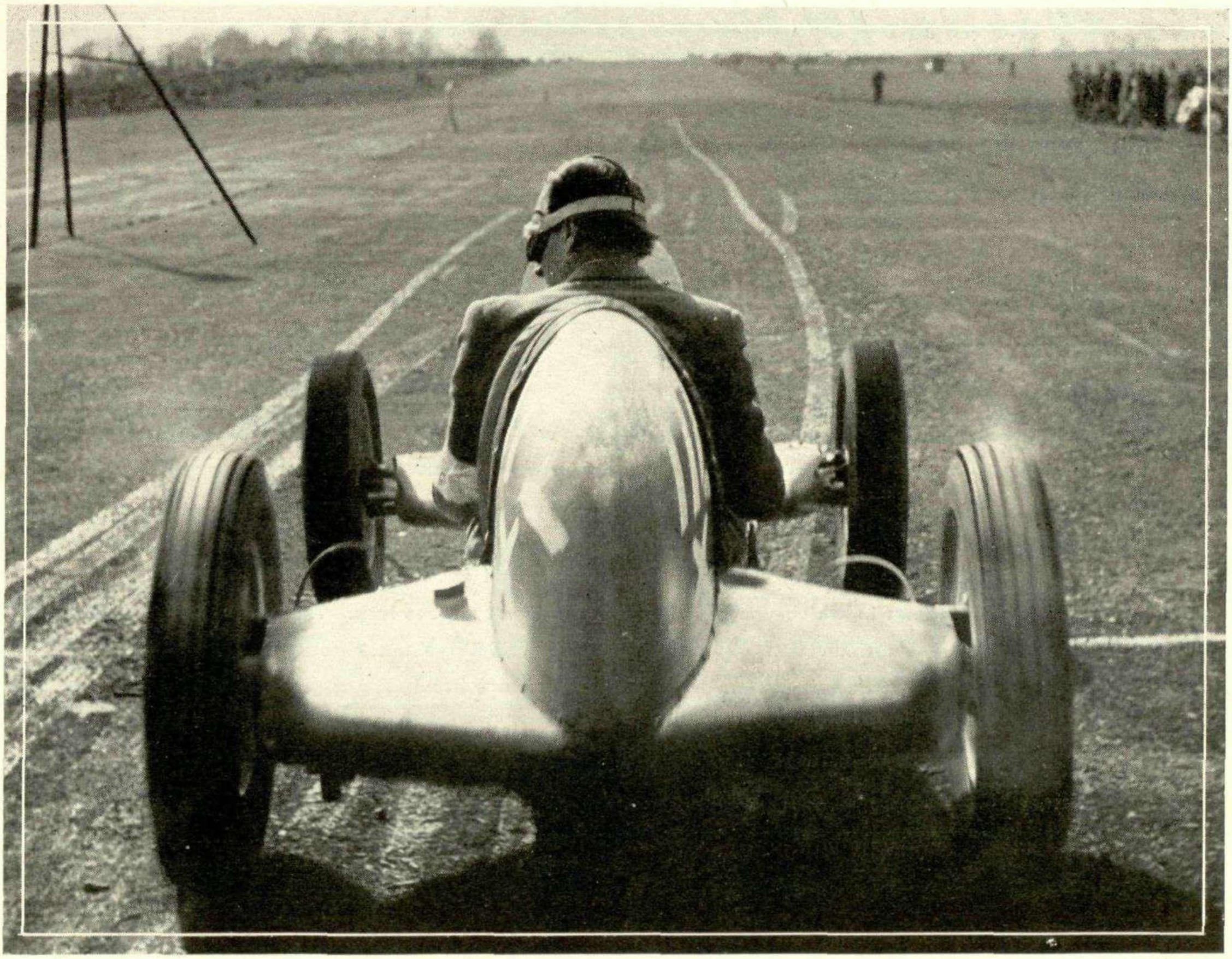
Vol. XXII No. 7 **SHELSLEY WALSH AND ROYSTON** *July, 1946*

MOTOR SPORT

INCORPORATING **Speed**

ONE SHILLING MONTHLY



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Reports of Recent Events

LAWRENCE CUP TRIAL

Results.—Best performance: N. V. Terry (V8 Terryford). Ripley Cup: G. Best (M.G.). Committee Cup: A. Mallock (Austin Seven). Dargue Cup: V. Biggs (Riley). Team Prize: Uglow and Delingpole (H.R.G.s). 1st Class Awards: Burroughs (Ford), Allard (Allard), Murkett (M.G.) and Birkett (Austin Seven). 2nd Class Awards: Potter (Allard) and Uglow (H.R.G.). 3rd Class Awards: Price (Price-Special) and Delingpole (H.R.G.).

N. MIDLAND M.C. KITCHING TROPHY TRIAL

Forty entries were received and the hills proved exceedingly difficult, only Scales and Holt (M.G.s) climbing Pilsbury, for instance. Scales finally won outright with his 1½-litre "Cream Cracker" M.G., the Parker Trophy going to Dutton's P-Type M.G. The Team Trophy was taken by Scales, Hudson and Gilson (two M.G.s and an Allard).

LIVERPOOL M.C. JEANS CUP TRIAL

Locked axles helped small cars against larger rivals in the Jeans Cup event. Fifty-three cars entered and Peny-y-Garth failed 36, Gyffylliog 33. Hutchison (Allard) made a fine ascent of the former, but hit a stone wall at the hairpin on Moel Llech, which probably cost him the cup, and certainly cost someone a wall. The Austin Sevens of Clarkson and Mallock were outstanding, and tied in the special tests. *Results:* Jeans Gold Cup: Clarkson (Austin). Wade Cup: Butler (V8 Butler-Special). *Daily Courier* Cup: Lund (P.B.-M.G.). Blake Cup: Mallock (Austin Seven). Team Prize: Clarkson and Mallock. Fastest in Test: Imhof (Allard).

ROME A.C. SPEED TRIALS

Kilometre speed trials were held recently over a convenient bit of Autostrada. De Luca's Lancia "Aprilia" won the 1½-litre Touring Class at 75.8 m.p.h., De Martino's 1¾-litre Alfa-Romeo the 2-litre Sports Class at 89.75 m.p.h., from Rotondi's sister car, and Bernabei established f.t.d. with a blown, aerodynamic "2.9" Alfa-Romeo saloon, at 124 m.p.h.

V.S.C.C. OF A. CONTESTS

The Vintage Sports Car Club of Australia has been active of late. A ¼-mile sprint at Killara Park, on handicap, saw C. Merlo's "30/98" Vauxhall victorious, followed by C. Dean's sister car and Meneer's Alvis. Ken Hume's Buick-Special beat all the vintage cars and set a new record for the course, in 20.0 sec., and next best time was made by Duckett's Anzani-Bugatti, in 20.6 sec., but it retired next run. Later, an acceleration and braking test and a speed-judging event were held at French's Forest. Crouch made f.t.d. in the former in 18.2 sec., with a Fronty-Ford-Engined "Nurburg" Frazer-Nash, Dent's "30/98" Vauxhall being second fastest, in 20.3 sec. MacKinnon's 2-litre Frazer-Nash won the speed-judging contest, with absolutely no error at all.

G.P. DU FOREZ

This race was won by Raymond Sommer, driving a 16-valve Maserati. He averaged about 65 m.p.h. for the difficult circuit, over a distance of 88 miles, beating Louveau's Maserati very easily. Chaboud (Delahaye) was 3rd. As usual, Gordini's Fiat, now said to be a blown 16-valve, walked off with the small car race for Simca, from Bonnet's D.B.

BOIS DE BOULOGNE G.P.

Wimille, driving a supercharged 3-litre Maserati, won this race from Chiron's unsupercharged 4½-litre Darracq, by nearly a lap, averaging 72.03 m.p.h. for the 47 laps of the circuit. His time was 1 hr. 17 min. 14 sec. Ruggieri (1½-litre Maserati) was 3rd, Louveau, in a similar car, 4th, Levegh (4½-litre Darracq), 5th, Chaboud (3½-litre Delahaye) 6th, and Sommer's 1½-litre Maserati 7th. Sommer was held back by trouble, Nuvolari (1½-litre Maserati) retired, and Mathieson (3-litre Maserati), after going well for 22 laps, fell out. Wimille established fastest lap at 74.5 m.p.h.

IRISH M.R.C. SPEED TRIALS

F.t.d. at Turvey Avenue, on the occasion of the Irish Motor Racing Club's speed trials, was made by N. Hillis, with a special-bodied Talbot 90. He averaged 79.64 m.p.h. over the s.s. ½-mile.

WARRINGTON AND D.M.C. INVITATION TRIAL

Kenneth Neve, driving a 3-litre Bentley, won this event, while the under 1½-litre class went to T. Johnson's M.G.

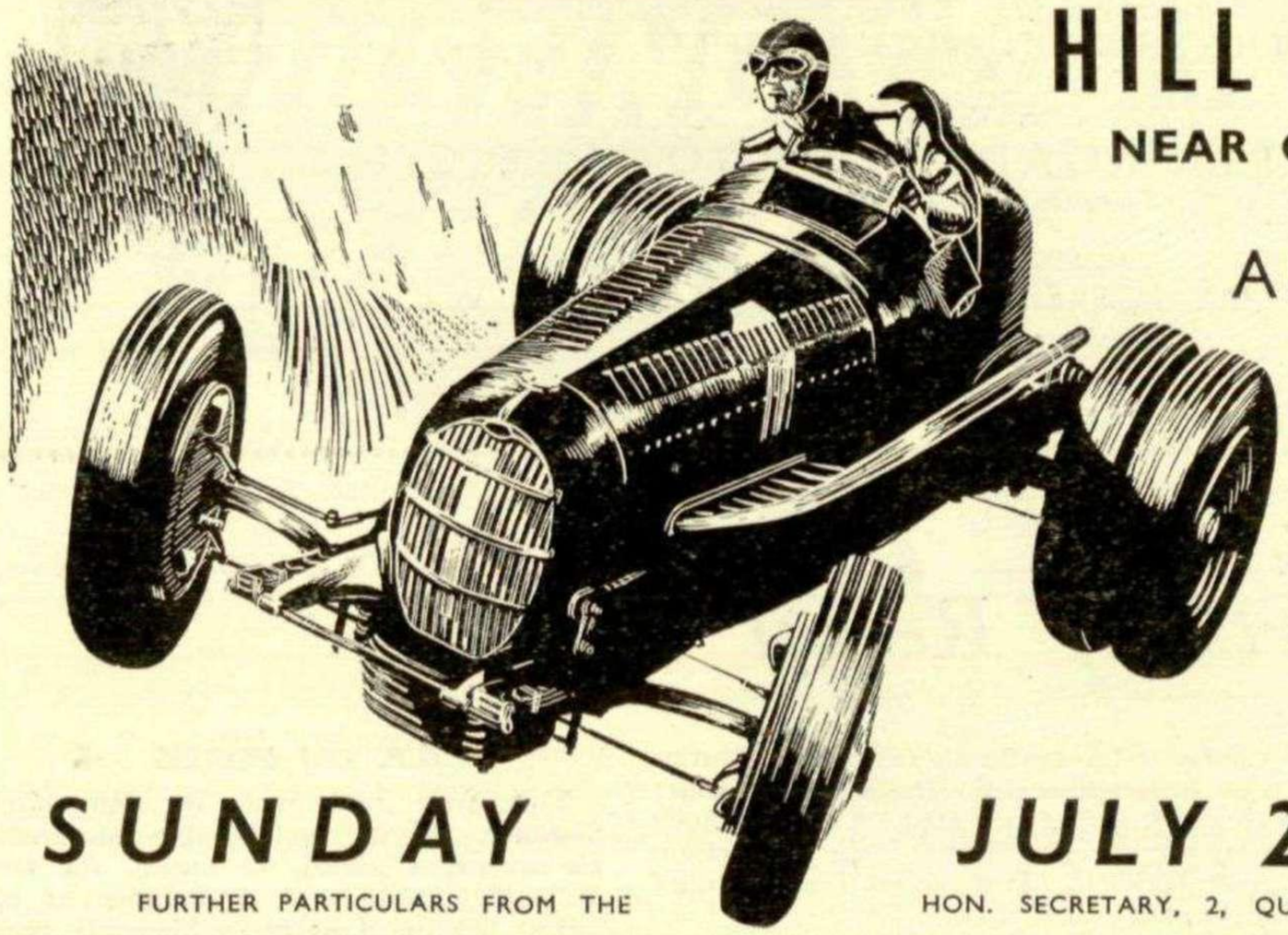
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CIRCUIT RACING AT LAST!

Excellent C.U.A.C. Meeting at Gransden Lodge. Parnell's 16-valve Maserati, the Alfa-Aitken and Abecassis's "3.3" Bugatti the outstanding cars. Fine showing by Bentley and Alta, in the "Sports" car races.

SINCE racing was resumed, some of the smaller clubs and newer organisations have certainly shown us the way. And it was left to the Cambridge University A.C. to provide us with real circuit racing, at Gransden Lodge airfield, on June 15th—incidentally proving wrong those pessimists, the R.A.C. included, who suggested that aerodrome runways and perimeter tracks would be too rough for serious racing. A bigger difficulty was found to be picking out the corners, with no hedges or trees bordering the course. John Bolster, for one, was delighted with the 2.13-mile circuit which Gransden Lodge provided.

The organisation was generally very good—the weather mostly foul. A large hangar formed the "Paddock," so that, although the noise and fumes became somewhat deadly, there was full protection from the British summer. The organisation fell down only over minor matters, such as the difficulty in operating a public-address system in the noisy hangar, rather crude flag-signals at the corners, and some confusion as a result of illegible numbers on the cars and additions to the programme. A fairly large crowd came—and kept well behind the miles of barbed wire which Curtiss had erected. There was a full complement of police, ambulances and fire-engines, and "walky-talky" radio and telephones were put to real use. Curtiss's public-address apparatus, contained in a trailer caravan, functioned well under the care of R. L. Walkerley. Commodore the Rt. Hon. Earl Howe, P.C., C.B.E., V.D., R.N.V.R., to give him his full dues as quoted in the programme, came in his V12 Lagonda and was very energetic and thorough as R.A.C. steward.

* * *

The first 3-lap race was for sports cars up to 1,100 c.c. Lester's M.G. led away from Davidge-Pitts's ex-Whitney Straight "Brooklands" Riley, with Bowles's "Ulster" Austin Seven accelerating through the field. However, Le Strange Metcalfe's "Balilla" sports Fiat early went out ahead, building up a fine lead, to win from Lester's PB M.G., with Lowrey third. Lowrey cornered very spiritedly outside other drivers, gaining several places for his H.R.G., followed by Rivers-Fletcher, both the H.R.G.s wagging their tails in opposite directions on correction. Wilcock's M.G. collided with Bowles's Austin, causing minor damage, the M.G. losing its exhaust system thereafter.

The next race, for 1,101-1,500-c.c. sports cars, saw Peter Clark's Le Mans H.R.G. get away from Andrews's Zoller-blown, Benson-o.h.v. Aston-Martin and Mrs. Gerard's Riley. Driving carefully, Peter built up a huge lead, winning at just over 60 m.p.h. from Mrs. Gerard and Lady Mary Grosvenor on Rileys. Jenkinson's Meadows Frazer-Nash was picking up places at the corners and might have caught Mrs. Gerard, but it turned round at the hairpin and, second speed going in automatically after a bump had selected neutral, the r.p.m. went up to over 6,000, to the detriment of the big-ends.

★

Obeyesekere's Meadows-Nash was slower, and Knight's Full Brescia Bugatti was slow and not very stable. The Aston-Martin engaged in a private duel with Lovett's Rover.

Next, we had the race for 750-c.c. racing cars and, as expected, Issigonis (Lightweight) ran away from Marcus Chambers's Austin Seven, which boiled, and Salvardori's M.G., which had badly adjusted brakes. The Lightweight went splendidly, to average 64.4 m.p.h.

The 1,100-c.c. racing cars were led by Nickols's blown M.G., with Weir's "Monaco" M.G., Finch's Amilcar Six, and Sumner's M.G. following. This order held throughout, in spite of one wheel locking-on horribly before corners on Weir's car.

The next race, for 1½-litre racing cars, promised excitement, and we had it. Parnell's beautiful 16-valve Maserati was away smartly at the fall of the flag, pursued by Whitehead's E.R.A., but Gerard's E.R.A. was soon out in front. Whitehead's E.R.A., however, passed everyone, but turned right round at the first corner.

After one lap Parnell led from Gerard, whose car snaked under the brakes, and Mortimer's Alta had gone sick. Then, at the corner following the mile-straight, after two laps were run, Gerard spun round and stalled his engine. He leapt out, handle in hand, to restart, but the car was blocking the course and had to be pushed off. Abecassis, in his Alta, had been in 3rd place and he now moved up 2nd, to finish in that position, with Bainbridge 3rd in Ansell's E.R.A. Parnell, wearing crash helmet and visor, drove splendidly, to average all but 79 m.p.h. over a wet course. He made fastest lap of the day, the Gransden Lodge record, at a shade over 86 m.p.h. Davenport's ex-Maclure Riley, retired with dirt in the fuel system, and Mrs. Mortimer's 4½-litre, low-chassis Invicta towed-in her husband's Alta.

The 2-litre sports car race was notable for a great duel between Crossley and Crook on 328 B.M.W.s, Crossley passing Crook at the top corner, only to be repassed almost immediately. Eventually Crook got fairly well ahead, and, to complete the B.M.W. benefit, Crozier's 328 was 3rd. Crook averaged 63½ m.p.h. and, although running well, Greig's Frazer-Nash Six could not hold a candle to the B.M.W.s.

The up-to-3-litre sports cars came out next. Heath's blown 2-litre Alta made everyone else look silly, building up a huge lead, some ¾-mile by two laps, and winning a grandly-run race at 66.8 m.p.h. He elected to drive in ordinary clothes and cloth cap, incidentally. Wagner's S.S.100 was 2nd, and Matthews's sister car 3rd. Jordan was flagged-in to secure his S.S.100's bonnet, when in 3rd place, and Rayner Green did wonders with an S.S. saloon, holding Bremner's pretty little blown 1,750-c.c. Alfa-Romeo out of the top corner. Behind thundered several old-school Bentleys, which were nowhere in the picture, Brierley being last in spite of metallic exhaust note, and Mrs. Jason-Henry passing the Alfa-Romeo into a corner but being left behind thereafter.

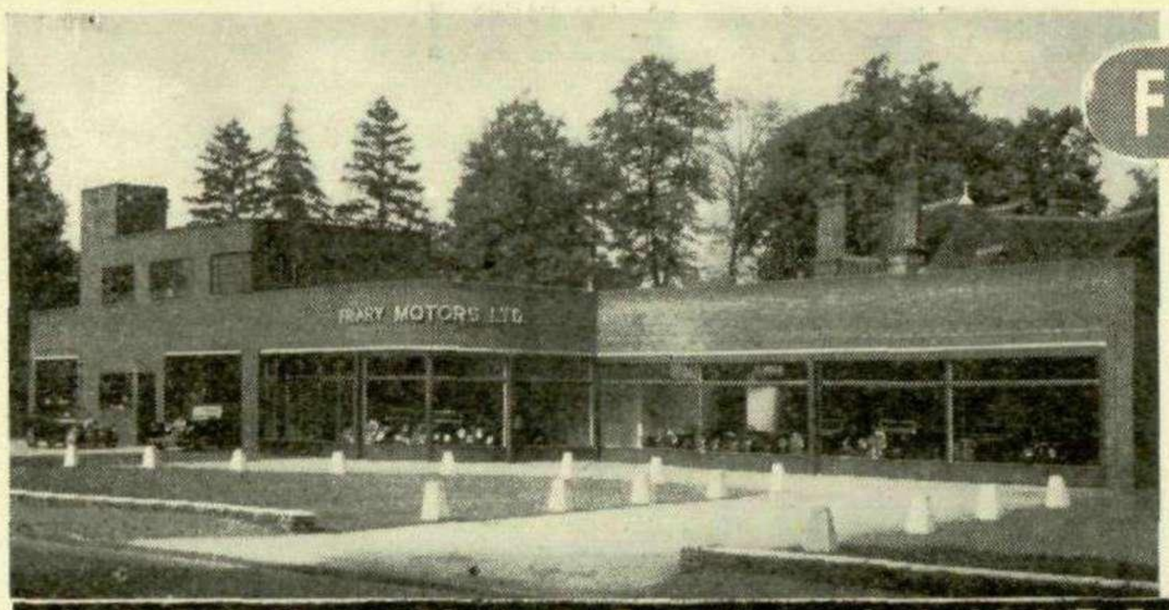
No Edwardians being present, Cowell's Alta, now with its driver's name on the scuttle, Bolster's "Mary" and Harrison's 2-litre Riley Six battled for 2-litre honours. Off the line they were equally spaced—Cowell, Bolster, Harrison. Then Cowell stopped while water was cleared from the front two sparking plugs and the Riley, sounding most healthy, started to build up a huge lead, finally winning at over 70 m.p.h. John had a grand dice, but burnt out his clutch, Cowell fell right out, and the enthusiastic Buck wasn't very rapid in his Type 35 Bugatti.

Three Type 51 Bugattis and Wallington's Alfa-Aitken raced next, with Abecassis (who had brought the ex-Charlie Martin, ex-Baron "3.3" G.P. Bugatti out of store), thrown in too, as he had no one to dice against in his own class. Bear got going really well, commenced to spit and "popper," and fell out, leaving the Alfa out in front, Abecassis 2nd, and Monkhouse 3rd. The Alfa and "3.3" Bugatti were really motoring, Wallington using brakes and revs. to great effect, and flame pouring from Abecassis's exhaust pipe. The Bugatti closed up a bit, but the Alfa won in a cloud of spray at 75.7 m.p.h., with Monkhouse, one strip rear wing out of place on his "2.3" Bugatti, virtually 2nd, and Watson's Bugatti—misfiring—3rd. Abecassis did one lap at 77.03 m.p.h.

There were so many sports cars of 3 to 5 litres that two one-lap heats preceded the Final. In the first, Metcalfe's Lagonda and Butterworth's 4½-litre Bentley were well matched on initial acceleration, but Alexander's ex-McKenzie 4½-litre Bentley 2-seater won easily. In the second heat Mann's 3½-litre S.S. won from an Alfa-Romeo, with Windsor-Richards's S.S. 3rd. The Final saw Mann lead away, Gilbey's Alfa-Romeo closing on him, and Alexander's Bentley 3rd. After a lap the Bentley had a small lead, and behind came Im Thurn's Bentley, Windsor-Richards's S.S., and Mann's S.S., in a bunch. Im Thurn experienced a front wheel slide at the top corner, touched a barrier, and lost several places, the Alfa's dickey lid flew open and it retired, while Miller's Bentley sounded sick. Alexander, snaking slightly as he braked, built up a most respectable lead, and won very easily after a grand run, at an average speed of 65½ m.p.h., clapped by the Bentley Drivers' Club. Mann was 2nd, Im Thurn 3rd and, miles back, having spun round, came the Le Mans Lagonda.

The Bentley Drivers' Club was again elated to see MacGregor's magnificent Blower Bentley—spare car of the Dorothy Paget team—win the big sports car race easily from Birkett's S.U.-carburetted 5-litre Bugatti and Howard-Sorrell's rather touring 6½-litre Bentley.

That would normally have concluded



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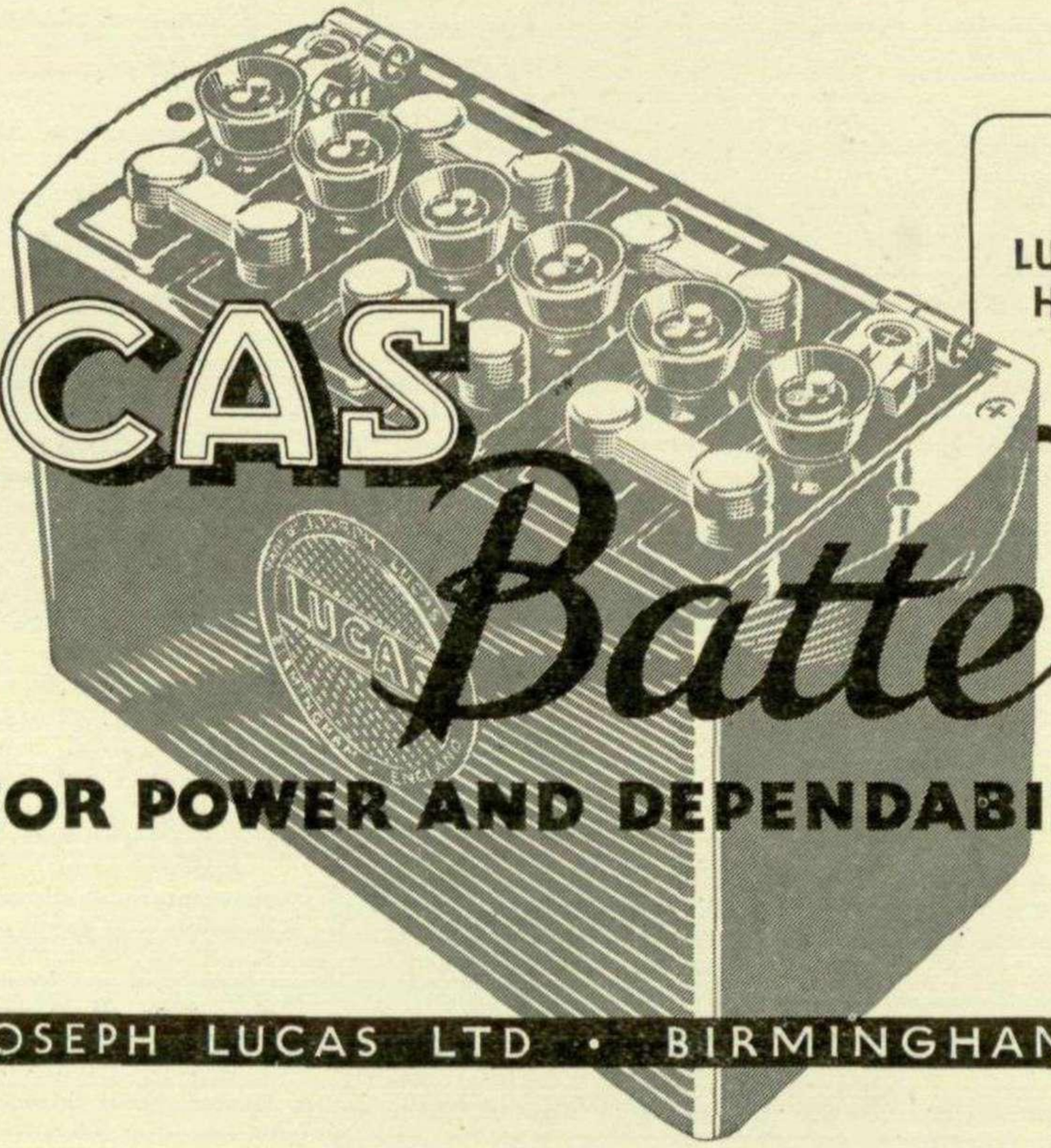
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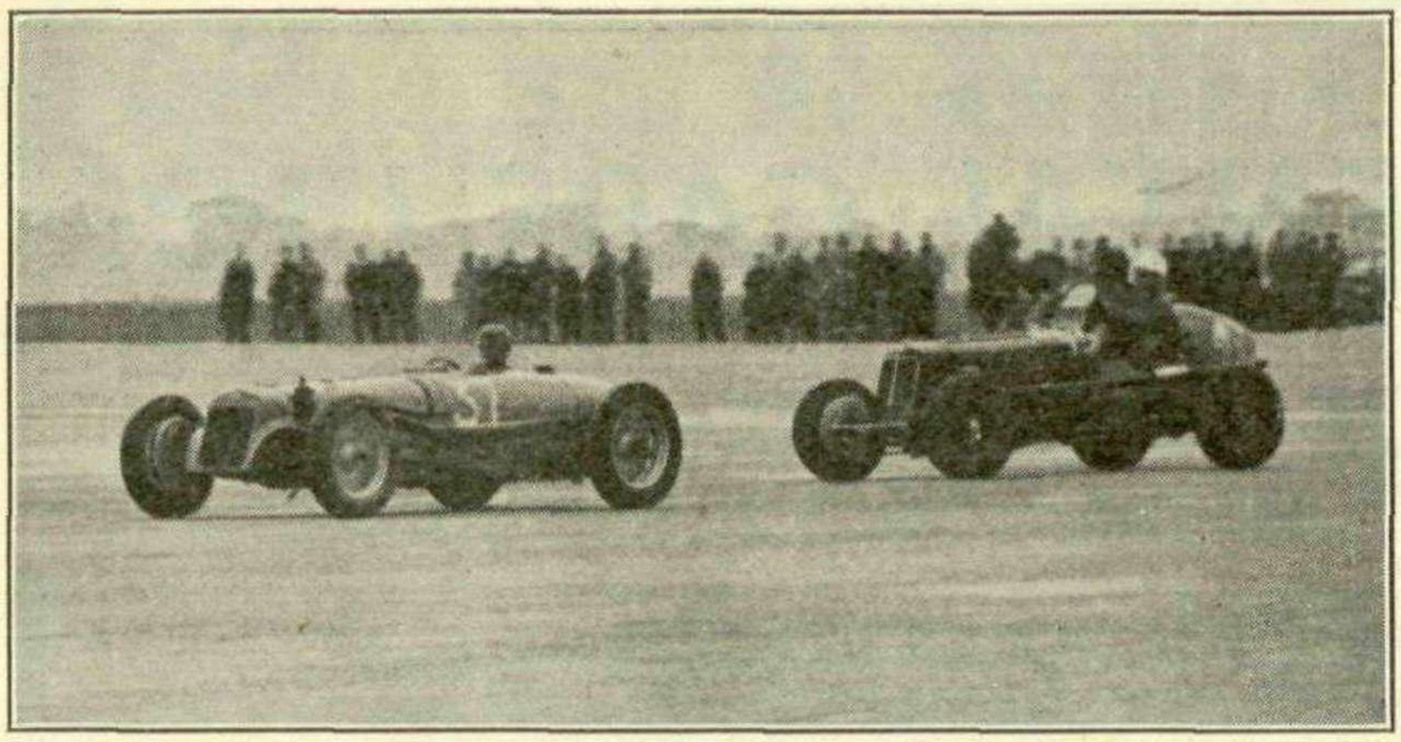
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An incident at Gransden Lodge. Roy Parnell's Delage and Bainbridge (E.R.A.) at close quarters on a curve.

the proceedings, but a 5-lap race was put on for the six fastest cars—and what a race it proved to be!

Those on the line were: Parnell's 16-valve Maserati, Hampshire's 6-cylinder Maserati, Wallington's Alfa-Aitken Abecassis's "3.3" Bugatti, Monkhouse's "2.3" Bugatti, and Bainbridge's E.R.A. Abecassis got away from the Alfa at the start. As they came up to the top corner after one lap it was evident these two cars were going too fast. Both took to the escape area, but Abecassis swung round, over the grass, and continued, Wallington, too wide to have cornered any way, eventually following. This incident put Parnell well in the lead, with Monkhouse close on his tail, and Hampshire and Bainbridge behind. Abecassis was back in 2nd place after another lap, close up to Parnell, with Monkhouse 3rd. After three laps Abecassis went past the Maserati going into the top corner, but Parnell actually got away on acceleration, only to immediately run out of fuel—very hard luck, sir.

Monkhouse still held off the Alfa-Aitken, but at the top corner, after lap 4, his Bugatti got into a nasty slide, missed hitting the Alfa, was held on full lock still sliding, Peter's mouth wide open, all but clouted the pylon on the apex of the corner, and recovered, with little loss of time. However, that let the Alfa and Hampshire's Maserati through. Abecassis was enveloped in steam and nearly swerved into Wallington when he received scalding water in his face after finishing. The thermometer "blew-up" well and truly, even its glass coming out. The Bugatti averaged 73.85 m.p.h., the course now soaked again with torential rain. There was mention of a protest that Abecassis had taken to the grass, but he was billed as the winner—and deserved it.

Altogether it was a grand meeting and proved that disused aerodromes *can* offer excellent motor-racing facilities—the Government, having taken Brooklands and Donington, might take heed of this.

Results:—

SPORTS CARS, 751-1,100 C.C.:
1st C Le S. Metcalfe (995 Fiat)—No time.
2nd. H. Lester (939 M.G.).
3rd. J. Lowrey (1,074 H.R.G.).

SPORTS CARS, 1,101-1,500 C.C.:
1st. P. C. T. Clark (1,496 H.R.G.)—60.2 m.p.h.
2nd. Mrs. Gerard (1,496 Riley).
3rd. Lady Mary Grosvenor (1,496 Riley).

RACING CARS UP TO 750 C.C.:
1st. A. Issigonis (747 Lightweight Special supercharged)—64.4 m.p.h.
2nd. R. Salvadori (747 M.G. supercharged).

RACING CARS, 751-1,100 C.C.:
1st. I. Nickols (1,100 M.G. supercharged)—65.7 m.p.h.
2nd. J. Weir (1,089 M.G. supercharged).
3rd. O. Finch (1,090 Amilcar supercharged).

RACING CARS, 1,101-1,500 C.C.:
1st. R. Parnell (1,490 Maserati supercharged)—78.9 m.p.h.
2nd. G. Abecassis (1488 Alta supercharged).
3rd. G. Bainbridge (1,488 E.R.A. supercharged).

SPORTS CARS, 1,501-2,000 C.C.:
1st. T. A. D. Crook (1,971 B.M.W.)—63.5 m.p.h.
2nd. G. Crossley (1,971 B.M.W.).
3rd. G. Crozier (1,971 B.M.W.).

SPORTS CARS, 2,001-3,000 C.C.:
1st. J. Heath (1,996 Alta supercharged)—66.8 m.p.h.
2nd. T. Wagner (2,663 S.S.).
3rd. G. Matthews (2,663 S.S.).

RACING CARS, 1,501-2,000 C.C.:
1st. T. Harrison (1,986 Riley)—70.29 m.p.h.
2nd. C. Miller (1750 Riley).
3rd. J. Bolster (1962 "Bloody Mary").

RACING CARS, 2,001-3,000 C.C.:
1st. R. Wallington (2,991 Alfa-Romeo supercharged)—75.7 m.p.h.
2nd. P. Monkhouse (2,271 Bugatti supercharged).
3rd. G. Watson (2,270 Bugatti supercharged).

SPORTS CARS, 3,001-5,000 C.C.:
1st. G. Alexander (4,398 Bentley)—65.5 m.p.h.
2nd. C. Mann (3,486 S.S.).
3rd. J. Im Thurn (4,398 Bentley).

SPORTS CARS, OVER 5,000 C.C.:
1st. S. MacGregor (4,500 Bentley supercharged)—No time.
2nd. H. Birkett (5,350 Bugatti).

SPECIAL RACE:
1st. G. Abecassis (3,300 Bugatti supercharged)—73.85 m.p.h.
2nd. R. Wallington (2,991 Alfa-Romeo supercharged).
3rd. D. Hampshire (1,488 Maserati supercharged).

ROYSTON RUMBLINGS

Air Commodore D. Atcherley, C.B.E., D.S.O., D.F.C., who so kindly lent the aerodrome, landed there during the afternoon in a Miles monoplane.

Other air aspects were a very impressive shoot-up by a Vampire and three C.U.A.S. Tiger Moths in close formation, the centre one towing first a glider, later a banner.

Abecassis's "3.3" Bugatti, the ex-Baron car, was driven to and from Gransden—what a road car! The carburetter was dismantled before the first race.

A big Wolseley saloon towed Monkhouse's Bugatti, and a 1,100-c.c. Balilla Fiat saloon did like service for Wallington's Alfa-Aitken, which uses the front half of the "Bimotore."

Mrs. Gerard set a fashion note—grey flannels and white helmet. And how lucky you found your umbrella, Mrs. G.!

Amongst interesting cars about the aerodrome were a s.v. Aston-Martin, Cooper's "12/50" Alvis coupé from Leicester, a very old Morris-Cowley 2-seater, and Winterbottom's sports Alta, now with coupé body from an M.G.

Birkett's Bugatti came in useful, taking home Hogarth's sick Velocette and also towing away Jenkinson's Frazer-Nash.

The noise in the hangar which served as a paddock was the worst ever! And why does it *always* rain at motor races?

The Sumner J.A.P. had bad luck, a broken exhaust stub preventing it from running. It has a blown J.A.P. engine, Bugatti gearbox and rear axle, Lancia "Lambda" front-end, Bowden-operated rear brakes, and G.N. clutch pedal.

A huge S.U. carburetter protruded from the bonnet of Parnell's famous Delage. It started on the handle, first pull-up.

Metcalfe ran his Le Mans Lagonda stripped and diced in visor and white overalls.

Will the person who rushed about the paddock in the morning blowing his horn behave better in future, please?

Wilcocks's M.G. had a quick-action radiator cap and outside exhaust, Lester carried his spare wheel on the seat beside him, and Lovett had the name "Hades" on his M.G.'s bonnet.

Finch's Amilcar Six was formerly owned by Hampton, Metcalfe, Monkhouse and Humphries.

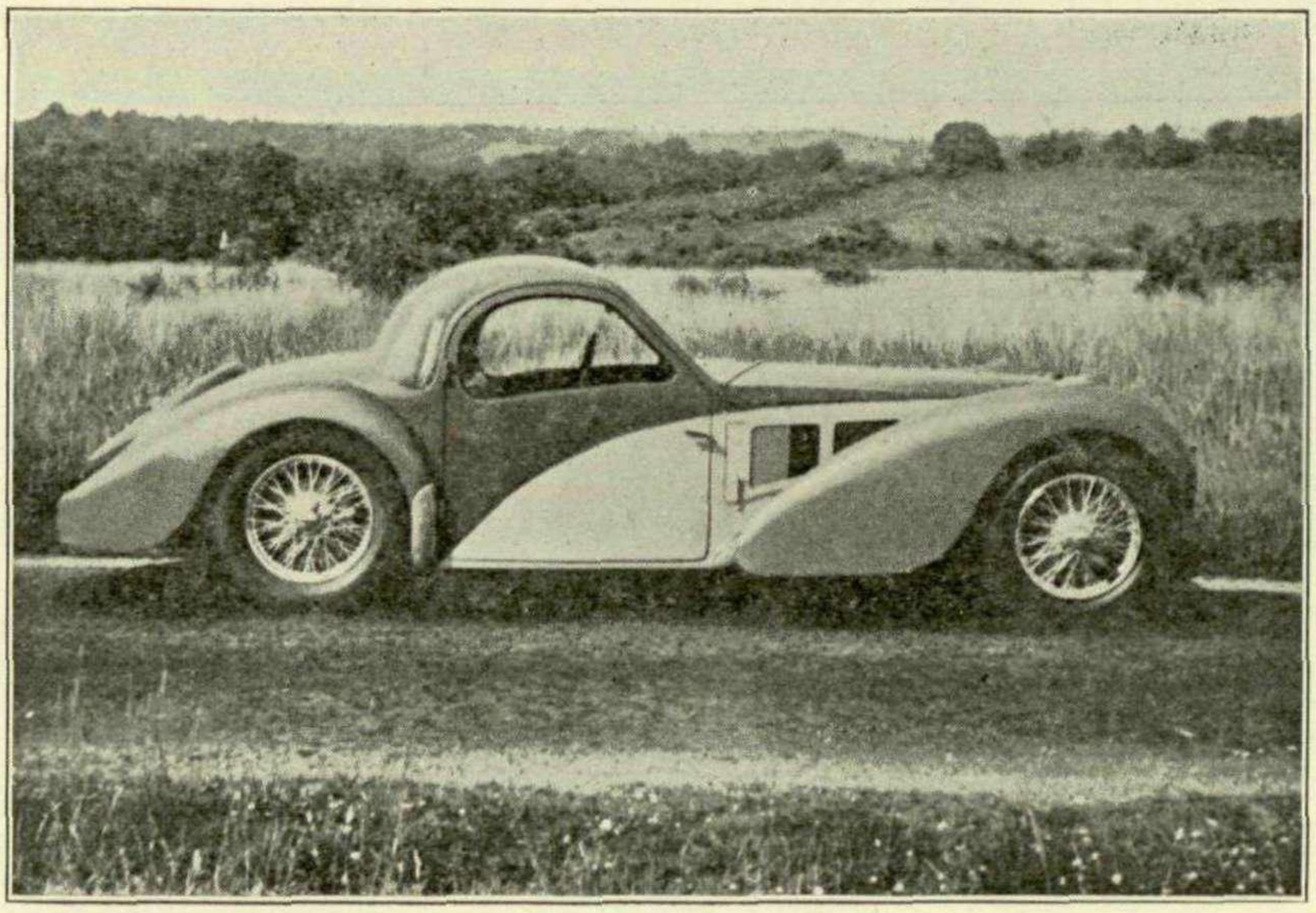
More and more drivers are having their names inscribed on their cars. This originated on the Continent, usually on team cars such as the Auto-Union and Mercédès-Benz, but, let us remember, for the purpose of identifying the *car*, not the *driver*.

"Bira's" Maserati finished fourth at Chimay, but had trouble, which may be the reason why it did not appear at Gransden.

The motor-cycle racing was supported by the cream of the amateur road-racing riders, and we regret there is insufficient space to report it. Considering the conditions the standard of riding was exceptionally high, and the 500-c.c. and unlimited races were won at over 70 m.p.h. S. T. Barnett (490 Norton) was outstanding.

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BRDC BULLETIN

British entries for the Grand Prix Automobile des Nations to be run on July 21st are as follows : Abecassis (Alta), Parnell and Ansell (Maseratis), Arbuthnot (Delage), and Mays, Whitehead, Brooke, Gerard and Connel (E.R.A.s). An E.R.A. will also be driven by " Bira."

In view of the tremendous interest being taken in this event, enquiries have been made into the possibility of organising a trip to Geneva for the benefit of members who would like to see the race, but results so far have not been very encouraging. Swiss Air are booked to capacity to the end of September, and the cost of chartering a 'plane appears to be excessive, working out at about £50 per head. However, a limited number of allocations on the " Golden Arrow " service *via* Dover–Calais–Paris are available on July 16th, 17th and 18th, but sleeping-car berths cannot be guaranteed. The first-class return fare is £19 15s. 2d., inclusive of the Pullman supplementary charge of £1 in each direction. Members who wish to take up one of these allocations should communicate with the secretary immediately.

A further possibility would be to ship a car to France and travel by road. The petrol allowance (33 gallons) obtainable on disembarkation should be adequate, and the expenses, shared by four passengers, would be comparatively modest. Members interested in this suggestion are also invited to communicate with the secretary without delay, stating if they are in a position to provide a car or wish to travel as passengers.

Hotel accommodation in Geneva at 15 to 30 francs per day (inclusive) may be reserved through the club.

Parnell has entered both the Maserati and Delage for the Albi Grand Prix, which will be run on July 14th. The Delage will be driven by R. Arbuthnot.

Congratulations to H. L. Brooke on winning the Grand Prix des Frontieres, his first race at the wheel of his ex-Dobson E.R.A., and to " Jock " Horsfall and Leslie Johnson, who finished 1st and 2nd in the 2-litre race of the Belgian Grand Prix.

Peter Whitehead has bought one of the latest type E.R.A.s which he plans to race next year.

If certain legal difficulties can be overcome, the Ulster Automobile Club's Trophy Race will be run over the Ballyclare circuit on August 10th.

South of the Border, the Irish Motor Racing Club has been invited by the local townsfolk to organise a race at Bray (a small seaside town about 12 miles south of Dublin) on Sunday, September 15th. However, the proposed circuit is in very bad condition and it is extremely unlikely that the necessary repairs can be carried out in the time available.

The E.R.A. which Connell has entered for the Geneva race was formerly owned by Tony Rolt and " Jock " Horsfall. It is fitted with a normal close-ratio racing gearbox, and was modified by Freddie Dixon in 1938/39.

Congratulations to Bob Ansell, who was married at Amersham, Bucks., on June 3rd to Diana Blake (*nee* Tyrwhitt-Drake), widow of Lt. Michael Blake, R.N.V.R.

LE MANS FUND

Second (and final) list of subscriptions :

	£	s.	d.
K. S. Peacock, Esq.	10	10	0
H. E. Rohll, Esq.	10	10	0
Capt. G. E. T. Eyston, M.C....	10	0	0
L. Prideaux Brune, Esq. ...	10	0	0
A. W. Fox, Esq.	10	0	0
Capt. D. C. Folland	5	5	0
Capt. Stewart Burt	5	5	0
R. D. Greg, Esq.	5	0	0
Alon Southon, Esq.	5	0	0
J. C. Elwes, Esq.	2	2	0
S. H. Newsome, Esq. ...	2	2	0
T. G. Clarke, Esq.	2	2	0
G. G. McDonald, Esq. ...	2	2	0
Lt.-Col. A. T. G. Gardner, M.C.	2	2	0
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E. V. A. Booker, Esq. ...	2	2	0
Major A. P. R. Rolt	2	2	0
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J. D. Im Thurn, Esq. ...	1	1	0
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S/Ldr. W. D. Phillips ...	1	1	0
H. Stuart Wilton, Esq. ...	1	1	0
A. Braid, Esq.	1	1	0
R. Broad, Esq.	1	1	0
C. T. Delaney, Esq. ...	1	1	0
Gavin S. Scott, Esq. ...	1	1	0
E. Kish, Esq.	1	1	0

Total, £103. Amount already acknowledged, £211 3. Grand total £314 3s.

MOTOR CAR RACING AT EATON BRAY

On Whit Sunday the Eaton Bray Model Sportsdrome staged the first open model car race meeting in this country. The British Model Car Club timed attacks on the mile record over 25 laps of a 72-ft. cement track, and also staged a contest for best time of the day, over five laps. Starting up was universally troublesome, and this will not encourage the public until it is cured. New models were noticed, and there now seems a greater attempt to attain a realistic appearance. However, a 1946-type Alta was rather spoilt by its engine being located just where the driver would sit, and one very nicely-built model bore the E.R.A. badge but looked nothing like the Bourne product. Jones's 2.9-litre Alfa-Romeo was much more to scale and beautifully built and finished, with correct steering gear and tubular front axle, the steering locked, of course, for its runs. Its 10-c.c. engine commenced easily, and this car carried the day. It did its first mile run at 48 m.p.h., but as it warmed up the mixture improved, the five final laps being timed at 55½ m.p.h. Another attack on the mile gave 52 m.p.h., and the record was finally set at 55.4 m.p.h. The Alfa-Romeo also made f.t.d., covering five laps at an average of 57 m.p.h. Its only troubles were slackening off of its friction shock-absorbers and centrifugal force starving the near-side rear hub of oil.

Middleton had much trouble with his 10-c.c. Hallam-engined " Special," but eventually clocked 36½ m.p.h. for five laps and 38.3 m.p.h. for the mile. Mr. Russell's Auto-Union, now incorrectly coloured a bearing a lurid number, crashed into the pylon and damaged its enclosed racing coachwork. As a chassis it averaged 35.3 m.p.h. for the mile. The 5-c.c. f.w.d. Stevens could not manage 30 m.p.h. and eventually seized-up, and Russell's S.S.100 would not start. Howard Boys produced a rocket-propelled car, able to well exceed 40 m.p.h. Amongst the new technical innovations seen on non-competing models were chain-drive, a V-twin 2-stroke engine, a 4-stroke o.h.v. engine, leaf spring suspension by cantilevers at the rear and wishbones and transverse spring at the front, and a chassis with f.w.d. and independent wishbone front suspension. Another meeting is scheduled for this month, and car enthusiasts would do well to look in at Eaton Bray. The track is just outside Leighton Buzzard, a pleasing cross-country drive for many of us, and, apart from the model cars, the aerodrome shows you model aircraft that have certainly progressed far beyond the " toy " stage. Loudspeakers, electric-tape timer, "pits," supply depot and refreshments all featured in the Whit Sunday show.

THE VETERAN C.C. SOUTHERN RALLY

The Southern Rally of the V.C.C. at Oxted on May 25th was, as usual, a well-organised and enjoyable event, enjoyed, that is, by public, police and participators alike. Thirty-five entries were received and only Gardner's 1901 Argyle, Bird's 1904 De Dion, Tubb's Gobron-Brillé, Taylor's Stanley steamer, and Hampton's famous little Bugatti failed to appear, the last-named, unfortunately, having dropped in one of its o.h. valves.

Several new cars added to the interest, if you can talk of "new veterans"! S/Ldr. Pidgeon, starting four days earlier, arrived from Stranraer in a 1912 38-h.p. 6-cylinder closed Delaunay-Belleville, with "basketwork" finish and two foot-brakes. Skinner had an immaculate 1913 Rover-Twelve coupé, W/Cdr. Anderson brought a 1911 "40/50" Rolls-Royce to keep John Bolster's car company, Walters came in a quite perfect 1911 7-h.p. De Dion Bouton coupé, and Rowe's 1904 Renault had sprung wheels shod with Connolly solids, and a most imposing hansom-cab body. Wilcock's "12-16" Talbot, from Angmering, possessed a most sporting exhaust note.

A short map-reading and speed-judging contest took place after lunch, the local police sportingly doing special traffic patrols to help the old cars. The set speeds were: Up to 1900, 9 m.p.h.; 1901-4, 12 m.p.h.; and 1905-15, 15 m.p.h. Allday, very "veteran motorist" with cap, goggles and cigar, had to swing the 1903 Mercédès several times to get it going, and Skinner's Rover, suffering carburetter trouble, did not run at all. Welham's 2-cylinder Renault, with wondrous tick-over, displayed an L-plaque, Pilmore Bedford's upward changes took ages on the 1904 Wolseley, Mrs. Wood, on the 1900 3-h.p. Pieper, momentarily got lost at the first turning, and Sear's Mors, five up, sailed by to the rattle of driving chains. Capt. Oliver's 1903 Panhard "putta-putta-ed" along; Estler's Siddeley broke down but recovered, and Cook's 1904 Darracq was running well, nearly overshooting a corner. Bird had passenger and child on the little De Dion, which pulled strongly. Pierpoint's chromiumed 29-h.p. Mors was stately, while Rowe had ¾-elliptic rear springs to help his Renault's aforesaid sprung wheels and was very "turf-turf." There was a full crew under the voluminous hood of Major Swiney's 12-h.p. Sunbeam, Pilmore-Bedford's Wolseley was very sprightly and Abbott's single-cylinder Rover particularly so, while the 1912 15.9 Sunbeam of J. Hampton had Peter Hampton as passenger.

Bridcutt, finding a 15 m.p.h. average very tricky in his so-beautiful (and fast) "Alphonso" Hispano-Suiza, had his small daughter as passenger, and all the Hutton-Stott family seemed to be in the grand 1913 39-h.p. Lanchester, with Upton driving them. Smith's 1903 Clement, with lady-soldier amongst the crew, displayed a magnificent bulb horn, Cook's 1904 8-h.p. Darracq had white-walled tyres, and Walters actually had trafficators (doubtless rather essential) on his De Dion coupé. The two oldest cars running were Russell's 1899 3½-h.p. Benz and Browning's 1899 3-h.p. New Orleans.

Altogether an excellent day's sport, for which we have to thank Hutton-Stott and Cecil Clutton.

Results:—Class I: 1st, W. Browning (1899 New Orleans); 2nd, Pilmore-Bedford (1900 De Dion). Class II: 1st, D. Cook (1904 Darracq); 2nd, Capt. Oliver (1903 Panhard). Class III: 1st, C. Abbott (1906 Rover); 2nd, F. Wilcock (1912 Talbot).

PERSONALITY PARADE

Continued from page 157

takes off the silencer, and wears a white helmet. Trials came very near to being banned before the war.

Hutchison regards the Ford V8 engine as the cheapest means of obtaining reliable power. The standard unit will give about 85 b.h.p., with very good power low down in the rev. range. It is not possible to tune a V8 engine very extensively on account of the poor water-cooling layout. With the exhaust gases doubling back through the block and the narrow and restricted water passages, prolonged high revs. almost always lead to disaster, directly attributed to overheating.

In an endeavour to obtain cooler running, an overhead exhaust valve conversion is manufactured in America. With this design an exhaust-over-inlet valve disposition is obtained. The exhaust valve is positioned vertically over the cylinder and the inlet porting and valves are unaffected. To fit this rig the exhaust valves are removed, together with springs and guides, also tappet barrels; in place of the latter a hollow, open-topped barrel is fitted. Brass pieces are supplied to cover the normal exhaust seats and adjacent cutaways, and provide a flat surface in the same plane as the cylinder face.

These brass filling pieces are drilled to allow a push-rod to run from the aforementioned barrel to ball joints on the rockers. A specially shaped head gasket is required. These heads give cooler running, higher compression ratio and slightly more power. Their chief disadvantages being the difficulty in obtaining a seal over the old exhaust valve position, and the fact that there is no provision for lubricating the overhead valve gear.

Hutchison uses aluminium heads (in spite of their tendency to "grow" and corrode, rendering their removal sometimes difficult). It is considered that $\frac{1}{16}$-in. is the best amount to remove from standard heads to raise the C.R. However, a considerable weight of metal can, with advantage, be removed from the fly-wheel. On the passenger version of the Type 51 engine the weight of the fly-wheel is 40¾ lb. This can be reduced to 26¾ lb. by machining away the top flange above the clutch face. This will not affect the slow running and will improve acceleration and allow quicker gear changing.

A Scintilla magneto is a very desirable modification, a special model of which is made to interchange with the standard distributor.

Various attempts have been made to improve the charge-filling to the extent of fitting eight Amal carburetters, but whereas there is obviously much scope in this direction, one just comes up against the old bogey of overheating.

To improve the Sport, Hutchison feels that with trials the same routes should not be used too often. The first time a route is used, the near-by inhabitants enjoy seeing the cars go by. The second time they put up with it, and after the fifth time they are hostile. Give places a rest and the inhabitants a rest.—D. P.

CLUB NEWS

Continued from page 161

effort beneath the bonnet, was so very satisfactory, although the driver told us afterwards the car took a good deal of effort to handle, the tyre pressures not being corrected as they have been since.

Shelsley meant an early start, again as passenger in a "T.T. Replica" Frazer-Nash, which got along easily enough, the exhaust note crisp as engine-speed was taken up towards 4,000 r.p.m. occasionally in third, but the rev-counter normally reading between "two-eight" and "three-two" in top, when we travelled in comparative silence, albeit so rapidly that 47 m.p.h. was averaged from Fleet, in Hampshire, right to Shelsley, two stops included. Moreover, fuel consumption was rather better than 28 m.p.g. The route, *via* Wokingham, Henley, Oxford, Chipping Norton, Broadway, Pershore and Worcester, is a very pleasing one, and was enlivened by spotting Charles Brackenbury's V12 Lagonda chassis outside a hostelry in Dorchester, and catching up with Robin Jackson's Fiat 500 in Oxford. After the meeting we drove a late-type F.W.D. Citroen saloon for a short distance and at once lost all desire for a British utility car. The acceleration was excellent in middle speed and the controls a lot lighter than on one of the first of these cars which we tried before the war. A very necessary meal in enthusiastic company followed. We somehow found a petrol pump in action in a country village after midnight and, the Frazer-Nash refuelled, came home in the longest spell of torrential rain ever encountered, so that it was 4 a.m. when we got home and the birds were singing in the pale light of dawn as we walked across the lawn.

PARIS–BORDEAUX

by

"BALADEUR"

(Continued from the June issue.)

"THE start of Paris–Madrid—it is a wonderful picture. Up at the line the busy officials sending off the cars one after the other, the general hubbub cut by the level voice of the time-keeper counting off the remaining seconds to the driver, who leans over to catch the words. Behind him engines running, cutting in and out with a penetrating stutter, covering the surroundings with blue smoke, more felt than seen in the half-light of the dawn. Mechanics look over their cars hurriedly, seeing that everything is in its proper place; drivers, nervous and preoccupied . . . on their cars waiting—waiting as the moment comes nearer and nearer for them to shoot away on their long journey . . . while slowly the grey dawn brightens into the clear sunlight of a May morning. Everywhere else the world is awakening . . . people are rising for a Sunday of rest. . . . But this will be no day of rest on the old high-road from Paris to Bordeaux. From the palaces of Versailles to the spires of Chartres, from the grey roofs of Tours to the winding roads of Libourne, all is tension excitement, strain. . . .

"Truly an imposing opening to the last act of the great drama of inter-country road-racing."

The scene, you will remember, is the road, still pavé until recent years, which leads out of Versailles on to Route Nationale 10, the date is May 24th, 1903, and the words are those of Gerald Rose. It is packed with memories, this stretch of pavé road, from that day in 1899 when M. Pierre Giffard sent off 65 motor cars and bicycles in a massed start on this same race to Bordeaux, to that day in 1901 when the police tried to stop it taking place at all by suddenly demanding of the pilots of the giant racers of the day their certificates of capacity to drive a car and an idiotic cyclist dropped his Chinese lantern into a pool of petrol which Fournier had just emptied from his 60-h.p. Mors. It is a piece of road pregnant with memories of starting, and it is time that we, too, were away.

Four kilometres from Versailles the pavé ends nowadays at St. Cyr, and N.10 forks away to the left. Here it was that in 1903 Jarrott nearly missed the turn on his big De Dietrich and positively shaved the kerbstone as he swung round at 80 m.p.h. From there to Rambouillet it is a fine road all the way, and both De Knyff on his 80-h.p. Panhard and Louis Renault on his 30-h.p. light car sped past Jarrott, who was suffering from a slipping clutch. For all that there were doubtful French fares in Rambouillet when De Knyff was held up there for a time with ignition trouble, and it was learnt that Werner, on the new 90-h.p. Mercédès, had covered the first 17½ miles in 17 minutes.

On from Rambouillet the road is picturesque and hilly till it drops down to the valley of the Eure at Maintenon and then runs across the plain to Chartres. Beyond the town there is a nasty double bend in the village of Thivars, and then the road runs straight as a die beside the railway for a dozen miles to Bonneval.

It was here that the wondering time-keepers in 1903 clocked Louis Renault, who by now was leading the procession, at nearly 90 m.p.h. over a measured stretch, and it was at the level-crossing at the end of it that Leslie Porter, less fortunate than the ultimate winner of the light-car class, tried to take the gentle left-hand bend too fast on his 45-h.p. Wolseley, and crashed into a house.

Through Bonneval and on to Chateaudun the road is hillier after a fine straight stretch at first, but at the end of the stage Levegh on his 60-h.p. Mors of 1901 was still maintaining the lead which he had established at Chartres, with Girardot still running "the eternal second" on his Panhard, while Fournier, on another Mors, had passed Girardot's team-mate Voigt, and S. F. Edge's giant Napier, the sole British entrant for the Gordon-Bennett Cup, which had been lying fifth at Chartres, was beginning to drop back. Through Chateaudun to Cloyes and on to Vendome, the road runs through the lovely forest of Freteval, invisible on these old racing days for the clouds of stifling dust thrown up by the tearing monsters. Charron, the ultimate winner, had been lying second at Vendome in 1899 on his 12-h.p. Panhard, but in 1901, in the days when the makers had got a 40-h.p. engine into a chassis of the same weight, he was forced to retire there with valve trouble.

From Vendome onwards there is a wonderful straight stretch of 26 kilometres to Chateaurenault, and in 1899 Giraud, driving his fantastic-looking Amédée Bollée racer, with its boat-shaped body pointed front and rear, its horizontal engine and belt drive, determined to make the most of it. His was probably the fastest car in the race and had been leading as it passed through Chartres, only to lose ground by the time Vendome was reached to Leys, Charron and De Knyff on their Panhards. Along this straight stretch he whacked his racer up to the then unheard of speed of over 40 m.p.h., when suddenly it hit a hump-backed bridge, burst a tyre, smashed the wheel and turned over in the ditch on top of the intrepid automobilist. Giraud survived; but there was no more 40 m.p.h. for him that day and he was rescued from beneath the wreckage of his racer to be taken more sedately in a donkey-cart to St.-Amand-de-Vendôme, which lies just off the road to the left.

Chateaurenault to Tours is a fine stretch of 29 kilometres, and just before the end of it, Werner on his 90-h.p. Mercédès, who had been coming up well since before Chateaudun, got past Jarrott in 1903 and entered the control at Tours with only Louis Renault in front of him. Tours lies on the south bank of the Loire, on the north bank of the Cher, and I suppose it was somewhere where the houses end by the bridge over the latter that the cars were dispatched from the control. The road there climbs steeply up out of the valley underneath a railway bridge, takes a right-angle turn to the right where it meets the road from Vierzon and then turns sharp left again to regain its line towards Montbazon. Great things had been expected of the Mercédès, but, says Jarrott, "a gasp went out from the crowd as they saw the manner in which [Werner's] car rushed up the winding road out of Tours." Five kilometres further on, while travelling at top speed, the Mercédès back axle broke and Jarrott, driving in its dust, just missed the fragments of the wrecked machine. Werner, completely unhurt, was engaged in lighting a cigarette.

But the two routes have joined up now, and these long straight stretches after Tours are fraught with memories not alone of the monsters of 1903 doing 90 m.p.h., but of Levassor, in 1895, grasping the tiller of his "Number 5" and peering into the gathering gloom of the summer evening, illumined only by his flickering oil lamps. Passing through Tours at a quarter to nine in the evening, he was at Poitiers at a quarter to one on the morning of June 12th, pushing on, always steadily to the south-west. Just short of Châtellerault, 34 kilometres further back, Levegh retired in 1901 with gearbox trouble and Fournier on the second Mors took the lead, to hold it to the end, while about the same distance beyond Poitiers, the big Napier retired near Couhé-Vérac with its clutch worn out.

Between Couhé-Vérac and Ruffec N.10 is a fast road, but it is a treacherous road for all that, with a gentle left-hand bend beyond Chaunay and a similar bend to the right in the Forêt de Ruffec. But Marcel Renault was going great guns along it in 1903, and having started Number 63, was overhauling Théry, one of his most formidable opponents in the light-car class, who had started fourth on his 30-h.p. Decauville. Renault, the winner of Paris–Vienna the year before, and no novice at the game, decided that he could get by, his car lurched into the drain at the side of the road, swung round twice and overturned on top of the unfortunate driver, who died shortly afterwards. All unconscious of the tragedy, his brother Louis was still fleeting onwards to Bordeaux.

Eight years before, Levassor, travelling at nearer 9 than 90 m.p.h., was still pegging away on his Number 5 in the pale dawn of a summer morning. His regularity had been marvellous, so wonderful in fact, that when he reached Ruffec at 3.30 a.m. he was far ahead of schedule, and the man who might have shared with him the glory of winning the first motor race was still in bed. Levassor had been at the tiller for the best part of a day and a night, but Doriot's Peugeot was hard

on his heels, and rather than waste time while his reserve driver was roused, he carried on, with the sun coming up over Vieux Ruffec away to his left, on through Mansle to Angoulême. The 43 kilometres took him exactly two hours.

But others were not so lucky. Shortly after leaving Ruffec, at about 7 o'clock in the morning, the second Panhard, Number 6, ran over a dog and smashed a wheel. By a miracle the high, short-wheelbase car of 1895 did not turn over, but it was out of the race for all that. A little further on, near to Angoulême but at some point not exactly determinable now, Emile Mors, on the 5-h.p. car of his own construction, collided with a cart in 1898 and broke his collarbone, thus putting out of the race the car which had been lying third at Tours and was the Panhard's most formidable opponent. The carters of Angoulême, in fact, were a menace to early motor manufacturers, for it was not far from the same spot that Georges Richard, on his 12-h.p. Richard-Brasier voiturette, tried conclusions with one in 1903 and had to retire just when he looked a likely winner of his class. And it was at the entrance to Angoulême itself that occurred one of the worst tragedies of Paris–Madrid. A child ran out in front of one of the competing cars—opinions seem to differ as to which one, but I think myself it was a Brouhot. A soldier made a dash to save the child, the driver swerved to avoid them and ended up by killing the child, the soldier and two other spectators.

"The road after Angoulême," says Jarrott, in his description of Paris-Madrid, "is a series of twists and turns, corners and angles, and it was on this portion of the road that most of the unfortunate accidents in the race took place." As a matter of fact, for the first 40 kilometres, as far as Chevanceaux, it is a good, fast road, and I suspect was so in 1903, with the exception of the hill out of Pétignac, where the road bends sharp right, left, right and left again, all within the space of 100 yards or so. This spot saw the downfall of Jenatzy, "the Red Devil," on his 90-h.p. Mercédès, but, strange to relate, it was not because he failed to make one of the bends, but because he got a fly in his carburetter!

But beyond Chevanceaux Jarrott's strictures about the road are doubtless fully justified. Not that the modern motorist who follows N.10 by Montlieu and St.-André-de-Cubzac would necessarily think so, because he is off the route of the old Paris–Bordeaux road which in 1903 still went by Montguyon and Libourne, a town which had had to be avoided in 1899 because the mayor suffered from "auto-phobia." And this road is just as Jarrott describes the last stage of Paris-Bordeaux. Not that he himself seems to have paid undue attention to its characteristics. Just as they were leaving Angoulême, his mechanic, Bianchi, had told him with horror that the front wheels were threatening to come to pieces, the spokes having got loose in the hub. But Jenatzy was just behind him (he was not to know about that carburetter fly at Pétignac) and he dashed off, wheels or no wheels. Over that last hundred kilometres he somehow averaged over 60 m.p.h., and arrived at Bordeaux a quarter of an hour after Louis Renault, having reduced the latter's lead by twenty minutes.

But the others, especially the other Englishmen, were not so fortunate. Just beyond Montguyon, where a side road goes off to the village of St.-Pierre-du-Palais, Stead, on his 45-h.p. De Dietrich, while trying to pass Salleron, who finally finished third on his 70-h.p. Mors, turned over on a heap of stones and was badly injured. Near Libourne the steering-gear of Mayhew's Napier broke and the car collided with a tree; and a little further on Lorraine Barrow in, perhaps, a typically English attempt to avoid running over a dog, met the same end, with fatal results for both driver and mechanic.

The accidents of Paris–Madrid are legion, the exact locale of them are not, in many cases, recorded. Tragedy was piled so thick on tragedy that the French Government lost its head. In spite of the fact that Gabriel, on his 70-h.p. Mors, starting 168th, had come all through the blinding dust of those in front of him to finish first at 65.3 m.p.h., the authorities would not even allow the racing cars to leave Bordeaux under their own power. Ignominiously they were towed to the station by horses, and returned to Paris by train.

They said, indeed, that it was the end of motor racing. But, of course, it was only the end of a chapter: circuit racing was about to take the place of the great town-to-town events. And in order to complete our circuit we must return to 1895 and Levassor, whom we left passing through Angoulême at half-past five on the morning of June 12th. Here, then, is *le Velo*, quoted by J. H. Knight:—

"The turning place at Bordeaux. The town presented all day an animated appearance, chiefly on the road where the automobiles were expected. The pavements were black with people. . . . At 10.30 a.m. M. Levassor arrived at the turning point, the Café Anglais de Bordeaux, steering his Number 5, which had been called the record coach of automobilism. It is a phantom carriage. It reached Bordeaux in twenty-two hours and a few minutes.

". . . The stop is made for the judges to certify the arrival of the carriage, a bystander offers M. Levassor a glass of champagne which he drinks without quitting his seat; and at 10.40, eight minutes after his arrival, M. Levassor starts for Paris amid the acclamations of an enthusiastic crowd."

Eight minutes rest, and Emile Levassor had started back on that long road to Paris. Every hundred kilometres he stopped for water and supplies, but all that June 12th he pegged away, back towards Paris. Darkness came on and still he kept going. "M. Levassor," according to J. H. Knight, "stated that he lost considerable time by having to slow down during the night owing to the difficulty in keeping his lamps burning, the vibration at that high speed causing one to become unsoldered." His 4-h.p. racer was, in fact, geared to give 18½ m.p.h. on the top speed. The welcome dawn at last, and at 4.30 a.m. on June 13th Levassor was back at Blois, although "he said he ran with prudence, never exceeding thirty-eight kilometres per hour down hill." At half-past nine he was at Etampes, and then history must turn the page of *le Velo* of the following day.

"M. Levassor has actually arrived," in the words of Mr. Knight's translation, "yesterday, June 13th, at fifty-seven minutes past noon at the Porte Maillot, after having driven a carriage 'à deux places,' and without help, the whole way from Paris to Bordeaux and back, one thousand two hundred kilometres, in about forty-eight hours. A few minutes before one, those at the Porte Maillot saw a cloud of dust approaching, and at noon fifty-seven minutes thirty seconds M. Levassor stopped his carriage at the winning post . . . [and] alighted in the midst of cheering."

Among those there to greet him was the Comte de Chasseloup-Laubat, returned from Vouvray, presumably by the train, and his description of the occasion, as recorded by A. B. Filson Young, is as follows: "He did not appear to be over-fatigued; he wrote his signature at the finish with a firm hand; we lunched together at the 'Porte Maillot,' he was quite calm; he took with great relish a cup of bouillon, a couple of poached eggs, and two glasses of champagne; but he said that racing at night was dangerous, adding that having won, he had the right to say such a race was not to be run another time at night."

And still he sits in effigy at the Porte Maillot (or did until Hitler and his enemies started knocking everything about), grasping the tiller of Number 5 and peering before him as his "phantom carriage" covers the long road from Paris to Bordeaux.

OUT OF THE PAST

A. F. Rivers-Fletcher has sent us a copy of *The Car* dated April 13th, 1904, containing an account of the 100-h.p. Buffam racing car. Built at Abingdon, U.S.A., this car had an 8-cylinder engine, like the Winton, but this engine was placed well towards the front of the chassis. The tops of the cylinders were well below the tops of the wheels, and suspension was by small spiral springs, final drive being by chain. The description comments on the small ground clearance, rating the car suitable only for cement tracks, and this, coupled with the curious driving position, the driver's left foot on a sort of stirrup outside the frame, makes us wonder if the car ever raced.

Also shown is a photograph of the 96-h.p. Wolseley "Beetle" in chassis form. It had a horizontally-opposed 4-cylinder engine hung low across the frame, with a huge flywheel, trembler coil ignition, and pump cooling, the water-pump being carried on the radiator and driven from the engine by a telescopic shaft. The engine drove by roller chain to the gearbox, with final drive also by chain. The maximum engine speed was 1,300 r.p.m. approximately, internal expanding brakes were used, and wheelbase and track measured 9 ft. and 4 ft. 7 in. respectively. The front wheels carried 34-in. by 3½-in. covers, the rear wheels covers of 36 in. by 5 in.

SHELSLEY WALSH REVIEW

Raymond Mays, E.R.A., Fastest, under Appalling Conditions, beating Abecassis (Alta).

Splendid Ascents by Davenport's "Spider."

Johnson's Darracq the Fastest Sports Car.

★

"THUNDER at Shelsley Walsh"—that might well be the title of this review of the first post-war Shelsley, the first International event on the British Calendar since hostilities ceased. The rain was torrential and spoilt any chance of fast times. Nevertheless, the crowd was quite up to pre-war standards; indeed at half-time a line of cars a mile long awaited admittance to the famous Worcestershire venue.

To qualify to run in the afternoon, certain entrants had to clock 50 seconds or under during the morning, and this took heavy toll of the 117 entries. The 500-c.c. cars and Edwardians were exempt, but with the exception of the Lightweight Special, none of the remaining seven 750-c.c. cars qualified and so there was virtually no 750-c.c. class. Other classes suffered a similar loss of runners and, in the end, only 65 cars competed in the afternoon. The programme concluded quite late, even so, so maybe the organisers are right, but it would seem better to either set a more lenient qualifying time for the smaller cars, certainly in wet weather, or else let in the faster cars on their qualifying times irrespective of a set standard. Strength is lent to this argument when you consider that, out of 65 runners, only 38 exceeded 50 sec. on their best runs, in the event proper.

* * *

The Paddock, fortunately now having covered bays for the competitors, was very crowded with racing machinery and exuded all the beloved sounds and scents. Lady helpers, really doing jobs of work, were in evidence, and everyone was mightily cheerful in spite of the promise of more rain.

News of non-runners began to get around. The dirt-track Skirrow Midget wasn't present. Woodall's White Riley was absent; Southon's F.W.D. Alvis was without bearings, new ones not being ready to schedule; Ansell's Bugatti and Maserati were out; likewise the Peugeot Rivers-Fletcher was down to drive; Allard couldn't get his Allard ready; Hutchison had hit a wall in the Jeans Cup Trial and did not produce his Allard; "Fuzzi," now with V8 Ford engine, couldn't be completed in time; C. A. N. Mays's Ford was missing, and there were a few other gaps.

Snooping round we discovered much to intrigue. Geoffrey Taylor was warming up the transmission of the ex-O'Boyle Alta on jacks, and the new 2-litre engine had something very special about its induction arrangements. The G.N. "Wasp" was having its front cowling fitted and had a coil ignition distributor at the front of its crankcase, fed from a Lucas motor-cycle battery. Its old V-twin G.N. engine had a downdraught, T.T. Amal carburetter to each "pot" and hairpin valve springs. The Dowson Special drew a big crowd to admire its lines and take in the Type 4 Zoller supercharger driven by twin chains, the 45° downdraught S.U. carburetter and, again, coil ignition by Lucas motor-cycle battery. The B.H.S. Special sported a Frazer-Nash-type chassis with dural side-members, a Ford V8 engine and an Armstrong-Siddeley self-sorting gearbox. One chain drove the rear axle and there was a single seat above a sort of dural platform at the back. The Norris-Special comprised a very clean F.W.D. Alvis 4-cylinder engine with Roots blower and Solex carburetter, cooled by a "12/50" Alvis radiator, in a Frazer-Nash chassis. The Carlmark-Special had a new body, tiny coil springs to look after its front suspension and no rear springs of any sort, the rear-placed V-twin J.A.P. engine being relied upon to keep the back down.

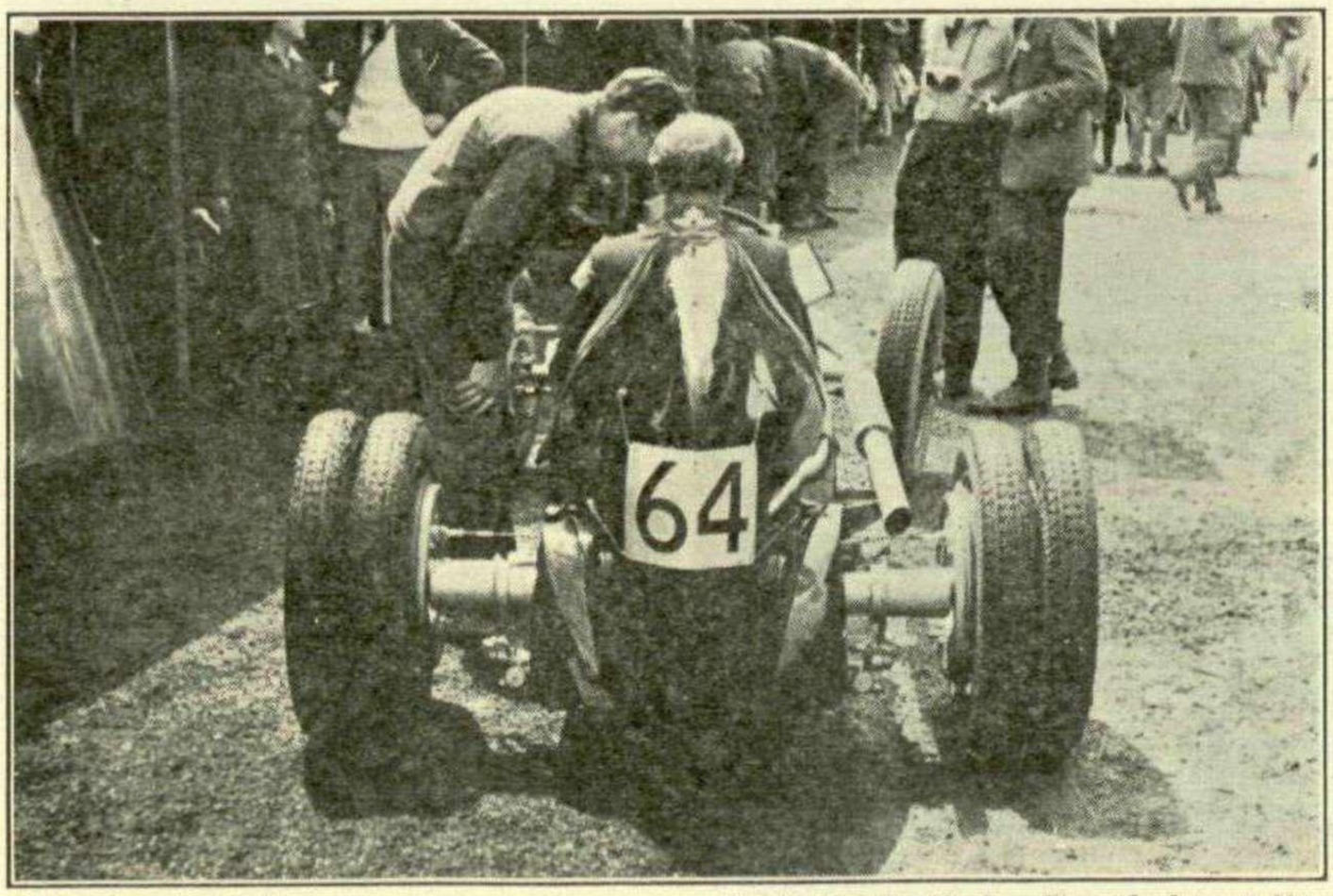
"Mephistophelgatti," A. T. Norton's car, was a ponderous structure built round a shortened Type 30 Bugatti chassis and a V12 Lincoln "Zephyr" engine. Instone's G.N. was there, of course, its Zoller-blown J.A.P. engine having a two-float T.T. Amal carburetter, transverse B.T.H. magneto and very long inlet piping. The Hudson-engined Skinner-Special, now known as a Triangle-Special, bore in its steering-wheel centre the plaque "Balken Sobraine Smoking Mixture." Baillie-Hill had brought a Shelsley-Special built in four days—Ford V8 engine in Frazer-Nash chassis. It had hardly any right steering lock and didn't run, being towed away behind a 3-litre Bentley. Pollock's Frazer-Nash was a "Shelsley" with Blackburn Six engine; "Chatterbox," the four-wheel Morgan, had typical two-chain final drive, and George Symonds was there with the ex-Brettell Austin Seven single-seater. The hose on the inlet pipe of the Wharton-Special (blown-M.G. engine in Austin Seven chassis) pulsed happily and a boot-polish tin full of oil looked after blower lubrication. Buck, in a lurid shirt, was running a 1925 Type 35, straight-eight G.P. Bugatti.

Yes, this was Shelsley Walsh all right! Apart from "specials," some very modern and famous racing machinery was present, and the old G.N. "Spider," due to be handled by Basil Davenport himself, sat lonely and unattended in a far bay.

Gerard's E.R.A. had a double-choke Weber carburetter and a square fuel tank under the scuttle. It was nice to see the ex-Percy Maclure blown 1½-litre Riley with André-Girling i.f.s., and with a neat, new body, out again, driven by L. H. Davenport.

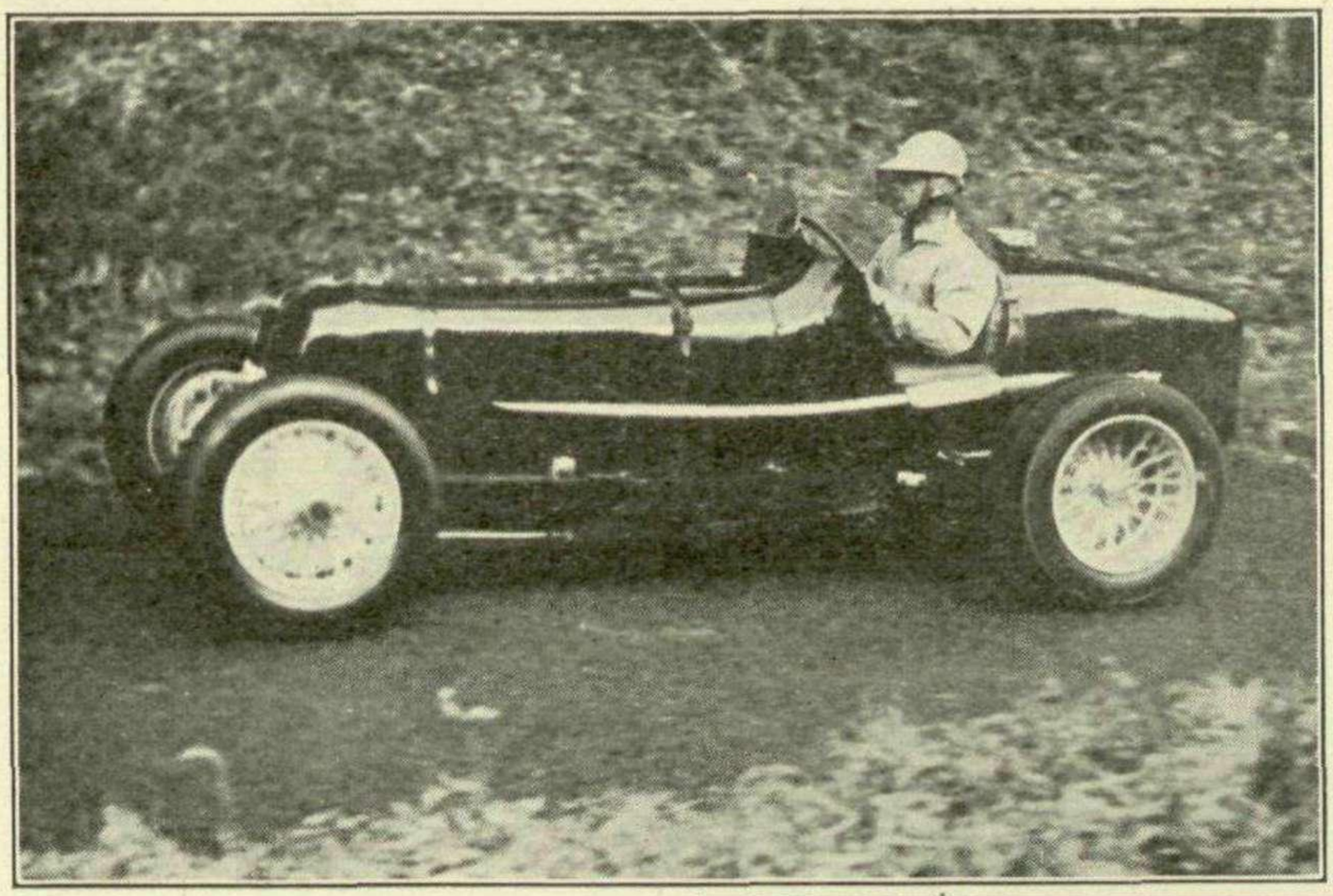
* * *

Rain began to fall heavily two minutes before the climbs were due to start, and the 500-c.c. cars opened proceedings in fearful weather. Lones took "Tiger-Kitten" away steadily, slid about somewhat, held his little car, and did 53.86 sec. Strang followed, steadier, but working at the tiller, to clock 54.12 sec. Dowson then came up untimed, having missed the "spoon," sliding near the finish. The Appleton-Special was really quick, taking 15 sec. to the crossing but sliding badly out of the S-bend—47.1 sec. R. Turner, with Gerard's four-Amal-carburetted "Brooklands" Riley, noisy with its stub-exhausts, clocked 50.97 sec., and then Weir (M.G.) came up cautiously in 51.99 sec. Richards came rapidly into the S-bend in the "Brooklands" Riley, sliding and blipping (54.12 sec.); Harrison won the class with the Sports "Ulster T.T." Riley, and Instone gallantly fought "Martyr" to the top in 55.03 sec. Claridge's G.N.-chassis Frazer-Nash looked slow (52.97 sec.). These cars—the classes were deliberately run jumbled to sustain interest—now descended the hill and the crowd gave signs of liking

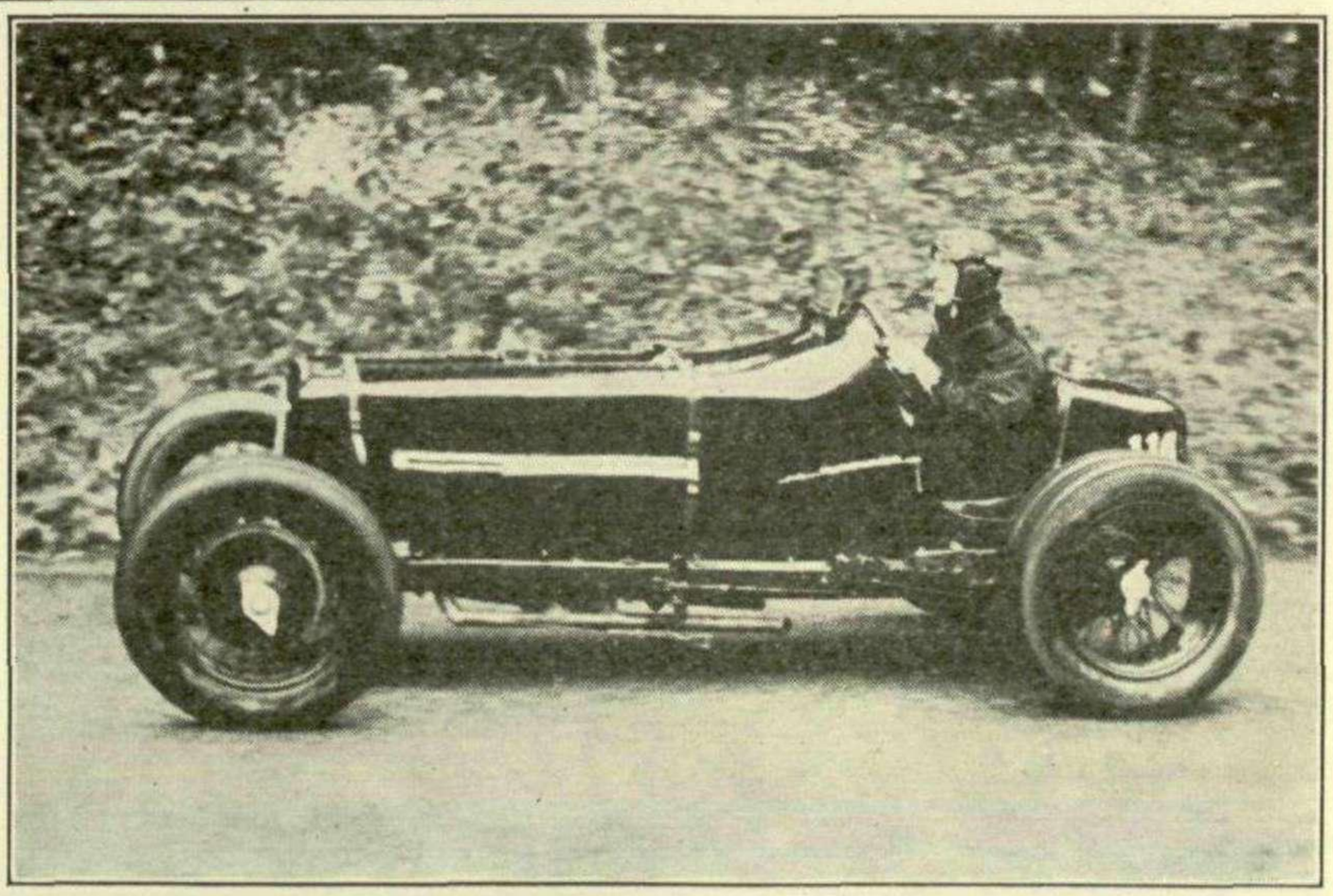


Bob Cowell's 2-litre all-independently sprung Alta in the Paddock. Second place, 2-litre supercharged class—44.89 sec.

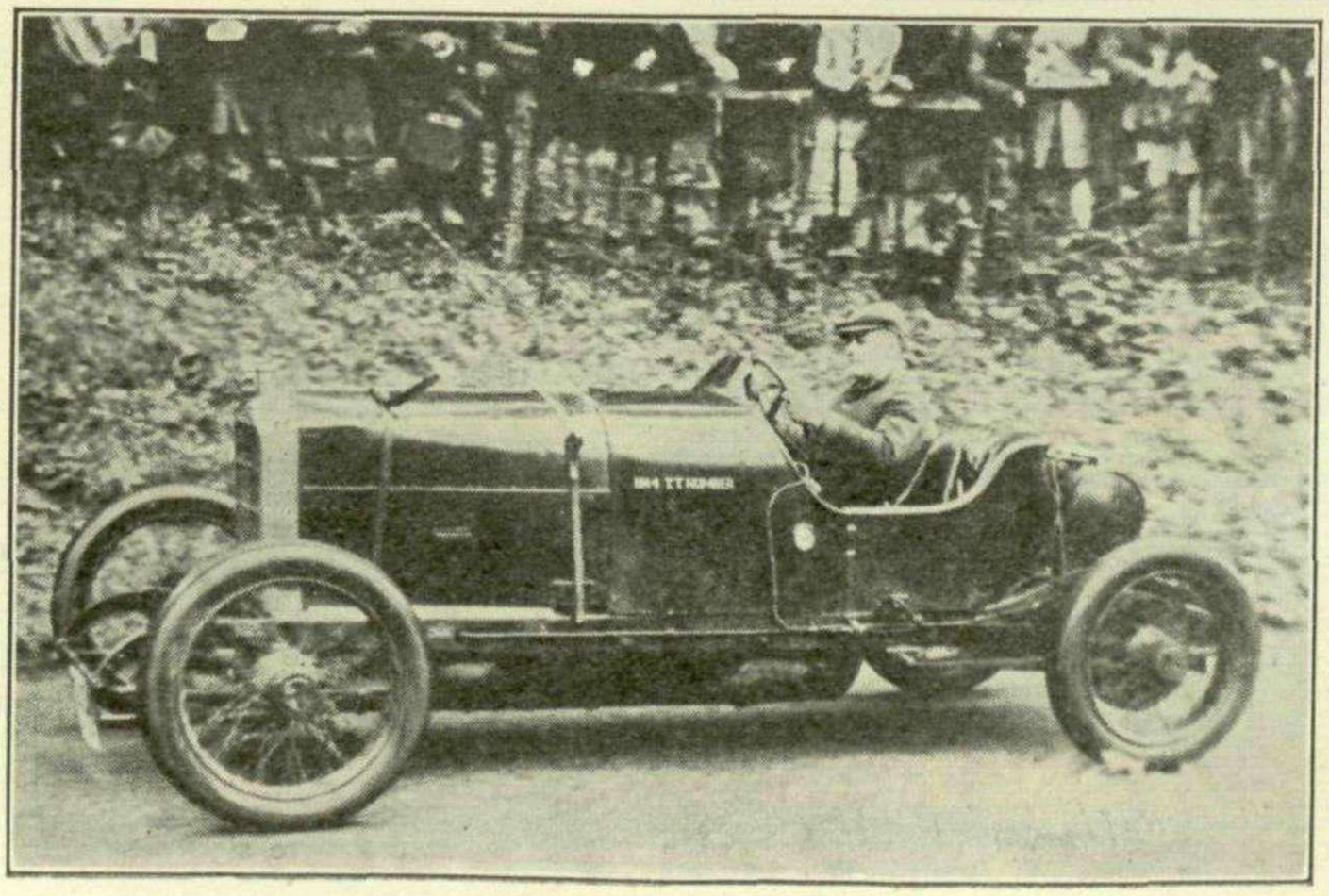
SHELSLEY



Raymond Mays, 2-litre E.R.A., doing it once more! Fastest time of the day. First place, 2-litre supercharged class—42.79 sec.

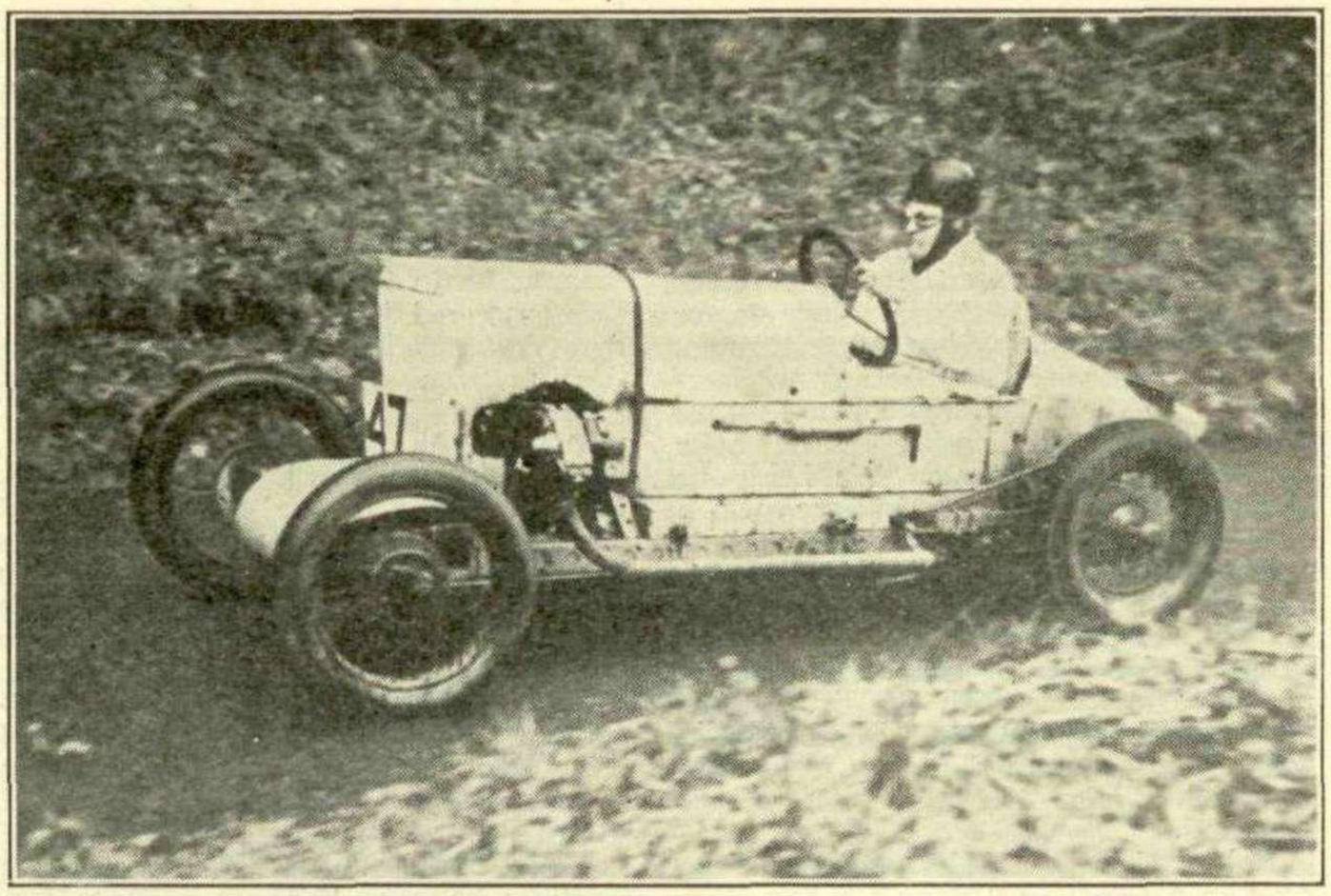


Northway in the Mercury-Nash, the old "Spook" now so neatly newly engined. First place, 5-litre unsupercharged class—46.59 sec.

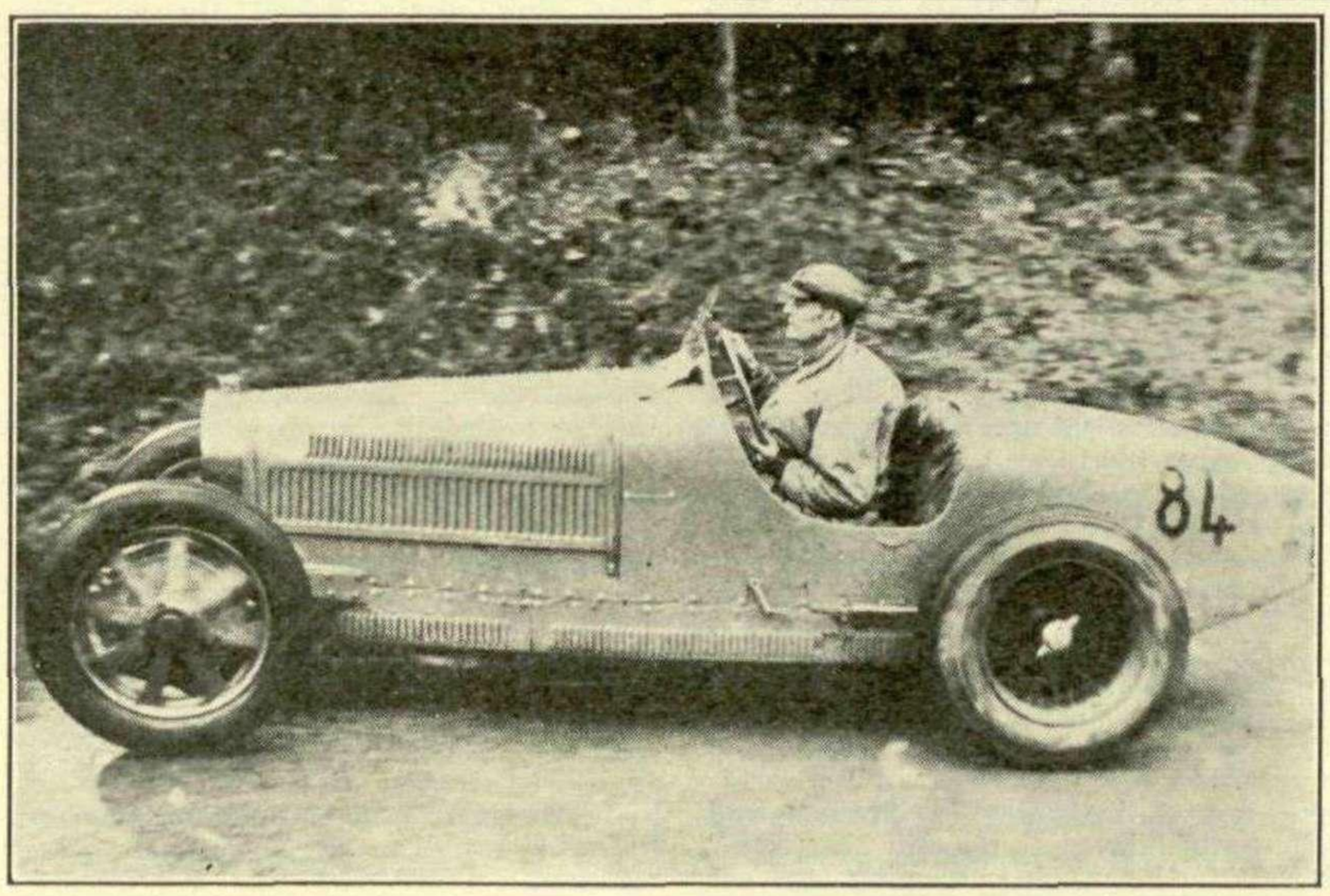


The veterans were fully appreciated—Kenneth Neve on his 1914 T.T. Humber, which was driven to and from the meeting.

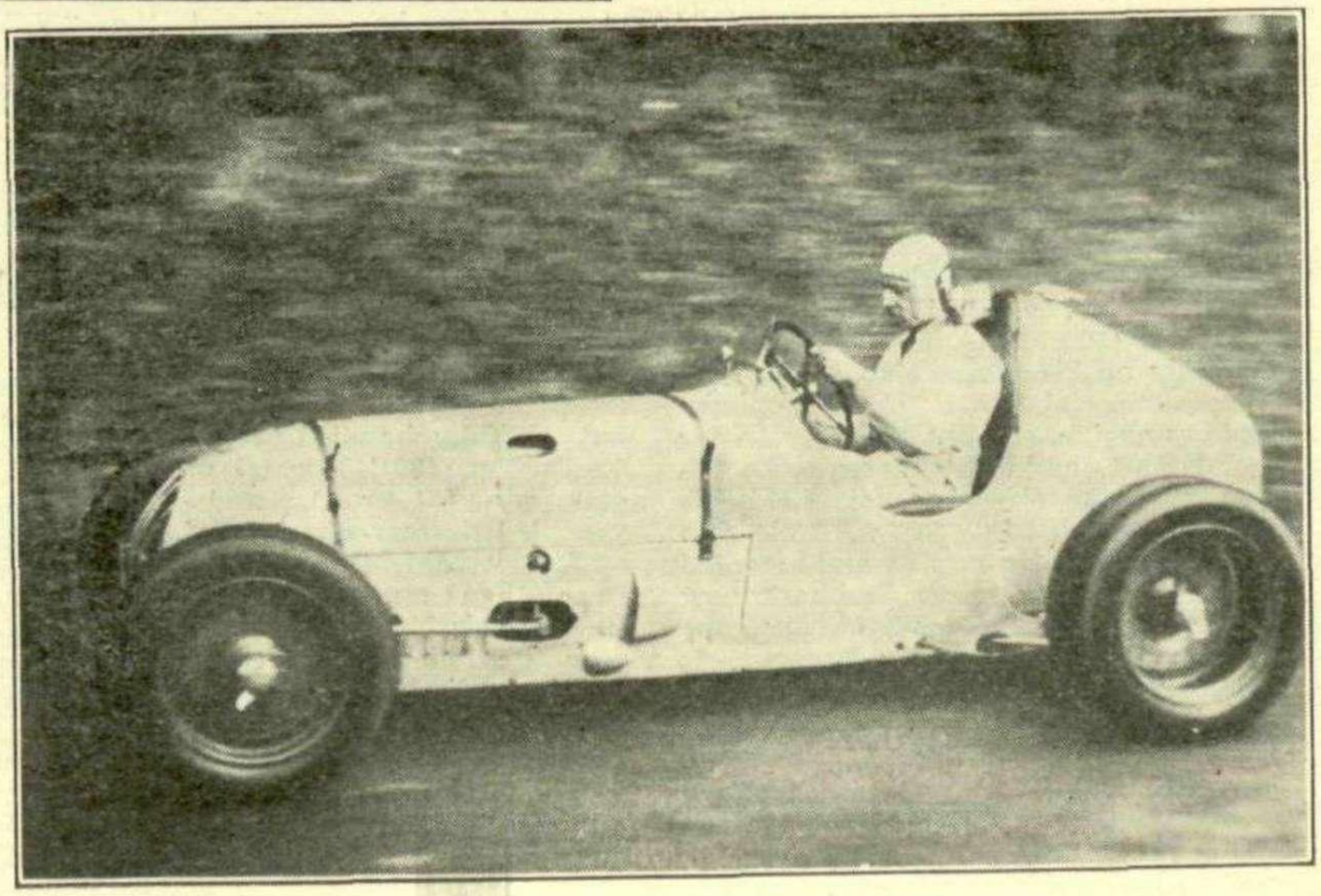
WALSH, 1946



Basil Davenport during his terrific "come-back" ascent with the V-twin Frazer-Nash "Spider." Fastest unsupercharged car. First place, 1½-litre unsupercharged class—45.65 sec.



K. W. Bear won two classes. Here is his Type 51 2.3 Bugatti in action. First place, 3-litre supercharged class—45.17 sec.



George Abecassis in the 1½-litre Alta, putting Raymond Mays on his mettle. Second fastest time. First place, 1½-litre supercharged class—43.17 sec.

the 500-c.c. ascents, and Lones's in particular.

Gerard then brought the E.R.A. up, experiencing tailslides and the rear axle juddering as he turned on the heat out of the "S." His time was 45.47 sec., and Ansell's E.R.A. couldn't beat it (46.24 sec.); although he got away well, he raised the mud from the outside bank leaving the "S." Then Mays—arms working furiously, looking sedate through the "S," and with that hurtling acceleration up to the finish. The black 2-litre E.R.A. sent out quite a bit of dark smoke and a boot-polish tang. We held our breath and waited—yes, 43.75 sec., which was fastest of all the first runs.

That excitement over, Basil Davenport, white crash-hat perched on his head, made a terrific come-back with the ancient G.N. "Spider." All over the road, he struggled mightily with the little right-hand gear-lever and never lifted his foot for a fraction more than was absolutely essential. His 47.65 sec. was richly deserved.

Bolster then occupied the centre of the road in a scuttling "Mary," a fine start and rapid upward changes on the straight resulting in a time of 50.77 sec. Cowell's black 2-litre all-independent Alta was beautifully handled, although it just grazed the bank beyond the "S" (45.81 sec.), and the old Skinner-Special, sliding beyond the start, and most of the way thereafter, did 48.64 sec. Its rear wings were in place, incidentally. Geoffrey Taylor climbed carefully in clouds of spray (the rain now absolutely torrential), in 50.68 sec. Another cloud of spray proved to be Kenneth Evans in the "2.9" *Monoposto* Alfa-Romeo, with which Nuvolari once won the German G.P. It looked slow and proved very quick—46.61 sec. Peter Monkhouse then came up on a fine, untroubled ascent in his Type 51 Bugatti, still with the familiar strip wings, in 48.8 sec.

At this point Earl Howe consulted with Leslie Wilson about a stream of mud which was running down the right-hand side of the course. Nothing much could be done about it, and after some delay the motor racing continued—the B.B.C. having come back to Shelsley as golf and tennis were, very literally, "washed out"!

A very good ascent by Mrs. Mortimer in her husband's 1½-litre Alta ended the break, her time being excellent (50.69 sec.), and then Lady Mary Grosvenor, in the black Allard which Sydney Allard used to drive so fast, did her usual tour up the course (59.35 sec.). Brooke, on the now body-less Brooke-Special with 1½-litre E.R.A. engine, exhaust flashing back, drove well (50.27 sec.), and Dowson did splendidly on his re-run (47.7 sec.). The Triangle - Special, with Cozette - blown Meadows engine, clocked 53.21 sec., after a good start, and Parnell, with the 16-valve ex-Wakefield Maserati, held his car well through the "S," went close to the bank leaving the corner, and recorded 46.73 sec. A very brave Carlmark now came up all over the road, having gone up the bank near the start; front wheels flapping wildly, throttle foot hard down when lesser men would have braked—48.24 sec., fastest in the 751-1,100-c.c. class. Sir Clive Edwards then toured up in his 1½-litre Singer-engined sports H.R.G. (62.29 sec.).

Came Whitehead in the E.R.A., said to have a Z.F. differential. He cut close in entering the "S," diced madly, starting handle swinging with the car's movements, hit the upper bank and roared away to the finish, all in 46.77 sec. Steadier, also swifter, was Abecassis in the silver 1½-litre Alta, now so well on form as to do 44.09 sec. The ex-Maclure Riley blipped its way up in 49.24 sec., and Williams in the ex-Hunter 1½-litre Alta made a sensible climb, displaying fine acceleration (49.57 sec.). Newton, who had had the head (deflector type!) off the old Baillie-Hill Meadows H.R.G. in the morning, suffered bad pinking, but managed 52.42 sec. A. Parnell, as we have come to expect, was polished with the ex-"Bira" Delage, blipping through the "S" to exactly equal Newton's time, while some real motoring came with Hampshire's ascent, the elderly six-cylinder 1½-litre Maserati clocking 45.44 sec. Vaughan adopted a new position on the line with the amazing Becke, slid wildly out of the "S," held the skid skilfully and snaked his way to the finishing banner—46.61 sec. Then Mortimer, fighting wheelspin in the Alta, came up in 47.2 sec., sufficiently quicker than his wife's time to obviate any domestic inferiority!

Shawe-Taylor then had a party with Ansell's E.R.A., going on to the grass at Kennel-bend, and hitting both banks at the "S" (46.0 sec., nevertheless). Whincop used great exertion to extract 48.71 sec. from the ex-Shuttleworth "2.3" Bugatti. Noel Carr, on the ex-A. J. Cormack blown 1½-litre Alta, possessed excellent acceleration but drove cautiously (49.16 sec.), the A.C. Six-engined, sports-bodied, Kaiserwagen had its steering wheel sawed-at unmercifully (50.57 sec.), and Lloyd-Jones, with the ex-Fane single-seater, twin-blower "Shelsley" Frazer-Nash which once held the record, forgot that such a car needs air-pressure in its fuel tank (52.49 sec.). Claridge then showed us how to slide a Frazer-Nash (51.58 sec.), Harrison held a bad skid going into the "S" with his ex-Dixon 2-litre Riley (47.43 sec.), and Gordon Wilkins slid about in his "328" B.M.W., the engine seeming to get drowned as he negotiated the "S" (53.62 sec.). Unfamiliar in a crash hat, Leslie Johnson treated us to his usual sliding technique into the corners, the "328" B.M.W. clocking 48.97 sec., and then Bear, in the four-carburetter, 3-litre Bugatti, provided the first real incident, skidding round as he entered the "S"-bend and running forwards across the road and up the bank. He reversed out and continued—62.37 sec.

Gerard's 6-cylinder, 1½-litre Riley, with six Amal carburetters, was rather wild, but skilfully handled (49.07 sec.); Fairman's Type 35C Bugatti made a good get-away (51.4 sec.), and Newsome's special, twin-rear-wheeled S.S. seemed to fluff, but did 47.8 sec., a fine show. Bear then ascended in yet another Bugatti, his Type 51, going off the road near the finish on a really fast, class-winning climb (45.17 sec.), and Noel Carr, now in the ex-Beadle 2-litre Alta, went over the grass near the start and hit the bank beyond the finish (45.72 sec.) The Mercury-engined "Spook" came up steadily, one tail-wag easily held, to win the 3-litre class (46.67 sec.), Whalley's 4-seater V8 Ford was slow (54.51 sec.), and then Windsor-Richards treated us to a real dice in his S.S., of strident exhaust note, to clock a very praiseworthy 50.13 sec. Lord Waleran's S.S. wasn't much slower (50.71 sec.), but Davenport's ex-Dixon 2-litre Riley experienced a front wheel slide and went up the bank at the "S"-bend. Neve drove the 1914 T.T. Humber splendidly (61.07 sec.), and then a squeal of brakes and Sam Clutton appeared in the 1908 Itala, in a great slide. This he corrected and, collecting no banks (but only just!), thundered away from the "S," disappearing momentarily from view as he stooped to heave another gear in (54.03 sec.). Peter Clark was very steady in the authentically-white 1914 G.P. Mercédès (56.7 sec.), Leslie Johnson's ex-Lace, ex-Connell Darracq, removed some soil from the landscape leaving the "S" (49.68 sec.), and then Bolster, his 1911 Rolls-Royce relieved of its headlamps and hood, toured up in majestic silence in 85.23 sec. Heal placed the big 1910 Fiat very nicely indeed through the "S" (51.81 sec.), winning the big-car class; Marcus Chambers did not need to ease up appreciably at the bends with the 1908 Hutton (75.21 sec.), and Rodney Clarke's beautiful chain-drive Bugatti, of 1913 vintage, accelerated like a young thing, to do 58.9 sec. Dr. Ewen finally ascended nicely in the Itala, in 56.2 sec.

That concluded the first half, and almost at once Lones opened play again. This time Strang just beat him, to win the 500-c.c. class. Dowson, snaking along the final straight, improved his time to 46.76 sec., but Appleton, although slower than before, won his class. Most people *did* improve on their first runs, and the times listed at the end of this report, compared with those already given, will show whether this was so or not.

Parnell broadsided in starting the Delage, the "Spider" did a truly rousing 45.65 sec., fastest unblown time, and then Abecassis clocked fastest time yet in his Alta—43.17 sec.—modestly ignoring the acclamation of the spectators as he returned. Whitehead was very rapid in spite of skids, the E.R.A. doing 44.28 sec., but it was, of course, left to Raymond Mays, on a truly polished drive, to show everyone the way—he managed 42.79 sec. over a wet course on his second run.

Gerard, with the ex-Wilson E.R.A., lost time due to the front end going straight on, poor Moor never got the "Wasp" going at all, and Shawe-Taylor was again wild, hitting the bank twice, yet clocking 44.92 sec. Cowell was steady and really fast (44.87 sec.—.03 slower than before); Bear's 3-litre Bugatti clouted the bank hard, beyond the "S," but won its class nevertheless—Bear's second class-victory; Evans snaked the Alfa-Romeo up in 46.11 sec., and Newsome's S.S. did a terrific 46.95 sec.

The Skinner-Special motored well and truly up the bank and got immense spin in re-starting after the episode; Carr's 1½-litre Alta was faster than his 2-litre on a fine run occupying but 45.39 sec.; Heal's Fiat was slower away this time, and Leslie Johnson, using his special cornering technique with the Darracq,

made fastest sports car time in 47.44 sec. Carr's 2-litre Alta had trouble on its second ascent.

That concluded one of the wettest of Shelsleys. Racing cars were tied to tow-cars, loaded on to trailers or pushed into their vans, and wet drivers and mechanics sought their divers items of bedraggled kit. Spectators threw sodden coats and umbrellas into the back of saloons and tried to get out of the car park, assisted by a hard-worked tractor, for which a charge was made. A bad show that, especially as many cars had to be abandoned until the Sunday. That was Shelsley Walsh again—and all it means to thousands of enthusiasts. Thank you, Leslie Wilson!

RESULTS

PRIZE-WINNERS

FASTEST CLIMB: Raymond Mays (2-litre E.R.A., S.), 42.79 sec.

SECOND FASTEST: George Abecassis (1½-litre Alta, S.), 43.17 sec.

FASTEST UNSUPERCHARGED: B. H. Davenport (1,496 twin-cylinder Frazer-Nash), 45.65 sec.

FASTEST UNSUPERCHARGED, "NOT A SPECIAL": T. C. Harrison (1,986 Riley), 46.36 sec.

FASTEST SPORTS CAR: L. G. Johnson (4-litre Darracq), 47.44 sec.

FASTEST CLIMB BY A LADY: Mrs. C. Mortimer (1½-litre Alta, S.), 50.69 sec.

FASTEST "SHELSLEY SPECIAL": C. P. Vaughan (1,272 Becke-Powerplus, S.), 45.25 sec.

FASTEST VETERAN CAR: Anthony Heal (10-litre Fiat, 1910), 51.21 sec.

SPECIAL AWARDS FOR VINTAGE SPORTING CAR CLUB MEMBERS: 1, C. P. Vaughan (Becke-Powerplus), 45.25 sec.; 2, A. R. Parnell (1½-litre Delage, S.), 47.26 sec.; 3, J. E. G. Fairman (2-litre Bugatti, S.), 50.66 sec.

CLASS WINNERS

500-C.C.: C. H. Strang (499 Strang "500"), 52.46 sec.

750-C.C. S.: J. M. P. Dowson (747 Dowson Lightweight Special, S.), 46.76 sec.

750-C.C., U/S.: No runners.

1,100-C.C., S.: R. J. Appleton (1,100 Appleton Special, S.), 47.10 sec.

1,100-C.C., U/S.: H. D. Carlmark (998 Carlmark Special), 48.24 sec.

1,500-C.C., S.: G. Abecassis (1½-litre Alta, S.), 43.17 sec.

1,500-C.C., U/S.: B. H. Davenport (1,496 Frazer-Nash), 45.65 sec.

2-LITRES, S.: R. Mays (E.R.A., S.), 42.79 sec.

2-LITRES, U/S.: T. C. Harrison (Riley), 46.36 sec.

3-LITRES, S.: K. W. Bear (2.3 Bugatti, S.), 45.17 sec.

3-LITRES, U/S.: K. W. Bear (2.9 Bugatti), 47.28 sec.

5-LITRES, S.: No runners.

5-LITRES, U/S.: J. Northway (3.9 Mercury-Nash "Spook"), 46.59 sec.

UNLIMITED, S. or U/S.: A. S. Heal (10-litre 1910 Fiat), 51.21 sec.

BEST TIMES BY CLASSES

500-C.C.: 1, C. H. Strang (499 Strang), 52.46 sec.; 2, H. C. Lones (496 Tiger Kitten), 53.78 sec.

750-C.C. (*one runner*): 1, J. M. P. Dowson (747 Dowson Lightweight Special, S.), 46.76 sec.

1,100-C.C.: 1, R. J. Appleton (Appleton Special S.), 47.10 sec.; 2, H. D. Carlmark (998 Carlmark), 48.24 sec.; 3, R. M. Turner (1,100 Riley), 50.97 sec.; 4, J. R. Weir (M.G., S.), 51.99 sec.; 5, H. A. Richards (Riley), 53.15 sec.; 6, C. R. Instone (998 G.N. Martyr), 55.03 sec.

1,500-C.C.: 1, G. Abecassis (Alta, S.), 43.17 sec.; 2, D. A. Hampshire (Maserati, S.), 44.13 sec.; 3, P. N. Whitehead (E.R.A., S.), 44.28 sec.; 4, B. N. Shawe-Taylor (E.R.A., S.), 44.92 sec.; 5, R. E. Ansell (E.R.A., S.), 45.00 sec.; 6, F. R. Gerard (E.R.A., S.), and R. Parnell (Maserati, S.), 45.47 sec.

2-LITRES: 1, R. Mays (E.R.A., S.), 42.79 sec.; 2, R. M. Cowell (Alta, S.), 44.89 sec.; 3, Noel Carr (Alta, S.), 45.72 sec.; 4, T. C. Harrison (Riley U/S.), 46.36 sec.; 5, G. Taylor (Alta, S.), 47.57 sec.; 6, L. G. Johnson (B.M.W.), 48.94 sec.

3-LITRES: 1, K. W. Bear (2.3 Bugatti, S.), 45.17 sec.; 2, P. R. Monkhouse (2.3 Bugatti, S.), 45.26 sec.; 3, K. D. Evans (2.9 Alfa-Romeo, S.), 46.11 sec.; 4, K. W. Bear (2.9 Bugatti, U/S.), 47.28 sec.; 5, A. C. Whincop (2.3 Bugatti, S.), 47.98 sec.

5-LITRES (NO SUPERCHARGED RUNNERS): 1, J. Northway (3.9 Mercury-Nash, "The Spook"), 46.59 sec.; 2, S. H. Newsome (3.5 Jaguar "100"), 46.95 sec.; 3, L. G. Johnson (4-litre Darracq), 47.44 sec.; 4, E. Lloyd Jones (4-litre Triangle-Skinner Special), 48.64 sec.; 5, Lord Waleran (3.5 SS "100"), 49.81 sec.; 6, C. Windsor Richards (3.5 Jaguar "100"), 50.13 sec.

UNLIMITED (NO SUPERCHARGED RUNNERS): 1, A. S. Heal (10-litre Fiat, 1910), 51.21 sec.; 2, C. Clutton (12-litre Itala, 1908), 52.68 sec.; 3, Dr. G. A. Ewen (driving the same Itala), 56.20 sec.; 4, R. E. Clarke (5-litre Bugatti, 1913), 58.90 sec.; 5, M. Chambers (5.8-litre Hutton "Little Dorritt," 1908), 75.21 sec.; 6, J. Bolster (7.4-litre Rolls-Royce, 1911), 80.67 sec.

QUALIFICATION RUNS

Held during the morning before the hill-climb proper. Only those climbing in less than 50 sec. were qualified to drive in the afternoon's event.

QUALIFIED: R. J. Appleton (Appleton Special 1,100, S.), 48.74 sec.; T. C. Harrison (1½-litre Riley), 49.99 sec.; L. G. Johnson (B.M.W. 2-litre), 47.65 sec.; G. Crossley (2-litre B.M.W.), 49.61 sec.; T. C. Harrison (2-litre Riley), 45.79 sec.

FAILED TO QUALIFY BUT CLIMBED UNDER 55 SEC.: G. H. Symonds (747 Austin, S.), 50.27 sec.; M. Chambers (747 Austin, S.), 52.77 sec.; F. C. K. Wharton (Wharton Special, S.), 53.59 sec.; R. Salvadori (747 M.G., S.), 52.66 sec.; E. W. K. Lund (939 M.G., S.), 54.81 sec.; R. E. Maltby (1,500 Riley), 51.09 sec.; J. B. Norris (1,500 Norris Special, S.), 54.05 sec.

R. E. Wright (1,500 Frazer-Nash), 54.73 sec.; T. A. D. Crook (1,971 Frazer-Nash-B.M.W.), 50.16 sec.; G. Tyrer (1,971 Frazer-Nash-B.M.W.), 52.67 sec.; M. A. H. Christie (3,622 Price Special), 53.16 sec.; O. Moore (1,971 B.M.W.), 52.05 sec.; C. C. D. Miller (1,808 Riley), 52.27 sec.; G. F. Yates (2.9 Maserati, S.), 50.49 sec.

J. D. Im Thurn (4,398 Bentley), 52.92 sec.; G. Slater (1,500 Riley), 51.83 sec.; S. J. Gilbey (2.9 Alfa-Romeo Sports), 53.34 sec.; B. E. Bradnack (3.5 Jaguar), 51.77 sec.; L. Potter (3.8 Allard), 51.98 sec.; J. Marshall (7.3 Leyland Thomas), 51.53 sec.

SHELSLEY SIDELIGHTS

Before the afternoon runs commenced, Orlebar was filmed by the news-reel men, driving up the hill behind their van in his A.C. Six-engined Frazer-Nash Special, "Rabelro."

Gilbey's "2.3" Alfa-Romeo had a semi-aerodynamic body.

Marcus Chambers, following John Bolster's lead, loaded all his kit on to the 1908 Hutton and towed his Austin Seven racer behind it.

Kenneth Neve had lights and wings on the 1914 T.T. Humber and, after the meeting, was eating in Worcester and then driving that night to Hereford.

Vans containing racing cars were still encountered going London-wards at 2 a.m. on the Sunday.

Gerard's van, containing his E.R.A. and assorted Rileys, stuck on a hill near the course and caused an immense traffic jam.

"Jerry-cans" were noticed in the Paddock labelled "For racing car only."

Raymond Mays was lent a huge umbrella to shelter under as he received his token at the "S"-bend after the meeting. Afterwards the E.R.A. accelerated away to the Paddock with much humanity clinging to it.

Leslie Johnson now takes a good view of the Darracq. He refused to scatter the soaking crowds walking down the road after the last climbs, saying, "That would hardly be fair today, would it!"

In the Paddock the row of beer glasses on the bonnet of Neve's Humber was a stimulating sight!

Kenneth Evans's Alfa-Romeo arrived in a plain van.

R. L. Walkerley, Harold Nockolds, MOTOR SPORT, lots of ladies and, towards the end, anyone who was about, crowded the sagging Press tent, very glad of its protection.

Lady Mary Grosvenor's Allard lost its fan belt in practice.

Leslie Wilson used a Wolseley saloon to patrol the course.

It was the slowest Shelsley since September, 1936, due to the rain—on that occasion Mays could not manage better than 43.31 sec., again due to conditions.

How nice to see the Frazer-Nash "Spider" out again—it held the record in 1926, 1927 and 1928, clocking 46.2 sec. the last-named year. This time it did 45.65 sec., fastest unblown time, and in the wet! Some "come-back"!

The announcer quoted some times from the start to the crossing, and MOTOR SPORT hand-timed nearly all cars through the "S"-bend, on their second runs, from points not entailing much braking or final acceleration. As a matter of interest these are given hereafter. By our timing, the fastest driver through the "S," on the second runs, was Vaughan in the Becke-Powerplus, in 6.8 sec. Newton (H.R.G.) and Dowson (Lightweight) took 7.0 sec., and Claridge (Frazer-Nash), Whitehead (E.R.A.), Hampshire (Maserati), Davenport ("Spider"), Abecassis (Alta), Leslie Johnson (B.M.W.), Bear (Type 51 Bugatti) and Windsor-Richards (S.S.) all took 7.2 sec. Raymond Mays was timed at 7.6 sec.

Those using twin rear tyres were: Mays (E.R.A.), Abecassis (Alta), Whitehead (E.R.A.), Cowell (Alta), Shawe-Taylor, Ansell (E.R.A.), Bear (Type 51 Bugatti), Vaughan (Becke), Carr (1½-litre Alta), Gerard (E.R.A.), Parnell (Maserati), Mortimer, Mrs. Mortimer (Alta), Carr (2-litre Alta), Northway ("Spook"), Appleton (Appleton-Special), Parnell (Delage), Bear (3-litre Bugatti), Williams (Alta), Taylor (Alta), Carlmark (Carlmark), Davenport (Riley), and Lloyd-Jones (Frazer-Nash).

Placing on Best Time

1.	R. Mays (1,980 E.R.A., S.) ...	42.79	sec.
2.	G. Abecassis (1,496 Alta, S.) ...	43.17	„
3.	D. Hampshire (1,488 Maserati, S.)	44.13	„
4.	P. Whitehead (1,488 E.R.A., S.)	44.28	„
5.	R. Cowell (1,960 Alta, S.) ...	44.89	„
6.	B. Shawe-Taylor (1,488 E.R.A., S.)	44.92	„
7.	R. Ansell (1,488 E.R.A., S.) ...	45.00	„
8.	K. Bear (2,270 Bugatti, S.) ...	45.17	„
9.	C. Vaughan (1,272 Becke, S.) ...	45.25	„
10.	P. Monkhouse (2,271 Bugatti, S.)	45.26	„
11.	N. Carr (1,496 Alta, S.)	45.39	„
12.	F. Gerard (1,488 E.R.A., S.) ... / R. Parnell (1,490 Maserati, S.) ...	45.47	„
14.	C. Mortimer (1,488 Alta. S.) ...	45.54	„
15.	B. Davenport (1,496 Frazer-Nash, U/S.)	45.65	„
16.	N. Carr (1,960 Alta, S.)	45.72	„
17.	K. Evans (2,904 Alfa-Romeo, S.)	46.11	„
18.	T. Harrison (1,986 Riley, U/S.) ...	46.36	„
19.	J. Northway (3,900 Mercury-Nash, U/S.)	46.59	„
20.	J. Dowson (747 Lightweight, S.)	46.76	„
21.	S. Newsome (3,485 S.S., U/S.) ...	46.95	„
22.	R. Appleton (1,089 Appleton-Special, S.)	47.10	„
23.	A. Parnell (1,498 Delage, S.) ...	47.26	„
24.	K. Bear (2,996 Bugatti, U/S) ...	47.28	„
25.	L. Johnson (3,996 Darracq, U/S.)	47.44	„
26.	I. Williams (1,496 Alta, S.) ...	47.47	„
27.	G. Taylor (1,460 Alta, S.) ...	47.57	„
28.	H. Brooke (1,488 Brooke, S.) ...	47.62	„
29.	A. Whincop (2,270 Bugatti, S.)	47.98	„
30.	H. Carlmark (998 Carlmark, U/S)	48.24	„
31.	L. Davenport (1,496 Riley, S.) ...	48.60	„
32.	E. Lloyd-Jones (4,010 Skinner, U/S.)	48.64	„
33.	L. Johnson (1,971 B.M.W., U/S)	48.94	„
34.	J. Bolster (1,962 Bolster, U/S.) ...	49.02	„
35.	F. Gerard (1,496 Riley, U/S.) ...	49.07	„
36.	T. Harrison (1,496 Riley, U/S.) ...	49.43	„
37.	G. Claridge (1,971 B.M.W., U/S.)	49.75	„
38.	Lord Waleran (3,486 S.S., U/S.)	49.81	„
39.	C. Windsor-Richards (3,485 S.S., U/S.)	50.13	„
40.	D. Fry (1,991 Kaiserwagen, U/S.)	50.57	„
41.	Mrs. Mortimer (1,496 Alta, S.) ...	50.61	„

42.	J. Fairman (1,955 Bugatti, S.) ...	50.66 sec.
43.	R. Turner (1,089 Riley, U/S.) ...	50.97 ,,
44.	A. Heal (10,087 Fiat, U/S., 1910)	51.21 ,,
45.	K. Rawlings (1,496 Triangle, S.)	51.40 ,,
46.	G. Claridge (1,496 Frazer-Nash, U/S.)	51.66 ,,
47.	J. Weir (1,086 M.G., S.)	51.99 ,,
48.	E. Newton (1,496 H.R.G., U/S.)	52.42 ,,
49.	C. Strang (499 Strang, U/S.) ...	52.46 ,,
50.	C. Clutton (12,000 Itala, U/S., 1908)	52.68 ,,
51.	G. Wilkins (1,971 B.M.W., U/S.)	52.72 ,,
52.	H. Richards (1,087 Riley, U/S.)	53.15 ,,
53.	H. Lones (496 Tiger Kitten, U/S.)	53.78 ,,
54.	J. Whalley (3,622 Ford, U/S.) ...	53.97 ,,
55.	L. Davenport (1,950 Riley, U/S.)	54.65 ,,
56.	C. Instone (998 G.N., S.) ...	55.03 ,,
57.	Dr. Ewen (12,000 Itala, U/S., 1908)	56.20 ,,
58.	P. Clark (4,496 Mercédes, U/S., 1914)	56.70 ,,
59.	R. Clarke (5,026 Bugatti, U/S., 1913)	58.90 ,,
60.	Lady Mary Grosvenor (3,622 Allard, U/S.)	59.35 ,,
61.	Sir Clive Edwards (1,496 H.R.G., U/S.)	59.93 ,,
62.	K. Neve (3,395 Humber, U/S., 1914)	61.07 ,,
63.	E. Lloyd-Jones (1,496 Frazer-Nash, S.)	62.49 ,,
64.	M. Chambers (5,801 Hutton, U/S., 1908)	75.21 ,,
65.	J. Bolster (7,410 Rolls-Royce, U/S., 1911)	80.67 ,,

Times from Start to Crossing

	1st run	2nd run
Appleton (Appleton) ...	15 sec.	—
Claridge (Frazer-Nash) ...	17 ,,	—
Gerard (E.R.A.)	17 ,,	—
Ansell (E.R.A.)	17 scc.	—
Lloyd-Jones (Skinner) ...	17 ,,	—
Cowell (Alta)	15 ,,	17 sec.
Rawlings (Triangle)	15 ,,	—
Parnell (Maserati)	17 ,,	—
Parnell (Delage)	15 ,,	—
Mortimer (Alta)	17 ,,	—
Whincop (Bugatti)	19 ,,	—
Claridge (B.M.W.)	19 ,,	—
Wilkins (B.M.W.)	17 ,,	—
Fairman (Bugatti)	19 ,,	—
Bear (2.3 Bugatti)	18 ,,	—
Carr (2-litre Alta)	15.8 ,,	—
Whalley (Ford)	18 ,,	—
Windsor-Richards (S.S.) ...	19 ,,	19 sec.
Johnson (Darracq)	21 ,,	—
Bolster (1911 Rolls-Royce) ...	28 ,,	28 sec.
Heal (1910 Fiat)	18 ,,	19 ,,
Clarke (1913 Bugatti) ...	20 ,,	—
Carlmark (Carlmark) ...	—	27 sec.
Mrs. Mortimer (Alta) ...	—	18 ,,
Mays (E.R.A.)	—	15 ,,
Carr (1½-litre Alta)	—	17 ,,
Clarke (1914 Mercédes) ...	—	21 ,,
Neve (1914 Humber) ...	—	26 ,,

"Motor Sport" Times Through S-Bend

(*2nd Run*)

Vaughan (Becke)	6.8 sec.
Newton (H.R.G.)	7.0 sec.
Dowson (Lightweight)	
Claridge (Frazer-Nash)	7.2 sec.
Whitehead (E.R.A.)	
Hampshire (Maserati)	
Davenport (" Spider ")	
Abecassis (Alta)	
Johnson (B.M.W.)	
Bear (2.3-litre Bugatti)	
Windsor-Richards (S.S.)	
Monkhouse (Bugatti)	7.3 sec.
Lones (" Tiger Kitten ")	7.4 sec.
Ansell (E.R.A.)	
Carr (1½-litre Alta)	
Newsome (S.S.)	
Harrison (2-litre Riley)	7.5 sec.
Harrison (1½-litre Riley)	7.6 sec.
Rawlings (Triangle)	
Mays (E.R.A.)	
Taylor (Alta)	
Wilkins (B.M.W.)	
Evans (Alfa-Romeo)	
Johnson (Darracq)	
Turner (Riley)	7.8 sec.
Richards (Riley)	
Mortimer (Alta)	
Cowell (Alta)	
Fairman (Bugatti)	
Evans (Alfa-Romeo)	
Clark (1914 Mercédes)	
Clutton (1908 Itala)	
Bear (3-litre Bugatti)	7.9 sec.
Strang (Strang)	8.0 sec.
Parnell (Maserati)	
Sir Clive Edwards (H.R.G.) ...	
Parnell (Delage)	
Williams (Alta)	
Claridge (B.M.W.)	
Bolster (Bolster)	
Heal (1910 Fiat)	
Appleton (Appleton)	8.2 sec.
Brooke (Brooke)	
Davenport (Riley)	
Whalley (Ford)	
Dr. Ewen (Itala)	
Mrs. Mortimer (Alta)	8.4 sec.
Clarke (1913 Bugatti)	
Neve (1914 Humber)	8.5 sec.
Instone (G.N.)	8.6 ,,
Shawe-Taylor (E.R.A.)	9.0 ,,
Gerard (E.R.A.)	9.2 ,,

BUGATTI OWNERS' CLUB PRESCOTT HILL CLIMB

RESULTS

SPORTS CARS UP TO 1,500 C.C.:		
1st.	G. Lind-Walker (Bugatti, s/c.)	54.95 sec.
2nd.	R. Ansell (Bugatti)	59.20 ,,
3rd.	R. Willis (B.M.W.)	62.50 ,,
SPORTS CARS, 1,501-3,000 C.C.:		
1st.	J. Heath (Alta, s/c.)	51.30 ,,
2nd.	J. James (Alfa-Romeo, s/c.) ...	52.60 ,,
3rd.	L. Johnson (B.M.W.)	53.30 ,,
SPORTS CARS OVER 3,000 C.C.:		
1st.	K. Bear (Bugatti, s/c.) ...	52.05 ,,
2nd.	L. Johnson (Darracq)	52.20 ,,
3rd.	D. Monro (Invicta)	55.00 ,,
RACING CARS UP TO 750 C.C.:		
1st.	J. Dowson (Lightweight, s/c.)	50.05 ,,
RACING CARS, 751-1,500 C.C.:		
1st.	P. Whitehead (E.R.A., s/c.) ...	47.75 ,,
2nd.	A. Ansell (E.R.A., s/c.) ...	48.35 ,,
3rd.	A. Gerard (E.R.A., s/c.) ...	48.10 ,,
RACING CARS, 1,501-2,000 C.C.:		
1st.	J. Heath (Alta, s/c.)	51.80 ,,
RACING CARS OVER 2,000 C.C.:		
1st.	K. Bear (2.3 Bugatti, s/c.) ...	48.40 ,,
2nd.	K. Bear (3.0 Bugatti)	51.05 ,,
3rd.	A. Whincop (Bugatti, s/c.) ...	51.30 ,,
HANDICAP:		
1st.	G. Jason-Henry (Riley).	
2nd.	J. James (Alfa-Romeo, s/c.).	
3rd.	C. Miller (Riley).	
"SPECIALS" CLASS:		
1st.	J. Dowson (Lightweight, s/c.)	50.05 sec.

NOTES

Whitehead, driving bareheaded, his E.R.A. with part of its radiator blanked off, and with 4.75 x 18-in. twin rear tyres, made f.t.d. in 47.75 sec.

Yates's Maserati used 5.00 x 18-in. twin rear wheels and had a Bugatti steering wheel.

A wide variety of cars ran, from E.R.A.s to streamline Alfa-Romeo saloon, unstreamlined Bugatti saloon and a drophead Invicta.

Monro's 4½-litre "Red Gauntlet" (Invicta to you) ran in the sports class and, less front wings, in the racing class.

Heath's Alta was slower in the sports class than in the racing class, in which both its runs were in identical times.

Lemon-Burton's V12 Cadillac and the Sumner Isotta-Fraschini were imposing cars in the car park.

Non-starters included Cowell's Alta, with cracked head, his sports Delahaye which was too stiff to run fast, and the Sumner-J.A.P., which had trouble with its clutch and wouldn't steer properly.

Dowson improved the roadholding of the Lightweight by removing a few strands of rubber from the rear suspension and stowing it in his pocket!

C. L. Clark's Type 43 Bugatti had a Tecalemit oil filter on *one* dumb-iron.

James's "Monaco"-prepared "2.3" Alfa-Romeo went very well on its only ascent, spare wheel in the car beside the driver.

All the Lones family helped to start "Tiger Kitten," which now has its front cowling removed, improving its appearance. Lones turned round on two of his runs.

Abecassis watched Heath's runs, Baron was present with Giron in a Fiat "500," with Austin Eight engine and rear-axle, and Peter Monkhouse drove home in James's ex-Bachelier special "4.9" Bugatti.

Capt. Yates had taken the V-screen off the Bugatti "Suzanne" and was using a cowl and aero-screen instead.

The Lightweight was no good on soft plugs but very rapid indeed on the right brand.

The near-side front shock-absorber of James's "4.9" Bugatti wasn't doing any work.

The E.R.A. drivers scorned helmets, as did most of the drivers of rapid cars. Lots of slower cars appeared to call for full kit.

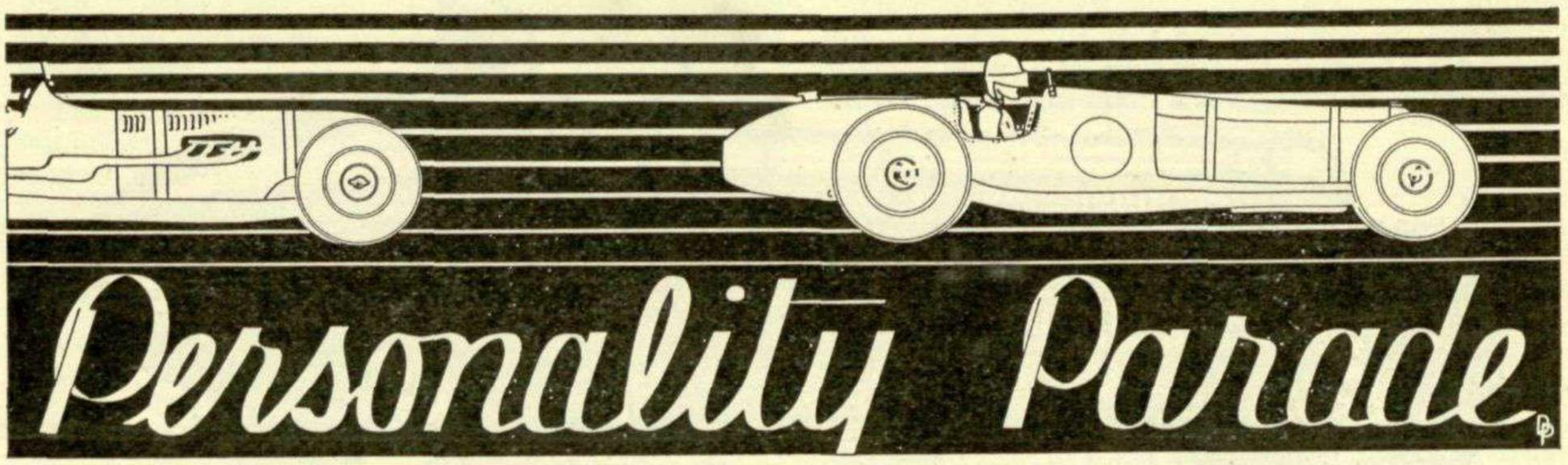
A Lancia "Aprilia" towed the Lightweight's trailer.

Miller's 1¾-litre Riley was the car Watson crashed at Brooklands. It was not accepted as a sports car at Gransden, but now qualifies by reason of additional road equipment.

The only cars to better 50 sec. were the three E.R.A.s—Whitehead, 47.75, Ansell 48.1, and Gerard, 48.35—while Bear's Type 51 Bugatti did 48.4, equalling Gerard's time on his second run.

S. C. H. Davis was present all the afternoon, and Mrs. Petre was watching Dowson's ascents with much interest.

As usual, the organisation was admirable, the Press very well served, and, to this club meeting, admission and parking were free to all.



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

No. 7—Kenneth Hutchison

MOST drivers of note seem to prefer one motor car in particular. A strange point this; there appears to be no "best" car, just a number of excellent though widely different designs, each appealing to their own loyal followers.

The name of Kenneth Hutchison brings to mind a host of trials successes whilst driving Allard cars. But it is not so well known that Hutchison started his motoring career in 1932 with a Type 37 1½-litre, 4-cylinder Bugatti, together with a Singer Nine, and various Frazer-Nashes.

His racing commenced with the first Donington meeting when, it will be remembered, 1½ litres was the limit of capacity. With his Papworth-tuned Type 37 he was successful in taking the lap record (60.3 m.p.h.) and, later, the ten-lap record (56 m.p.h.). This Bugatti performed most reliably. However, when, in the following year, Hutchison acquired a Type 37S 1½-litre supercharged Bugatti, his troubles started and he had a succession of "blow-ups."

In 1934 he realised that the then newly-introduced Ford V8 was the answer to successful and reliable trials participation, and accordingly exchanged the Bugatti for a V8. From then on, so to speak, he never looked back. He soon became so adept with this eminently trial-worthy model that he carried all before him, gaining first-class awards in all the classic events.

During the course of this long and successful V8 career a vast number of Fords passed through his hands, and he even built two specials out of Ford V8 components.

With the advent of the Allard, Hutchison became their first customer, and since then has taken secondary interest in any other marque. During 1937 and until the banning of competition tyres, he found that the V12 gave the best results. With such a remarkably good power/weight ratio and comps. to transmit the power, the brute force so obtained could *surmount almost any terrain*. It was after the banning of comps. that the "Tailwagger" team made its debut. These V8-engined Allards had their weight well back, and overall were lighter than the previous Allards. The "Tailwagger" team comprised K. Hutchison, G. Warburton and S. Allard and was a serious and successful attempt to compete with the very strong teams of M.G.s and Austins then running in trials.

When the war came he sold his Allard; however, a short while ago he purchased the original Allard prototype (with Bugatti bodywork). This car, he says, is probably the best of them all—at least he likes it the best. The weight distribution seems to be just right and, indeed, the success that he has had with it in the post-war events indicates the excellence of both the car and driver. This stalwart motor car has won close on 300 awards and has probably given more service in competition and touring use than any other vehicle.

Besides owning the Allard, Hutchison also possesses a Ford V8 "Utility" waggon and a soothing Rolls-Royce "25." His wife, also known in sporting circles, before her marriage, as Miss Kitty Brunell, has participated in several Monte Carlo rallies and numerous trials and rallies held in this country. She runs a Fiat "Topolino."

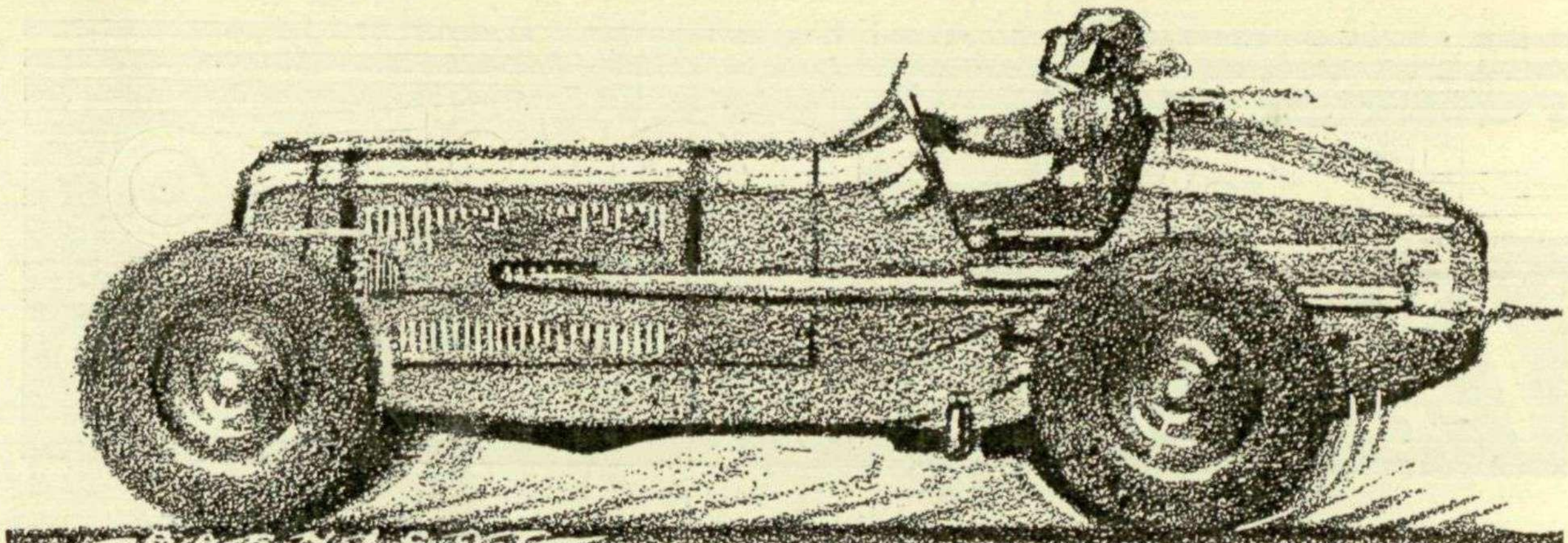
Hutchison, tall and fair, with Anglo-Saxon clear blue eyes, talks a great deal of sense and has a broad philosophy not usually found in one so young. With regard to hobbies he says he has many; he is house proud, collector of antiques, fond of fishing and touring, particularly in Britain. "By that," he says, "I do not mean getting into a car and blinding from one end of the country to the other." He likes to explore the byways and discover the unfrequented villages. Life is so full of matters of interest, techniques to learn and practise, that he does not anticipate ever becoming bored.

In his working hours he is an active director of Fry's Die-Castings, Ltd. When we asked him what advice he would proffer to the less experienced, he showed modesty, finally suggesting that those who participate in the Sport should endeavour to cause as little outside annoyance as possible. Treat the Sport as one which, although liked by many, is disliked by quite a few. Do not let trials get a bad name on account of one member who, shall we say, buys an M.G.,

Continued on page 148



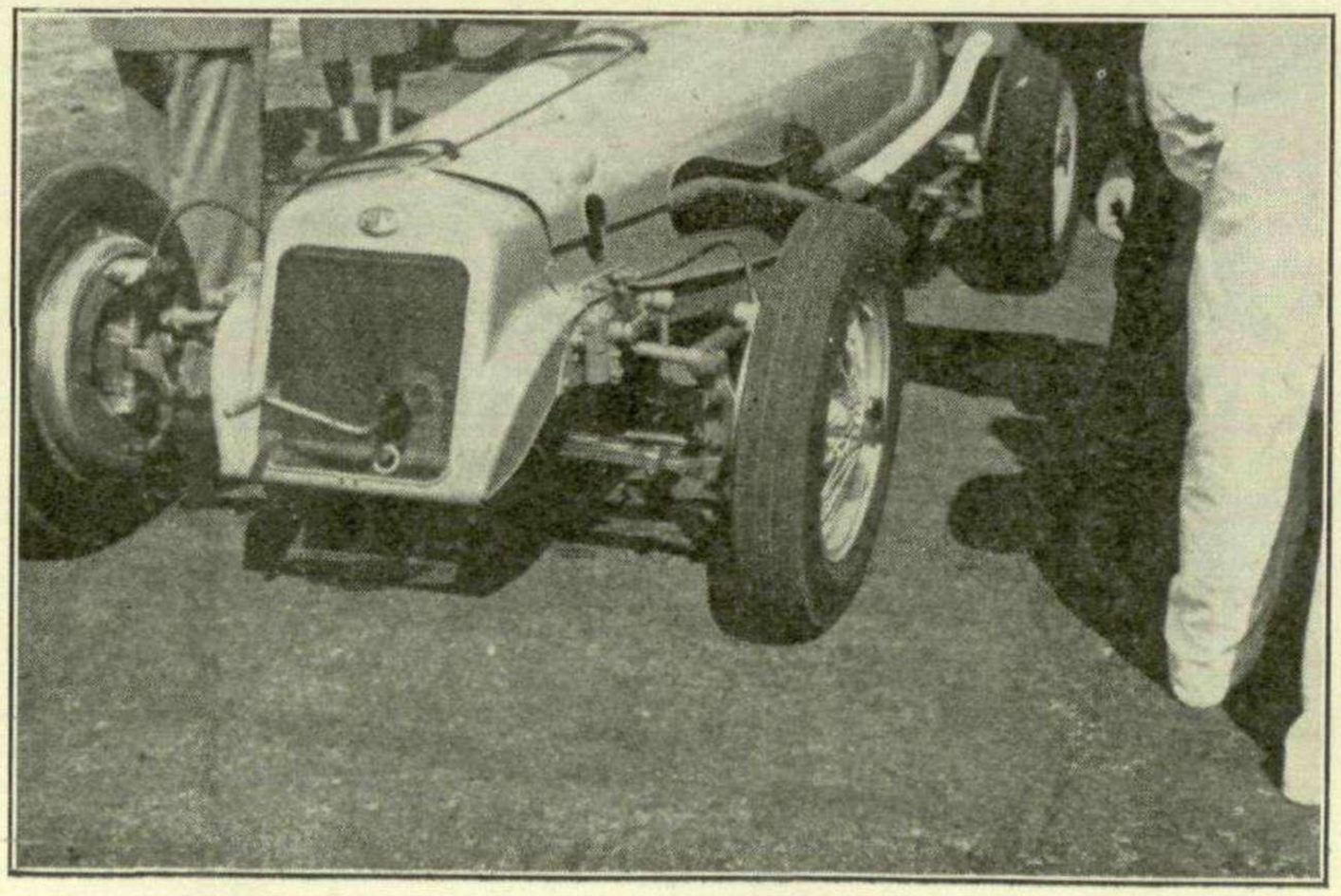
Kenneth Hutchison



RUMBLINGS

The New H.R.G.

The H.R.G. is so very much the enthusiasts' car that details of the post-war models are of especial interest. Robins and Godfrey have decided to retain the 1,100-c.c. and 1½-litre cars, as before, with Singer o.h.c. 4-cylinder power units. The most imposing post-war innovation is, obviously, the aerodynamic body, on the 1½ litre, and to special order on the "1,100," the normal 2-seater sports body being usually retained on the latter model. The new body looks right, in fact, very continental. It encloses all the wheels, the rear ones beneath Dzus-fastened panels, and the doors possess Perspex windows which, in conjunction with a normally-concealed hood and fully-framed screen, give a coupé effect when all is shut up. This "aerodynamic" business hasn't been overdone—normal headlamps, with integral side lamps, emerge from the nose cowling, and small bumper-members protect the wing fairings, front and rear. Forward visibility is immense, entry and exit easy, and there is a notable absence of wind noise when motoring. The loss of Brooklands has seriously curtailed the compilation of data, but the streamlined 1½-litre H.R.G. appears to accelerate over a quarter-mile faster than the unfaired version, and to be some five or six m.p.h. more rapid. As well as looking very 1939-Le Mans, of course. A clever feature is the mounting of the 11-gallon fuel tank on the near side of the car, its quick-action filler protruding from the body cowling, while the spare wheel now matches it on the off side, leaving all the interior of the tail clear for luggage. The new body was no easy thing to devise, and since the prototype was made, much weight has been saved. Fox & Nichol, Ltd., are responsible for the first production bodies, which are basically 11-gauge square tube steel frames, panelled in. As many cars have been ordered for export to far places, no wood figures in the specification. The engine is still easily accessible, and flaps give access to the front end of the chassis, while the starting handle can be inserted normally—they are practical motorists at Tolworth! The body design originated from the



Another Elstree memory—i.f.s. of the famous ex-"Bira" 1½-litre Delage, so ably driven by A. R. Parnell. Photo by Capt. N. L. Hall.

brain of Peter Clark, and a ⅛-scale wooden model made by Marcus Chambers, and has been much developed subsequently.

The chassis remains virtually as pre-war, with some important, not at first evident, improvements. The engines now have Bugatti-type four-branch exhaust manifolds and retain the twin S.U. carburetters.

They have a 7-to-1 compression ratio and are pump- and fan-cooled for export purposes, the fan detaching quite easily. More electron has been used than before, for such items as brake shoes, steering pedestal, shock-absorber pressure pads, etc., with consequent saving of weight. The 1,100-c.c. chassis weighs 11¼ cwt., and the prototype 1½-litre, which has yet to be lightened further, 16 cwt. The same rear-axle ratio and tyre sizes are retained, giving 20 m.p.h. per 1,000 r.p.m. in top gear on the 1½-litre, but even this high ratio may be raised if the aerodynamics suggest this to be desirable. On the road the new 1½-litre improves as a very smooth, silent car, rather softer-riding than before—incidentally, it has friction *and* hydraulic rear shock-absorbers, the latter the new Lucas type. It runs easily up to 3,000 r.p.m. (60 m.p.h.) in third gear, and Robins has seen 4,600 r.p.m. in top on one of his few long test runs, *i.e.*, 92 m.p.h. Fuel consumption remains very good. An interesting instrument is a vacuum gauge, now standard on all H.R.G.s.

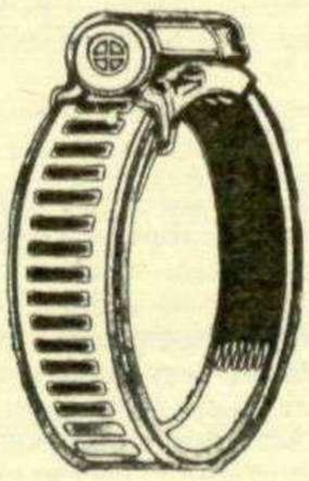
Altogether the new model is an effective and imposing car. It costs £775, plus purchase tax, or with the old 2-seater body, £690 plus tax, while the 1,100-c.c. job is listed at £635, plus tax. The agents are Charles Follett, Ltd.

* * *

Very Potent

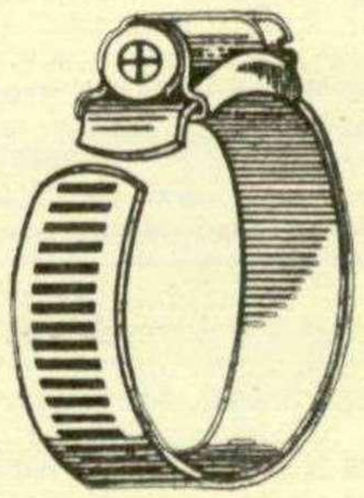
We recently spent some time at Speedsters, Ltd., run, we believe, by Major Gillett-Saddington. Their stock comprises many famous sports cars, such as Blackburn, Meadows and Anzani-Frazer-Nashes, "2.3" Alfa-Romeo, Bentley, S.S., Mercédès-Benz, etc. A 1927 Anzani-Frazer-Nash was priced at £325, and a 1932 Meadows-Frazer-Nash at £550. We were unable to have a run in the latter, due to scarcity of petrol, but it must have been a very good specimen, as we were assured that it would do 90 m.p.h.—we could have had a demonstration had we agreed to buy it subject to its performance being satisfactory. The girl assistant told us that the performance had been checked against another car's speedometer, and mentioned a very potent "3½ Jag," able to do 108 m.p.h., and an aged, unblown, road-equipped Type 37 Bugatti capable of 100 m.p.h. She assured us that if we are used to fast cars we can tell when the "century" comes up without relying on speedometer readings.

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Club News

WE HEAR

F. W. Hofman, who built and raced the Bowler-Hofman (Bentley) Special, is the latest person to form a tuning establishment, in partnership with Reg. Randle. He would be interested to hear from any readers who have photographs of his old racing car. If anyone can use a rather special, vintage Model 18 Norton bicycle, able to do 90-93 m.p.h., having been converted from standard 1927 to near T.T. Replica specification, V. E. Cresswell had one for sale at £75. J. Cruickshank, the model car exponent, is building a special Austin Seven and meanwhile runs a 1929 "Chummy" Austin Seven with 4-speed engine unit installed. C. Pritchard has a J2 M.G. Midget and seeks advice about installing a 3-bearing M.G. engine—he has speed trials in mind. C. H. Verninder has acquired a queer 3-litre Van den Plas Bentley ("Red Label") which has suffered damage after hitting a lamp-post in Knightsbridge. Its log book shows it to have been first registered in 1933, so it is something of a mystery. Can anyone identify it ?—CX 7658, engine number 426, chassis number 419. It appears to be about 1925 vintage, with the small sump. Verninder runs a shabby "Blue Label" 1923 saloon for everyday use. Derek Phillips has an unblown "Montlhèry" M.G. Midget he believes to have been driven by Letts in one of the "Double Twelve" races—can anyone confirm this, please ? The registered number is KJ 2999, and Phillips hopes to supercharge it and use it for sprints and road events. J. J. Lynam has rebuilt a s.v. Aston-Martin which he purchased from Romero—Hepworth and Grandage overhauled the engine, which is number 1933. John Pringle, in Ireland, wants to dispose of a very fine 1926 Mulliner-bodied 2-seater 3-litre Bentley.

The present inflated prices continue to bring out advertisements for curious cars, the latest including Carden cyclecar, 1915 Swift, 1924 Humber Eight and 1924 Armstrong-Siddeley (£500). And a 1924 Anzani A.C., buried under six tons of glass bottles, has been located in the Midlands.

Charlie Martin, typically, sold his garages when war came, and now trades round the Channel Islands, France, Ireland and where have you, in a 300-ton, diesel-engined coaster. Geo. Herght has purchased No. 1 E.R.A. from Abecassis and has been dicing it round a Lincolnshire aerodrome by way of practice. Frank Chapman has had to part with his 3-litre Bentley for family reasons and is running a "Silver Eagle" Alvis. Douglas Loseby drives a very quick "16/4" Riley "Kestrel" these days. A Straker-Squire Six tourer still functions in south London, a "10/23" Talbot has been seen near Horley, and a "14/40" Vauxhall saloon in Redhill. W/Cdr. Scott Hepburn craves a G.P. Bugatti and was contemplating the ex-Cunliffe Type 37. Tom Severs has a C-type "Montlhèry" M.G. Midget for sale. S. J. Humphries has recently bought a single-cylinder Rover of about 1911 vintage. Hervé Coatalen, son of Louis Coatalen, was married in London after leaving the Navy and is now in charge of a factory near Lyons which makes "Corundite" for K.L.G.'s.

Two elderly A.C. Anzanis are in regular use in Hampshire, one doing 33-35 m.p.g. of petrol and over 2,000 m.p.g. of oil, and the other a car specially built up in 1932, from parts, for an enthusiastic old lady. The owner of the former car does 1,000-1,500 miles a month on business and the old car stands up splendidly. He wishes, however, to find an early six-cylinder and it certainly would be nice to know where all the S.F. Edge-A.C.s have gone to.

Bainbridge, when he is not working on his boat at Plymouth, is to be found at Speed Services at Blackwater, one of the homes of the old-school Bentley. When we looked in recently, apart from the ex-Allison 4½-litre, a 3-litre with 4½-litre engine and other Bentleys, we also noticed a twin-cam Salmson and a sports Balilla Fiat. Then "The Phoenix" garage at Hartley-Wintney, which used to be the home of the "30/98," the adjacent hotel being the haunt of the Vintage S.C.C., is being re-opened by that great enthusiast, Alan Southon. Giron hurt himself more seriously than was thought when he crashed the Maserati at Prescott, one lung having suffered—we wish him an early recovery.

It seems that the projected 1½-litre race in Holland, due on August 24th, is off ; the Dutch Government have directed labour away from the task of repairing the Circuit de Zeist.

George Taylor has a 1927 3-litre Speed Model Bentley (engine number AX 1672) in use in the Argentine and seeks advice about fitting a 4½-litre engine—he can be contacted at 42, Meadowfield Drive, Huntingdon Road, York. This car was rebuilt for him by Forrest Greene, whose 3-litre came out on the same boat and, said to have a work's racing engine, lapped the San Martin track at about 90 m.p.h. Greene also has a Le Mans 4½-litre Bentley which has cruised at 90 for 150 miles, and owns a 1½-litre Maserati which ran at Berne and Tripoli, later being owned by the Baron de Teffé of Brazil. Finally, Greene used a 3½-litre Bentley and has an old Indianapolis Sunbeam, now raced with a 4½-litre Bentley engine. Major Hartridge found a very perfect 1923 "40/50" Rolls-Royce with Gill cabriolet body in Delhi last year. Neville now has his 1903 Gladiator, with 2-cylinder Aster engine, on the road and has a 1923 A.B.C. motorcycle coming along well.

R. Truscott has practically got the ex-Fisher F.W.D. Tracta coupé on the road. Cameron Pick, of Chicago, who owns 179 motor vehicles, mostly veterans, and thousands of motoring books, all indexed, wants to join the V.C.C. and V.S.C.C. Amongst this stupendous collection are a 1923 Neracar, a 1924 Lancia "Lambda," a 1929 blown racing F.W.D. Alvis, a 1914 "Lion" Peugeot, a Wisconsin 1921 racing car, a Tipo S.61 1911 racing Fiat, a 1911 racing Marmon, one of the 1913 3-litre G.P. Peugeots, an "Alpine" Rolls-Royce, etc., etc.

Cyril Peacock has nearly rebuilt his 1903 Aster-engined Argyle and seeks a close-ratio gearbox for his "12/50" Alvis. Heber-Percy writes praising Lancias, of which he has had three, especially the "Augusta," but is now running a 1934 14.9 Ford B.F. coupé, for which he seeks a 24-h.p. engine, to Laystall-ise and install. A new Belgian paper, *L'Automobile & Le Tourisme*, beautifully produced, appeared last March—Mrs. Sylvia Lenaerts-Newton, 4, Kay House, 39, Glebe Place, S.W.3, can take subscriptions. Sir Clive Edwards, Bt., is contemplating ordering one of the post-war Frazer-Nash cars. Stuart Wilton has severed business associations with Basil Gask.

Geoffrey Frank is regularly using a 1932 beetle-back "12/60" Alvis, a 4-litre Bentley saloon, a Rolls-Royce "Phantom II" coupé, and a 1912 20-h.p. sleeve-valve Daimler limousine. He is also reconditioning the ex-Gandhi Leon-Bollee landaulette and a 1911 Rolls-Royce "Silver Ghost" and, having bags of storage space (lucky man), seeks further old or unique cars.

★

COVER PICTURE

This time an excellent shot of Dowson leaving the line at Elstree, watching his rear wheels in an effort to reduce spin. The Dowson-Lightweight-Special is a beautifully-constructed, very light single-seater, with rubber suspension and an ex-works, s.v. Austin-Seven engine. At Elstree it won the 750-c.c. racing class, in 16.4 sec., and at Prescott on May 19th last, repeated this performance, climbing in 56.1 sec. The photograph, which reaches an extremely high standard, was taken by a reader, H. J. Jansen, of Hendon.

★

VETERAN C.C.

The Veteran Car Club, catering for all cars built up to the end of the year A.D. 1915, has now announced its fixtures for 1946. On July 27th, the London Jubilee Cavalcade, organised by the S.M.M.T., takes place, with a Cardiff Cavalcade on August 31st, one in Belfast on September 7th, and at Coventry-Birmingham on

September 21st. This is followed by an Edinburgh Cavalcade on October 5th, and one in Manchester on October 21st. Then, on November 17th, there is the long-awaited revival of the always enjoyable London-Brighton run. Hon. secretary: Capt. J. J. Cullimore Allen, Wooten, Iffley, Oxford.

★

A B. & M. ASTON CLUB?

F. E. Ellis, the Bamford and Martin Aston enthusiast, is contemplating a club for the owners of this rare vintage car. Will owners please contact him at 279, Broadstone Road, Heaton Chapel, Stockport, quoting numbers and details of their cars? Ellis runs a twin o.h.c. Aston-Martin and knows of some 28 B. & M. Astons that are still with us.

★

V.S.C.C. OF A.

The Vintage Sports Car Club of Australia continues to elect new members, and its journal for March contained much of interest, including an article on the A.C. Six, ably illustrated by Shepherd. The points score was quoted as: Dent 12, MacKinnon 10, Crouch 10, Gerard and Lyell 7 each. This club has exactly the right ideas—like our own V.S.C.C. Hon. secretary: R. Beal Pritchett, 1, Phillip Street, Neutral Bay, N.S.W.

★

N.L.E.C.C.

A packed meeting listened at the May meeting to S. C. H. Davis's reminiscences of Le Mans. Kay Petre, Ian Connell, and four Mobile Police were present. The last-named, we hasten to add, inside the hall! Hon. secretary: G. Bance, 7, Queen Avenue, N.10.

★

VINTAGE M.C.C.

The first Bulletin of the Vintage Motorcycle Club has appeared and obviously this is going to be a very go-ahead and successful organisation. The club caters for motorcycles built before 1931, particularly such vintage types that exist as practical transport. A mutual aid service is already in being. Details from C. E. Allen, 43, King's Avenue, Loughborough.

★

THE JUBILEE PAGEANT

The London Cavalcade of Motoring, organised by the S.M.M.T. with the help of the V.C.C. and V.S.C.C., will happen on July 27th. The start and finish will be in Regent's Park and every enthusiast who can do so should endeavour to see this ambitious procession.

★

CHAIN GANG

Although the Frazer-Nash and B.M.W. Car Club has been dormant since the early days of the war, the "Chain Gangsters" still meet occasionally. After Shelsley Walsh some of them had dinner together at the "Mitre Oak," near Hartlebury—and an excellent dinner it was. Amongst those present were the Bickeston brothers, Dr. John, B. R. Martin, Melville-Smith, A. S. Heal, George James, Gordon England, D. S. Jenkinson, Gordon Woods, Paul Wakefield, W. Boddy, etc. Outside three Meadows and four Blackburn Frazer-Nashes awaited their owners, and Buck was taking hardened enthusiasts for these cars out in his Type 35 G.P. Bugatti, to show them they are not alone in possessing intriguing motor-cars.

FIXTURES FOR JULY

6th. S.U.N.B.A.C. Half-Day Trial.

14th. Brighton and Hove M.C. Hill Climb.

20th. Bristol M.C. and L.C.C. Speed Hill Climb.

27th. V.S.C.C. Speed Trial, Madresfield.

London Cavalcade of Motoring.

28th. B.O.C. Open Prescott Speed Hill Climb.

Aug. 3rd. Mid-Surrey Barnstaple Trial.

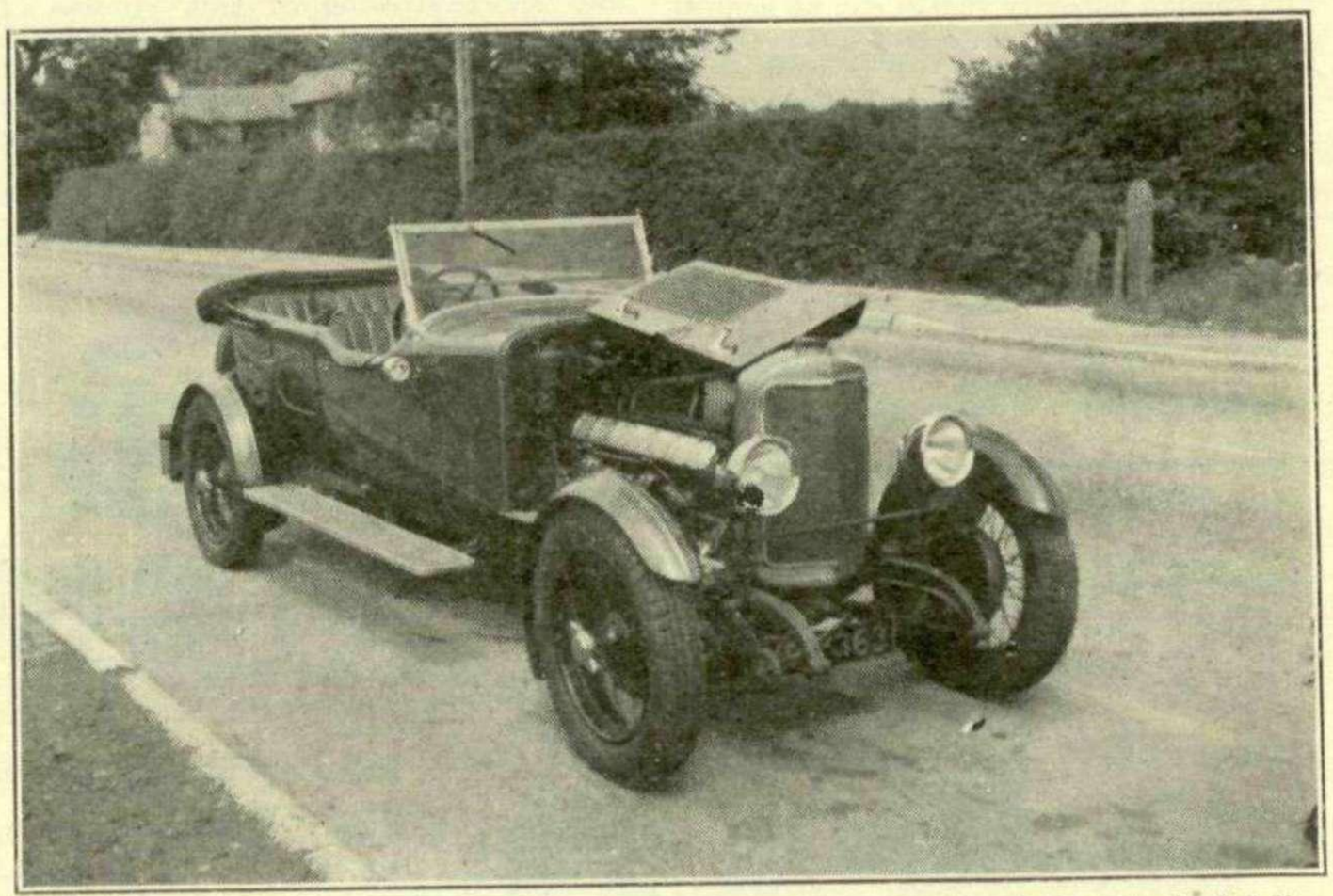
GENERAL NOTES

Variety is the Spice of Life. One Sunday we went in state in a Lanchester 21 tourer to see a stable of veterans in the country—Daimler, Wolseley, and many Lanchesters, each in its appropriate bay in the coach-house, each immaculate, and the owner well fitted to complete the background by dispensing veteran lore exactly suited to the occasion. We even rode for a short distance in a 1913 38-h.p. Lanchester tourer, in complete silence, the ride extremely comfortable, if a thought "ship-like," and the speed quite 60 m.p.h., we should say, really imposing. Have the larger cars improved all that much the last thirty-five years? Next, an Anzani-Nash took us down to the Southampton speed trial, a day of sunshine and fresh air, and a fine run home at no mean speed, the little car alive and very reasonably quick and handling exactly as a Frazer-Nash should.

Prescott involved an early start, under the cramped hood of a Meadows Frazer-Nash and, although we didn't hurry unduly over the wet roads, it was almost impossible not to average 40-45 m.p.h. Afterwards, it was grand to linger in the Paddock chatting with old friends, and then to motor really fast along the Cotswold roads, the rev-counter needle ridiculously low on the dial for a cruising speed of 60 m.p.h. and showing a still very moderate reading when we held 75 or more along the Oxford By-Pass. In a 'Nash you certainly cruise with ease at sixty. Sturt Farm, as in days before the war, gave us a pleasant and necessary evening meal. But war has left its mark, and bacon and eggs were no longer served to noisy crowds of enthusiasts. However, it was nice to find the place still open and another "Prescott-couple" also eating there.

Between times, cross-country exploration in a particularly-handy Austin-Seven Special, one jaunt embracing some ten miles of unmade tracks ere we emerged on hard roads again not far from Winchester, have enlivened the everyday routine. There were, too, fast runs in a Type 38 Bugatti, the engine smoothing out well once the revs rose, all with a very "straight-eight" feel and the gear howl and general "one-pieceness" being all so typically *a la* Molsheim. And then came a brief, very rapid night run in a 5-litre Bugatti, enlivened by a tyre burst at speed, and bringing back other memories of other really fast cars; cars, encountered seldom, that are right out of the common rut. The dash along a straight portion of road, the columns of pines illuminated by the powerful headlamps, the speed probably above 90 but suggested by wind pressure on one's face rather than by exhaust roar or any sense of

Continued on page 148



"3-litre twin o.h. cam." This Sunbeam is an excellent example of the standard 3-litre sports model. It is the property of A. S. Heal and Wyer took the picture.

Letters from Readers

Sir,

May I be permitted, through the hospitality of your correspondence columns, to congratulate "W.B." on his excellent article, "The Real Hispano-Suiza," which has served to illumine my own, and doubtless other readers', ignorance of early Hispano-Suizas? If, moreover, I may make one small correction, I would mention the fact that I am informed, on tolerably good authority, that E. K. H. Karslake's car which you say existed in the 'thirties, was actually broken up (or, to be more accurate, fell to pieces!) as long ago as 1928. It then needed extensive repairs to its clutch, universal joints, back axle and steering-gear, which in those days could only be carried out at a high cost, while the car would have remained without any market value after they had been effected. The subsequent change in the situation in this regard is almost entirely due to the educative efforts of MOTOR SPORT, although I notice that of very recent years other journals have tended to pay your paper the sincerest form of flattery in the matter.

It is perhaps of interest to note that, according to "Le Catalogue des Catalogues," the manufacture of the 4-cylinder 100 by 150 mm., Type 30T, was continued at Barcelona until 1920, as was that of two other models, both introduced in 1914, Type 8, 70 by 120 mm., and Type 16T, 85 by 130 mm. I drove one of the last-mentioned type, which was usually known in this country as the "Barcelona" model, about 20 years ago. Its date was supposed to be 1916, and I remember that its smaller capacity (2,940 c.c. as against 3,614 c.c.) and relatively short stroke made it seem disappointing in spite of its overhead camshaft, when compared with the 80 by 180 mm. T-head "Alfonso" model. I should be interested to know if any reader has had experience of the 1,843-c.c. Type 8, or of any cars of the marque manufactured, as mentioned by "W.B.," in Switzerland.

With regard to performance, I find that in an advertisement in *The Autocar* of August 10th, 1912, a maximum speed of 77 m.p.h. is claimed for the "Alfonso III" model and 54 m.p.h. for the 80 by 130 mm. model. Subject to "W.B.'s" correction, I should have thought that the former claim was optimistic by about 5–10 m.p.h.; but the claim made for the 80 by 130 mm. Type 15T certainly does not appear exaggerated.

During the Kaiser war the Hispano-Suiza aero engine manufactured at the French works was almost as outstanding as were the Rolls-Royce engines in the Hitler war. The announcement in 1919 of the 37 h.p. (32 C.V.) 100 by 140 mm. 6-cylinder car, Type H6B1, was therefore as eagerly awaited as was that of the "Silver Wraith" in 1946. It is not my purpose to draw any invidious comparisons between these two designs, which are separated by more than a quarter of a century, or to try to judge as to which more completely fulfilled the hopes of motoring enthusiasts. But it is certain that Type H6B1 was a very fine motor car, which, however, did not satisfy the aspirations of its makers when they entered for the Monza races in 1923. In consequence they produced a special engine of 105 by 140 mm. (to be followed the next year by the better known 110 by 140 mm. Type H6C). The 1923 model was not, I think, produced in series, nor did it actually run at Monza; but one car of this type was brought to England by Count Zborowski and was afterwards very well known to me. Fitted with a narrow 2-seater body, and flared wings and short streamlined tail, it was, I think, the prettiest car I have ever seen. I lost sight of it some years ago, but I have recently heard that it was seen in Devonshire shortly before the war, having at that time a broken second-speed pinion. I should be most grateful if any reader could tell me of its present whereabouts.

I am, Yours, etc.,

"BALADEUR."

Sir,

In his article on induction efficiency, Commander Featherstone objects to a manifold having sharp 90° turns and prefers slow, easy bends.

May I point out that manifolds having right-angle turns, sharp junctions and, more important, square sections are made that way because they are, in fact, better than the smooth-flowing circular-section type.

The latter sort cause a difference in speed of the gas between the inner and outer radius on a curved bend resulting in petrol being deposited on the inside by the slower-moving mixture.

This argument may raise some controversy. I know that several manufacturers, including Rolls-Royce, Ltd., use the design of manifold that Commander Featherstone recommends, but many designs, particularly of high-performance engines, have the apparently inefficient square type.

There are, of course, many more factors involved in induction manifold design than the one I have mentioned, a hot spot can be of definite advantage, particularly if situated directly opposite to the intake from the carburetter.

I am, Yours, etc.,

RONALD E. PASSMORE (Lt.).

North Cheam.

* * *

Sir,

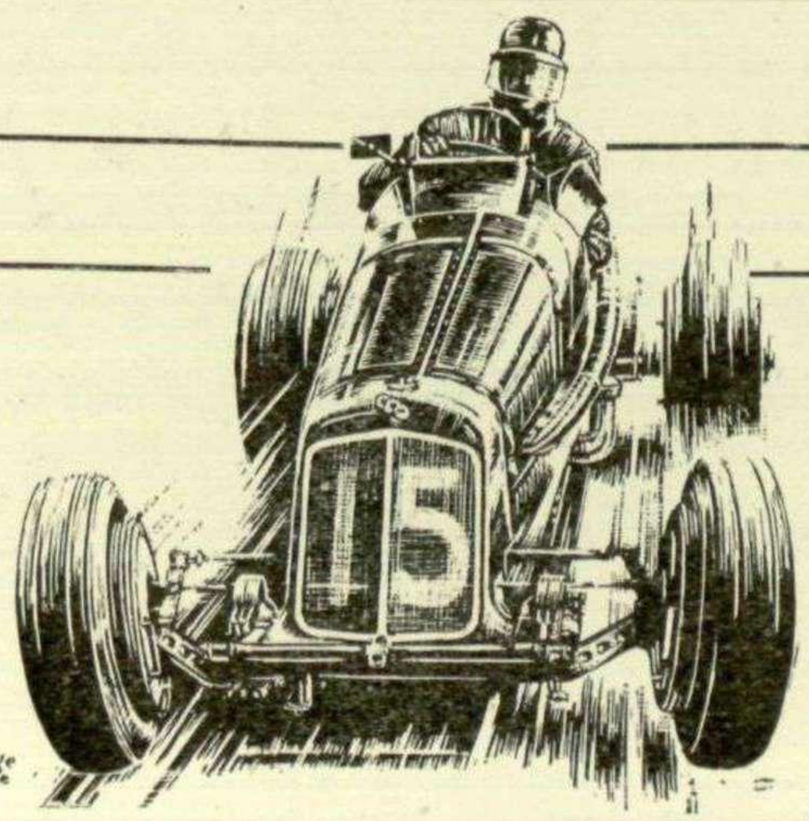
Mr. Ward and Mr. Parker have disagreed with my conclusions as to the effects of supercharging the Gregoire. It appears to me that if the breathing of an engine is artificially restricted, as by small valves, no amount of supercharging is going to remove that restriction, and the gain in horse-power can only be proportional to the amount of boost applied, *e.g.*, rather less than 50 per cent. for a 7 lb./sq. in. pressure.

I say this quite as a tyro and am entirely subject to correction.

I am, Yours, etc.,

CECIL CLUTTON.

London, W.11.



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DELAGE, "14/40," Diss engine, renovated throughout at cost of over £250. Invoices shown. Re-sleeved, etc., by Warners, Guildford. New springs, brakes relined, new battery, new hood, new cover, also tonneau and spare wheel covers. Safety glass in front, and Auster rear screens. Re-sprayed grey, blue upholstery. Exceptional car. Owner ordered overseas. £325. Box No. 243, MOTOR SPORT, 15, City Road, London, E.C.1.

M.G. L-type Magna engine spares, wing and headlamps. MacCorkindale, Atherton, Orley Farm Road, Harrow. Byron 1415.

ENTHUSIASTS ! Amilcar, entirely rebuilt in France 1938, stored since. Excellent engine, six new tyres, bodywork absolutely as new, in cream and scarlet, complete with stowaway hood ; all accessories. £195. "Hillside," Iverley, Stourbridge, Worcs. Phone Hagley 9234.

RILEY Nine Special open 2-seater in red and black, excellent engine, five very good tyres. £150. No offers. Leeson, Iverley, Stourbridge, Worcs. Phone Hagley 9234.

SCINTILLA Vertex N.V.4, perfect, £6. Boutle, 5, Woodcote Park Avenue, Purley, Surrey.

SCINTILLA Vertex N.V.4 (4-cylinder), £10. Riley Nine Rotax dynamo and starter, £10 and £3 respectively. Offers ? Baker, 38, St. Raphael's Way, Neasden, N.W.10.

FOR SALE—*continued*

1930 Alvis S.E. gearbox, excellent condition. Also three new S.U. carburetters and manifolds. £8 the lot. Rogers, 326, Pensby Road, Pensby, Wirral, Ches.

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MOTOR SPORT, July, 1932, to June, 1946, complete, less November, 1944, and complete issues of *Speed* June, 1935, to April, 1939. All as new. £20, or offers. Dunlop, 69, Sistova Road, London, S.W.12.

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FOR SALE—*continued*

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1 R.W. Wheel, 18 in., 45s., 1 R.W. Wheel, 19 in., 45s. Klaxonette electric horn, one note, £3 ; M.G. J2 camshaft (new), £3. J2 instruction manual (new), 7s. 6d. ; 2 Dunlop 18 by 4.75 Competition covers (part worn), what offers ? Apply to D. B. Payne, Woodlea, Peppard Common, Henley-on-Thames.

SCINTILLA Vertex, 4-cyl., anti-clock, good condition. Need, 22, West Street, Weston-super-Mare.

"**30/98**" Vauxhall Velox O.E., superb condition. Possibly the most immaculate specimen in existence. Completely rebuilt. Underslung. Lockheed brakes, close ratio gearbox. Balanced crank, twin S.U. carburetters and pumps, 30-gallon tank, etc. Excellent Fort Dunlops on wellbase rims. Taxed December and ready to drive away. £600. C. W. F. Parker, Chance, Hampton-in-Arden, Warwick.

UNBLOWN "Ulster" Austin. Excellent condition. Two new tyres and battery. Engine and transmission overhauled. Fast. Raban, 11, Broad Street, Pershore, Wilts. Tel. 267.

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SPEED, volumes 1 and 2, bound. "Lure of Speed," by Segrave, and "Motor Sport," by Stuck, all in perfect condition. Highest offer secures above. Hill, 123, Gt. Victoria Street, Belfast.

MOTOR SPORT, December, 1934, to December, 1944, unbound, two numbers only missing. *Speed*, June, 1935, to April, 1939, unbound. Offers to J. L. H. Owens, Rosemary House, Bampton, Oxford.

PAIR 17-in., 4-stud, easy-clean wheels, off Morgan "4/4", B.S.A. Scout, £4 10s. C. A. N. May, 8, Pebblemill Road, Birmingham.

KEN WHARTON wishes to dispose of his Type 40 Bugatti, which is in excellent condition. Exchange preferred for large saloon or drophead. H.P. and age immaterial. Hume Street, Smethwick 0656.

FOR Sale, P.B. Midget, excellent con dition, recently repainted. Ken Wharton, Hume Street, Smethwick 0656.

FOR SALE—*continued*

FOR Disposal. A large number of reconditioned 14-mm. K.L.G. racing plugs of various types, which have had very little use. Box No. 253, MOTOR SPORT, 15, City Road, London, E.C.1.

CENTRIC with fillings 12-16 h.p., £27 10s. Stop watch, new, £5. Write, BM/WLTB, London, W.C.1.

FOR disposal. Riley Nine crown wheel and pinion, 1933 to 1935, perfect condition, £7 10. Large quantity of Bosch 18-mm. racing plugs, types 450, 480, 500, new, £1 each. S/H, 15s. Nearly new S.U. petrol pump, 12 v., £2 10s. Quantity of Solex chokes and jets, 2s. each and 1s. each. Four K.L.G. 921 plugs, 14 mm., new, 7s. 6d. each. Set of Riley "Imp" wings and running boards with special side valances, perfect condition, require spraying, £10. S.A.E., please. Thames Cottage, Thames Street, Walton-on-Thames, Surrey.

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M.G. L-type engine and gearbox, 1935. Offers. Buyer must collect. Box No. 246, MOTOR SPORT, 15, City Road, London, E.C.1.

1928 Rolls-Royce "40/50" Landaulette. Running order. Good tyres. £75. Riley "Imp" side-curtains. Box Vincent H.R.D. spares. 26, Davies Avenue, Leeds 8.

"12/50" and Silver Eagle Alvis spares, including complete S.E. engine, front and rear axle assemblies, two unused re-tread tyres' 5.25 by 20. Write, stating requirements, to Taylor, Ingleneuk, Lower Bourne, Farnham, Surrey.

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CLASSIFIED ADVERTISEMENT SECTION

FOR SALE—*continued*

RILEY Lynx, 1937, Scintilla magneto. Nearest £430. Would exchange 4-seater M.G. or Riley Nine. Phone evenings Barnet 5095. 74, Gloucester Gardens, Cockfosters, Herts.

1931 Delage 30-h.p. o.h.v. straight-eight 4. S.U. carburetters, close coupled sports saloon, stored six years. Twin spare wheels, in spotless condition and perfect running order. £375. *Carr Bros., Purley. Uplands 4811.*

£50 Austin Seven, complete chassis, special Graham Walker engine, 4-speed gearbox, reinforced side-members. Dismantled. Box No. 247, MOTOR SPORT, 15, City Road, London, E.C.1.

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ONE pair chrome headlamps, Lucas, 9 in., complete with stone guards, good condition. Water pump, suitable for M.G. P-type. Complete set side and rear windows, front screen with chrome frame, suitable for Rover 14-h.p. saloon, 1933. Apply, Lowe, The Chalet, Harboro Hall, Blakedown, nr. Kidderminster.

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OLD sports car, whole or incomplete, also Alfa spares. Write BM/WLTB, London, W.C.1.

KEN WHARTON *requires 14-mm. racing plugs*, Bosch preferred, suitable for blown Midget Hume Street, Smethwick 0656

URGENTLY wanted, Ulster Austin Chassis or *something similar*, sound and cheap please. F/L Dobie, Conheath House, Glencaple, Dumfries.

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

URGENTLY wanted, a rough sports car, a crashed saloon, and a "20/25" Rolls-Royce. Full details, please, including price, to BCM/SWBS, *London, W.C.1.*

SPORTS car wanted. Ancient or modern, complete or requiring attention. Please write fully to BM/NEEM, London, W.C.1.

WANTED—*continued*

ENTHUSIAST wants Alvis "12/60" Magnette, Riley, or 1½-litre Lea-Francis. Open preferred, or similar. Reasonable price. Box 249, MOTOR SPORT, 15, City Road, London, E.C.1.

INSTRUCTION Book or Handbook wanted for 1937 1½-litre Riley Sprite Lynx or Lynx. Your price. Box 250, MOTOR SPORT, 15, City Road, London, E.C.1.

WANTED, 1½-litre or 1,100-c.c. vintage 4-seater. *Up to £150. Robert Smith, 16, Allandale Road*, Leicester.

BODY wanted, open sports or saloon for M.G. *Magna or Magnette.* 'Phone Upper Warlingham 2718.



CHASSIS, suitable for 1912 "90" Mercédes engine. D. Axel-Berg, Ragley Estate Office, Arrow, Alcester.

URGENTLY wanted, "Brooklands" Riley Nine, reasonably cheap; chassis, body and tyres must be sound, engine condition immaterial, provided complete. Riley "Gamecock" considered. Write, T. W. Gillard, 53, Waterloo Road, Bedford.

LANCIA Aprilia or Citroen wanted, condition immaterial, even crashed. Full details, please. Waters, Priory Cottage, Southam, Cheltenham, Glos.

WANTED—*continued*

COMPLETE engine or cylinder block and crankshaft for 2-litre Lagonda "16/80" special, 1933-4. Failing this, any suitable engine to fit. *Also M.G. J2 front axle. G. Jordan, 35, Chestnut* Road, Northampton.

F.N.-B.M.W. cared hub caps, good condition. also *Autocar* posted weekly. M. Wells, *54, London Road, Sleaford, Lincs.*

4½-litre Bentley D-type gearbox, mid 1926 or later "Red Label" radiator (high type), sound or better condition essential. State where *can be viewed. Box No. 251, MOTOR SPORT*, 15, City Road, London, E.C.1.

EXCHANGE 6-cyl. Scintilla Vertex for 4-cyl. £2. Smith, 3, Hanover Crescent, Manchester 14.

WANTED, Morris Minor or pre-1930 Austin Seven or Lagonda Thirteen. Box 252, MOTOR SPORT, 15, City Road, London, E.C.1.

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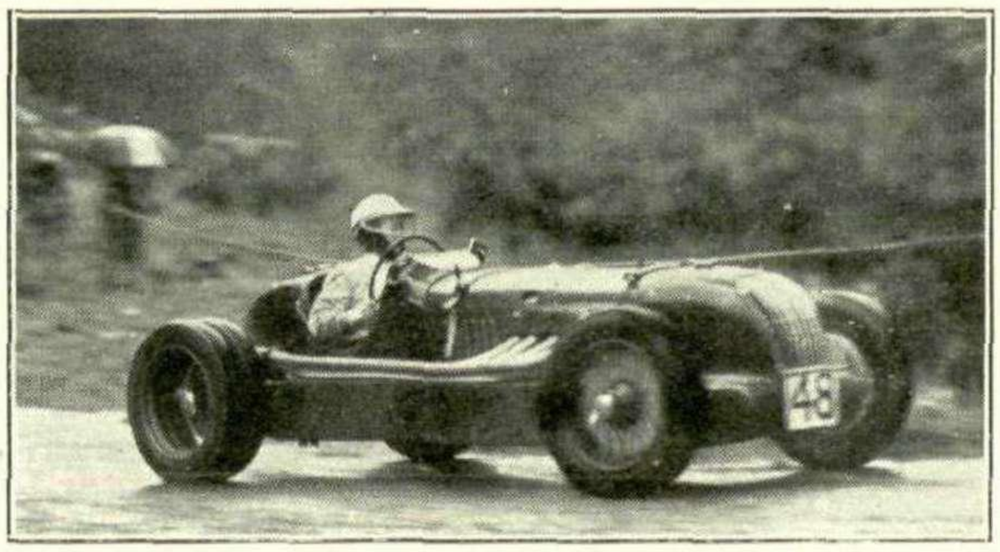
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VINTAGE Frazer-Nash, Lea-Francis or Alvis, in running order, urgently required by enthusiast. Approx. £150. Also Austin "Ulster" or close-ratio gearbox. Distance no object. All letters answered. *Details to Aldridge, 28, Acheson Road, Liverpool 13.*

KEN WHARTON requires 14-mm. racing plugs, Bosch preferred, suitable for blown Midget. Hume Street. Smethwick 0656.

M.G. spares of every description required for following types: J2, J4, L, N, KN, K2, Ke, "Q" and "R," also "P" and "PB." Chassis spares for "TB." A reasonable price will be paid for parts in serviceable condition. Wanted, a complete "P" engine and box. Wanted, a complete "L" engine and box. Wanted, a complete Mercury V8 motor and box. Donald C. Pitt, Rodborough Crest Cottage, Rodborough Common, Stroud, Glos.

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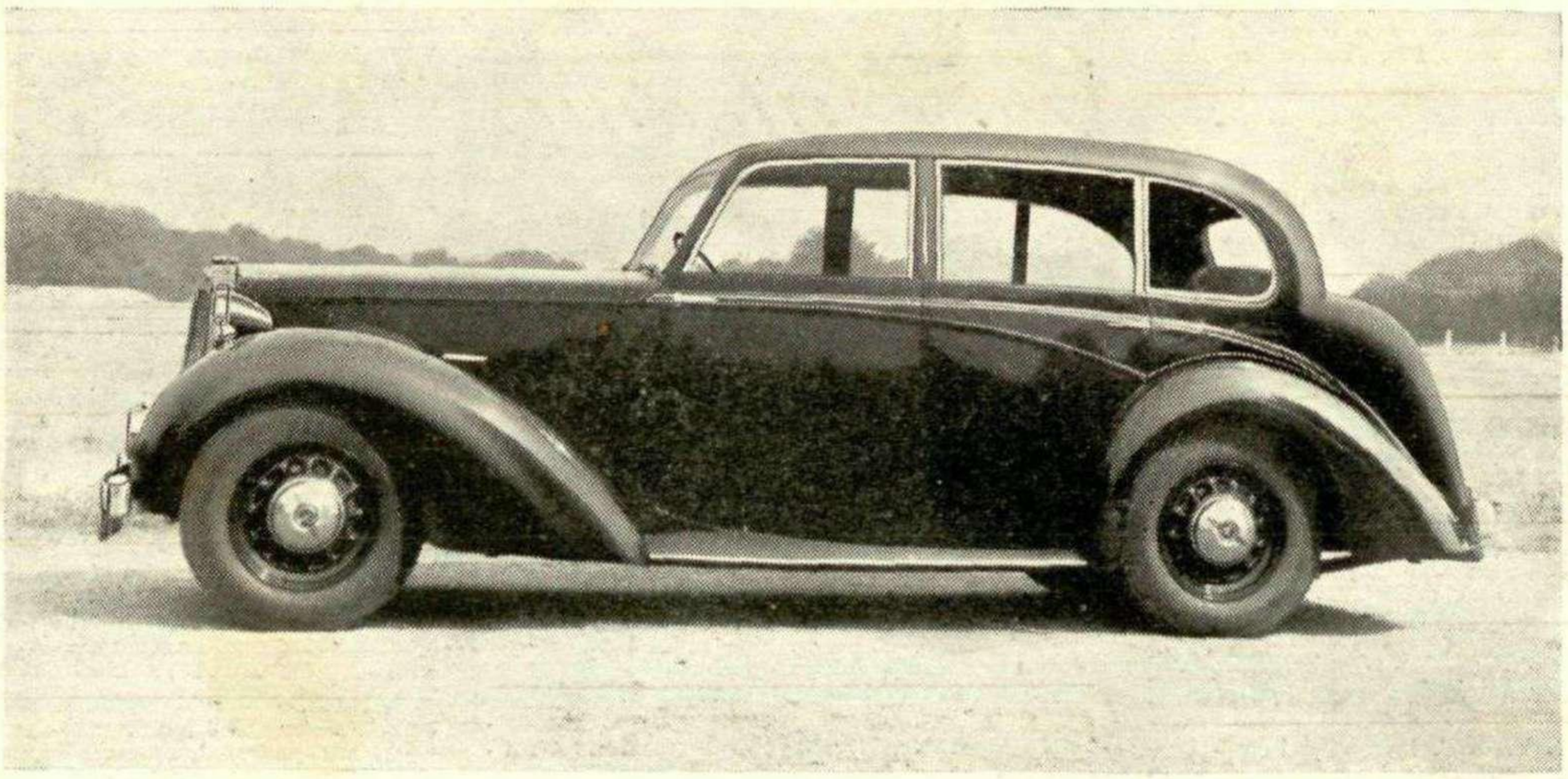
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