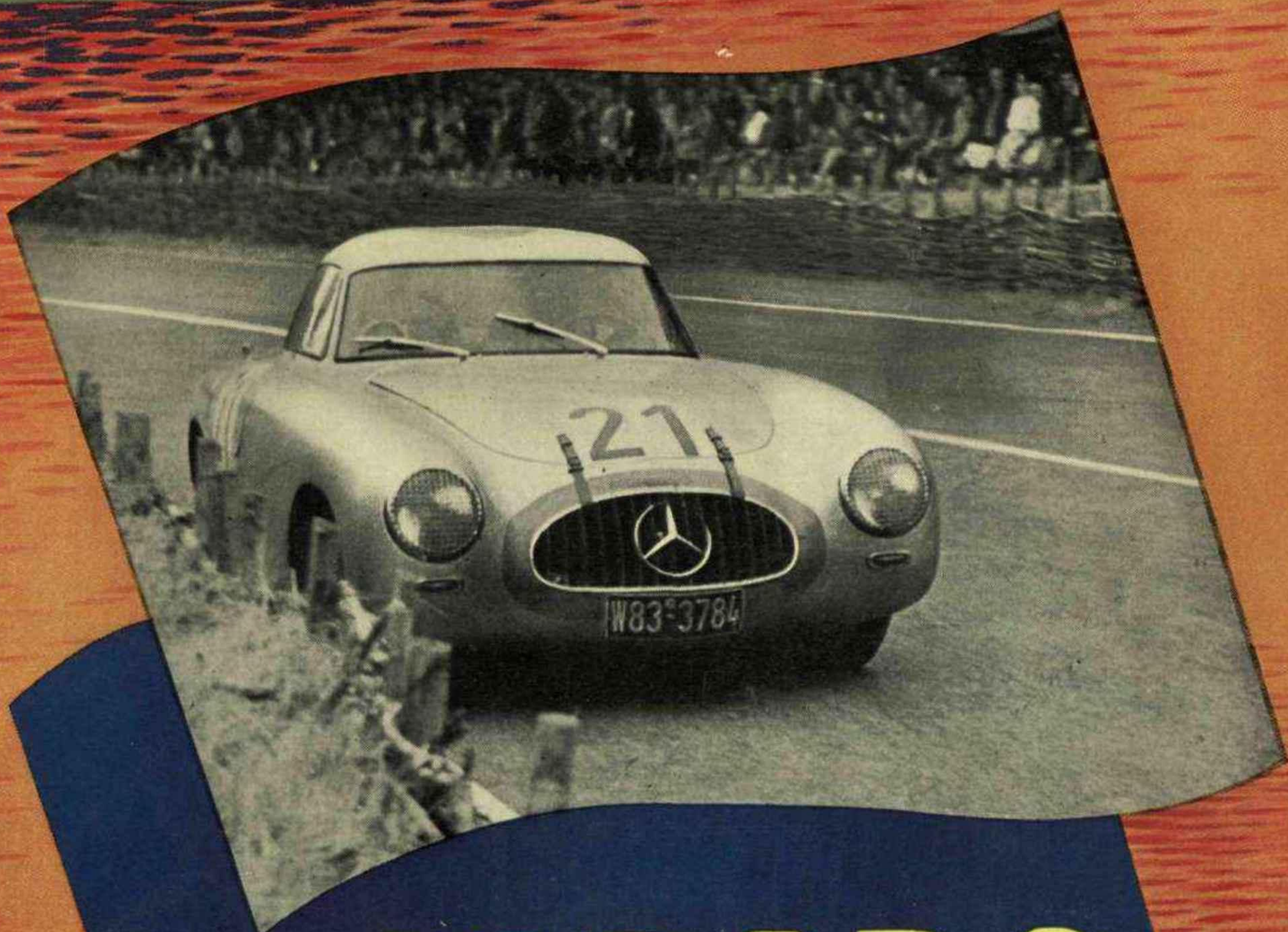


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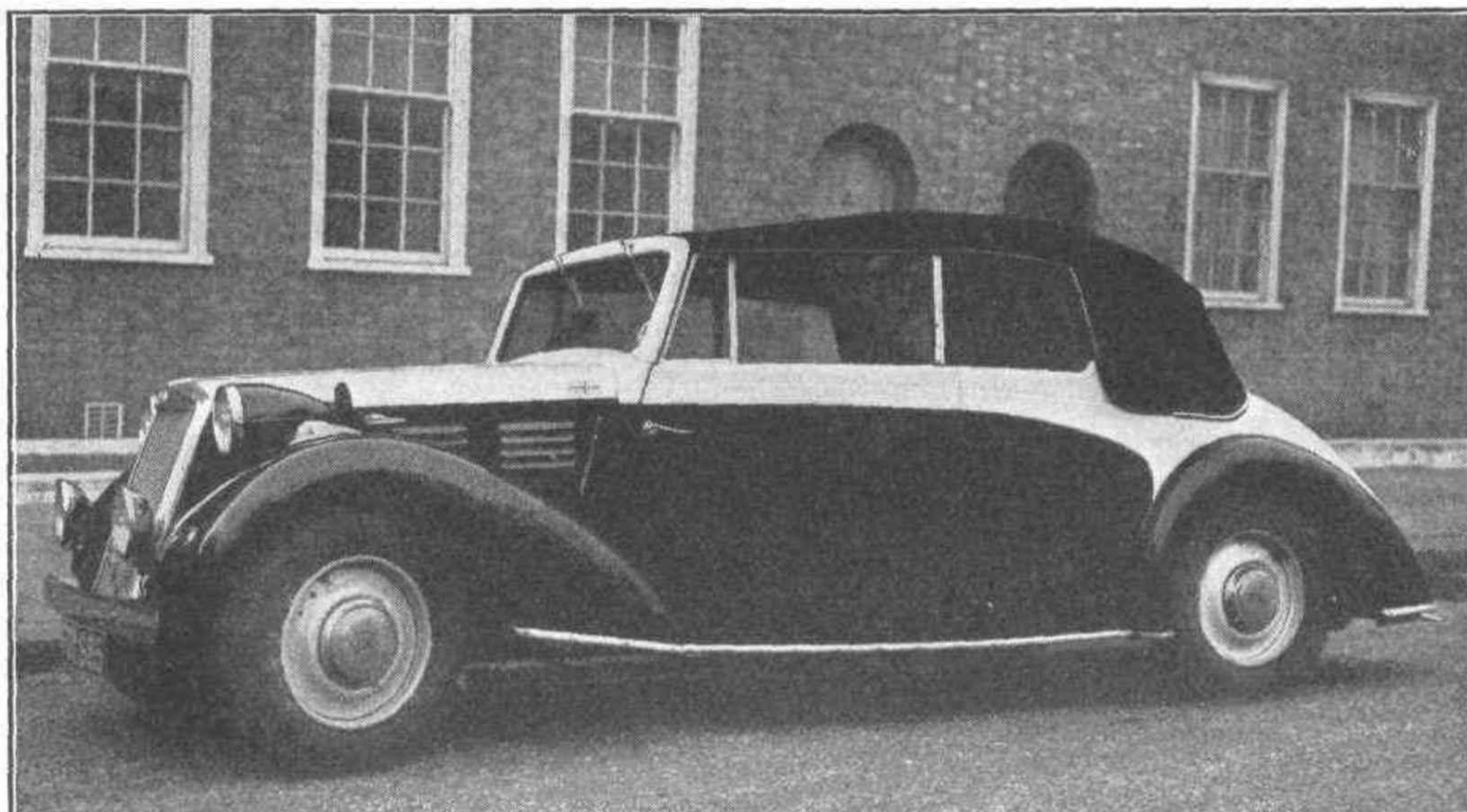
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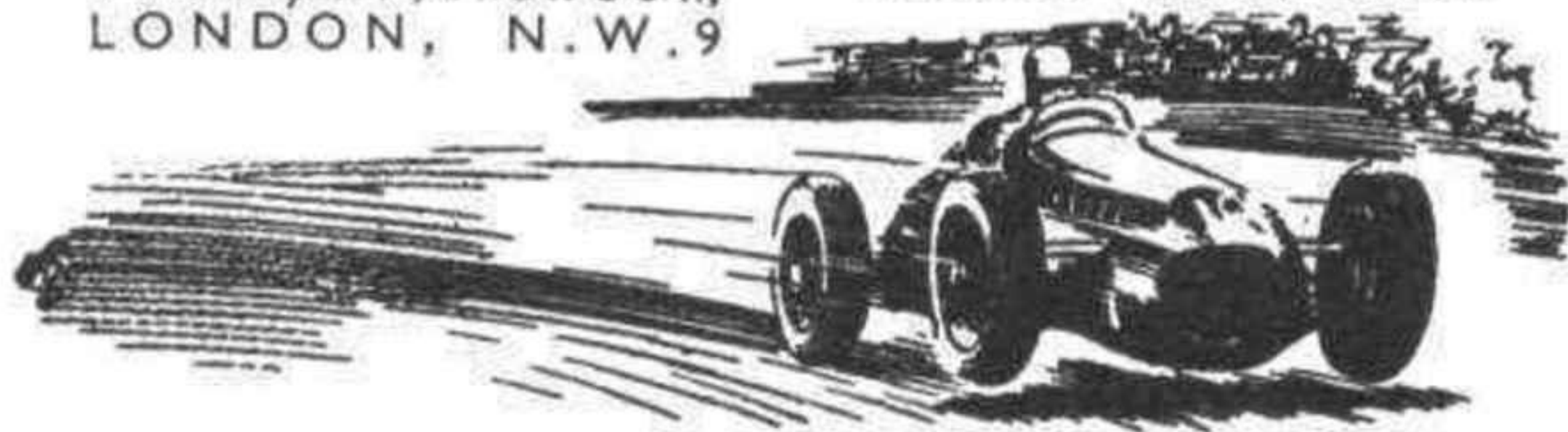
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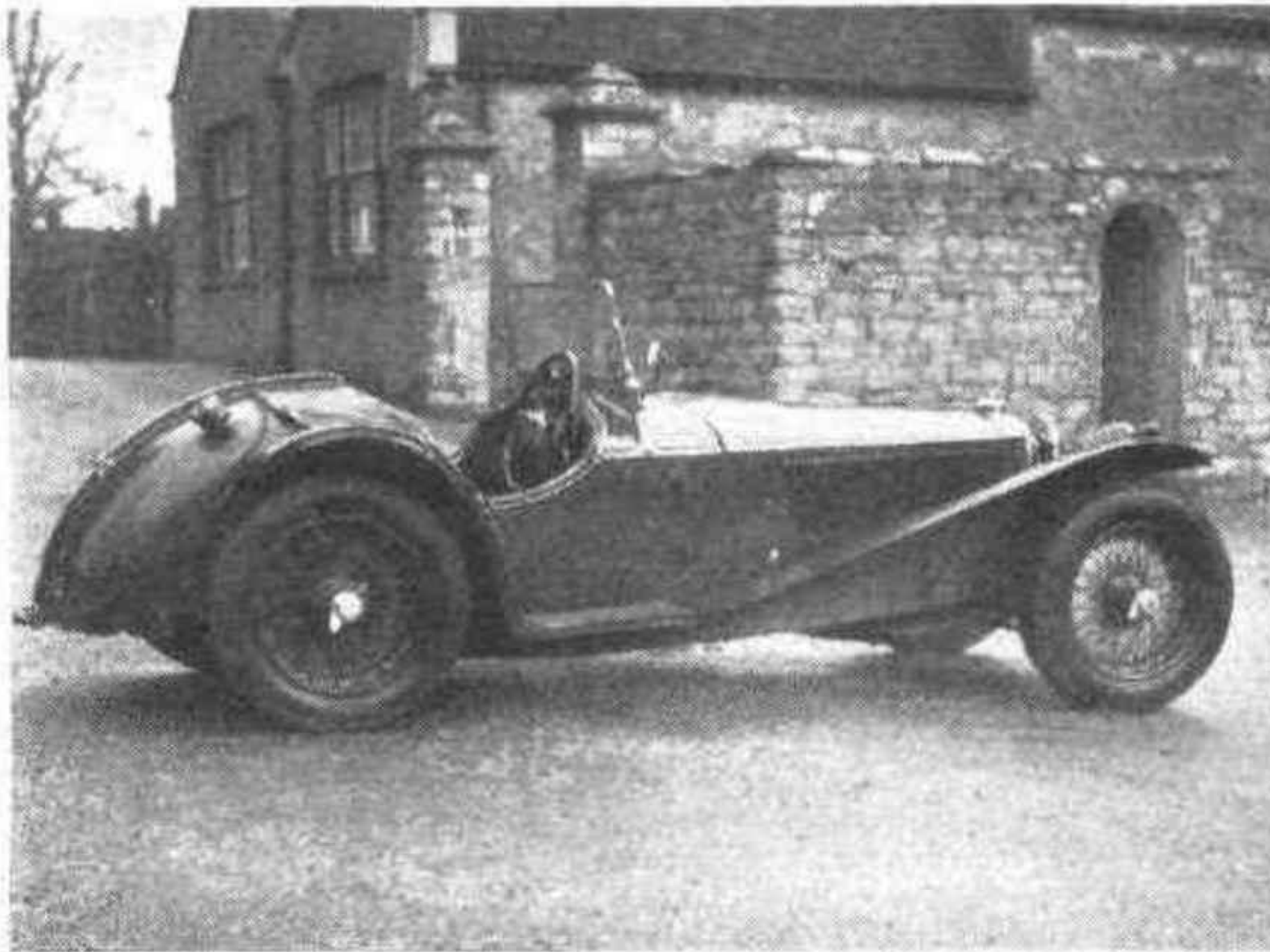
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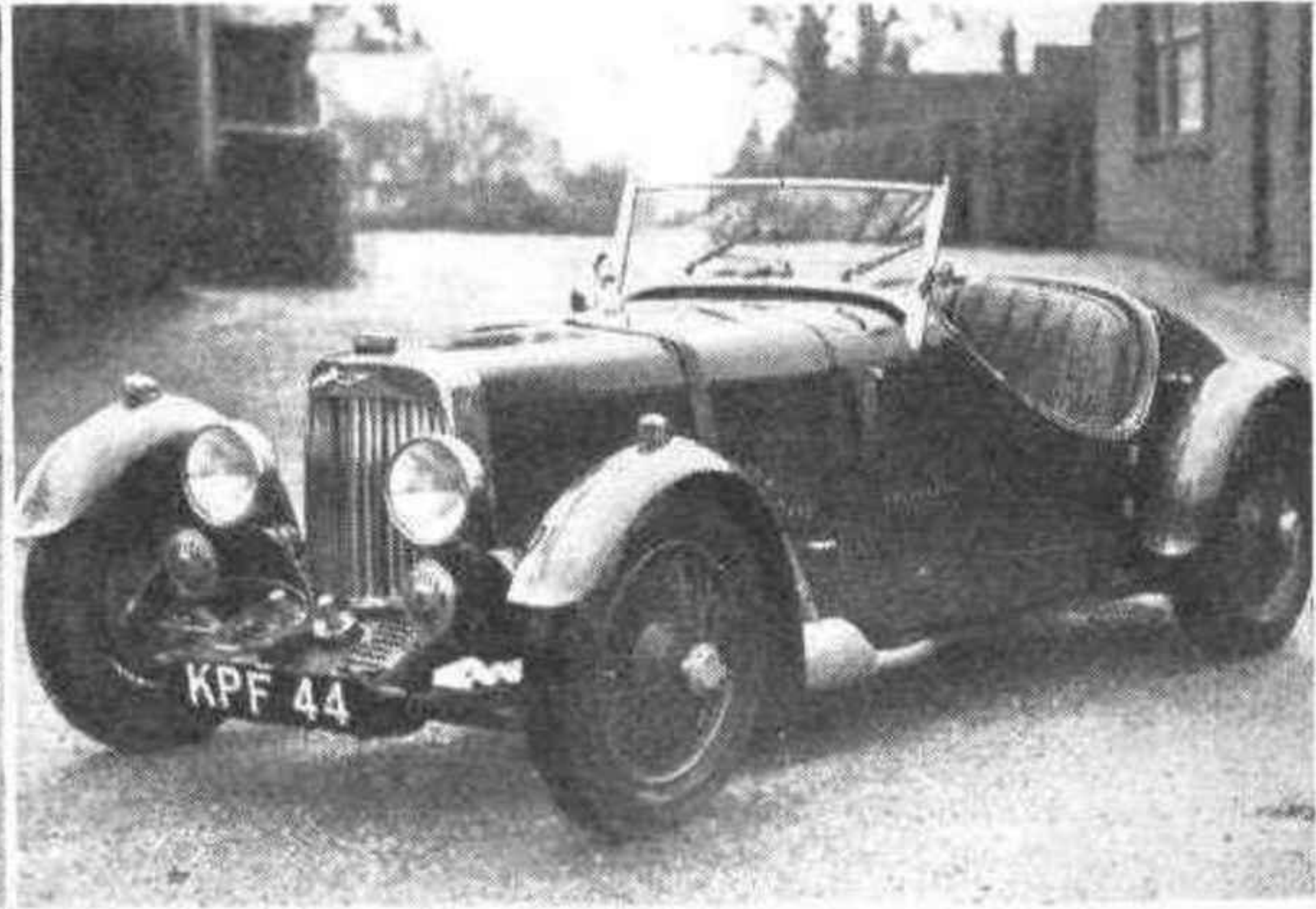
Chiltern Cars

11a, Water Lane, LEIGHTON BUZZARD, Bedfordshire

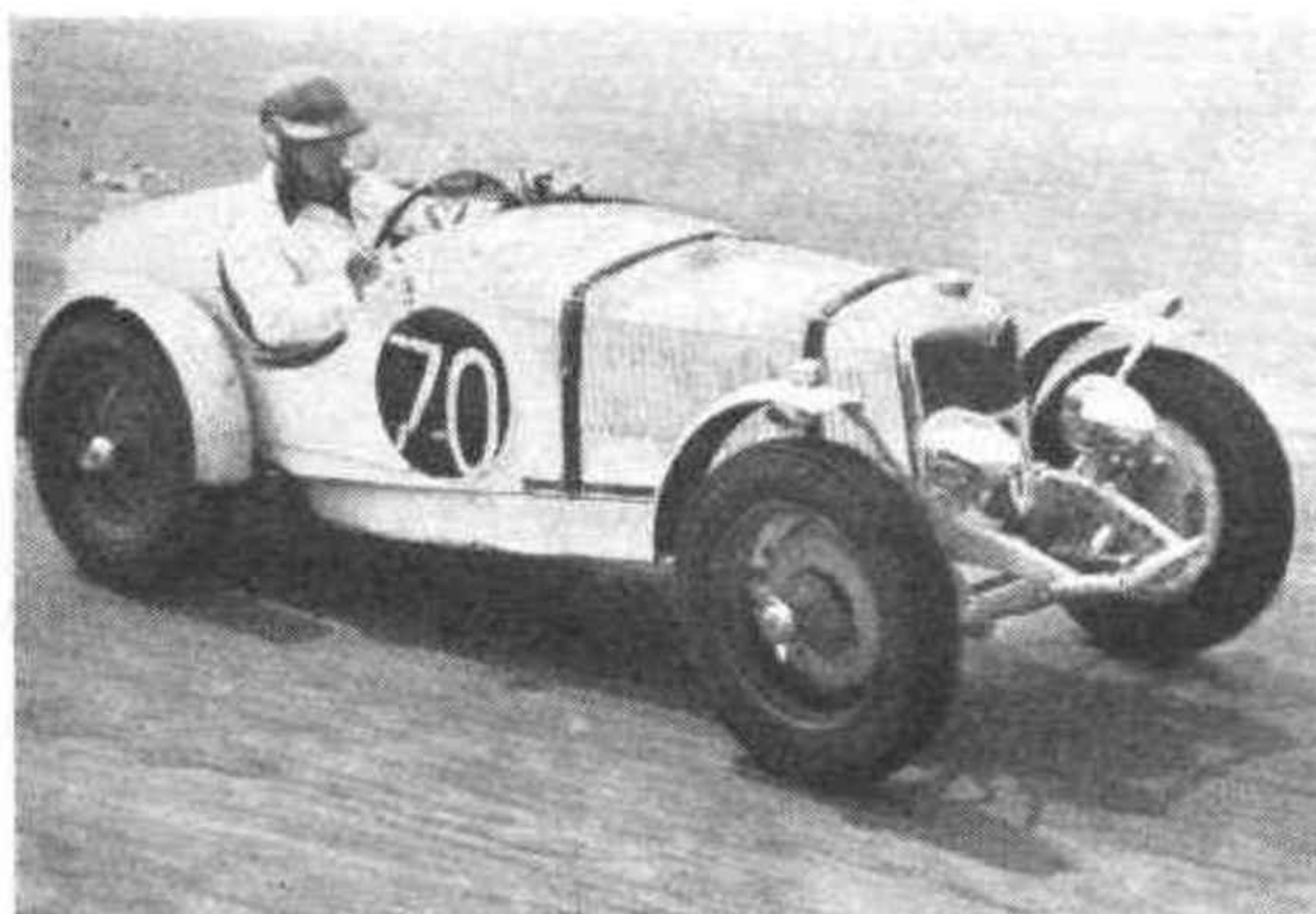
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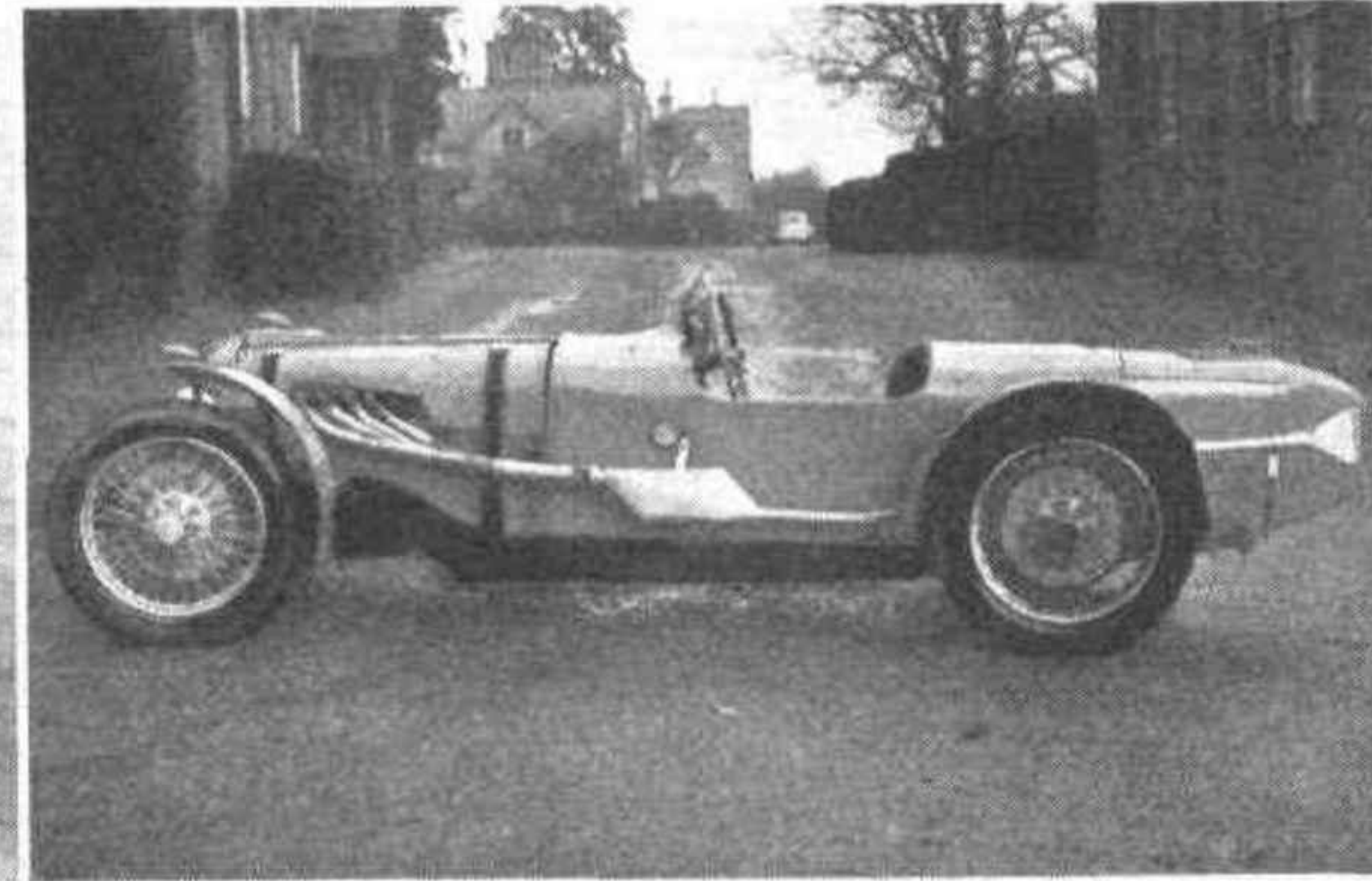
14-H.P. 1,650-C.C. RILEY M.P.H. Specially constructed by the manufacturers, this particular example is in entirely original order and is in very sound condition in every respect. With a maximum speed of around 90 m.p.h., and acceleration to match, are combined handling qualities of a very high standard. The all-weather equipment is in excellent order, and four tyres are almost new. At the price of £295 it is probably the least expensive example of its type to be offered for many years.



1.5-LITRE MARK II ASTON-MARTIN. This interesting and very pretty Aston-Martin, with most attractive 2-seater coachwork by Glaser Karosserie of Dresden, was brought back into this country in 1946. It is in quite exceptional condition throughout, and the performance available is quite up to standard £425



1,089-C.C. ULSTER RILEY IMP. One of the Works Team cars specially built for a pre-war T.T. Race, this most attractive Riley has seen but little use. The engine has been completely dismantled and rebuilt and will require running-in. It is using a compression ratio of 8:1, and is fitted with a special crankshaft and camshafts, four Amal carburettors, etc. A very good hood is fitted and tyres are as new. It was successful at Silverstone last year, and we hope that the next owner will use it in competition during 1953... .. £450



1,089-C.C. BROOKLANDS RILEY. Previously owned by a well-known racing driver this highly interesting short-tail Brooklands Riley possesses an entirely adequate performance, with typical steering, cornering and roadholding. If somewhat stark, it is nevertheless quite an exhilarating little car and must be competitively priced at £175

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M.G. TC, November, 1946, in excellent condition. Black with red leather. Recent bills for £200 available. Chrome luggage grid, Marchal spotlights, Windtones, mascot, etc. **£375.**

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ALVIS 15/50 2-seater tourer, special body. All tyres almost unworn, excellent battery, rebuilt. **£80** cash (no letters, please).

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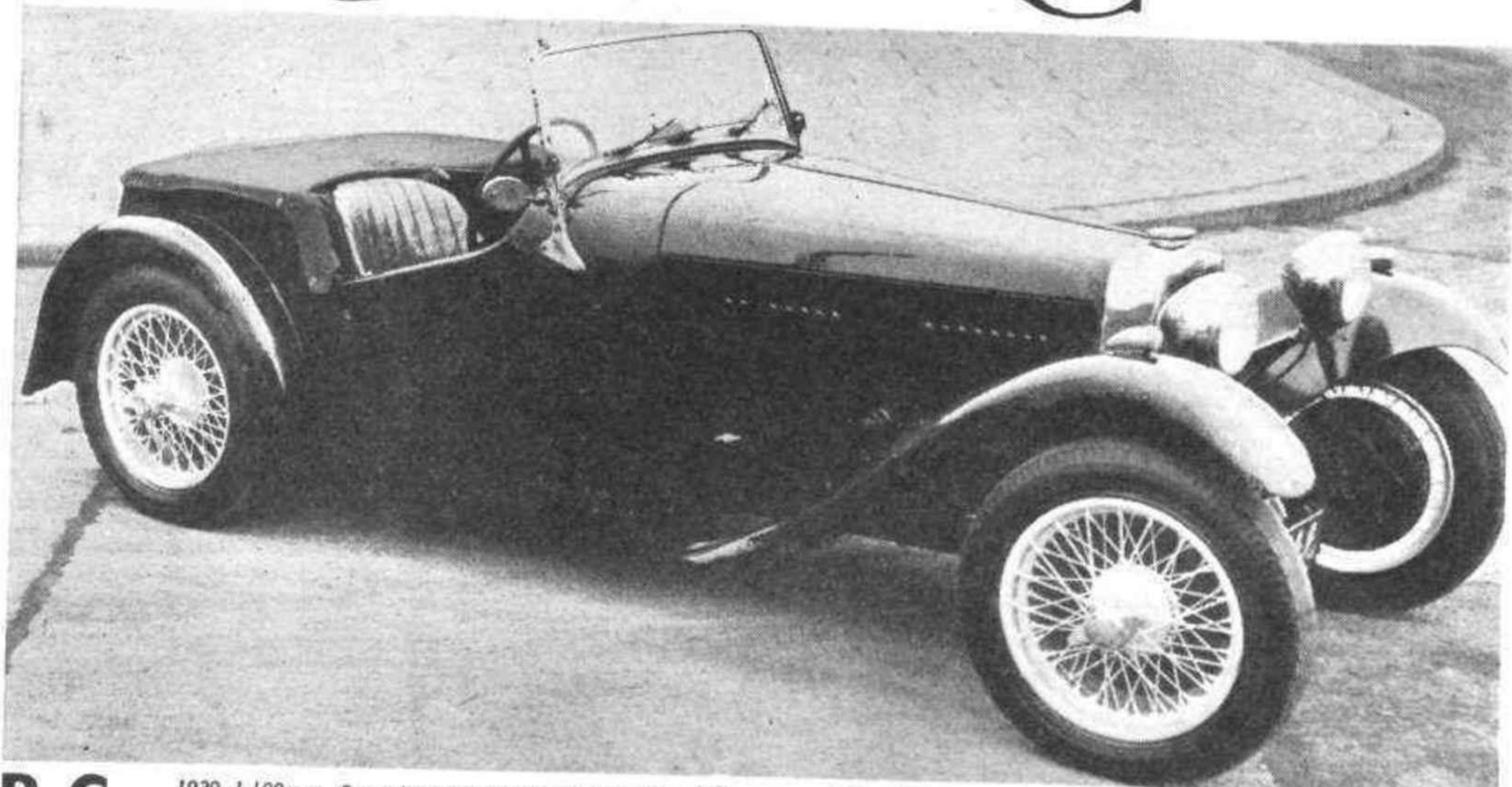
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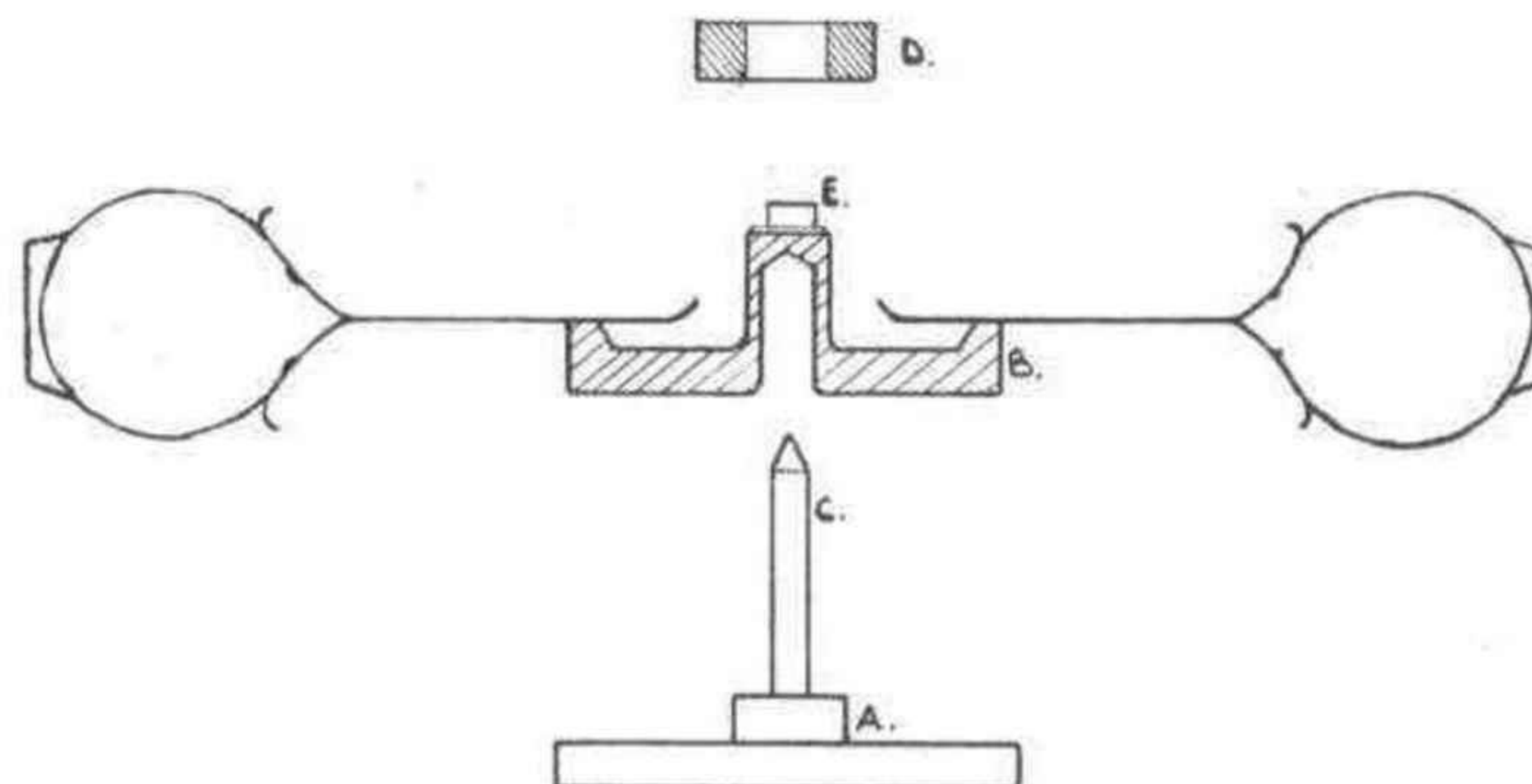
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MATTERS OF MOMENT

BRANDED PETROL RETURNS

Coronation Year will be a happy time for those owners of high-compression sports and high-performance cars which for over a decade have "pinked" under the accelerator foot in protest at being required to consume low-octane "Pool" petrol.

From February 1st the petrol purveyors will be permitted to come back on the market with their own ideas of what petrol should be and the dreadful "Pool" era ends. Whereas "Pool" had an octane rating, for practical purposes, of about 70, the premium grades of branded motor spirit will have an 80-octane rating, perhaps even higher. This will make a lot of difference to the pleasure of motoring behind the better forms of modern i.c. engine. Overseas visitors, who will visit us in great numbers for the Coronation, would have fared badly on our former poor petrol but will find our new premium grades the equal of fuels they use at home. A special article on what the various petrol firms have to offer and other aspects of branded petrol appears in this issue.

The battle between the rival petrol companies, with its accompanying advertising campaign launched by some of the most affluent business concerns in the world, should be worth watching. At present motoring and other journalists are engaged in sampling the rival brands and publishing erudite and, we hope, unbiased opinions about them. It is largely to the credit of the big petrol concerns themselves that "Pool" has been banished from the pumps and in fairness we should really list all the brands and buy them in rotation. But some will no doubt prove superior to others and individual preferences will prevail. If you were to enquire what is the Editorial choice between Shell-Mex & B.P., Cleveland, Esso, Power, Regent, Fina, Dominion, Mobilgas and National Benzole, we should retort at this juncture that our middle daughter, when in doubt on similarly perplexing subjects, chants "Ena, dena, dina, do, etc." Later, tests concluded, we may, too, have an individual preference.

This brings us to the absorbing question of whether there will be a really big demand for the premium grades of petrol. On the face of it, so hampered are efficient engines by 70-octane spirit that the answer would seem to be favourable. But it has to be remembered that the cost of petrol in the British Isles is now regarded by most motorists as excessive and the 3d. or so extra which has to be found for each gallon of premium spirit, bringing the total per gallon up to *circa* 4s. 6d., may cause a large proportion of drivers to "fight shy."

It would be a libel to say that as the Editorial car has been

running for years on straight paraffin we are biased in this connection but the fact is that "Pool" and its shortcomings have come to be accepted as a necessary post-war evil and users of the less-exciting cars may see no reason to increase the annual petrol bill appreciably by changing to the premium grades.

If the petrol companies were selling their spirit at pre-war prices the difference in cost would ensure the bulk of sales being in the better fuels, the public reserving the "regular" grades, at around 1s. 3d. per gallon, for their autocycles, lawnmowers and bulldozing appliances. But, even with a general rise in wages and salaries, motoring is a good deal more expensive than it was pre-Hitler, and the 4s. 6d. per gallon of the premium grades may be a stumbling block to really vast sales, especially after the initial excitement of banishing from piston crowns the destructive "little men with tiny hammers," and if the regular grades of branded petrol are themselves superior in ways other than octane rating (better volatility, for instance) to the hated "Pool" spirit. The argument that the extra threepenny-bits will be balanced by the better fuel consumption obtainable is not likely to apply to sports cars, because the better they run the harder will they be driven.

If this stumbling block to sales does occur it may well be a disguised blessing, because then the petrol companies will seek to find a way of reducing the price of petrol and perhaps of exerting their not inconsiderable influence in persuading the Government to diminish the savage tax of 2s. 6d. which we pay on every gallon we buy—and which is added to the Road Fund Tax that is spent on everything except better, safer roads.

Meanwhile, readers of this paper will welcome the arrival, in this Coronation Year, of better fuels for the cars on which they lavish so much care and derive so much pleasure from driving. They will realise the importance to their country of the great petrol companies, and the sporting motorist, in particular, will look back with appreciation to the support the leading firms gave to competition motoring all through the dreary years when all they were allowed to market was "Pool."

Now that branded petrol has returned, the publicity value of motor racing to the petrol purveyors will take on its pre-war significance and no doubt the competition driver will benefit considerably from this increased importance of advertising successes and signing-up with drivers able to achieve such victories.

So, all in all, we welcome the return of good fuel, appearing in rival pumps under a fascinating variety of grade designations, and we can shed not a tear for the passing of those little devils who started to hack bits from our pistons every time we strove to pass more "Pool" through the gummy jets.—W. B.

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Front cover picture: ASCENDANT STAR.—One of the victorious 300SL Mercedes-Benz coupes seen cornering at last year's Le Mans Race. Again this year?

REPORTS of RECENT EVENTS

M.G.C.C. KIMBER TROPHY TRIAL (Dec. 26th)

Cecil Kimber Trophy : J. Buncombe (Dellow).
 Spencer Trophy : P. G. Cooper (Hillman Minx).
 Murray Cup : A. W. Morrish (M.G. Special).
 Welch Cup : M. D. King (M.G.).
 First-Class Awards : A. A. Baring (Dellow), E. W. Pike (E.P.S.), M. Sharp (Dellow).
 Second-Class Awards : H. R. Jesty (Hillman Minx), G. N. Dear (M.G. TD), P. Holliday (M.G. TD).

ULSTER A.C. TRIAL (Dec. 26th)

1st : W. T. Todd (Todd Special); 2nd : R. C. McKinney (Dellow); 3rd : D. G. McNally (Dellow).
 Closed Car Award : L. C. Downing (Ford Utility).
 Novice's Award : A. T. Carroll (A.T.C. Special).

LEINSTER M.C. BOXING DAY TRIAL (Dec. 26th)

Le Fanu Cup : H. C. Johnson (Lancia Special).
 Special's Class : K. Wilkinson (Ford).
 Standard Open Sports Cars : J. J. Flynn (M.G.).
 Saloon Class : C. Vard (Jaguar).
 Team Prize : J. C. Millard, S. V. Baker, H. Johnson.

M.G.C.C. (IRISH CENTRE) WINTER TRIAL (Dec. 27th)

Premier Award : C. Vard (C.E.R. Special).
 Flynn Cup : R. Laird (s/c. Dellow).
 Sunbury Cup : C. K. Flynn (M.G. TD).
 Specials : K. P. Murray (M.M. II).
 Standard Open Cars : A. L. Young (M.G. TC).
 Saloon Cars : C. Hogan (1½-litre M.G.).

CAERNARVONSHIRE & ANGLESEY M.C. NIGHT RUN (Dec. 27th)

Premier Award : W. R. Evans (Triumph Mayflower).
 2nd : H. D. Pritchard (L.M.B.); 3rd : D. C. Mills (M.G. PA); 4th : D. I. Lloyd (Wolsley).

M.G.C.C. (IRISH CENTRE) EXPERTS BARREL TRIAL (Dec. 27th)

Best Performance, "Specials" : Mrs. H. C. Johnson (Lancia Special).
 Standard Open Cars : D. Jones (M.G. TC) and D. Monson (M.G. TC).
 Saloons : S. O'Flaherty (Volkswagen).
 Ladies' Prize : Miss S. O'Clery (M.G.).
 Newcomers' Award : S. J. R. Henly (Buckley Special).

V.S.C.C. (NORTHERN SECTION) MEASHAM RALLY (Jan. 3rd-4th)

Measham Challenge Trophy : H. M. Goodman (Lancia).
 Silver Cup (any class) : R. A. Gouldburn (M.G.).
 Class I (Vintage Cars) : P. W. McNaughton (Sunbeam).
 Class II (Thoroughbred Post-Vintage) : L. J. Strelton (Alvis).
 Class III (Visitors' Cars) : P. B. Reece (Morgan).
 Best Ladies' Performance : Miss F. Haynes (Morris).
 Best Closed Vintage Car : H. M. Sinclair (Bentley).

CHELTENHAM M.C. WINTER TRIAL (Jan. 4th)

Best Performance : A. W. Morrish (M.G.).
 2nd : I. D. L. Lewis (Ford); 3rd : D. G. Cooper (Ford); 4th : F. M. Harris (Austin) and D. Bentley (Bentley Special); 5th : R. Skinner (S.H.S.).

FERRARI BENEFIT!

The result of the Buenos Aires G.P. of January 18th was:
 1st : Ascari (Ferrari); 2nd : Villoresi (Ferrari);
 3rd : Gonzalez (Maserati); 4th : Hawthorn (Ferrari).
 Farina (Ferrari) crashed.

TAX EMANCIPATION RALLY

For obvious reasons the new Road Fund licence rates which came into force this year are the cause of considerable rejoicing amongst the members of the 20 Ghost Club, Mercedes-Benz Club, Les Hommes à l'Hispano and the owners of Isotta-Fraschinis.

The party started at 11.30 a.m. at Laytons in Duke Street where a little wine was consumed at the invitation of Les Hommes à l'Hispano. After lunch a move was made to the Richmond Hill Hotel.

Both at Laytons and at Richmond much interest was caused by the perfect Isotta-Fraschini tourer, lately the property of Mr. Ellis of Leeds. The 20 Ghost Club was represented by two Ghosts and a number of beautifully kept models both ancient and modern of this silent machine.

"Les Hommes" brought two vintage tourers, (one of which has appeared in some films and the other which was once the property of Count Zborowski); Mr. Fraser's beautiful 9½-litre V12 coupé, a "Barcelona" saloon and the President's mammoth white two-seater, reputedly the largest two-seater in the country.

A number of Mercedes-Benz were present but only two of them were of the real *grand sport* type, Lea Kennard's smart cream SSK and a white tourer of a slightly different model which bore a strong facial resemblance to General Goering in his pyjamas. (The owner seemed to have spent the money saved in tax on subscriptions to every club in the country). However, there were many hands ready to push when his starter failed at Richmond!

It was a grand day much enjoyed by all who turned up, my own great disappointment being that in fact so few people and motor cars arrived, particularly of the larger sizes. I had expected to see dozens of gigantic machines but unfortunately only about ten or fifteen arrived.

A last point—there was a Jensen in cream and chrome trying hard to be a Mercedes or a Benz—an "interloper" perhaps.—M.S.
 [Some further comments on this Rally appear on page 71.—Ed.]

SOME REDEX FIGURES

Last month, at the time when anticipation over branded petrol was at its pre-realisation height, we were present at the Redex International Headquarters in Chiswick when some tests were carried out. A 1952 Ford Anglia was driven by the same driver and with the same load, over a four-mile route, on different fuels and oils. On each occasion two simple acceleration tests, one on the level, the other up-hill, were incorporated. We prefer to ignore the first of these, because counting trees as a means of ascertaining improvement in performance does not seem sufficiently accurate, but the up-hill speedometer-reading comparisons were of more interest.

The journalist is apt to be "blinded with science" by the Redex people with their engine-testers, compression gauges, thermo-testers, Redex robots, etc., but there is no denying the efficiency with which W. J. Holloway, the Sales Manager, introduces the magic or the convincing effect of his tricks.

Some people think that Redex in engine, gearbox and axle oil, and fed above the pistons improves urge and m.p.g. merely by thinning the lubricants; many others, including racing and rally drivers, believe that its secret lies in its mysterious constituents. We write "mysterious" advisedly, because the oil supplied to the Redex organisation is treated behind locked doors before being fed into attractive cream barrels which are distributed to the outside world at the rate of tens of thousands of gallons a week. All we know is that a wax content is believed to improve the "slipperiness" and adhesive nature of the basic oil.

Reverting to the tests in question, the Ford was run first on Pool, with an ignition setting that did not promote "pinking." Fuel consumption, mainly at a steady 30 m.p.h., and checked with the useful Redex test equipment, was 44.91 m.p.g. Premium petrol was tried next, with the ignition setting somewhat advanced. The up-hill acceleration improved to the extent of adding approx. 2 m.p.h. at the hill top, but petrol consumption was inferior—43.39 m.p.g. The Ford was then given a Redex mixture in engine, gearbox and axle.

The hill-top speedometer reading now rose by another 2 m.p.h. and fuel consumption improved to 48.31 m.p.g. As a final check we left the ignition advanced but reverted to Pool fuel. The hill-top reading fell by 1 m.p.h. but fuel consumption reached an all-time high of 50.17 m.p.g.

There you have it, gentlemen. The test-driver, Mr. R. Marshall, did not appear to have anything up his sleeves and we confess we do not know how it is done.

One day we hope to conduct some more scientific tests of Mr. Wayne V. Myers' Redex—he, by the way, is an American chemist, who motors in a modern Rolls-Royce—but for the present these tests suggest that Ford Anglia owners do not need premium fuel but that Redex about the place can do a lot of good so far as greater urge and m.p.g. are concerned, providing their cars are in a sound state of mechanical health.—W.B.

CONNAUGHT NEWS

Johnnie Claes has purchased a Connaught, and will be racing it in Belgian colours, and Rob Walker has bought one of these F II cars which will probably be driven by Tony Rolt. These cars are remaining basically similar for the 1953 season but with minor modifications and more power.

Connaught are engaged on the design and construction of a prototype for the new Formula I. The engine, gearbox, rear axle, steering, etc., will all be their own manufacture and design, but no technical details are available at present.

R. Nuckey, S. Lewis-Evans, K. W. Smith, K. Wharton, A. G. Whitehead and R. Salvadori recently tried a last year's Connaught at Goodwood and appeared quite impressed although, because the track was wet, no good times were recorded.

On February 8th The Sporting Owner Drivers' Club is holding driving tests, followed by a film show, at the London Gliding Club, Dunstable. Activities commence at 2.30 p.m. No Competition Licences will be necessary for the driving tests, which will include a hill-climb and various parking and manoeuvrability trials, and saloon cars will receive bonus marks. Entry forms available from H. J. Bayliss, 30, Olma Road, Dunstable. The Club also wish to announce their Annual Dinner and Dance to be held at The Bell Hotel, Aston Clinton, on Friday, February 13th. Tickets at 25s. from Downs Garage, Tring Road, Dunstable.

The Peterborough M.C. is holding its Annual Dinner-Dance at Peterborough on February 5th, when the MOTOR SPORT Clubs Trophy will be presented and a Night Navigation Trial on February 14th/15th.

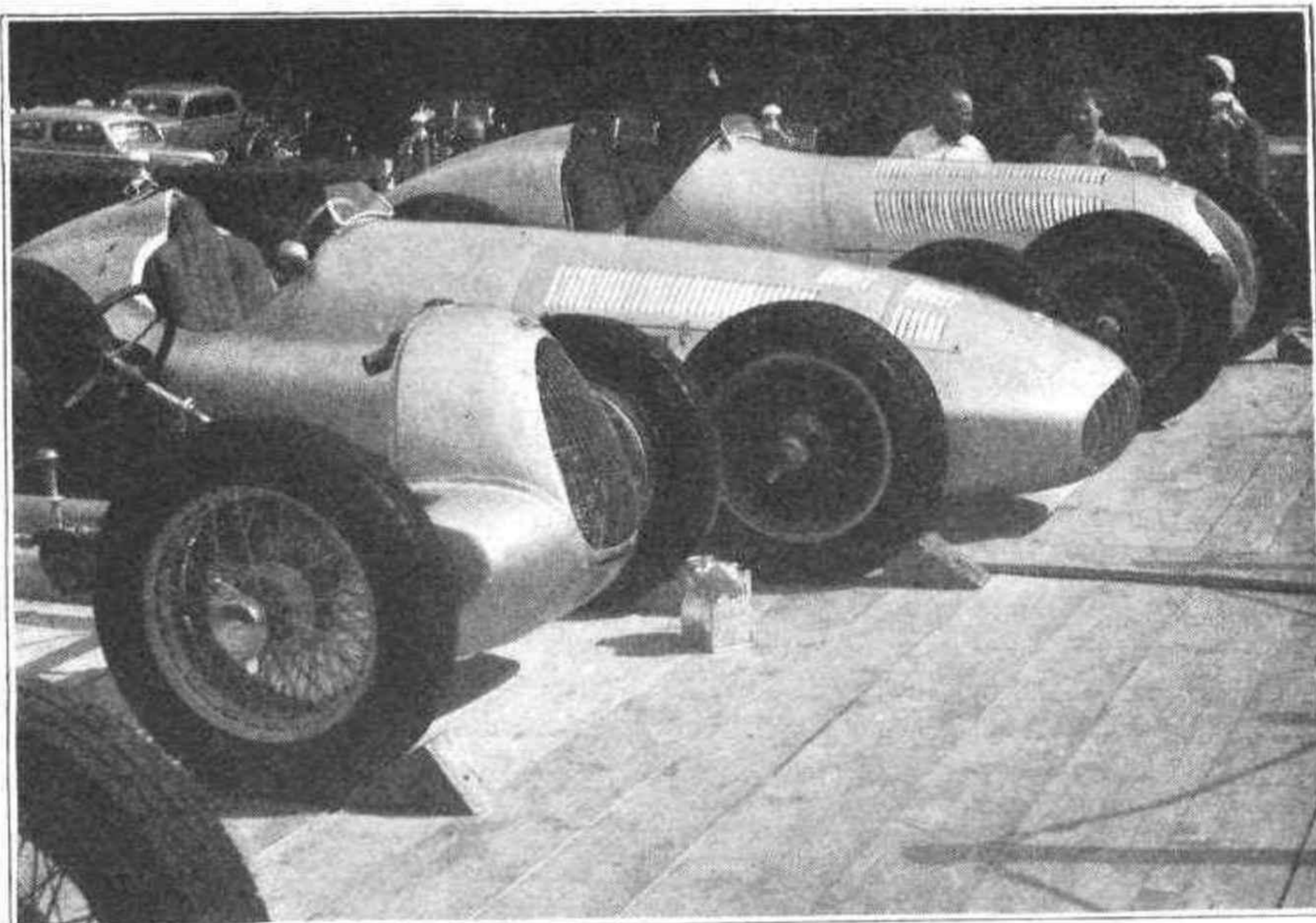
CONTINENTAL RACING SEASON

by

THE "MOTOR SPORT"
CONTINENTAL CORRESPONDENT

[MOTOR SPORT Copyright

PAST GLORIES.—Pre-war German racing cars were shown at a static exhibition at the entrance to the Nurburgring on the occasion of its 25th year as a race track. The centre car is the 1939 Mercedes-Benz—A.D. not c.c.



TRAVELLING around the Continent during the racing season one naturally sees many interesting things and, likewise, at the races there is always plenty to see. Much of this goes to making up the race report but, even so, a great deal has to be left out due to space limitations, and lots more cannot be printed at the time for fear of evoking the wrath of the wrong person. Now that 1952 has become history perhaps it would not be amiss to mention some of those incidents that went to make up a most enjoyable season, but somehow got left out of the reports.

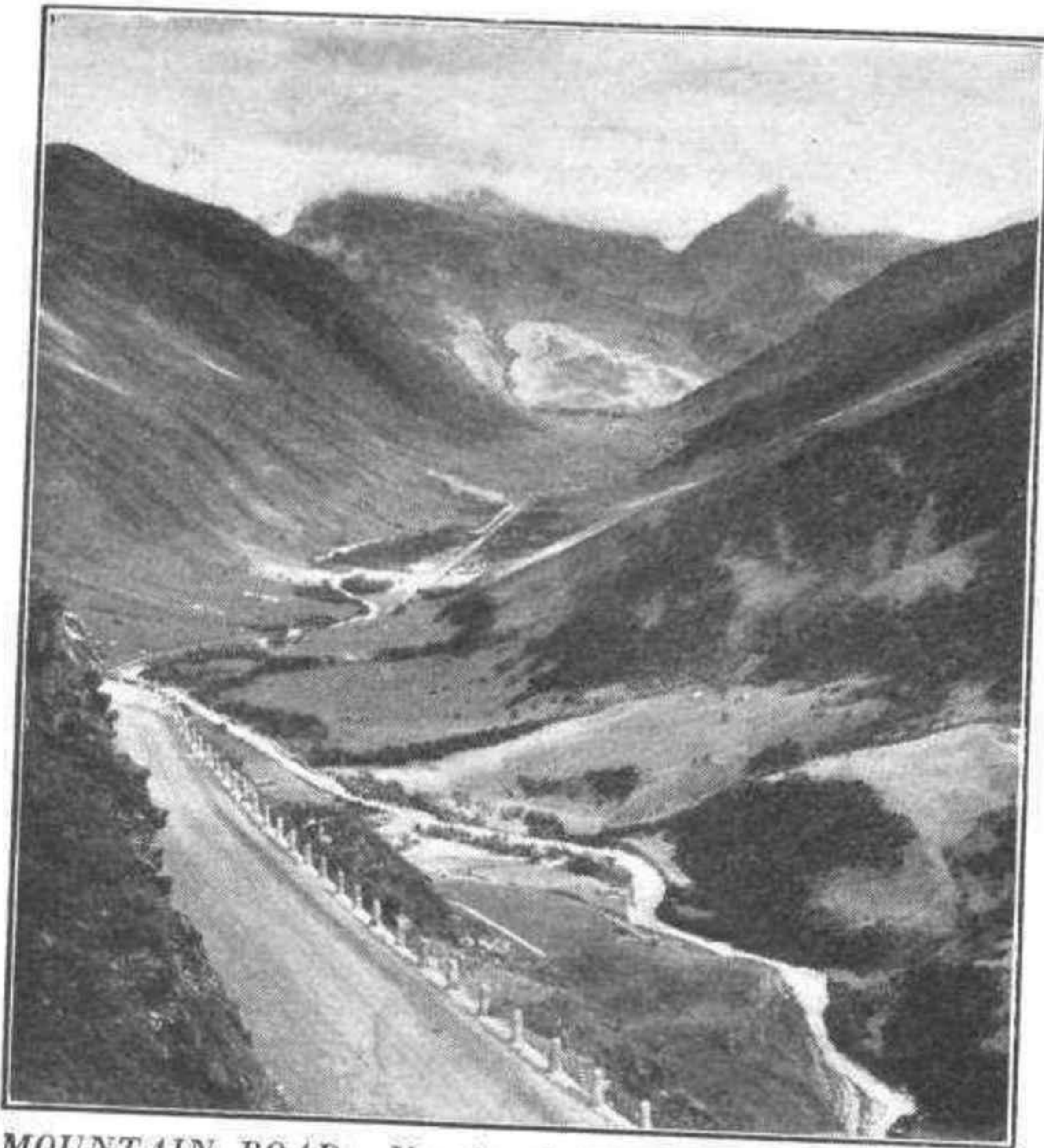
While journeying from one circuit to the next it quite often happens that you pass by the scene of an earlier or later race, and it often pays to dally awhile, if only to find out the lie of the land for a future visit. At Le Mans, very much "out-of-season," there was consternation at the Café de l'Hippodrome on the Mulsanne straight when a picture postcard of the circuit was demanded. Two months later the place was literally decorated with them. Round-the-houses circuits, such as Bordeaux or Pau, can be quite difficult to follow exactly when all the straw bales, banners, bridges, stands and painted kerbs have disappeared, and they certainly look very different when you drive round them as compared with racing round them. Pau being the real opening of the Continental season it is a particularly interesting gathering and can give an idea of what is to come. It can also give an entirely false impression, as did last year's race, for both H.W.M. and Maserati-Platé cars looked promising at Pau but were vanquished by the end of the season. Lance Macklin stirred things up a bit by being in the front row of the start, and as he had been promised a big bottle of wine if he kept in front of Ascari and Villorosi for the first lap, the start was quite something. He lost the bottle as he only managed to keep Villorosi at bay. It was here that one of the Ferrari mechanics was most emphatic that Villorosi had retired with loss of oil pressure, even while the car was being towed away with a very wobbly wheel due to contact with a concrete wall. When all the tumult and shouting had died down for Ascari, having won, it was renewed tenfold for Rosier, who finished second, and while still at its height Alberto could be seen quietly packing away his crash-hat and goggles into his familiar little attache-case, being elbowed about by the milling throng round Rosier and completely ignored—unintentionally, of course.

Throughout the season there was a certain air of unrest among the Ferrari team drivers, especially from Farina, who never appeared to enjoy being second fiddle to Alberto—Villorosi has long since willingly bowed down to youthful superiority. At Marseilles Farina went through the sweeping S-bend past the pits in practice, more by the grace of God than skill, in a successful attempt to better Ascari's lap time, but "Cicco," as the Italians call him, went out immediately afterwards and with no unnecessary sliding or arm-wagging settled the matter once and for all as to who should have the best starting position. In the race it was amusing to watch

these two lapping more or less in company towards the end of the race, laps ahead of the third man, their braking point for the corner at the end of the finishing straight being a very comfortable one. When Ascari stopped for tyres, about 20 minutes before the end, Farina reduced this braking point to a dangerously short one, though nobody would have suggested he was trying to take advantage of Ascari's stop. Of course, the inevitable happened, he spun off the road. It was after this race that an hour went by before the official results were announced, and then Johnny Claes was omitted from third place. A strong Press uproar started, so a further half-hour went by while they were amended, but this time he was put down fourth, instead of third. The final results were virtually made out by the journalists, and this was in the home of motor-racing. After the prizegiving the President of the Club made a moving speech that lasted for 1½ hours, on racing, the effect on the French public, the efforts of Gordini, the lack of patriotism of Frenchmen who raced non-French motor cars, what fine drivers the Frenchmen were who did race French motor cars, the enthusiasm of French national sports-car drivers and, in fact, the whole business of motor-racing. Although it made everyone awfully thirsty, it was a magnificent diatribe and he really meant every word of it. The only wish later was, that he could have made it after the Gordini victory at Rheims, for it would probably still be going on.

A visit to Montlhéry was always worth while when in the neighbourhood, especially towards the end of the season, for there was almost a queue forming to use the track for record-breaking. Quite early in the season a very special six-cylinder Citroën, with alloy wheels, well-tuned engine, much smoothed-out bodywork and a shattering exhaust note, was lapping consistently at 100 m.p.h. by hand timing, while a new saloon Delahaye belonging to Crespin, the Rally driver, was doing 105-m.p.h. laps in complete silence. At the bottom of the banking little Peugeot motor-cycles were trying to attain 50 m.p.h., and in the middle of the circuit army vehicles were being submerged in slimy mud, so that there was never a dull moment at the concrete saucer. Even Mr. Redex was there, in advertising form, adhering to the outer wall.

In Switzerland, in the German-influenced northern part, motor-racing is a serious business and the speed orgy at Berne for the Swiss Grand Prix was well up to standard, even if none of the cars was fast enough to make the curve past the start a dicey one. Here the first impression was received of the 300SL Mercedes, they being much prettier and smaller than any photograph suggested. When Kling drove up to the Hotel Bristol in his green one and parked it among the general run of Buicks, Aurelias, Fiat 1400s and Delahayes, it looked even smaller and more impressive. Even the one that Caracciola wrote off in the race looked impressive, for it did show how the structural limit had been built "down to" instead of the usual "up to" method. After the Berne sports-car race it would have been nice to have had an intimate knowledge of Italian abusive



MOUNTAIN ROAD.—Not the place to take a London bus, yet racing tenders of equal size frequently travel roads such as this, through the magnificent scenery that only the Alps can provide.

phrases, for the mechanics who investigated the broken prop.-shaft universal on the works 4.1-litre Ferrari that Willy Daetwyler broke on the starting line due to taking his foot off the clutch with 5,000 r.p.m. on the dial, used most of them pretty frequently. However, a well-known Italian designer's sentiments were appreciated when he looked at the front suspension of Ken Wharton's Frazer-Nash, and said "Topolino!" Berne has an ideal watching place in the island in front of the pit area, which is "forbidden to all but high officials." Herr Neubauer was standing there together with a great number of other intruders, and a plea in French over the loudspeaker had little effect in moving them. Repeated in German it stirred up a lot of people, and when it said that only those with armbands were allowed to stay, the mighty Alfred took out his handkerchief and ceremoniously tied it round his left arm. In the H.W.M. *equipe* at this race there was a moment of dissension when one faction reported "one of your cars has lost a wheel on the bend after the start" and a rival corps protested that it was "before" the start, so that no one was sure which way to set off in search. It transpired that both were right, for on the same lap the same trouble happened to Abecassis and Collins. When, a few laps later, the other two team cars were flagged in and withdrawn the puzzled pandemonium in the Press stand on the opposite side of the track, where all could be seen but nothing heard, was most interesting, until official word of the retirements came through.

Occasionally one caught up with the Formula III boys, and one of these occasions was at Luxembourg. It is doubtful whether any race has had so much liaison between drivers and pits as did the final of that event. The pace was not so terrifically hot, but mechanical derangements of minor proportions were happening fast and furiously, and almost every driver tried to tell his mechanic what to prepare in the way of tools and bits as he rushed by at 80 m.p.h. The Mackson team created the biggest turmoil in the pits when they did a piece of "real Grand Prix stuff," by calling in Gill and letting Wharton take over the car, he having broken his. The amusing thing was that nobody was really sure whether that was "playing the game" in Formula III. Throughout the season Ken Wharton was often getting in interesting situations and, shortly after, at the Eifelrennen at Nurburgring, he was chasing the German driver Willy Heeks, Frazer-Nash and A.F.M., respectively, there being some doubt as to whether he could get past for quite a while. Rounding the semi-circle of the Sudhkerve he was about to overtake on the outside when the A.F.M. lost a wheel and subsided very gracefully into the ditch, thus solving everyone's problems. One disadvantage of the Nurburgring is its 22-kilometre length, for if a car does break down it can be a long, long while before the driver is

located, especially to strangers to the place who do not know the location of various named corners. Quite often you can be driving round looking for a stranded car reported, say, on the approaching slopes of the Karussel, and shortly after leaving the paddock as you go along the Flugplatz heights you can see the car 800 ft. below, but it takes you about 80 corners and seven or eight kilometres driving before you can get to it. The Nurburgring paddock is always an interesting one from the mechanical point of view, and there was one privately-owned sports Ferrari having its engine lifted out while on the ground was an identical unit waiting to go in, even to the point of having the same engine number, which simplified the log-book problem rather nicely.

Ferraris being the all-conquering marque from the outset of the season, it was natural that almost any car with the prancing horse on the bonnet was interesting, and when brand-new four-cylinder models appeared in private-owner hands it was the time to gather round. Rosier was one of the first to be thus blessed, but though his car looked just like the works ones, it did not go quite like them. Of course, by the time his car was finished the brakes were obsolete, as was the front springing, and by the time his car was modified to later specification, yet further alterations had been made to the works cars, and so the workshop race went on, with the team cars always one move ahead. The four-cylinder car that was sold to the Belgian syndicate, Ecurie Francorchamps, was in a worse plight for it was delivered quite late in the season. Having been collected in a hurry in order to run at Chimay, it arrived ready to race but with only a spare wheel as extra equipment, and no jack or hub-nut hammer. The plugs and jets were fiddled about with by using the tool kit from the Studebaker lorry used to transport it. It was a great pity that the two Belgian champions Laurent, in the Ferrari, and Claes, in a 1½-litre Gordini that was always about to become a 2-litre six but never managed it, became tangled up in their enthusiasm to prove whether a French or Italian car was the best thing for a Belgian champion, so that they both sat in the ditch while the English cars motored past. The organising chief of Chimay, Jules Buisseret, who is the most important man in the town as well as being the largest, had decided to run the Formula II event in one go of 240 kilometres as he thought there was less chance of the English getting over-exuberant as they would be in two short heats. He had under-estimated his own countrymen.

One would expect Le Mans to produce a never-ending string of interesting happenings, going on as it does for 24 hours non-stop, but somehow the whole affair was like a dream and disappeared from the mind almost immediately after the report was completed. One thing does stand out and that was a short run in one of the Chrysler Allards, with the Allard-fangled four-speed Ford gearbox. It was only the lack of diesel fumes that prevented one imagining one was



UNHAPPY.—Farina was not always too contented to play second fiddle to Ascari, either in practice or in the race. Having finished second at Rouen he appears to have voiced his opinion to the long-suffering Meazza.

[Motor Sport Copyright

in a Scammell, while watching the Cunninghams, similarly powered, ticking over at the pits caused one to move away before the rattling of milk churns and the vision of trailers made one think of the U.D. and the U.K. Mind you, the sight of the Cunningham saloon thundering along in the opening laps hotly pursued by a horde of screaming Ferraris was a wonderful sight. Throughout practice the experimental Mercédès with the aero-foil air-brake could always be seen rushing past but never stationary. After the race was over and the noise resembled an ordinary Monday lunch-time in Le Mans, it was left in the square for all and sundry to poke, prod and speculate upon, ready for 1953. There used to be a saying that "the whiter the helmet, the slower the car" when referring to sports cars. In France this can be changed to "the louder the noise, the lower the tune," and at any French national sports-car event or rally this can be borne out. To see apparently normal baby Renaults or Dyna-Panhard's sitting on the tails of rorty-looking Fiat specials, or innocuous-looking Simca coupés doing the same with exciting-looking Italian coupés, was always rather trying. At one event there was an enormous outcry by French Ferrari sports-car drivers because Trintignant had entered a 1½-litre Simca coupé in a category that was down in the regulations as "High performance, over 2 litres." There was reason in the complaint for the smaller car walked the race, but then it may have been something to do with the driver. Needless to say the Simca came from Gordini, it being an outdated model of three years back. Gordini's fantastic victory at Reims will go down as a classic, but what can never be put on paper was the reaction of the packed grandstand as Behra started his last lap, the race apparently in the bag, when the radio announcer started to make an impassioned plea for money for the Gordini fund started by *L'Action Automobile*, saying that "today's magnificent victory over Ferrari will surely encourage everyone to give as much as possible to enable Gordini to continue the battle on other circuits." Evidently the French do not believe in tempting providence for with Behra still on the other side of the circuit the announcer was drowned by the loudest caterwauling and abuse ever heard at a race meeting. It was probably sheer reaction that caused the same crowd to mob Behra in the finishing area while the rest of the drivers were approaching at 100 m.p.h.

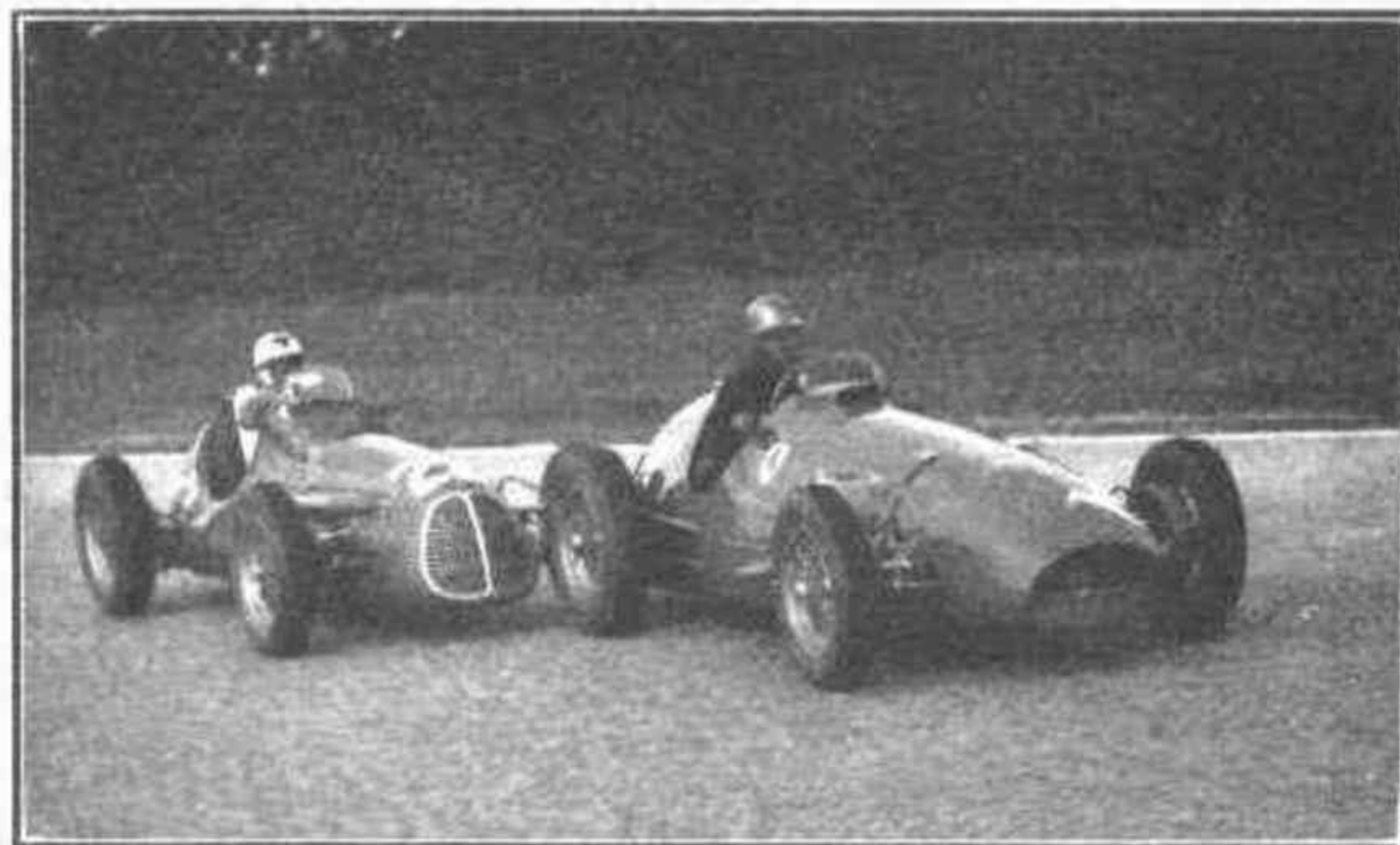
In Germany again, for the Grand Prix, racing became serious once more and the race, being the 25th anniversary of the Nurburgring, was the occasion for a nice little display of German racing supremacy in the form of a raised dais containing 1937 and 1939 Mercédès Grand Prix cars and an Auto-Union chassis. On inquiring about the 1939 car, while it was still under a dust sheet on its transporter, a high official in the Ferrari camp nearly passed out when told it was "a mille-nova-cento-trente-nova Mercédès-Benz." He thought it meant c.c.s instead of years. Watching the works Ferraris being loaded into the double-decker van is always interesting, but after Taruffi had broken the de Dion tube of his car, the efforts to persuade a car with steeply inclined rear wheels up the ramp was worth going a long way to watch. It is not always the competitor who supplies the fun; one looker-on had left his Porsche in a vulnerable position and gone away having locked the doors. As the hand-brake worked on the rear wheels only it was carried away like a wheelbarrow by six very large and angry Germans who wanted to move a lorry. Spectators in almost any Continental country can be guaranteed to deal vociferously with any photographer who stands in their view at the start of a race and, by getting together in organised shouting, they have been heard to drown the noise of a car warming-up unnecessarily, thus preventing them hearing the news over the loudspeakers, and making the driver shut off. A Continental loudspeaker usually has a lot to say and most of it is well worth listening to. At almost any German meeting the people who do the most work are those who control the enormous advertising balloons that hover around the circuit. These balloons take the shape of various things, such as peppermints, cigarette packets, radio valves, etc., and if a sharp breeze springs up during the meeting there is always a great deal of tacking and luffing going on. Large-scale advertising is one thing the Continental does understand and a great deal of interest was aroused at one meeting by a very shapely female on a motor-scooter on top of a vast structure away in the distance. There being nothing near by for comparison there was much speculation as to whether she was real or not, those against, saying the sun was not hot enough for what she was wearing, though admitting she looked real enough. Imagine the disappointment when a fitter climbed up the rigging to make adjustments, and it was seen she was about 15 ft. high.

On the way down into Italy, on one of those trips that involve three full days' motoring from the previous meeting, the H.W.M. team's mighty A.E.C. van was seen staggering up the higher slopes of an Alpine pass and by motoring hard it was caught, a short natter ensuing up among the clouds. I am sure that if back in England you suggested taking a London bus full of

people over a mountain pass the entire crew would have been horrified. A van on the same chassis, with £6,000 worth of motor cars inside and a trailer on the back was all in a day's racing work and nothing very exceptional. The procession of unwieldy racing vans passing along impossible roads going from meeting to meeting is nearly as good as the Mille Miglia itself. The idea of a mechanics' handicap race, using the transport lorries, at the end of the season was severely frowned upon by the drivers. Little did they realise that such events took place every week unofficially.

At Monza the most fantastic race of all time was the Grand Prix in September. Never before have so many cars slip-streamed each other, or elbowed their way round corners like motor-cyclists, as during the scrap for fourth place among the Ferraris, Maseratis and Gordinis. Lap scoring was quite impossible until they had all gone by. One could only look closely, photograph the order of the numbers in the mind, and write them down after each passage. Another remarkable feature of this race was the amount of conversation that went on between drivers. Due to faster drivers lapping slower ones, and pit-stops, the last three-quarters of an hour saw friendly groups circulating in company, waving and smiling to one another, probably as the result of the cut-throat dice that had opened the race. González and Bonetto played games with one another for a time on the works Maseratis, as did Landi and Cantoni on the Brazilian Maseratis. Moss and Hawthorn had a little conversational piece, so did Brandon and Wharton, Brandon and Brown, Villoresi and Taruffi, Manzoni and Rosier. Altogether the Monza race finished up as a very gentlemanly high-speed party, though it became muddled at the end when Cantoni ran out of petrol just after the pits. He pushed the Maserati backwards over the line, refuelled, and before he set off Ascari crossed the line for the last time. Following him past the chequered flag Cantoni gained a crafty lap over Poore, who had been leading him up to then. Poore confused the issue even more by stopping to refuel as he approached the line for the last time, not knowing that Ascari was about to finish, so that he came direct from his pit to the chequered flag amid all the confusion. However, this confusion at the finish was as nothing compared to that at the start when the cars were setting off on a warming-up lap. It was seen that Ascari had departed without his crash-hat and the comic opera scene in the middle of the track between Ferrari high-ups and track officials as to the rights and wrongs of the incident would have drawn enormous crowds back in Milan at La Scala. The track officials' finale and gesture of abandoning the incident was a masterpiece and settled the whole business. Ascari meanwhile had completed his second preliminary lap without a crash-hat, while many others had motored backwards down the course.

Altogether the 1952 season of racing coverage was a most enjoyable one and was satisfactorily concluded when a Pegaso coupé was seen leaving Spain. The owner was obviously off on a holiday, and up to that time Pegasos were things to be gazed upon at motor shows, but that little incident proved that they can be used. There was one last memory in 10,000 miles of wandering, and that was on the last run home, coming up the hill out of Lyons. Quite a scuffle went on between a six-cylinder Citroën, a Hydradynamicultraflow Cadillac coupé, a 3½-litre Delahaye saloon and MOTOR SPORT's Continental Correspondent. No doubt the marks are still on some of the corners, but at least justice was done in the land where motor cars are meant for motoring.



[MOTOR SPORT Copyright] **NO HOLDS BARRED** was the order of the day in the big Monza scrap for fourth place. Here Bonetto is seen literally getting to grips with Taruffi. No damage, apart from tyre marks on the bodywork, resulted and the battle continued between five cars in this fashion until nearly half-distance.

CHAIN CHATTER

by

"CARROZZINO"

ALTHOUGH it is only the second month of 1953, the new season of road racing is fast approaching and in the International Calendar there are more events than ever. Many weekends offer as many as three International road races on the same day, while on a number of occasions France has two events on the same day. While appreciating that Europe is a large place and there is plenty of room for all the races, the number of riders available is not so very large, and I fear some of the meetings are going to suffer from small entries. However, it will mean that more of the regular Continental-going riders will figure in the awards, which is the main thing.

As far as the classic meetings for the World Championships are concerned, a new angle appears in that the first round will be the T.T. in the Isle of Man, due to the Swiss Grand Prix moving back to August and the Spanish Grand Prix remaining in October, as last year. Now the T.T. has never attracted full-scale Continental works support, and there is no real reason why it should this year, which means that the first time that free-for-all inter-factory battle takes place will be in Holland at the end of June. This, of course, gives everyone much more time for preparation than ever before, almost too much, I feel, so there is no excuse for any team being unprepared. It is almost certain that someone will not be ready by then, for any team manager will agree that if they were given a year to prepare for a given race, the whole racing department would be working at full pressure the night before the race. It is just one of those things about racing; like development, you can never sit back and say "we are ready." The nearest you can get is to say "we are ready with what we have got, but we have already thought up a better idea which may be ready for the next meeting."

In the "big-boys" class, competition is going to reach a pitch that may need controlling a little, for Gileras now have Reg Armstrong and Dickie Dale supporting Masetti and young Milani; M.V. Agusta, whose four-cylinder appears to have shaken off the last bug with a rather shattering result, have supplemented Graham and Bandirola with Cecil Sandford and Carlo Ubbiali, both of whom know their way round on 125-c.c. machines and are now being weaned on the big ones; while Moto-Guzzi obviously have no intention of altering their very sound trio, Lorenzetti, Anderson and Ruffo. All Moto-Guzzi have to do is to make their in-line, water-cooled four-cylinder raceworthy and join battle. In their usual conservative way they say that 1953 will only be a try-out year for their machines, but I feel we shall see the Guzzi "four" well up at the front. Then, from Italy alone, we have eleven four-cylinder machines with top-line pilots and, though they do not have an official outing until June 10th, in the Isle of Man, or more probably June 27th in Holland, you can be sure that they will all be raced very soundly before either of those dates. That is one thing the Italians believe in, and frequently run their works bicycles in national events, believing that testing under racing conditions is the best way. From Germany, the B.M.W. team will be appearing in full force in the classic events, with Georg and Hans Meier, Baltisberger and Zeller on solos, shaft-drive almost certainly, but just how the multiplicity of cylinders will be arranged is not yet revealed. In addition they will have Kraus on sidecar. Also from Germany it looks as though N.S.U. may be out in the "big" class, with their narrow Vee formation four-cylinder, but whether the 250-c.c. N.S.U. team riders will handle it is not yet known. The Horex concern is another German factory that is obviously working away on something and a full team of 500s will probably appear from them.

Here at home there are two very strong schools of thought, one being that England is about to lose her supremacy in this class, and the other that she will easily hold her own. Personally, I am of the opinion that she has already lost her supremacy, but that 1953 will see a good struggle to regain it. At present Nortons are our only hope, the A.J.S. Porcupine being outclassed, and last year the Birmingham concern only won two events, the T.T. and the German G.P., both events lacking full support from the opposition. In the other events, which were won by the Italians, the single-cylinders fought gamely, but it was a losing battle. Now no one is going to convince me that Nortons are going to sit back and be content with fourth and fifth places with the old singles, and, equally, no one is going to convince me that they are not working on a four-cylinder,

which can almost be guaranteed to be raced in the Isle of Man. I can be convinced, however, that the new Norton "four" will not win any races this coming season, for if it doesn't need a season to sort out the bugs, then Joe Craig and his men will have worked a miracle. When I say win a race, I mean against full opposition. Riding the Nortons this year are Kavannagh, Amm and Lawton, and though this does not seem a particularly powerful combination it does combine all the necessary qualities required by a works team, and by the time the "fours," or "twins" should my guess be wrong, are matured, these three have the makings of worthy successors to past Norton world-beating teams. Kavannagh can be relied upon to press the opposition as hard as is humanly possible, while Amm has shown that he can ride as fast as Duke, though not with the same effortless ease, and Lawton looks like turning into a wily fox. By sheer chance Lawton was lent a works bicycle last year at the German Grand Prix and showed a very intelligent approach to his first ride on a fast machine, when more experienced riders were making fools of themselves. Being number three in the team he has the rare ability of being able to accept the fact with intelligence, content to sit behind number two rather than ride alongside, just to show he is as good. It is to be hoped that these three will be allowed to ride the new Nortons in some events before the classics begin, and, similarly, if Cyril Smith is to have one for the first sidecar classic at Francorchamps, let's hope he is allowed to try it out in a national race first—the B.M.C.R.C. Silverstone, for example. The A.M.C. concern have been keeping pretty quiet this winter and with team manager Matt Wright giving up the racing department in favour of Fred Neill, one wonders what the team riders, Doran, Coleman and perhaps Sherry or Brett, will be using for the big races. It is thought it will be a factory version of the new G45, which would not be a bad idea at that. This means that the Porcupines would be pensioned off, in which case it would be a good idea to hook a sidecar on and use them in Class B. Let us hope they won't be disposed of and be bought up by the Formula III car folk, because they are still quite good motor-cycles.

While dealing with the various teams the name of Duke has not been brought in, for the simple reason that he has retired from the 500 class and, as is well known, will be racing Aston-Martin cars. He does not intend to forsake two wheels altogether, however, for he is said to be going to ride an English 250-c.c. machine. Now first thoughts suggest this to be a Velocette, but that is not so, and tying up various rumours suggests that it might be a B.S.A. This sounds surprising, for this factory have not entered racing officially in this present era, but they have done an enormous amount of racing development under the cloak of Clubman races in the Isle of Man, races at Daytona and unofficial support of various private owners in the national events. If B.S.A. are at last going to come out into the open and admit to a racing team backed by the factory it will be a popular move, for the present under-the-counter attitude to racing does not go down well. I have no doubt that if B.S.A. are going to have a go at the 250-c.c. class, it will be a good go, and there is no better rider, but the all-conquering Guzzi trio will want some beating, and now that Lomas has joined N.S.U. to team up with Haas, that concern are going to prove very dangerous to the red machines. It is certain that had Bill Lomas been on the N.S.U. twin in the last 250 Championship race at Monza, the Guzzis would have been severely trounced. The 350 class has for years been an English national category, but it looks as though this year will see D.K.W. well to the fore with their three-cylinder two-stroke of diminutive size, and Wunsche and Kluge, although having been racing since well before the war, can be guaranteed to show a clean pair of heels to most people, and the D.K.W. will certainly help them to do it.

Among the solos this leaves us only the "tiddlers," and this category was fast becoming an Italian monopoly, but once more it is Germany who is going to stir it up. The "double-knocker" N.S.U.-Fox and the single-cylinder two-stroke D.K.W. are clearly out to have a real go this year. We in England are still at the stage where we think in terms of "hotting-up" a production unit to make a 125-c.c. racer and have about as much chance of getting anywhere in this class as we would have if we did not compete at all. The wild and woolly old sidecars are about the only sure hope we have for this season. Cyril Smith, last year's Champion, will be works-supported by Nortons and can see off most people, while Eric Oliver, the only man to make a World Championship hat-trick, is sticking to the home products, to the relief of everyone in the sidecar game, for if he were to ride a Gilera it would be the end. B.M.W.s will provide quite a bit of opposition, as will Gileras if they can find another rider or two to support Merlo, while it is possible that N.S.U. will be in the three-wheeler class, the rider no doubt being

Continued on page 64

RUMBLINGS

We have recently received a growing number of enquiries about the regulations governing Formula racing—not 2-litre unblown/500-c.c. blown Formula II, not 500-c.c. unblown Formula III, and understandably not the declining 4½-litre unblown/1½-litre blown Formula I racing, but that wholly excellent attempt to offer economical sport fostered by the 750 M.C.

This Club, essentially the Austin Seven enthusiasts' organisation, recognises one Formula for Austin Seven-base specials and another for Ford Eight and Ten-engined specials and puts on its own races for such cars, persuading other clubs to do likewise, at Silverstone, Castle Combe and similar circuits.

These Formulae relate to road-equipped cars, so that they may be used by the impecunious for ordinary purposes as well as for highly-competitive amateur racing.

The details of these Formulae follow. The Club's monthly *Bulletin* includes very practical articles of the greatest interest and value to builders of such Formula cars, and it only remains to repeat that the 750 M.C. Secretary is K. Welfare, 56, Harrow Road, Bedford, Middlesex.

750 FORMULA

(For competition cars based on the pre-war Austin Seven)

1. The car must comply with the Road Traffic Act and must have been driven to the meeting under its own power.
2. The bodywork must comply with the 1949 R.A.C. Regulations for cars for trials and rallies and in addition must not be less than 32 in. wide inside the cockpit.
3. The following parts must be from the standard range of Sports and Touring pre-war Austin Seven components: Cylinder block, crankcase, gearbox, rear axle complete, main chassis side-members.
4. The engine must have a stroke of 3 in. and a bore not exceeding 2.26 (i.e., 0.60 in. oversize). Overhead valves and superchargers are barred.
5. The car must carry full electrical equipment including starter, battery, dynamo, normally mounted, side and tail lamps and at least one headlamp. There must be at least one aero screen of effective size. Hoods, passenger seats and spare wheels need not be carried. (At meetings held by other clubs it may be necessary to vary these items in deference to the Regulations for these meetings.)
6. This formula is devised for the benefit of the amateur constructor-tuner with very limited resources. The 750 M.C. Committee reserves the right at all times to reject any car which it considers represents an attempt to defeat the spirit of the regulations, even though it complies with the letter of them.

1,172 FORMULA

(For competition cars with Ford Eight or Ford Ten engines)

1. The car must comply with the Road Traffic Act and must have been driven to the meeting under its own power.
 2. The bodywork must comply with the 1949 R.A.C. Regulations for cars for Trials and Rallies and in addition must not be less than 32 in. wide inside the cockpit.
 3. The power unit is to be based on the standard Ford Eight or Ten engine castings. Modification must not include supercharging, conversion to o.h.v., reversal in function of the inlet and exhaust ports or the dividing of the siamesed inlet ports. The standard stroke of 92.5 mm. must not be exceeded and the bore must not be greater than the Ford Ten standard of 63.5 mm. plus .060 in. rebore allowance. Standard camshafts must be used unaltered.
 4. The car must carry full electrical equipment, including starter, battery, dynamo normally mounted, side and tail lamps and at least one headlamp. There must be at least one aero screen of effective size. Hoods, passenger seats and spare wheels need not be carried. (At meetings held by other clubs it may be necessary to vary these items in deference to the Regulations for these meetings.)
 5. The complete vehicle, as presented for competition, without occupants, is to weigh not less than 8 cwt.
 6. This formula is devised for the benefit of the amateur constructor-tuner with very limited resources. The 750 M.C. Committee reserves the right at all times to reject any car which it considers represents an attempt to defeat the spirit of the regulations, even though it complies with the letter of them. (Note: While it is not a requirement of the Formula, warning is given that it is inadvisable to lighten the standard Ford cast flywheel.)
- The Club Secretary is John Moon, 21, The Grove, Addlestone, Surrey, who will be glad to answer queries relating to any of the above regulations.

Trials wane, the excitement of the Monte Carlo Rally fades eventually and spring ushers in the motor-racing season.

What a crowded, happy time it is for competitors, officials, marshals and spectators alike! One week-end Silverstone, wide expanse of the B.R.D.C.'s permanent circuit, next week-end to Goodwood for racing at the B.A.R.C.'s friendly, well-appointed circuit in Sussex. Then, perhaps to the lively, invigorating atmosphere of Boreham circuit, where the West Essex C.C. expands apace. There is breath-taking 500-c.c. dicing at the Brands Hatch bowl in Kent, the happy "Bristolian" racing at the interesting Castle Combe course, maybe a long run to the Scottish circuits, notably Charterhall, where some exceedingly fine racing closed our 1952 season.

Snetterton is still something of a novelty, this year we are promised racing at Aintree and the cockney Crystal Palace, and when circuit racing at these and other venues palls there are exciting speed hill-climbs, at bracing Bo'ness and the "Continental"-style Rest and

Be Thankful, at traditional Shelsley Walsh and at the Bugatti O.C. hill at Prescott, excitement set in the charming Cotswold countryside and a veritable colour-photographer's paradise.

Brighton retains its speed trials over the famous Madeira Drive motor road in sight of the sea and where real speed is seen. Really the variety is almost endless, without leaving these shores. And you will know this island very thoroughly by next October if you visit more than 50 per cent. of the National fixtures!

Soon keen drivers in interesting cars will be making for these motor-racing venues with fellow enthusiasts, girl friends, wives and families. The weather provides further diversity and whereas one week-end shorts and sun-tops are the ideal wear, the next you will spend huddled beneath golfing gamp or my lady's umbrella, debating whether waders and sou'westers shall not in future figure in the race-day travelling kit. Rain spoils racing, making things beastly for drivers and onlookers alike, but although a well-known poet has assured us that:-

June fills the scene with tulips and roses
And our eager hands with posies,

you never can tell and the enthusiast is adept at making the best of it, taking heart that, if the race average is lower, at least technique on the corners reaches a new high level.

There will be some exceptionally interesting racing this year, particularly in Formula II, come rain or shine, and Mike Hawthorn will be a welcome stranger in our midst when Ferrari races, as Dick Seaman was when Mercedes-Benz visited these shores in 1937-38.

The R.A.C. National Competition Calendar lists the 1953 fixtures in profusion and enables fascinating week-ends to be planned for months ahead, while the International Calendar is chock-a-block with fixtures to whet the appetite of those taking Continental holidays.

YORKSHIRE SPORTS-CAR CLUB

Tommy Wise, Mike Wilson and Gordon Mosby, of the Yorkshire S.C.C., explain the Yorkshire Rally, scheduled for February 13th/14th, starting from Harrogate at about 9 p.m. on the 13th:-

"Imagine a rally with no formalities, no trick penalties, no special tests, definitely no protests and with the very minimum of rules and regulations—this should give you an idea of what we have set out to achieve in organising the Fourth Annual Yorkshire Rally.

"In past years we have burned much midnight oil in cooking up suitable special tests and similar diabolical methods of determining the winner, but in each case these have been found to be superfluous as the winner has been discovered on the road section. This year we have chosen to stick our necks right out, and are running the rally without any artificial aids to eliminate the unsuccessful.

"The route will embrace about 450 miles of what the Ministry of Transport allow to pass as main, secondary and metalled by-roads, and will be almost entirely within the three Ridings of the County of Yorkshire. Controls will be placed at reasonable distances apart, and will be at easy-to-find locations. Subject to passing through the controls in the correct order, you make your own route from point to point, observing the minimum time schedules, which will be on a non-cumulative basis: i.e., any time lost on one section has gone for ever and does not have to be made up on subsequent sections. During the rally there will be two 'special' sections—full details of these sections will not be given until shortly before the start of the event.

"The control points will be plainly indicated on the appropriate sheets of Bartholomew's ½ in. to 1 mile series of maps, and will be identified in the road book by both a geographical description and also by the type of "grid" system practised by Messrs. Bartholomew, where letters of the alphabet indicate 'Northings' and numerals indicate 'Eastings.' If you are considering competing in the event, we would advise you to procure by honest means copies of the following map sheets and give the terrain close study: No. 32, 'Wharfedale'; No. 33, 'South Yorkshire and Humber'; No. 35, 'Teesdale'; No. 36, 'North Yorkshire Coast'; and No. 39, 'Tyneside.'

"In conclusion, may we say that this Yorkshire Rally represents our efforts to organise a competition run by competitors for competitors, and entirely without red tape, formalities and ballyhoo."

Entries close on February 2nd. Details from: G. P. Mosby, Staircase Farm, Bramhope, Leeds.

1952

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CLUB NEWS

WE HEAR

The R.A.C. issued a news-paragraph on January 1st headed "Please Do Not Feed the Ponies!" We thought at first that this was an attack on premium petrol but were relieved to find that what the R.A.C. had in mind is discouraging New Forest fauna from coming out of the forest onto the roads, thus leading to accidents. We stated, on the authority of the British Salmson Owners' Club that it was to absorb French Salmsons but in this we have unwittingly done an injustice to the original Salmson Register, which still flourishes.

Ken Downing expects to race a DB3 Aston-Martin in this year's sports-car races and Oscar Moore will again drive his H.W.M.-Jaguar. The Magnette Register goes from strength to strength and numbers a K3 M.G. and an ex-"Musketeer" amongst members' cars. The Gwynne Eight-engined L.G. Special has turned up again, in Lancashire. J. P. Reid has a G.N. with Anzani four-cylinder engine and non-standard radiator, registered in 1928 as YW 8982. He asks any previous owner to contact him, at Penbryn, Boes Lane, Chesham Bois, Bucks. Several daily papers had a front-page story on January 13th of how a 1933 Wolseley Hornet sold for 5s. 6d. and a 1935 Lanchester Eighteen for 4s. 6d. in Manchester—the pair for 10s.1 If this fall in used-car prices continues aged sports cars will soon be literally three-a-penny.

SPECIAL R.A.C. MONTE CARLO RALLY AWARD

This year for the first time in the history of the Rally, the Royal Automobile Club is to present a special trophy and souvenir award, for which all competitors are eligible, irrespective of nationality.

This trophy will be for annual competition and will be awarded to the most meritorious car entered for the "Concours de Confort," having regard to its suitability and equipment for the Rally. Also taken into account will be its placing in the actual Rally performance according to its particular category.

The very beautiful bronze statuette is the original artist's model by Michel from which was derived the famous statue on the main buildings of Le Bourget airfield. The statuette is mounted on a rectangular black marble base and is suitably inscribed.

THE R.A.C. TOURIST TROPHY RACE, 1953

The Royal Automobile Club announces that this classic race for Sports Cars will "come of age" on the occasion of the twenty-first race of the series to be staged on September 5th, 1953.

Arrangements have now been concluded with the Ulster Automobile Club, which will promote the race under delegated powers from the R.A.C., on the Dundrod Circuit, near Belfast.

The promoters have guaranteed ample financial support to ensure that this 1953 Tourist Trophy Race will be of interest to the leading British and Continental manufacturers and drivers, and that a first-class race worthy of the prestige of the Tourist Trophy is assured.

Details of the Race, duration, timings and spectator arrangements will be published later by the Ulster Automobile Club, when it is also hoped to announce that the 1953 Tourist Trophy Race will be included in a series of classic events to rank towards the Sports-Car Championship of the World.

THE SINGER O.C.

The club completed a successful competition season with a Christmas run in December on "mystery" lines won outright by Peter Bailey (Le Mans two-seater), with his sister Margaret as navigator. Runners-up were Tony Bennett and Michael Bird.

During the year the most outstanding success was, of course, winning the 750 Club's Six-Hour Relay Race at Silverstone.

Membership still hovers around the 200 mark in this country and overseas membership continues to increase. The branch in Belgium flourishes and there is talk of a branch in Hollywood and possibly another in Toronto. In this country the Southern Centre meets regularly at Ashton's Hotel, Praed Street, Paddington, W.2, at 8 p.m., on the third Wednesday of the month. The Eastern Centre, with headquarters at Boston, Lincs, steadily increases its membership, but more members are needed in the Midlands, North-East, North-West, and Scotland.

The club's annual dinner and dance will be held at the Palmerston Restaurant, Bishopsgate, E.C.2, on Friday, March 20th. Details of this and membership are obtainable from the Hon. Secretary, K. D. McDowall, 1, Halesworth Road, Lewisham, S.E.13.

N. LONDON E.C.C.

The eighth in the series of annual dinner dances took place on January 7th at the Hendon Hall Hotel. Some 200 members and friends enjoyed themselves until 1 a.m. The awards for the year were presented by Mrs. Gregor Grant. Mrs. Peggy Monkhouse proposed "The Club," recalling many happy occasions when she had been taking part in the club's events, and how her late husband took a great interest in its activities. The reply from the club came from David Render, who introduced into it a reference to Jim Mayers, and the way he was performing so well in the Sport. The chairman, A. F. Rivers Fletcher, proposed "The Guests, Ladies and the Press," and in the course of a characteristically-humorous speech, introduced John Eason Gibson, who gave the reply. The

FIXTURES FOR FEBRUARY

R. = Restricted Event.	C. = Closed Event.	C.I. = Closed Invitation Event.	N. = National Event.	I. = International Event.
1st.—Kentish Border C.C. Trial, Kent. C.	Hagley & D.C.C. Trial, Shropshire. C.I.	Pathfinders & Derby M.C. Driving Tests, Derbyshire. C.	Loughborough Col. M.C. Rally, Leics. C.	16th.—Maidstone & Mid-Kent M.C. Trial, Kent. C.
6th.—North Staffs M.C. Rally, North Staffordshire. C.	7th.—500 M.R.C. of Ireland. Trial, Northern Ireland. C.I.	Edinburgh U.M.C. Rally, Edinburgh. C.	Cumberland S.C.C. Rally. C.	18th.—Newry & D.M.C. Night Trial, Newry. C.
7th-8th.—Cambridge U.A.C. Rally, Lake District. C.I.	8th.—Southsea M.C. Trial, Petersfield. C.	Leicestershire C.C. Trial, Leics. C.	13th-14th.—Y.S.C.C. Rally, Yorkshire. C.I.	20th.—S.S.C.C. Night Rally, Glasgow. C.
14th-15th.—Peterborough M.C. Night Nav. Trial, Peterborough. C.I.	14th.—Coventry & Warwicks M.C. Trial, Coventry. C.	Bristol M.C. & L.C.C. Trial, Bristol. C.	15th.—Brighton & Hove M.C. Map Reading Trial, Sussex. C.	21st.—Riley M.C. Rally, Surrey. C.
M.G. C.C. (S.E.). Trial, Chilterns. C.I.	Blackpool M.C. & C.C. Trial. North Lancashire. C.	Lothian C.C. Trial. C.I.	Sheffield & H. M.C. Trial, Derbyshire. C.	North of Ireland M.C. Trial, Londonderry. C.I.
Welsh Counties C.C. Trial, South Wales. C.	North Devon M.C. Trial. C.I.			Ulster A.C. Trial, Northern Ireland. C.
				Edinburgh U.M.C. Driving Tests, Edinburgh. C.
				Eastern Counties M.C. Trial, East Anglia. C.
				21st-22nd.—Leeds U.U.M.C. Night Rally, Yorkshire. C.I.
				22nd.—N.L.E.C.C. Trial, Hertfordshire. C.I.
				Sporting C.C. of Norfolk. Rally. East Anglia. C.
				Newcastle & D.M.C. Trial, Newcastle. C.
				Thames Estuary M.C. Sporting Trial, Kent. C.
				Nottingham S.C.C. Trial, Nottingham. C.
				West Hants & Dorset C.C. Autocross, Dorset. C.I.
				Cheltenham M.C. Rally, Forest of Dean. C.
				North Midland M.C. Trial, North Derbyshire. R.
				Fylde M.S. Committee. Trial, Lancashire. C.
				Herefordshire M.C. Trial. South Herefordshire. C.
				28th.—Omagh M.C. Trial, Omagh. C.
				West Essex C.C. Night Rally, Eastern Counties. C.
				28th-1st March.—Rhyl & D.M.C. Rally. North and Mid-Wales. C.

theme of his speech was that in sport, it was more important to have fun than that success in itself should be the be-all and end-all of everything.

NEW CLASS F RECORDS

Last October a 1½-litre Borgward driven by A. Brudes and H. Hartman broke five International Class F records, from 50 to 500 kilometres, at speeds of from 120.18 to 133.68 k.p.h.

WELSH COUNTIES C.C. MACLEOD CAREY TRIAL

The postponed trial was held on December 28th last and fortunately the clerk of the weather was kind to the club. The day was cold but "just right for a trial," as one competitor remarked to the shivering contents of a family saloon.

Unfortunately some of the original contestants seemed to have either (a) over-indulged at Christmas or (b) fallen by the wayside as there were a few non-starters, including the two J-type M.G.s. Nevertheless, the remainder of the field attacked six hills, situated at Pentyrch, Garth, Garth Farm, Caerphilly Mountain and Rudry. Previous trial winner John Dyer did not seem to be able to show his previous good form and he failed a few sections; B. Parsons in a definitely vintage Morris (which sported an amazingly new registration number) did very well, while his brother, D. Parsons, in a Frazer-Nash had extreme bad luck in failing at Garth Mountain, otherwise he would have won the trophy. The winner was announced at the St. Mellons Golf Club, when it was seen that George Turner (Austin Special) had not lost a mark on any section.

The results were:—

Macleod Carey Trophy.—1st: George Turner (Austin Special), 52 marks; 2nd: D. Parsons (Frazer-Nash), 47; 3rd: B. Parsons (Morris), 42; 4th: J. Dyer (Austin Special); 5th: P. Lewis (Riley).

CLUB AFFAIRS

The new address of W. A. Martin, Hon. Secretary of the Berwick, Lothian & Hawick Motor Clubs, is Bleachfield, Ayton, Berwickshire.

The Alvis Owner Club is holding its S.E. Section Chiltern Rally at 1.30 p.m. on February 1st. It starts from the Crispin Inn, Birmingham.

The Foreign Car Club of America has been established for those who own one or more foreign-made cars (cars not made in U.S.A.), who collect catalogues, photos, and other "automobilia" pertaining to these cars, and who are just interested in foreign cars. Details from: Edward A. Moran, 3629 Oxford Avenue, Riverdale, New York.

The Northern Section of the V.S.C.C. meets every second Thursday evening at the "Wheatsheaf," Baslow, Derbyshire. At the last meeting the Castrol film "1952 Rally of Great Britain" was shown.

The Vintage S.C.C. will hold its Hammersmith Film Show at the Town Hall on February 11th, doors open at 6.30 p.m. Admission by supper tickets, 5s. each, from the Secretary. Apply before February 5th. The Club now has regular "second Thursday" meetings at the Bull Hotel, Wrotham, Kent. The season starts with a Rally at Slough on March 8th, and members of the Light-Car Section are asked to advise A. Jeddere-Fisher immediately if they propose to support a vintage section of the M.C.C. Land's End Trial at Easter.

Chelmsford Coronation celebrations will include a Concours d'Elegance on May 31st, with classes for modern, vintage, veteran and amateur-bodied cars. Details from R. A. Gammons, Civic Suite, Public Library, Duke Street, Chelmsford.

The B.A.R.C. is holding its inimitable Midnight Matinées at the Curzon Cinema, W.1, on February 6th, 11th and 13th. The show starts at 11.15 p.m. and will finish about 1.30 a.m.—so make sure the girl-friend has her latch-key with her! Tickets, price 7s. 6d., must be applied for on the appropriate B.A.R.C. form.

The Vintage Motor-Cycle Club will hold its annual Brains Trust on February 19th at the Crown Inn, Broad Street, Birmingham. Unlike most of the events announced here it is open to all-comers. Details from J. G. Boulton, Bridge House, Wombourne, Staffs.

The A.G.M. of the Veteran C.C. will be held at the Waldorf Hotel, W.C.2, at 1.45 p.m., on February 7th.

The Lancia M.C. has its prize-presentation and will show that very excellent Shell film of Le Mans, 1952, at the Grosvenor House Hotel, Kidmore Road, Caversham, Berks., on February 13th.

The Half-Litre C.C. has its annual dinner scheduled for February 27th at the Park Lane Hotel.

Barry Eaglesfield, the Old House, Akeley, near Buckingham, asks all Bugatti owners who have not yet done so to provide details of their cars—engine no., chassis no., registration no., year, body, modifications, history and whether the owner has an instruction book—to him for inclusion in the Bugatti O.C. Register.

The Sunbeam Register is receiving a healthy stream of applications for membership from owners of pre-Rootes Talbots and an inaugural combined meeting is planned early next month. John Bland is a supporter.

R. Laskey, who owns a 1929 Morgan, hopes to form a Cyclecar Register. He is fully aware of the fact that the Light-Car Section of the V.S.C.C., the Vintage Motor-Cycle Club and the Morgan Three-Wheeler Club cater for cyclecars, but visualises a register of the really early types, three and four wheel. Those interested are invited to contact him at 11, Highview Avenue, Wallington, Surrey. [If this catches on I suggest an inaugural run over the test-route in Surrey devised in 1919 by *The Light-Car and Cyclecar*. I shall be glad to divulge details and ask Eric Findon to act as observer!—ED.]

CHAIN CHATTER—continued from page 60

Hermann Bohm. If the N.S.U. directors have any savvy they will sign up Haldemann as well, just in case their new "four" turns out to be a winner.

As you can see the immediate future holds much in store, but every year about this time it is the same, and many machines and ideas do not materialise, or else progress is slow, but I have a feeling that with June, the first month of the classics, there will be more teams ready and willing than ever before.

As far as the classic races themselves are concerned, the nine to count points are the T.T., Dutch, Belgian, German, French, Ulster, Swiss, Italian and Spanish Grands Prix, in that order. Most interesting are the changes of venue for the French and the German races, the former going from Albi to Rouen and the latter from Solitude to Schotten. The French move is a very good one, for the Albi circuit finishing line is much too dangerous for a Grand Prix, whereas the Rouen circuit is going to call for some brilliant riding to get through the series of downhill swerves after the finishing straight, and the circuit was widened and resurfaced last year. Concerning the German change, one can only assume that the D.M.V. and A.D.A.C. organisers are suffering from brain trouble, or else there is some deep financial problem involved. Solitude is a tricky course, agreed, but a good rider-circuit and has a good Grand Prix layout, the surface being the only doubtful point. Schotten, on the other hand is a narrow, unnecessarily twisty circuit that has become known as a "killer" among the regular Continental circus. In the last two years it caused the loss of Mastellari and Van Ryswyck, the forced retirement from racing of Ergé, and last year caused the downfall of Geoff Duke. Already the sidecar class has been banned from the circuit due to its narrowness, and yet the Germans insist on holding their classic event there. If I was a manufacturer I would straight away announce my boycotting of the German Grand Prix. Not so very far away Germany have one of the finest circuits the world is ever likely to see, and that is the Nurburgring, up near Bonn. It is a circuit that can only be described as fantastic, but nevertheless the accident rate is very low and it is good enough for the German Car Grand Prix, and has been for many years, so it should be good enough for motor-cycles. Quite why the Solitude circuit, near Stuttgart, has been abandoned is not quite clear, but one cannot help feeling that it is something to do with matters not directly connected with the riders. The other classic circuits remain more or less the same, the T.T. is merely the Isle of Man and always has been, the Dutch and Belgian circuits are near perfection, though I should like to see sidecars in Holland, the Swiss circuit at Berne I hope will never be altered, while the Ulster should be but probably won't be. The Spaniards are almost certain to use the delightful Monjuich Park, with probably a further permutation of the intricate system of roads at their disposal.

If each season does not prove to be more interesting than the last, each one has started off with a chance of being so, and 1953 is no exception.

MY YEAR'S MOTORING

The Editor looks back on the cars he drove during 1952

THE year 1952 opened with the 10,000th mile coming up on the mileage-recorder of the Morgan Plus Four two-seater I was using for editorial duties as I drove over Staines Bridge on the first day of January. But enough has appeared, before and since that date in these pages, about the Morgan to justify no further reference to the car, except to remark that, minor defects met, it has provided brisk, willing, enjoyable transport and has always commenced promptly and has never once let me down on any journey. Not so much as a puncture has been experienced, although the Dunlops were run well beyond their allotted span. I was genuinely sorry when, going down to watch the London M.C. Gloucester Trial last December, I met polished ice round a left-hand bend on the otherwise dry, safe road out of Stroud and, having got the Morgan out of a series of sudden, exciting gyrations, I was then on the wrong side of the road and went slap into a large farm lorry. That spoilt not only a car which had been a staunch, if sometimes temperamental, companion over eighteen months but did the same to a twenty-years' claim-free record. I survived the horrid impact better than I should have thought possible, perhaps because, having started out at 5.30 a.m. I was wearing an astonishing number of clothes. Moreover, things might have been much worse and everyone, the village policeman particularly, was kindness itself. I retain a memento of this unhappy experience as I write these lines—a cracked and bent Conway Stewart fountain pen which was in my breast-pocket at the time; it works better now than before the impact, and I only wish I could have said the same of the Morgan.

Although it is not my intention to enlarge on the Plus Four on this occasion, I recall that, before any other car came along for me to drive, there were some very satisfactory runs in the "personal transport," including that home to Hampshire in the early hours after attending a B.A.R.C. "Midnight Matinée" at the Curzon Cinema, out to Aylesbury and back to a Humber Register onslaught on the old Kop Hill, then to Denham and the pleasant surprise of finding a very good attendance there for the inaugural rally of the Vintage Aeroplane Club in spite of the date being in January and the wind icy. There was also the afternoon-and-evening run to Llandrindrod to see the Monte Carlo competitors go through, a leaden sky suggestive of an exciting snowstorm coming to nothing, although ice made the roads of Wales suitably slippery. This reminds me that we had been to the same parts a fortnight before, so that Lush could refresh his memory of the Rally route and we could see something of the V.S.C.C. Measham Rally. On that occasion we used an uninspiring but staunch Ford Eight van—and never dreamed that we were being driven by a member of the team which subsequently won the Rally outright for Britain!

The next diversion was a brief but spectacular ride beside Frank Kennington in a road-equipped version of a genuine 2.9-litre formerly-*monoposto* Alfa-Romeo. Moreover, we raced about the roads around Weybridge where fifteen years earlier such cars were a common sight—can it be that long since Brooklands Track was denied to us?

The next diversion was a journey to Lymington—where the Al-fin brake drums come from—and back in a vintage H.E. Six tourer, an experience all the more welcome for being unexpected and on account of the rarity of the mount. The run home embraced an experience both embarrassing and amusing. The fabric-bodied H.E. got along at a handsome 50 m.p.h. or so and my companion kept it bowling. After a time we were conscious of a big Humber on our sterns, which had insufficient reserve of acceleration to pass us, but kept close to us for mile after mile. When it eventually came past, the front-seat occupants seemed interested to define the make of our car; their Humber was followed by a police Wolseley and it then dawned on us that it contained the Duke of Windsor, returning to his homeland for his brother's funeral.

The first road-test of 1952 concerned a Citroën Six saloon. It was deemed a very good motor car by all who tried it and it "won my heart," so that I was truly sorry when Citroën's man came to collect it. As our road-test report explained, this was a modern car, endowed with the invaluable *traction avant*, yet with most of the desirable vintage characteristics built in. It is a big car, with lots of room within, of which the best use could be made by reason of the flat floor. No gold, I suppose, can be refined by the addition of gilt, and the Citroën has perhaps not the best of gear-changes, and would be improved by a four-speed gearbox. But it is a very



SAFELY STABLE.—The Citroën Six was enjoyable in a big way, no matter what the road surface.

fine machine, which one desperately wants to take on a long Continental run. A stone hurled savagely from the back wheels of a 2½-litre Riley we were chasing rendered the toughened safety glass of the screen opaque. But we readily forgave the Citroën Six that, especially as a Citroën employee of long standing arrived the very next morning in a Light Fifteen with a nice new screen—and shared our enthusiasm for all f.w.d. Citroëns while he fitted it.

Soon afterwards came vivid contrast, when I took Jeddere Fisher's 1924 11.9 Lagonda coupé through the V.S.C.C. Light Car section of the M.C.C. Land's End Trial. Quite frankly I never expected this odd little small car, with its fascinating i.o.e. engine, to get up any of the hills, yet it failed me momentarily on one only, and the way it came home in its owner's hands was a revelation in how a vintage light car can be made to cover the ground. Of course, this wasn't a specimen straight out of a breaker's yard or dealer's emporium, for Jeddere had lavished much care on it, as had Ronald Barker before him. But this little car, with its substantial drophead body, was in original condition and possessed back brakes only and it did go uncommonly well, very wide-spaced gear ratios notwithstanding.

During this full but satisfying holiday weekend, which terminated with Goodwood racing per Morgan, I also drove Jeddere's Lancia Lambda, with dire mechanical results which I maintain were not my fault. I had a Lambda during the war and have ever since said that one day I must have another. That was in the Good Old Days, so I paid £15 for mine, with two decent batteries, and when it called for fresh tyres two sound wheels shod with practically unused Michelin "Zig Zags" were found quite easily and cost me £1 each!

I sometimes see this Lancia Lambda of mine today and it is far, far smarter than when I used to motor it from one R.A.F. aerodrome (pardon! airfield) to another on Ministry of Aircraft Production petrol coupons and a good deal of faith and hope.

To revert to 1952, a pre-war Fiat 500 came up for test next, loaned by Mayfair Garages, who specialise in these little cars. Before going to collect this *Topolino* I expected to find that I had outgrown, in a mental rather than a physical sense, I hope, a baby not sampled for many years. On the contrary, I enjoyed every mile I drove the Fiat, the reason, I think, being that it is a tiny car designed from the first stroke of pencil on paper as a handy economy vehicle. The Fiat is truly small, yet roomy within. It naturally isn't fast, but its



FIRST-CLASS ECONOMY CAR.—The baby Fiat loaned by Mayfair Garages appealed enormously to a thrifty-minded Editor.

excellent roadholding and charming four-speed gearbox get it along well enough for most needs. It abounds with ingenious features spelling light weight, economy of construction or both, and it motors so effectively on a side-valve engine of only 570 c.c. capacity that there is food for thought as to why our latest economy car needs 230 c.c. more and o.h. valves. The Fiat baby, Mouse, *Topolino*, what you will, was intended as a two-seater, I know, but the exceedingly covetable 500C station-wagon of today seats four and the luggage, and, although the valves have climbed aloft, the capacity stays at this modest 570 c.c.

The car I tried didn't quite achieve the hoped-for 50 m.p.g., but it did give a steady (and genuine) 47 m.p.g., very useful these days when our politicians rob us of 2s. 6d. out of every little gallon. So impressed was a friend by our write-up that he soon afterwards acquired a secondhand pre-war "500," which, after an engine overhaul, gives similar satisfaction and service, not to mention economy. Mayfair Garages wrote a letter of thanks after my story had appeared, which was nice of them, but the fact remains that our test-reports are written to serve our readers and not those interested in selling cars. When a car proves so satisfactory that no adverse criticism is necessary and both parties like what they read, no one is happier than the Editor.

About this time, following a pleasant weekend at Spa for the Grand Prix, whither we went in a Transair Avro Anson, I got out from its winter hibernation my venerable 1926 Delaunay-Belleville. This car may resemble an early London taxi to the uninitiated and collect appropriate cat-calls accordingly, but it happens to be in remarkably fine mechanical order, the compression is so good that, trying for it with the precision-fitting starting handle, the first impression is that the four 80-mm. bore cylinders beneath the Bentley-like overhead camshaft have seized solid. Two Lucas batteries make light of turning the engine over and on the occasion in question, after draining the sump and refilling with fresh Shell oil, we trundled off to London-town to meet some of the charming cast of the forthcoming Gilbert and Sullivan film who were following one of the last trams to run in London, wielding their collecting-boxes for that worthy cause, the Infantile Paralysis Fellowship.

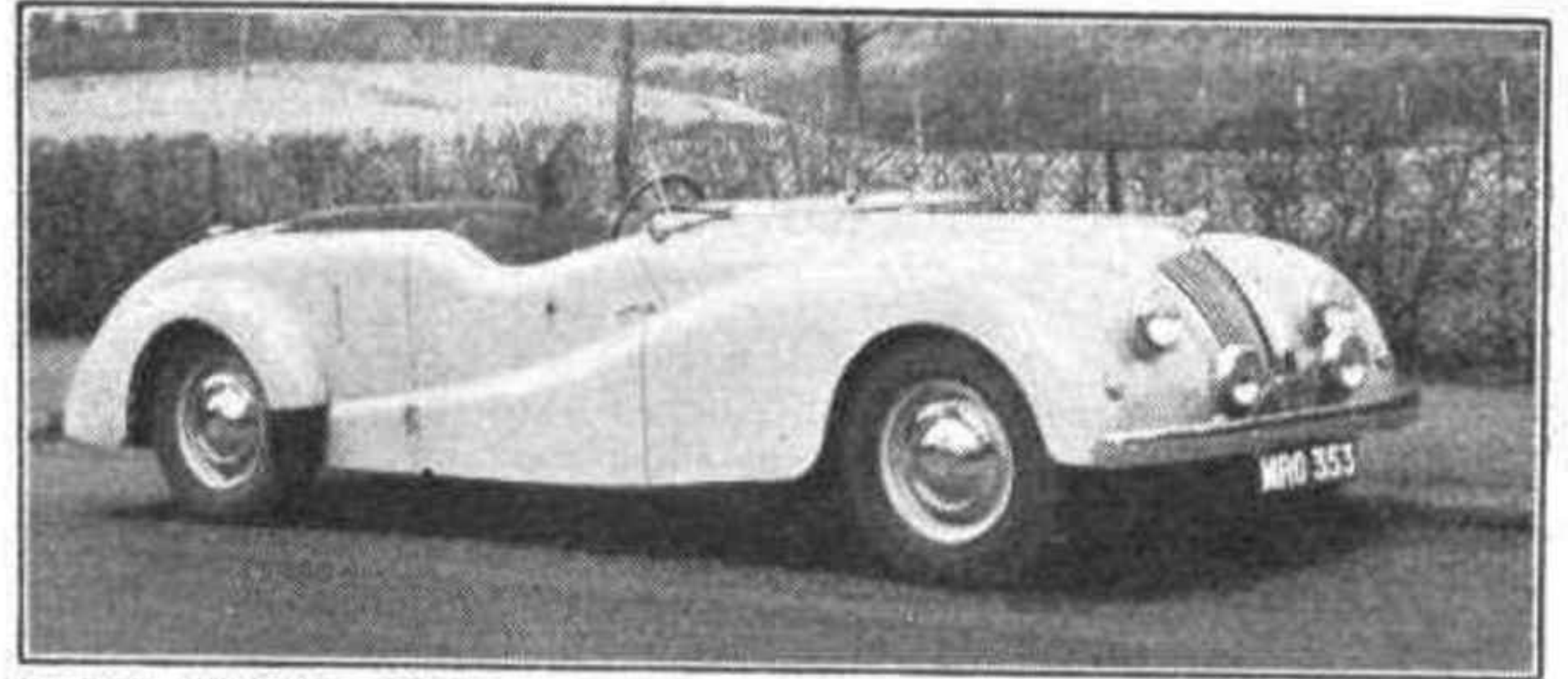
The Delaunay-Belleville refuses to be hurried and on this joyous occasion was left far behind by the Edwardian contingent—John Bolster's 1911 Rolls-Royce and Lord Charnwood's Coupe de l'Auto Delage in which rode one of the youngest and prettiest of the actresses. Late that night the D.-B. was put to bed amongst the blancmange-shapes in a London garage, preparatory to its owner flying to Rouen for the Grand Prix. From the course after the race we enjoyed a truly meteoric ride in an aged Mercedes-Benz 'bus dripping with humanity, noted even more aged 7.5 Citroën and 7/17 Peugeots near the aerodrome, replaced parts of the Anson which sightseers had removed (I think they assumed that the machine had force-landed and were intrigued by our "Royal Mail" insignia!), and then made Rouen to Croydon in 75 minutes.

Here I may digress to remark that MOTOR SPORT's private-charter air trips have gone off remarkably well and have never failed to return the Editor to his Monday-morning desk or "copy" to the night compositors. True, we have had our experiences, as when a cabin hatch blew out with a loud report over the Channel, the thunderstorm over the Massif Centrale when returning from Barcelona in 1951, and a fearsome gale as we returned from Dundrod, the only other aeroplane seen on that memorable occasion being an Auster going in the opposite direction at what looked to be 300 m.p.h.—newspaper reports suggest that it may have been the one which had a mild tumble on landing. But Transair have always brought us back alive and their Mr. Nunn does us proud on these hustling occasions.

Back to mere cars, I see that hereabouts I made three consecutive visits to Silverstone, respectively in the Delaunay-Belleville, a Buckler Special and the Morgan Plus Four. I do not know which was the quickest but I do know which occupied the longest time.

Soon after this we did some timed and fuel consumption tests with C. D. F. Buckler's own Buckler Special and appreciated its very good road-clinging qualities, and what a willing power unit is the Ford Ten providing it isn't asked to lug around too much *avoirdupois*.

An A.C. Buckland tourer appeared at the office during August and proved to be another modern with vintage characteristics, rather more literally so than in the pre-instanced case of the Citroën Six. One felt that the A.C.'s triple carburetter, light-alloy o.h.c. six-cylinder engine would have given better acceleration if not harnessed to a rather weighty car; as it was the lower ratios had to be used a good deal but this was no hardship with a sensible remote central change. But this A.C., which had covered a considerable mileage before I tried it, two Continental tours included, was one of those cars which felt as if it would keep going for a very long time with a minimum of servicing and finicky attention. The ladies



LINK WITH THE PAST.—An A.C. Buckland tourer provided vintage motoring with "all mod. cons."

admired it, too, and it gave my wife a chance to watch some of the after-dark practice for the B.A.R.C. Nine Hours Race, which was an important innovation of 1952. Going down to Goodwood on race day in the same car, I was able to appreciate, during that freak cloudburst which luckily broke an hour before the start, that this open car is truly weatherproof with hood and sidescreens erect, the Buckland having a very well-appointed body.

Next on the list for test was a very smart, left-hand drive Volkswagen. I loved every minute I spent behind the wheel of this rear-engined, air-cooled vehicle. It handled very well indeed in spite of being rear-engined, the gear-change was slow but a joy to use, and the car possessed so many sensible features, besides being notably comfortable and giving 37 m.p.g. The car I tried was Colbourne-Baber's personal Volkswagen—he operates a business in Surrey reconditioning these cars for which the German people paid but never saw (not Baber's fault!)—and very smart it was, in two shades of blue. This car comes into the category of those I'm truly reluctant to return—they are not so frequent—and which, given the chance, I would take home and treat to a Marley garage all to themselves. No automobile yet built has been perfect but, given hydraulic brakes like the later models, this Volkswagen, in its class, was nearly so.

Before I returned his car to Colbourne-Baber I blew away any cobwebs I might have been harbouring in trying to drive Dr. Gerald Ewen's 1908 G.P. Itala. I write "trying" advisedly, for while I did the mighty mechanism no harm, I should have to go much farther than from Twickenham to Chobham to get the hang of this very exciting car—one of the really stimulating Edwardians. Yet in its owner's hands it is as docile as a vintage Jowett.

My affections went out next to a baby Renault, rear-engined with the latest 750-c.c. power unit. It took some time to become acclimatised but after that I loved this sensible four-seater, four-door economy saloon, which did 45 miles on every gallon of Pool no matter how hard I hoofed it on the throttle pedal. And, hoofing, how that Renault could go! I recall with pleasure a run home from Southampton, when I wanted my tea, and we picked off the bigger cars one by one, often because Renault roadholding, coupled with its small dimensions, let me nip by where others caressed the brake. The rear-placed engine (which made two small boys open their eyes very wide when I opened the boot!) *does* promote more than customary over-steer but this is never disconcerting. The Volkswagen handled better, if it is permissible to compare two Continentals of similar layout tried consecutively. But the Renault was a used specimen and I am anxious to sample again a new car from Acton. Both, in any case, were a pleasure to drive, and only the modern Morris Minor is comparable amongst economy cars from this side of the Channel.



SENSIBLE TRANSPORT.—A Volkswagen proved very pleasing to drive and offered no worries as to whether the drain-tap has stuck or the anti-freeze evaporated.



CONSUL TO CHARTERHALL.—The Ford used to attend the splendid finale to the British racing season at Scotland's Charterhall circuit behaved as you expect a Ford to do; and had it gibbed there are people all over the place in this world who are qualified to mend it and who have the necessary spares.

I remember that I drove to the office in the Renault, handed over to a colleague, and late that afternoon set off in a Ford Consul with a photographer for the racing at Charterhall. I had been told that a Consul has excellent roadholding and cornering qualities and it has, although not in quite the high degree that the aforesaid small Continentals have. But the steering is smooth and accurate, the roll and over-steer controlled, added to which an indicated 70 m.p.h. can be held indefinitely, driving is entirely effortless and fuel consumption modest. There is bags of room for persons and bags and there is the world-wide Ford service behind this car. I will confess that I don't much like looking at a Consul, yet were I in the market for a family car, I'd look no farther. We got to our hotel at Hawick in the very early hours and the day after the racing I pelted back from Scotland to London and home to Hampshire as hard as the Consul would go, but it never faltered. Ford's publicity department said it was an early model and had done a big mileage and, please, I wasn't to be critical. Heavens, I don't see what there was to criticise. True, pressing on through London on the outward journey, eye on watch (the other must have been watching the road ahead and the mirror for cops!) wondering just *when* I'd see a bed again. I got a nasty shock. The engine faltered and the brisk Consul pick-up faded away. The snag was soon apparent—a detached h.t. lead. If Ford Publicity considers that a defect, all I can say is, spare them from some Press cars of other makes that are presented smilingly for trial.

During Show Time, merry Earls Court time, I went vintage temporarily, with a loaned 1925 Morris Oxford two-seater. I was wary of this at first, because it had no oil-gauge and wouldn't go on a de-amped battery. But it served mightily well over a long weekend and I crave further experience of the breed, if only for the luxury of that sure, silent commencement by dynamotor—after the battery had taken unto itself some charge. If some of you saw it stationary in awkward places during Brighton Run Sunday, that was due to a cursed habit it had of running its gravity fuel tank bone-dry but needing *two* gallons before it would prime, whereas we carried but a one-gallon tin.

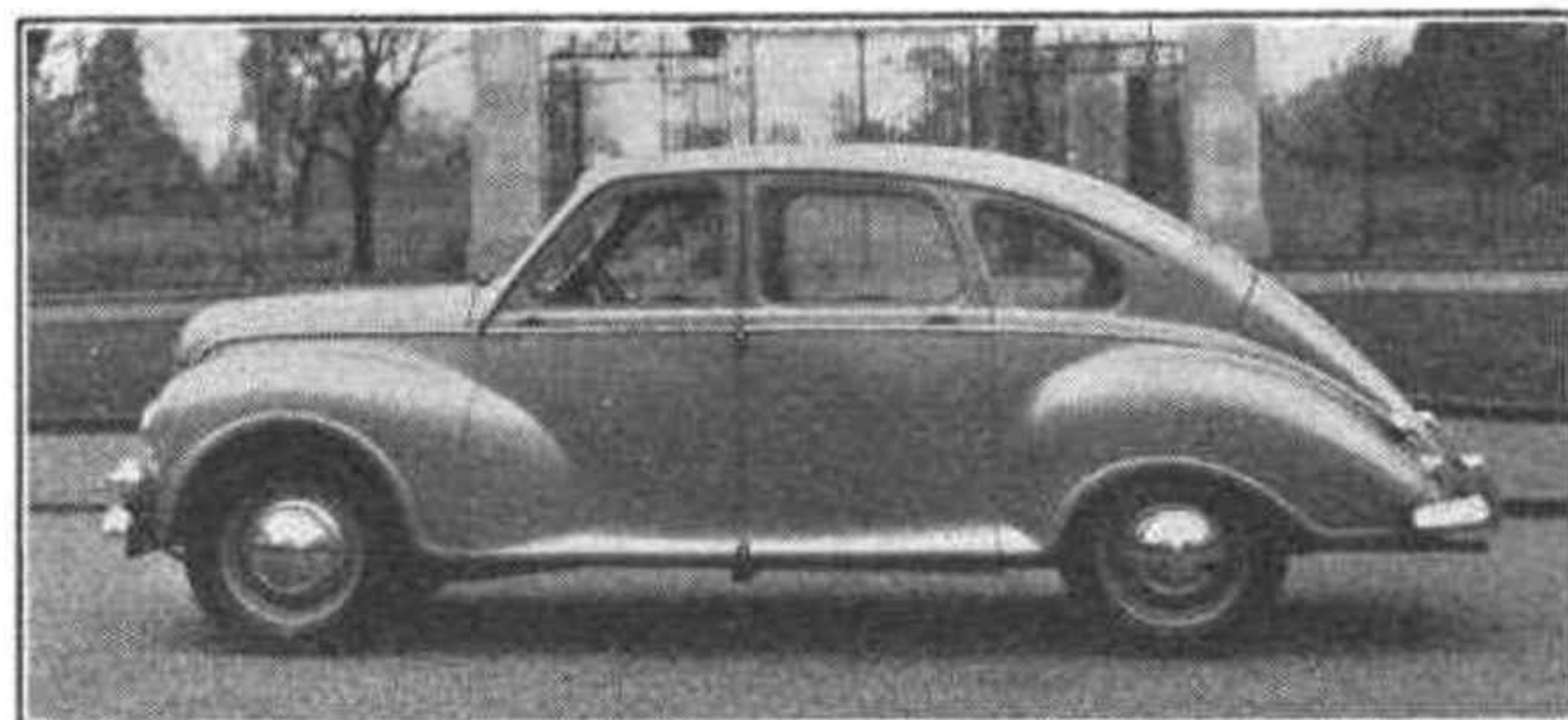
A Ford Zephyr and a Bristol 401 came along for test almost simultaneously, so we went into Wales with the former and to



LIGHT AS A ZEPHYR.—No reference to rear-wheel adhesion intended, we refer to the easy control of this six-cylinder Ford. The discerning will note the chromium strip which distinguishes Zephyr from Consul in full side elevation. Two good family cars, these.

Land's End in the latter. My impressions of both appeared last month, so there is no need to reiterate so soon, except to say that the Ford is a first-rate car in its class and the Bristol first rate by any standards. The Bristol has been chided by other writers because its 2-litre engine calls for a good deal of gear-changing. To me, and the friend who accompanied me, that was no drawback and seems complimentary to the Bristol's exclusive character. Other scribes have found fault with the heaviness of the brakes and with that I agree, but my friend thought the reverse applied, and liked them. So there you have it. In future, whenever I see a Bristol 401 I shall respect it as a truly great motor car. If I had £2,000 to spare (oh! is there purchase tax in addition?), I wouldn't hesitate to motor in a Bristol and certainly there is no finer automotive possession, because when you are not indulging in the epicurean pleasure of driving it there are all those fascinating fittings and controls to demonstrate to discerning friends.

For my sins, or those of a council which did not sand its icy roads, I "lost" the Morgan and as a substitute borrowed a Type 34 1½-litre twin-Solex Frazer-Nash-B.M.W. Outwardly here was a smart cabriolet in typical German style but wear had destroyed many of the fine qualities I remembered the B.M.W. to possess from experience pre-war of Type 45 and Type 55 cars. The transmission "clonked," third gear jumped out, there were feet of play in the steering and the brakes pulled oddly to the left, while clearly no dampers remained on the suspension, so that driving had something of the uncertainty of controlling a small boat on a choppy sea. To an insurance company this sort of vehicle is only just becoming a bad risk on account of its age, yet I was *refused* cover by a well-known broker on my Delaunay-Belleville, with its taut steering and four-square brakes, because it had committed the crime of surviving in good order for over a quarter of a century! Actually, this B.M.W. got along well enough and would even start in top gear as a stunt, while the engine revved very willingly and made exciting sounds:



LIVING UP TO ITS NAME.—A Jowett Javelin took us up to the R.A.C. Championships Trial and, appropriately, brought us back again.

beneath its hard-worn mechanicals you could perceive the good features of its hey-day and the charm of a lively small six-cylinder engine in a lightweight car, and so readily does one become acclimatised to the car that subsequent motoring in the B.M.W. was almost enjoyable. Was it ominous, however, that all the toolbox contained was two tyre-levers and a tow-rope?

Last on the 1952 list is a tuned Jowett Javelin in which I journeyed, appropriately enough, to the Jowett factory at Idle (where the flat-twin emblem which once formed the Jowett radiator badge occupies a place of honour on the walls of the office block), and thence to the R.A.C. Championship Trial. This Javelin went much faster than it suggested to the driver, covering long distances effortlessly and really quickly, as I perceived when determinedly-driven Rolls-Bentleys took many miles to come by and other Javelins (presumably untuned) fell away astern. The heater maintained a sensible interior temperature and a proper thermometer and oil gauge were fitted as extras, although they were out of range of the instrument lighting. The ride was outstandingly comfortable, the brakes effective and altogether this attractive, practical saloon appealed to me as offering very good transport, if not possessing overmuch "character." After nights in the frosty open it started reasonably well, if by grace of a good battery, and in petrol consumption and cruising speed it reminded me, as I traversed the same sections of the Great North Road, of the Consul. Consequently, I am interested to discover from contemporary data that the normal Javelin is appreciably faster, accelerates better and is more economical of fuel, although, of course, it is basically £225 more expensive.

The year 1952 certainly provided its full share of motoring entertainment and erudition. Now for 1953!—W. B.

ENTHUSIASTS' DIRECTORY: No. 5—Branded Petrol

INTRODUCTION

FROM February 1st onwards the lot of sports-car and high-performance car users will be a happier one, for branded petrol will be available again for the first time since before World War II, and with it higher-octane grades of good quality fuel in place of the universal, paraffin-like "Pool" with which we have put up for over 13 years. Moreover, competition will again be keen amongst the great petroleum companies and so some very good fuel should result.

True, like most material good things, the higher-octane grades will cost about 3d. more than the already savage charge made for a gallon of ordinary petrol, 2s. 6d. of which is accounted for by the Government tax on the consumer. But there is some justice coupled with this, inasmuch as those using meagre cars in order to economise invariably operate on low compression ratios and so will not benefit greatly—apart from easier starting and a possible slight improvement in m.p.g.—as their more affluent (nasty word, nearly as bad as impecunious!) brethren who can afford to run high-performance, high-compression vehicles.

There are numerous ways in which "pinking" can be defeated and before the war we had leaded petrol to slow burning within the combustion chamber, and alcohol mixtures to cool the engine internals and so defeat the last harsh rush of the advancing flame front—if we may be allowed to generalise so drastically with a very complex and scientific subject! It will be interesting to discover what methods of "anti-knock" the leading petroleum companies and their technologists will adopt in 1953 and thereafter.

The benefits of higher-octane fuels are sufficiently well known to our readers to require much elucidation, but may be summarised by quoting from an article which appeared in *Dealers Digest*, a Shell-Mex & B.P. magazine, which contained the following:—

"There will be less knocking and less gear-changing, giving more pleasurable as well as more economical motoring. The improvement will be greatest in new engines with higher compression ratios, and these will show the biggest improvement in miles per gallon. How many more miles per gallon will premium grades give? Tests carried out have shown improvements in miles per gallon ranging from three to 19 per cent. The majority of motorists can expect to obtain a sufficiently increased mileage per gallon to offset the increased cost of premium grade, at the same time obtaining better performance and greater pleasure from their driving."

On the subject of what demand is likely to materialise from premium (i.e., higher-octane) grades as distinct from regular grades of petrol, the following frank statement by the Regent people is of interest:—

"There seems to be a great deal of varying opinion as to how much premium grade petrol is likely to be sold in the U.K. as compared with the regular brand. Experience in two countries that have already returned to premium grades since the war, namely the U.S.A. and Canada, does show that after the initial flush of trying out the new premium grades the percentage of premium grades sold settles down to a comparatively low figure in comparison with the cheaper brand. For instance, in Canada the premium grade is about 20 per cent. of the total sold through the filling stations, and in the U.S.A. it is about 28 per cent."

"Various estimates have been given of what the percentage sales of premium grades are likely to be in the U.K. It does seem that the sale of premium grades will be well below the pre-war average and that the biggest seller will be the regular grade."

The high cost of petrol in this country must be remembered in relation to this question.

So far as the production methods of the new fuels are concerned, some interesting facts were contained in the Winter Number of the *Esso Magazine*:

"The old pre-war premium grades are not being reintroduced in the form in which we knew them, for, in the intervening years, this type of petrol has altered out of all recognition. Thirteen years of research and technical advances have passed since Pool was first introduced—thirteen years of continuous progress in petroleum refining techniques accelerated by the demands imposed by the Second World War. The 1953 premium grade petrol will be a completely new product of a quality unobtainable before the war."

"The basis of this great advance is catalytic cracking. Cracked fuel is very different in chemical composition and properties from petrol obtained by distillation alone. Distillation produced an average of only twenty barrels of petrol for every hundred barrels of crude oil—a proportion not nearly adequate to cater for today's

demands. This yield is doubled by subjecting heavier fractions of the crude oil to high temperatures and pressures which 'crack' the relatively heavy molecules into the lighter and more volatile molecules of petrol. This process has made it possible to obtain as much as forty-five barrels of petrol from one hundred barrels of crude oil.

"The early application of cracking made use of heat and pressure alone. It not only increased the yield of petrol, but was found to produce a fuel of higher anti-knock quality than most straight-run fuels. However, thermal cracking had its disadvantages. It was severe in action and, therefore, not readily capable of exact control. It was severe on equipment, which necessitated fairly frequent shut-downs. It also produced a petrol which was not very stable chemically, and which, in time, formed resinous products by polymerisation.

"Because of these disadvantages, the technicians worked ceaselessly to improve the cracking process, and a process involving the use of a catalyst, and hence known as catalytic cracking, was being developed when the war came.

"The latest advance was 'fluid' catalytic cracking in which the solid catalyst was introduced in such a fine state of subdivision that it acted as a liquid which could be mixed most intimately with the cracking stock, and which also permitted a truly continuous process to be utilised. The use of a catalyst has made it possible to control the cracking reaction and to produce a petrol higher in octane number, or anti-knock value, and chemically stable. It is, in fact, now possible for petrols to be 'tailor-made' to fit the exact duties required of them. It is this new tailor-made fuel that will come into the market on February 1st."

Reverting to advantages of premium fuels, Fina has this to say:—

"It will eliminate pinking from modern engines having high compression ratios and older engines prone to excessive knocking. Smoother running and more economical mileage with possibly advanced ignition, easier and quicker cold starting, better hill-climbing, acceleration and all-round performance with much improved condition of engines internally outstandingly evident."

Readers of MOTOR SPORT are likely, as discerning drivers of high-performance cars, to possess a bias towards premium spirit. High-compression engines formerly fettered by "pinking" will now perform properly and enthusiasts will be found advancing the ignition and raising hitherto satisfactory compression ratios by the use of thinner gaskets, thus indulging in some modest "hotting-up." In view of their interest in higher performance and efficiency we present below a brief summary of the leading makes of regular and premium petrol.—W. B.

CLEVELAND

Cleveland Petroleum Co., Ltd., will be offering Clevecol, an anti-knock spirit of first quality, blended to their specification in this country. At present it is anticipated that this spirit will be sold at the same price as ordinary premier grades; pre-war motorists paid a little extra.

Cleveland Guaranteed will be a general-purpose fuel, again to Cleveland's own specification, and this will prove entirely satisfactory to engines of moderate compression ratios. This will sell at the ordinary price of second-grade petrols.

CLEVELAND PETROLEUM CO., LTD., CENTRAL HOUSE, UPPER WOBURN PLACE, LONDON, W.C.1.

ESSO

The Esso Petroleum Co. Ltd. believes that British designers will be able to turn out engines able to compete with those of the rest of the world on equal terms, now that premium grade fuel is available in this country—in their case Esso Extra.

In 1951 Britain's first fluid catalytic cracking plant was opened at the Esso refinery near Fawley. Two hundred and fifty feet high, this plant holds approximately 1,000 tons of catalytic material, from which is produced over half a million gallons of high-octane petrol every day.

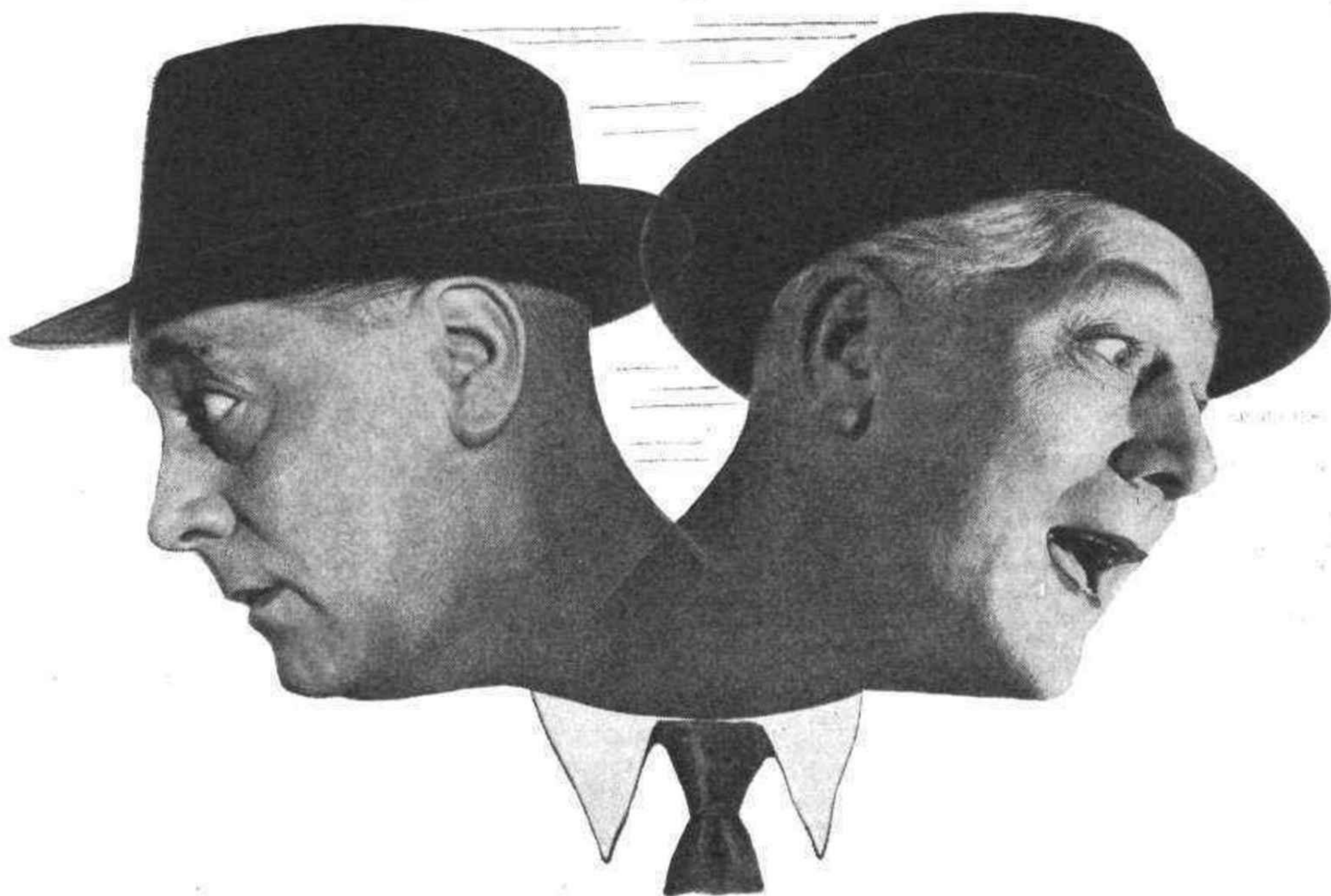
ESSO PETROLEUM CO., LTD., 36, QUEEN ANNE'S GATE, LONDON, S.W.1.

FINA

Fina Petroleum Products Ltd.—a new name to enthusiasts since the war—will nevertheless be known to the senior amongst them. It was in 1927, as the Cities Service Oil Co., Ltd., that their

Continued on page 70

fill up on
SHELLDAY



DUDLEY NOBLE, a leading motoring correspondent, says

"The tank was filled with premier grade Shell . . . the engine ran more sweetly . . . far greater degree of accelerative power. Average consumption was . . . miles better than on pool. The

effect of the better fuel on driver-satisfaction and passenger comfort was quite extraordinary." (Extract from a well-known Sunday newspaper — October 12th, 1952.)

fill up and
feel the difference



ENTHUSIASTS' DIRECTORY—Continued from page 68

foundation was laid in the United Kingdom. Enthusiasts will recall former brands "Citex" and "Citex K.N.," but probably best of all was that they introduced the first alcohol blend "Koolmotor" into this country.

The international oil group Petrofina acquired control of the company in 1939, when the name Fina was first registered. Acquisition and ultimate merging of many of this country's independent oil distributors and their operation under the new name took effect by the time the Petroleum Board was dissolved in 1948. At least one of the companies so acquired originated as far back as 1860 in the paraffin and candlemaking trade.

As from February 1st Fina have introduced a premium grade of motor spirit known as Super Fina and a standard grade of good quality called Fina. Super Fina, with a high octane rating, will prove on test comparable to the best of premium petrols.

As a completely independent organisation with strong international connections and resources, Fina's research and development on fuels will keep them scientifically and practically very much to the fore in the future progress of motoring.

FINA PETROLEUM PRODUCTS, LTD., 25, VICTORIA STREET, LONDON, S.W.1.

MOBILGAS

Mobilgas and Mobilgas Special have been marketed in the United States for many years. The brand name is also familiar to motorists in Western Europe and many other parts of the world.

The Mobilgas Economy Run has become a very well-known feature of the motoring year in the United States. A variety of different standard American cars compete in the Economy Run and, using Mobilgas and Mobilgas Special, it is found that remarkable performance and mileage economy figures are recorded.

As a case in point, the 1952 Mobilgas Economy Run comprised 26 cars, 19 of which used only Mobilgas Special, while the other seven used only Mobilgas. From Los Angeles, by way of Grand Canyon and Salt Lake City, to Sun Valley, with a fastest running time of 34 hr. 22 min. 50 sec., the average speed, for all cars competing, was 40.8 miles per hour. Some indication of the gruelling nature of the test is provided by the fact that the highest point reached over the 1,415.4-mile route was 8,010 feet above sea level, and temperatures in the regions traversed ranged from over 100 deg. F. to below zero.

Mobilgas Special is the premium grade and Mobilgas the regular grade.

VACUUM OIL CO., LTD., PORTMAN HOUSE, 496/504, OXFORD STREET, LONDON, W.1.

NATIONAL BENZOLE

National Benzole Company is different from all other companies distributing motor spirit. It is owned and entirely controlled by the great basic industries of this country—gas, steel, coal and chemical.

It was created in 1919 after the first World War, when the producers of benzole who, during that war, had been supplying large quantities of benzole for the manufacture of T.N.T. and other explosives, decided to market Benzole as a motor spirit. In the early days benzole was sold by itself. Older readers will remember buying it to mix with their petrol. Sales improved rapidly, and before long it was decided to supply a standard benzole/petrol mixture to give motorists the added benefit of being able to purchase a scientifically blended fuel of consistent quality throughout Great Britain.

By 1939, National Benzole Mixture, as it was called, had become one of the most popular fuels in the country, and "Mr. Mercury" one of the best-known figures in the motoring world.

National Benzole Co. is marketing two brands, National Benzole Mixture and Dominion, the latter being their non-premium grade. The late John Cobb used standard National Benzole Mixture when he beat the World's Land Speed Record.

NATIONAL BENZOLE CO., LTD., WELLINGTON HOUSE, BUCKINGHAM GATE, LONDON, S.W.1.

POWER

The Power Petroleum Co. announce that as from February 1st they will be marketing their well-known brand of Power petrol which will again be available to motorists at S.M.-B.P. group stations and other garages and filling stations throughout the country.

THE POWER PETROLEUM CO., LTD., BEDFORD CHAMBERS, LONDON, W.C.2.

REGENT

The Regent Oil Co., Ltd., came into being on April 1st, 1948, when, after demise of the Petroleum Board, Trinidad Leaseholds Ltd. and the California Texas Oil Co., Ltd., decided to form a joint U.K. marketing organisation on a 50/50 basis to distribute their products.

Before the war "T.L.L." marketed Regent and other Trinidad petroleum products in this country on its own account, and the Texas Oil Co. itself distributed a full range of Texaco products—mainly oils and greases.

Regent Oil Co. is therefore only just over four years old, although the brand name of Regent has been well known for over twenty years in this country.

Trinidad Leaseholds Ltd. has long been established as a producing and refining company on the island of Trinidad. The refinery, which is at Pointe-à-Pierre, is capable of processing not only the crude oil from the island but also large quantities imported from Colombia and Venezuela. A new catalytic cracking plant embodying all the latest developments has just been completed at Pointe-à-Pierre and is now "on stream" producing the high-octane fuel which will be the basis of Regent T.T. brand. A full range of products is processed at Pointe-à-Pierre, including a small but increasing range of chemical products. It is, however, mainly the light products from this refinery which are marketed by Regent in the U.K. Trinidad Leaseholds (Canada) Ltd. also have their own oil fields in Alberta and a refinery at Port Credit.

In the case of Trinidad Leaseholds Ltd. and Regent, shipping is handled by the Regent Petroleum Tankship Co., Ltd., a subsidiary of T.L.L. and an associate of Regent.

The California Texas Oil Co. was incorporated in June, 1936, and is formed by two of the world's major oil companies, the Texas Co. and the Standard Oil Co. of California, each with a 50 per cent. interest.

In the beginning Caltex group comprised the Bahrein Petroleum Oil Co., the California Texas Oil Co. and five marketing companies in countries east of Suez. Today, there are 82 companies in the group, which produce, refine and market largely in the eastern hemisphere. In the U.K. Regent markets, on behalf of Caltex, a full range of oils and greases of every description. Caltex shipping is handled by Overseas Tankship (U.K.) Ltd.

Regent new No. 1 or premium grades of petrol will sell at approximately 3d. per gallon more to the public than the regular grade of petrol. It is probable that the premium grades which will be sold in this country will be similar to those at present marketed in other large consuming countries of the world, such as the U.S.A. and Canada. In these two countries, octane rating of premium grades is around 90, or perhaps slightly above, when expressed by the research method, and about 80 when expressed by the motor method. The expression of octane rating by these two different methods, with their differing results, is apt to be rather confusing, but nevertheless we give them as they are both accepted methods of expressing octane ratings throughout the world.

In the manufacture of premium grades, Regent is supported by oil fields and refineries with up-to-date refining processes, including the latest catalytic cracking plant which has recently come "on stream" in Trinidad. Another important factor regarding Regent premium grades will be the consistency in quality. This is made possible as they will all come from Trinidad, which island has the great advantage of a crude oil which in itself has a high octane rating. Thus the Regent Oil Co. can ensure that the octane rating of their premium grades is as high as any competitive grade on the market. A great deal of attention has also been paid to balanced volatility. The distillation range of Regent T.T. is vital to a car as regards quick-starting in cold weather, acceleration, and economic performance.

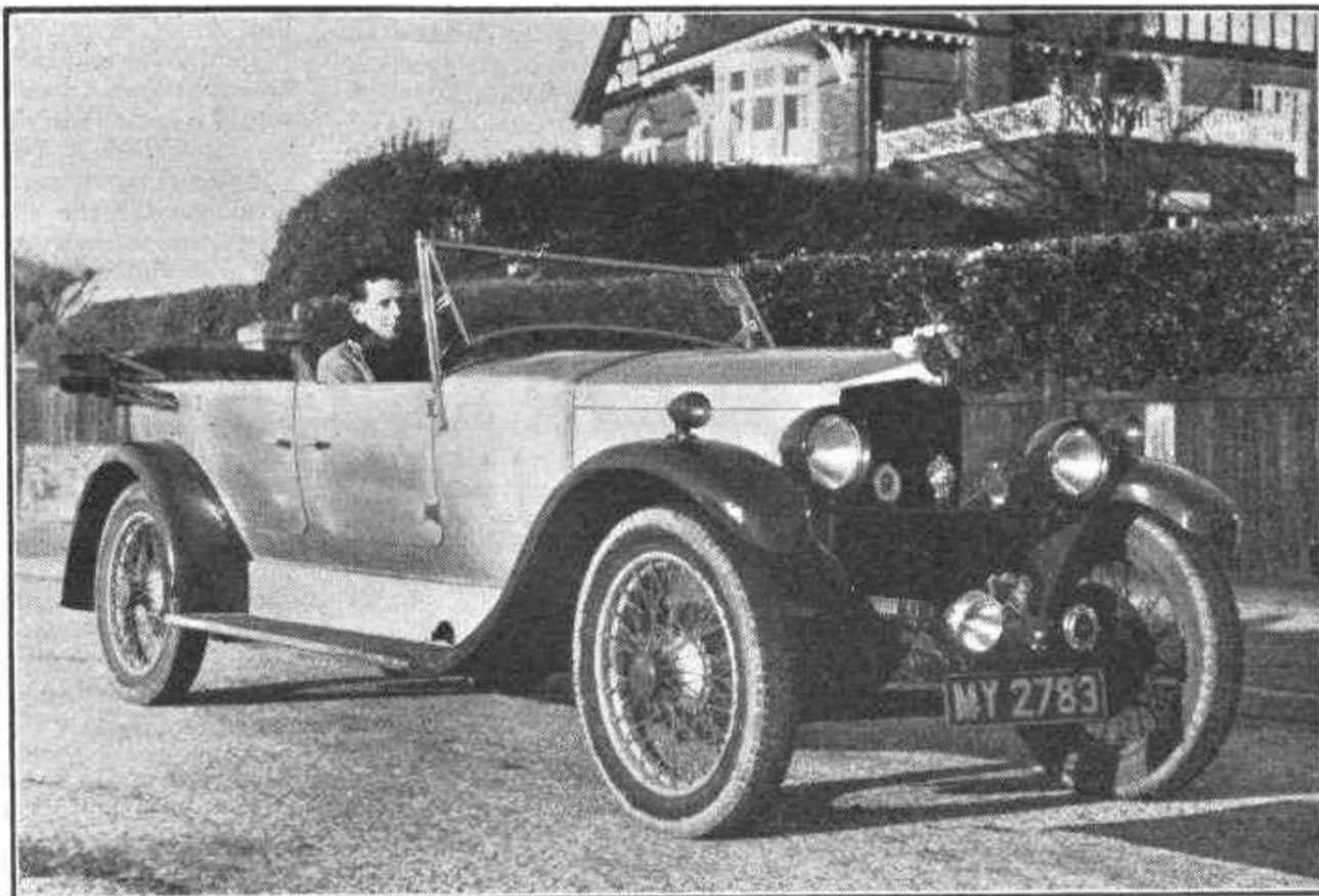
The significance of the initials "T.T." after the word Regent, the company's premium brand name, stand for "Track Tested." Regent Oil Co. intends to carry out extensive tests with this petrol under test conditions to ensure that its performance will be equally good in engines of the ordinary range of cars on the English roads, in addition to more expensive cars with high-compression engines. This is important, because if the motorist can afford to buy the best, irrespective of the type of car he is driving, it is essential that he gets value for money.

Regent's three grades will be as follows: "Regent T.T." (Track Tested)—the premium grade; "Regent"—regular grade; "Regent Benzole Mixture"—a blend of premium petrol plus motor benzole.

REGENT OIL CO., LTD., 17, PARK STREET, LONDON, W.1.

Continued on page 78

VINTAGE VEERINGS



ANOTHER CROSSLEY.—T. J. Roberts' 1930 19.6-h.p. tourer (see accompanying letter) for which he claims a cruising speed of 50-55 m.p.h. and a fuel consumption of over 30 m.p.g. on long summer runs.

THE Northern Section of the V.S.C.C. received 90 entries for its annual Measham Rally. A Lancia Lambda driven by H. M. Goodman won the Measham Challenge Trophy.

* * *

To celebrate the flat-rate tax, so cheering to owners of large-bore motor cars, the Mercedes-Benz Club combined on January 10th with the 20/Ghost and Les Hommes a l'Hispano organisations to hold a Tax Emancipation Rally. After lunch, liquid and solid, in London the monsters converged on Richmond for tea. Having a car that did not appear to have paid any tax we felt we simply had to attend. Arriving at the Richmond Hill Hotel, we were confronted by a British Straight-Eight Overdrive—Jensen to you—and a large white vintage-auto bearing so many and diverse badges (24, if you include two B.A.R.C. transfers) that we reflected that its owner must distribute subscriptions for more than he saves on the new tax! We noted that this much-publicised Mercedes-Benz still retains the same enthusiastic owner. Next we had a look at two Type 230 Mercedes-Benz saloons hiding modestly in the background and a 40/50 Rolls-Royce sporting tourer disguised as a mobile laboratory, its driving compartment so cluttered up with dials and flow-meters that forward-visibility appeared to be entirely obscured—possibly, we reflected, the owner is so busy looking in that he gets no time off to see where he is going. We noticed that certain of the controls were labelled "late" and "slow" and that the radiator was almost entirely blanked-off. The truly immaculate ex-Ellis open Isotta-Fraschini was a centre of attraction in the centre of the forecourt, so that no one else could park there.

Later the West End contingent came sailing in—Morin Scott in his stark Hispano-Suiza with the very fashionable, inclined back springs, a 38.2 open touring Hispano-Suiza, some 540K Mercedes-Benzs and courageous Mrs. Kennard in her open Mercedes-Benz, an onlooker remarking that no doubt she never gets pinched. "By a policeman," he was heard to add!

Mr. and Mrs. Johnson were present to receive their guests and the 20/Ghost Club raised some fine cars, including John Bolster's sensible family carriage in which he had braved the fogs of Kent. There was a breath-taking moment when an unbelievably immaculate modern Rolls-Royce slipped slowly backwards and was only just saved from prancing a Vanguard by the adroit withdrawal of the latter.

The Vice-President of the Mercedes-Benz Club arrived in a rare open 2.6-litre M.G. which seemed to have collected much of the fog on its exterior. Other discreetly-parked spectators' cars included a 4½ Bentley saloon, a V12 Lagonda and a "chain-gang" Frazer-Nash with two of the three external exhaust pipes in a semi-detached state. There was now at least one 1953 licence amongst the assembly A friend of ours then remarked that the four most impressive cars present were painted white so we hastened away before he could murmur anything about elephants.

Next day, off to Aylesbury, where the ducks with green peas abide, to see what the Humber Register Rally had attracted. It had brought in five 9/20s, one a saloon, a 9/28 saloon, a fine 14/40 tourer, a modified 14/40 and Denne's well-known Brooklands replica of the "home" marque, backed up by two bull-nose Morris-Oxfords, one a 1922 tourer purchased recently for £5, and a 1923 Bean.

A parking test in Aylesbury Square car park saw the Denne Humber park absolutely on the touch-line within the 30 sec. limit allowed, while Major Dickinson did it very well and steadily in his 14/40. One 9/20 wore a radiator muff embossed with a tasty letter "H," made, someone suggested, from a hospital blanket with which the owner had absconded after a crash. The Bean's gear-lever wrestled with its driver and the early bull-nose scored a penalty of no less than 6 ft.

The contingent undertook a time trial after lunch and the results of the day's enjoyment were:—

Non-starter : H. Curtis, 1926 12/25 (stripped diff.).
1st : D. T. R. Dighton (outright win).
2nd : M. H. Alford (invited club award).
3rd : M. Hodgson (next best man belonging to a different club from the winners of the previous awards).
Fastest man in hill-climb : Maj. R. R. B. Dickinson, 14/40.
Road section (excluding special tests in Market Square) :
1st : C. H. Taylor ; *2nd* : P. D. Walters ; *3rd* : D. T. R. Dighton ;
4th : M. Hodgson (no awards).

* * *

VINTAGE POSTBAG

Sir,

I was pleased to read the letter from Mr. Montgomery as for some time now I have been hearing rumours of an "open Crossley in Bromley district."

My own car is of slightly earlier date. First registered January, 1930, is her official birthday, but her cast of countenance suggests that she is approaching a more mature age than twenty-three. No face-lifting or other beauty treatment has been indulged in except to remove the sadly chipped paint, which revealed virgin aluminium. This has responded to much steel-wool, polish and elbow grease, and the original leather upholstery has been painted to match the wings.

She has never had in her youth the care she deserves. She did duty as an R.A.F. officers' beer wagon during the war and then was flogged (for eggs?) to a local farmer. I don't think he ever managed to get her into top gear and I was able to do a deal on a Whit-Monday for two rather decrepit Morris Minors.

For the last five years about the only garage bill was for a rebore soon after I bought her. My wife and I have done all the minor and body work, and we have found the old lady a joy to work on.

The engine is a replica of Mr. Montgomery's except for the inlet cover plate. Regarding the Lagonda discussion, you should have seen the expression on the face of the owner of a very high-falutin 2-litre Lag. when he saw me lift my bonnet.

She will hold 50-55 all day long, up hill and down dale, and does over 32 m.p.g. in the summer on a long run and about 26 running round Thanet in the winter. Oil, of course, has to be changed not added. Second and third gear are getting a bit noisy now and I think we shall have to decoke and grind in valves soon; it is over three years since we did this.

My wife, on a trip to Scotland this summer, found 350 miles a day easy touring, but our greatest boast is that she has never been off the road for one day except for the paint to dry. She is certainly a better financial proposition than many a later 10-h.p. car. There is only one snag I can see in owning a car of such magnificent breeding—you cannot hope to go anywhere without someone telling the wife.

I am, Yours, etc.,

T. J. ROBERTS.

Broadstairs.

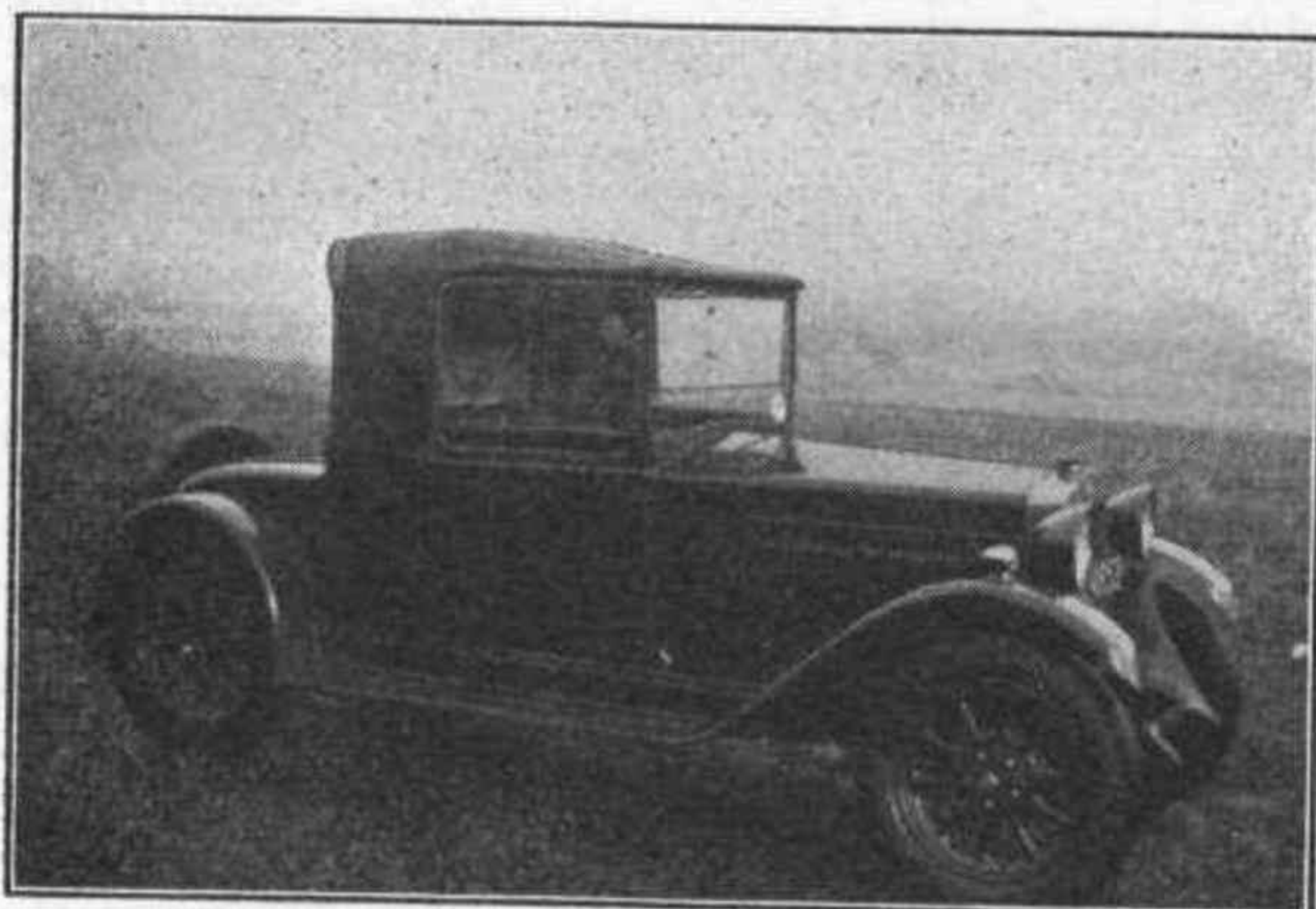
* * *

Sir,

I enclose a photograph of my 1926 9-h.p. Fiat 509 drophead coupé, together with some information which may interest your readers.

The car, after considerable restoration, is now in daily service and gives a very good account of itself. Among the original documents that were with the car is a 12-page booklet entitled "The Biggest Thing in Small Cars," being a reprint from a long article on the car by the Motoring Correspondent of the *Illustrated Sporting and Dramatic News* dated October 2nd, 1926. The following extracts are perhaps worthy of your attention.

"The engine ignores hills as the brakes do descents, so easy is it to maintain speed without a hint of forcing. The car is relatively so light that it does not hurtle down grades, yet its road adhesion is astonishing."



Then follows a long story about a trip to Dartmoor, where the author "happened on a very large private car, the occupants of which put up their hands in alarm to stop me for they were stationary and imagined that it would be impossible to pull up the 9-h.p. Fiat on the steep pitch in the space available." However, all was well and the two cars then had a race up a steep hill, the Fiat winning, much to the disgust of the owner of the high-taxed powerful car.

Later we hear that "It no more runs than Spanish women walk; it glides as they do, but how much more speedily." And again: "This car is not sold on eyewash as by tricking it out with a hundred and one gadgets in accordance with the current vogue." A remark which applies forcibly to our modern cars.

After ten pages of such praise there are four photographs showing the 2/3-seater at £215, torpedo four-seater tourer at £215, the saloon at £275, and the drophead coupé at £265. I believe that the coupé model was nicknamed "The Doctor's Car" owing to its popularity with the medical men of those days.

The fact that this particular car had been with one owner for twenty years in the Isle of Wight and the service that it is now giving, makes me think that the praise given to it was not after all too much.

I am, Yours, etc.,

PETER COLLINGS.

Denham.

Sir,

In the December issue of *MOTOR SPORT* you made reference to a Morris-Oxford two-seater, of the year 1925. From your remarks, it would appear that the machine to which you refer is rather different from the normal 1925 model.

The colour scheme is, of course, new. According to the Morris catalogue for the 1924 show, colours available were blue, claret, bronze green, and grey. No yellow wheels, thank goodness!

The radiator, please note, was *not* nickel-plated. The shiny part was *solid* nickel sheet. You could Brasso away as long as you liked. Incidentally, at present prices of nickel, a bull-nose radiator should be worth a shilling or two.

The two horns were finished in black enamel, the bulb-horn with nickel-plated fittings, the electric horn with a cast aluminium frame. The scuttle ventilator was nickel-plated. (My father's four-seater once scooped in a passing sparrow with its scuttle ventilator.)

The battery was mounted on the near-side running-board in a wooden box, with the electric horn on its lid. I think the toolbox balanced it on the off side. (This was so on the four-seater.)

The standard carburettor was a Smith five-jet automatic, with hand tick-over throttle and mixture control.

On the four-seater the steering lock was covered in about 1½-1¾ turns of the wheel, surely it would not be lower geared on the lighter model!

The calormeter was not a standard fitting until a year or so later; in 1925 an American Boyce Moto-meter with a column of liquid was fitted.

If it rode solidly on its ¾-elliptic rear springs it was certainly different from the four-seater. With a good load aft, the spring rate and degree of over-steer were reminiscent of the worst excesses of Yankee automobilism.

List price was £260, or £250 with two-wheel brakes, and the catalogue compiler referred to it as "My Lady's Choice." No doubt "My Lady" was fairly slim, so that she had no difficulty in getting in and out!

Spare parts for the engine might not be so difficult as would at first sight appear, by the way, for it was produced up to a very recent date (it may still be in production, for ought I know) with a view to insertion in motor-boats and those little trucks that haul luggage about station platforms. Even the projection on the block casting, which used to carry the steering-box (worm and wheel), remained, unused, like a hen's wings.

I am, Yours, etc.,

R. H. JEWITT.

Rugby.

BOOK REVIEW

"Sports Cars of the World," by Ralph Stein. (Charles Scribner's Sons, Ltd., 23, Bedford Square, W.C.1; 174 pp.; 8½ in. by 12 in.; 52s. 6d.)

We have little doubt but that this lavish book from Ralph Stein's forthright and amusing pen will make him a rich man—on account of the demand that must exist for it in the States, where it originated. To English buyers it represents a very attractive purchase, dealing as it does with the history and technique of over 50 makes of sports cars, British, French, Italian, German and American, illustrated by over 100 usually striking, invariably large, photographs which include a selection of colour plates which have appeared in *Argosy*. We hesitate to write hard words about this work, the lavish and tasteful layout of which does justice to the subject. It is just that English readers will find little that is new to them and may feel, with additional chapters on what is a sports car and ideal specifications, Stein has iced his delightful cake a little too literally and made it a trifle sickly.

He is accurate to a degree—only brick apparent being that Invicta is said to have been born a 3-litre, whereas the 2½-litre came first, in 1925, the 3-litre following in 1926—but much of what one reads recalls Grant's and Boddy's respective works on British and American sports cars published some time ago in England; long enough ago for Stein to have bought and digested them.

Then Scribners seem to have let him down over pictures. Some are magnificent but collectively they are a rather scratch lot, casually captioned. Dates in captions are approximate only and such errors as confusing the sex of Frazer-Nash exponent Miss Wilby, the engine size of Joe Lowrey's H.R.G., the PB with the TB M.G., have regrettably crept in. Original pictures would in every case have been preferable to those of the modified "used" cars usually portrayed.

Yet this is a very fine book and if you have 52s. 6d. you don't want you will waste no time in effecting an exchange at the nearest bookshop.

GATSONIDES (FORD ZEPHYR) WINS THE MONTE CARLO RALLY

Appleyard (Jaguar) 2nd. Marion (Citroen) 3rd.

THE Monte Carlo Rally attracted enormous interest again this year, the excellent coverage by Raymond Baxter, of the B.B.C., being largely responsible. Luck plays a considerable part in the road section of this great winter Rally but, if it is not true to say that all the cars which are penalised or retire are poor cars, it is true that those which succeed are in every way excellent long-distance touring machines and the sage will note the 1953 Monte Carlo Rally results and buy accordingly.

British hopes were high before the start, with a very strong team of Sunbeam-Talbots led by Stirling Moss, and Sydney Allard and his crew confident at Glasgow with a V8 Allard saloon similar to that with which they won outright last year, after a quick survey of the route in an Allard Safari. From John Cooper's first bulletin from Monte Carlo we heard that the conditions throughout Europe were hardly severe and that the traditional blue sky and sea prevailed at the Principality. In England on the day of the start, with shopkeepers and housewives joining with motoring enthusiasts in debating the Rally, the sun shone strongly, although the cold spell had certainly returned. For the adventure-loving, conditions looked "pansy" as we left for Llandrindod Wells in the photographer's Standard. Would fog be the surprise factor, for now it could hardly snow, at all events in England?

Those were the thoughts of observers in this country on the eve of this International Rally, in which 440 cars were engaged, the Glasgow starters comprising the following makes: Jaguar, Lagonda, Renault, Austin, Jowett, Sunbeam-Talbot, A.C., Ford, Allard, Vauxhall, Singer, Morris, Riley, Hillman, Standard, Porsche, Bristol, Volkswagen, Healey, Lanchester, Triumph, Holden, Humber, Alvis, Bentley, Rover, Jensen and Wolseley. On which make would the buying limelight fall?

As it turned out, the weather generally was kind this year. The fog never became really thick for more than a few yards, although for many, many miles there was visibility low enough to add much to driver-strain, mixed with some ice and a little snow over Shap Fell.

At the Llandrindod Wells control Sydney Allard and his crew were calmly confident, but Sydney was wondering if the brakes were in order and, anticipating some smart negotiation of fog-patches, was having the back ones checked. The girls in the Alvis—Nancy Mitchell, Dorothy Stanley Turner and Mrs. Fotheringham Parker—came in for much admiration in their blue and black uniforms, which matched their Alvis. The last-named was *mecanicienne* and efficiently coped with a rather inaccessible dip-stick, before adding a pint of S.A.E. 20 to the internals of the polished machinery. A stout shovel was clipped to the off-side front wing and *les girls* had separate hats for sleeping in to keep their day caps uncreased. Most of the male crews had adopted woollen hats, of which Mike Couper's was the least obtrusive—his Bentley was again fully equipped for the Concours de Confort, even to the wipers on each headlamp glass.

An Esso representative cheerfully waved the cars to the control and at the floodlit Automobile Palace, Ltd., cars were refuelled from pumps and two-gallon cans, almost in a sea of spilt petrol! Most of them took 80-octane aviation spirit, which, we were told, is inferior to the Premium grades now available. The MOTOR SPORT conveyance was refuelled here and, like each competitor, we were given an Austin duster.

Equipment of rally cars has grown familiar, and the only novelty seemed to be a vocal recorder in one car, to refresh the driver's memory of the final stages of the route into Monte Carlo, and hooded headlamps on some cars. The Porsche had an illegal swivelling searchlamp on its roof which amused us by playing anywhere but on the signpost at the right-hand turn in Moreton-in-the-Marsh. Alas, this pleasing little car had clutch trouble before Dover and finally retired from this cause.

All the Glasgow starters apparently arrived on time at Dover and the "Lord Warden" sailed to schedule. Many drivers who should have reported to the caravan control point on the quay waited until they could drive up to it and were penalised accordingly—only to be forgiven and reinstated to clean-sheet status by Col. Barnes, of the R.A.C. It was indicative of the immense enthusiasm

which now prevails in this country that, even at 5 a.m., little knots of spectators were seen at every crossroads and roundabout on the route. (The charming undergradette at the Oxford roundabout must have cheered many of the younger drivers on their long journey.) Moreover, motor-cycle police escorted all but the late members through London, where the A.A. had efficiently signposted the route in the West End and the R.A.C. less cleverly that through the dingy S.E. suburbs. But this was of no moment, for surely navigation should be a function of all rallies?

Fog persisted into Lille and got very bad beyond Brussels. Wadsworth's Vanguard went on fire several times, Bertie Bradnack's Jaguar hit a tree and put its crew in hospital, and one person was killed, another injured, when a Sunbeam-Talbot skidded on tram-lines into a lorry. Pilgrim's Austin Sheerline was reported no less than 1 hr. 24 min. late at Paris and Greta Molander's Saab fell out with clutch failure. Another early retirement was R. K. N. Clarkson's Morgan Plus Four, only British starter from Munich, where it had arrived in time to leave only by grace of an immense hustle and Silver City Airways.

Generally, however, conditions were not too severe—Stirling Moss, indeed, well up on time in the Sunbeam-Talbot, pronounced them too easy. Three hundred and forty-nine of 404 starters came through to Monte Carlo, and of these 253 had lost no marks. Fifty-five cars had retired, four had been disqualified and 92 suffered penalties for lateness. Of the Glasgow starters, 59 got in with no loss of marks. From Lisbon, usually a "good" starting point, bad fog had played havoc with six of the seven starters, the only one to come through clean being Tommy Wisdom's Ford Zephyr—nice work! All told, 66 British entrants had lost no marks and were eligible for the acceleration, brake, reverse test, which eliminated all but 100 cars from the Col de Bras regularity test which decided the Rally.

One wonders whether the time has come to stiffen up the Monte Carlo Rally and re-introduce such remote starting-places as John o' Groats, Umea in Sweden, Stavanger in Norway and Athens in Greece, which, as recently pointed out by a correspondent to a contemporary journal, should be quite practical. Perhaps a thought, too, should be spared for the pre-war competitors in open cars, often with only sketchy fabric-covered bodies, who battled with the elements from such distant starting-places. This gives rise to interesting speculation as to how many would enter open cars today, were a suitable class provided.

Reverting to this year's rally: Chiron dived happily with Stirling Moss but, alas, *les girls* in their smart Alvis were baulked in the mountains, the starter refused to function, and, in running the car back to try and start it in reverse (Wot! no handle?), the car became snowed-in and was out of the Rally, being late at Le Puy. Black's Ford Zephyr had a smashed windscreen, Lorna Snow's luggage-rack went on as her car stopped, and Brinkman's Renault lost a competition plate. The Reeces did stupendously in the Ford Anglia and had 22 min. in hand at Grasse, so that it was a bitter pill when their time of 26.3 sec. in the eliminating test was too slow to qualify.

Of the 100 to take this test, Sydney Allard made best time, 21.8 sec., in a smooth run, and 46 other British cars qualified, including Moss, the Holden, Wick, Appleyard, Sims, Couper and Imhof, although the last-named missed a gear-change and only just scraped in. The driving standard was so high that between Allard's 21.8 sec. and the longest qualifying time there was a mere 4.1 seconds!

Tommy Wisdom's Ford Zephyr suffered fuel starvation and was too slow to qualify, and all the Porsches were disqualified for "illegal" body dimensions.

So to the regularity test round the Col de Bras, where seal was set to the results. The average was set at just over 29 m.p.h. for the timed sections of the 50-mile route. Maurice Gatsonides found his skill matched by the efficiency of his Ford Zephyr and won the Rally outright—Dutch victory in a British car. This is indeed a Ford triumph, especially as last year's victor, Sydney Allard, used many Ford components, and it does prove that Ford has all the answers when it comes to building cars for efficient long-distance winter touring work, particularly as the Zephyr beat a car costing over twice as much, having an engine bigger by nearly a litre and possessing twin o.h. camshafts—Ian Appleyard's Mk. VII Jaguar, which was placed second. Third place was taken by one of those excellent f.w.d. Citroens with a French crew, and a particularly fine show was that of a little twin-cylinder air-cooled Panhard-Levassor, which managed fourth place—out of 404! Vard's Mk. VII Jaguar was fifth, so that Britain had the satisfaction, on provisional placings, of having three cars in the first five and the magnificent outright victory by the inexpensive Ford Zephyr-Six. The Ladies' Prize was nobly won by Mme. Pochon in a baby Renault after leading British lady, Shiela Van Dam, in a Sunbeam-Talbot, had been let down by a tyre puncture. The girls did a fine job in changing the wheel in 2½ minutes but all was naturally lost, although they took a token second place.

Results:

1. M. Gatsonides—P. Worledge (Ford Zephyr)
 2. I. Appleyard—P. Appleyard (Jaguar Mk. VII)
 3. R. Marion (Citroen)
- Ladies' Award: Mme. M. Pochon (Renault)



A USTRALIAN CREW studying the Monte Carlo Rally route. Stanley Jones, Leslie Davidson and (centre) racing driver Tony Gaze, who competed in a Holden. The daily Press were delighted when this crew said: "We have never seen snow."



ALAS, RETIRED.—H. Sutcliffe and his wife make ready in the little Porsche, which went very well when it was going but suffered clutch trouble before Dover and retired with this on the Continent.



FILL-UP IN WALES.—A competitor being refuelled at the Llandrindod Wells control, first official check after the start from Glasgow.



WHICH WAY?—An enthusiastic Esso representative shows the way into the busy control at Llandrindod Wells on the first night of the Rally, to S. Leach's Allard.



PUBLIC ENTHUSIASM.—A general view of the start of the Rally in Glasgow, showing a Jowett Javelin in the foreground. Note the enthusiastic crowds of spectators.



B.B.C. ARRIVES.—Here is Goff. Imhof in a sensibly-equipped Wells. With him, in the front passenger's seat, is Raymond... winter event live for those safely

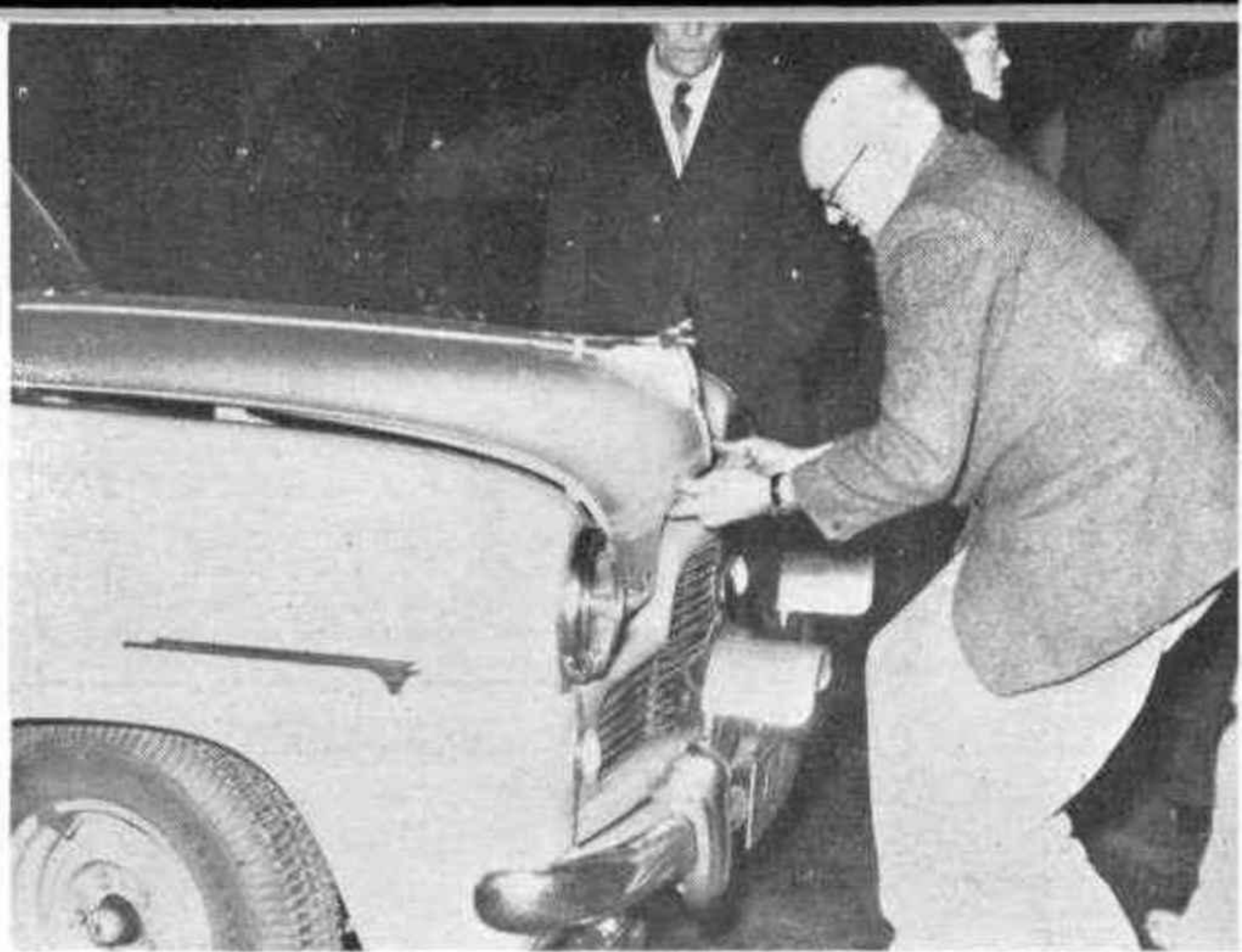
BUSY.—A refuelling scene at the Automobile Palace, Ltd., at Llandrindod Wells, as Monte Carlo Rally competitors were arriving.





FIRST MAN AWAY on the long journey south. Flagged off by Mrs. Alex Frew, wife of the Chairman of the R.S.A.C., B. G. Macarthey-Filgate, Irish competitor, gets away in his 2½-litre Lagonda.

ZEPHYR AFTER A CHECK.—Lowering the bonnet of a Ford at the Welsh control point. Note the shields on two of the spot-lamps.



ipped Sunbeam-Talbot (Wot! no Allard?), arriving at Llandrindod and Baxter, whose splendid B.B.C. Rally broadcasts make the great ensconced at their firesides in England.

TOUGH CREW BEHIND TOUGHENED GLASS.—The J. Risk-A. Gordon Ford Zephyr comes into Paris in a distinctly open-air condition. Another competitor's snow chains having joined them inside.



LUCKY BOYS.—Jons-son and Burgess, who started in the Rally from Stockholm, meet beautiful "Miss World" at the Paris control.



(Left) **NOT THIS TIME.**—Sydney Allard and his crew, brother Leslie and T. Lush, at Paris.

(Right) **FRENCH HERO.**—Louis Rosier and his son come into the control near the Arc de Triomphe. They started from Lisbon.

CONCOURS DE CONFORT CONTENDER.—Mike Couper faces the MOTOR SPORT camera at Llandrindod as his specially-equipped 4½-litre Bentley receives a checkover.



1,500

AWARDS WERE WON BY PRIVATE USERS DURING ...
IN RALLIES, TRIALS, RACES AND SPRINTS
including **PREMIER AWARDS** in
R.A.C. RALLY OF GREAT BRITAIN. "DAILY EXPRESS"
RALLY. EASTBOURNE RALLY. CLACTON RALLY.
LONDON RALLY and the B.T.D.A. RALLY CHAMPIONSHIP.

1952

NOTWEN USERS WHO "ARRIVED"
in the **MONTE CARLO RALLY** include

JACK NEWTON
DENNIS O'N. TAYLOR
A. MEREDITH-OWEN
J. A. McLAUGHLIN
and others



NOTWEN

The safest oil for the hard-pressed Engine

DUNLOP



FIRST
*in the field
-still leading!*

Historical Notes: Horsepower

WHEN James Watt first postulated what he considered to be the average power of that four-footed beast of labour that has given its name to work at the rate of 33,000 ft./lb. per minute, he had in mind a standard against which he could measure his revised steam-engine against those of his rivals, especially Newcomen. History has often demonstrated that no horse, unless suitably treated with upper-cylinder lubricant or Guinness, can hope to keep up that rate of doing work for much longer than it takes for a modern hydraulic shock-absorber to cease work altogether, a characteristic, as we shall see, shared by some modern motor-car power units, but the spirit was willing, even if the flesh became progressively vain as the steam age gave place to the new era of petrol and alcohol.

Without disrespect to the originator of the unit that we have all come to love however, it may be suggested that he might, had he lived to see the present days, have modified somewhat his values to suit the modern age. Lacking the assistance of Watt himself, perhaps "A.B.C." might be allowed to venture a few thoughts as to some of the possible modifications that might be made to our ideas as regards horsepower as applied to internal combustion engines, especially such as are fitted to our modern racing and sports cars.

Firstly, it would appear expedient to sub-divide "horses" into three distinct groups. Horses Type A might well be applied most suitably to the first of these groups. Now Horses Type A are of extreme importance in these modern times, and are positively essential if you should want to sell motor cars, especially sports cars, to America. Horse Type A is a fruity quadruped, usually equipped with the full complement of hairy legs, and is normally kept in the stables, to be indented for by the highly-skilled designer, as and when appropriate, to impress the directors (first) and the customers (second). You have, for example, to design an engine to power the great sports car you are going to create, so you look around for a suitable mass-produced unit that someone else is getting tired of, and then you think of an entirely suitable figure, which you are pleased to call B.M.E.P. (which sounds marvellous anyway), and setting this upon your pocket slide-rule, you rush rapidly through a formula which involves r.p.m. and other unmentionables—and lo! you have a good supply of Horses Type A. An order to the publicity department produces the required number, and you print them straight away in the catalogue, thus allowing small boys at Earl's Court and prospective purchasers in California to say "Coo!" at the earliest possible moment. Now, it may be considered that the foregoing remarks demonstrate that Horses Type A serve no useful purpose. Nothing could be farther from the truth. Apart altogether from the question of fact, their use is psychological, and anyone who knows the army knows the power of "the trick cyclist." Psychologically Horses Type A help to fix other people's ideas in the right "bracket," and having got them fixed there the recipient of the idea will automatically, especially at the buffet at the local motor-club meeting, make suitable addition of Horses Type A, upwards. This process has even been known to happen at the "Phoenix." More than that, motor races have been won on Horses Type A, for who would ever drive a good race if he really believed that his B Type E.R.A. only produced 165 real horsepower? Horses Type B that is, of which more anon. Perhaps Mr. Mercédès knew a thing or two about Horses Type A not so long ago, but he obviously used the Italian export type, which may be different.

Unhappily though, there being no justice in the world, Horses Type A have a sad knack of going weak at the knees and failing to place their full weight upon the gin when the day of reckoning comes and the engine actually motors on the test-bed. Horses Type B, on the other hand, are a precious possession and are usually available at the rate of about 2 for each 3 Type A. It is well to remember, however, that they are at their best when they appear at the point where the rear wheels meet the road, as opposed to when they make a brief appearance at the flywheel, as they have an unhappy knack of disappearing *en route* between these two points and re-appearing as Horses Type C. Two years ago a certain person who used to make Riley motor cars go inordinately fast said to the writer something after this fashion, "If someone has 190 h.p., which is 190 reliable horsepower, and he can drive his motor car, and he is still going at the end, he can still get a place in most modern motor races." He was referring to Horses Type B—and within limits, he was dead right. Think back to some of the sad Maseratis that trailed pathetically round behind the "B" and "B/C" Type

E.R.A.s not so long ago. Bear in mind that an average "B" Type had a genuine 165 or 170, and a "B/C" Type 190 to 195 at best. You might perhaps add another 25 for boring out to 2 litres, but what did Mr. Maserati say? 250 h.p. was it? No wonder one means that bench tests in Italy are done on brakes made by Heenan and "Freud."

Horses Type B, therefore, our second class of horses, are those that are not only available where they do most good, but *go on being available* right to the end of the motor race. They are worth precisely 33,000 ft./lb./min. each, as Mr. Joule said they were, as opposed to the 35,000 or upwards of Horses Type A, according to how accurately you adjust your slide-rule. If your modern 10-h.p. motor car has 35 Type B Horses, your 500-c.c. racing car 15, your Formula II effort 140 and your 3½-litre sports car 120, rest very thankful, unless your name happens to be Joe Craig. But to return, we have seen that Type B Horses can sometimes turn themselves rapidly into Type C and when this happens they cease to provide work and appear exclusively as heat, again as Mr. Joule said they would. There are a number of people going around with long faces who might at first sight appear to be those who have been sold Type A Horses and who, upon getting the power unit upon the test-bed, are convinced that Horses Type B just do not exist. Actually, in many cases, they are those poor souls whose Horses Type B appeared for a brief spell but subsequently converted themselves into Type C and disappeared from sight, unless one accepts as visible evidence of their passing a set of exhaust valves vaguely resembling cauliflower ears. It is one of the things that redounds to the discredit of motor racing that enough attention has not been paid to Horses Type C. We owe this to the use of alcohol fuel and in consequence really high consumptions are normal. The comparison between the "tuning" skill required to get a 500-c.c. Norton to perform at around 90 m.p.h. on the Island circuit on "Pool" petrol, and that required to produce 400 h.p. (Type A) or 300 h.p. (Type B) from a highly supercharged 1½-litre engine on alcohol is a comparison no longer, looked at properly. This is due to the fact that in the former case the mixture range within which you have to be is much, much narrower than in the latter, as well as to the fact that in the latter case Horses Type C may depart down the exhaust pipe without full vaporisation of the fuel (in badly tuned cases), whereas they would create thermal chaos in the motor-cycle case. In addition, but partly, the same thing, each pound of alcohol absorbs some 450 B.T.U. per pound as it vaporises, as against the 135 B.T.U. of petrol. We should therefore raise our bowlers to Messrs. Craig, Harold Willis (whose memory is so revered in this connection) and all those others who deal very firmly with Horses Type C and who therefore produce reliable "steam" from the petrol engine. We are also entitled to show daylight between cranium and headgear to those who do the same thing on alcohol, but beware of the "reputation merchant" in this connection, he is on a relatively easy wicket on alcohol, in two distinct senses!

Incidentally, if your bowler hat should, upon scrutiny, prove to have been oval-turned "from the solid" on a wood lathe, stand in a moment's silence to honour those great souls, like Murdoch, who leaving the theory to other people concern themselves with more down-to-earth fitting and assembly, without which the Watts and the Xs (supply your own pet theory man) would be helpless indeed! To our muttons, however, or more correctly, to our Horses Type C.

If we represent the heat liberated by the burning of a pound of fuel through our engine as 100 parts, then whatever else may or may not happen, we have got to account for that 100 in our heat balance. Without splitting exhaust manifolds we may say that about 30 parts appear at the flywheel as Type B, whilst some 35 parts (Type C) rush past the exhaust valves and subsequent pipe-work, and another 35 parts (also Type C) are dealt with and lost *via* the cooling system. The proportion of Type C to Type B is therefore roughly 2:1, which may help to explain what the genius Carnot wrote in 1824, as touched upon in "Thermodynamics" two months ago in this series. But the matter goes somewhat deeper than this, unfortunately, in that if we lose a Type B, as our total must still balance, we automatically create a Type C and not only do we fail to motor forward so quickly to the tune of the missing h.p. but we also have an additional "horsepower's worth" of heat left over to play hell with the exhaust and cooling system, to say nothing of the cylinder head and gasket.

Equally of course, if we gain a Horse Type B we destroy automati-

cally a Type C to correspond, which means that we are faster and thermally more reliable. Thus do Horses Type B and C interchange themselves, a double loss or gain as the case may be. Efficiency, therefore, is just about twice as important as some people imagine. "Casque" who used to make us laugh (and still does) when he drew us a picture of the team chief showing the motoring correspondent a blown gasket as an excuse for his motor car's retirement, was nearer the truth than some knew.

The real joke was that a blown gasket, far from being the "bad luck" that served as the excuse to the public, was actually a public confession of the allowing of Horses Type C to abound, a far worse state of affairs than the broken crankshaft which was the "real" trouble! Touching further upon Horses Type C there is also the important fact that they take a moment or two to show themselves on the test bed. For example, your powerful racing engine may fly up to giddy outputs but these outputs have a tragic habit of dropping off after a short space of time as the B's and C's interchange. How different are sustained outputs and "flash" readings is another lesson that present-day racing has failed to teach us. Brooklands and the like, yes, but Silverstone and Goodwood, no. How often as youthful enthusiasts we pour scorn upon other than racing engines. Oil engines—pooh!; a mere 20 b.h.p. per litre, how poor compared with the 150 b.h.p. per litre of the blown "750" of the

'thirties. The real difference in performance between the racing and the industrial engine is certainly not as great as some people would have us imagine, especially if length of life is borne in mind. It is sometimes profitable to re-read history with that in mind. To take a typical example, a well-known eight-cylindered power unit is reputed to give over 90 b.h.p. according to the maker's curves, but will certainly show signs of distress if asked to maintain 60 for an hour on end, and 40 to 45 is about right for really continuous operation. Most other motor-car power units would show proportional figures.

What saves us in the motoring world is that we can seldom, even on a fast run, hold the load factor really high for more than a few fleeting seconds and further, the faster the motor car the more fleeting the opportunities are.

But this is the season of good will, so let us wish to all those who aspire to motor racing in the new year "God Speed," and the maximum number of Horses Type B. May the discrepancy between the quantity of Type A and Type B for a given engine be more than made good by the driving skill of the "pilote" and finally, may everyone be spared the conversion of an undue number of Type B into Type C and the attendant document that usually commences "To stripping down, cleaning and inspecting etc., etc."

A.B.C.

ENTHUSIASTS' DIRECTORY—Continued from page 70

SHELL-MEX & B.P.

Shell-Mex & B.P., as the marketing organisation for the six great oil refineries operated by the Shell and Anglo-Iranian Groups in Great Britain, will be able to offer a choice of four brands, two premier grades—Shell and B.P. Super—and two commercial grades—Shellmex and B.P. The premier grades, which have been unknown to the motorist since September, 1939, will mean more miles to the gallon and less wear and tear on car engines, and will therefore be well worth the premium which will be charged, at present estimated at 3d. per gallon but dependent on market conditions at the date of introduction. At the same time the commercial grades will be branded and therefore have a guarantee of quality unknown under "Pool" conditions, but they will be subject to the same pricing arrangements as at present.

The successful conclusion of the investigation into the supply of premier grades is an outcome of the British oil industry's refining programme. In this great scheme Shell and Anglo-Iranian account for more than 70 per cent. of Britain's oil refining capacity. In their refineries all the latest catalytic cracking and other techniques, which the world-wide experience and activities of these two groups have brought to perfection, will be available and will guarantee to the motorist a supply of premier grade petrol for his needs second to none. Of the six catalytic cracking plants which will eventually be operating in Britain to produce premium grade petrol, four will belong to Anglo-Iranian and Shell, the parent companies of Shell-Mex & B.P., Ltd.; three of them will be at the Llandarcy, Grange-mouth and Kent refineries of Anglo-Iranian. The total capacity of the six "crackers" will be more than 5,000,000 tons a year and their cost over £20,000,000.

SHELL-MEX & B.P., LTD., SHELL-MEX HOUSE, STRAND, LONDON, W.C.2.

CAR BADGES

Noticing a reference in our road-test report on the Bristol 401 to the pleasant enamelled badge found on that car's key-ring, Richard E. V. Gomm have written to inform us that they make a similar range of badges for less-specialised cars, such as Wolseley, M.G., Hillman, Ford, etc. These are in correct detail, hand enamelled and finished in silver plate. They are an attractive addition to the key-ring and will enormously please collectors. The price is 2s. each, either direct from the makers, at 16, Sutton Street, Aston Road South, Birmingham, 6, or from Halford depots, garages, etc.

GOOD NEWS

Practically the whole existing range of Exide car batteries has been withdrawn in favour of a new series known as the "Silver Exide." These new batteries, re-designed throughout in the light of the latest technical developments, are claimed by the manufacturers, Chloride Batteries Ltd., of Clifton Junction, Manchester, to represent the biggest battery advance in 25 years.

Exhaustive tests have shown that they possess an electrical efficiency and length of life far superior to any standard battery previously available to the motorist.

This fundamental step forward springs primarily from the use of

a new and virtually indestructible separator material—Porvic. An all-British discovery, Porvic is a microporous plastic so highly inert chemically and so resistant to wear that internal short circuits, the principle cause of battery failure, are almost impossible. Tough, pliable, more than 80 per cent. porous yet a perfect insulator, Porvic has enabled the shortest-lived component of a battery to be replaced by one which will outlast even the plates.

This new material has also made possible an "all-dry" assembly for new batteries which can now be stored without risk of deterioration for an indefinite period before filling in. Unlike conventional separators, Porvic cannot shrink or split and all hydration troubles in storage are eliminated.

So long as the life of a car battery was limited by its separators it was impossible to take proper advantage of the many improvements in plate design and manufacture evolved by the Company since the War. Continuous research in the Exide laboratories had resulted not only in the development of a new lead alloy for the grids with greater durability and resistance to corrosion but also in improved active materials which, besides prolonging the life of the plates still further, gave the battery a more lively performance.

The development and use of the indestructible Porvic separator, however, has now enabled the qualities of the new alloy, CB.95, an exclusive Exide formula, and the improved active materials to be exploited to the full with the result that the "Silver Exide" is capable of functioning well beyond the previously accepted limits of battery life and at a far higher level of efficiency.

The attractively designed container of the "Silver Exide" battery, its third important feature, is made of a high grade hard rubber. It has long been recognised that this tough, shock-resistant and leak-proof material is the ideal choice for battery containers, but its use has been restricted by shortages in supply and insufficient manufacturing facilities. These difficulties have now been overcome by the Company after much capital expenditure and effort, and the "Silver Exide" container will prove not less durable than the other components.

The combination of Porvic separation with the new plates and the hard rubber container has, therefore, resulted in a battery of fully balanced construction that will cause motorists everywhere to revise their ideas about accepted life and performance. The "Silver Exide," pleasing in appearance and available at the same price as its equivalent in the old Standard range, is confidently claimed by the Company to be the most outstanding development in car-starter batteries ever introduced by a British manufacturer.

The well-known "Double-Life" series of hand-built quality car batteries has also benefited from these advances and may still be obtained by those motorists to whom first cost is not the prime consideration.

"200 Ingenious Motoring Gadgets." Compiled by R. H. Warring. (Postlib Publications, Swan House, Kingsbury, London, N.W.9; 122 pp.; 5½ in. by 9 in.; 10s.)

This is an ingenious book. It lists two hundred ideas of use to the practical motorist, in short paragraphs, illustrated by sketches where necessary.

Some of the suggestions are pretty puerile, some good, all interesting, and the first impression that ten bob is a lot for this job wears off the farther you penetrate.—W. B.

*Come
and
get it!*




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PINKING

It's here in the pumps at last! BP Super — successful product of long laboratory research and the latest refinery techniques. This new premier-grade spirit opens the road to a new kind of motoring—free from pinking and all that pinking means. When you fill her up with BP Super you get greater pulling power, longer engine life *and more miles per shilling.*

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HER UP
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LETTERS from READERS

N.B.—Opinion expressed are those of our correspondents and "Motor Sport" does not necessarily associate itself with them—Ed.

POSKE COMMENTS, AND POSKE REPLIES!

Sir,

I have just received my November copy of MOTOR SPORT and have read with interest the letter from George H. Poske.

It is with very great regret that I have to agree with his rather harsh statements regarding the British motor trade. I have a little shack for a garage and have to service almost every make of car. There is little doubt that my luckiest customers are those who possess Continental vehicles. Their repair bills are lower and their cars stay shorter in the garage owing to the availability of spares.

As you see from my letterhead I distribute Volkswagens. If import restrictions were not so fierce I would make a small fortune out of these cars. I cannot get enough. The service behind them is brilliant. The importers have three German factory representatives in our principal city, Nairobi. Before we were familiar with these vehicles, and we considered them not in top condition, we could wire for one of these men to come up, and each one knew every nut and bolt on the car. The spares position, not that these cars get through many, is also brilliant. It is to the stage of not merely stating front off-side wing, but what colour.

If the British manufacturer will get down to designing safe suspension, brakes, etc., and seeing that dust will not get into the car, and finishing their products off properly, then they might stand a chance of recapturing the market from Volkswagen, Peugeot, Fiat, etc. Whereas no one has any complaint against the higher-priced range of cars, it is also well to remember that this is a protected market at the moment, and if and when American cars become available again, Britain has no chance of selling her products here at the present price level. A Chevrolet, Kenya's favourite, will out-sell everything, closely followed by Ford.

I am, Yours, etc.,

PETER D. FRANCIS.

Thomson's Falls, Kenya.

Sir,

As a motorist in East Africa who for many weary years has been trying to find a motor car capable of standing up to our Colonial conditions, may I say how perfectly George H. Poske of Lima, Peru, in his letter on page 490 of your November issue, has expressed the position as applicable to East Africa.

With the easy entry of such excellent cars as the Citroën, Peugeot, Volkswagen, Renault and Mercedes-Benz into Tanganyika, the British manufacturers are going to find it increasingly difficult to dispose of the export monstrosities that are cluttering up our roads.

If American motor cars were available, which they regrettably are not, the British vehicle would very soon vanish from the roads of this country.

Thank you for your excellent magazine, which monthly brings such joy to my heart.

I am, Yours, etc.,

P. W. SPARKS.

Tanganyika.

Sir,

It was something of a shock to see the "Hard Punching from Peru" letter in your excellent magazine. I never thought you would publish it, at least not in its entirety, and I can assure you that no American magazine would do so, as they have their advertisers to think of.

I am sure that this letter will bring down a storm of abuse in the following issues, and the comments should be amusing to read, and I will be glad to debate any of the points with any of your readers.

Since writing the letter I have visited the States again and I am happy to say that more types of people are buying your excellent sports cars and so-called economy cars. The sports-car fad is reaching down to the man in the street and becoming a great deal more democratic than heretofore. It is a good trend, and I am very happy to see it.

Also, since writing the letter, Nuffield has sent Mr. Lindley, late of the Riley plant, here to supervise the service department of the Nuffield products. I have only two criticisms of Lindley, one is that he has not a bit of interest in racing, and the other is that he is not properly respectful of vintage cars, and rudely kicked the tyre of my 38/250 Merc. and wanted to know where I had acquired this hunk of iron. Also he thinks Bentleys better than the Mercs., but that I can forgive as I dearly love the Bentleys as well as the Mercs.

Lindley has done an excellent job here, and the dealer has just completed a new shop and is stocking some parts in quantity, and I am happy to say that next to the Volkswagen people they are doing the best job of supplying service to non-U.S. cars.

Most of the other dealers, including Jaguar, are down to the point where they don't even have a car for exhibition and if you want one you must order from England and wait. This also applies to parts in almost all cases.

Owners of some of the less popular American cars, such as Hudson, Studebaker and Nash, have also had difficulty with parts at one time or another, and I have been informed that the Studebaker factors will not sell a car here unless the dealer will purchase with the car an assortment of parts that the factory thinks necessary. If such a plan was required by your English factories I think it would do a great deal towards building up the utility of British cars.

I am very happy with my Riley but doubt that anyone else would like the car who wasn't happy about continually tinkering with it. I note the new ones have changed that Rube Goldberg system of belts on the fan and generator, and have gone to four-wheel hydraulic like they should have years ago. The factory finally got around to putting out a heavy-duty front shock-absorber that works fine. It is the fourth set of "shocks" I have tried. The body groans and makes odd noises with the wooden members but that can't be helped with our bad roads here. Still the car needs an all-steel body. The factory has been very helpful with tuning tips and advice, and that is a service that none of the American factories, barring Hudson, will give you.

We have a nice XK120 to play with now. We bought it at such a cheap price that I won't bother to tell you as I am sure that you wouldn't believe it. However, we got the car in something less than perfect condition, and have enjoyed fixing it up. It is a delight to drive, and I still think the XK120 and the Mark VII the best buy in the world for the money. Has the factory ever turned out a shop manual for the car? There are none here, and I tried Waco Motors in Miami, Florida, and on the West Coast in Los Angeles, and so far as I know there is no manual. How come? Who dreamed up that water pump rig that needs rebuilding every 5,000 miles? What a pity they flopped so badly here. A "like-new" Mark V with 10,000-20,000 kilometres sells for the same price as a very good 1948 Mercury. Hard to believe but it shows you what lack of service and parts will do to a good car. Used XK120s will cost you about 100 English pounds more.

Your footnote regarding winning Le Mans, etc., seems to indicate that you missed the point in my apparently aimless tirade. Italy, I believe, also wins a few races now and then, but you can't give Fiats away here, and the same goes for the Simca Fiat. So far as I know there are no Alfas, Ferraris, nor Lancias in the country and probably none in Colombia, Ecuador, Bolivia, and I doubt if there are any in Chile. Argentinians, who are more race-conscious, have some of the really good sports and semi-racing cars of the world but lean towards the Italian jobs. Why, I don't know, as a J2X Allard with one of our super-tuned big-bore overhead valve V8s is the business on most circuits. Also Ferraris are a bit rich for almost everyone's blood.

No, you won't have any competition out of the Italians nor the French, but the ones who are giving it to you good, so far as I am concerned, judging by observation in six different countries, are the Germans. Argentina is swarming with the small Mercs. and the Volkswagen. Gas is very expensive there and in some of the other countries down here, and I understand their little diesel is a wonder, and quality throughout. I have no experience with the car, as gas is cheap here, and underpowered economy cars are not my passion.

I see in your November issue that you became acquainted with the marvellous little Volkswagen. It is truly a real car. I took one and mounted the V.W. truck drums, shoes, "shocks," a pair of Webers, sports coil, milled a couple of millimeters off the cylinders, put in larger valves with 30-degree intake seats, enlarged the ports, and put in heavier valve springs, used larger motor-cycle tyres on the rear, dropped the seat to the floor, etc., and made a little bomb out of the thing. Ran it in an under 1,200-c.c. non-sports race and walked away with it at a slow lope. Ran third in an under 1,900-c.c. non-sports. With a better race cam I think the car could be made to really go. If I had one I would acquire the necessary parts to change it into a 1,500-c.c. Porsche under the hood and really give the peasants a shock. They really go with a blower on them as well.

I found by increasing the rear tyre size a bit and increasing the rear pressure I could make the rear end hang on a bit longer, allowing me to corner at about 10 m.p.h. faster, but I hit a point where she suddenly flipped on her side (tried for the bank but couldn't make it), and this on dry concrete, so they bear watching in that respect. It was very sudden with absolutely no warning. However, with factory tyres and pressures they may be safely spun on dry concrete at any speeds.

It is a good thing I overlooked that crack about winning the Le Mans and the Monte Carlo Rally, or I would have to ask you how come the simply ludicrous showing of the Jaguars in Le Mans this year. Aren't you glad that I was nice enough not to ask you about that laughing stock of the international racing world, the throbbing 1½-litre B.R.M.? How come four miserably suspended but over-powered Lincolns walked away with the Mexican race? What happened to the Jaguars, etc., when they had to race the Merces., the Ferraris, and Lancias? For that matter, what happened to the Allards or Cunninghams?

I am not terribly concerned with race results. I made up my mind years ago that when Mercedes-Benz decide that they want to start winning a given Formula race then the best of the world had better start building cars of another formula. They blamed their pre-war success on Hitler's financial help, but he isn't around to pay the bills these days.

However, stock car races are indicative, and I am sorry that some really good English drivers didn't come over to take the Mexican race with Mark VII in the stock class. With the engine well tuned they might have been able to swing it. Would have sold you more cars in the Americas than all of those rallies in Europe put together. Don't suppose XK120C would have a chance with the Merces.

I can't understand the importance of the races in Europe when England needs dollars and trade with the Americas. Undoubtedly there are some Frenchmen and Italians, perhaps Germans, etc., who would like your cars, but with import taxes I bet you can sell only a handful on the whole Continent. However, race your cars with good drivers in the various races in the Americas and you can impress people who can and will buy your cars with currency that you need. The Argentine peso isn't worth the paper it is printed on, but they have a lot of meat and wheat. The same with Peruvian oil, cotton, etc. I can't help but think that your potential market is the Americas, and I mean all of them and not only the U.S.A.

I am, Yours, etc.,
GEORGE H. POSKE.

Peru.

* * *

VIVE LE AUTO-CROSS BUCKBOARD

Sir,

A recent issue contained two splendid ideas which should be combined. In your editorial you suggest four-wheeled "Auto-Cross" and in Readers' Letters Mr. Grigson proposes a 500-c.c. trials class.

Put these two ideas together and wonderful fun for all will result at low cost.

Let us have a minimum of restrictions—only a limit of 500 c.c. unblown and two-wheeled drive. This will give maximum freedom of design and simplicity. No minimum weight, and optional wings, lights, starter, reverse gear and body, with or without passenger. Naturally such vehicles would not operate on the roads.

I am, Yours, etc.,
CECIL W. SCOTT.

London, N.5.

* * *

AN EXTRA ANCHOR?

Sir,

I am confounded by the problem of efficient braking and wonder if other readers can make any useful comments. Let me climb straight out on a limb by saying that I don't consider the efficiency of present-day brakes good enough for really fast motoring.

I have frequently tried to improve the braking qualities of a car, but faced with a modern brake mechanism, well designed and constructed and correctly adjusted, I confess I am beaten. Yet I don't believe they are sufficient if one is faced with a hurried stop from above 60 m.p.h. It remains to be seen whether the disc brake will give better results.

Why not fit the faster car with an extra anchor? I don't claim to be original, but I have had a bit of assistance from a brake on the prop.-shaft which worked well as long as I remembered to apply the wheel brakes first. I would be interested to see the effect of fitting a disc brake immediately behind the gearbox, with its action lagging behind the wheel brakes sufficiently to avoid overstraining the transmission.

Of course, to stop the wheels turning might do the tyres no good, but I think we ought to try to get back to the old M.G. slogan—"Safety—Fast."

I am, Yours, etc.,
W. N. BLACKBURN.

Chesterfield.

[The idea of a fifth transmission brake is not new, of course, being featured on various vintage cars, including one owned by the Editor at present. The universal joints are apt to suffer rapid wear, although we have experienced some very smooth transmission brakes, as on the Alfonso Hispano-Suiza.

Regarding disc brakes, it seems certain that these will soon be perfected and provide superlative anchorage, making a fifth disc superfluous. Racing has thrown into highlight certain operational difficulties with modern disc brakes, one make tending to grab-on, another to fail suddenly due to vapourisation of the fluid. Extensive development work continues, notably in this country, and soon the disc trio, Lockheed, Girling and Dunlop, look like overcoming such troubles. The disc brake is not new either—A.C. pioneered with a real disc as did at least one other earlier make, and Chrysler already has an enclosed disc brake on a production model; such brakes have also been used for attacks on the absolute speed record and in racing by B.R.M. and Jaguar.—ED.]

* * *

ROESCH TALBOTS

Sir,

May I take this opportunity of thanking you for the very fine articles on the Roesch Talbots. I read these with very great interest and obtained a great deal of instruction and entertainment from them.

The picture of the Roesch-designed 30-cwt. lorry chassis intrigued me greatly as it recalls a 30-cwt. job which was marketed about 1921 under the name W. & G. and supposed at that time to be a product of DuCros of Acton. I remember this chassis best as the basis of a 20-seater bus and while not sure of my facts, looking at the photograph of the Roesch design, it is exactly similar to the 30-cwt. W. & G.

In 1926 when British commercial-vehicle manufacturers did not produce a chassis specifically for passenger transport, but expected operators to mount bus bodies on heavy goods chassis, we suffered an influx into this country of American Brockway, G.M.C. and Reo passenger chassis, also the Italian Lancia was imported in large numbers. Just before Leylands introduced their Lion chassis, there came on the market a chassis designed especially to suit the bus operator. It was "drop-frame" Talbot and it made a smart and serviceable 26 seater. One of the first bus services ever to run between Glasgow and London was introduced in 1926 by a firm called Anglo Scottish Motorways who operated these Talbot 26-seater coaches. This service did not endure, but this was not the fault of the vehicles. It was simply that the public were not ready for the long-distance coach service.

Also in 1926 Messrs. DuCros introduced a W. & G. 26-seater which was one of the fastest coaches of its day. This vehicle, like its 30-cwt. predecessor, was pure Roesch in design and perhaps some other reader will be able to inform us if there was any definite connection between the W. & G. and the Talbot.

I am, Yours, etc.,
JAMES A. HICKS.

London, N.10.

[Mr. Georges Roesch informs us that he did not design the W. & G. vehicles.—ED.]

* * *

PRO-VOLKSWAGEN

Sir,

I have just completed your splendid article "We discover the Volkswagen." I purchased my car in December, 1951, for the sum of £520 in Durban; this is the Export Model with hydraulic brakes and Bosch lights. To date I have covered 14,000 miles on all types of road surfaces and am in complete agreement with reference to the roadholding and general handleability of this grand car. Not quite content with standard performance, I constructed two separate manifolds and fitted standard Amal carburettors; as these were unobtainable with top feed, the bottom feeds were blanked off and a modification made using an S.U. float and top-feed ex-Morris Minor, once the correct float level had been determined the system worked admirably. It was found that with a single carburettor together with the high top-gear ratio coupled with the hilly nature of South

Africa, limited the top-gear performance, the consumption with twin Amals is now 33 m.p.g. and the performance has been enhanced tremendously; 55 in third appears very quickly, and it will hold its own with a TD M.G. in standard trim. The wheels have acquired 18 1-in. holes, which certainly dampen any drift from a strong cross wind, and definitely assist brake cooling, the rear mudguards have now been fitted with alloy stone guards and the whole car has been rubberised for rust prevention and sound damping. The original rear shock-absorbers have been replaced by a heavier type (as on the 1953 car), the gearbox is a delight, although I would be the first to admit that after a huge American Buick, I found myself wincing at the shocking grating of gears. Regarding the cooling, firstly the fan belt is the original and I have travelled through the Karoo near Oudtshoorn in the Cape where the temperature has been 112 degrees in the shade. One owner of a well-known American car stopped me and enquired for some water, I simply could not resist a rather well-worn pun "Sorry, old boy, I do not use the stuff," much to the amazement of the locals. Without attempting to shoot a line, I recently took on a TC and TD M.G., the former running at 8.6 to 1 compression ratio, the latter at 9.3, on petrol-benzol. The venue was a beautiful double carriage-way, but the important thing was that it was slightly downhill, initially the M.G.s got away, then the Volkswagen really got into its stride, passed the TC (suffering from wheel patter); in the meantime, a quick glance showed that the speedo needle had gone off the clock and was in a vertical position. At this speed the car was absolutely rock steady; both M.G. drivers complained bitterly about over-revving and only then did they realise why I was so eager to have a "dice."

You will appreciate from the foregoing that I am now a Volkswagen convert, and have never really enjoyed driving until acquiring Dr. Porsche's brain-child.

My only criticism of the car is the poor method of assembly, particularly with reference to the internal trimmings.

Natal.

I am, Yours, etc.,

H. C. WARREN.

TALE OF WOE

Sir,

I have followed with interest the letters from your readers criticising post-war cars, and should like to add my own experiences.

Perhaps I am unlucky, but although I used to buy a new car every year before the war, I had the same sort of troubles, mostly short-life engines and clutch and back axle faults. On a new 1937 Standard Nine, I remember braking hard one day and the body broke away from the rear fixings on the chassis.

Since the war I have had three new cars and five new vans, all of which I have made a point of running-in myself for the first 1,000 miles carefully.

The first car, a Vauxhall Fourteen, had a smoky engine at 500 miles and rolled alarmingly when cornering fast. Also the brakes were poor, so I sold it at 7,000 miles. The chromium was shocking.

I was pleased when a TC M.G. came through in 1949, as I had owned eight secondhand ones of various types at different times and had good fun with them. The new one was disappointing, however, and I got thoroughly fed up with it. Some peculiarity of the steering caused it to "dart" at speed, and although I took it to Abingdon for examination and subsequently had the steering layout rebuilt twice, with axle wedges, etc., it was never really nice. Also the engine pinked badly and there was no place to rest my foot when it came off the clutch. I sold that at 5,000 miles.

Austin A40s were becoming easier in 1951, and when I was offered one I took it on. Within a week the starter motor burned out and a trafficator failed. I was told that it might take a month for the motor to be checked for replacement under guarantee, so I coughed up £8 10s. for a new one and got a credit note for the faulty one a couple of months later. There were apparently no trafficator arms left in the country, so Austins paid me its net value and I did without.

The engine pinked badly, in spite of a decoke every 2,000 miles, and the brakes squealed like a stuck pig, but the Austin dealer assured me that they all did that, so that was all right. It seems the combustion chambers only want scurfing out or something. At 4,000 miles, due to oiling up plugs, the engine was stripped down, new valves and guides fitted, Duo-seal rings, and shell bearings. Play in the steering-box was taken up, and the Girling master-cylinder rebuilt as it was in a dangerous condition. Cost to me was about £50, and I have found by experience that a car guarantee is not worth the paper it is so beautifully printed on. The metal window surrounds were badly rusted, but while I was considering what to do with them, the vehicle was stolen, and I was lucky to get paid out in full by the insurance company.

Since then, I have been running a 1938 Fiat 1,100 saloon, which I consider is an astonishing vehicle at its pre-war price of £185.

I will state categorically that it will out-corner, out-brake, and out-accelerate any post-war British car of its type, while it sticks to the road like glue. It starts instantly every morning, after scraping the snow and frost off, and does 35 to the gallon. The motor just will not pink, and the car can be pulled round in most roads without reversing, which I consider an asset.

When I change this car, it will be for another Continental. I consider they are years ahead of the rubbish they turn out here, as far as average-priced cars are concerned, anyway.

I am, Yours, etc.,

R. A. ARNELL.

Tadworth.

* * *

THE CADILLAC v. R.-R. BATTLE

Sir,

Your Mr. Hendry refers to owners of Rolls-Royce motor cars, the best cars in the world, as "fools" and snobs, and implies that they are not "level-headed." Since I own two of these magnificent carriages—a Phantom II sedanca de ville and a 1951 saloon on a Silver Wraith chassis—I perforce become directly involved in the matter, along with all other R.-R. owners; and out of loyalty and in wrath do I inscribe on this page a rebuttal of an inane, thoughtless, and, indeed, pusillanimous attack.

I am, perhaps, singularly qualified to reply: I own not only the two R.-Rs. alluded to above but also possess two Cadillac Fleetwood cars, the one a Fleetwood Series 60 Special saloon and the other a custom Fleetwood Series 75 Imperial limousine seating 7/9 passengers; belonging in my stable as well are two Jaguars, a Mark V saloon and an XK120 sports car. As a motoring enthusiast I drive the cars myself; hence I have ample opportunity to compare, or perhaps shall I say contrast, the two makes to which Mr. Hendry refers, for I usually drive the cars alternately over twenty miles of diverse road surfaces daily on my way to my office. Thus each make of car is subjected to the same driving conditions year in and out with the same driver at the wheel.

As to the Cadillac, let me say that it is regarded in the States as the finest American motor car; and it is indeed a first-rate machine. It is powerful, regardless of the capacity of its engine in litres; acceleration is breath-taking; top speed rivals or surpasses that of most better British cars; and it is far more comfortable than any of them, sparing the R.-R. and large Daimler. Despite its huge engine and Hydramatic drive (which you Britishers declaim against and disparage shamelessly, since but few of you have had much opportunity to drive a car so equipped for as long as a year or more in order properly to appraise it), its petrol consumption rate is very low, startlingly so.

Last year I drove my large Cadillac 2,000 miles in 48 hours carrying three passengers and luggage, and the car averaged 18 miles per gallon. Scrupulous account of fuel consumption was kept by means of purchases on credit only and verification of pump readings, checking these against notations on credit slips and odometer.

That R.-R. has adopted the Hydramatic is to be expected, and a credit it is to a progressive, sane company to do so. In America the Hydramatic has also been chosen by Lincoln, Hudson, Kaiser-Frazer, Nash, etc. Because a company does not itself invent a major advance in automotive engineering is hardly reason for it to sit and sulk, refusing to partake of benefits. R.-R. has paid out royalties for patent rights to other motor-car companies from early in its history to the present, and more credit to it for its profluent outlook.

But, as to less desirable qualities of the Cadillac—and these your prejudiced Mr. Hendry fails to mention—they are numerous. The finish is quite poor compared with that of the R.-R., although one could scarcely expect otherwise. Yet, the largest Cadillac sells for nearly \$7,000 with all accessories and certain modifications, a sum not quite small. The window sills and facia are of metal, painted to resemble wood (*sic!* Mr. Hendry!). And they soon wear off with rubbing, exposing dirty, rusty iron beneath, especially on the driver's side. The electric-hydraulic window lifts, a ridiculous elegance, always require attention (I've owned four cars with them); and they unfailingly give out in a howling thunderstorm, causing all windows to drop open, inviting the elements, water especially, to inundate the interior. They work by a hydraulic system, being pumped by a modified starting motor under the bonnet; a leak in the system induces disaster. Contrariwise, electric window lifts in the R.-R. are individually activated by electric motors in each door.

Mr. Hendry refers admiringly to the top speed of the Cadillac; with this I agree, but with serious reservations. True it is that speed

in excess of "a ton" may be achieved—but only on an eight-lane super-highway extending without a turn for mile upon mile. Try cornering on a winding two-lane road with the Cadillac! It feels as though the car would turn over at 50 m.p.h.: it sways and leaves the road in a startling and frightening manner. I can arrive in my R.-R. over average roads on a long trip quicker than in my Cadillac. And I don't have to speed excessively on long, straight stretches, since a higher average speed may be maintained; the R.-R. holds its rate consistently, whilst the Cadillac slows down to a walk on the winding, twisting portions of highway.

And the steering! The R.-R. steers like a thoroughbred, with knifelike precision; whilst the Cadillac must be wound and unwound with great effort, the steering wheel spinning merrily like that in roulette, as the sweat exudes from the driver, pouring out profusely, the beads of perspiration breaking out on his brow like the fresh dew on the grass in November. Pleasant driving? Not at all, thank you.

And the taste in appurtenances is execrable in the American car in contrast to the R.-R. Oh yes, everything works; but the Cadillac interior, like that of all American cars, seems designed by harassed stylists ordered to make the American woman happy; the bench seats toss the rider about as though he were in an old jitney; the decor suggests Madame's boudoir *a la Francaise* (indeed, the Nash has a bed!); and the whole mess is mounted on marshmallow springs.

And the external lines! Their hulking, horrendous clumsiness, mimicking an inverted bathtub on wheels, is best likened to a clot of soft, mashed potatoes falling, plop, onto a plate. And, adding vulgarity to banality, the artistic nightmare is flourishingly embellished, in extremely bad taste, with strips of gaudy chrome, at estimation to middle Californian provincial. Parenthetically, it might be mentioned that a new 1953 medium-priced American car, its advertisements presumably written by some young girls in an agency, boasts on radio and in periodicals of its great new line, marked by a singular advance: two strips of chrome instead of last year's one, *i.e.*, "dual streak styling."

Thus, may I ask, what good is top speed of over a hundred miles per hour if one cannot very well use it consistently, indeed, if one cannot use much more than half of it? Conversely, the Rolls achieves a speed sufficiently near that, yet one which can be employed on most roads, giving a higher average true speed across country; hardly is the R.-R. or Bentley "completely outclassed in performance by a Cadillac."

The hand-polished walnut in the R.-R. can be rubbed down and repolished for decade after decade, always looking fresh and new, unlike the tin of the Cadillac. And the fine leather upholstery can always be freshened and feels good to the touch. Mr. Hendry's sneering condescension in alluding to interiors of the Rolls-Royce cars is unworthy of reply; museum or drawing-room, indeed!

We live in a dreary post-war world conspicuous for its shoddy, tawdry tinsel and *ersatz*—the brave new world of plastics and cheap inferior substitutes, designed to bring to the common man the elegance of kings. But one cannot, really. For where everybody is somebody, nobody is anybody, to rephrase Sir William Gilbert's remark. Colour gravure copies of a Leonardo or a Rembrandt can be printed by the thousand, but there can be but one original. And only the hand-crafted original has intrinsic worth. And only in Britain can marvellous hand-crafted automobiles be purchased, built with pride and love and tradition, not with a quick eye on the time-clock and a contempt for the product at hand. To sneer at the exquisite elegance of line and interior design to be found only in R.-R. is to decry the ethereal, enduring beauty of the Mona Lisa and to acclaim that of one of your girls from the Windmill Theatre, charming though she may be.

The Cadillac and the Rolls-Royce have one thing in common: they both have four wheels. The rhinestone and diamond, too, have a quality they share, since both glitter; but let Mr. Hendry have his rhinestone if it make him happy; as for me, give me the diamond—I know its worth. Up, Rolls-Royce!

I am, Yours, etc.,
RAYMOND L. OSBORNE, M.D.

New Jersey, U.S.A.

Sir,

I feel the urge to write you about that letter of Mr. M. D. Hendry, published fearlessly in the December, 1952, issue. I've to trouble you for this because Mr. Hendry very diplomatically cut off further discussion from his part by stating that his letter was the only one you'll get from him (much to your distress, I suppose).

But let's get down to the bare facts.

Mr. Hendry's letter is a classic. And, as you know, every respectable classic has a comment. And this stresses the fact that sarcasm

is not a very efficient argument (quoted from Mr. Hendry himself), especially when it is on the verge of insult.

A car is built for a purpose. Different cars are built for different purposes. In the course of development of the motor car, many differences have been ironed out. Fortunately, not all of them. I say fortunately, because the users of cars are individuals. And you will agree with me when I say that I'm happy that individualism is not (at least, not yet) ironed out. Since the dim history of the motor car, the Cadillac, as the pride of the biggest car manufacturing concern in the world, has done immeasurable good to motoring mankind, and one can consider the latest Cadillac as the finest motor car of its kind.

But now, take a look at the "ghostly" past of the Rolls-Royce Company and I believe that we can say quite the same thing of the "Best Car in the World" and the "Silent Sports Car."

I fear I'm going to be entangled a bit, as it is getting complicated, but I'll try to stay on the level, and I am *not* going to say that the Cadillac looks like a dying whale, that the hood of the Rolls-Royce makes a cute dog-kennel, or that the "naked fairy" (that perhaps struck the "prudery" of Mr. Hendry) is just as useful as the "faked air" intake on the back fenders of the Cadillac (by the way, nice to look at, isn't it?).

There is really not much to say. Only for the sake of completion that Cadillac took its first wobbly steps on the i.f.s. path when i.f.s. was accepted practice among several European car manufacturers. And that automatic and hydraulic drives came from England. On the other hand, Cadillac originated the electric starter.

Cadillac engines drove the Allied tanks to victory. Rolls-Royce engines drove the Allied planes to the same victory, and they held at some time all absolute speed records in the world in air, on land and on water.

Oh, yeah, the lines of the Bentley Continental: there were not many American coupés built ten years ago, and those that were built are pretty well disintegrated, I suppose, so comparison is a bit tricky. Let's skip that!

The R.-R. V8 was, as far as my knowledge goes, a special order with the purpose of obtaining a car that wouldn't exceed the legal speed limit under any circumstances. For the rest, one can discuss at length what make has the most experience in building V engines.

I think the R.-R. V12 was more a reply (if possible and necessary) to the Hispano-Suiza V12 than to the V12 and V16 of Cadillac, which both went out of production about that time. I wouldn't assume that fools that have parted with their money drive Rolls-Royces. Furthermore, there *are* fools that haven't the money to buy Rolls-Royces and they have to satisfy themselves with Cadillacs (perhaps very old ones, but anyhow—Cadillacs). And perhaps that would prove that they are not always foolish. "Lucida intervalla".

But let's cheer up, folks: Rolls-Royce discovered the hydramatic (which may have caused hollow laughter from down south) and the standardised steel body. Perhaps the day is not far distant when Mr. Hendry will discover that there is style in tradition and tradition in style (even in writing letters to Mr. Purdy), and that an economic proposition is not *always* a desired proposition.

"De gustibus non est disputandum."

What I think about the Rolls-Royce and the Cadillac? I am not too fond of either of them, although I appreciate their very different and interesting characteristics.

What I think about Mr. Hendry? Well, never mind—he would not care anyhow.

What I think about that poor Mr. Purdy, dumbfounded by Mr. Hendry. Well, I know he is a Bugatti fan and so am I.

And about you, dear Mr. Editor, I think that you've got the nicest and most documented motoring paper in existence.

My sincere thanks for your attention and my very best wishes for 1953 for you and MOTOR SPORT.

I am, Yours, etc.,

Ontario,

JOHN COLENBRANDER.

Sir,

A distinguished American, Mr. Bob Hope, has surely said the last word on your Rolls-Royce-Cadillac controversy.

"I came to the theatre," he said, "in a Rolls-Royce—that's a Cadillac that has been to Oxford."

Good breeding does count in the long run.

I am, Yours, etc.,

JAMES S. COUSINS

London, N.W.6.

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FORD V8 low-ratio crown-wheel-pinion, 9 by 41. Ideal for trials work, towing, etc. New, £5 10s., carriage paid. Also large stock spares suit Ford. Swan Motor Spares (E. C. Smith), Derwent Road, Ealing, W.5. Tel.: Ealing 9858. [5719]

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ALVIS CRESTED EAGLE saloon, 16 h.p. Resprayed B.R.G. Four new tyres; mechanically o.k.; uses no oil. £65. Vintage A.C. spares. Reconditioned Anzani engine, 1½ litre, £15. 15, Britannia Avenue, Luton. [5721]

JAGUAR, 1936. Bargain, £135. Insured to May. Whiting, Garage, Badingham, Suffolk. Tel.: Badingham 34. [5722]

IDEAL LARGE FAMILY CAR, 18.2-h.p. twin-cam, 6-cylinder Alfa-Romeo long-chassis limousine. Mechanically perfect, well shod; 25 m.p.g., 80 m.p.h. Registered 1939. £450. Exchange 1949/52 Austin or similar. Also for sale, many valuable car spares. Jones, 47, Edmondstown, Tonypandy, Glam. [5723]

1935 S.S. AIRLINE, 16 H.P., mechanically perfect. Body sound, needs tidying. Single and twin-carburetter manifolds, £90. Ford Eight engine, suitable reconditioning, £10; Triumph Eight engine, with starter, dynamo, magneto and carburetter, £8. Gearbox, perfect, £5. Morris Minor gearbox, £3. Austin Eight: front axle £10, rear axle £10. Any reasonable offers. Towler, South Wraxall, Bradford, Wiltshire. Tel. (office hours): Bradford-on-Avon 3266. [5724]

FOR SALE—continued

DAIMLER, 1927, 16/55 sleeve-valve tourer for sale. Engine out of car and disassembled owing to frost damage. Chassis, transmission and suspension perfect—recent complete overhaul. Five tyres, 5.25 by 21, recently retreaded; new hood, battery, interior carpets, etc. Sell as spares or to enthusiast for repair. Tel.: Hoddesdon 2359. [5725]

SINGER—breaking for spares—1935, 9 h.p., Le Mans. S.A.E. please, to H. G. Hands, 43, Stamford Road, Handsworth, Birmingham. [5727]

MASERATI, 2.9 MONOPOSTO, 1934, spares available, good condition, little used, £800. Box No. B729, MOTOR SPORT, 15, City Road, E.C.1. [5729]

1929 BENTLEY 4½-LITRE saloon, aluminium body fitted 1947, in good condition throughout; new tyres all round; award, best performance closed class, Measham Rally 1953 (provisional); taxed end of year; £200. 1912 Iris touring car, in original condition, mechanically perfect; two owners from new; a magnificent car, believed to be the only one in existence; £160. 1949 Connaught 1,767-c.c. 2-seater sports, in perfect condition throughout; has been reconditioned at the cost of over £300, which includes a complete overhaul of the motor by Laystall's. Very fast and ideal competition car and looks like new. £675. Zetland Garage (Southport) Limited. Tel.: Southport 56148. [5730]

1939 AUSTIN 16-H.P. saloon, mechanically sound; one owner. £215. Greenovia, Harrow Lane, Maidenhead. Tel.: Maidenhead 1276. [5731]

FACTORY-RECONDITIONED FORD TEN engine, fitted with Ford Eight head, double valve springs, twin S.U.s, 4-branch exhaust, heavy-duty clutch, Ford Ten gearbox, starter, coil ignition, dynamo, rev-counter. All complete and in first-class condition. £75. Box No. B732, MOTOR SPORT, 15, City Road, E.C.1. [5732]

M.G. INSURANCE
 NORMAL RATES
 NO SPORTS CAR LOADING
 NO EXCESS
 NO POLICY EXCLUSIONS
 BONUS ON TRANSFER
 (Similar Terms for other Sports cars)
C. RIVERS & COMPANY
 598a KINGSTON ROAD, S.W.20
LIBERTY 2959

TRIALS SPECIAL. Complies 1953 regulations. No hood. Tuned Ford Ten engine, twin carburetters, etc. Morris Minor chassis. New tyres, wheels electric, etc. Light aluminium 2-seater body. Excellent condition. Small mileage. Many spares. Photo on request. Box No. B733, MOTOR SPORT, 15, City Road, E.C.1. [5733]

BALLOT! Believed 1927, in very good running order, 12 h.p. Offers or exchanges. Burdett, 33, Priory Avenue, Southend. [5735]

FORD V8 ENGINE, new, 31 h.p., 4-speed gearbox, radiator, governor, dynamo, starter, air-cleaner, on stand. Bought for power cut, never used. Cattle, Portland Mews, D'Arblay Street, Soho, W.1. Tel.: Gerrard 6174. [5736]

VINTAGE AND RACING BOOKS, MOTOR SPORTS. Speeds, American magazines, some manuals. Interesting list, s.a.e. 119, Kensington Avenue, Watford. [5738]

TED LUND OFFERS his TD Mark II C-model M.G. (ex-works team car), at under list price. Full details of this exceptional motor car on request. E. K. Lund & Co., Preston Road Garage, Coppull, near Chorley, Lancs. Tel.: Coppull 285. Open seven days a week till 11 p.m. [5739]

FRAZER-NASH MILLE MIGLIA MK. II, June, 1952. Under 5,000. Showroom cost £3,500 plus, offered at big reduction. Hanner, 34, The Avenue, Bournemouth. Tel.: Westbourne 64681. [5740]

1938 D.K.W. convertible D.H. coupé. Respray, new tyres, battery, brakes, lamps; clean, good condition. £175. Grimsdyke 1836. [5741]

1930 4½-LITRE BENTLEY. Smart 4-door coach-built tourer by Cadogan. Professionally coach-painted. New hood envelope and tonneau cover. Car has recently been stripped down and checked over. New valve guides and pistons fitted. Mechanically cannot be faulted. Whole car in immaculate condition. Tyres as new. Genuine reason for sale. Nearest offer to £475. Telephone Manchester East 2431, 10 a.m. to 5 p.m., or write: P. Price, 14b, London Road, Alderley Edge, Cheshire. [5742]

FOR SALE—continued

1930 VAUXHALL 20/60. Three new tyres, new hood. Insured until October. Bodywork requires slight attention. £45. Swanson, Landue Barton, Launceston, Cornwall. [5743]

AQUAPLANE RACING EQUIPMENT for the Ford 10-h.p. covers every need of enthusiasts who wish for improved performance from these motors. Aquaplane equipment is born of extensive dynamometer and race testing. It is not to be confused with shoddy so-called "special" equipment. We are not afraid to support our claims with actual h.p. figures, which we have now written up in a Stage-by-Stage Tuning Bulletin. If you have not had a copy drop us a line. Aquaplane Company, Oulton Broad, Suffolk. Tel.: Oulton Broad 416. [5744]

BUCKLER MK. XI chassis frame, brand new, unused. Cheap for quick sale. Box No. B745, MOTOR SPORT, 15, City Road, E.C.1. [5745]

AMERICAN BRAKE LINING, brass bonded, in undrilled strips, 40 in. by 3 in. by ¼ in. Very durable, with really superb braking action. Price 10s. each, plus P. & P., 1s. Cash refunded if dissatisfied. C.W.O. please, to: A. Styles, Winchfield Hospital, Basingstoke. [5746]

STANFORD AVON SPECIAL, 10 H.P. Newly painted red, silver, black hood. Recent mechanical overhaul. New tyres, battery. £100. Tel.: Uplands 7321. [5747]

M.G. PB, red, 4-seater. New hood, sidescreens and full tonneau cover. Four new tyres, new carburetters, new valves and guides. 5,000 miles since rebore. £180, o.n.o. 6, Warwick Dene, W.5. Tel.: Ealing 4189. [5748]

MORRIS MINOR, 1931, s.v. Good condition. £55, o.n.o. Summers, 15, Hesper Mews, Earls Court, S.W.5. Evenings or weekends. [5749]

SUNBEAM DAWN saloon, 1934; 12.9 h.p., 1,660 c.c. Splendid condition—overhauled in 1952 with first rebore; crank ground; new mains; big-ends; timing chain; valve guides. Fitted oil filter; sports coil; new batteries; two tyres. Starter, dynamo i.f.s., steering, springs and pres-selector box adjusted. Coachwork excellent for age. Total mileage 60,000. Owner wants more performance. Sacrifice at £195, o.n.o. Muirhead, 88, Marston Gardens, Luton, Beds. [5750]

ALVIS SILVER EAGLE tourer, 1931, in exceptional mechanical condition. Was property of enthusiast. £110. Selhurst Park Garages, 44, Prince Road, London, S.E.25. Tel.: Livingstone 3144. [5751]

SPARES: Most Austin Seven spares for older models to Rubys available, including chassis. Selhurst Park Garages, 44, Prince Road, London, S.E.25. Tel.: Livingstone 3144. [5752]

SPARES: Breaking Riley Nine, 1931, all spares available, including excellent chassis. Selhurst Park Garages, 44, Prince Road, London, S.E.25. Tel.: Livingstone 3144. [5753]

£50—ALVIS FIREFLY saloon. Mechanically sound. Body requires recellulosing. Lewis, Brynview, Pennard, Swansea. Tel.: Southgate 318. [5756]

£60—D.I.S. DELAGE 4-seater coupé (body rough); oil coil. New Delco Remy distributor, S.U. pump, reconditioned dynamotor, Martlets. Good tyres. Tel.: Mountview 7216, evenings. [5757]

DISMANTLING FOR SPARES: 1936 Morris Twelve saloon, most parts available. Car in excellent running order until interior fire destroyed upholstery. Lewis, 28, London Road, Gloucester. [5760]

ALVIS, 1932, 12/60 T/L tourer, exceptional, £165. 1931 T/J saloon, sound, £55. 1931 T/J wide 2-seater, good condition, best offer. Silver Eagle block and pistons, resleeved, unused. Ford Eight reconditioned engine, £22. Spare parts for 1929 4½ Invicta, for Type 40 Bugatti, crankshaft, sump and two rear springs, etc., write requirements. 131, Croydon Road, Caterham, Surrey. [5761]

M.G., Dec., 1938, 12 h.p. £275. New car being delivered in February. Tel.: Caterham 2405. [5762]

READ THIS ADVERT. Pair 11-in. Bosch headlamps, absolutely as new; genuine French Klaxon horn, 12-volt, just overhauled; first reasonable offers. Also various makers' instruction manuals, Bentley 3, 4½, Autovia, Alfa, Daimlers, M.G., Talbot, etc. Veteran, vintage and modern, including rare. S.A.E. please. Box No. B763, MOTOR SPORT, 15, City Road, E.C.1. [5763]

1934 LAGONDA 3-LITRE pillarless saloon. Well maintained. Black, chromium band, 85/90 m.p.h.; cruises 65/70; no oil. Handbook, Hydraulic jack. All instruments working. Kigass. Electric cigarette lighter, twin horns. No money need be spent for a long time. £175, or exchange small/medium saloon. The Great Hall, Sabden Fold, Fence, Burnley, Lancs. [5765]

MR. PETER BELL has for disposal: One Thames Ford, Perkins diesel-engined racing-car van. One 8-litre Bentley. One 2-litre E.R.A.—this is the car that holds Continental hill-climb records, etc. One Heenan & Froude engine test bed, type DPX 345, high speed. Details from Mr. G. Boyle, 225, Cambridge Road, Ellesmere Port, Cheshire. [5766]

FOR SALE—continued

AUSTIN SEVEN SPARES. Dismantling several cars. Very moderate prices. Oliver Hudson, Upton-on-Severn. [5764]

ALVIS FIREFLY 11.9, sports saloon, preselector. Excellent mechanical order, good tyres. £110. Shotton, Pretoria, Eastcombe, Stroud, Glos. [5767]

AUSTIN SEVEN tourer, 1929. Reconditioned crank, rods, dynamo, clutch, brakes. New hood. £55. Lovell, "Ghinda," Littlewick, Woking. [5768]

A.C., 1937, 16/80 drophead coupé with dickey. Black. 5,000 miles since complete engine overhaul. Bodywork and tyres in good condition. New battery. Price £250. Cragg, 30, Park View Road, Lytham. [5769]

LEAF, 1927, tourer, Meadows engine, sound order. Beat offer or break. Also pair Marchal headlamps. 52, Redcliffe Gardens, London, S.W.10. Tel.: Flaxman 2604. [5770]

TWO RARE RILEYS: 1938 Adelphi 8/90 black saloon, 18 h.p., o.h. camshaft V8 engine; 16-in. brakes, rev.-counter, P.30s, preselector. Fast (0-50, 14 sec.), powerful. Original cellulose, carpets, real blue leather upholstery. Incredible value at £295. The other is a 1936 Falcon 15/6 and has had £280 spent since 1948—a really fine car, finished in immaculate green cellulose, green leather upholstery; preselector. Absolutely faultless, £210. 62, Longmore Avenue, New Barnet, Hertfordshire. Tel.: Barnet 2919. [5771]

THE RILEY MAN offers with reluctance his own personal transport for the last twelve months. Riley Nine Kestrel, 1934, E.N.V. box, black with red leather; 64,000 miles. Ex-Messrs. Riley Cars Ltd. demonstration model, original log-book available, complete history known since new. Oil pressure, hot, 60 lb.; cruises at 55/60 and it's quiet. Trial and expert examination welcomed to genuine purchaser. £225, no offers please. Spares: 1935 1½-litre Falcon saloon, all spares available, including excellent body items (not the one advertised last month—this was sold), 1935 1½-litre 4-cylinder block, bored 30 thou. and fitted new pistons, crank ground, all bearings remetalled and bored in-line with camshafts, tappets and timing gears less idler, for sale at less than cost of work, £25. 1934 Nine engine complete, block requires sleeving, £25 or near. 1929 Nine Monaco saloon, aluminium-panelled, a good old war-horse, crown-wheel noisy but replacement available, sound engine and tyres, £25. 1929 engine complete, overhauled throughout, run 300 miles only, £15, and other 1928/9 engine spares. S.A.E. please for prompt quotation. 57, Welbeck Road, West Harrow, Middlesex. [5773]

CARBURETTORS: Ford Eight, Austin Seven S.U. ½, 25s. each. Austin Seven spares. 27, Kiddier Road, Arnold Notts. [5351]

LAGONDA SERVICE on 2-litres, blown and unblown, and 4½-litres, at prices the enthusiast can afford. Some spares available. Completely rebuilt 1928 Speed Model tourer, in perfect condition. Maurice Leo, King's Head Garages, Holtspar, Beaconsfield. Tel.: Beaconsfield 337. [5774]

DELAGE D.6 drophead coupé, £88. Superb pair Marchal headlamps, £18. D.8 gearbox, £39. All Delage spares, gears cut, specialised repairs. Matthews, Bentworth Priors, Tower Hill, Dorking. Tel.: Dorking 3426. [5775]

INSURED JULY, taxed March, Austin Seven open 4-seater. Good battery, hood and curtains. Excellent runner. £39. Barnes, 1c, Venner Road, Sydenham. Tel.: Sydenham 7469. [5776]

PAIR TIP-UP OCCASIONAL SEATS from Austin Twenty, leather, £3. Morris Minor dynamo, 30s. 715 by 115 beaded balloon, £2 5s.; 450 by 19 Dunlop, 35s. Carriage extra. Barnes, 1c, Venner Road, Sydenham. Tel.: Sydenham 7469. [5777]

INVICTA 1½. Insurance against catastrophe at scrap prices. Essentially complete, sound, dismantled Blackburne engine, £12 10s. E.N.V. gearbox, £7 10s. Rear axle, c.w. & p. poor, rear springs, sundries, £2 10s. Accept £20 to clear all. Details: Charlton, "Ellesmere," Swanage Road, Lee-on-Solent. [5778]

BENTLEY 4½-LITRE, 1929, saloon, rebuilt 1946 with new body. Mechanical condition excellent. New tyres, £450 or near offer. Ramsdale, Walmley Ash Road, Sutton Coldfield. Tel.: Ashfield 1309. [5779]

LEA-FRANCIS 12/40, 1931. Two-seater with dickey. Very sound mechanical order. Numerous spares included. £85 or nearest offer. Seen Gloucester. Langston, Felania, Kempsey, near Dymock, Glos. [5780]

M.G. SALOONETTE, Type D; 8-h.p. single-carburettor engine, resleeved (long chassis). New tyres, radiator, clutch, etc. Body in poor condition. £100. Claydon, 4, North Street, Stamford. Tel.: Stamford 3070. [5781]

DELLOW, April, 1951. Offers wanted. 13,000 miles, as new. Owner overseas. 22, North End, Hutton Rudby, Yarm. [5782]

FOR SALE—continued

S.S.100 JAGUAR, 1938, 3½-LITRE. Recently completely reconditioned, including new engine and respray. New tyres. £350. "Eriwell," East Meadow, Shoreham-by-Sea, Sussex. Tel.: Shoreham-by-Sea 2972, daytime. [5783]

2-LITRE LAGONDA SPARES. Everything available for low-chassis, open Speed model. Most parts reconditioned for rebuild. Hunter, 64, Dauesmoor Crescent, Darlington. [5784]

Vauxhall 20/60 KIMBERLEY saloon, 1928/29. Rare opportunity for vintage enthusiast. Perfectly maintained in spotless condition. Grand engine. One driver 24 years. Low mileage. Original tyres just replaced. Handbook, tools, even the rare Vauxhall radiator mascot. Inspection welcomed. Photograph available. £130, o.n.o. Tel.: Farnborough (Hants) 1199. Write: "Litania," The Crescent, Farnborough. [5785]

BENTLEY 4½-LITRE, 1928, open 2/4-seater, completely overhauled and now being repainted black. £395, o.n.o. Cdr. Abbott, H.M.S. Raleigh, Torpoint, E. Cornwall. [5786]

J2 M.G. SPARES: Head, block, crankshaft, camshaft, etc. Excellent condition. S.A.E. for comprehensive list. Harold Procter, 48, Cavendish Road, Hull. [5788]

BENTLEY BLUE LABEL chassis and cab in good running order, good tyres, wants a home, what offers? Cuff Miller, Littlehampton. [5789]

ALTON GARAGE

(BAYSWATER)

£200 A 1933 "Speed Twenty" of exceptional merit, the chassis having been hand-picked at the works, and bodied by the Mayfair Carriage Co. to special design of purchaser, who then maintained the car in perfect order for 18 years. This unique sports saloon body embodies especially thin steel pillars and all-round visibility is superb. In its "first-ever" overhaul this year new pistons, rear axle, brakes, etc., were fitted, invoices being here for inspection.

£145 A 1930 "16/95" sports tourer in equally outstanding condition. Highly polished ivy-green cellulose, tyres as new, original dark green mats and leatherwork combine to form a vehicle of impressive grandeur, whilst the fine mechanical order and easy starting make the car perfect for everyday use. The weather equipment is complete.

Many secondhand spares are available, including 1933 Speed Twenty engine, £40, or would dismantle; 20 in. knock-on wheels, 50s.; 19 in. knock-on wheels, 55s. Tyres from £3. Dynamos from 55s., etc.

Our Hire Purchase terms offer full protection. Any insurance immediately or by return postal service.

17-19, BROOK MEWS NORTH
Craven Road, Paddington, W.2
PADDINGTON 3952

£95, O.N.O.—HUDSON 29-H.P., pre-war model, registered 1946. Sleek body. Smooth and fast. 13, Rock Road, Peterborough. [5790]

1936 ALVIS 20-H.P. Charlesworth. In superb order throughout. Large body but no division. Miss Elaine Capron, Southwick Hall, Oundle (Tel.: Cotterstock 211). [5791]

1923 ROLLS TWENTY. Mechanically outstanding. 1930 bodywork, neither attractive nor repulsive. £80. Tel.: Winwick 216. [5792]

12/16 SUNBEAM SPARES, including radiator and gears, new condition. Trojan engine, etc. Riley Nine gearbox, engine. 1932 Hillman Sixteen block, head. Race, Durlford, Blisland, Bodmin. [5793]

RILEY NINE MONACO, 1934, Special Series engine, manual all-helical gearbox. Splendid mechanical condition, excellent appearance inside and out. Every accessory. £160. Tel.: Hearn, Slough 20897. [5794]

S.S.II JAGUAR, 1934, 10-h.p. sports saloon. New battery, good tyres, recent engine overhaul. 35 m.p.g. Body and paint good. Sale or exchange for saloon up to 3 litres or W.H.Y. Box No. B796. Motor Sport, 15, City Road, E.C.1. [5796]

FOR SALE—continued

AUSTIN SPECIAL, August, 1952. Comprehensive specification includes professional metallic-grey body, hood, screens, slab tank, dished wheels, new tyres, lowered chassis, 4-speed box, remote control, Hardy-Spicer shaft, and many spares. Reconditioned Austin engine available, but preparation commenced for Ford engine. Genuine reason for sale. Photograph available. Receipts for £200. First reasonable offer secures. 75, Church Crescent, London, N.10. Tel.: Tudor 3073. [5795]

COTAL ELECTRIC GEARBOX, with controls, brand new, at only £65. H. & A. Engineering (London) Ltd., 35, Grant Road, Addiscombe, Croydon. [5797]

STANDARD EIGHT, 1939, saloon. Magnificent condition, bodywork renovated, resprayed. Reconditioned engine, 15,000. £220, o.n.o. Tel.: Stephens, Pinner 5676 (business hours). [5798]

B.S.A. SCOUT, 1939, Series 6. Sell as spare parts—offers. Course, Caldecote Lodge, near Biggleswade, Beds. [5799]

F-TYPE M.G. remains for sale to enthusiast as spares, cheap. Box No. B800, Motor Sport, 15, City Road, E.C.1. [5800]

£25—1930 TRIUMPH EIGHT saloon. Body rough. Reliable. Wilson, Nash Road, Dibden Purlieu, Southampton. [5801]

ALVIS 12/50. Genuine Big-port "Beetleback," 1928, in exceptional and original condition. Bill available for extensive overhauls. £150 for quick sale. Kelly, Riverside, Newton-Ferrers, Plymouth. [5803]

£20—INVICTA 1½-LITRE saloon. Splines stripped one rear hub. £50 on engine 8,000 miles ago. Excellent tyres and electrics. Towable. Mid-Devon. Box No. B804, Motor Sport, 15, City Road, E.C.1. [5804]

UNIQUE collector's piece, 1927 Chrysler 30-h.p. tourer. Mechanically magnificent. Body, hood, sound. Inquiries/offers, write Jordan, 71, Redcliffe Gardens, S.W.10. [5805]

ALVIS SPEED TWENTY, 1934. Excellent engine, bodywork good. P.100s. £120. MacDonald-Smith, Great Barugh, Malton, Yorks. [5806]

BRAND NEW M-TYPE M.G. SPEEDOMETER— £3 10s. 105, Shipley Fields Road, Shipley, Yorks. [5807]

ASTON-MARTIN LE MANS, 1934. Immaculate condition throughout. Ulster rods, new radiator, dynamo, magneto, hood. B.R.G. Excellent performance. £300. Tel.: Grangewood 2053. [5808]

CRANKSHAFTS and con-rods: Rover 1937 14/6; 1938 12/4; Singer Nine, 1936. Offers: Bond, Tel.: Larkwood 5029. [5809]

ALVIS, 1936, 16.95-H.P. Excellent condition throughout. New tyres. Many extras. Nearest £135. 68, Duchy Road, Harrogate. [5810]

THE 4½-LITRE NEALE SPECIAL! Modified 8-cylinder engine fitted four special S.U. carburettors, giving 150 b.h.p. at the crown-wheel. Just cellulosed B.R.G., fitted road equipment, self-starter, etc., and now running on Pool. Registered July, 1951. Similar in appearance to 4CL Maserati but 2-seater. Successful, sprint, hill-climb, and circuit car costing £1,200 to build, offered at £350, taxed year. Packer, Sion Place, Clifton, Bristol, 8. Tel.: Bristol 38364 or 38884. [5812]

MORGAN, 1947 F-Super, 21,000 miles. Hydraulic suspension fitted 1952. Completely undersealed and in excellent condition. £260. Lamb, 49, Beeches Road, West Bromwich. [5814]

RILEY LYNX 12/6, 1934, good order, well shod, hood, tonneau shabby, taxed. Would sell at good price but prefer direct exchange for comfortable light saloon or coupé. Doctor's orders! Reliability essential, plus good m.p.g. Rodwell, Carylls, Faygate, Horsham, Sussex. Tel.: Faygate 259. [5815]

ALVIS SPEED TWENTY Charlesworth, 1935 (July). No faults, £245. See "Exchanges." "Tollomache," Old Fort Road, Shoreham-by-Sea, Sussex. Tel.: Shoreham 2731. [5817]

£40 M-TYPE M.G., 1930, new aluminium body 90% finished, engine dismantled but all there: 4 very good tyres, towable. Tel.: Sanson, Ravensbourne 5327 evening, Bishopsgate 2305 day. [5819]

A.C. COMPETITION 2-SEATER, 1938, 30,000 miles, excellent condition, sell £350 or exchange 4-seater Riley 1,500 c.o. favoured. 3, Eston Road, Lazenby, Middlesbrough. [5821]

ASTON-MARTIN sports tourer, 1½-litre Long Chassis, rebuilt and re-registered 1949, British racing green, full all-weather equipment, 4 new tyres, cycle-type front wings, Servo assisted brakes. Thoroughly recommended, offers. Ellis Motors, New Garage, South Terrace, Weston-super-Mare. Tel.: Weston-super-Mare 1964. [5822]

1946/7 SUNBEAM TALBOT sports tourer, polychromatic grey, full all-weather equipment, good tyres, excellent performance, just recellulosed, offers. Ellis Motors, New Garage, South Terrace, Weston-super-Mare, Tel.: Weston-super-Mare 1964. [5823]

FOR SALE—continued

1933 HORNET SPECIAL. All parts, including 6.8 engine, only 4,000. Gildershere, Tofts, Little Baddow, Essex. [6028]

FAULTLESS SILVER EAGLE "Beetleback." Sleeved and replacements regardless of expense—bills produced. Any trial/inspection, 80 m.p.h., 24 m.p.g. Photo available. £200 or smaller car. Trevenson, Longlands, Dawlish. [6029]

1934 RILEY NINE LYNX tourer. Body perfect. Gearbox, rear end, overhauled. Special series engine, very good condition. New battery, new hood, twin Zeniths. Owner going abroad. £185. Browning, 8, Recreation Road, Southall, Middlesex. [6030]

1925 PANHARD ET LEVASSOR tourer. Wheels rebuilt and fitted 600 by 19 tyres. 22/25 m.p.g. £52 10s. De Selincourt, Tel.: Byfleet 2680. [6031]

1932 LAGONDA 2-LITRE saloon. Good tyres. £125. Goslett, Fordend, Denham, Bucks. [6032]

MORRIS EIGHT 2-seater, 1938. Reconditioned engine. Excellent condition. £150, o.n.o. 28b, Boxgrove Avenue, Guildford. Tel.: Guildford 5120. [6034]

STRIPPED ENGINE and gearbox, 1933 S.S.I 16-h.p. Cheap. 88, Westbrooke Road, Welling, Kent. [6035]

AUSTIN SEVEN 2-seater sports. Beautiful little car only a few hundred miles from brand new; stored 13 years. Requires small attention. Photo. £100. Paul, 39, Grove Road, Eastbourne. [6037]

RILEY 12/6 CYLINDER BLOCK, perfect. Offers. Dearden, 112, Torkington Road, Hazel Grove, Stockport. [6039]

M.G. TA, one owner. Excellent condition. Numerous extras. Telecontrols, oversize rears, twin spares, Radiomobile. Maintained by enthusiast. New Velox arrived. Offers. Also, pair Dunlop sports 16 by 6.00. Various M.G. spares. Siddons, Loxley, Sheffield, 6. Tel.: Sheffield 43629. [6043]

FRAZER-NASH, 1931, 3/4-seater. Brooklands Meadows engine. Recent £80 engine overhaul. Excellent condition. Nearest £230. Eaves, "Dalemoor," Netherfield Road, Guiseley, Leeds. [6045]

ALVIS SPEED TWENTY, 1934, V.D.P. drophead. Recently recellulosed. £145. J. N. Gibbey, South Cadbury, Yeovil. Tel.: North Cadbury 362. [6046]

£60. 1923 ROLLS-ROYCE 20-h.p. brake. New battery, good tyres, resprayed. Needs new rings. Tel.: Macclesfield 5123. [6047]

1939 STANDARD EIGHT 2-seater. Body half finished. £55, or exchange Riley or similar. Green, Alfells House, Colchester Road, Elmstead. [6048]

"AUTOCAR," Hiffe bound, 12 vols., 1934-39. Fully indexed, supplements, perfect. £15, o.n.o. Lockyer, 55, The Crescent, Henleaze, Bristol. [6050]

B.S.A. THREELEER TWIN. Shabby but goes like—! Tyres good, taxed. £30. Talbot 14/45 diff., £3. Two Standard Eight wheels, £2. Austin Blic. mag., £3. 1932 Hornet block, rods and pistons, £5. J2 bevel housing, oil pump and crank, £3. Bagguley, Tudor Garage, Aston-on-Trent, Derby. Tel.: Shardlow 356. [6051]

INTERESTING 1½-litre twin cam alloy sports/racing engine, pair 2LS i.f.s. units, Singer Ten rear axle with wheels, two pairs Zeiss headlamps, Alvis Twenty diff. unit 5.2:1, with half-shafts and 17-in. wheels, M.G. F-type gearbox. All cheap. Box No. B052, Motor Sport, 15, City Road, E.C.1. [6052]

COMPLETE FORD V8 engine, box, unused Snipe frame, £35. Fuel tank, Singer sports doors, radiator, etc. Trueman. Tel.: Cobham 688. [6054]

VERY SPECIAL MINX sports 4-seater. Sunbeam Talbot engine. Property Hillman engineer. Many extras. Resprayed, rewired. Exceptional. Ideal for family man. Nearest £175. Tel.: Cunningham 5047. [6055]

M.G. 18/80 saloon. In good working condition. £90, or nearest offer. Brain, 52, York Avenue, Wolverhampton. [6056]

LANCIA AUGUSTA pillarless saloon. New engine, tyres, etc. Faultless throughout. Must sell. £225. Tel.: Hatfield (Herts) 2806. [6059]

FOR SALE—continued

BREAKING 1933 RILEY MONACO. Capt. Oldnall, Bailleul, Arborfield, Berks. Tel.: Arborfield Cross 269. [6060]

1951 HEALEY TICKFORD saloon. 18,000 miles. Immaculate condition. Just decarbonised. Five brand new tyres. £1,125, or near offer. Ballbrook Surgical Instrument Co., Ltd., 9, Blackfriars Street, Salford, 3. Tel.: Blackfriars 1403/4. [6061]

1½-LITRE TYPE VA 4-seater drophead M.G., 1939. Body completely free from rattles, and smartly finished in black. Engine good. Comprehensive set instruments and accessories all in working order. A thoroughly good motor car only offered for sale owing to need for more body space. £285. Box No. B062, Motor Sport, 15, City Road, E.C.1. [6062]

STAFFORD SPECIAL. This outstanding example of a speed hill-climb or sprint special, powered by a supercharged 1½-litre Meadows engine and fitted with attractive single-seater body is offered for sale at a price of £450, o.n.o., by Colborne Garage, Ltd., Ripley, Surrey. Tel.: Ripley 2361. [6064]

ALVIS ATLANTIC SALOON. Reasonable condition. 28 m.p.g. Good tyres. Cheap. Townley, The Bungalow, Pawlett, Somerset. [6065]

WANTED

Fine examples of the horseless carriage, the Edwardian baroque, the Vintage motor car, the orthodox sports car and the luxury limousine requiring insurance, which will be arranged to the advantage and satisfaction of the owners by . . .

HYDE-EAST & PARTNERS

LTD.
30, Bridge Road East,
Molesey, Surrey
Tel.: Molesey 4317 and 4318

BENTLEY 6½-litre, 1929-30 chassis and units complete, tyres, etc., less body and dashboard: type with single Smith's carb. £85 the lot, or shall we strip for spares? 1936 M.G. Eighteen being dismantled—any parts wanted? 1940 Alvis Twelve complete car being dismantled for spares. 1935-36 (Nov.) Daimler Fifteen coupé, upholstery poor. £100, or stripped for spares. "Motolympia," Trading Estate, Welshpool. [6103]

V8 CADILLAC engine and hydramatic gearbox complete ready to instal with carburettor and 12-volt accessories 150 b.h.p. at 3,400 r.p.m., unused. £75. Seen at L.G. Motors, 177, Archway Road, Highgate, N.6. Tel.: Mountview 8467. [6066]

MORRIS TEN Series "M" engine and G.B. Remote control G.L. 12,000 miles since full recondition. Write for details: Jones, 34, Shaftesbury Avenue, Long Eaton. [6067]

RILEY NINE saloon, 1934, special series, manual, first rebore recently; extremely good condition. Cookson, 32, George Road, Warwick. [6068]

1936 FORD TEN. Many components, including engine available. 20, Kenwood Road, Stretford, Manchester. [6069]

ALVIS FIREFLY 11.9, 1933, fixed-head coupé by Grosse. Oil negligible; Wilson box; very good condition; increased family forces reluctant sale. £150, o.n.o. 9, Tilehouse Road, Guildford. Tel.: Guildford 66423. [6070]

HEALEY ROADSTER, 1947, chassis with special all aluminium body. Bodywork and mechanical condition really excellent. What other car will give you 26/28 m.p.g., 100 m.p.h., 0-60 in 12 sec. with utter reliability and real comfort? Best offer over £550. Apply: J. H. Lavender & Co., Ltd., Crankhall Lane, West Bromwich. [6071]

RILEY NINE MONACO saloon. Laid-up seven years. Rebored once. Every worn part renewed. Extremely good body, wings, tyres. Nearest offer £95. Beck, 78, Alexandra Road, Addlestone, Weybridge. Tel.: Weybridge 3512. [6072]

FOR SALE—continued

LAGONDA 16/80. No kidding, this is the finest car of its type in existence. Everything except the spare tyre perfect. Owner going abroad. (Steamship tickets shown.) £275. Box No. B075, Motor Sport, 15, City Road, E.C.1. [6075]

SPARES. M.G. axles, hydraulic brakes. Hornet special gearbox, most engine spares. Minor o.h.c. axle, engine spares. Write: J. P. S., 56a, Norman Road, Birmingham, 31. [6078]

RILEY 12-volt dynamo AT.79/3. Reconditioned. £4 10s. Lucas 12-volt Windtones. £3. Offers considered. Smith, "Lytham," Libanus Road, Ebbw Vale. [6079]

ABOUT 500 "Motors," "Autocars," "Auto Sports," etc., £5. Tel.: Flaxman 5622, after 7 p.m. [6080]

RILEY NINE, 1933, metal-bodied saloon; well shod and equipped; giving reliable economical service; replaced by new car. £70, or offer. Vickery, High Street, Iron Acton, Bristol. [6081]

VINTAGE SUNBEAM, 1931, 6-cylinder 23.8-h.p. open 2-seater sports with 2-seater dickey. Aluminium body. Blue grey cellulose, push-rod overhead valve. Six wire wheels and tyres. Everything in good condition. Trailer tow-bar fitted. Must sell. No reasonable offer refused. Kinnear, Beadnell, Northumberland. [6082]

DELAGE D8.15. Had front off-side crash only. Engine, transmission and body perfect. Marchal lamps, etc. For disposal as a whole, or good offers for major parts considered. 121a, Bedford Road, Brixton. Tel.: Brixton 6856. [6083]

TC M.G. Late 1947. 28,000 miles. Laid-up during petrol ration period. Never driven hard. Negligible oil consumption. Coachwork unmarked. Black and green. Original owner requires larger car. £400, o.n.o. D. W. E. Apps, 1, New Road Avenue, Chatham, Kent. [6084]

GEARBOX, crankshaft, camshaft, manifolds, con-rods, bearing housings for 1934 9.53-h.p. Gloria. Offers? Lt. Hunt, H.Q. Mess, Brompton Barracks, Chatham. [6085]

ASTON MARTIN, 1938, short chassis 2-litre D.H.C. Bills available for £800 in bringing into first-class order throughout. Engine, bodywork, chassis, interior all perfect. 25 m.p.g. Excellent performance. All details and photograph given. Genuine sacrifice. Offers. Apply: Box No. B086, Motor Sport, 15, City Road, E.C.1. [6086]

BENTLEY 3-LITRE BLUE LABEL, 1926, 4-seater tourer C.C. £275. 74, Wellington Road, Bury Lanes. [6087]

1935 FIAT BALILLA 4-door saloon. Body cut to make pick-up not finished. Spare engine and gearbox, etc. Two new tyres and tubes. £45, or exchange? Barnes, 61, Kenton Road, Harrow. Tel.: Byron 6028. [6089]

ALVIS SPARES. Breaking up 1931 Silver Eagle and Crested Eagle. Beacon Hill Garage, Newbury. Tel.: Burghclere 226. [6090]

OWNER POSTED MALTA. Basis 1½ special, M-type M.G. chassis excellent, complete wheels, tyres, etc. Engine suitable spares. £25. Also rapid 1939 350 o.h.v. Norton dual-seat, inter. tank, well maintained. Offers or exchange together. Lucas, 16, Cobham Park, Bristol, 6. [6091]

FIAT CHASSIS FRAME about 1936 and complete i.f. suspension with four 16-in. disc wheels. 17 guineas. Pair of Balilla 1934-35 axleshafts and hubs. Aston-Martin 1½-litre, 1934, Le Mans cylinder head, crankshaft and various parts. Stripping 1935 Wolseley Nine for spares. New 2½-litre Jaguar cylinder head complete. New Austin Seven axle beams and 1932-34 windscreens. 4 guineas. Over 900 cars stripped. Parts too numerous to advertise. "Motolympia," Oswestry. Tel.: Oswestry 480. [6102]

DELAGE, 1936 D815S 2.7-litre Continental drop-head by Fernandez of Paris. Recent £100 overhaul. 20 m.p.g. Nice condition throughout. Nearest £160. Oaks Cottage, Adeyfield, Hemel Hempstead. Tel.: Boxmoor 941. [6092]

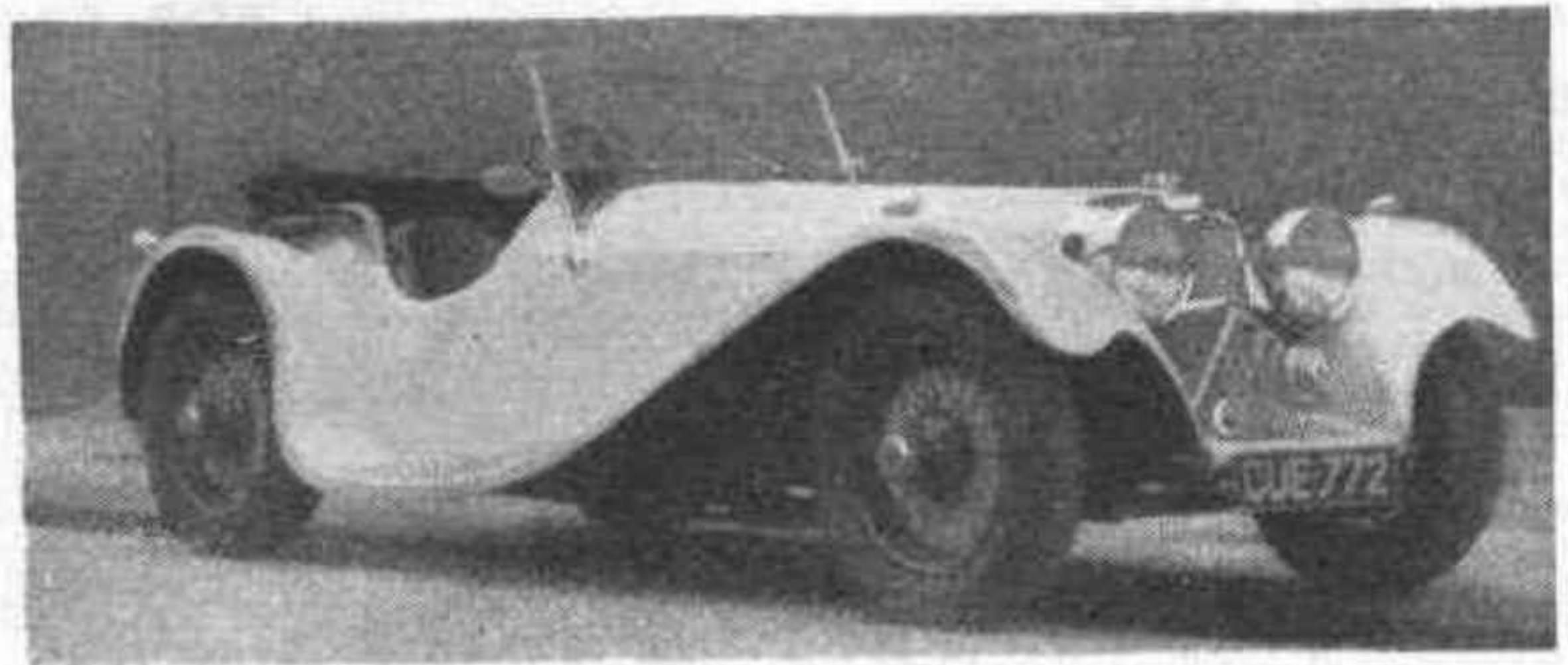
ALVIS 12/50 BEETLEBACK, 1926. Bodywork in excellent original condition. Mechanically good, tyres good, new battery. Seen Middlesex. £145, or offer. Box No. B093, Motor Sport, 15, City Road, E.C.1. [6093]

M.G. J2, 1933 model. Good order. £155. 24, Brighton Road, Banstead, Surrey. [6094]

AUTOMO LTD.

229 WEST END LANE
HAMPSTEAD · N.W.6

HAMPSTEAD 3430



S.S. 100, COMPETITION MODEL, 3½-LITRE, 1939, in immaculate condition throughout. First-class tyres, 100 per cent. mechanical condition. £475

FOR SALE—continued

AUSTIN GRASSHOPPER. Ford Ten engine and gearbox, L.M.B. i.f.s.; 16-in. rear wheels, light alloy body. Offers. Widdowson, 35, St. George's Square, S.W.1. [6095]

PAIR LUCAS WINDTONES, black, 12-volt, £2 10s., as new. Wanted Tapley performance meter. Callagher, 36, The Woodlands, Beulah Hill, S.E.19. [6096]

A.C. SPORTS. Engine and electrics checked over. Trials body. £95 o.n.o., or exchange. Tel.: Ewell 5014. [6097]

DELOW, 1950, WADE BLOWER. Excellent condition. £350. Rees, 4, Murtwell Drive, Chigwell, Essex. Tel.: Hainault 2451. [6098]

OPPORTUNITY TO ACQUIRE one of the famous little Talbot Model Z10 sporting 2-seaters; o.h.v. push-rod engine. Rated 9 h.p., 3-speed gate change. Excellent bodywork; 19-in. tyres. Registered Aug., 1925. Over 30 m.p.g. with brisk performance. Accept £85. P. Weaver, 12, Burton Road, Melton Mowbray. Tel.: Melton Mowbray 533. [6099]

F.W.D. ALVIS 12-h.p. 2-seater. Excellent condition. £120. Bargain. Family increases force sale. Bates, 8, Belle Vue, Penarth. [6100]

MOTOLYMPIA NEW ARRIVALS FOR DISMANTLING. Most modern cars. 1936 M.G. 18-h.p.; 1947 Hillman Minx; 1946 Austin Ten; 1940 Alvis Twelve; 1936 Alvis Sixteen; 1939 Morris Ten; 1939 Morris Fourteen; 1938 Morris Fourteen; 1937 Austin Twelve; 1936 Standard Nine; 1935 Talbot 110; 1936 Armstrong Seventeen; 1930 Bentley 6½-litre. 2,000 axleshafts stocked covering last 25 years. Most types of gearboxes already dismantled for parts. "Motolympia," Oswestry. Tel.: Oswestry 480. [6101]

AUSTIN SEVEN SPARES, 1922-38. Practically all parts in stock. Price. Three Shires, Bearwood, Birmingham. [6106]

TRIUMPH SPARES, 1935-40. Practically all parts in stock. Price. Three Shires, Bearwood, Birmingham. [6107]

JAGUAR SPARES AND SERVICE. Practically all parts available. Price. Three Shires, Bearwood, Birmingham. [6108]

SUNBEAM 14/40 SPORTS, 1926. £20. Complete, but body badly corroded. Price. Three Shires, Bearwood, Birmingham. [6109]

UNDER A BILL OF SALE. 1936 Lagonda Rapier. Good condition throughout. King & Ashenden, Auctioneers, 48, High Street, Canterbury. Tel.: Canterbury 4711. [6111]

FRAZER-NASH B.M.W. 326 4-door saloon. Very reluctantly offered, due to delivery new car. Completely immaculate. Unused since complete overhaul comprising new bearings, new pistons, new valve gear, etc. Entirely recellulosed. Re-upholstered. Fitted new carpets. New H.M.V. radio. New battery. New tyres. Taxed for the year. £385. Undeniable bargain. Box No. B113, MOTOR SPORT, 15, City Road, E.C.1. [6113]

RILEY 2½-litre, 1938. This is the famous 16/4 and has tremendous performance. Overdrive gearbox just overhauled and brakes relined. Whole car in excellent condition. £350. Box No. B114, MOTOR SPORT, 15, City Road, E.C.1. [6114]

RILEY ALPINE SIX, 1931, saloon. Mechanically excellent. Body reasonable. Nearest £60. Hodgetts, 15, Bourne Avenue, Birmingham, 32. [6115]

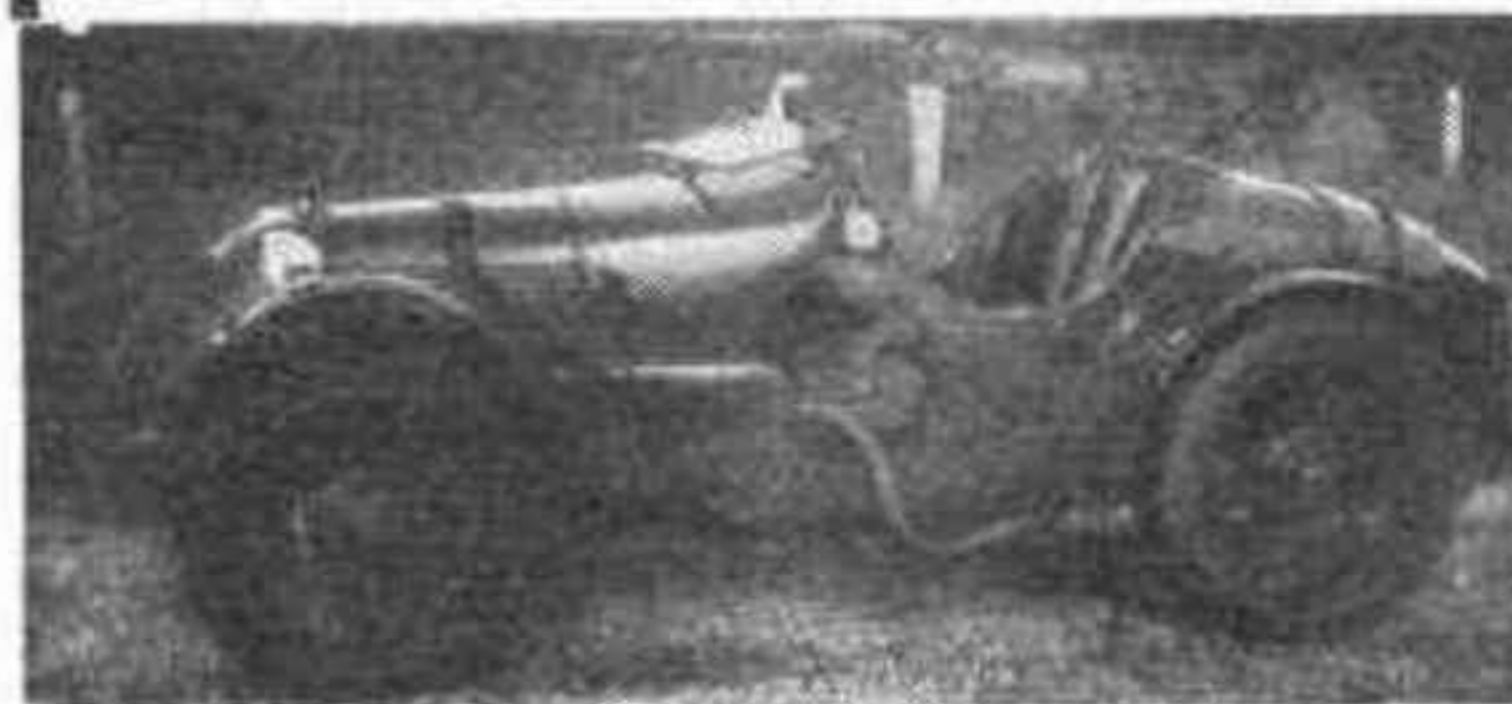
M.G. TC, October, 1949. Cream with red leather. 25,000 miles. Wind-tones, spot-lamp, luggage rack, etc. One careful owner, taxed for the year. £465

ALLARD 2-seater sports roadster, 1949, in blue with leather interior, good all-weather equipment and tyres. £385



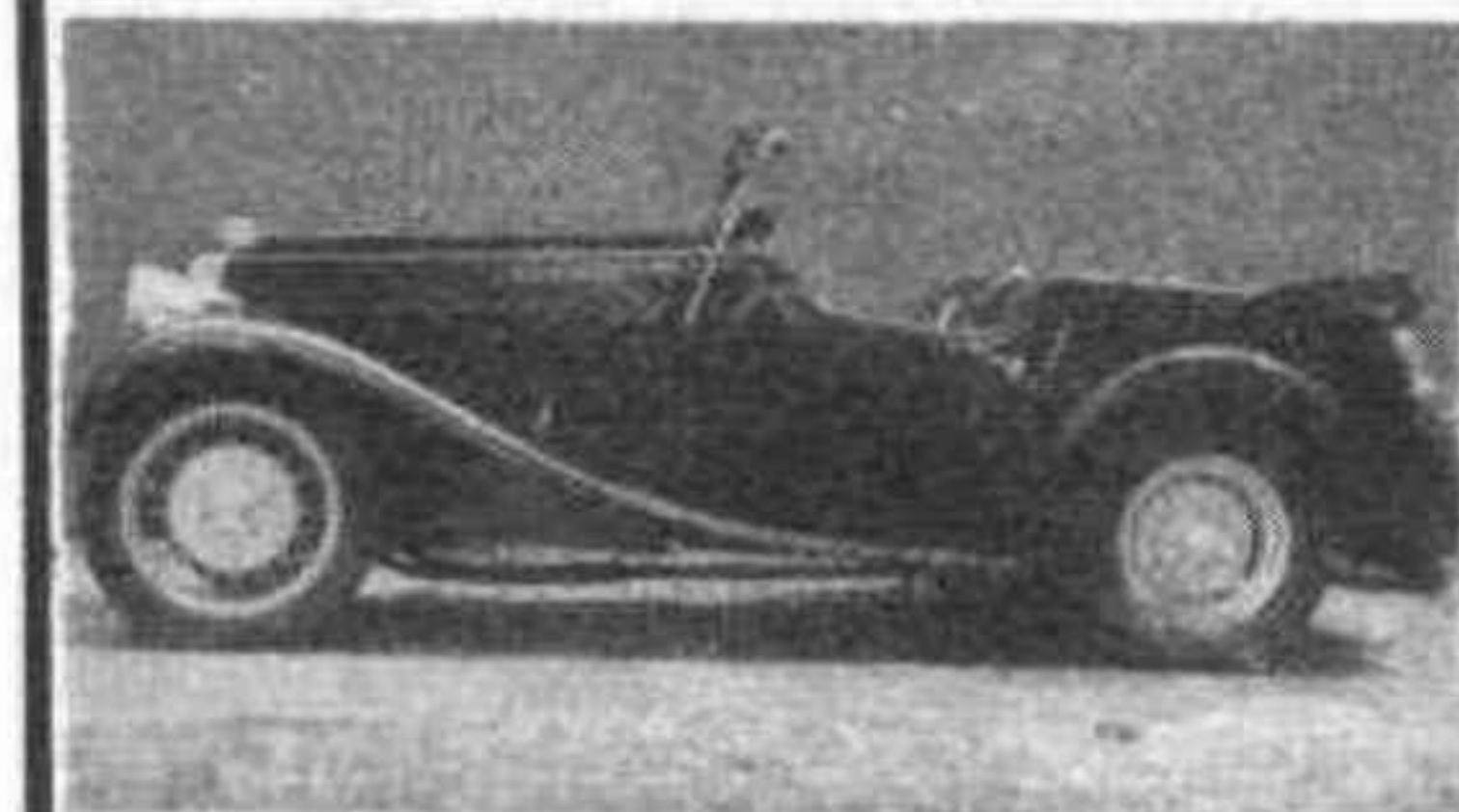
B.M.W.-FRAZER-NASH 2-seater drophead, Type 55, Nov., 1936. Red, with fawn top, good tyres; excellent mechanical condition, with good m.p.g. £245

BENTLEY 3-LITRE RED LABEL, 1927, 2-seater, with spare at rear, late-type sump, close-ratio box, chrome radiator. Very fast. £260. Also a 1926 4-seater, Gurney-Nutting body, at £245.



SUPERCHARGED ULSTER AUSTIN, works built, with spare touring gearbox, all-weather equipment. Special body. £250

AUSTIN SPECIAL, with Cambridge body and axle, modified brakes, cowled radiator. £110



WOLSELEY E.W. SPECIAL, 1935, 12 h.p. Oil radiator, chromed engine, large instruments, remote control gearbox, almost new all-weather equipment and tonneau cover. An exceptional car. £235

LAGONDA 4½-LITRE pillarless saloon, 1937. Six almost new tyres, wheel discs. Recent engine overhaul at the cost of £250. A really lovely car. £385

We are in urgent need of Bentleys, S.S. 100/90s, Alfas, Alvis, M.G., etc., etc., and still have a few good-condition saloon cars available WITH CASH on our EXCHANGE PLAN. Very easy hire purchase terms can be arranged, together with a protective insurance against unemployment, illness, etc., which is free of any additional charge.

FOR SALE—continued

LANCIA LAMBDA 4th series short chassis tourer. Exceptional condition. Scarlet with new black hood, full sidescreeens, Smiths heater, original carpets and upholstery. No unauthentic modifications. Restored throughout to original condition 18 months ago and carefully preserved since. 25/28 m.p.g. Convertible saloon top and all fittings available if required. Spare engine, two gearboxes, steering box, mag, dynamo and other spares. Offers over £100. H. M. Goodman, Church Hill, Belbroughton, Worcestershire. Tel.: Belbroughton 220. [6116]

FOR V8 OR MERCURY. Lucas 8-cylinder vertical magneto. £8. Allard dual-carburettor induction manifold with carburettor, linkage, dynamo bracket, £5 10s. Both ready to fit without modification. Wells, Cornerways, Pevensy Bay, Sussex. Tel.: Pevensy 440. [6117]

M.G. 12/70 MAGNA 4-seater. New hood, etc., but interior trifle rough. Very reliable. £125, o.n.o. Tel.: Eastbourne 5594. [6119]

CROWN WHEEL AND PINION for 1927 14/40 Lea-Francis. Casselle, 189b, Latchmere Road, London, S.W.11. [6121]

ASTON-MARTIN, 1934, 1½-litre open 4-seater. Running but needs overhaul. Original chrome. Unbored block. Offers? Also pair Bugatti stub axles, king-pins and hubs. (no bearings). Details: Box No. B123, MOTOR SPORT, 15, City Road, E.C.1. [6123]

O.H.C. SINGER sports saloon, 1934, model 16-h.p. Mechanically sound. Lockheed hydraulics. £57, o.n.o. 14, Roe Lane, London, N.W.9. [6124]

BELSIZE "BRADSHAW" engine, Scintilla, Vertex, N.V.4 clockwise. Instruction books. Ford, 1923, and Belsize. What offers? Eccles, 25, Lord Street, Darwen, Lancs. [6125]

RILEY BREAKING, 1936, MERLIN NINE. 104, Borough Road, S.E.1. S.A.E., or call Saturdays. [6126]

SINGER NINE LE MANS sports coupé, 1934. Broken crank, otherwise exceptional. Smart, well shod. Buyer collects. Sensible offer to: 29, College Road, Harrogate, Yorks. [6128]

HOTCHKISS 3-litre, 1932. In daily use. What offers? Walker, Corn Mill Buildings, Steeton, Keighley. Tel.: Steeton 2221. [6129]

1948 SINGER ROADSTER 9-h.p. sports. Reconditioned engine. Exceptional condition. £325, or exchange for cheap small saloon and cash. Gaunt, Old Forge, Britford, Salisbury. Tel.: Bodenham 200. [6130]

FOR AUSTIN SEVEN. Unused "Lotus" hydraulic brake conversion, List £19, accept £12. Also Nordec i.f.s. and 4.89 back axle and prop.-shaft complete. All hubs, brakes, and cables. Compensator cable linkage. Five 17-in. wheels. All unused. £25. Box No. B132, MOTOR SPORT, 15, City Road, E.C.1. [6132]

SINGER 16-h.p. saloon i.f.s., 1936, fluid drive. New 600-16's. Make good special. Damage dumb-iron. Repairable. £35. Whole or as spares. Buxey, Locksheath, Southampton. [6134]

ROLLS-ROYCE 20-h.p. 4-w.b. saloons and Phantom I/II from £150. 25-h.p. from £250. All types of spares for 20/25-h.p. 40-50 Rolls. New/secondhand bodies fitted. Wanted tourers/dropheads. Johnson's, 109, Egerton Road, Manchester, 14. [6135]

FOR SALE—continued

ONE REBUILT ROLLS-ROYCE, one 1922 Lorraine Dietrich, both tourers in excellent order, reasonable offer accepted. Apply Auto Cam & Tool Co., Harlow, Tel.: Harlow 2021. [5825]

HISTORIC 1922 2-LITRE G.P. BUGATTI (unblown), believed to be earliest 8-cylinder in existence, and car which finished 2nd in 1922 French G.P. Rebuilt and driven by Zborowski at Indianapolis, U.S.A. in 1923. Car completely rebuilt during last two years. New aluminium body, electrics, wheels, instruments, etc. Car now in perfect condition and ready to race. Many spares. First reasonable offer around £350. Seen by appointment. Also J2 M.G. completely rebuilt and used as tender for above. Small truck body about 4 ft. by 3 ft. and tailboard, canvas tilt, workbench etc., built between rear wheels. Carries about 4 cwt., weighs about 7 cwt. 33 b.h.p., 40 m.p.g., very fast and reliable, in A1 condition, new brake-linings and cables, e. w. & p., rebuilt wheels, engine reconditioned, etc., etc. Cost very much more but will sell for £100, includes spare block and camshaft. Also various spare parts, including 5 21-in. R. W. wheels, 42 centres, fitted brand new 4.75 Pirelli tyres, 2 32-mm. (1922 vintage) French Zeniths. 1 Zenith petrol filter (rechromed), quantity 42-mm. Rudge wheels 16 in. and 18 in. Wanted: Elliott Healey, J. W. Horridge, Elton Lodge, Bury, Lancashire. Tel.: Bury 575. [5827]

FRAZER-NASH-B.M.W. 45 saloon, 1936, exceptional condition, £200 spent recently on overhaul and re-cullosing, special 3.8 axle gives 30 m.p.g., £225 o.n.o. Tel.: Stevens, Crowthorne 2199, Berkshire. [5828]

ROLLS TWENTY, small limousine in quite nice order, well shod and new battery, 1926-7 vintage. £145. Sunbeam 14-40, 78,000 since new and good for another 78,000, roomy saloon, maroon leather, centre-lock Rudge wheels, very reliable, 1926 model, £47 10s. Riley 1934 Monaco saloon, crash box, new crank, engine overhauled, thoroughly sound car in above average condition. Original blue and black paintwork, £155. Jeep Utility, Willys motor, mechanically sound, good tyres, new battery. Quite good body, with sensible rear door, ideal tender vehicle, £75. Riley Nine MK. II saloon less engine and gearbox and crown wheel, etc., tow away for £7 10s. Spares:—E.N.V. Type 75 pre-selector gearbox, completely overhauled by specialists for £50, outright sale £30; Bell housing, Riley, for above, £10; 1 1/2-in. Riley 1934-5 crank and rods, £12; 1 1/2-in. Riley cranks and rods, from £5; Riley crown wheels and pinions: 4.77: 1 short-pinion type, perfect, £10; 5.25: 1 short-pinion type, good condition, from £5; Scintilla Vertex NV4 £5; Lucas Vertex 4VR £4; most spares for Riley 9 up to 1934. M.G. 18-in. wheels in good condition each £3; many spares for M, E, J and C models. G. R. Stokes, Northfield Avenue, Sawley, Long Eaton. [5829]

RILEY NINE LYNX, tourer, re-built January 1951, at a cost of £300 from king pins to hood, how about £100, or exchange for "bread and butter" 8 h.p. Allen, 43, Parkstone Avenue, Parkstone, Dorset. [5832]

RILEY NINE-H.P. Kestrel saloon 1934 model, in good mechanical condition. £150 or near offer. Spikins (Twickenham) Ltd., Tel.: Popesgrove 1035. [5835]

LANCIA AUGUSTA 1935 pillarless black saloon, very good condition, tele-draulic shockers, red leather upholstery, nearest offer to £300, owner going abroad. Box No. B833, MOTOR SPORT, 15, City Road, E.C.1. [5833]

1932 TJ 12/50 ALVIS saloon, excellent engine, bodywork good, £140, Tel.: Mill Hill 1132, after 7. [5836]

CITROEN roadster, 1939/40 light fifteen, very smart, roomy, economical, black finish, red upholstery, £325; exchange B.M.W., Dellow, M.G., sports-racing O.W.H.Y., cash adjustment either way, 283, New North Road, Islington, London. Tel.: Canonbury 2968. [5837]

AUSTIN SEVEN saloon, 1930, good runner, taxed and insured, £55 o.n.o. Bloomfield, 14, Shalimar Road, Acton, W.3. [5838]

LAGONDA 16/30 saloon 1934. Very good mechanically, 58 m.p.h. in third (Pool), coachwork, leather in fine condition, 5 excellent tyres, new battery, £195. "Foliejon," Goring Road, Woodcote, near Reading. [5839]

SUNBEAM 20.9-H.P. saloon 1930, model. Laid up since 1932, genuine mileage 22,000, bodywork immaculate, mechanically perfect, Dunlop Forts all round. This car is reluctantly offered for sale and is open to any inspection, nearest £250. D. M. Fullarton, Bedale Hall, Bedale, Yorkshire. [5840]

£400 O.N.O. September 1947 TC M.G., black, silver wheels, leather upholstery, carefully used, extras include Masteradio, Fram filter, Trico screen washer, etc. Box No. B841, MOTOR SPORT, 15, City Road, E.C.1. [5841]

FOUR WOODHEAD-MONROE tele-draulic shockers, 5-in. stroke, brackets, unused, £8. 50, Manor Road, Harrow. [5842]

FOR SALE—continued

3-LITRE BENTLEY, 1929 saloon, mechanically sound, £170. Brewer, 19, Lamplugh Road, Bridlington. [5843]

LANCIA 2-litre sports saloon by Diotti. Dark blue with blue leather. Unusual car in excellent condition. Banks, Kirtlington, Oxford. Tel.: Bletchington 81. [5846]

FOUR GOOD SECONDHAND 4.75 by 21 Dunlop tyres and tubes, £3 5s. each. Two good secondhand 5.25 by 21, £4 10s. each. One Riley 19-in. 42 hub wheel, £2 10s. New Desmo bulb horns, £1 5s. Bland, 27, Southfields Road, S.W.18. Tel.: Vandyke 1612. [5847]

WOLSELEY HORNET. Very attractive 2-seater. Engine overhauled. Excellent hood, battery, tyres. Still worth £120. Taxed, insured. Greeves, 10, Longridge Road, S.W.5. Tel.: Grosvenor 8171, days. [5849]

ALVIS 12/50 saloon: 30 m.p.g. Negligible oil consumption. £130. Tel.: Finchley 7022. [5850]

ROLLS-ROYCE SILVER GHOST, 1921, landaulette. Good runner. £75. Good 21-in. tyres from £2. Ghost spares. Brand new 33 by 5, £10. Dale, 142, Chesterton Road, Cambridge. [5851]

CYCLE WINGS (domed and beaded). Steel: 5 in., 6 in. and 7 in., 10s. each fronts, 12s. 6d. rears. Carriage and packing 4s. per order. W. G. Ferguson, Bath Road Garage, Nailsworth, Glos. [5852]

L-TYPE MAGNA engine and gearbox, etc. (dismantled). S.U.s manifold. Offers. Whole or parts. Steadman, Strand, Rossall, Fleetwood. [5853]

HAND-SURFACED GROUND ROCKERS. M.G., Wolseley, etc.: 6s. each exchange; exchange clutch levers 4s. exchange. All classes welding. Rocker bushes 5s. and 6s. each. Shafts to pattern 7s. 6d. each. Valve guides 4s. 6d. Spares for M. J. P. T. types. Buy secondhand spares. S.A.E. please. Thomson's, 104, Kingston Road, Wimbledon, S.W.19. Tel.: Liberty 8498, after 7 p.m. [5854]

PROMHEAD FOURSOME COUPE Hillman Ten, 1939. £265, or exchange sports-car. Cash either way. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [5855]

1927 BEAN FOURTEEN tourer. Excellent original condition. Offers. Peal, 69, The Close, Salisbury. [5856]

M.G. F MAGNA. Triumph Nine engine. Excellent condition, fast combination. New hood, tonneau cover, battery, valves and plugs. £125 or offer. Erlebach, 18, Onslow Avenue, Richmond. [5857]

COLLECTOR'S PIECE. Chauffeur-maintained Morris Cowley. Genuine 5,000 miles. Immaculate, original, unique. Shooting-brake-tourer coachwork. Faultless. Offers. Forest Lodge, Station Road, New Milton, Hants. [5858]

1930 RILEY NINE. Complete chassis and engine. Good tyres. For quick sale, or exchange for Austin Seven chassis. Tel.: Radlett 5840. [5859]

SUPERCHARGER, ROOTS-TYPE 1 1/2-litre. £20. S.U. carburettor D/D 1 1/2-in. bore. £7 10s. Four pistons and rings, Gough Nash 9-1 c.r. 69 mm. + .020 in. Specialloid. £4. Balthane Engineering Ballasalla, Isle of Man. [5860]

BUGATTI 69 mm. .020 oversize special high compression 49.5 pistons. Hepolite No. 3457. Brand new. Complete with rings and gudgeons. Accept £9 10s. Glover, 197, Coalway Road, Wolverhampton. Tel.: Wolverhampton 37776. [5861]

TYRES. New, unused B.T.R. One each 5.50 and 5.25 by 19. Offers. Box No. B862, MOTOR SPORT, 15, City Road, E.C.1. [5862]

FORD V8 SALOON, 30-h.p., 81A. Fitted new engine, battery, spring, heavy-duty dampers. Good tyres. Excellent body. Four-speed gearbox. Sell £140, or exchange Fiat, Crossley, Austin, Ford Ten, etc. Tel.: Nottingham 44065. [5864]

£55. S.V. MINOR SALOON. All perfect. Three new tyres, new battery, c.w.p., tools, literature. Tel.: Molesey 4144. [5865]

MORRIS TEN COUPE, 1938. O.H.V. Easycleans £220. 56, Pine Avenue, Gravesend. Tel.: Gravesend 5443. [5867]

£80. 1936 AUSTIN SPECIAL. Modified. Stark. Spares. £110 Ford Eight. Excellent. New engine. Exchange both. Anything to 10-h.p. 11a, East Meads, Guildford. Tel.: Guildford 2074. [5868]

I WISH TO DISPOSE of my 1930 Austin heavy 12/4 as I have acquired an older model. This fine motor car is in mint condition and will give years of good service to its next owner. Nearest offer to £90 from genuine buyer. Jack R. Collinson, 175, Moorside Road, Eccleshill, Bradford, York. Tel.: Bradford 37771. [5869]

VINTAGE WEYMANN SALOON DAIMLER 15.7-h.p. sleeve engine. Unused 18 years. Original paintwork, chassis, engine and body in first-class condition. Good tyres, new battery. 100 gns. or offer. Hitt, Thorgreen, Guiseley. [5870]

BUGATTIS TYPE 37A, 35A, 35C AND 51A for sale. Also new and used spares. Lloyd, Powell's Lane, Welshpool, Mont. [5871]

FOR SALE—continued

ALVIS SPEED TWENTY Thrupp sports saloon. Excellent mechanically, electrically, tyres, appearance. £165. Box No. B872, MOTOR SPORT, 15, City Road, E.C.1. [5872]

CAMBRIDGE ENGINEERING, the Austin Seven specialists, offer a comprehensive service for the Austin Seven owner both in standard replacement parts and sports conversion parts from stock; also four pressed steel 17-in. wheels, one pair twin 17-in. racing wheels, one short Hardy Spicer prop-shaft for short chassis with four-speed box, one new Nippy prop. shaft, light sports/racing pistons in sets first oversize; one reconditioned Nippy sports engine less components and one unblown Ulster engine with large inlet valves and new alloy head modified dynamo and Scintilla Vertex available for outright sale. Ditto 1930-36 reconditioned engines, new pinion and crown wheels, wide type brake shoes with linings from stock; new 6-volt wiper motor units, S.A.E. for lists. Cambridge Engineering, Cambridge Road, Kew Green, Surrey. Tel.: Richmond 2126. [5873]

ROLLS-ROYCE TWENTY, October, 1927. Mechanically good. Excellent tyres (600 by 19) fitted; almost completed semi-razor edge saloon body. Requires glazing, spraying, interior trimming and oddments. Ready to drive away. £150, or near offer. Exchange considered (no time to complete ourselves). Jubilee Garage, New Street, Erdington, Birmingham, 23. Tel.: Erdington 4858. [5874]

BENTLEY SPARES. Complete 3-litre differential (except Star wheels) ratio 55 by 13. One wheel rebuilt 17-in. rim, never used. Any offers considered as no further use. Jubilee Garage, New Street, Erdington, Birmingham, 23. Tel.: Erdington 4858. [5875]

1950 ALLARD SALOON. Small mileage. Fitted high-speed rear axle and split front axle. Immaculate condition. £725, or would exchange for older car and cash. Terms considered. 6, The Avenue, Middlesbrough. [5876]

D.K.W. TWO-STROKE SPARES. Complete gearbox/diff. assembly, crankcase halves, head, block, chain case, etc., for £10. Reynolds, 23, Sudeley Street, Brighton. [5877]

1937 15.7-h.p. B.M.W.-FRAZER-NASH cabriolet. Reconditioned 13-h.p. engine fitted 1950. Exceptional condition. Fast; i.f.s. £300, o.n.o., or consider exchange Riley Nine with cash adjustment. 2, Wardo Avenue, Fulham, S.W.6. Tel.: Renown 6314. [5878]

FRAZER-NASH SPARES. Front axle beam, 12-in. brake drums. Some steering parts. Front and rear springs. Front axle clips. Brake shoes with good linings 12 in. and 10 in. Brake back plates with knuckle. A few sprockets, 1934 stub axles. Front hubs complete with bearings. 12-in. rear Wolseley Hornet hydraulic brakes for conversion. Shelsley front springs new. Wheel centres or special wheels. Wanted. Bevel box complete or parts. Would swap for any above. Truscott, Alpha Garage, Aldingbourne, Chichester. [5879]

WOLSELEY HORNET. Most parts including cylinder blocks, one sleeved to standard, cylinder head, gearbox, springs, reconditioned Luvax shockers, etc. Also new series I and II Morris axle-beam. Meadows Avon engine and several 18-in. tyres. Reasonable prices. Glynn, South Cerney House, Cirencester. [5880]

RILEY NINE MONACO. Really Good. Stamped addressed envelope for details, please. Box No. B882, MOTOR SPORT, 15, City Road, E.C.1. [5882]

ASTON-MARTIN MARK II saloon. Beautifully kept. Excellent throughout. £350. Arundel, Misbourne House, Chalfont St. Giles, Bucks. [5883]

ASTON-MARTIN, 1935, 1 1/2-litre Mk. II, short chassis, 2/4-seater. New hood, tonneau, etc. £200 overhaul; 7,000 since. 100 per cent. condition. Must sell. Any reasonable offer around £450. Morris, 33, Orchard Avenue, Gravesend, Kent. Tel.: Gravesend 5972. [5884]

BREAKING UP 10-cwt. Fordson for spares. 29, Garth Road, Kingston, Surrey. Tel.: Kingston 3432. [5885]

RILEY 1087. No. 11 Cozette supercharger in excellent order and complete with all fittings for installation. 23a, Sutton Court Road, Chiswick. [5886]

SCINTILLA VERTEX MAGNETO for Ford V8 engine. Complete, £9. Richards and Carr, 35, Kinnerton Street, S.W.1. Tel.: Sloane 5424. [5888]

HOTCHKISS 3 1/2-litre Paris-Nice fixed-head foursome coupé. Superb condition throughout. Recent full overhaul, New tyres. £350. Richards and Carr, 35, Kinnerton Street, S.W.1. Tel.: Sloane 5424. [5889]

ALLARDS. Richards and Carr always have a choice of Allards at extremely reasonable prices. 35, Kinnerton Street, S.W.1. Tel.: Sloane 5424. [5890]

TALBOT 14/45. Chassis and spares. Engine excellent condition. Five good wheels, tyres. Radiator, axles. Very cheap to clear. Box No. B891, MOTOR SPORT, 15, City Road, E.C.1. [5891]

TOULMIN



Mr. Toulmin extends a personal welcome to all M.G. owners



We have three new complete M.G. chassis for sale to personal callers only
Two new TC engines—surplus to our requirements



If you are thinking of overhauling your M.G., ready for the Spring, you'll be interested in the following representative list of spares available from stock :

Reconditioned engines, all models.
Our modified oil seal and hood to protect your dynamo.
Vertical drive gears, rockers, camshafts, lightened flywheels, brake shoes, drums, cables, etc.
Reconditioned gearboxes, all models.
15, 16, 17, 18 and 19-in. road wheels.

TA, PA, PB, J2, J4, M, Magnette and Magna—crankshafts, with rods and mains; cylinder blocks, surface ground, sleeved, with pistons; either exchange service or outright sale. Also cylinder heads with or without overhead gear. Back axles, half-shafts, tyres. J2 clutch toggles. Chromium luggage carriers.

Why not call and see us—we are open all day Saturday and Sunday mornings from 10.30 a.m. to 1 p.m. Alternatively, order your spares by telephone or letter—the fastest C.O.D. service is available to you.

TOULMIN MOTORS, Official M.G. retail dealer
343 STAINES ROAD, HOUNSLOW, MIDDLESEX
Telephone: HOUNslow 2238/3456

FOR SALE—continued

SALE OR EXCHANGE. Four 17-in. Rudge wheels (ex-H.R.G.) with tubes, and good 4.75 Michelins. 5.50 by 16's wanted. 3, Downcourt Road, Purley, Surrey. [5924]

INVICTA 1½-litre saloon, 1933. Immaculate condition. New tyres. Completely overhauled. Taxed. £200, o.n.o., or exchange saloon or sports. Tel.: Byron 4935. [5925]

B.S.A. THREE-WHEELER. £5 p.a. tax. Exceptional condition. Fast and reliable. 9, Forest Drive West, Leytonstone. [5926]

1913 ROLLS GHOST cylinder blocks, pistons, con-rods. Also original wings, bonnet 1932 Triumph 2-seater. Taxed. £40. Sheppard, 11, Vincent Avenue, Stratford-on-Avon. [5928]

WELFORD BROS. FOR RILEY SPARES—SERVICE. Largest and most comprehensive stocks of new and used spares in the Midlands. Tel.: Leicester 65903. See below. [5929]

NEW REPLACEMENT. 9-h.p. oil pumps, 47s. 6d. complete. Valves, 11s. Guides, 5s. Valve springs: single, 10s. 6d. set; double, 20s. set. Damper springs, 3s. pair. Tappet securing screws, 4s. doz. Gaskets, 17s. set. King-pins and bushes, 72s. set. Speedo cables, 26s. complete. Brake cables, 18s. 6d. Small-end bushes, 3s. 6d. Timing gears, magneto and distributor pinions. Service exchange brake shoes, clutch plates, B.T.H. magnetos, Rotax AT.145 and AT.166 dynamos. Complete overhauls, cylinder boring and sleeving and general repairs. S.A.E. with all inquiries, please. Welford Bros., Leicester. See below. [5930]

REMOTE CONTROL GEARBOX UNITS for all boxes, 1928 to 1932 inclusive. Sturdily made units specially designed to replace original "stick" without alteration to gearbox. Modern, effortless control—fitted in 10 mins to sports or saloon cars. Welford Bros., Leicester. See below. [5931]

ARMSTRONG PRESELECTA GEARBOX in excellent condition and complete with bell housing. Ex-Riley 1½-litre, £25. Also all controls and flywheel with automatic clutch, etc. Welford Bros., Leicester. See below. [5932]

COMPLETE 12/6 ENGINE. Ex-1934 Kestrel. New pistons, crank ground and bearings metallised 3,000 miles ago. £35. Welford Bros., Opal Street, Leicester. Tel.: Leicester 65903. [5933]

FOR SALE—continued

ASTON-MARTIN 2-litre saloon, 1937. Pale blue. Condition rough, but fundamentally sound. No reasonable offer refused. J. R. Wakefield, Milton Lodge, Iver, Bucks. Tel.: Iver 280. [5934]

BENTLEY SPEED SIX, 1929, 4-seater tourer. 67,000 miles. Beautiful body. Mechanically excellent. Original throughout. £250. Ryman, Sunshine House, Chorleywood, Herts. Tel.: Chorleywood 122. [5935]

SINGER NINE sports coupé, 1933. Excellent condition throughout. £150, or offer. Mander, 91, Fencepiece Road, Ilford. [5936]

1948 REBUILT M.G. 18/80 tourer, Mk. I; 80 m.p.h., 20-24 m.p.g. Dr. Palmer, Tel.: Leytonstone 5522. £135. [5937]

M.G. SPARES. PB valve cover, 30s. Exhaust manifold, 25s. Oil pump, 20s. Filter, 15s. Pair carburetters, £3. V-drive housing, 15s. Pair new 16-in. wheels, £10. J2 block, £2. Sump, 15s. Crankshaft, £5. Valve cover, 6s. Clutch, 25s. Inlet manifold, 10s. Con-rods, 2s. 6d. V-drive housing, 5s. Gearbox complete with remote control, £6. Flywheel housing, 5s. M block, 25s. Tank pressure pump, 25s. E.N.V. gearbox complete, excellent condition, not preslector, £8. Complete differential assembly M.G., Morris, £9. New Welseley Hornet C.W. and P. £5. Box No. B938, MORON SPORT, 15, City Road, E.C.1. [5938]

HUMBER 14/40 tourer, 1928. Excellent condition. Completely overhauled; new paint, brake linings, rings, hood, battery. Never rebored. £100, or near. 1934 Austin Ten saloon. Oil-tight, water-tight. Five new tyres. £70, or near. Seen Aylesbury, Coventry. Sell either, exchange both for Riley Nine. E. T. B. Smith, 16, Wellington Road, Aylesbury. Tel.: Aylesbury 731, daytime. [5940]

ALVIS SPEED TWENTY saloon. Sleeved, crankshaft reground, new bearings, valves, guides, tappets, timing-gear. Magneto overhauled. Brakes relined, new cables. New starter, silencer, wiper, windscreen. Steering completely reconditioned. Rewired. Headlining and matting renewed. Wheels stripped, resprayed; hub-caps rechromed. Four tyres, negligible usage. £1,000 performance for £330, o.n.o. Terms considered. Reluctant sale by Army owner posted overseas. Box No. B941, MORON SPORT, 15, City Road, E.C.1. [5941]

FOR SALE—continued

FORD V8, 1936, 30-h.p. d.h.c. Excellent condition in and out. Good tyres, two new. £120, o.n.o. 28, William Way, Letchworth, Herts. Tel.: Letchworth 555. [5942]

1937 HILLMAN WIZARD 75 CONTINENTAL tourer. 40,000 miles. Laid-up ten years. Daily use. Full weather equipment. Chrome body, upholstery excellent. Everything works. £185. Flt.-Lt. Crampton, 9, Perch Meadows, Halton, Bucks. [5943]

LAGONDA SALOON, 1932. Rebuilt 2-litre engine partially installed. New tyres. Springs reset. Spare instruments. Many parts rechromed. Fitted Alvis all synchromesh gearbox. Owner posted overseas. Half-way through rebuild. Car can be towed. £145, or offer. Also 1928 saloon windscreen, pair cycle mudguards, stub axles. Mosley, Brookside, Benson, Tel.: Wallingford 319. [5944]

1925 SILVER GHOST 48-h.p. landaulette. Engine excellent; bodywork good for age. Two spare tyres; all tools and standard spares. Offers over £130. Box No. B945, MORON SPORT, 15, City Road, E.C.1. [5945]

1925 37.2 HISPANO 7-seater partition saloon by R. Williamson of London. Later o.h.c. engine fitted. Five good tyres. Fine mechanical fettle. Bills for £160 for last 18 months. £240. Stored at Swandean Garage, Arundel Road, Worthing. Whitehead, 43, Morden Road, Mitcham. [5946]

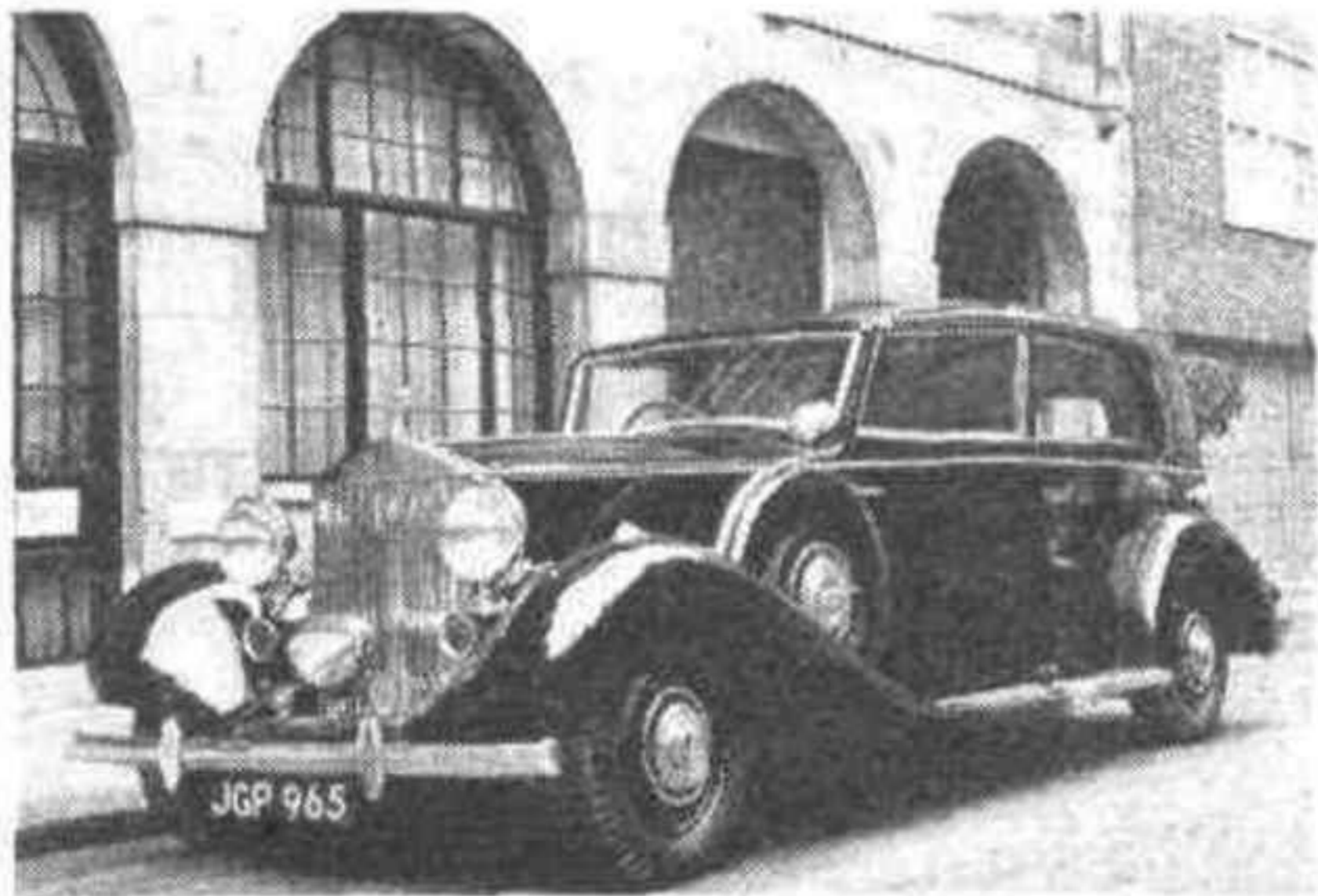
ALVIS SPEED TWENTY 2-door sports saloon. Very nice condition throughout. £115, o.n.o. Hyde-East, Esq., 9, Waldegrave Road, Teddington, Middlesex. Tel.: Molesey 4317, day; Molesey 6222, evening. [5947]

PEUGEOT, 1939, 12-h.p. airline 4-door drophead. Rebored. Four new tyres, battery, hood, radiator. £165. Cunliffe, 1, Carlisle House, Broad Walk, Buxton. [5948]

BENTLEY, 1928, 4½-litre. Unused since complete engine rebuild. New 2/4-seater aluminium body, cellulosed black. Good tyres. £350. Exchange post-war Allard, Pilot, etc. Also 1934 Sunbeam Twenty-Five. Martin-Walter 4-door drophead coupé. Hide upholstery. New tyres. £125. Consider exchange late motor-cycle or W.H.Y.? 50, Carpenter Road, Edgbaston, Birmingham, Tel.: Edgbaston 4035. [5949]

SIMMONS

offers the following selection of sports carriages from a varying stock



1939 ROLLS-ROYCE WRAITH 25/30—sedan-de-ville by Saoutchik of Paris, Ch. No. YMB 51, Eng. No. Y7WY. 38,000 miles only since new, and the property of one titled owner until purchased by us on January 17th, 1953. Throughout the life of this "Wraith," Messrs. Rolls-Royce Ltd. have been given absolute *carte blanche* in its maintenance. In September of 1952 a complete and extensive top and bottom overhaul, brakes, servo, tyres, etc., was carried out, and some 600 miles only have been completed since this date. The Saoutchik coachwork is entirely without blemish and the interior decor and fittings faultless. As a unique and compelling example of the outstanding elegance of French craftsmanship on the R.-R. chassis, this particular "Wraith" bears that indefinable stamp of pedigree which is the hallmark of fine craftsmanship. The complete R.-R. history and receipts are available for inspection.

£1,700

ROLLS-ROYCE (1927) 21.6 tourer by Gurney-Nutting, Ch. No. GMJ 54. With full weather equipment. Pure vintage and in excellent fettle throughout and well maintained. Good tyres, battery, hood, etc. At present undergoing a complete and extensive checkover in our workshops. Taxed.

£300

ARMSTRONG-SIDDELEY (1934) 20-h.p. sportsman's 4-light saloon. New battery. Five new tyres. Recently rebored. Taken in part-exchange for Rolls advertised last month. In excellent fettle.

£125

ROLLS TWENTIES (1928). AT THE TIME OF GOING TO PRESS WE OFFER A CHOICE OF THREE OF THE OWNER-DRIVER SALOON MODELS—ALL IN VERY REASONABLE CONDITION, AND ALL HAVING UNDERGONE A THOROUGH AND COMPLETE CHECKOVER IN OUR OWN WORKSHOP. TYRES AND BATTERIES HAVE BEEN REPLACED WHERE NECESSARY AND BRAKES RELINED. SINCE IT IS AN INORDINATELY, AND OFTEN UNNECESSARILY, EXPENSIVE PROCESS TO RECONDITION A ROLLS-ROYCE COMPLETELY, ALL EXISTING FAULTS NOT RECTIFIED WILL BE FULLY DISCLOSED TO POTENTIAL PURCHASERS. APART FROM THESE DISCLOSED FAULTS THESE ROLLS WILL BE FULLY GUARANTEED.

£200 - £400 or thereabouts as and when available.

WE ARE CURRENTLY NEGOTIATING THE PURCHASE OF A 1934 OWNER-DRIVER 20/25, AN 8-LITRE BENTLEY CONTINENTAL COUPE, AND A J2 ALLARD WITH "ARDUN" HEADS. WE WILL BE PLEASED TO FORWARD FULL DETAILS ON APPLICATION.

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Immediate insurance effected with Lloyd's Brokers. Export and Shipping. Engineers' Reports and Examinations.
All Vehicles and Accessories are offered subject to being unsold unless otherwise stated. E. & O.E.

FOR SALE—continued

WOLSELEY HORNET axles, set 9-in. hydraulic brakes, new linings and drums, pair new front hubs. Glynn, South Cerney House, Cirencester. [6133]

RILEY NINE MONACO saloon, 1937. Grey, with grey leather upholstery. Special series engine, twin Solex, Wilson box. Chrome Windtones and wing mirrors. Following work just completed: springs reset, new shockers, brakes and dynamo reconditioned, new exhaust system. Whole car in superb condition bodily and mechanically. Powerful and very comfortable. £225. Sole reason for sale—cockpit too cramped for 6 ft. 2 in. driver. Tel.: Kingston-on-Thames 8703. 6137

FOR SALE—continued

PISTON RINGS, Rover and M.G. Std. and O/S. Alvis 20-h.p. and many other spares. S.A.E. for particulars. Wanted 2-litre Dolomite spares, 550 by 17-in. wheel discs and tyres. c/o 254, High Road, Wood Green, N.22. [6391]

TALBOT 14/45, 1932, running chassis. Perfect condition. Overhauled electrically, mechanically. Good tyres, brakes, clutch, radiator, etc. Capable of 70 m.p.h., 35 m.p.g. £50. Tel.: Wembley 9911. [6140]

1934 RILEY NINE helical box, gears damaged. £3. Steering column. £2 10s. Purton, 27, Wimborne Grove, Watford. [6143]

FOR SALE—continued

ALVIS SPARES! Parts (secondhand and reconditioned) for Firefly, Speed Twenty, Crested Eagle and S/E, engines, starters, magnetos, water pumps and dynamos. All types gearboxes, speedos, rev-counters, wheels, brake parts, tyres, etc. Exchange on reconditioned parts. Routledge, Scholes, Leeds. [6145]

CHROME HOOTER, ex-Wolseley Lucas 12-volt. Good condition, 50s. Foreshow, Twyford, Banbury. [6151]

LEA-FRANCIS, 1934, fixed head coupé. Excellent condition. £90 or offer. Tel.: Rainham 81223, after 7 p.m. [6152]

FOR SALE—continued

1934 J2 M.G. Excellent condition. Luggage grid, flared wings. £175, o.n.o. Clarke, 180, Middlewich Street, Crewe. [5950]

TWO-LITRE LAGONDA 12.8-h.p. 4-seater tourer, 1928. Perfect condition. £125, o.n.o. Tel.: Emberbrook 4949. [5951]

BENTLEY 3-litre engine dismantled, crank ground, block honed .060 less rods, pistons. £20. 1935 Austin Seven van. Reconditioned engine, new auxiliaries. Taxed. £40. Bentmoor, Low Bentham, Lancaster. [5952]

LEA-FRANCIS SPARES AND SERVICE. New and secondhand spares for all vintage models. Gaskets, brake and clutch linings, swivel pins, axle shafts in stock. Repairs and overhauls. Holmesdale Garage, South Norwood Hill, S.E.25. Tel.: Livingstone 1906. [5956]

M.G. PA block, sump, rear wings, slab tank, wheels. Reasonable offers. Wanted PB block, cylinder head, Kigass pump. Box No. B957, Motor Sport, 15, City Road, E.C.1. [5957]

1936-37 HUMBER 12-h.p. d.h.c. Good hood, tyres, electrics, battery. Red hide interior as new. £135, o.n.o. Exchange saloon. Tel.: Tottenham 2540. [5959]

AUSTIN SEVEN tourer, 1928. The little lady looks somewhat dishevelled, but has a good heart none the less. Offers around £40. Morgan, St. Peter's Vicarage, Southborough, Kent. [5960]

AUSTIN SPECIAL attractive 2-seater in B.R.G. Enlarged inlet valves, alloy head, four-branch exhaust, Zenith D.D. fold-flat screen. New battery, tyres, etc. Rebuilt 1952. Price £160. 23, Elmbridge Avenue, Tolworth, Surrey. Tel.: Elmbridge 2794. [5962]

1937 ALVIS 4.3-litre saloon. Copperised head. Genuine one-owner car. £300 secures. 1929 12/50 engine and gearbox complete. S.A.E. details. Thwaites, Playing Place Garage, Truro. Tel.: Feock 238. [5963]

WELL PRESERVED M.G. J2 in sound all round condition. Now running in after rebore and top overhaul. £160. Owner for last eleven years requires larger car. Lane, 8, Henleaze Avenue, Westbury, Bristol. Tel.: Bristol 65954. [5964]

ALLARD FOR SALE. Very delightful 1949 small coach-built drophead 2/4-seater sports coupé. Quite one of the most attractive Allards on the road. Dark olive green with brown hide interior. Paintwork, etc., perfect. Central remote gear change, large twin fog lamps, Lucas flamethrower lamp, screen washer, aerial, special short chrome bumpers, etc., etc. Exciting car to drive. Very much more pleasing lines than the Standard drophead model, and really immaculate. Not just another second-hand car. Taxed. Price £475. Owner would consider in part payment small car up to approx. £200 value. Suitable young person. Tel.: Melton Mowbray 533. [5965]

BENTLEY BODY off Speed Six. Sound, small fabric saloon, with seats and floorboards. £30. Also many chassis and engine parts. Inquiries: Kramer, 85, Lichfield Court, Richmond, Surrey. [5966]

1935 ALVIS SPEED TWENTY saloon. Brakes relined. Tyres, paint, mechanically good. £200, or reasonable offer. Hukin, 89, Mount Ararat Road, Richmond, Surrey. Evenings, weekends by appointment. [5967]

1936 RILEY NINE KESTREL in exceptional condition. Special series engine, twin carbs., preselector. Over £250 spent in last two years. Bills shown. Resprayed black. Three new tyres, new battery. £250. 100, Benhill Wood Road, Sutton, Surrey. Tel.: Fairlands 8440. [5968]

FOR SALE—continued

1939 JAGUAR 1½-litre. Reconditioned engine, steering, radiator; nearly new tyres, battery, floorboards, etc.; 30 m.p.g. obtainable. Excellent condition. £295. Raywood, Glenwood Road, West Moors, near Bournemouth. [5969A]

TALBOT 14-h.p., 1932, truck. Ford 14.9 van, 1935. £20 each. West Sussex. Box No. B969, Motor Sport, 15, City Road, E.C.1. [5969]

ALVIS SPEED TWENTY drophead, 1934. Good condition. £155. 82, Harrow Road, Middlesbrough. Tel.: Middlesbrough 89800. [5970]

ALVIS, 1932, 12/50 saloon. Excellent. Sell/exchange something small and nasty. 67, Station Road, New Milton. [5971]

LANCIA LAMBDA TORPEDO sports, 14-h.p., in good running order. Approx. £65 spent recently on engine. New battery, original lamps, i.f.s. Offers around £75. Fiat 8-h.p. 4-seater, 1929. Two new tyres and hood, all screens, good runner. £45? Both must be sold. Personal interest in vintage repairs. (H. Radcliffe, A.M.I.Mech.E.). Community Motors, Salisbury. Tel.: Salisbury 4965. [5972]

1930 AUSTIN HEAVY 12/4 WINDSOR saloon. Chauffeur driven 10 years, stored 5 years. Mechanically perfect. Immensely reliable. Enthusiast maintained. Complete history known. Low mileage. £100, o.n.o. Tel.: Epsom 2160, evenings. [5975]

ALVIS FIREFLY blocks. 12/50 rods. Silver Eagle crown and pinion. Back plates. Box No. B976, Motor Sport, 15, City Road, E.C.1. [5976]

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LONDON'S FINEST MOTOR CARS

- 1938 Frazer-Nash-B.M.W. 2-door saloon, Type 320 ... £395
- 1947 Singer Nine sports 4-seater, excellent condition £395
- 1948 Standard Eight open 4-seater ... £375
- 1938 M.G. 18-h.p. drophead coupé and sports saloons from £299
- 1934 Lagonda 16/80 sports saloon, outstanding ... £235
- 1937 Jaguar 12-h.p. sports saloon, choice of 2 from £225
- 1936 Riley 1½-litre saloon, with special engine ... £222
- 1934 Talbot 95 sports saloon, really outstanding ... £165

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ALL IN MAGNIFICENT CONDITION—
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PART EXCHANGES WELCOMED

421-423, HIGH RD., FINCHLEY, N.12

Tel.: Finchley 6221-2-3

Go to EAST FINCHLEY UNDERGROUND
and drive home!

FOR SALE—continued

1935-36 TRIUMPH 12-95 sports saloon. Good condition with complete spare engine. Nearest £125. May, Caen Hill, Devizes. [5977]

ALVIS 19.8 SILVER CREST, 1938, drophead foursome. Excellent coachwork. Offers or part exchange TC M.G. requiring attention. 73, Hartley Road, North End, Portsmouth. [5978]

M.G. MODEL M. Cylinder head, camshaft, starter-flywheel, manifold, distributor. Tel.: Bradfield 377- [5979]

RILEY MONACO, 1933. Recent rebore, rewired-new battery and radiator. Sound and attractive. £75. May be viewed Sat. and Sun., 12, Inner Park Road, Wimbledon, S.W.19. [5981]

AUSTIN SEVEN SPECIAL, 1952. Aluminium head, S.U. carb., sleeved engine, hood, heater, boxed chassis, cellulosed. £125. 9, Clendon Avenue, Egham. [5982]

ALUMINIUM, 1935, SINGER LE MANS sports saloon body, complete radiator shell, wings, lights, seats; 90-in. wheelbase; £25. 1, Molyneux Park, Tunbridge Wells. [5985]

AUSTIN SEVEN utility special; neat, comfortable. Radiator, dynamo, distributor, exchanged four months. Tyres 3,000. Engine overhaul 6,000. Spares: engine, box, ancillaries. Enthusiast-maintained. £45. Seen Reading. Reason sale, bargain Utilecon. Box No. B986, Motor Sport, 15, City Road, E.C.1. [5986]

RILEY NINE KESTREL, 1933. Smart, fast. Good tyres, battery. Nearest £125. Also spares. Heslop, Broompark, Acomb, Hexham, Northumberland. [5984]

1936 MAGNETTE. Special axle, 16-in. racing tyres; belt dynamo; Lockheeds; Woodhead dampers; new hood, tonneau. Near £295. Oakshott, 1, Weston Villas, Thames Ditton. [5987]

BENTLEY 4½-LITRE, fitted with shooting-brake body 1952, also relined clutch and Hardy-Spicer prop.-shaft, six new tyres. £200, or near offer. 70, Park Lane, Teddington. Tel.: Molesey 4767. [5988]

BENTLEY: Large collection of spares to clear. Tel.: Molesey 4767. [5988A]

TALBOT 105 drophead coupé, fair condition. Engine good but no battery. £60. Tel.: Molesey 4767. [5988B]

"THE ROCKET." Austin-M.G. Special. 1935 Big Seven engine. Two-seater. Lengthened under-riding chassis. 43 m.p.g. £125. Tel.: Hitchin 672. [5991]

ASTON-MARTIN MK. II, long chassis. Complete recent overhaul. £370, o.n.o. W/Cdr. Amsden, R.A.F., Andover. [5992]

HANDBOOKS: Austin Twenty, 1923; Austin Sixteen, 1931; Cowley and Oxford, 1926; 15s. Erskine, Clyno, Hornet, Buick and others, including post-war. Box No. B993, Motor Sport, 15, City Road, E.C.1. [5993]

STANDARD NINE, 1933, clean, good runner. Oil filter. New crown and pinion. £52 10s. Exchanges considered. Tel.: Farnborough (Kent) 4448. Box No. B994, Motor Sport, 15, City Road, E.C.1. [5994]

RILEY NINE, M.G. Midget, 1930/32, blocks and parts. Triumph Eight, 1933, engine and gearbox, £15. Solex 26-mm., 30s. Mercedes tyre gauge, new Lucas dashlight; Tecalemit gun, 10s. 1934/36 Vauxhall rear bumpers; Oylor muff, £1. And others. Box No. B995, Motor Sport, 15, City Road, E.C.1. [5995]

TRIUMPH SEVEN, sports conversion, 1947. Insured. 40 m.p.g. £100. Also many spares. Bishop, 75, Highbury New Park, N.5. [5996]

14/40 VAUXHALL, 1927, 4-seater tourer. 5,000 miles since rebore; marvellous condition; enthusiast maintained; daily use. £150. Martin, Hall Lane, North Walsham, Norfolk. Tel.: North Walsham 2372 (before 6 o'clock). [5997]



RILEY 1940 MODEL 12-H.P. drophead coupé, four seats. One very loving and critical owner. Low mileage. Fitted NEW!!! engine by Rileys few weeks ago. In fact, car in concours condition throughout. Mellowtone horns. Vertical magneto, etc. Written guarantee. This very scarce Riley

will be sold for £395, no offers, but a late model 8 or 10-h.p. saloon and cash will be considered.

RILEY, LATE 1940, KESTREL saloon, 2½-litre, Healey type engine. Synchromesh box. Jackalls. In fact, prototype of post-war 2½ Riley. Spot-on mechanically. Just had bodywork renovated where necessary at cost of £30 but still requires a repaint, and as this advert must be in print ten days previous to publication I can't say whether car will get painted or no. But will take 195 gns.!! as she is, and this is definitely the cheapest model 2½-litre ever offered.

BENTLEY 3-LITRE RED LABEL, 1925, fitted 1947 post-war foursome drophead coupé body off 1947 3½-litre Jaguar, including Jag. wings. Wheels

reduced to 6.50 by 18 and she has latest axial starter, rev.-counter, speedo., etc. Stoneguard, P.100s, wind horns. No faults to declare. 195 gns. which does not pay bills spent on car in last 12 months.

FORD 14.9 saloon, 1930-31, original condition, including paintwork and upholstery; loose covers. One owner till 1950. Just had £47 spent on engine and I have fitted new back end. All plating as new. £65—quite unrepeatable.

1933 RILEY FALCON 9-H.P. shooting-brake. Manual box. This car has had over £125 spent on it in last 12 months. New body, tyres, battery, lamps, paintwork, etc. 40 m.p.g. (approx.). Written guarantee. £110.

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1948 Triumph 1800 roadster, new works engine and gearbox just fitted, one owner only ... 529 gns.

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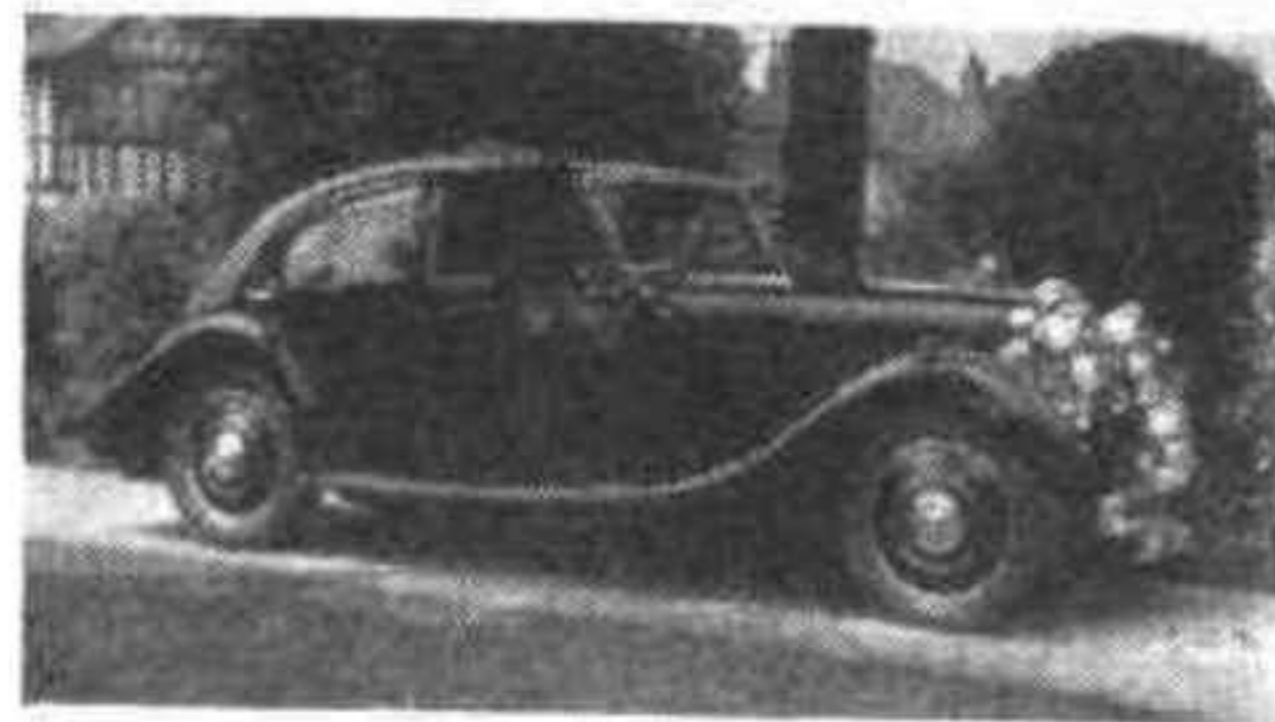
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1920 ROLLS-ROYCE GHOST chassis and body to scuttle. Ex-hearse. £25, or exchange whimsical vintage light car. Details from: P. Flamank, 59, Highfield Hill, London, S.E.19. [5893]

MORGAN 4/4 drophead coupé, green, 1948, model. Maintained annually agents. New hood, rechromed. Sound reasons sale. Engineer's inspection welcomed. £375, o.n.o. J. H. B. Urmston, Winchester Street, Botley, Southampton. Tel.: Botley 8. [5894]

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WINGS, APRON, BONNET for MG. TC. £2 10s. Tel.: P. Taylor, Wembley 4358. [5902]

MORRIS MINOR O.H.C. Dismantled but towable chassis. Complete all parts, including two engines, body frame, wings, screen, lights, etc. Ideal basis for special. Room wanted. £25, o.n.o. Would separate, or exchange for Riley Nine sports body, or W.H.Y. Noott, 36, Perry Park Road, Blackheath, Birmingham. [5903]

A.C. 1937 16/70 tourer. 16/80 engine. 4.25 axle ratio. Fast, reliable car. £250. 47, Rowan Walk, Bromley Common, Farnborough, Kent. Tel.: Farnborough 4528. [5904]

NEW 12V. S.U. PUMP, 50s. New W.1 Carter D.D. carburetter, 1½-in. bore, 2½-in. bolt holes, 50s. Ford Eight spare wheel, complete (wire), 25s. 18, Ridge Crescent, Whitefield, Lancs. [5905]

ALVIS 12/60 4-seater sports tourer. Very sound condition throughout. Sleeved engine, new timing gears and starter ring. Good hood, screens, tyres and battery. £120, o.n.o. McEwen, Great Longstone, near Bakewell, Derbyshire. [5907]

MORRIS MINOR tourer, 1934. Completely reconditioned engine and clutch 2,500 miles ago. Springs, shockers, electrics, etc., renewed or overhauled, offers, exchanges. Taylor, School of Agriculture, Sutton Bonington, Loughborough. [5908]

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AMILCAR PETIT SPORT (7.8-h.p.) engine-gearbox and accessories. Reconditioned except timing gears. £25. Almost complete Surbaisse rear-axle springs, prop., etc. £5. 102, Astbury Road, Peckham, S.E.15. [5910]

WILL BREAK Singer Junior tourer. C.W. & P. Kappat, Jim Broadhead, Aysgarth, Colne Road, Barnoldswick, Colne, Lancashire. Tel.: Barnoldswick 2233. [5911]

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RILEY 12/6. Crankshaft and other pieces. Cheap to caller. "Decima," Yeoman Lane, Bearsted, Kent. [5923]

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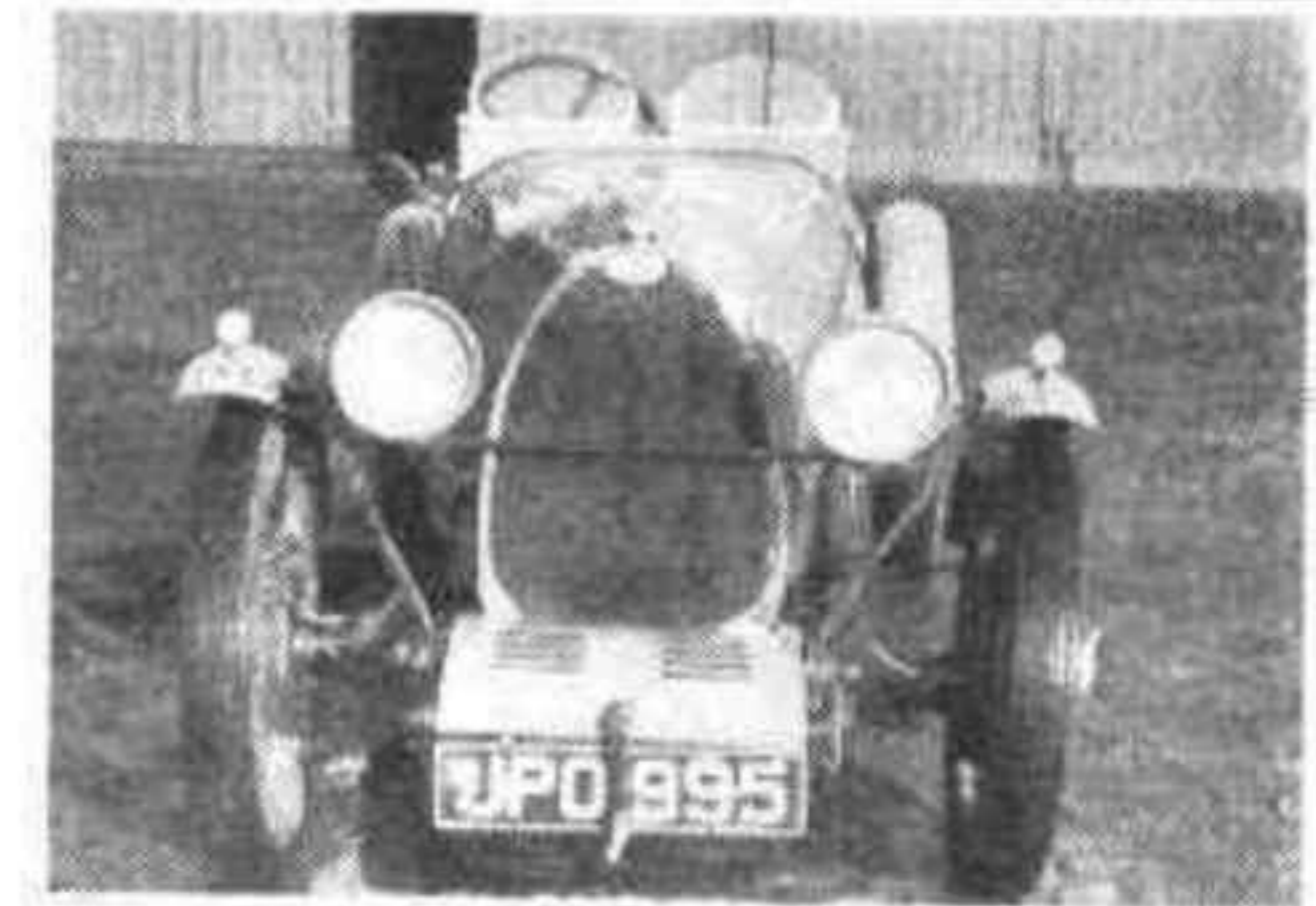
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VINTAGE F.W.D. ALVIS 12/50, supercharged. Stark enthusiast's car. Particulars and photos on request. £75, o.n.o. Box No. B001, Motor Sport, 15, City Road, E.C.1. [6001]

ALVIS 12/50 saloon, 1927. Excellent condition. Tyres very good. What offers? Details from: Garrett, Fort Cumberland, Southsea, Hants. [6003]

SALMON 9.5-H.P., 1926. French 4-seater tourer. Recent complete engine overhaul. Tyres, body and chassis in excellent condition, indicating small mileage and sheltered life. Including spares, £75. London, 35, Amherst Road, W.13. Tel.: Perivale 7387 (after 7 o'clock). [6005]

1928 LEAF fabric saloon, 4ED Meadows. Two owners; outstanding condition. £100. Jelly, 16, Springwell Road, Durham. [6007]

LEA-FRANCIS 4-seater tourer, 4ED Meadows engine reconditioned. Exceptional condition throughout. £175, o.n.o. Houlston, Little Petherick, Wadebridge, Cornwall. [6008]

FOR SALE—continued

SWIFT TEN tourer, 1927, original, sound; £35. Minor, 1933, 2-seater tourer; nippy, economical, reliable; £70. Bolam, 33, Ripon Road, Harrogate. Tel.: Harrogate 2764. [5848]

MANIFOLD with three matched Zenith carburettors, off Riley 12-h.p. 6-cylinder, £3 10s. Kimpton, 4, Mayfield Road, Gravesend, Kent. [5844]

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FRAZER-NASH-B.M.W., 1939, 4-seater drophead coupé, Type 321, in exceptional condition, enthusiast maintained. Good tyres and completely weather-proof. £450. Tel.: Finchley 1398. [6010]

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AUSTIN SEVEN. Two tourer bodies, axles, chassis, crankcases, cranks and rods, rebored block, etc. Cheap to clear. Johnson, Newlands Farm, Hatton, Warwick. [6012]

RAPIER BODY with accessories, fold-flat screen, slab tank, Lucas P.80s, etc. £48. Goldsmith, Farm Cottage, Rinders Lane, Rugby, Warwicks. [6013]

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HUMBER 17-H.P., 1934, Pullman saloon. In perfect condition. £100, o.n.o. Greenhalgh, 100, Spencer Road, Belper. [6016]

COUPE BODY. Two-seater fixed-head off 1937 Packard 120 model. Upholstery re-covered leather cloth. £10. 15, Belgrave Road, Chester. [6017]

BENTLEY, 1926, short chassis. Twin S.U.s, close-ratio gearbox. Light, open 2-seater body. Tel.: Sydenham 6256. [6019]

3-LITRE BENTLEY, 1926, Red Label. In excellent condition. Engine overhaul 11,000 miles ago. Detailed bill available. Four-seater V.D.P. body. P.100 lamps. £300. Inspection and trial by arrangement. Perry, Davenham Cottage, Northwich, Cheshire. Tel.: Northwich 2700. [6020]

3-LITRE BENTLEY BLUE LABEL, excellent mechanical condition, engine reconditioned. Body requires attention. Accept very low price for quick sale. Tel.: Wallington 7114 (Surrey). [6021]

AUSTIN SEVEN 2-seater special, £48. Manning, 86, Clifton Hill, N.W.8. Tel.: Maida Vale 1992. [6023]

1938 RILEY TWELVE Victor saloon. Recently completely overhauled, engine, gearbox, new crown-wheel and pinion fitted, new bearings throughout. Paintwork good. Well shod. £240, or near offer. 31, Kyle Avenue, Whitechurch, Cardiff. Tel.: Rhiwbina 1019. [6024]

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BUGATTI TYPE 46 close-coupled fixed-head coupé, in very fair order throughout. Excellent tyres; recently repainted. A most attractive and impressive car. 33 h.p., unsupercharged, and a genuine 16-17 m.p.g. £175.

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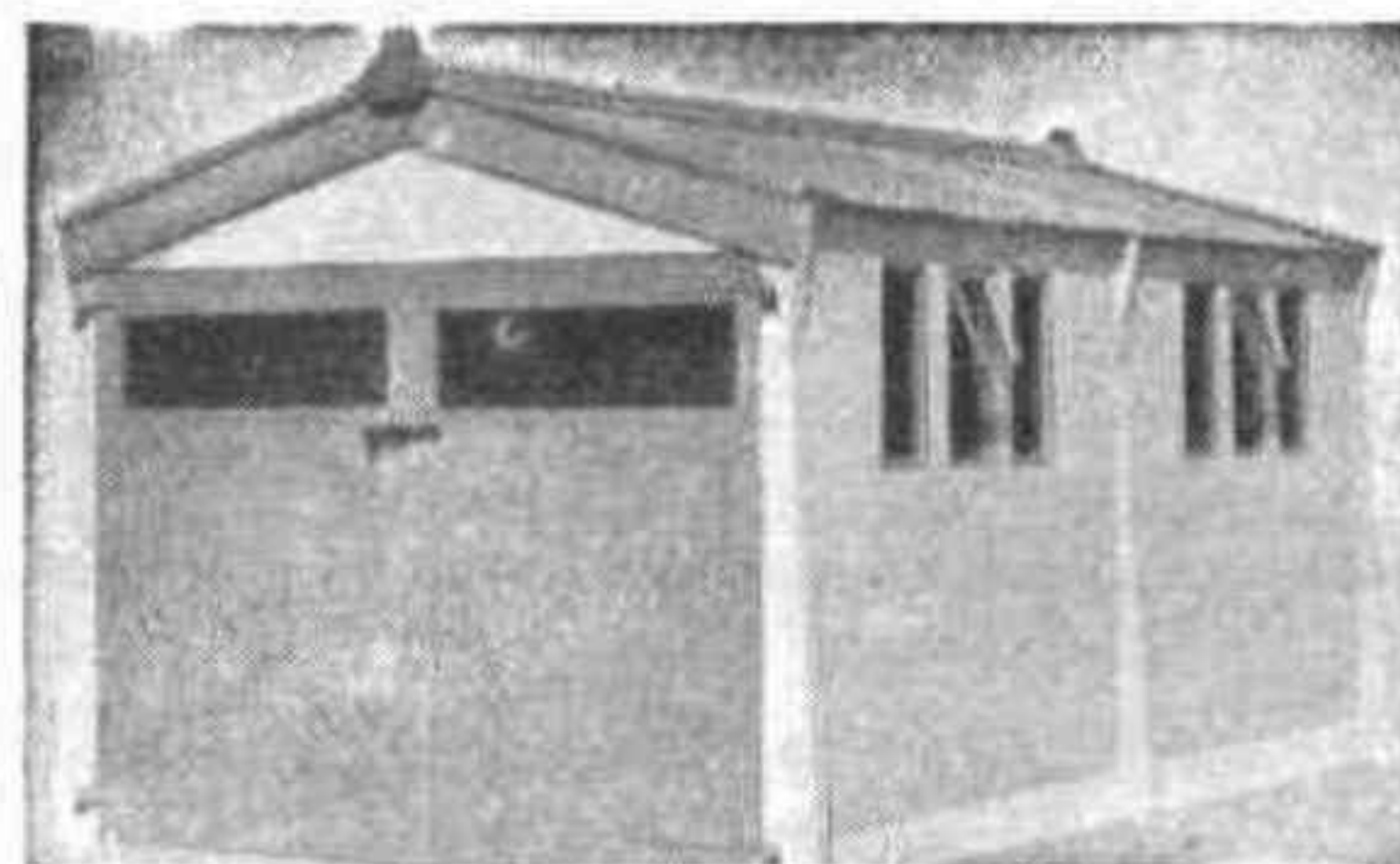
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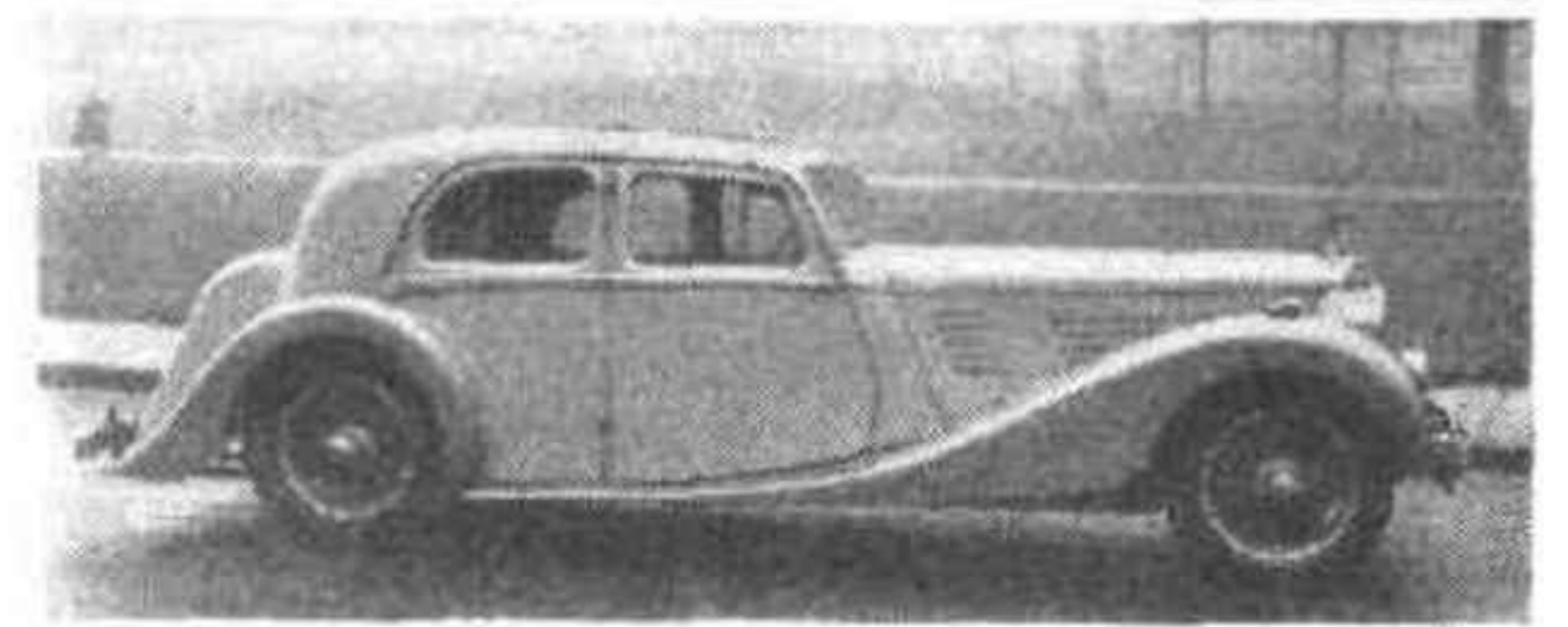
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ALVIS 16.9, 1932, tourer. Excellent runner, paintwork quite presentable, interior scruffy; hood and curtains weatherproof ... £95

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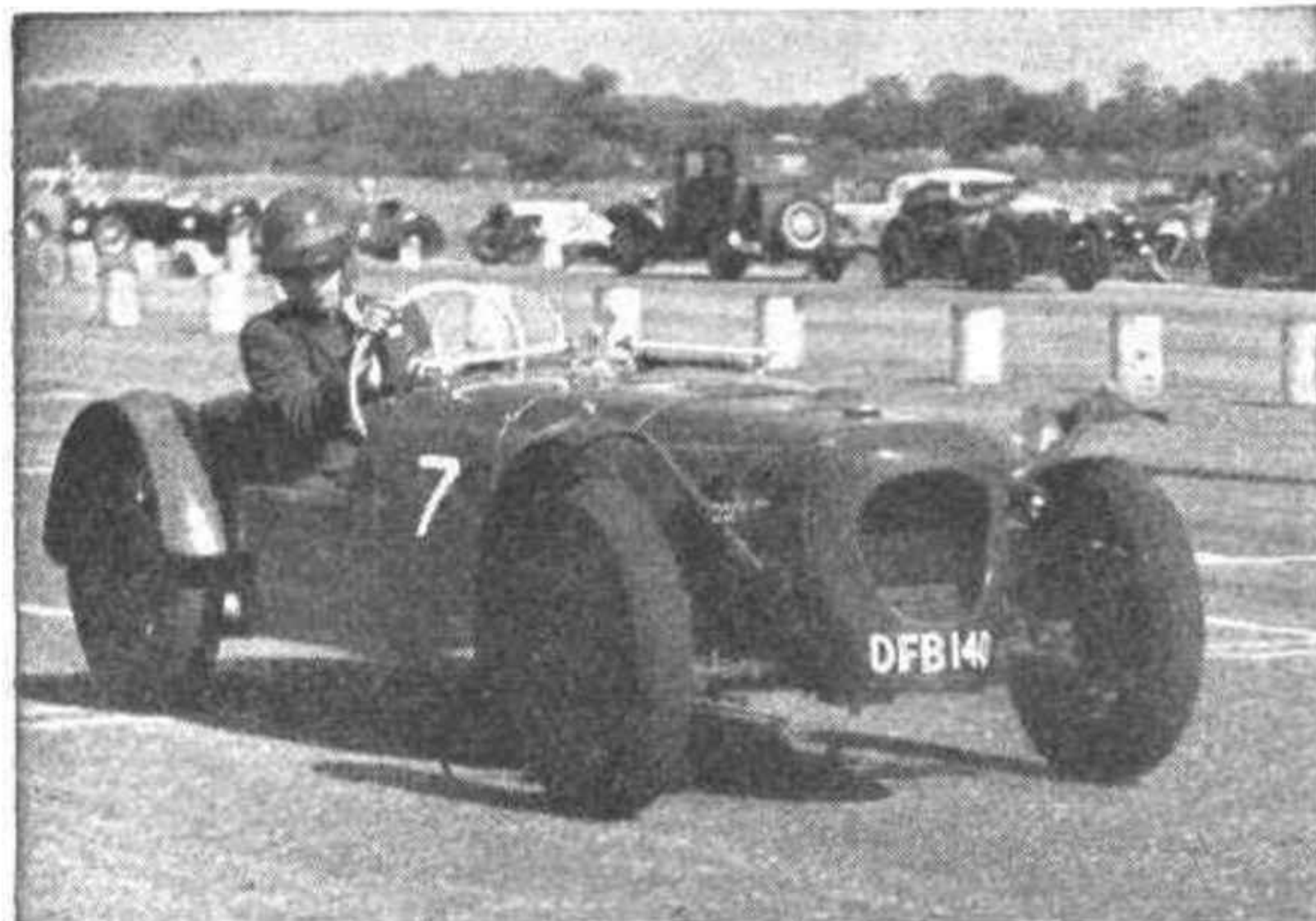
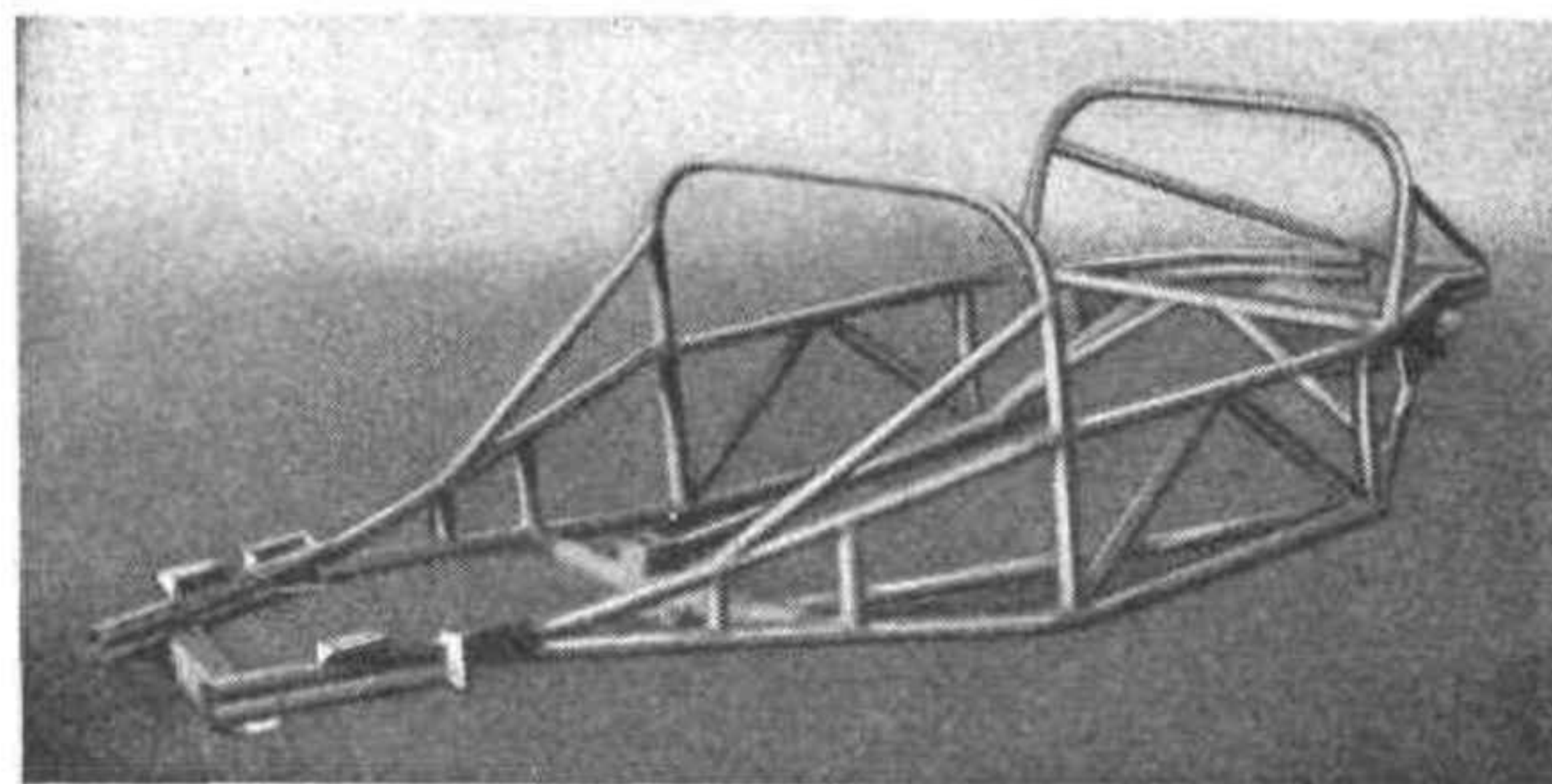


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190. 1931 SILVER CROSSLEY 2-litre tourer, described December's "V/Veerings." Exchange Alvis 12/50 saloon, similar. 145, Bromley Common, Kent. [6057]

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