

MOTOR SPORT

INCORPORATING

Speed



**MOST OF THE FASTEST
RELY ON THE SAFEST**

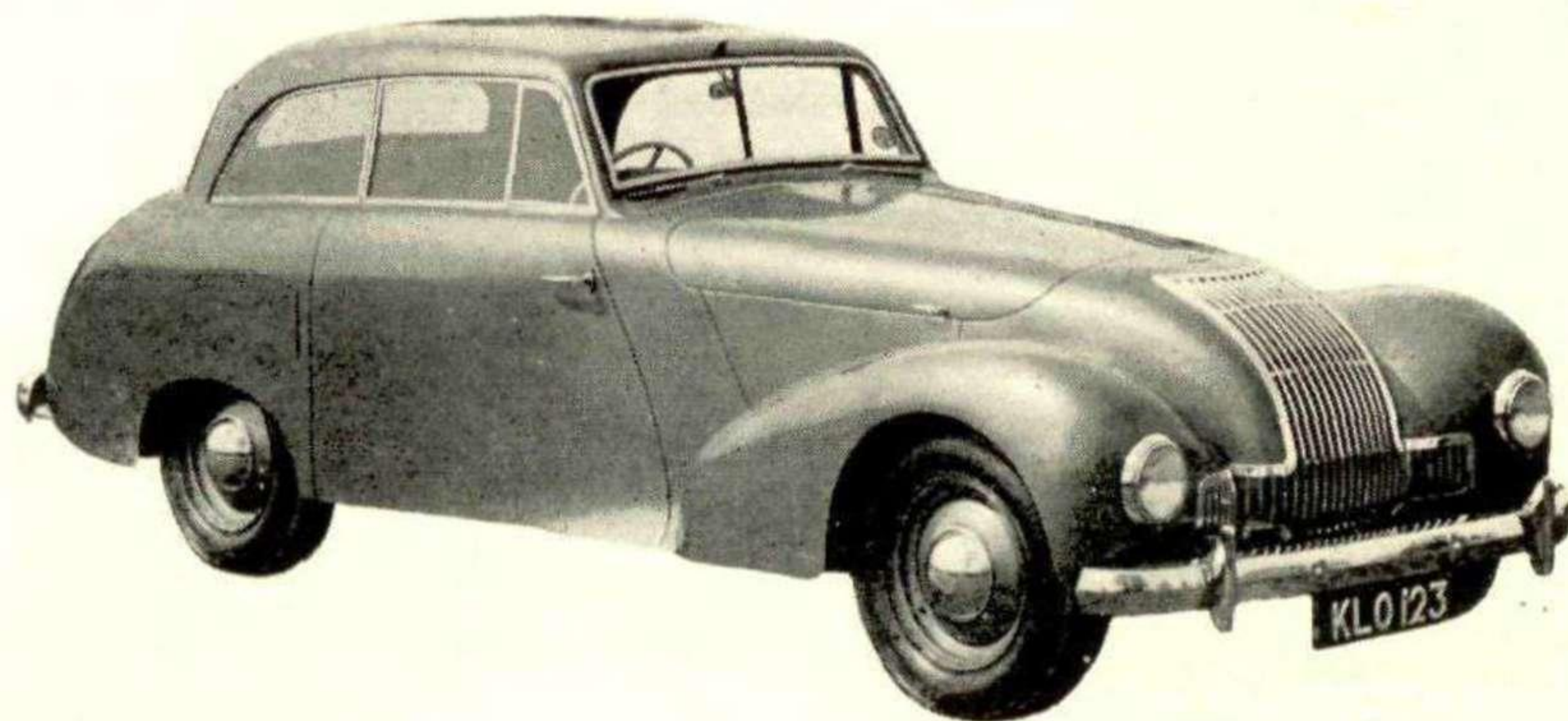
To win on road or track, brake linings must be highly efficient . . . and utterly dependable. Ferodo's long history of racing success is a solid assurance of *both* these qualities, which are just as essential for safety and confidence in every-day motoring.

FERODO BRAKE LININGS

FERODO LIMITED, CHAPEL-EN-LE-FRITH
A Member of the Turner & Newall Organization

ALLARD

invitation



STAND 132 is where you will find several of our models, including the new "J" type COMPETITION 2-SEATER, the COACHBUILT SALOON, the DROPHEAD COUPE and the STANDARD 2-SEATER. Although our post-war International Successes now total nearly 40, ALLARD Cars are just as popular with the business motorist as with the competition driver. In fact, all standard models are ideal for those who wish to travel quickly, with safety and comfort.



MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

EDITORIAL AND ADVERTISEMENT OFFICES

15-17, CITY ROAD, LONDON, E.C.1

Telephone : **MON**arch 8944

PUBLICATION DATE - - - FIRST OF THE MONTH

SUBSCRIPTION RATE - - - 18/- PER ANN. POST PAID

MATTERS OF MOMENT

THE 34th INTERNATIONAL EARLS COURT MOTOR EXHIBITION

On the day this issue of *MOTOR SPORT* is published, the second British post-war S.M.M.T. Motor Exhibition will open at Earls Court. It will be fully representative of modern European and American automobile engineering, for the 51 car exhibitors representing the products of 32 British, 16 American, seven French and three Italian manufacturers. In addition, there are 19 exhibitors in the coachwork section, 43 in the motor-boat section, 271 in the accessories and components section, 15 in the tyre section, 84 in the equipment section, 21 in the caravan and trailer division and 16 miscellaneous exhibits.

Visitors to the Show will be able to examine in detail those fine cars which have broken export records for the British Motor Industry during the first six months of 1949.

New models will not be particularly numerous, but the E.R.A.-Javelin will be a surprise of great appeal to the seeker after high performance, Rover has gone aerodynamic, Rolls-Royce show their new "Silver Dawn," Healey the recently-introduced "Silverstone" sports model, and Allard their J-type.

The enthusiast is well catered for by the many high-performance cars and it is particularly encouraging to note the big proportion of manufacturers whose cars have done well in competition and who are proud to tell the world of their achievements—Allard, Aston-Martin, Austin, Bristol, Ford, Healey, Jaguar, Javelin, M.G., Riley, and Sunbeam-Talbot. The 3½-litre "XK" twin o.h.c. Jaguar, as winner of the Production Car Race and proven fastest production car in the world, is likely to again "steal the Show."

The less spectacular cars have in many instances been improved in important matters of detail, showing that sponsors of new 1949 models have been ready and willing to heed lessons brought to light during the initial year of owner-usership in spite of the bustle to step-up production. How these minor but desirable improvements have rendered sound transportation still more sound you can read about in the make-by-make review of the exhibits elsewhere in this issue. Externally-clean, if not truly-aerodynamic, bodywork is now taken for granted, whereas only last year it was the subject of varied comment. Rover have gone over to it and very few makes retain the lines of the traditional motor car. Independent front suspension is almost universal, about the only manufacturers to retain rigid axle beams being A.C., Ford, Sunbeam-Talbot, and M.G. on their smaller model—they may, or may not, have the courage of conviction of the late Ettore Bugatti. Alfa-Romeo, Lagonda, Lancia and Renault go the whole hog and have independence of all four wheels.

This year's Exhibition is as interesting as any of its predecessors; it remains open until October 8th.

THE BLANDFORD ROAD-RACE MEETING

It was most refreshing to have racing on a real road-circuit again at the end of last month, the occasion being the meeting at Blandford Camp, by generous permission of the O.C. and Army authorities, and so ably organised by the W. Hants & Dorset C.C.

That severe accidents happened, in one of which Gordon Chilton Woods lost his life, cannot be blamed on the organisers and should not influence future decisions as to employment of this excellent circuit for car racing. The road is narrow and in places flanked by buildings, but it is the racing driver's job to stay on the road and no one suggested before the war that the remarkable round-the-town Monaco circuit, for instance, was dangerous on account of its nature. Perhaps if Blandford had attracted only the Continental aces no untoward incidents would have occurred. Which merely emphasises that our drivers have yet to learn road-racing, although the accidents which happened could just as easily have happened at other venues. When Fairman crashed the road was not entirely blocked but the remaining cars were stopped because petrol and oil were spilt on the road and because soldiers invaded the course to drag the wreckage clear—they could hardly be expected to do otherwise, and they obeyed the polite command of a police chief to go back to the enclosures as soon as they saw they were no longer helping. By this time there was the possibility that the crowd elsewhere might have assumed the race stopped and be on the road—so it *was* stopped, wisely, under the circumstances. And Fairman was in the unique position of being awarded second place in spite of over-doing things and crashing! Incidentally, he was able to leave hospital on the Monday afternoon and sportingly has apologised for spoiling the race.

Blandford was a worthwhile fixture, which should be resumed next year, perhaps with the proviso that the less-experienced entrants be given more chance to practise and be strictly observed. All of which reflects on the seriousness of the lack of a permanent, open-all-the-week circuit where such practice and observation can be properly conducted—as it was at Brooklands. If any criticism can be made of Blandford it was the stiff fines inflicted on those drivers who forgot to bring with them their competition licences—there are better ways of obtaining contributions to charity.

To the relatives and friends of Gordon Woods, and particularly to the young lady who accompanied him to race meetings, *MOTOR SPORT* offers deep sympathy.

THE 1949 HILL-CLIMB CHAMPION

It is very satisfactory that hearty, rugged, modest Sydney Herbert Allard has won this year's R.A.C. Hill-Climbing Championship, because, although he is a director of the Adlard Motor

Continued on page 407

Accidents Mar the Blandford Trophy Meeting

Shillito (Riley) Wins the Formula II Race, Dryden (Cooper) the 500-c.c. Race

ONE'S sympathy is extended to the W. Hants and Dorset C.C., whose ambitious race meeting at Blandford Camp on August 27th was marred by serious accidents. The organisation was first-class, the races run off promptly and the Press service excellent, but unfortunately three serious accidents occurred. In the third race Gordon Woods' 328 B.M.W. slid into the outer bank approaching Hood Corner, ran along it, shot across the road and demolished a bus shelter. The driver was thrown out and died in hospital soon afterwards. In the 500-c.c. race Baird's Cooper crashed at the same spot and the car somersaulted on to the roof of an army building, where it remained to the end of the day, a heaven-sent opportunity for the daily Press cameramen. The driver was flung out uninjured. Then, during the final of the Blandford Trophy Race Fairman lost control of his Riley at Engineer's Corner while going very fast in second place. The car hit the bank and somersaulted, partially blocking the road and strewing wreckage on both sides of the course. Baird's R.L.B., which was immediately behind, braked and went backwards off the course, damaging the car's front axle, Winterbottom's Cooper just squeezed through the gap, after which the red flag was displayed and the race stopped. Baird was uninjured, Fairman was suffering from a broken arm and shock. Earlier, in the first race, Orlebar's Ford special went out of control at Hood Corner and was narrowly missed by following cars, delay ensuing in removing it because a front wheel had hit the kerb and sheared the steering. Mercifully, no spectators or officials were involved.

In the five-lap race for unsupercharged 1,100-c.c. sports cars, Jacobs and Woods led throughout in their M.G.s, but Lester and Harewood (M.G.s) had a tussle for third place. Pierpoint's "1,100" F.I.A.T. was wild until a big-end melted. Parker's Parker Special had no trouble in winning the first heat of the 500-c.c. race, and Carter and May brought their Coopers through the field well. Colham's piston collapsed, Truman's Bardon spun at Hood, where Watkin's Cooper used the escape road, and Smith and Saunders retired, the latter while in second place.

Run together, the 1½-litre and 2-litre five-lap sports car races saw the two Connaughts vastly superior in the latter, more stable and with superior acceleration to Crook's 328 B.M.W., which chased them, Crook all but upsetting and taking to the grass for many yards at Hood in his endeavour to close the gap. Behind, Stoop's noisy Veritas was a match for Monkhouse's Aston-Martin. Willis' B.M.W. was never challenged in the 1½-litre race, although Ruddock's H.R.G. was never far away.

Brandon's Cooper 1,000 led throughout in heat one of the Blandford Trophy race, followed by Shillito's 2-litre Riley and Aston's Cooper 1,000, until Shillito shot into the escape road at Hood, only

to resume, wiping his vizor, one place to the bad. Kennington's Cisitalia just could not pass Moore's O.B.M., in spite of motoring along the verge out of Hood on one occasion—it finally enlarged a big-end. Peter Clark's H.R.G. blew water vapour from a vent-pipe and retired with its Vanguard engine too hot. Winterbottom's Cooper 1,000 came through well to fourth place. Dryden won the second heat of the 500-c.c. race with Christie on his tail throughout and Page picking up places ably, to finish third. The second heat of the Blandford Trophy was most exciting, John Cooper's Cooper 1,000 having it all its own way from flag-fall, Folland doing all he knew behind until the Ferrari retired covered in oil, whereupon Whitehouse, driving splendidly, took second place, only to have the bitter experience of coasting in with a broken chain a lap from the end. This gave Baird's R.L.B. second place, Mackie's sick Rover third place, with Monkhouse's 2-litre Aston-Martin next and Crook in Baring's yellow Veritas nowhere.

The 10-lap 500-c.c. Final looked like Parker's race, for he caught Dryden after six laps. Alas, Carter passed Parker too fast going into a corner and slid broadside, Parker stalling his engine in avoiding the Cooper and being unable to restart. In the melee Dryden regained his lead and they finished thus, Hamblin's Cooper a close third.

The 25-lap Blandford Trophy final was becoming very interesting when the accident stopped it. At first it was Aston (Cooper), Hartwell (Cooper) and Shillito (Riley), Brandon being delayed by a shorting ignition switch, then by an oiled plug. Hartwell's car began to spew fuel fumes and Winterbottom's Cooper got by. After six laps Aston led by 12½ sec., which he later increased. Fairman was picking up places all the time, and in spite of leaving the road at Cuckoo Corner and clouting the straw bales at Hood, he was third after 12 laps, and Aston's Cooper had blown-up, letting Shillito lead. Fairman was pressing Winterbottom's Cooper hard; behind, Moore's O.B.M. was losing ground and the Veritas was touring. Fairman was second after 15 laps and in doing all he knew to catch the other Riley, and clocking fastest lap at 83.87 m.p.h. had his accident on lap 19 which ended the race. Some people



BUSINESS FOLLOWS THE CHEQUERED FLAG

Mr. R. Sternberg, an American visitor to the B.R.D.C. Silverstone meeting, was so impressed with the performance of the J-type Allard two-seaters that he arranged there and then to purchase the car in which Leslie Allard finished third in the over 2½-litre class. The car was shipped to the States on the first available boat, the *Queen Elizabeth*, which sailed a week later, and it was due to run in an American event on September 15th.

thought the race should have been allowed to continue, as Winterbottom got past the wreckage, but people invaded the road to help move the remains of Fairman's car, and oil and petrol had been spilt, so the red flag was probably justified.

Results :

UNSUPERCHARGED SPORT CARS UP TO 1,100-C.C. (FIVE LAPS)

	min.	sec.	m.p.h.
1st: R. W. Jacobs (1,086-c.c. M.G.)	13	58	67.46
2nd: L. J. Woods (1,100-c.c. M.G.)	17	59	
3rd: H. Lester (1,100-c.c. M.G.)	14	18	
Fastest lap: Jacobs (M.G.)	68.85 m.p.h.		

FIRST HEAT—RACING CARS UP TO 500-C.C. (FIVE LAPS)

	min.	sec.	m.p.h.
1st: D. Parker (497-c.c. Parker Special)	13	1.6	72.32
2nd: K. E. Carter (497-c.c. Cooper)	13	12.6	
3rd: C. A. N. May (497-c.c. Cooper)	13	14.0	
Fastest lap: Parker (Parker)	74.09 m.p.h.		

UNSUPERCHARGED SPORTS CARS, 1,101-1,500-C.C. (FIVE LAPS)

	min.	sec.	m.p.h.
1st: R. C. Willis (1,490-c.c. B.M.W.)	13	35.2	69.34
2nd: G. A. Ruddock (1,496-c.c. H.R.G.)	13	37.0	
3rd: W. A. Cleave (1,496-c.c. H.R.G.)	14	16.8	
Fast lap: Ruddock (H.R.G.)	71.91 m.p.h.		

UNSUPERCHARGED SPORTS CARS, 1,501-2,000-C.C. (FIVE LAPS)

	min.	sec.	m.p.h.
1st: K. McAlpine (1,767-c.c. Connaught)	12	46.6	73.74
2nd: R. E. Clarke (1,767-c.c. Connaught)	12	47.2	
3rd: T. A. D. Crook (1,971-c.c. B.M.W.)	12	58.4	
Fastest lap: McAlpine (Connaught)	75.17 m.p.h.		

FIRST HEAT—BLANDFORD TROPHY RACE (10 LAPS)

	min.	sec.	m.p.h.
1st: E. Brandon (994-c.c. Cooper-J.A.P.)	22	58.2	82.03
2nd: W. S. Aston (998-c.c. Cooper)	23	9.8	
3rd: G. S. Shillito (1,988-c.c. Riley)			
Fastest lap: Aston (Cooper) and Brandon (Cooper)	82.76 m.p.h.		

SECOND HEAT—RACING CARS UP TO 500-C.C. (FIVE LAPS)

	min.	sec.	m.p.h.
1st: R. M. Dryden (497-c.c. Cooper)	13	1.6	72.32
2nd: M. A. H. Christie (497-c.c. Cooper)	13	2.8	
3rd: P. W. K. Page (499-c.c. Cooper)	13	34.0	
Fastest lap: Dryden (Cooper)	75.88 m.p.h.		

SECOND HEAT—BLANDFORD TROPHY RACE (10 LAPS)

	min.	sec.	m.p.h.
1st: J. N. Cooper (996-c.c. Cooper)	23	28.4	80.27
2nd: G. P. Baird (1,767-c.c. R.L.B.)	24	33.4	
3rd: G. N. Mackie (1,996-c.c. Rover)	26	4.4	
Fastest lap: Cooper (Cooper)	81.69 m.p.h.		

FINAL—RACING CARS UP TO 500-C.C. (10 LAPS)

	min.	sec.	m.p.h.
1st: R. M. Dryden (497-c.c. Cooper)	25	35.0	73.65
2nd: K. E. Carter (497-c.c. Cooper)	26	15.0	
3rd: R. S. Hamblin (500-c.c. Cooper)	26	16.6	
Fastest lap: Carter (Cooper)	76.60 m.p.h.		

FINALS—BLANDFORD TROPHY RACE (STOPPED AFTER 18 LAPS)

	min.	sec.	m.p.h.
1st: G. S. Shillito (1,988-c.c. Riley)	42	18.6	80.16
2nd: J. Fairman (1,954-c.c. Riley)	42	20.2	80.11
3rd: E. Winterbottom (998-c.c. Cooper-H.R.D.)	42	26.6	79.91
Fastest lap: Fairman (Riley)	83.87 m.p.h.		

Brighton International Speed Trials

A. J. Butterworth Fastest with His F.W.D. Air-Cooled A.J.B.

Raymond Mays' Course Record Unbroken. Pitt's Blower 4½-litre Bentley is Fastest Sports Car. Mrs. Allard Beats Her Husband in J-type Allard, Taking the Ladies' Prize. Excellent Organisation.

THE Brighton and Hove Motor Club's traditional seaside speed trials over the standing kilometre of the Madeira Drive were run off expeditiously on September 3rd in beautiful weather. This year's organisation was in every way creditable, and officials were served with an excellent lunch during the interval.

Raymond Mays' course-record of 23.86 sec. remained unbroken, although Mays was regrettably not present to defend it. To Archie Butterworth went credit for making f.t.d. in his home-designed, four-wheel-drive A.J.B., with an unsupercharged 4,425-c.c. Steyr air-cooled V8 engine and slim single-seater body. Butterworth got away in phenomenal fashion, attained 4,100 r.p.m. on his 2.58-to-1 ratios and 5.50-16 tyres by the end of the kilometre, and went over the line at some 133 m.p.h., clocking the excellent time of 24.91 sec. He increased the alcohol content of the fuel for his second run, and was 0.69 sec. slower, McAlpine's 3-litre ex-"Bira" Maserati passing him to clock 25.27 sec., second fastest time. Poore just could not get the speed he hoped for from the "3.8" Alfa-Romeo, but made third fastest time, in 25.91 sec., just beating Fry's incredible 1,097-c.c. two-stage Freikaiserwagen, which did 25.93 sec., but sheared its flywheel key in doing so and didn't run again. Mrs. Allard won the poorly-supported ladies' class, beating her famous husband by 1.22 sec. in the sports J-type Allard (29.35 sec.).

This year the classes were simplified, but 215 entries were received; that a good entry was also received for the S.U.N.B.A.C. Silverstone meeting on the same day indicates the healthy state of the Sport. At Brighton drivers have to start "on the signal," not in their own time, the spoons being used only to detect false starts. They ran up the course in pairs, which resulted in some epic struggles and enthralled the thousands of onlookers on the promenades. But the results of these races signify nothing in themselves, so we have ignored them, preferring to give in the results the full placings in each class.

Naturally, with so many entries there was much of detail interest to be seen. Besides his faithful "Ulster" Austin, Bowles had a truly immaculate pointed-tail "Speedy" with ex-Scriven "Grasshopper" engine, Centric blower and Cozette carburetter. Hollingsworth's blown Ford Ten Special made good use of a remote-control four-speed box, while Watling-Greenwood's R.W.G. was beautifully turned out and proved to have a Morris chassis, M.G. gearbox and

twin-S.U. Ford Ten engine. Another very immaculate car was Roberts' Type 43 Bugatti, in original "Grand Sports" four-seater form, rubber bands round its hub-ears holding its hub-plates in place—not to locate the half-shafts as one local had it!

The "30/98" Vauxhalls resumed their duel with numerous 4½-litre Bentleys, proving individually superior but with a slight advantage to the Bentleys on aggregate. Alan May's car, putting smallish rear wheels to good purpose, had its headlamps set centrally and turned sideways above the dumb-iron apron. It did 32.41 sec. against 33.80 sec. by the best of the unblown 4½-litre Bentleys, Hogg's. Six "30/98s" ran, and eleven "4½" Bentleys. Of the former, Bardolph's had a modernish four-seater body and wings, Southon's was a fabric seater, Webb's the smart four-seater which did so well at the V.S.C.C. Prescott meeting, with downdraught Zenith, Delage front brakes and a rare 3.1-to-1 axle ratio, Plowman's and Binn's being well known. As consolation, Pitt's ex-Birkin two-seater "blower 4½" Bentley, the blower now cowled-in, not only wiped up both Vintage S.C.C. and Bentley D.C. classes but won Forrest Lycett's trophy for best sports car time, in 30.38 sec., in spite of an electrical bonfire after one run. Metcalfe emerged from retirement to drive his whale-like ex-Barnato Hassan 8-litre Bentley, on 6.50-16 rear tyres, clocking 31.0 sec. against Leslie Johnson's 28.79 sec. in Lycett's 8-litre. But as Lycett was giving the prize for fastest sports car, he only entered for the racing class. If the time-keepers can be believed, Pomeroy's 1914 "Prince Henry" Vauxhall beat all the "30/98s" except May's.

Griffith's Jag. II, a Ford V8-engined Jaguar with all-enveloping body, ran well, the Toulmin Motors' 980-c.c. blown, self-change M.G. Midget misbehaved, and Helen Kennard's Mercédès-Benz had chronic clutch slip. Pomeroy's fleet Vauxhall, Abbott's 1904 Mercédès and Wilcock's 2½-litre Talbot represented the pre-1914 brigade. Continuing round the Paddock, Lomax's M.G. was a converted R-type with simple radius-members to locate the independent rear suspension, King was trying out his neat *monoposto* Austin Seven, which has a ribbed alloy head, No. 4 chain-drive Zoller blower, S.U. carburetter, right-hand control of the three-speed gearbox, and has been lowered by turning the rear springs upside down and appreciably raising the front axle above its spring. Hobbs' ex-Eccles' Zoller-blown Rapier has hydraulic and friction front damping, Richards' well-known Riley normal and

transverse front shock-absorbers, the latter linked by rods to the axle up-sweep, while Treen's Riley has fairings both sides of its long tail to clear the fuel tank and an external exhaust manifold. Webb's blown 1,087-c.c. M.G. has Lancia i.f.s., and Heath's Heath-J.A.P. has rear-placed engine, an oil cooler by its near-side air scoop, transverse spring and wish-bone i.f.s., and a swing-axle and fabricated wishbones at the back. Murray's Maserati had a vast, plated scoop at the near side of its radiator cowl.

Lester's smart M.G. easily won the 1,100-c.c. sports-car class, Morrish's Frazer-Nash dominated the 1½-litre sports-car class and Way's special B.M.W. beat Tyrer's lightened "328" B.M.W. in the 2-litre class, Way improving on his own record by 1.24 sec., Crook's yellow Veritas a good third. Major Gale's Darracq vanquished Allard's J-type Allard in the big sports-car class, also beating the class record held by Walker's Delahaye, by 0.93 sec., and being the fastest unblown sports car. Hern's Amilcar Six was unchallenged in the blown 1,100-c.c. sports-car category, and M.G.s scored in the blown 2-litre class. Lewis' "2.6" Alfa-Romeo defeated Mann's "2.6" Alfa in the unlimited blown sports-car class, with James' 5-litre Bugatti third, Pitts winning the V.S.C.C. class from May's "30/98" and Cook's 4½-litre Bentley and taking Finch's class record by 0.11 sec., and then going even faster to win the B.D.C. class from Hogg's and Cook's normally-aspirated 4½-litres.

Parker, warming the transmission of his Parker Special on the line, proved to have easily the fastest "500," the Monaco's class record falling by 1.24 sec. Cox's Cooper overheated, coasting in both times, and Tye's Cooper suffered from carburetter flooding. Symonds' Austin, now with "works" s.v. engine, thoroughly deserved its win in the 750-c.c. class, but did not lower the Lightweight's record. Fry did a prodigious 25.93 sec. in the 1,100-c.c. class, in spite of trouble two-thirds of the way up; this lowered his own class record by 1.08 sec. Just as the Freikaiserwagen was being towed away the Mayors of Brighton and Hove were introduced to Joe, who was asked, "And what did the car cost you?" The driver, who probably felt it was now worth 6½d., manfully replied, "£1,000 plus." The V-twin Coopers of Winterbottom, Hartwell and Cooper were a close second, third and fourth, Cooper getting 120 m.p.h. over the line.

The Spikins Special took the 1½-litre class from Baring's 6C Maserati and Smith's Bugatti, all closely matched. The Norris Special felt the bumps and

had clutch-slip. The 3-litre class was the preserve of Norris' Alta, using 6.50-16 rear tyres and clocking a rousing 26.9 sec., against Yates' 27.13 sec. in the mis-firing Multi-Union. The Multi-Union was making a first appearance since its Brooklands' days, when it all but took the lap record. It had its out-circuit axle-ratio, 6.50-19 rear tyres and suitably low ratios in the Rolls-Royce gearbox. On its second run it was still mis-firing and sending out clouds of smoke. Just beyond the line, ahead of the sprint-bodied Acedes-Nash, the engine seized and the car went into a series of hair-raising slides, which Yates held successfully. Noel Carr's Alta was third, Stubberfield, his well-known single-seater, twin-rear tyred Type 35 Bugatti hampered by its Prescott ratios, an impressive fourth.

Butterworth deservedly won the Club Trophy and £100 for his f.t.d. in the unlimited class, as recorded. The ladies' class was poorly supported, with Mrs. Saginson's "flat-iron" Thomas and Mrs. Richmond's Rapier absentees, but Mrs. Allard surpassed herself in the J-type Allard, beating her husband's best run in an earlier class by 1.22 sec. and easily winning the Chater-Lea Trophy. Mrs. Gerard's class record was unassailed, however.

All that happened from the time-keepers' angle follows:—

* = New Class record. F = Failed to complete course.

- SPORTS CARS UP TO 1,100 C.C.:
- 1st: H. Lester (1,092-c.c. M.G.) ... 38.56 sec.
 - 2nd: S. E. Barnes (747-c.c. M.G.) ... 41.49 "
 - 3rd: H. Gilling (1,074-c.c. H.R.G.) ... 43.43 "
- Also ran:* Cuff-Miller (Riley), 43.80 sec.; Williams (Singer), 44.71 sec.; Havant (M.G.), 44.80 sec.; Simpson (F.I.A.T.) and Hadfield (Vale), both 45.0 sec.

- SPORTS CARS, 1,101 TO 1,500 C.C.:
- 1st: F. Morrish (1,497-c.c. Frazer-Nash) ... 36.58 sec.
 - 2nd: T. W. Dargue (1,433-c.c. M.G.) ... 36.70 "
 - 3rd: A. S. Gosnell (1,498-c.c. H.R.G.) 37.01 "
- Also ran:* Holt (H.R.G.) 37.16 sec.; Ruddock (H.R.G.), 37.60 sec.; Brock (H.R.G.), 38.0 sec.; Moorfield (M.G.), 39.0 sec.; Miss Mitchell (H.R.G.), 39.20 sec.; Christie (M.G.), 39.36 sec.; Miss Haig (H.R.G.), 39.38 sec.; Gott (H.R.G.), 39.76 sec.; Line (M.G.), 40.4 sec.; Gilling (H.R.G.), 40.91 sec.; Tilling (Singer), 41.10 sec.; Miss Marshall (M.G.), 41.20 sec.; Molyneux (M.G.), 41.54 sec.; Cook (M.G.), 41.62 sec.; Constable (M.G.), 42.19 sec.; Sears (Morgan), 42.88 sec.; Davis (M.G.) and Watling-Greenwood (R.W.G.), both 43.40 sec.; Finch (M.G.), 43.60 sec.; Norton (M.G.), 43.80 sec.; Burt (Aston-Martin), 46.20 sec.; Cook (M.G.), 46.40 sec.; Major (Wolsley), 47.40 sec.; Palmer (Frazer-Nash), 76.40 sec.

- SPORTS CARS, 1,501 TO 2,000 C.C.:
- 1st: R. Way (1,971-c.c. B.M.W.) ... 31.15 sec.
 - 2nd: G. Tyrer (1,971-c.c. B.M.W.) ... 31.68 "
 - 3rd: T. A. D. Crook (1,971-c.c. Veritas) 32.20 "
- Also ran:* Peskett (B.M.W.), 35.67 sec.; Walton (Alta), 36.0 sec.; Jay (Bugatti), 41.68 sec.; Render (Aston-Martin), 43.77 sec.

- SPORTS CARS OVER 2,000 C.C.:
- 1st: Major Gale (3,996-c.c. Darracq) 30.48 sec.*
 - 2nd: S. H. Allard (4,375-c.c. Allard) ... 30.57 "
 - 3rd: I. Metcalfe (7,992-c.c. Bentley) ... 31.00 "
- Also ran:* May (Vauxhall), 32.41 sec.; Jason-Henry (Delahaye), 32.98 sec.; Symondson (Bugatti), 33.40 sec.; Parker (Jaguar), 33.61 sec.; Matthews (Jaguar), 33.63 sec.; Griffiths (Jag. II), 33.71 sec.; Hogg (Bentley) and Chevell (Alvis), both 33.80 sec.; Tulloch (Hudson Special), 33.95 sec.; Cripps (Cripps Special), 34.08 sec.; Craig (Jaguar), 34.20 sec.; Render (Allard), 34.55 sec.; Jay (J.M.B.) and Good-hew (Healey Special), both 35.20 sec.; Wright (Lagonda), 36.14 sec.; Sargeant (Sargeant Special) and Waring (Alvis), both 36.40 sec.; Monro (Invicta), 37.0 sec.; Hewitt (Allard), 37.40 sec.; Henry (Lagonda), 39.80 sec.; Derrington (Bugatti), 46.40 sec.

- SUPERCHARGED SPORTS CARS UP TO 1,100 C.C.:
- 1st: V. J. Hern (1,100-c.c. Amilcar) ... 34.87 sec.
 - 2nd: R. W. Jacobs (1,087-c.c. M.G.) ... 37.06 "
 - 3rd: J. D. Hanman (940-c.c. M.G.) ... 37.40 "
- Also ran:* Christmas (M.G.), 39.95 sec.; Toulmin (M.G.), 41.20 sec.; Bowles (Austin), 42.40 sec.

- SUPERCHARGED SPORTS CARS, 1,101 TO 2,000 C.C.:
- 1st: I. C. Lucas (1,250-c.c. M.G.) ... 36.90 sec.
 - 2nd: R. W. G. Collins (1,286-c.c. M.G.) 37.60 "
 - 3rd: A. H. Montague (1,572-c.c. Alfa-Romeo) ... 38.85 "
- Also ran:* Zeltman (Squire), 39.19 sec.; Rowe (M.G.), 41.0 sec.

- SUPERCHARGED SPORTS CARS, UNLIMITED:
- 1st: D. Lewis (2,638-c.c. Alfa-Romeo) 31.35 sec.
 - 2nd: N. H. Mann (2,600-c.c. Alfa-Romeo) ... 31.40 "
 - 3rd: J. M. James (4,840-c.c. Bugatti) ... 31.86 "
- Also ran:* Pierpont (Bugatti), 31.96 sec.; Markes (Bentley), 35.0 sec.; Rohll (Alfa-Romeo), 35.59 sec.

- VINTAGE SPORTS CARS, UNLIMITED:
- 1st: A. L. Pitts (4,396-c.c. s/c Bentley) 30.55 sec.*
 - 2nd: A. May (4,250-c.c. Vauxhall) ... 32.51 "
 - 3rd: W. A. L. Cook (4,398-c.c. Bentley) 35.37 "
- Also ran:* Finch (Amilcar), 35.55 sec.; Rohll (Alfa-Romeo), 36.06 sec.; Pomeroy (Vauxhall), 36.20 sec.; Binns (Vauxhall), 36.51 sec.; Roberts (Bugatti), 36.60 sec.; Webb (Vauxhall), 37.57 sec.; Plowman (Vauxhall), 37.97 sec.; Bardolph (Vauxhall), 40.0 sec.; Smith (Aston-Martin), 40.35 sec.; Jane (Lancia), 41.70 sec.; Southon (Vauxhall), 41.72 sec.; Gahagan (Bugatti), 44.58 sec.; Storr (Mercedes-Benz), 48.80 sec.; Miss Kennard (Mercedes-Benz), 49.20 sec.; Abbott (Mercedes), 56.80 sec.; Wilcock (Talbot), 60.30 sec.

- BENTLEY CLASS:
- 1st: A. L. Pitts (4,398-c.c. s/c Bentley) 30.38 sec.
 - 2nd: R. W. Hogg (4,398-c.c. Bentley) ... 33.80 "
 - 3rd: W. A. L. Cook (4,398-c.c. Bentley) 35.57 "
- Also ran:* Kemp Place, 35.59 sec.; Markes, 35.74 sec.; Lawrence, 36.48 sec.; Hay, 36.66 sec.; Farthing, 39.96 sec.; Evan Cook, 37.20 sec.; Kramer, 37.95 sec.; Sedgwick, 38.60 sec.; Stout, 39.20 sec.; Halliday, 39.64 sec.; Scott Russell, 40.40 sec.; Charnock, 40.80 sec.; Axel-Berg, 45.45 sec.; Burton, 46.60 sec.

- RACING CARS UP TO 500 C.C.:
- 1st: D. Parker (497-c.c. Parker-Special) ... 31.87 sec.*
 - 2nd: R. M. Dryden (499-c.c. Cooper) ... 33.40 "
 - 3rd: G. Saunders (497-c.c. Cooper) ... 33.86 "
- Also ran:* Truman (Bardon), 34.01 sec.; Roberts (Cooper), 34.43 sec.; Samuelson (Cooper), 35.20 sec.; Tye (Cooper), 35.76 sec.; Tipper (Monaco), 42.0 sec.; Cox (Cooper), F.

- RACING CARS, 501 TO 750 C.C.:
- 1st: G. H. Symonds (747-c.c. s/c Austin) ... 29.67 sec.
 - 2nd: K. C. Jarvis (747-c.c. s/c Austin) 32.21 "
 - 3rd: F. G. Lomax (746-c.c. s/c M.G.) ... 32.91 "
- Also ran:* Harrison (M.G.), 36.87 sec.; Bowles (Austin), 37.0 sec.; King (Austin), 39.60 sec.; Phillips (M.G.), 44.40 sec.

- RACING CARS, 751 TO 1,100 C.C.:
- 1st: J. G. Fry (1,097-c.c. s/c Freikaiserwagen) ... 25.93 sec.*
 - 2nd: E. Winterbottom (998-c.c. Cooper-H.R.D.) ... 28.38 "
 - 3rd: G. R. Hartwell (998-c.c. Cooper-H.R.D.) ... 28.40 "
- Also ran:* Cooper (Cooper), 29.30 sec.; Heath (Heath-J.A.P.), 32.0 sec.; Hobbs ("Rapier"), 32.59 sec.; Richards (Riley), 33.32 sec.; Treen (Riley), 34.80 sec.; Webb (M.G.), 35.20 sec.; Bristow (Alta), 38.60 sec.

- RACING CARS, 1,101 TO 1,500 C.C.:
- 1st: F. R. G. Spikins (1,496-c.c. Spikins Special) ... 29.11 sec.
 - 2nd: A. A. Baring (1,496-c.c. s/c Maserati) ... 29.27 "
 - 3rd: S. J. Smith (1,500-c.c. s/c Bugatti) 29.91 "
- Also ran:* Heyward (Norris), 30.50 sec.; Blomfield (Bugatti), 31.60 sec.; Murray (Maserati), 31.86 sec.; Bradnack (B.R.A.), 33.20 sec.; Norton (Alta), 34.0 sec.; Rivers-Fletcher (M.G.), 37.20 sec.

- RACING CARS, 1,501 TO 3,000 C.C.:
- 1st: J. B. Norris (1,970-c.c. s/c Alta) 26.90 sec.
 - 2nd: G. F. Yates (2,900-c.c. s/c Multi-Union) ... 27.13 "
 - 3rd: N. Carr (1,996-c.c. s/c Alta) ... 27.43 "
- Also ran:* Stubberfield (Bugatti), 28.80 sec.; Russell (Bugatti), 29.20 sec.; Hukins (Bugatti), 29.70 sec.; Edwards (H.R.G.), 31.75 sec.; Ayrton (Bugatti), 32.26 sec.; Clair (Semence Special), 32.40 sec.; Williamson (Acedes-Nash), 34.80 sec.

- RACING CARS UNLIMITED:
- 1st: A. J. Butterworth (4,425-c.c. A.J.B.) ... 24.91 sec.†
 - 2nd: K. McAlpine (3,015-c.c. s/c Maserati) ... 25.27 "
 - 3rd: R. D. Poore (3,800-c.c. s/c Alfa-Romeo) ... 25.91 "
- † F.T.D.

Also ran: Johnson (Bentley), 28.79 sec.; Matthews (Jaguar), 29.40 sec.; Norris (Norris Special), 30.80 sec.; James (Sunbeam), 31.60 sec.; Hay (Bentley), 36.80 sec.

- RACING CARS—LADY DRIVERS ONLY:
- 1st: Mrs. E. Allard (4,375-c.c. Allard) 29.35 sec.
 - 2nd: Mrs. Treen (1,087-c.c. Riley) ... 36.58 "
- Also ran:* Mrs. Ching (Alfa-Romeo), 39.40 sec.

PRESCOTT HILL CLIMB

—continued from page 398

fast in the Alvis-engined Norris-Special, Norton's Alta, using twin rear wheels which clouted the sleepers at Pardon on its first run, being third.

- 1st: R. E. Ansell (1,488-c.c. E.R.A.) ... 48.16 sec.
 - 2nd: O. W. A. Heyward (1,482-c.c. Norris-Special) ... 48.85 "
 - 3rd: G. W. P. Norton (1,496-c.c. Alta) ... 49.10 "
- Also ran:* de Mattos (Spikins Special), 49.53 sec.; Reece (Bugatti), 49.73 sec.; Dargue (M.G.), 54.16 sec.; Blomfield (Bugatti), 54.83 sec.

Racing Cars, 1,501 to 2,000 c.c.

Peter Walker made one of his usual spirited climb in the 2-litre E.R.A. to win this class, but failed to approach his class record. The stub-exhaust, twin-rear-wheeled Bugatti, driven respectively by owner Mould and ex-owner Rowley,

filled second and third places, slightly faster than the Caesar-Special, which someone described as an "armchair preceded by a smoke-screen."

- 1st: P. D. C. Walker (1,979-c.c. E.R.A.) 47.67 sec.
 - 2nd: P. Mould (1,990-c.c. Bugatti) ... 49.55 "
 - 3rd: J. W. Rowley (1,990-c.c. Bugatti) 49.66 "
- Also ran:* Taylor (Caesar Special), 50.01 sec.; Sir Clive Edwards (H.R.G. Special), 50.60 sec.; Toole (R.B.L.), 50.93 sec.

Racing Cars Over 2,000 c.c.

It was in this class that Allard, looking safe and steady in the quiet V8 air-cooled Steyr-Allard, set the seal to the championship and lowered his class record by 0.62 sec. Poore was second, and Butterworth, now using 6.00-16 tyres on his A.J.B. but craving different ratios, was third. Stubberfield's Type 35 Bugatti went in its usual excellent manner, but Dutt's "2.9" Maserati was slow.

- 1st: S. H. Allard (3,700-c.c. Allard) ... 44.42 sec.*
 - 2nd: E. D. Poore (3,800-c.c. Alfa-Romeo) ... 45.54 "
 - 3rd: A. J. Butterworth (4,425-c.c. A.J.B.) ... 47.11 "
- Also ran:* Stubberfield (Bugatti), 47.61 sec.; Dutt (Maserati), 51.61 sec.

Team Event

In this category Allard got down to his magnificent 44.26 sec., but he was slower than before in the sports Allard (it is a bit of a rush going straight from one car to another!), but Mrs. Allard got down to a splendid 51.70 sec. run. Poore did his 44.60 run and Stubberfield one in 47.56 sec., but Allard's team won.

Formula I Class (former runs count)

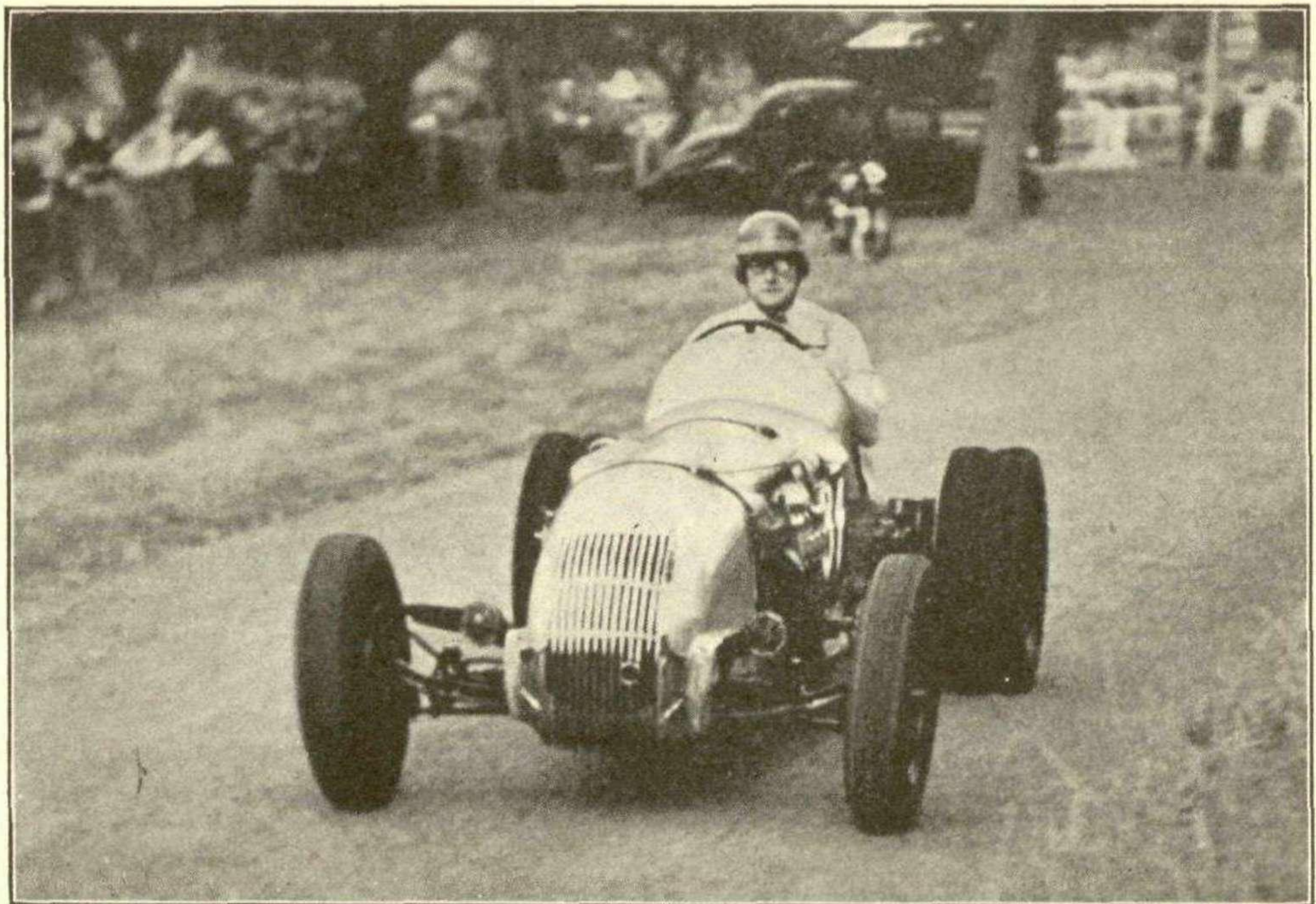
- 1st: S. H. Allard (Allard) ... 44.42 sec.

Formula II Class (former times count)

- 1st: S. Moss (Cooper-J.A.P.) ... 44.77 sec.
 - 2nd: E. Brandon (Cooper-J.A.P.) ... 45.82 "
 - 3rd: B. G. P. de Mattos (Spikins Special) 49.53 "
- * Class record.

SYDNEY ALLARD

◆◆
1949
British
Hill-Climbing
Champion
◆◆



International Prescott Speed Hill-Climb

Sydney Allard Breaks Course Record (44.26 sec.), Sports-Car Record (47.96 sec.), Wins Three Classes and Final of 1949 R.A.C. Hill-Climbing Championship and Team Prize. Poore's 3.8-litre Alfa-Romeo Second Fastest. Six Class Records Fall.

AS the above heading indicates, Sydney Allard had a field-day at Prescott on September 11th, securing the 1949 R.A.C. Hill-Climbing Championship and much besides. The weather at this charming and colourful venue was perfect, and in the enclosures ultra-smart Bugattis parked side by side with such individualistic cars as an all-white "14/40" Sunbeam and an early "11.4" Citroën tourer.

The Final of the Hill-Climb Championship was expected to lie between Allard, Fry and Poore, but unfortunately the Freikaiserwagen sheared its flywheel key in practice, as it had done on its first run at Brighton. Methodical work was immediately put in progress to replace it, supervised by David Fry and Robin Jackson and many sympathetic friends. Alas, on its first run the car only got as far as Pardon Hairpin. Everyone thought that was the end, but apparently the trouble was carburettor-flooding and Fry tried again in the Team Event, but again the Freikaiserwagen had trouble, this time with the magneto, and Fry, who was a mere point behind Allard for the Championship, was unable to take his second run in the 1,100-c.c. racing car class. The sym-

Photographs appearing in this article are MOTOR SPORT copyright.

pathy of everyone on the hill went out to him.

So Allard clinched the deal and broke his old course record by 0.78 sec., on a run during the Team contest, in the Steyr-Allard which occupied a mere 44.26 sec. On his third assault on the twisty hill he might well have clocked an even better time, but he skidded badly in the Esses and, although skilfully held, it reduced his time to 44.49 sec.

Poore fully deserved his second place, which also gave him second in the Championship. He flung the big Alfa-Romeo fearlessly through the bends, holding a slide under the brakes into Orchard Corner on his first run and doing his best time, 44.60 sec., on his Team event run. Young Stirling Moss, home again after seeking fresh laurels abroad, was right on form, making third fastest time, 44.77 sec., in his white Cooper 1,000, on a run when he momentarily locked a wheel braking for the last bend of the Esses, which he took wide, and then fairly flung his little car up to the Semi-Circle. This earned him third place in the Championship.

Brandon's Cooper 1,000 was fourth, in 45.82 sec., but an encounter with the straw bales at Orchard increased his second run to 47.09 sec., and just how fast and meritorious these four—Allard, Poore, Moss and Brandon—were is proved by the fact that no one else clocked under 47 sec. Mays and Hutchison, although they had dropped out of the championship, were enthusiastic spectators.

Sports Cars Up to 1,500 c.c., Unsupercharged

Delingpole's H.R.G. easily won this class from Willis' special B.M.W. and Ruddock's nicely-handled H.R.G., while Christie's M.G., braked hard for Orchard, tied with Dargue's M.G. for third place.

1st: K. C. Delingpole (1,496-c.c. H.R.G.) 51.19 sec.
2nd: R. C. Willis (1,490-c.c. B.M.W.) ... 52.12 ,,
3rd: G. A. Ruddock (1,496-c.c. H.R.G.) 52.39 ,,

Also ran: Christie (M.G.) and Dargue (M.G.), both 53.71 sec.; Thompson (H.R.G.), 54.50 sec.; Buncombe (H.R.G.), 55.44 sec.; Phillips (M.G.), 57.16 sec.; Scott (Morgan), 57.50 sec.; Holt (H.R.G.), 57.61 sec.; Buckler (Buckler), 57.93 sec.; Line (M.G.), 59.56 sec.

Sports Cars Up to 1,500 c.c., Supercharged

Finch's Amilear Six beat Hern's sister car, and Bowles' much-used Austin Seven,



APPREHENSION UNDER CONTROL.—Joe Fry controls his feelings as David Fry works on the damaged engine of the Freikaiserwagen, then only one point behind Allard for the Hill-Climb Championship.

a lower gear engaged for the run up to the Semi-Circle, was a creditable third.

- 1st: O. A. F. Finch (1,100-c.c. Amilcar) 51.07 sec.
 - 2nd: V. J. Hern (1,100-c.c. Amilcar) ... 52.00 "
 - 3rd: J. V. Bowles (747-c.c. Austin) ... 53.14 "
- Also ran: Lusty (M.G.), 55.79 sec.

Sports Cars, 1,501 to 3,000 c.c., Unsupercharged

Newton, getting much wheelspin, many revs., and blipping through the Esses, not only won the class in his "Le Mans Replica" Frazer-Nash, but beat the class record held by Tyrer's lightened "328" B.M.W. by .07 sec. Tyrer, not up even to his former-record form, was second, sliding at the Esses, but beating Peacock's more ordinary "328" B.M.W. The Healey was slow but consistent.

- 1st: E. J. Newton (1,971-c.c. Frazer-Nash) ... 50.74 sec.*
 - 2nd: G. Tyrer (1,971-c.c. B.M.W.) ... 51.34 "
 - 3rd: R. F. Peacock (1,971-c.c. B.M.W.) 54.71 "
- Also ran: Goodhew (Healey), 57.12 sec.

Sports Cars, 1,501 to 3,000 c.c., Supercharged

Young Fry (not Joe) did a prodigious run in his road-equipped Type 51 Bugatti, hard suspension making this beautiful car bounce on its large-section tyres, not only breaking his class record by 0.43 sec., but the absolute sports-car record as well—but Sydney Allard hadn't yet run! Alas, trying even harder next time, Fry spun at the Esses.

- 1st: J. S. Fry (2,270-c.c. Bugatti) ... 48.72 sec.*
 - 2nd: K. E. Carter (2,600-c.c. Alfa-Romeo) ... 53.66 "
- Also ran: Young (Bugatti), 55.28 sec.

Sports Cars Over 3,000 c.c., Unsupercharged

With sheer concentration in his face, Sydney Allard convincingly won back the sports-car record with the J-type Allard, in 47.96 sec., an improvement on his own class record of 0.96 sec. Mrs. Allard brought the same car up in 52.31 sec., but had to give best to Warburton's pointed-tail Allard and Matthews' potent

Jaguar. Mansell drove the special sports Allard which Sydney used immediately prior to the advent of the J-type. Warburton spun at the Esses on his first run.

- 1st: S. H. Allard (4,375-c.c. Allard) 47.96 sec.*
 - 2nd: G. Warburton (3,917-c.c. Allard) 50.76 "
 - 3rd: J. E. Matthews (3,485-c.c. Jaguar) 50.82 "
- Also ran: Mansell (Allard), 51.84 sec.; Mrs. Allard (Allard), 52.31 sec.; Sir David Gamble (Invicta), 54.04 sec.; Monro (Invicta), 54.50 sec.

Racing Cars Up to 500 c.c.

After some excitement, Underwood's Marwyn running up the inside bank

entering the Esses and losing a chain, Tye's Cooper stopping with its usual over-flooding and Truman and Kearon proving that they had brakes when approaching Orchard, Reece won the class on a model ascent, his Cooper breaking Brandon's class record by 0.49 sec. Strang, his pioneer Strang 500 for once really on form, if wildish out of the Esses, was second and Kearon third. May was troubled by gear-selecting maladies on the ex-Moss Cooper.

- 1st: J. G. Reece (497-c.c. Cooper) ... 48.18 sec.*
 - 2nd: C. Strang (498-c.c. Strang 500) ... 48.87 "
 - 3rd: M. C. Kearon (497-c.c. Cooper) ... 49.51 "
- Also ran: Truman (Bardon), 49.66 sec.; May (Cooper), 49.75 sec.; Tipper (Monaco), 50.0 sec.; Collins (Cooper), 50.15 sec.; Lones (Tiger Kitten), 50.26 sec.; Breese (Iota-Zephyr), 50.28 sec.; Carter (Cooper), 50.61 sec.; Ebdon (Halldon-J.A.P.), 51.37 sec.; Habin (Cooper), 51.45 sec.; Cox (Cooper), 51.74 sec.; Cutler (Cutler), 52.31 sec.; Gibbs (M.A.C. 500), 54.60 sec.; Tye (Cooper), 60.56 sec.; Underwood (Marwyn), 64.84 sec.

Racing Cars, 501 to 1,100 c.c.

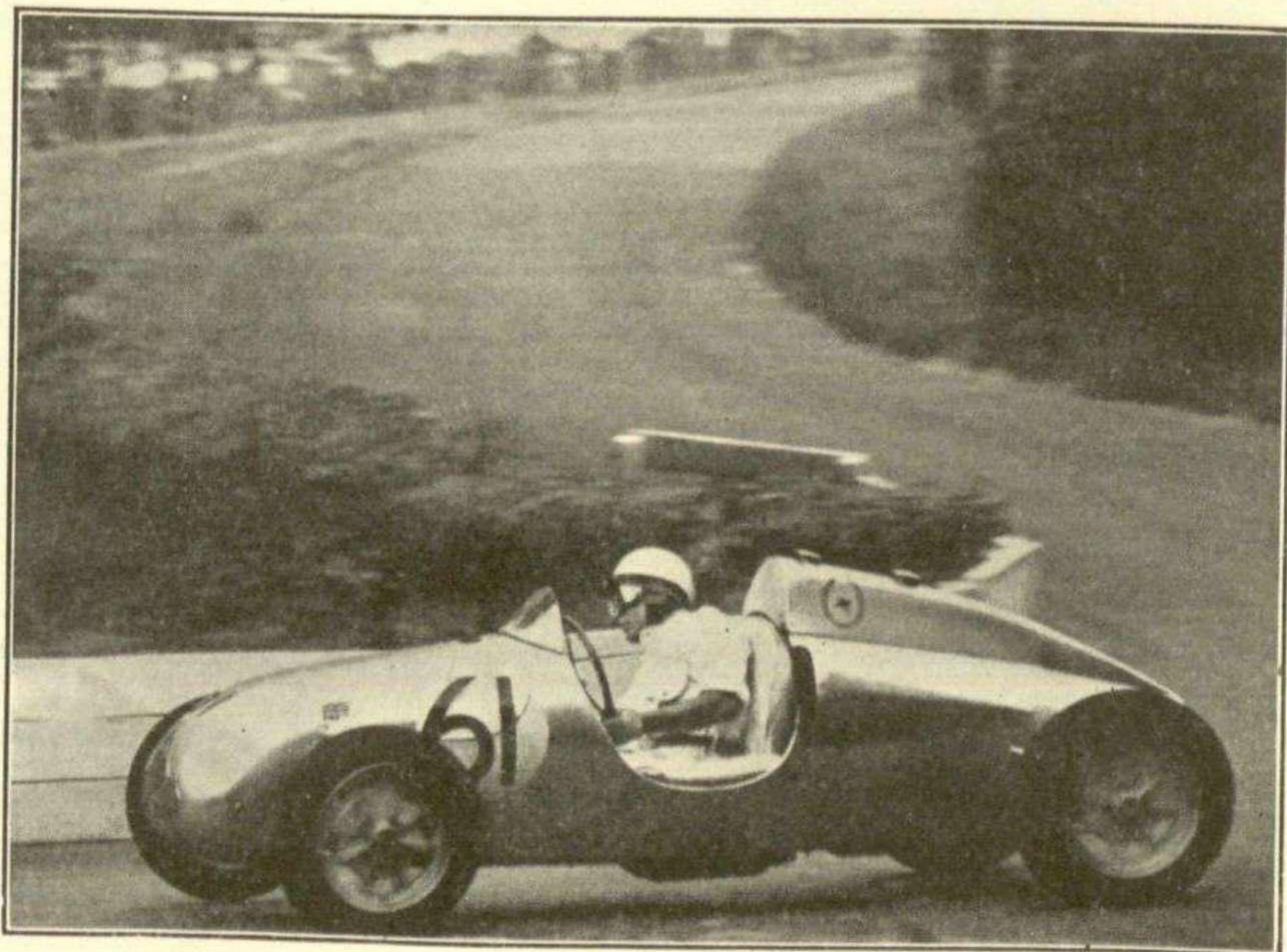
At first this class refused to get going, for Spollon's rear-engined, V-twin Merton-Special had a G.N. rear wheel collapse at the Semi-Circle, the course being blocked for some time. Then Turner's Turner-Special spun as it entered the Esses, returning down the hill, and Webb's M.G. lost its cooling water and stopped at Orchard Corner. After Fry's unfortunate retirement it was left to Moss and Brandon to dominate the class, Moss relieving Fry of his class record to the tune of 0.99 sec. Heath's rear-engined V-twin Special was third.

- 1st: S. Moss (996-c.c. Cooper-J.A.P.) ... 44.77 sec.*
 - 2nd: E. Brandon (994-c.c. Cooper-J.A.P.) 45.82 "
 - 3rd: C. Heath (995-c.c. Special) ... 48.31 "
- Also ran: Jarvis (Austin), 49.52 sec.; Richards (Riley), 50.15 sec.; Symonds (Austin), 50.64 sec.; Turner (Turner Special), 52.21 sec.; Webb (M.G.), 67.26 sec.

Racing Cars, 1,101 to 1,500 c.c.

Handling his gear-changes neatly, Ansell's E.R.A. won this class in non-record time from Heyward, who was careful but

Continued on page 396



THROUGH THE CORNERS.—Stirling Moss' Cooper 1,000 treats the Prescott terrain with disdain.

The September Goodwood Meeting

Reg. Parnell (Maserati) wins the Goodwood Trophy Race and sets a New Lap Record of 89.26 m.p.h. Madgwick Cup won by Moss (Cooper), Woodcote Cup by Parnell, in a Day of Fast Racing.

A CROWD of some 30,000 watched an excellent B.A.R.C. Goodwood Meeting on September 17th, the weather, atmosphere and style of racing being reminiscent of those October final meetings of Show week we used to enjoy pre-war at Brooklands. The races were run off efficiently and slickly. Reg. Parnell, who has made a habit of winning the *Daily Graphic* prizes at Goodwood, did it again but only by dint of sheer hard work on the part of Wilkinson and his mechanics. For the Maserati had to be rebuilt after its trouble at Monza and then had engine trouble in practice, so that a new block had to be rushed from Derby on the Friday evening and fitted in a local garage, the engine being run-in as best it could be as the car was towed to Goodwood on the Saturday morning. Nevertheless, Parnell not only raised his Goodwood fastest-average by 2.25 m.p.h. in winning the big race of the day at 86.43 m.p.h., but he raised his own record for the 2½-mile circuit by 2.16 m.p.h., to 89.26 m.p.h., equalling this in a later race. As Walker's E-type E.R.A. was challenging strongly, the race-goers saw some very stirring racing. The E-type lapped at 87.8 m.p.h.

Improvements in the form of covered stalls in the paddock, larger enclosures and covered stands were in evidence and the commentary by Eason Gibson and John Bolster was excellent, Bolster doing what a commentator should have done ages ago, namely, telling the spectators real facts about the cars, describing the racing accurately in conjunction with Gibson, and keeping his listeners in fits of laughter during lulls in the action. We shall long remember his suggestion, when Stirling Moss, celebrated his 20th birthday by winning the Madgwick Cup Race, that the crowd should sing "Happy birthday, Stirling, happy birthday to you"—and our disappointment that it didn't respond.

Fastest practice lap was made by Shawe-Taylor (E.R.A.) at 85.5 m.p.h., Harrison doing about 85 m.p.h., Moss 84 and McAlpine over 83 m.p.h. Poor Butterworth worked all night to replace a thrown-rod on his A.J.B.

In the Paddock we met an old friend in the form of the ex-Straight, ex-Duller Duesenberg, entered by G. Andrews and now sprayed silver and having a Ford V8 30-h.p. engine with dual d.d. carburettors; the combination of B & D and friction rear damping is retained. Alas, the car was a non-runner. It was noted that some of the V-twin Coopers dispense with bonnet air-scopes, taking air in beneath the seat, instead.

The Madgwick Cup Race (up to—1,100 c.c. s/c, up to 2,000 c.c. non-s/c) Five Laps—Scratch

As the Union Jack fell Brandon went

Walker's E-type E.R.A. Challenges Strongly.

Photographs will be found on centre pages—
MOTOR SPORT copyright.

smoothly to the front in his Cooper 1,000 but de Lissa's M.G. was in trouble at once and Downing's Riley (the ex-Brooke Special with six S.U.s, a Lucas vertical magneto and smart bodywork) was slow away. What happened on lap one, save that Moss' Cooper 1,000 led Brandon's, was confused for MOTOR SPORT because one official told us to get over a barrier so that the Judges could see and marshal Bolton argued that he didn't want the Press in his enclosure anyway and by the time this was over the cars were finishing lap two. (Later we saw a lady member of the Press taking tea with Mr. Bolton in his preserve, so perhaps if we wear a skirt next year we shall get better service.)

Lap two saw Moss leading from Brandon, Shillito's Riley closing fast on Whitehouse's Cooper 1,000, with Abecassis in the H.W. Alta fifth, Cooper's blue Cooper 1,000 sixth, Poore's ex-Hutchison Veritas seventh, Folland's Ferrari eighth, and de Mattos (Spikins), Jacobs (M.G.), the Vanguard-H.R.G. and Downing jogging along behind. Aston spun in heart-stopping manner, then Shillito dropped out with broken throttle linkage and after a further lap the H.R.G., the M.G., and the Brooke Riley had each picked up a place, although the H.R.G. was boiling. Moss was now some 300 yards ahead of Brandon, and Abecassis began to challenge Whitehouse. But the V-twin Coopers were not to be denied and although the Ferrari and Riley each picked up another place, the leading trio remained secure, gaining the first big victory by these game little cars.

	min.	sec.
1st: S. Moss (995-c.c. Cooper-J.A.P.)	8	46.2
2nd: E. Brandon (995-c.c. Cooper-J.A.P.)	8	49.4
3rd: W. J. Whitehouse (995-c.c. Cooper-J.A.P.)	9	2.0

Fastest lap: Moss (Cooper), 84.7 m.p.h.

Then: Abecassis (H.W. Alta), Poore (Veritas), Folland (Ferrari), Cooper (Cooper), Downing (Riley), Jacobs (M.G.), de Mattos (Spikins), Scott (H.R.G.).

The Woodcote Cup Race (over 1,450 c.c. s/c)—Five Laps—Scratch

This was one of the best races of the day. Powys-Lybbe's Alfa-Romeo, fresh from winning the Wakefield Trophy Race, was handle-started, but faltered on the line and it was Harrison's sleek E.R.A. which forged clear of the field at the start, the two-stage Maseratis of

Parnell and Hampshire in hot pursuit. Norton's early 1½-litre Alta was pushed disconsolately back to the Paddock.

Then, the crowd on its toes and a murmur of elation rippling through the grandstands heralded the arrival of Parnell pursued by Walker's E-type E.R.A. The E.R.A. slid wide at Woodcote Corner, raising a wall of earth, as it was to do each lap, and roared past Parnell's Maserati. So great was the tension that those who followed—Harrison, Poore's big Alfa-Romeo, Hampshire's ex-Ashmore Maserati, McAlpine's Maserati, Dutt's old Maserati, and Powys-Lybbe went by scarcely noticed. Walker was still ahead after two laps, arms working furiously, he and Parnell really racing. Behind, the order was unchanged, save that Powys-Lybbe had passed Dutt, whose Maserati looked a rare handful, although later both retired. For two more tremendous laps Peter Walker kept the British E-type out in front, Parnell closing along the straights, leaving his braking a bit later, cornering more steadily, yet never quite able, until the very last lap, to go by. On that last lap the red car did it, in spite of Walker's hurried slide round Woodcote in unavailing pursuit. The Maserati, breaking the lap record, won by 1.4 sec., and Harrison's E.R.A., sixth at Monza, was a splendid third, Hampshire close behind. Popular as Parnell is, the crowd yelled its delight that Walker had at last got an E-type motoring. He threw back his head and laughed heartily as he got out of the cockpit, from the sheer fun of the scrap, Parnell was laughing and the Duke of Richmond and Gordon joined in—a happy trio.

	min.	sec.
1st: R. Parnell (1,490-c.c. s/c Maserati)	8	27.6
2nd: P. D. C. Walker (1,488-c.c. s/c E.R.A.)	8	29.0
3rd: T. C. Harrison (1,488-c.c. s/c E.R.A.)	8	35.8

Fastest lap: Parnell (Maserati), 87.63 m.p.h.

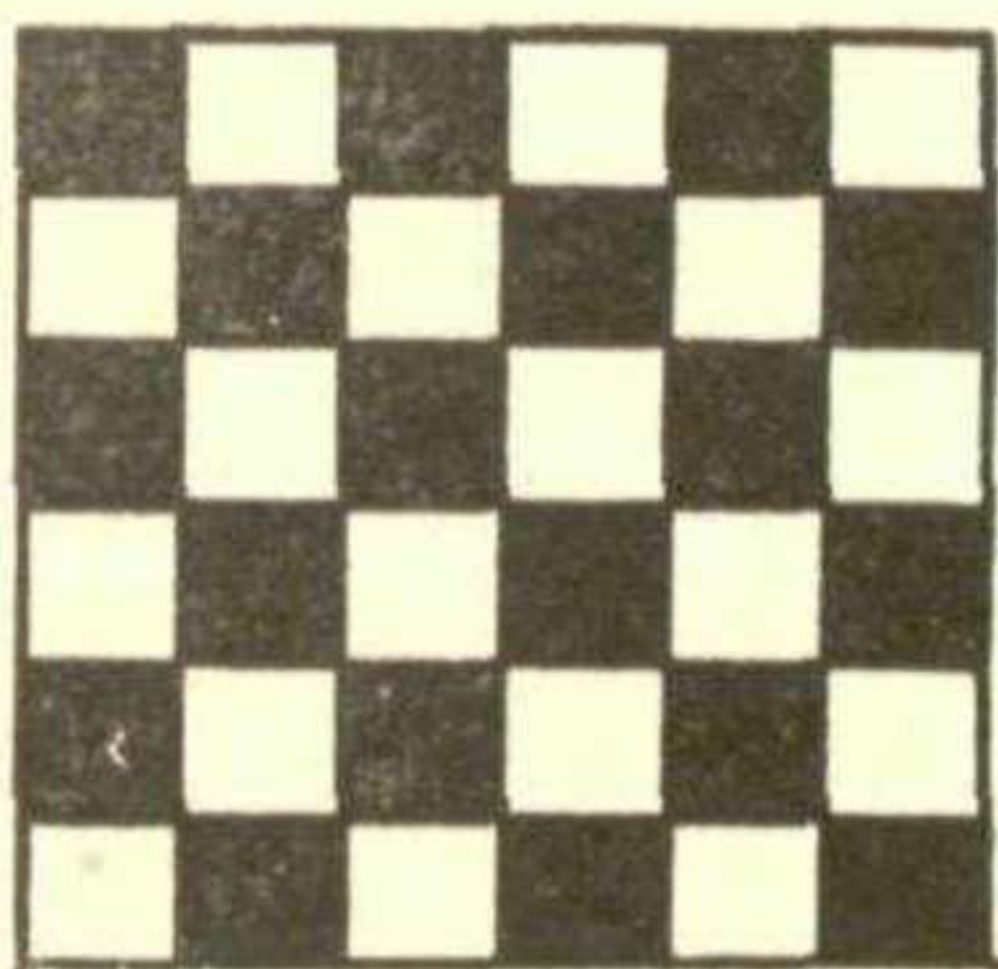
Then: Hampshire (Maserati), Poore (Alfa-Romeo), McAlpine (Maserati).

500-c.c. Race—Five Laps—Scratch

Parker warmed his Parker Special on the jack until the very last moment but got away badly and never made up the lost ground, so that out of the thrusting, jostling pack came Collins, Dryden and Colham, all on Coopers, closely matched. After two laps Collins led, changing into top by the stands, but Beels had come up into second place in Holtrust's Cooper and Dryden was right up behind him, followed by Coldham.

Fry's Parsenn hadn't survived the start and Sparrowe's Marwyn was touring along rather bouncily far behind the field. The leaders held their positions until the last lap, when Coldham got past Dryden into third place. Beels, crouching, like Coldham, low over the wheel, just couldn't

B.A.R.C. GOODWOOD MEETING



**500-c.c. Car Race won by T. COLLINS
driving 497-c.c. Cooper, 74.95 m.p.h.**

2nd Lex Beels, 497-c.c. Cooper

3rd S. L. Coldham, 497-c.c. Cooper

(Subject to official confirmation)

Shell Motor Oils - First !



LEADERSHIP IN LUBRICATION

find the distance needed to pass Collins, who won by a mere second, at nearly 75 m.p.h.

	<i>min. sec.</i>
1st: P. Collins (497-c.c. Cooper) (74.95 m.p.h.)	9 36.4
2nd: L. Beels (497-c.c. Cooper) ...	9 37.4
3rd: S. A. Coldham (497-c.c. Cooper) ...	9 49.0

Fastest lap: Beels (Cooper), 76.8 m.p.h.

Then: Dryden (Cooper), Habin (Cooper), May (Cooper), Parker (Parker Special), Saunders (Cooper), Page (Cooper), Watkins (Cooper), Sparrowe (Marwyn Special).

1st September Handicap—Five Laps

Parnell's Maserati was wheeled to the scratch position, scorning the parade lap. Baring's Maserati leapt off, Dutt dived away with spinning wheels, McAlpine led Fotheringham Parker's Maserati from the line, Joe Fry spun his Maserati wheels and Brandon stalled his engine but recovered. On the very last lap Moss lost the means of selecting gears on his Cooper 1,000, and a lap later Brandon lost second gear. Meanwhile, McAlpine's ex-"Bira" 3-litre Maserati (given now as 2,992-c.c., in race two as 3,015-c.c.—shades of Brooklands!) driven calmly, built up an unassailable lead until he was the length of the finishing straight even from Parnell, who lapped in 1 m. 36.8 sec. (89.26 m.p.h.) a substantial new lap-record, in trying to close the gap.

	<i>min. sec.</i>
1st: K. McAlpine (2,992-c.c. s/c Maserati), <i>handicap 34 sec.</i> , (83.14 m.p.h.)	8 59.6
2nd: R. Parnell (1,490-c.c. s/c Maserati), <i>handicap, scratch</i> ...	9 9.0
3rd: D. Hampshire (1,490-c.c. s/c Maserati), <i>handicap 15 sec.</i> ...	9 10.6

Fastest lap: Parnell (Maserati), 89.26 m.p.h.

Then: Fry (Maserati), Parker (Maserati), Dutt (Maserati), Aston (Cooper), Crampton (Maserati), Baring (Maserati).

2nd September Handicap—Five Laps

Everyone was agog for this race, for Peter Walker was on scratch in the E-type E.R.A.; incidentally, it had 7.00-16 racing Dunlops on its rear wheels.

Powys-Lybbe's Alfa-Romeo again misbehaved, oiling-up on the line, and Lewis' "2.6" Alfa-Romeo was missing badly, but Phillips' in the Shawe-Taylor E.R.A. led Hamilton's Maserati and Fergusson's car had the "legs" of all the Cooper 1,000s. For three laps Hamilton led, rather wildly, then Rolt's Alfa-Romeo came by, to win by 1.6 sec. Meanwhile, Walker, on a great run, lapping at 87.8 m.p.h., had worked the E-type E.R.A. through to third place, raising the dust at Woodcote every time he slid through it. Butterworth's A.J.B. staved off the E-type for a lap, then lost a rod, and Harrison's E.R.A. fell out.

	<i>min. sec.</i>
1st: A. P. R. Rolt (3,440-c.c. Alfa-Romeo), <i>handicap 20 sec.</i> (83.49 m.p.h.)	9 7.4
2nd: J. D. Hamilton (1,496-c.c. s/c Maserati), <i>handicap 25 sec.</i> ...	9 9.0
3rd: P. D. C. Walker (1,488-c.c. s/c E.R.A.), <i>handicap, scratch</i> ...	9 22.6

Fastest lap: Walker (E.R.A.), 87.8 m.p.h.

Then: Winterbottom (Cooper), Merrick (Cooper), Hartwell (Cooper), Fergusson (Cooper), Phillips (E.R.A.), Mann (Alfa-Romeo).

3rd September Handicap—Five Laps

The two yellow Veritas cars of Poore and Crook made a brave show on the line,

the former's distinguishable by covers over its recessed headlamps and a headrest for the driver. Poore was caught unawares at the start, only just got his goggles on in time, started in reverse gear and slammed hastily into—third! Yet, and with five seconds handicap, he had caught Crook's Veritas after one lap. Both these cars were push-started, by the way. The O.B.M. caught Clark's Vanguard-H.R.G., the H.W. Alta beat Jacobs' blown M.G. away, and Habershon, rather "creeping the flag" as Kennington had done, led Gale's Darracq.

The two Veritas were nicely in the lead after a lap, Poore pulling away from Crook in spite of taking to the grass at Woodcote. Then Crook experienced a blocked oil filter, the H.R.G. coasted in and Heath lost time by leaving the course at Woodcote. Poore was unchallenged until the last lap, when Shillito's Riley passed him amid clapping from the stands, to win by five seconds, King, in a vast crash-hat and that remarkable Rover, driving soundly into third place. Norton's Alta retired with magneto trouble.

	<i>min. sec.</i>
1st: G. S. Shillito (1,988-c.c. Riley), <i>handicap 20 sec.</i> (80.99 m.p.h.)	9 23.4
2nd: R. D. Poore (1,971-c.c. Veritas), <i>handicap 45 sec.</i> ...	9 28.4
3rd: C. S. King (1,996-c.c. Rover), <i>handicap 25 sec.</i> ...	9 35.0

Fastest lap: Shillito (Riley), 83.24 m.p.h.

Then: Moore (O.B.M.), Habershon (Delage), Kennington (Cisitalia), Jacobs (M.G.), Matthews (Jaguar), Gale (Darracq), Sir Clive Edwards (H.R.G.).

The "Daily Graphic" Goodwood Trophy Race—Ten Laps—Scratch

John Cooper lent Moss his Cooper 1,000 for the big race of the day and David Fry, armed with a vast starting handle, attended cousin Joe as the field lined up for this 25-mile race—the most important of the day. Moss, however, pulled in after two laps, and it was Shawe-Taylor's yellow-wheeled E.R.A. that held off Parnell and Gerard for the initial lap. Then Reg. went out ahead, and after two laps Gerard was right on Shawe-Taylor's tail, the E-type E.R.A. fourth and Rolt pressing Walker hard. Three laps over, and Parnell was about five lengths ahead of Gerard, Walker going great guns in third place, Rolt falling back with transmission trouble that brought him in a lap later—whereupon he ran to the rails to see the titanic struggle amongst the leaders. On the fourth lap Walker was second to Parnell. Gerard drove steadily in third place, watchfully behind him Shawe-Taylor, blower whining led Harrison, whose car was steady, his style impeccable. Walker, cornering closer at the l.h. bend by the stands, seemed to close on Parnell, but try as he might and *did*, bare arms fighting the E.R.A.'s wheel, the green car sliding in jerks incredibly fast through the corners, he could never quite challenge the Maserati, and towards the end was seen to give a thumbs-down signal, possibly because the E-type's clutch was getting tired.

But it was an immense race, the British crowd for once exclaiming in its excitement, and Reg. had to equal his new lap record to keep Walker at bay, although in the end he won by six seconds. Gerard

held off the other two-stage Maserati in one of his usual unflurried, polished races, the old E.R.A. very smart in its latest guise.

	<i>min. sec.</i>
1st: R. Parnell (1,490-c.c. s/c Maserati) (86.43 m.p.h.)	16 39.6
2nd: P. D. C. Walker (1,488-c.c. s/c E.R.A.)	16 45.6
3rd: F. R. Gerard (1,488-c.c. s/c E.R.A.)	16 48.6

Fastest lap: Parnell (Maserati), 89.26 m.p.h.

Then: Hampshire (Maserati), Shawe-Taylor (E.R.A.), Harrison (E.R.A.), Fry (Maserati), Habershon (Delage), Hamilton (Maserati).

4th September Handicap—Five Laps

Dunham's big Alvis beat Stapleton's Aston-Martin away and led unassailably throughout, Willis, sliding somewhat, bringing his B.M.W. up to second place, while Downing's Riley came through the field well to finish third. Richard's Riley retired.

	<i>min. sec.</i>
1st: C. G. H. F. Dunham (1,844-c.c. Alvis), <i>handicap 1 min.</i> (71.75 m.p.h.)	10 7.2
2nd: R. C. Willis (1,490-c.c. B.M.W.), <i>handicap 45 sec.</i> ...	10 24.0
3rd: K. H. Downing (1,749-c.c. Riley), <i>handicap 20 sec.</i> ...	10 27.6

Fastest lap: Downing (Riley), 76.87 m.p.h.

Then: Hern (Amilcar), Ruddock (H.R.G.), Newton (Frazer-Nash), Treen (Riley), Stapleton (Aston-Martin), de Mattos (Spikins Special), Heath (Heath-J.A.P.).

* * *

The improvements at Goodwood were appreciated and 1950 should be a record season. The first fixture is on Easter Monday. But it seems out of keeping with a desire to popularise motor racing, however, to deny ordinary B.A.R.C. members admission to Goodwood.

* * *

Parnell's Maserati ran on the diamond-tread Dunlop racing tyres.

* * *

It is probable that the Motor Sport Brooklands Fund may be donated to prizes for a B.A.R.C. Brooklands-style race at Goodwood next year. We hope to make a statement during the winter; negotiations were interfered with this year by cancellation of the Whitsun Meeting.

* * *

It is a pity that the B.B.C. commentary on the Goodwood Trophy Race was marred because Max Robertson was told Whitehead had replaced Walker in the E-type E.R.A., and because, due to a spotter's error, the race finished when he thought it had still a lap to run.

* * *

There is still no news of an October B.A.R.C. Members' Race Day, although at the meeting held early in July to discuss it the Club promised a future announcement in its journal. The aforesaid meeting was reported in the *J.C.C. Gazette* for July/August, which was received during September, but no news appeared therein about further members' racing. John Morgan, what do you know?

* * *

Was the person who so vigorously waved a blue flag at almost every car that took the bend by the Stands a former boy scout or a tic-tac man?

Reports of Recent Events

PESCARA SPORTS CAR RACE

This was won at 75.2 m.p.h. by Roll's 2½-litre Alfa-Romeo in spite of heavy rain. He beat Vallone's Ferrari and Louveau's Delage. Fagioli's O.S.C.A. won the 1,100-c.c. class.

V.S.C.C. MEMBERS DAY AT PRESCOTT

On August 27th, the Vintage S.C.C. held its annual speed hill-climb at Prescott. F.t.d. was made by Stubberfield's Type 35 1927 Bugatti, now a single-seater, in 48.64 sec., and once again the "30/98" Vauxhall proved its unquestionable greatness, Webb's 1925 example making fastest sports car run, in 55.91 sec.

Results :

SPORTS CARS UP TO 1,100-C.C.		
1st :	E. J. Kehoe (1930 1,087-c.c. Riley)	61.30 sec.
2nd :	L. H. W. Heyward (1930 747-c.c. Austin)	62.60 "
3rd :	R. L. Goodall (1925 1,032-c.c. Amilcar)	72.22 "
SPORTS CARS, 1,101-1,500-C.C.		
1st :	M. S. Geoghegan (1928 1,495-c.c. Frazer-Nash)	57.33 sec.
2nd :	D. Elwell-Smith (1928 1,495-c.c. Aston-Martin)	59.22 "
3rd :	J. D. Radford (1926/9 1,496-c.c. Anzani Special)	59.38 "
SPORTS CARS, 1,501-2,000-C.C.		
1st :	W. H. Arklay (1929 1,991-c.c. Frazer-Nash-A.C.)	54.33 sec.
2nd :	J. Jane (1923/5 1,993-c.c. Lancia)	60.41 "
3rd :	E. R. Jay (1926 1,990-c.c. Bugatti)	66.85 "
SPORTS CARS, 2,001-3,000-C.C.		
1st :	J. Reading (1928 2,570-c.c. Lancia)	61.13 sec.
2nd :	R. Briggs (1925 2,120-c.c. Lancia)	62.31 "
3rd :	A. S. Heal (1926 2,916-c.c. Sunbeam)	64.79 "
SPORTS CARS OVER 3,000-C.C.		
1st :	T. B. Webb (1925 4,224-c.c. Vauxhall)	55.91 sec.
2nd :	P. J. E. Binns (1924 4,300-c.c. Vauxhall)	56.42 "
3rd :	H. Kemp-Place (1928 4,399-c.c. Bentley)	56.62 "
EDWARDIAN CARS (FORMULA)		
1st :	R. Barton (1912 4,740-c.c. Napier)	69.21 sec.*
2nd :	W. A. Hill (1912 3,622-c.c. Hispano-Suiza)	64.95 "
3rd :	P. A. Densham (1913 1,496-c.c. Calcott)	74.07 "
* actual best time.		
SUPERCHARGED SPORTS CARS		
1st :	V. J. Hern (1926/9 1,100-c.c. Amilcar)	51.10 sec.
2nd :	J. V. Bowles (1930 747-c.c. Austin)	54.04 "
3rd :	O. A. F. Finch (1926/9 1,100-c.c. Amilcar)	56.42 "
RACING CARS UP TO 1,100-C.C.		
1st :	H. A. Richards (1929 1,087-c.c. Riley)	51.11 sec.
2nd :	V. J. Hern (1926/9 1,100-c.c. Amilcar)	53.67 "
3rd :	A. P. Southon (1922 1,074-c.c. Becke-Powerplus)	55.78 "
RACING CARS, 1,101-1,500-C.C.		
1st :	C. W. A. Heyward (1929 1,482-c.c. Norris Special)	49.61 sec.
2nd :	R. P. R. Habershon (1926/7 1,496-c.c. Delage)	50.43 "
3rd :	J. W. Bishop (1925 1,496-c.c. Bugatti)	54.98 "
RACING CARS, 1,501-2,000-C.C.		
1st :	J. M. Perkins (1927 1,990-c.c. Bugatti)	50.46 sec.
2nd :	P. Mould (1927 1,990-c.c. Bugatti)	51.10 "
3rd :	D. Clare (1928 1,992-c.c. Semmence Special)	55.08 "
RACING CARS OVER 2,000-C.C.		
1st :	P. J. Stubberfield (1927 2,261-c.c. Bugatti)	48.64 sec.
2nd :	P. B. Reece (1927 2,261-c.c. Bugatti)	49.30 "
3rd :	P. J. E. Binns (1924 4,300-c.c. Vauxhall)	56.42 "

CRAIGANTLET SPEED HILL-CLIMB

Sydney Allard in his Steyr-Allard not only made f.t.d. at Craigantlet on August 27th and passed into the lead for the

R.A.C. Hill-Climb Championship, but, by clocking 73.4 sec. (51.08 m.p.h.), he broke Mays' course record by 2.4 sec.—a prodigious show. Mays did not compete this year. Peter Walker's 2-litre E.R.A. was second fastest in 77.4 sec., and he went faster on his second run but coasted over the line with a seized engine. Robb's 4-litre Mercury-Special and Graham's blown "1,100" M.G. tied for third best time, in 84.0 sec., and Mrs. Allard's J-type Allard ascended in 93.0 sec. Class winners were: Lindsay (Ford), Weir (B.M.W.), Robb (Mercury), Lee (Cooper), Graham (M.G.), Walker (E.R.A.) and Allard, while Allard also won the Handicap Class.

LAUSANNE GRAND PRIX

Continuing the fine form he showed at Silverstone, Dr. Giuseppe Farina won this race in his 4CLT Maserati, at 65 m.p.h. for the 181 miles (2 hr. 44 min. 27.3 sec.). He beat Ascari's Ferrari by 1 min. 20.7 sec.; de Graffenried's Maserati was third, Cortese's Ferrari fourth and Chiron's Talbot fifth. Our Peter Whitehead came in tenth in the Ferrari, and Murray and Ray Parnell (Maserati) ninth (Reg. didn't start), but Hampshire and "Bira" retired. In the Prix de Lemans, over 120.4 miles, for Formula II cars, the victor was Sommer in a Simca, at 67.2 m.p.h. (1 hr. 47 min. 23.1 sec.), ahead of Manzon and Trintignant in similar cars.

THE THIRD COURSE DE COTE DE LA MALOJA

Our Continental Correspondent writes :

At the Maloja hill-climb, held on a mountain-pass course, 11 kms. in length, on August 21st, records were broken in all three categories—touring, sports and racing. The hill record, held by Ruggeri with a Maserati (8 min. 19.8 sec.), was truly shattered by von Stuck, driving a 2-litre A.F.M., who recorded 7 min. 50.4 sec. Paul Glauser, of Berne, driving a 2.9-litre Alfa-Romeo, lowered the sports-car record to 8 min. 4.4 sec., which also beat the previous racing-car record. In the touring category, H. K. von Tscharnner, driving a Healey roadster, made a new record in 9 min. 57.6 sec. Among the various sports classes, Miss Haig was second among the amateurs, with a time of 10 min. 9.8 sec., in her H.R.G., to a Swiss driver, M. Hajek, in a supercharged "TC" M.G., who recorded 9 min. 46.2 sec., while Ray Brock (H.R.G.) tied for third place in the same class with 10 min. 21.6 sec., his rival being a 1-litre Veritas. A. G. Imhof's time of 8 min. 53.2 sec. with the supercharged Allard, gave him first place in the over-3-litre experts, and Guy Warburton recorded 8 min. 59.2 sec. in the same class for amateurs, the winning amateur being W. Daetwyler, who took only 8 min. 18.6 sec. with his 4-litre, 12-cylinder Alfa-Romeo (unsupercharged).

In the racing classes there was only one English competitor, namely S. A. Coldham with his Cooper 500. After a crash in practice he sorted things out sufficiently for his climb in the 1,100-c.c. class, but failed to reach the summit. Four Swiss-owned Cisitalias dominated the class, the fastest being Humbert Joly, with a time of 8 min. 48.2 sec. Rudolf Fischer, driving a 1,430-c.c. Simca-Gordini, made an excellent climb in 8 min. 1.4 sec., comfortably beating his two opponents in the 1,500-c.c. class and, of course, von Stuck, who was alone in the 2,000-c.c. class, was supreme with his record-breaking run. He drove a single-seater A.F.M., which is a Veritas, i.e., modified "328" B.M.W.

Results :

SPORTS CARS, 1,100 C.C. :		
Ex. 1st :	Conte del Bono (1,089-c.c. F.I.A.T.), (71.735 k.p.h.)	9 min. 12.8 sec.*
Ex. 2nd :	F. Schmoeker (1,089-c.c. F.I.A.T.-Mardi-Danese)	9 " 21.6 "
A. 3rd :	"Herve" (1,089-c.c. s/c "K3" M.G.)	9 " 34.8 "

SPORTS CARS, 1,100 TO 1,500 C.C. :		
Ex. 1st :	P. Hirt (1,492-c.c. A.F.M.) (73.770 k.p.h.)	8 min. 56.8 sec.*
Ex. 2nd :	F. Hammernick (1,498-c.c. Veritas)	9 " 30.8 "
A. 3rd :	M. Hajek (1,250-c.c. M.G. s/c)	9 " 46.2 "
SPORTS CARS, 1,501 TO 2,000 C.C. :		
A. 1st :	K. Halter (1,971-c.c. B.W.M.), (75.199 k.p.h.)	8 min. 46.6 sec.*
A. 2nd :	"Surpunt" (1,971-c.c. B.M.W.)	9 " 25.8 "
Ex. 3rd :	J. Kessler (1,956-c.c. B.M.W.)	9 " 45.2 "
SPORTS CARS, 2,001 TO 3,000 C.C. :		
Ex. 1st :	P. Glauser (2,905-c.c. Alfa-Romeo s/c), 81.750 k.p.h.)	8 min. 04.4 sec.* (Sports-car record)
A. 2nd :	A. Scherrer (2,300-c.c. Alfa-Romeo s/c)	9 min. 01.6 sec.
SPORTS CARS, OVER 3,000 C.C. :		
A. 1st :	W. Daetwyler (4,495-c.c. Alfa-Romeo un-s/c), (79.422 k.p.h.)	8 min. 18.6 sec.*
Ex. 2nd :	A. G. Imhof (4,375-c.c. Allard s/c)	8 " 45.8 "
A. 3rd :	G. Warburton (3,714-c.c. Allard)	8 " 56.2 "
A = Amateur. Ex = Expert.		
RACING CARS, 1,100 C.C. :		
1st :	H. Joly (1,089-c.c. Cisitalia), (79.422 k.p.h.)	8 min. 48.2 sec.*
2nd :	A. Canonica (1,089-c.c. Cisitalia)	8 " 59.6 "
3rd :	M. de Terra (1,089-c.c. Cisitalia)	9 " 0.04 "
RACING CARS, 1,101 TO 1,500 C.C. :		
1st :	R. Fischer (1,430-c.c. Simca-Gordini), (74.971 k.p.h.)	8 min. 01.4 sec.*
2nd :	M. Christen (1,498-c.c. Maserati)	8 " 37.6 "
3rd :	E. Ramseyer (1,496-c.c. Maserati s/c)	9 " 31.8 "
RACING CARS, 1,501 TO 2,000 C.C. :		
t :	H. von Stuck (1,996-c.c. A.F.M.), (84,183 k.p.h.)	7 min. 50.4 sec.* (Hill record)

* New Class record.

S.U.N.B.A.C. SILVERSTONE MEETING

Another highly successful Club Day at Silverstone was held on September 3rd by S.U.N.B.A.C. An interesting event was a race for Ford Ten-engined cars, which the Buckler won convincingly. Carter had a day out, winning with both his Alfa-Romeo and his Cooper, while the fastest win was Newton's, his Frazer-Nash averaging 71.81 m.p.h. in the third heat of the Handicap Race. Fastest lap was made by Newton, at 73.89 m.p.h.

Results :

RACE A (SPORTS CARS UNDER 1,000 C.C. SUPERCHARGED AND OVER 1,300 C.C. UNSUPERCHARGED).—1st: L. Gibbs (1,087-c.c. Riley), 59.86 m.p.h.; 2nd: W. A. G. Goodall (1,122-c.c. Morgan), 59.43 m.p.h.; 3rd: C. D. F. Buckler (1,172-c.c. Buckler), 59.26 m.p.h.		
RACE B (SPORTS CARS OVER 1,000-C.C. SUPERCHARGED AND OVER 1,300 C.C. UNSUPERCHARGED).—1st: K. E. Carter (2,600-c.c. Alfa-Romeo), 71.25 m.p.h.; 2nd: E. J. Newton (1,971-c.c. Frazer-Nash), 66.14 m.p.h.; 3rd: W. D. R. Morrison (4,086-c.c. Humber, s/c), 61.20 m.p.h.		
RACE F (500-C.C. CARS).—1st: K. E. Carter (500-c.c. Cooper), 69.62 m.p.h.; 2nd: J. Moor (500-c.c. Wasp), 68.12 m.p.h.; 3rd: W. J. Whitehouse (500-c.c. Cooper), 67.22 m.p.h.		
RACE C (FOR SPORTS CARS WITH UNSUPERCHARGED FORD 10-H.P. ENGINES).—1st: C. D. F. Buckler (1,172-c.c. Buckler), 60.13 m.p.h.; 2nd: K. Rawlings (1,172-c.c. Rawlings), 58.16 m.p.h.; 3rd: L. J. Tracey (1,172-c.c. Dellow), 57.43 m.p.h.		
ALLCOMERS HANDICAP.—1st: H. Birkett (2,992-c.c. Bugatti), 64.58 m.p.h.; 2nd: L. E. Gibbs (1,087-c.c. Riley), 64.17 m.p.h.; 3rd: E. J. Newton (1,971-c.c. Frazer-Nash), 71.81 m.p.h.		

THE S.B.A.C. DISPLAY

This year's S.B.A.C. at Farnborough's historic aerodrome went off like clockwork before a vast concourse of dis-

tinguished foreign visitors, the weather for the first day's flying being well-nigh perfect. The car parks were no less interesting and notable for the uniformity in appearance of the moderns, the large proportion of shabby old cars present, and the universal respect enjoyed by a conspicuous prevalence of old-school Bentleys. The static part of the show was staged in the tastefully-decorated halls, our old friends Dunlop, Lucas and Lodge having stands, for they are as highly esteemed in aviation as they are well known to motorists.

The military Bristol Freighter shot us up noisily, the H.P. "Hermes 4" was dignified in contrast, the low fly-past by the B.O.A.C. Short Solent "Solway" very impressive. The Short "Sealand" got off wonderfully with rocket assistance, the Percival "Prince" flew strongly with one of its two Alvis engines idling, and the Vickers "Seagull" demonstrated a like ability, although its demolition of a marker on landing was unrehearsed.

Doubtless the 24-seater Cierva "Air Horse" is a remarkable technical achievement, but it is nightmarishly ugly, its companion helicopter, the Cierva "Skeeta I," looking almost graceful in comparison. But the former's absolutely vertical take-off and descent were not to be denied.

The Westland "Wyvern 2" with big contra-propeller was outstandingly smooth and quiet, the H.P. "Marathon 2" needed but a brief take-off run and effectively displayed the slim nacelles of its Mamba turbo-propeller engines, and the A.W. "Apollo" 24/31-seater four-motor liner was quiet, smooth and impressive.

Dazzlingly good was the E.E.C. "Canberra I" turbo-jet bomber, on its tight turns, climb and excellent landing. The new D.H. "Comet" 36-seater jet liner is about the most graceful aircraft that has ever flown, so could be forgiven a slight tendency to land on one wheel. The Gloster "Meteor 8" treated us to a vast-arc loop, the Vickers Type 510 supersonic fighter to a level fly-past at 645 m.p.h.—it is *real* "eversharp"—and the rather noisy H.P. "Hermes 5" was nicely flown. Whoever showed-off the Hawker P.1052 knew all the tricks, for in a climbing inverted shoot-up it looked faster than the "510," after which it plummeted below the horizon, to zoom up in another great climb.

It was a bit of an anti-climax when the dear old A.S. "Lancaster" flew by with two of its assorted power units inactive, after which the Westland-Sikorsky S.51 helicopter went up, down, sideways, backwards and all ways, its bright paintwork slightly reminiscent of that favoured for faithful circus traction engines. The small fry—Auster J/5B, Prentice and Chipmunk—were outclassed at this show but evolved nobly nevertheless.

The imposing Avro "Shackleton" bomber flew low, the D.H. "Re-heat Vampire" did some beautiful straight all-out climbs, the Hawker naval fighter made its all-out fly-past low and inverted, the R.R. "Avon Meteor" made a very purposeful level run and an even more imposing dive with twin smoke trails, and then the R.R. "Re-heat Meteor" took off with a deep-throated throb, and shot up after its level run, to vanish in a layer of white cloud, reappear against the blue sky, repeat the manoeuvre the other end of the aerodrome, and finish by repeating the performance once more, into the aforementioned cloud patch. The Vickers "Attacker" looked stolidly impressive and very, very fast, and John Derry ably concluded the show in the D.H.112 "Venom," getting going in a vast smoke swirl, doing rapid vertical rolls and his famous low-level turns, first on one wing tip, then immediately on the other, and finally making an inverted shoot-up, proving this new D.H. product to have the manoeuvrability and handling qualities of their "Vampire." He came in over Cody's use to a perfect landing. An excellently-staged show, which should keep the next war quite some distance away!

LANCASHIRE A.C. DAVIS TROPHY TRIAL

The trials season opened on September 3rd with the classic Davis Trophy Trial. Thirty-eight cars started and, as might be imagined in this year of drought, fourteen retained full marks at the end, so that special tests decided the issue and gave Thompson's Ford Ten-engined A.W. Special best performance.

Results:

BEST PERFORMANCE (DAVIS TROPHY).—B. K. Thompson (1,172-c.c. A.W. Special), no marks lost. BEST OPPOSITE CLASS.—K. R. Bailey (1,503-c.c. Riley), no marks lost.

LANCASHIRE AUTOMOBILE CLUB AWARD.—J. G. Lister (1,172-c.c. Austin), no marks lost. SPECIAL INVITED CLUBS AWARD.—J. Clegg (1,172-c.c. Clegg Special), no marks lost. NOVICE AWARD.—A. A. Butler (1,172-c.c. Ausford). TEAM PRIZE.—Lancashire and Cheshire Car Club (C. Corbishley (1,172-c.c. C.C.S.), S. Thompson and Bailey). SOUVENIR AWARDS.—C. Wallwork (1,776-c.c. Standard), F. A. Rhodes (1,911-c.c. Frazer-Nash-B.M.W.), C. Corbishley (1,172-c.c. C.C.S.), K. E. Bancroft (1,172-c.c. Bancroft Special), J. P. Price (900-c.c. Austin), E. B. Wadsworth (1,172-c.c. Ford), G. P. Mosby (3,622-c.c. F.M.B.), G. R. Holt (1,172-c.c. G.R.H. Special), B. Nable (1,172-c.c. B.N. Special), J. L. Pattinson (3,622-c.c. Allard). No marks lost.

HAGLEY AND DISTRICT L.C.C. EVENING TRIAL

Held on August 31st, the results were:

SUPER SPORTS CARS:

NARCOVER CUP.—Ken Rawlings (1,172-c.c. Rawlings Special), lost no marks.

FIRST-CLASS AWARDS.—R. B. Lowe (1,172-c.c. Dellow, S.), lost 2 marks; L. G. Evans (1,172-c.c. Dellow, S.), lost 4 marks.

SECOND-CLASS AWARDS.—F. D. Lawton (1,125-c.c. Lawton Special), lost 19 marks; G. D. V. Ostroumoff (1,172-c.c. Dellow), lost 21 marks.

STANDARD PRODUCTION CARS AND SALOONS: DUNSTER CUP.—Ken Wharton (1,172-c.c. Ford saloon), lost 11 marks.

FIRST-CLASS AWARD.—J. L. Shaw (1,250-c.c. M.G. saloon), lost 12 marks.

TEAM AWARD:

WINNING TEAM.—Ken Rawlings (1,172-c.c. Rawlings Special) and Ken Wharton (1,172-c.c. Ford saloon), lost 11 marks.

RUNNERS-UP.—R. B. Lowe (1,172-c.c. Dellow, S.) and L. Shaw (1,250-c.c. M.G. saloon), lost 14 marks.

RHYDYMWYN SPEED TRIALS

Over 35 well-known drivers assembled at Rhydymwyn on September 10th for the speed trials on the tricky half-mile course at a meeting organised by the Wirral "100" Motor Club.

In an eventful afternoon's racing, several class records were beaten. J. B. Reece (Cooper) broke his own record by 2 sec. and once again established f.t.d. in a drive which was a joy to watch—a perfectly-judged run in a well-prepared car. Guy Warburton handled his 4-litre Allard magnificently and made third fastest time, to Peter Reece (Bugatti). G. Tyrer's B.M.W. was as fast as ever and he remained undefeated champion of the 1,501-c.c. to 2,000-c.c. sports and racing car classes. M. Kearon (Cooper) unfortunately broke a chain on his first run but made sure of a good time on his second. C. D. Headland turned his Marwyn over in practice and suffered a broken collar-bone. He sent his best wishes from hospital and his injury is not too serious. T. B. Carnston handled his 4-litre Allard well, though H. D. Pritchard turned his Allard completely round on his first run. F. H. Howarth's Lagonda Special is beautifully finished, while P. H. Crummock's Ford Ten Special dispenses with the trimmings and is essentially practical—and fast. K. Neve showed that his "30/98" Vauxhall still has plenty of urge—at 22 years old!

Results:

SPORTS CARS UP TO 1,500 C.C.—1st: E. P. Scragg (H.R.G.), 1 min. 29.8 sec.; 2nd: J. Scott (H.R.G.); 3rd: C. Corbishley (C.C.S.).

SPORTS CARS 1,501 TO 3,000 C.C.—1st: G. Tyrer (B.M.W.), 1 min. 28.2 sec.; 2nd: J. H. Walton (Alta); 3rd: J. C. Wallwork and B. B. Davies (tie).

SPORTS CARS OVER 3,000 C.C.—1st: G. Warburton (Allard), 1 min. 25.2 sec.; 2nd: A. Rogers (Rojah); 3rd: H. T. Wilson (S.S. Jaguar).

RACING CARS, 500 C.C.—1st: J. G. Reece (Cooper), 1 min. 23.4 sec.; 2nd: M. C. Kearon (Cooper).

RACING CARS 1,101 TO 1,500 C.C.—1st: P. H. Crummock (Ford Special), 1 min. 34 sec.; 2nd: C. Duncan (M.G.).

RACING CARS 1,501 TO 2,000 C.C.—1st: G. Tyrer (B.M.W.), 1 min. 27.4 sec.; 2nd: J. H. Walton (Alta); 3rd: J. C. Wallwork (Standard).

RACING CARS OVER 2,000 C.C.—1st: P. B. Reece (Bugatti), 1 min. 24.4 sec.; 2nd: G. Warburton (Allard); 3rd: A. Rogers (Rojah) and L. Blackburn (Bugatti) (tie).

THE CURRAGH RACES

The races at the Curragh on September 10th, comprising the Wakefield Trophy (Scratch) Race and the Frank O'Boyle Trophy (Handicap) Race, were really promoted by the Irish Army and organised by the Irish Motor Racing Club. It was rather as if the Commanding Officer of Bulford camp had invited the B.R.D.C. to hold a race, or races, using some of the roads through the camp and a section of the Andover-Amesbury highway. The Curragh, for those who are untravelled, is a large heath, ideal for Army manoeuvres and motor racing. The circuit, which was unusual in being run anti-clockwise, consisted of a 1½-mile section of the Dublin-Cork main road, straight as an arrow, an acute hairpin leading back to the barracks, a sequence of alternate left and right-hand corners through the camp and a beautiful downhill curving section leading back to the beginning of the straight.

The first practice was notable for the performance of Powys-Lybbe. Making a return to racing after more than 10 years, driving a 2.9-litre P3 Alfa-Romeo recently purchased from Thomson & Taylor, he lapped the 4.94-mile circuit in 4 min. 1 sec. (73.79 m.p.h.). At the second practice, on the Friday, more cars appeared including Peter Walker (E-type E.R.A.), Roy Salvadori (4CL Maserati) and Dudley Folland (2-litre unblown Ferrari). Walker made the best practice time in 3 min. 34 sec. (83.12 m.p.h.) followed by Salvadori in 3 min. 36 sec., with Watson (Alfa), Fotheringham-Parker (6C Maserati) and Folland next in order. The E-type was going really well and was obviously reaching a very high speed on the long straight.

During this practice Powys-Lybbe slightly seized two pistons on the Alfa-Romeo. The car was driven off the course and work was commenced forthwith in the commodious and well-equipped Army workshops, a full Colonel being pressed into service to provide transport and facilities. Working all night the blocks were lifted, the pistons eased and the engine reassembled, a procedure which took until 11 a.m. on the Saturday morning. Lybbe then passed the time until the start by driving up and down the straight to run-in the engine.

On race day it rained all the morning and began to show signs of clearing only an hour before the start of the meeting. A crowd said to number 30,000 lined the course and all the stands were filled to capacity. At the last minute a demand was made for an additional 100 seats in the main grandstand, such installations being provided by the Army engineers. The Colonel protested slightly until it was pointed out that as the seats had already been sold and the money accepted, he had really no alternative.

The Frank O'Boyle Trophy, a handicap race over 20 laps (99 miles) consisted almost entirely of an Irish entry, one exception being Peter Clark on the Vanguard-powered H.R.G. The most likely winner seemed to be Kyle, driving Hector Graham's single-seater K3 M.G. After lapping in 4 min. 2 sec., (73.49 m.p.h.) and picking up several places, however, Kyle retired with big-end failure. McCrea, on an R-type M.G. then took up the chase until he too retired, which left Peter Clark with the fastest car on the course. For a time it seemed that Peter might make some impression on the limit men but on the 13th lap he had to stop to take on water, which, with the slow preceding and following laps, lost him more than a minute. The finish was close, Flynn (M.G.) beating Groves (M.G.) by only 3 sec., while for third place Leeper (M.G.) and Kelly (E.R.A.) were so close that their times were given as the same. Peter Clark was fifth and received the special prize for being the fastest finisher, some consolation for this very hard trier.

The Wakefield Trophy, a formule libre scratch race over the same distance, had an intensely dramatic first lap. In the front row at the start were Peter Walker, Salvadori, and Watson, behind them Fotheringham-Parker and Folland, then Powys-Lybbe, James on the 4-litre Sunbeam, Kelly on a 6C Maserati and Baird on the Baird-Meteorite. At the end of lap 1 Powys-Lybbe was the first to appear, followed by Fotheringham-Parker and Folland. After a very long interval James came round and finally Kelly who stopped at his pit. None of the three cars from the front row was seen again.

What happened was this: the race started in a slight drizzle and the braking area for the first corner was extremely slippery. At the end of the long straight Walker, arriving very fast, locked his wheels and shot down the escape road towards Cork. Salvadori attempted the corner but was smartly rammed by Watson, bursting his tank and

159 M.P.H.
WITH 500 C.C. CAR

LT. COL. GARDNER

***AGAIN* RELIED ON**

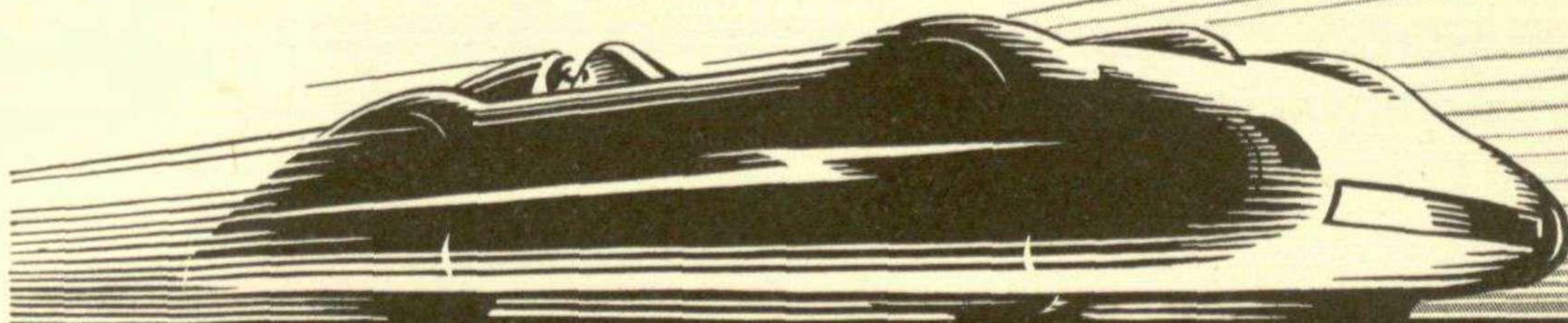
LUCAS
IGNITION

for his



Special

(Subject to official confirmation)



JOSEPH LUCAS LTD · BIRMINGHAM · ENGLAND

setting the car on fire. Salvadori steered to miss the crowd, then finding his situation uncomfortable warm, stepped out while still doing some 40 m.p.h. The car ran over his foot and then went on to burn itself out more thoroughly than we would have thought possible. Meantime, Walker, returning to the course, was rammed by the unfortunate Watson, and all three cars were eliminated. Lybbe, Fotheringham-Parker and Folland all negotiated the corner but James, arriving next, was rammed by Kelly and stalled his engine, losing time re-starting. Mercifully, everyone escaped injury.

With a sadly depleted field, the stewards decided to reduce the race to half distance, and the order of the remaining cars did not change. Fotheringham-Parker came in to report low oil pressure but was sent on his way with instructions to keep going. On the last lap he speeded up and made fastest lap of the race but could not quite catch Lybbe. Folland driving to a plan and keeping down to 6,500 r.p.m., was surprised and disgruntled when the race finished half-way, saying that when the car did go he wasn't, allowed to drive it. James could not make up the time lost, but the big car looked and sounded most impressive, reaching 130 m.p.h. on the straight with some ease.

Finally, Lybbe, who owns no other car but the Alfa, showed his independence by going to the prize-giving in Dublin, 30 miles away, by bus.—J. W.

WAKEFIELD TROPHY (SCRATCH) RACE
10 LAPS (49½ miles).

	Time	Speed
	m.	s. m.p.h.
1. A. Powys-Lybbe (2,904 c.c. Alfa-Romeo s/c)	41 16	71.82
2. R. Fotheringham-Parker (1,494 c.c. Maserati s/c)	41 21	71.63
3. D. Folland (1,995 c.c. Ferrari)	41 44	71.02
4. J. M. James (3,976 c.c. Sunbeam s/c)	45 19	65.40

Fastest lap: P. Fotheringham-Parker—3 min. 52 sec. (76.66 m.p.h.)

FRANK O'BOYLE TROPHY (HANDICAP) RACE,
20 LAPS (99 miles),

	h.	m.	s.	m.p.h.
1. J. J. Flynn (929 c.c. M.G.) 4 laps, 3 min.	1	26	25	55.52
2. W. B. Groves (1,250 c.c. M.G.) 2 laps, 4 min.	1	26	28	61.58
3. W. Leeper (1,250 c.c. M.G.) 1 lap 3½ min.	1	26	39½	65.36
4. J. Kelly (1,089 c.c. E.R.A. 2 laps)	1	26	39½	64.54
5. P. C. T. Clark (1,991 c.c. H.R.G.) 1 lap	1	28	6	66.96
6. M. P. Heaslett (1,250 c.c. M.G.) 3 laps, ½ min.	1	29	21	58.69
7. S. M. Smyth (1,089 Riley 2 laps, 4 mins.)	1	29	51	59.37
8. C. H. W. Manders (2,562 c.c. Sunbeam-M.G.) 1 lap, 2 min.	1	30	7	63.55
9. M. P. Cahill (1,287 c.c. M.G.) 1 lap, 3½ min.	1	30	9	62.81
10. R. G. Shattock (1,496 c.c. Atalanta Special) 1 lap	1	31	50	60.74

Fastest Lap: D. H. Kyle (1,087 c.c. M.G. s*c) 4 min. 2 sec. (73.49 m.p.h.)
Fastest Finisher: P. C. T. Clark (1,991 c.c. H.R.G.) (66.96 m.p.h.)

GARDNER'S CLASS I RECORDS

As we close for Press comes news of Lt.-Col. "Goldie" Gardner's magnificent Class I records with his Shorrock-blown three-cylinder Gardner Special at Ostend. His speeds for the f.s. two-way runs are:—

One kilometre	154.991 m.p.h.
One mile	154.24 "
Five kilometres	150.513 "

Gardner used Lucas ignition equipment, Lodge plugs, Dunlop tyres and the fastest one-way speed was 159.3 m.p.h. Some confusion exists re Taruffi's Tarf records, but presumably Gardner has beaten the Italian's five kilometre record by 20.82 m.p.h. and he has improved on his own records by 36.8 and 40.6 m.p.h., respectively.

THE TENTH G.P. D'EUROPE

Run this year at Monza (next year it will be run at Silverstone on May 13th), the most important Formula I race of the year merely proved the superiority of the new two-stage, twin-o.h.c. V12 Ferrari and the masterful ability of Alberto Ascari. He led the race throughout and made fastest lap of the 3.9 mile circuit at 111-14 m.p.h., winning in 2 hr. 58 min. 53.6 sec., at 105.09 m.p.h. In practice he lapped at 112.72 m.p.h. But these race speeds fail to better those made by the Alfettes in 1948—116.95; 109.98, respectively. Also, no Alfa-Romeos ran last year and Ascari's only serious opponents were Villorosi's similar Ferrari—both cars have a wheel-base of just under 8 ft., oil tanks in their tails and minor mods. to front suspension and steering—and Taruffi's and Farina's Milanos, 4CLT Maserati chassis, each with four-cylinder boat-engines having two vast superchargers, said to be detuned to 290 b.h.p. for the race. These Milanos, like the twin-cam Ferraris, were built to catch the £250 prizes for entrants of new cars. However, Villorosi had gearbox trouble after 108 miles and Farina gave up in disgust after 72 miles because the latest Maserati just wouldn't go fast. Campos tried to challenge, but lost a rod from his 4CLT Maserati, and de Graffenried's sister car lost oil and oil-pressure. So the race ended as a dull procession, Etancelin's 4½-litre Lago-Talbot a creditable second, a lap behind Ascari and "Bira," covered in oil, limping along in his Maserati 2 laps further back still, having overtaken de Graffenried. Sommer's single-stage

Ferrari was fifth and Harrison's B/C-type E.R.A., a truly creditable sixth, ahead of Taruffi's "Tipo Milano" Maserati, delayed by frequent pit-stops, Claes' Talbot and Louveau's Maserati. Retirements numbered fifteen and included Pagani (Platé), Parnell (Maserati) big-end; Brooke (Maserati) scavenge pump trouble; Biondetti (Maserati) plug trouble; Bonetto (Ferrari) blown gasket; Whitehead (Ferrari) misfiring; Mairesse (Talbot) overturned; Rol (Maserati) engine trouble; Levegh (Talbot) back-axle failure; Murray (Maserati) crashed; Campos (Maserati) thrown rod; Villorosi (Ferrari) seized gearbox; Rosier (Talbot) engine trouble; Chaboud (Delahaye) overheated.

CEMIAN M.C. KNOWLAND TROPHY TRIAL

Forty-six entries were received from the Harrow C.C., Southsea C.C., Kentish Border C.C., West Hants and Dorset C.C., Chiltern C.C., Hants and Berks C.C., Horsham and District C.C., and the promoting club and 40 of these turned up at the start at Hindhead.

The first hill on Longmore Common stopped everybody except three Allards driven by E. N. Frost, K. E. O. Burgess and G. C. Harvey, R. F. Chappell's V8 Special and the Mercury Specials of R. W. Faulkner and A. E. A. Day. This hill depended on sand and steepness for its difficulties, but the rest of the course, embracing Mount Farewell, Oakshott, Wheatham and The Warren, was easy due to the very dry summer.

The final hill, "Rake's Progress," normally very easy, was made difficult in the last 10 yards by a diversion up the bank at the side of the hill, which stopped 21 competitors.

There were four retirements—Appleton's Allard with a broken gearbox, P. E. Sundt's Wolseley with clutch trouble, G. H. Nuthall's Wolseley with petrol starvation and V. E. Loft's R. C. Ford.

Burgess and Frost completed the course without loss of marks. Burgess, however, beat Frost by 0.1 of a second in aggregate times on the two special tests, thereby winning the Knowland Trophy, the Autumn Cup for the best visitor going to Frost.

Results:

- KNOWLAND TROPHY.—K. E. O. Burgess (Allard).
- AUTUMN CUP (Best Visitor).—E. N. Frost (Allard).
- VICE-PRESIDENT'S TROPHY.—Ian Palmer (P.S. Special).
- FIRST-CLASS AWARDS.—G. C. Harvey (Allard), H. Clayton (Clayton), E. Spence (F.M.W.), W. H. Waring (Dellow).
- SECOND-CLASS AWARDS.—V. S. A. Biggs (Ford), R. W. Faulkner (Mercury Special), F. D. Dent (Allard), D. F. N. Cotton (Cotton), S. White (Auswyte), A. E. A. Day (Mercury Special), R. E. Lang (Austin).
- TEAM AWARDS.—H. Clayton (Clayton), E. Spence (F.M.W.), D. F. N. Cotton (Cotton).

STELLITES!

In a recent "Vintage Veerings" we referred to mention being made in a local paper to an early Horstman light car. More recently the *Wolverhampton Express and Star* had a story, with illustration, about how A. T. Norton, of Mephistophelgatti memory, saw what he thought was a 1921 Wolseley Ten being towed to a breaker's, chased it, and found it to be a Wolseley Stellite three/four-seater with the 9-h.p. four-cylinder o.h. inlet valve engine which graced these cars. It had been in a shed for twenty years and was said to be a 1914 model, with single acetylene headlamp and oil side-lamps. So Norton purchased it and offered it for sale for £25 to any earnest V.C.C. member. Now this story interested us because some time ago we came upon a sad little Wolseley two-seater being towed away on its rims to destruction behind a larger Wolseley of not much later date—only this car was one of the o.h.c. "Tens"

of post-Kaiser war type. A very nicely preserved example of this type appeared at Prescott this year.

Soon after the news of the Norton Stellite, which incidentally apes the Baby Peugeot in having only a two-speed gearbox, we had a letter from W. Stiles of Birmingham reminding us that we had recently mentioned a Stellite running about in Lincolnshire and saying they are not unique, because he has been running one for the past two years. He also referred to the Norton car (chassis number apparently 1278), and several others in the Birmingham area, including one owned by Eric Milner, who has so beautifully restored the 1913 22-litre Benz. These, however, are not in use. Stiles' car steers nicely on its one-turn-lock-to-lock rack and pinion gear, is reliable and gives 23 m.p.g. in towns and 32 m.p.g. on the open road. It isn't very rapid, though, being noisy if cruised at 35 m.p.h., and all-out at about 40 m.p.h., its best average being 100 miles

at 25 m.p.h. This particular Stellite is a 1919-20 model, chassis number 1673.

So mention of yet another rare car produces evidence of the existence of others of its kind. The Stellite, of course, was superseded in 1919 by the o.h.c. Wolseley Ten, which the *Autocar* said was "essentially a Wolseley vehicle of the highest class, all the desirable mechanical features of the Stellite having been retained or improved upon . . ." We believe that a Stellite was reputed to have done 78 m.p.h. at Brooklands prior to the Kaiser war, and the Wolseley Ten engine was subsequently developed by Capt. Miller for his "Moths," one of which lapped Brooklands at over 88 m.p.h. These cars are not to be confused with the water-cooled flat-twin 8.3-h.p. Wolseley introduced in 1922. One of these twins was seen near Bagshot some time ago, so there would appear to be examples of all the Wolseley "motoring for the million" models with us still.

RUMBLINGS

October will see two more sprint meetings. On the 8th the Bristol M.C. & L.C.C. will hold a meeting at Weston-super-Mare, a repeat of last year's highly successful initial event, along the Marine Parade and Promenade in the best old-style seaside speed trial tradition. There are no specific sports-car classes, but the usual capacity classes, all cars over 2 litres, however, running together. Entries have closed. F.T.D. wins £75, and we shouldn't be surprised to see it go to Butterworth's A.J.B. A slight bend in the ½-mile course will render the battle exciting.

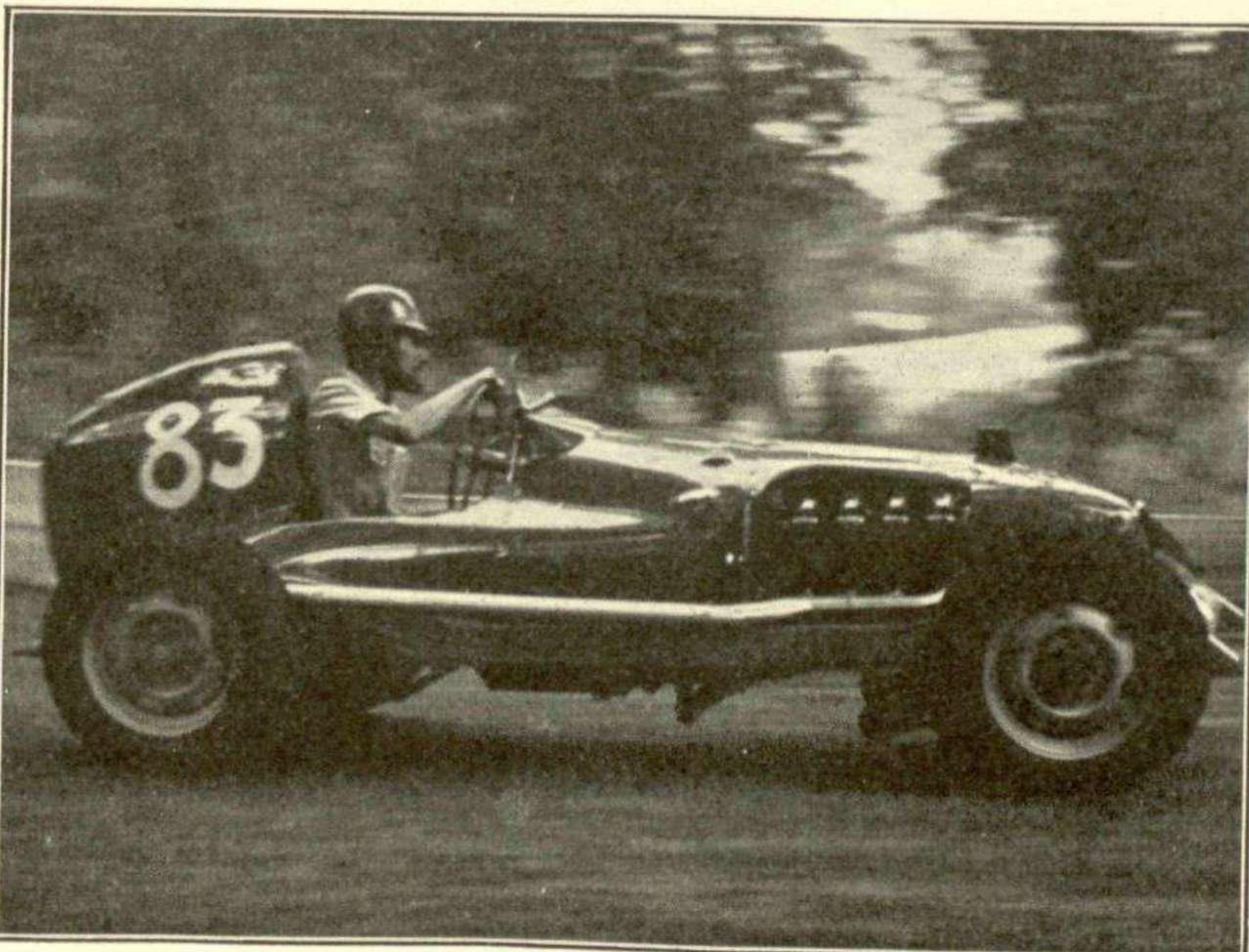
Two Sprints

On the following day the Vintage Sports Car Club will stage one of its big days, at Luton Hoo, in aid of the National Institute for the Blind. The course is that exciting one of no less than 1.4 miles, cars turning at one end and proceeding back towards the start. Again, no sports-car classes are included, but any age car is eligible, vintage cars competing for special awards. Entries are limited to about 50 cars and unfortunately no Edwardian class is included, so that these cars are deprived of an autumnal outing. The entry list has closed, but marshals may still be needed—offers should be made to G. R. Grigs, 73, Redcliffe Gardens, S.W.10. Improved spectator accommodation is available, and the charge is 3s. each, children 1s. 6d., cars 5s., coaches £5 (with all passengers); profits to go to the blind. V.S.C.C. members go in free if they show their current membership cards. F.T.D. again carries £75, the cash prizes totalling £150, so the struggle should be a keen one. Starting time is 12.30 p.m., practice occupying from 12.30 to 5 p.m. on the Saturday, so presumably those who run at Weston-super-Mare will have to miss Luton.

Both these events are deserving of your support. They would appear to conclude the speed season, after which those who prefer to do other things besides spending the winter before the fire or in the cinema can busy themselves with spectating at trials.

* * *

There have been few sprint cars so enthralling as Archie Butterworth's four-wheel-drive A.J.B. with redesigned air-cooled V8 Steyr engine. That this car works is proved (a) by watching its acceleration from a standing-start, and (b) by cogitating its f.t.d.s at Weston last season and Brighton this season. Consequently we are glad, and our readers will be glad, that Butterworth, who conceived, constructed and controls this A.J.B.,



AIR-COOLED FRONT DRIVE.—Butterworth's A.J.B. in action at Prescott.

[MOTOR SPORT copyright.]

has generously penned some notes for us about his intriguing car. Potent as the car is as a sprint job, Butterworth has some very definite ideas for a future Grand Prix Formula I car, as the data sheets he includes in his notes show; it will be perceived that he has already secured patents on many of the special features he proposes to incorporate.

Butterworth admits that his A.J.B. was the outcome of seeing Sydney Allard at work in his Steyr-engined car, so it is fitting that MOTOR SPORT should not only publish the exclusive data on the A.J.B. which follows, but that in August, 1947, it gave the first detailed description of the Steyr-Allard. It remains only to hand over to A. J. Butterworth, but before giving you his exceedingly interesting data we would like to say that, as befits an ardent member of the Bentley Drivers' Club, the designer/driver of the A.J.B. now uses the original "Speed Six" Bentley, endowed with a vast van body, as his tow-car; his enthusiastic wife accompanies him on all his racing expeditions. Over to "A.J.B." :—

"By way of preamble, the current A.J.B. started life as a retrograde step! Early in 1947 I had on the board an unblown V8 4½-litre engine of 89 by 89 mm., to go in an all-independent chassis incorporating stressed-skin tankage (it seemed to me that to hope to compete in Formula races, blown or unblown, one had to accept the necessity for alcohol and high fuel consumption). At this point I saw the highly exciting debut of Sydney Allard's Steyr-engined car at Prescott. Inquiries suggested that it would be a good plan to adapt my design to use the 92-mm. Steyr crankshaft, and the resulting smaller bore—87.5 mm.—enabled me to machine my cylinder heads from the Steyr castings, but only just! Naturally, new cylinders, pistons, cams, etc., were required.

"Next, an almost complete hold-up of materials for the G.P. chassis and gearbox, in the winter of 1947-48, made me decide to build a more simple car as a short-term, experimental project. I had hoped to adapt a Jeep chassis, but the frame and suspension were found to be quite hopeless for fast work and in the end only six feet odd of the Jeep side-channels were incorporated, in a fully-boxed 7½ft. 6 in.-wheelbase frame using semi-elliptic springs with hardened steel slide blocks instead of shackles, underslung tubular torque-arms all round, and a diagonal sway-bar at the back. The Steyr gearbox was retained, although only three of its ratios were any use and these so wide as to require yet another camshaft redesign. (The rather "peaky" camshaft for the G.P. engine was designed for use in conjunction with a very close-ratio five-speed gearbox.)

"This 'quick answer' was built and raced in one day short of six months, being started up at midday at my home in Frimley and 'run-in' up the course at the 1948 Brighton Speed Trials the same afternoon, where it did one slow run and one fast one, mysteriously being given a slower time for the full-throttle run!

"Standard Steyr cams were used for the first two meetings (Brighton and Prescott) and the intermediate cams were ready for Weston in October last year, giving us our first success—f.t.d. in 23.16 sec.

"I was very concerned to get the car finished before the 1948 season was over and so, instead of a properly-designed suspension system, hard springs were thrown at it on the Brooklands principle that even a bad suspension will go straight at speed if it isn't allowed to work! The Editor, having been towed in the car down to Goodwood and back last year, has, I believe, some very bitter memories of this. [Memories, yes, but the bruises have healed.—Ed.] On a fast bumpy corner I found the effect appalling.

"During the winter the front springs were softened as far as they safely could be without danger of shimmy (a wide front

spring-base is a great help in this respect on a rigid-axle car), the front and rear frequencies matched up as close as possible, and the axles properly located. Result—the A.J.B. is now comfortable and in my estimation handles well.

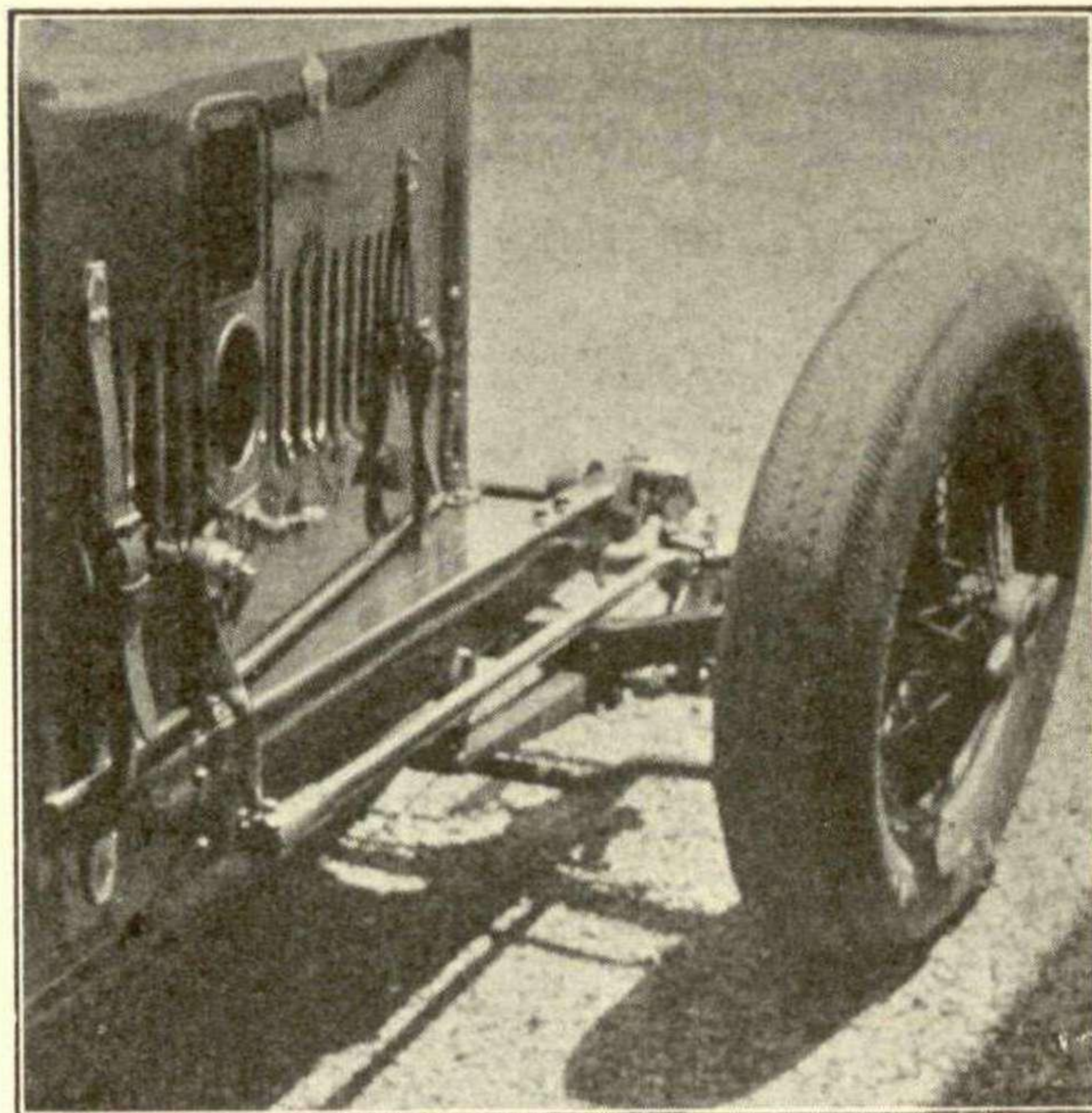
“ Its main requirement now is a suitable gear-ratio for the slower sprint courses. The following comparative data sheets between the current car (S.2, i.e., S for sprint ; S.1 being a long-forgotten dirt-track effort) and the proposed G.P. car may be of interest :—

	S.2	G.P.1
Wheelbase ...	7 ft. 6 in.	8 ft. 0 in.
Track ...	4 ft.	4 ft. 1½ in.
Weight ...	14 cwt. (plus about 50 lb. in road-racing shape).	11½ cwt. (dry).
Bore and stroke ...	87.5 by 92 mm.	87.5 by 92 mm. or 89 by 89 mm.
Cubic capacity ...	4,425.	4,425.
Design b.h.p. ...	Not ascertained. Estimated as 230-250 at 4,700 r.p.m.†	350 at 5,500 r.p.m.*
Design max. torque ...	350 lb./ft. at 2,500 r.p.m. (established by skid-torque tests).	370 lb./ft. at 3,700 r.p.m.
Design max. b.m.e.p. ...	—	210 lb./sq. in. at 3,700 r.p.m.
Cylinder arrangement...	V8, air-cooled.	V8, air-cooled.
Head, material ...	Alloy.	Alloy.
Barrel, material ...	Iron barrels.	Alloy barrels, iron liners.
Lubrication ...	Wet sump, radiator.	Wet sump, radiator.
Gears ...	Three-speed, dog-engaged, separate transfer box.	Five-speed, built-in transfer shaft, foot control.*
Ratios805, 1.24, 2.1-to-1.	5.0, 4.0, 3.0, 2.0, 1.0-to-1.
Equivalent ...	1, 1.54, 2.6-to-1.	1, 1.12, 1.37, 1.79, 2.46-to-1.
Transfer66-to-1.	Various.
Final drive ...	4.88-to-1, free differentials.	—, hydraulic controlled differentials.
Overall ...	2.58, 3.97, 6.72-to-1.	—
Suspension ...	Semi-elliptic, slide blocks, torque arms all round, rear sway-bar. Newton shock-absorbers all round, additional friction at front.	Generated vertical straight-line wheel motion with axles and brakes on frame.* Adjustable torsion springs.
Roll centre ...	Approx. at axle level front and rear.	Approx. at ground level, front and rear. Front roll central.
Frequency, front ...	128 cycles/min.	Adjustable in ranges 86 to 100, progressive bump control.
“ rear ...	Sprint, 123; road-racing, mean 115.	
Brakes ...	9 in. by 1½ in. Lockheed 2LS, mechanical, hand, rear.	Disc, hydraulic, separate hand, rear.
Castor angle ...	2 deg.	—
Tyres ...	Dunlop racing, 5.50 or 6.00-16.	—
Magneto ...	Scintilla Vertex 8.	—
Plugs ...	Lodge R49.	—
Pistons ...	Martlett.	—
Carburettors ...	Eight 1½ in. Type 289 Amals.	Eight 1⅛ in. Type 10TT Amals.

* Differentials: British Patent No. 585736.
 Suspension and drive: British Patent No. 618423.
 Gears and control: British Patent Application No. 23019.
 Valve gear: British Patent Application No. 23018.

† [It will be recalled that Allard claimed 80 b.h.p. at 2,000 r.p.m. and about 140 b.h.p. at 4,000 r.p.m. from his Steyr, but the compression-ratio is lower and it gives away over 700 c.c.—ED.]

“ Finally, the three great bar-room talking points—compression-ratio, fuel consumption and maximum speed. The first is easy and definite: 14.1-to-1. Average measured m.p.g. of fuel is between 5 and 7 according to jets and where I’m consuming it! This fuel being currently 80/12/8 methanol, benzole, petrol. As to speed, I have only rev.-counter readings to go by. Two fairly careful readings on a smooth runway at the end of some s.s. kilometre tests (average time 24.25 sec., by the way) gave



OCTOBER QUIZ.—Make and year on a p.c. by October 10th please, so that we can publish the names of the knowledgeable in the November issue.

4,850 r.p.m. This × 2.58-to-1 × 5.50-16 racing tyres equalling, I think, 154 m.p.h. A wild and bumpy 4,900 r.p.m. at the V.S.C.C. Silverstone meeting on 6.00-16 tyres I think it safer to discount, but we were certainly going very quickly. I may say that there was no question whatsoever of clutch slip on these occasions—Ferodo and Berg and Beck and I looked after that very drastically last winter.”

MATTERS OF MOMENT—continued from page 393.

Co. (South London Ford dealers) and of his own Allard Motor Co., Allard’s racing activities are undertaken very largely on an amateur basis. Certainly “S.H.” is personally responsible for the technical development of his cars, and for the various methods whereby the power of the captured German V8 air-cooled Steyr engine used in his sprint car has been increased from 85 to some 140 b.h.p.

At Prescott Allard clinched the Championship with a new course record, gaining 39 points to Poore’s 34 and Moss’ 30—Fry finished with bad luck and 28 points, Walker and Butterworth tied with 22, Mays got 15.

Allard commenced racing in 1929 with a Morgan three-wheeler, later converted to four wheels. A T.T. Ford led to Ford specials which begot the Allard, subsequently put into production and today one of our best high-performance cars. It is pleasing that the new J-type super sports Allard has evolved from lessons learnt in racing the 3.7-litre Steyr-Allard sprint car.

EARLY AUSTIN SEVENS

Further examples of standard-model early Austin Sevens used for racing, additional to those referred to last month under the heading “A Suggestion for Inexpensive Racing,” come to mind. For instance, we believe that at Le Mans in 1925 Capt. (now Col.) Arthur Waite drove a production sports two-seater which was virtually a “Chummy” with a small pointed tail in lieu of a rear seat and flaired wings, while E. C. Gordon

England handled a fabric two-seater of the sort which became his production “Cup” model, named after the Biennial Cup Race—curiously, a few minutes before penning this we saw a well-preserved example motoring in the City.

Another outwardly-standard “Cup” model won the 750-c.c. class of the 1927 Essex M.C. Six Hours Race, driven by J. P. Dingle, averaging 41.7 m.p.h. for over 250 miles in spite of a stop to change plugs. It gained the Essex Special Gold

Medal for exceeding by 14 miles the stipulated minimum mileage. In the same race P. J. Calvert drove a “Brooklands” Austin, complete with the long, flowing combined wings and running boards like those of an Amilcar, and the spare wheel carried longitudinally in the tail. It averaged 47.2 m.p.h. for the first hour but was forced to retire when the spare wheel, which had to be carried throughout the race, broke loose and destroyed its mountings.

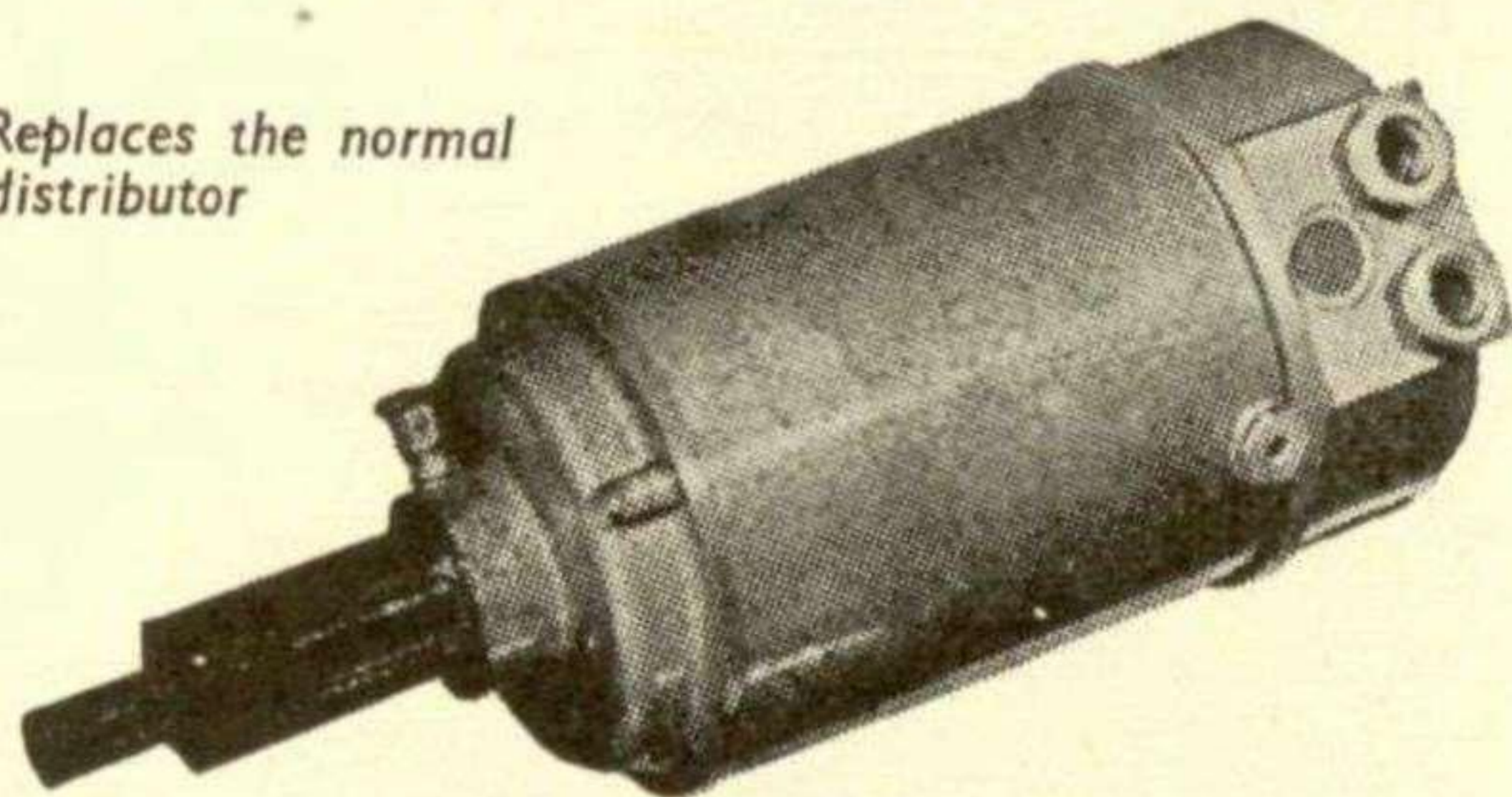


**FOR IMPROVED
ENGINE PERFORMANCE**

George recommends -

**THE
WIPAC
VERTICAL MAGNETO**

★ Replaces the normal distributor



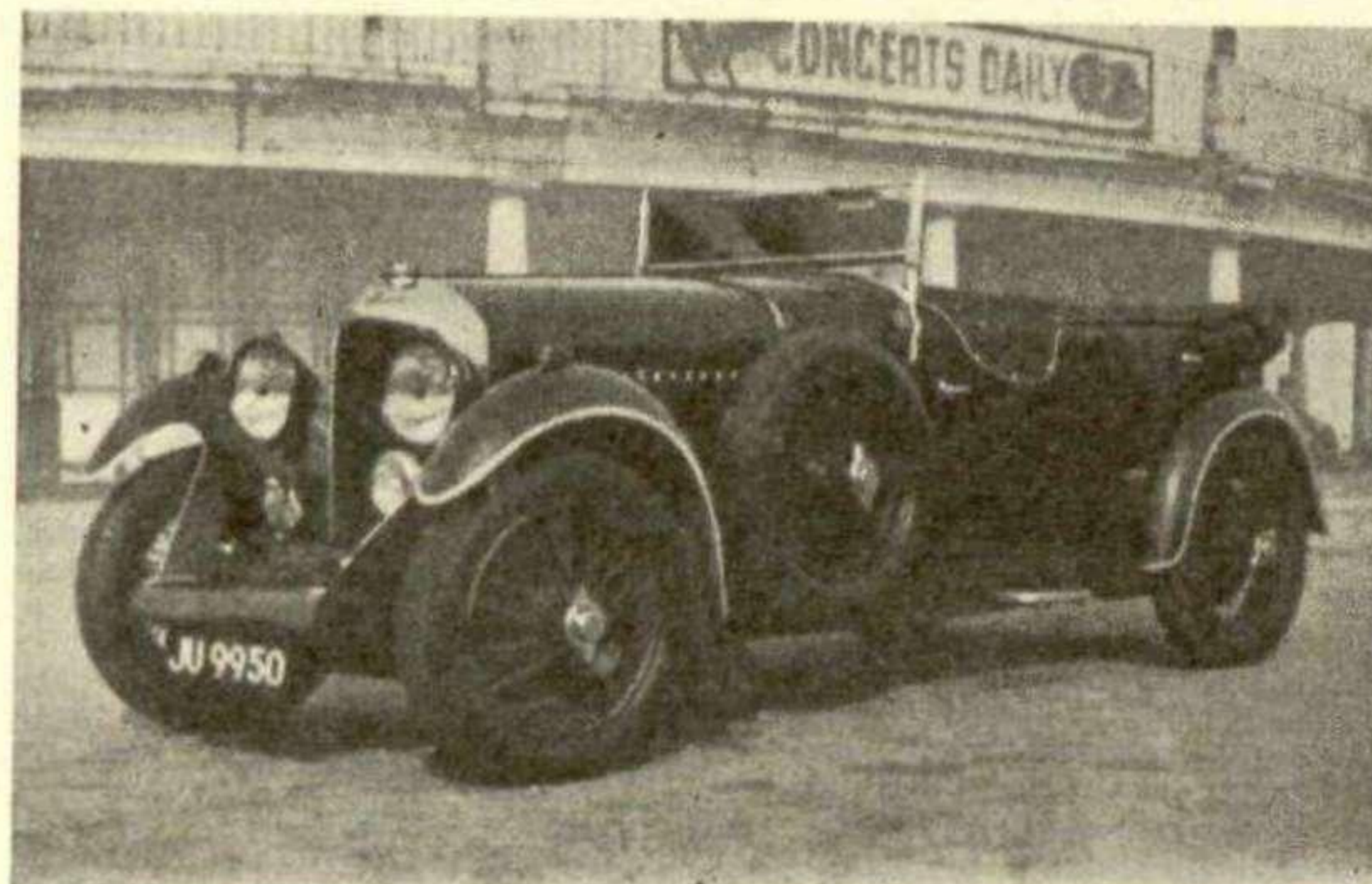
A Product of the WIPAC Group

Manufacturers of

MAGNETOS, SPARK PLUGS, OIL CLEANERS, FUEL OIL FILTERS, PETROL FILTERS, MOTOR CYCLE AND CYCLE HEADLAMPS, CYCLE DYNAMO SETS, BATTERIES, ELECTRIC HORNS, Etc.

Ask for address of nearest WIPAC Agents

WICO-PACY SALES CORPORATION LTD., BLETCHLEY, ENGLAND



4½-LITRE BENTLEY

Recently overhauled thoroughly by Bentley specialist, at a cost of over £100. Chromium head and spot lamps and an addition of a built-in luggage boot. Tyres are in very good condition, with (if required) four brand new 525 by 21 spares.

A truly magnificent car at £595.

Please contact J. D. Heaps, 115, Tong Road, Leeds, 12.

Telephone No. 38731.

“Plugs behaved perfectly” says Lt.-Colonel Goldie Gardner

in creating

**3 NEW INTERNATIONAL
SPEED RECORDS**

CLASS I (500-c.c. cars)

Ostend, Sept., 1949

Flying **KILOM.** at average speed of **154.9 m.p.h.**

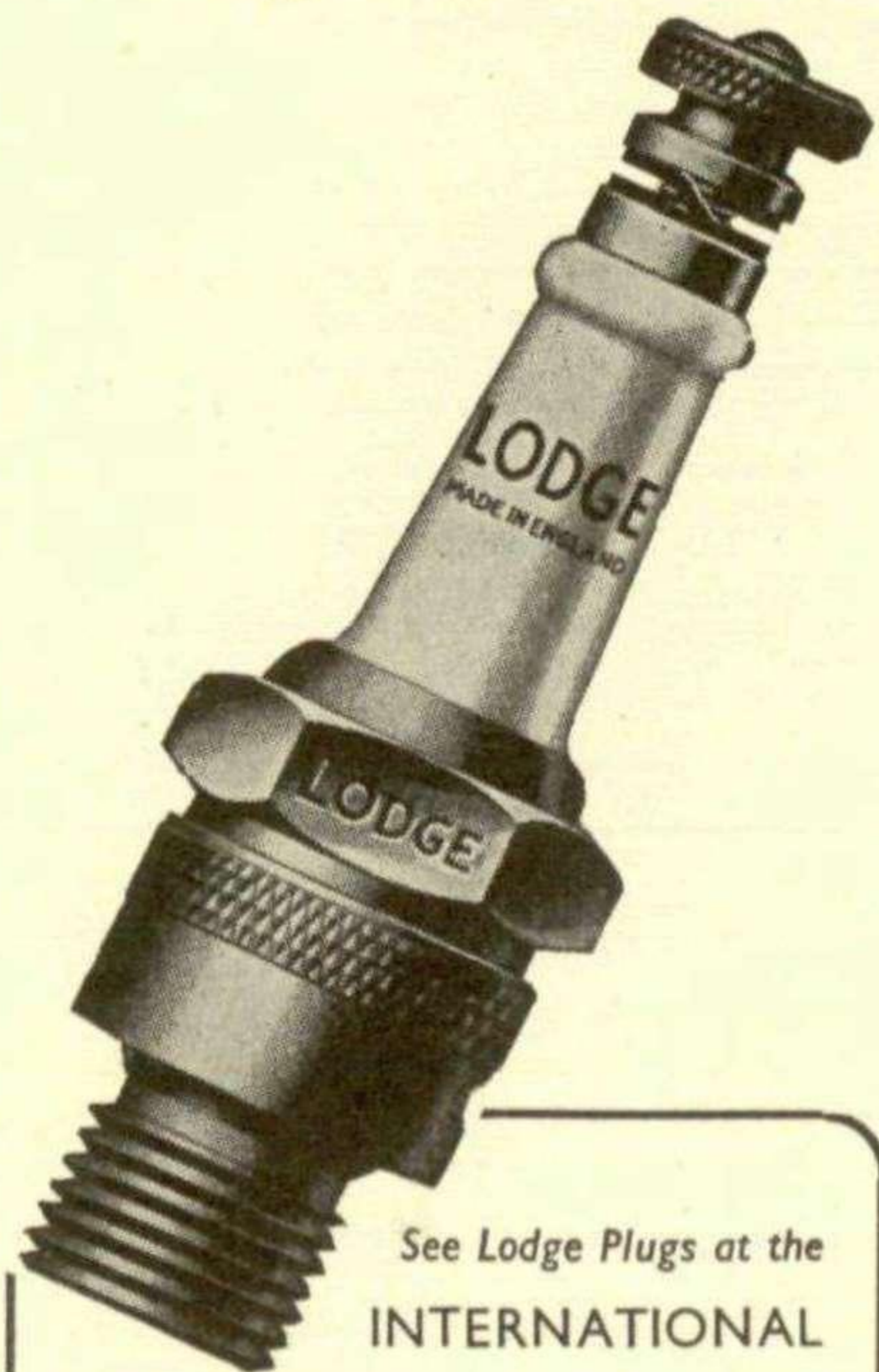
Flying **MILE** at average speed of **154.2 m.p.h.**

Flying **5 KILOMS.** at average speed of **150.5 m.p.h.**

(Subject to official confirmation)

in his **MG** car using

**LODGE
PLUGS**



See Lodge Plugs at the
INTERNATIONAL

MOTOR SHOW

Earls Court Sept. 28—Oct. 8

STAND 264 AVENUE G
FIRST FLOOR

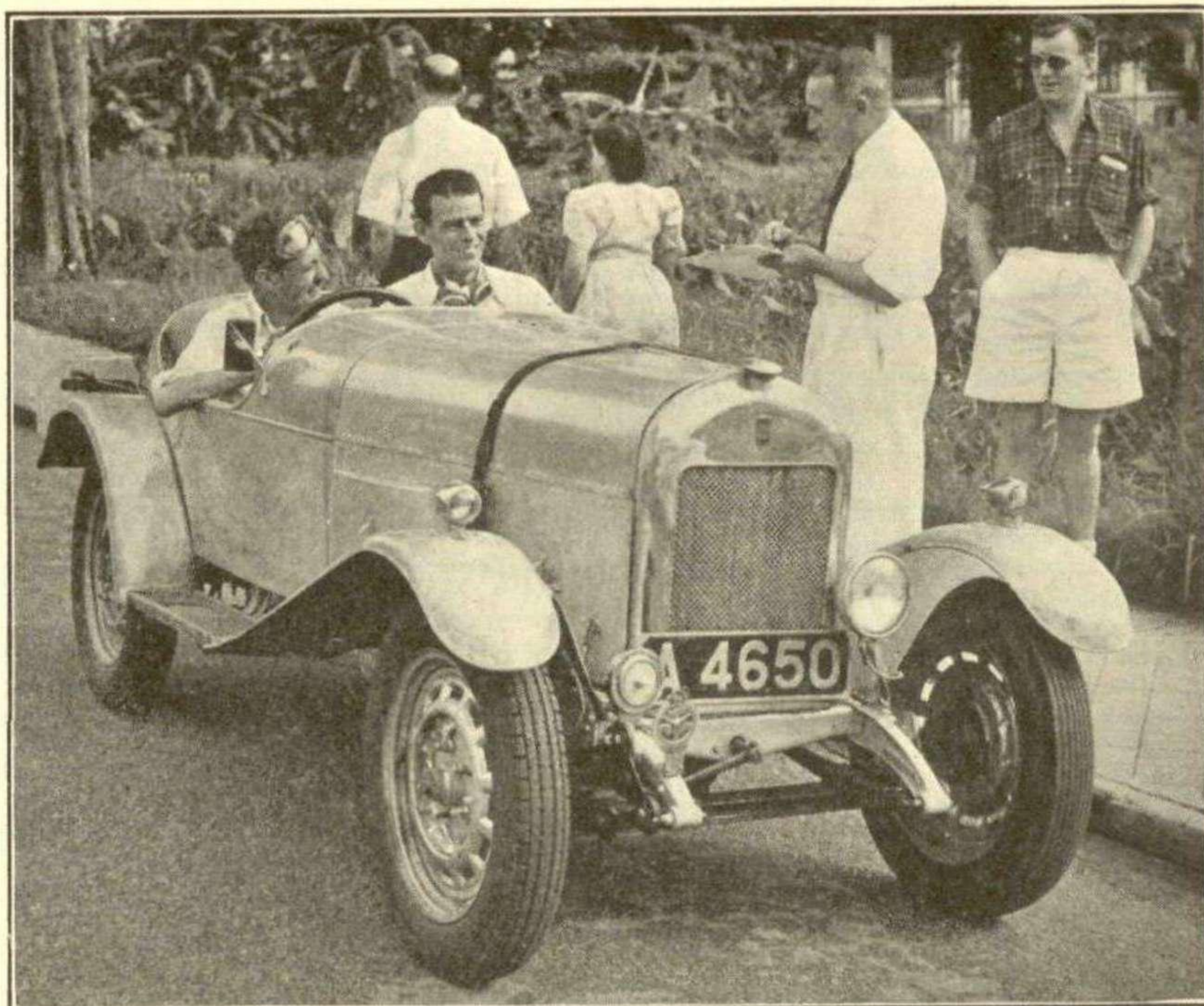
VINTAGE VEERINGS

SINCE we published a photograph of two Gwynne Eights last June, news of them has come in to a surprising degree. Not only has Walter J. F. Griffiths acquired a 1925 chassis which Boddy once owned [It was a coupé of very odd appearance, then, and, endowed with twin Amals, four-speed A.B.C. gearbox and a front-brake axle, went very decently.—ED], which is going to be restored, but, very exciting, to Gwynne addicts at all events, is a letter from C. Thomas, of the Far East Oxygen & Acetylene Co., Ltd., Singapore, about his sports model. It is obviously one of the genuine polished-aluminium, pointed-tail sports two-seaters. Years ago "Runabout" of the *Light Car and Cyclecar* one week devoted his entire feature to Gwynnes and quoted some promising performance figures for the sports model. These have eluded us, but a correspondent says that the makers guaranteed a Brooklands lap at 65 m.p.h., a lap-speed which Bamford & Martin specified for their Aston-Martin of the same period. As the "hipbath" three-seater Gwynne was good for 60 m.p.h., this claim didn't seem unreasonable.

Mr. Thomas' car looks in very good condition but isn't entirely original. Modern wheels and tyres have been fitted, the magneto has been replaced by a coil system adapted from an Austin Seven ignition and dynamo unit, and the early-type S.U. carburetter has given place to a new Zenith, as used on an Austin Eight but with larger jets. The engine runs hot, in the good old Gwynne tradition, but no fan is deemed necessary and the pre-heating of the inlet manifold (which could be by water-jacket in summer and exhaust gas in winter merely by transferring the pipes!) is retained. Mr. Thomas adds that the car was saved from an up-country scrap heap and has since competed in a Singapore C.C. Rally. He says the Chinese community display tremendous interest in this vintage small car and that it stands out as a tribute to the fundamental soundness of British engineering, in a land of large, sleek, chromiomed cars. He concludes: "I have it in mind that these cars were made by Gwynne Pumps Ltd., who still manufacture pumps for practically every British ship that goes to sea and whose work has always been highly esteemed by engineers?" How right he is! They even turned out some of their famous Eights as small fire-engines, thus putting Gwynne pumps to yet another good use.

* * *

Gordon Fairbanks, of Quebec, comments on the DV-32 four-valves-per-cylinder straight-eight Stutz, after seeing a photograph of a 1928 model in a back issue of *MOTOR SPORT*. He remarks that they were rated at 36 h.p., gave 115.8 b.h.p. at 3,900 r.p.m., and had o.h.c. engine, Timken worm-drive rear axle, hydraulic brakes with vacuum booster, Bijur chassis lubrication, rev.-counter, etc. The open



ANOTHER GWYNNE EIGHT.—This picture shows a Gwynne Eight, admittedly modernised as to its wheels and tyres, which is running satisfactorily in Singapore. It is interesting as showing the rare sports version, for which we believe the makers guaranteed a Brooklands lap-speed of 65 m.p.h.

"Super Bearcat" apparently had a wheelbase of only 9 ft. 8 in. and, with English Weymann coachwork, sold with an affidavit of being good for over 100 m.p.h. Fairbanks remarks that these cars are rarer in the States today than are good "Red Label" Bentleys in England. He should tell that one to the Bentley Drivers' Club!

* * *

Vintage sports cars may be expensive, but the less sprightly old cars are no longer commanding exorbitant prices. Listen to Lieut. D. C. Godfrey, R.N. He recently bought a 1928 12/30-h.p., Type UF Galloway saloon in running order, for £30. It had had two previous owners, the latter of whom was a cripple who only went short distances, maintained the old Galloway beautifully, and had stored it for ten years on account of the war. So the 27,000 miles on the mileometer can be believed. The maroon fabric body responded well to "Nu-agene" and the remaining restoration cost only £16 10s. The engine is a four-cylinder, push-rod o.h.v. unit, with Zenith carburetter and chain-driven magneto and dynamo, remarkable for h.t. leads which, like the induction manifold, pass through the cylinder block. Fortunately, the water, in the radiator at all events, rarely exceeds 50 deg. C., aided by a combined fan and pump. Gear-change is r.h. gate and a Lucas 12-volt double-pole system looks after lighting and starting. The enclosed propeller-shaft possesses a universal coupling of yoke and trunnion type at its forward end that would serve a heavy lorry. Suspension is $\frac{1}{2}$ -elliptic at the front, $\frac{1}{4}$ -elliptic at the back, and we learn that the Smith's

shock-absorbers are now merely decorative! The car is slow, 45 m.p.h. being the self-imposed maximum, but it starts easily, has exceeded 30 m.p.g. over 210 miles without resort to coasting, and was apparently well worth buying—even if, as its owner has it, the sloping screen gives it the air of "a parson in a panama hat." Indeed, its owner would like to hear of other Galloway and Arrol-Johnston/Aster cars still in service. There must be some, for we met a Galloway tourer in Aldershot last year, and a reader living in Horsham was seeking half-shafts for his 1927 Galloway last month.

Shortly after reading Lieut. Godfrey's letter we encountered a fine old Austin Heavy Twelve tourer, of the "railway-carriage door handles" era, proceeding at a purposeful 30 m.p.h. along a Hampshire byway. It is good to see and hear of such hale and hearty old-timers! And, judging by prevailing conditions, they will long be with us.

* * *

A. H. Walker, who got such good results from an early A.C.-Anzani, is receiving similar service from his 1925 A.C. Six. Not only does it convey him to business each day, a mileage of 80, with perfect regularity, but it has recently completed a tour, from Havre, through France to Germany, along the *Autobahn* to Salzburg in Austria, down the Brenner Pass into Italy, and thence over the Stelvio to the Halrain Lakes. This A.C. then went into Switzerland via the Simplon Pass and descended into France over the Forclat Pass in bottom gear and clouds of dust. A few days in the French

Continued on page 430

Supercharging by Wade

THE remarkable number of private motorists who are fitting Superchargers by Wade is sound testimony to the exceptional performance and reliability of these installations. Continued success in competitions is proof of their efficiency. We will be pleased to put you in touch with your nearest agent for Wade Supercharger Installations, who will give you full information and every assistance.

Regarding racing cars, may we respectfully advise those who are contemplating single or multi-stage Wade installations to discuss their requirements with us at an early date, in order that the work may be put in hand and the car fully prepared and tested in good time for the 1950 season.

WADE ENGINEERING LTD.

GATWICK AIRPORT, HORLEY, SURREY

CRAWLEY 680—Ext. 125 (4 Lines)



THE OCTOPUS

FROM

LIGHTWATER

Quite a fair simile really, for the activities of the Little Men are spreading far and wide.

The service they can offer for the fitting of Wade Superchargers has just been very much extended and, apart from being now the main agents throughout the South of England, they are able to offer an unequalled service in the fitting of blower installations.

Standard fittings are already available for several of the more popular makes of car and more are being prepared. Apart from these, the H.L.M. can produce suitable installations for any make of car or commercial vehicle.

Generally speaking, an increase in horse-power of 20 per cent. is guaranteed, but in many cases, particularly with the smaller mass-produced cars, considerably more is achieved.

Write or call at Whinlands Works and see for yourself how neat and compact these installations can be. Ask for advice about the fitting of an installation to your own car. Go down to Lightwater and see what real joy there can be in motoring.

WHINLANDS WORKS, MACDONALD ROAD,

LIGHTWATER SURREY

TELEPHONE: BAGSHOT 338

Main Agents throughout the South of England for Wade Superchargers and Installations.

The Editor Considers

THE EARLS COURT SHOW

"THERE'S no Business like Show Business"—so run the words of a popular song and they were unquestionably true of some of our great Motor Exhibitions held at Olympia and White City in the days of long ago. I sincerely hope they may be true of the Motor Show at Earls Court which opens to-day.

If they are not, the Government will have only itself to blame. We have existed in a state of peace for quite a while now, but private motoring is still restricted to approximately three miles a day. Purchase tax is still payable on new cars and double purchase tax on the over £1,000 cars which our British Motor Industry makes rather well. Our great car-producing factories at Birmingham, Coventry, Dagenham, Luton and Oxford, which contributed so nobly to the country's war-winning effort, have been churning out their products in most creditable quantities to assist the Export Drive, yet even now only dribbles of new cars are spared for home consumption, and you have to sign covenants and consult waiting lists before you can drive a 1949/50 car. People who feel the urge to become drivers must buy a 5s. licence every three months until they pass a Government driving test, to take which they forfeit a further fee of 7s. 6d., as likely as not for the privilege of being "failed" because they cannot recite, parrot-fashion, every item of the Highway Code to the Civil Servant who examines them. Incidentally, if they DO pass first try, they are then entitled to buy another 5s. (annual) licence and step straight out of the F.I.A.T. Mouse or whatever they were tested in and go kill someone with a G.P. Bugatti.

Now does all this add up to a good buyer's market; an incentive to go to Earls Court and choose a new car? I leave the answer to you, and I would ask you to consider what is going to happen within the next year or two, if the demand for British cars in our Export markets begins to diminish and the Industry has to seek sales at home. Surely to-day, right now, it is time to make Britain motor-minded, and so keep virile the great Industry which manufactures her cars and the garages, service stations and subsidiary industries which have been ably revived since the war and which are now geared-up almost to pre-1939 standards—abolition of the standard petrol ration will certainly kill them off and give rise to an embarrassing unemployment problem. And remember, please, that a Government which deems that increasing the standard ration to the equivalent of six miles a day for three months this summer is a *concession* to the motorist, cannot, unless it is kicked and prodded pretty hard and consistently by potential voters, be expected to respect the interests of our third largest industry. As things are at present, those people who used to fall conveniently under the heading of Mr. and Mrs. John Bull

cannot be blamed if they don't seem especially interested in the new cars which they can see at Earls Court . . .

Whether or not last year's record crush (attendance 562,000) will have to be endured at this year's show I would rather not predict. Some of that vast 1948 crowd had war gratuities and war-overtime to spend and genuinely wanted a 1949 car. They fought or queued, according to their natures, to see, stare at, sit in and otherwise statically sample such desirable conveyances as the new Vauxhalls and the delightful little Morris Minor. They enquired eagerly how they could pay their money and drive away. Mostly they couldn't and whether they will return this year or whether they have meanwhile bought a used car, taken to boating, golf, hoopla or drinking, or have merely emigrated, isn't my line in prophesy. But I do believe that if the Industry isn't enabled to take their money soon, and Government departments their tax and driving licence and petrol duty payments, then our standard of living in the years to come will deteriorate still further and the spectre of mass unemployment will rise again. Verily, the salvation of this blessed isle may rest not only in export sales but on its own town thoroughfares and country lanes filling with Anglias and Minors (tush, the man talks like a journalist, but there, there may be much in what he says!).

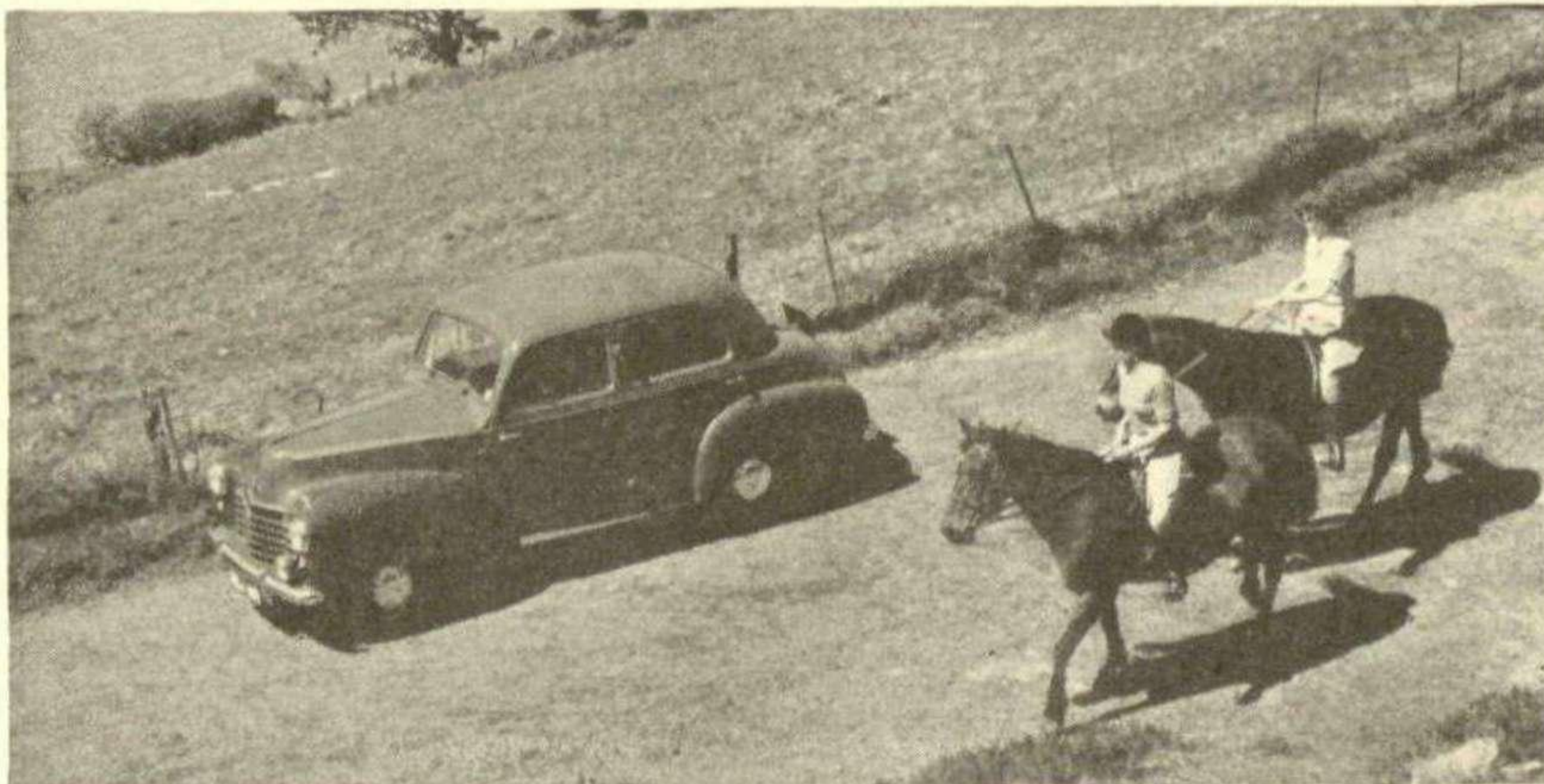
Another section of last year's vast Earls Court crowd which may or may not repeat its visit this time wasn't composed of car buyers at all. These people went to look at the exhibits just as they flock to the Zoo to see their caged forebears but not to buy the animals, or go round Madame Tussaud's to gape at the wax images without any desire to take home replicas of Mr. Attlee or other notabilities (in any case, perhaps they would prefer Mr. Churchill). And Earls Court must have been fun,

because if you were lucky you swiped an ash-tray or a door handle without being seen and if you felt Socialism in Britain was going the wrong way you could vent your wrath by slashing the cushions of a Daimler or a Rolls-Royce.

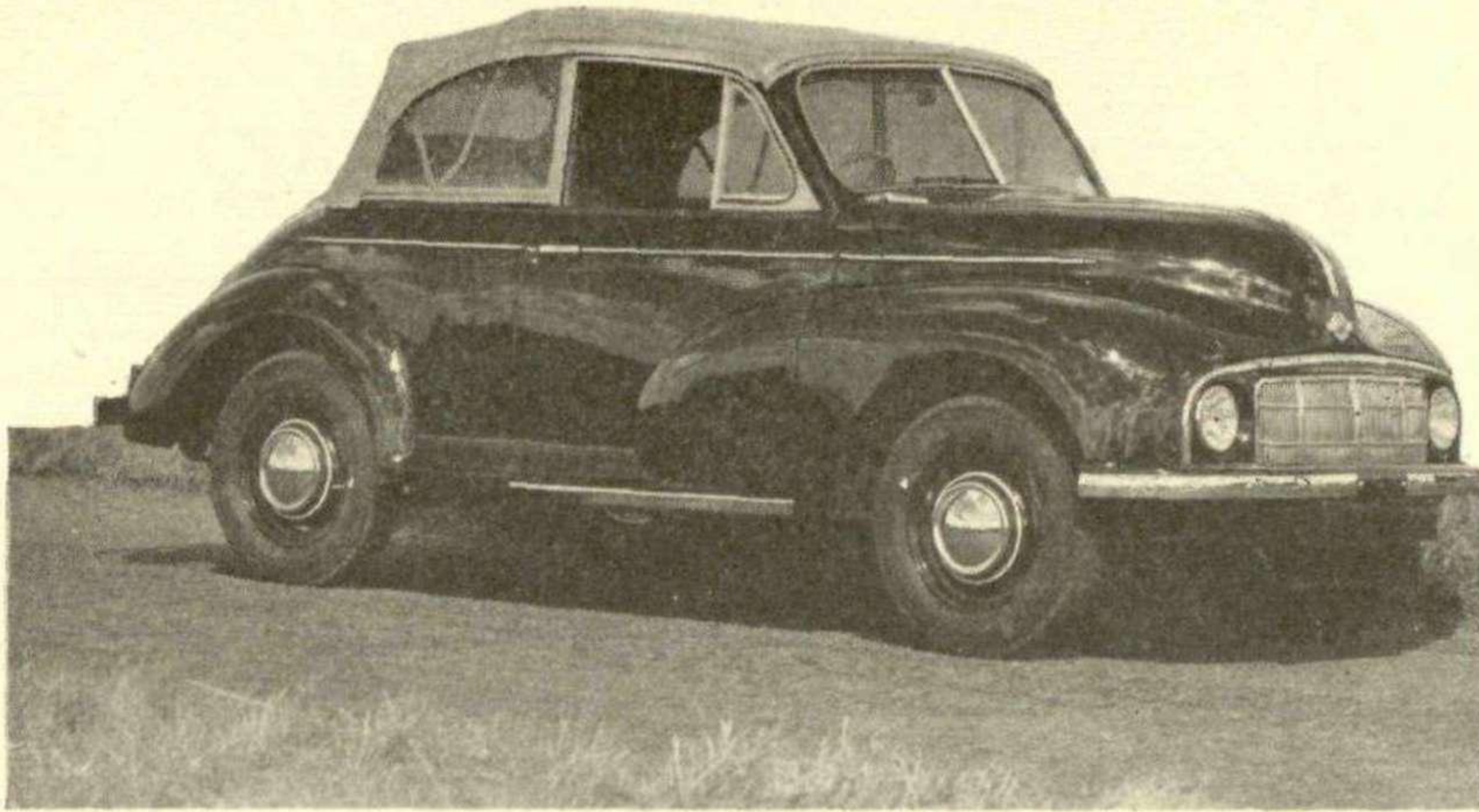
There remain the Overseas Buyers, for whom Earls Court is really intended and of whom 8,000 have been specially invited. Most of these people are used to buying as much petrol as they want or can afford, at 8d. or 9d. a gallon, and burning it in vast automobiles, gaudy but serviceable, which roll back three or four hundred miles a day in (perhaps dangerous) comfort and at no mean lick, along the metal and dirt roadways of this troubled world. I should, therefore, review the exhibits in the same light, but I find this impossible, for a motoring journalist in Britain not only cannot afford to run an American automobile (luckily this one doesn't want to) but he needs nearly five-months' standard ration before he can cover 400 miles, while he is thankful that he is asked only 2s. 0½d. per gallon for non-branded, low-octane petrol, due, he supposes, to a piece of merciful providence which he doesn't fully comprehend and is fearful to enquire into. He cannot purchase a new British car unless he thoughtfully put down his name five years or so ago and he cannot conduct free road-tests for his paper because even our manufacturers are sadly short of petrol. So you must excuse him if he doesn't seem to know very much about present-day motoring and tends to talk all "Veteran Types" and "Vintage Veerings."

I feel confident that on the stands of our specialist manufacturers—like Allard, Aston-Martin, Bristol, Bentley, Jaguar, Jowett, Rolls-Royce, and the rest—the Overseas Buyers will find worthwhile cars able to compete favourably with American tin-wear.

It is vitally necessary for the future



"A car on the road is worth two seen on a stand"—here a 1950 Vauxhall is seen in a charming setting.



MODERN MORRIS MINOR.—“ . . . proved one of the best little British cars I've ever driven.” Alec Issigonis' baby is so good it could do with a higher output engine, which was the original intention.

well-being of this country that they should.

Some of my own impressions of these cars may be of interest to them, especially as a car tried on the road is worth two seen on the stand.

There is the Jowett “Javelin” for example. I tried it both as a rather rough-and-ready prototype and in production form and it was refreshing technically and in respect of performance—by reason of its o.h.v. 1½-litre flat-four light-alloy engine, torsion-bar suspension and wind-defeating bodywork and its good acceleration, genuine 75 m.p.h., safe braking and excellent fuel consumption. A bit noisier than some, perhaps, and a trifle softly sprung for its generous ground clearance, the “Javelin” was recognised nevertheless as a great little car, very roomy withal. The way it vanquished the big touring cars and some of the sports cars at Spa, has raised many an eyebrow, and suffice it to say that the proprietor of MOTOR SPORT, who tried both the cars I tested, now owns two himself and that an engineer and ex-racing motorist friend who tried one of them is also a “Javelin” owner to-day.

Brief experience of the Mk VI Bentley confirmed it as one of our really fine cars, silent, supple, having that delightful right-hand gear-change, able to reach upwards of 90 m.p.h. very quickly indeed and to slow as rapidly when its Rolls-Royce mechanical servo brakes were applied—but the car sampled carried a “utility” body and as it isn't good to peer into the mirror at an indicated 100 m.p.h., and as in this country such a body automatically imposes a speed-limit of 30 m.p.h., this beautiful and expensive vehicle constituted something of an embarrassment. It would probably take a very good Hendon mobile in a better-than-average police car to even read the Bentley's number if he saw fit to pursue it. But there is such a thing as the telephone and the road-barrier and I expect it costs more if you are stopped that way.

A Vauxhall “Velox” offered unexpected speed and fine top-gear acceleration on quite a high gear ratio, and on 2½ litres and six cylinders seemed able to

do most of what the many-litred Americans do—and they don't do it at a fuel consumption as low as 25 m.p.g.!

The much-discussed Standard “Vanguard” is an interesting approach to utilitarian motoring and the one we tried put its speedometer round to 75 m.p.h., used “Pool” at the rate of 23 m.p.g., handled better than we had expected and averaged 45 m.p.h. on British main-cum-secondary roads. It was certainly the fastest Standard I have driven across England or anywhere else, and I hope another good car's reputation isn't going to be spoiled by ridiculous performance claims it cannot uphold.

The Morris Minor proved one of the best little British cars I've ever driven—chiefly because it *handles* so delightfully, so that I had to admit that the rear-engined Renault *does* oversteer whereas, before borrowing a Minor in which to motor to and from the British G.P. at Silverstone, I would hear nothing adverse about the French car. Both are delightful and if the fetters about which we pondered earlier in this article did not exist, they would be just the cars for impoverished Britain. Indeed, so truly delightful did I find the Morris Minor that when I returned it to the makers I asked how soon I could purchase one (in this I was influenced by my wife) and also how soon one could be supplied to MOTOR SPORT for use as an economic staff car. I was told flatly that so great is the demand abroad for these Minors that every single one turned out for a long time to come would be exported. So I can only conclude that those I now encounter on our roads are experimental cars driven by employees of Morris Motors and I must say these fortunate ladies and gentlemen contrive to look just like ordinary owner-drivers and that they fetch up at some truly delightful places. I appreciate, of course, that Prince Birabongse and Tom Dollery, the Warwickshire cricket captain, are in a different category!

My impressions of the Sunbeam-Talbot “80” appeared in the last issue, at a time when this car was very much in the public eye because its bigger brother, the “90,” had done so well in the very arduous Alpine Rally, while the Hillman

Minx that I used as hack transport throughout the period of the great B.R.D.C./Daily Express race meeting showed just how roomy, quiet, comfortable, brisk and easy to drive a modern, inexpensive British family car can be.

Naturally readers of MOTOR SPORT are interested in individualistic high-performance and they will find it offered just as effectively and sincerely to-day on the stands of the specialist British manufacturers as in the past. The Aston-Martin is there, the new push-rod o.h.v. model which won the 24-Hour Race at Spa last year and, if it hasn't quite maintained this early promise, it has had some convincing class victories this season in saloon form. I know from experience of it that the remarkably supple coil-spring suspension is in some mysterious way wedded to incredibly good roadholding. The Aston-Martin is suffering a little, perhaps, from changes in the designing staff, but when its sponsors have decided whether to give it the Lagonda engine and i.r.s., or to retain its push-rods and “solid” axle, it should go right ahead.

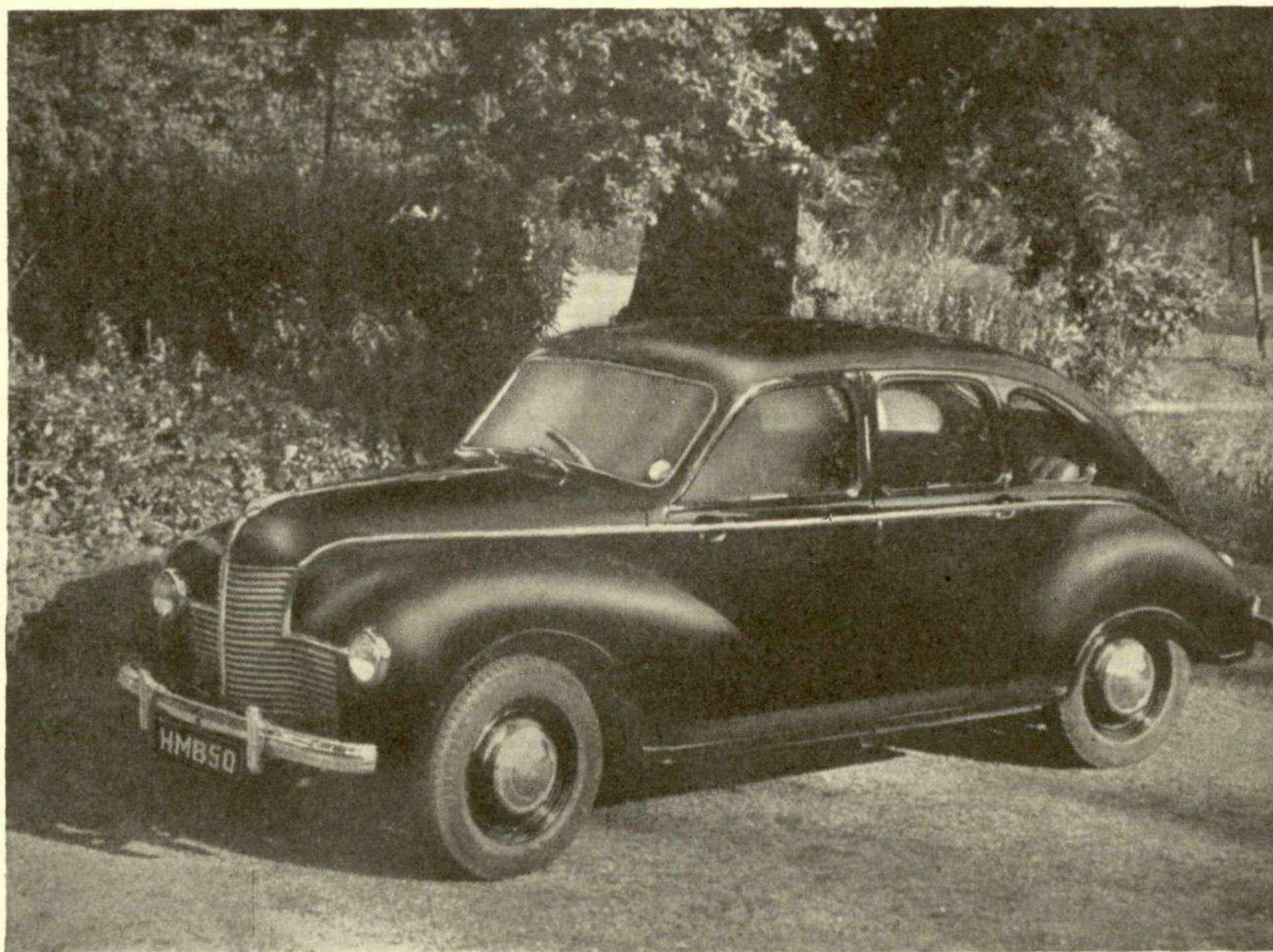
The Frazer-Nash will attract a lot of attention after its great performance at Le Mans where it was beaten only by Ferrari and Delage and at Silverstone where only the larger Jaguar vanquished it. Those odd people who never can accept British achievements wholeheartedly complained because the car was red and therefore mistaken for an Italian (what a compliment!) at Le Mans and even rumoured that the engine was that from the 1940 “Mille Miglia” B.M.W.—things to which you and I don't listen, so that they in no way detract from the admiration those “in the know” feel for a very fine competition car. Its far less-spartan companion, the Bristol, is not only the personification of the high-grade, beautifully appointed British quality car, but it is building up quite a list of competition successes, and on only 2 litres. Cars like this make one wonder whether large engines are justified in the post-war scene.

The Jaguar will probably attract more favourable attention than any other high-performance car in the Show. I know that in 3½-litre saloon guise this is a very fine, 90 m.p.h. car, but it is the twin o.h.c. 3½-litre “XK” Super Sports model that will draw the crowds. Priced at under £1,000 and possessing really beautiful lines, this Jaguar, which sprung such a well-timed surprise at Earls Court last year, has since done 132.6 m.p.h. on pump fuel, thus proving itself easily the World's fastest production sports car, and it has set the seal to its reputation and entered the ranks of really great cars, by winning the Daily Express Production Car Race at Silverstone last month. Which reminds me that the Healey has been called “the World's fastest touring car,” a tribute to its tractability and comfortable suspension, and obviously the latest “Silverstone” model—Team Prize winner in the Production Car Race—should be an even better performer. But I cannot be personal about the Healey because its makers have found themselves unable to meet our repeated requests to try one. This position has now been rectified and the result of our test will be fully reported in the next issue.

H. M. BENTLEY & PARTNERS

SACKVILLE HOUSE
40, PICCADILLY, W.1

REGENT 0640



JAVELIN MAIN AGENTS



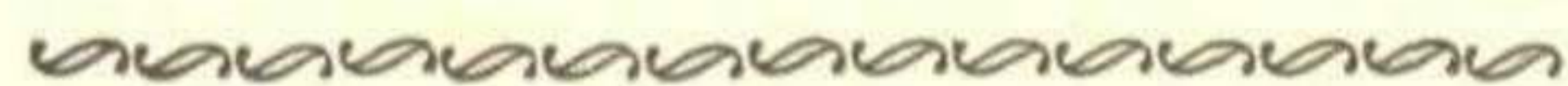
"The car that has everything—and economy too!!"

SPARES
AND
MAINTENANCE

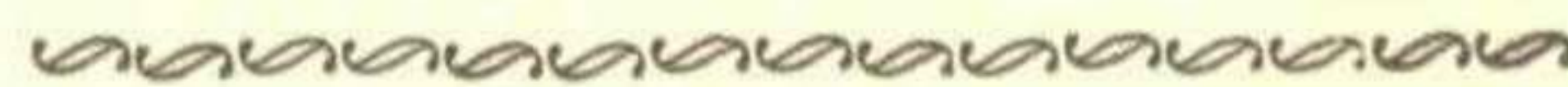


Better than ever for
1950, come and talk
to us about them.

at our SERVICE DEPARTMENT : 22-23, GROSVENOR CRESCENT MEWS, HYDE PARK CORNER, S.W.1



SLOANE 3094



The Allard in its latest form is bound to excite widespread interest, for it is said to be good for about 100 m.p.h., yet it races up Prescott (where it holds the sports car record) and round Goodwood and Silverstone, with equal facility, and the coil-spring, divided front axle and de Dion back axle are fine pieces of work—American visitors, in particular, should approve of this car, which is easily serviced by Ford dealers, yet which constitutes a perfectly roadworthy "hot-rod."

Austin will undoubtedly show the "A90," one of which went so fast and so far at Indianapolis earlier this year without too many things falling off—and the fact that the battery puts the hood up is ever an attraction. Sports-type high-performance will also be found on the M.G., Morgan and Riley stands, where there are even open two-seaters.

Of the entirely new models so far released, the E.R.A.-Javelin is perhaps the most exciting and details will be found in the appropriate place in this issue. Rolls-Royce, too, whose cars continue to represent British refinement and reliability in its highest form, present the new "Silver Dawn," for export only.

It is to these cars that those from overseas will mainly turn. They will find them of high quality, and of genuine high performance against the watch. Many of the cars they knew last year and in 1947, they will find effectively improved in detail. So I think they will like these specialist British cars and I hope they buy them in quantity.

There are, of course, omissions at Earls Court. Nowhere shall I be able to find anything quite so simple, economical and foolproof as my outwardly-shabby fifteen-year-old Austin Seven which has been grossly abused, has run 40,000 miles between head-lifting, and which still does over 44 m.p.g. Now that it is a bit long in the tooth, my wife, accompanied by a provisional licence, L-plates and a competent driver, is learning to control this juggernaut. And you won't find quite its equivalent in inexpensive transportation even in the Morris Minor—I might almost add, "of any age." As an aside, one of the few stimulants I know

in Socialist Britain to-day is to drive up from my home to London and back in this rattletrap accompanied by two friends or my wife and children and then do a sum on the back of any available envelope—for I then discover I have saved over 26s. by NOT travelling third-class on the people's railway. If you could do it often enough the car and its licence would pay for itself, and you jolly well ought to be allowed to. Lord Nuffield and Sir William Rootes and "Mr. Vauxhall" and "Mr. Austin" and Sir John Black are past-masters in the art of making, selling and servicing the people's cars. With a generous petrol ration, or no rationing at all, and abolition of purchase tax, they would be able to get on with the job of re-opening the home market by offering inexpensive, virtually foolproof and essentially reliable personal transport to the masses who need only slender encouragement to invest in it. Let the people build little garages to house their little cars and, even if car export sales fall, the British Motor Industry will be kept on its toes ready to build locomotives the nationalised railways don't know how to profitably employ, or air-liners for Government airways that are losing more public money, or atom-bombs or guided missiles or any other things the Government may wish it to make—just as it made guns and tanks and aeroplanes and flame throwers and every conceivable kind of war equipment only a few years ago.

But we were discussing cars which should be at the Show, but aren't. Apart from the purely utilitarian sort of vehicle, which perhaps we can leave safely to the French, there is a dearth of small-engined normal economy cars. It was revealed recently in a contemporary that one of our leading manufacturers had a 700-c.c. saloon on the stocks but dropped the project. That was a great pity, even if its o.h. inlet engine didn't seem to give a lot more power than your enthusiast gets from his special Austin Seven.

What I visualise is a cross between the present utility car made by Citroën and those attempts which Gillett, Morris, Jowett, Ford, Waverley, Laffite and others—remember them?—made at producing £100 or 100 guinea cars many years ago.

And I am pained not to see the sort of 1,100-c.c., tubular-chassis lightweight two-seater able to do its 75 m.p.h., and 35 m.p.g., about which I have pressed for so long and, I hope, ardently, in MOTOR SPORT.

The really fierce sports cars once represented by the big Mercedes-Benz or blower Bentley or "Zagato" Alfa-Romeo won't be at Earls Court, but I am inclined to think that the 132-m.p.h. twin-cam Jaguar is a worthy substitute. Otherwise the Show will be full of the most desirable cars of all sizes and types.

If they are metaphorically labelled DO NOT COVET, I think my readers are in a happier position than many people. They *must* be enthusiasts or they wouldn't read MOTOR SPORT. So they can enjoy the better second-hand cars (the prices of which are falling, ever falling) can restore vintage sports cars and rare veterans to good order and generally go on living in the past for a while longer.

The vintage sports car may no longer equal or surpass the performance of its modern counterpart (even Sam Clutton admits that) but it gets along very creditably nevertheless, and those elderly cars which make no pretence of being "sports" at least go on going without developing noticeable wear. So the motorists of this country (the real motorists that is) should be able to remain on the road for quite a time to come, even if in the end they have to build themselves cyclecars with the aid of discarded bedsteads and old motor-cycles. Even now some of these good folk are avidly searching for replacement rubber bulbs for their car's horns, and even Sir Stafford Cripps will not be able to suppress that sort of thing.

So whether many of my readers will be at Earls Court remains to be seen. Perhaps next year I shall be able to be a good (if dishonest) journalist and bid them set fire to all their nonsense and troop forth to buy a NEW BRITISH CAR. Meanwhile, I direct that message to our visitors from over the seas, wishing them an enjoyable look-see at this Shop Window of the British Motor Industry, whose products, we know from past experience, are the finest in the world.

—W. BODDY

THE CARS AT EARLS COURT

A.C. Stand 136

A.C. continue their 2-litre triple-carburettor "six," the o.h. camshaft engine of which made history in the early nineteen-twenties—so you see the best of both vintage and present-day features on this Stand.—A.C. CARS, LTD., HIGH STREET, THAMES DITTON, SURREY.

ALFA-ROMEO ★ Stand 131

That magnificent example of modern Italian automobile engineering, the 2,443-c.c. 72 by 100 mm., six-cylinder Alfa-Romeo, can, and should, be inspected on Stand 131.

It will be seen in 9 ft. 10 in.-wheelbase, 90 b.h.p. "Sports" form with "Golden Arrow" saloon and drophead coupé

bodywork, and as the 8 ft. 10 in.-wheelbase, 105 b.h.p. "Super Sports," carrying elegant Farina drophead coupé and touring coupé coachwork.—THOMSON AND TAYLOR (BROOKLANDS), LTD., PORTSMOUTH ROAD, COBHAM, SURREY.

ALLARD ★ Stand 132

The famous Allard high-performance will be found in exciting new guise in the J-type two-seater, which soon after it was introduced broke the Prescott sports car record and finished third in the over 2½-litre class in the Silverstone Production Car Race. Although Ford-base components are still used, a new chassis with tubular cross-members, coil springs for the divided front axle, and a very fine

de Dion rear axle with coil suspension are used. The excellent road-holding which Allard cars have always enjoyed should be maintained at the higher speeds of which the "J" is capable and to this end a new three-piece steering track-rod is used to cope with greater spring deflection. The wheelbase is 8 ft. 4 in., and a low body comprising alloy panels over a tubular steel framework is fitted. The engine is a Mercury V8 modified by the adoption of increased bore and stroke (98.42 by 95.2 mm., 4,375-c.c.), external oil cooler, alloy heads, dual downdraught carburettors and free-flow exhaust manifolds. One hundred and twenty b.h.p. at 3,800 r.p.m. is claimed and as the car weighs only 17 cwt., the performance is very brisk indeed! Safe cruising speed is 88 m.p.h., with a 3.54 to 1 top gear and the

basic price is £999. A remote central gear control is used and various competition extras, such as 3.78 and 4.11 to 1 axle ratios, light-alloy wheels and a limited-slip differential, can be supplied. This exciting new Allard owes much to the Steyr-engined racing Allard which has won for Sydney Allard this year's R.A.C. Hill-Climbing Championship.

The older Allard, with Ford V8 engine and steering-column gear-change is continued unchanged, in K-type two-seater, L-type four-seater, M-type drop-head coupé and P-type saloon forms, the less expensive models costing £850 and the chassis £670. All these cars have 9 ft. 4 in. wheelbase, hydraulic brakes, 3.78 to 1 top gear and divided-axle i.f.s., the latter leaf spring on the two and four-seaters, coil spring on the coupé and saloon.—ALLARD MOTOR CO., LTD., 24/28, CLAPHAM HIGH STREET, LONDON, S.W.4.

ALVIS

★ Stand 170

The well-tryed push-rod o.h.v. four-cylinder Alvis Fourteen will remain the sole Alvis model for 1950, but it will be seen at Earls Court with detail improvements. These include a welded chassis frame, better oil seals in the back axle, additional grease nipples to ensure adequate lubrication of the steering kingpins, and a more rigid brake pedal with improved foot clearance. It is just such minor modifications that set the seal to an already well-established quality car. The modern Alvis has i.f.s., and the exterior finish of its engine should please the car-proud owner. The sports two-seater which was shown last year will again be on view. It gains 5 b.h.p. by the use of twin carburettors, as against a single carburetter, and pulls a higher axle ratio than the other cars. Its lines have been somewhat altered, the headlamps being now built-in to the front wings instead of behind the bulbous radiator grille, tiny separate side-lamps being employed, while the bumper design has been cleaned up and "over-riders" added.—ALVIS, LTD., HOLYHEAD ROAD, COVENTRY.

ARMSTRONG-SIDDELEY

★ Stand 153

The Armstrong-Siddeleys appear with an enlarged-bore engine of 2,309-c.c. capacity, giving 75 b.h.p. at 4,200 r.p.m., and 12 per cent. increase in maximum torque. The "Lancaster" and "Hurricane" models are backed by a new semi-razor edge saloon, the "Whitley."—ARMSTRONG-SIDDELEY MOTORS, LTD., PARKSIDE, COVENTRY.

ASTON-MARTIN

★ Stand 180

Beloved by enthusiasts ever since its introduction in side-valve form in 1921 and its redesign as an overhead camshaft car in 1926 by Bertelli, the Aston-Martin, mainly as a 1½-litre, later in 2-litre form, has a long list of racing successes to its credit. The post-war version has a truly great tradition to maintain. Last year it won the Spa 24-Hour Sports Car Race and this year a team of aerodynamic saloons finished third, fourth and fifth. It uses a simple, high-output 2-litre four-cylinder push-rod o.h.v. engine (90 b.h.p. at 4,750 r.p.m.) and very supple

coil spring suspension, independent at the front, in conjunction with a very rigid tubular chassis of unique conception. It is available as a two/three-seater sports coupé, costing £2,331 14s. 6d., with purchase tax, and as a two/four-seater sports tourer, the equivalent price of which is £2,257 1s. The open car is claimed to do 90-95 m.p.h., and to give 24 m.p.g. The "Spa Replica" car, introduced after the 1948 Spa Race, is no longer made.—ASTON-MARTIN, LTD., FELTHAM, MIDDLESEX.

AUSTIN

★ Stand 145

Apart from the well-tryed A40 and A70 cars, Austin show the A90 and the A125 "Sheerline." The A90, with its 8-ft. wheelbase and an engine which develops 88 b.h.p. at 4,000 r.p.m. on a mere 2,199-c.c., is a high-performance

EARLS COURT EXHIBITION

In the Special Show Number of MOTOR SPORT will be found information on new models, improvements to existing models and notes on cars unchanged since 1948, make by make. As this issue will be retained for future reference, manufacturers and concessionaires addresses are given after each description. The Stand Numbers of the car exhibitors at Earls Court follow:—

A.C.—136	Jowett—151
Alfa-Romeo—131	Kaiser—133
Allard—132	Lagonda—179
Alvis—170	Lanchester—157
Armstrong-Siddeley—153	Lancia—182
Aston-Martin—180	Lea-Francis—176
Austin—145	Lincoln—143
Bentley—168	M.G.—154
Bristol—139	Mercury—143
Buick—178	Morgan—134
Cadillac—178	Morris—167
Chevrolet—150	Oldsmobile—150
Chrysler—147	Packard—181
Citroen—156	Panhard—166
Daimler—149	Peugeot—140
Delage—135	Plymouth—147
Delahaye—175	Pontiac—137
De Soto—146	Renault—158
Dodge—146	Riley—174
F.I.A.T.—141	Rolls-Royce—173
Ford—169	Rover—152
Ford (U.S.A.)—143	Singer—171
Frazer-Nash—138	Standard—144
Healey—165	Studebaker—163
Hillman—162	Sunbeam-Talbot—159
Hotchkiss—177	Triumph—142
Hudson—164	Vauxhall—148
Humber—160	Wolseley—155
Jaguar—172	
Jensen—161	Enquiries: S.M.M.T.—72

car of real merit, which proved its stamina by averaging over 70 m.p.h. for 11,875 miles of the very-trying Indianapolis track in America early this year, appalling weather conditions notwithstanding. 63 American stock car records were broken. There is coil-spring i.f.s. and the "Atlantic" sports saloon in modified form is priced at £888 16s. 1d. inclusive of p.t. The car is very compact, capable of high speed with excellent acceleration, and is modern in the extreme, with electrically-operated hood. The 4-litre A125 "Sheerline" is typically the dignified, reliable large car in which Austin's have excelled for years. It is seen as a most imposing new eight-seater, six-light four-door limousine in metal with composite doors, priced at £2,140 7s. 9d. inclusive of double p.t.—AUSTIN MOTOR CO., LTD., LONGBRIDGE WORKS, BIRMINGHAM.

BENTLEY

★ Stand 168

The Mk VI model will be shown without radical alteration, in four different versions—a Bentley steel saloon, a Mulliner four-door sports saloon, a Park Ward drophead foursome coupé and a two-door James Young sports saloon.—BENTLEY MOTORS (1931), LTD., 14/15, CONDUIT STREET, LONDON, W.1.

BRISTOL

★ Stand 139

Built by the company which has made such an excellent job of Sir Stafford Cripps' "Brabazon" flying machine, the Bristol is one of Britain's really fine cars. It contrives to offer extremely high performance in spite of its modest engine capacity of under 2 litres, it is the essence of refinement and comfort and it is beautifully constructed and equipped. The Type 400, although not raced, has a creditable list of competition successes to its credit—winner of the XIV International Polish Rally and first British car home in this year's Monte Carlo Rally, for example. The Monte Carlo car, seals still on its engine, averaged over 92 m.p.h. for 100 km. at Montlhéry—which gives an excellent idea of Bristol's 2-litre performance!

The Type 400 is a close-coupled saloon on a framework welded to the chassis and carrying steel panels and light-alloy doors and bonnet. The engine is the Type 85A, 66 by 96 mm., six-cylinder with special short push-rod actuation of 80-deg. o.h. valves in an alloy head, triple Solex carburettors, balanced crankshaft with copper-lead bearings and nitride-hardened journals, full-flow oil cleaner, 12-volt Lucas coil-ignition and 10-mm. plugs. With a 7.5-to-1 compression ratio 80 b.h.p. is developed at 4,200 r.p.m. The chassis has i.f.s. by transverse spring, torsion-bar rear suspension, rack-and-pinion steering, a gearbox with freewheel on first gear and synchromesh for the other gears, the ratios being 3.9, 5.07, 8.48 and 16.77-to-1, and a dynamically balanced propeller-shaft.

The Type 401 supersedes the Type 402 convertible and is a full-width five-seater two-door saloon. It uses the Type 85C engine which gives 85 b.h.p. at 4,500 r.p.m. The chassis is longer to support the lengthened bodywork and has a larger fuel tank; both have a wheelbase of 9 ft. 6 in., but third gear ratio on the Type 401 is 5.51-to-1.

All Bristols have one-shot chassis lubrication, two-point jacking, high-grade hide upholstery, while radio is standard on the Type 400, which, in this day and age, we consider offers excellent value-for-money at £2,723 14s. 6d., inclusive of p.t.—BRISTOL AEROPLANE CO., LTD., FULTON, BRISTOL.

BUICK

★ Stand 178

The Buick exhibits are of exceptional interest, being representative of high-class American practice, with a dynaflo torque-converter consisting of a pump, turbine and super-charging assembly rotating in a self-contained, oil-filled drum devoid of clutch and all gears save reserve and an emergency "low." The new 4-litre straight-eight, coil-sprung, Series 40, o.h.v. Buick will be shown, together with a Series 43 sedan, Series 46 sedanet, Series 51 sedan and a Series

56 sedanet.—LENDRUM & HARTMAN LTD., BUICK WORKS, OLD OAK LANE, LONDON, N.W.10.

CADILLAC ★ **Stand 178**

The high-grade Series 60 Cadillac special sedan will be with the Buicks on Stand 178. It has a 90-deg. V8 5½-litre o.h.v. engine giving 160 b.h.p. at 3,800 r.p.m.—LENDRUM & HARTMAN, LTD., BUICK WORKS, OLD OAK LANE, LONDON, N.W.10.

CHEVROLET ★ **Stand 150**

The General Motors o.h.v. Chevrolet will be shown as a Model-1503 four-door standard sedan and as a Model 2103 de luxe four-door sedan, both with r.h. drive and Fisher bodies. These are some of America's most popular cars and typical of modern U.S. automobile engineering and styling.—GENERAL MOTORS, LTD., 23, BUCKINGHAM GATE, LONDON, S.W.1.

CHRYSLER ★ **Stand 147**

The Chrysler "Windsor" four-door saloon with "Prestomatic" fluid-drive transmission makes its debut in this country. In common with many other American cars, the Chrysler has a longer wheelbase but is more compact externally. A restyled rear end, new instrument panel, wider, roomier seats, more leg-room and better, draught-free ventilation are practical modifications, while under the "hood" we find a new air-cleaner giving quieter running, stronger oil filter mounting, new fuel pump and detail improvements to the 116 b.h.p. engine. The accelerator now operates more easily, the hydraulic transmission is improved and rivet-less bonded brake linings are a feature.—CHRYSLER MOTORS, LTD., MORTLAKE ROAD, KEW GARDENS, SURREY.

CITROEN ★ **Stand 156**

The front-drive "Light Fifteen" Citroën has won esteem from those who really know a good car when they try one, by reason of its outstanding road-holding and handling qualities, its resistance to wear, its comfort and its roomy interior made possible by the front-drive which, with torsional suspension, Citroën pioneered on a production car over fourteen years ago. Consequently, Stand 156 will attract a crush and you will be glad to know that a fine car has been further improved by altering the rather Edwardian pedals to bring the action in line with modern ideas, and by substituting a rod for the cable on which you relied previously for clutch operation. Other improvements to this four-cylinder car (in which you derive the collective benefits of f.w.d., integral all-steel construction, easily renewable wet cylinder liners, rack and pinion steering and low-pressure tyres) number a new Vokes air-cleaner and silencer, a more accessible brake master cylinder, lighter clutch action and three additional clutch springs. Remember that the 2-litre Citroën was the only car to complete the Alpine Rally without loss of marks.

The 3-litre six-cylinder Citroën, introduced last year, continues unchanged

and is one of the truly-desirable moderns, not yet much seen in this country. One of our best-known Bugatti exponents stated recently that the Citroën is second only to a Bugatti, and we understand he will be changing his "Light Fifteen" for a "Six" at Earls Court.—CITROEN CARS, LTD., TRADING ESTATE, SLOUGH, BUCKS.

DAIMLER ★ **Stand 149**

If you wish to appreciate the English motor car at its best, go to Stand 149 and view the 2½-litre "Special Sports," which is a perfect blending of advanced chassis and brilliant body styling, with finish and detail work of a high order. In addition, there is the new "Consort" four-door, six-light saloon on the 2½-litre chassis, which has been given a hypoid 4.3-to-1 rear axle and larger wheels for the occasion. The normal 2½-litre saloon and those truly magnificent 27-h.p. and straight-eight 36-h.p. cars, which carry on Daimler tradition, a tradition supported by Royalty since the early days of the industry. American hydraulic transmissions, too, have their answer in the Daimler fluid flywheel and pre-selector gearbox.—DAIMLER CO., LTD., RADFORD WORKS, COVENTRY.

DELAGE ★ **Stand 135**

The D63L 2,997-c.c., six-cylinder, 80-b.h.p. Delage, one of France's fine cars, will be shown as a two-door saloon, a four-door saloon and two versions of cabriolet. The transmission incorporates the excellent Cotal gearbox and a 3.9-to-1 axle ratio, and i.f.s. is by transverse spring and wishbones.—SELBORNE (MAYFAIR) LTD., 82, PARK STREET, LONDON, W.1.

DELAHAYE ★ **Stand 175**

Four examples of the Type 135M Delahaye are on show, a metallic-grey saloon with red upholstery, and three foursome drophead coupés, in sky-blue, red and grey finish, respectively. All use the same 3,557-c.c., six-cylinder, 130-b.h.p., o.h.v. engine, with triple down-draught Solex carburetters, and have a 9 ft. 7 in.-wheelbase chassis with a Cotal gearbox, 3.42-to-1 top gear ratio and transverse spring and wishbone i.f.s. The bodies are claimed to be devoid of wind-roar, even at 90 m.p.h., and some very imposing performance figures are claimed: 98.7 m.p.h. for the timed half-mile, 0-50 m.p.h. in 9.9 sec. and 0-70 m.p.h. in 19.2 sec.—SELBORNE (MAYFAIR) LTD., 82, PARK STREET, LONDON, W.1.

DE SOTO ★ **Stand 146**

Companion to the Dodge, a "Diplomat-Custom" saloon and a "Custom" saloon with fluid drive and "tip-toe" hydraulic four-speed transmission are on view.—DODGE BROS. (ENGLAND), LTD., CHRYSLER WORKS, MORTLAKE ROAD, KEW GARDENS, SURREY.

DODGE ★ **Stand 146**

The Dodge models, announced early this year, can now be inspected in this country. They follow the present Ameri-

can trend of longer wheelbase and increased accommodation with more compact external dimensions. The concessionaires state: "Rather than being flamboyant, the new Dodge has an elegant appearance. Modern streamlining has been blended with a careful regard for the practical needs of the motorist." A "Kingsway-Custom" saloon and coupé and two "Coronet" saloons are on Stand 146. DODGE BROS. (BRITAIN), LTD., CHRYSLER WORKS, MORTLAKE ROAD, KEW, SURREY.

F.I.A.T. ★ **Stand 141**

It is good to see F.I.A.T.s on show again, the range comprising the 500C, as a saloon, a convertible and a "Belvedere" station wagon, the 1,100E as a saloon, the 1,500E, also as a saloon, and a very attractive 1,100S with Pinin Farina sports-saloon bodywork, the last-named illustrated elsewhere in this issue. The 500C has a 570-c.c. engine giving 16½ b.h.p. at 4,400 r.p.m., the 1,100E a 1,089-c.c. power unit developing 35 b.h.p. and the 1,500 a 47 b.h.p. 1,943-c.c. six-cylinder engine. The 500C uses transverse spring i.f.s., the later cars having coil-spring i.f.s. The 1,100S sports saloon by Farina has a 7.5-to-1 compression-ratio and develops 50 b.h.p. at 5,200 r.p.m., has the coil-spring i.f.s. and leaf and coil-spring rear suspension of the 4.1-to-1 back axle, and, like all these F.I.A.T.s, hydraulic brakes. The wheelbase is 7 ft. 11½ in., the fuel capacity 13 gallons and 5.00-15 White Star racing tyres are fitted. This car is likely to be one of the Earls Court high-lights in point of appearance and if it lives up to the maker's claim of 87 m.p.h. and 22 m.p.g. at maximum speed, on performance also. It is the very type of 1,100-c.c. car of which MOTOR SPORT has long been a keen advocate. Moreover, many people will eagerly inspect the 500C, so well-known in this country, in its latest form.—F.I.A.T. (ENGLAND), LTD., WATER ROAD, WEMBLEY, MIDDLESEX.

FORD ★ **Stand 169**

Contrary to rumour, no new Ford cars will be exhibited. The well-known 8-h.p. "Anglia," 10-h.p. "Prefect" and 30-h.p. V8 "Pilot" models will be shown, the "Anglia" and "Prefect" with new duo-colour schemes for the body interiors. They are, respectively, the lowest-priced "Eight" and "Ten" on the British market, the respective basic prices of the saloons being £242 and £290. The "Pilot" will be shown as a "Utility," useful in divers ways to the motor racing enthusiast and l.h. or r.h. drive is available.—FORD MOTOR CO., LTD., DAGENHAM, ESSEX.

FRAZER-NASH ★ **Stand 138**

The 2-litre six-cylinder push-rod o.h.v. Frazer-Nash, engine reminiscent of that successfully used pre-war in the German B.M.W., will be seen in two guises, the Type 85C and the "Le Mans Replica." The former gives 80 b.h.p. at 4,200 r.p.m. on a 7.5 to 1 compression-ratio, while the "Le Mans Replica," which so creditably finished third in this year's 24-Hour

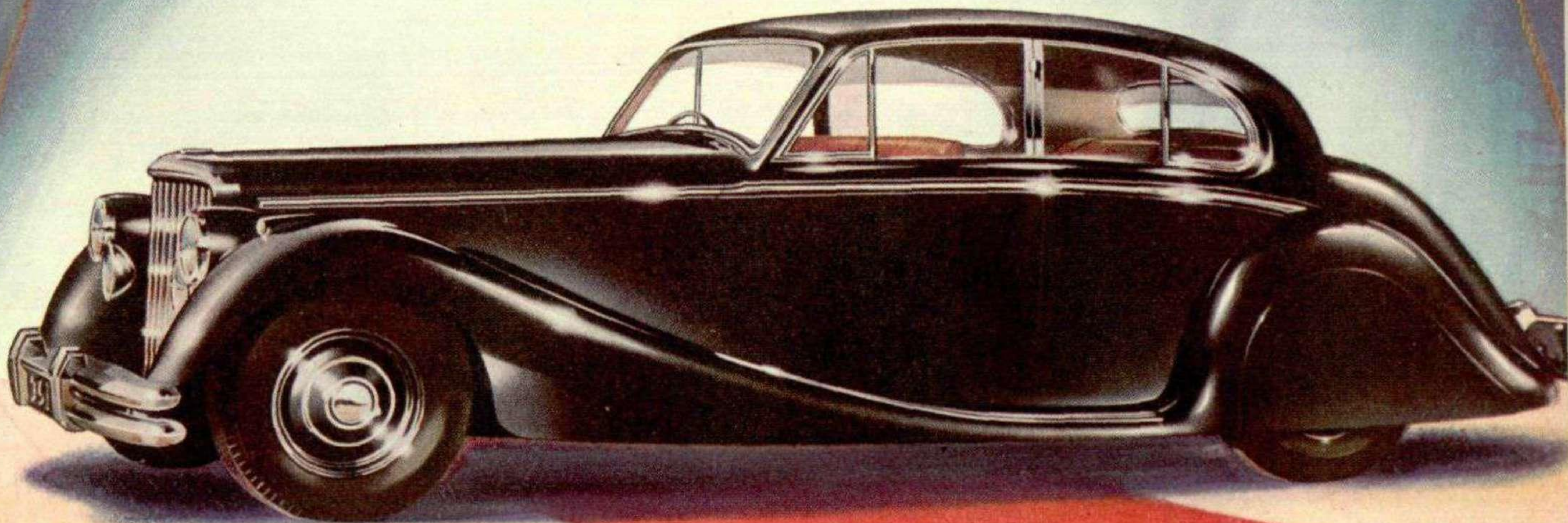
Continued on page 425

The Jaguar is renowned throughout the world for its unique combination of elegance and high performance. At 5 or 95 m.p.h. the 3½ litre heralds its approach with the merest whisper; and in the deep-seated comfort of its soft leather upholstery the driver has the magnificent feeling that he could steer this car through the eye of a needle. The 2½ litre is relatively no less remarkable and both are available as Saloon or Drophead Coupé models. The XK.120 Super Sports 2-seater with 3½ litre twin overhead camshaft engine holds the world's record of 132.6 m.p.h. for a standard production car. The XK.100 has the 2 litre version of the same engine.

STAND No. 172

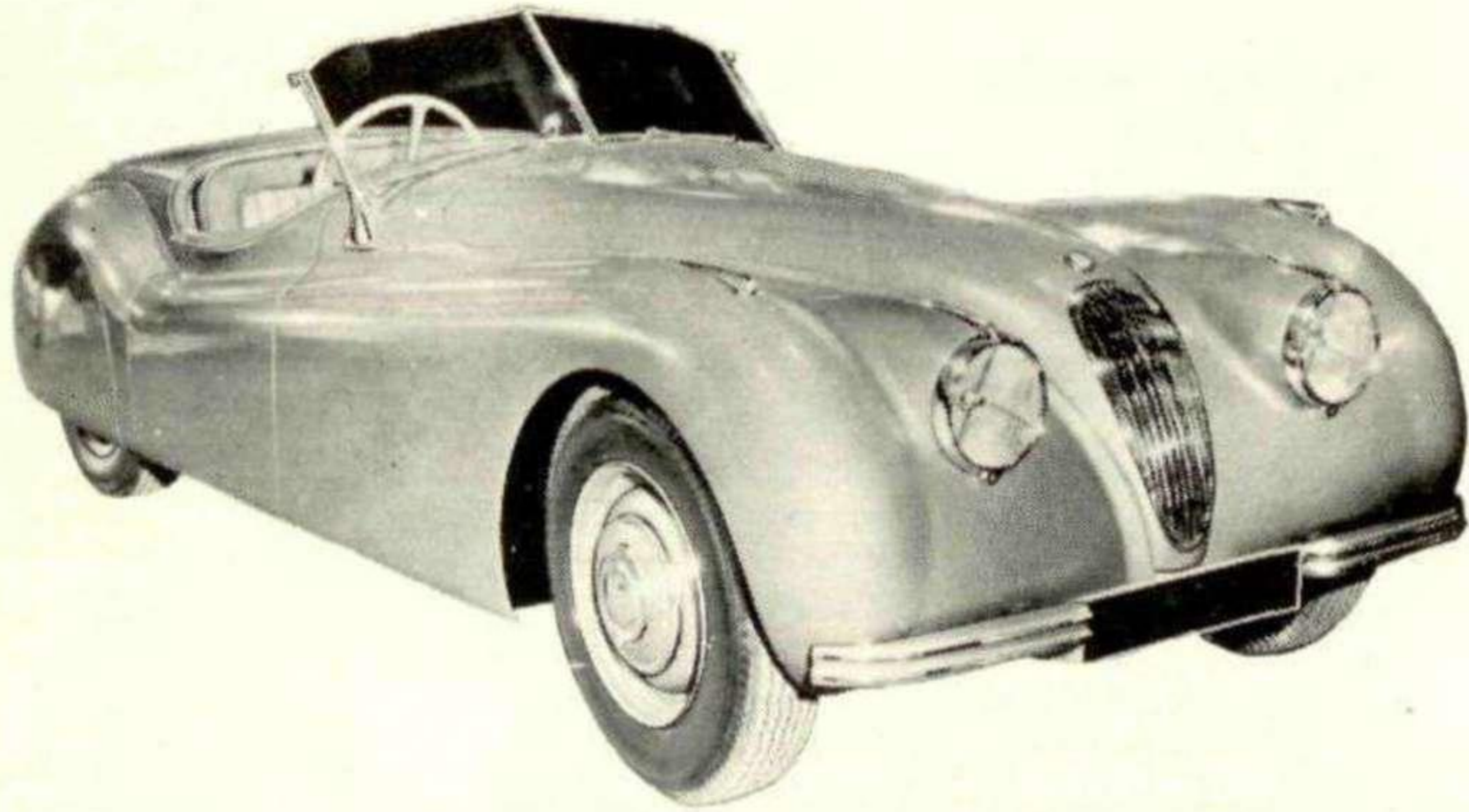
Jaguar

Stand 172

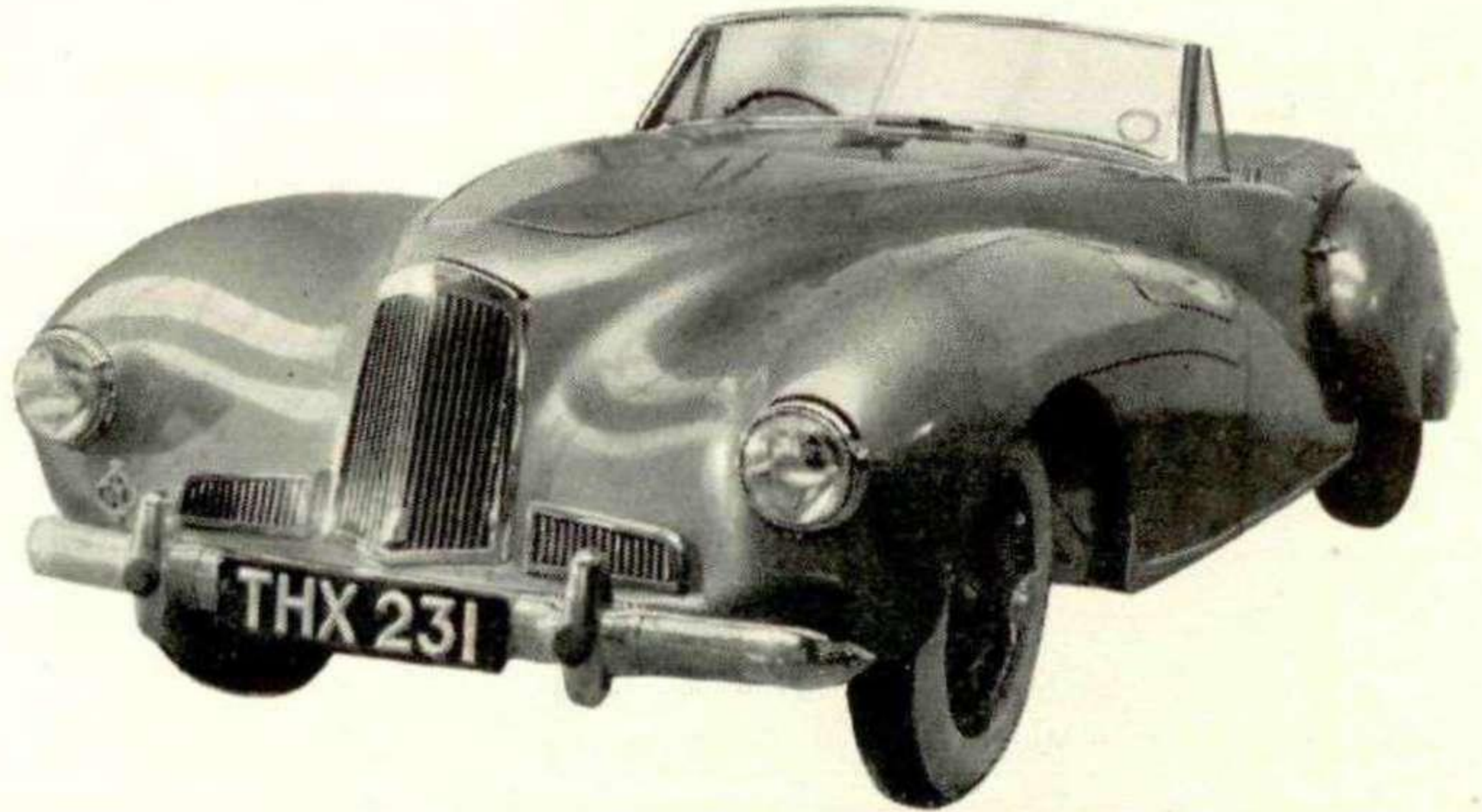


THE FINEST CAR OF ITS CLASS IN THE WORLD

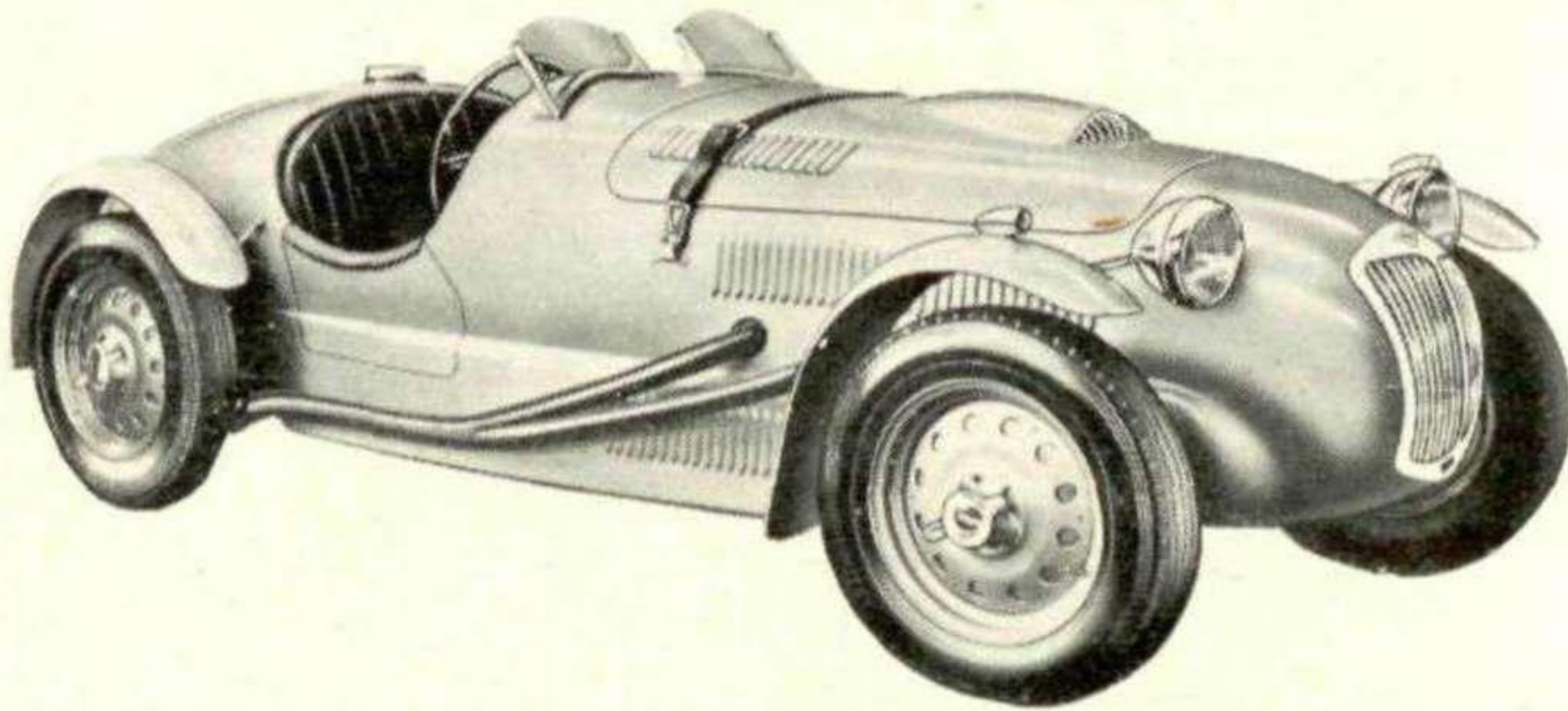
High-Performance Cars at Earls Court



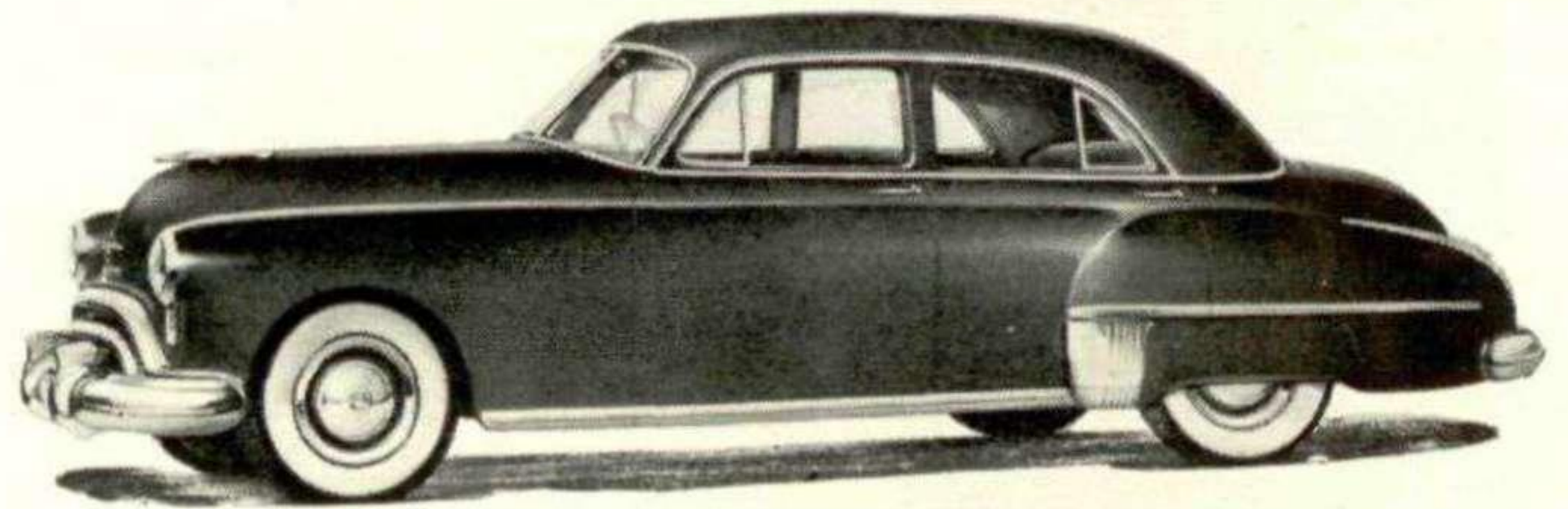
FASTEST OF THEM ALL—The 3½-litre "XK" super-sports Jaguar has exceeded 132 m.p.h. in Belgium on pump fuel, did the s.s. mile at 86.5 m.p.h. on this occasion and has since finished 1st and 2nd in the Silverstone Production Car Race. Its exceedingly handsome low-drag body conceals a twin o.h.c. engine developing 160 b.h.p. at 5,000 r.p.m. The car is also available in 2-litre form and is exceptionally good value at £998. Make a point of seeing it on Stand 172.



FOUR-CYLINDER 2/4-SEATER—The Aston-Martin, no longer available in "Spa Replica" form, is shown on Stand 180 as a four-seater tourer with the new Hill-designed push-rod o.h.v. four-cylinder engine and supple coil-spring suspension which, in conjunction with the special tubular frame, gives anti-roll cornering of a high order.



LE MANS HONOURS—The 2-litre "Le Mans Replica" Frazer-Nash is so called to commemorate the third place which one of these cars achieved in the classic French 24-hour race this year. The engine is a 110-b.h.p. three-carburettor Bristol unit, giving a high output, while the chassis is stiff and light and the body conforms to International sports-car race requirements. This car and a new "Mille Miglia" all-enveloping two-seater on the same chassis will be exhibited on Stand 138.



AMERICAN HIGH PERFORMANCE—The Oldsmobile, which General Motors will display on Stand 150, is a Series 76 "Futuramic" four-door saloon with six-cylinder engine. It is available in the States with a 135 b.h.p. valve-in-head V8 "Rocket" engine of five litres capacity—which should spell really high performance in this short American chassis.



PRESENT-DAY PERCEPTION—This Farina-bodied 1,100-c.c. F.I.A.T. saloon, a "highlight" on Stand 141, is not only a very elegant modern car but one that is essentially suited to present-day conditions, for it does 87 m.p.h. on 50 b.h.p., and its low drag form results in a fuel consumption of 22 m.p.g. even at this speed.



WIND DEFEATING—The new Rover "75" has an entirely new external appearance and retains the 2.1-litre "75" i.o.e. engine, in improved form with a light alloy head and twin downdraught carburetters. This fine car is sure to draw a crowd to Stand 152.



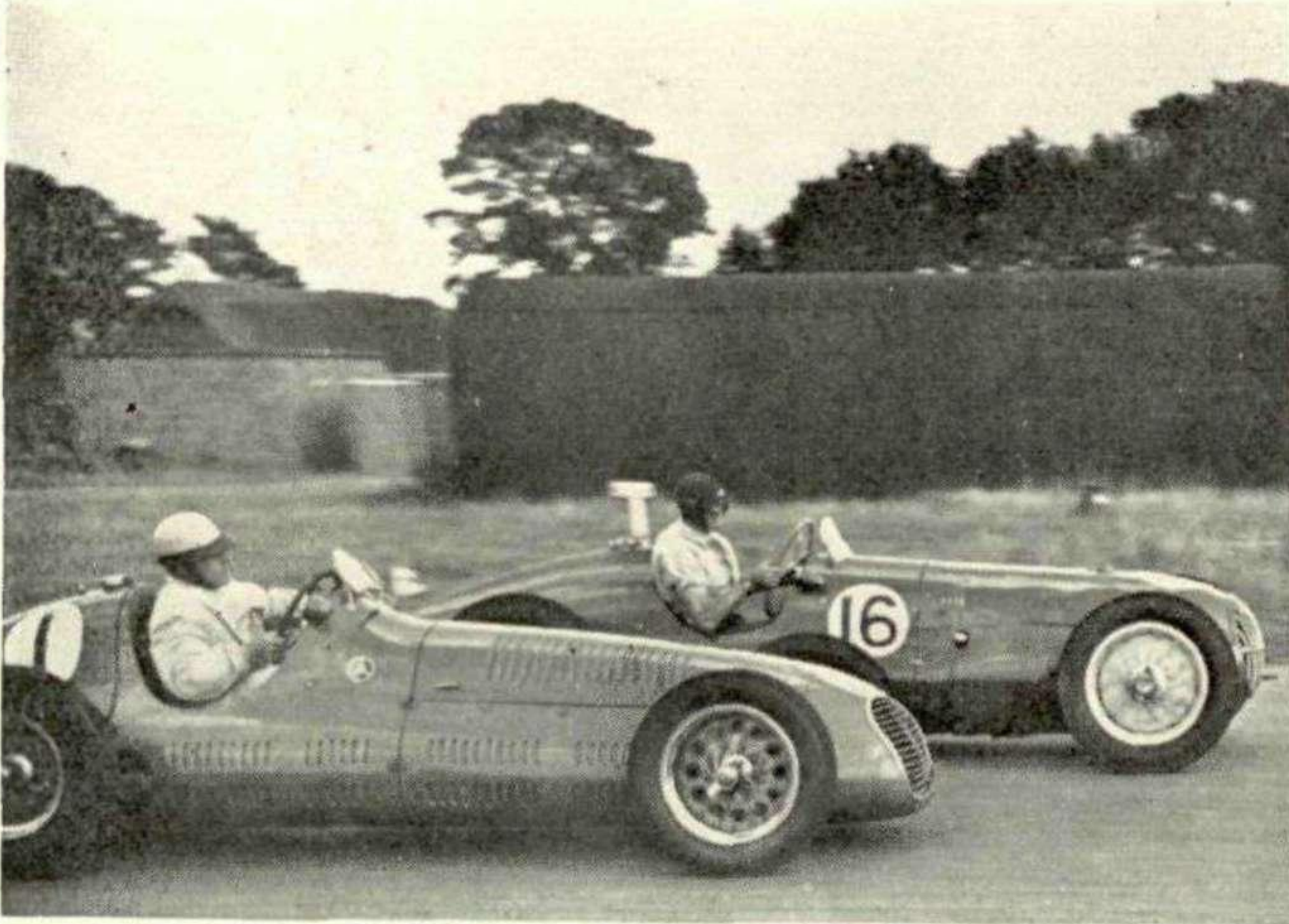
TRANS-ATLANTIC TRACK STAR

The Austin A90 'Atlantic' Convertible certainly went to great lengths to prove that British car workmanship is the best in the world. It went all the way to the famous Indianapolis track in America where it covered 11,850 miles in 7 days — averaging 70.54 m.p.h.—and brought

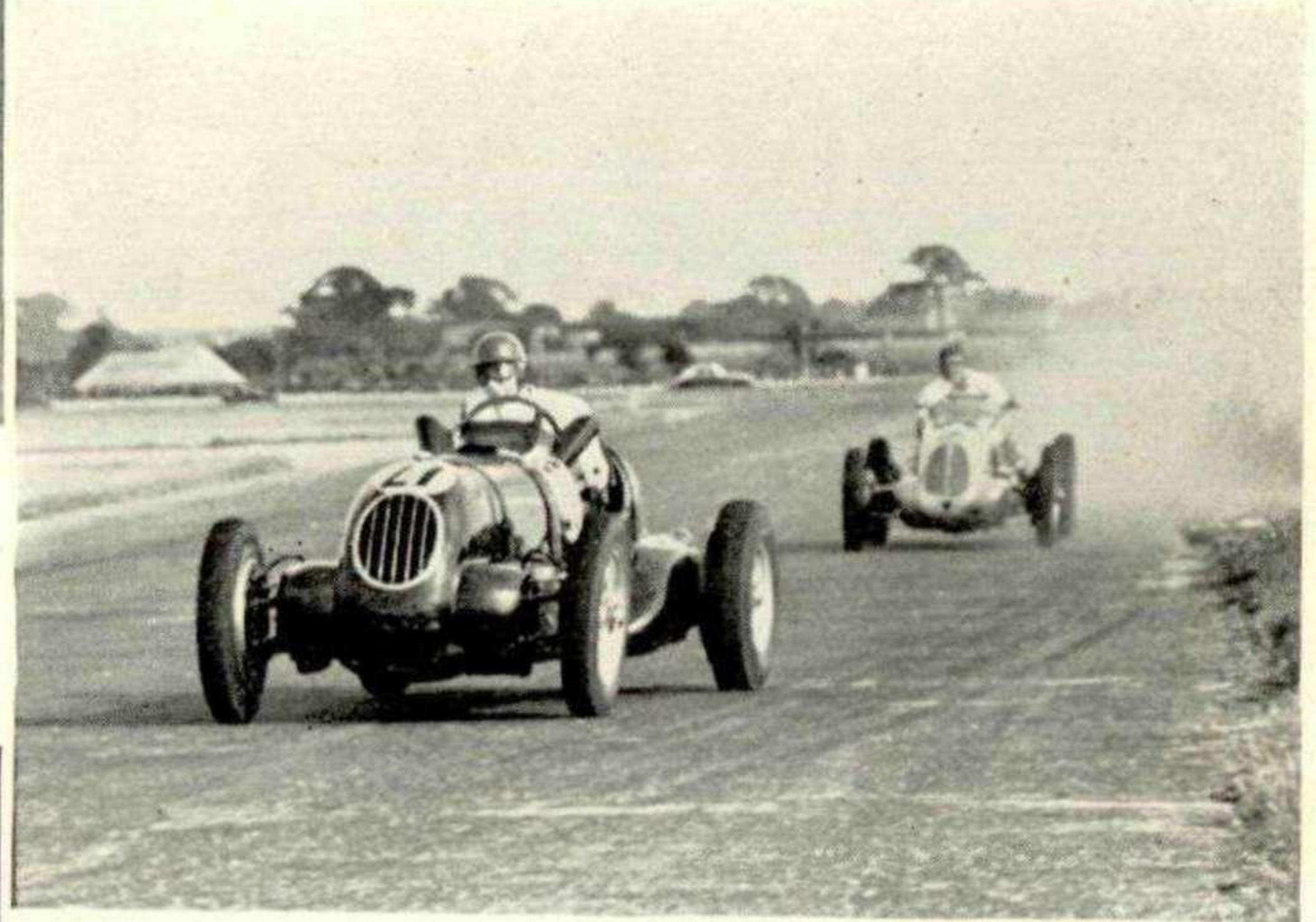
back 63 American Stock Car records. And the A90 is not only as swift as it looks — it is as luxurious as it looks. It is the car for the man who likes to get a *comfortable* 70, 80, or more from an 88 b.h.p. O.H.V. twin-carburettor engine. SEE IT AT THE MOTOR SHOW — STAND 145

A U S T I N — you can depend on it!

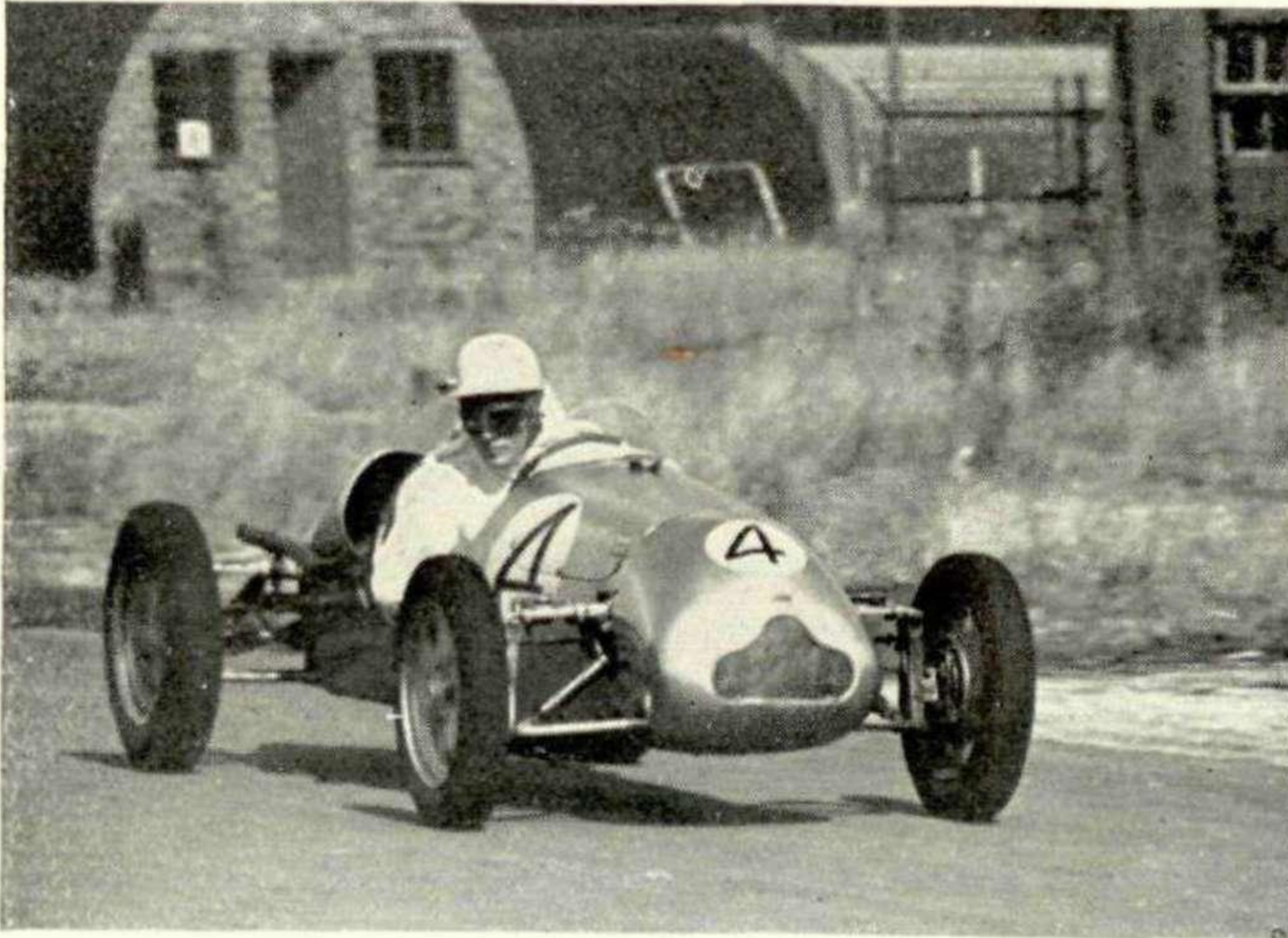
MOTOR Pictorial GOODWOOD PRESCOTT



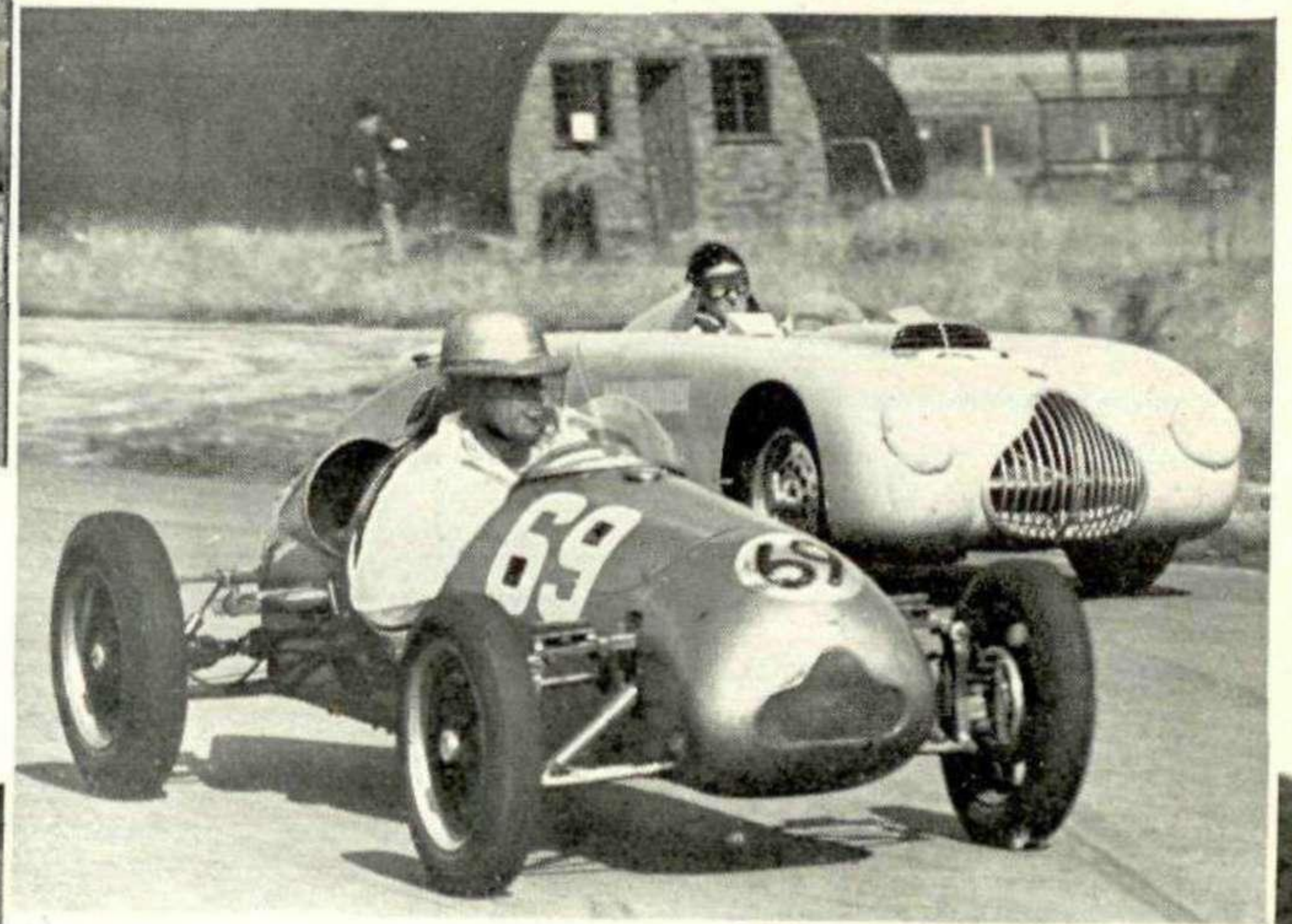
REAL RACING.—Reg. Parnell's Maserati (1) and Peter Walker's E-type E.R.A. (16) during their immense duel in the Woodcote Cup at Goodwood. Walker drove the E-type magnificently, losing to the Italian car by a mere 1.4 seconds, and both drivers had the crowd on its toes.



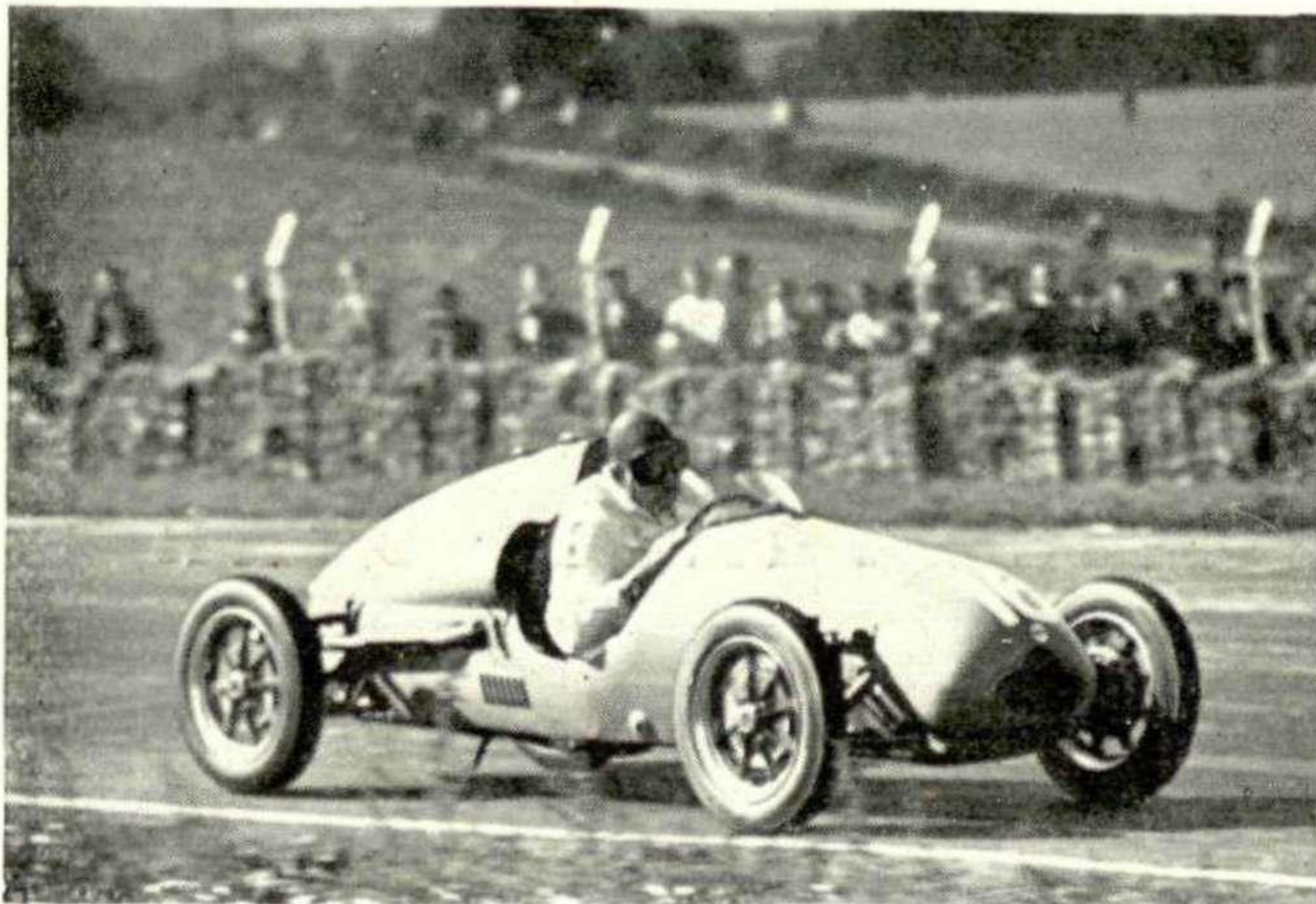
RURAL SCENE.—Tony Rolt's Alfa-Romeo leads Duncan Hamilton's 6C Maserati in the Goodwood Trophy race before retiring with transmission trouble.



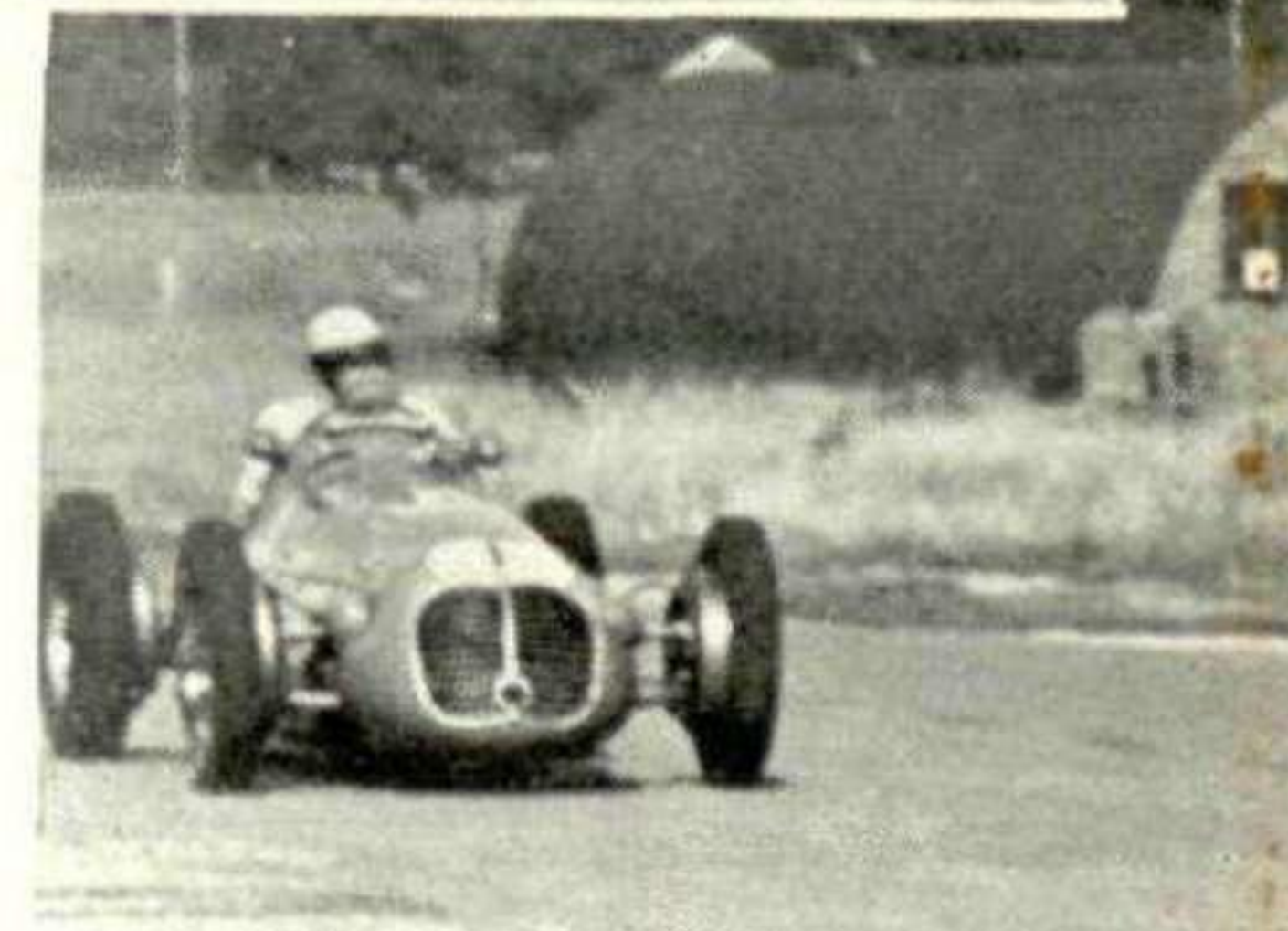
MEMORABLE BIRTHDAY.—Stirling Moss, on his 20th birthday, winning the Madgwick Cup at Goodwood in his Cooper 1,000. He lapped at 84.7 m.p.h.



DIFFERING STYLES.—John Cooper's Cooper 1,000 (69), with wheels exposed, and Poore's all-enveloping Veritas at Goodwood. Poore easily caught Crook's Veritas, to finish second in the Third September Handicap.



500-C.C. RUNNER-UP.—Lex Beels, lapping at 76.8 m.p.h., crouches low in Holtrust's Cooper while chasing the winner of the Goodwood 500-c.c. Race, P. Collins.

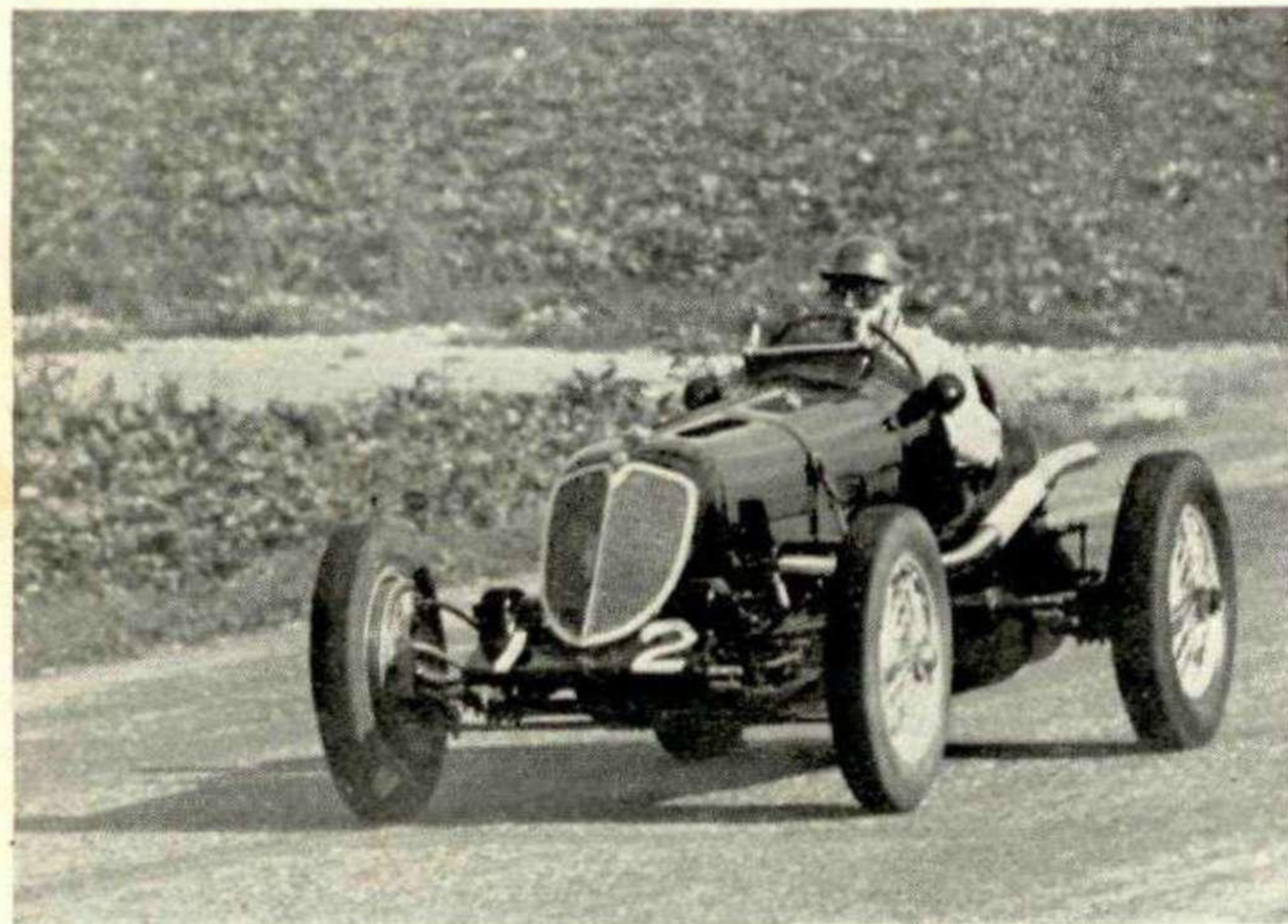


THE DUELLISTS AGAIN
and passes the E-type E.R.A.
Woodco

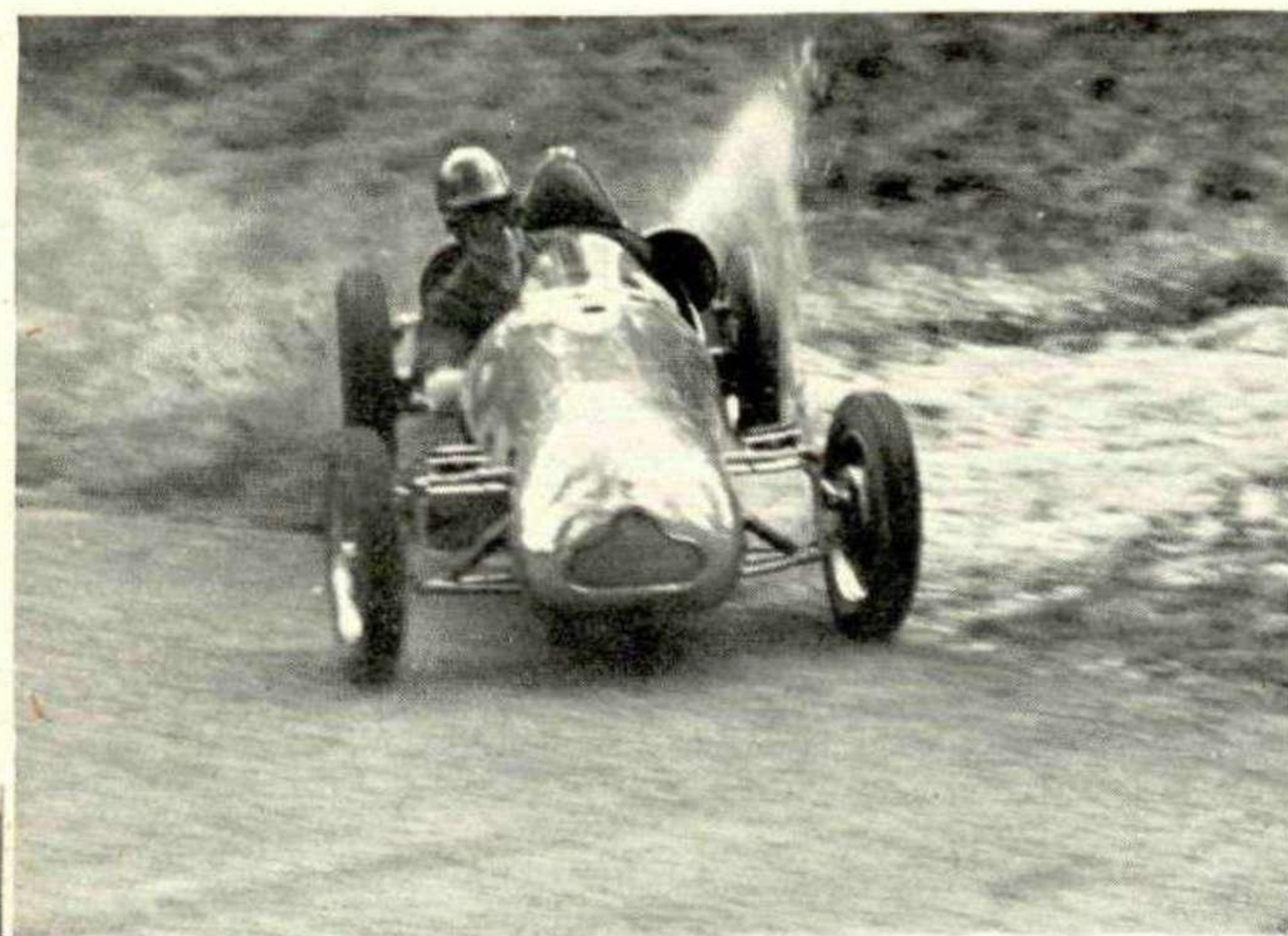
SPORT

Report

BRIGHTON FARNBOROUGH



OUT IN FRONT.—Starting from the 34-second mark, Kenneth McAlpine had the First September Handicap to himself. His ex-"Bira" Maserati is here seen at speed.

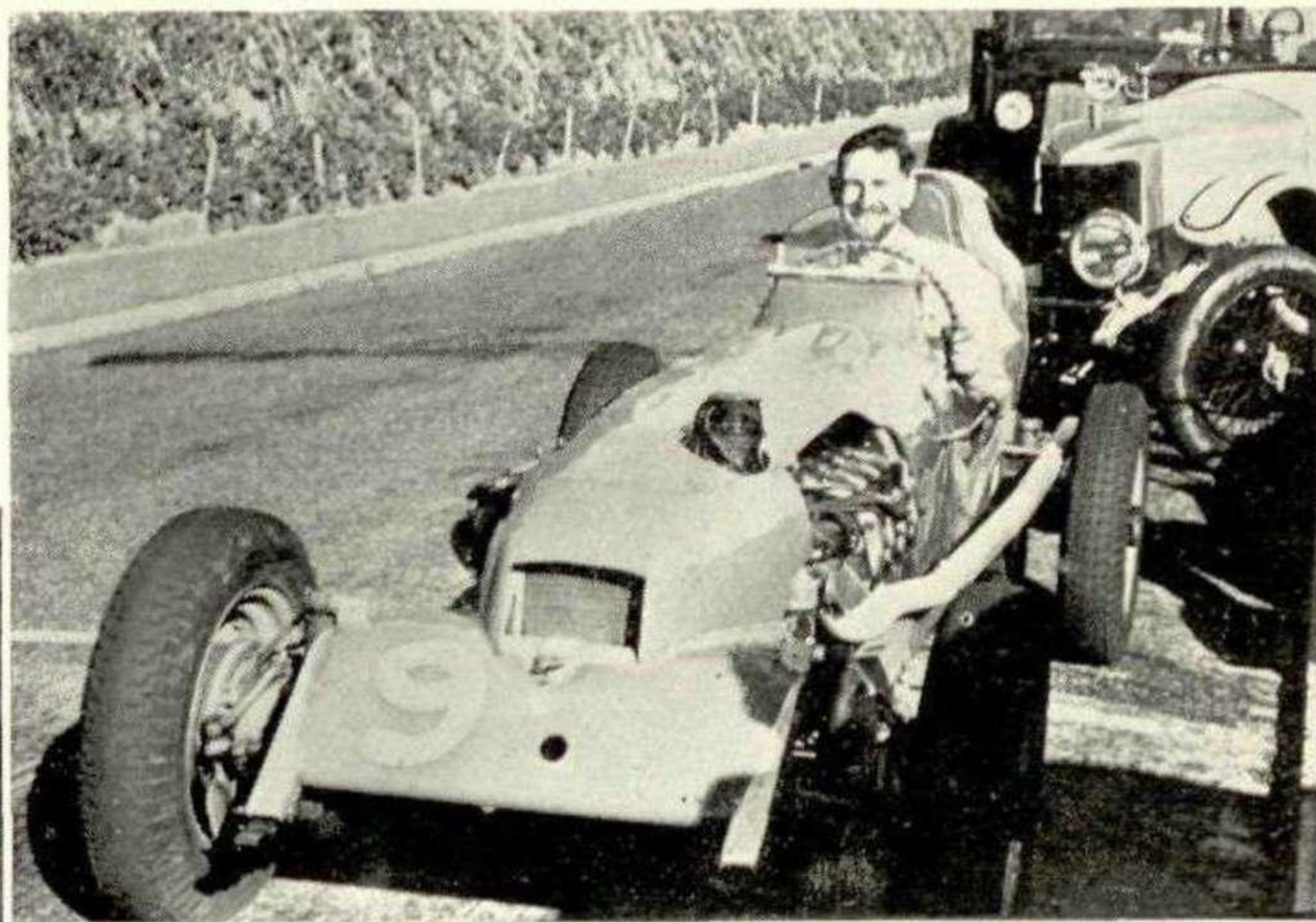


HELD, SIR!—Eric Brandon in a spot of bother at the September Prescott meeting, trying to go faster than Moss, who beat him by 1.05 sec. in the 1,100-c.c. racing class.

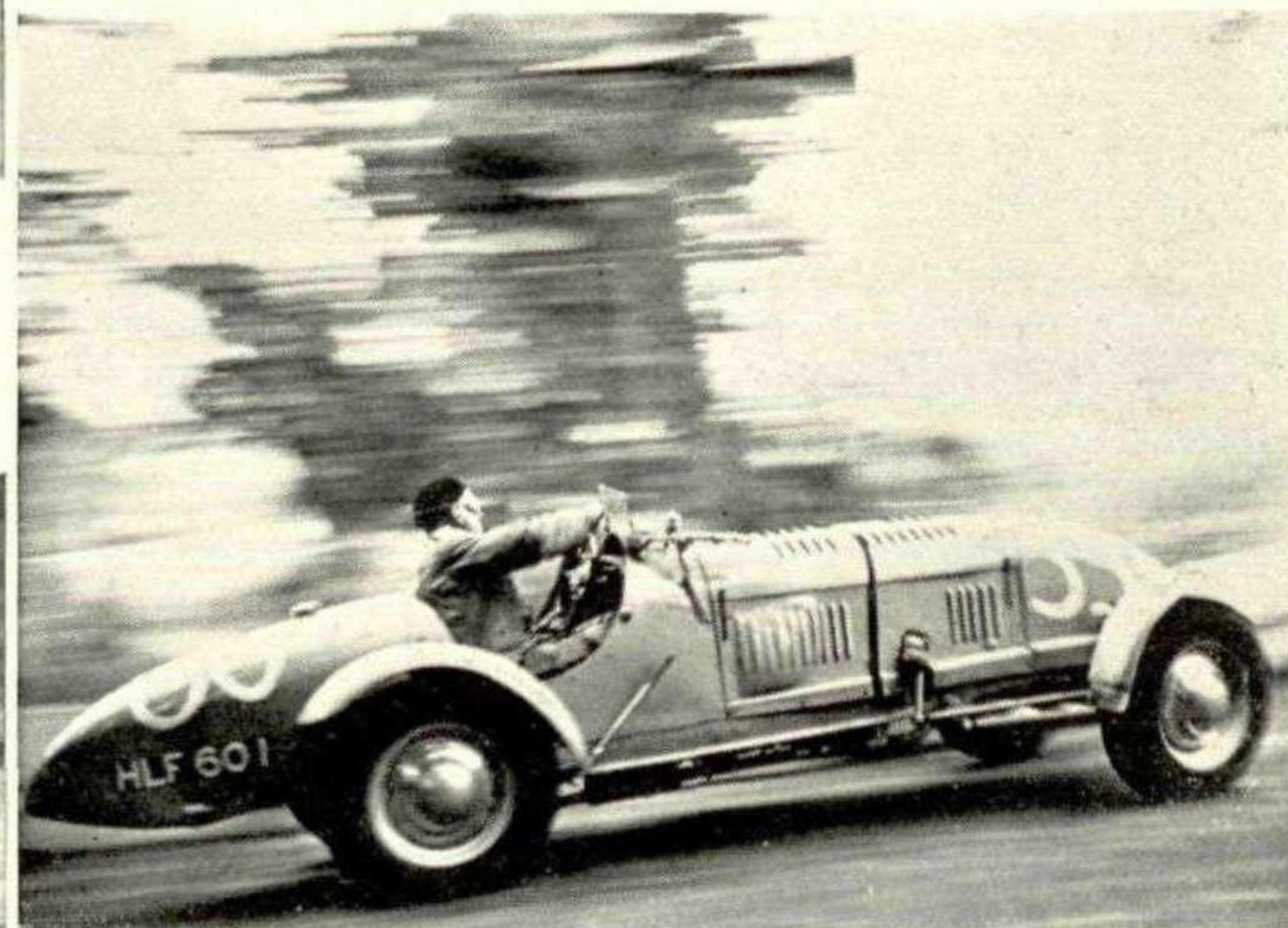


IN A...—Parnell seizes his chance as Walker slides wide at the Corner.

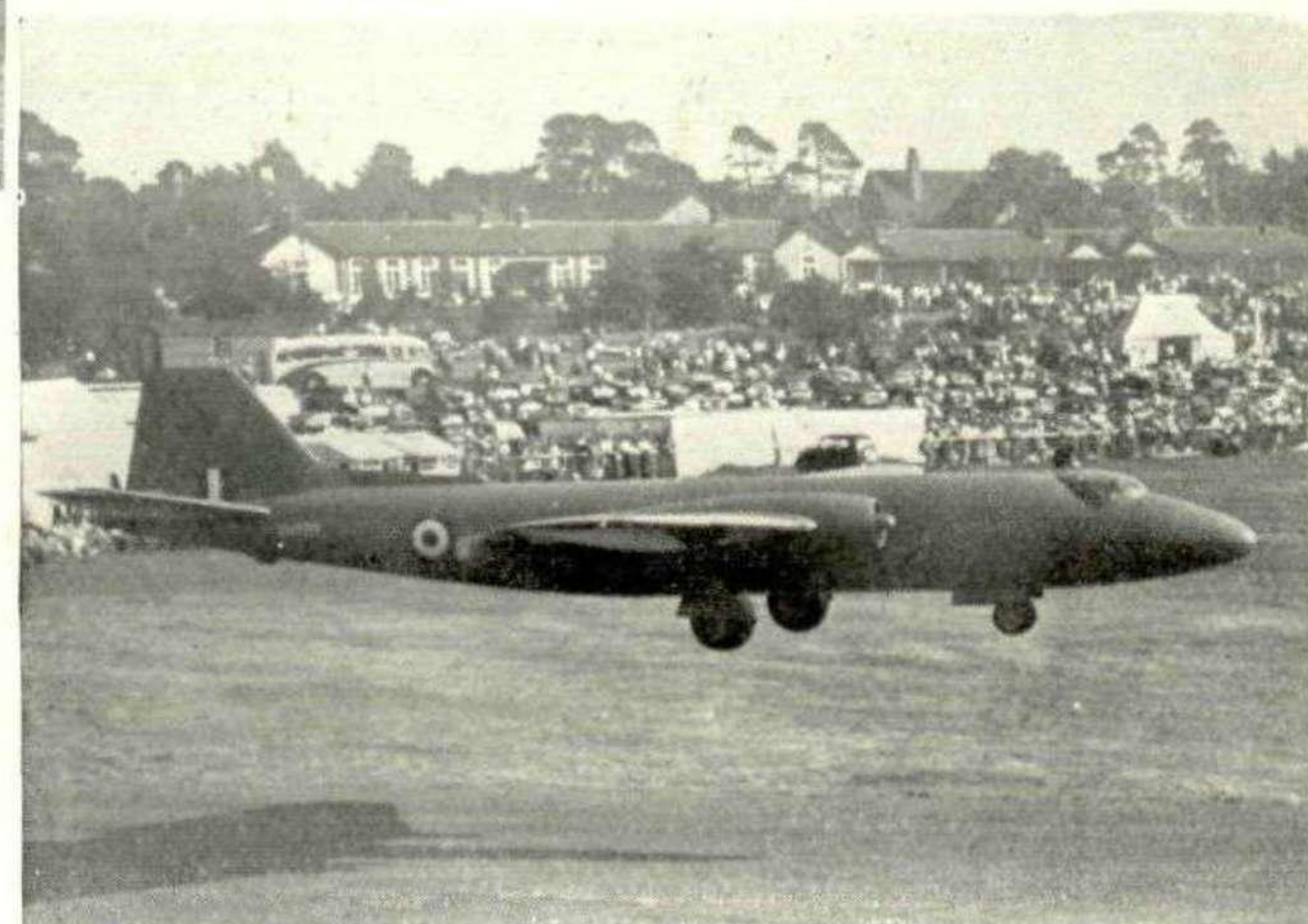
SPEED IN THE AIR.—The English Electric Company's "Canberra" turbo-jet bomber entertains the vast crowd at the well-run S.B.A.C. Show at Farnborough.

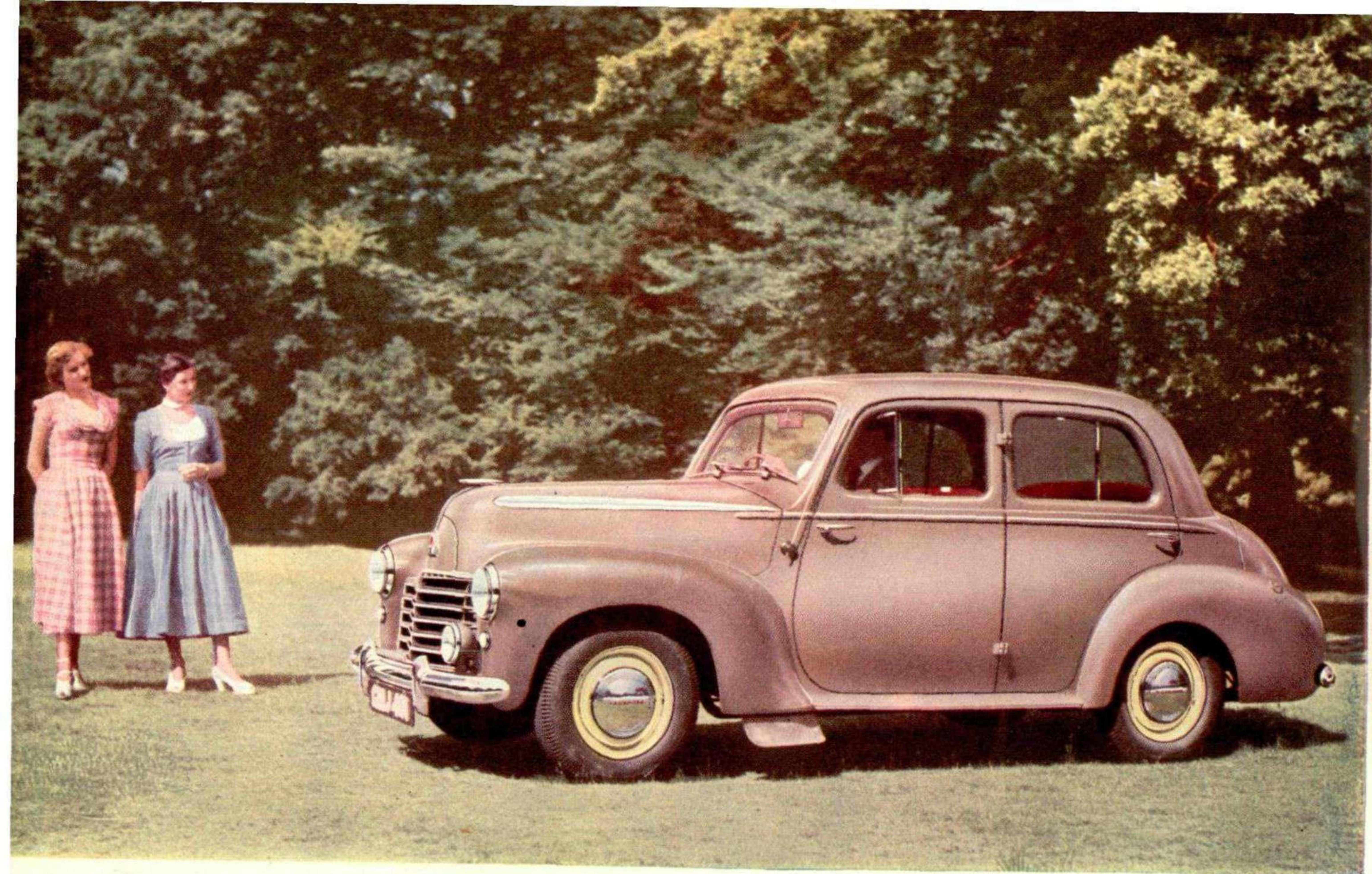


F.W.D. = F.T.D.—A. J. Butterworth smiles the victor's smile at Brighton, where his four-wheel-drive, air-cooled V8 A.J.B. made fastest time.



ALLARD IN ACTION.—Guy Warburton's post-war 4-litre car climbing Prescott in 50.76 seconds.





into 1950 with flying colours

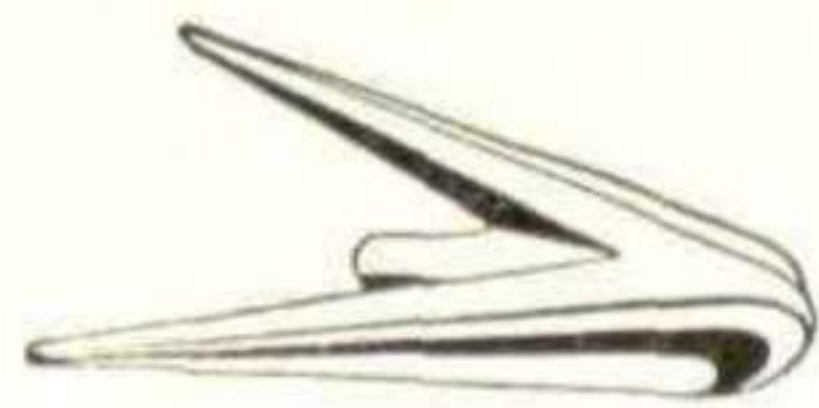
Vauxhall this year sails out of austerity with an eye-taking range of radiant colours. No ordinary colours either but new metallicrome finishes which give a beautiful opalescent effect of merging shade and tone.

Both Velox and Wyvern have more colourful and more luxurious interiors, and there are other refinements to the well-proved designs—among them a new steering gear, improved headlights and sidelights, and a redesigned instrument panel.

This year, Vauxhalls will be not only better but even more attractive. See them at Earls Court — Stand No. 148.

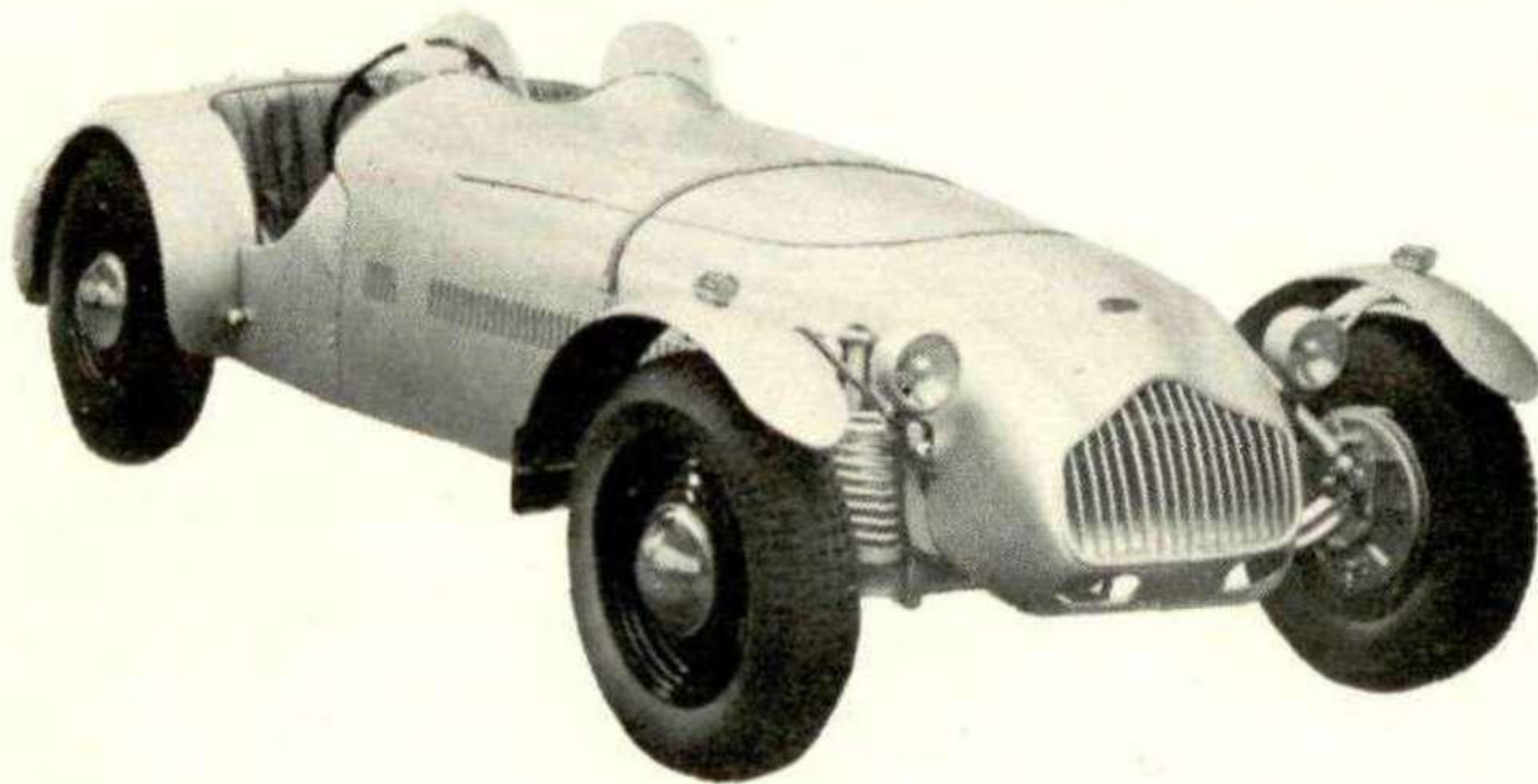
The 2½ litre 6-cylinder Velox costs £430 plus £120.3.11. P.T. The 1½ litre 4-cylinder Wyvern costs £375 plus £104.18.4. P.T. Both are spacious 4-seaters with independent front-wheel springing, powerful hydraulic brakes and gear lever mounted on steering column. Full particulars from your local Vauxhall dealer.

VAUXHALL

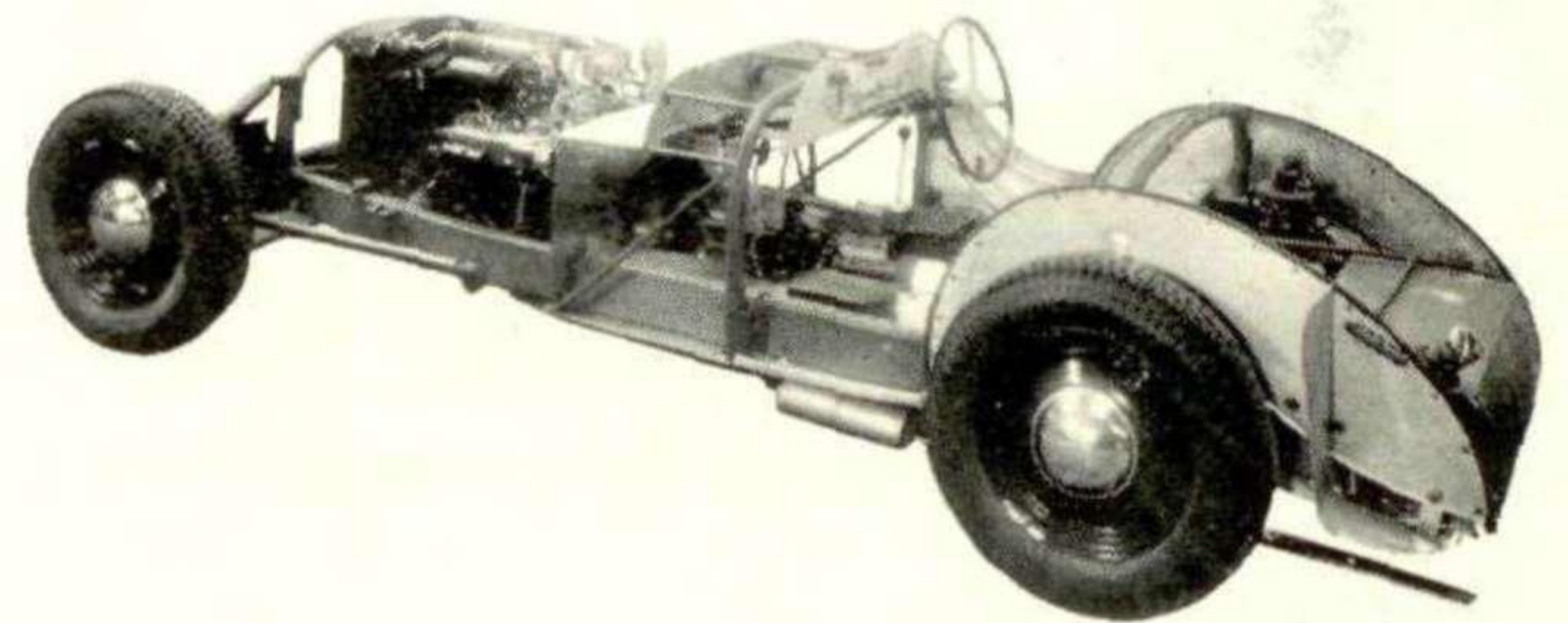


VAUXHALL MOTORS LTD · LUTON · BEDS

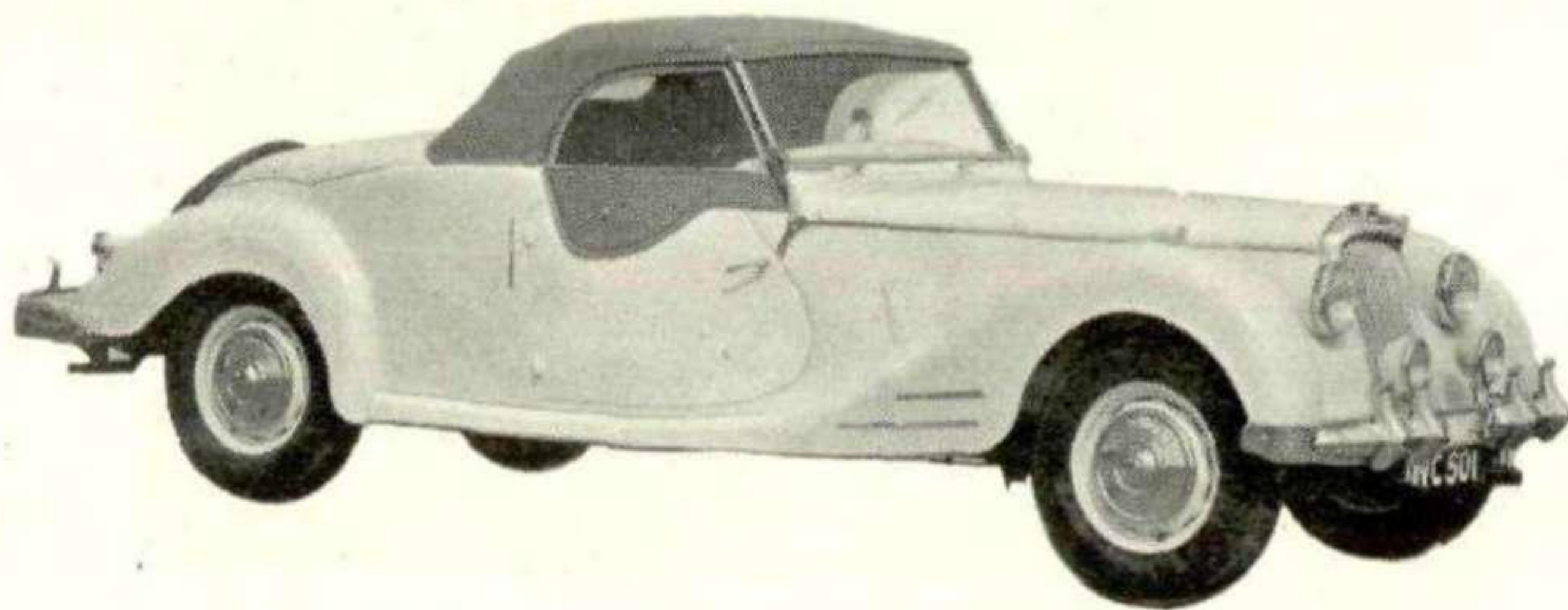
High-Performance Cars at Earls Court



REAL HIGH-PERFORMANCE.—The latest "Competition" model Allard, the J-type two-seater, with "oversize" 4.3-litre V8 Mercury engine and light-alloy two-seater body, on a tubular framework, which conforms to A.I.A.C.R. sports-car race regulations. The chassis is seen in the picture alongside and you should make a careful inspection of this new J-type Allard on Stand 132.



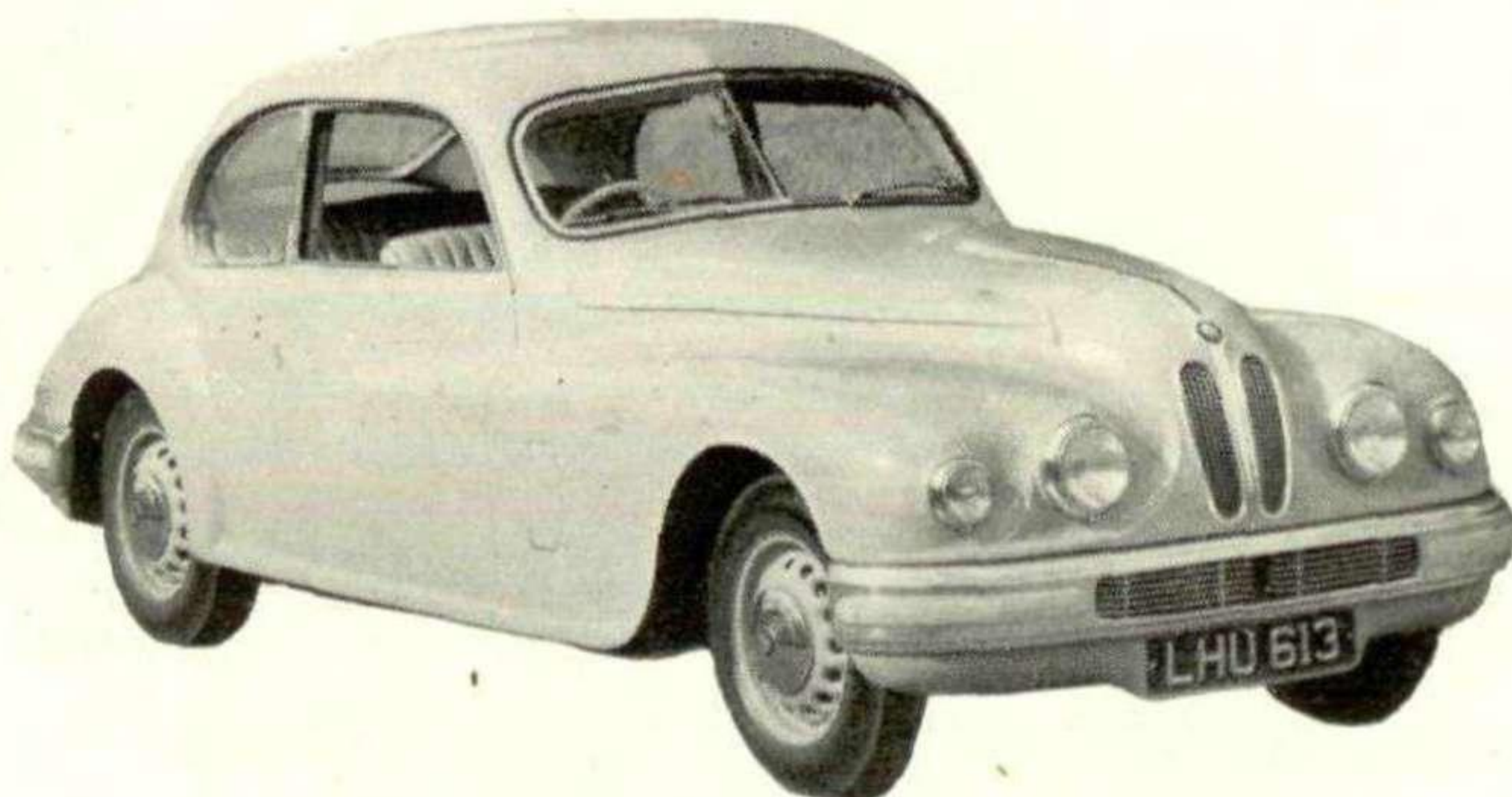
EFFICIENCY WITH SIMPLICITY.—The J-type Allard chassis, which offers reliability and very high performance with refined running and the owner of which can avail himself of the world-wide Ford servicing facilities. Front suspension is by a divided axle and exposed coil springs, the engine is a bored-out, long-stroke V8 Mercury, the remote gearbox control will be noted, also the very low build, while a de Dion back axle reduces wheelspin and ensures leech-like road-holding.



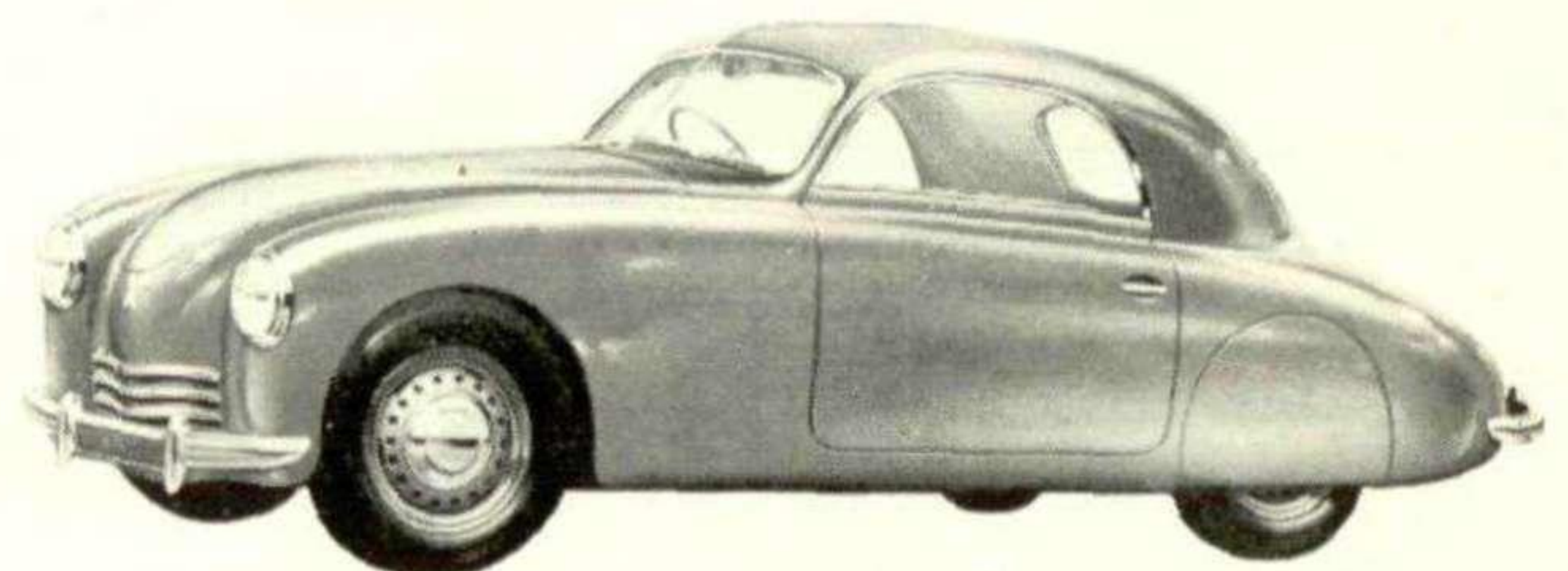
HIGH SPEED FOR THREE.—The 2½-litre Nuffield Products Riley is here seen in its latest guise, that of a side-by-side three-seater roadster, priced at £958, exclusive of p.t. The high-efficiency four-cylinder Riley engine with inclined o.h.v. actuated from high-set camshafts, results in a maximum speed exceeding 90 m.p.h., in spite of the comfortable, weatherproof bodywork. The Riley exhibits occupy Stand 174.



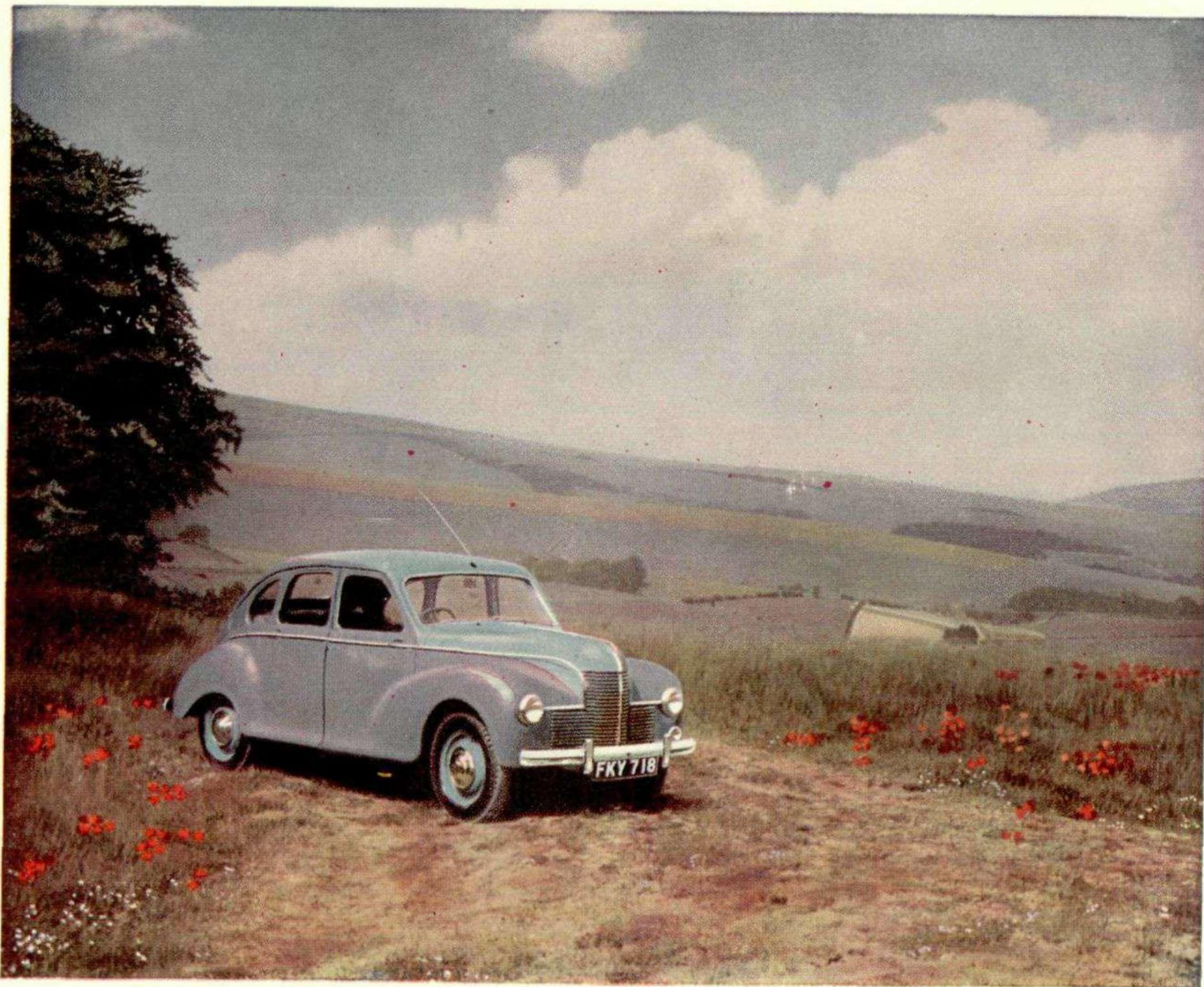
INDIANAPOLIS-HERO.—The compact, powerful Austin A90 "Atlantic" sports saloon, seen here with its electrically-operated hood erect. Its 2.2-litre engine develops 88 b.h.p., so that very high performance is achieved, while one of these cars ran for 11,875 miles at Indianapolis at over 70 m.p.h. This and a comprehensive range of Austin models are on view on Stand 145.



QUALITY, PERFORMANCE AND REFINEMENT ON 2 LITRES.—The Type 401 Bristol saloon is one of Britain's really great cars, fast, refined and very fully equipped. Its performance is such that, with a 2-litre six-cylinder engine, it is more than a match for many cars of more than twice this engine capacity, while its ruggedness was proved when it came home first of all the British cars in the Monte Carlo Rally. A full range of Bristols, by the famous aeroplane company at Filton, will repay inspection on Stand 139.



EXCITING NEW BRITISHER.—Every high-performance car enthusiast will want to see the new E.R.A.-Javelin on Stand 151. With an E.R.A.-built, Eberhorst-designed, 7 ft. 9 in.-wheelbase tubular chassis housing the well-known 1½-litre Javelin flat-four engine and using that car's efficient torsional suspension system, the E.R.A.-Javelin should offer distinctly brisk performance with reasonable economy of operation. The coupe body shown is merely a prototype, which can be seen at Jowett's West End showroom, while a chassis is on show at Earls Court.

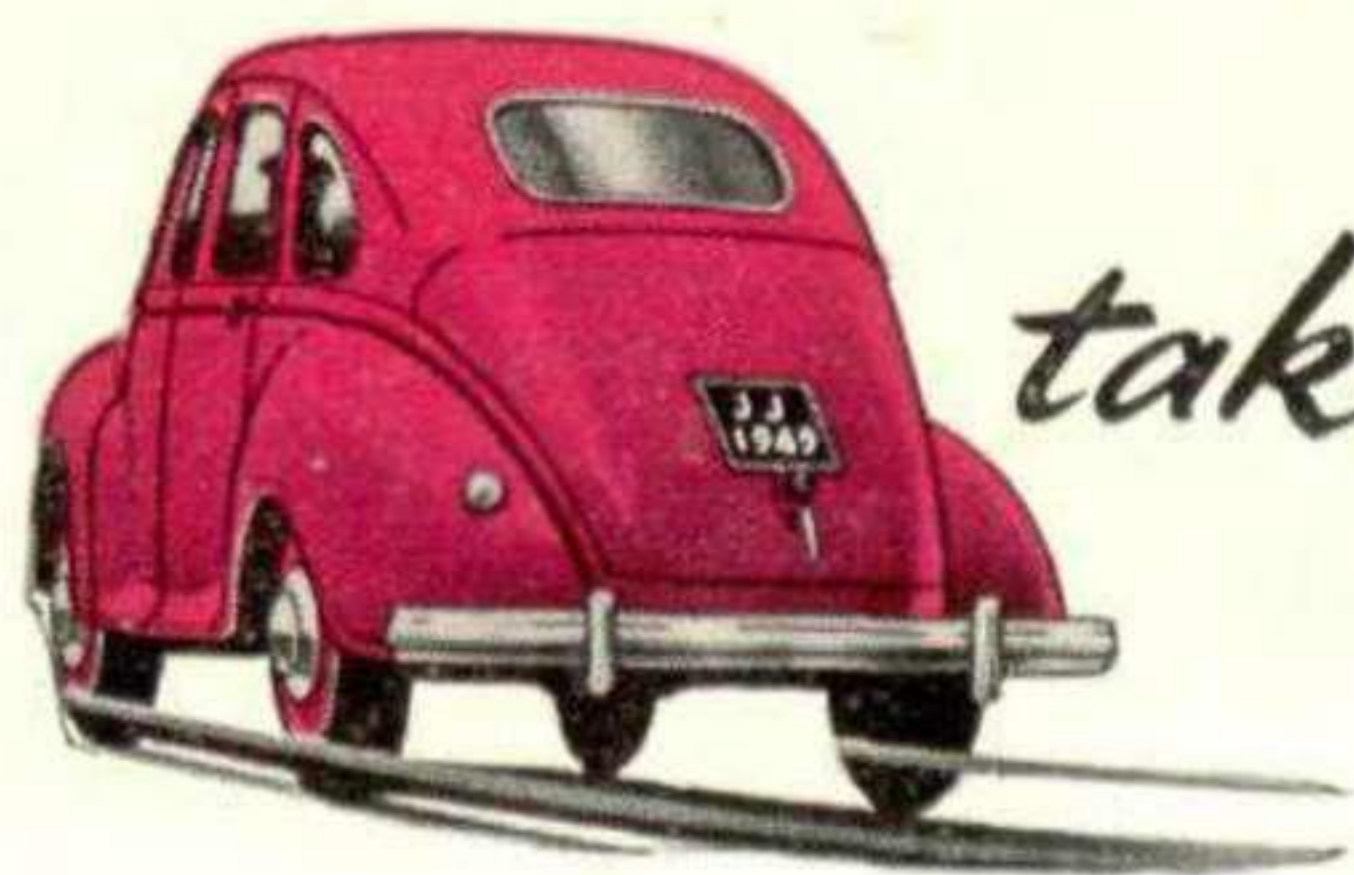


See the Javelin at Stand 151,
International Motor Exhibition, Earl's Court

Javelins came 1st and 3rd in the 1949 Monte Carlo Rally, 1½ litre class.
1st in 2 litre (touring class) Belgian 24 hour Grand Prix.

THE $1\frac{1}{2}$ LITRE

JOWETT JAVELIN



take a good look when it passes you



Race at Le Mans, develops 110 b.h.p. at 5,250 r.p.m. on an 8.5 to 1 compression-ratio, or 120 b.h.p. at 5,500 r.p.m. on a 9 to 1 compression-ratio. Both engines are of 66 by 96 mm. (1,971 c.c.) and have triple carburettors.

The former engine will figure in the 8-ft. wheelbase Frazer-Nash "Sports" two-seater of unstressed panels on a steel framework and in a specially low 9-ft. wheelbase chassis carrying a foursome convertible cabriolet body which is only 4 ft. 2 in. high with the top up and 3ft 1 in. high with it down. The "Le Mans Replica" has a body conforming to A.I.A.C.R. sports car regulations and, like the "Sports" two-seater, pulls a top gear of 3.54 to 1, whereas the Cabriolet is normally geared 3.9 to 1. A very fascinating new model on the "Le Mans Replica" chassis is the "Mille Miglia" low-drag all-enveloping two-seater, which has an overall height of only 2 ft. 11½ in. The prices, with p.t., are: "Sports," £2,723 14s. 3d.; Cabriolet and "Le Mans Replica," £3,501 10s.; "Mille Miglia," £3,890 7s. 10d.—A. F. N. LTD., FALCON WORKS, LONDON ROAD, ISLE-WORTH, MIDDLESEX.

HEALEY

★ Stand 165

The Healey, using a "Big Four" 2.4-litre Riley engine in a special chassis, is a really rapid car with many competition successes to its credit. Last year the saloon model was the attraction, because one of these had covered 101.7 miles in the hour at Monthéry. This time the "Silverstone" two-seater will be the centre of interest, having made its debut in the Alpine Trial, finishing second in company with a Simca, and three of these new models winning the team prize in the Silverstone Sports Car Race. An 8 ft. 6-in. wheelbase is used, the body has clean lines in the modern style but is not all-enveloping, and alternative 3.1, 3.25 and 3.50 to 1 axle-ratios are available, while the steering layout is rather special. The price is £1,245 11s. 8d. with p.t.; the normal Healey chassis costs £850.—DONALD HEALEY MOTOR CO. LTD., THE CAPE, WARWICK, ENGLAND.

HILLMAN

★ Stand 162

For many years the Hillman Minx has served the British family motorist faithfully, but never so efficiently as in its present roomy, elegant, economical form. It is available as a saloon, as a convertible coupé with rear side-windows and disappearing hood, and as a useful 90 cubic feet estate car. The performance and comfort reach a high level, the 1,100-c.c. engine size spells economy of the 30 m.p.g. order, and the front seat is 4 in. wider than on previous models, while the steering-column gear-change gives a clear floor space. The saloon is priced at £505 9s. 5d., with p.t.—HILLMAN MOTOR CAR CO., LTD., RYTON-ON-DUNSMORE, NEAR COVENTRY.

HOTCHKISS

★ Stand 177

The Hotchkiss exhibits at last year's Earls Court impressed us by reason of their straightforward design and appearance. This is the car that won the Monte Carlo Rally, and it will be shown in "Paris-Nice" saloon and "Gas-

coigne" five-seater forms. Both are 3½-litre, six-cylinder, o.h.v., 10 ft. 3 in. wheelbase cars with Lockheed brakes, but the former has two Zenith-Stromberg carburettors, 7-to-1 compression ratio, and 3.6-to-1 top gear, whereas the latter does with one carburetter, 6.5-to-1 compression ratio, and a 3.9-to-1 top gear. These fine cars can be had with Cotal gearboxes if preferred and they will command your respect. The "Paris-Nice" is said to do 95 m.p.h. over a timed ¼-mile and 17-18 m.p.g.; the "Gascoigne" 90 m.p.h. and 18-19 m.p.g.—HAROLD RADFORD & CO., LTD., MELTON COURT, SOUTH KENSINGTON, LONDON, S.W.7.

HUDSON

★ Stand 164

For the first time the Hudson Super Six will be shown in this country. It has a 90.48 by 111.2-mm., 4,288-c.c. side-valve engine, giving 121 b.h.p. on a 6½-to-1 compression ratio, three-speed transmission, a 4.1-to-1 hypoid back axle, coil-spring i.f.s. and Bendix duo-automatic brakes, and will be exhibited as a four-door, six-light, six-seater saloon, and as a two-door, four-light, six-seater brougham. A speed of 90 to 95 m.p.h. is claimed, with 16 to 18 m.p.g. Backing these "Super Sixes" will be the well-tryed straight-eight, also a side-valve, but of 4,168 c.c., giving 128 b.h.p. on the same compression ratio, and having identical performance. A "Commodore" saloon, club coupé and convertible brougham will be shown, the last-named with hydraulically-actuated hood and Hudson "Drive-Master" transmission control.—HUDSON MOTOR CAR CO., GREAT WEST ROAD, LONDON, W.4.

HUMBER

★ Stand 160

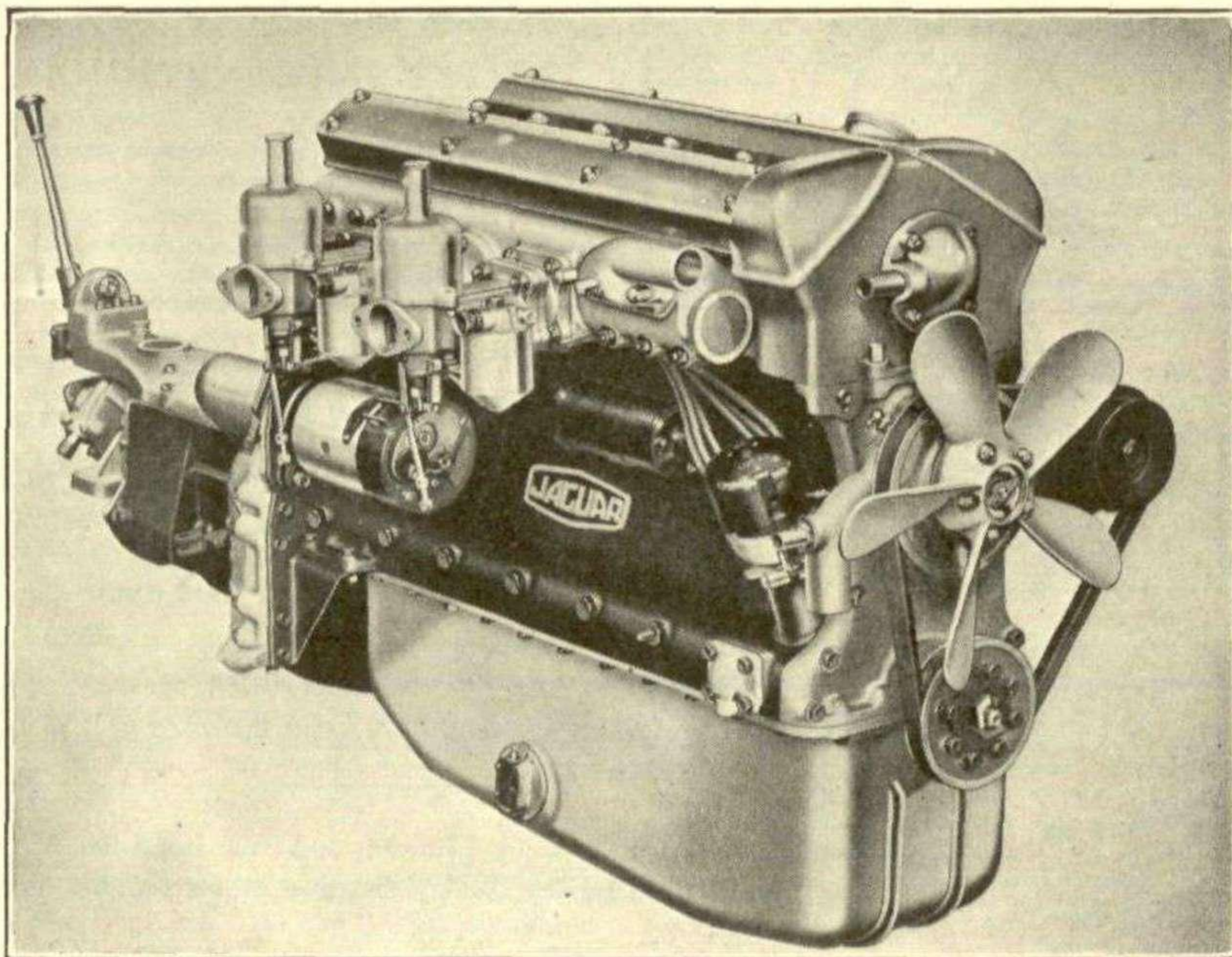
The Rootes Group Humbers offer extremely good value for money, as large, imposing and very commodious cars. The

"Hawk" saloon in 2-litre Mk. III guise, the "Super Snipe" saloon, touring limousine and Thrupp & Maberley pullman limousine are backed up by the new "Imperial" seven-seater saloon, a very dignified car, planned particularly for the owner-driver, long-distance touring. The "Hawk" is 3 cwt. lighter than before, more compact in spite of greater interior accommodation and head-room, and has a new steering-box and 5.50-section tyres.—HUMBER, LTD., RYTON-ON-DUNSMORE, NEAR COVENTRY.

JAGUAR

★ Stand 172

Enthusiasts will flock to Stand 172 to pay their respects to what is unquestionably one of the world's great high-performance cars, judged by the standards of any age. The new twin o.h.c. Jaguar engine, devised during the war, first appeared in 2-litre four-cylinder form in "Goldie" Gardner's record car and propelled it at over 172 m.p.h. This engine, only slightly de-tuned, and giving 105 b.h.p. at 5,000 r.p.m., is found in the "XK100" Jaguar. The "XK120" 3½-litre six-cylinder Jaguar is of the same general design and develops 160 b.h.p. at 5,000 r.p.m. The surprise attraction at Earls Court last year, this beautifully-proportioned and actually docile car has since more than demonstrated its worth, taking records at over 132 m.p.h. on pump petrol in Belgium and finishing first and second in the Silverstone Production Car Race, the winner covering nearly 83 miles in the hour. It is without doubt the World's fastest production car, yet it is of straight-forward design, and tractable in traffic. Its great performance is kept in hand by Lockheed 2LS brakes and comfort is assured by the deep bucket seats and torsion-bar i.f.s. On the lower of the two available axle-ratios this Jaguar can be cruised at 80 m.p.h.

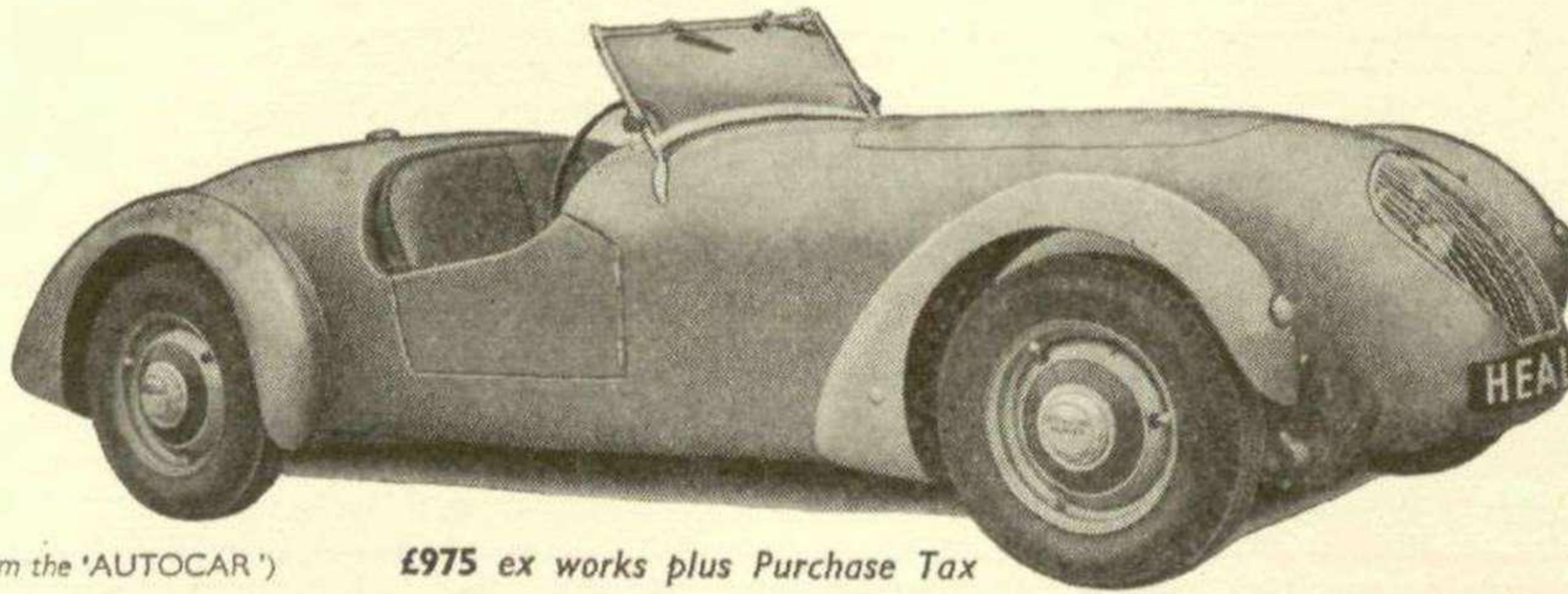


TWIN-CAM EFFICIENCY.—The "XK" Jaguar engine which in 2-litre form propelled Gardner's record-car at over 172 m.p.h. and in 3½-litre form gives the Jaguar "XK120" sports two-seater a maximum of over 132 m.p.h. on pump fuel.

healey

SILVERSTONE 2.4 Litre Sports Open Two Seater

BRITAIN'S PROVED SPORTS CAR



(From the 'AUTOCAR')

£975 ex works plus Purchase Tax

OUTSTANDING HEALEY INTERNATIONAL SUCCESSES

1947

- 1ST RALLYE INTERNATIONAL DES ALPES (2-3 Litre Category)
- 1ST TARGA FLORIO (Unlimited Touring Category) ★
- 1ST MILLE MIGLIA (Touring Category)

1948

- 2ND MILLE MIGLIA (Unlimited Sports Category) ★
- 1ST RALLYE INTERNATIONAL DES ALPES (2/3 Litre Category)
- 1ST MILLE MIGLIA (Touring Category) ★
- 4TH MILLE MIGLIA (Touring Category)

1949

- 1ST RALLYE INTERNATIONAL DES ALPES (2/3 Litre Category) ★
- 2ND RALLYE INTERNATIONAL DES ALPES (2/3 Litre Category)
- 1ST DAILY EXPRESS INTERNATIONAL TROPHY RACE
(Production Car Event) (Team Prize)

★ Best Performance by a British Car

In October 1948, under the official observation of the Automobile Club de France, a standard 2.4 Litre Healey Saloon covered a distance of 103.76 MILES IN ONE HOUR.

Brooklands of Bond Street, Limited, 103 New Bond St. W.1. (phone MAYfair 8351)
are the authorised Healey distributors for London and Home Counties

For full particulars write to:

DONALD HEALEY MOTOR CO. LTD., THE CAPE, WARWICK, ENGLAND (phone: Warwick 676/7)

without exceeding 2,500 ft. per min. piston speed. For 1950, comes the adoption of hydraulic braking, steel in place of light alloy connecting-rods, a slightly smaller (17 in.) steering wheel and a 140 in place of a 120-m.p.h. speedometer and detail body improvements, from lessons the manufacturers have learned in the hard school of competition motoring. In addition, an 8 to 1 compression-ratio head can be had if desired, in place of the 7 to 1 head, and a 3.27 to 1 axle-ratio is alternative to last year's 3.65 ratio.

At any price these "XK" Jaguar super sports would be remarkable cars, but with their basic price in this country set at £988, their world-wide success is assured. MOTOR SPORT is receiving inquiries about them from America, Kenya and other places overseas, and we understand that already enthusiasts in the States are building up a substantial waiting-list. For those who intend to race their Jaguars the makers list extras such as an aero-screen and undershield.

Backing up these "XKs" is the Mk V 3½-litre six-cylinder push-rod o.h.v. Jaguar saloon, a proven car further improved last year by torsion-bar i.f.s., spatted rear wheels and many detail changes. It is essentially the dignified British car, yet it is good for 90 m.p.h. or more, and is listed like the "XK" at £988. The 2½-litre Jaguars are also available.—JAGUAR CARS, LTD. COVENTRY.

JENSEN



Stand 161

Two examples of the beautiful 4-litre six-cylinder, 130-b.h.p. Jensen are on view, a four-door saloon priced at £2,841 18s. 11d., inclusive of double p.t., and a most intriguing new "Interceptor" two-door cabriolet with a 3.22-to-1 axle ratio, compared to that of 3.77-to-1 used for the saloon, and a wheelbase shorter by a foot, i.e., 9 ft. 6 in., and 5.50 instead of 6.50 tyres. The claim for this new cabriolet is 105 m.p.h. and 24 to 25 m.p.g., and double purchase tax lifts the price to £1,998 16s. 8d.—JENSEN MOTORS, LTD., WEST BROMWICH, STAFFORDSHIRE.

JOWETT



Stand 151

The quick rise to popularity of the 1½-litre Javelin saloon, so that it is now almost commonplace on our roads, proves that the motoring public was ready for a small, modern, high-performance car able to exceed 75 m.p.h., while giving a fuel consumption in the region of 30 m.p.g., a car withal very roomy by reason of a compact flat-four engine, steering column gear-change and three-abreast bench seats, handling well and riding comfortably on torsion-bar suspension and possessing a very commodious luggage locker.

For 1950 this now famous Javelin saloon is offered in new forms. First, there is the normal model, having more simple equipment than formerly, the interior being trimmed in a combination of cloth and plastic, and the exterior finish being beige or sage green to choice. As a result of this more modest interior, which, however, still embraces a full set of instruments, chrome ash-trays and twin rear lamps, and because of the increased production, the price has been

substantially reduced, being £761 0s. 7d., with p.t. So a very desirable car now comes within the reach of a wider public. To back this model there is now the saloon de luxe, having a completely re-styled interior. Fittings include a walnut facia, luxurious hide upholstery, arm-rests, map drawer, picnic table, etc., while the doors have ratchet-type checks and a heater and radio and fog lamp are standard. The bumpers are of a new section, enhancing the exterior.

This model can be had in black, maroon, turquoise or metallic grey and costs £888 16s. 1d., with p.t. Mechanical changes are negligible.

To the enthusiast the new E.R.A.-Javelin fast touring chassis will be of the greatest appeal. It comprises the well-tried Javelin engine and main chassis components in a new tubular steel frame, the chassis assembled at E.R.A.'s Dunstable works to Jowett's order, and marketed and serviced throughout the world by Jowett main agents. Prof. von Eberhorst, of Auto-Union fame, now E.R.A. Chief Engineer, has played a large part in the design of the E.R.A.-Javelin. More power has been obtained from the 72.5 by 90 mm., 1,486-c.c. engine by installing an E.R.A.-designed camshaft, while the latest Javelin lead-bronze main bearings and a full-flow oil filter-cum-radiator are used. The light-weight chassis is of 3-in. diameter tubes, running straight, and cruciform-braced and triangular-strutted to give rigidity. The wheelbase is 7 ft. 9 in. against the normal Javelin's 8 ft. 6 in., and the new car has a crab-track, the front track being 4 ft. 3 in., that at the back 4 ft. 1 in. The propeller-shaft has been modified to suit high speeds and anti-roll stabilisers front and back enable normal springing to be used, in conjunction with heavy-duty Woodhead Monroe shock-absorbers. The gear-ratios are 4.1, 5.63, 8.91 and 14.62 to 1, against standard ratios of 4.86, 7.31, 11.6 and 18.9 to 1, while 5.50 instead of 5.25 tyres are fitted to the 16-in. pressed steel wheels. Prototype bodies are being developed, but this intriguing new E.R.A.-Javelin will be exhibited as a chassis, the price of which is £495.

In addition, a normal and a de luxe saloon will be on Stand 151, backed by a sectioned saloon, a sectioned engine and a working model of the clever Javelin torsional rear suspension.

Remembering the fine show a Javelin saloon put up in winning the touring class in the Spa 24-Hour Race, there should be a bit of a jam around these particular British exhibits.—JOWETT CARS, LTD., 48, ALBEMARLE STREET, LONDON, W.1.

KAISER



Stand 133

Steele Griffiths have imported from the States examples of these much-discussed cars for display on Stand 133.—STEELE GRIFFITHS & CO., LTD., 221, KNIGHTSBRIDGE, LONDON, S.W.7.

LAGONDA



Stand 179

The Lagonda is an example of the high-grade British car produced regardless of cost, for the chassis alone costs £998 and the drop-head coupé £2,198, which purchase tax brings to over £3,420 in this

country. The specification embraces a twin o.h.c. 78 by 90 mm., 2½-litre six-cylinder engine giving 105 b.h.p. at 5,000 r.p.m., on a comparatively low compression-ratio, steering column control of a David Brown synchromesh gearbox, rack and pinion steering, hypoid final drive and independent suspension front and rear. The makers claim 90-95 m.p.h. and 20-22 m.p.g. A recent purchaser was the Maharajah of Jahwar.—LAGONDA, LTD., FELTHAM, MIDDLESEX.

LANCHESTER



Stand 157

This excellent and very refined Ten with fluid flywheel and pre-selector gearbox, remains unchanged, except for a reduction in compression ratio from 7 to 6.5-to-1 to combat our very poor quality petrol. But it will be shown with a most attractive new four-door, four-light coachbuilt saloon body, befitting to such a high-quality small car.—LANCHESTER MOTOR CO., LTD., RADFORD WORKS, COVENTRY.

LANCIA



Stand 182

Visitors to Stand 182 will meet the new 903-c.c., five-speed Lancia "Ardea" saloon and remake acquaintance with that very excellent motor car, the "Aprilia," which first became known in this country some twelve years ago.

Both have narrow-vee, four-cylinder engines, the "Aprilia's" of 1,486 c.c., Lockheed brakes, coil-spring, vertical-guide i.f.s., and rear suspension by transverse spring on the "Ardea" and one "Aprilia" and by torsion bar on another "Aprilia." The "Ardea" and torsion-bar "Aprilia" have normal rear-axes. The other "Aprilia" has i.r.s. The 8 ft.-wheelbase "Ardea" will be shown as a four-door, four-seater saloon for which 67 m.p.h. on "normal" top and 38 m.p.g. is claimed, the "Aprilia" as a four-seater saloon on the 9 ft. 0½ in.-wheelbase chassis, as a Farina saloon on the 9 ft. 8½ in. Type 539/2 chassis, and as a Farina cabriolet on the 9 ft. 4½ in.-wheelbase Type 439/5 chassis, the claimed speed being 80 m.p.h. with 28 m.p.g. Good cars, these.—LANCIA (ENGLAND) LTD., LANCIA WORKS, EALING ROAD, WEMBLEY, MIDDLESEX.

LEA-FRANCIS



Stand 176

The Lea-Francis, long an enthusiasts' favourite, will be seen in new 2½-litre form. Lea-Francis developed their high-camshafts inclined o.h.v. engine to a high pitch of efficiency for use in American dirt-track midgets and 95 b.h.p. at 4,000 r.p.m. on a 6.8 to 1 compression-ratio is claimed for the new four-cylinder 2,496-c.c. unit, which is a long-stroke engine of 85 by 110 mm. The Mk VI saloon has attractive "new look" lines, aerodynamic front wings merging with spatted rear wings. The sports two-seater, also endowed with the new engine, has a narrower radiator grille, non-cut-away doors with winding Perspex windows, and 3-in. wider body. Both these cars have torsion-bar i.f.s. The older 14-h.p. car is continued as a conventional-style saloon with improved headroom and one-piece locker lid and now has the i.f.s. and Girling hydro-mechanical brakes, while the older non-i.f.s. 14-h.p. chassis

is confined to the shooting brake model.—**LEA-FRANCIS, LTD., MUCH PARK STREET, COVENTRY.**

★ **LINCOLN** **Stand 143**

On this stand will be found examples of good, modern American automobiles—the V8 Lincoln "Cosmopolitan," which will be shown as a "Town Sedan" with four-speed "Hydramatic" transmission which is now optional in lieu of the three-speed-with-overdrive gearbox; the six-cylinder American Ford "Business Coupé"; a V8 Canadian-Ford de luxe "Fordor" saloon; and a V8 Canadian Mercury "Sports Sedan." The Mercury and Canadian Fords will be shown with r.h. drive, but can be supplied with l.h. drive.

Do not miss the American and Canadian Fords—they have "Mid-Ship" ride, "Hydra-Coil" front springs, "Para-Flex" rear springs, "Lounge Car" interior, a new "Lifeguard" body, new "Magic Action" brakes, "Picture Window" visibility, "Flight Panel" dash, "Black Light" illumination, "Magic Air" temperature control, "Equa-Poise" engine mounting, "Perma-Quiet" valves, "Equa-Flow" cooling, "Deep Breath" manifold, "Power Dome" combustion chambers, "Loadomatic" spark advance, and white-wall tyres at extra cost. Yes, sir!—**LINCOLN CARS, LTD., GREAT WEST ROAD, BRENTFORD, MIDDLESEX.**

★ **M.G.** **Stand 154**

The little push-rod o.h.v. "TC" M.G. Midget which has been such a sales-success in America will be shown in practically unchanged form—which is excellent news. It can, however, be had in bright new colour schemes, black, clipper blue, almond green, red or ivory, with beige, red or green upholstery.

The larger 1½-litre M.G., with i.f.s., is also shown in virtually unaltered form, as a saloon, also in attractive new colour schemes, autumn red and sun bronze amongst them. These are cars, thank goodness, which still look like cars.—**M.G. CAR COMPANY, LTD., COWLEY, OXFORD.**

★ **MORGAN** **Stand 134**

The little Morgan "4/4" (four cylinders, four wheels) is unchanged in specification, price or body styles for 1950. It is available as a real open two-seater of pleasing aspect, with twin spare wheels behind a slab tank, cut-away doors and a disappearing hood and also as a useful four-seater and a trim coupé. The vertical-slide, coil spring i.f.s. introduced all those years ago by Morgan for the three-wheeler model is retained and the engines are proprietary 1,267-c.c. o.h.v. units delivering plenty of zip.—**MORGAN MOTOR CO., LTD., PICKERSLEIGH ROAD, MALVERN LINK, WORCS.**

★ **MORRIS** **Stand 167**

The Six, Oxford and Minor will be shown with detail improvements. Thus the rear lighting is more effective, the seats of the two larger models are more roomy and the single front seat is now leather-upholstered while the interior trim has been improved and two sun-vizors and

twin wind-tone horns fitted. The Six and Oxford now have pressurised cooling and a six-bladed fan, the choke-lock is easier to locate, and specially-mounted telescopic hydraulic rear shock-absorbers replace the sway-bar, while there is greater ground clearance beneath the spring pads. The Oxford now has an external renewable-element oil filter, while a by-pass filter figures in the Minor engine. Other Oxford "mods" embrace altered gear ratios, changes in the steering-column gear-lever to eliminate rattle, better weather-sealing of doors and windows, one-piece brake drum and hub castings resulting in greater rigidity and less weight and larger (5.50 — 15) tyres. The Minor, which as a 918-c.c. s.v. two-door tourer or saloon with torsion-bar i.f.s. gives 37 m.p.g., driven hard, and handles better than most of the highly-praised Continentals, has an increased range of seat adjustment. This thoroughly attractive little car costs £299, or £382 16s. 1d., with p.t.—**MORRIS MOTORS, LTD., COWLEY, OXFORD.**

★ **OLDSMOBILE** **Stand 150**

On Stand 150 General Motors will show that extremely interesting American automobile, the Oldsmobile. It will be shown as a Series 76 4,210-c.c. six-cylinder, in two versions of r.h. drive de luxe four-door sedan. This car develops 105 b.h.p. at 3,400 r.p.m. and has Fisher bodywork. What is so interesting is that in Series 88 form (not on the stand) this Oldsmobile is available in the States with the 4,970-c.c. V8 high-octane, valve-in-head "Rocket" engine which gives 135 b.h.p. at 3,600 r.p.m. With the same bodywork and 9-ft. 11½-in. wheelbase of the Series 76, and "Hydra-Matic" drive, this must be quite a car.—**GENERAL MOTORS, LTD., 23, BUCKINGHAM GATE, LONDON, S.W.1.**

★ **PACKARD** **Stand 181**

On view will be four Series 23 Packards, all with the straight-eight, 135 b.h.p., five-bearing, side-valve motor. They will comprise a gun-metal two-door Club Sedan, a beige four-door Touring Sedan, a green Touring Sedan and a blue, plastic-upholstered Touring Sedan. All will have r.h. drive. **LEONARD WILLIAMS AND CO. (1940), LTD., PACKARD BUILDINGS, GREAT WEST ROAD, BRENTFORD, MIDDLESEX.**

★ **PANHARD** **Stand 166**

Panhard et Lavassor, one of the great pioneer French manufacturers, will again exhibit the jolly little air-cooled, flat-twin, front-drive Dyna-Panhard, which will be shown in two forms, a four-door, four-light saloon and a convertible. The body is of light alloy, front suspension is by two transverse leaf springs and suspension of the non-driving back axle by torsion bars, the brakes are hydraulically operated and the claimed figures are significant—maximum speed 63 m.p.h., fuel consumption 46–47 m.p.g., and running weight 10½ cwt. The futuristic, fully-aerodynamic "Dynavia" saloon, mechanically the same as the "Dyna," is said to do 82–87 m.p.h. and

still conserve the petrol. The French do this sort of thing so very well that Stand 166 is worth a visit. A folder in English, about a modern couple and their Dyna-Panhard, is available.—**PANHARD ET LAVASSOR, 19, AVENUE D'IVRY, PARIS.**

★ **PEUGEOT** **Stand 140**

These well-tried Continental cars are worthy of study, comprising as they do the four-cylinder Type 203 in various guises.—**SOC. ANON. DES AUTOMOBILES PEUGEOT, 29, RUE DE BERRI, PARIS.**

★ **PLYMOUTH** **Stand 147**

New to England are the Special De Luxe Plymouths, shown as two four-door saloons, a Club coupé and a utility. They follow Chrysler design in general and the engine has an increased compression ratio (7-to-1), giving 97 b.h.p. at 3,600 r.p.m., chromium-plated top piston rings to ensure longer cylinder-bore life, bonded brake linings, better clutch and gear-shift, etc.—**CHRYSLER MOTORS, LTD., MORTLAKE ROAD, KEW GARDENS, SURREY.**

★ **PONTIAC** **Stand 137**

These American automobiles will be displayed by Kaye Don on Stand 137.—**U.S. CONCESSIONAIRES, LTD., 5, JUBILEE PLACE, LONDON, S.W.3.**

★ **RENAULT** **Stand 158**

Renault, Ltd., will show their 8.3-h.p. saloon and the little rear-engined o.h.v. 760-c.c. car which, with all-independent coil spring suspension, is notable for being a full four-seater possessing four doors, giving an exceedingly comfortable level-keel ride and extreme economy—45 m.p.g. over 250 miles when driven hard by **MOTOR SPORT.**—**RENAULT, LTD., WESTERN AVENUE, LONDON, W.3.**

★ **RILEY** **Stand 174**

Retaining the same essential engine characteristics that have endowed the make with excellent performance since the days of the original "Nine," the 1½ and 2½-litre Riley models are continued for 1950, with minor modifications. It will be noticed that oil gauge, petrol gauge, ammeter and water thermometer are now flanked on one side by a large-dial speedometer and on the other side by a clock, the dials having gold finish and the facia being completed by garnish rails in walnut veneer. All four windows of the saloon are framed in walnut with ash-trays let into the garnish rails of the doors. The seating arrangements are more comfortable, with softer cushions and hide upholstery. The steering wheel has a bronze-coloured plastic rim with square spokes and the sun-vizors fold into recesses in the headlining.

The 2½-litre model is listed as a saloon, three of which ran successfully through the Production Car Race, and as a new three-seater Roadster, an exciting car priced at £1,114 17s. 2d. with p.t., which we should have liked to have seen in the aforementioned race. A new drophead coupé is also likely to be on

view. Externally the traditional Riley radiator and lines are retained.—RILEY MOTORS, LTD., COWLEY, OXFORD.

ROLLS-ROYCE ★

Stand 173

Visitors will automatically go to the Rolls-Royce stand to see what Britain still makes in the way of cars of the very highest quality and refinement. They will see the new 4½-litre "Silver Dawn," an export-only car intended expressly for the owner-driver and embodying all the famed Rolls-Royce technical perfections. It will be exhibited as a Rolls-Royce all-steel saloon.

The remaining exhibits, which were not expected to emerge from the coach-builders until the day before opening day, will comprise the well-known "Silver Wraith" chassis in Park Ward saloon, Hooper touring limousine and Mulliner Sedan de Ville forms. The chassis price is £2,035.—ROLLS-ROYCE, LTD., 16, CONDUIT STREET, LONDON, W.1.

ROVER ★

Stand 152

Stand 152 will be a centre of attraction because the Rover—long regarded as one of our better high-grade cars—will be seen in entirely new form. The latest Rover "75" has a roomy saloon body in the modern style, with enclosed radiator, combined wings and shell and recessed lamps. It offers increased passenger accommodation with a lower c. of g., a subsidiary claim being improved visibility. The "alligator" bonnet is matched at the other end of the car by the luggage boot, so that a perfectly symmetrical line is obtained. Heating and ventilation have been improved and to keep pace with the new styling the 2.1-litre engine now has a new alloy head with cast-in induction manifolding fed by dual d.d. carburettors, while the i.f.s. has been improved, using large dia. coil springs and rubber-mounted radius arms in conjunction with self-lubricating bushes and double acting dampers. The excellent showing this year in races and speed trials of a privately-prepared Rover single-seater lends special interest to the Rover exhibits.—ROVER CO., LTD., LODGE LANE, SOLIHULL, BIRMINGHAM.

SINGER ★

Stand 171

The "aerodynamic" S.M.1500 saloon will be unchanged except for re-styled interior trimming and upholstery and side-lamps separate from the headlamps. A chassis will be prominently displayed.

Of interest to our readers is the Series 4A version of the Nine Roadster, with an improved differential and now having a four-speed gearbox. Seating and steering wheel have also been modified. Both models employ the well-known Singer o.h. camshaft valve gear.—SINGER MOTORS, LTD., COVENTRY ROAD WORKS, BIRMINGHAM, 10.

STANDARD ★

Stand 144

The Vanguard, Standard's courageous one-model family car for world consumption, is shown with altered seating to give more leg-room in the rear compartment, movable front-seat centre arm-rest, a revised trim style, a re-

grouped facia, more convenient headlamp switch, a detail cleaning of exterior appearance, recessed lock in the petrol filler cap, and new automatic ignition timing control reported to give better m.p.g. at cruising speeds. The steering-column gear change is now on the left of the column and the body is dust-sealed. In other words, a good car rendered better still. The saloon costs £594 18s. 4d. with p.t. (radio, heater and leather trim extra) and an Estate Car is also on view.—STANDARD MOTOR CO., LTD., FLETCHAMSTEAD WORKS, COVENTRY.

STUDEBAKER ★

Stand 163

The Studebaker is interesting as representing the up-to-the-minute American automobile. Go along and see the new body styling, advanced frontal aspect, and use of chromium arranged for Studebaker by Raymond Loewy Associates. Technically you will find the wheelbase increased by one inch, coil springs replacing leaf springs for the i.f.s., and side-valve engines which give more power than before by reason of higher compression-ratio. Have a glance, too, at Studebaker sales literature, which usually sets a high standard and last year featured some particularly beautiful girls enjoying a midnight bathing party. J. A. Joyce, the old A.C. racing driver is in charge—of Studebaker sales, not the bathing party!—STUDEBAKER CORPORATION, 385, EUSTON ROAD, LONDON, N.W.1.

SUNBEAM-TALBOT ★

Stand 159

Blushing under the laurels it won in the Alpine Trial, the Sunbeam-Talbot continues in "80" and "90" forms and is deserving of full marks for a clever blend of traditional and "aerodynamic" appearance. New interior finishes and improved front seats figure on the 1950 models, and an additional finish of black with red leather trim is available. The 1,185-c.c. "80" gives 47 b.h.p., the 1,944-c.c. "90" develops 64 b.h.p., both having push-rod o.h.v. engines, and a "90" put 69 miles into the hour on a Continental road during destruction testing. A Thrupp & Maberley drophead coupé makes a most attractive body on these chassis.—SUNBEAM-TALBOT, LTD., RYTON-ON-DUNSMORE, NEAR COVENTRY.

TRIUMPH ★

Stand 142

One of the few really new cars at the Show, and a creditable combination of modernity and economy, is the 1½-litre Triumph "Mayflower," with coil-spring i.f.s., a three-speed gearbox, hydraulic brakes, and a two-door saloon body in Triumph's well-known "knife-edge" style, fully rust and dust-proofed and with provision for radio and heater. A maximum of 63 m.p.h., 40 m.p.h. on 2nd and 18 m.p.h. on 1st gear, with a fuel consumption of 35 m.p.g. and 0-50 acceleration in 23 sec. is claimed and we await confirmation, and the price, with genuine interest.

The "Mayflower" is backed by the 2-litre saloon with Standard Vanguard engine, now seen with a new chassis having coil-spring i.f.s., a 15-gallon petrol tank and detail mechanical and

equipment improvements.—TRIUMPH MOTOR CO., LTD., FLETCHAMSTEAD WORKS, COVENTRY.

VAUXHALL ★

Stand 148

Vauxhall continue their useful, economic and brisk saloon models—the 1½-litre four-cylinder £375 "Wyvern," and the 2½-litre six-cylinder £430 "Velox"—which provide comfortable safe transportation fully up to modern requirements. The bodies are available in black, blue, grey or green and the "Wyvern" now has bronze leather upholstery, antique brown interior paintwork and a fawn carpet and headlining.

These cars have been improved in detail. For example the "Velox" now has larger (5.9—15) tyres, and more comfortable, 3-in. wider front seating. Both models have 1-in. larger in-built headlamps with tiny parking lamps beneath them, redesigned seats, a new "Metalchrome" paint finish, a water thermometer on the facia, where a lamp has replaced the ammeter, a better position for the headlamp warning-light slot, a snow shield beneath the gearbox which also protects the gear-change mechanism from water and mud, longer rear-spring gaiters with better self-sealing, rubber-loaded door dovetails and map pockets in the front doors. In addition the old worm-and-nut steering has been replaced by a Burman worm-and-peg-type steering box, which is claimed to cut down friction, give better control and, in conjunction with single ball thrust bearings in the steering yokes, to give lighter, more positive control and better accuracy when driving in cross winds.

Obviously the makers have sought to eradicate the few weak points of these post-war Vauxhalls, which are already seen with such frequency on our roads. The "Velox" offers very much the American standard of performance, at competitive prices and with notable economy.—VAUXHALL MOTORS, LTD., LUTON, BEDFORDSHIRE.

WOLSELEY ★

Stand 155

The Wolseley is one of the now-rare cars which looks like the old-folks conception of a motor car. Having a fine overhead camshaft engine, it is made in two forms, the "Six-Eighty" and the more economical "Four-Fifty." The interior fittings of both models have been improved—for instance, you now find doors to the glove boxes and repositioned ash-trays—and the rear number-plate illumination is better contrived. Bench-type front seats can be supplied on export models when required. Technical modifications are confined to a better choke control and different gear ratios on the "Four-Fifty."—WOLSELEY MOTORS, LTD., COWLEY, OXFORD.

THE ACCESSORIES AND COMPONENTS SECTION

Below we refer to those exhibits details of which have been submitted to us:—

THE BENJAMIN ELECTRIC, LTD.

Stand 496

This concern, which used to make the "Boyce Motometer" radiator filler-cap thermometer, will be showing lighting equipment of special interest to those whose business it is to effectively illuminate

workshops, garages, petrol pumps, stock-bins, the exteriors of buildings, etc. Fluorescent lighting in great variety, including the new G-type Fluorolier, will be of interest, besides Benjamin reflector-covers, handlamps, shades and similar illumination accessories.

The Benjamin Electric, Ltd., Brantwood Works, Tariff Road, London, N.17.

THE CHLORIDE ELECTRICAL STORAGE CO., LTD. Stand 271

A well-chosen range of Exide "Double-Life" batteries is the principal exhibit on the stand of the Chloride Electrical Storage Co., Ltd. This includes both 6-volt and 12-volt batteries, which are displayed in high-quality ebonite containers.

The Chloride Electrical Storage Co., Ltd., Exide Works, Clifton Junction, near Manchester.

DUNLOP RUBBER CO., LTD. Stand 223, Ave. H.

Many interesting tyres will be on view, including "Road Speed" and "Trakgrip," which are of direct interest to MOTOR SPORT readers.

The Dunlop "Road Speed" cover is a development of the new Fort cover but modified so as to reduce heat generation at high speed without too great a loss of tread mileage. Whilst the tread pattern is similar to the new Dunlop, the tread is shallower, narrower, and made of a special heat-resisting compound. The casing corresponds in general with the normal Fort construction but racing type compounds are used. Road Speed covers can be identified by a special silver and black rubber medallion bearing the words "Dunlop Road Speed" and by the letters "R.S." appearing under the word Dunlop. It is important to recognise the different conditions for which Road Speed and Racing tyres are designed. Racing tyres are designed for consistently maintained speeds of well over 100 m.p.h. Such tyres are not expected to have a very long life and may well be changed after each race.

"Road Speed" tyres are designed for cars which may be capable of equally high speeds but which, because of road and traffic conditions, can only indulge in those speeds over short distances. This allows R.S. tyres to be designed for an appreciably longer life than racing tyres, but they cannot possess the long wearing property of Fort or Dunlop tyres. N.B. The Jaguar XK120 which made the record-

breaking run of 132 m.p.h. last May was equipped with Dunlop R.S. covers.

The 6.00-16 Trakgrip T.28 pattern covers are ideal for general cross-country work, towing, etc., and are also serviceable on road and track. The tread pattern makes it unidirectional, i.e., it must be fitted the correct way round to ensure efficient tread cleaning when operating on soft ground. When the cover is fitted correctly the point of the "V" or arrow in the tread pattern should point forward at the top on front and rear wheels.

The 7.00-16 Trakgrip T.25 pattern covers are supplied as alternative equipment. These ensure maximum wheel grip and driving power when operating over soft mud, ploughland and all unprepared surfaces. Although this "tractor" type pattern can be used for short distances on the road, it is essentially an "off the road" tyre and is not recommended for road work. This tyre is also unidirectional.

The Dunlop Rubber Co. Ltd., Fort Dunlop, England.

LODGE PLUGS, LTD. Stand 264, Ave. G

Lodge have the honour of supplying sparking plugs for Grand Prix racing cars, than which no greater recommendation is required. But unless you use the correct grade of Lodge plug for your particular engine you cannot ensure optimum results. Lodge are on Stand 264 to specify for you.

Lodge Plugs, Ltd., St. Peter's Road, Rugby.

JOSEPH LUCAS, LTD. Stands 276, 267, 268, 378

Lucas electrical equipment figures in the majority of British vehicles which establish records or win races and other competitions on land, on water and in the air. If you require a new battery (Stand 276, Ave. F.-G.), require advice on car electrical matters (Stand 378, Ave. A.), or wish to see the great range of Lucas lighting, generating or starting equipment (Stands 267 and 268, Ave. G.), Lucas experts will be glad to see you. Horns, screen-wipers, switches and other items too numerous to detail are attractively displayed.

Joseph Lucas, Ltd., 46, Park Street, London, W.1.

JAMES NEAL & SONS, LTD. Stand 443, Ave. C.

This firm is celebrating its Centenary at the Show—make sure of obtaining your copy of their Centenary

catalogue in an attractive stamped cover. The range of "Raydyot" accessories on the stand covers every sort of car lamp, lamp holders, switches, mirrors, L-plates, display cases, etc.

James Neale & Sons, Ltd., Graham Street, Birmingham, 1.

NOTEK ELECTRIC CO., LTD. Stand 381, Ave. A

At night or in fog a car is as fast as its lights, and enthusiastic drivers are consequently meticulous about the nature of the lamps which their cars carry. Notek are renowned for fog and spot-lamps and readers will find much to interest them in the wide-angle "Fogmaster" and "Roadmaster," and long-range "Drivemaster" and "Speedmaster," lamps. The well-known anti-dazzle "Passmaster," priced from £5 1s. according to finish, will also be shown, and in its latest form it embodies a new discovery in lighting which you should make a point of studying.

Notek Electric Co., Ltd., 23, London Road, Bromley, Kent.

WELLWORTHY PISTON RINGS, LTD. Stand 403, Ave. C-G.

This well-known firm will show pistons, piston rings, cylinder liners and valve-seat inserts in great profusion. They also issue some very technical literature in various languages of great interest to engineers and will be pleased to discuss the properties of their rings in "Lymalloy."

Wellworthy Piston Rings, Ltd., Lymington, Hampshire.

WICO-PACEY SALES CORP., LTD. Stand 320, Ave. D-E

This concern's electrical components will be of great interest and their new vertical magneto should be inspected by all who seek extra efficiency and performance from their cars.

Wico-Pacey Sales Corp., Ltd., Denbigh Road, Bletchley, Bucks.

A Lewin sprinkler-sweeper-collector of the type used for highway cleansing by municipalities throughout the country was taken into the Earls Court building on September 12th, to sweep the large floor space in preparation for the exhibition. Not only did the vehicle sweep on the ground floor, but it was taken up into the galleries.

TWO MODERN SPORTS/RACING CARS

Our Continental Correspondent Describes the Cars which Finished First and Second in the 36th G.P. de l'A.C.F.

THE new Type 175S Delahayes which ran in the French G.P. are those which made their first appearance at Le Mans and have 4½-litre six-cylinder engines, with the normal Delahaye valve arrangement of push-rod operated overhead valves. Inlet and exhaust ports are on the off side and three Solex horizontal carburettors feed the cylinders by paired manifolds while the six exhaust ports discharge by small stubs into a single pipe. Fuel is fed from the rear tank by two mechanical pumps mounted on the near side of the engine and these are supplemented by an electric pump on the bulkhead. In front of the radiator and below it is a smaller radiator for cooling the oil. As usual a Cotal gearbox is employed and this drives to a normal rear axle. Suspension at the back is by ½-elliptic springs with shackles at the back and brake torque arms are fitted parallel with the springs, as are the friction shock-absorbers. The front suspension follows standard Delahaye practice of independent suspension with transverse leaf spring and wishbones, together with the familiar Delahaye radius arms. Bendix cable brakes are still retained and 5.25 by 18 front tyres were used, with 7.00 by 17 rear. The new Delahaye, while following the typical

French sports car layout, has the appearance of being a very large and ungainly motor car, compared with, for instance, the 4½-litre Talbots, and on the corners it added still further to this impression, compared with many of the other cars that were running. Pozzi's car nevertheless won, at 141.844 k.p.h.

The H. W. Alta, on the other hand, which finished second, was as small and compact as any of its continental brethren. It was running more or less in the same guise as when it won the Manx Cup Race, except that for the G.P. de l'A.C.F. it was equipped with wings of light alloy, spare wheel, lights and starter, etc. For this event, four Amal carburettors replaced the more normal twin S.U.s; these were of the 10 T.T. type, each with its own float chamber. Fuel for this event was commercial, of 80 octane, so of course the compression-ratio was lower than when it was running in the I.O.M. During the closing stages of the race the Alta and the Ferrari were running only 100 yards apart and it was interesting to compare their respective abilities for cornering. Although the Alta had a tendency for its front wheels to lean away from the bend it remained remarkably steady and the Citroën rack and pinion

steering gear gave a precision line and ability to hold that line without a lot of wheel-sawing, which some continental sports cars seem to require. Like most of the drivers in the race, Heath suffered from overheated feet—for the day was one of the hottest that the South of France could produce—and finished with large blisters on his heels.

VINTAGE VEERINGS

—continued from page 409

Alps, then swiftly across France for home—a fortnight's motoring in a 24-year-old car, and no trouble of any sort. Not a drop of oil seemed to have vanished from the sump and not a tyre punctured. During this tour, Mr. Walker kept his eyes open for vintage cars but they seemed of interest only to impoverished farmers. The "bag" was confined to a "Brescia" Bugatti, some Lancias and Alfa-Romeos in Switzerland, a couple of Amilcars and a Georges Irat.

Not unnaturally, Mr. Walker is keen on A.C.s and has acquired another vintage Six; this one he is endowing with Lancia i.f.s. after stiffening the front end of the somewhat slender chassis.

VETERAN TYPES—XXXIV . . . A FLASHBACK

THE 34th article in the "Veteran Types" series was published in MOTOR SPORT last December and dealt with the 1908 Grand Prix Austin, now in the care of the Austin Motor Co., Ltd., which was written-up for us by A. S. Heal and Kent Karslake.

This has given rise to one of those valuable and remarkably interesting contacts with one who was present at the race in question—none other than Harvey Lamballe, who was Dario Resta's mechanic on one of these Austins. It is always a pleasure to hear from personalities from the past, especially when they are fit and active—as Mr. Lamballe appears to be, for he says he saw the article on arriving at his home in Middlesbrough after a 15-months' voyage as second engineer on an 8,000-ton twin-screw diesel tanker, and that he is just off to sea again. His two sons compete in local trials, and it was they who saved this "Veteran Types" article for their father.

Mr. Lamballe was with the Beeston-Humber Company at Nottingham until 1908, and he rode as mechanic to G. P. Mills when he won the 1907 Heavy T.T. at 37.5 m.p.h. In April, 1908, Mr. Lamballe went to the Austin Company and remained with them until September, 1922. With an interesting account of his experiences as mechanic to Resta and the Austin in the 1908 Grand Prix, which we publish below, Mr. Lamballe encloses some truly historic postcards, depicting, amongst others, Resta's chain-drive Austin, Lautenschlager's Mercédès,

Szisz's Renault, Nazzaro and Lancia in the F.I.A.T., Laxen's Weigel, and Heath's Panhard-Levassor, which took part in the races at Dieppe. He also enclosed his French *Certificat de Capacité*, dated June 15th, 1908, issued on the occasion when he took Resta's car to Dieppe. It is a credit to Heal and Karslake that Mr. Lamballe's account tallies so exactly with the one they wrote for MOTOR SPORT forty years after the event. It is significant, too, that it identifies the car now at Austins as the one Warwick Wright drove and Resta's car as having been sold to Jack Johnson. Mr. Lamballe's valued account reads:—

"Shortly after joining the Austin Company I was appointed Resta's mechanic, and worked under his instructions tuning up, etc., and taking the car to Brooklands for speed and endurance tests. The four cars had a race to themselves on the Whit Monday with a tyre change exhibition halfway, which was really a try out and let the motoring world see the cars which were representing England.

"I took the car from the works to Folkestone on June 14th, shipped her across, and made my way to Eu where the company made their depot. Resta came with his Mercédès, and we used to go 100 miles out and back early each day on the Austin and in the afternoon toured round the circuit in his car, to learn the route, corners, etc., thoroughly.

"The Wednesday before the race, avoiding people talking in the road round

a bend, we had to take to the bank and overturned; this damaged the engine and frame, and after being towed back, welders were brought from Paris and repairs hurriedly made, and completed in time to weigh-in on the Sunday.

"The morning following the accident (Thursday) we took the spare car (live-axle type) driven by Syd Hands, works head driver and reserve driver for the race, for our usual test run, but again had the misfortune to hit a tree trunk with the extending rear hub cap (avoiding a cart at a cross road) whilst going at about 70 m.p.h., and this broke away the rear axle and springs and actually pulled the third motion shaft clean out of the gearbox, and as far as I can remember this car was shipped back to the works and never rebuilt.

"After two days' rest, and bailed out of police hands, our car (the chain-drive) was ready and we took her to Dieppe on the Sunday to weigh-in and make final adjustments. This car on Brooklands actually got up to 98 m.p.h.; we tried hard to top 100 m.p.h., but never did. After the accident, however, the frame and rear axle were slightly out of line and over 80 m.p.h. the car was very bad to steer, and in the race rarely exceeded that speed, a handicap to poor old Resta, hence his lower speed in the race.

"Early next morning I was pulled out of bed and instructed to get the car on to the boat at Dieppe and get away before the police came, and I was in London with the car that evening.

"The other live-axle car was driven by Warwick Wright and must be the one now at the works, and the other chain-driven type was driven by Moore-Brabazon.

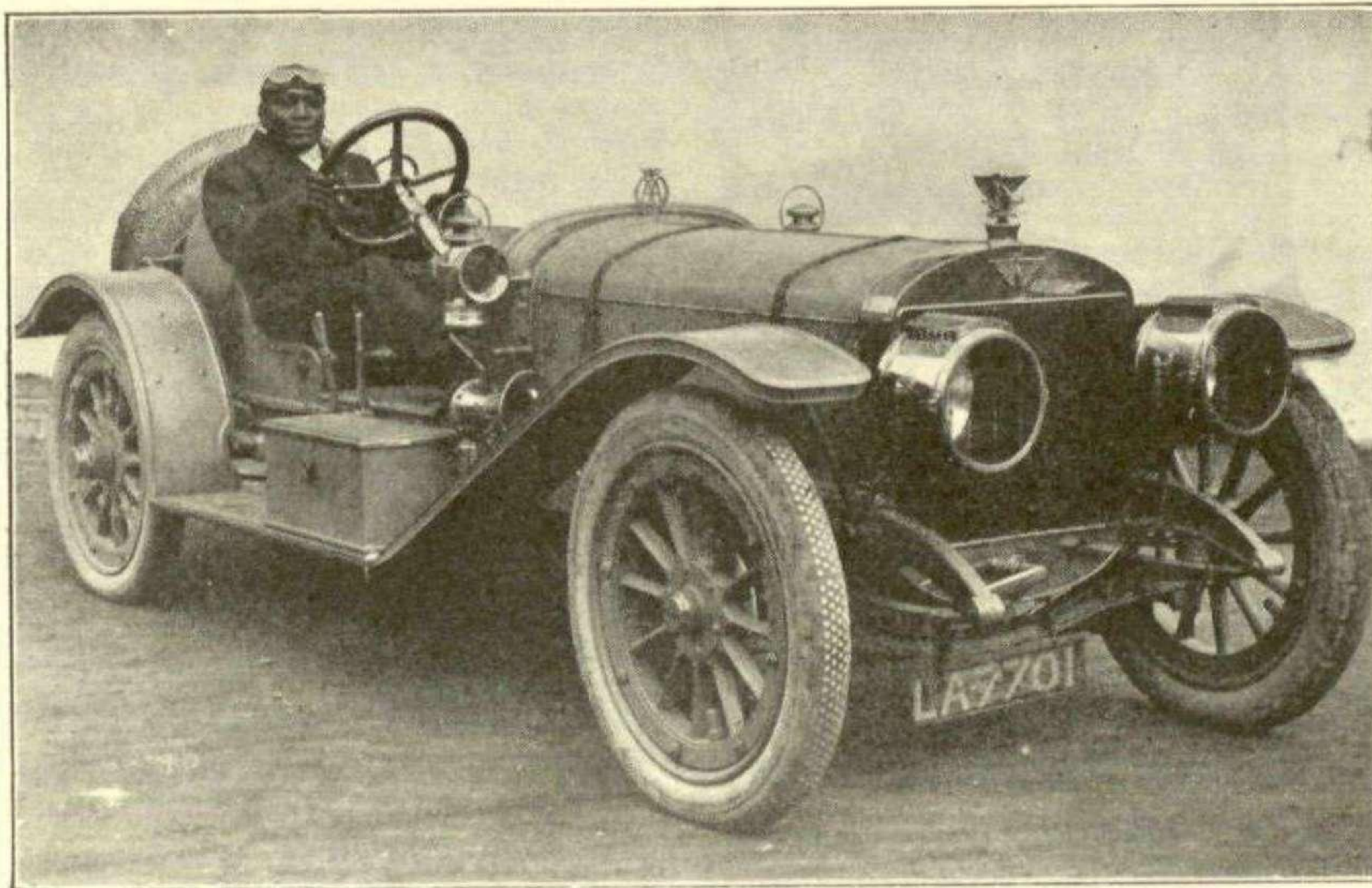
"Resta's car was sold to Jack Johnson, world's boxing champion at that time; I took him a trial run on it at the works and he took it away whilst touring Europe.

"The only difference from your article is: that the rear tyres were 880 by 120, but the front were 875 by 135, necessitating carrying four spare rims. There was definitely a foot accelerator and only one carburetter; Nos. 1 and 6 cylinders used to starve until heated up. With the exception of increased bore the cars were practically standard models and even then made a great show against the cracks of the Continent."

A USEFUL MANUAL

"THE FORD OWNERS COMPLETE HANDBOOK," by Wm. J. Lipsett. (Floyd Clymer, 143 pages, 1.50 dollars.)

This book covers the servicing of all Ford V8 and six-cylinder passenger cars from 1932 to 1949 inclusive, covering the models 11A, 18, 21A, 40, 48, 68, 69A, 74, 78, 79A, 81A, 82A, 89A, 91A, 98BA, 922A, 01A and 022A, V8s, and the 1GA, 2GA, 6GA, 7GA, 8GA and 98HA sixes. Tables of bearing clearances, ring gaps and clearances, valve spring strengths and sizes, and valve timing, etc., are included, and this book should be invaluable to those who operate these cars or use these engines in "specials."



PUZZLE PICTURE!—Issued by the Austin Co., it purports to show Jack Johnson in one of the 1908 G.P. Austins, of which "three were converted and sold as touring cars." This confirms Mr. Lamballe's story that one shaft-drive car was crashed and never rebuilt, but does not tally with his impression that it was Resta's chain-drive car which Johnson bought. The registration letters of the shaft-drive cars were AB and BE, whereas the car shown carries an LA plate, not issued until 1910. However, study under a magnifying glass reveals that this plate is (temporarily?) strapped to the axle. So the car may be the one now at Austins, in which Johnson merely posed for the camera. It certainly has 880 by 120 front tyres, but the bodywork is somewhat different. Or is Johnson posing in a standard 50-h.p. car? Why one G.P. car was registered in Worcestershire, presumably by Austins, another in Lincolnshire, is an additional mystery.

WE HEAR

There are, or were, some beaded-edge tyres and oil lamps for sale at the Grosvenor Garage, Worplesdon. However many Vernon-Derbys are there? K. A. Bradley of Ash Villa, Frampton, By Boston, Lincs, has recently acquired one and would like to contact other owners, while another, Ruby-engined, is reported in Birmingham. Regular readers will recall reference to others, in "Vintage Veerings" of recent months.

A 30, which surely constitutes the easiest and most pleasant exit from London, has yielded some remarkable cars lately, for instance, an old "12/24" Citroën tourer followed by an Edwardian Charron and an "11/22" Lea-Francis with van body occupied by an elderly couple and climbing Bagshot hill very sedately. And, proceeding against the traffic on its way to the S.B.A.C. Show, we were definitely impressed by the number of "40/50" Rolls-Royce cars used by executives of the Aircraft Industry. A 1925 "8/18" Humber tourer in a good state of repair was seen in a Hampshire garage priced at £75.

Peter Sharp of "Gilwyns," Chiddingstone, Kent, says that it is through reading *MOTOR SPORT* that he has paid £8 for a 1928 15.7-h.p. o.h.c. Wolseley, fitted a new axle shaft to get it on the road, and now it is up to us to tell him whether the axle should whine on the over-run, how to adjust this axle and how to time the valves and set the tappets. Can anyone who knows these cars oblige?

R. B. Bicknell is running a beautifully preserved 1924 23-h.p. Lanchester polished aluminium drophead coupé and at the other end of the scale, C. Weswall has acquired a nicely-preserved 1926 F.I.A.T. Eight.

Comdr. L. A. Cubitt, R.N., craves a handbook for the 1927 "14/40" Vauxhall he acquired recently in specimen condition, with only 52,000 miles on the odometer. A good article on "The Racing Gerards" (Bob and Joan) appeared in *Everybody's* dated September 10th, and constitutes useful propaganda. Unfortunately the sensational element crept into a picture caption, making Gerard end up in a corn-field after his Frazer-Nash lost a back wheel practising for the *Daily Express* Sports Car Race, and the wheel "narrowly missing spectators," whereas Bob stopped on the grass verge, while refuel stops are shown as centring about the Frazer-Nash, the E.R.A. not being illustrated, but otherwise the article is entertaining and well written. P. B. Reece is anxious to contact previous owners of his ex-Crozier Type 51A, 1½-litre, twin-cam G.P. Bugatti, No. 51138. The car was at one time taxed—registered number FWP 556.

One of the cars which ran at Jersey last month had an S.U.-carburetted Ford Ten engine behind the driver, cooled by a large radiator set upright in the tail, with ducts leading air to it.

A. T. Norton has considerably modified his Mephistophelgatti, having brought its Lincoln Zephyr engine back almost to standard specification, shortened and considerably lowered the Bugatti chassis, to which he has fitted i.f.s. from a fifth series Lancia "Lambda." Leslie Howard of 50, Cathcart Road, S.W.10, who recently acquired a rather rough Z10

Club News



"10/23" Talbot two-seater from Ireland, would like to contact the present owner of a "10/23" four-seater, YK9172, at present registered in Kent, as this car was his father's from 1926 until 1942. He is also willing to help owners of these cars with spares from a collection in his possession.

FIXTURES FOR OCTOBER

- 1st & 2nd.—Harrow C.C. Closed Invitation, Rally and Concours, Frinton and Walton-on-Naze, 11 a.m.
- 2nd.—Hayley & D.M.C. Closed Autumn Trial.
M.G.C.C. Closed Trial, Glos.
"750" Club Closed Invitation Wrotham Cup Trial, Kent.
- 8th.—BRISTOL M.C. & L.C.C. NATIONAL SPEED TRIALS, WESTON-SUPER-MARE.
B.M.C.R.C. Motor-Cycle Races, Silverstone, 10.30 a.m.
- 8th-9th.—Hants & Berks. M.C. Closed Invitation Night Rally, Surrey.
- 9th.—Vintage S.C.C. Closed Invitation Speed Trials, Luton Hoo.
Yorkshire S.C.C. Closed Scarborough Trophy Trial, Scarborough.
Taunton M.C. Closed Invitation Allen Trophy Trial, Quantocks.
- 15th.—R.A.C. BRITISH TRIALS CHAMPIONSHIP.
M.G.C.C. Closed Trial, Chilterns.
- 16th.—W. Hants & Dorset C.C. Closed Invitation Knott Cup Trial, Wool Heath.
Plymouth M.C. Closed Trial, Devon.
Peterborough M.C. Closed Invitation Trial, Peterborough.
- 22nd.—M.C.C. CLOSED SPORTING TRIAL, BUXTON.
Ulster A.C. Closed Trial, Co. Down.
- 23rd.—SHEFFIELD & HALLAMSHIRE M.C. CLOSED INVITATION HIGH PEAK TRIAL, DERBYSHIRE.
Southsea M.C. Closed Hunt Trophy Trial, Hampshire.
- 30th.—MAIDSTONE & MID-KENT M.C. CLOSED INVITATION BOSSOM TROPHY TRIAL, KENT.

British Intelligence Objectives Subcommittee Overall Report No. 21 (H.M. Stationery Office, 2s.) deals with the German Motor Industry from 1939-1945. It is by Maurice Olley and contains a special contribution by Cameron Earl on German racing cars of the 1934-39 era. We were wrong in saying A. S. Lusty's

"TC" M.G. has a Marshall supercharger—it uses a Shorrocks.

It really is surprising how aged cars continue to turn up, all hale and hearty. For instance, in Worcester a 1921 Calcott drophead coupé which has been stored in a shed for ten years, has come to light and started at the second turn of the handle, running quietly and without smoking. Apparently it was bought for 170s. in the middle twenties and run until the war and, our informant remarks, shows a very high standard of workmanship (the list price was £525) and the body is upholstered like a Rolls-Royce of the same period. Then A. B. de Sutton is getting excellent service from a 1931 Series T.80 24-h.p. Vauxhall with a Grosvenor coupé body, which has, it is thought, run some 130,000 miles, while in Sydney, Australia, Harvey Clift has found a 1929 twin-cam Salmson and hopes to do some racing with it.

In reply to repeated inquiries, Boddy has commenced Vol. III of his "Story of Brooklands" and publication is expected next year. Vol. II is still available and Vol. I is being reprinted. Orders should be sent to the Grenville Publishing Co., Ltd., 15, City Road, London, E.C.1.

Out in Los Angeles, D. C. Fairchild has a Type 40 Bugatti which he hopes to convert to Type 37 specification. We recently took a short spin in Graeme Naish's 1924 "14/40" Sunbeam coupé and were quite charmed by its quiet, dignified running, the ability of the o.h.v. four-cylinder engine to steam away from low speeds in top gear and the pleasantly vintage panorama of short, broad bonnet and substantial mudguards, seen from the front seat. On long runs 26 m.p.g. is obtained, and the owner would be glad to hear from other "14/40" Sunbeam owners—his address is Shipley Gate, Horsham, Sussex.

V.S.C.C. OF A. ★

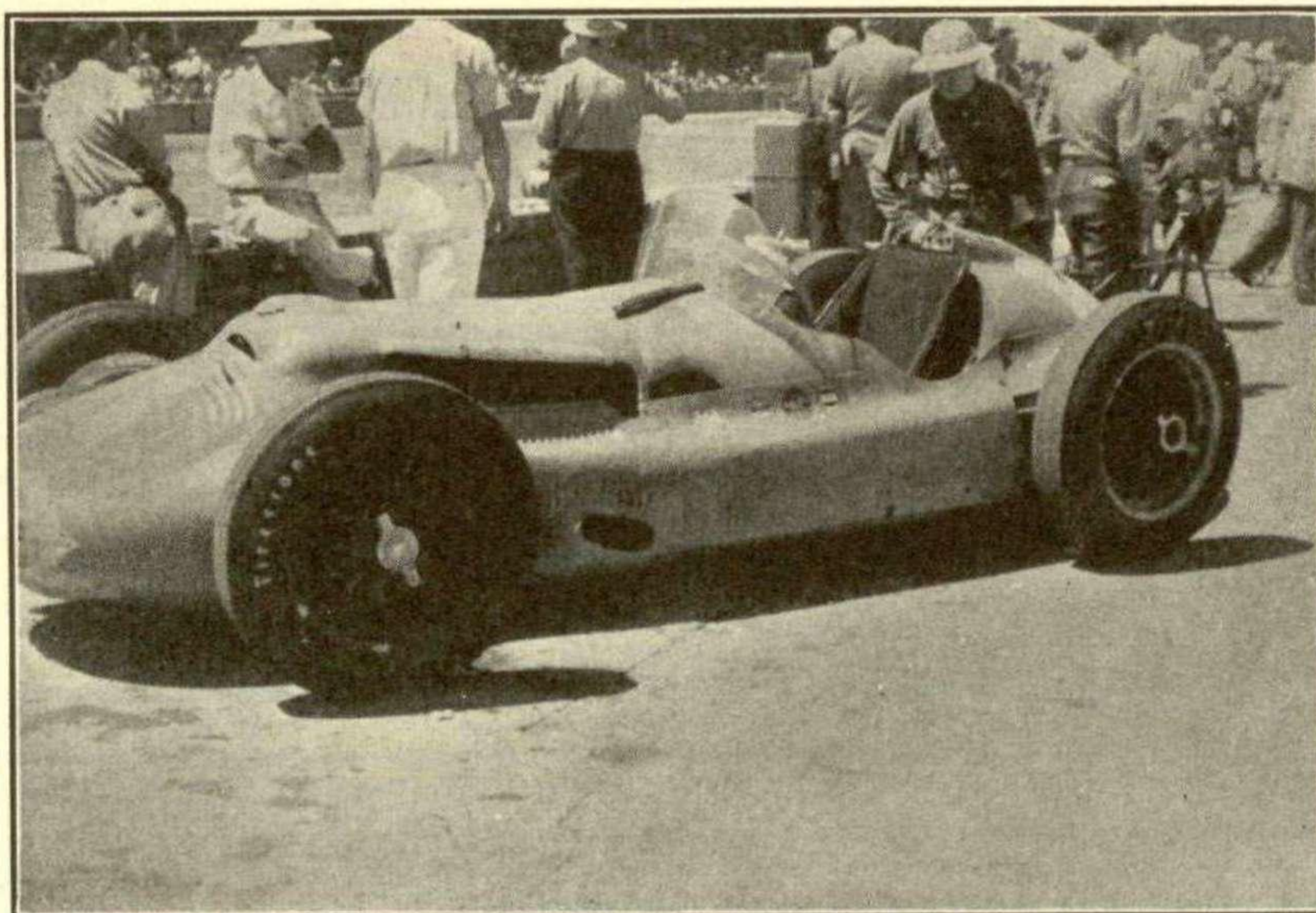
The journal of the Vintage Sports Car Club of Australia has made a welcome re-appearance and possesses similar spirit to our V.S.C.C. Bulletin, but is not quite so lavish. R. Shepherd resumes his beautifully-illustrated "Vintage Types" articles, dealing this time with the "Hyper Sports" Lea-Francis. Future fixtures include speed trials at Killam Park or Laverton on October 16th, a trial in November, and picnic-meets. The N.S.W. secretary is B. Helsham, 56, Milner Crescent, Wallstonecroft; for Victoria, Lt. D. George, 10, Tech. Maint. Sect., Signal Depot, Albert Park; and for South Australia, D. G. Howard, 17, Davonport Terrace, Hazlewood Park.

B.D.C. ★

The astonishing Bentley Drivers' Club issued its splendidly produced "Review" on September 1st, as usual. It now has still more new members, bringing the total to 825. The annual dinner and dance will take place at the Dorchester on October 8th.

R.A.C. TRIALS CHAMPIONSHIP ★

This will be contested between invited drivers from England, Scotland and Northern Ireland, limited to a total of 65, over a course of some 50 miles in



[Photo by Paul Frere

HOW ARE THE MIGHTY FALLEN.—The 3-litre V12 G.P. Mercedes-Benz which came from Germany to England and on to the States during the war, as it is today, raced by Joe Thorne with an unblown six-cylinder 4½-litre Sparks engine installed in the manner shown.

the Cotswolds near Cheltenham. Here we may observe that great enjoyment is to be had marshalling or spectating at winter trials and few better ways suggest themselves of using your "standard ration." Most clubs are able to allot jobs as marshals, even to non-members, providing they can be assured that the applicant will do the job seriously, arriving in good time at his or her "section," seeing all the competitors through it, marking score-cards conscientiously (if the job involves that) and not departing for home until these cards and any club equipment is handed in at the finish. If you are interested, write to the club organising the next trial in which you would like to marshal, offering to help. Spectating can be good fun, too, and often, by judicious employment of a one-inch Ordnance Survey map, it is possible to see the cars tackle two or even three "sections" on the same day. Organisers will usually give details of the route and times of arrival of competitors to such *bona fide* inquirers as ask for this information at the start. Points to remember: please park well clear of "sections" and narrow approach roads; don't try to climb a "section" just because you would like to be at the top and then block the hill as the first competitor arrives. Don't dash noisily down narrow lanes—you can make trials unpopular by drawing unnecessary attention to them—and be polite to locals in whose fields, etc., you may park. Don't forget that trials often run behind schedule, so come prepared for long waits in the cold. A car with proper lights will avoid having to leave before dark, a supply of food and drink will be very much to the point, and raincoats, gum-boots, shooting-sticks, torches, and umbrellas for the fair sex, are useful items of equipment. You will probably find the car has to be left some way from a "section" and it isn't always easy for your party to return to it in a hurry should

the weather turn nasty. Anyway, try it—and, if you enjoy it, make sure your M.P. insists on the continuance of the "standard" petrol ration, that this harmless winter sport may continue and not be cut short . . .



MORE PERSIAN GULF NEWS

The Club in the Persian Gulf recently held its first event, at Muharrag, one of the Bahrein group of islands. The Awali Motor Section staged its event there on August 12th, consisting of a stop and restart plus acceleration test, a parking test and a wiggle-wobble. A 1941 Ford V8 sedan won the first, in 26 sec., from another Ford V8, a Standard "Vanguard" and an A40 Austin. Sixteen ran, including a "30/98" Vauxhall, Morgan "4/4," 1½-litre Riley and a 1949 Ford V8. The Austin won the parking test, a Ford V8 the wiggle-wobble, the A40 winning the entire competition on aggregate marks. Masses of Arabs came to watch the "mad sahibs" in action. Future events were to include another rally, a hill-climb on August 26th and a Monte Carlo-style rally over some tough going. Our correspondent would appreciate particulars of similar events, marking systems, etc., suitable for flat, sandy, sometimes rocky, terrain with no hills or mud. Club secretaries should address him: E. M. Main, c/o B.A.P.C.O., Box 473, Awali, Bahrein Island, Persian Gulf.



AMERICAN ENTHUSIASM

From time to time we have referred to articles on British sports cars in the American Press. But the July issue of *True* really surpasses itself. The cover is a reproduction of a beautiful painting by Peter Helck of the 1914 Santa Monica Vanderbilt Cup Race, showing Ralph de Palma in the 1908 120-h.p. Grand Prix Mer-

cédès (with angular radiator cowl befitting a German car) leading Barney Oldfield's yellow Mercer. Inside is an article by *True's* motor-minded Editor, Ken. W. Purdy, who owns a 1912 Mercer Race-about. Entitled "The Big White Cars" this article is full of Mercédès lore, some of which may have been culled from the books of George Monkhouse, Cameron Earl and Alex Ulmann (and there's nothing against that), and also contains an interesting description of the Type 770K straight-eight 7.7-litre Mercédès-Benz which was shown at our Motor Show in 1938 and later used by Adolf Hitler as his personal car. To-day it is owned by Christopher Janus of Chicago, who swapped it for 20,000 dollars' worth of ball-bearings with the Swedish company into whose possession it had come.

Such well-informed motor racing articles in American papers are indeed good to see and we extend our congratulations to Ken. Purdy. The only error we spotted concerns a picture of one of the 1914 G.P. Mercédès, captioned as having won the Elgin road race of 1912, whereas the text makes plain that this honour belonged to de Palma's 1908 G.P. Mercédès, pictured beneath the other illustration in its 1913 Indianapolis guise, Ralph Mulford up.



FALCON M.C.

We have received the following from the Press Secretary of this newly-formed club:

"I should like to thank you for your insertion in *MOTOR SPORT* of our letter on the formation, some time ago, of a motor club at Puckeridge, Hertfordshire.

"This club has now been recognised by the R.A.C., and will be known as the Falcon Motor Club.

"Meetings are held at 8.00 p.m. on the second Wednesday of each month at the Crown and Falcon Hotel, Puckeridge, when new members will be welcome. The annual subscription is 10s. 6d.

"Correspondence should be addressed to D. Chiles, Esq., Honorary Secretary, 16, Owles Lane, Buntingford.

"We propose to hold a number of events in the future, including a closed trial in October, and a closed invitation trial early next year, both in Hertfordshire."



MISCELLANY

We noticed recently that boys from a local grammar school were acting as course-marshals at a race meeting. Now we are all for encouraging the rising generation to take an active interest in competition motoring, but we wonder if it is wise to let them do the more dangerous jobs. If they do them, it would seem advisable to ensure that the headmaster concerned is aware of the nature of the task and that parents' permission has been obtained. Even then, "marshalling for the local motor club" may not sound so dangerous as, for instance, flying or riding in a racing car, for which any headmaster would presumably call for parental sanction. We do not wish to seem needlessly finicky, but cars do leave the road at speed events and course-patrols are nearer the accident than those the public side of the fence. By all means let schoolboys and school-

LETTERS from READERS

THE "OVER-RATED" H.R.G.

Sir,

Mr. John B. Owen, in his letter to you last month, says that the H.R.G. is "hand-made, built by craftsmen," and seems to regard this as a great point in favour of the car. But I suggest that he is on dangerous ground here, for when it comes to making things to high-precision standards, the only difference between parts made by machine and those made by hand is that the latter take much, much longer to make—presuming that the craftsman is absolutely first-rate. If he is not, the hand-made parts will not approach the machine-made ones for accuracy. In any case I should be interested to learn in just what way more hand labour goes into the making of the H.R.G. than into the "TC" M.G.

An H.R.G. bought by one of the editors of a big weekly motoring paper, when delivered showed, to quote his words, "no great desire either to go or to stop, for two reasons, which the makers discovered and rectified after . . . about 4,000 miles. Fault number one was pistons of incorrect compression length, which sadly curtailed power output; fault number two, an unsatisfactory type of brake water-excluder." This car also suffered from "petty but irritating electrical short-circuits, which quite often called for temporary disconnection of circuits to permit punctual completion of a journey." A car sold to a prominent motoring journalist is hardly likely to be sub-standard, but "some details of the rather lightly-built body succumbed to the shaking of a stiffly sprung and flexible chassis, the windscreen frame having needed repair and the front wings being given extra stays to brace them against French roads." On the Continent, "the radiator bracket cracked." Taking all these things together, they do not, to me, quite seem to add up to the "beautiful workmanship" mentioned by Mr. Owen.

When the performance of the 1½-litre H.R.G. is compared to that of the "TC" M.G., road-test figures show that the H.R.G. is slightly superior on acceleration, much inferior on braking, and slightly superior on mean maximum speed, although the fastest runs of the two cars were of identical speed. But it seems from the figures given by Mr. Fitzgerald in his letter to you last month, that the fitting of a Marshall-Nordec blower enables the "TC" to equal or excel the H.R.G. performance. What constitutes value for money is, of course, a matter of opinion, but if I personally were paying £400 or £500 more for a car than the price of a "TC," that is to say nearly twice its price, which is what an H.R.G. costs, I should want a performance which was greatly, not slightly, superior to that of the "TC."

I am, Yours, etc.,

ERIC F. DAY.

London, N.21.

[We believe the H.R.G. to which Mr. Owen refers was purchased privately by the gentleman concerned before he had any regular connection with the Motoring Press. To extract the bad points from a lengthy review on a car's behaviour over

a big mileage is one way of proving a point, but not, in our opinion, a fair one.—Ed.]

Sir,

Regarding the recent correspondence concerning the relative merits of M.G. and H.R.G. cars, as the present owner of both, may I add a few comments? It seems to me that previous writers have not taken sufficient note of the fact that the "TC" engine is 250 c.c. smaller than that of the H.R.G.; this is a point against it, but it is also a lot of power to give away on an engine this size. In my opinion, given this extra capacity and a close-ratio gearbox, there is not much doubt which would be the faster car. The engine revs freely up to 6,000 and, given the extra size, should have plenty of power lower down as well. With an M.G. there always seem to be those few extra revs. available for an emergency! The Singer engine of my H.R.G. peaks at 4,500 and nothing is available above this.

Unquestionably, the M.G. does not corner as well as the H.R.G. That is to say, the M.G. will corner fast, but it requires much more careful placing, while the H.R.G. can be banged round at any old angle—though possibly goes round faster if the correct angle is taken! The standard M.G. steering box is, of course, an affliction to all owners, while the H.R.G.'s seems to be excellent and easily adjustable, like most other parts of the chassis. The M.G. wins on brakes, which are incomparably better than the H.R.G.'s. The weather equipment of my M.G. is also superior—an important point for rallies as well as touring. In fact, as correspondence shows, they both have their good and bad points. I prefer the M.G. engine for competitions, while for general driving, handling and maintenance the H.R.G. wins. The suspension on both cars is equally shattering!

Incidentally, my "TC" ran at Brighton Speed Trials without having had the head lifted for decarbonising after the Alpine Trial. With Barbara Marshall driving it against my H.R.G. there was not very much between them; the M.G. got off the line faster with a 17-to-1 first gear against the 11-to-1 on the H.R.G., the H.R.G. then pulled away on its high close-ratios, but at maximum speed the two cars held a more or less even distance. Not too bad, for a low-priced car coming straight from what the *Autocar* called "a trial to destruction."!

I am, Yours, etc.,

BETTY HAIG (Miss).

Pulborough, Sussex.

* * *

A VINTAGE VEERING—THE OTHER SIDE OF THE PICTURE

Sir,

On reading, and re-reading, Mr. W. J. White's letter, "A Vintage Veering," in your September issue, I feel I must write to you in order that, should you print my letter, my compliments may be passed on to him for stating so completely, and also so succinctly, the purpose of a touring car in paragraph two of his letter. But I am in disagreement with other of his

statements. Many of his notions concerning the modern car must surely be held to be fallacious.

Mr. White is at a loss to know why the "horror of a heavy rear axle bouncing up and down" is still tolerated. Surely because the extra cost involved in installing a de Dion type of back axle in the frame of the moderately-priced, non-specialised modern car, sports or otherwise, would not be justified by the advantages to be gained through the reduction in unsprung weight. And I for one, as a car owner who likes to carry out his own simple maintenance work, could not tolerate inaccessible rear brake assemblies.

Paragraph five of Mr. White's letter is pithily put together and one chuckles on coming to the end of it. Read it again, however, and you find that the mind of the person who thus pokes fun at the modern car cannot be entirely from free impartial thought in passing these divertingly phrased strictures. "The mass of bent wires" which serve as throttle links do their job in a thoroughly satisfactory and unobtrusive manner; at least that is my experience. They do not tend to become loose and get tangled up in anything, they do not wrap themselves round the bonnet struts or poke themselves into the air cleaner—and the presence of this latter component is surely not really considered undesirable by Mr. White? And if a "lift-up" bonnet is fitted, then most will concede that the omission on the part of the manufacturers to provide a simple strut to support it while the plugs are changed or the oil level checked would be a serious one. But what is inherently wrong with this type of bonnet, anyway? A glance into the engine compartment of a new Morris-Oxford or Minor will reveal quite adequately both engine and accessories. I must also defend the under-bonnet position of the battery: it is the best on the score of accessibility and remoteness from the influence of road dirt and water flung from the wheels—abuse which it is liable to receive if situated beneath the seats.

Turning to paragraph six, I am of the opinion that the menace of bad visibility from the new cars is exaggerated. One becomes accustomed to the size and feel of one's car. It is not, I think, necessary to be able to see the front wings when normally seated. When driving at any speed at all the eyes are fixed on the road many yards ahead, and the car is guided safely past stationary objects and moving vehicles alike, adequate clearance being allowed automatically, a sort of instinctive judgment being brought to bear. This is so, is it not? One has to be careful in car parks, but who minds craning his neck for a moment or two if this be necessary to edge one's vehicle slowly through a confined opening? Having driven modern saloons without, I consider, any danger to myself or to my car, to my passengers or to other people's cars or passengers, I reiterate my view that the visibility bogey, often quoted by members of the "Vintage Brigade" when talking of modern cars, is largely a fictitious one.

I should now like to say a very few words concerning paragraph nine of Mr. White's letter. I would not for one moment animadvert against the performance of the 1932 Lea-Francis; but if it is reasonable to estimate that £425 when this model was current would buy what, say, £750 would in 1949—I am sure I am not misrepresenting the present sad state of affairs—then I should like to remind Mr. White that the price of the Austin A90 is £615. (One must, in fairness, disregard the purchase tax in making this comparison.) In spite of—on no account because of, needless to say!—its up-to-date suspension and steering characteristics, I submit that this moderately priced modern car would have no difficulty in equalling the performance of the no-doubt-admirable example of a "vintage," or "near-vintage," specimen instanced by Mr. White, in averaging 45 m.p.h. over two hundred miles.

The Jaguar's "record" impresses me very much indeed. The fact of a car of such calibre being put on the market at less than £1,000 in these days represents a great achievement by the makers. Furthermore, if one of these cars were to be tended with the loving care that most real "vintage" types have lavished upon them, and were to cover only the infinitesimal annual milage that is all most of their owners seem to require from them, then I have no doubt whatever that an example of the "XK" Jaguar would retain its roadworthiness and pristine appearance until 1969 and after.

I am, Yours, etc.,

MICHAEL STILLIARD.

East Sheen, S.W.14.

* * *

THE MYSTERY DEEPENS!

Sir,

In their excellent article last December on the 1908 G.P. Austin, A. S. Heal and Kent Karslake state that they were unable to establish the identity of this (shaft-drive) car.

When it was shown at the Racing Car Exhibition in 1948 I seem to remember that it was labelled as Lord Brabazon's car, but, on the following evidence, I venture to suggest that it might have been the car driven by Resta.

1. There were originally four cars—two chain and two shaft-driven.

2. Heal and Karslake state that Resta crashed one of the chain-driven cars in practice, and drove a shaft-driven car in the race.

3. In the *Autocar* for October 10th, 1908 on page 574 there is a photograph of a G.P. Austin fitted with a four-seater "Roi des Belges" body. The caption is as follows: "A Grand Prix Austin. The car driven by Mr. Moore-Brabazon has been stripped of its racing body and fitted up to the order of Sir Hickman Bacon, Bart."

The photograph clearly shows the car to be shaft-driven.

4. Unless the Moore-Brabazon car was later re-converted to its original form (which seems unlikely) it would appear that the existing car is the other shaft-driven car—i.e., the car driven by Resta.

Until I discovered this photograph yesterday I had no idea that "Brab's" car, like Clutton's Itala, had been con-

verted to a touring body. Is this generally known, or have I unearthed something?

I am, Yours, etc.,

Banwell,

Somerset.

[See also page 431.—Ed.]

* * *

Sir,

As one of the "interested parties" in Mr. Kent Karslake's article entitled "Two Single-Cylinder de Dion Boutons," perhaps I will be excused for writing a few words. I would like first of all to say that I think all your readers will agree he has made the most of the material with which he was provided, in his usual inimitable manner. Also, the photographer must be complimented for the excellent results he has achieved.

Holley's performance in the Paris-Madrid race of 1903 has always interested me as, knowing nothing to the contrary, I would assume that the 9-h.p. de Dion motor he used was the standard single-cylinder 110 by 130-mm. with an automatic inlet valve. I actually have one of these motors in my possession. Those who have had experience with this simple method of aspiration will remember its trickiness and faults, and I think it nothing short of miraculous, assuming such an engine was used, that Holley succeeded in averaging almost 41 m.p.h. for nearly 350 miles.

Louis Renault and his team-mates had also a wonderful record with their early de Dion-engined Renaults, especially in the 1902 Paris-Berlin race, Louis Renault averaging 36.9 m.p.h. for 687 miles.

Without wishing to detract one iota from these performances (in my mind it is more a matter of complimenting the manufacturers), these voituettes were really lightweight cars, as they had to weigh not more than 400 kilogrammes, i.e., 7 cwt. 3 qrs. 12 lb., to obtain entry into their class, and to my disappointment my 1911 de Dion, "Type de Sport," tops the scale at 12.5 cwt., which is a very different story.

Kent Karslake is quite correct in that de Dion's never countenanced road-racing to any extent except in their earlier days, when they most vigorously competed in many long-distance races on their own-made motor tricycles, eventually with 8-h.p., single-cylinder, air-cooled engines, very highly geared, of the one-explosion-per-county type. De Dions, however, were represented, although not officially, in the two first Targa Florio races in the Voituette class by enthusiastic Italian amateurs, including Cav. Florio, who drove his own de Dion of 8 h.p. These cars were bodied, as copied by me, with a bolster petrol tank at the back and much-raked steering columns. They finished this most trying of all races very creditably behind the specially-built and prepared Lion Peugeot voituettes driven by the famous trio, Guippone, Boillot and Goux.

I am, Yours, etc.,

C. R. ABBOTT.

Holland Park, W.11.

Sir,

I should like to make a small correction to Kent Karslake's article on the de Dions. K.K. states that "in 1908 the stroke had reached 160 mm." This is not quite accurate. The first de Dion with a stroke

of 160 mm. was the model B.V., introduced in 1909. It was a 12-h.p. job, single cylinder, with three speeds and had a pressed-steel frame.

I am, Yours, etc.,

A. B. COLEMAN.

Scarborough.

* * *

Sir,

While attending the "Daily Express" International Trophy Race at Silverstone on August 20th, was horrified to see Mr. St. John Horsfall lose his life by hitting the straw bales and turning over.

This is not the first accident of its kind at Silverstone. Mr. Geoffrey Ansell did likewise in the British G.P. there in October last year, but was fortunate enough to be thrown clear. Mr. John Bolster was also a victim of a straw bale in the British G.P. in May this year, and suffered severe injuries, from which he is only just recovering.

These three incidents surely show that the placing of straw bales so near to the track is extremely dangerous. Donington Park pre-war (which Silverstone can never equal) had straw bales and sandbags around the track, but never so close as the Silverstone ones. The speed of the racing at Silverstone I am sure is no greater than Donington, and not one driver was killed there (motor-cycles excepted).

I hope that through your excellent journal this information will reach the appropriate authorities, who will deal with the matter and prevent another tragedy.

I am, Yours, etc.,

J. C. WRIGHT.

Derby.

* * *

Sir,

The notes on the cars which ran in the Production Car race at Silverstone are rather enlightening. According to the official regulations only four alterations from standard were permitted—tyres, ignition, carburation, and sleeving.

The M.G.s had plugs screwed to the floor on the passenger's side; the Javelins replaced the normal bench-type seat with bucket seats; the Aston-Martin employed Girling dampers (one assumes they were dampers as the name Girling has never been associated with shock-absorbers); one Lagonda used twin magnetos, whereas the regulations only permitted alteration to method of ignition control. Now all these are probably alterations from standard of a minor nature, but I am wondering how many other non-standard modifications were made to these and other cars?

Incidentally, whilst some of the slower cars were handled in exemplary fashion when given the blue flag, overtaking on the right was all too frequent, making it difficult at times for a slower car to give way to the really fast stuff without becoming the "meat in the sandwich," particularly on corners.

I am, Yours, etc.,

G. MITCHELL.

Winchmore Hill, N.21.

[The scrutineers can doubtless answer these points to everyone's satisfaction, but we would observe that the Javelin bucket seats made the cars safer to handle when they rolled on corners, and

were permissible, surely, on that score, while the "Rapide" Lagonda was fitted as standard with two magnetos—see MOTOR SPORT, Vol. XV, page 274.—Ed.]

* * *

Sir,

With regard to Peter L. Maples' query on brass radiators. A smear of thin machine oil is about the best remedy, applied after polishing with a clean soft cloth. This invariably keeps out the elements and normally lasts a week or so. Clear lacquer usually peels in places when hot and looks very poor.

He could, however, try a solution of 1 part shellac to 10 parts methylated spirit. Allow to dissolve for 12 hours before use.

I am, Yours, etc.,

North Harrow.

C. G. BOND.

AN ALDINGTON LETTER

Sir,

We do not know what the author of "Rumblings" means to infer when he says all the post-war Silverstone sports cars were "virtually works entries," but we wish to make a flat denial of this statement in-as-far as the Frazer-Nashes are concerned. It would be more accurate to say that of all the post-war cars running, only the Frazer-Nashes were privately owned, although in the absence of any personal information to the contrary, I should think the H.R.G.s were probably also privately owned. N. R. Culpan was certainly the first owner-driver to finish in the first three, and of the first ten cars, I should think it is possible that the three Frazer-Nashes are the only privately-owned cars. All said and done, this is only a continuance of our pre-war traditions where our private owners' successes established the reputation of our cars, and it was not achieved by a "works" team of special cars.

Mr. Patrick Hall, who was down to drive his own car but was unable to get to Silverstone in time for practice, very sportingly asked me to find a driver, so as to avoid scratching, and I may add we had many offers. Bob Gerard had turned down an offer to drive a manufacturer's entry in the hope of driving a Bristol or a Frazer-Nash and we were able, therefore, to give him this car.

Your correspondent should be more careful what

he says about these and other matters—gossip is notoriously unrelated to fact, and can also do harm—albeit unintentionally.

In our opinion, this race should have been restricted to genuinely privately owned and driven cars, or, alternatively, only "works" entries—with the resultant rush on ace drivers! In either case the entry, particularly if restricted as to number, should be thrown open to as many makes of car as possible, even by restricting the number of cars of any one make. Moreover, any make of car should be accepted if the manufacturers produce reasonable evidence that the car is going into genuine production, and it is catalogued. This would not only make the race much more interesting, but would remove any suggestion of discrimination or unfairness in refusing entries.

The "Le Mans" start, of course, apart from its appeal to the grandstands, is silly, somewhat dangerous, and unfair to faster cars lower down on its basis of priority on engine size. This for a one-hour race should be on practice times.

I am, Yours, etc.,

FOR A. F. N. LIMITED,

Isleworth.

W. H. ALDINGTON.

[We gladly publish the above letter. Mr. Hall can, perhaps, congratulate himself in missing the practice, for it was Bob Gerard and not he who had that unpleasant experience of losing a back wheel at speed!—Ed.]

RILEY NINE RECOGNITION

LIKE the Austin Seven, the Riley Nine remained in production for a long spell with no major changes in its basic design, and therefore parts from different models are readily interchangeable and spares are comparatively easy to find. Consequently these cars are much sought-after by enthusiasts and certain firms have begun to specialise in supplying spares and re-builds.

The Riley Nine first appeared in October, 1926, at a time when Rileys were making their well-established 12-h.p. side-valve car. The first cars had cone clutches and a r.h. gear-change and carried open four-seater coachwork. In June, 1927, the famous "Monaco" fabric four-door saloon body was introduced, with rear luggage boot, close-coupled seating, and a high waistline suggestive of Continental practice. The price was fixed at £298, and with its high-efficiency 60.3 × 95.2 (1,089 c.c.) engine with o.h. valves in hemispherical combustion chambers, actuated from two high-set, gear-driven camshafts via short push-rods, E.R.A. fashion, magneto ignition, three-point rubber mounting, unit four-speed gearbox with constant-mesh silent third gear, and effective four-wheel brakes, the Riley Nine "Monaco" was an instant and established success. In those days it gave approximately 32 b.h.p. at 5,000 r.p.m., or 38 b.h.p. with raised compression-ratio and twin S.U.s, pulled a 5.2 to 1 top gear and weighed 17½ cwt. in saloon guise.

Almost at once a plate clutch and central gear-change were adopted. Early in 1928 the "Brooklands" Speed Model was introduced, based on the racing two-seater evolved by the late J. G. Parry Thomas and the "Monaco" saloon was supplemented by the "Nine Biarritz" which had no waist rail, lower windows and a divided rear window, the appearance being more comely. Minor technical changes were also made, cable in place of rod brake-operation being introduced in March, 1929.

Late in 1929 came the Mark IV, with

larger brakes, "cockpit" brake adjustment, a stiffer chassis and softer springs. The luggage boot was less angular and the lid opened outwards. The "Special Series" engine was also introduced for 1930, this having h.c. pistons, stronger single valve springs, and two carburettors, whereas the standard engine had a single carburetter, at that time situated towards the rear of the inlet manifold. Thus, already, various induction systems were available to the enthusiast. Incidentally, don't assume that every two-carburetter car offered to you is necessarily a "Special Series"!

For 1931 the Riley fabric body gave way to genuine Weymann fabric coachwork, recognisable by greater rear-seat width, and arm-rests. Mechanical changes (from chassis No. 60110113) were a 7½-gallon rear petrol tank, Silentbloc bushes, central chassis lubrication, single-pole wiring, and batteries now located beneath the rear seat.

The year 1932 saw important alterations, with the introduction of the "Plus Ultra" series, at chassis No. 60150000. The frame was redesigned, being stiffer and six inches lower, while bodies half-panelled in aluminium with ribbed wings, were adopted. Alas, the "Monaco" saloon now weighed over 19½ cwt.

The next year no alterations of note were made except for coil in place of magneto ignition at chassis No. 60190000 but 1934, saw changes in the engine mounting, the pedals being mounted on the chassis, and centre-lock hubs introduced from chassis No. 60226010. The "Monaco" saloon still cost £298. It was continued virtually unchanged for 1935, but the "Special Series" cars now had Wilson pre-selector gearboxes and the Newton centrifugal clutch, which makes a noise like an air-raid siren. In two-carburetter saloon form these cars were known as the "Kestrel," distinguishable by their sloping rear panel.

By 1936 the famous "Monaco" saloon

was absent from the range, but the "Kestrel" was supplemented by the "Merlin" all-steel saloon, with bulkhead dash and spare wheel sunk into the lid of the boot, it being larger than the 1935 "Monaco." Indeed, it was the same body as that on the 1½-litre chassis. Technical changes included a new box-section frame with tubular cross-members, open propeller-shaft in place of enclosed shaft, Girling brakes and a 9½-gallon fuel tank.

In 1937 an attempt was made to re-introduce the "Monaco," still at £298, as a six-light, four-door coachwork saloon on the "Special Series Nine Merlin" pre-selector chassis. Unfortunately the weight had increased to 22½ cwt., and maximum speed scarcely exceeded 62 m.p.h.

It will be seen that between 1928 and 1938, during which time some 30,000 were made, the Riley Nine was altered sufficiently frequently to make the range an interesting one and to offer appreciable scope to the enthusiast and "special" builder. Apart from the aforementioned saloon models, the Nine was listed as a short-chassis sports two or four-seater ("Imp"), a two-seater with large boot ("Gamecock"), a tourer ("Lynx"), a sports tourer ("March Special"), a fixed-head coupé ("Lincock"), a drop-head coupé ("Ascot," with dickey, and "Trinity"), and also in "Falcon," "Touring" and "Victor" saloon forms.

The Riley Nine is a willing, economical car that holds the road well, has good brakes and is technically intriguing. No car is perfect, and the earlier models have been known to suffer from oil on the points of the trunnion-mounted vertical magneto and to have occasional bouts of back-axle trouble, while the rather flexible chassis and stiff springs gave the closed bodies a bad time (even to doors flying open), and, as we have shown, later models were too heavy for the modest engine size. But they were great little cars and their present-day popularity is not in any way surprising.

BELATED BOOK REVIEW

BY a curious coincidence, shortly after the September MOTOR SPORT was published, we walked into a secondhand bookshop (we are rather fond of them) and came face to face with "The Defence of London 1915-1918," by A. Rawlinson, C.M.G., C.B.E., D.S.O. (Melrose, 1923). Being intrigued by early aeroplanes and things, we bought it. Now the coincidence mentioned above wasn't evident at the time, but became so before we had read very far. It will be recalled that in his epic "Veteran Types" last month on two small de Dion Boutons, Karslake mentioned that the last recorded use by de Dion of their famous de Dion back axle was on their 1916 Type GS, which he further told us "was an eight-cylinder military chassis used for towing."

Now in the aforementioned book the author describes how public indignation at the early Zeppelin raids on London resulted in him being sent to France to beg from the better-organised Paris defences one of their 75-mm. *canons automobile*. This Lt.-Cmdr. Rawlinson successfully accomplished, and the coincidence is that he describes the vehicle as a "specially-designed de Dion automobile chassis." A photograph shows it to have had solid tyres, double at the back, $\frac{1}{2}$ -elliptic suspension, and a typically de Dion radiator; alas, details of the back axle are not visible. But pretty obviously, I should say, this is our Type GS. Indeed, besides carrying an anti-aircraft gun it was also used for towing, as it drew its own ammunition wagon behind it.

We were, however, hardly prepared for what came next—the author's description of the hustle with which the French gun was rushed back to England at the Royal Navy's command. Having obtained permission from "Papa Joffre" himself to take a de Dion auto-cannon, it left Mount Valerien, Lt.-Cmdr. Rawlinson tells us, with its *caisson*, at 12 midday. It had 160 miles to go to Boulogne and it reached there after dark that evening. "With well over 100 h.p.," we are told, "the auto-cannon did an easy 50 m.p.h. on the level, but its weight of over five tons delayed it somewhat on hills." Lt.-Cmdr. Rawlinson, as other passages in his book make clear, was himself a fast driver; indeed, in seeking General Joffre he had covered 45 kilometres "down the good road to Chantilly, at a speed which could be justified only by urgent necessities of war"! Yet, having telephoned for mechanics to meet his newly-acquired auto-cannon at Newhaven, he set out from Mount Valerien to overtake it, and, "though driving an exceptionally fast car and sending it along at its best speed, it was no easy task to catch up the gun." Indeed, Lt.-Cmdr. Rawlinson did not succeed in doing so until just before Abbeville, 110 miles from the starting point.

The English part of the journey must have been even more remarkable, for the car and the de Dion towing its *caisson* did not leave Newhaven until after 7 a.m., yet it was outside Admiral Sir Percy

Scott's house in London soon after 11 a.m. Nor was the journey made non-stop, for Lt.-Cmdr. Rawlinson tells us that "I drove the gun the greater part of the way myself to have the opportunity of explaining its many peculiarities to the mechanics." The auto-cannon was inspected by Mr. Balfour that afternoon and was then installed at the Talbot Works at Ladbroke Grove.

Its first call, on October 13th, 1915, merely strengthens the coincidence which led to our buying Lt.-Cmdr. Rawlinson's book, for we find that it was rushed to the Artillery Ground in Moorgate, opposite the present MOTOR SPORT offices and, incidentally, the bookshop in which we discovered this enthralling volume! At 8.25 p.m. Zeppelins approaching the City were reported and at 9.5 p.m. the gun and wagon left Ladbroke Grove, preceded by Lt.-Cmdr. Rawlinson's "own fast car." With all lamps lit and sirens wailing, an incredible drive commenced. Along Oxford Street 'buses drove on to the pavements to let the gun go through and people flattened themselves against shop windows! Down Holborn hill the speed reached 56 m.p.h., when the car ran into a road-repair obstruction, the front wheels luckily sending the pole flying in two broken halves, the car's radiator being the only casualty. Lt.-Cmdr. Rawlinson continued at full speed to Moorgate, where the gun took up position, the first round being fired *twenty minutes* after leaving the Talbot works.

That was a wonderful feat and I would dearly like to know what car was used. The only clue is that it was low-built, and it may or may not be another coincidence that a Mr. Rawlinson took part in the Brooklands opening procession ("The Story of Brooklands," Vol. I, p. 12), driving a very sporting low four-seater Darracq. Could its driver have been our gallant Lt.-Cmdr., perhaps still using his old Darracq? Indeed, I half expect "Baladeur" to tell us that this gentleman was, in fact, the very Rawlinson who drove Darracqs in the early races, a later remark in the book that "driving in an international motor race paled in comparison with that of the frenzied drive which ensued in an endeavour to reach headquarters" (from a visit to an outlying gun site when the alarm had come through) lending strength to my suspicions. And what of this remarkable de Dion? It was, I suspect, a Type GS, and I suspect, also, that it had the V8 94 by 140-mm. de Dion engine. Perhaps it isn't surprising that, even when heading the R.N. A.A. Mobile Brigade in the 1915 Lord Mayor's Show on a wet day, the sides of its massive bonnet were well and truly propped open!

At that time Rawlinson was deservedly promoted to Commander and his Brigade now had four French auto-cannon, presumably all de Dion, a Daimler lorry mounting a 3-in. gun, eight Vickers' guns on Lancia lorry-chassis and four searchlights on Tilling-Stevens petrol-electric chassis. The Lancias were presumably 35-h.p. "Thetas," while the Tilling-

Stevens were familiar as solid-tyred, double-decker London 'buses, where they remained in use until 1930 or even later.

Commercial, and particularly military, vehicles are normally outside the province of Edwardian-car enthusiasts, but I must confess I find Cmdr. Rawlinson's later chapters of extreme interest. For example, details are given of the speeds at which guns were moved at night on practice turn-outs. On one of these Cmdr. Rawlinson drove a gun himself from Higham Hill to Streatham, *via* the City, and the time was certainly under 35 minutes. On a later long-distance trial, two guns, a service lorry, and one "ammo" wagon did the 45 miles from Kenwood to Great Dunmow at an average of 36.5 m.p.h., at a time when averaging "only 25 m.p.h. even in a light touring car" was a redoubtable achievement. On this trial a "veritable road race" developed between the crews, yet in a total car-mileage of 958 no accidents or involuntary stops occurred. As this was 1916, we can say—Good for the Edwardians!

The book contains other references to fast drives, details of routes taken on cross-country "marches," describes the loss of a Delaunay-Belleville in quicksands off Shoeburyness and indefinitely but quite definitely conveys the "atmosphere" of motor-transport undertakings of the 1914-18 period. It is certainly another title you should endeavour to add to your motoring library.—W. B.

[N.B.—The arm of coincidence is certainly very long—just before reading the above in proof form a photograph arrived from France of a V8 de Dion which now resides in an American museum. This one has the same radiator, but pneumatic tyres and vast brakes on its front wheels.—ED.]

Letters from Readers

Sir,

I was interested to read in your September issue the comments on Le Mans of your correspondent, F. Fitzgerald, New York, U.S.A., and to note that he would be interested to know what internal changes were found in Mr. Laurie's Aston-Martin when examined after the race.

I believe, as a matter of fact, that the car was used for a while by Mr. Laurie exactly as raced, after which it was returned to us to have the body converted from its racing form to the standard drophead coupé. We took the opportunity to examine the car thoroughly and it was found to be in excellent condition. About the only thing we did was to put on a low-compression cylinder head and standard carburettors, in place of the high-compression cylinder head necessary for racing purposes.

I am, Yours, etc.,

DAVID BROWN,
Aston-Martin, Ltd.

Meltham.

CLASSIFIED ADVERTISEMENT SECTION

RATES (prepaid) 1/8 per line
6 Words per line
Minimum charge 5/-; with Box No. 6/6

No insertion will be made unless prepaid;
Copy received after the 20th will be held
ever and included in the next issue unless
cancelled in writing by the Advertiser

FOR SALE

DISMANTLING 2-LITRE LAGONDA.—Most parts available. 8, Aldersmead Road, Beckenham, Kent. Tel.: Sydenham 5084.

"TC" M.C. 1946. Mechanically good, many extras. Radio, two spare wheels, aero screens heater. £450. Also, "TA" model, repainted engine, completely reconditioned. £350.

FOUR BUGATTI Grand Prix large brake drum wheels C/W shoes and ventilated back plates. £50. Buck, "Prescott," Adlington.

2.3-LITRE GRAND PRIX BUGATTI. Type 43 engine (modified by Bugatti) in Type 37 chassis. Prescott 48.01 sec. standing half-mile 24.4 sec. Bugatti aluminium wheels with new Dunlop racing covers (6.50 by 19 rears) 4.5 to 1 axle ratio. Standard G.P. 2-seater body in metallic silver with single aero screen. One of the fastest vintage racing cars in the country. Owner must sell. Sensible offers please to: J. Blake & Company, Limited, 110, Bold Street, Liverpool, 1.

DELAGE, 1927, D.I.S. WEYMANN saloon. Sound, first offer secure. Kensey House, Launceston.

ASTON-MARTIN, 1934, Le Mans, just professionally checked and engine stripped by sports car specialist at cost of over £30. Alloy drums, cycle-type gears, smart, fast, reliable. Worth £385. Accept 335, or reasonable offer. Dimmock, 16, Richmond Terrace, Bristol, 8. Tel.: 110 235575.

S.S. JAGUAR "100" 2½-litre, 1938. Green, in beautiful mechanical and external order. Has not been re-bored or altered from the maker's original specification. Carefully used. Serviced by Jaguar experts. £550. Dr. Marris, 75, Park Road West, Wolverhampton. Tel.: 21384 during office hours.

ONE PAIR CHROMIUM HEADLAMPS, 11-in. diameter with solenoid; one 12v. S.U. petrol pump; one pair Lucas chromed wind horns as new; one set socket spanners in case with ratchet, etc., also ½-h.p. motor, ½ cap pistol drill, taps, dies, set reamers, spanners, pillar drill, etc. S.A.E. please, 104, Kingston Road, Wimbledon, S.W.19.

OPEN FOUR-SEATER "14.9" FORD ARROW sports—cream and copper—excellent condition. £100. "Tregenna," Coppermill Road, Wraysbury.

MORGAN THREE-WHEELER, 1939, model F 4-seater. Excellent condition, very clean and smart appearance. Full particulars on request, genuine reason for sale. £195. 6, Ashgrove Gardens, Whitchurch, Aylesbury, Bucks.

M.G. MAGNETTE TYPE NA 2-seater. Immaculate condition throughout. Engine and brakes recently overhauled. Enthusiast owned. £240, or offers. 52, Derwent Road, Flixton, Manchester. Tel.: Trafford Park 1186.

RILEY "12.6" LYNX special open 4-seater body; beautiful condition. £225, or exchange sound utility. Pair 12 bore shotguns by Sodias, new, 75 guineas. H.V. deer rifle telescopic sight, new, £45. M.G. Magna engine sleeved to 1,086-c.c., new bearings throughout, balanced, £25. Gearbox £8. Centre supercharger £15; 12 by 2 gallon petrol tank, twin caps, twin gauges, straps, £10. Pair aluminium triple Hartford dampers. £5. Axle, wheels, brakes for trailer, £4. Frazer-Nash steering box, one turn lock to lock, modified for transverse drag link, new, £3. Lockheed tandem master cylinder, £1. All perfect condition. Box No. 398, MOTOR SPORT, 15, City Road, E.C.1.

1939 M.G. 1½-litre tourer. Reconditioned shockers, steering. Engine 8,000 miles. New hood, tyres, brakes, dynamo, battery, carpets, cellulose (B.R.G.). Immaculate. £550 near. Tel.: Crawley 322.

£140 OR NEAR OFFER, 1932 A.C. drophead, beautifully preserved; laid-up seven years, now in daily use. Two previous owners. Tel.: Langham 7342.

VERNON-DERBY 2-seater 8-h.p., good runner, smart appearance. £125. M.G. "18/80" Mark I 4-seater, original and sound car. £85. Elm Trees, Little Marlow, Bucks. Tel.: Marlow 647.

AUSTIN 7-H.P. SPECIAL. Rebuilt in 1949; five new tyres, "Ulster" type axle and manifold. Also Austin 7-h.p., 1931, engine gearbox and dynamo, Alta head, numerous Austin spares, sheepskin flying jacket. What offers the lot or separate? Tel.: Cobham 2654.

£80 ALVIS 17-h.p. "SILVER EAGLE" saloon. Good condition, or exchange for smaller h.p. sports. Burdekin, Flushdyke, Ossett, Yorks.

FOR SALE—continued

F.I.A.T. SPARES, 1937-39 models; 1,500-c.c. cylinder head, clutch complete with male plate steering column with wheel, connecting rods, rocker shafts, propeller shaft, water pump impeller, crankshaft, etc.; 1,100-c.c. set of valves and valve springs; 500-c.c. rear axle banjo, back plate brake shoes, valves and tappets. Stiles, 153, Baking Road, Northampton.

M.G. "J2." Bodywork as new. Cromard liners, Fram, new hood and screens, luggage carrier, spotlight, etc. Mechanically perfect. Unfortunately must sell. £220 or offer. 28, Bronesbury Road, Kilburn, N.W.6.

INVICTA SPECIAL SHORT CHASSIS. Rebuilt by qualified engineer. Medow 3-litre engine rebored, fitted big bore S.U.s, terrific acceleration—22 m.p.g.—10 m.p.h.—85 m.p.h. in top. Six new tyres (19 by 60 in.) Bodywork modified by coach-builders. Bentley "8" T.T. cycle wings, re-cellulosed grey in perfect condition. Polished dash, 12 instruments all working. Photo available. Petrol, plus full tank, 14 gallons. Price £178, no dealers. Tel.: Partridge Green 343.

550 BY 19 COVERS, new, £4 10s. each, set of four. Also Indian Big Chief 1,200-c.c. V twin engine and gearbox unit construction, completely overhauled. Ideal for a "Special." £12 10s. 68 Rochester Road, Coventry.

B. & G. MOTORS SPORTS CAR SPECIALISTS

£175 Riley Nine "Lynx" open sports 4-seater.

£169 Singer Nine "Le Mans" 2-seater. Red. 1935.

£138 Singer Nine 8" T.T. sports 4-seater. Resprayed blue.

£138 Wolseley Hornet special "Daytona" 4-seater. Cream.

£130 Austin 750-c.c. unblown "Ulster" model 2-seater. Green.

£129 Wolseley Hornet special Swallow 2-seater. Green.

£105 Wolseley Hornet special sports 4-seater. Overhauled.

£95 Alvis "12/50" special sports 2-seater. Rebuilt 1946.

£92 Wolseley Hornet Swallow sports 2-seater. Red.

TERMS: 50 per cent. down and balance over twelve months.

**B. & G. MOTORS, Early Mews,
Arlington Rd., Camden Town, N.W.1
Gulliver 3578**

MORGAN "4/4" 1939 SPORTS 4-seater. £265. Smart, 124, Drakefield Road, S.W.17.

1936 M.G. PA 2-SEATER. Rebuilt at a cost of £250; 3,500 miles ago. Absolutely as new throughout. Complete with full length tonneau and new radio. Undoubtedly one of the best PAs in the country. Tel.: Ilford 3151, or Fl.-Lt. Ware: Royston 2271.

AERODYNAMIC RILEY NINE, 2-seater. Full weather equipment. Mechanically excellent, good tyres. Fitted with this very modern light bodywork, twin carburettors, four branch exhaust manifold giving it a performance above average. £235. Clinton Garages, The Broadway, Cheam, Surrey. Tel.: VIG 6500. Ford TEN Trials Special. L.M.B. suspension, attractive aluminium body, windscreen and hood, yet all up weight only 10½ cwt. Engine almost new. £175. Clinton Garages, The Broadway, Cheam, Surrey. Tel.: VIG 6500.

MORGAN "4/4" FRONT SUSPENSION UNIT complete with Girling brakes and 16 in. wheels. £7. M.G. "J2" chassis. £3. Box No. 399, MOTOR SPORT, 15, City Road, E.C.1.

ASTON-MARTIN, 1930-31, International, 2½- 4-seater. Excellent condition. Bills for £200 overhaul. Accept first offer around £200. Spurr, Caledonian Road, Savile Town, Dewsbury. Tel.: 657.

SHARES FOR DISPOSAL. 180 £1 shares in small but progressive precision engineering works situated in Chertsey. Director must sell his shares as quoted above, but additional shares may be taken if desired. Excellent opportunity for racing man to acquire machining capacity for minimum outlay. Active directorship considered. Box No. 400, MOTOR SPORT, 15, City Road, E.C.1.

FOR SALE—continued

M.G. 2-LITRE DROPHEAD COUPE, 1939. Nice car. Must sell, leaving country. £300. 17, Lower Gungate, Tamworth, Staffs.

FRAZER-NASH, 1933/34, T.T. REPLICA; 15.7-h.p. Three-carburettor S.U. Triumph specially tuned, with Laystall balanced crank and rods; two S.U. petrol pumps; Fram oil filter; new battery; 450 by 19 tyres. First registered for road use 1946; full road equipment; all petrol coupons. A very potent machine. Seen Hull. £225 or near offer. Exchange considered for Morris Eight, Series E or similar, cash either way. Box No. 414, MOTOR SPORT, 15, City Road, E.C.1.

BRITISH SALMON "12/55," shortened, rebuilt as new; £10 tax; 2-seater; stark, fast; £200. Or exchange, with adjustment for 25-30-ft. cabin cruiser, vintage continental—Alfa, "Lambda," etc.—or what have you? C. McKew, 57, Liddell Gardens, London, N.W.10.

REVOLUTION-COUNTER, Smith 3-in., 25s.; Wolseley slab-tank, with quick-filler, £3; S.U. carburettor, 1½ in. downdraught, perfect, 50s.; 1½-in. horizontal, 35s.; Zenith 1½-in. trip, diff., plated, 30s.; Bentley petrol tank cap, 10s.; Rudge wheels, "52" hub, 19, 20, 21 in., some equal to new, from 25s.; Bosch horns; Bluemels 18-in. spring steering wheel, 30s.; 20-in. spring-spoke wheel, 35s.; both perfect. Scintilla MN4 and MN6, B.T.H. GA4 and CE6 magnetos. S.A.E. please. Box No. 415, MOTOR SPORT, 15, City Road, E.C.1.

GENT'S WRISTLET CHRONOGRAPH stop-watch. 17-jewel "Brietling Premier"; luminous dial, calibrated in m.p.h. Sweep stop-watch hand, separate second hand and 45-minute recorder. Start, stop and flyback action. Stainless case. £10 or offers. MacLagan, Morenish, Sledgate Lane, Wickersley, Rotherham.

INVICTA 1½-LITRE, 12-H.P. saloon, 1933-4; recently overhauled, resleeved, etc., many mods. Two sets of front wings, heater, etc. Maintained by enthusiast in excellent condition. With complete spare engine and gearbox. Taxed. Petrol. £185 or offers. MacLagan, Morenish, Sledgate Lane, Wickersley, Rotherham.

£145 OR NEAR OFFER.—M.G., Type J2, recently rebored, recellulosed; new battery, new hood good tyres. Talbot 18-h.p. open sports 2-seater, 1936; extremely fast; large rev.-counter, speedo, good tyres, flywheel starter, downdraught carburettor, Fram; nearest offer to £125. Box No. 416, MOTOR SPORT, 15, City Road, E.C.1.

VINTAGE LAGONDA, 2-LITRE, 1928 model, reconditioned engine, just run in. Full all-weather equipment, four new tyres, brakes relined. Would sell for £165 or exchange for M.G. "J2," Riley Nine, F.I.A.T. 500 or similar, with cash adjustment if warranted. Box No. 417, MOTOR SPORT, 15, City Road, E.C.1.

AUSTIN SEVEN PARTS, all unused; "Ruby" chassis frames, £5 10s. each; mudguards, 1927/34, price 35s. to 50s. each according to type. Faulkner, 5, Leahouse Road, Birmingham, 30.

1903 "10/12" ARGYLL, 4-seater, tonneau; 100 per cent. original, excellent condition. Brighton competitor. £195. Peacock, 20A, Hartington Road, W.4.

1931 2-LITRE STEYR D.H.C., long stored, excellent condition; £110. 12-v. de luxe Bosch horn, 45s. Four-cylinder, clockwork, water fed magneto, 50s. Four-cylinder, anticlock, Bosch, 50s. "Lambda" suspension tools, 40s. Anzani-A.C. spares. Box No. 418, MOTOR SPORT, 15, City Road, E.C.1.

SMART RILEY "IMP," excellent appearance, black, red interior; aero-screen, six wheels and tyres. Fine performance; twin carburettors, magneto; economical; full petrol. Owner expecting delivery of new car. Nearest offer to £350. 59, Tudor Avenue, Watford. Tel.: Watford 6829.

LEA-FRANCIS SPARES.—We now hold a comprehensive stock for the "12/22," "12/40," "T.T. Replica," "14/40" and also offer a twin-cam French "Ulster" engine and gearbox; 20-gallon tank; "Ulster" mudguards (one set only); h.c. gaskets to pattern ("12/40" and "14/40" ex stock), cut from the same material as used on the "Spa" Aston-Martin. Vintage proprietary pistons supplied in 10 to 14 days. S.A.E. please to: Hiller & Wrigley, 179, Pen Hill Road, Bexley, Kent.

1½-LITRE "FULL" "BRESCIA" BUGATTI 2- seater. Dual ignition, twin S.U.s; weatherproof; 38 m.p.g.; 4,000 miles since complete engine and chassis rebuild. £220. 10, Bellevue Gardens, Brighton, 7, Sussex.

TRIALS SPECIAL. Reconditioned Austin chassis, brand new Vauxhall Ten engine, 5.25 by 16 wheels. Claver body. Three-quarters completed. £120. Claver, 3, Union Street, Rochester, Kent.

HEALEY TYPE B saloon, Nov., 1947. Two shades-metallic-grey, with special maroon upholstery. Checked at works August. Fitted new latest type shock-absorbers and special type anti-fade brake linings. £1,350. The Holt, Portsmouth Road, 7, Camberley, Surrey. Tel.: Camberley 590 (after 7.15 p.m. and weekends).

**DOWNTON ENGINEERING
WORKS LTD.
DOWNTON - WILTS.**

VINTAGE SPECIALISTS
RAPIER SPARE PART STOCKISTS

HAVE CAPACITY FOR GENERAL
TURNING AND MACHINE SHOP
WORK

Reasonable prices for "one off"
items. Head and Port Polishing.

GENERAL OVERHAULS
TUNING
SUPERCHARGING
QUOTATIONS

Telephone : Downton 51

Charles Follett Ltd

Accredited Retailers and Repairers for

**ROLLS-ROYCE
and
BENTLEY**

Sole Distributors for London, Home Counties,
Bucks and Sussex for

LEA-FRANCIS

CHARLES FOLLETT LTD.

18 Berkeley St. W.1. Phone: Mayfair 6266

Service 1

12 Wellesley Avenue, Hammersmith, W.6

Phone: Riverside 1413

STUART WILTON LIMITED

3-litre Bentley "Red Label" drop-
head coupe 2-seater, with large rear
boot; superb Zeiss headlamps ... £175
Rover "Speed Twenty" sports 4-
seater. Finished in deep-sea green,
cycle-type wings, knock-off hubs,
etc. £150
M.G. 8-h.p. 2-seater special; cycle-
type wings, attractive pointed tail £75
Riley 9-h.p. Monaco 4-door saloon ... £75
1934 Riley 9-h.p. "Kestrel" saloon,
black and green £160
1935 Riley 9-h.p. Monaco saloon, fitted
radio £140

Every car that I sell, whatever the price,
carries a written three months' guarantee.
Hire purchase available on any car over £100.
I keep a host of Riley spares (including
timing wheels) for the benefit of my
customers.

353 FINCHLEY ROAD
LONDON, - N.W.3
HAMpstead 5712 and 8532

Every Facility for Hire Purchase,
Insurance, Repairs and Overhauls

Tel. : Urmston 2648.

MOLYNEUX and WEST Ltd.

The
Automobile
Engineers
of

**URMSTON
MANCHESTER**

ALL CLASSES OF CARS ATTENDED BY EXPERTS

DELLOW MOTORS LIMITED



OVERHAULS-REBUILDS-MODIFICATIONS-TUNING-MACHINING

ALVECHURCH

BIRMINGHAM.

TEL.HILLSIDE 119123

WOODBAIN CARS

M.G. SPECIALISTS

£215 M.G. 8-h.p. P-type sports 4-seater.
Rebored September. New hood.
Grey and red. Immaculate car.
£175 M.G. 847-c.c. "Montlhery" unblown
2-seater. Green. Another really clean
little car with an outstanding perfor-
mance. Hood, etc.
£169 M.G. 8-h.p. "J2" open 2-seater.
Resprayed royal blue. The model
with the long swept wings.
£130 M.G. 8-h.p. open sports 4-seater.
Red. Spotless. Choice of two.
£105 M.G. 8-h.p. foursome sportsman's
coupe. A smart, clean, sound little car.
£88 M.G. 8-h.p. special long-tailed sports
2-seater. British racing-green. In
sound mechanical order.

WOODBAIN CARS

6, Eton Garages, Eton Avenue,
Swiss Cottage - - N.W.3

Primrose 9435

WANTED

FOR
SPOT CASH
CARS
ALL TYPES

Hours of Business :
WEEKDAYS, SATURDAYS
9 till 7

ROWLAND SMITH

HAMPSTEAD HIGH STREET
LONDON, N.W.3
(Hampstead Tube)
HAMPSTEAD 6041 (10 lines)

T. P. BREEN LIMITED

LANCIA "AUGUSTA"
"March" Special Tourer
Shaft ground; new bearings; excellent
condition throughout.
£295.

D.K.W. Cabriolet, 1938, first reg. 1939.
One owner. Very good order. £225.

B.S.A. SCOUT, Tourer, F.W.D. 1938.
£195.

LEA-FRANCIS 1930 "12/40" Tourer.
Recently overhauled. Good tyres. £75.

DELAGE D.I.S. Chassis only.
In running order. £45.

We still have most spares for
BENTLEYS, "LAMBDA" AND DELAGE.

HIGH ROAD, WHETSTONE,
LONDON, N.20

Telephone

HILside 2393

SPOT CASH!

WAITING FOR
SPORTS AND VINTAGE
CARS

AND ALL MAKES OF MOTOR-CYCLES

RAYMOND WAY

THE HIRE-PURCHASE SPECIALISTS
KILBURN, N.W.6

Telephone : MAI 6044 (20 lines)

FOR SALE—continued

£10 TAX, 1948 registration—"Black Hawk" Stutz sports saloon, actual 1929 show model. Completely reconditioned, resprayed (olive green), rewired and fitted 23.4-h.p., 6-cylinder Chrysler engine, giving 22 m.p.g. Work includes all new chrome, safety glass, 12-in. Bosch lamps, high-capacity battery, under-bonnet lights, oil and petrol filters, foot dip, etc. Two spare wheels; tyre size 650 by 20. Forced sale owing to overseas appointment. Four months' basic. Photo on request. £120 or offer. 3, Farm Lane, Purley, Surrey.

1933 1½-LITRE INVICTA saloon. Sound general condition; in regular use. Mayhew, Yelvertoft Rugby.

ALVIS "BEETLEBACK" Big-port engine. Spotless. New tyres; rechromed; re-upholstered. Taxed and insured. Trial. Lovely condition. Details: Box 419, MOTOR SPORT, 15, City Road, E.C.1.

ASTON-MARTIN "INTERNATIONAL" 2-seater. Rebuilt: new liners, crank reground, new carburetters, dynamo rewound, starter and magneto reconditioned, etc. £250 for quick sale. John Lawrenson, c/o Lawrenson Bros., Billingshurst, Sussex. Tel.: 88.

LAGONDA saloon, chassis 510224, engine 51947; rating 15.7 h.p.; year 1932. £160. Oldman, Westways, Bracknell, Berks. Tel.: 88.

RILEY NINE (1931) Monaco in good running order throughout; body sound; two new tyres. Owner going abroad. £110. Lieutenant Taylor, H.M.S. Hornet, Gosport.

LAGONDA "RAPIER," 10 H.P., 1935, foursome coupé, sliding roof. Stripped and rebuilt three years ago. Just decarbonised, new piston rings, big-end bearings retinalled. Outstanding condition. £395. Box No. 420, MOTOR SPORT, 15, City Road, E.C.1.

ALVIS 16.9-H.P., 1936, "SILVER EAGLE" saloon, No. 17901. Polished engine completely overhauled by Alvis. New radiator and good tyres. Log books give details of over 800 jobs done on the car by present engineer-owner, but body interior recently damaged by fire. Offers over £100. View Surrey. Box No. 421, MOTOR SPORT, 15, City Road, E.C.1.

F.I.A.T. O.H.V. 500 convertible. Siata head, on brand new engine (mileage 700) and new S.U.; new innards for back axle, reconditioned starter, dynamo and gearbox. Cream, red leather. Approx. 70 m.p.h., 50 m.p.g. £250. Would consider special, twin preferred. Hearton Close, Braunton, North Devon. Tel.: 322.

ALVIS "FIREFLY," 1933. Grey fixed foursome, preselector. Offers, £150. Spare gearbox, starter. Box No. 422, MOTOR SPORT, 15, City Road, E.C.1.

OE "30/98" VAUXHALL blue 2-seater. Rebuilt 1937. Exceptional condition, nearly new Dunlop "Forts." Most successfully modified, including lowered chassis, modern hydraulic brakes, 3-to-1 back axle. Actual car described in "Talking of Sports Cars" (106), *Autocar*, 20.8.43. Owner going abroad. £400 or offer. Commander Horncastle, 35, Chepstow Crescent, W.11.

LAGONDA "16/80" Vanden Plas open sports 2/4-seater. This car is in superb condition mechanically and outwardly. Needs seeing to be appreciated. Thoroughly overhauled at cost of nearly £300 during the last 3,000 miles. £425. Hillingdon Motors Ltd., 325/7, Long Lane, Hillingdon, Middlesex. Tel.: Uxbridge 412.

PA-TYPE M.G., fitted with 1938 Wolseley "12/48" engine which has recently been entirely reconditioned. Bodywork in excellent condition. Tyres good. £102 spent on it in last five months. Bills available. Would sell for £250 or exchange for F.I.A.T. 500 or interesting small saloon with at least an occasional third seat. Pearce Pope (Jun.), Tel.: Gloucester 21274.

SUNBEAM 3-LITRE saloon, 1927. Mechanically perfect, body excellent, well shod. One owner 22 years, chauffeur-driven. £100 or near offer. 72, Birchwood Avenue, Sidcup, Kent. Tel.: Foots Cray 2166.

"LAMBDA," 1930, fabric saloon. Chassis really excellent, all instruments working; good tyres and upholstery; but body horrible; 40 galls. petrol. £60. Another similar, but in really fine condition throughout. £130, or offer. Box No. 424, MOTOR SPORT, 15, City Road, E.C.1.

3-LITRE "BLUE LABEL" BENTLEY tourer, 1925. Serviced only by Bentley Motors. B.E. tyres. A.A. or R.A.C. test welcomed. £185. Box No. 425, MOTOR SPORT, 15, City Road, E.C.1.

"RED LABEL" BENTLEY. Excellent condition. £300, or exchange for a Riley, "Brooklands" or "Imp." Dowrick, 15, St. Wilfrid's Close, New Barnet, Herts.

"4½" BENTLEY Vanden Plas, excellent mechanical condition; holds 40 lb. oil pressure; servo brakes; full sidescrims. £400 or close offer. Greaves, Skittles Green, Haddenham, Bucks.

BUGATTI "BRESCIA" 16-valve engine, complete magneto and r.h. change gearbox, good order, £25. 1½-litre Marshall supercharger, £22. Rayner, 20, Manor Road, Keynsham, Bristol.

FOR SALE—continued

LAGONDA 3-LITRE SPECIAL saloon. 1932 model. In very good order throughout. Taxed. £170. Caffyns Ltd., Central Garage, Seaford. Tel.: 2271.

BENTLEY 3-LITRE SPARES for disposal; engine and chassis. Box No. 426, MOTOR SPORT, 15, City Road, E.C.1.

MORGAN "4/4," 1939, superb condition. Mileage 32,000. £100 overhaul. Many extras. Paintwork, upholstery, chrome, tyres, as new. Engine perfect; 38 m.p.g. Oil consumption negligible. Offers to: Vicary, 10, Westbury Lane, Bristol, 9.

MORGAN THREE-WHEELER, 2/4-seater. Reconditioned water-cooled engine, clutch, etc.; £55. Terraplane 17-h.p. English saloon body, wings, bonnet, radiator in excellent condition; all internal fittings, seats, etc.; £15. Day, "Marisol," Kings Road, Lancing, Sussex.

M.G., 1937, "TA." Fast reliable car. Red. 35 m.p.g.; five months' petrol. Must sell; 295 gns., or offer. Walker, 3, Shrewsbury Terrace, Newbury, Berks.

G.P. SALMONS, 9 H.P., four-cylinder camshaft, f.w.b., original 2-seater "Brooklands" body, lights, spare wheel; drive away; exchange Ford, Austin or two-stroke transport, or sell best offer. 48, Coombe Road, Croydon. Tel.: Croydon 2109.

M.G. 1947 "TC." Black, fawn; polished head, ports; Fram. Showroom appearance; engine perfect; 30 to 33.5 m.p.g. £500. "Glynde," Leatherhead Road, Ashted, Surrey. Tel.: Ashted 3050.

M.G. "PB," 9 H.P. Resleeved, crankshaft reground, new screens, hood, tyres, battery, etc.; 2-seater. Sell, exchange saloon. Details: Houghton, Bretby, Cheddon Road, Taunton.

FOR SALE—continued

SINGER "LE MANS" 1½-LITRE, three carburetters, copperised head, KE 965 valves, Martlet pistons, outside exhaust, Scintilla magneto, all-weather equipment. Beautiful specimen, expertly maintained. £280, or offer, but would prefer to exchange for 14-h.p. Wolseley "Daytona." Wigglesworth, Triangle, Halifax. Tel.: 81387.

RILEY NINE, 1929/30. Home-built 2/4-seater. No hood. Suit enthusiast. Taxed, insured. Space wanted. First £45. Slec, 59, Paterson Street, Birkenhead.

RILEY SPARES, "12/6." Nearly complete engine, needs reconditioning, centre-main welding. Remote control gearbox, starter, dynamo, carburetter. £20. Skeens, 27, Brushmore Road, Birmingham, 28.

£115 OR OFFER.—M-type M.G.; "J2" head, Scintilla magneto, full-flow filter; 2-seater; 10-gallon tank. British racing-green. Also "J2" engine, lightened flywheel, h.c. pistons, £16. D. A. Truscott, Stone Court Farm, Smallfield Road, Horley, Surrey.

PACKING-UP SALE.—M.G. "J2" spares: Engine, complete with clutch and all auxiliaries, and spare block, £15; engine complete but less head and auxiliaries, £4; vertical dynamo, £3; radiator, £3; many other parts, crankshafts, etc., complete wheels. M-type Two three-speed gearboxes, £2; head complete, £1. Morris Minor: Overhead engine complete with auxiliaries, £8. Ford Ten: Engine, complete less head and auxiliaries, £5. Morris Eight: Front and rear axles, £3; starter, £2. Ford Special: Basically "J2" with strengthened (cruciform) chassis, new Ford Ten engine and clutch, "J2" remote-control gearbox (4-speed), hydraulic brakes, new differential, rewired, all new auxiliaries, Zenith 30 VIG carburetter, new dash and full instruments; "J2" body, good tyres, large shockers; 40 m.p.g.; new steering; condition as new; built from chassis regardless of cost; £225, or exchange for 8/10-h.p. van. All the above must be sold, no reasonable offer refused. Write (s.a.e.) or call by appointment: Riley, 74, Trinity Street, Oswaldtwistle, Lancs.

M.G. "PA" 2-seater. Engine just thoroughly reconditioned (receipts available), recellulosed metallic-green. Good hood and tyres. Photos on request. Absolutely perfect. £300. Taylor, Prince of Wales Hotel, Newton Abbot, Devon.

FRAZER-NASH, first registered 1946, twin o.h.c. Anzani engine, twin Scintilla magnetos, built-in blower, oil cooler, Kigass, chromium-plated front axle, track-rod and outside exhaust, duplex drive, aero-screens, new tyres, full road equipment; over 100 m.p.h. £425. Box No. 401, MOTOR SPORT, 15, City Road, E.C.1.

RILEY SPORTS/RACING 2-seater, 1,100 c.c.; perfect throughout; around £190. Riley spares: dynamos, Vertex magnetos, racing engine, S.U.s, etc. Croysdill, 6, Beaumont Avenue, St. Albans.

1927 10-H.P. SALMONS G.S.S., twin o.h.c., 4-speeds, 2/4-seater; overhauled and resprayed. £90 or offer. 11, Chester Avenue, Twickenham, Middlesex.

VAUXHALL "30/98," chassis No. DE 253. Reborn, crankshaft reground, all new bearings, four new tyres, new battery, new upholstery. Appearance strictly vintage. Four-seater tourer. £225 or near offer. I.t. H. M. A. Hayes, R.N., 28, Portsmouth Road, Lee-on-Solent, Hants.

SPECIAL AMILCAR 8.9-H.P. ENGINE and 4-speed gearbox, fitted No. 8 Cozette blower, carburetter, starter and dynamo. Offers, must sell. Perkins, 84, Granville Road, Southfields, S.W.18.

£40.—AUSTIN SEVEN, 1929, 2/4-seater. Good runner. Taxed. Spare engine, clutch, gearbox. Write: Hodder, Marlborough, Bexhill.

HORNET SPECIAL 4-seater, wide track, sloping radiator model; immaculate; small mileage; stored 8 years. Photos. Offers around £300. Ellis, Port Street, Evesham. Tel.: 6004.

AERO-TYPE RACING SCREENS, highly polished aluminium frames, "Triplex" glass, complete with mounting fittings and self-locking wing-nuts, 45s. each. Special model in untarnishable chromium-plated light alloy, 54s. each. Carriage and glass insurance 3s. extra, crate charged £1 (returnable). Polished light alloy flexible exhaust tubing, 1½-in. o.d. 4s. 9d. per foot. Duralumin exhaust pipe, 1½-in. o.d., 2s. 9d. per foot. Chromium-plated fish-tails, 10-in. outlet; manufactured from heavy-gauge copper sheet to order. "Brooklands" pattern expansion chambers; steel, from 35s.; chromium-plated copper, from 85s. Light alloy cycle-type racingwings for 4.75 to 5.25 by 19 in. or 5.00 to 5.50 by 18 in. tyres, weight 2lb. each, 25s.; carriage 4s. per set. Special wings made to order: "T.T." Bentley type, 8 in. wide, shallow crescent, weight 2½ lb., 37s. 6d. each; carriage 5s. per set. Racing bucket seats, upholstered in "Latex" Dunlopillo and covered in strong rexine, all colours; weight 9½ lb.; from £5 each; leather 20s. extra; carriage 6s. "Brooklands" spring-spoked steering wheels, plastic rim, chromium-plated spokes and polishe dallo boss, from 85s. each. Light alloy number plates, weight 12 oz.; untarnishable anodised characters, 45s. per pair, post 1s. 6d. Many other items for sports and racing cars. Lists free on application. Competition Cars Ltd., "The Old Maltings," Nayland, Colchester. Tel.: Nayland 334.

MARTLET PISTONS

The acknowledged best for sports and racing engines

MARLET PISTONS AND KE 965 HAND-FORGED VALVES TO PATTERN OR SKETCH.

BORING, SLEEVING, PORT POLISHING.

MACHINE SHOP FOR FULL ENGINEERING SERVICE TO SPORTS AND RACING ENGINES.

THE BROOKLANDS ENGINEERING CO., LTD.

Founded 1911

Brooklands Track - Weybridge

Phone: WEYBRIDGE 489

1933/4 WOLSELEY HORNET SPECIAL, 43,000, rebuilt and modified 1947; perfect condition, appearance; any trial. £180. Screen, Kingsbury, Tamworth.

RILEY NINE SPARES of all descriptions up to 1934, including all engine parts, gearboxes, axles, etc. We also have available a further chassis, complete with engine (less dynamo), transmission, etc., in good condition, price £30. Welford Bros., Opal Street, Leicester. Tel.: 65903.

LEA-FRANCIS "12/40" 2-seater, with large dickey. Good order throughout. £125. Welford Bros., Opal Street, Leicester. Tel.: 65903.

1,185-C.C. HILLMAN "AERO" MINX special light-weight (aluminium) open 4-seater. Alloy head and inlet manifold; Solex d.d.; four new retreads; new battery; spare iron head and two reasonable covers and tubes. Good performance, especially acceleration. Offers. Calverley, 142, Penistone Road, Huddersfield.

TYRES FOR ALL.—15in. to 22 in.; new, used, remoulds. Also beaded edge and odd sizes. Hamiltons (M.S.), 22/24, Vicarage Street, Yeovil, Somerset. Tel.: 927.

LAGONDA 2-LITRE "SPEED" model, Oct., 1928 (unblown). Sound 4-seater drophead body, re-chromed lamps, twin Bosch horns, 4½-litre instruments. Mechanically perfect. 27 m.p.g. Uses no oil; taxed. £150. Welford Bros., Opal Street, Leicester. Tel.: 65903.

1937 AUSTIN "NIPPY." Excellent condition; several extras; 50 m.p.g. £175. Budden, 104, St. Leonards Road, S.W.14. Tel.: PRO 1850.

LAGONDA V12, 41/85 h.p.

OFFERS INVITED

Year 1938, long chassis, Sedanca-de-Ville body, by Park Ward, colour black.

Fitted with electrically-operated division, cocktail cabinet, compactums, two pull-out glass-topped tables, Philco radio, operated from front and rear. Interior and exterior condition of car excellent. Other extras include two "Oilcoils," "Ace" discs, four horns, two large pass-lights, two P.100R headlights, defroster, wing mirrors, etc.

The car has covered 6,008 miles to date since a complete overhaul by the makers, Lagonda Ltd., at a cost of over £700. In addition to tyres now in use, which are very good, two new complete sets are available.

Photographs available if required.

BOB GERARD CARS,
ABBEY LANE, LEICESTER
Tel.: Leicester 61511/2/3/4

FOR SALE—continued

"GLORIA" 10.8-H.P. sports saloon, 1936, in metallic-blue; new tyres. Fast; suit enthusiast. £145. Genuine bargain. Fairway Motors, Broad Lane, Tottenham Hale, N.15. Open until 9 p.m.

1928 4½-LITRE BENTLEY, one of the seven short-chassis cars, chassis No. RN 3043, 2-seater body. £200 spent on restoration. Photo and details to genuine inquirer. £495. W. H. Rose, 4, St. Peter's Road, March, Cambs.

LINCOLN ZEPHYR V12 ENGINE, with carburetter, distributor, c.i. heads; recently overhauled, Burtonwood's. £75. Bowler, Herons Lodge, Heronsgate, Rickmansworth.

SUNBEAM SIXTEEN sportsman's coupé, 1931, in exceptional condition in every respect; mileage 68,000. Engine sleeved, crank reground this year; original tools and instruction book. £125 or offer. Bennett, The White Cottage, Knighton Lane, Buckhurst Hill, Essex. Tel.: Buckhurst 1509.

1946 V8 FORD VAN (2-ton); very good condition; excellent racing tender. Nearest £100, or exchange for open car, anything considered. Williams, 531, Wherstead Road, Ipswich.

1925 "8.3" AMILCAR, partly dismantled. 1925 "12/50 Big Port" Alvis chassis, engine believed reconditioned. Nearest £50 for both. Williams, 531, Wherstead Road, Ipswich.

GENUINE PRIVATE OFFER.—1½-litre H.R.G. sports 2-seater. First registered 14.2.29. B.R.G./silver. Polished head, etc.; mileage 4,000; unused trials of any kind; condition exceptional and open to strictest examination. Forced sacrifice domestic reasons; will accept £300 under list price at £795, or close. 10, Highbury Road, Barnstaple.

F.I.A.T. 500 coupé; 50 m.p.g.; reconditioned engine; taxed year. £245. Wanted: vintage sports, £100. Roy, 10, Jordan Road, Perivale.

3-LITRE BENTLEY "BLUE LABEL" tourer. Body and coachwork good, engine requires slight re-adjustment. Spares. Taxed December. Full petrol. Seen Edinburgh. Offers, £200. Box No. 440, MOTOR SPORT, 15, City Road, E.C.1.

LANCIA 1930 "DILAMBDA," 32 H.P., 8-cylinder, Thrupp and Maberley black tourer, 5-seater; 72,000 miles; just overhauled; excellent condition; full petrol. £295. Hadfield, 16, Purbrook Avenue, Watford. Tel.: Garston (Herts) 2736.

TALBOT "95" sports sun saloon; engine reconditioned, two new tyres; preselector box. Very modern and attractive bodywork by Darracq. Any trial or examination. Sell at very low figure or exchange for 3 or 4½-litre Bentley, cash adjustment either way. Please telephone: Wallington 7114.

H.R.G. 1½-LITRE, cost £1,086 in July, 1948, blue and silver, 2,800 miles; exceptionally fast, new condition; £775 or near offer. "Wayside," Langley, near Macclesfield, Cheshire. Tel.: Macclesfield 2247 (office hours).

SUNBEAM 24-H.P. drophead. Registered 1931. Ideal for enthusiast, any offers. Apply: F/O Smith, Officers' Mess, R.A.F., Lindholme, Doncaster, Yorks.

ALVIS TOURER, 1934, 12 H.P. Good tyres, hood, screens, brakes, etc. Mechanically sound. Offers over £150. Consider exchange, small car or Morgan three-wheeler. Bournemouth area. Box No. 402, MOTOR SPORT, 15, City Road, E.C.1.

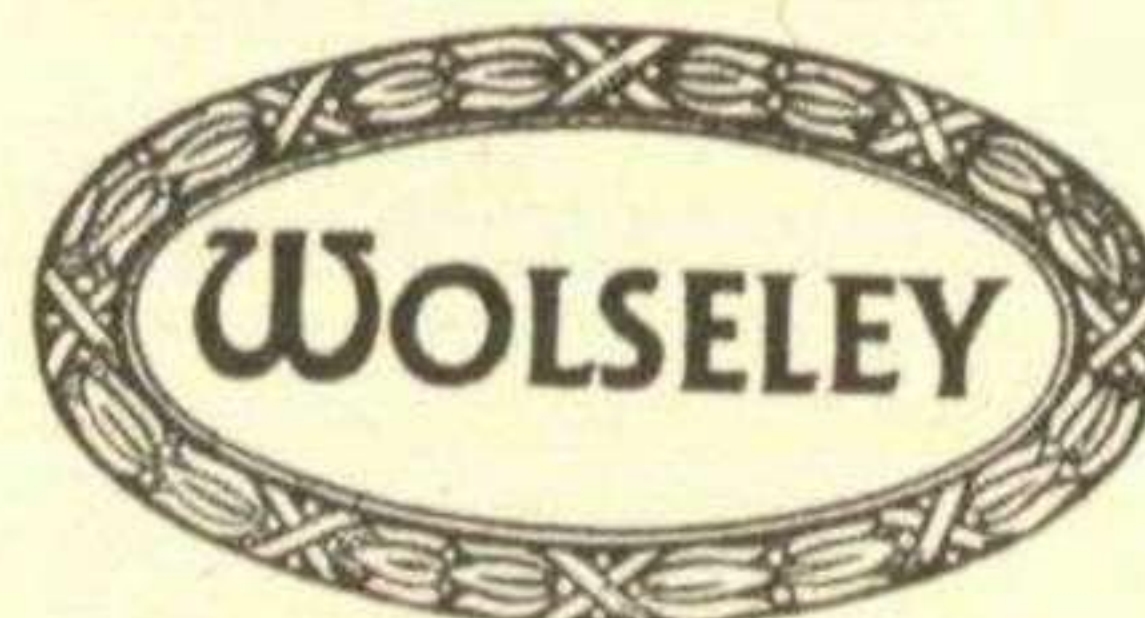
AUSTIN SEVEN SPECIAL, 1927 base; very suitable trials work; good mechanical and electrical condition; just completed 600 miles tour Welsh mountains. Cruise 40 m.p.h. Quite respectable home-built 2-seater tourer, complying with R.A.C. regulations, trials cars. Four new tyres, new battery, new hood, spare magneto. £70, offers, or exchange larger car, with cash adjustment. Family reason for sale. Birmingham area. Box No. 403, MOTOR SPORT, 15, City Road, E.C.1.

W. JACOBS & SON,

MILL GARAGE,
CHIGWELL ROAD, E.18.

WANstead 0660

Specialists in



and



LARGE STOCKS OF
EARLY HORNET SPARES

FOR SALE—continued

ALVIS "12/50" (short-stroke) engine, incomplete, £15. Knight, Nately Towers, Hook, Basingstoke, Hants. Tel.: Hook 60.

FRAZER-NASH SPECIAL, 11.9-H.P. Anzani engine. Special low 2-seater body, cellulosed metallic-grey. Rebuilt 600 by 16 wheels; large finned racing brake drums; good batteries; tonneau cover, etc. £165.

FRAZER-NASH "BOULOGNE" model. Fitted with special 11.9-h.p. o.h.v. Anzani engine. Original car in standard form with minor modifications. £95.

500-C.C. RACING A.J.S. overhead camshaft motor-cycle. Recent engine overhaul by Brooklands Engineering Co. Ready to race. £65.

RILEY "KESTREL" 4-seater sports saloon. Good mechanical condition. Streamline body. £125.

COMPETITION CARS LTD., The Old Maltings, Nayland. Tel.: 334.

ALVIS "FIREFLY," 1934 model, registered Dec., 1933; drophead foursome coupé. E.N.V. 110 box. Sound, reliable specimen. Good tyres, new batteries, rear springs, etc. Taxed Dec. 31st. £150. Palmer, 632, Leeds & Bradford Road, Bramley, Leeds.

LAGONDA.—Offers invited, 1932 open 4-seater, unsupercharged 2-litre "Speed Model." Faultless condition throughout after complete overhaul. No receipts necessary to prove condition of this car, but over £350 spent, plus owner's devoted labour. Details of actual work and photographs sent to genuine inquirers. Not a forced sale. Genuine reason for disposal. Numerous spares available. Box No. 355, MOTOR SPORT, 15, City Road, E.C.1.

SINGER NINE sports saloon, in really nice condition, 1935; colour, red and silver. Any trial. £145. Fairway Motors, Broad Lane, Tottenham Hale, N.15. Open until 9 p.m.

FOR SALE—continued

GEARBOXES.—Wolseley Hornet, close ratio, with Borg & Beck clutch, remote control, £7. Morris Minor, 3-speed, £3. Bray, Pound Avenue, Burley, Ringwood, Hants.

1921 ROLLS-ROYCE "SILVER GHOST," in good mechanical condition. Fitted with cab-type body, but forward of driving seat as original. Open to reasonable offer, but prefer exchange, with small cash adjustment, for quality, vintage sports car. Incomplete or damaged car considered. Box No. 404, MOTOR SPORT, 15, City Road, E.C.1.

MAGNIFICENT "SPEED SIX" BENTLEY, 1949 rebuilt, £10 tax. New open 2/3-seater body, new lowered radiator, rebuilt 20-in. wheels. Short chassis. A considerable amount of money has been spent on this magnificent vehicle, and owing to unforeseen circumstances, I am regretfully entertaining offers. Box No. 405, MOTOR SPORT, 15, City Road, E.C.1.

ATALANTA. 1938 2-litre s/c engine, o.h.c., Laystal fully-balanced crankshaft, hiduminium con-rods, K.E.965 exhaust valves, special camshaft, chrome-steel rockers and lubrication system. Laid up most 1939-48 then completely stripped and every part overhauled by makers (engine by specialist firm), all bills shown. Chassis four-wheel i.s. with hiduminium units, telecontrols, 16-in. Lockheed brakes, electron drums, Cotal gearbox. Fitted two-seater coachbuilt body, B.R. green, all parts re-chromed, new hood, luggage grid. Recent additions include new 4.25 axle and new Lucas 4 U.R. magneto to special order. At present used as docile sports car on 6.4 c.r. plus five lb. boost. Four gaskets included giving c.r.s from 5.4-9.3 to 1. Over 20 m.p.g. Am going abroad, car may be seen any time but will be sold weekend October 22/23rd to highest bidder. Malcolm, Holybourne Cottage, Alton, Hants. Tel.: 3284.

ALVIS "SPEED TWENTY." 1934. Charlesworth sports saloon, grey, good tyres, new batteries. £250, no offers. Ward, 6, Arcadia Avenue, Bournemouth. Tel.: Winton 1504.

MONACO

offer a very exceptional Sports Car

2.3-LITRE BUGATTI, TWIN-CAM, TYPE 51,

with special ultra lightweight MONACO body, built for Mr. R. O. Ayrton. This is not merely a converted racing car, but is a fully equipped and comfortable two-seater sports car, fitted with a Type 150 E.N.V. self-change gearbox. With a maximum speed of 124 m.p.h., and acceleration 0-100 m.p.h. in 14 sec., this is among the fastest genuine road cars in the country. Further details and price from:

MONACO MOTOR & ENGINEERING CO. LTD.

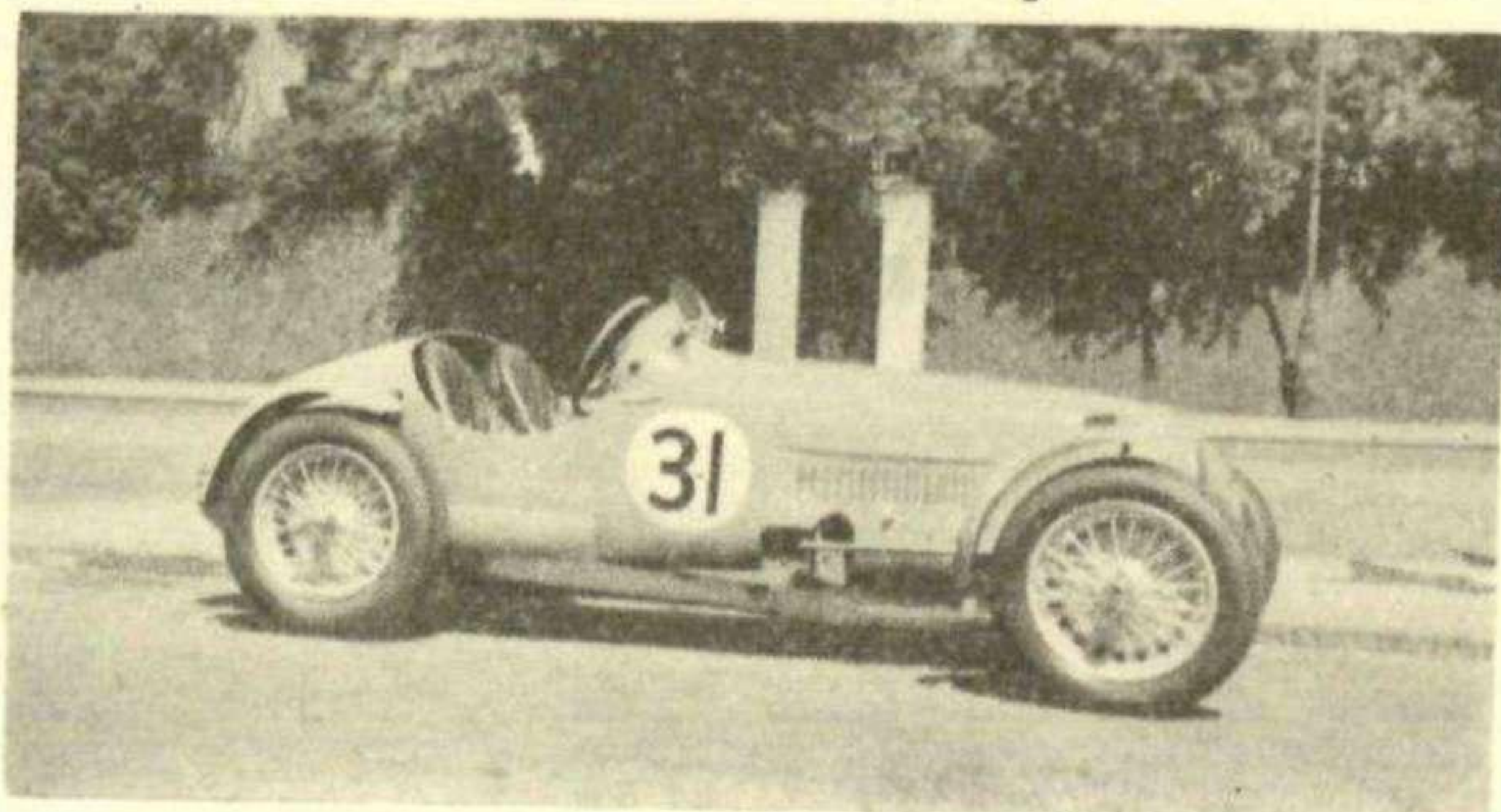
HIGH STREET, WATFORD, HERTS.

Phone: WATFORD 4491

DIRECTORS: I. F. CONNELL

D. C. FOLLAND

J. L. WYER



BEVERLEY MOTORS

(Proprietor, N. H. MANN)

COOMBE ROAD, NEW MALDEN

Have for disposal—not yet run-in—a very smart, completely rebuilt 1,500-c.c. Alfa-Romeo, supercharged, with 2-seater streamline coupe body designed by Beverley Motors. Finished grey upholstery, colour Alfa-red, with special fluted polished wheel discs; large amount of luggage space. Approx. 80 m.p.h. and 22 m.p.g. Price £750.

Also 2-seater open "Zagato" bodied 2.3-litre Alfa-Romeo, with large supercharger—110 m.p.h.—14 m.p.g. After extensive overhaul and body rebuild. £795.

Also 1934 open 2-seater Aston-Martin. Black, red wheels. Recent overhaul in our workshops. New hood and complete respray. £400.

Also 2-litre Grand Prix Bugatti—full roller bearings. Single-seater; recent £200 overhaul. £400.

Other vehicles shortly due for disposal will be:

Unsupercharged Alfa-Romeo with special body and B.M.W. with special body.

All inquiries to:

BEVERLEY MOTORS MALDEN 4403

FOR SALE—continued

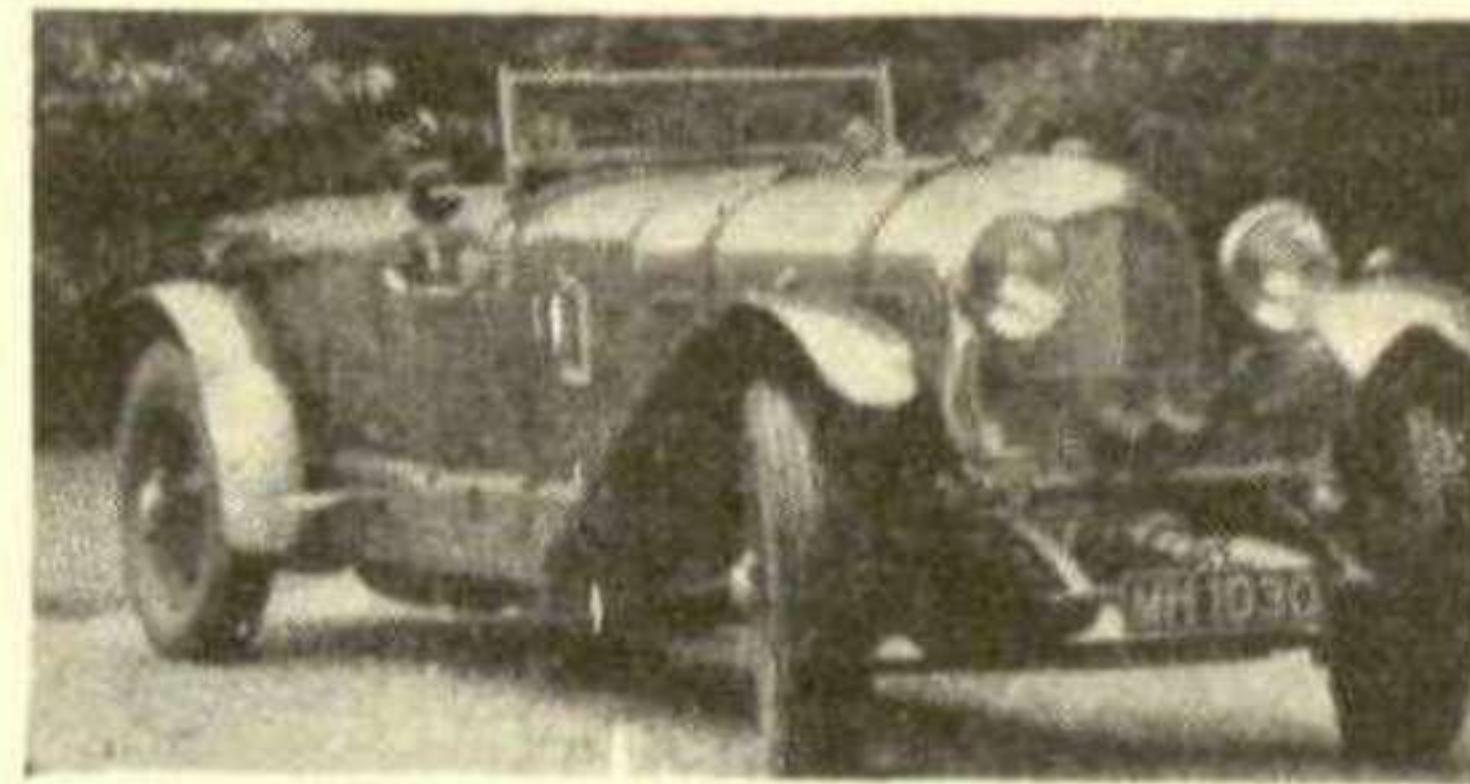
A.C. SIX-CYLINDER HEAD, complete with valves, camshaft. £6. Alvis 1930 16.9 rear axle, complete, k.o. hubs, differential, etc., perfect. £10. Engine less magneto, manifold. £15. Ex-W.D. unused Austin wire wheels 17-in. £2 each. Early type Wolseley Hornet axle shafts new. £2 each. Numerous Alvis, Leaf, Riley and Invicta spares. S.a.e. for details, parts carriage forward or extra. D. Bagshaw, 55, Edward Avenue, Braunstone, Leicester.

MONTLHERY M.G. CYLINDER HEAD. Good condition, uncracked. Exchange for PA type M.G. similar condition. Akers, 82, Smirrells Road, Hall Green, Birmingham.

HERSTON MOTORS, the vintage sports car specialist of the south. 1939 Sunbeam-Talbot drophead coupé in superb order. New tyres, taxed December. £395. 1935 4½-litre Lagonda, open sports four-seater. Terrific performance. All new tyres. Very nice order. Taxed. £375. 1932 Delage D6 19-h.p. sports saloon by Chaprow. Smart and fast. Taxed. £175. 1934 Wolseley "Wasp." Maltby sports four-seater. Goes like a rocket. All new tyres. Taxed. £145. 1931/2 Bentley 8-litre limousine. Winding division and face-forward occasional. Magnificent motor. £425. 1931 Austin heavy "12/4" saloon. One owner and in superb order. New tyres. Taxed. £90. These and a few late arrivals offered this month. Part exchange a pleasure. Personal attention at all times. Delivery anywhere. Write or call Herston Motors, 409/411, High Street, Swanage, Dorset. Tel.: Swanage 2730.

1934 M.G. MAGNA, 4-seater, small mileage. Perfect condition and beautiful appearance. Cash offer, or exchange for saloon, any make or h.p. Box No. 365, MOTOR SPORT, 15, City Road, E.C.1.

MORRIS MINOR SPARES for engine and chassis. 1929-34, Klinger gaskets. S.a.e please. Hiller and Wrigley, 179, Pen Hill Road, Bexley, Kent.



Unique "Speed Model"
Four-Seater Vanden Plas Bentley
for Sale

I wish to sell my open 8-litre. This amazing car is the original experimental Bentley Motors car, and in appearance can be mistaken for a "6½." Its performance ranges from 14 to 109 m.p.h. in top gear, it is capable of long distances at very high averages, and is completely reliable. It has been in my hands for the past twelve years, has been most meticulously maintained, and has just been checked before disposal. It has a set of new Dunlop tyres fitted, coachwork in green is in excellent condition, and mechanically it is first rate. Seen Bracknell. £495.

Box No. 173, "Motor Sport,"
15, City Road, E.C.1.

HAROLD RADFORD & CO., LTD.

Offer the following exceptional car:

1939 2½-litre JAGUAR
"100" 2-SEATER.

Completely rebuilt throughout. New tyres, plastic hood, tonneau cover grey, Red upholstery and wheels. Maximum speed over 100 m.p.h.

Specially prepared for the personal use of Mr. Harold Radford and undoubtedly the finest example of this famous make available today.

Price £975

MELTON COURT,
SOUTH KENSINGTON, S.W.7

Tel.: KEN 6642 (5 lines)

FOR SALE—continued

SUNBEAM 3-LITRE (1929) twin-cam four-seater. Excellent condition all round. Dewandre servo brakes. Good tyres. Large amount of money expended on car in last 18 months including recellulose, complete re-wire, etc. Fastest 3-litre Sunbeam or Bentley at recent Silverstone Speed Trials. Instruction book and complete set metric spanners. Sound spare cylinder block also if required. Full particulars on application. Price £285. R. D. Farley, Hanbury Manor, Leamington Spa.

PERFORMANCE ENTHUSIASTS. Brand new vacuum gauges reading to 30 ins., 5-in. diameter, all chrome, with fitting tube and full instructions. Ideal for adjusting carburetter, especially twins adjusting ignition control and checking on engine condition. Price complete £27 6s., post free. Castleman, 53, Brighton Road, Surbiton. Tel.: Elmbridge 5638.

GRAND PRIX SALMSON ENGINE and transmission spares, including crankcase, head, carburetter, starter, reground crankshaft and remetalled con-rods. Clutch, rear and prop. shafts. Write for details. 31, Carlisle Road, Kilburn, N.W.6.

M.G. MAGNETTE N-Type (1935). Excellent condition. Overhauled throughout, recellulosed black, silver wheels. View Rugby. £300. Box No. 406, MOTOR SPORT, 15, City Road, E.C.1.

ALFA-ROMEO "2.3" supercharged third series. Three thousand miles of most careful use since complete rebuild by Thomson and Taylor which included new cylinder block. Total cost of overhaul £660. Body, an open Le Mans four-seater, rebuilt to owner's specification at £200. Special instruments. Tyres, tonneau and trimming all recently renewed. Perspex screens, Scintilla. A unique and beautiful car. £1,000. Box No. 407, MOTOR SPORT, 15, City Road, E.C.1.

£40 or nearest. 1937 Rover Fourteen. Body and engine needs attention. First offer secures. Box No. 408, MOTOR SPORT, 15, City Road, E.C.1.

FOR SALE—continued

PERFORMANCE CARS.—Riley Nine service and spares. New, reconditioned or sound secondhand. Fifty-seven Riley Nines fully dismantled, 1928 to 1934. Not just odd bits of dead stock for disposal, but a 100 per cent. service to enthusiasts and trade. Reconditioned engines, magnetos, generators, etc., off the shelf; exchange service or outright sale.

PERFORMANCE CARS.—All Riley Nines sold by us are covered by a six months' written guarantee. We regret to announce that we have now a long waiting list for our reconditioned and rebuilt from scratch 2 or 4-seaters. Delivery in strict rotation. Prices from £200.

PERFORMANCE CARS.—1925 Chrysler 2-seater with dickey, £30; 1933 Riley Nine saloon, £79. Burtonwood overhaul at 41,000 miles, mileage now 49,000; a specimen car, £140. Riley 1½-litre "Falcon" saloon, £185; 1934 Delage D.8 "Super Sports," 100 m.p.h.; chassis drophead foursome, £220; 1930 Riley Nine open 4-seater, £85; 1937 ditto, £225; 1934 1½-litre "Le Mans" Singer, £220; 1932 "Ulster" Austin, £120; 1947 Austin Eight tourer, £185.

PERFORMANCE CARS, 21, Daleham Mews, Belsize Lane, N.W.3. Saturdays, also Sunday mornings. Proprietor: H. J. Goldschmidt, B.Sc., A.C.G.I. Call, telephone, or send S.A.E. with your inquiry.

1937 MORRIS EIGHT 2-seater, sports tourer. Sell, any reasonable offer, or consider exchange larger car. Box No. 439, MOTOR SPORT, 15, City Road, E.C.1.

1931 MORRIS-OXFORD SIXTEEN, 1925 Bean; accept any reasonable offer, or dismantle for spares. G. A. Final, 15, Nashleigh Hill, Chesham, Bucks.

FINAL.—FOR 200,000 magnificent motor car photographs. Selection of beautiful samples and catalogue, 5s. 6d. G. A. Final, 15, Nashleigh Hill, Chesham, Bucks.

JAMES BOOTHBY MOTORS LTD.

MARY FARM WORKS, LOWFIELD HEATH, CRAWLEY, SUSSEX

We must confess to a marked tendency to recoil when regarding the exhibits at Earls Court last year. Making, of course, the usual minority exceptions, we are nearly all here enthusiastic motorists of many years' experience and think that a motor car should start off at one end with a functional and recognisable radiator and continue throughout to be sufficiently accessible and interesting to enable the proud owner to maintain it in tune himself. We are here to serve him to that end. We have a fine stock of B.E. and S.S. tyres, and have facilities for light alloy bodybuilding, machining one-off parts, tank making, building specials to order, and are willing to go well out of our way to serve the enthusiast. Can we assist YOU?

ENQUIRIES DEALT WITH PROMPTLY

Tel.: CRAWLEY 600

OVERHAULS
REBUILDS
MODIFICATIONS
TUNING
SPECIALISED MACHINING
PRECISION BALANCING
ETC.

Also keen interest and friendly advice at

AUTOMENDERS LTD.
LOWTHER GARAGE, FERRY RD.,
BARNES, - LONDON, S.W.13
Telephone: RIVerside 6496

WILSON PRESELECTOR GEARBOXES
Repairs and overhauls of all standard models.
Riley, Lagonda, Talbot, Daimler, Lancheater,
Alvis, E.N.V., Armstrong, de Normanville, etc.
RACING GEARBOXES PREPARED
Conversions, Special types, Close-ratios, etc.
for Trials models or Hill-Climb Specials.
H. & A. ENGINEERING (LONDON) LTD.
Gearbox and Gearcutting Specialists
35, Grant Road, Croydon, Surrey
Tel.: Addiscombe 2931

TUBES. TYRES TUBES.
Most sizes from 3.25 to 7.50 in 15 in., 16 in.
17 in., 18 in., 19 in., 20 in. 21 in.
Also
Beaded Edge and Obsolete Tyres.
E. H. Hamilton & Son (M.S.),
22/24, Vicarage Street, Yeovil, Som.
Established 1928. Phone 927

TUBE & SHEET METAL

We are manufacturers in TUBE & SHEET METAL. Work carried out to customers' designs.

We make and repair Wings and Luggage Grids, etc.

MAYFLOWER METAL & PLATING Co., Ltd., Barton Building, Hyde Park Corner, Plymouth. Tel.: 4472

Open Bodies on sports chassis designed and constructed. Modifications to existing bodies, preserving their character.

WALTER WHITE (Engineers) LTD., 5/6, MALVERN MEWS, KILBURN, N.W.6. MAI 8258

RAILTON, July, 1936, 28.8 h.p. Short chassis open 4-seater. One owner only. Stored nearly nine years. 20 m.p.g.; cruising at 50-70 m.p.h. Maximum in the region of 104 m.p.h. 12-v. electrical equipment. New hood, good tonneau, Andre telecontrols. All alloy body and wings by Ranaiah in excellent condition. Black, with green leather. Whole car in perfect order throughout. Six months' petrol ration. £275.

METHANOL.—4/9 per gall (small quantities). 3/9 per gall. (50 galls. or over). 50/- deposit on barrels (returnable).

HAMPTON MOTORS, Between Nos. 3&4, Clarence Crescent, Windsor

PHENIX GREEN GARAGE

HARTLEY WINTNEY

(Proprietor: A. P. SOUTHON)

AUTOMOBILE ENGINEERS AND SPECIALISTS IN VINTAGE AND
:: EDWARDIAN CARS ::

Telephone: Hartley Wintney 133

EVERYTHING SPORTS-CAR

Now dismantling: M.G., Singer, Morris, all parts available. Prices on request.

Offers considered, S.A.E.

Also stocked: All types new parts, fittings, for the sports car. I also cut perspex sheet, metal sheet, tube, strip, to order. Chromium-plating, instrument repairs. 140,000 photographs, 2,400 instruction manuals, 25,000 Books, Magazines, Spares Lists, Mascots, Badges, everything. Complete catalogue 3d., returnable. Cars and Spares purchased for dismantling.

G. A. FINAL
15, Nashleigh Hill, Chesham, Bucks

VIVIAN GRAY

The Motor Enthusiast's Bookseller

Send stamp for Catalogue of 500 Books 1895 — 1949

and prospectus of

THE GRAND PRIX CAR 1906 — 1939

By Laurence Pomeroy (Now available)

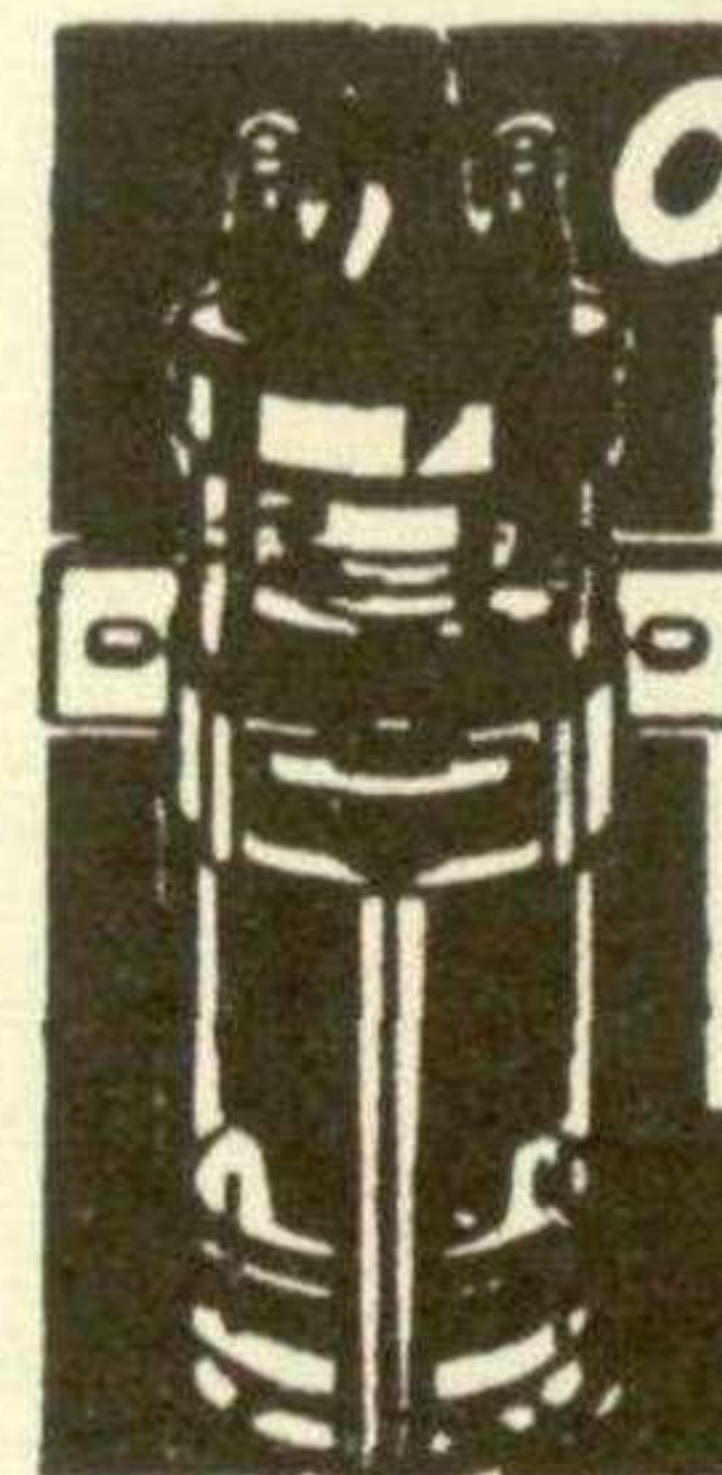
and

A RECORD OF MOTOR RACING 1894 — 1908

By Gerald Rose (Available October)

VIVIAN GRAY
"LYNDHURST," LUCASTES AVENUE,
HAYWARDS HEATH,
SUSSEX, ENGLAND

OILCOIL



Designed specially for Sports Cars and guaranteed to improve performance. Reduces use of gears. From Garages, Halfords, or direct.

Over 1,000 fitting agents. Send for address of nearest agent, and leaflet F37.

RUNBAKEN MANCHESTER 1

TOULMIN MOTORS

SOLELY M.G. CARS, SPARES, SALES, AND SERVICE

Specialise in Sports and Racing M.G. Cars

Machining, Reboring, Welding, Etc.

M.G. CARS REBUILT TO CUSTOMERS' SPECIFICATIONS

Small Selection of Cars always in Stock

Reconditioned engines, either part exchange or outright sale.

"PA" & "PB" engines complete.

"TA" & "TB" " " "

"M" type " " "

"J" 2, 3, & 4 " " "

Reconditioned gearboxes for the above.

"F" type Magna engine complete.

"L" type " " and all Magnette Series.

"P.B." four-seater car for sale.

Try our Recondition Service for:— Rockers, Camshafts,

Vertical Drive Gears, Lighten Flywheels.

Brake shoes, drums and cables, etc., all models.

M.G. Spares for TA, PB, PA, J2, J4, M, also for Magnette and Magna. These include: Crankshafts, with rods and mains, cylinder blocks, surface-ground, sleeved, with pistons. Either exchange service or outright sale. Also cylinder heads, with or without overhead gear. Shock absorbers, all types. Back axles, half-shafts, wheels, tyres; also M.G.-type new batteries, starter motors and dynamos, all models. For all M.G. Spares please try us. New tyres and re-tread tyres in stock; also gaskets for all models.

21 ST. JOHN'S ROAD RICHMOND SURREY
Phone RIC 3888 also MOL 3442

M.G. Specialists

FOR SALE—continued

WINDSCREEN WIPERS, Bosch and Berkshire, 6 and 12 volt from 35s. S.a.e. please. Hiller and Wrigley, 179, Pen Hill Road, Bexley, Kent.

WOLSELEY HORNET, Patrick Special, 1932. Rebuilt, rewired, new battery. Good condition throughout. £115. F. A. Moss, 9, Gade Avenue, Watford.

SINGER "LE MANS" DYNAMO, £4 10s. Flywheel £2 5s. Timing case, 10s. Singer "Sports" four-seater parts. Set of mudguards, £4. Solex twin carburetter manifold, £2 10s. Two rear side-screens, 5s. Ace spare wheel cover, 15s. Rear seat red leather, air cushion, £5. Set new pistons, complete, +60, £4. Purchaser to collect, please, evenings. Hughes, 118, Hertford Road, Dalston, N.1.

1936 RILEY FALCON, 1½-litre, Special Series. Recently stripped, reground crank, etc. Condition excellent. £250, or smaller four-seater and cash. 82, Lonsdale Road, Formby, Lancs.

V. W. DERRINGTON, LTD., 159 and 200, London Road, Kingston-on-Thames. Tel.: 5621/2. For all sports spares, materials and equipment. Chromium-plated tubular luggage grids from £6. "Brooklands" detachable aero-screens with universal fittings suitable any car, 48s. "Deep Note" exhaust systems from £3. Cycle-wings, 6-in., 15s.; 8-in., 18s. 6d. Sheet aluminium 6 ft. by 3 ft., 22 gauge, 25s.; 18 gauge, 40s. Other gauges, mouldings, angles, stocked. Light steel bucket seats, trimmed rexine, red or black, padded sponge rubber, 87s. 6d.; real leather, £5 7s. 6d. Light alloy seats (2½ lb.), untrimmed, 50s.; trimmed Rexine, Dunlopillo cushions, £5 10s. Dunlopillo seat cushions, 22s. 6d. and 25s. Scintilla Vertex, Lucas and B.T.H. vertical magnetos from £7 10s. Superchargers, all makes, instruments and sets. Largest Zoller, new, for E.R.A., Magette, £65; 2½-in. bore S.U. carburetter, £15. Sirens, 6v. or 12v., chromium-plated, £5. Speedometers, rev.-counters, thermometers, head-lamps, spot and fog-lamps, Windtone horns, Aston-Martin "Le Mans" cylinder head, perfect, £12 10s. 1937 2½-litre Jaguar back axle, complete, £25.

F.I.A.T. SPARES. Largest stockist 500, 1,100 and 1,500 spares, new and secondhand. Reconditioned engines, gearboxes, starters, dynamos, radiators, suspension units. Complete servicing and reconditioning. Send for list of the best reconditioned F.I.A.T.s.

M.G. SPARES.—Vertical drive roller races, 8s. 6d. pair; sleeves, 20s. 6d.; own drive pinions reconditioned, 40s.; rockers reconditioned, 7s. 6d. each; rocker bushes, 7s. 6d.; rocker shafts from 10s. 6d.; gaskets, ball-races, half-shafts, valves, 7s. 6d.; valve guides, phosphor-bronze, 7s. 6d.; engine and road springs; Bluemel "Brooklands" steering wheels, fixed boss, 85s.; adjustable boss, 95s.; road wheels, all models, new, £6; pair wheels with new 4.50 by 19 Dunlop competition tyres, £15; aero-screens, adjustable any angle, universal fittings for any car, 48s. each; "DEEP NOTE" exhaust systems, "J" 65s., "P" 75s., "T" 85s.; fishtails, polished aluminium, 17s. 6d.; chromium plated 30s.; set 2-litre S.A. spares, gearbox, front and back axles, radiator, wings, bonnet, wheels and tyres. "J4" body complete leather upholstered bucket seats, fold-flat screen, hood, wings, newly cellulosed British racing green, £32 10s. Ultra lightweight racing body, beautifully streamlined, cowl front apron for supercharger, single or two-seater, light bucket seats, £25. 1935 L-type M.G. chassis with engine, gearbox, radiator, five new oversize tyres, long sports wings, practically complete car less instruments and body, £90, either above bodies suitable.

RILEY SPARES.—Spring spoke steering wheels, 1931-2, 25s.; connecting-rods, 25s.; crankshaft, £5; 1929 cylinder block, sound, £5; wheel discs, brand

BERNARD F. WADE Ltd.

BOLTS · SCREWS · NUTS

● ANNOUNCING

THE 2 B.A. SET (2 B.A. is ⅜" diam.)

Comprising 2 gross cadmium-plated screws and bolts, from ⅜" to 1" long, with cheese, round and hex. heads; plain nuts, Simmonds nuts and Pinnacle nuts; and washers. In all, over 1,100 pieces. Neatly packed in a compartmented wooden box with a hinged lid. Price 16s. 6d., post 1s. 1d.

● You will never regret buying this useful set.

● SPECIAL OFFERS ●

- 1. Set Screws:** H.T., B.S.F. (threaded right up to head). 36 each ¼", ⅜" and ½" by 1" long, with Simmonds Nuts. Price 17s. 3d., post 1s.
- 2. Set Screws:** as above, but cadmium-plated, available mid-Oct. Price 19s. 9d., post 1s.
- 3. The ½" B.S.F. Set:** 36 each H.T. bolts, 1", 1½", 1¾" and 2" long, with Pinnacle and Simmonds Nuts. Price 18s. 6d., post 1s.
- 4. The ⅜" B.S.F. Set:** 24 each H.T. bolts, 1", 1½", 1¾", 2" and 2½" long, with Simmonds and Aerotight Nuts. Price 23s. 6d., post 1s. 1d.

N.B.—Sets 3 and 4 above available Cadmium-Plated third week in October, at 21s. 3d. and 26s. 6d. each, respectively.

Orders and Correspondence, please, to:

35, GUILFORD ROAD, LEICESTER

Callers welcomed at our warehouse:

155a, QUEENS ROAD, CLARENDON PARK, LEICESTER

FOR SALE—continued

new, Wilmot-Briedon, 4.50 by 19 in., set £7 10s.; 1½-litre S.U. carburetters, £4 10s.; 100-m.p.h. speedometer heads, £4 10s.; side-valve model timing chains, 25s. Racing and competition tyres, new, special prices.

BUGATTI TYPE 43, with "44" engine, being fitted with magnificent new aerodynamic body of outstanding design, 2/3-seater drophead coupé, foldflat windscreen, winding windows, exceptional luggage space. Mechanically perfect and the most wonderful car to drive, with Daimler fluid-flywheel and pre-selector gearbox; 3.5-to-1 back axle, giving over 100 m.p.h. and 28 m.p.g. on "Pool." New tyres and battery. Exceptionally well equipped. £650. Finished any colour to choice.

ALFA-ROMEO. George Eyston's ex-world's record holder at 113 miles in the hour. Engine and large supercharger completely reconditioned, fitted sports 4-seater body in red; new battery. 1931 1,750-c.c. "Grand Sport" model. £395.

RILEY "IMP," 1935. Laystall reconditioned and tuned. Fram filter, original aero-screens. Full coupons. In particularly good condition. £375. V. W. Derrington Ltd., 159 & 200, London Road, Kingston-on-Thames. Tel.: 5621/2.

FOR SALE—continued

AUSTIN 750-C.C. Trials special. One of the most successful Austins in the country, ex-Capt. Mallock, £160. Full details Box No. 435, MOTOR SPORT, 15, City Road, E.C.1.

1933 RILEY "LYNX." Laid up. Seen Basingstoke. Cheap for quick sale. Jones, Moorview, Thornhill, Bamford, Sheffield.

MOTORING BOOKS. MOTOR SPORT 1947-49, 30 copies; "Racing with Mercedes-Benz"; "Ettore Bugatti"; "Road Racing"; "Full Throttle"; "Bits and Pieces"; "British Sports Cars" Best offer for the lot. 225, Moor Green Lane Birmingham, 13.

MARSHALL SUPERCHARGER set for Ford Mercury, complete with all fittings and mounting brackets, also set of Martlet pistons, standard bore for use with above. Very little used. Offers around £75. Box No. 436, MOTOR SPORT, 15, City Road, E.C.1.

FORD V8, TWIN-CARBURETTER MANIFOLD, flanges suitable for English carburetters, £6. Eight special pistons and rods, standard V8 size, used but as new, £12 set. Humber 4x4 front end, complete with chassis section, ideal rear for trials special, £8. Box No. 437, MOTOR SPORT, 15, City Road, E.C.1.

SCINTILLA MAGNETO, complete with housing and drive for Ford V8, £17. Zenith 30 mm. downdraught pump-type carburetter with spare jets and chokes, new £7. Box No. 438. MOTOR SPORT, 15, City Road, E.C.1.

RILEY NINE "KESTREL," 1934. Rebuilt. Immaculate condition. Ford V8. 1937/8. Would make special. £40. Box No. 431, MOTOR SPORT, 15, City Road, E.C.1.

1913 WOLSELEY. 30.4-h.p., six-cylinder. Running order. £17 10s. Body comprises original front seating, with screen of tourer and rear flat platform. Box No. 429, MOTOR SPORT, 15, City Road, E.C.1.

TRIALS SPECIAL V8 TERRYFORD. Excellent condition. Independent front suspension. New body. Taxed for year. £300. Terry, Farfield, Alvechurch, Worcs. Tel.: Hillside 1609.

TRIALS SPECIAL, F.M.B. Ford 10-h.p., Marshall blown, Nordec i.f.s. All-weather equipment. Perfect condition and ready for this season. Complies with latest R.A.C. regulations. What offers? Archer, Holyhead Works, Rookery Road, Birmingham, 21. Tel.: Northern 0481.

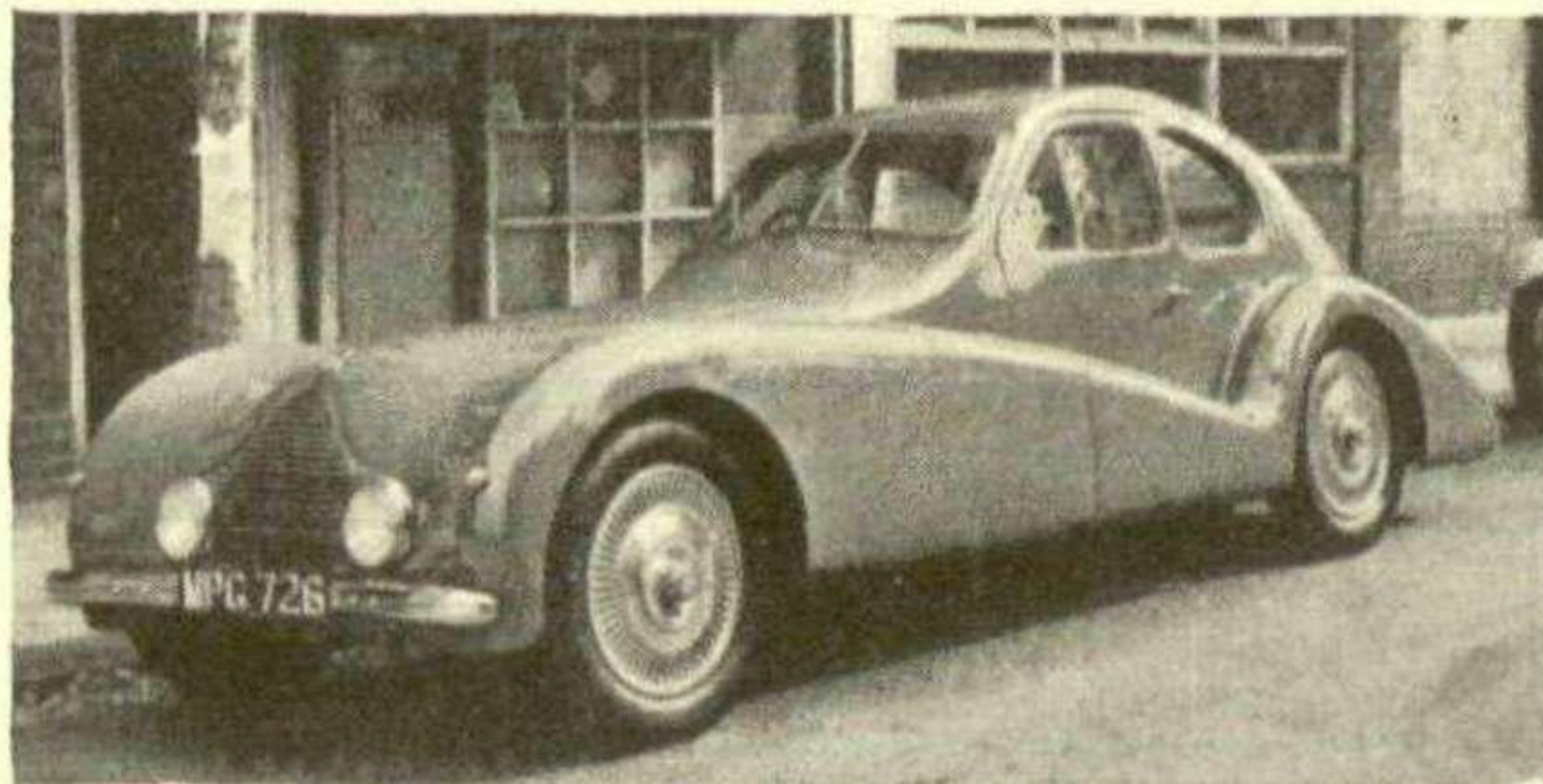
HORNET SPECIAL drophead coupé, freewheel model; recently fitted new engine, rewired, etc.; many extras; fitted radio. Taxed. Whole car in perfect condition. £190. 10, Merton Road, Moseley, Birmingham, 13.

ALVIS 17-H.P. three-carburetter sports saloon, 1935/36 model, perfect mechanical condition. £100 for quick sale. Merton Motors, 18, Mary Street, Balsall Heath, Birmingham, 12.

FRAZER-NASH-B.M.W. 55, 2/4-seater coupé; "326" engine fitted in 1946; just painted, plated, boosted and completely overhauled. Not yet run in. Radio, two Noteks, Fram. Offers. Box No. 390, MOTOR SPORT, 15, City Road, E.C.1.

RILEY 16-H.P. BIG-FOUR KESTREL saloon, over-drive model. Body just been recellulosed. Interior of coachwork perfect. Mechanically sound, recently had £100 worth of repairs, excluding engine, which was fully reconditioned nine months ago and has since done 7,000 miles only. This car is in first-class condition throughout and is capable of 90 m.p.h. Hartley, "Orchard Gate," Northgate Lane, Linton, near Wetherby, Yorks.

WELLESLEY SPECIAL. Independent suspension all round, four-wheel drive, having two B.S.A. f.w.d. units with 2-cylinder air-cooled engine. Equipped as a sports car; 2,042 c.c. total. Potent and equally good in the wet. £130. P. Lumsden, Henley Hall, Ludlow.



Have a selection of used bodies ex Alfa-Romeo for disposal at a very reasonable figure

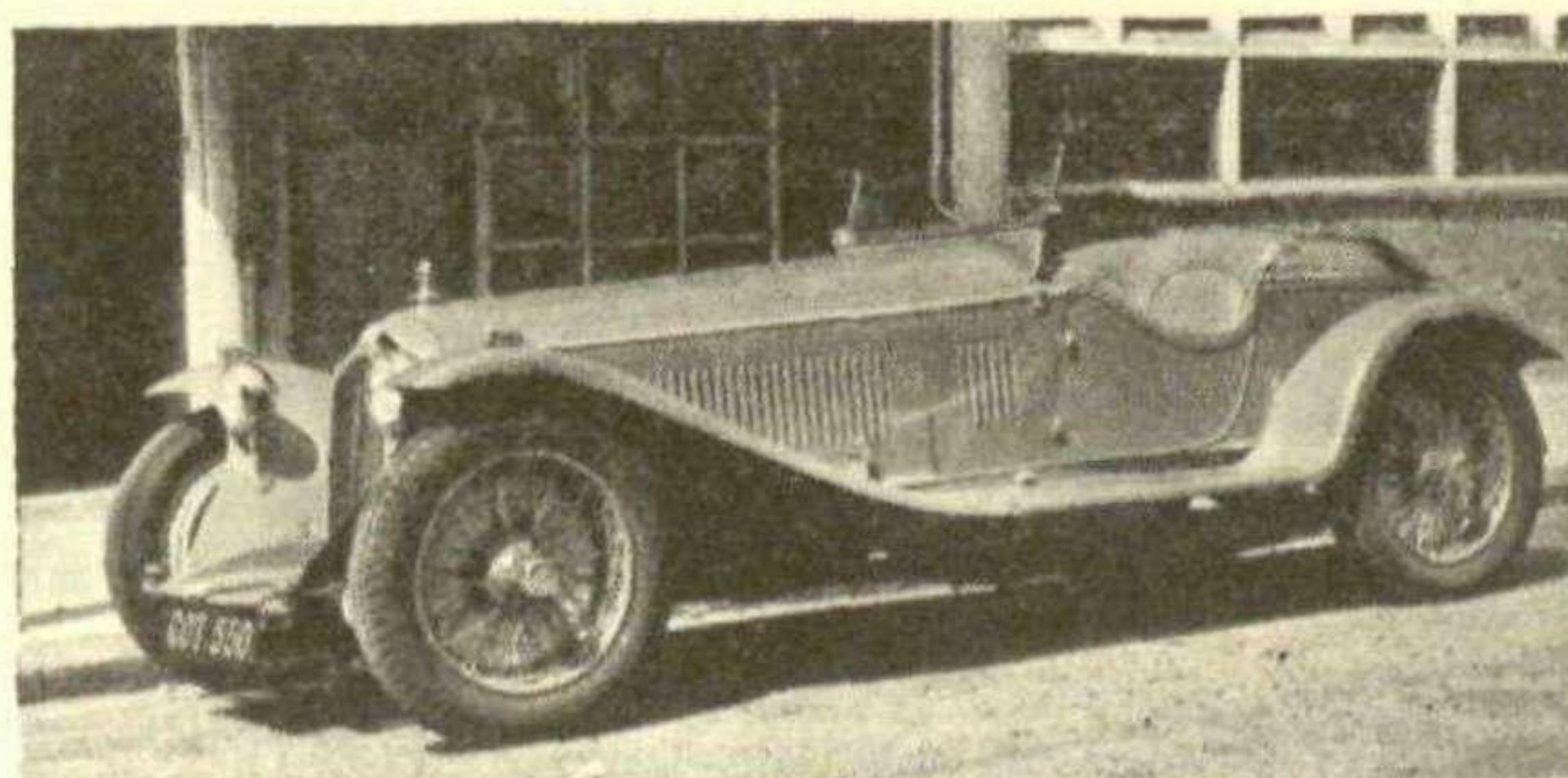
Please state your requirements and we will do our utmost to help you

BEVERLEY MOTORS

Proprietor:
N. H. MANN

COOMBE ROAD, NEW MALDEN

Telephone: MALden 4403



FOR SALE—continued

HUMBER 15.7-H.P. 1930 saloon, good condition; £20 recently spent. £95. Creasey, 78, Lyonsdown Road, New Barnet, Herts. Tel.: Barnet 2717.

"J2" ENGINE and gearbox, complete with carburettors, distributor, etc., in excellent condition. £50 or offers. Tel.: Kensington 1294.

1½-LITRE S.V. ANZANI ENGINE, ex-1926 Frazer-Nash; complete, in sound order, less flywheel; £7 10s. Riley Nine gearbox, 1930, £2 10s. One pair 10-in. Rotax chrome lamps, £2. One pair Luvax shock-absorbers, equal resistance, ex-1½-litre Alta; £1 each. Radford, Broomhill House, Hucknall, Nottingham.

3-LITRE BENTLEY SPARES for sale—£25. A large quantity. Going cheap, selling through shortage of space. Tel.: Wanstead 5353, after 5.45 p.m.

1930 BENTLEY 4½-LITRE "BLACK LABEL" This car is in unmarked condition and is a perfect specimen of the marque. Offers please. J. Allison & Sons, Ltd. Manor Buildings, Pocklington.

M.G., 1934, "PA." Really good condition. Black, red upholstery and wheels. £240, or offers. Would take F.I.A.T. 500 chassis (½-elliptic rear), complete with rear axle, wheels, springs, steering-box, etc., in part payment. Robertson, 10, The Crescent, Selby, Yorks.

RILEY NINE 2-seater, 1930 vintage. Good condition. Sprayed; new hood and two tyres. Nearest £70, or exchange for M.G. or Ford engine and chassis, or uncompleted special, etc. Write for details. Eades, 6/153, Middleton Hall Road, Birmingham, 30.

BUGATTI, TYPE 43, straight-eight, 2.3-litre, supercharged, single-cam; first registered 1937; late model with Type 55 modifications, alloy wheels, complete touring equipment. Condition excellent; mileage 18,000; fine and potent example of the marque; full basic. Ramsale, 2, Walmley Ash Road, Sutton Coldfield. Tel.: Ashfield 1309.

2½-LITRE STANDARD V8 ENGINE, complete with clutch and gearbox. New liners, pistons, rings, Stellite valve seats. Crank reground, mains, big-ends remetalled. Steering-box, column. Offers. "Roviro," Central Road, Portchester, Hants.

1948 (OCT.) M.G. "TC." Red. Extras. 10,000 miles. Spotless condition. £550 or near offer. Caseby, 50, Laxham Gardens, Kensington. Tel.: WES 7334.

FRENCH "CIBIE" ROAD-LAMP, all chrome, 8-in. domed glass, 6/12-v. bulbs. Immaculate, 75s. M. Wells, Laurels, Brecon, Wales.

FORD EIGHT RECONDITIONED ENGINE, chain-driven cam-shaft, £22 10s. Lucas vertical magneto, 4-cyl., Type 4BRS-SA8, £6 10s. New B.T.H. magnetos, 1-cyl., £3 10s. each. Lucas windscreen wiper motor, Model SW4, 12-v., 37s. 6d. (new). Zenith carburetter, 30 VM-4, 10-h.p., 47s. 6d. Crypton home charger, A1/B, 200/250-v. input, 2v., 6v., 12v. output. As new, £3 10s. Smith, Highworth Road, Faringdon, Berks.

1938 M.G. "TA." 37,000 miles. Black. £120 overhaul, including rebore. Car virtually rebuilt. Exceptional condition. Taxed Dec., with petrol. Definitely fast. Photos available. Warr, Griffin Hotel, Cheadle, Cheshire. Tel.: Gatley 4702.

MAGNETTE "K3," supercharged "Mille Miglia" 2-seater. Slab tank. Whole car in perfect condition. S/C gearbox, overhauled, hydraulic brakes, two spare wheels. Racing-green. Complete road equipment, including screen and hood. Offered at the very reasonable price of £395. H. W. Motors Ltd., Walton-on-Thames. Tel.: Walton-on-Thames 783 and 1437.

NU-METAL

S A V E S

ENGINE REBORE

NEW RINGS

Just pour **RE-NU Liquid NU-METAL** through plug holes. **NU-METAL** will recondition your motor while you drive. Permanently films pits and scores. Ends piston slap and lost compression. Guaranteed 10,000 miles, and harmless to finest engine. **NU-METAL** has been proved and tested by over 100,000 users since 1934, many owners having used **NU-METAL** three and four times in the same engine. **NU-METAL** comes to you in a separate tube for each cylinder, thus eliminating guess work. Municipal Councils, Engineers, etc., use **NU-METAL**. Treatment costs for 1, 4, 6, 8 cylinders, 10/6, 30/-, 37/6, 45/-. Call, write, or 'phone. Mail Orders post free. C.O.D.'s plus postal charges.

ORDER FORM

Please forward me by return **NU-METAL** to treat a ...-Cylinder Engine. I enclose cheque—P.N.

Or please send me illustrated Folder describing action of **NU-METAL**.

Name

Address.....

RE-NU CO., Op. Richmond Station
VICTORIA, AUSTRALIA. JA4797

Or from
BRISTOL TRADING COMPANY,
1st Floor, Bristol House,
147, Elizabeth Street, Sydney, Australia.
MA7250 M.S.L.

FOR SALE—continued

COOPER 1,000 C.C. AND 500 C.C.—John Heath and George Abecassis offer for immediate delivery above car, fitted with latest type pressure lubricated, dry-sump J.A.P. engine, together with interchangeable 500-c.c. engine. Never used in competition. Virtually as new. Offers near list price. H. W. Motors Ltd., Walton-on-Thames. Tel.: Walton-on-Thames 783 and 1437.

ROLLS-ROYCE, "40/50 SILVER GHOST" model. 1920 body. Two-door, 6-light saloon. Five beaded-edge tyres, practically new. Six spare wheels (discs can be supplied). Good electrical equipment. Complete set of tools. The whole in good condition and remarkably economical to run. Best offer over £100. Tel.: Whitehall 8658.

A VINTAGE VAUXHALL, approx. 1920, four-cylinder; taxicab body fitted; in good condition. Offers to Mr. Rolls, Berkeley, near Dursley. Also 1934 3-litre Lagonda in beautiful condition.

FOR SALE—continued

M.G. "TA" BODY, colour green, including petrol tank, floorboards, dash, seats, radiator, windscreen, wipers, hood, wheel carrier, spot and headlights. Good condition. Also Master-Radio with remote control. Shockers: rear "TA," front "J2." "TA" distributor and coils. Also: Single-seater "Brooklands" Austin, needing attention. Wanted: "J2" crank. Please apply to: J. C. C. Mayers, Copped Close, Totteridge, N.20.

PA-TYPE 4-SEATER, 8-H.P. M.G. Condition of body, tyres, etc., good. £200. 219, Wellington Road North, Stockport. Tel.: Heaton Moor 2434.

VINTAGE O.H.C., PUSH-ROD "16/50" ROVER engine and gearbox. Completely rebuilt with reconditioned 12-v. starter and dynamo, and fitted spigot-mounted B.T.H. magneto. Offers to: J. Giles, Stinchcombe Hill, Dursley, Glos.

S.S. JAGUAR, Dec. 1938, black saloon. Recent overhaul by Jaguars. Perfect throughout. Genuine 90 m.p.h. Any trial. All petrol. £400, no offers. Reason for sale, purchasing Alfa-Romeo. Write: "Casa-Mia," Monks Avenue, West Molesey, Surrey.

LARGE QUANTITY OF TYPE 40 BUGATTI spares, including complete chassis (dismantled) shortened by 12 in., with rebuild wheels and new India tyres and tubes; axles, brakes, gearbox, steering gear; less engine. Cheap. "Lambda" 7th series engine, dismantled, also gearbox. Buyer to collect. Lee, 31, Bramhall Park Road, Bramhall, Cheshire. Tel.: Bramhall 270.

1933 TALBOT "18/75" sports saloon. Sound condition. For further particulars apply G. Hyde, Motor Works, 16, High Street, Chislehurst.

SUNBEAM, December 1933, saloon, 23 h.p. One hundred per cent. condition all round. Wonderful car. 34,000 miles only. £325. Fuller, 69, Cranmore Lane, Aldershot. Tel.: 1382.

A.C., 1938, COMPETITION 2-seater, black; "16/90" unblown; 27,000 miles. Carefully used, as testified by amazing mechanical and coachwork condition. Fast, beautiful car. Luxury equipment includes telecontrols, rev.-counter, hand ignition control. Hood, sidescreens, silk mohair, perfect. Recently checked A.C. Good tyres include two unused retreads. Seen London, photo supplied. Private. First over £525 secures. Box No. 394, MOTOR SPORT, 15, City Road, E.C.1.

1932 ALVIS, "TJ 12/50," open 4-seater, very good condition. Good hood and screens. Battery and oversize tyres as new. Brakes relined and new front cables fitted. New set genuine Alvis timing wheels and Hardy-Spicer couplings ready to fit. £200. Higson, Merrial Street, Newcastle, Staffs.

H.R.G. 1½-LITRE, 1947, 8,000 miles; all latest modifications. Spares include: three spare wheels, special seats, manual ignition, sprint mudguards, close-ratio gearbox, etc. Engine hand-fitted and considerably better than standard. Reason for sale: owner buying bigger sports car. £850, or close offer. Box No. 395, MOTOR SPORT, 15, City Road, E.C.1.

LAGONDA 2-LITRE. Low chassis "Speed" model, December 1930. Original Cozette blower and equipment available but now fitted latest Zenith giving 27 m.p.g. Complete overhaul, including re-sleeving, etc., 2,500 miles ago. P.100 headlamps, cycle-type mudguards. Bodywork good. Spares include two new and one retread tyres. £250, or near offer. Box No. 396, MOTOR SPORT, 15, City Road, E.C.1.

ONE R. 11/B E.R.A. 1½-LITRE Grand Prix car with two-stage supercharged engine and spare 2-litre engine. One R. 5/B E.R.A. 1½-litre Grand Prix car, single-stage supercharged. Also a good supply of spares for these cars. All inquiries to: Mr. G. Boyle, 225, Cambridge Road, Ellesmere Port, Cheshire.

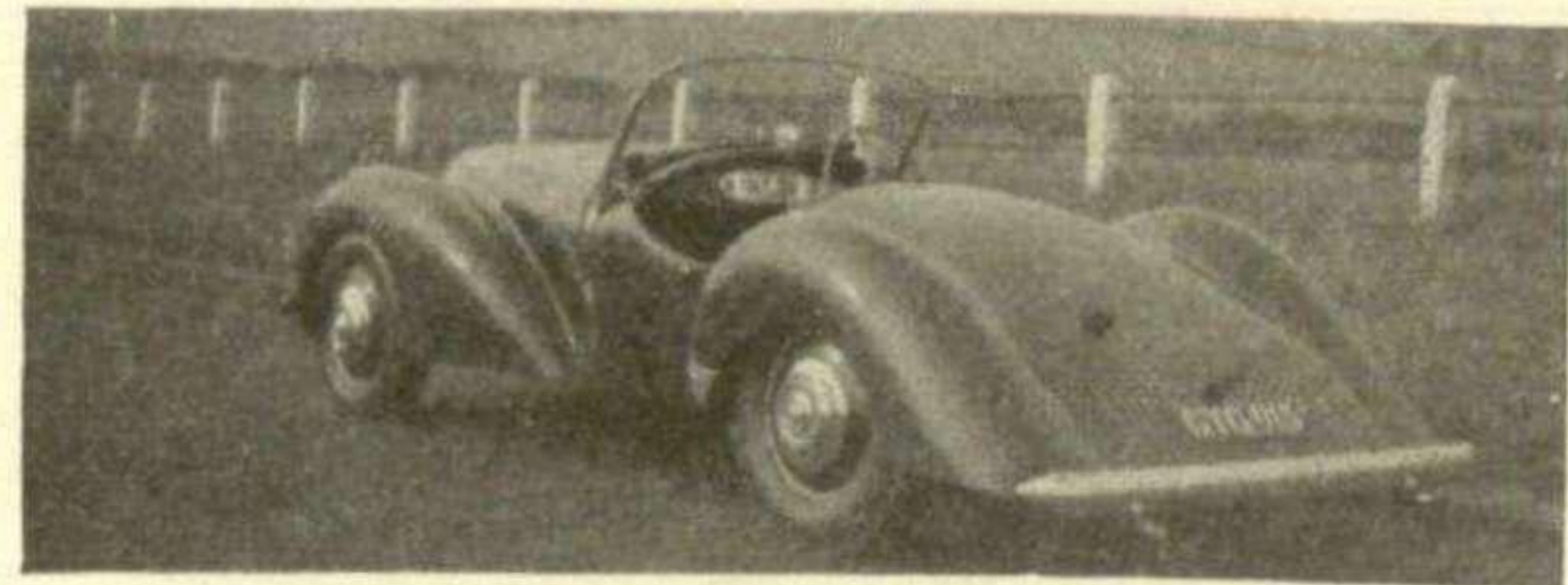
COMPETITION CARS LTD.

OFFER THE FOLLOWING SERVICES

- Aerodynamic Coachwork
- Racing and Sports Shells
- Vintage Re-builds
- Engine Overhauls and Tuning
- Shot Blasting
- Plating and Polishing
- Metal, Fabric and Cellulose Spraying
- Large stocks of Sports Components
- Light Alloys, etc.

"THE OLD MALTINGS," NAYLAND, COLCHESTER

Telephone: NAYLAND 334



3½-LITRE RICHMOND SPECIAL

Designed for sports-car racing and fast touring. Engine, transmission and chassis parts modified Ford V8; 2/3-seater. Aluminium coachbuilt body. Finished Alfa-red. Exclusive and attractive appearance, with outstanding performance. Registered July, 1948. Small mileage.

Price £775

SCHOFIELD, BRAESIDE, DELPH, Nr. OLDHAM

SOUTHERN CYLINDER SERVICES LTD.**Specialised Service for Sports and Competition Cars**

Cylinder boring and sleeving.
All bores honed to mirror finish.
Special Liners can be made to customer's instructions at short notice.
Main Distributors for Wellworthy, Hepolite and Specialoid Pistons.
Crankshaft Grinding and Polishing.
Main bearings remetalled and bored in line.
Con.-rods remetalled and machined. Special high-quality metal used.
Con.-rods converted to take thin wall bearings.
Small-end bushes manufactured and fitted.
Special hone finish by latest machines.
Cylinder heads surface-ground to raise compression ratio.

All work carried out by experts.

Quick Service. Collection and delivery free.

SOUTHERN CYLINDER SERVICES LTD.
55, CHURCH ROAD, WIMBLEDON, S.W.19
Telephone: Wimbledon 1153-4-5

FOR SALE—continued

ALVIS "SPEED 20" black and grey saloon, 1934; good condition. £300. Telham Service Station, Battle. Tel.: Baldslow 221.

VINTAGE CARS.—1914 Sunbeam 16-h.p. tourer, in good condition and running order; new tyres and tubes. Full petrol. No reasonable offer refused. Would exchange for small car. Dack, 50, High Pavement, Nottingham.

1930 RILEY NINE. Sporting 2-seater body. Sound chassis. Engine, brakes and tyres excellent. £110 or nearest offer. R. Sharp, Grove End, Grove Hill, Harrow.

NEW WICO PACY VERTICAL SPORTS MAGNETO for Ford 8/10-h.p., £9 each. Full flow filters, worth 30s., 6s. 6d. each. New Desmolite black and chrome 8-in. driving lamps, £2 19s. 6d. each. E. M. Hetherington, 52, West Vallum, Newcastle-on-Tyne, 5.

MERCEDES.—SUPERCHARGED 1½-LITRE, four-cylinder, 16-valve, two o.h.c., "Targa Florio" model. Engine just rebored and completely overhauled, with new pistons, new carburetter and induction system. Engine tested on brake to develop 82 h.p., starts well and is tractable. Telecontrols, Bosch starter and dynamo, Scintilla lighting system. Two-seater touring body by Eagle, all instruments, etc. Four good tyres, two good competition spares. A unique car with good performance. Blagdon Engineering Co., Blagdon, Seaton Burn, Northumberland.

FRAZER-NASH DROPPED-TYPE FRONT AXLE, steering box, clutch parts, brakes. Wolseley Hornet and Amilcar spares. Competition Cars Ltd., "The Old Maltings," Nayland, Colchester. Tel.: Nayland 334.

BODY FROM "BROOKLANDS" RILEY, complete with bonnet. In good condition. £20, plus the cost of delivery. Amilcar chassis frame only, £8. S.S.I. chassis frame, £10. Riley Nine engine and gearbox, with remote control; twin S.U. carburetters; £30. All plus carriage. Competition Cars Ltd., "The Old Maltings," Nayland, Colchester. Tel.: Nayland 334.

BUGATTI.—Ex-McFerren, Neill, Stanley Martin. Type 35 G.P., rebuilt, but requires detail attention to finish. Offers. A. K. Haworth, "Old Falinge," Rochdale. Tel.: Rochdale 4538.

ALVIS

The ALVIS specialists,
ALTON GARAGE, offer:

£375—1936 "Speed 20" Vanden Plas, 2-door sports saloon. Very low mileage, one careful owner and quite immaculate.

£325—1935 "Speed 20" Vanden Plas drophead foursome coupe. Just rebored and thoroughly checked. A really first-class car in appearance and performance.

£245—1934-45 Vanden Plas sports tourer, black/green. Very fast and comfortable. All screens, hood, etc.

£195—1934 "Sixteen" sports saloon. This car has many extras and modifications and is of unusually sporting lines.

£165—12-h.p. 1934 "Firefly" sports saloon. Recent complete engine overhaul.

£95—1930 "16/95" wide 2-seater with dickey. Extremely well kept example. New hood and sidescrims.

We have also a selection of other makes, part-exchanged, to be cleared at bargain prices. This batch includes a "J2" M.G.; Austin "Nippy"; a particularly cheap 1936 12-h.p. Renault for domestic motoring, and others.

EVERY car available on hire-purchase at once.

All enquiries: **ALTON GARAGE,**
Upbrook Mews, Craven Road, W.2.
Paddington 0385.

FOR SALE—continued

1,000 NEW TYRES AT LIST PRICES.—15-in., 16-in., 17-in., 18-in., 19-in., 20-in., 21-in., 22-in., from 2.50 to 7.50. Also beaded-edge and obsolete tyres. 24 by 2½ to 955 by 150 in new remoulds and secondhand. New three-bearing crankshaft for Austin Seven, £15 7s. 6d. H. H. Hamilton & Son, 22/24, Vicarage Street, Yeovil, Som. Established 1928. Tel.: 927.

Sports cars bought, sold, exchanged.

Dismantled spares, M.G., Singer, Morris. Parts, fittings, gadgets, wheels, tyres, hub caps, clocks, tanks, meters, lamps, screens, mascots, badges, perspex sheet, aluminium sheet, tube, strip. Chromium plating. Instrument repairs. 30,000 books, magazines. 200,000 photographs. 3,000 instruction manuals. Catalogue, 3d. Anything bought for cash.

G. A. FINAL

15, Nashleigh Hill, Chesham, Bucks.

SPARES OFFERED.—Twin S.U. petrol pumps, 12-volt, new, £4 2s. 6d.; also single type pumps, 6-volt or 12-volt, rebuilt, 65s. each, or 27s. 6d. on exchange. Large stocks of new and secondhand spares for early and late models, 1924 to 1945. Below.

Scintilla Vertex magnetos, N.V.4, Ford Eight and 10 h.p., new condition, £6 2s. 6d. each, carriage paid. Established 1921. Approval seven days. Clare's Motor Works, 254, Brixton Hill, London, S.W.2; Tel.: Tulse Hill 3483; or secondhand dept., 96, Tulse Hill, S.W.2; Tel.: Tulse Hill 6002.

ASTON-MARTIN "ULSTER," LIN 20, 1935 team car and Rudge Cup winner. Engine, chassis, electrics rebuilt 1948, bodywork perfect. Alternative differential available. Offers over £595. Fisher, Brampton, Newcastle, Staffs.

JOHN BLAND offers service to vintage and Edwardian owners. Valves, bearings, valve guides, shack bolts, king-pins, etc., to drawing or pattern. Specialist repairs on the older Talbot cars. 27, Southfields Road, S.W.18. Tel.: Vandyke 1612.

A.I.D. Approved

No work too difficult

No distortion. Nature of Parent Alloy Unaffected

Aluminium Electron and Cast Iron repairs.

LENSSSENS PROCESS

139 CAMDEN RD., N.W.1
GUL 1723

FOR SALE—continued

M.G. "PA" 4-seater, in excellent condition. Re-upholstered and given extensive overhaul 1948. Nearly new tyres; fitted many extras; 15 gallons basic left. £190. 31, Vicarage Road, Hampton Wick, Kingston-on-Thames. Tel.: Kingston 7900.

1939 SIMCA F.I.A.T. 500. Black and chrome. New engine and overhaul at cost of £57, July 4th. New 12-v. battery, August 29th. Five spare tyres; 10 extra of extras. £275. Fitted radio if required, £10 extra. Seen London, or: 32, North Downs Road, New Addington, Surrey.

TRIUMPH "GLORIA" 10.8-H.P. sports saloon, 1935. Immaculate appearance and mechanically perfect. Full basic. £225, or consider 2 or 4-seater sports car in part exchange. 15, Melton Road, Tottenham, N.15.

ARIEL SQUARE FOUR. First-class sports, low mileage. Exchange for 10/12-h.p. sports car. Cash adjustment if necessary. Box No. 397, MOTOR SPORT, 15, City Road, E.C.1.

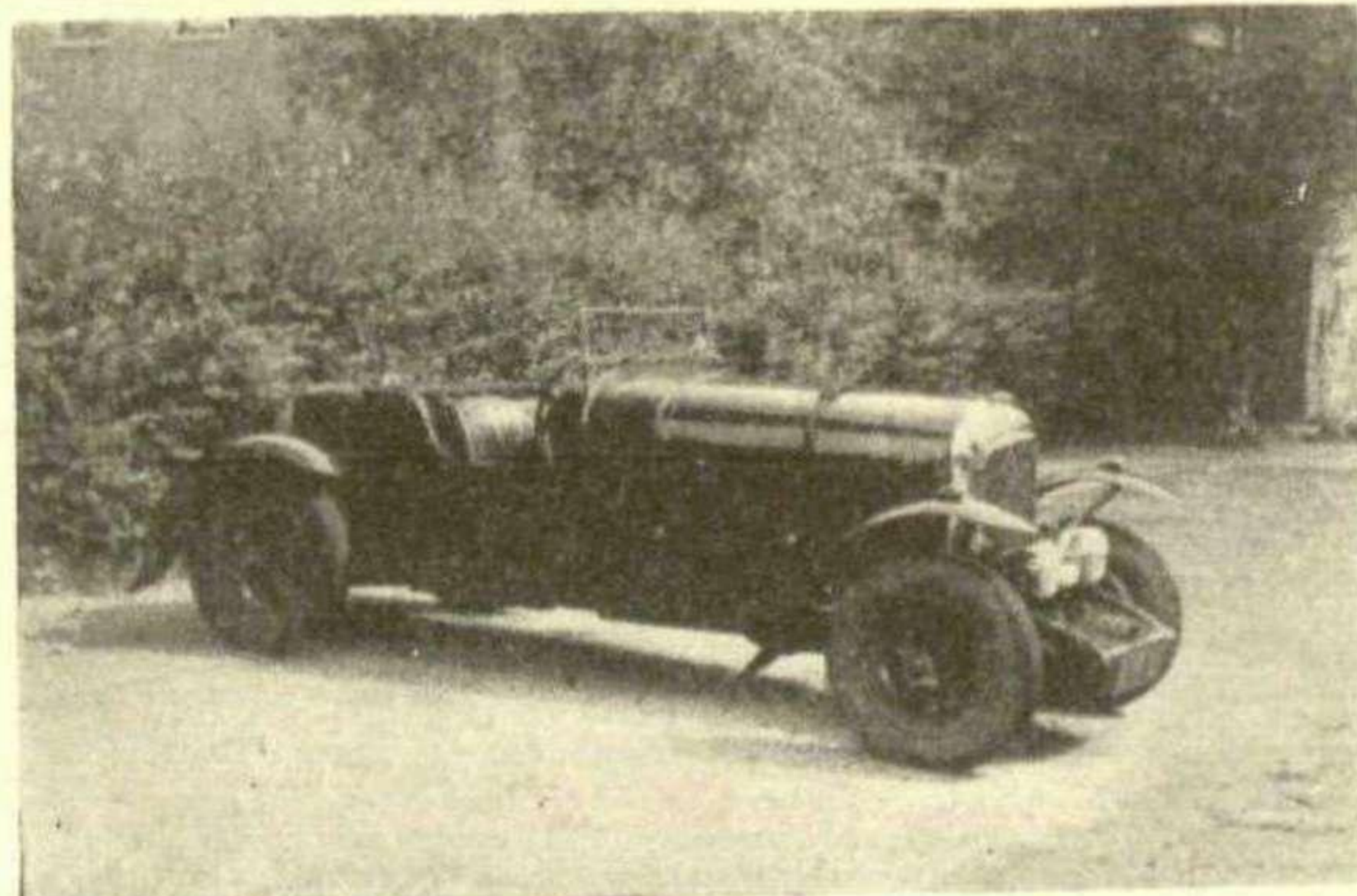
PRIVATELY-OWNED ALVIS "SPEED TWENTY," 1935. Charlesworth sports saloon. Really good mechanical condition. Good tyres. An enthusiast's car. £175. May be seen and tried at: The Toll House Garage, Lyons Corner, Slinfold, Sussex. Tel.: Broadbridge Heath 129.

RILEY NINE FOUR-CARBURETTER layout by Dixon, fitted Solex jets and chokes, £10 10s. Wilson, 44, Bittacy Rise, Mill Hill, N.W.7.

WHITWORTH HUB EXTRACTORS, 42, 52 and 62, 40s. each, post paid; other sizes to pattern. 125, Southampton Road, Ringwood, Hants.

1928 BEAN 14/45-H.P. saloon, in original condition; overhauled throughout, including rebore 2,500 miles ago (approx.); three new tyres and battery. Taxed Sept., insured June, 1950. Anybody got a home for a grand old lady? Offers around £60. Apply: D. Podd, 53, Carlton Road, Lowestoft, Suffolk. Tel.: 674, evenings or week-ends.

17-H.P. "SILVER EAGLE" ALVIS saloon, 1937 model. Most carefully maintained and mechanically sound. £395. Wadcol Motors, 150, West End Lane, N.W.6. Tel.: Hampstead 1177.

**FOR SALE****JOHN IM THURN'S BENTLEY 4½-LITRE**

9 ft. 9½ in. wheelbase, fitted two-seater body, green. Mackenzie crank (12,000 miles). Mackenzie/Borg & Beck clutch, "D" box, 3.3 axle, special braking arrangements, new sliding armature starter, new battery and tyres; respayed.

This car is capable of over 110 m.p.h. in touring trim, with complete reliability, and is an ideal car for sports-car racing. At present fitted with a compression plate, it will nevertheless exceed the 100 m.p.h.

Price £700

Appointment only

Telephone: Reigate 2209, or (office hours) Central 7422 (ex. 226)

J. D. IM THURN,
Flat 1, Miller's Cottage, Trumpet Hill, Reigate, Surrey

FOR SALE—continued

£600.—1937 16-H.P. A.C. drophead coupé, perfect condition. Ex-director's car, carefully run. Recently overhauled at cost of £200, including stripping to chassis, chassis cleaning, painting and refitting. New telecontrol shock-absorbers, new shackles-pins and bushes, and auto-chassis lubrication fitted. Engine overhauled and new tulip valves, new valve guides and new valve springs fitted. Coachwork overhauled, paint stripped to aluminium body and re-enamelled polychromatic green. New hood and new carpets fitted. Almost new tyres. Dual swivel spotlights. Fittings rechromed. Available for inspection by appointment. The Gee Manufacturing Co., Ltd., Barlows Lane, Fazakerley, Liverpool, 9. Tel.: Aintree 1681/4.

EXCHANGE.—1933 ALVIS "SPEED TWENTY" V.D.P. saloon, excellent condition (new engine 6,000 miles), for open sports same year and condition, or later "Speed Twenty" or "Twenty-five" in somewhat inferior condition. Must be basically sound. Saloon is dark and light grey, aluminium body, 6.00 by 18 rears, good tyres, batteries, etc. Taxed Dec. Full comprehensive insurance to March, 1950. Or sell outright at £300. J. Wardle & Company, Star and Garter Road, Normacot, Stoke-on-Trent.

ALVIS 1934 "CRESTED EAGLE" ENGINE, "16.9" with all-synchro box. Fully equipped and overhauled—unused. £50 or offers. Aston Mk. II transverse shockers, stubs, hubs, races, three front, brake shoes; £5 or offers lot. J. Wardle & Company, Star and Garter Road, Normacot, Stoke-on-Trent.

"SPEED TWENTY" ALVIS. Exceptionally smart Vanden Plas sports saloon; 1934 model in unbelievable condition; bills with car for £392 overhaul, new tyres. £375. Wadcol Motors, 150, West End Lane, N.W.6. Tel.: Hampstead 1177.

"500" SPECIAL BUILDERS.—Back axle, with 48-tooth sprocket, wheel bearings, $\frac{1}{2}$ -elliptic springs, radius arms, shock-absorbers, hydraulic brakes, 15-in. wheels, 400 by 15 racing Dunlops. Ready for bolting on to chassis. 5-gallon tank and back body complete to suit above. Two wheels with racing Dunlops complete to F.I.A.T. Vertical member ready to fit on to wishbones. Offers around £80. D. F. Truman, 10, Buchanan Road, Walsall. Tel.: 2198.

CARBURETTORS.—Two latest 1949 32 B.I. Solex, downdraught, £10. Two Jeep downdraught carburetors, £5. Davies, The Mount, Rudford, Glos.

WOLSELEY HORNET, 1933. Aluminium body, shabby. Chassis sound, £75. C. Riley, Gordon Street, Sutton-in-Craven, Yorks.

500-C.C. COWLAN racing car. "Manx" Norton square head. Trailer and spares. Partnership dissolved only reason for sale. Offers around £300. Wentnor, Park Walk, Fulwood, Preston, Lancashire.

AOX 4.—One of the famous Austin "Grasshopper" trials cars. Fitted new Ford Ten engine, L.M.B. suspension, Ausford body. Completely reconditioned and ready for the trials season. Full details from: Frost, Links Road, Kirby Muxloe, Leicester.

747-C.C. SUPERCHARGED SINGLE-SEATER AUSTIN. Not used since comprehensive overhaul and modification; fitted with alloy wheels, with spare. Appearance as that of camshaft "works" car. This is obviously a bargain at £275. Suitable sprints or short-handicap track racing. Callers preferred. Cambridge Engineering, Cambridge Road, Kew Green, Surrey. Tel.: Richmond 2126.

1914 BABY PEUGEOT, complete but not used for years; £35. Also 1926 "Flying Eight" Coventry-Eagle 4-cam J.A.P., complete, £14. Barnes, 36A, Leigham Avenue, Streatham.

1937 "TA" M.G. CYLINDER BLOCK. Stove-enamelled black. Unused. Tourist Trophy Garage, Ltd., Farnham, Surrey. Tel.: 5363.

LAGONDA 2-LITRE, 1931, 4-seater, V.D.P. Engine sound, body fair. Bosch magneto and horns, P.100 lamps, good batteries, well shod. Genuine reason for sale. Bargain at £150. Fader, 82, Harrowdene Road, North Wembley, Middlesex.

SINGER SPORTS 9-H.P. 4-seater, 1937. New hood and sidescreens. Latest type twin carburetors fitted new. Very smart. Good condition. £250. J. Scott-Barrett, Viewfield, Blackford, Perthshire.

EXCHANGE.—1934 HILLMAN TEN tourer, new tyres, brakes, hood; 35 plus m.p.g.; freewheel; clock, thermometer; first-rate engine; for open foursome "12/50" or Riley Nine preferably. Alex Richardson, 2, Athole Gardens, Glasgow, W.2.

FOR SALE—continued

TWO SCINTILLA COILS, 12-volt, Type MA/8021 (reconditioned), 25s. each.; one Runbaken oilcoil, unused, 12-volt, 32s. 6d.; two "Autoflux" 12-volt petrol pumps (as fitted Bugatti, etc.), 50s. each.; one Zenith Type 36T vertical carburetter, 65s.; two Vokes petrol filters, $\frac{1}{2}$ in., Type E-37-F, 12s. 6d. each. Also: Jaeger $3\frac{1}{2}$ -in. r.p.m. indicator, 0-8000 (reconditioned); 2-in. boost gauge, —14 to +25 (unused) and ammeter, 25-0-25; with black dials and bezels to match; £6 5s. the set. All above in perfect condition. Giles, Park Lodge, Dursley, Glos.

1936 "PB" MIDGET. Chassis complete with exception of body. Stripped in process of rebuilding. Engine bored, crank ground, ends remetalled; dynamo and radiator overhauled; many new replacement parts. Personal reasons for sale. Baker, 29, Fowey Avenue, Ilford. Tel.: Wanstead 4736 or Valentine 7101.

MARSHALL-NORDEC "75" SUPERCHARGER installation for Ford "Prefect," complete to last nut and bolt, £30. Dudley, 144, Roding Lane South, Ilford. Tel.: C.I.E 4747.

COMPLETE RECONDITIONED EX-W.D. ARIEL motor-cycle, 350 c.c., o.h.v. Must sell, at bargain price. Really tip-top condition. £55. 45, Trinity Lane, Waltham Cross, Herts.

TIGER KITTEN.—This famous pioneer 500-c.c. racing car for sale, complete with spare back axle, gearbox, three sets of rear wheels, numerous spares; fitted with special sprint four-stud J.A.P. engine and a spare 500-c.c. twin J.A.P. engine. Car capable of a genuine 100 m.p.h. Some of its recent performances are: Prescott, 49.12 sec.; Shelsley Walsh, 43.47 sec.; Bouley Bay, 60.4 sec. The machine has been thoroughly overhauled and is ready for racing. Nearest offer £350. H. C. Jones, "Byfleet," Newport Road, St. Mellons, Cardiff.

WANTED

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

URGENTLY.—CYLINDER HEAD for "12/50" Alvis (1927). Please address replies to Central Garage, Busby, near Glasgow.

M.G. MAINTENANCE MANUAL, any condition, for "J2" or any similar model. Popplestone, 13, Blenheim Gardens, Southampton.

CHASSIS COMPLETE less engine, to house V12. Body quite unimportant. Suggest large brake drum, G.P. Bugatti, S.S.100, Riley "Sprite," etc. Details to: J. H. White, 35, Berwick Drive, Glasgow, S.W.2.

AMILCAR REAR AXLE complete (diff. model). Supercharged Salmson pistons and spares. 17, lower Gungate, Tamworth, Staffs.

RILEY 37-38 KESTREL SPRITE saloon preferred. Full details, lowest price, also required 37-38 Riley 12-h.p. engine, complete Ford. 3, Lampton Court, Lampton Road, Hounslow.

HAYES TRANSMISSION, as fitted to 1934 Austin Sixteen or larger. Must be complete, but acceptable if repairs or adjustments needed. Particulars to Perry, 34, Russell Gardens, Brent, N.W.11.

ASTON-MARTIN which must be in first-class condition. Reasonable price paid or will consider part exchange my 1948 1,500-c.c. 2-seater H.R.G. Williams, Bryntirion, Hollybush Road, Cyncoed, Cardiff.

1948 OR 1949 HEALEY-DUNCAN roadster. Must be low mileage, at a reasonable price. Box No. 391, MOTOR SPORT, 15, City Road, E.C.1.

WOLSELEY HORNET SPECIAL (1933) instruction handbook urgently required. Box No. 392, MOTOR SPORT, 15, City Road, E.C.1.

ALLARD.—£400 and Morris Ten saloon for 1948 4-seater tourer or drophead Allard in good condition. Jones, 16, King Street, Shrewsbury.

"BROOKLANDS" RILEY wanted, or similar semi-racing car. Letters answered. Buckle, Albany Cottage, Stubbington Lane, Fareham, Hants.

AUSTIN SEVEN, 1925-1929, must be mobile. Good home assured. Bolton, Richmond Lodge, Bilton Road, Rugby.

1.5-INCH FLAT MIRROR and 11-in. fluted Zeiss headlamp glass, also detachable part 2-in. dashboard lighter. Box No. 409, MOTOR SPORT, 15, City Road, E.C.1.

WANTED—continued

1932-4 INVICTA TOURER. With or without engine and gearbox. Must have fair body. Cash waiting. Fisher, 17, Ravensdale Mansions, N.8. Tel.: Mountview 7216.

STANDARD EIGHT 1939 model, saloon or drophead coupé. P. Cullen, c/o 3, Criplers Road, Oxford.

AUSTIN SEVEN 1931/32 body, or complete car if bodywork sound. Any type. 61, Dorket Drive, Wollaton Park, Nottingham.

WILL OWNER OF 1913 STANDARD seen Silverstone August 20th, communicate with prospective Buyer. Box No. 410, MOTOR SPORT, 15, City Road, E.C.1.

TALLO HO. Jet fighter squadron pilots desire to acquire vintage/sports car, to be fast, economical, low priced. Box No. 411, MOTOR SPORT, 15, City Road, E.C.1.

FORD-AUSTIN TRIALS CAR wanted. Price must be reasonable. London area. Full details to Box No. 412, MOTOR SPORT, 15, City Road, E.C.1.

LAGONDA RAPIER WATER PUMP complete, new or thoroughly reconditioned. Box No. 413, MOTOR SPORT, 15, City Road, E.C.1.

WANTED BY ENTHUSIAST. 1939 or 1940 $1\frac{1}{2}$ -litre four-seater drophead in good mechanical and body condition, low mileage. Jaguar, M.G. or Lancia preferred—any make of character and performance considered. Woosnam, 26, Lexden Road, Colchester.

ENTHUSIAST WISHES TO PURCHASE car for dismantling, or any spare parts; also any interesting items, on motors, books, photos, manuals, badges, mascots. Box No. 366, MOTOR SPORT, 15, City Road, E.C.1.

SCINTILLA VERTEX four-cylinder Ford, oil coil 6 volt, Tapley gradient and performance meters, 6 volt Radio-mobile car radio or similar late type, Bray engine water heater 230 volt, B and D portable electric polishers and sanders, Berkshire carryall, Garage (commercial) metal rectifier-type charger, garage equipment. Describe fully, state price of items offered. Box No. 427, MOTOR SPORT, 15, City Road, E.C.1.

LANCIA "AUGUSTA" ENGINE, 1934/5, or crankcase, cylinder block, cylinder head, con.-rods, pistons. Details and price to Box No. 430, MOTOR SPORT, 15, City Road, E.C.1.

FORD EIGHT and Ten spare parts. Units, chassis, wrecks, conversions, runners, or ex-W.D. generating or similar powered plants. Describe fully and state price. Box No. 428, MOTOR SPORT, 15, City Road, E.C.1.

TWO SOUND FRONT WINGS for 1926, "10/23" I, 10 Talbot, and two headlamps. Howard, 50, Cathcart Road, S.W.10.

CYLINDER HEAD for "PB" Midget in good condition. Passingham, R.A.F. Station, Lasham, Herriard, near Basingstoke, Hants.

SPORTS CAR, saloon preferred, 9-12-h.p. Bodywork to be in first-class order, chassis good. Engine condition immaterial. Alvis M.G. ($1\frac{1}{2}$ -litre), Aston, etc. Price around £200. Would also consider complete chassis only. Manchester area. Box No. 432, MOTOR SPORT, 15, City Road, E.C.1.

LAGONDA "16/80" SALOON wanted, in really good condition. Please send details, including price and any recent overhauls, to Box No. 423, MOTOR SPORT, 15, City Road, E.C.1.

SITUATIONS VACANT

HARD WORKING IMPROVER wanted to assist in small workshop specialising in high-class repairs. Must have served indentured apprenticeship and have some knowledge of sports and racing cars. Country district. Box No. 433, MOTOR SPORT, 15, City Road, E.C.1.

EXPERIENCED SHEET METAL WORKER and panel beater wanted, capable of taking sole charge of small workshop. Must be man of initiative and personality, used to estimating and costing, also a hard worker. Good wages plus commission for the right man. Country district. Box No. 434, MOTOR SPORT, 15, City Road, E.C.1.

PARTNERSHIP

PARTNER WITH £3,000 capital required to finance ex-army officer, university graduate (mechanical engineering), in specialist secondhand car business. £500 a year return, plus profits. Reference given. Box No. 393, MOTOR SPORT, 15, City Road, E.C.1.

EARLS COURT

(SEE OUR STAND
381 AVENUE 'A'
FIRST FLOOR)



looks well ahead with-

NEW conceptions in
LIGHTING AND ROAD SAFETY *in the*
NOTEK

☆ FOGMASTER ☆ DRIVEMASTER
☆ ROADMASTER ☆ SPEEDMASTER
& *NOW the New*
☆ PASSMASTER
with the asymmetrical beam

NOTEK LAMPS



NOW more than ever—
The World's Safest
FOG, DRIVING AND PASS LAMPS

OBTAINABLE FROM :

GARAGE AND MOTOR AGENTS, ACCESSORY DEALERS, ETC.

★ *Jubilee* PATENTED WORM DRIVE CLIP
the finest CLIP in the world

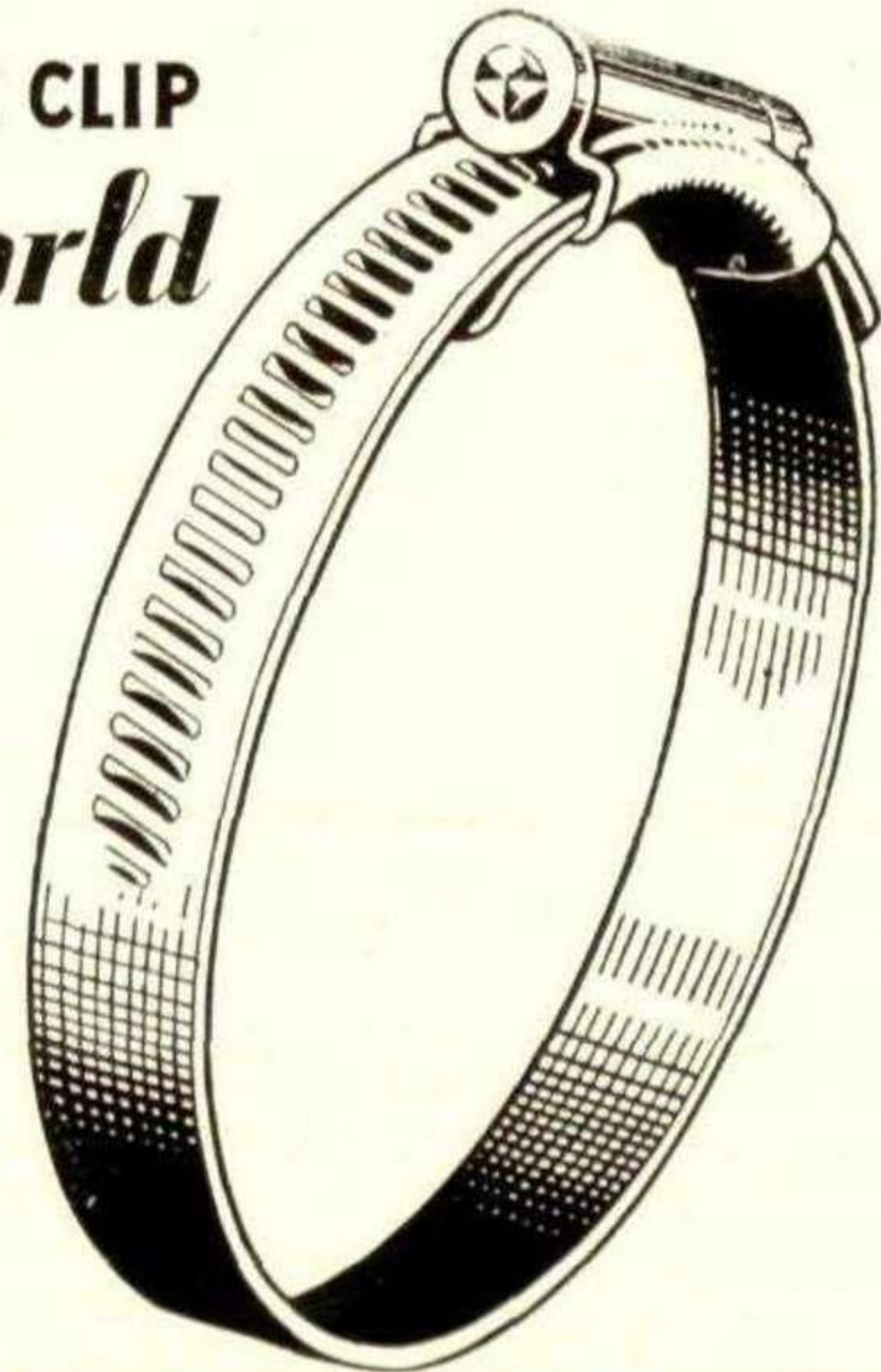
Absolutely leakproof joints on Air, Water, and Oil lines, are swiftly and easily made by using "Jubilee" Worm Drive Clips. They stand up to any pressure.

Millions are in daily use on Lorries, Tractors, Cars, Aeroplanes, Diesel Locomotives, Portable Engines, etc.



"There's never a Drip through a Jubilee CLIP"

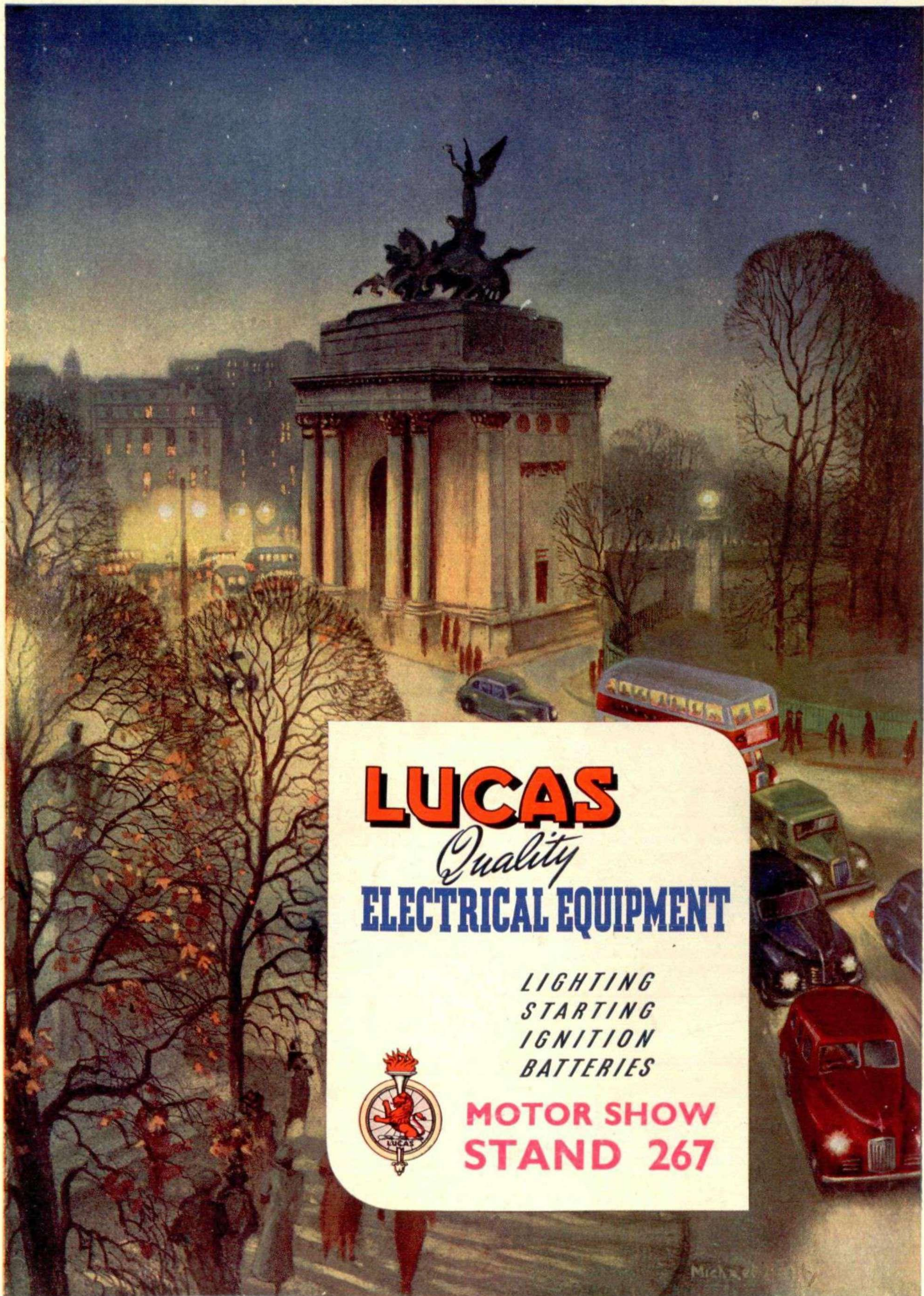
★ Write for details quoting reference RV/12



L. ROBINSON & CO., (GILLINGHAM) LTD..
Gillingham Kent

DUKE PUBLICITY

Breezywood 10



LUCAS

Quality

ELECTRICAL EQUIPMENT

*LIGHTING
STARTING
IGNITION
BATTERIES*



**MOTOR SHOW
STAND 267**