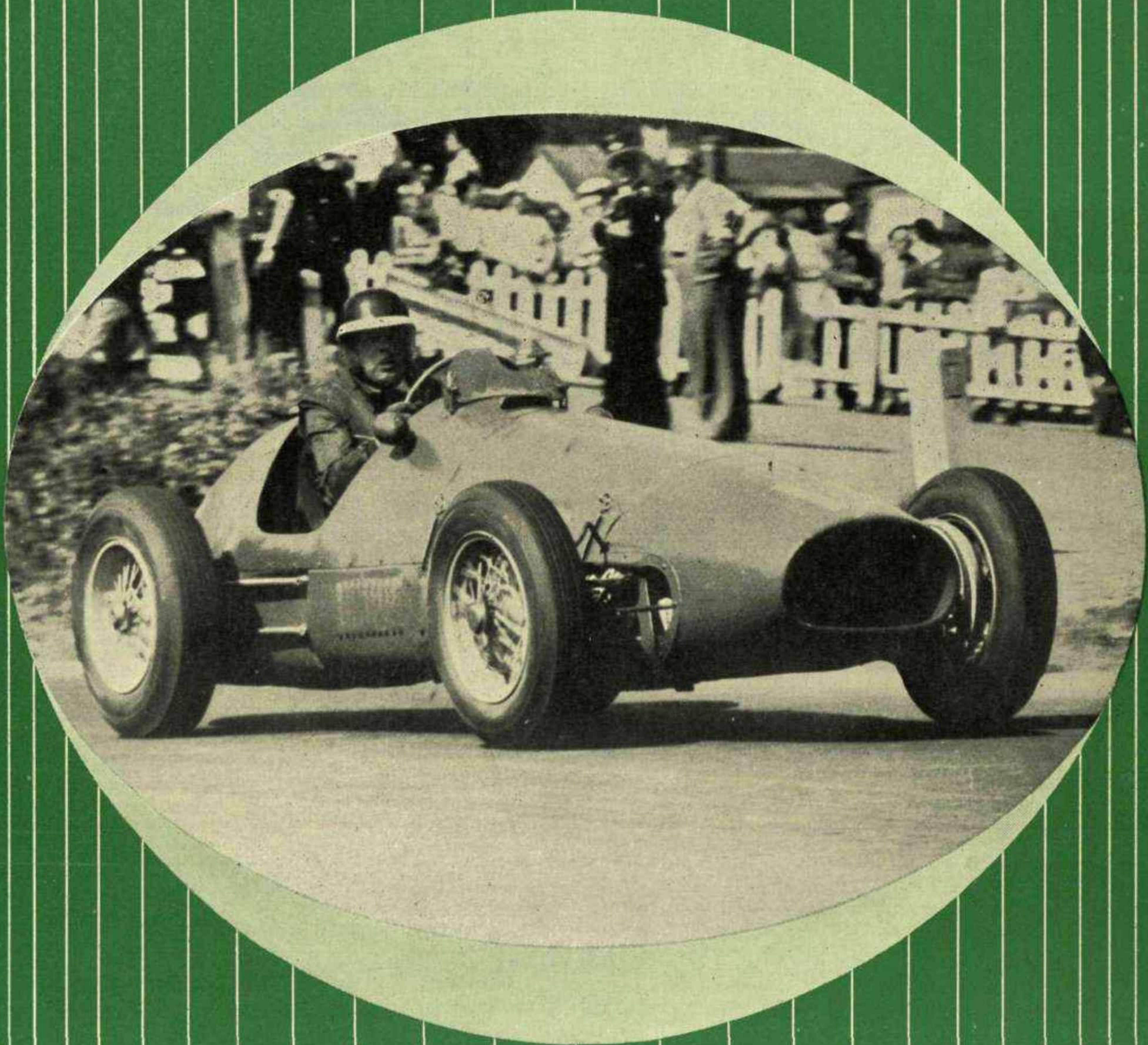


Vol. XXIX No. 12

ONE SHILLING AND SIXPENCE

December, 1953

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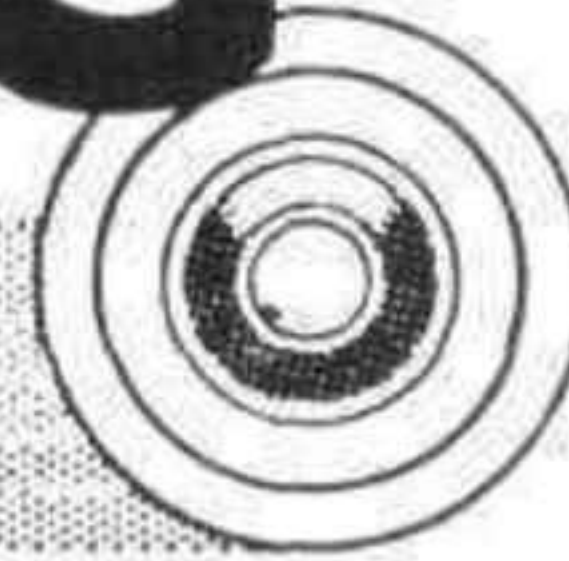


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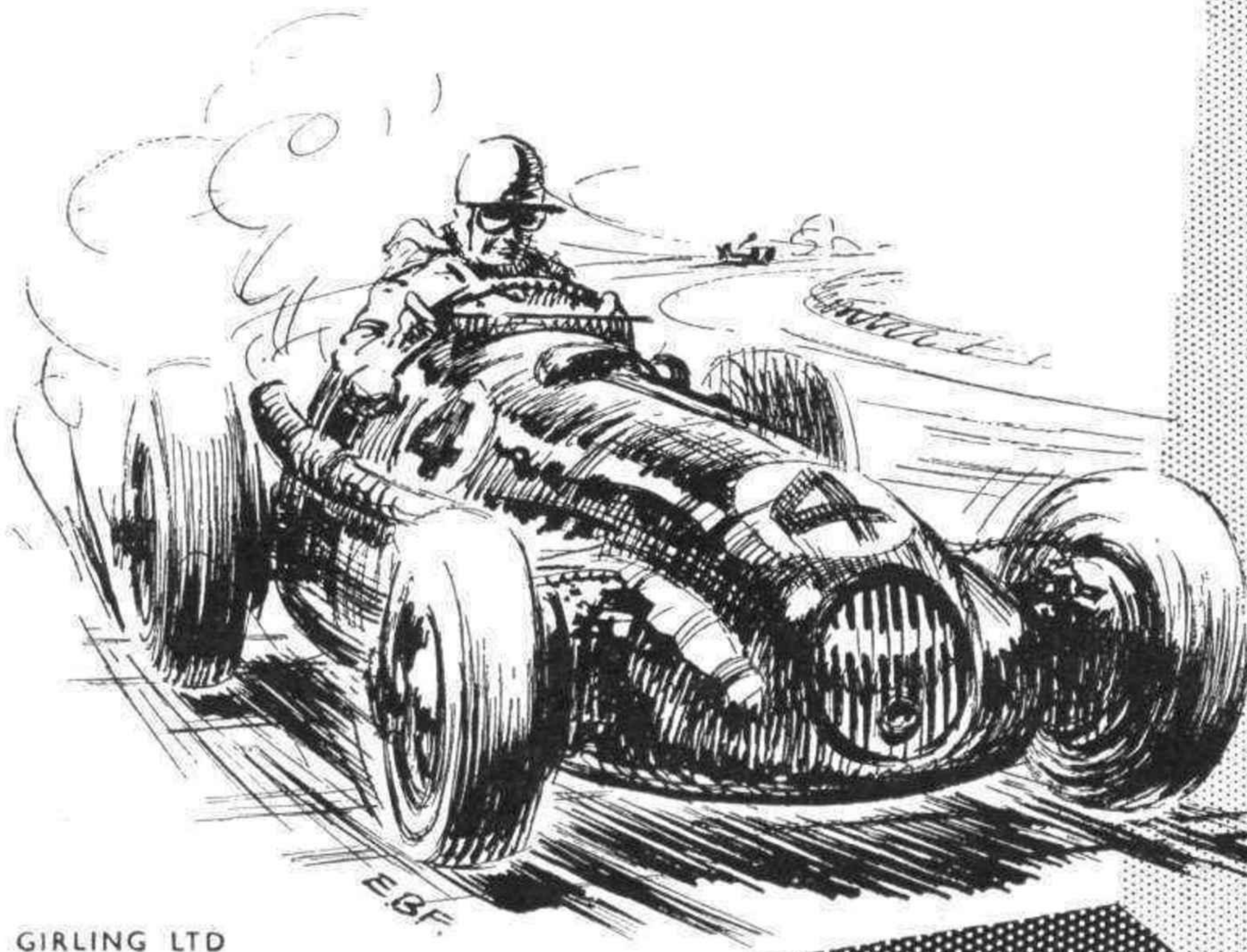
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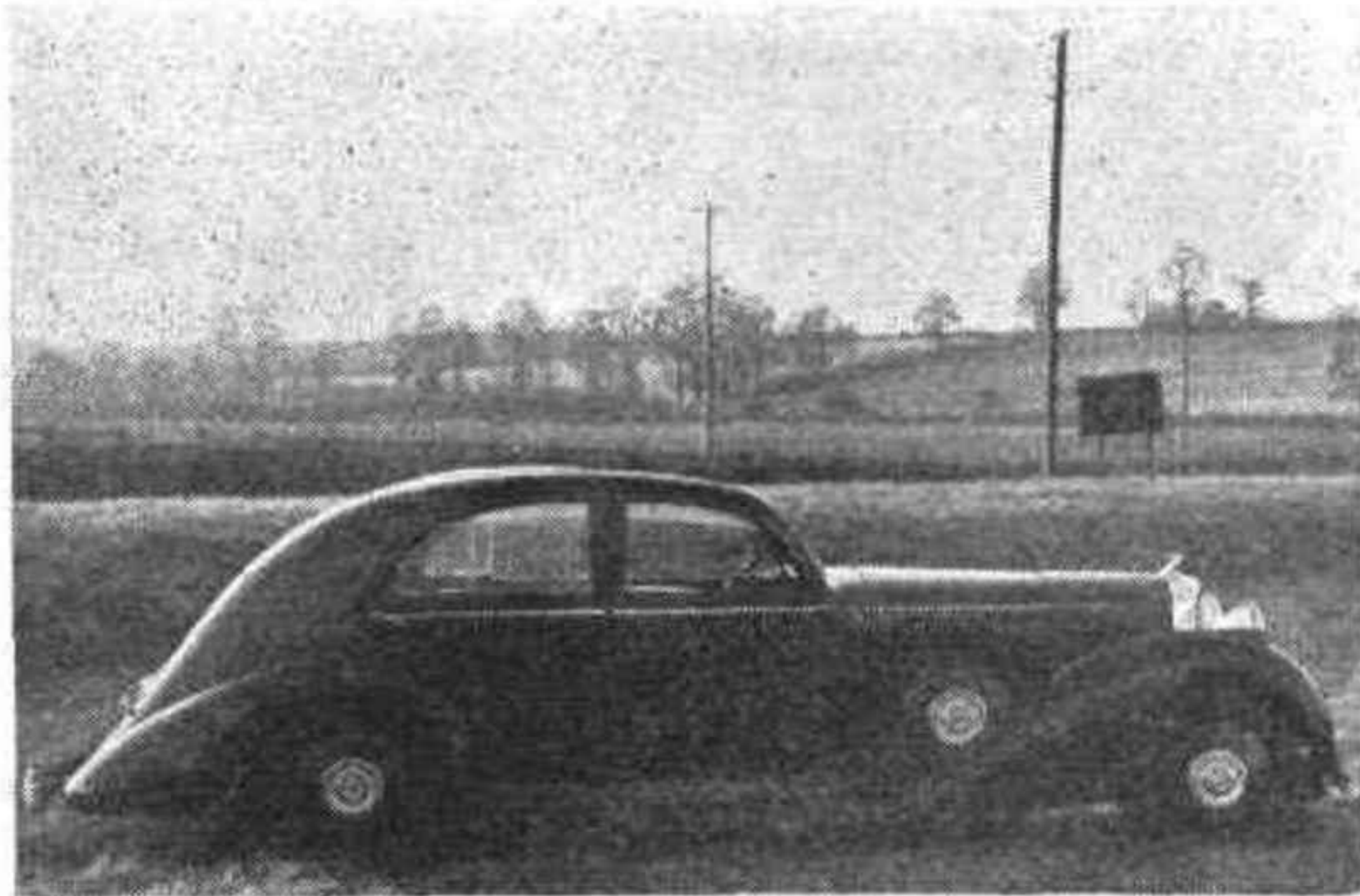
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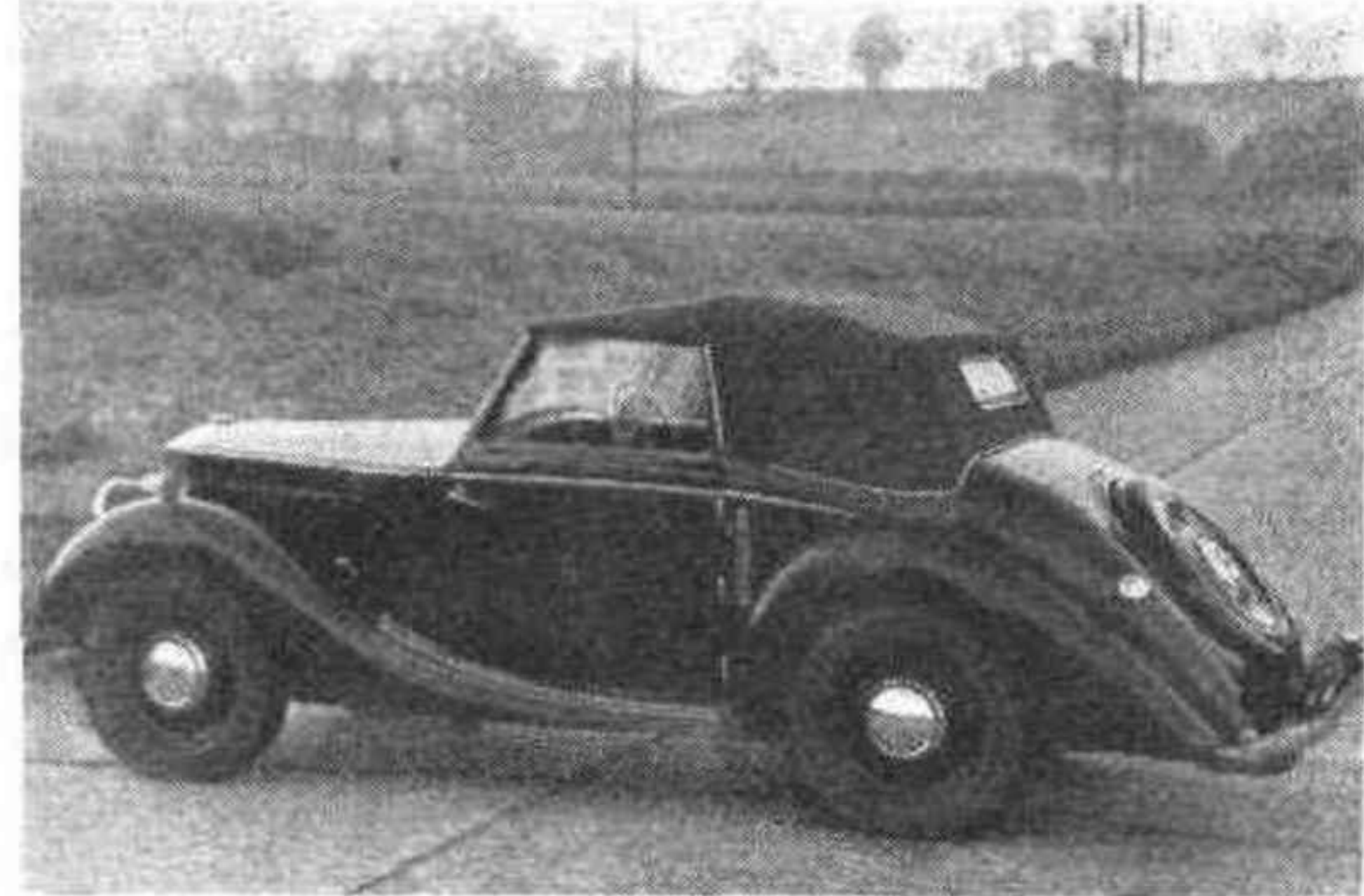
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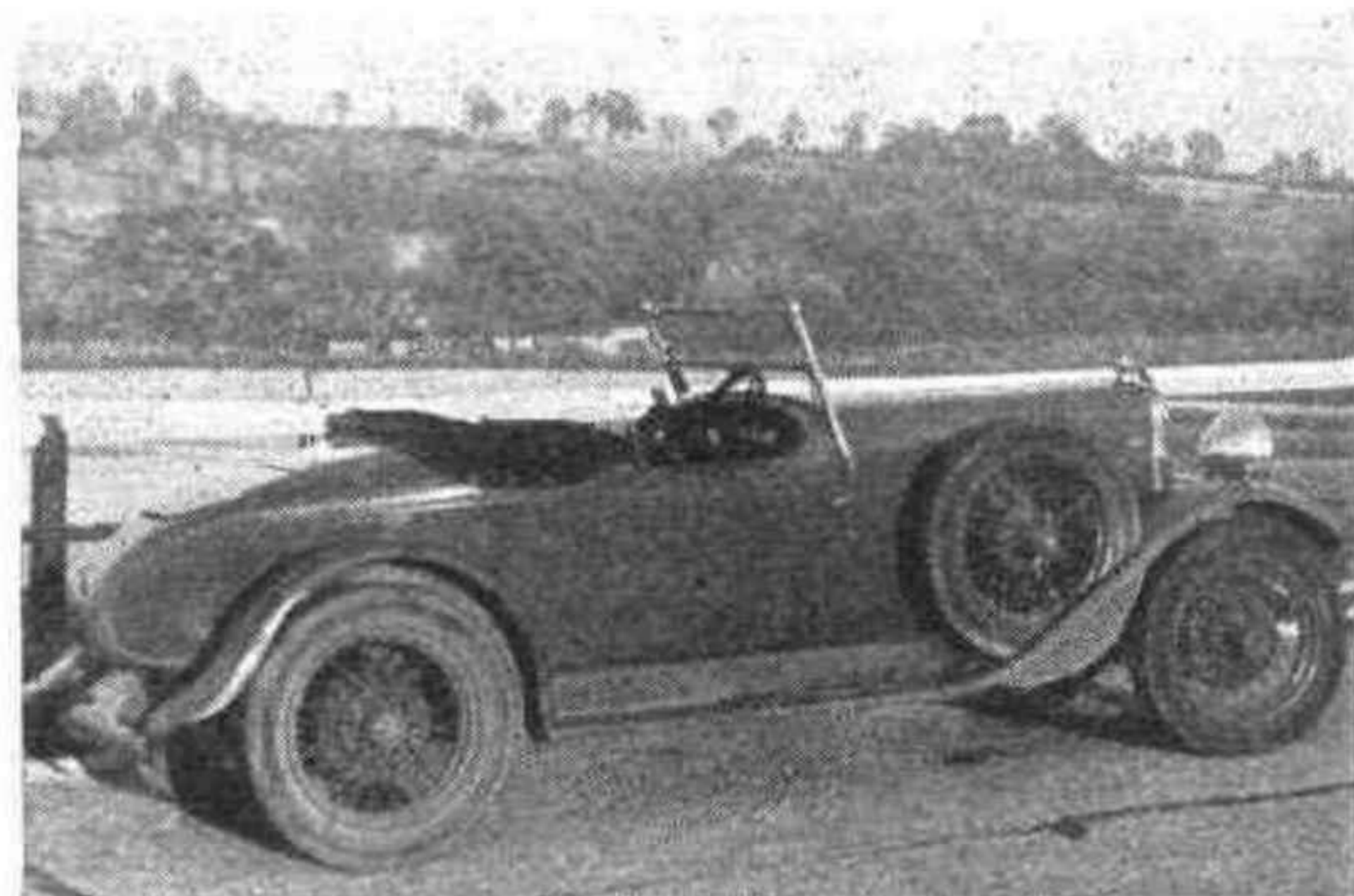
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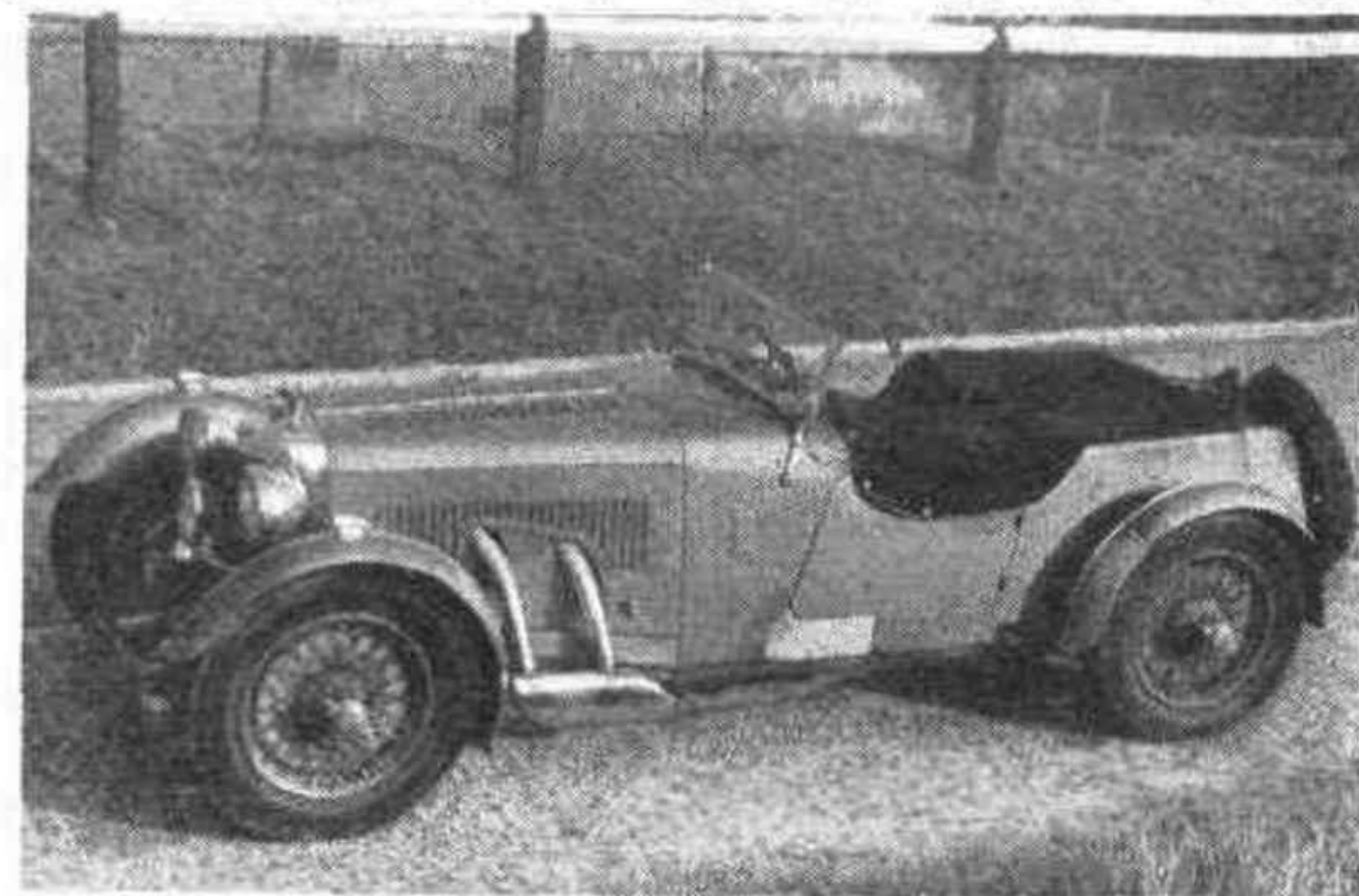
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1939 10-H.P. RAILTON DROPHEAD COUPE. With its economy of operation, easy handling and rather exclusive appearance, the "Baby" Raiton, only a few of which were produced, has a wide appeal. This example, finished in black, with brown leather upholstery, has led a somewhat sheltered existence since new, and would make an ideal Christmas present for the wife £335



1975 ALVIS "BEETLEBACK" 2/3-SEATER. This rather rare vintage Alvis has successfully competed in Cornish vintage events. Petrol consumption is believed to be in the region of 25 m.p.g. An excellent hood and sidescreens are fitted. For those who prefer their motoring in the vintage manner there is a great deal to recommend this Alvis at £125.

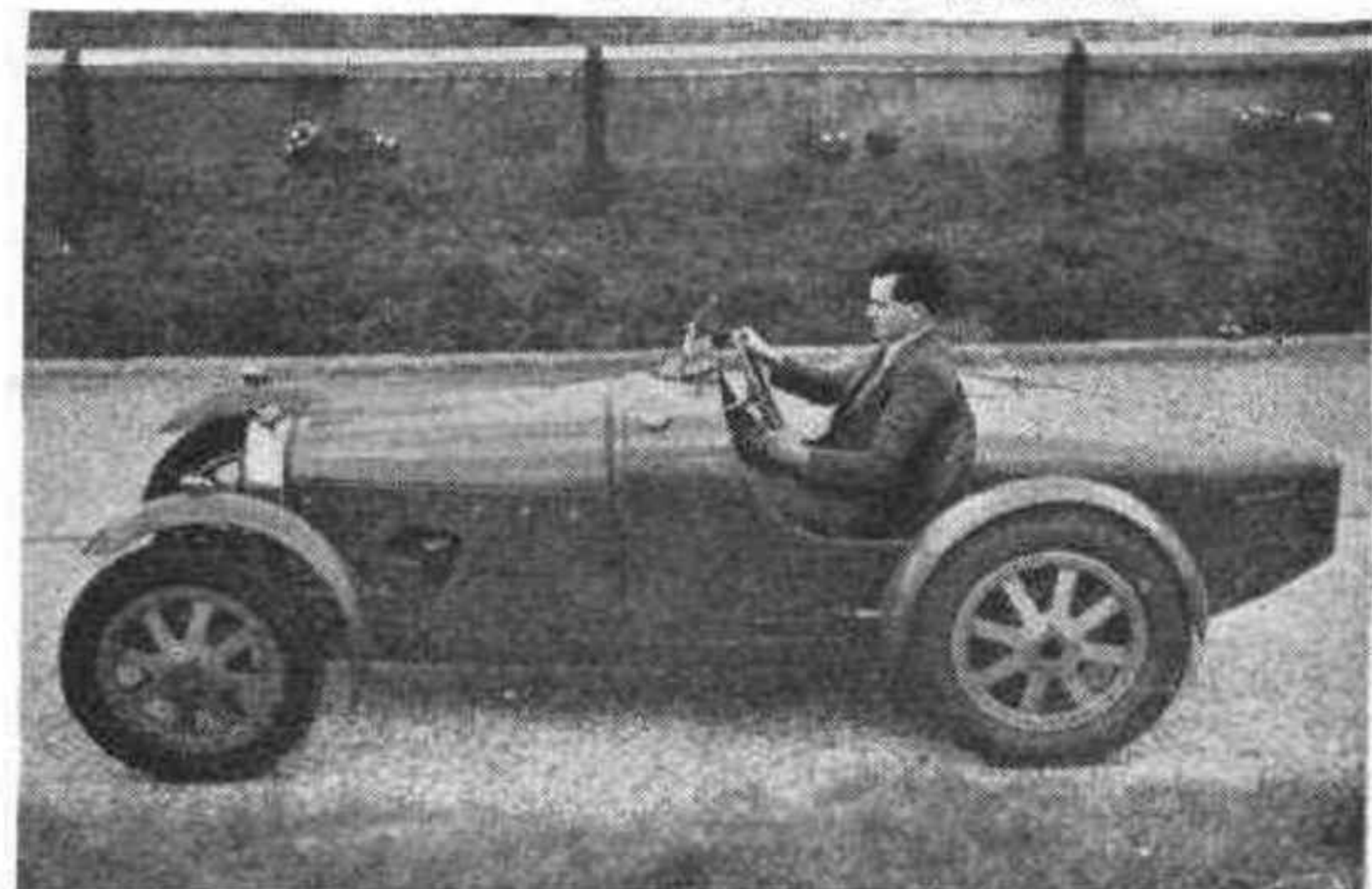


1½-LITRE ASTON MARTIN LE MANS 2/4-SEATER. Attractively finished in satin bronze, with red leather upholstery, this is probably among the most desirable Le Mans Aston Martins in existence. A not inconsiderable amount of money has obviously been expended on fastidious maintenance, and the result is a wholly delightful sports car in the classic tradition £335
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- Riley—1935 9-h.p. Kestrel saloon, £165.
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* We are prepared to consider reasonable offers for any car marked thus *



GRAND PRIX BUGATTI. This Type 35C Bugatti, fitted with a supercharged 4-cylinder 1½-litre 12/75 Alvis engine, was illustrated in our advertisement in the May issue of Motor Sport. It was sold by us on May 1st, and has recently been taken in part-exchange against a more winter-proof means of transport. As we have said before, there is something to be said for (a) having a range of engine spares readily available and (b) being able to press a starter button. Incidentally, the previous owner claimed a petrol consumption of 23 m.p.g. £235

We are interested purchasers of the better types of Continental and British sports cars, both open and closed. If you have a car of this type for disposal we invite you to contact us. A photograph or two would be of assistance, and our Buyers can arrange to call throughout the British Isles.

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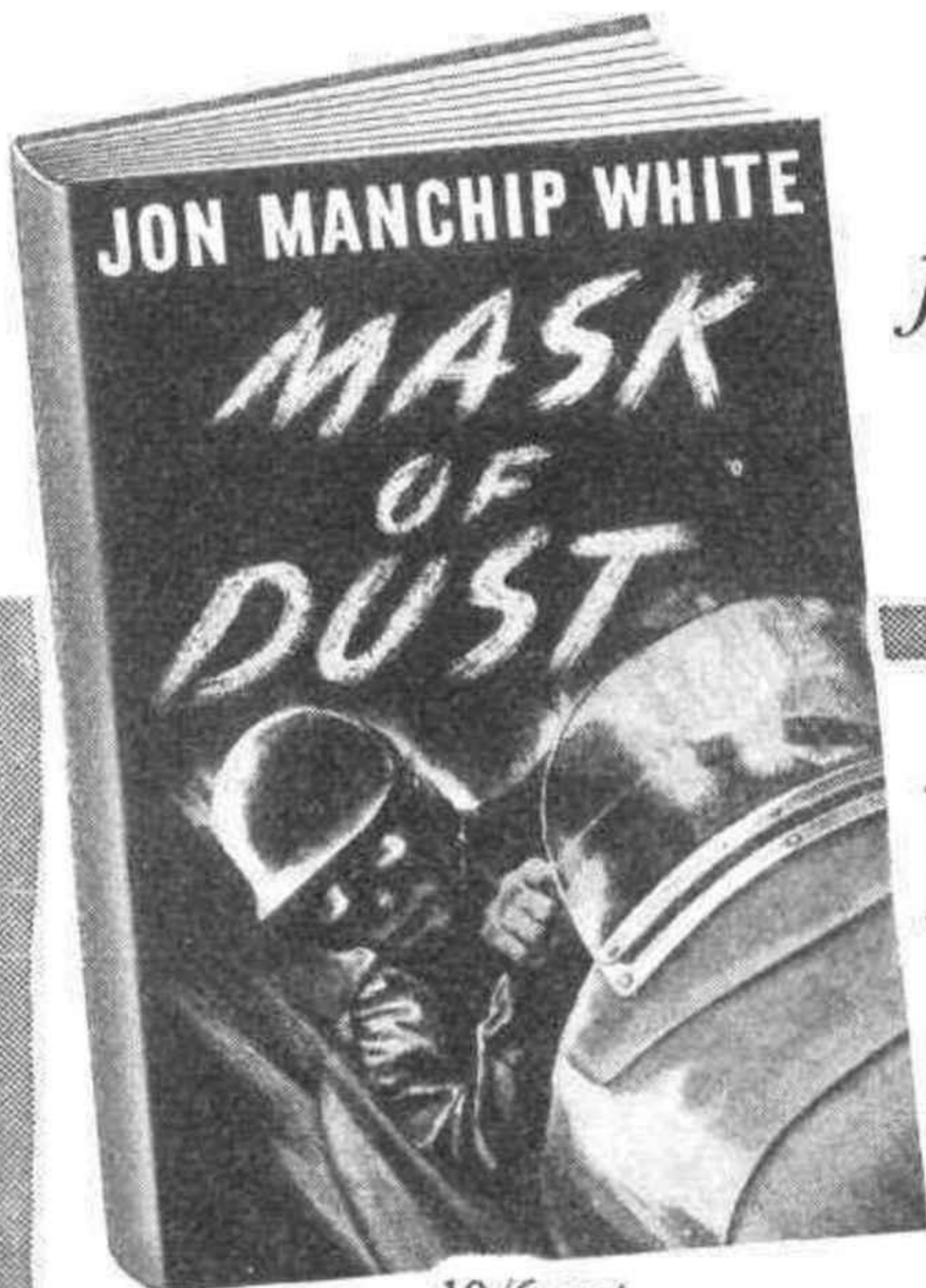
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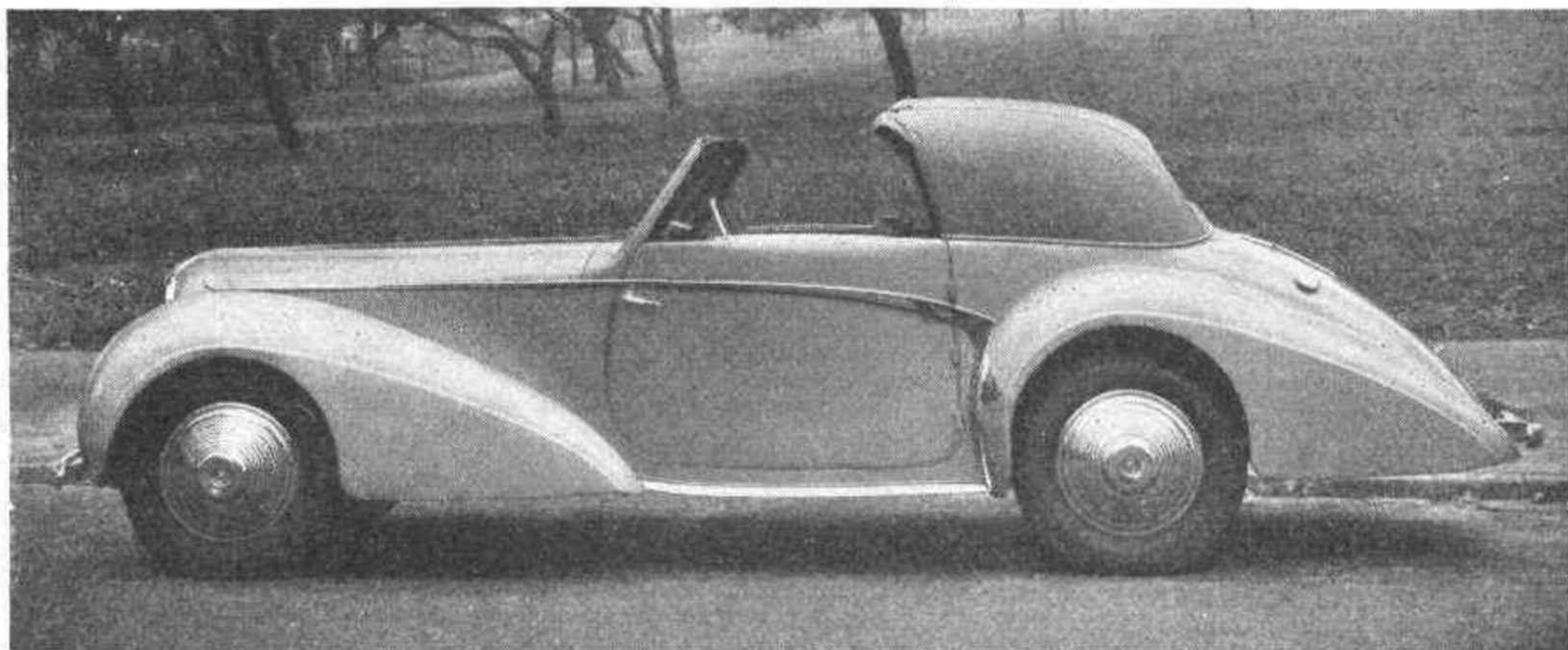
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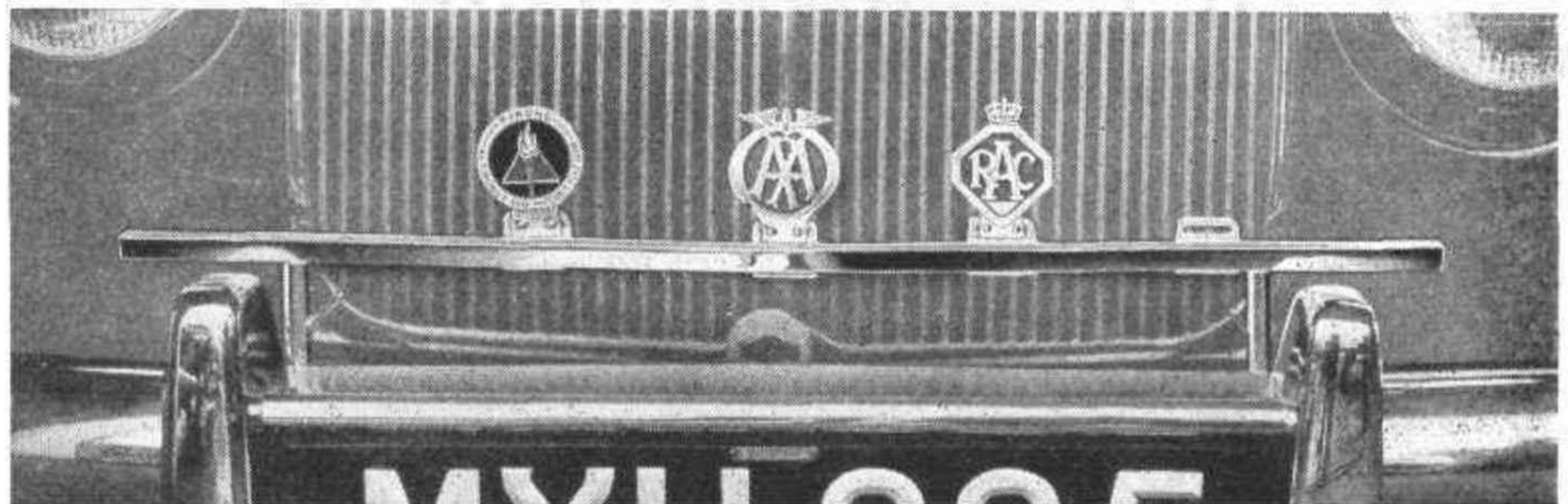
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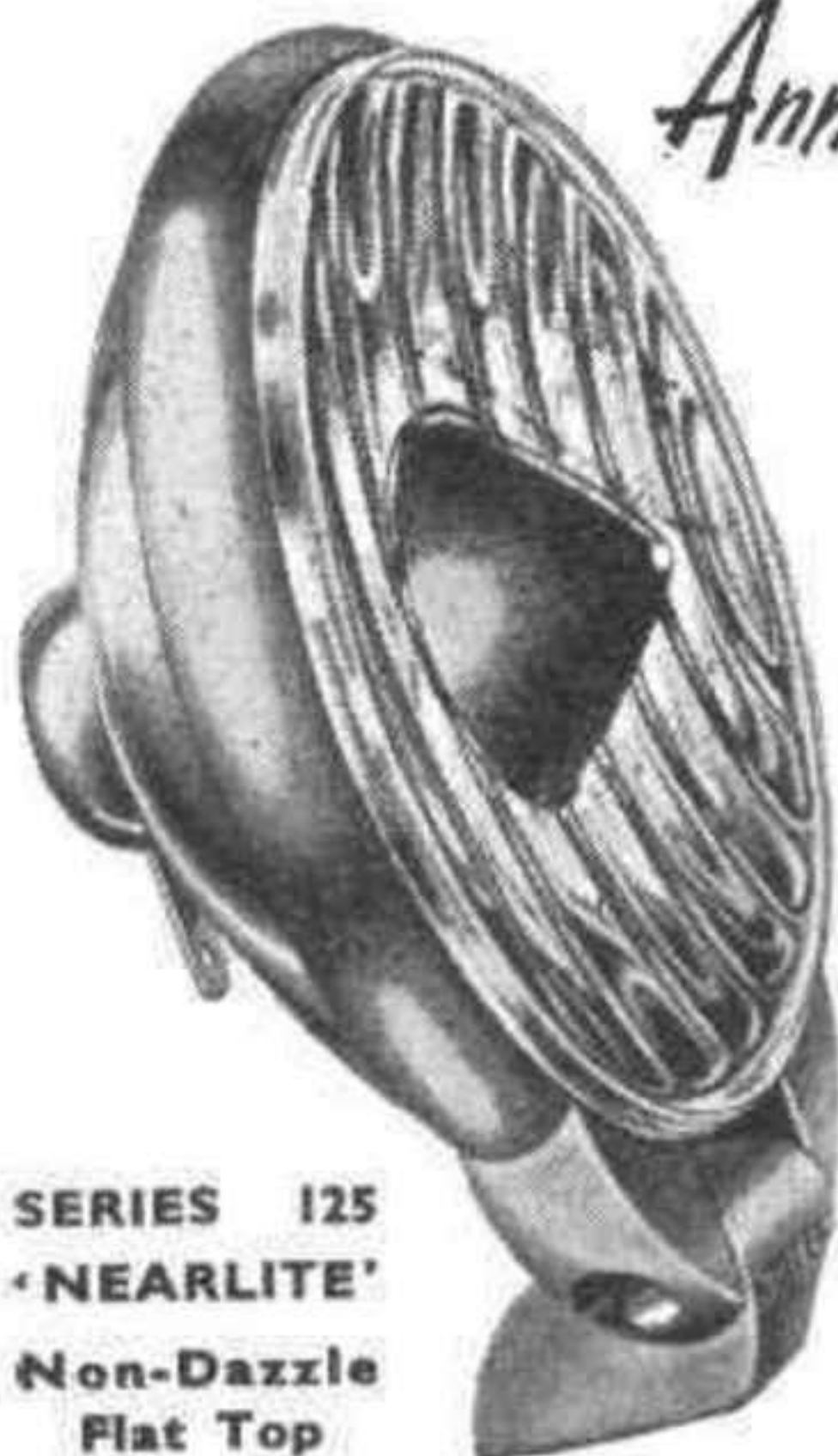


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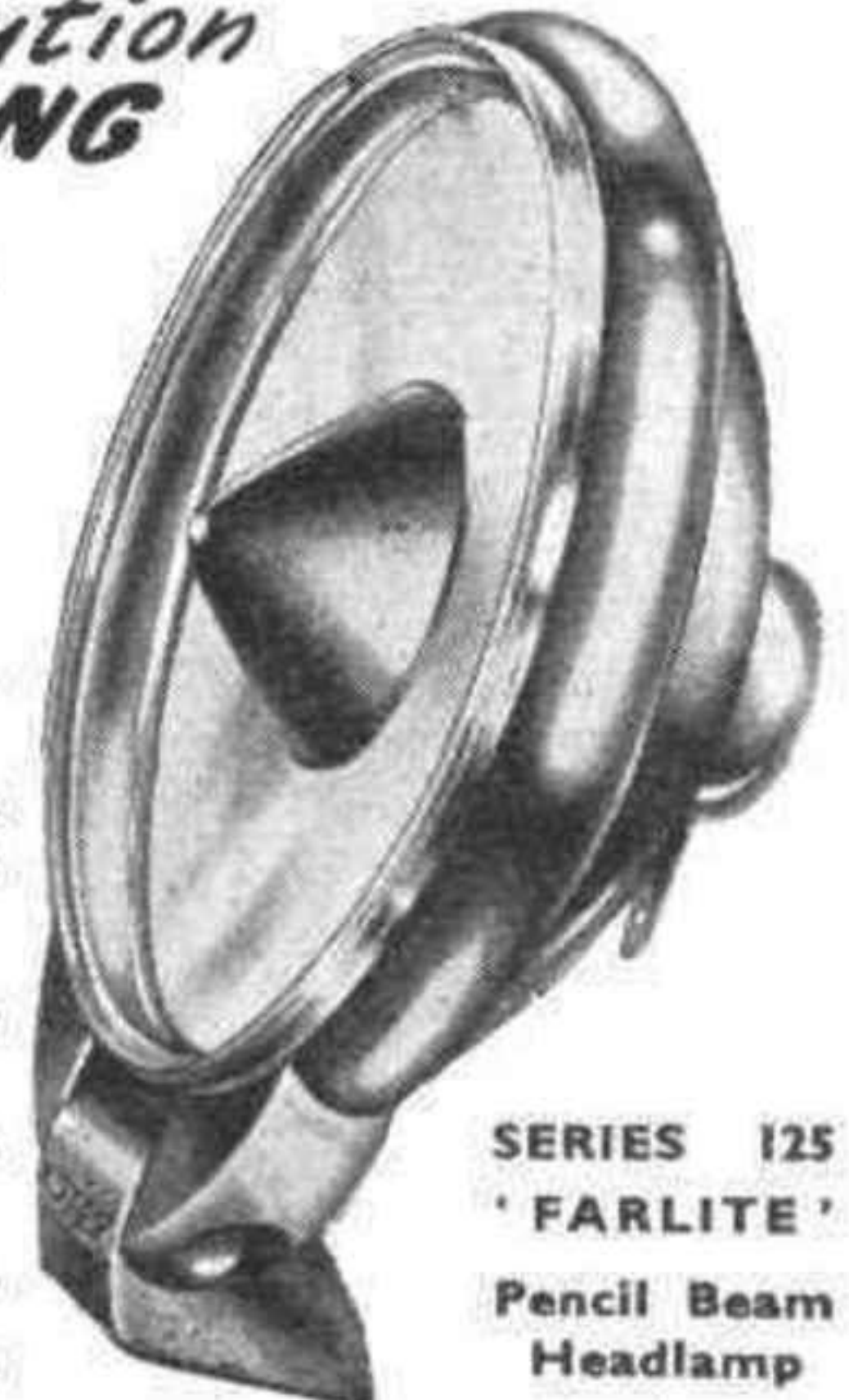


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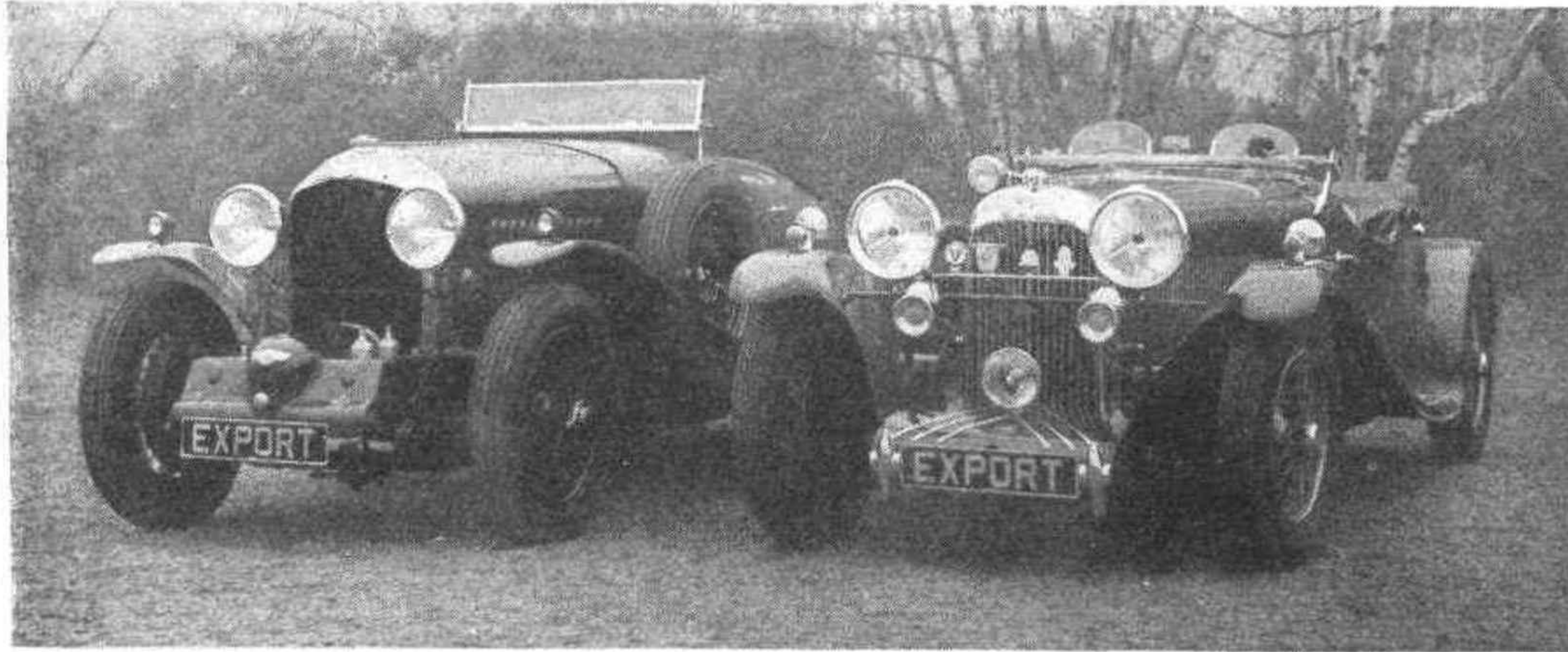
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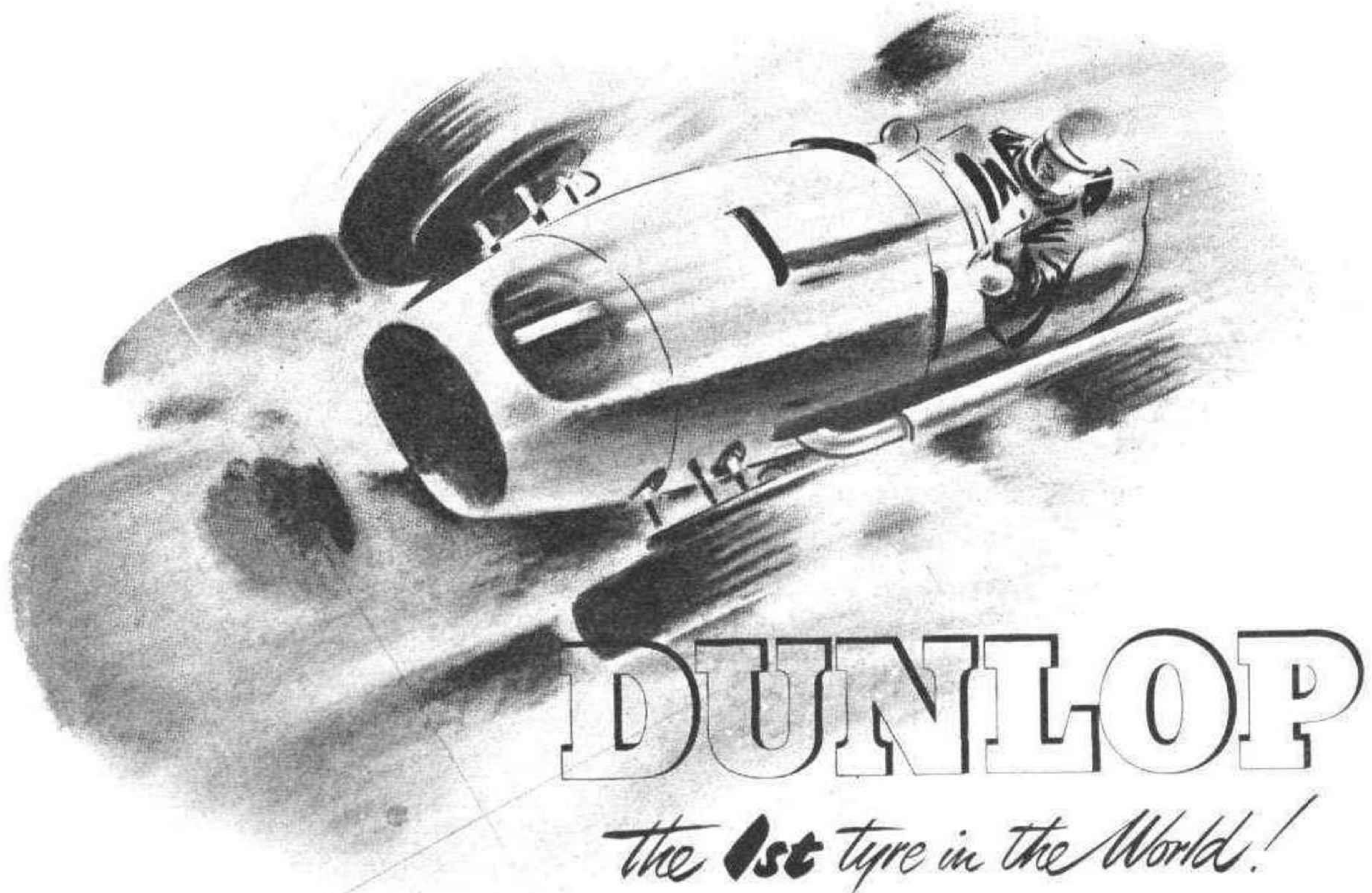
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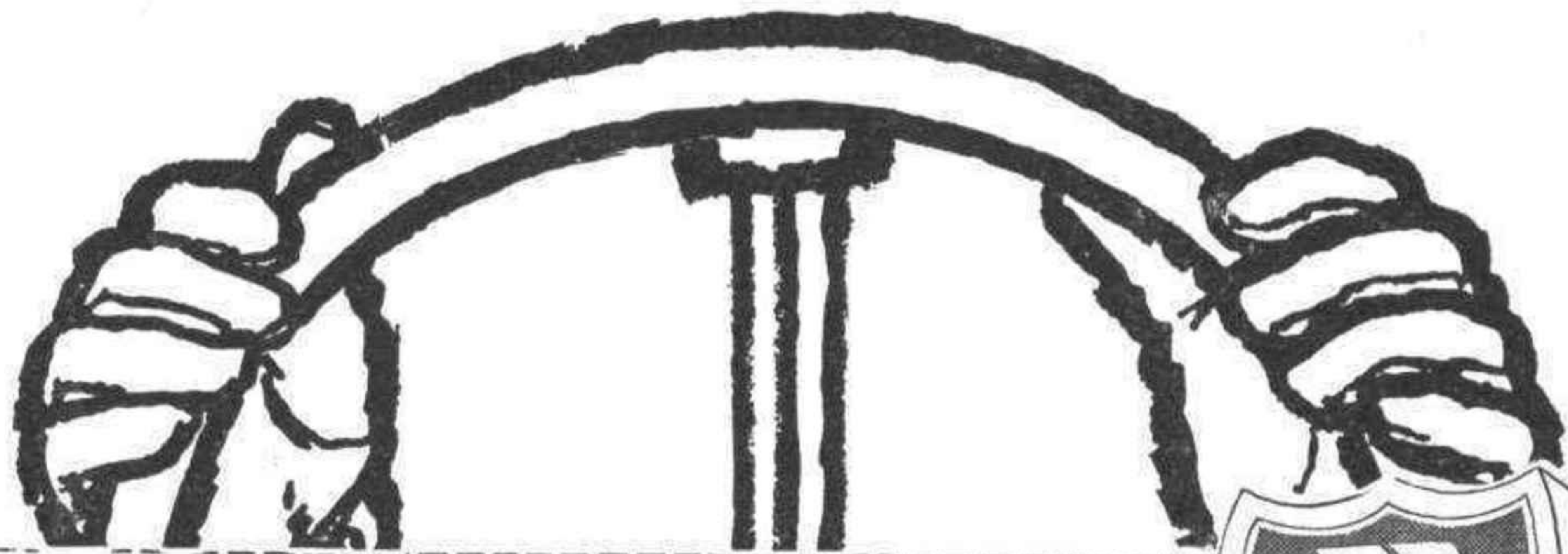
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MATTERS OF MOMENT

THE AGE OF HIGH PERFORMANCE

Last October witnessed the finest Motor Show, in respect of the number of entirely new models, ever staged at Earls Court.

At one end of the scale, new economy cars were displayed to the largest potential of buyers; at the opposite extreme, 100-m.p.h. cars were shown in comparative profusion.

Not so very long ago 100 m.p.h. was a staggering speed to attain in a road-equipped car. It was a rare, exciting experience associated with leather coat, flying helmet and the tang of castor oil. Journalists were encouraged to write of "attaining the ton for the first time in their careers" or of describing the handful of marketable sports cars able to achieve this magic figure. Now, if we are to believe manufacturers' claims, 100 m.p.h. is commonplace.

Taking British cars only, what do we find? This three-figure speed is claimed for the A.C. Ace, Allard K3, TC21-100 Alvis saloon, Armstrong-Siddeley Sapphire two-carburettor saloon, DB2-4 Aston Martin saloon, Austin-Healey 100, Bentley Continental, Bristol 403 and 404, Daimler Conquest Roadster, Frazer-Nash in all forms, all the Jaguar models, Jensen Interceptor and 541, Jowett Jupiter R4, Riley Pathfinder saloon ("under ideal conditions"), Sunbeam Alpine, and Triumph TR2 Sports. This is an imposing list of really fast cars, amongst which the sports models are distinguishable by being able to approach or exceed 110 m.p.h. Future road-test reports will reveal whether any of these exotic machines has unwittingly gate-crashed into the "ton" preserve, but certainly all of them are capable of about that speed.

Although a 100-m.p.h. label is a good sales factor, what is of greater import on our out-of-date and congested roads is the latent power, expressed in vivid acceleration, which 100-m.p.h. cars possess. For only great accelerative ability, matched by safe handling qualities at advanced cruising speeds and powerful, consistent brakes, can spell good averages under the prevailing chaotic traffic conditions.

We are fully aware that over a short journey of, say, 50 miles or so the time saved by driving a fast car fast and a far slower car fast is apt to be negligible. This gives rise to cracks about fast cars of the order, "What will you do with the time you save?" This one came up recently in the B.B.C.'s "Twenty Questions" programme and suggests that the broadcasters concerned never motor very great distances at a single sitting. Because on a long journey of upwards of 200 miles the difference between driving a fast car and a family car is that of being able to wash and change before keeping a luncheon or dinner appointment or of having to apologise for arriving with the soup.

Those of us who use our cars for serious business travel as well as for the pleasure of pottering must give thanks to designers and technicians for producing these new 100-m.p.h. vehicles. Like the Bristol Company they realise the need for Businessmen's Expresses.

Whether some note of caution is called for when discussing these very rapid conveyances is a matter which concerns us. In the past the price of speed and the very demeanour of those few cars in which 100 m.p.h. could be attained automatically confined their use, generally speaking, to experienced or skilled drivers. As good performance becomes available to those

of lesser means, as it did when Ford introduced the famous V8, there must be a tendency for drivers of small experience to go quickly without realising it, particularly when speeds approaching 100 m.p.h. are attained in comparative silence and with an absence of fuss.

This being the case it is incumbent on those who own such cars not to lend them indiscriminately to friends who are inexperienced and unaccustomed to motoring at three-figure speeds. It is also vital for designers, even if they are hampered by the absence of Brooklands Track, to make certain their new chassis steer and hold the road correctly at maximum velocity, and for dealers to do their conscientious best to ensure that the importance of correctly servicing such cars is clearly emphasised to the owners.

With those few words of warning, let us cross our fingers and rejoice in these new 100-m.p.h. motor cars.

The different methods of engineering approach to achieve the desired speed are interesting, as the following *résumé* serves to show:—

Car	Cylinders (No. x bore and stroke in mm.)	C.C.	Valve gear	Top gear (to 1)	Basic price
A.C. Ace ...	6 x 65 x 100	1,991	Single o.h.c.	3.64	£915
Allard K3 ...	8 x 77.79 x 95.25	3,622	Side	3.78	£1,100
Alvis TC21-100 ...	6 x 84 x 90	2,993	Push-rod o.h.v.	3.77	£1,285*
Aston Martin DB2-4	6 x 78 x 90	2,580	Twin o.h.c.	3.73	£1,850*
Bentley Continental	6 x 92 x 114	4,566	O.h. inlet, side ex.	3.077	£4,890*
Bristol 404 ...	6 x 66 x 96	1,971	Cross push-rod o.h.v.	3.9	£2,500*
Daimler Conquest ..	6 x 76.2 x 88.9	2,433	Push-rod o.h.v.	3.73	£1,180
Frazer-Nash Mk. II	6 x 66 x 96	1,971	Cross push-rod o.h.v.	3.2	£2,250
Austin Healey 100	4 x 87.3 x 111.1	2,660	Push-rod o.h.v.	3.12	£750
Jaguar XK120 ...	6 x 83 x 106	3,442	Twin o.h.c.	3.54	£1,130
Jensen 541 ...	6 x 87 x 111	3,993	Push-rod o.h.v.	3.54	£1,250*
Jowett Jupiter R4	4 x 72.5 x 99	1,486	Push-rod o.h.v.	4.56	£545
Riley Pathfinder ...	4 x 80.5 x 120	2,443	Push-rod in- clined o.h.v.	4.1	£975*
Sunbeam Alpine ...	4 x 81 x 110	2,267	Push-rod o.h.v.	3.9	£895
Triumph TR2 Sports	4 x 83 x 92	1,991	Push-rod o.h.v.	3.89	£555

* Closed body.

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Front cover picture: MIKE HAWTHORN, Britain's No. 1 driver, whom we congratulate on taking second place to Ascari in the World Championship, and who is winner of this year's B.R.D.C. Road Racing Gold Star, seen concentrating hard during the Belgian Grand Prix at Spa.

MOTORING VARIETY IN AUSTRALIA

The second part of
**G. SANDFORD-
MORGAN'S**

absorbing article, which commenced in last month's issue



HYBRID.—The author's Mercury-engined Alfa-Romeo, which "had the legs of the normal run of XK120 Jaguars," at speed during an Australian hill-climb.

A FRIEND started a scheme, in conjunction with Messrs. Brown and Dureau, for marketing special-bodied H.R.G.s in Australia, listing a light sports-racing two-seater with exposed wheel aerodynamic bodywork on current European lines, called the "Woodside" model, after the South Australian circuit, and a monoposto racing version known as the "Bathurst" model, after the New South Wales circuit. His own car was fitted with the first of the "Woodside" bodies, and was in this form when it came into my hands. It was most exciting to drive, with a maximum of slightly over 100 m.p.h., very good acceleration, and steering and handling qualities in a class of their own. The beautifully light and sensitive steering is quite the best I have ever encountered on any car, enabling it to be "placed" with absolute accuracy in any conditions, with a delicacy and balance which made driving it a sheer delight. It was one of those cars in which you can come into a corner 10 m.p.h. too fast and, by its perfect manners, it will take you through without even looking as though it would allow you to get into serious trouble. At first I found the steering so light that any conscious steering of the car resulted in its weaving all over the road, but soon discovered that by merely resting my hands on the wheel and "looking" where I wanted to go it could be placed with the greatest possible accuracy, far more like a motor-cycle, in this respect, than a car. One feature which deserves high praise

is the delightfully simple method by which the castor-angle can be adjusted on this chassis.

The brakes, cable-operated in Elektron drums, required lots of weight, but were then very powerful and quite fadeless even when raced on an airstrip on a day of 110 deg. F. shade temperature. Unfortunately, the H.R.G. proved unsuitable for general use, mainly due to its unbelievably hard springing, which was repeatedly breaking the body and causing bits to fall off it, while a journey over roads normally considered to be quite good could be so hellishly uncomfortable as to mar any pleasure which might have been derived from the car's good qualities.

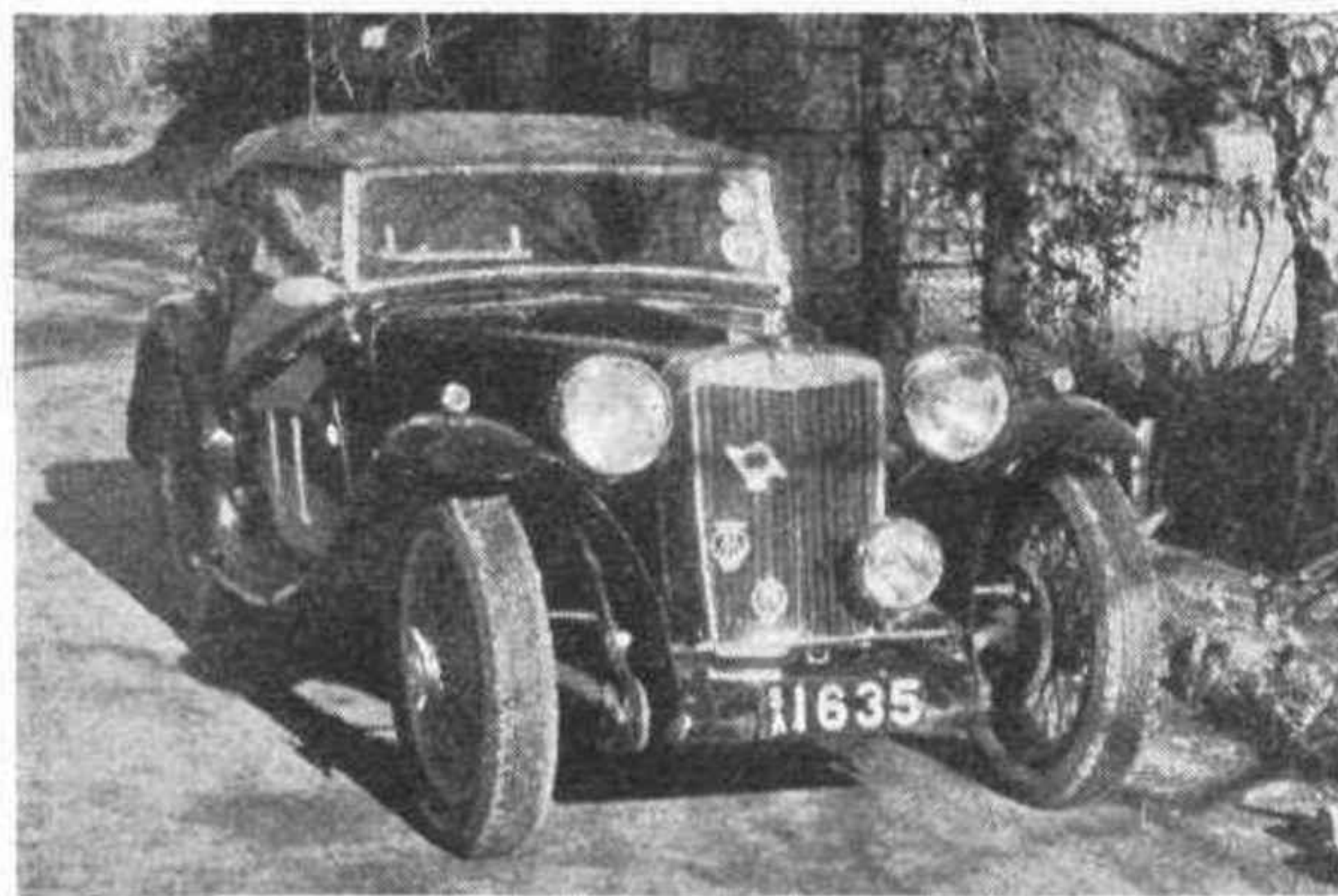
When I sold the H.R.G. I had to take a fairly new Standard 8-h.p. tourer as part payment, but this seemed such a nasty little car that I lost no time in exchanging it, the same afternoon, for a TA type M.G., fitted with 16-in. wheels, and painted an unusual and attractive shade of blue. I think I actually had the Standard for about four hours!

The TA gave the usual enjoyable and trouble-free service I had come to expect from the M.G. marque, and, with its fat 16-in. tyres, was the acme of comfort after the H.R.G.

To digress for a moment, if the Editor will permit it, to mention a car I didn't own but one which I knew very well. Just before selling the H.R.G. I went to Melbourne with a friend of mine to buy



AUSTRALIAN-BODIED H.R.G.—The "Woodside" two-seater, very safe to handle and capable of 100 m.p.h.



GOOD SERVICE was given by this TA M.G. Midget and its fat tyres made it a comfortable contrast to the H.R.G. opposite.

the only two-seater "Competition" Allard which came to Australia. The firm handling the Allard had brought out three models in 1948, a tourer, a drophead, and the two-seater, and although eventually managing to sell the other two cars had been quite unable to dispose of the two-seater, for some inexplicable reason.

On arrival, we were ushered into the luxurious office of the Sales Manager, and after discussing all sorts of other topics finally, in great trepidation, we offered him several hundred pounds less than the list price. Instead of being taken aback he quite happily, and with suspicious haste, increased our offer by £100 and offered to toss to decide whether we should pay his price or ours! We won the toss, and hastily settled for it before he changed his mind. His secretary, who was in the room throughout, didn't turn a hair, so I don't know whether this was his normal method of winding up a sale or not. He may have been influenced by the fact that, having got a piece of steel in my eye while driving down from Sydney in the H.R.G., I was wearing a villainous-looking bandage over one eye, this lending a vaguely piratical air to the whole affair. Incidentally, I found that cold sober and with only one operational eye I couldn't judge distances at all, but after celebrating the Allard and loading Rodney Lord, who later drove a Healey in the Mille Miglia, onto the liner *Strathnaver*, en route for England, I found no difficulty in engaging in a bending race in and out of the pillars on the wharf in the H.R.G.

The Allard was my first experience of relatively soft independent suspension combined with excellent handling, and in no time I was completely converted to this school of thought. It was the sort of car in which you felt at home immediately, it suspended outstandingly well on all surfaces, while steering and brakes were beyond reproach. It got very hot, in the not uncommon way of Ford specials, and seemed a bit undergeared for our conditions, but all told it was a very satisfying and attractive car with many practical advantages.

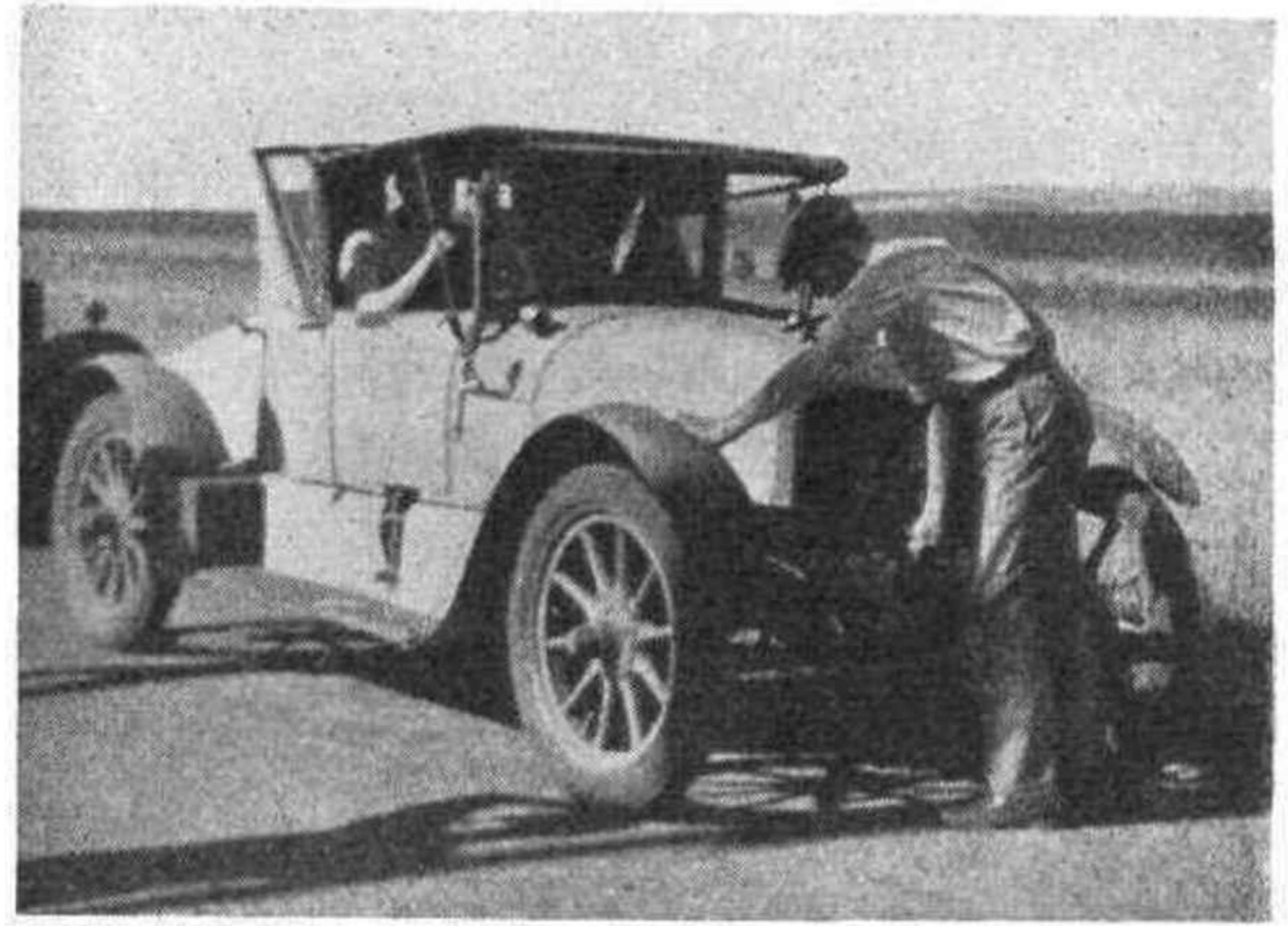
By now the TA, which had apparently done a colossal mileage, was showing signs of being in need of expensive revival, so while getting it into saleable condition I bought a 1923 M-type 14/40 Vauxhall tourer. This car had spent most of its life in the hands of the original owner, who had bought it in England and brought it out to Australia with him. It came to me with a very comprehensive selection of spares, most of them still in their original packing as supplied by the factory nearly 30 years before. This was the two-wheel brake, three-speed model, with disc wheels. It was very well preserved, having done about 85,000 miles in and around Sydney during its life, and it gave the same pleasant and satisfactory performance I had been given by the other 14/40's, not being unduly hampered by having only three gears.

With the Vauxhall and the TA came an almost new Fiat 500C with Italian body and folding lid, surely one of the most outstanding cars on the market today. This incredible little car, so beautifully built and equipped that it is hard to believe that it is a cheap mass-produced vehicle, would cruise all day at an indicated 55-60, accomplishing 60 miles on each gallon of fuel, rode superbly over shocking surfaces, and, an important feature in this country, was completely dustproof. Its steering, handling and braking were of such a high order that if I could ever get a competition car with similar characteristics I would be quite content to keep it for the rest of my days. Admittedly, it had to be driven very energetically to attain reasonable speeds, but this was not tiring for the driver, while the car seemed to revel in this treatment, and, so driven, on the winding mountain roads between Bathurst and Sydney, would do the 132 miles over the Blue Mountains in three hours, a time difficult to equal with my TC.

During this period I bought another 30/98, this time a very original E-type, E366, which belonged to two elderly ex-British Army officers who lived at the bottom of a deep valley near Jenolan Caves. These two delightful old gentlemen were to be seen thundering around the district in the polished aluminium "Thirsty," sans hood, and rushing up and down the terrifyingly narrow and winding track out of their valley, not in the least impressed by the unfenced 500 ft. drop which awaited them if they missed a gear-change in the almost brakeless E-type. The harsh suspension not being in harmony with their advancing years, the Vauxhall was replaced with a 1911 three-speed Rolls-Royce Silver Ghost, a highly suitable vehicle, but one which required faultless judgment if it was to be fitted round the numerous hairpin bends in one sweep.

The Vauxhall suffered from a serious internal collapse soon after my purchase, and was sold as soon as it was revived, to pay for itself.

I now moved back to Adelaide where, in a moment of lunacy, I bought an immense 20-h.p. Minerva landaulette which had covered only 21,000 miles since it started life in 1926. Its handsome sleeve-valve engine was very smooth and quiet, and dragged the 42 cwt. along quite well, but its many years on blocks, near the sea, had



EDWARDIAN.—A 1909 Type 40 10-h.p. Napier which amused the author as much as his faster, modern cars.

resulted in corrosion attacking gearbox and rear-axle bearings, so when the novelty wore off, it was quickly sold. I think what fascinated me most was its winding glass-division, its beautiful grey Bedford cord in the rear compartment, and the pale blue silk blinds which shielded milady from the inquisitive passer-by. Oh, yes, and it had a speaking-tube too, of course.

Swinging from one extreme to the other, the Minerva was followed by another Ford-engined special. This was originally one of the first S/C 1,750-c.c. Alfa-Romeos, carrying a light competition Zagato two-seater body, with cycle-type guards. It had been bought at the Alfa works and brought back to Australia by a Mrs. Jones, of Sydney, one of a well-known motoring family. When, as a child, I lived in Sydney, the Alfa lived quite near, its exciting appearance and the thrilling scream of its blower being enough to make at least one small boy nearly fall out the window whenever it went past.

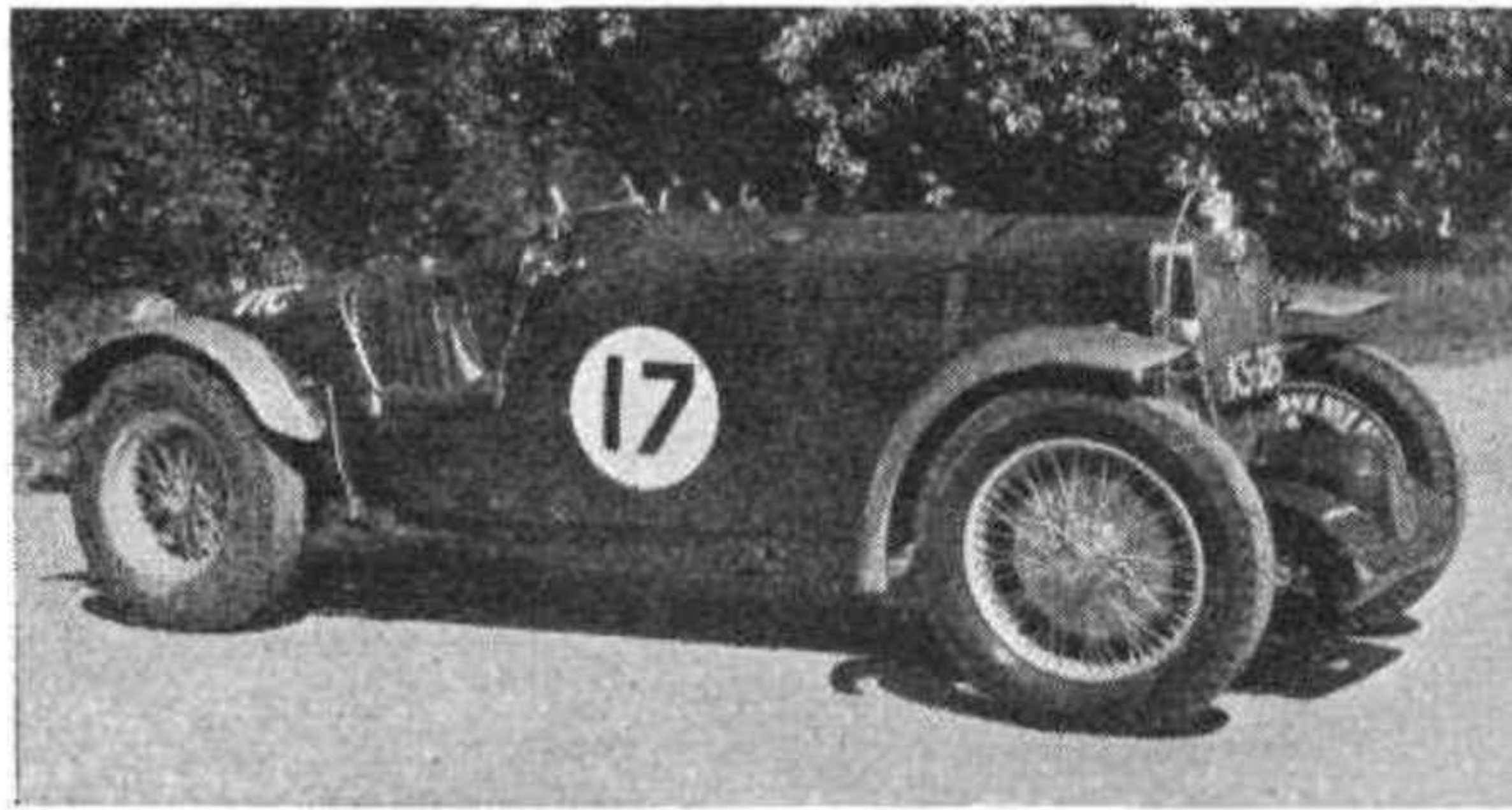
Much water had flowed under the bridge by the time I got it, and a Mercury engine had replaced the twin o.h.c. Alfa-Romeo unit, while it was fitted with 2LS hydraulic brakes, ex-Douglas aircraft, on all wheels. The Zagato body, though scruffy, was still unaltered, so after repainting it the appropriate red, and a general refurbishing, it became quite a pleasant motor-car again. It retained the Alfa handling and good looks, had magnificent brakes, and went very well. It had the legs of the normal run of XK120 Jaguars in local hill-climbs, but the advent of a J2 Allard caused it to be rather outnumbered.

One thing I remember with this car was a frantic back-axle rebuild, just before a hill-climb. We finished assembling the main assembly about 2 a.m. on the morning of the event, after which I had to drive 15 miles with the housing perched in the dickey-seat of my Morris-Cowley coupé. We managed to get it going in time, but I distinctly remember sitting on the starting-line, waiting for the all-clear while an obliging bystander frantically pumped up the tyres, which I hadn't previously had time to check.

The Morris-Cowley was a dear old bull-nosed coupé which had done an enormous mileage in the hands of a district nurse, and, although rather breathless, still ran very sweetly. It had been a well-known local entity for many years, universally known as the "Hat-Box."

One of the annual motoring events in Adelaide is the Veteran Rally, an outing which always attracts a good showing of pre-1914 machinery. With a hankering for a Veteran or Edwardian to play with it was only a matter of time before I became part owner of a 1909 10-h.p. Type 40 Napier. This stout old lady was found 150 miles from Adelaide, having been in daily use until seven years before. After pouring oil, water and petrol into the appropriate places it started easily, ran quietly and smoothly, and, after pumping up its tyres, took us back to Adelaide with no trouble, at a steady 40 m.p.h. and 25 m.p.g. Unfortunately, it had been fitted with an undistinguished "modern" body in 1919, but at the only Veteran Rally I was able to use it we were delighted by the way we shook off a 1912 Hupmobile and were only just out-performed by a gigantic Gobron-Brillié.

One of the nicest things about the Napier was the engine, which rotated left-handed. Our favourite pastime was to ask one of the uninitiated to swing it for us, and then stand back and watch the



TEAM CAR.—One of the 1934 T.T. M.G. NE Magnettes, an exhilarating car raced in both blown and unsupercharged forms.

unfortunate trying to start it by swinging the engine right-handed.

I also had an Alvis Speed Twenty tourer for a short time, but it had started life as a Charlesworth saloon and suffered decapitation at a later date. This had left the body so loose and unsupported that it went over bumps in sections, like a caterpillar. On closer investigation it proved to be much more tired than had appeared at first inspection, so I didn't keep it very long. It showed signs of having been a nice car earlier in its life, the all-synchromesh gearbox being a particularly pleasant device. It was the only car I've had with a wireless fitted to it, a thing which came in very handy on my return trip from Melbourne, since I flew over one Saturday morning and drove it back that night. The reception on the period wireless was anything but good, but it kept me awake through sheer annoyance, if nothing else.

Whilst having a drink one day in a country pub, I happened to meet a bloke who was driving around selling malted-milk mixers from a Phantom I Rolls-Royce coupé. In the course of conversation he told me about an elderly gentleman in the district who collected Rolls-Royces, his stable at the time consisting of a Phantom II saloon, a very pretty Phantom I close-coupled sports saloon, a Phantom I chassis, and three Twenties. It was rumoured that he might be persuaded to sell one of the Twenties, a 1923 three-speed model, carrying a Barker touring body.

Some years before I'd had very pleasant motoring in a friend's three-speed Twenty, and had always rather hankered for one myself, so it was only a very short time before I'd managed to meet the delightful Rolls-collector, and not much longer before I was the proud owner of a Rolls-Royce Twenty.

This car had apparently done a gigantic mileage, but was still smooth and silky, with practically no play in any of the controls, while the barrel-sided Barker touring-body was the prettiest I have ever seen, of its type, anywhere. My previous high opinion of Rolls-Royce products was taken to new heights by my experience with this car, and, coupled with what experience I have had with the later R.R. products, it leaves me with no doubt that, so far as I am concerned, they really do make "the best cars in the world."

Despite their reputation for sloth, I found the Twenty to have quite adequate performance for its purpose in life, as witness the fact that I once covered 900 miles in 24 hours, in considerable comfort, and in anything but ideal conditions. This was part of a 4,000-mile trip I made in mid-winter, in a year when practically the whole south-eastern part of Australia was under record floods.

Everywhere I went traffic was held up by flood-waters, but the old Rolls pressed happily on, with fan-belt off, and radiator-shutters closed, apparently quite content to tackle a river, if necessary. It nearly met its match one night whilst, with the headlights under water, we were fording a fast-running creek when it fell into a huge hole in the creek-bed and stalled. By all the rules this should have been the end of everything, as the water must have been over carburettor level, and should have been up to distributor-level, but when, without the least hope, I pressed the starter, it started immediately, on six cylinders, and drove calmly out with water cascading off it, just in time to avoid a huge tree which was swirling downstream all ready to do for us. Another point in favour of the Rolls was that I found it a very straightforward car to work on, apart, of course, from the labour involved in undoing the multiplicity of small nuts, bolts and studs with which everything was held together.

One of the few cars for which I could have been persuaded to part with the "Twenty" Rolls now came on the market, so it was sold to an appreciative friend, who, appropriately enough, is a Professor of English. Its replacement was another 3-litre Bentley, a 1952

Speed Model, this time, with A-type gearbox and 3.53 back-end, and fitted with the same type of Vanden-Plas four-seater body, aluminium-panelled in this case. Although not in the Concours condition of the previous 3-litre, this car has been well cared for, performs well, and still gives me great pleasure to drive and own.

For competition purposes, the Alfa-Mercury was replaced by a car I had long admired, this being one of the M.G. NE Magnettes built by the factory to win the 1934 Ulster T.T., which purpose was duly accomplished, as most people will remember. This machine was one of the actual racing team, afterwards passing through the hands of Mr. R. R. Jackson, according to its history, before being brought to Australia by Mr. J. O. Sherwood, of Sydney. It has had a very successful racing career in this country, and came to me just after having had a very complete rebuild. Although originally unblown, it was raced in supercharged form successfully for some time, and, although I still have the blower I haven't used it in this guise, since local regulations make it preferable to use atmospheric induction. It is now back in its T.T. form, in which guise it goes well, and, after a few initial bothers, seems very reliable. With its glorious exhaust-note, straight-at differential, the same type of E.N.V. racing gearbox as the C-type, and its general air and feel of a works racing-car, it is a most exhilarating device. I remember one gloriously crisp morning, running down to a sand-racing meeting in company with its cousin the K3, differentials singing and exhaust-notes mingling as we cruised together at 75-80, making the sort of rare memory one likes to think back on.

To bring this account up to date I now come to my latest acquisition, a Morgan Plus Four two-seater. Although I had little respect for the previous 4/4, it only needed a short ride to convince me that the Plus Four had a lot to recommend it. Since owning one it has, with one or two reservations, only gone to confirm my first impressions, for I found it able to cope quite well with bad road surfaces, giving a good balance between softness and controllability, while the general handling characteristics are well above average. With its relatively big engine in a light chassis, 68 b.h.p. and 16 cwt. fully equipped, it goes very well indeed, the nice Moss gearbox with its close ratios helping it along in fine style. The brakes work well, even under racing conditions, so long as zinc-bonded lining is used, but they are rather prone to squealing at normal speeds.

The body is comfortable and seems to hang together quite well, although racked about somewhat by the very light chassis. On the debit side, most of the front suspension is too light and is gradually being replaced by more robust bits, while, although the car steers reasonably well when everything is right, the steering-box is a most inferior and badly designed component, which wears very rapidly, and, in my opinion, the Morgan people would be well advised to change it, preferably for a rack and pinion unit. I can't help looking askance at the steering connections, made from flexible rod, which, on the 4/4 at any rate, have been known to break, and also at the hub design, particularly since seeing a brake-drum, complete with wheel, break away from the hub on another Plus Four, not a very endearing habit. The gearbox builds up internal pressure and forces the oil out of the front seal, and, if you are unlucky, onto the clutch as well, and the radiator is neither big enough nor is it fitted with an efficient design of core, with the result that overheating is all too easy to promote, but in spite of all these things I still like the Morgan. The Vanguard engine has not proved as reliable as I expected, since on the two occasions I have raced the car it has been put out with valve trouble both times. The first time, the head broke off an exhaust-valve, a not uncommon Vanguard trouble in Australia, while the second time the cause was the breakage of the rather flimsy keeper, both being costly occurrences when they happen. On the whole, though, a quiet, smooth and reasonably comfortable car for ordinary use, but one which, when need be, can put up a very good showing in competition, and will, I hope, give me a lot of fun before the time for replacement arrives. It has recently been fitted with two S.U. carburetters, a cylinder head which gives 8:1 compression ratio, and a Lucas magneto, all of which have increased the performance in a gratifying manner. At the same time the instruments have been rearranged, since the normal arrangement is hard to read in a hurry, and a revolution-counter has been fitted. When the valve-gear has been re-vamped to allow the 6,000 r.p.m., which the engine will now attain, to be utilised, it is to be hoped that the performance will be quite useful.

Although not strictly eligible, this account would not be complete without mention of three cars which, although I didn't own them, have taken me, between them, upwards of 70,000 miles on business occasions. The first of them, a Renault 760, was a car I thoroughly disliked, and I have never been able to understand the wide enthusiasm for this little car, particularly since most of those I have met seemed little or nothing better than mine. Compared with

the Fiat, which sells for slightly less, the Renault was shoddy and tinny in the extreme, harsh and noisy in the transmission and engine, while it was shockingly uncomfortable on surfaces which the Fiat scarcely noticed. After 12,000 miles of by no means hard usage the engine, suspension, and road-wheels were all fairly sick, while quite early in the piece the swinging rear axles, with no lateral location except a small pin on their inboard ends, developed enough movement to steer the back of the car noticeably, all of which made it quite dangerous on a loose surface. On top of this, the Fiat, with almost 200 c.c. less, could out-perform it with no great difficulty.

The other two vehicles were both Austin A70s, the original Hampshire and the later Hereford. These cars, with their exceptionally smooth, sweet, and quiet engines, and relatively high gearing, have very long legs indeed, being quite content at 70 m.p.h. all day, while even higher speeds can be held in the higher-g geared Hereford. They are very controllable, even when thrown about quite excitedly, and stand up well to hard usage, since the earlier car completed 85,000 miles before the need for major work made replacement advisable. Their main trouble, as with most English cars in this country, is their complete lack of effective dust-proofing, and, despite efforts being made to combat this menace, particularly with the Hereford, the position doesn't seem to be improving. It is a factor which influences sales to a considerable extent, if the car is to be used away from city areas, and is all the more serious when it is appreciated that the Continental machines, and even the Holden and Australian-incorporated cars are, on the whole, very good in this respect. Incidentally, the XK120 Jaguar has the reputation of having reached an all-time high in dustiness.

Otherwise, the Austin's other lapses have been confined to the electrical equipment and suspension-damping departments, but these are both faults which, unfortunately, they share with far too many other English cars for them to be laid only at Austin's door.

In my opinion, as far as the Hereford is concerned, in general handling, suspending and performing, it compares favourably with the Fiat 1,400, which, to anyone knowing this impressive Continental, will give an indication of my high regard for the English machine.

On looking back over this account, the only conclusion I can draw is that although I am now a confirmed believer in GOOD modern cars, with all their advantages, there still seems to be a definite something about unspoiled vintage machinery, not the least being the latter's amazing resistance to wear, so that, amongst the cars which I hope to be lucky enough to own in the years to come, I know that I will never want to be long without a thoroughbred machine of the vintage era. It does seem that, so far, I've been happiest with the Bentleys I've been lucky enough to own. I think this is probably so, although I don't really know why—perhaps it's the immense air of confidence which the Bentley seems to inspire. I have never bought a new car, and it seems very doubtful if I ever will, mainly because the sort of car I would like to buy is completely beyond my reach, anyway.

If anything can be said for this owning of a succession of queer, mad, or just plain worn-out motor cars it is that, in spite of spasms of loathing the sight of the things, there is a vast amount of fun to be had from it, even if I can't always manage to feel sufficiently calm and detached to realise it. It teaches you all sorts of odd things about mending machinery, especially since out-of-the-ordinary motor cars seem to suffer from such odd illnesses, and you meet such pleasant people during the battle to put things right again.

I hope I'll be able to have some more interesting cars in my quest for the perfect vehicle (secondhand), but I don't suppose I'll ever find it. Even if I do, I don't doubt for a moment that I shall quickly get heartily sick of its very perfection and speedily replace it with the first mad, attractive and impractical vehicle which comes along.

R.A.C. NEWS

The R.A.C. Competitions Committee issued the following November bulletin:—
Policy for 1954

Among the matters which have been brought to the notice of the R.A.C. as arising from the issue of the R.A.C.'s 1954 policy, urgent consideration is being given to the following:—

1. The provision by the R.A.C. of a standard form of club receipt which embraces the necessary competition licence for "closed" to club events. This is for the use of clubs who do not wish their normal membership receipt form to be over-printed for this purpose.
2. The question of a "British Subject" definition, which will enable clubs to allow foreign members who are resident in Great Britain for any purpose to take part in their closed events.

A meeting was held at the R.A.C. on October 27th of clubs which have promoted International and National rallies. Preliminary agreement was reached on a standard set of regulations to govern the eligibility of vehicles for these events in 1954. Further meetings will be held to complete the drafting of mutually acceptable regulations, and it is hoped to complete this work and make the eligibility clauses public by the end of the year.

Representatives of clubs promoting race meetings in 1954 met at the R.A.C. on November 6th, in order to rationalise the race meeting Calendar. Agreement was reached on a provisional Calendar which avoided serious clashes of similar types of meeting, and the general view of promoting clubs was that despite the great number of events they can all be accommodated by the current enthusiasm for Motor Sport.

Annual C.S.I. Meetings

The International Sporting Commission met in Paris on October 6th, 7th and 8th last, and the R.A.C. were represented by Lord Howe and Colonel F. S. Barnes, the British delegates to this Commission.

The C.S.I. made a new departure in the compilation of the International Calendar for 1954 by dividing the Calendar into four separate parts:—

1. Racing.
2. Hill Climbs and Sprint Meetings.
3. Rallies and Trials.
4. Formula III Racing.

International regulations for vehicles built in series production, both touring cars and sports-cars, were finalised and it was agreed that they should become operative from January 1st, 1954, and be valid for at least four years to run concurrently with the new racing Formula I up to December 31st, 1957.

These regulations also provided for a new departure in the establishment of "Forms of Recognition" for all the models of the vehicles constructed in series and these technical forms will have to be submitted to and approved by the C.S.I. at their next meeting in December. The R.A.C. is endeavouring to ensure that all British manufacturers who might be affected will have their appropriate vehicles and models suitably registered.

The R.A.C. intend to issue a complete statement of these regulations as soon as possible after the December meetings in Paris.

The Touring Championship of Europe

The only category of vehicle which will be eligible for championship markings are the "normal series production touring cars," though any or all of the championship events may embrace other categories at the option of the promoters.

A normal production touring car is defined as a vehicle of which at least 1,000 units have been built in 12 consecutive months for cars of under 1,000 c.c. and 600 units for cars of over 1,000 c.c. Cars over 1,000 c.c. must have four seats. All cars must have closed coachwork, though a convertible body is acceptable when catalogued by the manufacturer providing the weight is not less than that of the corresponding saloon car.

The International events which will count towards this championship in 1954 are as follows:—

January	18th/27th	XXIVth Monte Carlo Rally.
February	22nd/28th	Vth Sestriere Rally.
March	9th/14th	IVth R.A.C. Rally of Great Britain.
April 25th to May 2nd		VIth Tulip Rally.
June	3rd/6th	IVth Travemunde Rally.
June	16th/20th	Vth Rally of the Midnight Sun.
July	9th/16th	The Alpine Rally.
August	18th/22nd	Leige-Rome-Liege Rally.
September	10th/13th	IVth Viking Rally.
November	4th/7th	Rally of the Snow (Geneve).
December	1st/5th	Lisbon Rally.

Competitions Committee

The constitution of the Competitions Committee of the R.A.C. as elected in July last, for the current year, is as follows:—

The Rt. Hon. The Earl Howe, P.C., C.B.E., V.R.D. (Chairman)	The Most Hon. The Marquess Camden, J.P. (Vice-Chairman)
Mr. S. C. H. Davis	Mr. D. G. Flather
Mr. E. Giles	Major R. Gough
Mr. R. Hughes	Major-General A. H. Loughborough, C.B., O.B.E.
Mr. H. J. Morgan	Mr. D. J. Scannell
His Grace the Duke of Richmond and Gordon	Mr. A. K. Stevenson, O.B.E.
Mr. S. Sedgwick	Mr. R. L. de B. Walkerley
Mr. J. M. Toulmin	

NOVEMBER JOURNEY

A Citroën "Big Fifteen" Proves a Thoroughly Satisfactory Family Car on a Hurried Excursion to the West Country and Wales

MOTORING journalists, when they are not being feasted sumptuously prior to being shown a new car or accessory for which publicity is sought (who first had the bright thought, I wonder, of "feeding the brutes" before letting them put pens to paper—or chisels to stone?) are, in the eyes of their readers, tearing about the country in an endeavour to destroy motor cars lent to them by gullible manufacturers for purposes of road-test.

To conduct a full, scientific road-test can be very hard work, so it wasn't long in the history of motoring journalism before the journalist discovered that he could avoid technicalities by thinking up a touring article as an excuse for borrowing a new car brim-full of petrol and taking it on a pleasing holiday excursion.

From the title of this article you might deduce that the Editor had sunk to this level when he asked Citroën Cars, Ltd. for the weekend loan of a "Big Fifteen" saloon. This, however, is not quite the whole story.

The fact is that, some time ago, certain correspondence was published in *MOTOR SPORT* concerning the demerits of the *traction avant* Citroën. No car is perfect and in any case enthusiasts for this popular car rallied to its defence, but in order to put the matter into better personal perspective I decided that I should renew acquaintance with this famous car, the conception of which dates back to 1932 or earlier. What I desired to do was to judge the Citroën not so much from the viewpoint of the professional road-tester as from that of the private owner. If, I argued, I took my wife and three young daughters for a quick glimpse of the West Country before winter closed in, I should, on my return, be in a position to decide whether the front-drive Citroën is an out-dated design or a satisfactory family car.

It is only fair to confess that when this ambitious idea of taking the children for a hurried look at the south coast of Cornwall, the north coast of Devon and a little of South Wales, as well as visiting some friends in the course of one weekend, took shape, I could think of few cars better suited to the undertaking than the modern Citroën.

The level-keel ride of the car from Slough is an advantage when children are amongst the "crew," apart from reducing fatigue in adults, and the well-known safety-factors of strong all-steel structure, low build, and safety-glass in all the windows, offset a natural apprehensiveness which secretly most parents possess when driving fast with the family on board. Moreover, the spaciousness of the "Big Fifteen," its durable real leather upholstery, entire absence of fumes, and the ample storage space for luggage and auxiliaries are other features of obvious value for family motoring—the new 12½ cu. ft. luggage boot possesses great carrying capacity in spite of the spare wheel being carried therein, so that its rather ugly exterior is readily forgiven (throughout the weekend in question the children counted Citroëns—"those with humps and those without!")

On this topic, let me say that the boot lid has a convincing sup-



ANTICIPATION.—The youngest member of the "crew" is anxious to inspect the interior appointments of the Citroën that was to take her quite a long way in the course of the next two days.

porting-stay with sensible release and that the doors and back of the front seat squab have unobtrusive but useful pockets, while the fascia has an equally useful cubby-hole. All this was a great help when my wife produced the usual enormous mountain of luggage on the Friday afternoon. Just before 4 p.m. the two elder children were scooped up from school, the wide bench seats providing ample accommodation for everyone, and we were away. The back ways were taken to Basingstoke and soon we were cruising at a secure sixty miles per hour down A30.

This "Big Fifteen," although having a four-cylinder engine of only 1,911 c.c., thinks nothing of cruising at between 60 and 70 m.p.h., although its normal maximum is not much in excess of the latter speed. Its steady riding and imposing dimensions contribute to the sense of effortless running, and the almost entire absence of rolling when cornering fast pays dividends where children's sensitive stomachs are concerned. The bench seats have folding central armrests, but the aforesaid absence of roll renders these unnecessary, save for resting the arms; while those "pulls," by means of which occupants of many modern cars contrive to retain their dignity, would be quite out of place in the Citroën! The low build is doubtless responsible for this delightful stability (you step down into a Citroën!) yet the ground clearance is ample, even the exhaust pipe being positioned sufficiently high up to be out of harm's way when reversing up to kerbs, etc.

Yet, for all the firmness of its torsional suspension the Citroën gives an exceptionally comfortable ride over the notoriously bad road surfaces encountered up and down the country—which is no slight on the roads of the West Country, which in general are splendidly maintained and decently signposted. The only penalty for this comfortable yet stable suspension is a mild degree of up-and-down but pitch-free movement at low speeds when, incidentally, the car is sufficiently quiet for you to hear the upholstery creak.

To leave the Citroën's detail merits for a while and return to our November journey, the last of the daylight faded round the gaunt trees fringing Salisbury Plain, the Cathedral spire appeared dead ahead, we negotiated the long detour of Salisbury town and night closed about us. Without hurrying, and with two pauses, we reached Exeter, where we planned to spend the first night, just before 8 p.m., with 149 miles on the odometer. A very helpful policeman found us the small, comfortable hotel we sought, and for the sake of others who find themselves in this elegant town after the children's normal bedtime we can recommend taking a route straight to St. David's Station (it still bears the "G.W.R." crest on its grey-stone portals) and the hotel opposite.

This winter evening run had proved the Citroën capable of putting 40 miles into each hour without fireworks (although only a hustling Austin pick-up and a Jaguar up Chard Hill, before entering that fine avenue of trees, had overtaken us), and when, after dinner, it was suggested that I should take a friend of my wife's to Newton Abbot to catch her 'bus to Brixham, while my wife stayed with the children, I was able to confirm the car's ability to cover the ground without pushing its speedometer reading beyond 70 m.p.h. It was only natural that, alone in the "Big Fifteen," I should forsake family driving for road-test tactics. Including negotiation, both up and down, of a 1 in 7 gradient, finding Newton Abbot's 'bus-station and turning round to return, the Citroën again comfortably pushed 40 miles into less than sixty minutes. During this hour's drive I experienced again the joy of steering which, if heavy, is completely devoid of lost motion, is high-g geared, shock-free, and exceedingly accurate. I delighted in rushing into wet, leaf-strewn corners and employing *traction avant* to take the car securely round. The Lockheed brakes, I decided, were entirely adequate, although seeming to lack power until, during subsequent experiments, I stamped really heavily on the pedal. They were entirely devoid of tricks and could be used purposefully on slippery roads with a certainty that retardation would be in a straight line. The judder which accompanied hard applications was in no way troublesome.

The big steering wheel, the polished-wood fascia panel with its high-quality instruments grouped before the driver (lacking, however, oil-gauge or thermometer), the good visibility (somewhat blanked to the near side by a big central rear-view mirror) and the rigidity of

the car, as conveyed by its tremor-free bonnet and lamps, appealed so much that I experienced surprise that in the past I have craved cars with finger-light controls, supple springing and pressed-tin interiors adorned with "dried milk" fittings.

It is not my intention to deal in this article with the detail aspects of the Citroën, for the "Big Fifteen" is very similar in appointments and equipment to the six-cylinder and a full road-test report on that model appeared in *MOTOR SPORT* for May, 1952, under the heading of "A Truly Excellent Motor Car."

But in a weekend jaunt, which, as will be seen, exceeded 700 miles, certain features proved invaluable. Of these, I would include the high-set headlamps, which, unlike many in-built lamps I have driven behind, gave an admirable light in both normal and dipped positions, and the typically-French lamps control, extending from the steering column, carrying the button for the sensibly-toned horn at its extremity, and giving side lamps only or headlamps additionally by turning its knob, a flick of the lever itself taking you, according to the position of the knob, from side lamps to dipped headlamps (for signalling) or from full to dipped headlamps. The horn press is rather lightly sprung, however, so that you are apt to sound an aural warning when meaning to give a visual one. I found no inconvenience in an indicator control set on the fascia, liked the hand ignition control, could easily reach the roof lamp switch, but thought the pedals rather too close-set.

With these discoveries in mind I went to bed in keen anticipation of some good motoring on the morrow.

Saturday morning dawned wet, but so warm that we had no need to "pull the bung" of the charmingly simple Citroën heater. The engine started easily and settled to its work with a minimum of choke and no protests from the Solex carburetter. The rain was only a nuisance because of the disappointment of not being able to open the sunshine roof—the Citroën ranks as one of the few modern cars possessing this excellent ventilatory feature, for which we can forgive its absence of half-windows, rain vizors and rear window blind!—for the car is at its best on wet roads, and has efficient screen wipers. I delighted in flinging it into corners and as Devon gave way to Cornwall and the route became more sinuous I found that the steering becomes lighter and pleasantly smooth for fast cornering. There are cars which need less effort to take round bends, but few, I fancy, which feel quite so "glued to the road" and stable as the Citroën, whose tyres did not protest at our manner of going.

Our immediate destination was Liskeard. The rain became wet-mist as we ran at 70 m.p.h. across a desolate Dartmoor, although even here an inevitable "Tea, Coffee, Minerals" notice was spotted! Drake looked disdainfully down on us as we turned right in Tavistock, after which we filled up with National Benzole from a hand pump operated by a talkative lady, a few miles from the Devon/Cornwall border. The rain eased off as we drove under much gay bunting in Callington and, from a 9.30 a.m. start (and a stop to buy a Biro Citizen with which to write this story and to clean the screen and windows with our new "Clean-a-Screen" device), we made Liskeard, with its 10-m.p.h. speed limits, by 11.22 a.m.

Cornwall abounds in narrow streets and lanes, into one of which scarcely wider than his car, the owner of an old Morris Minor two-seater was unconcernedly manoeuvring out of his garage.

After a brief visit we went on to Looe, for the "seaside" is always an attraction with children, although on this occasion we had to disappoint our youngest daughter, aged four, when she asked "Have we got bathing costumes with us?" However, the rain stopped and, driving beside the single-track railway and through the narrow



CORNISH FISHING PORT.—The Citroën on the sea-wall at Looe, where the "crew" had a brief picnic on the sands.

streets of this Cornish fishing village, we were able to leave the Citroën unmolested by parking regulations or uniformed attendants and picnic on the soft sand of the sheltered beach. As we did so a huge tortoiseshell cat, spotlessly clean, came to make friends, and above us the fisher-folk mended their nets and tended their boats.

At 1.10 p.m., with 255 miles covered already, 67 of them that morning, we set off for the opposite coast, at first on the undulating lanes and then on a fine fast road to Great Torrington, up the steep main-street approach to which the Citroën ascended strongly in the middle gear of its three-speed box. That brought the mileage to 312, at 2.50 p.m., and although with friends to visit the sea eluded us, we did go to Bideford for tea, parking on the river wall, from which there is an unguarded drop into the water below. Kingsley on his pedestal was getting a drenching!

The afternoon had brought one unhappy episode, when, leaving Looe, we encountered, at a country cross-roads, an early Austin Seven saloon and a Ford Prefect saloon, both on their sides. As a local waved us on we concluded we could be of no assistance, but the impact must have been recent, for the road was strewn with broken glass and we feared for our Michelins. They proved as durable under this unwanted test as our Michelin map had proved valuable in finding the correct route.

The day's motoring had now grown to 224 miles and although the children were tired we contrived to make Taunton that night, a chance encounter at a small garage there when inquiring about hotels revealing that its owner is a member of the Humber Register. (We pointed to a saloon standing in his yard and asked "Is it a 9/20?" "No, a 9/28," came the reply, but clearly we had established a motoring "password"!)

On this run in the dark from Great Torrington to Taunton I caused momentary consternation by tackling a "miniature Porlock" on the way to South Molton and, in concentrating on a sudden left-hand bend up the 1 in 4 gradient, missed the change-down from second to bottom gear. Had I been alone the position would have been difficult because the hand-brake (well placed but of the modern pull-out variety) failed to hold the car, and the front wheels spun wildly when attempting to re-start on the slippery gradient. With the rear window steamed-up and no reversing lamps I should have been in an awkward predicament had I been alone. As it was, my wife got out and waved me into a gateway, where I was able to turn round, descend, and then climb strongly in bottom gear.

"Ah," the critics, will say, "what did we tell you? The change from second to bottom with that fascia gear-lever is impossible." So I will now come to the point of this article, and answer Citroën critics. The gear change is not easy, I admit, although there is excellent synchromesh on second gear for the ham-handed, and the gears mesh easily providing the clutch pedal, which is light to operate, is fully depressed. The change from second to first gear calls for some brutality if hurried, but most certainly is not "impossible" and I readily admit to being ham-handed in missing it under the circumstances outlined. The fact is that, in spite of a four-cylinder engine of under-2-litre capacity and modest power output in a very big and spacious vehicle, the Citroën somehow contrives to be largely a top-gear car. It will run down to around 20 m.p.h., slog up normal hills, and accelerate quite briskly, particularly above 50 m.p.h., in that ratio. Second gear is not used much above 40 m.p.h. and bottom is very seldom needed at all once the wheels are rolling. This being the case, the gear-change characteristics can be written down as adequate, and the lever location certainly leaves the front compartment entirely unobstructed.



FILLING UP.—The Citroën "Big Fifteen" being filled up near the Devon/Cornwall border outside Tavistock, as the rain began to give over.

The steering may be heavier than on many modern cars, but I would not willingly exchange the "feel" and accuracy of its rack-and-pinion mechanism for the light but soggy and "remote" steering of many other cars, any more than I would deem their frail, finger-tip, synchromesh masked gear shifts necessarily preferable to the Citroën's crude but positive change. In my opinion, anyone who enjoys motoring for its own sake should be a sufficiently skilled driver and sufficiently interested in the control of his or her car to readily overlook the modicum of concentration needed in respect of these departments of the Citroën, whose virtues of first-class steering, stability and roadholding offset an occasional "crunch" from the gearbox and, in my case, slightly sore hands due to holding the deeply-serrated two-spoke steering wheel without wearing gloves! Another criticism levelled at the modern Citroën is the frequency with which the front-drive universal-joints need greasing. Much of this and other criticisms can be laid at the door of neglected secondhand mechanism, and a Frenchman who visited the MOTOR SPORT Stand at Earls Court and would not hear a word of complaint against the *marque* told me that since investing in a special grease-gun with a suitably long snout he almost enjoys the 1,000 miles ritual of feeding the universals with fresh lubricant . . .

That disposes, so far as this writer is concerned, of Citroën criticisms, and arriving at Taunton after a day's effortless family motoring of over 200 miles in rain and gale he had no reason to alter his opinions. Before a fresh spate of letters arrive from those who always contrive to average 70 m.p.h. or so from A to B (B usually being 400 miles or more from A) I would place emphasis on the *family* aspect of this journey, for my three young daughters are no better (if no worse) in a motor car than other children of like age, and most parents, even those who read MOTOR SPORT, will agree that there is a difference between undertaking a journey *en famille* and setting out to establish new personal records for speed and distance covered!

We duly found an empty hotel in rather unprepossessing Taunton, but it had no garage. However, the railway officials politely as well as willingly allowed us to leave the car in the station car park for the night for a charge of 1s.—whereas in other towns we have been told "only if you are a railway traveller." The weather was so mild on this November Saturday evening that we had no qualms—in any case, the engine had been given its dose of Esso anti-freeze mixture.

We were not away until 9.45 a.m. next morning, taking the dull but fast road to Bristol to make another brief visit. The Bristol Constabulary were most helpful in directing us and in telling us how to cross the Bristol Channel to Wales! So, after just missing the 11.30 a.m. Aust Ferry, we sat waiting for the 12.30 p.m. boat, the children eating Sharp's toffees as a precaution against *mal de mer*. This ferry, signposted Aust Ferry for miles and finally Chepstow Ferry, costs 11s. 6d. for a car of the size of a "Big Fifteen," less for smaller cars, and there is a nominal charge for adults and children. It takes about 10 minutes to get over, loading and unloading facilitated by a turntable on the *Severn Queen*, which has accommodation on deck for up to 81 persons and which steamed along in fine style, riding as smoothly as a Citroën. As it saves a detour of nearly 60 miles from Aust to Chepstow *via* Gloucester, the ferry is worth taking and in the average car represents no financial loss in view of petrol saved. It might interest rally organisers besides holiday travellers. We could be excused for expecting to be the only users



SEEN THROUGH SEA MIST from the snug comfort of the "Big Fifteen," the Severn Queen Ferry at the Aust embarkation point.

THE CITROËN BIG FIFTEEN SALOON

Engine: Four-cylinder, 78 mm. by 100 mm. (1,911 c.c.).
Push-rod o.h.v.; 6.25 to 1 compression ratio; 55.7 b.h.p.
at 4,250 r.p.m.

Gear ratio: 1st, 13.1 to 1; 2nd, 7.3 to 1; top, 4.3 to 1.

Tyres: 165 by 400 Michelin on steel disc wheels.

Weight: 23 cwt. unladen.

Steering ratio: 2½ turns, lock-to-lock.

Fuel capacity: 11 gallons. Range, approx. 286 miles.

Wheelbase: 10 ft. 1½ in.

Track: 4 ft. 10½ in.

Overall dimensions: 15 ft. 6 in. by 5 ft. 10 in. (wide) by 5 ft. 1 in.

Price: £750 (£1,063 12s. 6d. with p.t.) (£10 less with fixed roof).

Makers: Citroën Cars, Ltd., Trading Estate, Slough, Bucks.

on this winter Sunday morning with sea-mist and rain blotting out the opposite coast. Not a bit of it! Cars were queuing up on both sides to make the crossing.

Incidentally, it is possible to entrain a car through the Severn Tunnel, farther down the coast, but this service does not operate on Sunday morning. It is, however, worth noting that the cost is only slightly more than by *Severn Queen* and is balanced by an even greater saving in petrol and time.

Wales greeted us with rain, fog as we ascended into the hills, and closed shops, so that we made a slight diversion in Usk to be certain of obtaining petrol, filling up with Esso Extra. We now encountered two Singer 1,500 saloons in quick succession just as, over Dartmoor, two 1½-litre M.G.s were encountered. Otherwise, only a nice 12/40 Lea-Francis two-seater and a Singer-base Special enlivened this part of the journey. Then on towards Pontypool, along the twin-track road past the vast British Nylon Spinners factory, and fast up the Ebbw valley so that the youngsters could have their first look at coalmining. There is none of the squalor that I saw in my school-days, although the scene was bleak, with a gale hurling driving rain down from the hills, as we hurried along closely pursued by a Bristol 400.

We now began to think that perhaps, with a crew of three children whose combined ages totalled only 17 years, we had undertaken enough, for the weather was dismal and 495 miles had been covered since we set out. After buying minerals and being "attacked" by geese in a side street in Blaina, we set off home, *via* Monmouth, Ross, Gloucester, and through Cirencester, Hungerford, Newbury and Basingstoke back on to A30. At 3 p.m. we had been beside the South Wales coalfields, at 8.5 p.m., after an unhurried pause for tea in Gloucester, we were home, the mileage totalling 656. Not bad, we thought, for a family weekend's motoring.

Collecting and returning the Citroën brought the final mileage up to 740 miles and it conveniently ran out of petrol immediately outside the Slough factory.

In this mileage the water level had not been checked, the flashing lamp indicator on the facia gave us no reason to suppose that the Castrolite required topping-up, and the fuel consumption came out at the excellent figure of exactly 26 m.p.g. But for this last-named figure we should have had no remider that the Citroën is propelled by an engine as small as 1,911 c.c., for if it is a little more noisy than a six, flexible mounting masks any roughness and, as has been said, it contrives to do most of its work on the 4.3 to 1 top gear.

The car had given us a great deal of pleasure and was as sound at the finish, brakes just as powerful, body as silent, as at the start. Only a slight "seagull noise," to quote the passengers for whom this hurried journey had been planned, emanating from the screen-wipers, hinted at the hard work undertaken.

The "Big Fifteen" had certainly proved ideal for the task, the security imparted to the occupants and the driver's knowledge that he had the car under control at all times adding greatly to the enjoyment. For a car costing, basically, £750, the Citroën "Big Fifteen" imparts a feeling of dignity and quality expected of far more costly cars, and the manner in which it combines good handling characteristics, spaciousness, comfort, security and economy make it an outstanding vehicle in spite of the fact that its design has remained generally unchanged over a considerable number of years. Its appearance is as imposing as it is in good taste and the unchanged aspects of the front-wheel-drive Citroën are its own reward. For in an age when automobiles grin ever wider with their radiator grilles, roll alarmingly on soft suspension and do all but drive themselves motoring connoisseurs appreciate all the more the "sure-footedness" and practicability of this outstanding car.—W. B.

CLUB NEWS

WHEN WINTER COMES . . .

So popular is motor sport that winter no longer spells a cessation of activity. It is merely that races, hill-climbs and sprints give place to trials, rallies and autocross. The Monte Carlo Rally next January dominates the scene, with the classic M.C.C. Exeter Trial, due to take place after Christmas.

MOTOR SPORT readers are unlikely to lay-up their cars in the autumn, fearful of a little fog, frost and snow, so they will again spectate at these exhilarating winter competitions.

For the sake of new readers we repeat our annual advice, which is: offer to help your local club with marshalling at such events, but if they accept, do the job conscientiously. One erring official can ruin the pleasure of a lot of people. If you prefer to spectate try to arrive at the starting point of a trial or rally an hour before the official starting time, when an official can usually be found who will either supply you with a route-card or pin-point the hills and tests on your Ordnance Survey map. You will probably be able to see several such hazards during the day, improving your knowledge of map-reading and your appreciation of local scenery as you do so, but park your car sensibly so as not to obstruct competitors and officials and plan your cross-country routes between "sections" (as observed hills in modern mud-trials are called) with similar care.

Remember that your thoughtless actions, as much as those of the competitors, can bring trials and rallies into bad repute.

There is no reason at all why you should not obtain plenty of fun if you plan your day properly, without getting an ordinary car "bogged-down" or having to adopt trials-driver tactics while driving it—walking from the ordinary road to the "sections" is, after all, good exercise on a cold day. But two things are essential to justify rising early on a winter Saturday or Sunday—make sure you see something of the event and make certain you are comfortably clad for doing so. If you take the wife or girl-friend make her put on far more clothes than seem necessary, with old ones as the top layers, and convince her that hot food and drink, gum-boots, torch and mackintosh and/or umbrella are "musts."

We are sorry if this seems like preaching to the converted, but it is surprising how many would-be trials supporters either lose their way and see nothing or arrive at the "sections" shivering, wet and miserable.

FIAT 500 CLUB

The October issue of the "duplicated" magazine of the Fiat 500 Club, *Squeak, Squeak*, contained nostalgic stories of the Club's rally to the Fiat factory in Turin. The welcome the members received and the Press publicity their visit occasioned should be an

object-lesson to British manufacturers who receive visits—even isolated ones—from overseas visitors.

The Fiat 500 Club has a strong social conscience, even to organising picnics and river parties with swimming interludes, last summer. If you are a Topolino-owner and haven't yet joined you are missing something good. Hon. Sec.: J. A. James, 71, Grampians, Western Gate, London, W.6.

SOUTHERN JOWETT C.C.

On what was probably the wettest Sunday of the year, the Southern Jowett Car Club held its third annual Hertfordshire point-to-point run on November 1st. A good entry was recorded, including a number of members from invited clubs.

A punctual start was made at 10.30 a.m., when the first entrants were despatched from Hadley Green, near Barnet and required to visit thirteen points by reference to National Grid six-figure map references, before reaching the luncheon rendezvous at "The Plume of Feathers," Tewin, where the landlord had placed at their disposal one of the lounges and most of one bar!

The morning route was through country in the Elstree, Radlett, St. Albans, Redbourne and Welwyn area and a direct route of some forty miles necessitated the crossing of three fords—almost in flood. At each point a hidden clue had to be found and recorded, points being awarded for correct clues and penalties being made for late arrivals.

During this part of the run, two cars retired due to ignition trouble caused by the weather and at least two other cars suffered the same fate in the even worse weather of the afternoon.

As the majority of entrants wished to continue for the afternoon run, a prompt start was made at 2 p.m., and twelve points on a seventy-mile tour skirting Stevenage, Luton, Whipsnade, Ashridge, Aldbury, Berkhamsted, and Chipperfield, had to be visited before the final checking-in point at the Five Bells Restaurant at South Mimms, where a welcome meal awaited the return of the drenched entrants.

Only ten cars booked in and the awards were presented to the winners during the evening. In spite of the weather and ensuing difficulties, those who booked in were full of praise for the organisation of the event carried out entirely by Mr. and Mrs. D. E. White, with Mr. S. G. Clark marshalling at certain points in the morning and afternoon.

For the day's event, the maximum number of points obtainable was 310.

Results :

Outright winner—P. D. Bailey (U.H.U.L.M.C.—Morris Ten)	...	156 points
1st S.J.C.C. member—F. G. Turk (Jowett 8-h.p.)	...	73 "
2nd S.J.C.C. member—Mrs. Fitzpatrick (Morris Minor)	...	60 "
Runner-up—Invited Clubs—A. Moore (Morris Minor)	...	60 "

FIXTURES FOR DECEMBER

R. = Restricted Event.

C. = Closed Event.

C.I. = Closed Invitation Event.

N. = National Event.

I. = International Event

5th.—London M.C. Gloster Trial, Gloucester. C.I.
U.H.U.L.M.C., Night Rally, Hants/Berks. C.
Sunbeam-Talbot O.C. Rally, Bournemouth. C.

5th/6th.—Lancashire A.C. Night Rally, Lancs. C.I.

6th.—Taunton M.C. Trial, Quantock Hills. C.
Chiltern C.C. Trial, Chilterns. C.I.
Nottingham S.C.C. Trial, Nottingham. C.
Blackpool M.C. & C.C. Trial, N. Lancs. C.
Hagley & District M.C. Trial, Salop. C.
Pathfinders & Derby M.C. Driving Tests, Derbys. C.
N. Midland M.C. Trial, Derbys. C.
Welsh Counties C.C. Trial, S. Wales. C.
M.G.C.C. (N.E.). Rally. C.I.

11th.—S.S.C.C. Night Rally, Glasgow. C.

12th.—R.A.C. TRIALS CHAMPIONSHIP, LAKE DISTRICT. R.
Armagh & District M.C. Trial. C.
Plymouth M.C. Trial, Devon. C.
Bristol M.C. & L.C.C. Trial, Bristol. C.

12th/13th.—Bugatti O.C. Rally, Mid Wales. C.I.
Manchester U.M.C. Rally. C.I.
Loughborough College M.C. Rally, Leics. C.I.

13th.—Newcastle & D.M.C. Trial, Newcastle. C.I.
Maidstone & Mid Kent M.C. Trial, Kent. C.
W. Hants. & Dorset C.C. Trial, Hants./Dorset. C.
Cumberland S.C.C. Rally. C.
V.S.C.C. Rally, Slough. C.
N. Devon M.C. Trial, N. Devon. C.
South Shore M.C. Trial, S. Lancs. C.

18th.—Thames Estuary A.C. Trial, Southend. C.

19th.—750 M.C. Trial, Kent. C.I.

20th.—N. London E.C.C. Trial, Herts. C.
Sheffield & Hallamshire M.C. Trial, Derbys. C.
Bolton le Moors C.C. Driving Tests, Bolton. C.

26th.—Omagh M.C. Trial, Omagh. C.
Ulster A.C. Trial, N. Ireland. C.
M.G. C.C. (S.W.). Trial, Bristol. C.I.
Cambridge '50 C.C. Driving Tests. C.

HEREFORDSHIRE M.C.

The Herefordshire M.C. held their Autumn Aviation trial on November 1st, in far from ideal weather conditions. From the start at James Fryer's garage in Hereford at 10.15 a.m., the entry of 12 cars (three others being non-starters) made their way to a very sporting course laid out by organiser, E. Lindsay Jones, which mainly utilised disused lanes and tracks in the Black Hill area of the Black Mountains near Craswall. The recent heavy rain which continued till mid-day, made the going very sticky and in several places it was hard for the drivers to reach the starting line on the hill, let alone climb the hill!

At one of the earliest hills George Turner had to retire his car owing to breakage of the rear axle locating bracket, a poor reward after his journey from Cardiff to compete. Soon after this Tony Marsh's new Dellow, a much favoured car, seized the supercharger, the resulting lack of power compelling his retirement at the lunch break.

After the welcome halt for refreshment at the inn at Craswall, damp competitors and marshals were heartened by an improvement in the weather, and the remaining hills were then disposed of, although in places assistance from many hands and a tow rope were necessary to enable cars to reach the following hills.

To assist in eliminating ties between competitors several special tests and a timed section were included.

From the final section a weary, damp but happy band of drivers and officials returned to Hereford for tea at the Kerry Arms Hotel, where the provisional results were announced as follows:

The "Autumn Trial Trophy" for best performance.—B. J. Bodenham (Dellow supercharged).

Navigator's Award.—D. H. Smith (58 marks lost).

Class 1 (Up to 1,500 c.c. u/s.).—1st: W. J. Ridley (Redluc Special), 94 marks lost; 2nd: P. M. Appleton (Buckler), 105 marks lost.

Class 2 (Over 1,500 c.c. u/s. and up to 1,500 c.c.).—1st: E. J. P. Reynolds (Dellow S.), 93 marks lost; 2nd: R. B. Lowe (Dellow S.), 94 marks lost.

The "Anchor Trophy" for best performance by H.M. Club Member resident in the County: P. M. Appleton (Buckler), 105 marks lost.

LOUGHBOROUGH COLLEGE M.C.

The Third Inter-Varsity Rally was organised this year by the Loughborough College Motor Club. When the 51 starters, representing six universities, left the starts at Kirkby Lonsdale, Loughborough, and Redhill, the weather was atrocious.

They all had a 150-mile run to the local check at Bromsgrove and when they left there after a one hour break the weather was still atrocious.

The route followed a 350-mile loop into South Wales and back to Measham. There were 10 check points, one of which was a secret check causing no end of uncertainty. The weather made the route an organiser's dream. It also compelled them to extend their sympathy to the very damp marshals, many of whom were on motor-cycles.

At the finish at Measham, competitors were put to three driving tests and then breakfast. Porridge was still being served at 2 p.m. on Sunday and yet seemed to meet no disapproval.

The results were as follows:

Results:

Premier Award.—T. A. Carlisle (M.G.), Manchester.
2nd: W. A. Mathew (M.G.), Loughborough.
3rd: D. H. Boot (Austin), Loughborough.

Class Awards.—Class A: W. A. Mathew.
Class B: T. A. Carlisle.
Class C: A. D. Tasher (Vauxhall), Cambridge.

Team Award.—1st: Scuderia Mancuniana Duo—F. Abraham, N. T. W. Green, T. W. Mason.
2nd: Hazlerigg, Loughborough—R. Frank, H. R. Hughes, M. C. Martin.

BEDFORD A.E.C.

This Club was formed some three years ago, and has just been recognised by the R.A.C.

Their inaugural event under R.A.C. permit was the November Rally which was run over a course of about 190 miles during the afternoon and evening. This event was made a good deal tougher by competitors insisting on taking the wrong route, and, although no de-ditching gear was used, a tractor had to be summoned to assist one unfortunate in the first section.

Awards were made to first and second place in general classification; these were taken by: First, M. R. Farnell and G. Jackson, driving a 1937 Morris Eight tourer, and second, J. Wredde and R. Sorrel, driving a Lagonda Rapier.

The general objects of the Club are towards the promotion of motor sporting events at as small a cost as possible, and besides this, meetings are held on first and third Thursdays, the former being always at 8 p.m. at the Club headquarters: The "King William" in Kempstone. Hon. Competition Secretary: T. A. Beevor, 40, Mill Street, Bedford.

RHYL AND DISTRICT M.C.

If ever an event was settled on the road, the short night navigation run of approximately 60 miles, on November 7th, was the one, for out of 27 starters approximately one-third retired.

The course set embraced an area of a radius of about six miles, but the County of Flintshire is so interlaced with narrow lanes that it provides the ideal ground for a night navigation event. A perusal of the first seven finishers reveals the fact that the accent was indeed on navigation. The winner drove a Morris Minor, second was a Mayflower, third a Javelin, fourth place was filled by a very old pre-war Austin Seven, fifth was an XK120, sixth an M.G., and seventh a Triumph Dolomite. The first seven were as follows:—

Results:

	Marks lost
1st: K. H. James (Morris Ten)	Nil
2nd: N. G. Waterhouse (Mayflower)	45
3rd: H. W. Syngé (Javelin)	80
4th: R. E. McLellan (Austin Seven)	120
5th: S. Kennedy (XK120)	125
6th: J. Roberts (M.G.)	225
7th: J. Chilwell Davies (Triumph Dolomite)	265

MORECAMBE C.C.

As a change from normal there was little driving skill needed in the November Rally held on November 8th. But with difficult and sometimes obscure routes to follow, and the need for split-second timing on the regularity section, the navigators needed all, and some more, of their skill. So much so that some would be still among the hills had they not had an envelope giving the name of the lunch halt.

Starting from Shaw's Garage, Torrisholme, at 11.5 a.m., the competitors were routed by Halton, Caton, Wray and Ingleton to Dent where an hour's halt was made for lunch. From Dent the competitors started the map-reading section around Barbon, Meal Bank, Burnside, Windermere, Underbarrow to finish at Bowland Bridge. This section proved to be a little too much for some, two competitors getting completely lost and having to retire.

The winner was A. H. Senior, driving his Austin A 40. J. Shaw, driving the S.M.S., won the Open Class.

Results:

	Marks lost
1st: A. H. Senior (A40)	21
2nd: R. Lamb (Ford Ten)	22
3rd: J. Bower (Austin)	39
4th: E. Aldrem (Renault)	43
5th: J. Shaw (S.M.S.)	50
6th: G. Parks (A90)	51
7th: E. G. Vanner (Dellow)	59
8th: A. Caunt (M.G. TD)	63
9th: A. Eastwood (S.S.100)	74
10th: W. Rigg (Morgan)	103
11th: P. Latham (A40 Sports)	146
12th: M. Beecroft (Austin)	207

Retired: G. Barrow (Jaguar) and F. Bastow (A40).

COVENTRY AND WARWICKSHIRE M.C.

Forty-one entries were received for the Gold and Silver Goblets Trial on Sunday, November 1st. On receiving their route books complete with Ordnance map, competitors found they had to visit five points, three of them only eight or nine miles apart.

The combination of torrential rain and minor roads caused all competitors to lose marks on the road section. Two check points had alternative approaches, the more direct of which soon became deep morasses and several cars had to be man-handled to the control. The other approach in both cases was on metalled road, proving the old adage that the most direct route is not necessarily the quickest or the correct one.

In these atrocious conditions it was not surprising that seven of the first ten cars were saloons. The best performance was made by G. O. Davies in a Phase II Standard Vanguard, who lost only 2 min. on the road section.

In the afternoon competitors faced two regularity tests and a driving test at the finish: Stoneleigh Deer Park.

* * *

The permanent address and telephone number of the Hon. Secretary of the United Hospitals & University of London Motor Club are now: Mr. D. F. Bicknell, 2a, Royston Road, Richmond, Surrey. (Richmond 6570).

Historical Notes: Tyres (Part II)

PART ONE of this article endeavoured to give some idea of the process by which the pneumatic tyre evolved, in an atmosphere of close secrecy, from a short-lived, very expensive but very necessary adjunct to high-speed motoring, to a standard article in 1924 that looked outwardly very like its early brothers, but which was, by that year, a cheap and long-lasting affair. No radical change had yet been made, but in 1916 or thereabouts work was proceeding behind the scenes, and in 1924 this research produced the so-called "balloon" tyre, which, like so many other new ideas, was at once lauded to the skies or torn to shreds by the pundits. With the new tyre came the well-base rim, which became an essential if easy tyre changing with the larger sections was to be at all possible. This was a peculiar combination of the original beaded-edge and wired-on types of Bartlett and Welch, respectively, which had previously fought for supremacy. The main complaints that were voiced against the new tyres were that they absorbed a lot more horse-power, and thus lowered the maximum speed of the motor car and caused it to use more petrol, and in addition they were alleged to make the steering heavy and encourage wheel-wobble. They were also said to look hideous and to be dangerous, due to the added "drop" they allowed when the dreaded burst occurred. As always there was a measure of truth in these allegations, but the new ideas soon spread and in a few years the controversies were forgotten and the noble art of compromise won the day. The champions of the new tyres campaigned on the basic grounds of comfort, overall comfort that is. The scantlings of the new type of tyre could be reduced, whilst still maintaining the same factors of safety, and the reduction in casing thickness greatly reduced the tendency of the cotton to break up and for the case plies to separate. "Long contact," as opposed to "wide contact" (which would increase resistance to traction), was a prized asset from the lateral non-skid point of view, and in this respect the balloon tyre scored heavily.

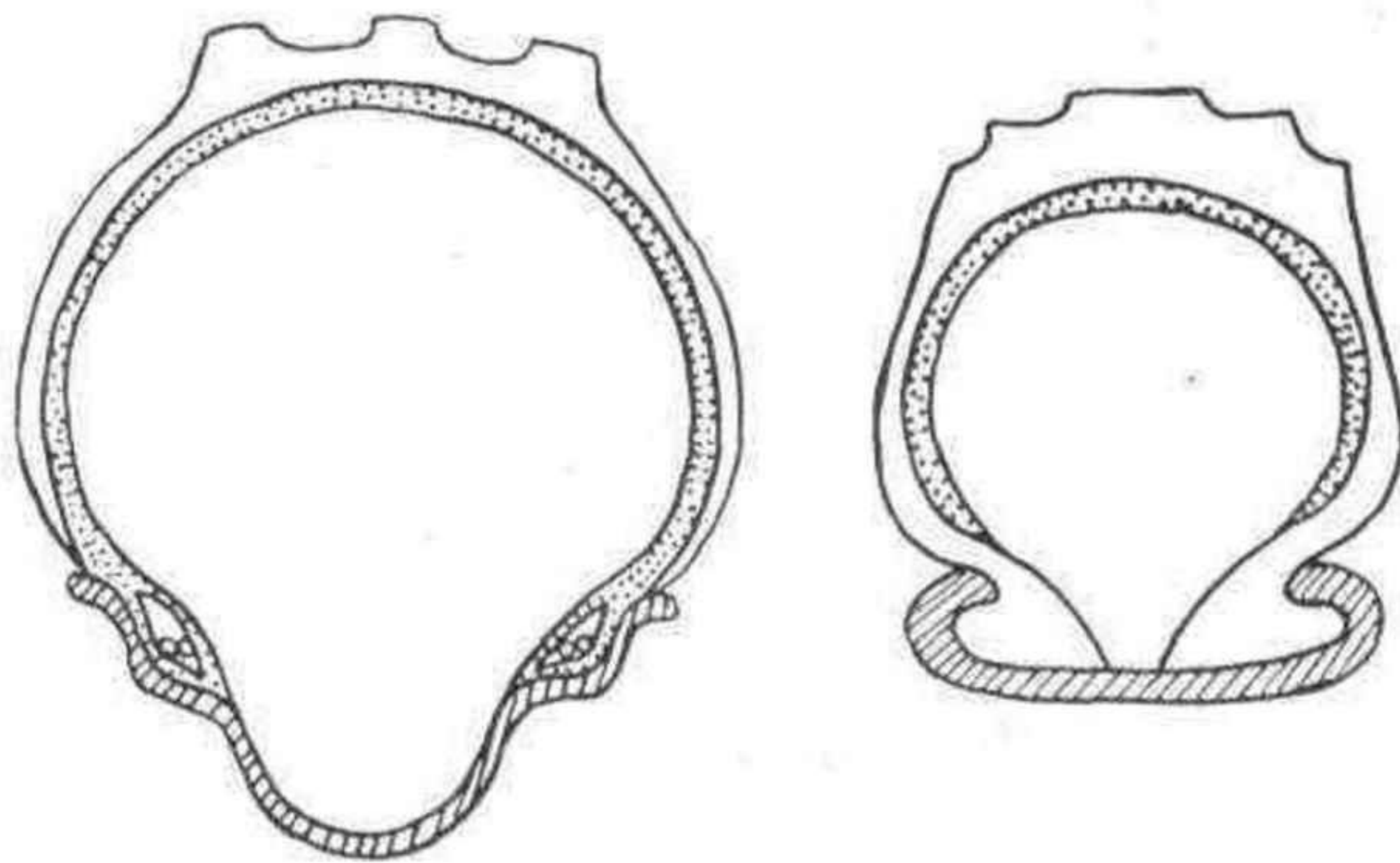
Comparing an 815 by 195 standard tyre with a new 5.25 in. by 32 in. balloon, the former inflated to 45 lb. per sq. in. and the latter to 28 lb., the new tyre showed a 15 per cent. increase in road contact for a 25 per cent. increase in diameter, the same axle weight being applied in each case. The length of contact at the same time increased by 20 per cent. As regards comfort of riding, Mr. Macbeth makes use of the term "absorbability" to describe the capacity of a tyre to "swallow" an obstacle, and for the two examples quoted the balloon tyre showed an increase of 50 per cent. in absorbability. Increased absorbability again was claimed to result in increased freedom from puncture or burst. As regards the adverse criticism, the heaviness of the steering was acknowledged, but it applied chiefly to existing cars which were converted to the new tyres and not to those designed to use them from the drawing-board. In the matter of horse-power absorption, too, it appears to have been

agreed that there was a 4 or 5 per cent. difference against the larger section, but the *average* speed upon the give and take roads of the early 'twenties rose appreciably, due to the far greater absorbability. The real trouble was, of course, that it had become essential at this stage for the tyre manufacturer and the chassis designer to work together. No longer could the tyre be thought of as a mere after-thought, it had to be viewed as an integral part of the basic design of the motor car. By 1939 this had, in fact, become fully appreciated, and words like "oversteer" and "slip angle" began to be freely heard in the land. Even immediately after 1924 the new tyre had very far-reaching effects upon the motor car as a whole. Bodywork noises at once dropped appreciably, shock-absorber design became much more important than it had been, more braking power could be dealt with and steering layouts had to be overhauled so far as ratio and alignments were concerned. Needless to add, while all this progress continued, the average motorist, as always, demanded more and more from his tyres and gave them less and less attention, and this set the tyre people further headaches. In the old days they could at least rely upon owners tending towards obeying the rules, especially as they had paid a great deal of money for their covers and tubes, but now that the price had dropped and competition was very keen, the "user neglect" problem re-presented itself. All this may seem a commonplace, but consider the problem from the tyre designer's point of view as he approached his board in, say, 1929. W. H. Paull made this point clearly before the Institute. . . . The navy's heavy boot will stand a lot of rough usage, but it could not be called a comfortable boot for long distance walking on good roads, and the lighter and more flexible boot which will give more comfort and probably last longer in walking on good roads would soon get broken up if submitted to the rough usage for which the navy's boot is made. No one would expect good service in navy's work from a light walking boot, or be surprised if a navy's boot proved uncomfortable and developed cracking in the stiff uppers if used for long distance walking. It is just as unreasonable to expect good service from tyres used under conditions for which they were not designed."

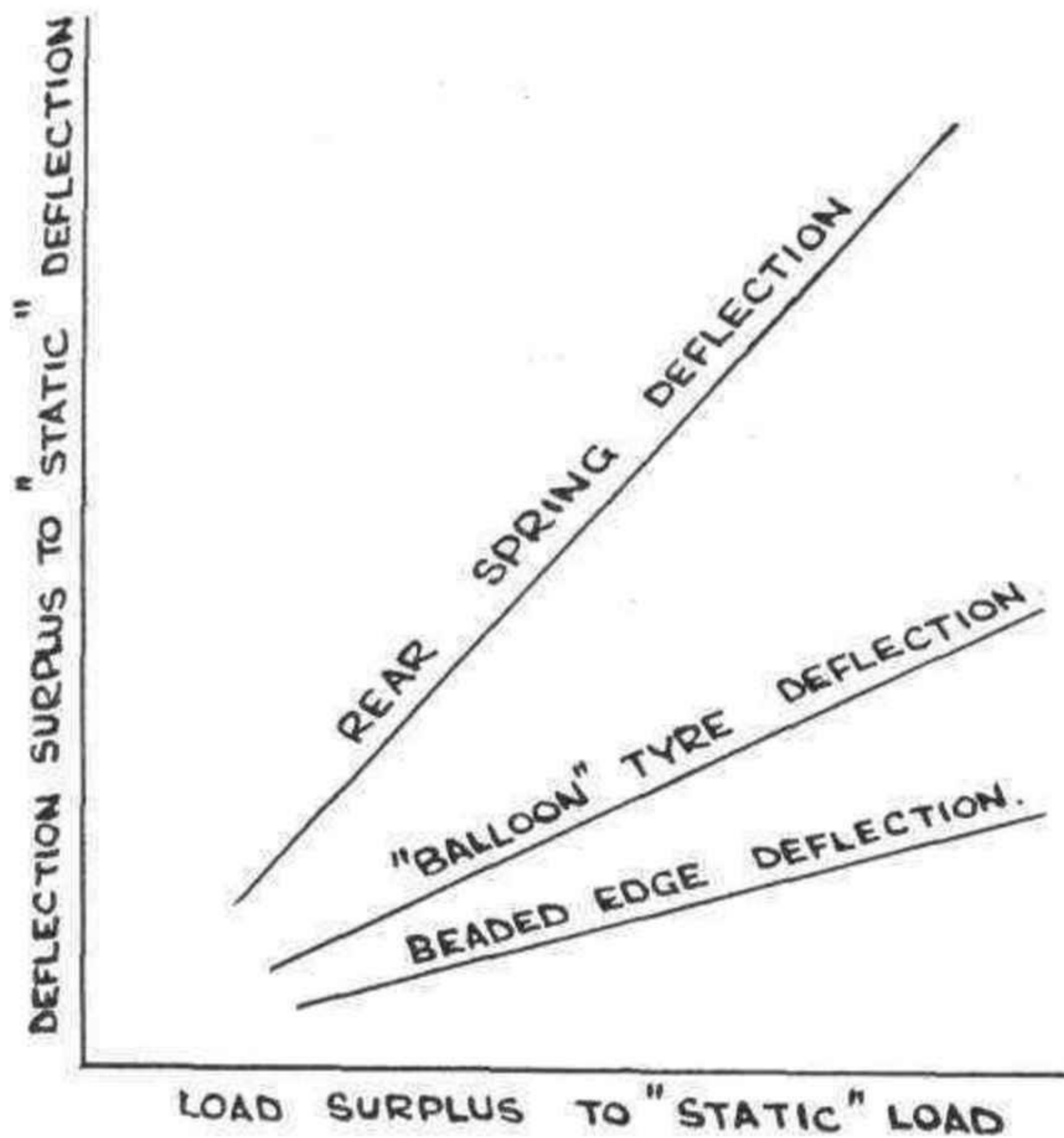
From the designer's point of view, for example, he might produce a balanced section to provide for a deflection of 20 per cent. for a given average speed and load. He might provide a tread of a type to resist wear for a given number of miles, and to offer a reasonable measure of non-skid properties. He might contrive a balance between these two, that is, he might legislate that the tyre will just outlast the tread. But of what use is that if he knows that a 30 per cent. deflection under the same conditions, due to under-inflation, will rapidly fail his tyre in practice? The casing will fail, and fail, moreover, if the under-inflation only takes place occasionally, exactly as a spring will fail if *once* stretched beyond its limits.

Power losses in the new and larger-sectioned tyres soon received close attention (incidentally, the term "balloon" soon disappeared), and Mr. Paull gives some very interesting figures as to what these losses amounted to in the late 'twenties. At 25 m.p.h., for example, the four 3½-in. high-pressure tyres of a typical light car of the period might absorb some 1.8 h.p. when inflated at about 40 lb. per sq. in., whereas some 2.4 h.p. would be the figure if 4½-in. "balloons" at 25 lb. per sq. in. were used.

If, further, the owner of the hypothetical light car in question chanced to be motoring with a 20 per cent. decrease in inflation pressure, the figures would be 2.5 and 3.0 h.p. respectively, and therein lies part of the secret as to how the larger tyre finally won through on this power absorption point. For a larger car at 50 m.p.h., 5-in. high-pressure tyres might account for 7.2 h.p., and 6.75-in. balloons for 11.9 h.p., and it is some indication of the superiority of the "cord" tyre over the older canvas that Mr. Paull considered that canvas would have increased the 7.2 to 11 h.p. in the earlier days. The practical fact, however, was that, as already indicated, most people ran their high-pressure tyres under-inflated, so that the difference between the two types was probably not quite as great as the foregoing figures would seem to indicate. Wear rates ran something as follows with the new tyres: 0.08 mm. per 100 miles at 30 m.p.h., 0.17 at 50, 0.9 at 80, 2.0 at 100 and 5.2 at 120, a convincing argument that racing still had lessons to teach those who lacked other high speed research facilities. The subsequent history of the pneumatic tyre has been a repetition of the early days, hard slogging with nothing sensational to show, but with the unseen



"BALLOON" TYRE AND BEADED EDGE TYRE
(TO SAME SCALE).



VERY APPROXIMATE CHART SHOWING ADDED "COMFORT" DUE TO BALLOON TYRES.

progress going surely on. Any faults which have manifested themselves since those days have almost invariably been production process faults, in particular those due to the necessity of hurriedly mastering synthetic rubber techniques during the "artificial" war period. Not that this makes the manufacturer blameless, but there have been few design faults as such. Now we hear of tyres that require no inner tubes and no doubt in a few years they will become completely forgotten, rather than almost forgotten, components of the motor car. Speed the day, for even the most rabid vintage or veteran enthusiast cannot truthfully say that he enjoys changing wheels or tyres, and even with the present state of things the jack and brace are usually so flimsy and/or rusty that the job is almost impossible.

It would be easy to sum up by quoting strings of figures regarding the performance of individual parts of the tyre during, let us say, John Cobb's runs, but this has been done so often that it is easy to lose the significance of it all. Suffice it to say that the modern racing motorist would be quite incapable of giving of his best unless he had complete confidence in his tyres, and it is perhaps the best indication of the state of progress to date that when there is trouble men dance about in dudgeon and utter dark threats.—"A.B.C."

BOOK REVIEWS

"Floyd Clymer's Indianapolis 500 Mile Race Yearbook, 1953." 112 pages, 11 in. by 9 in. (Floyd Clymer Publications, 1268 So. Alvarado Street, Los Angeles 6, California. 1.50 dollars.) This book deals with every conceivable aspect of the great race at Indianapolis, laced with innumerable pictures. There is plenty of technical matter as well as racing and personality news and pictures and these Yearbooks comprise a truly fitting history of America's classic race.—W. B.

"Unbalanced Cranks," by W. H. Charnock, 39 pages, 4½ in. by 7½ in. (Published by the Author, The Grey House, High Salvington, Worthing, 6s.) This is another of Bill Charnock's pithy and inimitable motoring verses, covering a multitude of subjects and sins. Just the job for a Christmas present for the motor-minded (as distinct from narrow-minded) wife or girl-friend—you can read it yourself first!—W. B.

"Fibreglass Auto Body Construction," by John A. Wills, 95 pages, 8½ in. by 5¼ in. (Dan R. Publications, Arcadia, California.)

This is a clearly printed booklet illustrated with *Motor Trend* pictures explaining the principles of glass-fibre body construction and listing sources of supply of value to American readers.

* * *

"A.M.D.G.E. Catalogue," 660 pages. (Association of Manufacturers and Distributors of Garage Equipment, 11, Ironmonger Lane, London, E.C.2, £2 2s.)

This is a comprehensively illustrated catalogue and price list of service station and garage equipment, claimed to be the most comprehensive catalogue of such equipment published in any country in the world. It is of great value to service stations, transport organisations, hauliers and industrial transport managers, and the ordinary car enthusiast will find much useful equipment listed therein. Association members absorbed the first run, but reprints are in hand, at approximately £2 2s., and should be ordered now.

* * *

"Oil," 120 pages. 7 in. by 9 in. (Cassell & Co., Ltd., 37/38, St. Andrew's Hill, Queen Victoria Street, E.C.4. 8s. 6d.)

This beautifully produced and illustrated volume in the publishers' "British Industries" series serves as a very useful introduction to and explanation of a commodity of tremendous political and everyday influence.

* * *

"British Cars—1953," by Peter Chambers. 56 pages. 8½ in. by 7 in. (P.C. Publications, 7, Newhall Street, Birmingham 3. 6s.)

This annual reference work covers 36 makes and contains 88 photographs, mostly manufacturers' hand-outs, and the badge of each make covered, as well as a table of specifications.

* * *

"The John Cobb Story," by S. C. H. Davis. (Foulis, 7, Milford Lane, W.C.2, 12s. 6d.; 111 pp., 5½ in. by 6½ in.)

This long-awaited biography of the late John Cobb, holder of the Land Speed and Brooklands Lap Records, is written by "Sammy" Davis in his usual style. He covers the outer-circuit, road-racing and record work of Cobb, including many amusing stories and fresh incidents. Any disappointment felt is due to lack of new technical detail concerning the cars Cobb drove. But of his record attempts much is revealed, "Sammy" having obviously been present in person and one meets again those personalities of an era which now seems aeons away in time—an era of Brooklands, the Napier-Railton and the B.R.D.C.'s 500 Mile Race.

For these memories alone Davis' book is essential to the motor-racing enthusiast and he is so absolutely fair to Cobb in every way, while not afraid to reveal his few weaknesses and foibles. Indeed, this nostalgic story, fine tribute to a driver so modest as to be rather more out of the public eye than many less accomplished, is too short. I, for one, wanted more. It was, for example, amusing to learn of the adventures suffered by a French tank summoned to pull the damaged Napier-Railton out of the Monthèry in-field, but I should have liked to have been told how the huge car was transported to Monthèry from England. Yet this story, concerned mostly with the mid-thirties onwards, occupies 111 pages. Davis has made a fine job of it.—W. B.

* * *

Those who like motoring cartoons should not fail to spend half-dollar on Raymond Groves' collection, entitled "Pit-Stop." His foreword, too, is well written. Available for 2s. 9d., post free, from 159, Praed Street, W.2.

* * *

The latest British Road Federation publication is entitled "No Road" and costs 1s. It contains excellent photographs of scenes on British roads. Such pictures are usually very pleasing but not so in this case; they are not intended to be, for they show severe instances of congestion on various of our trunk routes. This is striking propaganda on a subject which H.R.H. The Duke of Edinburgh threw into prominence in his speech at the opening of the Earls Court Motor Show. Copies are obtainable from 4a, Bloomsbury Square, W.C.1.—W. B.

* * *

Hobbs Transmission, Ltd., have issued a nicely-produced booklet on the functioning of the Hobbs automatic transmission, a topical study. Copies may be obtained from them, at Sydenham House, 78, Russell Terrace, Leamington Spa.

SIDESLIPS

BY
"BALADEUR"

IN an earlier article in this series it was recalled that, in October, 1910, when the Daimler Company had been making the Knight sleeve-valve engine for about two years, and when this engine was attracting a considerable measure of popular approval, the *Autocar* published an article entitled "Some Criticisms of the Slide-Valve Engine," by "A Manufacturer of Poppet-Valve Engines," who claimed to base his criticisms on actual tests, evidently of a 38-h.p. Daimler, but who insisted on remaining anonymous. The time has now come to redeem the promise given on that occasion to pursue the further history of this affair and to reveal, in due course, the identity of the critic.

The *Autocar* had undertaken when the original article had been published that a champion of the "slide-valve engine" would be given an opportunity to reply, and, sure enough, the very next week no less a champion came forward than Mr. Charles Y. Knight himself. Nor could he complain that the journal unduly restricted his elbow-room in the matter: he took more than seven full pages in which to combat his unknown opponent—and I must be excused if I do not do full justice to his eloquence in about one-seventh of the space. The anonymity of his critic, which to some might have seemed to place the respondent at a disadvantage, actually gave Mr. Knight free rein for his irony and allowed him to enjoy himself enormously. When, he explained, he first read the article, he exclaimed "An enemy hath done this!" Then he wondered who, among manufacturers of poppet-valve engines, could be so ill-informed, and could not think of anyone. (How he must have enjoyed imagining his adversary squirming at that one!) "Then," he continued, "a sudden light dawned upon me and I said to myself, 'How stupid of me not to have thought of this before.' There are tricks in all trades"—it must be someone in the Daimler publicity department, determined to draw him out just at Show time. "Then, I thought—'it's just like Instone!' and I must say that up to the time of writing Instone has not denied its inspiration!"

Having got off this quip, he promptly drew a red herring across the trail. "I positively know," he wrote, "it isn't my old and esteemed friend S. F. Edge. There is no mistaking his efforts. When he used to take up his pen to write upon the sleeve-valve question, he dipped it in vitriol instead of ink..." Besides, added Knight slyly, he knows too well the publicity value of adding "S. F. Edge" at the end. Edge, furious, no doubt, that for once he was not in the thick of a controversy, promptly deposited £250 with the R.A.C., accompanied by a challenge to any sleeve-valve-engined car to emulate the recent performances of his Napier. A correspondent thereupon upbraided him for trying to make anyone do any such thing at a time of year when the weather was so bad, but nobody else seems to have paid much attention.

"Efforts have been made," continued Mr. Knight relentlessly, "to lead me to believe that the article emanated from the chief engineer of another leading company which produces six-cylinder cars exclusively. It is positively known that the Rolls-Royce Company did some time ago purchase a 38-h.p. Daimler chassis for the purpose of studying the motor"—but he cannot believe that any firm of standing would publish the results of a test made of a rival's product in secret, with no opportunity for the rival to be present and see that the tests were fair, and he is sure that Mr. Royce would not write anonymously to belittle the products of a competitor and boost his own. (Oh! whose pen is dipped in vitriol now?) Besides he can exonerate Mr. Royce from holding the views of the anonymous critic, who declared that the sleeve-valve engine was inherently noisy on account of its large exhaust ports and that this could only be corrected by a silencing system which caused loss of power, because Mr. Royce "has spent valuable time and much money in an effort to perfect a motor possessing those exact qualities." He then goes on to refer to the specification of a patent which Royce had taken out in 1909 for a piston-valve engine which from the drawing looks exceedingly interesting. The two piston valves, operated by push-rods and eccentrics from two camshafts in the crankcase, were placed at an included angle of 90 degrees in a hemispherical cylinder head, and the specification refers to the fact that the exhaust ports can be opened and closed rapidly and can stay open for a long time, while "the noise caused by the poppet valves dropping on their seats, which is present in the ordinary type of engine, is absent." All of which, undoubtedly, could as well be said about the sleeve-valve.

So far Mr. Knight had had a great deal of fun but had not gone far towards answering the criticisms of his adversary. Now, however, he proceeded to take these seriatim, but not, for some reason, in the original order. He started with Fuel Efficiency, under which head his critic had declared that it was yet to be shown that a sleeve-valve engine could equal the performance of the four-cylinder Vauxhall or the six-cylinder Rolls-Royce in the 2,000 Miles Trial of 1908. This, he said, could not have been written by Mr. Royce because he would know how much better, in the 1909 Scottish Trials, the sleeve-valve Minerva had done than either—and he did not even have to mention Daimler for this thrust! The figures, he said, in ton-miles per gallon, were: Minerva, 1909, 44.57; Napier, 1910, 42.57; 24-h.p. Vauxhall, 1909, 41.65; 20-h.p. Vauxhall, 1909, 41.16; Rolls-Royce, 1908, 40.98. The Rolls-Royce, in case it really was Mr. Royce, was at the bottom of the poll.

This seemed a pretty good point, but under the heading of Power, where his critic had talked about output in relation to engine size and weight, Mr. Knight was much less convincing, contenting himself with recording that, between Chartres and le Mans, Lord Montagu of Beaulieu in a 38-h.p. Daimler had done 32 miles in 45 minutes, and between Argentan and Bernay, 18 miles in 20½ minutes. At the end of these scorching exploits, according to Lord Montagu, the tyres were very hot but the engine was quite cool. This, no doubt, was very satisfactory, but does not seem to get us much farther with regard to power in relation to engine size or weight.

On the subjects of Silence and "Foolproofness," the critic had suggested that the sleeve-valve engine was apt to be noisier unless it was given a restrictive silencing system, on account of the size of those exhaust ports and the time they stayed open, and that when chauffeurs with no mechanical perception raced their poppet-valve engines, they were warned to desist by the rattling of the valves (which I should have thought indicated some mechanical perception), while sleeve-valves gave them no such warning. On these points Mr. Knight replied that in Paris recently some enthusiasts had indulged in a game of guessing the identity of a number of invisible but very clearly audible engines run without any silencers, and had easily recognised the relative softness and silence of the Daimler exhaust in these cacophonous circumstances. And as to the chauffeurs being warned by the rattling of their poppet valves, well, said Mr. Knight, in a phrase in which one can positively hear an American accent at forty-odd years' distance, "If the sleeve-valve doesn't give this warning, it's because it doesn't make the noise, isn't it?"

With regard to Engine Vibration, the critic had made a point which, when I read it, seemed to me to be a good one, namely that all valves were inherently out of balance but that with sleeve-valves this was a more serious matter because they were heavier. Mr. Knight, however, while agreeing that poppet valves were lighter, contended that on account of their springs they actually gave rise to more vibration, which at least seems plausible. With regard to Smokelessness, however, he was obviously on weaker ground, and contented himself with saying that it all depended on the design of the lubrication system.

On the score of Simplicity—or rather the lack of it—the critic had attacked the sleeve valve because it needs lubrication. Mr. Knight more or less conceded this point, but declared that if you were going to deny yourself nice things because they might give trouble, you might begin by dispensing with pneumatic tyres. Besides, he added, what is most likely to break in any type of engine is the piston, and if this happens it usually makes a pretty good mess whether the engine has sleeve valves or not. Of course he was convinced that his critic was not Mr. Royce, but still it just seemed worth while mentioning that in the 1908 Trial one of the Rolls-Royces had broken a piston.

With regard to six-cylinder engines, he declared, these, whether they have poppet or sleeve valves, cannot be both efficient and silent. Of course he was convinced that his critic was not Mr. Royce, but still it just seemed worth while mentioning that in the 1908 Trial, when efficiency only was at a premium, Messrs. Rolls-Royce had themselves apologised for the noisiness of their cars. Today the main proposition seems decidedly surprising, but it remains a fact, in my experience, that right up to the time of the early Phantom II, Rolls-Royce had only got to put a bit of punch into an engine, and all the Rolls-Royce qualities were punched right out of it. That fact, if it is one, however, has nothing to do, as far as I know, with poppet or sleeve valves.

Finally, said Mr. Knight, the makers of sleeve-valve engines have not yet had time to take all the records, but, in April, 1909, a Daimler sleeve-valve engine was run on the bench continuously at 1½ times its rated power for 5½ days; then put in a standard car to do 2,000 miles on Brooklands at over 40 miles an hour; and finally put back on the bench to run for another five hours, in the course of which it

actually showed increased power. As an engine test that, he thought was a good enough record to be going on with; and with this sentiment the present-day commentator may be inclined to agree.

The Editor had undertaken that, when both sides had had their say, he would sum up, and this he proceeded to do on October 29th. I am sure that his successor will forgive me, however, if I say that in the course of this summing up he indulged in a fair measure of what would nowadays be called waffling. He obviously found it hard to believe the critic's allegations about the inevitable loss of power in the sleeve-valve engine from the "choking of the carburetter," and ventured the opinion that if they were true engines of this type must be basically even better than their sponsors claimed; on the other hand he came down quite firmly in favour of sleeve valves being smokier. He also discounted Mr. Knight's table which showed the Minerva as the absolute winner on a fuel-consumption basis by pointing out that a Maudslay industrial chassis had achieved a figure of no less than 62 ton-miles per gallon. But on the score of Power, and Noise, and "Foolproofedness," and Engine Vibration, and Simplicity, and Durability, he really thought that there was nothing in it, and finally reached the conclusion that "perhaps the truest statement would be that there is no conclusion." Cars, he added, must really be judged by the chassis as a whole, which, is, I suppose, equivalent to saying that a good chassis with a good engine is likely to be better than the same chassis with a worse engine, but which hardly gets one much nearer to deciding what is the best form of valve gear. The lot of those who sit upon the fence is always hard, however, and all the Editor got for his pains was a letter from a correspondent who described his summing-up as "so one-sided and unfair that you are liable to be credited with running down the slide valve simply to get popularity with the many makers of other engines."

I should hardly have thought myself that this was a fair inference to draw from an almost excessively innocuous editorial, but it is true that the Editor showed some signs of failure to appreciate the breezy style of Mr. Knight's article, into which, he complained, the author had introduced "an undue degree of personality and advertisement." By November 5th, however, it was clear that at least one reader was far from appreciating the style of the original critic; and this reader was none other than F. W. Lanchester, who took it upon himself to deliver his own reply to the still anonymous "manufacturer of poppet-valve engines." He was, he wrote, competent to do so, as a manufacturer of poppet-valve engines himself, as one who was associated with the development of the sleeve-valve engine, and as one who had been interested in internal combustion engines since the days of the old Otto engines with slide valves. He had, moreover, at least never been very conventional over poppet valves, for in his original engine he had used the same one as both inlet and exhaust, at the time of this controversy he provided a separate one for each function but arranged them at right angles to the axis of the cylinder, and, as already mentioned, he had recently patented a single sleeve-valve engine. In this engine, according to the specification, the sleeves were operated not by a cam but by eccentrics through the medium of a rocking lever "by which the sleeve is caused to move rapidly, then dwell in mid-position during the working and compression strokes, then to move rapidly into the open valve positions."

Apart from his record as a designer, it is immediately clear from Lanchester's contribution to this controversy that his was a clear and incisive mind which abhorred vague criticisms and defences; and it was upon the criticisms that he let loose his invective. "I object to the article published in the *Autocar* of 15th ult.," he wrote, "on the dual ground—firstly that it is a very unsound piece of argument from start to finish and as such appears to be a very much prejudiced attack on the sleeve-valve system; and, secondly, that as a defence and vindication of the poppet valve it is an unworthy and unconvincing piece of work . . . A greater conglomeration of trashy argument in a given space it has rarely been my lot to read . . . there is not a single legitimate criticism to be met or answered . . ."

The sleeve valve, he went on, has solved at a single stroke a problem that has been attacked again and again by designers of poppet-valve engines, namely how to get large valves and port areas in conjunction with a compact combustion space. If the valves are in a pocket, either they must be small or else the combustion space will not be compact. There had, he continued, been various attempted solutions: Thornycroft and Maudslay had used "inverted valves," and Pipe had used valves at 45 degrees. The contemporary objection to all of these solutions, although Lanchester did not say so, was doubtless that they were considered noisy, for which reason their use was deprecated, during the next few years, even on racing cars. The critics of sleeve valves, who contended that their vaunted silence hardly improved on that of poppet valves, which were "pretty silent," little dreamt, probably, that in forty years' time they

would hardly be able any longer to tuck these away in a pocket, but would have to keep them quiet as best they could even when overhead camshafts or push-rods and rockers were adding to the clangour. "One of the most successful of these special valve arrangements," added Lanchester complacently, "is the Lanchester, for which I am myself responsible"—in which the valves were horizontal and opposed, because the exhausts could be directly water-jacketed, whereas overhead valves involved removable valve seats.

He next produced an exceedingly interesting piece of statistical information. "The sleeve-valve engine," he wrote, "is very much an established fact (approximately one quarter of the total output of Great Britain are [sic] sleeve-valve engines built by the Daimler Company)"—a fact which I for one would never have guessed. Nevertheless, he thought there was room for both systems, but "the manufacturers of the poppet-valve engines will need to compete with the sleeve-valve engines by maintaining a high degree of excellence of their own product and not by anonymously running down their competitors' goods."

In the course of his contribution, it seems, Lanchester indulged in some speculation as to the identity of the critic, but this, unfortunately for posterity, was suppressed by the Editor, because in the same number of the paper his identity was revealed by the critic himself. Suspicion, unjustly as it proved, had inevitably fallen upon Royce; and the critic in consequence felt obliged to disclose that the author of the original article was not Royce, but his co-director Claude Johnson, who, however, admitted that Royce had checked it. But "Mr. Royce entirely disapproved of any suggestion that the results of experiments and conclusions arrived at should be made public. The responsibility for the publication of the information is, therefore, mine and mine alone . . ."

Today the sleeve-valve engine, for use in motor cars, is, at least apparently, as dead as the dodo; but it was not killed by Claude Johnson's article. If Royce concluded in 1910 that its devotees were following a blind alley, how right he was! And if he "entirely disapproved" of these conclusions being made public, at any rate on the lines that his co-director chose, again, how right he was!

OULTON PARK MOTOR RACING CIRCUIT

We have recently received the following:

The directors of Cheshire Car Circuit, Ltd. have now decided to go ahead immediately with their plans for extending Britain's newest motor road-racing track at Oulton Park.

This extension, which will be well in character with the true road features of the present circuit, will bring the course up to a total distance of almost three miles.

Included in the new layout will be an intricate left-hand bend, a thrilling new hairpin turn and two fast straights, one of about three-quarters of a mile, into more open country and running alongside the picturesque Oulton Park mere.

It will be recalled that at an earlier meeting at Oulton Park several of Britain's leading drivers said that an extension to this circuit would make it the premier road-racing circuit of the country, and would call for more skill and precision than any flat circuit.

This new extended Oulton Park course will not only be to the liking of drivers who, of course, prefer natural road-racing conditions, but also to spectators who will be assured of some keen and spectacular racing.

The new circuit, which the directors hope to have ready for the first meeting in April, 1954, will be ideal for spectators, who will find many natural grandstands in beautiful surroundings at fine vantage points, while the plans for added car park facilities will enable the authorities to cater for increased crowds.

The directors announce, with understandable pride, that an international date has been reserved by the C.S.I. (International Sporting Commission) for an event at Oulton Park. On this new long circuit this date of August 7th will be one to note and remember.

The directors of Cheshire Car Circuit, Ltd., have also in mind the formation of a Members' Club, which will provide for a special enclosure and car park at an annual subscription to cover all the season's events.

NOMENCLATURE!

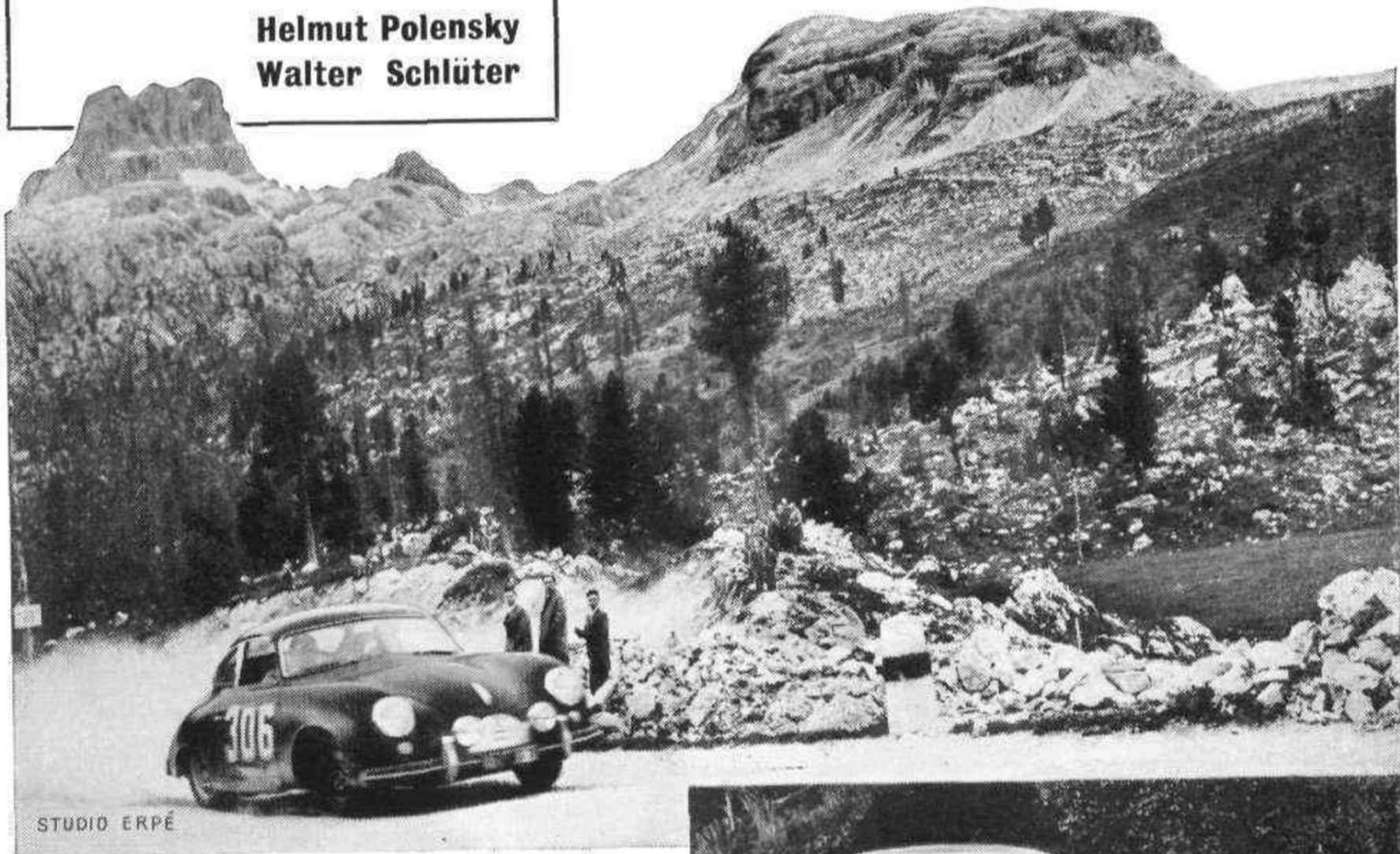
Rolls-Royce, Ltd., inform us that the fully automatic gearbox, now produced at Crewe and described in their sales literature, etc., as "The Automatic Gearbox," should invariably be referred to by this title and not as "Hydramatic," which is the trade name registered by the General Motors Corporation.

Rally championship

**EUROPEAN TRIALS
CHAMPIONS**

**Helmut Polensky
Walter Schlüter**

Won on CASTROL



STUDIO ERPE

With their Porsche in the Alpine Rally.

The First Ever European Trials Championship

The new Rally Championship is based on a points system awarded for successes in any of the ten major rallies of the year, Monte Carlo, Alpine, Liege-Rome-Liege, Lisbon, etc. Driving Porsche and Fiat cars, Polensky and Schlüter built up sufficient points to win them the premier award open to any rally driver.



JOHAN BRUN PHOTO

During the Viking rally driving their Fiat.

USING



**THE
MASTERPIECE
IN OILS**

THE FUTURE OF GRAND PRIX RACING

by **KEN WHARTON**, *Britain's Best All-Round Racing Driver*



THE 1953 season of Grand Prix racing has ended. What has this season taught us? One immediately thinks of "Ferrari." It is true that these fine cars have been virtually invincible, but towards the end, the Maseratis had narrowed the gap considerably, and with the exception of the disadvantage caused by inferior rear suspension, the Maseratis were more than a match for the Ferraris.

The British cars have, in many ways, acquitted themselves quite favourably, but for the lack of sheer horse-power to propel them along the straights. At Berne, in the Swiss Grand Prix, I was pleased to find that my Cooper-Bristol was as fast on the swerves as most, only to be left miserably by the Maseratis and Ferraris on the straights. I have not had an opportunity of driving a Connaught this year, but it would appear, after studying them at close quarters, that their suspension is extremely good, but again they lack horse-power. At Monza, during the Italian Grand Prix, it was noticeable that the nitro-methane Alta-Cooper of Moss was as fast on the straights as the Ferraris, but for some inexplicable reason was very poor on the swerves. However, the price one pays in fuel consumption, in bringing a British car up to the performance of the Italians, is too great a handicap to be practicable.

Having mentioned nitro-methane, perhaps a few further words on this subject would be of interest. It is the feeling among many of the designers and development engineers of this country, that nitro-methane should be barred from racing. The main reason for this is the view that we shall inevitably become involved in a

war of chemists, rather than practical development of the internal combustion engine. Speaking for myself, and after having driven behind cars with this fuel aboard, I must confess that I for one would be happy to see it discontinued. After all, if we achieve the higher power output with nitro-methane, the Italians will obviously obtain a proportionate increase, should they use it, so it is rather pointless anyway.

In conclusion, one cannot help but wonder what will become of the numerous Formula II cars which have been produced in this country. In Paris last week, the F.I.A. had not made any plans for a Formula in addition to Formula I. Does this mean that our British races next year will be Formula I, with all the Formula II cars stringing along behind, or can we expect the many national races to continue events specifically for Formula II? This is a point which should be clarified at an early date, as I feel certain that many owners would proceed with plans and preparations if they knew the exact position for the 1954 season.

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MATTERS OF MOMENT—Continued from page 647

There is obviously no stagnation of design with flat-four, four-in-line, six, and V8 cylinder arrangements; almost every practical form of valve actuation, stroke/bore ratios varied, but generally on the long-stroke side, and top-gear ratios (by overdrive in some cases) ranging from 3.1 to 4.1 to 1.

The excellent speeds attainable from these modern British high-performance cars, six of them with closed bodywork, is a fine tribute to the skill and knowledge of our designers and technicians. They had reached the state when 100 m.p.h. could be extracted from docile, reliable, quiet production cars with engines as small as 1½ and 2 litres some appreciable time ago. The poor quality of post-war "Pool" petrol stayed their hands, but with the re-introduction of very fine Premium-grade fuels the high-performance car really comes into its own, as we saw at Earls Court this autumn. Of the 100-m.p.h. cars listed in the table (several attain 110, 115, even 120 m.p.h.), the compression ratios average 7.71 to 1.

Tribute must be paid to Jowett, for offering the R4 Jupiter with Automold laminated plastic body for £545, the lowest-priced 100-m.p.h. plus car on the market, although the Triumph TR2 Sports, which looks like comfortably exceeding 100 m.p.h. in the hands of ordinary users, costs only ten pounds more.

These and the splendid Austin-Healey 100, which is capable of 106-110 m.p.h. for a basic outlay of £750, indicate the truly excellent value available today in the sports-car market.

Most of these cars were dealt with in last month's Motor Show issue. It only remains to remark on the Alvis Grey Lady saloon as attaining over 100 m.p.h. without recourse to aerodynamic outline, and to add a good mark to Riley for using a right-hand gear-lever on the Pathfinder, which is the former 2½-litre in new, inflated guise with coil-spring rear suspension. The A.C. Ace, Jensen 541 and Jupiter R4 have new chassis frames differing from the chassis of former models of the same makes, the first two tubular, the latter a box-section structure in place of the tubular frame of the Mk. 1A. Plastic bodywork on the Jupiter R4 and for the boot lid of the Jensen 541 strikes a futuristic note.

Knowledgeable enthusiasts should ask themselves (purchase-tax apart) how many secondhand cars capable of consistently, safely and reliably exceeding 100 m.p.h. can be bought for equivalent sums of money! How durable these inexpensive and very fast cars will prove to be time alone can tell, but we have every reason to expect that they will add this desirable attribute to their other qualities.

With such fast cars available in compact open two-seater, Gran Turismo and luxurious closed forms, the future highways of Britain should certainly be fraught with excitement!—W. B.

PICTORIAL REVIEW

BRISTOL M.C. & L.C.C. ROY FEDDEN TROPHY TRIAL

"DAILY EXPRESS"/M.C.C. NATIONAL RALLY

R.A.C. LONDON-TO-BRIGHTON VETERAN CAR RUN

Top, left : APPREHENSIVE.—A. B. Napper, and passenger (Alexander Duckam Trophy winners), seem somewhat apprehensive as they approach one of the sections in the Bristol M.C. Trial.

Top, right : FIRST CLASS.—Award winner, R. Harris (Ford), on one of the observed sections, during the Bristol Trial.

Bottom : TROPHY WINNER.—P. A. Atkinson (Atkinson), winner of the Roy Fedden Trophy, about to negotiate a left turn on one of the many Breakheart sections.





IN FULL FLIGHT.—P. West in an old Jaguar between braking and accelerating in the tricky hill-test.



INTO THE BOX!—G. V. Howe (M.G. TD) garages neatly in one of the Daily Express Rally tests at Hastings.



TURNING LEFT.—C. G. Wakefield's Austin A90 passing the pylon to enter the side turning during the Hastings hill-test.



IN REVERSE.—J. G. Hadley prepares to re-start on the steep hill used for one of the Rally final tests.



NEW CAR.—Cliff Davis driving the new A.C. Ace at Hastings. Davis is so confident.

GENEVIEVE IN TROUBLE.—The famous 1904 Darracq from the film did not humour its new driver, Gatsonides, during the Brighton Run. It is being passed by J. H. F. Guest's 1901 de Dion Bouton and Major Browning's New Orleans.





NEARING THE FINISH.—J. A. McLaughlin's Austin, wipers busy, coming into Hastings at the conclusion of another successful Daily Express Rally.



During one of the many Rally final tests held on public roads at Brighton, a driver is seen smoking a cigarette.

FAMILY OUTING.—C. C. Smith finds the wet "Brighton" a tough time for driving the family out in his 1904 Riley Forecar.



ALONE.—Tackling the job alone at this stage, N. T. Beardsell prepares for his ride to Brighton in his 1904 Humberette.

DEEP-SEA FOLK.—H. Truffell, Jr., and his crew on an early American competitor in the R.A.C. Brighton Run, his 1904 Reo.

PROTECTED!—The ornamental roof of G. M. Gee's 1904 de Dion Bouton may have provided a little protection from the elements which played an unpleasant part in this year's Brighton Run.

UNDAUNTED.—F. J. B. Budgett and his lady passenger deem ordinary hats, even a pipe, satisfactory for a drive to Brighton on a 1904 Raleighette Forecar.



The "Daily Express" / M.C.C. National Rally

THE popularity of rallies was nicely portrayed by the entry of 452 cars which the M.C.C. received for the national event it organises annually—this year from November 11th to 14th—for the *Daily Express*.

From seven starting points about the British Isles competitors converged on Harrogate and then followed a common route to the finish at hospitable Hastings. The total mileage was about 1,200 and four tests had to be taken *en route*, with another set at Hastings, where much public road was devoted to these manoeuvres. The general opinion was that the Rally was excellently constituted, for the tests broke any boredom in observing the time checks, and the weather, gale and driving rain with floods in places, added to the severity without the hazards of ice and snow. There were, however, some grumbles, even potential protests, that some of the tests were conducted too lightheartedly by marshals not fully conversant with the regulations. A good point was that the cars were divided into Production, Modified Production, and Specials Classes, with additional capacity and open and closed divisions, 18 in all.

A Concours d'Elegance and ball occupied the Saturday following the Rally.

For the Rally only entry fees brought in £2,700, and there were cash prizes of £420.

To see how modern cars tackled Bwlch-y-Groes, that famous Welsh Pass near Dolgelly which the small cars of 1924 were made to climb twice in a week during the Six Days' Trial, we drove almost non-stop from London in the MOTOR SPORT Type 35 Frazer-Nash-B.M.W. The Pass was shrouded in rain, but its surface has been neatly tarred and the horror of its 2,600 yards of boulder-strewn 1 in 7 gradient largely eliminated. Even so, the moderns, saloons with heaters whirring and sports cars with hoods and side-curtains erect, came up slowly, a Sunbeam Alpine pausing momentarily near the top. Local, very tough, motor-cycle club members and a sporting padre were operating the stop-and-restart test at the summit, and wishing the Pass could have been taken the other way, when a right-hand hairpin on a steeper gradient would have constituted a real test. As it was, few cars failed, but we noticed Hughes do so in his Wolseley 4/44. Mrs. Baker kept her headlamps blazing as Gore's M.G. made fast work of it, her M.G. being only a shade less effective.

In the teeming rain and gale it was impossible to take notes and the Editorial memory is ageing too rapidly to memorise safely the individual performances of 450 drivers, apart from which, while they were mostly snugly ensconced, we, like the marshals, were drenched nearly to the skin.

Prudence therefore suggested a fast run home, along the excellent roads back to Gloucester and beyond, blotted only by the exceptionally un-level level-crossing at Leominster. An excellent dinner at the Craven Arms (at Craven Arms!) somewhat restored circulation and we duly arrived in not too bad fettle at Hastings.

Here the main attraction was the hill-test. In this a driver had to start on a quite severe gradient, wet in the morning, turn into a side road, reverse out and restart to ascend the hill.

Most of the Ford Consuls and Zephyrs suffered from bad wheel-spin and juddering back axles, and the Morris Minors lacked power.

In making a report on those performances observed, the writer is fully conscious of how difficult it is to be fair in print, remembering the big variety of cars which competed and how familiarity in observing such a long event (7½ hours of it) can warp the reporter's judgment. What follows is put down in good faith and represents this test as an experienced onlooker saw it. Incidentally, wouldn't it be a good thing if we Pressmen were made to do the tests with the competitors as spectators before being allowed to report them? And next year we hope to be able to book a room overlooking the test and have our meals served while reporting it—on this occasion two sandwiches kindly contributed by one of the officials undoubtedly saved the writer's life, for that dinner of the night before seemed a long way away!

The first car we saw on the hill was Marsh's Healey, which was very well handled but its time spoiled by wheel-spin. Stirling's Sunbeam-Talbot, horn blowing, very nearly hit the pylon in reversing, Baines (Sunbeam-Talbot) was neat, but Carrick got completely foxed as to direction in his Ford Zephyr. Miss Quarimby started to overshoot, realised her mistake and reversed very rapidly in her Sunbeam-Talbot Mk. IIA. F. G. Davis and his wife, in bobble hats, went through splendidly in an Austin Healey 100, and C. Tyrer, cigarette in mouth, likewise, in a Jaguar XK120, his passenger sitting well up to direct him if need be.

Wood's Allard saloon was slow but very neat, obviously more intent on not incurring the penalty of exceeding 30 seconds for the test than setting up a record time.

Major Osborne, timed by his rear-seat passenger, took his Mk. VII Jaguar saloon through in impeccable fashion, and Juckes' XK120 Jaguar was handled exceedingly well in a determined manner after initial wheel-spin.

Taylor's Armstrong-Siddeley Sapphire and Boyle's Mk. V Jaguar both started slowly up the gradient but were steady performers. Lt. Johnson (Allard) looked worried in swinging into the side road between pylon and lamp-post but did it satisfactorily, Tyldesley was only fair, crunching in his Austin's cogs, and Hartley's Jaguar was slow in climbing and restarting.

Smith found his o.h.v. Morris Minor tricky to get started and his very good effort was spoiled by excessive wheel-spin. Galt's s.v. Morris Minor was in much the same difficulty and went the wrong way into the bargain.

Claybourn's TC M.G. was fast, reverse being crashed in, but it nearly touched the pylon—which, amazingly, survived to the bitter end!—in going forward. Both Holt and Shaw in 1½-litre M.G.s, white positioning lines painted on their wings, went very well, R. E. Holt suffering initial wheel-spin, Shaw puffing his pipe; he smacked in reverse and made a tremendous run. G. R. Holt hardly got his M.G. of this team away at all, due to spin, blew his horn while reversing, and was slow.

J. H. Ray took the unorthodox course of reversing into the side road in his Morgan Plus Four, and claimed he had passed the pylon correctly as laid down in the rules. The officials said otherwise but he appeared to "have something" and was arranging for photographic evidence. But his passenger appeared not to have been told of his intention to take the test in his own way! J. A. Stewart's M.G. Midget with J2-type wings was driven exceedingly well on a grand run. Whitley's Ford Zephyr juddered its way up, being slow, also, to restart, and Miss Newton blipped her XK120 Jaguar's throttle to kill wheel-spin, a slight untidiness in handling being excusable as she was fast, exhaust note truly fruity. Greaves invented a test of his own, turning his XK120 in the side road instead of reversing out, but we must say he did it very slickly. Exceptionally polished was Cunningham in another XK120, especially his sensible stifling of wheel-spin in restarting.

Kirman handled his old-style Humber Snipe very well for such a large car, but was just outside the 30-sec. limit. D. G. Scott experienced fearful wheel-spin in his Mk. VII Jaguar besides having two bites at reversing, Crump's Ford V8-engined Atalanta Special, carrying its usual complement of three hobble-hatted occupants, he in the rear seat bouncing to aid wheel grip, slid bodily backwards after the reverse and got much wheel-spin. But Dr. Hardman, although said not to have his usual Dellow, was simply tremendous, using the long outside hand-brake to slide the tail prior to reversing. He clocked 21 sec., and Mrs. Hardman looked confident and calm beside him. (A good average time was about 28 sec.)

In contrast, Whiteley's Sunbeam-Talbot was rather slow, Woofinden very cautious in an aged Ford Prefect, but both Jameson's TA M.G. and Jarrett's H.R.G. were outstanding, the former reversing at speed, the latter using wheel-spin to place his car's back wheels for the reverse.

Lewis' Austin A90 Atlantic all but set its tyres on fire with spin, King's TD M.G. was excellent, Tushingham's TD M.G. showed no fireworks, Gibson (Hillman Minx) was apt to be too hurried, crashing the cogs, and Rayner's Austin A40 Sports, hood up, did a steady run. Lord, in a Triumph Mayflower, had exactly the right idea, J. R. Smith in a Jupiter, hood up, made a lot of noise and spin, while Tew's Jupiter also gave evidence of being too light at the back.

This hill-test was revealing in respect of weight distribution and awkward gear-changes, steering-column stalks showing up badly in many cases, while there were those who thought that wire-laced tyre treads caused the judder of Ford back wheels.

James' M.G., passenger lying on the back seat, was good, Johnson got away slowly and rolled through in his Ford Consul, Pearce's Healey Silverstone was good except for early wheel-spin, Thompson spoiled an effective run in finding his way about the gear gate of his accessory-bedecked, near-vintage Alvis Silver Eagle, the old car itself never faltering, and Blair's Morgan Plus Four was outstandingly good. Yarrington commenced well but took an incorrect route in his Morgan, Phipps was excellent if flustered in his car of this make, but Copeland's Le Mans Replica Frazer-Nash was not as impressive as expected, being high-g geared, almost muffing the restart. Douglas'

left-hand-drive Riley was also dreadfully slow, McLaughlin's Austin was clumsily driven, stalling in reverse, but Kent-Phillips' old Hudson Terraplane, "Bathroom" written in the dust on its vast rear panel, wasn't at all bad.

Warbreck-Howell's Vanguard performed with gear crunch and spin, and in spite of a passenger in the back Arbuckle's Ford Zephyr juddered so much it almost failed on the straight ascent.

Richards spoilt a fast reverse by a long pause before restarting his Austin A70 (gear-change?), as did Anton in a Mk. IIA Sunbeam-Talbot. Then came a splendid run with appropriate smell of scorching rubber by Moore's Morgan Plus Four. Whatmough was another whose time was lengthened by a long pause before restarting his Sunbeam-Talbot. Sanders was poor with a Sunbeam-Talbot with no official number boards, its big-ends sounding loose, while Brown in a similar car seemed also to have no oil on these vital surfaces and, after making an S-bend of his own, had three noisy attempts at engaging gear. Read's Ford Zephyr emphasised the fearful rear-wheel judder and spin these cars can suffer uphill, Gibson braked for the turn in his Bristol and was cautious, Hooper's Sunbeam-Talbot went the wrong way, and Armitage was clumsy with the Armstrong-Siddeley. Excellent in every way was the run of Brown's Vanguard, no spin spoiling its restart, perhaps because it carried a crew of four. But an odd noise emanated from a front-wheel hub.

Miss Sunley (Sunbeam-Talbot) hadn't profited from the *Daily Express* drawings showing how the test should be taken, Hadley (Riley) was a thought too cautious, but Chandler's Vauxhall Velox, bowing and curtseying on its soft springs, made a fine job of it, sans fireworks.

Walker, in funny hat, stopped his Austin A90 Atlantic too soon but was good thereafter, Sharp and passenger, in spite of bobble hats, did it all wrong in a Healey, Lloyd-Davies was good in spite of bad spin in a Sunbeam Alpine, and Hall took his Allard saloon through very nicely, reversing close in to the pylon.

Wakefield's handling of his Austin A90 would have been outstanding and was very good in spite of a tussle to get reverse gear.

West in an old Jaguar saloon took it slowly to an ominous clonking from the transmission, waving to indicate that he dare not use any power.

Lucas (Jaguar) was extremely neat, Done (Standard Eight) outstanding, although rolling back, and Miss Bratt in a muddy Mk. II TD M.G. was also excellent. Godsmark did it very nicely in his M.G., Nancy Mitchell (*her* bobble hat suits her) managed to avoid the usual Zephyr body judder, and killed wheel-spin quickly in restarting, on a very nice run.

Clarkson's Morgan displayed great acceleration but reversed up a kerb, Roberts' Zephyr was fast, but juddered and spun, D. O'M. Taylor, smoking a cigarette, found his XK120 Jaguar a handful but was fast, and then Ken Rawlings in "Buttercup" (entered officially as a Standard Vanguard!) was spectacularly the best yet, in 18.4 sec. Walker, in a Healey, was quiet and neat, Stanforth the same in a Series E Morris Minor, Fisher lit the fireworks with a new Standard Eight, Freeman (M.G.) was both good and very neat, Capt. Greenhalgh (M.G. TD Mk. II), going close to the pylon, was very fast, blipping his throttle, if a bit untidy, Gibson started in the wrong manner but determinedly found the right route, if the wrong time, in his M.G. wearing its CD plaque, Edwards was steady in his Javelin, Marshall's Morris-Oxford went the wrong way and was very slow as well, Taylor's 203 Peugeot, crunched gears apart, was neat, the brakes of Humtridge's Austin A40 squeaked and he drove untidily, and Parsons put up a dreadful exhibition, both by going entirely the wrong way and returning down the hill in his old Austin 12/4 and carrying a notice, "Lula Bell," on its front bumper. Ruggles failed to reverse far enough at first in his Austin A40, Best and Wilmott were excellent, in Hillman Minx and new Standard Eight, respectively, Leggett (Rover) neat, and Risk (Zephyr) very rapid. Steer's Triumph Renown rolled backwards, Miss Ozanne (Sunbeam-Talbot) seems to need driving lessons, Baker (Rover) didn't understand the test, Johnson (Sunbeam-Talbot) was painfully slow, but Adams in a sister car was fast, Bartlett (Zephyr) reversed cautiously, Salz (Zephyr) came in wrong side of the pylon, Holmes (Sunbeam-Talbot) correctly and fast, as did Pell (Jaguar XK120), who then lost time discussing his next move with his passenger.

Pay handled his Austin Sheerline well, losing time after reversing however, white-overalled Vivian (Jaguar Mk. VII) was fast but hesitant, Burke (Jaguar Mk. V) went straight up without trying, Dennis Dent crunched his Jaguar's gears and ran back, but Shand did a very excellent run in his Jaguar XK120, although hesitating momentarily on the restart. Nasty noises followed the jumping out of cog of Morley's Austin A90, Cliff Davis, disguised in a hat, was exceptionally good, if brutal to the cogs, in a new A.C. Ace, Todd punished his Sunbeam-Talbot similarly after reversing, and so did

Perring (Sunbeam-Talbot) on a wild, fast run. Harris (Morris Minor) was steady, Sargood (s.v. Morris Minor) slow, lacking power, but very polished, and excellent runs were put up by Trigg (Hillman Minx), Gordon (Jupiter), Mascfield-Baker (Jowett), Hughes (Hillman Minx), Hughesman (Sunbeam-Talbot), Defty (Bristol), Manwaring (Sunbeam-Talbot), Barnsfield (Sunbeam-Talbot), Watkins (Sunbeam-Talbot), Miss Neil (Morgan Plus Four) and Miss Walker (Sunbeam-Talbot). Smedley's Mk. VI Bentley made a very dubious restart, Mather took the wrong course, and McGrady (s.v. Morris Minor) was neat but seemed to work hard. Gill (Hillman Minx) came out the wrong way from the side street, Williamson's Riley was good, Renwick crunched the cogs of his Hillman, and Walsh (Javelin) even more so, although he was fast.

Dr. Taylor was leisurely in restarting his Jowett Javelin, Mrs. Brinkman almost reversed into the wall in her Austin A90, restarting badly. Milton (Riley) didn't hurry, Sayers (Hillman) ran back on the hill and made a very poor get-away, Lt.-Col. Saunders in a CD Hillman Minx hadn't memorised the route, Miss Burt (Jowett Javelin), with Miss Pike-Rogers of the Bugatti O.C. as passenger, almost smote the wall but drove well, Kingwell (Austin A40) crashed his gears, Tracey (Morris-Oxford) was steady, White (Vanguard) was slow, Parham handled his Bristol with consummate neatness, as well as being very rapid, Day went the wrong way and then stalled his Sunbeam-Talbot uphill, Judd (Ford Zephyr) was fast if not tidy, Bowdale churned his Riley's gears, Potter stalled the engine of his Sunbeam-Talbot and it didn't want to restart, Sawdon (Ford Zephyr) didn't know the correct route, Alston's A.C. tended to run backwards, Mrs. Foreman (Sunbeam-Talbot 90 Mk. II) could have driven more neatly, Holland (Sunbeam-Talbot) flexed a front tyre as he locked over while reversing, Lanz (Sunbeam-Talbot) emulated him, Richards (Sunbeam-Talbot) mounted the kerb, Griffith (Sunbeam-Talbot 90 Mk. II) was steady and neat, and Slocombe (Bristol) had a damaged off-side front wing, someone suggested because he couldn't resist looking at his blonde girl passenger, and he was slow.

Next, a short look at the downhill braking test, where many cars lost marks for either rolling forward before the lighthearted officials had measured the stopping distance, or because, stopping exactly on the line, they were told to continue over it. In this test Maunders' old Hudson Terraplane surprised us by the power of its anchors, Milner's Sunbeam-Talbot slid on locked, smoking tyres, a new Standard Eight found stopping difficult and Fox (Allard) was another who seemed to possess poor brakes.

A fellow journalist had conveyed us there, and our tired condition was not the sole reason for remarking on the comfort of the hammock seats in his 2 e.v. Citroën. We finally set off for home, getting almost irrevocably lost in that part of the country which isolates Surrey from Hampshire in the neighbourhood of Guildford. And as if to remind us that this was Friday the 13th the Morgan got back on the last gasp of Esso Extra and a deflating rear Dunlop!—W. B.

Results :

- 1st : F. Downs and W. H. Bartley (Sunbeam-Talbot).
- 2nd : R. K. N. Clarkson and C. C. Wells (Morgan Plus Four Special coupe).
- 3rd : H. C. Roberts and Mrs. Roberts (Ford Zephyr).
- Ladies' Cup : Miss A. I. C. Neil and Miss C. M. S. Neil (Morgan Plus Four).

DON'T BE VAGUE, REMEMBER HAIG!

A recent Rootes Group advertisement claimed that no lady had qualified for a *Coupe des Dames* in the Alpine Rally since 1939. This, we believe, proved amusing to Betty Haig, who has two post-war *Coupes des Dames* in her possession!

PRICE REDUCTIONS

For the first time for many years we noticed recently two advertisements for 3-litre Bentleys, requiring certain attention admittedly, for under £100. As we predicted, secondhand prices are falling fast.

SMALL ENGINEERING FIRMS

We are glad to announce that an excellent response has been received to Mr. R. A. Farrow's appeal, made in our correspondence columns last month, for details of small engineering firms able to offer efficient machining and other facilities to "Special" builders, etc. Firms as far apart as Wimbledon, Bromley, Surbiton, Boston, Lincs., and Welshpool have been quick to respond, offering their services.

Next month we propose to publish a résumé of the facilities which these small concerns have to offer; meanwhile, we congratulate them in showing such a prompt and lively interest in the motoring enthusiasts' problems.

Motor Sport and How It Helps To Sell British Cars Overseas



An Address by
Sydney Allard

BEFORE a considerable, mixed audience at the Waldorf Hotel on November 2nd, Sydney Allard, Managing Director of the Allard Motor Co., Ltd., addressed the Publicity Club of London on the subject of "Motor Sport and How It Helps to Sell British Cars Overseas."

Briefly outlining his career as a competition motorist, Mr. Allard said he commenced in 1928 with a Morgan three-wheeler, which he ran at Brooklands and elsewhere, and in 1936 he built his first Allard Special from Ford components. He decided to sell a few of these cars to friends and in all sold between one and two dozen before the war.

After the war he was told he must export three-quarters of his total output, this representing a severe problem to a small firm, to whom daily press advertising was out of reach financially. Consequently, he relied on advertisements in the less-expensive motoring press. He also realised the publicity value of entering for competition events, although entering primarily for the love of the sport. He believed that Editorial "mentions" are worth far more than paid advertising.

He explained that before the war British car manufacturers paid very little attention to exporting their products. People overseas liked a British car and ordered it and off it went, but no great attempt was made to foster exports. The war altered all that and whereas about 20 per cent. of our car output was exported pre-war, said Mr. Allard, today the figure is about 60 per cent, and our very existence depends on maintaining it.

With this in mind he entered for Continental events, although at first S.M.M.T. control, since relaxed, was hampering. Indeed, the S.M.M.T. today has a sub-committee which considers this aspect of competition motoring.

Speaking of his interest in the sport, Mr. Allard said when he was young his greatest ambition was to serve in a sweetshop, but today that would nauseate him! It is much the same with races and rallies; as you get older the thrill diminishes. A schoolboy at Earls Court had told him he must have the most enviable job in the world, but Mr. Allard told his audience of several tough experiences to disprove this! "The thrill," he said, "is diminishing with advancing years."

Of publicity, he had found B.B.C. references brought in lots of inquiries and he felt that results from such publicity built up to a peak over the years, as witness the fact that fewer inquiries came in after he had won the Monte Carlo Rally in 1952 than when the B.B.C. had mentioned his less successful efforts in earlier rallies. He paid tribute to Editorial publicity in getting his cars known in many countries in which he couldn't possibly advertise, this reflecting the real value of competition motoring. He has sold cars to 45 different

countries as a result, although mostly only one or two here and there, as the U.S.A. are the only real export market for the Allard.

Rallies seem to bring the best results, particularly the Monte Carlo Rally. Mr. Allard said he reduces costs by taking relatives as his crew, as they pay for themselves, and by encouraging private owners to enter their Allards.

On the question of whether failure offsets the advantage which success brings, Mr. Allard thought the main thing was to compete as some publicity results whatever the outcome, as Henry Ford found by the jokes about his immortal model-T. He referred to the interest now shown in Continental competitions by British firms, either directly or under the cloak of subsidised private-owner entries and expects to see increasing interest in the future.

His victory in the 1952 Monte Carlo Rally was largely due to having a spare car at Monte Carlo with which to learn the regularity course and taking pains to do so; next year Mr. Allard feels no one will stand a remote chance of success unless they go out first and practise the new final tests. Ford practised extensively prior to this year's Lisbon Rally and, costly as this is, it is essential.

Mr. Allard described his own experiences in rallies and races, from towing two cars across Europe behind a third when short of petrol-coupons after the war, to crashing in the Targa Florio—"I don't know why my passenger continues to come with me and all I can do is to insure his life for greater and greater sums of money each year."

Repeatedly Mr. Allard said it was almost impossible to assess the results of advertising and publicity on sales. Even after his 1952 Monte Carlo Rally victory and its resultant world-wide publicity he couldn't tell how many sales resulted from it, and he found this to be the case with other manufacturers. But sports-car racing results in America were of vital importance to selling cars in their best export market—France was virtually a closed shop so far as sales were concerned.

He felt the wording of advertisements needed supervision by the S.M.M.T., such as when a company announces in huge headlines that its car is **FIRST IN THE MONTE CARLO** and adds underneath, in *very small type*, "in the coachwork section, 1,100 c.c. class."

[I heartily agree; after a recent tiff over who makes the World's fastest production car, one protagonist adds "up to 3,000 c.c.," but in very small letters!—Ed.]

Holding up a copy of the American magazine *Life*, Mr. Allard said a full-page colour picture of an Allard appeared therein. He is told the magazine has a circulation of 5½ million readers so he was naturally delighted, but again he could not trace any sales directly to this. The effect of good publicity is obviously cumulative. Competition motoring could be expensive, as when he covered some 7,000 miles in a fortnight to the Mille Miglia only to crash and have his car burn out—all he gained on that occasion was "a little more experience." But other well-publicised concerns have failures too, as witness the fearful delays Mr. Allard experienced at the hands of B.O.A.C., when anxious to reach Rome in a hurry.

When asked whether he feared competition from American manufacturers themselves, Mr. Allard said America was watching the sports-car market, but would only find it worth while to build such cars at the rate of 20,000 minimum per annum, whereas he was selling in a very specialised market, absorbing only about 100 cars a year.

In answer to a question as to whether the attacking of production-car speed records improved the breed of sports cars as used by ordinary enthusiasts, Mr. Allard said probably some useful lessons resulted, but he thought the aim was mainly that of having something concrete to put in the hands of advertisement copywriters. Thus, Jaguar had exceeded 170 m.p.h. with the type of car which, as sold generally to America, would do about 115 m.p.h.; it was nice to know that this car could be made to do such a speed, but the main value was that of useful publicity, certainly far better than the U.S. trend to think-up fictitious horse-power figures for advertising purposes.—W. B.

RUMBLINGS

The Guild of Motoring Writers held its annual Test Day at Goodwood on October 25th. It is to be congratulated on the excellent organisation, aided by B.A.R.C. officials and members, and for having something like three-score new cars for test round the Goodwood circuit. This excellent institution is primarily for the edification of overseas journalists but British motoring writers have a very good time as well—to schoolboys this Goodwood Test Day would seem like a dream come true, which is not to suggest that because our leading motoring correspondents relished the fare provided they are unimaginative! The plot was to try as many cars as possible, as fast or as slowly as inclination and prowess dictated, over three laps, which included the notorious chicane. Crash-hats were not called for, but we did spot racing gloves.

It would be unfair to publish general comments on the cars sampled from this brief, flurried acquaintance of them, but three fast laps of Goodwood do bring to light the good and bad points of controllability quite vividly. We managed to sample eleven cars, as follows:—

Sunbeam Alpine team car : Rather surprisingly soggy for its speed and reputation. More roadster than sports, was our impression.

Singer 1,500 saloon : Much more stable than expected, possessing understeer characteristics which enable it to corner fast without anxiety, and suspension that does not permit it to lean over onto its nave-plates. A good car of its kind. The o.h.c. engine wound up unconcernedly to around 60 in third.

Singer Roadster : Very cramped driving position. No room for clutch foot. Wallows at the front and hops about at the back.

Austin-Healey 100 Le Mans two-seater : We were enormously impressed by the very safe handling of this car. It felt essentially safe even when taken through a corner on a "clueless" line with its tyres howling defiance. The steering is very light but accurate, the seating position rather low. The bucket seats are appreciated. This version had the central gear-lever protruding normally from the propeller-shaft tunnel and the overdrive switch on one of the steering-wheel spokes. Overdrive second and top sufficed for Goodwood, changes up being made at about 5,000 r.p.m., with 90 m.p.h. in second coming up at Woodcote.

Austin-Healey 100 production two-seater : The same excellent handling was evident. On this version overdrive second was used for the entire lap, the automatic shift being a slight embarrassment out of the chicane. The gear-lever is set farther to the left than on the Le Mans car, and the overdrive switch is on the fascia. The beauty of this 100 plus m.p.h. sports car is that its chassis is as fast as its engine, making it very safe and enjoyable up to its maximum. At the price it is a sensible, eminently satisfactory purchase. We certainly crave one.

Triumph TR2 Sports two-seater : Very impressive urge, a nice taut feel about the engine and a pleasant gear-change, the tiny lever absolutely rigid and calling for very short movements. The road-holding is very good, although under violent change of direction the steering becomes a little soggy. The brakes tended to be fierce unless a light application was used.

M.G. Magnette saloon : Smooth riding, stable chassis. Engine rather evidently a busy four-cylinder, transmission noisy, and back axle distinctly audible. Rather high seat and "bus-driver's" driving position.

M.G. TF Midget : Very soggy suspension, so that the near-side front wheel seemed to have decreased in size going round Goodwood's continual right-hand bends. Engine busy towards 60 m.p.h. in third gear. Central mirror obscures view of road when cornering. A little blue light winked at us all the way round.

Morgan Plus Four two-seater : We tried the "new look" car, and although it is virtually last year's chassis with stiffer track-rod, round Goodwood it was as good as anything we drove. The lack of roll due to rigid suspension and high-g geared steering was a delight, the gear-change splendid, with speedometer 70 m.p.h. available in the price of speed and the very demeanour of those few cars in which third gear with no apparent distress from the twin-carburettor engine. The brakes were entirely adequate and this "dice," during which we overtook a fast 2½-litre car, endorsed our previous opinion that when all is screwed and soldered together correctly the Morgan is a fine car. [Recent "unsoldering" of the Editorial version has included breaking-up of a front-wheel thrust race, inability of the clutch pedal to free the clutch, and furious transmission vibration at over 50 m.p.h.—ED.]

Bristol 404 : This was an enormously pleasing car, by reason of its very safe high-speed handling characteristics allied to the sheer luxury of its high-speed performance. The view from the driving seat, of low bonnet flanked by long mudguards reminiscent of aeroplane-engine nacelles, is truly impressive. Our observations were rather hazed because a Dutch journalist sat on our tail in a Jaguar XK120 coupé, sometimes vanishing out of sight in our blind-spot, and coming by along the straight, although we closed up on it through Woodcote, only to miss engaging second gear out of the chicane. This was due to pressing the lever too far over to the left, but when in a hurry can cause consternation. Third gear also jumped out on one occasion and the revs. rushed upwards—not, we hoped, above the permissible 5,100 r.p.m. This may be due to the new remote lever being closer to the knees than the adequate long lever of the Bristol 403. The handling is superb, the brakes showed no fade tendency, but there was some wind-noise.

Allard Palm Beach three-seater : This Zephyr-engined version had lots of performance and a chassis about on a par with it. Cornering was accomplished without undue roll, so that the driver is not unduly embarrassed by the full-width seat. This seat would not adjust close to the controls without making it impossible to engage top gear; the remote gear-change is more positive than on the Palm Beach we drove last year. The driver's door was difficult to open. The well-known Allard exhaust note persists in spite of six instead of eight cylinders.

That concluded our fun and games; it should be emphasised that these impressions are of a general nature only, for three flurried laps, 7.2 miles in all, is too brief a distance in which to assess a car's qualities in detail.—W. B.

Film Reviews

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- "Mille Miglia 1953." Documentary. Running time 28 min.
- "The Moving Spirit." Colour cartoon. Running time 18 min. (Shell Film Unit. Both require sound projector and are normally 16 mm.)

With its film of the 1952 Le Mans Race the Shell Film Unit, under Bill Mason, set a standard of motor-racing film production which remains unsurpassed. Indeed, this great film has never had so much as a near rival until recently, when the Shell film of this year's Mille Miglia was released. This is a shorter film, but the same clever approach to a very difficult subject has been adopted, there are the same splendid shots of drivers and cars, inert and in action, the same excellent, well-balanced commentary (spoken mainly by Nevil Lloyd). Altogether a great film—and a great achievement.

"The Moving Spirit," another Shell film, is one of the cleverest cartoons ever, pulling no punches as it traces motor-car development from the 1880s to the present day. Many famous cars, from Benz Ideal to G.N. and Rolls-Royce Silver Ghost, figure in this film in caricature and painting, and there is but a shadow of advertising in this film; none whatsoever in the Mille Miglia film.

Once again Shell has produced the best motoring and motor-racing films we have seen this year. Club secretaries should book them without delay—in the case of London clubs from Shell-Mex House or No. 1, Kingsway, W.C.2 (respective telephone numbers: Temple Bar 1234 and 8456).—W. B.

NEW CASTROL LUBRICATION CHARTS

New lubrication charts recently added to the Castrol range cover the following models: Riley 1½-litre (RME) 1952/3, Riley 2½-litre (RMF) 1952/3, and Standard Vanguard (Phase II) 1953. Copies are available free on request to C. C. Wakefield & Co., Ltd., 46, Grosvenor Street, London, W.1.

LETTERS from READERS

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

M.G.s—A COMPARISON

Sir,

All of us can imagine a child's feelings on the Eve of Christmas. There are lots of guesses. What kind of Christmas presents will there be?

Then suppose that this child does not have any presents or that instead of presents it gets a thorough hiding.

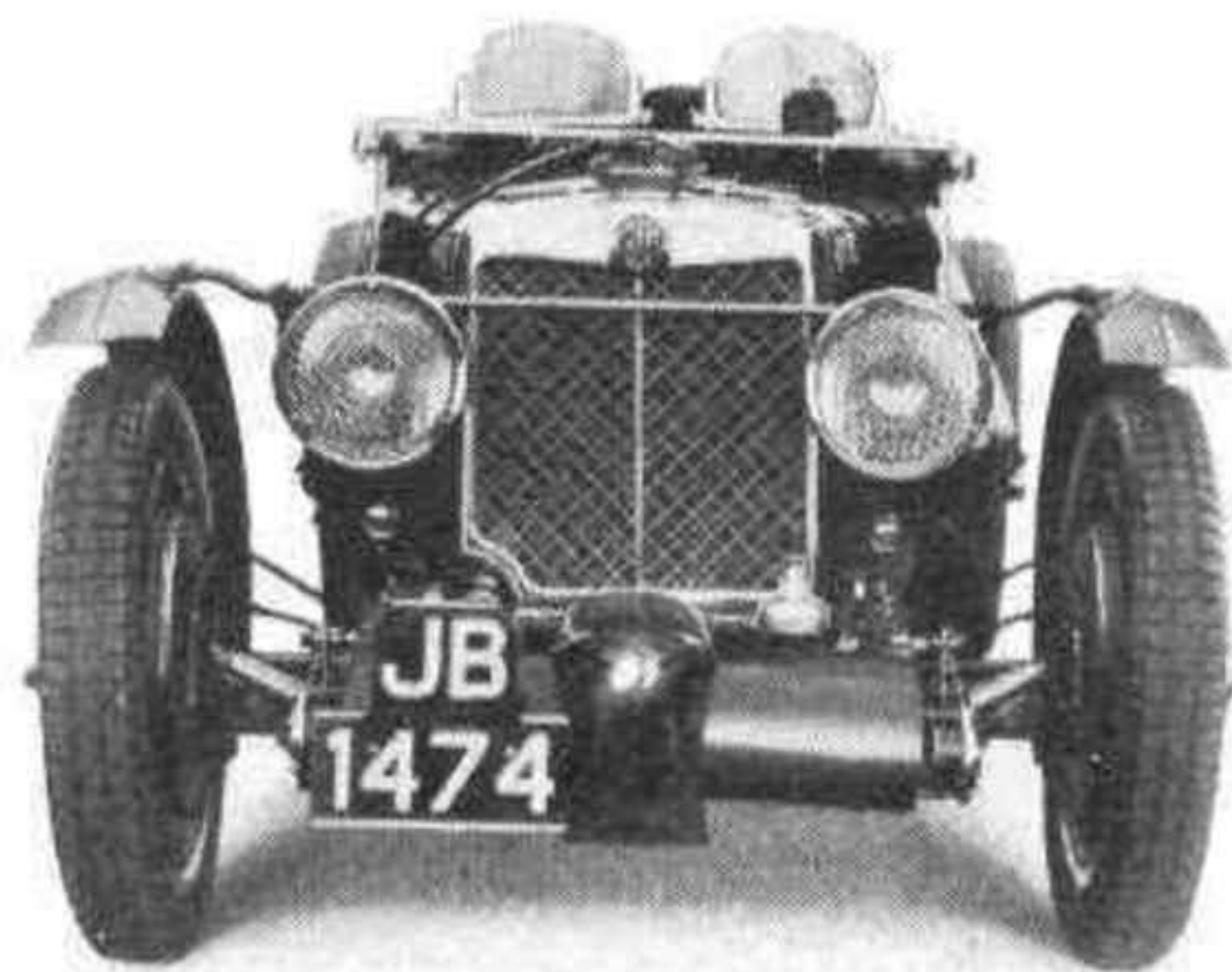
This comparison is quite suitable when describing the cold douche which every believing M.G. enthusiast must have got when reading about those vehicles which the British Motor Corporation have the cheek to present on the just opened Motor Show in London.

I think that all M.G. enthusiasts had guessed that something new was to come and certainly most of us had hoped that the world-famous M.G. works would take up their production of true sports cars again.

A new Midget is presented. Is it really possible to call a car with a 1½-litre engine and a weight of 17½ cwt. a Midget? Yes, if the maker does not know what is really a sports car. Or is it today possible to call a car with 57 b.h.p. and a weight of 17½ cwt. a sports car? Is it allowed to build a sports car with an instrument board like the new TF and still call it M.G.? Yes, B.M.C. can do it.

I read somewhere in a TD booklet "... the world acclaim the TD as the best ever M.G." The new TF has arrived and, of course, the world will have to acclaim this as still better. Only B.M.C. believes in this.

And then we come to the scandal! There is a new Magnette announced.



M.G. MAGNETTE, past!

This is an indignity to all Magnette owners and to all who know what a Magnette is. And it is to insult the memory of the late Cecil Kimber to call this announced vehicle a Magnette.

I am the proud owner of a PB Midget, the last real M.G. It is out of date and of course a little antiquated. But it is a true sports car in every aspect and it will belong to me as long as I live because I want to have an M.G. sports car and there are still no new to buy.

I have many M.G. friends here in Sweden. We have all been looking forward to this exhibition, but now all of us know that we can only look back. We will have to take good care of our Midgets and Magnettes, and keep them going so that here in Stockholm some M.G.s always will be found. From the M.G. works is no help to be expected as in the old days?

Maybe we will need new cars when we get old. Perhaps we can buy M.G. cars then. It is not impossible that the British Motor Corporation by then has "maintained the breed."

Maybe we will want to have a car with an easily maintained side-valve engine, gear-change lever on the steering column, or why not fluid drive?

It would, no doubt, be a good thing to use 12-in. wheels and please, dear M.G. constructors, let us have dual bumpers front and rear and really big over-riders. We will want a plastic instrument board



M.G. MAGNETTE, present!

with just one instrument—as that will probably be about all we can read. Of course, you can let us have lots of chromium-plated borders, and I think you may increase the engine swept volume a good deal and still call the product a Midget.

I am, Yours, etc.,

Stockholm.

GUSTAF L. A. GIERS.

* * *

THE 2 c.v. CITROEN

Sir,

Having recently levelled some criticism at the Citroën Light Fifteen, I feel that I must say how impressed I am with the 2 c.v., now available in this country. From a specification table of 1954 cars it can be seen that it has more luggage room than 21 other cars, including the entire ranges of Morris and Austin, except the AI35, the Mercedes 300, Sunbeam-Talbot 90, and 3-litre Alvis. It has a wider rear seat than 12 cars, including the Daimler Conquest, a wider track than 18 others, and a longer wheelbase than 18 others. Its ground clearance is greater than 105, including 16 American cars. Surely these facts are most remarkable, especially those concerning luggage room and rear-seat width.

The only real disadvantage of this wonderful little car is its high initial cost. This is mainly due to import duties, and if this car is ever manufactured in England its price should be reduced considerably. Even so its cost is partly offset by its 60-m.p.g. petrol consumption and the availability of cheap spares. The only other criticism is concerning its performance, but being an economy car it isn't intended to be terrific and one obviously can't expect much better on 60 m.p.g.

I am, Yours, etc.,

Ruislip.

P. R. STOKER.

[We believe that French enthusiasts have already "looked-to" the performance of this excellent little car!—Ed.]

* * *

THAT FOUR-WHEEL DRIFT

Sir,

I note Mr. Moffatt's queries in regard to cornering in our novelette "Grand Prix."

It is exceedingly difficult to describe any set method of starting a drift, as the technique inevitably varies from car to car and corner to corner. A sound basic principle would be "Too much tiller at the front, followed by too much steam at the back." Mr. Moffatt would have been fairer had he quoted us at greater length. A larger extract would have made the directional combination of hands and throttle foot apparent.

We have discussed the story with some of the more eminent drivers of today and have received several well-considered criticisms, but not one has been levelled at this particular passage. The object, which I hope we achieved, was to bring the appeal of motor-racing, its adherents and its background, to a wider public. I can assure Mr. Moffatt that a manual of instruction was never intended.

I am, Yours, etc.,

London, S.W.7.

JAMES BOOTHBY.

VOLKSWAGEN v. MORRIS MINOR

Sir,

With reference to your road test of the Volkswagen reported in the October issue, you appear to have missed finding the reason for the car's very easy "manner of going" in top gear at 60 m.p.h.

Top gear is in fact 3.54 to one and not 4.43 to 1 as you state. The final-drive ratio is 4.43 to 1, but top in the gearbox is 0.8 to 1. First gear is 3.6 to 1 in the box and not 36 to 1 as stated.

In top gear the car does over 20 m.p.h.-per-1,000 r.p.m. and this is why it "gallops along so easily." Apart from top gear the other ratios are very well chosen which, assisted no doubt by an engine giving good torque low down, never leaves one "without a gear" on a hill or when accelerating.

I had a Morris Minor before I got the Volkswagen and there is just no comparison, although both are supposed to develop the same b.h.p. I tried one of the new O.H.V. Minors recently; it was pitiful after the Volkswagen, just tearing its little heart out and getting nowhere. As for engine life, assuming both are run in top gear and taking round figures, in 70,000 miles the Volkswagen engine has done 200,000,000 revs., but after the same number of revs. the Morris Minor has done only 43,000 miles. Both may be expected to need their first re-bores at approximately these mileages: interesting?

I am, Yours, etc.,

A. G. RYAN.

Thurles.

[We regret the errors which crept into our test report in respect of the Volkswagen's gear-ratios, but at the time the V.W. Publicity Consultants could not quote us a sensible figure, confusing, it seemed, bottom with top and box ratios with overall ratios. Consequently, desperate to go to Press we quoted from an early specification. But in practice there was no doubting the excellently chosen ratios and the effortless seven-league boots of the V.W.—ED.]

USED CAR PITFALLS

Sir,

In support of your article "On Buying a Used Car," I would like to relate some of the trials and tribulations we have experienced after buying a 1938 Wolseley 14/56 rather hastily in 1950. The car was soon discovered to have a thump in the engine which had not been apparent when we bought it; this, of course, turned out to be main bearings, which had been filed to keep them quiet until the car was sold. The sump was discovered to contain a black gluey solution which had deceived us into believing the cylinder bores were all right; they were not, indeed so bad were they, in fact, that the block had to be resleeved, the clutch was also adjusted beyond the end of its adjustment by means of fitting a pile of washers behind the adjusting nut. The clutch plate was also replaced, after a few more weeks during which time queer noises occasionally emitted from the gearbox, eventually the cogs seemed to seize-up into one mass, for neither the gear lever nor the car could be moved, and we had to be towed home with the clutch held out all the way; after removal of the gearbox the trouble was found to be that the mainshaft had snapped off inside the end clutch shaft after the seizure of some very home-made looking needle-bearings; this little lot proved to be almost as expensive as the engine repairs. Sundry other things happened during the next few months, such as a strapped up, broken rear spring, brake linings down to the rivets, etc., etc., I am now a motor mechanic, and I should like to pass on a few tips. Always look at the oil on the dipstick, if it is very thick as on the Wolseley beware worn bearings and cylinder bores; if the gear change is sluggish it would be as well to check the thickness of the oil in the gearbox, and do try to get a look at the clutch adjustment—some of those old gearboxes need a 10-ton crane to get them out. Finally, after the rockets that were pointed the way of MOTOR SPORT in last month's correspondence columns, I feel I must leap to the side of your very fine monthly, and wait for the day when it will be a weekly, so that we may enjoy even more of those interesting and enlightening articles and extensive covering of all motoring events.

I am, Yours, etc.,

BARRY C. HODGETT.

Beeston.

HARD-WORKING LADIES

Sir,

Regarding your Club News paragraph "Nina versus Nagle"—now add "versus Neill."

Miss Christina Neill has been Secretary of the Lanarkshire M.C. & C.C. which has had a membership of approximately 200 for the past year and without her very able assistance and organising abilities, I doubt if the Club events would have proved so successful.

Miss Neill is sister to the well-known rally driver Miss Andy Neill (Morgan), for whom she navigates on all occasions.

I am, Yours, etc.,

JAMES L. MURRAY.

Glasgow.

ADVICE WANTED

Sir,

I wonder if I might trespass on your columns to inquire if any of your readers has undertaken the fitting of Austin or other gears to that grand old car—the 16-h.p. 1935 Triumph Gloria.

If so, I should much appreciate information as to the success, cost and work involved.

I am, Yours, etc.,

F. W. HORSNELL.

Chelmsford.

Sir,

I am anxious to make the following modifications to my Alvis Firebird sports tourer:

(a) Fitting of trafficators by means of the narrow oblong-box type to fit on top of the back number plate and, if possible, incorporating the stop and tail lamp. I think this type of trafficator was originally fitted to some models of the Talbot.

(b) Fitting of wind shields to the ends of the windscreen by means of special hinges attached to the windscreen uprights, the angle adjustment being by means of thumbscrews.

Perhaps some reader of your valuable paper could kindly inform me from whom the type of trafficator detailed and hinges for wind shields can be purchased.

I am, Yours, etc.,

J. C. H. TODD.

Manchester.

Sir,

I would be most grateful if you would allow me to use the columns of your journal in an endeavour to rectify some mechanical trouble I am having.

The fault lies in the Cotal gearbox fitted to my 1938 D6.70 Delage. When cold, the gearbox performs quite well: when hot, that is after a few minutes' running, two faults develop. It becomes impossible to engage first or second gear from neutral without snatch, which becomes very great after a long run, and no matter how carefully the clutch is engaged after selecting the gear. Third gear always takes up well, but is too high to pull away from a standstill. Further, when changing down from third to either second or first, there is a delay of as much as 7 or 8 seconds before the gearbox takes up the drive, although the ammeter shows that the correct current is flowing through the windings.

I have tried without success to find the reason for these faults, and as the dismantling of the box is apt to be expensive, I am reluctant to entrust the work to anybody who does not know precisely what to look for. Perhaps some of your readers may have had a similar experience; if it is possible for you to get me any information, I would indeed be much obliged to you.

I am, Yours, etc.,

R. SHERMAN.

London, E.11.

RE-ENGINEED LLOYDS

Sir,

I note with interest letter from V. A. Plumley, printed on page 612 of the November issue of your journal—particularly the last paragraph, as I have a Lloyd 650 Roadster.

I shall also be glad to learn if any reader has fitted a Ford Ten unit or other unit to a Lloyd.

I have been informed that it is possible to fit a DKW unit to a Lloyd, and that these units can be purchased somewhere in the North London area.

If any readers should be able to help in connection with a Lloyd conversion, perhaps they will advise me.

I am, Yours, etc.,

F. W. C. PARKER.

Weston-super-Mare.

MOTOR OIL

Sir,

I fully agree with the opinion of your correspondent Mr. J. E. Hands (Coventry) which he expresses in his letter under the above heading.

As an engineer with thirty-nine years' experience of motoring, which includes racing, trials and competitions, I have found that with the introduction of detergents (the Oil Companies will not like this) the rate of cylinder-bore and piston-ring wear has increased, this of course resulting in more oil consumption and again more work for the repairers.

Anyway, in answer to your correspondent's query, I think that of the recognised brands on the market he will find that of Price's to be the least-treated and Duckham's to be the next best; on the other hand, if he is not prejudiced against non-branded products I can recommend him to the London Oil Refining Co., Ltd.

I am, Yours, etc.,

A. J. FIRTH.

London, N.W.4.

SPORTS-CAR RACING

Sir,

Mr. Lord is not the only one who has been confused as to what constitutes a "production sports car" (see your article on the recent Austin-Healey claims). His error highlights the disturbing development of so-called "production sports-car" racing in the last few years.

When these races were introduced at important meetings some years ago, they were designed, I believe, to demonstrate to the public the relative capacities of the sports cars he might (if he had the money) buy and use as his everyday means of transport. As such these events held enormous interest, for not a few of the spectators felt that by ownership (either present, past or hoped-for-in-the-future) they had acquired a keen personal interest in one of the contestants. I remember at the first *Daily Express* Silverstone exciting battles fought out between M.G.s, H.R.G.s, Allards and Healeys. Gradually these genuine sports cars have disappeared and been replaced by works "hot-rods," until this year, among a bevy of XK120Cs, DB3s, experimental Allards, Kiefts and Coopers there was hardly a single car that one might ever expect to see on the open road, much less buy and use as a normal means of transport. The definition of "production sports car" has been extended to absurdity. The qualification for the class this year was, I believe, "a minimum of ten cars built or intended to be built"—which would make most Grand Prix racing cars "production."

Now, of course, these expensive freaks are allowed at Le Mans and are capable of very high speeds. But surely (apart from the fact that the cars are deliberately not called "production") Le Mans is something very special. And when has speed alone made an exciting race? Who cannot remember some depressingly dull Grand Prix processions? No, let us cease the hypocrisy of calling racing cars with wings and headlights sports cars at all and call them honest racing cars, "specials," "hot-rods," or what you will. The sports-car class should be just what it says—and there are now plenty of the genuine articles around to give the variety that makes for interesting racing.

One further point. If manufacturers are really interested in improving the cars available to the public (and not just in publicity), I suggest that the races be run also under a handicap formula with points awarded for comfort, baggage space, equipment, fuel economy and—above all—cheapness. We might then evolve the sort of sports car that private owners really want—and can afford.

I am, Yours, etc.,
W. S. RUSSELL.

Moseley.

END OF A BEGINNING?

Sir,

As you probably know, the B.R.M. Mobile Workshop has been sold to Mr. A. G. B. Owen for £2,000 and many of your readers will be interested in this matter of how we disposed of the fund.

The replies received to our letter of April 21st (a copy of which I enclose for your reference) by the stipulated date July 1st, were only 40 per cent. of the subscribers, the rest did not reply at all. The Committee, therefore, distributed the monies concerned in the same percentages as those requested in the replies we did receive, resulting in the following figures:—

Amount received from sale of workshop	£2,000	0	0
Scheme 1. Donations refunded in full on instructions of donors (clubs, members, equipment)	£896	0	2			
Scheme 2. Donations to British Motor Racing Relief Fund	£857	2	1			
Scheme 3. Donations to Owen Racing Organisation	£245	17	3			
Cheque Book and Bank Charges	1	0	6			
	£2,000	0	0			
				£2,000	0	0

Cheques have been sent to all concerned and the fund is now closed.

I trust you will be able to find space in one of the next issues of *MOTOR SPORT* for this information.

I am, Yours, etc.,
LESLIE WILSON,
Hon. Secretary to Fund.
H. F. ADAMS,
Hon. Treasurer to Fund.

Birmingham.

CORRECTION

Sir,

Your October issue report of the Brighton Speed Trials incorrectly quotes the third fastest motor-cyclist, Peter Ferbrache, as riding a 499-c.c. Norton.

His mount, in point of fact, was a 499-c.c. Hartley Ariel, one of two machines of this type (the other having a 249-c.c. engine), with which Peter has obtained many awards during the 1953 season.

I wonder if you would be kind enough to publish this correction?
I am, Yours, etc.,
L. W. E. HARTLEY.

HOW IS IT DONE?

Sir,

As the managing director of a small specialist engineering firm I should be very grateful if Mr. V. A. Plumley, writing on page 612 of the current issue of *MOTOR SPORT*, would set forth a detailed analysis of material and labour whereby a "knock-on" hub cap can be easily produced for 7s. 6d.

When one takes into account the cost of pattern making, the steel casting and the special fixtures for machining the component, together with fettling and chromium plating, etc., it would be most interesting to know why your correspondent is not producing these in large numbers at this price.

I am, Yours, etc.,
Willesden.
J. K. EDWARDS.

B.M.W. SPARES

Sir,

In your article "On Buying a Used Car" in October's *MOTOR SPORT*, you refer to the difficulty of obtaining transmission parts for certain B.M.W. models, whereas "with flourishing registers and one-make clubs, owners of Alvis, . . . Lancia, and similar makes should have a happier time." The inference to be drawn is apparently that the B.M.W. Car Club is not "flourishing."

I must correct this impression, for although the club was only formed on November 7th last year we already have a membership of 127—with a number of overseas members; the "Register" has traced over 200 owners.

Whilst it is true to say that "new" transmission spares are difficult for certain models, this is equally true surely for the other makes you mention as having "flourishing" clubs. The important point is that the B.M.W. Car Club maintains a spares register, through which a large number of owners have been able to obtain what they require. Steps are in hand to extend this feature of the club's activities.

Whilst writing, I should like to express the club's thanks to your journal (of which I have been a reader since 1929) for publishing my original letter in 1952 which resulted in the formation of the Register. Since then, we have kept you fully informed of our progress and activities by a regular copy of the bi-monthly *Bulletin*, but we regret that references to the club in *MOTOR SPORT* are very infrequent. We should appreciate all the space you can give us, for by this means our membership grows apace as has been well proved in the past.

I am, Yours, etc.,
London, S.W.14.
R. J. HEWITT, Hon. Sec.
B.M.W. Car Club.

LAYSTALL CRANKS

Sir,

We should like to add our congratulations to Mr. Peter Gammon for his fine performances this year in winning not only a great number of sports-car races, but also the *MOTOR SPORT* Silverstone Challenge Trophy.

We should, however, like to point out that the cylinder head which Mr. Gammon has recently been using is not experimental, as suggested in your report of the final Club Silverstone Meeting (North Staffs Motor Club), in your November issue. The cylinder head in question is one of our standard production Laystall-Lucas alloy heads, which are available from stock for the popular XPAG M.G. engine.

Mr. Gammon has assured us that he is extremely pleased with the Laystall-Lucas head fitted to his engine, and that his lap-time at Silverstone has improved by over 2 sec. as a result.

We are, Yours, etc.,
BASIL DE MATTOS,
Sales Manager,
Laystall Engineering Co., Ltd.

[We are very glad to publish this letter from the Laystall Eng. Co., Ltd.; the Laystall head used by Mr. Gammon at the N. Staffs M.C. Silverstone Meeting was experimental only in a personal sense.—ED.]

CLASSIFIED ADVERTISEMENT SECTION

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Will all advertisers please note that December 18th is the last date on which we can receive copy. We cannot guarantee the insertion of any copy received after the 18th for the January, 1954, issue.

FOR SALE

VINTAGE SINGER touring, 1928. Taxed and insured. Mechanically sound but hood needs re-covering. Body good. £65 or nearest offer. Box No. N663, Motor Sport, 15, City Road, E.C.1. [7663]

INVICTA, 1933, 1½-LITRE supercharged saloon in sound condition. Owner emigrating to Australia. Prefer car to be sold to enthusiast. £150. Tod, 41, Queens Road, London, S.W.19. Tel.: WIM 1891. [7664]

1935/6 ALVIS FIREBIRD saloon—good mechanical condition. Offers around £175. Green, Tel.: Caterham 3781. [7665]

SILVER GHOST. Chassis excellent, believed only 32,000 miles; fitted touring body in fine condition but not original. Offers over £120, or over £140 with insurance to October, 1953. Moss, "Elleedene," Hillview Road, N.W.7. Tel.: MIL 1984. [7666]

500-C.C. RACING CAR. Body and chassis in excellent condition. Ready to race, with spares, less engine and gearbox, £75 or offer. Orsett Garage, Orsett, Essex. Tel.: Orsett 257. [7667]

LAGONDA 3-LITRE, 1934, 4-door pillarless saloon. Excellent bodywork. £120 recently spent on engine. Offers over £100. Tel.: Southampton 88941. [7668]

AUSTIN SEVEN crankshaft bearings, R.M.S.12, roller rear main, all years, guaranteed "Austin fit," 36s. each; front races, 1933/39, correctly paired, 34s. pair; p.p. Is. 3d.; hub races, 14s. 6d. each. Your distributor cam lobes equalised, 12s. Ford V8 engines, new, complete, £88. F. W. Champion, 43, Uplands Way, London, N.21. Tel.: LAB 4457. [7670]

1930 TRIUMPH SEVEN touring. Twenty-pound engine overhaul, running-in. New sidescreens; sound motor. £45. 15, Gilmore Road, Lewisham, S.E.13. Tel.: Lee Green 3357. [7671]

1930 STANDARD TEIGNMOUTH, 9 H.P., L.W.B. fabric saloon. Rough body and good engine. New battery. Taxed and insured for 1953. £35. Marshall, Mottingham Gardens, S.E.9. [7673]

CARDENISED-FORD TEN (1937) aero engine, alloy head, twin magnetos, eight plugs, water pump, radiator and spare, just rebored, reground. Offers? "Formosa," Blake-Hall Road, Wanstead, Essex. [7674]

1937 JAGUAR 2½-LITRE, fitted 4-seater touring body. New hood. Minus engine. Offers. Moon, Garden Walk, Preston, Lancs. [7675]

TRIUMPH SPARES: dismantling 1934 10-h.p. Gloria saloon, all parts available. Wanted: spare wheel cover. 10, Park Road, Eastham, Wirral, Cheshire. [7678]

TALBOT 14-H.P., 1932, all spares available. Tel.: Dartford 4638. [7679]

ALVIS SILVER EAGLE, 20 H.P., 1933. 11,000 miles only. Original tyres, both spares unused, one owner. Atlantic saloon body, interior burr walnut; original cellulose; mint condition. What offers? Victor Ashby, Towcester. [7681]

WOLSELEY WASP. Chassis, front and rear axles, springs, radiator. Engine reconditioned. Wheels, no tyres. £25. Burnell, 9, Hudson Place, Leeds, 9. [7682]

TRIUMPH GLORIA 14/6 rear axle complete, £7. Strathearn, The Crescent, Dumfries. [7683]

RILEY KESTREL 12/4 sportsman's saloon, 1935. New engine 1952. £145. Lieutenant Buckley, H.M.S. Vernon, Portsmouth. [7685]

LAGONDA, 1934, 3-LITRE, D.H. coupé 4-seater. New hood, respray September. £210, o.b.o. Incomplete handbook. Flt.-Lt. Appelboom, R.A.F., Wymeswold, Leics. [7686]

1936 HOTCHKISS 3½-LITRE saloon. Good mechanically, well shod, paintwork good. Offers over £150. Harold Garage, Low Moor, Bradford. Tel.: Low Moor 954. [7688]

FIAT 503 SPARES for sale. Apply: Spurgeon, Laboratory, Kent Refinery, Rochester. [7689]

FOR SALE—continued

£55—TALBOT 75 sports saloon, body Darracq. Taxed. In very reasonable condition, fitted new tyres, new water pump added, electric pump and twin fog-lights; all bills shown. Owner really going overseas. Captain Elliot, The Chase, Southey Green, Sible Hedingham, Essex. Tel.: Hedingham 104. [7687]

ALVIS FIREFLY saloon car, 1936 model, 14 h.p. One owner. £150. Box No. N690, Motor Sport, 15, City Road, E.C.1. [7690]

HUDSON STRAIGHT EIGHT engine and back axle, in perfect condition. £75. Box No. N691, Motor Sport, 15, City Road, E.C.1. [7691]

E.R.A. 1½-LITRE, B TYPE. Has just had £390 overhaul and is in first-class condition, ready to race. Some spares. Offers invited. B. M. Scott, Guy's Cliffe, Selsey, Sussex. Tel.: Selsey 2165. [7693]

1931 LAGONDA 2-LITRE SPEED MODEL, 2-seater, immaculate condition, colour red, polished alloy guards. In excellent fettle; extensive trial with pleasure; photographs available. £200 or very near offer. Also 1927 2-litre Lagonda, large saloon, colour all black, completely re-upholstered one year ago in red leather with fawn trim; coil conversion besides magneto; concealed windtone horns (original bulb horn not disturbed). Perfectly sound mechanically. An extremely dignified car at present being used only as funeral carriage. £120. Spare 2-litre engine, minus head, also available. Wanted: 20-h.p. Rolls 7-seater. G. A. Brown, "Glenross," Colhugh Street, Llantwit Major, Glam. [7695]

BREAKING: 1939 Morris, 12 h.p.; 1937 Ford V8, 30 h.p.; Ford T model; 1929 Sunbeam, 23 h.p.; 1948 Humber Super Snipe; 1932 Austin 12.6; 1943 Guys; 1935 Fordsons; 1937 Alvis Speed Twenty-five; 1937 Auburn; 1941 Austin Commercial. Stewart, Leominster 8, Herefordshire. [7696]

£15—FORD TEN engine, manifolds, gasket set, ignition coil, carburetter; 10-hour bench run only; loosely assembled and corrosion inhibited. £10—Two 386 c.c. light alloy high-performance flat-twin 2-strokes; 2-hour bench run only; c/w ignition coils, new Amal carburetter, spares and information; stripped, wrapped. Box No. N697, Motor Sport, 15, City Road, E.C.1. [7697]

MOVES LIKE A SENNA POD. 1926 210/23 Talbot 4-seater. New hood. Good paint. Sound throughout. £70. Fletcher, 13, Lower Oldfield Park, Bath. [7699]

V8 RECONDITIONED DISTRIBUTOR, £10. Ditto. Stromberg carburetter, £1. Perfect front spring, £1. Two new Record retracts, 500 by 16, £2 each. Other parts. Tel.: Downland 4831. [7700]

M.G. J2 CRANKSHAFT. Many other engine and chassis spares in good condition. Box No. N701, Motor Sport, 15, City Road, E.C.1. [7701]

DELAGE AND SUNBEAM SPARES. D.I.S.S., D.I.S., D.L. Sunbeam 21-h.p., 1929, K type, will be junked as scrap if not cleared quickly. Partridge, 30, Holtspur Top Lane, Beaconsfield, Bucks. [7702]

COMPETITION B.S.A., 125 C.C. 8,000 miles. £65, or exchange sports car or incomplete "special." Hool, 9, Tennyson Street, Pudsey, near Leeds. [7705]

DISMANTLING for spares. Austin Seven (1926/38), Austin Ten (1934), Alvis 12/50, Ford Eight (Popular Model), Ford Ten, Ford 30-h.p. V8, Jowett (1934), Morris Minor (1932/34), Morris Eight (1935/37), Morris-Oxford (1932), Riley Nine, Standard Nine (1930/32), Standard Twelve (1939), Wolseley Hornet. Many sound engines and axles. Hudson, Rectory Road, Upton-on-Severn, Tel.: 281. [7709]

M.G. L-TYPE MAGNA, 1933, 2½-seater, smart and well kept. 1953 overhaul includes steering, transmission, clutch, big-ends, pistons, rockers, dynamo, carburetters, shock-absorbers, five new tyres, body resprayed black, tonneau, sidescreens. Petrol 30, oil 800. Taxed. £145. Appointment. 12, Den Close, Beckenham (Tel.: 1404), Kent. [7714]

ALVIS, 1935, SILVER EAGLE saloon. Maintained by enthusiast since 1949. Complete record of maintenance over this period available. £145. Tel.: Luton 2153. [7715]

B.S.A. SCOUT, 1938, smart. Engine reconditioned, new hood, brakes relined, good tyres. Economical sports car with superb cornering. Sell or exchange Ford Eight. Apply 99, Shrewbridge Road, Nantwich. Tel.: 5785. [7716]

RILEY 1½ LYNX (12/4), December, 1936. Exceptional condition. Nearest £320. Also preselector gearbox and part clutch assembly for above, £15. R. F. Hall, "Claremont," Corbridge, Northumberland. [7717]

ARNOTT BLOWER, complete with fittings for Minx, little used. Just the job for enthusiast seeking extra urge for a "special." What offers? Box No. N719, Motor Sport, 15, City Road, E.C.1. [7719]

BREAKING UP 1934 HORNET SPECIAL, all parts available. Write, offers, Mansell, Sherfield English, Romsey, Hants. [7720]

FOR SALE—continued

M.G. MAGNA sports saloon. £60 recent overhauls. Main engine bearings now shaky. £80, o.n.o. Tel.: SPE 9388. [7722]

1934 SINGER LE MANS, 9 H.P., sports saloon. Good condition. Many extras. £110. Sgt. Bourne, R.A.F., Foulsham, Norfolk. [7723]

1953 5-SEATER SUNBEAM touring. Perfect condition. Taxed, insured. Bargain at £100. Mitchell, 11, Rossiters Road, Frome, Somerset. [7724]

SCINTILLA VERTEX MAGNETO, Model N.V.4, as new. £4. S/Ldr. Burgess, R.A.F., Medmenham, Bucks. [7725]

ALVIS, 1934, SPEED TWENTY V.D.P., sports saloon. Excellent condition. Owner going abroad. £185. Soden, 1, Mulberry Lane, Cosham, Hants. [7726]

1925 STAR TWELVE, Dickey. Body excellent. Hood weatherproof. Basically sound. Noisy back axle. History known. Offers. Wilshaw, 492a, Wilbraham Road, Manchester 21. [7727]

AUSTIN 750 SPECIAL. Usual mods: i.f.s., Whistmough Hewitt head; envelope body. Offers around £70, maybe £50—less than the body cost. S.A.E. photo, details. 40, Hawthorn Grove, Bath. [7728]

MORGAN 4/4, Climax engine. Just completely overhauled. Latest i.f.s. installed. Six excellent tyres (two new). All-weather equipment. Nearest £300. Box No. N729, Motor Sport, 15, City Road, E.C.1. [7729]

AUSTIN SEVEN, good condition, Ulster body, re-upholstered. Reconditioned back axle, S.U., hood. Lovingly maintained, sad parting due overseas posting. £110. Evenings: Tel.: Maida Vale 9786. [7730]

LAGONDA RAPIER 10-H.P. touring, 1935. Good order and appearance. £175, o.n.o. Owner bought 3-litre Bentley. Blackmore, Broomfield, Southborough, Tunbridge Wells. [7731]

14/40 M.G. touring. Recent overhaul (bills). Mechanically sound. Body stark. £35. Sharp, 16, Highdown Road, Lewes. [7732]

£70—WOLSELEY HORNET SPECIAL, 1933, resprayed, or must sell to near offer. Riley Nine, 1931, engine, gearbox, clutch, £7 10s.; magneto, £3 10s.; complete sound transmission, front axle and brakes, £6 10s.; five wheels, four new tyres, £12 10s. Tel.: Harrow 0865. Box No. N733, Motor Sport, 15, City Road, E.C.1. [7733]

1936 ALVIS SPEED TWENTY, Charlesworth drop-head coupé. Excellent appearance and performance. Details and photo to genuine applicants. Seen London area. £280, o.n.o. Box No. N734, Motor Sport, 15, City Road, E.C.1. [7734]

SPARKING PLUGS: new and almost: 18-mm. Bosch, Type M145 T1, 3s. each; 14-mm. Champion, LA14, 7s. each. Shock-absorbers: pair duplex Hartfords, cable control; and regulator; £4. 19-in. knock-off wheel and two bare hubs, size 42, splines, etc., perfect, £4. Oil filter: Autoclean, large capacity; unions for ½-in. pipe; £3. Steering wheel: Bosch, 16½ in. diameter, black, £1. Crowther, Spring Cottage, Lindley, Huddersfield. [7736]

CENTRIC BLOWER with matched Arnott carburetter, adapted Ford Ten, overhauled. What offers? Wanted: set telecontrols, 13, Heath Close, Hemel Hempstead. Tel.: Boxmoor 1439. [7737]

ALVIS 12/50 saloon, 1932. Oilcoil and oil filter. 30 m.p.g., oil consumption negligible. Eleven months' insurance. Owner going abroad. £100, o.n.o. Tel.: Footscray 7616. [7738]

1939 FRAZER-NASH-B.M.W. 326. Reconditioned engine, new radiator, new tyres. Bodywork 100 per cent. £395. Telephone for appointment: WAN 5393, after 7 p.m. [7739]

M.G. TA, 1939, dismantled. Sell as whole or separately (minus body), many new parts. Illness prevents building. 4, Oakfield Drive, Rednal, Worcs. [7740]

M.G. VA 1½-LITRE touring, 1940. New hood, sidescreens and tonneau. Battery, tyres, body, engine, in very good condition. 60 m.p.h. cruising; 25 m.p.g. £275, o.n.o. Wanted: Austin Ulster or similar. Good engine, chassis, essential; body condition immaterial. Webb, 3, Claremont Park, Finchley, N.3. Tel.: FIN 5565. [7742]

ROLLS TWENTY saloon, 1927. Chassis GYK 90. Privately owned. In daily use. £250. Westcar, Bayhall, Sandwich, Kent. Tel.: Sandwich 3289. [7744]

ALVIS 16.95 saloon, 1934. Very good mechanically, excellent leather and trimmings, paintwork original. £120. 10, Harts Close, Bushey, Herts. Tel.: Watford 3790. [7745]

SPARES: Pair new Andrex shockers, £8. Starter, 4½ Bentley, £4. Steering column, £5. No. 7 Powerplus (no carburetter), £15. Quayle, Towncroft, Great Churchway, Plymouth, Devon. [7746]

S.S.I. sports saloon, 1933. Must sell, as garage space needed. Any reasonable offer accepted. Tel.: Milton Abbas 369. [7753]

FOR SALE—continued

SPEEDOMETER HEAD, Riley, new. Autovac. Four-cylinder magnetos. Vintage square C.A.V. dynamo. Burney, Stootley Cottage, Bunch Lane, Haslemere. [7747]

SEPT., 1932, LAGONDA 12.8-H.P. Continental saloon. Perfect and original. £145. 815 by 105 tyres wanted. Crossman, Sandfield, Whiston, Lancs. [7748]

MERCEDES-BENZ, 38-250, 2/5-seater roadster. Converted to Leyland diesel. Excellent condition. Over 80 m.p.h., 25-42 m.p.g. Further details to genuine inquirers. £495. Bell, Old Road, Ruddington, Notts. [7749]

FULL TONNEAU COVER for M.G. TC model, complete with zip and fasteners, black material, unused. £4 10s. Box No. N752, MOTOR SPORT, 15, City Road, E.C.1. [7752]

1931 MORRIS MINOR 2-seater, very economical on petrol and oil, good tyres. Insured August. £55. 12a, Church Street, Crewkerne, Somerset. [7754]

1950 FORD TEN SPECIAL, J.M.G. chassis, engineer built. Aluminium touring body, all-weather. Trials, sprints and family car. Owner posted abroad. £140. 21, Tope Road, Arborfield, Berks. [7755]

B.M.W.-FRAZER-NASH D.H. coupé, 319/2, 1936. Excellent condition, recent engine, suspension, body overhaul. £195. Tel.: Upper Basildon 311. Write: Shaw, Lower Basildon, Berks. [7757]

LEA-FRANCIS, 1928, tourer model 12/40. Excellent condition. Good runner. £55. Auto Spares, Hawthorn Road, Bournemouth. Tel.: Winton 1126. [7758]

ALVIS 12/60 saloon. A.A. or R.A.C. inspection welcomed. Photograph. £110, o.n.o. Box No. N761, MOTOR SPORT, 15, City Road, E.C.1. [7761]

MERCEDES, rare, pretty 170 roadster, r.h.d., red and maroon. Independent 4-wheel suspension, one-shot lubrication, servo brakes. Excellent condition, maintained by Mercedes, just decarbonised; brakes relined, front suspension overhauled; fitted new valves, aluminium head, Scintilla magneto, Solex carburettor latest type, new clutch, gearbox, back axle, differential, temperature gauge, carpets, double-dipping Marchal headlamps, flame-throwing spotlight; rechromiumed; very economical; excellent all-weather equipment; all bills available. Comfortable, interesting car; spares easily obtainable. Offers: 336, Park West, W.2. [7762]

M.G. 1½-LITRE VA tourer, 1938, good condition. New sidescrims, carburettors, valves, etc. Bills available. £280. Scrivener, 13, Fountains Road, Luton. Tel.: 5375. [7763]

FORD TEN FRONT WINGS, little used. Set road springs. 1934 Lanchester Ten, brand new. Offers. Iwonder, Turner's, Downley, Bucks. [7764]

1914 SILVER GHOST chassis. Four-speed box, five brand new tyres and tubes, six wheels sand-blasted and enamelled, lamps and Klaxon nickel plated. Springs set up—brakes relined—drums lined. Engine in good condition. Owner unable to complete car—driveable. £60. Greig, Pike House, The Glade, Kingswood, Surrey. [7765]

TRIUMPH GLORIA 2-seater, 10.8 h.p. Stripped and rebuilt 1947. Four new tyres. Engine completely reconditioned 10,000 miles ago. E.N.V. rear axle. Hydraulic brakes and 4-wheel ride control. View London. £230 or nearest offer. Box No. N766, MOTOR SPORT, 15, City Road, E.C.1. [7766]

HARD-SURFACED ROCKERS, M.G., Wolseley, 6s. exchange; all makes serviced. R/bushes, 6s., others to order. V/guides, 4s. 6d.; v/caps, valves, etc.—most parts that you are likely to want; leak-proof vertical drive. Engine units reconditioned. Secondhand M.G., Wolseley spares. Riley v/guides, valves, k/pin sets, v/springs, gaskets, etc. C.O.D. service. Thomson, 104, Kingston Road, Wimbledon, S.W.19. Tel.: Liberty 8498, 1 till 2, after 7. [7767]

£25 ONLY, including spare engine. Fabric-body Riley Nine saloon. Everything working, good tyres. Make splendid "special." 5, Village Way East, Rayners Lane, Harrow. [7768]

FIAT. Mr. C. le S. Metcalfe wishes to dispose of his well-proved Balilla sports car, winner of 25 firsts and numerous other awards. Spares include complete back axle, cylinder block and unused head, tappets, distributor, coil, gaskets, range of chokes and jets. Fully equipped with new hood and side-curtains. Taxed. Price £400. Also four 9-in. hydraulic brakes with Al-fin racing drums, price £20. Tel.: KEN 2668, or write: 29, Hans Place, London, S.W.1. [7769]

1930 CITROEN 12 H.P., spare parts for sale. 53, Selwyn Road, Edgbaston, Birmingham. [7770]

1932 ALVIS TWELVE saloon, in very clean condition. Recent £100 overhaul. Seen at A. & E. Pettifer, Ltd., High Street, Bromyard, Herefordshire (Tel.: 9). £105. [7772]

FIAT TORPEDO 501, 1923. Thoroughly sound. £50. Cook, Biddick Hall, Washington, Durham. [7773]

1936 NIPPY sports, Ford engine and gearbox. £130, o.n.o. For details telephone BUC 5663. [7774]

FOR SALE—continued

WOLSELEY HORNET DAYTONA SPECIAL, 1933, 2/4-seater. Very good condition. Engine sleeved 6,000 miles. Good tyres. Resprayed. Needs no money spent. £135. Green, Elmtree Avenue, Frinton, Essex. [7775]

MORRIS COWLEY, 1926, 12-h.p. coupé (Hotchkiss engine). Good running order. £35. Busbridges, 609, Liverpool Road, Southport, Lancs. [7776]

BENTLEY 6½-LITRE SPEED SIX. Registered number GK 2472, 5/12/30. Finished in B.R.G. Good tyres, including two Indias (unused). Tele-controls, built-in jacks, P.100s, passlight, windtones. Taxed. Fast and reliable. £225 or near. Demonstration willingly. Foote, 39, Park Street, Weymouth. [7777]

WORKING CONDITION SPARES for M.G. J2 engine. Cam and crankshafts; block and bevel gears. Highest offers. Box No. N778, MOTOR SPORT, 15, City Road, E.C.1. [7778]

RARE 16/65 LAGONDA, 1927, tourer. Excellent throughout. Complete spare engine, dynamo, etc. New tyres. Spares easy. £143. Budd, Tel.: Vigilant (Surrey) 4557, after 6 p.m. [7779]

£30 HAS BEEN OFFERED. I want £37 10s. for 1932 Triumph Seven roadster. Sheppard, 61, Ranelagh Road, Pimlico. [7780]

ALLARD COMPETITION short-chassis 2-seater. Ex-Potter. Complete with supercharger and in full road trim. Extremely potent car in excellent condition. £365. Tel.: Hatfield 2178, or Knebworth 3240 after 7 p.m. [7782]

LAGONDA 3-LITRE, 1933. Good engine and tyres, body rough. Offers over £25 before December 15th to Mills, 105, Cluny Gardens, Edinburgh, 10. [7783]

COOPER built racing shell £15 complete. Tel.: HEN 83-62 [8069]

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SUNBEAM 14-H.P. tourer, 1922. Restored original condition. Auster screen, new tyres. Award, Wolverhampton Rally, 1952. £95, o.n.o. Whitehouse, Winton, Elliotts Lane, Codsall, Staffs. [7784]

FORD PILOT, 1949. Excellent condition. Wireless, heater, Allard aluminium heads. 35,000 miles. £400. Staffurth, 39, Duchy Road, Harrogate. Tel.: 2591. [7785]

BENTLEY 3-LITRE RED LABEL, short chassis. A-type gearbox. Excellent condition throughout. £175. Turnpike Garage, Fareham, Hants. Tel.: Fareham 3261. [7786]

RILEY NINE, 1931, saloon. Body good. New tyres, battery, carburettor. Engine overhauled. Taxed, insured. Wireless. £100, o.n.o. 30, Peel Road, Brighton, Sussex. [7789]

A.C. ACE 16/60, low-built drophead coupé, superbly maintained by enthusiast, many extras. £265, or exchange saloon. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [7791]

BUICK drophead, 3-position, foursome coupé by Carlton Carriage Co. One owner. Superb condition. Two spares. £225 or exchange smaller car. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [7792]

1952 BUCKLER, 1,172 c.c., Mk. X frame, i.f.s., c/r gears, tuned engine, special manifolds and carburettor. Exceptional performance; 50 m.p.g. Green full-width aerodynamic body, aero-screens, windscreen, full weather protection. £450. W. A. Liddell, Fullerton Grange, Andover, Hants. [7794]

MORRIS, AUSTIN, CITROEN. Exchange for Minor or A30. Immaculate Citroën Light Fifteen de luxe. 1948 with 1953 modifications. Fitted Tygan seat covers. Lucas flame-throwers, Lucas Continental windtones, heater, French accessories, with many other extras. Brakes relined; 30 m.p.g. Complete Citroën servicing manuals and service history. Changed circumstances require smaller car. 16, King Street, Shrewsbury. Tel.: 6456. [7796]

LAGONDA 2-LITRE, 1932, sports tourer, low chassis, ex-blower. Engine excellent, general condition fair; performance good; new battery. £170. Box No. N799, MOTOR SPORT, 15, City Road, E.C.1. [7799]

FOR SALE—continued

A MOST UNUSUAL ROLLS. This Phantom II, with sedanca body by Binder of Paris, spent all its life on Park Avenue until 1949. Having done only 55,000 miles it is just about run-in. Superb Grebel lamps, unusual lines and wooden wheels besides its superb condition make this car altogether different from the usual run of Rolls. £295. G. A. Brooks Ltd., Edenbridge, Kent. Tel.: 2372 and 3289. [7797]

M.G. AND RILEY SPARES for many pre-war models. New and used. State your wants. Arthur Bryden, 101, Wellington Road, Leeds. Tel.: 38310. [7798]

30/98 VAUXHALL SPARES, good variety. Few new Rapier engine parts. Unused Hardy-Spicer prop-shafts, complete. Hall, Maple Cottage, Whipsnade. [7800]

1930 LEAF 12/40 2-seater. Fitted Brooklands twin port head. New 1¼-in. S.U.s and balance pipe. New 16-gauge aluminium body on ash frame last year. Bucket seats. Two aero-screens. Full tonneau. Front brakes relined. Excellent order. £160. Aspland, 27, St. John's Green, Writtle, Chelmsford. Tel.: Chelmsford 3161, daytime. [7802]

"SPECIAL" BUILDERS: Ford V8 with fluid fly-wheel and preselector gearbox, not quite complete, gearbox has been rebushed throughout, flywheel fitted to crank; all parts available for completion, £15. Auburn 22-h.p. engine, £5. Hydramatic gearbox, £3 10s. Box No. N803, MOTOR SPORT, 15, City Road, E.C.1. [7803]

ALVIS FIREFLY, 1933, saloon. Recellulosed. Five tyres as new. Wilson box. £150. Tel.: Liberty 2959, daytime. [7805]

VERY RARE VINTAGE H.E. sports saloon, fitted Hotchkiss 12-h.p. engine. Similar to small Bentley. Knock-on wheels, gate-change, etc. Space needed. £85. Tel.: Brighton 21960 (evenings, 29623). [7806]

MORGAN 4/4, 1937, 2-seater sports. Very fast and attractive. Light blue body, dark wings. New hood. Genuine bargain to an enthusiast. £195 (or near). Tel.: Brighton 21960 (evenings, 29623). [7807]

XMAS PRESENT? Powerful, distinctive 12v. fanfare motor horn; unusual opportunity; 29 guineas. Eight jerricans, £3. Large chromed eagle mascot, £6. Skeyne House, Pulborough. [7808]

ALVIS 12/70 tourer, 1938. Twin S.U.s. Excellent coachwork and mechanically. Two owners. Fastidiously maintained. £240, o.n.o. Donald, 36, Inverallan Road, Bridge of Allan, Stirlingshire. [7810]

1929-30 HUMBER NINE SPARES: Engine-gearbox, £15; back axle, £10; front axle, £4 10s.; steering-box, £2; engine for spares, £5. P. Goodger, Mouth Lane, North Brink, Wisbech, Cambs. [7811]

RILEY NINE: 5-stud wheels, £1; pair camshafts, £1; head, manifolds, carburettor, 30s.; steering-box, 10s.; front axle, 10s. Approx. 500 issues *The Motor*, 1943-52, £5. Haywards Cottage, Blackwater, Camberley. Tel.: Yateley 3151. [7812]

MORGAN 4/4, Sept., 1937. New batteries, new hood; resprayed. £175. Box No. N813, MOTOR SPORT, 15, City Road, E.C.1. [7813]

19-IN. M.G. WHEEL and new tyre, centre-spoked. £5. 5a, Aboyne Drive, S.W.20. Tel.: MAL 3057 [7814]

AUSTIN SEVEN 3-bearing crankshaft engine, complete less crankcase. 68, Foresters Drive, Wallington, Surrey. [7815]

RILEY 1½-LITRE LYNX, 1938. Engine and clutch completely overhauled recently. Excellent condition throughout. Genuine 30 m.p.g. Grey with blue upholstery. £365. Platt, 150, Moss Lane, Timperley, Cheshire. [7816]

£250—RILEY, enthusiastically maintained 12/4 Adelphi de luxe, 1936, saloon. Rapid, roomy, comfortable, economical, handsome! Opportunity. Tel.: Pulborough 175. [7809]

1934, MAY, TALBOT 14/65 drophead coupé, con-rod through sump; block O.K. Crash box, two axles complete, one overhauled, five wheels and tyres. Four new Dunlop remounds, 19 in. £35 lot. Ashby, 28, Cae-Gwynn Road, Whitechurch, Glam. [7817]

SNOW TYRES. Two Goodyear Suregrips, 6.70 by 15. Practically new. Offers. 14 Lauderdale Drive, Petersham, Surrey. [7818]

V8 CHASSIS in running order. All parts good condition, but no body. Urgent sale required; any unreasonable offer considered. Tel.: Downland 4740. [7819]

£130, O.N.O. Delage saloon 18.2 (1932). Very good condition body/mechanics; 25 m.p.g.; good oil pressure; any inspection. Tel.: GRA 2392. [7820]

LAGONDA 3-litre sportsman's coupé. First reg. 13.1.33. Well maintained. £160, or best offer. Glenn, Shute End House, Wokingham. Tel.: 178. [7821]

LAGONDA 4½ sportsman saloon, 1934. Good condition. New tyres. £150, o.n.o. 58, Burbage Road, S.E.24. Tel.: Brixton 6534. [7823]

HERCULES DIESEL-ENGINED Studebaker-President, 1938. Overdrive. Excellent car. £450. 104, Willoughby Road, Langley, Bucks. [7825]

FOR SALE—continued

ALVIS 12/60 saloon, 1932. Rebores, reground crank, new pistons, etc., new dynamo, two new tyres (others good), brakes and clutch relined and partial body rebuild in past year. 26/28 m.p.g. on single carburettor. Best offer taken or exchange smaller bus with cash adjustment. Campion Close, Cheselbourne, Dorchester, Dorset. [8055]

4½-LITRE LAGONDA, 1934, Freestone & Webb close-coupled drophead coupé, in excellent condition. £170. Humerstow, The Clifden Arms, Worminghall, Aylesbury, Bucks. [8056]

1935 TRIUMPH SOUTHERN CROSS, 10.8 H.P., 2-seater. Condition and mechanics good. £100. 14, Cowbridge Crescent, Malmesbury, Wilts. [8058]

M.G. J2. Two cranks shafts, suitable J2, with alloy rods. Also Wolseley Hornet back axle. W. Bishop, 9, Norman Road, Swindon. Tel.: 4048. [8059]

1932 FRAZER-NASH T.T. REPLICA. Excellent condition. Rewired, rebodied. Absolutely as original. New battery. £135. Metcalf, 87, Penkett Road, Wallasey. [8060]

ALVIS FIREFLY 4-seater, 1932/33. Just had complete overhaul, including new fitted carpets and Dunlopillo seat interiors. New tyres fitted, good hood and sidescreeens. Taxed and insured. Any trial. £150. Watson, 30, Norwood Road, Eghingham, Surrey. Tel.: Bookham 2714. [8061]

RILEY NINE RADIATOR, 1931/32. Complete, £4. Philco 12v. radio, £8, o.n.o. A. Mather, Alverton, Tomswood Road, Chigwell, Essex. [8062]

ALVIS 12/50 2-seater touring. Quite good condition. Reliable. Well worth £50. 122, Westbourne Park Road, W.2. Tel.: BAY 2288. [8064]

F.N.-B.M.W. 2-litre cabriolet, 1937. Excellent mechanical condition throughout. Complete overhaul this year. For sale only because new car has been delivered. £250, or offer. Box No. N065, Motor Sport, 15, City Road, E.C.1. [8065]

WOLSELEY HORNET SPECIAL drophead 12-h.p., cross-flow head. Twin S.U.s, etc. Around £125. Also 1948 Standard Eight drophead; 50 per cent. new upholstery. Full engine overhaul. Around £240. D. B. Kerslake, 73, High Street, Barry. [8066]

FORD EIGHT CYLINDER HEAD, skimmed .070 in. £3. Four Andre friction shock-absorbers, almost new. £6. Four Morris Eight series 1 and 2 brake drums. £1. Bease, Worth Hall Farm, Worth, near Crawley, Sussex. [8069]

AMILCAR SURBAISS engine and gearbox. Block damaged. Offers. *The Motor Cycle*, 1947-1950, inclusive. Very good condition. Offers. Manchester area. Box No. N070, Motor Sport, 15, City Road, E.C.1. [8070]

AUSTIN SEVEN TOURER. Excellent condition throughout. Taxed. £60. 42, Bourn Avenue, Hillingdon, Middlesex. Tel.: Uxbridge 5663. [8072]

CAMBRIDGE ENGINEERING offer interesting chassis with 8-h.p. o.h.v. engine, all independent suspension, wishbone-type chassis frame, new lightweight wheels and tyres. Would make ideal rally/competition car with aerodynamic-type body fitted; in chassis form only. £200. Reconditioned Cambridge Special racing/sports 2-seater. Used this season for competition only. Now fitted with reconditioned engine, transmission, front and rear axles, new brakes and new wheels; requires running-in. £300. One other recently completed Cambridge Special with works engine available. Open to offers. Cozette Austin Seven supercharger, blown-type Ulster induction with blow-off valve. Arnott supercharger, suitable 10/12-h.p. car, little used. Reconditioned 1931 narrow-track Austin Seven rear axle, ditto, 1934, complete; 1930/39 reconditioned Austin Seven engines from stock. S.A.E., particulars, state requirements. Cambridge Engineering, Cambridge Road, Kew Green, Surrey. Tel.: Richmond 2126. [8073]

TRIUMPH GLORIA 10-h.p., 1936, 4-seater touring, green. Excellent coachwork, hood, etc. New interior trimming. Engine just rebored, etc. £160. Alternatively would sell Fiat 500 2-seater touring, 1938, rebuilt by Mayfair, 1951. Subsequent engine overhaul by Fiat, new battery, starter, dynamo, hood and steering overhauled. £250. Luggage trailer 2 ft. 8 in. by 5 ft. 3 in. £15. Morris Eight, 1932, 4-door saloon. £60. Richards, 106, Wood Lane, London, N.W.9. Tel.: Colindale 5322. [8074]

1949 TRIUMPH ROADSTER 2,000 coupé. New engine, battery. Good tyres, hood. Seen Hampshire. £525. Private sale. Box No. N075, Motor Sport, 15, City Road, E.C.1. [8075]

TALBOT 8/18, 1924. Special sports body, 1934. Sleeved and filled h.c. pistons. New 18 by 5.00 tyres on well-base rims. In thorough repair. Licensed. Inquiries invited. Colonel Icke, Rode, Bath. Tel.: Beckington 331. [8076]

£185. 1934 ALVIS SPEED TWENTY close-coupled sportsman's saloon in black and green, green leather, sliding head; i.f.s., P.100s, many extras, well shod, new batteries, etc., etc. A fast and beautiful car in daily use. Lieut.-Comdr. Morgan-Giles, H.M.S. *Hornet*, Gosport, Hants. Tel.: Gosport 89166, or Stubbington 273. [8077]

PB M.G. Chassis fitted light aluminium sports/racing body. Complete car less engine and gearbox. Most parts as new, including four tyres. Seen near Bury St. Edmunds. £75, of offer. Rash, Taverham, Norwich. Tel.: Drayton 340. [8079]

FOR SALE—continued

ALVIS SPEED TWENTY, 1935, 2-seater sports model, 4-seater open. Real enthusiast's car in tip-top condition and immaculate appearance. Mechanically sound (replaced Alvis block and pistons fitted 500 miles ago), bodywork black, first-class, with attractive modern sweeping back. Hood, screens, tyres and chrome very good. Batteries new. Real bargain at £195. Seen, tested and inspection by appointment. Low mileage. Exchange smaller car considered. Moss, 9, Lyndhurst Grove, Chaddesden, Derby. [8081]

ASTON MARTIN 1½-litre Bertelli saloon. Excellent condition throughout. Must sell. No reasonable offer refused. Discombe, 117, Shelford Road, Radcliffe-on-Trent, Notts. [8082]

ALFA-ROMEO, 1932, 1,750-c.c. Type C unblown silver-grey 2-seater. Body by James Young. Excellent condition. £290, o.n.o. 11, Broadway West, Fulford, York. [8083]

ALVIS 12/60, 1932, model, wide 2-seater. Blue. Above average mechanically and bodily. Offers. Reeves, 12, York Road, Farnham (Tel.: 5128). [8084]

AUSTIN 750 saloon. All high performance mods. Genuine 37 m.p.g. at cruising 60. Numerous club firsts over past three seasons. £75. Kramer, 37, The Ridgeway, Finchley, N.3. [8087]

1934 MODEL RILEY NINE drophead 2-seater coupé. Immaculate condition. Exchange for Riley saloon. For disposal: Riley Alpine gearbox, back axle and body. 158, Clifton Road, Shefford, Beds. [8088]

FRAZER-NASH B.M.W. Type 55 2-seater. Recent overhaul. New hood, sidescreeens. £350, o.n.o. Tel.: Kensington 4621. [8089]

B.S.A. SCOUT. £275. New tyres, battery, resprayed. "Kinross," Northend Lane, Downe, Kent. [8090]

LEA-FRANCIS, 1927, 10-h.p. Meadows. Grey and blue. Distinctive and original ducks and back body. Very good mechanically. Excellent hood and sidescreeen. Good tyres, new spare. Good electric. £200. J. Pieton, 28, William Way, Letchworth, Herts. Tel.: Letchworth 555. [8093]

MY FULL STOCK OF SPARES available for 1928 Talbot 14/45. Dorman, "Stella Maris," Sandridge Road, St. Albans. Tel.: St. Albans 4921 (after 7 p.m.). [8094]

LAGONDA 2-LITRE high-chassis S.S. touring. Good hood and tyres. General condition excellent. Cornwall. £100. Box No. N182, Motor Sport, 15, City Road, E.C.1. [8182]

FORD V8, 1937, brake-type van. Decently shod, reliable, in daily use. £50. For Ford: A-type gearbox, £3; ditto c.w.p., £5. Scintilla Vertex for 8-h.p., £4. 1928 Austin Seven dynamo, O.K., £3; 4.9 axle, stripped and rebuilt, £12. Baguley, Tudor Garage, Aston-on-Trent, Derby. Tel.: Shardlow 356. [8183]

INVICTA 4½ SALOON. Aluminium body by Cadogan. This car has been very little modified. Fair tyres. Licensed to end of year. Owing to needing detail attention is offered for low price of £70. Young, 60, Lichfield Road, Sutton Coldfield, Birmingham. [8184]

SINGER NINE 4AB ROADSTER, 1951. Red/red leather; 13,000 miles, fully equipped. Immaculate. Taxed, insured. £395. 98, Davies Road, West Bridgford, Nottingham. Tel.: 89143. [8185]

BENTLEY 4½-LITRE, 1928, V.D.P. touring. First-class condition. Mechanical history since 1936. £350, o.n.o. Playfoot: Tel.: Wimbledon 2166. [8186]

FOR SALE—continued

A BARGAIN for a "special" builder, 1933 Rover Pilot (14-h.p.), chassis stripped, engine lined, and new valves, brakes overhauled. Newton shock-absorbers on front. No tank. At Andover, Hants. £20 only. Box No. N095, Motor Sport, 15, City Road, E.C.1. [8095]

AUSTIN ULSTER, 750 c.c. Rebuilt 1953. All details: J. A. Wales, Bassingham, Lincs. [8096]

£100—FIAT 1,500 saloon, 1939, or exchange something open. Phoenix Green Garage, Hartley Wintney, Hampshire. [8097]

COMPLETE CONVERSION to manual gearbox for Lagonda Rapier, including suitable speedometer. Lane, 123, Whyteleafe Road, Caterham, Surrey. [8114]

DAIMLER sports saloon (Mulliner) on 1935 straight-eight 26-h.p. chassis. Original quality unimpaired at 54,400 miles. Offered by private owner (sole driver for last five years) at £325. Box No. N115, Motor Sport, 15, City Road E.C.1. [8115]

1953 REGISTERED 350-C.C. A.J.S. motor-cycle. Tele. rear-springing. Hot motor. Grass and scramble trim. Good order. £95, o.n.o. Tel.: Basildon 287. St. Olaves, Arterial Road, Laindon, Essex. [8099]

COOPER MK. VI, £350. Single-cam Norton, £100. Two J.A.P. engines, £40 each. Two gearboxes, £20 each. Trailer, £40. Piles of spares, come up and spend the weekend with me and try her out. Peter Gordon, Little Ferby, Golspie, Sutherland. Tel.: Golspie 106. [8100]

SPARES AVAILABLE (apart from new M.G. parts) for: Alvis 12/50; Firefly, 17 h.p., 20 h.p.; Armstrong Seventeen; Austin 7 h.p.; Bentley 3-litre, 4½-litre; Daimler Fifteen; Essex Eighteen; Ford V8; H.W.M.-Alta; Invicta 1½-litre; Jaguar 3½-litre; Lagonda 16/80, 3-litre, 4½-litre, LG54; Maserati 2.9; M.G. M. J. P. N. K and 2-litre; Morris Minor; Morris 16-h.p.; Pontiac 34-h.p.; 1935 Pierce Arrow; Riley Nine, 12/6, 14/6; Rolls-Royce Twenty, Phantom; Sunbeam Twenty-one; Talbot Eighteen. Callers only or phone inquiries please. Performance Cars, Windmill Garage, Great West Road, Brentford, Middlesex. Tel.: Ealing 8841 (3 lines). [8102]

BENTLEY BLUE LABEL Mulliner saloon, 26.8 h.p.; chassis No. VA 4078, registered 7/1/33; good condition. £165. Terms, exchanges. Oliver Autos, 100-106, Peckham Rye, S.E.15. Tel.: New Cross 2563. [8103]

A.C. sports 2-seater coupé, 16 h.p. o.h.c., 1933. Smart, body good order. £85. Terms, exchanges. Oliver Autos, 100-106, Peckham Rye, S.E.15. Tel.: New Cross 2563. [8104]

LAGONDA 2-LITRE rear axle complete, brakes and drums, etc., perfect condition, £25. Pair 3-litre Bentley axle shafts, one hub two rear brake drums, £17. International Aston Martin twin-carburettor manifold, £4 10s. Also four light alloy con.-rods, £12. One set h.c. 4½-litre Lagonda Rapide pistons, complete with Wellworthy rings, in good condition (standard size), £5 10s. Thompson, 9, Beresford Drive, Southport. Tel.: 88155. [8105]

FRAZER-NASH, 1934, T.T. Replica, Meadows 4ED. A runner but needs some attention. Best offer over £100. Tel.: Ferndown (Dorset) 224. [8106]

1941 (FIRST REGISTERED) MERCEDES-BENZ cabriolet, similar to 500K, with 3.8-litre engine, supercharged, l.h. drive; finished black and grey with red leather upholstery. A really beautiful specimen. £435. Pantiles Service Garage, London Road, Guildford. [8107]

1939 B.M.W., TYPE 328, sports 2-seater, finished cream. Splendidly maintained by a very enthusiastic owner; magnificent condition throughout. An excellent specimen of this model. £565. Pantiles Service Garage, London Road, Guildford. [8108]

1937 RAILTON sports saloon, finished grey and superbly maintained by enthusiastic owner, and fitted many extras, including radio. £195. Pantiles Service Garage, London Road, Guildford. Tel.: Guildford 5326. [8109]

1934 ALVIS 16.9 saloon. Excellent mechanical condition. Seen Amersham. Price £150. Tel.: MAN 0224. [8110]

ALVIS FIREFLY saloon, 1933. £130, o.n.o. Horton, 56, Waldemar Avenue Mansions, London, S.W.6. Tel.: Renown 3580. [8117]

1937 RILEY 12-H.P. ADELPHI saloon. Very sound and clean. A real bargain. £225. West London Motors, 205, Fulham Palace Road, W.6. Tel.: Fulham 0066. [8118]

BREAKING HUMBER 9/28 saloon, 1929/30. Most parts. Excellent body. Write: 100, Sherrard Road, E.7. [8140]

RILEY NINE AND 12/4: Chassis, axles, king-pins, pistons, valves, clutch thrust races, crown-wheels and pinions, gaskets, etc. Scintilla Vertex magnetos, £7 each. For Riley spares and service. Arthur Bryden, 99-101, Wellington Road, Leeds. Tel.: 38310/38625. [8119]

RILEY NINE, 1933. Sell or exchange Ford Ten or M.G. Condition reasonable. Box No. N120, Motor Sport, 15, City Road, E.C.1. [8120]

RILEY NINE 1932. Overhauled, rewired, resprayed. Very tidy. £85. Also another for wrecking. £15. Tel.: Folkestone 4015. [8121]

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1950 Allard J2 comp. 2-seater	£595	1935 Lagonda 3½-litre V.D.P. tourer	£195
1949 Allard 81M d/h coupe. Choice of three. From	£365	1934 Lagonda 4½-litre V.D.P. tourer	£215
1947 Allard 71K 2-seater	£345	1932 Lagonda 2-litre V.D.P. tourer	£165
1950 Alvis 14-h.p. 2/3-seater roadster. Exceptional	£675	1948 (Rebuilt) Maserati 2.9-litre (Grand Prix) 2-	
1948 Atalanta V12 d/h coupe. Specimen	£395	seater. Ex-Tim Birkin, ex-Crampton (The Motor,	
1935 Alvis Speed Twenty tourer	£245	12/8/53 refers)	£595
1938 Alvis Speed Twenty-five d/h coupe	£345	1939 Morgan 4/4 2-seater. Exceptional	£275
1935 Alvis Speed Twenty Charlesworth saloon ...	£195	1953 M.G. TD 2-seater. As new. Many extras ...	£675
1940 Aston Martin 2-litre Type C Speed Model ...	£425	1952 M.G. TD 2-seater. Sound	£545
1936 Aston Martin 1½-litre Ulster Show Model ...	£495	1949 M.G. TC 2-seaters. Choice of Two. ... From	£410
1936 Aston Martin 2-litre Speed Model, ex-Horsfall	£695	1947 M.G. TC 2-seaters. Choice of two ... From	£365
1934 Aston Martin 1½-litre Le Mans tourer. Spec.	£325	1940 M.G. TB Tickford coupe	£345
1932 Aston Martin 1½-litre tourer	£145	1938/9 M.G. TA 2-seaters. Choice of three. From	£265
1930 Aston Martin 1½-litre International tourer	£195	1934 M.G. PA 2-seaters. Choice of two ... From	£155
1929 Alfa-Romeo 17/50 d/h coupe	£245	1936 M.G. PB 2-seaters. Choice of two ... From	£210
1929 Bentley 4½, fitted late saloon body (rebuilt) ...	£325	1933 M.G. J2 2-seaters. Choice of four ... From	£125
1924 Bentley 3-litre, 4½ engine. Exceptional ...	£295	1938 M.G. VA 1½-litre tourer	£295
1925 Bentley 3-litre Red Label tourer	£215	1937 M.G. 2-litre sports saloons. Choice of 2, from	£195
1924 Bentley 3-litre short-chassis 2-seater	£225	1937 M.G. 2-litre d/h foursome	£245
1928 Bentley 4½-litre coachbuilt utility	£125	1939 M.G. 2.6-litre sports saloons. Choice of 2, at	£275
1939 Fiat 500 cabriolet foursome	£245	1938 Mercedes-Benz 500K f/h coupe, ex-Caracciola	£845
1937 F/N-B.M.W. Type 40 rebuilt str'mlined coupe	£395	1937 Mercedes-Benz Type 500K, Type B cabriolet	£415
1951 Frazer-Nash Le Mans Replica. Ex-Sidney		1936 Mercedes-Benz Type 290K cabriolet	£375
Greene. Driven by Moss and Salvadori. Latest		1937 Riley 1½-litre Falcon saloon	£195
140-b.h.p. B.S.1 engine fitted 1953	£1,395	1937 Riley 1½-litre Lynx. Exceptional	£295
1947 Healey 2½-litre tourer	£575	1933 Rolls-Royce 20/25 Salmons cabriolet	£395
1948 H.W.M./Alta, ex-Heath, streamlined 2-seater	£1,045	1934 R.-R. 20/25 Hooper saloon. Engine overhauled	£495
1931 Invicta 4½-litre low-chassis coupe	£245	1933 Rolls-Royce Phantom II limousine	£265
1951 Jaguar XK120. Low mileage. Extras	£995	1926 Rolls-Royce Twenty Replica d/h foursome ...	£395
1946 Jaguar 2½-litre sports saloon	£395	1939 Singer Nine roadster. One owner	£275
1938 Jaguar 2½-litre d/h foursome	£265	1935 Singer Nine Le Mans 2-seater	£165
1937 Jaguar S.S.100 comp. 2-seater. Specimen ...	£525	1939 Triumph 14-h.p. Dolomite roadster	£295
1937 Jaguar S.S.100 comp. 2-seater. Sound	£375		
1937 Jaguar 2½-litre sports saloon	£195		
1935 Lagonda 3½-litre sports saloon	£175		

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FOR SALE—continued

ALVIS, 1934, SILVER EAGLE 16.9 six-light saloon. Excellent condition. New crown-wheel and pinion; batteries. Any trial, or exchange Firefly, Riley Nine, etc. Walsley, 65, Gisburn Road, Barnoldswick, Yorks. [7824]

PAIR LUCAS P.100 HEADLAMPS. One incomplete. £5. J. N. Gilbey, South Cadbury, Yeovil, Somerset. [7826]

ALVIS SPEED TWENTY, 1932. This car has been extensively overhauled mechanically. It is O.K. electrically, and is of good appearance. High cruising speed and the usual superb handling. Open tourer. £95. 25, Malvern Road, Hampton, Middlesex. [7827]

J2 COMPLETE ENGINE, gearbox and detachables. Sound condition. £25, o.n.o. Tel.: Buckhurst 1260. [7828]

TWO FLOOR SEAT CUSHIONS. Dunlopillo, red leather; 14 in. by 18 in. Rounded back end. Ideal for special. 55s. 29, Charlwood Road, Tel.: PUT 8930. [7830]

TALBOT 95 SALOON, 1933. Front screen cracked. Needs new tyres. "Goes Like a Fire Engine" (local P.C. says). £27 10s., o.n.o. "Rose and Crown," Ashdon, near Saffron Walden, Essex. [7831]

1,172 FORD-ENGINED SPECIAL, 1950. Double-core rad., Eight head. Oil coil, twin S.U.s. Two spares. Hood, side-screens. Ideal for trials, Auto-cross, etc. £150. Rander, Montebello, Totteridge, London. Tel.: Mill Hill 2174. [7833]

ROLLS-ROYCE, 1929, 40/50 coupé-de-ville modern lines, disappearing division; sound throughout, good tyres. What offers? Breaking 1929 20/22 for spares. Complete engine from 1928 40/50. Odd wheels and tyres. Must clear. Harold Garage, Lowmoor, Bradford. Tel.: Lowmoor 954. [7834]

TROJAN, 1939, VAN. Insured January. Tyres reasonable. Recent 2,000-mile tour. Also R.E. chassis less engine, gearbox. All together £20. List, North Lodge, Portsmouth Road, Guildford. Tel.: 5757. [7835]

ROVER 16-H.P. WEYMANN sportsman's saloon, 1929. Two owners 55,000 miles. Unique vintage car in original and good condition. New battery, spares. Taxed, insured. £75. Flt.-Lt. Lewis, R.A.F., Coningsby, Lincoln. [7836]

1927 HUMBER 9/20 coachbuilt saloon. Licensed. £55. Albert, 10, Riverview Gardens, S.W.13. Tel.: RIV 1284. [7837]

S.S. AIRLINE, 1935. £90, o.n.o. 14, Chandos Road, Harrow, Middlesex. Tel.: HAR 2882 (6-7 p.m.). [7838]

M.G. TD, Dec., 1951. Black with red leather in original unmarked condition. Fitted works reconditioned engine 2,000 miles ago. Total mileage 26,000. New hood, heater, etc. £495, o.n.o. 95, Bushey Grove Road, Bushey, Herts. Tel.: Watford 7606. [7840]

ROVER SPEED TWENTY coupé, December, 1933. Good condition. £75. Webster, 92, Thornton Road, Liverpool 16. Tel.: Childwall 4839. [7841]

HUMBER TOURER 15.9, 1923. Engine overhauled. Good tyres. Complete spares. Taxed, insured. £80, or haggle. 6, Montrose Way, Datchet, Bucks. [7842]

1932 AUSTIN SEVEN saloon. New tyres, rewired. £55. Barnes, 34, Oakwood Drive, St. Albans. [7843]

JAGUAR 100 2-seater 2½-litre, 1938. Excellent throughout. £360. Clarke, 2a, Hermitage Road, Manchester 8. Tel.: CHE 4027. [7844]

1938 MORGAN THREE-WHEELER (Ford Ten). 50 m.p.g. Excellent condition. £180, o.n.o. Buckler Ford wanted. Krous, Welton Road, Brough, Yorks. [7845]

FOR SALE—continued

M.G. J2 doorless body; hydraulic brakes, well shod. Good condition. £95. Gray, 68, Church Road, Saughall, Chester, Cheshire. [7846]

ALLARD, 1946/48, famous 2-seater racing car— ex-Warburton. Fantastic acceleration. 1st: 40, 2nd: 70 top: 105 m.p.h. Road equipped. Ready for 1954. £475, or exchange Triumph roadster, Austin Atlantic or Cooper Mark V plus cash. Graham-Maude, 2, Mayfield Grove, South Reddish, Stockport, Cheshire. [7847]

TYPE 40 RUGATTI, 1929. Good condition. £190, or offer. R. O. Williams & Company, Park Station Garage, Duke Street, Birkenhead. Tel.: Birkenhead 2414/5. [7848]

RILEY ALPINE saloon. Engine bored and sleeved standard, shaft reground and brakes relined 8,000 miles ago. Everything perfect. Excellent battery, tyres. 1932. Gift. £110, o.n.o. Howard, 26, Wimborne Road, Poole (Tel.: 538), Dorset. [7849]

1933 LANCHESTER TEN saloon in good order. £65 o.n.o. Talbot 14/45 saloon breaking for spares. Bernard, Shelwick, Hereford. [7850]

B.M.W. 1½-LITRE TYPE 315. Engine complete. £40. Six new pistons for same. £12. S/H bevel and crown and races. £10. Two Morris Eight Series 1 and 2 engines, complete with clutch. £10 each. Ford Eight engine. Overhauled. £25. Austin Eight, 1947. £15. Pangbourne Motors, Ltd., Pangbourne, Reading, Berks. Tel.: Pangbourne 424. [7851]

SPECIAL AVON STANDARD TWELVE 2½-seater saloon. Four-cylinder "Flying Twelve" engine. Recent complete mechanical overhaul, including engine, steering, springs, brakes, etc. (Bills shown.) Attractive coachwork recently resprayed and interior re-trimmed. Almost new tyres. £200. Crane, Hollesley, Woodbridge, Suffolk. [7852]

MEADOWS 3-LITRE 6-cylinder engine, virtually new. £60. Atalanta 2-litre Laystall crank. Hydrium rods, dismantled. £35. Miles, 43, Ashley Road, Walton-on-Thames. Tel.: 679. [7855]

AUSTIN HEAVY 12¼ SALOON. Good condition. New tyres, carburettor and battery, etc. £55. Also 1932 Raleigh 500-c.c. o.h.v. motor-cycle. Good condition. £12. Hardy, 2 Clorane Gardens, N.W.3. Tel.: Hampstead 4203. [7856]

LAGONDA 4½-LITRE L.G.45, 1936, pillarless saloon. Replacement engine recently fitted and car overhauled at a cost of over £300. Mechanically sound and in excellent general condition. Offers to: 147, Norfolk Street, Sheffield 1. [7857]

FORD EIGHT SPECIAL 2½-seater saloon. Reconditioned engine 9,000 miles, also gearbox, back axle, steering. Car completely rebuilt on modern lines with new parts where necessary. Heater, demister, November, 1951, registration; 38 m.p.g. Carefully driven. £110. 89, Beltinge Road, Herne Bay, Tel.: Herne Bay 2070. [7858]

M.G. TC, 1949. Black, 30,000 miles. Seven tyres, three unused. Radio, sports coil, windtone horns, spotlight, floor mats, seat covers, concealed second ignition switch. Engine and bodywork most carefully maintained. Good reason for sale. £415, o.n.o. Seen any time. D. Lainchbury, Grange Cottage, Kingham, Oxon. Tel.: Kingham 257. [7859]

RILEY NINE MONACO Mk. IV Plus ultra 4-door saloon, 1933, manual box; in good condition. £100, o.n.o. 15, Diamond Terrace, off Point Hill, Greenwich, S.E.10. [7861]

MERCEDES-BENZ, 1938, drophead 22.6-h.p. over- drive, wireless, etc. £80 recently spent on front suspension and engine overhaul. £300, or offer. Peters, 16, Cedars Road, Beckenham, Kent. Tel.: Beckenham 1797. [7864]

B.S.A. SCOUT coupé, June, 1938. Low mileage, mechanically sound, excellent appearance. £110. 65, Dartford Road, Dartford. [7871]

FOR SALE—continued

CYCLE WINGS (domed and beaded). Steel, 5-in., 6-in. and 7-in., 10s. each front, 12s. 6d. rears. Packing and carriage 3s. 6d. pairs; 5s. sets. W. G. Ferguson, Bath Road Garage, Nailsworth Glos. [7865]

PA M.G. Black. Reconditioned radiator, springs, rev.-counter. New hood, dash, brake linings, half-shafts. Spot. Re-upholstered, resprayed, reconditioned engine 2 years. £225. Burrows, 1, Merhns Avenue, South Harrow, Middlesex. Tel.: Byron 6631. [7866]

RILEY NINE LYNX, 1934. Twin S.U.s. Scintilla, manual gearbox, original, good condition. £160, o.n.o. Watson, 10, Foster Avenue, Silsden, Keighley, Yorks. [7867]

INVICTA, 1933 model, 1½-litre, black and cream saloon. Engine completely overhauled; crankshaft ground, new bearings, valves, guides—about 7,000 miles since. Preselector gearbox. Leather upholstery in good condition. £120, or offer. Wood, Bungalow, Giggleswick, Settle, Yorks. [7868]

SUPERB M.G. J2. Outstanding and immaculate condition. Duo green, many extra fittings. Dennis Clements, Shipham, Somerset. Tel.: Winscombe 3293. [7869]

REBUILT 1,087-C.C. M.G. A very beautiful motor car. Body similar to Triumph roadster. A car on which a fortune has been spent. Colour: cherry red, with red hide and carpets. Sell or exchange 37/38 TA in equally good condition. Photos on request. Dennis Clements, Shipham, Somerset. Tel.: Winscombe 3293. [7870]

LYNX RILEY NINE tourer, silver-green. Unused Laystall sleeved and ground engine (out of car). Newish hood, tonneau, tyres. New twin S.U.s, gearbox races. £200. Also spares: Axle, crank, steering, etc. B. Eisler, Flat 7, 23, Compayne Gardens, N.W.6. Tel.: MAI 6828. [7872]

1949/53 MORRIS MINOR tourer. Body/chassis unit with doors, boot door, and one front wing. £35, or offer. Butler, Arch 365, Station Road, Forest Gate, London, E.7. Tel.: MAR 4660. [7873]

FOR XK120. Brand new surplus stiff suspension kit complete. £15 10s. For S.S.100, 90, two wire wheels, complete with good tyres and tubes. £10, f.o.r. 65, Victoria Road, Worthing. [7874]

RUDDS RECOMMEND: The ex-Michael Antony S.S.90 super sports 2-seater, well known for its excellent record at Goodwood. Very similar in appearance to the "100" model. This particular car has been the subject of extensive speed modifications to improve the performance beyond recognition. Recently refinished in dazzling cream cellulose and fitted with high-grade green leather racing bucket seats, its appearance would be outstanding in any company. The all-weather equipment includes effective side-screens, and is all brand new. There is an aero-screen. Tyres are unworn. £265. Some terms available. Exchanges. Rudds, opposite Central Station, Worthing. Tel.: 4635. [7875]

RUDDS RECOMMEND: An excellent blower Bentley 4½-litre Vanden Plas tourer in black with red leather. Fitted "D" box, unworn tyres, all-weather equipment. £350, o.n.o. Rudds, opposite Central Station, Worthing. Tel.: 4635. [7876]

RUDDS RECOMMEND: A superbly maintained Straight Eight Railton 4-seater sports, attractively finished in highly polished black cellulose, believed original, and well preserved red leather. Recently the subject of extensive engine reconditioning, a full engineer's report is available. All tyres are unworn, spare unused. New hood, good battery. Taxed. £175. Rudds, opposite Central Station, Worthing. [7877]

FIAT 509 coupé. Well preserved. Recent rebore. Handbook, tools, spares. £65, or chuffer. 14, Mountfields Drive, Loughborough. [7880]

FOR SALE—continued

SUNBEAM TALBOT TEN, 1939, sports tourer. Engine recently overhauled. £265, or offer. Box No. N122, MOTOR SPORT, 15, City Road, E.C.1. [8122]

SPORTS BODY for Austin Seven. Cambridge engineering make, long-chassis type. Unused. Box No. N124, MOTOR SPORT, 15, City Road, E.C.1. [8124]

RILEY NINE, 1932, brake body. 6,000 since rebore, bearings. New c.w.p., king-pins, overhauled magneto, dynamo. Good tyres. Handbook, £35, offers. "Clementia," Woodruff Avenue, Burpham, Guildford. Tel.: 4137. [8125]

ALVIS FIFTEEN sports saloon (manual box). £75. Morley, 22, Hogarth Place, S.W.5. [8126]

GOOD HOME AND SENSIBLE OFFERS wanted for Lagonda Rapier open 2/4-seater, 1935. In my ownership since 1938 and a very nice example. Rackham, Rydal, Winscombe, Somerset. [8127]

£100. ALVIS SPEED TWENTY-FIVE, 1936. Requires attention due to sea water. P.100s, fog lamps and all complete, including new tyres. Clare's Motor Works, 260, Knights Hill, London, S.E.27. Tel.: GIP 0132. [8130]

TALBOT SPARE PARTS. Clare's Motor Works have now purchased from Messrs. Rootes the whole of their spares for all 6-cylinder models, also Sunbeam Talbot, 1930 or 1938, including gaskets, pistons, rings, valves, bearings, wheels, etc., etc. Please send patterns or part numbers. Also spares for all other makes of cars. Clare's Motor Works, 260, Knights Hill, London, S.E.27. Tel.: GIP 0132. [8131]

AUSTIN SEVEN SPECIAL, 1936, Ruby chassis. In excellent condition, with 1938 engine. Very smart 2-seater body in B.R. green. First registered 1951. Good battery, tyres, hood. £125. 5, Orchard Rise, Richmond Surrey. Tel.: PRO 5316. [8133]

MORGAN PLUS FOUR, 1952, 2-seater. Overhauled by makers last winter. Tyres good. New side-screens. Two spare wheels. Can be seen London or Hampshire. £500. Box No. N137, MOTOR SPORT, 15, City Road, E.C.1. [8137]

FRAZER-NASH B.M.W., 1936, 2-seater coupé. Type 55. Recent overhaul of over £80. Cash £225, or exchange 4-seater coupé. Rev. J. Davey, The Catholic Church, Mutton Lane, Potters Bar, Middlesex. [8138]

"MOTOR SPORT," 1947-53, *Autocar*, 1941-53. Most back numbers available in good condition. Offers wanted for lots or single copies. Shepherd, 25, Royal Avenue, S.W.3. Tel.: Sloane 1707. [8139]

A.C. 16/80, 1935, 4-seater. New battery and dynamo. Exceptional mechanical order. £175, o.n.o. Cook, Orchard House, The Green, Paulerspury, Northants. [8144]

M.G. J4/PB. Lightweight body. New 16-in. wheels, tyres, battery. Lined engine. Offers around £225. Also 4½ Invicta. Good condition. Offers. 67, Cedar Grove, Yeovil. [8145]

1934 16-H.P. S.S.1 SALOON. Complete and running, but in poor condition. Untaxed. £30. Box No. N146, MOTOR SPORT, 15, City Road, E.C.1. [8146]

1936 RILEY 9-H.P. MERLIN 4-door sports saloon. Black with leather upholstery. Recently had £95 overhaul. Good tyres. Fast and economical. £175. Consider part-exchange. 14, Offington Gardens, Worthing. Tel.: Swanedan 849. [8147]

ALLARD, 1938, 4-seater tourer. New hood, side-screens, battery. Marchal headlamps. Coil spring i.f.s. Hydraulic brakes. £190, o.n.o. Manning, 18, Alverley Lane, Doncaster. [8149]

INVICTA 4½. Probably the best in existence. Very special low-chassis model with aluminium 2/4-seater body. Resprayed Alpine blue, re-upholstered in dark blue leather. A potent, handsome car, rebuilt throughout to near new condition. Dean, Stanmores, Loughton, Essex. Tel.: Loughton 3805. [8150]

500-C.C. TRIUMPH portable lighting units with alloy Grand Prix type engines. Ideal for specials etc. £20, plus £1 carriage G.B. From Purslow Motor Cycles, Shrewsbury. [8151]

IMMACULATE VINTAGE AUSTIN 12/4 saloon. Ideal family car in perfect condition. £100, o.n.o. Murray, Gayfields, Cutbush Lane, Earley, Reading. [8152]

LEA-FRANCIS, 1949, sports 2/4-seater. Excellent condition, newish hood, side-screens, tonneau, tyres; seven working instruments; 1,767 c.c. perfect engine, 87 b.h.p. Outstanding cornering, steering, braking; 90 m.p.h., 24 m.p.g. £450, delivered Liverpool. McElderry, Ardmore, Holywood, Ulster. Tel.: Holywood 2213. [8153]

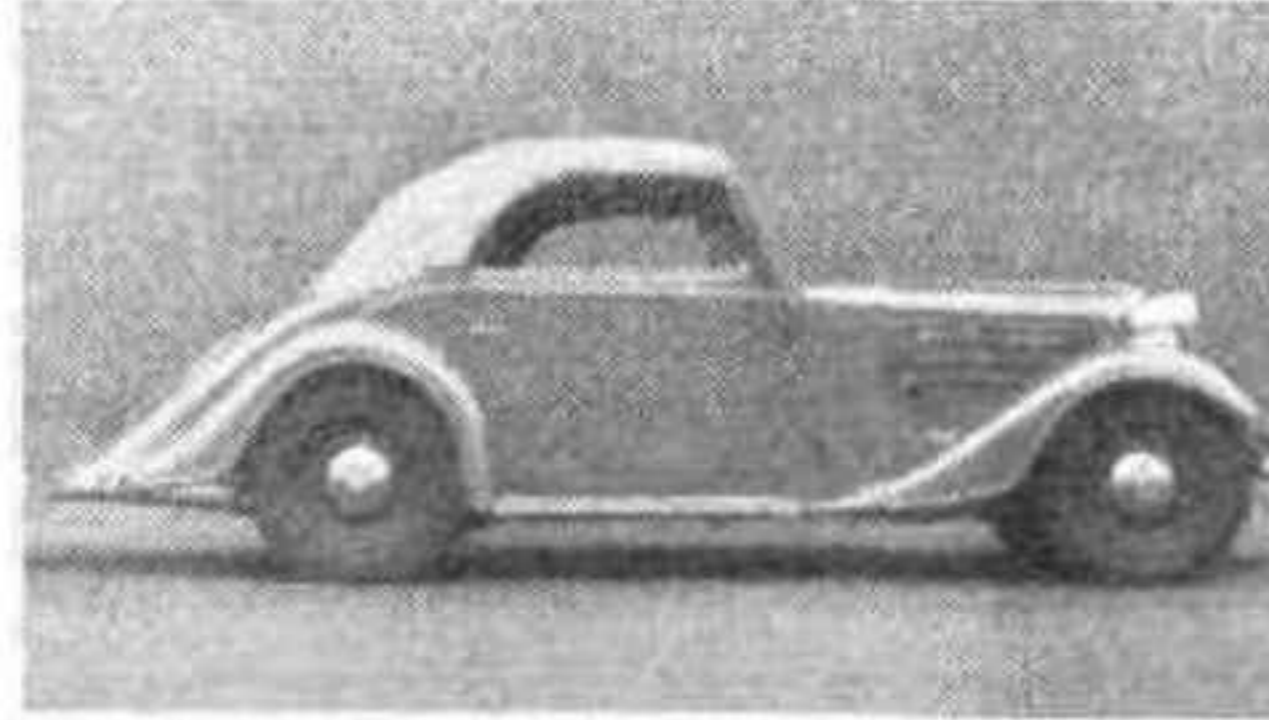
RILEY NINE SPARES. Engine, special series, twin carbs., reground crankshaft, sleeved to standard. Everything guaranteed perfect, not yet run. £50. Hosts of other spares, which include complete front and rear axles, 19-in. wheels, springs, chassis frames, radiators, blocks, heads, crankshafts, half-shafts, prop.-shafts, gearboxes, rocker boxes, steering boxes, brake shoes, drums, torque tubes, etc., etc. S.A.E. please, to C. D. Chapman, 102, Leire Street, Leicester. [8154]

RILEY 12/6 KESTREL, 3 S.U.s. Red and black. Very reliable. Seen Birmingham. £85. Box No. N155, MOTOR SPORT, 15, City Road, E.C.1. [8155]

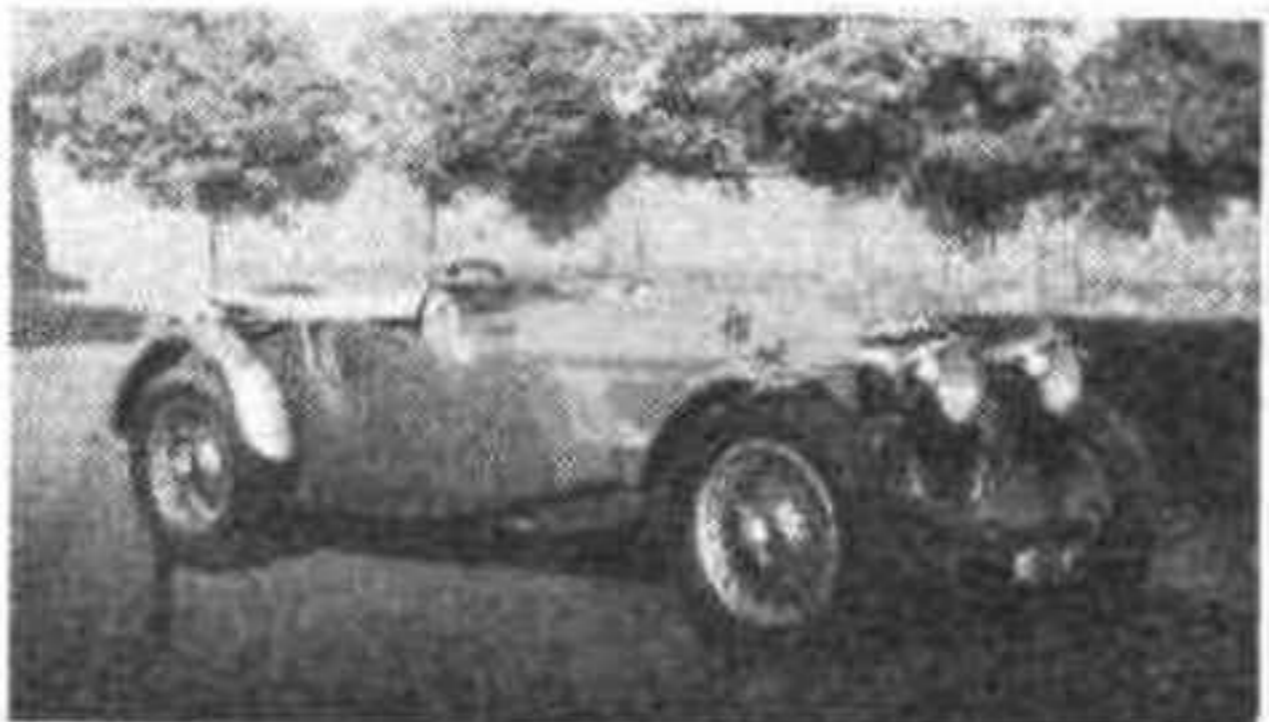
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1936 FRAZER-NASH B.M.W. Type 55 2-seater drophead coupé. Recently resprayed and new hood. Very good tyres and mechanical condition. Taxed £215



1935 S.S.90 2½-litre competition 2-seater in B.R.G. good weather equipment, excellent tyres ... £175

1938 S.S.100 2½-litre competition 2-seater. In extremely good condition. Twin spot lamps, twin windtones, vacuum gauge, good weather equipment, twin spare wheels £375

1938 S.S.100 3½-litre competition 2-seater. In first-class condition in every way. Engine completely overhauled, also chassis, brakes, road wheels quite recently at a cost of over £200. Hood, twin tonneau, side-screens, tyres unfaultable. The whole car is in original condition. Taxed £475

1935 S.S.1 20-h.p. 2-door saloon, in Alfa red. This car has had one owner until 1948 and is in amazing condition throughout. Needs seeing ... £195

1938 M.G. TA in black with beige interior. Good all-weather equipment and tyres. This car has been maintained by an enthusiast £265

1931 INVICTA 4½-litre, 100 m.p.h., low chassis, 4-seater. In beautiful condition in every respect. Come and see it, and make a reasonable offer. No silly letters, please. Callers only. See our previous advertisements on this car.

1947 AUSTIN EIGHT ex-W.D. 4-seater tourer. In good condition generally. New hood, tyres good, motors well, but needs a little inexpensive tidying up £135

AUSTIN SPECIAL 2-seater, Rebuilt 1951, with very nice aluminium body with two doors, rear tank, fold-flat screen, excellent chrome, a very good performer. Taxed £95

AUSTIN SPECIAL, very low underslung 2-seater body, twin aeros, rear tank, etc. Taxed ... £125

AUSTIN SPECIALS. Our stock is constantly changing, and we invite your inquiries from time to time.

SALOONS FOR EXCHANGE

1938 MORRIS EIGHT de luxe 2-door saloon. Taxed £175

1939 FORD PREFECT, black, 2-door saloon... £245

1936 WOLSELEY SIXTEEN black saloon ... £170

1936 RILEY NINE 4-door saloon. Black ... £195

1934 RILEY NINE saloon. Blue £85

ROLLS-ROYCE, 1928, PI fitted replica sportsman's saloon, 1935, by Lancefield. Bills for £300 overhaul. A bargain at £175

FOR SALE—continued

ALFA-ROMEO 15.7 twin o.h.c., December, 1936, Farina saloon. Fast, economical, comfortable. £275. Tel.: Wallington 4289. [8156]

MERCEDES-BENZ 170v. cabriolet. Rebuilt and first registered 1949; 11,000 miles since. Many spares. £350 secures. Details from: Clapham, The Willows, Lothersdale, Keighley, Yorkshire. [8157]

MORGAN 4/4. Good condition. £170, or exchange family saloon and cash. Seath, 28a, High Street, Hampstead, N.W.3. [8158]

INVICTA 1½-LITRE sports saloon with reconditioned Ford V8 engine, professionally fitted; 12-volt electrics with new battery. Body, chassis, etc., perfect condition throughout. Complete with "garageful" spares, including three engines. £125. R. Skerman, 118, Putney Bridge Road, S.W.15. Tel.: Vandyke 2406 (9-5). [8159]

AUSTIN SEVEN SPARES. Set Ford easicleans, new, 4.00 by 17 Indias, £18; adaptor plates, £5; block head £3; starter, £1; dynamo, £3; rear axle, reconditioned, £10; two 3.25 by 19 wheels t. and t., £2; shortened prop.-shaft, 50s. Rayment, Leathville, Seymour Road, Headleydown, Bordon, Hants. [8160]

1927 ALVIS TC 12/50 C. and E. saloon. Mechanically sound, body fair. Taxed, insured. £45, or offer. Box No. N161, MOTOR SPORT, 15, City Road, E.C.1. [8161]

PAIR ROTOFLO SHOCKERS with mounting bracket and linkage for Austin Seven front, £3 10s.; updraught carburetter for Austin Seven, £3 10s. Both used for 2,000 miles only. 12v. cut-out and regulator, new, but bakelite broken, 15s. 1922 Cowley, £40. Box No. N162, MOTOR SPORT, 15, City Road, E.C.1. [8162]

TWIN SOLEX CARB. SET for Citroën Four. Complete with all linkage, air cleaners and spare jets. £10. Other spares. Pearce, 36, Paddington Street, W.1. Tel.: WEL 5956. [8163]

BIANCHI TOURER 10-h.p. Recently overhauled throughout. Offers for this fine old car. Reliable, any trial. Business hours. Evans: Tel.: Valentine 3468. [8164]

BENTLEY ENGINE 4-litre. Good condition. Cheap. 41, Pullman Court, S.W.2. [8166]

SPARES FOR RILEY NINE. Cylinder-head valves, double springs, rockers, boxes, pushrods, 4-cylinder M.L. magneto. 41, Pullman Court, S.W.2. [8167]

MORRIS COWLEY, 1928, 2-seater. Completely rebuilt. Reconditioned engine. New hood, steering, brakes. Offers. Nuttall, 195, Middleton Road, Heywood, Lancs. [8168]

M.G. PB occasional four. Grey, red. Good all-round condition. £205, o.n.o. Marshall Brook Farm House, Winkfield, Windsor. [8169]

TELECONTROLS, complete, ex-Riley 1½-litre, 1936. £5. Four wheel discs 18-in. ex ditto. £4. 20, King Edward Street, Slough, Bucks. [8170]

M.G. N MAGNETTE. Lightened body. Fast, reliable. £135, o.n.o. Tel.: Maidenhead 1324. [8172]

1928 LAGONDA 2-litre h.c. tourer in good order. £70. Also Austin Seven, 1933. £40. 6, Chertsey Road, Twickenham. [8175]

A40 SPARES. Engine unit, gearbox, front suspension and chassis. All brand new. Cheap. Shireburn Garage, Hurst Green, Blackburn, Lancs. [8176]

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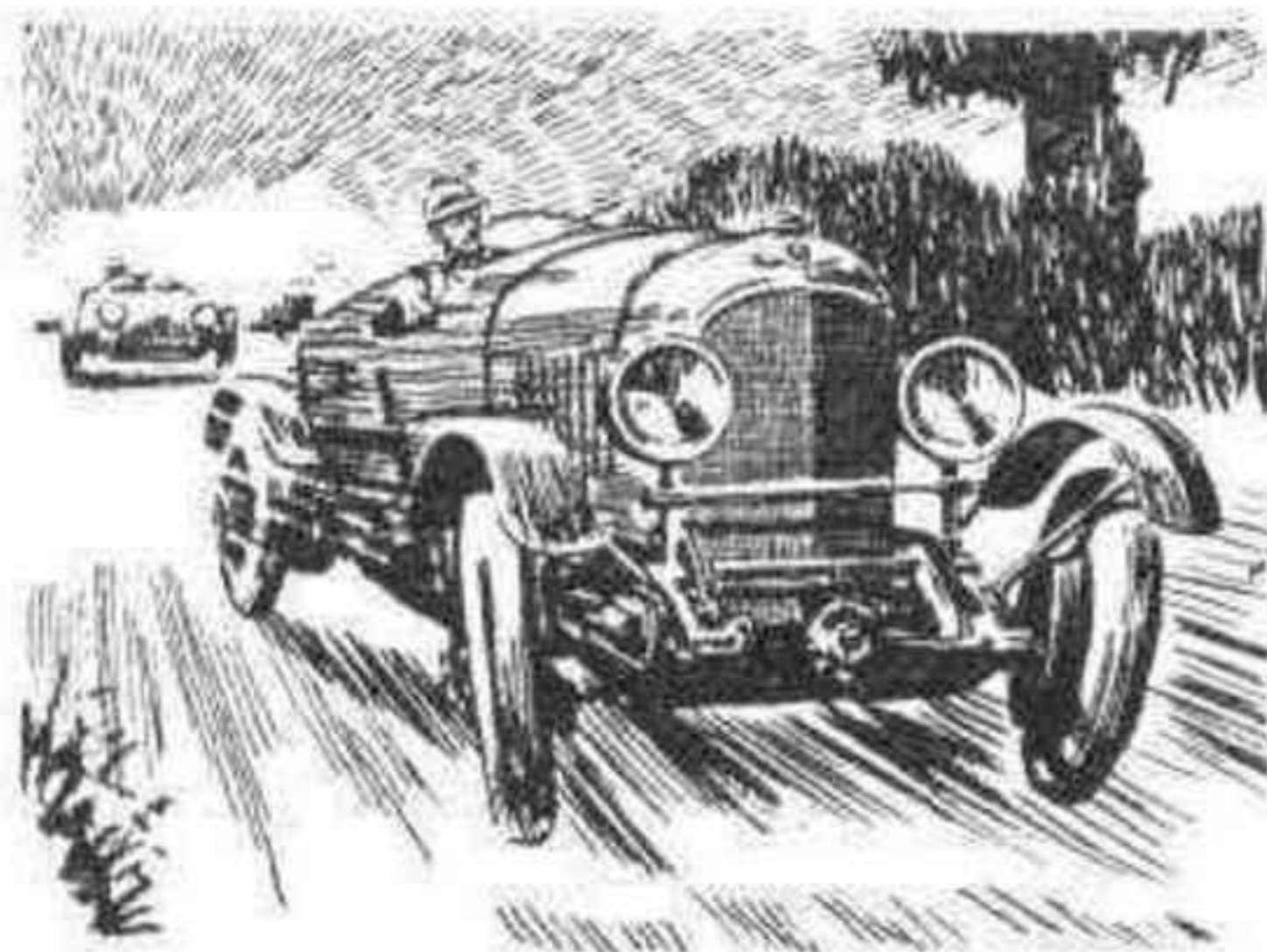
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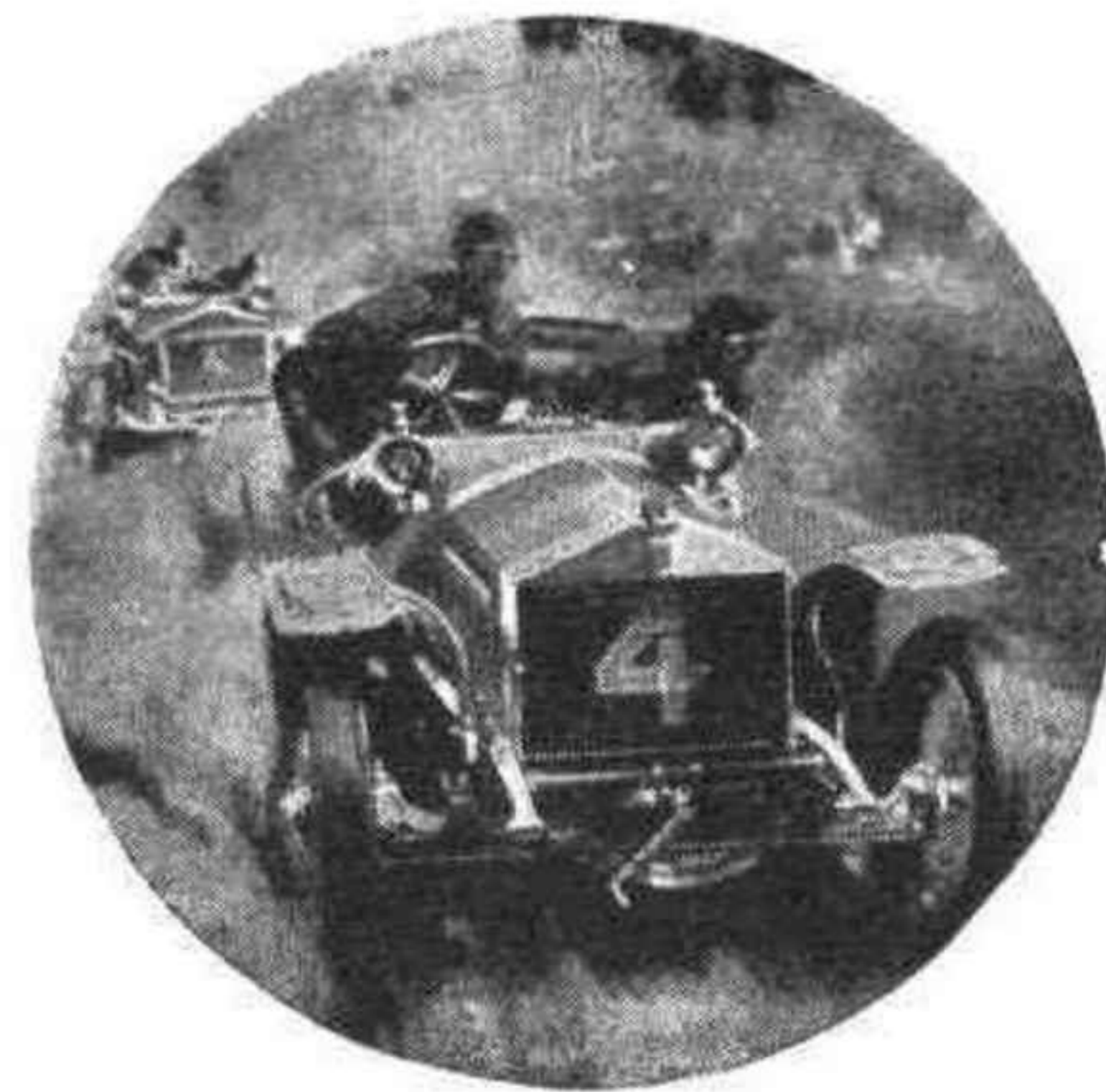
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AUSTIN 12.4, 1934, saloon. This car is in superb fettle and can be compared to any 1952 car for condition. The interior and cellulose which is original is unmarked. Five new tyres are fitted. All original bills and instruction book; one fastidious owner from new. This is probably the finest 12.4 in existence ... £185

BENTLEY 6½, 1930, Sedan de Ville by Barker. New hood, resprayed, rechromed, etc. ... £195

BENTLEY 3-litre Red Label 4-seater tourer by V.D.P. ... £195

BENTLEY 4-litre, 1931, sports saloon. Excellent tyres, etc. ... £145

D.K.W., 1938, 8-h.p. foursome D.H. coupe. Over 50 m.p.g. ... £175

DELAGE D6, 1933, sportsman saloon. The engine has just been rebuilt and the coachwork is in very good condition ... £145

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TALBOT 75, 1935, streamline sports saloon. Just resprayed ... £150

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A.C., 1938, 2-litre D.H. coupe.

ALVIS Twenty-five, 1936, sports saloon.

ALFA ROMEO, 1935, 2/3 supercharged D.H. coupe.

BENTLEY, 1929, 4½-litre D.H. coupe.

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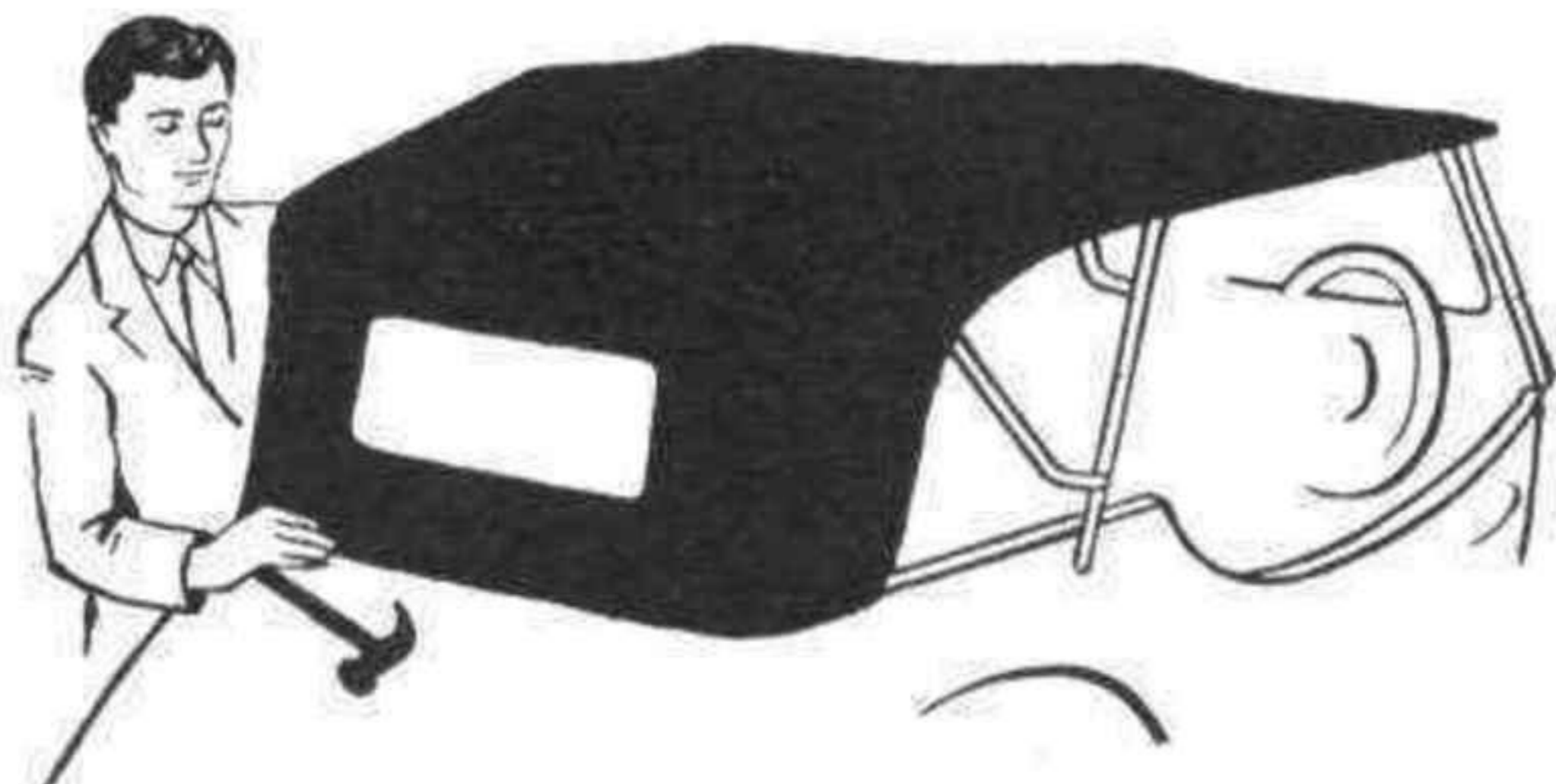
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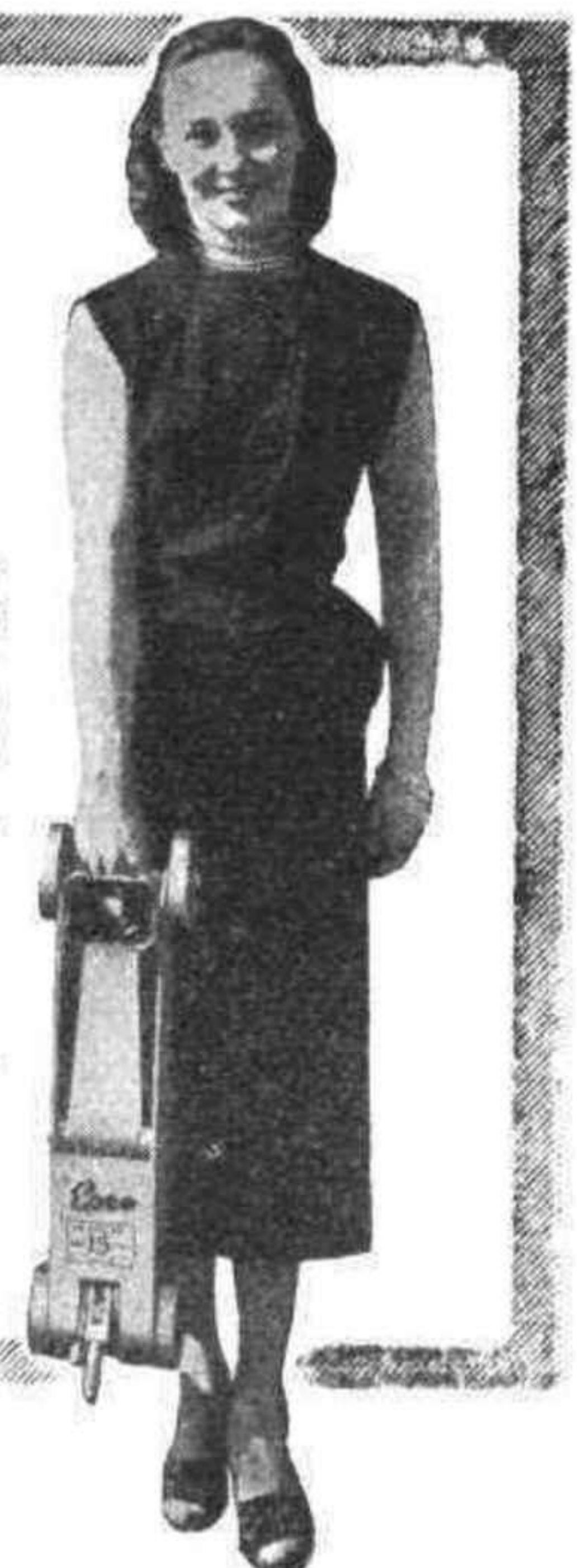
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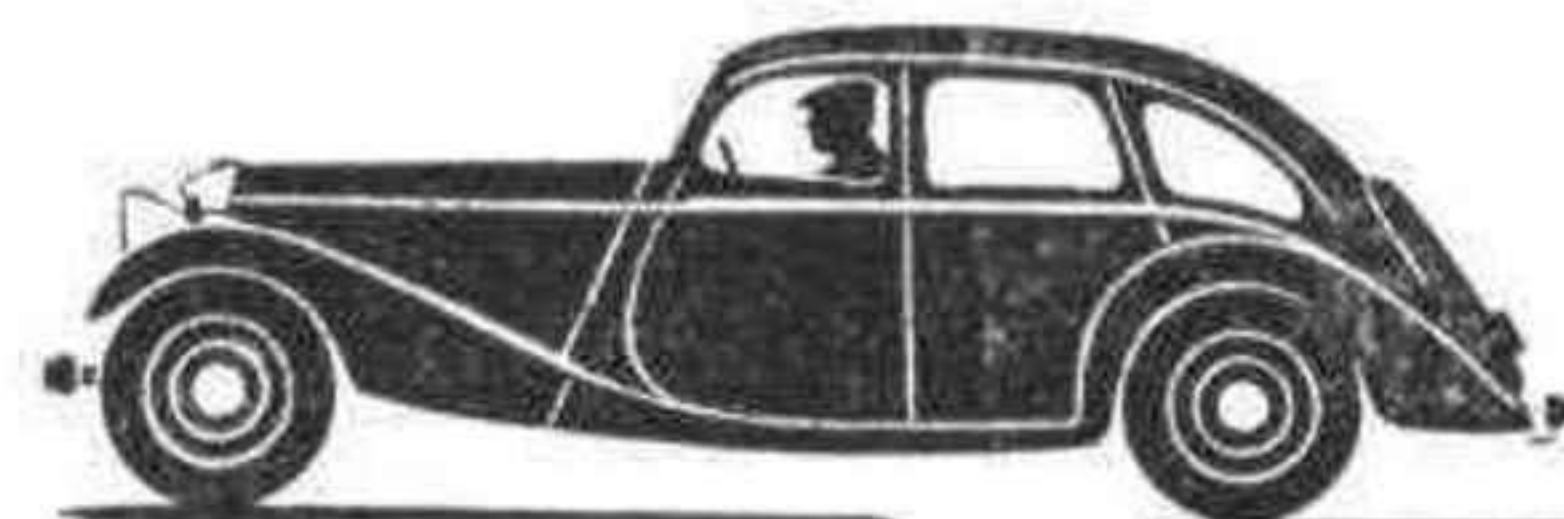
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DESIRE TO EXTEND THE COMPLIMENTS OF THE SEASON TO ALL READERS OF "MOTOR SPORT" AND PRESENT A SMALL SELECTION OF ROLLS-ROYCE AND ROLLS-BENTLEY CARRIAGES FROM A CONSTANTLY VARYING STOCK.

ROLLS-BENTLEY (1935) Chassis No. B.48 DG. 4-door close-coupled sports saloon with large boot by Thrupp and Maberley. Two owners from delivery 82,000 miles. Rebores at 60,000 miles. Recent work includes top and bottom decarbonisation and new brake linings. The general condition of this particular 3½ will not be disparaged by even the most discriminating of Bentley enthusiasts, and we offer it as one of the most outstanding examples of this marque that we have yet acquired.

£625

ROLLS-BENTLEY (1935) Chassis No. B.103 CW close-coupled swept-back sports saloon with sun-roof by Rippon Bros. Complete history available. At the time of going to press this particular 3½ is undergoing complete recellulose and Class I service in our own workshops. In near immaculate condition.

£650

We have also in stock at the time of going to press a choice of three 20/25 owner-driver Rolls-Royces, one a drophead coupe by Messrs. Windover, a Phantom III Brougham-de-Ville in impeccable condition by Messrs. Hooper, and a choice of three other Bentleys in addition to those described above at prices ranging from £400/£700.

We are at present negotiating the purchase of a Rolls-Bentley 41, 1939 LE series full razor-edged sports saloon by Messrs. Freestone & Webb, further particulars will be forwarded upon application to the office.

OWING TO THE UNFORESEEN DEMAND FOR OUR RECONDITIONED EXCHANGE SERVICE ON 20/25 ROLLS-ROYCE AND 3½-LITRE BENTLEY ENGINES UNDER THE AUSPICES OF MR. LOUIS, OUR NOTED ROLLS-ROYCE WORKS MANAGER, WE REGRET THAT WE CAN NOW ONLY ACCEPT A LIMITED AMOUNT OF WORK FOR THE ENSUING MONTH. HOWEVER, MR. LOUIS WILL STILL BE PLEASED TO ASSIST ANY GENUINE ENTHUSIASTS REQUIRING INFORMATION AT ANY TIME QUITE GRATIS, AND WILL ESTIMATE ENTIRELY WITHOUT OBLIGATION FOR FUTURE WORK.

ROLLS-ROYCE 21.6 Replica (1940) 4-door drophead coupe by Southern. Over £400 was expended in 1948 for work including engine rebuild and complete transmission overhaul by Messrs. Rolls Royce Ltd. Particulars of a recent and very comprehensive mechanical overhaul are available, but somewhat too detailed to publish. The coachwork is exceptionally attractive, and the whole is an excellent example of contemporary styling on the TWENTY chassis.

£600

ROLLS-BENTLEY (1935) Chassis No. B.35.DK. close-coupled 4-door sports saloon by Mann-Egerton. An extensive service and checkover was carried out in our workshops this month. A full history is available. Further details upon request.

£585

WE HAVE A LARGE NUMBER OF INQUIRIES FOR VARIOUS TYPES OF 3½ AND 4½-LITRE ROLLS-BENTLEYS, ROLLS-ROYCE TWENTY-FIVES AND 25/30 MODELS AND WOULD BE VERY INTERESTED TO RECEIVE FULL DETAILS AND PARTICULARS OF ANY OF THESE MODELS FOR DISPOSAL. MR. SIMMONS WILL ATTEND ANYWHERE IN GREAT BRITAIN BY PRIOR ARRANGEMENT.

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All vehicles and accessories are offered subject to being unsold unless otherwise stated.

Export and Shipping Engineers' Reports and Examinations.
E. & O. E.

FOR SALE—continued

RED LABEL BENTLEY, fitted 1938 close-coupled D.H. coupé body. B.R.G. The engine has just been stripped entirely and rebuilt and only just run-in. Six tyres, four like new, two somewhat worn. The whole car is in immaculate condition. £425, o.n.o. Levesley, Coppice Close, Froggatt, Derbyshire. [7955]

MORGAN PLUS FOUR 2-seater—late 1952. Immaculate condition. Forced sale, family increased. £650, o.n.o., or exchange 4-seater. Tel.: Macaulay 3426. [7956]

MORGAN 4/4, 1938. Registered 1946. Coachbuilt body (like B.M.W.), resprayed; brakes relined. Nearest £210. Robert Atkins, Kington, Herefordshire. Tel.: 154. [7958]

1935 S.S. 9-H.P. fixed-head coupé; smart, economical; £50. 1936 Ford V8 30-h.p. 2-door saloon, registered 1950, £40. G. Cann, Blackhill Bungalow, Woodbury, near Exeter. Tel.: Exmouth 2883. [7960]

M.G. PB 2-seater, in immaculate condition throughout, complete mechanical overhaul. TC type hood, new upholstery, chrome and paintwork spotless, good tyres. Many extras. £300. Write: Rich, The Y.M.C.A., Cheltenham. [7962]

LAGONDA RAPIER 10-H.P. D.H.C., twin o.h.c. Excellent mechanical condition. £185, o.n.o. 41, Holmfield Avenue, Leicester. [7963]

PERFECT CONDITION ALVIS SPEED TWENTY sunshine-roof saloon, 1935. £140. 92, Old Park Avenue, Canterbury. Tel.: 4013. [7965]

1931 STANDARD SIXTEEN. Reconditioned engine, differential. £80, or exchange 2 or 3-litre Lagonda saloon. Tel.: Bere Regis 277. [7966]

H.R.G. OR SINGER 1,500—Two Lucas racing magnetos, £5 each. Two dynamos, £6 each. 42-mm. wheels and tyres, various sizes. Prices on application. Len Gibbs, Penn, Bucks. [7967]

TALBOT 105, 1932, with special sports saloon body by Wilder; manual box; £75. M.G., 1937, TA, excellent order, £225. Show numbers. *Motor Autocar*, 1945 to date, offers. Box No. N968, Motor Sport, 15, City Road, E.C.1. [7968]

S.S.H 12-H.P. touring, 1936. Engine, gearbox and brakes overhauled 1952. Good tyres, battery and hood. Body fair. (London area.) £175. Box No. N969, Motor Sport, 15, City Road, E.C.1. [7969]

M.G. TA, 1937, in good order throughout. Many extras. Reconditioned engine. £275, o.n.o. Cullen, "Windyridge," Mill Hill, Shoreham-by-Sea. [7972]

FOR SALE—continued

EXCHANGE/SALE, M.G. PA 4-seater, excellent condition; hood, tonneau; £155; or Alvis 12/50 D.H.C., 1932, above average, £90; for Alvis Speed Twenty, 37, Thorold Road, N.22. Tel.: BOW 7438. [7971]

A.C. ACE, D.H. coupé, 1936, good throughout. Recellulosed; no oil. £175. Howard, 29, Grimstone Road, Wymondley, Hitchin, Herts. [7973]

BRITISH SALMON. Breaking 1939 2½-litre saloon. 81, Newfield Road, Sherwood, Nottingham. [7974]

1934 SUNBEAM 24-H.P. sports saloon. Gurney & Nutting Continental body. Enthusiast's car. Offers to: Mayes, 22, Phillpotts Avenue, Bedford. Tel.: 4647. Photograph on request. [7975]

BENTLEY 6½ saloon landaulette. 50,000 miles; faultless. Open to any examination. £220, o.n.o. Beehive Mills, Heckmondwike. Tel.: 86. [7976]

1933 1.100 J.A.P. MORGAN. running order, needs small adjustments. £60. Tel.: WAN 6012. [7977]

TROJAN, 1928, 10-H.P. touring, in immaculate condition. £65. Tel.: Wembley (London) 3892. [7978]

M.G. PA 4-seater, good condition. New battery. £130, o.n.o. Lay, Challowmarsh, Wantage, Berks. [7979]

JAGUAR SPARES AND SERVICE for all models. Export orders carefully attended. Price, Three Shires, Bearwood, Birmingham. [7981]

AUSTIN SEVEN SPARES, 1922-38. Practically all parts new. Triumph spares, 1934-46. Very large stocks. Price, Three Shires, Bearwood, Birmingham. [7981A]

VERY FINE pair fur-lined leather trousers. Fully zipped. Suit bigish gent. Reasonable offer. Archbell, Woodland Drive, Pledwick, Wakefield. [7905]

1935 KESTREL, 1937, 12/4 engine. Preslector box. Good all-round condition. £175, o.n.o. 12, Woodstock Road South, St. Albans. [7984]

1929 BUGATTI, TYPE 40, 11.9 Type 38 engine with twin carburettors and electric pump; mechanically perfect. Very good 4-seater body. Wants respraying and starter fitting. Taxed, drive away. £120 or near. No time to finish. John Richards, Bridgeview, Churchstoke, Mont. [7985]

H.R.G. 1,500, 1938, with a really exhilarating performance. Balance Brooklands Meadows, excellent mechanical condition, special hood and screens. £400. Thompson, "Four Winds," Mouscroft Lane, Shrewsbury. [7992]

FOR SALE—continued

HUMBER 16/50 touring, 1929. Good order. Rebores crank ground spring 1953. £100 or offer. Keir, Grange Lodge, Felcourt, East Grinstead. [7986]

1921 SUNBEAM SIXTEEN, running order, £35. Also 1908 Darracq engine and shaft—offers. Ambrose and Son, Burnham-on-Crouch. [7987]

RILEY, 1937 (AUG.), 12/4 ADELPHI saloon. Bodywork exceptional. Recent overhaul by us includes engine resleeved, crank reground, clutch, transmission, gearbox, springs, brakes, etc. Recommended. £275. Wesbell Motors, Balfour Road, Hounslow. Tel.: 9359. [7988]

1934 WOLSELEY HORNET SPECIAL, 2/4-seater touring body by Trinity Motors in very sound condition, recently resprayed. Engine last overhauled by Laysalls, special camshaft, oil cooler, Rotofos. £165 or offers to 29, Mere Lane, Sandiway, Northwich, Cheshire. [7990]

9/44 HORNET REAR AXLE and one 18-in. Rudge crank-on wheel. Box No. N991, Motor Sport, 15, City Road, E.C.1. [7991]

BALILLA FIAT sports 2-seater. Second fastest in the country. Scope for further development. £325. Laverion, Brantham Place, Manningtree. [7993]

FORD 24-H.P. brake, 1934, 22 m.p.g., 55 m.p.h. Sturdy, reliable, slightly battered but sound. £70, o.n.o. Photo and details: Berner, Thoro'fare, Woodbridge, Suffolk. [7994]

HILLMAN MINX, 10 H.P., 1935. One titled owner. Mechanically superb. Four new tyres. Taxed. Slight damage to off-side rear door. £65. Tel.: AMB 1748. [7995]

M.G. 2-H.P. 4-seater sports touring, D type. May, 1932. Well kept, original condition. £89. Tel.: AMB 1748. [7662]

HUMBER 14/40, 1928, open touring. Rigid all-weather equipment. In immaculate condition. No rust and mechanically sound. £70 or exchange smaller car. Allen, "Hesden," Mount Ambrose, Redruth. [7996]

FORD CARBURETTORS: 30-h.p. (new), £7; 22-h.p., £2. Motor Sport, 1951-53, 10s. each year. Brown, 375, Brighton Road, Croydon. [7997]

O.M. (Class Italian), 1930, 15/45 4-seater sports, excellent condition. Good tyres, battery, hood, screens. Fitted Solexes (complete supercharger included). One owner since 1935. £150. Particulars, photo: Claxton, 315, Norwich Road, Ipswich. Tel.: 81363. [8007]

FOR SALE—continued

RILEY LYNX, 1934. Extremely fast and smart, fitted with modified engine using new Merlin moving parts. Winner of many awards, including Silverstone, where it has been raced regularly. Engine has been stripped, rebuilt and refitted and is ready for coming season. Four-seater. Full weather equipment. Photographs on request. Offers over £175 to Edward Lewis, Westover, Spinney Hill, Northampton. Tel.: Moulton 3182. [8017]

ALVIS 12/50, running order, £30. David, Glan-sevin, Llangadock, Carms. [8018]

CONNAUGHT OFFER race-prepared and fully modified F.II cars as under, each with eight wheels, four axle ratios and racing jacks: A7: 1952 7 ft. 1 in. wheelbase fuel injection model. F.II lap record holder at Snetterton and Goodwood driven by Roy Salvadori, and circuit record at Crystal Palace driven by Ron Flockhart. AL9: 1953 7 ft. 6 in. wheelbase Amal carburettor model. One property of John Lyons. AL10: 1953 7 ft. 6 in. wheelbase fuel injection model. Shown at Earls Court. Very little raced. As new in all respects. Send, Surrey. Tel.: Ripley 3122. [8019]

M.G., 1939-40, SERIES VA 1½-LITRE D.H. coupé, Grey, blue leather. Fast, good-looking car in faultless condition throughout. May be seen at R. P. Ravenhill Ltd., Commercial Road, Hereford. Nearest £365. First reasonable offer secures. Watkinson, 1, Cantilupe Street, Hereford. [8021]

1931 ROLLS-ROYCE 20/25 saloon. Lowest type steering, recent extensive overhaul and rechrome. Original cellulose. £225. Also an exceptional Siddeley Special Vanden Plas tourer, 1934: photo on request: £120. Many other Rolls Twenty-fives in stock. 26, Queensgate Mews, S.W.7. Tel.: Western 5228 after 6 p.m. [8022]

D.K.W., cabriolet, 1938. Body rather poor, mechanically good. £75. o.n.o. Bensted-Smith, 10, Devonshire Terrace, W.2. [8023]

LANCIA ASTURA D.H. coupé, 1937. Recent overhaul at the cost of £300. Grey with blue hide, in immaculate condition. £380. R. C. Wimbush Ltd., 312, Earls Court Road, London, S.W.5. Tel.: Fremantle 8401. [8024]

MARK II M.G., TD SERIES, 1953 (July). Ivory with red hide. 3,500 miles, spare unused. One fastidious owner, as new. R. C. Wimbush Ltd., 312, Earls Court Road, London, S.W.5. Tel.: Fremantle 8401. [8025]

PRIVATELY-OWNED LANCIA APRILIA, 1938. Recently resprayed. Sound mechanical condition. Good tyres, battery, etc. Teles. Spotlight. Leather upholstery. 80 m.p.h./30 m.p.g. £345. 19, Lake Road, Shirley, Croydon. Tel.: Uplands 2695 (office hours). [8028]

ROESCH TALBOT 14/65 6-LIGHT saloon, 1934. Immaculate condition inside and out. Mechanically perfect. Nearly new tyres. New carburettor. Number 38T on Talbot Register. £100. 49, Rufford Way, Bromley, Kent. Tel.: RAV 1649. [8029]

SUNBEAM SPARES: 18-h.p., about 1933 engine cylinder heads, axles, gearboxes, etc. Also 1927 16-h.p. coupé. Any reasonable offer to clear. W. Bishop, 9, Norman Road, Swindon. Tel.: 4048. [8030]

HUMBER 3.2, 1926 Rebuilt throughout and is in magnificent condition: £60; new hood, etc., tyres. Model T Ford van 1923, as new. Owner ordered this one and died: it is believed unused. Original down to bulbs of period. £75 or offer. Tony Buxey, Locksheath, Southampton. Hants. [8031]

PAIR EXCELLENT 16-IN. WIRE WHEELS, Riley Rudge hubs, fair 16 by 5.50 Michelins. Ex-Riley Imp h.c. head, large ports, seats excellent, Laystall planed. 12v. reconditioned S.U. pump. All going cheap. 3, Lloyd's Place, S.E.3. Tel.: LEE 3463. [8032]

Z10 TALBOT SPARES (10/23) or would sell complete car. Barnes, 1c, Venner Road, S.E.26. Tel.: SYD 7469. [8033]

WELFORD BROS. FOR RILEY SPARES—SERVICE. Large stock of new and used spares for all models, including new replacement valves, 11s.; guides, 5s. Valve springs: single, 10s. 6d. set; double, 19s. set. Damper springs, 3s. pair; Tappet locking screws, 4s. doz. 9-h.p. gaskets, 17s. set; 1½-litre, 21s. set. King-pins and bushes, 70s. set. Speedo. cables, 26s. complete. Brake cables, 19s. 6d. Standard and high-compression pistons. Timing gears, 1932 onwards. Service exchange brake shoes, clutch plates, B.T.H. magnetos, dynamos, 12/4 oil pumps. New inlet and exhaust manifolds. One only: 1½-litre Preselecta gearbox less bell-housing: £44 overhaul recently: price £30 plus carriage. Few 18-in. splined hub wheels in good condition. 1½-litre facia complete with all instruments, also front and rear axles complete. 1931 Riley Nine engine and gearbox, complete and running. Addressed envelope with all inquiries please to: Welford Bros., 12, Opal Street, Leicester. Tel.: 65903. [8034]

RILEY 1½-LITRE 6-LIGHT KESTREL, 1936. in mint condition, including tyres, battery, electric and coachwork. An outstanding example of this scarce model. £295. Welford Bros., 12, Opal Street, Leicester. Tel.: 65903. [8035]

1937 TA M.G. Polychromatic grey. £195. 21, Montrose Gardens, Sutton, Surrey. [8057]

FOR SALE—continued

RILEY 1½-LITRE NUFFIELD saloon, 1939 in very nice condition throughout, including new 550 by 16 tyres. Hide upholstery, etc. £325. Welford Bros., 12, Opal Street, Leicester. Tel.: 65903. [8036]

LAGONDA 16/80 tourer. Excellent throughout. New all-weather equipment, batteries. Nearest £270. Williams, Culmhead House, Blagdon Hill, near Taunton, Somerset. [8037]

TALBOT 195, 1933, gearbox, steering-box, column, controls and wheel. Any reasonable offer. W. Bishop, 9, Norman Road, Swindon. Tel.: 4048. [8038]

BENTLEY 16-H.P. 4-seater tourer (Special), first registered August, 1948; £300. Rolls 20-h.p., fitted swept tail hearse, excellent condition, £450. Rolls 20-h.p. 1936. swept tail saloon body, £225. Rolls limousine, 25.3 h.p., 7-seater, £225. Rolls 1936, limousine (Park Ward), £550. Exchanges, all types spares for Rolls. Johnson, 26, Egerton Road, Fallowfield, Manchester, 14. Tel.: Rusholme 3009. (Open weekends.) [8039]

M.G. PA, 1936. Black. Good condition. £220. The Falcon, Earl Soham, Suffolk. Tel.: 263. [8040]

SPARES: Lucas Vertex 4-cylinder clockwise, practically new, 49s. 6d. M.G. Blumels steering wheel, 12s. 6d. Four M.G. hub caps, set 20s. Clarr's, Llandudno. [8041]

FIAT 500, 1938, 4-seater. Engine overhauled, fitted liners, starter, dynamo king-pins, universal couplings, steering, etc. Still running-in. Sprayed met. green. Bumpers, spotlight. Everything working. £200. Reason for disposal. 21, Highfield Crescent, Rock Ferry, Cheshire. [8042]

HEALEY ROADSTER, grey late 1948. First-class condition. Private owner. Offers considered. Box No. N043, MOTOR SPORT, 15, City Road, E.C.1. [8043]

HANDBOOKS, 1927-53: M.G. (all models), 31s. 3d.; "Midgets," 15s. 6d.; Chrysler, Dodge, 14s.; Chevrolet American Ford, "T" Ford, Sunbeam-Talbot 10s. 6d.; Alvis, Armstrong, Fiat, Hillman, Humber, Riley, Rover, Singer, 9s.; Cord, "A" Ford, Renault, Volkswagen, 7s. 6d.; Austin, British Ford, Jowett, Morris, Opel, Standard, Triumph, Vauxhall, Wolseley, 5s. 6d. Inquiries stamp please. Catalogue 500 motoring publications, 6d. Vivian Gray, Postal Booksellers, Hurstpierpoint, Sussex. [8044]

"MOTOR SPORT," 1940-53, 600 copies, mostly new, 1s. 9d. each post paid. Inquiries, stamp please. Vivian Gray, Postal Booksellers, Hurstpierpoint, Sussex. [8045]

ASTON MARTIN 1½-LITRE, MARK II, long-chassis sports 4-seater. Engine overhauled and new type con-rods fitted last June. New tyres. Bodywork first class. Engineer maintained by Aston enthusiast. £350, o.n.o. Loveridge, 111, Lavernock Road, Penarth, Glam. Tel.: 831. [8046]

4½-LITRE INVICTA, 1927, chassis and engine for sale complete or spares. Also 1925 Harley Davidson motor-cycle. Offers to A. Armstrong, The Craig, Wall, Hexham, Northumberland. [8047]

S.S.I. 1933-4, 16 H.P. Complete chassis less engine. With front wings, radiator and bonnet. Ideal for installing V8 engine for "special" or sell parts. W. Bishop 9, Norman Road, Swindon. Tel.: 4048. [8048]

RILEY NINE engine, £15; preselector gearbox, £10; crown-wheel and pinion £7 10s.; 1934. Singer Nine, 1937, engine, £17 10s.; gearbox, £10; rear axle complete, £10. Wolseley Twelve, 1934, rear axle, £10. Citroën, 1940/1, Light Fifteen, genuine French model, l.h.d.; 1948 engine, 1947 gearbox; engine and transmission recently overhauled: just re-upholstered; taxed. Offers over £150. Bacon, 136, Kettering Road, Northampton. [8050]

1936 RILEY 1½-LITRE FALCON saloon. Grey. Radio. Good condition. Carefully maintained. £200. Robe, Gainsborough Street, Sudbury, Suffolk. [8051]

M.G. MAGNA, D.H.C., good condition, appearance. Offered by New Zealander going home. £125, o.n.o. Tel.: CAN 3147. [8054]

FOR SALE—continued

1936 HILLMAN MINX saloon, reconditioned engine, bodywork sound. £85. S.A.F. particulars. Lancashire. Box No. N052, MOTOR SPORT, 15, City Road, E.C.1. [8052]

1928 14/40 LEA-FRANCIS 2-seater. Reconditioned magneto, new rear tyres. Good condition. Taxed, insured. £85, o.n.o. Pearce, 65, Compton Road, Wolverhampton. [8053]

WANTED

£20 FOR ANY SPRINT CAR, any condition. Impoverished enthusiast. Box No. N708, MOTOR SPORT, 15, City Road, E.C.1. [7708]

PAIR FRONT BRAKE DRUMS for 1933 Wolseley Hornet Special required. Also instruction manual. Belle Vue Garage, Whitegate Drive, Blackpool. [7669]

1948 JAGUAR CHASSIS FRAME, complete body or front half. Ind. Abbey Lakes, Upholland, Wigan. [7672]

GEARBOX for 1937 12/4 Riley, good condition essential. Ford, 3, Lampton Court, Hounslow. Tel.: 8616. [7676]

M.G., J OR P TYPE, 2 or 4-seater, any condition. Painter, Cotton House, Churchover, Rugby. [7677]

JAGUAR 1½-LITRE or Rover Fourteen saloon or drophead, preferably 1938 or later model, but cash offered for the best and most competitively-priced car. Send fullest details, photos returned. Colledge, 6, Alcock House, Queens Drive, London, N.4. [7694]

MORGAN post-war 4-seater, 4/4 or Plus Four. Cook, 159, Memorial Road, Hanham, Bristol. [7703]

ENTHUSIAST REQUIRES 2-seater M.G. (J or similar) or Austin Special. Good engine; body condition immaterial. Ellis, 15, Kingsgate Avenue, London, N.3. Tel.: Finchley 5552. [7706]

VINTAGE, near vintage, 1½-litre open 4-seater, preferably Frazer-Nash; would consider Alvis TL or Leaf 12/40 or Hyper. Up to £130 cash for good specimen. Pendlebury, Fyfield, Burley, Hants. [7707]

FORD TEN FRONT AND REAR AXLES complete, also gearbox for "special" Blake, 138, Union Street, Dunstable, Beds. [7710]

ALVIS 12/50, 60. Good condition essential. 100, Suffolk Road, North Harrow, Middlesex. Tel.: Pinner 8661. [7712]

FORD EIGHT OR TEN SPECIAL, 2/4-seater. Elliott, 11, Aubert Park, N.5. [7713]

RILEY GAMECOCK, mechanically sound. Rough bodywork acceptable if cheap. Box No. N718, MOTOR SPORT, 15, City Road, E.C.1. [7718]

LANCIA AUGUSTA saloon. Essential good condition throughout. London area preferred. Box No. N735, MOTOR SPORT, 15, City Road, E.C.1. [7735]

MORGAN, Ford Ten-engined, 4-wheeled, 4-seater or similar 4-seater. Rennie, 41, Whitesmead Road, Stevenage, Herts. [7741]

FOUR-SEATER TOURER, 1½/2-litre, post-1932. A-M. Lagonda, Alvis. Reliability essential. Maximum £200. London. Box No. N743, MOTOR SPORT, 15, City Road, E.C.1. [7743]

APRILIA, any condition providing body sound. McNab, Vinces, Churt, Surrey. Tel.: Frensham 3249. [7750]

TC, TB OR TA M.G. wanted. Tel.: KIN 9148. Write: 54, Langham Road, Teddington. [7756]

BUGATTI ENGINE, one of Type 35, 50, 51, 55, 57. Walsh, Hollies, Wrangaton, South Brent, Devon. [7759]

WINDSCREEN ASSEMBLY, 3-litre Bentley tourer. 53, Selwyn Road, Edgbaston, Birmingham. [7771]

SPORTS SALOON, low h.p. Perfect order, about £20-£90. Offer one-third deposit, balance six months. Genuine inquirer. Box No. N781, MOTOR SPORT, 15, City Road, E.C.1. [7781]

ALVIS 12/50 TG saloon. Must be runner and cheap. Body repairable. Write: Fortune, Borriskill, Maryport, Cumberland. [7788]



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WANTED—continued

TRIUMPH ROADSTER. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [7793]
M.G. TB/A, or "C" if reasonable. Must be in excellent condition; or sports tourer, 1½/2-litre, 7, Bemersyde Drive, Newcastle-on-Tyne 2. [7795]
AUSTIN NIPPY or similar. Must have reasonable 2-seater body in clean condition, mechanically sound. Box No. N804, MOTOR SPORT, 15, City Road, E.C.1. [7804]
SPORTS ENGINE, approx. 2 litres. Walsh, Hollies, Wrangaton, South Brent, Devon. [7760]
B.S.A. SCOUT, SERIES II (or pre-1939) cylinder head, aluminium preferably. Sound, reasonable. Langan, 96, East Road, Chadwell Heath, Romford, Essex. [7822]
JAGUAR XK120 BODY. Preferably complete. Rich, "Lynton," Painswick, Glos. [7832]
M.G. PB CYLINDER BLOCK, Bluemell's steering wheel. Bartlett, 1, Heathwood Gardens, Swanley, Kent. [7860]
ROLLS-ROYCE, 1935/36, any marque, but excellent pedigree essential. Photos desirable, will be returned. Major A. A. Greenwood, G.S.I., G.H.Q., M.E.L.F. 17. [7862]
AN INSTRUCTION MANUAL for 1934 4½-litre Invieta, Meadows engine and gearbox. Gortschakoff, 2, Grange Hill, St. Peter Port, Guernsey, C.I. [7863]
VENERABLE SALOON, 2-litre Lagonda-ish. About £50. Harris, 7, St. Michael's Avenue, Bishop's Cleeve, Cheltenham. [7899]
PARTLY-BUILT AUSTIN SEVEN SPECIAL and any "sporty" components, cheap. 211, Southlands Road, Bromley, Kent. [7900]
ALVIS, "Leaf" or similar 4-seater tourer/saloon. Maximum £100. "Margaret," East Meadow, Shoreham-by-Sea, Sussex. Tel.: 2599. [7907]
WANTED FOR AUSTIN SEVEN: Half-shaft, 6.2 alloy head, alloy sump, downdraught S.U. and manifold, "bunch of bananas," and alloy body. 72, West Hill, Epsom, Surrey. [7915]
SPORTS CAR, 1½/2-litre. Body must be good. Engine indifferent. Sensible price. Box No. N853, MOTOR SPORT, 15, City Road, E.C.1. [7853]
FIAT 500, bodywork immaterial, under £100; also blower. Robert Atkins, Kington, Herefordshire. Tel.: 154. [7959]
500-C.C. EX-RACING CAR. Details and price to Wallace, 27, Thaxted Way, Waltham Abbey. [7980]
M.G. TA/TB/TC. State mechanical condition. All letters answered. Box No. N961, MOTOR SPORT, 15, City Road, E.C.1. [7961]
BENTLEY SPEED SIX CROWN-WHEEL and pinion, 3.3:1, or complete differential. Will purchase complete axle if necessary. Box No. N001, MOTOR SPORT, 15, City Road, E.C.1. [8001]
TOURING BODY for 1923 R.-R. Silver Ghost, good condition. Baxter, Batchworth Heath Farm, Rickmansworth, Herts. Tel.: Northwood 1609. [7982]
SIDE-LIGHTS, vintage type, having red glass button at rear. Goodly sum paid. Grieve, 4, Braid Avenue, Edinburgh, 10. [7989]
POST-WAR 10-H.P. sports 2-seater. Morgan or professionally-built Ford Special preferred. Details. Photo. Hall, Whittington, Carnforth, Lancs. [8015]
NEAR-VINTAGE TOURER (Alvis preferred). Must be sound and cheap. State year, condition, lowest price. Box No. N027, MOTOR SPORT, 15, City Road, E.C.1. [8027]
M-TYPE M.G. ENGINE or top-half, also rear brake cables. 52, Curzon Road, St. Annes, Lancs. [8049]
FORD 10-H.P. or similar "special." Condition of body immaterial. Must be cheap and in the Lancashire area. Write, giving description and price, to Box No. N116, MOTOR SPORT, 15, City Road, E.C.1. [8116]
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DOLOMITE ROADSTER or S.S. 100. Reasonable price and condition. Box No. N078 MOTOR SPORT, 15, City Road, E.C.1. [8078]
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FOR ROLLS SILVER GHOST. Mascot and set of wheel discs. Belson, Starlings Green, Clavering, Essex. [8128]
ALVIS TWELVE, open, sound condition. Reasonable price. Gregory, 28, Central Avenue, Bilston, Staffs. [8129]
FIRST-CLASS ALVIS, FIREFLY, OR 12/70. Write details, price: Hemingway, Tanglewood, Chalfont Lane, Chorleywood, Herts. [8135]
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SINGLE-CARBURETTOR MANIFOLD for 1932 Alvis 16.9-h.p. Silver Eagle. Reeves, 51, Furnival Avenue, Slough, Bucks. Tel.: 25749. [8141]

WANTED—continued

£250 CASH for 3/4-seater AM, FN, AC. Home Counties preferred. Drawater, East Ridgeway, Cuffley, Herts. [8142]
M.G. TA TYPE cylinder block. Must be sound. Details, price, to: Wynch, Flat 4, 517, Babbacombe Road, Torquay. [8143]
FIAT 500 for cash. Tel.: Uxbridge 2062. [8098]

EXCHANGES

22-FT. 4-BERTH TERRACOACH CARAVAN, good condition, for 1940-onwards 4-seater car likewise condition. Would sell outright. Salmon, Officers' Mess, R.A.E., Farnborough, Hants. [7704]
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J2 M.G., recent rebuild, for Aston, Lagonda or similar 4-seater. Box No. N983, MOTOR SPORT, 15, City Road, E.C.1. [7983]
1938 FIAT 1,100 saloon. Rebuilt throughout, £125 genuine Fiat parts. New valves, guides, brake linings, front suspension units, shockers, back axle, transmission, S.U. carburettor, roof lining, and carpets. Resprayed. Sell, or exchange 14/30-h.p. saloon, family reasons. Bell, 20, Windsor Road, Cambridge. [7964]
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EXCHANGE very clean 1936 Standard Twelve saloon de luxe for open 4-seater or d.h.c. 8, Stonefall Drive, Harrogate. [8165]
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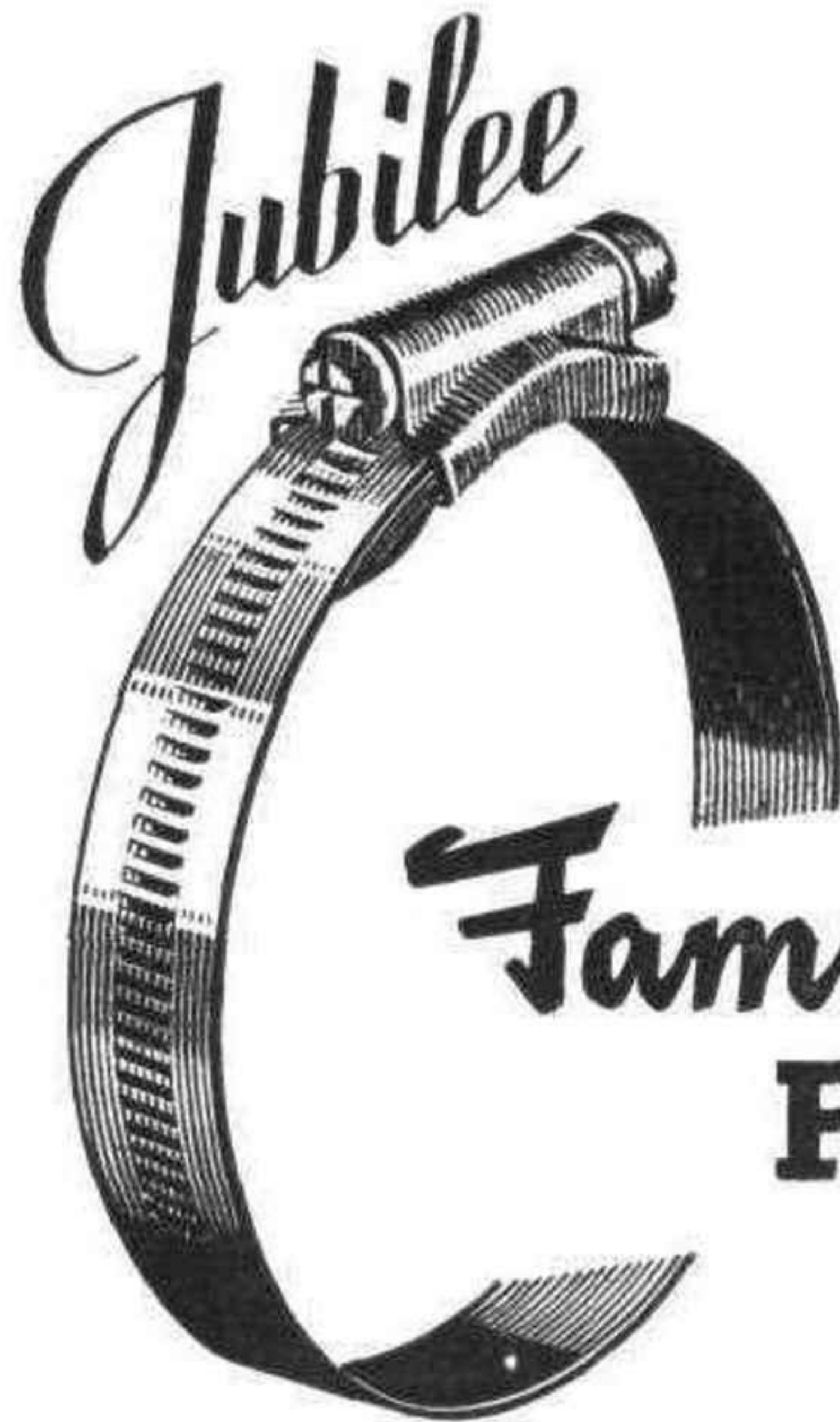
ENTHUSIAST (30) seeks secretarial or similar position in motor trade. Wide accountancy experience, good knowledge of British and American cars. Adaptable, energetic and conscientious. Box No. N924, MOTOR SPORT, 15, City Road, E.C.1. [7924]

MISCELLANEOUS

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MISCELLANEOUS—continued

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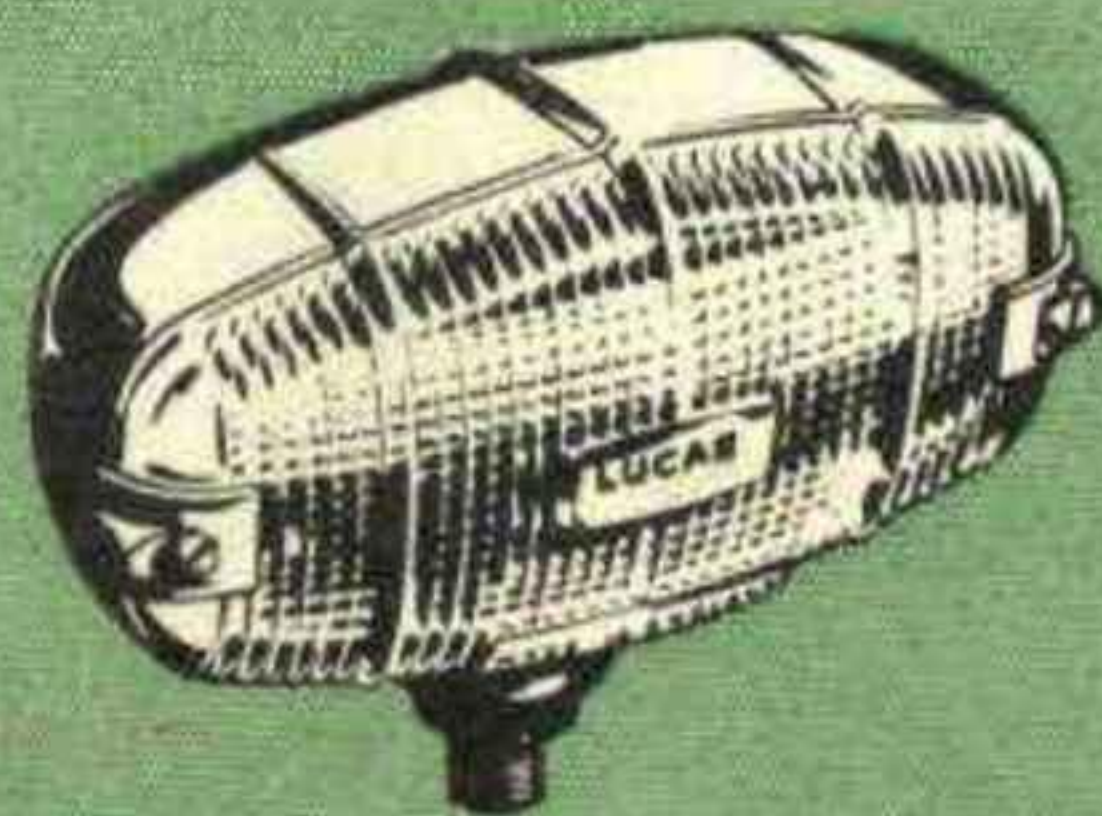
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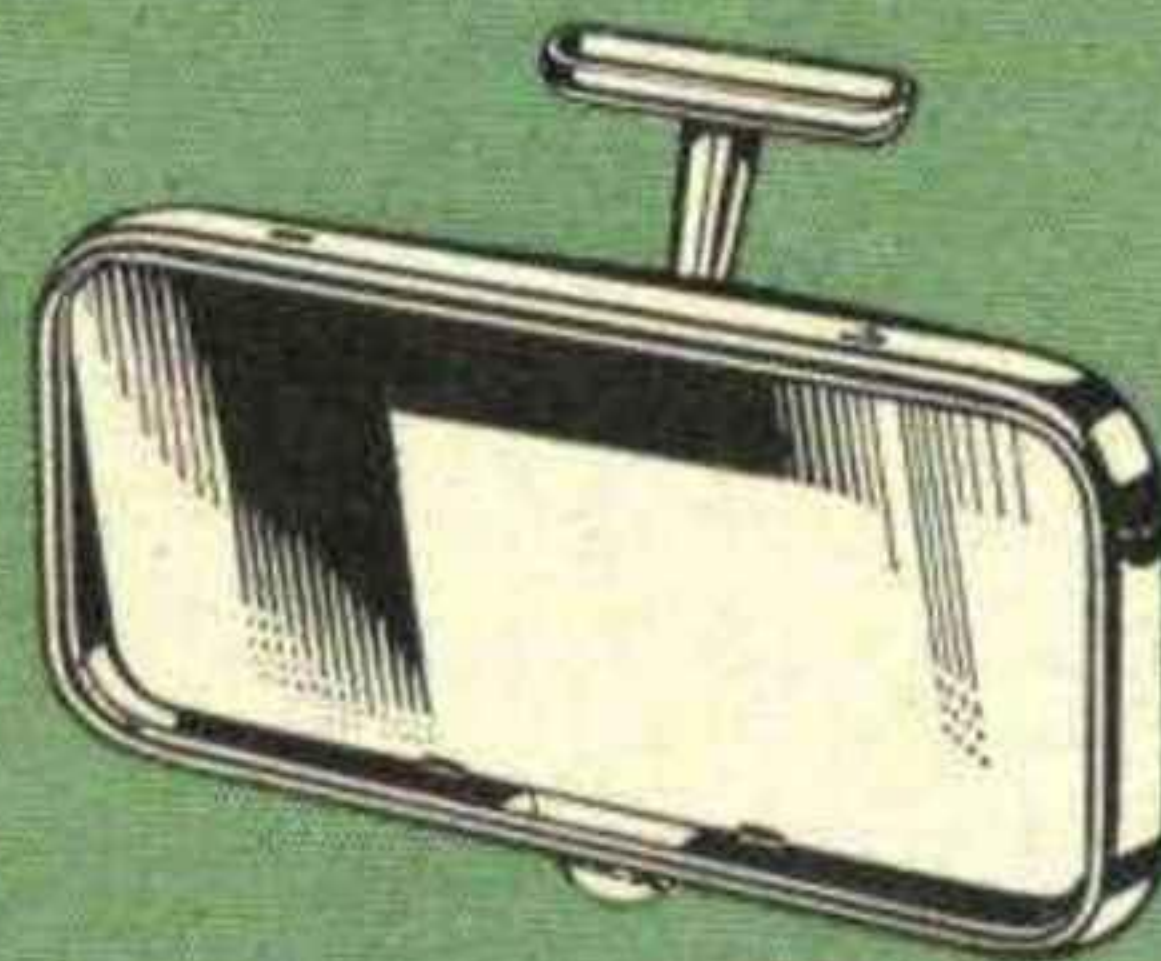
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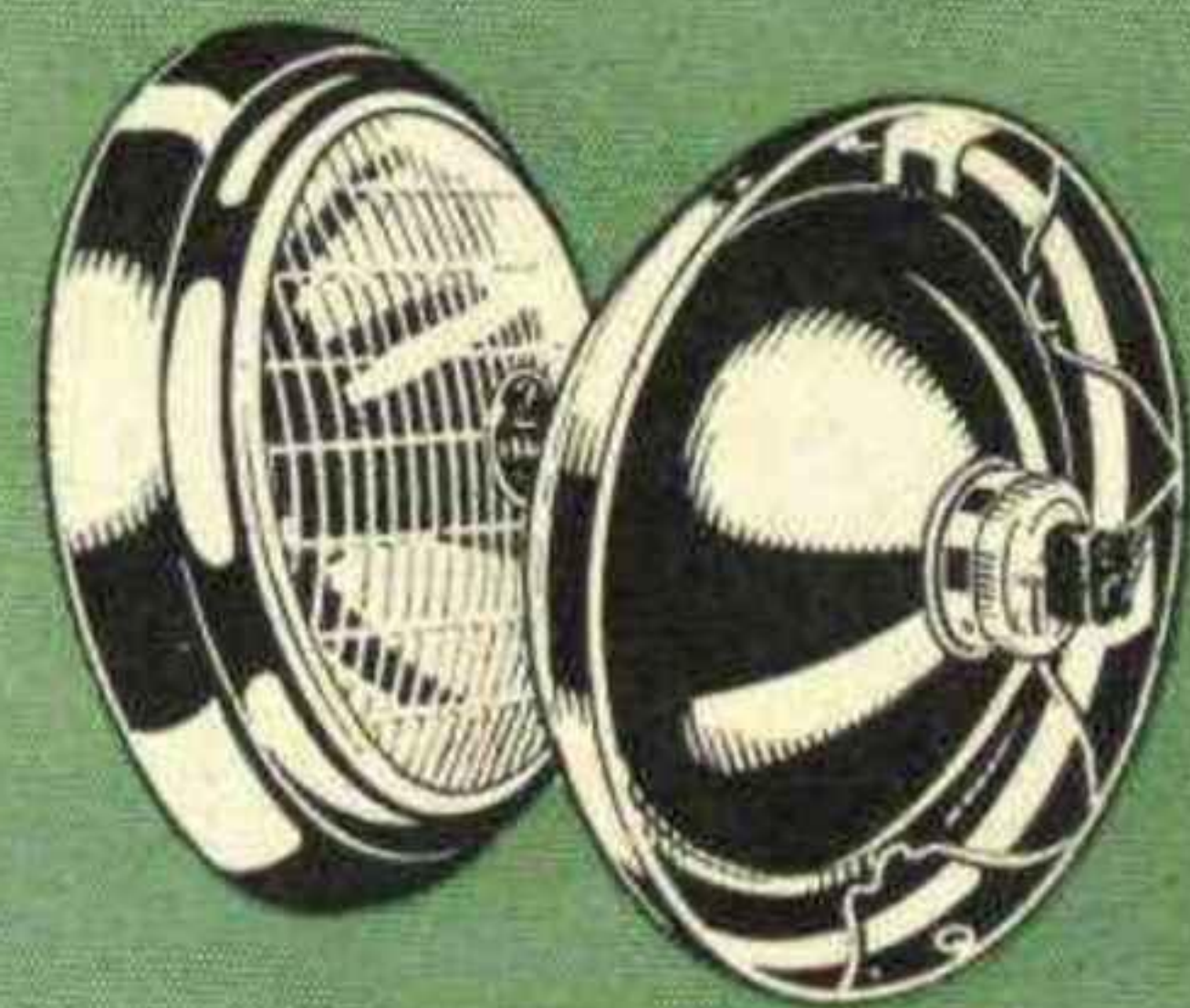
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