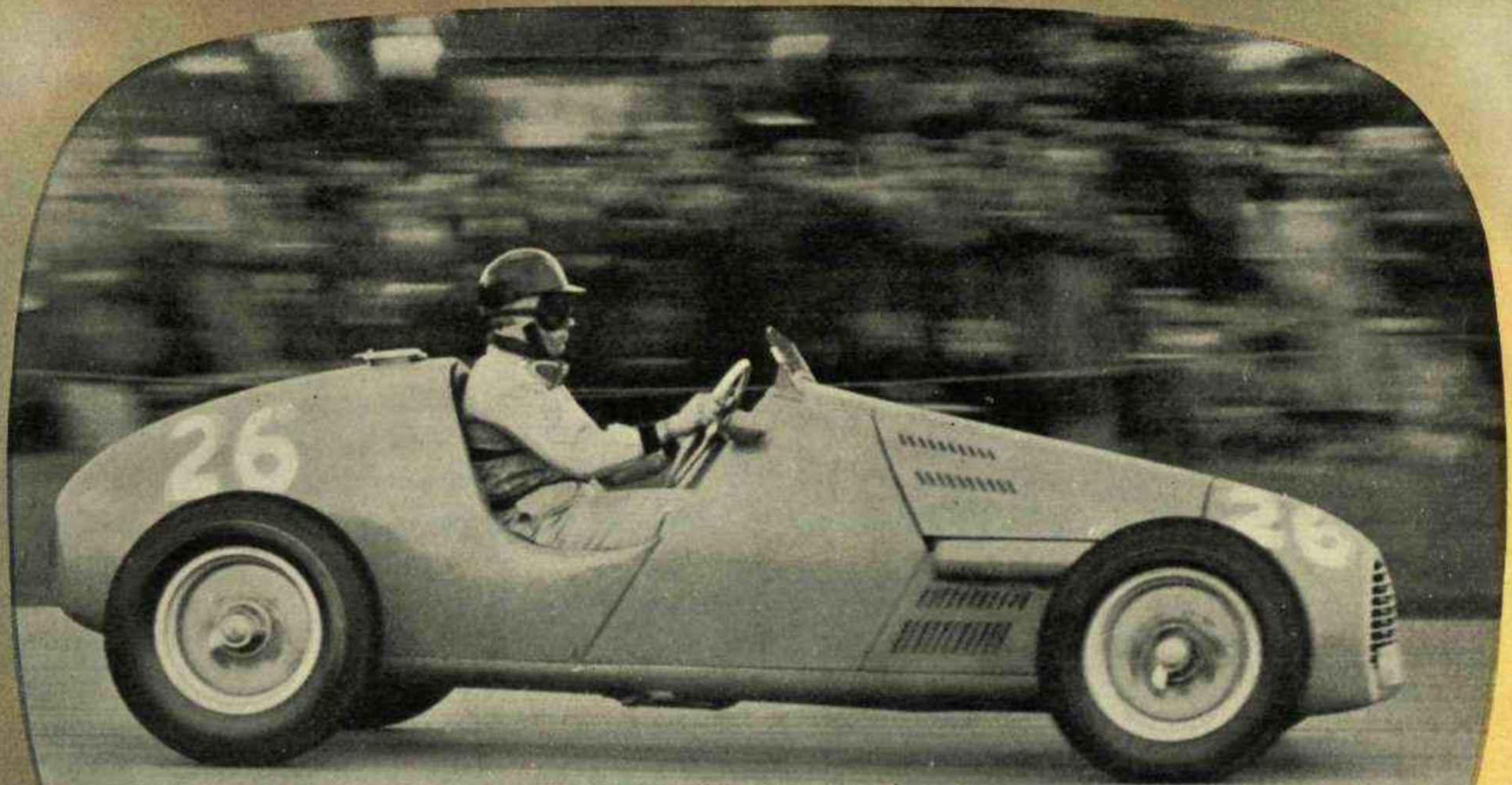


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Production and Sports Car Race

1st **JAGUAR** Stirling Moss

1st **Class 'D' ASTON MARTIN** (and 2nd in race) Reg. Parnell

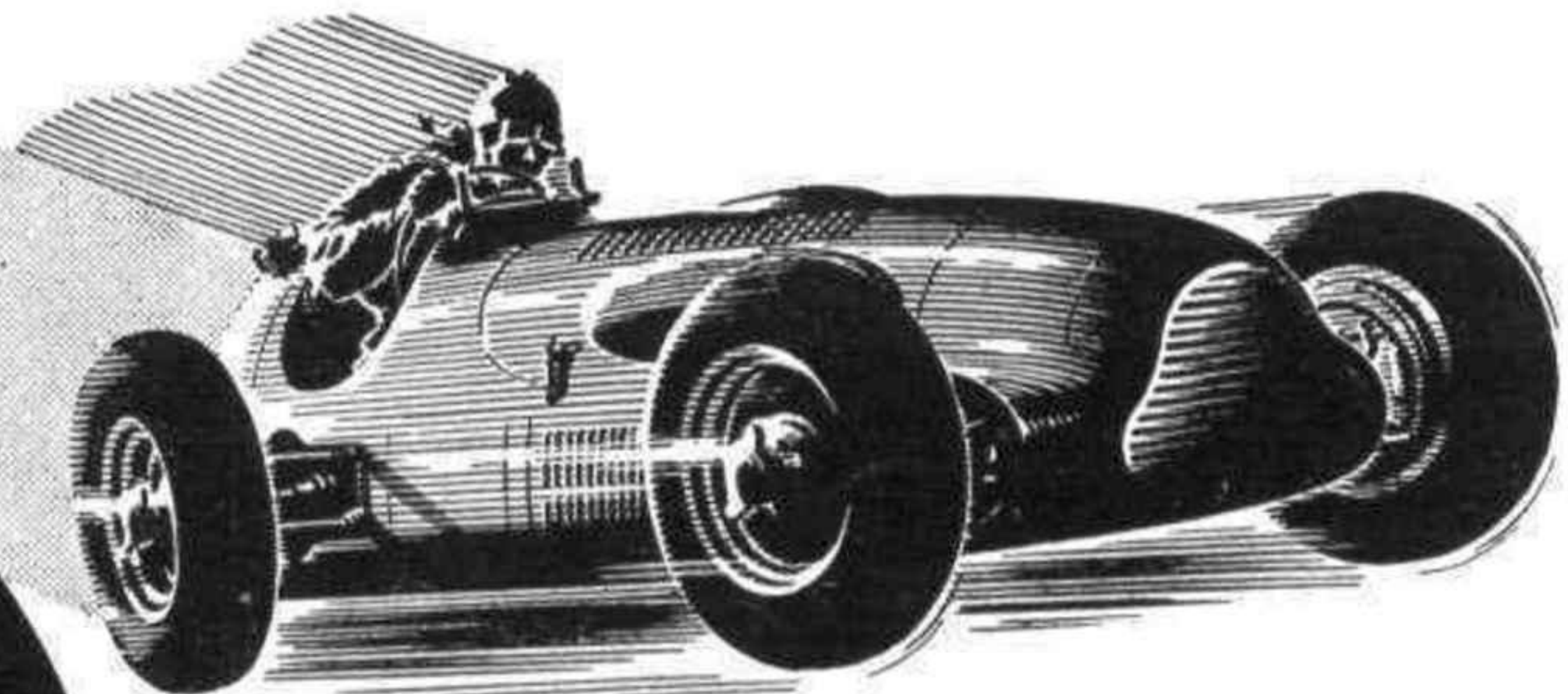
2nd **Class 'D' Aston Martin** (and 3rd in race) G. Abecassis

3rd **Class 'D' Aston Martin** (and 4th in race) Lance Macklin

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(over 2,000 c.c.)

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(over 1,100 c.c.)

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3 JAGUAR (B. Bradnack) **3** RILEY (A. P. Warren)

PRODUCTION SPORTS CAR RACE

Outright Winner

JAGUAR (Stirling Moss)

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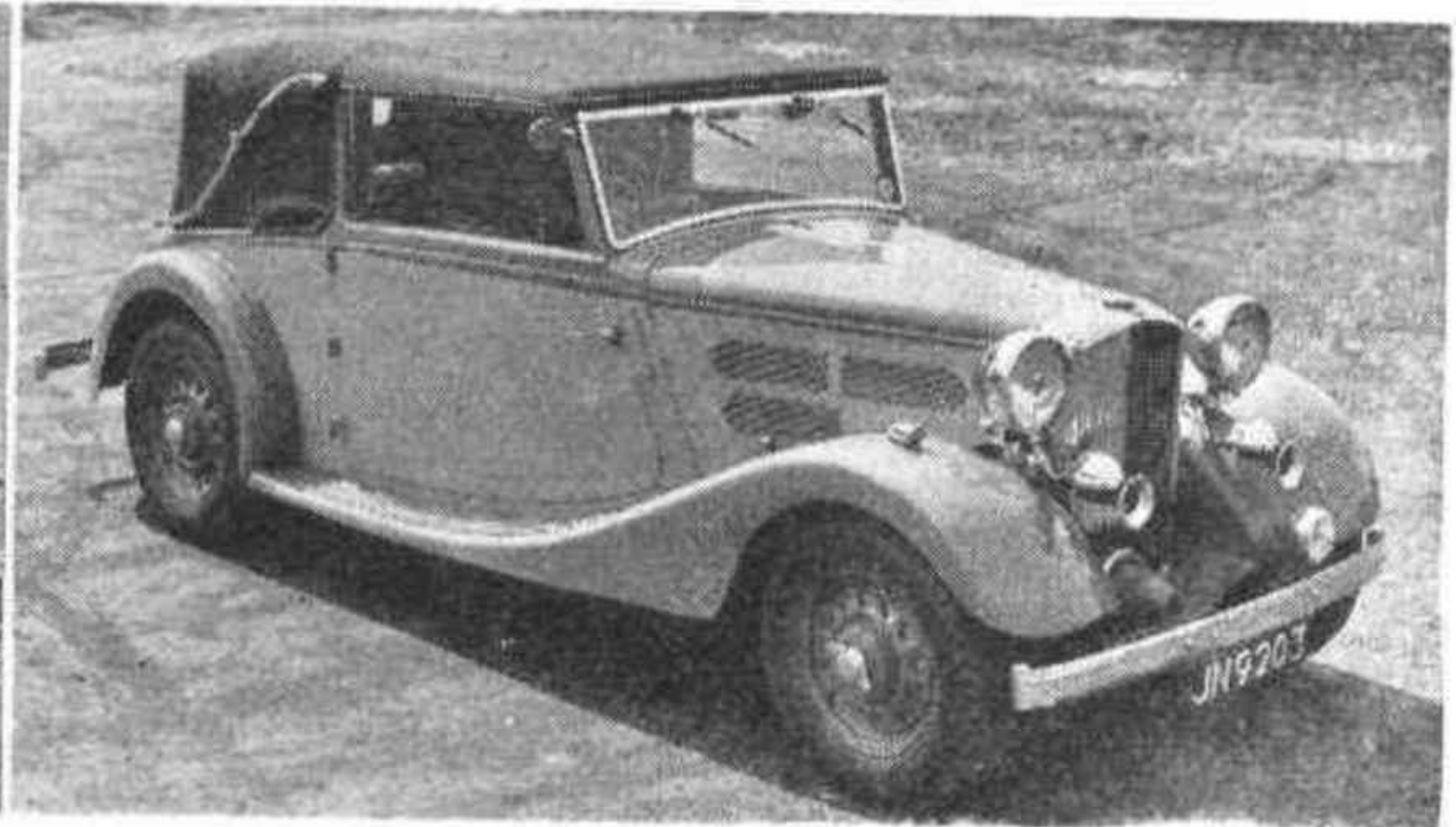
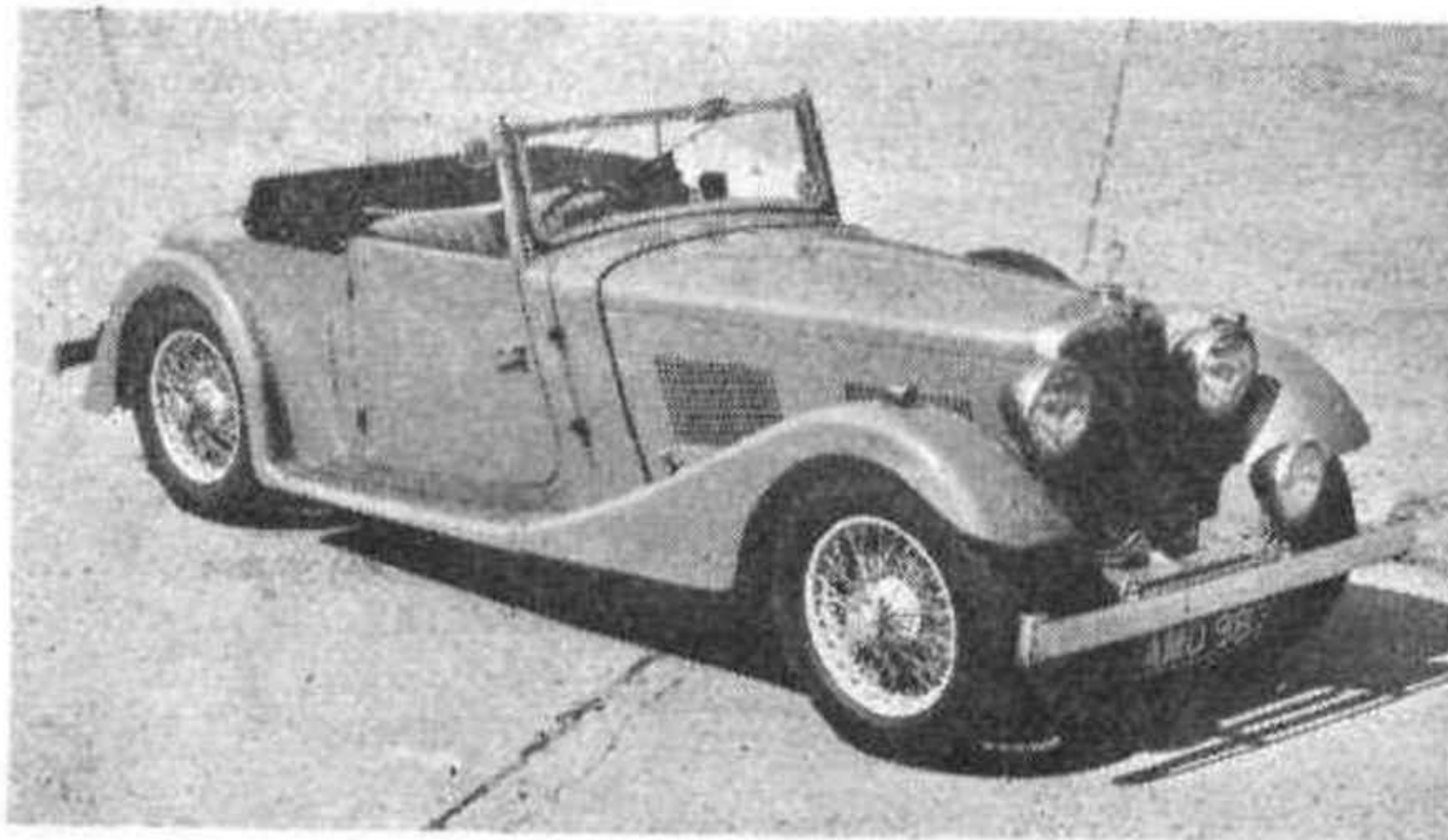
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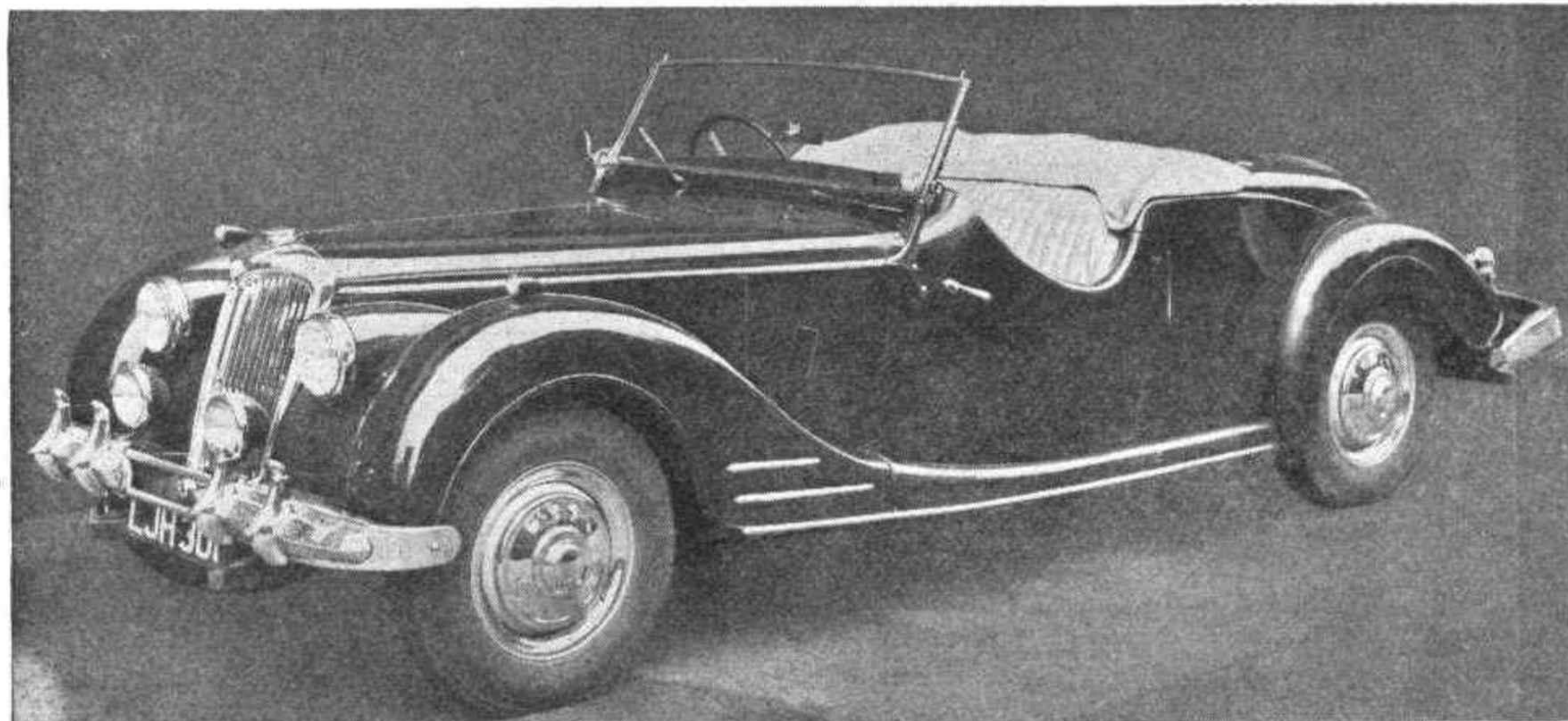
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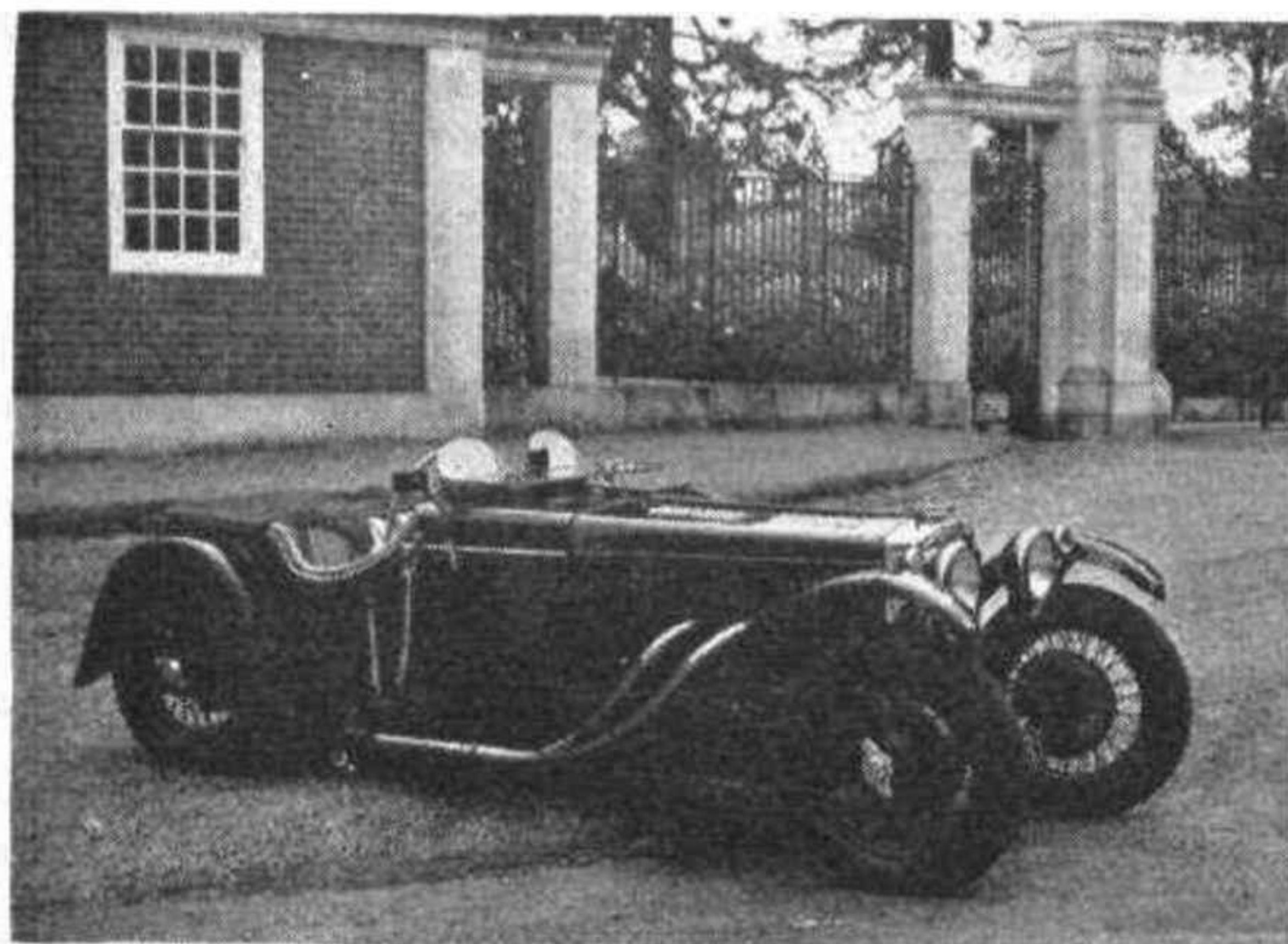
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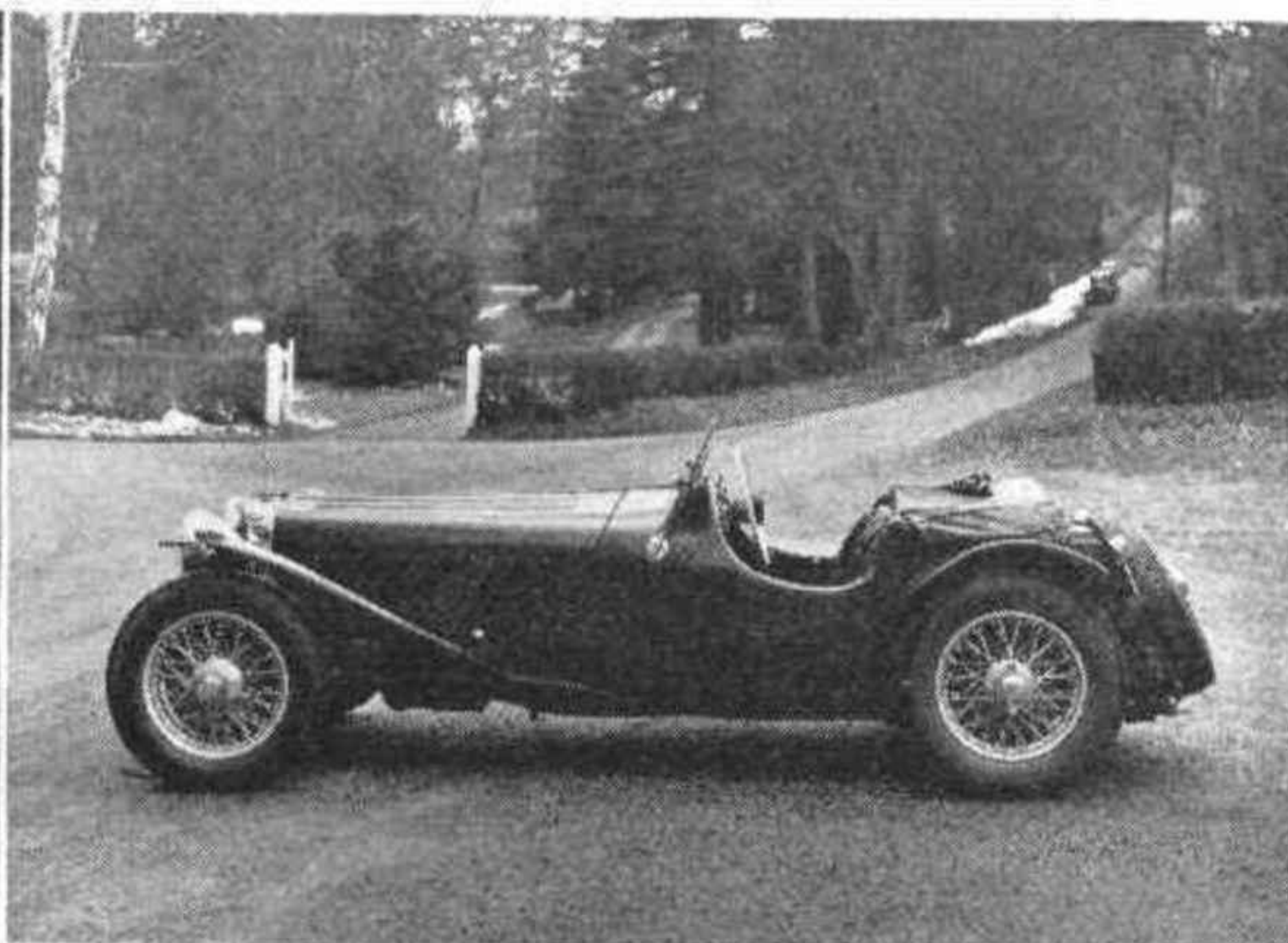
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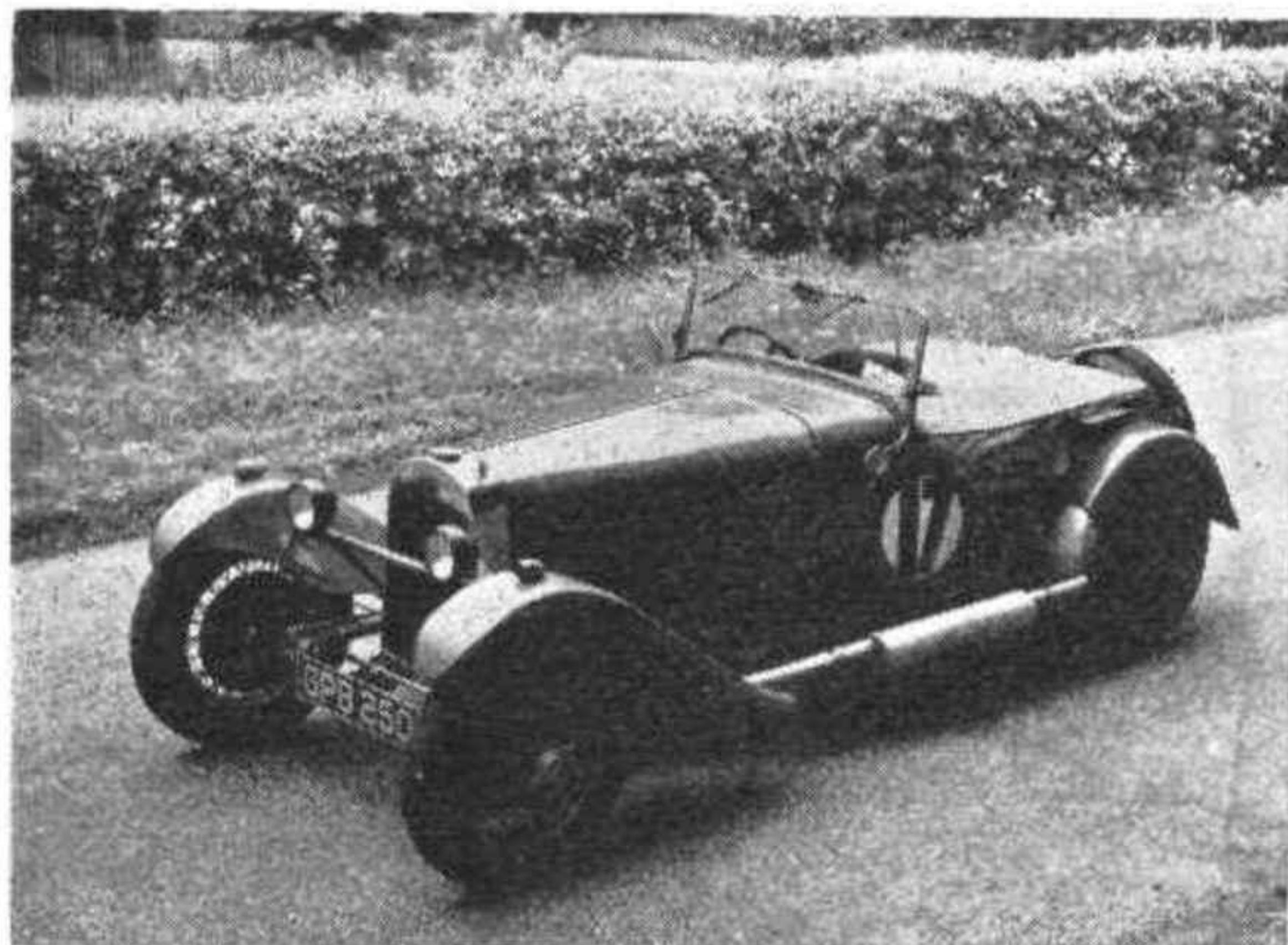
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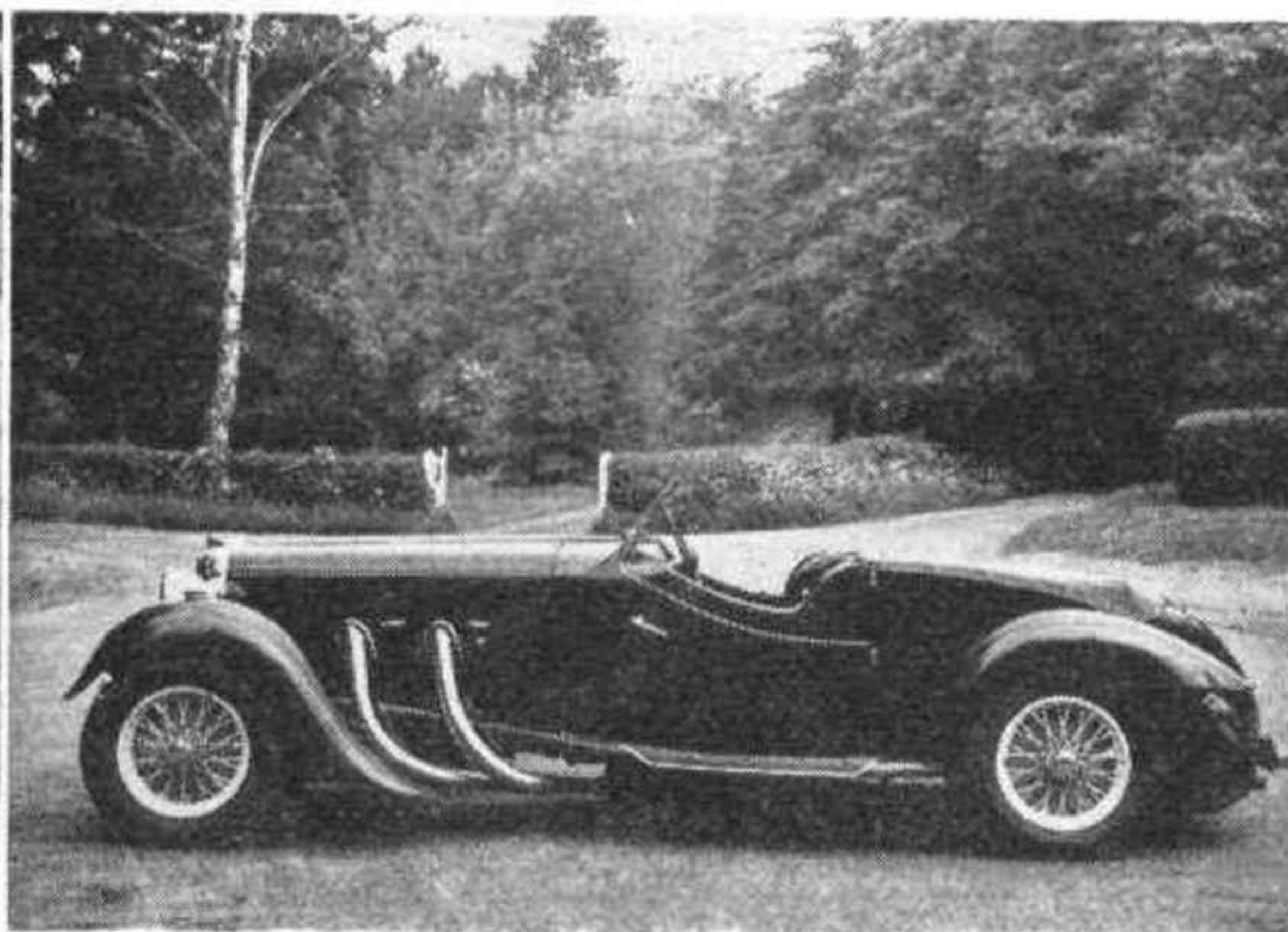
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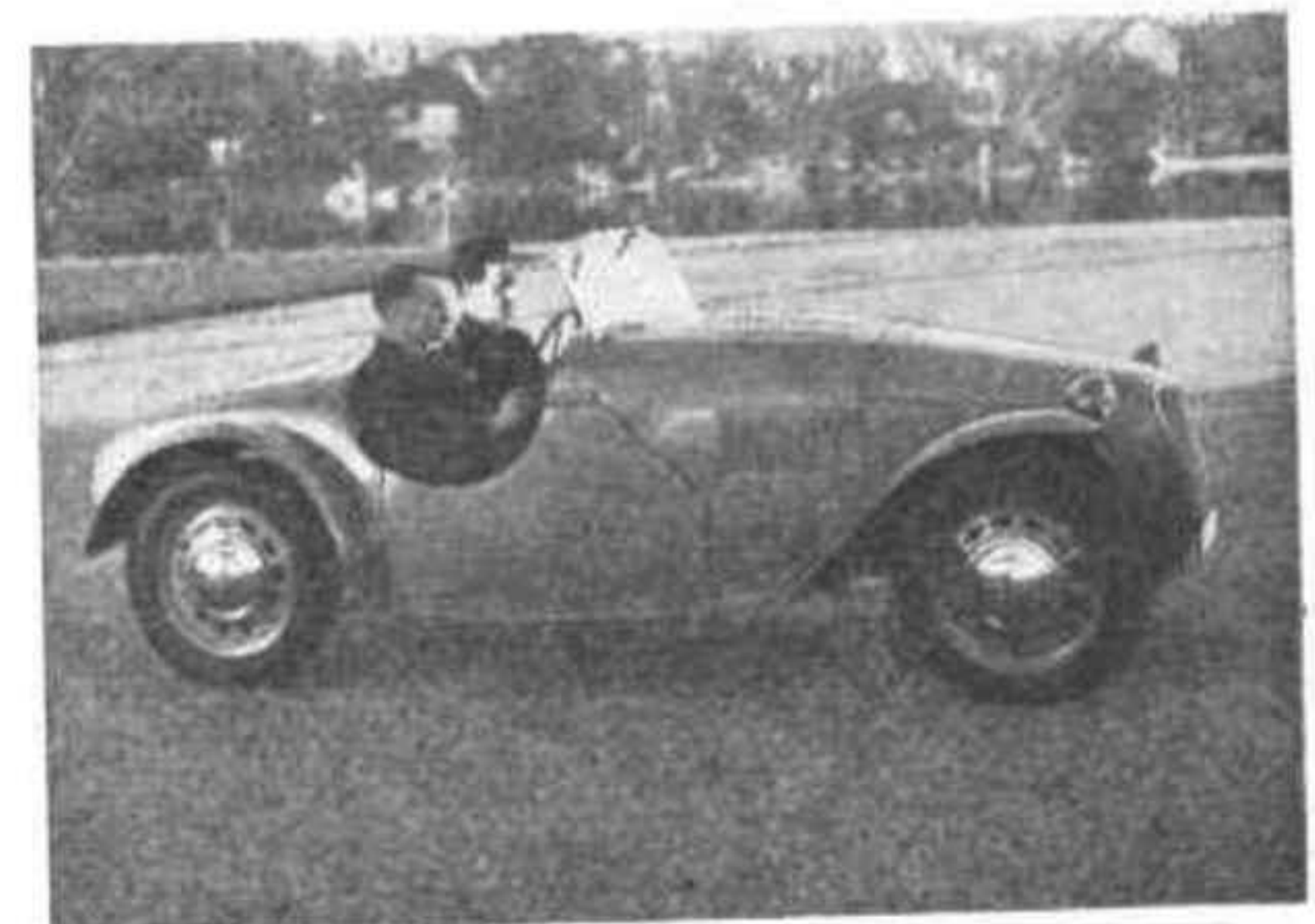
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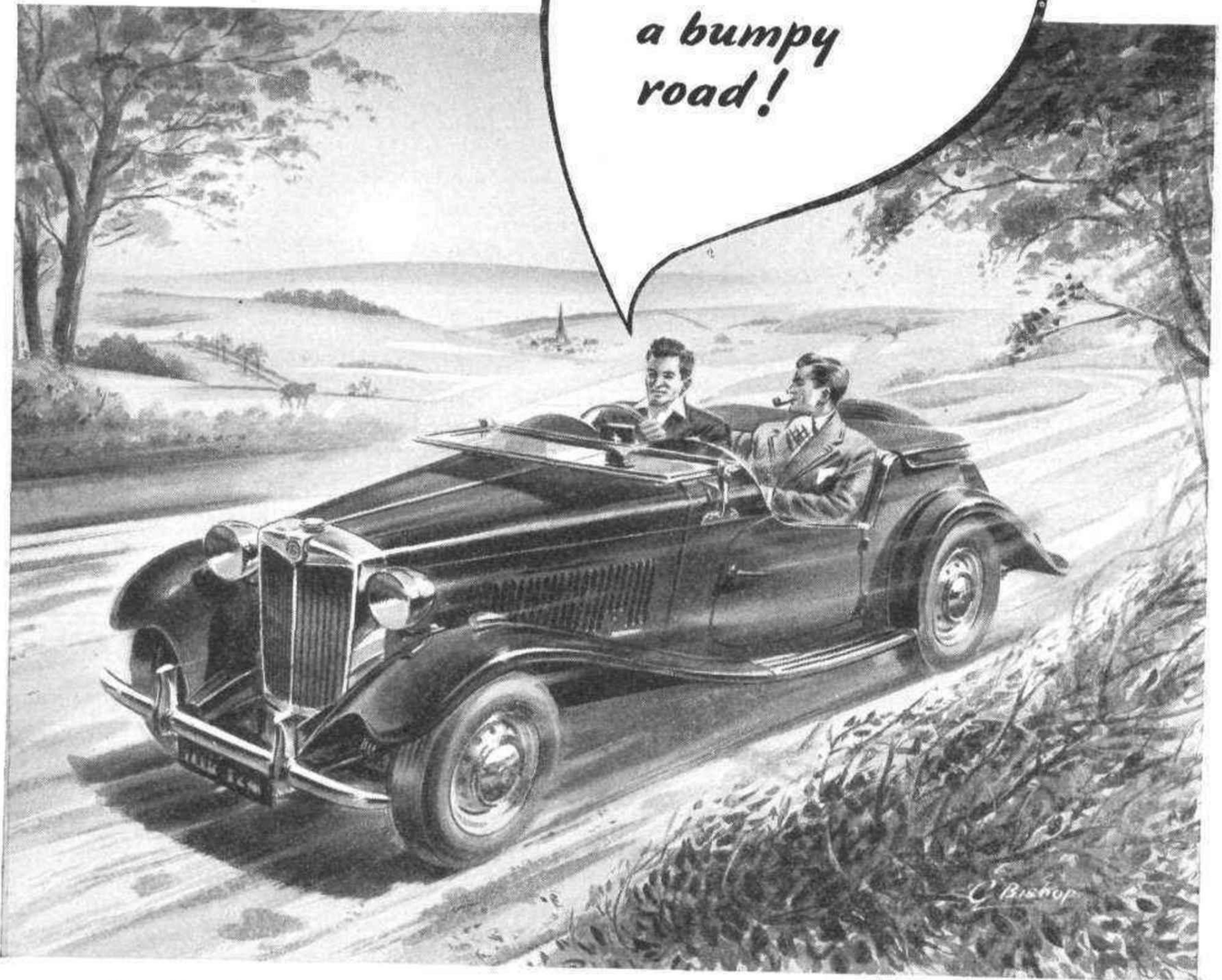


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MATTERS OF MOMENT

ARE RE-TREADS SAFE ?

It is said that the R.A.C. is going to lift its ban on re-treaded tyres, so far as the better brands are concerned—but only, it seems, in respect of short sprint events in which only one car goes up the course at a time.

Obviously, safety, especially in speed events, must be a major consideration of the R.A.C., who have therefore to decide whether re-tread tyres will be immune from bursts or tread-flinging in high-speed events. The R.A.C. knows, or should know, that re-treading falls into two categories—treads scientifically moulded on to carefully inspected used covers by "approved" firms and treads stuck on to any worn-out tyres which Bill Bodger has presented to him in his backyard.

The genuine desire of those firms, such as Blue Peter, Tyresoles, etc., who accept for re-treading only carefully-inspected tyres and then re-tread them properly, to prove the superiority of their products led them to band together and to stamp their work as that of a prescribed standard. Such re-treads have proved their worth in trials and rallies, in which events they are allowed by the R.A.C. on fast cars notwithstanding the high-speed tests which figured in the last R.A.C. Rally, for example. They have even been used successfully in races abroad, such as the Bol d'Or and for record-work at Jobbeke and in races in New Zealand, where the R.A.C. ban does not apply.

So you might have thought that the R.A.C. would have passed such re-treads for short-distance sports-car races in this country, while adhering to the view, which we share, that Bill Bodger's work is best confined to low-speed touring cars, farmers' vehicles working in the fields or motor-traders *sans* conscience wishing to give the impression that the cars they have for sale are well-shod.

There would seem to be only one possible reason for the R.A.C.'s reticence, and that concerns a rumour that some of the aforesaid rally and sports/racing cars may have come through safely on re-treads, but that such re-treads were, indeed, applied to brand-new covers, either deliberately to deceive or, as we prefer to believe, because the drivers concerned had a liking for the re-tread pattern, but themselves did not trust entirely their old tyres.

While the admission of re-tread or re-mould tyres in sprints will help, clubmen will not be happy until they are allowed to use them at club race meetings. Participation in the sport is costly enough and re-treads save money—something over £12 on each set of 4.50-17 tyres, for example.

The re-tread firms would no doubt welcome lifting of the R.A.C. ban so far as the smaller club events are concerned, for some of their best business, commercials apart, should come from the club competitor, who wears out several sets of tyres a year. What puzzles us is why they have never tried to put on a convincing demonstration, R.A.C.-observed, of their products, as we suggested to two of the leading re-tread firms when they asked our advice about overcoming prejudice against re-treads on fast cars some years ago.

Is it that they lack faith in their products staying put on cars which reach and hold high speeds? Is it that no drivers can be found to volunteer to drive in such a demonstration? Or are the re-tread firms overlooking a golden opportunity of proving to the R.A.C. that good re-treads are as safe under racing conditions as new tyres?

IS SAFETY GLASS SAFE ?

Discussion took place recently in a contemporary as to whether toughened safety-glass is the cause of many unexplained accidents. It so happened that, while we were driving a Citroen Six at speed along a straight road trying to come to grips with a 2½-litre Riley, a stone flew back and hit the windscreen, a Triplex Toughened affair, which immediately went opaque. So we write feelingly, and with personal experience, of this vexed subject. The episode occurred on a straight road and that we brought the Citroen to rest close to the left-hand verge was due to luck or, if you like, to instinctive judgment

(spare our blushes, however!), and to nothing else.

It was quite impossible to see through that windscreen. We did not have the presence of mind to thrust a bare hand through the mess, being, indeed, rather busy with the steering. Nor did we steer by watching the road receding in the rear-view mirror, as the aforesaid contemporary (returning to the safety-glass subject in a rather changed state of mind) suggests that perhaps we ought to have done. Yet we were not particularly "shocked," because, after an initial fleeting thought that perhaps the engine had flown to pieces, we realised that, in fact, a stone must be the culprit and appreciated exactly what had happened. Thereafter we wound-down the driver's door window with the idea of seeing at least something, and let Mr. Lockheed do the rest.

But, repeat, you *couldn't see* through that screen. Imagine, therefore, what would have happened had it been struck going into a corner or along a congested road, perhaps at night!

The safety-glass experts have their answers, of course. They will tell you that toughened glass is made to B.S.S. requirements which

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FRONT COVER FIGURE: Robert Manzon in the promising, Ferodo-braked six-cylinder Gardini which won the Second Heat of the Silverstone International Trophy Meeting at 86.04 m.p.h.



TOUGHENED TROUBLE.—This untouched photograph shows how little could be seen through the windscreen after a stone had struck it—note that you cannot see the wheel and tyre behind it, and then compare with the replacement screen, expeditiously fitted for us by Citroën.

specify that the glass must fracture into such a number of granules per square inch as to ensure some retention of visibility. The counter-fact is that ours didn't; nor do we believe that Kenneth Horne, a director of Triplex, whose B.B.C. performances we so enjoy, really sets much store by the findings of scientific "experts." In any case, a sloping screen or sunlight can negate the visibility of even B.S.S. glass after fracture.

Consider those "mystery" accidents, in which seemingly healthy men and women are found dead in crashed cars after leaving the road, and ask yourself, which is more likely, that they suffered a sudden heart-attack, or sudden, fatal loss of vision when a stone hit their toughened-glass windscreens?

We emphasize what we believe to be a very real danger because **MOTOR SPORT** is read by drivers of fast cars and obviously the danger from sudden loss of vision *sans* warning is all the greater in their case.

The solution seems to be to fit laminated safety-glass, as found in Rolls-Royce and Bentley cars and, ironically, in the Riley which was responsible for the fracture of our toughened glass screen. Laminated glass was found on most pre-war American cars, is indeed compulsory in certain States in that country, and is, of course, compulsory for cars used for racing.

We suspect that toughened glass owes its popularity to its lower cost and the fact that it can be more easily manipulated when screens have to be persuaded to fit the not entirely accurately-formed screen-frames of modern pressed-steel bodywork, and because it suits flimsy screen-frames which flex when the girl friend orders you to clip the hood on to them. Sponsors of toughened glass will tell you that bits can fly from a laminated screen which has been struck by a stone and nasty cuts may result therefrom. Nevertheless, if we had to choose between losing control of a fast car on a public road or of chancing a cut from a sliver of glass which normally would be unlikely to part from the plastic vinyl centre-spread of a laminated screen, we know which we would prefer! And so we congratulate Rolls-Royce, Bentley and Riley on their choice of laminated glass. Perhaps the only completely safe solution is to drive a sports-car in the true sense, with screen folded-flat or non-existent. Otherwise, you are advised to avoid "toughened trouble" and fit laminated safety-glass in your windscreens.

RUMBLINGS—Continued from page 283

did it fall down? Poor D. A. Clarke came by, hand over mouth with horror—a bearing had gone in his Frazer-Nash.

Geoff. Duke held a long series of nasty slides in his DB3 which lasted through Stowe and beyond. Incidentally, whereas three of the Type C Jaguars used aero-screens, Peter Walker's Type C had a wide Perspex screen. The DB3s, bobbly of exhaust, had a screen wiper on the driver's aero-screen, as did Skelly's Jupiter, which that evening proved a temperamental starter and tried to chop a mechanic's finger off with its fan belt.

ASIDES: Moss' Type C Jaguar was leaving the Paddock at speed and hit a stray spectator. Stirling shook his head in evidence of annoyance but Peter Walker, following, inquired of the unfortunate, "Are you hurt?" All-night work went on in the Paddock on J. Barber's Cooper.

NEAT: The different coloured plug leads of the new Connaughts. F. Curtis had the all-enveloping Chrysler-engined Le Mans Allard, but was no faster than the M.G.s of Davis and Mayers.

IMPRESSION: If the *Daily Express* had bought not only Silver-

stone but in some respects the B.R.D.C. for the day, it certainly brought a vast concourse of spectators—estimated at 125,000—and that motor-racing now attracts a truly democratic crowd was perhaps over-evidenced when a member thereof called to his companion, as Lord Howe's V12 Lagonda went by, "There goes 'Car-Plate' Howe."

We lived, as in previous years, at Silverstone for practice periods and race-day, very comfortably and conveniently in a Berkeley Courier caravan towed by an Austin A70 Countryman, using for transport a Javelin and Morgan Plus Four. Had we been permitted, as the B.R.D.C. intended, to park the caravan within the confines of the circuit, diesel fumes from arriving coaches would not have polluted the air of our living quarters in the early morning of May 10th. As it was, the *Daily Express* went back on an earlier promise and we suffered.

Traffic got away better than in previous years and the writer desires to record a pleasant journey home in the willing Plus Four.

MILLE MIGLIA, or the Writing on the Wall

THE Mille Miglia, one of the greatest road races on the calendar and the sole survivor of the old town-to-town, public road contests, was a truly homeric struggle this year. Germany showed the "writing on the wall" by arriving with the new coupé 300SL Mercedes-Benz some two months beforehand, covering the 1,000 miles of roads at least ten times, at a cost in fuel alone, the *Daily Press* emphasised, of some £2,000.

But not yet did this teutonic thoroughness pay 100 per cent. dividends. Karl Kling set a fast pace and led nearly to the finish, after he had overtaken Bracco's experimental light 2.7-litre V12 Ferrari coupé which was delayed with tyre trouble. Kling was hard-pressed by the 2,715-c.c. open Ferraris of Marzotto and Castelotti, then by Taruffi's new 300 b.h.p. G.P.-engined 4½-litre Ferrari sports two-seater which blew up its transmission in the effort.

Kling was averaging nearly 93 m.p.h. in the wet, but team-mate Lang had left the road and retired and Caracciola's Mercedes-Benz was held by Abecassis in a DB2 Aston-Martin until the British car's clutch gave out.

Bracco was driving superbly meanwhile and was in the lead again at Bologna. More tyre trouble delayed him, but he repassed Kling, to lead the German by 1 min. 40 sec. at Modena, home of Ferrari, and win by 4 min. 32 sec. All eyes now focus on Le Mans, where the thorough Mercedes-Benz team will again meet the weight of Ferrari opposition. In third place came the Lancia Aurelia of Fagioli, a stupendous effort by a veteran driver and in a car of the 2-litre Grand Touring class at that—ahead of so many near-racers! It was a brilliant reflection of Bracco's great second place in an Aurelia last year and should do Lancia a power of good commercially.

Moss drove the Type C Jaguar nearly into third place, but had to retire at the end with fuel tank leaks and steering trouble. Leslie Johnson was first Britisher home, a gallant seventh in a 4.1-litre prototype Nash-Healey. Tommy Wisdom in the 1951 DB2 won the big Grand Touring class for Aston-Martin, after Parnell had been delayed in his DB2 after hitting a milestone, and running out of fuel. Donald Healey had a narrow escape, his Healey bursting a tyre and wrecking itself on a bridge. In this fantastic race of 502 starters, some retired and crashes took the lives of two Italian drivers in small Fiats, Grazzani and Avalle. Lancia Aurelias took fifth, sixth and eighth places, the 1900 Alfa-Romeos nothing higher than 17th place.

Results:

| | | | |
|---|---|--------------|------------------------|
| 1st: | Bracco and Rolfo (2,700-c.c. Ferrari) | 128.6 k.p.h. | 12 hr. 9 min. 45 sec. |
| 2nd: | Kling and Klenk (3,000-c.c. Mercedes-Benz) | ... | 12 hr. 14 min. 17 sec. |
| 3rd: | Fagioli and Borghi (1,991-c.c. Lancia-Aurelia) | ... | 12 hr. 40 min. 5 sec. |
| 4th: | Caracciola (Mercedes-Benz); 5th: Anselmi (Lancia Aurelia); 6th: Ippocampo (Lancia Aurelia); 7th: Johnson (Nash-Healey); 8th: Amendola (Lancia Aurelia); 9th: Brivio (Ferrari); 10th: Bordini (Ferrari). | ... | ... |
| 750 c.c. Sports.—Marchese (Dynn Panhard) | ... | ... | 15 hr. 35 min. 17 sec. |
| 1,100 c.c. Sports.—Cabanca (Osca) | ... | ... | 13 hr. 32 min. 50 sec. |
| 2,000 c.c. Sports.—Brivio (Ferrari) | ... | ... | 13 hr. 14 min. 22 sec. |
| Over 2,000 c.c. Sports.—Bracco (Ferrari) | ... | ... | 12 hr. 9 min. 45 sec. |
| 750 c.c. Grand Touring.—Gignoux (Dyna-Panhard) | ... | ... | 15 hr. 20 min. 24 sec. |
| 1,500 c.c. Grand Touring.—Lurani (Porsche) | ... | ... | 14 hr. 53 min. 3 sec. |
| 2,000 c.c. Grand Touring.—Fagioli (Lancia Aurelia) | ... | ... | 12 hr. 40 min. 5 sec. |
| Over 2,000 c.c. Grand Touring.—Wisdom (Aston-Martin DB2) | ... | ... | 13 hr. 29 min. 40 sec. |
| 750 c.c. Production Sports.—Redele (Renault) | ... | ... | 15 hr. 46 min. 15 sec. |
| 1,100 c.c. Production Sports.—Metternich (Porsche) | ... | ... | 15 hr. 53 min. 39 sec. |
| 1,500 c.c. Production Sports.—Mazzonis (Lancia Aprilia) | ... | ... | 15 hr. 27 min. 10 sec. |
| 1,100 c.c. National Grand Touring.—Matrullo (Fiat) | ... | ... | 16 hr. 18 min. 28 sec. |
| 1,500 c.c. National Grand Touring.—Monaco (Fiat) | ... | ... | 15 hr. 49 min. 6 sec. |
| Over 1,500 c.c. National Grand Touring.—Maglioli (Lancia Aurelia) | ... | ... | 13 hr. 58 min. 35 sec. |
| Military Vehicles.—Costa (Alfa-Romeo-Matta) | ... | ... | 16 hr. 54 min. 3 sec. |

REPORTS of RECENT EVENTS

FOREIGN RESULTS

R.E.A.A.A. FOURTH LANGA-LANGA RACE MEETING, EAST AFRICA (Mar. 23rd)

Up to 1,000 c.c. (5 laps).—T. F. Banks (Singer Nine).
 Up to 3,000 c.c. (7 laps).—E. Grathan (Healey Silverstone).
 Up to 1,300 c.c. (5 laps).—M. Iqbal (TD M.G.).
 Unlimited (7 laps).—M. Satterthwaite (Jaguar XK120).
 Up to 2,000 c.c. (7 laps).—R. T. Grantham (M.G. Special).
 All Categories (10 laps).—P. M. Vsey (TD M.G.).
 Fastest lap: Satterthwaite (Jaguar XK120), 82 m.p.h.

AUSTRALIAN G.P. (April 19th)

1st: Whiteford (4½-litre Lago-Talbot), 75.5 m.p.h.
 2nd: Jones (Maybach), 1 lap behind. (Timed at 141.8 m.p.h. over one stretch.)
 3rd: Murray (Alfa-Alvis).

MOBILGAS ECONOMY RUN, U.S.A. (April 14th-16th)

| | | |
|-----------------------|-------|------------|
| 1st: Mercury Monterey | 64.19 | ton-m.p.g. |
| 2nd: Lincoln Capri | 63.33 | " |
| 3rd: De Soto | 58.84 | " |
| 4th: Ford | 57.89 | " |

Each winning its retail-price class.

TULIP RALLY

Outright Winner.—Ken Wharton (Ford Consul).
 Runner-up.—Ian Appleyard (Jaguar).
 Up to 1,150 c.c.—H. Kreisel (Renault).
 1,151 to 1,400 c.c.—K. S. Barendregt (Simca).
 1,401 to 1,600 c.c.—K. Wharton (Ford).
 1,601 to 2,000 c.c.—R. H. Sleigh (Bristol).
 2,001 to 3,000 c.c.—K. Ton (Citroen).
 Over 3,000 c.c.—E. I. Appleyard (Jaguar).
 Sports Cars up to 1,500 c.c.—A. J. M. van den Lof (M.G.).
 Sports Cars over 1,500 c.c.—R. Habisreutinger (Jaguar).
 Damesprijs.—Miss Sadler (Rover).
 Team Prize.—Renault.
 Club Team Prize.—R.A.C.—West.

CRANLEIGH & D. M.C. & C.C. NAVIGATION RALLY (April 19th/20th)

1st: L. S. Stretton. 2nd: J. I. Bremner. 3rd: H. Birkett.

IRISH M.R.C. ENNISKERRY HILL-CLIMB (April 19th)

1st: Gallagher (995-c.c. Leprechaun-J.A.P.) ... 44.1 sec.
 2nd: Baird (Griphon-Maserati) ... 44.57 sec.
 Titterington (Allard) ...

LANCASHIRE & CHESHIRE C.C. SPORTING TRIAL (April 20th)

1st: A. E. Rumfitt (Cotton II), 6 marks lost; 2nd: R. W. Faulkner (Paul Special), 8 marks lost; 3rd: K. R. Bailey (Bailey Special), 8 marks lost; 4th: M. H. Lawson (Lotus IV), 12 marks lost; 5th: Sinclair-Sweeney (Jacquie), 14 marks lost; 6th: A. W. Lilley (Clegg, s/c), 14 marks lost.
 First-Class Awards.—R. W. Phillips (Javelin Special), J. Sleeman (Sleeman), T. C. Harrison (Harford III), L. J. Oliver (Oliver), R. Chappell (Cotton III), M. Wilde (Ford Special), C. R. Hardman (Dellow).
 Team Prize.—Lancs & Cheshire C.C.

500-c.c. RACING, BEVERIDGE PARK (April 26th)

| | | |
|---------------------------------------|-------|--------|
| Race 1, Heat 1.—N. Sanderson (Cooper) | 57.00 | m.p.h. |
| Race 1, Heat 2.—J. R. McBain (Cooper) | 57.20 | " |
| Race 1, Heat 3.—A. McGlashan (Cooper) | 56.30 | " |
| Race 1, Final.—J. R. McBain (Cooper) | 58.22 | " |
| Race 2, Heat 1.—A. McGlashan (Cooper) | 57.32 | " |
| Race 2, Heat 2.—B. Dickson (J.P.) | 56.02 | " |
| Race 2, Heat 3.—N. Sanderson (Cooper) | 57.03 | " |
| Race 2, Final.—N. Sanderson (Cooper) | 58.58 | " |

HANTS & BERKS M.C. VERSATILITY TRIAL (April 26th)

Best Performance of Day.—Mrs. N. Mitchell (H.R.G.).
 Best Performance.—Class 1: M. Ness (Ford).
 Class 3: C. D. F. Buckler (Buckler).
 Premier Award.—Class 1: C. S. Neame (PA M.G.).
 Class 2: W. A. Cleave (Morris), Dr. H. Mayne (Fanifold).
 Class 3: A. W. Gubby (Dellow), G. Pettit (Pettit Special).

EASTERN COUNTIES M.C. SNETTERTON RACE MEETING (April 26th)

Scratch Races:
 Up to 1,100 c.c. (3 laps).—D. R. Moore (947-c.c. M.G.) ... 61.0 m.p.h.
 Up to 1,500 c.c. (3 laps).—W. A. Scott-Brown (1,330-c.c. M.G.) ... 63.5 "
 Up to 2,500 c.c. (3 laps).—R. E. Pattenden (1,960-c.c. H.W.-Alta) ... 70.0 "
 Over 2,500 c.c. (3 laps).—S. J. Boshier (3,442-c.c. Jaguar) ... 71.0 "
 Handicap Races:
 Up to 1,500 c.c. (3 laps).—R. R. Rayner (1,172-c.c. Rayner Special) ... —
 Over 1,500 c.c. (3 laps).—S. J. Boshier (3,442-c.c. Jaguar) ... —
 Delayed-Start Races:
 Small Cars (5 laps).—P. W. Strawson (947-c.c. Singer) ... —
 Big Cars (5 laps).—S. J. Wilmshurst (4½-litre Bentley) ... —

EAST ANGLIAN M.C. DRIVING TESTS (April 27th)

Under 1,500-c.c. Open.—E. S. Ridley (M.G. TDII)—Best performance.
 Second Best Performance.—C. M. Abbott (Paramount).
 Over 1,500-c.c. Closed.—R. E. D. Green (Healey).
 Over 1,500-c.c. Open.—G. Samworth (Jaguar XK120).
 Best Lady Driver.—Mrs. P. Sutcliffe (Jaguar XK120).

ASTON-MARTIN O.C. SNETTERTON RACE MEETING (May 3rd)

| | | |
|--|-------|--------|
| Race 1, Heat 1.—W. B. Fowler (Le Mans) | 58.31 | m.p.h. |
| Race 1, Heat 2.—P. G. A. Bucknall (M.G. Special) | 65.41 | " |
| Race 1, Heat 3.—T. W. Dargue (M.G. TC) | 64.45 | " |
| Race 1, Heat 4.—R. C. Willis (B.M.W.-Bristol) | 67.14 | " |
| Race 1, First Semi-Final.—P. G. A. Bucknall (M.G. Special) | 62.03 | " |
| Race 1, Second Semi-Final.—F. C. Davis (Cooper-M.G.) | 63.97 | " |
| Race 1, Final: | | |
| 1st: F. C. Davis (Cooper-M.G.) | 65.52 | " |
| 2nd: L. Leonard (Cooper-M.G.) | | |
| 3rd: J. R. Stoop (Frazer-Nash) | | |
| Aston-Martin Race: | 60.13 | m.p.h. |
| Formula II Race: | 72.4 | " |
| 1st: J. R. Stoop (Frazer-Nash) | | |
| 2nd: F. C. Davis (Cooper-M.G.) | | |
| 3rd: R. E. Pattenden (H.W. Alta) | | |
| Formule Libre Race: | 71.86 | m.p.h. |
| 1st: A. P. R. Rolt (E.R.A.-Delage, s/c.) | | |
| 2nd: J. Duncan-Hamilton (Jaguar XK120) | | |
| 3rd: S. J. Boshier (Jaguar XK120) | | |

Fastest lap of the day: C. H. Bulmer (B.M.W.-Bristol), 77.92 m.p.h.

V.S.C.C. RACE MEETING, SILVERSTONE (May 3rd)

One-Hour High-Speed Trial (Vintage Sports Cars) Qualifiers.—1,100-c.c. Class: E. W. Cuff-Miller (Riley), Dr. G. E. Pinkerton (Austin Ulster). 1,101-2,000-c.c. Class: W. E. Edgar (Alvita), N. Arnold-Forster (Anzani Frazer-Nash), D. M. Jenkinson (Type 37 Bugatti), M. H. Bland (Brescia Bugatti), P. M. A. Hull (12/50 Alvis), B. E. Brown (Frazer-Nash), W. H. Smart (Frazer-Nash).
 2,001-3,000-c.c. Class: M. Gaudin (Alvis), B. H. Thompson (Alvis Silver Eagle).
 Over 3,000-c.c. Class: A. J. Hollington (Bentley), F. B. Copeland (Bentley), B. M. D. Barker (Bentley), Major J. H. Bailey (Bentley).
 5-Lap Handicap.—H. Gilling (1925 Salmson) ... 55.59 m.p.h.
 First 5-Lap Handicap, Vintage Cars.—J. H. Pratt (1927 Bugatti) ... 60.78 "
 5-Lap Scratch Race, Vintage Cars.—H. J. Wilmshurst (1929 Bentley) ... 64.69 "
 First 10-Lap Handicap.—L. A. Sargeant (1930 Riley) ... 66.07 "
 Second 5-Lap Handicap, Vintage Cars.—B. E. Brown (1930 Frazer-Nash) ... 00.00 "
 Second 10-Lap Handicap.—Major J. H. Bailey (1923/30 Bentley) ... 64.43 "
 "Motor Sport" Clubs Trophy, 5-Lap Handicap.—L. Gibbs (1930 Riley) ... 62.67 "
 1908 C.P. Itala Trophy 10-Lap Scratch Race, Vintage Racing Cars:
 1st: J. C. Byrom (1930 2.3 G.P. Bugatti) ... 69.41 m.p.h.
 2nd: C. Clutton (1923 V12 Delage).
 3rd: J. G. Sears (1914 T.T. Sunbeam).
 Fastest Lap Award.—J. C. Byrom (Bugatti) ... 70.66 m.p.h.

BRISTOL M.C. & L.C.C. RACE MEETING, CASTLE COMBE (May 3rd)

| | | |
|--|-------|--------|
| Sports Cars up to 1,200 c.c.—G. Tapp (Buckler) | 57.06 | m.p.h. |
| Sports Cars up to 2,000 c.c.—G. Tapp (Buckler) | 59.14 | " |
| Sports Cars, Unlimited.—J. L. Hemsworth (Jaguar) | 68.29 | " |
| 750-c.c. Formula Cars.—F. J. Tildeman (Austin) | 53.42 | " |
| Vintage Sports Cars.—R. Bickerton (Frazer-Nash) | 59.68 | " |
| Racing Cars, 500 c.c.—L. Leston (Leston Special) | 64.95 | " |
| Racing Cars, Formule Libre.—O. Moore (H.W.M.-Jaguar) | 68.99 | " |

SCOTTISH S.C.C. RACE MEETING, TURNBURY (May 3rd)

| | | |
|---|-------|--------|
| Saloon Cars.—P. S. Hughes (Allard) | 54.35 | m.p.h. |
| 1,100-c.c. s/c., 1,500-c.c. Sports Cars.—C. W. I. Jeffrey (H.R.G.) | 54.46 | " |
| 1,501-2,500 c.c., 1,101-1,500 c.c. s/c. Sports Cars.—J. H. Walton (Frazer-Nash) | 61.13 | " |
| Over 2,500 c.c., 1,500 c.c. s/c. Sports Cars.—I. Stewart (Jaguar XK120) | 62.00 | " |
| Unlimited, Sports Cars.—I. Stewart (Jaguar XK120) | 61.08 | " |
| Vintage Sports Cars.—W. P. S. Melville (30/98 Vauxhall) | 55.96 | " |
| Racing Cars, 500 c.c.—N. Sanderson (Cooper) | 62.56 | " |
| Racing Cars, Formule Libre.—W. B. Dobson (Ferrari) | 64.29 | " |

LEICESTERSHIRE C.C. ALL-DAY TRIAL (May 4th)

Sturgess Trophy.—H. J. Fincker (H.R.G.), F. J. Rudkin (Ford), W. R. Yates (Standard), tie.
 Wentworth Trophy.—O. F. Williams (Dellow, s/c).
 First-Class Awards.—O. F. Williams (Dellow, s/c), H. E. Cleghorn (Dellow), K. M. Law (Triumph), B. Gamble (Dellow, s/c).
 Second-Class Awards.—H. Lilley (Vauxhall), E. Hibbert (Riley Special), Mrs. Herbert (Lancia), D. J. Herbert (Lansdowne Special).
 Novice's Award.—D. H. Flude (Buick).

SUNBEAM REGISTER WOLVERHAMPTON WEEK-END (May 17th/18th)

Age/Mileage Rally: 1st: H. Mendl (1931 Twenty).
 2nd: J. S. Stubbs (1935 Twenty).
 3rd: R. C. Carter (1915 ex-W.D. tourer).
 Best Sunbeam.—J. W. Brown (1926 14/40).
 Open.—D. J. Whitehouse (1922 Fourteen).
 Closed.—Mrs. F. D. Leroy (1931 Sixteen).
 Old-Car Prize.—D. W. D. Showell (1913 12/16).

H.W.M. Wins the "Daily Express" International Trophy

Record Crowd Sees a Very Full Programme at Silverstone. Lewis-Evans (Cooper) beats Brown and Moss in 500-c.c. race. Type C and Mk. VII Jaguars take Production Car Honours. New 89.29 m.p.h. Lap-Record by Fischer's 4-cylinder Ferrari. Hawthorn's Misfortune in the Final

(PRACTICE NOTES—See page 283. PICTURES on centre pages.)

BRITAIN responded warmly to Formula II racing when the B.R.D.C. organised the International Trophy Race Meeting for the *Daily Express* at Silverstone on May 10th. 125,000 people, a record crowd, arrived in coaches, on foot and in 20,000 cars, in spite of the miserable weather. They saw a very full day's programme of racing, interspersed by demonstration runs by world-famous men and machines. H.W.M. won the International Trophy Final convincingly for Britain, Lance Macklin winning his first big race, at 85.41 m.p.h., from team-mate Tony Rolt. Baron de Graffenried's Scuderia Enrico Plate Maserati was third. After Hawthorn had won his heat convincingly for Cooper-Bristol and Manzon's new six-cylinder Gordini had won the second heat, the Final seemed to lie between these two, but it was not to be. Manzon had transmission failure at the start and Hawthorn saw something like £1,000 slip from his grasp when the Cooper-Bristol gear-lever broke while he was leading the Gordini. After this the two leading H.W.M.s suffered no opposition. They were using Esso fuel and oil, Lodge plugs, Girling shock-absorbers, Lucas magnetos, and Rudge wheels shod with Dunlop tyres. A new Silverstone lap-record was set by the Swiss driver, Fischer, in a four-cylinder Ferrari, 1 min. 58 sec., equalling 89.29 m.p.h.

500-c.c. RACE (15 laps, 45 miles)

This was run over a wet track, very unpleasant. Wharton's Erskine Staride, Bacon's F.H.B., and Peter Collins' J.B.S. non-started, Barber's Cooper was in trouble on the line, and on lap one the Coopers of Wicken and Clarke both retired. Moss in the Kieft built up a truly astonishing lead. Behind, Brown's Cooper and Richards' J.B.S. were ahead of S. Lewis-Evans' Cooper. After four laps Lewis-Evans was up in third place. Moss, seemingly unassailable, was lapping at 75.27 m.p.h. round after round. Many drivers experienced skids and at Stowe Corner, resurfaced but rather loose, Lewis-Evans, Snr., once Earl Howe's mechanic, and Grey's Cooper went off the road. Sometime later, Lewis-Evans, Snr., retired at Stowe, walked from his car, only to see smoke pour from the engine. The fire was soon extinguished. Later still the Smith 500 spun round leaving the corner, but continued at unabated speed not once but several times, causing sounds of mirth from the grandstand. Headland's Kieft retired after 11 laps with fuel feed trouble and Parker's Kieft never fulfilled its practice promise. For 12 meteoric laps Moss led, then dropped to second position behind Lewis-Evans, Brown third. A lap later, and one from the end, Moss had fallen behind Brown. A brake cable outer-casing of the hand-brake system had become dislodged, preventing the foot-brake from releasing properly, and it was astonishing that Moss was able to finish the race.

Results :

| | | | | |
|---|-----|-----|-----|-------------|
| 1st : S. Lewis-Evans (Cooper) 36 min. 23 sec. | ... | ... | ... | 72.4 m.p.h. |
| 2nd : A. Brown (Cooper) 36 min. 28 sec. | ... | ... | ... | 72.33 .. |
| 3rd : S. Moss (Kieft) 36 min. 31 sec. | ... | ... | ... | 72.13 .. |
| Fastest lap : Moss, 72.13 m.p.h. | | | | |

INTERNATIONAL TROPHY, Heat 1 (15 laps, 45 miles)

The Formula II cars of Heat 1 took up their grid positions with the track now dry. Earl Howe greeted each driver, the flag went up, the front row began to creep, corrected its impatience, the flag fell, and they were away. From the start, it was Mike Hawthorn's race. The dark green Cooper-Bristol pulled out about 2 sec. lead from Behra's Gordini four-cylinder, with Peter Collins' H.W.M. about the same distance away in third place. Behind came Macklin's H.W.M., ahead of Wharton in the ugly *monoposto*, yellow-wheeled dark green Frazer-Nash. After two laps Hawthorn was about 3 sec. in the lead and Collins a further second behind the Gordini. The race was pretty much of a procession—but a very high-speed one!

The only change amongst the leaders occurred on lap five, when Macklin passed team-mate Collins. Downing had established his Connaught in fifth place, Bira's Gordini was way back, with the

Frazer-Nash hurrying along, seventh, and Schell's Platé Maserati and Peter Whitehead's Ferrari duelling furiously behind. Schell worked hard, but Peter's impeccable driving got him ahead right at the end, after a prodigious effort. Dobson's V12 Ferrari jogged along behind, holding off Gaze's Alta, Ulmen's Veritas, Hirt's V12 Ferrari, the H.A.R. and the unhappy Lund's sports-type Lea Francis, which had been in and out of the pits. Behra made a last lap bid to pass the flying Cooper-Bristol from Farnham but finished 2.4 sec. behind it. On three laps the Frenchman had lapped at 87.81 m.p.h. but only once did Hawthorn need to equal this lap speed to win the heat. Aston lost four minutes changing plugs on his Aston-Butterworth and was unplaced, and Claes' yellow Gordini retired.

Results :

| | | | | |
|---|-----|-----|-----|--------------|
| 1st : J. M. Hawthorn (Cooper-Bristol) 30 min. 49 sec. | ... | ... | ... | 85.48 m.p.h. |
| 2nd : J. Behra (Gordini) 30 min. 51.4 sec. | ... | ... | ... | 85.39 .. |
| 3rd : P. Collins (H.W.M.) 31 min. 21 sec. | ... | ... | ... | 84.02 .. |
| Fastest lap : Hawthorn and Behra 87.81 m.p.h. | | | | |

PRODUCTION TOURING CAR RACE (17 laps)

This was boring as a spectacle but instructive as to result. Perhaps the highlight of the race was the manner in which Jacobs' 1½-litre M.G. saloon vanquished the Javelins. He received applause from the appreciative crowd when passing Marshall's and Bennett's Javelins on the inside of Stowe Corner and he won his class, the M.G. over 10 sec. faster than the fastest Javelin, after Hadley's Javelin had retired with loss of oil and consequently "run" bearings—a trouble that unrelentingly dogs the Bradford engineers.

Moss, of course, was way out ahead of everyone in his Mk. VII Jaguar, making also fastest lap, at 76.36 m.p.h. He thus belied the apparent advantage of Wharton's Healey saloon, which, however, was second, 13.8 sec. behind. Allard in the Monte Carlo Allard saloon, now in absolutely standard trim, drove brilliantly, as usual, to finish third, ahead of the only other car to complete the full 17 laps, Bertie Bradnack's Mk. VII Jaguar. Jim Mayers was enjoying himself hugely in the A.C. saloon, cornering it so fast in spite of a rigid front axle that Buckley's Bristol was vanquished, although by a mere 1/100 of a second! But Tony Crook's Bristol was nearly 2 min. ahead. As the cars were so near-standard this indicates extreme driver-prowess!

A heart-stopping incident at Stowe occurred when Grace's 2½-litre Riley slid outwards, broadsided, then just as Downing's old-style Healey saloon looked able to run behind it, slid that way and was clumped head-on by the Healey. After a Bristol and Moss' horn-blowing Jaguar had gone by Downing reversed and went on, only to retire. Grace sat for a time as in a trance, then drew over to the inside of the corner, tugged up a flattened off-side back wing, to the detriment of his hands, and resumed. Salvadori's Bristol completed only eight laps, the remaining Javelins and Slatter's Sunbeam-Talbot fifteen, as did Jacobs' M.G., but ahead of them.

Results :

| | | | | |
|---|-----|-----|-----|--------------|
| 1st : S. Moss (Mark VII Jaguar) 39 min. 41.2 sec. | ... | ... | ... | 75.22 m.p.h. |
| 2nd : K. Wharton (Healey) 39 min. 55.0 sec. | ... | ... | ... | 74.79 .. |
| 3rd : S. H. Allard (Allard) 41 min. 0.6 sec. | ... | ... | ... | 72.64 .. |
| Fastest lap : Moss, 76.36 m.p.h. | | | | |

| | | | | |
|---|-----|-----|-----|------------------------|
| 1,100-1,500 c.c.—R. W. Jacobs (M.G.) | ... | ... | ... | 63.42 m.p.h. (15 laps) |
| 1,500-2,000 c.c.—T. A. D. Crook (Bristol) | ... | ... | ... | 70.07 .. (16 laps) |
| 2,000-3,000 c.c.—K. Wharton (Healey) | ... | ... | ... | 74.79 .. |
| Over 3,000 c.c.—S. Moss (Jaguar) | ... | ... | ... | 75.22 .. |
| Team Prize : Bristol team. | | | | |

INTERNATIONAL TROPHY, Heat 2 (15 laps)

Robert Manzon showed the virtuosity of the new Gordini Six by leading throughout. Duncan Hamilton pursued him determinedly in an H.W.M. until forced to pull in after six laps. Thereupon Fischer's four-cylinder Ferrari took second place, Rolt, who had lapped at 87.81 m.p.h., in third position. Parnell had a Bristol-Cooper in fourth place, followed by de Graffenried's 2-litre Maserati.

Abecassis had the ZF differential of his H.W.M. seize up when its oil pump failed—it didn't seem to be George's day anyhow—and the

rear suspension of the R.R.A., in which Peter Walker was having a drive, failed. Pietsch's Veritas, which seemed to suffer from an inadequately damped back axle, also retired. Parnell dropped out, Baird's four-cylinder Ferrari came up to fourth place, displacing de Graffenried, Brown's Cooper-Bristol behind him. Manzon took a middle course through Stowe, disliking a bump at the end of the corner, but Fischer clipped the inside line of marker bins. As the Gordini eased up, victory in sight, Fischer, in a weird base-ball type crash-hat, made a big effort and was rewarded with a new Silverstone lap record of 89.29 m.p.h. During this race Fotheringham-Parker experienced a power slide in the Connaught and left the course on the inside at Beckett's Corner. An official, a policeman and a girl were mildly injured. Basil Cardew said in the *Sunday Express* that they were not taken to hospital, the B.R.D.C. that they were! The driver fainted, burning his arm on the exhaust pipe.

Results :

| | | | | | |
|-------|------------------------|-------------------|-----|-----|--------------|
| 1st : | R. Manzon (Gordini) | 34 min. 37 sec. | ... | ... | 86.04 m.p.h. |
| 2nd : | R. Fischer (Ferrari) | 30 min. 39.4 sec. | ... | ... | 85.93 " |
| 3rd : | A. P. R. Rolt (H.W.M.) | 30 min. 52.0 sec. | ... | ... | 84.85 " |

Fastest lap and lap record : Fischer, 89.29 m.p.h.

PRODUCTION SPORTS CAR RACE (17 laps)

This race promised a grand battle between the three Type C Jaguars of Moss, Walker and Rolt, and the four DB3 Aston-Martins, each with different colour radiator grille (of original T.T. shape, which someone likened to the back of a garden seat), which David Brown had produced as a sort of birthday celebration (it was his birthday that day). And so it was, Moss showing his undoubted prowess by winning, at almost "Formula II speed," but with Parnell only 14 sec. behind him, followed by the A.M.s of Abecassis and Macklin, to net the Feltham/Farsley marque the team prize.

A stirring episode happened when Mayers, going great guns in his Lester-M.G., ahead of Davis' Cooper-M.G. and leading his class, had No. 1 con-rod break coming into Stowe Corner. Naturally, oil and jagged pieces fell on the course, smoke poured from the car, which locked its back wheels and swerved onto the grass. Fairman, close behind, got by in the Jaguar XK120 but thereafter ensued panic—for the flag-marshal was reluctant to cross the course with the oil-warning flag. Duke spun round several times, went clean through the new palisade which now marks the outside of this corner (no straw bales, mercifully), and continued without stalling his engine, the crowd approving. Alas, he stopped later, and retired. Watkins' Allard gyrated, Stoop in his Mille Miglia Frazer-Nash slid for yards in a broadside, straightened up and went on, then Curtis' Le Mans Allard went head-on into the palisade, Curtis getting out to look at the car before proceeding.

Eventually the oil was sanded and lappery continued as before. Salvadori won the 2-litre class in one of Tony Crook's Frazer-Nashes, followed by Tony himself, and Davis gained a great ovation after winning the small class from Ruddock's Lester-M.G. and George Phillips' Jupiter.

Note that Watkins' 5.4-litre J2X Allard was next to the three DB2s, that Salvadori beat Walker's Type C Jaguar(!), delayed by a spinning episode, and that Rolt's Type C Jaguar retired with a split hub, possibly an aftermath of his practice prang. Ian Stewart did splendidly to complete the full distance in his Ecurie Ecosse Jaguar XK120. The Austin A40 Sports finished last, 12 laps out of 17 covered, and Leonard abandoned his rather ugly Cooper-M.G. on the grass before Stowe Corner.

Results :

| | | | | | |
|-------|----------------------------------|-----------------|-----|-----|--------------|
| 1st : | S. Moss (Type C Jaguar) | 35 min. 32 sec. | ... | ... | 84.02 m.p.h. |
| 2nd : | R. Parnell (Aston-Martin DB 3) | 35 min. 46 sec. | ... | ... | 83.47 " |
| 3rd : | G. Abecassis (Aston-Martin DB 3) | 36 min. 25 sec. | ... | ... | 81.98 " |

Fastest lap : Moss, 87.08 m.p.h.

| | | |
|---|-----|------------------------|
| 1,100-1,500 c.c.—F. C. Davis (Cooper-M.G.) | ... | 75.85 m.p.h. (16 laps) |
| 1,500-2,000 c.c.—R. Salvadori (Frazer-Nash) | ... | 80.33 " |
| 2,000-3,000 c.c.—R. Parnell (Aston-Martin) | ... | 83.47 " |
| Over 3,000 c.c.—S. Moss (Jaguar) | ... | 84.02 " |

Team Award : Aston-Martin DB 3

INTERNATIONAL TROPHY, Final (35 laps)

This promised an enormous battle, particularly between Hawthorn's Cooper-Bristol and Manzon's six-cylinder Gordini. But Manzon damaged the transmission of the Gordini at the start, driving round with a nasty noise to retire. Hawthorn was in the lead, with Behra's 1½-litre four-cylinder Gordini hanging on well, Fischer's four-cylinder 2-litre Ferrari third, Brown's Cooper-Bristol fourth, Rolt's H.W.M. fifth. On lap two Brown fell back, as did Fischer, Rolt taking third place, followed by Macklin's H.W.M.

Came drama! Hawthorn failed to come round. The gear-lever, apparently an experimental one for the Cooper-Bristol, had broken at a weld. Hawthorn reported this to his pit,

changing with about one inch of stub until repairs could be effected. But the race was lost irretrievably.

Behra held his lead until lap four, when Macklin, who had passed Rolt the previous lap, took this position, followed by his teammate, Behra's Gordini, too, having succumbed to transmission trouble. Fischer held third place and continued to do so until de Graffenried, really flinging his 2-litre Maserati through the corners, displaced him. Duncan Hamilton pulled in with loss of power on the H.W.M., but Macklin and Rolt, the latter sawing at the wheel in characteristic fashion, were driving in formation, looking coolly competent.

Mainly the race was without incident. Once Claes in his Gordini passed Dobson's Ferrari on the inside going into Stowe Corner. By 26 laps Macklin had lapped Hirt's Ferrari. Soon after this Dobson indicated oil on the course beyond Stowe but although the oil-flag came out, no one skidded. Crook's sports Frazer-Nash began to discard its undershield and seemed to have done some cross-country motoring, Brown lost three minutes due to the Cooper-Bristol needing fresh plugs, and Baird's four-cylinder Ferrari had been dropping oil, while Downing's Connaught stopped to report rising oil temperature. So the race ran to its conclusion, the H.W.M.s comfortably ahead of Continental opposition, and "God Save Our Queen" was duly played to the immense and happy crowd.

Results :

| | | | | | |
|-------|------------------------------|-----------------------|-----|-----|--------------|
| 1st : | L. Macklin (H.W.M.) | 1 hr. 11 min. 58 sec. | ... | ... | 85.41 m.p.h. |
| 2nd : | A. P. R. Rolt (H.W.M.) | 1 hr. 12 min. 8 sec. | ... | ... | 85.21 " |
| 3rd : | E. de Graffenried (Maserati) | 1 hr. 12 min. 23 sec. | ... | ... | 84.91 " |

4th : Fischer (Ferrari); 5th : Whitehead (Ferrari); 6th : Bira (Gordini); 7th : Wharton (Frazer-Nash); 8th : Claes (Gordini). 34 laps : Collins (H.W.M.), McAlpine (Connaught), Ulmen (Veritas), Dobson (Ferrari). 33 laps : Downing (Connaught). 32 laps : Watson (Alta), Hirt (Ferrari). 31 laps : Gaze (Alta), Crook (Frazer-Nash). 30 laps : Hawthorn (Cooper-Bristol). 23 laps : Brown (Cooper-Bristol).

Fastest lap : Whitehead and Hawthorn, 88.35 m.p.h.

Besides the serious races there were other attractions. There was the parade of champions—Sydney Allard and crew in the Monte Carlo winning Allard saloon, Stirling Moss and crew in the Sunbeam-Talbot 90 which was second in that Rally, Donald Healey, back from his near-miss in the Mille Miglia, circulating in a low-chassis 4½-litre Invicta of the type he used (but with "outsize" wheels) to win the 1931 Monte Carlo Rally, and Alan Hess in the globe-encircling Austin A40 Sports. Then Geoff. Duke did extremely-polished "lappery" on his solo Norton, finding the surface rather loose on a corner, but clocking an effortless-looking 81.05 m.p.h. Finally, Duke paced José Mieffret, holder of the world's bicycle speed record at 109 m.p.h., on his special cycle, the high-gearing of which would have turned Edwardian car designers green with envy—together they did two laps, both at 40.7 m.p.h.

After this there was a 5-lap race between five selected Jaguar XK120s, for which Moss, Bira, de Graffenried, Pietsch, Gaze and Claes balloted. Moss proved his great virtuosity by running clean away, winning from the Baron by 11 sec. Curiously, although Claes owns a left-hand-drive XK120 of his own, he was last but one, just ahead of Gaze.

Results :

| | | | | | |
|-------|----------------|-----|-----|-----|-----------------|
| 1st : | S. Moss | ... | ... | ... | 11 min. 15 sec. |
| 2nd : | de Graffenried | ... | ... | ... | 11 min. 26 sec. |
| 3rd : | P. Pietsch | ... | ... | ... | 11 min. 30 sec. |

Fastest lap : Moss, 79.83 m.p.h.

* * *

The B.R.D.C. improvements to Silverstone were praiseworthy. The pits, now permanent brick structures with observation roof above, and the main grandstand, properly roofed, have been moved from Abbey Straight to the straight beyond Woodcote. A possible snag is that Woodcote, with its new safety bank, is a blind corner, so that cars pulling into the pits are unseen by faster cars until the corner has been taken (Whitehead nearly rammed Ulmen's Veritas here at the end of Heat 1) and the runway Paddock has its exit to the circuit on this corner. Full praise for proper lavatory accommodation. There was corner-to-corner television laid on in some of the enclosures and stands and immense central towers for newsreel operators. From the Woodcote Stand a fine view of both corner and pits, and starts and finishes of races also, is obtainable. Moreover, Desmond Scannell intends to get a lot more done before the British G.P. on July 19th.

* * *

The equipment of the winning H.W.M. has been given earlier. It remains to add that Lewis-Evans' Cooper used Shell oil and fuel. Lodge plugs, B.T.H. magneto, Newton dampers, Dunlop tyres and Ferodo brake linings. Moss burnt Shell fuel, ignited by Champion plugs, in both Mk. VII and Type C Jaguars, lubricated them with Shell oil, energised aforesaid plugs with Lucas ignition, was carried

Continued on page 277

LETTERS from READERS

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

CITROEN FAN!

Sir,

If I may, I should like to add my mite to the Citroen correspondence. My qualifications for addressing you are very slight: I have never seen, far less driven or owned, the 11CV Normale; but I have owned a Light Fifteen for the last three years. During that time, I have covered 20,000 miles on the extremely primitive roads of this Protectorate, not more than 400 of them on the thirty of forty miles of tarmac which is all that we possess. The "Beetle's" best performance, I think, is nine slightly downhill miles in ten minutes, on a winding earth road, baked to the consistency of concrete, scattered, in places, with small stones, and deeply "corrugated" by traffic. I have three times failed on steep, muddy hills up which rear-wheel-drive cars could still climb; but times out of number I have found that I can proceed on the level, or downhill, with perfect control at anything up to 35 m.p.h. in such rain and slush that rear-wheel-drive cars are uncontrollable at anything over 10 m.p.h., if they can attain such a speed. Lack of storage space is a serious problem, but can be overcome either by fitting a roof rack, or by removing the back seat; if this last is done, a surprising amount of baggage, which, in my case, is likely to include such items as a camp bed, cooking pots, pressure lamp, bucket, etc., can be carried; and the back seat can be replaced on top of the pyramid, to enable the "pantehnicon" to revert to a town carriage at need.

It cannot be said of the Light Fifteen, at any rate, that it is unsuitable for Colonial conditions; by adjusting the torsion bars, the ground clearance can be varied from 7 to almost 10 inches; I find about eight inches normally adequate for very rough roads, and the clean lines and swept tail make it possible to drive with impunity over switchbacks whereon the modern American car—so charming to some—will ground hopelessly. I have recently discovered that it is possible to break a torsion bar, but only by scandalous misuse in conditions such that to break the leaf of an orthodox spring, by normal driving, is a commonplace. Moreover, none of my friends has ever called me a competent driver, but I normally expect to get a clean change from second to first at anything up to a road speed of about 16 m.p.h. at which, to judge from the noise, "the works" are going round quite fast, and in general I find the gearbox very easy and pleasant to handle.

There are a surprisingly large number of Light Fifteens in this small Protectorate, and opinion is fairly sharply divided between their supporters and their opponents: they are, I know, not fast, but for acceleration, road-holding, suspension, steering, complete absence of dust in a very dusty country, and general good breeding I consider them to be unequalled, for their price and class and the work they have to do here.

Perhaps I had better add, in conclusion, that I am a member of the Colonial Administrative Service, and that I do not even possess any Citroen shares!

I am, Yours, etc.,
G. F. A. HIBBERD.

Nyasaland.

ALLARD DATA

Sir,

As the present owner of Allard FGP 750, I was very interested in your article and David L. Gandhi's letter.

A standard-bore Mercury engine is now fitted, mildly tuned. This has Edelbrock alloy cylinder heads, 9:1 compression ratio, twin Stromberg "gas works" on Edelbrock manifold. The car is still capable of holding its own in sprints, and anyone interested will find a very good article in *MOTOR SPORT* for April, 1944, entitled "Detroit Magic." In its original condition it was timed to do 0-60 m.p.h. in 8 sec., 0-83 in 16.4 sec., and 0-96 in 27 sec.—Mr. N. J. White, please note.

Owing to residing in this remote part of the country, and for business reasons, I have not been able to partake in as many events as I would wish, but I may have the pleasure of meeting Mr. Payne at one of this season's sprints. The engine is now being fitted with a track-grind Iskendarian camshaft, which should give more urge. Incidentally, Mr. Gandhi, the car still has the Bugatti-type tail, and not a slab tank. I have never regretted purchasing the car; one has to drive it to experience the thrilling performance.

I am, Yours, etc.,
HARRY D. PRITCHARD.

Menai Bridge.

Sir,

I owned a 1938 Allard 2/4-seater in 1947—registration number EXH 455—and this car was originally registered in the firm's name, and was, I understood, used by Mr. Allard, senior.

I sold the car after eleven months' most satisfactory service to a purchaser near Marlow, and it later went to Ireland. The car was fitted with Rudge wire wheels and hubs, with "knock off" caps.

I am, Yours, etc.
J. W. PARR.

Edinburgh.

Sir,

I understand that you say that I sold my Allard car, which was production Allard No. 1 (the only other Allard at that time being the Bugatti-bodied Allard). I would like you to print the correction that I still have my Allard, and, after an extensive rebuild by Ken Wharton, I am commencing trials again.

I am, Yours, etc.,
F. D. GILSON.

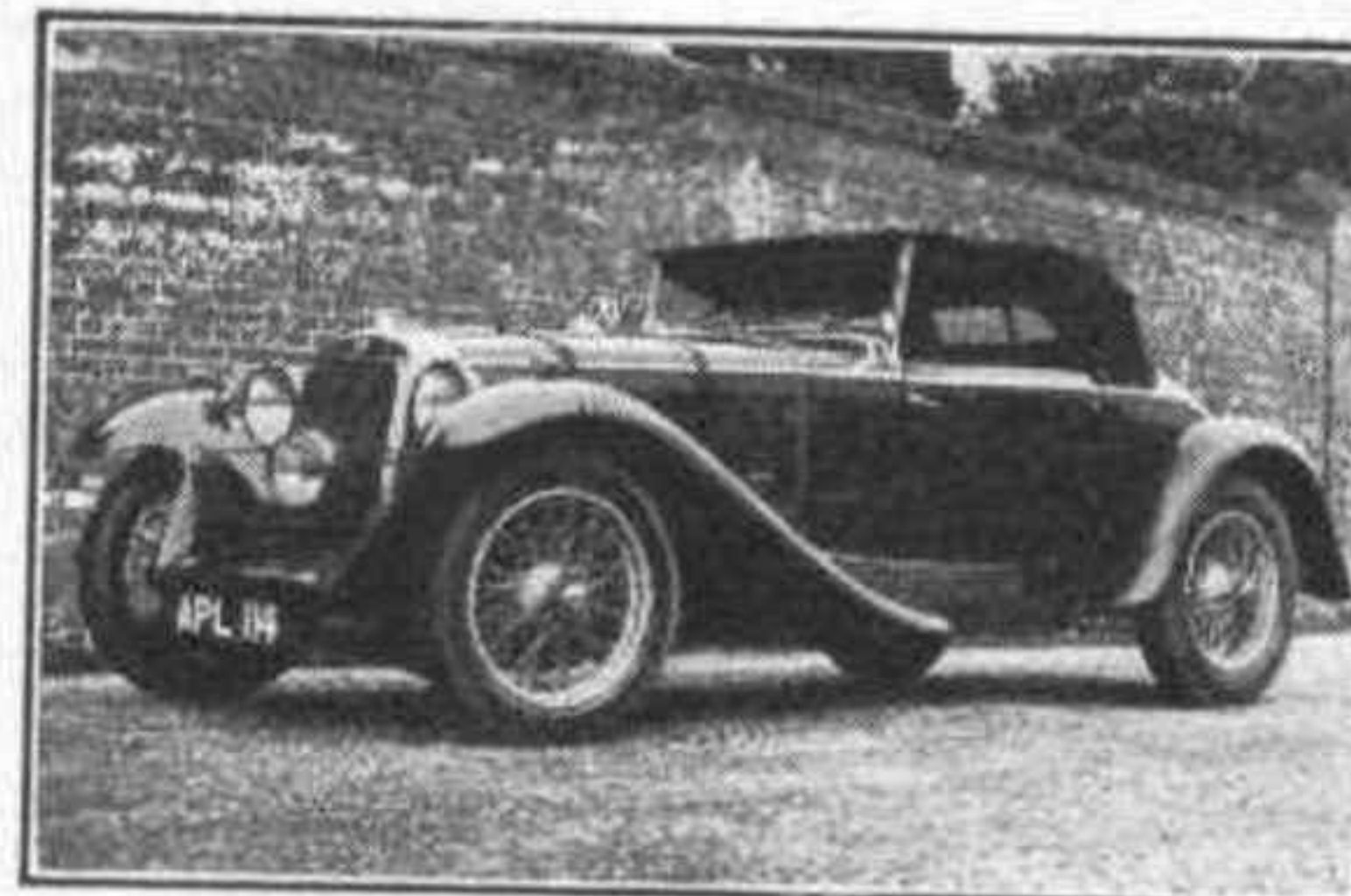
Wolverhampton.

THE MARQUE O.M.

Sir,

Some long time ago you gave the information that "a late type O.M. was reputed to be rotting in a boat shed at Hamble."

It wasn't rotting, it was waiting for me to get together a gold brick so I could get busy and get it on the road. Well, I never got that brick, but I did acquire a ready-made family, which put paid to my idea of open two-seater motoring.



So with much reluctance I sold it to a Mr. Long of Cowplain, Hants, on the condition he brought it back for me to see and photograph—a thing I had neglected to do.

One Sunday he fulfilled his promise and I now enclose a photograph, which I thought might be of interest.

It's a 1933 2.2-litre with the blower removed and two Girlings fitted and I should think one of the last to come into England.

When in Italy two years ago, I was interested to note that most of the railway coaches on the Rome Express were of O.M. manufacture, as were almost all of the fishing boat diesel engines.

I am, Yours, etc.,
J. M. WYATT.

FORTHCOMING ATTRACTIONS

The B.A.R.C. returns to Jersey on July 10th when it stages, in conjunction with the Jersey M.C. and L.C.C., a Sports-Car race run in two heats and a 20-lap Final over the St. Helier circuit; £500 prize money, details from 55, Park Lane, W.1. Amongst club fixtures the V.S.C.C. Silverstone meeting on July 12th incorporates the 100-kilo Seaman Trophies Race for historic racing cars. Prize money £80. B.R.D.C., B.O.C. and A.M.O.C. and Bristol Clubs invited. Details from T. W. Mellaha, Park Lane, Kempshott, Hants. On July 6th, the V.S.C.C. Light Car Section has its Summer Rally to a course in the Chilterns for a petrol-consumption contest. Details from A. J. Fisher, Apsley Cottage, Kingston Blount, Oxon. The British G.P. at Silverstone on July 19th will be a full Formula II race, backed by a 100 mile Formula I race—most interesting! The highlights of flaming June are, of course, seeing what B.R.M. will make of Dundrod on the 7th and watching a titanic International battle at Le Mans on the 14th/15th. Also, Goodwood on Whit Monday, eight clubs at Silverstone on the 7th and Belgian G.P. (22nd) and French G.P. (29th). Boreham's June 14th fixture is changed to June 21st.

GOODWOOD: OSCAR MOORE (H.W.M.-Jaguar) leads second round of "Motor Sport" Brooklands Memorial Trophy Contest

IT was certainly "Glorious Goodwood" on May 17, for the second B.A.R.C. Members' Meeting (sports cars only) of 1952.

Wives and girl friends were there in force—the sort of day when you heard remarks like "... then add two ounces of flour" as often as "special pistons, old boy, and 50/50 fuel."

Exciting object in the Paddock was B. Lister's Tojeiro-J.A.P., the sort of thing we have all wanted to build at some time or other—a V-twin air-cooled J.A.P. engine with hairpin valve springs, twin Amal carburettors and twin B.T.H. magnetos set G.N.-wise in a Cooper-base chassis. Alas, it did not circulate. Indeed, non-starters robbed the meeting of much glamour. The unlucky Cuff-Miller broke the crankshaft of his Riley and had water inside as well as outside the cylinders of his Jupiter. McGown Scott's Wade-blown Dellow blew its gasket. Helyer's Riley had magneto trouble. There were many more unfortunates. First we had four five-lap scratch races. Gibbs came up well to win the first at 66.55 m.p.h., a mere 0.2 sec. ahead of Watling Greenwood's smart R.W.G. which proved a strong adversary. Sparrowe's Coventry-Climax Morgan 4/4 was third, Treen's Riley losing ground by spinning round. Gibbs lapped at 68.46 m.p.h. The next race was a procession, led by Davis' Cooper-M.G., which won at 72.85 m.p.h., hard-pressed by Gerry Ruddock's Lester-M.G., which was only 0.2 sec. behind, with Gammon's 1½-litre M.G. third. Moreover, Ruddock made fastest lap, at 74.74 m.p.h. Willis led the third race in his B.M.W.-Bristol until the last lap, pulling away from the pursuing Le Mans Frazer-Nashes on speed, but losing on braking. Then the engine went sick and Roy Salvadori swept by to win at 76.59 m.p.h., followed by Mitchell 1.2 sec. in arrears. Peacock was third, Crook fourth—Frazer-Nash 1, 2, 3, 4. Salvadori lapped at 78.98 m.p.h. Oscar Moore's purposeful H.W.M. with oversize (3,814 c.c.) XK 120 engine led throughout the last scratch race, to win at 74.61 m.p.h., 1.8 sec. ahead of Hemsworth's well-driven, white XK 120, Scragg third, after making fastest lap at 76.32 m.p.h. in his interesting Alta-Jaguar. Symondson's beautiful 3.3 Bugatti was fourth, ahead of a gaggle of Allards and an XK 120! Goodhew lost a gear-lever key, and thereby all speeds, on the Lagonda.

The crowd warmly applauded A. P. O. Rogers for keeping his 2½ Riley saloon in front in the first of the five-lap handicaps. He averaged 62.88 m.p.h., skilfully holding some ambitious tail slides. Mrs. Gibbs' H.R.G. was second, passing Hillwood's M.G. on the right, leaving the Chicane as Coles' M.G. passed on the left, for, in spite of a faired headrest, Hillwood was circulating at bicycle-speed and the Riley lapped him in four rounds! Gibbs was second and Collinson's Aston-Martin, making fastest lap at 68.03 m.p.h., was fourth. But Coles (M.G.) would have been third had he not entered the Chicane too fast and spun coming out. The second of the handicaps was notable for a stirring duel between Lusty's TD M.G. and Stutchbury's TC M.G., the latter closing on corners, but never quite able to pass. The race was won at 64.4 m.p.h., but again it was the fourth car, Goodhew's Lagonda which made fastest lap—72.97 m.p.h. Sears drove very neatly into third place in his Cooper-M.G., passing Desoutter's M.G. on the right between Woodcote and the notorious Chicane, no mean feat. Greig's M.G. enlarged its bearings. Brooks' Silverstone Healey led all the way in the next race, but Hemsworth was going well in the XK 120 and Oscar Moore was coming up fast from scratch, passing Goodhew on the short bit between Woodcote and the Chicane. The finishing order was Brooks, Hemsworth, Moore, the Healey averaging 69.85 m.p.h., Moore lapping at 79.85 m.p.h., fastest of the day. Alas, Mitchell's Frazer-Nash non-started in the fourth handicap, but Salvadori set out to catch Peacock's Frazer-Nash which had 4 sec. start. This he did, lapping at 78.83 m.p.h., and passing on the outside of Woodcote on lap four, only to spin at the next fast corner, letting Peacock win at 76.66 m.p.h., hotly pursued by Crook's Frazer-Nash. Gammon's M.G. was third. On the first lap Pritchard's Aston-Martin did what so many had just failed to do before—removed some of the Chicane. Not many drivers like it, anyway; it spoils the chance of a close, fast finish and the surface there was terribly loose. The last race was a run-away victory for Merritt in Collinson's 2-litre Ulster Aston-Martin, at 67.47 m.p.h. from Metcalfe's well-known Fiat and Rogers' remarkable Riley saloon. To show it was no fluke, Symondson's Bugatti again held the moderns and returned fastest lap into the bargain, at 72.97 m.p.h. J. A. Hawkes was wild, driving one-handed through the Chicane, on Brunner's Jaguar 100. Congratulations to Basil Tye and others who gave much attention to washing off racing numbers

before leaving Goodwood! The leading placings for the MOTOR SPORT Brooklands Memorial Trophy Contest (of which the final round will be played on July 26th) are:—

O. Moore (H.W.M.-Jaguar), 12 points; F. C. Davis (Cooper-M.G.), 11; H. A. Mitchell (Frazer-Nash), 9; E. C. C. Harewood, L. Gibbs, 7 each; A. D. Tasker, A. P. O. Rogers, R. F. Peacock, J. K. Hemsworth, 6 each.

WEST ESSEX C.C. RACE MEETING, BOREHAM (May 17th)

Mike Hawthorn again dominated the scene, winning the Formule Libre race in his Cooper-Bristol, in the course of which he set a new lap-record of 92.02 m.p.h.

| Results: | |
|--|--------------|
| Sports Cars up to 1,500 c.c. —1st: K. Downing (Connaught) ... | 75.77 m.p.h. |
| Fastest lap, 78.14 m.p.g. | |
| 2nd: S. Wells (Riley). | |
| 3rd: T. W. Dargue (M.G.). | |
| Sports Cars, over 1,500 c.c. —1st: K. Watkins (Allard) ... | 79.91 m.p.h. |
| Fastest lap, 83.2 m.p.h. | |
| 2nd: G. Gale (Frazer-Nash) | |
| 3rd: S. Boshier (Jaguar) | |
| Tim Birkin Memorial Handicap, Bentley cars. —1st: A. Hollington | 70.7 m.p.h. |
| 2nd: D. McClure. | |
| 3rd: H. Wilmshurst. | |
| Fastest lap, 78.95 m.p.h. | |
| Sports Car Handicap. —1st: K. Watkins (Allard) ... | 82.1 m.p.h. |
| Fastest lap, 84.91 m.p.h. | |
| 2nd: K. Downing (Connaught). | |
| 3rd: G. Gale (Frazer-Nash). | |
| Formula 3. —1st: D. Parker (Kieft) ... | 82.59 m.p.h. |
| Fastest lap, 84.25 m.p.h. | |
| 2nd: A. J. Nurse (Cooper). | |
| 3rd: J. D. Habin (Erskine-Staride). | |
| Formule Libre. —1st: J. M. Hawthorn (Cooper-Bristol) ... | 88.82 m.p.h. |
| Fastest and record lap, 92.02 m.p.h. | |
| 2nd: A. G. Whitehead (E.R.A.). | |
| 3rd: E. Thompson (E.R.A.-Delage). | |

ON THE EVE OF LE MANS . . .!

We are indebted to a reader, R. Whitworth of Long Eaton, for the following concentrated dose of Tom McCahill, writing in *Mechanix Illustrated* about why Cunningham did not win last year's Le Mans race. As Jaguar and Cunningham will battle again at the Sarthe circuit on June 14/15th, we feel this McCahillism should be dedicated to history:—

"Briggs Cunningham introduced his new Cunningham sports cars in June at the Le Mans 24-hour race in France. All three of his entries were powered by Chrysler V8s fitted with Cadillac pistons and rods. Two of the Cunninghams spun off the course in a heavy rain, leaving only one to finish. This car, driven by Phil Walters and John Fitch, undoubtedly would have finished second and might have won except for what appears on the surface to be a slight double-cross by the race committee.

"The Cunningham team had been informed that the official fuel they would be given on the day of the race would be 80 octane, unleaded. Actually, the fuel was 70 or 72 octane fuel at most, leaded up to 80. The difference between unleaded and leaded fuel has considerable bearing on combustion temperatures and as the Cunninghams were running with 8.7 compression ratio, this leaded fuel caused extreme detonation (spark knock) and overheating.

"If Cunningham and his crew had been told in advance about the fuel they could have dropped the compression ratio to 7.5 and would have made out all right. What happened was this:

"At the start of the race it was raining and cold and all through the night the temperature never got above 50. Through really cagey driving, Walters and Fitch kept the detonation down as much as possible when accelerating out of turns—while the weather was cool—and they had the car in second place after 20 hours of the 24-hour race had been run. But when the temperature went up in the morning by more than 30 degrees, it was impossible to keep the engine cool and the bearings started to go, forcing them to drop back to 18th place at the finish."

McCahill goes on to say:—

"Across the big pond, the large surprise was a factory hot-rod Jaguar XK 120C which ran away with the biggest automobile race in the world, the Le Mans 24-hour grind. The winning Jag. was reworked in every possible way, including postage-stamp-thin foam-rubber seats and strictly race-car cockpit. The engine was hopped up to better than 200 horsepower and the result, a loose facsimile of a standard sports car, was a true wild cat. It broke all course records and time and time again was clocked at 155 m.p.h. in the straightways. It out-accelerated the much heavier Cunninghams which are true sports cars down to and including the fully-upholstered empty passenger seat, and out-ran them at speed.

"The Cunninghams frequently hit 150 m.p.h. on the stretches and one reached 153 m.p.h.—but the Jag. had that extra two miles available all the time. (In 1952 when the Cunninghams have completed their rigid reducing diet and weigh several hundred pounds less they are my favourites to win.)"

AIR: FLYING THE MILES FALCON

by DAVID F. OGILVY

THE Miles family's first attempt at producing an enclosed cabin monoplane, the M.3 Falcon, appeared in 1935 as a development of the successful Hawk open two-seater. Using the ubiquitous 130-h.p. Gipsy Major I engine, this was a four-seater low-wing monoplane fitted with the neat trousered undercarriage that proved such a popular feature of the era.

Although a successful aeroplane, borne out by the fact that the prototype established an England to Australia class record in its first year, no amount of optimism could expect 130 h.p. to lift four people and a sturdy aircraft with ease, so the logical step was taken by the fitting of a 200-h.p. Gipsy Six. This greatly enhanced the performance to the extent of a maximum speed not far short of 180 m.p.h., while the basic design theme was subsequently developed into the series of low-wing cabin monoplanes that included the Nighthawk, Mentor, Whitney Straight and Monarch.

In common with nearly all civil light aeroplanes, the Falcons were impressed as communications "hacks" within the R.A.F. during the war, but despite the harsh treatment to which all service aircraft are subjected, some specimens survived and at least four are extant today. The two earliest of these, G-ADFH and G-ADLI, are original Gipsy-Major variants, whereas the others, G-ADTD, which lives at Thruxton in the care of Geoffrey Marlen, and G-AECC, a successful racing mount with S/Ldr. James Rush as owner-pilot, are Falcon Sixes.

We are concerned here primarily with the first, G-ADFH, which in pre-war days was owned by Geoffrey Alington, who more recently has raced a Sparrowhawk, also from the Miles stable. During its period of military service, 'DFH suffered several accidents and at least once was dropped from a lorry, but somehow it continued to appear with fresh leases of life until finally demobilised in 1946, when it was acquired by T. C. Sparrow, of Bournemouth.

A considerable time spent untended in the open at Christchurch found this machine in a rather tired condition, but in April, 1950, Douglas Bianchi came to the rescue to the tune of £40, after which he towed his acquisition to Blackbushe, where a fresh C. of A. was issued two months later. It was during this period of ownership that I was able to accustom myself to the type, and many pleasant hours were completed before 'DFH was disposed of to one R. A. Drean, who for a reason presumably known to himself has it in many pieces over a hangar floor at Redhill.

Although of very attractive design, the Falcon's appeal is not confined to external appearance, for the cockpit, which is entered through a large door that hinges upwards from the fuselage top centre line, reveals a very capacious cabin. As 'DFH is now a three-seater with accommodation for one in front and two on a bench-type seat behind, the pilot's position is perhaps more comfortable and roomy than that of any other light aeroplane; certainly it is the best that I have experienced.

Internal layout is fairly comprehensive and very neat. The large instrument panel contains an airspeed indicator, sensitive altimeter, rev.-counter, turn and slip indicator, and the all-important oil-pressure gauge, while the fuel gauges are outside on the wings above the two 16½-gallon tanks.

The array of movable items includes an unusually large throttle lever in the customary left-hand position, under which is an up/down flap selector and hand-pump; this latter, however, is too similar in both size and shape to the throttle and the two can easily be confused, to the concern of any passengers aboard!

A mixture control protrudes from the combing and a four-position (port, both, starboard, off) fuel cock occupies a not very accessible spot by the left rudder pedal. Two small levers in front of the stick-type control column to the left and right are the elevator trim and rudder bias respectively, while a touch of presumably unintentional humour is provided by an ashtray and "No Smoking" warning.

Starting is by hand-swinging of the propeller, which in the case of 'DFH is a rather heavy metal affair that causes considerable vibration when the engine is idling. However, the running is smooth enough above 1,000 r.p.m., so there is no cause for alarm when taxiing, during which varying amounts of differential braking can be obtained by the usual Miles notched hand-lever.

Before taking off the elevator trim should be just forward of neutral, the rudder bias fully back and the flap selector closed. It is important at this point to choose either the port or starboard tank, for the position marked "both" serves no apparent purpose other than to cause an air-lock in the lines and a subsequent forced landing!

Full power can be applied in one burst and the tail comes up almost at once, but during the initial stages of the run the rudder

seems rather spongy and slight snaking can result if due care is not taken. However, the controls soon adopt a pleasantly positive action and at the comfortable climbing speed of 75 m.p.h. everything feels quite as it should, although the rate of ascent at full load is far from spectacular.

Stalling characteristics alone are sufficient to warrant the Falcon's reputation of being a gentleman's aeroplane; with everything (i.e., flaps and three people) up, there is a warning in the form of slight but unmistakable pitching before the nose falls away gently at 48 i.a.s. The wings remain level and the recovery is immediate, while with full flap the symptoms are even more pronounced, with the nose wallowing well above the horizon and a general feeling of flying through cotton wool before the stall occurs; under these provoked conditions there is a tendency for one wing to drop, but sufficient rudder response remains to remedy this.

It is on the cruise that the true colours are most apparent and at 1,950 r.p.m. the a.s.i. needle settles at a very creditable 110 m.p.h.; when one considers that the fuel capacity of 33 gallons allows a duration of nearly five hours there is little more that one could require.

The flying controls are very responsive at all speeds and are well balanced, but in common with most light aircraft the ailerons could be a trifle lighter to perfect the harmonisation. As fore-and-aft and directional loads can be relieved by trimming (to be able to adjust the rudder bias whilst airborne is an unusual feature in a machine of this size/weight group), it is possible to fly with hands and feet off, so the long flights of which the machine is capable are no undue strain on the pilot.

As is to be expected, the C. of A. is in the non-aerobatic category, but despite this there is plenty of enjoyment to be had; rate of roll into a steep turn is remarkably snappy and a usefully small radius of turn can be maintained under comfortable conditions. Full throttle, of course, should be applied for this, the result of which in straight and level flight is 2,300 r.p.m. and 138 i.a.s.—apparently lower than the pre-war figure.

The hand-operated flap system (replaced by power operation on later Miles designs) has much to commend it and is especially valuable in the event of very bad visibility or a forced landing; any amount can be selected but it must not be lowered in the entirety at speeds in excess of 75 m.p.h.

On the approach, which is steeper than one might anticipate if a glide is made with full flap, the always excellent forward view can be fully appreciated. The most satisfactory speed to cross the fence is 70 i.a.s., from which a very pronounced check is necessary in order to carry out a three-pointer; there is little tendency to float or balloon, as the portion of flap that crosses the centre-section opens in the reverse manner to that normally accepted and therefore causes drag only.

The landing itself presents no problem, but there is a pronounced inclination to swing one way or the other when the tail-wheel makes contact with terra firma, even under conditions of no wind; however, this is possibly an idiosyncrasy of 'DFH and not inherent in the design.

The qualities of the Falcon add up to a very sensible and practical aeroplane having a commendable range and cruising speed, unquestionable comfort and first-class handling characteristics; presumably the Messenger can be counted as the nearest approach to a post-war successor, but as in so many comparisons between old and new, I prefer the elderly Falcon on each score.



VINTAGERY AT WHITE WALTHAM

AS is the case with so many Spring and Summer Meetings, the Vintage Aeroplane Club's Rally, held at White Waltham over the week end May 3rd/4th, was accompanied by persistent low cloud, rain and poor visibility. As a result, many of the aircraft that set out from various parts of the country turned back to their home bases, although some managed to penetrate the elements; the most noteworthy was the Topsy G-AFSC in which H. G. Davies battled all the way from Cardiff, while another member in a similar machine was forced to put down in a field only about ten miles from its destination.

After lunch it was obvious that the combination of weather and lack of aeroplanes would prevent the programme from being carried out *in toto*, and it was decided early in the afternoon that the West London Trophy Race should be postponed until the following day; however, although no competitions were held, some minor entertainment was provided for those members who had been waiting for several hours.

A formation of vintage biplanes took the air and carried out a low fly-past. This was led by W/Cdr. C. A. Pike in the 1925 Cirrus Moth, with Captain L. E. Gillman in the 1930 Aero Avian and David Ogilvy in the 1933 Aero Cadet, after which Captain Gillman broke away and gave a short aerobatic demonstration in the Avian. Following this and before the weather clamped down again, a number of ultra-lights took the air, among them the Aeronca G-AEVS, Drone G-ADPJ and Topsy G-AFSC.

The earlier hours of Sunday morning looked reasonably promising, but, alas, the rains came and stayed until nearly 4 p.m., when several pilots took their first opportunities of practising round the course for the race. Briefing over, the aircraft were taxied to their respective starting positions at the western boundary of the aerodrome in readiness for the start.

Number one to be flagged away was B. J. Snook in his cream Aeronca, with H. G. Davies in the Topsy not long afterwards; three biplanes followed, headed by W/Cdr. Pike in the old Moth, after which Captain A. Marshall in the Avian and the Cadet with David Ogilvy at the helm. Scratch man was Ian Forbes in the comparatively speedy Miles Nighthawk.

As the course consisted of three laps of a circuit of only eight miles, the entire race was in view of the spectators, so it was no surprise when Forbes roared across the line to finish first at an average speed of 161 m.p.h. Runner-up was the Cirrus Moth at 93.5 m.p.h., and third home was the Avian, which had clocked a 95-m.p.h. average.

After tea the Trophy, a gift to the Vintage Aeroplane Club from the directors and members of the West London Aero Club, was presented to the winner by Captain H. S. Broad, who, as a member of the committee of the Royal Aero Club and a well-known pre-war racing pilot, had acted as senior steward of the meeting.

During the evening the rain returned and most aircraft were tucked away for a second night's stay at White Waltham, but despite the weather and the unfortunate coincidence of the V.S.C.C. Silverstone races, attendance had been quite good and many members had remained throughout the weekend in the hope that the programme would be carried out; an encouraging sign of the enthusiasm that exists within the club.—D. OGILVY.

GOODYEAR TROPHY AIR RACE, WOLVERHAMPTON (May 17th)

- 1st: P. Fillingham (D.H. Chipmunk C.1), 142.0 m.p.h.
- 2nd: S/Ldr. L. S. Loveridge, A.F.C. (Miles Hawk Trainer III).
- 3rd: G. A. Farley (Auster Autocar).

From the *Sunday Express*, dated May 4th:—

"It is estimated that fewer than 50 people in Great Britain today fly their own airplanes solely for pleasure.

"Private flying is dying—strangled by red tape and rising costs.

"In the last five years the number of privately-owned airplanes used for business and pleasure has declined from 530 at the beginning of 1949 to 395—last month.

"Private flying licences have fallen from 1,700 to about 400—more than 75 per cent."

APOLOGY.—We are informed that we did D. C. Hodgson's Javelin a grave injustice in our R.A.C. Rally report, inasmuch as it did not hit the Castle Combe pylons. D. C. Mason points out that his Jaguar was not caught in the Boreham sprint by a Connaught, as an illustration caption suggested. We will apply a liberal dose of sackcloth and ashes.

The Isle of Wight C.C. headquarters is the Holliers Hotel, Shanklin. Hon. Sec.: J. Choat, 111, High Street, Shanklin. Members of R.A.C. affiliated clubs are offered honorary membership whilst on the Island.

SILVERSTONE—Continued from page 273.

safely on Dunlop tyres, and was slowed down when he deemed it advisable by grace of Ferodo linings in the case of the Mk. VII. Girling dampers were used on that car, Newton on the Type C.

SUMMARY

Formula II racing was demonstrated to be very absorbing and the B.R.D.C. will be foolish if it does not adopt this Formula for the British G.P. Speeds were slower, but by less than 10 m.p.h., for the new Silverstone circuit is 68 yards longer than the older one. If we deem this to lower Farina's old lap record from 99.99 m.p.h. to 99 dead, Fischer's new record of 89.29 m.p.h. is, indeed, less than 10 m.p.h. slower.

It was thought before the race that the Cooper-Bristols might lack speed on this circuit. Hawthorn disproved this in the first heat and H.W.M. only won by superior reliability, even so losing two ears. Certainly Hawthorn's Bristol engine pokes out just that much more h.p. than the remainder of the breed, a tribute to the T.T. Garage at Farnham where the car is prepared. Whether the new Gordini Six would have proved a match for Hawthorn we were not permitted by the gods to discover, but it was 0.56 m.p.h. faster in heat 2 than the Cooper-Bristol was in winning heat 1, and even the 1½-litre Gordini was faster than the H.W.M.s in this heat. The four-cylinder Ferrari of Fischer was displaced by H.W.M. and de Graffenried's enlarged 4CLT Maserati-Platé, but there is every reason to suppose that had the "works" four-cylinder Ferraris come over (shoptage of drivers prevented this) they would have been appreciably faster.

The immediate future of International Formula II racing would seem to hold a great struggle between Gordini, Cooper-Bristol and H.W.M., the Gordini perhaps a shade ahead, but the "works" Ferraris out in front. The single-seater Frazer-Nash has yet to find its form and the Connaughts even more so, for they were none too impressive on May 10th, being beaten, for instance, by Whitehead's old V12 Ferrari and even by Crook's stripped Cooper-Frazer-Nash. The Cooper-Bristols from the Scuderia Richmond and from the Surbiton works also lack consistent speed. However, this is not so serious as lacking engines or vital bits which prevented the E.R.A. and the new Altas from appearing at all.

Of the production cars, the *Daily Express* orgy turned the limelight (in which float the dollar notes) warmly onto the Jaguars, Mk. VII and Type C, albeit only Moss' virtuosity now keeps the latter motor car ahead of the DB3 Aston-Martins. The Type C Jaguars had disc brakes. Perhaps, however, Jacobs' drive in the innocent-looking 1½-litre M.G. saloon, which neatly put Abingdon ahead of Bradford, was the real highlight. In half-litre racing S. Lewis-Evans is now proved to be a driver of the first flight.—W. B.

WINFIELD JOINT COMMITTEE

The Winfield Joint Committee will control racing at the two-mile Chartenhall circuit, substitute for Winfield, where the first Scottish G.P. is scheduled for October 11th. We publish below some notes about their arrangements issued by the Committee:—

(1) Charterhall, a two-mile circuit ideally placed adjoining the main Edinburgh-Coldstream road, is regarded as more entertaining for both competitors and spectators.

(2) It has been taken over by the Winfield Joint Committee, which is to continue functioning under that name. Promoting bodies are Berwick & District M.C., Hawick Club and the Lothian C.C.

(3) It is an indication of the world-wide interest in the new Scottish track that the Italians have lodged an objection to the date (October 11th) for the autumn meeting. They claim it clashes with Continental events and have asked for it to be changed. Winfield Committee, however, are going ahead with their plans. The first Scottish Grand Prix will be staged at this meeting.

(4) An expenditure of about £500 is to be made immediately on improving the surface of the track, on which there is almost a mile long "back straight." No spectators will be allowed inside the circuit and from some vantage points the entire area is visible. The corners have already been named, viz., Tofts Turn, Paddock Bend, Lodge Corner and Kames Curve.

(5) Winfield Joint Committee has made the following appointments:—

Clerk of the Course: D. McKay (Edinburgh). Secretary: W. A. Martin (Berwick). Treasurer: R. R. Aitken (Edinburgh). Chief Spectators' Marshal: Brig. A. C. Swinton (Berwick). Chief Track Marshal: J. M. Ednoy (Berwick). Chief Paddock Marshal: R. E. Miller (Edinburgh). Publicity: W. Stoddart (Berwick). Competitors' Liaison: J. R. McBain (Berwick). Communications: B. Groom (Hawick). Medical Officer: J. G. Waugh (Edinburgh). Sign-posting and Directions: R. H. Innes (Hawick).

(6) Future fixtures are as follows:—

- June 21st (Saturday).—International Permit.
- July 27th (Sunday).—Closed Permit (promoting clubs' members only).
- Oct. 11th (Saturday).—National Permit, 2 p.m.

CARS I HAVE OWNED by



C. G. Grey will be remembered by the older readers of *MOTOR SPORT* as the Founder and, until 1937, Editor of *The Aeroplane*. He started that paper in 1911 and achieved world-wide fame for his outspoken, authoritative and always entertaining views on all aspects of aviation. I was an avid reader of *The Aeroplane* until Charles Grey retired from the editorial chair, and it may be that, unconsciously, I have followed, humbly, as a poor imitator, his methods in *MOTOR SPORT*. Certainly C. G. Grey's aeronautical outpourings still give me great pleasure. Consequently, that I have been able to persuade him—at the age of 76 he is still a very busy writer—to contribute to the "Cars I Have Owned" series, is a matter for appreciable self-congratulation. Journalistically, I believe it is known as "a scoop."

It may surprise you that C. G. Grey should have had time for earthly motoring. But I would remind you that, as he himself used to publicly declare, he only ventured up in an aeroplane on one day a year, so that on the remaining 364 he could pose as an authority on such things—a typically "C.G.G." remark which no doubt infuriated the aviation pundits, as no doubt it was intended to, for Grey was ever a strong advocate of safety in flying, and still is.

So mainly he travelled by road, driving himself in his own and other people's cars, and driving hard, as he tells us so entertainingly in the article which follows.—ED.

YOUR Editor has paid me the distinguished compliment of asking me to write a piece about cars I have owned—assuming that I attained to the affluence of owning, either in series or parallel, a lot of cars. If I wrote so, this piece would be very short, for I have owned very few cars—but I have had a lot to drive or maltreat as I willed. And I have had, for some 55 years, a fixed idea that a motor engine ought to be designed and built to run on full throttle so long as there is enough clear road to take it. Which idea isn't good for any car I have met.

Anyhow, the first motor-vehicle I had—for about half an hour—was a motor tricycle which was lent to me by Harry Parsons, of a pioneer firm in Coventry, the Motor Manufacturing Co., I think, in 1897 (or '96). He later made a fortune out of the Parsons nonskid chain, and became Mayor of Southampton and a member of the Harbour Board. A grand chap, worthy of all his success. He died a year or two ago, on the verge of 80 (plus or minus).

That tricycle had hot tube ignition and you got it to fire by playing with taps on top of the petrol tank (under the top tube of the frame) until the gas that came off the surface was of an ignitable quality when sucked into the cylinder in contact with the tube which had been hotted up by some mysterious means outside. And the sucking-in process was generally done when cold by jacking up one wheel and pedalling hard till something went bang. When it was all hot one started by pushing the thing, preferably downhill, and jumping into the saddle before it ran away, as there was no clutch or ungearing apparatus, and the only brake was a spoon on the front tyre.

It took me to Kenilworth and back, helped by hard pedalling up Gibbet Hill in each direction. Harry Parsons was pleased to welcome it home in one piece.

My next, equally brief, effort was on a Singer, which had the engine, tank and all, inside the back wheel, which was itself a magnificent aluminium casting. That journey was from the top of Yeovil town to the station and back. The journey back was mostly pushing.

After that I had the frequent use, in 1899-1901, of an Ariel tricycle and trailer which belonged to George Crabbe, the inventor of the Crabbe brake—still largely used. I had helped him to put it on the market—eventually to make a pretty packet out of it—so I had a sort of lien on his motor. This had battery and coil and spark-plug ignition, and was very superior. The engine gave, I think, 2½ h.p., and took the hills between Bristol and Gloucester and Bath with a bit of an effort—trailer and all.

After that I went to Ireland and had an Ariel belonging to the firm—2½ h.p.—all to myself. It took me all over Ireland, and did good work despatch-riding during the Gordon-Bennett car race won by Jenatzy on a Mercedes in 1903.

The next motor was a comic. It was a 2½ F.N. engine in a frame which consisted mostly of Bowden wires. Throttle, mixture, advance and retard ignition, front and back brakes, a clutch that was pulled in and pulled out, were all worked with Bowdens. As a friend who knew it said, "and you hoped for the best with a Bowden wire." An able mechanic who kept it working when in Belfast was named Harry Ferguson. He recently touched the great Ford Company for £3,000,000 or so.

Irish roads then (1905-6) were not good. They were generally channels for horses' feet between two rows of broken stones, with channels for cart-wheels outside those again. One day, I was careering along happily at 30 m.p.h. or so on a clear bit, and heading for the middle channel when the bottom tube of the frame pulled out and I slid for some yards—spraining a shoulder. A friend, on another motor, had a good view. When he came up and I picked myself up, he said, by way of consolation, "Begad, if ye'd ha' done that on those stones ye'd ha' cut rashers off yourself." And that was the nearest (touch wood) I ever came to a bad motor accident.

After that I came back to England and fell by accident into Aviation. But before getting right into it I had a trip as an "observer" in an Argyle car, back and forth across Yorkshire and Lancashire. On the strength of my talking motoring, the driver let me take the wheel. That was the first car I ever drove. My turn ended by driving down the narrow alley into George & Joblings depot in Darlington, onto the turntable, jamming on the brakes (back wheels only, then), and turning completely round—to everybody's surprise—as the turntable gyrated with the momentum of the car.

Next day, coming back, the confiding driver again let me take the wheel, and I did a spectacular skid just outside Wetherby. I can feel it still—another driving lesson. That car had a few quaint tricks. One was, that if you were really quick and clever you could get second and third gears in at the same time—and come to a sudden stop. Funnier still, the gears stood up to it, and you just got out, with passengers, and rocked the car to and fro till they came unstuck.

My next effort was a real automobile, of which I had the use from a friend until he repaid some small sum of money (it couldn't have been much) which he had borrowed. It was a tiny open Clément-Bayard, about the size of a Topolino, if I remember, but it went like a wrist-watch. At that time the Central Flying School for the Royal Flying Corps (Navy and Army) was being built on the top of that young mountain at Upavon, on Salisbury Plain, and the way it charged up those hills was amazing. Its top speed, I think, was about 45 m.p.h.

Soon after that the 1914 war started and I bought a little two-seater Calthorpe, from an officer in the R.F.C. There was nothing remarkable about it. Motoring during the war was largely a problem of getting petrol and getting repairs done. I was all right for petrol—as a newspaper man. And regulations were not so strict in those days. I think that car must have been rebuilt at least once, a bit at a time, in aircraft factories. But I struck some good dodges.

The Calthorpe was a little narrow car and Army trucks then, as in 1939-45, were driven largely by ignorant hooligans who thought they had bought the roads. We only had paraffin sidelights carried on the outside of the scuttle. So I had a bracket fixed on the outside of each front mudguard, and at night I used to put the lamps on these, where they stuck out most of a foot on each side of the car. Even the Army drivers funked arguing the right to the middle of the road with a pair of lamps which looked as if they were on a pantechicon.

Most of us had acetylene headlamps (no "electricity"—as old man Cody used to call it—in those days), and the war regulations decreed that no lamp should have a glass more than 3 in. (I think it was) in diameter. So some of us had the big glasses taken out and replaced by brass discs, in the middle of which was a legal 3-in. glass. But we had the insides of the brass discs plated and polished. So the light from the normal reflector was reflected back onto it by the plated disc and refocussed and squirted out of the 3-in. glass like a baby searchlight. But it was abnormally legal.

That car lasted out the war. Just after it ended I bought, for fun, a four-cylinder, chain-driven Mercedes of 1904 vintage—and it was fun. I had the seat put on the floor and the steering column cut down, so that it did not look too antique. It could only do about 65 m.p.h. but it was a joy to drive. If one let the car over-run the engine a chain was likely to jump the smaller sprocket, so one got the habit of kicking out the clutch when one slowed down. To this day I cannot go round a corner or slow up in traffic without de-clutching. And I hold that it is a good habit, because one

accelerates and "picks up" the car on the engine instead of having it bucket about on the universal joints.

Also, that old Merc. had the most perfect gears. The teeth were about as big as a modern dog-clutch, so one merely de-clutched, knocked the knob on the 2-ft. gear-lever in the direction of the gear wanted, there was a hearty "klonk" and one let in the clutch. In fact one could change without using the clutch, merely by driving the car at the right engine-speed. And such a clutch. It was a band round the big hearty external flywheel and was worked by a cam arrangement. It was either in or out, there was no nonsense about slipping one's clutch. Directly the band touched the flywheel it was wound up on it and stuck. But the touch of a toe disengaged it.

Those Merc. designers did know their jobs. There is interest in recalling that the engines in the Mercs, which finished first, second and third in the French Grand Prix of 1914, just before the war, were the same engines which were in the fighters which played hell with the R.F.C. in 1915 and '16, and were used in bombers much later. (All right, Mr. Critic, I know that the Fokkers which had the first synchronised guns had radial engines.)

Somewhere around 1920 I bought a six-cylinder, five-seat Talbot of 1912 from Vincent Nichol, one of the heroes of the R.N.A.S., who had bought himself the latest thing in cars. Vincent warned me that the steering was beastly, one had to haul it round a corner and haul it straight again. So, having ridden bicycles for 30 years, I took it to my pet garage and told the mechanic to make two wedges each as long as the width of the front axle, about $\frac{1}{8}$ in. deep, tapering to nothing, and just wide enough to go through the U-bolts that held the front springs to the axle.

He put those wedges between the axle and the springs, pointing forwards, so that the axle, and consequently the steering pins (or king-pins), sloped forward like the steering column of a bicycle. After that one had to pull the car round a corner, but as it straightened out the wheel spun through one's fingers like a roulette wheel.

As with the old Merc., I had the front seat put down about a foot and the steering column lowered to suit. Also, I picked up, out of a junk-shop, a tall radiator, off a much more modern car, and had new side-flaps made for the bonnet to match, so that it came nearly to the top of the scuttle—and we looked quite presentable. And the thing could move, although it weighed about 2 tons. I remember that one night I left the Carfax, Oxford, on the stroke of midnight and arrived at Hammersmith Broadway precisely at 01.00 hours (1 a.m. to you), by way of Henley and Maidenhead. And if you can make that far off 50 miles you can have the difference.

Another alteration I had made is worth noting. The Talbot had electric lights, run off a big battery, with complicated switches. So George Handasyde—of the great Martinsyde aeroplane firm—rewired it with a row of ordinary household switches, one to each lamp, all along the dashboard. Thus, one could switch out the tail-light if one were going a bit fast and passed a policeman. But the great invention was the dipped headlight.

I had the left, or near, bracket bent down and outwards, so that the beam lit up the gutter or yards ahead, and it had a 35-c.p. bulb (about). The right, or off, headlight was trained dead ahead and had the biggest bulb I could get—about 75 c.p., I think. It was like a searchlight. The two switches were side by side, and I drove on the big light only. When I met another car I just leaned



EDITORIAL TALBOT.—The 1912 Talbot which Mr. C. G. Grey used until 1929.



SPACIOUS YANK.—The 1930 Flint saloon, which toured Scotland and came back to London, all on $3\frac{1}{2}$ big-ends.

forward and knocked one switch (the right) up and the other down with one movement. I found that cars came past, and were out of my way, much quicker when the big light was off. That was years before dipping and switching lights, with trick solenoids and such, were invented and it was as good and more reliable.

Whoever re-invented lights that both dip together was a fool. In wet they reflect up from the road into the eyes of oncoming drivers. They belong in the same category of idiocy as cat's-eyes in the middle of roads, placed so that two drivers following them in opposite directions in fog are bound to hit one another. Another official imbecility is the official dictum that orange glasses, or discs, in dipped headlamps are no advantage in fog. I have driven thousands of miles in thick fog with an orange disc and never hit anything, in spite of the findings of the National Physical Laboratory.

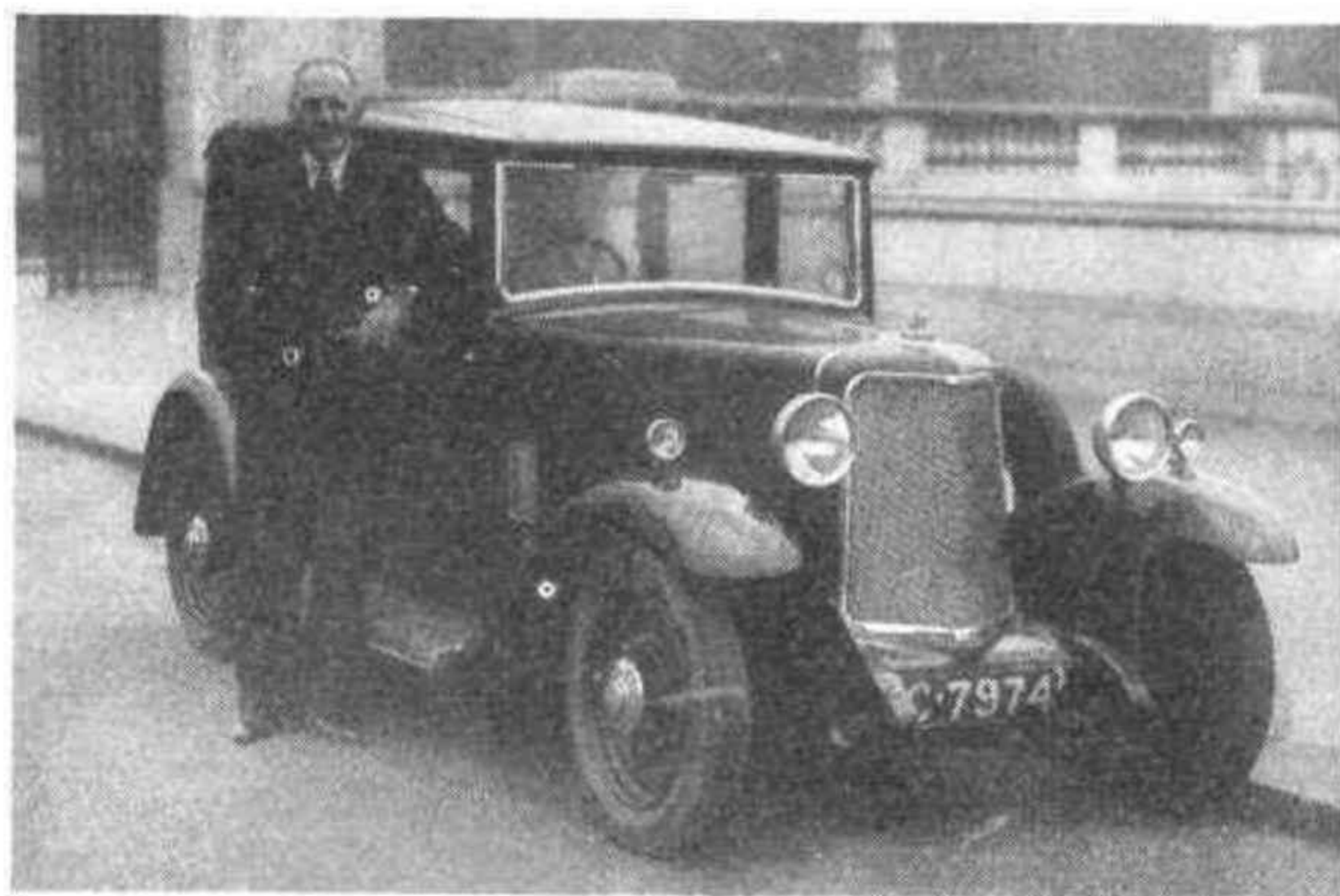
When the "Editorial Talbot," as it became known among aviation people, had rattled itself to pieces—and, incidentally, shed a front stub-axle as I was driving it into its own garage—I bought a large fat Flint saloon (secondhand) from the U.S.A. It was like driving a four-poster bed, but it got along at a steady 50-60 m.p.h. My wife and I took it to Scotland. Going at its all-out speed along that straight road into Haddington it started a knock—obviously a big-end. There was no hope of repair, and, given plenty of oil it didn't knock badly up to 45 m.p.h., so we carried on up to Kingussie and down the Caledonian Canal to Fort William and back to Edinburgh and London, at a maximum 45 m.p.h.—purgatory. We found that a bearing had started to run, and then, as I stopped, had cooled off on top of itself, so to speak.

The great feature of that car was a silver clock which was screwed onto the dash. That was about 1930, and it is still the best time-keeper in the family. I have transferred it from one car to another, and it is the only reliable car clock I have met. Most of the others have packed up and refused to go at all. This clock is peculiar in having a slipping clutch that jumps with a loud cluck when fully wound, so that one can't over-wind it.

After the Flint came a 15-h.p. Armstrong-Siddeley saloon—preselector gear and all. I have never driven a sweeter car or engine. I remember that when I went to Coventry to fetch it I got to the foreman who handed it over to me: "How far have I got to drive it and at what speed before I can let it out?" He grinned and jerked his thumb at the gate and said: "About as far as that, Sir." And it was so. Those engines were perfectly run-in before they were put into a chassis. That little Fifteen took us all round the Irish Free State (as it was then)—Dublin, Wexford, Waterford, Cork, Bantry, Killarney, Limerick, Ennis, Galway, Clifden (Connemara), Sligo, Dundoran—and into North Ireland at Enniskillen in $3\frac{1}{2}$ days—rather quick touring, but the roads were grand then (1931).

Next year I had a 20-h.p. six-cylinder of the same make. That car did as good a drive as has anything of its type, I fancy. I had to go to Leuchars for some R.A.F. versus Navy manoeuvres, so I picked up my photographer, Charles Sims (let him be my witness), at 07.30 (half-past seven in the morning) in the Edgware Road, we stopped for petrol about Newark, and again north of Newcastle (roadside garages serve you quickest), and we were on the North Brig at Edinburgh at 15.45 hrs. (quarter to four, to you). We sent telegrams home to check on it. And the distance is just on or about 400 miles. The time was the same as the scheduled time of the Flying Scotsman at that date (1932).

After parking our baggage at the Caledonian Hotel, Sims and I drove up to the Castle and had tea in a dungeon or guardroom. And, after exploring a bit, we drove out to the Forth Bridge, to be sure of our road next morning. So a good day's work was done by all.



FIRST OF "C.C.'s" SIDDELEYS—The 1931 15 h.p. saloon. He says:—"Sir John Siddeley (now Lord Kenilworth) objected to bumpers. He argued that a good driver never hit anything. But he refused to allow for what the other fool might do."

Next day we drove to Leuchars, watched the flying, and went to St. Andrews for the night, where the Siddeley spent the night on the sacred gravel by the front door of the Royal and Ancient Golf Club. She deserved it, and anyhow the hotel across the way had no garage.

I had an annual Siddeley by arrangement, after that, but it is not a good plan. No matter how well "run-in" an engine and chassis may be, I believe firmly that no car is at its best till it has had 10,000 miles of hammering on the road. Little accessories fall off. Gadgets that are not made by the car people break or seize up. So a car takes most of a year to "find itself"—like a ship. But all those Siddeleys could be steered with one finger, or the friction of a glove on the wheel. And, as my wife said, they "scattered" round corners as a dog does in a hurry—they never seemed to swing or roll. The engines never gave any trouble. Their flat-out top speed was about 70 m.p.h., but they could cruise all day between 55 and 65—as the Edinburgh drive showed.

In 1934, when Temple Press acquired *The Aeroplane*, a 25-h.p. Wolseley was allocated to me. That was real fast although it looked a most respectable family saloon. Its top speed was just about 90 m.p.h., and it cruised around 75 to 80 m.p.h. English roads at normal hours are not good for speed, but three times I got 60 miles into the hour, from Newmarket by Brandon, Swaffham and Fakenham, to Burnham Market. But a queer thing happened to it when it was young.

The Morris organisation had only just taken over the Wolseley works—with Miles Thomas (now Sir Miles of B.O.A.C.) as supreme head—and it had not settled down. I was a bit suspicious of the oil pressure, which used to indicate about 10 lb./sq. in. when warmed up. I wrote to the works about it, and they said that 10 lb. was all right if it went no lower. So one day, doing a steady 90 along that straight leading to Six-Mile Bottom, on the way to Newmarket, there was a row like a wagonload of rails going over a level crossing, as all six big-ends dissolved.

When they had been reconstituted and the oil question reconsidered, the pressure never dropped below 45 lb. But another odd thing happened. I had left the car to have a tyre repaired, and the garage chap put a jack under the "banjo" of the differential, instead of under the hub-end of the casing, and split the welded seam of the box. The oil seeped out when it grew hot, and away went the teeth of the differential.

That was 17 years ago, and such things don't happen now. About that time the Wolseley participated in the only crash (touch wood) that I have had in 55 years-odd of driving. At midnight precisely, coming home from the office, I slowed to a standstill at a blind cross-road on Putney Heath, just far enough forward to see past the blind corner. A silly little man in a Ford Ten, with a man alongside him and two women behind, came from the open side of the crossing and went slap into the right-hand side of the Wolseley's nose. He cracked the dumb-irons, bashed the mudguard, dislocated the radiator, and broke the feet off the crankcase.

The Wolseley stood it like a rock. I hardly felt the impact. But the Ford bounced off, swung completely round, hit the kerb on the opposite side, tore off all four of its tyres, fetched up sideways against a tree, stunned the male passenger, and gave the two women hysterics. Also it disfigured itself somewhat. Presently police arrived, examined wheel-marks, told the little man he was an ass,

and that was the last I heard of it, except from my kind insurance company. I sold the Wolseley some years and thousands of miles later during the war, as there was nowhere to keep it after we were bombed out.

Our last and present car is a little 12-h.p., close-coupled, blue Morris coupé, first registered in 1936. It has done just on 75,000 miles, and last year I drove it up from Bournemouth on a Sunday, 120 miles, in three hours flat—so it can still move. My wife bought it from a woman friend who was going abroad in 1938. She said, "It is a dear little car, but you must keep the front tyres hard and keep the steering well lubricated, because it is heavy on the wheel." I drove it once round the block, and then straight down to my pet garage and said, "Make two little wedges . . . etc., etc." (see treatment of the Talbot in 1920). So now it steers with one finger and comes back like a roulette wheel. Fancy Morris's making steering like that in 1936. But that was 16 years ago and they know better now.

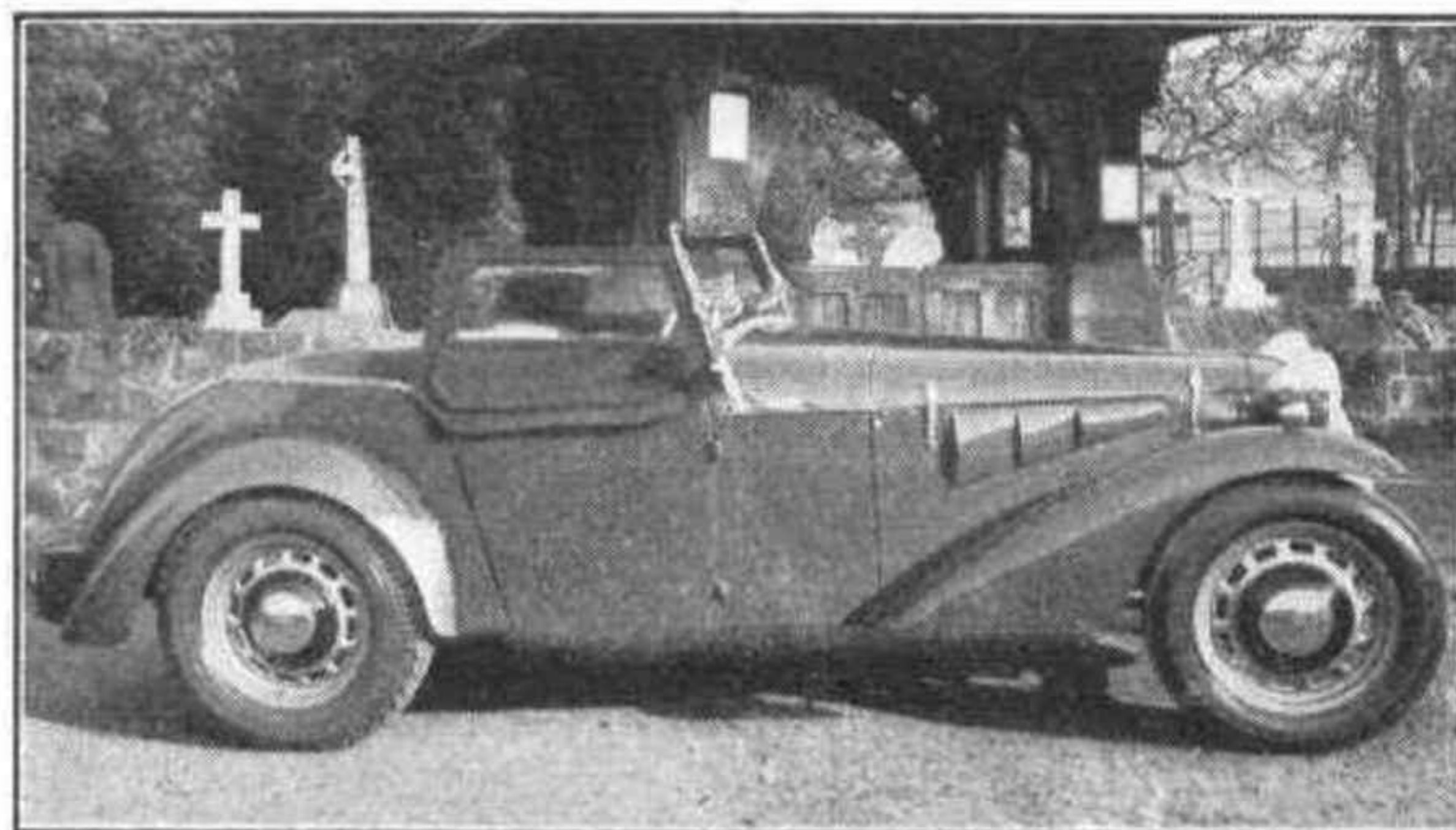
It is still a dear little car, but cheap to keep really. It has had a few new springs, and, in 14 years, a few new batteries and sets of tyres. It has been rebored a few times and decoked. And my clever garage man has fitted scraper-rings so that it uses no perceptible quantity of oil. I only give it fresh oil out of kindness. And it does its 30 miles per gallon and then some.

The other day one of the partners in the garage said to me: "Here comes one of my regular sources of income. What can we charge you for now?" I said, "Yes, my lad, I was looking at what I have paid you, when making up my income tax return. Believe me, the whole lot in ten years isn't a fraction of what a new car would cost, if I could get one, and if I could afford it. And then this little animal would see any modern car of its size and power off the road."

NEW DELLOWS

The Dellow, built near Birmingham and deriving its name from those of K. C. Delingpole and R. D. Lowe who sponsor it, has achieved widespread popularity as a trials car, notably in the hands of Walter Waring, who runs his in somewhat modified form, known as a W. H. W. Dellow.

Recently two new models have been added to the Dellow range, the Mk.II and the Mk.III. The Mk.II is similar to the Mk.I, but has a new tubular chassis frame with coil-spring suspension of its Ford back-axle. It is available with Ford Ten engine in blown and unblown forms, has a 6 ft. 11 in. wheelbase, and a dry weight of 11 cwt. with adequate weather-excluding equipment. The Mk.III



The new Mk. III Dellow.

is an occasional four-seater, a foot longer than the Mk.II and weighing one cwt. more. It, too, uses the Ford Ten engine and other Ford components, which ensures reliability and good servicing facilities. The price is £841 10s., inclusive of p.t. and this sounds like a very useful addition to the field of small, economical sporting cars. The proof of the pudding is in the eating, however, so we await a Mk.III Dellow for road-test with keen anticipation. The London agents are the Gordon Garage, at Dulwich.

The next race in the The MOTOR SPORT Clubs Trophy Contest will be run at the 8-Clubs Silverstone Meeting on June 7th—a Club fixture that promises a very fine day's sport. Admission by ticket only, from any of the organising clubs.

CHAIN CHATTER

by

"CARROZZINO"



WITHOUT a doubt the most serious happening in the road-racing world recently was Eric Oliver's crash at Bordeaux, which resulted in a broken leg. While the accident was serious enough in itself, more important is the loss of Norton's chances in the sidecar World Championship for at the time of writing the Swiss G.P. is due to take place and it should prove a walk-over for the Gilera team. Whether Oliver will be fit enough for the Belgian G.P. in July remains to be seen, but there is no doubt that if he is not the works sidecar outfit should be given to the Swiss rider Hans Haldemann. At the moment it is not known what Nortons intend to do with the machine, but anyone who has studied sidecar form will agree that the Swiss rider is the only person to replace Oliver on the Continental circuits.

While on the subject of sidecar racing the Bemsee Silverstone meeting was most interesting, for P. V. Harris showed that a big-twin Vincent could be thrown about as well as a 500-c.c. Norton and his performances with the works Vincent were brilliant. Once again at Silverstone Duke showed his superiority over all comers in both 350 and 500 classes, and the following day rode in San Remo to win the 500-c.c. class there, but it must be admitted that he had little opposition. Shortly afterwards, at Codogni, he again won the 500-c.c. race, but this time only because Alfredo Milani stepped off when over half a minute in front of Duke. This Italian rider is a hot favourite for this year's Championship, though Geoff's riding is as superb as ever, but a man to keep an eye on will be Rod Coleman, the New Zealander, on the works A.J.S. for the new Porcupine from Plumstead is going extremely well and Coleman can ride as anyone who watched him last year will know.

Among the private owners who are keeping the British flag in front in the 350-c.c. class is a new-comer to the Continent, Syd Lawton, who has done well with a third place at Mittel behind the works A.J.S. machines, a very convincing win at Montlhéry and second place at Hockenheim in Germany. Keeping him company is Bill Petch, who is fast becoming one of the old hands at Continental racing and he has two wins so far, at Marseilles and Hockenheim, both on his 7R A.J.S. It is this type of rider who does as much for British prestige abroad as anyone, for while the Dukes and Dorans of the works category race and win once in each country, at the Grand Prix events, these private owners are at it every weekend all over the Continent and whether it is a Grand Prix or a village race, a British rider on a British machine receiving the chequered flag counts for a very great deal. While our riders are doing all they can to keep British products in the public eye, it is very noticeable on the Continent that the public eye is being distracted by the touring motor-cycles of the new Horex, Puck and D.K.W. make English motor-cycles look very shabby and public such as the Swiss care little about the size of the big-end rollers, they want a machine that glistens and sparkles and is pleasing to the eye. Present-day English machines, forced by Government restrictions to have painted rims and petrol tanks in place of chromium plate and comparatively inferior finish, are not appreciated on the Continent. Everyone will admit that the materials in an English motor-cycle are of the highest quality, but that is not a selling point. Sales figures may indicate that exports are still high, but the human eye on the roads of the Continent can easily see that German machines are increasing in popularity every day. Apart from all this, there is the question of after-sales service which counts for a lot and one frequently meets riders who complain bitterly of the lack of interest shown by British manufacturers once the machine has left the factory. It seems strange that such a state of affairs should exist when one of the basic principles of good business is to retain the interest of your customers and to satisfy him so that he will automatically advertise for you.

Apart from the increased strides made in production machines in Germany, the racing side is fast regaining its feet and at the first International meeting of the year in Germany, at the Hockenheim Ring, there was much of interest. The D.K.W. concern showed that it had lost none of its pre-war efficiency and there were works machines, all two-strokes, in the 125-c.c., 250-c.c. and 350-c.c. classes. Of particular interest was the new 350-c.c. D.K.W. of three-cylinder layout. The three cylinders are placed on a three-crankcase with the crankshaft across the frame, the outer cylinders are nearly vertical, while the middle cylinder lies horizontally, facing forwards.

Each cylinder has its own carburetter and exhaust system, and the whole machine is no bigger than the 250-c.c. twin-cylinder D.K.W. For its first time out it performed well during practice, but gave trouble in the race. The N.S.U. firm, having abandoned the mobile gas-works four-cylinder 500-c.c. machines, produced very neat twin-cylinder twin-o.h.c., 250-c.c. bicycles which also showed good promise, while the twin-o.h.c. single-cylinder 125-c.c. machines which appeared last year were going as well as ever. The greatest success for Germany at Hockenheim was in the 500-c.c. class for the new vertical twin Horex works machine had a very convincing win, showing a good turn of speed with a record lap at 104 m.p.h. There were three works 500-c.c. machines running and all three have been entered for the Swiss G.P., while a fourth is running in the sidecar class. This new works entry in the sidecar class is interesting as at the moment it is the only G.P. class that is not completely dominated by works entries. In all the other classes the private owner has little hope of finishing in the first eight and unless he is very good is usually in the way, but the three-wheeler private owner still has a chance of getting in the first four. From the works' point of view the sidecar class is very open, while from the International point of view it always has the greatest number of countries represented.

OIL—Continued from page 301

siderably heavier loads. Oil was to be had in plenty but its suitability for some particular purposes was causing concern to engineers and scientists alike.

Ormskirk is set in the heart of some of England's finest agricultural land, and it was natural, therefore, that the company should pay particular attention to the development of lubricants specifically suited to agricultural machinery. New production facilities were established in 1928 at Greenwich. Twenty years later, in 1948, the company acquired a new works situated at Manhattan Wharf on the Thames side. The very latest oil processing plant has been installed and here the Company's main laboratories are situated.

During the first half of this present century most of the oil companies whose names are now well known were formed. Some started with little financial background but none as humbly as Vigzol. The foundation stones of Vigzol were hard work and enterprise backed by an honest desire to provide better and better lubricants. No foreign capital or interests have ever been associated with Vigzol. The company developed its sales in one field—agriculture—to an extent where it claims to lubricate the majority of farm machinery. It is also approved by leading motor car and commercial vehicle manufacturers, and has been chosen to lubricate the B.R.M. Raymond Mays also used Vigzol, of as low a viscosity as S.A.E. 30 and 40, in his E.R.A. during 1948; Moss employed it in the Kieft 500. Other famous users include Allard, Chiron, Parnell, Walker, and the late Joe Fry. Vigzol light-bodied oils are chemically processed to give high film-strength.

Address.—The Vigzol Oil Co., Ltd., Vigzol House, Greenwich, S.E.10.

Works.—Greenwich and Ormskirk.

Publicity Manager.—D. Bilton.

Competitions Manager.—R. E. Rhodes.



In 1880, the firm of Messrs. Ernest Newton & Co., of Holt Street, Heneage Street, and Woodcock Street, Birmingham, 7, was founded by Mr. Ernest Newton, later assisted by his sons, Ernest and Horace. Over 50 years ago Mr. Ernest, Jnr., recognised the possibilities in the lubricating oil industry, and today Notwen oil is one of the best-known lubricants in the Midlands, and motor sporting circles in all parts of England.

In 1944, after the death of his father, the third Ernest Newton—Mr. Ernest John Newton—took over the direction of the firm in co-operation with his uncle, Mr. Horace Newton, and, in post-war years, as "Jack" Newton, established himself as a successful racing motorist in the Midlands.

Notwen Oils claim that their product is of the highest quality, and the performances of the many private owners, who won over 1,000 awards in 1951, give good grounds for this claim.

Publications.—Annual Fixture List (1952 edition now out of print).

Address.—Ernest Newton & Co., Ltd., Faraday Chemical Works, Holt Street, Birmingham, 7 (Aston Cross 1355).

Works.—Birmingham.

Competition Manager.—D. Wise.

CONTINENTAL NEWS

NOW that the racing season is well under-way and following the various events around the Continent, entails motoring something like 5,000 kilometres per month, it is not surprising that a great deal of motoring interest is to be seen. On the way to the Pau G.P. a wrong turning taken in Rouen led, quite by accident, on to the Circuit des Escorts, where the G.P. de l'A.C.F. is due to be run on July 6th, and the first indication, apart from an improvement in road surface, was a very new looking line of double-tier pits with a three-storey timing room and Press room. Constructed from granite blocks and concrete, it was pretty obvious that the Rouen Circuit is to be a permanent one and the resurfacing and widening taking place past the start and down the twisting hill to the first hairpin indicated clearly that big efforts were being made to justify the change of venue for the French G.P. from Reims.

With Le Mans on the route to the south, a tour of the circuit had to be made and a pause on the magnificent Mulsanne straight was cause for much thought about the powerful opposition to the present British prestige. An opportunity to view some of this opposition was afforded later on when a visit was made to the Pegaso factory during a detour through Spain, after the Pau G.P. In the re-organised Hispano-Suiza factory, where the Pegaso firm build commercial vehicles of advanced design, the 2½-litre V8 cars are under construction. On the commercial vehicle side it was interesting to see the production of long-distance Diesel coaches with an observation compartment raised up at the rear. Pegaso coaches of this type had recently gained honours in a Motor Coach Rally to San Remo, on the Italian Riviera, but more interesting were the first of a batch of long-distance coaches being built on the monocoque chassis-cum-body principle, the whole structure being made from steel sheet. Passing into the car department with Sig. Carreras, the technical director, some 25 to 30 of the production Pegaso coupés were seen in various stages of near completion. The present plan is to build 200 coupés and the first is due in July, after which the rest of the number will be completed in a very short space of time. The opportunity to drive one of the prototype cars was unfortunately forestalled by reason of the fact that of the three test cars, one was dismantled and the other two were in Monaco. The suggestion that the visit to Monaco might have something to do with the sports-car race on June 1st brought forth non-committal smiles. Naturally the subject of Le Mans was raised and inspection was made of re-designed gearbox and differential housings with improved mountings. While the remainder of the Le Mans cars would be perfectly standard the engines would obviously be giving more power and a complete power unit fitted with four double-choke Type 36 down-draught carburetters was standing on the floor waiting to go into a car for Le Mans. Using this type of Weber carburetter enabled each cylinder to have its own induction pipe, amounting to a system of one choke to each cylinder. Throttle linkage of four carburetters situated in a square appeared complicated, but as one of the cars at Monaco was fitted with four carburetters, the problem had obviously not been a difficult one.

While discussing the new gearbox and rear end, study of the drawings produced the reason for the enormous hubs used on the Pegaso cars, it being that the outer universal joint of each half-shaft was virtually inside the hub, in order to get the greatest possible distance between the centres of the two joints. The brakes being mounted inboard enabled this system of obtaining greater length to be used. Altogether three cars were being prepared for Le Mans, but it was confidently expected that a fourth would be available for practice use. The fact that the Pegaso resembles a racing car mechanically and that the parts are being made in the tool rooms of the commercial vehicle factory prompted the suggestion that 1954 would see Pegaso in G.P. racing, but the reply was merely that it was lunch time!

MARSEILLES FORMULA II G.P.

Results :

| | | | | | |
|--|------------------------------------|-----|-----|-----|----------------|
| 1st : | A. Ascari (four-cylinder Ferrari) | ... | ... | ... | 119.853 k.p.h. |
| 2nd : | R. Manzoni (1,500-c.c. Simca) | ... | ... | ... | 114.644 " |
| 3rd : | J. Claes (1,500-c.c. Simca) | ... | ... | ... | 113.898 " |
| 4th : | E. de Graffenried (Maserati-Plate) | ... | ... | ... | 113.437 " |
| 5th : | E. Bayol (1,350-c.c. Osca) | ... | ... | ... | 110.254 " |
| 6th : | J. Behra (1,500-c.c. Simca) | ... | ... | ... | 99.281 " |
| 7th : | P. Collins (H.W.M.) | ... | ... | ... | 87.229 " |
| 8th : | H. Stuck (A.F.M.) | ... | ... | ... | 85.127 " |
| Fastest lap : G. Farina (four-cylinder Ferrari), 1 min. 16.4 sec.—125.811 k.p.h. | | | | | |

SWISS GRAND PRIX

THE Swiss G.P. meeting on May 17th and 18th was held under ideal weather conditions but was marred by two fatal accidents during the motor-cycle races which preceded the Formula II Grand Prix. D. E. Bennett, a new rider in the Norton "works" team and Ercole Frigerio, the Italian sidecar champion, crashed in the closing stages of their races and were killed instantly. In the International sports-car race, Carraciola crashed his Mercedes and suffered a broken leg, and in the G.P. Rosier (Ferrari) and Abecassis (H.W.M.) crashed but were unhurt.

With the change to Formula II the Swiss G.P. took on a new interest for the starting list contained a wider range of competitors than in the previous years. Ferrari was still dominant but Simca replaced Alfa-Romeo, while the rest of the opposition came from England in the form of four H.W.M.s, two Cooper-Bristols and a lone Frazer-Nash. With Ascari in America for Indianapolis and Villorosi not fit enough to drive after his road accident, Farina was apparently going to have an easy time. Taruffi was his team mate and at the last moment the third four-cylinder Ferrari was given to the French driver Andre Simon. Privately-owned four-cylinder Ferraris were driven by Fischer and Rosier, and Peter Hirt drove the 12-cylinder Ecurie Espadon car. In opposition were Manzoni and Behra with 2-litre Simcas, the latter having a brand new car only completed the Thursday before the race and which he drove from Paris to Berne in order to arrive in time to qualify. Abecassis, Collins and Macklin were entered as the H.W.M. team and, as a fourth car was available, Stirling Moss took the wheel. Running in their first G.P. were the Ecurie Richmond Cooper-Bristols driven by Brown and Brandon while Ken Wharton drove his new single-seater Frazer-Nash. The rest of the entry was made up by Plate with his two Maserati cars, Stuck (A.F.M.), Ulmen (Veritas) and Bira with a 1,500-c.c. "works" Simca.

During practice it was obvious that the dropping of Formula I for the premier event at Berne was a mistake, for the 2-litre cars were not very much faster than the sports cars on such a rapid circuit, and past the pits they were tame in comparison with the more powerful cars in previous years. However, lack of Formula I support forced the change and the variety of entries made up for the slower speeds.

Farina appeared to have the race in his pocket from the start, with Taruffi backing him up, but duelling with the third "works" Ferrari was Jean Behra on the new Simca, driving a regular and faultless race. Moss started well but came in after only four laps to put the right plugs in and set off again to work his way up through the field. Abecassis led the English cars, holding fifth place until the 13th lap, when a rear stub-axle broke, causing the car to run up a bank and roll over back into the road, George escaping uninjured. On the same lap, further round the course, Collins had the same trouble and grated to a stop, whereupon John Heath called in Moss and Macklin and they agreed to abandon the race.

Of the Bristol-engined cars, Wharton was easily the fastest, driving very confidently and steadily, whereas the Coopers gave the impression they were about to disintegrate, and were rather outclassed. With less than a third of the race completed Farina suddenly stopped circulating, the popping and banging emanating from the works indicating serious trouble. He returned to the pits on foot and Simon was called in and a change of drivers made. This left Taruffi comfortably in the lead, Behra second and Farina making up time in third place. Manzoni's 2-litre Simca split a water hose and Gordini and a mechanic removed the radiator and most of the front of the car before they were able to replace it. After having lost nearly 20 laps to the leader, Manzoni set off again and at the same time Behra pulled in crying for water to be thrown into the cockpit! His exhaust pipe had broken off and the side of the cockpit was very hot. Having been doused with water he set off again in third place behind Farina and Manzoni was called in to have his tail pipe removed. Behra came in again, more water was thrown over him and the tail pipe fitted, but it was found that the mounting bracket would not fit. While the pipe was cut in two Behra continued to circulate in his inferno and came in once more to have a short length of pipe fitted sufficient to take the heat past the cockpit, but while all this was happening, Fischer, who had been driving very consistently, moved up into third place. Not long after Farina burst his second four-cylinder Ferrari and retired at the pits with more expensive noises. At the same time Bira in the 1,500-c.c. Simca disappeared, having driven a very steady race, and this reshuffle left Taruffi still in the lead, even after stopping for fuel, Fischer running non-stop in second place, Behra, showing brilliant form, third, and Wharton a well-deserved fourth, this order remaining until the last of the 62 laps.

Preceding the G.P. was the "Preis von Berne," an International sports-car race which was dominated by the Mercedes-Benz team of 300SL saloons. From the beginning of practice this team made a deep impression by its air of efficiency and confidence, there being the three Mille Miglia cars, painted red (Carraciola), blue (Lang) and green (Kling), and a spare car in silver driven by Fritz Reiss. The last was a new car with modified doors that extruded down the side of the cockpit. The Swiss driver Daetwyler had a new "works" 4.1-litre Ferrari that was easily the fastest car present. Duke and Parnell had "works" DB2 Aston-Martins, Biondetti his Jaguar special, now looking like an XK120C, Bonetto and Fagioli in "works" Lancia Aurelias, while the V8 Fiats did not appear. Daetwyler should have walked the race with the big Ferrari, having lapped in practice nearly as fast as the Formula II cars but he muffed his start and broke the rear universal joint on the prop-shaft, much to the disgust of "works" Ferrari people. The Mercedes had no opposition and gave a fine demonstration, being followed by Duke and Parnell.

Results :

SWISS G.P. (62 laps, 451,360 kms.)—1st : P. Taruffi (4-cylinder Ferrari), 3 hr. 1 min. 56.1 sec.; 149.346 k.p.h. 2nd : R. Fischer (4-cylinder Ferrari), 3 hr. 4 min. 23.3 sec.; 146.862 k.p.h. 3rd : J. Behra (2-litre Simca), 1 lap behind. 4th : K. Wharton (Frazer-Nash), 2 laps behind. 5th : A. Brown (Cooper-Bristol), 3 laps behind. 6th : E. de Graffenried (Maserati-Plate), 4 laps behind. 7th : E. Brandon (Cooper-Bristol), 6 laps behind. 8th : P. Hirt (12-cylinder Ferrari), 6 laps behind.

Fastest lap : Taruffi (Ferrari), 2 min. 49.1 sec.; 155.076 k.p.h.

Also started : Moss, Macklin, Abecassis, Collins (H.W.M.); Bira, Dattner (1,500-c.c. Simca); Manzoni (2-litre Simca); Schell (Maserati-Plate); Farina, Simon, Rosier (four-cylinder Ferrari); Stuck (A.F.M.); Ulmen (Veritas).

PREIS VON BERNE (18 laps, 131,040 kms.)—1st : K. Kling (300SL Mercedes), 54 min. 8.4 sec.; 145.223 k.p.h. 2nd : H. Lang (300SL Mercedes), 54 min. 46.4 sec.; 143.544 k.p.h. 3rd : F. Reiss (300SL Mercedes), 1 lap behind. 4th : G. E. Duke (Aston-Martin DB2), 1 lap behind. 5th : R. Parnell (Aston-Martin DB2), 1 lap behind. 6th : F. Bonetto (Lancia Aurelia), 1 lap behind. 7th : L. Fagioli (Lancia Aurelia), 1 lap behind.

Fastest lap : H. Lang, 2 min. 56.1 sec.; 148.825 k.p.h.

RUMBLINGS

With the exception of one article, the May issue of MOTOR SPORT appeared set in Bodoni. For seventeen years the pages of MOTOR

NEW LOOK

SPORT have been set in Scotch Roman, and when it became apparent that MOTOR SPORT must change its style, much thought was given to ways and means. Bodoni was selected because we knew it to be easy to read and economical on space.

Most criticisms of the change have been favourable, chiefly because, of course, the new style means more reading matter, but the few criticisms that have been made have confirmed our own views that the pages appeared a little crowded, so by using a wider set (*i.e.*, more space between each letter) and by allowing a little more space between the words and doubling the space between the columns, we have produced the present issue with a "look" that we hope will please you. For whilst not being too hard on the eyes, it does at the same time give you approximately 5,000 more words per issue, and with the price remaining at 1s. 6d. we offer you the best value on the bookstalls today. This issue commences our 29th year of publication, and we therefore feel justified in claiming to be the best and oldest journal covering the Sport.

* * *

We propose to devote the major part of this feature this month to the practice period of the *Daily Express* International Trophy

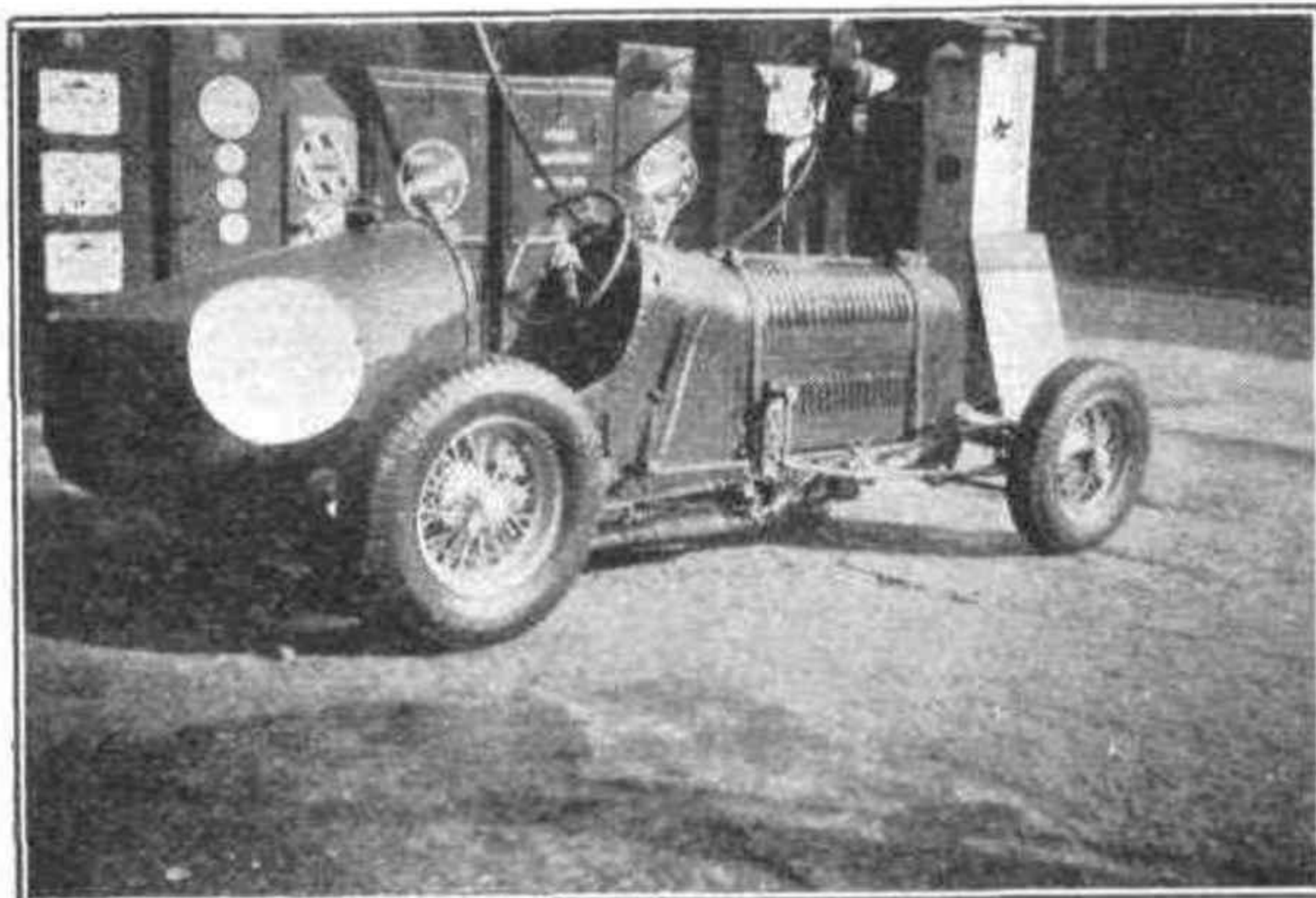
"DAILY EXPRESS" SILVERSTONE

Meeting, and rightly so, for seldom has such varied motor racing occupied one day, and was not this the first big Formula II struggle to be seen in this country? The primary Formula II teams were H.W.M., Cooper-Bristol, Ferrari, Connaught and Gordini. Practice times showed Mike Hawthorn to have maintained his early promise, for he made fastest lap at 87.08 m.p.h. (2 min. 1 sec.), which Robert Manzon, in the new six-cylinder Gordini, equalled on the Friday. Even better, in troublesome weather conditions on the Thursday, Hawthorn clocked 2 min. dead (87.81 m.p.h.) and Manzon 2 min. 1 sec., Behra 2 min. 2 sec., whereas times generally were slower. But Hawthorn had a nasty moment when he went backwards off the course into the straw bales at Abbey Curve, collecting one of Mr. Antone's loud-hailers but fortunately not damaging himself or his car. It is, by the way, now painted dark green, so dark as to be almost black, like Wharton's Frazer-Nash.

Next fastest, a second slower, was a tie between McAlpine's Connaught, Fisher's four-cylinder Ferrari, Peter Collins' H.W.M., Duncan Hamilton's H.W.M. and de Graffenried's Maserati. A second slower again were Fotheringham-Parker's Connaught, and the H.W.M.s of Lance Macklin and Tony Rolt. The closest racing we have seen for many a day!

Nevertheless, in general, axle-ratios were deemed too high and those of all five H.W.M.s were changed on the Friday evening in the Paddock, Mike Hawthorn doing a similar job in his van.

Tony Ulmen had arrived in his Opel saloon and circulated the Paddock in his two-seater type Veritas to get things warm before lapping in 2 min. 10 sec. This was *not* the all-enveloping type of Veritas, by the way.



JUNE QUIZ.—Name of car on a postcard by June 10th, please, so that we can publish the Names of the Knowledgeable in our July issue.

Only one *monoposto* Frazer-Nash arrived, that of Ken Wharton, with vivid yellow wheels, a vast, ugly air snout above the radiator cowl and bonnet, and cloth-upholstered seat. Ken did not look particularly happy in it, but went very fast—2 min. 4 sec. Its radiator was blanketed off with a sheet of paper. Gerard was running his Le Mans Frazer-Nash stripped (2 min. 10 sec.), and although Leslie Johnson was present he hadn't brought the rumoured E-type E.R.A. with Bristol engine with him, so Moss was out of the Formula II race. Nor did the new Altas appear. Peter Whitehead's old Ferrari, after initial inflammatory tendencies, went well (2 min. 5 sec.), but even faster were Downing (Connaught), Reg. Parnell in John Cooper's Cooper-Bristol, Behra's Gordini, and Baird's Ferrari, all in 2 min. 4 sec. Gaze's Alta took 2 min. 6 sec. Slowest of all was Lund's sports-type Lea-Francis, but he was run close by H. A. Richards' H.A.R., which boiled its Riley Six engine dry and appeared to have blown a gasket. Abecassis in the H.W.M. was much off form (2 min. 24 sec.)—perhaps because the de Dion tube broke while he was in action. The Aston-Butterworth of Bill Aston did 2 min. 7 sec. Before leaving the Formula II cars let us remark that the Frazer-Nash had 5.25-16 front, 5.50-16 back tyres, the Veritas 5.00-16 front, 5.50-16 back Englebert tyres. The Gordinis came in a Ecurie Espadon Ferrari's in a tall Fiat van.

The 500s practised on the Friday without incident, nearly all using megaphone exhausts. Some drivers had crash-bars over the cockpit, A. J. Nurse a safety belt, and there were some minor slides, notably by Lewis-Evans and A. C. Rippon, the latter, and more particularly Paul Emery, adopting a most curious driving attitude, seeming to study mostly the sky. J. Coombes held himself in with one hand through Stowe. C. D. Headland had a spot of bother, lifting the flap of his helmet to listen to the motor's note. The Wasp was wild, then had trouble. Elastic cord held on the "bonnet" of the Arnott. Although Coopers dominated the entry and Arnott, Erskine Staride, E.H.B., J.B.S., J.P., Mackson, Tiger Kitten, Wasp and Emeryson were running, they were no match for the Kiefts of Stirling Moss and Don Parker (2 min. 8 sec.). Next in order were Alan Brown (Cooper)—2 min. 9 sec., C. D. Headland (Kieft)—2 min. 10 sec., and G. H. Wicken (Cooper) and Les Leston (Cooper)—2 min. 11 sec.

The Production Touring Cars sprung a surprise, Ken Wharton's old-model Healey getting round in 2 min. 16 sec., a clear 3 sec. faster than Stirling Moss could manage in the Jaguar XK120. Moss was supposed to be reaching 101 m.p.h. to Wharton's 112. Sydney Allard would have liked a four-speed or close-ratio three-speed box but was going very well, getting nearly 100 m.p.h. with the wind behind his roomy saloon (2 min. 24 sec.). By reason of spirited cornering, G. H. Grace (2½-litre Riley) did 2 min. 27 sec., equalled by Ken Downing's Healey. Dunham's Alvis looked very unsafe, lurching from side to side, inner front wheel lifting (2 min. 30 sec.). Lurched was Marshall's Javelin but only one second quicker (2 min. 47 sec.) Giacomo Caprara nevertheless contrived to hit the inside bank at Woodcote Corner, before the pits, spinning his 2.4-litre Alfa-Romeo saloon round and round. He broke a rib in the process, collapsing after climbing out. The car was badly damaged and the spring steering wheel was torn right off, presumably by Caprara's body and not by his arms, although Earl Howe called the Scrutineers to witness the shedding of this rather vital component of a fast motor car. The Alfa took a nice bite out of the earth safety-bar, causing a genial Gordini mechanic to observe, "The Alfa, it is a fine tractor!" De Graffenried's 1,900 Alfa-Romeo saloon was no faster than Tony Crook's Bristol saloon, both taking 2 min. 32 sec., and for some reason the Alfa-Romeo wasn't brought out, save as a transport, on race-day.

The Production Sports Cars had a fine practice scrap. Moss was quickest in the Type C Jaguar (2 min. 3 sec.)—compare this with Formula II times! Peter Walker and Rolt, his team mates, each did 2 min. 5 sec.—Rolt having pranged mildly on the Thursday. But strong opposition came from the DB3 Aston-Martins, Macklin and Parnell making 2 min. 6 sec., Abecassis and Duke 2 min. 7 sec. Hawthorn did but one lap in the Cooper-M.G., Davis abandoned his Cooper-M.G. on the grass before Stowe, Mayers was as fast as Davis but kept going, and Watkins' Allard—all were 5.4-litre cars—clocked 2 min. 7 sec. Salvadori truly "stepped on it," his Le Mans Frazer-Nash clocking 2 min. 8 sec., to 2 min. 13 sec. by Peacock and Stoop, the latter worried, however, by a faulty clutch thrust bearing on his Mille Miglia model. Slowest? Michael Christie's Austin A40, which he tried for a while with the head down—or

Continued on page 270



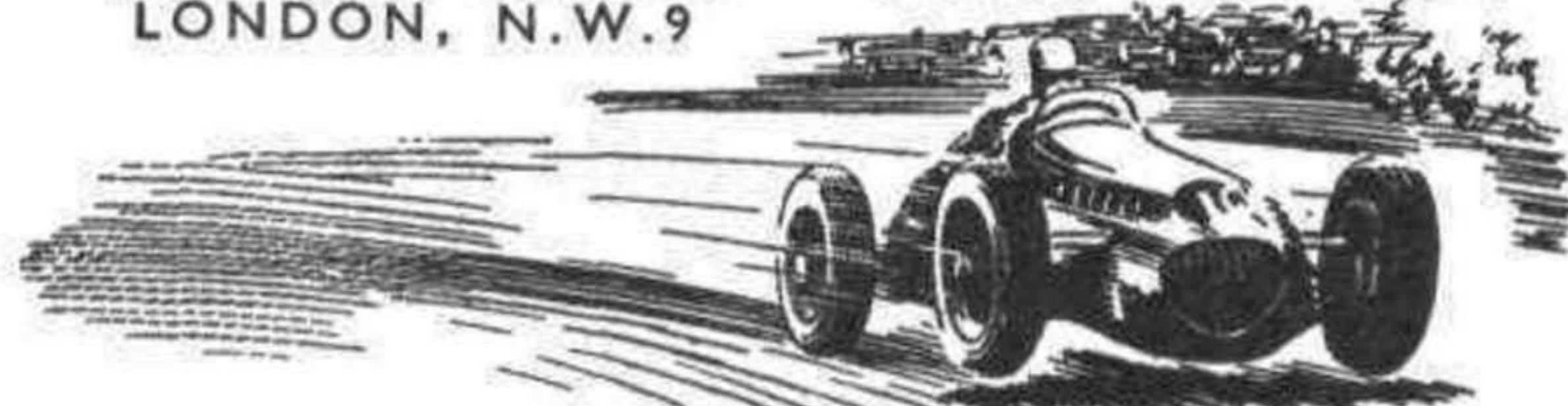
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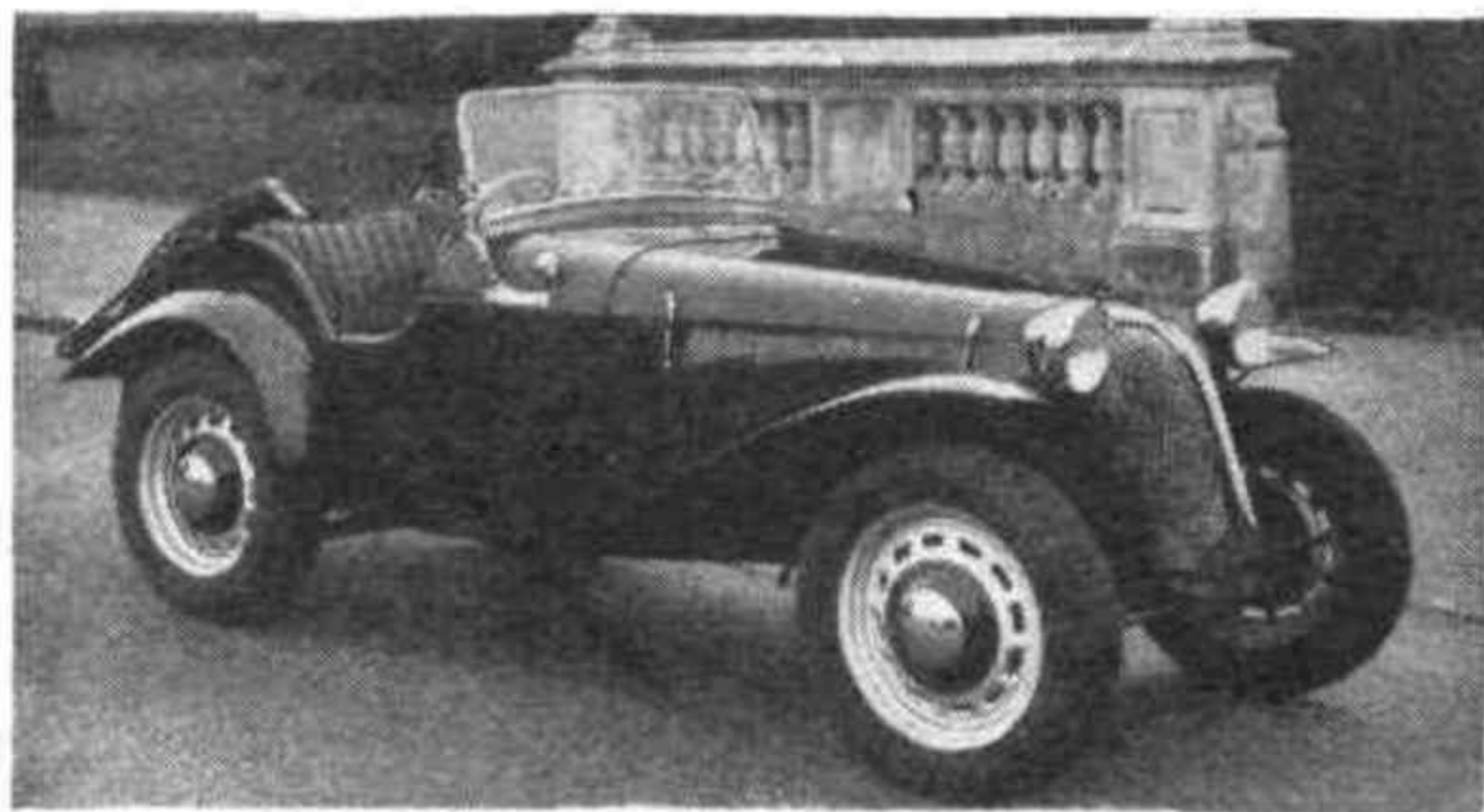
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PART I

"Pinking" or detonation is an annoying and dangerous phenomenon from which many motor-cars suffer. Even post-war cars do not seem happy on Pool petrol, whilst the unfortunate owner of a sports car usually has to grin and bear it, or reduce performance.

There are many substances which will cut out or reduce pinking; the most effective is tetra-ethyl lead or "Ethyl," but this substance is very dangerous to handle from the health point of view, so it can only be added to the fuel at the refinery. Benzole, which is itself of the same nature as petroleum spirit, has a very high resistance to detonation; many sports car enthusiasts in the past have used 20-25 per cent. in Pool and have succeeded in using compression ratios up to 8 to 1.

Unfortunately the whole production of Benzole (which is a by-product of household gas manufacture) has now to be put into Pool in bulk, so no more benzole is available for the enthusiast.

However, after considerable research, an alcohol-based additive has been developed with no mixing difficulty. This product has been given the name "Octol" and is now available to all.

(To be continued in the July issue.)

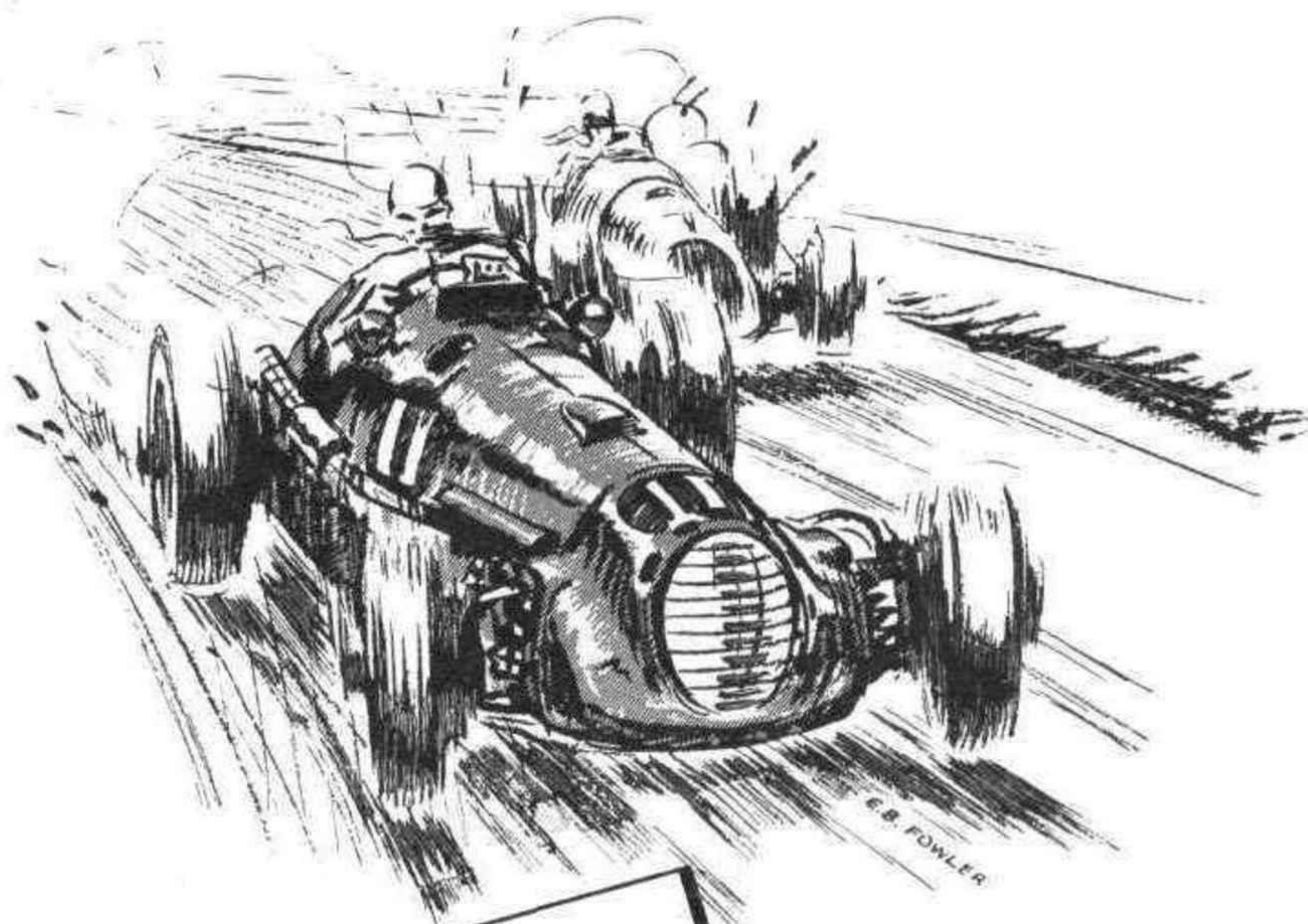
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CLUB NEWS

WE HEAR

John Cummins has purchased the Type 37 ex-Cholmondeley Tapper Bugatti with L.M.B. i.f.s. The blower and a few other parts have gone out to Herb Ford in Australia, to enable him to convert his very quick Type 37 to supercharged trim, and Cummins will install another engine in his car. G. C. Tarr has had such good service from a "down-to-earth" 1930 13-h.p. Mathis saloon that he would like to contact any other Mathis users—address: Officers' Mess, 3 Training Bttn., R.E.M.E., Arborfield, Berks. H. de S. Shortt, M.A., F.R.N.S., F.S.A., Curator of the Salisbury, South Wilts and Blackmore Museum, St. Ann Street, Salisbury (Tel.: Salisbury 4465), is anxious to secure for eventual exhibition a Scout car, preferably a wooden-chassis model, of 1902-22. One derelict example exists in Devon and Mr. Timmis is lending his restored example for the Salisbury Centenary Exhibition this summer, but if anyone knows of another, please contact Mr. Shortt. Sgt. J. White, R.A.F., has acquired a 1907 copy of the very detailed "Encyclopaedia of Motoring" and wonders if any other copies exist. Geo. A. Duncan, Gartree, Crumlin, Co. Antrim, seeks "hotting-up" data and an alloy head for a 1924 Austin Heavy Twelve he is rebuilding. He is obviously making a serious onslaught, having lowered the springs, fitted 7.00-21 rear tyres, a low radiator and a professionally-built two-seater alloy body. In reply to N. Jedson, J. P. Christian, 23, Eversley Crescent, Ruislip, Middlesex, was with Argyll from 1908-14 and can assist with data on the early models. G. F. Gough, of Bognor Regis, who asked us to find him a passenger for a Continental tour in his Jaguar XK120, asks us to say that a local enthusiast called on publication day and fixed up to go there and then; Mr. Gough has had so many letters he has asked us to insert this note by way of acknowledgment.

T. P. Sheehan is rebuilding a G.N. which had lain in a barn for 20 years. Registered in 1932, it has a lowered chassis with Austin hubs and Hartford dampers, and the engine is a four-cylinder 66 by 112 mm. Coventry Gulson. This puzzles Mr. Sheehan as much as it puzzles us and he wonders if any reader can quote its origin or recall this particular G.N. The engine has an o.h. camshaft driven by a chain in a tall case at the front, this chain also driving a magneto on the off side, the camshaft revolving in ball races, operating vertical valves direct, and driving an external reciprocating oil pump at the back. The crankshaft runs in two ball bearings and a pressure-fed plain centre bearing, the big-ends being trough-lubricated. Sump and exhaust manifold are ribbed, the inlet manifold is cast in the head and the flywheel carries a starter ring. The Gulson Engineering Co. do not know anything about this unusual engine. Any clues?

An example of local enterprise by the Shell Company's Finland branch was the issue of a detailed book, "Huoltomiehen Englantia," or "The Maintenance Men's English"—a very useful phrase-book in view of the forthcoming Olympic Games at Helsinki! Old-car enthusiast Geoffrey Smith, of Worcester, has been running a 1924 Morris-Cowley, is painstakingly restoring a 1914 water-cooled V-twin Humberette, and sometimes takes out his Edwardian Straker-Squire, which still manages 25 m.p.g., cruising at 45 m.p.h. R. Barker is enjoying a Lancia Augusta, purchased from Brian Shawe-Taylor, now fit again after his Goodwood accident, having gone to Bermuda to convalesce. We regret having to record the death of P. G. Fowler, secretary of the Harrow C.C. for 14 years.

A Palladium tourer was seen in London recently.

FIXTURES FOR JUNE

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

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| 1st.—Mid-Cheshire C.C. Standard Car Trial, Cheshire/Derby. C. Welsh Counties C.C. Speed Trial, Monmouth. C. | 15th.—Peterborough M.C. Navigation Trial, Peterborough. C. Grimsby M.C. Sprint Meeting, Grimsby. C. Chiltern C.C. Rally, Beaconsfield. C.I. |
| 2nd.—Jersey M.C. & L.C.C. Sand Race Meeting, St. Ouen. C. B.A.R.C. Race Meeting, Goodwood. I. Hagley & Dist. L.C.C. Speed Trial, Worcester. C.I. Nottingham S.C.C. Race Meeting. C.I. Falcon M.C. Sprint, Tewinwater. C.I. | 21st.—WINFIELD J.C. Race Meeting, Winfield. I. Veteran C.C. Rally, Kent. R. M.G.C.C. (Scotland). Driving Tests, Edinburgh. C.I. Leicestershire C.C. Night Trial, Wales. C. Northampton & Dist. Driving Tests, Northants. C. Bristol M.C. & L.C.C. Hill-Climb, Naish Hill. C. |
| 2nd-6th.—R.S.A.C. Rally, Scotland. N. 7th.—"Eight Clubs." Race Meeting, Silverstone. C.I. Scottish Sporting C.C. Gymkhana, Falkirk. C.I. ULSTER A.C. Race Meeting, Dundrod. I. Bristol M.C. & L.C.C. "Mendip Petit Prix," Castle Combe. C. Chester M.C. Speed Trial, Queensferry. C. Veteran C.C. Rally, Swindon/Cirencester. C. M.G.C.C. (W. Centre). Driving Tests, South Wales. C. | 21st-22nd.—Brighton & Hove M.C. Rally, Sussex. C. Cambridge "50" C.C.—Night Trial. C. N. London E.C.C. Radcap Rally, London/Kent. C.I. |
| 7th-8th.—Nottingham S.C.C. Trial, Notts/Lines. C. Hagley & Dist. L.C.C. Rally, Wales. C. | 22nd.—Lancia M.C. Driving Tests, Chipping Campden. R. Sheffield & Hallamshire M.C. Rally, Derbyshire. R. Half-Litre C.C. Race Meeting, Brands Hatch. C. Hagley & Dist. L.C.C. Driving Tests, Redditch. C. E. Anglian M.C. Driving Tests, Halstead. C. Severn Valley M.C. Driving Tests, Wellington. C. Ilkley & Dist. M.C. 18-hour Trial, Yorks/Lake Dist. C. Exmoor M.C. Rally, Exmoor. C. 750 M.C. Rally, Slough. C. Coventry & Warwickshire M.C. Trial. C. S. of Scotland C.C. Gymkhana, Langholm. C. |
| 8th.—Kentish Border C.C. Driving Tests, Kent. C.I. Sunbeam-Talbot O.C. Trial, Dorset and Hants. C. Sheffield & Hallamshire M.C. Trial. C. Torbay M.C. Production Car Run, Dartmoor. C. M.G.C.C. (N.W.). Driving Tests, Ringway, Cheshire. C. | 26th.—Jersey M.C. & L.C.C. Sand Race Meeting, St. Ouen. C. N. Cornwall M.C. Trial, Launceston. C. |
| 9th.—Citroen C.C. Rally, Sussex/Surrey. C. | 27th-28th.—Plymouth M.C. Rally, S.W. Counties. C.I. |
| 11th.—S.U.N.B.A.C. Evening Trial, Worcs. C. Middlesbrough & D.M.C. Reliability Trial, N.E. Yorks. C. | 28th.—SCOTTISH S.C.C. Hill-Climb, Bo'ness. I. Newry & D.M.C. Circuit of Down, Co. Down. C.I. N. Staffs M.C. Hill-Climb, Prescott. C.I. Scarborough M.C. Sand Races, Eiley. R. Midland Motoring E.C.C. Race Meeting, Silverstone. C.I. Lagonda Club. Rally, Bawtry. C. |
| 12th.—Jersey M.C. & L.C.C. Sand Race Meeting, St. Ouen. C. | 28th-29th.—Maidstone & Mid-Kent M.C. Rally, S.E. England. C.I. |
| 14th.—Armagh & Dist. Driveability Trial, Co. Armagh. C. M.A.C. Hill-Climb, Shelsley Walsh. C. Herts A. & A.C. Rally, Panshanger. C. Bugatti O.C. Race Meeting, Silverstone. C.I. West Essex C.C. Race Meeting, Boreham Aerodrome. N. | 29th.—Darlington & D.M.C. Trial, Catterick Camp. C.I. E. Counties M.C. Race Meeting, Fernfield. C.I. M.G.C.C. (S.E.). Trial, S.E. England. R. Horsham & Dist. M.C. Night Trial, Sussex. C. Grimsby M.C. Navigation Trial, Grimsby. C. Manchester University M.C. Speed Event. C. W. of England M.C. Trial, Tiverton. C. |
| 14th-15th.—Newcastle & Dist. 24-hour Trial, Newcastle area. C. W. Hants & Dorset C.C. Rally, Hants and Dorset. C. Aberdeen & Dist. M.C. Night Trial. C. Sunbeam-Talbot O.C. Rally, Turnberry Airfield. C. | |
| 15th.—Lancs & Cheshire C.C. Trial, Cheshire/Derby. C. Gosport A.C. Speed Trial, Gosport. C. Kentish Border C.C. Rally, Kent. C. Cornwall Vintage C.C. Speed Trial, Davidstow. C. Mid-Surrey A.C. Speed Trial, Redhill. C. | |

If any V.M.C.C. member wants a V-twin, disc-wheeled Harley Davidson, circa 1920, we can forward letters to someone who has found one partly dismantled in a woodshed near Ombersley.

N. Routledge has found a 1916 Morris-Cowley saloon with authentic American "Continental" engine.

* * *

FUSS

Sports-car racing in America, about to reach a new high status, is being hampered by a most unusual trend in motor sport politics. It seems that the officers of the S.C.C.A. are bitterly opposed to sports-car races sanctioned by America's ruling body, the American Automobile Association, or the "three-As." Apparently the S.C.C.A. has no reason for this objection to authority other than the unique one that they wish to exclude two American drivers from all sports-car events and, while they are able to do this so far as their own races are concerned, quite rightly the A.A.A. will not stand for these two drivers being excluded from other club's events on grounds of the S.C.C.A.'s unspecified objection to these drivers entering.

The whole thing fanned up into a big blaze prior to the Sebring Race (reported in MOTOR SPORT last month). Sebring was run under A.A.A. sanction as an International event and the organisers were told by S.C.C.A. that if they held it, S.C.C.A. would promote a rival meeting a week earlier. This they duly did, in the Vero Beach affair on March 8th.

Rumour, rippling back and forth across "the big pond," may be a lying jade, but it suggests that Jaguar fully intended to enter Moss and Walker or Whitehead in a Type C Jaguar for Sebring. They would, persists rumour, have adhered to this excellent idea had not someone from the S.C.C.A. inferred that the Sebring race had been changed, in date from March 15th to March 8th and in location from Sebring to Vero Beach. Puzzled that an International date could be so light-heartedly "mucked about," "Loftie" England, of Jaguar's, decided not, after all, to enter Moss and Walker or Whitehead in the Type C.

This in itself is a sad, sad rumour, albeit the Sebring race was an enormous success and brought glory to England via the Frazer-Nash, which won convincingly. A part of this trans-Atlantic rumour which we find hard to believe persists that Jaguar owners who thought of entering for the Sebring race are said to have been told by New York Jaguar dealers that if they did so they would never get another Jaguar or any replacement parts. Let us hope that here rumour has gone astray, for the idea of motor sporting politics adversely affecting the British Export Drive is indeed unpalatable—certainly Coventry should take steps to investigate this allegation and correct it, on both sides of the Atlantic, if untrue.

Presumably, the A.A.A.'s hands are tied, for although it could prohibit any driver taking part in an S.C.C.A. unsanctioned race from driving anywhere else, S.C.C.A. happens to be by far the largest body organising sports-car races in the States and this, coupled with the rumoured pressure being brought to bear on Jaguar owners seeking to race outside S.C.C.A. events, materially reduces any curative effect which A.A.A. action would otherwise put into operation. Conversely, if any British or other foreign driver had run at Vero Beach he could, and most probably would, have been reported by the A.A.A. to the R.A.C. or appropriate National Club, with subsequent exclusion, so that if the S.C.C.A. gets control of America's sports-car races the International element will be excluded automatically. How determinedly S.C.C.A. is seeking to get full control is reflected in their action in demanding from the winner of the 1951 S.C.C.A. Watkins Glen race (A.A.A. sanction refused), the return of his Trophy by parcel post on the grounds that he will not be allowed to defend it this year.

We hope these troublesome clouds will blow away before they irretrievably dampen the American sports-car racing scene. Meanwhile, if Coventry is implicated as rumour implies, it is time for it to take action.

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R.A.C. AWARDS FOR BRITISH MOTOR SPORT

The Sir Malcolm Campbell Memorial Trophy, which is presented annually by the R.A.C. for the most outstanding performance by a British competitor driving a British car in any form of motor competition during the year, has been awarded for 1951 jointly to P. D. C. Walker and P. N. Whitehead for their victory in the 24-Hour Grand Prix d'Endurance at Le Mans with a Jaguar. This was the first time for sixteen years that the race had been won by a British car with British drivers.

Other trophies awarded for 1951 were the R.A.C. Hill-Climb Championship Trophy, for the best aggregate performance for approved speed hill-climbs during the year, which went to K. Wharton (Cooper), and the R.A.C. Trials Championship Trophy, which was won by W. H. Waring (W.H.W.-Dellow).

The presentations took place at the R.A.C., and the trophies were presented by Mr. Sydney Allard, as a token of the Club's esteem for his performance in the 1952 Monte Carlo Rally, which he won with an all-British car and crew. Great Britain had not previously won this event since 1931.

BUGATTI OWNERS' CLUB

The B.O.C. remaining fixtures for 1952 comprise:—

- June, 14th.—Silverstone Race Meeting.
- July 6th.—Members' Hill-Climb, Prescott.
- July 27th.—500-c.c. Meeting, Prescott.
- August 10th.—Inter-Club Hill-Climb, Prescott.
- Sept. 14th.—International Hill-Climb, Prescott.
- Oct. 31st.—Annual Dance.
- Dec. 13th/14th.—Welsh Trial.

CLUB AFFAIRS



The Vintage S.C.C. has arranged the following regular evening social gatherings additional to those already held: "George and Dragon," Colney Street, St. Albans, on second Thursday of each month; Bridge Hotel, Bedford, on second Tuesday, and "Ferry Boat Inn," Holywell, St. Ives, Hunts, on fourth Wednesday each month.

* * *

The Vintage Motor Cycle Club continues to go from strength to strength. Recently new members were enrolled, their machines ranging from a 1904 Quadrant to 1930-vintage Norton, A.J.S. and Matchless. Future fixtures or invitations include the Sunbeam 200-Mile Trial on June 1st, the famous Banbury Run on June 22nd, and a proposed sprint meeting on August 31st. Gen. Sec.: R. T. Rigby, 64, Alandale Drive, Pinner, Middlesex. A monthly duplicated "Bulletin" is issued.

* * *

Entries for the Kentish Border C.C. Deal Rally for the Bussey Trophy on June 8th close on June 2nd. This is a closed event; entry forms from Mrs. K. R. W. Shackel, 15, Rowan Walk, Bromley Common, Kent (Farnborough 4529).

* * *

Following the recent announcement of the proposal to re-form (yes, with hyphen please!) the De Lacy Motor Club of Pontefract, the club has now been officially constituted and the following officials elected:—

Captain: Phil Turner. Vice-Captain: Peter Jackson. Hon. Secretary: Ted England. Hon. Treasurer: Betty England. Committee: Ted Telleck, Allan Wade-Smith, Harry McDermid and Paget Blaza.

Meetings are to be held on the third Thursday of the month at 7.45 p.m., in the Queen's Hotel, Pontefract, subscription rates being 10s. per year for car members and 2s. 6d. for associate members, with joining fee of 5s. for everyone. Since inauguration, the club has been lucky in persuading Alan L. Marshall to be its president—a keen motorist and rally driver over a good number of years (present mode of conveyance is a Bristol saloon), and also in finding a very willing helper in R. H. T. Wil-de-Gose, who has been made the first honorary life member. The club has already enrolled some 35 car members, so is well on the way to that magic number of 50! Meanwhile, a full programme of social outings, film shows, discussions and lectures is under way, and the production of a club bulletin in hand. Hon. Sec.: A. E. England, Ashdene, Carleton Road, Pontefract.

* * *

The Liverpool and North Wales Centre of the British Automobile Racing Club will henceforth be known as the North-Western Centre.

* * *

On June 21st-22nd the North London E.C.C. is holding the Closed Invitation Radcap Rally again, over some 250 miles, extending into the West Country from the start in North London, and finishing in the New Forest area. It is hoped to attract standard cars, and at the same time introduce a highly competitive flavour into the event.

The Ramsgate Speed Trials will take place on July 13th, in conjunction with the Herts County A. & A.C., under the sponsorship of a national Sunday newspaper.

* * *

K. Bickle has resigned from his position of secretary of the 750 Club. The new Hon. Secretary is K. Welfare, 56, Harrow Road, Bedford, Middlesex.

Following the recent revival of the old-established North London M.C., which was founded in 1920, a new committee has recently been elected, including the following officers:—

Chairman: Alan W. Day; *Vice-Chairman*: Stanley M. Greening; *Press Secretary*: Geoffrey J. Waple; *Hon. Treasurer*: Lionel P. Walter; *Hon. Secretary*: G. F. Luck.

It has been decided that the subscription rates should remain at their pre-war level: Cars 21s., sidecar combination or three-wheeler 17s. 6d., solo motor-cycles 15s., with an entrance fee of 2s. 6d. (Non-drivers, relatives and friends are welcomed at a nominal subscription of 2s. 6d. per annum.)

Members are eligible to take part in an insurance scheme enabling them to insure their vehicles at more favourable rates. With a view to ascertaining the types of competitions and functions desired by the new membership, a general meeting is being arranged during June. *Hon. Sec.*: G. F. Luck, 27, Ferney Road, East Barnet, Herts.

* * *

A meeting of the Northern Section of the Allard O.C. was held at the Parkway Hotel, Bramhope, near Leeds, on May 7th, when a most interesting talk was given by Mr. Denis Flather, member of the R.A.C. Competitions Committee. Representatives from other clubs were invited.

* * *

The Morgan three-wheeler club's monthly "Bulletin" has improved under its new Editor, H. Latham, and should be read by all owners of Morgan tricycles. Indeed, the Club can materially assist owners in keeping their Morgans on the road, apart from the sporting and social sides. *Secretary*: F. L. Willis, 6, Courtland Avenue, Chingford, London, E.4.

* * *

The 750/1,172 Club has a meeting each third Wednesday in the month in the Bath area, at the Victoria Hotel, Oldfield Park, Bath, from 7.30 p.m. All 750 and 1,172 types welcome, says the notice.

* * *

The Automobile-Club Du Mont-Blanc extends a hearty welcome to British entrants in the International Evian Mègeve Rally of July 24th-27th. English entries may be made to R. K. N. Clarkson, The Chase, Halstead, Essex, in English currency, and he is also organising the Champagne Rally. But hurry!

THE "MOTOR SPORT" CLUBS' CHALLENGE TROPHY

The first round of the 1952 MOTOR SPORT Clubs' Challenge Trophy took place at the V.S.C.C. Silverstone Meeting on May 3rd. The sports-cars which qualified to compete in this five-lap handicap, which is virtually a "winner's race," were R. H. B. Mason's 4½-litre Bentley and H. J. Wilmshurst's slightly-older 4½-litre Bentley (on the 1 min. 13 sec. mark), Len Gibbs' Riley Nine (1 min. 5 sec.), G. H. G. Burton's 4½-litre Bentley (43 sec.), Major Bailey's 4½-litre Bentley and W. F. Moss' blown 1½-litre Alfa-Romeo (37 sec.), C. M. Sears' Frazer-Nash (32 sec.), and Gerry Crozier's 8-litre Bentley from scratch. Burton dropped back and was eventually passed by Crozier, who, however, couldn't coax his big car any higher on the wet track. The first six finishers who were eligible to run in the MOTOR SPORT Handicap at the Maidstone & Mid-Kent M.C. meeting on May 24th, and the marks they held were:—Gibbs—6, Mason—5, Wilmshurst—4, Major Bailey—3, Sears—2, Moss—1.

WATT MOVES ON

The Bristol Aeroplane Co. (Car Division) is the latest firm to secure the services of James Watt, who has transferred to them, in the post of Export Sales Manager, from Aston-Martin and Lagonda. Previously this much-travelled man had been with Triumph, Jaguar, Healey and Austin. T. V. G. Selby, who will be remembered by some of our readers as a Bugatti exponent at Brooklands many years ago, has been appointed Home Sales Manager for Bristol cars.

HISTORY CONFUSED

Point is lent to the editorial in the March MOTOR SPORT by a Rootes Motors, Inc., advertisement in an American motoring journal, in which it is claimed that the Sunbeam-Talbot 90, "beamed to the thrill of the open road," was the first car in the world to exceed a speed of 200 m.p.h. and the first car on the same planet to cover over 100 miles in one hour. We feel compelled to remark that neither Sir Henry Segrave nor Percy Lambert ever heard of such a car.

THE SPORT IN CEYLON

On April 13th the Ceylon Motor Sports Club revived its Mahagastota speed hill-climb, which was run annually from 1934 up to the war. A big crowd attended, all tickets being sold out before the first class had been run off. Three new records were established for the 675-yard course. A. E. Filby broke the course-record in his Cooper 500, in 50.1 sec. The old record of 55.89 sec., made by T. S. Jinasena's Magpie Jinasena, had stood since 1939. Clarke's Bitza motor-cycle made second fastest time, in 52.79 sec., from Colin Silva's B.S.A., which clocked 54.5 sec. Allan Senanayak's M.G. made best sports car time, in 58.8 sec. Ray de Costa's Peugeot took the 1½-litre class in 66.4 sec., and T. Shariff's Fiat the up-to-750-c.c. class in 71.2 sec., the 1,100-c.c. category having fallen to Edward Mason's elderly Standard Eight, with a creditable 69.4 sec. Light relief from real speed was provided by Jinasena in a Commer station wagon, which ascended in 83.9 sec. The prizes were presented by the Acting Governor-General, Sir Alan Rose, who referred to the Ceylon M.S.C. as the premier motor sports club of the East, in congratulating them warmly on their event. The club's President put in a plea for more "specials"—"four wheels, an engine and a soap box"—like those that were built to run at Mahagastota before the war. The Castrol films were then shown. Details of the club from: E. Mason, c/o The Goodyear Tyre & Rubber Co., Ltd., P.O. Box 24, Colombo.

NICE WORK

Mrs. Kay Petre, well-known racing driver and motoring correspondent, has joined the firm of Sidney Barton, Ltd., as motoring consultant. Mrs. Petre is leaving shortly for the United States to visit the major motor car factories there. She is to make a study of the latest car production methods and styling, particularly from the woman driver's point of view. She will investigate many of the new developments, such as power-operated steering, which are being incorporated in new models not yet announced.

A VAUXHALL VELOX FOR 41s. 6d.

An electrically-driven 1/18 scale model of the Vauxhall Velox, produced in collaboration with Vauxhall Motors, Ltd., is available at 41s. 6d. each, including purchase tax, from Vauxhall dealers, model shops, electrical dealers and toy shops.

The model, which is 9½ in. long, is powered by a "Mighty Midget" electric motor (size 1 cubic inch) fed by three standard type 1½-volt flashlamp batteries. These will keep the car running continuously for over two hours.

The body, of durable plastic, is detachable from the chassis. Reversing gear is fitted, and the car may be obtained with either right- or left-hand Ackerman-type steering. Scale speed is 75 m.p.h.

The models, manufactured by Victory Industries (Surrey), Ltd., of Guildford, are guaranteed for one year. A full spares and reconditioning service is in operation.

THE B.B.C. PRESENTS—DEATH-DICER PETER WELLINGTON

On April 30th in the Light Programme and again on May 4th, the B.B.C. broadcast a motor-racing play, "The Last Lap," by Jon Manchip White, produced by David H. Godfrey. It is a pity that, at a time when hundreds of thousands of intelligent members of the British public are displaying a keen interest in motor-racing, the B.B.C. should choose to inflict this hysterical and imaginative play on the millions of listeners who are said to tune-in regularly to "Curtain-Up." We envy our readers, for they were free to switch over with relief to the Symphony Concert on the Home Service; we felt duty-bound to hear the play out, but it was so thoroughly bad that to describe its many faults and improbabilities would occupy more space than we can spare. Clearly, Mr. White and producer Godfrey know very little about motor-racing and still less about racing drivers. Ironically, even the race-commentary from an imaginary Italian radio network was but a poor parody of something which might have come from Indiana, but would certainly never be heard during a major road race at Lombardy—or was this intentional, as representing an inferior, non-B.B.C. performance? Mercifully, drivers like Peter Wellington (headstrong British hero-ace in a leading Italian team, played by an hysterical Anthony Jacobs) do not exist in real life, Mr. White, and if they did their first laps would no doubt be their last, as yours should be where radio plays are concerned. Perhaps, however, not much harm was done—for we suspect that the majority of "Curtain-Up" listeners had joined the motor-racing enthusiasts at the Symphony Concert long before you and Mr. Godfrey had waved your chequered flag.

SIDESLIPS

BY
"BALADEUR"

"I HAVE happened upon an entry of a La Buire streamlined saloon in the 1924 Touring Grand Prix at Lyons," writes a correspondent, "to be driven by 'the veteran Sziş'"; and he goes on to ask whether this is the great Sziş of 1906 Grand Prix fame. I have every reason to suppose that it was; and while I do not know whether M. Sziş is yet with us, I heard of him some considerable time after 1924 when he was managing a big garage at Neuilly—but I suppose that that must be twenty years ago now.

Sziş often used to be described as an Austrian, but that always seemed surprising to me because although Austrians do some queer things with spelling, like putting an 'l' on the end of a word without a vowel to support it, Sziş does not look like even a South German name. Then I read somewhere that he was a Hungarian, and I was quite prepared to accept that as all I know of the language is the Hungarian for Grand Hotel, which is not pronounced at all as you would expect; but lately I have seen that in 1905 M. Charles Faroux referred to him as a Croat and I am sure that, as usual, M. Charles Faroux was right. (At that time Croatia was part of the Austro-Hungarian Empire, so I suppose, really, that everyone else was right, too.)

I do not know how he first came into contact with Louis Renault, but at any rate the latter took him as his mechanic in the Paris-Vienna race of 1902, and I have always supposed that the idea was that he could talk any of the languages that they were likely to need, such as German or Hungarian—or even Croat. Very likely this came in very useful, for while they were waiting in the control in Innsbruck, and were in fact leading the whole race on their light car, Baron de Caters arrived on his Mors, tried to pass too close to the Renault, and cut several spokes out of its front wheel. Faced with this disaster, it must have been useful if Sziş knew the German for wood, and perhaps could even specify hickory or whatever wheel spokes were properly made of. In any case they got it, and succeeded in rebuilding the wheel in about four hours, so that they duly arrived in Vienna. Of course, they were no longer among the leaders by then, but as the race was won by Marcel Renault that did not matter as much as it might have.

I do not know whether Sziş accompanied Louis Renault again in Paris-Madrid in 1903, or whether this time the latter took a Spaniard, or perhaps a Catalan, or a Basque or something, but in that race Marcel Renault was killed, and Louis resolved never to drive in a race again. Indeed, in 1904, no Renault cars, even with other drivers, took part in the French races; but in those halcyon days no manufacturer could keep away from it for long, and in 1905 a team of Renaults was entered for the French Eliminating Race in the Auvergne to decide which three cars should represent France in the Gordon Bennett Race. One of these Renaults was driven by Sziş, who immediately showed his form by finishing fifth, a performance which he repeated in the Vanderbilt Cup Race over the Long Island course at the end of the season.

After that it was a foregone conclusion that he would drive one of the Renaults in the 1906 Grand Prix at le Mans, and after he had got into the lead on the third lap it was almost a foregone conclusion that he would win the two-day race, which he duly did, at 63 m.p.h. Moreover, he nearly did it again in 1907 at Dieppe, although in the end he had to be content with second place behind Nazzaro on the Fiat; but in 1908 everything went wrong, and Sziş did not succeed in finishing either in the Grand Prix or in the Grand Prize of the Automobile Club of America in Savannah.

After 1908, as is well known, the big French firms refused to take any further part in racing, so that for a time the Grand Prix was abandoned, and it has always seemed to me curious that the drivers apparently acquiesced so calmly in their consequent enforced idleness. The main difference compared with nowadays, I suppose, was that even while racing was flourishing there had only been two or three big races a year, so that the drivers could hardly have made a living out of it. Of course there were voiturette races after 1908, but Sziş, like most of the famous drivers who were his contemporaries, does not seem to have taken any active part in them. Even when the Grand Prix itself was revived in 1912 he did not make any immediate return to racing, and it was not until 1914 that he again put in an appearance.

Louis Renault never built any more racing cars after the break of 1908, but the car that Sziş drove in 1914 was made by a man who had been at least as famous a driver in his day and had almost retired from driving when Sziş went as a mechanic to Vienna in 1902. Fernand Charron had first driven Panhards, then had started to

build the C.G.V., then changed the latter's name to Charron and finally had sold the business. The car which he built and Sziş drove in 1914 was an Alda, but it does not seem to have been very fast, or at least it did not figure very prominently in the race. However, it was fitting that the winner of the 1906 race had something to drive, as all the winners of the subsequent Grands Prix were also at the start. Nazzaro, who had won in 1907, now on a car built by himself, Lautenschlager, winner in 1908, again on a Mercedes, and Boillot, winner in 1912 and 1913, again on a Peugeot.

That 1924 Touring Grand Prix in which, as my correspondent points out, Sziş was driving a La Buire was also a meeting of old-timers. In the first place there was Gabriel, the hero of Paris-Madrid, about whom I wrote at some length in these columns not long ago, and who on this occasion was driving an Ariès. Another Ariès was driven by Louis Rigal, who, I believe, was racing a De Dion tricycle as long ago as 1898, and continued to do so until 1903, when he was suddenly promoted to a 70-h.p. Mors for the Paris-Madrid race. One has to be rather careful about this, because, later on at least, there was more than one Rigal who appeared in races, but I think it was Louis all right who after 1903 had a most varied career. In 1906 he drove an Itala in the Targa Florio and the next year started in the same race on a Berliet. By then, perhaps, he was not sufficiently well established to despise voiturettes, so that in that same year, 1907, he drove a Werner in the Coupe de l'Auto, and finished fifth on it, which did not prevent him driving a 120-h.p. Darracq in the Grand Prix, and finishing fifth on that also. The next year he switched over to Bayard-Clément for the Grand Prix and this time finished fourth, easily ahead of all the other French cars in the race, having distinguished himself by changing nineteen tyres in the course of ten laps and yet averaging 63.6 m.p.h. In 1911 he was back in the Coupe de l'Auto, driving a Delage, and in 1912 he scored his great success when he won the Cup on a Sunbeam. After that he took Zuccarelli's place in the Peugeot team, but he was never very successful there for some reason.

Yet another Ariès was driven by Arthur Duray, who had started in Paris-Vienna on a Gobron-Brillié light car, soon after which he exchanged it for one of the huge 110-h.p. racers of the same marque, on which for some time he and Rigolly were almost invincible in sprints and hill-climbs. In 1904 he drove for Darracq, and in 1905 joined De Dietrich, winning the marque a place in the French Gordon Bennett team that year, winning the Circuit des Ardennes in 1906, and having his famous duel with Lancia in the 1907 Grand Prix. In the Coupe de l'Auto era he usually drove an Alcyon, and he had a Delage in the 1914 Grand Prix, having distinguished himself earlier that year by running second at Indianapolis on a 3-litre Peugeot.

Rougier, who drove a Voisin in the 1924 race, had been in the De Dietrich team with Duray from 1905 onwards, and before this he had driven a Turcat-Méry in Paris-Madrid in 1903. The 1903 De Dietrichs, it will be remembered, were built under Turcat-Méry licence, so that the 45-h.p. car on which Rougier finished ninth in the heavy class was, presumably, more or less identical with the 45-h.p. De Dietrich on which Charles Jarrott took third place. But 1904 was in many ways Rougier's great year. The 1904 De Dietrichs were called 80 h.p., but Rougier's Turcat-Méry apparently had a bigger engine, as it was rated at 100 h.p.; and on it he both secured a place in the French Gordon Bennett team and ran third in the Gordon Bennett race in Germany. The car had a curious streamlined bonnet, and Rougier had it painted to look like a shark's head, with two eyes and a row of mouth-organ teeth, which would probably not be considered at all good form on a racing car nowadays. After 1904, however, they do not seem to have made any more Turcat-Méry racing cars, and so Rougier joined the De Dietrich team, with which, of course, the connection had always been close, and drove De Dietrichs regularly in all the big races until the great shut-down in 1908, without, however, distinguishing himself so markedly as he had on the Turcat-Méry in 1904. After 1908 he seems to have kept away from Grand Prix racing until 1923, when he and his old team-mate Duray both drove Voisins in the race at Tours that Segrave won on the Sunbeam.

Another La Buire like the one Sziş drove was driven in the 1924 Touring Grand Prix by Porporato, who was hardly a newcomer either, as, like Louis Rigal, he had started in the 1907 Targa Florio on a Berliet. At least I suppose he did, because it seems that there may have been two Porporatos who drove Berliets at about this time. I am led to suspect this, because, according to Gerald Rose's "Record of Motor Racing," the 1908 Targa Florio was run on May 18th, and Porporato on his Berliet finished fourth in it, at 33.1 m.p.h. Then, on the very next day, May 19th, was run the St. Petersburg-Moscow race, and Porporato on his Berliet is shown as a starter in the class for four-cylinder cars with a bore of more than 130 mm. Now with the communications of 1908 what they were, I cannot

believe that anybody could have raced in Sicily one day and left St. Petersburg for Moscow the next; so that, if Porporato really did both these things, I can only conclude that there must have been two Porporatos. On the other hand no Porporato at all is shown among the *finishers* in St. Petersburg-Moscow, and it is thus possible that what appears to be the list of starters is really no more than the list of entrants; in which case perhaps Porporato found out in the end that it was further from Palermo to St. Petersburg than he had thought, and that he was not really in Russia on May 19th at all. In fact, for all the evidence that there is to the contrary, by as late as September 7th he may have got no further north than Bologna, for on that date we find him winning the Targa Bologna on his Berliet, at 65.3 m.p.h.

From Berliet and Bologna Porporato next moved to Grégoire and Boulogne-sur-Mer, where he ran fifth in the Coupe de l'Auto in 1911. In 1913, still on the 3-litre Grégoire, he won the Coupe de la Sarthe at le Mans, and, after a brief defection to drive a Nazzaro in the 1914 Grand Prix at Lyons, returned to Grégoire and le Mans in the Coupe des Voiturettes of 1921. By the time he had joined La Buire in 1924, he was back to a car which, like his original Berliet, was built at Lyons.

This La Buire, although neither in 1924 nor since can it be counted among the great racing marques, was undoubtedly a make with a history. Indeed the firm's catalogue for 1907, which I have before me as I write, and which is one of those charming documents composed by a Frenchman who thought he knew English, is perhaps unduly modest when it starts off: "The Société Anonyme des Automobiles de la Buire, although one of the youngest firms as motor-car builders, have succeeded in getting even at their birth one of the first places on the market, on account of unobjectionable finish of the frames and the excellent quality of the rough materials they use for the construction of the cars." I am sure that no enthusiast for the Edwardians would now damn the finish of their frames with the faint praise of calling it "unobjectionable," nor admit that the cars were constructed of "rough" materials; and even if the Société Anonyme des Automobiles de la Buire was in 1907 still "one of the youngest firms as motor-car builders," the connection with motor cars of the parent concern, the Chantiers de la Buire, went back almost as far as it was possible to go. In January, 1890, it may be remembered, Léon Serpollet had the hardihood to set out for Lyons, accompanied by Ernest Archdeacon, "*l'homme de tous les sports*," on the rather primitive horseless tricycle built by Armand Peugeot and fitted with the Serpollet flash boiler; and the objective in Lyons on this occasion was the Chantiers de la Buire. At that time, according to Serpollet, this concern "was under the direction of M. Augustin Seguin, the son of the illustrious Marc Seguin, the man who caused the railways to take a decisive step forward—at the time of their creation—by his marvellous invention of the tubular boiler." M. Seguin, it appears, was very much impressed with Serpollet's tricycle; and it is accordingly rather curious that his firm should have waited until about 1904 before starting to make motor cars themselves.

What is almost more remarkable was that at that period they did not seek to win fame for them by entering them in the big races, though it may be remarked that the same is true of other important Lyons makers, such as Berliet and Rochet-Schneider, who seem never to have suffered from the Parisian frenzy for the *grandes épreuves*. Berliet, as we have seen, had run in the Targa Florio and Targa Bologna, and had also run in the Tourist Trophy, all these races being at least nominally for touring cars. Rochet-Schneider, after taking part in Marseilles-Nice in 1898, had made fairly frequent appearances in French races up to 1901, after which, however, they had contented themselves with the Kaiserpreis of 1907, which was for "small cars"—with a maximum capacity of 8 litres.

Nevertheless La Buire regarded itself in 1907 as quite a sporting marque. "The constant success these cars have had in the numerous races in which they have been engaged," declares the catalogue, "have displayed their remarkable qualities of resistance and especially their marvellous capacity for climbing the longest and heaviest ascents, caused [*sic*] them to deserve the name of 'coast climbers'." I cannot believe that in fact they deserved anything so silly: I suspect in fact that whoever translated the catalogue looked up *cote* in his dictionary and said it meant "coast," without stopping to see that it also means "hill." At least he was consistent, as at the end of the catalogue he gave a long list of the "coast races" in which La Buire cars had won awards in 1905 and 1906, culminating in the "Coast Race of Mont Ventoux" in the latter year, in which M. Mottard had distinguished himself on a 30-h.p., with the result that "the de la Buire carriages hold the record of the tourist's [*sic*] category of the Ventoux, 24 min. 19 sec." He also gave a picture of the bearded M. Mottard, "holding the

record of the Tourist Category of the Ventoux"—in sober fact holding his steering wheel, while his mechanic gazes at him with eyes of admiration. "Consequently," adds the catalogue, "it is with the greatest confidence that the Société offer their customers their frames 1907, which can easily be compared with the most famous marks, even in what concerns the features of which some firms have made a speciality."

There were, indeed, some very nice "frames," ranging from 15 to 50 h.p. "with turning axle," and from 18 to 40 h.p. with chains. The motor, of the 24-h.p. model, had "four upright twin cylinders with operated and interchangeable valves and . . . the cam shafts are entirely enclosed in the motor case or carter . . . Our speed gear box comprises four speeds and retrograde-motion . . . The suspension . . . is exceedingly smooth, whilst doing away with the lateral rocking." So far, so good; but when we are told that "the lubrication of the cylinders is effected by means of two drip lubricators with sight feed, located on the mud guard," I suspect that the author and I mean two different things by a "mud guard," even though he adds that "in this manner, any oil container at the front of the mud guard is done away and, when the container is entirely filled, the staining of the carriage-work is not to be feared." After this one takes quite calmly the news that in the 50-h.p. model, "the motor comprises six cylinders twin connected by pairs . . . this model is provided with a decompressor for the putting in motion or starting and with an oil delivery for the gears of the rear bridge."

In conjunction with the Grand Prix in 1907, the A.C.F. ran an additional race for the Coupe de la Commission Sportive, in which competitors received only half the petrol allowance of the bigger cars, and had therefore to average very nearly 19 m.p.g. La Buire decided to enter three of the 18-h.p. cars for this event, the engines, with a bore and stroke of 95 by 120 mm., being the smallest in the race. Nevertheless they did extremely well, Mottard again distinguishing himself by finishing second, at 52.8 m.p.h., while the other two cars were fourth and fifth.

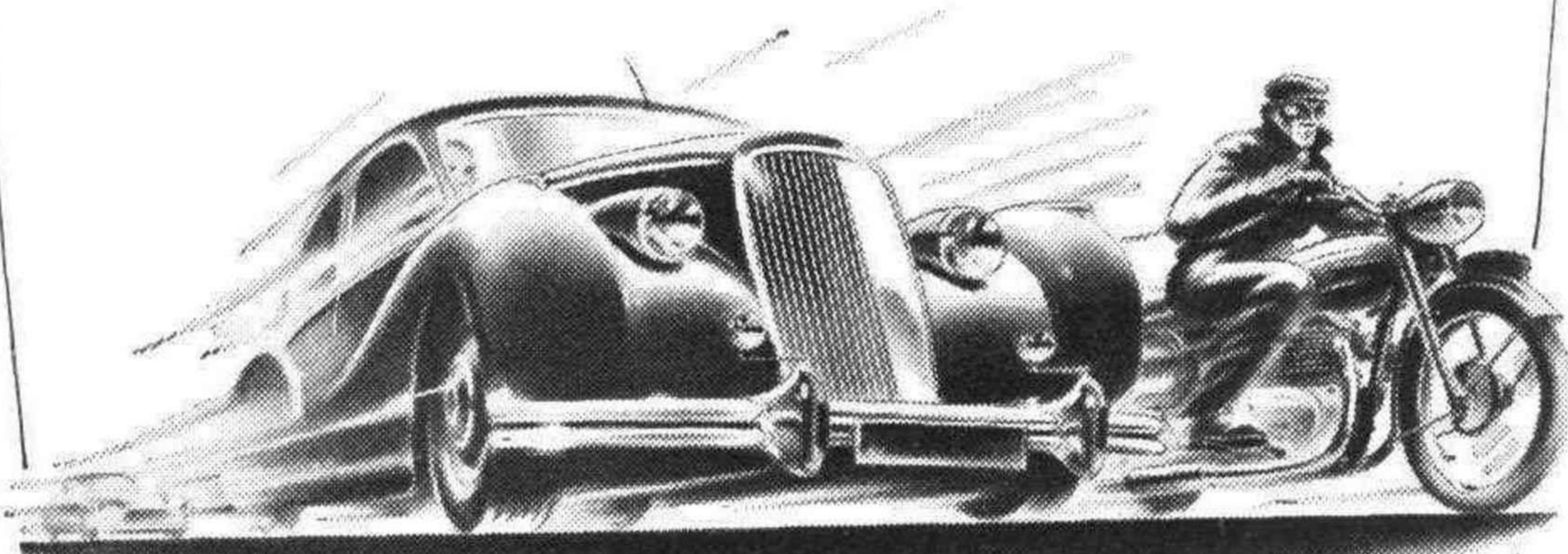
After this promising beginning one might have expected further developments in the La Buire racing career. But in 1908 there was nothing like the Coupe de la Commission Sportive, for which a standard model La Buire had proved suitable, and instead the Grand Prix was preceded by a voiturette race in which four-cylinder engines were limited to the almost ludicrous bore of 62 mm. Then in 1909 the slump, which in 1908 had proved disastrous to so many other French firms, hit La Buire, rather late in the day, and it seems that the Société Automobile failed, having, according to one commentator, "hastened its fall by engaging so unfortunately in ancillary enterprises such as 'Transports and Garages' and 'Paris Postal Transport'." They seem to have reconstructed the company and there seem to have been conversations about an amalgamation with Pilain of Lyons. I do not think that anything came of them, as the latter firm amalgamated, I believe, with S.L.I.M. instead, and used to make a car called a Slim-Pilain. It was alleged that La Buire was going to enter for the Coupe des Voitures Légères for 3-litre cars in 1911, but nothing seems to have come of that either. After that one does not seem to hear much of La Buire until that Touring Grand Prix of 1924, and nowadays I do not hear anything of it at all. Perhaps the Société Automobile is no more; but you can never tell with French cars—I believe that old friends mentioned in this article like Berliet, Rochet-Schneider and Lorraine-Dietrich are still making lorries—and if I saw an announcement one of these days of a new La Buire touring car I should not be unduly surprised.

CHANCELLOR'S CONCESSION

Further congratulations to Mr. Butler, who has decided not to inflict his new £12 10s. per annum flat-rate "road fund" tax on cars rated at 6 h.p. and 7 h.p. It seems likely that, instead, the 6-h.p. car now contributing £7 10s. will next year contribute to the tune of something like £9 7s. 6d., and that the 7-h.p. car, costing its owner at present £8 15s., will pay in 1953 about £10 18s. 9d. Thus will secondhand sales of baby Fiats, aged Jowetts, etc., perhaps soar away from those of Austin, Morris, Ford, Singer and other 8-h.p. cars, the tax on which soars from £10 to £12 10s.

The *News Chronicle* of May 9th stated that Mr. Butler's concession will affect fewer than 10,000 7-h.p. cars (presumably mainly Fiat 500s, a few Peugeots and D.K.W. two-strokes) and under 100 6-h.p. cars (one supposes made up of certain single-cylinder veterans owned by V.C.C. members, home-built road-equipped "500s," and possibly a few surviving examples of four-wheeled mini-cars of the Scootamota order, but it is surprising they tot up to around 100). Lined-down Eights may now become a minor vogue. Relinquishing by Government subsidy, in fact!

Castrol always leads!



1 ST in 1935 with additive to reduce cylinder wear
British Patent No. 423441. Also see National Physical Laboratory Report 12/1135

1 ST in 1935 with a mild detergent to clean the engine itself
British Patent No. 431066

1 ST in 1938 to announce lighter oils for easy starting, quick getaway and petrol economy
See National Physical Laboratory Report 2/9/38

1 ST in 1949 with improved inhibitors to protect the oil itself
British Patent Nos. 658243—658183

1 ST in 1951 with hypoid axle oils containing anti-scuffing additive and rust and corrosion inhibitors
covered by:—British Patent Nos. 561898—561941—588864

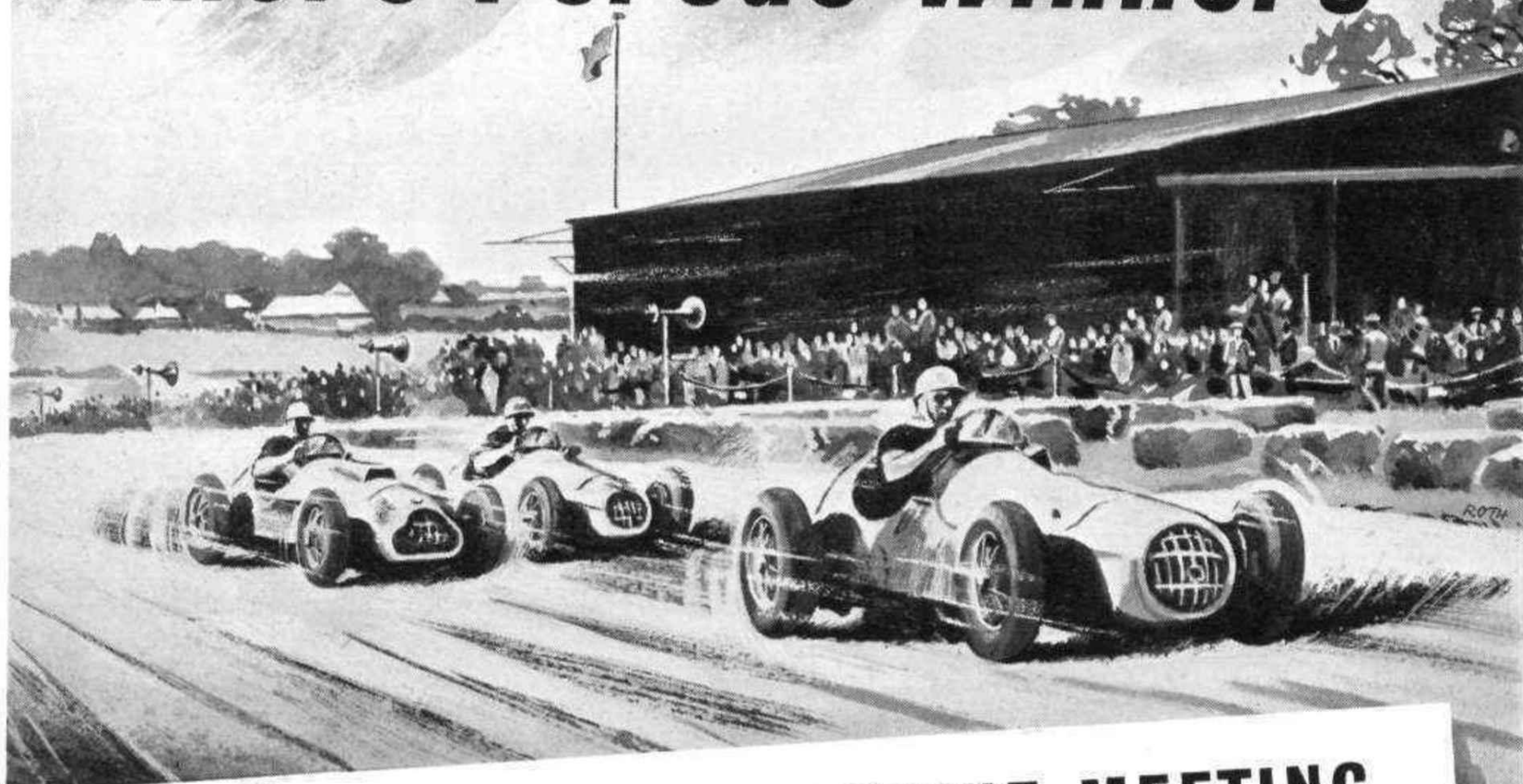
2 ND to none! The world's most modern motor oil in 1952

That is why most British motorists say
"GIVE ME CASTROL EVERY TIME"



THE MASTERPIECE IN OILS

more Ferodo winners



INTERNATIONAL SILVERSTONE MEETING

**TOURING CAR
RACE**

1st

STIRLING MOSS

JAGUAR

1,500 c.c.-2,000 c.c. CLASS

1st T. A. D. CROOK BRISTOL

1,100 c.c.-1,500 c.c. CLASS
1st R. W. JACOBS M.G.

500 c.c. RACE

1st

S. LEWIS-EVANS

COOPER

2nd A. BROWN COOPER

3rd STIRLING MOSS KIEFT

follow the expert—fit

FERODO

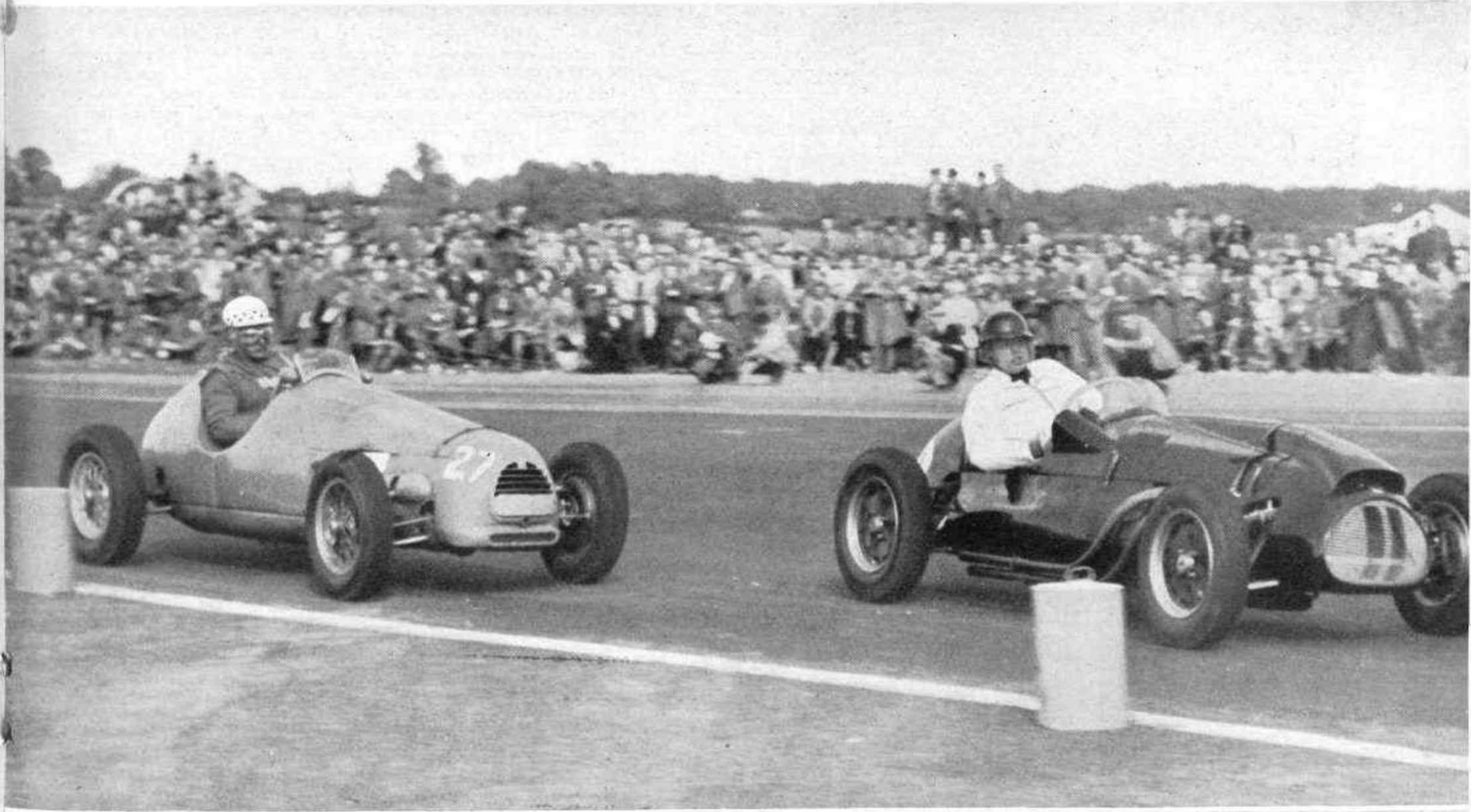
BRAKE & CLUTCH LININGS

PICTORIAL REVIEW

"DAILY EXPRESS" B.R.D.C. SILVERSTONE MEETING. V.S.C.C. AT SILVERSTONE. GOODWOOD MEMBERS MEETING. "TIM" BIRKIN TROPHY MEETING, BOREHAM.

Top : HAWTHORN LEADS!—Mike Hawthorn's Cooper-Bristol in characteristic attitude during Heat 1 of the International Trophy at the "Daily Express" Silverstone Meeting. Throughout he retained his lead, with the Frenchman, Jean Behra, in a 1½-litre Gordini, as seen below, never very far away.

Bottom : TYPE C JAGUARS IN CLOSE COMPANY during the "Daily Express" Meeting. Peter Walker is here seen leading Stirling Moss but later Peter fell back, troubled by his brakes, and finished seventh. Moss won with ease at 84.02 m.p.h., pursued by the three DB3 Aston-Martins.





BRAVE BID!—Roy Salvadori and R. F. Peacock drive side by side in their Frazer-Nashes through the second bend of Woodcote during the B.A.R.C. Members' Meeting. This daring manoeuvre would probably have not been attempted had the ridiculous chicane not made it a case of "now or never." We understand the shape of the chicane will be altered again for the Whitsun Meeting.



SMOKE-SCREEN.—W. F. Moss' 1929 blown 1½-litre Alfa-Romeo taking one of the corners on the new Club Circuit at Silverstone during the V.S.C.C. Meeting. Attempting to come up on the outside is F. B. Copeland's 1928 4½-litre Bentley.

ANOTHER ALFA.—W. J. Frost's 1930 blown 1½-litre Alfa-Romeo in the 10-lap Handicap Race.

CONTRAST IN TYPES!—A. A. D. Underwood's 1,089-c.c. Riley—nicely turned out—leads J. Goodhew's big, lowered 4½-litre Lagonda through Beckett's Corner during the V.S.C.C. Silverstone Meeting. Note the Riley's drilled front dumb-irons, reversed headlamps and the driver's visor, the last-named very necessary on the day in question.

HANDFUL OF SPECIAL.—R. E. Hardy, balanced like a ballet-dancer on Beckett's Corner, in his 1922/28 1,087-c.c. Hardy Special, with Morgan front suspension and G.N. transmission. It kept its owner pretty busy during the V.S.C.C. Meeting.



LEADER ON POINTS in the "Motor Sport" Brookland fast H.W.M. 2-seater with "oversize" Jaguar XK120 eng



FORMULA II CARS in action during the "Daily Express" Straight with Tony Rolt's H.W.M. ahead of Rudolf Fis





FEELING HAPPIER.—Gerry Ruddock, who used to drive a Meadows-H.R.G., is now a member of the "Monkey Stable" of Lester-M.G.s. He is fast getting used to this car and gave F. C. Davis' Cooper-M.G. a good run at the Goodwood Meeting.



ds Memorial Trophy Contest, Oscar Moore is seen here putting his line through Woodcote Corner. He has 12 points, F. C. Davis 11.

STRAW CLIPPING.

—Eric Thompson takes Peter Walker's E-type E.R.A.-engined Delage close in when cornering at the "Tim" Birkin Trophy Meeting at Boreham. He finished third behind Hawthorn and Graham Whitehead in the Formule Libre race.

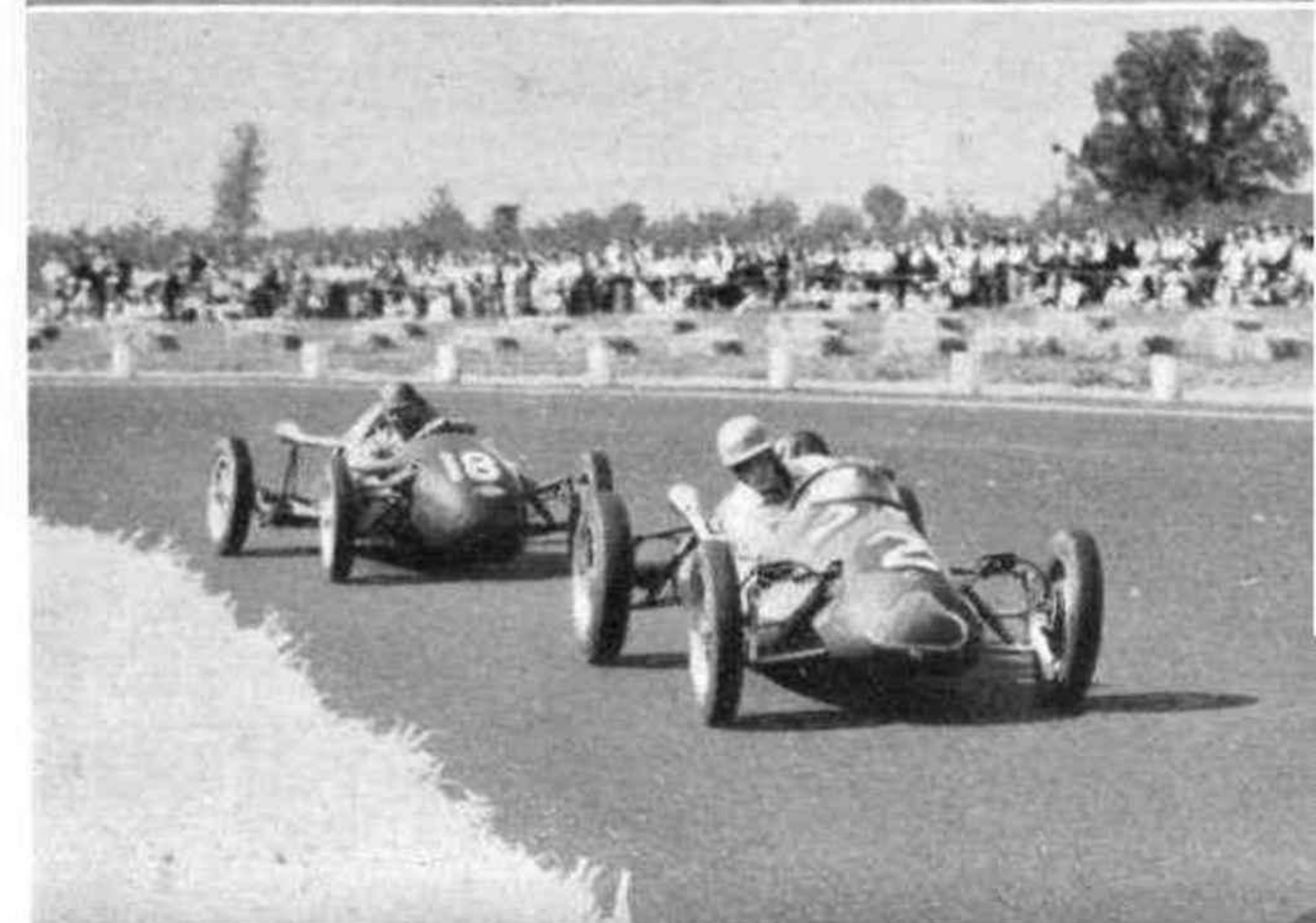
OUT AGAIN.—Dennis Poore's 3.8-litre Alfa-Romeo, its transmission repaired, ran at Boreham in the Formule Libre race. He is seen coming out of a corner, followed by Graham Whitehead's old E.R.A., which finished second. Note the battened marker tubs on the inside of the straw bales.

DOUBLE VICTOR.—K. Watkins' 5.4-litre Allard in full sports-trim, won both the sports-car handicap and scratch race at the Boreham Meeting on May 17th.

FORMULA III IN ESSEX.—Don Parker, always a fearless driver, now handles a Kieft, and won the 500-c.c. race at Boreham at 82.59 m.p.h. He is seen here waiting for an opportunity to pass Les Leston's Leston Special.



ress" Silverstone Meeting. They are seen sweeping down Hanger cher's four-cylinder Ferrari and Kenneth McAlpine's Connaught.

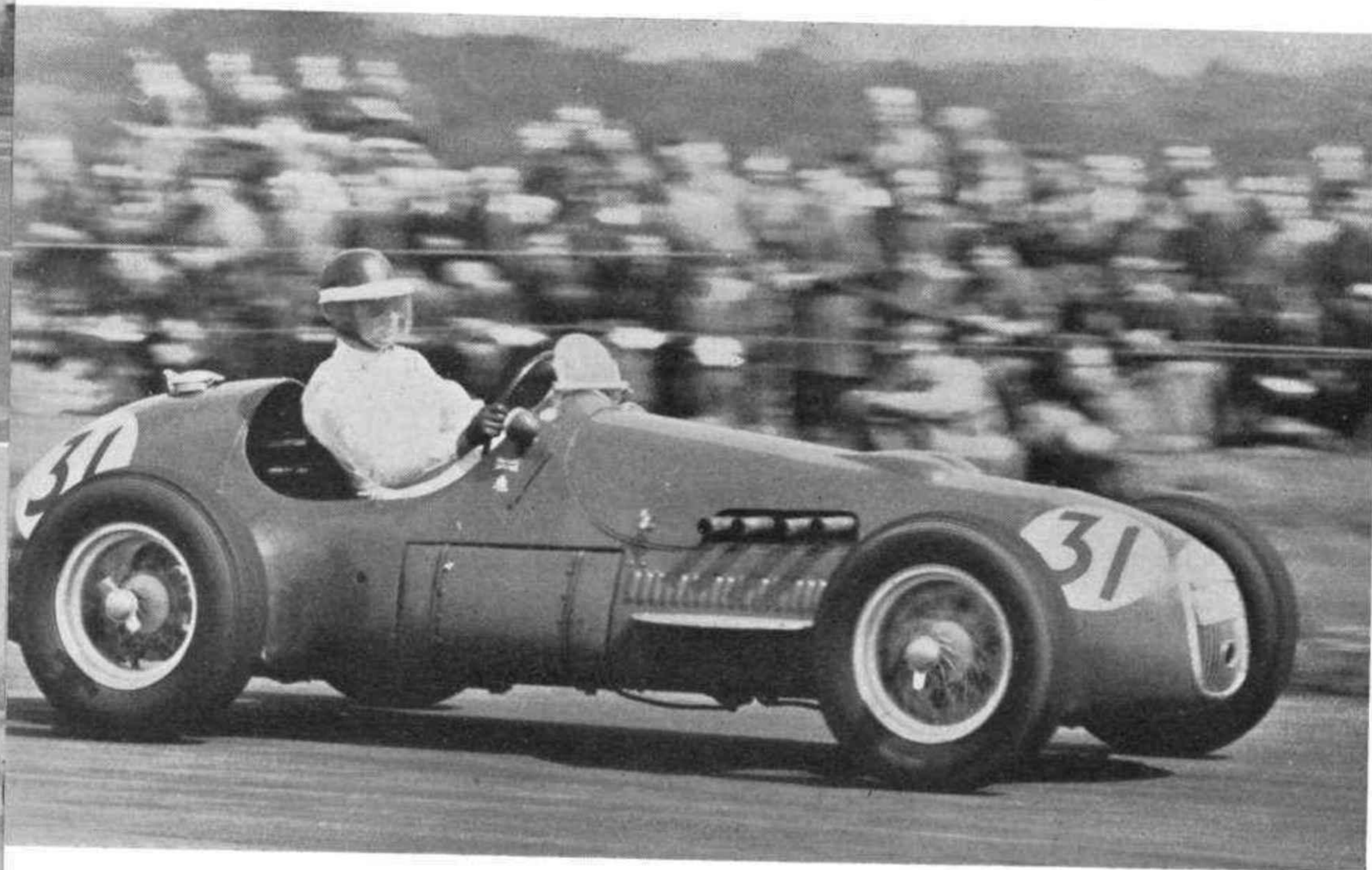




DUEL!—George Abercassis concentrating hard as a very determined Baron de Graffenried thrusts his Maserati-Plate up on the H.W.M. at Silverstone.



SWISS FERRARI.—Rudolf Fischer finished fourth in the International Trophy Race in this four-cylinder Ferrari. Note the distinctive painting of cowl and bonnet, the driver's unusual helmet and his large face-screen.

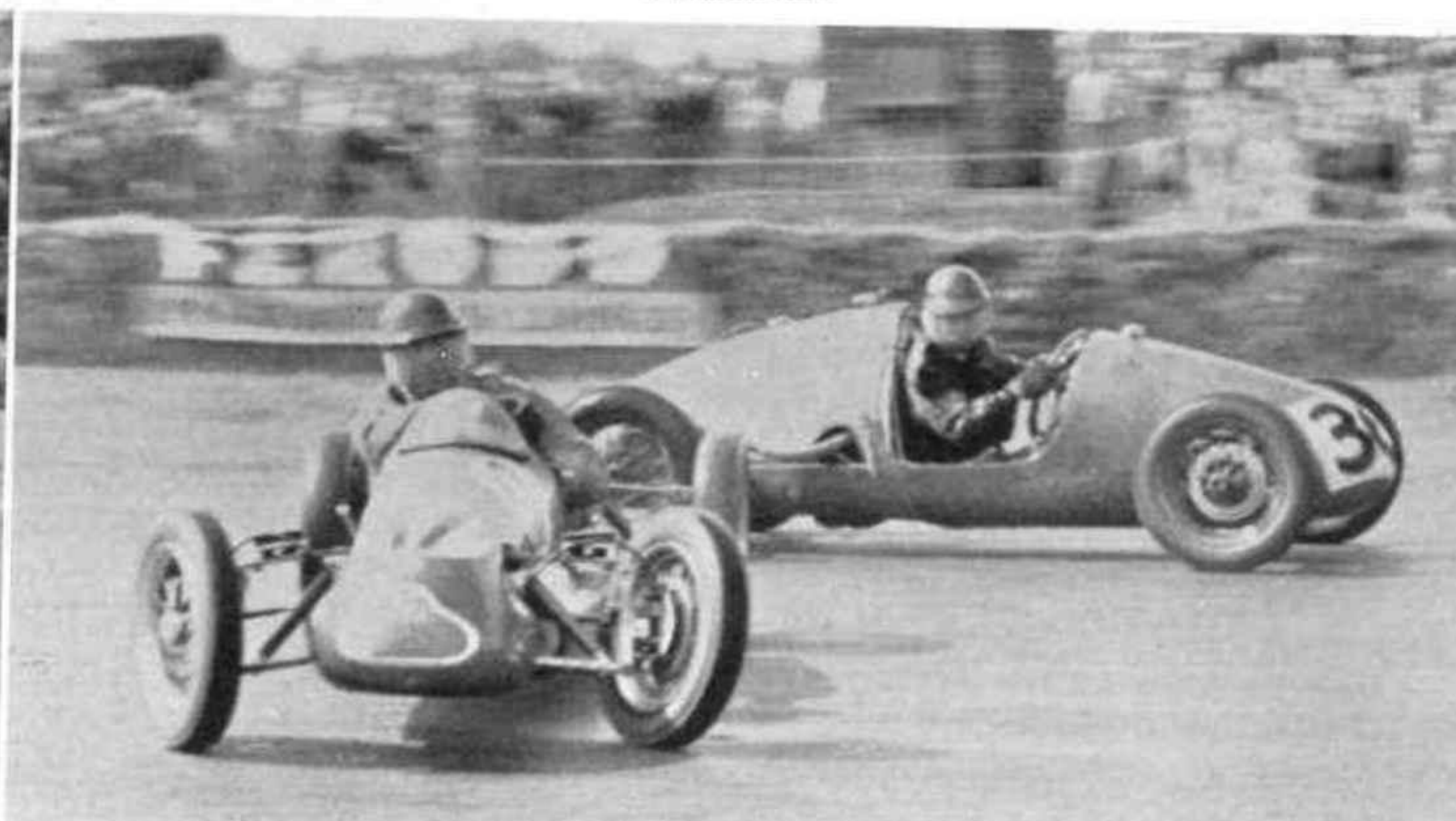


BRITISH VICTORY!—Lance Macklin handled his H.W.M. brilliantly to win the International Trophy Race for Britain at 85.41 m.p.h., his first win in an important motor race, and a very popular one.

MOSS WINS AGAIN.—His Mk. VII Jaguar ran away with the Silverstone Production Touring Car Race, although Wharton's Healey saloon was going well in second place. Note the lamps taped over against flying stones.



BROADSIDE.—The 500s had a wet track at Silverstone. Here Bill Whitehouse's Cooper turns broadside on, as K. W. Smith's Smith 500 goes by on the outside.





DAILY EXPRESS *International Meeting Silverstone* MAY 10th

International Trophy

1st

LANCE MACKLIN H.W.M 85.41 m.p.h

2nd

A.P.R ROLT H.W.M 85.21 m.p.h

(Subject to official confirmation)

CARS ENTERED BY MR. JOHN HEATH

USING



FUEL

ALSO USING ESSOLUBE MOTOR OIL

Exactly the same as you can buy from your local garage


 CAR'S INSIDE STORY

What about the poor chap in the back?

You can sit comfortably behind the wheel of a car and never know what the chap in the back suffers.

That's one of the first points you notice about the Javelin — in the back seats your knees are nowhere near your chin. Two men with lanky legs can stretch and loll about. And there's a feeling of confidence in the car — the way it helps out the driver and takes a grip of the road.

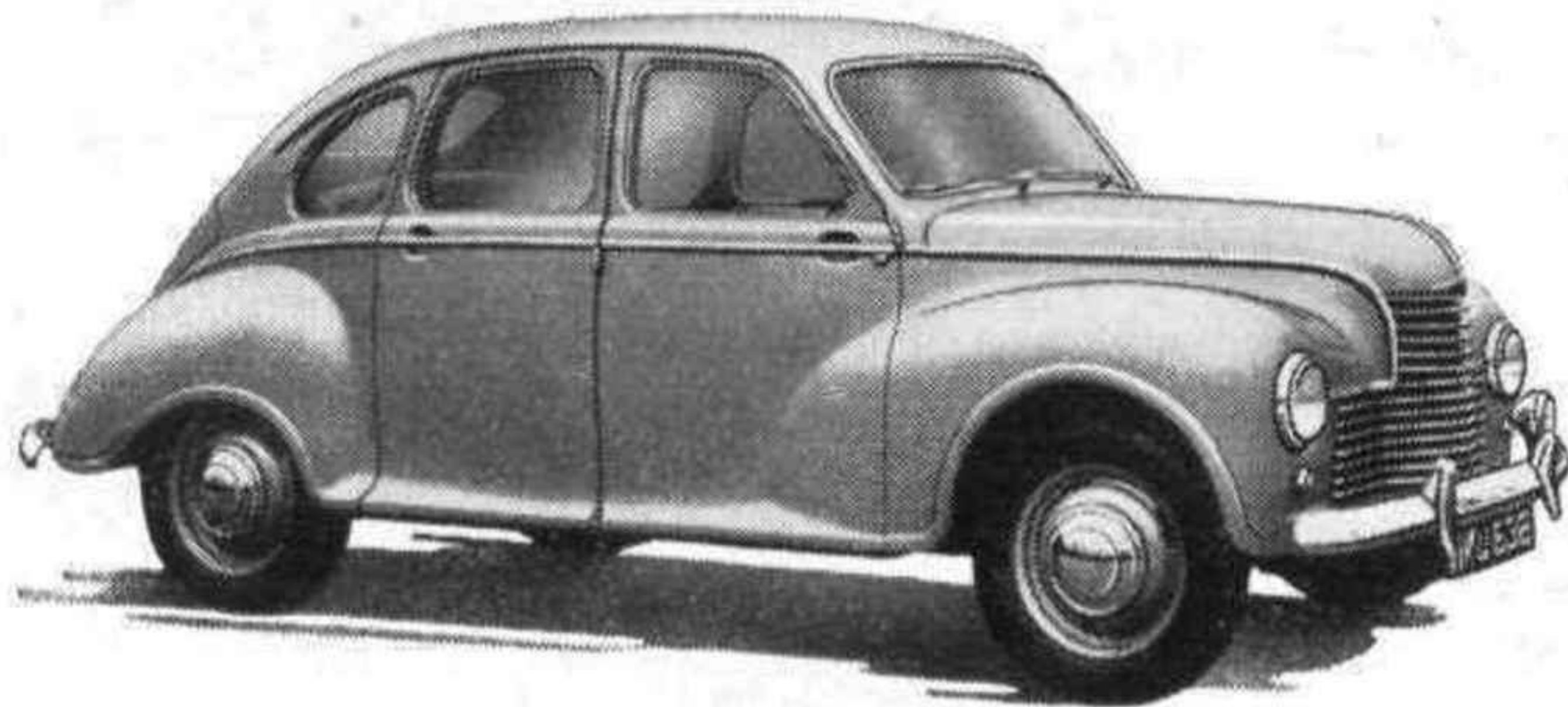
If you've not been in a Javelin before, just come for a short drive . . . effortless acceleration (0 to 50 in 15.4 secs.) — 80 m.p.h. from a flat four 1½ litre engine — cruising up in the 60's.

Perhaps this is the first time you've experienced what torsion bar suspension can do to bumps — perhaps you've never cornered like this before.

Perhaps you're already saying to yourself — what so many say after just one ride in a Javelin — one day this car is going to be *yours*.

The Javelin is a waste of money if you don't care what a car does. There's such a lot built into it that doesn't really show until you have one in your hands — real family comfort — economy — *and* performance.

Best speed, electrically timed, 80 m.p.h. Acceleration 0-50 m.p.h. in 15.4 secs. ("The Motor" 1952 Road Test). Horizontally opposed flat-four engine gives 30 m.p.g.



The 1½ Litre
JOWETT
JAVELIN

one day—it has to be YOURS

Made by Jowett Cars Limited, Idle, Bradford, Yorkshire, who make the Jowett Jupiter convertible — class winner of 9 major trials and races in 1950/51 — and, of course, the famous range of 8 h.p. Bradford commercial vehicles.

OIL!

CAR engines have been modified to run on fuels other than petrol, but one and all, two or four-stroke, poppet, sleeve or rotary valve, blown or unblown, they require oil for lubrication, and will only work for a very short time without it. So it occurs to us that readers may care to know something of the leading oil companies and the brands they supply, hence this special article, prepared with the close co-operation of the oil companies concerned. There is space only to deal with engine oils, although the companies described manufacture a wide range of lubricants, such as gear oils, axle oils, brake and damper oils, upper cylinder lubricants, transmission fluid, heavy-duty or high-pressure oils and greases, machine-oil, etc. Details of such products, and the publications listed, are obtainable on application, mentioning MOTOR SPORT. Garage charts are intended for trade users.



By 1855, Price's Patent Candle Company, who manufacture B.P. Energol, had adapted their processes to the treatment of petroleum from Burma, making paraffin wax, burning oil and lubricating oil. This wax was the long-desired, cheap candle-making material, and the lubricating oil founded Price's lubricating business. Mixed with some of the animal oil from their original manufactures, the mineral oil proved to be an efficient lubricant.

This production of light lubricating oils during 1857-59 was of outstanding historical interest for it was claimed as being the first large-scale development of petroleum lubricating oil distillation in the world. And in the very year that Colonel Drake made the oil "strike" in Titusville that was to change the course of history—in 1859—Price's Patent Candle Co. were shipping 10,000 gallons of paraffin lamp oil to New York!

By 1870 paraffin wax from petroleum or oil shale had displaced stearine as Price's most important candle-making material. By 1877 lengthy experimental work with Crossley Bros. led to the development of "Price's Oil for Gas Engines." By 1881 there was a notable impetus in technology with the advent from the Scottish shale oil industry of a former manager of Young's Paraffin Light and Mineral Oil Co. Much fruitful research followed in methods of testing and selection of lubricants; one was a greatly improved apparatus which was to become the still renowned Redwood Viscometer.

The company was developing lubricating oils for petrol engines very early in the history of motoring. The company's motor car oil, like its highly successful gas engine oils, was compounded from a refined mineral oil and a stable fatty oil. In the first Motor Cycle Tourist Trophy Race in 1907 the winning Norton machine used Price's oil, as also did the winning cars in several early R.A.C. Trophy Races. In 1906 Rolls-Royce, winners of the T.T. Race in that year, began to recommend Price's oils, and they have done so ever since. The distribution of lubricating oils and greases remained an integral part of the parent company until separated for administrative reasons in 1937 under the style of Price's Lubricants Ltd.

As time goes on, more and more racing and trials enthusiasts are using Price's B.P. Energol in their cars and motor-cycles, thus carrying on the traditions of these early pioneers.

Publications.—"Maintenance Log Book," "Car Manual," etc.
Address.—Price's Lubricants Ltd., Belmont Works, Battersea, London, S.W.11 (Battersea 2000).

Works.—Battersea.

Publicity Manager.—R. L. Richardson.

Competition Managers.—L. E. P. Wright and R. L. Richardson.



Castrol is made by C. C. Wakefield, Ltd. This company was founded on March 19th, 1899, by the late Charles Cheers Wakefield. The offices of the new firm consisted of three small rooms on the top floor of 27, Cannon Street, London, and the staff numbered nine. For the first eight years of the new company's life, sales were confined to industrial oils and lubricators but, in 1907, the first order was received to supply oil for the then new-fangled petrol engine.

Two years later, in 1909, Castrol motor oil was introduced and,

by a remarkable series of racing successes, soon achieved the position it still holds as one of Britain's leading motor lubricants. During the years between the wars Castrol was associated with the triumphs of a galaxy of world-famous figures—Woolf Barnato, Birkin, Campbell, Caracciola, Chiron, Dixon, Kaye Don, Edge, Eyston, Lee Guinness, Nuvolari, Parry-Thomas and Segrave, to name but a few. In the air, Castrol was used by Paulhan in winning the London-Manchester race in 1910, Hamel in winning the first Aerial Derby in 1912, Pegoud in performing the first loop, in the R34, for the first England-Australia and first Atlantic crossing by aeroplane, by Cobham, Hinkler, Amy Mollison, Jim Mollison, Jean Batten, etc.—see "Achievements," free on application. [And well worth having!—ED.] From 1914/18, too, all Food Production Department Fordson tractors were Agricastrol lubricated.

In 1935, an event occurred which was to prove of profound significance in the development of motor lubricants. A Castrol research team, headed by Air-Commodore W. Helmore, now a technical director of the company, discovered and introduced the first additives to combat oxidation and corrosion and to act as detergents cleaning the engine itself. Castrol was the first oil in the world to contain these agents—more than ten years before they became generally popular.

In 1941, 42 years after founding the company which bore his name, Viscount Wakefield died. Once described as the "last of the merchant princes," Lord Wakefield had been a great figure in the world of motoring and record breaking. Many were the speed and endurance record attempts which he had directly supported. Many more had received his personal encouragement. After Lord Wakefield's death, his firm became a public company under the chairmanship of Leslie W. Farrow, with H. Y. Blades, W. H. Senneck and A. Limb as joint managing directors. In 1952, with the retirement of his colleagues, Alonzo Limb became the sole managing director. G. E. T. Eyston, O.B.E., M.C., is also a director.

Publications.—"Car Care," "Achievements—1951," etc.

Address.—C. C. Wakefield & Company, Ltd., 46, Grosvenor Street, London, W.1 (Mayfair 9232).

Works.—Hayes, Middlesex, and Stanlow, Cheshire.

Publicity Manager.—A. A. Barr.

Competitions Manager.—G. B. Williams.



Alexander Duckham & Co., Ltd., have been Lubrication Technologists for over 50 years. The company was founded by Alexander Duckham (1877-1945) who numbered S. F. Edge amongst his friends and who bought his first car in 1899. Edge used to call at Duckham's works at Millwall almost weekly to have the sump of his engine drained and filled with fresh oil [trade relationship!—ED.] and Duckham used to accompany him to Brooklands.

The business expanded rapidly and in 1922 Duckham's New Process oils were introduced, the feature of which was a marked reduction in carbon formation. Within a year more than 60 British car manufacturers specified this new oil and special grades were evolved to meet the difficult lubrication problems presented by the air-cooled Rover Eight and fast Vauxhall cars. In 1931, Morris selected a grade of Duckham's New Process oil, known as Morrisol "Sirrom," as their recommendation for Morris and Wolseley vehicles.

In the early 1930s Duckham's tackled the problem of wear caused by the acid products of combustion, introducing Adcoids, tablets to drop into the petrol, originally called "Wear Cure Tablets." In 1945 Duckham's Nol oils superseded "Morrisol" as the recommendation of the Nuffield organisation.

Publications.—Various lubrication booklets

Address.—Alexander Duckham & Co., Ltd., 346, Kensington High Street, W.14.

Works.—Hammersmith & Birmingham.

Publicity Manager.—H. Banham.



The Esso Petroleum Company Limited is the oldest major oil company in Great Britain, and with its great new refinery at Fawley, which was opened in September, 1951, it is one of the leaders in the petroleum industry in this country. The Esso Company can also be termed a pioneer oil company in connection with racing.

When Brooklands was first opened, Anglo (as the company was then referred to) was in attendance with supplies under the well-known old brand name of Pratts, and they carried on there until Brooklands ceased to be used as a motor racing track. At all motor-racing events Pratts racing service was available, and today, the Esso Racing Service continues in the old tradition, and is on the spot at all major events.

One of the greatest assets of this company is the loyalty and the length of service of its employees. In many cases, on retirement, employees have put in 50 years' service with the company.

It is gratifying to know that a company of this size does treat the sport very seriously; anyone wishing to take an active part in motor sport should contact the Esso Petroleum Company, Limited, since they have always been noted for the fact that they give the same service to beginners as to the star riders and drivers. They claim that they have also been noted for "spotting the winners," and we find Dick Seaman, Johnny Wakefield, Charles Martin, Reg Parnell, Stirling Moss, and the highly successful Michael Hawthorn just to mention a few—who must have recognised that "It Pays to Say Esso."

Address.—Esso Petroleum Co., Ltd., 36, Queen Anne's Gate, London, S.W.1 (Whitehall 5151).

Works.—Fawley, Southampton; Vauxhall, London; Abingdon, Berkshire.

Publicity Manager.—E. Hardieman.

Competition Manager.—R. Tanner.



Edward Joy & Sons, Ltd., makers of Filtrate oil, was founded in 1807 by David Joy, largely for his sons, William and Edward, the firm taking its present title in 1840. David Joy, who was on the staff of the first Leeds Infirmary and fond of research work, decided that oil could be produced from seeds, such as rapeseed and linseed, and formed his business to exploit this notion. Many of the early railways that were coming into being in England purchased his lubricants and from 1836 to 1839 inclusive, 3,689 tons of oil were supplied for this and other purposes.

When the motor-car arrived, Edward Joy & Sons turned to the problem of asking oil to face fire instead of steam, research being carried out on a 24-h.p. Simm's engine. Soon Filtrate oils were introduced for motor-cars, the name deriving from an earlier product of the company, Filtered railway lubricants.

Famous automobile manufacturers began to adopt Filtrate for their cars, the first to do so being Lord Kenilworth, for his Wolseley-engined Siddeley auto-cars, although initially a test in winter proved the grade supplied to be too heavy for easy starting. In 1905, the Wolseley Co. recommended "Extra Heavy Wolseley Filtrate" and today the Nuffield organisation continues officially to approve Filtrate oil. "Armstrong-Siddeley Filtrate" followed in 1919 and today this manufacturer continues to recommend Filtrate. Similarly, there was "Edge's Puroil" for Napier and "Metol" for Metalurgiques. Percival Perry, too, investigated Filtrate for the rather special lubrication puzzles set by the Model-T Ford, from which resulted "Ford Filtrate," and "Fordson Filtrate," later changing to "Farm Filtrate." Filtrate was used for the motor sledges of Scott's 1910 Antarctic Expedition, in London's first motor buses, by Lord Brabazon when he made the first British aeroplane flight in 1909, and for the first Morris car, etc. Today, the "Trafford Filtrate" for Fords and "Armstrong-Siddeley Filtrate" is still listed [and Filtrate is supplied in a jolly five-gallon "Robbican," with carrying handle and easy to pour from and store in a car's boot, besides the normal five-gallon drums (so familiar to motor-racing spectators and certain racing drivers!)]—ED.]. Of David Joy

(1825-1903) it is written that he was "deeply religious, firmly believing that all his inventions came from above"—which is a thought to bear in mind when next you drain your sump.

Publications.—Booklets on specialised oil products, etc.

Address.—Edward Joy & Sons, Ltd., Kidacre Street, Hunslet, Leeds, 10 (Leeds 20773).

Works.—Leeds.

Publicity Manager.—J. A. Middleton-Joy.

HAVOLINE

Havoline oil was launched by the Regent Oil Company in April this year. It has been sold in most other markets for some time past but was not until this time introduced in England. The Regent Oil Company was started by S. J. Vos in 1923 in a very modest way, commencing with a little wharf at Silvertown called Prince Regent's Wharf, wherefrom the company took its name. In 1930 Trinidad Leaseholds acquired an interest in Regent and between 1930 and 1939 remarkable progress was made. In 1948 negotiations were entered into with the Texas Company of America and the combined resources of the Standard Oil Company of California, the Texas Company and Trinidad Leaseholds have been behind Regent for more than four years. "Engine Lubritecton" is the theme behind Havoline, a mineral oil with the addition of protective additives.

Publications.—"Car Log Book."

Address.—Regent Oil Co., Ltd., 117, Park Street, London, W.1 (Mayfair 8474).

Works.—Dagenham and Manchester.

Publicity Manager.—Miss D. Nelson.



Vacuum Oil Company, Ltd., makers of Mobiloil, began operation in the United States in 1866, and commenced selling its products in the United Kingdom in 1885. It was incorporated as a limited liability company in 1901, and was associated with motoring from its earliest days, introducing Mobiloil in 1900. Down the years it has been used by many famous drivers and pioneers: John Cobb, Malcolm Campbell, Stanley Woods, Lindbergh and the Wright brothers. The Ecurie Richmond use Mobiloil today in their Cooper 500s.

Vacuum Oil Company pioneered many of the best methods of producing high-grade lubricants, including "vacuum" distillation, from which it derived its name, solvent refining and modern chemical additives.

Vacuum Oil Company, Ltd., is building a refinery at Coryton, Essex, from which it will feed its manufacturing and distributing plants at Birkenhead and Wandsworth.

Publications.—"How to Take Care of Your Car," etc.

Address.—Vacuum Oil Company, Ltd., Portman House, 496/504, Oxford Street, London, W.1 (Grosvenor 7080).

Works.—Birkenhead; Wandsworth and Coryton.

Publicity Manager.—E. H. P. Bancroft.

Competitions Manager.—Guy Edwards.



Shell-Mex and B.P. Ltd., with its associated company, Scottish Oils and Shell-Mex Ltd., is the marketing organisation in the United Kingdom of the Shell and Anglo-Iranian groups of oil companies, and is the largest petroleum distributing company in this country.

Shell-Mex and B.P. Ltd. was formed in 1932 by the amalgamation of Shell-Mex Ltd., the marketing company in the British Isles of the Shell and Eagle Oil groups, and the British Petroleum Co., Ltd., which similarly handled the products of the Anglo-Iranian Oil Co., Ltd.

Shell-Mex Ltd. resulted from a previous amalgamation in 1921 between the Shell Marketing Co. and the Anglo-Mexican Petroleum

Co., and succeeded to the business of, among other companies, the Bowring Petroleum Co., the St. Leonard's Wharf Co., and the All's Well Oil Co.

The British Petroleum Co., Ltd. came into existence in 1906 with the amalgamation of the Consolidated Petroleum Co. (which had previously absorbed, amongst other companies, the Anglo-Caucasian Oil Co.) and the General Petroleum Co. The company held the agency for Shell products until 1917, when the Shell group began direct distribution, and the British Petroleum Co. was acquired by the Anglo-Iranian Oil Co.

Scottish Oils and Shell-Mex Ltd. was formed in 1932 to carry out the distribution of Shell and Anglo-Iranian products in Scotland. This had been undertaken previously by Shell-Mex Ltd. for the Shell and Eagle Oil groups, and by the Scottish Oil Agency Ltd. for the British Petroleum Co. and Scottish Oils Ltd. The latter, owned by the Anglo-Iranian Oil Co., owns Broxburn Oil Co., Oakbank Oil Co., Pumpherston Oil Co., and Young's Paraffin Light and Mineral Oil Co., the last of which was founded in 1866.

Amongst the well-known racing drivers who rely on Shell are: W/Cdr. F. Aikens, Ian Appleyard, B. Bira, E. Brandon, A. Brown, K. E. Carter, P. J. Collins, J. N. Cooper, N. Culpan, B. Ecclestone, J. G. Fairman, F. R. Gerard, D. Gray, D. Hamilton, L. Johnson, Stirling Moss, D. Parker, R. Parnell, A. P. R. Rolt, P. D. C. Walker, K. Wharton, A. G. Whitehead, P. N. Whitehead, W. J. Whitehouse, etc.

Publications.—Shell Guides (12s. 6d.), Touring Booklets of Europe, Shell Phrase Books (six languages), etc.

Address.—Shell-Mex & B.P., Ltd., Shell-Mex House, Strand, London, W.C.2 (Temple Bar 1234).

Works.—Barton; Finsbury Wharf; Shell Haven, Essex and Stanlow.

Publicity Manager.—G. V. Nye.

Competitions Manager.—G. W. Todd.

Sternol

Sternol, Limited, was formed as a public company in 1928 to deal in the United Kingdom and Empire, with the growing volume of trade which had been built up by Sterns Limited, since 1886.

Their experience in motor lubrication dates from the earliest days of motoring. Pioneers in this field will remember the oil that "Makes Engines Purr Like Pussies" and the famous Heavy Ambrolem which "clings to the teeth." [And the famous "Spot the Sternol £5 Flag" advertising campaign!—E.D.] In those early days, oil and greases were supplied for trials and racing, and many successes, then and in the years to come, were scored with Sternol products, notably at Brooklands prior to the 1914-18 war.

Continuous research since the pioneer days of motoring has enabled Sternol Limited, to provide the motorist with lubricants of the highest quality and performance to meet the needs of the modern car.

As an example of the way in which the benefits of experience and research are passed on quickly to the motorist, this company has marketed an oil since 1946, incorporating a multi-functional chemical additive. This additive is designed to increase the resistance to oxidation, to keep the engine clean by mild detergent properties and to prevent corrosion. This series of engine lubricants is known by the trade name of Sternol W.W., and is marketed in the usual S.A.E. ratings. Extra light grades to S.A.E. 5W and 10W are included. Sternol W.W. grades are available in the novel container known as the "Alibag," in both pints and quarts. It is claimed to be the most satisfactory of all small-size containers. A patented opening device permits easy and accurate filling of any sump.

Publications.—"First Aid for your Car," "Lubrication Service Record Book," etc.

Address.—Sternol Ltd., Royal London House, Finsbury Square, London, E.C.2.

Works.—London, Bradford, Keighley.



The Vigzol Oil Co., Ltd., was founded in 1919 by Percy Bilton; the first works were situated at Ormskirk, a market town in Lancashire. The first world war had given a great impetus to the advance of mechanisation on farms, roads and in the air. In the post-war years there came an increase in the numbers and types of vehicles which achieved much higher speeds and carried con-

Continued on page 281

OIL RATING CHART

| Name | S.A.E. 10/10W | S.A.E. 20/20W | S.A.E. 30 | S.A.E. 40 | S.A.E. 50 | Racing | Per 1-Gallon Tin |
|------------------|-----------------|--|--|---|-------------------|--------------------------------------|---|
| B.P. ENERGOL ... | Energol 10 | Energol 20 | Energol 30 | Energol 40 | Energol 50 | Energol Racing | 12/4 (Racing, 25/-) |
| CASTROL ... | Castrol Z | Castrolite | Castrol XL | Castrol XXL | Castrol GP | Castrol R | 12/5 (R. 24/6) |
| DUCKHAM'S ... | — | NOL 20 | NOL 30 and Q.5500 | NOL 40 | NOL 50 | — | 12/6 (Q.5500, 17/10) |
| ESSOLUBE ... | Essolube 10 | Essolube 20 | Essolube 30 | Essolube 40 | Essolube 50 | Essolube 60 Racer and Pratt's Castor | 11/- (Racer, 12/-) (Castor, 22/6) |
| FILTRATE ... | — | Zero Filtrate 20 and Super Filtrate 20 | Medium Filtrate 30 and Super Filtrate 30 | Heavy Filtrate 40 and Super Filtrate 40 | Super Filtrate 50 | — | 11/6 (Super 20 & 30, 11/11) (Super 40 & 50, 12/2) |
| HAVOLINE ... | Havoline 10 | Havoline 20W | Havoline 30 | Havoline 40 | Havoline 50 | — | 14/- |
| MOBIL OIL ... | — | Mobiloil Arctic | Mobiloil A | — | Mobiloil BB & D. | — | 12/7 |
| NOTWEN ... | Notwen Frostol | Notwen 20 | Notwen 30 | Notwen 40 | Notwen 50 | Castor | 10/- |
| SHELL ... | Shell X-100 10W | Shell X-100 20/20W | Shell X-100 30 | Shell X-100 40 | Shell X-100 50 | — | 12/10 |
| STERNOL ... | Sternol WW10 | Sternol WW20 | Sternol WW30 | Sternol WW40 | Sternol WW50 | — | 12/6 |
| VIGZOL ... | Vigzol 10 | Vigzol 20 | Vigzol 30 | Vigzol 40 | Vigzol 50 | Vigzol Golden Race | 12/5 (Golden Race, 32/6) |

RECOMMENDATIONS: The chart applicable to the chosen make of oil will show you with which grade to fill your car's sump. In general it can be said that the majority of cars use engine oil of S.A.E. 20 rating in winter, S.A.E. 30 in summer, in this country. Exceptions include the Vauxhall Wyvern, which likes S.A.E. 20 both winter and summer, S.A.E. 30 only under tropical conditions; the Fiat 1,400 and Simca Aronde which use S.A.E. 30 in winter, S.A.E. 40 in summer, and American-type engines such as Chrysler, Chevrolet, Ford Consul, etc., which favour S.A.E. 20 the English year round. Air-cooled engines like S.A.E. 40 or, if "hot-stuff," S.A.E. 50. S.A.E. 10 is of restricted use, for really cold climates. For racing engines there are the castor-base lubricants or in mineral oils S.A.E. 50 or 60. It is usually said to be inadvisable to mix oils of different makes but C. C. Wakefield & Co., Ltd., do not adhere to this view. Castor-base lubricants, however, must not be mixed with mineral oils and are intended for engines which are stripped reasonably frequently for cleaning and decarbonising. The prices per gallon tin are quoted as a basis of comparison; note that an appreciable saving can be achieved by purchasing from bulk supplies. We take no responsibility for fluctuation in prices.

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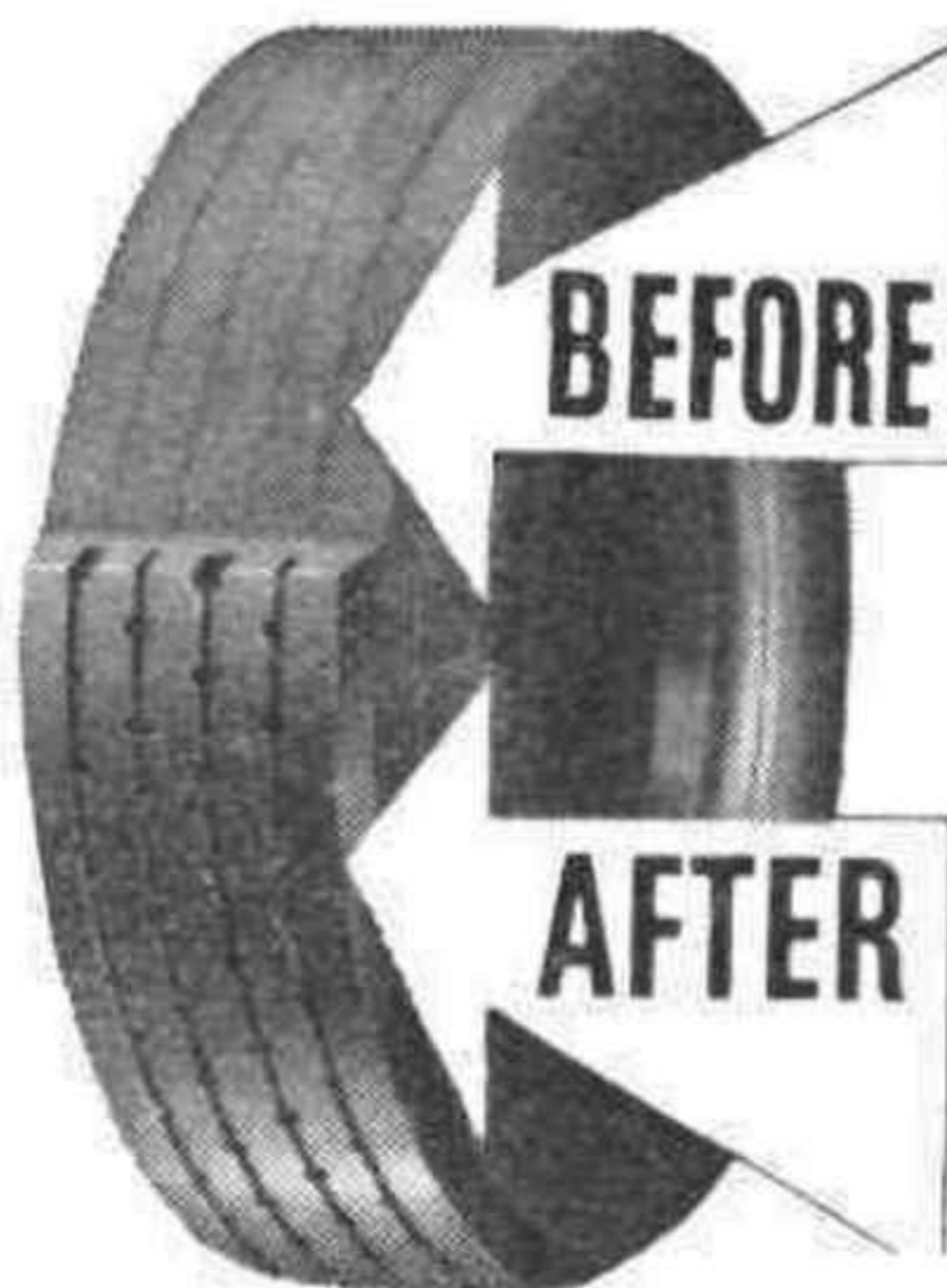
2nd Class 3 **J. P. KOKKES (Austin)**

3rd Class 2 **A. M. LEERDAM (Volkswagen)**

4th Class 1 **H. P. M. JONKERS (Renault)**

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VINTAGE VEERINGS



ITALA TROPHY DUEL.—Anthony Heal is seen in this picture in his 1910 Fiat which led Dr. Ewen's 1908 Itala throughout the Itala Trophy Race for vintage racing cars at the V.S.C.C. Silverstone Meeting on May 3rd.

THE outstanding vintage happening last month was the V.S.C.C. Race Meeting at Silverstone, on May 3rd. It was a thoroughly enjoyable day's sport in spite of the damp and the V.S.C.C. must have been enormously proud that so many people came to watch. The new grandstand opposite the new pits was quite packed; these enthusiasts were rewarded by a meeting run to schedule in spite of the hampering weather conditions.

Another high-light of the day's sport was that while not every race was confined to vintage cars, all were duly won by pre-1931 cars. How popular this sort of meeting is can be gauged by the entry received, which totalled 99.

The One Hour High-Speed Trial for vintage sports-cars opened the proceedings, and the schedule speeds set were almost too easy, in spite of the wet track. The only unfortunates who failed to qualify were Mrs. Gibbs' Riley Nine which lost its fuel pressure, and Bonham-Christie's aluminium Anzani Frazer-Nash which went round and round very sedately, probably because it had lost some chains, J. G. Vessey's Lancia Lambda, which retired and the Rolls-Sunbeam which boiled away its cooling water. The remaining starters all qualified, the 1,100-c.c. cars at 42.5 m.p.h., the 1,101-2,000-c.c. cars at 46 m.p.h., the 2,000-3,000-c.c. cars at 49.3 m.p.h. and the big fellows, comprising four 4½-litre Bentleys, at 52.7 m.p.h., proof positive of vintage ability. Nigel Arnold-Forster in his stark Anzani Frazer-Nash enjoyed a duel with D. M. Jenkinson's G.P. Bugatti, the 'Nash spinning on one occasion at the new Beckett's Corner, Dr. Pinkerton drove his "Ulster" Austin neatly and B. H. Thompson pressed on in his "Silver Eagle" Alvis four-seater. F. B. Copeland's Bentley shed its exhaust system, but it wasn't penalised.

After lunch came a five-lap Handicap Race, H. Gilling's 1925 Salmson, looking rather like a dirt-track car, but sounding extremely healthy, led throughout to win at 55.59 m.p.h. C. M. Sears in his 1934 Frazer-Nash drove splendidly into second place from the 42 sec. mark, with R. H. B. Mason's 4½-litre Bentley four-seater third. P. B. Denton's Alta sounded like—an Alta, and it took four and a half laps to wash out the 12 sec. start given to Dr. Ewen in the big V12 Delage.

The vintage cars then had a five-lap Handicap to themselves. M. Vaughan's 14/40 Delage tourer led valiantly for nearly four laps, but in the end it, and T. Goodman's 22/90 Alfa-Romeo, gave best to J. H. Pratt's Type 37 Bugatti, with L. J. Sargeant's 1½-litre Riley and W. F. Moss' blown 1½-litre Alfa-Romeo following him home. W. J. Frost gyrated at Beckett's in his blown 1½-litre Alfa-Romeo, but it was left to D. H. Gahagan to really play ninepins with the marker bins—his Type 37 Bugatti scored five! Previously, R. E. Hardy in his Hardy Special—Riley engine, Morgan front end, G. N. transmission—had entered Beckett's far too fast, collecting several bins but contriving, unlike Gahagan, to continue, the while stooping to administer to his astonishing machine.

The big race of the day came next—the 10-lap Scratch Race for the 1908 G.P. Itala Trophy, confined to vintage racing cars. J. C. Byrom's beautiful 1930 blown 2.3 G.P. Bugatti, with the authentic alloy wheels, which finished second in this race in 1950, was never challenged. It lapped with extraordinary consistency, winning at the day's highest average speed, 69.41 m.p.h., pursued at a discreet

distance by Clutton in the V12 Delage, which was making 'orrid noises from the region of a front-brake back plate. For nine laps third place was occupied by J. A. Williamson's sports 4½-litre Bentley with 3-litre chassis, but J. G. Sears in his father's immaculate 1914 T.T. Sunbeam pressed it hard and got by on the last lap when the Bentley shed a float chamber. Heal's 1910 chain-drive Fiat proved a shade faster than Dr. Ewen's 1908 Itala and the sight of those two monsters from a past age in throaty action alone made the Itala Trophy Race worth while. Edwardian hilarity knew no bounds when Sir Francis Samuelson's 1914 T.T. Sunbeam disposed of C. P. M. Green's Amilcar Six, which seemed to lack anchors. N. L. Barber's 1923 200-Mile Race Alvis went magnificently, but spun on two occasions at Beckett's, so came in last.

A well-fought Scratch Race of five laps for vintage sports-cars followed, divided into capacity classes. H. J. Wilmshurst's "Bluebelle" 4½-litre Bentley had things all its own way, winning at 64.69 m.p.h., from Sargeant's not-to-be-denied Riley and G. H. G. Burton's 4½-litre Bentley.

There was one ugly moment at the new club Woodcote Corner, when H. Spence's Lea-Francis ran wide on to the grass and shot back across the path of Ft./Lt. Morgan's Type 43 Bugatti with "3.3" engine, which was fortunately just far enough astern to miss it. Wilmshurst, Sargeant, Goodman's 22/90 Alfa-Romeo and C. Treen's Riley Nine enjoyed class victories.

In unrelenting rain another 10-lap Handicap was run off, Sargeant's Riley taking the lead on lap four, to win at 66.07 m.p.h. Eminson's 1½-litre G.P. Bugatti took second place from W. J. Frost's blown 1½-litre Alfa-Romeo on lap six and they finished thus. L. S. Richard's "Speed Twenty" Alvis experienced a nasty slide coming into Beckett's that developed into a spin, but it went back into the battle; later I. T. Easdale's blown 1½-litre Alfa-Romeo lost its grip and shot straight on at this acute hairpin. The back-markers, Sears' Frazer-Nash, Crozier's whale of a Bentley, Margulies' Talbot and Goodhew's 4½-litre Lagonda were handicapped out of it completely. A five-lap vintage car Handicap saw Pratt's Type 37 Bugatti going beautifully and driven hard only to be caught on the last lap by B. E. Brown's Frazer-Nash. A. J. Hollington's 4½-litre Bentley was third. A sadness here—Copeland's Bentley broke its crankshaft. In the 10-lap Handicap, which followed, Byrom's G.P. Bugatti again lapped with extreme consistency, its best at 70.66 m.p.h., but it had to be content with third place, the 4½-litre Bentleys of Major Bailey and R. H. B. Mason having a grand battle and gradually closing on Jean Bode, who had gallantly kept the Gilling Salmson in the lead for eight laps. The Bentleys duly caught her, the Major not only making up his 47 sec. handicap on Mason, but leading him comfortably to the chequered flag, at 64.43 m.p.h.

The MOTOR SPORT Trophy five-lap Handicap saw everyone of the eight starters trying really hard. On the last lap Len Gibbs' Riley Nine, its fuel feed now restored, snatched the lead from Mason's thundering Bentley, to win at 62.67 m.p.h. Behind, Wilmshurst was in hot pursuit in third place. On that hard-fought last lap Major Bailey's Bentley and Gandin's Alvis got past Moss' Alfa-Romeo, but Crozier found his 8-litre Bentley a handful in the wet and was last but one, passing only Burton's Bentley and that not until the last lap.

The foregoing is a general account of this opening round of the 1952 Silverstone Club season, the tabulated results appearing on page 271. There were some significant high-lights: The sight of Peter Hull's "beetle-back" 12/50 Alvis with authentic flowing wings, the Frazer-Nashes and G.P. Bugattis in close proximity in the High-Speed Trial was highly reminiscent of a J.C.C. Sporting Car Race of long ago. W. E. Edgar ran the Alvista 12/50-engined Riley Redwing, M. H. Bland a disc-wheeled Brescia Bugatti and both qualified. Marcus Chambers, returned to England, was flag-marshal at Woodcote Corner. John Bolster chose Silverstone for his commentary in preference to Snetterton or Castle Combe, another cause for V.S.C.C. jubilation. During their spirited duel in the Itala Trophy Race, Major Bailey's Bentley took its corners close in, under-steering, whereas Sears' 1914 T.T. Sunbeam tended to over-steer and ran wide. Lord Charnwood drove his very-exciting-to-behold 1911 Coupe de l'Auto Delage, which had a most imposing exhaust to bellow, but which obviously wasn't running quite as it should. Bluebelle Gibbs and Jean Bode were the only lady competitors—are the girls afraid that if they turn out at a V.S.C.C. meeting they will be referred to as "vintage-ladies"? Miss Arnold-Forster should have driven T. Craxton's Riley Nine in the High-Speed Trial, but she non-started—contenting herself with driving to Silverstone in her brother's venerable Trojan. Why have all the 30/98s faded away?—only E. N. Whiteway's 1922 example and Quartermaine's 1921/6 car were entered and the former missed starting in the High-Speed Trial, while neither were placed. One of the Vernon Balls' Crossley Tens turned up, in the care of D. G. Homshar. A 4½-litre low-chassis 1932 Invicta had the name "Honey" on its long bonnet—perhaps as some compensation for not being a true vintage car. Kent-Karslake was noticed driving about in a most expensive-looking Rolls-Royce Bentley.

* * *
SACRILEGE!

André Derain was reported by the *Sunday Express* as saying, when a painting he sold with nine others for £100 in 1906 was purchased by the Royal Academy for £1,500, "Here am I driving an old Bugatti which knocks me on the head every time I go over a bump. I could have had a new car for that!"

* * *

From the April issue of that much-enjoyed journal, "The De Havilland Gazette":—"The (Vintage Aeroplane Club) Rally was well-attended by old-time aeroplanes and it momentarily recaptured the vanished leisure of flying club meetings in the early 'thirties; elderly motor cars and "vintage" leather coats added an appropriate touch of period authenticity."

* * *

From "The Story of a Norfolk Farm," by Henry Williamson: "Ten years ago (over 150,000 miles) this all-British car left the Coventry works, but I could not part with it. It was part of my life, and had a soul, which is a sense of continuity. If we were destined to die together, let it be now; so open the throttle and hear once again the roar of wind in the ears. Seventy . . . seventy-four . . . and the needle quivered there. Oil pressure only 10 lb., those big-end journals were worn oval, and the oil spurted fast through them." (A book for library list?)

VINTAGE POSTBAG

Sir,

After reading the letter by Mr. Longhurst, of Kenton, in February's issue of *MOTOR SPORT*, on his 1926 12/25 Humber saloon, I am prompted to write to you about a 1924 11/4 Humber tourer which a friend and I acquired in 1948.

This car was in immaculate condition, having had only one owner since new. The paintwork was original, a horrible stone-yellow colour (no doubt popular at the time), which we soon altered to black, with the help of Robbialac paints. The results can be seen in the enclosed photographs. The braking system was by external contracting hand-brake, and similar type foot-brake, working on the transmission shaft. The wheels were of artillery type with 760 by 90 B.E. tyres, this being the only weakness, but after much patching we were able to run the car for many enjoyable miles, to the amusement of the public and with great pride to ourselves. They say every dog has its day, and this grand old-timer had its day when it appeared in a film made by the Data Film Co., London, W.1, concerning the tailoring trade in Leeds, and was used for several period shorts. This incident was reported in the local press.

We resorted to many strange ways, and ideas, to keep the car on the road. One of these was making a king-pin from a 1930 Ford starting-handle. This lasted for a while, but eventually we had the

front end overhauled, having new king-pins and bushes made at the local engineering works, being unable to find a garage to do the job.

We had varied receptions at the many garages we visited for service and help, some being very helpful and interested, others just didn't believe it. But we had great faith in this grand old lady, and she proved it many times, with unfailing starting, and plodding on where many of the more modern "bouncing-boilers" had failed. Soon after petrol came back on the ration we came across several of these cars stopped, with bonnets open, and owner's heads buried in the superfluous sheet metal they call the body. This was not so with the Humber; you opened the bonnet and everything was there to hand. The engine had magneto ignition. Autovac petrol feed, with large carburetter, which we never changed for a new or better one.

This story had to come to an end, and it came in breaking up the car for scrap (a vandalous act, no doubt, to the vintage owners). The reason for this being we were unable to obtain tyres and tubes, these being an essential part of the car. We were not at the time subscribers to your excellent book *MOTOR SPORT*, and therefore ignorant of the fact that there are firms who cater for vintage enthusiasts. With this knowledge the car would have been running still. We have regretted our hasty act in disposing of a fine piece of British workmanship, and we still have a few pieces to remind us of her passing—magneto, odd tyres, tubes, seats and headlamps—but we cannot resurrect "Old Faithful."

I am, Yours, etc.,
J. HALLAS.

Leeds.

* * *

Sir,

I went for 12 days to Switzerland in my 1927 Austin Twenty; we crossed Dover-Dunkerque and came back the same way. In 12 days we did just over 2,000 miles and had absolutely no trouble whatsoever.

We made our base at Leak in the Beraere Alps, and from there we motored to Montreux, Lausanne, Gruyeres and Interlaken. The photograph enclosed was taken whilst climbing the Col de Moses, which was just opened before we went through.



The performance of the car, especially for its age, was quite extraordinary. We did 282 miles in the day with chains on and 18 degrees of frost, and got 20 miles per gallon. She did not like the *pave* at all in Northern France and this I took very gently. Our best run was between Charmont and Troyen in France, where we averaged 50 miles in the hour. Every mountain pass and all hills I climbed on the third speed, with plenty in hand; never once did the engine boil.

The sole modifications were fitting a large Smith's heater in the driving compartment, two Berkshire defrosters and an aluminium sheet in front of the radiator blocking the lower half off to get heat from the heater. The radiator has enough Bluecol in it to withstand 45 degrees of frost.

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

Pittdown.

* * *

Sir,

I have had the honour to work on a 1923 14-h.p. Bean. When I use the word "honour," I mean it; as compared to the modern stuff, this old Bean was really wonderful. I gather that there are very few left in circulation, but the present owner has given me permission to answer any queries regarding this model. This particular car has only had one previous owner. The *original* exhaust system is still fitted and does not show a spot of rust. The owner uses the car daily, and does frequent runs to Glasgow from here, a distance of nearly 400 miles return. The handbook is still intact and includes a list of spares and maker's numbers. Two plugs per cylinder are fitted for dual ignition.

I am, Yours, etc.,
I. D. M. SIMPSON (Capt.).

Inverness.

TOULMIN



Mr. Toulmin personally extends a welcome to all M.G. Owners.

All these are new component parts manufactured by us for the M.G. owners.

Toulmin Motors patent modified oil seal and hood completely stops oil on vertical drive and protects your dynamo.
 New rockers all models.
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 New rocker shafts for "N," "L," "P," "J" and "M" series.
 These are new component parts—"P" water pumps; "J4" water pumps; "L" and "N" water pumps.

Elfin brake drums.
 "F" centre clutch plates.
 "J" centre clutch plates.
 "L" centre clutch plates.
 "M" centre clutch plates.
 New aluminium flywheel housings to suit "P" and "N."
 New rear main bearings "J."
 New bronze housings for the Rotax dynamo.

TOULMIN MOTORS would like to invite you to visit their showrooms and spares department. Our range of spares is so vast that it is impossible to advertise them all.

★ We have three new complete M.G. chassis for sale to personal callers only ★

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**Our M.G. club is still going strong.
We are enrolling new members every day.**

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RECONDITIONED ENGINES, Part Exchange

"PA" and "PB" engines complete.
 "TA" and "TB" engines complete.
 "J" 2, 3 and 4 engines complete.
 "F" type Magna engine complete.
 "L" type engine complete, and all Magnette Series.
 "VA" and "SA" reconditioned engines.

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Supplied for the above engines.

We can now supply Chromium Luggage Carriers from stock for all M.G. cars.

TRY OUR RECONDITION SERVICE FOR:

Rockers, Camshafts, Vertical Drive Gears, Lightened Flywheels, Brake Shoes, Drums and Cables, etc. ALL MODELS.

M.G. SPARES for "TA," "PB," "PA," "J2," "J4," "M."

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axles, half-shafts, wheels, tyres; also M.G.-type new batteries, starter motors and dynamos, all models.

FOR ALL M.G. SPARES PLEASE TRY US. NEW TYRES AND RETREAD TYRES IN STOCK. ALSO GASKETS FOR ALL MODELS.

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We are now able to supply new oil pump gears, distributor gears, water pump gears, apart from all other spares. This is again absolutely a dream in reality!

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FOR SALE

ASTON-MARTIN 2-LITRE SPEED MODEL. Little used till raced Spa, 1948; entirely rebuilt during 1949 (engine modified post-war racing standard, attractive Ulster body fitted); registered 1950; very low mileage since. Impeccable roadholding; superlative braking; 135 b.h.p./ton gives vivid acceleration into three figures. First-class order—new hood, tonneau, etc. Outstandingly enjoyable road car eminently suitable competition participation. Offers around £650, four seats needed, exchange considered. Box No. 4361, MOTOR SPORT, 15, City Road, E.C.1. [1934]

TALBOT TWENTY, 1929, f.w.b. 2-seater. Hood and side-curtains, two spare wheels. Reliable old car in very good condition throughout. £135. Box No. 4348, MOTOR SPORT, 15, City Road, E.C.1. [1925]

BLOWER BENTLEY. One of the very rare M.S. series. Four-seater V.P. C.B. body. Very beautifully rebuilt by Sid Lawrence 10,500 miles ago with many special features. Box No. 4349, MOTOR SPORT, 15, City Road, E.C.1. [1926]

LANCIA: One of the best 5th Series Lambda specimens is for sale. In excellent original condition. Bodywork, brakes, engine, transmission are sound. Zeiss lamps. Hood and sidescreeens complete. £190. Box No. 4356, MOTOR SPORT, 15, City Road, E.C.1. [1927]

£425.—M.G. P. Probably finest example in England. Space does not permit lengthy reconditioning data. Owner desires TB Tickford coupe. Box No. 4274, MOTOR SPORT, 15, City Road, E.C.1. [1416]

3-LITRE BENTLEY saloon. Complete mechanical and body overhaul. New tyres. Box No. 4357, MOTOR SPORT, 15, City Road, E.C.1. [1930]

FORD V8 tourer, 1936. New engine, three new tyres. Unusual model in good condition. Taxed year. £185. Box No. 4358, MOTOR SPORT, 15, City Road, E.C.1. [1931]

RILEY NINE, late 1937, ivory saloon. Series engine extensively reconditioned last 4,000 miles. Manual, synchromesh gearbox with automatic overdrive. An unusual and exceptionally attractive model in excellent mechanical condition. £350, or nearest offer. Seen Sheffield. Box No. 4360, MOTOR SPORT, 15, City Road, E.C.1. [1933]

A.C., 1938, 2-LITRE drophead coupe, black. Recently resleeved, new hood, tyres, battery; dual-tone horns, radio, demister. Lovely car. £525, o.n.o. Photos on request. Box No. 4362, MOTOR SPORT, 15, City Road, E.C.1. [1935]

GARAGE, SMALL, South Coast town, near Goodwood, car—mc. pumps, well equipped. Flat over. Long lease, rent £100. £2,000, s.a.v. Box No. 4363, MOTOR SPORT, 15, City Road, E.C.1. [1936]

G.P. RACING MORGAN 3-wheeler, B.T.W., 1949. Excellent. £200, o.n.o. S.A.E., photo. Box No. 4365, MOTOR SPORT, 15, City Road, E.C.1. [1940]

SUNBEAM, 1935, 12.8-H.P. sports saloon. £175, o.n.o., or exchange thoroughbred open car, Alvis or Bentley preferred. Box No. 4366, MOTOR SPORT, 15, City Road, E.C.1. [1941]

BENTLEY MAGNETOS, brake drums, lightened fly-wheel, manifold and carburetters, 3-litre engine, ammeter-switch, 1800 and 2391 camshafts, valve gear cover, many odd parts. Wanted: heavy crank or blower 4½ engine. Box No. 4367, MOTOR SPORT, 15, City Road, E.C.1. [1942]

6.00-19 UNUSED TYRESOLE, 5.00-18 unused Dunlop rebuild, list price; cheap retread, good tread, £1. Car clock with 12-hour stop dial in 1/5 sec. 10-gallon slab tank. Alvis timing chain. Box No. 4368, MOTOR SPORT, 15, City Road, E.C.1. [1943]

A REALLY POTENT POWER UNIT! New Jaguar XK120 competition engine, due to changed plans, is to be sold. No stupid price is asked to cash buyer. An opportunity for someone. Box No. 4369, MOTOR SPORT, 15, City Road, E.C.1. [1944]

ALVIS SPEED TWENTY, D.H.C., 1933. Good condition throughout. Trial, Leeds district. £280. Box No. 4370, MOTOR SPORT, 15, City Road, E.C.1. [1945]

1927 SPORTS AMILCAR, excellent condition and appearance. Box No. 4271, MOTOR SPORT, 15, City Road, E.C.1. [1413]

FOR SALE—continued

ROLLS-ROYCE, 1926, 20-H.P. owner-driver saloon. Taxed, etc. Good condition. F.W.B., 4-speed gearbox. £275. Tel.: Metropolitan 8675 (office). Borough Green 443 (evenings). Box No. 4371, MOTOR SPORT, 15, City Road, E.C.1. [1946]

RILEY NINE, SPECIAL SERIES, coil ignition engine; also dynamo, Jaeger oil gauge, exhaust camshaft, 500 by 19 tyres, Lucas motor-cycle battery. Box No. 4282, MOTOR SPORT, 15, City Road, E.C.1. [1424]

RILEY 12/4 FALCON, 1938 model. Sleeved and crank ground recently. Five tyres and battery as new. Taxed. Now undergoing respray. Absolutely perfect. £395. Box No. 4277, MOTOR SPORT, 15, City Road, E.C.1. [1419]

BENTLEY 3-LITRE RED LABEL, 1927, 4-seater. New hood, engine overhauled. Many modifications. £400 for quick sale. Box No. 4275, MOTOR SPORT, 15, City Road, E.C.1. [1417]

FORD-ENGINE M.G. Resprayed. Engine reconditioned. Clean throughout. Seen West Midlands. Box No. 4269, MOTOR SPORT, 15, City Road, E.C.1. [1411]

SIMCA EIGHT, 1,100 c.c. First registered September, 1951. Excellent condition. Dark green, beige upholstery. £800. Tel.: Trafalgar 1537, or Box No. 4266, MOTOR SPORT, 15, City Road, E.C.1. [1408]

ASTON-MARTIN 2-LITRE, short-chassis 2/4-seater tourer, 1938 model. Over £300 has been spent on this car in past two years, including new engine installed 10,000 miles ago. All new tyres and repaint late 1951. Fitted latest pattern Lucas headlamps and numerous accessories. Back axle gives 80 m.p.h. at cruising 4,000 r.p.m. £575. Apply Box No. 4373, MOTOR SPORT, 15, City Road, E.C.1. [1948]

FORD TEN SPECIAL. New engine, 2,000 miles; new wheels and transmission; weather protection negligible; full road equipment. Exchange vintage tourer. Seen Berkshire. £140, no offers. Box No. 4282, MOTOR SPORT, 15, City Road, E.C.1. [1423]

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DAIMLER, 15 H.P., 1935 sports saloon. Body excellent. Recent engine overhaul. Sell £185, or exchange, open or drophead. Box No. 4276, MOTOR SPORT, 15, City Road, E.C.1. [1418]

RILEY NINE KESTREL. Black. Special Series engine. Manual gearbox. Excellent bodywork. Exceptionally clean and good condition. £250. Box No. 4280, MOTOR SPORT, 15, City Road, E.C.1. [1422]

RACING 1,100 DIXON RILEY, road equipped. Large alloy sump, polished axles, etc. High-compression pistons, four Amals. 100 m.p.h. on 80 octane or 50/50 benzole. £340, o.n.o. Box No. 4286, MOTOR SPORT, 15, City Road, E.C.1. [1428]

"THE MOTOR." Complete 1944-1952 inclusive £5 10s. Buyer collect, Colwyn Bay. Box No. 4287, MOTOR SPORT, 15, City Road, E.C.1. [1429]

INVICTA 1½-LITRE, 1932, 4-seater. Engine completely overhauled, new hood and sidescreeens; chassis and body excellent. £225, or exchange. Box No. 4267, MOTOR SPORT, 15, City Road, E.C.1. [1409]

ALVIS FIREFLY, 1934, tourer, beige and red. Excellent condition, engineer maintained. Total mileage 70,000. New linings, etc. Full history. Owner (since 1939) purchased later model. £300. Box No. 4284, MOTOR SPORT, 15, City Road, E.C.1. [1426]

ASTON-MARTIN 2-LITRE tourer, 1938, first-class condition, many extras. Offers or exchange for smaller h.p. sports, with cash adjustment. Box No. 4374, MOTOR SPORT, 15, City Road, E.C.1. [1955]

RILEY SPRITE, ex-Gerard, prepared by them for competition end last season, placed in four out of five events. Engine to racing specification, including 4-bolt rods, 13-in. brakes. Fast but tractable road car. £650. "Osmotherley," Blackwell, Worcs. Tel.: Hillside 1338. [1871]

FOR SALE—continued

1927 RENAULT 8.5-H.P. open tourer, in good running order. 30 m.p.g. Brakes just relined. Dynamo and magneto just rewound. Owner going abroad. Tel.: Claygate 3606. [1872]

VAUXHALL 30/98, November, 1927, Chassis No. OE 311. Four-seater open sports with mahogany deck finished in British racing-green. This car has been completely overhauled. Engine by Burton-wood at £160; bills available. Host of accessories; all good tyres. New hood and tonneau. £350. W. T. Franklin, The Firs, Clay Hill, Enfield. Tel.: Enfield 3525. [1873]

SUNBEAM. Four-cylinder, o.h.v., 2-litre, sports chassis. Twin carburetters, new tyres. Built by Sunbeam specialist. Never been registered or used. Further particulars on request. Biggs, Cavendish Grove, Monton Road, Eccles, Lancs. [1874]

BENTLEY WHEEL, fitted with new 525 by 21 tyre and tube, never used, £12. Morris Eight, Series II, engine and gearbox complete with distributor and carburetter, also starter motor, £20. A.C. engine complete, ideal for special or Frazer-Nash, £15. Williams, Flat 1, 25, Carlton Drive, Putney, S.W.15. [1875]

ALVIS SILVER EAGLE tourer, 1931. Now being run-in after £130 engine overhaul. New hood, sidescreeens, full-length tonneau, battery, trafficators, windtones last summer. Bronze head, single carburetter. £245. Box No. 4272, MOTOR SPORT, 15, City Road, E.C.1. [1774]

8-LITRE BENTLEY SPARES. Dismantling complete car, includes 3.7 and 3.5 axles. Offers for all parts please. Box No. 4433, MOTOR SPORT, 15, City Road, E.C.1. [1909]

AUSTIN SEVEN SPECIAL 2-seater, fitted Ford Eight engine and gearbox, 500 by 16 in. wheels. Taxed, insured, to year end. £125, o.n.o., or exchange for Leica or Contax. Box No. 4434, MOTOR SPORT, 15, City Road, E.C.1. [1928]

ALVIS 12/50, 1927, SPARES: Gearbox, front and rear axles, complete chassis frame. Richards & Brown, Ringers Road, Bromley, Kent. Tel.: Ravensbourne 6479 and 2322. [1939]

£90.—MK. II RILEY NINE, 4-seater tourer. Mechanically sound, body requires attention. 30 m.p.g., 70 m.p.h. Vickers, Tel.: Woolwich 1101, after 5 p.m. [1949]

FORD EIGHT SPECIAL, 4-seater sports. Rebuilt with very attractive body and radiator. New hood, windscreen, sidescreeens, seats, batteries and head-lights. Twin spare wheels. Brakes relined. Colour, dark green and maroon. No, it's not a Rolls, but a Rolls doesn't do 40 to the gallon! New Javelin arrived. £200. I know it's cheap but I need the dough! Wicksteed, Meridian Works, Barkway Road, Royston, Herts. [1950]

HANDBOOKS: Talbot 65/75, 1933, 37s. 6d.; Humber Eight, 1924, 30s.; Rolls Twenty, 1924, 60s.; Rolls 40/50, 1923, 60s.; Alfa 1,500, 50s.; "Bull-nose," 1926, 40s.; Sunbeam Twenty, 35s.; Singer Junior, 30s.; Riley Nine, 1934/5, 45s.; Ford, Crossley, Armstrong, Austin Heavy Twelve, Blackburne engines, Opel, Pontiac, Morgan, and many others, mostly vintage. Halliday, 64, Bourne Street, S.W.1. Tel.: Sloane 5558. [1951]

LEA-FRANCIS 14/40 saloon. Outstanding condition. £85, offer. Halliday, 64, Bourne Street, S.W.1. Tel.: Sloane 5558. [1952]

1936 RILEY KESTREL, 1½ LITRE, black saloon. Lovely condition, preselctor; five almost new tyres; low mileage. £350. Tel.: Livingstone 3311. [1956]

BENTLEY SPEED SIX, 1929, foursome D.H. sports coupe. Excellent original condition. Oil nil. £250. Bone, Old Rectory, Weeting, near Brandon, Suffolk. [1957]

LANCIA DILAMBDA, 1930, long chassis, coachbuilt saloon, in good condition, £80. 3-litre Bentley engine dismantled, late type sump, £20. 3 and 4½-litre magnetos, £7 each. 4½-litre chassis frame, £10. 4½-litre rear axle nose piece and differential assembly, £20. 3½-litre 18-in. wheel (new), with tyre and tube, £7. Dobson's Motors, Bude. Tel.: Bude 359. [1958]

LAGONDA 2-LITRE. Low chassis saloon and high chassis tourer, both with recently rebuilt engine. Shortened chassis supercharged 2-seater (1930). Vast collection of 2-litre spares. Separately or the lot. Rebuilt dynamos, starters and oil pumps. Early chassis frames. Everything must be sold. The best offers secure the best, the rest cheap to clear. Jeddere Fisher, Apsley Cottage, Kingston Blount, Oxon. [1959]

M.G. P-TYPE C & P, unwrapped, 8.43, £8 10s. C & P, perfect, 8.41, £6 10s. Differential housing, £5. Front axle, £2. Three K.L.G. plugs, 14 mm 718C, perfect, 10s. each. 300 Autocars and Motors, 1947-51, offers. Wanted: MOTOR SPORT, Sept., 1946, July, 1947. Morrish, 15, Upper Cranbrook Road, Redland, Bristol. [1961]

M.G. TA. Showroom condition. New hood, side-curtains. Taxed year. Offers, Watkins, Chiltern House, Redditch. Tel.: Redditch 117. [2204]

FOR SALE—continued

£200 OR NEAR OFFER: 1932 Vauxhall Cadet drophead coupe, 17 h.p. Taxed year. Tel.: Meadway 2839. [1564]

£120 OR NEAR OFFER: 1934 Morris Twelve saloon. £200 o.n.o., 1935 Morris Eight saloon. As new. Tel.: Meadway 2839. [1565]

A.C. SPORTS, 1934, 16/6. 1937 engine. Excellent mechanically. Best offer over £200 secures. 155, Abbey Road, Westbury-on-Trym, Bristol. [1566]

ALVIS, 1935, 3-carburettor 17-h.p. sports 2-seater, practically rebuilt; short chassis. £125. 65a, Brondsbury Villas, N.W.6. [1567]

LAGONDA. The well-known and beautiful 1939 model, L.G.6, 6-cylinder, 4½-litre, rated at 30 h.p. Sports saloon, finished in light grey and light grey leather, sunshine roof. Two spare wheels. Built-in hydraulic jacks, P.100s, large fog-lamps, radio, heater, and many other additions. The fastest and most comfortable car anybody could wish for. This car has had hundreds of pounds spent on it and attracts admiring attention everywhere. Privately owned and offered at around £1,700. Photos sent on request to Box No. 4421, MOTOR SPORT, 15, City Road, E.C.1. [1568]

MORGAN 4/4, 1937, 2-seater, nice condition throughout; twin spares; good hood and screens. Finished red, with beige interior. An attractive car that looks and is fast. Young owner walking up the aisle shortly, so best offer over £300 secures. All inquiries answered if accompanied by s.a.e. Walker, 105, Larkshall Road, Chingford, London, E.4. Tel.: Silverthorn 5351. [1569]

EXCHANGE M.G., 1934, N 4-seater, for Ford Ten or Eight saloon. 16, Binland Grove, Davis Estate, Chatham, Kent. [1570]

1½-LITRE INVICTA chassis for sale or exchange. Hand-built from new and modified Invicta component parts. Fitted new tyres, tubes, spring-spoke steering wheel. Require good family saloon. 9, Arandora Crescent, Chadwell Heath, Romford, Essex. [1571]

WORKS SPECIAL TRIUMPH 2-H.P. ULSTER T.T. Supercharged, 2-seater, dry-sump lubrication, road equipment. Immaculate throughout. £275. Exchange motor-cycle, cash. Peter, "Glebelands," St. Michaels, Liverpool, 17. [1572]

TALBOT 75, 1932. Needs battery and timing wheel; excellent car; never rebored. £150. Rogers, 41, Langmead Drive, Bushey Heath, Herts. Tel.: Bushey Heath 1943. [1573]

MERCURY ENGINE for sale. Complete less gaskets, etc. Spare clutch, rods, heads, fair condition. Fayers, Aslockton, Notts. [1574]

1934 B.S.A. THREE-WHEELER, 4-cylinder engine. £120, offer. Exchange any 8/10-h.p. 4-wheeler. Tel.: Forest Hill 2808. [1575]

MEADOWS 3-LITRE ENGINE, with accessories, new, £65. Tel.: Walton-on-Thames 679. [1576]

THREE NEW 4-STUD J.A.P. ENGINES, one with rev.-drive run 10 minutes only on test; offers please, not below the belt. Trojan engine and gears, in good order, 1936, £7 o.n.o. Wanted: Buckler or Dellow chassis, with or without body, no engine, gearbox, or radiator, or other light chassis suitable for sprints. H. Murray, "Waverley," Moss Lane, Lydiate, Liverpool. [1577]

500-c.c. SPEEDWAY J.A.P. (Alfin), 1,000 Vincent Lightning and Manx gearbox, all perfect condition; also Cooper trailer. £250, o.n.o., the lot. Pybus, Sherfield, Romsey, Hants. [1578]

WADE VENTOR SUPERCHARGER, Type R.007, with Zenith carburettor, Type 26 U.F.3, fittings and pulleys for Ford Ten. Any offers? Hodgkinson, Great Longstone, near Bakewell, Derbys. Tel.: Great Longstone 229 (evenings). [1579]

M.G., 1947, TC, 17,000 miles. Fitted luggage grid, spring gaiters, etc. Immaculate condition. £620, o.n.o. Nutter, Homelands, Barnoldswick, Lancs. [1582]

FRAZER-NASH, 1933, T.T. REPLICAS. £100 engine overhaul, transmission and chassis rebuilt; rewired; five new tyres, new battery. Bodywork and chrome excellent. £325, o.n.o. Nutter, Homelands, Barnoldswick, Lancs. [1583]

SEPARATELY, TOGETHER, or exchange for old or cheap Morgan J.A.P. three-wheeler: 1927 T.T. mode Triumph, 500 c.c. o.h.v., good condition; 1930 racing Cotten Blackburne 350; spare racing motor gearbox, carburettor, "works" piston came, KE 965s. Photos available. Write: M. Peal, 69, The Close, Salisbury. [1584]

LANCIA APRILIA, 1937. One owner since 1939. Engine, transmission, suspension, reconditioned. £595. Box No. 1585, MOTOR SPORT, 15, City Road, E.C.1. [1585]

TYRES.—Two 550 by 17, £5 each; two 600 by 20, £3 10s. each; one 600 by 21, £7; one 700 by 21, £8, unused. J2 luggage carrier, chromium, £5. P.100 headlamps, chrome as new, £22 10s. Tel.: Derwent 7388. [1586]

G.P. BUGATTI, TYPE 35C. First registered June, 1946. Road equipped, ready for sports or racing events. Max. speed, 130 m.p.h. £550, o.n.o. Carefoot, "Wall-Grange," Garstang Road West, Poulton, Blackpool. Tel.: Blackpool 24486. [1587]

FOR SALE—continued

RAILTON 1938 COUPE, 29 H.P. Good condition. Overhauled. Fast. £300, or near offer. Tel.: Central 3361. [1581]

4½-LITRE BENTLEY, 1929, being sold as spare parts. Number of items in good condition. "D" box, 3.53 back axle, Vanden Plas body, 21 by 600 Dunlops, one unused. Woods, Gosbrook House, Binfield Heath, Henley-on-Thames. Tel.: Henley-on-Thames 249. [1588]

ALLARD, 1948. Black. Four-seater tourer, excellent condition. £600. Townsend, Mankinholes, Todmorden. [1589]

WOLSELEY HORNET "MARCH" SPECIAL, 1934, 12 h.p., 2/4-seater sports. Over £120 spent on complete overhaul of engine, etc. Twin-tone horns; many extras. Fast. £220, or exchange saloon. Robinson, 90, Westcotes Drive, Leicester. Tel.: Leicester 5230. [1590]

ANZANI F.N. ENGINE SPARES: Nearly complete engine, £18. S.A.E. list. Goodwin, 50, Stakeshill Road, Waterloo, Hants. [1591]

M.G., 1935, N-TYPE 2-seater. Good condition. £265. 60, Pretoria Road, Edmonton, N.18. [1592]

M.G. 18/80, MARK II, 1930, 2-seater. Black. New hood, screens, batteries, back axle. Engine overhauled, clutch relined. A genuine sound car. £170 or offer. 73, Monument Road, Weybridge, Surrey. [1593]

1936 FORD V8 fixed-head coupe. Scarce model. Two new rebuilt covers. Black and silver. Three-seater, plus gigantic luggage boot/dickey. Extremely well preserved; stylish. Photo available. £245, or prefer exchange perfect 12/60 Alvis open, or similar. Clissold, "Little Cedar," Oundle, Northants. Tel.: Oundle 2195. [1594]

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In Ireland they say BURÓEACAR
In Wales they say DIOLCHIADAU
In England they say THANK YOU*

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INSURANCE BROKERS
9, WALDEGRAVE ROAD,
TEDDINGTON, MIDDLESEX
Phone: MOLESEY 4317/8

ASTON-MARTIN, 1932, International/Le Mans short-chassis 2/4-seater. Close-ratio gearbox, high-compression pistons, triple valve springs, outside chrome exhausts, low-type radiator, twin aeroscreeens, 6-in. rev.-counter and speedometer, 15-gallon slab tank. Engine overhauled last winter, starter reconditioned, reflectors resilvered. Body and tyres in very good condition. £350. C. F. Macdonald, 75, Gerda Road, S.E.9. Tel.: Eltham 3959. [1595]

PLUS FOUR arrived, so disposing of 1938 4/4 in almost spotless ivory condition; four new tyres, two unused; new shock-absorbers, lamps, Fram; 40 lb. pressure. £375, o.n.o. Rankin, 12, St. Cuthbert's Avenue, Durham Moor. Tel.: Durham 1417. [1596]

1938 M.G., 1½-LITRE, open four. Recellulosed, re-upholstered. Perfect condition. £510. Johnston, 75, Godwin Road, Margate. Tel.: Thanet 23585. [1597]

M.G. MAGNA sports saloon. Uses negligible oil. Good tyres and paint. Insured. Any trial. £110, or caravan. Model Farm, Bucknalls Lane, Garston, Herts. [1598]

1933 2-LITRE open tourer Lagonda. Good tyres, weather equipment and general condition. Engine, carburettor, gearbox, transmission, reconditioned. Batteries under guarantee. £250, o.n.o. Anderson, 170, Psalter Lane, Sheffield. [1599]

ASTON-MARTIN, 1934, LE MANS. Resleeved, reground, resprayed, rebraked, rewired, resprung, rechromed. New valves, battery, dynamo, magneto, exhaust pipes. Shod for 15,000. Hood and screens. £425. Stewart, Linden, Ray Park Avenue, Maidenhead. Tel.: Maidenhead 654. [1600]

1934 RILEY NINE KESTREL. Twin S.U.s, sports coil. Mains, big-ends, king-pins and brakes recently fixed up. Owner fitted crash box, but original pre-selector, traffic clutch and spare engine (less crank) go with car. Excellent general condition. Green and black. £265. Talbot, 15, Somers Road, Malvern Link, Worcs. [1601]

HILLMAN TEN tourer, chassis, engine 1942, body, registration 1950. Engine overhauled Sept., 1951; new pistons, new clutch, Nov., 1951; brakes relined, July, 1951. Offers? Tel.: Western 0164, 9-10 a.m., 8-11 p.m. [1606]

FOR SALE—continued

TYRES AND TUBES, part-used, all 13 in., 14 in., 15 in., 16 in., 17 in., 18 in., 19 in., 20 in., 21 in.; also beaded and obsolete types. All commercial, ex-W.D., tractor and farming sizes available. Cook, below. [1604]

WHEELS, part-used, all sizes, for cars, trailers, caravans, commercial, ex-W.D. and farm vehicles. Cook, 141, Badminton Road, Downend, Bristol. [1604]

WHEELS.—Repairs, rebuilds and conversions. Wheels in stock from 1925. W. & L. Page, Pottery Road, Brentford. Tel.: Ealing 5538. [1605]

ENTHUSIAST CLEARING OUT! Spares, o.h.v. Minor and M-type M.G.: block, heads, engine parts, differentials; some s.v. Minor and Austin Seven; Hornet oil cooler and filter, twin carburettors, steering column; several pairs E.N.V. crown-wheels and pinions. Stamp for price list. 4, South Street, Sherborne, Dorset. [1609]

£375!! TRIUMPH DOLOMITE 14-H.P. saloon, immaculate throughout. Black with brown hide, magnificent runner; first registered 25.3.39. Exchanges. Charles Whisker, Heath Garage, Dersingham, Norfolk. Tel.: Dersingham 210. [1609]

LAGONDA 4½-LITRE 4-door pillarless saloon, mechanically outstanding; chromium, paintwork, sparkling; excellent tyres; taxed. One of the most outstanding Lagondas ever offered. Bargain, £385. Exchanges. Charles Whisker, Heath Garage, Dersingham, Norfolk. Tel.: Dersingham 210. [1609]

M-TYPE M.G., o.h.v., 1931, 2-seater sports. Almost complete engine overhaul. Mechanical condition sound, hood, side-screens. £140, o.n.o. Turner, Merrow Down, King's Langley. Tel.: King's Langley 2965. [1610]

RILEY MONACO, 1934. Third owner. 58,000 miles. Grey. Excellent throughout, thoroughly reliable. Fram, manual box. £200. Consider part-exchange sound Austin Seven foursome tourer. Woods, 52, North Street, Abergavenny, Monmouth. [1611]

500-c.c. SPECIAL. All independents, with Dunlop Elektron wheels and racing tyres, J.A.P. engine, Norton c.r. box. Suitable production and non-production Formula III events. £250. Siddaway, 5, Chapel Street, Grantham. [1612]

MEADOWS O.H.V. ENGINE, original pistons and cone clutch. Wolseley Hornet engine and chassis parts, including radiator, 2-seater body, etc. Clynn, South Cerney House, Cirencester. [1613]

ALVIS 12/50 2-seater, basically 1926, rebuilt 1951. Sound order. Owner going abroad. Nearest £150. Naylor, Three Oaks, Bramshill, Hants. Tel.: Heckfield 70. [1614]

BUGATTI 35, fitted professional steel 2-seater body; chassis completely overhauled; polished axle and all bright parts chromed. Fitted set 16-in. wheels and all new tyres, "Forts," India Super; also pair 700 by 18 Dunlop wheels and covers, 200 miles only. Gearbox and axle fitted. Engine and body removed; engine requires overhaul and replacements. Huge quantity Bugatti engine parts and racing spares. £190, delivered Southern counties. Type 45 B.M.W. engine, completely renovated and modified for racing, never run, £100. Two-litre Lagonda, good condition, £240. Box No. 4424, MOTOR SPORT, 15, City Road, E.C.1. [1615]

1931 ALVIS 12/60 tourer, recently overhauled, excellent condition; £225. Also Lagonda 3½-litre sportsman saloon, £200. Midhurst Engineering, Midhurst, Sussex. [1616]

WOLSELEY HORNET (sports), 1932. New hood, battery, dynamo; fuel system overhauled; well shod; 30 m.p.g. Taxed and insured. £125, or nearest offer. Campbell, The Elms, Loughborough, Leics. Tel.: Loughborough 422211 (6 p.m.). [1617]

BENTLEY FOR SALE, 3 litre, long chassis. Red Label converted from Blue. Engineer-owner recently rebuilt from two. Widow unable to complete. Perfect condition. Road-tested. Proposed body not built. Original V.D.P. saloon available (sound but scruffy). Write for further particulars to Mrs. Baker, Bramdean Farm, Alresford, Hampshire. [1618]

JIMMY CUMMINS Rumba Band, 87, Ballogie Avenue, Neasden, N.W.10. Tel.: Gladstone 4338. 1930 Sunbeam. [1619]

1935 ALVIS 13.2 4-door saloon. New carburettor. £265, nearest. 6, Council Houses, Saltfleet. [1620]

AUSTIN SEVEN, 1930, rear axle, complete, £4 10s. 1930 radiator (chrome), £3. 1930 dynamo, £2. 1932 Morris Minor radiator, £4. Roberts, 17, Barber Street, Broseley, Salop. [1621]

M.G., MODEL PA, PB engine, many mods., excellent condition; aero-screens, luggage grid. More data on request. Pinder, 23, Binswood Avenue, Leamington Spa. [1622]

RILEY KESTREL NINE, 1935. Immaculate. Black, brown hide. Pre-selector. Many renewals. Scintillating performance. £280. 28, Elcoat Road, Norton-on-Tees, Co. Durham. [1623]

1937 MODEL TA M.G. Superb condition, indistinguishable from post-war: £355. Small saloon wanted. Farmer, 18, Featherston Drive, Sketchley Estate, Hinckley, Leicestershire. [1624]

FOR SALE—continued

- ALVIS 12/60 TJ** tourer. Registered July, 1931. Good engine and body. New hood. £165. Humphreys, Tel.: Dorking 2595. [1625]
- ALVIS SPEED TWENTY** Mayfair saloon, i.f.s., all-synchro box. Good condition. £255, o.n.o. Tel.: Peasbaven 2397. [1636]
- M.G. MAGNETTE** sports, NA, in competition trim. Recently rebuilt throughout. Engine specially overhauled and highly polished. 88 m.p.h., more if required. Very attractive 2/4-seater coachwork, cream. New tyres, batteries, taxed, radio, wind-tones. Runbaken coil, etc. Wants seeing. £350. Keeler, 1, Lambolle Place, Eton Avenue, N.W.3 Tel.: Primrose 2657. [1627]
- RILEY NINE KESTREL**, 1936, in very super condition; Girtings, new tyres; taxed. Very smart and pleasing condition throughout. £385, or 1934/5 Kestrel in excellent order, £250. Keeler, 1, Lambolle Place, Eton Avenue, N.W.3. Tel.: Primrose 2657. [1628]
- LANCHESTER, 1932, 15/18** saloon. Absolutely sound mechanical condition after recent overhaul. New tyres. Really superb all aluminium coachwork, even to top-hat holders in roof. £225, o.n.o. Preen, Red Lion, Milford, Godalming. Tel.: Godalming 1310. [1629]
- SINGER 12-h.p.** saloon, 1929. Good runner. £100 o.n.o. Beasley, Hagley Street, Halesowen. Tel.: Halesowen 1248. [1630]
- LAGONDA 1934 (March)** 4½-litre model M45. Beautiful cream open 4-seater sports tourer. Excellent batteries and five tyres (700-19). Oil consumption absolutely negligible; petrol average 18 m.p.g. New tonneau cover, slip, radiator block. All chromium like new. Twin rear lights, reversing light. This car is of outstanding appearance and condition. Taxed. £425. Would entertain part exchange either way. Tel.: Datchet (Bucks) 171, office hours; otherwise: Carter, "Mayes," Garson Lane, Wraysbury (Bucks). Tel.: Wraysbury 148. [1631]
- BENTLEY**, rebuilt 1949. Excellent brake body. £10 tax. Good tyres. Many extras; 20 m.p.g. £350. Would consider exchange. Beard, 180, Dale Road, Spondon. Tel.: Derby 55591. [1632]
- OPPORTUNITY FOR HANDY ENTHUSIAST.** Bentley 4-litre. Completely rebuilt with aerodynamic sports 4-seater body. Works built, but not quite finished. Requires trimmings, hood, etc. £250. Exchanges. Beard, 180, Dale Road, Spondon. Tel.: 55591. [1633]
- B.S.A. 4-WHEEL 2-SEATER.** Aerodynamic body. Air-cooled twin engine. Taxed and Insured. £95, o.n.o. Whalley, Mitchell Hall, College of Aeronautics, Cranfield, Bucks. [1634]
- FRAZER-NASH B.M.W.** type 320 2-litre saloon, 1939, model; 40,000 miles. £550. Slater, Blunham House, Blunham, Beds. [1635]
- ALVIS 12/60 TL BEETLEBACK.** 30 lb. oil, 28 m.p.g. Good hood, screens and tonneau. Rev-counter. Oil and water thermometers. Two owners since 1932. £250. Quiggin, 6, Grantchester Road, Cambridge. [1636]
- 1931 12/50 ALVIS SALOON.** Good running order. Best offer. Pulleyblank, "Halfway," Gordon Road, Camberley. [1637]
- FRAZER-NASH, 1928 Anzani.** £190. Engine just overhauled. New tyres, new hood, new battery. Ideal for vintage enthusiast. Owner parts regretfully. Seen Greyhound Garage, Princes Road, Weybridge. Tel.: Weybridge 4398. [1638]
- RILEY NINE MONACO, 1937, model.** Two carb. Special engine. £275. Smith, East Cross, Tenterden, Kent. [1639]
- ROLLS TWENTY, 1928.** Recently sleeved. New pistons. Crank ground. Remetalled. Used visiting all races. Sleep two in comfort. Body sound but ugly. Untidy inside. 60 m.p.h. all day. Extremely reliable. £165, or exchange old Ford Eight and cash. Patter of tiny feet! my bank managers' Write: Mackinlay, Airyholme Lane, Great Ayton, Yorks. [1640]
- FRAZER-NASH-B.M.W. 2-LITRE** cabriolet, Type 45, 1936. Exchange considered. Tel.: Primrose 5536. [1641]
- GETTING MARRIED** necessitates sale of treasured possession: 1929 Bentley 6½-litre chassis. Beautiful mechanical condition, including tyres and eleven-plate battery. Converted to self-starting Solex carburettor and twin high-pressure petrol pumps. Headlamps and hub nuts rechromed. Many extras, including matched 5-in. speedometer and revolution counters, water/oil gauge, etc., and various useful spares. Also available, 2-seater D.H.C. body suitable for above. Sacrifice at £165, or offer for quick sale. Tel.: Foots Cray 2240, after 7 p.m. [1642]
- 1934 TRIUMPH** saloon in astounding condition. No reasonable offer refused. Sandle, Tel.: Archway 1681. [1643]
- RILEY 14/6** sports saloon, 1935. Good condition. £200, o.n.o. Barley, 40, Mill Hill Road, Norwich. [1488]
- ROVER PILOT** saloon, condition as new. All new Dunlop tyres, good battery. £140 or offer. Makin, 110, St. Clement's Hill, Norwich. [1499]

FOR SALE—continued

- VINTAGE HUMBER** tourer, 16 h.p., 5-seater. Good condition. Drive away. Offers invited. T. B. Ash, "Ford Bank," London Road, Buxton, Derbyshire. [1507]
- SET POLISHED DURAL CON-RODS,** Brooklands Meadows, normalised, £5 10s. Steering box and column, 1930 Frazer-Nash, new bushes, £5. R. Ashley, The Lodge, Coursingbatch, Glastonbury, Somerset. [1483]
- FIAT 1,500, i.f.s.,** pillarless saloon. Overhauled, paint, chrome spotless. Very economical. Taxed. One previous owner. £325. Ames, 118, Fleet Street, E.C.4. Tel.: City 5645. [1484]
- HOLLAND SPECIAL,** Magnette chassis, i.f.s., 6-cylinder Wolseley o.h.c., 4-speed; alloy body drop-head. Perfect mechanically; 35 m.p.g.; new tyres. £150. 16, Breedon Avenue, Sunnyhill, Derby. [1512]
- M.G., 1938, MODEL VA, 1½-LITRE,** 4-seater tourer, excellent. Radio, duo-tones, passlamp, luggage grid, etc. Near £360. Bagshaw, 19a, Coxon Street, Spondon, Derby. [1498]
- FORD EIGHT** special, Singer chassis, spartan 2-seater body. Fast and potent. £80, or would sell less engine. Barrett, St. Peters, Gordon Avenue, Stanmore. Tel.: Grimsdyke 1906. [1645]
- MORGAN 4/4, 4-seater,** June, 1950. Fram, luggage grid. Any trial. £675. Bates, Tuffley, Ross-on-Wye. [1464]
- ALFA-ROMEO 1,500-c.c., 2/4-seater** tourer. Twin o.h.c.; 27 m.p.g. Fast and reliable. Eligible vintage events. Best offer over £200. A character car in above-average condition. Beaton, 24, Reedley Road, Bristol, 9. [1527]
- M-TYPE M.G.** Good appearance; new hood. Complete overhaul, including many replacements. £120. Bender, Tel.: Riverside 6385, after 7 p.m. [1528]
- RILEY, 1935, 14-H.P.** saloon. Engine overhauled, crankshaft reground; all front end overhauled. In excellent condition. £275. Berry, 98, Pellon Lane, Halifax, Yorks. [1494]
- SPECIAL FORD TEN,** fitted double valve springs, S.U. pump, in Riley chassis. Two-seater body with doors. Glass screen, hood, windtones, etc. Cost £150, sell £150. Humber Sixteen tourer, 1931; new hood, excellent body, good mechanical condition, tyres, etc.; £95. Photos on request. Offers, or exchanges, one or both. Interested: Raiton, Lagonda, etc.—anything fast, open or closed. D. W. Birch, 8, Winnington Lane, Northwich, Cheshire. Tel.: Northwich 4705. [1534]
- AUSTIN SEVEN NIPPY, 1934.** Taxed year. Everything spot on; economical sporting conveyance. £175. 101, Woodmansterne Road, Carshalton Beeches, Surrey. Tel.: Wallington 2665. [1495]
- RILEY NINE SPECIAL,** recent engine overhaul; nice maroon body; new hood. £210, o.n.o. Bishop, 3, Worple Avenue, Staines, Middlesex. [1501]
- WOLSELEY HORNET** sports coupe. Very good condition. £110. 32, Hitherbroom Road, Hayes, Middlesex. [1467]
- 1931 WOLSELEY HORNET 2-door** coupe. Five new tyres. Taxed, insured. £90. Tel.: Hornchurch 3193. [1457]
- 1932 ASTON-MARTIN 2-LITRE** drophead coupe, recently repainted light blue, brakes just relined. A car for the enthusiast, in beautiful order in every way. £700, or nearest offer. Owner's agent: Bridges Garage Ltd., Cirencester, Glos. Tel.: Cirencester 14. [1647]
- 1935 FRAZER-NASH T.T. REPLICA,** fitted Mercury V8; £10 tax; 20 m.p.g. Really fast. £270, o.n.o. Broome, 28, Thurlstone Road, Ruislip. Tel.: Harefield 3244. [1504]
- LAGONDA, 11.9 H.P., 1922,** rebored .020 in., not run-in; rewired, new tyres. £55. Harliss and Stokes, Attenborough Garage, Chilwell, Nottingham. [1648]
- DELAGE D.6,** Guillors drophead, July, 1950. 18,000 miles only. Finished two-colour blue. Cracking performance. Owner will sell at £1,850, but prefers to part-exchange with smaller saloon. Brown, White Ladies, Woodside Road, Purley, Surrey. Tel.: Uplands 2564. [1649]
- CAMBRIDGE ENGINEERING,** the Austin Seven specialists, offer: 1936 Austin Seven sports Nippy fixed-head coupe, fitted with Speedy pressure-fed engine, clean condition, taxed year, £225. 1935 Ruby saloon, complete and in good running order, bodywork requires some attention, £110. 1934 chassis, less engine and gearbox and wheels, £35. Components available from stock to convert standard chassis to that of sports. S.A.E. for lists. Cambridge Engineering, Cambridge Road, Kew Green, Surrey. Tel.: Richmond 2126. [1650]
- BRITISH SALMSON** sports roadster, 20.9 h.p. Immaculate. New engine and tyres. Offers, £550. Tel.: Welwyn Garden 527. [1462]
- ASTON-MARTIN, MARK II, E4/437/S,** Ulster camshaft; new hood. £525. Carr, 4, Westfield, Gosforth, Newcastle-on-Tyne, 3. [1651]
- 1934 ASTON-MARTIN** sports, 1½ litre. Perfect mechanical condition, bodywork sound and black cellulose immaculate. Good tyres, hood, etc. Outstanding performance. £395. The Soho Garage, Soho Square, W.1. Tel.: Gerrard 6678/9. [1652]

FOR SALE—continued

- 1938 M.G. 1½-LITRE** sports tourer. Mechanically sound throughout. Bodywork perfect and finished in attractive red cellulose. Interior upholstered best quality red leather. Good hood, sidescrims and tyres, etc. An economical car of good performance and attractive appearance. £450. The Soho Garage, Soho Square, W.1. Tel.: Gerrard 6678/9. [1652]
- 1935 LAGONDA 10-H.P. RAPIER.** A 4-seater fixed-head coupe of quality in outstanding condition. Very attractive lines, wonderful performance yet economical running costs. £325. The Soho Garage, Soho Square, W.1. Tel.: Gerrard 6678/9. [1652]
- RILEY NINE** shortened chassis frame, £2—purchaser collects. Also six-stud wheels, axles, etc. 81, Broomleaf Road, Farnham, Surrey. [1509]
- FORD V8** tourer, 1936. Exchange smaller vehicle or accept reasonable offer. East Lodge, Ashton, Oundle. [1458]
- ALVIS 12/50 TC, 1928,** tourer, four seats. £100. Fair condition. Write, Clark, 39, Uplands Road, London, N.8. [1653]
- E.N.V. WILSON GEARBOX,** £7 10s. Morris Ten cylinder head. Austin Seven block. 1937-8 Wolseley Sixteen(?) cylinder head. 100 motor-cycle pistons, new. Old type secondhand Villiers spares. 250-c.c. Ariel Colt complete, good order, £12. 350-c.c. o.h.v. Norton, saddle tank, first-class condition, very fast; no lighting; ES2 type frame, f.c.; £20. Standard Ten independent front axle unit complete, from 1940-44 job. 500-c.c. o.h.v. Calthorpe engine, complete, £5. 750-c.c. Harley engine, complete with dynamo, carburettor, gearbox, about 1943, ex-W.D., £15. Your inquiries invited for any bits and pieces. Bert Coffin, Preston, Yeovil. Tel.: Yeovil 341. [1490]
- CHEAP CARS!** Can I help you? Subject to being unsold, can offer Erskine coupe, good sound clean car, £45. Morris-Cowley, 11.9, 2-seater, choice of two, both 1929 flat radiator models, £40. 1931 Austin Seven saloon, £38. Vauxhall Cadet, Tickford saloon body, all good tyres, £59 10s. Should you require something cheaper let me know—will try and fix you up. Correspondence welcome. Bert Coffin, Preston, Yeovil. Tel.: Yeovil 341. [1491]
- EXCHANGE 1950, CORGI** and/or Agfa 16-mm. projector, values £30/£50. For anything four wheels, Austin/Rolls ??? 152, Edward Street, Brighton. [1517]
- RILEY NINE LYNX** sports, registered 1939. Special series engine. Manual box. Perfect condition and appearance. Complete equipment. Really fast. £275, o.n.o. Service Engineering, 2, Wardo Avenue, Fulham, S.W.6. Tel.: Renown 6314, until 8 p.m. [1526]
- CADILLAC ENGINE SPECIAL,** body completed, chassis nearly completed, requires assembling. Estimated road speed, 120 m.p.h.; estimated h.p., 160. Sacrifice, £400. Connaught Engineering, Portsmouth Road, Send, Surrey. Tel.: Ripley 3122. [1654]
- 1938 FIAT 1,100** saloon, in good all round condition. Blue, with blue leather upholstery. Engine just reconditioned and brakes relined. £385. Connaught Engineering, Portsmouth Road, Send, Surrey. Tel.: Ripley 3122. [1654]
- BUGATTI BRESCIA 2-seater,** new tyres, engine overhauled. £150, o.n.o. 90, Victoria Avenue, Worcester. [1655]
- RILEY GAMECOCK,** c.r. remote gearbox. £171 spent by previous famous owner; mechanically without fault. Bodywork unmarked, excellent tyres. Exchange for Morgan F/Super, Nippy or similar, might sell, £265. 3, Hawthorn Drive, North Harrow, Middlesex. Tel.: Pinner 7141. [1474]
- M.G. MACNA, 1933, 2-seater.** Excellent mechanically, new tyres. Taxed year. £200, or offer. 5, Mill Hill, Shoreham-by-Sea, Sussex. Tel.: Shoreham 3063. [1656]
- HUMBER SUPER SNIPE, 1949,** immaculate condition, thoroughly overhauled by Humber agents, and with complete new set tyres; £1,225. London Talbot 105—late 1936—excellent condition, complete with fitted radio; £350. For details, apply: Frank H. Dale, Leominster, Herefordshire. [1657]
- 1934 HUMBER 16.9-H.P.** shooting-brake, fair condition. Reliable. Sell or exchange, sports car. Tel.: Leicester 37412. 61, Evington Parks Road, Leicester. [1500]
- HISPANO-SUIZA 37-H.P., 1926,** 4-seater coupe, in very good condition, newly overhauled, new batteries, well shod. £325, or near offer. Apply Col. Eddis, The Old Hat, Witney, Broseley, Salop. [1659]
- PA M.G., 1936.** £170 recently spent; completely rewired; bills available. £280. Edwards, Wargrave, Wendover Road, Stoke Maudeville, Bucks. [1660]
- RECELLULOSING** and panel-beating by first-class experienced small man. Competitive rates. Open weekends. 65, Lowlands Road, Harrow. Tel.: Arnold 6882, any time. [1499]
- ALVIS SPEED TWENTY, 1935, D.H. coupe,** 79,000 miles. One previous owner. £350. Gabriel, Tel.: Whitehall 0221 (office hours). [1481]

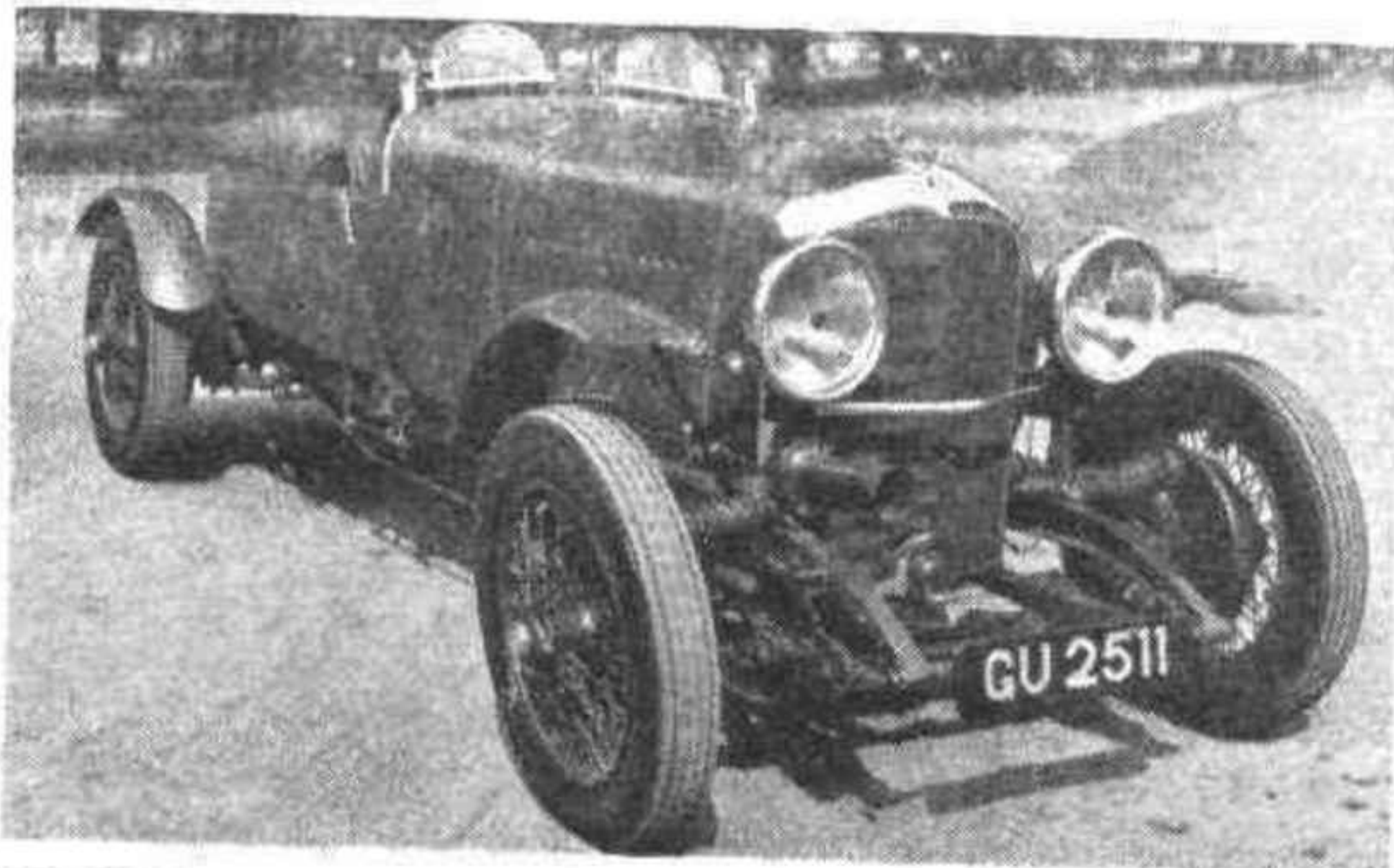
VINTAGE AUTOS

Principal : J. BOND
Manager : R. GLYNN

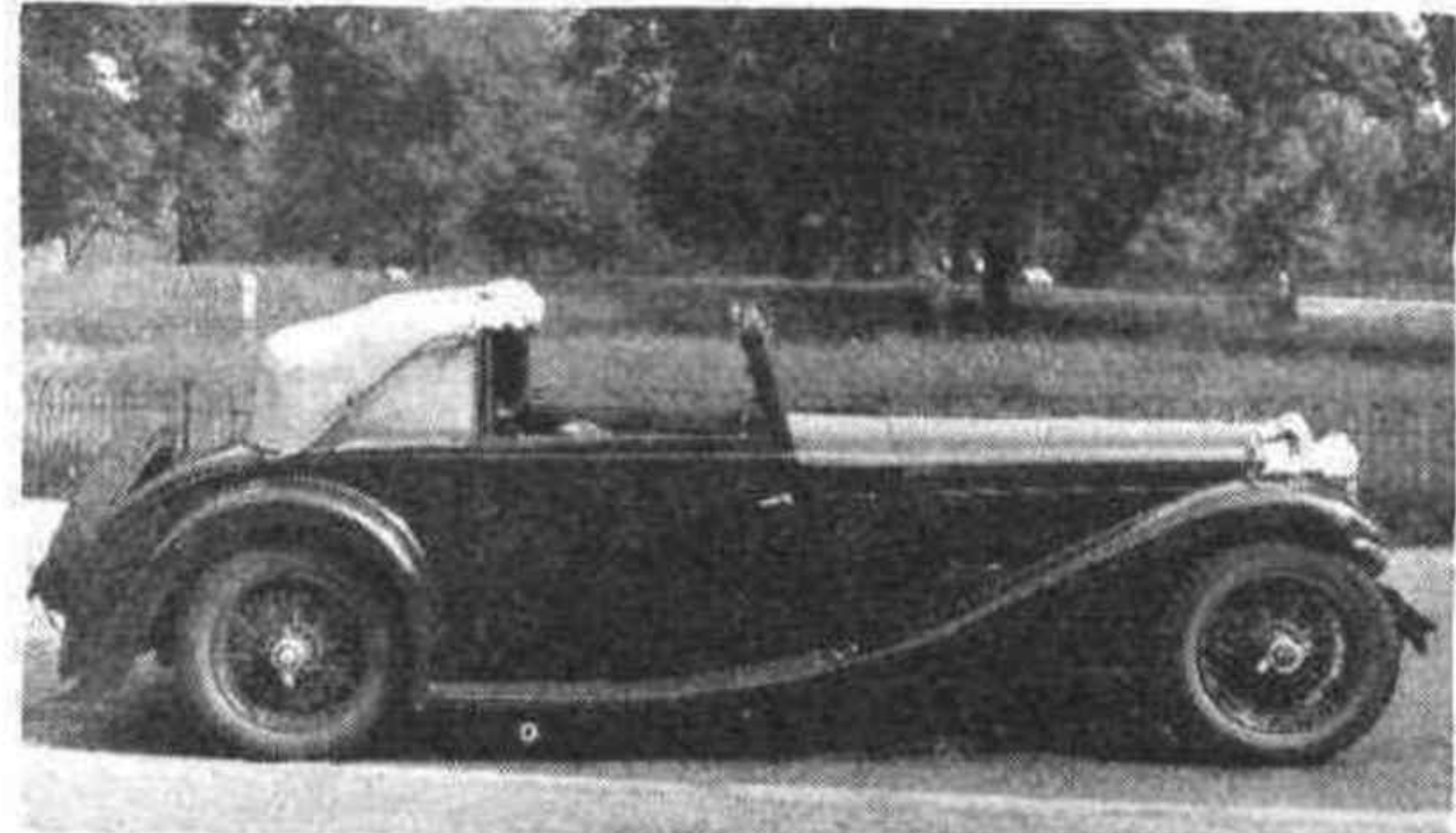
"THE HOME OF THE VINTAGE CULT"

"RUN BY AN ENTHUSIAST FOR THE ENTHUSIAST"

I have much pleasure in offering a **SELECTION** of my Current Stock of post-war models (post World War I)



BENTLEY 4 1/2-litre 1929. This Bentley was rebuilt last September with a Le Mans type 4-seater body. Excellent tyres, new upholstery; resprayed B.R.G. P.100s, large chrome radiator, full-length tonneau; fitted D box. Taxed. £385.



ALVIS Speed Twenty 1934, foursome D.H. coupe. This car is reputed to have been completely overhauled by Alvis 18 months ago and decarbed in the last few months. The whole condition can be favourably compared with a 1947 car. Resprayed recently and has excellent hood. Taxed. £385.

M.G. 2.6-litre 1939, sportsman's saloon. This car was the late property of a well-known author, who has kept it in 100 per cent. condition. Much money has recently been spent on this car at University Motors. Just resprayed, excellent tyres. Taxed. £450.

A.C. Competition 2-seater, 1937. New tyres, recent overhaul. £365.
M.G. 18/80 Mk. II 2/3-seater roadster. The interior and coachwork are in first-class condition; recently rechromed, five new tyres, new instruments, new hood, side-curtains and tonneau. Taxed. £285.

LANCIA Augusta sportsman's saloon, 1937. The engine was completely overhauled last month. The red hide interior is virtually unmarked and the cellulose likewise. Excellent tyres. This is one of the finest Augustas it has been my pleasure to handle. Taxed. £385.

ALVIS 12/60 roadster, 2/5-seater. October, 1933. The engine is now undergoing an overhaul by us. 30 m.p.g. £235.

INVICTA 4 1/2-litre 4-seater tourer. This car was completely rebuilt and re-registered last year. 90 m.p.h. £10 tax. £250.

INVICTA 1 1/2-litre tourer, 1933. The condition is far above average, with excellent cellulose and chrome. New hood, curtains and full-length tonneau. £285.

INVICTA 3-litre 2-seater. This car has been completely rebuilt in the last few years at a cost of £500 and fitted with a very attractive racing-type body, and is capable of 110 m.p.h. £275.

FIAT 1,500 sportsman's saloon, 1937. A very clean, ast and economical car. Recently resprayed metallic-grey. Taxed. £325.

ALVIS Speed Twenty sportsman's saloon, 1934. Excellent tyres. £250.

BENTLEY 1926 3-litre short chassis, fitted with 1931 4 1/2-litre engine. Body was new when the engine was overhauled last year. Fitted servo brakes and chrome radiator. This car has had many racing successes. £335.

BENTLEY 3-litre Red Label tourer (choice of four). £285 to £325.

LAGONDA 16/80 4-seater tourer, 1934. The cellulose is immaculate cream and interior red hide. Excellent hood, curtains, tonneau and tyres, etc. This Lagonda has recently had a lot of money spent on it and is a real show piece. £425.

LAGONDA 2-litre supercharged, 1931. Low-chassis 4-seater tourer. Excellent tyres, hood, curtains, tonneau, etc. £325.

ROLLS-ROYCE Twenty Replica 1938. D.H. foursome coupe. The engine has been recently overhauled and the coachwork and hood are immaculate. Fitted radio, disc wheels with five excellent tyres. £825.

ROLLS-ROYCE Twenty Replica cabriolet. This car has been serviced at Rolls since 1937 and was recently overhauled by them. Radio and heater, and excellent tyres. All bills and history available. Taxed. £625.

ROLLS-ROYCE Twenty 1927, saloon. Recently re-upholstered, rewired, etc. £250.

ROLLS-ROYCE Twenty 1928, saloon. Leather upholstery. £285.

ROLLS-ROYCE Phantom I 1929, saloon by Barker. One owner until this year. The whole condition is absolutely immaculate inside and out, and is a wonderful show piece. Resprayed, new tyres, etc. Taxed. £250.

ROLLS-ROYCE Phantom II saloon by Hooper. Exceptionally clean condition inside and out. Leather upholstery. One owner for last 15 years. £325.

THE FOLLOWING CARS WILL BE AT THE PAVILION ROAD BRANCH :-

DELAGE 3-litre 1929, foursome D.H. coupe. Recently overhauled new hood. 85 m.p.h. £125.

HUMBER Twenty 1928, saloon by Barker. Condition of this wonderful vintage carriage is "out of this world." The coachwork and interior are absolutely unmarked. Fitted four brand new tyres and one near new spare. Seats eight, standing room for four, or would make ideal bed-sitting-room (no key money!) Taxed until December. 20 m.p.g. £125.

ALVIS Silver Eagle 16.9 h.p. sports saloon (four-light), 1934/35. This car is very clean and has a very pleasing line. Excellent mechanically. Taxed. £225.

LAGONDA 2-litre 1928, 4-seater tourer. Economical and quite fast. Taxed. £165.

SUNBEAM Sixteen 1931, 3/5-seater roadster. Very reliable. £125.

HOTCHKISS 3-litre 1931, sports saloon. Good tyres. £85.

PACKARD 39-h.p. roadster. This car was specially built for Jean Harlow and the total mileage is reputed to be 34,000, and it is the only one of its kind. £10 tax. £150.

HILLMAN 1929, 12.8-h.p. saloon. Recent engine overhaul, good tyres. £55.

As my stock is constantly changing and we have many cars in hand not advertised, please telephone or call for latest stock position. Always 50 good vintage carriages and no post-war junk or bread-and-butter cars amongst my stock

WE CAN NOW UNDERTAKE FIRST-CLASS TRIMMING OF ALL KINDS ON THE PREMISES. HOODS, TONNEAU COVERS, UPHOLSTERY, CONVERSIONS, ETC.

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SUNDAYS BY APPOINTMENT ONLY

FOR SALE—continued

HOME-BUILT 2/3-SEATER AUSTIN SEVEN tourer, 4-speed box. Just run-in after £60 recondition of engine and chassis. Four new tyres. £50 or offers. Must sell, going abroad June 14th. Photos available Hay, 6, Hyndford Place, Dundee. [1962]

1935 SINGER LE MANS 2-seater. Fast. Paint, chrome, tyres and mechanical condition excellent. Full weather equipment, heater, radio. Sell or exchange Singer roadster or similar. 84, Montrose Avenue, Luton. Tel.: Luton 1838. [1963]

F. W. (FREDDIE) DIXON clearing Riley racing stocks: 9-h.p. flywheel, starter, brake drums, shoes, linings, front axle complete, 6-cylinder camshafts, Scintilla Vertex, four pinion differentials, etc., etc. "Ardverness," Wray Common Road, Reigate. Tel.: Reigate 3534. [1964]

F. W. (FREDDIE) DIXON has a few 19-in., 20-in. and 21-in. Rudge type wheels cheap to clear. "Ardverness," Wray Common Road, Reigate. Tel.: Reigate 3534. [1965]

LAGONDA RAPIER, 1935, 4-seater tourer, in exceptional condition throughout having been recently reconditioned. Fitted Squire-type steering column gear-change preselector and telecontrol Andre dampers. Recent R.A.C. report excellent. £375. Dr. P. W. Bothwell, 12, Hody Crescent, Chesterfield. [1966]

M.G., 1936, NA MAGNETTE, very good oil pressure, tyres, hood, battery, road performance. £265. Miss Hart, County Farm, Stock. Tel.: Stock 309. [1968]

ALVIS 17-H.P. saloon, 1929. Very reliable. £65, o.n.o. Greenhalgh, 100, Spencer Road, Belper, Derby. [1969]

M.G. TA sports, £320. Seen Durham or Yorkshire. Bell, Rimswell, Fairfield, Stockton-on-Tees. [1970]

STAR, 20 H.P., owner-driver saloon by Barker, 1927. Reborn, new bearings, brakes relined, new battery, 1,000 miles ago. Excellent tyres. Best offer or exchange for something about a quarter the size. c/o Aldford Garage, Eight Ash Green, near Colechester, Essex. Tel.: Marks Tey 58. [1971]

RILEY SPARES FOR ALL MODELS. Comprehensive stocks of new and used spares, including the following:—

NEW REPLACEMENT valves, 11s. each. Guides, 5s. each. Valve springs: single, 11s. 6d. set of eight, 17s. 3d. set of twelve; double, 22s. set of eight pairs. Damper springs, 3s. pair. Tappet securing screws, 4s. doz. Gaskets, 17s. set. U.J. bushes, 5s. each. Speedometer cables, 26s. complete. King-pins and bushes, 65s. set. Small-end bushes, 3s. 6d. each. Brake cables, 17s. 6d. each. Fan belts, 7s. 6d. each. Magneto pinions, 25s. each. Timing gears, 1932 onwards. One only—Preselects gearbox, complete with bell housing, flywheel, automatic clutch and all linkage, ex-1934 Nine. Reconditioned exchange universal joints, brake shoes, clutch plates, magnetos. Exchange dynamo, 1932/35. Complete overhauls, cylinder boring and sleeving and general repairs. We are always interested in spares for sale, S.A.E. for prompt reply.

RILEY NINE MONACO, 1935, in very nice condition. Engine at present undergoing complete overhaul in our workshops, involving crank grind, new bearings and timing gears, reboring and new pistons, etc. £235.

WELFORD BROS., OPAL STREET, LEICESTER. Tel.: Leicester 65903. [1972]

ROLLS-ROYCE, 1938, drophead replica (21.6 h.p.) just completely resprayed pale blue, with black wings. Beautiful lines. Radio, tyres as new, mechanically excellent. Ideal car for professional man or enthusiast. £850, or offer. Photo. Robinson, 623, Kensington Close, W.8. [1973]

RILEY NINE MERLIN saloon, 1937. Lovely condition. One previous owner. New battery, four new tyres, wireless. Reborn. Taxed, comprehensive insured. Tools, handbooks, spares, etc. Must be sold by mid-June, emigrating. Nearest £325. Tel.: Office hours, Farrell, Manchester, Deansgate 6477. [1974]

500-c.c. RACING CAR, professionally built. Independent all round, tubular chassis, complete except for engine. Said to have cost £600 to construct. Acquired as part payment of debt so will sell to highest bidder over £100 received before June 10th. Griffiths, 1c, New Street, Kingswinford, Staffs. [1975]

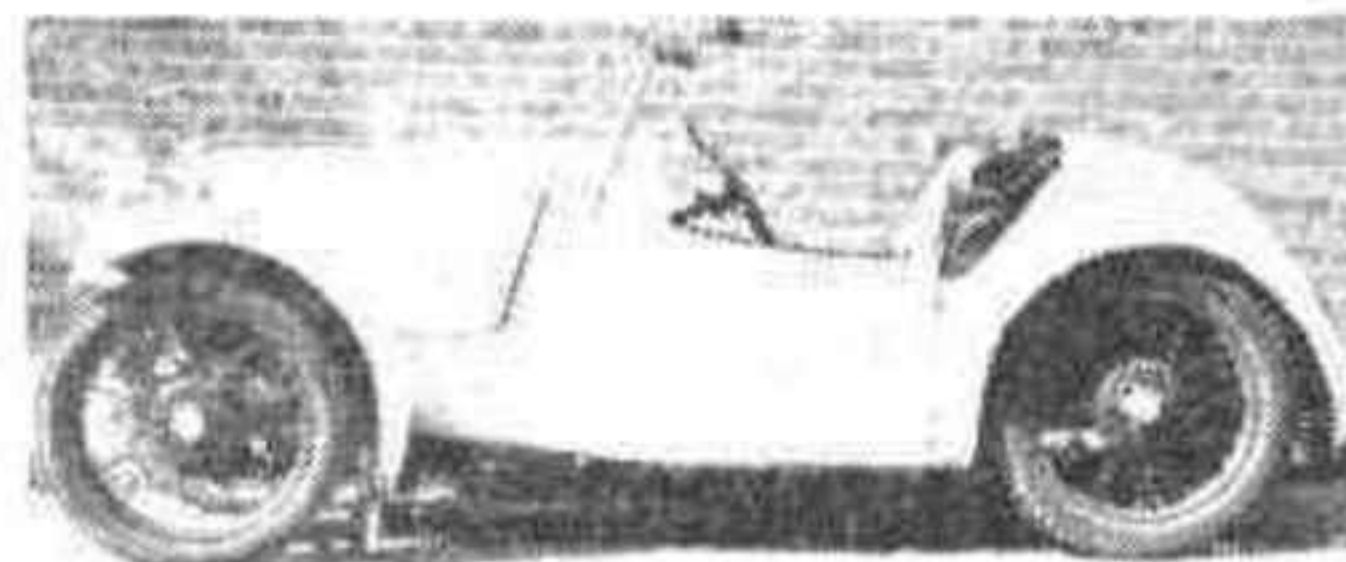
LANCIA LAMBDA, 5TH SERIES. Original unshortened 2-seater. 7th series engine and 4-speed gearbox, overhauled. 8th series steering, brakes. New bearings in rear axle, Hardy-Spicer tubular propeller-shaft and metal universals. Wellbase wheels, good tyres and battery. £175. Griffiths, 33, Sadler Road, Coventry. [1976]

ALVIS, 1938, 4.3-LITRE Charlesworth 4-light saloon. Sound mechanically, recellulosed, good tyres, electrics overhauled. Fitted hydraulic jacks, Luvax driver-controlled dampers, vacuum servo brakes. Magnificent performance, handsome appearance. £575. Gilling, 33, Sadler Road, Coventry. [1976]

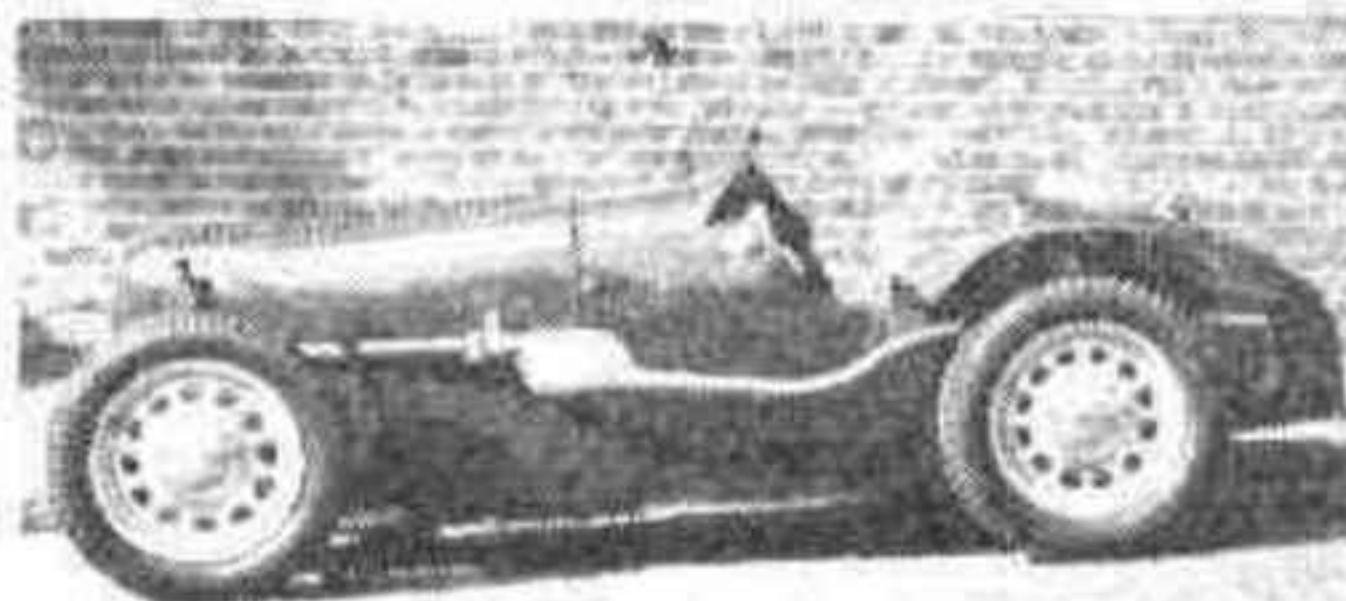
RILEY TWELVE, 1934. Crankshaft ground, re-sleeved (Hepolite liners and pistons), new carburetter, brakes relined. All 2,000 miles ago. Manual gearbox, oilcoil, etc. £160. 173, Ashton Hill Lane, Droylsden, Manchester. [1978]



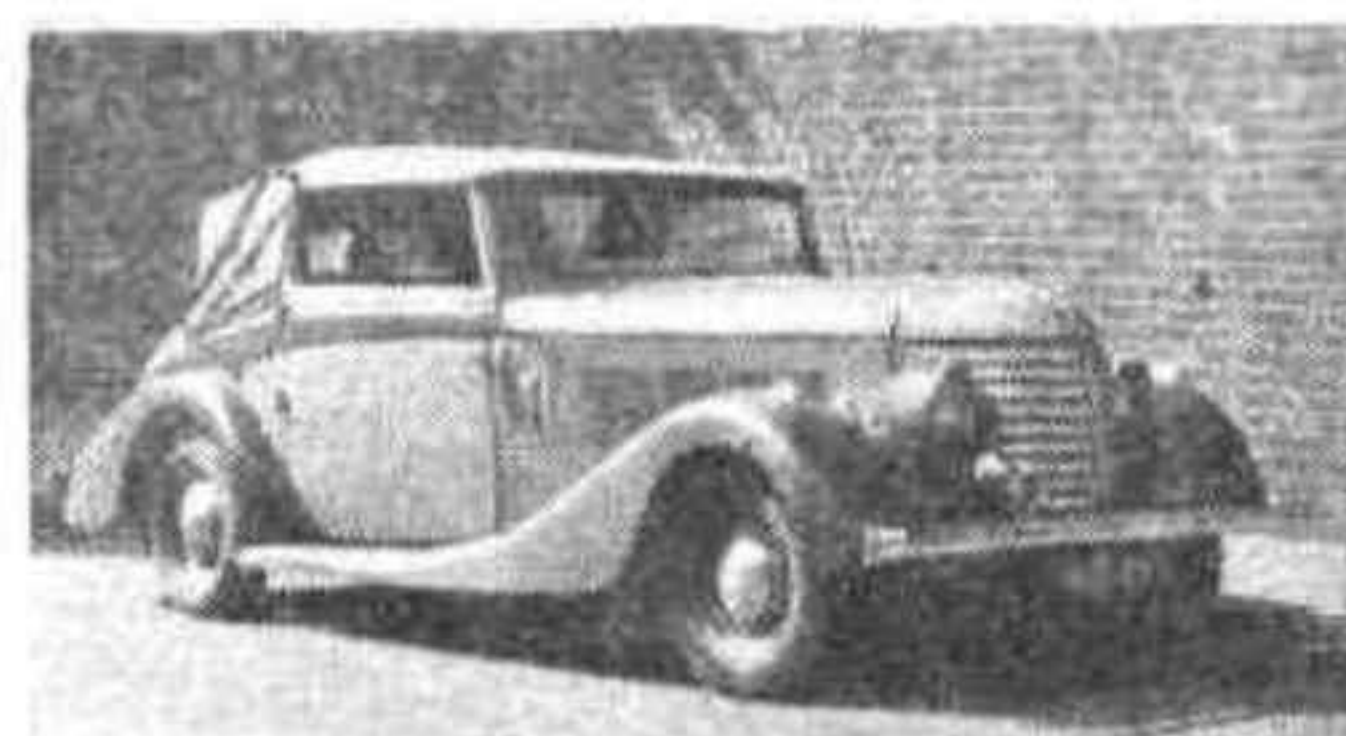
229, WEST END LANE, HAMPSTEAD, LONDON, N.W.6



AUSTIN NIPPY, 1935, 2-seater, good hood and screens, tyres practically new, engine just resleeved. Bills shown. Four-speed box. £195



AUSTIN SPECIAL, 2-seater, with Ulster engine, bronze head, water pump, and supercharger drive, 16-in. wheels. New tyres, Bowdunex brakes. £245



HUDSON, 1938, drophead coupe, 28 h.p., in blue cellulose with navy leather interior. Good tyres. Engine in very good condition. Fitted radio. £285

RILEY LYNX, 1934, 4-seater sports in cream, red interior; upswept scuttles; very good hood and screens, tyres almost new. Engine in extremely good health, fast and reliable. £245

AUSTIN SPECIAL, 2-seater, racing body in red, special radiator cowling and grille; aero-screens, outside exhaust, long chassis, oil coil; 17-in. wheels, all new tyres. The most impressive car we have seen. £195



AUSTIN NIPPY, 1936 coupe. Professionally built. Fitted with the rare Speedy engine, oversize tyres, all practically new. £225

M.G. 2-LITRE, 1938, drophead coupe. Black, with beige interior of leather. Engine resleeved and just run-in. £395

Hire purchase facilities are available in most instances. Immediate insurance.

We are interested to buy Austin Sports, Rileys, M.G.s, Talbots, Lagondas, etc., etc.

FOR SALE—continued

SINGER NINE sports 4-seater. All reasonable offers considered. Wanted: 12/60 Alvis tonner. Harding, Gorsebank, Heathside Park Road, Woking. Tel.: Woking 641, after 6 p.m. [1977]

MERCEDES-BENZ tourer, Model 30/380. Fitted 7.7 A.E.C. diesel engine. Best offer. Williams, Sanders Lodge, Rushden, Northants. Tel.: Rushden 2642. [1979]

LAGONDA, 1930, 2-LITRE supercharged open tourer. P.100a. Large quantity spares. £250. Brookes, 22, Hampden Avenue, Chesham, Bucks. [1980]

S.S.100, 2½ LITRE, 1938. This car has been used for pleasure only and is in quite exceptional condition, mechanic-maintained regardless of cost; genuine mileage under 18,500; new motor fitted following frost of 1947 and now just run-in (3,000 miles). Extras. Taxed, insured. Very desirable. £685. Whitfield, Sandhurst, Station Avenue, Walton-on-Thames. Tel.: Walton-on-Thames 4615. [1981]

NA-TYPE MAGNETTE, 1934, 2-seater, in good condition. Bodywork excellent, green; good chrome. Good batteries, tyres and tonneau covers. £240. Brierly, 26, Pean Lea Road, Bath. [1982]

3½-LITRE JENSEN saloon, 1937 model, in fine condition. Fitted replacement engine, new shock-absorbers, springs reset. Overdrive on all gears gives 2.9:1 in top. Five good tyres, heater. Mileage 66,000. £475, o.n.o. Box No. 4436, Motor Sport, 15, City Road, E.C.1. [1983]

DODGE VINTAGE STRAIGHT-EIGHT tourer (roadster). Utterly reliable, fine performance; seats five; excellent all-weather equipment and tyres well preserved, in original condition and daily use; taxed. £100. Davis, 128, Ebury Street, S.W.1, or Tel.: Uplands 2325. [1984]

SCINTILLA VERTEX, V.M.6, clockwise, £6. J. C. Stocks, "Harpers," Pleshey, Chelmsford, Essex. [1985]

1927 3-LITRE INVICTA, 3-seater, large dickey. B.R.G. New hood, battery, good tyres, etc. 80 m.p.h., 20 m.p.g. £80. F/Lt. Buchanan, R.A.F., Leconfield, E. Yorks. [1986]

MORRIS MAJOR saloon, 1933. Laid up war. Good tyres. Showroom condition, must be seen to be believed. One owner (85), given up motoring. £220. Smith, East Cross, Tenterden, Kent. [1987]

1939 B.S.A. SCOUT 4-seater sports. Immaculate, fast, reliable. Very economical. Value £350. Sell for best over £300. Terms possible. All answered. "East Bower," Sewardstone Road, Chingford, E.4 (near Royal Oak). [1988]

HISPANO-SUIZA 27-H.P. "BARCELONA" 7-seater saloon, 1928. Mechanical condition and coachwork good; 17-18 m.p.g. Good tyres and five spares, also handbook, etc. Nearest £300. Tel.: Maidenhead 2518, after 7.30 p.m. or weekends. [1989]

1933 4½-LITRE BENTLEY. Excellent condition throughout. New all-weather equipment. Good tyres. Small mileage since complete overhaul. Good petrol consumption for type. Sole reason for sale, owner posted overseas. No reasonable offer refused. S/Ldr. M. C. C. Haycraft, R.A.F., Lyneham, near Chippenham, Wilts. [2218]

CROSSLEY REGIS, preselector. Complete engine rebuild, bored, ground, etc. £200, o.n.o. Exchange 8/10-h.p. car or utility. Seath, 28a, High Street, Hampstead, N.W.3. [2219]

HOODS, TONNEAU COVERS, etc., made to your pattern and dispatched c.o.d. Upholstery, roofs, sliders, linings, carpets, etc., at works prices on request. Willie's, Ruvigny Garage, Ruvigny Gardens, Putney, London, S.W.15. Tel.: Putney 2879. [2220]

REFLECTORS RESILVERED, 5s. 6d. each, including post by return. Send P.O. Superbrilliant. Guaranteed. Trade terms. R. E. Packer (Dept. D.), Sion Place, Clifton, Bristol, 8. [2221]

TRIPLEX EXPRESS REPLACEMENT SERVICE. Any pattern supplied. Balmers (Glass Merchants), Ltd., Derby Road, Watford. Tel.: Watford 4268. [2222]

M.G. PB, 1936, excellent condition. Re-upholstered; mechanically sound. Spare cylinder block, rods and pistons. Reasonable offer to "Dumbarton," Horrabridge, near Yelverton, Devon. [1990]

1936 FORD TEN tourer. Resprayed. New tyres and carpets. Upholstery excellent. Very sound mechanically. Really remarkable condition. Offers over £250. 8, Russell Green Close, Purley, Surrey. Tel.: Uplands 4205. [1991]

SINGER TEN, 1926. Good mechanical condition, new tyres. Brake body. Taxed, insured. £70, o.n.o., or exchange open car. Wooddin, 8, Sussex Square, London, W.2. [1993]

NA MAGNETTE, 1936, 2¼-seater saloon. Good condition throughout. £285, or part-exchange vintage. Wood, 16a, Bushmead Avenue, Bedford. [1994]

ALVIS 12/50, 1932, close-coupled saloon, good mechanical order; no oil. Taxed Dec. Five good tyres. New timing gear, silencer. Partially rewired. Genuine domestic reason for reluctant sale. £185, o.n.o. Tel.: Godalming 166. [1995]

FOR SALE—continued

PRIVATE OWNER offers his Railton, chassis 543914. Especially built to my own specification in 1935 and never driven by anyone other than myself. Specification: Specially designed coachbuilt body of aluminium on ash frame. Immaculate interior, finished in finest quality grey hide single panelled upholstery. Extras include: Ace discs, Jackall fitted jacks, Motorola radio, Lucas P.100 headlamps, Andre telecontrol shock-absorbers, in addition to normal hydraulics, twin-tone hooters. Mechanically this car has been maintained in 100 per cent. condition regardless of expense and, being one of a stable of four, has done comparatively little work, and was laid up from 1939 to 1946. Engine completely overhauled by Thompson Taylor, of Brooklands in 1949. Coachwork unblemished. Performance: 95 m.p.h., 19 m.p.g. Price £595, taxed year. Inquiries to G. H. Douglas, Brookside House, College Road, Cheshunt, Herts. Tel.: Waltham Cross 2630. [1658]

LANCIA LAMBDA, 8th SERIES, tourer. Much money spent, some wanted back. Owner going overseas. £140, o.n.o. Elliott, "Golden Acres," Elstead, Surrey. [1661]

1936 MORRIS EIGHT 4-seater tourer, good condition. Taxed. £225. Tel.: Springpark 2971. [1470]

1933 4½-LITRE SUPERCHARGED BENTLEY Vanden Plas 4-seater ex. condition throughout, all good tyres, taxed, £475. Frazer-Nash 1½-litre Meadows car rebuilt for sprint work and not quite completed on body; engine overhauled, new rear axle fitted, clutch relined; £10 tax; £130. Othry Service Station, Burrowbridge. Tel.: Burrowbridge 265. [1662]

ALVIS TK 12/60 open 2-seater. Immaculate. All-weather equipment, tyres unworn, absolutely sound throughout: ready for any journey. A fast, economical car in new condition. £230. 1, Springfield Court, Upminster. [1528]

RILEY 1½-LITRE ENGINE, requires some attention. P-type M.G. front road springs. 1933 Rover Fourteen, pair sun-wheels. Gilbert, Hatt, Saltash, Cornwall. [1486]

ROVER SPEED TWENTY 2-door sports coupe, 1934. Fast, attractive-looking car in excellent order. £250, near offer. J. N. Gibbey, Highfield Cottage, Bourton, Gillingham, Dorset. Tel.: Bourton 371. [1663]

1923 BUICK roadster, 2-seater and dickey. Perfect running condition. Excellent hood and sidescreens. £39. 35, Leigham Avenue, Streatham. Tel.: Streatham 3129. [1664]

SINGER LE MANS, 1935, 4-seater. Twin Solex. Excellent performance. £210. Write, Goodrich, 14, Witherington Road, London, N.5. [1508]

£225.—TALBOT 165 Airliner saloon, rebuilt last 12 months: replacement engine, radiator and batteries, dynamo, etc., overhauled; recollused duo-blue; new roof, etc. Cost nearly £300. Not quite finished but in running order. Owner delivered new car. Goodwin, Park Farm, Gorcott Hill, Redditch. [1665]

CONNOISSEURS! Genuine one-owner 1932 8-litre Bentley. Special tourer body by Laneefield. Really lovely condition. Very lovingly laid up from 1939 till this year. Particulars and photos from Major Graham, Palace Hotel, Paignton. [1666]

777 BRITISH, Continental and American books about automobiles, motor-cycles and steam-cars (including Floyd Clymer's publications). Catalogues free! Vivian Gray, Bookseller, Haywards Heath, Sussex. [1667]

S.S. 100 3½-LITRE JAGUAR. 2,000 miles since £256 overhaul. Full description in March issue. £600, o.n.o. Green, Horsley Hotel, East Horsley. Tel.: East Horsley 2796 (evenings), Gerrard 1544 (day). [1522]

M.G. 18/80 2-seater, with large dickey. Luggage carrier. New hood, tyres. Brake drums lined and new linings. Bodywork and engine good. Green, Tel.: Western 8682, after 6.30 p.m. [1668]

1932 M.G. MAGNA drophead coupe. Excellent tyres, battery, hood and general condition; 27 m.p.g. £185, or part-exchange economical utility or van, 110, Carter Drive, Romford. [1523]

12-H.P. ALVIS, 1933, FIREFLY sports saloon. Very smart green, black and chrome. Exceptional leather upholstery. Excellent battery and general condition. Two tyres as new, three very good, plus two extra brand new tyres. Spotlamp, trafficators, etc. Taxed. Any trial. Nearest to £195. 170, Darkes Lane, Potters Bar, Middlesex. [1532]

O.M., 1929, 16-H.P. tourer, in excellent order throughout. Good hood, new sidescreens; steering, brakes, perfect. £210, o.n.o. Major Halford, Army M.T. School, Bordon, Hants. Tel.: Bordon 48, ext. 62; evenings, Bordon 251. [1669]

CITROEN, 1934, D.H. coupe, 14 h.p. Wind-up windows. Chassis very good. Body sound but not immaculate. Good hood. Tyres fair. £140, o.n.o. Major Halford, Army M.T. School, Bordon, Hants. Tel.: Bordon 48, ext. 62; evenings, Bordon 251. [1669]

BEAN, 11.9-H.P., 1923 tourer. In excellent condition, perfect runner and well cared for. £95, o.n.o. Mr. M. Hodgson, 2, Honey Hill, Wokingham, Berks. [1513]

FOR SALE—continued

HORNET SPECIAL with incomplete body. Any reasonable offer accepted. Apply: Graham's Garage, Slad Road, Stroud, Glos. [1450]

ALLARD, 1947, K.1, 2-seater. Resprayed silver blue/red. First class. Exchange M.G. TC, or good pre-war quality car. Offers. Hayton, 37, Arundel Road, Southport. Tel.: Southport 78123 (evenings). [1484]

£99—1930 TRIUMPH EIGHT, 2-seater, dickey. Extensively overhauled. Six tyres, Lucas spotlight, new battery. Taxed and insured. 40 m.p.g., 50 m.p.h. A reliable and economical vintage car. Heller, Homeside, Bourne End, Bucks. Tel.: Bourne End 775. [1531]

RILEY NINE, 1932, GAMECOCK. Good condition. New crankshaft and con-rods. £135, or offer, or exchange Riley Nine saloon. Henderson, 18, Walsingham Road, St. Andrews, Bristol, 6. [1482]

RILEY NINE March Special. Reconditioned engine just run-in. Bodily sound. In excellent mechanical order. 316, Leicester Road, Wigston Fields, Leicester. Tel.: Leicester 82203. [1670]

1925 "BULLNOSE" MORRIS-OXFORD. Rewired, new hood. Engine sound. Remarkable general appearance. £115. Photograph available. Harding, 43, Knightsbridge Court, S.W.1. Tel.: Sloane 2236. [1514]

1936 RILEY MERLIN saloon, £200. Wanted: Sporting guns, any condition. Hawkins, Holywell Cottage, Ashby Road, Loughborough. [1672]

M.G. MAGNETTE, N TYPE, 2-seater. Completely rebuilt for sports events at considerable cost; new tyres, batteries, radio, wind-tones. Taxed. Very fast and smart. £325. Also good Riley Nine Kestrel saloon, £275, and Morris Eight sports 4-seater, £225. 1, Lambolle Place, N.W.3. Tel.: Primrose 2657. [1489]

B. & C. PEARSON

(Associated with Pearson Engineering)

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of
Balance — Quality — Precision

In addition to our normal range of "specialist machining" of automotive parts, we have included Piston manufacture to cover special and obsolete types, with delivery in 7/10 days, from well designed Die-Cast Piston Castings — fully heat treated — and machined on latest-type machine tools.

Sports and Racing Enthusiasts will be given every attention for "specials" whether of design or compression. To complete our piston service, special Cylinder Liners supplied.

"First-class Castings—A Good Machine—Skilled Operators"

"A Balanced and True Piston at Your Service"

WILSON WORKS

Warwick Road, Knowle, Birmingham. Tel.: Knowle 2102

C.N. BEVEL BOX CASING, sprockets, crown-wheel, F.N. sprockets and dogs. Four wire wheels, 16 in., 52 mm., a hub cap, 52 mm. Solex carburetter. Meadows starting handle and dynamo. Ford V8 Smith speedo and rev.-counter. W. Kirby, 54, Mellish Road, Walsall, Staffs. [1673]

FORD TEN SPECIAL PARTS. Brand new. Water pump, £3. Set pistons, +30, valves, springs, £4. Set shock-absorbers, new, £4. Lengthened 44-in. steering column with new Bluemell's Silverstone wheel, £5 10s. 21-in. k.o., 25s.; 600/20 k.o., Alvis, complete, £3. V8 engine, running, £10. Last, Grove Farm, Dallingham, Woodbridge. Tel.: Charsfield 255. [1674]

H.R.C., 1947, 1,100, excellent condition. Works reconditioned engine. £750. Reluctantly selling; family increase. Laughton, Mill Hill, Salthouse, Norwich. [1452]

1927 BENTLEY BLUE LABEL saloon. Unique body. Original condition. Two owners. Fitted 4½-litre steering, Hardy-Spicer; two S.U.s. Silver-plated fittings and radiator; excellent leather, carpets; new differential gears and races. Photo available. Offers around £385, to White Lodge, Dartmouth, Devon. Available 20th May. [1675]

MINERVA (UTILITY), 1927, 26-H.P. Good engine, tyres (700 by 21), battery. Clutch needs repairing. Price £60, or near offer. Apply, Titsey Estate Office, Limpsfield, Surrey. Tel.: Oxted 157. [1676]

12-in. CYCLE WINGS, steel, domed, beaded all round. Rounded ends. Painted. Fronts/rears, 10s. 6d. each, plus carriage. Stanley Lipscombe, 6, Castle View Terrace, Boveney, Windsor. [1487]

FOR SALE—continued

LAGONDA 4½-LITRE shooting-brake, good chassis and well-built body, ideal as racing tender. £195. Also new 4½-litre Meadows engine, suitable Lagonda or Invicta. £75. Leo, 58, Holtsur Top Lane, Beaconsfield. Tel.: Beaconsfield 529 (evenings). [1525]

ALVIS FIREFLY, 1933. Good condition. Recent engine overhaul. £175. Lewis, 63, Osborne Road, Southsea. [1460]

FIAT 500. £100 spent on car recently. Price 300 guineas. Flight-Lieutenant Lockwood, R.A.F., Hereford. [1459]

1928 SINGER EIGHT. Good mechanically, five tyres, three good; body fair; hood, screens, poor. Spare gearbox, £50, offer. Field's Nurseries, Downham, Billericay. [1677]

S.S. JAGUAR 100, 3½ LITRE. Ivory. Taxed end of year. Immaculate. £525. Full particulars, Holmes, Tel.: Bowes Park 7008 (after 7 o'clock). [1678]

HILLMAN 20-H.P. tourer. One owner. Six new tyres, hood and sidescreens. Mechanically perfect. £175, or offers. Dr. G. F. Travers, 30, St. Mary's Abbot's Terrace, Kensington, W.14. Tel.: Western 2300. [1679]

SINGER 9-H.P. LE MANS Speed Special, 2-seater, 1935. Perfect condition. New hood; interior relined. Reconditioned carburetters, new brake linings, etc. P. Jackson, 31, Beeches Walk, Carshalton. Tel.: Vigilant 3948, weekends only. £285, o.n.o. [1680]

AUSTIN SEVEN SPECIAL, 2-seater. Large rear tank, downdraught carburetter, raked steering column, specially made fold-flat screen, new hood; battery, wiring, brakes, tyres, new last year. £120, or exchange for Austin Seven or Ford Eight 4-seater or small van. 23, Barnsbury Crescent, Tolworth, Surrey. [1681]

1934 TRIUMPH EIGHT, in exceptionally good condition for its years. Any reasonable offer under £100. 2, Upper Tollington Park, N.4. [1682]

REVOLUTION INDICATORS. Positive-driven type, 57s. 6d., delivery 2s. 6d. each. Revolution indicators, latest type, self-contained, electrically driven. Mark IVB with equally clear readings from 0-10,000. A new conception of accuracy and reliability. 110s., delivery 2s. 6d. each. Teddington Engineering Co., Ltd., 29-31, High Street, Teddington, Middlesex. Tel.: Kingston 1193-4. [1683]

£165, OR NEAR OFFER.—M.G. (J2). Dynamo reconditioned, new battery. Dayrell, White Horse Cottage, Bury, Sussex. [1684]

CONTINENTAL TALBOT 17.9 limousine, 1934. Good runner, good tyres, two spares. £85, or offers. Hubbins, Station Road, Dunstable. Tel.: Dunstable 180. [1685]

ALVIS SPEED TWENTY, 1934, saloon. Taxed year. Five nearly new tyres; brake cables, drums, back axle, steering, all renewed; twin horns; twin spots; Lucas P.100 headlamps; one-shot greasing; sound engine. Well maintained throughout. Owner must sell. Any reasonable offer near £275 considered. Seen Granville Street Garage, Granville Street, Birmingham. Tel.: Midland 4259. [1686]

CONNAUGHT ENGINEERING OFFER: 1949 Competition 2-seater J2 Allard; Mercury engine, de Dion axle, close-ratio gearbox; immaculate; fitted with luggage rack and finished in scarlet; £1,025. 1949 Competition 2-seater J2 Allard; Ardu head, de Dion axle; many extras; finished in cream and red; £1,125; cost new, £1,715. 1950 Competition 2-seater J2 Allard; Ardu head, de Dion axle, close-ratio box; one owner; excellent condition; 110 m.p.h.; £1,125; cost new, £1,715. 105 Talbot Vanden Plas tourer, manual gearbox; fast and attractive; £295. 1935 2.3 supercharged Alfa-Romeo, fitted with post-war streamlined 2-seater body, in opalescent blue; extremely fast (105 m.p.h.), vivid acceleration; full equipment, side shields, etc., fanned tail; comparable XK120; £775. Connaught Engineering, Portsmouth Road, Send, Surrey. Tel.: Ripley 3122. Open Saturdays and for inspection, Sundays. [1687]

FRAZER-NASH/INVICTA. Blackburn single o.h.c. engine from 1½-litre Invicta, complete except for con-rods, also E.N.V. crash box. All excellent condition. Will sell whole or parts. Smith, 57, Arundel Road, Kingston-on-Thames. Tel.: Kingston 9714. [1688]

4-LITRE BENTLEY, utility body. In good running condition except radiator, which needs repair. Ideal opportunity for enthusiast wanting to build short-chassis 8-litre as this model consists entirely of 8-litre parts, including F-type gearbox, hypoid axle, outrigger rear springs, tubular cross-members, improved steering box, etc. All Bosch electrical equipment. 11 ft. 3 in. wheelbase. £150. Morgan, 22, Devonshire Road, Birmingham, 20. [1690]

DIRECTOR WISHES SELL 1937 Pontiac saloon, Model CA-LHD 28. Taxed. Excellent condition throughout. Tools, instruction book, spot, Masteradio, defroster, etc. £350, or exchange B.M.W., Frazer-Nash, about £250. Austin Seven engine unit, magneto type, £5. 34, Thorn Road, Worthing. [1692]

1932 RILEY NINE metal saloon. Converted sports coil, electric pump. New glass, battery. £90. 28, Gordon Road, Gillingham, Kent. [1699]

FOR SALE—continued

KX120 1950 JAGUAR, in grey. Private sale. Not raced. Good condition. £1,850 for quick sale. Box No. 4425, **MOTOR SPORT**, 15, City Road, E.C.1. [1693]

CONNAUGHT ENGINEERING OFFERS the following items which are surplus to requirements: 2½-litre Connaught-modified Lea-Francis engine, high-lift camshafts, four S.U. carburettors, 105 b.h.p., £350 (gearbox extra). Wade Supercharger, R.015, suitable for 1½-2 litres, unused, £45. Wade Supercharger, R.020, suitable for 2-3 litres, very little used and complete with S.U. carburettor, £50. Connaught Engineering, Portsmouth Road, Send, Surrey. Tel.: Ripley 3122-3-4. [1694]

RILEY NINE. Steel saloon body, 1933. Special twin-carburettor engine. Mechanically and electrically thoroughly reliable. Bodywork good. Any trial. £170, nearest. Donovan, 240, Huntingfield Road, Putney, S.W.15. Tel.: Prospect 4702. [1695]

ROLLS-ROYCE P.I. chassis, 1926. Excellent mechanically. Starts on button. £95 or offers. Brake body with seats suitable same, £25. Rover Meteor professionally converted shooting-brake, used daily, very nippy, £75, exchange considered. Filling Station, Woldingham, Surrey. Tel.: Woldingham 2255. [1696]

1929 GRAND SPORT AMILCAR, 8.9, 4-speed box; mileage under 400 since rebuild; details, photos: nearest £130. Also exchange 1937 Riley Nine Merlin saloon for saloon up to 15 h.p., suitable towing trailer. 7, Downham Road, Tranmere, Birkenhead. [1697]

ALLARD, LMG 192—registered 1942—fitted Mercury engine, all new components; telecontrols, hood, sidescreeens, tonneau cover. Close-coupled 4-seater body, resprayed maroon. Fold-flat and aerodynamic. Allard's prototype car, see March, 1952, **MOTOR SPORT**, page 116. £400. Carpenter, Well-nigh, Woodmansterne Lane, Banstead. [1698]

SEPTEMBER, 1950, CITROEN 6-cylinder car, would accept good sports car, part-exchange. Clarke, 50, Hollingbourne Road, S.E.24. Tel.: Wallington 5333. [1700]

ASTON-MARTIN, 1939, short chassis, 2-seater, in excellent condition. This car is offered on behalf of a client. Terms if desired. Hunts Motor Co., St. Neots. [1701]

TALBOT FOURTEEN, 1931. New radiator, engine just resleeved. Interior excellent. No cracked glass. Body, chassis, rear axle and tyres very good. Paintwork not up to Rolls-Royce standard. Seen Leatherhead. Tel.: New Cross 1751. D. Cussen. [1702]

ENTHUSIAST TO ENTHUSIAST!! A90 Austin convertible, Ming blue, Nov., 1950, 12,000 miles only. Radio, heater, floor mats, seat covers. Truly immaculate. Used weekends only. Specially tuned. £1,165 secure, no dealers. Tel.: Acorn 7197. [1703]

1927 VAUXHALL, TYPE LM, in immaculate condition, 2-seater; brown, with black wings, as original. Nearly new tyres all round, new Dunlop spare unused. Four-speed box, 4-wheel brakes, hood and sidescreeens, knock-off hub caps. Taxed; open to any trials. £200, or nearest offer. P. Smith, "Sandholm," Chipstead Lane, Chipstead, Sevenoaks, Kent. [1704]

ALVIS 12/50. Good running order. Used daily. Four good tyres. Home-made body. £120, or near offer. Morgan, 8, Broadwater Gardens, Shotley, Suffolk. Tel.: Ipswich 55762 (daytime). [1705]

ALFA-ROMEO, 1946, 6-cylinder 2½-litre, with 5-seater superleggera drophead coupe body. Basic price £2,800. Meticulously maintained. Offers over £2,500. Jourdiar, The Barracks, Kingston-upon-Thames. [1706]

HOODS, SIDESCREENS, tonneau covers, roofs, upholstery and carpets, repaired or fitted now by specialists. Materials also supplied, including leather-cloth, hooding and roof materials, carpets, fasteners, etc. Croyston Motors, Park Street, Croydon. Tel.: Croydon 3952. [1707]

M.G. PA, 8 H.P. Reconditioned engine; recellulosed. Excellent condition. Photo available. £285. Apply: 35a, Cheltenham Street, Swindon, Wilts. [1708]

ALFA-ROMEO 1,795, Castagna drophead coupe, year 1935. Excellent condition, including tyres; taxed to the end of the year. £450. D. F. Mallalieu, 2, Cleveland Road, Heaton Mersey, Stockport. Tel.: Heaton Moor 2434. [1709]

EXCELLENT PRESELECTION GEARBOX from 1934 Talbot, believed suitable all models, complete, £10. Also three 550 by 19 tyres, two retreaded by original manufacturer (India) few hundred miles only, indistinguishable from new. One Tyresole retread, smooth. £10. 6, Reynolds Road, Hove, Sussex. [1710]

TALBOT 105 4-seater Continental drophead by James Young. 1951 overhaul, including rebore, new radiator, hood, etc. 20/25 m.p.g. Seven tyres. Laid up nine years. £295, o.n.o. Box No. 4426, **MOTOR SPORT**, 15, City Road, E.C.1. [1711]

MORRIS-OXFORD "Bullnose" tourer, 1925. New hood, screens, tonneau cover. Two spare wheels. Tyres good, one unused. £60, o.n.o. King, Strood House, Peldon, Essex. [1713]

FOR SALE—continued

TWO 775 BY 145 DUNLOPS, as new, £9; tube 15s. Two 700 by 18 retrreads, £6 10s.; new tube, 15s. 16 by 50 Michelin, 75s.; 15 by 50, 75s. Two new 525 by 21 tubes, 30s. Few vintage books, manuals, etc. Carriage extra. 6, Acre Lane, Carshalton, Surrey. Tel.: Wallington 4696. [1712]

MORRIS MINOR. Overhauled, rebored. Fabric body fair. In daily use. £70, o.n.o. 337, Hayling Road, Oxhey, Herts. [1714]

LINCOLN sedan, 1931, 39 h.p., 7-seater. Good condition. Spare crown-wheel, pinion. Nearest £150. Seen by appointment. Broome, 29, Park Square, Newport, Mon. [1715]

LAGONDA 2-LITRE tourer, 1932. Rebored, clutch, brakes, relined; new hood, 28 m.p.g. New king-pins, bushes. P.100s. Two spare wheels. Taxed year. £325, o.n.o. Bradley, Maidenford, Barnstable. [1717]

ALVIS FIREFLY, 1934, shooting-brake. Smart, low-built body. Good condition. £250, o.n.o., or consider exchange for 8/10-h.p. Austin, Morris, etc. Hicks, Guildford Road, Farnham, Surrey. [1718]

TRIUMPH 1,800, complete "Shorrock" supercharger installation, £65. Phenomenal performance increase, completely reliable. Reason for sale—sold Triumph. 202, Chamber Road, Oldham. Tel.: Main 1386. [1719]

RILEY NINE converted sports stripped—all spares on offer. Brooklands radiator, very good engine, wheels, tyres (new), etc. Catmull, 36, Triton Road, S.E.21. Tel.: Gipsy Hill 5467. [1720]

1949 MORGAN 4/4. Green. 5,000 miles only. Superb condition. One owner. Olympia Show model. Offers. 70, Duncroft, Plumstead, S.E.18. [1721]

M.G. J2, 1934, 2-seater. Recent £60 overhaul. Excellent condition. £195. "Totnes," Westlands Avenue, Huntercombe, near Slough. [1722]

ALVIS SILVER EAGLE, 16.9 H.P., 1936. Black. Four-light sports saloon, aluminium body, no rust. Green leather interior. Engine and gearbox rebuilt 18,000. New roof, good tyres, latest Armstrong shockers. Utterly reliable car, with no faults. £300. Weekend, "Mosol," West Close, Summerley, Bognor Regis. Tel.: Middleton-on-Sea 681. [1723]

1929 ROLLS TWENTY, close-coupled 4-door saloon. Rebored and new R.R. pistons fitted. 2,000 miles since. £250, o.n.o. Beasted, Strathmore, Yarm Road, Eaglescliffe. Tel.: Eaglescliffe 3297. [1724]

ALVIS SILVER EAGLE, 16.95 H.P., 1930. Engine, magneto, radiator, completely reconditioned; KE 965s, new d.i. coil fitted 4,000 miles. Triple S.U.s; 22 m.p.g.; oil, 800 miles pint. Six excellent tyres; new hood; resprayed green. Wide Cross & Ellis 2/3-seater, with dickey. Taxed quarter, insured May, 1953. Any trial or examination. Nearest £180. Weeks, Cleve House, Exeter. Tel.: Exeter 2967. [1725]

VINTAGE ASTON-MARTIN INTERNATIONAL 2/4-seater, 1930. B.R.G.; Scintilla; 2,000 miles since resleeve; c.r. 7.3:1. New hood, tonneau, upholstery; rewired. Tyres good. £325, or offers. Would exchange vintage Rolls Twenty saloon. 9, Gibson Road, Birmingham, 20. [1726]

1933 M.G. MAGNA. Reconditioned engine, new pistons, bearings, shafts; brakes relined. Five good tyres, one new. Hood waterproof. Interior shabby, exterior good condition. Apply: Wye, 64, Adelaide Road, Chalk Farm, N.W.3. [1727]

£69.—AUSTIN SEVEN CHUMMY, absolutely immaculate inside and out. New hood and screens, good battery and tyres; taxed. Trial with pleasure. W. Barnes, 36a, Leigham Avenue, Streatham. Tel.: Streatham 3129. [1728]

MAGNETTE, K-TYPE, 1934, open 4-seater, good order. £140. Details, Bailey, Abbey Road, Sudbury, Suffolk. [1729]

20/25 ROLLS-ROYCE, 1932 (G.N.S. series registered 29.11.31). Low, pretty, very untaxed, black, 7-seater saloon (no division), by Windover. Mechanically excellent, coachwork irreproachable. One new, four almost new tyres. Full complement of Rolls instruments, all of which, except for petrol gauge, work. R.-R. silver lady mascot. 20/22 m.p.g. Recently re-upholstered throughout in brown furniture hide. New head-lining and carpet. Already on £12 10s. tax. I'm getting a later model 20/25 so, for a quick sale, in view of the slump, I'm offering it at lowest price for a 20/25 of this series since the war. Photo on request. Seen any time. £460. David Scott-Moncrieff, Rock Cottage, Basford Hall, near Leek, Staffordshire. [1730]

12/4 KESTREL, 1935. Very handsome, but can't afford time to mend various slight defects. You can at £235. Might exchange for cheaper car and cash. Tel.: Hampstead 3831. [1731]

RAPIER HEAD, oil pump drive, bearing housings, inlet manifold, etc.—perfect. Also camshafts and followers, exhaust worn, others useable. Anderson, 25, Selwyn Drive, Hatfield. [1732]

RILEY BROOKLANDS 9-H.P. Engine overhauled completely. New king-pins, bushes; brakes relined. Mechanically perfect. Body fair but sound. 200 miles since overhauled. £250, o.n.o. J. Marsh, Harvington, near Evesham, Wores. Tel.: Harvington 331. [1733]

FOR SALE—continued

TRIUMPH 12/95 GLORIA saloon, in really excellent condition. Recently sleeved and reground. £250, or exchange Triumph Fourteen. Matheson, Spring Cottage, Sonning, Berks. [1734]

6½-LITRE BENTLEY, 1928. £10 tax. Taxed to end of year. Excellent tyres. Special shortened chassis. Very light body, 32 cwt. Rebuilt 1951. £375. Copeland, Tudor Lodge, Tetbury, Glos. [1735]

4½-LITRE BENTLEY, 1928. £10 tax. Taxed to end of year. Very good tyres. 3-litre chassis, 28 cwt. Raced this season and last. £450. Copeland, Tudor Lodge, Tetbury, Glos. [1735]

TRIUMPH NINE, 1932, 8.9-h.p. Climax engine, dismantling. Pritt, 74, Princess Street, Ashton-under-Lyne. [1736]

1933 WOLSELEY HORNET special sports, good condition. New hood. Insured. £160. Tel.: Wimbledon 5272. [1737]

71. 4.4-LITRE COMPETITION ALLARD. Late 1949. low mileage. High-compression pistons and cylinder heads. Offenhauser manifold, twin Canadian carburettors. Close-ratio gearbox, Columbia 2-speed rear axle, six forward gears, Andre adjustable shockers. Grey cellulose. Green leather. Removeable wireless. Competition instruments in fascia. Price £875. Trial/photograph on request. Sylcote (Belper) Ltd., Standard Works, Belper. [1738]

CITROEN LIGHT FIFTEEN, 1937. Over £300 spent in last 18 months. Sale or exchange fully convertible D.K.W. Lock, Hartford, Huntingdon. Tel.: Huntingdon 408, after 6 p.m. [1739]

1931 SINGER JUNIOR sports. In good condition. New battery, weather equipment. Very well shod. 35 m.p.g. Taxed year, insured April, 1953. £140. Full details by letter. Whalley, 97, Green Lane, Oldham, Lancs. [1740]

1933 ALVIS FIREFLY, good condition. £250. 1927 14/40 Vauxhall, completely reconditioned, £150. Martin, Hall Lane, North Walsham. Tel.: North Walsham 372, before 6 o'clock. [1492]

AUSTIN SEVEN, chassis, steering, rear axle, radiator, Dover spring wheel. Opel i.f.s. unit. Two Ford Easicleans. Offers, lot or separate. Evenings. Mason, 41, The Drive, Feltham, Middlesex. [1524]

DELAGE D.8 and D.I.S., all spares. Gears cut, all makes. Matthews, Bentworth Priors, Tower Hill, Dorking. Tel.: Dorking 3426. [1741]

TALBOT 14/45, 1928, tourer. £80 plus. Good engine—overhauled; rewired. Taxed, insured. Tel.: Wembley 9911, after 6 p.m. [1742]

VINTAGE 14/40 HUMBER, rebodied as open occasional 4-seater. Professionally built aluminium shell on ash framework. Engine rebored, crank ground and radiator reconditioned as new. Spares include four tyres, gearbox, back axle, brakes, steering and springs. Some work outstanding. £10 tax. £125. 152, Sandy Hill Road, Shirley, Birmingham. [1533]

1,426-c.c. NE MAGNETTE. Lined, mains, big-ends, February. Monkhouse brakes. Lightweight body. Photo, **MOTOR SPORT**, last September. £450. Merritt, 25, Ship Street, Brighton. Tel.: Brighton 22479. [1478]

M.G. PA, 4-seater body, etc. First reasonable offer. Write, Milner, 89, Inwood Road, Hounslow. [1466]

M.G. MAGNETTE, 2-seater, Type N. Completely rebuilt, resprayed. As new. Many extras. £400 o.n.o. Tel.: Hove 47646. [1743]

£80.—1929 SINGER TWELVE, Tickford saloon. Original paint chipped. Four excellent tyres. Reliable. Roof operates from driving seat. Reason for sale, 1925 Swift. Munro, 43, Northway, London, N.W.11. [1744]

ALFA-ROMEO, 10 MILLION SERIES. Supercharged 1,750-c.c. Zagato 2-seater. Engine and coachwork completely reconditioned. One of the finest examples of this model in the country. Further details from Box No. 4273, **MOTOR SPORT**, 15, City Road, E.C.1. [1415]

FORMULA II SINGLE-SEATER, less engine; 4-wheel independent; 17-in. alloy Lockheeds; 110 E.N.V. box; 16-in. racing Dunlops, as new. First reasonable offer accepted. Wanted: 1,100 or 1,100 J.A.P. or H.R.D. engine, tuned for petrol/benzol. Straight tube front axle with brakes. H. Murray, "Waverley," Moss Lane, Lydiat, Liverpool. [1485]

ARNOTT SUPERCHARGER for Morris Minor. All fittings available. 1,000 miles only. Cost £80. Accept £50. O'Hanlon, Rose Cottage, Wilmslow. Tel.: Wilmslow 2123. [1745]

1926 AUSTIN HEAVY TWELVE tourer; laid up 12 years; excellent condition bodily and mechanically. Fitted new hood and side-curtains, hood bag, etc., by coachbuilder. Taxed. Any trial, £95, or nearest. Oldham, Ruttingham Farm, Piltown, near Uckfield, Sussex. [1746]

TALBOT 75, 1936, 4-door sports saloon, manual box. £85 engine overhaul (sleeved), 1951, since when new king-pins, shockers, oil-coil, etc. Good tyres; 20-25 m.p.g. Mechanically excellent throughout. £275. Oliver, 7, The Albany, Tidworth, Hants. Tel.: Tidworth 2164. [1747]

1927 14/40 HUMBER saloon, in very good condition. Completed trip to Austria in February without incident. Owner emigrating. £150. Osmaston, Lowfold, Wisborough Green, Sussex. [1748]

FOR SALE—continued

1939/40 FRAZER-NASH-B.M.W., TYPE 326, 2-litre saloon; 27½ m.p.g. £620. Tel.: Northwood 820. [1992]

TUBULAR CHASSIS FRAME, 3½-in. T. 45, fitted with unequal length wishbones and coil-spring i.f.s. Griffiths, Binfield Park Farm, Bracknell. Tel.: Bracknell 688. [1996]

ASTON-MARTIN INTERNATIONAL. Not run since engine resleeved, bearings renewed, crankshaft reground, new oil pump. New supercharger installation by Arnott. Original carburation available. Recently resprayed, new hood and tonneau. £350, o.n.o. Box No. 4442, Motor Sport, 15, City Road, E.C.1. [1997]

1949 INVICTA BLACK PRINCE, 3-LITRE, drophead coupe; 11,000 miles. Recently checked throughout; beautiful condition, mechanically faultless. Offers to Neary, 7, Sutton Close, Abingdon, Berks. [1998]

1935 ALVIS CRESTED EAGLE, Charlesworth saloon. Original condition. Two owners. Immaculate. £175. Ruskell, 82, Marine Parade, Brighton. Tel.: Brighton 20456. [1999]

AUSTIN SEVEN. Chummy body, 1927 engine. 1934 chassis. New all-weather equipment. Also spare 3-speed gearbox, camshaft, two half-shafts, cylinder head, etc., etc. Four good tyres. £75. Owner posted overseas. S.W. Lancashire area. Tel.: Rainhill 163. [2000]

1948 TRIUMPH 1.800 Roadster, superb throughout; taxed; £730. 1949 (September) M.G. TC, one owner, very little used, as new throughout; extras; guaranteed 13,000 miles; £730. Westbury, West Hill Road, S.W.18. Tel.: Vandyke 1607. [2001]

WOLSELEY HORNET, 1931, attractive 4-seater tourer. Green. Folding screen, chrome lamps. £110, or offer. Bridge Cottage, Hope, Kingsbridge, Devon. [2002]

ROLLS-ROYCE, 21.6 H.P., 1926. Four-wheel brakes, 4-speed gearbox, two spare wheels. In good condition except starter motor needs rewinding. At present fitted truck body. Mayne, The Mill House, Tatenhill, Burton-on-Trent. [2003]

FRAZER-NASH. Re-registered 1948. Alvis 12/60 engine. New body but slightly rough. Very high performance. Going abroad. £145 or offers. Many spares. View weekends. C. Hoskins, 5, Weybridge Park, Weybridge. [2003]

ROLLS-ROYCE 20-H.P., 1927, saloon. Engine specialist reconditioned, not yet run-in. Body needs attention. Spare dismantled engine and many other parts. The lot £285, or offer for quick sale. BM/NOSS, London, W.C.1. [2004]

RILEY ADELPHI TWELVE, 1937, saloon. Exceptional condition, enthusiast-maintained. Twin Noteks, oversize tyres, defroster, etc. £325, or consider exchange for sports car and cash. Skuse, Winlans, New Bristol Road, Worle, Weston-super-Mare. [2005]

ROLLS-ROYCE PHANTOM II 13-seater shooting-brake; only 63,000 miles. Overhauled, excellent condition. £550. Curry, Dartington, Totnes. [2006]

1939 JAGUAR 1½-LITRE drophead. Excellent polychrome-grey bodywork, with good chromium and red leather interior. Virtually new hood tyres, brakes, carpet, Fram, universals and battery. Taxed and insured. Roomy, fast and docile. £600 or near offer. 27, Tudor Avenue, Watford. Tel.: Gadebrook 2530. [2007]

1938 B.S.A. SCOUT, 10 H.P., 2-seater. Black. Engine, transmission, overhauled. £70; bills. New hood, battery, tyres; 40 m.p.g. £265, o.n.o. Sharp, 10, Ruvigny Gardens, S.W.15. [2008]

SUNBEAM SIXTEEN sportsman's saloon. Mechanically excellent, coachwork superb. £155, o.n.o. Would exchange for any interesting sports car or saloon. Smith, 48, Brookvale Road, Southampton. [2009]

"BULLNOSE" MORRIS. One coupe, 1926, one tourer, 1924, one conversion, 1924, and one chassis. Must be cleared. Sheppard, Vincent Avenue, Stratford-on-Avon. [2010]

AUSFORD 10-H.P. TRIALS SPECIAL, good condition. Just rebored. Full road equipment. Hood. £165, o.n.o. Williams, 29, Houghton Road, Handsworth, Birmingham. [2011]

FORD TEN ENGINE complete. Needs reconditioning. £12 10s. 207, Lordswood Road, Birmingham, 17. [2012]

2-LITRE LAGONDA, 1928, high chassis Speed Model. Excellent condition. Seen after June 15th. £280, or offer. Blamey, The Mount, Horseshoe Lane, Alderley Edge, Cheshire. [2013]

SILVERTOP HEAD, fit Mux or Talbot, 90s.; Run-baken oil coil, 12v., 45s.; both little used. 58, Balliol Road, Liverpool, 20. [2014]

1934/5 RILEY 12/6 saloon; good order, tyres; nearest £170. Also Jeep engine spares, wheels, tyres. The Cottage, Gilling East, York. [2015]

LEA-FRANCIS HYPER sports 4-seater, fitted Ace of Spades overhead camshaft 2-litre engine, performance equal to blown 1½-litre. Good tyres, two spares. Whole car in perfect mechanical order. Photograph available. £150. A. L. S. Denyer, Anstey Lodge, Alton. Tel.: Alton 2393. [2017]

OVER 200 CARS ALWAYS AVAILABLE

- ALL PLAINLY MARKED WITH PRICE AND YEAR.
 - ALL SUBJECT TO OUR 3 MONTHS' GUARANTEE.
 - ALL READY TO DRIVE AWAY IN 10 MINUTES ON OUR FAMOUS HIRE PURCHASE TERMS.
- NO REFERENCES—NO GUARANTORS—NO FUSS—NO FORMALITIES.**

The following are a few selected at random from our enormous stock:

1939 S.S. Jaguar 1½-litre drophead foursome coupe. Finished attractive grey green. Excellent chrome. Nearly new hood. Very clean interior. Sound mechanically. 439 gns.

1935 Singer Le Mans sports 4-seater. Black with red leather upholstery. Recently re-sprayed. New hood and sidescreeens. Really immaculate for its age. 229 gns.

1939 M.G. TA sports 2-seater. Finished British racing green. Excellent all-weather equipment. Nearly new tyres. Taxed year. Performance above the average. 379 gns.

1946 Riley 1½-litre sports saloon. A fine example of this popular make offered at a very attractive figure. 669 gns.

1947 M.G. TC sports 2-seater. Fitted many extras. Owned and carefully driven by an enthusiast. Colour black with beige upholstery. Superb performance. 565 gns.

1933 Riley Nine Monaco coach built 4-door saloon. The smartest in town. Overhauled and repainted at a cost of approximately £150. Superb condition throughout. Must be seen but only by a Riley enthusiast. 229 gns.

1933 Austin 12/4 Ascot 4-door saloon. One owner only from new. Stored 10 years in cotton wool. Really amazing condition throughout. Maintained by Austin distributor and in post-war condition. 229 gns.

1937 Ford Eight 4-door saloon. Sun roof. Very clean and extremely economical. 199 gns.

1939 Triumph Dolomite 14/60 1½-litre sports saloon. Black with real hide upholstery. Immaculate throughout. Sound mechanically. 369 gns.

1933 M.G. J2 sports 2-seater. Fast and economical. Suit motor cyclist wishing to change to a car with similar performance. 199 gns.

1939 Morgan super sports 2-seater 3-wheeler. Ford engine 50/60 miles per gallon. Nice order throughout. Choice of four. 239 gns.

1933 Rover Ten special sports 4-seater. A very clean vintage car. Sound mechanically. Reliable and efficient. 129 gns.

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RAYMOND WAY

CANTERBURY ROAD, KILBURN, N.W.6

Kilburn Park Station, Bakerloo Line, 150 yds.

Maida Vale 6044 (20 lines)

FOR SALE—continued

TALBOT 105 Vanden Plas tourer. New water pump, dynamotor and brakes overhauled; uses no oil; well shod; lamps resilvered; coachwork and mechanical condition good. £250, o.n.o., or exchange Frazer-Nash, with cash adjustments, or 12/60 "Beetleback." Fairhurst, Flat 3, 24, Ullet Road, Liverpool, 8, or Tel.: Princess Park 1155, after 6.30 p.m. [2016]

M.G., 1938, with that something extra. Actual 1½-litre "Cream Cracker" team car. Modified TA chassis. Complete works overhaul and new 1,708-c.c. engine 1939. Further extensive overhaul 1946. Moderate mileage. Many useful extras. Nearest offer to £425. Haskins, Malton Mews, Cambridge Gardens, W.10. Tel.: Ladbroke 1155. [2018]

RILEY MONACO, 1932 model. Taxed. Decoked, reconditioned magneto, excellent batteries, three good tyres headlamp reflectors replated. Excellent runner, used daily. New car arrival only reason for sale. Nearest £100 secures. Cox, Farthings, Raleigh Way, Hanworth, Middlesex. [2019]

A.C. 16/70 AERO saloon, 1935, 4-seater, 2-door. Now £250 or exchange good Riley Nine saloon. Photos and details: 31, Thornhill Road, Luton, Beds. [2020]

ALVIS TK 12/60 "Beetleback", 1931. Completely rebuilt. Mechanical condition and body excellent. £275. Olliff, 34, West Park, Bristol, 6. Tel.: Bristol 37716. [2021]

S.S.I., 1932, occasional 4-seater coupe. Resprayed and thoroughly overhauled. Mechanically perfect. £150, o.n.o. Parnell, Era's Mess, H.M.S. Dido, Portsmouth. [2022]

SUPERCHARGER (MARSHALL), almost new. All fittings for TA model M.G. Spare carburetter. Very reasonable. Tel.: Seven Kings 1814, any time. [2023]

RENAULT NINE, 1925. Genuine 5,000 miles, stored from 1926. Body poor. £45. Stapleton, 30, First Avenue, Newton Hill, Wakefield. [2024]

1931 ROVER. Good runner. Well shod. £90, o.n.o. Ashcroft, 21, Albury Drive, Pinner, Middlesex. [2026]

RILEY FALCON, 1935, 1½-LITRE, £275. Adelphi, 1937, immaculate. £450. 68, Edgwarebury Lane, Edgware. Tel.: Edgware 0493. [2027]

1½-LITRE M.G. Competition Special. Built 1950. £250. Murdoch, Pettymuick House, Udney Station, Aberdeenshire. [2028]

LAGONDA, 1932, 3-LITRE Special 4-seater tourer. Good condition throughout. £380, o.n.o. 49, Winslow Road, London, W.6. [2029]

ALVIS, 1933, CRESTED EAGLE, 20 H.P., Charlesworth saloon body. Excellent general condition. £140. Write, Garnett, Nettleton Road, Mirfield, Yorks. [2030]

SINGER ROADSTER, 1939. Far above average. Reset springs, new shackles, pins, bushes, pistons, shock-absorbers, battery. Perfect hood, sidescreeens. £395, o.n.o. Box No. 4443, Motor Sport, 15, City Road, E.C.1. [2031]

FRAZER-NASH-B.M.W., 1935, TYPE 40, cabriolet. Taxed year. £250. 10, Princes Avenue, Greenford, Middlesex. Tel.: Waxlow 2296. [2032]

V8 ENGINE, with gearbox and all accessories. Just decarbonised, all gaskets and wiring renewed. £50, o.n.o. Tel.: Valentine 9318. [2033]

LEA-FRANCIS, 1929, 14-H.P. tourer. Two owners. Perfect and original condition. 30 m.p.g. £180. Lovatt-Williams, 71, Eaton Place, S.W.1. Tel.: Sloane 1030. [2034]

INVICTA 1½-LITRE, dismantling for spares. Good chassis, gearbox, engine parts, axles, etc. Thatcher, 27, Wellfield Road, Roath, Cardiff, Glam. [2035]

MORGAN SUPER SPORTS, 1932, 3-speed and reverse, 1,100 c.c., o.h.v., J.A.P., good condition. Hood, tonneau. £110. S.A.E., Mather, Hurley, Berks. [2036]

RILEY MONACO NINE, 1937. Preselector. Very good appearance; one previous owner. £350. Dady, Tel.: Orpington 2414, evenings or weekends. [2037]

SNIP.—FORD EIGHT 4-seater tourer, 1934. New hood, reconditioned engine, clutch, brakes. £120, o.n.o. Tel.: Epping 2295 (9 a.m.-5 p.m.), Williamson. [2038]

CHEVROLET 30-H.P. ENGINE, complete with clutch, water pump, dynamo, starter, distributor and manifolds. £30, o.n.o. 68, Oak Road, Redear, Yorks. [2039]

£295.—**1939 FIAT 500** 2-seater D.H.C., maroon. Fitted S.U.; 50 m.p.g. Excellent condition throughout. 125, Hinckley Road, Nuneston, Warwickshire. [2040]

RILEY 1½-LITRE KESTREL 12/4 saloon, 1936 (S26K). 28 m.p.g. Preselector. Maroon. Beautiful condition and performance. Daily use. £325, or offer. Tel.: (London) Terminus 6570, ref. F.N.H. (10 a.m.-5 p.m.), or "Rosemary," Blackhorse Lane, Maidstone Road, Borough Green, Kent. [2041]

£80.—**JOWETT**, 1926, short 2-seater. Excellent condition. Taxed, insured 1953. Also complete rough Jowett. £17. 6, Aere Lane, Carshalton, Surrey. [2044]

FOR SALE—continued

R.A.F., BENSON, OXFORD. 3-litre Red Label Bentley, 1925 (15.9 h.p.) and 15-h.p. Daimler coupe, 1934. Must sell. £400 both; would separate. S/Ldr. Osment, Tel.: Wallingford 2292. [1493]

CROSSLEY REGIS TWELVE (August, 1935) saloon. Good condition, reconditioned engine and gearbox, etc. Present owner since 1945; laid up during war. Car of character for enthusiast with family. £300. Box No. 4278, MOTOR SPORT, 15, City Road, E.C.1. [1420]

FOR SPARES.—Six-cylinder Chevrolet and Ford V8 engines. Send stamped addressed envelope for details, and offers. Parkin, "Ken-Wood," Morthen, Rotherham. [1750]

ROOTS-TYPE SUPERCHARGER, suitable 8/10 h.p., £10. Lucas 4-cylinder Vertex magneto, suitable lefthand, righthand, excellent, £6 10s. "Bema," Sinhurst Road, Camberley. [1751]

NEW "1931" UNUSED AUSTIN SEVEN ENGINE, complete with all accessories; genuine bargain, nearest £20. Lucas vertical magneto, 4-cylinder, Type 4 V.R.A., as new, £4 10s. New 350-c.c. twin o.h.v. Douglas engine, unused, ex-W.D.; ideal for light car; £20. All goods as perfect. Money back guarantee. Wanted: welding generator, 200 amp., 40/70 volts, for engine drive, 2,000 r.p.m. Exchanges considered. S.A.E., particulars. J. Pell, 40, Longton Road, Blackpool. [1752]

AUSTIN SEVEN 2-seater touring, 1936 Ruby model. In good all-round condition. Large luggage space, excellent weather protection. Ideal touring car; 45 m.p.g. £175. Reason for sale, Riley ready. 54, Rosehill Avenue, Sutton, Surrey. [1754]

BRITISH SALMON SPARES. Sole stockists. St. James' Garage, Cheam Road, Sutton, Surrey. Tel.: Vigilant 2206/7. [1755]

1948 SPORTS LEA-FRANCIS, 2-seater, electric blue. Owner regretfully wants exchange roomier sports machinery. Will consider vintage, any horse-power, but 4-seater, prefer drophead or saloon, and cash. Also 1930 Lancia Dilambda, nearly running order (bearing gone). What offers? Wilson, Hill Place, Maidstone. Tel.: Maidstone 2868. [1756]

ASTON-MARTIN, MARK II, 4-seater, splendidly reconditioned. Offers over £500; exchange Citroen and cash. Anglia, 1948, 8,000 miles, £550. 13, Holly Drive, London, E.4. Tel.: Silverthorn 1341. [1757]

1929 DOUGLAS 350 c.c. Good order, tyres; taxed. £13. 24, Davies Avenue, Leeds, 8. [1758]

ALVIS, 1931, T.J. wide 2-seater. Exceptional order in all respects. Very reliable, solid car; good performance with economy. £180. Dickinson, Waller Barracks, Devizes. [1759]

1939 ROVER SPORTS SIXTEEN saloon. Mechanically excellent. New battery, good tyres; mileage 37,000. £475 cash or consider quality open sports in part exchange, value about £300. Tel.: Wallington 7114 (Surrey). [1760]

SQUARE-FOUR 1947 1,000-c.c. ARIEL motor-cycle. Good condition. Exchange for special, or partly-built special if very good, or best offer. Box No. 4427, MOTOR SPORT, 15, City Road, E.C.1. [1761]

TALBOT 105, 4-seater sports touring. First registered Oct., 1933. Exceptional performance. Maintained by an enthusiast and in perfect condition. Any trial. £175. Penn Garage, Ltd., West Avenue, Penn, Bucks. Tel.: Penn 2292. [1753]

1934 3-LITRE LAGONDA sports saloon; recent overhaul; over 20 m.p.g.; good tyres; oil negligible. Available U.K. early June. £250. Write, Capt. Pickering, 112 Company, R.A.S.C., B.A.O.R. 32. [1754]

AUSTIN SEVEN SPECIAL, £250. Green. Ulster manifold. Folding and aero-screens. 80, Kingston Road, Romford, Essex. [1455]

B.S.A. SCOUT sports saloon (2-door, 4-seater), 1940. Series VI, 10 h.p., f.w.d. Really good all round condition. Excellent black cellulose. New carpets and loose covers last summer. 32/33 m.p.g. £325 or nearest offer. J. Postlethwaite, 62, Parkside Drive, Watford. Tel.: Watford 3278. [1521]

A.C. drophead 4-seater. Splendid condition. Engine completely overhauled 1,500 miles. Everything about this car is absolutely first rate. £425. Box No. 4428, MOTOR SPORT, 15, City Road, E.C.1. [1762]

BLACKBURNE MAGNETTE, blown 1,500 c.c., recently completed, small mileage, special body. Many spares, including engine. £295, o.n.o. Petworth, Brooklands Road, Weybridge. [1763]

1929 RILEY MONACO. Reconditioned engine, magneto and dynamo. New battery. £85. 118, St. Andrew's Road, Coulsdon, Surrey. Tel.: Uplands 8491. [1764]

M.G. ENTHUSIAST OFFERS probably finest 2-seater PA on road. Immaculate condition, original black cellulose, red leather, instruction book. Cruises 60 m.p.h.; oil, 67 hot; 35 m.p.g. Nov., 1950; engine reconditioned, clutch, brakes, relined. 1951; new brake cables, battery, carpets, zip tonneau, wind-tones, spotlight, Blumel's wheel, mascot, a/cos, separate speedo, oil, water thermometers, wheels rebuilt, special exhaust, straight-through silencer; bills available. Taxed December. Unfaulted by R.A.C., report available. £350. Tel.: Western 7814. [1454]

REG. TIMMS (MOTORS) LTD.

1933 Lagonda 3-litre special sports pillar-less saloon. Resprayed green. Interior very clean and smart. New tyres. Unus d throughout war or since 1948. Over £500 spent on this car in 1946/7. A real ride, and exceptionally economical. Perfect. £295

1933 Alvis Speed 20-h.p. sports V.D.P. touring. Taxed. In really excellent condition throughout. Very well known. £245

1936 Alvis 16-h.p. drophead foursome coupé. Taxed. Excellent tyres. Resprayed. New Alvis engine fitted 1951. Very clean, smart and attractive sports carriage. £285

1935 Alvis Crested Eagle 20-h.p. 3-carb. 4-door saloon. Wilson box. Excellent runner. Clean and tidy. Ideal for conversion. £77 10s.

1936 Morris Eight 2-seater sports touring. Good tyres, engine, hood, curtains, etc. £175

1935 S.S.1 16-h.p. sports coupé. Good tyres. Excellent runner. Very smart. Taxed. £99

1930 Triumph Super Seven sports coupé. Taxed. Excellent set of tyres, new cylinder head, etc. A really good little performer. £75

1933 Sunbeam 25-h.p. 4-door sports saloon. Excellent runner. Very clean and sound. One owner only. Stored right throughout war years, and very carefully used. £145

H.J.S. Special 2-seater sports. New tyres. Taxed. Fitted with new Rover Fourteen engine and gearbox, special rear axle. Gives a terrific performance, with economy and looks that are extremely attractive, not a Bitza. £185

We have a selection of others ranging from 8- to 38-h.p. of all sorts and sizes. We will willingly take your present car in part-exchange. Hire-purchase can be arranged on almost any of the above. Immediate Insurance.

OPEN DAILY 9 a.m. to 8 p.m.

17/19, High Street, Taddington, Beds. Six miles from Dunstable/Luton. Nine miles Bletchley.

Mercury Offer

A superb selection of 10 M.G.s, including PA, FB, TA, TB, TC models; all in excellent condition with perfect all-weather equipment, good tyres, batteries, etc., and guaranteed for three months.

SPECIAL SNIPS

1947 TC, black, immaculate condition £545

1937 TA, black. Reconditioned motor just fitted, smart car .. £355

1935 PA 2-seater. Resprayed, new hood and tonneau, 16-in. rear wheels £255

More than a dozen other good Sports Cars to choose from.

Terms and exchanges on any car.

VISIT OUR NEW SHOWROOMS, AT

UNIVERSE HOUSE,
824/6, Harrow Road,
SUDBURY,
Middlesex.

Tel.: WEMbley 6058/9

FOR SALE—continued

2-LITRE M.G., 1939, saloon, in black, with red trim. Body and interior in first-class condition. Bargain at £535. Rainbow Bros., 163, High Town Road, Luton. Tel.: Luton 634/4224. [1765]

1914 AMERICAN HUPMOBILE, excellent condition. New tyres. Offers, particulars apply: Read, St. Julian, Salhouse Road, Rackheath, Norwich, Norfolk. Tel.: Salhouse 213. [1766]

DE DION BOUTON 8-H.P., 1906 car. Certified by the V.C.C. Beautifully restored—as original condition. Now ready for all the coming events. Offers around £185. Norman V. Reeves, 215/218, High Street, Uxbridge. Tel.: Uxbridge 444. [1767]

HEADSCARVES. No further orders this month, please, owing to supply situation. Below:—

CROSSLEY 2-LITRE saloon, small mileage, good condition, tyres, battery, Rudge wheels, £60. Pair 11-in. chrome headlamps, £4. E.N.V. preselector (10 h.p.), little used, perfect, £10. 815 by 105, 895 by 135 covers, 30s. Rich, Steelgreen, Milloom, Cumberland. [1768]

M.G. 8-H.P. 2-seater, 4-speed gearbox, £125. 2, Ringers Road, Bromley, Kent. [1769]

FRAZER-NASH ANZANI super-sports engine. 2,000 miles since overhaul consisting of rebore, new pistons, crank regrind, brakes relined, rear end overhauled by James Boothby Motors; radiator, magneto and starter motor reconditioned. Boulogne body. Two seats re-upholstered, new windscreen. Tyres: two new Dunlop "Forts" on rear, two new retreads on front (all 2,000); spare retread unused. £230. Box No. 4268, MOTOR SPORT, 15, City Road, E.C.1. [1770]

BENTLEY 4-LITRE, 1928, 4-seater touring. Excellent mechanical condition, recent engine overhaul, good tyres and bodywork. London area mid-June. £350. Box No. 4346, MOTOR SPORT, 15, City Road, E.C.1. [1923]

RILEY BIG FOUR sports saloon, 1938. Mechanically perfect. Good appearance. Very fast. Fiat 500, Ford Ten considered part, or sell £430. 17, Wharf Street, Leeds, 2. [1518]

WOLSELEY HORNET SPECIAL open 2/4-seater. Excellent mechanical condition. £140, o.n.o. Rollinson, 67, Sutherland Avenue, Leeds, 8. [1510]

ALVIS SPEED TWENTY Mayfair saloon. Good condition. £285. Tel.: Peacchaven 2397 [1473]

ROLLS TWENTY 4-seater, Hooper body. New hood, new dynamo, engine and clutch overhauled January, 1952, at cost of £118. Upholstery bad. £185. Ace Motors Co., 13, Adam and Eve Mews, W.8. Tel.: Western 5691. [1771]

£127. HILLMAN SIXTEEN touring, 1935. Available from 16th. Owner emigrating. Ross, "Yew Cottage," Lower Kingswood, Surrey. [1772]

RILEY NINE KESTREL. Rebuilt. Registered 1951. Re-sprayed. All parts new or reconditioned. New tyres. Special series engine. £265, o.n.o. Rushton, 53, Deuman Drive, N.W.11. Tel.: Meadway 2944. [1773]

MORGAN 4/4 drophead coupe, 1949. 26,000. Special body. Resprayed. New upholstery, hood, tyres January. £628. Tel.: Harrogate 2866. [1775]

M.G. P-TYPE CHASSIS, reconditioned, shortened and raised. Complete wheels, brakes, axles, steering, cross shaft, propeller shaft, radiator, etc., and only minus engine and gearbox unit and tank. V8 engine and gearbox also available if required. Offers. J. L. Shaw, The School House, Gentleshaw, near Rugeley, Staffordshire. [1776]

LANCIA LAMBDA, 7th series, shortened chassis. Engine recently re-sleeved, crankshaft reground, brakes relined; i.f.s. overhauled. Engine still requires some attention. No time to complete. Genuine. Brief bodywork. £120, o.n.o. Hyde Hill Farm, Churt, Farnham, Surrey. [1777]

B.E. TYRES. Part worn and new. Early magnetos. Austin Seven blocks, etc. Cheap. S.A.E. for list. Skerman, Cowling Hall, Bedale, Yorks. [1503]

1933 SPEED TWENTY drophead coupe by Vanden Plas. Excellent condition. Any trial. £250, or near offer. Mackenzie Smith, Agricultural College, Cirencester. [1504]

M.G. P.A. £80 engine overhaul. New hood, tyres, battery. £275, o.n.o. 28, First Avenue, Westcliff, Essex. Tel.: Westcliff 2994. [1778]

LAGONDA 3-litre saloon body. £20. Breaking 2.3-litre spares. Smith, 101, Wells Park Road, Sydenham. Tel.: Sloane 8326. [1779]

M.G. TA, 1938. 8,000 miles since overhaul by well-known M.G. expert in 1951, which included steering, new engine, new carburettors, brakes relined, new tyres; 34 m.p.g. Many extras, including 600 by 16 rears. Pass lights, de-frosters. Draft excluder sub screens, chrome; luggage grid, fitted bucket seats and swab seat in rear. New hood and side-screens. Re-sprayed 1951. £435, o.n.o. Box No. 4429, MOTOR SPORT, 15, City Road, E.C.1. Tel.: Reading 67638. [1780]

RILEY SPRITE, ex Gerard. Prepared for competition by Gerard Cars at end of last season. Afterwards was placed at four out of five meetings. Tractable high speed road and competition car. £650. "Osmotherley," Blackwell, Worcs. Tel. Hillside 1338. [1781]

FOR SALE—continued

WOLSELEY 4-seater sports, late 1934. Recent £60 overhaul (invoice available). £120 for quick sale. 33, Westfield Road, Barnehurst, Kent. [2043]

SUNBEAM, 1931, 23.8-H.P. saloon. Complete engine and clutch overhaul last August, crankshaft ground, all bearings, rebore, etc. New carburetter, coil; brakes relined; rewired; four new tyres. Details from Crease, Westover, Biddenden, Kent. [2045]

1931 LEA-FRANCIS 12/40. Fast, reliable, taxed, reconditioned gearbox, brakes relined. Roomy saloon. £135. Harvey, 23, Ridge Road, London, N.8. [2046]

J2 ENGINE and box complete. Lightened flywheel, 6-volt equipment, £35. Numerous spares, £5. Willis, 39, Leopold Street, Derby. Tel.: Derby 44127. [2047]

NA MAGNETTE, 1934, cream and maroon; good running order. New hood and spare tyre. £220, no offers. Write, Moat House, Mill Lane, Wythall, near Birmingham. [2048]

1940 FORD ANGLIA, just fitted new roof inset and recellulosed black by main Ford dealers; good tyres, battery, defroster. £385. 129, Nield Road, Hayes, Middlesex. [2049]

M.G. J2 2-seater sports, fitted aero-screens, tannau, etc. Good condition. £250. Also Ford Eight special sports, £150. Tel.: Harrow 1890. [2050]

EXCHANGE sound 1934 Alvis Firefly sports saloon, new tyres, for interesting or vintage tourer or drop-head. Anything considered. H. A. Spashett, Bungay, Suffolk. Tel.: Bungay 88. [2051]

RILEY NINE, 1934 open 4-seater. Recently fitted new c.w. and p., two retreads, etc. Complete weather protection, including Perspex windows. Telecontrols. £150, o.n.o. Morris, 3, Brockhurst Avenue, Burbage, Leics. [2052]

1924 ROLLS-ROYCE TWENTY, in good running order. Fitted very sound shooting-brake. Four new Dunlop rebuilds. New Exide accumulator. Taxed. £130. 42, Bridge Street, Walton-on-Thames. Tel.: Walton-on-Thames 2655. [2053]

BEAN, 1926, 12-H.P. tourer. In good condition. Laid up 1932-48. Just overhauled and repainted; taxed and insured, July. £55, o.n.o. Tel.: Molesey 4967. [2054]

RALEIGH THREE-WHEELER ENGINE. Complete with carburetter, starter, clutch and gearbox; numerous spares. Overhauled 1937. £35, or offers. Saunders, 133, Dunstable Road, Caddington, near Luton. [2055]

EXCHANGE, RILEY LYNX 12/4, 1935, open four-seater, excellent condition, for 8-h.p. car suitable for small garage, prefer tourer or D.H. Would sell. Tel.: Feltham 3168. [2056]

FIAT 500. Reluctantly offered for sale owing to enforced house purchase. Completely reconditioned 4,000 miles ago. Many extras. 55 m.p.g. Accept first offer over £260. Tel.: Maryland 2707. [2057]

LAMBDA SPARES: 3-speed box, front stays, steering box, crank and others. £15 lot. Salmon engine, twin o.h.c., vintage, for spares or rebuild, £5. S. G. Jones, 240, High Street, Warstock, Birmingham, 14. [2058]

1935 RILEY KESTREL 15/6. New roof lining, carpets, battery. B.R. green. Oil coil, twin wind-tone horns. Ideal for family man enthusiast. £265. Woodside, 7, Back Street, Clophill, Beds. [2059]

M.G. MAGNA, F TYPE, 1932, fitted new battery, oil coil, relined clutch, overhauled head. Interior shabby. £110, o.n.o. Holton, 36, Lockleaze Road, Horfield, Bristol, 7. [2060]

WOLSELEY NINE, 1933, saloon body, 4-seater, all in good order. Best offer over £130. Seen Weston-super-Mare. Tel.: Bleadon 378, or Box No. 4444, MOTOR SPORT, 15, City Road, E.C.1. [2061]

RILEY IMP. Mint condition. New batteries, tyres, hood and sidescreeens. Engine completely rebuilt. £450. Blake 19, Park Lane, Southwick, Sussex. Tel.: Southwick 2133, after 7 p.m. [2062]

AUSTIN SEVEN, 1928, 2-seater tourer (magneto). Engine unit overhauled. New battery. Many new parts fitted. Excellent bodily and mechanically. Offers, must sell. 233, West Boulevard, Birmingham, 32. [2063]

S.S. MORGAN, 998 c.c., w/c. J.A.P., 1931. B.R.G. New, tyres, wheels, suspension, battery, dynamo, five instruments upholstery. Reconditioned engine, clutch. Spare parts. 300 miles only. £120. 1, Osborne Road, Dunstable. [2064]

£75 FOR QUICK SALE: Exceptional Singer Nine 4-door saloon, sliding roof, 1932. Extensively overhauled. Peppy, economical, and dead reliable. Bankrupt owner bought Le Mans, Kohler, "Braeside," James Street, Joppa, Edinburgh. [2065]

D.K.W. 1938 saloon. 45 m.p.g., 55 m.p.h. Four new tyres, new battery. Also part-dismantled D.H.C. (gearbox damaged, no steering-box), many spares. £280 the lot or would separate. Birch, Crescent House, Ilkley. [2066]

ALVIS, 1928, 14/95 coupe, with dickey. No titled owners or crests on doors, but goes. Body good. Hood needs attention. Taxed, insured, 1953. £85, or exchange small sports. 36, John Street, Crewe. [2067]

FOR SALE—continued

1924 ROVER EIGHT, maroon/brass, any trial, £95, o.n.o. All 1921 spares from tyres to engine, cheap! Bar Lane Garage, Knaresborough. [2068]

TRIUMPH 2,000 chassis with modified red XK120 body, licensed. Wayside Garage, Knaresborough. [2068]

SUNBEAM 30/90, 8-cylinder. Maroon with German silver bonnet. Mechanical servo brakes. Rear half of body poor but all mechanical parts perfect. Tourer. Taxed and ready for use. £125. Box No. 2069, MOTOR SPORT, 15, City Road, E.C.1. [2069]

M.G. KD MAGNETTE, 100 per cent. in and out. E.N.V. 75 preselector. Comprehensively overhauled throughout; new crown and pinion, four new tyres. Motor 100 per cent. More than price asked spent this year. £95, or offer. Wanted urgently! TA radiator and off-side front wing. Buxey, Locks Heath, Southampton. [2070]

ENGINE, 4½-LITRE LAGONDA/MEADOWS, £35, o.n.o. Complete or would split for spares. Hammond, Shipton Oliffe, Cheltenham. [2071]

£15.—RENAULT EIGHT 4-seater 1924, complete but non-runner, towable, or would break for spares. Dyno-starter for Panhard 17-h.p., sound, £9. B.T.H. Vertex magneto, unused. £3. Austin Seven geared starter, complete, £3. Two good 450 by 17 covers, £3 each. Carriage extra. W. Barnes, 36a, Leigham Avenue, Streatham. [2072]

£87 10s.—3-LITRE INVICTA 2-seater; new battery; see it try it, buy it. W. Barnes, 36a, Leigham Avenue, Streatham. [2072]

S.S. JAGUAR 100, 3½ LITRE. Ivory. Immaculate. £475, or exchange Bond, cash. Tel.: Bowes Park 7008. [2073]

A GENUINE CAR of character, Morris Ten fixed-head, coachbuilt coupe, 1936, fitted easy-clean 16-in. wheels; indistinguishable from 1938 model. Immaculate throughout. Recent recellulosed du-maroon and black. Brown leather upholstery. Tyres almost new, chrome excellent. £290. Tel.: Tottenham 3345. [2074]

M.G. SPARES, PB model: Two 4.50 by 19 wheels, tyres and tubes; one Marshall supercharger; one differential complete with housing. All the above in excellent condition. Offers to Prince, 15, Kirkstall Road, Southport, Lancs. Tel.: Southport 66306. [2075]

JOHN BLAND, Talbot Specialist, can supply water pump parts and complete water pumps; flexible, one-shot oil pipes, gaskets, ignition parts for all models. Terry valve springs for "75" only. Many other parts, new and secondhand. Bland, 27, Southfields Road, S.W.18. Tel.: Vandyke 1612. [2086]

BENTLEY shooting-brake, £10 tax, 3-litre, 1925. Re-registered 1948 with new body and full mechanical overhaul—very sound order. Five almost new tyres, with one unused. Electric fuel pump, new battery. Seats seven comfortably; ample carrying space. Tailboard at rear entrance. £300, o.n.o. Any inspection invited. Box No. 4375, MOTOR SPORT, 15, City Road, E.C.1. [2084]

FRAZER-NASH, 1934, T.T. REPLICA. Brakes and steering just rebuilt and perfect. Transmission moderate but sound. Meadows 1½-litre engine, recently relined, shaft ground, new bearings, dynamo faulty. Original 2-seater aluminium body rather scruffy, no hood. This car has always served me very well but we must now part as I cannot get my family into it. Idea of price about £200 to a good home. Tel.: Holden, Bellwood 9351, for inspection (Surrey), or write, Box No. 4376, MOTOR SPORT, 15, City Road, E.C.1. [2085]

SPORTS SALOON body, Mulliner 4-door, ex-8-litre Bentley, complete, good condition; also D.H.C., partially dismantled; both cheap. Both for 12-ft. chassis. Pair 4½-litre self-energising front brakes, unused, offers. Numerous 8-litre spares. Box No. 4377, MOTOR SPORT, 15, City Road, E.C.1. [2087]

SUPERCHARGED 1,750-c.c. ALFA Castagna drop-head coupe, 1934. Excellent condition. Small mileage only. Used three months since 1939. 20 m.p.g. £600, or nearest. Box No. 4380, MOTOR SPORT, 15, City Road, E.C.1. [2091]

BUGATTI ENTHUSIAST selling out: Type 35 minus body, dismantled; also 35B single-seater, axles, wheels, etc. Box No. 4381, MOTOR SPORT, 15, City Road, E.C.1. [2092]

DELAGE 29-H.P. sports, 8-cylinder, complete chassis. 14-h.p. supercharged Singer sports, 6-cylinder, complete chassis. For sale. Box No. 4382, MOTOR SPORT, 15, City Road, E.C.1. [2094]

RAILTON 29-H.P. Powerdome engine and spare parts: Fiat 501 and 509 engines, clutch and gearboxes; Standard 9, 10 and 12 engines and gearboxes; Standard 6-cylinder engine; for sale. Box No. 4383, MOTOR SPORT, 15, City Road, E.C.1. [2095]

SINGER, 8, 9, 16-H.P. engines and gearboxes: Wolseley 21-h.p. Hornet clutch and gearbox; 20 by 5.50 new tyres; for sale. Box No. 4384, MOTOR SPORT, 15, City Road, E.C.1. [2096]

14/40 HUMBER saloon. Excellent condition throughout. Powerful and reliable. Three new retreads. Quantity spares. Nearest £100. Box No. 4385, MOTOR SPORT, 15, City Road, E.C.1. [2097]

FOR SALE—continued

F.W.D. ALVIS. Tyres fair, body poor. Cheap for cash. Box No. 4386, MOTOR SPORT, 15, City Road, E.C.1. [2098]

TALBOT 14/45 tourer, 1928. Good condition. Recently overhauled, resprayed. Full particulars, photos on request. £69. Box No. 4387, MOTOR SPORT, 15, City Road, E.C.1. [2099]

1933 LAGONDA 16/80, D.H.C. by Vanden Plas. Attractive car in excellent condition; economical. Photo to genuine inquirer. Box No. 4389, MOTOR SPORT, 15, City Road, E.C.1. [2101]

TYRES, TYRES, TUBES. 5,000 in stock. New, remoulds, used. Obsolete and beaded edge. No junk. Express service to anywhere in U.K. Hamiltons, Tyre Specialists, 22-24, Vicarage Street, Yeovil, Tel.: Yeovil 927. [2093]

TUBES. Brand new. To fit most sizes in B.E. and obsolete tyres. Large stock. Five Daimler 895 by 135 wheels, perfect. Hamiltons, 22-24, Vicarage Street, Yeovil. Tel.: Yeovil 927. [2093]

HISPANO-SUIZA SPARES and repairs. G. Briand, 47, Tamworth Road, Croydon. Tel.: Croydon 1742. [2088]

1932 SINGER 8-H.P. tourer, 2-seater with dickey. Good runner. £60. Dr. Hume Kendall, 107, Queens Gate, S.W.7. [2089]

1937 FRAZER-NASH-B.M.W., TYPE 40, 1½-LITRE 2-seater tourer. Resprayed black. New hood, sidescreeens. Well shod. Rebuilt 4,000 miles ago with many new German parts. Very fast and beautiful to handle. £350, o.n.o. Box No. 4392, MOTOR SPORT, 15, City Road, E.C.1. [2186]

D.I.S. DELAGE tourer, 1926, with Rover Sixteen engine and gearbox. Can be seen London, photographs available. £275. Box No. 4393, MOTOR SPORT, 15, City Road, E.C.1. [2187]

6.50-19: two Dunlop racing, two Dunlops. 6.00-19: one Dunlop racing, 50 per cent. worn. 5.00-18 Dunlop maker's rebuild. Box No. 4394, MOTOR SPORT, 15, City Road, E.C.1. [2184]

RILEY NINE MONACO, 1928, well preserved. Body, engine, electrics, etc., good. £110. Box No. 4395, MOTOR SPORT, 15, City Road, E.C.1. [2178]

M.G.: J2 cylinder head, complete, £7 10s.; block, with rods, pistons, £6; cylinder head with valves and guides, £5; valve cover, 15s.; sump, 10s.; starter, £1 10s.; dynamo, £3; carburetter, £3; distributor, 10s.; gearbox with remote control, £9; clutch, £2. Plus carriage. Box No. 4396, MOTOR SPORT, 15, City Road, E.C.1. [2158]

FORD V8, 1938, dismantling. Morris Minor and M.G. spares. Cowley spares. Box No. 4397, MOTOR SPORT, 15, City Road, E.C.1. [2156]

EXCHANGE, ASTON-MARTIN LE MANS 4-seater, in beautiful condition, laid up eight years, for Riley M.P.H., or Imp with reasonable cash adjustment. Box No. 4398, MOTOR SPORT, 15, City Road, E.C.1. [2149]

BENTLEY, 1926, 3-LITRE BLUE LABEL fabric saloon by Freestone and Webb. Standard, apart from Red Label pistons, 10,000 miles since rebore, brake reline, new drain tubes, etc. Resprayed. Seen Stanmore. £200. Box No. 4399, MOTOR SPORT, 15, City Road, E.C.1. [2146]

M.G. J2 crank, £7; rods, £1; crank gears, £2; front housing, 30s.; rear housing, 30s.; oil pump, £2; sump, 30s.; inlet, £1; cam bearings, £2 set; VD complete cam gear, 50s.; oil filler, 12s. 6d. "P" rods, £5; camshaft, £5; bearings, £2 set; centre main, 35s. Many other parts. Box No. 4400, MOTOR SPORT, 15, City Road, E.C.1. [2141]

M.G. M TYPE engine, dismantled for spares. MOTOR SPORT, April, 1950, onwards. Wanted: P-type or similar front wings. Box No. 4401, MOTOR SPORT, 15, City Road, E.C.1. [2140]

ALVIS 12/60 shooting-brake. Mechanically perfect, good body. Nearest £185. Reading. Box No. 4402, MOTOR SPORT, 15, City Road, E.C.1. [2138]

MERCEDES-BENZ, 370S, 26 H.P., 2-seater sports drophead. Good condition. £275, or 4-seater part-exchange. Photo available. Box No. 4403, MOTOR SPORT, 15, City Road, E.C.1. [2133]

RILEY SPRITE regretfully offered for sale. Generally in very fine order and perfect mechanically. Cross-flow head, lightweight wings, outside exhaust, etc.; also good all-weather equipment. Performance above average. Max. 85-90, s.s. ¼-mile, 19.2, ½-mile 33.2. Rhydymwyn 1-34. Cheshire area. £590, o.n.o. Box No. 4404, MOTOR SPORT, 15, City Road, E.C.1. [2132]

TC M.G., 1947. Excellent condition. Family reasons for sale. Best offer over £590, or consider exchange saloon or character and/or similar performance. Box No. 4405, MOTOR SPORT, 15, City Road, E.C.1. [2212]

FIAT 1,100-c.c., 1939, MODEL 508C, pillarless saloon. Perfect condition, terrific performance with 38 m.p.g. and marvellous roadholding. £375. Mr. B. Royle, 16, Radstock Road, Stretford, Manchester. Tel.: LON 2236. [2103]

DOLOMITE ROADSTER, 1939 model. Reconditioned engine, new hood, brakes relined. General condition very good. Besing resprayed. Also 1939 Fiat 500. Reid, 682, Fishponds Road, Bristol. Tel.: Bristol 55995. [2105]

FOR SALE—continued

1934 RILEY NINE KESTREL. Genuine 55,000 miles. Two owners only. Preslector, Scintilla. Four new tyres. £100 overhaul last year by main agents. Recent check up. Excellent condition. £260. Taxed year. Whitaker, 17, Rothbury Gardens, Leeds, 6. Tel.: Leeds 78020. [2104]

SIX-CYLINDER CITROEN, June, 1949. Black. with sunshine roof, spotlight, oil pressure gauge, radiator thermometer, extra tyres and tubes. Managing director's personal car, beautiful condition. Any trial. Bargain, £1,300, o.n.o. Seen Ikley. Apply. Drum Engineering Co., Ltd., Humboldt Street, Bradford. [2106]

LANCIA LAMBDA, 5TH SERIES, 4-seater tourer. New hood, three new tyres. Recent engine overhaul. £220. Tel.: Stevenage 434. [2107]

M.G. MIDGET, 1930. Just resleeved, new big-ends, main bearings, etc.; clutch relined, new springs. Excellent condition. Taxed and insured. £120. Chase, 58, Cross Road, Bushey, Herts. [2109]

13-H.P. CITROEN saloon, 1937/38. Rack and pinion; cruciform axle, etc. 1948 condition. Almost new tyres. One previous meticulous owner. Fine opportunity for exceptional car. £475. 7, Lime Grove, Twickenham, Middlesex. Tel.: Prospect 2921 (business). [2110]

1949 M.G. TC. One owner. Taxed, insured. £625. Flat 7, 89, Foxgrove Road, Beckenham, Kent. [2111]

£50 EACH 1939 Trojan, complete, overhauled—no body rear of doors. 1931 Austin Heavy Twelve, taxed, drive away. Both very well shod. Set Ford Ten wheels, ditto Alvis. Several new and retread tyres. Alvis 12/50 gearbox, noisy. Bentley 6½-litre engine, complete. Packard chrome headlamps, Ford Eight half-shafts. Reason—Springcleaning. "Glebe," Bishopsteignton, Devon. Tel.: Bishopsteignton 203. [2112]

OFFERS INVITED, RAILTON straight-eight saloon, 1939. Good condition. Details, 79, Pinfold Lane, Penn, Wolverhampton. [2113]

1923 AUSTIN SEVEN tourer. Taxed and insured. Lights, battery, good order. £40. Rogers, Hillcroft, Allbrook, Eastleigh. Tel.: Eastleigh 87175. [2115]

TALBOT 95 saloon. A post-vintage thoroughbred, in exceptional condition after extensive overhaul. Full details, photograph. Price in keeping with falling market. Box No. 4446 MOTOR SPORT, 15, City Road, E.C.1. [2116]

SUNBEAM TWENTYFIVE shooting-brake. Really nice condition, mechanically and body. £125. Lagonda 3½-litre, rebuilt, re-registered 1949, £10 tax. Special body, open 2-seater, swept tail. Beautiful car really sound, £295. Tel.: London, City 4556. [2117]

1932 RILEY NINE Ascot drophead. Converted to four seats under hood. Nearest to £110. Harris, Belsize Grange, Chertsey Bridge, Surrey. [2118]

FORMULA II SINGLE-SEATER, 4-wheel independent suspension, front trailing-arm, 17-in. Al-fin Lockheeds, 4:1 back axle, Type 110 E.N.V. box, Racing Dunlops as new, two spare wheels. No engine, otherwise complete. £350, o.n.o., or exchange good 2-seater sports car. 103, Derby Street, Bolton. Tel.: Bolton 1116. [2119]

1937 CORD V8, unsupercharged, saloon. Excellent condition inside and out. Black. Radio, heater, windtones; oil consumption negligible. Will do 75 in third. £375. Owner bought supercharged Cord. 72, Tetherdown, Muswell Hill, London, N.10. Tel.: Mountview 5286. [2120]

RILEY NINE SPARES: Brand new dynamo (3-terminal), new crown-wheel (42 by 8), inlet and exhaust manifold, 3-stud type with hot spot. Offers. Tel.: Grimsdyke 759. [2121]

ALVIS SPEED TWENTY saloon, 1935. Good running order. New batteries. Starter motor, dynamo, water pump, brakes, recently overhauled. Oil consumption negligible. Owner expecting new car. Nearest offer £300. Dr. Harley, Harold Wood Hospital, Essex. [2122]

12/40 LEA-FRANCIS open 2-seater, rough condition, £65. Overland tourer, around 1922; excellent condition; genuine 16,000; needs pair tyres; £70. Various Sunbeam parts, 19-in. Riley wheel, 18-in. splined wheel. J. Nott, Fairview, Lyminge, Kent. Tel.: Lyminge 87292. [2123]

TWO 16-in. EASYCLEANS, adapted Austin Seven, with excellent 4.50 tyres. Exchange normal 19-in. wheels with tyres. Beard, Rectory, Huntspill, Somerset. [2124]

1928 FORD 14.9 saloon/van. Reliable runner. Needs battery. 49, Farleigh Road, New Haw, Surrey. [2125]

FRAZER-NASH ANZANI 12-H.P. coupe, 1931. In good condition. Chain drive. Colour red. £170. Wright, 133, Sandringham Road, Barking. [2126]

MONACO 500-c.c. SPRINT CAR, ex-Tipper and Hortwell. Fitted Norton engine, ready for immediate racing. This car holds numerous course records and being one of the fastest Formula III sprint cars in the country, obtained many awards last season. Nearest offer to £250 will be accepted. Inquiries, Peter Binns, 327, Ballards Lane, London, N.12. Tel.: Hillside 5073. [2128]



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MORRIS MINOR, twin semi-down draught S.U. carburettor unit, with linked controls, giving approx. 25 per cent. better acceleration, 34 m.p.g., £25. Sports Coils, Lucas or Delco, 36s.; inner valve springs, 7s. 6d.; special exhaust valves, 8s.; KE 965, 20s.; gear lever extensions, 6s.; chrome badge bars, 25s.; Lucas dual screen wiper drive set, 35s.

FIAT SPARES. Largest stockists of 500, 1,100 and 1,500 spares, new and reconditioned. Exchange reconditioned starters, dynamos, distributors, carburettors, bench-tested engines, gearboxes, steering boxes, radiators, suspensions. Complete reconditioning, servicing, coachbuilding, cellulosing and chromium plating.

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BODYBUILDING. Bucket seats, light steel frames, 27s. 6d.; trimmed with brown rexine, sprung cushions, 87s. 6d. Ditto, tubular frame, superior quality, 117s. 6d. Light alloy seats, untrimmed (25 lb.), 63s. Adjustment seat slides, 35s. pair. Aluminium angles, mouldings and sections stocked. Rexine, all colours, from 19s. 6d. yard; best quality duck, black, or brown; 70-in., 32s. 6d. yard. 6 ft. by 22G aluminium sheets, £2; 4 ft. by 215 ins. by 18G, soft, £1; 18G Duralumin, £3, while stocks last.

TUBULAR LUGGAGE CARRIERS, chromium plated, for Fiat 500 2-seater, Austin Eight, Standard Eight, Morris Minor, £5. M.G. 2-seater, £7 5s. "TC" & "TD," £8. Jaguar XK120, £7. Morgan Plus Four, £8 10s. "Brooklands" aero-screens, 12 in. by 6 in., universal fitting, detachable, 50s. each.

SPECIAL ENGINES "J4" M.G., ex-Humphries, prepared. World's Records, Laystall crankshaft and rods, special bearings, £85. Zoller supercharger for same, £20. M.G. 2-litre S.A. engine, complete carburettors, manifolds, starter, dynamo, clutch and gearbox recently reconditioned, £120. 30-h.p. Siddeley Special light alloy engine, reputed 100 b.h.p., £50. Bugatti type 37 crankshaft, £17 10s. Large stock superchargers and sets.

ALFA-ROMEO 1,500 and 1,750 twin cam, spares; complete differential unit, £30.

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HORNET SPECIAL sports. Red/chrome. Real eyeful! £155. Daimler Twenty, 1935, saloon; cost £825; gift, £185. Humber Snipe, 1936, saloon; repainted; £225. 10, Eastbrook Road, S.E.3. Tel.: Greenwich 0772. [2127]

REBUILDING OR OVERHAULING? These practical handbooks will help you: "Automobile Workshop Practice," 10s. 9d. "Chassis, Brakes, Steering, Suspension Overhaul," 12s. 9d. "Transmission Overhaul," 8s. 9d. "Cellulose Spraying," 8s. 9d. "Electrical Maintenance," 8s. 9d. "Engine Overhaul," 8s. 9d. "Fault Tracing"—32 charts, 232 pages of explanation, 109 illustrations—20s. 6d. All post free by return. Abbey Technical Press (Clacton), Ltd., Dept. 1C, 79, Rosemary Road, Clacton-on-Sea, Essex. Technical Books are our Business! [2129]

DELAGE 34-H.P., 1926, completely rebuilt 1951, including all new upholstery, plating, hood, etc. Engine overhauled and in first-class condition. Varnished mahogany bodywork. Good tyres. Family reason for disposal. £130, o.n.o. Macpherson-Grant, Christmas Mill, Eckenbridge. Tel.: Edenbridge 3118. [2130]

M.G. TA, 1939, excellent condition, recently overhauled. New hood and full-length tonneau. £365, o.n.o. Ripley, 28, Mountain Street, Mossley, Manchester. Tel.: Mossley 233. [2131]

VINTAGE 2-LITRE H.C. LAGONDA tourer. Good condition. Small mileage since engine overhaul by Davies Motors. Fast, economical. £150, o.n.o. 31, Hillingdon Road, Gravesend. Tel.: Gravesend 4611 (day). [2135]

ALVIS 12-H.P., 1933, saloon; 4,000 miles since overhauled. Offers: Coxon, Clarendon Hotel, S.E.3. [2136]

ADVERTISER OFFERS what is considered unanimously most attractive Riley Nine 2-seater in existence. Described frequently in *Autosport*, *Motoring*; twice winner, Concours d'Elegance at Riley's (Abingdon), 1950/51. New coachbuilt body Riley/Alfa design, by specialist. Colour, burgundy-red, black leather upholstery. Fold-flat windscreen, louvres, telescopic hood, envelope, tonneau. Chrome perfect. Absolutely new Laystall balanced engine, new flywheel, clutch, magneto, pump, battery, five new tyres. Reconditioned gearbox, complete new axle unit. Every part renewed, just run-in. No other Riley in England to surpass this one and only model in design or mechanical excellence. Taxed, insured. Virtually new car for £400. Reason selling, three into two won't go. Call weekends and evenings. Minute, Addlestone Station, Beck, 78, Alexandra Road, Addlestone, Weybridge. [2137]

SPARES FOR 1930 Morris-Oxford, most parts—Spares for 1934 Morris 10/4 engine; Ford Eight engines, 12v. dynamotors. 1931 Standard Nine gearbox. Spares for other makes, some obsolete, etc. Kingman, Heddington, Calne, Wilts. [2114]

1929 LEA-FRANCIS supercharged 4-seater. Engine, gearbox, axles, rebuilt (roller crank). Good tyres, hood, tonneau. £285. 81, Wickham Road, S.E.4. [2139]

TRIUMPH SUPER SEVEN rebuilt trials 2-seater. £110. Underwood, 26a, North Street, Bishop's Stortford. [2142]

£75—1927 AUSTIN TWELVE saloon. Excellent condition, reliable and waterproof. 28 m.p.g. Just rebored. Davis, 21, Spaines Road, Huddersfield. Tel.: Huddersfield 1992. [2143]

1928 AUSTIN 12/4-CYLINDER saloon. Excellent engine, two owners. Seen West London. £75. Box No. 4447, MOTOR SPORT, 15, City Road, E.C.1. [2144]

FOUR-SEATER with tremendous performance. Aston-Martin rebuilt 1951 with V8 engine. Two gearboxes. P.100s. Tyres, hood, battery, good. 24 m.p.g., 94 m.p.h. Taxed, insured. £285. B. Hamlyn, 42, Bristol Road, Keynsham, near Bristol. [2145]

SUNBEAM SPEED TWENTY saloon, 1934. Re-sprayed. Mechanically good, body very good. 149 gns. Seed, A.T.C. School, Hurn Airport, Christchurch, Hants. [2147]

ALVIS, 1936, 12/70 drophead coupe. Specimen car. New tyres, loose covers, carpets, batteries. 25 m.p.g. Oil, 500 miles per pint. Private owner. Inspection, Watford. Tel.: Gadebrook 3386 or Leighton Buzzard 3330. Price £325. [2148]

WOLSELEY, 1935, 18-H.P. saloon, in quite good order. Sell £85. Want anything vintage? Hackney Repair Works, 435, Hackney Road, London, E.2. Tel.: Shoreditch 8209. [2150]

VERTICAL MAGNETOS, Lucas and B.T.H., 4-cylinder, £4 10s. each. Hackney Repair Works, 435, Hackney Road, London, E.2. Tel.: Shoreditch 8209. [2152]

ASTON-MARTIN, MK. II. Perfect condition throughout, just completed comprehensive overhaul. £560, o.n.o. Daniel, 55, Crompton Court, Brompton Road, London, S.W.3. [2153]

ALVIS 2-LITRE, 1935, saloon. £100 new materials alone. Seen London weekends. £240. Felix, Taplow Court, Taplow, Bucks. [2154]

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AUSTIN Heavy 12/4 saloon, 1930. Good tyres and battery ... **£75**

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21 D.M.S. Delage
1938 Rover 14-h.p.
Austin Sevens, 1934/5/6

Most spares also for Bentley, Delage and Lancia Lambda.

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A.C. SALOON, 1932. One owner 19 years. Fitted five new tyres, new carburetter, distributor, worm-wheel, etc. Perfect condition. £200. Tel.: Derwent 6430. [1783]

1929 ALVIS 12/50. SD engine. Open 4-seater. Body ex-Speed Twenty. Excellent handling. Good performance, but pistons slapping a bit. Detailed inspection invited. £135. Stewart, 56, Gores Lane, Formby. Tel.: Formby 3381. [1784]

FIAT AND ALFA-ROMEO SPARE PARTS. 1500 Fiat gearbox, cylinder head with valves, rocker shafts, springs and push-rods; set of pistons plus 60; Zenith downdraught carburetter, clutch plate relined, radiator, pair of rear shock-absorbers, distributor, self-starter, air cleaner, 500 model Fiat, Solex carburetter, camshaft and crankshaft gears, rear main bearing housing, front main bearing, timing case cover, fan, Alfa-Romeo. Gearbox gears, splined hubs, propeller shaft, sleeves, oil pump gears, speedometer gears, bushes, radiator sport type, steering arms, brake mechanism parts. Stiles, 153, Billing Road, Northampton. Tel.: Northampton 2264. [1785]

ALVIS FIREFLY 12-h.p., 1933, tourer. All equipment. £175. 40 Willows Park, Windsor. [1786]

BENTLEY STARTING HANDLE (3 dog), £1. Set of six wheel discs for Bentley, £5. 6½-litre engine, less block, £5. Hub cap, 15s. Wheel locking ring, £1. Pair of d.d. SU carburetters with linkage, suitable 2-3½-litre, £5. Taylor, 1, Queen Square Avenue, Bristol, 1. [1787]

RILEY 2½-LITRE 1950 ROADSTER. Cream with green upholstery. 23,000 miles. Owner-driver. Maintained by one mechanic. 100 b.h.p. In first class condition. £1,250. Thomas, Burton Chambers, Carmarthen. [1788]

1936 MORRIS EIGHT 2-seater tourer. Excellent condition. Engine recently overhauled. £240. Tel.: Watford 4811. [1789]

TWO-LITRE V.D.P. LAGONDA. £180 just spent on overhaul. £375. Thornton, "Garthhill," N. Queensferry, Fife. [1466]

RILEY 1½-LITRE LYNX special sports. Body in excellent condition. New tyres, hood and tonneau. Engine recently overhauled. Any trial. £350, or near. 201 Lower Addiscombe Road, Croydon, or Tel.: Addiscombe 3821, after 7. [1479]

BENTLEY THREE-LITRE RED LABEL short chassis occasional 3-seater. Track type body. B.R.G. "A" type box. Zeiss mirror lights. 3.78 axle. New hood and tonneau cover. Fold-flat screen. 20 m.p.g. Excellent condition. Owner purchased 4½. £450, or nearest offer. Twigger, 11, Church Walk, Eastwood, Notts. [1538]

1927 AUSTIN 7-h.p. Excellent bodywork and runner. New tyres. £45. 1935 Ford V8 4-door tourer. Very smart and rare model. Excellent condition throughout. £135. Wade, Wares, Linton, Kent. Tel.: Hunton 85163. [1791]

FRAZER-NASH SPARES, including chassis frame bevel box, front and rear axle parts and brakes. Also Jaguar back axle spares. Truscott Alpha Garage, Aldingbourne, near Chichester. [1792]

1937 B.S.A. SCOUT 10-h.p. open 4-seater. Red. Red leather. New hood and screens. Extensively overhauled. An exceedingly pretty car. Photo. £260. "Meadow View," Ringwood Road, Woodlands, Hants. Tel.: Totton 2266. [1793]

ALVIS 1936 SILVER EAGLE drophead coupe. Maroon body, leather. Recently fitted black hood and reconditioned engine. Open any inspection. £400. Wing-Commander Wallace, R.A.F., Duxford, Cambs. Tel.: Sawston 2291, Extension 90. [1794]

TALBOT 14-h.p. saloon, 1932. Overhauled. Resprayed. Good tyres. £150. Consider exchange sporting vehicle needing attention. Wanklyn, 2, Sanderspool Cross, South Brent, Devon. [1795]

£175. 1934/35 A.C. 16/80 SALOON. Knock-on wheels. Mechanically excellent. Resprayed. New battery. Very fast. 33, Ambleside, S.W.16. Tel.: Streatham 5785. [1497]

OWNER'S HANDBOOK for 20/25 Rolls-Royce. Absolutely unmarked. £5. Wells, "Cornerways," Pevensey Bay, Sussex. Tel.: Pevensey Bay 440. [1796]

HUPMOBILE PICK-UP TRUCK. Ideal for conversion to 7-seater. Taxed, insured. £85. Williams, 55, Eton Avenue, New Malden, Surrey. [1797]

TALBOT saloon 18-h.p. manual box, 1932-33. Original, mechanically excellent. Body interior very clean. £135. Exchange Morris or Austin Seven. 246, Eastern Road, Brighton. Tel.: Brighton 22596. [1798]

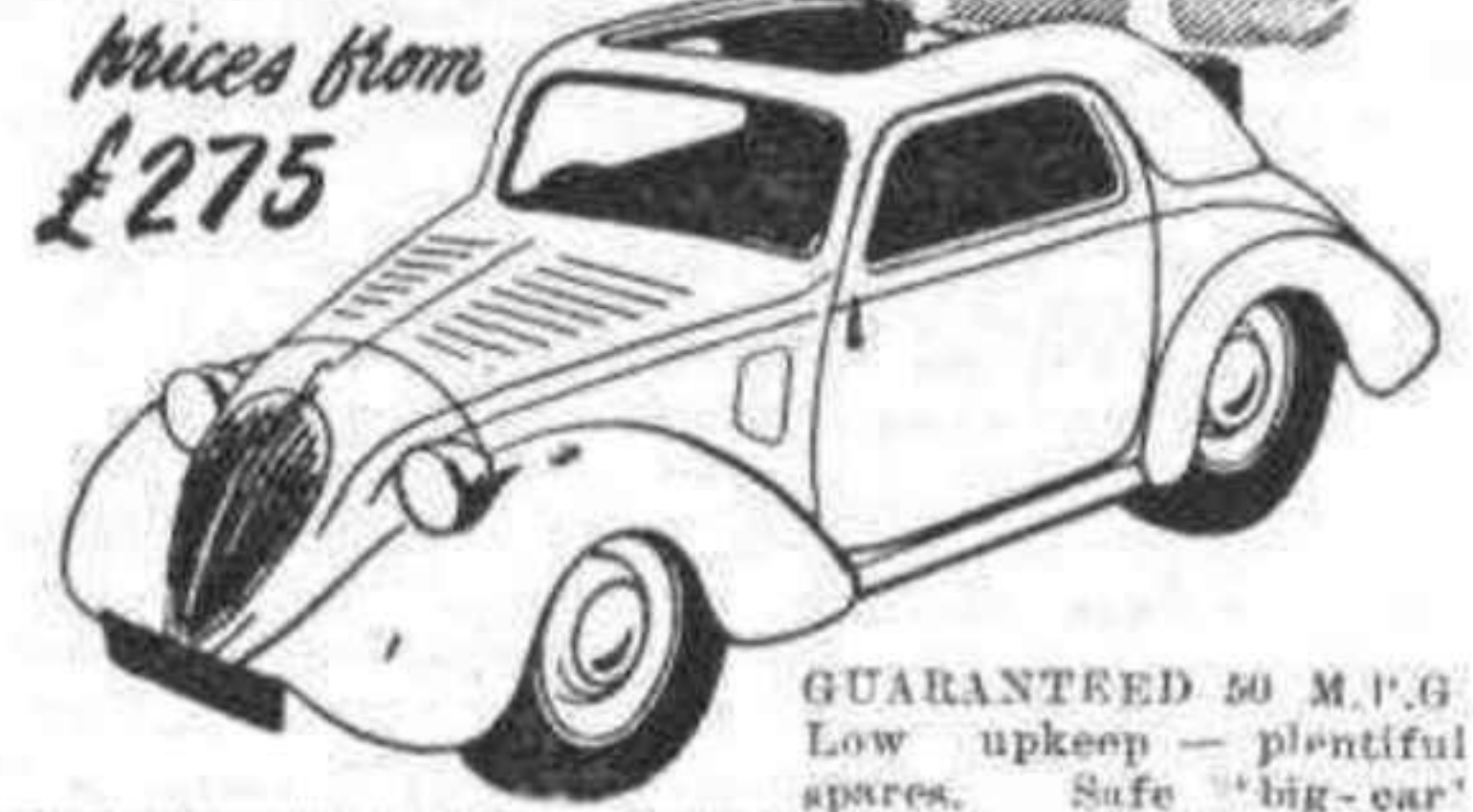
1938 MORRIS EIGHT saloon. Very good order. Engine just reconditioned. Best offer over £265. 238, Park Road, Kingston, Surrey. [1799]

FOGLAMPS. Pair Lucas FT57. Wanted in exchange for above—vertical fitting headlamps. TA gearbox cover wanted. Wheeler. Tel.: Maida Vale 9712. [1502]

CROSSLEY 12.9 SALOON, 1935. Body needs attention. £175. Wilmsburt. Tel.: Woolwich 4059. [1469]

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FOR SALE—continued

"F" MAGNA camshaft, £3. Instrument panel complete, 45s. Dismantled engine, £4 10s. 30, Ashwood Avenue, Coventry. [1800]

RILEY ADELPHI, 1937. Engine, brakes, steering overhauled. Resprayed. New carpets, fitted radio. £375. Kingston, 5, Brookdale, N.11. Tel.: Bow 7888, or Enterprise 5166. [1801]

TRIALS SPECIAL 10-h.p., 1951; i.f.s. Hood. Suitable road. £150, or exchange 7 to 9-h.p. saloon. 37, Halesowen Road, Quinton, Birmingham. [1802]

AUSTIN SEVEN: Genuine "Nippy." Reg. 1934. Very good general condition. Four excellent tyres. "Very Nippy." near £140, or exchange large vintage tourer. 150, Moorside Road, Eccleshill, Bradford, Tel.: Bradford 37771. [1803]

PAIR OF BRASS/BLACK OIL LAMPS. Brand new. Suit veteran car. £5. Two 31.4 wired-type tyres (new). Offers to: Collinson, 1, Haigh Fold, Eccleshill, Bradford. [1803]

B.S.A. TWIN THREE-WHEELER. Mechanically sound. New tyres, £75. 25, Tyrwhitt Road, Brockley, S.E.4. Tel.: Tideway 1942. [1804]

TWO-LITRE LAGONDA, 1927, high chassis saloon. Body rough. Mechanically sound. Also similar car broken up, almost complete. What offers? Bate, 5, Goldney Avenue, Bristol, 8. Tel.: Bristol 35346. [1805]

ROLLS-ROYCE 20-h.p., 1924, coupe. Restored as new by enthusiast. £200 spent last year. Bills, history; 22 m.p.g. £300, or exchange for 10-h.p. family car. Oatley, Church Farm House, Bourton, Swindon. [1808]

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BENTLEY 4½-LITRE, supercharged, fixed-head 4-seater coupe, chassis No. SM 3914. Very good-looking car in extremely good condition throughout. A car for a vintage connoisseur at the very reasonable figure of £395. I would accept, for my own use, a good, open and original 3 or 4½-litre in part-exchange.

BUGATTI, TYPE 46, unsupercharged, single o.h.c., 33-h.p., 1930, fixed-head 4/6-seater coupe. Repainted and generally refurbished, and in good condition throughout. Reduced to £210.

STUTZ 37-H.P. straight-eight, single o.h.c. engine, Zeiss lamps, 1930, with this season's most fashionable style of vintage body (sic)—a fixed-head 4-seater coupe by Lancefield, in very good all round order, at a silly price, £85.

VOISIN 23-H.P., sleeve-valve, open sports 4-seater, 1925. One owner since new; last taxed 1930. Brought up to 100 per cent. condition save that a new hood will eventually be necessary. £185.

PANHARD-LEVAISSOR, 14 H.P., miniature limousine; in other details similar to Voisin, save price, which is reduced to £150, as it is so un sporting in both appearance and performance.

Please note that my business will be closed for holidays from 14th to 29th of June, but I will endeavour to deal with correspondence during this time.

25, ORCHARD RD., STEVENAGE, HERTS.

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CYCLE WINGS (domed and beaded). 5-in., 6-in. and 7-in., 10s. each, fronts; 12s. 6d. each rear. Packing and carriage 4s. per order. W. C. Ferguson, Bath Road Garage, Nailsworth, Glos. [1809]

RILEY NINE MONACO, 1932. Superb condition throughout. Engine totally overhauled 1952. Must sell. £160, o.n.o., or exchange with £50 cash. Flanders Lodge, North Road, Aldershot. [1810]

INTER ASTON 1½ EX LF MEADOWS. New tyres, light 2-seater plus luggage. Full weather protection. Registered 1949. £150. Triumph Eight perfect chassis, completely reassembled, awaiting body; four-wheel hydraulic brakes, £45. Offers for '29 Lagonda Speed 2-litre engine, less one big-end. Aston gearbox, perfect, less speedo drive, £15. £10 approx. June 1-7. Tel.: Marlow 908; after Tel.: Pembroke 52 (Hereford). [1811]

STANDARD LITTLE NINE, 1933, bench seat tourer with dickey. Recent battery, rotollos, carburetter. Brakes relined. Dynamo overhauled. Lively economical. Open any trial. £100, o.n.o. Champness, 172, Overdale, Ashted, Surrey. Tel.: Ashted 4099. [1812]

RILEY SPARES. Falcon, 1935. Scuttle, bonnet, chassis, frame, front and rear axles, wheels, brakes, etc. 12, Copland Avenue, Wembley. Tel.: Wembley 4020. [1813]

700, 600, 525 BY 21 IN.; 820 BY 120 TYRES AND TUBES. All qualities. Please state exact requirements. Spares for 6½ Bentley and for Rover Eight. Dale, 142, Chesterton Road, Cambridge. [1814]

LANCHESTER TEN, 1933 Berkeley foursome tourer. Pre-selector. Hydraulics. Reconditioned throughout. Very attractive. £150. Offers? Hayman, 1, St. Amos Road, Lincoln. [1815]

LAGONDA 19/30. Over £80 overhaul; 2,000 miles ago, including ends, mains remetalled. Magneto reconditioned by Scintella. New silencer, brake ropes, etc. Overall condition excellent. Reason for sale: partnership ending. Price £170, or offer. Garden Cottage, Dunchurch, Rugby. [1816]

RILEY NINE SPECIAL. Reconditioned engine. Twin carburetters. Professional-built alloy 2-seater body with fold-flat screen and two aeros. Outside exhaust. Two new tyres, others good. Seen S.W. London. Owner getting married. £250. Box No. 4430, MOTOR SPORT, 15, City Road, E.C.1. [1819]

CLOCKS for vintage cars: Smith, £3 10s.; Ripault, £3 10s.; Jaeger, £5. All overhauled and in excellent order. Box No. 4343, MOTOR SPORT, 15, City Road, E.C.1. [1920]

ALVIS SPEED TWENTY saloon, 1932. Engine, box, radiator, wheels, recently overhauled. New tyres, battery, wipers, etc. Good lines, sound throughout. £200, but preferably exchange cash and low h.p. brake or roomy saloon. Box No. 4344, MOTOR SPORT, 15, City Road, E.C.1. [1921]

FOR SALE—continued

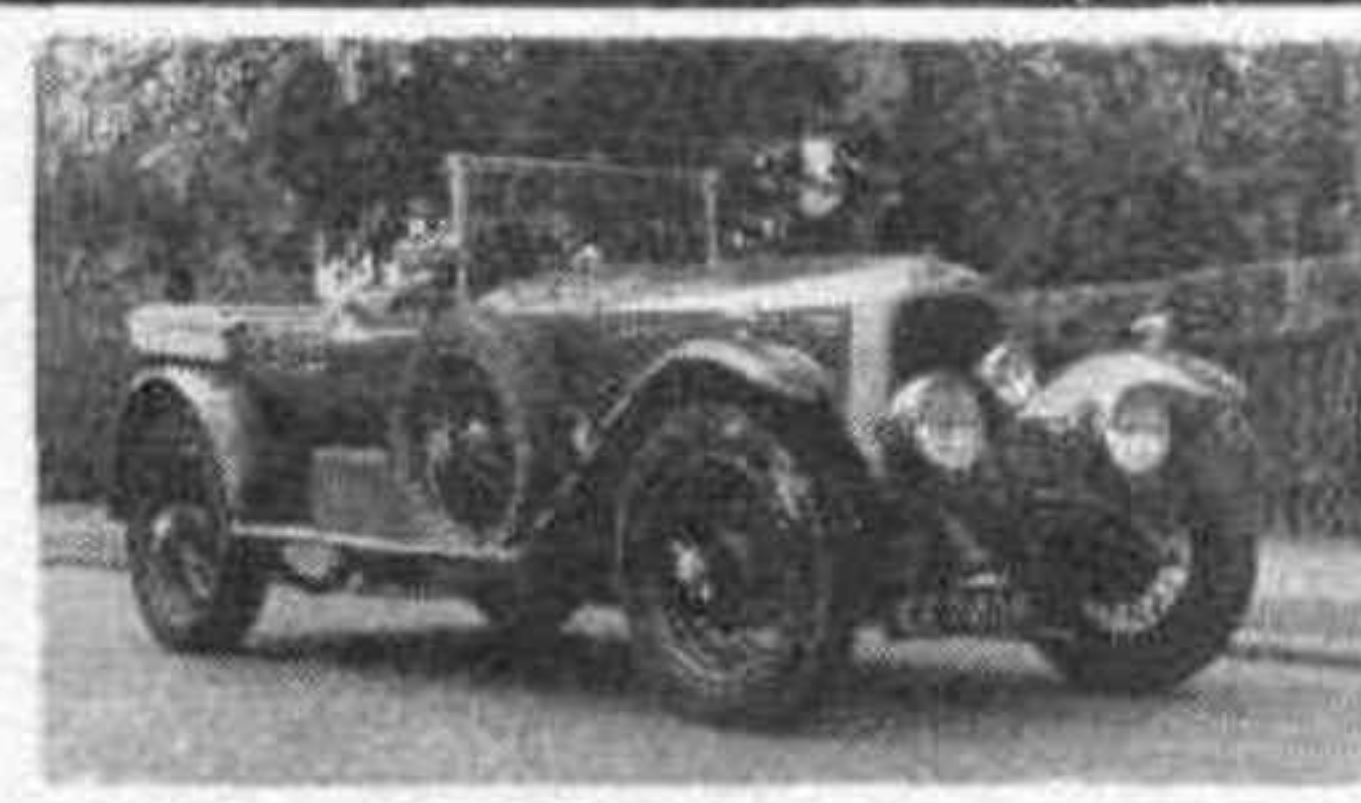
16-H.P. TOURER S.S.I. 25 m.p.h., 1,000 miles since complete engine overhauled. Rewired, resprayed, new hood, rechromed. Genuine reason for selling. £200. 71, Gainsborough Road, Richmond, Surrey. [1817]

RILEY 12/4 FALCON, 1936. Just run in from £140 overhaul. Receipts available. Taxed year. Tyres good. All round numerous extras. £325, o.n.o. 65, Fulham High Street, S.W.6. Tel.: Renown 2433. [1818]

POTTER AND RICHARDS are selling many cars at a loss to themselves in order to clear stock. No reasonable offer refused. Allards, 1950 saloon, £950. 1949 saloon, £695. 1948 drophead, £730. H.R.G. 1½-litre, 1947. Many extras, £635. Hotchkiss, 1937, Paris-Nice coupe, £485. Javelin, 1950. Radio, heater, reconditioned engine, £950. Talbot 105 saloon. Rebuilt. £10 tax, £235. Austin Ulster, 1952 condition, £275. Riley Imp. Immaculate, £475. S.S.I 16-h.p. coupe. One owner; 32,000 miles, £385. Rolls-Royce Phantom II saloon, £395. Healey Elliot saloon, £995. Jensen, 1938, saloon, £300 overhaul, £395. 35, Kinnerton Street, Wilton Place, London, S.W.1. Tel.: Sloane 5424. [1821]

OFFERS! 1929-30 Alvis 12/50 Atlantic saloon. Engine recently dismantled and checked. An interesting car with several modifications. Bagshawe, Chesterfield, Somerford Road, Cirencester (170). [1822]

1950 (NOV.) RILEY ROADSTER. Ivory, red leather. 12,700 miles. Batten, 32, Grange Road, Eastbourne. Tel.: Eastbourne 5096, or Victoria 1266. [1824]



30/38 VAUXHALL VELOX
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In delightful original condition. Six new tyres.

K. V. Blake, 25, Bellevue Terrace,
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Rolls Twenty. Handsome shooting brake, 1924. Very good .. £200
Fiat 1100. Bertone special foursome, convertible, 1940 .. £345
Delage D15 Kelsch 4-seater. Specimen .. £250
Morris Eight Series E saloon. One owner. Exceptional, 1940 .. £330
Daimler Sixteen Saloon. Superb. Very low mileage. Concours order, 1926 £150
ALSO: 1937 rebuilt Morris Eight saloon. £195. 1936 Renault 24-h.p. drop-head. £195. 1939 Morris Ten saloon £350. Standard Eight, 1940, tourer £255. Austin Seven, 1929, saloon £45. Single seater Vintage racing car.

EXCHANGES

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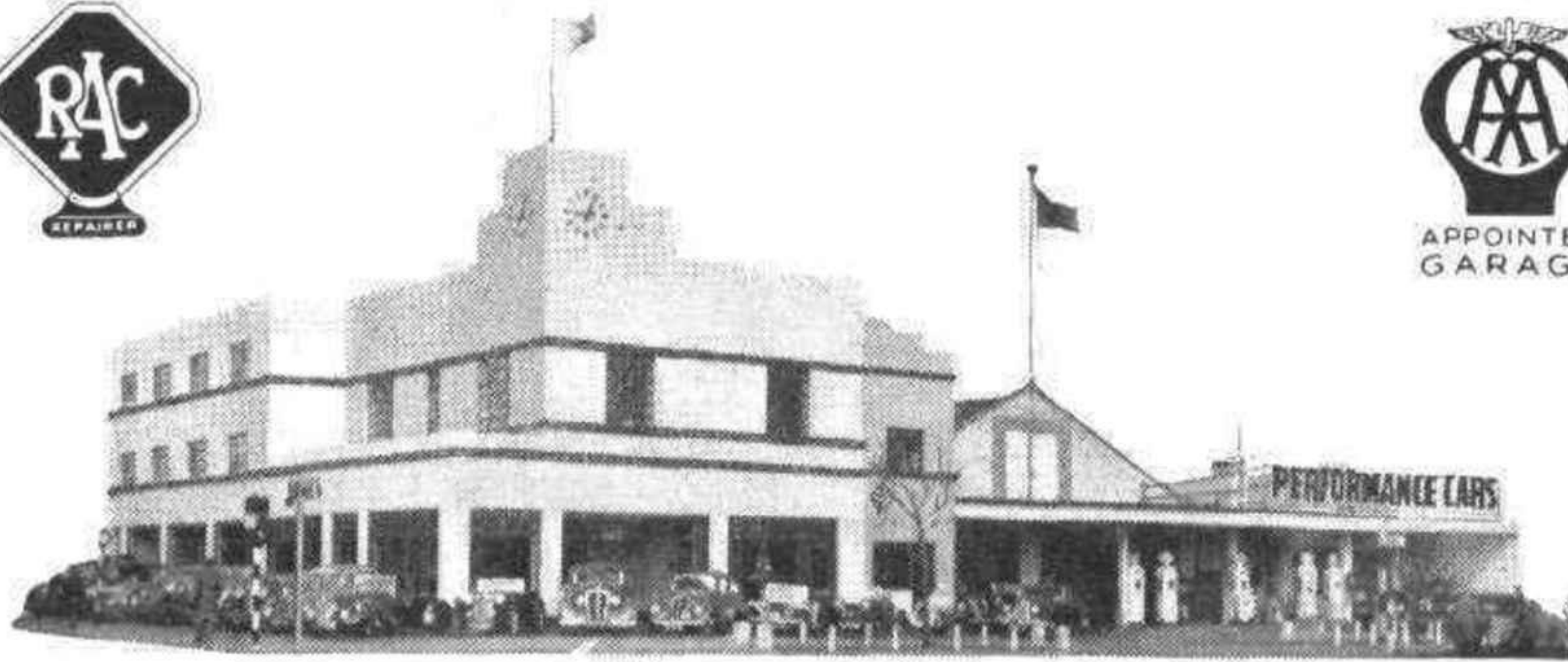
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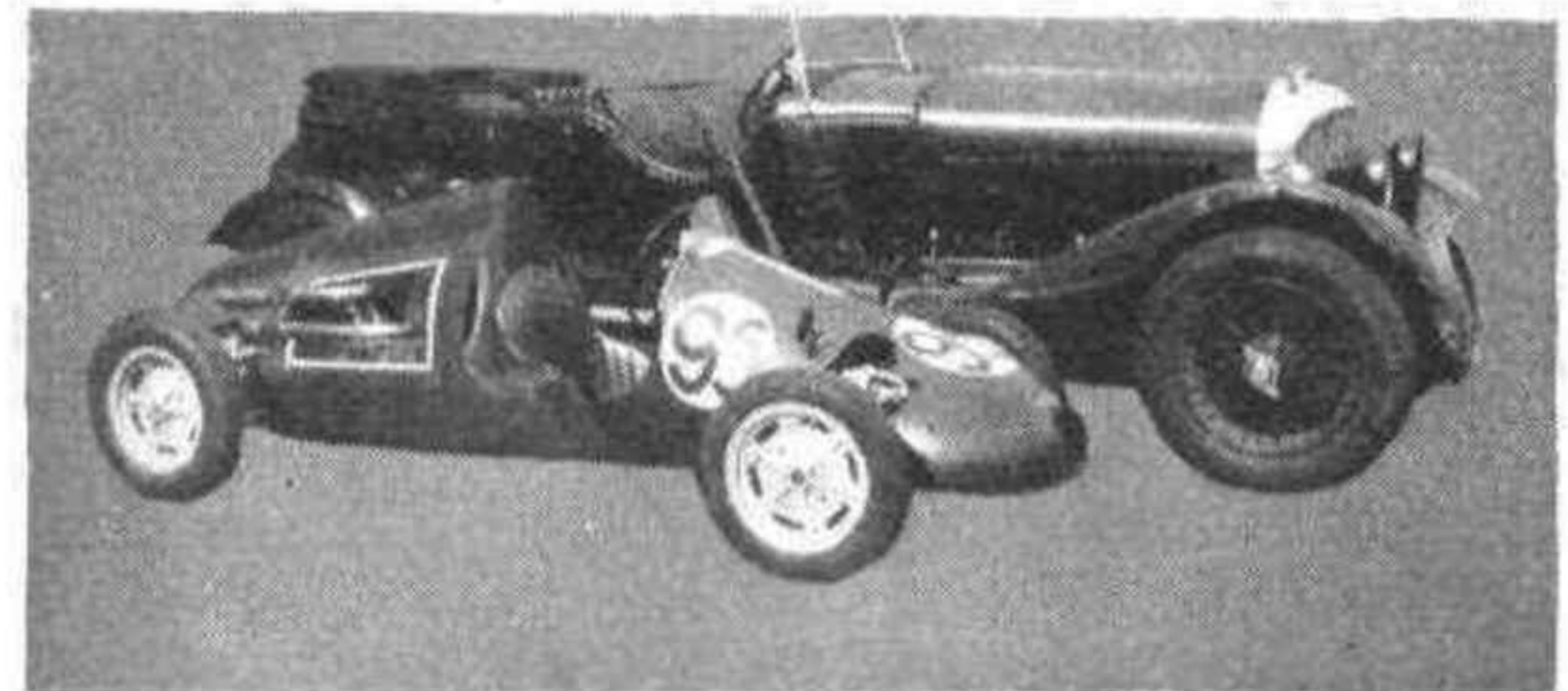
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| Year | Price |
|---|--------|
| 1949 Allard 61K, 2-seater roadster. Maroon. Twin carburettors | £625 |
| 1950 Allard J2, mileage 1,250. One owner. Specimen car. As new | £995 |
| 1939 A.C. 2-litre D.H. foursome. Grey. Spotless | £475 |
| 1930 Alvis Silver Eagle 17-h.p. 2-seater, with dickey. Green | £75 |
| 1934 Alvis Crested Eagle 20-h.p. saloon. Black and maroon | £125 |
| 1935 Alvis Firebird 14-h.p. saloon | £145 |
| 1936 Alvis Silver Eagle, 17 h.p., D.H. foursome by Vanden Plas | £345 |
| 1934 Austin 10-h.p. saloon. Blue. Paintwork only fair. Very reliable | £135 |
| 1937 Austin 12-h.p. Ascot saloon. Black. Reliable and economical | £275 |
| 1938 British Salmson 20/90 roadster. Immaculate. Two careful owners | £475 |
| 1925 Bentley 3-litre Red Label Vanden Plas tourer. Black | £245 |
| 1928 Bentley 6½-litre Vanden Plas tourer, three owners | £225 |
| 1928 Bentley 4½-litre tourer. Black. Latest plate clutch | £295 |
| 1929 Bentley 4½-litre D.H. coupe with dickey, by Victor Brown | £365 |
| 1931 Bentley 4½-litre "blower" Vanden Plas tourer. Rebuilt | £495 |
| 1951 (Regd.) Bentley 4½/3-litre, 2-seater. Rebuilt throughout | £465 |
| 1937 B.S.A. 10-h.p. Scout, 2-seater. Red. Very sound car | £245 |
| 1936 Chrysler 28-h.p. Richmond utility. Brown | £125 |
| 1935 Delage 2½-litre, Type D8.15, streamlined saloon by Fernandez & Darrin of Paris. Four S.U.s, Scintilla | £325 |
| 1938 Frazer-Nash-B.M.W., Type 45, cabriolet. Spotless | £325 |
| 1933 Ford 8-h.p., 4-door saloon. Black. Reconditioned engine | £145 |
| 1936 Ford 10-h.p. tourer. Black. Reconditioned engine, gearbox, steering | £195 |
| 1937 Ford 10-h.p. tourer. Grey | £225 |
| 1935 Hotchkiss 3½-litre Grand Sport, D.H. 2-seater | £425 |
| 1934 Hillman 10-h.p. saloon. Reconditioned unit | £125 |
| 1940 Hillman Minx 10-h.p. de luxe saloon. Spotless. Black | £445 |
| 1936 Jaguar 2½-litre sports saloon. Black. Requires repaint | £145 |
| 1950 Jaguar Mark V saloon, mileage 23,000. One owner. Lovely cond. | £1,395 |
| 1948 Jeep shooting-brake. Maroon. Good running order | £225 |
| 1,100-c.c. Kieft-J.A.P., ex-Michael Christie (Prescott f.t.d., 46.95 sec.), ready to race. Host of spares included. Sacrifice due to business commitments this year | £450 |
| 1932 Lagonda 2-litre saloon. Black. Reconditioned engine 4,000 miles | £165 |
| 1933 Lagonda 16/80 tourer. Black. Sound car | £325 |
| 1934 Lagonda 4½-litre V.D.P. tourer. Reconditioned engine. Spotless | £395 |
| 1935 Lagonda Rapier 10-h.p. tourer. New hood. Spotless | £265 |
| 1935 Lagonda Rapier 10-h.p. sports saloon. Black. Goes very well | £275 |
| 1937 Morris 8-h.p. de luxe. Black and green. Low mileage. Sound | £265 |
| 1938 Morris 8-h.p. de luxe. Grey. New Solex carburetter. Very sound | £275 |

| Year | Price |
|---|--------|
| 1939 Morris 10-h.p., Series 'M' saloon. Grey. Reconditioned engine | £375 |
| 1937 Mercedes-Benz, 5,385 c.c., Model 540K, Type A cabriolet, 115 m.p.h. | £925 |
| 1933 M.G. J2, 8-h.p. 2-seater. Maroon. Paintwork fair | £195 |
| 1933 M.G. J2, 8-h.p. 2-seater. Red. Very sound chassis | £215 |
| 1933 M.G. J2, 8-h.p. 2-seater. Red. Sound throughout | £225 |
| 1933 M.G. J2, 8-h.p. 2-seater. Red. Runs well. Brakes poor | £185 |
| 1935 M.G. KN, 12-h.p. Magnette saloon. Cream. Fair condition | £195 |
| 1935 M.G. PA, 8-h.p. 4-seater. Maroon | £275 |
| 1937 M.G. 2-litre, 18-h.p. D.H. foursome. Taxed end year | £365 |
| 1937 M.G. VA, 1½-litre tourer | £315 |
| 1937 M.G. 2-litre saloon. Black | £295 |
| 1937 M.G. 2-litre D.H. foursome. Grey/black | £345 |
| 1938 M.G. TA, 10-h.p. 2-seater. Green | £375 |
| 1939 M.G. TA, 10-h.p. 2-seater. Maroon. Checked throughout | £425 |
| 1934 Rover 14-h.p. saloon. Black. Engine good. Tyres fair | £185 |
| 1937 Rover 16-h.p. saloon. Black. Sound throughout | £345 |
| 1950 (Aug.) Riley 2½-litre roadster, 17,000 miles. One owner. Radio | £1,450 |
| 1934 Railton 30-h.p. saloon. Black. Very good chassis | £145 |
| 1936 Railton 29-h.p. D.H. foursome. Black. Extremely fast | £295 |
| 1933 Rolls-Royce Phantom II, fitted late close-coupled limousine by Thrupp & Maberley | £525 |
| 1934 Rolls-Royce Phantom II, close-coupled sedanca de ville limousine by Windover | £695 |
| 1949 (Aug.) Sunbeam-Talbot 90 de luxe saloon. Green. Heater | £945 |
| 1936 Singer Nine Bantam saloon. Black and maroon. Spotless | £195 |
| 1939 Singer Nine Bantam saloon. Blue. Taxed to end of year | £265 |
| 1939 Standard Eight tourer | £315 |
| 1935 Talbot 105 saloon | £125 |
| 1933 Wolseley Hornet coupe. Good running order. Engine uses oil | £95 |
| 1937 Wolseley 14-h.p. tourer. In very fine shape throughout | £315 |
| 1937 Wolseley Fourteen saloon | £325 |

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FOR SALE—continued

STELLITE, 9.5 H.P., 2-seater, circa 1920. Mileage 25,000, condition to match. Two new B.E., four excellent W.B. tyres. New battery. £70, or swap for very economical transport, e.g., Jowett, Raleigh, Austin Seven. Stiles, 17, Elsley Road, Tilehurst, Berks. Tel.: Reading 67402. [2155]

M.G. J4, fitted with 939-c.c. "P" engine, E.N.V. gearbox, large brakes, outside exhaust; rebuilt, rechromed, 16-in. rear wheels, Scintilla, new tonneau, hood, tyres, etc. Full road equipment and complete with spares. Full details, history, photographs, etc. £350, or offer. "Westwood," Hechester Road, Yeovil, Som. Tel.: Yeovil 2101. [2157]

1930 SUNBEAM 23.8-H.P. chassis, running order, £25. 1929 Jowett engine and gearbox, £7 10s. J. M. Bartlett, Little Stream Farm, Laughton, Sussex. [2159]

SERIES E MORRIS EIGHT head, £2; ditto, radiator, £4 10s. Austin Seven 3-bearing type bottom end complete, £15. 16-in. Austin Seven wheel, 30s. 12v. Bosch horn, £1. Ford V8 22 dynamo, £3; ditto, distributor, £2 10s. Bagguley, Aston-on-Trent, Derby. [2160]

RILEY 1½-LITRE KESTREL SPRITE, 1937. Lay-stall engine; gearbox, back axle, overhauled 5,000 miles ago. Recently resprayed. Rotoflo dampers, new tyres, battery, carpets and head lining. Fast and economical. T. & L. December, £450, o.n.o. Holt, 34, Brisbane Grove, Stockton-on-Tees. Tel.: Stockton-on-Tees 782209. [2161]

FRAZER-NASH. Ford 2½-litre engine and clutch professionally installed. Terrific performance with 30 m.p.g. Re-registered 1950. Seen at Molyneux and West, Flixton Road, Urmston, Manchester. £300, o.n.o. [2162]

PROFESSIONALLY REBUILT Austin Seven sports, registered 1950. £175, o.n.o. Fleming, 11, Kingsley Close, N.2. Tel.: Speedwell 1070 (evenings). [2163]

ALVIS, 1929, blown f.w.d., Splendid hood, tyres, battery. 21S brakes just relined, radiator rebuilt. Including unblown carburettor and manifold. £150. Tel.: Wheathampstead 2175. [2164]

MORRIS-OXFORD saloon, November, 1932. Good running order and appearance. £75. Consider exchange anything shorter, garage difficulties. Leete, 214, Stafford Road, Wallington. Tel.: Croydon 5332. [2165]

RAILTON, 29 H.P., 1936. Black saloon, special. Perfect condition. New tyres and battery, brake linings, etc., etc. Photo on request. £250, o.n.o. Glynn, Wyken Cottage, Bridgnorth, Salop. Tel.: Worfield 256. [2166]

BENTLEY, 1925, 3-LITRE RED LABEL, short-chassis Speed Model, with standard green Vanden Plas open body. Original condition throughout except for new fold-flat windscreen, new tonneau, hood, sidescreens. Taxed, insured for year. Outstandingly fast and reliable—1st, Bentley B.D.C., 1952 Eastbourne Rally. £325, or offer. Hamilton, Trinity, Oxford. [2168]

J2 M.G. Recently overhauled. Exceptional condition. £250, o.n.o. Four-seater required. Tel.: Pollards 5662 (evenings). [2169]

EXCHANGE for more economical car. Alvis 4-seater tourer, 12 h.p., fitted blower, f.w.d., 1929 chassis, but whole car rebuilt 1938/39, including new body. New hood, screens, battery, etc., just fitted, and tyres nearly new. Really smart in blue and silver. Reliable and fast. Consider value about £250. Seen London. Box No. 4448, MOTOR SPORT, 15, City Road, E.C.1. [2170]

ALVIS FIREFLY saloon, 1933. Very good condition. Mechanically and bodily. Good tyres. Taxed year. Offers around £250. Spare head for same, complete with valves, £15. Jones, Cartref Greenmount, Bury, Lancs. Tel.: Tottington 246. [2173]

M.G., 1930, M-TYPE 2-seater. Bodywork, chassis, excellent, recently resprayed black; new hood and sidescreens. Engine very sound; 40 m.p.g., oil negligible. Taxed, insured. £150, or near. Tel.: Ascot 714, after 9 p.m. [2174]

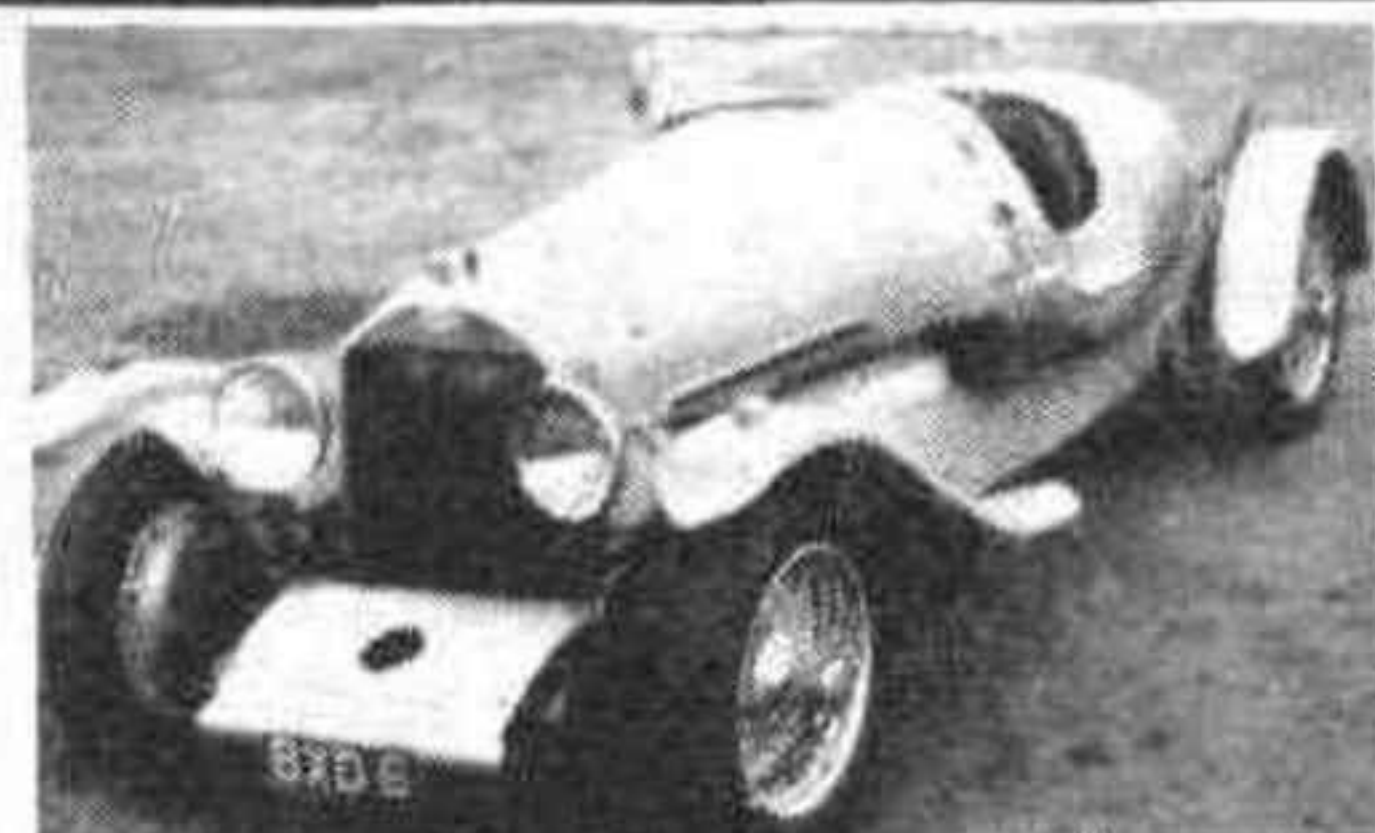


INVICTA 4½-LITRE

Dual ignition right-hand crash box. Coach built. Utility body. Exceptional condition.

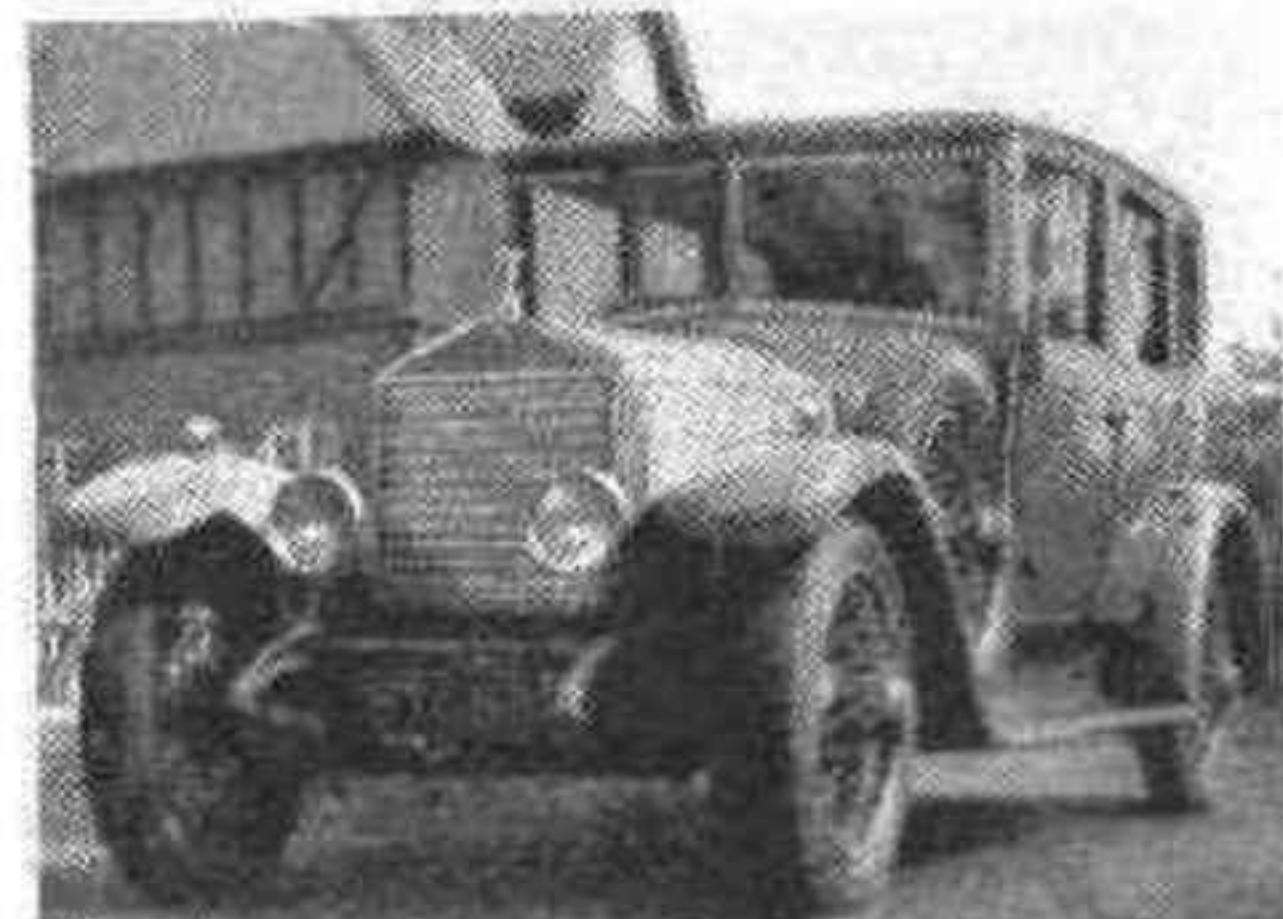
£160

106, RALEIGH ROAD, LONDON, N.8
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COTTIN DESGOUTTES 23-h.p. 2-seater racing car. Built and reg. 1935 by Offord & Sons. Magnificent order. Only done 11,000 miles. Unused since 1939. Completely reconditioned this year. Most parts standard. Twin scintilla ignition, starter, etc. Marechal headlights, racing covers; 120 m.p.h. at 4,000 revs.; 18 m.p.g. This car was built to Brooklands specifications for serious racing, road or track, and is a unique opportunity to acquire a real racing car with full weather equipment. Really suitable for everyday use. Coasting several thousand pounds and hardly used at a reasonable price. A.A. inspection welcome. Any trial. Owner really posted abroad July. Delivered free U.K. £425.

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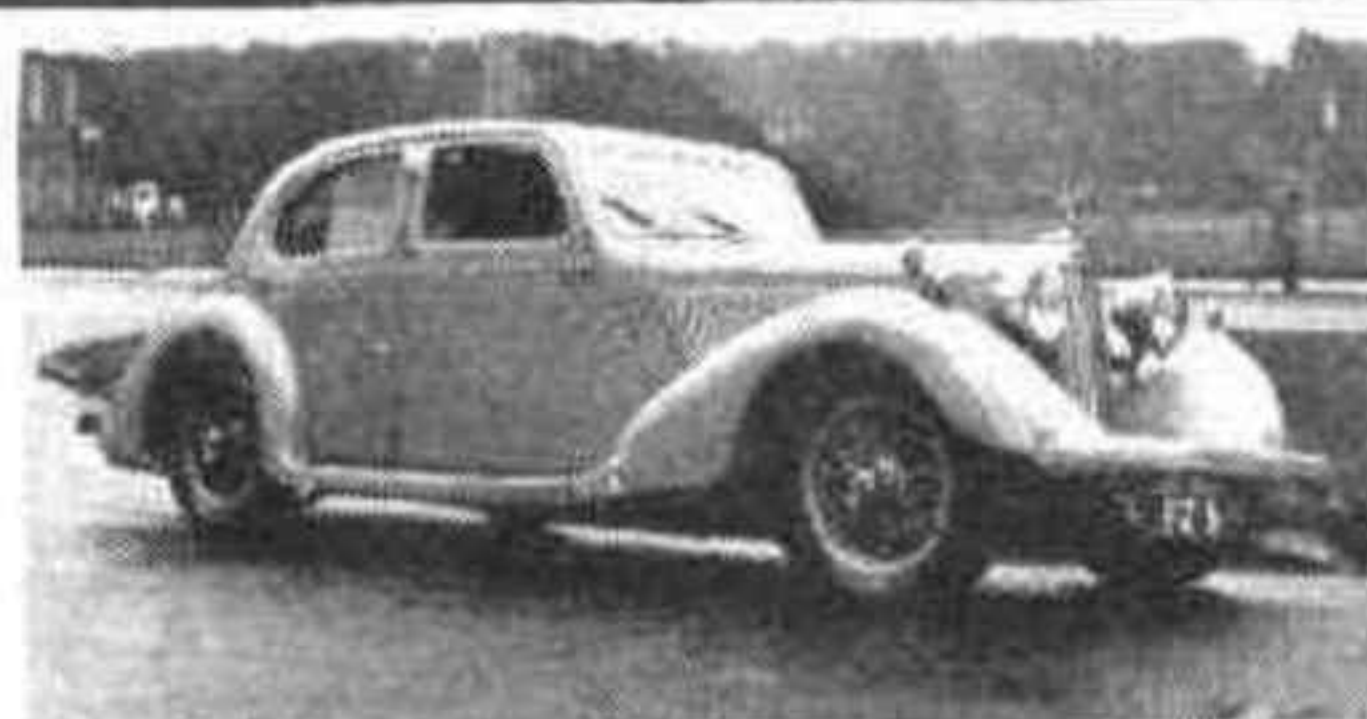


Photo, April, 1952

ROLLS-ROYCE 21.6-h.p.

1923. Carefully maintained. Three new tyres, three spare wheels (two with-discs). All aluminium body by Rippon. Re-cellulosed 1951. All new valve springs, trafficators and wiper. 20 thou O/S only. Dual ignition. Silencer rebuilt. Battery poor. Mascot. A bit smokey. Petrol 15-20 m.p.g. Oil 500 m.p.g. Triplex all round. Starter ring worn. Block and head retubed by Rolls-Royce, Ltd. Price £175.

P. B. LUNT, Flat 2, 153, Middleston
Hall Road, Birmingham, 30.



1938 3½-LITRE 24-H.P. TALBOT. Fitted coachbuilt Continental 5-seater touring saloon body with sliding roof, and graceful swept tail, incorporating large luggage compartment with fitted trunk. Finished unmarked french grey, with fawn leather interior as new. Equipped close ratio high speed preselector gearbox fitted with traffic clutch, knock-on balanced racing wheels, nearly new tyres, and battery. Just completely overhauled. Many spares and extras. Large type instruments with comprehensive fascia lay-out, calibrations in French and English. Fitted twin rear lights, quick release filler caps all round, cone horns, solenoid controlled dipping, and ride control shock-absorbers. Laid up throughout war, and for last six months. Nominal mileage only. Will accept reasonable offers around £45 0

G. EDWARDS,
Nomansland Farm, St. Albans, Herts.

FOR SALE—continued

1928 TALBOT TWENTY-ONE tourer. Mechanical and body condition very good. £90, offers, or exchange. Harbour Garage, Holyhead, N. Wales. [2171]

1927 BLUE LABEL BENTLEY Weymann saloon. Wilson box. Chauffeur-driven. 20 m.p.g.; negligible oil consumption. Probably best specimen in existence. Mayne, Tel.: Gunnislake 134. [2172]

AUSTIN SEVEN SPARES, 1922-38. Practically all parts. Price. Three Shires, Bearwood, Birmingham. [2175]

LEA-FRANCIS SPARES, 1922-36. Practically all parts. Price. Three Shires, Bearwood, Birmingham. [2175]

TRIUMPH DOLOMITE and Vitesse spares. Practically all parts. Price. Three Shires, Bearwood, Birmingham. [2175]

JAGUAR, SPECIALISED SERVICE. Spares, repairs and modifications. Price. Three Shires, Bearwood, Birmingham. [2175]

LAGONDA 16/80 saloon, needs attention, £75. Price. Three Shires, Bearwood, Birmingham. [2175]

£195.—J2 M.G. 2-seater, exceptional condition, resprayed. Good tyres, hood, sidescreens. Fitted chromium luggage rack. Would exchange for vintage car and cash. 31, Cloisters Avenue, Bromley, Kent. [2176]

FIT CORD PISTON RINGS with confidence. We do—because they definitely save petrol, oil and money. Obtainable from Macey & Smith, 17, Lancing Road, West Croydon. Tel.: Thornton Heath 4503. [2177]

AUSTIN SEVEN SPECIAL, professionally finished Cambridge body; d.d. Zenith, new radiator. Spare Ulster engine, Laystall overhauled; 4-speed box, front, rear axles, 16-in. wheels, tyres, several other bits. £200 the lot. 14, Southcroft Avenue, West Wickham. [2179]

1930 2-LITRE LAGONDA 4-seater tourer, new body. Nearest £295. Alvis Firefly, 1933, 2/3-seater, £250. Yew Tree House, Stoney Stanton, Leicester. [2180]

O.M. FRONT AXLE, £4. Pair R.A.G., 31-mm., £2. Electric drill, £2. Small steam engine, £12. 3-in. Jaeger speedometers, 4.50 by 19 retard, £2. Autovac, "Fort," 6 by 19. Simms 4-cylinder. Riley starters. "Speed Fever," "All Out," "Salute the Gods," "Sing Holiday," "Sicilian Circuit," 50s. Smith, White House, Shearsby, Rugby. [2181]

ARNOTT LOW-PRESSURE BLOWER, suitable Hillman Minx or Sunbeam-Talbot, in nearly new condition, £35. W. J. Coe, Ltd., Crown Street, Ipswich. Tel.: Ipswich 3555. [2182]

RILEY NINE fabric saloon, 1930. In daily use, and everything works. Engine rebored, reground, converted to coil, fitted Wipac filter; clutch relined. New battery. Chassis excellent. Body not perfect but adequate. Owner has new car, £100. Cundall, Tel.: Ripley 2205 (Surrey), evenings only. [2183]

1933 SUNBEAM 23.8-H.P., coachbuilt saloon. Recent overhaul. Bearings remounted, new pistons fitted. Excellent condition throughout. £210, o.n.o. Chamberlain, Ermine House, Fulbeck, Lincs. Tel.: Fulbeck 255. [2185]

AUSTIN SEVEN, 1931, 2-seater. Excellent runner, tyres and battery; 45 m.p.g. £75. Tel.: Western 3131. [2186]

AUSTIN SEVEN. Light, fabric, sports, 2-seater body. Good general running order, sound hood, tyres and battery. Fabric rough but presentable. 1930. £65. Armstrong, 41, Lauderdale Drive, Petersham, Surrey. Tel.: Richmond 4144, after 6 p.m. [2188]

PUBLIC ADDRESS EQUIPMENT. Quality 100-watt output. One-mile courses covered all vantage points; 8-speaker unit. £1 per hour. Reductions 2-day events. Tel.: P.R.C., Wokingham 1127. [2189]

LAGONDA RAPIER 10-H.P. drophead coupe. Engine just rebuilt. New tyres, brake linings. £340. Cox, St. Peter's Hospital, Chertsey, Surrey. [2190]



BENTLEY 3-LITRE.

1924 Red Label 4-seater fixed-head coupe. Outstanding condition. New body by Corsica 1933. Inspection welcomed. £310.

BOLAM, 33, Ripon Road, Harrogate.
Tel.: Harrogate 2884 (day); 2764 (evenings)

FOR SALE—continued

UNUSED 650 and 625 by 19 Blue Peter retreads. £5 8s. each. Wanted 550 by 19 for retreading, also good 4.66 cover wheel and pinion for 2-litre Lagonda, or exchange good 5.5 ratio. Dean, 2, The Green, Feltham, Middlesex. [1823]

BENTLEY, 1925, 3-litre Blue Label Gurney Nutting tourer. Very good mechanically. Reconditioned radiator, water pump. Recent new battery, brakes relined. Good tyres. Hood bag, tonneau cover. Excellent cellulose and upholstery. £265. Home Farm, Ravensden, Bedford. Tel.: Ravensden 207. [1825]

BENTLEY 3-LITRE BLUE LABEL, 1925. Very good condition. Offers? Box No. 4431, MOTOR SPORT, 15, City Road, E.C.1. [1826]

H.R.G., 1948, **AERODYNAMIC COUPE** as described in MOTOR SPORT of March, 1949. Amal carburetters, Douty rear suspension. Spares, large ratio gearbox, high compression pistons, etc. Works maintained. Complete history available. £800. Pear Tree Cottage, Nether Wallop, Stockbridge, Hants. Tel.: Wallop 247. [1827]

LEA-FRANCIS 12-h.p. shooting brake (4 ED Meadows). First registered 1930. Just fitted with new shooting brake body. Car in excellent condition throughout. New battery and rewired. Taxed. £175, o.n.o., or exchange. L. H. Cooke, Brook Cottage, Yeovil Marsh, near Yeovil, Somerset. Tel.: Yeovil 1734. [1828]

VERY PRETTY sports 2-seater speedster. Body ex Kessel. Suit Lagonda, Bentley, etc. Complete with bonnet. New hood, upholstery. £25. 39, Lea Bridge Road, E.5. Tel.: Amburst 3086. [1829]

RILEY SPRITE SALOON, Sept., 1937. Mechanically excellent. Body good. £400, or nearest offer. Turner, Varteg, Mon. [1830]

RILEY NINE LYNX, 1934, open 4-seater. 2,000 miles since engine (first rebore), gearbox (pre-selector and brake overhaul). Resprayed. Excellent all round condition. Offers in region of £350, or exchange for drophead or equivalent value. 22, Kingsway, Harrow. [1831]

ALVIS, 1930, SILVER EAGLE short open 4-seater. Completely rebuilt. New tyres, brakes, steering; engine undergoing rebore. Crank regrind, etc. Fast, reliable motor. £150. Also two Sunbeam motor-cycles, 1928, long-stroke and 1927, 493 o.h.v. Actual T.T. machine. Both in first-class condition. 117, Bargates, Christchurch, Hants. [1833]

1931 LAGONDA 2-litre low chassis supercharged 4-seater running unblown; 25 m.p.g. Original body rather rough. P100s. Nearest offer £150. 28, Old Stoke Road, Aylesbury, Bucks. [1834]

VINTAGE PEUGEOT, 1921, 16.7-h.p. 4-seater tourer. Chassis, body, tyres, good. £90, o.n.o. Consider exchange up to 25-h.p. Photo. Details: Danny, 73, Newlands Park, London, S.E.26. [1835]

£20. ALVIS 2-seater. BE tyres. Engine requires repairs. Bert Coffin, Preston, Yeovil. [1836]

ASTON-MARTIN MK.II S.L. Class 2/4-seater. Black. 1935. Speedo 63,000 miles. Outstanding condition throughout. Modified camshaft. Offers around £550. Peel, Slenthorpe, Staircase Lane, Bramhope, near Leeds. [1837]

FIAT 500 second series, 1939, 7-h.p., 50 m.p.g., 4-seater. New tyres, battery. Excellent condition throughout. £315. Tel.: Beckenham 2862. [1838]

M.G. MAGNA-MAGNETTE. Rebuilt throughout, lightened 2-seater. Green. Modifications: oversize-inlets, lightened flywheel, high compression, new copper exhaust system, stiffened chassis, large Magnette brakes, new king-pins, shackles, trunnions, wheel bearings, crown wheel and pinion, camshaft bearings, etc. Excellent condition both inside and out. Really good performance. Best offer over £230, or exchange Fiat 500. Rosen, 57, Palmeira Avenue, Hove. Tel.: Hove 38047. [1839]

1935 RILEY IMP ULSTER. In superb condition. Six new tyres, new hood and tonneau cover. Excellent performance. Taxed Dec. Details and photo on application. £425, o.n.o. 40, Gun Lane, Strood, Kent. Tel.: Strood 78051. [1840]

HORNET, 1933. Complete less body. Overhauled by an expert and ready to go. Ideal for sports or utility. £95, o.n.o. Also six Dural connecting rods (Hornet). Remetalled as new. £10. E.W. front brake assemblies. Complete. £6 10s. Scott, 14, Orchard Way, Luton, Beds. [1841]

1934 TRIUMPH GLORIA TEN sports saloon. Coventry Clewley Lym. Small mileage. Used for pleasure driving only and always maintained in excellent mechanical condition. Taxed. £200, or near. Green, 9, Cotham Lawn Road, Bristol, 6. [1842]

LAGONDA, 1931, 2-litre tourer. Fine example of ultra reliable vintage motor-car. Rebuilt engine, electrics. Four new tyres. Genuine 25 m.p.g. Oil nil. £290, or exchange Lagonda 4½, Alvis Twenty, or any interesting big saloon. 4, Eldon Avenue, Boreham Wood, Herts. [1843]

SINGER NINE sports 4-seater, 1935. Twin carb, mechanically sound. Offers, please. G.emar 2, 20, Kings Drive, Thames Ditton, Surrey. [1847]

FOR SALE—continued

BENTLEY 4½, 1929, Series SM 3441. Completely overhauled. New engine, aluminium touring body fitted 1949 at cost of over £700. New all-weather equipment, including side-screens and tonneau-cover. Four good tyres, one unused spare. Colour B.R.G. Taxed to end of year. In immaculate condition, maintained by enthusiast. £500, o.n.o. Tel.: A. Kitney, Feltham 4041, between 9 a.m. and 5.30 p.m. [1844]

VINCENT SERIES C BLACK SHADOW. One enthusiast owner from new. Range of spares including pistons, carburetters, etc. This is the actual "Motor Cycle" Road Test Shadow, the fastest standard machine ever tested by them. This magnificent tool is in superb condition. Taxed for year. Recent marriage only reason for sale. £285. Mann, c/o Hipwells, Ltd., George Street, Hincley, Leics. Tel.: Hincley 348, or Leicester 32466, only after 7 p.m. [1845]

1939 S.S. 100 JAGUAR 2½-litre competition 2-seater. Grey with red leather, mohair hood. Excellent bodywork and tyres. Mechanically faultless. Taxed to December. £465. Also 1921 Chevrolet tourer: 630 miles from new. £175. C.N.K. Motors, 353, Finchley Road, London, N.W.3. Tel.: Hampstead 5712. [1846]

500-c.c. J.A.P. ENGINE. £3: frame channel, B.T.H. four-cylinder, 30s.; 5-in. Speedo with clock, 30s. Purdie, 26, High Street, W.1. Tel.: Welbeck 5153 [1848]

AUSTIN SEVEN SPECIAL. Registered 1952. Lowered chassis suspension and body by Cambridge Motors. Chrome lamps, M.G. radiator, aluminium guards, slab tank prime painted. Well shod. Not used. £130, or what offers? 267, Fleet Road, Fleet, Hants. Tel.: Fleet 125. [1849]

RILEY NINE. Merlin model, 1936. All spares available. Write: W. Watts, L'Abri, 9, Keighley Road, Crossflatts, Bingley, Yorks. Tel.: Bingley 3551. [1850]

BENTLEY, 1928, 4½-litre open 2/3-seater. Engine sound. Clutch relined. Four tyres as new, two spares. Dual pumps. All-weather equipment good. New battery. Owner going abroad. £350. Michell, Boxall Moor, Lychnmere, Haslemere, Surrey. Tel.: Liphook 2224. [1851]

1934 RENAULT drophead with dickey. Easy clean wheels. Five excellent tyres. Resprayed black and cream. Smart, fast, reliable; 28 m.p.g. £175, or consider rough vintage 8 to 14 in part exchange. Tel.: Luton 3755. [1853]

AUSTIN ENTHUSIAST reluctantly wishes dispose of numerous spares, including pressure-fed Ulster and Speedy engines, C/R gearboxes, etc. Offers and appointment to view: Davidson, 10, Hartington Street, Derby. [1855]

ASTON-MARTIN 1½-litre, 1934, saloon. £125 spent on engine, crown wheel and pinion, brakes. Bills available. Good condition. Excellent performance. £360. 2, Dronfield Street, Leicester. [1856]

RILEY NINE MARCH SPECIAL 4-seater. Excellent mechanically. Special series engine: 600 miles since genuine recondition. Interior appearance good. £245. 13, Westbourne Avenue, Ward End, Birmingham. [1857]

SPECIAL ALFA-ROMEO 2.3-litre 4-seater tourer. In excellent condition. Economical, fast, imposing carriage. Worth £250. Exchange/sell. London. Box No. 4419, MOTOR SPORT, 15, City Road, E.C.1. [1859]

1936 ALVIS SILVER EAGLE 17-h.p. sports saloon; 55,000 miles. Excellent condition. One careful owner. £350. Box No. 4420, MOTOR SPORT, 15, City Road, E.C.1. [1861]

£25. 1931 MORRIS COWLEY. Less rear of saloon body and rear wings. Drive away. Bert Coffin, Preston, Yeovil. [1862]

SINGER 1½-litre Sports Coupé, 1934. Green. Rewired. Body and interior fair. £220, o.n.o. Tel.: Bishop's Stortford 968 (evenings). [1863]

£75. ROVER TWELVE, 1931. Quite presentable. Good engine. Consider straight swap for comparable open car. Tel.: Wordsworth 3004. [1864]

£350. MORGAN 4/4 2-seater Licensed, Dec. 13th, 1938. Immaculate condition. Latest type suspension. Summerbee, 11, Lodge Road, Southampton. [1865]

RILEY NINE, 1929, tourer. Good engine. Pope, 46, Floriston Avenue, Hillingdon, Middlesex. Tel.: Wembley 1425 (day). [1867]

12/50 ALVIS. New bearings, re-sleeved, Fram, new magneto, carburetter; 30 m.p.g. Taxed year. To run in at £190, o.n.o. Watson, 17, Kelvinside Terrace, Glasgow. [1868]

ALVIS F.W.D. SPARES. Reasonable, or agreeable exchanges. Biles, The Lodge, Foxlease, Lyndhurst, Hants. [1869]

THREE-LITRE RED LABEL BENTLEY 2-seater. Excellent performance. This motor is in exceptionally good order. £350. Philp, Clarke's Farm, Darby Green, Camberley. [1870]

ROLLS-ROYCE 20-H.P., 1924, 4-seater. Barker cabriolet body, good condition. £190, or near offer. Box No. 4347, MOTOR SPORT, 15, City Road, E.C.1. [1924]

FOR SALE—continued

AUSTIN SEVEN chassis, 1930, complete overhaul; spare engine, gearbox and accessories, some body parts. £50. Also 350-c.c. Triumph trials motor-cycle, rebored, telescopic forks, unused and unregistered, with spare parts; £50. Box No. 4320, MOTOR SPORT, 15, City Road, E.C.1. [1903]

RILEY FALCON, 1½ LITRE, 1936. Resprayed, reshod; engine, clutch, etc., recently reconditioned. New car delivered. £385, o.n.o. Tel.: Maidstone 87588. Box No. 4322, MOTOR SPORT, 15, City Road, E.C.1. [1903]

M.G., 1931, F MODEL, 2-seater sports. Owned by enthusiast. Engine and body in good condition. Send offers nearest £90. Box No. 4323, MOTOR SPORT, 15, City Road, E.C.1. [1904]

1932 MORRIS-COWLEY saloon (magneto). Engine needs slight attention. Bodywork fair. New tyres, spare wheel. £100. Box No. 4324, MOTOR SPORT, 15, City Road, E.C.1. [1904]

ACE WHEEL DISCS, complete 19-in. set, nearly new, delivered anywhere, £10!! Box No. 4325, MOTOR SPORT, 15, City Road, E.C.1. [1904]

STANDARD EIGHT CROWN-WHEEL and pinion and differential unit complete, £5. Box No. 4326, MOTOR SPORT, 15, City Road, E.C.1. [1900]

MORRIS-COWLEY, good working order. Good tyres. £40. Box No. 4327, MOTOR SPORT, 15, City Road, E.C.1. [1901]

1930-32 TALBOT 14/45. New battery, well shod, sun roof. Comfortable and roomy. Body rough. Taxed. £75, o.n.o. Box No. 4328, MOTOR SPORT, 15, City Road, E.C.1. [1904]

1943 FORD V8 30, shooting-brake, very good condition, not ex-W.D.; £275. Ford Ten engine, rebored, with clutch, gearbox, starter, manifolds, £40. Box No. 4283, MOTOR SPORT, 15, City Road, E.C.1. [1925]

MORRIS-OXFORD tourer, 1930. Two owners. Little used. Original inside and out. Mechanically perfect. Three almost new tyres. £80. Box No. 4279, MOTOR SPORT, 15, City Road, E.C.1. Tel.: Farnborough (Kent) 4448. [1906]

BENTLEY 3-LITRE SPARES: Crankshafts, block, cross-shaft gears, water pump, Solex carburetters, camshaft, etc. Seen London. Box No. 4330, MOTOR SPORT, 15, City Road, E.C.1. [1907]

BRITISH SALMON, 1934, 12-H.P. saloon. Body shaky, otherwise sound. 70,000 miles. 29 m.p.g. No oil (rebored at 55,000). Recent mechanical overhaul. Well shod. Any trial. £135, or offer. Also 17-in. Rudge-type wire wheel (small hub, as Triumph, etc.) with or without almost new tyre. Grantham. Box No. 4331, MOTOR SPORT, 15, City Road, E.C.1. [1908]

CHRYSLER tourer, 1925, 22 h.p. One owner. 68,000. Original cellulose. Hydraulic. Bosch. Hide. Stored 1939. Perfect. (Aintree). £75. Details: Box No. 4332, MOTOR SPORT, 15, City Road, E.C.1. [1910]

ROVER EIGHT, 1921. Five new tyres. 45 m.p.g.; sound. Insured 1953. S.A.E. (Lancs). 20 gns. Box No. 4333, MOTOR SPORT, 15, City Road, E.C.1. [1911]

BENTLEY 4½-LITRE, 1938, chassis No. B 158KT. 4-door sports saloon. Black and brown leather interior; fitted H.M.V. radio. Recently overhauled and mechanically sound; 18 m.p.g. Offers, seen Birmingham. Box No. 4334, MOTOR SPORT, 15, City Road, E.C.1. [1689]

BENTLEY SPARES: Large quantity including late type 3-litre and 4½-litre engines, dynamos, starters, carburetters, magnetos, drums, tyres, etc. Sell cheaply as one lot or separately. Box No. 4335, MOTOR SPORT, 15, City Road, E.C.1. [1912]

LAGONDA shooting-brake. Built 1948 at enormous cost on 3-litre chassis. Taxed, insured year; four new tyres; 22 m.p.g. Distinguished looking, comfortable, capacious; first-class mechanically; beautiful bodywork. Reluctantly offered owing unexpected new delivery. £450. Box No. 4270, MOTOR SPORT, 15, City Road, E.C.1. [1412]

BENTLEY saloon, 1929. Exceptional mechanical order and upholstery. Genuine reason for sale. Gift. £395. Box No. 4285, MOTOR SPORT, 15, City Road, E.C.1. [1427]

16-in. WIRE WHEELS, suit TC M.G. Set of four, sprayed silver, good condition, only slightly used. £4 10s. each. Would sell separately. Box No. 4336, MOTOR SPORT, 15, City Road, E.C.1. [1913]

RILEY 12/6, 1933. In excellent order throughout. Many extras. Well shod. The ideal car for the enthusiast. £250. Box No. 4337, MOTOR SPORT, 15, City Road, E.C.1. [1914]

VINTAGE SUNBEAM. £180, o.n.o. 1927. "Sixteen" tourer, recently fitted 18.2-h.p. engine. Cycle mudguards. Five excellent tyres. Tonneau covers, hood envelope good. Hood, sidescreens, fair. Needs a coat of paint. Reason? Owner bought something older. Box No. 4340, MOTOR SPORT, 15, City Road, E.C.1. [1917]

OWING TO UNEXPECTED DELIVERY of new car: 1934 Wolseley Hornet Special, sports model, Eustace Watkins body. In good order. One owner only. Price £400. Box No. 4342, MOTOR SPORT, 15, City Road, E.C.1. [1919]

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ROLLS-ROYCE Phantom II 1932 M.3 series sedanca-de-ville by Thrupp & Maberley with f/f. occasionals. This Rolls has had one owner and has completed only 58,000 miles since being delivered. It was stored in a proper manner by Rolls mechanics in 1940 and was not again let down off the jacks until purchased by us last month. At the time of going to press this Rolls is undergoing a complete service by Rolls experts. A fuller description, together with a photograph, will appear in the July issue in the unlikely event of this P.II remaining unsold.

£450

ASTON-MARTIN Le Mans (1934) long-chassis open 2/4-tourer with full weather equipment. From the A.-M. enthusiast's viewpoint this is probably not a desirable Aston in that it is fitted with a Mercury engine and a 4-speed Ford gearbox. Nevertheless, this car has been completely stripped and rebuilt, rewired, all brakes rebuilt and new cables fitted, a double radiator built to give adequate cooling, a brand new set of tyres have been fitted and a new battery. The completed car has cost the previous owner in the region of £1,000 and this is open to any verification. As a contemporary example of the complete Anglo/"V8" hot-rod this can hardly be bettered, the performance being absolutely phenomenal.

£250

ALVIS Speed Twenty (1935) Charlesworth saloon. In exceptionally clean condition and in excellent mechanical fettle. Details too late for insertion, but obtainable from the office on request.

£250

ALLARD (1949) 2-seater. Very special effort. H.C. Mercury engine, 4-speed box, twin axles and all the gubbins. Full weather equipment.

£425

DAIMLER (1939) 30-h.p. Freestone & Webb razor-edge owner-driver, sun-roof sports saloon. Reputedly less than 23,000 miles since new, the condition gives no cause whatever to dispute this figure. In dual colours and absolutely immaculate throughout. A compelling-example of British pre-war craftsmanship of the highest possible grade.

STANDARD VANGUARD (1950) Estate car. 26,000 miles. Black. Further details on application.

£775

HUMBER Hawk 1947. Black. 36,000 miles. Radio, new Dunlops, sun roof. Two owners.

£600

MERCEDES-BENZ K.500 Continental supercharged drophead 5-seater cabriolet "B" with overdrive. A magnificent and classic sports car. We have no reason to disparage the speedometer reading of 32,000 miles and cannot conceive that anybody would do so. This Merc. is in really exceptional condition, and is fitted with many extras including radio. An incomparably comfortable 100 m.p.h. plus is readily obtainable. First registered 1938 but believed to have left Turkeim early in 1937.

£725

MORGAN 4/4 (1938) open 2-seater sports tourer, with full weather equipment. Coventry Climax. Requires a fair amount of work but not a great deal of money to turn into a very serviceable and economical little car.

£250

RILEY March Special Series (1932) 2-seater—original paintwork—with full weather equipment. Fold-flat screen. Engine rebuilt last year with ground shaft, bearings, bore, valve gear, etc. An outstanding opportunity for the relatively impecunious to acquire a clean sound, economical and fairly fast Riley.

£250

MORRIS-COWLEY (circa 1925) Hotchkiss-powered 13.9 h.p. bull-nosed. The condition of this vintage model is such that we feel fully justified in demanding the fantastic sum of £150 as some small compensation for the loss of so delightful a period piece in such excellent preservation.

£150

JAGUAR 100 (1939) 2½-litre fitted 1947 works engine. In gun-metal metallic. Very potent. Fitted many extras, including H.M.V. radio, heater, efficiency indicators, compass, swivel passlights, windscreen sprayer, sirens and divers other non-essentials, including towing bar and small Jeep trailer. Bills for £450 for complete rebuild by Jaguar Ltd. are available (1949).

£550

SUNBEAM-TALBOT 90 (1950). Convertible coupe. 16,000 miles. Original and in mint condition. One owner.

£1,000

WE ARE AT PRESENT NEGOTIATING FOR A ROLLS-ROYCE (1932 20/25 owner-driver saloon by Hooper with a phenomenally low mileage. A postcard or telephone call will elicit any further information desired.

£500 or thereabouts.

In the event of readers not seeing the vehicle they require in our advertisements, perhaps they would be good enough to inform us of their specific requirements, when we will immediately advise them of anything which comes to hand.

Photographs of any of the above, together with more precise details, will gladly be forwarded on request.

We can now offer the most exceptional Hire Purchase facilities on all Vintage and Sports models.

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E. & O. E.

FOR SALE—continued

£80 ONLY. Triumph 1932 4-seater open sports. 9-h.p. Climax o.h.v. engine and chassis rebuilt as new. 62, Wickham Way, Beckenham, Kent. Tel.: Beckenham 4213. [2191]

M.G., 1938, VA, 1½-LITRE drophead. Two owners. Radio. Well maintained. New battery. £420. 79, Mayfield Road, Sanderstead. Tel.: Sanderstead 3565. [2192]

12/50 ALVIS "BEETLEBACK," Big Port. Green. Mint condition after recent overhaul. New tyres all round. Terrific performance. £180. Tel.: Kent, Mayfair 9151. [2193]

1940 WOLSELEY TEN, coachbuilt 4-seater sports tourer. All-weather equipment. Lovely condition. £375, offers. 38, Woodside Close, Amersham, Bucks. [2194]

ALVIS 12/50, 1929, TG, 4-door Atlantic saloon. Engine good, body fair. £120. Cheshire, Yew Tree Cottage, Adlington, near Macclesfield. Tel.: Poynton 2473. [2195]

WOLSELEY HORNET sports 2-seater. Resprayed, new hood, side-curtains, tyres. Excellent condition. £148. Kesst, 17, Queens Gate, S.W.7. [2196]

HILLSIDE GARAGES, of Speen, Bucks, offer: Al Capone style Chrysler coupe, body damaged, taxed, drive away, at 75 m.p.h., £30; Chrysler chassis complete, no body, £12 10s. Many other cheap cars. Exchanges welcomed. Open always. Tel.: Hampden Row 215. [2197]

M.G. 18/80, MK. II, Speed Model, Le Mans body. Extensively reconditioned, cost £100. New hood, envelope, tonneau, batteries; 24 m.p.g., oil nil. First offer over £285. Reluctantly for sale—flipping kids! Cheluvelt, Grasmere Road, Lightwater, Surrey. [2198]

RILEY 9/12: Chassis, wheels, pistons, crown and pinions, valves, clutch thrusts. One Riley V8 engine and gearbox, 18 h.p., £35. Most Riley spares. Arthur Bryden, 101, Wellington Road, Leeds. Tel.: Leeds 38310/38625 (evenings). [2199]

A.C., 1939, F.H. coupz. Splendid condition. £550, or exchange. Bryden, 101, Wellington Road, Leeds. Tel.: Leeds 38310. [2199]

ALFA-ROMEO, 1931, 1,750-c.c. saloon, in very good condition. Sell or exchange for larger saloon. Murphy, Gastard House, Corsham, Wilts. [2200]

MARAUDER. Actual car described *Autocar*, Aug. 18th, 1950. 6,000 miles since new engine fitted and passed as new by works. Available end June. West London. First sensible offer. Box No. 4449, MOTOR SPORT, 15, City Road, E.C.1. [2201]

RILEY KESTREL NINE, Special Series, 1934; excellent; £265. Exchange Lagonda, Alvis, or ? G. Betts, 50, Constance Street, Newport, Mon. [2202]

MERCEDES-BENZ, 36/220, 2-seater, occasional four. Large boot. Taxed, insured, end 1952. First registered 1947. Well shod. Supercharged. Breathing-taking ride offered to prospective customers. Photographs available. £350, o.n.o. Tel.: Fremantle 1844. [2203]

M.G. (M-TYPE). Excellent condition. Five good tyres, new battery. Engine, body, lights, hood, all good. £150. Tel.: Mill Hill 1516. [2205]

ROLLS-ROYCE shooting-brake for sale. Chassis 1926. Body brand new, fitted carpets, interior lighting. 20 h.p., 18 m.p.g. £425, or near offer. D. T. Wroth, The Old House, Collingbourne Ducis, Wilts. Tel.: Collingbourne 74. [2206]

M.G., TYPE M. Good appearance. Many replacements. Bills shown. £95. Tel.: Riverside 6385, after 7 p.m. [2207]

ALVIS, 1932, 12/50. Excellent condition throughout. Wide 2-seater Cross & Ellis body, with large dickey. 30 m.p.g., no oil. Taxed, insured. £200, o.n.o. 33, The Croft, Barnet. Tel.: Barnet 2483. [2208]

LAGONDA 4½ pillarless saloon. Engine sound, body clean; recent part rechrome and paint. Performance colossal. 200 guineas for quick sale. Mew, 12, Whybourne Crest, Tunbridge Wells. [2209]

BUCKLER FORD TEN SPECIAL, 1950 works-built replica. 80 m.p.h.—40-50 m.p.g. Tuned engine. Works maintained. In really good condition. Fold-flat and aero-screens. Hood. Capable 50-55 road averages at 40 m.p.g. Fastest 1,300-c.c. sports at 750 M.C. Spring. Best open car, Hartwell Cup Trial. £525. Buyer will receive works support in competitions. Bucklers, 67, Caversham Road, Reading. Tel.: Reading 3227. [2211]

ALVIS, 1934, 12-H.P., D.H. coupe. Taxed and insured. Hay, The Cafe, Nether Broughton, Melton Mowbray. [2214]

AUSTIN SEVEN, 1931. Well shod, good mechanical running order; clean car. £75. Constant, Tel.: Cunningham 2495. [2215]

VALE SPECIAL ENGINE, complete accessories, 3-speed box, dismantled "Super Seven" engine, other spares, £15. Box No. 4450, MOTOR SPORT, 15, City Road, E.C.1. [2216]

1933 M.G. Red. New hood, battery and petrol pump. Excellent condition. £265, o.n.o. 48, Woodland Hill, S.E.19. [2217]

SINGER NINE LE MANS 2/4-seater, open. In excellent condition. £165, o.n.o. Wanted: Rapier plain gearbox. 41, Holmfield Avenue, Leicester. [2230]

FOR SALE—continued

30/98 VAUXHALL, OE, 1927. Lowered chassis, powerful hydraulic brakes. Open Le Mans type short 2/4-seater in perfect order. Five new Dunlop "Forts." £385. Also a most beautiful 38/250 S.S.K. Mercedes-Benz open 2-seater, maintained regardless of cost. Complete engine overhaul by famous engineer. Whole car in superb condition. Five new Dunlop "Forts." £675. Seen London. Write, Colombi, Dorchester Hotel, marked private. [2229]

TALBOT 75 saloon, 1935. Excellent mechanical condition; bills £140 available. Roof grid. Licensed Dec., 1952. £225. Horne, Tel.: Seal 0416. [2232]

HISPANO-SUIZA, 37 H.P., magnificent and immaculate coupe de ville, overhauled. Unique opportunity, £650. Box No. 4411, MOTOR SPORT, 15, City Road, E.C.1. [2233]

MODEL T INSTRUCTION BOOK, complete less covers. Also 3-litre Bentley. Offers? Howard, 218, Mersham Road, Thornton Heath, Surrey. [2234]

SUNBEAM SIXTEEN, 1930, sports saloon, in exceptional condition. Offers over £100. Wallace, 9, Powdermill Lane, Waltham Abbey. [2235]

CITROEN, 1938 model, D.H.C., as described in MOTOR SPORT. Reconditioned engine (1948), recently fitted new block, liners, pistons, bearings throughout, crank reground. Ace twin carburettors. Also new: battery, sports coil, twin windtones, radiator block, gear control, clutch plate, thrust and control; brakes, gearbox and drives overhauled. Rewired. £375, o.n.o. Keeper's Cottage, Soss Moss, Chelford, Cheshire. Tel.: Chelford Relief 287. [2236]

ROSE & YOUNG

(Established 30 years)

Offer

H. W. ALTA 2-litre sports 2-seater. Extensively rebuilt and modernised by H. W. Motors. I.F.S. Lockheed Girling brakes with twin master cylinders, Z.F. rear axle assembly with two spare alternative ratios, the latest type H.W.M. camshafts, Martlett pistons, 8.5 compression ratio, E.N.V. self-change gearbox, S.U. carburettors, fold-flat and Aero screens, dynamo, starter, hood and full road equipment. Recently reconditioned and resprayed. Suitable for Formula II, sports car racing, sprints or hill climbs. £1,095 1949 M.G. TC 2-seater. Low mileage. Fitted extras. £595. 1949 TRIUMPH '2,000' model roadster coupe. Low mileage. Exceptional condition. £795.

40 used cars always in stock.

65/69, STERNHOLD AVENUE,
STREATHAM HILL, S.W.2

Tel: Tulse Hill 6464 and 8182

HEALEY saloon, 13,500 miles. Chassis fully modified. Radio. Black, red hide. £1,100. Box No. 4412, MOTOR SPORT, 15, City Road, E.C.1. [2237]

VINTAGE AVON-STANDARD sports, 10 h.p., 2/4-seater. Good condition. Rugged and reliable. £80. 21, Coateshill Road, Bickley, Kent. [2238]

JOWETT 7-H.P. tourer, 1930. Weatherproof. Perspex sidescreens. In use daily. Offers. Box No. 4413, MOTOR SPORT, 15, City Road, E.C.1. [2238a]

TALBOT 95 saloon, 1933. Sound condition throughout. Nearest £120. Graham Plumb, Queens Hotel, Herne Bay. [2239]

PETROL TANK, 15-gall. (unused), £3. Steering-box and column, 5 ft. (unused), £4. Pair S.U. 1½-in. (nearly new), £5. 38, London Road, Staines. [2240]

TRIUMPH GLORIA 10-H.P., 1935, sports saloon, excellent condition, good tyres. £160. 71, Cambridge Street, S.W.1. [2241]

RILEY STELVIO, 14.7 H.P. No reasonable offer refused. Write, Penny, Stoke Prior, Worcestershire. [2242]

RILEY NINE MONACO saloon, 1932. Magnificent body. Excellent mechanically. £165, o.n.o. 74, Third Avenue, Bath. [2243]

DELAGE D.I.S., as last month, in excellent condition. £150, o.n.o. 45, Woodstock Road, Moseley, Birmingham. [2244]

1931 COWLEY, recently overhauled. Good tyres. Taxed. £75. 68, Cromwell Road, Peterborough. [2245]

FOR SALE—continued

AUSTIN SEVEN FRONT AXLE unit complete, £8 10s. Chassis, £5 10s. Tel.: Ladbroke 4482. [2249]

WOLSELEY HORNET, 1932, saloon, 12 h.p. Good condition. £110, o.n.o. Tubman, Tel. Temple Bar 4455. [2250]

3-LITRE BENTLEY PETROL TANK CAP. Austin Seven seats, hood frame and sidescreens. Aero-screens. Perivale Grange, Greenford, Middlesex. [2254]

RAILTON, 1936, Coachcraft saloon. Black. Completely rebuilt and now fitted special high-compression Hudson 22-h.p. engine, giving comparable performance with 29-h.p. unit (latter unit available with car or would sell separately. Can be seen dismantled, complete with all ancillaries, including gearbox. Make an ideal unit for Sprint Special.) Car, enthusiast-owned, and reconditioned throughout regardless (over £250 spent), including new engine, carburetter, distributor, battery, front springs, radiator shell, high-volt coil and five new tyres. Telecontrols both axles. Brakes relined and new cables throughout. Modern hub caps. Engine oil pipes, breathers and other parts chromed. Without a doubt the finest example of this marque on offer, being in perfect order throughout. Body unmarked. Owner will take best offer over £400. Box No. 4414, MOTOR SPORT, 15, City Road, E.C.1. [2255]

MORRIS TEN 4-seater tourer, 1934. £140. 9, Bannisters Road, Guildford. Tel.: Guildford 61858. [2256]

1927 TROJAN tourer; 28,000 genuine mileage. Good mechanical condition. Four new tyres. £45, or offers. Seen Chester. Box No. 4415, MOTOR SPORT, 15, City Road, E.C.1. [2257]

ALVIS 12-H.P. 2-seater. Economical and original. Five new tyres and battery. In beautiful condition. £215. Many spares available. Tel.: Enfield 5298. [2258]

RILEY 2-seater sports, 8 ft. wheelbase, i.f.s. Remote E.N.V. box. New tyres; 17-gall. slab tank. Newton Bennett shock-absorbers. M.G. TC wings. New 12-volt battery. Complete rebuild 1951. Minus engine, £120, or separate. Abbott, 37, Lancing Park, Lancing, Sussex. Tel.: Lancing 3344. [2259]

ALFA-ROMEO 1,750, supercharged, 2-seater. Latest series motor. Valve inserts; resleeved; crankshaft ground; bearings, etc.; by Alfa concessionaires. High-lift camshafts; Dubonnet independent front suspension; Lockheed hydraulic brakes; Monza steering-box; Solex carburetter and manifold for running unblown. New Dunlop "Forts." plus two unused. Mechanically faultless. Imported post-war. £375, or terms. 7, Prothero Gardens, N.W.4. Tel.: Hendon 9179. [2260]

£115.—AUSFORD, 37/51 (like Harford). Nice condition. 75 m.p.h. Suitable 750-c.c. events, trials, road use. Prop.-shaft requires overhaul, otherwise excellent, really lively car. Type 35 Bugatti alloy bonnet, starting handle, external pipe-silencer. Buyer collects. 169, Almondbury Bank, Huddersfield. [2261]

M.G. 1½-LITRE pillarless saloon. Green and black, with green leather upholstery. Polished woodwork, sunshine roof. Spotlight, foglight and all usual accessories. New batteries. Five good tyres, two new Michelin; 24-29 m.p.g.; oil pressure, 60 lbs. at tick-over, consumption nil. A fast gentleman's saloon, not racer. £400, o.n.o. Box No. 4416, MOTOR SPORT, 15, City Road, E.C.1. [2262]

ASTON-MARTIN INTERNATIONAL 2/4-seater, 1½-litre, 1930. Good condition all round. £300, o.n.o. Oldham, 32, Lynton Road, Southport. Tel.: Southport 67133. [2263]

£40.—10.23 TALBOT 4-seater. Excellent body, wings, leather interior. Mechanically sound. Good battery, nickel lamps. Instrument panel mutilated. Tyres poor. Yew Tree Garage, Woodyates, near Salisbury. Tel.: Handley 334. [2264]

TYRES.—Two 6.00 by 20, secondhand, £3 each. One wheel, ex-1926 Alvis, with 4.50 by 21 tyre, £3. Box No. 4417, MOTOR SPORT, 15, City Road, E.C.1. [2265]

SILVER EAGLE, 1929, engine spares, including reground, remetalled bottom end complete; offers. Scintilla Vertex, N.V.4, £5. Singer Le Mans front springs, £3 set. Makinson, Tel.: Truro 3565. [2268]

1928 9/28 HUMBER tourer. £30. Body sound but needs attention. Engine dismantled, unable assemble due lack of garage. Truro Cottage, Little Burstead, Essex. Tel.: Mayfair 2837. [2269]

FISHTAILS. Polished cast light alloy. 1-1½ in. bore, 6½ in. wide, 13s. 6d.; 1½-1¾ in. bore, 8½ in. wide, 19s. 9d.; 1½-2¼ in. bore, 10 in. wide, £1 6s. Carriage 1s. L. Thomas, 80, Chaffcombe Road, Sheldon, Birmingham. [2270]

AUSTIN SEVEN RUBY saloon, June, 1936. Exceptionally good condition. Extensive overhaul recently; good tyres, battery. £195. Gimbert, South Walsham, Norwich. Tel.: South Walsham 215. [2272]

£235.—M.G. PA 2/4-seater. Excellent condition. Zip tonneau. Tel.: Lee Green 1050. [2246]

1938 CITROEN FIFTEEN roadster, £300. Moore, 3, Coopers Hill, Ongar, Essex. [2248]

FOR SALE—continued

FRAZER-NASH-B.M.W., 1937, TYPE 45. Fast, exciting car in splendid condition. Recently thoroughly overhauled. Best offer over £350 secures. Tel.: Holborn 3536, after 6.30 p.m. [2271]

FB M.G., 1936, 2-seater. Completely serviceable in every detail. Recent engine overhaul with Chromard liners fitted. Bodywork excellent. £350, o.n.o. Box No. 4451, MOTOR SPORT, 15, City Road, E.C.1. [2273]

TALBOT 95 tourer, excellent condition. Genuine 40,000. New: radiator, carburetter, batteries, complete weather equipment, tonneau. Good tyres. £350, o.n.o. Tel.: Sevenoaks 3196. [2274]

1932 RILEY NINE MONACO, chassis, wheels, tubes, tyres, back and front axles, steering column, radiator, front doors and windscreen. Tel.: Rainham 3530. [2275]

M.G. 2-LITRE tourer, 1938. Two owners. New engine, gearbox, 18,000 miles ago. Excellent all-weather equipment, tyres, chrome. New windscreen. Resprayed (black). £450, offer. Collins, 80, Manchester Road, Heywood, Lancs. [2276]

1936 AUBURN drophead coupe, 30 h.p., supercharged. 16 to 18 m.p.g. Outside exhausts, mohair hood. Good all round condition. Dual-ratio axle. Taxed. £185, o.n.o. 153, Balmoral Road, Watford, Herts. [2277]

ASTON-MARTIN, 1924, 1½-LITRE Bamford 2-seater. Recently overhauled, including sleeving, bills shown. Beautiful condition, economical and reliable. Owner emigrating. Nearest £200. Moss, 138c, Goldhurst Terrace, N.W.6. [2278]

1933 WOLSELEY HORNET SPECIAL. 4,000 miles since crankshaft regrind, etc. Impeccable bright red bodywork, roof and sidescreens. £155, or offers. Lacey, Linduin House, Sewell Road, Lincoln. [2279]

WOLSELEY HORNET DAYTONA SPECIAL engine and gearbox, less rocker gear. Riley, complete front axle, bolt-on wheels. Vauxhall 20/60 back axle. W. Bishop, 9, Norman Road, Swindon. Tel.: Swindon 4048. [2280]

AUSTIN SPECIAL. Really smart M.G. appearance. Completely rebuilt 1952, h.c. head, etc.; 40 m.p.g. New upholstery, recellulosed red. £195, including spare back axle. 36, Sunnyside Gardens, Upminster, Essex. Tel.: Upminster 4857. [2281]

1925 2½ B.S.A. motor-cycle. Rebuilt by vintagent. Acetylene lighting, brass fittings. £20, o.n.o. Apply, details. Also four A.C. disc wheels, 6-stud, B.E. Complete good 710 by 90 tyres, tubes, offers. Hooson, Tinwell, Stamford, Lincs. [2282]

ASTON-MARTIN INTERNATIONAL, 1932, 4-seater, short-chassis tourer. Mechanically sound, hood, side-curtains, body, all in good condition. Eight good tyres. Taxed end of year. Nearest £275. 39, Walton Drive, Harrow, Middlesex. [2283]

THREE INTERNATIONAL ASTON-MARTIN short-chassis 2/3-seaters. Le Mans engine in 1930 car, later type mods. to second, 1930 car, and third car, 1931, now having respray and new upholstery. £300 each, or near offers. Moody, 30, Rodney Court, Hatfield, Herts. [2284]

JAGUAR 100, 3½ LITRE. Recent engine overhaul and cellulosed red. New battery, good tyres, sound hood. Nearest £450. Also 1949 Morris Minor tourer; genuine 9,200 miles; nearest £700. Fred Lloyd (Motors), Ltd., Nuns Corner, Grimsby. Tel.: Grimsby 7291. [2285]

ROLLS TWENTYFIVE, chassis damaged, engine, etc., sound. Ideal for rebuilding by enthusiast. Marshall cabin blower, up to 1½ litres, G.N. c/w and pinion and casings, three knock-on wheels with tyres and tubes, 820 by 120. Offers wanted. Box No. 4452, MOTOR SPORT, 15, City Road, E.C.1. [2286]

EXCHANGE 1939 MORRIS TEN for M.G. drophead. Brook, "Lismore," Wood Lane, Aspley Guise, Beds. [2025]

WANTED

BENTLEY RED LABEL for practically nothing! Must be 4-seater drop-head or saloon. Blue Label or even 4½-litre considered. Fullest details and how little to: Box No. 4423, MOTOR SPORT, 15, City Road, E.C.1. [1580]

URGENTLY WANTED.—Front bucket seats from Mk. V Jaguar, or identical, with adjusters, condition hide unimportant; front wings similar to those on Alfa, page 125, March issue, MOTOR SPORT, with long, shallow, inverse curve (send picture): Rolls P-1 or P-11 radiator shell, mascot and emblem (no core). All inquiries answered promptly. J. C. Walsh, Jr., 1212, Broadway, Oakland (12), California, U.S.A. [1602]

SPECIAL BUILDER urgently requires fold-flat windscreen, approx. 41 inches, folding hood frame to suit long chassis 4-seater Aston, slab tank and wheel carrier. Haynes, 217, Baker Street, Enfield, Middlesex. Tel.: Enfield 0988. [1607]

Watford 7455 Bowes Park 5740

SPRINGBOK MOTORS

We have much pleasure in announcing that, in addition to our premises at 141, Green Lanes, Palmers Green, N.13, we have now acquired

New Showrooms at 419, ST. ALBANS ROAD, WATFORD, where a selection of pre-war and Vintage cars of character will always be available.

We do not offer "SENSATIONAL" Bargains which do not come up to expectations upon examination, but do claim that any vehicle offered for sale is completely road-worthy, and honest-to-goodness value for money.

The following is a small selection of our current stock, for which we solicit your inquiries to the above address.

Ex-George Phillips TD M.G. Le Mans Works Team car. Third in 1,500-c.c. class. Fitted large-bore carburetters. Andre shockers all round. Perfect condition and ready for this season's racing. 11,000 miles only. £1,000

M.G., 1933. Completely rebuilt in 1949 and now fitted works reconditioned J2 engine. Very smart 2-seater body, swept tail, outside exhausts. New distributor, rewired, new tyres. Quick-release filler caps, spring wheel. All recent work carried out by Toulmins. Taxed year. New maroon mohair hood, bucket seats. Run only 500 miles since complete reconditioning. Very smart job, very racy looking, and capable of genuine 80 m.p.h. £215

1940 M.G., Type TB. In really immaculate condition throughout. Engine has been resleeved to standard, and not yet run 1,000 miles since; all plated parts rechromed; new hood, etc.; twin spots, twin chrome hooters, new tyres. £525

1937 Singer Le Mans, 4-seater sports tourer, cream/red. Re-registered 1949. Complete and thorough overhaul, including rebore, new tyres, Lucas spot. Moderately fast little job of pleasing appearance. £245

1935 Wolseley Daytona Special, 4-seater tourer, in very clean condition, and mechanically sound throughout. £220

Vintage Vauxhall, "Kington" type 23/60 O.D., Chassis No. 410, manufactured in 1922 and never been registered. This car is believed to be the only one of its kind in this country, and was the late property of a famous Film Company, who used it in several of their films, the latest was "Daughters of Darkness." Except for the addition of new hood and tonneau, it is absolutely original throughout, whilst genuine mileage is only 29,000 miles. Mechanical condition is little short of perfect, with a tested petrol consumption of 18-20 m.p.g. Four nearly new 895 by 135 tyres are fitted. Vauxhall Motors, who have shown a very deep interest in this vehicle, have kindly supplied photostatic copies of the original handbook. Touring body is similar to V.D.P. and is in B.R.G. Top speed is in the region of 75 m.p.h. Above all, it is completely reliable. £215

Auto-Union-Wanderer, 1936, but completely rebuilt by "Leach" of Cheltenham in 1945 (see "Talking of Sports Cars," Autocar, 1945). Two-seater cabriolet, with bodywork by "Glosser" of Dresden; frontal appearance is on aerodynamic lines, with completely covered-in Lancia suspension. Engine has been fitted new liners, pistons, etc., and has not been run since. Wind-up windows, and whole car has very pleasing appearance. £275

Austin Seven Special (about 1931). Fitted professional aluminium 2-seater body, high-lift cams, h.c. head, 4-speed remote box. 50 in third. Hood shabby; slab tank; new tyres. £145

1931 1,750-c.c. Alfa-Romeo drophead. Late property of well-known trials driver. Mechanically sound, with fine turn of speed. £260

1935 Jensen-bodied V8, 4-seater tourer. Rechromed, repainted. New engine, new tyres. Late owner didn't count the cost. Very potent job. £220

Hire purchase can be arranged on all the above, and immediate insurance issued.

Cars bought for cash, or sold for you on commission. We have several customers waiting for good Bentleys, Lagondas, Aston-Martins, etc. Please address all inquiries to 419, St. Albans Rd., Watford.

141, 143, GREEN LANES, PALMERS GREEN, LONDON, N. 13

WANTED—continued

1½-LITRE OPEN SPORTS, preferably Invicta, must be under £200 and within 100 miles. All letters answered. Bradley, 15, Botanic Road, Southport. [1646]

RILEY NINE, 1934. Cylinder block required. Double or single manifold. Johnson, 42, Merton Terrace, Gainsborough, Lincs. Tel.: Gainsborough 2189. [1671]

URGENTLY, hub or wheel complete for Amilcar. Also spare wheel carrier for M.G. Warren, 19, New Wanstead, Snarshbrook, E.11. Tel.: Wanstead 6795. [1716]

M.G. P-TYPE OR MAGNETTE OR RILEY 4-seater by enthusiast returning Colchester end of June. State condition and price. Box No. 4432, MOTOR SPORT, 15, City Road, E.C.1. [1806]

SUPERCHARGER suitable Morris Eight series E, complete fittings. Good condition. Tomlinson, 6, Mount Road, Fleetwood. [1790]

LAGONDA RAPIER, 1936-37, fixed head foursome coupe or saloon in first-class all round condition. Cash waiting or exchange 1933 Alvis Firefly sports saloon in good condition, with six new extra tyres and some spares, plus cash adjustment. Buchanan, 157, Tudor Way, Rickmansworth, Herts. [1820]

SINGER TWELVE, 1936-46, block, head or engine; 1932 Austin Seven plated radiator cap; 12/16-h.p. e/r box sans low and reverse gears. Parker, Denmark House, Royston. [1749]

GOOD CONDITION sporting or Continental car. Cash buyer. Box No. 4321, MOTOR SPORT, 15, City Road, E.C.1. [1902]

M.G., TYPE TC, engine, either complete or parts for. Condition not important provided suitable for reconditioning. Please state details and price. Box No. 4338, MOTOR SPORT, 15, City Road, E.C.1. [1915]

4½ BENTLEY BLOCK. Must be sound. Oversize bore immaterial. Box No. 4339, MOTOR SPORT, 15, City Road, E.C.1. [1916]

FOR RILEY NINE: twin manifolds, carburetters, steering-box, drop-arm, drag-links. Box No. 4341, MOTOR SPORT, 15, City Road, E.C.1. [1918]

ENGINE REQUIRED for 1937 B.S.A. Scout, in good or repairable condition. Box No. 4345, MOTOR SPORT, 15, City Road, E.C.1. [1922]

LOCK-UP GARAGE and digs, bedsitting-room, or small flat, within four miles of Notting Hill. Box No. 4359, MOTOR SPORT, 15, City Road, E.C.1. [1932]

ROLLS-ROYCE saloon, mechanically sound, not earlier than 1928, not over £350; converted estate car body preferred. Box No. 4364, MOTOR SPORT, 15, City Road, E.C.1. [1937]

BENTLEY RED LABEL, D.H. coupe preferably, or tourer, post-1925. Good mechanical condition and m.p.g. essential. Appearance unimportant. Box No. 4372, MOTOR SPORT, 15, City Road, E.C.1. [1947]

SINGER ROADSTER, any condition, must be complete. Particulars to Box No. 4435, MOTOR SPORT, 15, City Road, E.C.1. [1963]

AUSTIN SEVEN CHASSIS, cheap, for rebuilding. Condition immaterial. 14, Woodhey Road, Bebington, Cheshire. [1967]

VAN REQUIRED, interior at least six feet long. Any make, h.p. or age, but must have good engine and be inexpensive. Campbell, Red Eyot, Braywick, Maidenhead. [2144]

AUSTIN SEVEN, sports or otherwise, condition of no importance. Hackney Repair Works, 435, Hackney Road, London, E.2. Tel.: Shoreditch 8209. [2151]

SPORTS CAR or good special, 8 to 16 h.p. preferred. Write, full details, to: 17, Hamilton Close, N.W.8. [2213]

CROWN-WHEEL and pinion for 1929 Austin Seven. F/O. Fryer, R.A.F., Duxford, Cambs. [2251]

NEAR-SIDE HALF AXLE CASE for 1939 Austin Big Seven, Part No. 1A 7644. Helm, First Avenue, Wrea Green, near Kirkham, Lancs. [2252]

M.G. TC OR TA, cheap, towable, within 50 miles London. 2, Colet Gardens, W.14. [2253]

MECHANIC'S TOOL KIT, list of contents and price. Also vice, electric drill, jacks; anything small and useful for private garage. Box No. 4391, MOTOR SPORT, 15, City Road, E.C.1. [2134]

MERCEDES, Rolls or similar drophead required, but must be in good fettle. Gill, 21, Cranley Gardens, S.W.7. [2223]

WANTED—continued

CONTINENTAL or Phantom II wanted, with open or drophead coachwork. Box No. 4406, MOTOR SPORT, 15, City Road, E.C.1. [2224]

ENTHUSIAST REQUIRES RILEY, Brooklands, March Special, or what have you? Must be open. Box No. 4407, MOTOR SPORT, 15, City Road, E.C.1. [2225]

URGENTLY, FOUR TYRES, 36 by 675 or 36 by 700, any tread. Box No. 4408, MOTOR SPORT, 15, City Road, E.C.1. [2226]

"BULLNOSE" MORRIS, with Hotchkiss engine preferred. Box No. 4409, MOTOR SPORT, 15, City Road, E.C.1. [2227]

4-LITRE BENTLEY CHASSIS, more or less (A-P) complete but less engine. Box No. 4410, MOTOR SPORT, 15, City Road, E.C.1. [2228]

750 C.C. TO 1,100 C.C. CAR. Any condition if cheap. Exchange or sell 1935 Hillman saloon. 21-h.p. £65. Cash adjustment either way. 11, The Chase, Romford, Essex. [2042]

WANTED URGENTLY. M.G. Magnette NA, 1936, open 4-seater. Good condition essential. Private buyer has cash waiting. 101, Commonfield Road, Banstead, Surrey. [2076]

STAR 11.8 MODEL. Crown-wheel/pinion or information leading thereto. Box No. 4437, MOTOR SPORT, 15, City Road, E.C.1. [2078]

GEARBOX FOR LANCIA LAMBDA and for 4½ Invicta. Marsh, Bathaston House, Bath. [2079]

RILEY SPRITE 1½-litre 2-seater. One requiring overhaul or rebuild considered. Box No. 4438, MOTOR SPORT, 15, City Road, E.C.1. [2080]

"MOTOR SPORT" February, March, April, 1930. Urgent. Reid, 201, St. Benedicts Road, Small Heath, Birmingham. [2081]

FIVE WHEELS for 6½-litre Bentley. 20 or 21 inch with or without tyres. Box No. 4439, MOTOR SPORT, 15, City Road, E.C.1. [2083]

WANTED FOR 1933-34 Alvis TWELVE Firefly. One connecting rod. 67, Wood View Avenue, Three Lane Ends, Castleford, Yorks. [1876]

WANTED. Car suitable for Sprints and Club events. Speed, controllability and price deciding factors. Write, with details to: D. Watts, Clapped Farm, Wadebridge, Cornwall. [1877]

TALBOT 14-h.p., 1934, crown wheel and pinion required (8 by 47 ratio). In good condition. Box No. 4440, MOTOR SPORT, 15, City Road, E.C.1. [1878]

POST-WAR M.G. Midget or Morgan 4/4. Collins, Golf Road, Kenley, Surrey. [1879]

FORD TEN radiator and headlamps. Phillips 28, St. Annes Road, Weymouth, Dorset. [1880]

SINGER NINE CRANKSHAFT. 1935 Singer, Le Mans crankshaft. Rosetoi, Chestnut Avenue, Torquay. [1881]

ALVIS 12/50 4-door saloon Beetleback. Aluminium or specially made body. Mechanical condition immaterial. Body must be good. Would consider body only. Also 4:1 c/w and pinion for SA 12/50. 44, Woodbine Road, Gosforth, Newcastle-on-Tyne. Tel.: Newcastle 53267. [1882]

M.G. BODY. J.P. or L-type in good condition. Longton, Wynthaven, Gatesden Road, Fetcham, Surrey. Tel.: Leatherhead 3740. [1883]

SINGER MANIAC still requires desperately. Hood, frame, sidescrims zip tonneau cover, bonnet, front seats or cushions, rear seats, or complete body for 1933-4 Singer Nine Le Mans 4-seater. Also 1935 D/D chassis frame, sale 2, Solex 30 i.f. carbs., tonneau cover, hood bag. Perfect for 1935 4-seater "Nine." 69, Rhodes Avenue, Newbold, Chesterfield. [1884]

1937-38 WOLSELEY 14-h.p. drophead. Good bodywork essential. Reasonable price. J. G. Hynard, Eynsford, Kent. [1885]

FOLD-FLAT WINDSCREEN and aero screens, one Spring steering wheel for 4½-litre Bentley. J. Foster, North Cave, E. Yorks. [1886]

ROLLS-ROYCE DROPHEAD FOURSOME 26-h.p., 1933-36 vintage. Would consider 40/50-h.p. Donaldson, Renfrew Farm, Stansted, Essex. [1887]

REQUIRED TO BUY or to loan: a copy of the B.M.W. Type 326 handbook. Rickerby, Westmead, Marlborough Gardens, Carlisle. [1888]

1,000-C.C. OR 500-C.C. COOPER chassis, less engine; 1,000 c.c. preferred. Tel.: Haslemere 903. [1889]

WANTED URGENTLY. Stepney rim. Size 820 by 120. Also pair brass oil lights. Early motoring books. Smith, 174, Bromyard Road, Worcester. [1890]

DYNAMO AND DISTRIBUTOR UNIT for 12/50 Alvis. Sound or repairable. Details and price to: V. Knight, Haywards Cottage, Blackwater, Camberley, Surrey. [1891]

WORKS TEAM CAR



1½-LITRE SINGER LE MANS

Crab track (Feb., Motor Sport)? Ex-Barnes, Imhof. Just completely overhauled. 28 m.p.g. Ready for this season's events. Telecontrols, Scintilla Vertex, triple S.U.s. Twin spares (all tyres excellent). Tonneau cover, hood. New battery. £425.
Taylor, 23, Wolseley Rd., Crouch End, London, N.8. Tel.: MOUntview 2888.
Seen by appointment between 7-8 p.m.

THE MARLEY

PORTABLE GARAGE

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