 21-h.p. Must be reasonable price; please give fullest details and condition. Wilcock, Swandean Garage, Durrington, Worthing, Sussex. Tel.: Swandean 100. [475

4/5-SEATER 1926 11.4-H.P. HUMBER. Any condition. Body must be sound. Must be cheap. Danny, 73, Newlands Park, London, S.E.26. [483

1936 FORD V8 drophead coupé body. Mudguards and bonnet not necessary. Whole car considered. Mr. Ashley, 33, Sandhurst Road, Edmonton, N.9. [604

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BABY F.I.A.T. BODY. Condition immaterial. Fisher, Haddon Court Guest House, Hatfield, Herts. [501

REQUIRED PRIVATELY 8 or 10-h.p. sports 4-seater open or closed Riley, "PA," etc. Good condition essential. £250 available. 15, Montana Road, Wimbledon. Tel.: Wimbledon 6044. [503

SPORTS OR ANY CAR WANTED, cheaply. Also cash paid for spares, books, manuals, photos, mascots, badges—anything motoring. Box No. 202, MOTOR SPORT, 15, City Road, E.C.1. [297

CHASSIS, with rear and front axles, steering gear, suitable for Hornet engine. 89, Mendip Crescent, Battersea, S.W.11. [515

TALBOT "10/23" good 4-seater or chassis, good Humber "14/40" saloon or pre-Rootes. Scintilla PN6 magneto. Box No. 255, MOTOR SPORT, 15, City Road, E.C.1. [525

REAL ENTHUSIAST'S CAR, up to 12-h.p. that will take two and squeeze four at a pinch. Must really go, and have both perfect body and works. Preferably needing no work done and would relish "one man car." Up to around £200 and a real home offered. Box No. 236, MOTOR SPORT, 15, City Road, E.C.1. [529

RILEY MONACO radiator, 1933/5, also rear near mudguard, clutch plate, other spares. 25, Emery Avenue, Newcastle, Staffs. [535

TWO-SEATER SPORTS CAR wanted. Bodywork must be good, mechanically sound. Also required 8/10-h.p. saloon. Write Langdon, 120, St. Georges Park Avenue, Westcliff-on-Sea, Essex. Tel.: Southend 44157. [540

M.G. "J2" or "J4," or "Montlhery. Box No. 207, MOTOR SPORT, 15, City Road, E.C.1. [282

ROLLS-ROYCE 20–25-h.p., not earlier than 1926. Tourer preferred, but drophead considered. Must have four-wheel brakes. Box No. 208, MOTOR SPORT, 15, City Road, E.C.1. [282

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M.G. MIDGET wanted urgently. Date unimportant must be reasonable condition and cheap. Box No. 210, MOTOR SPORT, 15, City Road, E.C.1. [282

VINTAGE DROPHEAD, preferably Continental. Please enclose photograph. Box No. 211, MOTOR SPORT, 15, City Road, E.C.1. [282

SIMMONS OF CROYDON has a file of genuine enthusiasts who require good-class vintage and sports vehicles. They need Alfas, Mercs., Bentleys, Frazer-Nash, M.G. "J2" and "PB"s, or similar in good sound condition. Assist them by assisting us. We are prepared to fetch these cars from any part of the British Isles. Please write, stating price required, and enclosing photograph if possible with all relevant details. We will reply by return. Any advice on current values, technical data, or where to obtain spares, etc., is given gratis and with pleasure. The office, **101a, TAMWORTH ROAD, WEST CROYDON. TEL. : CROYDON 1537.** [282

ALFA-ROMEO wanted, any model, any condition. Box No. 238, MOTOR SPORT, 15, City Road, E.C.1. [543

1,500 OR 1,750-C.C. OR "2.3" ALFA-ROMEO wanted urgently by enthusiast. Box No. 239, MOTOR SPORT, 15, City Road, E.C.1. [544

SPORTS CAR required. High-performance. Continental preferred. Box No. 239, MOTOR SPORT, 15, City Road, E.C.1. [545

WANTED—*continued*

CYLINDER HEAD for 1935/6 Alvis Firebird (13.2-h.p.). 1934 Firefly might suit. L. G. Motors, 177, Archway Road, London, N.6. Tel. : Mountview 8467. [559

ALVIS FIREBIRD or "12/50" wanted. Van, utility or saloon, suitable for conversion. 47, Ennerdale Road, Richmond, Surrey. Tel. : Richmond 0251. [560

FOR DIESEL CONVERSION. A heavy private car chassis of very good make, such as : 4½-litre Lagonda, "40/50" Rolls-Royce, 500 or SSK Mercédes-Benz, 4½, 6 or 8-litre Bentley, 25-h.p. Daimler, large Delage, Hispano-Suiza, Isotta-Fraschini, Minerva. Coachwork, type and condition immaterial. Pre-1935. J. G. Booth, The Beauchamp Arms, Loddon, Norwich, Norfolk. [568

BACK COPIES MOTOR SPORT, Autocar, Motor, Bentley Drivers Review required. Bound volumes preferred, but loose copies accepted. Price and condition to Mr. H. A. Booth, Transport Cafe, Northgate, Huddersfield. [572

FOR M.G. "TA" Laystall's special "Solid Forging" type crankshaft, machined all over and fully counterbalanced. Replies to : Dodwell, 1, Clive Court, Northdown Road, Margate, Kent. [584

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L-TYPE M.G. Any condition. Write Cooke, 8, Mill Road, Epsom. Tel. : Bowes Park 4616. [586



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HIGH-GRADE VINTAGE or post-vintage. 6, Malvern Road, Surbiton, Surrey. Tel. : Elmbridge 8665. [588

LAGONDA. 2 OR 3-LITRE, cheap for rebuilding. Damaged car or chassis probably suitable. Other vintage cars considered. Box No. 247, MOTOR SPORT, 15, City Road, E.C.1. [592

S.S. 100. 46, Matlock Way, New Malden, Surrey. [597

RILEY "BROOKLANDS" CHASSIS frame, also sidescreens or frames for Riley Gamecock, also body for "Brooklands" Riley. Arthur Bryden, 12, Armley Grange Drive, Leeds. Tel. : Leeds 38625. [607

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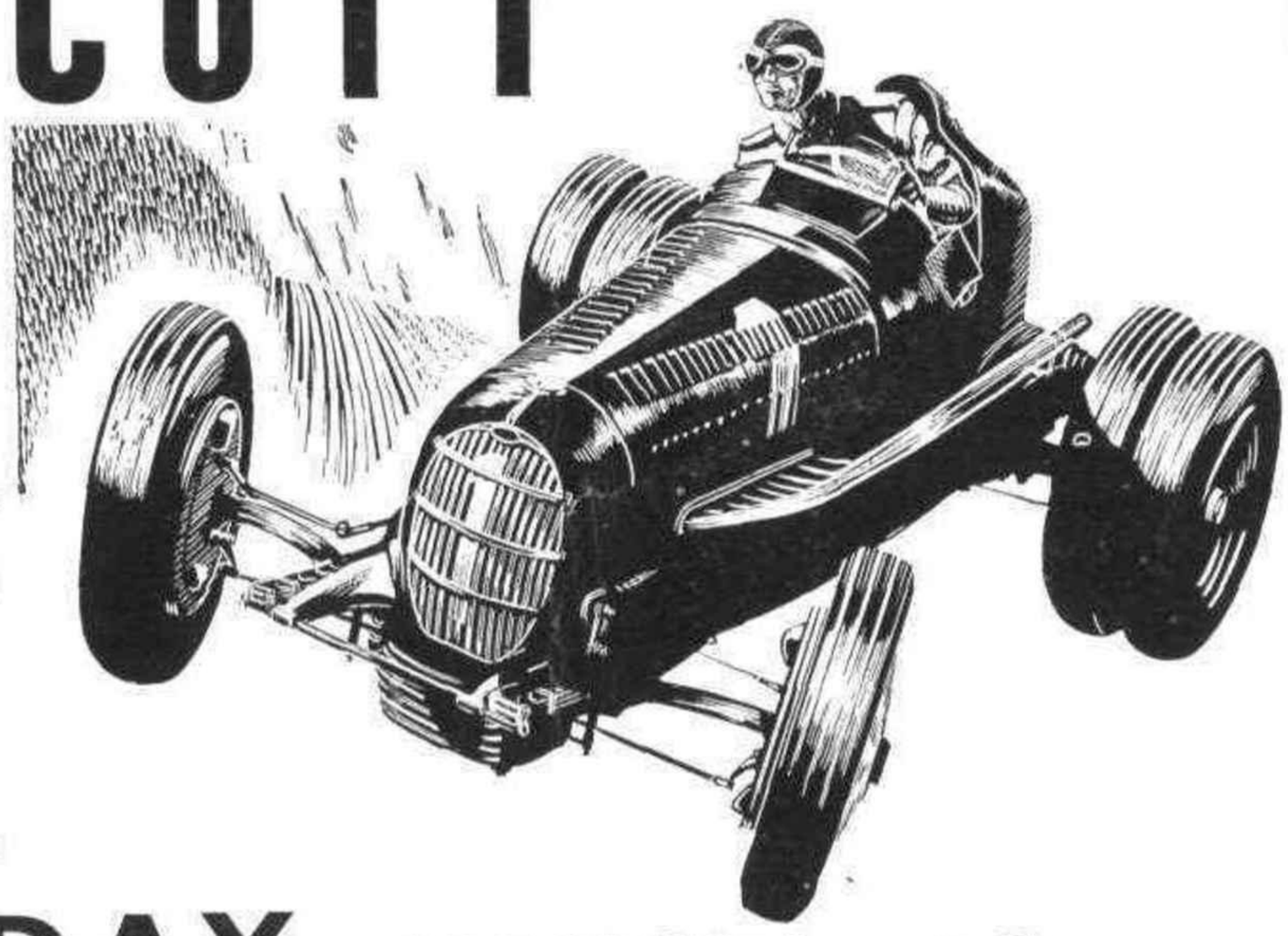
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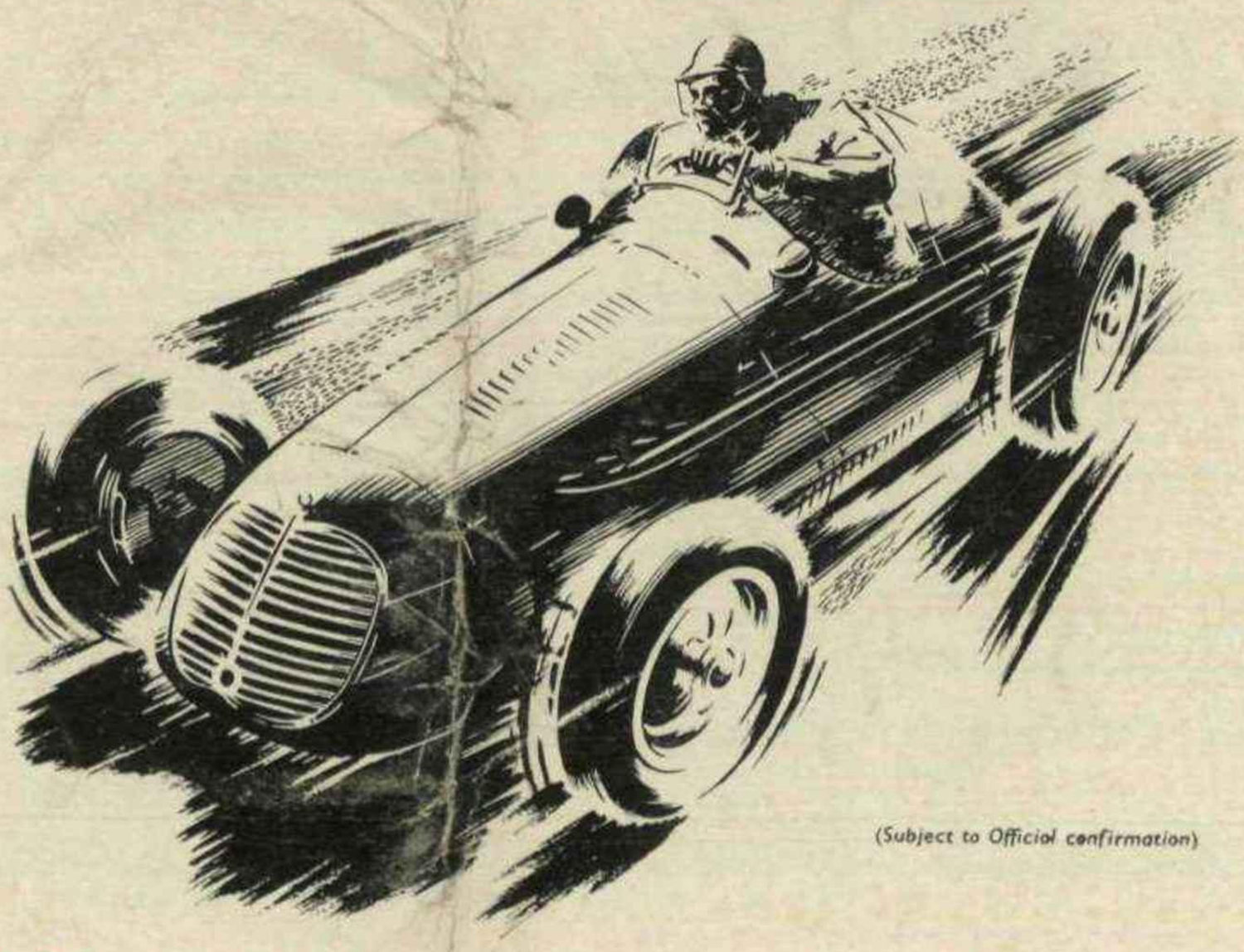
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