Vol. XXVIII. No. 11 ONE SHILLING AND SIXPENCE November, 1952

MOTOR SPORT



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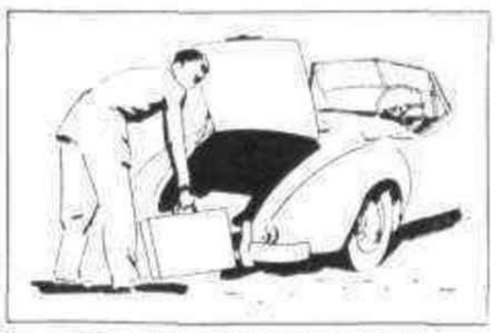


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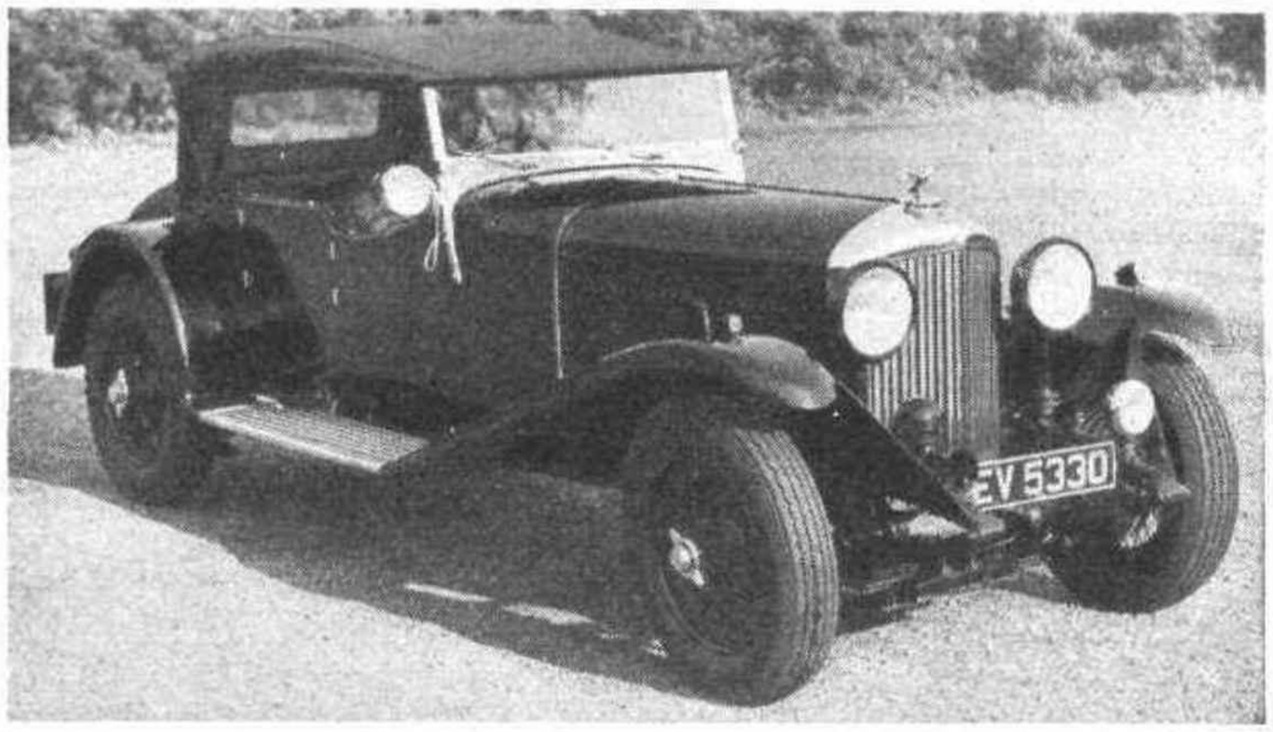
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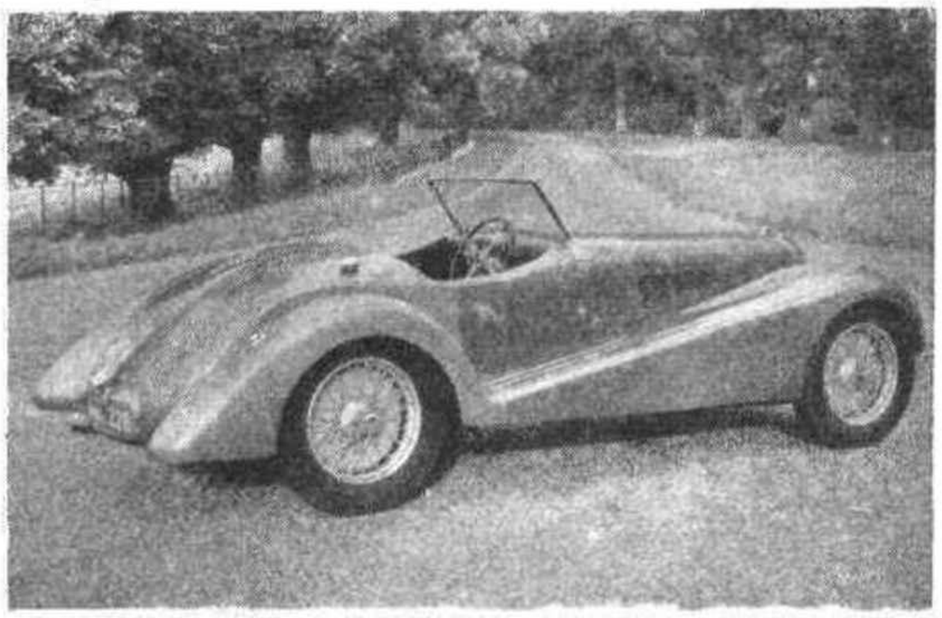
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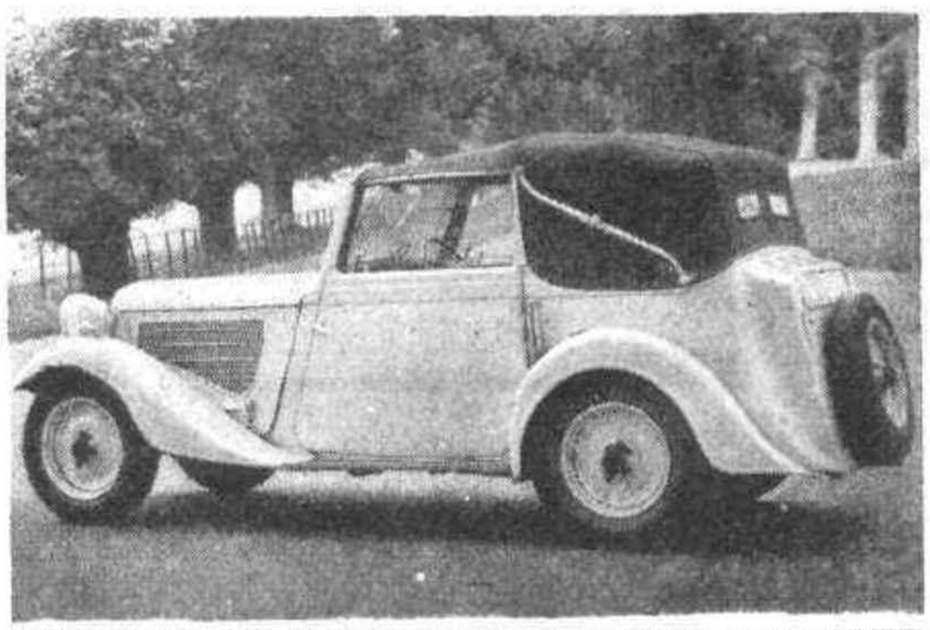
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ALFA-ROMEO—twin-cam 1,750-c.c. sports saloon

ALLARD—1948 4-seater, small mileage. **£495.**

BUGATTI—unsupercharged 2-litre 2-seater, re-offered for sale, due to default of previous purchaser. **£165.**

FORDSON—1947 Thames special racing car transporter, small mileage **£265.**

INVICTA—low-chassis 4½-litre T.T. 4-seater. **£245.**

LAGONDA—low-chassis 2-litre 4-seater. **£175.**

M.G.—747-c.c. C-type Montlhéry 2-seater. **£195.**

M.G.—J2 Midget 2-seater. **£165.**

MORRIS—1934 12/4 4-door saloon, new tyres. **£75.**

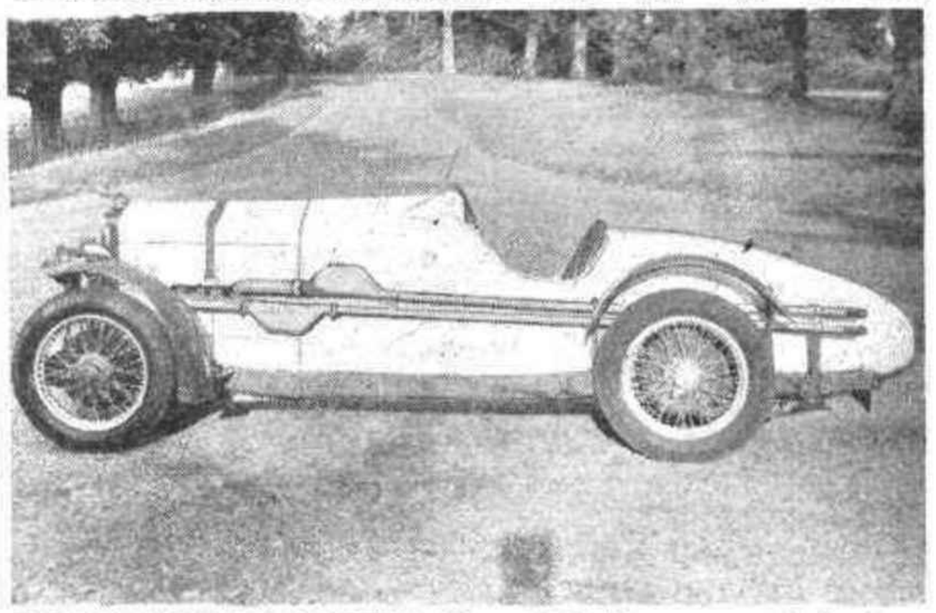
RILEY—Ulster Imp, ex-Works car.

RILEY—choice of three Treen Replicas from **£225.**

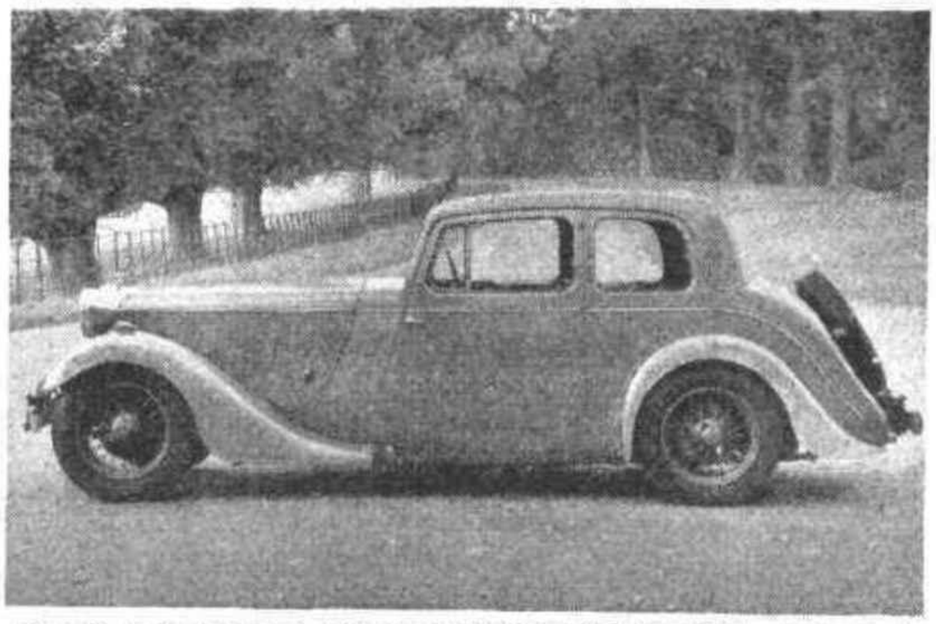
SINGER—1935 (Sept.) 1½-litre Speed Model 2-seater. **£265.**



1½-LITRE ASTON-MARTIN LE MANS 2/4-SEATER. The performance and handling qualities of the 1½-litre Aston-Martin should be sufficiently well known not to require amplification. Briefly, this model is capable of a maximum around 85 m.p.h. with road-holding, cornering and steering of a standard rarely approached by other makes. And all this with an economical 4-cylinder engine giving an all-round petrol consumption of approximately 25 m.p.g. **£325**



NE-TYPE M.G. MAGNETTE. Now finished in cream and chocolate, this very attractive Magnette is in the original condition in which it ran in the 1934 T.T. race as a Works entry (a similar car finished first) and in the 1935 T.T. race in the Belle Vue Garages team. There has since, from 1936 to 1952, been one private owner, and this car has been licensed for road use for a total period of two years only since new. On its existing 9.8 to 1 compression ratio there is a genuine maximum of around 100 m.p.h., and this is a car which could provide a great deal of enjoyable road and/or competition motoring at the very interesting sale price of... **£295**



16-H.P. STANDARD AVON FOURSOME COUPE. Attractively finished in light metallic grey, with brown leather upholstery. This car has been maintained in its present excellent condition by a racing mechanic on our Staff, who is selling in order to raise funds for the purchase of a 500. As a pleasant and economical means of every-day transport, with spares easily obtainable we cannot recommend this car too highly at the quite ridiculous sale price of **£135**

VOL. XXVIII No. 11 GUIDE TO EARLS COURT NOVEMBER 1952

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

EDITORIAL AND ADVERTISEMENT OFFICES

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

Telephone: MONarch 8944

PUBLICATION DATE - - - FIRST OF THE MONTH

SUBSCRIPTION RATE - - - 20/- PER ANN. POST PAID

MATTERS OF MOMENT

ON WITH THE SHOW!

By publication date of this enlarged issue of MOTOR SPORT, the 37th S.M.M.T. International Motor Exhibition will be in progress at the fine hall at Earls Court.

There is much of interest there, although a dearth of new models. Certainly there is no stagnation in design of engine, transmission or chassis, whether you are regarding the products which our "Big Five" (B.M.C., Ford, Rootes, Standard, and Vauxhall) are pitting against keen world competition, or the cars made by the smaller producers. Valves in the head are operated by single and double o.h. camshafts, by push-rods from twin or single crankcase-situated camshafts, and some cars still have side-by-side valves, others the i.o.e. arrangement. Gearboxes are three and four-speed, some with over-drive, a few electrically-controlled epicyclics, with levers on steering-column or on the floor. Suspension systems vary as never before. The engineering student will *revel* in the Earls Court Show!

Amongst the fastest sports and high-performance cars, Britain, with her Allard, Aston-Martin, Bentley, Bristol, Healey, Jaguar, Jensen, Lagonda, and the sensational new 3.4-litre Armstrong-Siddeley Sapphire, holds her own with the exotic machinery, mainly race-bred, made by Alfa-Romeo, Ferrari, Lancia, Mercédès-Benz and Pegaso. (Very slight click as Editor's tongue removes itself from cheek.)

Competition is keen in nearly all fields. In the basic £500 to £1,000 high-performance category, Allard (Palm Beach), Austin (A40 Sports), Dellow, H.R.G., Jowett (Jupiter), M.G. (TD), Morgan (Plus Four), Singer (SM 1500 Roadster) and Triumph (new 2-litre sports car) eye one another as rivals—a pity all are not at Earls Court.

In that vast market for medium-sized and priced saloons, in the British market alone, Austin, Ford, Hillman, Morris, Standard, Triumph and Vauxhall do battle, as, somewhat higher in the basic-price scale, do A.C., Allard, Armstrong-Siddeley, Austin, Citroën, Humber, Jaguar, Jowett, Lanchester, Lea-Francis, M.G., Riley, Rover, Singer, Sunbeam-Talbot, Triumph and Wolseley—two price classes, above and below £800, being contested amongst these long-established makes.

Unless the Show springs a surprise, the economy-car market remains sadly neglected by British manufacturers—which is odd, remembering how we pioneered the "big-car-in-miniature" and, led by the Austin Seven, offered all manner of baby cars down the years. Do not scorn the economy car. Years ago the great Albert Divo used a 7.5 Citroën to drive from Paris to Montlhèry as, today, famous Continental drivers, Nuvolari included, drive small Renaults and Fiats. With the price of petrol well up and the cost of living rising, it is droll that we show little enthusiasm, outside the experimental departments, for economy cars. A year ago the new Austin Seven was proclaimed "The Greatest Achievement in Post-War Motoring," and our long-established contemporary the *Autocar* is to be congratulated on publishing the first full road-test report on this 800-c.c., £355 baby, on October 10th. But we note that the fuel consumption is given as 42 m.p.g., which compares unfavourably with the 45 m.p.g. we obtained recently from a British-assembled 748-c.c. Renault and the 48 m.p.g. which a 15-year-old Fiat 500 gave us not long ago.

It would seem that an all-British car to compete with Continental baby cars is badly overdue and that to achieve real economy of fuel an engine should not exceed 600 c.c., yet no four-wheeled car of this size has been announced by a British manufacturer at the moment of writing. Certainly Britain should revive the 750-c.c. class so as to enter a market at present the monopoly of Fiat, Renault and other Continental minors. In France the very simple, almost crude, 2 C.V. Citroën is in such demand that production falls well behind orders—surely a sufficient pointer to the way the wind blows?

Happily MOTOR SPORT readers can shrug off this vexed subject of economy motoring, for if they cannot afford new cars they know better than most how to get service from secondhand vehicles and, if they cannot afford to motor behind a steering wheel, they derive much pleasure from doing so on paper.

That competition successes count more today amongst manufacturers than ever they have before is entirely satisfactory. Race and rally successes are widely advertised and demonstrations—of which Jaguar's 100 m.p.h. for seven days and nights at Montlhèry and the o.h.v. Morris Minor's 10,000 non-stop miles round Goodwood at over 45 m.p.h. and 43 m.p.g. are fresh in everyone's memory—teach valuable lessons to all and sundry.

Behind the static exhibits at Earls Court, for the first time embodying examples of cars that have made history and achieved fame, is reflected honest endeavour and technical skill of which the British motor industry can be justifiably proud.

AUTO-CROSS?

The cross-country scramble against the stop-watch is an accepted and exciting form of motor-cycle sport. There seems no reason why four-wheeler "Auto-Cross" contests should not be equally acceptable to competitor and spectator. Indeed, the idea was tried out during the recent W. Hants & Dorset C.C. Knott Cup Trial.

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FRONT COVER PICTURE: The best all-rounder, Ken Wharton, driving the 2-litre Frazer-Nash in which he beat on equal terms all the XK.120s and one XK.120C in the Goodwood Sports Car Race.

Plenty of suitable courses on private ground exist, such as the military areas near Aldershot, Blackdown and Bovington, and such contests, a sort of combination of race and trial, might interest the military authorities. They could also provide an outlet for those who like to go quickly when motoring competitively in their special cars but who cannot afford to enter for racing events. It is too early yet to suggest suitable rules for " Auto-Cross " or to foresee the sort of vehicle best suited for it, but it will be disappointing if we do not see further experiments in this direction before the winter passes and trials cars are put away for another summer.

A QUESTION FOR STIRLING'S SUPPORTERS

Stirling Moss has seen the chequered flag all too infrequently this season. But at the last Goodwood meeting the dice seemed to have been loaded against him unnecessarily in the sports-car race. The winning car was an XK 120 C Jaguar driven by Tony Rolt, which, although entered by Leslie Hawthorn for Mike Hawthorn to have driven had he been well enough, was actually a " works " car. No doubt there is no driver Stirling would rather be beaten by, when victory is not to be his, than Tony Rolt, but the fact is that in the race under discussion Moss drove Tommy Wisdom's privately-owned XK 120 C which clearly hasn't the " steam " of the " works " cars. Stirling is Jaguar's No. 1 driver but he didn't get a " works " Jaguar on this occasion, whereas Hawthorn did. Stirling's " fans " are asking why, and rightly so.

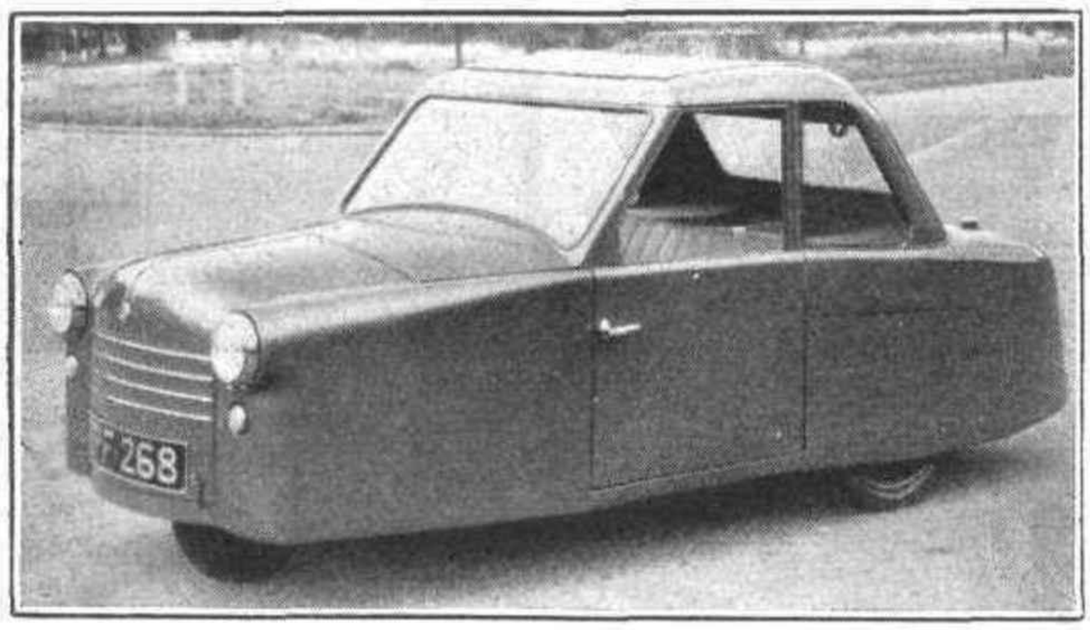
WHITHER B.R.M.?

The future of the B.R.M. remains uncertain as this editorial goes to press, but it seems probable that Alfred G. B. Owen will buy up the Bourne venture in the hope of doing for Britain in future in the field of International motor racing what Raymond Mays tried gallantly to do, but failed.

According to the *News Chronicle* of October 15th, and other daily papers, Alfred Owen has resigned his chairmanship of B.R.M. and made an offer for the three cars. If this offer is accepted he is likely to build an entirely new car for 1954 Formula racing, retaining the existing 1½-litre B.R.M.s for " white elephant " races.

The new design for a supercharged 750 c.c. is already on the drawing board at Bourne. It may prove to be the best possible approach to the 1954 G.P. Formula, but remembering that Ferrari has forsaken the V12 engine for the more straight-forward " four " in the Formula II field, and that the V16 B.R.M. has proved too complicated in practice, there will be those who would be far happier to learn that the 1954 Alfred Owen was a nice, simple four-cylinder unblown 2½-litre. No doubt a blown ¾-litre will make very impressive noises but we cannot help feeling that without Murray-Jamieson the future of the blown 750 is behind it. But we hope we are proved to be wrong.

BACK TO THE CYCLECAR



At Taggs Island in the Thames on October 16th, A.C. Cars Ltd. entertained the Press at the Casino built in 1913 by Fred Karno, for the purpose of introducing their new economy car.

In his speech of welcome, Mr. Hurlock said the workers had been offered a prize for the best name for the new vehicle and " Petite " had been chosen—he did not tell us what other names the workers thought of.

The A.C. Petite, based on the invalid carriage chassis, has a rubber-mounted power unit at the rear, consisting of a 346-c.c., Type 27B, single-cylinder, fan-cooled Villiers two-stroke engine, driving by triple V-belts to a three-speed and reverse Burman gearbox, with final chain-drive to a differential unit on the chassis, from whence universally-jointed shafts convey the drive to wheels independently sprung on coil springs. All controls are of car-type, *via* Bowden cables, the gear-lever is on the steering column, and the brakes work on the back wheels in 7-in. drums.

Electric starting, dynamo lighting, double-dip headlamps, separate sidelamps, etc., are fitted and the body is a two-seater coupé with simple hood. The wheelbase is 6 ft., rear track 3 ft. 6 in., the back tyres being 18 in.–3.25 in., the single front tyre 8 in.–4 in. The little car has been extensively tested. Its price is £255, or £398 10s. with p.t. It is claimed to cruise at 30 m.p.h., giving a fuel consumption of 60-70 m.p.g.

A.C. commenced by making the single-cylinder three-wheeler Auto-Carrier and now the full circle has been completed.—W. B.

" 'The Autocar' Road Tests, 1952." (92 *pp.*, 5s., *Iliffe and Sons.*)

This contains all the road tests conducted by the *Autocar* for 1952, comprising 30 complete reports with full performance figures, illustrated by 200 photographs and drawings. Reproduction is on good quality paper and there is a long explanatory foreword. This useful publication is in its second year and must be continued.—W. B.

REPORTS OF RECENT EVENTS

BARI G.P. (Sept. 28th)

1st : Landi (2.3 Ferrari), 123.0 k.p.h. 2nd Cole (2.7 Ferrari)
3rd : Castellotti (2.7 Ferrari).

AVUS MEETING (Sept. 28th)

1st : Fischer (Ferrari), 186.6 k.p.h. 2nd : Klenk (Veritas)
3rd : Riess (Veritas).

W. HANTS & DORSET C.C. KNOTT CUP TRIAL (Sept. 28th)

Knott Cup : R. Chappell (Cotton III).
Visitors' Cup : A. E. Rumfitt (Cotton II).
Ship Cup : R. W. Faulkner (Paul Special).
Class I : E. G. Spence (Spence VII).
Class II : No award.
Class III : E. B. Wadsworth (Ford).

AGEN CIRCUIT RACE (Sept. 28th)

1st : Trintignant (2.3 Gordini), 84.0 k.p.h. 2nd : Pagnibon (2.7 Ferrari).
3rd : Simone (Jaguar XK120).

MID-SURREY A.C. 100-MILE RALLY (Oct. 4th)

Sopwith Cup : G. Gray (Allard).
Premier Awards : T. S. Willett (Standard), D. Jenner (Morris), D. J. Westall (Lagonda), V. H. Tuson (Riley).
Open Cars, up to 1,100 c.c. : P. Bailey (Singer).
Open Cars, over 1,100 c.c. : G. Gray (Allard).
Closed Cars, up to 1,500 c.c. : E. J. Aston (Ford).
Closed Cars, over 1,500 c.c. : G. Lewis (Sunbeam-Talbot).

HANTS & BERKS M.C. NIGHT NAVIGATIONAL RALLY (Oct. 4th/5th)

Noctivagation Trophy : T. Sanders.
First-Class Awards : J. Reynolds, J. I. Bremner, J. M. N. Willis, R. A. H. Arnold, J. R. Kynaston, R. A. Johnson, G. W. Silver.
Second-Class Awards : J. N. Powell, G. W. Whiteaway, N. M. Ness, B. D. Frost, R. W. Brown, J. A. D. Lucas, S. Sedgwick.

HALF-LITRE RACES, BROUGH (Oct. 5th)

7-Lap Scratch Race, Heat 1 :	D. Parker (Kieft)	60.24	m.p.h.
7-Lap Scratch Race, Heat 2 :	L. Leston (Cooper)	60.66	"
10-Lap Scratch Race, Final :	L. Leston (Cooper)	62.45	"
First 7-Lap Handicap :	R. Bell (Iota)	58.38	"
Second 7-Lap Handicap :	D. Parker (Kieft)	61.68	"
Final :	D. Parker (Kieft)	61.30	"

New course record : Parker (Kieft), 64 m.p.h.

LEINSTER M.C. VIGZOL CUP TRIAL (Oct. 5th)

Premier Award : K. P. Murray (M.M. Special).
First-Class Awards : J. C. Milward (Millpool-Morford), C. Vard (C.E.R. Special), J. Gibney (Ford Special).
Second-Class Awards : N. R. Young (Ford Special), R. Laird (Dellow), R. B. Le Fanu (Ford Special).

CHAIN CHATTER

by "CARROZZINO"

LAST month saw the finish of the road-racing season and with it the final round in the 1952 World Championship series, with individual solo honours being divided equally between England and Italy, with England taking the sidecar class for the fourth year in succession. The Spanish G.P., which concluded the Classic season, had races for 125-c.c., 500-c.c. solo and sidecar machines, and it was interesting that the three winners were not the World Champions. In the "tiddler" class Mendogni on the single camshaft Morini repeated his Monza win, finishing comfortably ahead of Graham and Sandford on two o.h.c. M.V.s; however, Sandford, by reason of his successes earlier in the season, was the resultant World Champion, but it was evident that Morinis have the superior machine in this category. The 500-c.c. event was a source of great joy to all sportsmen for it was won by Les Graham on the four-cylinder M.V. in just as convincing a manner as his previous win at Monza. Many people thought that the single-cylinder Nortons, which were pathetic at Monza, would come into their own on the twisty Barcelona circuit by reason of their better handling and the ability of the riders, but apart from Ken Kavannagh the team was just as outclassed as in Italy. Graham led from start to finish and by half-distance had so much lead that when he went onto three cylinders, due to a plug lead coming off, he was able to keep in front of Masetti, on a healthy four-cylinder Gilera, until the end. Kavannagh, who was third, approached the Gilera rider once when he was relaxing, but then Umberto opened up and the Norton did not worry him again. These last two G.P. races have proved conclusively that the four-cylinder machines from Italy are now unbeatable, however good our riders may be. By finishing second, and with Armstrong being nowhere in the running, Masetti annexed the 500-c.c. Championship and it was indeed well earned. The past season has seen this lad riding with a great degree of cunning and making no mistakes, for he won the Dutch and Belgian races by letting the Norton team set the pace and using the extra power of his Gilera on the last lap, thereby giving himself and his machine a comparatively easy ride. His second places at Monza and Barcelona were well-ridden, intelligent races where he acknowledged the mastership of Graham and the M.V. and contented himself with a certain second each time rather than risk his neck and the bicycle by trying to catch the flying Englishman. This is the second time that Masetti has been 500-c.c. World Champion, the first time in 1950, was undoubtedly due to youthful courage and a fast machine, but this time it was due to those qualities that keep you at the top when around the 40-year-old mark, like Graham or Anderson, experience, wisdom and the ability to ride with the head instead of the opposite end of the anatomy.

The sidecar event in Spain was full of interest, as this category has been throughout the year. Eric Oliver proved beyond any doubt that he is the finest sidecar rider of the age, and won the race on sheer riding skill, but it was of no avail for the championship, for his early season accident prevented him riding in the Swiss and mechanical breakdowns caused retirements in the German and Italian races, so that he could not hope to be in the running. Happily, his place at the top of the championship was taken by another Englishman, Cyril Smith, who has put up brilliant performances throughout the season, his first in international racing, and who won the championship more on tenacity and guts than anything else. Admittedly a lot of Smith's success has been due to other people's bad luck, but he has had to fight for his title right to the end. Early in the year he showed his ability by chasing Milani on the four-cylinder Gilera all the way in the Swiss G.P., using a standard Manx Norton, and it was this that earned him a works engine for the following races. At the last race, in Spain, his frame broke on the first lap and he completed the 24 laps under conditions which would have caused most riders to retire. By finishing third, behind the Frenchman Drion, he gained sufficient points to come out on top, but only due to the misfortune of Ernesto Merlo, who retired just before the end with magneto trouble, when lying second.

As far as the other two Championships were concerned, Duke made sure of the 350-c.c. class long before his crash which finished his season, and Lorenzetti hammered home his 250-c.c. title by his brilliant finish at Monza last month. For the manufacturers, with the exception of the 350-c.c. class, the results prove very little, for M.V. are 125-c.c. champions, even though Morini have the faster machine; in the 250-c.c. class Guzzi deservedly won, but the new N.S.U. is much faster; Nortons are undisputed 350-c.c. champions, Gilera the 500-c.c. champions even though M.V. have now proved their four-cylinder the better machine. In the sidecar class Norton just pulled it off again even though Gileras have the most powerful machine; I will not say the best machine, for the handling of the Norton outfits is undoubtedly superior. While on the subject of manufacturers and the sidecar class it was interesting to see that Cyril Smith was at Barcelona with a works Norton-built sidecar on his rigid-Featherbed, in place of his Watsonian. This obviously indicates a lively interest in the sidecar category by Bracebridge Street and one that was long overdue. It is interesting that of the first six in the Championship, four were using Watsonian racing sidecars (with the exception of Smith's last-race change) and the other two were Gilera-built.

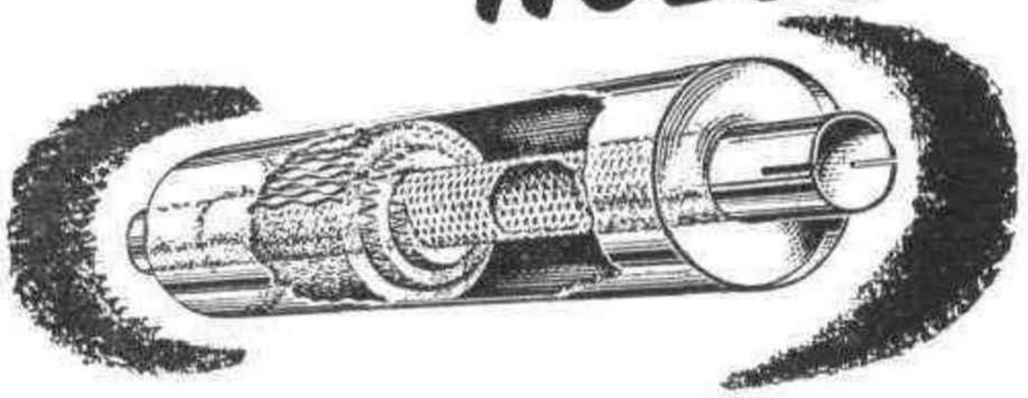
So another road-racing season has finished, and with the last race being in October it has been a very long season, leaving less time than usual for preparing for next year. At the time of going to press the plans for the 1953 Championships are being laid and it is quite likely that there will be changes made which would affect the ontcome very greatly.

* * *

As a change from racing it was nice to see the Maudes Trophy awarded again. This is an award given to the manufacturer who, in so many words, puts on the best "stunt" to prove his product during the course of the year; 1952 is the first time it has been awarded since before the war and B.S.A. have taken it with a very convincing demonstration of all-round capabilities. Three B.S.A. twins were selected at random from the production line and then ridden by factory riders, Norman Vanhouse, Fred Rist and Brian Martin, for 4,500 miles in 24 days. The route passed through ten European countries and included competing in the I.S.D.T. in which all three won gold medal awards. The finish was a speed test in Oslo, during which they were timed at 85 m.p.h. and there is little doubt that the team have won the trophy deservedly. It is to be hoped that this re-instituting of the Maudes Trophy will encourage more manufacturers to make attempts during 1953, for apart from the competitive angle, which is always interesting to the onlooker, a test which will pass A.C.U. scrutineering for qualification is not just a publicity stunt, but must have merit behind it. Nowadays a great many products are sold on loud-mouthed advertising, and this includes some motorcycles, but advertising by means of a test for the Maudes Trophy is something which can be taken seriously and it will weed out the imitations from the real thing.

Better change to SERVAIS *

NOLOS



* MORE M.P.G.
MORE M.P.H.
MORE M.B.D. (miles between decarbonising)
NO B.P.B. (back pressure bogy)

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HARD PUNCHING FROM PERU

Sir,

I have been an enthusiast since a child, when my father was in the automotive industry, connected with the board track at Laurel, Md. (considered the toughest track in the U.S. at the time), and later on the contest board of the A.A.A.

I grew up among race-car drivers and have enjoyed many a fast practice lap in the old two-seaters, beginning somewhere around the age of eight. My sister married a Hollander and they returned to the States to live, with a beautiful 1926 Hispano-Suiza complete with a superbly trained Scotch chauffeur, who was also a very well trained mechanic. I soon learned to appreciate the difference between the best English and Continental cars and the stuff we were building in the States, barring the Duesenberg and perhaps some models of the Stutz.

Over the years I have since owned two Hispanos, two Bugattis, one Isotta, one Bentley, one Amilcar, one Minerva, one M.G., an assortment of Stutz and pieces of others, as well as various vintage(?) Cadillacs and Packards, a Kissel, a Templar, etc. Before the vintage car fad became popular in the States it was possible to indulge to my heart's content for very modest investments. I am currently the proud owner of a very lovely Model SS 1931(?) Mercédès-Benz, which you call the 38/250. I also own a 1951 Riley drophead for the family car as I will not allow my wife to even try to drive the Mercédès and will hardly let her ride in it.

I mention all this so that you won't think that I have the typical U.S. mentality when it comes to cars. I will run down the suspension, steering, trashy chromium and lines of American cars quite as fast as any other subscriber to your magazine.

However, I notice a very unfortunate tendency among your readers to disparage our so-called " hot rod " movement in the States. Even teen-age kids in the States are really turning out some very fine motors and these cars are capable of some very high speeds. Our traps are just as carefully laid-out as any in the world, and our timing devices are quite adequate. Granted, these cars usually have miserable steering and suspension as compared with the better-class sports cars, but it must be realised that they are not designed for that purpose.

Policemen, the public, etc., being what they are in the States, it is very difficult to be able to utilize the grand roadholding and cornering ability of the sports cars except in a few isolated races. One detected of four-wheel drift at high speed around a curve in the States is good for a very nasty fine, and perhaps a suspension ticket. A bit of acceleration from a light is the most we can get away with, along with high cruising speeds on our better roads in some of our liberal States.

I have seen no technical description of Mercury and Ford Allards as used in England, and I realise that you don't have access to the speed parts of " finned aluminium " as we do in the States, but your Allards, as delivered to the States with English Ford and Mercury conversions, haven't a prayer in our sport races in the States nor here, for that matter, when raced against Allards with our own conversions, or for that matter any of our better " hot rods." Granted, the much finer handling characteristics of your cars, the superior acceleration out of the curves, often more than makes up the difference. It is significant to note that there is an enormous chasm between the average sports-car clubs in the States and the various " hot-rod " clubs. It is very difficult to entice any sports-car owner into a drag or a race with the better " hot rods." Rules are often carefully drawn up just to avoid the entry of the " hot rod," and it is my experience that as far as car tuners and mechanics go, your average " hot-rod " man is head and shoulders above your U.S. sports-car owner.

Naturally, I am speaking of generalities. There are some fine and serious sports-car owners. However, the vast majority of these laddies in Jaguars, M.G.s, etc., are only people who happen to have the price of such a car, usually pronounced Anglophiles to the extent of a clipped British accent, phoney school tie, jolly but carefully imitated British mannerisms, and a mouth full of drivel about dwell angles, cam over-laps, compression ratios, etc. They often can barely change a plug without stripping the threads, and their careful imitation of any and everything British is enough to make a shark sick at his stomach. Not because there is anything wrong with British mannerisms. I served with many of their fighter pilots during the war, and have the greatest respect for them individually and collectively, and who in the entire world hasn't, but I loathe the phoney American who would give his left arm to be taken for British once in his life.

Due to the dollar shortage here in Peru, car importations were barred for several years and finally opened up to products from " soft currency " areas, and in most cases British cars. Although my business is being an airline pilot, my car hobbies got me into owning a part interest in a garage. I welcomed the English cars, secured all of the data possible concerning them, and soon found myself knee deep in assorted British models. Shortly afterwards, the market was also opened to American cars. Now a Riley 2½-litre sells for about the same price as a de luxe model Chevrolet or Ford, and they can hardly give them away. The Jaguars go about the same as the better grade Pontiacs. I was amazed at first, but gradually found out. I bought my Riley secondhand, with less than 5,000 km., for exactly one half the new price, in perfect condition barring two poorly made S.U. carburetters and a Lucas distributor with over 7 degrees dwell angle variation.

I originally excused the continual bothersome problems of most of the English cars on the grounds that they were the various economy models, or were poorly maintained, etc. I thought the better marques would be free from these items of poor construction, parts that should have been rejected, etc. However, it wasn't true. Granted, I have had no experience with the really fine cars such as Rolls, Lagondas, Aston-Martins, Frazer-Nashes, Bristol, etc., but I have only too much experience with the Jaguars Mark V and VII and the XK120. It is still a wonderful car for its money, in my opinion, but with the miserable lack of parts, and the impossible delay in securing parts from England, the non-existent service, etc., they, like the Riley and the whole bunch of English cars, can hardly be sold at all, and have almost no resale value, and the only satisfied owners are those like myself who actually enjoy tinkering with their cars. Unfortunately from the export standpoint, at least, there aren't enough of those addicts.

The standard " beefs " are worthless shock-absorbers, and I mean worthless for even good roads, let alone some of our bad ones. Lucas distributors with shafts loose in the bushings, and inaccurately cut cams. S.U. carburetters with improperly fitted pistons that must be carefully reworked to secure decent action, plus no spare needles, jets, or washers in the country. Plugs that are brand new out of the box won't test out at 80 lb. of air, and any old Champion will do at 100. Ridiculous throttle linkages, hopeless Bowden cable controls. Carbon instead of decent bearings on clutches, antiquated braking systems, etc., etc. There isn't a single British car here that has a factory-trained shop man. I understand that Nuffield is sending one. There are very few spares for any of the cars but, here again, Nuffield products are best in this respect. No Lucas or S.U. parts, almost nothing in the Girling line. Almost all of the cars arrive with nuts and bolts not even hand tight, and are sold without a thorough check, and parts start flying. I could go on like this all night, but I hope I have made my point. I am certain that these cars couldn't be sold like this in England, but why try to sell them anywhere with parts that should have been rejected. Even the large British community here are getting disgusted in most cases and going back to American cars. The rest of the people, by and large, will have nothing to do with English cars.

There doesn't seem to be a single Riley 2½ that can stand a trip in downtown traffic without boiling over unless the thermostat is removed, and then it takes 20 minutes to get the car even warm in anything but heavy traffic, so the dealer elected to ease off on the fan belt as a makeshift. Truth, so help me God. I had a Mark V Jaguar that had been all over town and couldn't be made to run smoothly at low speeds. I promised the owner I would get it right. I had one of our men give it a checkover and a tune up that usually takes care of most cars, including matching carburetter piston action, and rebushing the Lucas distributor, but still a poor idle. I went to work on this car and ran every known test, called in several other men around town who I consider tops in tune-up, and finally pulled the motor apart and stuck the cam on a lathe with a degree plate and a thousandths dial indicator and found out why. The cam action was hopelessly erratic, and no cam grinder in Peru, no spare cams, and Lord only knows the delay in getting one from England. By carefully varying the clearance on the valves I got it good enough to get by and advised the owner, in fact showed him on the lathe, and he peddled it, but fast. How can something like that get out ?

Stop kidding yourself that England makes an economy car for export. They don't. Maybe some of them are cheap on gas, but price the spares, if any, the constant need for attention, if it can be found, the short ring life of so many of them, shoddy workmanship in out of the way places, suspensions, shocks, and wooden bodywork that is useless for anything but good roads, plus almost no resale value, and there it is.

Comparison with, say, Volkswagen is interesting. No English cars have any service or parts outside of the principal city, Lima, and little there. Volkswagen has more complete spares than even Fords. Anything you need and about a dozen spare engines. They have an excellent factory-trained engineer that literally knows every nut and bolt in the little car. Complete factory tools, handbooks, etc., plus a factory that is quick to profit on the original mistakes and now provide adaptations for the bad roads and local conditions in general. They have already set up branches and service with parts in the principal towns, and the car bids fair to ultimately enjoy the position of the model-T and A Ford here. I have driven one of them all over the country and deliberately abused the car on bad roads and in mountains, and am satisfied that equipped with a Roots blower for our high mountain passes and plateau country, it is my choice of the cars for back-country going, and I am not excluding current model American cars.

I hope this tirade will be taken in the spirit offered. I love the suspension of the better English cars on good roads; I am wild about tinkering with my Riley, and a good thing I am; I can stand the squeaks on the woodwork; if I can ever find a new thermostat for my Riley I will try to run down this heating problem; I would love to see other people enjoy the nice coachwork, paint and leather of the good British cars. I want to see them sold and am one of their best promoters here in Peru, but you just aren't doing right by the consumer here, and being an airline pilot and flying and talking with dealers and garages all over South America, you aren't doing right by any of them. Maybe the Latin market isn't important, although I think it is, but it has darned near been lost right now.

I personally want to see and will buy an M.G. that weighs well under 2,000 lb. with a 2-litre Riley engine. Let's have the Jaguar XK120 with 4.5 litres. Get rid of this half hydraulic and half mechanical brake rigs on cars of the calibre of Riley. Get the structural woodwork out of the bodies. Better inspection and discard on Lucas distributors, and, oh yes, voltage regulators and control boxes; matched S.U.s and better inspection and discard; and if you are going to copy U.S. designs, which I abhor, at least learn how to make a half-way decent column shift on the gearbox, and don't ever copy our mis-use of chromium and jelly-bowl suspension. Americans buy British cars because they are and look different. You can't beat Detroit at turning out its type of product, so don't try; stick to the fine stuff that you do make so well, or rather, used to make well. Get some decent service with parts and trained foremen, and try to change the miserable opinion that all of Latin-America has regarding British cars.

I don't really suppose that it would be politic for you to publish this letter as it is rather condemning, but true, and I realise it has become over long. I wrote in a similar vein to the *Motor* and they barely managed to acknowledge it. I wish you would put a few more inches into your motors, as $300.00 to $500.00 spent on a Ford, Chevrolet, De Soto, Nash Ambassador, Chrysler, Cadillac, Oldsmobile 88 and Hudson Hornet will give you a car that will go in gear with your stock XK120 and equal it in top speed, such as I have seen here or in the States on the electrical timers. I don't mean the 132 m.p.h., etc., they did in Belgium. I have never seen that duplicated yet. If you doubt that, I will arrange to send you catalogues with prices of high-compression heads from 8 to 10 to 1. Cams with any overlap you might desire, oversize valves, heavy springs, prices for porting and relieving balancing, and stroking and de-stroking, multiple manifolds, converted gearboxes, differentials, 12-port heads for Chevrolet, mechanical tappets to replace hydraulic, roller tappet camshafts, twin coils and condenser and twin-point distributors, and some timed records, both from here and the States, certified by their various governing bodies.

I sent Ronald Johnson a photograph of the converted Nash Ambassador that I race occasionally here in our long distance road races, and is also raced by another driver, and mentioned that it would do 110 m.p.h. all day, and he seriously doubted me, I am sure, from his query in the return letter. Actually the car has done 118 m.p.h. average *both* ways on the traps, burning alcohol, and nitro-methane. We are currently building a new job, using the 1947 short-chassis De Soto with the 1952 hemispheric head, 276 cu. in. overhead valve engine, which we are quite confident of getting up to around 250 h.p. at about 5 200 revs. As our roads are bad and dangerous, the local formula in S.A. requires a car that came from the factory with hard top, that is a coupe, and I am very anxiously awaiting time that they can get around to shipping the new coupe model XK120, which I will use only on the good roads, the De Soto carrying the banner for the back-country races. These are really gruelling races and the cars are very curiously modified, but here they don't hesitate to race from Buenos Aires to Caracas and our short circuits are 200 miles or more, and 1,500 miles from one town to another in several laps are the most common. More or less like the Mexican road race only almost everything is allowed except blower and the roads run from fair to almost impossible.

We also have some closed circuits about the city for formula cars, and the formula is changed from race to race to provide some competition and to allow as many cars as possible to run. It is broken down to two other classes, namely sport and non-sport, and we even see that slob of a Mayflower cluttering up the course here. These races are really a riot in many ways, and it would panic you to see them, but they are fun and some good drivers evolve from this foolishness. I am doing my best to spark something like the 500-c.c. trend in Europe, and hope to get it going as soon as I can get some answers from my original letter to you.

Once again I want you to understand my motives behind this tirade. I know what I am talking about, and anyone in our business here can and will confirm it. This irresponsible attitude is costing you dearly and I hate to see it happen.

I am, Yours, etc.,

GEORGE H. POSKE.

Lima, Peru.

[And to think we won at Le Mans last year and were victorious in this year's Monte Carlo Rally !—ED.]

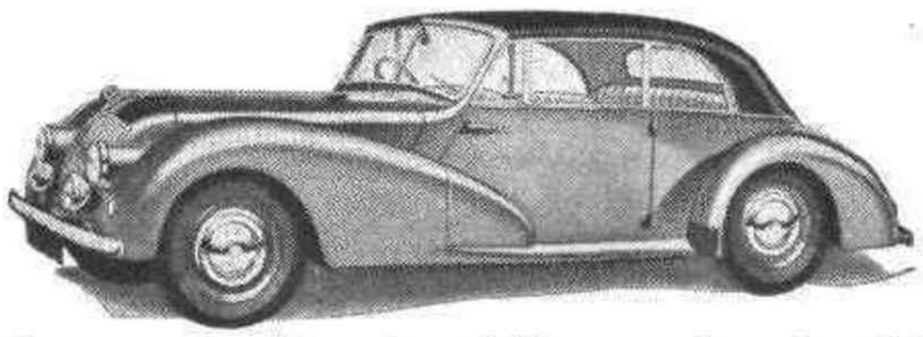
GUIDE TO EARLS COURT

HEREUNDER follows an alphabetical guide to the car exhibits at the S.M.M.T. Exhibition which is open at Earls Court from October 22nd to November 1st, together with a pocket history of the leading makes.

★

A.C. **Stand No. 136**

Known before the Kaiser War as a single-cylinder passenger and commercial tricar and as a very lightweight small car, the A.C. made by Auto-Carriers, of Thames Ditton, then a country village, developed as a four- and six-cylinder light car featuring a back-axle gearbox, ½-elliptic suspension and, for the six, a wet-liner o.h.c. engine. S. F. Edge watched over A.C. at this period. Later the gearbox moved inboard, the suspension grew-up and gradually the modern A.C., built by the Hurlock brothers, developed. The A.C. was the first 1½-litre car to do 100 m.p.h. and 100 miles in the hour, and has many rally successes to its credit.



A.C. cars are virtually unchanged this year, and remain smooth-running willing carriages rather in the vintage tradition. The engine is a 2-litre o.h.c. wet-liner six and normal beam-axle front suspension is used, the A.C. being one of the few remaining cars *sans* i.f.s. Road-test impressions of the smart Buckland tourer appeared in MOTOR SPORT last September.

A.C. CARS LTD., THAMES DITTON, SURREY.

★

ALFA-ROMEO **Stand No. 122**

This Italian concern has all its life been renowned for its outstanding sporting cars and its support of G.P. and sports-car racing. Coming into prominence just after the 1918 Armistice, racing successes set seal to the marque's prestige, and G.P. racing was abandoned only last year, when the straight-eight 159 Alfa-Romeo was well-nigh invincible. The present "1900" model is in every way a worthy successor to the 21/70, 22/90, 1½, 1¾, 2.3 and 2.9-litre six and eight-cylinder Alfa-Romeos of the past.

The "1900" Alfa-Romeo cars exhibited by the famous concessionaires, Thomson & Taylor, late of Brooklands Track, are possessed of performance abilities fantastic in a comfortable saloon car, allied to superb roadholding by reason of helical spring i.f.s. and a normal rear axle sprung in the same manner. They are truly outstanding cars which no enthusiast able to procure one could resist.

THOMSON & TAYLOR LTD., PORTSMOUTH ROAD, COBHAM, SURREY.

★

ALLARD **Stand No. 161**

The original Allard appeared in 1935, evolved by enthusiastic Sydney Allard after he had grown out of fierce Morgan three-wheelers, four-wheeled versions thereof and a T.T. Ford V8. The prototype used a Ford V8 30 engine and Bugatti scuttle and tail. So successful was the Allard Special, particularly at Southport and in rough trials, that Sydney's friends wanted replicas, so he decided to go into small-scale production with the blessing of the Ford Motor Co. Independent suspension was evolved simply, by cutting the axle beam in two, and later larger and larger engines and a de Dion rear end followed. With literally hundreds of competition successes to its credit, culminating in the great Monte Carlo Rally victory last year, Allard now adds a baby to his range of husky closed and open fast cars. This baby is termed the "Palm Beach" model, is sure to draw a big crowd, and was described in MOTOR SPORT last month. Other exhibits are the all-enveloping J2X Le Mans car, K3 2/4-seater, Safari estate car and P2 Monte Carlo saloon. The K3 is an interesting new version of the former K2, with Safari tubular frame and de Dion back end.

ALLARD MOTOR CO. LTD., 24-28, HIGH STREET, CLAPHAM, S.W.4.

ALVIS **Stand No. 131**

Alvis is remembered with warm affection by sportsmen for a range of sporting models—10/30, 12/40, 12/50, 12/60, Front Drive, Firefly, Speed Twenty and so on.

The present model is a push-rod o.h.v. 3-litre "four," which remains unchanged for 1953. It will be shown as coupé, saloon and Show-finished chassis. The sports model, which in different forms aroused much interest at previous Earls Court Shows, will not be there this year.

ALVIS LTD., HOLYHEAD ROAD, COVENTRY.

★

ARMSTRONG-SIDDELEY **Stand No. 154**

Long-established and makers of some of our best air-cooled aeroplane engines, Armstrong-Siddeley at first built truly rugged cars—30-h.p., 20-h.p., Fifteen Six and Fourteen Four, pioneered the fitting of a Wilson pre-selector epicyclic gearbox and introduced, in 1932, a small six-cylinder, the Twelve/Six.

It is safe to predict that they will create a sensation at Earls Court with new 3.4-litre Sapphire saloons. This new model is a high-performance car supplementing the roomy, dignified but rather staid 2.3-litre which was the first new British car to go into production after World War II.

The Sapphire has a 90 by 90 mm., 3.4-litre six-cylinder engine with 70 deg. o.h. valves actuated, modern-style, from a camshaft in the crankcase, push-rods and rockers. It gives over 120 b.h.p. at 4,200 r.p.m. on a modest compression-ratio of 6.5 to 1 and a single Stromberg d.d. carburetter.

The four-speed pre-selector gearbox has electric control, an entirely new feature. Alternatively, a normal pre-selector box with steering-column control can be specified. The ratios in each case are 4.091, 5.564, 8.153 and 13.909 to 1.

The brakes are Girling hydraulic, and there is coil-spring trailing wishbone i.f.s. The Sapphire is geared 20 m.p.h. per 1,000 r.p.m. in top gear and the speed claimed for the four- or six-light saloon is 90-95 m.p.h.

The price of this sensational new Armstrong-Siddeley is extremely competitive—£1,100, or £1,728 3s. 4d. with p.t.

ARMSTRONG-SIDDELEY MOTORS LTD., PARKSIDE, COVENTRY.

★

ASTON-MARTIN **Stand No. 123**

Ever since the late Lionel Martin introduced this make as a refined 75-m.p.h. side-valve sports model in 1921 it has been prominent wherever sportsmen gather and competitions are held. A. C. Bertelli took over in 1927, introducing an advanced-design o.h.c., dry-sump 1½-litre car. Many years later a 2-litre version came along, the oil went back into the sump and the war saw experiments with aerodynamic coachwork, soft i.f.s. and push-rod valve operation.

Then David Brown, a great enthusiast, bought up the firm, and the present twin o.h.c. 2½-litre DB II Aston-Martin saloon was announced, a car which by its excellent performance and purposeful lines has won the heart of enthusiasts; 90 per cent. of the limited output of these fine cars go overseas.

The exhibit will comprise a saloon and two drophead coupés, backed up by the actual DB II VMF 64, which won its class at Le Mans in 1950 and 1951, in the 1951 and 1952 Mille Miglia and Alpine Rally.

ASTON-MARTIN LTD., HANWORTH PARK WORKS, FELTHAM, MIDDLESEX.

★

AUSTIN **Stand No. 157**

The Austin Motor Co. Ltd. has a long history of manufacture of British family and economy cars of solid worth, amongst which figured the Twenty, the Heavy Twelve, announced in 1919 and 1921, respectively, and the immortal 747-c.c. Austin Seven of 1922. Operating from their vast, almost-futuristic assembly plant at Longbridge, they carry on the tradition of offering a comprehensive range of medium-priced models. Kay Petre advises about the colours in which they emerge and the "draw" again this year will be the Austin A30 800-c.c. o.h.v. economy car, last year making its bow as "the greatest achievement in post-war motoring," but only now going into big-scale production, backed by a new convertible coupé on the A40 chassis.

THE AUSTIN MOTOR CO. LTD., LONGBRIDGE, BIRMINGHAM.

BENTLEY **Stand No. 170**

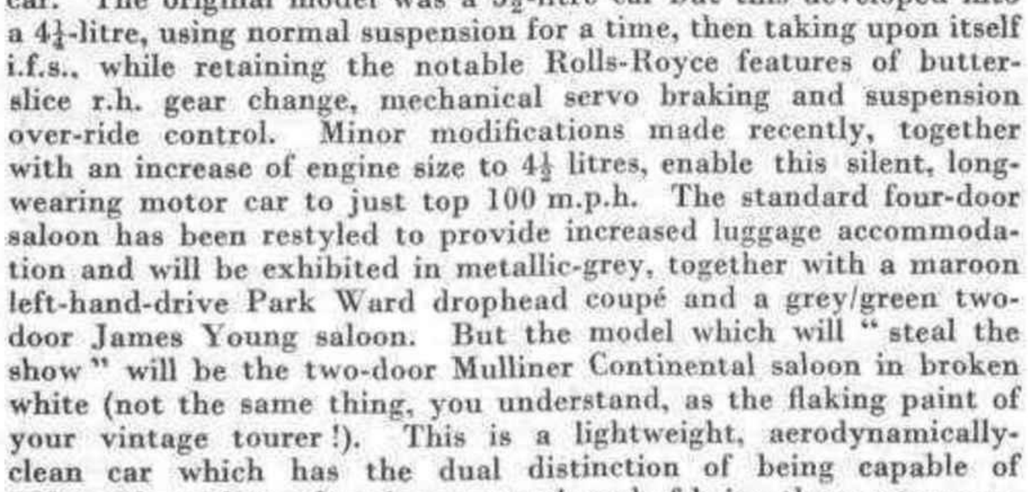
The Bentley built by Rolls-Royce has no association, save in name, with the famous vintage models of this marque, but arose as W. O. Bentley's conception of how the 20/25 Rolls-Royce of 1933/4 could be made into a silent 90-m.p.h. open or closed sports car. The original model was a 3½-litre car but this developed into a 4¼-litre, using normal suspension for a time, then taking upon itself i.f.s., while retaining the notable Rolls-Royce features of butter-slice r.h. gear change, mechanical servo braking and suspension over-ride control. Minor modifications made recently, together with an increase of engine size to 4½ litres, enable this silent, long-wearing motor car to just top 100 m.p.h. The standard four-door saloon has been restyled to provide increased luggage accommodation and will be exhibited in metallic-grey, together with a maroon left-hand-drive Park Ward drophead coupé and a grey/green two-door James Young saloon. But the model which will "steal the show" will be the two-door Mulliner Continental saloon in broken white (not the same thing, you understand, as the flaking paint of your vintage tourer!). This is a lightweight, aerodynamically-clean car which has the dual distinction of being capable of 115 m.p.h. with acceleration to match and of being the most expensive car in production in Britain (£4,890). It is for export only.

BENTLEY MOTORS LTD., 14/15, CONDUIT STREET, LONDON, W.1.

★

BRISTOL **Stand No. 133**

The Bristol, produced since the war by the great Bristol Aeroplane Co., and having pre-war German B.M.W. ancestry, is that fascinating concept, a luxury car with the modest engine capacity of two litres. Beautifully appointed and finished, and with a maximum speed in the region of 100 m.p.h., the Bristol is the choice of many discerning



long-distance motorists who, before sampling it, would not have considered seriously any car of less than twice the engine capacity. The design of the 401 saloon remains unchanged and it will be seen in off-white with lavender upholstery and a second example with this finish reversed—tasteful treatment of a superlative car.

THE BRISTOL AEROPLANE CO. LTD., FILTON HOUSE, BRISTOL.

★

BUICK **Stand No. 117**

The Buick emerges from the mists of memory as one of the brisker American automobiles, by reason of early adoption of overhead valves. We also recall our first experience of front-wheel brakes, on a car of this make, the effect being extremely impressive, although the brakes in question were of the now-obsolete external contracting variety. No data are to hand about the cars to be exhibited.

★

CANADIAN CHEVROLET **Stand No. 167**

In the long ago the Chevrolet brothers raced their products and after the 1914/18 war these cars won considerable popularity as straight-forward American low-price cars and commercials possessing a willing performance. Today's models, built by the immense General Motors concern, are the 1069X1 and 4037X1, the former exhibited in three versions of Styleline De Luxe four-door sedan, the latter as a Styleline De Luxe Bel Air coupé.

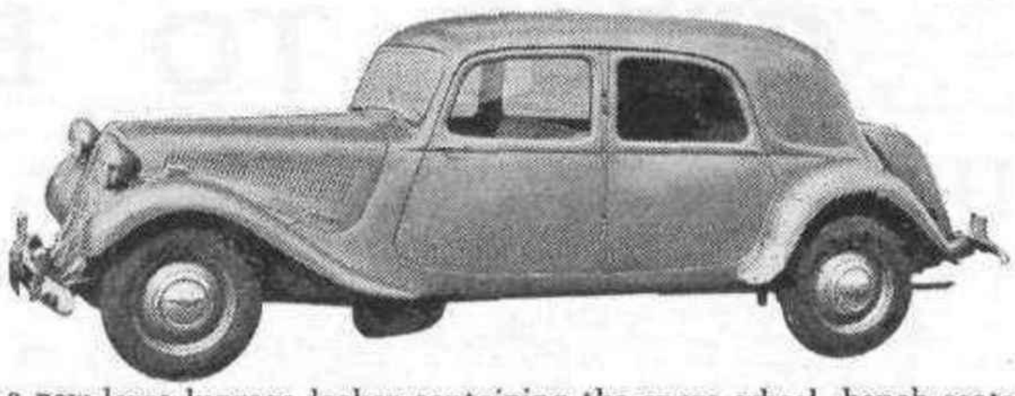
GENERAL MOTORS LTD., 23, BUCKINGHAM GATE, LONDON, S.W.1.

★

CITROEN **Stand No. 152**

The front-drive Citroën, years ahead of its time when the mass-producing French firm introduced it in 1934, as a startingly novel successor to their former 7.5, 11.4 and 12/24 cars (most of which have long migrated to Spain in the guise of Barcelona's yellow-and-black cabs!), sets a high standard of roadholding, comfort and safety.

The famous Light Fifteen and Six (the latter road-tested by MOTOR SPORT last December) are continued, in improved form with



a new large luggage locker containing the spare wheel, bench seats (optional on the Light Fifteen), better silencer, facia control of the heater, Zenith petrol filter, different steering-wheel, pneumatic time-switch for the traffic ators, stop and tail-lamps on each rear wing, Lucas D.M.2 distributor on the four-cylinder models and metallichrome finish on coloured cars. Otherwise these are the same staunch *traction avant* Citroëns with torsional suspension, strong steel bodies and o.h.v. wet-liner engines. They are joined by a new model, the Big Fifteen family saloon, which has a 7 in. longer wheelbase and 4½ in. wider track than the Light Fifteen and seats six, but uses the same well-tried 1,911-c.c. engine. MOTOR SPORT for December, 1951, had something to say about this model.

Although of French origin, Citroën cars are built at Slough, in England. Two Light Fifteen saloons with sunshine roof, one with fixed roof, a Six saloon and two of the new models are exhibited.

CITROEN CARS LTD., TRADING ESTATE, SLOUGH, BUCKS.

★

DAIMLER **Stand No. 165**

Renowned as makers of the Royal cars and famous for large luxury carriages, including those fabulous "Double Sixes" out of history, the Daimler features the fluid flywheel and pre-selector gearbox, which renders driving virtually foolproof.

At Earls Court the 100-b.h.p. 3-litre convertible coupé in beige and black will be backed by a maroon 3-litre Regency saloon, a dark-green 2½-litre Consort saloon and a 5½-litre blue and black straight-eight Hooper limousine, the last-named, in particular, Daimler's link with its regal and dignified history as a producer of great cars.

DAIMLER CO. LTD., RADFORD WORKS, COVENTRY.

★

DELAHAYE **Stand No. 146**

Delahaye was there at the beginning, horseless-carriages of this French make running in those now-legendary town-to-town races that marked the birth of the new industry. After building fairly sober cars Delahaye came out in the 'thirties with a typical French sports/racing car with rugged but powerful push-rod o.h.v., six-cylinder, multi-carburetter engine and transverse-leaf-spring i.f.s.

The car shown by Selbourne Ltd. is the famous 135M of this conception, giving 135 b.h.p. at 3,850 r.p.m. from a long-stroke 3½-litre engine with triple Solex d.d. carburetters. The gearbox is that inimitable electrically-controlled finger-tip-change Cotal and the body a drophead sedanca by Selbourne themselves. It is backed up by a Type 235 Delahaye with two-door Antem saloon bodywork, this model being the 152-b.h.p., 120-m.p.h. version of the 135M.

SELBOURNE (MAYFAIR) LTD., 82, PARK STREET, GROSVENOR SQUARE, LONDON, W.1.

★

FORD **Stand No. 137**

Ford, another immortal, is best remembered by the famous model-T which rose towards mass-produced pre-eminence in 1908 and did not fade until 1927, when it gave way to the model-A. The Ford V8 was another sensation, setting as it did a new conception of low-price high-performance. Today, Dagenham offers the refreshingly new Consul four-cylinder and Zephyr six-cylinder "over-square" o.h.v. cars, with their own version of vertical slide, coil-spring i.f.s., and roomy if externally-austere saloon bodies—to which is added the new Zephyr convertible de ville. Besides these brisk, practical models will be seen their "poor relations," the Anglia Eight and Prefect Ten, offering real hard service with extreme economy. At the time of writing the Anglia remains the least expensive model at the Show—basic price £313 10s. for the saloon. Improvements since last year to the "5-star" Consul and Zephyr Six range include a new facia, full-width parcels-shelf and improved control pedals.

FORD MOTOR CO. LTD., DAGENHAM, ESSEX.

★

FRAZER-NASH **Stand No. 159**

Amongst the fastest and most compact sports/racing and high-performance cars at Earls Court, we have little need to enlarge on

the Frazer-Nash cars, because whatever else they miss, all enthusiasts present will visit this stand to see for themselves. Also, the latest models were described in MOTOR SPORT last month. Nor need we remind you that these Bristol-engined cars with their superlative record in post-war competition events bear no resemblance, apart



rom being individually-built vehicles of enormous personality, to the now-defunct (in the production sense) chain-drive Frazer-Nashes which derived from the G.N. cyclecar.

On show will be the new Mk. II Le Mans Replica competition car, of the sort raced by Ken Wharton, the new Targa Florio and Turismo cars, and the Mille Miglia Frazer-Nash. Don't miss them!

A surprise exhibit on this stand will be a new 2.6-litre 4-cylinder 90-b.h.p. Mk. IV 2/3-seater, whereas all previous post-war Frazer-Nash cars have had 2-litre 4-cylinder engines.

A.F.N. LTD., FALCON WORKS, LONDON ROAD, ISLEWORTH, MIDDLESEX.

★

HEALEY **Stand No. 113**

Veteran competition driver Donald Healey made his name with Triumph cars in Monte Carlo Rallies and sponsored a remarkable straight-eight twin-camshaft version of that make for some reason known as the "Alfa-Romeo built in Coventry." After the war he formed the Healey Motor Co. to build an advanced high-performance car with 2½-litre Riley power unit and i.f.s. incorporating very substantial trailing links. The first Healey was endowed with a streamlined saloon body and became notable as the first post-war production car to exceed 100 m.p.h. on road-test, later covering 104 miles in the hour at Montlhèry. An open aerodynamic version followed, joined later by the Silverstone competition model.

Today the Healey is available with the well-tried Riley engine, and also with the 3-litre Alvis engine. The Nash-Healey, for export only, is an Americanised version with Nash 4.1-litre six-cylinder engine and bodywork on the Healey chassis. Models on show are likely to include a Nash-Healey two-seater, Riley-Healey two-door Tickford sports saloon, Riley-Healey Abbott drophead coupé and Alvis-Healey sports convertible. A Nash-Healey was the first Anglo-American car home at Le Mans this year. It finished third.

DONALD HEALEY MOTOR CO. LTD., THE CAPE, WARWICK.

★

HOTCHKISS **Stand No. 120**

Harold Radford & Co. Ltd., ambitious concessionaires of high-performance English and Continental cars, are sole concessionaires in Great Britain, Northern Ireland and the British Empire for Hotchkiss, that fine French car which offers very great speed and comfort while retaining its old-world dignity. They will exhibit examples of the 3½-litre Anjou and Grand Sport saloons, the latter with twin-carburetter "Paris-Nice" engine in the short chassis, a car for which, if Editors were not Christians, we could easily break the Tenth Commandment. Also on this stand will be shown the clever 2-litre integral-construction light-alloy Hotchkiss-Gregoire saloon with four-cylinder horizontally-opposed engine, which should draw the technicians. A speed of 90-95 m.p.h. is claimed for it.

HAROLD RADFORD & CO. LTD., MELTON COURT, SOUTH KENSINGTON, LONDON, S.W.7.

★

HUDSON **Stand No. 138**

From the Hudson Super Six of tender memory this American make has developed apace. Indeed, the latest Hornet, Wasp, Commodore and Pacemaker prompt a little poem:

With super-dome to give miracle H-power,
Hydramatic and monobuilt frame,
Here is a car to throw out miles per hour,
To comfortably seat you, to "step-down" the lame.
This is the model with Dura-fab seat,
Super-sized assist straps and chrome-alloy block,
Hollywood hard-top to keep out the heat,
Duo-flow oil to stifle all knock,
Fluid-cushioned clutch and triple-safe brakes,
The Hudson takes you home in a coupla shakes

HUDSON MOTOR CAR CO., GT. WEST ROAD., LONDON, W.4.

HUMBER **Stand No. 145**

The old-established English firm of Humber Ltd. was absorbed into the Rootes Group some years before World War II. The aim of the post-war Humbers has been to provide comfortable, notably roomy closed cars of medium price and moderate engine size. The Hawk for 1953 has improved body lines, a larger (9-in. diameter) clutch, more accessible cylinder block drain tap, stronger frame with fully-boxed-in side-members and sub-frame, larger rear shock-absorbers and detail improvements. The new model is termed the Touring Limousine and has comfortable accommodation for five or six persons. Even more capacious are the Humber Pullman limousine and Imperial saloon, the basic price of which has been recently reduced to a competitive £1,395.

In addition, Humber enters the high-performance market with the competitively-priced new Super Snipe Mk. IV which, with an o.h.v. 4.1-litre 6-cylinder engine, will exceed 90 m.p.h. It has very strong shock-absorbers, stiff chassis, 2-speed wipers and new body lines. The basic price is £1,130.

HUMBER LTD., COVENTRY.

★

JAGUAR **Stand No. 168**

Jaguar have made no main alterations in their successful range of sports and high-performance cars. They will show a Mk. VII saloon, XK 120 sports two-seater and the very beautiful XK 120 fixed-head coupé, but not, it seems, the XK 120C. The XK 120 coupé which averaged over 100 m.p.h. at Montlhèry for seven days and nights, breaking nine International Class records on the way, will be on the Stand.

JAGUAR CARS LTD., COVENTRY.

★

JENSEN **Stand No. 148**

The Jensen is a 4-litre Austin-powered car of imposing appearance, capable not only of exceeding the century in the matter of speed, but of achieving 97 m.p.h. at the "safe" piston-speed of 2,500 f.p.m., by reason of the introduction, for 1953, of a 2.85 to 1 overdrive top gear. This over-drive is brought into or out of engagement by a sideways flick of the gear-lever, without need to depress the clutch pedal.

Two models are shown, the Interceptor two-door saloon and the normal two-door 5/6-seater saloon. The controls and front seats have been moved forward to provide still greater room in the rear compartment.

JENSEN MOTORS LTD., WEST BROMWICH.

★

JOWETT **Stand No. 134**

Famous for years and years as the honest Yorkshire firm building the 7-h.p. flat-twin light car possessed of "the little engine with the big pull," after the second World War the new Javelin was the first truly new car. With its roomy six-seater saloon body of semi-streamlined shape, torsional suspension, big luggage boot and plenty of leg-room by reason of a compact 1½-litre o.h.v. flat-four engine developed from the pre-war Jowett "four" of this sort, the Javelin has won an enormous following by reason of its smooth 80 m.p.h. at 30 m.p.g. Sports-car enthusiasts are catered for by the 2/3-seater Jupiter convertible, which has twice won the 1½-litre class at Le Mans and gained important rally successes. It is a smooth-running, smooth-riding, economical 90-m.p.h. car in the 1½-litre category, a class once popular with British sports-car makers, but today sadly neglected.

JOWETT CARS LTD., IDLE, BRADFORD, YORKSHIRE.

★

LAGONDA **Stand No. 132**

The Lagonda was always an enthusiasts' car from the introduction by the then Staines factory of the twin-cam 2-litre model in 1926, successor to the economy 11.9 i.o.e. Lagonda, the present 2½-litre car may be described as a town-carriage and long-distance touring version of the DB II Aston-Martin. It uses the same power unit, in a chassis associated with W. O. Bentley and having all-round independent suspension.

The Mk. II Type LBS Lagonda is a luxurious carriage, now endowed with new styling, a wider body, new facia, heater for rear-seat passengers, two-speed wipers and hydraulic jacks.

LAGONDA LTD., HANWORTH PARK WORKS, FELTHAM, MIDDLESEX.

★

LANCHESTER **Stand No. 166**

Pioneers of the motor car in this country, the early Lanchesters were way ahead of their competitors, as those of you who take your Earls Court colds on the V.C.C. Brighton Run on November 2nd will be able to appreciate. Afterwards the Lanchester became a

for 1953

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February 1st is SHELL DAY

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** In addition to the normal distillation process, Shell's British refineries use catalytic-cracking, selective polymerisation and re-forming processes to produce the finest possible "balanced" petrol.*

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luxury car *par excellence*, as the Forty and the Twenty-one, and later the straight-eight model.

For some time past this old-established firm has concentrated on smaller cars. It shows at Earls Court the 2-litre Fourteen, of which the Leda is the special export model. The De Ville Convertible is a fine open/closed car, with power-operated hood and windows.

Like the Daimlers, Lanchester cars employ the clever fluid flywheel and epicyclic gearbox.

LANCHESTER MOTOR CO. LTD., RADFORD WORKS, COVENTRY.

★

LANCIA **Stand No. 126**

Lancia has long been a name to conjure with in Italian motoring circles. Lancia the man was a great racing driver in the heroic age of the sport. Of the cars which bear his name, the Kappa and V8 Trikappa models are of misty memory but vintage enthusiasts still proclaim the Lambda range and many examples of the Augusta and the 80-m.p.h., 30-m.p.g. Aprilia saloon are still with us.

The modern Lancia Aurelia is a motor car of outstanding performance and technical merit. It keeps faith with the narrow-vee cylinder arrangement, being a 60-deg. " six " of 1,991 c.c. It also retains the Lancia coil-spring i.f.s. but at the back is the four-speed over-drive gearbox and independent suspension, again by coil-springs, and body and chassis are integral.

The 5/6-seater B.21 pillarless saloon does 90 m.p.h. and gives 25 m.p.g. but, in case this does not satisfy, there is the B.20 Gran Turismo two-door, 2/3-seater sports saloon, 3¾ in. shorter in wheelbase, with 8.8 to 1 instead of 7.8 to 1 compression ratio and two 32DR7SP Webers in place of one 30AAI Solex dual d.d. carburetter. 100 m.p.h. is claimed for this version, still at 25 m.p.g. on (British Government please note) high-octane pump fuel. For 1953 the Gran Turismo has a fractionally higher compression ratio, lower gear ratios and fractionally higher axle ratio.

Definitely the Aurelia is one of the world's great motor cars.

LANCIA (ENGLAND) LTD., 372, EALING ROAD, ALPERTON, MIDDLESEX.

★

LINCOLN **Stand No. 139**

Henry Ford was ever versatile and while he was selling his model-T Ford utility car in millions he was also building the seductive Lincoln V8 luxury car.

The present model is a 90-deg. V8 Capri Special Custom Fordor sedan for which 200 b.h.p. is claimed. It shares the stand with the Canadian Fords—a Crestline Sunliner convertible coupé and a Customline Fordor sedan with side-valve 110 b.h.p. engines and a similar version with smaller o.h.v. in-line-six engine of the same horse-power.

LINCOLN CARS LTD., GREAT WEST ROAD, BRENTFORD, MIDDLESEX.

★

M.G. **Stand No. 150**

The development, by the late Cecil Kimber, of the sports M.G.s out of, first the Morris Oxford, later the Morris Minor chassis, is too well known to need recapitulation. M.G. has taken an exceedingly active part in serious racing and record-attacks as John Thornley's book " Maintaining the Breed," one of the absolute best of its kind, reminds us. Today the TD M.G. Midget (but why still " Midget " ?) is favoured by sportsmen and sports girls the world over. It remains happily unchanged for 1953. Its companion in " safety-fast " motoring, the 1½-litre saloon, now has larger clutch, brakes and dampers and a hypoid back axle.

THE M.G. CAR CO. LTD., COWLEY, OXFORD.

★

MORGAN **Stand No. 116**

The Morgan Plus Four has now been in production for a full season and this brisk leech has won widespread popularity, and several notable Rally victories. A normal Standard Vanguard engine in a low, compact, light and simple chassis, embodying the famous coil-spring and slide i.f.s. introduced for the very first three-wheeler (for Morgan pioneered with practical tricars in 1911, taking the Light Car Hour Record at nearly 60 m.p.h. before the Kaiser War), is an excellent sportsman's recipe. The Plus Four, which succeeds the famous 4/4 introduced in 1937, is now available with a high back-axle ratio to choice but is otherwise unchanged. On the stand are two two-seaters, two coupés and a four-seater representing inexpensive high-performance for the home and export markets.

MORGAN MOTOR CO. LTD., PICKERSLEIGH ROAD, MALVERN LINK, WORCS.

★

MORRIS **Stand No. 156**

Morris has long represented all that is best in British economy-car construction, commencing with the first William Morris-conceived light car of 1912 and continuing through the famous Cowleys and Oxfords to the original Minor, produced in both s.v. and o.h.c. forms. A racing-bodied Minor achieved both 100 m.p.h. and 100 m.p.g. of fuel before the war. After the war Alec Issigonis, designer of the Lightweight Special sprint car of advanced design, evolved the modern Morris Minor for the Nuffield Organisation, and thus was born the first British economy-car to challenge the Continent in the matter of outstanding cornering and roadholding and impeccable rack-and-pinion steering.

History now repeats itself and the Minor acquires an o.h.v. engine—actually the push-rod A30 Austin Seven 803-c.c. unit. It can now be revealed that Issigonis planned the post-war Minor round a flat-four engine and when it proved impractical to manufacture this, he hoped to install an o.h.c. " four." In the end a s.v. 918-c.c. engine similar to that in the pre-war Series II Morris Eight was used, geared high, possibly because the new car ran so remarkably well that it was feared it would outlive the old engine design.

The result was a certain " lack of steam " in an otherwise splendid little car. With its new o.h.v. engine and an axle ratio reduced from 4.55 to 5.28 to 1, the Morris Minor will take on a new lease of life and represent the best over 40-m.p.g. motor car available today.

New colour schemes are available for it, the luggage boot is more thief-proof, there are dual wipers and other detail-improvements, and the roadwheels are balanced. Over 65 m.p.h. and 20-60 m.p.h. in 45 seconds are claimed in o.h.v. form.

The excellent 1½-litre Morris Oxford, which shares the Minor's good road manners, has similar improvements and a " new look " but remains a 41-b.h.p. s.v. car. The 2¼-litre Six has detail improvements, a new cylinder head and high-output dynamo. It retains the classic vertical-valve single o.h.c. engine, giving 70 b.h.p. Excellent cars, these Nuffield products.

MORRIS MOTORS LTD., COWLEY, OXFORD.

★

NASH **Stand No. 114**

Always one of the more exclusive American automobiles, Nash celebrates its 60th anniversary by showing examples of the Rambler station wagon and Statesman and Ambassador sedans with unitised Airflyte construction. Side-valve engines are used for the two former and the new Super Jetfire o.h.v. engine for the latter.

NASH CONCESSIONAIRES LTD., NASH STREET, ALBANY STREET, LONDON, N.W.1.

★

OLDSMOBILE **Stand No. 129**

Oldsmobile has been a name to conjure with in American motoring since the days of the tiller-steered. single-cylinder runabout version. On Stand 129 you can inspect a Series 98 5-litre De Luxe four-door sedan and De Luxe convertible coupé and Series 88 Super four-door sedan and Super Holiday coupé. These are modern American designs for which 98 m.p.h. is claimed.

GENERAL MOTORS LTD., 23, BUCKINGHAM GATE, LONDON, S.W.1.

★

PEGASO **Stand No. 118**

For the first time in this country the new Spanish Pegaso will be on public show, thanks to the ingenuity of Harold Radford & Co. Ltd.

This exciting, technically-very-advanced car was described in some detail in MOTOR SPORT towards the end of last year, following our visit to the E.N.N.S.A. factory at Barcelona, where it is produced in conditions equal to those of a racing-car shop. Although the car proved disappointing at Monaco and failed to start at Le Mans, engineers predict a great future for the Pegaso. At the time of writing it is not known whether the 2.5 or 2.8-litre Z102 90-deg. V8 will be shown. Whichever comes over, enthusiasts are sure to swarm over its beautiful four-o.h.c., five-bearing engine, which, in multi-carburetter high-compression form, is capable of providing something like 125 m.p.h. This is a road version of the G.P.-type car.

EMPRENSA NACIONAL DE AUTOCAMIONES S.A., LAGASCA 88, MADRID, SPAIN.

★

RENAULT **Stand No. 149**

Pioneers in the French motor industry, Renault early established a reputation for reliability and fine construction. Marcel Renault was killed in the Paris-Madrid race of 1903; a Renault won the first Grand Prix race in 1906. In the period between the world wars a wide range of dependable rather than spectacular cars was made, from the 8.3 to the majestic Forty-Five, Renault's scuttle-radiator and dust-excluding bonnet eventually giving way to a normal forward-radiator, albeit this was at first concealed behind shutters suggestive of the former bonnet.

The modern Renaults are equally outstanding. The little rear-engined 750-c.c. economy car, produced in great numbers in a nationalised factory, offers probably the greatest fuel economy of any four-wheeled car in current production, while seating four adults in comfort, each having his or her own door. The technical excellence of the combined o.h.v. engine/three-speed gearbox unit and of the all-round independent suspension can be seen from the pedestal-mounted units on the stand.

The engine size was reduced to 748 c.c. to enable the little Renault to compete in Class H competitions, and it has performed outstandingly in such arduous events as Monte Carlo, Morocco, Tulip, Alpine and Liege-Rome-Liege Rallies and the Le Mans race. Apart from the outstanding economy of fuel, the baby Renault has a low-speed engine with detachable wet-liners, ensuring longevity and it gives a very "even-keel" ride over bad surfaces. It is available as a Grand Luxe convertible for export only, as well as a saloon.

The other Renault is the export-only 2-litre saloon with almost-square engine, alloy head, over-drive four-speed box, in a rigid body/chassis structure. Suspension is independent all round and 28 m.p.g. is claimed for this roomy, serviceable car. Three examples are shown.

RENAULT LTD., WESTERN AVENUE, ACTON, LONDON, W.3.

★

RILEY **Stand No. 130**

Early in the field of motor vehicle manufacture, Riley has given us many memorable models, including the 12-h.p. s.v. cars of the 'twenties, featured recently in our correspondence pages, and the immortal Riley Nine of 1926. Easier engine maintenance, better brakes, hypoid back axles with lowered ratio on the smaller car and open propeller shafts are amongst the 1953 modifications to the well-tried, dignified 1½-litre and 2½-litre four-cylinder cars.

RILEY MOTORS LTD., COWLEY, OXFORD.

★

ROLLS-ROYCE **Stand No. 171**

Traditionally "The Best Car in the World," the Rolls-Royce developed from the late Sir Henry Royce's 1904 conception of what the perfect motor car should be like, through the immortal Silver Ghost of 1907 (which prototype is beautifully preserved by Rolls-Royce to this day) and the subsequent o.h.v. Phantom I and Phantom II cars, the latter at last substituting ½-elliptic for cantilever rear springs, to the fabulous 7.3-litre V12 with complicated form of oil-damped i.f.s.

Mourn these great cars we may, but even Rolls-Royce have had to bow to the changing times in which we live, and the present Silver Wraith model is but of 4½ litres capacity.

It is shown as a Tudor-grey Park Ward saloon, a maroon Hooper touring limousine and a black Mulliner seven-passenger limousine. Also exhibited is a velvet-green Silver Dawn saloon, for export only.

ROLLS-ROYCE LTD., 14/15, CONDUIT STREET, LONDON, W.1.

★

ROVER **Stand No. 164**

Rover settled down round about 1934 to a range of smallish to medium-sized cars outstanding by reason of their quiet quality, even minor parts being just that much better made and finished than those of lesser makes. This followed on a chequered list of earlier models—the 1905 one-cylinder, backbone-chassis Eight, the excellent pre-1914 Twelve, the economy air-cooled flat-twin, and those solid tourers of the 'twenties with their headlamps attached to the sides of the radiator, the technically-complex Poppe-designed 14/45, raced at Brooklands, the famous Blue Train Rover and so on . . .

The present-day Rover 75 continues the quality-tradition, combined with an external style which rather startled some people a year or two ago but which has since been adopted by other manufacturers, Ford included.

Detail improvements to this fine car, sired by a company which has so quietly yet effectively produced the world's first turbo-jet car, number a new radiator grille, elimination of the "Cyclop's eye" headlamp, an unobstructed luggage locker floor with the spare wheel now in a separate compartment (all others, please copy!), better heating and ventilating system, new sound-proofing, more comfortable front seat, more leg-room in the back, petrol pump transferred to the luggage boot, higher voltage coil and a solenoid-operated petrol reserve valve actuated by a facia switch.

On the stand a chassis can be examined, and five "75" saloons, finished respectively in ivory, black, pastel-blue, sage-green and grey.

THE ROVER CO. LTD., METEOR WORKS, LODE LANE, SOLIHULL, BIRMINGHAM.

SINGER **Stand No. 142**

Singer came out before the Kaiser war with a Ten and built many successful small cars thereafter, including the Junior of 1927, still sometimes seen in Porlock sports form. This model had the chain-driven o.h.c. engine which has featured on all subsequent Singer models, including the successful Nine and 1½-litre sports models and the present SM 1500 saloon.

The SM 1500 remains unchanged for 1953 but may be had with two-carburetter engine giving increased performance. There is now thermostat cooling and a changed external appearance. The Roadster four-seater is a car for the open-air lover and has the 1,497-c.c. o.h.c. engine.

SINGER MOTORS LTD., COVENTRY ROAD WORKS, BIRMINGHAM, 10.

★

STANDARD **Stand No. 144**

The Standard Company fits into history mainly as the makers of big-output small and family cars. The little 9.5-h.p. model of 1914 was one of the most successful of the pioneer "big cars in miniature," and the "11.6" one of the first all-weather models. The Company was saved from financial disaster in 1927 by the rapid preparation of the worm-drive Standard Nine which grew up into the Big and Little Nines.

After the war Standard adopted a one-model policy with their 2-litre Vanguard, designed for world-wide application. This continues virtually unchanged for 1953.

STANDARD MOTOR CO. LTD., CANLEY WORKS, COVENTRY.

★

STUDEBAKER **Stand No. 151**

A notable American car, the 1953 models wear a grin different from that of last year.

The Champion will be exhibited in Regal hard-top convertible, five-passenger de luxe coupé and Custom two-door sedan forms and the Commander Land Cruiser will also be shown.

STUDEBAKER CORPORATION, 385, EUSTON ROAD, LONDON, N.W.1.

★

SUNBEAM-TALBOT **Stand No. 147**

The present Sunbeam-Talbot bears no design-relationship to the old Sunbeam and Talbot cars. It is a well-developed product of the Rootes Group which evolved before the war as an attractive small sporting car using an Aero Minx s.v. engine. Subsequently it was enlarged, and improved down the years, i.f.s. superseding a normal front axle and side valves giving place to push-rod-prodded o.h.v. The 1952 "90" model represented a very fine up-to-the-minute 2¼-litre car, available in saloon and convertible forms and having a particularly pleasing appearance. Its performance capabilities and robustness were amply demonstrated when Stirling Moss brought one of these cars home second in the Monte Carlo Rally and when Messrs. Moss, Hawthorn and Murray-Frame won



many awards, including the Manufacturers' Team Prize, in this year's tough Alpine Rally.

For 1953 the Sunbeam-Talbot 90 is further improved, having detail suspension modifications, improved steering, restyled wheels with provision for sending a stream of air onto the finned brake drums, while the rear-wheel spats have been deleted. This graceful 90-m.p.h. car represents the ideal of a great proportion of the world's car buyers and fresh-air advocates will particularly appreciate the convertible version.

SUNBEAM-TALBOT LTD., RYTON-ON-DUNSMORE, COVENTRY.

★

TRIUMPH **Stand No. 125**

Triumph entered the baby-car field in 1927 with the Super Seven, which had a three-bearing crankshaft and the hydraulic four-wheel brakes pioneered on the earlier Fifteen and was thus a luxury model in its class. Victor Horsman raced two versions at Brooklands.

[*Continued on page* 517

CLUB NEWS

WE HEAR

The June issue of *Antique Automobile* carried a comprehensive account by Leslie R. Henry of the various detail changes made in the model-T Ford from its appearance in 1908 to its demise in 1927. And the July issue of the *Bulb Horn* carried a complete history of America's early Glidden Tours, copiously illustrated, to celebrate the 50th anniversary of the A.A.A. A. Carson Simpson has delivered "Sherlock Holmes' Case of the Austin Grand Prix Racers," as published in MOTOR SPORT during 1949, to a meeting of the Sons of the Copper Beeches of Philadelphia, of which he is an enthusiastic member. A four-cylinder water-cooled Castle Three three-wheeler exists in a fine state of preservation in Hampshire and another 14/40 Delage sports model has turned up in Sussex.

George Monkhouse of Kodak Ltd. was a welcome visitor to the last Goodwood Meeting; he still runs his 4½-litre (vintage) open Bentley. T. W. Dargue drove his *own* TD M.G. Special at the Peterborough M.C. Silverstone Meeting, not the Jacobs car, and another correction is that Hawthorn beat the B.R.M. lap time at Turnberry in McAlpine's Connaught, not in his Cooper-Bristol. A rebuilt 1912 G.W.K. 2-seater was for sale in Surrey for £250.

Robert Baird is selling a number of interesting cars from his racing stable. These comprise the 2- and 2.7-litre Ferraris, his Griffin-Maserati and the 2-litre Alta. Kensington seems the haunt of many vintage models, an early Rolls-Royce saloon and an 11.4 Citroën tourer being seen near the Albert Hall recently. A 1920 9.5 Standard has been discovered in a shed at Hitchin, where it had stood since 1937. Curiously, a Standard agent in the same town has a 1914 example in his showroom. The joint owners of the 1920 car urgently seek a handbook.

A Scott Sociable three-wheeler, albeit with damaged crown-wheel and pinion, awaits a new owner in Scotland, and a Stoneleigh light car has been discovered in Leeds—and so old vehicles continue to be unearthed, suggesting that those whose hobby is locating and restoring aged motor cars are going to have as much fun this winter as ever before. A nicely-kept 11.4 Citroen two-seater was spotted near Bourne recently.

Colborne Garage Ltd. (see page 507) now have the sole concession for Porsche cars in Great Britain, and can sell to American Forces personnel, overseas visitors, diplomats, etc. Charles Meisl will be responsible for these sales.

THE "W.O." CLUB

A certain amount of confusion has arisen from the similarity in name between the Bentley Drivers' Club and the Bentley Owners' Club, which was formed some while ago to cater primarily for West Country Bentley enthusiasts. The latter club has accordingly changed its name, with the generous approval of Mr. W. O. Bentley himself, to the "W.O." Club, which should obviate all confusion as to its identity and allegiance, since "W.O." of course means Bentley to all motorists.

R.A.C. recognition has therefore been granted to the club under its new title.

HORNET SPECIAL CLUB'S MIDLAND RALLY

The club's first Midland Rally took place on the disused airfield at Atherstone, near Stratford-upon-Avon, on Sunday, October 5th.

The five tests, all old favourites, included the "Roundabout." "Lisbon," and an obstacle race with a difference.

Following the rally, dinner at the Box-trees Café, Hockley Heath, rounded off a successful day's sport.

Concours d'Elegance: D. R. and D. J. Howdle (joint entry) (1933 Tickford coupé).
Best Test Performance: 1st: D. S. Denny; 2nd: P. and M. Way (joint entry); 3rd: G. Smith.
Longest Distance to Rally: D. S. Denny.
Visitors' Award: M. Mitchell (Vauxhall).

B.R.M.A.

The second A.G.M. of the British Racing Motors Association will be held at the Waldorf Hotel, Aldwych, W.C.2, at 7.30 p.m. on November 19th.

The decision taken by the British Racing Motor Research Trust to dispose of the assets of B.R.M. Ltd. seriously affects the future of the B.R.M.A., which was formed primarily to support the B.R.M. project. Various proposals received from members of the Association for the continuance of this organisation will be considered at this meeting, and it is hoped that as many members as possible will attend.

A B.R.M. film show will take place immediately after the meeting, and refreshments will be available at the hotel if required.

Members are asked to note that some form of membership identification will be required to gain admission to the meeting.

FIXTURES FOR NOVEMBER

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

1st.—Newry & D.M.C. Trial, Newry. *R.*
S.S.C.C. Rally, Milngavie. *C.*
Grimsby M.C. Night Trial, Grimsby. *C.*
Vintage S.C.C. Trial, Nidderdale. *C.*

1st-2nd.—Sheffield and Hallamshire M.C. High Peak Trial "Rising Sun," Bamford, 10 a.m. *R.*
M.G. C.C. (S.E.). Trial. *C.I.*
N. Staffs M.C. Rally. *C.I.*

2nd.—Citroen C.C. Rally, Bucks. *C.*
R.A.C. Veteran Car Run, London-Brighton, Hyde Park, 8.30 a.m. *R.*
Brighton & Hove M.C. Trial, Sussex. *C.*
Manchester University. Rally, Yorks/N. Lancs. *C.*
Herefordshire M.C. Trial, Radnor. *C.*
Crewe & S. Cheshire M.C. Trial, Cheshire. *C.I.*
Falcon M.C. Trial, Stevenage. *C.I.*
Exmoor M.C. Trial, Porlock. *C.I.*

8th.—Cheltenham M.C. Cheltenham Trial, Glos. *R.*
C.S.M.A. Navigation Test, Farnborough area. *C.*
8th-9th.—Falkirk & D.M.C. Rally, Scotland. *C.I.*

9th.—Cemian M.C. Knowland Cup Trial, "Royal Huts," Hindhead, Surrey, 10.30 a.m. *R.*
E. Anglian M.C. Rally, Essex/Suffolk. *C.*
Cambridge "50" C.C. Trial, N.S. *C.*

12th-15th.—Motor Cycling Club. Rally, England. *N.*

15th.—N. of Ireland. Trial, Londonderry Dist. *C.*

16th.—750 M.C. Trial, Aston-Rowant. *C.*
Blackpool & Fylde M.C. Rally, Lancs. *C.*
N. Devon M.C. Trial, N. Devon. *C.*
Grimsby M.C. Sporting Trial, Grimsby. *C.*
Weybridge M.S.C. Rally, Weybridge area. *C.*
Cumberland S.C.C. Rally, Carlisle. *C.*
Caernarvonshire & Anglesey C.C. Trial, N. Wales. *C.*
Yorks S.C.C. Trial, Ripponden. *C.*
Alvis O.C. Rally, W. Scotland.
M.G. C.C. (N.W.). Trial, Derby/Cheshire. *C.*
Plymouth M.C. 200 Challenge Trophy Trial, Devon. *R.*

22nd.—Bristol M.C. & L.C.C. Fedden Trophy Trial, Cotswolds. *R.*
Northampton & D.C.C. Night Trial, Herts. *C.*
Herts C.A. & A.C. Night Trial, Herts. *C.*
Ulster A.C. Trial, N. Ireland. *C.*
Thames Estuary M.C. Night Trial. *C.*

23rd.—Cambridge University A.C. Rally, Sussex/Essex. *C.*
Newcastle & Dist. Trial, Newcastle area. *C.*
Plymouth M.C. Trial, S. Devon. *C.*
Torbay M.C. Rally, S. Devon. *C.*

28th-29th.—B.A.R.C. (Yorks). Rally, W. Riding, Yorks. *C.*

29th.—E. Counties M.C. Night Trial, E. Counties. *C.*
M.G. C.C. (S.W. Centre). A.G.M., Ship Inn, Alverstone, near Bristol.

29th-30th.—Morgan 4/4. Night Rally, Central England. *C.*

30th.—Welsh Counties C.C. Trial, Cardiff. *C.*
Mid-Cheshire C.C. Trial, Cheshire. *C.*
Leicestershire C.C. Trial, Leics. *C.*
Kentish Border C.C. Kentish Border Trial, Kent. *R.*

25,000 MILES *in a* JOWETT JUPITER

TWELVE months ago I made a business trip which took me as far north as Tongue and completed in all a little under 2,000 miles in nine days. I returned so enthusiastic about the Jupiter that I felt I had better let a few weeks pass before I wrote about my experiences, lest I be carried away and exaggerate in singing the praises of this wonderful little thoroughbred. When I finally wrote them they were crowded out, our Editor being unable to find space.

Twelve months passed very quickly, and, with the speedometer showing 24,000 miles, we started off on the same trip. Safely home again, I am even more enthusiastic than before.

First, however, let me relate some of my experiences with the youngest member of the Jowett family.

A heavy shower of rain had fallen and the sun was just beginning to shine through as I caught sight of my red Jupiter standing in the market-place at Stamford, quietly waiting for me. My first impression was, "You little beauty!" and as time has gone by that first impression has grown until for me it is the prettiest car on the road.

The drive back to London was taken quietly, and proved uneventful—then a period of quiet running took the speedometer along to 2,000 miles. Only then did I start to push the rev.-counter beyond 3,500 r.p.m. It must be remembered that this Jupiter was one of the first to come from the Jowett factory, and I decided to return it to Bradford for a general overhaul at about 3,500 miles; so, at 7 o'clock one very beautiful spring morning, the Editor and I left for Bradford. The speedometer seldom dropped below 80 m.p.h. and we soon realised that this little car was making really exciting headway so we pushed along a little faster but never exceeding 5,500 revs. Then, just before Stamford, the engine began to falter, and finally we came to rest by the roadside a few miles on the London side of Stamford. Obviously the engine was starved of petrol. I have no explanation as to why I did it, but I walked to the back of the car and released the filler cap at the back—a small "plop" startled me, and I quickly realised that the quick-release cap fitted so tightly that it had formed a vacuum. Drilling two small holes has since made certain that we are never caught like that again. Only a few minutes were wasted and on we sped, and at 9.50 we were five to ten miles the Bradford side of Doncaster when I thought the car had disintegrated! Several very loud bangs and violent shaking of the floor boards, and a large bump appeared on the beautiful red bonnet, and the Editor shouted, "For God's sake, stop!" In a flash, the ignition was switched off and the gears disengaged. As we were travelling at very nearly 90 m.p.h. when it happened, this easy-running little car quietly drifted a very long way before dying by the side of the road, but we were at least a little nearer Bradford. Quite honestly, I expected to see the engine in pieces and was surprised at not seeing a trail of parts in the driving-mirror. However, when the bonnet was lifted, we saw that the fan had come adrift, hit the underside of the bonnet—hence the bump—and then out of the bottom. Our luck was in, for although it had severed several wires and pipes, nothing vital was touched and the radiator was undamaged. When the fan belt was taken off, the car was cranked (the starter being quite dead), and started straight away. Driving quietly, with the water temperature well up, we proceeded to Bradford, reaching the works at about 11.30 a.m.

Very shortly, the car was ready for the road, and we drove to Bradford to collect it in a very lively Javelin, arriving at the works only 3 hr. 55 min. after leaving Romford.

The large bump on the bonnet had been smoothed out and after a short run round the local roads with the tester, a quick glance at the factory and lunch, we left about 3 p.m., expecting to be back in London not later than 7 o'clock—perhaps 6.30. Before we reached Doncaster, an ominous knock started and, although the oil pressure was well up, so was the oil temperature, we decided to stop at the next garage to check oil and water. This we did, and to my amazement one quart of oil was needed to satisfy the dipstick. Out on the road again, only a further ten miles completed, a most "sickening" knock developed in a matter of seconds to a rhythmic thud and we had no big-ends. We had to press on but, oh! what a miserable drive and it was 11 p.m. when Romford was reached, and anyone was welcome to the Jupiter by just taking it away.

Several months went by and at last the little red car was delivered to the office, with the remarks: "You'll find her all right now—we know the answer to flying fans, blown gaskets and big-ends—you won't have any more trouble." By the time 4,500 miles had been completed, the gasket blew again and the front tyres were bald, and as the back tyres showed practically no wear, it was obvious that the tracking was at fault. I was getting a little "browned-off" for, after all, I had paid a lot of hard-earned money for this car and even the most optimistic would have to admit that I had been in trouble!

August, 1951, saw the speedometer clocking 6,000 miles and the modifications that had been made looking as if they were going to be successful. The new tyres on the front were showing signs of a little unnecessary wear, but by now Jowett's had the answer to correct tracking and the necessary adjustments were made. Twelve months have quickly slipped by and the speedometer reads 25,750 miles, the last 20,000 being very nearly trouble free—20,000 hard miles, for all of them have been completed in the service of Motor Sport—trials in the West country, hill-climbs in the North, large and small race meetings, and speed trials at very nearly every track in England and Scotland. Thousands of miles in torrential rain, snow and fog, and most of them in darkness. Never once has the little red Jupiter failed to get us to the meeting—never once has it failed to get us home again. The Lucas equipment has never failed to excite the engine, announce our presence, and light our way, although we favour the small Marchal spot and fog-lights. Dunlop tyres, 5.50 on the front and 5.75 on the back, have never failed us, and the Girling Mintex-lined brakes have always just managed to stop us in time. Hundreds of interesting incidents rush to mind but space allows for one only, that already referred to.

One Thursday morning, at 9.50, we left for a visit to the Ferodo works at Chapel-en-le-Frith, arriving at the Palace Hotel, Buxton, at 1.10 p.m. After a wash and brush-up and a very good lunch, we went to fulfil our appointment and a very enjoyable afternoon was had. The very fulfilling of this appointment reminds me of one of the strongest points that makes the Jupiter such a favourite for the business man.

One is able to put on a cap, muffler and gloves and enjoy the exhilaration of an open sports car and, by Jove! only those who have experienced it know the thrill. Then, having reached the town, one can put up the hood, wind up the windows, and go about one's business in the town in what is virtually a closed car. A very enjoyable evening and first-class service at the Palace sent us on our way in a very good frame of mind. Up past Holme Moss television aerial, all, except a few feet of the bottom and the top (funnily enough), shrouded in thick mist. Through Huddersfield and Leeds, joining the A1 at Wetherby, leaving it just after Scotch Corner, and then into Scotland by what I think is the most impressive route, A68 over Carter Bar. We mustn't forget the old-world Wellington Hotel, Riding Mill, where the service and lunch were fit for a king. Arriving at Edinburgh about 4.30 we found that Queen Elizabeth was already there and the town full, and wherever we went we received the same answer, "No room at the inn." So we pushed on to Linlithgow but, before reaching it, we saw a large white house high up to our right and were admiring its position when a small board announced it as Bonsyde Hotel. We took the last room and enjoyed our stay, leaving Sunday morning after completing our business at Bo'ness. Through the Trossachs, with the sun blazing its welcome, unbelievably beautiful and peaceful—lunch was taken at Tchailoch Hotel, beside the loch—then on to spend the rest of the day and night at Killiecrankie. Mine host of the Killiecrankie Hotel has created an atmosphere of delicate charm and we were sorry to leave at 8.30 on the Monday morning.



climbing to 1,500 feet through Glen Garry to Kingussie and on to Inverness. It pays handsomely here to drive back along the west shores of Loch Ness to Drumnadrochit and then west along Glen Urquhart, and finally north to Beauly. The Drumnadrochit Hotel, with its vast windows, provides one with a " view while you chew." Through Dingwall to Bonar Bridge, that delightful little village at the head of Dornoch Firth. Turning left in the village and running by the side of the Firth one finds oneself in Lairg—very wild and desolate countryside, most forbidding in winter, but so delightful on a sunny summer day. Tongue was reached by 5.15. The Bungalow Hotel was our home for two days; it is built of wood with little wooden chalets, overlooking the Kyle, and warmed by peat fires. Just to think of the smell of the peat, the warm welcome, the good food beautifully cooked, the delightful bays explored, gives me a glow of contentment.

The Jupiter, the first the local garage had seen, created interest, and the loving care with which it was serviced was much appreciated. Thoroughly greased (one quart of oil, one pint of water, and about 4-5 lb. in the tyres, the first attention it had received since leaving Romford 1,150 miles away), and we were ready for the wildest run to be imagined in Britain. Driving right round the Kyle, leaving Ben Loyal first on our left and then on our right, one strikes due west to Hope. Even on a glorious day one needs hope, for the boulder-strewn roads and wild, desolate scenery make one feel that without the Jupiter purring quietly and effortlessly along, all would be lost. Round Loch Eribol, divinely blue and as lovely as any Italian lake. Through Durness and following the road south-west of Cape Wrath to Scourie, across the Kylestrome Ferry, on past Loch Assynt through the wildest and roughest country in our lovely Isle, and finally dropping down into Ullapool. A memorable day's run, the Jupiter simply bounding along, it being necessary to check its onward rush up the long steep hill from Kylestrome Ferry. A most delightful evening was spent at the Grand Hotel, Ullapool, where the staff make one feel so absolutely at home. A sunset at Ullapool with the Summer Isles silhouetted against the evening sky is one of the sights one never forgets. Away next morning by 8.30 and, following Loch Broom for a short time, the road winds inland for a short way before returning to Little Loch Broom, and from there to Gairloch one passes through miles of the loveliest mountain loch and sea scenery available for man to see, Grunaird Bay with its sandy inlets forming natural wind-breaks, give such marvellous opportunity to sun bathe, as we did. Miles of sand covered with thousands of beautifully coloured shells of all shapes and the sea—a translucent torquoise-blue—and ourselves alone to enjoy it. The steep hill out of Grunaird Bay was levelled by the lively Jupiter, which had to be checked before the top was reached. A very fine lunch was taken at Aultben Hotel, right by the seashore off the direct route, but worth a visit. A run by the side of Loch Maree, then through wild country with a single-track railway appearing and disappearing, past Strathcarron station and across Loch Carron by Strome Ferry. Arriving at Kyle of Lochalsh about 5 p.m., with the most delightful views of Skye, which looked mysterious, the mountains appearing unreal and ethereal. Most delightful was our stay at the Lochalsh Hotel—everyone going out of their way to make us comfortable.

Leaving about 10 a.m., we travelled along the same road as we came in by, Skye looking quite different in the morning sun but just as mystical. The country was still quite wild but the road surface steadily improving. We reached Fort William for lunch at the Alexandra Hotel, then on to Ballachulish and so into Glencoe, bathed in brilliant sunshine. The high snow-posts, however, were a reminder of what a terrible reception a visitor can get in the winter. Through Inveraray, with views of Loch Fyne, the grandeur of which defy description, finally down Rest-and-be-Thankful to Arrochar, where we arrived about 5.30 p.m. Before putting the gallant little Jupiter away, I checked tyres and water (O.K.), oil (a quart needed); a check-up of petrol purchased since leaving London showed that we were averaging 28 miles per gallon for the 1,600 miles completed, surely a truly wonderful performance, for about 1,000 miles of it had been run over mountain roads which are the worst I've ever driven on in Britain.

After Rest-and-be-Thankful Hill-Climb, which is held in such beautiful surroundings that the racing becomes a secondary consideration, we followed the road to Glasgow by Loch Lomond. How lucky are the Scots living around Glasgow to have such glorious scenery, as one sees by the shores of Loch Lomond, so near at hand! Through Glasgow and on to Abington to spend a most comfortable night at the Abington Hotel, where any visitor can always be assured of a warm welcome, good food and drink served under the watchful eye of the Chief. Sunday morning dawned mistily. Obviously we were in for a really hot day and, my goodness, how hot it proved to be. When travelling at 90 miles per hour in the Midlands later in the day even the wind blew hot, but at no time did the Jupiter overheat. With no special preparation we left Abington at 8.35 and ran without a stop to within ten miles of Newark. Here we stopped for lunch, and filled up with eight gallons of petrol and one pint of oil. This took an hour and we left at 1.45 p.m. At 4.45 p.m. we stepped out of the Jupiter at Romford, having completed the 375 miles in 7 hours 10 minutes' driving time.

Some friends said to my passenger: " You must be dead tired," but her reply, " Not a bit, I should be quite happy to drive straight back," should be noted. I myself would have been quite happy to have driven back. I was very nearly as fresh as when I started and, do not forget, the drive from Huntingdon had been through traffic which was quite heavy on this hot Sunday afternoon.

To sum up, any motor car that, after completing 1,600-odd miles over the rough roads of North and North-West Scotland, runs 375 miles with one stop of an hour at an average speed of 50 m.p.h., with such smoothness and such airy lightness of control as to leave driver and passenger as fresh as when they started, has indeed qualified to be considered one of the finest cars in the world—and I submit that, on the evidence, the Jupiter is definitely in that class.

W. J. T.

North Staffs & Notts S.C.C. Joint Silverstone Race Meeting (Oct. 11th)

The weather turned up trumps for this, the final car race meeting of the season in England. The entry too was about the best seen at any Club Silverstone this year. Ranging in size from the 750 c.c. formula cars to Crozier's massive 8-litre Bentley. Also apart from the ordinary every-day sports cars, we had such specialised racing machinery as Webb's very potent 1,100-c.c. Turner supercharged racing single-seater.

750 c.c.—1,200 c.c. SPORTS CARS.
1st: R. Stokes Cooper-Riley. 63 m.p.h.
2nd: J. Risley Richards. Riley.
3rd: Treen. Treen-Riley.

750 FORMULA:
1st: J. Davidson. Austin Lotus. 56.8 m.p.h.
2nd: R. Grimsley. Austin Ulster.
3rd: F. Tiedman. Austin Ulster.

1½-LITRE SPORTS CARS:
1st: P. Gammon. M.G. TC. 68.6 m.p.h.
2nd: F. Davies. Cooper-M.G.
3rd: J. Dalton. M.G. TD.

FORMULA III
1st: L. Leston. Leston Special. 74.9 m.p.h.
2nd: R. Bicknell. Revis.
3rd: R. Nuckey. Cooper.

2-2½ LITRES:
1st: T. Crook. Mk. II Frazer Nash. 69.3 m.p.h.
2nd: W. McMillan. B.M.W.
3rd: S. Kenyon. B.M.W.

2½ LITRES:
1st: B. Haynes. Healey. 66.9 m.p.h.
2nd: D. Sessions. Healey.
3rd: D. Healey. Healey.

UNLIMITED ALL COMERS:
1st: Berrow Johnson. Cooper 1,100 c.c. 72.5 m.p.h.
2nd: O. Moore. H.W.M.
3rd: K. Downing. Connaught FII.

UNLIMITED SPORTS CARS:
1st: J. Swift. Jaguar. 69.5 m.p.h.
2nd: M. Head. Jaguar.
3rd: J. Crozier. Bentley.

FORMULE LIBRE HANDICAP—HEAT 1:
1st: M. Head. Jaguar. 72 m.p.h.
2nd: B. Haynes. Healey.
3rd: J. Swift. Jaguar.

HEAT 2:
1st: Berrow Johnson. Cooper 1,100. 75.3 m.p.h. 30 secs. H/cap
2nd: R. Nuckey Cooper 500. 50 sec. H/cap.
3rd: K. Downing. FII Connaught. Scratch.

VINTAGE HANDICAP:
1st: J. Bailey. 4½ Bentley. 67.3 m.p.h.
2nd: J. Williamson. 4½ Bentley.
3rd: N. Powell. 7-litre (S) Mercédès.

1,100 c.c. BLOWN, 1,500 c.c. UNBLOWN SPORTS CARS HANDICAP
1st: R. Stokes. Cooper-Riley. 62.6 m.p.h.
2nd: C. Metcalfe. Fiat.
3rd: J. Risley Richards. Riley.

UNLIMITED SPORTS CARS HANDICAP:
1st: J. Dalton. M.G. TD. 67.2 m.p.h.
2nd: P. Gammon. Morgan.
3rd: W. Kenyon. B.M.V.

UNLIMITED HANDICAP:
1st: B. Haynes. Healey. 66.2 m.p.h.
2nd: M. Head. Jaguar.
3rd: D. Sessions. Healey.

Gerard's old E.R.A. wins an epic Charterhall International Trophy Race, beating B.R.M.

A VERY big crowd attended Scotland's first Internationa Motor Race at the Winfield Joint Committee's Charterhall Meeting on October 11. Even bigger crowds are likely to attend the 1953 fixtures of this organisation, for the efficient arrangements, lack of "red tape" and the outstanding excellence of the racing are what the spectating public looks for.

The weather was cold but dry, the 2-mile circuit bumpy in places but embodying a long straight, two slow and three fast corners. Farina set the fastest lap, at 85 m.p.h., before the Thinwall Ferrari broke up. An amusing feature of the day was the arrival in the Paddock of many Thinwall Special supporters, adorned with bright rosettes, of which Farina wore one on his duffle coat and was highly amused by the whole affair. The Thinwall supporters were anxious to see the Italian driver beat the B.R.M.s. In this they were disappointed, because the Ferrari broke its final drive—let us hope Mr. Vandervell soon finds some new parts—but Bob Gerard's old E.R.A., which has never gone better, made amends for them!

The Scots like their races on the long side, so proceedings opened with a 20-lap race (all were scratch events, those for sports cars with a Le Mans start) for sports cars up to 1½ litres. J. F. Gibbons' Rover Special led for two laps, after which Dick Shattock, on holiday in the North with his Lea-Francis-engined R.C.S. Atalanta and naturally doing some racing at the same time, went ahead. Gibbons retook the lead on lap four but the R.C.S. passed it again and led comfortably thereafter, winning by 20.4 sec. at 86.55 m.p.h. Ian Hopper's Hopper Special had been holding third place but a big-end melted after 10 laps—maybe the oil was too thin even for the Scottish climate! That put Ian Sutherland's TC M.G. momentarily in third place but this car also retired, and J. N. Lawrence's Cooper-M.G. occupied third place behind the Rover Special thereafter. Ted Lund's M.G. fell sick, Schellenberg's neat, Dixon-like, long-tailed Riley Nine spent too much time gyrating early in the race to come into the picture, and Carnson's fast 1½-litre Riley was only seen during part of the race. Brearley's Jupiter was outclassed.

After this a fine field of unlimited sports cars ran over the same distance. Clearly "Wilky" Wilkinson has laid an expert hand on Ian Stewart's Ecurie Ecosse XK120C Jaguar, because, try as Moss did in Wisdom's XK120C, Ian won—a popular win—by 15.6 sec., averaging 77.5 m.p.h. and setting fastest lap, at 79.4 m.p.h. Salvadori kept third place for Baird's 2.7 Ferrari although hotly pursued throughout by Wharton in the Mk. II Le Mans Replica Frazer-Nash. This was a stirring race, and Scott-Russell drove splendidly to keep one of the Mk. I Frazer-Nashes ahead of Holt's XK120C Jaguar. The XK120s of Mort and Bill Dobson had a slight head-to-tail collision, without stopping, but in a field which ranged from XK120C to 30/98 the standard of driving was notably high.

Another splendid race followed—Charterhall really did provide them!—the Formula II race over 40 laps. A silence in memory of John Cobb preceded it and was reverently observed by all save those warming up their cars, who were unaware of what was happening—a pity the silence was not timed for when they were on the grid, when all engines would have been cut.

Wharton led away in his Cooper-Bristol but after a lap Poore had the low, compact Connaught in first place. Wharton held on determinedly and led again on laps seven and eight, after which Poore repassed him. Alan Brown had been running third in the Cooper-Bristol, some way behind the duellists. Alas, Wharton retired on lap 10, and Moss now came up into second place in the G-type E.R.A.-Bristol. This held from lap 10 until McAlpine's Connaught passed Stirling on lap 16. Mike Oliver now ran fourth with the third Connaught, so E.R.A. was the meat in the Connaught sandwich. Brown meanwhile fell back and the Cooper coasted in on lap 33 with its inside badly mixed up after the timing chains had come adrift.

The remainder of the race was enormously exciting because Oliver clearly decided that a 1, 2, 3 victory for Connaught would be a Good Thing. He pressed Stirling harder and harder, sliding snakily on his corners in the effort and, after another car had made it inexpedient to go by the E.R.A. at his first attempt, he took his chance out of Paddock Bend on the very last lap, and that 1, 2, 3 finish belonged to Connaught. Fine show, Mike! Poore averaged 80.89, McAlpine 80.09 and Oliver 79.93 m.p.h., 34.6 and 6.6 sec., respectively, separating the three green cars. The timekeepers presented Tony Gaze with fastest lap, but as he was in a 1950-type H.W.M. and was never in the picture, this can be discounted, splendidly as Tony drives.

Kenneth McAlpine deserves every credit for sponsoring work on the Connaughts which has brought them to their present eminent position in British Formula II racing. Poore drove very neatly, shifting himself in his seat after the Paddock Bend bump each lap, where the Connaught's wheels left the ground, whereas those of Moss' E.R.A. did not. Oliver finished with the carburetter cowling loose and petrol seeping out of it.

The pace never slackened at Charterhall, for next came a 25-lap Formula III race, equally as exciting as the others. Bob Gerard got his Cooper-Norton off smartly and led away, only to spin off at Paddock Bend and lose half a lap. John Coombs led, but only by a length at most, mostly by a mere foot or so, from Moss in his Cooper-Norton. The Beart-tuned engine kept Coombs ahead, but only just! He would glance back, always to find Stirling right on his tail. What the outcome would have been we shall never know, because after 20 laps, after being pressed particularly mercilessly by Moss, Coombs had the unpleasant experience of losing a rear wheel, which luckily missed the crowd but dented a Morris Eight as if it were cardboard! Moss spun in avoiding Coombs and Eric Brandon, who had been sitting some way behind in third place, went on to win, by 6 sec., from Moss, who restarted, Loens' Kieft-Norton taking third place. Brandon averaged 73.9 m.p.h. and Moss made fastest lap, at 76.9 m.p.h.

So we came to the last race, the 40-lap *Daily Record* International Trophy for Formule Libre cars—which included several sports cars! Richardson had contrived to fit a huge blower very neatly to the E.R.A. engine of his R.R.A. but was finding the boost rather high. Only two B.R.M.s ran, as Mays had let pass an opportunity to drive the third, which remained in its van.

Vandervell was confident of success for Farina. Everyone had a surprise, therefore, when Bob Gerard's evergreen 2-litre E.R.A. not only out-accelerated the field from flag-fall, but led the first four laps. Ken Wharton, lying third behind Farina, decided this state of affairs had existed long enough and slammed the B.R.M. past both E.R.A. and Thinwall Ferrari, only to spin round at Paddock Bend on lap five in the process. He restarted with his back tyres almost alight, having kept his engine going, in third place ahead of Peter Walker's Cooper-E.R.A., Parnell's B.R.M. and Bira's O.S.C.A. Parnell now faded away and Ken was B.R.M.'s sole hope. What followed will live in motor-racing history and be talked of when you and I are in our bathchairs. Farina, in the wonderfully sleek Thinwall Ferrari, took the lead on lap seven, only to retire with back-axle failure on lap 10. So Gerard was back in the lead, pursued by Wharton. Getting 6,200 r.p.m. out of his old E.R.A. along the straights and fairly throwing it round corners, Bob also accelerated better from the corners than the B.R.M., so that he kept nicely ahead, while many of the onlookers smiled a deep, deep smile.

Gradually, of course, Wharton's superior speed along the straight told and he closed the gap, low dark-green car chasing tall, light-green one. After 17 laps the length of the straight separated them. By 23 laps, the gap was about four or five seconds. On lap 27 the B.R.M. went to the front but, undefeated, Gerard hung on, actually running level with Wharton along the straight, and repassing momentarily out of Paddock Bend. It was thrilling, dramatic, enormously satisfying, to see these two skilled, popular English drivers duelling on two such dissimilar cars. Whether Raymond Mays found it so satisfying we do not know. For just as it seemed Bob must take second place, Wharton spun again, this time at Tofts Trim Bend before the straight. He was quickly on again but too late—but one lap remained and he failed to catch the fantastic old E.R.A. by 5.4 seconds. Gerard averaged 82.4 m.p.h. to Wharton's 82.2 m.p.h. Immense! We only hope this victory, the greatest in Gerard's successful career, will help Joan Gerard, who has been ill since August and wasn't at Charterhall, to get well. Bob's charming cousin watched him win. After the race Gerard stood for nearly an hour signing autographs (Mays also signed a few) and making characteristically modest remarks, while his mechanics quietly put away a car which is a model of how to prepare racing machinery.

This great E.R.A./B.R.M. duel stole the race, but it is pleasing to note that the veteran Frenchman Rosier was going far better than he did at Goodwood, his blue 4½ Ferrari taking third place, 20.3 sec. behind the B.R.M., at 79.8 m.p.h. The final result of this astonishing race (bravo, Bob Gerard !) was :—

1st : F. R. Gerard (E.R.A.), 58 min. 17.2 sec. ... ... 82.4 m.p.h.
2nd : K. Wharton (B.R.M.), 58 min. 22.6 sec. ... ... 82.2 ,,
3rd : L. Rosier (Ferrari), 58 min. 42.9 sec. ... ... 79.8 ,,
4th : Walker (Cooper-E.R.A.); 5th : Cabantous (Talbot); 6th : Thompson Connaught). *Fastest lap :* Farina (Thinwall Ferrari), 85 m.p.h.

* * *

We floated in the comfort of a Ford Consul to the truly excellent racing at Charterhall. This car is extremely spacious for a 1½-litre, goes round corners much better than is suggested by its comfortable suspension, and with its smooth steering and easy gear-change, is effortless to propel. It proved able to average nearly 42 m.p.h., putting almost 50 miles into the " best " hour along lorry-bound A1 and gave 22/23 m.p.g.—W. B.

APPOINTMENT OF F. E. SALTER TO JOWETT BOARD

After an interval of four years, Frank E. Salter, M.I.M.E., will shortly return to the Board of Jowett Cars Ltd., where he will be responsible for all production.

Mr. Salter's previous association with Jowett's started in 1945 when he was retained as Consulting Engineer, and in 1946 he was appointed Technical Director. In this capacity he was primarily concerned with the change over of the factory from war-work back to vehicle production, and under his direction the post-war range of Bradford Commercial vehicles was introduced in 1946, and the Javelin prototypes were developed, and the car put into production in 1948 in which year Mr. Salter left to take up another appointment.

Mr. Salter's career in the motor business dates back to 1909 when he became a scholarship pupil at the Daimler Co. Ltd. Since then, with the exception of the periods of the two wars, he has been almost continuously engaged in the motor trade. In 1925, he joined General Motors Ltd., London, and was concerned with car and truck chassis and body assembly, being appointed in 1927 Layout and Equipment Engineer at General Motors, Antwerp. Mr. Salter was with the Standard Motor Company from 1930 to 1942. He was responsible for the layout and equipment for production of the ' Standard ' range, and in 1938 became Works Manager of that company. Mr. Salter has latterly been with the Rootes Organisation.

INVITATION TO ALL CLUB MEMBERS

On the evening of Saturday, November 22nd, the Herts. County Automobile and Aero Club will hold its fourth Nocturne, a test of map-reading, navigation and driving during the hours of darkness.

This event is open to all members of recognised Motor Clubs and no competition licences are required. The event will not be an all-night affair, starting as it does between 6.30 and 7.30 p.m. and finishing at 12.30 a.m. The starting point will be at Panshanger Aerodrome between Hatfield and Hertford.

The control points lie on Ordnance Survey Map, Sheet 147 and the test will be to visit a number of these points in any order but embracing the minimum mileage. Location of the points will be by the National Grid, by compass bearings, by geographical clues, or by combinations of these three methods.

While the organisers consider that the Nocturne is suitable for " unblooded " crews, they do not think that the " experts " will find it exactly elementary.

Regulations have been sent to all clubs known to be interested in such events but in any case, copies may be obtained direct from the Secretary of the Meeting, D. A. Wilcocks, The Cottage, Faircross Way, St. Albans, Herts.

Entries will be limited to 50 cars.

" A.A.A. Official Record Book." (142 *pp. Floyd Clymer, Los Angeles, 2 dollars.*)

This is another of Floyd Clymer's comprehensive, conscientious books. It lists American championship placings, stock car and sports records, big-car and midget point standings, etc., but also gives world and international class records, American lap records, American hill-climb speeds, etc. Speed tables and rules and regulations are also included, so that an enormous amount of data useful to American students of the Sport is included.

Re-acquaintance with the Baby Renault

IN November, 1948, we published a detailed and particularly praise-worthy account of the little rear-engined, four-door Renault 760. Recently we have been able to take an extended test in a used example of a 1950 model offered for sale by Offord of South Kensington, who make a speciality of dealing in these little cars. Renault have, of course, since reduced the engine size to 748 c.c., and the smaller engine was in the car we tested.

This was interesting as a means of discovering the value available to that considerable body of purchasers who cannot or will not pay purchase tax on a new car and who wish to couple extreme economy of fuel with modest purchase-price.

This Renault was notably clean externally and internally, the only readily-apparent blemish being a few inches broken-off the near side of the back bumper. All the controls and what instruments there are functioned properly. The engine started easily given a good deal of choke and ran 45 miles to each gallon of " Pool." It was noisy when working hard and on the over-run, and used very little oil. It got the little car along very briskly, although at first hesitation set in above 35 m.p.h. in second gear. This cured itself without any attention from us !

The suspension gave the customary comfortable ride, although there seemed to be more up-and-down motion than on the Press car. The steering was taut, smooth, possessed of quick castor action and only a trace of return motion, and had a lock Scotland Yard expects of a taxi. There were a good many creaks and rattles about the body, which thus betrayed its " tin " construction. There were air deflectors on the front doors, but these do not altogether offset the disadvantage of sliding as distinct from winding, windows.

The rear-placed engine only led to exceptional over-steer under sudden changes of direction and twice we took evasive action in narrow lanes from on-coming carelessness without any trouble at all. The throttle was reluctant to open and this, coupled with a difficult-to-judge (but not fierce) clutch, made the " take-off " look rather amateur 50 per cent. of the time. The gear-lever " works " rather alarmingly under acceleration and retardation and the change and gear positions call for acclimatisation. Reverse is opposite first, with no safety catch. The rubber knob tended to come off the tiny central lever, and the lever's rubber draught excluder was torn.

The brakes were very good, the horn and lights control on the steering column extension convenient, and the ample space within the car deserves praise. The " bonnets," front and back, could be locked; the deep tin cubby-hole and generous pockets were useful. The seat adjustment calls for a halt and the driver sits too low for full visibility to be enjoyed. The front wheel arches intrude into his compartment, but do not annoy. Equipment included screen defroster, dual wipers, single visor, self-cancelling direction-indicators, ash-tray, Desmo rear-view mirror, interior lights operated by opening the doors, and engine-inspection light. Luggage would have to go on the roof. As the rear " bonnet " must be opened for refuelling there is a strong possibility that, at night especially, the garage-hand will fill up *via* the radiator filler unless you get there first ! Does Esso Service Station course cover this point, we wonder ?

LLF689 came to us with sound tyres and unmarked jewelescent-blue finish and impressed as a reasonable example of used economy car. Indeed, we thoroughly enjoyed driving it and returned it with real reluctance. Over 350 hard miles it gave no trouble of any sort. The price asked was £645.—W. B.

DATA

Car : 1950 Renault saloon. Four-cylinder o.h.v. 54.5 by 80 mm. 748-c.c., rear-engine. Wheelbase 6 ft. 10½ in. Weight : 11¼ cwt.
Loaned by : Offord, 154, Gloucester Road, London, S.W.7 (Fremantle 0051).
Speedometer reading : 15,200.
Speedometer maxima : First, 25 m.p.h. ; second, 44 m.p.h. ; top, 60 m.p.h.
Fuel consumption : Approximately 45 m.p.g. (range, approximately 270 miles).
Tyre size : 4.75-15 (five Dunlops).
Oil : Price's Energol. *Plugs :* K.L.G.
References : Full road-test report on similar car, MOTOR SPORT, November, 1948.

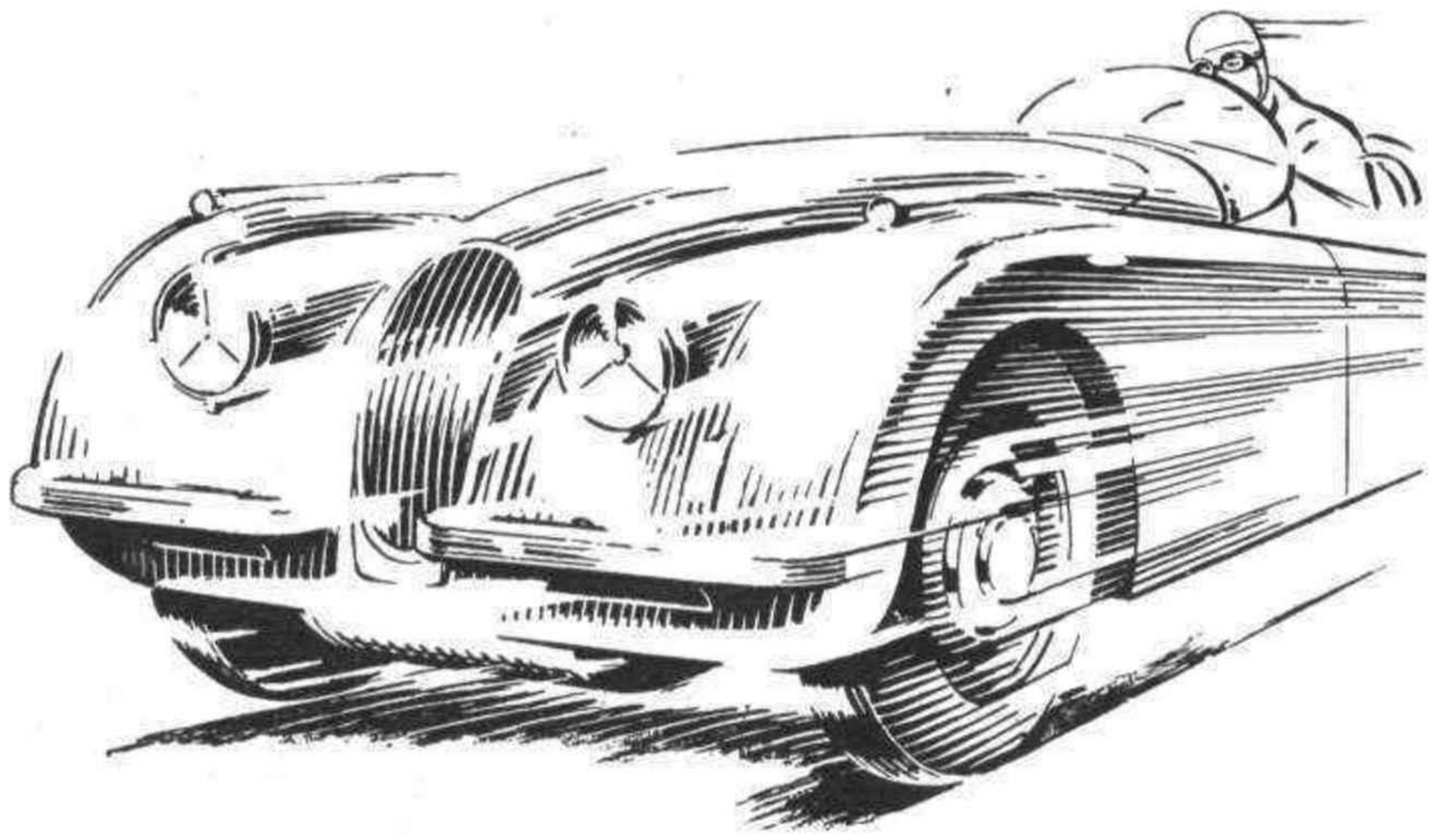
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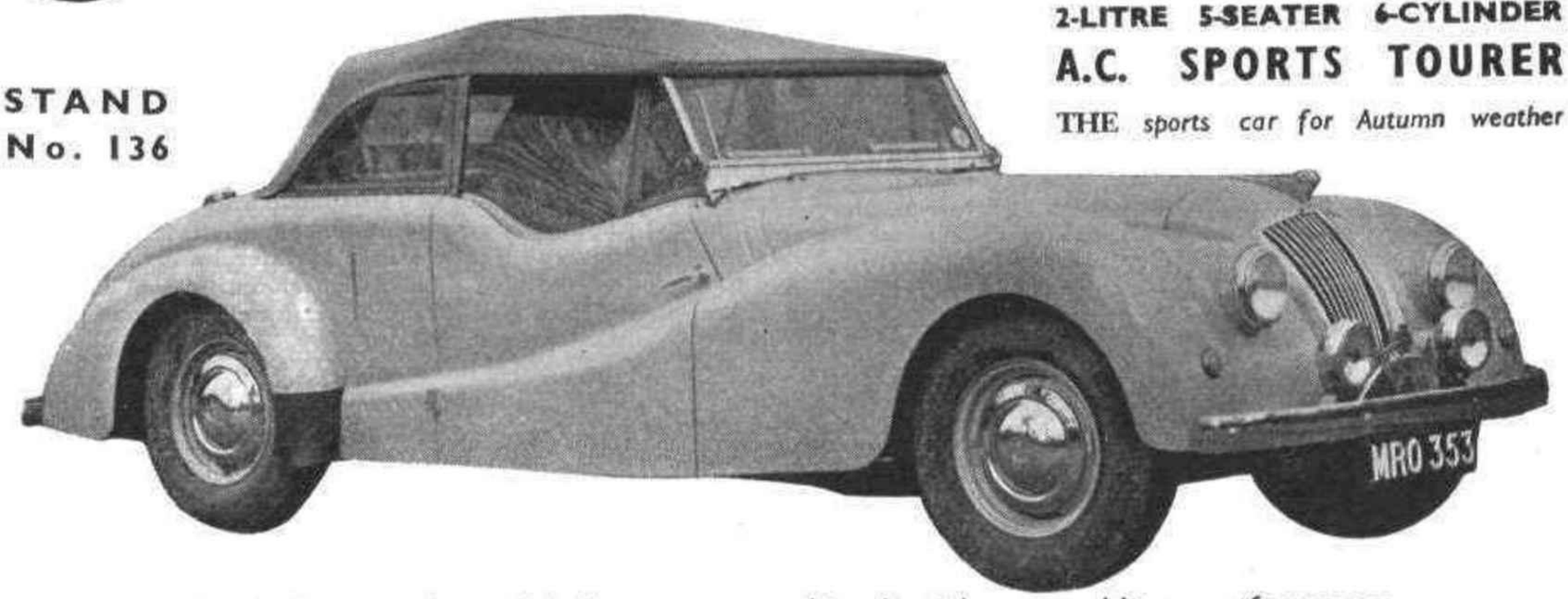
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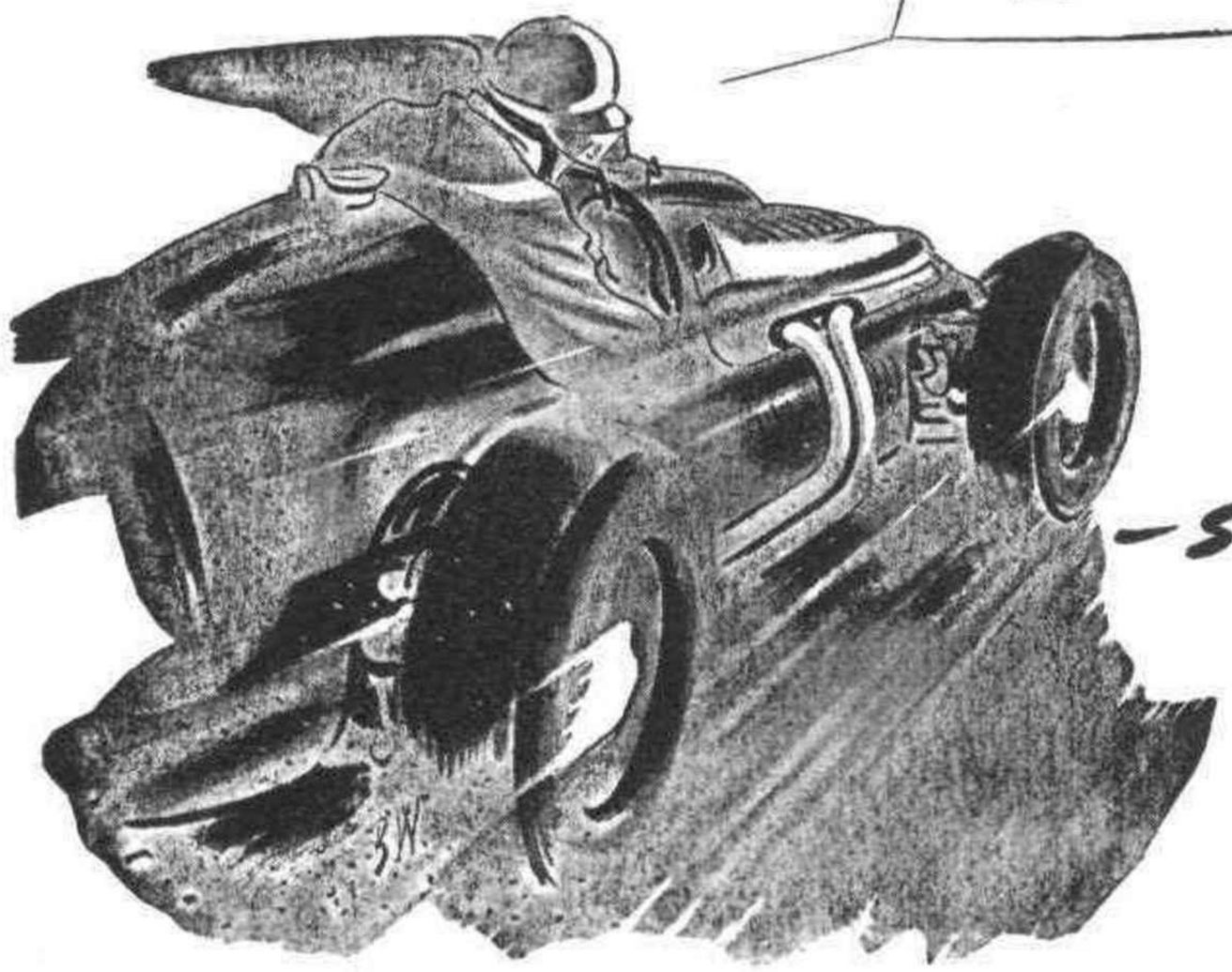
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ENTHUSIASTS' DIRECTORY: No. 3 — Oil Filters

INTRODUCTION

ONLY of comparatively recent times has efficient engine-oil filtration been understood by both designers and users. In the bad old days the sole attempt at filtering the lubricant consisted of a suction filter to protect the pump and a gauze-tray below the crankcase through which oil ran back into the sump. As the position of the suction filter inside the engine rendered it prone to neglect and as its main function was to safeguard the pump against drawing in large solids, it was often of 16 mesh or greater, to avoid impeded flow as it became clogged, and so served no real purpose as an oil cleaner. Some designers, Georges Roesch for example, realised the value of properly filtered oil in the 'twenties, providing additional filters, accessible for cleaning or otherwise according to their lights. But the majority, although often lavish with gauzes in the water, fuel and oil fillers, neglected to filter the lubricant in circulation.

In the late nineteen-thirties it became generally known that oil could be kept clean over big mileages, thus saving engine-wear while obviating the need for frequent sump draining, if a proper filter was incorporated in the lubrication system. Today most manufacturers fit such filters as standard and they are available as accessories for the older cars.

Space precludes a description of the filtering problems to be solved in the light of what impurities in liquid and solid states (such as metal, carbon, dust and gum) exist in engine lubrication systems, but much information on this subject will be found in a paper presented by T. C. Worth, of British Filters, Ltd., before the then I.A.E. and published in the *Automobile Engineer* dated November, 1940. Microphotography has shown that abrasive particles in the oil rarely exceed 0.001 in. in diameter, larger particles being pulverised by the piston rings. Filters should stop particles of two microns (one micron = 0.00004 in.).

Two general systems of oil filtration are in use, the Full-Flow and the By-Pass methods. In the former all the oil is taken through the filter in its passage from pump to bearings. On paper the Full-Flow system is ideal but in practice difficulties arise. To work effectively the filter should have a volume equal to the full flow for one minute and as a modern car engine frequently passes three gallons of oil in that time, obviously the filter would require to hold three gallons, which renders it impossible to install in the available space. If a smaller filter is used, or clogging takes place, the oil flow to vital engine parts will be impeded.

For these reasons the By-Pass system is normally employed, in which only a percentage of the oil enters the filter, flow to the bearings being unimpeded. Filtered oil returns direct to the sump. Usually about 5 to 10 per cent. of the flow is filtered, so that for a 25-h.p. engine the filter can be about the size of a quart pot. As such filtration represents replacement of dirty with clean sump-oil at a rate of approximately a pint every minute, all the oil is maintained in good condition and examination of the dip-stick will show the oil to look almost like fresh oil while the filter element is in good order. If the element is neglected and clogs completely, flow is unimpeded. In 1940 60 per cent. of American cars had By-Pass filtration as standard and they were regarded as essential when hydraulic tappets were used, as these are particularly susceptible to dirty oil. The By-Pass filter has since gained ground in Britain and instances are known of such filtration keeping the oil in excellent condition up to a mileage of 33,000. A combination of full and partial filtration is sometimes used.

Another filter development is the use of magnetic filters or drain plugs, which collect metallic impurities and prevent them from entering pumps and bearings. Until a recent discovery in Sweden no steel was available which would retain its magnetism in short bar-magnet form under all conditions. This obstacle has been overcome and magnetic filtration is an additional safeguard. "Chip" Magnet-plugs sell at the rate of 250,000 per annum in Sweden and 70,000 have been fitted in nine months in Denmark. Parion Products, Ltd., Parion House, Witham, Essex, now supply them in this country and Philips Electrical Ltd., Century House, Shaftesbury Avenue, W.C.2, list a wide range of magnetic filters and drain plugs, about which Mr. E. P. Roche of their Industrial Group will be pleased to supply details. Notes on some well-known proprietary oil filters follow. Their elements usually remain sound for about 10,000 miles but should be changed when the colour of the sump-oil shows it to be getting dirty.

A.C.

A.C. oil filters have replacement elements, positive end-seals, a machined seat with oil-resisting gasket and their strong metal cases have drain-plugs. Filters with renewable elements are made in a variety of sizes, from the SA model, measuring 3 1/16 in. in dia. by 3 1/16 in., to the ZR1-C and AR1 filters which are 8 in. high, with a dia. of 3½ in. Prices range from 13s. 6d. to 20s. each.

A.C. replacement elements cost from 6s. 6d. to 12s. 6d. each according to size. These filters cope with badly fouled oil in Full Flow systems, the ZR1 taking up to 11 gallons an hour at 25 lb./sq. in., the larger ZS1 filter up to 15 gallons an hour at the same pressure. The detachable-lid, renewable-element filters are intended for By-Pass systems and will continue to filter by absorption even when fully choked. Bracket and flange mountings are available.

Manufacturers: A.C. Sphinx Sparking Plug Co. Ltd., Dunstable, Beds. (Tel.: Dunstable 360).

AMAL

The Amal Type-166 oil-filter is made in two sizes, each having a bowl dia. of 3¾ in. but the long-model being 10 in. deep, the short-model 5¾ in. deep. These filters take -in. o.d. piping and -in. B.S.P. unions and have a capacity of 150 pints an hour under one ft. head, when clean at normal temperature. The direction of flow is left to right. A drain-plug is provided. If required, two filters may be coupled together *via* a two-way tap, so that either one or other is in action. Attachment is by two -in. pins, 1 in. between centres, in the filter head. Spares are available and the price is £4 14s. for the long-model, £3 15s. for the short-model, the respective weights being 4¼ and 3 lb.

Various replacement elements, such as 320 by 20 or 24 by 110 monel cloth or 80, 60 or 30 monel gauze, are available, priced at 25s. for the long-model, 13s. 6d. for the short-model. The filter bowls are low-pressure aluminium die-castings.

Manufacturers: Amal Ltd., Holford Works, Perry Barr, Birmingham 20. (Tel.: Birmingham 4571).

AUTO-KLEAN

Auto-Klean Strainers Ltd. are of the opinion that the main oil supply should be filtered by gauze of 0.0015 in., supplemented by a fine fabric or paper filter acting as a by-pass. To prevent the main-supply filter from clogging they introduced a self-cleaning mechanism, operated by a rod from clutch or brake-pedal to a ratchet on the filter spindle. This is rather costly, so not normally used by private-car manufacturers, but for racing cars a ratchet-type self-cleaning filter gives a high degree of protection to the main oil supply. Parry Thomas was a user, so was Sir Henry Birkin, Bt., for his Bentleys, and the Hon. Mrs. Victor Bruce used the same Auto-Klean on five different competition cars.

The PK model is recommended for racing cars, but the TK is a useful filter, with handle for operating with cleaning element. It passes up to 1 gallon an hour and has 0.010 in. thick metal plates threaded on a spindle with 0.003 in. thick washers. The plates are of two sizes, alternating, and the large plates are 0.016 in. apart, the final access being through 0.003 in. wide slots. Final access slots of 0.001 in. wide are available if required. It is claimed that the Auto-Klean filter passes the same oil flow at the same pressure loss at 0.003 in. mesh as the equivalent-size element of standard construction at 0.005 in. mesh. The cleaner blades are 0.015 in. thick pivoted on a ground-steel support rod attached to the top cover and a smaller rod passing through and attached to the cleaners ensures their correct alignment and free movement between designed limits. When the cleaner element is rotated by handle or ratchet the cleaning blades remove solids deposited in the slots.

Manufacturers: Auto-Klean Strainers Ltd., Lascar House, Hounslow, Middlesex. (Tel.: Hounslow 6441).

FRAM

There are over 15 million users of Fram oil filters and they are standard equipment on A.C., Fiat, Ford, Kaiser-Frazer, Morris, Renault, Simca, Studebaker and Wolseley cars.

Models are made to suit practically every known engine and garages can fit the Fram within an hour. A Fram cartridge has collected 26½ oz. of impurities after only 5,000 miles. The filter element is absorbent cotton specially treated by a patented process. It does not remove detergents from detergent oils. Normally the

[*Continued on page* 527

We Discover the Volkswagen

UNTIL this month we did not include the Volkswagen in our repertoire. Realising that the motoring education is incomplete without experience of this technically ingenious German "people's car," we asked A. Colbourne-Baber, of Colbourne Garage Ltd. on the Portsmouth Road at Ripley, in Surrey, official British distributors for Volkswagen spares, if we could try one of his overhauled used cars. The reply was that so continuous was the demand for them that he couldn't spare one, even for a few hours.

The matter appeared to be shelved indefinitely when the telephone rang, Mr. Baber explained that he was flying to Germany to the Volkswagen works, and would we like to borrow his personal Volkswagen while he was away? We said with alacrity that not only would this please us very much, but that we would accompany him to Northolt so as to familiarise ourselves with the car and its controls in his company.

Subsequently we drove this smart two-colour 1947 saloon over 350 miles and were completely captivated by it. To summarise before stating the case for the Volkswagen, here is a car of intense technical interest to the enthusiast, which handles very well indeed, which can carry up to four persons in complete isolation from the elements, which is decidedly economical, and immune from frost-damage in winter. If the Fiat 500 remains one of the best baby cars yet built, the Volkswagen, or K.d.F., intended by Dr. Porsche, its talented designer, to sell to the *herrenvolk* for a mere £99, is surely the most sensible "next step up." When you consider the merits of the K.d.F. in relation to much of the secondhand nonsense in which those seeking an economy car or a second-string to a sports car indulge, this article would seem to be much overdue!

Unconventional cars seldom prove satisfactory in practice but Dr. Porsche, who gave us the Auto-Union G.P. cars, the 19/100 Austro-Daimler, SSK Mercédès-Benz and other immortal cars, knew what he was about and the K.d.F. is the exception to the rule; a really *outstanding* exception. Its chassis is a tubular backbone stiffened by a steel tray, its suspension by Porsche trailing-arm i.f.s. and swing-axle i.r.s., using laminated torsion bars, which gives typically Continental steering and roadholding unequalled by many so-called sports cars. The engine is at the back—an air-cooled, stroke-shorter-than-bore flat-four with push-rod o.h.v. It is kept cool by a fan, attached to the belt-driven dynamo, which draws air through ducts over the finned cylinders, the "bonnet" being rubber-sealed to render this air-cooling effective. Thus the K.d.F. is frost-proof, noise and fumes are blown aft away from its occupants, and, because an over-drive top gear is used, speed can be worked up to 70 m.p.h. or beyond without in any way stressing the 1,131-c.c. power unit. Add to this the excellent driver-visibility that goes with a rear-placed engine, a well-nigh perfect driving position, room on the rear seat for three adults or four children, with a big luggage well behind that, in a body warmed when necessary by hot air ducted from the engine, and in which the two (trailing) doors are so well fitted that they need slamming when the windows are closed, proof-positive that they are draught-free, and the Volkswagen begins to exert a strong appeal.

Take one out on the road and it will surprise us if you do not become, as we have, a "Volkswagen convert."

Certainly you will forget that this is a people's economy car! There is present that smoothness of steering and running characteristic of the Continental product. The lamp switches are well made, the electrical equipment is by Bosch, and although the interior is austere, the metal facia, with hot air vents to demist and defrost the screen, carries a speedometer the dial of which is dimly lit when the sidelamps are alight, a big starter button neatly recessed into its lower sill, a clock, and four little windows showing, respectively, a red light if the dynamo ceases to charge, a green light if oil-pressure fails, a red light if you leave one of the non-automatic direction-indicators out, and a blue light if you have full beam on the headlamps. The bucket front seats adjust easily by means of simple, substantial wing-nuts. Choke and heater controls pull up from the central tunnel (the flat floor associated with a rear engine is broken by the central backbone, but so generous is leg-room that this is of no moment. The ignition locks, a two-way switch looks after screen-wipers and interior lamp, a similar switch controls side and headlamps. The two-spoke steering-wheel is pleasant to hold, has the horn button in its hub, there is space to park one's clutch foot, the foot lamps dimmer is nearby, there are two useful cubby-holes and wind-up door windows, the doors lock, and a petrol tap before the passenger's feet brings in, at need, a 1½-gallon fuel reserve. Neat, simple and sensible! So are the lights which illuminate the engine when the lid is lifted, the accessible Oldham battery under



the back seat, and the need to press the gear lever firmly down before reverse can be selected.

Open the front "bonnet" and you find spare wheel (the tyres are the easily procurable 5.25–16s), a substantial 9-gallon petrol tank (looking like a bathroom cistern and with a simply *huge* filler orifice), and room to store a suitcase or mount a radio. The engine seems to keep remarkably clean and that on Colbourne-Baber's own car has the cowlings, which disguise any semblance of "machinery," smartly finished to match the body and its metal parts chromium-plated.

A valuable attribute of air-cooling is the quick warming-up from cold, and enthusiasts will appreciate the oil-cooler situated in the cooling duct and by-passed until the oil warms up, enabling 4.4 pints of S.A.E. 20 oil to adequately lubricate the engine.

On the road the K.d.F. reveals additional charms. The road-holding and cornering qualities would be deemed outstanding in any price-class. The rear engine promotes some oversteer, but this adds to interest in driving and is never so excessive as to become troublesome. In conjunction with light, smooth, accurate steering, the rigid chassis and only-moderately supple suspension enables sudden changes of direction to be made with complete confidence and corners to be taken very quickly with full enjoyment and security.

Our test commenced in conditions of damp roads and gusty gale-force winds, accentuating oversteer and necessitating some concentration in steering along straight roads. Yet soon we were cornering the K.d.F. at its limit for the sheer fun of so driving it. It is a car you feel reluctant to put away in the garage and to which you return, following a day in the office or at the races, with a sense of keen anticipation for the drive to come. To the excellent handling qualities are allied steering which transmits no return-motion or column-judder, has slow but still useful castor-action, and is geared just-not-too-low (2¾ turns from one lock to the other), a positive, just-not-fierce clutch, and a honey of a gear-change—that is, providing you are not too impatient to get from one ratio to the next. The rigid lever is set beside the right hand rather than in front of it (we speak of left-hand drive) and controls, nicely if a thought spongily, a plain dog-change four-speed box. If the change is hurried, the aforesaid sponginess irons out such brutality; if you double-declutch the gears go in beautifully. Bottom is for mountain-sides, second provides brisk acceleration up to 25-30 m.p.h., third is normal top, and so in frequent employment in traffic or for maintaining speed up slight gradients, and from third you snick into the pleasant over-drive at anything over 25 m.p.h. From third (maximum 40 m.p.h.) the lever likewise snicks consolingly down into second gear. That the K.d.F. likes to have its lower gears liberally used is no criticism, with such a charming gearbox. The ratios are 3.6, 2.07, 1.25 and 0.8 to 1; axle ratio 4.43 to 1.

Noise? Outside the car the air-cooled engine clatters but this is not apparent to the occupants, and thus another charm of this clever little saloon is its silence at a cruising speed which can be as high as 65 m.p.h., and is seldom below 50 m.p.h. Apart from gear hum, an odd squeak and a rattle of control runs in the central tunnel, no sound intrudes, nor are the tyres prone to howl while corners are enjoyed. Only towards 45 m.p.h. in third gear or the equivalent in first or second does the engine sound at all busy. Even in the back seat we were impressed by the silence.

Noticing the luggage-well between rear engine compartment and back seat we thought, "Ha, Dr. Porsche has cunningly isolated us from a hot-spot." How wrong we were we discovered after a fast run home from Goodwood, when not a trace of heat could be felt

DATA

Car : 1947 Volkswagen saloon. Flat-four, air-cooled 75 by 64 mm., 1,131-c.c. o.h.v. engine. Wheelbase 7 ft. 10½ in. Weight (without occupants but one gallon of fuel), 14 cwt.
Loaned by : The Colbourne Garage, Ltd., Ripley, Surrey (Ripley 2361).
Mileage : 40,625.
Maxima in gears : 1st, 12 m.p.h.; 2nd, 25 m.p.h.; 3rd, 40 m.p.h.; top, 65 m.p.h.
Fuel consumption : Approx. 36-38 m.p.g. (range approx. 325 miles; 1½ gallons in reserve).
Tyre size : 5.25–16 (three John Bull E.L.P., one Avon: John Bull E.L.P. spare).
Plugs : Bosch. *Oil :* Mobiloil "Arctic."
References : Owner's experiences : MOTOR SPORT, 1948.

by the naked hand laid on the back and floor of the well, and scarcely more at the engine compartment panels. The engine remains adequately cool and although sceptics are eager to point out that this only holds good providing the dynamo-belt does not break, it would not be the work of more than minutes to replace this, should the no-charge light indicate that the fan had indeed ceased to rotate.

No car is perfect but the K.d.F.'s faults, in our view, are confined to a slight restriction of head-room in the back compartment, a rather hard back-seat cushion, poor headlamps, and brakes which are adequate but give only meagre stopping power under firm pedal pressure. The central hand-brake holds well and as hydraulic brakes can be substituted for the cable brakes, this last criticism applies only to the earlier cars. That so few criticisms can be pinned on one of the least-expensive cars in the world today is a nice tribute to the genius of Dr. Ferdinand Porsche as exemplified in his ingenious Volkswagen. Even now the meed of praise is not exhausted and it must be recorded that although the K.d.F. owes its economy and sprightliness to low weight (14 cwt. unladen), it rides exceptionally well over poor roads without diminution in speed. Moreover, to do so is not cruel, for the car was designed to fulfil military requirements in this respect. There is sharp up and down motion, more noticeable in the back seat, which is obviously intended for occasional use, but this is not excessive, nor does the car roll or pitch. Another nice habit of the K.d.F. is the manner in which it goes up main-road hills at 40 m.p.h. in "normal top," passing many larger cars which have been reduced to 30 m.p.h.

Finally, as if to gild refined gold, there is the economy. Driving hard, and using the gearbox to get through the homeward-bound Goodwood traffic, we got 36 m.p.g.; with less ambitious driving this rises to over 40.

Additional attractions are a cute circular tool-kit which bolts to the front of the upright spare wheel, its lid secured by a simple clip, and the *very* informative instruction book printed in English by Volkswagenwerk G.M.B.H.

How to acquire a Volkswagen? They cannot be imported for sterling, but Colbourne Garage Ltd. overhaul secondhand ones, recellulose them any colour to choice and re-upholster them in a choice of cloth (they also carry a full range of spares and their works manager, W. R. Howden, has taken the "works" course in Germany), at prices ranging from £425 to £475. This is appreciably less than the price of the least-expensive car on the British market today, apart from which, those who decide to do their economy motoring in a Volkswagen reflect something of the discernment which the talented designer displayed in creating these clever little cars.—W. B.

BOB GERARD (E.R.A.) SETS CASTLE COMBE LAP RECORD TO 86.25 m.p.h.

THE Bristol M.C. & L.C.C. ran off some very interesting races at their Castle Combe Meeting on October 4th. The race commentaries were given by W. G. Kay, who did an excellent job without recourse to the feeble humour which spoils so many present-day commentaries and is, in our opinion, out of place at any but minor club meetings.

The first event was a 7-lap heat for Formula III cars, in which Moss, the Kieft director in a Cooper, pulled out his usual masterly lead from the placemen, Loens' Kieft and Parker's Kieft, to Loens' advantage. Stirling won by 3.4 sec., at 78.18 m.p.h. Emery in the Emeryson had a stern duel with Brise's Cooper-J.A.P. and Habin's Erskine took to the grass at Camp corner.

The second 500-c.c. heat followed and proved heart-stopping for even hardened spectators, for Bicknell's Revis, finding new form now that it is Norton-powered, I. Brown's Cooper and Headland's Kieft came round lap after lap as if roped together, Charles going into the lead on lap three, losing it three laps later to the Revis after leading the dicing-trio into corners at speeds seemingly possible only in a Kieft and then dropping back, so that Bicknell won by 6.2 sec. from Brown, at 75.9 m.p.h., Headland third. Jopp's Cooper nearly lost its tail and was flagged in, and Lewis-Evans' Cooper and Fay Taylour's Cooper succumbed to mechanical maladies. Gerard (Cooper) came in a strong fourth.

Next we had the 10-lap 1½-litre sports-car race. Tyrer had no difficulty here, winning by 5.6 sec. at 71.52 m.p.h. in the Fiat-B.M.W. Behind, Davis and Mayers fought a mighty battle in their respective M.G.s, Cliff's Cooper leading on all save the sixth lap, when Jim gradually out-accelerated it in his Lester car, only to drop well back—which, on past form suggests that the "Monkey Stable" car Jim sold recently to the States was the fastest of the three. Lewis did a spectacular spin in his Jupiter at Quarry, Dobbs' J.N.D.-Buckler broke down and a Porsche finished nowhere.

Moss now clinched 500-c.c. affairs by winning the 10-lap final in the Cooper out of sight of the rest—actually 8.8 sec. in front of Parker's Kieft, with Leston third. Stirling averaged 79.7 m.p.h. and set a new 500-c.c. lap record of 80.59 m.p.h., paving the way for some demonstration lappery by John Cooper's very trim Cooper record car. During the race Bicknell and Tyrrell both went mowing the grass at Old Paddock Bend.

The over-1½-litre 10-lap sports-car race was a runaway victory for Ian Stewart's XK120C Jaguar, which averaged an easy 78.66 m.p.h., coming across the line 16.6 sec. ahead of Oscar Moore, who handled his H.W.M.-Jaguar particularly well to hold off a determined Ken Wharton in the Frazer-Nash. Mitchell's Frazer-Nash was fourth, Dobson's Jaguar fifth, Watkins' Caddy-Allard well up, whereas Shea-Simonds' Ardun-Allard was led by Stapleton's Aston-Martin and Bryde was slow in the Chrysler-Allard.

The 20-lap Formula II race proved enlivening. As they came bunched into Old Paddock Bend on the first lap Barber's Cooper-Bristol slid, met the reverse-camber on the outside of the course, *skidded sideways and came back across the course.* Alan Brown's Cooper-Bristol hit it and sent it back across the road, where it was rammed again by Peter Whitehead's Alta, both cars finishing up on the outside close to the spectators, whereas Brown came to rest on the inside. Mercifully all three drivers were unhurt but their cars were badly damaged. Meanwhile the leaders had gone through and Moss had the new G-type E.R.A. in the lead. Unfortunately the steering soon gave trouble and he waved Salvadori in the Ferrari "four" on to win, which he did by 1.4 sec., at 85.38 m.p.h., from Wharton's Cooper-Bristol, which only overtook Ninian Sanderson's Cooper-Bristol after a stern chase—good show Ecurie Ecosse! Salvadori set best lap, at 85 m.p.h.

The 1½-litre 10-lap racing-car race was a gift for Wharton, who led throughout in the E.R.A., winning by 3.8 sec., at 81.58 m.p.h., after lapping at 84.06 m.p.h. Behind, a brave Barber held second place in the Cooper-J.A.P., going off the course momentarily on one occasion. On lap four Graham Whitehead passed him in the ex-Shawe-Taylor E.R.A., but Graham fell back after two more laps, so Barber was second again, Thompson in Rob Walker's E.R.A.-Delage just taking third place from Whitehead, both cars sounding rather worn out. Webb's Turner rode with noticeable smoothness over Castle Combe's rough places.

The last race, 15 laps for Formule Libre racing cars, was rather depleted but proved exciting. In the first place, Bob Gerard in his old 2-litre E.R.A., drove magnificently, never being challenged, so that he won by 12 sec. at an average of 85.15 m.p.h., beating the previous race average over 10 laps by 3.88 m.p.h. and breaking his own lap record by 2.61 m.p.h. (new figure : 1 min. 16.8 sec., 86.25 m.p.h.). Behind, Peter Walker at last had the 2-litre s/c. Cooper-E.R.A. motoring, and although smoke filled the cockpit on one lap he pressed on regardless, to finish second, ahead of Wharton's Cooper-Bristol. Graham Whitehead's E.R.A. had enough after three laps, the E.R.A.-Delage was sick and Salvadori seemed now to lack speed in the Ferrari, which finished fourth, ahead of Richardson's 1,781-c.c. s/c. R.R.A. and Marr's Connaught. Barber again performed, his Cooper-J.A.P. leaping high into the air over a bump after leaving the course momentarily at Old Paddock Bend on lap three. At the tail-end the Frazer-Nash single-seaters of Shelly and Odlum circulated noisily but slowly—look the other way, H. J. A.

GOODWOOD FINALE

Gonzalez (B.R.M.) Wins Woodcote Cup and "Daily Graphic" Goodwood Trophy Races, with Parnell's and Wharton's B.R.Ms. Second and Third in the Latter. Moss Wins 500 Race for Cooper.

THE final B.A.R.C. Goodwood Race Meeting of 1952 attracted a fine crowd and a very interesting entry. Ironically, since they were for sale, for the first time B.R.M. fielded a team of three cars. In practice Duncan-Hamilton spun round in front of the pits in a vast smoke cloud as the crankshaft of the Hawthorn Cooper-Bristol he was driving broke, and earlier both McAlpine's Connaught and Peter Walker's E.R.A.-Cooper had demolished parts of the *chicane* wall, which is surely unnecessarily hard for such encounters. Downing spun off at Woodcote. The commentary this time sank way below Goodwood standards—where was J. V. B.?

MADGWICK CUP (7 Laps, Scratch, Formula II)

Alan Brown, using the Cooper-Bristol's immense acceleration, which he was impudently to display later to the B.R.M.s, led away, and at the first corner Moss in the new E.R.A. mixed it with Thompson's Connaught and was left on the grass. Brown led for two laps, then Downing's Connaught got by. Poore had closed a considerable gap to press Brown after four laps, and he then went by to place Connaughts first and second. Barber seemed to have trouble changing gear on his Cooper-Bristol, Brandon retired, and Wharton's Frazer-Nash had moments leaving the *chicane* in close company with another car. Connaughts gained a convincing victory, with Whitehead's Alta, Salvadori in a Ferrari "four" reputed to have the "works" camshafts, Sanderson's well-driven Cooper-Bristol and McAlpine's Connaught close bunched in pursuit of the leaders.

1st: K. H. Downing (Connaught) won by 13.4 sec., at 84.8 m.p.h.
2nd: R. D. Poore (Connaught)—*fastest lap*, 86.75 m.p.h.
3rd: A. Brown (Cooper-Bristol).

500-c.c. RACE (5 Laps, Scratch)

Moss, for some reason still driving a Cooper although a Kieft director, chased Don Parker's Kieft determinedly for three laps, passing on the inside on the back-leg on the fourth lap. These two remained as if tied together for a while, then Parker fell right back, leaving second and third places to Leston and Bicknell. Headland's Kieft retired.

1st: S. Moss (Cooper), won by 1.2 sec., at 79.24 m.p.h.
2nd: L. Leston (Leston Special).
3rd: R. G. Bicknell (Revis).
Fastest lap: E. Brandon (Cooper), 85.05 m.p.h.

WOODCOTE CUP (5 Laps, Scratch, Formule Libre)

Great flap as Wharton's B.R.M. refused to start and John Morgan ordered it off, as pushing it was impeding the start. Brown again out-accelerated everyone, after which González led all the way, never challenged, for Farina in the Thin Wall Ferrari got off badly and did not pass Parnell's B.R.M. until lap two and never closed on the leading B.R.M. He held second place from Reg. but only just, for the back axle gave trouble as he crossed the line. Brown held his Cooper-Bristol brilliantly in fourth place, ahead of the veteran Rosier in his 4½ Ferrari. Lots of private duels took place behind, notably between Moss' new E.R.A. and Downing's Connaught, to the advantage of the latter, the E.R.A. being towed in behind a Prince Publicity Services van!

1st: J. F. González (B.R.M.), won by 6.2 sec., at 87.64 m.p.h.—*fastest lap*, 89.8 m.p.h.
2nd: G. Farina (Ferrari).
3rd: R. Parnell (B.R.M.).

SPORTS-CAR RACE (5 Laps, Scratch)

Tony and Stirling ran clean away from the rest of the field, Moss just unable to catch Rolt, although he left his braking later and later, breaking the sports-car lap record by 1.16 m.p.h., and both Type C Jaguars used all the available road out of the *chicane*. They made a fine spectacle and anyone knowing the drivers will realise how they must have revelled in this duel. Rolt drove Leslie Hawthorn's "works" car, Moss the Wisdom Jaguar. A long way behind. Ken Wharton's Mk. II Le Mans Replica Frazer-Nash held third place. Beckwith-Smith indulged in vicious tail-slides from the *chicane* in his B.M.W.

1st: A. P. R. Rolt (Jaguar), won by 0.6 sec., at 83.62 m.p.h.
2nd: S. Moss (Jaguar)—*fastest lap*, 85.37 m.p.h. (*record for sports cars*).
3rd: K. Wharton (Frazer-Nash).

FIRST SEPTEMBER HANDICAP (5 Laps, Racing Cars)

Alas, Farina was absent, so Rosier's blue Ferrari was virtual scratch car (5 sec.), with Whitehead's Alta, which he substituted for his 1½-litre Ferrari. For two laps Dunham's Rover led, but was then overtaken by Gaze, driving beautifully in Boyce's ex-Bira 3-litre Maserati. Indeed, he built up a stupendous lead, winning by over 17 seconds, which is hardly clever handicapping. Graham Whitehead got the Shawe-Taylor E.R.A. home third, Sanderson established himself by lapping fastest of them all in the Cooper-Bristol, and Barber's Cooper-Bristol, the Aston-Butterworth and Goodhew's P3 Alfa-Romeo retired.

1st: F. A. O. Gaze (Maserati), 53 sec.; won by 17.2 sec., at 82.82 m.p.h.
2nd: G. Dunham (Rover), 1 min. 12 sec.
3rd: A. G. Whitehead (E.R.A.), 34 sec.
Fastest lap: N. Sanderson (Cooper-Bristol), 84.87 m.p.h.

SECOND SEPTEMBER HANDICAP (5 Laps, Sports Cars)

The leaders indulged in a fierce scrap, Douglas Russell's Jaguar leading Dobson's Jaguar, both XK120s, until the last lap, when Russell lost control as a brake snatched going into Woodcote. His engine had been smoking badly and now chose to shed oil and run its bearings. So Dobson won for Ecurie Ecosse. Behind, Head's Jaguar passed Black's Jaguar to take second place but in the tussle a Jaguar slid violently in front of Beckwith-Smith's stark B.M.W. and, in taking corrective action, a front wheel collapsed and the B.M.W. rolled over twice. Smith suffered a cut head but got up and walked clear, his life undoubtedly saved by his crash-hat. Holt was heavily handicapped by reason of his XK120C but is obviously not at home in the car, and Wharton, who gave Holt 3 sec. start, came strongly into third place. Craig's XK120 retired.

1st: W. A. Dobson (Jaguar), 33 sec.; won by 10.4 sec., at 77.76 m.p.h.
2nd: M. W. Head (Jaguar).
3rd: K. Wharton (Frazer-Nash)—*fastest lap*, 81.82 m.p.h.

"DAILY GRAPHIC" GOODWOOD TROPHY (15 Laps, Scratch, Formule Libre)

This time González meant business and even Alan Brown's fantastic getaway in the Cooper-Bristol was forestalled, although it took Wharton's B.R.M. a whole lap before he passed, to take station behind his team-mates—B.R.M. 1, 2, 3. The feature of the race was Parnell's tremendous drive. He closed right up on the flying González on lap 10 and again on lap 12, then lost fourth gear and part of the exhaust system, and fell back. But he broke the course record, set up last April by González in the Thin Wall Ferrari, by 0.38 m.p.h., the new figure being a resounding 90.38 m.p.h., in spite of that irritating *chicane*. For this he wins the Scott Gaze Trophy. Wharton kept further behind and his car did not sound too fit towards the end.

The sight of the B.R.M.s in 1, 2, 3 formation was a very fine one; how we all regret that it couldn't have happened in Grand Prix racing three years ago.

Behind a tremendous Formula II battle developed. On lap four Poore's Connaught passed Brown's Cooper, but the latter held on, pursued by Moss in the E.R.A. Then Brown had trouble and stopped, later to resume, but far back. Rosier's Ferrari and Gerard's E.R.A. lasted only four laps and Walker's E-type E.R.A.-Cooper, which should be exciting but isn't yet, was sick from the start. Behind Moss ran Salvadori's Ferrari, Gaze's big Maserati, and Graham Whitehead's E.R.A., all close upon one another, although when a sleet shower arrived with the sun still shining, they spaced out a bit and finished in that order. Rolt was trying hard, too, in 10th place with the E.R.A.-Delage on lap nine, when he retired. The placings of the leaders lap by lap were :—

1.	González (B.R.M.),	Parnell (B.R.M.),	Brown (Cooper-Bristol),	Wharton (B.R.M.),	Moss (E.R.A.),	Poore (Connaught).
2.	González,	Parnell	Wharton,	Brown,	Poore,	Moss.
3.	,,	,,	,,	,,	,,	,,
4 to 8	,,	,,	,,	Poore,	Brown,	Moss.
9.	,,	,,	,,	,	Moss,	Salvadori, and unchanged thereafter.

1st: J. F. González (B.R.M.), won by 7.8 sec., at 88.13 m.p.h.
2nd: R. Parnell (B.R.M.)—*lap record*, 90.38 m.p.h.
3rd: K. Wharton (B.R.M.).

CATALOGIC

We will let you into a secret. Although the conscientious motoring writer goes from stand to stand at Earls Court with his notebook and pencil, to prepare his Show Guide he has to work from Press releases and catalogues. This is a time of year when P.R.O.s leave their lofty thrones and mix freely with we mere journalists, at least to the extent of sending us letters beginning, " Dear sir, we have pleasure in enclosing . . ."

Out of the envelopes, which carry such a battery of stamps that it surprises us to learn that the G.P.O. is approaching insolvency, cascade the catalogues.

Catalogues are always fun. *Centuries ago, when we were young* and Segrave was racing Sunbeams, we used to go first, on entering the Motor Show, to the Trojan stand, not to peruse the technics of the odd two-stroke cars thereon, but to collect our " Trojan carton " with which to start a feverish hunt for literature, photographs and catalogues. *Paper was freer then and gold-braided commissionaires* did not need to guard piles of catalogues hidden behind the counter. Novelties were numerous and a rousing time was had by all schoolboys. It is different since Hitler was defeated, but catalogues are still fun.

This year, what have we? You will adore the Sunbeam-Talbot folder in full colour, depicting ladies in sun-tops, a lucky youth arriving with his blonde at a Continental G.P., and must get this one, if only for the magnificent colour photograph it contains of the Alpine Rally cars and their trophies—even if the supreme S.T. on the cover seems somehow to have been elongated by its lady driver.

Naturally the catalogue-ladies catch the eye. Those riding in the new Humber Hawk are fashionably dressed middle-class types, but mere man is depicted delving deeply into the under-bonnet mechanism, from which a radiator tank and air-cleaner coyly peep.

The bigger Fords contain man alone but such hordes of humanity are issuing from the Anglias and Prefects that one fears for the safety of their transverse leaf-springs. We note that, appropriately, an old-fashioned tripod camera and dark-cloth are being used to photograph an obviously self-conscious pair of Anglia-cum-Prefect—nothing so modern as a Leica or Contax!

The boy tightly clasping the girl beside his Nash Golden Airflytes is blissfully unaware that someone has painted " Nash Concessionaires Ltd., Nash Street, Albany, W.1 " along the other side of his car or that the girl's father is watching his antics with obvious displeasure. (We like the panorama of Nashes from 1902 to 1951 on the back of this colour-folder.)

Two sporty boys in caps adorn a rather swollen Morgan Plus Four, we wouldn't at all *mind going to Spain with the Spanish lasses* in the 201 Pegaso, but the lady in the Hotchkiss-Gregoire seems to have landed in a field, and as all is seen through a haze we don't feel exactly happy about this. Indeed, the Hotchkiss owner seems to be having a thoroughly bad time, for here he is with his girl friend *sitting triumphantly alone on the back seat, and later his daughter* seems to have collapsed onto his wife's knee while he again tries to laugh it off from his lonely driving seat.

The 2-litre Renault, " the car you always hoped someone would make," has cut itself open to reveal " every virtue of the automobile engineer's art "—so it's a pity they distract you with a picture of four ravishing beauties in the pocket at the back! Quite hair-raising is the armless gloved-hand which haunts various parts of the little Renault 750, which is probably why the couple on the cover have stopped theirs and are leaning against it looking decidedly dubious about this unexpected visitation.

Austin sent us unimaginative specification-sheets, while the girl driving the Oldsmobile is giving a hasty " stop " signal, having been overtaken at close quarters by a guided-missile.

Our children loved cutting-out the almost larger-than-life Chevrolet Styleline Sedan and so will yours!

The Jaguar books are like a breath of " pre-war " and Alvis also do a high-class catalogue.

Rolls-Royce haughtily state that they cannot issue photographs as " all our cars are individually built and will not be completed until the opening of the Exhibition," but Hudson have no such problems and give a sort of " still " from a Laurel and Hardy film, showing two cars going along side by side in which the seats have somehow become reversed and the backs have fallen off. The point of all this is to indicate that the Hudson-girl is happier about being with her boy-friends than she is in the much greater intimacy of other cars! Why, just look at her changed expression!

One of the best open-air pictures is that of a Hillman Minx convertible on the bridge at Bourton-on-the-Water, while as for the Sunbeam-Talbot " model," if this catches her eye our telephone number is on the first editorial page of this issue! Very glamorous girls adorn the beautifully coloured Studebaker catalogue.

If all this seems like a lot of drivel, go get those catalogues and you will see what we mean. " Oh, and James, it's getting chilly; kindly make up the fire."—W. B.

"MOTOR SPORT" and the B.R.M.

The following is one of many letters received; they were expected. We were 100 per cent. keen on the B.R.M. project in 1949 and criticised only when we saw the wrong policy being adopted and silly things done—not, as some have done, when they knew criticism was a good bet, because the whole project was being wound up!

We were careful to go " behind scenes " to check information before publishing our views and, while we are exceedingly sorry that Mr. Mays' excellent idea has failed, we must remind our correspondents that he did not work for this ideal on a voluntary basis, as some people seem to believe.

Some of our correspondents, indeed, seem singularly unimaginative. The slashing acceleration of González' and Parnell's B.R.M.s at Goodwood is cited as showing up Farina. Has it not occurred to them that the experienced Italian driver probably knew the Thin Wall's final-drive was liable to collapse and made his getaway accordingly.

Sir,

I have just finished reading your Editorial in the October issue of MOTOR SPORT and I regret to note that you are still " slanging " the B.R.M.

We *all know* that it has not been a success and that the real enthusiast has been bitterly disappointed, but I do consider that as the Editor of the major, if not only, motor sporting paper in the country, you should refrain from the rather childish and sneering remarks with which you always greet the B.R.M.

If it fails in a race it is wrong; if it wins a race, however small, it is condemned as being of no account and having no opposition.

I saw the B.R.M. driven by Parnell at Goodwood in the pouring rain and that was condemned as of no account, but if they had been withdrawn you would have piped up that the only proof of a car is to try it under racing conditions. It seems to me that you have some sort of personal vendetta against B.R.M. and that nothing they can do will be acceptable to you. After all the design was quite a way out of the ordinary and I feel sure that drivers of the standing of Parnell, González, the late Raymond Somner, Walker, etc., could not have been bullied into driving the car if they had considered it to be the washout that you believe it to be; there must be something fundamentally good about it. If the B.R.M. had been a cracking success and swept the board, you would, I am sure, come to the rescue of your Italian and German cars by saying that they could not be expected to produce a winning Grand Prix car after (*losing*, so I have been told) World War II.

In fact, I believe it is practically impossible for you to see anything at all good in the B.R.M., but you have not, to my knowledge, given any constructive criticism of what could have been done in its place. All the present Continental Formula I cars have had untold gold spent on them and racing experience going back for, I suppose in some cases, 30 years or more, and under conditions which would make any such project in this hag-ridden and pedestrian-penalised country, as near perfect as can be imagined.

I believe that it was not until the B.R.M.s were tried out at Monza that true testing conditions could be arrived at.

Anyway, I feel that you should at least give credit to the B.R.M. for trying, and I honestly believe trying really hard, and not condemn them out of hand just because the colour of their eyes does not agree with your somewhat jaundiced outlook. I would much rather have the opinion of the aforementioned drivers than the somewhat quasi-humorous remarks from the Editorial Chairborne Brigade. I feel that if MOTOR SPORT had helped a little more and sneered a little less, perhaps Raymond Mays would have felt *a little more* encouraged; to know that a journal with such a following as MOTOR SPORT was behind him, he may have had a little less worry than he did have. A sober thought to those who can only condemn and jeer was expressed by some well-known character in history, who is alleged to have stated when passing by the *scaffold upon which stood* the condemned man: " There, but for the grace of God, stand I."

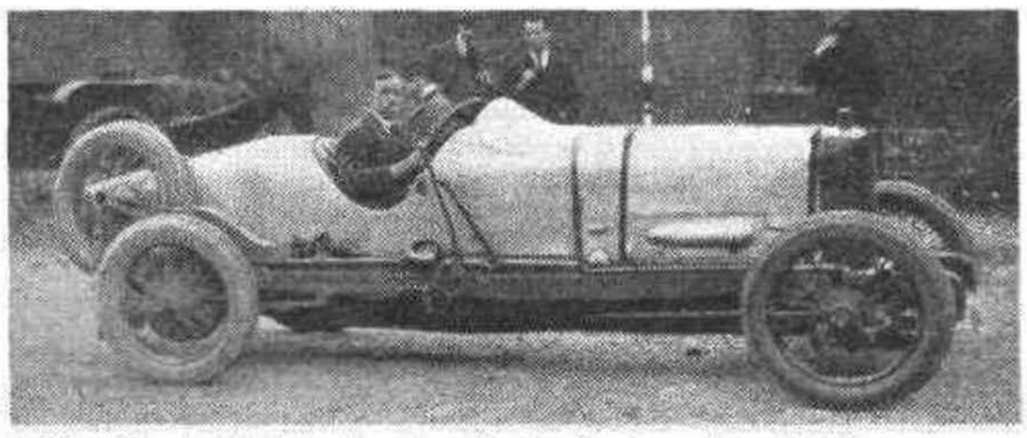
I am, Yours, etc.,

C. W. G. KINIPPLE.

Old Bursledon.

35 Seconds

A provocative article, in which Gerald F. Hooke, basing his argument on the Shelsley Walsh Hill-Climb record, suggests that there must be a point at which sprint records must level out and become unbeatable.—Ed.



1921.—C. A. Bird in the six-cylinder Sunbeam in which he set a new course record at Shelsley Walsh of 52.5 sec.

AFTER reading the reports and results of the last Shelsley Walsh meeting, my thoughts turned to Shelsleys of the past. The Davenport era, with "Spider" knocking a second off the record at almost every meeting, the sensation when von Stuck shattered it to the tune of three seconds, Whitney Straight and the Maserati, then Raymond Mays and his E.R.A.s, steadily whittling away the half-seconds. Three seasons of post-war sprinting elapsed before the late Joe Fry bettered Mays' 1939 figure of 37.37 seconds, and then by a margin of two-hundredths of a second—a margin which seems fantastically small in comparison with the one and two seconds difference gained at the hill-climb twenty-five years ago. But it was, none the less, a new record and a very fine effort, and it was acclaimed as heartily as any previous improvement measured in whole seconds.

Over the past decade the standard of achievement has slowly altered, almost without our noticing. The quality has not altered; driving ability is as great as ever, and technique has improved considerably. For example, a lot more is known about the management of the four-wheel slide. In addition, technical advances have brought about the development of independent suspension systems, limited slip differentials, and enormous increases in specific power outputs. But despite the exploitation of practically every aid to efficiency, it does deem that progress is slowing down and that a limit is in sight. It is obvious that there is an absolute minimum time for the hill-climb; if I have made some mistake in reasoning and there is no definite minimum, then drivers will carry on breaking the record until some hero will make his climb in zero seconds! I can only picture that happening at a hill-climb held at Infinity, the place where parallel lines meet and there are all sorts of extraordinary goings-on.

Supposing that there is an Absolute Record Time, the next thing is to try to estimate it, and possibly estimate when it will be gained. The only data we have to work from are the records set up in past years, and the only way to tackle them is to plot the figures on a graph (Diagram 1). In order to get the longest uninterrupted run of events the year 1921 has been chosen as the starting point, this being the date of the first meeting after the '14-'18 War. As no meetings were held between 1939 and 1946 these years have been omitted from the scale.

The first part of the curve is almost a straight line, decreasing in gradient from 1933 onwards and flattening to the near-horizontal in the early post-war seasons. The year 1949 marks the beginning of a kink which interrupts the smooth curve of the graph. As the curve up to 1939 is fairly regular, it seems that the effect of the war did not end promptly in 1945. In fact the graph indicates that the effect lasted until 1949, and a little thought on the matter confirms this

The war did more than merely rob drivers of the opportunity to attack the record. The habitues of the pre-'39 days who picked up the threads again in 1946 had lost six years' practice. A great deal of equipment and data had been lost or destroyed, and shortages of tyres, fuel and spares hindered everybody. Many of the old regulars had dropped out of the racing game, and the new men who took their places were starting completely from scratch under considerable difficulties.

In view of these considerations it is reasonable to assume that 1949 was the first truly normal season after the war, and if the graph is re-drawn so that '49 follows '39 (Diagram 2), the curve is smoothed out and flattens quite distinctly, if extrapolated, to a horizontal line at about 1956 or 1957. This corresponds to a record time of about 35½ seconds.

So, if the graph gives a true picture, it seems that no one will ever be able to storm Shelsley's thousand yards in less than 35 seconds. The gentlemen of the Midland Automobile Club may agree with me on this figure, because the Speed Table in the Shelsley programmes goes no higher than 58.44 m.p.h., the average speed for a 35-sec. climb.

It should be emphasised at this point that the estimated record figure only holds for the hill in its present state; resurfacing, and easing and cambering the bends would naturally mean a faster climb, but it would not be the Shelsley we know. Another factor which could upset the apple-cart is a revolutionary development in transmission and suspension design, although this is unlikely. There are so many high-performance engines available today with suitable characteristics that the question of power-units is relatively of secondary importance. However, the advent of the gas-turbine with its excellent torque characteristics may start the apples rolling, particularly when fitted into a disc-braked chassis. Sheer power has never been the deciding factor at Shelsley; if it were, then Hans von Stuck would have settled everything in June 1936, with the 5.3-litre Auto-Union. This car, built solely for hill-climbing, had something like 650 b.h.p. on tap, but was actually 3.6 sec. slower than the 1.5-litre E.R.A. of Raymond Mays at the same meeting. A more recent example is Ted Lloyd-Jones' mighty "Flying-Saucer," which must produce an indecent number of horse-power from its 21 litres—I believe the Rolls-Royce "Kestrel" engine when fitted to a Miles Master aircraft developed 650 b.h.p. Despite its four-wheel drive, I don't think the "Flying Saucer" will ever be able to better 40 seconds up Shelsley.

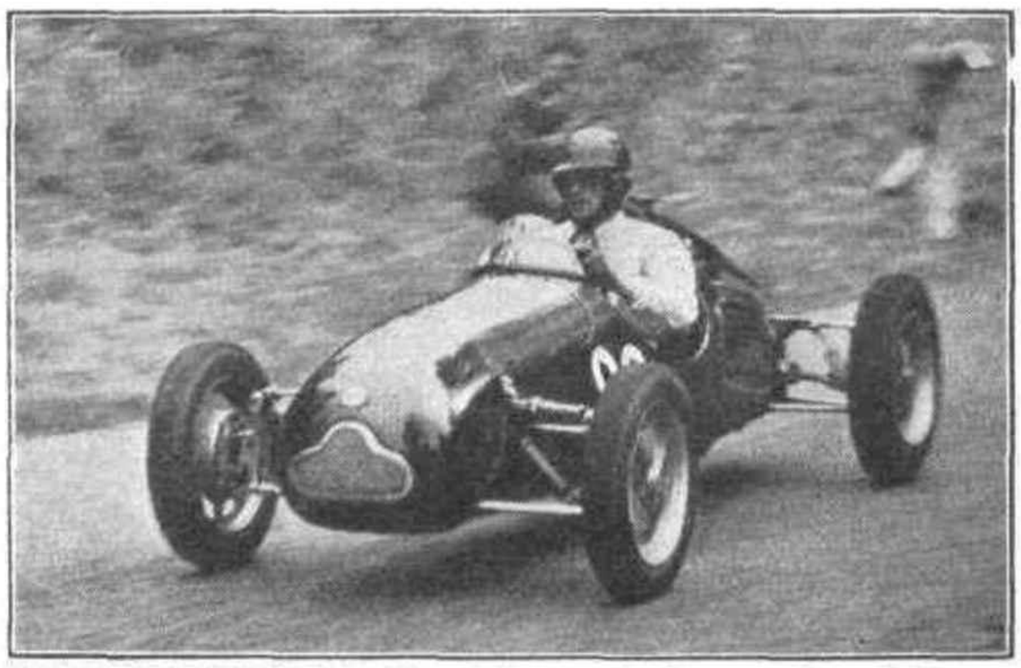
Now to estimate *when* the Absolute Record will be established—a calculation which can very easily be put wrong by bad weather, although possible errors are to some extent compensated. As we are working on averages over a twenty-plus years' period, it is likely that the weather factor will be the same for the coming ten years.

The amount by which a new record has bettered the old has been decreasing over the years, as the Absolute Record is approached. This amount, or difference, has been plotted in Diagram 3, and the points show a fairly steady decrease towards zero. The extrapolated line cuts the horizontal axis at the 1957 mark.

The only point which does not conform is the difference of 3.2 sec. in 1930, when von Stuck broke Mays' 1929 record by this margin. In the absence of Mays, Davenport bettered the late record by 1.0 sec. in trying to equal von Stuck, but that was the best he could do; in 1931 Dick Nash improved on Davenport's 1930 figure by 1.4 sec. If these two differences are also plotted they fit into the picture very well, and if von Stuck had waited until 1932 to lower the record then he would fit into the picture as well. That combination of man and car was two years ahead of everyone else at Shelsley.

In 1952 it seems, very regrettably, that the days are gone for ever when a man could bolt a big vee-twin and four wheels onto an angle-iron chassis, add some chains, stir the mixture well with art

[*Continued on page* 513



PRESENT HOLDER.—Ken Wharton in the supercharged Cooper-J.A.P. which holds the existing Shelsley Walsh record at 36.94 sec., established in 1951.

SIDESLIPS

BY "BALADEUR"

ACCORDING to a report in the daily press, those responsible for the 16-cylinder B.R.M. are now contemplating building a 4-cylinder car "to comply with the 1954 formula." I am glad that they know what the 1954 formula is going to be. I must confess that I do not. But then in 1950 I did not know that Grand Prix races in 1952 would be for 2-litre unsupercharged cars.

Apart from this it is interesting that they should have decided at this stage that the engine should have four cylinders. When the 16-cylinder engine was announced, one felt that Ferrari, who had limited himself to a mere dozen, had been handsomely outbid. In view of the success this year of the new Ferrari with only four cylinders, one would hardly have expected the successor to the 16-cylinder B.R.M. to have more than three. However, perhaps it is just as well that such expectations have been falsified.

Moreover, I should not be altogether surprised if, by the time that 1954 comes along, a 4-cylinder engine appeared as extreme for paucity of cylinders as did the 16-cylinder design for multiplicity thereof when it was first announced. It was a very bold step on the part of Ferrari and Lampredi when they decided to restrict themselves to this number, and thus return to something of a 1914 conception of a racing engine. It is a step that has paid very handsome dividends this year; but one may perhaps be permitted to remark that fortune has undoubtedly favoured the bold. In the first place Ferrari has had a monopoly in 1952 of the top-ranking Italian drivers; but apart from this one must reach the conclusion that the success of his 4-cylinder engine has been due in large measure to the concentration of organisers on short, slow circuits. In acceleration, which is all-important on such courses, the 4-cylinder engine seems at present to be decidedly superior to any other unsupercharged 2-litre design. But on what are, by present-day standards, fast circuits, this superiority in acceleration seems to be more than counterbalanced by inferiority in maximum speed: at Rheims the 4-cylinder Ferraris were outpaced by the 6-cylinder Gordini, and Monza provided a moral victory for the 6-cylinder Maserati. It remains to be seen whether the current agitation against slow circuits has any success. In the meantime, if I was Ferrari, I should be getting just a little bit anxious about it. While no one knows whether the 2-litre limit has more than another year to run, he may well decide to stick to his successful 1952 engine. But it would be hardly surprising if, as soon as he knew how big to make it, he decided on six-cylinders as the ideal number for a new engine for 1954.

If this happens it will be rather intriguing, because, while there have been plenty of 6-cylinder racing engines in the past, this number of cylinders has been adopted, more often than not, as a result of circumstances rather than choice; and in the smaller number of cases where choice has been the determining factor, the enterprise has not as a rule been attended with a striking measure of success. I have already spread myself in rather a large way in these columns on the subject of the early history of the 6-cylinder engine as applied to motor cars, and I do not propose to inflict all this again on my readers, except to say that in the course of these investigations we found that the Spyker Company of Amsterdam apparently started work in 1901 on a 6-cylinder Gordon Bennett racer, which, however, never took part in the Gordon Bennett race; and that, on his own evidence, M. Charles Faroux designed a monster 6-cylinder racing car for the Paris-Madrid race which took place on May 15th, 1903, but unfortunately did not finish it until June 4th. In both these cases choice presumably dictated the number of cylinders, and in neither case was the enterprise very successful.

In fact so little impression did these Dutch and French efforts make on Mr. S. F. Edge that for years he remained of the opinion that the 6-cylinder Napier which was completed in February, 1904 was the first 6-cylinder car in the world. (He continued, apparently, to think so even when M. Charles Faroux pointed out his error to him.) Mr. Napier, incited thereto by Mr. Edge, had been making racing cars, albeit 4-cylinder ones, ever since 1900; and as his 1904 6-cylinder car was a great deal more successful than Spyker's and Faroux' efforts, it was almost inevitable that sooner or later he would make a 6-cylinder racing car. He had, in fact, done so by the end of the year, and at the Ormond-Daytona beach meeting in January, 1905, a vast machine appeared in the hands of Arthur Macdonald and proceeded to collect half a dozen world's records.

Although rated at a fairly modest 90 h.p., this engine had a bore and stroke of 6¼ by 5 ins., and the car was probably as fast on the straight as any of its contemporaries. As a road-racing car, however, it was not so successful. In the English Eliminating Trials for the Gordon Bennett team held in the Isle of Man in May, 1905, it failed to finish the course, in spite of which, as a result of a curious piece of official policy, it was admitted as one of the English team for the Gordon Bennett race itself in July. This race, however, so far from being run on the straight, took place over the mountainous Auvergne Circuit; and although, considerably to its credit, the Napier finished, it never figured very prominently in the competition. The first 6-cylinder racing car which really appeared was thus a somewhat qualified success.

On the Continent no manufacturer seemed inclined to indulge in such flights of fancy, and the substitution in 1906 of the Grand Prix for the Gordon Bennett so greatly incensed all concerned in this country that English manufacturers refused to have anything to do with the race. Their disapproval of the French and all their works did not, of course, extend to the Germans, and when the Kaiserpreis was organised in 1907 for 8-litre cars, a 6-cylinder Napier duly took part in it. Neither this car nor the French 6-cylinder Porthos was, however, a very serious racing car, and in any event neither of them got through the eliminating races.

By 1908, however, Napiers had so far recovered from their spleen that they projected something far more serious for the French Grand Prix at Dieppe. In this race the bore of 4-cylinder engines was limited to 155 mm. and that of 6-cylinder engines to 127 mm. (giving in each case a piston-area figure of approximately 755). In these circumstances, Napier chose, as would most later designers, to use six cylinders, which should have permitted him a higher crankshaft speed for a given piston speed and stroke-bore ratio. Unfortunately, however, he also chose, as have most later designers, to use Rudge-Whitworth detachable wheels; and as detachable wheels were most unreasonably banned by the French authorities, the 1908 6-cylinder Grand Prix Napiers failed to start in the race. Apart from the Porthos, the only remaining exponents of the 6-cylinder principle were the Austins; but their case was clearly one of circumstances rather than choice, as the racing cars were really only glorified standard models, and although two of them succeeded in finishing, they were by no means so fast as the 4-cylinder Continental racing cars.

After 1908 the Grand Prix was abandoned for lack of support, and for the next three years virtually the only races run were for voiturettes and light cars, for which to begin with one cylinder was found to be more effective than any greater number, and for which even at the end of the period four cylinders were considered quite enough. When the Grand Prix was revived in 1912, there were plenty of British entries for the light-car race run in conjunction with it, but none for the Grand Prix proper. French manufacturers still stuck unswervingly to four cylinders, however large the engine concerned, and the only 6-cylinder representative in the race was thus the Belgian Excelsior. It acquitted itself quite creditably by finishing sixth, but although it had a capacity of over 9 litres, it was beaten by three of the 3-litre light cars.

These three light cars, it is hardly necessary to remark, were three Sunbeams, with side-valve 4-cylinder engines of 80 by 149 mm. directly developed from the standard 12-16 h.p. engine of 80 by 150 mm. In 1913 Sunbeams formulated designs on the Grand Prix itself, on this occasion run on a fuel consumption basis which seemed to permit an output of about 100 h.p. For this purpose Peugeot used a 5½-litre engine, with two overhead camshafts as in 1912, and Delage a 6½-litre engine, with horizontal valves as in 1911. Sunbeam on the contrary decided to use a 4½-litre engine with side-valves and six cylinders—a 6-cylinder version, in fact, of the successful 1912 3-litre engine. Whether this was the result of choice or convenience it is rather hard to say, but although the Sunbeams were well up with the leaders throughout the race they were slightly slower than the Delages and Peugeots, and undoubtedly a fuel consumption race was not the ideal occasion on which to demonstrate the multi-cylinder principle.

In 1914 this formula was abandoned in favour of a capacity limit of 4½ litres, which should, on the contrary, have favoured a multiplicity of cylinders. Coatalen, the Sunbeam designer, had decided at this stage to abandon side valves in favour of the Peugeot double overhead-camshaft arrangement, and if this design had been applied to the 4½-litre 6-cylinder engine the results might have been very interesting. Unfortunately, however, he decided to adopt four cylinders along with the Peugeot valve mechanism, and the use of six cylinders in the race was left to Aquila Italiana—if, indeed, "use" is the right word in this connection, as only one of these Italian racers started, and that failed to complete the first lap. In view of the present-day concentration on four cylinders for acceleration and on six cylinders for speed, however, it is of interest to note that in 1914 the makers of the Aquila stated that the use of six cylinders was designed not to increase the car's speed but its

"accelerative qualities." Therein, perhaps, lies the difference between four-and-a-half litres and two.

Apart from such theorists, however, all serious designers of racing engines were perfectly satisfied in 1914 with four cylinders, and it was experience of aero engines in the 1914-18 war which really directed attention to a multiplicity of cylinders for high efficiency purposes. This trend of thought, however, resulted in enthusiasm not for six cylinders, but for eight, arranged in line, largely owing to the success of Bugatti's straight-eight design as applied to aero engines. Ballot, who had largely inherited the mantle of Peugeot, built a 300 cubic inch straight-eight racer for the 1919 Indianapolis race, and a 3-litre version of the same engine for the same race in 1920. The next year, 1921, saw the revival of Grand Prix racing in Europe, with a 3-litre capacity limit, and also saw the apotheosis of the straight-eight cult, which now numbered not only Ballot but Duesenberg, Sunbeam, Talbot, Darracq and Fiat among its devotees.

In 1922, however, the capacity limit for the Grand Prix was lowered to two litres, and although two new protagonists of the straight-eight engine came forward in the shape of Bugatti and Rolland-Pilain—if, indeed, Bugatti can be properly described as a newcomer in this field in which he was really the pioneer—none of the earlier exponents of the cult remained true to it. The 3-litre Fiat engine, in common with most of its contemporaries, had a bore and stroke of 65 by 112 mm. and it seemed to the Turin engineers that the simplest way to make a 2-litre of it was to leave the bore where it was, reduce the stroke to 100 mm., and discard two cylinders.

The 1922 Grand Prix Fiat was thus a six-cylinder, and it proved at least as successful as did the 2-litre Ferrari thirty years later; but this was an outstanding case of six cylinders being used more from convenience than choice. The design, moreover, proved much more successful than Fiat intended, for the next year Bertarione, who was responsible for it, took it with him to Sunbeams; and with very small modifications, including a slight adjustment to the bore and stroke, making them 67 by 94 mm., the design was again successful in 1923, although this time the winner was a green car from Wolverhampton.

The Grand Prix had thus been won with a six-cylinder engine two years in succession, but in 1923 Fiat, having by then had time to get around to it, had discarded their "six" in favour of a straight-eight; and although this new car was beaten at Tours, an Alfa-Romeo with a very similar engine beat the Sunbeam the next year at Lyons.

Thereafter, and even after the capacity limit had been further reduced in 1926 to 1½ litres, it became very unsmart to build a serious racing car with less than eight cylinders. In the case of racing cars which were the predecessors of the present Formula II machines, and which, therefore, were hardly considered serious in the days of Teutonic supremacy, the case was rather different. But in this field the successful E.R.A. had a six-cylinder engine because there was a six-cylinder Riley engine at hand for development, in just the same way as several present-day 2-litre British racing cars have six cylinders because the Bristol engine is at hand for development. Once again the use of six cylinders had been dictated by convenience rather than choice. On the other hand Gordini, Maserati and O.S.C.A. are presumably using this number of cylinders because they like it. As I have remarked before, present-day Grand Prix racing with unblown 2-litre cars is taking up the tale where it was interrupted in 1923 by Fiat with their supercharger. It will be curious if in 1953 the six-cylinder engine proves itself as superior to any of the alternatives as it did thirty years ago.

BOOK REVIEWS

"Modern Buses and Coaches," by C. B. Morrissey. (*Temple Press Ltd., Bowling Green Lane, E.C.*1; 86 *pp.*; 9*s.* 6*d.*)

Although this is a book in the Boy's "Power and Speed" Library, it is the sort of present uncles and fathers will buy to read before giving it to their nephews and sons. We found the historical notes, explanations of how local, urban and long-distance bus and coach services operate and the chapters on different makes of buses, how time-tables are drawn up and put into practice, and on express buses of the world, very interesting and written in a style easy to comprehend. The book is nicely illustrated and would make an excellent Christmas present.

"1952 Indianapolis 500-Mile Race Year Book." (*Floyd Clymer, 1268, S. Alvarado Street, Los Angeles 6, California*; 111 *pp.*; 1.50 *dollars.*)

This breath-taking official account of the great race at Indianapolis is a welcome annual. This year it is bigger, better illustrated, and more comprehensive than ever. It gains in appeal to European readers because Ascari and his Ferrari were present at Indianapolis this year. There is plenty of technical data and engineering illustrations of the specialised American track cars which Europeans have come to respect. The book is available from specialised booksellers in this country.—W. B.

"British Cars—1952," by Peter Chambers. (*P-C Publications, 7, Newhall Street, Birmingham, 3. 56 pp. 6s.*)

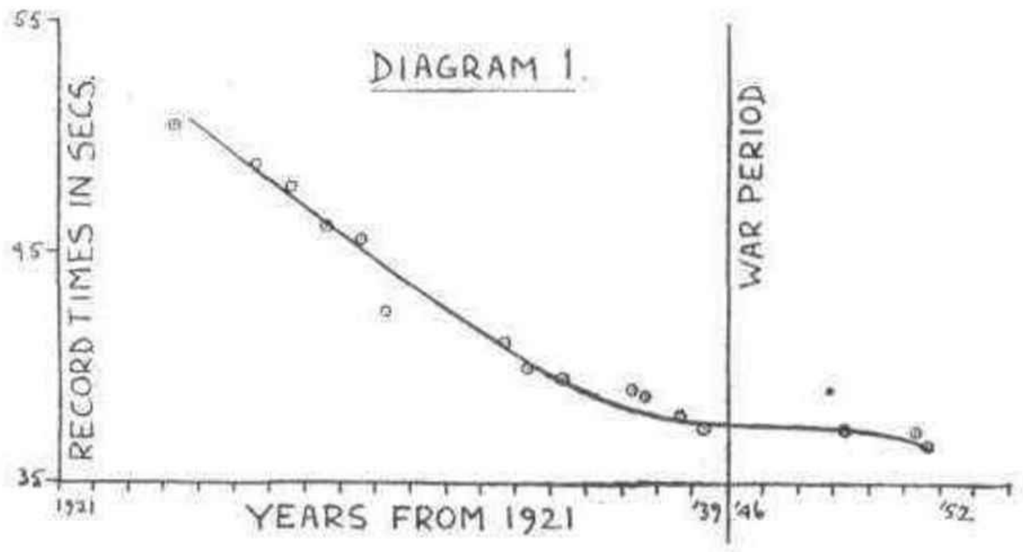
We welcome another edition of this stiff-cover manual, which gives prices, specifications and very clear (although not original) photographs of all the cars on the British market. It is an excellent annual reference work, now in its fourth year, although it is a pity that, written during August, it awaits publication until October, when most of us are thinking in terms of 1953 cars. However, this does not lessen its value as a reference work.—W. B.

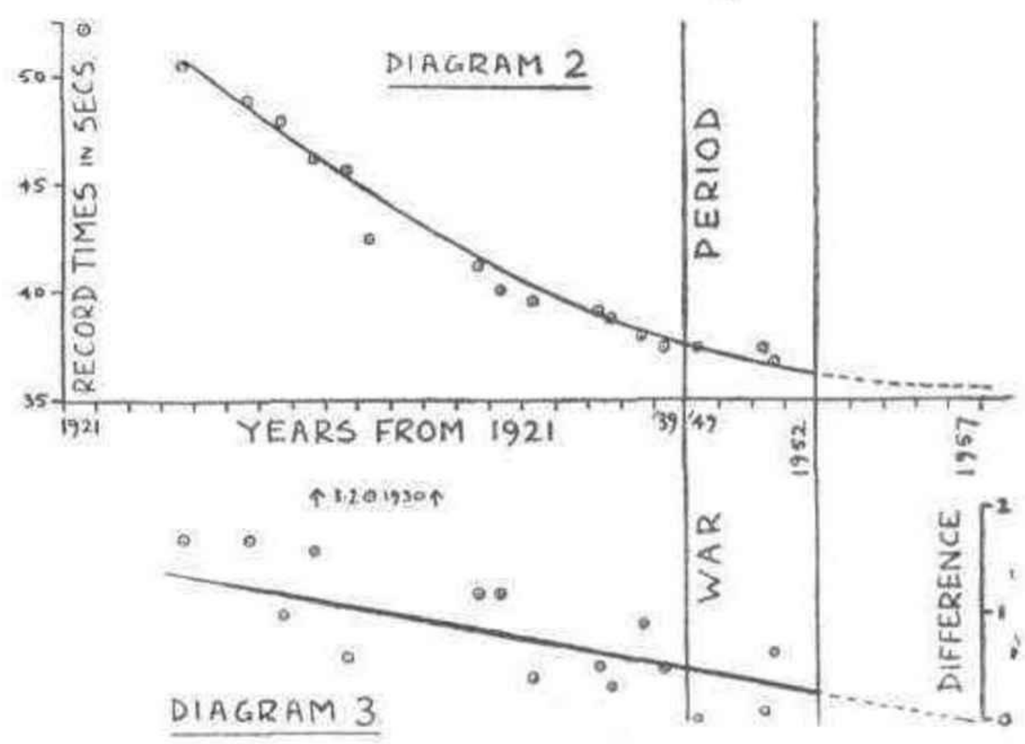
SHOCK-ABSORBER CAMEO

A member of the Cornwall Vintage C.C. reports good service from the Andre shock-absorber people. Writing to them for a pair of rubber valve seats for telecontrols for his Lagonda, he naturally asked how much was the cost. Back came the valve seats, with a polite note to say that these were "on the house" and there would be no charge. Rare courtesy—and sound policy. The club confirms that it has found this firm most reasonable over reconditioning friction shock-absorbers.

35 SECS. (*continued from page* 511)

and science, and go a-record-breaking up Shelsley. Breaking records is a costly business nowadays, and "specials" have become very special. According to my reckoning one of them is going to climb the old hill in a little over 35 sec., one day in 1957, and no one will ever be able to do better. Like the horse-racing tipsters, I had better give myself a let-out and say that it cannot be beaten on form, but for once I shall be very pleased if I prove to be wrong.





RUMBLINGS

Elkhart Lake Rally

By air mail from the U.S.A. have come some very interesting notes on the Elkhart Lake Rally, held last September by the S.C.C. of America. C. A. West, Chicago Region rally, hill-climbs and trials Chairman, who sends them, describes MOTOR SPORT as the Sports-car "bible" of S.C.C.A members. Incidentally, his father built cars from 1901 to 1909 and no less a person than Fred Duesenberg was his best man. West hopes to import a late model 4½-litre vintage Vanden Plas Bentley, which he considers superior to the J-model Duesenberg of the early thirties.

The interesting thing about the S.C.C.A. Elkhart Lake Rally is that it was an attempt to "feel the way" towards a National Rally in the future. For this year's event replicas of the Monte Carlo Rallye number-plaques were issued and trophies were presented by His Serene Highness Prince Rainier III of Monaco, Sydney Allard and the New York Nuffield agents, while the Ladies' award was called the Mme. Junek Trophy. In agreeing that the Prince Rainier Trophy should be an annual award Prince Rainier expressed, through his *Directeur du Cabinet*, the hope that participants in the Elkhart Lake fixture would support the 1953 Monte Carlo Rally.



The Prince Rainier Elkhart Rally Trophy.

Over 130,000 spectators watched the Rally, which won high praise from Fred Wacker, the Chief Stewards and other authorities. The overall winner was a TC M.G. from Long Beach, driven by Mr. and Mrs. D. S. Dickinson. The Nuffield Trophy for 1½-litre cars was won by Mrs. C. H. Portman and Jody Hutchinson of Los Angeles, in a TD M.G., the Allard Trophy (over 1½ litres) by Mr. and Mrs. D. C. Biggs of Missouri, in a blown 2.9 Alfa-Romeo. English, Scottish and Irish Clubs sent out copies of their rally regulations to assist the S.C.C.A. organisers.

So America is truly "Rallye" conscious. Incidentally, Jody tells us that in struggling against opposition to lady racing drivers the "dicing fair sex" in the States have recently formed their own association, rather like our old W.A.S.A.

* * *

Scheme

Practically every form of motoring competition and social now has its following and it is exceedingly difficult for organisers to think up anything original. The boat which motored smoothly along the Thames during the Hants & Berks M.C. Night Navigation Rally and had to be "intercepted" by competitors who were told merely the time and place from which it started, that its speed would be 7 knots and that locks took 7 minutes to negotiate, was brilliant in the extreme.

Turning to purely original events, we want to put in another plea for a Motoring Garden Party—for next summer, of course, although the thought is a welcome one amidst the stuffiness of a Motor Show! The Guild of Motoring Writers' Motor Show Test Day at Goodwood, points the way.

The plot would be to find a venue with grass lawns, refreshment tents and band and so on (Goodwood Circuit would do very well) and then, away with speed, noise, excitement, to parade interesting cars individually before the onlookers, while a knowledgeable and talented commentator described their (the cars not the onlookers!) purpose in life. The success of the thing would probably depend on striking a balance between too few or too many cars. The "groupings" could be varied from party to party. Thus it is not difficult to visualise a simple "Veteran-Edwardian-Vintage-Moderns" parade, later varied by one-make "evolution" parades, or, again, groups of "age-cum-size," perhaps later to branch out into purely one-make, or one-type (vintage-light cars, vintage-heavy cars, open cars, town carriages, etc.) meets. After the formal parades members could no doubt sample each other's vehicles and, naturally, there would be a *bar*. For the ladies, fashion parades from summer frocks to bathing costumes could be incorporated and we feel many manufacturers would gladly send their latest models to the bigger parties. Any takers?

* * *

Quiz

The closing date for the Quiz in last month's MOTOR SPORT was inadvertently given as November 10th instead of, as usual, the 10th of this month. Consequently, the solution will be given in the December issue. Meanwhile, as this is Show-time, here is a quiz of a different sort, which you may care to try. It consists of naming the cars for which the following slogans have been used; the solution will be given next month with that for the October pictorial quiz:—

(*a*) As Old as the Industry, as Modern as the Hour.
(*b*) Count them on the Road.
(*c*) The Answer to a Connoisseur's Prayer.
(*d*) The Little Engine with the Big Pull.
(*e*) The Silent Sports Car.
(*f*) Distinction with a Difference.
(*g*) Motoring at Tram Fare.
(*h*) The Supreme Car.
(*i*) Builders of Quality Vehicles for Seventy-Six Years (1928).
(*j*) The Car Magnificent.
(*k*) The Car of International Reputation.
(*l*) British and Best.
(*m*) Acclaimed by All.
(*n*) Master of the King's Highway.
(*o*) Built to Last a Lifetime.

JOWETT APPOINTMENT

Jowett Cars Ltd., Idle, Bradford, Yorkshire, announce the appointment as Chief Engineer of Donald Bastow, M.I.Mech.E., B.Sc.(Eng.), M.S.A.E., M.S.I.A., to take effect from September 1st. Mr. Bastow has since 1950 held the position of Research Manager in the B.S.A. Group of their Engine and Mechanism Laboratory. From 1947-50 he was assistant to Mr. W. O. Bentley during his consultant appointment to Armstrong Siddeley Motors Ltd. For the previous three years he was assistant to the Technical Director, Lagonda Ltd. From 1932 to 1944 Mr. Bastow was working in the Design Department, Rolls-Royce Ltd., on car and tank design, following a period from 1929-32 as a post-graduate pupil at Daimler Ltd. Mr. Bastow was educated at Dulwich College and University College, London. He has read papers on independent suspension, chassis frame design and steering problems to the Institution of Mechanical Engineers and the Institution of Automobile Engineers.

ADVERTISING PUBLICITY!

We have received the following from Mr. P. Selby, who advertised his car in our September issue:—

"The husband of the 'plush-dazzled wife' who advertised his Singer Nine in the last issue of MOTOR SPORT thanks all and sundry for their interest . . . in his wife! The demand for a secondhand spouse proved far greater than that for the secondhand car, and the situation of a berserk mass of curly-moustached gentry drawing lots on the lawn was only just prevented by a gallant from the R.A.F. (whose own 'fair inspiration' had gently suggested the sale of his motor cycle!) who came forward and bought the car. So, thanks to all—even the bloke who got me out of bed to the telephone to discuss feminine specifications; also thanks to Rex North of the *Sunday Pictorial* and the 'Talk of the Day' editor of the *Evening News*, who both, apparently, thought my advert sufficiently interesting to be mentioned in Press columns. But, perhaps, the greatest message of thanks goes to the gallant R.A.F. type who enabled me to keep what is probably the best old vintage model I shall ever have!"

B.A.R.C. DINNER-DANCE

The B.A.R.C.'s annual dinner and dance at Grosvenor House takes place this year on November 7th, when the chair will be taken by the President of the Club, the Duke of Richmond and Gordon. Tickets cost two guineas and full details can be obtained from H. J. Morgan, General Secretary, B.A.R.C., 55, Park Lane, W.1.

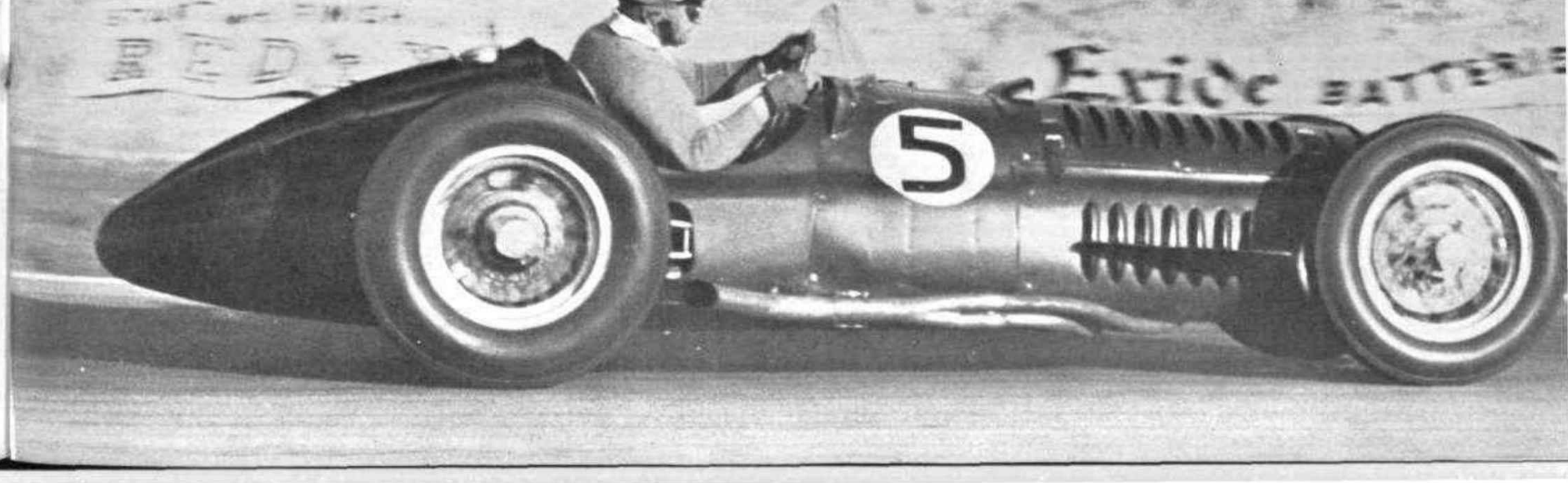
PICTORIAL REVIEW

GOODWOOD & CHARTERHALL INTERNATIONAL MEETINGS AND SEPTEMBER BRANDS HATCH RACES

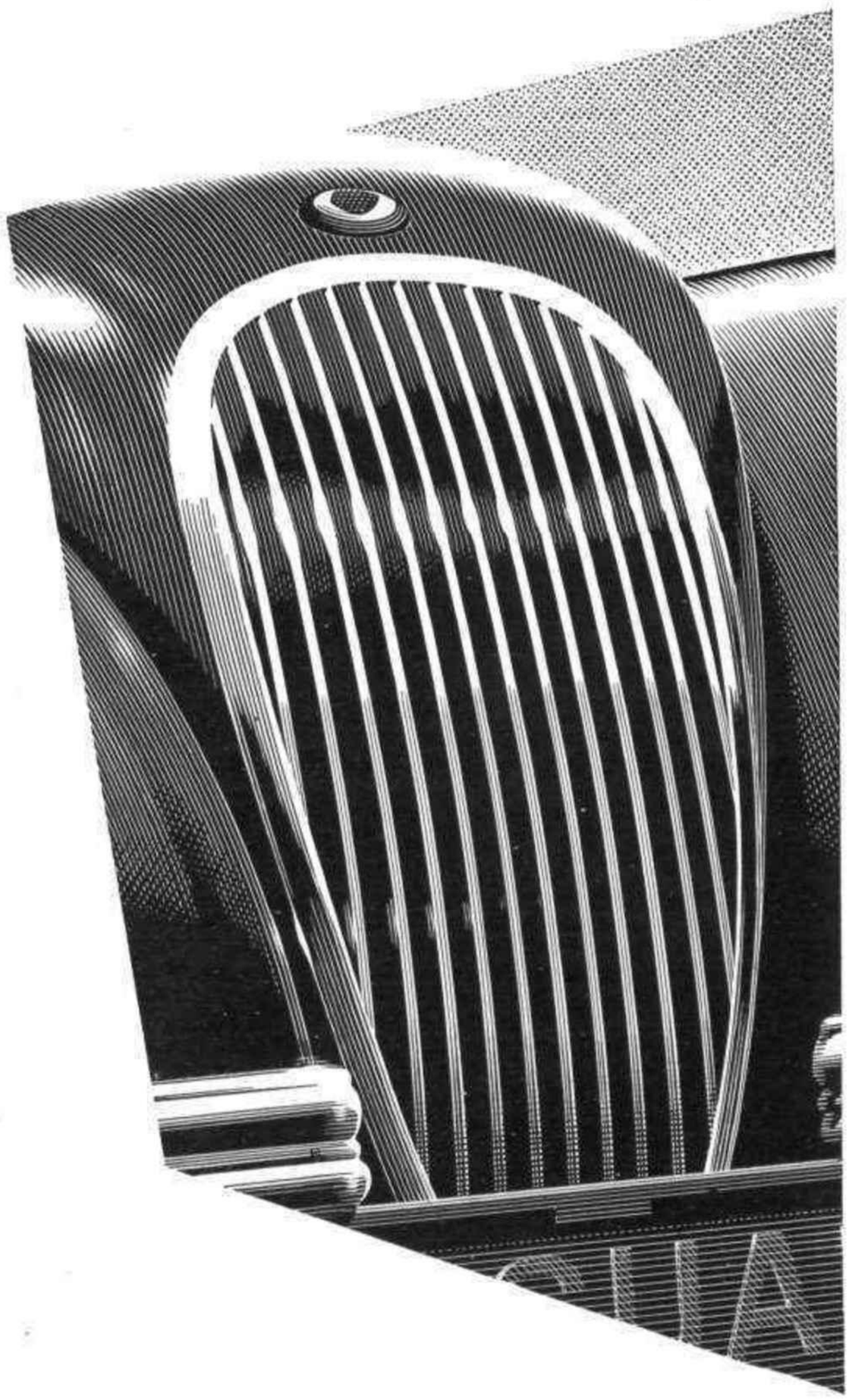
Top : ROLT LEADS STIRLING.—At Goodwood Tony Rolt in a " works " XK 120 C Jaguar was never caught by Moss' XK 120 C, which was a privately-owned car.

Bottom : GONZALEZ won two races for B.R.M. at the final Goodwood Meeting, his vivid driving and the high-pitched whine of his car warming the hearts of all B.R.M. supporters.





"Give me CASTROL every time"



JAGUAR recommend Castrol

THE MASTERPIECE IN OILS

GUIDE TO EARLS COURT—continued from page 497

Today Triumph caters for the economy market with the popular Mayflower saloon. Triumph have also sprung a surprise by introducing an entirely new 2-litre sports two-seater. This has a four-cylinder 1,991-c.c. engine in a 7 ft. 4 in. wheelbase chassis weighing in two-seater form 15¼ cwt. ready for the road. 75 b.h.p. is claimed at 4,500 r.p.m., with a maximum speed of 90 m.p.h.

TRIUMPH MOTOR CO. (1945) LTD., CANLEY WORKS, COVENTRY.

★

VAUXHALL **Stand No. 163**

The famous Prince Henry and 30/98 sporting Vauxhalls faded away in 1928 when General Motors took over the old Vauxhall works at Luton, where the straw hats came from. They introduced the 20/60, intended for much larger-scale production. This was superseded by a number of medium-size family cars, including the Vauxhall Ten which used wide-gap ignition to achieve astonishing fuel consumption.

Today Vauxhall offers excellent performance and economy in the moderate-price field with its six-cylinder Velox and four-cylinder Wyvern saloons, now appearing in such happy new-look colours as Caribbean-blue, cloud-mist grey, forest-green and sand-beige.

"Square" engines were introduced recently and further improvements to appearance and convenience will be seen on the cars at Earls Court. For instance, "the speedometer readings on the Wyvern are now more accurate," says a Vauxhall announcement.

VAUXHALL MOTORS LTD., LUTON, BEDFORDSHIRE.

★

WOLSELEY **Stand No. 143**

The Wolseley was one of the British pioneers and down the years a wide variety of models was offered, including the near-luxury six of 1920, the flat-twin, i.o.e. and o.h.c. small cars and the revolutionary Wolseley Hornet, first of the tiny sixes.

A new model will prove one of the Earls Court attractions. It is the Wolseley Four/Forty, a medium-sized, full five-seater saloon with a 1,250-c.c., push-rod o.h.v. four-cylinder engine.

WOLSELEY MOTORS LTD., COWLEY, OXFORD.

★ ★ ★

Information on the following cars was received too late for main alphabetical classification :—

CADILLAC **Stand No. 117**

On the Buick stand Lendrum-Hartman will also show a Series 60 Special Cadillac, which is the 5½-litre V8 version of a pioneer American automobile of the luxury order. It has the 180-b.h.p. o.h.v. engine made famous here in the Allard, hydromatic transmission and hydraulic actuation of seats and windows.

LENDRUM & HARTMAN LTD., BUICK WORKS, OLD OAK LANE, N.W.10.

★

CHRYSLER & PLYMOUTH **Stand No. 162**

The Chrysler created a stir over here in the mid-'twenties with a very brisk, well-braked 75 model, a car which later borrowed from Vauxhall a scolloped radiator.

Today Chrysler lines up with other prominent American manufacturers in offering V8 (of 180 b.h.p.) and six-cylinder models. Less expensive is the six-cylinder Plymouth.

CHRYSLER MOTORS LTD., MORTLAKE ROAD, KEW, SURREY.

★

FIAT **Stand No. 158**

One of the most famous Italian makes, Fiat has long been regarded in this country with esteem, its 501, o.h.c. 8-h.p. and 500 and Ballila models being received with especial affection.

Stand 158 contains a selection of splendid cars, from the o.h.v. 570-c.c. 500C convertible coupé and station wagon—perhaps the world's best baby—through the medium-sized, softly sprung 1,400, to the new 1,900 high-performance four-cylinder and the fast 8V sports coupé.

FIAT (ENGLAND) LTD., WATER ROAD, WEMBLEY, MIDDLESEX.

★

DODGE and DE SOTO **Stand No. 169**

The Dodge was well known here in the 'twenties as an inexpensive Yank, one of those which all looked alike and seriously challenged the British manufacturer in spite of the McKenna duties. It is shown in six-cylinder and V8 forms, backed by the V8 160-b.h.p. De Soto.

DODGE BROS. (BRITAIN) LTD., CHRYSLER WORKS, MORTLAKE ROAD, KEW, SURREY.

FORD (France) **Stand No. 115**

The 2.1-litre V8 Vedette will be featured, a product of Ford's French factory.

FORD S.A.F., POISSY, FRANCE.

★

HILLMAN **Stand No. 135**

Always, in the main, a small car, the Hillman introduced the proper all-weather body to the low-price market many years before the useful Minx was born—and before that it was no mean sports car.

Today's Minx represents extremely good value-for-money for those who wish to take a family as far as possible on a gallon, in a pleasing-to-drive car. Minor changes only have been made, including higher geared steering. The steering-column gear change works very nicely. See the Minx International on this stand.

HILLMAN MOTOR CAR CO. LTD., RYTON-ON-DUNSMORE, NEAR COVENTRY.

★

KAISER **Stand No. 153**

One of America's newer cars, the Kaiser models, four- and six-cylinder, have been modified in several important respects for 1953.

STEELE, GRIFFITHS & CO. LTD., 295, CAMBERWELL ROAD LONDON, S.E.5.

★

LEA-FRANCIS **Stand No. 155**

Lea-Francis, early English small car, and subsequently existing Meadows-engined sports model, offered in blown form, in which guise it won the first Ulster T.T. for Kaye Don. The Lea-Francis is now a solid 2½-litre with efficient valve layout, available in sports two-seater form.

LEA-FRANCIS CARS LTD., MUCH PARK STREET, COVENTRY.

★

PACKARD **Stand No. 124**

America's luxury car, the Packard, once a twin-six, is shown in Type 200, 25th Series Straight-Eight form.

LEONARD WILLIAMS & CO. (1940) LTD., GREAT WEST ROAD, BRENTFORD, MIDDLESEX.

★

PANHARD **Stand No. 141**

Grand-daddy of all cars, the Panhard company today sensibly recognises the economy-car market, and its little air-cooled, flat-twin Dyna can see off most cars of its size, that is, 745 and 851-c.c. Do not fail to study these attractive "people's cars," which have done so well in big races and International rallies.

S. SALEM LTD., 15, CROSS STREET, MANCHESTER, 2.

★

PEUGEOT **Stand No. 160**

From pepper pot makers to horseless carriage pioneers, Peugeot built a wide range of useful French automobiles, from 7.5 to 40 h.p. They dominated the important races of 1912-13.

The very attractive 203 saloon will be seen in three different colour schemes. The engine develops slightly more power than before.

TOM KNOWLES, 19, BRICK STREET, LONDON, W.1.

★

PONTIAC **Stand No. 121**

The Series 25 Chieftain will be shown as four different colour saloons.

U.S. CONCESSIONAIRES LTD., 5, JUBILEE PLACE, LONDON, S.W.3.

★

SIMCA **Stand No. 140**

Many covetous folk can be expected to crowd the Simca stand, for what is more attractive for family fast motoring with notable economy than the 1,221-c.c. o.h.v. Aronde, or a nicer race-bred sports car than the same-size, 50-b.h.p. Simca?

SIMCA, 88, AVENUE DE NEUILLY, NEUILLY, FRANCE.

★

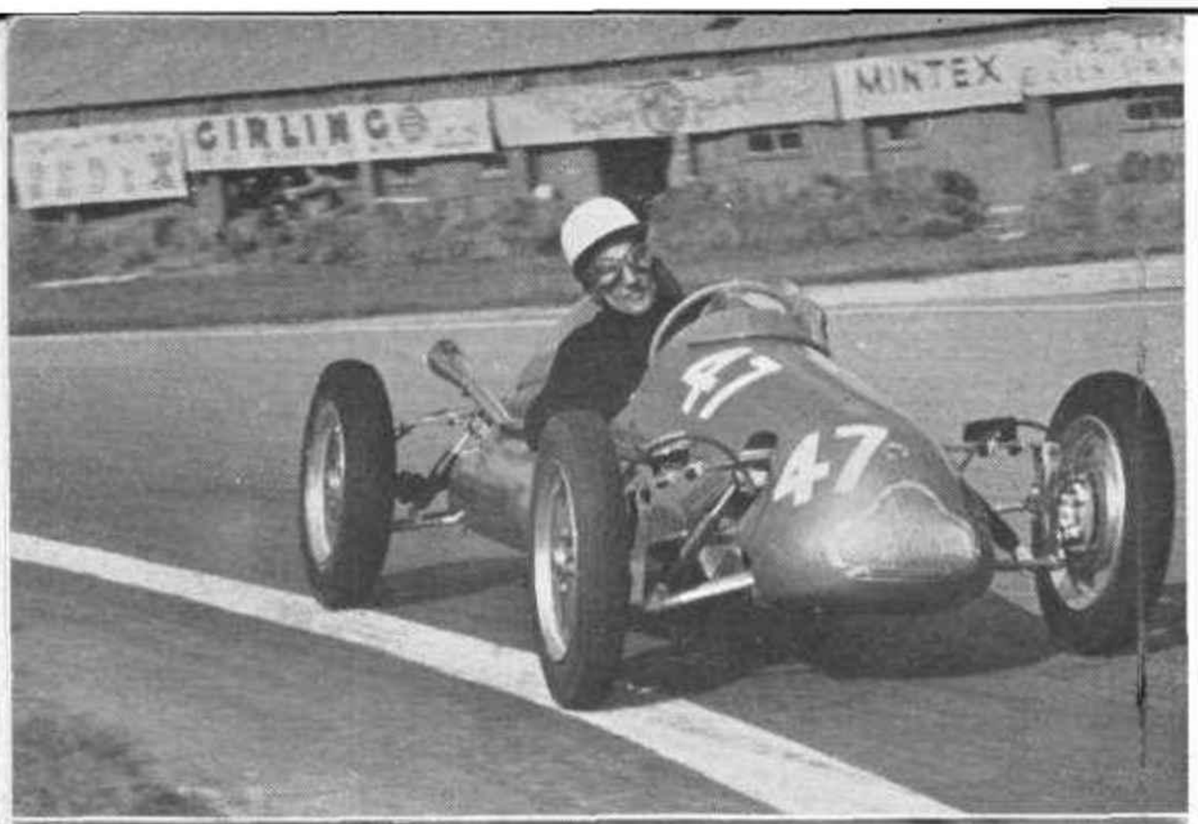
WILLYS-OVERLAND **Stand No. 119**

After the Kaiser War the Willys-Overland was an inexpensive Yank built in Manchester, and later the Overland Whippet was an attempt to introduce what in the States represented a small car.

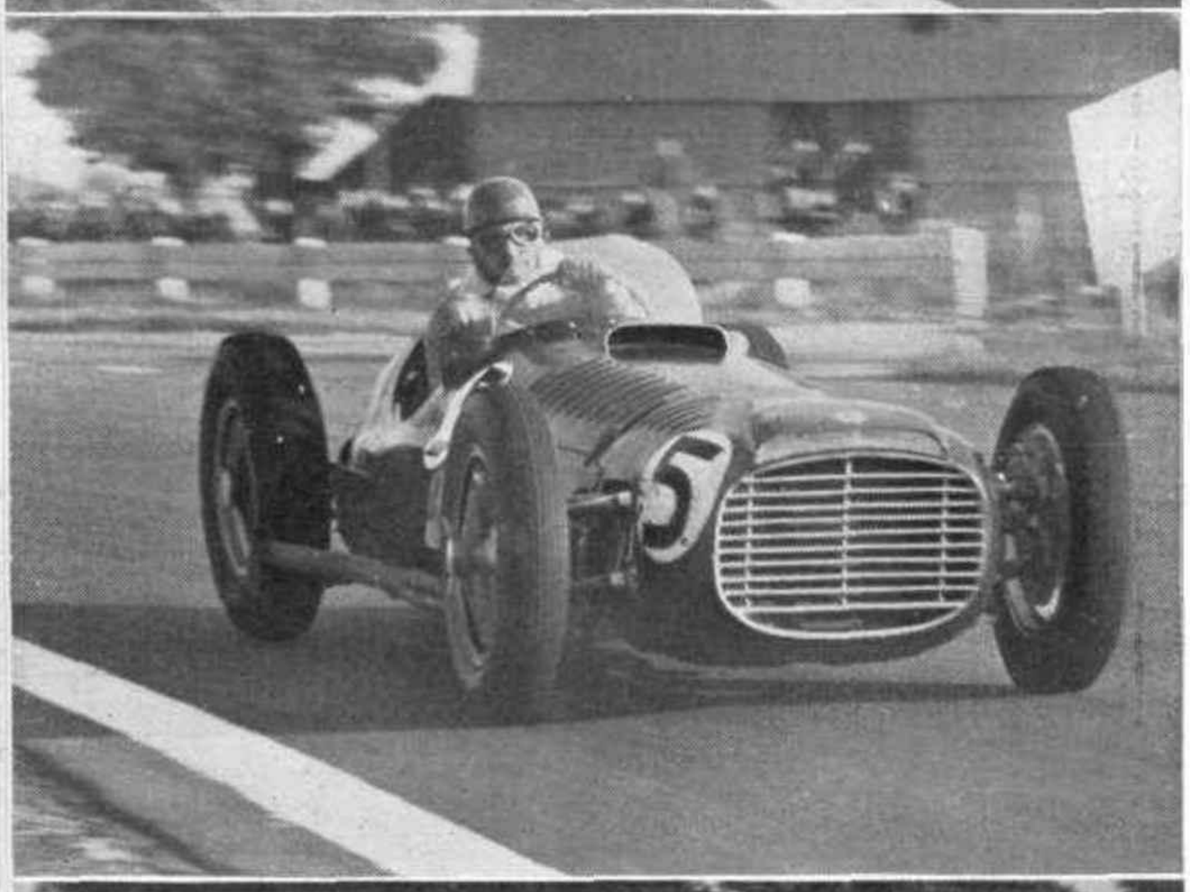
The present range of powerful six-cylinder cars are of far more ambitious purpose.

JACK OLDING & CO. LTD., 8, NORTH AUDLEY STREET, LONDON, W.1.

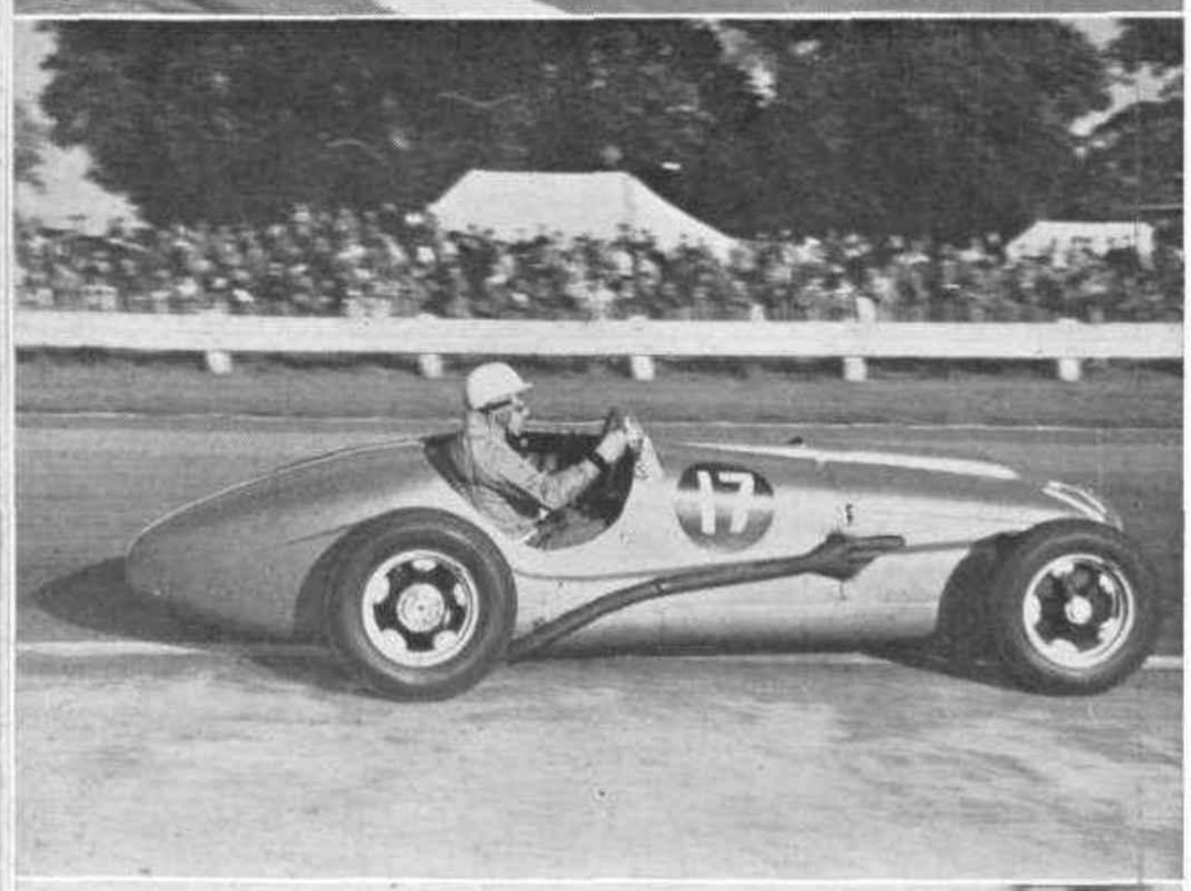
See also page 518



A WIN FOR MOSS after a long spell without one — Stirling winning the 500-c.c. race in a Cooper-Norton at Goodwood at 79.24 m.p.h.



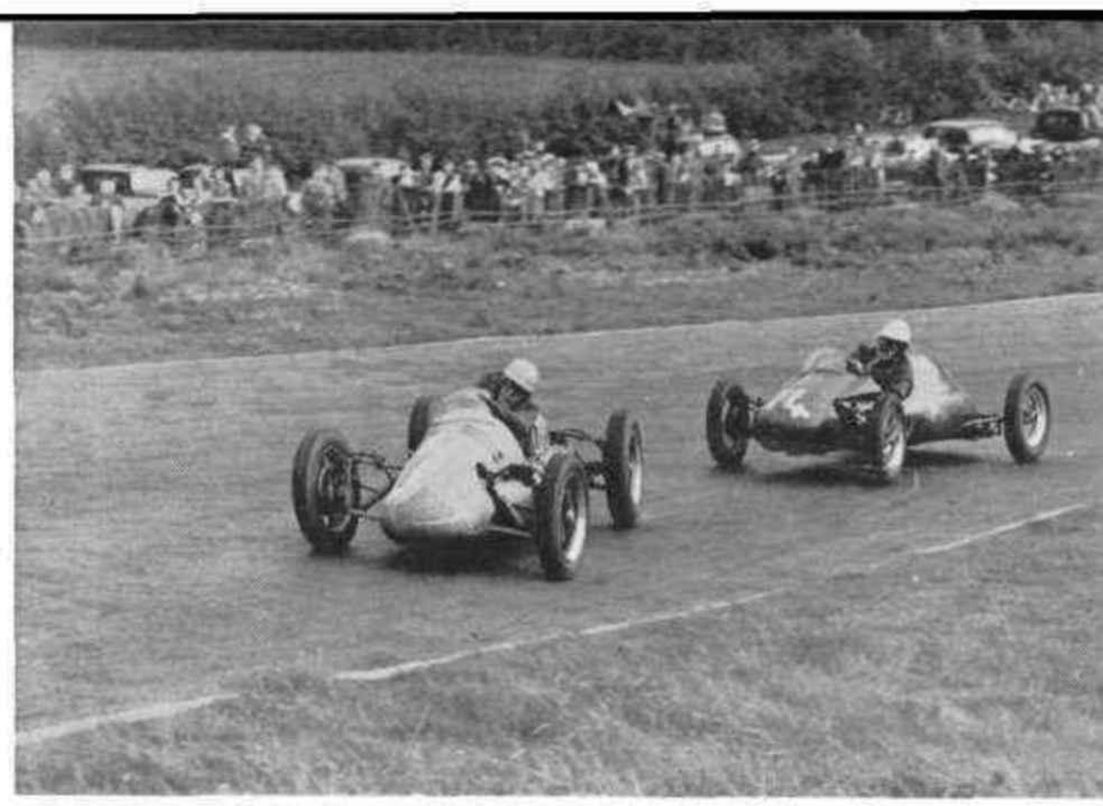
B.R.M. WINS! — Gonzalez stands no nonsense from the car from Bourne at the B.A.R.C. Goodwood meeting, where he won the Woodcote Cup and Goodwood Trophy Formule Libre races. Parnell in the other B.R.M. set a new lap-record of 90.38 m.p.h.



LATEST E.R.A. — Stirling Moss in the Bristol-powered G-type at Goodwood, where he ended up on the grass at the first corner. At Castle Combe he had steering trouble and was beaten by the three Connaughts at Charterhall.



SLIDING.— D. T. Russell's Jaguar out of control belching smoke and oil. Beckwith-Smith later inverted his Frazer-Nash-B.M.W. trying to avoid another skidding Jaguar.

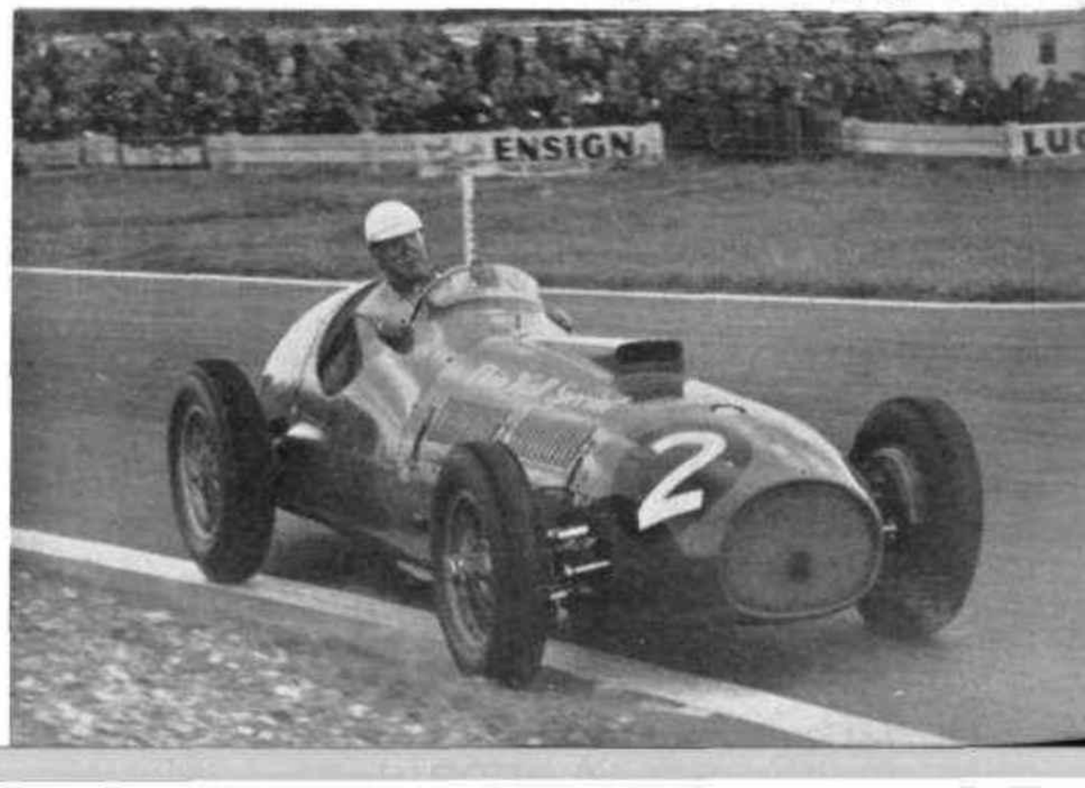


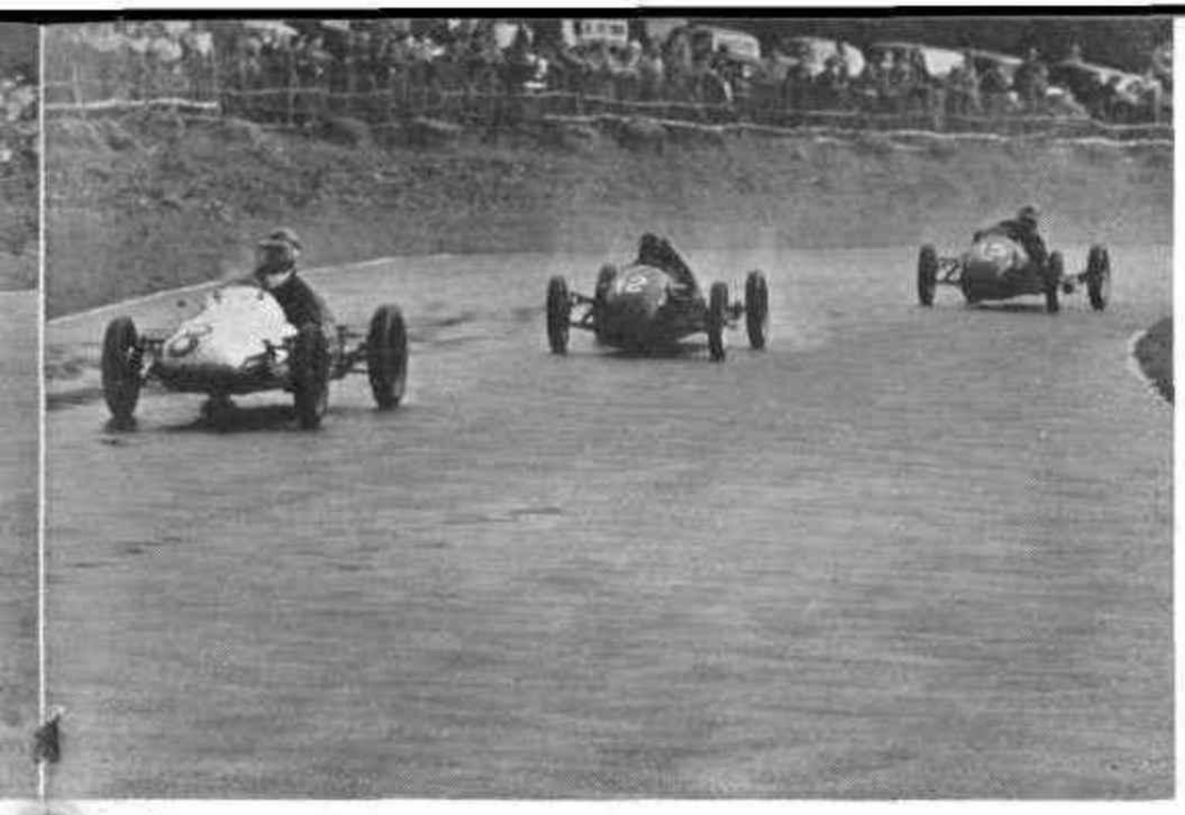
H. L. DANIELL in his Emeryson being hotly pursued by J. Brown in a Leston Special. They are coming up hairpin-bend hill at Brands Hatch.



GOING WELL.—K. H. Downing is a driver who presses on II car of the same make very effectively. Here he is winnin "box" in which the four carburetters live, a feature of

BAD LUCK.—Guiseppe Farina came from Italy to drive G. hall but after taking second place in the Woodcote Cup his co champion's cornering style and the sl

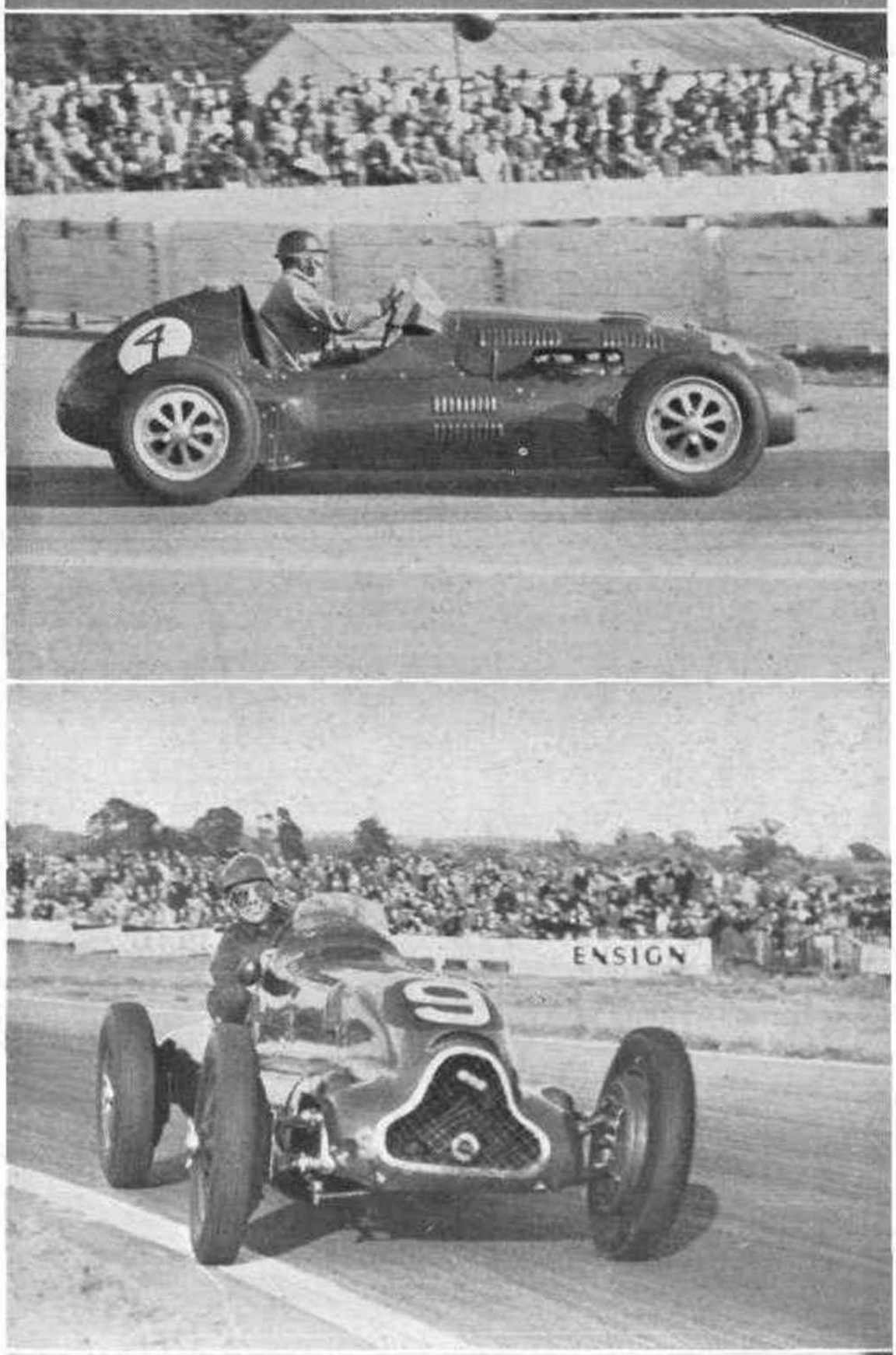




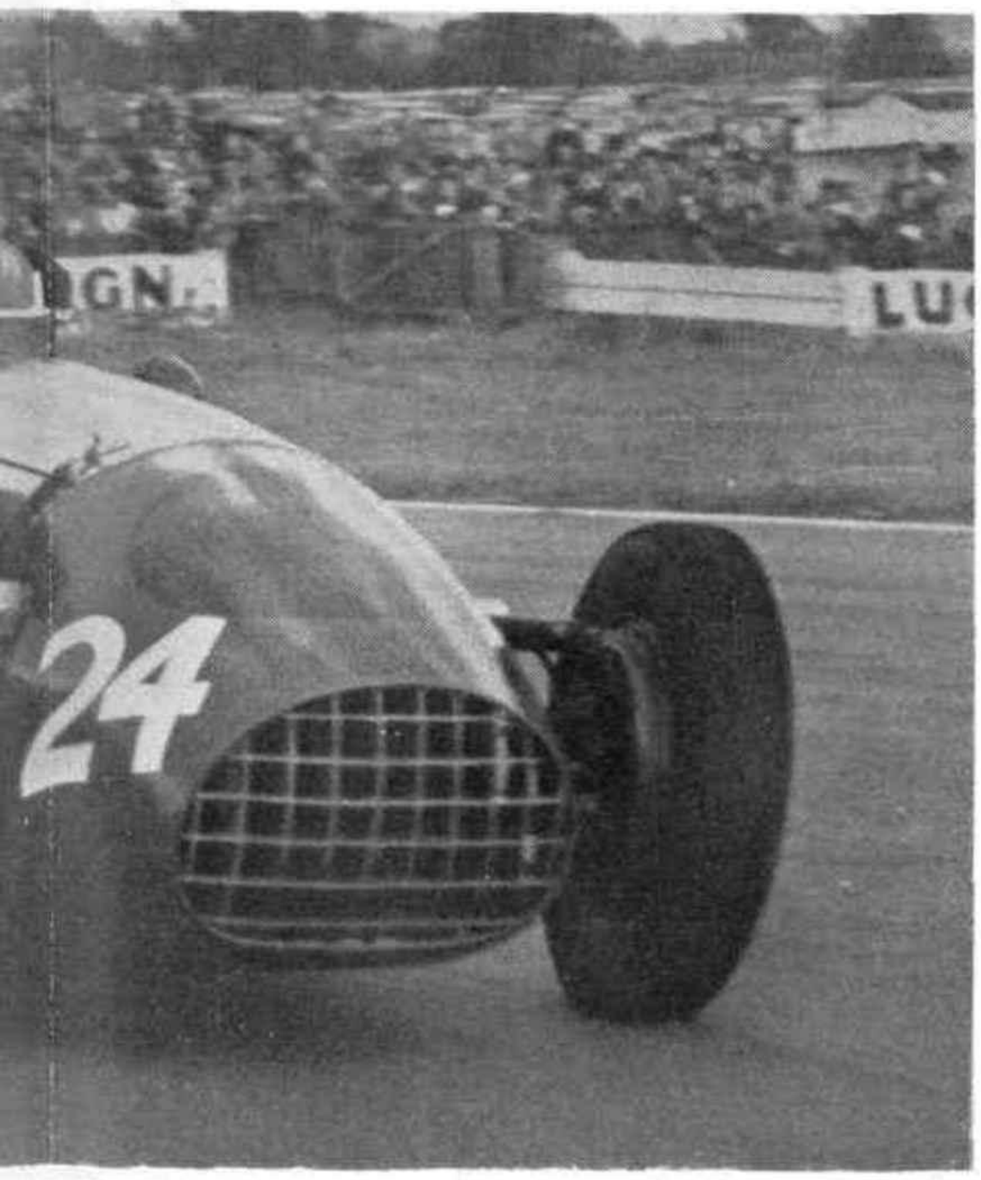
"TAKING IT GREEN"—A. W. Richards leading Don Parker and W. Webb in the second heat of the senior race at the Brands Hatch meeting.



GREAT GUNS FROM DOWN UNDER.—Tall, dark Tony Gaze from Australia drives the ex-Bira 3-litre Maserati very determinedly. Here he is going well to take seventh place in the Goodwood Trophy race.



PETER'S ALTA.—Peter Whitehead driving his Formula II Alta at Goodwood. Unfortunately he pranged it at Castle Combe the following week-end and reverted to his Ferrari for Charterhall.

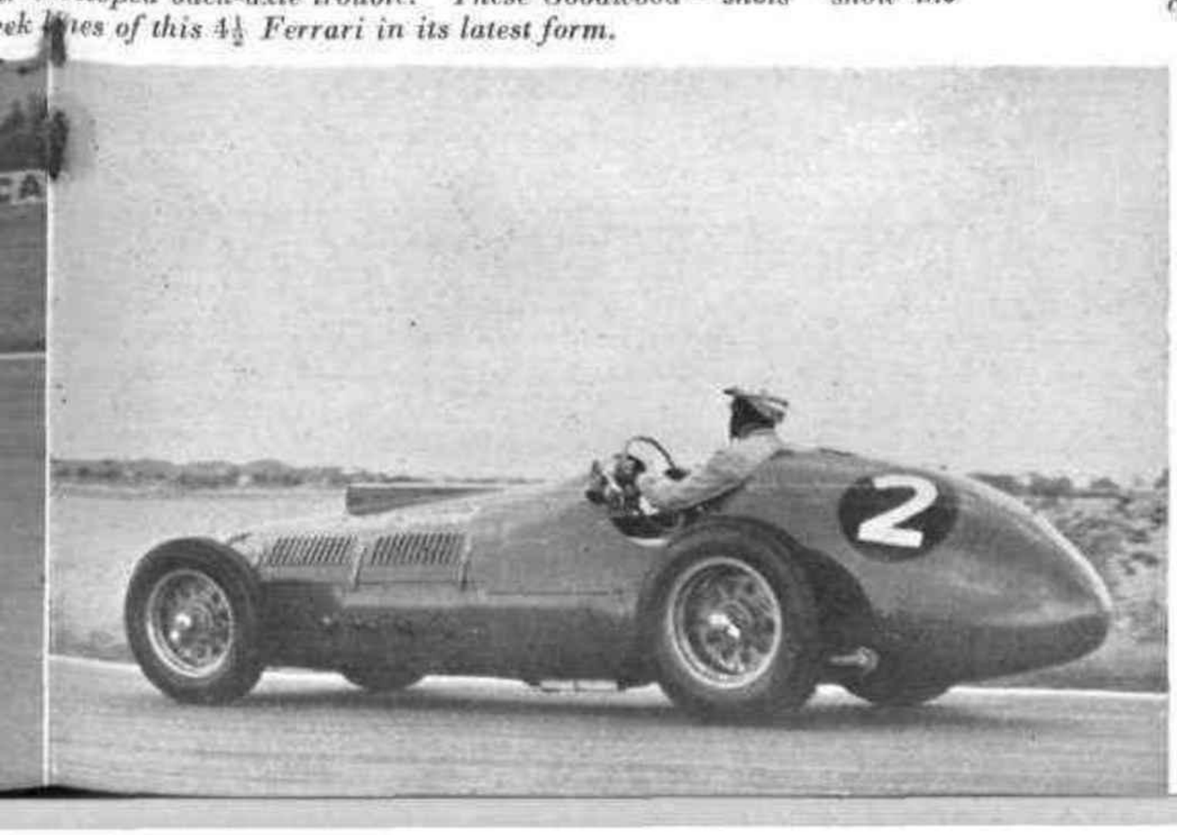


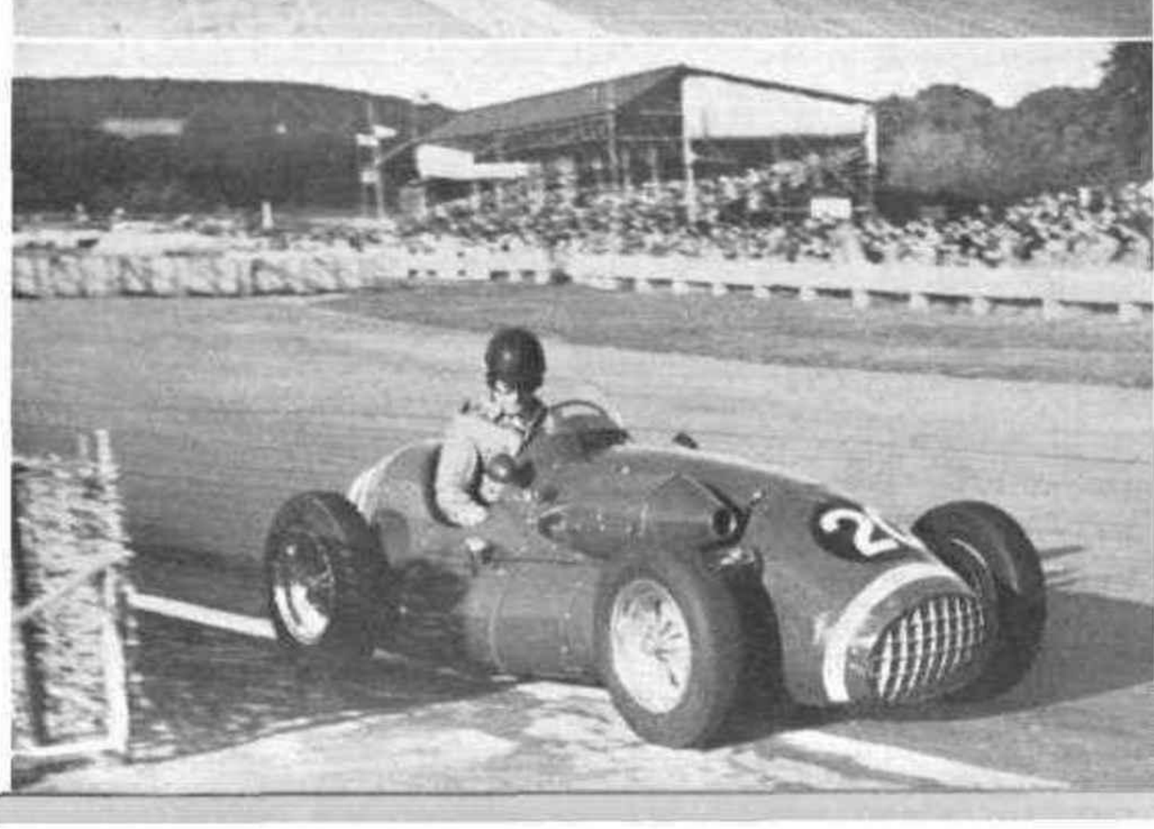
and since forsaking his sports Connaught he has driven a Formula g the Madgwick Cup at Goodwood at 84.8 m.p.h. Note the tubular the Connaught which never fails to intrigue paddock prowlers.

POPULAR COMBINATION.—Graham Whitehead and the ex-Shawe Taylor E.R.A. can be relied on to perform well at British meetings. Here they are chasing Gaze's Maserati at Goodwood.

NEAT DRIVER.—Dennis Poore won the Formula II race at Charterhall and was second to Downing at Goodwood, where he is seen changing gear in the Connaught as he accelerates from the chicane.

A. Vandervell's Thinwall Special Ferrari at Goodwood and Charterar developed back-axle trouble. These Goodwood "shots" show the ek lines of this 4½ Ferrari in its latest form.





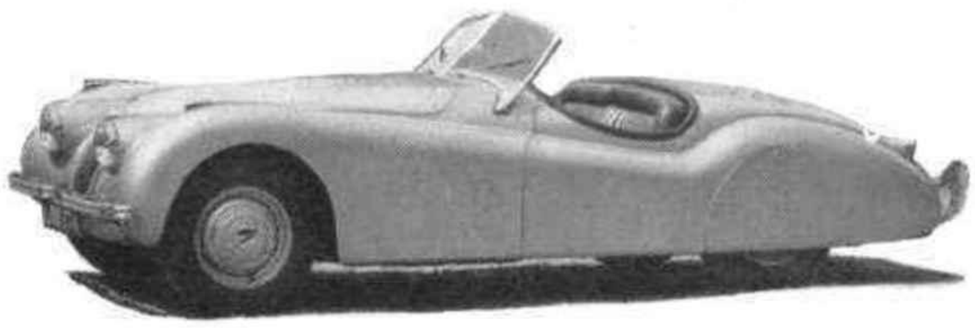
High-Performance and Sports Cars seen at Earls Court



DB II **Aston-Martin**



2-litre **Lagonda**



XK 120 **Jaguar**



Le Mans Replica Mk.II **Frazer-Nash**



Jowett Jupiter



Allard "*Palm Beach*"



Triumph 20 T.S. 2-seater



Armstrong Siddeley "*Sapphire*"

EARLS COURT REVIEW

THE exciting thing about this year's Exhibition is the element of increasing competition. The buyer's market is returning, at all events amongst the high-priced models. The lower priced cars, on the other hand, are still about five years behind the orders placed for them in most cases. But on the day preceding the official opening most of the exhibits were on their stands—not all were revealed to the searching eyes of the Press, however, the M.G. models, for instance, hiding beneath black shrouds—and in general there was less last-minute bustle and fuss than usual, although you were still apt to fall over the "cleaning ladies" while gazing at "models" other than automotive about the Hall.

Every new model seemed to be in its place, except the "Palm Beach" Allard, on this day when the privileged are able to sum up the exhibits unhampered by the press of interested spectators.

This year racing cars are admitted to the S.M.M.T's exclusive portals and such a fine display they make that we imagine they will be at every Earls Court in future. Perhaps wisely, they are confined to British examples, and so we have a stand containing one each of Formula II Cooper-Bristol, H.W.M., Connaught, Alta (with wire wheels, not the spoked discs of Peter Whitehead's car) and Frazer-Nash. Adjacent are the Cooper and Kieft of Formula III.

In addition, individual exhibitors are at last allowed to display historic cars. Jaguar show the "100-m.p.h.-for-a-week" XK 120 coupé on a banking, this impressive car purposely uncleaned. Sunbeam-Talbot have the successful Alpine Rally "90," bearing its *Rallye Alpes* plaques and navigator's map-board. Aston-Martin show a versatile DB II bearing the number 600, as proudly borne in the Mille Miglia. M.G. have the ever-present Goldie Gardner Record Car, blushing under fresh achievements.

There are also the usual "stunt" attractions, like the centrally-suspended Riley chassis, the dolls of various countries round the "International" Hillman Minx, the special Pegaso chassis exhibit and the Austin Seven which slowly splits in half—but we wonder whether today's buying public is not more concerned that its cars should stay in one piece!

Chassis are displayed by several manufacturers eager for the public to probe beyond their coachwork—Morgan, Jupiter, Alvis, Pegaso, Rover, etc.

There are some last-minute surprises. Triumph show their very compact new 20 T.S., a quite small sports two-seater with full-width body, semi-sunk headlamps (but exposed side lamps), having an under-2-litre version of the Vanguard engine and room literally for only two, for there is no flat shelf behind the bucket seats. The car exhibited is in white, like a bathroom fitting. In contrast, the new K3 Allard seats three or *four* persons abreast on its wide bench seat.

New too is the Healey Hundred, another very compact sports car, with an Austin A90 engine and Laycock de Normanville overdrive. It was not altogether a secret to us, because a Dutch motor-paper had the story some weeks before the Show opened, but the official catalogue has nothing about it! The windscreen is pivoted to lie almost flat or to be erect, as required—a refined version of the vertically sliding screen on the now obsolete Silverstone Healey. The Alvis-Healey is not on the stand.

A.C. have a new somewhat flat-sided five-seater drophead, in which the back side-windows pivot down into the body sides. To provide more room in the luggage locker, the fuel is carried in a 6-gallon tank in each front wing, fillers beneath little flush-fitting doors and a separate electric pump feeding from either tank (or both) as required.

Jaguar's floodlit exhibit this year is a Mk. VII saloon. It meets competition from Armstrong Siddeley's exciting new Sapphire and Humber's completely revised Super Snipe. The basic price of these three commodious, high-performance saloons being £1,140, £1,110 and £1,045, respectively. Of the three, the Humber looks the loftiest.

The Continental exhibits are of great appeal to high-performance enthusiasts; Pegaso, Lancia with their Aurelia sports saloon, Alfa-Romeo with their saloon and the Fiat V8 coupé being exciting to behold if difficult to entice into English garages.

Frazer-Nash is another, like Healey, to use the Austin A90 engine, in their case in a car intended for rapid touring rather than competition work. And what a Mecca for enthusiasts Stand 159 is!

The coachbuilders seem to scorn sports cars, although Thrupp & Maberley show a Sunbeam-Talbot convertible. Very handsome are the "twin" two-colour Bentley saloons—sleek too—on the stand of James Young. Hooper again exhibit a star-spangled Daimler but this time the gold has turned to silver—or chrome. The technical term for the starry finish is "quatrefoil."

Ford with the Anglia have the least-expensive car in the Show. The little Renault is seen in line with the Austin Seven which shows up the more flowing lines of the former to advantage.

Bentley and Rolls-Royce have adopted General Motors "Hydramatic" automatic transmission as an extra. The all-cream "Continental" 115-m.p.h. Bentley is one of the truly fast cars at Earls Court.

W.B.

* * *

EARLS COURT ECHOES

Interesting speculation as to which really is the fastest car in the show. As one cannot put a stopwatch on static exhibits, MOTOR SPORT refuses to take sides. But we note that Fiat claim 128 m.p.h. for their 2-litre V8 coupé, 87.5 m.p.h. in third gear.

* * *

An exhibit you should not miss is the model on the Motor Industry Research Association's stand of the new test track for use of the British motor industry.

* * *

Very fine are the coloured pictures of competition scenes on the Jaguar and Sunbeam-Talbot stands.

* * *

A wasp-like insect has alighted on the front of the Kaiser Manhattan.

* * *

Panhard show only two cars, of which the open two- three-seater Dyna has a fixed screen with rigid glass side-pieces, a bench seat and high doors.

* * *

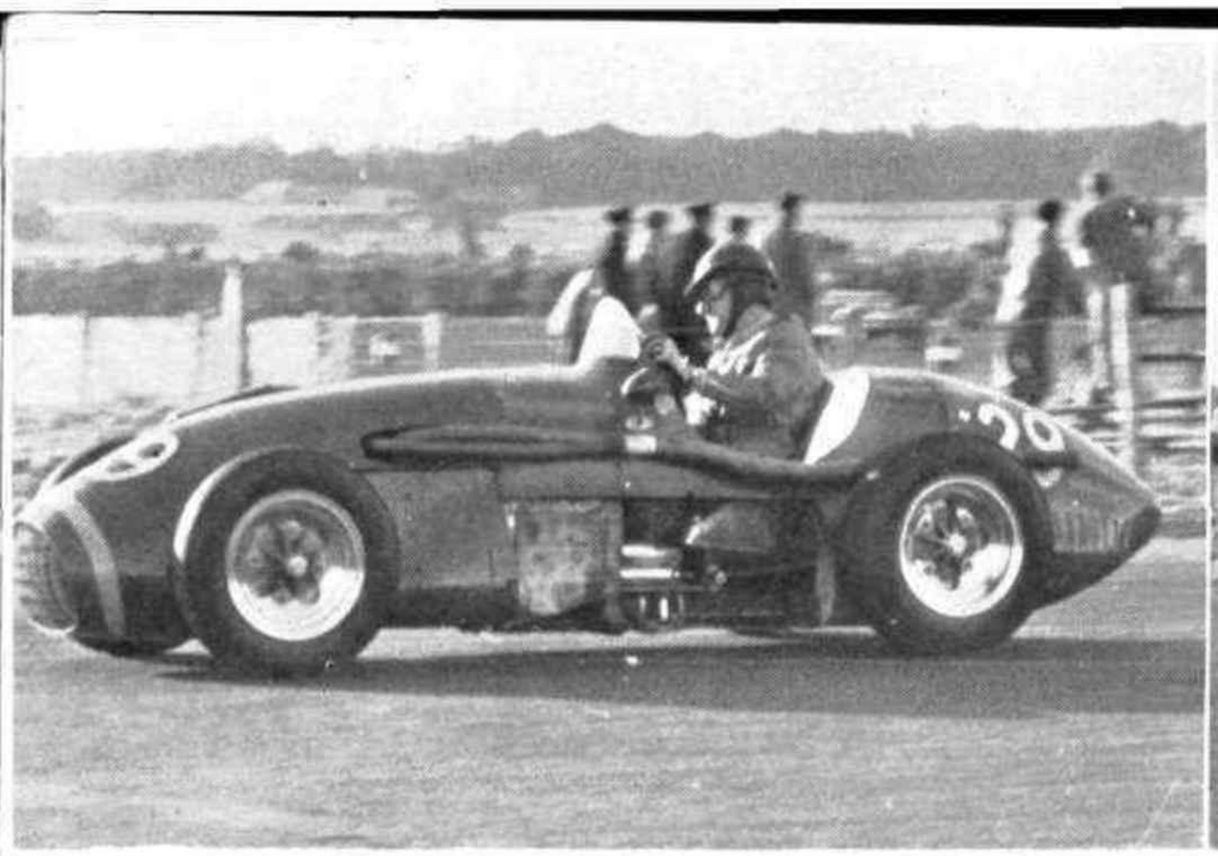
A scale model DB II appears on the Aston-Martin stand.

* * *

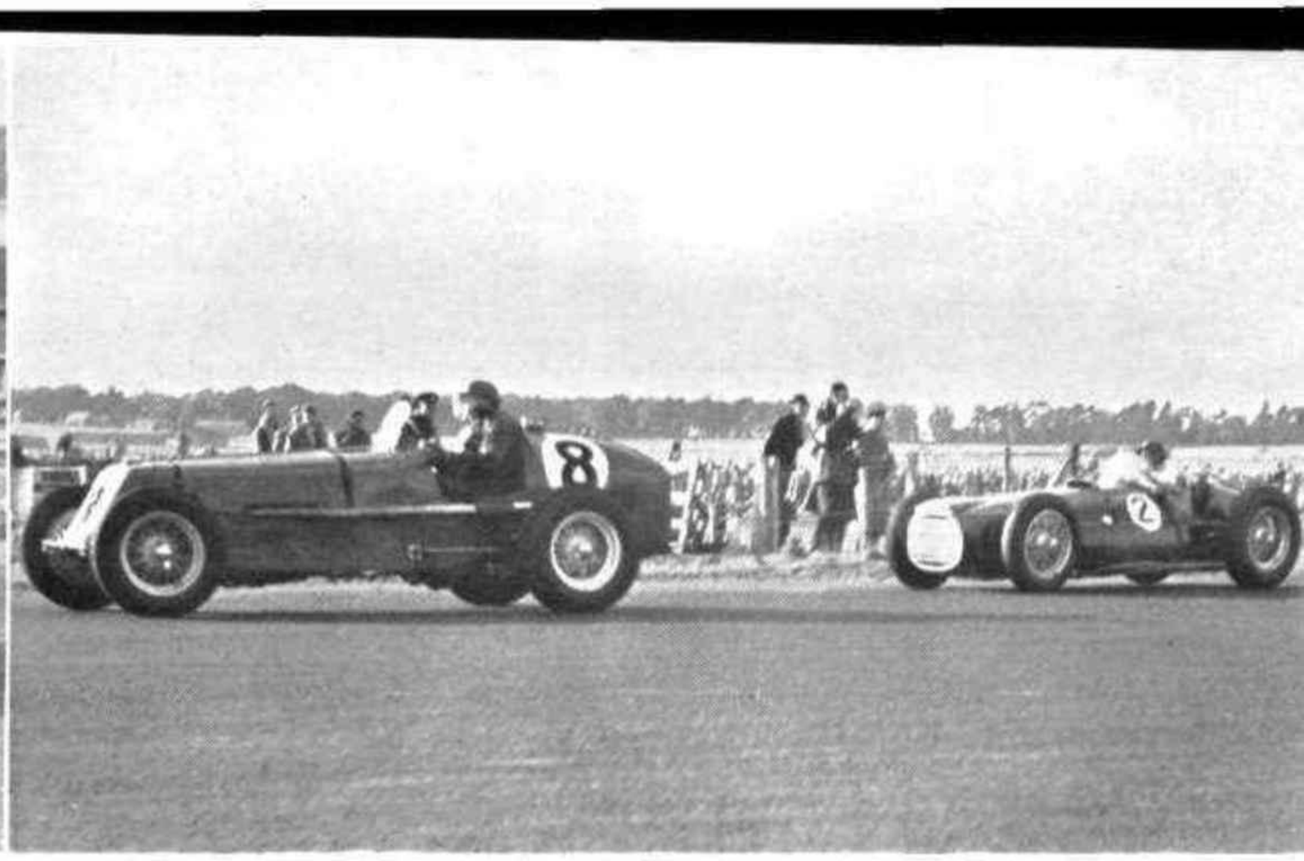
The girls will love the cream Morgan Plus 4 two-seater and coupé.

* * *

We understand that the blue tyres on one of the Peugeot 203 saloons are nothing to do with Kay Petre!



DENNIS POORE driving the winning Connaught in the Charterhall Formula II race, in which these cars finished 1,2,3. Note that Poore's car has lost its near-side fuel tank. It was bumpy at the Scottish circuit!



E.R.A. (PRE-WAR) BEATS B.R.M.!—Bob Gerard during his great race at Charterhall, when his old E.R.A. finished over five seconds ahead of Wharton's B.R.M. in the 80-mile International Trophy Race.

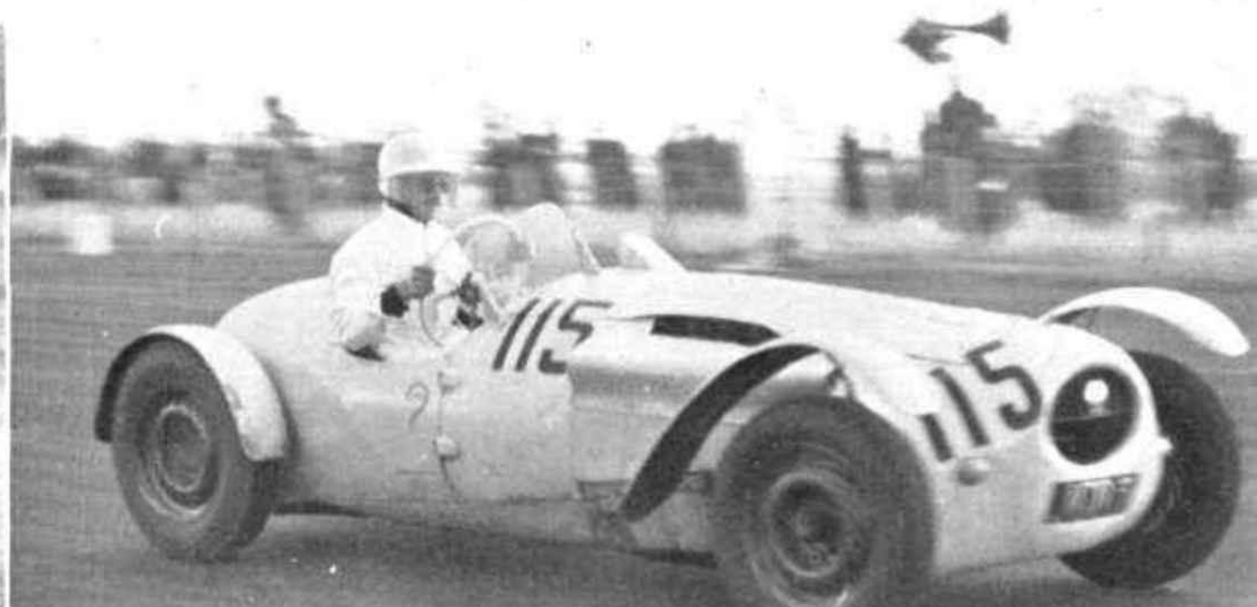


ECURIE ECOSSE VICTORY.—Ian Stewart in the XK 120 C Jaguar in which he beat Stirling Moss in a similar car at Charterhall — clearly "Wilky" Wilkinson has given the Scottish car something others haven't got.

SOUTHERNER WINS.—Dick Shattock winning the first race at Charterhall in his R.C.S. Atalanta.

SECOND HOME.—J. J. Gibbons who held second place behind the Atalanta in his short-tailed Rover Special.





Historical Notes: Thermodynamics

EVEN bearing in mind how easy it is to criticise other people's work in retrospect, it is still quite extraordinary how long it took before the fundamental laws that govern the operations of the heat engine were known and appreciated, and a considerable ignorance prevailed amongst those who designed motor cars well past the turn of the century.

There were, of course, some very notable exceptions to this generalisation, amongst whom pride of place unquestionably must go to Frederick Lanchester, but, as the general impression these days seems to be that *all* the early manufacturers were highly gifted folk technically, it is perhaps worth while to probe the matter further.

Amongst the steam engineers of the period from 1860 onwards there were some exceptionally gifted men, but it would appear that the motor car and its attendant heat problems were considered beneath the dignity of the reigning kings of applied thermodynamics in 1896 or thereabouts. Probably many saw no future in it, and probably many more were put off by the fact that a large proportion of the early motor-car engineers sprang from the ranks of the cycling brigade, and the "sporting" element of the early motoring days was, to them, a poor proving ground compared with the precise laboratories and test-houses then common in steam-engineering circles. Poor Pennington has been singled out as the target of other people's humour and it was the custom, and still is, to laugh at the "long-mingling" spark and the somewhat magical laws that he claimed came to his aid in removing heat from his cylinders. In actual fact Pennington was far from the exception that some people would have us believe. He merely failed to follow the lead that some of his contemporaries set, that of copying slavishly the French school of motor engineers, thus inheriting their thermodynamics without fully comprehending the meaning of what they did. This is not to whitewash Pennington, but, frankly, it is difficult to see anything more fundamentally wrong in his thin cylinders than in the retention past the turn of the century of the continuous-tube radiator by some other manufacturers, which was clearly a blatant error from the heat transfer point of view. Going back well before the motoring era, it is extraordinary to reflect that, for example, the calculus had been a well-known mathematical tool for many years when Sadi Carnot first presented the world with the real theory of the ideal heat engine in 1824. Quite why it should have been ordained by a just Providence that this young French officer, trained in military engineering (he died of cholera at the early age of 36), should have been chosen as the one through whom that light came, is one of the fascinating mysteries of history. Be that as it may, it was he who wrote the classic little 118-page book entitled "Reflexions sur la Puissance Motrice du Feu et sur les Machines Propres à Developer cette Puissance," which failed signally to convince anybody until Clapeyron and then Lord Kelvin took his ideas up and developed them in conjunction with those of James Joule in the '70s. Poor Joule, with the equivalence of heat and mechanical work as his doctrine, was equally received in stony silence in 1843 and 1845 when he faced his lecture audiences, but the seemingly irreconcilable theories of Carnot and Joule were finally joined and vindicated primarily by Lord Kelvin, and the science of thermodynamics was born. At once the steam engine of Watt, hitherto without a true heat balance, took a new lease of life, and the real meaning of "efficiency" was apparent.

In the simplest possible language, Carnot visualised a "cycle" that was "reversible," the operations of which may best be demonstrated by fig. 1, and fig. 2 shows the same cycle plotted on a Temperature—Entropy basis, included only to demonstrate the fact that as the various amounts of heat received and rejected during the "cycle" are proportional to the absolute temperatures concerned, so the maximum possible efficiency of any heat engine is given by $\frac{T_1-T_2}{T_1}$. Joule's contribution was to supply the constant that linked the areas under the two diagrams shown, that is, to say that 778 ft. lb. of work equals 1 British Thermal Unit. A moment's consideration will show how fundamental these new concepts were.

Now de Rochas could advocate compression in the internal combustion engine (as yet for industrial purposes only) and the way was open for Daimler and Benz, themselves grounded in the gas-engine industry, to produce their first epoch-making motor cars. Incidentally, this is, perhaps, a convenient point to register an opinion that Benz, often criticised because his engines were then, and continued to be, slow-turning, actually showed considerably greater thermodynamic ability than did Daimler.

The first Benz engines had "overlap" valve timing and electric ignition, with firing before t.d.c., and his radiators were tubes in "parallel," to quote but two obvious examples.

The lack of practical thermodynamic application in the industry that sprang from Benz and Daimler's work was the more surprising, in that Dugald Clerk, Rudolph Diesel and Brian Donkin, amongst other notables, had all published books, and the subject had been very adequately dealt with by the engineering institutions, at the time of the start of the motor industry.

The chief stumbling block, undoubtedly, was the fact that petrol was the fuel used and nobody knew a great deal about its application in those far-off days. Even today, when people should know better, all manner of gadgets and fuel additives are foisted upon the motoring public and technically unsupportable claims made about the complex subject of carburation. How much easier, then, before 1900, for the public, and often enough the motor-car designer, to be misled? To take but one example, cars were made with all manner of inlet piping arrangements. Some were long, thin and tortuous, some short and fat, but all had their advocates who produced their special reasons why the petrol-air mixture should oblige them by doing exactly what they thought it should do in *their* particular system. Carburetters were a particularly fruitful field for the designer with the proverbially-dangerous half-knowledge. A well-known example due to Beaumont was the 1899 Peugeot carburetter, which was so contrived that the air velocity was at its lowest as it passed the jet, and at its highest by a large well at the bottom of the carburetter, where it had to turn a sharp corner, which by sheer luck acted as a "surface." Opposite the horizontal jet was a cone upon which the issuing petrol could not possibly impinge, unless it obliged by disobeying all the natural laws, but this was nevertheless supposed to be the "big" technical feature of the carburetter. However, thanks to the aforementioned entirely fortuitous "well" the car ran nicely, and no doubt the designer was a great apostle of the principle of slow speeds past the jet and of cones in jet streams.

The reader is asked to understand that this is not written in a facetious spirit, but merely to stress the peculiarity observed at the start of this article that all this happened at a time when the fundamental laws of air, if not of mixture flow, were, or ought to have been, common knowledge.

In reality, however, it took a long time before the study of flows of mixed fluids was completely mastered and it must be admitted that even today there are puzzling phenomena associated therewith, especially in the longer inlet pipework systems.

Once, however, there was obviously a trade to be done in the despised motor cars and they ceased to be the playthings of the few, then the real work commenced and the foundation of the Institute of Automobile Engineers in 1906 was probably the turning point that brought together the best of the new school of motor-car engineers and many of the old school of engineers and scientists who had the real traditions of applied thermodynamics behind them. From this happy union sprang a new generation of automobile engineers, Pomeroy and Coatalen being outstanding examples, who combined the best of the old with the best of the new, and who found the happy balance between practical trial and error and the laboratory. They did not, for example, consider Brooklands "infra dig," but neither did they despise the costly and laborious test-house procedures if needed. As your Editor well knows, Brooklands served many useful purposes, but none so useful as when it allowed the "load factor" on motor car engines, hitherto considered well-nigh perfect, to be raised sky-high and kept there. Then indeed did the heat problems rise into serious prominence. With that realisation, the fuel technologist assumed a new importance, and the rules of thermodynamics could no longer be ignored, nor the "heat rejected" of the Carnot concept forgotten by those who sought to design motor cars. A simple mathematical transformation of the efficiency of Carnot yields the "Air Standard Efficiency" $1-\left(\frac{1}{R}\right)^{n-1}$, a more practical yardstick as far as the motor-car engine is concerned, and this leads to a real appreciation of the effect of the term "R" on the "possible" efficiency. In this connection, it is interesting that "R," or what we should now call "compression ratio," was at one time frowned upon by those who should have known better. As early as 1895, Professor Hartmann made experiments in Germany using alcohol fuel, showing efficiencies of 12.2 per cent. as compared with 13.6 per cent. on petrol, but it would appear

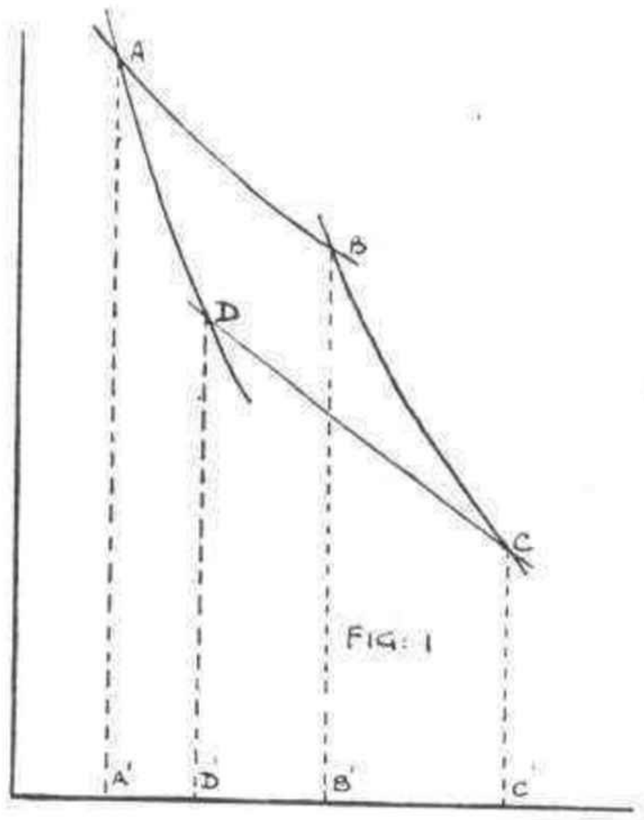


FIG: 1

Area A'ABCC' = Work done by gas.
„ A'ADCC' = Work done on gas.
„ ABCD = Nett "useful" work.

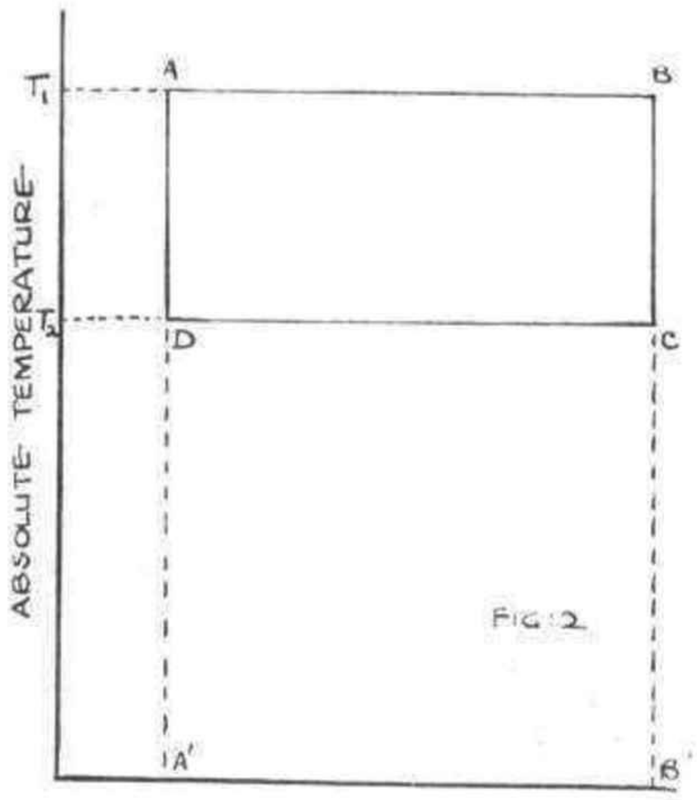


FIG: 2

Area A'ABB' = Heat input.
„ A'DCB' = Heat rejected.
„ ABCD = Heat to "useful" work.

to have been Professor Dr. Meyer, of Charlottenberg, who first published the results of using really high compression ratios, when he tested the entries of gas engines operating on alcohol for a competition organised by the German Agricultural Society. Efficiencies as high as 32.7 per cent. were recorded, and this in 1902!

But, in spite of this, high-compression ratios were still considered a disadvantage for a time, as the engine scantlings had to be heavier to cope with the additional loadings. It was even suggested in 1907 that for fuel consumption races, such as the T.T., high-compression ratios should be penalised! To summarise briefly what is meant by thermodynamics in the petrol engine, it may be said that it is the acquiring of the basic knowledge of the properties of fuels, and the application thereof in terms of compression ratio, valve-timing, carburation and all those basic things normally associated with the word "tuning."

Space does not allow for dealing with all that those engineers like Pomeroy and Coatalen learnt and placed on record in this connection, nor does it permit a lengthy dissertation on the influence of the war, and the aero-engine in particular, on the sum total of man's knowledge of this exceedingly complex subject, but it is necessary to move rapidly to one of the events that in the writer's humble opinion, stands alone in importance in the history of the thermodynamics of the petrol engine. Amongst the galaxy of talent that combined to produce the report of the Empire Motor Fuels Committee in 1923, must be mentioned Mr. H. T. Tizard, Mr. D. R. Pye and Mr. (now Sir) Harry Ricardo, and Mr. A. H. Midgely. The report, whose title is so unpretentious, was, as has been said, a milestone on the long road to perfection in the automobile engine, and for many years to come it proved to be the cornerstone upon which the house of progress was built. Even now, it still embraces fundamental truths that time cannot alter. For the first time, the whole subject of the nature and application of fuels of differing types was made clear and the processes of combustion and the phenomena of detonation probed. Thanks to the generosity of the Asiatic Petroleum Co., the R.A.C., the Institute of Petroleum Technologists, the Commercial Motor Users' Association, the Distillers Co. Ltd. and the Institute of Automobile Engineers, and the skill of the aforementioned technical folk, four years of work, of value quite inestimable, were completed. It would be pointless here to attempt to describe this work in detail or to summarise the conclusions reached. These conclusions are woven into the pattern of every worthwhile book published on the motor car engine since 1923. They have left their mark in the racing-car world, as well as in the performance of the ordinary road vehicle which abounds today.

To conclude, one of the "hidden" difficulties in the way of progress down the years was undoubtedly that there were few people who had the happy knack of combining practice and theory in the correct proportions—those two mental outlooks being fundamentally poles apart—but that is all changed now and, since 1924, real strides have been made based upon the Motor Fuel Committee's report and other similar research programmes.

Much as we vintage types may feel apathetic towards American motor cars in particular and modern cars in general, there is no denying that the great commercial research establishments run by organisations like General Motors Ltd., have produced quite staggering results, in essence by having "tame" scientists, research workers, test-drivers and business men, all working under one roof for a common end, and frankly it is doubtful whether they would have done as well if they had gone motor racing instead! Modern motorists demand that their cars shall start from stone cold at the press of a button and continue to work smoothly and economically as long as there is petrol in the tank; but nevertheless it is fascinating to remember that there were times when they perspired freely at the handle and joggled with the controls for several minutes (or sometimes hours) and were very content if they progressed at all, no matter what the fuel consumption. The foregoing is indeed an inadequate summary of the link between those two states, but space and time are the eternal enemies. Who, however, shall say that even now, somewhere quite close at hand, Sadi Carnot and James Prescott Joule are not shaking hands and smiling happily together?

"A. B. C."

ROYAL EAST AFRICAN AUTOMOBILE ASSOCIATION FIFTH LANGA LANGA MEETING

On July 6th, the Royal East African Automobile Association held their fifth meeting on the Langa Langa road-racing circuit about 70 miles from Nairobi. The races, with the exception of the final handicap, were all of five laps of the 3.27 mile track.

The most interesting results were the performance of the 1,089-c.c. Skoda Sports which finished third in the race for sports cars of up to 1,300 c.c., beaten only by two TD M.G.s running on Methanol with a 12 to 1 compression ratio. The six XK 120 Jaguars were surprisingly beaten by the Ardun-V8 engined J2 Allard brilliantly handled by Richardson in the race for sports cars of unlimited capacity. The Allard was never seriously challenged, although Manussis drove well in his XK 120 to take second place with Jennings in his Ford Special in third place, followed by four more XKs. Manussis had a 9 to 1 compression-ratio, the stiffer torsion bars and the high-lift camshafts on his car. The Allard only arrived in Kenya six days before the meeting and was imported as a chassis only. The installing of the engine was done in Nairobi and was only completed in time for the compulsory practice laps the day before the meeting! Even so the car put in the fastest lap of the day at a shade over 80 m.p.h.

The first Cooper to be seen in East Africa appeared in one of the handicap races which it won easily, astonishing the crowd, few of whom considered it had any chance as it was on the same handicap as an XK 120. Once again Richardson was the driver.

A second Cooper is due to arrive in Kenya shortly and also another J2X Allard, both of which will undoubtedly add further interest at future meetings.

Origin and Development of the Roesch Talbots

The specialised articles on famous makes have become a feature of MOTOR SPORT. Many Talbot cars are still giving excellent service and, particularly following the article on "Sunbeams Between the Wars" in the December 1949 and January 1950 issues, we have been asked repeatedly for an article on the Talbots. We are therefore pleased to be able to offer the required material from data and interviews which we have obtained from Georges Roesch himself, the talented designer of the pre-Rootes Talbots. Apart from the academic interest of articles in this series, they undoubtedly give pleasure to owners of the older cars who delight in discovering which model they possess and how their cars fit into history.—Ed.



Georges Roesch.

History

THE Clement Talbot Co., Ltd., was founded in October, 1902, by the Rt. Hon. the Earl of Shrewsbury and Talbot and Monsieur Clement, famous French motor car and airship builder. The cars produced were noted for their high performance and reliability, culminating in the brilliant achievement in 1913 of being the first car in the world to cover over a hundred miles in the hour.

In 1916 Clement Talbot Ltd. advertised for a designer to produce a post-war car and Georges Roesch was selected. Born and educated in Geneva he was brought up as a child amongst the early motor cars, served his time in his father's automobile repair works whilst studying and then went to Paris when France led the world in automobile and aircraft engineering. Trained in design under Marius Barbaroux of Delaunay-Belleville and later under Louis Renault, he came to England to the Daimler Co., Ltd. early in 1914.

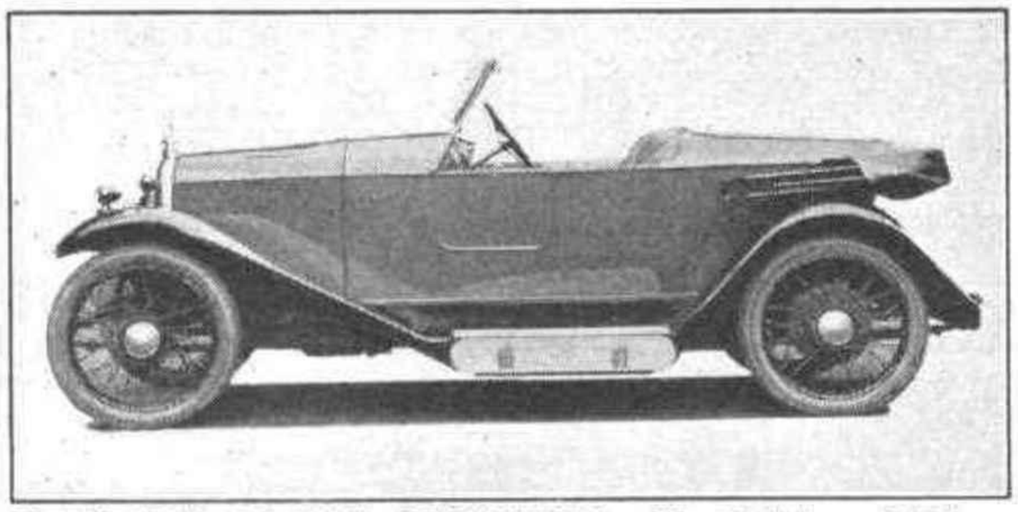
In 1919 he had produced a post-war 12-h.p. car of arresting performance and style, which was the first to have a spare wheel stored out of sight, when Clement Talbot Ltd. was sold to the Darracq Syndicate, who also acquired later the Sunbeam Co., Ltd., the new organisation became known as the Sunbeam, Talbot and Darracq Combine.

In order that the three associated firms should not compete with each other it was decided to produce what was at the time a very advanced and attractive small car, the two-seater 8/18 Talbot originally planned in France. The sale of this model, however, quickly proved disappointing and so Georges Roesch was given the task of producing the four-seater 10/23.

Subsequently further changes in organisation were made and Roesch left to go to Darracq near Paris. He was called back to Talbot towards the latter part of 1925 to find an almost idle factory with a variety of models which would not sell profitably, the staff and workers reduced to skeleton proportions, and an atmosphere of gloom prevailing.

The demand for light cars had greatly increased but prices had dropped. The selling price of the 10/23 could not be reduced to compete on account of the limited manufacturing capacity of the factory and the enormous cost which would have been entailed to renew its equipment for large quantity production.

The reader who has difficulty in getting a new car today should know that at the time competition from foreign and particularly large-engined top-gear-performing American cars was very great in spite of the 33⅓ per cent. McKenna duties. These were the days when every make of car made in the world could be seen on the roads of this country and as a result motorists were discerning.



AS IT WAS IN THE BEGINNING.—The 11.9-h.p., 1,750-c.c. Clement-Talbot A12 designed by Georges Roesch in 1918. A pressed-steel box constituted the centre cross-member of the chassis and thus the spare wheel was carried out of sight on one side of the car and the tools opposite. The luggage-carrier was integral with the chassis as on the later 14/45 Talbot.

The 14/45 Policy

The apparently hopeless position in which the Clement Talbot Co., Ltd. found itself was however the opportunity for which Mr. Roesch had patiently waited. There was no time for arguments, immediate action was needed and the creation of something with a new appeal was the only solution. It had to be a car able to take the place of existing non-paying models and upon which all energies and resources could be concentrated. In addition, a new and therefore small market was needed, to begin with, to suit the limited capacity of the factory at the time. So the formula had to be a large good-looking and comfortable car which would be of strikingly simple and light design so as to have an attractive appearance and performance and be as economical to run as to manufacture. The basis of the new vehicle was to be a small six-cylinder engine of remarkably clean lines with a structure and reciprocating parts very light and stiff and a combustion chamber to stand a high compression ratio, to step up revs. and power by 50 per cent. over contemporary practice. Thus the size and cost of the transmission was also reduced. It was to Louis Coatalen that Roesch submitted his ideas, who approved them and gave him the free hand to go ahead for which he and his team will ever be grateful.

The factory, admirably situated a few minutes from Hyde Park, was self-contained. It had its own diesel power generating plant and a useful private testing track with four steeply banked corners.

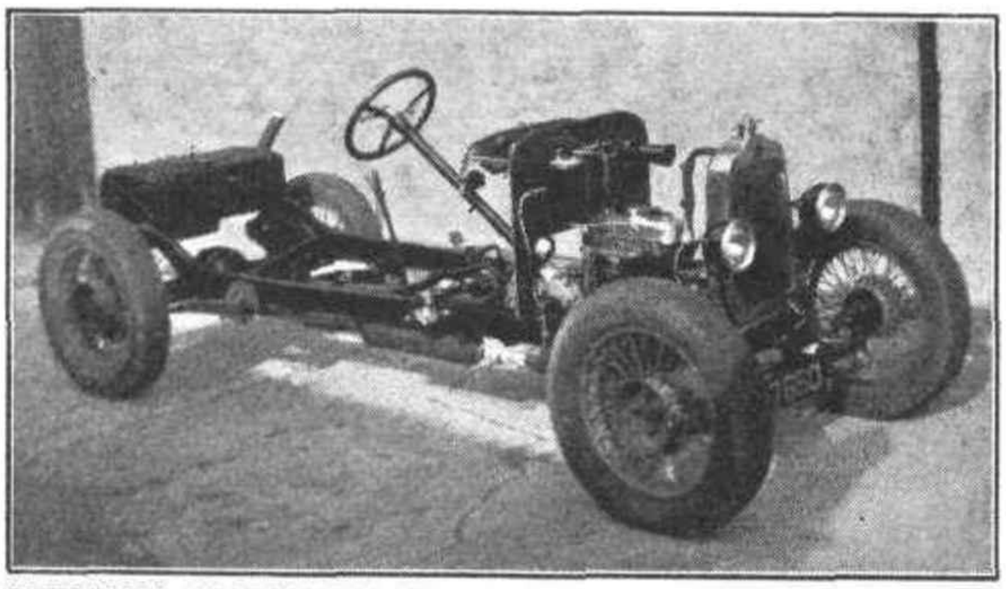
The complete chassis with all the units were manufactured there except for the frame and accessories. The manufacture and assembly of bodies took place close by, at Acton. What this factory lacked in up-to-date equipment was more than made up for at the time by the skill, resourcefulness and devotion to duty of its admirable and homogeneous team of enthusiastic workers. It was ready to prove that, given the lead, it could save the old firm and succeed against odds.

Almost before pencil was put to paper the price of the new Talbot was fixed at £395 for the open touring car. This target was attained. It was then as simple as that, for there was yet nothing concrete to base this figure upon and any hesitation in fixing it would have meant a doubt about success and a loss in effort and time. Furthermore, the car had to be produced straight from the drawings, if it was to be at the next Olympia Show; that is to say, all patterns, dies and tooling equipment had to be made at once and material placed on order for a first sanction of a thousand cars. This was the minimum quantity necessary to show a profit, which was happily secured after the first year thanks to the renewed confidence and the enthusiastic help received from all suppliers and Clement Talbot's faithful agents. The call made on them for new methods and processes was exacting, but nothing proved too difficult.

Valuable Experiences

It is worth relating that during the 1914-1918 War Roesch had designed a 600-h.p. aero-engine which may be claimed to have been the first attempt to produce a streamlined power plant complete with its water cooling and lubrication systems and all its accessories thus capable of being readily interchanged on an aeroplane. This design was, however, turned down by the Air Ministry without any reason being given. This was published in the *Automobile Engineer* of March, 1942.

In about 1921 the War Office issued a tender for a 30-cwt. subsidy lorry capable of travel in India without boiling up to the limit of



GETTING DOWN TO IT.—Georges Roesch developed the 10/23 Talbot light car from the 8/18 model. The example illustrated has been fitted with modern-type wheels and tyres.

its power on any gear. An outstandingly successful prototype, the K25, resulted which was never subsequently required by the authorities. A complete description was published in *Engineering*, August 10th, 1923.

To compensate for these two disappointments and whilst producing the 10/23 model Roesch had redesigned one of these 1,060-c.c. overhead-valve push-rod engines to give increased power. An output of 56 h.p. at 6,000 r.p.m. was obtained in 1922, corresponding to 53 h.p. per litre. The maximum engine speed attained was 7,650 r.p.m. and the compression ratio was 8.5 to 1. The car in which this engine was fitted lapped Brooklands at over 90 miles per hour. With this experience in the firm's background no one had any doubt that the new high-speed engined car would be a success.

The 14/45 Design

The new production model Talbot was to have a 10-foot wheelbase and a very low and wide frame stiffened by an "X"-member and shaped to the lines of the body. The accent was on simplicity, to reduce weight, materials and labour to a minimum. Every part was specially designed, including the Rotax electrical equipment which incorporated a 12-volt dynamotor for silent starting.

Engine

The small overhead-valve engine gave the big car ample performance with a small tax and insurance, which in those days were very attractive to buyers. The six-cylinder engine was of 61 by 95 mm., 1,666 c.c. Rated at 13.8 h.p., it gave a conservative and smooth output of 46 h.p. at 4,500 r.p.m., corresponding to 28 h.p. per litre or only half that of the experimental 10/23. The cast-iron cylinder block and top half crankcase in one was very narrow and compact and supported a stiff disc-web crankshaft machined all over running in four 50-mm. diameter plain bearings. The helical timing pinion was fitted at the front and carried the enclosed torsional friction damper with a spring drive for the dynamotor which was bolted direct to the front of the engine. Thus no driving belt was used.

Lubrication System

The high engine speed called for the greatest care in lubrication and the methods used are only beginning to be adopted on the popular cars of today.

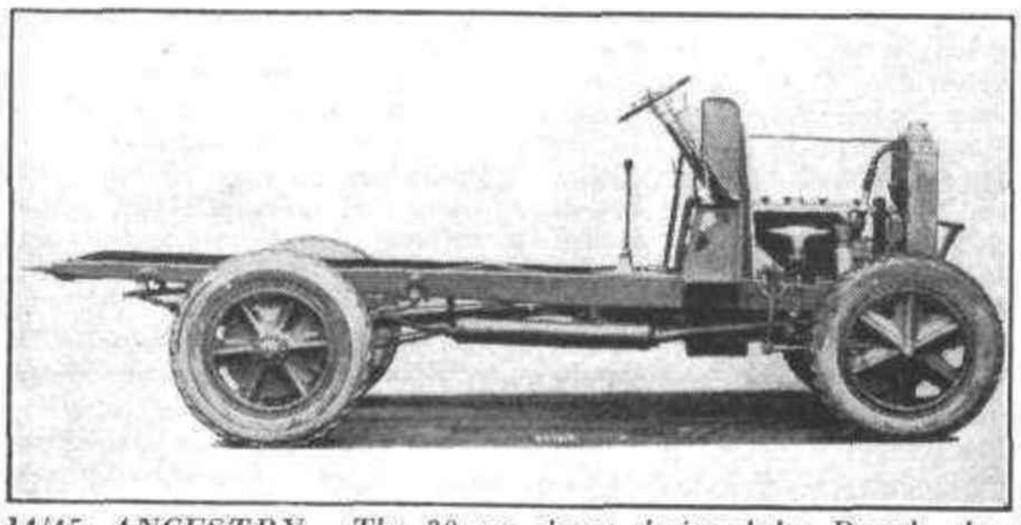
The oil pump was a separate unit fitted in an inclined position beside the front bearing so that its driving pinion could mesh direct with the helical timing pinion and its body and suction pipe could be situated towards the centre of the oil sump. The pump was thus running at engine speed and capable of a large output. The oil intake was of large diameter to ensure flow at the low temperatures and was surrounded by a coarse metal gauze filter accessible from underneath. The oil pumped from the sump was not allowed to lubricate any bearing without it first going through a fine gauze petrol filter of large surface which was situated on the pressure side of the pump with a by-pass returning the surplus oil to the intake side of the pump gears. In this way only the oil actually passing through all the bearings was pumped out of the sump, ensuring therein a minimum disturbance of the lubricant thus facilitating foreign matter settling at the bottom of the case.

The filter was very accessible at the side and in front of the engine and could be withdrawn without polluting or spilling oil. It was combined with the oil-filling orifice and the breather which was fitted with a coarse gauze filter. The fine pressure filter gauze became fully effective when coated with carbon. The need for cleaning it was indicated by reduced pressure on the oil gauze. This system is now known as the Full Flow type. All oil conduits were drilled; no oil pipe was used except that which went to the gauge. Even this pipe was later discarded with the use of the oil warning light. The crankcase could easily be emptied without crawling underneath the car by pressing down the oil level dipstick into a bayonet joint thus operating the drain valve.

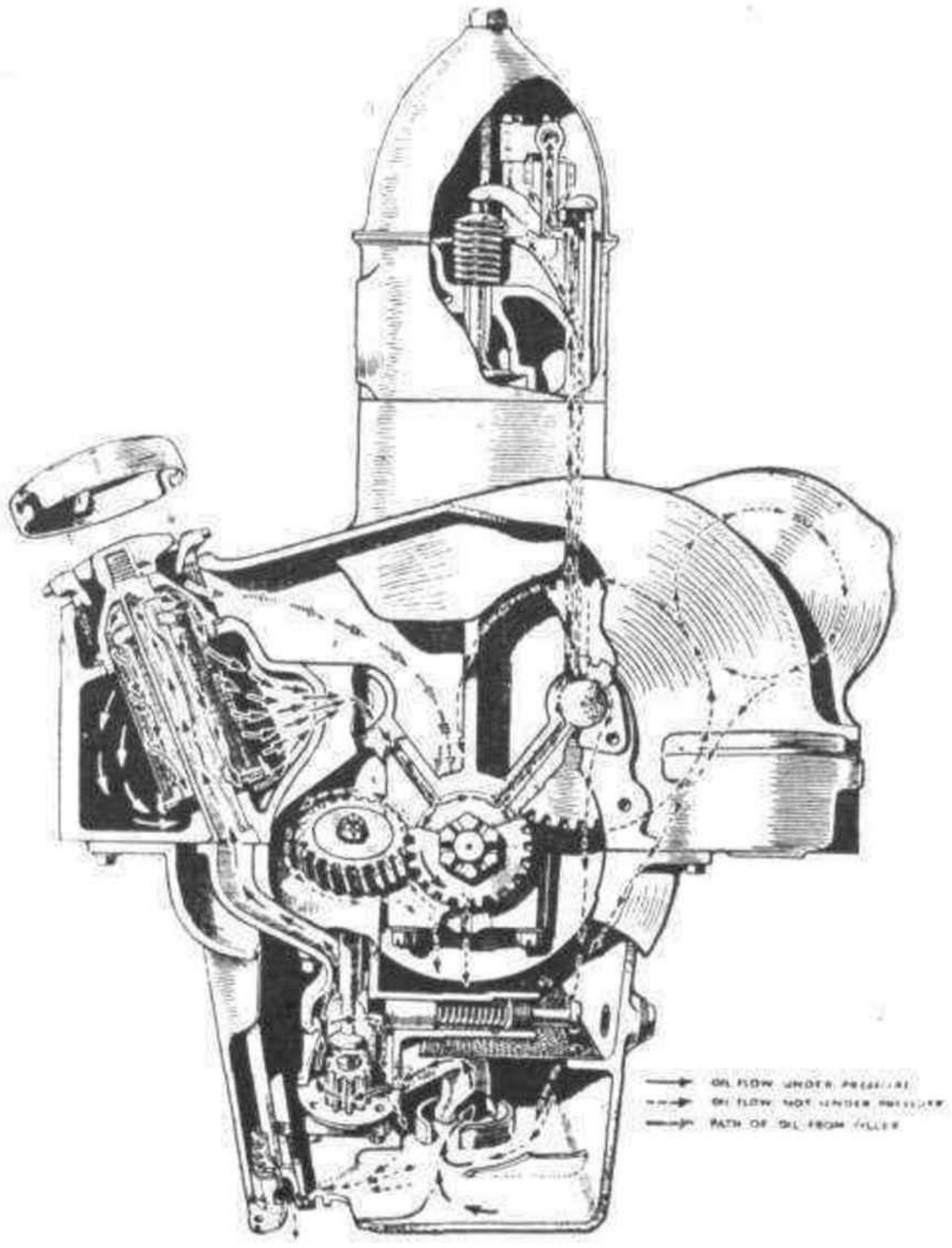
Moving Parts

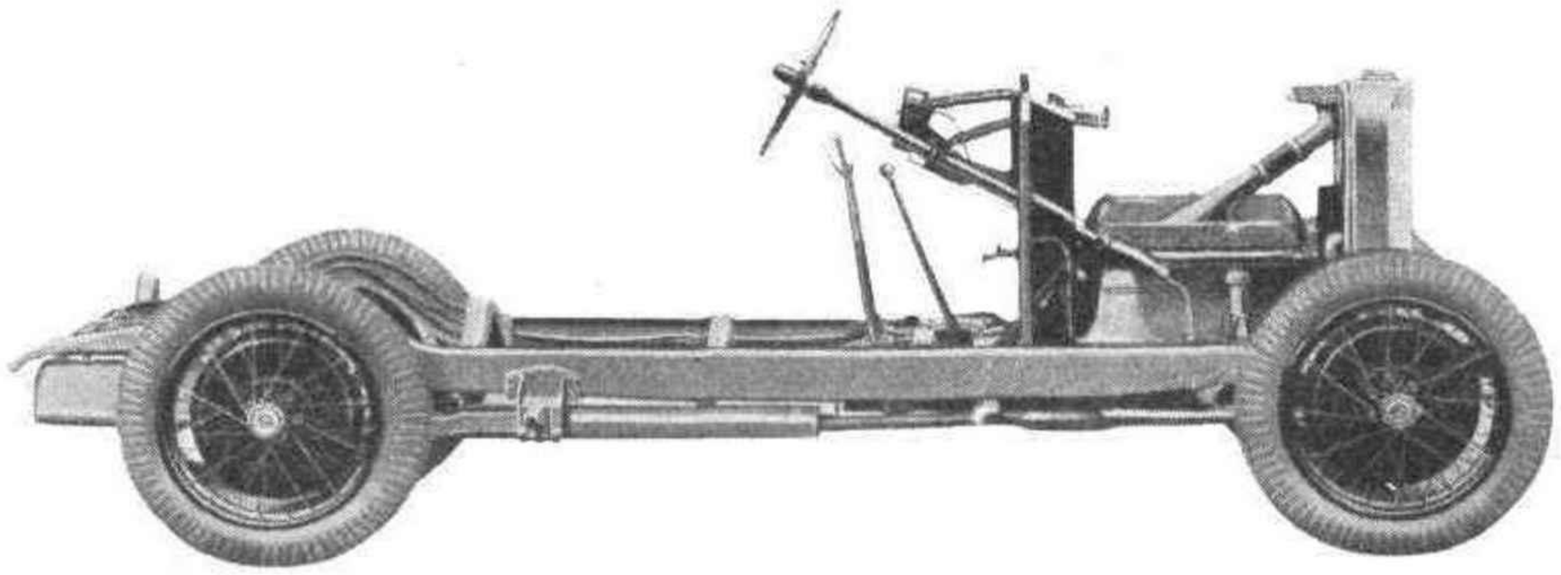
The connecting-rods were of H-section very stiff and finished in a coining die. To ensure also a high load capacity and reduced fatigue to the big-end bearings the white metal was cast direct into the rod to a thickness of only 0.020 in.

Piston construction received particular care. The piston was made in two parts, the skirt which had to act as a bearing being made of 0.040 in. thick special cast-iron to reduce friction to a minimum while the crown, which acted as a gas-seal and heat-conductor, was made as a Y-alloy aluminium die-casting. To obviate wear and hammering of the rings in their grooves they were made very thin. Five rings were used, three for compression and



14/45 *ANCESTRY.—The 30-cwt. lorry designed by Roesch about 1921 to meet a War Office order has an obvious likeness to the subsequent Talbot private cars.*





14/45.—*The off side of the 14/45-h.p. Talbot chassis.*

two at the bottom of the skirt to scrape the oil. The crown of this piston was spigoted into the skirt and the two parts were secured together by the hollow case-hardened gudgeon pin itself held by a bolt in the small end of the connecting-rod. This piston design justified its cost by showing under test that it generated the least friction compared with other types. It was later adopted by Sunbeam where steel was substituted for cast-iron.

To avoid any uneven thermal deformation of the cylinders and valve seats, water was made to flow uniformly through passages completely surrounding all of them. Thus minimum bore and valve-seat wear was to result with a new degree of reliability.

The camshaft was driven through a silent plastic gear wheel meshing with the crankshaft helical steel pinion. The light in-line vertical overhead valves fitted with double coil springs were operated by push-rods and rockers oscillating with minimum friction on knife edges. The very light tappets were small, short hollow case-hardened pistons, instead of the then common mushroom type so as to provide a better guide right down to the cam where it was needed to take the side load. The push rods were like ball-ended knitting needles made of 100 tons Vibrac steel. The common practice still used today of carrying the tappet adjustment on either the moving rocker-end or push-rod, thus needlessly increasing their weight, was never used on any of Roesch's high-speed engines. Only the fulcrum of the rocker was adjustable on the 14/45 by being capable of sliding in a fixed support and of being locked by a set screw. The valve-gear lubrication was under pressure with the oil coming from the crankcase duct through one of the studs which was hollow, fixing the cylinder head to the cylinder block. An adjusting valve in the form of a thread the length of which could be altered allowed the oil to flow into the distributing tube which had a hole above each rocker. A fast drip would issue when the engine was idling. In this way an exceedingly light and simple valve gear was obtained which further showed at the time that high rotating engine speeds were not only possible but would also give improved life.

Automatic Ignition

In 1925 the magneto with hand-controlled ignition was in general use in this country. This method was, however, quite impractical in Roesch's view with the higher compression and speed of the new engine and he adopted the American Delco Remy coil and battery system with an automatic ignition advance. With 12 volts instead of 6, as then used in America on low compression and low-speed engines, a twin contact-breaker and speed-controlled distributor, reliable and automatic ignition was achieved at all loads and speeds of the new engine. It was found that the compact combustion chamber characteristics were particularly well suited to this simple innovation which improved engine efficiency and made driving more carefree.

The distributor was driven by the camshaft through right angle helical gears. It was slightly inclined in the centre of the engine and was connected by short cables to the sparking plugs screwed in the detachable cylinder head. The plugs were also at an angle and situated between the push-rods. Water passages cooled them all round.

Cooling System

The cooling system was also quite original. Thermo syphon circulation was used with very free passages through the cylinder block and its head. It was aided by a fan cast integral with the flywheel running in a partly open pit. To eliminate any possible distortion to the honeycomb radiator and the need for flexible pipes the radiator was mounted in a unique way on supports cast integral with the cylinder and crankcase block. On the right-hand side the support was hollow and constituted the water outlet from the radiator and the cylinder block inlet. Under this support was fitted an easily accessible tap which could drain quickly the whole system. The left-hand mounting was a solid one. Rubber joints were used. An aluminium water manifold was bolted at the side of the head and ran along its whole length. Thus water was circulated through the engine and was led by a rubber hose to the top radiator inlet. In this way the risk of water leaks through chassis deformations and bad rubber hoses, which had plagued the early motor cars, was reduced to a minimum.

Carburation

A Smith five-jet carburetter was fitted at the front of the straight tubular cast-iron manifold on the off side of the cylinder head feeding the six cylinders by three siamesed inlet ports. This manifold was cast in one with the ribbed exhaust pipe above it and thus was heated along its length. Petrol feed was by Autovac from a rear tank. The accessible filler at its side had a fine gauze filter and incorporated a dipstick, which also served as a spanner for the articulated concealed luggage-grid tightening nuts. A reserve of two gallons was obtained by simply unscrewing the petrol-tank cap two turns to close a vent valve. When the tank was filled the filler cap was again secured home.

Clutch

To the ribbed aluminium sump of the engine was bolted the gearbox. A chassis cross-member supported it as well to enable the removal of the sump. The flywheel was thus running in the open above the crankshaft axis. To this flywheel was fitted a single disc clutch designed to eliminate friction and thereby the need for lubrication. The presser plate was attached to the flywheel by three leaf springs equally placed around its periphery thus centering the plate rigidly but permitting it to move axially for engagement without the friction of sliding guides. This feature has recently been adopted by a world-renowned maker of clutches for motor vehicles (Borg & Beck). A readily adjustable self-locking flange was additionally screwed into the pressure plate to vary the pressure upon it given by the small coil springs. The withdrawal ball-race was enclosed and actuated direct by a short lever mounted on the clutch-pedal shaft which was in turn carried on the gearbox and thereby also lubricated by the latter.

TALBOT SERVICING DATA

14/45, 75 *and* 90 *models*

Tappet clearance : Inlet, 0.006 in.; exhaust, 0.008 in.—warm.
Firing order : 1, 5, 3, 6, 2, 4.
Valve timing : Inlet opens 10 deg. a.t.d.c., closes 50 deg. a.b.d.c.; exhaust opens 52 deg. b.b.d.c., closes 10 deg. a.t.d.c.
Ignition timing (*Delco coil*) *:* 1 deg. a.t.d.c., retarded. Spark gap, 0.018 in.
Carburetter settings (14/45 *with Smith's 5-jet*) *:* Pilot, 16; No. 1, 20; No. 2, 28; No. 3, 17; No. 4, 8.
Tyre pressures : 14/45 with 4.75-21 tyres, 35-40 lb./sq. in.; 75 with 6–18 tyres, 30-35 lb./sq. in.; 90 with 5.5–19 tyres, 40-45 lb./sq. in.

Gearbox

The four-speed gearbox with its right-hand change and sliding gears was sturdily built and formed a unit with the engine to which the rear axle was attached by means of a spherically-ended torque tube within which the universal joint was also automatically lubricated and completely protected from external dirt. The gear ratios were 4.0, 2.28 and 1.47 to 1. The gear-change lever was well at hand on the right-hand side, working in a gate level with the floor boards and the hand-brake lever was slightly in front. Both levers were carried also on the gearbox, working inside the frame and also lubricated automatically.

Rear Axle

The rear axle was of a new design which has lately become popular, consisting of a compact and stiff-centre malleable iron easing housing the differential and bevel gears and closed by a cover at the back. On either side flanged tubes were bolted to it which in turn had a similar flange bolted to the brake carrier and wheel bearing housing. What is now common practice was introduced in the form of an axle shaft forged or made integrally with its wheel hub-fixing flange. Owing to the greater rigidity of the axle construction smaller gears could be used with less deformations and wear. Adjustments were provided for the bevel pinion and crownwheel. The gear ratio was 5.875 to 1. The wheel ball bearings were automatically lubricated from the centre casing and care was taken to prevent oil ever to leak into the brake drums by an annular gully designed to collect any leaking oil and to lead it to waste. The oil seals were made of cork.

Steering

The steering was of the worm and babbitt-nut type, where the latter was mounted on a crank operating the drop-arms. The aluminium steering-box was fixed high on the frame to give the right inclination to the column and an ideal position to the sprung wheel. In the centre were mounted the throttle control, dimming warning signal and direction-indicator switches. All connections to the front axle were by sealed ball joints lubricated from the tubular steering-rods used as oil reservoirs which alone needed to be filled at very rare intervals. The joints were self-adjusting for wear and were the forerunners of the modern steering joint. Full lock was obtained with 2.24 turns of the wheel from lock to lock.

Front Axle

The front axle was of normal design with slight camber and castor with a ball-thrust bearing on the large case-hardened swivel pin on one side and a plain-thrust bearing on the other to give the right feel. To eliminate wear case-hardened bushes were also used instead of bronze. The wheels were mounted on taper roller bearings efficiently sealed as on the rear axle to prevent oil ever reaching the brake drums and ensure efficient lubrication for very long periods.

Suspension

The suspension was by very wide thin-leaved springs all round fitted with the then new Silentbloc rubber bushes eliminating the need for lubrication except between the leaves. The front springs were semi-elliptic with a shackle at the front to ensure correct geometry of the steering layout and freedom from road reactions on the steering wheel.

To avoid roll a low chassis was used narrowed at the front to allow for front-axle movement. Front chassis rigidity was ensured by using the engine structure to tie firmly the chassis at four points. This method demanded great care in balancing the engine to eliminate vibrations which would have been transmitted to the body mounted on the frame.

At the back, quarter-elliptic springs were used to obtain low unsprung weight of the live axle. The thick front part of the spring was rigidly clamped in two directions in a bracket rivetted to the frame and the light rear flexible part was anchored to the axle by a shackle. Damping was ensured by adequate and robust friction shock-absorbers. Presumably because quarter-elliptic springs were used on cyclecars the suspension of the new car was received with considerable adverse comments, yet the vehicle showed itself capable of superb roadholding and today the trend of development is to cut down unsprung weight.

Brakes

The brakes were the same all round. Large 14-in. diameter pressed-steel drums of high carbon content were used and adjustment to each of them was easily made by an outside wing-nut locked by a spring and operating a wedge at the fulcrum of the shoes. The latter were cam-operated by a transverse tube at the rear and by Perrot universally-jointed shafts at the front. No balance gear was used and the brakes remained constant and even in operation.

Chassis Design

In those days a car could be easily spoiled by the body fitted to it and Georges Roesch took every precaution to make sure that the extra large, heavy and overhanging body fancied by some coachbuilders of the time could not be fitted! In consequence, the body space was strictly defined by the chassis frame forming the valances, the front mudguards with their hollow stays to protect the wiring to the head and side lights, the upright V radiator, the bonnet and pressed-steel dashboard containing the tool box under the bonnet and supporting the instrument board inside the body. The appearance of the back of the car was also determined in a way all its own. It was shaped by the large rectangular 14.5-gallon petrol tank suspended in three points under the frame on top of which a neat concealed folding luggage carrier was fitted. The latter also effectively limited the length of the body which could thus not overhang at the back. On top of the concealed luggage carrier when it was folded or underneath when loaded was mounted an articulated combined unit carrying the centrally illuminated number plate and central rear light together with a direction indicator consisting of two arrows capable of being lighted alternatively by a switch on the steering wheel to show a change of direction or together to indicate stopping. This was the first car so fitted as standard by a manufacturer. In view of today's controversy of the trafficators versus flashing lights it may be that this first Roesch system now seen on many coaches and buses is after all the best. The two arrows were also fitted later to the radiator with tell-tale lights on the dashboard.

The dashboard was designed as a pressed-steel structure carrying a self-contained instrument board inside the body and the tool and junction boxes readily accessible inside the bonnet.

Electrical Equipment

Up to this time the wiring of cars was generally left to a skilled wireman but in this case it was designed in every detail to put an end to short circuits so often experienced in those days with wires chafing against sharp corners or left to vibrate. For simplicity, the earth-return system was used instead of the double pole arrangement largely in vogue on better cars then. And to improve reliability every cable was fitted inside special ducts or armoured covers and could also be easily traced separately through the main junction box containing the cut out, all the fuses and the wiring diagram. Only the headlight circuit was not fused to avoid the possibility of a sudden blackout. The 12-volt battery was of 66 ampere-hours capacity. Another innovation was that the wiper was fitted at the bottom of the opening windscreen instead of at the top, which had been the practice up to this date.

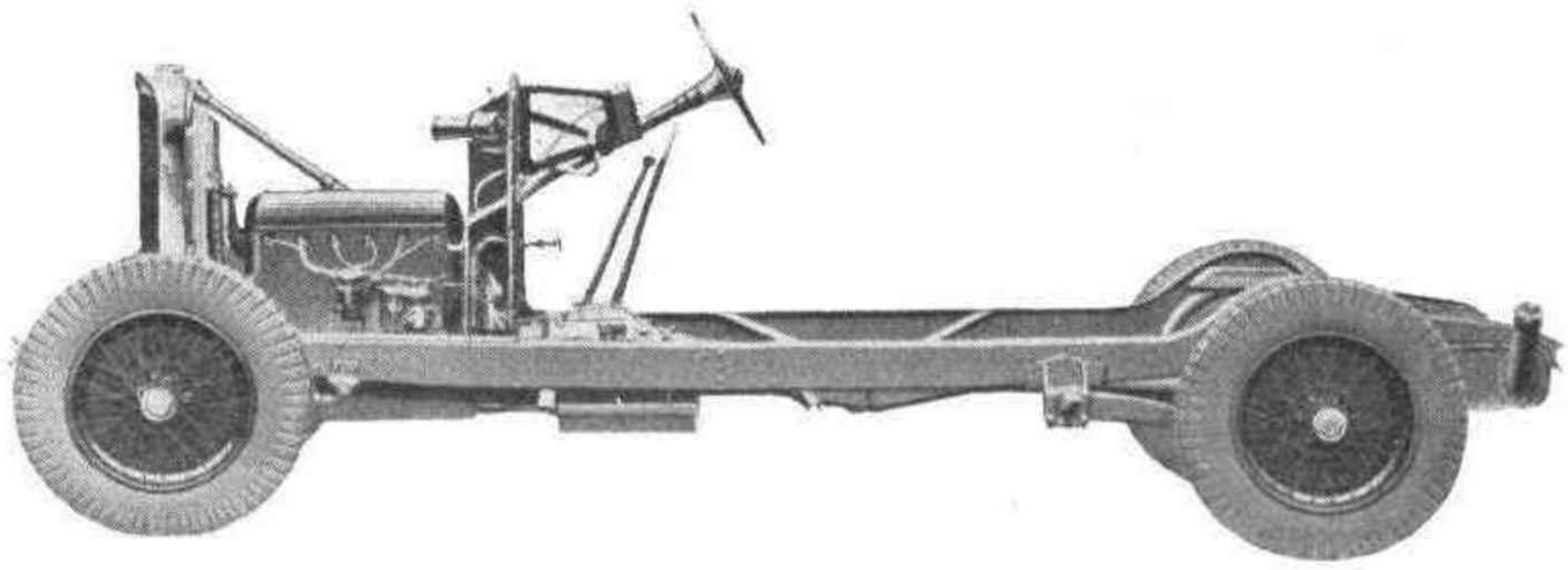
Olympia Show

This was, briefly, the new 14/45 model which without previous development proved to be a technical *tour de force* and became the sensation of the 1926 Olympia Exhibition. So many orders were booked that all was set for effective production. The car was finally tested on the Continent in January 1927. An output of 50 cars per week was soon reached and a maximum of 100 per week was attained to restore the firm to prosperity, happiness and fame.

Development

From now on there was time to develop and perfect the car. Georges Roesch, who loved to use a car under the most varied conditions and to drive fast with complete disregard for the mechanism, took his new model for extensive tests on the Continent for his summer holiday. He soon found its weaknesses. He drove it all out for 3,000 miles and although it stood the test without a breakdown of any kind, boiling was experienced on mountain passes, the 14 in. dia. brakes were too hard to apply, and the front mudguards and spare wheel mounted on the chassis frame at the side would shake loose. At the same time note was taken that the steering was so light and accurate and the roadholding so good that much higher speeds could be safely used.

Apart from modifications made at the time to improve production a good many changes were made to the 14/45 when the 75 model was being designed and later introduced in 1929. The battery size was increased to 75 amperes, the radiator honeycomb block was changed to a film type, the flywheel fan which had been found inefficient and unnecessary was discarded and pressure cooling which is now the fashion was then introduced. In this way loss of coolant became a thing of the past. A 16-gallon petrol tank was also adopted in common with the new 75 model.



"75."—*Near side of the Talbot 75 chassis.*

The brakes were redesigned with larger 16-in. diameter drums, servo action at the front was used, and steel shoes replaced the die-cast aluminium ones to reduce clearances necessary due to differential expansion within the drum when the latter became very hot. Cable operation was also introduced for the front brakes to obtain a better action and to save weight and cost. The cables were completely enclosed and protected from water and dirt and lubricated with oil from the engine, for by this time central lubrication had eliminated any need for the grease gun throughout the car.

The gearbox was also modified to have a silent third speed to contain the clutch withdrawal race and its operation, and to be automatically lubricated by the engine. The ratio became 3.64, 2.013 and 1.367 to 1.

Thus gradually the Talbot reached a state of development when distances of several thousand miles could be covered without any attention other than filling with petrol and maintaining the level of oil in the engine at distant intervals. This result was beginning to be Roesch's idea of motoring reliability and economy! Talbot cars had ceased to be temperamental and could be depended upon at all times. The clean, simple and all enclosed design of the engine and transmission did not encourage tinkering and only expert skill could satisfactorily deal with the work when an overhaul was needed. It is on this principle that the modern practice of interchanging units is based.

The 75 Model

The new car had quickly achieved success and sooner than later its power-to-weight ratio would need to be increased. It is thus that the 2¼-litre 75- and 90-type engine came to be designed to go into the 14/45 chassis.

The larger bore and stroke of 69.5 by 100 giving a capacity of 2,276-c.c. and a rating of 18 h.p. were easily accommodated in the same engine length by arranging the cylinders to be equally distant from one another and providing seven bearings to obtain maximum crankshaft support and stiffness. The main bearings were 60 mm. in diameter and the shaft and part of the moving parts were fully counterbalanced. The same valve gear as on the 14/45 was used but the valves of thin shallow tulip shape were enlarged, particularly the inlet one, by spreading their centres and without cutting down water cooling round the exhaust seats. This was done by undercutting the oval combustion chamber above the joint which it made with the cylinder block between the cylinders. In this way an adequate joint was provided which just cleared the valve head on withdrawal and a large passage was also given round the valve to insure a smooth gas flow. The valve steel used was austenitic H.R.1. made by Hadfield. This material was found to be the strongest available to stand the temperature and to be proof against corrosion by Ethyl fuel which was promptly adopted when it first appeared in this country.

The V radiator was mounted on the engine in the same way as on the 14/45 and was now fitted with automatically-operated shutters by a centrally situated thermostat. These shutters were fitted with stainless steel pins working in brass bearings and could be relied to remain always free in their action. The whole radiator except the block was designed and made at the works. The top rubber hose used on the 14/45 was replaced by a nickel-plated brass tube sealed by rubber joints to stand an increased internal pressure. A water pump with integral ducts was bolted to the front of the cylinder block without losing in length. Its spindle had no bearings in the pump but was bolted direct to a timing gear-driven shaft automatically lubricated, protruding from the crankcase and also carrying the pulley driving the fan situated above by a belt. The overhanging spindle was made of nitrided steel (then just introduced) to provide a hard and non-corrosive surface to the gland through which it came out of the pump body.

A Zenith updraught carburetter was mounted centrally on a three branch aluminium manifold with a hot-spot contacting the exhaust pipe above. A mechanically driven petrol pump was fitted on the other cool side of the engine and driven by the camshaft.

The larger clutch, of the same design as the 14/45, had its withdrawal ball bearing enclosed in a larger gearbox of similar design to the 14/45. The transmission was reinforced with a bigger propeller and axle shafts.

Hydraulic shock absorbers of the vane type were also introduced to better control the suspension at higher speeds.

A slightly larger steering of the same type as on the 14/45 was used to allow throttle-starting controls, warning-signal knob, head lights, dimming and direction-indicator switches to be all mounted on top of the steering wheel. Full lock was obtained with 2.21 turns of the wheel from lock to lock.

A new instrument board was mounted on the dash. By removing the black polished cellostoid front cover all instruments and wiring connections were uncovered and readily accessible. The board contained a speedometer, with trip, clock, petrol gauge, ignition and pressure warning lights, direction indicator tell-tale lights, windscreen wiper, ignition, starter, half-charge dynamotor and lamp switches, ammeter, instrument-board light switch with dimming rheostat, plug-in lead; also a lock to cut out all the electrical connections or to lock the switches in any position. All instruments were edge-lighted which could be regulated for intensity. The dials were black with white figures and devoid of any chromium capable of reflecting in the windscreen. When the headlights switch was on the two headlights could be controlled from the steering wheel. In this connection it may be recalled that to counter the glare of headlights Mr. Roesch had his own simple and most effective solution. The off-side lamp beam was slightly dipped and trained towards the left side of the road. The near-side lamp had a straight-ahead beam which could be switched off to present a non-glare approach to the oncoming car. The accurate speedometer and gauges had both English and metric figures. The battery was increased to 90 ampere-hours. Incidentally, the model-designations of the 14/45 were: 1927 and 1928, AD; 1929, AF; 1930, AG; 1931, AG and AQ Scout, A075 and A090; 1932, AQ Scout, AV AM75, AM90 and AV105.

(To be continued)

BRANDED PETROL WANTED

Sir,

As an American who has spent many years in Britain and has come to love motoring in the enthusiast's sense, I wish to let you know that on the 19th of every month I turn off the television set I do not have, turn down the radio I never play, and for the next couple of hours submerge myself in a dreamland of fast sports cars tearing down beautiful country roads.

The whole magazine delights me, and I believe it is the best of its kind in the world. I buy the American sports-car magazines, too but I must admit it is just to gaze with admiration upon their pin-up girls.

I hope to be coming back to live permanently in Scotland in the near future, and thus look forward to an active part in Britain's fight for cheaper petrol.

I am, Yours, etc.,

New Jersey, U.S.A. JOHN MITCHELL.

AIR: FLYING THE TIPSY TRAINER

THE ideal formula for a light training aeroplane for use by the clubs seems to be that of a small side-by-side two-seater, powered by an engine of comparatively low power to cut down operating costs, yet with sufficient performance in reserve to help pupils out of difficulties when such conditions arise. That a fairly near approach to this ideal has been available since before the war appears to have been overlooked by those designers (some of them amateur) who today are searching for an answer to their problems, yet examples of the Tipsy B have been flying in this country for the past fourteen years.

However, first things first. Monsieur E. O. Tips, of Avions Fairey at Gosselies in Belgium, produced a diminutive, single-seat, low-wing monoplane in 1935 and this proved sufficiently popular to warrant its production over here. The first English-built specimen, G-AEDB, took the air in 1937 and was followed on the line by eight further machines, each powered by an Aero Sprite engine of only 22 b.h.p. Although none of the home-hewed S2s, as the type was designated, has survived to the present day, at least two of the imported variety, G-AFFN and G-AFVH, are still intact but not currently airworthy.

As a result of the single-seater's success, a logical two-seater development appeared first in Belgium and soon afterwards in this country, where it was produced by the Tipsy Aircraft Co. in Slough and assembled at Hanworth. In fact, at the outbreak of war in 1939 production was well under way, and several incomplete airplanes remained at the factory until such time as work on them could legitimately be resumed.

Eventually, in 1946-47, three Tipsies emerged following assembly by the Fairey Aviation Co. at Heston; the first two of these, G-AISA and 'ISB, appear to be giving very satisfactory service in the hands of the Royal Naval Flying Club at Gosport, whilst the third, G-AISC, is operated from White Waltham by the Fairey Flying Club—a flourishing concern that offers subsidised flying to the firm's employees at rates well within reach of the shallower pocket.

Of the slightly more elderly examples from the original 1938-39 production batch there seems to be a remarkably healthy number of survivors. Those that come readily to mind are G-AFJS and G-AFSC of the Cardiff Ultra Light Aeroplane Club; G-AFJT, in which K. C. Millican won the 1950 Grosvenor Challenge Cup Race; G-AFRU, owned by Ian Forbes; G-AFRV of J. Harris Reed, who has also some elderly cars including a 1912 Gregoire and 1929 4½ Invicta, and finally G-AFWT, operated by the West London Aero Club and the basis of this handling report. Surprisingly enough, although offered at the comparatively low rate of £2 per hour, very few members make use of the opportunity.

What looks right usually is right, and the Tipsy starts with the advantage of being both clean and attractive; the low wing is of an elliptical, almost Spitfire, shape, the fuselage has neatly curved top decking and the undercarriage is of the neat well-spatted variety.

Inside, however, there is no abundance of room for anyone who may be of rather above-average dimensions; the notched elevator, for instance, is too close to the pilot's left knee for comfort, although the remainder of the equipment is reasonably well placed. Round the combing is stamped virtually a copy of Pilots' Notes, with such information as stalling and cruising speeds, maximum permissible dive, engine settings, etc.

No brakes are fitted, but taxi-ing presents no problems except under violent wind conditions, when many of the aeroplane's pleasant qualities both on the ground and in the air tend to disappear.

There is no swinging tendency on take-off and with the trimmer two-thirds forward the Tipsy unsticks quite decisively at about 37 I.A.S., without any work on the pilot's part. With the throttle retarded an inch, giving about 2,600 r.p.m., the rate of climb at 60 m.p.h. is in the region of 600 feet per minute and at an angle comfortably shallow to the horizontal.

Plenty of amusement can be had from trying various low-speed tactics; with the throttle closed and flaps up the stall occurs at 30 I.A.S. and the right wing drops, but it should be noted that at this attitude the position error is +8, resulting in a more normal time figure. With small amounts of power and the flaps lowered it is possible to find combinations where the air speed disappears from the clock well before anything drastic happens.

In normal flight and given reasonably "bump-free" conditions, there are few genuine criticisms that can be levelled at the Tipsy, for despite its Walter Mikron engine giving a mere 62 b.h.p., it is



possible to cruise continuously at not far short of 90 m.p.h., and viewing is good in all directions.

It is perhaps in the flying controls that the best points present themselves; some pilots complain that everything is too light and without much feel, but I consider this to be unjust criticism. The rudder, elevators and even the ailerons are of about the same weight, a characteristic that cannot truly be claimed for many other small aeroplanes, and even during a 140-m.p.h. dive they maintain their pleasant harmonisation.

The design stressing covers all normal aerobatic manoeuvres, and these can be performed without losing much height in building up the necessary commencing speeds. Loops can be flown round comfortably from 110 I.A.S. and an additional 10 m.p.h. more than suffices for rolling-off-the-top, but in the slow roll the ailerons adopt that characteristic sloppiness when in the inverted position—a feature common to many machines of the lighter variety.

A few words about the engine may not be misplaced; the Mikron, an inverted four-in-line, appears to be a very well built little unit and usually runs very smoothly, but it performs at discomfortingly high revs and is inclined to be temperamental over mixture strengths. However, it pulls well and gives the Tipsy a more than creditable performance.

In the circuit, matters are made easier if the speed is reduced to a moderate figure early in the proceedings, for otherwise on the final turn-in it is impossible to lose both height and air speed. Even with the small and ineffective flaps fully extended, the approach is so flat that if the boundary is crossed at 55 I.A.S. the machine is virtually in the three-point attitude, and consequently no real hold-off is necessary. It seems unnatural to intentionally "drive" an aeroplane at the ground and more than once, unconsciously checking, out of a hidden respect for the undercarriage, I have touched slightly tail-skid first.

Taking stock of the Tipsy, the designer can justly claim many features of which he should be proud; a 90-m.p.h. cruise on just over three gallons per hour, pleasant control harmonisation and ease of handling, reasonable view from a comparatively draught-free cockpit and all for a loaded weight of 1,100 lb., combine to make a sensible mount offering the qualities of a larger aeroplane yet with the economy of an ultra-light.

Of legitimate criticisms there can be only two; a tail wheel and brakes would be appreciated for taxi-ing in confined spaces and in windy conditions, and a single control column positioned between the two seats could usefully be replaced by one for each occupant. This offsetting of the 'stick feels rather strange in steep turns and even more so during aerobatics.

Although the Tipsy has finished its production days in this country, M. Tips remains as active as ever and has designed at least two new machines since the war. Of these, one is a modernised Trainer, known as the Belfair and fitted with an enclosed cabin, while the other, known as the Junior, is a reversion to the earlier single-seat layout. Examples of each of these have spent some time over here and in fact the second prototype Junior, OO-ULA, lives now at White Waltham.

The entire Tipsy family has suffered a rather unfortunate existence, for in 1939 when the original two-seater variant had established itself on a production basis the war broke out, while those of the more recent era have suffered from all the troubles that beset anyone who attempts to build light aeroplanes today. The old vicious circle of cheap production only against demand and no demand without cheap production presents itself, but whatever may happen in the future, M. Tips can be relied upon to design something practical, attractive and cheap to operate.—DAVID F. OGILVY.

ENTHUSIASTS' DIRECTORY—continued from page 506.

element should be renewed when the dip-stick shows the oil to be dirty but as detergent oils look dirty almost as soon as the engine is run, when such lubricant is used the element must be renewed on a mileage basis.

The popular Fram models are :—

Reference	*Engines up to*	*Height*	*Dia.*	*Replacement cartridge*	*Price*	*Price of cartridge*
		in.	*in.*			
F3 ...	12 h.p.	6⅝	4⅛	C3	66/6	12/6
F4 ...	30 h.p.	7⅝	4⅜	C4	79/–	17/–
F30 ...	Largest sizes	10¾	4⅜	C30	95/–	22/6
F40 ...	Diesels, buses, etc.	11	6⅜	C40	162/6	34/6

These prices are complete with cartridge and fitting kit. The fitting kits alone cost 22s. 6d. for the F3 and F4, 27s. 6d. for the F30 and F40. Other replacement cartridges are available, priced from 11s. 6d. for the CH804 to 53s. 6d. for the C174, for special applications. Fram "throw-away" oil cleaners are also made, the PS5 costing 15s., the PB½ costing 25s. Most Fram installations are of by-pass type. The fitting kits include flexible hoselines where necessary, adaptors, brackets and bolts, etc., and contain detailed instructions.

Manufacturers : Stenor Ltd., Kew Foot Road, Richmond, Surrey.

PUROLATOR MICRONIC

These filters are made by the Automotive Products Co. Ltd. The filter element consists of a plastic impregnated paper, claimed to be heat-resistant, waterproof and warp-proof. An unusually large surface is provided for any given filter unit, the popular car-sizes giving approximately 500 sq. in. in a 3⅜-in. dia., 4¼-in. deep unit. The original sheet of filter paper is, indeed, ten feet long. It filters down to one micron at high rates of flow.

The casing is a deep-drawn steel casting with dirt-resisting grey metallic finish, which lasts as long as the engine to which it is fitted. The filter paper has a protective outer oil-board casing and leak-proof unions obviate gaskets.

The makers claim that impregnation does not impair the porosity of the paper and that it retains foreign matter on its outer surface which would penetrate below the surface of felt, cotton waste and other materials. Moreover, no injurious particles or fluff are shed by a paper filter. A "Micronic" element remained unharmed after complete immersion in water for 300 hours. Prices are available on application.

The Full-Flow pad-mounted models with replaceable element are as follows :—

Type	*Nominal flow*	*Max. pressure*	*Relief valve pressure*	*Weight*	*Dia.*	*Length*
					in.	*in.*
MF 2600	120 gall. per hr.	100 lb./sq. in.	15-20 lb./sq. in.	3 lb.	3.50	9.5
MF 2603	120 ,,	,,	,,	3 lb. 7 oz.	3.59	10.5
MF 2604	120 ,,	,,	,,	3 lb. 1 oz.	3.59	9.5
MF 3601	90 ,,	,,	,,	2 lb. 12 oz.	3.59	5.87
MF 3900	70 ,,	,,	,,	2 lb.	3.52	7.47
MF 3901	70 ,,	,,	,,	2 lb. 5 oz.	3.59	7.5
MF 4300	200 ,,	,,	10-15 lb./sq. in.	6 lb. 11 oz.	4.69	12.12
MF 4301	200 ,,	,,	,,	6 lb. 8 oz.	4.68	9.04

In most cases inlet and outlet are tapped ½-in. B.S.P. Additional depth is necessary to allow for sump removal.

The By-Pass replaceable element filters are :—

Type	*Engine suitable for*	*Max. pressure*	*Relief valve pressure*	*Weight*	*Dia.*	*Length*
					in.	*in.*
MF 5201	Up to 20 h.p.	100 lb./sq. in.	57-63 lb./sq. in.	2 lb. 12 oz.	3.5	10.38
MF 2301	,, 12 h.p.	—	—	2 lb.	3.95	5.62
MF 2901	,, 25 h.p.	—	—	3 lb. 8 oz.	4.14	6.67

The By-Pass Cartridge-type filters are :—

Type	*Engines suitable for*	*Outlet and Inlet*	*Weight*	*Dia.*	*Length*
				in.	*in.*
MF 2000	Up to 12 h.p.	⅛-in. Am. st. pipe	15 oz.	3.5	4.03
MF 2501	,, 25 h.p.	⅛-in. Briggs	1 lb. 3 oz.	4.28	5.9
MF 6100	,, 10 h.p.	0.4375 in. X 20th U.N.F.	14 oz.	3.12	4.03

Manufacturers : Automotive Products Co. Ltd., Tachbrook Road, Leamington Spa. (Tel.: Leamington Spa 2700).

STREAM-LINE

Stream-line Filters Ltd., make a self-cleaning filter with a number of paper packs as the filter element. This filter is intended for commercial-vehicle application.

Manufacturers : Stream-Line Filters Ltd., Ingate Place, London, S.W.8. (Tel.: Macaulay 1011-3).

VOKES

Vokes oil filters are used on Alfa-Romeo, Bentley, Rolls-Royce, M.G., Frazer-Nash, Bristol, Jowett and other high-performance cars, and in racing by the Ecurie Richmond and Mike Hawthorn on their Cooper-Bristols. It is claimed by Vokes, Ltd., that their patented filter element, of radial V-section felt and gauge, provides the greatest area in the smallest possible space and removes at least 97 per cent. of impurities causing wear. On the other hand, sub-micron-size carbon particles are allowed to pass, as they do no harm, and a filter so arranged does not remove valuable additives from detergent oils, or become blocked by such additives. Vokes filters have inside to outside flow, so that impurities remain *in situ* within the element assembly until this is removed. Filters for individual engines cannot be supplied at present and spares for existing assemblies should be ordered from the car manufacturer or agent.

Manufacturers : Vokes, Ltd., Henley Park, Guildford, Surrey (Tel. : Guildford 62861).

WIPAC

The patented Wipac By-Pass oil cleaner consists of only two parts, the adaptor base which becomes an integral part of the engine and the "Instant Fit" factory-sealed cleaning element. The used element can be unscrewed and a new one fitted in a minute. The filtering element is free from chemical treatment and intended for use with detergent oils. Clear fitting and servicing instructions are issued, initial installation occupying a little over one hour. Only ½-in. clearance is required for removing the replaceable element and the filter can be mounted vertically or horizontally, on engine, wing valance, bulkhead, etc. For engines up to 12 h.p. the E.1 cleaning element is used, for engines of 12-20 h.p. the E.2 element is required, for 20-25-h.p. engines two E.1 elements on a twin adaptor base. The complete installations, less fitting charges, cost from £2 15s. to £4 3s. The cost of replacement elements is 13s. 9d. each in the case of the E.1, 17s. each for the E.2. The Wipac oil filter, first produced in 1947, is now fitted as standard to Rover 75, Marauder and Alvis-Healey cars. There are over 2,000 fitting agents throughout this country.

Manufacturers : Wico-Pacy Sales Corporation Ltd., (Filter Division), Bletchley, (Tel. : Bletchley 320).

JOHN COBB

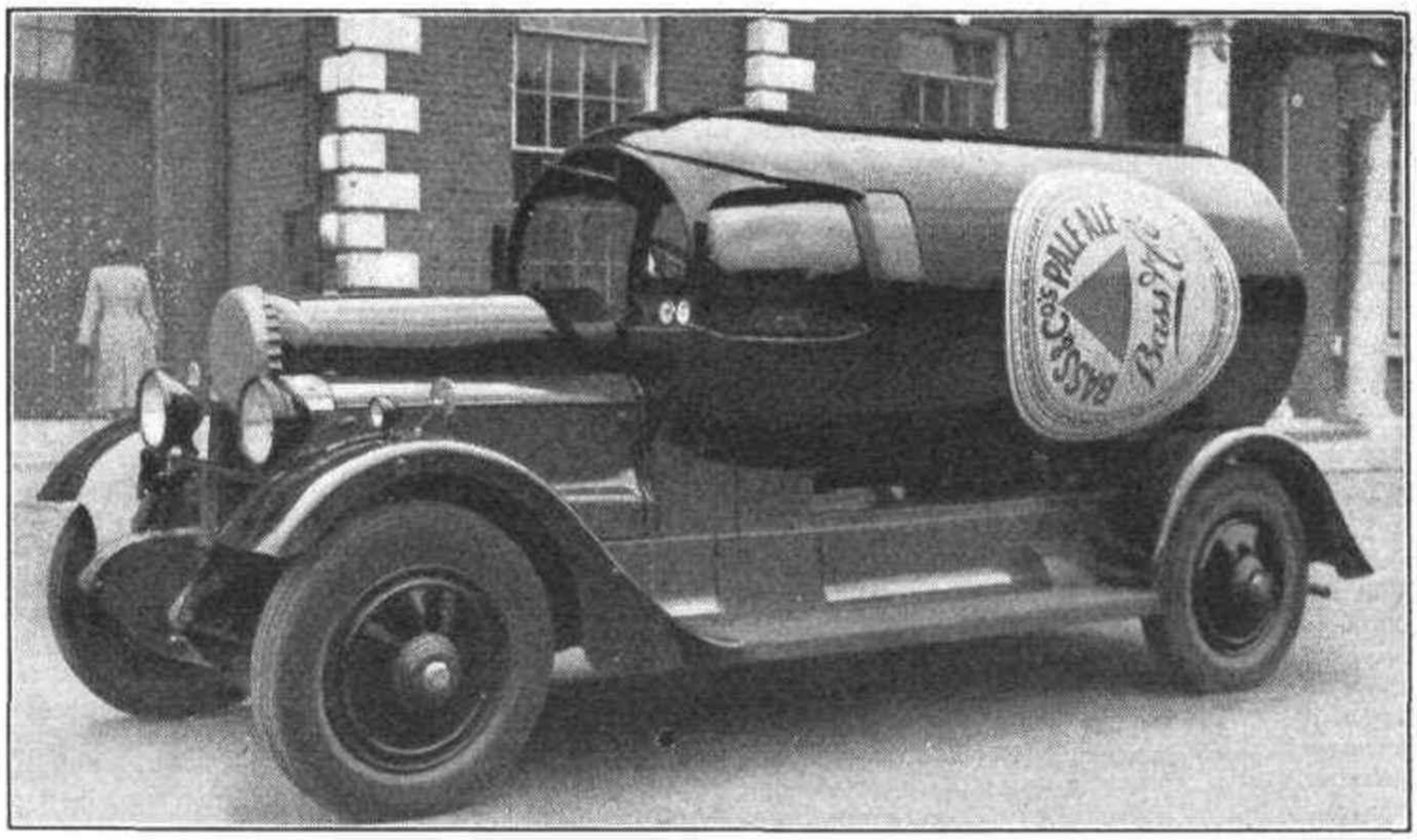
It is tragic that John Cobb's speed career should be terminated by an accident to his jet speedboat, as he attained the distinction of being the first man to achieve 200 m.p.h. on the water.

John Rhodes Cobb was born in Surrey in 1899 and educated at Eton and Cambridge. He began his racing career in Warde's 10-litre chain-drive Fiat at Brooklands, and raced in a far greater number of makes than many people imagine. His main love, however, was for the Brooklands outer-circuit, over which he set up some very high speeds, first in the 10½-litre V12 Delage, later in the 24-litre Napier-Railton, with which he set the lap record to 143.4 m.p.h. He loved the Weybridge Track and willingly wrote a Foreword to each volume of Boddy's "Story of Brooklands."

But Cobb also took a notable series of long-distance records in the Napier-Railton at Montlhèry and Utah, holding at one time every world's record from 1 to 24 hours. He then went on to try his calm hands at the wheel of a Land Speed Record car, his Railton Special taking this honour before the war and after the war was over raising the speed to 394.2 m.p.h., exceeding 400 m.p.h. on land for the first time on one run. He was also the first man to exceed 350 m.p.h. in a motor car.

In a world where temperament is rife and line-shooting and self-advertisement consequently not infrequent, John Cobb stood out as of big modest, calm, almost self-effacing disposition. It is sad that such a charming fastest-man-on-earth should follow Segrave to end his career in full flight out on the water. *The Field* loses a talented motoring editor, and the sporting world a splendid personality. Our sympathy goes out in full measure to the gallant lady, his wife, who watched his attempts to regain for his country the world's water-speed record.

VINTAGE VEERINGS



[MOTOR SPORT *copyright.*

" VINTAGE ENTHUSIAST?—Come and have a drink chum!" This is one of five 30-h.p. 6-cylinder sleeve-valve Daimlers with bodies in the form of beer bottles which were put on the road in 1922 to advertise Bass and Worthington. It is particularly pleasing that three survive to this day, and have, in fact, been on the road continuously since they were purchased, except during the war years. Our photograph shows the Daimler which advertises Bass; long may it and the beer it represents be with us!

HAVING read the Editor's reminiscences in the August issue I realised that for twelve months I had been the eleventh owner of ER 6960, a 1927 Humber 9/20 tourer. Although registered in March 1927, it is a 1926 model, lacking front-wheel brakes and having the spare wheel on the off side.

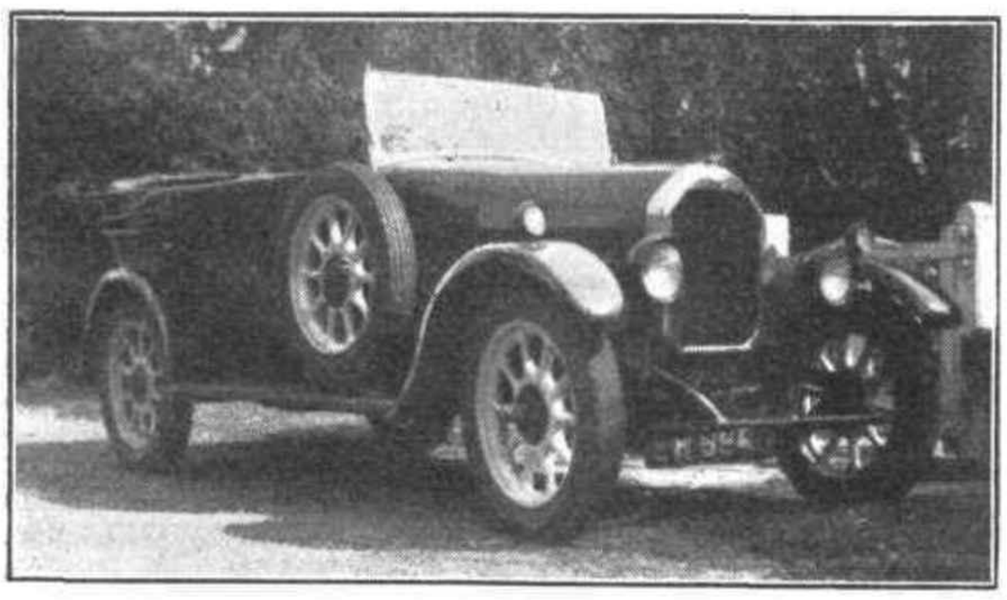
When I took over the car the " hodo"-meter read 77071.

My Humber emerged from Coventry in grey. Ten years later, the the colour was changed to fawn. Then, from 1939 to 1949 (untaxed 1942-47) it paraded as " ivory, blue wings." The present colour, although officially recorded as " brown," could more accurately be described as milk chocolate; in places the milk shows through.

When I took over ownership, the only foreign components were the windscreen, which appears to be ex-Morris Eight (success!—an original has since been found) the hood and the wheels, which are probably five-stud Morris-Cowley, obviating the need for beaded-edge tyres. Almost immediately a Hillman Minx silencer was added to the list. The original silencer was intact except for a small leak at the intake end. Hopefully, I applied " Gum-Gum." Another leak appeared aft of the repair. More " Gum-Gum " with copper-gauze reinforcement was applied. Thus started a race between hole and poultice, which the hole won in magnificent style by blowing off a poultice the size of my palm. Hence, the Hillman Minx silencer.

At the last time of checking, the petrol consumption over ten gallons was 31.2 m.p.g. and the highest speed to have been seen on the speedometer is 57 m.p.h. The previous owner quoted 65 m.p.h. downhill with the wind, but I have been unable to attain this and, in fact, have seldom thought of doing so, finding that the joys of vintage light-car motoring are not to be found in sheer speed. Most of my driving is done through winding lanes, where light steering, stability in cornering, and an above-the-hedge-top view give more pleasure. And into what modern car can you pile three adults, two children, one Alsatian and the luggage, and still enjoy a comfortable drive from Essex to the Midlands?

However, the correspondence columns have borne sufficient eulogies of the Humber. So, what of the tribulations of vintage motoring?



After 3,295 miles the near-side front spring broke a leaf. A trip to the local breaker's yard (by 1927 500-c.c. Ariel) produced a bundle of leaves of assorted sizes for five bob, and two hours' work remedied the damage.

At 5,766 miles I hit a foot-cube chunk of concrete at 35 m.p.h. with the off-side front wheel. Bang went the top leaf of that spring. This time, a local garage produced one for 5/-, and made another as a spare for a further 15/-. Soon after this, at 6,402 miles, one of the keys of the gearbox mainshaft broke and permanently engaged top gear. Fortunately, this occurred outside a garage, and owing to the accessibility of the gearbox, new keys were fitted the same day.

At 7,200 miles, after a successful Humber Register Rally at Aylesbury, the back-axle noises became unbearable. A collapsed rear pinion bearing was the cause. The original bearings had at some time been replaced by light duty type combined journal and thrust bearings, and it was the latter which had failed. They were replaced by medium duty type, and these are still performing well.

With over 9,000 miles added, the clutch became more and more difficult to disengage. Finally, the ribald comments, when engaging gear to move off, became too frequent to be borne. On removing the gearbox and splitting the flywheel, I found that the cone of the clutch moved away from the cone of the flywheel, only to engage with a thick pudding of oil and dirt trapped in the hollow flywheel. Lubrication of clutch-thrust races normally takes place through small holes from the gearbox, and I can only assume that wear is allowing excessive gear oil to enter the clutch. However, the stripping, cleaning and reassembly can be done in three hours flat, making this not too horrible a task.

The only time the car has really disgraced itself was after 10,760 miles, when, loaded with friends and food, we set off for a rally at Beaconsfield. We had barely reached the boundary of our home village when with dubious noises the engine died. Examination revealed a stripped timing gear.

Fortunately, the title of this article does not state " A Year's Motoring " for it was just over two months before we motored again. This sounds worse than it was in fact, for I had been planning a general engine overhaul, and was able to fit it in with the gear replacement. Timing gears, crankshaft and connecting-rods, all acquired as spares with the car, were fitted, and the pistons were reringed. Then 320 gentle miles were squeezed into the remainder of my first twelve months of ownership.

Although the foregoing may seem to be a tale of woe, it was a small price to pay for 11,000 miles of extremely enjoyable motoring. The friends we have met and made! The Humber has introduced us to many vintage enthusiasts, and how often has my wife tried vainly to break into such serious talk with a reminder that dinner is ready—was ready—and is no longer what it might have been. And those other friendly souls, to whom it seems to bring back memories, always pleasant—" I had an Eight in 1923, a ' Chummy ' I think it was " or " Thought it was a Clyno at first, that was a good car."

Two highlights stand out from the year, one, the Cockney voice from a group of youths on the pavement " Cor look! 'Erry Tite." And the other occasion, while parked near a junction in Tottenham,

when a trolley-bus was about to pass. The driver changed his mind, halted alongside, lifted his cap and bowed low over his steering wheel. Then, without a smile, he replaced his cap and drove on.

I have previously run cars of 1930 to 1939 vintage but not one has given me so much pleasure and so little trouble as the 9/20 Humber.

I do enjoy small ads., and sympathise with those whom Cupid has wounded, but monthly I wait to see " WANTED, wife willing to have family in open sports car." Why should the young always travel in saloons ?

To return to the Humber ; only one puncture in the year, and then there was the time when, running parallel to a railway line, we had a wave and three long blasts on the whistle in salute from the driver of the train. And so, the memories of friendly motoring go on, and all for £75.—S. ALDRIDGE.

A very pleasant interlude one afternoon at the end of September was a run with Dr. G. A. Ewen, who at the time of writing is leading in this year's V.S.C.C. Edwardian Trophy contest, in his 1908 G.P. Itala. There was nothing startling about this ride, for along the narrow ways between Richmond and Chertsey Dr. Ewen demonstrated the docility of the big car in top gear to a greater extent than its very shattering performance when unleashed. Yet, as he pointed out before we tried our hand at the controls, you need to watch your step, for very soon, from idling along in built-up areas with the rev.-counter as yet inoperative, so slowly is the 12-litre engine running, you very rapidly accelerate up to 60 m.p.h. without realising that much increase of speed has taken place ! From the mile-a-minute gait to 75 and more m.p.h. also takes very little time, so it is as well to be forewarned, for although the outside hand-brake working on the back wheels is reasonably effective (in the dry !), the Itala does not lose speed quite like hydraulically-anchored moderns.

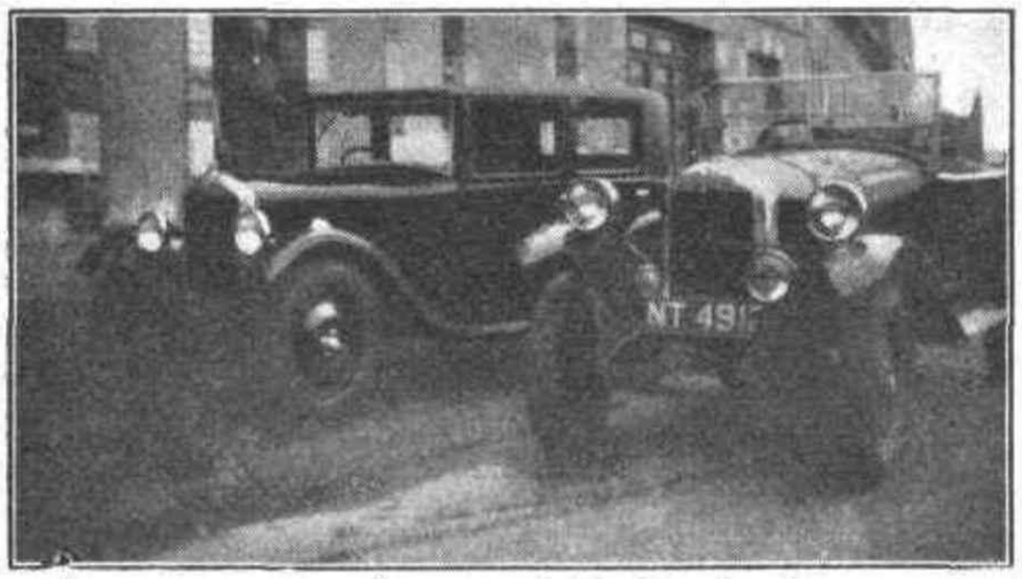
The multi-plate clutch has a very strong spring but the gears are lenient to a beginner, providing he remembers that the gate, like that of a Bugatti, is " about face." The big engine, still using low-tension magneto ignition, possesses enormous bite yet transmits surprisingly little vibration through the floorboards. You sit " on top of the world," the massive steering wheel juddering excitingly in your hands, and steering round fast bends is best accomplished by controlled application of the accelerator. Fuel consumption has been as moderate as 16 m.p.g., " but," observed Dr. Ewen, " today, on roads of this sort, we are probably doing 6-7 m.p.g." The '08 Itala is *out of this world and it is splendid* that it is so carefully preserved and freely appreciated.

* * *

VINTAGE POSTBAG

Sir,

With so many excellent vintage vehicles conveying their owners uneventfully and regularly to work, I feel that my 1924 8.9 Mathis cloverleaf is a very good example of this cult. I consider that unless a vintage car performs its functions with as little trouble



as the average modern tinware, and this gives it quite a margin of error, then they are not worth bothering about. The Mathis which I have used daily for two years, it was unregistered from 1931 to 1951, has had only one major operation, and this was caused by some lady whose name remains for ever on the original log book in my possession. Her fault was an inability to engage the third gear and I like to think of her ruining the gears on a preselector by crashing them—I am sure she could. So I had a new third gear made, but that is the only overhaul I have carried out on the car.

My policy towards the Mathis has always been to ignore any signs of reluctance on its part and give it only the normal necessities such as petrol, oil and water. I have hinted that if it does not behave normally I will scrap it—it has reacted with commendable dependability. Last month I drove it to the South of France and the only thing that stopped me from driving into Spain was the Spaniards. They wanted visas which we had not bothered to get. We returned to Dunkirk *via* Paris as uneventfully as we had come—not even a puncture. We had another stoppage at Dover, where the English Customs made a more exhaustive examination of the whole car than I have ever done. They found nothing except three weeks' accumulation of empty bottles and clothing. My passenger, who had taken the precaution of buying a return ticket before we started, was trying to change this into francs long before we returned. I feel that a trip of this kind, though no great feat in terms of crossing the Atlantic on a raft, must be regarded as a triumph for Monsieur Mathis—who was he, anyway ?

I am, Yours, etc.,

M. A. A. WAUCHOPE.

Tunbridge Wells.

[The argument in favour of the modern car is that it travels habitually very much faster than the vintage vehicle, but the fact remains that the latter does serve very staunchly for far longer periods, generally without attention, especially if, as Mr. Wauchope observes, *the mechanism is left strictly alone.*—ED.]

* * *

Sir,

May I mention a Dialto open four-seater I owned some 20 years ago. Mine was a late 1927 model and had large low-pressure tyres. The steering was very high-geared and appallingly heavy, and I feel maybe Mr. Lampitt might find the same.

My car had skew-geared o.h.c. and I thought all these cars were of this type. Also it had tubular con.-rods and one of these broke for no known reason at quite low revs. The engine was almost cut in half and the great Mr. R. L. West did miracles in repairing it. Spares were already almost unobtainable but Mr. Cyril Durlacher had supplied a few to Messrs. Rawlence, the O.M. agents.

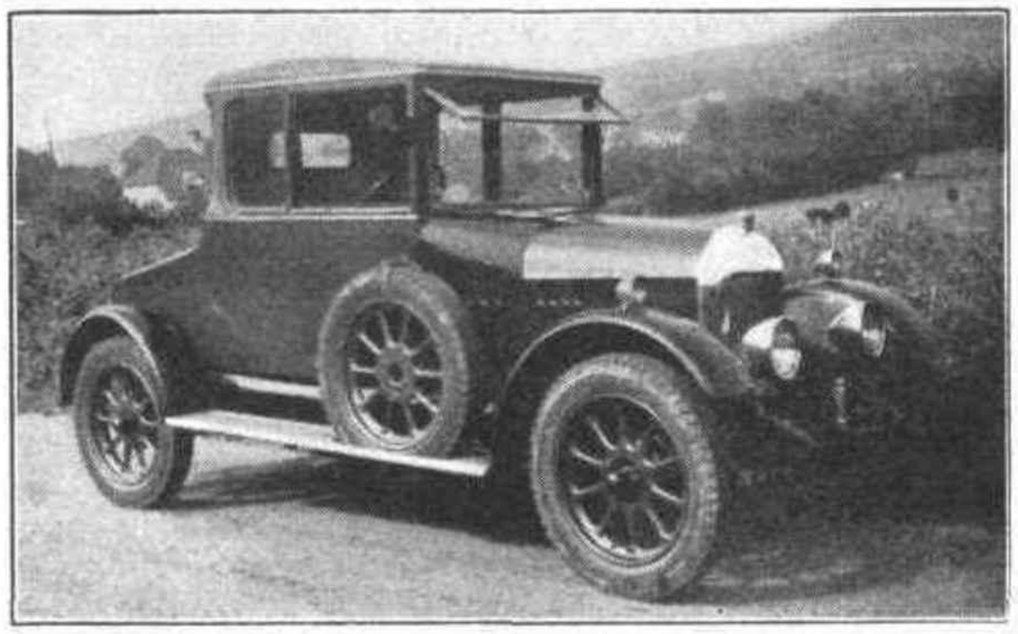
Maximum speed was over 75 m.p.h. but the car always seemed undergeared and " first," particularly, was of the prevailing Italian type. So were the roadholding, rather harsh suspension, and large, excellent Perrot brakes. I kept the car about a year but mistrusted those con.-rods and exchanged it for my 30/98.

I am, Yours, etc.,

R. A. BEAVER.

London, W.1.

* * *



A SUMMER MEMORY.—" Lady Nuffield," G. N. Bastian's 1925 Morris-Cowley coupe, recently restored, photographed giving good service on holiday in Devon.

O.H.V. MORRIS-MINOR—continued from page 533

was lapped counter-clockwise to reproduce normal conditions and reduce tyre wear.

We shall hope to see the Nuffield research tender and Nuffield cars in further long-duration demonstrations, perhaps at Montlhéry or the coming high-speed test track at Lindley. Someone may be tempted to try to equal the Minor's run at Goodwood without a tender—if so, good luck to them, for demonstrations of this kind teach extremely valuable lessons.

Meanwhile, let us toast this excellent British Motor Corporation o.h.v. Minor ; alas, the A30 engine is to go only into the four-door saloon and that is for Export only.—W. B.

B.M.W.

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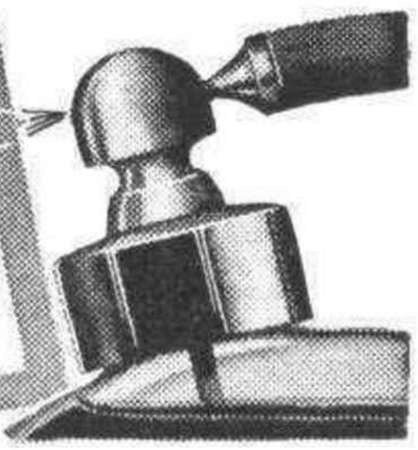
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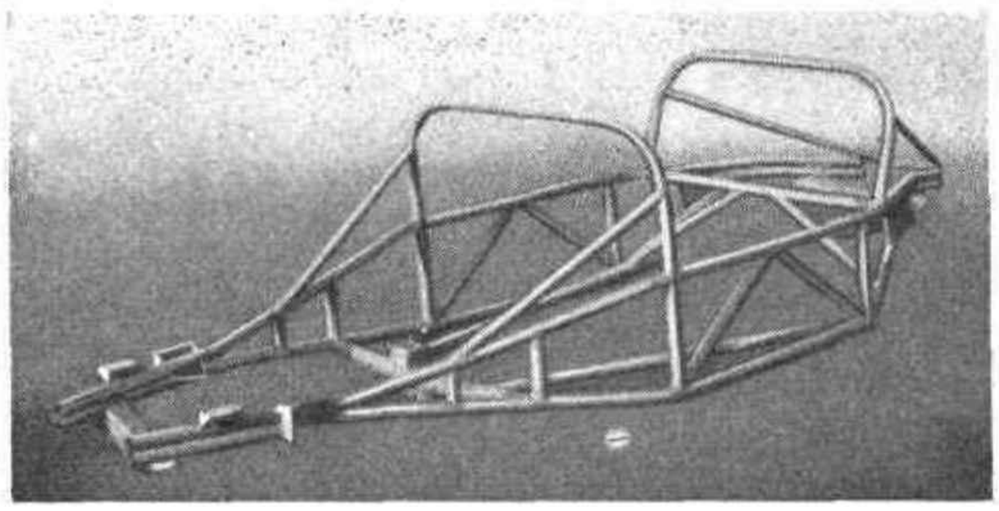
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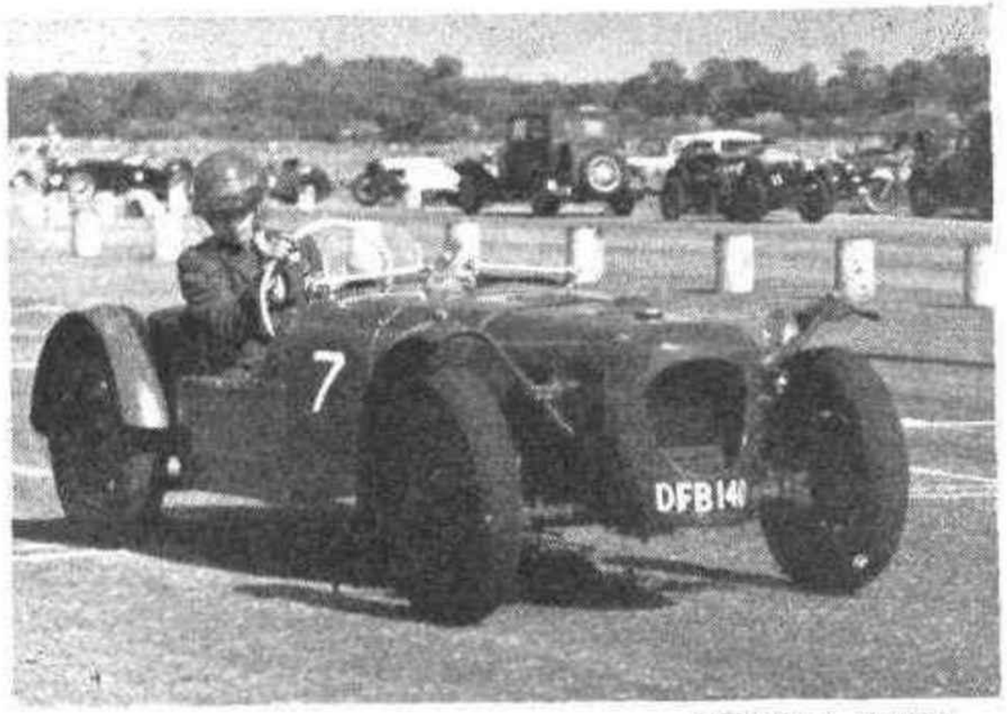


Photo by A. Hollister

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★ 2nd	**1,300-c.c. Altcar Sprint** (Mr. W. Goodwin)	Oct. 4th
★ 1st	**1,300-c.c. Altcar Sprint** (Mr. H. Porteous)	Oct. 4th
★ 1st	**751-1,100 c.c., Bo'ness** (Mr. N. Kennedy)—*new record*	Sept. 20th
★ 1st	**1,101 c.c. to 1,500 c.c. (s/c.), Bo'ness**—*new record*	Sept. 20th
★ 2nd	**1,300 c.c., Naish Hill-Climb** (Mr. J. N. Dobbs)	Sept. 13th
★ 2nd	**Unlimited Specials Class, Naish Hill-Climb**	Sept. 13th
★ 1st	**2,000 c.c., Naish Hill-Climb, B.T.D. Sports Cars**	Sept. 13th
★ 3rd	**1,500 c.c., B.A.R.C. Hill-Climb** (Mr J. N. Dobbs)	Sept. 7th
★ 1st	**1,500 c.c., B.A.R.C. Hill-Climb**	Sept. 7th
★ 4th	**2,000 c.c. (s/c.), Brighton Kilometre, 35.43 sec.**	Sept. 6th
★ 1st	**Formula III, Heat I, Silverstone** (Mr. K. W. Smith)	Sept. 6th
★ 3rd	**1,500 c.c., Heat II, Silverstone** (Mr. R. Carnegie)	Sept. 6th
★ 1st	**1,500 c.c., Heat II, Silverstone** (Mr. J. N. Dobbs)	Sept. 6th
★ 1st	**1,200-c.c. Class, Westwood Park** (Mr. J. N. Dobbs)	Aug. 31st
★ 1st	**Formula III, Heat I, Silverstone** (Mr. K. W. Smith)	Aug. 23rd
★ 2nd	**1,200 c.c., Thruxton** (Mr. G. Tapp)	Aug. 4th
★ 1st	**1,200-c.c. Class, Fairwood Circuit**	July 26th
★ 2nd	**1,500-c.c. Class, Prescott** (Mr. W. Goodwin	July 6th
★ 1st	**1,500-c.c. Class, Prescott** (Mr. H. Porteous)	July 6th

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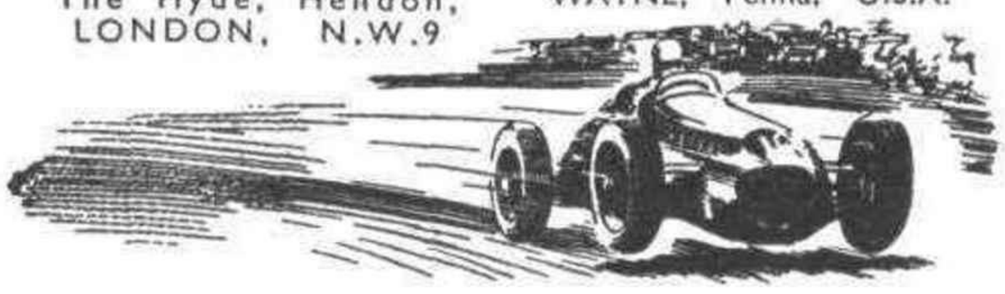
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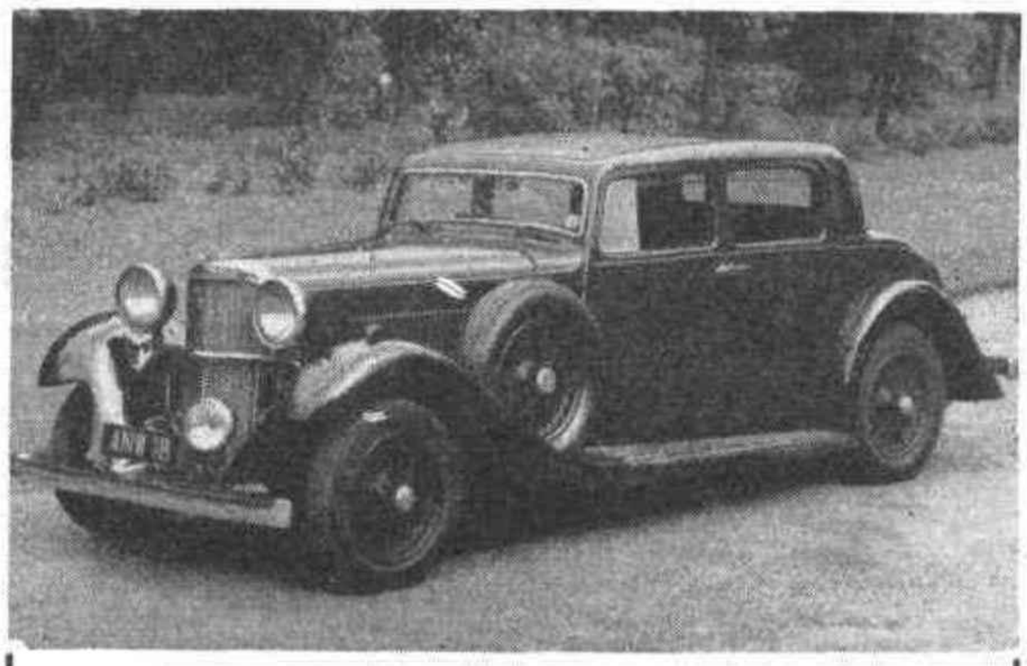
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Handsome green and black coach-built four-door saloon, with sliding roof, green leather upholstery, extremely comfortable seating. Speed 80 m.p.h. plus. Recently overhauled, re-conditioned and re-equipped at a cost of over £500 (accounts available for inspection). Radio and heater. A very dignified yet comfortable automobile.

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"Motor Sport" Directory of Clubs

FINAL ADDENDUM.

Name of Club	*Year founded*	*No. of members*	*Main activities*	*Headquarters (if any)*	*Times of regular meetings*	*Required qualifications or restrictions*	*Entrance fee*	*Annual Sub.*	*Secretary's name and address*
Aston-Martin Owners' Club	1935	600	Race meetings, film shows, social events.	554, Limpsfield Rd., Upper Warlingham, Surrey.	As announced in monthly newssheet.	Full : Aston-Martin owners. Assoc. : those interested in the marque.	25s.	Full and Assoc., 30s. Family, 40s. O'seas life, £5 5s.	D. Coram, 554, Limpsfield Rd., Upper Warlingham, Surrey.
Birmingham University M.C.	1922	85	Monthly C.I. trials, rallies, night navigation competitions. October to May : monthly films and meetings (alternating fortnightly).	The Union, University, Edgbaston, Birmingham.	Individually arranged, usually 5.15 p.m., Thursdays.	Member of University : staff, graduate or undergrad.	—	2s. 6d. Life, on leaving University, 7s. 6d.	A. C. Garner, The Union, Birmingham University, Edgbaston.
Blackpool M.C. & C.C.	1928	85	Social and sporting events for motor-cycle and car owners.	—	Fortnightly (Tues. nights) meetings held at Waterloo Hotel, Blackpool.	Must hold a driving licence.	—	10s. 6d.	J. Phillips, 9, Leopold Grove, Blackpool.
Chichester M.C. ...	1952	98	Social and sporting events.	—	—	Approval by committee (proposed and seconded by existing members).	5s.	10s. 6d.	J. Swepstone, St. Margarets Coney Six, East Wittering, Chichester.
Gothic M.C.	1952	40	The promotion of all forms of motor sport, with social activities.	Gothic Social Club, Hall Rd., Norwich.	First and third Wednesday.	Must own a car or motor-cycle and be proposed by member for acceptance by committee.	—	5s.	R. W. Clements, "Woodfold," Woodland Drive, Thorpe End, Norwich, Norfolk.
***Epping Forest Motorsport Assoc.**	1950	55	Expeditions to race meetings at home and abroad. Motoring libra y, film shows, social events, etc.	203, High Rd., Loughton, Essex.	Saturday, 7.30 p.m. (Committee—first Monday alternatively at H.Q. and at 13, Chase Lane, Newbury Pk., Ilford.)	Active interest in motor sport.	1s.	10s. 6d. Under 21, 5s.	S. J. N. Wright, St. Mary's Vicarage, Loughton, Essex.
Isle of Wight C.C. ...	1949	80	Rallies, treasure hunts, gymkanas and navigation tests.	Holliers Hotel, Shanklin.	Fridays.	Interest in motoring.	—	21s. Family, 30s.	J. Choat, 111, High St., Shanklin, I.W.
Lancing College M.C.	1951	50	Visits to Goodwood, Motor Show, socials, etc.		Fortnightly, Sunday mornings.	Member of College, or on staff.	—	Variable.	A. Charnock, Sandersons House, Lancing College, Shoreham, Sussex.
Lytham St. Annes & District M.C.	1948	200	Competitions, trials, driving tests, and social events.	—	Monthly as advised by circular.	Must be proposed and seconded by members and accepted by the Committee.	21s.	21s.	T. Randall Barrett, 349, Clifton Drive North, St. Annes, Lytham St. Annes.
***Marconi A.C.** ...	1951	57	Film shows, treasure hunts, map-reading contests, gymkhana, dance, visits to factories, lectures.	Marconi House, Chelmsford, Essex.	—	Must be employees of Marconi Group of companies.	—	10s. Apprentices under 21, 5s.	R. M. Carroll, Marconi Auto Club, c/o Marconi Athletic and Social Club, Marconi House, Chelmsford, Essex.
Motor Racing E.C. ...	1948	150	Social, and marshalling at race meetings.	S.E. Essex Technical College and School of Art.	—	Past or present College members only.	—	2s. 6d.	P. Quenet, 35, Parkstone Ave., Hornchurch, Essex.

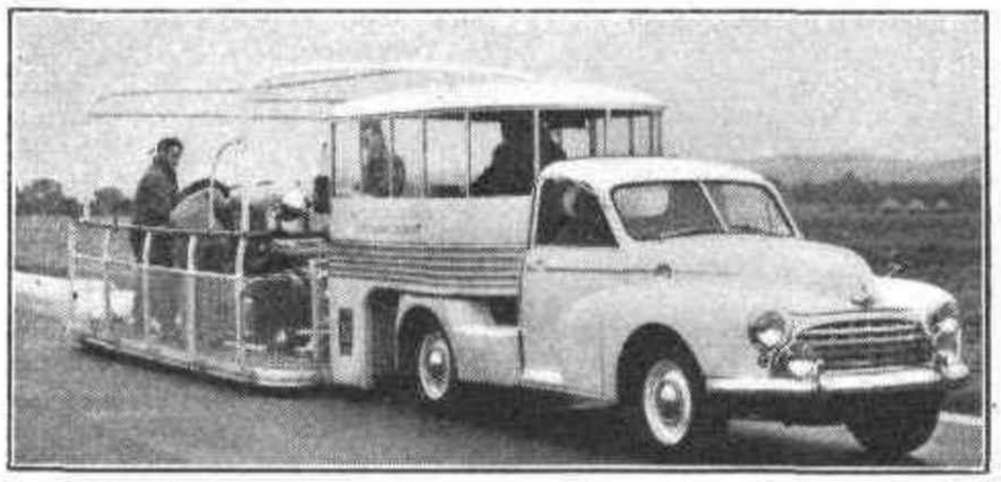
Name of Club	*Year founded*	*No. of members*	*Main activities*	*Headquarters (if any)*	*Times of regular meetings*	*Required qualifications or restrictions*	*Secretary's name and address*	*Annual Sub.*	*Entrance fee*
North London M.C. ...	1920	26	Social and competitive.	Net yet established.	Last Friday, Salisbury Crest, Essendon. 8.30 p.m.	—	G. F. Luck, 27, Ferney Rd., East Barnet, Herts.	Cars, 21s. 3-Wheelers, 17s. 6d. Solo m/c., 15s.	2s. 6d.
Rhyl & Dist. M.C. ...	1938	200	Navigation runs, major rallies, the "Rhyl Trial," grass tracks, etc.	Central Garage, Elwy St., Rhyl.	Committee meets every Tues., Crown Hotel, Rhyl.	Assist some branches of the sport.	G. Edwards, "Englefield," Russell Rd., Rhyl.	10s. 6d. Joint (husband & wife), 15s. 6d.	—
Rotax M.C.	Re-formed 1951	42	Provision of technical library and tools; film shows.	—	—	Full: restricted to full members of Rotax Sports and Social Club. Assoc.: granted at discretion of committee.	R. S. Nash, Rotax Ltd., Willesden Junction, London, N.W.10.	Assoc., 7s. 6d.	—
***Royal Naval Eng. College M.C.**	1929 Re-formed 1945	50	Sporting and social events for cars and m/cs.	R.N.Eng. College, Plymouth.	One per month.	Serving Engineer Officers in the R.N.	S/Lt.(E.) A. W. McAra. R.N., R.N.E.C., Manadon, Plymouth.	Resident, 12s.	—
Twenty-Ghost Club ...	1950	75	Preservation of early Rolls-Royce cars and social activities.	—	—	Invitation of committee.	W. F. Watson, Aldwich Hundred, A'dwich, Bognor Regis, Sussex.	10s.	10s.

*** Clubs not yet recognised by R.A.C.**

O.H.V. MORRIS-MINOR RUNS 10,000 NON-STOP MILES IN 10 DAYS

AT Goodwood during this month the new o.h.v. Morris-Minor four-door saloon made its debut in a remarkable fashion. It completed a run of 10,000 miles in 10 days, averaging 45.3 m.p.h. and over 43 m.p.g. on "Pool" petrol (supplied by Esso) on a circuit that is a severe test of tyres, suspension and transmission. More than this, the engine of the little Morris never ceased to run during this period, nor did the Minor come to rest. It was serviced correctly in accordance with the handbook by means of the Nuffield Organisation Central Experimental Department special research tender, which was built in five weeks. This trailer acted as "dry-dock" to the Minor as required and while in the confines of the trailer the car's engine never ceased to drive it, thrust being measured while car and tender were coupled, and it continued to run on its own wheels while so coupled, save for such wheels as were being changed. Oil was sucked from the sump and replenished, battery and fuel tank topped up, the chassis greased (save for its propeller shaft) and, as has been said, wheels changed, by lifting tackle, as required. The car was standard except for a large fuel tank, specially hinged seats to facilitate a change of drivers while in motion, and a hand-throttle.

Works test-drivers, two to a team, took two- and four-hour spells at the wheel. Each lap the car passed over an automatic lap-scorer set on the track in front of the control-tower. This was so arranged



that when both tender and car passed over it, only one recording was made. Car and tender were in touch with Control *via* VHF two-way radio and tape recordings were made of what the technicians said throughout the run.

Nuffield emphasise that there is nothing of a stunt nature about the research tender, which will be used to obtain test-data of all kinds as and when required. Nor was there any secrecy about the 10,000-mile demonstration. The Press was invited to attend Goodwood on October 9th, when the car had covered over 9,000 miles and watch it in action. We were allowed to ride on the tender during servicing-spells or watch it from lorries driven alongside. We were also permitted to drive other o.h.v. Morris-Minors round the circuit while the demonstration proceeded. (We had our fun in a 2½-litre Riley, but also rode in a Minor which, three up, proved able to reach a speedometer speed of nearly 60 m.p.h. along Goodwood's brief straights.)

Reverting to the 10,000-mile run, front tyres were changed after about 2,000 miles, but it had been found that Goodwood absorbs 1.7-h.p. in "circuit thrust" and that tyre wear when going round the circuit at 59 m.p.h. was 37.7 miles per 1 mm. of tread depth, compared to 1,500 miles per 1 mm. of tread depth at 45 m.p.h. on the road. Thus the need for frequent tyre-changes is no reflection on the Dunlop covers; indeed, Dunlop technicians paid warm tribute to the stability of the Minor on corners which made this tyre-wear possible. The performance and economy of the Minor is also magnified when "circuit-thrust" is taken into consideration.

Ten thousand miles in 10 days does not constitute an official record—the world's record for this distance is 89.71 m.p.h. (Citroën), in Class G 66.09 m.p.h. (Adler), but over banked tracks, not on a road-circuit. But it is a very convincing demonstration of the Series II Morris-Minor and the first time a car has run non-stop for such a distance. At night the Lucas lamps provided most of the illumination, bar a few lanterns at strategic points. The circuit

[*Continued on page* 529

LETTERS from READERS

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

SUNBEAM-TALBOT SERVICE

Sir,

I feel that it is time someone put in at least a word in defence of modern cars, against all the jeers and sneers of both the advertisements and letters in your journal about "modern tinware."

The only modern car you mention, the Morgan Plus Four, appears to give so much trouble that they are only fit for the scrap heap.

Until in 1950 I purchased a new Sunbeam-Talbot 80 I would perhaps have agreed with them, but now, after 2½ years, during which I have completed 34,000 miles of trouble-free motoring, I have come to appreciate the modern car.

No more tinkering or making do—no dirty hands and finger nails—just pour in petrol when necessary and perhaps change the oil and grease monthly. The only replacements have been a worn starter pinion, a tired coil, a windscreen-wiper motor, and battery.

Here is a car that will fit 40 miles in the hour with safety on winding roads owing to its perfect steering and roadholding. Good braking, extreme reliability and easy starting in all weathers. Also, a most important point, when averaging 36 m.p.h. on long journeys I can get 35 m.p.g.—giving me a cruising range of 350 miles on the 10-gallon tank. I must confess that coasting downhill helps one to attain this figure.

In finishing, I would like to say that the car is never nursed along. It is driven round a busy industrial practice every day, stopping and starting at least 20 times per day, and two or three times a year I give it a treat by belting it hard for 600 to 700 miles on visits to my parents in the North.

I am, Yours, etc.,

BRIAN K. SCOTT, M.B., Ch.B.

Skewen.

* * *

GARAGE SERVICE!

Sir,

I should like you to know of an instance of the service given to your readers by one at least of those who advertise in your paper.

Recently, while on holiday in Yorkshire, I was afflicted by magneto trouble on my pre-war Riley, and had to be towed to the nearest garage. It proved impossible to repair the damage on the spot, and the magneto was sent away for repair, involving me in a delay which was likely to be a week (it eventually proved to be a month).

In this predicament, I remembered seeing the name of Arthur Bryden, of Leeds, advertising Riley parts in MOTOR SPORT. I rang up to see if I could buy a spare magneto from him, whereupon, after hearing my position, Mr. Bryden insisted on my borrowing a magneto, and keeping it until my own was repaired. What really staggered me was that Mr. Bryden refused to accept any deposit, but merely observed that he would be extremely annoyed if he failed to get his magneto back! It is a pleasure to have dealings with such a firm.

If this is typical of the service MOTOR SPORT readers can expect, there is clearly more value in our eighteenpence-worth than the monthly enjoyment of your columns: I have been reading them since 1933, and hope to continue for many years.

I am, Yours, etc.,

W. T. WEATHERHEAD.

* * *

500-c.c. TRIALS CARS

Sir,

When the 500-c.c. racing-car class was first discussed, I wrongly thought it intended to give the back-yard car builder a sporting chance. No doubt the wonderful Cooper and Kieft cars, by dominating this class, have done our prestige good, and enabled promising drivers to develop their skill.

These thoughts were inspired by your remarks on the new R.A.C. trials car formula. The photos published below showed that there has been plenty of scope for the amateur designer to try putting his own ideas into competitive practice.

I wonder whether a 500-c.c. trials class would be the answer for those of us with "all the reefs taken in on their pocket-linings"?

I am, Yours, etc.,

Teddington. O. GRIGSON.

SPEED SIX BENTLEY AND 36/220 MERCEDES

Sir,

The articles entitled "Cars I Have Owned" have become a feature of MOTOR SPORT which makes very pleasant and interesting reading but they also have the psychological effect of formulating opinions about certain marques and models outside the experience of most present-day enthusiasts based entirely on the misfortune or good fortune of the owner concerned.

With this thought in mind, may I offer a contrasting point of view to Mr. Mortimer's, *vide* his excellent article in last month's issue as a balancing factor to whatever the younger generation of motor sport enthusiasts are now thinking about the 36/220 Mercédès-Benz compared with the Speed Six Bentley?

These two cars were near enough equals in engine capacity, the Bentley with six pots, 100 by 140 of 6,597 c.c. and the Merc. with six also, 98 by 150 of 6,789 c.c. The Bentley developed 175 b.h.p. and the S Mercédès 120 unblown and 180 blown. Maximum speeds in standard trim at 3,200 r.p.m. were approximately 90 for the Bentley and 110 blown in the Merc. Please note "standard trim" as I already know that a Speed Six did 130 at Brooklands in racing trim.

Mr. Mortimer seems to have been most unfortunate in acquiring four not very good Speed Sixes and crowned them all with one very, very bad 36/220 Merc. The first Speed Six collapsed its front wheel when "putting on all the steam it had," later estimated to be 70-75 m.p.h. and even so at this normal cruising speed the driver is lucky to be alive to recount the episode. The second one was "tiring to drive" and the fourth was "nowhere near the performance of the others."

If the 36/220 Merc. "could not hold a candle" to any of these Speed Sixes I am simply appalled to contemplate how any 36/220 could have fallen into such disrepair although oddly enough the engine was not disappointing after experiencing four Speed Six Bentley's!

"Full steam" in any average 36/220 will better the ton and I have never heard of one folding up a wheel under the strain. The only tiring operations in driving Mercs. are firstly holding hard down to the floor-board the powerful supercharger foot-controlled clutch-spring on the throttle and secondly, applying the brakes when you get frightened, both of which can be an extremely exhilarating way of getting tired.

Otherwise the pleasure of driving the big Mercédès and particularly the 36/220 is sheer unbridled joy. The roadholding is *par excellence* coupled with precision steering light as a feather at high speeds. Mr. Mortimer's adverse opinion on the roadholding and pleasure of driving of the 36/220 is the first such comment I have ever read.

The 36/220 Mercédès has quite an impressive racing record having in this country and Ireland achieved fastest lap time in competition with Speed Six Bentleys on two occasions, namely, 1929 Eireann Cup, Dublin, speed 83.8 m.p.h. (Bentley average 79.8) and the 1929 Brooklands Six-Hour Race, speed 81.19 m.p.h. (Bentley average 75.88).

Continental triumphs (not against Speed Sixes) were: 1927 German G.P. 1st, 2nd, 3rd.; 1928 German G.P. 1st, 2nd, 3rd., and at the 1927 Boulogne Speed Trials a 36/220 averaged over 70 m.p.h. from a standing start kilometre.

In closing I should not wish anyone to think that I put pen to paper in order to disparage the Speed Six Bentley. They were undoubtedly one of the world's finest and fastest sports cars of those days, as was the 36/220 Mercédès whose honour I hope to have vindicated; so out with those "candles" as we sigh for the days which have passed and taken with them the cars made for men.

I am, Yours, etc.,

Limpley Stoke. R. H. JOHNSON.

"Who's Who in the Motor Industry." (632 *pp. Roland C. Bellamy Publications, St. Mary's Gate, Grimsby.*)

This new work, the purpose of which is self-evident, promises to become more and more useful as each new edition appears. This first one contains omissions to the biographies and individual entries vary in length, while racing drivers have yet to be in a section on their own, which we would like to see. But for information of firms, trade personalities, journalists, racing drivers, a list of motor races, journals, associations, etc., this is a valuable and absorbing work of reference.

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LAMBDA. Series 7. Mechanically perfect. Complete overhaul 1951. New battery, 18-in. wheels, good tyres. Wings ropey only. £150 or near offer. Tel. : Cobham 639, 6-7 p.m. [3964

ASTON MARTIN Mark II 4-seater. Laystall engine overhaul: New clutch, differential, resprayed. 100 per cent. throughout. £395. W/Cdr. Amsden, R.A.F., Andover. [4313

LAGONDA 2-litre speed model, low-chassis tourer, 1930. Complete chassis/body rebuild 1951. Latest twin S.U.s ; clutch, brakes relined. New silencer, exhaust, hood. Resprayed and new fabric. Two new Dunlops. £200. Mills, 7(a), Port Hill, Hertford, Herts. [4315

M.G. MAGNA COUPE. Genuine £105 engine overhaul (4,000 miles). New tyres. £150. Brisbourne, Bankhouse Lane, Wem, Salop. [4317

F.N./B.M.W. 1936 Type 45 saloon, three carburetters, rebored. £215 or exchange Fiat 500 or 8-10 h.p. car. Tel. : Paddington 7888 or Box No. 4782, MOTOR SPORT, 15, City Road, E.C.1. [4318

BENTLEY, 3-LITRE Red Label Le Mans V.D.P. sports tourer. Green. Engine just overhauled. Very reliable and fast. Good hood and tyres, two brand new. Owner bought "4½." Will accept £350. Apply Halfway Garage, Hersham Road, Walton-on-Thames. Tel. : Walton 3082. [4319

SUNBEAM 12, 1930. New radiator, rewired, complete engine and general overhaul, 2,000 miles since. Offers. Box No. 4783, MOTOR SPORT, 15, City Road, E.C.1. [4320

£50. 1928 AUSTIN SEVEN saloon. Sound waterproof body. Four new tyres. Excellent mechanically. Starter, dynamo, lights, magneto etc., perfect. Tel. : Dick, Fremantle 9071 after 6.30 p.m. [4321

FRAZER-NASH 1927. Anzani super-sports engine. 2,300 miles since overhaul consisting of rebore, new pistons, crank regrind, brakes relined, rear-end overhauled by James Boothby Motors ; radiator, magneto, starter motor and S.U. carb. reconditioned. Boulogne body with the two front seats re-upholstered and new windscreen. Tyres : two new Dunlop Forts on rear, two new retreads on front (all 2,300 miles) ; spare retread unused. £180. Genuine bargain for enthusiast. Box No. 4784, MOTOR SPORT, 15, City Road, E.C.1. [4322

RILEY 12 Saloon, 7/36. Overhauled. Clean. Genuine bargain at £220. 6, Oaklands Avenue, Oxhey, Herts. Tel. : Gadebrook 2942. [4324

VINTAGE H.E. Sports Saloon fitted reconditioned 12-h.p. Morris engine, 7,000 miles ago. Brakes relined, dyno-starter, magneto reconditioned, new battery. Very good condition throughout. Reliable. Recently assessed by dealer £125—accept £85 for quick sale. Purchasing Sunbeam. Kingscat, Haroldslea Drive, Horley, Surrey. Tel. : Horley 962 [4325

BRITISH SALMSON 12 h.p. 4-seater open sports, wireless etc. £250 or exchange for small saloon, cash either way. Tel. : Southall 3593. [4326

ARNOTT SUPERCHARGER unused, suit 1½ or 2 litre. £30 or offer. Stark, 12, Queen Anne Avenue, Bromley, Kent. [4327

M.G. TC. 1947. Black with red leather. Engine fitted Cromard liners. New hood and screens. Perfect. 2, Clinton Court, Seaford. [4328

VINTAGE ALVIS, 1923, 12/50. big port, short stroke, Wilson gearbox, hood, side screens very good condition. £100 o.n.o. Tel. : Bowes Park 7438. [4329

HUMBER EIGHT. 1924. £70. Spare engine. A.C. 12/6, 1927. £90. Spares. Very good cars. insured year. 118, Eton Road, Orpington, Kent. [4331

£100. 1931 OPEN TALBOT 95. Epsom area. Backus, 6, Drummond Gardens, Epsom, Surrey. Tel. : Epsom 3858. [4333

TALBOT 75 shooting brake. Very smart lines, well maintained, fast, economical, 25 m.p.g. £195 o.n.o. Stevens, "Aldebaran," Nurstead Avenue, Longfield, Kent. [4337

FOR SALE—*continued*

BLAKES OFFER the following items surplus to stock requirements : M.G. TC engine (less carbs.) and gearbox. Linered to 1,087 c.c., new pistons, only run 5,000 miles. £100. Bugatti G.P. Type 37 (?) radiator. £10. 2 cycle wings ex Cooper-M.G. Aluminium. £5 pair. 4½-litre Invicta gearbox. £12. 10s. M.G. Midget 4-speed E.N.V. remote washbox as new. £12 10s. Riley 1½ single carb. inlet manifold. £1 10s. Brooklands Riley 2-gallon finned aluminium sump. £4. "30/98" radiator. £5. 1921 Silver Ghost Landaulette. 1 owner. 56,000 miles. Real Bedford cord rear upholstery. Good running order. £100. Many spares for Riley 9, Red Label Bentley, "30/98" and Hyper Lea-Francis. J. Blake & Co. Ltd., Northern Sports Car Specialists. 35, Hardman Street, Liverpool, 1. Tel. : Royal 6622. [4336

WHEELS, repairs, rebuilds and conversions. Wheels in stock from 1925. W. & L. Page, Pottery Road, Brentford. Tel. : Ealing 5538 [4343

ASTON-MARTIN International 1931. Excellent condition throughout, bills available renewals, repairs since purchased 1947. Details in request. Box No. 4803, MOTOR SPORT, 15, City Road, E.C.1. Tel. : Oxford 48121. [4344

500-C.C. SPORTS 2-seater rear-placed Rudge. Chain-drive, diff., i.f.s., lights. £65. Taxed. Home Farm, Ravensden, Bedford. Tel. : Ravensden 207. [4345

JIMMY CUMMINS RUMBA BAND, 87, Ballogie Avenue, Neasden, N.W.10. Tel. : Gladstone 4338—1930 Sunbeam. [4346

RILEY LYNX 12/6. 1933, 4-seater tourer, good condition, offers. Apply Wilkins & Cox Ltd., Temple Street, Wolverhampton. Tel. : Wolverhampton 22939. [4347

COPPER 500 CHASSIS £20 or exchange for complete set of matched instruments. Box No. 4785, MOTOR SPORT, 15, City Road, E.C.1. [4348

1905 A.D.

Edwardian Heydays. The Horseless Carriage is now the Motor Car. The first Motor Show is held at Olympia.

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RILEY. Specimen 1½-litre Continental saloon. Special series, twin carburetters, Scintilla Vertex magneto. New engine—not reconditioned. All in really first-class mechanical condition. Interior and exterior body excellent. Good tyres. £395. Hamilton, 14, Yarningale Road, Birmingham, 14. Tel.: Highbury 2855, or Erdington 2207 (business hours). [4352

1937 B.S.A. SCOUT 4-seater sports. Rebored, new battery, petrol pump, etc.—bills. Just run-in. Clean body. £165, o.n.o. Moorings, Felix Lane, Shepperton, Middlesex. [4355

DIATTO, 1925, 16 H.P., in superlative and original condition. Four-seater sports tourer. Most carefully maintained and driven. Two owners. A unique motor car. Plenty of spares, including spare cylinder head. Very good tyres. Four spare wheels, two having new unused Dunlop tyres. Original upholstery still in virtually perfect condition. Nearly new mohair hood and side-curtains. Bosch electrical equipment with large fog-lamp: Tapley gradient meter, revolution-counter, new Exide "Double Life" battery fitted June, 1951, Auster triple folding windscreen to back seats. Taxed to December 31st. £375. Thomas, 11a, North Road, London, N.6. Tel.: Mountview 2527. [4356

PB M.G., 1935. Bills for £180 overhaul. £50 under dealers' prices at £245. 87, Bromley Heath Road, Downend, Bristol. Interested V8 coupé or special. [4359

SUNBEAM 2.2-LITRE, 1931, Sportsman's Saloon, 6-cylinder o.h.v. This craftsman-built luxury-class car has been cared for as it deserves and is in tip-top condition throughout. End of season price £220 only. Tel.: Weybridge 4066. [4360

FOR SALE—*continued*

A90 power hood convertible body for sale. Absolutely complete, instruments, radio, heater, seats—everything except chassis. 1950. Hard top fitted. Or would purchase suitable chassis. £235. 91, Lyndon Road, Birmingham, 27. [4363

M.G. P-TYPE crown-wheel and pinion, nearly new, £6. Tel.: Watford 2771. [4364

CYLINDER BLOCK for PB M.G. Also complete nosepiece assembly less crown-wheel and pinion, suitable for Wolseley Hornet or M.G. Any fair offer accepted. Tel.: Silsoe 313. [4365

ALVIS FIREBIRD, 1936, 4-seater sports tourer. One owner. Excellent condition throughout. Offers in excess of £275 considered. Write : Box No. 4789, MOTOR SPORT, 15, City Road, E.C.1. Tel.: Bournemouth 5577. [4366

1910 LEON BOLLEE landaulette, 28 h.p. New leather hood and upholstery. Six good tyres. Complete and thoroughly sound. Nine thousand miles only. £200. Rose, 69, Lytton Avenue, Letchworth, Herts. [4368

LAGONDA 3-LITRE Weymann saloon, first registered 1934, 30,000 miles since extensive engine overhaul. Rewired. Very good all-round condition. Must sell, £175. Newcomb, Monkwood, Sewardstonebury, E.4. Tel.: Silverthorne 4722. [4369

1932 12/60 ALVIS sports saloon. Completely overhauled. Taxed. £180. P.O., Seabrook, Hythe, Kent. Tel.: Folkestone 78480. [4370

RILEY NINE LYNX, 1933. Excellent mechanically, two new, two good tyres, good hood, sidescreens. Offers, 83, Wades Hill, London, N.21. [4371

1927 ROVER NINE 4-seater tourer. Almost perfect original condition. Taxed, insured. Tools, handbook, spare axle, gearbox, prop.-shaft. Exchange, cash either way, or sell, £70. Slee, 59, Paterson Street, Birkenhead. [4373

1934 SINGER coupé. Complete. Slight accident to front. £50. Mac Motors (Surbiton) Ltd., 76, Brighton Road, Surbiton, Surrey. [4374

EX-TITLED OWNER. Rolls-Royce 20-h.p., 1924. landaulette, excellent condition throughout. Recently coach-painted royal and black. Upholstery excellent; navy leather front, grey whipcord back (with linen covers). Impossible to pass without a second look. Genuine reasons for sale. Best offer over £280. M. Burrill, Egret House, Old Street, Ashton-under-Lyne. Tel.: Ashton-under-Lyne 3713. [4375

1950, 51 AND 52 COPIES of *Autocar, Autosport* MOTOR SPORT. Good condition. 130 copies in all. First decent offer accepted. M. Burrill, Egret House, Old Street, Ashton-under-Lyne. Tel.: Ashton-under-Lyne 3713. [4376

SINGER NINE F.H. coupé, 1933. Fitted reconditioned Ford Eight engine and gearbox—just run-in. £120 or reasonable offer for quick sale as owner gone abroad. Tel.: Ambassador 5891. [4377

LAGONDA, 1936, 4½-LITRE saloon, in exceptionally good condition. £475 or preferably exchange for 4½ open Lagonda in similar condition, 1936 or later preferred. May, Newton Road, Birmingham, 22A. Tel.: GRE 1852. [4378

LEA-FRANCIS 12/40, 1931, 2-seater with dickey. Very sound mechanical order. Together with numerous spares. £95, o.n.o. Langston, Felonia, near Dymock, Gloucestershire. [4379

1952 BUCKLER MK. XI FRAME, 7 ft. 10 in. wheelbase. Unused. Offers. Box C5, Smith's, New George Street, Plymouth. [4380

1½-LITRE RILEY SPRITE, 1936. Mileage genuine 27,700, laid up seven years. Four Amals, cross-flow head with oversize inlets and four-branch exhaust. Balanced engine, ports polished. Armstrong preselector. New batteries, tyres. Scintilla Vertex overhauled makers. Entire car immaculate condition. Offers around £525. Stableford Garage Ltd., Stableford, Stoke-on-Trent. [4381

CITROEN 12/8 exchange crankshaft and con.-rods 160 by 40 retread Michelin tyre, unused. Cheap. P. Brackley, 57, Great Lane, Bierton, Aylesbury, Bucks. [4382

ANDRE TELECONTROLS—four Type HC33/2. regulator, reservoir, gauge unions, two rear-axle casing fittings, low mileage, £13. Waltham 3½-in. aircraft 8-day clock, 24-hour dial, centre seconds, date, setting hands, first-class, accurate instrument, £4. Near London. Box No. 4790, MOTOR SPORT, 15, City Road, E.C.1. [4383

RILEY 12/6, 1933. Metal saloon, 4-seater, black. Single S.U. £110. Relleen, 63, College Road, Epsom. [4384

RILEY 12/6 sports saloon, 1933, manual box, good condition. £130, or exchange March Special, Lagonda Rapier, etc., cash adjustment. Field, "Dean View," Carnock Road, Dunfermline. [4388

1936 B.M.W., 12 H.P., 319/2. Drophead foursome, in superb condition. Recently fitted new hood, engine and tyres. Just recellulosed. £245. The Rectory Hotel, Stoneham Lane, Eastleigh. Tel.: Eastleigh 871941. [4389

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1937 4-door Saloon A.C. This car is at present having a complete crank regrind and bearings throughout. A really beautiful car. **£275**

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LEA-FRANCIS, 1947. Engine and gearbox, 4-cylinder, 1,767 c.c., complete with all accessories **£75**

We are dismantling the following cars and most spares are available:

6½-litre Bentley.
1934 Talbot 67, 75 and 95 saloons.
21-h.p. D.M.S. Delage.
37.2-h.p. Hispano-Suiza.
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Most spares also for Bentley, Delage and Lancia Lambda.

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Instruction book.

Probably the smartest Type 130 in the country. Taxed and insured.

£395 or offer

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Near THETFORD, NORFOLK

FOR SALE—*continued*

RILEY 12/4 FALCON, 1935. Dismantled, most parts, including chassis, wings, doors. Batte, 138, First Lane, Hessle, Yorks. [4385

M.G. 18/80 saloon, resprayed, small mileage, one previous owner. Remarkable condition. Capable high averages. Sacrifice, £115. Would exchange drophead or large roadster. Pringle, 32, Clarendon Villas, Hove. Tel.: Hove 32220. [4392

OPPORTUNITY OCCURS to secure works-maintained 1,100 H.R.G., 1947, black with red leather, new hood and tonneau cover, good tyres. £600. H.R.G. Engineering Co., Oakcroft Road, Tolworth. Tel.: Elmbridge 4489. [4393

A.B.C., 12/40 H.P., 1926. Unique, in excellent condition. £85. Down Cottage, Crawley Down, Sussex. [4395

COUPE BODY, fixed-head 2/3-seater, off 1937 Packard 120. £30. 15, Belgrave Road, Chester. [4397

FOUR NEW INDIA TYRES, 650 by 16, still in wrappings, £30. Margaret Whittle, Bloxham, Oxon. [4398

BUGATTI, TYPE 38, 2-LITRE, good condition First, Silverstone, September. New tyres, new carburetters, Bugatti-blue. £195. Box No. 4792, Motor Sport, 15, City Road, E.C.1. [4400

AUSTIN 747-c.c. SPECIAL. Two new tyres, rear tank, new headlamps, magneto ignition. Good condition, body needs completion. Owner abroad. £60. Box No. 4793, Motor Sport, 15, City Road, E.C.1. [4401

RILEY NINE KESTREL (mid-1934), manual gearbox. Overhauled—new bearings, etc. Interior newly upholstered. 38 m.p.g., oil negligible. Best offer. Honey, Longacre, Church Road, Hartley Hill, Longfield, Kent. [4402

ROUGH MERCURY ENGINE, accessories. Sell, exchange Chrysler 5-stud, 6.25 by 16 wheels, or S.U.s suitable 28 h.p. Broadhead, Colne Road, Barnoldswick, Colne, Lancashire. Tel.: Barnoldswick 2233. [4404

PB M.G. SPARES. Good condition. Complete differential, half-shaft, steering-box, exhaust, 4.50 by 18 wheel, gaskets (new), etc. £18. Weekends. Lilburn, 15, Denewood Avenue, Handsworth Wood, Birmingham, 20. [4405

BENTLEY 3-LITRE 2-seater, special underslung chassis, good tyres, body and mechanical condition. Present owner 20 years. £175. Also car trailer, new body and tyres, sprung drawbar brakes, 10 cwt., £20. Quantity Bentley spares, including crankcases, blocks, radiators, gearboxes, axle parts, crankshafts, brake shoes, etc. The Green Garage, Boughton Monchelsea, Maidstone. [4406

ALVIS 16/95 saloon, 1934, excellent condition throughout. New e.w. and p., brakes relined, bore wear negligible; 21 m.p.g. Photo. £175. Walker, 270 Widney Lane, Solihull. Tel.: MID 1129 (daytime). [4408

FIAT 1,100, 1940, coachbuilt drophead body by Ranalah; beautiful condition throughout. Push-button radio; excellent Dunlops; engine just completely overhauled, including crankshaft regrind. Fast, economical. A.A. inspection invited. Exchange for good Alvis Speed Twenty-five plus £100, or sell for £450. Tel.: Pinner 6679. Box No. 4795, Motor Sport, 15, City Road, E.C.1. [4409

CITROEN 12.8-H.P. roadster (1938). This unusual and very attractive model in exceptionally fine condition, offered for sale, £425, or in exchange for equally good saloon. Family reasons. Grant, 23, St. Francis Road, Salisbury. Tel.: Salisbury 2878. [4410

M.G. 4-seater utility, F-type Magna. Engine just completely overhauled and now as new; five new tyres; new battery; rewired. Steering bushes and king-pins renewed, brakes relined, wheels respoked. New wooden utility body. Bargain, £200. 22, St. John's Street, Farncombe, Surrey. Tel.: Godalming 1936. [4411

1932 M.G. MIDGET. Suit engineering enthusiast. Crankcase and one piston assembly damaged. Offers to: Tel.: Ewell 1075. [4412

£130—12-H.P. ALVIS FIREFLY sports saloon. Engine, tyres, good; coachbuilt. Taxed, insured. Tel.: Bayswater 5516. Box No. 4796, Motor Sport, 15, City Road, E.C.1. [4413

TALBOT 105 SPARES: high-ratio back axle complete with close-coupled prop.-shaft, £25; Series AV105/100 engine with preselector box, £45—engine was completely overhauled 8,000 miles ago. All other spares for this model. Send s.a.e. for list. Box No. 4797, Motor Sport, 15, City Road, E.C.1. [4414

M.G. L-TYPE 2-seater. Undoubtedly finest in country. 18 months' complete rebuild finished June, 1952, 3,000 miles. Enthusiast-owned. Rais compression, polished head, all moving parts replaced. New tyres, rechrome, respray black, new green upholstery, hood, sidescreens, two tonneaus, windtones, brakes. Complete literature, drawings, spares. Complete garage equipment, special tools for maintenance and overhaul. Bills shown. Photographs supplied of rebuilding and completion. All inquiries answered. £400, o.n.o., the lot. Milligan, 16, Manor Park, Bristol, 6. [4416

FOR SALE—*continued*

RELUCTANTLY: 1932 HORNET SPECIAL 4-seater saloon. 2,000 miles since reconditioned engine, new battery, petrol pump (bills for £120). Body rough. Exchange 750 Austin or Ford—sell, £130. Tel.: Brixton 7824. [4417

BENTLEY 3-LITRE RED LABEL. Post-war drophead coupé 4-seater body. Four new tyres, three spares. Brakes relined, body resprayed, 1952. P.100s, twin S.U.s £250, quick sale. Sperryn, 87, Walmley Road, Sutton Coldfield. Tel.: Daytime, Birmingham, Midland 1557. [4418

MORRIS SPECIAL, 10 H.P.(M.), suitable for trials or general road work; i.f.s., box chassis, Morgan rear axle. Registered 1950. Price £150, would exchange for 8-h.p. saloon. 5, High Street, Chesham, Bucks. [4419

TALBOT 110. Rare 4-door all metal sports saloon. Superb car with fine lines, in black and chrome. 1936, similar to 1939. Post-war condition. £325, taxed, o.n.o. Reid, 12, Corporation Road, Ilkeston, Derbyshire. Tel.: Ilkeston 1089. Six miles west Nottingham. [4420

MERCEDES-BENZ, "Stuttgart 200." 1934. Reconditioned throughout, finished in white, undersides, interior and hood in red. Independent suspension on all wheels, over-drive, l.h.d. Believed to be the only 2-seater roadster of this model in the country. Sell or exchange for small Mercédès saloon or other Continental. Allsop, 16, Station Road, Mickleover, Derbys. Tel.: Derby 53131. [4423

RELUCTANTLY: D.C. DARRACQ, home-built body needs completing. Bentley wheels, new wings, lots of spares. Offers after full particulars. Box No. 4833, Motor Sport, 15, City Road, E.C.1. [4426

M.G., 1939, T Tickford coupé. Telecontrols. Attractive car. £245. Terms, exchange. 117, Meadow Street, Sheffield. Tel.: Sheffield 20282. [4427

H.R.G. 1,500, 1947, Aerodynamic coupé. £100 recently spent on engine, clutch, springs, king-pins, instruments, seat interiors, carpets. £500, or exchange Renault or Minor. Jones, Swiss Cottage, Llanelly. Tel.: Llanelly 1184. [4428

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AMILCAR SURBAISSE, 1929, £90, o.n.o. Same, 1927, fitted M.G. engine, £70, o.n.o. Many spares for both. Must sell, going abroad. Rennie, 2, Gate Cottages, Chorleywood, Herts. [4429

VALE SPECIAL 2-seater sports. Reconditioned Triumph engine. Reliable, economical. Offers near £175. S.A.E. for photograph. London area. Box No. 4798, Motor Sport, 15, City Road, E.C.1. [4430

ROLLS-ROYCE, 21 H.P.: years 1923/29, from £125 to £275; 25 h.p., years 1930/34, from £250 to £700. Rolls overhauled—spares—modern bodies fitted—bodies modernised. Johnson, 109, Egerton Road, Fallowfield, Manchester, 14. Tel.: Rusholme 3009. [4431

4½- AND 8-LITRE BENTLEY instruction books. 6½ Bentley spares and tools. 1921 Ghost landaulette and spares. 700, 600, 525 by 21 in. tyres. Six 40/50 Rolls 700 by 20 W.B. wheels—long hubs. What offers? Dale, 142, Chesterton Road, Cambridge. [4432

LAGONDA 2-LITRE, 2-door foursome sports coupé, rear trunk; offers. Rover Speed Twenty, 1934, foursome coupé, £175. Both excellent order, good tyres, batteries, taxed. Wanted: Lagonda 4½ tourer or drophead. J. N. Gilbey, South Cadbury, Yeovil, Somerset. [4433

BUCKLER, illustrated Motor Sport August, 1952. Specially tuned Ford Ten. Twin S.U.s. Immaculate condition. Mechanically perfect. Leather upholstery. Excellent hood. Ready trials or racing. Taxed. £545, o.n.o. Worsley. Box No. 4799, Motor Sport, 15, City Road, E.C.1. [4434

£25—RECONDITIONED FORD TEN engine, suitable for most "specials." Pratt, 84, Mount Nod Road, Streatham. Tel.: Streatham 2756. [4435

"75" FOR £75. 1934 Talbot in good condition, preselector; uses little oil, consumption over 20. Lancashire. Box No. 4801, Motor Sport, 15, City Road, E.C.1. [4437

FOR SALE—*continued*

1936 M.G. PB 4-seater. Extensively reconditioned this year, just run-in: 65 lb. hot, no oil; 38 m.p.g. £200 worth repairs, new steering, battery, mohair hood, rewired, resprayed, dashboard, instruments, oil-coil. Enthusiast's dream. Unexpected forced sale. £375. Nunn, 139, Surrenden Road, Brighton. Tel.: Brighton 57015. [4439

G.N. SPARES: pair rear 7-dog hubs and nuts, two 7-dog wheels, front axle beam and king-pins. Vintage Talbot radiator. Wanted: Frazer-Nash radiator, pair 42-mm. rear hubs for 1¾-in. axle. Exchange preferred. Box No. 4802, Motor Sport, 15, City Road, E.C.1. [4440

1925 FIAT, 26.7 H.P., MODEL 519. Excellent condition throughout. Spare engine, back axle, tyres, etc. £250. Tel.: Arnold 4911. [4441

ALVIS TK 12/60. Excellent condition. Recent extensive overhaul. £230, o.n.o. Taylor, Tel.: Theydon Bois 2393. [4442

SINGER LE MANS 9-H.P. 4-seater. Resprayed June. Engine rebuilt, not yet run-in. £200, o.n.o. Wall, Rockstone House, Titchfield, Hants. [4444

SINGER LE MANS 1933-4 gearbox, flywheel, clutch plate, pressure plate, prop.-shaft. Seven 18-in. Rudge knock-on wheels rebuilt and enamelled red. Five 18-400-450 tyres, tubes. 168, Churchill Road, Birmingham, 9. [4445

1934 2-LITRE, 6-CYLINDER FRAZER-NASH, first registered 1946. Just completely rebuilt, re-engined, re-upholstered, recellulosed. Fully equipped. 95 m.p.h. £275, exchange, o.n.o. Wanted: 'Nash chassis complete, less engine. Details: 12, New Street, Sheerness. [4446

RILEY NINE sports 2-seater, registered 1948. Aerodynamic professional body, cycle wings. Exchange 4-seater tourer, coupé, saloon; sell, £275. Tel.: Wanstead 2563. [4447

SINGER NINE, 1933, open 4-seater. £170, or near offer. James, 23, Merton Road, Leyton. [4448

AERO-SCREEN, Triplex, 17s. 6d.; racing hand air pump, 7s. 6d.; klaxon 6v. horn, 15s.; slab tank, 8-gall., 10s.; Cubitt instruction manual, 15s.; four vols., "Modern Motors," 1924, 12s. 6d. All in good condition. Hall, 21, Welbeck Road, Southport. [4450

HORNET SPARES? Dismantling 1930 and 1932 models, everything available—chassis, engine parts, radiators, road wheels, steering, differentials, brakes, etc. Scott, 14, Orchard Way, Luton, Beds. [4451

SINGER LE MANS sports saloon, immaculate condition. £70 recently spent on front end alone. Spares include sleeved block, etc. £285, o.n.o. Photos and particulars. 23, Browning Way, Heston, Middlesex. [4452

ALVIS FIREBIRD saloon, clean. Sell or exchange 1939 car. Hanmer, Saltfleet, Lincs. [4453

1927 HUMBER NINE tourer, good condition. New Lucas battery fitted. £45. Atkinson, Crown Club, Spondon, Derbys. [4455

AUSTIN SPECIAL, very smart, sound; good hood. £120. Tel.: Loughton, Essex, 313, preferably mornings. [4456

£135—MORRIS 2-seater tourer, 8 h.p. Economical, weatherproof. Excellent throughout. Daily use. Would exchange Ford-engined "special." 7, Hogarth Gardens, Heston, Hounslow. Weekends. [4457

1934 J2. Recently bored, crankshaft ground, new hood, battery, etc. £200, or offers; also for all engine parts. 11, Hall Road, Ashton-under-Lyne, Lancs. [4458

£39—AUSTIN SEVEN saloon, 1930. Mechanically 100 per cent.; body mediocre. Tel.: Beckenham 2862. [4459

A. HYDE-EAST reluctantly offers for sale his 1,500-c.c. blown 2/3-seater Alfa-Romeo. Larger car necessary. This car is known to many Vintagents, and is in beautiful condition throughout. Maintenance reports available. Offers around £300 acceptable, and very much under value. H.P. could be arranged. Also for sale, 1929 Riley Monaco; body quite reasonable; good mechanically; four nearly new tyres; replated battery just fitted; £65. 9, Waldegrave Road, Teddington, Middlesex. Tel.: Molesey 4317. [4460

ALSO AT MOTOLYMPIA: all parts for 1937 Renault 18/4, three Hudsons, three Talbots, three Alvis, B.S.A. 4 and 3-wheelers, two Chryslers, three Rovers, two Rileys, 1935 Buick N.A. Aston-Martin engine parts, also 1939 Renault Twelve. Daimlers, Lanchesters, etc., too numerous to advertise. Your inquiry goes through three depots in three counties. New Austin Seven crankshafts and crown-wheels. Motolympia, Oswestry. Tel.: Oswestry 480. [4468

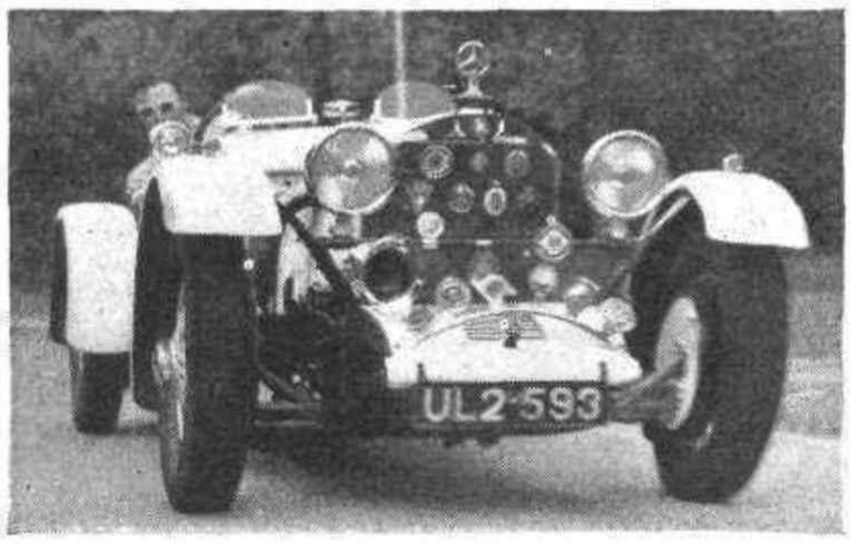
ATLAS BATTERY CHARGER, Zenith air cleaner. Millward, Lowfield Heath, Crawley, Sussex. [4471

RILEY NINE, 1931. Taxed, insured. New battery. £75. 127, St. Margaret's Road, near Ware, Herts. [4472

MERCURY SPECIAL, 1950. 2,000 miles only. Tubular chassis, divided axle, i.f.s. Requires new rear axle. Not suitable for trials. £120. Replacement axle available. Gutteridge, Funtington, Chichester. [4478

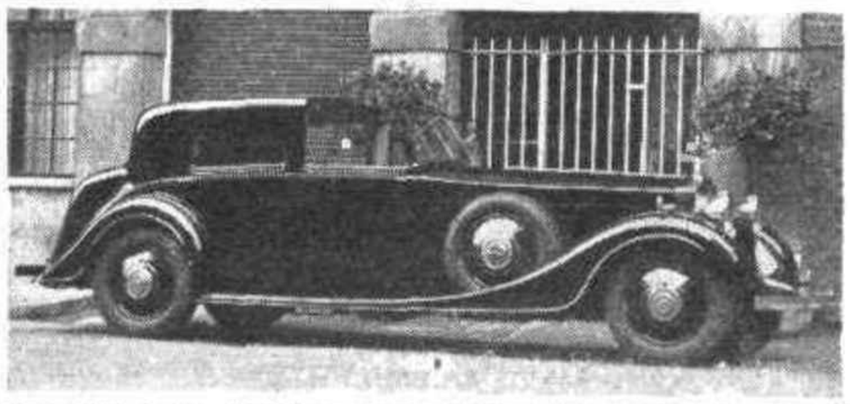
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ROLLS-ROYCE SILVER GHOST (1925), Ch. No. 32 E.U./Eng. V131. Original chassis fitted with 1936 Thrupp and Maberley sports saloon body. Bills for £150 available for work on engine transmission and clutch this year. The whole Rolls is in quite remarkable condition and represents an opportunity for the connois eur to acquire one of the last of the Ghosts in an unusually fine state of preservation. The tyres are excellent, the battery new. Taxed. Guaranteed.

£200



ROLLS-ROYCE (July 1935) PHANTOM II, Ch. No. UK30 Eng. No. T.V.45, Owner-driven Sports Sedanca by H. J. Mulliner with ride-control and synchro-mesh gearbox. The last of the Phantoms. A most compelling and outstanding example of the classic styling of the middle 'thirties. Having had two distinguished owners since delivered in 1935, and having been stored throughout the war years the total completed mileage to date is only 68,000 The services of Messrs. Rolls-Royce Ltd. were subsequently enlisted to return this Sedanca to the road, and it has since been most fastidiously maintained in every possible respect. The H. J. Mulliner coachwork is without blemish. The interior decor was completely re-newed by the previous owner quite regardless of any monetary consideration, the five tyres perfect, the battery new. R/R specialist-serviced to our instructions. Without doubt, one of the finest carriages, of any marque, yet to pass through our hands. This Phantom is incomparably Rolls. Taxed. Guaranteed.

£725

ROLLS-ROYCE 21.6 (1929) fixed head foursome coupé by Taddon Bros. We are at present negotiating for this Rolls and will be able to furnish details upon enquiry.

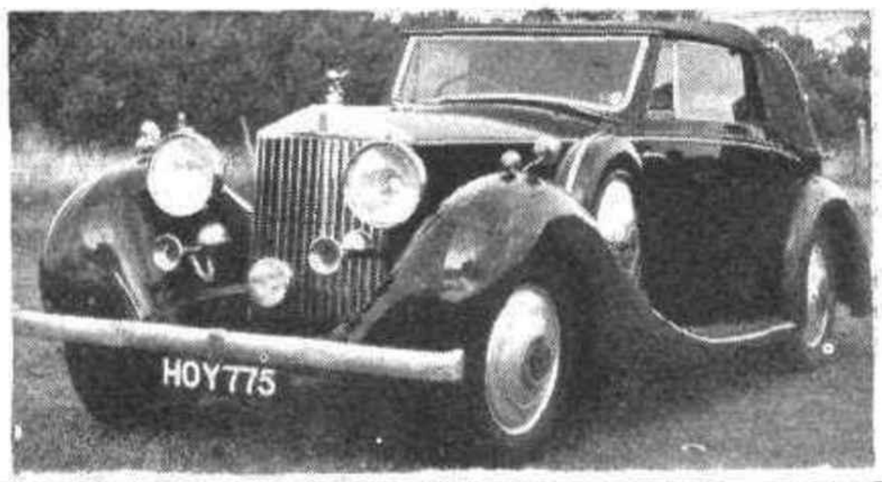
£375 or thereabouts

WOLSELEY 25 h.p. (1938/9) Five-seater drophead coupe by Salmon-Tickford. One of the very rare and much sought-after models with P.100s., twin pass lights, "Welltone" horns, H.M.V. Radiomobile, interior heaters and all mod. cons. Dark green with natural pigskin upholstery. Fast and reliable. Taxed. Guaranteed.

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ROLLS-ROYCE 21.6 (1927) Ch. No. GXL. First registered 1932. Thrupp and Maberley, owner-driven saloon with division. Requires many enthusiastic man-hours to restore to former pristine glory. Taken in part exchange last month by now unemployed salesman.

£100



ROLLS-ROYCE 21.6-h.p. REPLICA (1938/9) Ch. No. GBM.3., Eng. No. E 4X. Three position drophead by Compton. Identical coachwork to our October issue illustration. In really excellent condition throughout, having obviously been meticulously maintained, the more outstanding features include: recent recellulose and rechrome, new maroon mohair hood, new carpets. Complete with post-war P.100s, windtone horns, pass lights, 19 in. wheels and discs, five tyres etc. This Rolls Twenty runs, as may be imagined, incomparably well, and, at the time of going to press, is undergoing a comprehensive examination and service in the hands of the R/R specialist who normally carries out our work. Yet another sports Rolls combining not inconsiderable character with reasonable economy. Taxed. Guaranteed.

£575

ROLLS-ROYCE (1925) "SILVER GHOST" tourer. Details too late for insertion, but will be forwarded, together with photograph on application.

LAGONDA 2-LITRE, low-chassis twin cam. Rebuilt and re-registered 1947 with 2-seater open-tourer coachwork. A considerable amount of money has been expended this year on resleeve, reground crankshaft, clutch, brakes etc., and other items details of which are available together with all the bills. An unusually smart, relatively fast and economical example of a well-revered vintage model. Taxed.

£225

WE ARE NOW IN A POSITION TO OFFER A RECONDITIONED EXCHANGE-ENGINE SERVICE FOR ROLLS TWENTY MODELS. DETAILS ON REQUEST. WE ARE ALSO CARRYING A SMALL BUT VARIED STOCK OF ASSORTED SPARES FOR THESE MODELS AND WILL BE PLEASED TO MAKE THESE AVAILABLE TO ANY ROLLS OWNER REQUIRING ASSISTANCE.

We have a number of enquiries for Rolls-Royce 20/25 and P II owner-driver models—both in saloon and drophead form—and we would be grateful to receive particulars of these or similar models in good condition.

Our Representative will attend anywhere in the U.K. by prior arrangement.

Exceptional Hire Purchase facilities. Part exchanges only if in good mechanical condition.

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FOR SALE—*continued*

BENTLEY 3-LITRE RED LABEL tourer. Resprayed, rechromed; perfect mechanically; £300, o.n.o., or exchange 9/10/12 Riley, Rover, Alvis saloons. Clifford, Bentmoor, Low Bentham, near Lancaster. Tel.: Lancaster 3817. [4658

DELAGE D.9 saloon. Resprayed coachwork. Mechanical condition excellent. £150, or offers. Consider exchange open car. Lander, Tel.: Woodhouse-Eaves 339, Leicester, after 6 p.m. [4660

JAGUAR 100 3½-LITRE sports, 1938. Reconditioned engine. Recellulosed. Terrific performance, superb appearance. Taxed. Nearest £425, or exchange. Tel.: Brighton 29972 before 8 p.m. or 27073. Sussex. 4661

ARMSTRONG-SIDDELEY. Secondhand spares 15-h.p. model, *circa* 1933. All spares except gearbox; also several 19-in. tyres, headlamps, tank, etc. Must sell, space wanted. Tel.: Farnborough (Kent) 1410. [4662

£180—SINGER LE MANS, 1934, 4-seater "special." A really grand speed job. Magnificent performance, giving full-throated roar. Complete hood and side-screens renewed 15 months ago. New seats, flooring, tonneau and hood cover 2 months ago. Pacific-green cellulose in very good condition. Personally maintained since 1939 by father and brother mechanics. Any trial with absolute confidence. Photos on request. Genuine reason for reluctant sale. D. C. Evans, *Evening Telegraph*, Harpur Street, Bedford. Tel.: Bedford 3282. [4663

AUSTIN NIPPY, Speedy engine, new hood; £200, o.n.o. Harrop, 4, Berwyn Boulevard, Bebington, Cheshire. [4664

8-LITRE BENTLEY 2/4-seater tourer. Two previous owners; excellent tyres; very good mechanical order. Very fast, with 22 m.p.g. £175. Box No. 4829, MOTOR SPORT, 15, City Road, E.C.1. [4665

AUSTIN SEVEN 4-seater tourer in an excellent state of preservation. Good hood and sidescreens. Five good tyres. £65. Box No. 4830, MOTOR SPORT, 15, City Road, E.C.1. [4666

LARGE ALUMINIUM TOURER BODY by Mulliner, with hood, windscreen, seats, wind-up windows, etc. £20. Box No. 4831, MOTOR SPORT, 15, City Road, E.C.1. [4667

NOW CHANGED CARS. Spare 1948 Prefect gearbox. £5 quick sale. Tel.: Epsom 9780. [4668

ALVIS 12/60 tourer, 1932. Resprayed, good hood, screen and tyres; very sound mechanically. £180, or exchange. 131, Croydon Road, Caterham. [4669

FORD SPECIAL—short-chassis trials special. Fitted 14.9-h.p. engine. Suitable for trials and everyday use. Little used. Fitted brand new all-weather equipment. £120, o.n.o. Jenkins, 58, Osmond Road, Hove. [4588

1938 B.S.A. SCOUT, 10-H.P., coupé. Gears, clutch and brakes renewed. Good tyres. £235. Box No. 4837, MOTOR SPORT, 15, City Road, E.C.1. [4670

JAGUAR S.S.100, 2½-LITRE, 1938. Two owners. Recent overhaul by makers. Brand new hood and tonneau cover. Price £475. Owner would consider exchange for car more suited for professional use. Apply: Dr. B. H. McGuirk, 35, Church Road, Barnes, S.W.13. Tel.: Riverside 1682. [4672

1927 "WORKS" T.T. 493-c.c. SUNBEAM motor-cycle, £25. 1928 492-c.c. long-stroke Sunbeam, £15. Both in excellent condition. Two bucket seats and hood off Hornet Special, £4 10s. Wanted: 2½-in. speedometer for 1930 Silver Eagle Alvis. 117, Bargates, Christchurch. [4673

LEA-FRANCIS 12/40 2-seater/dickey, 1928. New Michelins. Cream, black. £100. "Tollemache," 39, Old Fort Road, Shoreham-by-Sea, Sussex. Tel.: Shoreham-by-Sea 2731. [4675

LANCHESTER, 1926, 23-H.P. landaulette. Two owners. Bodywork, wings, tyres, excellent. Needs repainting, battery and some new glass. £75, o.n.o. Gardener, 14, Huntingdon Road, N.2. Tel.: Tudor 9007. [4677

FIAT 1,500, £285; also 1,500 engine, £35. 2, Brooklands Avenue, Withington, Manchester. [4674

FOR SALE—*continued*

NEW WADE SUPERCHARGER installations complete. Four 2 R007 Morris Minor (listed £82 10s.), £60 each. One ditto Ford Ten, £55. One ditto, 2 R010, TC/TD M.G., £65. Two R007 s/c., with fittings, Morris Minor/Ford Ten, £20 each. Letters only: 51, Richmond Drive, Watford. [4678

£150—1933 HORNET MARCH SPECIAL. 33 m.p.g. New hood, covers and tonneau. Excellent runner, any trial. 33, Ambleside, S.W.16. Tel.: Streatham 5785. [4682

1947 J.B.M. SPECIAL sports 2-seater, Mercury engine. Impressive performance; recently reconditioned and recellulosed. £250. Cleales Ltd., Haverhill, Suffolk. [4683

VINTAGE FAN, about to take delivery of Minor (milk induction model), must dispose of two Humber Nine tourers, one with, one without, f.w.b. Both in good order, and well worth viewing at £50 each. Saunders, 275, Holmesdale Road, South Norwood. After 7 p.m. please, 3 rings. [4684

SUPERCHARGED GRAHAM BRIT. SPECIAL, straight-eight, 2-door saloon, 1936. Recently resprayed. £300. Charters, 6, Victoria Road, Colchester, Essex. Tel.: Colchester 4072. [4685

MORRIS SIX, March, 1951, 2-litre unblown black saloon. Regularly serviced; scratchless. Fast touring for the whole family. £750, or exchange for 1/1½-litre drophead and about £300. Sim, Cherry Orchard, Bean, near Dartford, Kent. Tel.: Southfleet 269. [4686

AUSTRO-DAIMLER short-chassis, fitted 2-seater Alfa body, less engine, gearbox, but with Speed Twenty engine and box. Completely reconditioned, four new tyres. £150. Bowles, 20, Windermere Road, N.10. Tel.: Tudor 2935 (evenings). [4687

ALVIS. 16.9-h.p. engine complete, good, £12. Silver Eagle complete axles: front £5; rear, 4.7 : 1, £10. Tyres and wheels, 5.50 by 20, £3 together. Steering-column, box, £4. Four-seater tourer body, fair, £5. Other Alvis spares. Lea-Francis 12/40 front axle, £4; gearbox, £4; dynamo, 30s. Many others. Jackson, 143a, Fellows Road, N.W.3. [4689

TWO APRILIA WHEELS (disc) with tyres, tubes, hub caps. Two M.G. P-type half-shafts, differential unit complete, crown-wheel, brake back-plates and shoes, all good condition. Two Austin Seven half-shafts, new. Pair Marchal headlamps, 10 in. Offers, write: E. Roberts, 23/24, Easton Street, Clerkenwell, W.C.1. [4690

M.G. J2 ENGINE and gearbox. Rebored, new crank, rods, bearings, clutch. All accessories. Would separate. Offers. Box No. 4839, MOTOR SPORT, 15, City Road, E.C.1. [4693

M.G. 1934 KD 4-seater pillarless saloon. Mechanically good, chassis good, body very fair. 5,000 miles since complete overhaul. £225, o.n.o. Tel.: Hatch End 1259. [4694

CYCLE WINGS (domed and beaded). 5 in., 6 in. and 7 in. wide, 10s. each fronts, 12s. 6d. each rears. Carriage and packing 4s. per order. W. G. Ferguson, Bath Road Garage, Nailsworth, Glos. [4696

AUSTIN SEVEN SWALLOW, 1934. 2-seater sports. New tyres and lights. Good condition. £60. Tel.: Popesgrove 5371. [4697

ALVIS SPARES. 12/50, 16.9 and Speed Twenty. Valves, guides, springs and gaskets. Secondhand wheels, half-shafts, hubs, starters, dynamos, etc. 1931 12/50 engine complete, single Solex, in good running order, £25. 1936 Charlesworth Speed Twenty body, complete and sound, £35. Complete instrument panel, £10; crank and rods, £10. Rear axle, £20; set of triple S.U. carburetters, £10 complete. Numerous other parts, quotation by return. D. Bagshaw, The Green, Bath Street, Belgrave, Leicester. [4698

BENTLEY RED LABEL tourer, mechanically perfect. Maker's oil pressure. Four good tyres; brakes just relined. Painted B.R.G. £165. Also Willys Jeep, very good condition all round, £155. O.N.O. for either. Long, Broughton, Northamptonshire. Tel.: Broughton 205. [4700

FOR SALE—*continued*

RILEY SPARES AND SPECIALISED SERVICE. Largest and most comprehensive stocks of new and used spares in the Midlands, as examples:—**NEW REPLACEMENT** 9-h.p. bronze oil pumps, 47s. 6d. complete. Bronze connection links, 8s. 9d. Pump eccentrics, 25s. Eccentric spindles, 25s. Timing gears. Valves, 11s.; guides, 5s. Valve springs: single, 10s. 6d. set; double, 20s. set. Damper springs, 3s. pair. Tappet securing screws, 4s. doz. Gaskets, 17s. set. King-pins and bushes, 66s. set. Speedo. cables, 26s. complete. Brake cables, 18s. 6d. each. Small-end bushes, 3s. 6d. Magneto pinions, 25s. Service exchange brake shoes, clutch plates, B.T.H. magnetos, Rotax AT.145 and AT.166 dynamos. Complete overhauls, cylinder boring and sleeving and general repairs. S.A.E. with all inquiries please.
RILEY NINE KESTREL, 1934. Special series engine, preselector gears, twin windtones, good tyres and batteries. Usual excellent performance. £225.
WELFORD BROS., OPAL STREET, LEICESTER. Tel.: Leicester 65903. [4699

SUNBEAM DAWN, 13-H.P., 4-door saloon. Recently fitted brand new engine and preselector box (manual spare and other spares); £145. New stub axles and hubs for Lagonda Rapier. Also many spares for various cars. Granville Jones, 47, Edmondstown, Tonypandy. [4701

ALVIS SPEED TWENTY saloon, Dec., 1935, V.D.P. body. Radio and heater. Splendid condition, maintained regardless of cost. Just rebored and brakes relined. Engine not run-in yet. Tyres as new. £325. Norris, 306, Green Street, Upton Park, E.13. Tel.: Grangewood 2881. [4703

NEW SPEEDOMETER CABLES: inner or outer, 12s. 6d.; complete cables, 22s. 6d.; C.W.O. State make, h.p., model and date. Mailed within 48 hours post free. Special cables made up to order. Speedometers and revolution-indicators repaired, approximately 10 days. Send for estimate. B. D. J (England) Ltd. (Dept. S.), Lowlands Road, Harrow, Middlesex. [4704

£80—ALVIS 12/50, 1927, sports saloon. Comfortable, goes well. Also 12/60, 1932, close-ratio gearbox, S.U.s, reconditioned engine not run-in, 4-door saloon; £180. Marshall, Twitten, Nutbourne Common, Pulborough. [4705

QUITE EXCEPTIONAL 1949 (June) supercharged M.G. TC sports 2-seater. Green, red leather, red wheels; racing-type mudguards. Specially tuned. Fitted all-over tonneau cover, twin horns and fog-lamp. Immaculate appearance with high performance. Written guarantee. £545; terms, exchanges. H. F. Edwards, 28/30, Upper High Street, Epsom. Tel.: Epsom 9400. [4706

FRAZER-NASH-B.M.W., TYPE 45, saloon, 1937. Any trial. Must sell. Best offer. Box No. 4840, MOTOR SPORT, 15, City Road, E.C.1. [4707

ROLLS-ROYCE TWENTY-FIVE saloon, with concealed division; smartly remodelled in 1936. Spotless condition. £495. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [4708

AUSTIN TEN saloon, 1939. Offered in exchange for sports or coupé, cash either way. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [4709

FIAT AND ALFA-ROMEO SPARES: Fiat 1,500 radiator, £3; gearbox, £10; cylinder head, complete, £10; distributor, £4; self-starter, £9; steering-column, petrol pump. Alfa-Romeo propeller-shaft sleeves, gearbox gears, splined road wheel hubs, stub axles, Bosch dynamo, distributor top, oil pump gears, etc. Stiles, 153, Billing Road, Northampton. Tel.: Northampton 2264. [4710

MY G.N.S I must be sold. Tuned Riley Nine engine. Under 1,000 miles since fitting new crank, rods, h.c. pistons, sleeves, etc. I.F.S. Ash and aluminium body, hood. Best offer over £175. Newnam, Park View Road, Wollescote, Stourbridge. [4711

RILEY NINE engine (less cylinder head), completely reconditioned and as new. Mercury engine (dismantled), 4.4 litres, reground crank new bearings, rebored and new pistons. Ford Eight engines (dismantled), cranks reground and new bearings, Formula B chassis, single-seater three-dimensional tubular chassis with rack-and-pinion steering; other parts available. Single-seater body for Skirrow, brand new. West Essex Engineering Co., Ltd., Market Square, Abridge. [4712

M.G. PB, completely reconditioned. Engine overhaul cost £105 alone. Body rebuilt as new. Excellent condition. £300. 48, Kensington Road, Southport. [4713

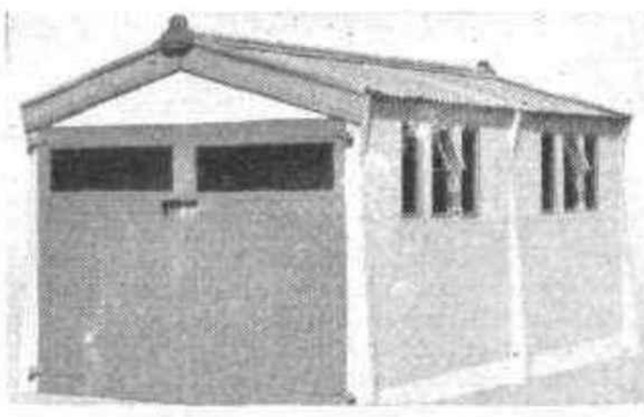
BENTLEY 3-LITRE RED LABEL, 1927. Rebuilt and re-registered 1943. New hood and radiator. Well maintained in good condition. Selling due to reduced income. £385, o.n.o. Tel.: Ewell 1324. Box No. 4841, MOTOR SPORT, 15, City Road, E.C.1. [4714

£85—ALVIS, 1932, 12/60 2-seater. New "Beetleback" tail. P. Hume Kendall, 107, Queen's Gate, S.W.7. [4715

SPEEDOMETERS, revolution-counters, reconditioned. Estimate given. Bradshaw, 62, Kenmore Drive, Bristol, 7. [4691

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FOR SALE—*continued*

1939 MORGAN 4/4 drophead coupé in really excellent condition, finished in black with cream wheels. Engine overhauled last June. £350 o.n.o. G. Butler, 15, Warbreck Avenue, Aintree, Liverpool. [4593

RILEY MONACO 1931, rebored, new C.W.P., dynamo rewound, coil converted, in last 10,000. Body sound timing noisy, interior shabby. £75. Palmer, 132, Derbyshire Lane, Stretford, Manchester. [4595

HUDSON CHASSIS, good condition, complete, less engine and gearbox, £18, Wolseley 21 cork clutch unit 50s. [4596

M-M.G. reconditioned engine, 4-speed box. Spare engine etc. £125. S.a.e. photo. Box No. 4815 MOTOR SPORT, 15, City Road, E.C.1. [4597

SUNBEAM 20-h.p. sportsman's saloon. Authentic, excellent condition. After much affectionate expenditure, future plans regretfully make her unsuitable. Exchange Jeep or £175. West country Sloan, BM/LRSG, London, W.C.1. [4598

1939 FORD 10-cwt. CHASSIS complete, very little used, engine new. £80. 1931 Austin Seven saloon £45. Number of 1933 Morris Minor engine spares. 29, Garth Road, Kingston, Surrey, Tel. : Kingston 3432. [4599

1935 ROVER SPEED FOURTEEN Tourer, good appearance, well shod. Three S.U.s, 22 m.p.g. £245. Rogers, "Hillcroft," Allbrook, Eastleigh, Hants. Tel. : Eastleigh 87175. [4600

1933 B.S.A. F.W.D. 8.9-h.p. 4-wheeled model. Sell outright or break for spares. Utility body. Alvis Firebird 1935, rebored new big-ends. 5 new tyres etc. What offers ? Heddoncourt Motors, Clockhouse Parade, New Barnet, Herts. Tel. : Barnet 7263. [4601

TRIUMPH GLORIA 10.8-h.p. 1936 sports saloon. Very good condition, 34 m.p.g. £175. Genuine reason sale. After 6th November. Smart. Bredon House, 209, Wells Road, Malvern Wells, Worcs. [4602

1938 HUDSON Straight-eight. No extras, but good throughout, including tyres. Taxed. £180. Adams, Great Gidding, Winwick, Hunts. Tel. : Huntingdon 216. [4603

1935 WOLSELEY HORNET 4-seater open. New hood etc. £80. Oliver, 13, Rock Road, Peterborough. [4604

1932 RILEY NINE in very good condition. £100 or offer. Neate, 26, Salisbury Road, Banstead. Tel. : Burgh Heath 4762. [4606

£17 10s. ALVIS 12/50 chassis including front and rear axles, radiator, gearbox, springs, wheels, tyres, p/tank, s/box, seats. No engine. Alvis crank and camwheel unused, £6. 4 Andre shockers with telecontrol, £4. Venning, Parsonage End, Takeley, Essex. [4608

RILEY NINE SPARES. 1933-34 crankshaft, connecting-rods, clutch, gearbox, chassis, axle shafts, radiator, saloon doors, all seats etc. Offers for lot or items, write Price, 35, Barnwood Road, Gloucester. [4609

M.G. J engine needs rebore £10. Gear box £7. 10s. Set wings for PB £15. Set back plates, drums cables etc. £12. 10s. Riley rear axle complete £12. 10s. Cylinder head £3. New crown and pinion long and short shafts £7 .15s. Ford front axle reconditioned Girling £20. Rear 4.7 ratio £25. P.100 headlamps with stoneguards £12. 10s. Scintilla Ford £5. Many other spares, s.a.e., Cuffs Garage, Frome. Tel. : Frome 2511. [4638

MERCEDES BENZ 'S' SPECIAL ex-Abecassis and Simmons. Competition 2-seater as illustrated in Simmon's current advertisement. Mechanically sound, with exception that 1st gear is missing. Can be purchased in this condition. £250 o.n.o. Box No. 4817, MOTOR SPORT, 15, City Road, E.C.1. [4611

BENTLEY 4½-LITRE. Engine rebored, crank reground, ultra-light, 4-seater body, Dunlopillo upholstery, hood, tonneau, side-screens. Brakes adjust from cockpit. New battery. £285. Hogg Seale Lodge, Farnham, Surrey. [4612

FOR SALE—*continued*

OWING TO A VERY WET SEASON I have been unable to harvest the hay necessary to keep my stable full during the winter and am reluctantly compelled to dispose of the 'Beast' a 1926 Chrysler Imperial Roadster, immaculate. £160. Also a crashed 1930 Chrysler, some spares missing, £15. To an indulgent father a Junior Atco Trainer £25. Does anyone want a 1940 Fordson 2 to 3-ton Van used at present as the annexe for building up the "hot rods"? £45. Barrowclough, 40, Brook Street, Mumps, Oldham. Tel. : MAI 2897. [4613

1926 AUSTIN 12/4 tourer in beautiful condition, good hood, side curtains, tyres, battery, etc. fitted Auster rear screen, 28 m.p.g. Uses no oil. £75 or nearest offer. "Boa Constrictor" horn in good condition. Early Swift engine parts, block rebored. Most Morris-Cowley parts. J. Lott, Lyminge, Kent. Tel. : Lyminge 87292. [4615

TROJAN 1927 2-door tourer, good condition. New hood etc. £50 or no sale. Strutt, Fourstones, Hexham, Northumberland. [4616

BENTLEY, Blue Label, 3-litre tourer. 1924. Reconditioned engine, new tyres. £185. Barnard, 207, Pavilion Road, S.W.1. Tel. : Sloane 3252 evenings. [4617

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£225 O.N.O. ALFA ROMEO 1,750 2-3-seater saloon Fitted American Nash engine. Very pretty car, fine roadholding, absolute reliability and genuine 20 m.p.g. Tel. : Walton-on-Thames 3990. [4618

1950 (AUGUST) RILEY 2½ saloon, 23,000, bronze, red leather, unmarked, new tyres, battery, special lamps, radiomobile. £1,000. Seen London, Sussex. Tel. : Dorking 2737. Box No. 4319, MOTOR SPORT, 15, City Road, E.C.1. [4619

G.N. believed original 200 mile 2-seater racer, completely rebuilt and perfect, polished axles, crab-tracked, 4 speeds, alloy mudguards, 400 by 19 new Goodyears, but fitted with 1,000-c.c. racing J.A.P. 56.9 b.h.p. at 5,600 r.p.m. Performance according to compression and gear ratios. £125. Cleland, Old Brewery House, Southover, Lewes. [4620

HANDBOOK M.G. PA. £220 complete with car, 2-seater, excellent throughout, new exhaust system, new twin S.U.s (or with larger single S.U.), additional expense nil but rear tyres 1,500 milers. Well worth investigating. Cooper The Fox, Willesborough, Ashford, Kent. [4621

TALBOT, 1927, 14/45 open tourer, mechanically sound, regular runner, body rough. £45. Seen The Station Garage, Hooton, Cheshire. [4622

2 SUNBEAM 20.9 fabric saloons, 1927 and 1929. £30 and £35. Also 1937 Talbot 21 h.p. damaged in rear £60. Harrison & Chadwick, Reddish Lane, Manchester 18. Tel. : East 0674. [4623

FOR SALE—*continued*

30/98 VAUXHALL diff. complete, 3.3. to 1 ratio H.E. 12 h.p. cylinder head, axle shafts and hubs, distributor and starter. Lagonda 16-h.p. cylinder head and crankshaft. Sunbeam Dawn rear axle. Harrison & Chadwick, Reddish Lane, Manchester 18. Tel. : East 0674. [4624

BENTLEY SPEED SIX complete car dismantled, all parts available. Enquiries and offers invited. Wanted, Speed Six open sports body. Kramer, 85, Lichfield Court, Richmond, Surrey. Tel. : Richmond 2797. [4625

1935 ALVIS SILVER EAGLE, sportsman's saloon, black with brown hide upholstery, exceptional condition and good history. Offers. Tel. : Imperial 4398 (London) [4627

SEVERAL SETS ORIGINAL PARAFFIN LAMPS. Lambda spares, incl. front suspension R/W wheel off leaf. G.N. i.o.e. engine. All vintage Jowett spares. Wanted. Flywheel for Anzani Nash. Wooden-rim steering-wheel. Grice, Monk-Fryston, Yorks. [4628

M.G. 1939 1½-litre Tickford D.H. 4-seater. 44,000 miles. Blue, al. wheels. Battery new, Masteradio, well shod, two new tyres, taxed, body v.g. Rear arches need welding. £425 or nearest. Sandham, 181, Nanpantan Road, Loughborough. Tel. : Nanpantan 268. [4629

ASTON MARTIN, 1939 2-litre short chassis open 2-4-seater in excellent condition. All new tyres etc., £575 or offer. Box No. 4821, MOTOR SPORT, 15, City Road, E.C.1. [4632

MOVING! Reasonable offers please 4 Ford Eight Easiclean wheels. S.V. Minor head, camshaft, crank and rods. V8 gearbox. 98 Villiers engine. Bosch ZU4 and Blic G4R mags. 4 SH 2.75 by 21 and 1.500 by 22 tyres. 1927 Rudge motor-cycle. G. Bagguley, Aston-on-Trent, Derby. [4633

LAGONDA RAPIER 4-seater tourer. Engine, gearbox completely overhauled 16,000 miles ago : back axle, brakes, steering recently, new battery. Owner bought larger Lagonda. £240 or near. Midlands. Box No. 4822, MOTOR SPORT, 15, City Road, E.C.1. [4634

ALVIS SPEED TWENTY close-coupled saloon, 1932. Grey, blue hide. Extremely tidy and excellent mechanically throughout. Well-shod, good batteries. Many extras. £189. Box No. 4823, MOTOR SPORT, 15, City Road, E.C.1. [4635

LAGONDA 2-LITRE low-chassis coachbuilt tourer. New tyres, batteries, clutch, back axle, rebuilt wheels, dynamo, starter, etc. Kigass, P.100s, Notek. Excellent appearance. Handbook. Register car. Urgent, genuine reason for sale. £130, o.n.o. Hall, "Beggars' Oak," Well Lane, Weaverham, Cheshire. Tel.: Weaverham 93308. [4636

1931 ALVIS 12/50 2/3-seater with dickey. Good condition. £100, o.n.o. Flight-Lieutenant Lemon, Officers' Mess, R.A.F., Bassingbourn, Royston, Hertfordshire. [4637

SINGER LE MANS 9-H.P. 4-seater, 1935. This car is offered for the last time this season before going into cold storage. Price reduced to £160. Good all-round condition. New hood, carburetters, steering, clutch, battery. S.A.E., photographs. Reeves, 51, Furnival Avenue, Slough, Bucks. [4639

1927 14-H.P. BEAN tourer, exceptionally good condition throughout; total mileage believed 40,000-odd, of which 30,000 by present owner, who acquired the car in 1946 after it had been jacked up since 1930. New battery, nearly new tyres (not retreads), magneto rewound this summer. A most reliable car of fine character. Taxed to December. £130. Pole, Brick House, Duton Hill, Dunmow, Essex. Tel.: Great Easton 313. [4640

RILEY GAMECOCK, immaculate in every way. £195, no offers. View London or Leeds. Tel.: (After 7 p.m.) Leeds 42049. [4641

£110—ALVIS, 1931, 12/50 TJ saloon. 598a, Kingston Road, Raynes Park, S.W.20. Tel.: Liberty 2959. [4642

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Frazer-Nash-B.M.W. 326 saloon 1938. This car is absolutely as new inside and out, one previous owner, full history, instruction manual, etc. Black exterior. Red hide interior, rear seat never been used as previous owner had no children. I can take £100 less than you would pay elsewhere. Written warranty. ... **395**gns.

Riley Nine saloon 1932-3. This last month £85 was spent on the car, new engine, rebored, crank ground, all new Armstrong shock absorbers, two new tyres, new 12-volt battery, new head lining. Good car that will run ages without spending one penny **£115**

1936 Late Riley Adelphi fitted *post-war* 1½ litre engine and gearbox. This engine and gearbox is worth £300 alone. Car fitted Clayton heater. Mechanical condition is perfect and interior good. Car requires attention to front door pillars and rear wheel arches. Also new tyres. I have used car during past month but above repairs require doing. Will accept **£150** spot cash.

1951 Citroen Light 15 (damaged in crash). Owing to being messed about by a firm who shall remain nameless (I nearly wrote lifeless), I still have this car complete excepting drive shafts. In fact, as advt. in August *Motor Sport*, **£195,** delivery anywhere per British Railways included in this price.

Please note that all above cars represent best possible value at today's ruling price. They are not old lemons, but are all new stock, and as I remain a one-man firm the saving in overheads is passed on to you as vouched by my prices.

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FOR SALE—*continued*

ALVIS CRESTED EAGLE, 1932; resprayed; mechanically perfect; tyres 100 per cent.; goes like a bomb; £150 or exchanges. Wolseley 21/60 fabric saloon, good runner, tow anything; £35 or exchanges. 1¼ Anzani engine, rebuilt as new, complete carburetter, electrics, clutch. A.C. radiator shell. Quantity A.C. spares. 1924 Marston Sunbeam 350, stripped. 1920 Calthorpe 225, rebuilt. Offers. 45, St. Margaret's Avenue, Luton. [4535

BARGAIN. FRAZER-NASH-B.M.W., TYPE 55, sports coupé. Just completed extensive major overhaul. Extremely fine car, superior condition. Extras. £385. Robinson, Good Easter, Essex. Tel.: Good Easter 317. [4536

AUSTIN SEVEN supersports special; alloy h.c. head; twin Amals; alloy wheels; new battery, tyres; registered 1949; £85. Ambergate House, 345, Victoria Road, Netherfield, Notts. [4537

SINGER NINE sports chassis. Running. Ideal "special" basis. £75 or offers, or will break. Austin Ulster engine parts: crash box, etc. Davidson, 10, Hartington Street, Derby. [4539

1929 AUSTIN 7-H.P. saloon. Excellent condition, sound tyres, battery. £48. Tel.: Croydon 3599. [4540

TRIUMPH SUPER SEVEN, rebuilt 2-seater, good runner. Body needs finishing. £50, o.n.o. Also spares. Lisley, 188, Bellingdon Road, Chesham, Bucks. [4541

£90—SINGER NINE coupé, black. Good condition. Before November 10th. Williams, 23, Hampden Road, London, N.8. [4542

BENTLEY 3-LITRE, unused since rebore, respray, etc. Brakes recently relined. Many extras. Vast fabric saloon body by Freestone and Webb. Ideal for the family man who must have a Bentley or the Bentley man who must have a family. £195, o.n.o. Black, 450, Honeypot Lane, Stanmore. Tel.: Wordsworth 6724, evenings. [4544

FIAT, 1926, 509, 8 H.P., o.h.c., 2-seater, dickey. Resprayed, rewired, electrics overhauled. Good throughout. £70, o.n.o. "Timberscombe," East Horsley, Surrey. Tel.: East Horsley 142. [4545

1939 (Nov.) B.M.W. SPECIAL D.H. foursome coupé, "327" model with "328" engine. Just reconditioned with genuine B.M.W. spares. Not yet run-in. Black/grey interior. One owner since new. £985, o.n.o. Also available at extra cost: numerous genuine B.M.W. spares. Trial run by appointment. Wray Park Garages Ltd., Reigate. Tel.: Reigate 2263. [4546

STANDARD TEN Tickford D.H.C. Cream and maroon. Really smart. Exchange Eight tourer or Fiat. Sell, £220. 231, Murchison Road, Leyton, E.10. [4548

AUSTIN SEVEN, 1932 registration, 2-seater. Excellent tyres, battery and electrics. Late-type carburetter and distributor, Bowdenex. £55. 2, Westcombe Avenue, S.W.20. Tel.: Wimbledon 4050. [4549

11.9-.H.P. DARRACQ/NASH 2-seater sports. Good hood, tyres and battery. Hydraulic brakes. Spare engine and gearbox. Photo on request. £250. Tozer, 11, Heathgate, N.W.11. Tel.: Speedwell 6154. [4550

1934 MORGAN SUPER SPORTS 3-wheeler, 1,100 c.c., w/c. J.A.P., o.h.v. Excellent condition. Over £20 just spent. £115. London. Tel.: Prospect 5316. [4551

1938 MODEL WOLSELEY 14-h.p. saloon. Good condition. £175. S.A.E. particulars. Lancashire district. Box No. 4818, MOTOR SPORT, 15, City Road, E.C.1. [4543

BENTLEY shooting brake, 4-litre, 1932. £120. Bentley saloon Speed 6-litre. £250. Perfect condition. Daimler D.H. Coupé, 1933. £75. Ward, Thornton Lane, Bradford. [4554

M.G. J2 SPARES. Clearing regardless, gearbox, block, head, many others. S.A.E. list—impoverished listholders offers please—Harold Proctor, 48, Cavendish Road, Hull. [4555

RILEY NINE trials special. Just finished latest R.A.C. regs. All reconditioned parts, ready for competition. Twin Amals. Bargain. £115. Cheshire area. Box No. 4814, MOTOR SPORT, 15, City Road, E.C.1. [4557

VAUXHALL 30/98. OE 63/64. Original Velox aluminium 4-seater. Specimen example vintage, fast, light, touring car. Most reliable. £210. Ellis, 4, Highgate High Street, N.6. [4558

DROPHEAD FOURSOME. 1937 Ford V8. Paintwork and tyres good, new hood, excellent leather reconditioned engine. £225 o.n.o. Green, "The Bungalow," Claremont Road, Highgate, N.6. Tel.: (day) Gerrard 1274. [4559

RILEY KESTREL 12. 1933. Manual box, Marchal headlamps, new wiper assembly, springs reset, three new tyres. £135 or exchange open car, Riley or similar. Tel.: Maryland 2707. [4560

RILEY NINE 1929, mechanically very good, new king-pins, engine rebored, brakes, clutch relined, fabric saloon body. £55. Also many spares, complete engine, steering box, column and wheel, etc. Holloway, 51, Lingfield Avenue, Kingston, Surrey. [4561

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1932 M-Type M.G. 2-seater. A vintage car in excellent mechanical order throughout ... ... **79 gns.**

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1946 Hillman estate car, fully equipped, seats disappear into floor. Immaculate throughout. Wooden coachwork professionally built ... **369 gns.**

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M.G. J2. P-type wings; Toulmin reconditioned engine; resprayed green, good tyres £175 or nearest. Mellors, Collingham, Notts. Tel.: Collingham 215. [4565

JAGUAR SPARES AND SERVICE, earlier type engines modified to Mk.V specification. Price, Three Shires, Bearwood, Birmingham. [4566

AUSTIN SEVEN SPARES, practically all parts in stock new and secondhand. Price, Three Shires, Bearwood, Birmingham. [4567

LANCIA AUGUSTA saloon. 1935, 2 owners, very excellent. Taxed. £225. Aprilia, Fiat wanted. 69, Avenue Road, Christchurch, Hants. [4568

BENTLEY 3-LITRE Red Label Vandenplas 4-seater. 1927. Excellent original condition including hood, tonneau, sidescreens. £350. Perrett, 46, Rodbourne Road, Bristol 7. Tel.: Bristol 48779 [4569

TALBOT 14/45 Weyman saloon with spares. £65 o.n.o. Halsey, 7, Woodgreen Road, Stopsley, Luton. [4570

SPECIAL. Ford Ten engine unit, Austin chassis. B.R.G. and cream, weight 8¾ cwt., sleek and fast. Insured February. Inspection and offers about £165 invited. Burdett, 6, Mount Echo Avenue, Chingford, E.4. [4572

1935 S.S.1. sports tourer, 16 h.p. Fast, smart, spares, H.M.V. radio. Nearest £140. 26a, North Road, Lancaster. [4573

ALVIS SPEED TWENTY (1936) Charlesworth saloon. Black/red upholstery. Mechanically perfect and immaculate in appearance. Laid up during war. Fitted heater, telecontrols, large polaroid visors, etc. Outstanding performance. £395 o.n.o. Tel.: Byfleet (Surrey) 62. [4574

FRAZER-NASH Boulogne 1929. 4 ED Meadows. Recently rebuilt. Exceptional condition. £225. 7, Shirehall Close, Hendon N.W.4. Tel.: Hendon 1603. [4575

M.G. MAGNETTE manifold. TA generator, Hillman 16-in. wheel. 6.50 by 16 tyre. Two Marchal headlamps. Benington, The Twitten, Crowborough, Sussex. [4576

LAGONDA 3-LITRE pillarless saloon, 1933. Excellent condition £325. [4577

POSSIBLY EX-PROPERTY TIBETAN ARCHPRIEST S.S.1 20-h.p. saloon, 1934. Sound all-round condition. £100. Fitton, "Rookery," Horsforth, Yorks. Tel.: Horsforth 2908. [4578

TRIUMPH DOLOMITE 2-litre black saloon, 2 owners, low mileage. Sell £245 or exchange suitable hire car or 12-h.p. saloon. [4579

1930 RILEY NINE. Aluminium touring body on Monaco chassis. Engine re-sleeved, new c. w. and pinion. 4 good tyres. £95. [4580

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MODEL T FORD, 1920, original float body, new tyres, tubes. Perfect running order, £66 or offer. Derick Phillips, Bishop's Castle, Shropshire. [4585

B.S.A. 1932/34. Front drive, blown up, available for spares. Engine complete. S.A.E., 8, Fieldend, Cheltenham Road East, Glos. Tel.: Churchdown 3193. [4586

DELAGE D.I.S.S. 14-h.p. 4-seater sports, 1925. Taxed, what offers? Consider exchange saloon. 42, Bridge Street, Walton-on-Thames. [4587

1938 RILEY Blue Streak Big Four Kestrel saloon, manual gearbox with overdrive. This car is in outstanding condition throughout. The body is finished in an attractive shade of stone and the interior is red leather. The engine maintains 60/80 lbs. oil pressure. The gearbox and overdrive are in perfect order as is the whole car. £450. Hire purchase can be arranged also part exchange. Southampton Motors, 2, St. Mary's Road, Southampton, Tel.: Southampton 3213 or 55360 late evenings. [4589

TRIALS OR SPRINT SPECIAL. This car is registered as a Singer as it has a Singer chassis, very much modified. The engine is a 1½-litre B.M.W. with three S.U.s and Bosch magneto. The brakes are hydraulic. The gearbox is Ford ten. The whole car is very well made and has a hood. The performance is excellent, steering ditto. First registered 27th March 1951. £125. Southampton Motors, 2, St. Mary's Road, Southampton. Tel.: Southampton 3213 or 55360 late evenings. [4590

£105. 1935 BRITISH SALMSON sports saloon. 12-h.p. twin-camshaft 4 cylinder, Scintilla magneto, Dunlopillo leather upholstery, new carpets. Very sound mechanically, good appearance. Might swap for good Alvis 12/50, Frazer-Nash or similar. 31, Cloisters Avenue, Bromley, Kent. [4591

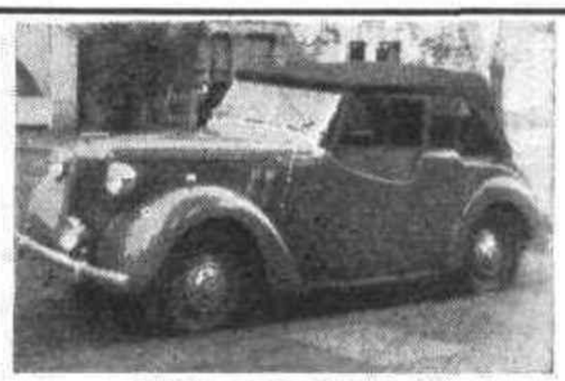
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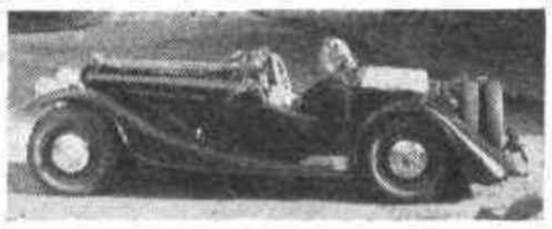
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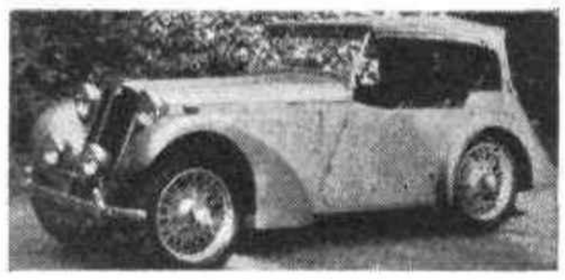
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Four-seater saloon; mileage 4,200. Full roller bearing, air-cooled flat-twin engine; 4-speed box, over-drive top. Enormously strong alloy chassis-cum-body; full independent suspension; rack-and-pinion steering; hydraulic brakes. Weight 11 cwt. Petrol 40-45 m.p.g. These cars are quite exceptional, and have won endless awards; the perfect Rally or Trials car. On a capacity of 750 c.c. has the performance of a 2½-litre; there is nothing to touch them in this country. Roadholding and handling superb under all conditions. Over 80 m.p.h. in normal trim; over 95 m.p.h. with tuning. All spares available. Car is at present being tuned by experts, and should do well over 90 m.p.h. when ready. Price is high, **£1,175,** which is original list price exclusive of extras, but car is as new, and is one of the very few in the country. Would part-exchange against D.B.2 Aston-Martin or similar.

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VETERAN CAR OWNERS. New Desmo bulb horns, £1 5s. Bland, 27, Southfields Road, S.W.18. [4474

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GEARS from dismantled boxes, most types differentials and shafts, new and used. Motolympia, Oswestry. Tel.: Oswestry 480. [4470

M.G. J2. Excellent hood, side-screens, tyres, body, mechanical condition. £180, many spares. 50, Temple Sheen Road, S.W.14. Tel.: Prospect 2814. [4476

LE MANS SINGER, 9 H.P., 1936 Speed Model 2-seater. Excellent condition, new hood, side-screens, tonneau cover, large outside luggage rack, six good tyres, balanced crank, pistons, con.-rods, completely overhauled over last two years; bills for approx. £150 seen. Enthusiast-maintained. Genuine 33 m.p.g. Reason for sale: family addition. £240, or offer. Hewett, 105, Rydens Road, Walton-on-Thames. Weekends or after 6.30 p.m. [4477

XK120C JAGUAR ENGINE for sale. No fantastic price but reasonable offers wanted. Box No. 4804, Motor Sport, 15, City Road, E.C.1. [4479

AUSTIN GRASSHOPPER, Ford Ten engine, L.M.B. i.f.s., 16-in. rear wheels. Original alloy body in good condition. This is not a modern trials car. Offers. Widdowson, 37, Ryfold Road, S.W.19. [4480

1932 12/50 TJ ALVIS Atlantic saloon. Excellent original condition throughout. £135. 67, Station Road, New Milton. [4481

M.G., 1934, L-TYPE, black 4-seater open sports. Exceptional condition, performance and appearance. £150, o.n.o. 62, South Eden Park Road, Beckenham. Tel.: Springpark 3233, evenings or weekends. [4482

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6-H.P., 1951, INTEGRAL SPECIAL tourer, 9-cwt., alloy, 24-b.h.p., 500-c.c. Sunbeam, 4-wheel independent suspension; 50 m.p.g., 70 m.p.h.; 3/4-seater. Genuine 14,000. Cost £1,500. Sacrifice, £400, o.n.o. Seen Somerset. Box No. 4834, Motor Sport, 15, City Road, E.C.1. [4485

16/80 LAGONDA, 1934/5, pillarless saloon, black. Engine just completely overhauled and wiring renewed where necessary. New half-shaft, crown-wheel and pinion recently fitted. Coachwork excellent. £225. Williams, Fieldgate Cottage, Grimsdell's Lane, Amersham, Bucks. Tel.: Amersham 1373. [4486

DAIMLER FIFTEEN, 1933, saloon, £70. Mechanically good. 46, Buckingham Road, Cheadle Hulme, Stockport. Evenings, or by appointment. [4487

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RILEY 1½ FALCON, 1935. Twin carburetters. Fast. Body rough. Minus reverse. Three new tyres, good battery. £90, o.n.o. Dr. Agnew, Sibford Gower, Banbury. [4488

1929 4½ INVICTA tourer. Scruffy but quite sound and very fast indeed. Brakes, steering, excellent. Well shod, 700 by 18. Re-registered £10 tax. £45. Also pair 12v. chrome windtones, as new, £6. Capes, "Beckside," Steel, Hexham. [4490

1934 RILEY NINE MONACO. Aluminium body. Reconditioned preselector gearbox. £120. Tel.: Prospect 4390. [4491

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1939 H.R.G. 1,100. Mileage 55,000, one owner. Either Lagonda Rapier or Singer engine with post-war manifolding, semi-downdraught carburetters, 4-branch exhaust. Scintilla magneto, 10-gallon tank, good tyres; B.R.G.; new hood, sidescreens, carpets. Offers: Duncan Smith, Quarry House, Greenhead Lane, Keighley. Tel.: Keighley 3307. [4493

LAGONDA 4½-LITRE, 1934, good mechanical condition, shooting-brake body. Make very good special. First cheque £55 secures. Royle, 16, Radstock Road, Stretford, Manchester. Tel.: Longford 2236. [4494

1928 RILEY NINE tourer, very good condition. £85, or nearest offer. Hallewell, 51, Sussex Place, Bristol, 2. [4496

FREESTONE & WEBB saloon body with aluminium wings, from 4-litre Bentley. Interior condition good. £45, or offer. Must be sold, no storage room. O. Batten, Rushlake Green, Heathfield, Sussex. [4497

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RILEY 12/4 ENGINE, with self-change 4-speed gearbox, and all fittings, including Zenith carburetter, dynamo, starter, manifolds, engine mountings, £85. Also one (new) Villiers 197-c.c. engine and gearbox assembly, £17. Arthur Bryden, 101, Wellington Road, Leeds. Tel.: Leeds 38310. [4499

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1936 B.S.A. coupé, 10 b.p., black. Engine rebuilt, clutch relined, new battery this year. £125, o.n.o. Airline Cars, Seaford, Sussex. [4504

M.G. SPARES: PA cylinder block with pistons, perfect condition, £20; con.-rods, 20s. each; valve cover, £2; oil pump, 30s.; flywheel, 25s.; exhaust manifold, 30s.; inlet, 25s.; filter, 30s.; sump, 30s.; starter, 20s.; S.U. carburetter, £3; clutch complete, £6; clutch plates, 15s.; rockers, 4s. each; brake drums, 15s.; distributor, 15s. J2: crankshaft, £5 10s.; block, £3; flywheel, 10s.; water outlet pipe, 7s. 6d. J4 blower manifold, 30s. M block, 50s. Pair 19-in. wheels with new tyres and tubes, £6 10s. each. Pair 16-in. wheels as new, £6 each. E.N.V. P-type gearbox, £10. Half-shafts and hubs, £4 each. Box No. 4807, Motor Sport, 15, City Road, E.C.1. [4550

1934 LAGONDA 3-LITRE saloon. Taxed. In excellent running order. Four nearly new tyres, new batteries. £200, o.n.o. Wynne, 411, Woolton Road, Gateacre, Liverpool. [4507

RILEY NINE KESTREL, 1935. Preselector. Green. £165. 148, Broad Lane, Coventry. [4515

FOR SALE—*continued*

FORD EIGHT FRAME, £4; Ford Ten lengthened 44-in. column, complete with new Bluemell's spring wheel, £5; Ford Ten Girling rear axle, torque tube, £9. Box No. 4808, Motor Sport, 15, City Road, E.C.1. [4508

AUSTIN SEVEN. Attractive 2-seater sports, rebuilt 1949. Over £70 spent on rebuilding engine, etc. Four-speed box, new tyres. £175. Photograph on request. Required: two Autovacs (sound) for Alfa 1,750. Farmer, 226, Broadway North, Walsall. [4509

THE RILEY MAN must be good! He sold right out last month! Again a selection of sound used 9-h.p. spares. Up to Chassis No. 6019799: half-shafts, 40s.; wheels, 35s.; rocker boxes from 20s. pair; crankshafts, 60s.; flywheels, 50s.; timing cases, 30s.; starter, 20s.; timing wheels, 60s. set; camshafts, 60s. pair; con.-rods, 20s. per set; brake shoes, 15s. pair; twin and single manifolds, from 25s. each; speedo gear, 10s. Chassis No. 6019800 onwards: camshafts, 60s. pair; twin and single manifolds, from 25s.; timing wheels, 60s. set; rocker boxes from 25s. pair. Just arrived: Scintilla and single Solex carburetters. S.A.E. for prompt quotation: 57, Welbeck Road, West Harrow. [4510

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PA M.G., excellent condition. Bills £50. Handbook, spares. £250. Exchange larger h.p. 2-seater, D.H.C., etc., with cash. Box No. 4809, Motor Sport, 15, City Road, E.C.1. [4512

£125, O.N.O.—M-TYPE M.G., exceptional condition. New rings, hood, screen, clutch and carburetter. Over 40 m.p.g. Extremely reliable. Taxed and insured. Owner getting married. Tel.: Gladstone 0383. [4516

S.S.100 sports saloon. Beautiful condition. Small mileage. Recently renovated regardless. Fast, quiet, easy on oil, well shod. Just the job for long winter runs. Bargain even nowadays at £250, o.n.o., or exchange equally good smaller saloon. O'Brien, 3, Station Road, Buntingford, Herts. [4517

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MANX 498-c.c. RACING NORTON, 1949 specification. Ex-Tony Norris. Many successes, including fifth, 1949 T.T. In first-class condition, with many new spares. Exchange low-h.p. car or sell at about £200, cash adjustment. 27, Westminster Road, Handsworth, Birmingham. [4520

RILEY 12/6 dismantled. All parts available except engine. Good condition. Box No. 4811, Motor Sport, 15, City Road, E.C.1. [4522

AUSTIN SEVEN, registered 1930, but modified 2-seater body, 4-speed gearbox. Reconditioned engine, new tyres. 45 m.p.g. Taxed, insured. Seen Bristol. £60 (offers). Box No. 4812, Motor Sport, 15, City Road, E.C.1. [4526

RILEY NINE, 1933, parts for sale, good, or chassis complete, £45. Also 1937 Riley Kestrel 12/4, in good condition, £300. Conniss, 1, Elmwood Grove, Horbury, near Wakefield, Yorks. [4527

1936 NIPPY ENGINE, gearbox, all accessories. Seen London. Offers. Tel.: Buckhurst 5663. [4528

1929 ALVIS 12/50 saloon. New tyres. Mechanically sound. £45. Walker, "Park-Colley-Cottage," Redruth Coombe, Cornwall. [4529

£45, O.N.O.—SUNBEAM SIXTEEN sportsman's coupé, 1930, with 18.2 engine. Broken con.-rod and block, but spare 18.2 engine (external frost cracks) included. Brakes and clutch recently relined, drums ground, etc. New starter ring; good tyres and batteries; sound body. Interior needs a little attention. Anderson, 42, Ashtrees Gardens, Gateshead. [4530

M.G. TA. Beautiful condition. New springs, trunnions and shockers. Best offer over £300 to: Davies, 7, Chester Road, Queensferry, Chester. [4531

1933 TALBOT 18/75 sports saloon. Nearly new tyres and battery. £100. Tel.: Winchester 4951. [4532

1932 MORRIS MINOR saloon, sound runner, insured. Nearest £100. Tel.: Bow 6361. [4533

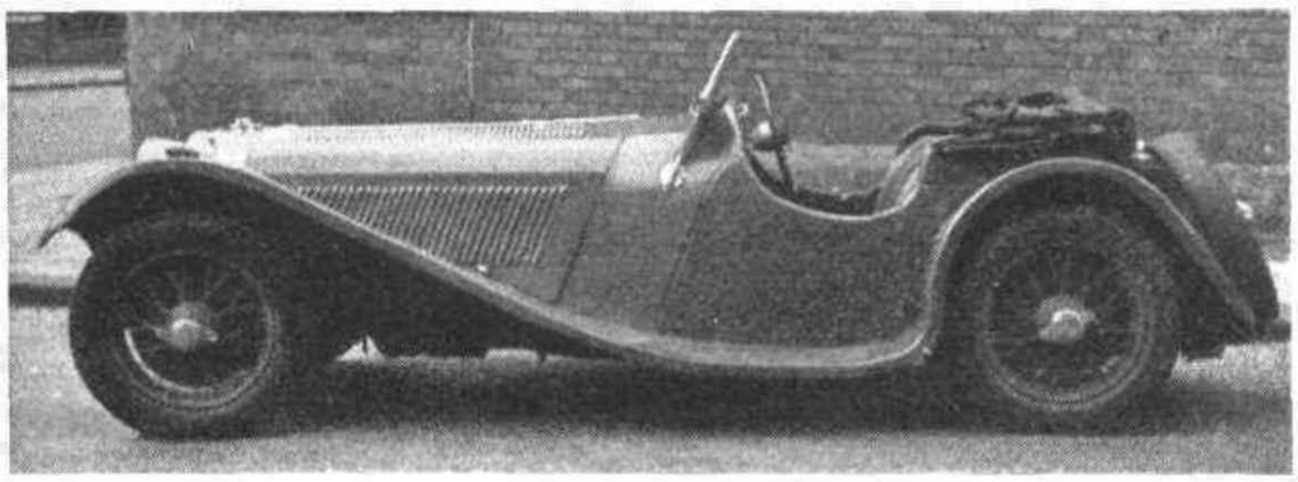
FIAT 509A, 8 H.P., o.h.c., neat tourer body. Raised axle ratio, h.c. pistons. This car is a lively, sturdy example of the marque, in sound condition; 35 m.p.g. cruising 45-50 m.p.h. Must sell, any reasonable offer considered around £75. 11, Bentley Road, Liverpool, 8. [4534

RILEY NINE KESTREL, 1935/36. Genuinely exceptional condition. Taxed. Family reasons. £265. 5, Springfield Road, Windsor. [4538

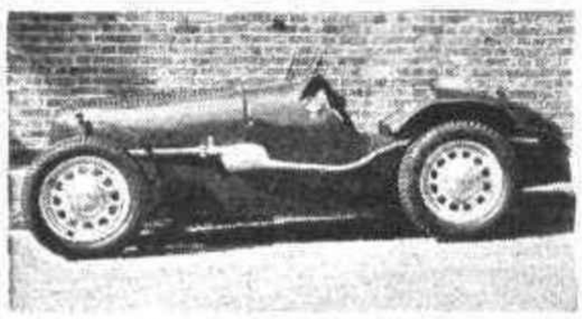
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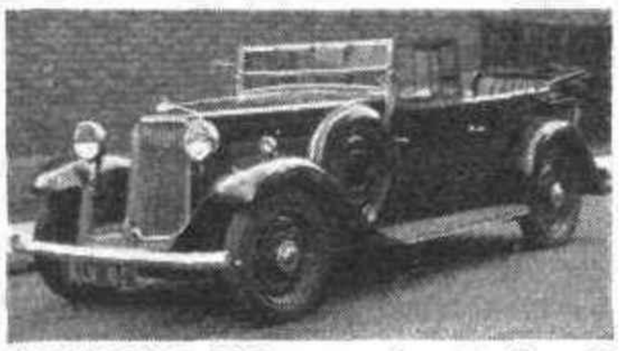
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TALBOT 75, 1934. Absolutely in immaculate condition. Sun-roof sportsman's saloon. Must be seen to be believed. The tyres are almost new. **£185**

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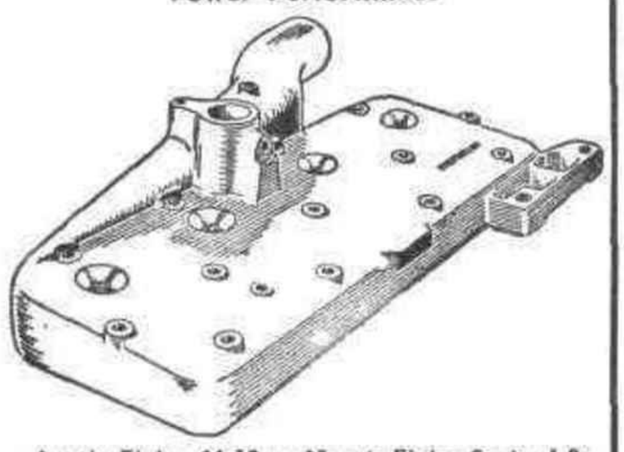
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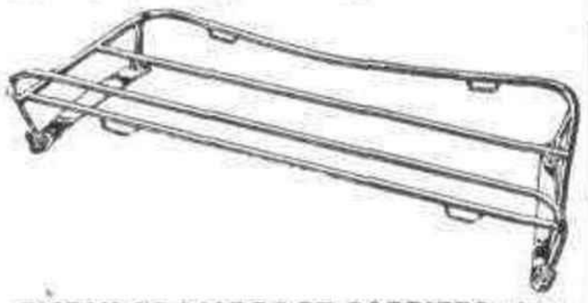
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£69—SINGER saloon, 1932. Sound. Excel'ent engine. Economical. Taxed December. Tel.: Liberty 2959. [4643

1934 ALVIS TWENTY sports; did 100 miles in an hour; just decarbonised; £75 deposit. 1937 Aston-Martin saloon; new tyres and just rebored; £170 deposit. 1939 A.C. saloon; heater; rebored and cellulosed last autumn; £140 deposit. 1940 Alvis Twenty saloon, with radio; recently overhauled; £150 deposit. Owner wishes exchange for Lancia or similar. Sankey, Woodhayes, Kirby Muxloe. Tel.: Kirby Muxloe 528. [4644

XK120, November, 1950, model—black, red and biscuit upholstery. Carefully maintained by manufacturer's agents; 18,000 miles. Off covenant Nov. 9th. Left-hand drive, can easily be converted. Offers invited. Pourtales, c/o Baker, 52, High Holborn, London. Tel.: Chancery 8711. [4645

RILEY SPARES, for 12-h.p., 4-cylinder Falcon, 1935: chassis frame, front and rear axles, road wheels and springs, newly-lined brake shoes, drums, splined hubs, half-shafts, pair aero-screens, etc. S.A.E., 1, Stanley Avenue, Wembley. [4646

F.N.-B.M.W. 327/80, 1939, cabriolet. Engine just refitted after extensive overhaul, including new mains (racing metal), clutch, petrol pump, oil cooler, and Bristol oil pump. Fitted new Bristol head, including valves, guides, springs, rockers, covers and water pump, etc. Three new Solex carburetters. New distributor and large capacity battery. Partly rewired and fitted new Lucas long-range spotlamp. Bodywork in showroom condition throughout, excellent hood. Finished in black. Red leather upholstery. Chrome perfect. Chassis: front independent suspension stripped and refitted; brakes relined; one-shot system overhauled. Inspection invited. First reasonable offer secures. Photos on request. Tel.: Rush Bros. & Co., Timber Importers, Aintree 2361/4. [4647

B.M.W. SPARES: 1½-litre, Type 40, engine and gearbox, 1,496 c.c., 6-cylinder; gear ratios 1, 1.35, 2, 3.4. Rack-and-pinion steering, left-hand. Type 34 brakes, back plates, relined shoes, drums. Offers wanted. Austin A90 Atlantic coupé, 24,700 miles; registered 29.12.49. Just resprayed light metallic-grey, brakes relined, new battery; £765. Would consider part-exchange Type 55 B.M.W. Box No. 4824, MOTOR SPORT, 15, City Road, E.C.1. [4594

1938 HOTCHKISS 3½-LITRE GRAN SPORT D.H. foursome coupé, recellulosed and in superb condition throughout. £645. Tel.: Guildford 5326. [4651

FOR SALE—*continued*

FORD SPECIAL 2-seater. Suitable for trials work. Ford Ten engine in specially shortened chassis. Low-pressure Marshall Roots-type supercharger. Light alloy body. Fitted new tyres. Modifications by "Wilkie" Wilkinson. This car has been very successful in competitive work. Offers around £325. Merchiston Motors, Merchiston Mews, Edinburgh, 10. Tel.: Fountainbridge 2785. [4649

1938 MERCEDES-BENZ cabriolet, Type 500K, black with brown leather, in beautiful condition. Chassis perfect and engine completely overhauled, new hood fitted. £495. Tel.: Guildford 5326. [4650

1928 BENTLEY 4½-LITRE tourer, in excellent condition, recently decarbonised. £275. Tel.: Guildford 5326. [4652

BENTLEY 6½ 4:1 complete nosepiece, £10; 4½ half-shafts, £6 pair; 6½ crankshaft and flywheel (good condition), £7. Box No. 4827, MOTOR SPORT, 15, City Road, E.C.1. [4654

RILEY 12/4 ENGINE, 1936; crank ground, resleeved, etc. Also rear axle, 47 by 9 c.w. & p. and differential, 54 by 8 c.w. & p. Offers: Steels, 37, Bainbridge Road, Leeds. [4655

PUKKA RACING 250-c.c. Kompressor D.K.W. motor-cycle, genuine T.T. machine. Exceptional condition. Ready immediate racing. Many spares. £235 or exchange car, cash difference. Tel.: Malden, Surrey, 4779. [4656

DELAGE D.8, D.6, D.M.S., D.I.S., etc., all spares. Gears cut, all makes. Burnt-out valves rebuilt. Specialist repairs undertaken. Matthews, Bentworth Priors, Tower Hill, Dorking. Tel.: Dorking 3426. [4657

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Drophead 1,690 c.c., all-round independent suspension, rack and pinion steering, 4-speed gearbox and over-drive, Lockheed brakes, r.h.d. Excellent roadholding and cornering, 28 m.p.g. long runs, 24 town. Late property famous Diplomat.

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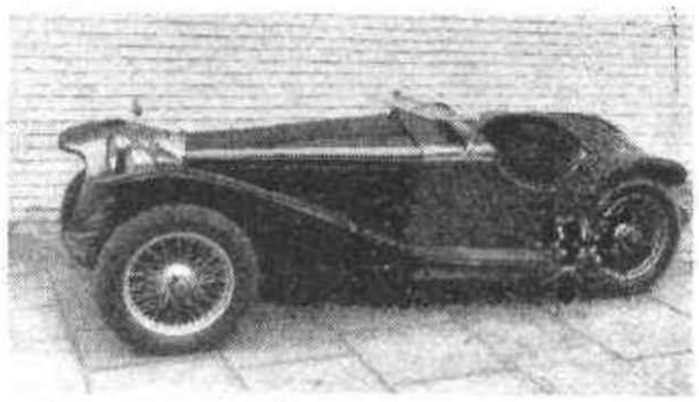
M.G. J2, choice of three, from **£135.**
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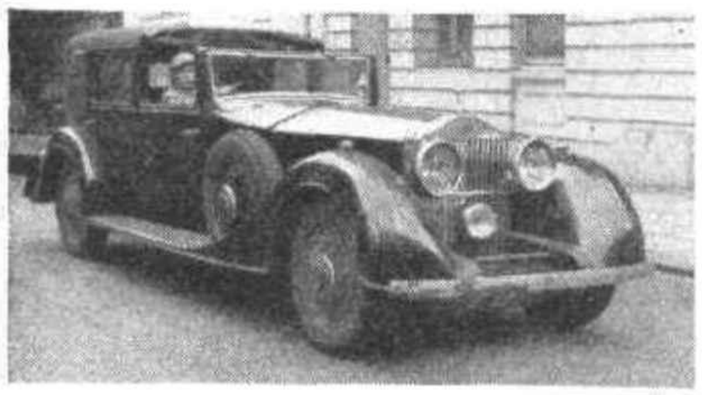
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RILEY M.P.H. 12-h.p. 2-seater. A lot of money spent on the mechanical side recently. Excellent hood and side curtains **£355**

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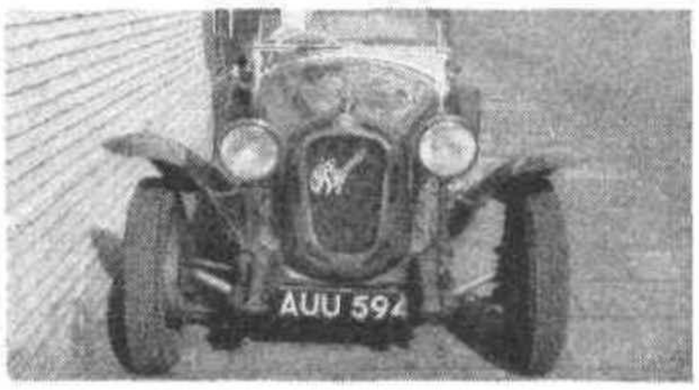


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ALVIS Speed Twenty, Series S.C., aerodynamic saloon. This car was rebuilt regardless of expense in 1950 and sold at Measham for £1,600. It has specially designed modern wind-cheating coachwork. The engine and crank, etc., has just been stripped and rebuilt and is not yet run-in. (A photo of this car appeared on page 2 in January's *Motor Sport*.) 22 m.p.g. At the give-away price of **£395**

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ROLLS Twenty-five, 1930, owner-driver saloon. This little lady has been sprayed in primrose and black and is a fine example of the small older type Rolls that will give many years' trouble-free motoring **£475**



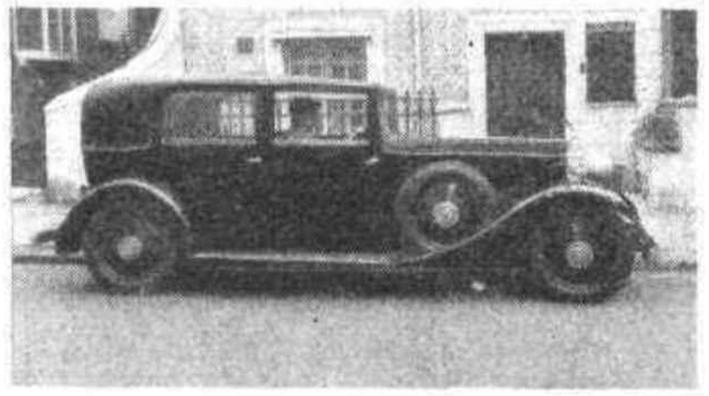
ALFA-ROMEO, 1935, 1,750-c.c., supercharged Grand Sport 2-seater by Zagato. The engine has just been completely overhauled at a cost of over £200 and has only had 150 miles use since. Brand new hood has just been fitted and the whole car resprayed Alfa-red. Six new tyres, etc. This Alfa is the late property of a well-known film star **£425**

ROLLS Twenty-five, fitted with all metal shooting-brake body by Mulliner. The engine was stripped and rebuilt three months ago and this is a fine example of the very much sought after Rolls shooting-brake **£625**

ROLLS Twenty, fitted with a new shooting-brake body this year at a cost of £375. Excellent mechanically **£365**

ROLLS Silver Ghost, fitted with a new shooting-brake body this year **£225**

ALVIS 16-h.p., 1931, foursome D.H. coupe. Excellent mechanically and recently resprayed ... **£175**

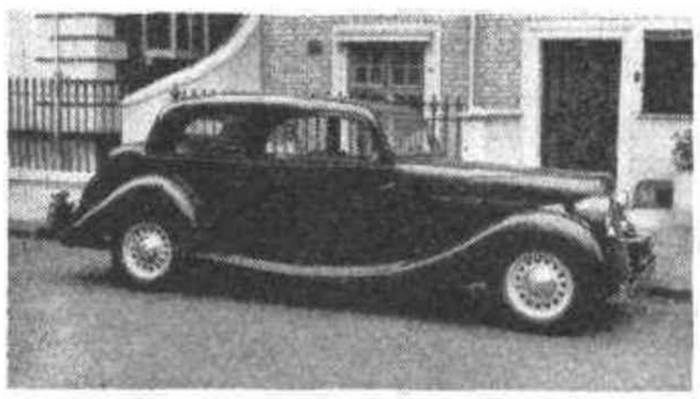


ROLLS Twenty-five, 1933, owner-driver saloon by Park Ward, with sunshine roof. The condition of this beautiful little Rolls is superb throughout. The interior is exceptionally clean and the paintwork, which is 100 per cent., is the original. The engine is absolutely silent and the mechanical side cannot be faulted in any way. This is the finest Rolls Twenty-five I have ever had the pleasure of driving **£650**

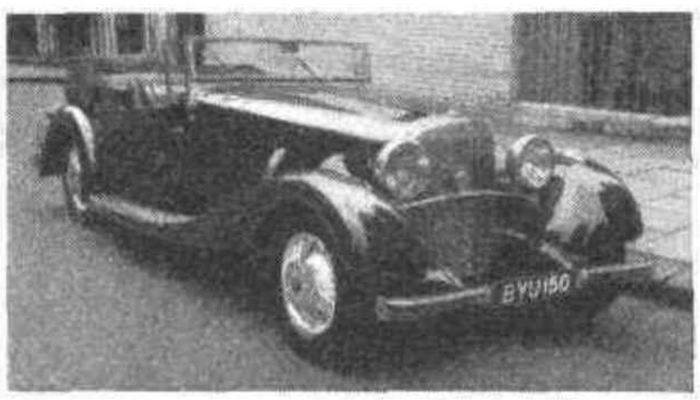
RILEY Lynx, 1935, 4-seater tourer. This car has just been completely overhauled and a vast amount of money spent on it. Resprayed, new hood, curtains, excellent tyres and mechanically 100 per cent. perfect. A very fine example of a very fine little car ... **£285**

ESSEX 17-h.p., 1929, D.H. coupe with dickey. This car has had one owner since new till this year and is in concour's condition throughout (it won a concours last year). The condition has to be seen to be believed. New tyres, etc. Original instruction book ... **£195**

BRITISH SALMSON 10-h.p., 1928, Grand Sport. Reputed winner of the Belgium Grand Prix in 1929. Just been completely rebuilt from top to bottom and not yet run-in. Resprayed, rechromed, re-upholstered, all parts renewed, and offered at a fraction of the cost of the rebuild. New tyres, etc. ... **£165**



HOTCHKISS Paris-Nice sportsman's saloon. The engine has just been overhauled and is capable of well over 90 m.p.h. Coachwork has just been re-cellulosed maroon, and the whole car is in showroom condition throughout. Five excellent tyres **£465**



MERCEDES 500K, 1935. A new body was fitted in 1939 and the whole car has just been resprayed and rechromed throughout. The hood and side-curtains are new and the tyres likewise. This must be, without a doubt, the cheapest 500K Merc. that has been offered for sale since 1939 ... ... **£595**

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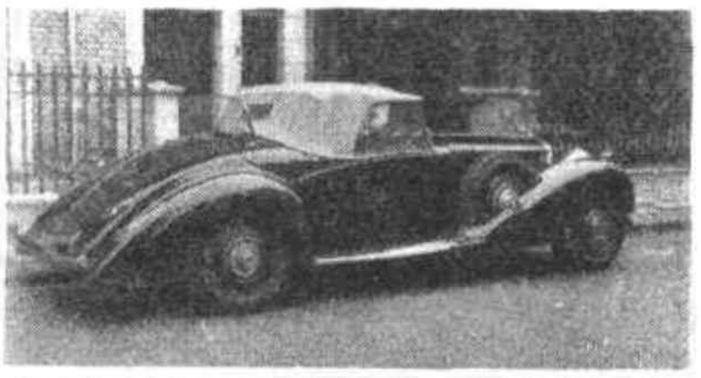
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1931	**Hillman 16-h.p.** family saloon	£55*
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VINTAGE LEA-FRANCIS 12/40, or Riley Nine, open 2-seater with dickey. Sound mechanical condition essential. Condon, 4, The Avenue, Colchester, Essex. [4332

LAGONDA RAPIDE CYLINDER HEAD or complete engine and 5-litre Invicta engine. Marsh, Batheaston House, Bath. [4323.

CYLINDER BLOCK, SINGER, Le Mans 9 h.p. 1936. Urgent. Taylor, 12, Alvista Avenue, Taplow, Bucks. Tel.: Burnham 963. [4338

COMPLETE SET OF MATCHED INSTRUMENTS wanted in perfect condition. Rev., m.p.h., oil, water, fuel, Amps and any others. Box No. 4786, MOTOR SPORT, 15, City Road, E.C.1. [4349

ROLLS-ROYCE, replica, Bentley, Buick or other class 2- 3-seater coupe. Age immaterial if condition outstanding and price realistic. Please send photo and price to Box No. 4787, MOTOR SPORT, 15, City Road, E.C.1. [4350

BUCKLER FORD TEN. Reasonable price. Suitable if partly constructed or less engine. Box No. 4835, MOTOR SPORT, 15, City Road, E.C.1. [4506

HOTCHKISS PARIS-NICE 1938/39 saloon or 4-seater coupé wanted end November. Please write, air mail, Hatton, Nchcu, Nyasaland. [4357

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M.G. J OR P ENGINE/GEARBOX complete. Beasley, 186, Ellesley Old Road, Coventry. [4362

2-LITRE LAGONDA BODY wanted, 1930, high chassis. Newman, Normansfield Birdham, Chichester. [4372

AMERICAN ENTHUSIAST wants to buy instruction manual—4½-litre Invicta, *circa* 1931; also Type 37 Bugatti manual; also Rolls-Royce manual of any description. Also urgently needed: two 18-in. wire wheels, Rudge type, to fit 1931 Invicta, for sprint use. Would like two 6.00 by 18 tyres with the wheels, not new. H. Beeler, 4715 Calhoun, Houston, Texas. [4386

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AMILCAR. Enthusiast urgently requires complete or rear half body for G-type 9-h.p. chassis. 9, Greencroft Gardens, Enfield, Middlesex. [4399

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URGENTLY REQUIRED for 1933 Frazer-Nash T.T. Replica: two 19-in. wheels and starting-handle fitting Meadows engine same car. Parsons, 1, Westfield Road, Whitchurch, Glam. [4415

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RILEY 12/4 LYNX WANTED. Gleave, 32, Farrer Street, Nelson, Lancs. [4443

CYLINDER HEAD for 1934 Alvis Speed Twenty. Good price paid. Denton, Crowborough Brick, Crowborough, Sussex. Tel.: Crowborough 43. [4454

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CYLINDER BLOCK, Riley Sprite, 1937. Rapier engine complete. Bothwell, 12, Hady Crescent, Chesterfield. Tel.: Chesterfield 2539. [4495

RILEY NINE. Body condition unimportant, preferably with good engine. Must be cheap. White, M.O.S. Hostel, Aberporth, Cards. [4501

BENTLEY 4½ or similar 62-mm. wheel centres for building new wheels. Miller, Braidhurst House, Motherwell, Lanarkshire. [4502

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FIRST-CLASS ALVIS 12/70 saloon, known history. Charnley, 12, Northumberland Grove, Stockton-on-Tees. [4523

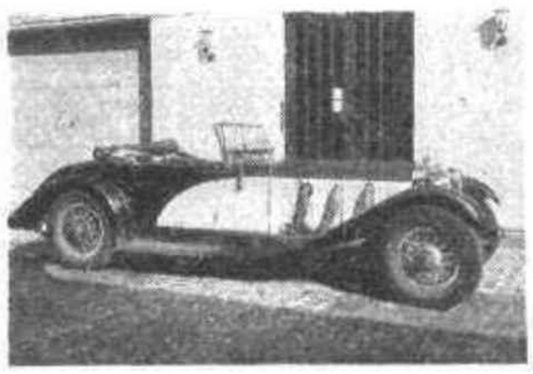


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1946 H.R.G. Aerodynamic 2/3-seater. Fully overhauled, immaculate coachwork, radio, heater and winding windows. **£625.**

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ROLLS-ROYCE, not earlier than 1935. Very reasonable price offered for car in exceptional condition. All replies answered. College Mead, Yarnton, Oxford. [4525

SQUIRE WANTED, V.D.P. roadster, restorable; engine unimportant; suspension, steering and box in working order, good condition coachwork. Send lowest price and late photo. J. C. Walsh, Jnr., 1212 Broadway, Oakland 12, California, U.S.A. [4547

1,000-c.c. ENGINE WANTED: air-cooled J.A.P. or Vincent preferred; any light 1,000-c.c. or good blown 750-c.c. wanted. State age, make, whether standard factory or modified; if clutch and box included; weight; top r.p.m. and approximate h.p. on gasoline. J. C. Walsh, Jnr., 1212 Broadway, Oakland 12, California, U.S.A. [4552

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FOR PA M.G.: cylinder block and gearbox. State condition. Box No. 4813, MOTOR SPORT, 15, City Road, E.C.1. [4555

DISTRIBUTOR ROTOR WANTED for Bosch type FHD6RS2 magneto. Fitted by Laystall to 6-cylinder Sunbeam. Roberts, 3, Hillmorton Road, Rugby. [4581

O.M. 2-LITRE tourer. State price. Hill, 28, St. Philip's Avenue, Wolverhampton. Tel.: Wolverhampton 37063. [4582

1934/5 RILEY NINE MONACO. Good condition essential. No dealers. Greater London area. All letters answered. Hearn, 23, Grove Parade, High Street, Slough. [4607

M.G. TC ENGINE, gearbox or parts. Good sports chassis for V8 unit crashed M.G. Cuffs Garage, Frome. Tel.: Frome 2511. [4610

TC M.G. WANTED by enthusiast. Reasonable price. Write: Broomfield, 7, Hillfield Parade, Bishopsford Road, Morden, Surrey. Tel.: Mitcham 1283. [4614

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S.S.100 JAGUAR 2½-LITRE 2-seater, competition model, 1938/9/40, required by private enthusiast. Good mechanical condition essential, one requiring respray not objected to. Box No. 4820, MOTOR SPORT, 15, City Road, E.C.1. [4631

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£295 Invicta 4½ Lancefield drophead foursome. Most striking appearance in primrose and black. Super chassis.

£285 Fiat 500, 1939, coupé. Duo-blue cellulose, new Dunlops, taxed, recond. steering, suspension, new battery.

£250 Bentley 3-litre short-chassis V.D.P. Just out from £200-plus engine overhaul by George Brown. Splendid appearance; taxed for year.

£165 Riley Nine Gamecock. This is as original and has not been "improved." Nice condition generally.

£92 10s. Riley Nine saloon in very good order indeed. Original blue cellulose and leather well kept. Tyres good.

£60 Riley Nine. Good runner . . . !

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EXCHANGES

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EXCHANGES—*continued*

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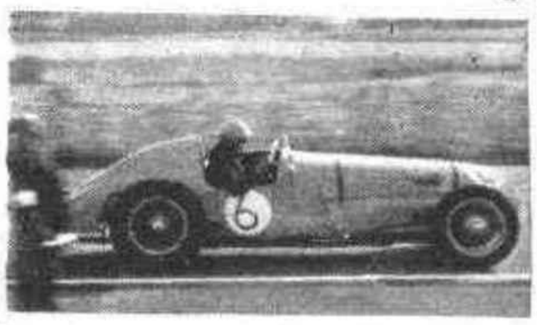
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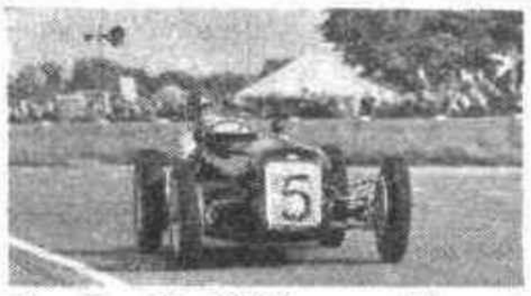
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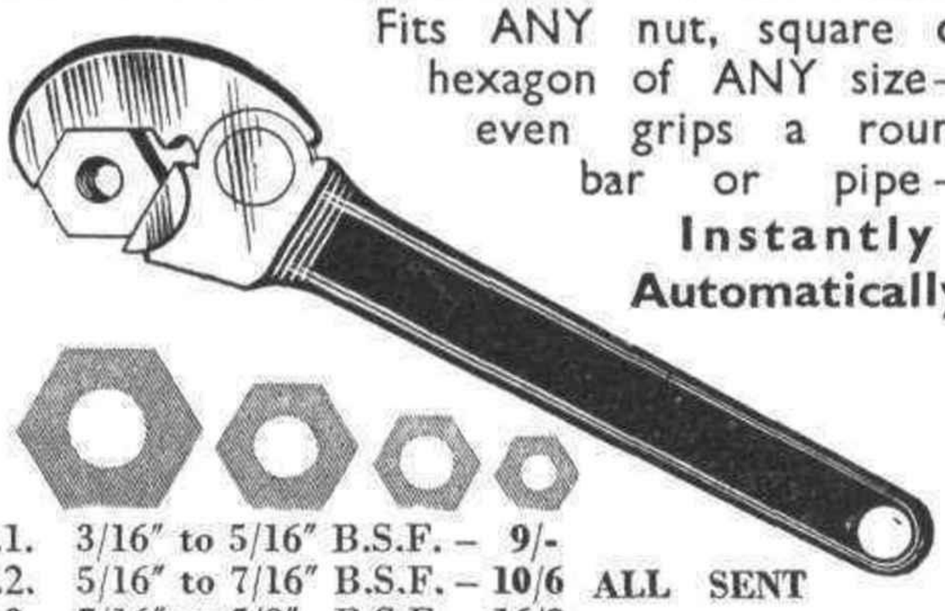
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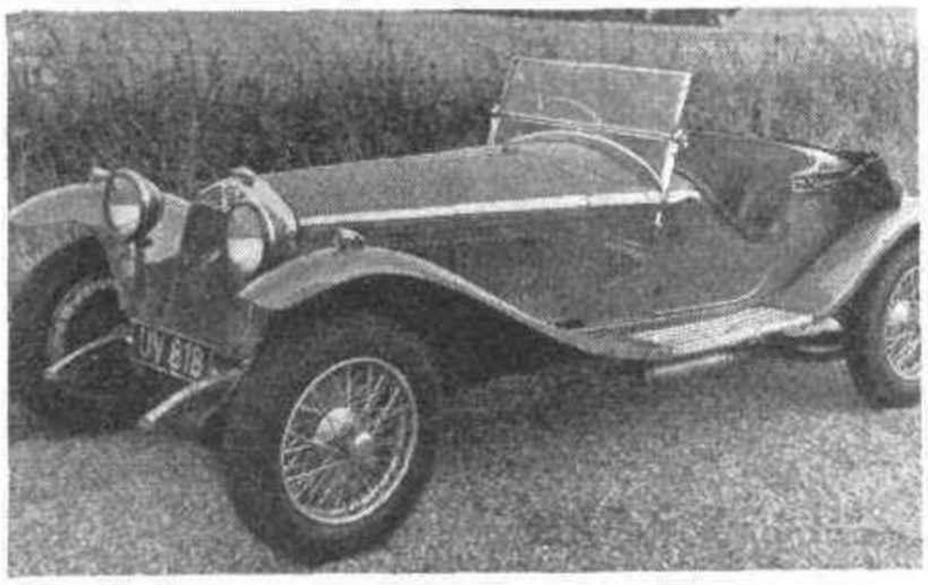
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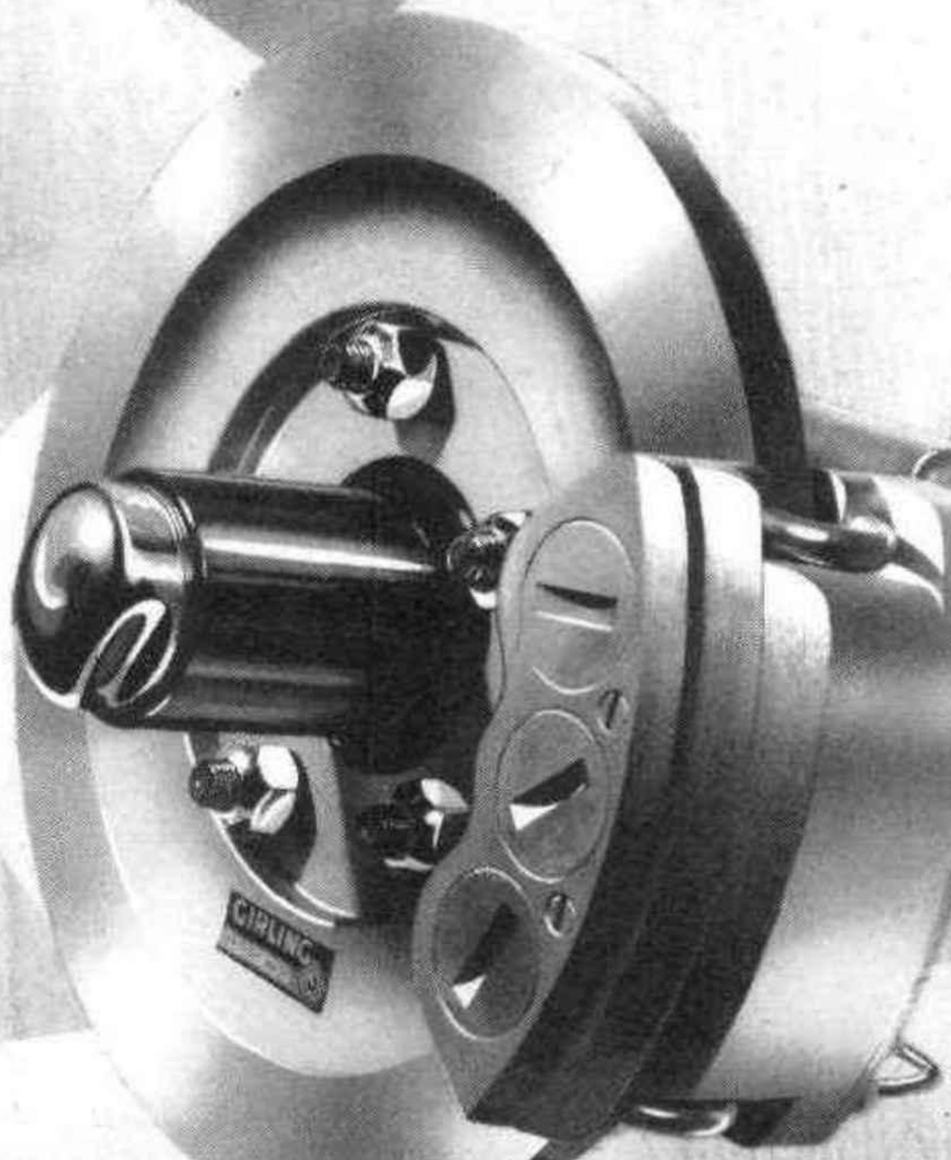
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