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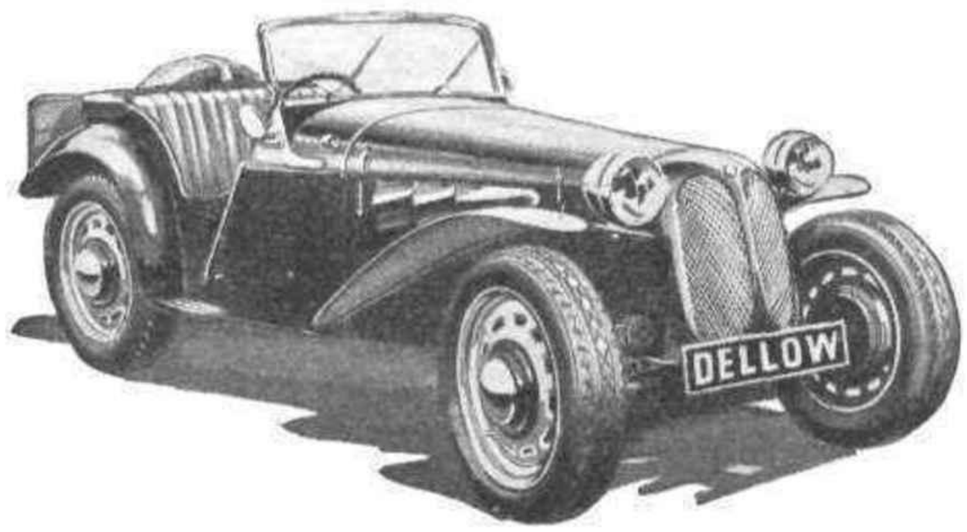
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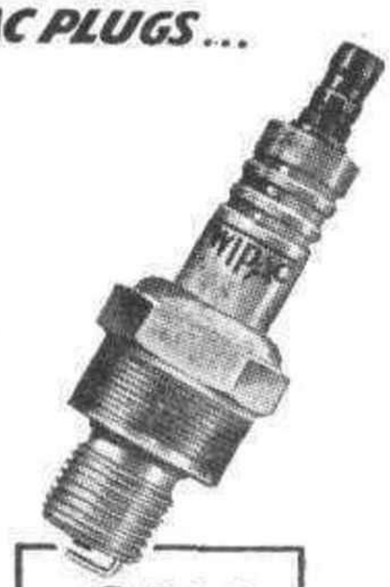
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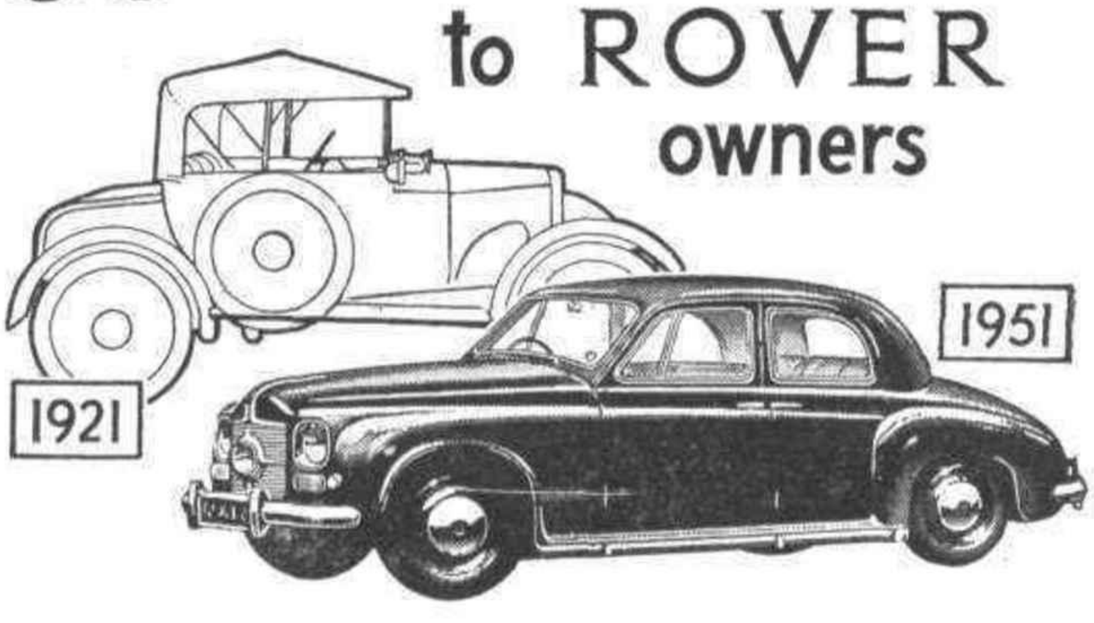
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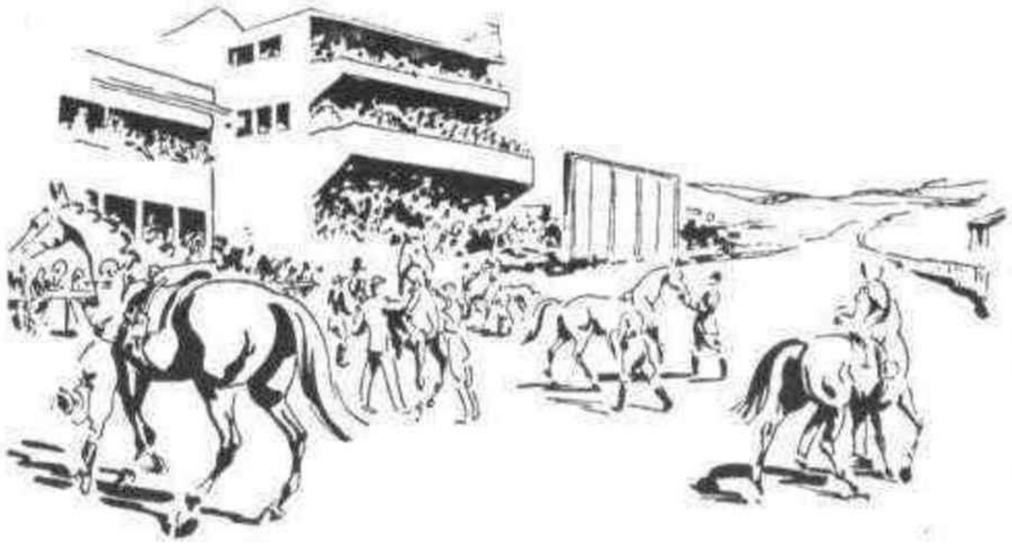
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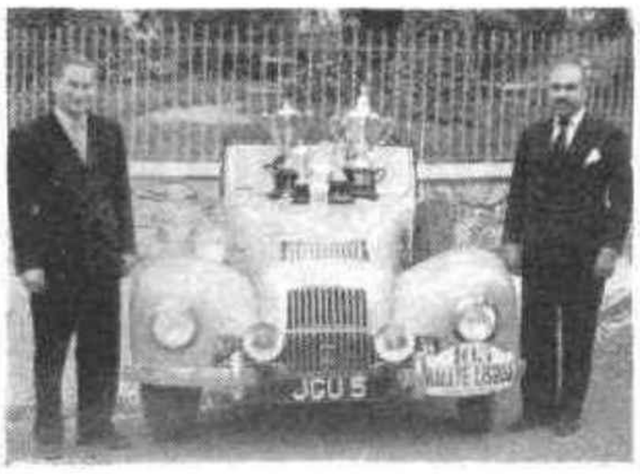
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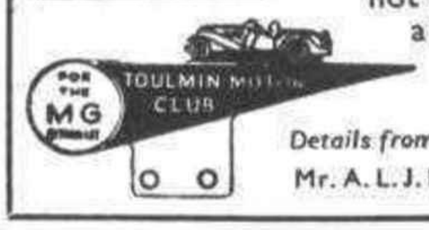
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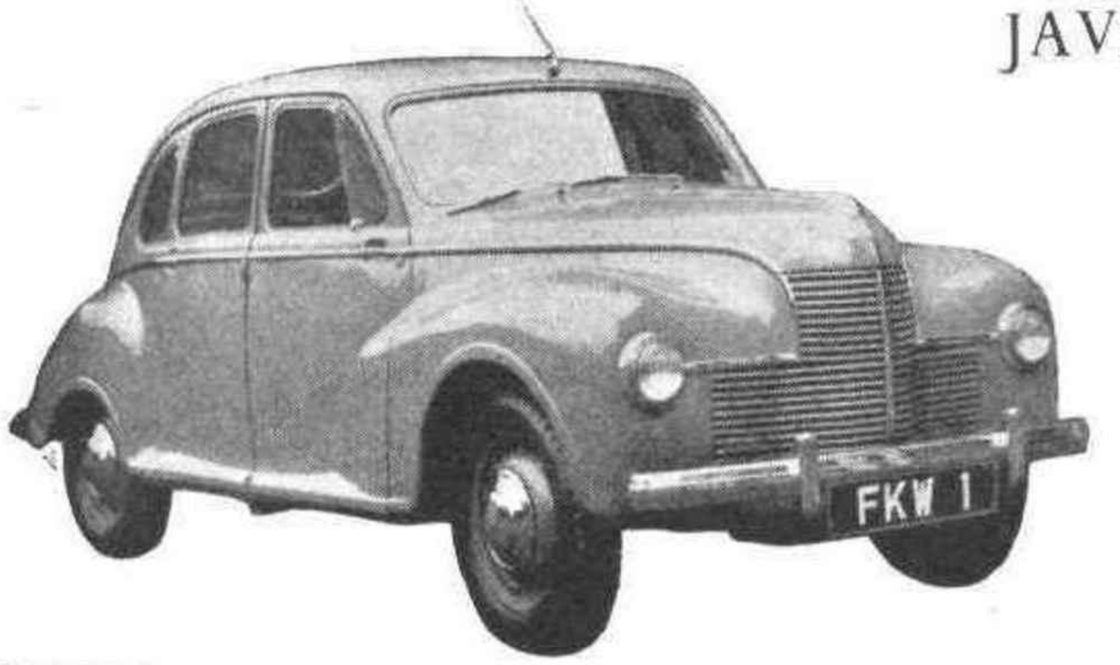
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VOL. XXVII No. 6 — RACING IN JUNE — JUNE, 1951

MOTOR SPORT

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Reg. Parnell Outdrives Italians at "Daily Express" B.R.D.C. Silverstone Meeting

1950 4½-litre Ferrari Leads Latest Alfa-Romeos in Rain

Jaguar Wins Production Car Race, Mk. V Coopers Hold Off Iota Challenge in 500-c.c. Event.

ALTHOUGH the hoped-for battle between the official Ferrari and Alfa-Romeo teams fizzled out with the withdrawal of the former, Silverstone on May 5th saw Reg. Parnell's 1950-type 4½-litre Ferrari seriously challenge Fangio's Alfa-Romeo in its heat and lead all the Alfa-Romeo team of Type 159s in a tropical rainstorm which caused the Final of the International Trophy Race to be abandoned.

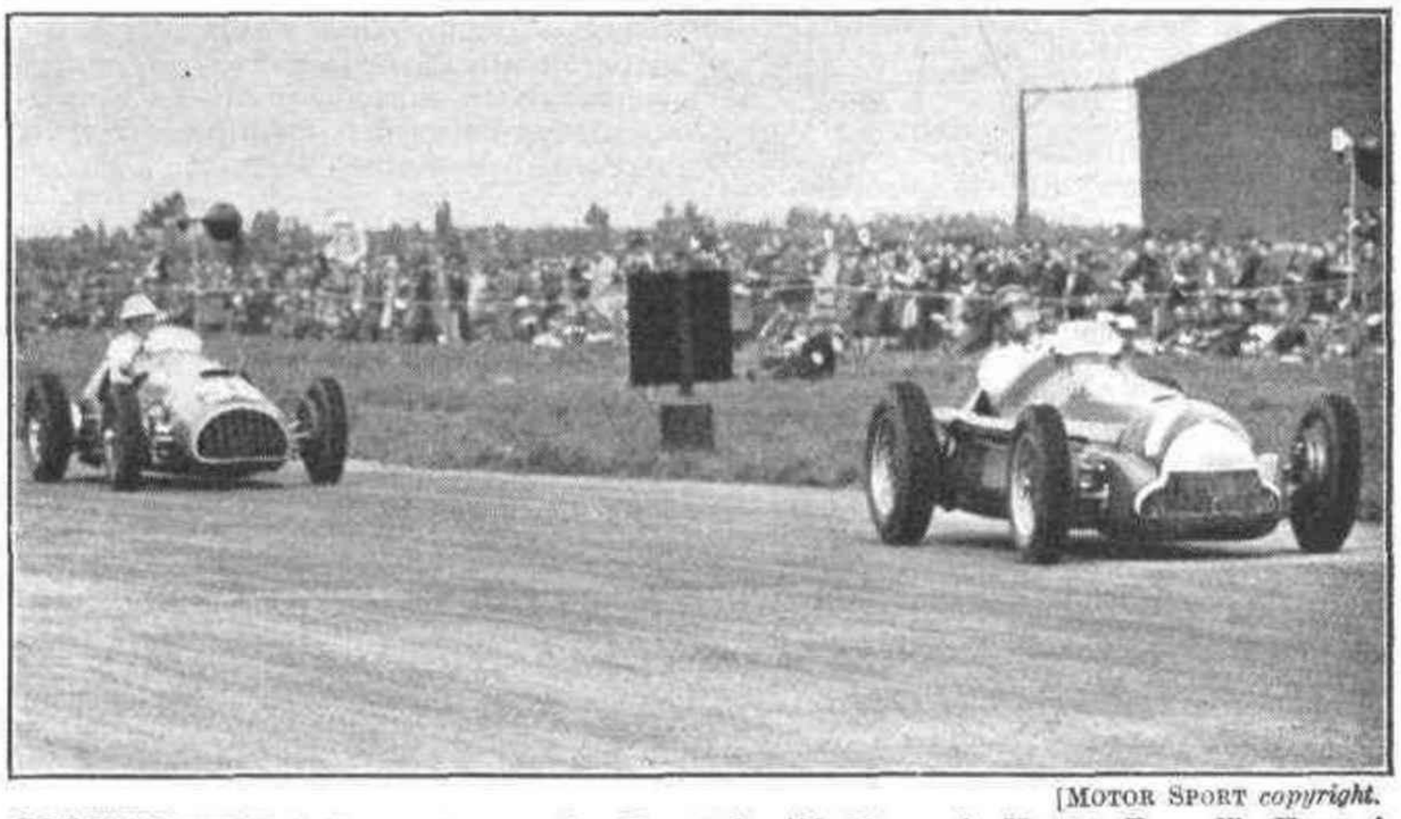
There is no doubt but that Parnell out-drove the Italians under these conditions, and the roar of cheering that followed him round the circuit from the drenched crowds marked one of the most stirring episodes in British racing. Had the race not been abandoned Parnell would almost certainly have had the distinction of being the first driver, Ferrari the first car, to vanquish the all-conquering Alfa-Romeos.

Stirling Moss and Charlie Dodson—Austin ace returning to racing—finished first and second in the Production Car Race in XK120 Jaguars, and Frazer-Nashes dominated the under-2-litre category, convincing proof that Britain makes two truly outstanding high-performance cars.

In the 500-c.c. Race the Mk. V Coopers of the Ecurie Richmond ran away from all opposition save that offered by pioneer Clive Lones in an Iota-J.A.P.

* * *

Rain marred Friday's practice but on the Thursday Fangio lapped at 98.10 m.p.h., unofficially breaking Farina's lap-record by 3.08 m.p.h.: Johnson put his Jaguar round at 86.66 m.p.h., and Headland's Cooper and Lones' Iota tied for fastest 500-c.c. time, at 81.24 m.p.h.



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CLOSING THE GAP.—After passing Bonetto's Alfa-Romeo in Heat 2, Parnell's Ferrari closes up fast on Fangio's Alfa-Romeo.

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The Argentine delegation had arrived by air, bringing Madame Peron's silver cup for the entrant of the car winning the Production Car Race, and on Saturday morning the crowds began to fill the big car parks in their tens of thousands, officials and Pressmen came to life in the rows of Berkeley caravans behind the pits, the Alfa-Romeo drivers arrived after a quiet night at the Cornhill Hotel near Towcester, their cars coming in two vast, two-tier Alfa-Romeo vans, the two Lancia vans carrying the Simcas, Parnell's Triumph and "Bira's" D.B.II Aston-Martin thrust through the throng; Vespa scooters buzzed about, your Editor joined Naish in a dice to Stowe Corner in a 1922 Peugeot, and all was set for the start of the 500-c.c. race, over approximately 35 miles.

From flag-fall Lones in the disc-wheeled Iota got off well from the front row, followed by Headland's Cooper and Alan Brown's Cooper. After two laps Brown caught Headland and Brandon was on his

tail. Brandon went into the lead after three laps, and a lap later his team-mate, Brown, was behind him in second place. Lones was still third, the exhaust note of the Iota deceptively docile, and Headland and Peter Collins were hanging on, these five well clear of the field. Spike Rhiando was last in the Flather Steel Special but was able to enjoy a duel with Papa Cooper in an unwell Cooper. Thus the race, not especially exciting, ran on, the two Ecurie Richmond Mk. V Coopers nicely masters of the international situation! Peter Collins, no doubt deeming more speed desirable, overdid it at Woodcote and rolled his Cooper over twice, but arose from his stretcher to drive a Dyna-Panhard very convincingly in the next race!

1st: E. Brandon (Cooper-Norton), 78.19 m.p.h., 33 min. 15 sec., 15 laps.
2nd: A. Brown (Cooper-Norton), 77.99 m.p.h., 33 min. 20 sec., 15 laps.
3rd: C. Lones (Iota-J.A.P.), 77.49 m.p.h., 33 min. 33 sec., 15 laps.
4th: C. D. Headland (Cooper), 76.80 m.p.h., 15 laps.
5th: K. E. Carter (Cooper), 75.98 m.p.h., 15 laps.
6th: W. J. Whitehouse (Cooper), 75.94 m.p.h., 15 laps. 7th: R. M. Dryden (J.B.S.), 75.25 m.p.h., 15 laps. 8th: J. Cooper (Cooper), 74 m.p.h., 15 laps. 9th: H. Schell (Cooper), 72.90 m.p.h., 14 laps. 10th: J. T. Sutherland (J.P.), 72.83 m.p.h., 14 laps. 11th: H. Daniell (Emeryson), 72.11 m.p.h., 14 laps. 12th: G. H. Symonds (Cooper), 70.60 m.p.h., 14 laps. 13th: M. Christie (Cooper), 70.16 m.p.h., 14 laps. 14th: W. L. Grose (Grose), 70.13 m.p.h., 14 laps. 15th: T. J. Clarke (Iota), 68.58 m.p.h., 14 laps. 16th: C. N. Cooper (Cooper), 68.54 m.p.h., 14 laps. 17th: S. Rhiando (Flather Steel Special) 67.66 m.p.h., 13 laps.

Heat 1 of the International Trophy, over 15 laps, was rendered interesting by the presence of Parnell in G. A. Vandervell's 4½-litre Ferrari, one of the 12-plug V12 de Dion axle cars which harried the Alfas last year at Monza.

Fangio's Alfa-Romeo led away and quickly built up a big lead from Bonetto's Alfa-Romeo, but already Reg. was third, ahead of Shawe-Taylor in the ex-Harrison E.R.A., Manzon's Wade-blown Simca, Murray's Maserati and Rosier's Talbot.

With Fangio out of sight of the field, lapping at 88.88 m.p.h., Parnell went seriously in pursuit. It seemed as if Bonetto did not, or could not, give Reg. any room to pass out of the corners, and in some quarters, the B.B.C. commentator included, it is held that he had been set deliberately to separate the Ferrari from Fangio's Alfa-Romeo. Certainly the Alfa pit was troubled by the speed of Reg.'s car, which, incidentally, he had previously driven up and down a runway, but at only 81.88 m.p.h. on the circuit. Certainly it wasn't until lap five that Parnell caught Bonetto swinging wide and, his own tyres howling, got through. He was then 10 sec. behind, and Fangio was immediately speeded up, Reg. lapping at 92.22 m.p.h. On lap nine Fangio, fearful of the Ferrari, lapped at 95.4 m.p.h., breaking the old record by 1.38 m.p.h.—the circuit is unchanged save for lines of tins in place of straw bales to mark the corners. Three seconds behind Parnell came Bonetto.

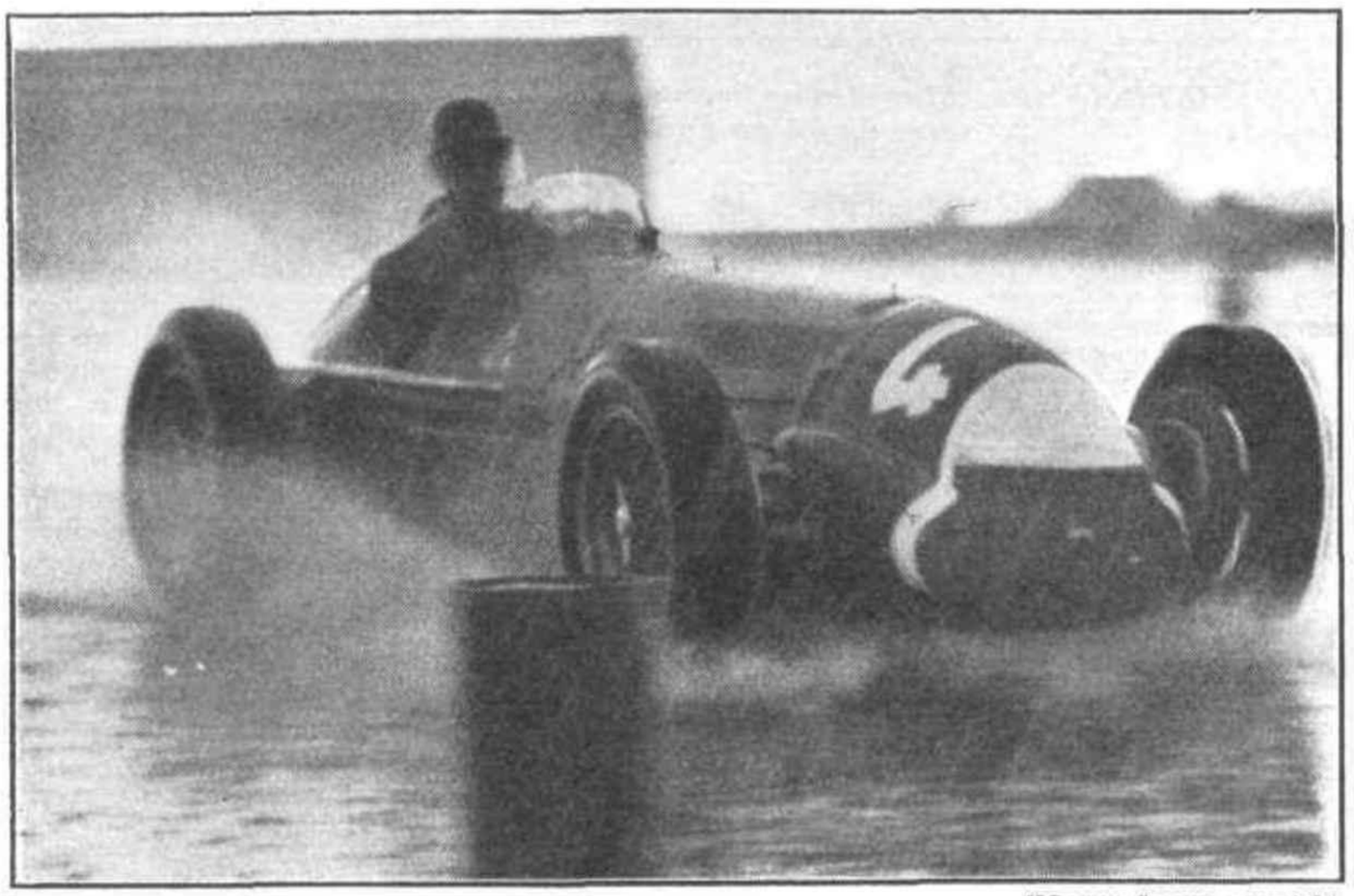
Duncan Hamilton was driving with his usual dash in his newly-acquired Talbot, leading Rosier, and Moss came next in the H.W.M., ahead of de Graffenried's Maserati. Manzon in the very impressive Simca stayed fourth, however, ahead of Shawe-Taylor, who was doing his customary brilliant drive in the old E.R.A. After 10 laps Parnell was still ten seconds behind yellow-shirted Fangio, but Bonetto had fallen 26 seconds behind the Ferrari, and was five seconds in front of Shawe-Taylor, who had passed, and gained a second on, the Simca! On the last lap Fangio found himself only three seconds ahead of Parnell and lapped at 96.29 m.p.h., setting another new lap-record in his cool and calculating style, to keep ahead. Parnell lapped at 94.54 m.p.h., or 0.52 m.p.h. faster than Farina's 1950 record. Claes indulged in a minor accident.

1st: J. M. Fangio (Alfa-Romeo, s/c.), 91.38 m.p.h., 28 min. 27 sec., 15 laps.
2nd: Reg. Parnell (Thinwall Special Ferrari), 91.22 m.p.h., 28 min. 30 sec., 15 laps.
3rd: F. Bonetto (Alfa-Romeo, s/c.), 89.03 m.p.h., 29 min. 12 sec., 15 laps.
4th: R. Manzon (Simca, s/c.), 88.98 m.p.h., 15 laps. 5th: B. Shawe-Taylor (E.R.A., s/c.), 87.63 m.p.h., 15 laps. 6th: Stirling Moss (H.W.M.), 85.66 m.p.h., 15 laps. 7th: Louis Rosier (Talbot), 84.94 m.p.h., 14 laps. 8th: E. de Graffenried (Maserati, s/c.), 83.34 m.p.h., 14 laps. 9th: A. P. Rolt (Delage Special, s/c.), 83.05 m.p.h., 14 laps. 10th: D. Murray (Maserati, s/c.), 82.49 m.p.h., 14 laps. 11th: D. Hamilton (Talbot), 80.75 m.p.h., 14 laps. 12th: J. Kelly (Alta, s/c.), 80.44 m.p.h., 14 laps. 13th: Miles Martin (E.R.A., s/c.), 73.11 m.p.h., 13 laps. 14th: J. Claes (Talbot), 46.35 m.p.h., 8 laps.

There followed the up-to-2 litres section of the One-Hour Production Car Race. The Dyna-Panhard team had its bonnets neatly wired down, but "Dave's" had normal fasteners. The Morris Minor tourers had their screen glasses removed and an aero-screen substituted, but Jones wore helmet and goggles. Keen drove an "Aerodynamic" H.R.G. *sans* rear-wheel fairings, and Tyrer his 1940 "Mille Miglia" B.M.W., Whitehouse a 2-litre push-rod engined D.B.II Aston-Martin, and Sparrowe his pre-war Coventry-Climax-powered Morgan "4/4." Otherwise it was to be a battle between current-production cars. At the "Le Mans" start Buckley's Bristol saloon got going first but was soon overtaken by the Frazer-Nash of Spikins and B.M.W. of Tyrer, the latter leading lap one. Thereafter the "Le Mans Replica" Frazer-Nashes dominated the race, Gerard's leading until near the end, when Tony Crook's passed. Both drivers had been lapping at 85.24 m.p.h., but Crook speeded up to 85.94 m.p.h.; Newton did fastest lap of all, at 86.66 m.p.h., in third place. This very impressive racing by the Isleworth marque was marred when Salvadori, attempting to pass two "TD" M.G.s at Stowe, hit a marker tin. The car rolled over and over and the driver was very badly injured.

Jacobs drove his "TD" M.G. splendidly, beating Ruddock's H.R.G. in the 1½-litre class, which the lone Jowett Jupiter, driven by Bert Hadley, had led until, pressed by its rivals, a valve head had fallen into the works. Phillips couldn't hold his team-mates in *their* "TDs." Outstanding was the Bristol saloon, which disposed of a modern Lea-Francis and the Aston-Martin. Sparrowe's steady Morgan "4/4" won its class, managing 64 m.p.h. against the fastest Morris speed of 56 m.p.h. But the Dyna-Panhard saloons took everyone's fancy, except those anxious to pass, indulging in great games amongst themselves, the lead changing frequently, and Wilkins and Dryden finishing in a dead-heat—at a rousing 63.15 m.p.h. The results give the best indication of what went on.

1st: T. A. D. Crook (Frazer-Nash), 83.63 m.p.h., 60 min. 6 sec., 29 laps.
2nd: F. R. Gerard (Frazer-Nash), 83.61 m.p.h., 60 min. 7 sec., 29 laps.
3rd: E. J. Newton (Frazer-Nash), 83.58 m.p.h., 60 min. 8 sec., 29 laps.
4th: E. Winterbottom (Frazer-Nash), 82.44 m.p.h., 29 laps. 5th: F. Spikins (Frazer-Nash), 82.26 m.p.h., 29 laps. 6th: G. Tyrer (Frazer-Nash-B.M.W.), 81.11 m.p.h., 29 laps. 7th: D. Clarke (Frazer-Nash), 80.52 m.p.h., 28 laps. 8th: R. F. Peacock (Frazer-Nash), 79.32 m.p.h., 28 laps. 9th: R. W. Jacobs (M.G.), 72.66 m.p.h., 26 laps. 10th: G. A. Ruddock (H.R.G.), 70.25 m.p.h., 25 laps. 11th: J. V. S. Brown (H.R.G.), 70.23 m.p.h., 25 laps. 12th: M. J. C. Keen (H.R.G.), 69.91 m.p.h., 25 laps. 13th: P. Buckley (Bristol), 69.66 m.p.h., 25 laps. 14th: P. B. Jones (Lea-Francis), 69.40 m.p.h., 25 laps. 15th: G. E. Phillips (M.G.), 69.38 m.p.h., 25 laps. 16th: B. Whitehouse (Aston-Martin), 69.07 m.p.h., 24 laps. 17th: F. E. Bigger (M.G.), 64.38 m.p.h., 23 laps. 18th: J. M. Sparrowe (Morgan), 63.90 m.p.h., 23 laps. 19th: G. Wilkins (Panhard), 63.15 m.p.h., 22 laps. 20th: R. M. Dryden



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THE RAINS CAME.—Sanesi (Alfa-Romeo) making the best of a bad job at Silverstone on May 5th.

(Panhard), 63.15 m.p.h., 22 laps. 21st: P. J. Collins (Panhard), 63.11 m.p.h., 22 laps. 22nd: "Dave" (Panhard), 60.97 m.p.h., 22 laps. 23rd: T. A. Jones (Morris), 56.03 m.p.h., 20 laps. 24th: D. S. Price (Morris), 56.01 m.p.h., 20 laps. 25th: A. Goldthorpe (Morris), 52.06 m.p.h., 19 laps.

Heat 2 of the International Trophy saw Farina in fine form and the Type 159 Alfa-Romeo leading effortlessly from Sanesi's car, "Bira" clinging on in the Osca for all he was worth and materially closing the gap. After five laps Farina had averaged 93.52 m.p.h. and led by 19 seconds, and "Bira" was three seconds behind Sanesi. Gerard's old E.R.A. was a mere two seconds further back, and very comfortably ahead of Trintignant's Simca. Already, on his second lap, Farina had set the Silverstone lap record to 97.19 m.p.h., varying his times for six laps by only two seconds. This took him right away, 28 seconds ahead of his team-mate after 10 laps, "Bira" now 7 seconds behind Sanesi. So it continued to the end, the blue-cowled Alfa of Farina leading Sanesi in the white-cowled car by 31 seconds. "Bira," probably deciding not to be over-extended by the Italians, finished third, 28 seconds behind Sanesi. Note, too, that Gerard had not permitted Trintignant to make any impression on his E.R.A.

1st: G. Farina (Alfa-Romeo, s/c.), 93.35 m.p.h. 27 min. 51 sec., 15 laps.
2nd: C. Sanesi (Alfa-Romeo, s/c.), 91.65 m.p.h., 28 min. 22 sec., 15 laps.
3rd: "Bira" (Osca), 90.17 m.p.h., 28 min. 50 sec., 15 laps.
4th: F. R. Gerard (E.R.A., s/c.), 90.06 m.p.h., 15 laps. 5th: M. Trintignant (Simca, s/c.), 89.33 m.p.h., 15 laps. 6th: D. Hampshire (Maserati, s/c.), 88.28 m.p.h., 15 laps. 7th: P. Etancelin (Talbot), 86.04 m.p.h., 14 laps. 8th: G. Whitehead (E.R.A. s/c.), 85.94 m.p.h., 14 laps. 9th: H. Schell (Maserati, s/c.), 84.64 m.p.h., 14 laps. 10th: G. Richardson (R.R.A., s/c.), 84.59 m.p.h., 14 laps. 11th: H. Louveau (Talbot), 84.55 m.p.h., 14 laps. 12th: P. Fotheringham-Parker (E.R.A., s/c.), 84.11 m.p.h. 14 laps. 13th: F. Gaze (Alta), 79.11 m.p.h., 13 laps. 14th: G. Watson (Alta), 76.16 m.p.h., 13 laps.

In the interval which followed more Italian supremacy was demonstrated, when Taruffi drove round in his twin-boom 180-m.p.h. Italcorsa. The second division Production Car Race which followed was inspiring indeed! George Wicken's white XK120 Jaguar led at first, but Moss came by to lead by three seconds after five laps, with Peter Walker in third place, so that the Johnson-Moss-Walker team should have been in a strong position. Alas for them, Johnson never generated enough steam and towards the end Walker, leaning forward to attend to a sticking throttle, deemed it desirable to call at his pit. He had been cutting for the corners on the ignition! This let by the very powerful Hamilton-Charlie Dodson opposition, Hamilton cornering at what looked to be the XK's limit.

Holt's Jaguar also possessed a self-opening throttle and spun viciously.

Another car going at the limit was Grace's 2½-litre Riley saloon, until it retired with a burst tyre. Peter Morgan, too, put up a rousing display in the Morgan "Plus Four" coupé, showing not only that it could be thrown through corners very fast indeed but that it could out-accelerate several of the "Silverstone" Healeys. For many laps it clung to Spiller's Healey. Comparatively unsteady at times were Oscar Moore's Jaguar and Stokes' Healey. The former somewhat in the way of faster cars at times. Parnell did his best for Feltham in the D.B.II, winning his class, but outpaced by five XK 120s and the 4-litre Nash-Healey which, beautifully driven by Rolt, did not look too luridly "American" but seemed to get a bit warm.

Clarkson's 2.3-litre "Inter" Ferrari saloon, very similar to the D.B.II in appearance, was nearly 11 m.p.h. slower than the "works" car from Feltham, and only Price's open Morgan "Plus Four" (why?) and Hartwell's Sunbeam-Talbot were slower. Incidentally, Parnell got no support from team-mate Abecassis, whose D.B.II spun at Woodcote when the transmission seized—a curious failure for a car built by David Brown—and retired. Hitchings' Cadillac-Allard failed to impress, causing Moss to wave an angry arm at it on one occasion, and drive as he might, and did, Sydney Allard's 4-litre Allard could only get 10th place, while Watkins' Allard lost time relieving a tyre of contact with a wing. The Allards seem outclassed today by later Anglo-American combinations such as the Nash-Healey. Holt did lots of slide-correction coming out of Stowe corner, and Moss, master of them all, had his tyres smoking here. The very informative placings read:

1st: S. Moss (Jaguar), 84.50 m.p.h., 61 min. 32 sec. 30 laps.
2nd: C. J. P. Dodson (Jaguar), 83.65 m.p.h., 60 min. 5 sec., 29 laps.
3rd: J. D. Hamilton (Jaguar), 83.15 m.p.h., 60 min. 27 sec., 29 laps.
4th: G. H. Wicken (Jaguar), 82.58 m.p.h., 29 laps.
5th: L. G. Johnson (Jaguar), 82.37 m.p.h., 29 laps.
6th: A. P. R. Rolt (Nash-Healey), 81.77 m.p.h., 29 laps. 7th: R. Parnell (Aston-Martin), 81.42 m.p.h., 29 laps. 8th: Holt (Jaguar), 81.22 m.p.h., 29 laps.
9th: T. H. Wisdom (Jaguar), 80.55 m.p.h., 28 laps.
10th: S. H. Allard (Allard), 78.71 m.p.h., 28 laps.
11th: G. F. A. Gale (Healey), 77.61 m.p.h., 27 laps
12th: G. N. Gee (Jaguar), 77.19 m.p.h., 27 laps.
13th: K. Watkins (Allard), 77.09 m.p.h., 27 laps.
14th: O. Moore (Jaguar), 77.05 m.p.h., 27 laps.
15th: P. D. C. Walker (Jaguar), 76.84 m.p.h., 27 laps. 16th: F. S. Curtis (Allard), 76.03 m.p.h., 27 laps. 17th: A. J. Stokes (Healey), 75.74 m.p.h., 27 laps. 18th: A. P. Hitchings (Allard), 74.26 m.p.h., 26 laps. 19th: P. J. Simpson (Healey), 74.12 m.p.h. 26 laps. 20th: P. H. G. Morgan (Morgan), 74.06 m.p.h., 26 laps. 21st: F. A. Spiller (Healey), 73.81 m.p.h., 26 laps. 22nd: J. Buncombe (Healey), 71.27 m.p.h., 25 laps. 23rd: R. K. N. Clarkson (Ferrari), 69.60 m.p.h., 25 laps. 24th: D. W. Price (Morgan), 66.02 m.p.h., 23 laps. 25th: G. R. Hartwell (Sunbeam-Talbot), 65.31 m.p.h., 23 laps.

Regarding the two divisions as one race the leading placings become:

1st: S. Moss (Jaguar) ...	...	84.50 m.p.h.
2nd: C. J. P. Dodson (Jaguar)	...	83.65 "
3rd: T. A. D. Crook (Frazer-Nash)	...	83.63 "
4th: F. R. Gerard (Frazer-Nash)	...	83.61 "
5th: E. J. Newton (Frazer-Nash)	...	83.58 "
6th: J. D. Hamilton (Jaguar)	...	83.15 "

CLASS WINNERS:

UP TO 750 C.C.: G. Wilkins and R. M. Dryden (Dyna-Panhards)	63.15 m.p.h.
UP TO 1,100 C.C.: J. M. Sparrowe (Morgan)	63.90 "
UP TO 1,500 C.C.: R. W. Jacobs (M.G.)	72.66 "
UP TO 2,000 C.C.: T. A. D. Crook (Frazer-Nash)	83.63 "
UP TO 3,000 C.C.: R. Parnell (Aston-Martin)	81.42 "
OVER 3,000 C.C.: S. Moss (Jaguar) ...	84.50 "

TEAM PRIZE: The Frazer-Nash team (Gerard, Clarke, Winterbottom). *Runners-up:* The Jaguar team (Johnson, Moss, Walker).

So to the unfortunate Final of the International Trophy, unfortunate because a thunderstorm broke over Silverstone as it was due to start and drenched the spectators, popularly estimated at 100,000. When the cars came round on lap two in clouds of spray, Parnell's low-hung Ferrari was comfortably ahead and the crowd, as I've never heard a British crowd do before, forgot its discomfort and roared approval. Moreover, Duncan Hamilton's Talbot was second, Whitehead's E.R.A. third, before a worried Fangio appeared. The others, three Alfa-Romeos included, were hopelessly behind, and "Bira," as at Goodwood last year, had virtually given in to all-but-nil visibility. Moss was coming up fast in the green H.W.M., when Richardson's R.R.A. hit a marker tin at Stowe and sent it flying. Stirling hit it and drove on with it wedged into the H.W.M.'s front suspension; he was forced to stop, to let a St. John's man kick it clear and be push-restarted, otherwise he would have been up by Parnell. Reg. out-drove everyone, a magnificent display of skill and courage. His position round the circuit was signified by the cheers of the spectators—a British driver well ahead of Fangio, Rosier, Claes, Farina, Bonetto, Louveau, Etancelin, Sanesi, de Graffenried, Schell and Manzon! The only poor consolation to the foreign drivers was that we in England have plenty of chances of driving in rain! Manzon buckled a wheel, bursting a tyre but resuming in one minute, Reg. spun at Woodcote and two Talbots collided. Fangio was opening up only along the straights, and even Parnell was able to lap at only about 62 m.p.h.

Then hail joined the rain, the track was rapidly flooding and it was said the lap-scorers couldn't read the numbers. At this point, with six laps of the 35 completed, the Duke of Richmond and Gordon, Earl Howe and Lt.-Col. A. T. G Gardner decided to have the race stopped. It is not right that we should offer comment, except to recall races run before the war at Brooklands in conditions quite as bad, a lady leading in one instance and cars spinning wildly and going through the fencing, and still the race was allowed to proceed. Perhaps we were tougher then, or the safety-fences deemed more adequate than Silverstone's human-chestnut-palings!

The B.R.D.C. emphasised that the race was *cancelled* and the prizes awarded as a gesture; ten days later the *Daily Express* referred to Parnell's Ferrari "in which he *won* the International Trophy at Silverstone".

No doubt the already-soaked spectators would have liked Reg. to have run on to win this International race—they couldn't have got any wetter if the race had not been called off. In fact, the placings are only of academic interest.

1st: Reg. Parnell (Thinwall Special Ferrari), 16 min. 48 sec., 6 laps.
2nd: D. Hamilton (Talbot), 17 min. 9 sec., 6 laps.
3rd { G. Fangio (Alfa-Romeo, s/c.), 17 min. 58 sec., 6 laps. / G. Whitehead (E.R.A., s/c.), 5 laps.
5th: L. Rosier (Talbot), 5 laps. 6th: Trintignant (Simca, s/c.), 5 laps. 7th: A. P. R. Rolt (Delage Special, s/c.), 5 laps. 8th: J. Claes (Talbot), 5 laps. 9th: G. Farina (Alfa-Romeo, s/c.), 5 laps. 10th: F. Bonetto (Alfa-Romeo, s/c.), 5 laps. 11th: H. Louveau (Talbot), 5 laps. 12th: P. Etancelin (Talbot), 5 laps. 13th: G. N. Richardson (R.R.A. s/c.), 5 laps. 14th: S. Moss (H.W.M.), 5 laps 15th: F. R. Gerard (E.R.A., s/c.), 5 laps. 16th: C. Sanesi (Alfa-Romeo, s/c.), 5 laps. 17th: "Bira" (Osca), 5 laps. 18th: de Graffenried (Maserati, s/c.), 4 laps. 19th: H. Schell (Maserati, s/c.), 4 laps. 20th: D. Hampshire (Maserati, s/c.), 4 laps. 21st: D. Murray (Maserati, s/c.), 4 laps. 22nd: R. Manzon (Simca, s/c.), 4 laps. 23rd: G. M. Watson (Alta), 3 laps.

* * *

Eric Brandon chose Mobiloil oil, Newton shock-absorbers, Dunlop tyres and Ferodo brake linings in winning the 500-c.c. race.

Stirling Moss' Jaguar had Newton front and Girling rear shock-absorbers, Lucas ignition and Dunlop wheels and tyres.

* * *

T. A. D. Crook's Frazer-Nash had a Lucas coil to its Delco-Remy ignition equipment, Ferodo-lined brakes and Dunlop tyres.

* * *

During the afternoon Tommy Wisdom towed a caravan around the circuit at speed. The car, an M2 Allard, pulled the Berkeley "Messenger" faster than any caravan has yet travelled, touching 70 m.p.h. and averaging approximately 55 m.p.h. The caravan is one of the team vans entered last Easter in the French Rally de Soleil, when the three Messengers finished first, sixth and tenth out of seventy-five entries and covered the 598 miles from Paris to Cannes without losing a mark.

* * *

Bearing out the views expressed by the Editor of MOTOR SPORT in an article in the April issue of the *Berkeley Magazine*, members of the MOTOR SPORT staff lived in a caravan during the period of the meeting. The Berkeley Courier chosen proved just about the ideal mobile home, by day and by night, and the makers are quite the most courteous and progressive firm we have dealt with for a long time. Their address, and that of the above-named magazine, now retitled *Modern Caravan*, is 175, Great Portland Street, W.1, where they will be pleased to demonstrate all the Berkeley models and discuss any caravan matters that may puzzle you.



THE END !



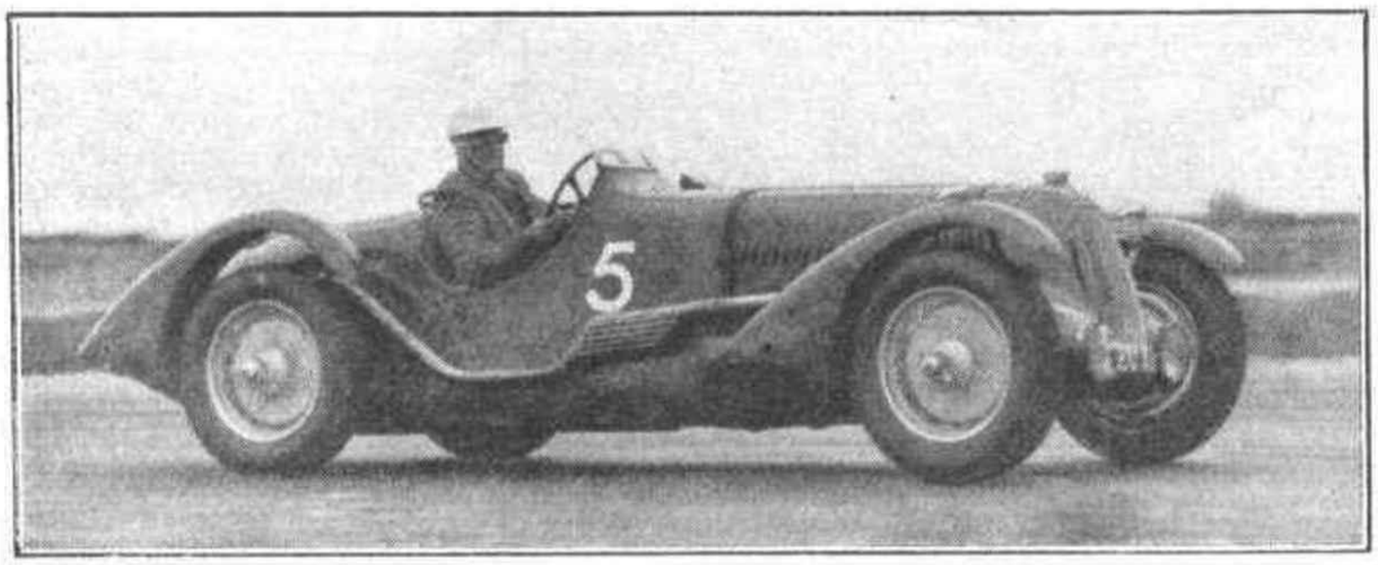
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Emphasis On Sports Cars—

TWO LAGO-SPECIAL DARRACQS



Major Guy Gale's well-known Darracq approaching Stowe corner on the Silverstone Circuit.

AFTER the first B.A.R.C. Members' Meeting at Goodwood, Major Gale, by reason of winning a scratch race at 77.2 m.p.h. and finishing second in a handicap, was leading on points for the MOTOR SPORT Brooklands Memorial Trophy, so the time seemed opportune to discuss with him the Darracq which he drove on this occasion and which he raced pretty consistently in club events last year. Accordingly, we called on him at the Pippbrook Garage, Dorking, where the car is effectively stabled and prepared.

This Darracq is no stranger to most of our readers, who link it at once with the exploits of Leslie Johnson in his post-B.M.W. days. Built in 1937, this Lago-Special Darracq, or Talbot as we should call it nowadays, commenced its career worthily indeed, winning the French G.P. that year in Chiron's hands at 82.47 m.p.h. (these cars were 1, 2, 3) and coming to England for the Donington T.T., which it won for Comotti at 68.7 m.p.h., ahead of Begué's sister car. Such a car was too good to miss, or so thought A. C. Lace, who now acquired it.

In 1939, Ian Connell, a director of the late Monaco Engineering Co., bought the Darracq, and its English racing career began in earnest.

At the very first race of the Brooklands Opening Meeting that fatal year the Darracq came in first at 111.49 m.p.h., lapping at 117.74 m.p.h. Then, re-handicapped four seconds, Connell managed second place in the First Mountain Handicap, lapping at 70.43 m.p.h. and, retaining his re-handicap, came home second in the following Mountain race, by dint of two laps this time at 70.43 m p.h.

Such success was bound to carry penalty at Brooklands and at Easter two Campbell Circuit laps at 65.92 m.p.h. availed Connell nothing. But in the Second Easter Outer Circuit Handicap he brought the Darracq in first, lapping at 122.67 m.p.h., and averaging 116.83 m.p.h. In his Mountain race the lap-speed rose to 73.13 m.p.h. but a place escaped him. So we come to the famous Invitation Road Car Race at the Whitsun Meeting intended to settle the "fastest road car" controversy. The Darracq finished third in the Campbell Circuit race (best lap 66.68 m.p.h.) and second to Dobson's Delahaye in the Mountain Race, lapping at 73.13 m.p.h.—note the consistency with earlier races. The final placing was second. "Ebby" couldn't fail to notice such speeds and Connell found himself on scratch in the outer circuit race and unplaced in spite of lapping at 125.45 m.p.h. Similarly, Ian was unplaced at the fateful August races, but nevertheless, as often happened at Brooklands, the Darracq made some of its most glorious runs, getting round the Mountain at 73.13 m.p.h., lapping the Campbell Circuit at 68.24 m.p.h., and (save the mark !) the outer circuit, naturally stripped of road clobber, at 129.36 m.p.h. During 1939, too, the Darracq set the Shelsley Walsh sports car record to 43.76 sec., a figure which still stands.

Came the war, and, in 1946, Leslie Johnson became the Darracq's owner. He ran the car in numerous Continental races, including seventh at Spa in 1947 at 78.05 m.p.h., finished sixth at Jersey at 79.4 m.p.h. minus top gear, broke the course record at Bo'ness in 40.5 sec., and experienced a fire in the I.O.M., after which the French blue paint was replaced with a coat of British green. (The Darracq always was, and still is, very inflammable if the plugs soot-up or the mixture is upset in any way. The remedy is to switch off and turn the engine on the starter to suck in the flames, and Gale has found that it is safer to start up with the throttles in tick-over position.) Johnson also beat the Shelsley Walsh sports car record (42.21 sec.) but as no sports car classes were recognised at this meeting all to no avail. In December, 1947, Guy Gale, the present owner, took over.

He first ran the car in competition at Luton Hoo, finishing second in the unlimited racing car class to Denis Poore's "3.8" G.P. Alfa-Romeo. At Jersey that year trouble intervened and Monaco were asked to strip and overhaul this formidable car.

It was off the road for a year, but Gale has since run it in 25 club events and gained 21 awards. Space precludes a list of these imposing successes but this record, with the lead in the Brooklands Trophy contest, speaks for itself. In 1949, incidentally, the Darracq took the unblown, unlimited sports car record for the Brighton kilometre in 30.48 sec., beating Sydney Allard's Allard. Last year at Brighton Sydney "turned the tables," using his Cadillac-Allard, but the Darracq clocked 30.0 sec. and—example of behind the-scenes-things of which the public never hears—lost a rocker arm nut and misfired on its first run and suffered similar trouble on its second run because, suspecting the condenser before discovering the missing nut, Gale had a new one fitted, which, perversely, duly packed up. Guy admits also to a not too brilliant start.

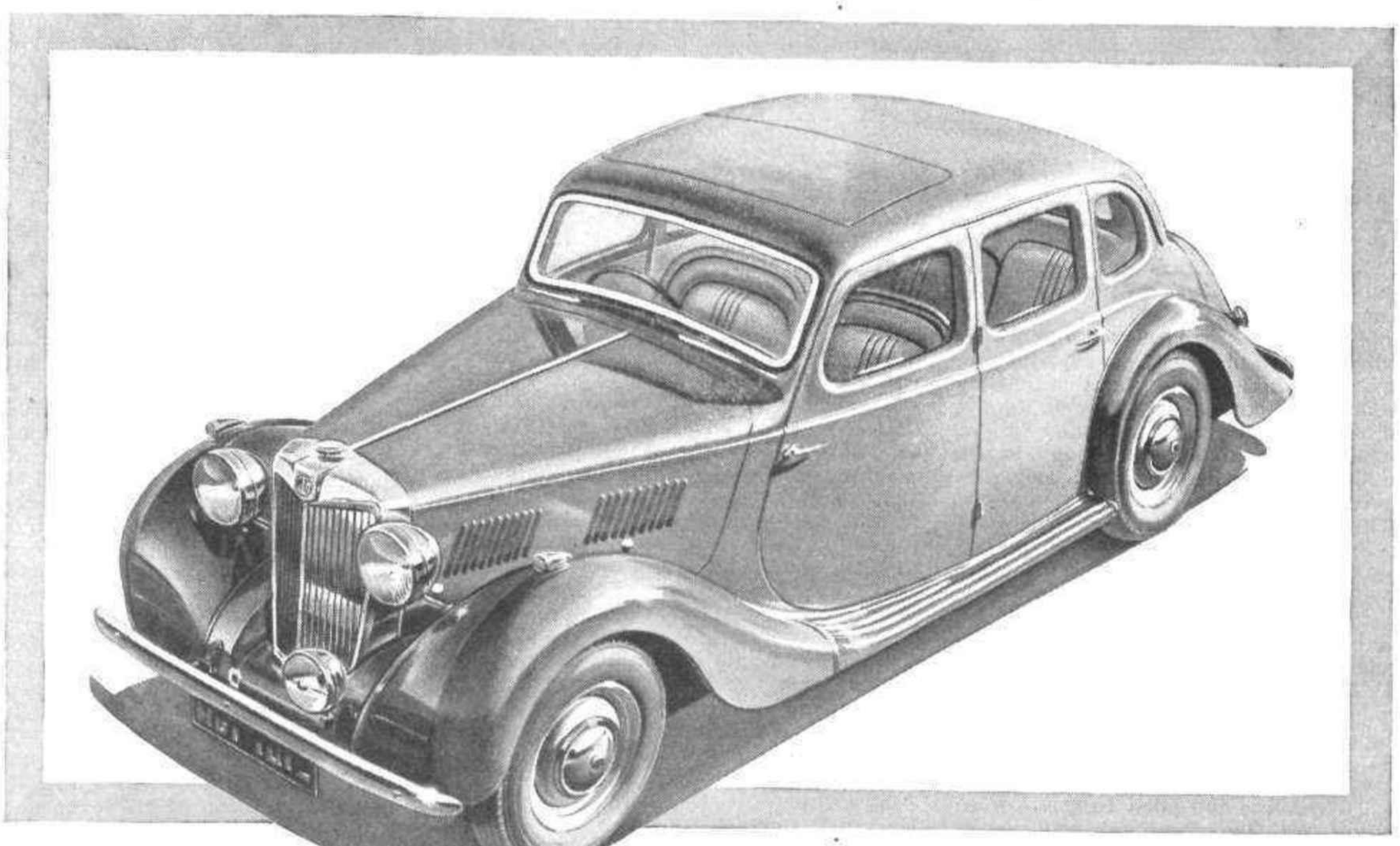
This distressing shortage of paper lets me out of a detailed description of the Darracq and in any case most MOTOR SPORT readers will recall that it has a six-cylinder, 90 by 104.5 mm., 3,996-c.c. engine with inclined o.h. valves operated by push-rods arranged in a similar cunning disposition to those found on B.M.W., Bristol, Frazer-Nash and other cars that have "downstairs" camshafts but efficient hemispherical heads. This valve layout involves a broad, imposing-looking valve cover with central *huile* filler and sunk plugs. The drive goes *via* a Wilson gearbox with quadrant preselector, bottom gear bands constituting the clutch, to a straight-tooth back axle and suspension, is half-elliptic at the back, and transverse leaf spring and wishbone i.f.s. Three pump-type Stromberg downdraught carburetters feed the engine, fuel being supplied by both S.U. electric and S.E.V. camshaft-driven pumps. The fuel tank holds 45 gallons, Johnson having had a 10-gallon auxiliary tank put in behind the seats and connected to the original tank. Cooling is by pump, *sans* fan, and ignition by a Bosch distributor and Delco-Remy ribbed coil, a spare coil being permanently mounted. The dry sump lubrication system incorporates a 3¾-gallon oil tank set across the chassis by the pedals, but no cooling element. The engine is a massive unit, safe maximum speed being 4,500 r.p.m., which wheelspin sometimes lifts to 5,000—safe so far !

On taking over the car Gale found the Bendix cable brakes powerful but a bit inconsistent, so the Lockheed conversion was fitted, entailing slight modification of the aforesaid oil tank so that the brake cylinder would clear it. Bearing out the contention that modern cars win on brakes, the Goodwood lap speed of the Darracq rose by 9 m.p.h. after this

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mod.! And these are *not* 2LS brakes, although the shoes are some 2 in. wide and the friction area therefore considerable. Indeed, Gale reaches 117 m.p.h. along the straight into Woodcote and still leaves his braking until the yellow "turn-coming" board!

When Johnson was driving the Darracq, virtually as a racing car, the compression ratio was 11 to 1, dope fuel being used. This Gale reduced to 9.25 to 1 and, when the alloy head cracked, substituted a cast-iron head giving a compression ratio of 8.9 to 1, which is perfectly satisfactory on 50/50 petrol-benzole. I-section con-rods and Martlet pistons are used.

In "Johnson trim," with 6.00 by 19 tyres, a 3.15 to 1 axle ratio was used, equivalent to 130 m.p.h. at 4,500 r.p.m. On "dope" acceleration from 0–60 m.p.h. in 9.3 sec., and 0–100 m.p.h., stripped, in 19 sec. was claimed, and with two up, road equipped, 0–100 m.p.h. occupied 22 sec.—which, again, speaks for itself!

In its present form a 3.45 to 1 axle ratio is employed, with 6.00 by 18 Dunlop tyres, 1,000 r.p.m. in top gear being equal to 26 m.p.h., or 117 m.p.h. at peak revs. of 4,500. For sprints in the order of ¼ of a mile Gale substitutes 16-in. tyres.

When he took the car over it used to boil if held too long on the starting grid, but this has been entirely cured by an extra core in the radiator, so that instead of running habitually at 100 degrees C., the radiator now needs blanking off. As to plugs, Lodge H1P give every satisfaction on the road, as do Lodge 18-49s for racing. The Darracq is, of course, properly equipped as a sports car, its dynamo driven by the water pump belt. It is, indeed, a very economical road car, surprisingly so remembering its 117 m.p.h. maximum speed. Gale regularly gets 18 m.p.g., which drops to about 12 m.p.g. in races, so that he reckons to drive from Dorking to Goodwood, practice, race, and come home, all at an average m.p.g. of 15. He always uses Esso fuel and oil. Oil pressure is 6 kg. per sq. cm. and never flags.

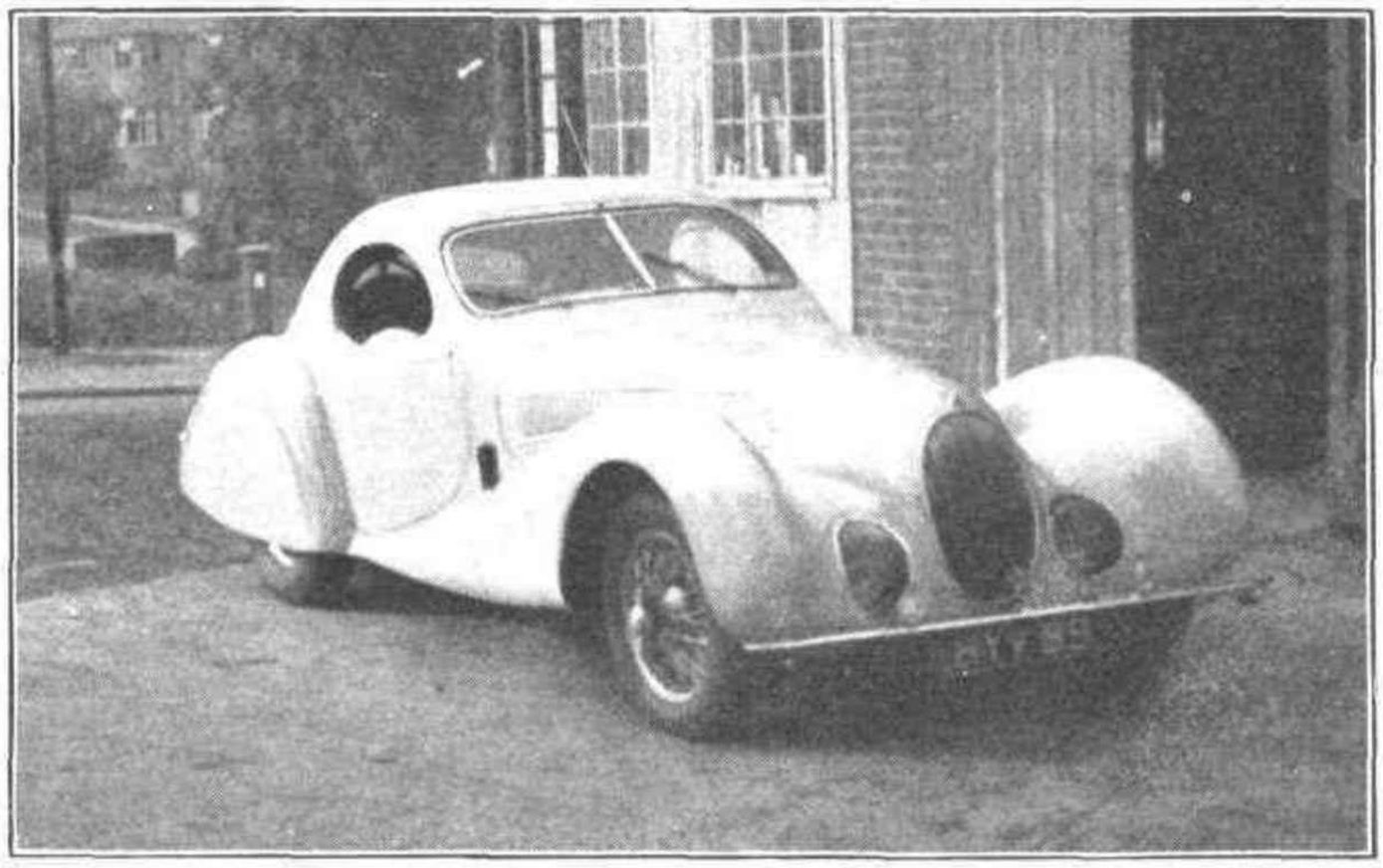
The Darracq in road trim with spare wheel weighs 21 cwt. It is one of the more intriguing road cars and only the filthy weather prevailing at the time of our visit precluded experience of its easy 100 m.p.h. running, splendid stability and vivid acceleration. It has proved to be very reliable and after two seasons' hard racing no wear could be observed in the M.C.P. Super White Metal (supplied by Mining and Chemical Products, Ltd.), with which main and big-end bearings are lined.

Reluctantly leaving this exciting car in its garage in deference to the drizzle, by way of compensation we essayed a short drive in Bob Walker's road-hack and Continental touring vehicle, a strikingly beautiful Lago-Special Darracq Figoni coupé. This car was on the stand at the 1937 Motor Show in London and is thus a 1938 model. It follows very closely the specification of Gale's car, but two horizontal Zenith carburetters are used. The same conversion from Bendix to Lockheed braking has been made and the original Wilson gearbox replaced by a Cotal electric. It is thought by Walker that about a dozen of these Lago Specials were made and that they resemble the cars which Talbot ran at Le Mans in 1939. His particular example was owned first by a lady in France. The Germans found it in Nice when they invaded and ripped out the leather and stole the tyres, etc. University Motors eventually got hold of the car and offered it for sale at £5,000. Walker eventually bought it in 1947 for £3,500.

The Wilson box needing replacements and having metric parts as it was Talbot built, the aforesaid Cotal, costing some £200, was installed, a surprisingly simple job. This overcame the former very heavy clutch action, as the clutch is now not only very light but used only for "take off." The coupé is lower geared than the "racer," doing 24 m.p.h. per 1,000 r.p.m. in top gear, on 6.00 by 18 rear tyres, 5.00 by 18 being used in front, which has improved the steering. The car is also heavier, turning the scales at about 29½ cwt. Yet, *before* the Cotal box was fitted, a s.s. kilometre was covered in 33 sec. The compression ratio is approximately 9 to 1 and "Pool" is burnt as a matter of course, the consumption averaging 14–15 m.p.g. The engine has the same broad valve cover, six massive separate exhaust pipes and a belt-driven pump and fan to help the cooling.

Only a photograph can do justice to the lines of this Figoni coupé. Inside the car you find gloriously comfortable seats, with soft-padded centre armrest. The driver reclines at his job, but not in a sloppy manner as in many modern cars, and the small, wood-rimmed steering wheel is well away from the dash, as on a racing car, and is low set, the top of its rim below the scuttle, so that even a dwarf wouldn't be peering through its spokes. The helmet front wings are visible on each side, for aiming the long bonnet. Behind the seats is a really deep luggage shelf, and the roof of this coupé cunningly slides down and back when sun and air are deemed to be desirable. Driving is as fascinating as anything I have tried. A small central lever selects neutral, forward or reverse, after manipulation of which all other changes are lightning affairs of forefinger and thumb on the minute Cotal lever in its gate to the left of the steering wheel—incidentally the old Wilson quadrant remains on the right. Upward changes go through, clutchless, as quickly as you can make them, downward ones call for normal adjustment of revs., but are also made clutchlessly. I hadn't quite got the hang of revving-up and produced some clonks from the transmission, but even so it seems impossible to muff a change and Walker made them impeccably, so that this Darracq could be driven on the box alone, disregarding its powerful brakes. Steering, complemented by roll-free cornering, was as accurate as you will find, and stability emphasised when Walker nonchalantly accelerated up to 3,000 r.p.m. in third round a curving bend of the most slippery sort imaginable. There is a good deal of engine noise of that hard, purposeful kind when accelerating, but as this pick-up is the kind that sends Ford Tens and Morris Minors rushing backwards at you, who cares? In any case, the excellent, very compact Cresta radio still contrives to fill the car with speech and music. The engine revs. rise at once in response to the accelerator, racer fashion, and road-holding and steering are impeccably Continental. Walker uses the car for European touring. The Cotal box has been in for three years with no trace of trouble. The maximum speed is estimated to be 118 m.p.h. under good conditions, with 112 on tap at less favourable times. Honest, Walker says an XK 120 Jaguar will leave him; but we know which car we would prefer.

I gather that in France the Talbot Darracq is considered to be considerably in advance of the Delahaye and Delage whose specifications are notably similar. Certainly in Major Gale's two-seater and R. R. C. Walker's coupé Lago-Specials the Pippbrook Garage can claim justifiably to have in its care two outstanding motor cars.—W. B.



SPEED WITH COMFORT.—The 1937/8 Lago-Special Darracq which R. R. C. Walker uses for fast Continental touring.

THE FIRST TO WEAR THE GREEN

A Review of Napier Racing Cars, 1900-1908

by

A. S. HEAL

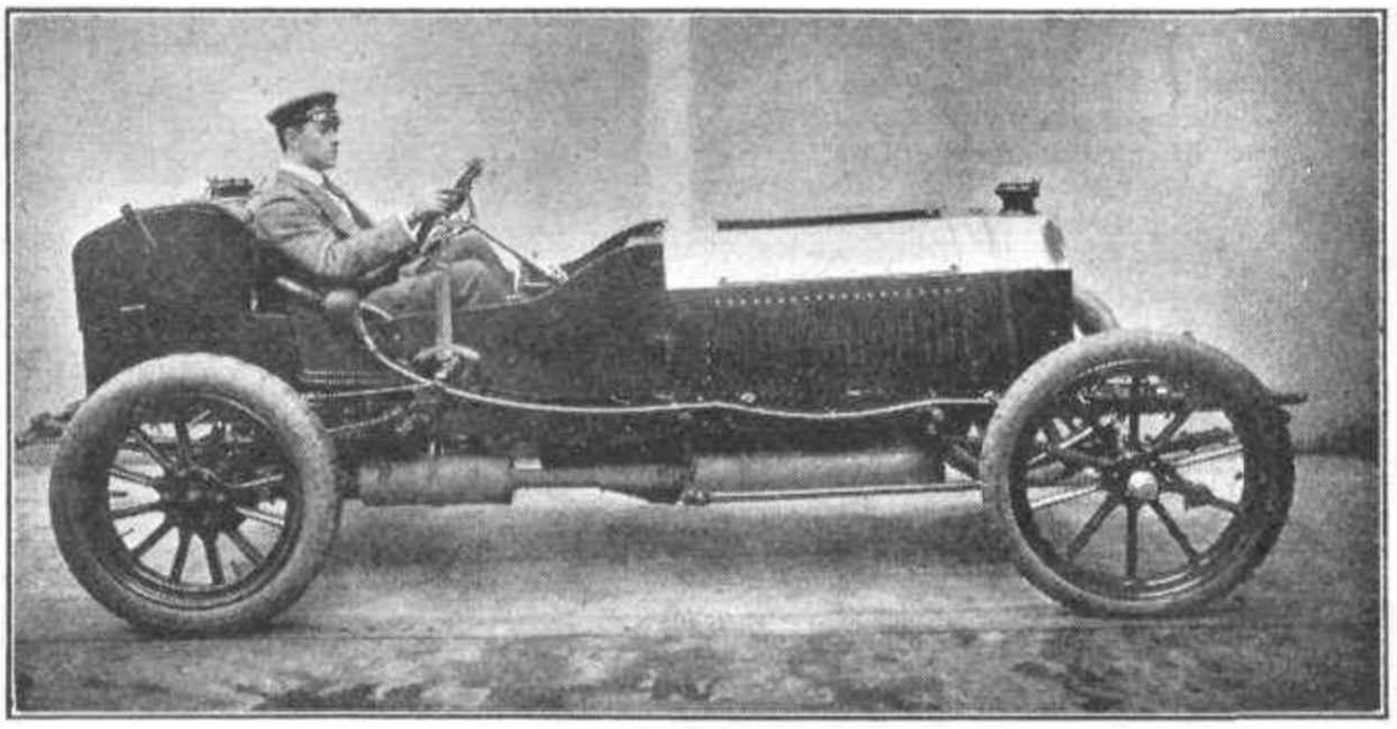
Continued from the May issue

AS the result of Edge's victory, the honour of organising the 1903 Gordon Bennett Cup race fell to the Automobile Club of Great Britain and Ireland (now known as the R.A.C.). Then, as now, the idea of closing roads to enable an International motor race to take place was quite unthinkable for our legislators. Claude Johnson, the energetic secretary of the A.C.G.B.I., went to Ireland with Julian Orde, Edge and Count Zborowski, and they aroused so much enthusiasm for the race that a special Bill was passed through the House of Commons to enable the roads of the 92-mile figure-of-eight-shaped circuit near Athy to be closed. France was keen to regain the Cup and the Mercédès works were preparing some 90-h.p. cars, so the race promised to be fiercely contested. The A.C.G.B.I. nominated Edge and Charles Jarrott (both driving Napier cars), and Eliminating Trials were held to decide who should be the third member of the team. Three Napiers and a Star were timed over a standing mile and a flying kilometre at Welbeck on the Duke of Portland's estate where the Hon. C. S. Rolls and J. W. Stocks, both driving new 45-h.p. Napiers, tied for the best speed over the kilometre (72.1 m.p.h.), but Stocks was 1.6 seconds quicker than Rolls for the standing start mile. Two days later at 4 o'clock in the morning the four cars made three timed climbs of Dashwood Hill (on the main London–Oxford road) and again Rolls and Stocks recorded the best times. The whole affair was so illegal that the Club could not publish the times but instead announced the difference in seconds between the fastest run and the others. Just imagine Col. Barnes arranging for B.R.M. drivers to be timed on the same hill to decide who should become members of the team for the next Grand Prix de l'Europe!

Three 45-h.p. Napiers were built and although they followed the general specification of the 1902 car they were considerably improved in detail. The cylinders were increased in bore to 139.7 mm., giving a capacity of 7,708 c.c., and the whole engine was set further back in the frame which was of wood reinforced with metal plates as in previous years. Napier still clung to his quadruple automatic inlet valves although mechanical operation was used by most of his competitors. He maintained that his four small valves gave as good cylinder filling as one large cam-operated valve, furthermore, his were a great deal more reliable. Three-speed gearboxes and shaft drive were again used, although the rear axles were rather more robust. The wheelbase was increased to 7 ft. 10 ins. and the weight to 17½ cwt. Tyres were still the limiting factor in racing car design. Edge and Napier agreed that, as they had to use English tyres to comply with the regulations for the race, they could only use engines of medium power and the saving of unnecessary weight was still vital. Jarrott wrote of the Napier he drove that it "was nothing like as fast or as powerful as the Panhard which I had driven to victory in the Ardennes race a few months previously or the de Dietrich which had carried me through to Bordeaux."

A fourth Napier, larger and more powerful than the 45-h.p. models that had appeared at the Eliminating Trials and during the early days of practice on the circuit, had been prepared in secret, and after Edge had driven several times round the course on one of the 45-h.p. cars he came to the conclusion that despite the risk that the tyres would not stand up to the strain it would be worth taking the chance, and the new 80-h.p. car was sent over from the Napier works. Known as K5, it represented a considerable advance on any racing car previously turned out from Lambeth. The four-cylinder (165 by 152 mm.) engine was built on traditional lines but its 13 litres gave a great deal more power. It was claimed at 1,200 r.p.m. it would propel the car at 85 m.p.h. The chassis frame was of "hydraulically pressed" steel. The three-speed gearbox carried a separate lever to engage reverse (the 1908 T.T. Hutton had the same feature). The rear axle was stiffened by tie-rods and located by means of radius arms. The driver's seat was mounted low on the chassis frame and the steering column was raked at an acute angle. A honeycomb radiator took the place of the Clarkson tube affair that had been used hitherto and the header tank was pierced by six open-ended tubes which gave the car a rather unusual appearance. Despite an engine 75 per cent. greater in capacity the complete car only weighed 1½ cwt. more than the 45-h.p. machines; 34 in. by 3½ in. tyres were fitted although Edge would have preferred 36 in. by 5 in. for the rear wheels, but the tyre experts persuaded him to use the smaller section to save rolling friction. This ultimately proved his undoing as the treads tore away from the beaded edges.

Despite the disastrous fire which had destroyed a large part of the factory as well as the three 90-h.p. racing cars, the Mercédès company managed to bring three 60-h.p. models to the starting line. These were ordinary stripped touring cars loaned by private owners for the occasion and driven by Jenatzy, Foxhall Keene and the Baron de Caters. By the end of the second lap Jenatzy had established a lead which he maintained until the finish. The Napier team encountered trouble from the first lap when J. W. Stocks, taking to the escape road at Ballymoon, became entangled with a wire barrier that damaged his front wheels to such an extent that he had to retire. Charles Jarrott, before the end of his first circuit, had caught Jenatzy, who had started seven minutes in front of him, and the 45-h.p. Napier lay in fourth place. At Kildare the engine started to misfire due to a plug lead coming off but this was soon replaced and the car was off again, going as well as ever. On a piece of straight road between Maryborough and Stradbally, the steering gear suddenly gave way when Jarrott was travelling at about 60 miles an hour and the car charged into a grassy bank and turned over several times. Jarrott was thrown out on to the road but his mechanic, Bianchi, who was strapped into his seat, was under the wreck with the hot exhaust pipe pressing on to his chest. By a superhuman effort Jarrott lifted the car until spectators came to his aid and Bianchi was released. Both of them then evidently "passed out" for Jarrott



K.5.—The 80-h.p. Napier K.5, built for S. F. Edge to drive in the 1903 Gordon Bennett in Ireland, seen as it ran in the 1905 Eliminating Trials, Cecil Edge at the wheel.

next found himself laid out as though dead, completely covered in a shroud. Incidentally this was the second time that a Napier had been eliminated from a race because of a steering defect. In the Paris–Madrid race earlier in the year, Mark Mayhew's 35-h.p. Napier broke its steering gear near Libourne, only 25 kilometres short of Bordeaux, and ran off the road into a tree. The driver and his mechanic both escaped without serious injury.

S. F. Edge, with his cousin Cecil as mechanic, started off well in the big 80-h.p. Napier, K5. He was second at the end of the first lap, only 20 seconds behind Foxhall Keene's 60-h.p. Mercédès, which he overtook on the second lap, but the Napier was itself passed by C. Jenatzy (Mercédès) and the Chevalier de Knyff (80-h.p. Panhard). The German car and its red-bearded driver held the lead until the finish but Edge, with the only remaining Napier left in the race, ran into trouble both with the engine, which overheated, and with tyres that "came off the rims or burst or otherwise went to pieces." He struggled on doggedly, finishing last, two and a half hours after the winner, only to be disqualified for having received assistance at a Control from spectators who helped push his car to start the engine.

As others, upon whom in later years fell the mantle of these pioneers in upholding English colours in international racing, so Edge, when feeling the bitter disappointment of his cars' failure, began to wonder whether the risk and the expense were really worth the candle. He records that "Napier and I had several anxious talks about our racing programme," but it is greatly to their credit that the thing that decided them to continue was that "it would seem rather a deplorable thing if most other countries entered and England stood out." Perhaps their resolution in the face of setbacks may contain a moral for us today.

The four cars that had been prepared for the race in Ireland were again made ready for the 1904 Eliminating Trials which, thanks to the co-operation of the House of Keys, the A.C.G.B.I. were able to hold in the Isle of Man. Edge himself again handled the 80-h.p. car, K5, and the other three were driven by Clifford Earp, "a very good tester of cars at the Napier works," John Hargreaves, "a well-known M.F.H. in the west country," and J. W. Stocks, who had been a member of the team the year before. An entirely new "100-h.p." racing car was built for Mark Mayhew which, unlike the majority of racing cars, was completed some four months before the race took place. He was able to drive it down to Nice to compete in the Rothschild Cup speed trials at the end of March. The new car acquitted itself well, for it covered a flying kilometre at 82.26 m.p.h., finishing third to the huge 110-h.p. Gobron Brillié driven by Rigolly and a 100-h.p. car of the same make handled by Duray. After this successful trial of strength Mayhew drove the Napier back again to London, with his wife as passenger.

Unlike the other cars of the Napier team, Mayhew's had mechanically operated inlet valves which represented a noteworthy change from the traditional triple and quadruple automatic valves so beloved by Montague Napier. Although actuated by push-rods and rockers, they were placed in the head above the exhaust valves in the same way as in the earlier designs. The aluminium cylinder block had cast iron liners inserted by "hydraulic pressure," and the 2-in. diameter crankshaft had hollow crankpins and journals. Lubrication was by drip feed supplemented by a hand pump. A chain-driven water pump and a belt-driven fan attended to the cooling. The drive was transmitted through a "metal to metal" cone clutch and three-speed gearbox to a bevel rear axle, ball and roller bearings being used in both the latter components in place of plain bearings that had been used on earlier models. The chassis frame was of pressed steel as on Edge's 80-h.p. K5, and the complete car weighed 19½ cwt. It was said to be capable of 90 m.p.h. and the engine ran up to 2,000 r.p.m. Although the bore and stroke were not declared, there is reason to believe that they were the same as on the 1903 80-h.p. racer, viz. 165 by 152 mm.

The Eliminating Trials consisted of a series of tests carefully designed to assess the speed, acceleration, reliability and hill-climbing capabilities of the cars entered. In addition to covering five laps of the 52-mile circuit within the scheduled time (65 minutes per lap), the competitors were timed over a half mile near Ballaugh, a three-mile stretch of the course, and two miles uphill from Ramsey. In addition, acceleration from a standing start (from a control) was measured and the time taken for repairs and refuelling was also noted. On the following day a hill-climb was held and finally a speed trial, over a flying kilometre, took place on the promenade at Douglas. With such a mass of information the A.C.G.B.I. felt that they should be able to pick out the best team to represent Great Britain in the Gordon Bennett race without running the risk of racing the cars on the winding, narrow, highly cambered roads of the Isle of Man.

(*To be continued as space permits.*)

More Reports of Recent Events

S.C.C.C. TURNBERRY SPRINT TRIALS (May 12th)

PROVISIONAL RESULTS

FASTEST TIME OF THE MEETING: R. T. Haddow (996-c.c. Cooper), 14.3 sec.; 2nd, Alex Reid (1,994-c.c. Omega), 14.8 sec.; 3rd, Jas. F. Gibbon (1,806-c.c. Rover Special), 15.6 sec.; 4th, James Anderson (1,112-c.c. Anderson Special), 15.9 sec.; 5th, F. S. Mort (3,442-c.c. Jagnar), 16.3 sec.; 6th, Alex. McGlashan (497-c.c. Cooper), 16.6 sec.

WATERLOO & D. M.C. MEETING (May 12th)

PROVISIONAL RESULTS

1,300 C.C. SPORTS: 1st, J. F. Dalton (1,250-c.c. M.G.), 18 sec.; 2nd, W. A. Bemrose (1,250-c.c. M.G.), 19 sec.; 3rd, P. B. Reece (1,250-c.c. Cooper M.G.), 19 sec.

1,500 C.C. SPORTS: 1st, H. Jenner (1,250-c.c. M.G. s/c.), 18.2 sec.; 2nd, K. H. Downing (1,485-c.c. Connaught), 18.6 sec.; 3rd, L. Wilde (1,492-c.c. Riley), 18.6 sec.

3,000 C.C. SPORTS: 1st, G. Tyrer (1,996-c.c. F.N.-B.M.W.), 15.2 sec.; 2nd, Lady Mary Grosvenor (1,971-c.c. F.N.-B.M.W.), 17 sec.; 3rd, E. B. Wadsworth (2,443-c.c. Healey Silverstone), 18.4 sec.

3,000 C.C. SPORTS: 1st, G. Warburton (4,375-c.c. Allard), 15.2 sec.; 2nd, P. Collins (4,375-c.c. Allard), 15.4 sec.; 3rd, E. P. Scragg (3,442-c.c. Jaguar XK 120), 16.4 sec.

1,500 C.C. CLOSED CARS: 1st, G. Tyrer (1,250-c.c. M.G.), 22.8 sec.; 2nd, G. Hoyle (1,486-c.c. Jowett Javelin), 22.8 sec.; 3rd, D. Wood (1,486-c.c. Jowett Javelin), 23 sec.

OVER 1,500 C.C. CLOSED CARS: 1st, R. E. Holt (3,622-c.c. Allard), 19 sec.; 2nd, P. B. Reece (2,580-c.c. Aston-Martin), 19.8 sec.; 3rd, K. H. Downing (2,443-c.c. Healey), 20 sec.

750 C.C. RACING: 1st, P. Collins (497-c.c. Cooper-J.A.P.), 14.4 sec.; 2nd, M. C. Kearon (497-c.c. Cooper-J.A.P.), 16 sec.; 3rd, L. Bond (497-c.c. Bond), 16.8 sec.

1,100 C.C. RACING; 1st, C. Heath (1,097-c.c. Cooper), 13.8 sec.; 2nd, C. A. Booker (1,097-c.c. Cooper), 14 sec.; 3rd, Col. C. R. Gray (1,087-c.c. M.G., s/c.), 24 sec.

1,500 C.C. RACING: 1st, P. Collins (1,200-c.c. Cooper), 13.8 sec.; 2nd, Lady Mary Grosvenor (Alta s/c.), 15.2 sec.; 3rd, F. Harrison (1,172-c.c. Ford s/c.), 17.8 sec.

2,000 C.C. RACING: 1st, B. H. Davenport (2,000 c.c. G.N. Spider), 15.4 sec.; 2nd, G. Tyrer (1,996-c.c. F.N.-B.M.W.), 15.6 sec.

Times given are for fastest runs, but in case of ties, placings have been decided on aggregate.

SHEFFIELD & HALLAMSHIRE M.C. GAMSTON RACES (May 14th)

PROVISIONAL RESULTS

RACE 1.—Five laps for sports cars up to 750 c.c., including the 750 c.c. Formula cars: 1st, R. N. Pannel (746-c.c. M.G.), 9 min. 44.4 sec., 58.52 m.p.h.; 2nd, C. C. Robinson (747-c.c. Austin); 3rd, E. B. Wadsworth (750-c.c. Dyna-Panhard).

RACE 2.—Five laps sports cars up to 1,100 c.c.: 1st, J. M. Hawthorne (1,089-c.c. Riley), 8 min. 0.6 sec., 71.34 m.p.h.; 2nd, G. R. Stokes (1,087-c.c. Riley); 3rd, L. Gibbs (1,089-c.c. Riley).

RACE 3.—Six laps for racing up to 500 c.c. Formula III: 1st, A. B. Rogers (499-c.c. Cooper), 9 min. 3.4 sec., 75.52 m.p.h.; 2nd, E. Williams (500-c.c. Cooper); 3rd, W. Webb (497-c.c. Cooper).

RACE 4.—Five laps sports cars up to 1,500 c.c. 1st, P. K. Shipside (1,250-c.c. M.G.), 7 min. 44 sec., 73.70 m.p.h.; 2nd, J. M. Hawthorne (1,089-c.c. Riley); 3rd, E. A. Ruddock (1,496-c.c. H.R.G.).

RACE 5.—Five laps for sports cars up to 2,000 c.c.: 1st, G. Tyrer (1,996-c.c. Frazer-Nash-B.M.W.), 7 min. 0.6 sec., 80.85 m.p.h.; 2nd, R. F. Peacock (1,971-c.c. Frazer-Nash); 3rd, E. A. Ruddock (1,496-c.c. H.R.G.).

RACE 6.—Five laps for sports-cars up to 3,000 c.c.: 1st, G. Tyrer (1,996-c.c. Frazer-Nash-B.M.W.), 7 min. 28 sec., 76.33 m.p.h.; 2nd, A. J. Stokes (2,443-c.c. Healey); 3rd, E. B. Wadsworth (2,443-c.c. Healey).

RACE 7.—Five laps handicap M.G. cars unlimited c.c.: 1st, K. Flint (2,500-c.c. M.G.), gross time 9 min. 18 sec., net time 8 min. 18 sec.; 2nd, J. R. Brown (1,250-c.c. M.G.); 3rd, R. N. Pannel (746-c.c. M.G.).

RACE 8.—Five laps sports-cars unlimited c.c.: 1st, R. F. Peacock (1,971-c.c. Frazer-Nash), 7 min. 5.4 sec., 80.39 m.p.h.; 2nd, H. Howarth (3,442-c.c. Jaguar XK 120); 3rd, E. W. Holt (3,442-c.c. Jaguar XK 120).

CHALLENGE RACE.—Five laps sports cars unlimited between the Nottingham Sports Car Club and the Sheffield and Hallamshire M.C.: Winners, Nottingham S.C.C. with 39 points; Sheffield and Hallamshire, 36 points.

RACE 9.—Six laps racing cars up to 500 c.c. Formula III: 1st, W. Webb (497-c.c. Cooper), 8 min. 56 sec., 76.56 m.p.h.; 2nd, A. M. Beardshaw (497-c.c. Cooper); 3rd, E. Williams (500-c.c. Cooper).

RACE 10.—The Gamston Challenge Race for the *Sheffield Telegraph* Trophy, 20 laps for racing cars over 500 c.c.: 1st, E. Miles-Martin (1,500-c.c. E.R.A. s/c.), 27 min. 2.4 sec., 84.33 m.p.h.; 2nd, G. N. Richardson (1,488-c.c. R.R.A. s/c.); 3rd, G. S. Shillito (1,988-c.c. Riley)

NO B.R.M. AT BERNE?

MAY cannot have been a very merry month at Bourne. On the 16th, B.R.M. announced that "owing to the new cars not being ready and as drivers have not had practice with them, the provisional entry for the Swiss G.P. at Berne has been cancelled." The day before, Basil Cardew had a leading story in the *Daily Express* about Reg. Parnell, No. 1 B.R.M. driver, being upset because he had not been invited to secret tests of a B.R.M. at Silverstone. On the 18th, the B.R.M. Association announced that its membership exceeds 10,000, with funds of nearly £7,000—but the donors must, like our readers, be getting pretty frantic to see a B.R.M. in a race.

The time seemed ripe for us to visit Bourne, where the B.R.M. works adjoin Raymond Mays' garden, to obtain answers to some of the questions which readers are putting to us about B.R.M. matters. We made this visit on the day B.R.M. scratched from Berne, but Raymond Mays was away. However, at his suggestion, we forwarded to him some of the questions to which readers are continually trying to put satisfactory answers.

Remembering that when we attended the pre-view of the B.R.M. nearly two years ago one engine had petrol injection and that the others were to be converted to it very soon, and that incorrect mixture distribution has been one of the car's troubles, we asked: *Why was petrol injection abandoned for the B.R.M. engine?* Reply:

"Petrol injection has not been abandoned, but much more development work in this connection is necessary before it can be employed to full advantage for this particular purpose."

As the blown engine will be obsolete in two years time, we hope this considerable development is well in hand!

To counter criticism in some quarters and to provide an answer to those who think H. N. Charles, Freddie Dixon, etc., should be "in" on the engineering side of the B.R.M., we asked: *What successful racing cars had Peter Berthon designed to recommend him as an engineer on the B.R.M. project?* No reply was forthcoming.

To attempt to clear up the *Daily Express* story of a disgruntled Parnell, we queried: *Why wasn't Reg. asked to take part in the Silverstone tests?* Reply:

"The tests at Silverstone on May 14th were of a secret nature to enable us to obtain data as regards modifications carried out during the winter months, particularly relating to suspension, steering, carburation, modifications to the blower to obtain more power at the bottom end. Silverstone was selected because it is a known circuit where most of the leading makes of racing cars have run. For this particular test it was not intended to have drivers other than the test driver, Ken Richardson, who obviously knows more about the results of the modifications than anyone else. "Bira" and Walker were merely asked to come at the last moment when it was known that their cars had broken down at Goodwood in practice. Obviously, Parnell could not come because his Ferrari was still competing."

Actually "Bira" apparently tried the B.R.M. *before* Whit-Monday as he was racing the Osca at Goodwood that day. It was common knowledge in the Goodwood Paddock that Peter Walker had been called to Silverstone and, it seems, Parnell was merely *surprised* that he had not been told of the test. He did not welcome newspaper gossip about an incident which, although mild, points to poor liaison between B.R.M. and its No. 1 driver.

No one needs to be told of Moss' skill as a racing driver and we merely echoed our readers when we inquired: *Has Stirling Moss been asked officially if he would drive the B.R.M.? If so, what was his reply?* Answer:

"I have had a word with Moss as regards the future, and as soon as a B.R.M. is available for such a purpose, he will be asked to try it. This he agreed to do."

Not altogether convincing, as a car has already been made available to Mays, Sommer, "Bira," Walker, Richardson, and, we believe, to Gerard. At all events, do you agree when we say, the sooner the better?

Wondering if finance could deter drivers who already get some return from racing with cars of their own, we asked: *Do B.R.M. pay a fee to their team drivers as Mercédès-Benz did to Seaman for example, or are these appointments of an honorary nature?* Reply:

"B.R.M. do pay a fee to drivers and the agreement is a very fair one from their point of view."

We then inquired if Mays had abandoned the idea of driving himself. He replied:

"At the moment in any case I have definitely abandoned the idea of driving the B.R.M. for the simple reason that my activities in connection with the B.R.M., and my worries, are so many that I could not do justice to myself or the car if I attempted to drive, therefore I have decided against it in this difficult and worrying period."

To date some £250,000 has been contributed by the industry to B.R.M. Wishing to give credit where due, we asked: *Who is the biggest financial supporter of the B.R.M. to date?* Reply:

"We are not at liberty to disclose this."

A pity, as, not being business men, we had even wondered if a B.R.M. balance-sheet would soon be forthcoming. On the subject of the Whit-Monday tests, Raymond Mays wrote:

"The Silverstone tests on May 14th were generally satisfactory, and the data gained very useful. Peter Walker has been most helpful, and has expressed himself willing to fit in with our arrangements."

Finally, believing that, next to the drivers, the team manager is the most important person in a racing team, we asked: *Is Jack Emmott still team manager and, if not, who has replaced him?* Reply:

"Jack Emmott is not Team Manager for the reason that he does not feel that he will be in a position to spend enough time here with the team, and abroad, owing to his other activities. In any case he elected to do this for the first year only. At the moment the team management is being handled from Bourne with outside expert assistance."

We hope this will go some way towards satisfying the many readers who write and telephone questions to MOTOR SPORT about the future of the B.R.M.—and whose numbers increased noticeably after the announcement of the Berne withdrawal and publication of the *Daily Express* Parnell-story. All these good people crave is to see a British car receive the chequered flag in an International motor-race—as we most certainly do ourselves. That the B.R.M., on which so much time and money has been spent, is still not ready is a bitter disappointment, which will, we hope, soon be rectified, if only for the sake of those 10,000 B.R.M.A. supporters. Perhaps at Rheims, on July 1st? Cross your fingers!

Anyone Want a Race Course?

Seriously, this statement, issued by the R.A.C. on May 17th, is disturbing. We can only hope that the B.R.D.C. may have a solution—perhaps the best one would be the restoration of Donington as a circuit.

In 1948, since Brooklands and the Donington Circuits were no longer available, the Royal Automobile Club leased from the Air Ministry, who would then only deal with the R.A.C. as the governing body of the sport in this country, Silverstone Aerodrome for motor racing.

Whilst the R.A.C. felt at that time that it was in principle inadvisable to own a race track, it considered, in the light of all the circumstances then prevailing, it was its duty to "prime the pump" of motor sport in the immediate post-war period, in spite of the possible heavy risk involved in connection with the upkeep of the track.

The R.A.C. considers that in providing at Silverstone facilities for Grand Prix and other major events, for the testing of vehicles, and particularly by making available the use of the circuit for smaller Club meetings throughout the summer months, it has done much towards the re-establishment and encouragement of motor sport.

Whilst the R.A.C. is most anxious for such facilities as have existed at Silverstone or elsewhere to be continued, it has come to the conclusion that it is inappropriate that it should continue to remain the lessee of a motor racing circuit, and that the Club's continuance of a lease at Silverstone may deter other interested and suitable bodies, who would be acceptable to the authorities, making arrangements of a more permanent character either there or elsewhere.

The R.A.C. thinks it right to give early notice of its decision not to continue its lease of the track after 1951, and in order that the opportunity may be taken by others it will offer its good offices with the various authorities to any suitable organisation considering schemes to meet the needs of motor racing in the future. Interested organisations will recognise the importance of this in view of the necessity to obtain the Royal Automobile Club's approval of any proposed circuit.

The Hants and Berks M.C. Buckler-inspired "1,172 Formula" will provide racing for Ford Eight and Ten-engined cars, fully road-equipped, at least 33 in. wide at cockpit, with not more than two carburetters, and not under 8 cwt. First race at Eight Clubs Silverstone Meeting, June 2nd.

Reports of Recent Events

CALIFORNIA S.C.C. PALM SPRINGS RACE (April 1st)

In view of the sales-promotion which American sports-car races have, and the special attention given in MOTOR SPORT recently to last year's events, the result of the 150-mile Palm Springs race is of especial interest. Lewis won in Jim Kimberly's 2-litre Ferrari. Thirty-three started and the Ferrari was never challenged. Hill's "2.9" Alfa-Romeo, which made fastest practice lap, lost a wheel after three laps. A Cadillac-Allard was second, followed by two Jaguar XK 120s, whose drivers had "nursed their brakes"—more fuel for the Allard *versus* Jaguar argument! Neumann's TD M.G. went astonishingly fast in winning the 1½-litre class very easily from Breeze's TD.

Results :

1st : M. Lewis (Ferrari).
2nd : J. Armstrong (Cadillac-Allard).
3rd : E. Forbes-Robinson (Jaguar XK120).

COPPA INTER-EUROPA SPORTS CAR RACE (April 15th)

Villoresi continued in winning form for Ferrari in this two-hour race at Monza.

Results :

1st : L. Villoresi (2,560-c.c. Ferrari), 169.98 miles.
2nd : Amendola ("2.3" Ferrari).
3rd : L. Chiron (4½-litre Delahaye).

HANTS & BERKS M.C. VERSATILITY TRIAL (April 21st)

This novel event, in which the Bristol M.C. & L.C.C. assisted, was intended to indicate who, amongst clubmen, owns the best all-round sports car. Flying laps of Castle Combe were allied to an examination for comfort, luggage accommodation, passenger accommodation, etc., and climbs of trials-type hills essayed, all on the same tyre pressures. The three fastest at Castle Combe were the Ford V8 H.C. Special, the blown Buckler and a 1¾-litre Lea-Francis. The three best all-rounders on static judgment were deemed to be an Austin A90, a B.M.W. and a vintage 3-litre Bentley. Curiously, no data about the tyre pressures used seems to have been released, although this should have been one of the more informative items of the event. Nevertheless, congratulations to the Hants & Berks M.C. for yet another pioneering effort—the importance of which seems to have been firmly grasped by one contemporary weekly, which gave the Versatility Trial 22 inches, the B.A.R.C. Members' Meeting at Goodwood only two, and nothing at all to the Half-Litre Club's Brands Hatch racing! We would like to see this event repeated, but with even greater variety, such as easy-starting, slow-running, speed hill-climb, hill restart and other tests. To be quite honest, we would also like the results of the big rallies, like the R.A.C. Rally this month, to be decided thus, so that cars as well as drivers could feel proud of winning.

Results :

BEST PERFORMANCE OF DAY.—D. Mayne (1,250-c.c. Fanifold).
BEST UP TO 1,000 C.C.—M. D. Chamberlain (750-c.c. Austin), only competitor.
BEST 1,001-2,000 C.C. S/C. OR OVER 1,200 C.C. NON-S/C.—D. Bollom (1,172-c.c. Dellow, s/c.).
FIRST-CLASS AWARDS.—*Up to* 1,000 *c.c. s/c. or* 2,000 *c.c. non-s/c.:* J. Brown (1,250-c.c. M.G.), B. Gilbert (1,250-c.c. M.G.), H. Bradford (1,250-c.c. M.G.), G. W. Best (1,250-c.c. M.G.). 1,001-2,000 *c.c. s/c. or over* 2,000 *c.c. non-s/c.:* G. Walker (3,622-c.c. H.C.), D. Buckler (1,172-c.c. Buckler, s/c.), F. Stark (1,172-c.c. Dellow, s/c.).

LEICESTERSHIRE C.C. STURGESS TROPHY TIME TRIAL (April 22nd)

The Time Trial for the Sturgess Trophy, run on April 22nd, was won by the only "lady" crew in the event. Mrs. Ruth Moore and navigator Mrs. Vera Williams romped home in their M.G., with the loss of only nine marks. The route started from Leicester, paused at Ashbourne for lunch, wandered through the Derbyshire hills and dales in the afternoon, and finished at Cromford for tea.

Results :

STURGESS TROPHY (OPEN CARS).—Mrs. R. Moore (M.G.).
ALAN GLOVER TROPHY (CLOSED CARS).—F. J. Rudkin (Ford).
FIRST-CLASS AWARDS.—W. E. Wykes (Dellow), D. J. Herbert (Morris), I. G. Williams (Dellow, s/c.).
SECOND-CLASS AWARDS.—G. R. Newcombe (Morris), J. E. R. Laight (Peugeot), J. Huggins (Ford).
NOVICE AWARD.—L. H. Pole (Sunbeam-Talbot).

CEMIAN M.C. CHILTERNS CUP TRIAL (April 22nd)

The Chilterns Cup was won by D. B. Frost on a pre-war Morris Twelve, substituted at the last minute for his own 2½-litre Jaguar.

Other awards were :—

BEST PERFORMANCE (open class) : G. J. Watt (M.G.).
BEST PERFORMANCE (closed class) : R. Jackson (Vauxhall Six).
RUNNERS UP (closed class) : A. J. Decker (Austin Sixteen), W. Mahon (Ford Ten).
TEAM AWARD : R. A. Arnold (Standard Eight), A. C. Hobbs (Ford Ten), W. Mahon (Ford Ten).

LANCS & CHESHIRE M.C. 10TH DERBYSHIRE SPORTING TRIAL (April 22nd)

The warmest congratulations to Dorothy Corbishley on winning this classic trial against strong male opposition. She drove the Ford Ten-engined C.C.S. and was passengered by her father. As a personal opinion, the driver who wore a bowler hat, yellow pullover and anti-gas trousers could probably do more discredit to trials than any number of doorless, overhung "specials"!

Results :

BEST PERFORMANCE : Miss D. Corbishley. *Runner-up :* K. Rawlings (Vanguard) *Next best :* C. Corbishley (1,446-c.c. C.C.S.).
BEST MEMBER : Dr. C. R. Hardman (1,172-c.c. Dellow).
BEST OPPOSITE CLASS : J. Deeley (1,512-c.c. Cranford Special).
NOVICES : J. Rayner (1,172-c.c. B.N. Special).
TEAM.—C. Corbishley, E. Wadsworth (1,172-c.c. Ford), Dr. C. R. Hardman ("Northernites").
FIRST-CLASS AWARDS : T. C. Harrison (Harford), E. Harrison (Harford), L. J. Oliver (Oliver), J. Clegg (Clegg), R. A. Hopkinson (Bancroft), A. J. Lilley (A.W. Special), E. Wadsworth (Ford).

RALLY SOLEIL (April 22nd)

This was a convincing demonstration of the supremacy of the British Jaguar.

Results :

1st : Peignaux-Girier (Jaguar)—*1st in over 2-litre class.*
2nd : Taylor-Mrs. Taylor (Jaguar).
3rd : Bray-Vernon (Jaguar).
4th : Grounds-Andrews (Jaguar).
5th : Cotton-Mme. Alain (Delahaye).
6th : Snow-Mrs. Snow (Jaguar).
7th : Di Stefano-Mlle. Stefano (Alfa-Romeo).
8th : Costa-Genet (1,200-c.c. Simca)—*1st in 1½-litre class.*
9th : Ponsard-Plancaard (Jaguar).
10th : Lecerre-Mme. Lecerre (Citroen).
11th : Hewitt-Drewett (Bristol)—*1st in 2-litre class.*

SAN REMO G.P. (April 22nd)

This was a victory for the new 4½-litre Ferraris, over 188 miles.

Results :

1st : Ascari (4½-litre Ferrari), 2 hr. 57 min. 8.2 sec. (about 64 m.p.h.).
2nd : Serafini (4½-litre Ferrari), 1 min. 24.8 sec. behind.
3rd : Fischer (4½-litre Ferrari), completed 88 laps.
4th : Schell (1½-litre Maserati, s/c.), completed 87 laps.

TULIP RALLY (April 27th)

Ian Appleyard and his charming wife followed up last year's win in the Alpine Trial by bringing their XK120 Jaguar home first in the Tulip Rally. Only 67 out of 287 starters reached the final control without penalty.

Results :

OVER 1½ LITRES :
1st : I. Appleyard-Mrs. Appleyard (Jaguar).
2nd : R. Habisreutinger-W. Horning (Jaguar).
3rd : K. Ton-J. K. Kuiper-H. P. Wignands (Citroen).
1,100-1,500 C.C. :
1st : Th. J. Koks-K. de Jong-J. Wisker (Volkswagen).
2nd : C. I. de Vries-J. A. Moorman (Lancia).
3rd : J. W. C. van der Vossen-J. C. de Bilt (Peugeot).
750-1,100 C.C. :
1st : H. J. Voormolen-M. J. Voormolen (FIAT).
2nd : J. Sterk-L. J. van Slouten-H. Bak (FIAT).
3rd : Jhr. C. Hora Siccama-C. Bloem (Porsche).
UP TO 750 C.C. :
1st : H. Kreisel-Dr. Groenhart (Renault).
2nd : A. G. W. Kluck-G. H. Kluck (FIAT).
3rd : T. Dik-H. Dik (Renault).
B.A.R.C. CLUB TEAM AWARD : Appleton-Imhof-Robinson.
LADIES' PRIZE : Mme. G. Francoise-Sigrande and Mme. Hustinx (Renault).
BEST ONE-MAKE TEAM : Peugeot.

YORKSHIRE S.C.C. RALLYE AUTOMOBILE, YORKSHIRE (April 27th-28th)

BEST PERFORMANCE OF THE RALLY.—W. F. S. Grantham (Jaguar XK120).
1,300 F.C. CLASS CARS.—1st : E. B. Wadsworth (Dyna Panhard) ; 2nd : G. E. H. Wilson (Jowett Javelin) ; 3rd : W. W. Granger (Jowett Javelin).
OVER 1,500 C.C. CLASS.—1st : J. C. Wallwork (Vanguard) ; 2nd : C. D. Chapman (Alvis Firefly) ; 3rd : D. L. Smith (Ford Consul).
1,500 C.C. OPEN CARS.—1st : M. B. Colbeck (M.G.) ; 2nd : C. H. Westin (M.G.) ; 3rd : R. C. Burrows (Dellow).
OVER 1,500 C.C. OPEN.—1st : H. Crossley (Austin A90) ; 2nd : F. G. Davis (Healey) ; 3rd : J. R. Hall (Jaguar XK120).
TEAM PRIZE.—Wadsworth, Granger and Smith.
LADIES' PRIZE.—Miss M. Lewton (Jaguar XK120).
NOVICE'S PRIZE.—D. Ickringill (Triumph).
BEST PERFORMANCE IN ACCELERATION AND BRAKING TEST.—Tie between M. G. Burrows (Healey) and F. H. Bullock (Lea-Francis).
BEST PERFORMANCE IN REGULARITY SPEED TEST.—J. C. Wallwork (Vanguard).

VETERAN C.C. SOUTHPORT RALLY (April 28th)

Twenty-nine veterans were inspected by the Lord Mayor, Councillor Fleetwood Hesken, who afterwards invited drivers and officials to lunch. After lunch the cars drove round the town, finishing at

Marine Drive, where they competed in four tests. The first, an acceleration test, was won by K. Neve's 1914 T.T. Humber. The second, a fast—slow with a Le Mans start, was won by H. O. S. Bridcutt's 1911 Daimler, the other two, a width-judging competition and an acceleration test, during which passengers had to throw three potatoes into buckets, were won by Major Browell in his 1909 Napier and R. E. Hinds' 1910 Vulcan, respectively.

Results :

RALLY

VETERAN CLASS : G. Mawer (1904 Oldsmobile).
EDWARDIAN CLASS : W. F. Watson (1911 Rolls-Royce).

TESTS

CLASS I : N. T. Beardsell (1900 Progress).
CLASS II : M. E. Davenport (1901 Progress).
CLASS III : Major H. Browell (1909 Napier).
CLASS IV : K. Neve (1914 Humber).

THE XVIII MILLE MIGLIA (April 29th)

After Ascari and Serafini had both crashed, Villoresi brought another of the new 220-b.h.p., Type 346, "Inter-America" 4.1-litre sports-coupé Ferraris home first in this stupendous 970-mile race, last survivor of the great town-to-town races that virtually died with Paris–Madrid in 1903. Villoresi averaged over 75½ m.p.h. in spite of a bad crash. Next home was Bracco, in a Lancia Aurelia saloon of only 2 litres, a feat that is epic and ranks the latest Lancia as one of the world's great cars. Scotti's 2.6-litre Ferrari was third, Marzotto's 2-litre fourth. Cortese again drove well—remember the Tour de Sicily ?—to finish eighth (second in his class), but even more outstanding was Fagioli's seventh place in a 1,100-c.c. Osca, at all but 70 m.p.h. The intervening places went to another Lancia Aurelia and a 4½-litre Alfa-Romeo. Wisdom and Hume drove splendidly in a D.B.II Aston-Martin saloon to win the 3-litre class. The XK120 Jaguar engine of Biondetti's tubular-chassis special lost water due to a hose-leak and Moss and Johnson eliminated themselves when their XK120s skidded near the start. Allard also crashed. Stapleton and his wife put up a stout show by finishing, in an old Aston-Martin. So the 1951 Mille Miglia has come and gone and the battle transfers to Le Mans.

Results :

1st : L. Villoresi–Cassani (4.1-litre Ferrari), 12 hr. 50 min. 18 sec., 75.70 m.p.h.
2nd : Bracco–Maglioli (2-litre Lancia), 13 hr. 10 min. 14 sec., 73.70 m.p.h.
3rd : Scotti–Ruspaggiari (2.6-litre Ferrari), 13 hr. 22 min. 4 sec.

CLASS WINNERS :

750-C.C. PRODUCTION CARS : Descollonges–Grignoux (Dyna-Panhard), 55.67 m.p.h.
1,100-C.C. PRODUCTION CARS : Andreini–Quercioli (FIAT), 60.55 m.p.h.
1,500-C.C. PRODUCTION CARS : Anselmi–Giann (Lancia Aprilia), 66.06 m.p.h.
750-C.C. CLOSED OR CONVERTIBLE : Ferraguti–Faido (FIAT Zagato), 58.81 m.p.h.
1,100-C.C. CLOSED OR CONVERTIBLE : Musitelli–Musitelli (Cisitalia), 65.18 m.p.h.
2,000-C.C. CLOSED OR CONVERTIBLE : Bracco (Lancia Aurelia).
OVER 2,000-C.C. CLOSED OR CONVERTIBLE : Wisdom–Hume (Aston-Martin), 68.79 m.p.h.
SPORTS CARS, 750 C.C. : Zannini–Bertozzo (FIAT Giannini), 63.01 m.p.h.
SPORTS CARS, 1,100 C.C. : L. Fagioli (Osca), 69.98 m.p.h.
SPORTS CARS, 2,000 C.C. : P. Marzotto (Ferrari), 71.92 m.p.h.
SPORTS CARS, OVER 2,000 C.C. : L. Villoresi (Ferrari) 75.70 m.p.h.

SUNBEAM-REGISTER SANDHURST RALLY (April 29th)

The Sunbeam-Register, which now has a membership of 220 Wolverhampton-built Sunbeams, attracted 27 of them to a rally at the Royal Military Academy, Sandhurst, organised by Mrs. W. Boddy, where Brig. J. C. Walkey, C.B.E., Assistant Commandant, judged a Concours d'Elegance after the Sunbeams had paraded round spacious La Marchant Square. After this, against a delightful background and watched by a quite large and obviously knowledgeable crowd, driving tests were undertaken, very ably prepared and marshalled by officer-cadets of the R.M.A. Motor Sports Club under the guidance of Capt. J. J. Regan, R.A.S.C.

Lt.-Comdr. Arkell's beautiful 1935 Twenty-five saloon won the Concours and the best performers in each test were as follows, the first car to attempt them being, appropriately, R. C. Carter's 1915 ex-W.D.-type Sunbeam :—

QUICK-STARTING : Dr. J. Etheridge (1932 Twenty saloon).
GARAGE TEST : S. J. Day (1934 Dawn saloon).
DOCILITY TEST : J. R. Rapley (1928 Sixteen tourer).
WIGGLE WOGGLE : Dr. J. Etheridge (1932 Twenty saloon).
100 YARDS-ACCELERATION : Dr. J. Etheridge (1932 Twenty saloon).
WIDTH-JUDGING : S. H. Darbishire (1926 "14/40" tourer) and I. E. Lankester (1929 Sixteen saloon).
HILL-RESTART : Mrs. Leroy (1931 Sixteen sports coupé), Dr. J. Etheridge (1932 Twenty saloon) and J. P. Raes (1934 Speed-Twenty saloon).
AGGREGATE RESULTS : 1st, J. M. B. Dove (1929 Sixteen tourer), 992 marks ; 2nd, T. K. Wheeler (1929 Sixteen two-seater), 991 marks ; 3rd, Dr. J. Etheridge (1932 Twenty saloon), 988 marks.

GOSPORT A.C. SPEED TRIALS (April 29th)

At the pleasant "old-world" ¼-mile straight sprint at Gosport, Goodhew's "P3" Alfa-Romeo made f.t.d. in 13.76 sec.

Results :

SPORTS CARS (NON-S/C.) UP TO 1,100 C.C.—1st : H. Lester (1,090-c.c. Lester-M.G.), 19.13 sec.; 2nd : B. H. Lister (939-c.c. Cooper-M.G.), 19.33 sec.; 3rd : R. W. Faulkner (1,072-c.c. Paul Special), 20.64 sec.
SPORTS CARS (NON-S/C.) UP TO 1,500 C.C.—1st : P. W. C. Griffith (1,462-c.c. Lester-M.G.), 18.35 sec.; 2nd : G. A. Ruddock (1,500-c.c. H.R.G.), 18.64 sec.; 3rd : F. Morrish (1,500-c.c. H.R.G.), 20.52 sec.
SPORTS CARS (NON-S/C.) UP TO 2,500 C.C.—1st : S. G. Greene (1,971-c.c. Frazer-Nash), 17.05 sec.; 2nd : G. G. Baster (1,911-c.c. Frazer-Nash-B.M.W.) 20.31 sec.; 3rd : G. R. Hartwell (2,265-c.c. Sunbeam-Talbot), 20.66 sec.
SPORTS CARS (NON-S/C.) UNLIMITED.—1st : P. F. Payne (4,398-c.c. Hot Rod (Ford) Special), 15.62 sec.; 2nd : J. A. F. Cripps (4,375-c.c. Cripps Special), 16.72 sec.; 3rd : W. L. Cripps (4,375-c.c. Cripps Special), 17.50 sec.
SPORTS CARS 1,100 C.C., S/C.—1st : R. G. Worth (1,100-c.c. Amilcar), 19.39 sec.; 2nd : M. Potter-Moore (1,087-c.c. M.G.), 19.45 sec.
SPORTS CARS, 1,500 C.C., S/C.—1st : F. C. Davis (1,435-c.c. M.G.), 17.79 sec.; 2nd : D. W. Davis (1,286-c.c. M.G.), 18.28 sec.; 3rd : C. D. F. Buckler (1,172-c.c. Buckler), 18.52 sec.
SPORTS CARS, 2,500 C.C., S/C.—1st : W. J. Frost (1,750-c.c. Alfa-Romeo), 19.78 sec.
SPORTS CARS, UNLIMITED, S/C.—1st : G. Parker (2,664-c.c. Jaguette), 15.65 sec.; 2nd : W. J. Forst (1,750-c.c. Alfa-Romeo), 19.41 sec.
RACING CARS (NON-S/C. OR S/C.) UP TO 500 C.C.—1st : C. Tipper (498-c.c. Monaco), 16.01 sec.; 2nd : A. W. Richards (500-c.c. J.B.S.), 16.66 sec.; 3rd : Miss B. Haig (497-c.c. Cooper), 16.67 sec.
RACING CARS (NON-S/C. OR S/C.) UP TO 1,100 C.C.—1st : D. N. Brake (996-c.c. Cooper), 14.38 sec.; 2nd : J. Farley (996-c.c. Farley Special), 15.10 sec.; 3rd : C. Heath (1,097-c.c. Cooper), 16.42 sec.
RACING CARS (NON-S/C. OR S/C.) UP TO 2,000 C.C.—1st : J. B. Norris (2,000-c.c. Alfa Special), 14.23 sec.; 2nd : A. J. Stokes (1,500-c.c. Alta), 15.70 sec.; 3rd : R. M. Cowell (1,500-c.c. Alta), 15.93 sec.
RACING CARS (NON-S/C. OR S/C.) UNLIMITED.—1st : J. Goodhew (2,992-c.c. Alfa-Romeo), 13.76 sec.; 2nd : M. Hukins (2,270-c.c. Bugatti), 15.10 sec.; 3rd : A. S. Raven (2,994-c.c. Bugatti), 15.20 sec.
SALOON CARS UP TO 14 H.P.—1st : N. Freedman (13-h.p. Lancia), 23.20 sec.; 2nd : J. Erskine (14-h.p. Triumph), 25.07 sec.; 3rd : L. G. Green (14-h.p. Jaguar), 25.34 sec.
SALOON CARS OVER 14 H.P.—1st : J. A. Shutler (30-h.p. Invicta), 19.22 sec.; 2nd : G. G. Baster (15.7-h.p. Frazer-Nash-B.M.W.), 20.45 sec.; 3rd : P. S Jopling (30-h.p. Lagonda), 20.90 sec.

BORDEAUX G.P. (April 29th)

Run over about 170 *miles.*

1st : L. Rosier (4½-litre Talbot), 3 hr. 7 min. 11.3 sec. 60.08 m.p.h.
2nd : Fischer (2½-litre Ferrari), 3 hr. 8 min. 21.3 sec.
3rd : Peter Whitehead (Ferrari), 121 out of 123 laps.

MORGAN THREE-WHEELER SPEED TRIALS (May 6th)

Held at that former sprint venue, Madresfield, there were 30 runners and all the correct Shelsley Walsh sounds and smells.

Results :

F.T.D. : C. Hale (998-c.c. o.h.v. J.A.P., ex-works racer, close-ratio three-speed), 30.9 sec.
FASTEST, CLASS II : M. B. Skirrow (1,096-c.c. o.h.v. J.A.P., 1933-34 Super Sports), 35.6 sec.
FASTEST, CLASS III : R. Small (post-war Ford Eight, F-Super), 44.2 sec.
SIDE-VALVE TROPHY : L. Naisby (1935 Matchless, Family).
S. G. WITHERS TANKARD : J. Hutcheson (1947 Ford Ten, F-Super).

CHELTENHAM C.C. SPEED TRIALS (May 12th)

CLASS WINNERS

F.T.D. : P. J. Stubberfield (Bugatti), 45.0 sec.
CLASS 1 : C. S. Neame (847-c.c. M.G.), 61.0 sec.
CLASS 2 : J. Readings (1,250-c.c. M.G.), 53.0 sec.
CLASS 3 : H. C. Mitchelmore (1,507-c.c. Singer), 64.2 sec.
CLASS 4 : L. S. Richards (2,511-c.c. Alvis), 54.6 sec.
CLASS 5 : C. Brough (3,500-c.c. Jaguar), 49.0 sec.
CLASS 6 : C. Tipper (498-c.c. Monaco), 47.8 sec.
CLASS 7 : J. Readings (1,250-c.c. M.G.), 52.8 sec.
CLASS 8 : E. J. Gamsey (1,500-c.c. Maserati), 48.0 sec.
CLASS 9 : E. Lloyd-Jones (21-litre Flying Saucer), 45.2 sec.
CLASS 10 : P. J. Stubberfield (2.3-litre Bugatti), 45.0 sec. Wins £15.

TEWIN WATER SPRINT (May 14th)

PROVISIONAL RESULTS

FASTEST TIME OF DAY : J. D. Farley (996-c.c. Farley Special, s/c.), 13.8 sec.

RACING CARS

UP TO 500 C.C. : 1st, C. Tipper (498-c.c. Monaco), 14.6 sec. ; 2nd. E. Roberts (497-c.c. Cooper), 16.4 sec.
UP TO 750 C.C. : 1st, C. Tipper (498-c.c. Monaco), 15.4 sec. ; 2nd, E. Roberts (497 Cooper), 16.2 sec.
UP TO 1,000 C.C. : 1st, D. N. Brake (996-c.c. Cooper), 14.0 sec. and 14.10 sec. ; 2nd, J. D. Farley (996-c.c. Farley Special, s/c.), 14.0 sec. and 14.4 sec. (two runs counted to decide tie).
UP TO 1,500 C.C. : 1st, C. Tipper (498-c.c. Monaco), 15.4 sec. ; 2nd, E. Roberts (497-c.c. Cooper), 16.0 sec.
UNLIMITED : 1st, J. D. Farley (996-c.c. Farley Special, s/c.), 13.8 sec. ; 2nd, D. N. Brake (996-c.c. Cooper), 14.0 sec.

SPORTS CARS

UP TO 1,000 C.C. : 1st, B. H. Lister (1,087-c.c. Cooper-M.G.), 19.0 sec. ; 2nd, D. R. B. Moore (847-c.c. M.G.), 19.4 sec.
UP TO 1,300 C.C. : 1st, B. H. Lister (1,087-c.c. Cooper-M.G.), 18.8 sec. ; 2nd, L. J. Drew (1,089-c.c. Buckler Special, s/c.), 19.8 sec.
UP TO 1,500 C.C. : 1st, D. W. Davis (1,287-c.c. M.G. s/c.), 17.6 sec. ; 2nd, P. Tabor (1,460-c.c. Lamgia), 18.4 sec.
UP TO 2,000 C.C. : I. L. Gillbanks (1,971-c.c. B.M.W.), 17.0 sec. ; 2nd, S. G. Greene (1,971-c.c. Frazer-Nash), 17.2 sec.
UNLIMITED : 1st, G. Parker (2,664-c.c. Jaguette, s/c.), 15.2 sec. ; 2nd, D. Crozier (8-litre Bentley), 16.0 sec.

CLOSED CARS

UP TO 1,500 C.C. : 1st, R. J. Randall (1,200-c.c. Austin Sports), 22.8 sec. ; 2nd, P. Harper (1,265 c.c. Hillman), 23.0 sec.
UNLIMITED : 1st, G. H. Grace (2,443 c.c. Riley), 19.8 sec. ; 2nd, J. C. Smith (3,485-c.c. Jaguar) 20.4 sec.

Club News

WE HEAR

H. W. Uhle of New York has acquired a 1935 K6 Hispano-Suiza drophead coupé. James G. Boulton, recently elected Secretary of the Vintage Motor Cycle Club, cherishes a 1914 Rudge-Multi motor-cycle which has a 750-c.c. *single*-cylinder engine with a stroke of 132 mm. Some "11.9" Lagonda light car spares exist in Sussex, if anyone needs such parts. A. J. Lowe has one of the rare C-type M.G. Midgets and seeks its history—his address is "Downs View," W. Malvern, Worcs., and the car's numbers, engine, AA 143, chassis, CO 290, registration GT 6828. Martin Quick has made some more modifications to his M-type M.G. Midget, including underslinging its chassis at the back but bolting on some front dumbirons, reversed, taken from another M-type, fitting Rotoflo shock-absorbers, and replacing the o.h.c. engine with a Series E Morris Eight enclosed with double valve springs, Chromard cylinder liners and raised compression ratio. Front wheels are 4.00 by 19 M-type, rear wheels Standard Nine 5.75 by 16 Easy-clean, and windscreen from a "Le Mans" Singer. A Morris Eight radiator block with 6 in. removed from the core, Butler Atlantic headlamps, home-built sheet alloy body and two gearboxes in line for trials, soon to be replaced by a single four-speed box, complete an attractive specification. Quick assures us he gets about 75 m.p.h. but says road-holding and cornering are the M.G.'s strong points. Next job is to fit Lockheed brakes.

In Colombo A. E. F. Filby has rebuilt a wrecked "TC" M.G. Midget into a successful sports car. The chassis was straightened and strengthened and i.f.s. fitted by using a transverse spring and fabricated stub-axle carriers (from sections of the original axle) and bottom wishbones. The original rear suspension was softened by removing some spring leaves, rack-and-pinion steering was installed and centre-lock wheels fitted to the old hubs, carrying 5.00 by 16 tyres at the front, 6.00 by 16 at the back. New, finned brake drums were machined up. The engine was completely overhauled and tuned to Stage 3 specification with 1½-in. carburetters, large valves and 150-lb. valve springs. A Scintilla Vertex magneto was used and a new body, fully undershielded, built of 20-gauge sheet aluminium. Running on 95 per cent. methanol, 5 per cent. acetone, the M.G. won the scratch race at a Ceylon M.S.C. race meeting at Ratmalana airport last February, beating a supercharged "TC" M.G., a 328 B.M.W., a Riley Special, a special with blown Lea-Francis engine in an M.G. chassis and a Cooper-J.A.P. 500. Later in the day Filby won the racing and sports car handicap, from scratch—very good work!

The B.B.C. seems to be getting truly motor-minded. Last April the Aston-Martin O.C. went on the air in the "In Town Tonight" programme, when Brian Johnson reported on the Club's practice at Brands Hatch for the Bol d'Or. He rode in Ken Dace's standard 1933 "Le Mans" two/four-seater Aston-Martin which, in the dark, and carrying two cwt. of recording apparatus, lapped at nearly 59 m.p.h. with eight other cars on the track. The broadcast included a wheel-change in the dark by Jack Playford. G. R. B. Clarke is another reader who has a 1911/12 de Dion Bouton, in this case a Type DH. In the States a Morris Minor tourer with "TD" engine (rather mysteriously quoted at 1,140-c.c.) finished eleventh in last year's Sam Collier G.P. In view of the frequent comments heard over here about this car's "lack of steam," this change of engine is worth noting! E. I. Wheeler is preparing his 1922 "8/18" Talbot for a Continental tour and is restoring a 1930 Talbot 75 that had been hibernating in a field.

We were amused but saddened to receive recently a black-edged card inscribed: "Ichabod: dearly beloved Humber 12 car of F. C. Carpenter, on Friday, March 30th, 1951, at Northampton, very suddenly of broken con.-rod; aged 26 years. Gone but not forgotten." The Humber, which was illustrated in our February issue, was given to a passing A.A. scout, and Carpenter now runs a 1932 Sunbeam Twenty. A very nicely-preserved 1923-25 Jowett two-seater was seen in Farnham. R. F. Dunfold has a 1923 T 75 "40/50" Napier engine which he hopes to install in a Delage chassis, using a Rolls-Royce back-axle. His present car is a Riley Nine.

R. H. Marks points out that his vintage A.C. normally does 35, *not* 45 m.p.g., and A. L. Butlin that he, not Utley, drove the Woodrow in the V.S.C.C. Light Car event, in which the car did not have clutch slip but wetted its magneto in the water splash. P. de H. Champion, Hill House Farm, Fressingfield, Suffolk, seeks data about "hotting-up" a B.S.A. Scout, and several readers enquire where cylinder heads can be satisfactorily copper plated. John C. Rose craves information about the London-built 1933 19.3-h.p. 72 by 105 mm. 2½-litre Speed Twenty Rover which he owns. He needs a higher ratio crown-wheel and pinion than is at present fitted and also the history of this interesting car, which gives 72 b.h.p. at 3,700 r.p.m. and performance in the Allard category. His address is 22 Command Workshop, Hadley, Wellington, Salop, and the registration number AXD 669.

Those who crave a complete list and explanation of the complex range of Bugatti types will find this in Boddy's latest book, "Continental Sports Cars," together with servicing data for many of the makes described.

Seen at Zandvoort—a Dutch-tuned 1921 flat-twin Rover Eight towing a racing motor-cycle on a trailer and, in contrast, a French rider towing *his* trailer behind a Type 57 Bugatti. There is a Bugatti in Brussels with a modern Vauxhall engine, installed when the original crank broke.

Michael May has asked us to appeal to the friend who borrowed his Vol. III of MOTOR SPORT to please return it, and Sir Clive Edwards, Bt., asks Mr. Price to contact him, as he has lost his address.

Still the unearthing of old cars continues! Three veteran Daimler chassis, one thought to be the original experimental sleeve-valve car and another having belonged to Lord Harewood, an early Rover, vintage Humber and Crossley charabanc have turned up in Herne Bay, together with a Motosocoche motor-cycle and early de Dion, while in Staffordshire a 1901 Sunbeam-Mabley has been found in a brewing cellar and a 1923 Autocrat in a dismantler's yard. A 1908–10 Turner is reported to have been put on the road by its owner while his modern car was rebored and made several journeys from Wolverhampton to London.

★

EPIDEMIC

The plain-clothes police patrols or lounge-suit Gestapo in Q-cars, introduced by the Chief Constable of Oxfordshire, will be a feature of certain roads in Essex this summer.

★

750 M.C.

The 750 M.C. is about the last stand of the impecunious who wish to motor-race. Fifty-six of its members are building Austin Sevens to the 750-c.c. Formula for this purpose and look like having plenty of races in which to run them at this year's club meetings. On August 25th the club's own day at Silverstone will be devoted to a Six-Hour Relay Race—a revival, as it were, of the excellent L.C.C. Relay Race run pre-war at Brooklands and for which MOTOR SPORT has long been a strong advocate—in which teams of up to six cars will compete, thus running for about one hour each. This race should be splendid training for amateur racing men, a fine means of fostering the team-spirit and a very intriguing event to watch.

The club is now on a sound footing, with regular meetings at the "Red Cow,"

THIS MONTH'S CONTINENTAL RACES

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

3rd.—Circuit de l'Eifel, Germany (*F.II, F.III, C. and S.*).
Circuit d'Aix-les-Bains, France (*F.II*).
3rd/4th.—Bol d'Or, France (*C. and S.*).
9th/10th.—G.P. de Rome (*F.II, F.III and S.*).
10th.—Circuit des Ramparts, France (*F.II*).
16th-17th.—Course a Jonkoping, Sweden (*F.III*).
17th.—BELGIAN GRAND PRIX, Spa (*F.I*).
G.P. du Portugal a Porto, Spain.
Circuit de Vitesse de Draguignan (*F.III and T.*)
23rd/24th.—LE MANS 24-HOUR RACE, FRANCE (*S.*).
24th.—G.P. de Naples, Pausilippe (*F.II*).

Hammersmith, on the first Wednesday evening each month, at which famous personalities like Donald Campbell, John Bolster, Charles Goodacre, etc., expound, and where many useful items of Austin Seven lore, not to mention spare parts, are exchanged—which was the original aim of Boddy in promoting the 750 Club back in the dark ages. If you run an Austin Seven we cannot see how you can afford *not* to join. Sec.: K. Bickle, 4, Pelham Court, Staines, Middlesex.

★

GARDEN PARTY

On May 6th that pleasant annual function, the fashionable garden party of the Royal Aeronautical Society, took place at White Waltham. Although, rather damp and jaded after Silverstone, we did not take tea or stay until the end, we encountered quite a number of motoring personalities, including Dick Caesar, Michael May, Flt.-Lt. Stoop, John ("Half-litre") Gale, Dorothy Stanley Turner and James Watt. Although many modern light aeroplanes were demonstrated, including the smart, tricycle undercarriage Macchi-Bazzocchi M.B.308 from Italy, flown by Col. Enrico Meille, assisted by his charming lady, the vintage and veteran aeroplanes attracted most attention. A. J. Pegg, as a change from driving Brabazons, took up the 1917-type Bristol F.2B fighter, beautifully rebuilt by its makers last year, but retaining the original 280-h.p. Rolls-Royce "Falcon III" engine. Pegg looped it and carried out other very tight aerobatics, a performance that puts him and other pilots of these veteran-types in the Farina category. R. F. Martin, blipping on the ignition button of the Le Rhone rotary engine as he taxied out, put up an equally fine display in the Shuttleworth Trust 1916 Sopwith Pup, although troubled by a petrol leak in the cockpit.

This year the flat-twin Bristol "Cherub" engine of the 1924 Hawker Cygnet was in much better fettle and F. Murphy made the most of it. The 1912 Blackburn monoplane and some Cody man-carrying kites completed the "period" atmosphere, off-set by the ladies' fashions and the "Edwardian" umbrellas with which they greeted the rain-drops; next year a few veteran cars might well be included to take the pilots to their aeroplanes.

Other vintage aeroplanes that flew included a 1934 Blackburn B.2 trainer, a 1933 D.H.84 Dragon and a 1930 Hawker Tomtit, while a 1916 Sopwith Triplane, the 1926 Westland-Hill Pterodactyl and the 1928 Handley Page Gugnunc were static exhibits. A 1914-18-style R-type observation balloon (used in 1923 for police traffic control after the Derby) rose to 600 feet, but the wind kept the spherical balloon down, the non-rigid 75-h.p. airship "Bournemouth" was occupied with the Festival and did not arrive. The two passengers in Twiss' Fairey Swordfish, which had been commenced with much effort *via* the reduction-gear hand starter, delighted us with all manner of mad antics as they were flown around.

This garden party is such a pleasant occasion that, once again, we plead for a similar fixture in the world of cars, so that sartorial and automobile fashions may be displayed simultaneously (John Morgan would be a very good organiser, Goodwood a very suitable venue). However, should this ever come about it is open to doubt whether the ladies' hats would attain quite the same aerodynamic eminence as some of those at White Waltham!—W. B.

★

FINE WEATHER

The sudden spell of warm, sunny weather which replaced last winter's

FIXTURES FOR JUNE

R. = Restricted Event. *C. = Closed Event.* *C.I. = Closed Invitation Event.* *N. = National Event.* *I. = International Event.*

2nd.—ULSTER A.C. ULSTER TROPHY RACE MEETING, N. IRELAND. *I.*
"Eight Clubs." Race Meeting, Silverstone. *C.I.*
M.G. Car Club (N.W.). Speed Trial, Cheshire. *C.I.*
Riley M.C. (N.W.). Trial, Cheshire. *C.*
Hagley & Dist. L.C.C. Trial, Wales. *C.*
Bristol M.C. & L.C.C. Driving Tests, Bristol. *C.*

3rd.—Chilterns C.C. Rally, Amersham. *C.I.*
Plymouth M.C. Rally, Devon. *C.I.*
Lothian C.C. Team Trial. *R.*
Brighton & Hove M.C. Driving Tests, Sussex. *C.*
Middlesbrough D.M.C. Trial, Middlesbrough. *C.*
Sheffield & Hallam M.C. Trial. *C.*
Veteran C.C. of G.B. Rally, Windsor. *C.*

4th-9th.—ROYAL AUTOMOBILE CLUB RALLY. *I.*

6th.—Cheltenham M.C. Trial, Cotswolds. *C.*

9th.—Vintage S.C.C. Race Meeting, Silverstone. *C.I.*
Aberdeen & Dist. M.C. Night Trial, Aberdeen. *C.*
N. Ireland M.C. Trial, Londonderry. *C.*

9th/10th.—Sunbeam-Talbot O.C. Rally, Torquay. *R.*

10th.—Lancs & Cheshire C.C. Trial, Cheshire. *C.*
N. Midland M.C. Trial, Derbyshire. *C.*

10th.—Nottingham S.C.C. Driving Tests. *C.*
Severn Valley M.C. Night Trial, Shropshire. *C.*
Southsea M.C. Rally, Petersfield. *C.*

14th.—B.R.D.C. ROAD RACE, ISLE OF MAN. *I.*

16th.—Bugatti O.C. Race Meeting, Silverstone. *C.I.*
Omagh M.C. Hill-Climb, Co. Tyrone. *C.I.*
North Devon M.C. Speed Trial, Devon. *C.I.*
B.A.R.C. Race Meeting, Goodwood. *C.*
Bristol M.C. & L.C.C. Trial, Bristol. *C.*
Herts County A. & A.C. Rally, Panshanger. *C.*
Lagonda C.C. (Register). Rally, Buxton. *C.*

16th/17th.—Eastern Counties M.C. Rally, Suffolk. *C.I.*
Brighton & Hove M.C. Trial, Sussex-Devon. *C.I.*
North London Enths. C.C. Rally. *C.I.*

17th.—Blackpool & Fylde M.C. Night Trial, Lake District. *C.*
Gosport A.C. Speed Trial, Gosport. *C.*

23rd.—MIDLAND A.C. HILL-CLIMB, SHELSLEY WALSH. *I.*
HALF-LITRE CLUB. RACE MEETING, BRANDS HATCH. *I.*
M.G. C.C. (S.W.). Rally, Weston-super-Mare. *C.I.*
Maidstone & Mid-Kent M.C. Rally, Margate. *C.I.*

23rd.—Grimsby M.C. Veteran Rally Grimsby. *R.*
Chester M.C. Speed Trial, Queen's Ferry. *C.*
Leicestershire C.C. Night Trial. *C.*
Weybridge M.C. Night Trial, Weybridge. *C.*
West of England M.C. Trial, Tiverton. *C.*
Veteran C.C. of G.B. Rally, Kent. *C.*

24th.—Hawick & Border C.C. Hill-Climb, Hawick. *C.I.*
Lancia M.C. Team Trial, Chipping Camden. *R.*
Rochdale & Dist. M.C. Night Trial. *C.I.*
Sheffield & Hallam M.C. Team Rally. *C.I.*
Bugatti O.C. Hill-Climb, Prescott. *C.*
Coventry & Warwick M.C. Trial, Coventry. *C.*
Hagley & Dist. L.C.C. Driving Tests. *C.*

28th.—B.A.R.C. ROAD RACE, JERSEY. *I.*
N. Cornwall M.C. Trial, Launceston. *C.*

30th.—SCOTTISH S.C.C. HILL-CLIMB, BO'NESS. *I.*
Midlands M. E.C. Race Meeting, Silverstone. *C.I.*
W. Essex C.C. Race Meeting, Boreham. *C.I.*
Ulster A.C. Race Meeting, Newtownards. *C.*
Wirral 100 M.C. Speed Trial, Rhydymwyn. *C.*
Yorkshire S.C.C. Trial, Yorkshire. *C.*

30th/1st July.—B.A.R.C. Rally, Eastbourne. *C.*

record rainfall, seems to have brought out the interesting cars. At all events, having washed and polished the Editorial Morgan 4/4 one Sunday morning, we could not resist a desire to go out, and (deciding that one more gallon in all the millions sold would not undermine hopes of the Chancellor being defeated in his increased petrol-tax by diminishing returns !) after lunch we put in just one single pleasure gallon. The objective was a ford, not eight miles from home, that somehow we had never investigated previously, much as we like fords.

It proved to be a young river, so, although a Morgan 4/4's ground clearance is not so small as many people imagine, we prudently left the car—after all, its wooden planks that serve as a floor might have floated !—and crossed by a little wooden bridge. In the village beyond we might have stepped back a quarter of a century, an illusion improved by the drone of a "Tiger Moth" in the deep blue of the sky. Rounding a corner we disturbed village youth and its bicycles, clustered about the proud owner of a 1927 Matchless motor-cycle that he was just about to ride down the village street—we suspect while the village constable dozed, for we perceived no licence in the aged holder.

A hundred yards more and we found a very passable 3-litre Bentley parked under a hedge and, not far from it, a noble Austin Twelve fabric saloon which displayed not only its current licence but those of the three preceding years also, on its big expanse of windscreen, as if to prove that, although vintage, it was very much in regular use.

Retracing our steps we drove up a hill between a fine avenue of elms to a National Trust beauty-spot, where hordes of little saloons, neatly parked, sparkled in the sun—their owners and their children enjoying that freedom which the Government seems so anxious to curtail. Breasting the rise was a beautifully-preserved vintage model-P Triumph motor-cycle, its aged rider appropriately garbed, its sidecar occupied by his wife and child—a sight to stir the heart of any member of the V.M.C.C. !

A little further on, apart from the eyesore made by a cluster of nearly-completed houses—why, oh, why must they despoil every English village ?—the country opened out in a broad panorama of green fields and tall trees, with cattle browsing in the warmth, the boundary of two counties marked mid-way across a stone bridge over a gently-flowing river. Further exploration took us to a particularly sleepy shire town, the walkers in their Sunday-best, the children secure in Sunday-school, so that, coming suddenly on a van with "E.R.A." and "MASERATI" inscribed on its sides amongst brightly-coloured fuel and oil advertisements, we were ever so slightly shaken. Here we talked with a garage mechanic who owns a "12/50" Alvis and belongs to the Alvis Owners' Club.

Later a car was spotted in the mirror which, passing, proved to be a 3-litre Bentley occupied by three Parachute-Regiment officers. We gave chase and, for all its lorry-like build, emphasised from our viewpoint by the wide brake drums standing proud of the centre-lock wire wheels of the broad chassis, that Bentley *went*. Putting our speedometer needle to "sixty" only just sufficed to hold it, and the road wasn't an easy one. By the way the old car jerked after a re-start, we guessed it had the cone clutch, but whatever the year and type it made our blue and silver Morgan seem somewhat removed from the "racer" than certain of the folk we encounter invariably proclaim it ! When we gave up the chase to return home some of that expensive gallon purchased a couple of hours earlier still remained. Good fun !

CLUB AFFAIRS

Although the Wolseley Hornet Special Register only came into being last October, it acknowledges through a letter in MOTOR SPORT, it now has over 50 members and issues a useful book-form news letter. The annual registration fee is 5s., payable to J. L. McArthur, 3, The Bungalows, Hook Road, Ampfield, near Romsey, Hants. A badge or pennant is contemplated.

* * *

Last April the Leicestershire C.C. held a Great Tramp Rally, "only realistic tramps" being admitted—this, surely, to motoring types, meant that they went in their ordinary clothes !

* * *

A Lloyd's Motor Club is being formed for members of Lloyd's and persons engaged in the business of insurance at Lloyd's. Those interested should write to : J. I. Bremner, 5, Whittington Avenue, London, E.C.3, or to Eric Thompson at Lloyd's, London, E.C.3. We wish this new Club success and hope its members will not find that motoring is prohibitive on account of excessively costly insurance premiums !

* * *

A semi-sporting rally is being held by the Walsall M. and M.C. in Walsall on June 3rd. The organising committee of 12 local motorists have designed the event, first thought of by the Chief Constable, Mr. T. Mark Watson, to suit the ordinary day-to-day motorist with no previous competition experience. The road section will be 32 miles in length, with 21 observed sections *en route*, in a figure eight in and around the borough of Walsall. On arrival at the town's public park, competitors will take part in three driving tests on a private road.

The R.A.C. and the A.C.U. have granted dispensations so that permits and competition licences are unnecessary.

Competitors will be divided into the following classes : open cars, closed cars, solo motor-cycles, motor-cycle combinations and any machine of less than 100 c.c. In addition there are two optional classes, one for veteran cars, 21 years old or more, and a Concours d'Elegance. A large number of challenge cups and trophies is being put up and the committee hopes the rally will become an annual event. The police are filming the rally and will later show it, with an apt commentary. June 3rd comes in the second local National Road Courtesy Week and this has been borne in mind during the organising.

* * *

The following clubs have been invited to take part in the N. London E.C.C. Radcap Rally on June 16th-17th : North West London, Chiltern, West Essex, Hants & Berks, West Hants & Dorset, Cemian, and Maidstone & Mid-Kent. The route is over approximately 350 miles, practically all of which is metalled road, and nothing has been included which could not be expected of an ordinary car. The road section will carry prizes for winner, runner-up, and first-class awards, and there will also be class prizes for the Detling tests. The start will be at about 5 p.m. on the Saturday in North London, and the finish, the breakfast on Sunday morning on the South Coast.

* * *

The W. Hants and Dorset C.C. has abandoned its International Race Meeting at Thruxton on August 4th, but is replacing it by a closed invitation race meeting at Ibsley on the same date.

* * *

A driving and acceleration test at the end of a 25-mile course in the Singer Owners' Club rally, held recently, revealed the essential differences between the "Le Mans" two- and four-seater models.

Main point was the variation in the steering locks, and though there were notable exceptions the two-seaters managed a sharp right-angle turn easier and faster.

The rally course took members round narrow country lanes in Oxfordshire and Berkshire ending at the "Fox," Cane End, near Reading.

Final placings, however, showed the different types to be fairly well balanced. First, H. Brown (1¾-litre) ; second, W. F. Downton ("Le Mans" Speed model) ; and third, J. Medlycott ("Le Mans" four-seater).

After the rally a club meeting was held at which a full committee was appointed and the draft rules accepted.

Future programme : May 23rd, 8 p.m., "Natter and Noggin," Headstone Hotel, Station Road, North Harrow, Middlesex. June 10th, Club driving tests.

Enquiries to : 1, Halesworth Road, Lewisham, S.E.13.

* * *

Morgan owners interested in the formation of a "4/4" club with a view to participating in sports events, rallies, etc., are invited to contact D. Whetton, Rykneld Way, Littleover, Derby.

THE "G.A.P."

Sir,

Good for Mr. Bert Houlding in his arguments against generally accepted principles, your issue May, 1951.

Let's poke a mischievious dig at his dislike of "G.A.P." and ask him if he remembers once trying to convince us all that to have two brakes on the back wheel of a motor-cycle was better than one on each wheel !

I am, Yours, etc.,

A. R. CROSS, M.I.Mech.E.

1ST INTERNATIONAL TROPHY FOR 500c.c. CARS (& Lap Record 84.55 m.p.h.)
GOODWOOD, MAY 14th
Stirling Moss (KIEFT)

1ST FESTIVAL OF BRITAIN TROPHY (and LAP RECORD 94.54 M.P.H.)
GOODWOOD, MAY 14th
Reg Parnell *(FERRARI)

* Ferrari Thin Wall Special Owned by G. A. Vandervell

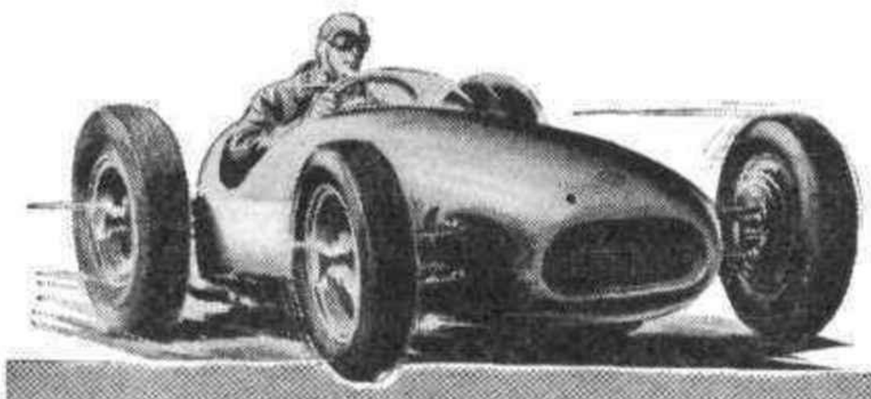
3RD GRAND PRIX DE MONZA
MAY 13th
Stirling Moss
(H.W.M.)

(All subject to Official Confirmation)

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EXCELLENT RACING AT GOODWOOD

IT wasn't John Morgan's fault that a cold wind blew across the Goodwood circuit on Whit-Monday but at least he had squared the rain god. And the very big crowd must have gone home well satisfied with what it saw. The only grumble was a desire for a couple more races—the latter a fine compliment to the B.A.R.C.

In practice Parnell echoed the promise the 4½-litre "Thinwall" Ferrari had shown at Silverstone by lapping at 93.9 m.p.h. easily, if unofficially, beating "Bira's" record of 90.38, whereas "Bira's" Osca only did 90 m.p.h., 0.9 slower than Farina's 4CLT Maserati. No Alfa or B.R.M.—a pity! Fastest 500 was Brown's Cooper, which clocked 81.6 m.p.h. to Brandon's 80 and Gerard's 79.6 m.p.h. One of the Swedish Effyh 500s overturned but the driver escaped injury.

* * *

Highlights of the Monday's racing were Parnell's easy victories in heat and Final of the *Daily Graphic* Festival of Britain *Formula Libre* race, including a new lap record of 94.54 m.p.h., and the arrival at the last minute of Stirling Moss, who, having finished third at Monza in an H.W.M., flew to Northolt, from there to Shoreham, and was driven to Goodwood by "Pa" Moss in time to set eyes on the newest Kieft and with it to win the 500 International Trophy Race, setting a new 500-c.c. lap record of 84.55 m.p.h. As John Bolster said, if Moss can go round on one-little-cylinder at 84½, what will the B.R.M. do with 16 blown ones?—*(laughter!)*

500 INTERNATIONAL TROPHY, Heat 1, 7 laps

Brandon's Mk V Cooper-Norton built up a vast lead and ran on unchallenged to win. Moss got quickly into second place but the new Kieft-Norton fluffed and dropped him back to last, whereupon Clarke, driving his Cooper Mk V in a very polished manner, took second place, Westcott's J.B.S. third. Headland went off a mighty "wump" at Madgwick but was able to continue. Schell hurried along, passing between Moss and Richards' J.B.S. at Woodcote but finished behind Wicken and Gerard (Coopers), and de Lissa and did not improve the performance of the Parker-J.A.P. by missing a gear change. Pugh's Cooper and Hay's Iota retired.

1st: E. Brandon (Cooper-Norton), won by 21.6 sec., 80.16 m.p.h.
2nd: D. A. Clarke (Cooper-Norton).
3rd: F. F. Westcott (J.B.S.).
Fastest Lap: Clarke, 81.5 m.p.h.

500 INTERNATIONAL TROPHY, Heat 2, 7 laps

Alan Brown showed that the Ecurie Richmond meant business, leading from flag-fall as Brandon did in the previous heat. Claes stalled his yellow Cooper and went grass mowing at Woodcote in making up time, Ecclestone passed McAlpine's J.B.S. inside at Woodcote, and Nurse was "tail-end Charlie" in a rather bouncy Cooper-Norton.

For four laps Emery held second place, then the Emeryson passed out and Ecclestone's Cooper-J.A.P. moved up. Dryden and Gill retired, and Claes' engine felt sad.

1st: A. Brown (Cooper-Norton), won by 42.4 sec. at 78.63 m.p.h.
2nd: B. C. Ecclestone (Cooper-J.A.P.).
3rd: K. McAlpine (J.B.S.).
Fastest Lap: Brown, 80.29 m.p.h.

FESTIVAL OF BRITAIN TROPHY, Heat 1, 7 laps

Parnell had things all his own way. He drove the 4½-litre Ferrari so skilfully that it looked the easiest thing in the world to put it through Woodcote. Yet he *averaged* 90.07 m.p.h., sending "Bira's" lap record soaring to 93.11 m.p.h. De Graffenried's red 4CLT Maserati held second place for two laps, then Gerard, driving his 2-litre E.R.A. superbly, passed. Alas, a piston broke and he had to tour the last two laps, finishing fourth nevertheless. Duncan-Hamilton indulged in Continental arm-sawing in the Talbot, leaving the course momentarily at Woodcote but going very fast, Tony Rolt was very busy in the revamped Delage, but Shawe-Taylor's characteristically brilliant driving kept his ex-Harrison E.R.A. in third place. Goodhew wanted badly to stop his P3 Alfa-Romeo coming down to Woodcote on lap three, because smoke poured from the engine, but he bravely went on and the trouble vanished. A grand scrap!

1st: R. Parnell (Ferrari), won by 12.4 sec. at 90.07 m.p.h.
2nd: Baron de Graffenried (Maserati).
3rd: B. Shaw-Taylor (E.R.A.).
Fastest Lap: Parnell, 93.11 m.p.h.

FESTIVAL OF BRITAIN TROPHY, Heat 2, 7 laps

"Bira," second to Poore's 3.8 Alfa-Romeo at take-off, led from lap 2 to the end, but already a tell-tale haze of smoke showed from the cockpit of the blue and yellow Osca ("White Mouse" emblem on its side) and oil spread along the bonnet. The scavenge pump had failed and caused the car to get no further than the start in the Final.

Farina, in a red 4CLT Maserati, held second place, unable to catch "Bira." Poore had led lap 1, waving to "Bira" and Farina to pass after Woodcote and keeping well over, but they couldn't match his immense acceleration. So Farina's arm-waving act later, when he was behind Poore, couldn't have been necessary. He finally passed along the Finishing Straight on lap 3. Behind, David Hampshire, waiting and watching, pushed along his 4CLT Maserati (with air intake protruding from its bonnet) to excellent effect, passing Poore, whose engine now sounded harsh, on lap 6. Fairman in Walker's Alfa-Romeo was badly baulked by Kelly's Alta, Mann's "Monza" "2.6" Alfa-Romeo went sick, Allard in the "Mille Miglia" Cadillac-Allard had exciting moments at Woodcote but, hastily dropping a cog, held the slides with his usual skill and Winterbottom's Cooper 1,000 discarded its bonnet but was still cornered so that a front tyre all but pulled off. On the very last lap, up the last straight, Claes took his yellow Talbot past Schell's 4CLT Maserati (penalised for a false start), to fifth place behind Poore. Fairman drove Peter Walker's Alfa-Romeo because Walker was at Silverstone staging the B.R.M. "Bira" won by less than 5 sec. at 88.28 m.p.h.

1st: "B. Bira" (Osca), won by 4.8 sec. at 88.28 m.p.h.
2nd: G. Farina (Maserati).
3rd: D. Hampshire (Maserati).
Fastest Lap: "Bira," 92.12 m.p.h.

500 INTERNATIONAL TROPHY, Final, 15 laps

Stirling Moss, in the new Kieft he had scarcely seen before, drove one of the finest races of his career. Third away behind Brandon and Brown, he passed the latter on lap 2, coming up level inside at Woodcote, of all corners, and planting his throttle foot down well and truly as Brown just accelerated, then faltered. He treated Brandon the same way at St. Mary's and again at Woodcote, and, passing along the straight, proceeded to build up a big lead, flinging the Auto-Union-style Kieft through the corners, its sliding tail brought straight by considerable, clean correction at the steering wheel. Moss, indeed, lapped at 84.5 m.p.h. (a new ½-litre record), averaging 82.28 m.p.h., which figures underline his skill. Behind, as Brandon slowed after seven laps, Brown went ahead to do what he could for the Ecurie Richmond, but to no avail. After 14 laps Moss had lapped Gerard, who was in sixth place—once he tried to pass a baulker on the left beyond Woodcote, found no gap, and swung over, to go by on the right. Clarke was going splendidly in his Mk V Cooper and on lap 13 passed Brandon. Two laps later Eric had to swallow another pill—Westcott came by. Never has a driver better deserved victory than Moss on this occasion.

1st: S. Moss (Kieft-Norton), won by 21.8 sec. at 82.28 n.p.h.
2nd: A. Brown (Cooper-Norton).
3rd: D. A. Clarke (Cooper-Norton).
Fastest Lap: Moss, 84.55 m.p.h.

FESTIVAL OF BRITAIN TROPHY, Final

This was one of the best races ever. Parnell drew right away to a lead that looked unassailable until, after six laps, Farina was seen to be closing the gap. Both drivers were trying hard, Reg. hunched in his cockpit, Farina sitting back, arms outstretched to check vicious slides through the corners. Once or twice he wiped his goggles. After eight laps the Ferrari led the two-stage Maserati by a mere 5 sec., having lapped at 93.9 m.p.h., but Reg. must have known this, for (after equalling Farina's lap-speed) he pulled well away. De Graffenried, whom Farina had passed on lap 3, clung to third place, pressed all the way by a determined Shawe-Taylor in the E.R.A. Next came Duncan-Hamilton, pressed by Rolt, who was handling the light Delage with E-type E.R.A. engine splendidly and really wasn't given much chance to pass by the Talbot he chased so hard. Behind again, after Poore had faded from the attack, his Alfa-Romeo in trouble after two laps, Claes' Talbot led the E.R.A.s

Continued on page 293

LUXEMBOURG GRAND PRIX (Formula III)

THIS year the Grand Prix of Luxembourg, held on May 3rd, was limited to 500-c.c. cars, and naturally a strong force of English competitors was present, there being 15 in all, composed of nine Coopers, four J.B.S.s, one Kieft and one Emeryson. Unfortunately the meeting was marred by the death of Alf Bottoms, who was killed when he crashed in the last minutes of practice, running at full throttle up an escape road at a hairpin bend and under a parked car. It is possible his shoe (he had not put on his racing footwear on this occasion) got jammed in the pedals, or, of course he may have collapsed over the wheel.

The race comprised two heats of 28 miles each and a final of 58 miles. The organisers were not too clear about how to conduct a start, the cars being lined up behind the grid, then moving up to the starting line, where they paused for a matter of seconds before the flag fell. In the first heat Walter Komossa and Karl Schermer, two German drivers with Scampolo and Monopoletta cars respectively, obviously knew nothing of the arrangements, for they arrived at the start on soft plugs, and in the ensuing chaos Claes (Cooper) and Chaussat (D.B.) were badly baulked. Alan Brown commanded the heat until he overshot a corner and it was Dryden (J.B.S.) who finished first. The second was also a J.B.S. victory over Cooper, Don Parker staying well ahead all the time. In this heat two more Germans failed to show much speed, while two very beautiful Giaur cars from Italy, based on Topolino FIAT engines, lacked power and speed. Stirling Moss completed a few pathetic laps in a Kieft, doing his reputation no good at all; he'd have been wiser to have left the car in the van.

When the field lined up for the start of the 25-lap final it looked as though J.B.S. cars were going to triumph, for Parker and Dryden were in the front row with John Cooper between them. However, it was Alan Brown who was out in front at the end of the first lap and for the next 10 laps he and Dryden fought hard for the lead. Parker stalled on the line and in getting from last position to third in one lap he strained the J.A.P. motor too much and a valve fell in after only a few laps. Cooper overshot a corner on the first lap and then proceeded to drive brilliantly, working his way up through the field. At eight laps he was eighth and by 15 laps he was third. At 14 laps Brown, who was on his own in front, had to refuel as he suspected a leaking tank and this let Carter into the lead, but only for three laps before he was forced out by a broken chain. This left Brown unassailably in front and let Cooper into second place, but at the end of the next lap his rear chain broke and that was that. All this time Rippon and Sir Francis Samuelson had been going round steadily, nursing the J.A.P. engines of their Coopers, and at 19 laps they moved into second and third positions respectively, where they stayed until the end.

There was no foreign challenge whatsoever, the Continental cars all being very nicely turned out but all lacking speed. When this country can make as impressive a show in Formula I as it does in Formula III, both on performance and "equipage," for the various English 500-c.c. "Ecuries" are superbly equipped, then we may well rest content.

Results:

HEAT 1, 12 LAPS.—1st: R. M. Dryden (J.B.S.-Norton), 23 min. 3 sec., 72.9 m.p.h.; 2nd: J. N. Cooper (Cooper-Norton), 23 min. 6 sec.; 3rd: A. Brown (Cooper-Norton), 23 min. 53 sec.; 4th: R. Merrick (Cooper-Norton); 5th: A. Rippon (Cooper-J.A.P.); 6th: F. Samuelson (Cooper-J.A.P.).

Fastest Lap: A. Brown (Cooper), 1 min 51 sec., 75.82 m.p.h.

HEAT 2, 12 LAPS.—1st: D. Parker (J.B.S.-J.A.P.), 23 min. 20 sec., 72.16 m.p.h.; 2nd: E. Brandon (Cooper-Norton), 23 min. 36 sec.; 3rd: W. Whitehouse (Cooper-Norton), 24 min. 3 sec.: 4th: A. May (Cooper-J.A.P.); 5th: F. Aitkens (J.B.S.-Triumph); 6th: M. Aurnaud (D.B.-Panhard).

Fastest Lap: Parker (J.B.S.), 1 min. 53 sec., 74.52 m.p.h.

FINAL, 25 LAPS.—1st: A. Brown (Cooper-Norton), 50 min. 27 sec., 69.06 m.p.h.; 2nd: A. Rippon (Cooper-J.A.P.), 51 min. 28 sec.; 3rd: F. Samuelson (Cooper-J.A.P.), 52 min. 8 sec.; 4th: G. Buytendyk (Cooper-J.A.P.); 5th: C. A. N. May (Cooper-J.A.P.).

Fastest Lap: Parker (J.B.S.), 1 min. 53 sec., 74.52 m.p.h.

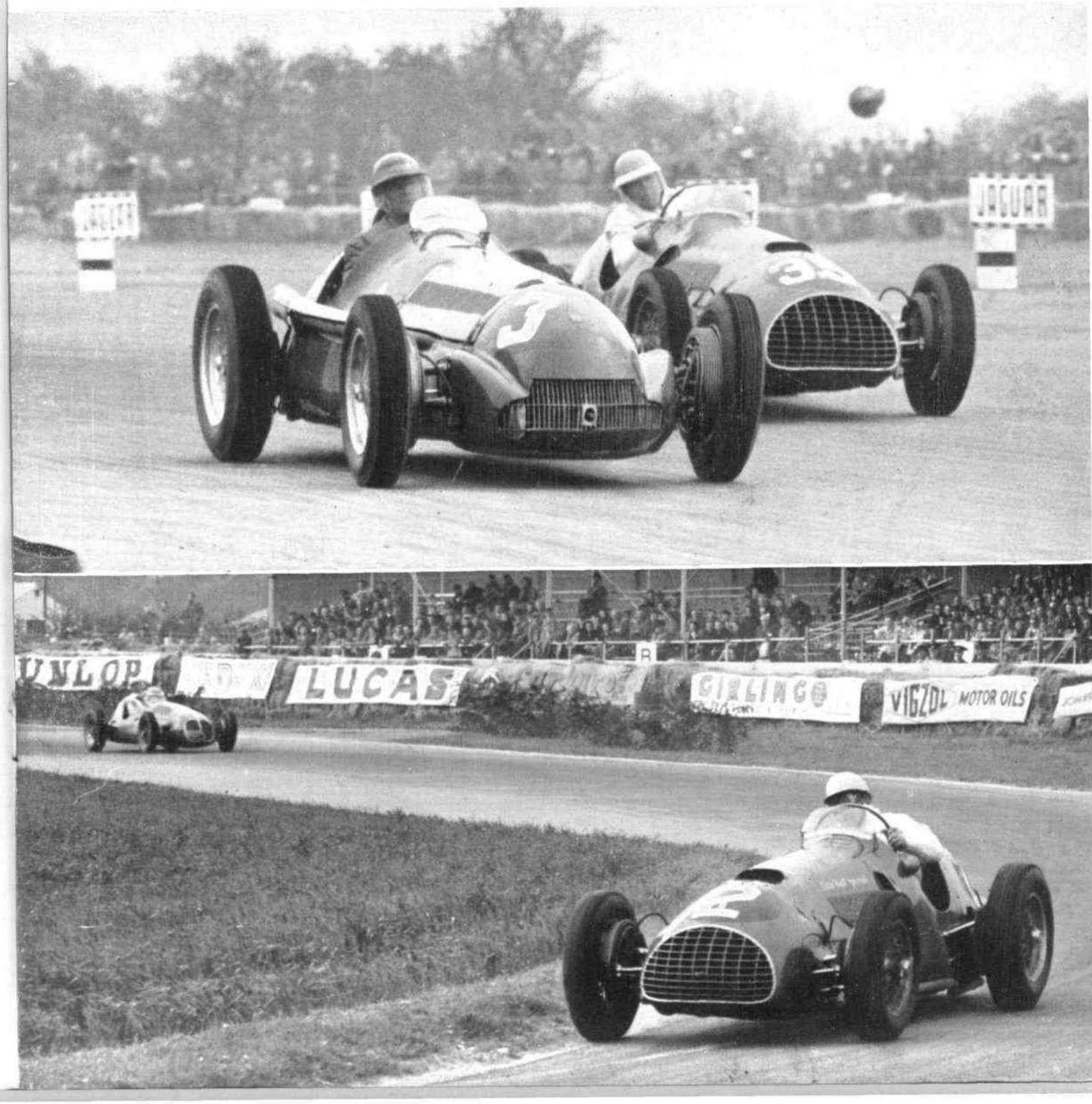


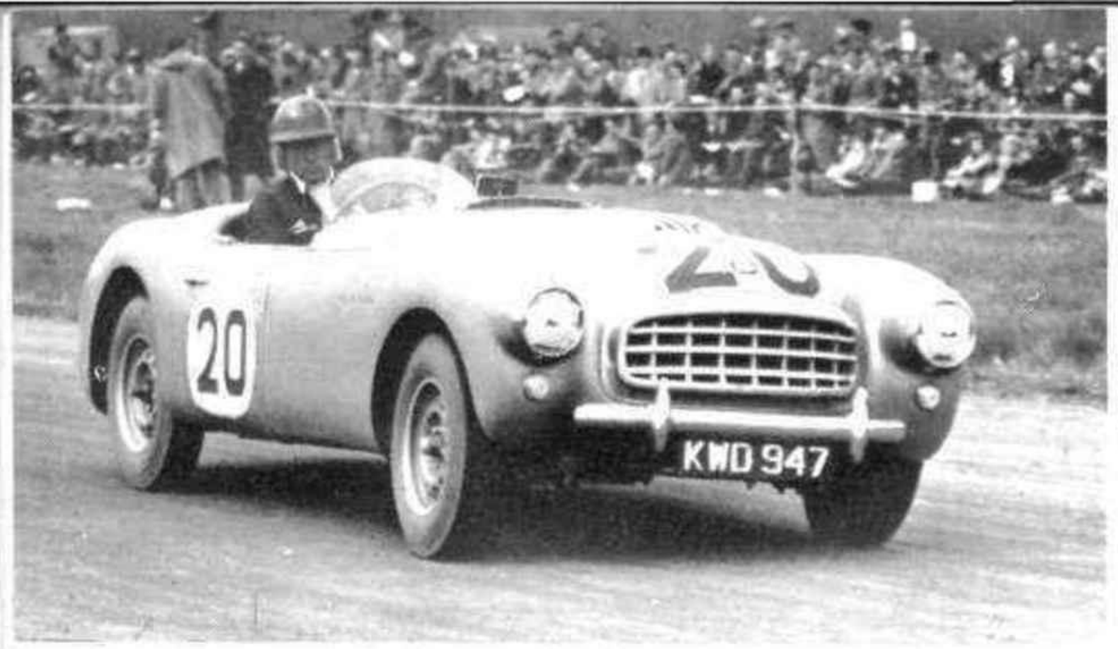
PICTORIAL REVIEW

B.R.D.C. INTERNATIONAL TROPHY MEETING
B.A.R.C. WHITSUN MEETING
HALF-LITRE BRANDS HATCH INTERNATIONAL RACES

TOP : MY ROAD, SIR !—Reg. Parnell, driving the Thinwall 4½-litre Ferrari brilliantly at the " Daily Express " Silverstone Meeting, coming up on Felic Bonetto's Type 159 Alfa-Romeo in the First Heat of the International Trophy Race. After passing, he gave Fangio a run for his money.

BELOW : NO DOUBT ABOUT IT !—Parnell and the Ferrari were complete masters of the B.A.R.C. Goodwood Whitsun Meeting. Here Reg. is seen leading Farina's 4-CLT Maserati, in the process of winning the Festival of Britain Trophy race at an average of 91.64 m.p.h. and setting the lap record to 95.54 m.p.h. Grand stuff !





FAST ANGLO-AMERICAN.—Tony Rolt put up a very good show in the B.R.D.C. One-Hour Production Car Race, driving this Nash-Healey. He finished sixth in the over 2-litre section.



VERY FINE SHOW, AS USUAL.—Brian Shawe-Taylor, now driving the E.R.A. he bought from Harrison, drove with his usual verve at Goodwood at Whitsun. He finished fourth in the Final of the Festival of Britain Trophy.



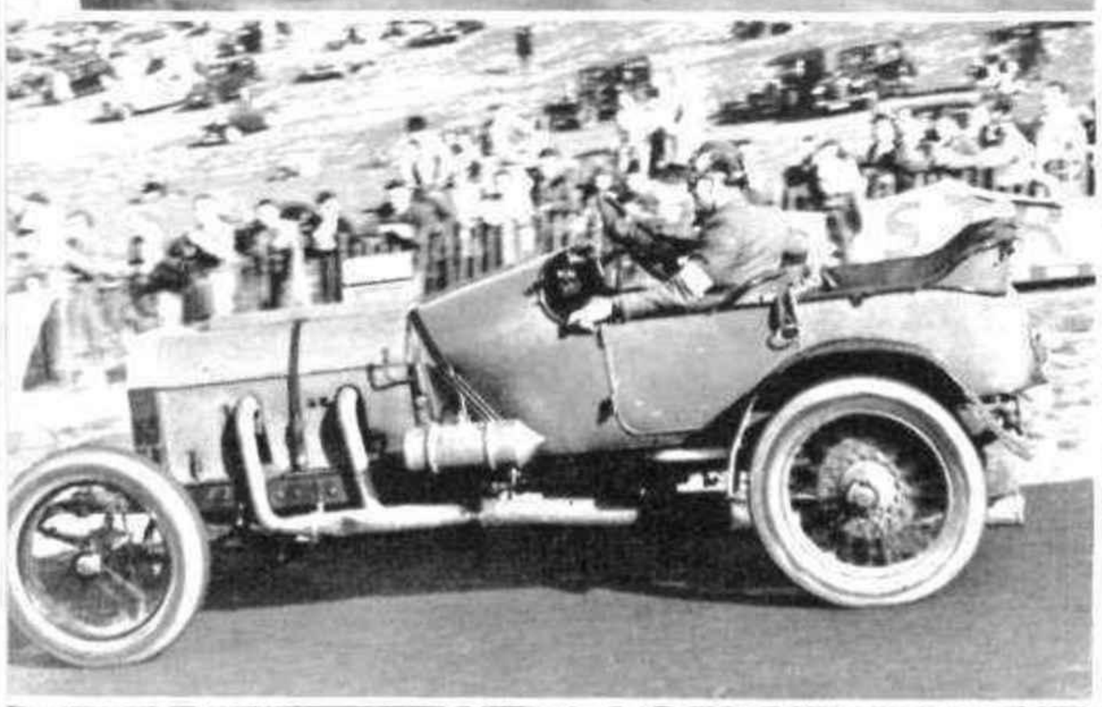
STABLE?—Whatever attitudes the four little Dyna-Panhards got into on the Silverstone corners, they did come back eventually onto four wheels and went so fast on two cylinders and 745 c.c. that they beat the four-cylinder, 919-c.c. Morris Minors convincingly.



SPLENDID, STIRLING.—Moss out-driving Eric Bran Kieft at 82.28 m.p.h. He is here seen passing the Mk

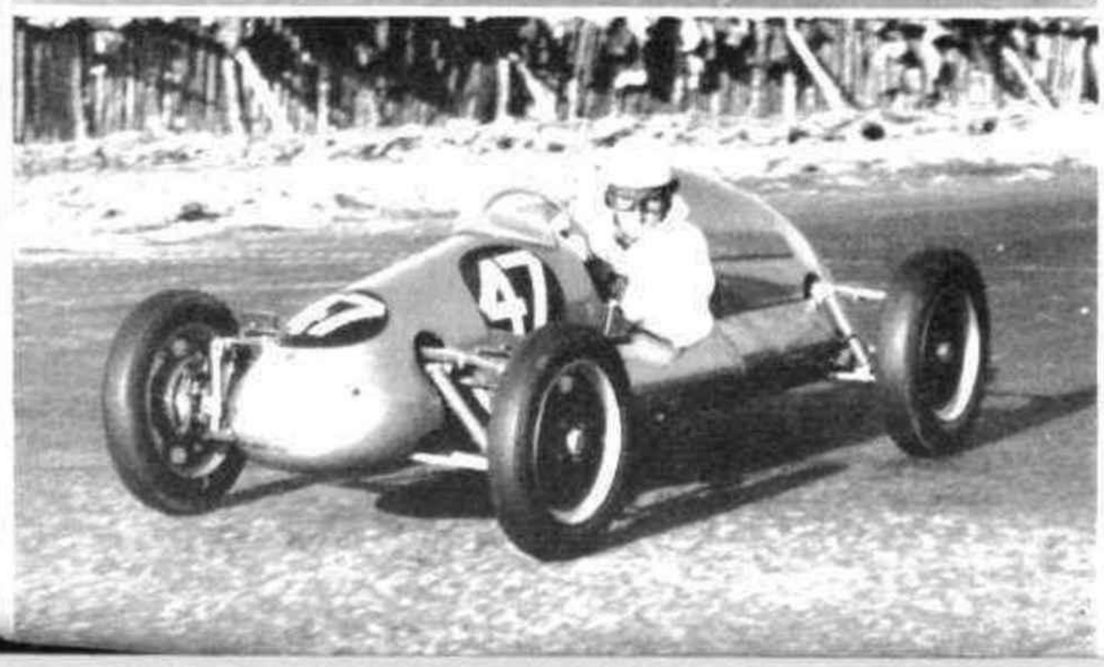


A GOOD, STEADY DRIVE by half-litre pioneer Clive Lones in the Iota-J.A.P. brought him in third in the "Daily Express" 500-c.c. race at the B.R.D.C. Silverstone Meeting.



UNLEASHED MIGHT.—Even MOTOR SPORT'S photographer caught the vintage fever as the 1908 Itala lapped Brands Hatch on May 12th at over 54 m.p.h. Here is his picture of 12 litres of motor car in spirited action.

TARUFFI AT BRANDS.—An unusual sight at Brands Hatch Stadium on May 12th was Piero Taruffi, Italian ace, trying out "Pa" Cooper's Cooper-Norton. He was third in one heat, fourth in another.



GOOD FOR GRAY.—Motor-cycle lap-record holder D.H.R. Gray, fingers crossed on behalf of his J.A.P., wins the Brands Hatch "Daily Telegraph" International Trophy race from a Cooper-Norton. He averaged 65.43 m.p.h.

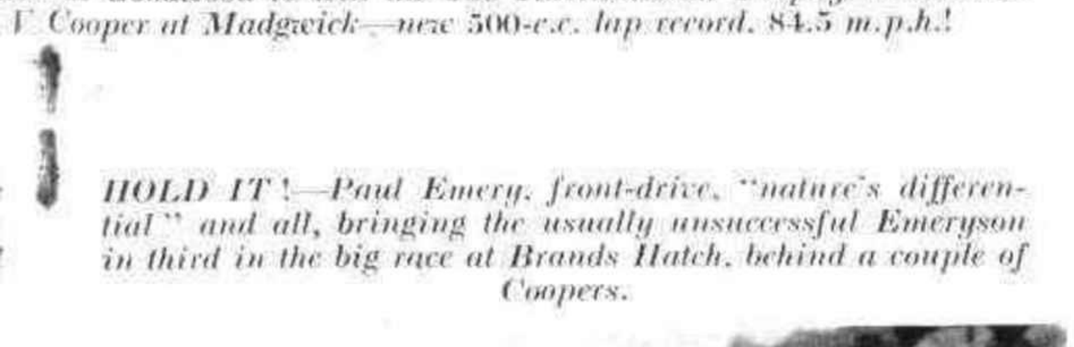




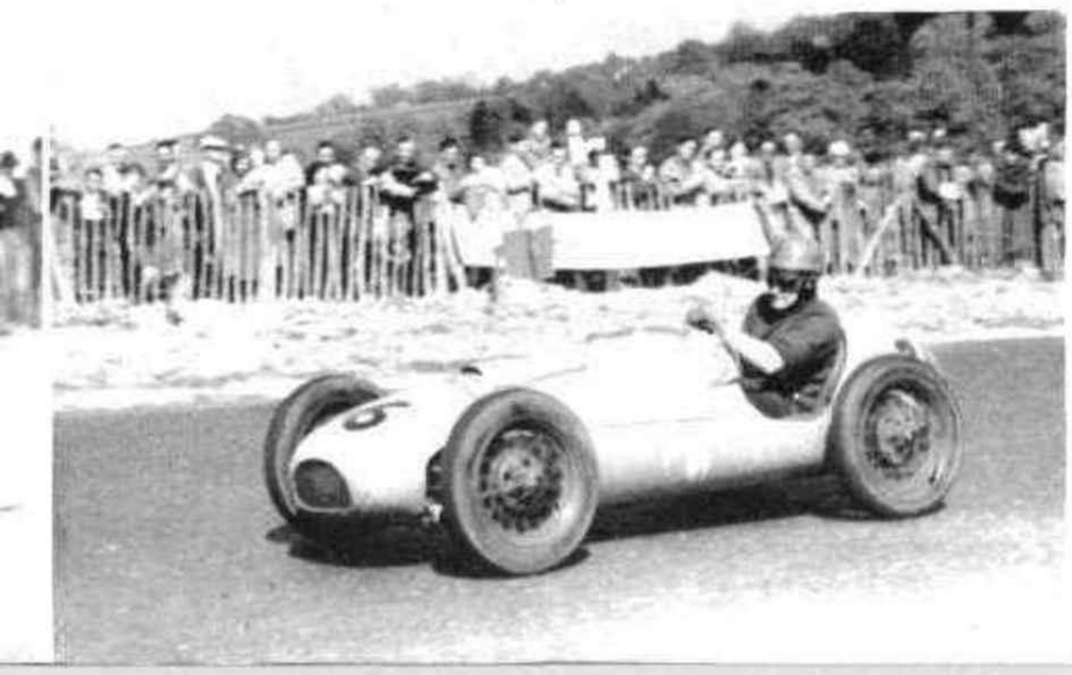
IS HE ON MY TAIL YET?—Baron de Graffenried considers that Shawe-Taylor (on left) is uncomfortably close to his Maserati at Goodwood. And, indeed, at the end of the Final only 0.6 sec. separated the two cars.



...don at Goodwood to win the 500 International Trophy in the new ...V Cooper at Madgwick—new 500-c.c. lap record, 84.5 m.p.h.!



HOLD IT!—Paul Emery, front-drive, "nature's differential" and all, bringing the usually unsuccessful Emeryson in third in the big race at Brands Hatch, behind a couple of Coopers.



NOT QUICK ENOUGH.—Guiseppe Farina drove his Maserati with calm skill at the Whitsun Goodwood Meeting but his car —a pity it wasn't an Alfa—could make no real impression on Parnell's Ferrari.

OLD RACING CARS NEVER DIE, THEY . . . And at Goodwood Bob Gerard's old E.R.A. nearly did fade away, when a piston broke up.

STYLISH.—"Bira" four-wheel-drifts the impressive 4½-litre Osca through a Goodwood corner. Unfortunately, it wasn't running at all well, suffering scavenge-pump trouble.

CONCENTRATION, as Alan Brown makes sure of second place behind Moss' Kieft in the B.A.R.C. 500 International Trophy.

POORE IN THE LEAD, followed by Johnnie Claes' new Talbot, and Tony Rolt, who drove the E-type E.R.A.-engined Delage very well indeed, at Goodwood on Whit-Monday. If the brakes on Poore's 3.8-litre Alfa-Romeo had lasted he might have been placed much closer to Parnell in heat 2.



Top: IN FRONT.—D. J. R. Chapman's 4½-litre Bentley leading on points in the MOTOR SPORT *Silverstone Contest. Bottom: SLIPPERY AT BOREHAM.—This picture explains why even Parnell came unstuck. J. Burgess' "TC" spins, W. Scott-Brown's "TD" goes off the course, but G. Samson's "TC" motors serenely on in the M.G. Handicap.*

V.S.C C. at Silverstone

THIS opened with the One-Hour High-Speed Trial, which attracted 43 vintage cars. Vessey's 1927 Lancia misfired, Baillie's fast 4½-litre Bentley trailed its tail-pipe and spun at Stowe, John Lloyd's Invicta broke a brake-rod, Noble's Aston-Martin overheated, both magnetos of Bailey's Bentley died, Fisher's Lagonda tried to cook *its* magneto and P. Lockhart's Lea-Francis shed a front wheel. McNaughton's non-vintage looking twin-cam 3-litre Sunbeam front-wheel-slid Stowe, spitting back a bit, and W. Lockhart's "12/50" Alvis drew away from March's Type 40 Bugatti.

That over, Parker's Frazer-Nash "Patience" walked off with the handicap for Driving Members, chased by Margulies' fast 1933 Talbot and Chevall's Alvis. In the first vintage-car handicap Sears' 1914 T.T. Sunbeam led for three of the four laps from the Itala and Waine's sporting Isotta-Fraschini. Then Ewen passed, but, in spite of Waine demolishing tubs at Stowe, he could do nothing about the Sunbeam, while the remarkable Itala, scorning f.w.b., had made up its 8 sec. on both of them. The Seaman Trophies Race followed, Poore's "3.8" Alfa-Romeo leading Goodhew's P3 Alfa-Romeo and Clutton going great guns in third place in the 10½-litre Delage. After about nine of the 27 laps Poore's engine fluffed and Goodhew passed—incidentally, Poore has a form of petrol injection which comes in towards full throttle. Poore resumed his lead and Clutton, his brakes weakening, spun at Stowe and let Clairmonte, whose Riley has increased its frontal area distressingly since Dobbs raced it, pass. Sam, however, won the Vintage Trophy. The four-lap scratch race was a Bentley benefit, Wilmshurst leading throughout in the ex-Evan-Cook fabric 4½. Gibbs' Riley Nine passed inside Hartridge's 6½ at Stowe on lap two, but vanished from the scene, and Lawrence's 4½ held third place after lap one. Arnold-Forster's well-driven 1925 Frazer-Nash worked through the field well to win the second Vintage-car handicap chased by a wheel-sawing Binns in his "30/98," followed by "Son-of-Mac" McKenzie's Bentley.

The Vintage and Historic race saw Sears' beautiful T.T. Sunbeam lead until the end, when Richards' Riley caught it, and Parker also got by in his quite irrepressible Frazer-Nash. The Triangle-Special fell sick and a little rain made Binns slide and Merritt's G.P. Bugatti spin round at Stowe. The Non-Vintage car handicap was won by Margulies, who entered Stowe so fast that his Talbot was braked by sheer front-wheel sliding. Bradford's "T.C" M.G. was next, followed by Parkes' Morgan 4/4 and Spiers' F.I.A.T. Balilla. The MOTOR SPORT Trophy Handicap produced a good tussle, Chapman's two-seater 4½ Bentley gained two places on the last lap, to win comfortably from the Morgan, the rapid Talbot just beating Bradford's M.G. for third place; a good start to what should be an interesting contest.

ONE HOUR HIGH-SPEED TRIAL: Qualified:—
1,100 c.c.: E. J. Kehse, E. W. C. Miller (Rileys); 2,000 c.c.: M. H. Bland (Brescia Bugatti), D. A. Densham (Aston-Martin), W. E. Edgar, W. P. H. Lockhart (Alvis), D. Cobbett, G. Crowther (Frazer-Nashes); 3,000 c.c.: T. W. M. Steele, C. G. Fincken, B. Morgan (Bentleys), T. Goodman ("22/90" Alfa-Romeo), J. G. Vessey, L. M. Austin (Lancias), P. W. McNaughton (twin-cam Sunbeam); OVER 3,000 c.c.: R. H. B. Mason (4½ Bentleys), T. H. Plowman and D. A. V. Aldridge ("30/98" Vauxhall).

DRIVING MEMBERS' FOUR-LAP HANDICAP: 1st, D. Parker (1926 1,496-c.c. Frazer-Nash), 1 min. 20 sec., 67.02 m.p.h.; 2nd, D. Margulies (1933 2,970-c.c. Talbot), 0 min. 36 sec.; 3rd, B. A. Chevall (1933 4,300-c.c. Alvis), 0 min 16 sec.

VINTAGE-CARS FOUR-LAP HANDICAP: 1st, Dr. Ewen (1908 12,000-c.c. Itala), 0 min. 12 sec., 63.29 m.p.h.; 2nd, S. E. Sears (1914 3,215-c.c. Sunbeam), 1 min. 20 sec.; 3rd, S. R. Waine (1926 7,372-c.c. Isotta-Fraschini), 1 min. 20 sec.

SEAMAN MEMORIAL TROPHIES 100-KILOMETRE RACE FOR HISTORIC AND VINTAGE RACING CARS: 1st, R. D. Poore (1935 3,800-c.c. Alfa-Romeo), 76.93 m.p.h.; 2nd, J. Goodhew (1934 2,992-c.c. Alfa-Romeo); 3rd, C. M. Clairmonte (1935 1,805-c.c. Riley); 4th, (1st Vintage), C. Clutton (1923 10,688-c.c. Delage).

VINTAGE SPORTS-CARS FOUR-LAP SCRATCH RACE: 1st, H. J. Wilmshurst (1929 7,398-c.c. Bentley), 67.74 m.p.h.; 2nd, C. A. Hartridge (1929 6,597-c.c. Bentley); 3rd, S. J. Lawrence (1928 4,398-c.c. Bentley).

VINTAGE-CARS FOUR-LAP HANDICAP: 1st, N. Arnold-Foster (1925 1,496-c.c. Frazer-Nash), 1 min. 4 sec., 59.67 m.p.h.; 2nd, P. J. E. Binns (1924 4,300-c.c. Vauxhall), 0 min. 8 sec.; 3rd, D. McKenzie (1927 2,996-c.c. Bentley), 0 min. 28 sec.

VINTAGE AND HISTORIC CARS FOUR-LAP HANDICAP: 1st, H. A. Richards (1929 1,087-c.c. Riley), 0 min. 56 sec., 69.31 m.p.h.; 2nd, D. Parker (1926 1,496-c.c. Frazer-Nash), 1 min. 12 sec.; 3rd, J. G. S. Sears (1914 3,215-c.c. Sunbeam), 1 min. 40 sec.

NON-VINTAGE CARS FOUR-LAP HANDICAP: 1st, D. Margulies (1933 2,970-c.c. Talbot), 0 min. 36 sec., 68.32 m.p.h.; 2nd, H. C. Bradford (1949 1,250-c.c. M.G.), 1 min. 36 sec.; 3rd, T. A. Parkes (1947 1,267-c.c. Morgan), 1 min. 36 sec.

"MOTOR SPORT" SILVERSTONE TROPHY FOUR-LAP HANDICAP: 1st, D. J. R. Chapman (1928 4,500-c.c. Bentley), 66.35 m.p.h.; 2nd, T. A. Parkes (1947 1,267-c.c. Morgan); 3rd, D. Margulies (1933 2,970-c.c. Talbot); 4th, H. C. Bradford (1949 1,250-c.c. M.G.); 5th, D. McKenzie (1927 2,996-c.c. Bentley); 6th, D. Parker (1926 1,496 c.c. Frazer-Nash).



MAIDSTONE & MID-KENT M.C. AT SILVERSTONE (May 26th)

Tyrer's 1940 B.M.W. beat modern sports cars and many racing cars, netting three firsts, a second and a third, but it couldn't catch Goodhew's well-driven "P3" Alfa-Romeo in the unlimited racing-car race, in which Dutt's Maserati was a juddery third. Moor's Wasp won the 500-c.c. race, after Headland had run wide at Stowe. Elt overturned against one of the notorious markers but was unhurt. Downing's odd Connaught and Metcalfe's much-raced FIAT Balilla were well-driven winners, the latter beating a 1,087-c.c. Cooper-M.G. Grace was fearless in his "2½" Riley, holding off a Healey and an unsteerable Javelin in the saloon race, pursued by two more Rileys and a Wolseley—like a plain-clothes police dice! The MOTOR SPORT race had a full field, in which Margulies drove his Talbot with spirit to win from Chambers' "4½" Bentley.

2,500-C.C. NON-S/C., 1,500-C.C. S/C. SPORTS CARS, 5 LAPS, SCRATCH.—1st: G. Tyrer (B.M.W.), 74.27 m.p.h.; 2nd: R. F. Peacock (Frazer-Nash); 3rd: P. J. Simpson (Healey).

500-C.C. RACING CARS, 5 LAPS, SCRATCH.—1st: E. J. Moor (Wasp), 71.05 m.p.h.; 2nd: C. D. Headland (Cooper); 3rd: C. Arengo (Arengo).

1,500-C.C. NON-S/C., 1,300-C.C. S/C. SPORTS CARS, 5 LAPS, SCRATCH.—1st: K. H. Downing (Connaught), 69.37 m.p.h.; 2nd: G. A. Ruddock (H.R.G.); 3rd: C. M. Sears (Frazer-Nash).

UNLIMITED NON-S/C., 3,000-C.C. S/C. SPORTS CARS, 5 LAPS, SCRATCH.—1st: G. Tyrer (B.M.W.), 74.0 m.p.h.; 2nd: B. A. Chevall (Alvis); 3rd: A. P. Hitchings (Cadillac-Allard). *First vintage car*: G. H. G. Burton ("4½" Bentley).

2,000-C.C. NON-S/C., 1,400-C.C. S/C. RACING CARS, 5 LAPS, SCRATCH.—1st: G. Tyrer (B.M.W.), 75.93 m.p.h.; 2nd: O. B. Moore (H.W.M.); 3rd: C. L. Chairmonte (Riley).

SALOON CARS, 3 LAPS, HANDICAP.—1st: G. H. Grace (Riley), 59.8 m.p.h.; 2nd: K. H. Downing (Healey); 3rd: R. S. Marsh (Javelin).

UNLIMITED RACING CARS, 7 LAPS, SCRATCH.—1st: J. Goodhew (Alfa-Romeo), 77.77 m.p.h.; 2nd: G. Tyrer (B.M.W.); 3rd: R. Dutt (Maserati).

1,300-C.C. NON-S/C., 1,000-C.C. S/C. SPORTS CARS, 5 LAPS, SCRATCH.—1st: C. Le S. Metcalfe (FIAT), 61.46 m.p.h.; 2nd: B. H. Lister (Cooper-M.G.); 3rd: H. E. Fuller (M.G.).

M. & M.K. MEMBERS, 3 LAPS, HANDICAP.—1st: R. F. Peacock (Frazer-Nash), 72.5 m.p.h.; 2nd: G. H. Grace (Riley Saloon); 3rd: G. Tyrer (B.M.W.).

SPECIAL CARS, 3 LAPS, SCRATCH.—1st: H. E. Fuller (M.G.), 59.5 m.p.h.; 2nd: L. J. Drew (Buckler); 3rd: A. C. B. Chapman (Lotus), also 750 M.C. Cup.

OPEN HANDICAP, 5 LAPS.—1st: J. Goodhew (Lagonda), 77.10 m.p.h.; 2nd: R. F. Peacock (Frazer-Nash); 3rd: P. J. Simpson (Healey).

"MOTOR SPORT" TROPHY HANDICAP, 5 LAPS.—1st: D. Margulies (Talbot), 69.6 m.p.h.; 2nd: D. J. Chapman (Bentley); 3rd: J. Goodhew (Lagonda); 4th: M. J. C. Keen (H.R.G.); 5th: A. P. Hitchings (Cadillac-Allard); 6th: P. J. Simpson (Healey).

These six are eligible for the MOTOR SPORT race at the Eight Clubs Meeting, June 2nd. The points to date are: Chapman 11, Margulies 10, Parkes 5, Goodhew 4, Bradford and Keen 3 each, McKenzie and Hitchings 2 each, Parker and Simpson 1 each.

BIG CROWD AT BOREHAM

A big crowd watched the racing at Boreham on May 26th, a circuit that may replace Silverstone. After Poore's Alfa-Romeo had passed him on the very slippery course, Parnell (Maserati) hit a straw bale in the big race; he recovered well and finished third. Winners: XK120 HANDICAP: Howarth. M.G. HANDICAP: Davis. SPORTS CARS, 1½ LITRE: Croysdill (Lester-M.G.). 2½ LITRE: Crook (Frazer-Nash). OVER 2½ LITRE: Howarth (Jaguar). HANDICAP: Gale (Darracq). RACING CARS, 500 C.C.: Brandon (Cooper), 71.22 m.p.h. BOREHAM CHALLENGE TROPHY RACE: 1st: Poore (Alfa-Romeo), 80.36 m.p.h.; 2nd: Rolt (E.R.A.-Delage); 3rd, Parnell (Maserati).

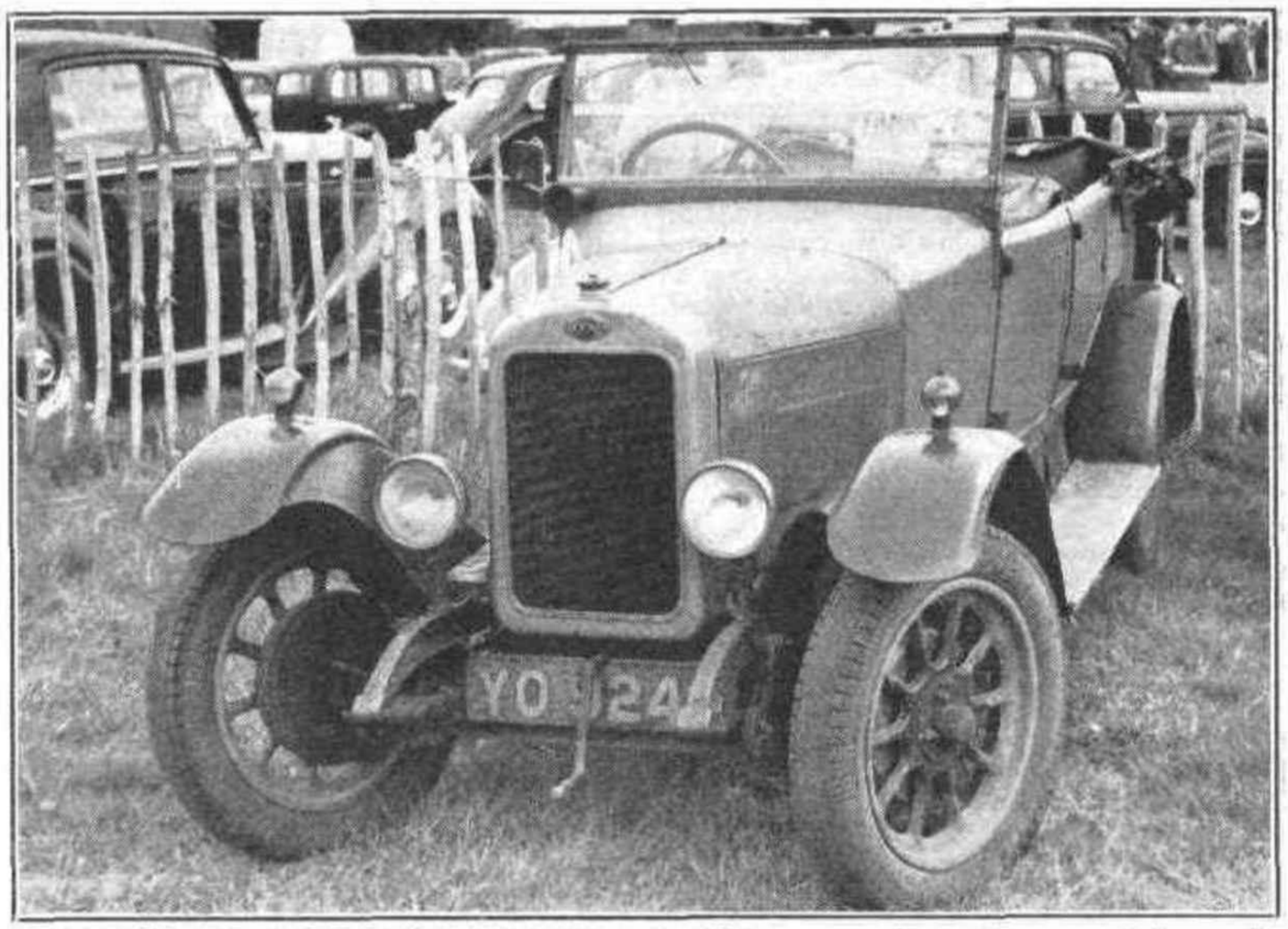
N. STAFFS M.C. AT PRESCOTT

1,100-C.C. NON-S/C. SPORTS CARS: B. H. Lister (Cooper-M.G.), 56.46 sec.
1,101-1,500 C.C. NON-S/C., 1,100 C.C. S/C.: G. A. Ruddock (H.R.G.), 51.36 sec.
1,501-3,000 C.C. NON-S/C., 1,500 C.C. S/C.: G. Tyrer (B.M.W.), 50.58 sec.
OVER 3,000 C.C. NON-S/C., OVER 1,500 C.C. S/C.: E. P. Scragg (XK120 Jaguar), 52.18 sec.
STANDARD SALOONS AND COUPES, HANDICAP: O. J. Silk (Railton).
500-C.C. RACING CARS: C. D. Headland (Cooper), 47.88 sec.
RACING CAR HANDICAP: C. Heath (Cooper 1,100), 46.34 sec. (*F.T.D.*)
ROY TAYLOR WET WEATHER TROPHY: J. W. Broad (Allard).

SWISS G.P. (May 27th)

1ST: Fangio (Alfa-Romeo), 89.65 m.p.h.; 2ND: Taruffi (Ferrari); 3RD: Farina (Alfa-Romeo). Moss (H.W.M.) 8th. *Fastest lap*: Fangio, 95.73 m.p.h.

VINTAGE VEERINGS



HAPPY DAYS ARE HERE AGAIN!—The Editor returned to vintage motoring with this 1926 "10.8" *Clyno when his* 1950 *car discarded some gearbox teeth—see accompanying paragraph.*

The judge during the hearing of a case at Farnham County Court on April 20th: ". . . a 1937 Dodge is obviously an old crock, which might blow up." Clearly a case where it would have been better to have bought a *vintage* car!

* * *

If further vintage-vindication is needed, beyond the letters we receive from enthusiastic owners of such cars, there was the case of your Editor who, his 1950 transport having rendered itself immobile most inconveniently just before the *Daily Express* Silverstone Meeting, brought out of retirement his 1926 10.8-h.p. Clyno. This vintage light car took him staunchly to Silverstone and back and on to the White Waltham Garden Party soon after his return home, and had started promptly on the handle after a day and a night in the car park, its aged Lucas magneto quite unconcerned by heavy deposits of rainwater on plugs and leads. It had also proceeded to pull itself out of the car-park quagmire, aided only by a gentle push, whereas others, Type 57 Bugatti included, required towing behind a tractor.

Moreover, the Clyno appeared to do all this at nearly 35 m.p.g. and it had certainly cost but a fourteenth of the purchase price of the 1950 sports car for which it was deputising. The only snag came from the insurance people, who, goaded into issuing minimum third party cover for a week, quoted a premium equivalent to over £70 a year; even this can be cured, by changing to a more sympathetic company.

* * *

Calling at Richards and Brown, of Bromley, last month, we chanced upon an unusual vintage car, in the form of a 5¼-litre Series O Excelsior, *circa* 1925, with Maythorn two-seater body. This massive car had American-type bumpers of the period fore and aft, a central, open-gate (three-speed) gear-lever, minor controls labelled "Gaz" and "Allumage" above the five-spoke steering-wheel, which carried a horn ring, and close-set pedals. A big oil gauge was finely graduated from 0.2 up to 5 kg. per sq. cm. and the needle sat reassuringly at 4½. A Bosch electrical panel was fitted, and a dashboard plaque gave the weight as 1,829 kgs. Beaded-edge tyres graced the wire wheels, which were backed by discs.

On the road this Excelsior was certainly impressive. You sat very high and rolled along commandingly, not a trace of gear noise or body rattles intruding, the suspension riding the bumps easily, the big 90 by 140-mm., six-cylinder, o.h.c. engine running silkily. Depression of the light throttle pedal resulted in quite rousing acceleration, accompanied by a good deal of "power roar," which soon got the great car moving in the fifties.

The steering got lighter as speed rose; dead and transmitting slight return motion, it was nevertheless delightfully accurate and high-geared. A trace of flexibility in the underslung cantilever rear springs induced momentary oversteer, easily ironed-out. The clutch was exceedingly light; the gear-change called for skill, both up and down, to ensure silent ratio-swapping, and refused to be hurried. The carburation was unexpectedly good for a triple carburetter layout, the pick-up smooth and clean. The brakes, cable-operated *via* a vacuum-servo, with front drums set oddly proud of the wheels, were of the "through the windscreen" sort when so needed.

From its manner of riding, high seating and the appearance from certain angles, this Excelsior reminded us of a Parry Thomas Leyland Eight. A glance beneath the bonnet revealed a valve cover, not unlike that of a Hispano-Suiza though larger and less elegant, secured by seven knobs. A vertical shaft at the front drove the o.h. camshaft and fan, the latter *via* a clutch. Along the near side, water pump, dynamo and Scintilla magneto ran in line, starter behind them, while three small updraught Solex carburetters snuggled modestly against the off side of the block, fed from a neat little Autovac. On demand, "Le Nivex" proclaimed how much petrol they had consumed.

The body had a wonderful dickey seat with a big glass screen incorporated in its lid and the back-rest slightly panelled—the sort of dickey in which you could have a lot of fun. The dashboard was recessed under the scuttle and flanked by little built-in cupboards and a tiny pedal on the cockpit floor opened and closed the exhaust cut-out. The front seats were notably well padded. Novel features were snubbers at the ends of the back springs and pull-off lamp-lead connections on the front cross-member. Taken all round, quite a car!

Vintage car fixtures for June include the London–Windsor parade on the 3rd (Hyde Park, 8 a.m. Windsor Home Park, noon), the second V.S.C.C. Silverstone Race Meeting on the 23rd and a V.S.C.C. Light Car Meet at Stowe on the 24th.

* * *

"A gentle progression through four forward gears to a comfortable cruising speed of 30-35 m.p.h. meant a typical slow heart-beat from her long-stroke engine, accompanied by steering characteristics of her age, solid, heavy but absolutely accurate. And where the wheels were pointed, there they stayed without any skittish variation from the straight and narrow. More venerable than lovely, more commodious than the modern motorist would believe possible, more comfortable and more easily entered, and a companion with whom the pleasures of motoring can be recaptured in a leisurely journey."—John Lloyd, writing, in *The Car*, of a 1921 16.7-h.p. Peugeot tourer.

* * *

"Bon Viveur," in the *Daily Telegraph* of May 11th:—

"*Champagne to the right of us,*
Cigars to left of us,
Bentleys in front of us
Volleyed and thundered . . . as I drove into Mayfair-by-the-Thames, a little company of river towns which grace the famous reaches."

And if any members of the Bentley Drivers' Club were driving the cars referred to, they will be glad to know that their characters were found to be beyond reproach, for "Bon Viveur" adds:—"Gone are the trailing draperies from the green lawns, the scarlet roadsters and the Eton crop, the midnight bathing parties . . . whoopee."

LETTERS from the VINTAGE POSTBAG

Sir,

I have read with interest Sq. Ldr. Pemberton-Pigott's letter on the subject of the formation of a Crossley register. We seem to have had little information on the cars of this classic marque.

In this respect, however, may I beg to differ with him in regard to his assertion that the "Silver Crossley" engine was fitted by Lagonda's to the 2-litre model. The engine of the Lagonda was designed, I have always understood, by W. H. Oats, of the old Staines company, who was also the designer of the "Rapier." The 2-litre was a four-cylinder of 72 by 100 mm. and of 1,954 c.c. capacity, with the twin "overhead in the block" camshafts, whereas that of the Crossley was a six-cylinder with push-rod operation. Lagonda, however, produced a "six" of 65 by 100 mm. (1,991 c.c.) known as the "16/80," which may be what your correspondent has in mind. This engine was not of Lagonda manufacture but that of Henry Meadows. Is it possible, therefore, that the Crossley engine was not their own but also of Meadows origin?

Perhaps a more learned reader than I will be able to clear this up.

I am, Yours, etc.,

REX LEPPARD.

W. Chittington.

* * *

Sir,

Speaking of Crossleys, I own a Type 14, a model by no means extinct out here. Most owners like this type because of its great durability. Incidentally, I think mine does nearly 25 m.p.g. around town with moderate driving. My car seems to be able to corner as well as most modern i.f.s. specials, at least several modern types can't do any better without their tyres howling.

Could some kindhearted knowledgeable types provide we Type 14 owners with technical data on this model? B.H.P. torque developed, valve timing figures, and the like.

I am, Yours, etc.,

H. E. DUNBAR.

Adelaide.

* * *

Sir,

I would like to pass on a useful tip regarding the old magneto-engined Austin Seven. As you know, starting handle trouble is a snag with these cars. Remove the starting handle dog from the crankshaft; put in fire to soften; cut off the end; drill through centre a $\frac{13}{32}$-in. hole; tap this hole 12 mm.; fit a Morris Eight starting handle dog; the end of the original dog when cut off will now come right through the fan pulley; fit two or three washers to make the Morris Eight dog screw up flush to the fan pulley. The fan pulley pin will now of course not fit. Tap the pulley one side $\frac{1}{4}$ in. 26T. and fit grub screw. Cut the handle dog off; file down to fit inside the Morris Eight dog; drill and fit $\frac{1}{4}$-in. pin through the handle. Cut about $\frac{1}{2}$ in. off the starting handle guide to give clearance. Fit up handle with spring in the guide. The handle is now permanently in position and will outlast the car.

I am, Yours, etc.,

W. S. BASHAM.

Brockworth.

Sir,

During the period 1919-1930 which covers the light car section of the V.S.C.C., I owned very many light cars good, bad and indifferent, and there is no doubt that it was this type of car produced in that period which, together with the Ford, really started "motoring for the million." Personally, I would like to see V.S.C.C. members collecting the *worthwhile* specimens, restraining their, in my view misguided, efforts to "improve," and restoring to original specification and condition.

Many types and makes were uninteresting but the following, all of which I have owned, were, in their own way, fascinating and capable of adding real, cheap, fun to one's motoring sport: A.B.C., A.C., Alvis (the early side-valves), Calthorpe Minor, Eric Campbell, Alldays & Onions, Horstman, Hillman, Argyll (sleeve valves, 12 h.p., 1925), Buckingham (twin air-cooled, made by T. G. Johns, later Alvis), Deemster (the one I had was Anzani-engined), Gwynne, Palladium (four-seater, four-cylinder, four-wheel brakes, four passengers in M.C.C. trials) [But not four doors, as I mistakenly wrote some time ago!—ED.], Riley "10/8," Talbot "8/18" and "10/23." There are many more, some of which I owned, but they were either uninteresting, bad, or as true sports cars not eligible for the light-car section. By the way, the Humber "8/18" was in its day considered thoroughly stodgy and not in the same class as the Talbot or Gwynne for performance.

May I give a hint to any owner or purchaser of an A.C. with unit back axle and gearbox? In their day these had a truly excellent reputation and within the limits of metallurgical knowledge of the period they were far more reliable than most of their contemporaries. However, the axle unit *can* give expensive noises if not treated correctly, so here is the "gen." The axle is filled with S.A.E. 90. *only when hot* and immediately, *repeat immediately*, after a run. If filled cold far too little oil is put in, for when running the worm acts as a pump and forces oil from differential to gearbox and then to universal; they must therefore be filled before the oil has time to drain back to the differential housing. Worm gears do not like running dry!

I've been reading MOTOR SPORT since *Brooklands Gazette* days and it gets better and better. Congratulations!

I am, Yours, etc.,

R. H. MARKS.

Worcester.

* * *

Sir,

We found her eighteen months ago, buried beneath sacks of potatoes and overrun with mice, on a Herefordshire farm. My husband, a vintage enthusiast, looked doubtful, but her forlorn expression demanded attention and we knew, come what may, that the last twenty pounds we possessed was no longer ours. That was how our 1925 bull-nosed Morris-Oxford tourer, hidden for 14 years in premature and uncomfortable retirement, was reborn.

We drove her home that very evening, under her own power—the only hitch a decomposed battery which caused the dynamo to blow the lights and us to finish our journey by torchlight.

A session of sweeping, polishing and de-mousing followed on my part, while my husband rejuvenated her mechanical parts.

Since then she has been our mainstay and we have driven her many thousands of miles. Without her our home is incomplete for among her other duties she tows our 19-ft. living caravan. She takes me shopping regularly and frequently we use her for long journeys. Even on the coldest of days she starts without fail on the dynamotor.

I had never driven a vintage car before, but Morris' reliability, her stolid roomy body behind her eager engine have made me realise that motor cars were practical and full of character in those days.

She has had many adventures with us—once, when we drove her from Birmingham to Goodwood, and back the same evening, we made tea *en route* with a primus boiling a kettle in her spacious rear compartment. Once, due to an error of navigation, she towed the caravan up a 1 in 8 hill near Malvern without a murmur of complaint.

She is in almost original condition. My husband has fitted an S.U. carburetter instead of the Smiths. He is laboriously drilling a spare crankshaft by hand, to give more oil to the big-ends. Comprehension of those technical details I am proud to have eventually mastered; differentials and crown-wheels and pinions confuse and confound me!

I am, Yours, etc.,

Capenhurst. AUDREY M. CAIRNES.

* * *

Sir,

With reference to the correspondence in your columns concerning the performance of Austin Heavy "12/4s."

I have waited patiently to see if someone would take pen and speak for the "opposition." However, it appears I must start matters moving.

My car is a Morris Cowley, 11.9 h.p. of 1928 vintage, in fact its 23rd "birthday" is imminent, and I think some details about it may be of interest.

It is a tourer in quite a waterproof state, and had one owner for the first thirteen years, passing into my hands last May in Yorkshire, where it soon showed its capabilities under load, negotiating 1 in 4 hills with six up without being at all worried.

It has a low mileage by vintage standards, some 90,000, of which 10,000 have been very greatly enjoyed by me. It was rebored 0.03 at about 60,000 miles and now uses oil at a half pint per 1,000 miles, and most of that seems to leave *via* the magneto drive. An M-type S.U. carburetter, with a Vokes diffuser which I installed recently, gives 28 m.p.g. at an average of 32 m.p.h., a speed which I find myself regularly averaging. The best running speed is 40 on the clock, but I suspect that this is a slow reading in view of the point-to-point timing. However, the road-holding and cornering powers, combined with a useful top gear acceleration from 25 m.p.h. on, enable me to regard modern light cars somewhat distastefully. My fastest run was from New Milton to High Wycombe,

84 miles, in 2¼ hours start to stop. Granted that it was early morning, but even so, 37 miles in one hour, and an average of 36.4 m.p.h., speaks for the car. I was in a hurry then.

As regards load, I have more than once surmounted the 1 in 7 drive to the school with ten largish boys on board.

Fitted with a dynastarter, it is a real source of joy to see the expressions on the faces of bystanders when the engine suddenly begins to run without it being apparent how it happened.

The brakes are quite effective, and one of THE things about the car is the red triangle—no, not Bass, though I was a brewer once—bearing the inscription "Four wheel brakes." The car is finished in maroon with black wings, and although high off the ground does not look very antiquated.

The only mechanical trouble I have ever had was a split valve cotter which I replaced in three minutes, having no tinware to handle to reach the tappets.

According to the handbook which I possess, the car is standard in all respects.

Sorry to be longwinded, but I had to stand up for vintage Morrises, although I know of several others besides mine in the V.S.C.C.

Wishing MOTOR SPORT continued success.

I am, Yours, etc.,
Little Kingshill. DONALD MCINTYRE.

* * *

Sir,

I have a 1923 Morris Cowley, recently acquired for £5 after having stood idle and semi-exposed for 15 years. The car is now in daily use and of course goes very well.

I am, Yours, etc.,
Grimsby. B. T. GILES.

* * *

Sir,

I am only the third owner of a 510 FIAT; the first owner informs me that she has won Gold Medals on the Lands End Trial in the days of her youth, while the second owner believes her to have done 250,000 miles.

When I acquired her she needed new piston rings, a complete magneto overhaul and a new exhaust assembly. I had all this done to her, and she now runs very sweetly; I average 150 miles a week with no trouble. In warm weather she does better than 25 m.p.g., and about 1,000 miles to a gallon of oil. When her oil is warm, she cruises quite effortlessly at 40 m.p.h. Altogether a delightful car.

I am, Yours, etc.,
Coventry. D. C. LESLIE.

* * *

THOSE AUSTIN TWELVES

Sir,

Your correspondence columns continue to be, for this reader at least, one of the events of the month—no discredit to the remainder of the contents intended. I am particularly interested in the letters apropos the Austin Twelve of the later twenties, and can add my assurance that they could be made to go quite quickly and at a very moderate expense. I am surprised that one or two of the more obvious points in the debate have not been seized upon—personally, I should plump for a gearbox permitting quicker, silent changing as the most desirable improvement in the old cars.

I had experience some years ago in warming up not one but two or three heavy Twelve-fours, as well as a couple of Sixteens, and undoubtedly the short cut to much improved performance lay in fitting a Ricardo-type aluminium cylinder head. It should be borne in mind that there were two distinct varieties of engine, and the interchangeability of heads did not, of course, cover the difference, adverse or advantageous, in compression ratio. The very early head had brass compression taps as standard and the mass of dead metal imposed by the provision of a boss lowered the H.U.C.R. very noticeably. The later type head, suitably machined to suit either long or short-stroke capacity, even in cast iron, was a notable improvement. I am unable to give, after all these years, the carburetter settings we found to give best all-round results, but they were substantially different from standard. They tended to larger compensators and smaller mains and for sheer speed larger chokes were fitted. The engine was considerably over cooled, probably only being beaten by the 10–15 h.p. FIAT of the period in this respect! The remedies have already been referred to by other correspondents and thinner graphited oils were helpful.

I don't suppose anyone has ever bothered to supercharge an old Twelve-four, but it was certainly by robustness of construction far more amenable to the process than many other makes and models so treated. This was one of the least sporting of motor cars in weight and bodywork, which effectually discouraged the enthusiasts I suppose—we got considerable amusement out of just this fact with the hotted-up specimens aforesaid. Just as interesting in its way was the close relative, the Sixteen Six, equally massively treated in the bearing department. If this correspondence tempts anyone to have a go at blowing the latter I should be grateful to be kept informed! Equally, has any reader tried fitting an S.U. of appropriate dimensions in place of the old-type Zenith?

Don't let me go off into too many side issues, but another surprise packet (at slight expense) was a very early-twenties edition of a Singer Six with an unbelievably involved inlet manifold. We threw it away and fitted a pair of perfectly ordinary Solexes to the twin ports kindly provided by the makers on the cylinder block direct. The results with very little tuning were almost humorously satisfactory. A lot of these old cars were staid performers frequently, as in the case of Austins, because of a conservative works policy tending towards reliability and freedom from service troubles, and not because they didn't have it in them or the makers didn't know how. I know plenty of cases where performance was deliberately thrown away—not always (fortunately) irretrievably.

I am, Yours, etc.,
Banbury. J. A. K. FERGIE.

* * *

Sir,

I feel perhaps an explanation is necessary for my remark in the March issue, namely that the Austin "Heavy Twelve" has absolutely nil performance. Several of your readers have taken umbrage.

We are living in 1951 and the traffic conditions on the roads today are very different to when the Austin Twelve was designed. I sold mine last October, as I said in my previous letter, owing to the performance. If you want a car with good visibility and reliability to amble along at 30-40 m.p.h. well have an Austin Twelve.

I go frequently to the English Guernsey sales at Reading and to do the journey in my Austin Twelve meant driving it absolutely flat out the whole way; many lorries and coaches today travel at 40 m.p.h., and with an Austin Twelve one is either forced to the car's maximum or has to stop behind, and this may suit some people but it does not suit me.

For the year of the Austin Twelve I think the performance was about average with its contemporaries.

Mr. Muskett says I despise the Austin Twelve. I do nothing of the sort; one could not admire the Twenty and despise the Twelve because the Twelve is a miniature Twenty. I wonder if Mr. Muskett has ever compared his Twelve closely with a four-cylinder Twenty and noticed how identical they are?

When I wrote of the Austin Twelve having nil performance I meant the standard model as turned out by the makers. In 1925 there was a firm offering an overhead valve conversion for the Austin Twelve and, further, a firm called Alan Bennett sold a model with special coachwork and tuned engine, guaranteed to do 60 m.p.h.

I was aware that in 1925 or 1926 a "Twelve" appeared at Brooklands, but I was not referring to specials. I was referring to the standard saloon and tourer of those days.

I think for what it is the Austin Twelve is above criticism, otherwise it would never have been manufactured in such large numbers. Nearly all the London taxis were until recently Austin "Heavy Twelves," and of all vintage cars on the road today, outside the quality cars such as Bentley, Rolls, etc., you still see more Austin Twelves than anything else, some in good repair, some bad and some converted into vans and lorries, etc.

One thing further I would like to point out to your readers and to Mr. Muskett: he is quite wrong when he talks of Mr. Herbert Austin, as he was then.

I have my copy of the *Austin Advocate* in front of me and he was knighted on September 27th, 1917. The "Twenty" was first announced in the *Advocate* as a post-war car in the September copy, 1917, and was marketed in 1919, I think. The first description of the "Twelve" appears in the July-August 1921 *Advocate* under the heading Austin Ten. There is no doubt this was the "Twelve" as the details are given, *i.e.*, bore and stroke 72 by 102 mm., later increased to 114 mm. in 1927.

The first photograph appears in the *Advocate* for November, 1921, with steel disc wheels. I have never seen a Twelve with these. The Austin Twelve was made from 1922-1935 with the "Heavy 12/4" engine. It cost £675 in 1922, with "Harley Coupé" all-weather body. The 1935 "Hertford" saloon cost £295. The engines, apart from stroke and accessories, were identical.

I am, Yours, etc.,
Piltdown. W. J. OLDHAM.



CASTROL WINS

BRANDS HATCH
"DAILY TELEGRAPH"
INTERNATIONAL TROPHY RACE

1ST

D. H. R. GRAY
(COOPER-J.A.P.)

at 65.43 m.p.h.

CASTROL THE MASTERPIECE IN OILS

The First Brands Hatch International of 1951

ON Whit-Saturday, in warm Spring sunshine, the boys and girls assembled in considerable numbers to see the first of three 1951 International Formula III race meetings at Brands Hatch Stadium, backed by that excellent newspaper, the *Daily Telegraph*.

The International element was represented by the Dutch Beels-J.A.P.s of Les Beels and Richardson, the American Schell's Cooper, the brightly-hued Swedish Effyhs with roll-hoops, of Ericsson and Pepperson, Piero Taruffi driving "Pa" Cooper's Mk V Cooper-Norton, appropriately painted red, and Liagre's D.B.

No one doubted, however, that British drivers would win the prizes. Taruffi took the racing seriously, going down to study the form of others at Paddock bend after Beardshaw had overtaken him here in a heat, and asking for some sorbo padding round a stay and tighter seat support before driving again. He was also somewhat puzzled about the clutchless changes you do on a Cooper. In the end he netted a third and a fourth in the heats.

B. C. Ecclestone astonished the pundits in Heat 1 of the Open Challenge Race by winning in his Cooper-J.A.P. from Alan Brown—hero of Luxembourg—in his latest Cooper-Norton. Beels toured but Schell led Smith's Cooper-J.A.P.

Richardson's Beels was no faster in Heat 2, which Brake, driving a bit shakily at times, won from R. Frost's yellow J.B.S.-Norton, the radio aerial of which reminded us of the cut-out rods fitted on r.t.p. petrol model racing cars! Brown's Kieft third, after a tussle with Street's C.R.M. Pugh's Cooper paused and Baker's Cooper left the course at the top bend, being effectively pulled up by the roughened edges of the grass surrounds. Westcott's J.B.S. won Heat 3 from Beardshaw, who caught Taruffi at Paddock bend. Lewis-Evans' old white Cooper-J.A.P. contrived to pass inside Taruffi at the top bend but went off in a big way at Paddock bend. Pepperson's Effyh was slow, Nurse's Cooper slower and Harold Daniell's Emeryson retired.

Brandon won Heat 4 from Gray and Braid, all in Coopers, the race enlivened by Headland going off into the rough at Paddock bend but managing to return to the race, stopping a lap later with earth in the air intake—a cunning means the organisers seem to have devised to eliminate wild drivers!

Heat 1 of the *Daily Telegraph* International Trophy Race followed, Lowe's Cooper misfiring, J. Gregory's Cooper also in trouble, while Bryde lost time hedging and ditching. Ecclestone won again, from Don Parker's J.B.S. and Paul Emery's Emeryson. Schell toured—in a previous heat he had been credited with a new 69.23 m.p.h. lap record, but time-keepers have erred before. In Heat 2 Richardson's Beels retired, Brown went off at Paddock bend when baulked, and Brandon won, only to stall beyond the finish. Brake was second, Powell-Richards' Kieft third after a fine duel with Headland, whom he passed in a magnificently spirited piece of driving, on the outside of Paddock bend.

Dryden's neat J.B.S. led off in Heat 3 but was soon passed by Brown and later left the road on the back leg and damaged its steering. Brown won, pursued by Westcott and Rippon, Taruffi fourth after a slow start, although he lost ground into corners to Pepperson's Effyh. Gray's Cooper-J.A.P. won Heat 4, from Loen's original J.B.S. and R. Frost's J.B.S. Grose drove his Grose well, bobbing about busily in the cockpit. The French D.B. was unhappily in the touring category.

Eric Brandon, continuing his 1951 supremacy, then won the 15-lap Open Challenge Race from Gray and Brake after Ecclestone's J.A.P. motor had given in while leading the race.

Next some Edwardians lined up for a Le Mans start and indulged in a three to six lap handicap, in which the 1908 Itala, ably driven by Ewen, proved an effective antidote to the comic aspect of some of the others—it was fourth at—note this—49.18 m.p.h. including the dead-engine start. A Wolseley won, from a 1906 two-cylinder Darracq and Chambers' very quiet, fleet two-cylinder Renault, announced as 1904 but looking very 1909–11-ish. Major Pitt's Alfonso Hispano-Suiza was slower than a model-T Ford and a Mors chain-drive T-head chassis with *vast* gearbox impressive in size only. A Vulcan tourer essayed a brief servicing stop.

So to the 40-mile Final of the International Trophy Race, with its valuable prize. Again the pundits were let down, for whereas Brown was expected, by arrangement, to lead Brandon home in the Feurie Richmond Mk. V Coopers, it was motor-cycle record holder Gray whose Cooper soon led and kept ahead of Brown throughout! Its J.A.P. engine must be a good one, well assembled! Brown was admittedly hampered by damaged rear suspension. Brandon eventually retired, after Loens had passed him. Unfortunately for Loens the old J.B.S. again developed its wheel-discarding habit, and when a stub-axle broke, severing a brake line, he shot head-on through the paling fence at Paddock bend. Luckily, no one was hurt, but no doubt the scrutineers will not love Loens in future! This episode allowed Paul Emery, cornering on his absolute limit, to bring the Emeryson, now Norton-engined, in third, followed by Harold Daniells' sister car. More of this at another International Meeting on June 23rd.

Results:

HEAT WINNERS

HEAT 1, CHALLENGE RACE: B. C. Ecclestone (Cooper-J.A.P.), 66.5 m.p.h.

HEAT 2, CHALLENGE RACE: D. N. Brake (Cooper-Norton), 65.08 m.p.h.

HEAT 3, CHALLENGE RACE: J. F. Westcott (J.B.S.-Norton), 63.69 m.p.h.

HEAT 4, CHALLENGE RACE: E. Brandon (Cooper-Norton), 65.57 m.p.h.

HEAT 1, INTERNATIONAL TROPHY: B. C. Ecclestone (Cooper-J.A.P.), 66.03 m.p.h.

HEAT 2, INTERNATIONAL TROPHY: E. Brandon (Cooper-Norton), 65.93 m.p.h.

HEAT 3, INTERNATIONAL TROPHY: A. Brown (Cooper-Norton), 66.23 m.p.h.

HEAT 4, INTERNATIONAL TROPHY: D. H. R. Gray (Cooper-J.A.P.), 64.93 m.p.h.

FINAL, OPEN CHALLENGE RACE.—E. Brandon (Cooper-Norton), 66.08 m.p.h.; 2nd: D. H. R. Gray (Cooper-J.A.P.); 3rd: D. N. Brake (Cooper-Norton).

EDWARDIANS RACE: 1st: A. E. Crips (1910 Wolseley), 27.66 m.p.h.

FINAL, INTERNATIONAL TROPHY RACE.—1st: D. H. R. Gray (Cooper-J.A.P.), 65.43 m.p.h.; 2nd: A. Brown (Cooper-Norton); 3rd: P. Emery (Emeryson-Norton).

FREE CASTROL SPEED BOOK

The latest edition of the Castrol Speed Annual has just been published. Under the title of "Achievements 1950" it tells the story in thrilling action pictures of racing and record breaking by land and air during the past year. Since the first of these books was published—in 1909—over five million copies have gone to enthusiasts all over the world. This new edition is the 31st.

Of special interest to readers of MOTOR SPORT are the pages dealing with such events as the Goodwood races and the British Empire and R.A.C. Tourist Trophy races.

If you would like a free copy of this fascinating book, send a postcard to C. C. Wakefield and Company, Ltd., Dept. G., Grosvenor Street, London, W.1.

WHAT THEY THINK OF US

The following appeared in *Cover*, a magazine for insurance brokers:—

"The driver of the sports car is usually young, and wants to show off to his girl. He is noisy, careless, and aggressive, and he persistently ignores road signs. Fundamentally, he thinks that driving is a form of sport and treats the open road as if it were a track designed for his benefit."

Perhaps we had better refrain from comment!

RACING AT GOODWOOD—

continued from page 283

of Fotheringham-Parker and A. G. Whitehead, until, on the last lap, Whitehead swopped a place with Parker. Once Parnell slid a bit out of Woodcote, once Farina changed late here and had a vicious tail-wag. All through the race the duels, hard fought, of de Graffenried and Shawe-Taylor, Hamilton and Rolt, Parker and Whitehead, held the interest. It was a fine race—and it reinstates Parnell as champion of the Goodwood circuit. His new lap record of 94.54 m.p.h., set up on his sixth lap as Farina got within sight of the Ferrari's tail, will take a lot of breaking.

1st: R. Parnell (Ferrari), won by 10.8 sec. at 91.64 m.p.h.
2nd: G. Farina (Maserati).
3rd: Baron de Graffenried (Maserati).
Lap Record: Parnell, 94.54 m.p.h.

RUMBLINGS



STIRLING SUCCESS!—Stirling Moss after his great victory at Goodwood in the 500 International Trophy Race. Flying back from Monza just in time to drive the new Kieft, he out-drove his nearest rivals, Brandon and Brown in Mk V Coopers, and set the 500-c.c. lap-record to 84.5 m.p.h. This Kieft is of entirely new design, has rubber suspension, a "double-knocker" Norton engine and weighs 490 lb.

Do you want 200 m.p.g. ?

With the present savage tax on petrol and no alleviation of the 25s. per h.p. imposition on the older cars, motorists must at times look with envy at the 200–250 m.p.g. petrol consumption of their friends who ride motorised bicycles. At the risk of entering the preserves of our motor-cycle contributor "Carrozzino," we feel disposed to enlarge on the more economical "cycle-motors," which are obviously THE THING as subsidiary transport to a sports car, and which are really rather fascinating to boot.

For a long time the French scene has included *tax-free* motorised bicycles, which flit as a matter of course, and not so slowly either, along the long, straight tree-lined roads or dodge the Parisian traffic maelstrom.

This flair for economy-transportation was brought to England at the time of the 1948 Motor Cycle Show, by two riders of motorised bicycles who rode from Milan to London and got a very good Press by doing so. The following year, at the Trojan works at Croydon, manufacture commenced of the Mini-Motor attachment, based on Italian trends. The G.Y.S. "Motamite" followed, made in Bournemouth, and agents in Lancashire obtained the licence and offered this unit, as a complete cycle, under the name of "Mocye." After this these cycle attachments came thick and fast and today they are used by sporting youth and Aunt Agatha and seem to give great satisfaction. They have introduced Continental economy into English motoring, with the seemingly inevitable difference that in this country the humble and comparatively harmless (from a road wear aspect) motorised bicycle has to carry number plates, be licensed, carry L-plates until its rider has passed a test and so on.

Nevertheless, the idea has caught on, and the motorist who craves 200–250 m.p.g. is particularly fortunate, because to him these little two-strokes will seem neither startling nor mysterious. For our part we marvel at the tiny size of these engines, remembering that, not *so* long ago, when, as callow schoolboys we visited *Model Engineer* exhibitions and watched model power-boats race in pleasure park ponds, *model* i.e. engines were usually of not less than 30 c.c. Nowadays engines of this size propel bicycles at up to 30 m.p.h.! Engine size actually varies from 25–50 c.c. We also find it quite fascinating to try to distinguish the different makes and sort out the varied characteristics of some of the better-known attachments, in which the following table helps:—

Make	*Size*	*Drive*	*Identification*
Bantamoto	40 c.c.	Gear, to ring on near side of rear wheel.	Rear-mounted. Gear ring on back wheel.
Cucciolo	48 c.c.	Pre-selected two-speed.	Four-stroke o.h.v. Siata engine.
Cyclaid	31 c.c.	Gears, and belt to back wheel.	Rear-mounted. Name on big, oblong tank over engine.
Cyclemaster	25.6 c.c.	Chain to back wheel.	Within rear wheel.
Cymota	45 c.c.	Roller to front wheel.	Front-mounted. Casing over engine, incorporating headlamps.
G.Y.S. Motamite	49 c.c.	Roller to front wheel.	Front-mounted. Small tank by handlebars. Wipac flywheel magneto.
Mini-Motor	49 c.c.	Grooved roller to back wheel.	Rear-mounted. Name on big roundel tank over engine.
Mocye	49 c.c.	Roller to front wheel.	Front-mounted. Small tank by handlebars. Wipac flywheel magneto.
Mosquito	38 c.c.	Roller to back wheel	Rear-mounted, below bottom bracket.
Power Pack	49 c.c.	Grooved roller to back wheel.	Rear-mounted. Oval tank and alloy mounting bracket.
V.A.P.	45 c.c.	Gears, clutch and chain to back wheel.	On rear side of back wheel.
Velo-Solex	45 c.c.	Roller to front wheel.	Upright engine, tank at side.

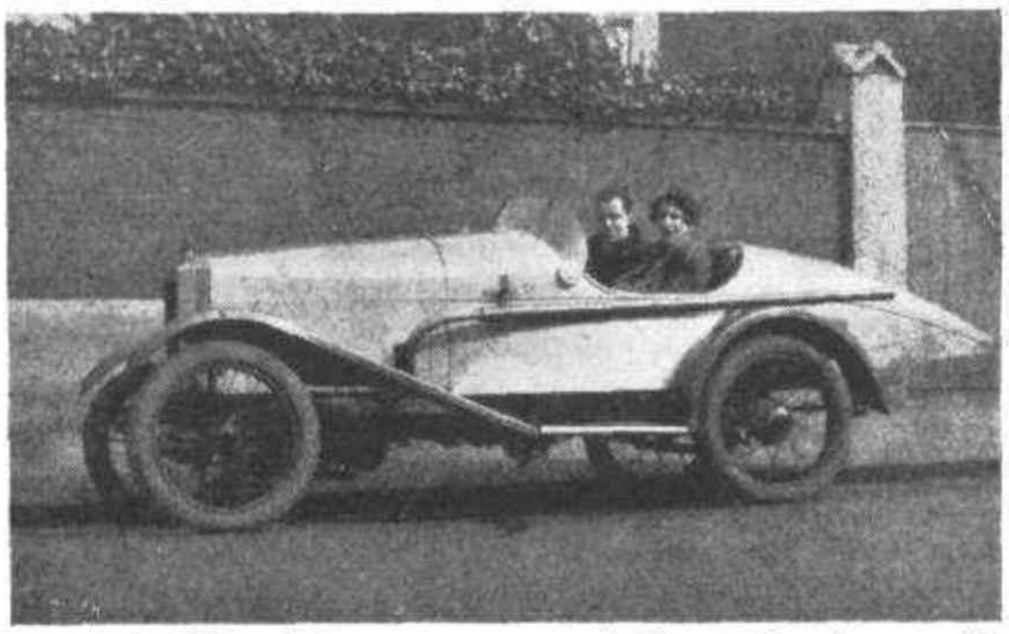
The price of these attachments averages out at £20–£40 with p.t., and we know that had they been available when we were in our 'teens they would have ranked as a NECESSITY!

The historically-minded will realise, of course, that nothing under the sun is new—recalling the Singer engine-in-wheel and the Wall motor attachment; just as the Harper Runabout, J.B.S. and Nomad Rytacraft preceded present-day minicars like the Bond, R.N.W. and Russon.

If your taste turns to economy motor-cycles you are well provided for, with many delightful miniatures from 98–197 c.c., including the popular 123-c.c. B.S.A. Bantam, made in "competition" form, and the refined 192-c.c. s.v. flat-twin L.E. Velocette. No double-purchase tax here, and prices ranging from less than £60, to £160, including p.t. The makes concerned are A.J.B., Ambassador, B.A.C., Bown, B.S.A., D.M.W., Dot, Excelsior, F.L.M., Francis-Barnett, James, Norman, O.E.C., Royal Enfield, Sun, Tandon and Velocette; the vintage-minded will know that eight of these makers pioneered small two-strokes, although 150 c.c. was considered small enough in those days. There are also some odd things, neither autocycle nor motor-cycle, like the Douglas-made Vespa scooter, Swallow Gadabout, Bond Minibyke and Corgi. And, finally, the 98-c.c. autocycles —A.J.B., Autobyk, Bown, Cyc-Auto, Excelsior, Francis-Barnett, James, New Hudson, Norman, Powerbike, Velosolex, etc.

What m.p.g. do these give? Well, a friend tells us he filled his Corgi's tank at Christmas and has since used it pretty frequently round the village and hasn't run out yet! To quote definite figures for the motor-cycles, a contemporary gives the following at 30 m.p.h.: B.S.A. Bantam, 179 m.p.g. (it did 49 m.p.h. all out!); 197-c.c. James, 114 m.p.g.; 197-c.c. Norman, 112 m.p.g.; 112-c.c. Tandon, 128 m.p.g. All this does rather make you think, in comparison with the 50 m.p.g. which thrifty Austin Seven owners crave, but do not always obtain. Tax, too, is 17s. 6d. a year!

However, we have a hunch that by now those who indulge in blower Bentleys and "2.9" Alfa-Romeos are thoroughly vexed with us, so we will creep hastily away, saying no more . . .



JUNE QUIZ.*— *Make of car on a p.c. by June 11th, please, so that we can publish the Names of the Knowledgeable in our July issue.

LETTERS from READERS

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

THE SPEED OF BENTLEYS

Sir,

Your correspondents are waxing enthusiastic over the performance of the excellent cars manufactured by Bentley Motors (1931), Ltd., and 100 m.p.h. is claimed for both pre- and post-war models.

The following figures, taken from the *Motor* and *Autocar* road tests, may possibly be rather more factual.

In 1934 the *Autocar* tested the first 3½-litre at 91.84 m.p.h., and subsequently obtained 88.02 m.p.h. from a 4¼-litre. The *Motor* tested 4¼-litres in 1937 and 1939, obtaining 92.8 m.p.h. and 88 m.p.h., respectively. The post-war Mark VI when tested in 1947 had a maximum of 94 m.p.h.

I am, Yours, etc.,

London, S.W.1. CECIL CLUTTON.

Sir,

With reference to the interesting letters in your May issue about the Mark VI Bentley, your correspondents seem unaware that this car has been detuned and softened considerably since it originally appeared.

I have a 1947 model and also a 1951 edition—both standard steel saloons—and the difference in performance and handling is considerable.

The early cars were much lighter, had a high-lift camshaft, lighter pistons and a thinner cylinder head gasket. With my 1947 model I have attained speedometer readings of over 100 m.p.h. on several occasions—once in a built-up area! Perhaps this is the greatest compliment that I can pay to the superb braking system.

The 1951 car is very different and I think you will find the true reason for the change is that evil of modern life—purchase tax. This has turned the attention of many would-be buyers of a Rolls-Royce from this coveted carriage to the modest Bentley; this gives them much the same for far less money.

Having acquired a Mark VI, they then voice their opinions of this car, and as there are lots of them the machine has been altered to suit their tastes.

I am constantly pressing the manufacturers for a higher performance edition of the Bentley, but so far nothing has happened.

I am, Yours, etc.,

Didcot. MICHAEL COLLIER.

* * *

AN ECONOMY CAR

Sir,

After taking a good look at the present-day lower priced cars which the manufacturers are turning out, the export market, the waiting list at home and the length of a car's life after it has been bought, I consider that something ought to be done, and quickly. There is room in this island at present for a small economical car which can be produced at a low price and sold for not much more. It might even be sold in "make it yourself sets" to evade Purchase Tax, if that is not a little too far-fetched.

This car, if the Government approved, would not be exported but would, apart from cars costing over £750 (plus P.T.), be the only car available on the home market. After a while there would be no trouble at all about spares as there would be a monopoly of these cars.

There is no doubt that these cars would sell, as, apart from the fact that people today buy anything in the way of cars, they would offer comfortable, economical travel, with quite good performance.

It is, of course, understood that there would be little or no chromium plating and other such things that don't last on modern cars. The layout would be something like this:—

Chassis.—Of simple welded steel tube design, power unit in the rear. Suspension by semi-elliptical transverse spring at the front (the Cooper is a good example of this today) and two independent ¼-elliptical springs at the rear. Hydraulic brakes on all wheels, plus cable-operated on the back wheels. Petrol tank and spare wheel in the front. Turning circle of about thirty feet.

Power unit.—Motor-cycle twin or four-cylinder engine of 500, 650 or 1,000 c.c. A compact, yet accessible, unit with four-speed gearbox, starter and differential as one piece. Drive is by a de Dion rear axle.

Cooling will be important, as the forward speed will not be as great as a motor-cycle at the same revs. If a large enough duct is provided under the car, and at the sides if required, a fan, turning at the same speed as the crankshaft, will keep the engine at a working temperature at all times.

A water-cooled unit may be designed, but as this would involve retooling and another lot of spares to stock, it is unlikely that the water-cooled engine would have any real advantage over the engines which have proved so successful in Formula III races.

Body.—Three separate, but simple, bodies could easily be made which would suit everybody's requirements. A drop-head and saloon, both with two seats, and a four-seater saloon. All would use the same chassis with a change of engine for the four-seater.

The lines of the body should be pleasing to the eye, yet simple to construct. At the front would be a small dummy radiator, not of the frozen waterfall type. Two wings, to keep the mud off the body, and not to house such things as lights, traffic indicators or horn. Two powerful headlights, with the sidelights included, would be mounted on the tops of the wings "FIAT-like." By lifting the bonnet, it would be possible to get at the spare wheel, petrol tank, hydraulic brake, reserve tank and the front shock-absorbers. There would also be room enough for a certain amount of luggage to be carried. At the back would be a large lid for the engine, two rear lights and a well-lit number plate.

If the above ideas were put into practice it should result in a car, without sloppy suspension, capable of 65-70 m.p.h. and 50-68 m.p.g. according to the model.

On the Continent there is the FIAT 500, the Renault 760 and the Volkswagen. Surely, then, we can produce something on the lines of the Austin Seven again? There would be no need at all for radios, heaters, cigarette lighters, independent front suspension or the blown-up appearance such as is the present trend, and there can be no doubt at all that models along the lines described would meet with a great demand in the home market.

Well, how about it, manufacturers?

I am, Yours, etc.,

Truro. P. M. HOSKEN.

[We should add that our correspondent is 16 years of age, so here is Youth's advice to our manufacturers.—ED.]

Bentley Spring Song

Sing hey ninny nonnet and up with the bonnet
Once more of my four and a half,
With bearings past praying and drain-tubes decaying,
If the sun shone I woodenarflarf.

While others go courting, I track down the shorting
Between dynamo, cut-out and switch;
No one else's drop-arm ever causes alarm,
Whereas mine lands me bang in the ditch.

The rad.'s riddled with leaks, I've a brake-drum that shrieks,
The pump and the water-plates ooze,
I've no date with a popsy, the sump's full of dropsy,
And some oil's got in one of my shoes.

My funny-bone's numb and I've busted my thumb
And cracked glasses in both of my lamps,
The rev.-counter's gone sour and gives miles an hour,
While the oil gauge is reading in amps.

Let other blokes chatter at Noggin and Natter,
Admiring the motors they drive;
Under floorboards I squirm like an oversize worm
And am lucky to come out alive.

A chap didn't oughter flaunt four and a quarter
Fat litres of polish and pelf,
And smoke a cigar while he props up the bar,
When I barely can prop up myself.

Sing hey for the springtime, for new piston-ring time,
"D" boxes and poppets and fun;
While you flirt with the breeze, I'll be down on my knees
With a five twenty-five twenty-one.

W. C.

THE NEW CUNNINGHAM—

America's Challenge to the Sports-Car Market

LATE in April details reached the MOTOR SPORT offices from West Beach, Florida, of the new Cunningham sports-car, supplementing the preliminary announcement of this new make which appeared in last month's issue.

The Cunningham is a very startling newcomer—startling as a very real sports-car emanating from a nation which has previously shown only sporadic and limited enthusiasm for cars in this class. Moreover, a team of Cunninghams is entered for the Le Mans 24-Hour Race, previously the preserve of British, French and Italian successes, Briggs S. Cunningham, who is the wealthy American sportsman behind this venture, making no secret of the fact that he hopes to win this classic race at record speed. Not only that, but the car is to be put into production, it is hoped by next winter when, although its output may be comparatively small, it could steal important sales from British and Continental sports-car manufacturers.



There is no doubt but that the Cunningham fully deserves the appellation of sports car. In a compact chassis of welded-up steel tubing, its wheelbase only 8 ft. 9 in., with a track of 4 ft. 10 in., is installed the new Chrysler V8 96.8 by 92.1 mm. 5,428-c.c. engine which, with inclined push-rod o.h.v., develops 180 b.h.p. at 4,000 r.p.m. At this speed the pistons move at below the critical 2,500 ft. per min. and 312 lb. ft. torque is delivered at 2,000 r.p.m. This output of no less than 33.4 b.h.p. per litre is given by the standard engine on a compression-ratio of 7.5 to 1, but modified Chrysler or Cadillac engines will be available at extra cost. Indeed, as with the best European specialised-production cars, there is much choice in respect of the specification. Thus Carter, multiple Zenith or Stromberg carburetters may be had, ignition equipment may be Autolite, Mallory or Scintilla, fuel feed by mechanical and/or electric pump and the fuel carried either in an 18-gallon rear tank or two 16-gallon saddle tanks, one each side of the chassis.

Cooling is by pump, fan aided and thermostatically controlled; the electrical system is 6-volt, with a 130 amp/hr. battery.

The drive passes *via* a single-plate clutch and three-speed synchromesh gearbox to a de Dion back axle. Gear-ratios and two-speed or over-drive transmission are optional. Front suspension is by coil springs and wishbones, dual hydraulic shock-absorbers being used all round. There is worm and roller steering and it is especially interesting that centre-lock wire wheels, found in England only on Aston-Martin and H.R.G. cars, are used for this new American high-performance car. Great attention has been paid to brake cooling; the brakes have 12 in. dia. front and 11 in. dia. rear drums, are hydraulically-operated with a mechanical link-up between hand-lever and back wheels, and have a lining area of 241 sq. in. The Cunningham is 5 ft. 10 in. wide, 14 ft. 3 in. long, 3 ft. 4 in. to top of scuttle and has a 7 in. ground clearance. Its curb weight is quoted as 25 cwt. Tyres are 7.00-16 or 7.50-16.

The fine lines of the car are apparent from the accompanying photograph. The treatment of the facia, rev.-counter, speedometer, oil gauge, oil and water thermometers, ammeter and fuel pressure and contents gauges separate dials on a neat centre-panel, shows that Cunningham has European ideals and intends to borrow only the power from his own country! Emphasis is lent to this by the Bugatti-like 17 in. spring-spoke steering wheel and general conception of the car. Upholstered in top grain leather, projections padded with foam rubber, the equipment includes radio, air-conditioning and, strange to us, safety-belts.

Seldom has the specification of a new car impressed us so profoundly. The immediate future, during those fateful hours at Le Mans on the 23rd/24th of this month, is likely to demonstrate the performance of the Cunningham. Certainly the new tubular-chassis XK Jaguar, lightened DB II Aston-Martin and Cadillac-Allard look like having a worthy adversary in Briggs Cunningham's exciting new venture.—W. B.

BOOK REVIEWS

Three nicely-produced books from Foulis have arrived in quick succession. The first, "Racing a Sports Car," by Charles Mortimer (10s. 6d.), is an account—absorbing as personal accounts nearly always are—of how Charles and his wife, Jean, raced a "Silverstone" Healey at various club race meetings. The cost of so doing is set down; we see how ragged was the handicapping at the early B.A.R.C. Members' Meetings, and we come to appreciate the affection these two drivers felt for the Healey, their decision to buy which was, we are pleased to note, "irrevocably settled after I had read the excellent road test in MOTOR SPORT." The next book is "Continental Sports Cars," by W. Boddy (10s.), a worthy companion to that best-seller "British Sports Cars." It describes the outstanding cars under this heading, provides servicing data for many of them and is nicely illustrated. It should have a place in enthusiasts' book-cases beside its companion volume. The last Foulis volume we received is "Formula Three," by C. A. N. May (15s.). This is partly a history of the half-litre movement, in which it repeats much of the material in Gregor Grant's "500-c.c. Racing," by the same publisher, but adds some fresh facts, and partly a personal account of what May has done in this branch of the Sport, which is, like Mortimer's story, detailed and very readable, but naturally limited because May hasn't raced his Cooper very much and is hardly a Moss or a Brandon. But he gets the spirit of the game into his writings and is not afraid to deliver those knocks he considers to be necessary. Kay Petre gets a sound ticking off for allegedly incorrect facts about the 500 movement over her name in the *Daily Graphic*. Of these three books, only Boddy's has an index; the other two, if they run to reprints, should follow suit.—C. M.

* * *

There is no need to recommend the *Michelin Guide to France*, which has become an institution since 1900. A completely revised edition has been produced annually by the Michelin Tyre Co. in time for Easter. So it was this year and you should obtain your copy (price 17s. 6d.) from your bookseller, or direct from Anglo-French Periodicals, Ltd., 25, Villiers Street, W.C.2 (18s. 3d. post free).

CASTLE COMBE (May 12th)

TEN-LAP RACE FOR SPORTS CARS UP TO 1,100 C.C. OR SUPER SPORTS CARS UP TO 850 C.C.: 1st, J. M. Hawthorn (Riley), 65.08 m.p.h.; 2nd, J. M. Sparrowe (Morgan); 3rd, D. Llewellyn-Jones (Alta). Fastest lap: Hawthorn, 68.29 m.p.h.

TEN-LAP RACE FOR "750 CLUB" CARS: 1st, A. C. B. Chapman (Lotus), 60.01 m.p.h.; 2nd, L. West (West Special Austin); 3rd, K. S. Jeffery (Austin). Fastest lap: Chapman, 61.33 m.p.h.

TEN-LAP RACE FOR SPORTS CARS 1,101-1,500 C.C. OR SUPER SPORTS CARS 851-1,100 C.C.: 1st, J. M. Hawthorn (Riley), 68.09 m.p.h.; 2nd, J. M. Sparrowe (Morgan); 3rd, D. R. A. Quicke (M.G.). Fastest lap: Hawthorn, 72.78 m.p.h.

TEN-LAP RACE FOR SPORTS CARS 1,501-2,000 C.C. OR SUPER SPORTS CARS 1,101-1,500 C.C.: 1st, T. A. D. Crook (Frazer-Nash), 74.80 m.p.h.; 2nd, D. C. Pitt (Frazer-Nash); 3rd, J. M. Hawthorn (Riley). Fastest lap: Crook, 77.02 m.p.h.

TEN-LAP RACE FOR FORMULA III RACING CARS: 1st, C. Lones (Iota), 73.45 m.p.h.; 2nd, E. J. Moor (Wasp), 73.44 m.p.h.; 3rd, F. Tuck (Iota), 69.23 m.p.h. Fastest lap: Moor, 75.27 m.p.h.

TEN-LAP RACE FOR SPORTS CARS OVER 2,000 C.C. OR SUPER SPORTS CARS OVER 1,500 C.C.: 1st, T. A. D. Crook (Frazer-Nash), 75.40 m.p.h.; 2nd, B. H. Moir-Winslett (Frazer-Nash); 3rd, P. J. E. Binns (Jaguar XK 120). Fastest lap: Crook, 77.01 m.p.h.

FIVE-LAP RACE FOR SALOON CARS: 1st, E. G. Jackson (Riley 2,500), 59.48 m.p.h.; 2nd, H. S. F. Hay (Bentley 3,547).

PRESCOTT HILL-CLIMB (May 19th)

The entry was disappointing, two of the sports-car classes having only three runners, the 1½-litre racing car class two, and the 2-litre racing car class only one. F.T.D. was made by Michael Christie's Kieft 1,100. Tyrer broke Willis' 1½/3-litre sports-car record by 0.25 sec. The 500 c.c.-class record fell three times, H. L. Williams' Cooper beating Rogers' old figure by 0.4 sec. Peter Collins beat his own 1½-litre-racing-car-class record by 0.16 sec. Allard ran his four-wheel-drive Steyr-Allard for the first time, but was beaten by Stubberfield's Bugatti by 0.51 sec. Rain marred the second half.

CLASS WINNERS:

VINTAGE CARS: C. W. P. Hampton (Bugatti "Black Bess"), 64.25 sec.

1½-LITRE SPORTS CARS, NON-S/C.: G. A. Ruddock (H.R.G.), 51.60 sec.

1½-LITRE SPORTS CARS, S/C.: C. D. F. Buckler (Buckler), 53.18 sec.

1½/3-LITRE SPORTS CARS, NON-S/C.: G. Tyrer (B.M.W.), 50.23 sec.

1½/3-LITRE SPORTS CARS, S/C.: G. D. Parker (Jaguette), 49.90 sec.

OVER 3-LITRE SPORTS CARS, NON-S/C.: G. Warburton (Allard), 49.28 sec.

BUGATTI HANDICAP: P. J. Stubberfield (Type 4b), —

500 C.C. RACING CARS: H. L. Williams (Cooper), 47.54 sec.

501-1,100 C.C. RACING CARS: M. A. H. Christie (Kieft), 46.95 sec. (f.t.d.).

1,101-1,500 C.C. RACING CARS: P. J. Collins (Cooper 1,260-c.c.), 47.13 sec.

1,501-2,000 C.C. RACING CARS: R. L. H. Sievwright (Bugatti), 53.19 sec.

2,000 C.C. RACING CARS: P. J. Stubberfield (Bugatti), 47.05 sec.

PARIS GRAND PRIX (May 20th)

Fangio's Simca-Gordini led at first, but the race was eventually won by Farina's Maserati, at 67½ m.p.h. for 194 miles of the new Bois de Boulogne circuit. Gonzales' Talbot was second, 39.6 sec. behind, Rosier's Talbot third; de Graffenried's Maserati made fastest practice lap.

COLUMBIAN G.P. (May 20th)

FORMULA II: 1st, L. Villoresi (Ferrari); 2nd, P. Whitehead (Ferrari); 3rd, L. Macklin (H.W.W.)

FORMULA III: 1st, Ken Carter (Cooper); 2nd, Bill Whitehouse (Cooper); 3rd, Ken Wharton (Cooper).

Fastest lap: John Cooper.

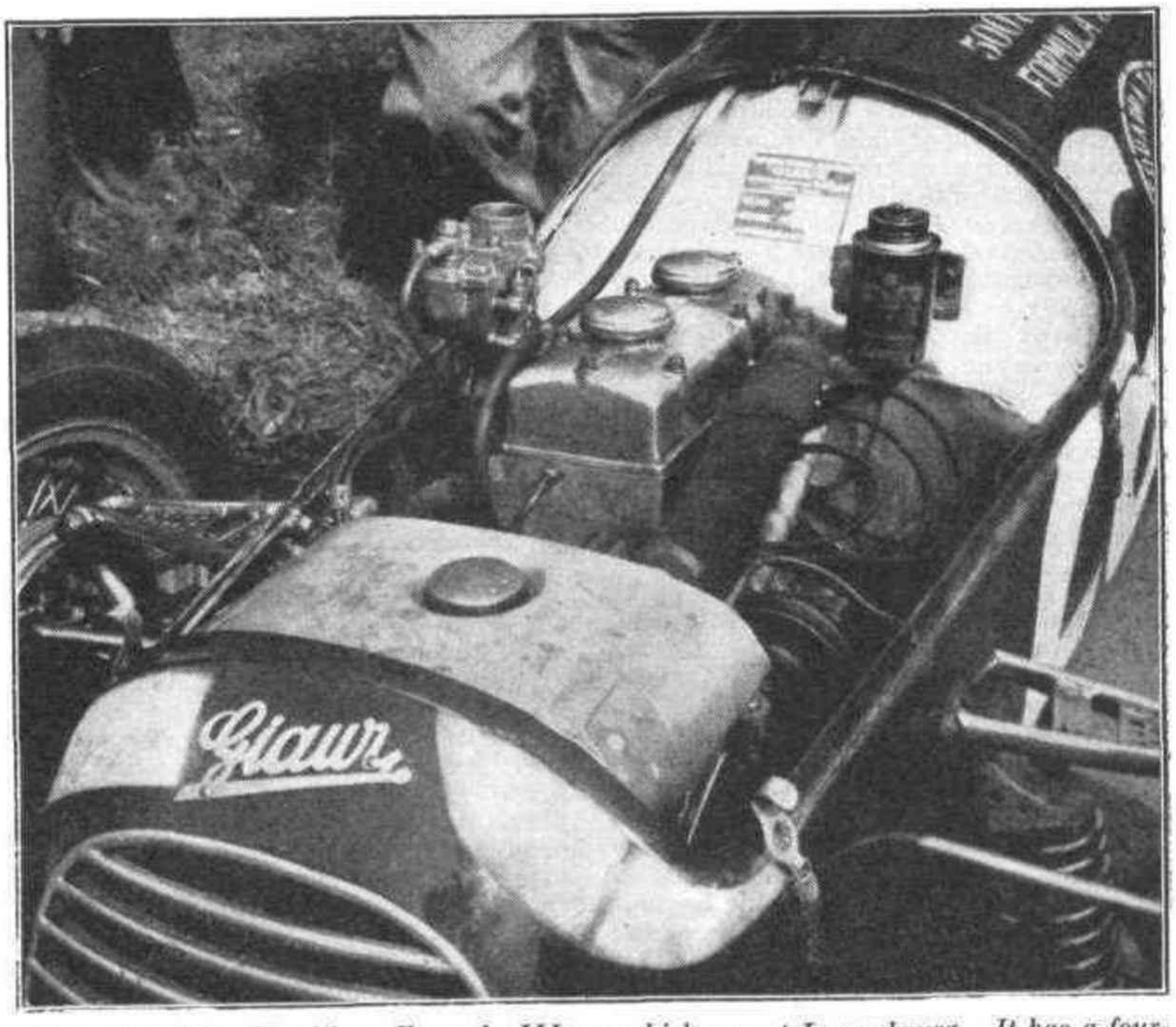
ACTIVITY AT IDLE

Travelling up to Jowett's at Idle in the MOTOR SPORT Jupiter, which was due for routine servicing after 3,500 miles—the more so after the fan had all but come through the bonnet on the way up!—we had a look at the factory before returning south in an overhauled Javelin, so perfectly serviced that its condition is even better than that experienced 25,000 miles ago. At Clayton, Mr. Gascoigne presides over the vast Servicing Department, jotting down, like an eminent surgeon, the symptoms described to him, after which a white-coated "medical student" prepares the "patient" for examination. We were glad to learn, and from experience agree, that early bearing failures have been entirely overcome, and that 60-ton in place of 55-ton head studs, together with slight mods. to gasket and head, look like curing the gasket-blowing to which the Jupiter has been prone.

At Idle, the original works where the famous "phutter-phutter" Jowetts were made is now a vast assembly bay, Javelins coming together down the centre, Jupiters on the left, the staunch little Bradfords on the right. The Javelins are inverted in wooden cradles and an engine can be installed in five minutes. Present production is some hundreds a week and Jupiter production is slowly being built up to 50 per cent. of that of the Javelin. Mr. C. B. Grandfield, the Engineer Manager, introduced us to Mr. Roy Lunn, late of A.C. and Aston-Martin, who is the Chief Designer. An air of quiet confidence pervades the entire factory. There is no doubt at all that Gerald Palmer's Javelin was a brilliant conception when it was introduced just after the war, and still is. Few cars look so efficient in motion or run so smoothly and quietly. The Jupiter, too, is a great car; we were averaging over 50 m.p.h. and some 27 m.p.g. over wet roads on the way to Idle, prior to the fan incident.

It was truly gratifying to learn that Jowetts are convinced that racing teaches invaluable lessons that exhaustive running on the bench will not reveal. In the experimental shop stood the sports/racing Jupiters. This month a prototype and two normal Jupiters will run at Le Mans. All Jupiter engines are power-tested before leaving the factory, incidentally, whereas Bradford engines are electrically run-in and Javelin power-units motor one another through this stage.

A charming guest-house is maintained, where agents and other visitors are entertained, and here we were made welcome by the Managing Director, Mr. A. F. Jopling. We left with renewed faith in the future of this old-established Yorkshire concern, where they still believe in horizontally-opposed engines, whereas the "flat-fours" of Morris and A.C., for example, were still-born.—W. B.



500 "*FOUR.*" *The Giaur Formula III car which ran at Luxembourg. It has a four-cylinder, water-cooled Gianini engine with 90° o.h.v., driving the back wheels. Front suspension is by torsion bars and wishbones, that at the back by parallel trailing arms and transverse torsion bars.*

CHAIN CHATTER

by "CARROZZINO"

BY the time you read these notes, the second round of the World Championship will have been fought and in a very few days the third round will be taking place. The second race was, of course, the Swiss Grand Prix, held this year on that magnificent circuit round the Bremgarten Forest. While the Italians gave full support to the Swiss, the English could only give a minimum due to the T.T. being so close. On the other hand, the Italians show no interest in the T.T., apart from the 122 c.c. and 250 c.c. classes, so that neither of these two rounds prove very much in the Anglo-Italian battle for world honours. We shall have to wait until the Belgian G.P. and the Dutch T.T. before we can really see full teams from all the factories doing unstinted battle. Even then the Dutch may be affected by its abnormality of having a fuelling stop. Really, when these World Championships are analysed they leave a lot to be desired at the moment. For my part the Belgian G.P. and the Monza race are the only two which really prove very much, though this year possibly the French G.P. at Albi will prove instructive. The 500 c.c. class must be considered the race of primary importance for this World Domination, and at present only England and Italy participate though Germany may be in full swing soon, and when the T.T. entry list has only one Italian entry, and that of a private owner with an old bicycle, it can hardly be counted as a round of the World Championship, even though it is described as such on the International Calendar. Similarly, the first of the series for this year, the Spanish G.P., contained only private-owner representation from this country, so that too can hardly be counted. What it all boils down to is that as it stands the Classic situation is far from satisfactory. The issue is far too complex to say point blank what should be done; imagine, for instance, relegating our T.T. to the status of a National event. Bearing in mind that all the English manufacturers, accessory "kings" and trade in general build their whole racing programme around the T.T. and you will see the magnitude of getting the Classics into some sort of order. The Continental Federations who organise the various Classics are not so fortunate as the A.C.U., they have to make their events pay, and the money comes from the public who attend the races, so they must hold their events at convenient times for attracting the most spectators. Whatever way one thinks of for bringing the Championship series to an ideal state, someone has got to make sacrifices, and whether the interest of the sport can override big business I very much doubt.

In the entries for the T.T. it is good to see Velocettes officially supporting the 250 c.c. class and in Bob Foster, Bill Lomas and Cecil Sanford they have a very fine combination of brains, guts and skill, the last named rider being a lad to watch carefully. In Fergus Anderson and Enrico Lorenzetti, riding Gambalunghino Guzzis, that firm has a pair of the "foxiest" riders of the present day, while Dario Ambrosini's lone entry on the wonderful Benelli has a quality known throughout the world. As a National race, the 350 c.c. class could prove quite interesting and similarly with the 500 c.c. class, but for Internationally-minded enthusiasts these two classes hold nothing. The 125 c.c. race, at long last officially recognised by the A.C.U., has a remarkable entry, with manufacturers' teams from England, Spain and Italy. The efforts of those stalwart English lads who are riding tiddlers must not be scorned if the foreign competition proves overwhelming, for the Continentals have four years' encouragement behind them and that is a lot of time to catch up with.

* * *

A recent photograph I was looking at showed one of the top flight sidecar racing men in this country, indulging in a delightful piece of "oversteering." He was rounding a left-hand corner with his passenger really doing his stuff in best Continental style, that is, lying out headfirst in front of the sidecar wheel, and the outfit was on some 30° of right lock, with the rear wheel nearly two feet out of line with the direction of travel. There was no tendency for the sidecar wheel to lift up and the outfit could be "power-driven" round the bend. At one time there was always the fear of the "chair" wheel lifting on a left-hand bend, with an English outfit that is, but nowadays, with the modern road racing sidecar and a good passenger there is no hope at all of the sidecar wheel lifting. The limiting factor to the speed on a left-hand corner is the adhesion of the rear tyre with the road. Naturally, if the passenger is not in the right place at the right time, the outfit will lift. The outfit in question was one with no suspension on the rear wheel and though this method of "power-cornering" can be applied with a suspended back wheel, the outfit is not so smooth in its action, due to the inevitable "roll" that occurs. On Eric Oliver's Grand Prix outfit, with swinging arm rear suspension, and soft suspension at that, this roll is very noticeable, and while he "power-drives" the outfit round left-hand corners and it is reasonably stable, a bump will cause it to porpoise somewhat and then the mastery of the World Champion over three wheels comes to the fore. I feel that a second-rate rider would not get out of difficulties that to Oliver are not difficulties.

* * *

While on the subject of these new Nortons, the Manx model, with the swinging arm rear suspension, one cannot help being pleased to see the first production one on show at the Festival for the world to see. I would much rather see it in action on the circuits of the world, however, proving how really good it is, especially when some of the regular English Continental circuit riders are struggling so valiantly with obsolete models. Although 50,000 people a day may be seeing it in all its splendour on a dais, 25,090 people each week seeing it receive the chequered flag to the sound of God Save the King would do this country unquestionable good.

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G.P. des FRONTIERES (CHIMAY) FORMULA II (May 13th)

The 21st Whitsuntide G.P. at Chimay was confined to unblown cars up to 2,000 c.c. (Formula II) and the entry comprised a very assorted collection of vehicles, as is customary for this event. They ranged from "works" 1,490-c.c. Simca-Gordini's to home-made specials.

As in past years the event was run in two heats, the points gained in each being added to find the general classifications. Of the 20 entries, 18 were on the line for the first heat, with Aldo Gordini and John Claes in the front row on Simcas, together with Segat, a Belgian driver, with a new single-seater o.h.c. Veritas-Meteor. At the end of the first lap only three cars appeared and after some minutes seven more came by at intervals. It transpired that a multiple crash had occurred on a fast left bend and unfortunately F. R. G. Spikins (Frazer-Nash) lost his life, while two others were taken to hospital. Bill Aston (1,100 Cooper) was way out in front of Claes and de Mattos (Comard Special) for the whole race, until on the last lap a carburetter broke off and while limping home the engine seized. At the same time, the Comard broke a radius arm and retired, leaving Claes the winner. In the crash five cars were eliminated, two Veritas-Meteors, Gordini's Simca, Gerbout's Lombard Special and the ill-fated Frazer-Nash.

A very depleted field of nine cars lined up for the second heat and Claes had little opposition, winning comfortably from Masuy, the Belgian sidecar driver's Veritas two-seater. Third home was Tom Meyer with a 1950 H.W.M. (ex-Moss) who also finished in the same place in the first heat, after fluffing his start.

On the addition of the points, one for first, two for second, etc., Claes was the winner with Meyer second and Masuy third. In the motor-cycle races that preceded the G.P., Fergus Anderson riding a Guzzi 500 c.c. twin set a new course record at 93.83 m.p.h., winning this class. He also finished second in the 350 c.c. class on a Gambalunghino Guzzi.

Results:

	1st Heat	2nd Heat	Total
1st: J. Claes (1,490-c.c. Simca) ...	1	1	2
2nd: T. Meyer (1,960-c.c. H.W.M.)	3	3	6
3rd: M. Masuy (1,997-c.c. Veritas two-seater)	5	2	7
4th: R. Laurent (1,997-c.c Veritas two-seater)	2	7	9
5th: R. Duval (2,000-c.c. Monopole)	7	4	11
6th: W. Whitehouse (2,000-c.c. DB Aston-Martin) ...	6	5	11

Fastest average speed: Claes (Simca), 85.64 m.p.h. for first heat.
Fastest lap: Claes (Simca), 88.37 m.p.h.

G.P. of MONZA FORMULA II (May 13th)

The race for Formula II cars held on the Monza track on Whit-Sunday was run in two separate heats, all competitors taking part in both events. By addition of the times, the general classifications were decided.

Results:

FIRST HEAT, 25 LAPS.—1st: A. Ascari (Ferrari), 57 min. 42.45 sec., 101.5 m.p.h.; 2nd: L. Villoresi (Ferrari), 57 min. 46 sec.; 3rd: M. Trintignant (Simca), 58 min. 45.8 sec; 4th: S. Moss (H.W.M.); 5th: A. Simon (Simca).

SECOND HEAT, 25 LAPS.—1st: L. Villoresi (Ferrari), A. Ascari (Ferrari), 57 min. 37.2 sec., 101.8 m.p.h.; 3rd: S. Moss (H.W.M.), 58 min. 16.8 sec.; 4th: M. Trintignant (Simca); 5th: A. Simon (Simca).

GENERAL CLASSIFICATION.—1st: A. Ascari (Ferrari), 1 hr. 55 min. 19.6 sec.; 2nd: L. Villoresi (Ferrari), 1 hr. 55 min. 23.2 sec.; 3rd: S. Moss (H.W.M.), 1 hr. 57 min. 2.6 sec.; 4th: M. Trintignant (Simca); 5th: A. Simon (Simca); 6th: R. Fischer (Ferrari); 7th: I. Bianchetti (Ferrari); 8th: P. Whitehead (Ferrari).

Fastest Lap: Ascari (Ferrari), 103.5 m.p.h.

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ALVIS SPEED TWENTY, 1934, 2-door saloon. Many extras, telecontrols, etc. Perfect mechanically, bodywork and tyres. Recommended. £300 or near. Dottridge Brothers Limited, 120, East Road, N.1. [4565

SUPERCHARGER, suitable any 10/11-h.p. engine. Post-war model overhauled by makers, not run since. Fittings for Hillman Minx if required. Fair offer wanted. Raybern Cars Ltd., Alton Road, Richmond, Surrey. Tel. : Richmond 0469. [4566

TRIUMPH GLORIA, 1936, 16-H.P. saloon, in nice all round condition ; 16-in. wheels. An excellent runner. Requires no immediate attention. £245. Wanted : 1½-litre Aston, good condition, reasonable price. 80, Vicarage Road, Sunbury, Middlesex. Tel. : Sunbury 3588, weekdays up to 7.30 p.m. [4569

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TYRES. 7.00 by 16, 6.00 by 17, 6.00 by 19, 30 by 5, all at £5 15s. each. 7.00 by 18 at £7 8s. each. Others. Tel. : Dorking 3426. [4597

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TALBOT "14/45" 1930 2-3-seater sports. Taxed and insured. Clean and weatherproof, sound engine, photos available. Offers over £85. Hooper, 56, Birmingham Road, Sutton Coldfield. [4618

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"16/80" LAGONDA tourer, 2-seater. Resleeved, new mains, shaft reground, clutch relined, crown wheel changed, radiator rechromed, body new, completely rewired, condition 100 per cent., colour green. One owner 17 years. £325. No offers. Askew, 8, Sussex Chambers, Havelock Road, Hastings, Sussex. [4623

AUSTIN SEVEN. New 2-seater sports body. Overhauled, rewired, reconditioned dynamo, new battery, tyres, brakes relined. Taxed, insured. £75. 6, Howletts Lane, Ruislip. [4624

LAGONDA 4½-LITRE ENGINE, late 1935. Offers. W. S. Down, Great North Road, East Finchley, London, N.2. Tel. : Tudor 2483. [4628

ALVIS SILVER EAGLE SIXTEEN, 1934 black saloon. Exhaust system, engine mounting points and rear axle recently overhauled by Alvis, clutch relined. Excellent runner. £190 or offer. Seen Harrow Tel. : Wordsworth 7214 (evenings). [4629

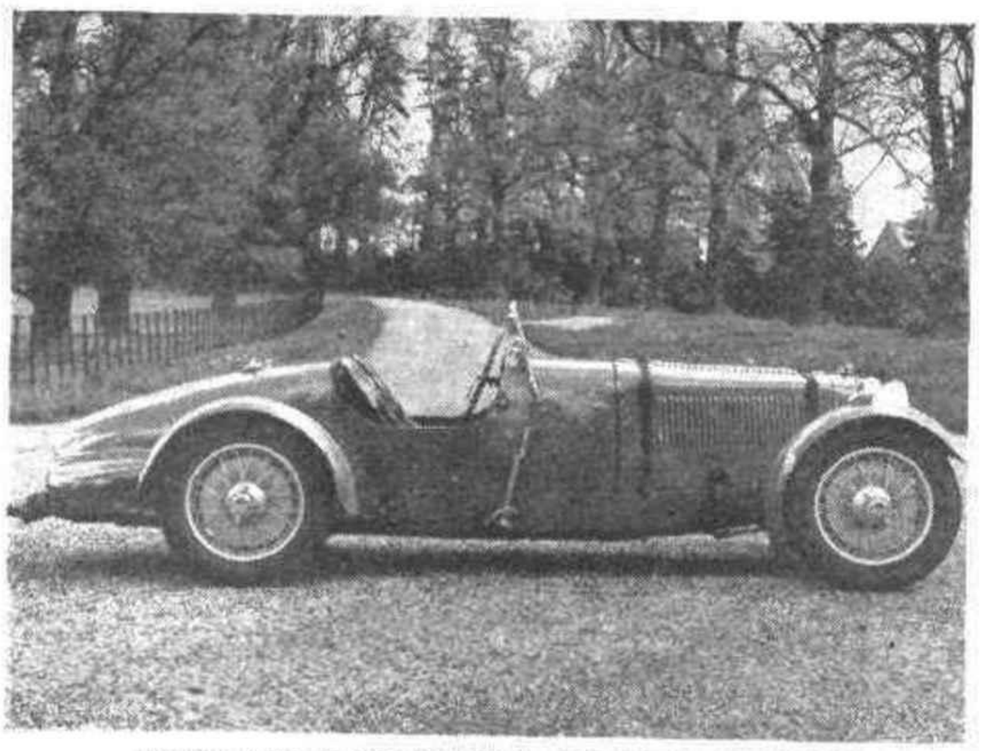
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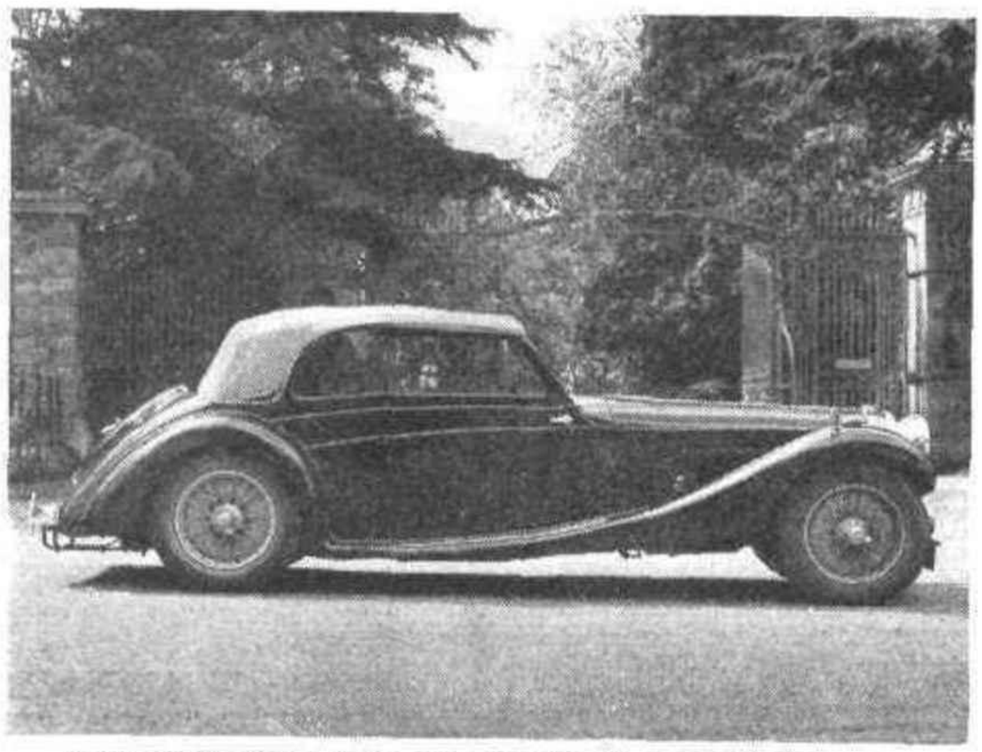
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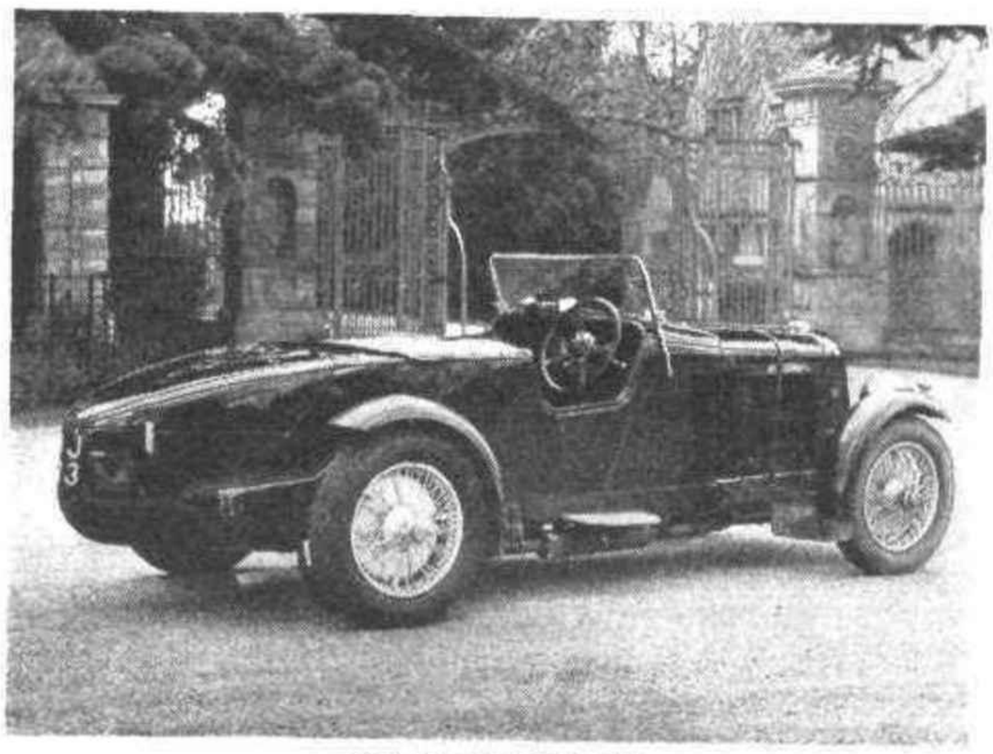
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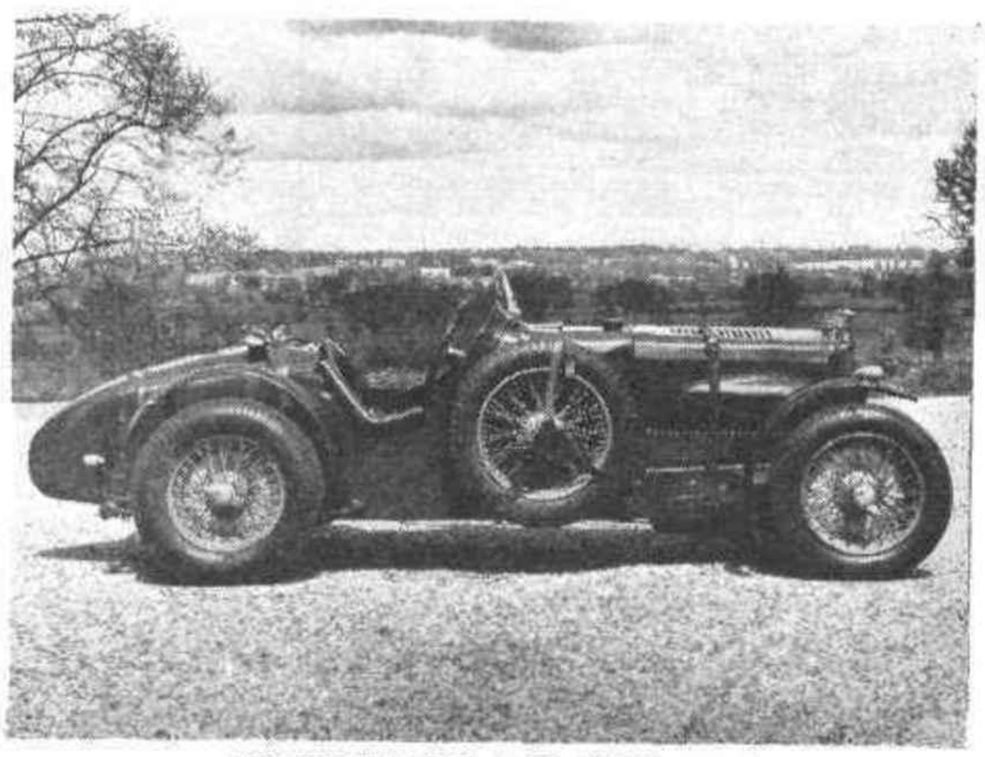
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SINGER EIGHT sports 2-seater, 1929. Home-built body, good runner. Taxed. £65. 56, Irwin Road, Bedford. Tel.: Bedford 5606. [4794

BUGATTI. Type 55 2-seater. £575 for quick sale. Full particulars from Box No. 2051, MOTOR SPORT, 15, City Road, E.C.1. [4795

TALBOT "65," 1934 series sun saloon. Excellent engine, gearbox, bodywork. Tyres good. £160. Apply evenings and week-ends, 179, Penhill Road, Bexley, Kent. [4796

MORRIS MINOR 2-seater tourer, 1931/2. £120. Good engine, brakes, battery, coachwork, hood fair, three new tyres. Tel.: Wallington 3260 (evenings). [4797

1925 "11.9" "BULLNOSE" MORRIS 2-seater, dickey. Good hood, tyres, body fair. Recently rebuilt. Uses no oil. £50. 5, Waterbeach Road, Slough. [4798

ROVER SPECIAL, 1,389-c.c. tuned engine, twin S.U.s, Standard Eight chassis with I.f.s., Rover gearbox, back axle, 2-seater trials body with aero screens, twin spares carrier. £225 or near offer. Parish, 6, Hutcliffe Wood Road, Sheffield, 8. [4799

M.G. 12-H.P. sports, 1937 "NA" supercharged. Also fitted with twin carburetters. Finished two shades of green. Green leather; 20,000 since new. Easy-clean wheels. Finger tip change. Taxed. Loads of spares. Must be seen to be appreciated. £435. Zetland Garage, Southport. Tel.: Southport 56148. [4800

ASTON-MARTIN, 1934 "Le Mans" 2/4-seater. In perfect condition. Short chassis. £450. Zetland Garage, Southport. Tel.: Southport 56148. [4800

LAGONDA 2-litre saloon, 1928. Engine, gearbox, axles, steering good. New battery. Magneto re-wound. Tyres, brakes, body fair. £160. Zetland Garage, Southport. Tel.: Southport 56148. [4800

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£95. AUSTIN 12.8-h.p. Windsor saloon, 1926. Perfect original cellulose, interior, tools, handbooks, two owners. Taxed December. 14, Cranley Gardens, Wallington. Tel.: Wallington 4696 after 7 p.m. [4805

ALFA-ROMEO, 1,750 twin-cam sports saloon. Rebuilt throughout. A superb motor. Sell or exchange open 4-seater. 8, Stonefall Drive, Harrogate. [4806

LEA-FRANCIS, 1927, 2/3-seater sports, 9.8-h.p. Meadows 4EB. Completely overhauled, recellulosed. Immaculate. £225. Write Pendlebury, Woodcote, Lower Road, Bookham, Surrey. [4808

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1933 HILLMAN AERO MINX sports tourer ; fold-flat screen, k.o. wheels, flared wings, remote control, spring steering ; black and green leather ; really potent, fast little car, with looks. Our price £175. 1933/4 Sunbeam 23.8-h.p. 4-door sports saloon, fitted large boot at rear ; one owner, 60,000 miles ; very carefully maintained, stored six years during war. Our price £225. 1934 S.S.1 16-h.p. 2-seater sports, completely and carefully overhauled and rebuilt ; all new tyres ; very smart, sporty car with performance and looks. Our price £160. Also several other semi- and non-sporting cars in stock. Call, write, or phone : Reg. Timms, 17/19, High Street, Toddington, Dunstable, Beds. Hire-purchase, insurance, exchanges. [4637

B.S.A. THREE-WHEELER, £50. "500" "sloper" motor-cycle, £20, appearance appalling, mechanically sound. Howard, 15, Grove Court, Oakfield Road, S.E.20. [4639

ALFA-ROMEO "1,750," supercharged, 4-door sports saloon. Only done 4,000 miles since complete overhaul by Thomson & Taylor (Brooklands) Ltd. £525 or reasonable offer. Box No. 2046, MOTOR SPORT, 15, City Road, London, E.C.1. [4640

BENTLEY 3-LITRE BLUE LABEL, 4-seater. All-weather equipment. Perfect mechanical condition. £195. M. H. Brook, Cranford Hall, Cranford, near Kettering. Tel. : Cranford 253. [4641

1909 RENAULT, 7 H.P. Very good condition. Entirely reliable. Only reason for sale is purchase of earlier vehicle. Nearest offer £130. Gilbert, 108, Gravesend Road, Rochester. [4643

M.G. "NA" MAGNETTE. Recent extensive overhaul, crankshaft reground, relinered included. Body fair only. Really fast. £210. 255, Iffley Road, Oxford. [4644

D.K.W., 1938, 4-seater saloon, two-stroke twin ; good tyres. £200. Nettleton, North Park, Gerrards Cross, Bucks. [4645

A.C., 1935, "16/60," drophead coupé. Engine and bodywork in good condition. 10,000 miles since complete engine overhaul. Seen either Sutton or Hatfield. Best offer over £225. Hill, Ellenbrook Club, Hatfield. [4647

£10 TAX, 18 m.p.g. 1928 Sunbeam "23.8" tourer. Genuine 72,000 and three owners only since new. Taxed up to 1.1.52. Insured to 1.4.52. Shortened and rebuilt with body modification April, 1951. New hood, sidescreens, battery, six tyres. £200. Box No. 2009, MOTOR SPORT' 15, City Road, E.C.1. [4648

RILEY SPARES : Merlin crank, rods and camshafts, £20. "Big port" small hemisphere masked plug head, £15. Twin carburetter manifold, with pair bronze 26-mm. S.U.s, reconditioned, £8. Same, less carburetters, 30s. Serviceable Monaco engine, complete with clutch, less dynamo, magneto and carburetters, £10 ; gearbox, £2 10s. Five-stud wheels, with tyres, 30s. each. Cylinder head, with valves, etc., £2 10s. Round pattern rocker boxes with rockers, less one cap, £3 pair. Bugatti Type 40 spares, most engine spares, cheap. Dynamo and starter, £4 each. 29, Queenswood Road, Moseley, Birmingham, 13. [4655

RILEY 9-H.P., saloon, 1928 ; body intact but rough ; tyres moderate ; good battery ; £40. Standard Light car, 1924, 11.4 h.p., 2-seater, 1,300 c.c. push-rod o.h.v. engine ; B.E. or W.B. wheels and tyres ; in original condition with everything working ; £40. 29, Queenswood Road, Moseley, Birmingham, 13. [4654

1936 RILEY NINE MERLIN saloon. Recently resleeved, crankshaft reground, steering and brakes overhauled, new springs and tyres, etc., etc. Exchange M.G. Magnette or similar up to 16 h.p., about same year and condition. Fullest particulars exchanged. Box No. 2010, MOTOR SPORT, 15, City Road, E.C.1. [4656

1931 SUPERCHARGED 2-LITRE LAGONDA, just run-in following rebore. Supercharger overhauled at same time. Fabric-covered 4-seater touring body in good order. Best offer over £300. Begley, Abney Grange, Compstall Road, Romiley, Cheshire. [4662

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BEAN, 1923, "11.9." Similar "Bullnose" Morris. Reconditioned engine, new hood, tyres, tubes, resprayed body. Taxed, insured, drive away. Exchange—anything considered—or sell, £75. Parris, 55, Rayleigh Road, Hutton, Brentwood, Essex. [4657

MORRIS COWLEY 2-seater tourer, 1928, good runner. Seen London, or Ensell, 38, Handsworth-wood Road, Birmingham, 20. [4659

1935 S.S. 16-H.P. AIRLINE. Body poor, excellent chassis, tyres and battery. £47 engine rebuild 7,000 miles ago. Will exchange for "special" or sell first reasonable offer. Wooding, 90, Benedon Road, Sheldon, Birmingham, 26. [4663

FRONT AND REAR AXLES for Ford 8/10-h.p. Girling, Morris Eight, D.8 Delage, 31 by 5.25 covers, 700 by 80, fair, £1. Bullseye tail-lamp, new, £1. Drive gates, wrought iron, £15. Wicket, £5. "1½" Invicta distributor drive, c.w. and p., dyno ; Sunbeam 16 h.p., £45 ; Barr and Stroud, £10. 1928 Renault back axle. Riley Nine complete steering column, £2. D.8 Delage spares. "Super Seven" gearbox, £3. "14.9" Ford complete unit, £12 10s. Vintage P.100s. 18-in. large Rudge wheels. Series E chassis. Cowley engine. Pair new wings pre-1914 car, £3. S.A.E. Smith, Bakers Lane, Knowle, Birmingham. [4664

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M.G. EIGHT super sports special. Fully road-equipped. New tyres, battery, hood. Immaculate condition. First registered 1946. £285. Exchange "Eight" tourer or saloon. 27, Park Hill Road, Croydon, Surrey. [4665

LEA-FRANCIS "12/40," 1930. Two-seater, dickey. Good original paintwork. £65 just spent on sleeving to standard, timing wheels, speedometer, transmission, magneto, dynamo, etc. Taxed. £145. Tel. : Chorleywood (Herts) 589. [4668

ALVIS "12/50" 1932 tourer. Mechanically excellent. Good paint, tyres, hood and sidescreens. £185. Capt. Sankey, 32 Assault Engineer Regiment, Perham Down, Andover, Hants. [4667

RILEY NINE, 1929, MARK IV tourer. Five decent tyres, new battery, good body, three sidescreens but no hood. Advertiser sensitive about cheques, so real money, please. £85. Beavis, Wheathampstead 2175. [4611

FRAZER-NASH-B.M.W. TYPE 55 D.H. cabriolet 4-seater, 1936. £375. "Blandford," New Salts Farm Road, Shoreham-by-Sea, Sussex. Tel. : Shoreham-by-Sea 3618. [4651

1934 WOLSELEY HORNET SPECIAL GEARBOX. Close ratio. £7. Gaylor, Little Coombe, Longfield Road, Dorking. Tel. : Dorking 2966. [4676

FOR SALE—*continued*

SUNBEAM. Genuine Speed Model, 20.9 h.p., 1934. Two-seater body with dickey seat, perspex side screens, suitable business or sports. Rebored and sleeved, Wellworthy pistons, crank reground, new valve and timing gear, water pump overhauled, clutch relined, all new shock-absorbers, oil coil, new battery, almost completely rewired, new petrol pump, spotlight, wheels rebuilt, new tyres. Gives 80 m.p.h. and 21 m.p.g. Body 100 per cent. sound, no rattles, paint and chrome excellent. Bench-type front seat converts to bed. Fitted jacks. £260. Hire-purchase can be arranged. Before June 8th Flat 6, Two Oaks, Monument Hill, Weybridge. Afterwards 76, Baker Street, Weybridge. Tel. : Weybridge 3860. [4669

FREDDIE DIXON OFFERS Rover Speed Fourteen sports saloon indistinguishable from post-war car in style and condition. My personal transport for approximately two years. Engine recently completely overhauled and tuned in my private workshop regardless of expense, and recellulosed attractive blue. Any trial or examination welcome. A bargain for someone at £425. "Ardverness," Wray Common Road, Reigate. Tel. : Reigate 3534. [4670

ALVIS 1930 SILVER EAGLE open 4-seater tourer. Mechanically sound, body and hood rough. Taxed and insured. £70. Lieutenant Hardy, R.N., Boscombe Down, Amesbury, Wilts. [4672

LAGONDA 3-LITRE pillarless saloon. Bodywork, tyres, etc., excellent condition, mechanically very good. Repainted black. Clifton Motors, Cotham Hill, Bristol. [4672

LEA-FRANCIS 2-LITRE Ace of Spades sports saloon. Attractive car. First registered 1936. 68, Westgate, Tickhill, near Doncaster. Tel. : Tickhill 362. [4674

6½ BENTLEY SPARES. Frame, radiator, front axle, back axle less differential, springs, C-type gearbox, 25-gallon tank, most engine spares, magneto, 5.25 by 21 tubes, wheels, locking rings, 120-m.p.h. speedometer with cable, brake gear, bulkhead, rough 7-seater body, wings, running boards, etc. Enquiries with offers to : Dale, 142, Chesterton Road, Cambridge. [4675

"M" M.G. Green Oyler radiator muff, £1 ; eight new Wellworthy valves, £2 ; aero windscreen, new glasses, chromium frame, £2 ; part gearbox, 10s. ; coil, 10s. ; vertical drive, 10s. ; half-shaft, hub, 10s. Robertson, 176, Queens Road, Buckhurst Hill. [4677

AUSTIN SEVEN, G.E. "Ulster" body on lengthened chassis, rebuilt rear suspension with 16-in. wheels, downdraught S.U., Dunlopillo trimmings. £120 or offer. Write Risdon, 26, Canons Close, Radlett, Herts. [4678

VINTAGE A.C., 1927, 15.9 h.p. ; 5,600 miles ; 2-seater with dickey. Carefully stored for past 19 years. First-class mechanical condition, leather interior unmarked, body excellent, full all-weather equipment. Any inspection. Offers. Potter, 85, Neville Avenue, Orford, Warrington, Lancashire. [4679

LEA-FRANCIS, 1929, hyper sports tourer. A completely overhauled model of a famous car in perfect condition mechanically and in bodywork. Can be seen by appointment at showrooms, Eadington's Garage, Wilmslow, Cheshire. [4680

1930 ALVIS "12/50" 2-seater sports. New hood, "Big port" 1½-litre engine, Martlets, twin S.U.s, Scintilla, P.100s, knock-off hubs. Cruises 55 m.p.h. ; 30 m.p.g. £165 or exchange 1932 "12/60" tourer or drophead, cash adjustment. Firefly, Riley or 2-litre Lagonda considered. Details and photo on request. John Lane, 20, Cross, near Axbridge Somerset. [4681

1913, "ABSTRACTS OF BRITISH PATENT SPECIFICATIONS," Vols. 1, 2, 3. ; Rayner and Co. (Registered British Patent Agents) (First Edition). 1902, "Badminton Library" (Motors). 1905, "The Book of the Motor Car," by Sloss (Sydney Appleton). 1914, "The Book of the Motor Car," by Rankin Kennedy (Caxton), Vols. 1, 2, 3. 1845, "The Engineer and Machinist's Assistant," Blackie & Son, Vol 2 (Plates). Bound volumes of the "Motor Boat Magazine," Vol 1 (1904) to Vol. 18 (1913), less Vols. 2 and 17. All in good order. Preference given to members of the V.C.C. and V.C.S.S. What offers ? R. Barton, Esq., Wyndcroft, Church Park, Newton Ferrers, Devon. [4683

RILEY NINE MONACO, 1933 Special Series. Metal body, new tyres, taxed year, engine and gear overhaul. Price £185. Consider interesting low h.p. vintage, special or part built car in part exchange. 11, Everard Avenue, Hayes, Bromley, Kent. Tel. : Hurstway 2506. [4684

EXCHANGE 1924 OAKLAND TOURER (seen Somerset June 16th–30th), in daily use, for completed low h.p. registered bitsa. Rudkin, 32, Cable Road, Hoylake, Cheshire. [4671

1½-IN. AUSTIN SEVEN CRANKSHAFT, two sets 1½-in. Works rods, one Nippy camshaft. £20. 58, Rochester Avenue, Feltham, Middlesex. [4685

1921 SUNBEAM TWENTY-FOUR tourer. Taxed and insured 1951. Nearest £120. Good running order. Present owner lacks space and equipment to give car the attention it deserves. Wilson, 11, St. Ignatius Square, Preston. [4695

FOR SALE—*continued*

RILEY 1,100-C.C. sports racing. Independent front suspension, specially tuned engine believed to be McClure's. Large-diameter brake drums, knock-off hubs, etc. Small hood. Suitable for racing or fast touring. Seen London. Price £340 or offer. 28, Wilton Row, Wilton Crescent, S.W.1. [4686

1933 MODEL RILEY NINE Lynx tourer. Exceptional condition. Best over £195. Tel.: Reigate 4502. [4687

TYPE 40 BUGATTI, quite original, taxed, £150. 6½-litre Bentley, new 2/4-seater body, perfect mechanically, good tyres, new battery, £225. Also 16-ft. two-berth cabin cruiser with new 4-h.p. Anzani outboard, £100 or exchange car. C. Arnold, 8, Homestead Way, Northampton. Tel.: Northampton 5901. [4688

1928 TYPE K "33-180" SUPERCHARGED MERCEDES with open touring body by Erdmann and Rossi. Front axle, wings and dumbirons damaged in accident, but radiator, engine, bodywork, etc., intact and in good condition. Can be seen Sargood's Garage, Peasmarsh, Guildford. Offers to Thornton, Pinewood, Ottershaw, Surrey. [4689

FOUR TYRES, 4.50 by 19 hardly used, £8 per pair or £15 10s. set, owner altered ratio. Write or 'phone appointment. Trott, 44, Carlton Avenue East, Wembley Park. Tel.: Arnold 2936. [4690

HIGH-RATIO REAR AXLE and close-ratio gearbox for Bentley 3-litre Red Label, perfect, cheap. Offers. Box No. 2013, MOTOR SPORT, 15, City Rd., E.C.1 [4693

RILEY NINE ENGINE, 1931, crank reground, new mains, ends, rings, valves, guides, springs, seatings recut. Carefully run 2,000 miles. £30. Available with clutch, flywheel, single/double manifolds. Also many other spares for sale. New Zenith 26VEH carburetter, £4 10s. 200 clean copies *Motor, Autocar*, 1946-50. Offers lot. Beck, 78, Alexandra Road, Addlestone, Weybridge. Tel.: Weybridge 3512. [4694

ROVER NINE tourer, 1927. Exceptional condition leather upholstery perfect, engine overhauled, tyres nearly new, complete hood, screens. Taxed. Insured. Nearest £115. Tel.: Tottenham 2790 (evenings). [4696

LAGONDA 2-LITRE low-chassis saloon in quite excellent condition. Fitted 4.4 back axle, rebuilt gearbox and early type SSOH engine. P.100s, twin Windtones and built-in jacks. £250 or could be fitted with engine below. Lagonda spares: unused SSOH block since bored plus .060, crank reground, new pistons and oversize gudgeon pins, £50; 21-in. road wheels, £2 10s.; high-chassis front axle, £2; camshafts, £5 the pair; petrol tank, £3; Marles steering columns, £3; SSOH chassis frame, £2; all brake parts and several oddments. Also Silver Ghost chassis frame, £2 10s. Arnott supercharger for 2,000-c.c., almost unused, £30; and pair ally. Bentley rear wings, £2. Fisher, Apsley Cottage, Kingston Blount, Oxon. [4698

A.R.M. SPECIAL. Vauxhall Ten engine, Morris axles, new tyres, full all-weather equipment. Many long-distance trial awards won in comfort. £260. E. G. Smith, 20, Guildford Road, Horsham. [4699

LANCIA DILAMBDA, 1931. Engine has had £135 spent on it in last six months and is perfect; three new tyres, and other three good; body and interior in very good order. £165 or near. FIAT "10.4" 1922, in immaculate condition, open to any inspection. £75. One owner from new, photos available. 57, Wodehouse Street, Norwich. [4700

SILVER GHOST ENGINE, clutch, gearbox, radiator. Engine dismantled for inspection. £25. Would separate. Parris, 55, Rayleigh Road, Hutton, Brentwood, Essex. [4702

M.G. MAGNETTE, N-type, 2-seater, 1936. Rebuilt completely 1950 (all bills shown). Excellent condition, recellulosed red and cream, two chrome spotlamps, chrome Windtone horns, new leather panel with eight instruments. Insured to May, 1952. £325 or near offer. Nicholas, 44, Jasper Road, Norwood, S.E.19. [4703

BRITISH SALMSON, 1935, "12/70" sports tourer. Good condition, mileage 35,000. Photo or further particulars. Must sell. £225 or exchange Morris Eight 2-seater. Warren Fire Station, Reading. [4704

M.G. "TC," 1949, with light 2-seater body, including good hood and windscreen. Oversize rear tyres. Engine completely rebuilt with new crank and rods, and standard size block. Almost new tyres. £800. Or exchange for standard "TC." Molyneux, Angmering Garage, Sussex. Tel.: Rustington 47. [4705

M.G. "TA" ENGINE, recently overhauled, and fitted with new crank. Complete with carburetters, clutch and gearbox. Less electrics. Molyneux, Angmering Garage, Sussex. Tel.: Rustington 47. [4706

BENTLEY 4-LITRE saloon. First registered 1937. Freestone and Webb coachwork. Good condition throughout. £700. Molyneux, Angmering Garage, Sussex. Tel.: Rustington 47. [4707

£10 TAX. M.G. "14/40." New metal 2-seater sports body rebuilt in underslung chassis. New wiring throughout. Only needs few details to complete. Registered 1951. £65. Barn Cottage, Hayes Lane, Kenley. Tel.: Uplands 8937. [4713

FOR SALE—*continued*

RILEY NINE SPECIAL CHASSIS. Shortened and narrowed chassis with torque tube modified to suit. Wheels shot blasted and resprayed. Complete with all engine accessories including Scintilla, single and double-carburetter manifolds and carburetters, and Arnott blower with all fittings for Riley Nine. £150. Wanted: Cheap Austin Seven 4-seater tourer or saloon, not over £50, also any spares for Delage D.8. Also set of metric ring and box spanners wanted. Box No. 2015, MOTOR SPORT, 15, City Road, E.C.1. [4708

LEA-FRANCIS, 1928 "12/40" 2-seater. Good condition throughout. £135 or exchange smaller vintage car. Surrey district. Box No. 2016, MOTOR SPORT, 15, City Road, E.C.1. [4709

"12/50" ALVIS tourer, 1932. Exceptional condition, one owner up to 1951. New hood, good tyres, Cross and Ellis body is perfect. Genuine 31 m.p.g. and practically no oil. Open to any trial or examination. A unique Alvis. £265 or best offer. Seen Reading. Box No. 2044, MOTOR SPORT, 15, City Road, E.C.1. [4710

LEA-FRANCIS, 1928 "12/40" sports coupé (2/3-seater, with dickey and hood), Meadows 4ED engine. Offered owing to default of original purchaser. Completely rebuilt and in magnificent order throughout. Cellulosed British racing green. £260 or offer. M. Kingham, Pucks Wood, Finchampstead, Berkshire. [4711

MARCHAL HEAD LAMPS. One pair of 10-in. reflectors in very good condition. London area. Any reasonable offer. Box No. 2017, MOTOR SPORT, 15, City Road, E.C.1. [4713

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ALVIS SILVER EAGLE, 16.9-h.p. Clubman coupé 4-seater, 1930. 29 m.p.g. Fine condition, excellent tyres, genuine reason for sale. Nearest £140. 48, Hurst Road, East Molesey, Surrey. Tel.: Molesey 5933. [4714

VINCENT COMET MOTOR-CYCLE, Series C, 500-c.c. Taxed, insured, panniers and sidecar fittings available. £225. Part exchange family sports car, preferably 10 h.p., considered. Box No. 2018, MOTOR SPORT, 15, City Road, E.C.1. [4715

BENTLEY 1928 3-LITRE saloon. New body, upholstery, carpets, crank ground, new valves, new pistons, sleeved, new wheels, tyres and tubes, P.100s, Burgess silencer and fishtail, reversing lamp, loose covers, 24 m.p.g. Mechanically and bodily perfect. Photos on request. £550 or nearest offer. Orr, 16, Glenwood Drive, Thornliebank, near Glasgow. Tel.: Giffnock 4836. [4718

1928 DELAGE, Type D.M.S., 21 h.p. 2-seater. Servo brakes, 85 m.p.h. Recently overhauled, needs painting. Price £220. Stewart, Little Hinton, Hurst, Berkshire. [4719

G.G. MAGNETTE, 1933, K-type 4-seater tourer. Engine overhauled, resleeved, new king pins, wheels trued. £250. 61, Cambridge Road, Wimbledon, S.W.20. Tel.: Wimbledon 1504. [4721

FOR SALE—*continued*

SECONDHAND SPARES: 12 v. battery; 61.5 m.m. pistons complete; oil pressure gauge; two 90-m.p.h. speedometers (new); 11 Wolseley Hornet valve springs; 2½-in. thermostat; duplex camshaft chain, .375 by 50; two rubber engine mountings; clutch shaft Vauxhall Fourteen; 8-in. Borg and Beck clutch plate; Thompson ball joint, ⅞ in.; H.T. leads snap-on connectors; Zenith-Ford carburetter body, 26-VF-3; Vauxhall plated mascot; two Trico wiper motors and blades; 2-in. filler cap; two Armstrong D.A. hydraulic shock-absorbers, arms and link (new); two Delco-Remy shock-absorbers, ditto; three Luvax shock-absorbers, ditto; pair 12 v. three-brush dynamo field coils; foot dipper switch; four-cylinder distributor cap (new); 12 v. cut-out and fuse box; spring seat mattress, 18 in. by 20 in.; 1-in. motor-cycle chrome air control; two 9½-in. D. chrome hub plates; four 1½-in. D. flexible heater ducting (new); K.L. four-position heater switch; Hull oil compass. Racing car and drivers framed pictures. All cheap to clear. S.A.E. Callers by appointment. Hopkins, 50, Chelmsley Lane, Marston Green, near Birmingham. [4720

ROVER SPEED TWENTY, 1934, black 4-seater. Three S.U.s, Scintilla, Servo brakes, Zeiss headlamps. Very good order. Owner posted Korea. Nearest £335. Rose, 22 Command Workshops, Wellington, Salop. Tel.: Wellington 273/4. [4722

ASTON-MARTIN, 1936 (late) 1½-litre Mark II L/C tourer in first class order throughout. £550. Cowper, Mill House, High Legh, near Knutsford, Cheshire. [4723

£95 EACH. FRENCH TALBOT 11.9 h.p. sports tourer, 1927. Marchals, new hood, tonneau, battery, paintwork excellent throughout. Also FIAT 501B, 1926, two-door drophead coupé, 10.4 h.p. Magnificent condition in every way. Photos of both cars. 22, Moss Lane, Sale, Cheshire. [4724

FORD V8, 30-h.p. drophead coupé, late type 68, October, 1936, 2/3-seater with very large dickey seating two. Green with beige leather, new mohair hood, reconditioned engine, 18/20 m.p.g., fog lamp, parking light. Laid up during war, ideal car for Continental touring. Outstanding condition. £325. Lord Strathcarron, 22, Down Street, London, W.1. Tel.: Grosvenor 3041. [4726

M-TYPE M.G. Most engine parts for sale, block, head, crankshaft, oil pump, etc. Complete £13. Would separate. Phorson, 22, Ettrick Grove, Sunderland. [4728

1930 SUNBEAM "16.95" drophead. Resprayed, new hood and tyres, engine and starter recently overhauled. Excellent condition throughout. £150. Would exchange for smaller saloon. Clark, 26, West Park, Harrogate. [4729

1927/8 A.C. FIFTEEN coupé. Faultless, good tyres, new battery, resprayed. Taxed. £110. Exchange smaller for wife. Screen, Kingsbury, Tamworth. [4730

SUNBEAM, 1935, 20.9 h.p. Taxed. Special sports saloon body. Recent overhaul included new battery, tyres and rebore. Beautiful condition. £350. Tel.: Egham 845. [4731

JOHN BLAND, Talbot specialist, can supply for all models. Water pump bodies, covers, spindles, packings, gland nuts, etc. Flexible one-shot oil pipes. All gaskets. For "75" only, water manifolds. Exchange service radiator. Many other parts, new and secondhand. 27, Southfields Road, S.W.18. Tel.: Vandyke 1612. [4732

LAGONDA Rudge-Whitworth 5.25 by 21 wheel, 52 hub, £3 10s. Five very good 7.00 by 18 tyres and tubes, £4 15s. each. 1933 Lanchester Ten engine with fluid flywheel, less dynamo, requires reboring. £15. Large brake servo, suit Bentley, £3 10s. Bland, 27, Southfields Road, S.W.18. Tel.: Vandyke 1612. [4733

S.S.1., 1933, 16-h.p. saloon, black. Really immaculate. New battery. Any test. £160. Warne, 33, Ambleside, S.W.16. Tel.: Streatham 5785. [4734

CORGI. Kick-start 100 per cent. O.K., £35. Singer machine, £14 10s. Exchange both anything four wheels, any make-age-h.p. condition. Runner. Body immaterial—only chassis required, Austin Seven, Rolls, what have you. Richards, 146a Eastern Road, Brighton. [4735

1928 TALBOT FOURTEEN saloon. Runner. New battery, rebuilt dynamo. £50 or exchange Ten saloon. 12, Fitzroy Avenue, Ramsgate. [4736

SUNBEAM Sportsman's Twenty-Five saloon, 1943. Taxed. Condition immaculate, maintained regardless of cost, interior and exterior perfect. New Rotoflos, twin spots, twin dual-tone horns, engine resleeved, tyres almost new, two spares. £375 or near offer. Would consider exchange for smaller Sunbeam or exceptional 2-litre Lagonda. Shead, 55, Mayplace Road East, Bexleyheath, Kent. Tel.: Bexleyheath 954. [4737

JOWETT SEVEN tourer with dickey, 1930 vintage. Sound motor, good tyres. Taxed. £65. 38, Barry Road, Northampton. [4741

1949 (OCTOBER) LLOYD 7-H.P. roadster. Grey blue, 8,500 miles. £410. Irwin, 13, St. Mary's Street, Shrewsbury. Tel.: Shrewsbury 2667. [4758

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FOR SALE—*continued*

1925 "14/40" D.I.S.S. DELAGE, 4-seater body by Cadogan. New hood, tonneau cover. Rear tyres nearly new, front fair. New bearings, gearbox, rear axle; big-ends remetalled; mains perfect. Instant starter, utterly reliable; 24 m.p.g. Taxed June, 1951. The endearing features of this car are too numerous to relate; all that is best in vintage is there. Am reluctantly selling only as Frazer-Nash on road again and cash needed to run and develop. Vintage Austin Seven or like considered in part payment. Definitely no dealers. £155. R. W. Ashley, The Lodge, Coursing-Batch, Glastonbury, Som. Tel.: Glastonbury 272. [4817

TYPE 51 G.P. BUGATTI, DOUBLE-CAM, SUPERCHARGED 2.3-LITRE. THIS CAR IS IN SUPERLATIVE CONDITION, AND IS THE FINEST EXAMPLE OF ITS TYPE. OWNER: JAMES ALLAN MARSHALL, 11, HOWELLS' CRESCENT, LLANDAFF, CARDIFF. Tel.: LLANDAFF 472. [4819

ALVIS "12/60 BEETLEBACK." New hood and sidescreens. Two new India Supers. Rather stark appearance. Offers near £150. 16, Glendower Avenue, Coventry. [4821

1935 RILEY FIFTEEN saloon. Preselector box. The engine was rebored, crank reground and transmission overhauled 6,000 miles ago. The body is as tight as a new car. One new unwrapped tyre goes with the car, as does the radio. Nearest to £300. Bowman, 108, Torkington Road, Hazel Grove, Cheshire. Tel.: Stepping Hill 2453. [4823

M.G. J-TYPE CAMSHAFT, in good condition, £5. Box No. 2030, MOTOR SPORT, 15, City Road, E.C.1. [4824

HEADLAMPS : Two Bosch, overall width 10¾ inches, very good condition; two Bleriot, 1906, width 9 inches, excellent except one minus reflector. Offers to: Gostling, Lincoln Hill, Ross-on-Wye, Hereford. [4825

M.G. MIDGET 8-H.P. 2-seater, J-type engine and 4-speed gearbox, A-type head. Recent £60 overhaul, bills shown. Good tyres, new battery, petrol pump, and solenoid. Oilcoil. Offers over £160. Box No. 2031, MOTOR SPORT, 15, City Road, E.C.1. [4826

1928 BENTLEY "4½" Gurney Nutting fixed-head coupé. Reconditioned, re-upholstered; excellent tyres. "D" box. Immaculate. £425. Tomlinson, 6, Mount Road, Fleetwood, Lancs. [4827

FRAZER-NASH ANZANI 1½-LITRE. Special light chassis, body by Vale. Regd. 1935. Strict 2-seater, external gear and brake. Spot-on order. £150. 126, Drakefield Road, Tooting, S.W.17. [4828

E.N.V. GEARBOX, with clutch housing, type M.362. 1935-6 Triumph Gloria 10-h.p. spares. Austin Seven chassis frame, with axles and engine. Wolseley Hornet, 1936, spares. W. Bishop, 9, Norman Road, Swindon. [4830

TRIUMPH, 1932, 9 H.P., Coventry Climax engine. Completely stripped from radiator to petrol tank. All worn parts replaced. Only requires a body, have not time to finish. £75 or offer. 12, Bushey Way, Beckenham. Tel.: Beckenham 5728. [4831

ALVIS FIREFLY, 11.9 H.P., Cross and Ellis sports saloon, 1934. Preselector. Some attention all round. Any trial. Bargain, £135. Would take another car part exchange. 435, Hackney Road, E.2. Tel.: Shoreditch 8209. [4832

BENTLEY 6½-LITRE, fitted 1938 four light saloon, with division, on long chassis. Taxed. Immaculate black. Fawn cloth rear, hide front. Engine No. FR 2634; 8-litre radiator, Ace discs. First owner member of the Royal family. Photo on request. £475. Box No. 2032, MOTOR SPORT, 15, City Road, E.C.1. [4840

CYCLE WINGS (domed and beaded): 5 in., 6 in. and 7 in., 10s. each fronts; 12s. 6d. each rears. Carriage and packing: 3s. pairs, 4s. sets. W. G. Ferguson, Stonelands Farm, Herstmonceux, Sussex. [4842

LANCIA LAMBDA. Modified 5th Series chassis, 7th Series engine, gearbox, brakes. £200. Box No. 2034, MOTOR SPORT, 15, City Road, E.C.1. [4844

1924 3-LITRE BENTLEY 4-seater. Registered 1930. Good condition. £250, o.n.o. Stone, Little Steeping, Spilsby, Lincs. Tel.: Little Steeping 264. [4845

M.G. 8-H.P. REAR AXLE, complete, good order, £10. 30 by 3½ new tyre, £3 10s. Keller, Marston Lane, Norwich. [4847

LAGONDA 4½-LITRE V.P. tourer. 1932 chassis, fitted 1935 engine, re-registered Nov., 1950, £10 tax. Engine rebored, crankshaft ground and complete overhaul 8,000 miles back. Four new tyres. Spare 3-litre engine with all accessories. Owner posted overseas. £300. W/Cdr. Fazan, R.A.F., Andover, Hants. [4848

HISPANO-SUIZA SPARES and all repairs. G. Briand, 47, Tamworth Road, Croydon, Surrey. Tel.: Croydon 1742. [4851

RILEY "BIG FOUR." No expense has been spared on maintenance of this delightful example of a pre-war 2½-litre Kestrel. Black, with yellow wheels, two brand new Firestone tyres. An 80-m.p.h. bargain, £675. Tel.: Primrose 6966. [4853

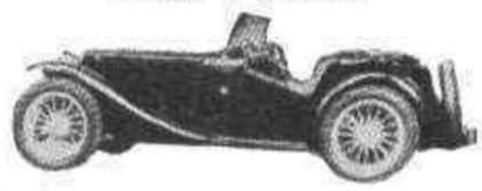


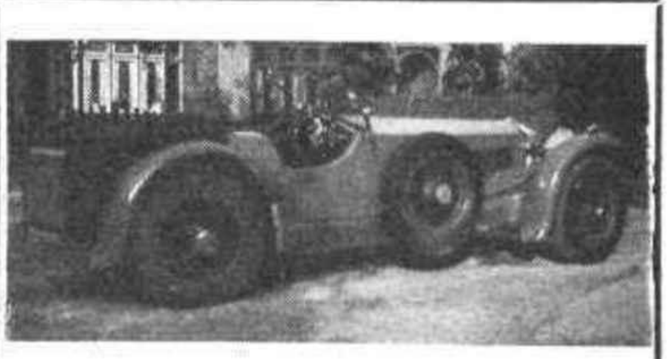
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LAGONDA 4½-LITRE green tourer. First-class condition throughout. Recent work includes set new tyres, new hood and complete rewire. Ill-health compels sale. £420 or nearest. Tel.: Stebbing (Essex) 238. [4738

RICHARDS AND BROWN OFFER: £90, Sunbeam Twenty, 2-seater and dickey; £350, Bentley 4½-litre 2-seater; £35, Alvis "12/50" "TG" with truck body, suitable spares or rebuild. Spares: o.h.c. Minor head, £4; Austin heavy "12/4" engine and gearbox, £4; Mercédès "36/220" back axle, torque tube and springs, less crown wheel and pinion, £15; "San Sebastian" Salmson back axle complete, two 19-in. wheels, £15; Fuel tank, five-gallon, new, £2 10s.; dynamo, reconditioned, suit o.h.c. Minor, £5; tyre, secondhand, 15 by 50, £3; hub caps, knock-off, four off A.C., £1 set; Schneider 2-litre head gaskets, two, 15s.; o.h.c. Minor block, £2 10s. Wanted. Sports and vintage cars in good condition. 2, Ringers Road, Bromley, Kent. Tel.: Ravensbourne 7487, 6479. [4742

£85. MERCEDES-BENZ, 32-h.p. 7-seater limousine of aristocratic birth (1929). Very good mechanical condition. Bodywork rough but sound and comfortable. Taxed, insured. Two spare wheels, all tyres sound. Ideal long-distance travelling with party or for conversion. A joy to drive. Hamilton, Trinity College, Oxford. [4743

LEA-FRANCIS, 1928 tourer, 5-seater. Rebuilt 1949 by J. Boothby Motors, with Ford V8 engine, transmission. Taxed, insured, £10 tax. Nearest £195. Paton, 21, Chelveston Road, Coundon, Coventry. [4744

BENTLEY 4½ CHASSIS, Red Label engine, Vanden Plas 4-seater, black, hood, screens, tonneau, aero screens, bonnet straps, tyres and battery good. Taxed. (Scotland). Box No. 2019, MOTOR SPORT, 15, City Road, E.C.1. [4745

SUNBEAM "14/40" saloon in excellent condition. First registered November, 1925. Offers around £80. J. Lott, "Fairview," Lyminge, Kent. Tel.: Lyminge 87292. [4746

CITROEN LIGHT FIFTEEN saloon, July, 1938. Resleeved, low mileage, but needs respray. Accept near £250 for quick sale. Box No. 2048, MOTOR SPORT, 15, City Road, E.C.1. [4747

"BRESCIA" BUGATTI for sale, 2.3 litre. First registered 1925. £130 spent recently, including new tyres and battery. £225. Seen at 243, Hagly Road, Birmingham, 16. Tel.: EDG 3059. [4748

RILEY NINE saloon, 1934, also 1936. Immaculate Tel.: Canonbury 4990. [4749

M-TYPE M.G. for sale. Good engine, crankshaft. reground, etc., slab tank, aluminium body needs finishing. Taxed, insured. Box No. 2020, MOTOR SPORT, 15, City Road, E.C.1. [4750

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LEA-FRANCIS "12/40," 1935 fabric saloon. Spare engine, linered block being fitted. Owner going overseas mid-June. £160. Matthews, 297, Bath Road, Kettering, Northants. [4754

1933 HILLMAN WIZARD touring car. Ex-Metropolitan Police car, 16 h.p., six-cylinder. Lovely condition, good hood, sidescreens, upholstery, tyres. Ideal for towing caravan. £75 quick sale. No offers! Odell, High Street, Stony Stratford. [4755

1934 "16.9" CRESTED EAGLE saloon. Aluminium body, good condition. Best over £200. Higson, Green Lane, Buxton, Derbyshire. Tel.: Buxton 1126. [4756

SUNBEAM TWENTY drophead coupé, 1929. Aluminium body, excellent general condition, fast touring car. Recent engine overhaul, good transmission, steering, vacuum servo brakes, new battery, maker's handbook. £160. Box No. 2021, MOTOR SPORT, 15, City Road, E.C.1. [4759

RILEY "14/6" Stelvio, 1931. Recent respray and overhaul, very sound throughout. Offers over £130. Carter, The Forge, Keyworth, Notts. Tel.: Plumtree 3112. [4760

£75, REBUILT 1922 G.N. CYCLECAR. £85, 1933 Triumph 8-h.p. saloon. Triumph Eight spares. J. Salmon, Britannia Street, Shepshed, Leicestershire. Tel.: Shepshed 2201. [4762

ALVIS, 1931 "Beetleback" "12/60 TK." Mechanical and bodywork in exceptionally good condition. Four new tyres, new hood. Taxed December. £215 or near offer. Apply June 10th or after. Tomlinson, 1, Knutsford Road, Wilmslow, near Manchester. [4763

AUSTIN Heavy "12/4" 2-seater. Uses no oil. New hood, three good tyres. Reason for sale—saloon essential. £55. Deer, Stanton, Broadway, Worcs. [4764

ENTHUSIAST OPPORTUNITY. One of the last Marendaz specials built. "15.2" Coventry Climax engine, three new bronze racing S.U. carburetters, new chrome 12-in. Marchals, new streamline sidelamps and hand-control spot lamp, radiator mascot, mohair hood, side curtains and zip tonneau cover, Pye radio, new instruments, outside exhaust, five good tyres, 22 m.p.g. Whole car in immaculate condition. Finished in Alfa Red with streamline silver wings, like a "Le Mans" Bentley to look at, but a lot smarter. £500 or nearest offer. Newman, 12, Kilimston Avenue, Shepperton, Middlesex. [4765

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LANCHESTER, 1930 (latest series) Southport sports saloon, 30 h.p. eight-cylinder. In original (guaranteed) mechanical condition. Body rough, tyres average. Seen Camberley. £225. Owner, Old Rectory, East Woodhay, Newbury. Tel.: Highclere 433. [4767

ALVIS SILVER EAGLE 1931/32 differential complete with crown wheel and pinion, one axle shaft. Chedges, Stanford Dingley, near Reading. [4768

1930 TROJAN TOURER. New hood, otherwise original, good tyres, good runner. Hutchison. Tel.: Tunbridge Wells 1488. [4769

1925 3-LITRE BENTLEY saloon. Mechanically excellent, oil consumption almost nil; maker's pressure. New head lining and carpets, five new tyres and wheels, reconditioned magnetos, new Wate's plate, rewired. Taxed. £245. Platt, 5, Denbridge Road, Bickley, Kent. [4770

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ALVIS 17-h.p. 1929 saloon; 28 m.p.g.; no oil; good condition, downdraught. £100. Greenhalgh, 75, Pamela Road, Birmingham, 31. [4773

ALICE, a renowned 1922 "14/40" Vauxhall Princeton tourer, perfect after only 22,000 miles, £100. 1950 Cooper-Vincent 998-c.c., long-range tanks, two-leading shoes, etc., quantity of spares, £525. also trailer. Eric Thompson, Eaton Corner, Cobham, Surrey. Tel.: Cobham 555. [4786

1928 AUSTIN CHUMMY, in daily use. No hood, 1931 chassis frame, underslung rear extensions and braces of tubular steel, £52 10s. the lot. 4, Selbourne Road, Weston-super-Mare. [4774

1934 RILEY NINE Monaco. Manual box, mechanically perfect. Nearest £175. Exchange 2-seater. 3, Windermere Road, Tettenhall, Wolverhampton. Tel.: Wolverhampton 51838. [4775

ROLLS-ROYCE Silver Ghost, 1921. Fitted with very attractive cabriolet body by Henri Labourdette. Uses no oil and gives genuine 14 m.p.g. on average running. This car has always been privately owned and is in very fine condition in all respects. Can be seen by appointment. £250. 3, Hobart Terrace, Whitley Bay, Northumberland. [4776

ALFA-ROMEO coupé. Fitted 28-h.p. Nash engine and gearbox. Excellent condition throughout. £395. Gahagan and Hall, Wonersh, Surrey. Tel.: Bramley 2021. [4778

1924 CITROEN "11.9" tourer in running order. Dynamo and battery required. £40. Gahagan and Hall, Wonersh, Surrey. [4778

A.C., 1937 drophead coupé in excellent condition; 80 lb. oil pressure hot. Fitted Telecontrol built-in jacks. Clutch and braking system completely overhauled. £425. Eccleston, 1733, Coventry Road, Birmingham, 26. Tel.: ACO 1028 [4780

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£12. 750-C.C. J.A.P. ENGINE, car-type gearbox, self-starter, dynamo. 70s., Ruby chassis frame. £1, Zenith 26VA. Graham, Queen's Hotel, Herne Bay. [4782

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FRAZER-NASH-B.M.W., 1936 Type 45 drophead coupé. Hood, cellulose, upholstery excellent, knock-off wheels, sound mechanically. Nearest £285. 86, Montrose Avenue, Welling, Kent. [4784

SILVER GHOST F.W.B. saloon in immaculate original condition, £400 spent at Rolls in 1939, 7.00 by 21 tyres, two new spares, nearest £165. Rolls Twenty, 1929 saloon in good general condition, £265. FIAT 500, 1938 fixed head coupé, exceptional original condition, £275. Centric blower for P or T-type M.G., with fittings and carburetter, little used, £35. Four new 935 by 135 tyres, £3 each. Pair of 10-in. Zeiss lamps, suitable for Lambda, £8. 90, Brighton Road, Banstead, Surrey. Tel.: Burgh Heath 1520 after June 3rd. [4785

TWO 4.50 BY 21 TYRES, practically new, £8; 12 v. battery, ditto, £5; Rover Fourteen radiator muff, 30. Box No. 2023, MOTOR SPORT, 15, City Road, E.C.1. [4787

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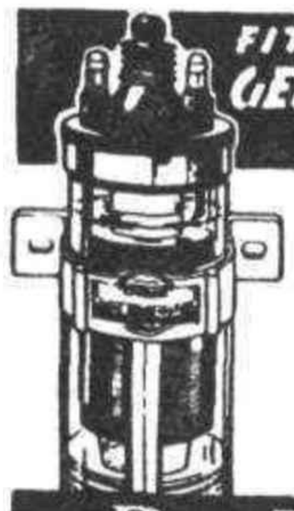
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TALBOT "105" saloon, 1937, 20.8 h.p. Mechanical condition, body, tyres, very good. Fast and quiet but can do up to 24 m.p.g. with careful driving. Sale due to recent marriage. £500, or offer. Tel.: Ladbroke 2897. [4855

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£29—VINTAGE REX-ACME motor-cycle, twin, 1929; 750-c.c. o.h.v. J.A.P., bevel drive; magdyno; enclosed rockers. Unused since 1936. Really fast. W. H. Barnes, 36a, Leigham Avenue, Streatham, S.W.16. [4856

AUSTIN SEVEN sports body shell, 2-seater, and bonnet, £5. Four 835 by 135 covers and tubes, all very good, £9 the four. Barnes, 36a, Leigham Avenue, Streatham, S.W.16. [4856

RILEY NINE, 1930, "Monaco" saloon. Body fair, well shod, reconditioned magneto, new timing gears. £100. Apply: Nigel Riley, 19, Raeburn Avenue, Dartford, Kent. [4857

M.G. "18/80," 1932, sports saloon. Mechanically sound. Scintilla Vertex, etc. Body requires slight attention. Real enthusiast's car. Must be sold. £115, or "haggle." Box No. 2036, MOTOR SPORT, 15, City Road, E.C.1. [4858

RILEY 14-H.P., 1932. Recently overhauled, mechanically sound, body needs some attention. £90 or nearest offer. Seen by appointment. Sadler, Tel.: Elgar 6313. [4859

1936 1½-LITRE JAGUAR and Standard 12-h.p. engine spares, including aluminium cylinder head, Ford V8 dynamo, 6-cylinder distributor, M.G.-Morris c.w. and p., 8/47, 85-m.p.h. speedometer, spotlight. Sealey, 34, Ravenscraig Road, London, N.11. [4860

"J2" M.G.: Lucas vertical 4-cylinder magneto, £5 10s.; gearbox, £9; inlet manifold, £1; exhaust manifold, 25s.; cylinder head, £5. Box No. 2060, MOTOR SPORT, 15, City Road, E.C.1. [4862

1928 FIAT 509A 8-H.P. fabric saloon. Excellent general condition. Two owners. Very rare model; 37 m.p.g., 70 m.p.h. £85. Wade, Wares, Linton, Kent. [4829

FOR SALE—*continued*

EXCHANGE! 1937 HILLMAN, "20.9," 7-seater Tickford coupé limousine. Interior in blue leather. New battery, two new tyres; i.f.s. Smart-looking car. £395. Exchange sports car or similar. Mr. Armstrong, 46, Aldenham Road, Watford. Tel.: Watford 2953. [4779

1934 SINGER "LE MANS" 4-seater, excellent condition. Exchange Austin Nippy or similar. Gray, 71, Easton Avenue, High Wycombe. [4804

28-H.P. RAILTON Power dome engine; 1,500-c.c. side-valve FIAT engine, clutch and gearbox; 1½ to 2½-litre supercharger, with complete installation and driving components; J.A.P. 750-c.c. side-valve engine; Maybach 5-speed automatic gearbox. Everything like new—for sale. Box No. 2038, MOTOR SPORT, 15, City Road, E.C.1. [4863

HUDSON 120-b.h.p. ENGINE, etc., £15. Wolseley Special body, wings, bonnet, £12. Lucas 8-cylinder Vertex magneto, £6. Michelin 14 by 45 tyre, £3 10s. Quantity M.G., Wolseley sports spares. Box No. 2039, MOTOR SPORT, 15, City Road, E.C.1. [4864

CROSSLEY 20-H.P. touring car, 5-seater, October, 1921. Radiator rebuilt by Serck; rebuilt 19-in. wheels; good tyres and battery; new Zenith; electrics overhauled; new hood; handbook. This motor car, in its exceptional condition, having had only two owners, as well as performing in vintage events, is giving 20 m.p.g. in daily use. We would be pleased to receive offers from the enthusiast or collector of fine motor cars. Richards & Brown, Bromley, Kent. [4865

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1923 8.9-H.P. TALBOT tourer. Good hood and lights. Going order. Taxed and insured. Reliable. £55 or offer. Porter, 17, Beresford Road, Cheam, Surrey. Tel.: Vigilant 1555. [4868

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ALVIS "12/50," 1929, "TC," wide 2-seater. Good going order, tyres, battery, screens. £95, quick sale. Jeffrey, Foxfield, Broughton-in-Furness. [4881

FOR SALE—*continued*

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1934 SUNBEAM SPEED TWENTY close-coupled sportsman saloon. Excellent mechanical condition; oil consumption nil; very good tyres. Will deliver within 150 miles radius. £225. Apply to Macdonald, Keppoch, Roy Bridge, Inverness-shire. Tel.: Spean Bridge 40. [4878

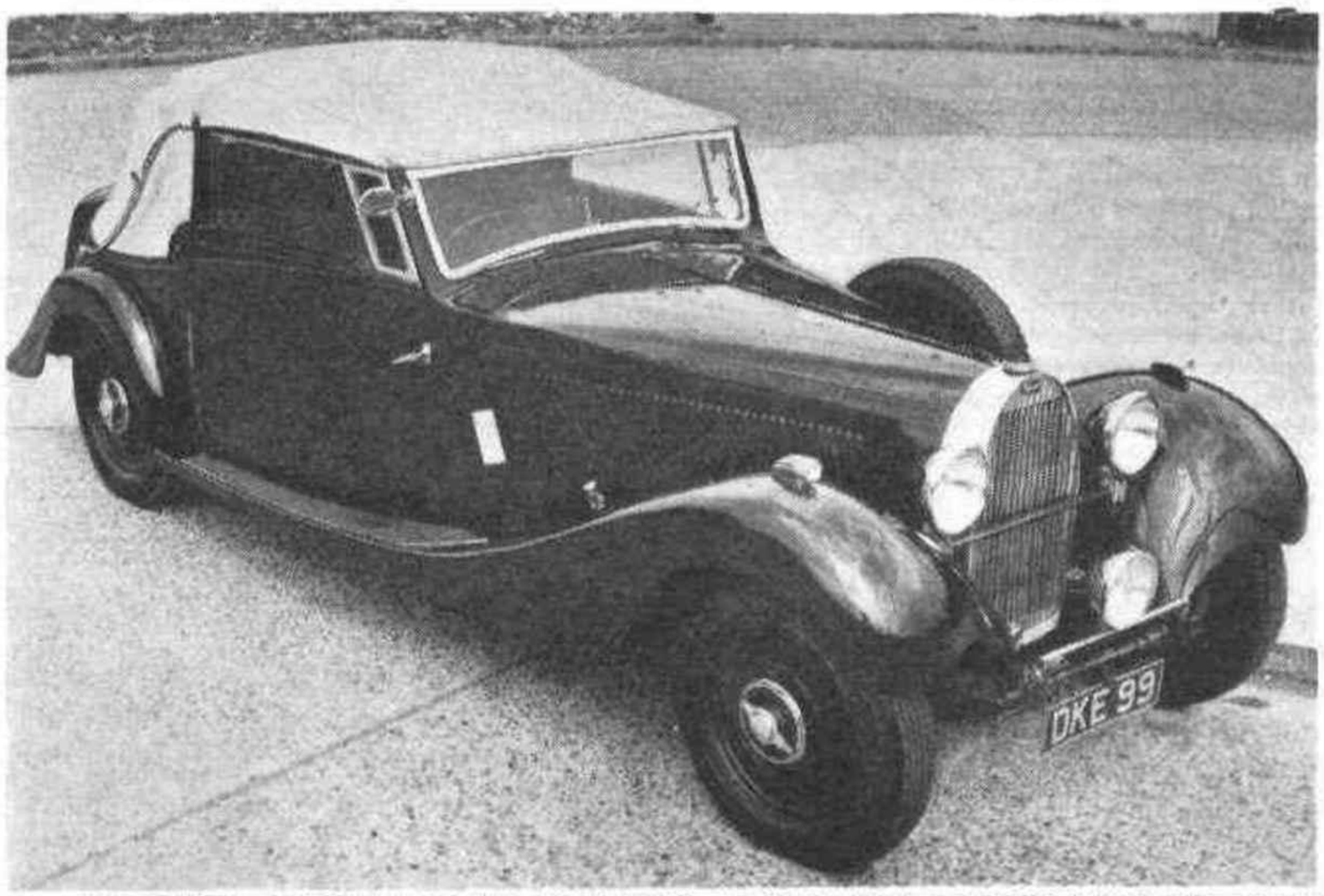
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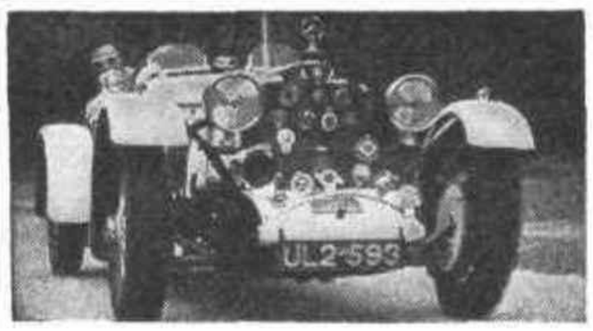
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ALVIS Speed Twenty (1935) drophead coupe foursome, by Vanden Plas, resprayed metallic maroon, mohair hood. Synchromesh, with i.f.s. Mechanically spot-on. Very rapid. New battery and tyres. **Guaranteed for three months against any mechanical defect whatsoever.**

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LAGONDA 3-litre 1932/3 4-seater tourer, resprayed, new hood, side curtains and tonneau cover; five new tyres. In 100 per cent. all-round condition.

£375

1934/5 ASTON-MARTIN—details too late for press.

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REVOLUTION INDICATORS, positive driven type, 57s. 6d., delivery 2s. 6d. each. Revolution indicators, latest type, self-contained, electrically driven, Mark IVB, with equally clear readings from 0–10,000. A new conception of accuracy and reliability, 110s., delivery 2s. 6d. each. List available. Teddington Engineering Co., Ltd., 29–31, High Street, Teddington, Middlesex. Tel. : Kingston 1193/4. [4837

BUGATTI. Type 46, 5-litre, ex-Colonel Sorrel. Black Weymann sunshine saloon with glass wind-up partition. A really beautiful example of unadulterated Bugatti. Price £850. J. E. Ellis, North Street, Scalby, Scarborough. Tel. : Scalby 483 and 158. [4838

AUSTIN SEVEN SPARES available. All major parts for models from 1923/37, including complete back and front axles, engines, gearboxes, steering columns, accessories, etc. 1950 detailed price list on application. Motor Car Spares, 201, Archway Road, Highgate, London, N.6. Tel. : Tudor 3691 and Mountview 1635. [4839

FOR SALE—*continued*

8-LITRE BENTLEY coachbuilt saloon in remarkable condition. Unused for many years and maintained regardless. Will pass any examination. Offers or will consider exchange for quality sports car of smaller h.p. 1, Norman Court, Hampton, Middlesex. [4884

4½-LITRE BENTLEY green 4-seater. Over 90 m.p.h., standing kilometre 39 sec. Maintained by Bowler, and mechanically perfect. Raised compression, lightened flywheel, magneto and coil ignition, new battery, new hood, sprung steering, six good tyres, completely rewired. All invoices available. £450. Owner has recently acquired 8-litre. Collins. Tel. : New Cross 1602, weekdays. [4886

ROLLS 20-H.P. 7-seater, 1928. Just spent £350 overhaul—modernising, re-upholstering, respraying, etc. New tyres, trial. Sell £325. Also Buick, 1935 29-h.p. (McLaughlin) 2/3-seater drophead (with dickey). Original condition, faultless beautiful car ; 20 m.p.g. Taxed. Coil i.f.s., twin horns, etc. £150. 75, Athol Road Bradford. Tel. : Bradford 41014. [4887

MARSHALL SUPERCHARGER, complete outfit including carburetter for "TC" or 1¼-litre M.G. £38. Ace wheel discs for "TC." £13. Runbaken oilcoil, brand new. 70s. Klaxon hooter. 25s. Sensitive altimer. 30s. 72, Banks Lane, Riddlesden, Keighley. [4888

"K3" MAGNETTE for sale or exchange. Pointed tail type originally registered 1935 by J. Ludovic Ford. Completely rebuilt 1948 by H. W. Motors including lowering car 4 in., Lockheed brakes fitted, extra chassis cross members. Marshall blown, outstanding performance. Little used since 1948. Price £675 or exchange with cash adjustment for Sprite, Aston-Martin, S.S.100 or similar. Write for full details and appointment to view. Angell, 53, Tower Street, Fletton, Peterborough. [4889

FRAZER-NASH, 1932 T.T. Replica chain-driven open 2-seater ; 0–50 m.p.h. 11.3 sec. ; maximum 75 m.p.h. £250 or near offer. Seen Ascot. Box No. 2049, Motor Sport, 15, City Road, E.C.1. [4890

Harliss & Stokes

FOR SALE

Alvis Firefly crankcase, camshaft, tappets, timing sprockets and chain, sump, damper parts, etc., the lot **£15**

Alvis Firefly rear axle complete less axle shafts **£15**

M.G. "J2" cylinder block **£10**

M.G. C-type cylinder block **£8**

M.G. F-type Magna radiator core ... **£5**

M.G. "J" radiator shell **£3**

M.G. K-type preselector bell housing **£10**

Type 75 E.N.V. preselector gearbox **£20**

"J2" sumps (Elektron) ... each **£2 10s.**

"J2" rocker covers ... ... each **£2**

Frazer-Nash single-seat special, amateur body, but good transmission and chassis (four-speed and reverse) complete with clutch and ready for any suitable engine **£45**

Frazer-Nash steering box complete **£5**

Frazer-Nash crown and bevel, 3.5 : 1 **£5**

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M.G. "J2" cylinder head—not cracked ; "Brooklands" Riley in running order (not coachbuilt body) ; Riley Gamecock ; Riley Mark IV tourer ; Riley Kestrel. 1933 and 34—9 h.p.

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FOR SALE—*continued*

CORD, 1936 saloon in very good condition throughout, new gears. £375 or offer. Tel. : Western 3768, Frobisher 1784. [4891

CORD, 1930 2-seater drophead coupé, left-hand drive. Completely rebuilt, rewired, resprayed and re-upholstered, new hood. Fitted latest H.M.V. push-button radio, spot lights and fog light. £250 or offer. Tel. : Western 3768, Frobisher 1784. [4892

BUGATTI Type 38 tourer in very good condition throughout. £225 or near offer. Tel. : Western 3786, Frobisher 1784. [4893

1½-LITRE INVICTA sports saloon. Good condition, black/grey. Offers or exchange. Mogford, 332, Ewell Road, Surbiton. [4894

LEA-FRANCIS, 1928 "12/40" coupé. Excellent running order, four new tyres. Family necessitates saloon. £140 or exchange. Ashcroft, 2, Royal Road, Sutton Coldfield, Birmingham. [4896

ALLARD, 1948 competition 2-seater, built for trials and rallies regardless of cost, but with full comfort and protection for touring and everyday use. Ideal for any purpose and magnificent throughout. £595, might consider exchange. Box No. 2064, Motor Sport, 15, City Road, E.C.1. [4897

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1924 BENTLEY RED LABEL 3-litre 4-seater, by V.D.P. £265
1934 BENTLEY RED LABEL 4-seater, by Freestone and Webb ... £195
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1936 M.G. " NA " 2-seater £265
1934 M.G. " PA " 2-seater £285
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LAGONDA RAPIER 10-h.p. 4-seater tourer. Completely overhauled, recellulosed, rechromed, all-weather equipment. Fitted new tyres, wireless, heater. Taxed year, comprehensively insured, February, 1952. £350. Morris, 5, Kingsland Road, Whitchurch, Glamorgan. Tel.: Wenroe 33. [4898

AUSTIN SEVEN SPARES, 1922–38. Nearly all parts, new and secondhand. Price, Three Shires, Bearwood, Birmingham. [4899

LAGONDA 3-LITRE exceptionally well-made shooting brake body, very good condition throughout. Taxed for year. Nearest £350. 61, Arch Road, Coventry. Tel.: Coventry 62363. [4900

SOMETHING DIFFERENT: 1938/9 Ford Eight saloon in exceptional condition, value £375, in exchange for good open sports car. 19, Salisbury Road, Worcester Park, Surrey. Tel.: Derwent 4845. [4895

WANTED

£10—ALVIS or any sports chassis, or complete car, £10 down and £5 month. Box No. 2001, MOTOR SPORT, 15, City Road, E.C.1. [4568

"14/45" TALBOT 21-in. artillery wheel, 4.75-in. tyres, Smith's jets, rear lamp/indicators and spigot ½ clockwise magneto. Exchange perfect B.T.H. C.E.6 base-mounted dual-ignition ditto. Parker, Denmark House, Royston. [4572

PRE-WAR CAR, open or closed, vintage or later. "Blandford," New Salts Farm Road, Shoreham-by-Sea, Sussex. Tel.: Shoreham-by-Sea 3618. [4652

ASTON "INTERNATIONAL," 2-litre Lagonda Speed model, or similar quality 4-seater required by private buyer. Full particulars and price: 15, Uplands Road, Darlington. [4638

STEERING COLUMN, gear-change lever and linkage urgently required. B.S.A. or similar 4-speed and reverse. Offers to: 11, The Chase, Romford, Essex. Tel.: Romford 3851. [4642

INLET MANIFOLD, Riley Sprite 1½-litre, 1937 (for twin carburetters), and with "hot spot" pipes complete. T. Patchett, 15, Rainhall Road, Barnoldswick, Colne, Lancs. [4646

RILEY NINE car wanted. Immediate cash. Please give full details, year, model, body and mechanical condition. Write: Rod, 20, Draper's Road, Enfield, Middlesex. Tel.: Enfield 4389. [4649

ENGINEER with large family, small workshop and £100 cash, wants a rough car, or one with busted engine. Smash-up would do. Smith, 69, High Street, Hampton Wick, Kingston-on-Thames. [4650

TWIN S.U. CARBURETTERS, 1¼-in. semi-downdraught, suitable "TA" M.G. Also handbook. D. Marsh, 23, Goodall Street, Nottingham. [4658

SPORTS CAR or drophead coupé, maximum 12 h.p. Economical and reliable, in good condition. Only £250-£275 available. D. A. Wilkinson, 64, Clevedon Gardens, Cranford, near Hounslow, Middlesex. [4661

MORRIS "10/4," 1933—complete gearbox wanted. State price. J. S. Roper, 1, New Road, Willenhall, Staffs. [4666

M.G. "18/80" REAR AXLE casing wanted, also knock-on hubs—would collect. Fisher, 139, Stroud Road, Gloucester. [4592

M.G. ENGINE, J4, P or Q type, with or without gearbox. Price and particulars to: Metcalf, "Redroofs," Barton Road, Wisbech. [4593

MORRIS SERIES E and open tourers for dismantling, crashed or burnt cars accepted. Private buyer. Dean, 138, Thurlow Park Road, S.E.21. [4594

A.C. 1½-LITRE 2-seater wanted. Midlands or North of England. White, 32, Headingley Mount, Leeds, 6. [4595

SPARE PARTS for 1933-36 "Le Mans" Singers. List and price. Instruction manuals for same. 19, Edale Road, Sheffield, 11. [4600

RENAULT 7½-H.P., c.1909—rear axle wanted. Consider sound crown-wheel and pinion. Blackmore, Emmanuel College, Cambridge. [4601

B.S.A. THREE-WHEELER components wanted, particularly swivel units. Few available for sale or exchange. A. V. Krause, Oaklands, Chard, Somerset. [4602

H.R.G. "1,100." Perfect condition essential, 1938-39. Fullest details to private buyer. 31a, Shard Road, S.E.15. [4609

EXCHANGE LEICA 111A, E.R.C., pan head, four filters, lens hood in superb condition, for sports car or tourer, or sell £75. Ed. Taylor, 39, Yarm Lane, Stockton-on-Tees. [4612

RAPIER 2-seater sports body, or body adaptable. Could exchange Rapier 4-seater fixed-head body. Anderson, 60, Kingshill Avenue, St. Albans. [4625

RILEY WIRE WHEEL, pre-1914 type, 880 by 120 rim. Would take pair. Fitzpatrick, Bradfield Hall, North Walsham, Norfolk. [4634

ANY SOUND VINTAGE COUPE up to 12 h.p. Must have well-base tyres. Two-seater tourer considered. Specially interested A.C., Talbot or Humber. No fancy prices. Box No. 2006, MOTOR SPORT, 15, City Road, E.C.1. [4603

WANTED—*continued*

COPY OF "MOTOR SPORT," March, 1949. Box No. 2004, MOTOR SPORT, 15, City Road, E.C.1. [4596

URGENT, REPEAT URGENT. Wanted, Austin Seven Ruby saloon body, 1937-38. Must be reasonable condition. Good price paid. Apply Burke, Malthouse, Pontrilas, Hereford. [4636

BODY OF ANY TYPE suitable for Riley Nine. B. Spring, 24, Bristol Road, Morden, Surrey. [4626

GOOD RILEY, Alvis, Leaf, Talbot, tourer or D.H. Not over 14 h.p., 4-seater. All letters answered. Box No. 2045, MOTOR SPORT, 15, City Road, E.C.1. [4627

M.G. ENTHUSIAST requires really good "TB" for cash. Full, honest particulars to Box No. 2011, MOTOR SPORT, 15, City Road, E.C.1. [4682

ALVIS OR SIMILAR 12-h.p. *circa* 1934 engine, frame, etc., or complete chassis. Any condition providing it will "do up." Burgess, 7, Millais Road, Leytonstone. [4692

M.G. MAGNETTE, 1936 saloon body or Continental coupé required. Condition immaterial if complete and cheap. Edkins, "Highlands," Burton Green, near Kenilworth, Warwicks. [4697

YOUNG ENTHUSIAST requires Riley Nine engine and body spares, also 4.50/5.50 by 19 tyres. Full details to Box No. 2014, MOTOR SPORT, 15, City Road, E.C.1. [4701

REAR AXLE PINION for "PB" M.G., to suit 8/43 ratio. Passingham, "Syringa," High Street, Chobham, near Woking, Surrey. [4716

M.G. "PA" CLUTCH HOUSING and rear main; also "J2" bonnet. Corona Café, Wood Street, Stratford-on-Avon. [4717

FORD 30 or 32 engine unit complete with accessories and gearbox. Please send full details and price D. J. Grob, Empire Café, Sea Front, Felixstowe, Suffolk. [4725

REQUIRED FOR PRE-WAR M.G. Back axle complete or parts, vertical magneto, water pump drive, petrol pump, 4.00 by 19 tyre. 120, Marlborough Flats, Walton Street, S.W.3. [4727

1932-36 FORD V8, preferably coupé. Reasonable condition and price. Wade, Wares, Linton, Kent. [4829

ENGINE COMPLETE or any spare parts, condition immaterial, for a P-type M.G. Also 1929 Lea-Francis half-shaft. Box No. 2060, MOTOR SPORT, 15, City Road, E.C.1. [4862

MERCEDES-BENZ "38/250" or similar 4-seater tourer or saloon. Condition of engine immaterial, or would buy less engine. Must be perfect otherwise and presentable. Immediate spot cash for suitable car. Middleton, 9, Alexandra Road, Balby, Doncaster. [4841

ROVER SPECIAL, Speed Twenty, 4-seater tourer, 1933 engine or block; details: 19.3-h.p. triple carburetters, chassis and engine No. 3306. Box No. 2033, MOTOR SPORT, 15, City Road, E.C.1. [4833

HONEST PRICED low/medium h.p. car, repairable, non-runner, incomplete rebuild, etc. Under £90. 88, London Road, Dunstable, Beds. [4846

BUGATTI: Wanted, one aluminium wheel and brake drum for G.P. Type 35b. Hub diameter 80, brake drum 230 mm. Detachable rim, well base, for 5.25 by 19 tyres. Box No. 2035, MOTOR SPORT, 15, City Road, E.C.1. [4849

BY YOUNG ENTHUSIAST: Morris Minor car, light van, or similar, to form basis of small "special." Box No. 2061, MOTOR SPORT, 15, City Road, E.C.1. [4850

URGENTLY WANTED: "PB" or "PA" M.G. engine or parts. Type 75 E.N.V. pre-selector for M.G. Box No. 2062, MOTOR SPORT, 15, City Road, E.C.1. [4852

SINGER 9-H.P. sports 1933 crankshaft. Marsden, Flat 2, Thurlwood House, Croxley Green, Herts. [4870

FOR 1936 10-H.P. FORD: Front wings, radiator grille, off-side door (tourer type) with hinges, prefer black but not particular. Capt. Freed, Deverell Barracks, Ripon, Yorks. [4872

AFTER MAY 20th. 1½-litre Aston-Martin "Le Mans" 1933/34, short chassis 2/4-seater, preferably in good condition. Tel.: C. L. James, Parkstone 3376. [4879

SPORTS CAR urgently required. Condition, age, distance and price unimportant. Box No. 1060, MOTOR SPORT, 15, City Road, E.C.1. [4833

1937/8 RILEY KESTREL or Lynx, M.G. "T" series drophead coupé. Full details, price. Ford, 3, Lampton Court, Lampton Road, Hounslow. [4834

GRAHAM KIRK, of Norwich. Cash buyer sports cars and racing motor-cycles. Heathside Road, Norwich. [4836

FOR "J2" M.G., CAM-SHAFT, in good condition, or one needing only slight rebuild. D. Roberts, Whitchurch, Aylesbury, Bucks. [4739

I AM WILLING to pay up to £120 for M.G. or similar sports. Scroggs, "Astris," Gordon Avenue, Stanmore. Tel.: Grimsdyke 1836. [4740

WANTED—*continued*

RILEY NINE SALOON, 1931/1935. Tel.: Forest Hill 5540. [4749

ENTHUSIAST NEEDING saloon owing to family addition, requires Riley Nine "Monaco," 1933 or 1934, with manual box. Good condition essential. Preference given to one enthusiast-owned, of which recent history is known. Write, stating price, to: Fermer, 78, Hallyburton Road, Hove, 4, Sussex. [4753

ALVIS FIREFLY drophead coupé. Price and details to: 17, Willrose Crescent, Abbey Wood, S.E.2. [4761

FORD EIGHT REAR AXLE, complete with torque-tube and prop.-shaft, gearbox, and front axle with stub axles. Also other spares. Girling brakes only. Box No. 2022, MOTOR SPORT, 15, City Road, E.C.1. [4777

LAMBDA, FIAT 500, chassis, less engine, gearbox. Any condition. 90, Brighton Road, Banstead, Surrey. [4785

ANY GENUINE VAUXHALL INSTRUMENTS and switches for "30/98." Please state price and condition. For sale: Complete external exhaust system (4-branch) for "OE" model. Professionally made up two years ago; £10. Arkell, Bourton End, Shrivenham, Berks. [4788

RILEY NINE KESTREL wanted. Cash deal, no part exchange. Thornton, 5, North Street, Rugby. Tel.: Rugby 2752. [4802

DESPITE FINANCIAL CRAMP, reasonable price paid for Austin Seven, or similar special, or saloon or tourer, 1935-ish. London or West Yorks areas preferably. Roberts, 27, Hitherfield Road, Streatham, S.W.16. [4807

RILEY WANTED privately. Imp, Sprite, or M.P.H., good "Monaco" or Kestrel saloon considered. Sykes, "St. Briavels," Highfields, Huddersfield. Tel.: Huddersfield 3927. [4810

OPEN 4-SEATER, economical, reliable, 10 or 12 h.p. Aston, Lagonda or similar. £325. 29, Carlton Road, Sidcup. [4811

RILEY "GEN" wanted: "Riley Records," 1933 to 1939, also catalogues, specifications or special information re mods. or conversions required by enthusiast. Fair price paid. Box No. 2028, MOTOR SPORT, 15, City Road, E.C.1. [4812

URGENTLY WANTED for Singer Nine 1934 "Le Mans." Chrome radiator shell and stoneguard, bonnet, wings, etc. 69, Rhodes Avenue, Newbold, Chesterfield. [4885

INTERESTING SPORTS CAR, open or closed. Continental preferred. Potter, 14, Princes Gate Mews, S.W.7. [4807

SITUATIONS VACANT

ENTHUSIAST with first-class experience in sports cars wanted in an administrative capacity. Must have own transport and knowledge of vogues, types and prices desirable but not essential. Excellent salary. Box No. 2000, MOTOR SPORT, 15, City Road, E.C.1. [4567

SEVERAL YOUNG MEN will be required in the autumn by garage in the South of England specialising entirely in the repair of Rolls-Royce and Bentley cars. Applicants should have been trained as fitters with a recognised engineering works and previous garage experience would not necessarily be an asset. It is essential that applicants should have finished their short-term National Service. Full details, giving age, previous experience, and where trained should be sent to Box No. 2005, MOTOR SPORT, 15, City Road, E.C.1. [4598

SITUATIONS WANTED

EX-NAVAL OFFICER, 26, enthusiast Bentley owner, desires employment in motor trade which enables him to maintain wife, child and Red Label. Hard worker, adaptable, knowledgeable about cars. Please help me relinquish present incompatible occupation. Southern half England preferred. Box No. 2012, MOTOR SPORT, 15, City Road, E.C.1. [4691

YOUNG ENGINEER, good general engineering background and design experience, keen on competition car design, especially half-litres, desires opportunity to prove himself. Box No. 2037, MOTOR SPORT, 15, City Road, E.C.1. [4861

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Published by The Teesdale Publishing Co., Ltd., 15-17, City Road, London, E.C.1, and printed by Tee & Whiten and J. Mead, Ltd., 21, City Road, London, E.C.1. Trade agents: Horace Marshall & Son, Ltd., Temple House, Tallis Street, London, E.C.4. Agents for Australasia: Gordon & Gotch (Australasia), Ltd.