

MOTOR SPORT

INCORPORATING
Speed



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

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

FERODO BRAKE LININGS

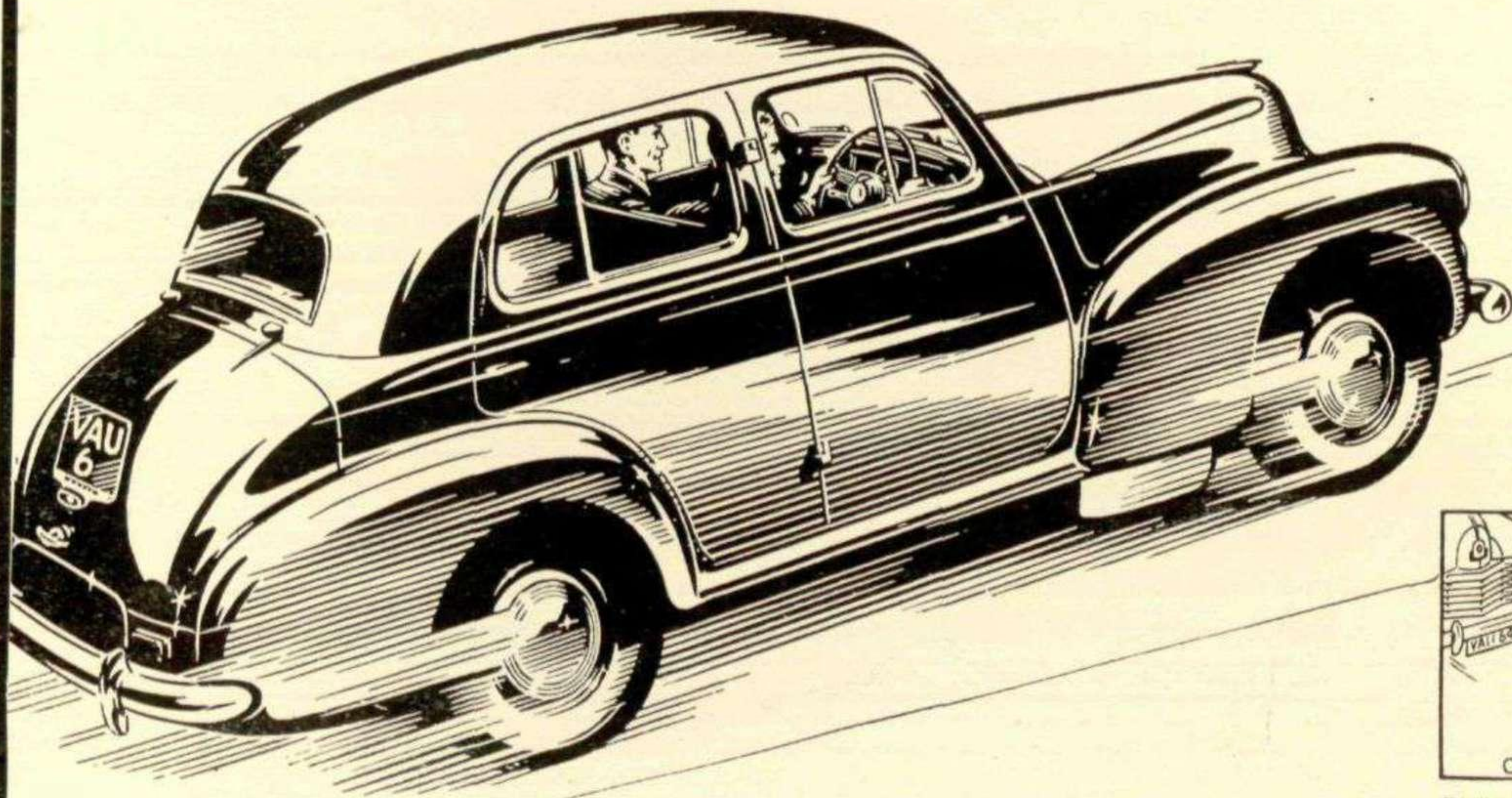
FERODO LIMITED, CHAPEL-EN-LE-FRITH
A Member of the Turner & Newall Organization

into 1950

... with flying colours

Vauxhall this year sails out of austerity with an eye-taking range of radiant colours.

No ordinary colours either but new metallicchrome finishes which give a beautiful opalescent effect of merging shade and tone. Both Velox and Wyvern have more colourful and more luxurious interiors, and there are other refinements to the well-proved designs — among them a new steering gear, improved headlights and sidelights, and a redesigned instrument panel. This year, Vauxhalls will be not only better but even more attractive.

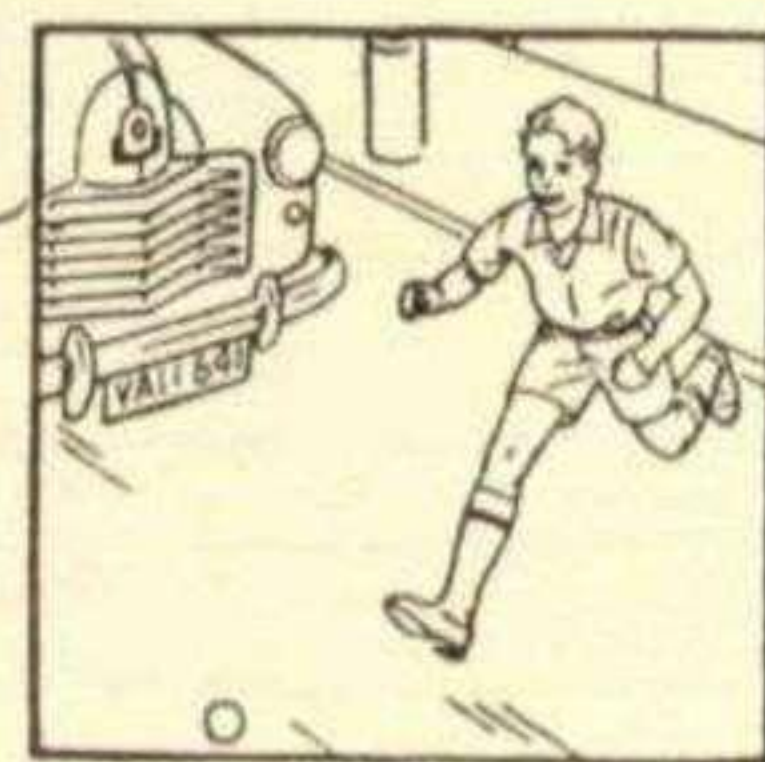


The 2½ litre 6-cylinder Velox costs £430 plus £120.3.11 P.T. The 1½ litre 4-cylinder Wyvern (now with leather upholstery) costs £375 plus £104.18.4 P.T. Both are spacious 4-seaters with independent front-wheel springing, powerful hydraulic brakes and gear lever mounted on steering column.

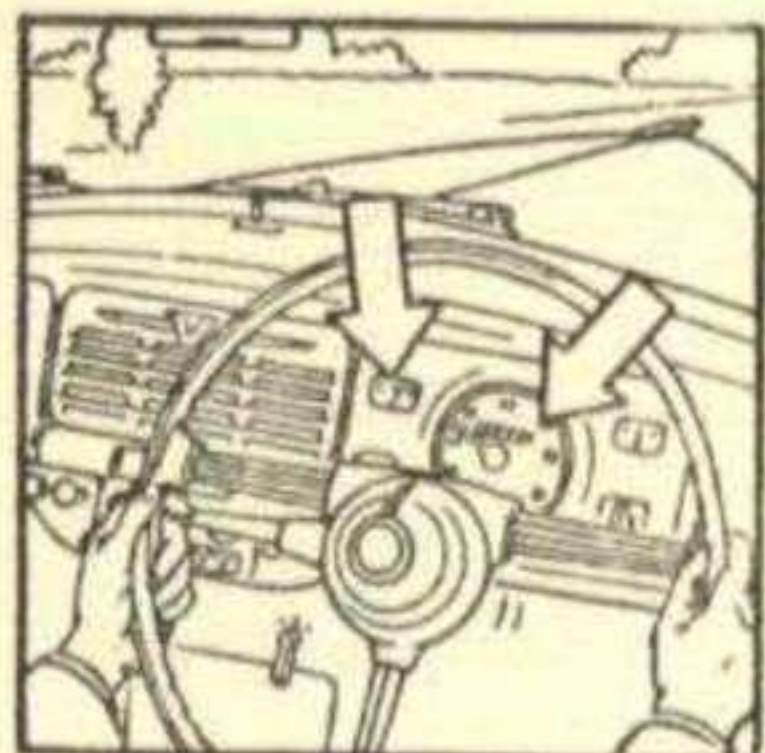
VAUXHALL

Full particulars from your local Vauxhall dealer

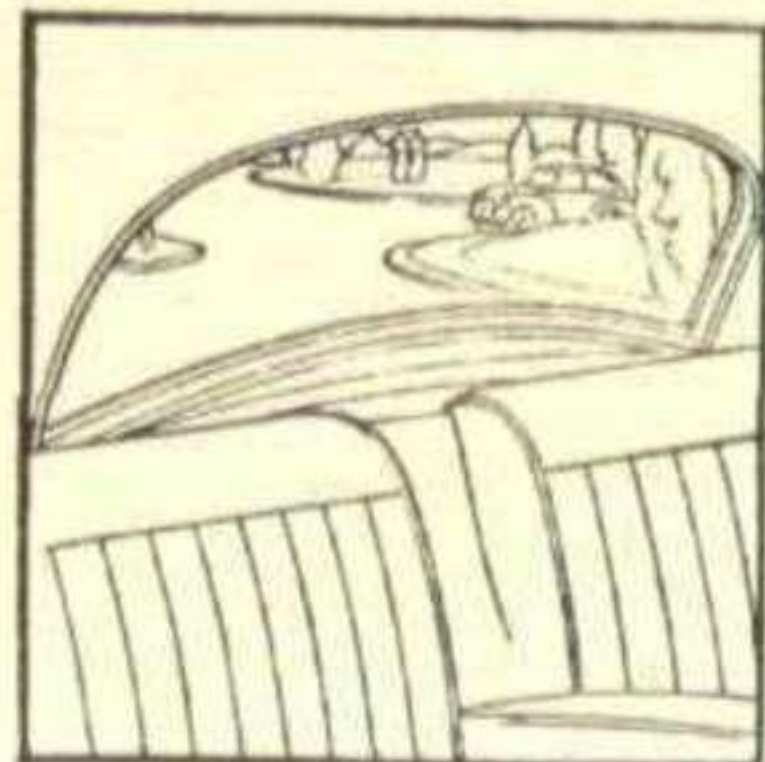
VAUXHALL MOTORS LTD LUTON BEDS



Powerful reliable brakes



Performance per gallon



Clear view of road behind

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

EDITORIAL AND ADVERTISEMENT OFFICES

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

Telephone : MONarch 8944

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MATTERS OF MOMENT

KEEN COMPETITION

It is particularly satisfactory that the sports car, as distinct from those high-performance cars which of recent times have been able substitutes for the young bloods' noisy, draughty means of conveyance of an earlier era, is again coming into its own on the British market. The "XK120" 3½-litre Jaguar, the J-type Allard, the "Silverstone" Healey, the E.R.A.-Javelin, the "Le Mans Replica" Frazer-Nash and the Connaught join such makes as Aston-Martin, H.R.G., M.G., Riley, Singer, Morgan, Alvis and Lea-Francis as cars able to meet the requirements of the sporting motorist, while at the same time offering sound, very rapid, and essentially safe transport for the holiday-maker or the business executive.

Not only are such out-and-out sports cars in great demand in America and other lands over the seas, but they are of essentially the sort to appeal to the greatest enthusiasts of all, the young men and women of Britain.

Consequently, competition for supremacy and continued existence will be keen amongst these makes, and their sponsors will undoubtedly use every means of publicising the performance capabilities and technical high spots of their products, by offering them for exhaustive road-test to the staffs of the technical journals, and by entering them for races, trials, rallies and officially-observed high-speed runs. Not only the winners, but all who do well in the T.T., in the *Daily Express*/B.R.D.C. Production Car Race, at Le Mans and at Spa next year, and in the strenuous Monte Carlo Rally and arduous Alpine Rally will be well on the way to success in the field of hard competition overseas and in the distinctly-limited home market.

THE TOURIST TROPHY REVIVAL

This revival of interest in sports-type high-performance cars has coincided with the R.A.C.'s intention to revive the famous Tourist Trophy Race in 1950. This classic and essentially British race was first held in 1905, but is chiefly remembered by the present generation as the sports-car race held at Ulster in 1928 and every year subsequently until Hitler intervened.

It was confined to production cars, modified in detail only to encourage development, and the winning marques from 1928 to 1938 were: M.G. (three times), Riley (three times), Alfa-Romeo, Lea-Francis, Mercedes-Benz, Darracq and Delage.

It is early yet for the R.A.C. to say much about its plans, but the T.T. will be held on September 16th in Ireland, at the new Dundrod circuit. That the Tourist Trophy is to be revived is tremendously stimulating and the race is certain to receive very material support from British manufacturers.

A JOB FOR THE S.M.M. & T.

Strength is lent to the remarks in the foregoing paragraphs by the fact that during 1949 the manufacturers of the following British cars have advertised competition successes or successful record attacks: Allard, Aston-Martin, Austin, Bentley, Bristol, Citroen, Connaught, Ford, Frazer-Nash, Healey, Hillman, H.R.G., Jaguar, Jowett, Morris, M.G., Riley and Sunbeam-Talbot. In addition, amongst the imposing number of accessory, component and equipment makers who have taken quarter, half or full-page advertisements in the technical Press to record the part their products played in such competitive success are: Abbey Panels, Ace, Alumilite, Alford & Alder, Burgess, Burman, Borg & Beck, Chapman's Seats, Champion, Coventry Radiators, Chekko, Castrol, Dunlop, Esso, Esso-lube, E.N.V., Ferodo, Girling, K.L.G., Lodge, Lucas, Lockheed, Metalastic, Mobiloil, Notek, Notwen, Plexeal, Redex, Regent, Richard Berry, Rubery Owen, Shell, Servais, Shorrock, Smith-Clayton Forge, Solex, S.U., Salter, Triplex, Tecalemit, Vignol, Vandervell, Vokes, Wellworthy, Wilmot-Breeden, Zenith, etc.

There is no doubt whatsoever that success in competition is deemed very worthwhile publicity by the motor industry. Years ago the S.M.M. & T. banned certain competition events to its members. This had the effect of ensuring that successes which might be publicised were both well-merited and accurate. Furthermore, the S.M.M. & T. wisely insisted that if advertisements relating to competition success were prepared for press shortly after results had been announced, the words "Subject to Official Confirmation" must appear in the advertisement.

It seems that some further supervision of this form of advertising is now due. The majority of the firms concerned prepare clear, honest "copy," from which the nature of the successes they claim for their product is at once evident to the lay-reader. But there are some black sheep who seem unable to resist special

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treatment of the advertisement layout. One of these advertisements is reproduced herewith.

THE SWINDLE-SIX

1ST

IN THE

MONTE CHRISTO RALLY!

(Class for Saloon Cars, 1,500-2,000 c.c., Lady Drivers)

UN-ENGLISH?—This advertisement applies to Mrs. Knowledgeable's Swindle-Six, which finished 108th in this year's Monte Christo Rally, being second in the 1½ to 2-litre saloon-car class, but the first car in this class driven by a lady.

[N.B.—The advertisement reproduced was prepared for a firm who entered two saloon cars for the famous and exhausting Monte Christo Rally. This classic event, as you know, is divided

into many categories, including three for saloon cars. In the "saloon cars, 1,500 to 2,000-c.c. class" there was a special prize, as in the other saloon-car classes, for the highest placed lady driver. Besides the two 1,940-c.c. Swindle-Sixes, one of which was driven by that experienced driver, Mrs. Knowledgeable, there were in this class a 1,502-c.c. Loud-Acclaim driven by the racing ace Lou Hairon and a 1,999.9-c.c. Loud-Acclaim handled by Mme. Bim Cherubim. As one might have expected, Hairon had no difficulty in winning the class. Mme. Cherubim was holding second place manfully, when a bad skid on an ice-patch sent her backwards down a ravine. One Swindle-Six had retired on the first day with, it was announced, a blown gasket, which caused some confusion when Press representatives pointed out that these cars have a non-detachable cylinder head. Mrs. Knowledgeable, admittedly driving brilliantly, pressed on in the other Swindle, which, however, was suffering various difficulties. Eventually she finished 108th in general classification (Hairon being 56th) and second in the 1,500-c.c. to 2,000-c.c. saloon-car class.]

As we have said, most of those who justifiably proclaim competition successes do so in a manner that is not likely to lead to confusion. But there is a tendency to use large numerals to proclaim 1st, 2nd or 3rd placings and smaller type to explain that such placings apply only to one particular class of the event being publicised.

We draw attention to this matter for the good of those firms who benefit from competition victories. If such results are publicised unfairly so that casual or short-sighted readers (and, judging by the damage to our car's paintwork after a spell in a public car-park the average motorist is short-sighted), obtain incorrect impressions of how such successes were shared, the great value that can accrue from advertising of this sort is in danger of being diminished.

MOTOR SPORT does not want to see advertisement layout standardised by the S.M.M. & T. any more than it wants road-tests to be standardised by this august body. But if the black sheep amongst advertisers of competition successes increase, we think the S.M.M. & T. should take steps to kill them—and we feel sure Mr. F. I. Connolly, its President, will agree.

MOTOR RACING

Alfa-Romeo **Ferrari**

Once again a Grenville Publication can keep you abreast of the times

Written by the enthusiast for the enthusiast in an interesting and easy-to-read style, with a host of illustrations. This new book offers excellent value for the money.

Do not be left wondering whose car it is, and save yourself the bother of asking "What is that racing car?" With this book you can be as well informed on racing matters as the most "dyed-in-the-wool" enthusiast.

To the 'bods' in the know, your bookshelf will not be complete until you have obtained a copy of the new "1950 Motor Sport Racing Car Review."

Limited copies of Vol. I—1948 and Vol. II—1949 are still available.

Order your copy now from:—

YOUR NEWSAGENT,

or from "MOTOR SPORT," 15-17, CITY ROAD, LONDON, E.C.1

PRICE

8/-

POST FREE

Reports of Recent Events

V.C.C. NORTHERN RALLY

Results of the Veteran C.C. Southport event on September 17th are now to hand. Seventeen veterans and 24 Edwardians entered, of which 14 and 23 started. Ten veterans and 11 Edwardians lost no marks. On formula Eyre's 1902 Napier won the former class from Hunt's 1902 Century and Davenport's 1901 Progress, while the Edwardian Class was won by Taylor's 1911 Stanley Steamer from Wilson's 1911 Arrol-Johnston and Abbott's 1911 de Dion. Major Gardiner's 1899 Locomobile took the prize for the oldest car. Class winners in the acceleration test were: Davenport (1901 Progress), Hunt (1902 Century), Gregory (1904 Darracq), Abbott (1904 Mercédès), Rowe (1911 Swift), Hampton (1910 Bugatti), Neve (1914 G.P. Humber) and Taylor (1911 Stanley). The speed test was won hands down by Neve's Humber, in 18.0 sec., the class winners being the same as before except that Abbott's 1911 de Dion beat the Swift and Skinner's 1910 Rolls-Royce the Stanley. There was also a Relay Race, won by Hampton's team.

TENBY M.C. LYDSTEP SPEED HILL-CLIMB

Another Lydstep hill-climb took place on September 17th, a very large crowd attending, for motor sport seems to have caught-on well and truly in Wales. F.t.d. up the half-mile course was made by E. J. Moor's Wasp 500, in 34.17 sec. Forty entries were received, including five from lady drivers. The prizes were generous and next year the Tenby Club hopes to stage a closed invitation event and to invite the 500 Club, as their course is particularly suited to 500-c.c. cars. 1950 meetings will be on Easter Monday and in September.

Results :

RACING CARS UP TO 500 C.C., UNSUPERCHARGED :	
1st :	E. J. Moor (Wasp 500) ... 34.17 sec.*
2nd :	J. W. Cox (Cooper) ... 35.72 "
3rd :	J. Bossisto (Arengo) ... 36.52 "
* Record for the hill.	
SPORTS CARS, 501 TO 1,100 C.C., UNSUPERCHARGED :	
1st :	G. T. Davies (Singer) ... 43.92 sec.
2nd :	G. C. Johnson (Singer) ... 44.38 "
3rd :	O. H. J. Davies (Morris) ... 46.82 "
SPORTS CARS, 1,101 TO 1,500 C.C., UNSUPERCHARGED :	
1st :	O. H. J. Davies (Davies Special) 38.22 sec.
2nd :	J. McKie ("TC" M.G.) ... 42.80 "
3rd :	D. Lawton (Austin) ... 48.41 "
SPORTS CARS, 1,501 TO 3,000 C.C. UNSUPERCHARGED AND CLOSED CARS :	
1st :	K. Wharton (Wharton Special) 36.39 sec.
2nd :	J. W. Cox (Dellow) ... 37.01 "
3rd :	G. D. Waldron (Dellow) ... 37.77 "
DITTO, DITTO, WITH LADY DRIVERS :	
1st :	Mrs. P. Waldron (Dellow) ... 41.71 sec.*
2nd :	Mrs. S. Edwards (Ford Special) 43.22 "
3rd :	Mrs. R. B. Lowe (Dellow) ... 43.94 "
* Ladies' record for the hill.	
SPORTS CARS OVER 3,000 C.C. UNSUPERCHARGED AND CLOSED CARS :	
1st :	G. N. Mansell (Allard Special) ... 37.48 sec.
2nd :	K. Wharton (Ford V8) ... 39.88 "
3rd :	A. S. Bassett (Riley) ... 41.44 "
SPECIAL AWARDS :	
"THE LT.-COL. HOWELLS" CUP (F.T.D.—to be won outright).—E. J. Moor (Wasp 500), 34.17 sec.	
"THE HAROLD STYCHE" CHALLENGE CUP (fastest time by a lady driver).—Mrs. P. Waldron (Dellow), 41.71 sec.	
"EVANS AND McDOWALL" CHALLENGE CUP (fastest time by a racing car up to 500 c.c.).—E. J. Moor (Wasp 500), 34.17 sec.	
"ALEC MUNT" CHALLENGE CUP (fastest time by a standard model production closed car).—K. Wharton (Ford), 39.88 sec.	

"VICTOR MORRIS" CHALLENGE CUP (for the best constructed sports car or competition special, made, owned and driven by a competitor resident in Wales).—O. H. J. Davies (Davies Special). "MRS. VICTOR MORRIS" CUP (for the lady driver who gains most points for start, gear-change, cornering and stop—judged by Mr. Victor Morris).—Mrs. S. Edwards (Ford Special).

AUSTRALIAN G.P.

Run off at Queensland on September 18th, John Crouch's Delahaye beat 27 other starters, winning at 82.5 m.p.h. from Gordon's supercharged "TC" M.G. and Rizzo's 1½-litre Rizzo-Riley. The distance was 150 miles of a 4.3-miles airfield circuit.

GEE!

News comes from America of a National "hot-rod" meeting at Bonneville Salt Flats, Utah. The cars were electrically-timed, it is believed over ¼ mile, and the two-way speeds make staggering reading. The Xydias-Batchelor So-Cal Speed Shop Special, with all-enveloping bodywork and L-head Mercury engine, did 189.745 m.p.h., its best one-way run being at 193.54 m.p.h., and with Ford engine clocked 156.4 m.p.h. Fastest sports car was a Kurtis Kraft with all-enveloping body which did 142.515 m.p.h. (h's that, Mr. Rankin!) It really does make you think, for these speeds, from what are basically production L-head engines, are not far short of the speeds at which sprint International class records stand, albeit over the rather longer distance of a flying kilometre.

BENTLEY D.C. FIRLE HILL-CLIMB

The results of this speed event on September 25th were:—

1st :	F. H. Howarth (4½-litre Lagonda)	31.40 sec.
2nd :	A. L. Pitts (4½-litre Bentley, s/c)	31.74 "
3rd :	W. G. Smeed (4½-litre Bentley, s/c)	33.62 "

K.B.C.C. STAFFORD CLARK CUP TRIAL

This Kentish Border C.C. event embraced six observed sections and two timed tests. It was contested by 15 entrants and, due to the abnormally dry summer, nine lost no marks.

Results :

THE STAFFORD CLARK CUP (best performance of day).—A. E. Day (Mercury Special).
FIRST-CLASS AWARD (runner-up).—M. H. Lawson (H.R.G.).
SECOND-CLASS AWARD.—A. W. Richards (Richards Special).
THIRD-CLASS AWARD.—G. M. Boyes (Batten Special).

S. & H.M.C. SHANN CUP TRIAL

The Sheffield & Hallamshire M.C. ran this trial on September 25th especially for ladies and novices. Fifteen started, 14 finished the 30-mile course in Derbyshire, and the premier honours went to 18-year-old Edward Harrison, T. C. Harrison's son.

Results :

SHANN CUP.—Edward Harrison (Harford).
LADIES' CUP.—Mrs. D. G. Flather (B.M.W. Special), (also second in general classification).
AWARD FOR THIRD PLACE.—Mrs. R. C. Wingfield (Morris Special).
AWARD FOR FOURTH PLACE.—Mr. M. Venables (Singer).
AWARD FOR FIFTH PLACE.—Mr. E. H. Boot (Boot Special).
SOUVENIR AWARD.—Mr. A. Kemsley (Riley).

WEST HANTS AND DORSET C.C. KNOTT CUP TRIAL

This was held on September 25th over a 10-mile course on the tank testing ground at Bovington, Dorset. There were 28 entries, and remarkable to relate, they all started.

Leslie Onslow Bartlett's "feet and inches" system of marking was used. In this the distance between the point where a car stops on a hill and the top, is measured, and the object is to complete the trial with the minimum distance un-climbed.

Special tests were included in the event of ties, but there were none, and the trial was decided on hill performance only. The hills were measured beforehand and marked at 30-ft. intervals so that there was practically no delay caused by the measurements being taken. The measurements were taken when the car came to rest, not necessarily from the point of failure, and many people had difficulty in holding their cars. It was noticeable how much better drivers were at this in the afternoon than they had been in the morning.

On the morning section Heather Hill provided the greatest difficulty, a two-foot deep mud patch at the bottom stopping everyone. K. E. O. Burgess' climb of Cracker included several excursions into the undergrowth but was successful.

In the afternoon, Sherman's Delight was deleted, its 1 in 0.5 gradient being considered rather much even for a trials special. L. Parker's rear-engined Parker Special made a good attempt at "The Bowl," though on Heartbreak it seemed likely to fall over backwards. Gallow's Hill remains unclimbed despite attempts by Burgess and Faulkner, who both got to within 30 feet of the top. The trial finished at Bovington Camp. Two noteworthy performances were those of J. Readings, whose shortened Lancia "Lambda" was third, and Miss Marshall, who drove consistently neatly to make best under 1,500-c.c. performance.

Results :

KNOTT CUP.—K. Burgess (Allard).
VISITORS' CUP.—H. Roberts (Allard).
SHIP CUP.—R. Faulkner (Mercury).
OVER 1,500 C.C. AWARD.—J. Readings (Lancia).
UNDER 1,500 C.C. AWARD.—Miss Marshall (Hunt Special).
FIRST-CLASS AWARDS.—Fitzwater (Riley Special), F. Shanks (Dellow), Biggs, (Ford Ten), Price (Price Special), Tolman (Betsy).
SECOND-CLASS AWARDS.—Cotton (Cotton Special), Spence (F.M.W.), Clayton (Clayton Special), Whitefield (Ford Ten Special).
INTER-TEAM AWARD.—Bristol M.C. and L.C.C.

WATKINS GLEN

This second S.C.C. of America sports-car event, which promises to become an annual, and, it is hoped, International, race, took place under perfect weather circumstances and drew most unexpected crowds, which have been estimated to range between 50,000 and 100,000.

In order to pave the way for a more orderly procedure in the selection of entries with regard to International F.I.A. rules, it was decided to seek official sanction from the American Automobile Association, which is the custodian for the

Federation Internationale de l'Automobile. This sanction was duly obtained, and it is now known that the A.A.A., upon observing the manner in which the club conducted itself prior to and during the races, had lodged official notification in Paris that the third Watkins Glen annual sports car race is to be run on September 23rd, 1950, as an International Calendar Event, the only one in the U.S. besides the Indianapolis "500."

It was rumoured that the great Chinetti would take part in the race, but last minute travel difficulties prevented him, and so the lone Ferrari entry, which did so well in the early part of the Bridgehampton Race, was entered and driven by its owner, Briggs Cunningham. George Weaver, in his Type RI 2,950-c.c. V8 Maserati at last overcame his perpetual jinx and won the first race, the Seneca Cup (four laps, 26.4 miles, Le Mans start), at an average speed of 66.3 m.p.h. He was unable to restart in the big race, as apparently his brakes wore out.

There was nothing surprising in seeing Cunningham's Ferrari come in second, but the fact that Sam Collier came in third in a supercharged "TC" M.G., and was only ten seconds behind him when he crossed the finish, is worthy of comment, from the point of view of both the driver and his efficiently-tuned car.

The great surprise came in the big event, the so-called Sports Car "Grand Prix," when Sam's brother, Miles Collier, sneaked in ahead of Cunningham's Ferrari, which he was trailing by ten seconds on the lap before the last. Collier's entry, which basically is a Riley with a Ford V8 power plant, averaged 68.46 m.p.h., which compares with 63.7 m.p.h. set up by Frank Griswold in his winning Alfa-Romeo in the 1948 race. Amazingly good driving was displayed by the British entry, Tom Cole, Jr., who came in fourth in his H.R.G., only two minutes and 28 seconds behind the winner.

Of technical interest were: the new de Dion rear-axled Allard powered with the Ardun-Ford o.h.v. 4,000-c.c. engine; the "Mille Miglia" 1,087-c.c. F.I.A.T.; and the 10-to-1 compression o.h.c. Crosley "Hot Shot," which, with its 730-c.c. engine, outpaced the unsupercharged M.G.s but, as was expected, blew up its inadequate transmission after two laps in the first race. Not participating in the race, but much in evidence, was a new "XK120" Jaguar, which was admired by all.

Results :

SENECA CUP RACE (4 laps—26.4 miles):		
	min.	sec.
1st: George Weaver (Maserati), (66.3 m.p.h.)	23	53.0
2nd: Briggs Cunningham (Ferrari)	24	6.6
3rd: Sam Collier (M.G., s/c)	24	16.7
4th: George Roberts (Bumerac)	24	32.8
5th: T. L. H. Cole, Jr. (H.R.G.)	24	35.4

Class G winner (750-1,100 c.c.): A. Pompeo (F.I.A.T.).

Class F winner (1,100-1,500 c.c.): T. L. H. Cole (H.R.G.).

Class E winner (1,500-2,000 c.c.): Sam Collier (M.G., s/c).

Class D winner (over 2,000 c.c.): George Weaver (Maserati).

GRAND PRIX RACE (15 laps—99 miles):			
	hr.	min.	sec.
1st: Miles Collier (Ford-Riley), (68.46 m.p.h.)	1	26	46.0
2nd: Briggs Cunningham (Ferrari)	1	26	51.8
3rd: George Roberts (Bumerac)	1	26	51.9
4th: T. L. H. Cole, Jr. (H.R.G.)	1	29	14.1
5th: John Fitch (M.G.), flagged at 14 laps.			

Class G winner: A. Pompeo (F.I.A.T.).

Class F winner: T. L. H. Cole (H.R.G.).

Class E winner: Louis Turco (Alfa-Romeo).
Class D winner: Miles Collier (Ford-Riley).
(Cunningham voluntarily classified the Ferrari into Class D, instead of Class E, in which it normally would belong.)

CZECHOSLOVAKIAN GRAND PRIX

This event, over 20 laps, or 220 miles of the Masaryk circuit at Brno, was a victory for that popular British driver, Peter Whitehead, whose 1½-litre G.P. Ferrari took 2 hr. 48 min. 41 sec., an average speed of 78.72 m.p.h. Less than a minute later Etancelin brought home his Lago-Talbot, and third place went to Cortese's Ferrari. Some 350,000 people watched the racing and, unfortunately, some of them were involved in a nasty crash when Farini's Maserati went straight on at a 70-m.p.h. corner; Parnell's Maserati did the same thing, hitting Farina, who had got out of his car, and "Bira's" Maserati went out of control at the same place. Other retirements involved Murray (Maserati) with fuel starvation, and Chiron's Maserati with clutch trouble.

For your records, the other finishers were: Levegh (Talbot), Louveau (Maserati), Claes (Talbot), Carini (Maserati), Rosier (Talbot), Sojka (Tatraplan), Vicek (Magda), and Dobry (Frazer-Nash), in that order. In practice Farina lapped at 80.6 m.p.h., and best lap in the race was made by "Bira," at 82.29 m.p.h.

The Brno Cup sports-car race was won by the well-known driver Treybal, who averaged 69.3 m.p.h. in a 1½-litre Gordini-Simca, comfortably beating Sojka's 2-litre Tatraplan and Dobry's Frazer-Nash. The other Simcas ran a bearing, dropped a valve and overturned, respectively, but Treybal's reached some 135 m.p.h. Class winners were:—750 c.c.: Sutnar (Aero Minor); 1,100 c.c.: Netusil (Skoda Tudor); 1½ litre: Treybal; and 2 litre: Tatraplan.

JOHORE RACES

British stock cars, according to the *Malaya Tribune*, practically swept the board at the Singapore M.C. road-race meeting at Johore on October 2nd, while "specials" and American cars "blew-up" all round the course. C. O. Jennings ("TC" M.G.) won the 1½-litre race from Chia Eng Quee's 1,098-c.c. Wong Silver Arrow, with S. Theraviara's "TC" M.G. third. The Johore Formula I Grand Prix was won by Jennings, with J. A. Milne's 3,750-c.c. Milne Special second and Theraviara's M.G. third.

BROUGH 500-c.c. RACES

Coldham's Cooper with Aston's sprint J.A.P. engine, won the scratch race for 500-c.c. cars at Brough on October 2nd at 57.8 m.p.h. from the Parker-Special, with Mcss' Cooper-J.A.P. third, after a bad start. Reece (Cooper-J.A.P.) won the handicap final from Parker, with Dryden's Cooper-Norton third. Coldham made fastest lap, at 58.6 m.p.h.

750 CLUB WROTHAM CUP TRIAL

Forty-three entries were obtained for this event, held in Kent on October 2nd. The dry weather had a remarkable effect, for all the competitors climbed Fleur-de-Lys and Coldharbour clean, save Miss Logsdon (L.M.C.), who retired, while

there was one failure only on the Hump and two on Boxley Warren and Robin Hood. Seven competitors lost marks on Polyfield, however, and the trial was decided by the special test.

Results :

WROTHAM CUP.—W. F. Mead (Allard), 200½ marks.
BEST IN OPPOSITE CLASS.—H. Birkett (Austin Seven), 200 marks.

WALSINGHAM CUP.—R. E. Lang (Austin Seven), 198½ marks.

TEAM PRIZE.—Messrs. Brown (V8), Mead and Hancock (Allards), 598½ marks.

FIRST-CLASS AWARDS.—Frost (Allard), Appleton (Allard), Hancock (Allard), Richards (Austin).

SECOND-CLASS AWARDS.—Yeats (Yeats Ford Ten), Cotton (Cotton Special), Lawson (H.R.G.), Helm (Helm Special), Day (Mercury).

HAGLEY & DISTRICT L.C.C. AUTUMN TRIAL

This event was held on October 9th. Nine hills, most of them new, caused a crop of failures in spite of abnormally dry conditions. Only five competitors, J. W. Cox (1,172-c.c. Dellow, s/c), R. B. Lowe (1,172-c.c. Dellow, s/c), L. G. Evans (1,172-c.c. Dellow, s/c), H. Roberts (3,622-c.c. Allard) and P. A. Atkinson (747-c.c. Austin), were "clean" on all hills, Atkinson's performance with an old unblown Austin Seven being particularly meritorious. In spite of an easy schedule many competitors lost marks on time and few succeeded in achieving "bogey" in the acceleration test.

Results :

CUTLER TROPHY.—J. W. Cox (1,172-c.c. Dellow, s/c), no marks lost.

FIRST-CLASS AWARDS.—R. B. Lowe (1,172-c.c. Dellow, s/c) and H. Roberts (3,622-c.c. Allard), both lost 10 marks.

SECOND-CLASS AWARDS.—F. D. Lawton (1,125-c.c. Austin Special), P. A. Atkinson (747-c.c. Austin) and L. G. Evans (1,172-c.c. Dellow, s/c), all lost 15 marks each.

G.P. du SALON

Held on October 9th, this race at Monthèry was a procession of Talbots after a first-lap crash had eliminated three cars including Whitehead's Ferrari. Sommer won at 92.38 m.p.h. from Schell and Meyrat.

WINNERS

HARROW C.C. WALTON-ON-NAZE RALLY: W. E. Edgar (Morris Minor).

TAUNTON M.C. ALLEN TROPHY TRIAL: R. W. Phillips (Fairley).

B.A.R.C./Y.S.C.C. WILSON TROPHY TRIAL: E. B. Wadsworth (Ford Special).

HANTS AND BERKS M.C. NIGHT NAVIGATION RALLY: M. Lambert ("TC" M.G.), Cemian C.C.

CORRECTION

Harking back to the last issue and our remarks about the V.S.C.C. Prescott Hill-Climb, we wish to state that the tabulated results given were correct, so that the fastest sports car was Hern's supercharged Amilcar Six (51.1 sec.), and best time by a non-supercharged sports car was by Arklay's A.C. Six-engined Frazer-Nash, in 54.33 sec., not, as we stated, by Webb's "30/98" Vauxhall.

Incidentally, Radburn's V.S.C.C. Silverstone entry was his "push-pull" Salmson, not a twin-cam car as we wrongly imagined.

JOE FRY (FREIKAISERWAGEN) LEADS THE WAY AT WESTON-SUPER-MARE

*Successful Bristol M.C. and L.C.C. Speed Trial Along the Sea Front.
Butterworth (A.J.B.) Coasts Over the Line to Make Fastest Time
Unsupercharged. McAlpine's Course Record Unbroken.*

LAST year the ambitious Bristol M.C. and L.C.C. persuaded the Weston-Super-Mare Corporation to allow them to organise a speed trial along the ½-mile of the promenade road. A very enjoyable meeting resulted, at which Ken McAlpine's ex-"Bira" Maserati made f.t.d. in 21.10 sec., and Butterworth's A.J.B. was the fastest non-supercharged car.

This year (October 8th) the event was improved by allowing two cars to run together, one on the road and one on the promenade itself, both roads curving to the right and the shorter radius of the sea-side road being adjusted by staggering the starting lines. Electrical timing was used and drivers were timed from the signal to go, which resulted in several false starts, C. A. N. May being one who found this system, as opposed to starting when you wish, a strain on the leg muscles. The promenade got rather slippery and the bumps at the far end of the road itself somewhat tricky.

An excellent entry came in and the Corporation gave full co operation, including an excellent luncheon for the Press, to which Christopher Jennings came by steamer, disembarking at one of Weston's piers. The same course had been used for motor-cycle racing the previous week-end and for cycle contests the week-end before that. Some residents object to the road being closed, but if such meetings show a profit the rate-payers are satisfied and it is hoped to get an International date next year. The late date, incidentally, is deliberate, as Weston aims to extend the holiday "season."

Certainly the whole meeting was run off with a pleasing balance of efficiency and good humour and the Paddock was conveniently adjacent to the start and to the Grand Atlantic Hotel, where most of the competitors stayed and where there is ample garage space.

The times were slower this year and McAlpine's course-record stands, Fry, who was fastest, being .03 sec. too slow to equal it. The only complaint concerns the weather, which was somewhat oppressive and which deteriorated into torrential rain half-an-hour after the last run. It may be some consolation to drivers and spectators who got drenched on the way home to learn that MOTOR SPORT, in the sternsheets of the Butterworth Bentley, also suffered, a hot bath being taken at about 3.30 a.m. on the Sunday after divers adventures, and our notes from which this report is compiled being still sodden on the Monday! Reminiscent of the final Prescott meeting last year!

The Paddock revealed much of interest and the usual earnest toil, watched with awe, over a paling fence, by Weston's

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early-morning citizens. Scott-Russell produced a Lombard chassis powered with a 4½-litre s.v. Chrysler "Kingston" engine with an oil-coil attached to its head. Harrison, Bishop and Garnsey had R-type M.G.s, Wilkins, Lafone and Lant Q-types, mostly very noisy, particularly Wilkins',

Tony Rolt, attended by Freddie Dixon, had the Alfa-Romeo dual superchargers back on his Alfa-Romeo. Instone was airing another new "special," the rear-engined Djinn with J.A.P. engine and transverse suspension, while I ones had a new Tiger Kitten, comprising the first of the new Iota chassis with very ingenious stressed-rubber rear suspension and his well-known 496-c.c. J.A.P. engine. The whole car weighs under 500 lb. Wally Hassan was helping Moor, whose Wasp 500 with Manx Norton engine arrived behind his Perkins-Velox, a smart "30/98" Vauxhall two-seater, diesel powered, while Lt.-Col. Arengo's J.A.P.-engined Arengo 500, with an astonishing framework round each wheel, was handled by Bosisto. Andrews' Duesenberg was present and S. Hartwell brought the Blomfield Type 37 Bugatti with stub-exhausts and a vast "power-bulge" on the near side of the bonnet concealing a supercharger. Parnell was there, but did not drive, and other regretted absentees included the Emeryson 500, the 1½-litre Wharton Special, Ansell's E.R.A., Bell's 1½-litre E.R.A., presumably yet again rebuilt, Poore's Alfa-Romeo and a B-type E.R.A. entered by H. Cosh. In the Paddock was the first "XK" Jaguar to be delivered to a private owner in this country.

Class 1—Up to 500 c.c.

The "500s" produced a great tussle, Parker's Parker-J.A.P. doing 27.34 sec. and Tipper in the diminutive Monaco-Norton 27.6 sec. on their first runs, while Moor's Wasp made a magnificent get-away, to clock 27.71 sec. I ones found he couldn't locate top gear, and, going over the line in third gear, took 28.2 sec. Obviously, these positions were likely to alter on the second runs, and they did. Tipper, in vast leather helmet, got the Monaco really motoring, and pipped Parker, while Moor, after work on the Wasp's magneto, improved on his first run sufficiently to wrest third place from the now-much-faster Tiger Kitten.

1st: C. J. Tipper (498-c.c. Monaco) ... 26.42 sec.
2nd: D. Parker (497-c.c. Parker-Special) 27.34 ..
3rd: E. J. Moor (499-c.c. Wasp) ... 27.47 ..

Also ran: Lones (Tiger Kitten), 27.6 sec.; Saunders and Cox (Coopers), both 28.9 sec.; Ebdon (Haldon-J.A.P.), 28.02 sec.; Collins (Cooper), 28.34

sec.; Cuff (Hells Hammers V), 28.48 sec.; Stedman (Jeremy Fry), 28.6 sec.; May and Dryden (Coopers), both 28.83 sec.; Tye (Cooper), 28.85 sec.; Truman (Bardon Special), 28.97 sec.; Steadman (Parseann), 29.15 sec.; Rowland (Cooper), 29.2 sec.; Bosisto (Arengo), 29.6 sec.; Habin (Cooper), 30.8 sec.; Cutler (Cutler 500), 31.26 sec.; Messenger ("500 Special), 34.0 sec.

Class 2—Over 500 c.c. and Not Exceeding 1,100 c.c.

By far and away the fastest car in this class was the Freikaiserwagen, ably handled by Joe Fry. On its first run it not only beat its class rivals, but made f.t.d. on a magnificent run in 21.13 sec., the rear suspension taking an immense load as the little blue car snaked away and the engine reaching 6,000 r.p.m. some way from the finish, Fry crossing the line at some 130 m.p.h. David Fry missed his first run because he was busy installing a higher gear-ratio, fitting a sprocket with two teeth fewer, so that everyone awaited the next run with immense enthusiasm. Alas, a float-chamber connection came adrift, setting up fuel starvation, and the revs. wouldn't go above 5,300 this time. Joe Fry finished, as he said, in a pool of methanol, a run lasting 22.31 sec. Later David Fry took his run, clocking 22.38 sec. But the Freikaiserwagen had done its job and went away triumphant. Dowson made a fine effort in the smaller Lightweight Special, taking third place.

1st: J. G. Fry (1,097-c.c. Freikaiserwagen) ... 21.13 sec.*
2nd: D. H. C. Fry (1,097-c.c. Freikaiserwagen) ... 22.38 ..
3rd: J. M. P. Dowson (748-c.c. Lightweight Special) ... 23.63 ..

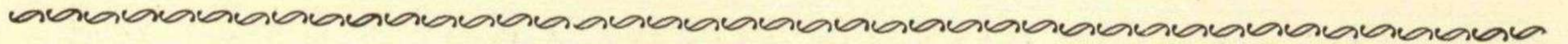
Also ran: Hartwell (Cooper-H.R.D.), 24.88 sec.; Instone (Djinn), 25.2 sec.; Heath (Heath-J.A.P.), 26.0 sec.; Turner (Turner Special), 26.2 sec.; Ferguson (Cooper-H.R.D.), 27.08 sec.; Lafone (M.G.), 28.09 sec.; Lant (M.G.), 28.32 sec.; Wilkins (M.G.), 29.72 sec.; Lomax (M.G. "J3"), 30.09 sec.; Bishop (M.G.), 34.59 sec.; Mrs. Woodall (Woodall), 34.8 sec.; Martin (Austin), 37.6 sec.; Harrison (M.G.), F.
* F.T.D.

Class 3—Over 1,100 c.c. and Not Exceeding 1,500 c.c.

David Hampshire had the Parnell B-type E.R.A. going really well to win this class, taking it off the line carefully and going fast everywhere else. Norton's Alta and Richardson's R.R.A., the latter spinning its wheels merrily, both beat Murray, who stalled the engine of his Parnell 4CL Maserati on his first attempt and made a ragged start thereafter. Joe Fry's Maserati had gearbox trouble and failed to run.

1st: D. Hampshire (1,500-c.c. E.R.A.) 23.73 sec.
2nd: G. W. P. Norton (1,496-c.c. Alta) ... 24.47 ..
3rd: G. N. Richardson (1,488-c.c. R.R.A.) 25.26 ..

Also ran: Murray (Maserati), 26.4 sec.; Hartwell (Bugatti), 27.03 sec.; Bradnack (B.R.A.), 27.8 sec.; Sims (Stafford Special), 30.6 sec.; Buncombe (H.R.G.), 31.8 sec.; Sargeant (Bugatti), 38.4 sec.

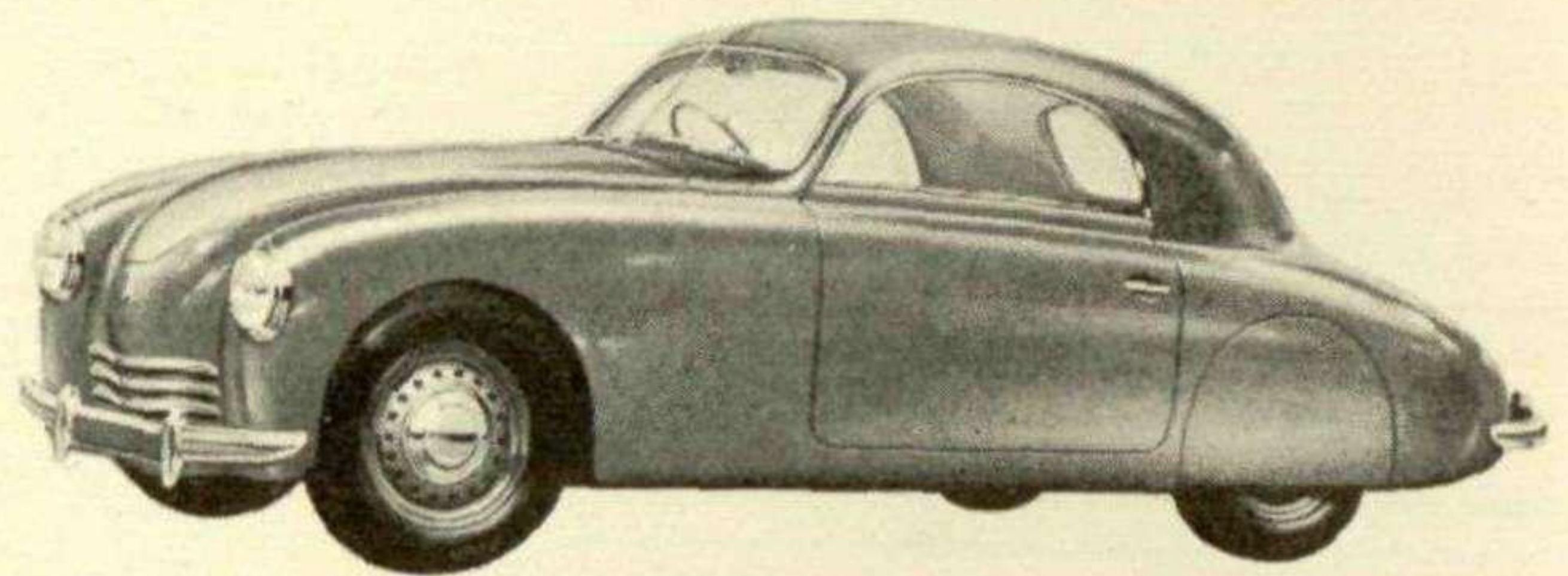
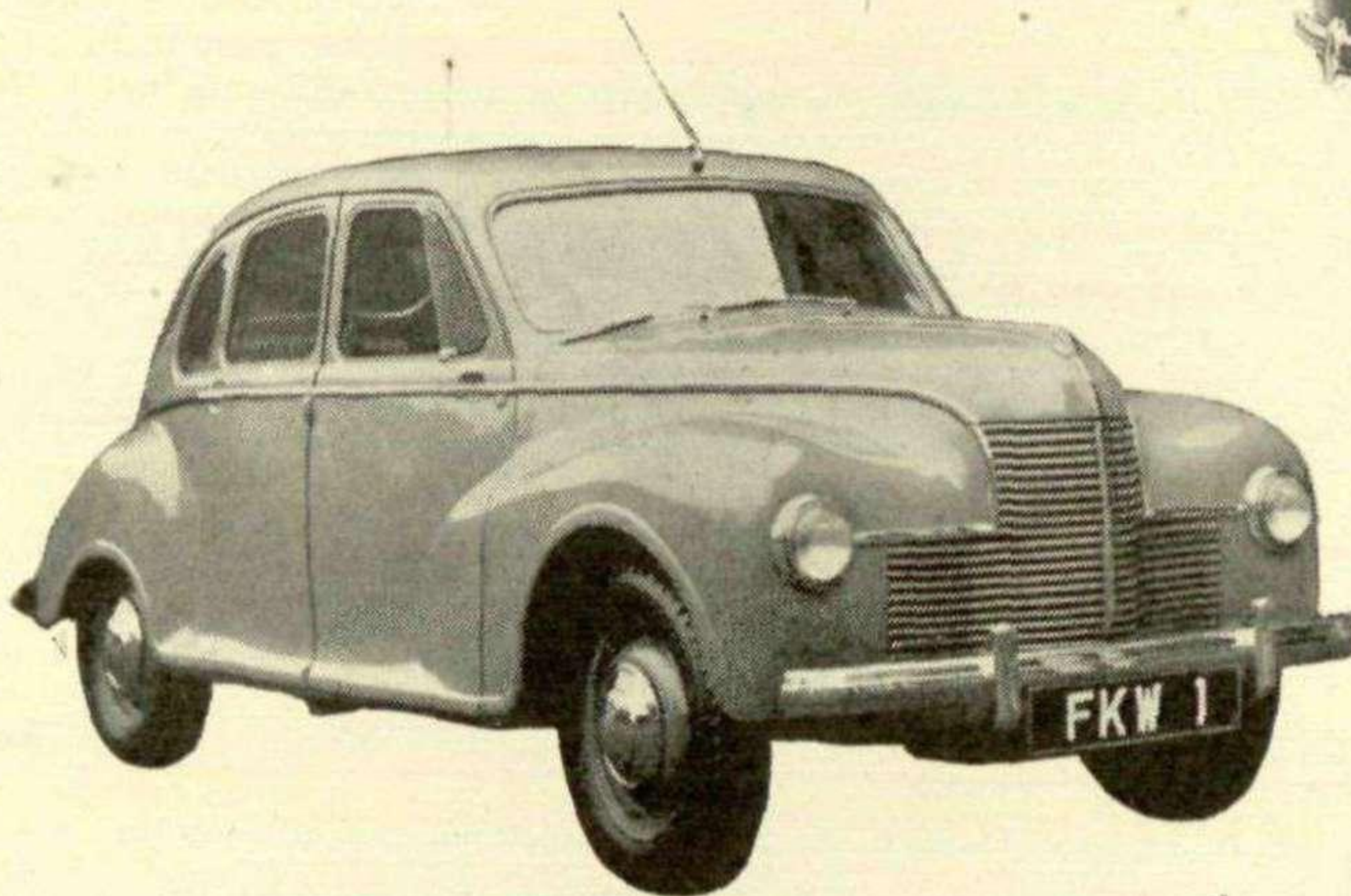


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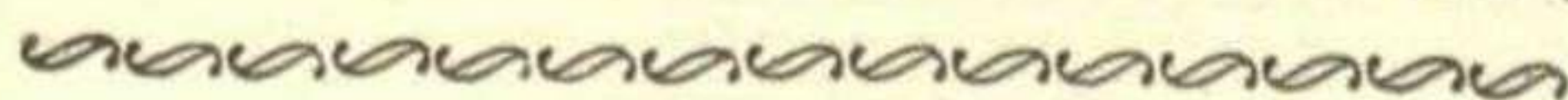
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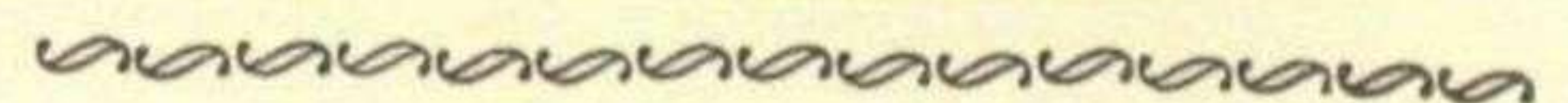


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Class 4—Over 1,500 c.c. and Not Exceeding 2,000 c.c., Non-supercharged

Tyrer's special B.M.W. dominated this preserve of the smaller unblown cars, just beating Wyer in Folland's Type 166 F2 Ferrari, the latter rather reluctant to start on its portable battery. The Caesar Special was consistent if slow, being brought up to the boil to warm the oil, the radiator then being drained and refilled with cold water before the start. Newton's "Le Mans Replica" sports Frazer-Nash did not disgrace itself. Goodfellow's 1,750-c.c. Alfa-Romeo had large rev.-counter and speedometer, its drophead top tied down and non-standard things in its engine.

1st: G. Tyrer (1,971-c.c. B.M.W.) ... 25.33 sec.
2nd: J. Wyer (1,996-c.c. Ferrari) ... 25.39 "
3rd: W. G. Toole (1,767-c.c. R.L.B.) ... 25.95 "
Also ran: Way (B.M.W.), 26.0 sec.; Newton (Frazer-Nash), 26.4 sec.; Pitt (Frazer-Nash), 26.52 sec.; Taylor (Caesar Special), 28.0 sec.; Goodfellow (Alfa-Romeo), 33.4 sec.

Class 5—Over 2,000 c.c.

McAlpine made a great effort to regain his laurels, and increased his time on his second run from 23.1 to 21.37 sec., retaining his lead from Allan Arnold's special Type 55 Bugatti, but failing to beat Joe Fry in Class 2. Rolt, his Alfa-Romeo very hot on the line, was third and no one else got close to these three, the nearest being the A.J.B. Butterworth, however, suffered very bad luck, for a rod broke when he was scarcely over half-way up the course. He put the clutch out, forgetfully let it in again, found the engine solid, and coasted in, passed obviously by McAlpine. Nevertheless, he clocked 24.6 sec., retaining the Grand Atlantic Challenge Cup for fastest unsupercharged time which he won last year. [I was towed down in the A.J.B. behind a 4½-litre Bentley by Butterworth the previous

evening and feel sure we did 200 m.p.h. most of the time!—ED.]

1st: K. McAlpine (3,015-c.c. Maserati)... 21.37 sec
2nd: J. Allan-Arnold (2,300-c.c. Bugatti) 22.01 "
3rd: A. P. R. Rolt (3,442-c.c. Alfa-Romeo) ... 22.19 "
Also ran: Butterworth (A.J.B.), 24.6 sec.; Hukins (35B Bugatti), 24.64 sec.; Lloyd-Jones (Triangle), 25.4 sec.; Matthews (Jaguar), 25.89 sec.; Mansell (Allard Special), 26.73 sec.; James (V12 Sunbeam), 26.8 sec.; Garnsey (Bugatti), 27.4 sec.; Scott-Russell (Lombard Special), 30.6 sec.; Andrews (Duesenberg), 30.8 sec.

So ended a very enjoyable Weston-Super-Mare meeting, with Fry in charge of the Grand Pier Trophy. The Club Cup for fastest B.M.C. and L.C.C. member went to McAlpine. The six fastest cars were:—

J. Fry (Freikaiserwagen) ... 21.13 sec.
McAlpine (Maserati) ... 21.37 "
Allan-Arnold (Bugatti) ... 22.01 "
Rolt (Alfa-Romeo) ... 22.19 "
D. Fry (Freikaiserwagen) ... 22.38 "
Dowson (Lightweight Special)... 23.63 "

R.A.C. Championship Trial Spoilt by Dry Weather

Ken Wharton Wins—2 sec. Superiority in Special Tests.

THE R.A.C. invited 45 drivers to compete in a trial in the "Prescott country" on October 15th, to decide the 1949 Trials Championship. In theory this idea was excellent, but the event was held early in the Trials' season after a dry summer, and so easy were the eight observed sections that the Championship was decided on the two special tests held at Prescott Hill before the road-section had commenced. Some of the hills were shorter than those found in the Bagshot area and a few stop-and-restarts could have been profitably introduced as an emergency measure to stiffen things up, particularly as Juniper was easily climbable from a start line high up the hill, whereas it was formerly a "stopper" even when cars were started from the road. The dry weather made this Championship Trial rather a waste of time; a pity, because the R.A.C.'s organisation was first-class. [Consequently, we await the awarding of the B.T.D.A. 1949 "Star" with interest, for here is a real Championship based on outstanding performance in a number of trials.]

Cars from Ireland, Scotland and Wales were scrutinised in Prescott paddock, one quite normal-looking Austin Seven being rather frowned upon by the R.A.C., although to us it looked less conspicuous than many of the other cars, some of which had names on their bonnets, bright colour schemes and in some cases were driven by types in funny headgear. It is significant that 20 of the entry had Ford Ten engines, seven of which were blown, five Mercury V8 engines, one oversize and one both oversize and blown, and four used Ford V8 engines, one blown. Morrish's Frazer-Nash,

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Imhof's new blown Ford Ten Special, Oliver's F.M.B. and Merrick's Dellow non-started. In the first special-test, involving reversing into a bay, Wharton made best-time in 18.8 sec., the runners-up being Rawlings (Vanguard-Special) and Corbishley (C.C.S.), who both took 20.2 sec. In test two, which was similar, Wharton clocked 15.0 sec. which Phillips (Fairley) equalled, while Corbishley clocked 15.2 sec. So last year's Champion, Ken Wharton, was virtually champion again, before the road event started! He drove the same Ford Ten Special, with Austin Seven chassis and Ford non-divided front axle.

The first hill, Gipsy Lane, was a long, rather muddy grass-lane of easy gradient. Here, surprisingly, Corbishley lost 12 marks, the only other failure being Best (Ausford), but French (Austin-Ford) had already retired with clutch slip, Coates (W.S.) was also out, while Best had been seen to stop at a garage to check the oil-level in his M.G.'s engine.

Corndean was a short but very steep ascent with a left-curve at the top, easy in the dry, but the undoing of Brown (Ford V8 Special), Todd (Humber), Hughes (Axis), Wallwork (Standard), Bancroft (Bancroft), Wilson (Austin), Pritchard (ex-Ballamy L.M.B.), Goodall (Ford), Findlay (Ausford), Appleton (Allard), and Wootton (Austin-Ford "Chummy"). Burgess got his Allard up, untidily.

At Cold Slad, after negotiating a turn through a gateway, a rough, later muddy, lane led round a r.h. bend to the gradient. Only Wilson's unfortunate Austin Seven

lost marks here, while it was the only failure on the preceding hill, Puckham. Green Street was another wash-out, as only the Girastro-Rover failed—it came from Scotland and is a 1939 Rover Twelve with radiator completely cowed over, Gibbon's own transverse-spring and wishbone i.f.s., and a 1940 Rover Twelve engine with 8 to 1 compression ratio.

We had high hopes that the dreaded Juniper would stop most of the entry, but its treacherous leaf mould has vanished and only Wootton (Austin-Ford), the Girastro-Rover, Brown (Ford V8 Special), Todd (Humber), Wilson (Austin), Rawlings (Vanguard), the L.M.B., Findlay's Ausford and Morrish's M.G., the latter nearly getting up, failed through loss of power, although Thompson's A.W. had a close call. Brown retired after this, as did Gibbon, but everyone else got up Catswood. The long climb of Longridge alone remained; it would be nasty if wet, but stopped no one on October 15th. At its summit, cars were checked-in under the eagle eye of Earl Howe, their fuel tested for methanol, their differentials for locks. Price seemed to have a very stiff diff. and Wharton was trailing a front wing.

Results :

R.A.C. TRIALS CHAMPIONSHIP TROPHY.—K. Wharton (1,190-c.c. Wharton) no marks lost.
SPECIAL AWARD FOR SECOND BEST PERFORMANCE.—R. W. Phillips (1,488-c.c. Fairley) no marks lost.
SPECIAL AWARD FOR THIRD BEST PERFORMANCE.—R. B. Lowe (1,172-c.c. s/c Dellow) no marks lost.
SOUVENIR AWARDS.—Bold (Bold), Harrison (Harford), Wilde (Ford), Holt (V8 Special), Thompson (A.W.), Rogers (Rajah Special), Beardshaw (A.M.B.), Northern England Award.—Wharton (Wharton), Southern England Award.—Clayton (Clayton), Scottish Award.—Reid (Omega), Northern Ireland Award.—Todd (Humber).

Exciting V.S.C.C. Meeting at Luton Hoo

Walker (E.R.A.) Wins £75 Prize. Poore's 3.8-litre Alfa-Romeo Makes F.T.D. on Extra Run.

THE Vintage S.C.C. ran a successful, if autumnal, speed trial over the exciting 1½-mile course at Luton Hoo, by permission of Sir Harold Wernher, on October 9th. Last year the course was slightly shorter. The road is wide and well surfaced and embraces an S-bend taken both ways of the course, as cars turn round at the top of the straight, and a fast left-hand bend into the finish. Peter Walker made fastest practice time; unfortunately Ken Jarvis, using the locked differential in his Austin which he had at Brighton and the engine going beautifully, lost control in the "S" on the downhill run and ran on to the grass, the car striking a small tree. Jarvis was killed instantly. Such happenings are unexpected at club events and the deepest sympathy went out to Mrs. Jarvis.

The weather was kind on the Sunday but the road was wet from Saturday's rain and never really got dry under the trees.

The car parks filled early, many cars dear to vintage enthusiasts being present and several members of the Bentley D.C. taking the air after their activities at the Dorchester the night before. Yet other enthusiasts were encountered still damp after the Hants and Berks M.C. Night Rally or the journey back from Weston in open cars. Interesting exhibits included an Andre V6 and a "Brescia" Bugatti sports two-seater with disc wheels from an early Lea-Francis, while Kent Karlake's "Barcelona" Hispano-Suiza guarded the entrance to the Paddock.

Cars up to 1,100 c.c.

Classes 1 and 2 were combined, and Christie's Cooper 1,000 pulled off a very well-deserved win, his driving extremely polished. Winterbottom's Cooper 1,000 was also extremely rapid, sliding into the "S" on the downhill run, while Brown deserves great credit for beating nine cars in Class 2 with his Cooper 500. On a neat run Tooley had rather an up-and-down ride in his Riley-G.N., its back suspension working overtime, Richards' Riley went fast into the barrel turn, but was misfiring, while Willment's nice-looking M.G. was nearly savaged by a Bedford van on one run.

1st: M. A. H. Christie (996-c.c. Cooper) 79.83 sec.
2nd: E. Winterbottom (998-c.c. Cooper) 83.97 "
3rd: A. Brown (497-c.c. Cooper) ... 86.83 "
1st Vintage: Hern (1926 Amilcar) ... 88.98 "

Cars from 1,100 c.c. to 1,500 c.c.

Duncan-Hamilton's 6C Maserati stirred things up to win this class, having quite a moment entering the "S" on its return run. The Norris Special, sounding very healthy, was second, tail wagging through the "S," and Richardson, on his only run, was third in the R.R.A. Gahagan found time to increase pressure in his

Bugatti's tank, Knight looked very wild and had a fearful slide at the barrel-turn as he missed his gear-change on his attractive, stumpy "Brescia" Bugatti, and Elwell-Smith's crisp-sounding 1928 "team" Aston-Martin went well, stripped for the job. Peter Clark, headlamps blazing on the Le Mans H.R.G. on the upward run, held a slide into the "S" but seemed to have a rough ride. Dr. Kennedy handled his open two-seater special-bodied Lancia "Aprilia" with T-type M.G. engine neatly and Nancy Binns drove with spirit her road-equipped Riley.

1st: J. Duncan-Hamilton (1,496-c.c. Maserati) ... 79.38 sec.
2nd: C. W. A. Heyward (1,482-c.c. Norris-Special) ... 86.23 "
3rd: G. N. Richardson (1,488-c.c. R.R.A.) 86.41 "
1st Vintage: Heyward (1929 Norris-Special) ... 86.23 "
2nd Vintage: Elwell-Smith (1928 Aston-Martin) ... 95.27 "

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

Peter Walker was simply immense here, in the twin-rear-wheeled 2-litre E.R.A. It was Walker all the way up—and down! In a series of immense slides and the blare of exhaust he clocked first 78.69 sec., going into the bank at the "S" on the downhill run, then 74.79 sec. on the drier course on his second run. This was officially f.t.d., netting him £75, as the later runs between the five fastest cars, when Poore, and Allard beat him, did not count for awards. Wilks got that amazing unblown Rover into second place on a completely safe-looking run, and Mould's 2-litre blown G.P. Bugatti captured fourth place and the Vintage Award, Hull being third on a determined run in Sir Clive Edwards' Lea-Francis-H.R.G. Mrs. Cooney's 1922 G.P. Sunbeam returned to the Paddock aided, it appeared, as much by gravity as by its engine, to record s.t.d.

1st: P. D. Walker (1,988-c.c. E.R.A.) ... 74.79 sec.
2nd: P. M. Wilks (1,996-c.c. Rover) ... 85.39 "
3rd: D. H. C. Hull (1,767-c.c. H.R.G.) ... 85.49 "
1st Vintage: P. Mould (1927 Bugatti) 89.13 "

Cars from 2,001 c.c. to 3,000 c.c.

Peter Stubberfield's twin-rear-wheeled single-seater Bugatti won the £50 vintage car award in this class and no other driver bettered his time, Raven's 1929 ex-Bear Bugatti single-seater being 8.29 sec. slower.

1st: P. J. Stubberfield (2,261-c.c. Bugatti) ... 84.04 sec.
2nd: A. S. Raven (2,998-c.c. Bugatti) ... 92.33 "
3rd: G. D. Parker (2,662-c.c. Jaguette) ... 94.36 "
1st Vintage: Stubberfield (Bugatti) ... 84.04 "

Cars over 3,000 c.c.

Things really warmed up in this class. Sydney Allard, grim of expression, threw his Steyr-Allard about with great abandon, its brakes being made good use of. Result—79.43 sec. to Walker's first run in 78.69 sec. Then McAlpine, correcting a slide with arm-over wheel

action and taking the tricky final bend wide, beat Walker with 78.26 sec., on single rear wheels. Poore, to a whistle of twin Wade blowers and squeal of brakes, rear suspension holding the big car to the road, did 80.13 sec., and Rolt, sliding all the way and seemingly out of control into the "S," managed 81.08 sec. On his second run Poore left his braking noticeably late and clocked a brilliant 75.4 sec., and Allard, using end-of-season revs., and his brakes, did 7.49 sec. Both cars were reasonably steady. Then McAlpine came up prodigiously fast but had to use the escape road at the barrel turn. Rolt then drove up in hectic fashion, correcting slides all the way and going immensely quickly into the last bend—clocking 76.9 sec., on a run really good to behold. So it was Poore, Allard, Rolt, with Walker unbeaten. The vintage cars had quite a battle royal amongst themselves, Plowman's grand "30/28" Vauxhall beating Kemp-Place's very beautifully-handled 4½-litre Bentley in the first half, with Webb's "30/98" and Raphael's "38/250" Mercedes-Benz, blower shrilling, as runners-up. Then, during the second run, Plowman's engine seized before the finish on a determined run, so that the Bentley won the duel.

1st: R. D. Poore (3,800-c.c. Alfa-Romeo) 75.40 sec.
2nd: S. Allard (3,700-c.c. Allard) ... 76.49 "
3rd: A. P. R. Rolt (3,422-c.c. Alfa-Romeo) ... 76.90 "
1st Vintage: Kemp-Place (1928 Bentley) 91.00 "

After this stirring taste of motor racing the five fastest cars ran again and we had an excellent opportunity of studying individual style. The Luton Hoo bends, except for the barrel turn, are sensible ones such as are encountered on a road circuit. The road is wide enough to allow the drivers full scope and the straight long enough for speed to build up appreciably, while good brakes and low-end acceleration are at a premium. Walker again used his sliding technique to the full, Rolt slid also but kept his car far nearer the straight line, McAlpine worked hard and took his corners very fast, while Allard and Poore were comparatively steady, the former, of course, handicapped by lack of a supercharger or two.

The result was:—

Poore (Alfa-Romeo) ... 74.46 sec.
Allard (Allard) ... 74.70 "
McAlpine (Maserati) ... 75.37 "
Walker (E.R.A.) ... 75.40 "
Rolt (Alfa-Romeo) ... 76.03 "

This was sprint motoring at its very best and the spectators loved it. We sincerely hope that the National Institute for the Blind benefited materially and that Luton Hoo will happen again next year. Apart from Walker winning the f.t.d. award and Stubberfield the vintage car prize, Allard took the £20 for fastest unsupercharged car.

A COOPER 500 IN CEYLON

ONE sultry evening last year I was thumbing through some motoring papers when my small son John, aged seven, dumped his copy on top of mine, with the inevitable remark: "What's this, Dad?" "This" was a drawing of a Cooper 500, complete with specification and write-up. Having explained patiently to John that it was not a super kiddie-car, I proceeded to digest the details, and with the thought "will the company play" in my mind, I went to work the next morning with the "gen" in my pocket.

The first step was to get my immediate boss interested. Obviously impressed, but murmuring something about "breaking your blinking neck," he was persuaded to take the write-up to the managing director, and later in the day I was informed that the M.D. had written to his co-director, at that time on leave in England, asking him to visit the Cooper people, and make further inquiries. Many of our workshop staff looked up from their jobs in astonishment as I roared through the works in search of my colleague. "You know what," I panted, "we *might* get a Cooper for Christmas!" Phil wanted to know if I had won the Irish Sweep; I said "No," and proceeded to fill in the gaps.

At last came a cable from the company's agents in London, "COOPER RACING CAR SHIPPED PER S.S. . . ."—Yes, it was just as easy as that, thanks to the generosity and sportsmanship of our directors. Needless to relate, Phil and I were on the dockside one day in January this year when she was swung up out of the lighter and dropped neatly and gently on the quay at our feet, while the crane operator grinned broadly from his cab.

I must explain here that Phil and I had both only been back to England since the war on brief demob. leave spells in the winters of '45 and '46, and neither of us had had the opportunity to acquire much information concerning the activities or products of such maestros as Father and John Cooper and their ilk.

Suffice to state that we learned by our mistakes! We burned up the first piston by using an inferior fuel, Methanol at that time not being obtainable in Ceylon, but even so, while the compression lasted, it was obvious that this was quite the most potent piece of motoring yet seen in the island.

While we were scratching our heads over the fuel problem, Phil scraped up acquaintance with Dr. Lowe, the Director of Research at the Ceylon Government Department of Industries. Doc. Lowe was certainly a friend in need (we being the ones in need!). While we tenderly took Mr. Prestwich's engine to pieces and salvaged its wounded pride with a new piston, Doc. Lowe got busy with his latest still and several gallons of "shell nap," the product of the destructive distillation of Ceylon-grown coconut shells. Then he called us over to his laboratory to watch his final tests on twelve separate distillations. We all agreed on No. 12.

No. 12 was duly supplied in bulk, after our written assurance to the Excise Department that we were not going to

500-c.c. racing has come to stay in this country and is spreading round the world. The Cooper is by far the most popular "500" and so many beginners are learning racing on these cars that this article, by a tyro who has raced one of these in Ceylon, is of more than usual interest and contains some useful hints and tips.—ED.



drink the stuff, and the Cooper was carried almost secretly down to Ratmalana Airport, our previous loss of face and compression still fresh in our minds!

The engine fired first push and off went the Cooper with an exhaust note that crackled as healthily as ever. All seemed well. After several more trial runs, during which we began to learn something of the technique of driving our newly-acquired challenger, we heard that the next race meeting was to be organised at Ratmalana Airport by the Ceylon Motor-Cycle Club at the beginning of April. On March 1st, Phil sailed with his wife for England on six months' well-earned leave.

Sunday April 3rd, dawned hot and steamy, a typical pre-monsoon day, and after a seemingly interminable wait I eventually ran the Cooper up to the starting line in company with a pre-war Riley Nine special, a Ceylon-built job with a Zephyr engine, and an M.G. "TC" which had been attended to for the occasion. The course was roughly kidney-shaped, comprising part of the main runway and a rather narrow link road, 1.3 miles per lap.

The starter's flag dropped and we were off, the Cooper showing a clean lead into

the first and worst corner; round the link road, and back into the straight, with 7,000 r.p.m. on the clock. Turning off the straight I had a glimpse of the Zephyr thundering (it seemed to me on account of its size) up behind me. A little faster round the link road and into the straight again, and still "7,000" showing and a bit to spare on the throttle. Turning into the link road this time the Zephyr had dropped back quite a bit, but by the time I had swung into the straight again, it was evident that the "works" were gumming up more than somewhat—6,500 r.p.m. and no more. I changed down for the corner and the engine went out like a light.

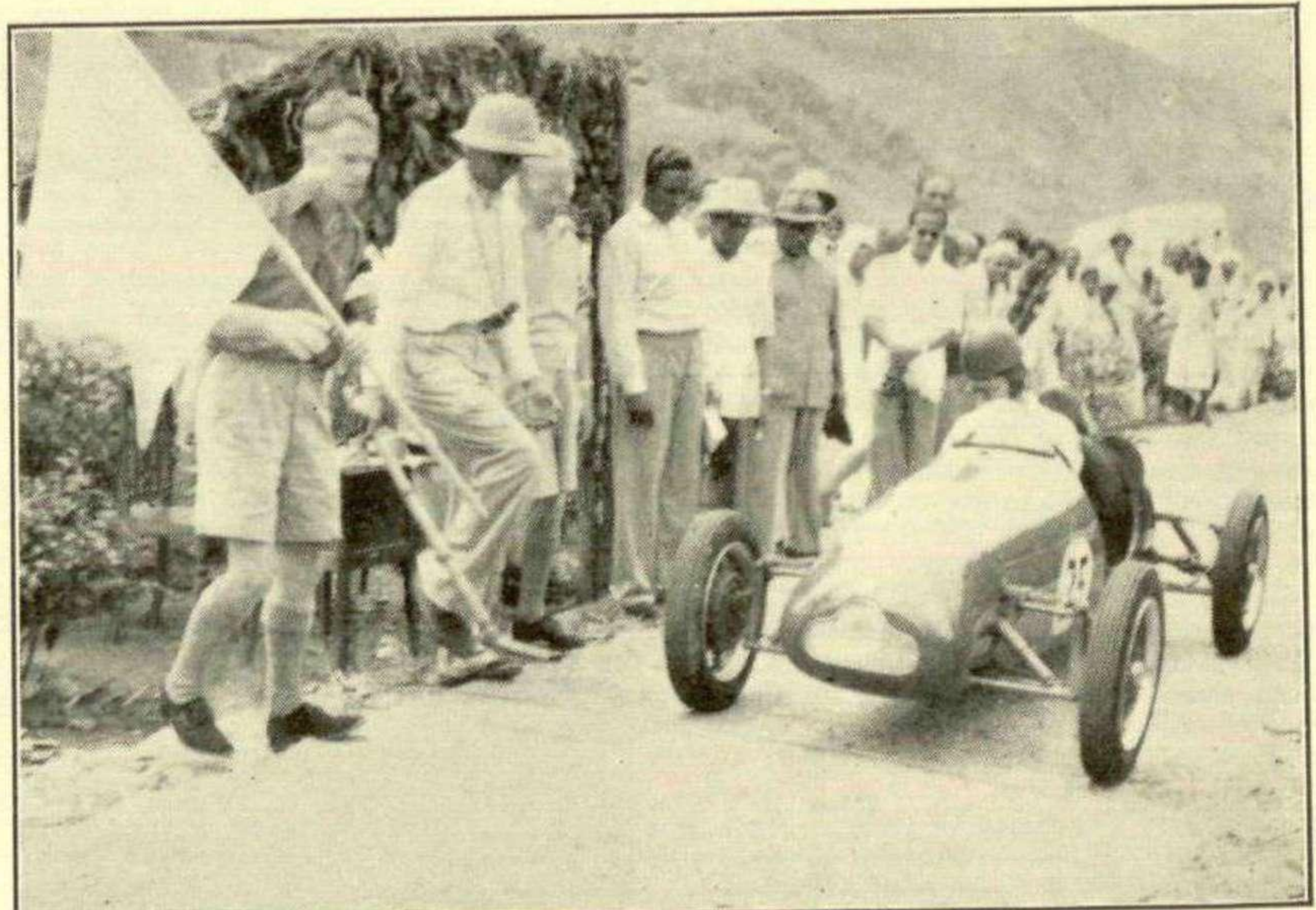
As I cruised round the link road with the engine refusing to cut-in again, the Zephyr stormed past, followed by the Riley and the M.G., doing very nicely, thank you.

They finished in that order, a very satisfactory race for all concerned, with the exception of yours truly, who was towed ignominiously back to the paddock. However, the Cooper proved that she "had the makings" and had established a new lap record of 1 min. 11.4 sec.

Then followed a frantic examination of the cylinder, but all was not lost and a steady lapping-in process was put in hand with the second and last of our spare pistons, sent out by air-freight after our original "blow-up."

Meanwhile Phil had arrived in England and had gone into an urgent huddle with Coopers Senior and Junior. The net result was a cable which gave correct piston clearance and other advice on points on which we had not been quite clear previously.

With the engine in one piece again and back in the chassis and more advice by letter from Phil in my pocket, I careered off to Ratmalana once more. The officers



BEGINNING—The author's Cooper 500 at the start of the Ceylon Motor Sports Club St. James Hill-Climb.

in the control tower as usual gave permission to use their airport with a tolerant nod and a smile! The engine hit first push and sounded as healthy and good-tempered as ever. Several evenings of tinkering followed, getting timing, oil feeds and other adjustments correct, and then we were all set for the St. James Hill-Climb, 135 miles from Colombo at 4,500 feet above sea level, organised by the Ceylon Motor Sports Club on Easter Sunday.

I maintain that if Raymond Mays, Fry, or Bolster, could see the hill up to St. James' Tea Estate, they would declare us "nuts"!

However, our hardworking committee decreed that this was it, so it behoved us to have a go. The course was 1,000 yards long, roughish tarmac surface, very narrow, with five hairpin, one right-angle and several mild bends, rising approximately 400 feet from start to finish. I climbed it first in my Morris Minor, next as a passenger in a "TC" M.G. (the driver of which had not been up the hill at all and depended upon me to show him the corners!), and then in the Cooper, which clocked 1 min. 19 sec. After this effort I walked up to learn more about the whole affair.

On Easter Sunday morning we reported for duty, 30 competitors, including motor-cyclists and drivers of standard, sports and racing cars. I was 29th on the programme and sweated whilst I tried to orientate those five hairpins!

At last the Cooper's off-side front wheel stamped over the timing shoe and we were off. The course led up a mild incline for about 200 yards, with a nasty dog-leg half-way, which made me lift my right foot slightly from the flat-out position in second gear. Then came the left-hand corner, steep enough to remind me to shift into first. Up into second for the curve through the tea bushes, and into first again for the hairpin No. 1. Second again, and looking for hairpin No. 2—a glimpse of sand-bags, first gear and a left-hand hairpin completed on almost full right lock!

A short spell in second, then back into first for hairpin bends Nos. 3 and 4, a right and a left very close together, then up into second for the long sweep through grassland to hairpin No. 5, Windy Corner. Fifty yards earlier than I expected I roared into Windy Corner still in second and travelling much too fast. I made most of the bend standing on the brakes, banged out the clutch, and fished for the throttle to pick up the revs. as the car eased up to the bank. The gradient rolled us off the bank in reverse and I snapped into first gear for the blind to the finishing line. Time: 1 min. 23 sec.—not so clever! I made the second run later in the afternoon, having had a very close look at the road below Windy Corner, and after letting 2 lb. pressure out of the back tyres. time: 1 min. 18.4 sec., best time of the day for cars, all classes, but beaten by two Triumph "Speed Twin" motor-cycles, which clocked 1 min. 16.4 sec. and 1 min. 16.8 sec., respectively.

However, I found consolation in the facts that (i) the Cooper behaved like a thoroughbred; (ii) subsequent examination of the engine confirmed that all was well, and (iii) that next year I shall be

on leave and Phil will have the doubtful pleasure of "dicing" on St. James!

In the first week in August in Colombo we all go to town if we can. There are the Up-country v. Low-country rugger and cricket matches; the Governor-General's Cup Race Meeting (horses only!), Rowing Club Regatta, Boxing Finals, Yacht Club Regatta and the Ceylon Motor-Cycle Club Championship Meeting, against Ratmalana Airport.

By this time Phil had studied form by watching Spike Rhiando, Stirling Moss, John Cooper, Dryden and all the other 500-c.c. aces at Silverstone and Goodwood, and I pored over the photographs he sent out and got our "tin-bashers" on to re-designing our engine cover according to the latest "new-look." Our original small scoops were removed from the leading edges of the bonnet and refitted to the trailing edges as extractors. Bigger scoops were fabricated and fitted to the front of the engine-cover, complete with deflector plates. These alterations may not be strictly correct aerodynamically but they certainly made a vast improvement to the engine cooling.

Several Sunday mornings were spent in practice runs, experimenting with jet sizes, oil feeds, engine sprockets, various types of plugs, lowered compression-ratio for maximum reliability rather than top performance, and tyre pressures. We eventually fixed on the following settings: carburetter jet: 1,500; oil feeds to valve gear: 30 drops per minute and to big-end 60 per minute; engine sprocket: 21 teeth; plug: KLG 689; compression-ratio: 13-to-1; ignition timing: 35 deg. b.t.d.c.; and tyre pressures: 11 lb. per sq. in. front, 13 lb. rear.

I often wonder what happens in England if a 500-c.c. class has to be run in rain or on a wet track. One Sunday morning at Ratmalana I was caught on the far side of the aerodrome in a typical S.W. moon-son downpour. I drove the car across to one of the hangars and when the rain

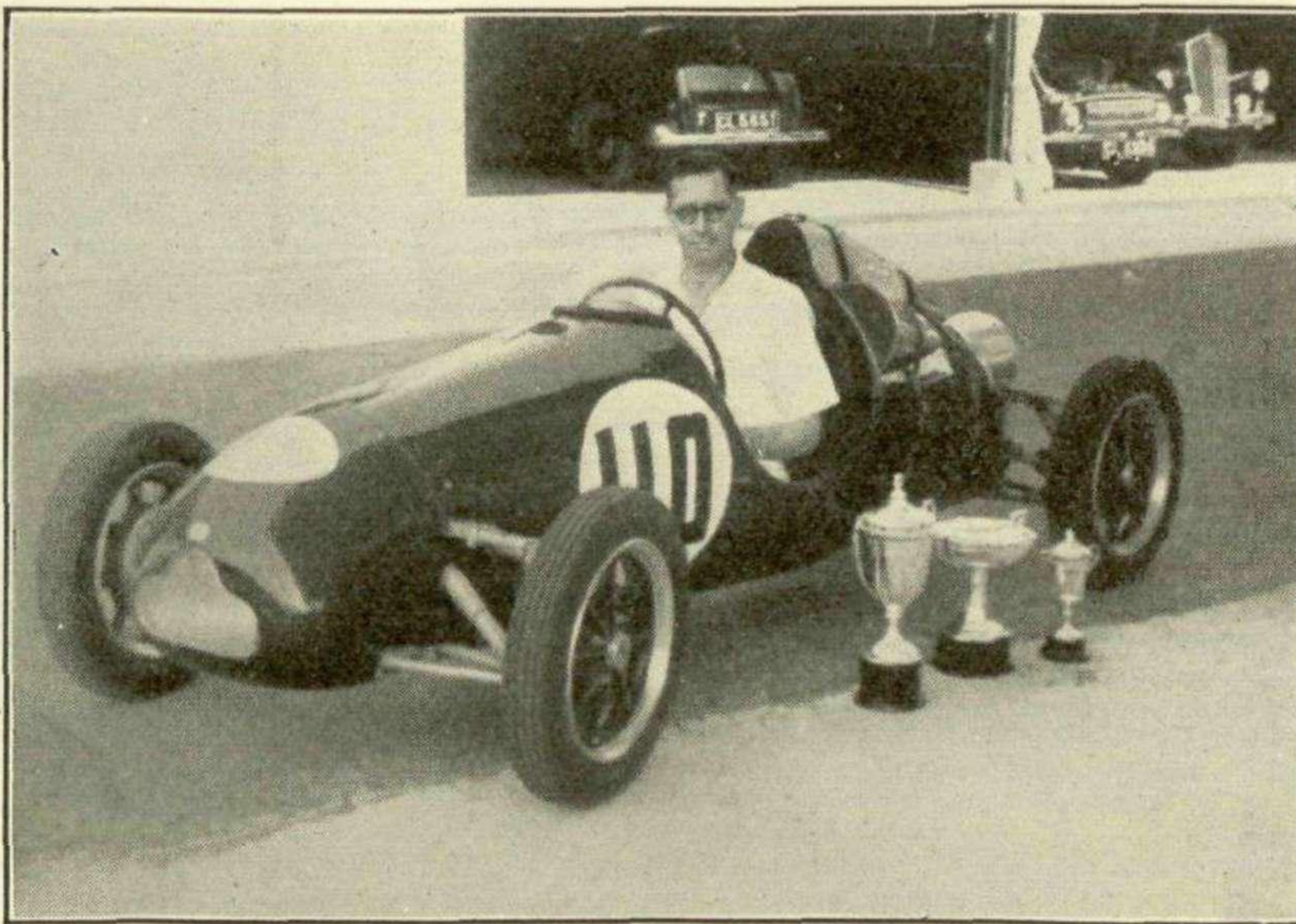
stopped I decided to have another run to see how she behaved on a wet track. The Cooper handled excellently but the engine soon began to misfire, and became progressively worse until "flames began to shoot out of the exhaust pipe," to quote one of the onlookers. We stripped the engine right down during the course of that week and found water everywhere. I then had a pair of stout canvas hoods made to shield the leading ventilators in the engine cover from the water thrown up by the front wheels of the car. So far I have not had to use these hoods, but I would like to hear about any similar precautions that Cooper drivers in England take against the possibility of rain on race day.

The Coopers' turn-out now came in for its share of attention. The body is finished in royal-blue, suspension and etceteras in red, with the wheel rims and air scoops and extractors buffed and polished. We found that the inside of the original fuel tank had become very rusty and corroded, and our tinsmiths made a new tank of copper which was chemically cleaned in our plating department before the sections were brazed together.

The next Ratmalana meeting was scheduled for August 7th, and the monsoon rain persisted right up to the end of July, but within the first two or three days of August the rain gave way to the odd light shower and bright sunshine, and the shade temperature soared up into the nineties. "Der Tag" dawned bright and clear and the main road to Ratmalana reverberated to the exhaust notes of motor-cycles and sports cars "hotted-up" for the occasion. The tang of Castrol R was in the air and last minute bets were laid in rupees on the course.

The 350-c.c. and 500-c.c. motor-cycle races were run off and some very creditable performances were put up. The standard of motor-cycle racing in Ceylon is, in my

Continued on page 460



END—of a successful season for the imported Cooper 500. Note the Ceylon-owned Wolsley and Morris cars in the background.

RUMBLINGS

The announcement of a new tubular-chassis high-performance version of the well-established Jowett Javelin, to be built by

E.R.A.-Javelin

E.R.A. and powered and serviced by Jowett, was one of September's greater excitements. The new car, rightly called the E.R.A.-Javelin, was displayed to a gathering of Pressmen at Jowett's Albemarle Street showrooms on September 27th, after which a cheery luncheon celebration was staged at Brown's Restaurant.

The show-finished chassis which we were able to inspect on that occasion was impressive to a degree. Constructed of 3 in. diameter 16-gauge chrome molybdenum steel tubes, braced by a welded structure of 2 in. diameter 18-gauge tubes, the frame can be likened in principle to a much-simplified version of that of the Hill-designed Aston-Martin. Axles and suspension units are standard Javelin, the power unit, likewise Javelin, being hung ahead of the front hubs. This forward location of the compact flat-four engine is one reason why the saloon Javelin is such a spacious car. On the E.R.A.-Javelin the steering column has been lowered and the pedals set farther back. The low side-members, torsion bars of modified rate, and anti-roll bars at each end of the chassis, together with heavy-duty Woodhead-Monroe dampers and a new rack-and-pinion steering gear, promise good roadholding and controllability. At the rear the frame ends ahead of the axle in a clever upswept formation of the chassis tubes, carrying the transverse torsion bars and anti-roll bar.

Increase in performance, apart from the car's low weight, has been looked to by increasing the engine's compression-ratio from 7.1 to 7.2-to-1, and by giving it a new camshaft and modified carburetters. Durability is sought by using copper-lead main and big-end bearings and a finned-tube oil-cooler set before the base of the behind-engine water radiator.

This E.R.A.-Javelin interested us very much indeed, for at last MOTOR SPORT's plea for a lightweight British tubular-chassis high-performance car seemed to have been answered, although the engine is of 1,500 c.c., whereas 1,100 c.c. is effectively employed in such chassis on the Continent.

Indeed, this new Jowett seemed so promising at this preview that we were led to remark that at Earls Court it ought to be labelled clearly: "THIS IS A BRITISH CAR," in case foreign visitors glanced at it and passed it by, as something they must have seen at Turin and Paris! But our interest was more keenly aroused when we discovered that, far from E.R.A. Ltd. merely contracting to design and build the chassis for Jowett, the car is a personal interest of Leslie Johnson himself. He told us he is determined to produce a British car capable of competing with modern high-performance small Continentals and that, as far as chassis-testing can tell, he thought his objective had been achieved. The E.R.A.-Javelin's chassis-weight, Johnson told us, is 9½ cwt. in running trim, and, while the body programme was still unsettled, he thought another 4 cwt. would suffice for a fully-equipped closed body suited to the car. Lighter tubing may be used for the chassis of production cars, resulting in a further weight reduction. So far as engine power is concerned, Johnson said that this would depend on what is found to be desirable after further testing and on the type of bodywork decided upon, but that 60 or even 70 b.h.p. can easily be obtained.

As we were discussing this brilliant new chassis with Johnson, the prototype coupé made its entry on the showroom lift, amongst the assembled journalists. It had been sprayed only the night before, but so trim, so refreshingly different did the car look, prompting thoughts of Simca, Cisitalia, F.I.A.T., that those privileged to set eyes on the first complete E.R.A.-Javelin were captivated. We asked Johnson who was responsible for the body styling and he said that no one person had designed it but that some years ago he brought from Italy the drawings of a F.I.A.T. coupé that had taken his fancy, declaring that one day he would build just such a body. The prototype E.R.A.-Javelin three-seater coupé is the result. It is daring in conception, with its all-enveloping style, sunk lamps, low air-entry, and high, rounded roof, terminating in a comparatively low tail incorporating a shallow luggage boot.

No plans have been announced in respect of production bodies but it is possible that the coupé may be offered in somewhat modified form, with a rather lower roof-line. At all events, this newest Jowett looks like offering a maximum speed of 90 to 95 m.p.h. or more, with excellent controllability and comfort, and

a modest fuel consumption in keeping with the 30 or so m.p.g. regularly enjoyed by owners of normal Javelin cars. Its chassis price of £495 seems modest in the extreme and, while we prefer to reserve judgment until we have driven this exciting new car, Leslie Johnson's interest in its well-being suggests that Britain now has a car able to compete on level terms with the best of the small, high-performance Continentals, incidentally, thanks to a German engineer. For we owe the E.R.A.-Javelin's design to Prof. Dr./Ing. Eberan von Eberhorst, late of Auto-Union and today Chief Engineer to E.R.A. Ltd.

* * *

Next year promises to be one of the most successful motor-racing seasons ever. In this country more people are attending

1950

as if Alfa-Romeo will return to do battle against Maserati, Ferrari and Milano.

races than ever before and the newspapers and the B.B.C. are aware of the fact. Abroad racing always has been popular, and it looks as if Alfa-Romeo will return to do battle against Maserati, Ferrari and Milano. The *Daily Express* apparently fully intends to hold its International Meeting with the help of the B.R.D.C. in 1950, and would use Donington if it were available—the War Office released it recently, of course—but will probably be obliged to go to Silverstone. One suspects that short, very fast heats and a final will be repeated, and hopes that the Production Car Race, perhaps confined to strictly "works" cars and of rather longer duration, will also be repeated.

The R.A.C. is to hold the Grand Prix d'Europe, the most important date in the International calendar, at Silverstone on May 13th, presumably over the full 300 miles. Moreover, it has expressed its intention of running the Tourist Trophy sports-car race next year, and that really is news. It will be held in Ireland at the new Dunrod circuit by invitation of the Antrim County Council. The race is to be held on September 16th, which allows ample time. Interest in sports-car racing is so great, and manufacturers so well aware of the valuable publicity they gain by entering, that to get sufficient starters should be the least of the R.A.C.'s worries. A really long race over a road circuit would be ideal and how nice to see pre-war regulations regarding modifications from standard enforced, thus providing just the contrast required to the *Daily Express* Production Car Race, which is for almost completely "catalogue" cars.

The Irish have high hopes of Dundrod, while the B.A.R.C. already has most of its plans completed for the first of its meetings at Goodwood, composed of those popular short races and scheduled for Easter Monday, 1950. How nice, incidentally, if the B.A.R.C. could precede this with a Members' Meeting in February or March, as it used to do at Brooklands before the war. There is debate, too, as to whether or not a long-distance Classic, or at all events a shorter International race of repute, might not be staged at Goodwood.

All in all, and providing you write to your M.P. to insist on the "standard" petrol ration being continued, 1950 should be a season for motor-racing enthusiasts to remember.

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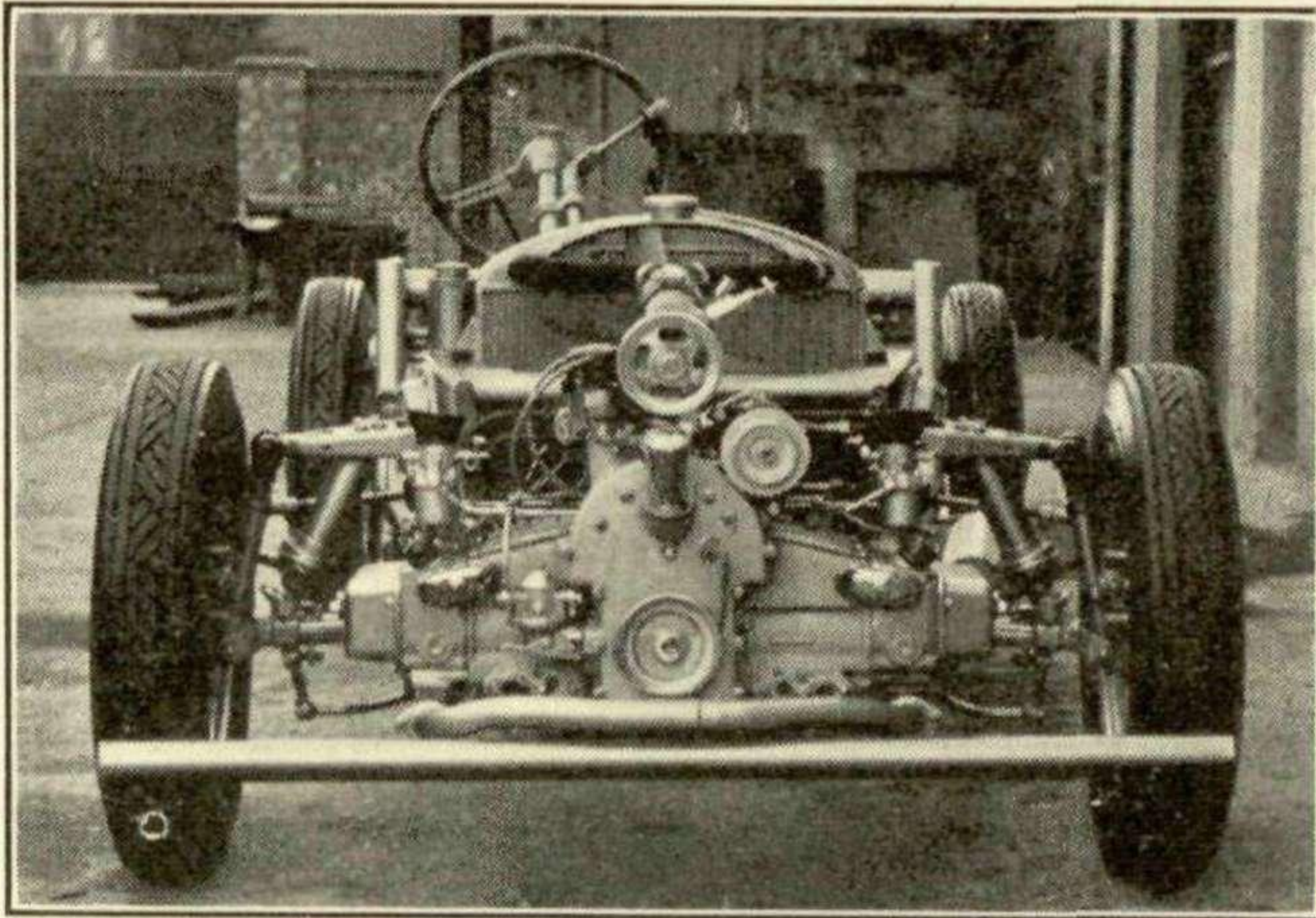
Last month inadvertently we credited present-day Alvis cars with an independence of their front wheels which, so far, their designer has denied them. The cars at Earls

Earls Court Flashes

Court which had rigid front axles, termed by rabid vintage-car-enthusiasts that "so sensible, easy to service and eminently satisfactory method of carrying the front wheels," but dismissed by modernists as "cart-sprung suspension," were: A.C., Alvis, Ford, M.G. Midget, Singer Nine, and Sunbeam-Talbot. As an aside, cars still "cart-sprung" not at Earls Court number the Connaught, H.R.G., and Land Rover. After all, what was good enough for Ettore Bugatti is good enough . . . or is it? At all events, that absorbing annual analysis which the *Autocar* makes of world specifications shows that 88 per cent. of the 1950 cars have i.f.s., whereas only 12 per cent. use leaf-sprung rigid front axles.

* * *

Due to publishing our Show Number on the day the Show opened and not receiving full details of their exhibits, we captioned our picture of the Austin A90 sports saloon as having its electrically-actuated hood erect; actually, the new sports saloon we illustrated has a *fixed* roof and it is the Convertible that has the electrically-operated roof.



E.R.A.-JAVELIN CHASSIS—Note the flat-four engine ahead of the front suspension unit, and low build of the tubular frame.

Of the Continental cars, the Alfa-Romeos were absentees, Delahaye exhibited very palatial automobiles, the frontal aspect of Delage we thought less attractive than formerly, and for sheer honest-to-goodness unadorned motor cars there were the fine Hotchkiss exhibits. The "bonnet-full of engine" possessed by the excellent Citroën Six was also very pleasing. The Farina F.I.A.T. 1,100 aerodynamic saloon was a great attraction, but we rather shuddered at its ornamental two-spoke steering wheel and "frozen milk" gear-lever knob and facia controls. Its wheels appeared to be of bolt-on type with "dishplates" secured by a sunk hexagon centre-nut.

* * *

The Frazer-Nash trio were perhaps the most attractive of the Earls Court exhibits. The spare wheel on the all-enveloping "Mille Miglia" two-seater is stowed at an angle beneath a panel on the near side, yet it in no way intrudes into the cockpit. The "Le Mans Replica" model was shown with two external exhaust pipes. The low, all-enveloping cabriolet, priced at over £3,500, was exceedingly attractive but, in spite of having a reverse-crab-track, the steering lock would appear to be considerably restricted by enclosure of the front wheels.

* * *

The Morgan exhibits stood on the floor instead of on a stand. In contrast, the Bristols were enclosed by an elaborate system of fencing.

* * *

It was rather amusing to note that the wheel-covers of the Aston-Martin coupé were cut-away to allow the hub caps of the centre-lock wheels to revolve. Frazer-Nash had dispensed with centre-lock hubs on their cabriolet model.

Kaiser exhibited their "Traveler," which can be either saloon or "utility" at will, merely by a little adjusting of rear panels and back-seat squab.

* * *

The Bentley on H. J. Mulliner's stand we thought looked rather shamefaced with its dignified radiator partially hidden by a cowl, while the Saoutchik Lago-Talbots displayed a lot of chrome and the coupé seemed to have slightly too long a tail for its comparatively short wheelbase.

* * *

There was a long traffic hold-up amongst the model vehicles on a modern road system with "fly-over" junction, which formed the British Road Federation exhibit, due to the mechanism breaking down. This led a visitor to observe dryly: "I knew there was a snag with these new-fangled roadways. Give me the by-ways, everytime!"

* * *

Excellent value, with very low purchase tax (on fittings only) in the case of the latter, again characterised the boat and caravan exhibits.

* * *

A car which still looks like a car is the Ford "Pilot," but it is a matter of opinion whether the 1950 bonnet louvres are smarter than the 1949 horizontal strips of chromium.

* * *

A keen "chain-gangster" was observed at the Frazer-Nash stand showing the salesman what chain-driven Frazer-Nashes used to look like!

* * *

Exploring the gallery it became evident how much of the modern car is "proprietary." Frames from Rubery Owen, springs from Jonas Woodhead, a radiator cowl from someone else, a ready-made facia-board and so on. Our big manufacturers scarcely deserve the name, for they now merely assemble their cars. Which perhaps explains the big interest which the specialist cars arouse!

* * *

Pleasing exhibit—demonstration of a screen-wiper, labelled "In England, even in summer, it rains on two days out of five." And, outside, a hot October sun blazed from a bronze sky as newsvendors proclaimed steps to defeat a countrywide drought!

* * *

Overheard: "The Triumph 'Mayflower' reminds me of one of those fussy little tank locos that run up and down at model engineering exhibitions."

* * *

Also overheard: Adverse comments about two-door bodies on economy saloons. Renault and Panhard were proud of their four-door bodies.

* * *

Last year's rumour that Hotchkiss would appear with a "false front" this year were unfounded and happily these fine cars still looked like motor cars.

* * *

Mr. Rankin was modest about the speed of the "XK120" Jaguar. "You should get 115 m.p.h. or so with the hood and sidescreens up," he explained.

A COOPER 500 IN CEYLON

—continued from page 458

humble opinion, very good indeed and I take off my hat to the boys who race on two wheels. Then came the two stock-car races, with a break during which the crowd of some four to five thousand had to clear the course while an Air-Ceylon Dakota took off on its routine trip to India.

The sports car class, all M.G.s on this occasion, came to the line next and this race was, as usual, not without its quota of excitement and spectacle. Finally we were marshalled for the racing car class, a disappointing field mainly owing to the lack of fast cars and spares for the few there are in the Island. Nevertheless this was what the customers wanted, and two M.G.s, our old friend the Zephyr, and

the very successful Cooper toed the line.

We went off to a good start and, as before, the Cooper led into the first corner. Thereafter the Zephyr sat on the Cooper's tail for three laps but centrifugal force eventually put the Zephyr into a violent spin. The driver fought his way out of the excitement and proceeded to "dice" with the nearest M.G. for second place, while the Cooper went on to win the 6-lap race at a canter, putting up a lap record of 1 min. 10 sec. (66.86 m.p.h.) for the short 1½-mile course.

A question raised in the Ceylon House of Parliament regarding a mishap which occurred during this meeting in one of the stock-car races has put a temporary stop to racing at Ratmalana, but I am sure this difficulty will be overcome. No loss

of life was involved and better organisation will undoubtedly eliminate the possibility of a recurrence of incidents of this nature.

The fact remains that, with a little more encouragement from the authorities, motor-cycle and car racing has a good future in Ceylon, in which I believe that "specials" of the same breed as the Cooper will play a leading part.

Already plans are in course of preparation for a Boxing Day meeting under the auspices of the Ceylon Motor Sports Club. The motor-cycle "aces" are raising compressions and polishing ports, and with luck we shall see at least one more Cooper entering the lists in the racing car class, and the return of our old friends the Riley and the Magpie.

"MOTOR SPORT" CONDUCTS—

The First-Published Road Test of the Healey "Silverstone" Sports 2-Seater

THE Healey has been a car of interest to enthusiasts from the word go. As long ago as January, 1947, MOTOR SPORT published a long article on this then recently-announced make, and those who studied what we, and Cecil Clutton who tried the car, had to say about it, appreciated that here was a design of unusually high promise. The combination of a 2½-litre, four-cylinder Riley engine, giving over 100 b.h.p., in a welded-up chassis with a substantially constructed trailing-link, coil-spring i.f.s. layout and rear suspension also by coil springs, suggested controllability and performance well above the average.

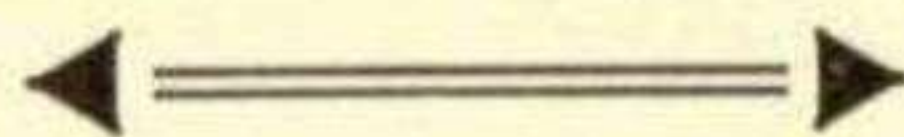
So it proved. For since that time the Healey has put up some memorable high-speed runs, proving it to be, for a time, the fastest British production car, and driven by its sponsor, Donald Healey, and others, has built up an imposing list of successes in rallies and long-distance sports-car races. Only last year a Healey saloon covered 101.7 miles in an hour at Monthèry track from a standing-start, 103.76 miles with a flying-start, and prior to that another saloon had been timed at 111.87 m.p.h. over a mile on the Belgian motor road, while a contemporary, conducting a normal road test, timed a saloon at 103.46 m.p.h.

Discerning people saw in the Healey a car which offered high performance without courting unreliability, and naturally began to conjecture how this chassis would perform if endowed with bodywork lighter and having less "top-hamper" than that of the standard models. Indeed, quite a number purchased Healey chassis from Warwick and set their favourite "panel-bashers" to work. But still the Donald Healey Motor Co., Ltd., listed only the "Roadster" and the stylish saloon, supplemented at Earls Court last year by the luxurious, Americanised "Sport mobile." Until this year's Alpine Rally that is. For in this arduous event Donald Healey drove a mysterious Healey of new appearance, which puzzled alike his fellow competitors and the spectators, but won respect when it finished second (in company with a Simca) to the victorious Citroën—the new "Silverstone" model was born.

Later, three of these cars were entered for the B.R.D.C. *Daily Express* Production Car Race at Silverstone, the R.A.C.'s circuit from which the car's type-name is derived. Driven by Tony Rolt, Louis Chiron and Tommy Wisdom, these Healeys finished 4th, 6th and 17th, respectively, being placed 2nd, 4th and 5th behind the Frazer-Nash in the up-to-2½-litre class and winning the team prize.

Consequently, and especially as (for no very apparent reason) a Healey had evaded us ever since the "Roadster" we were to have driven experienced trouble during our visit to Warwick in

A genuine maximum of over 100 m.p.h., exceptional acceleration and splendid braking and roadholding, allied to docility and ease of control, characterise the latest model from Warwick.



1946, it was with keen anticipation that we accepted the eventual offer of a "Silverstone" model for test.

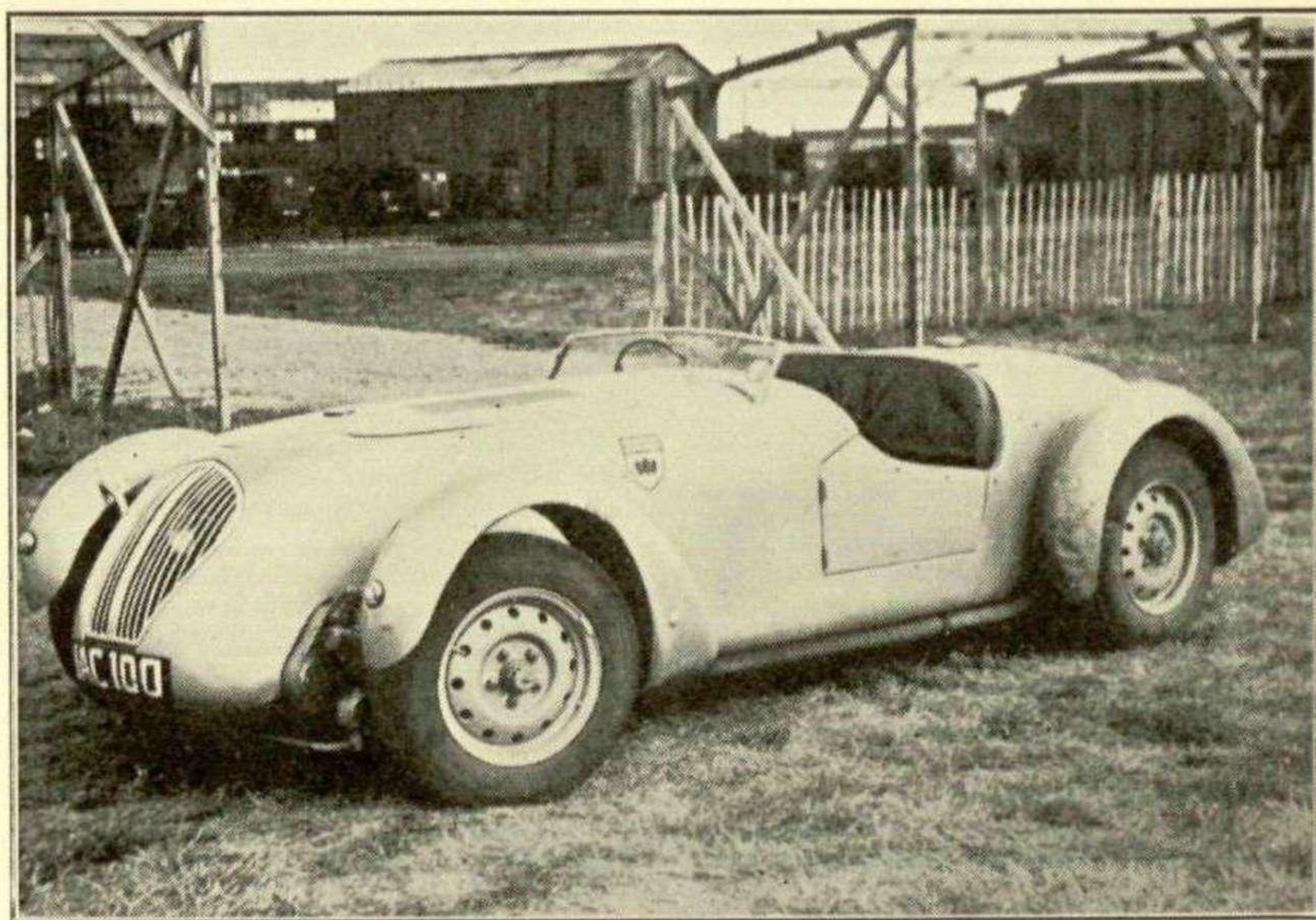
We journeyed to Leamington by British Railways on the day before the threatened "go-slow," were whisked to Warwick in a Morris Eight that had a very audible distaste for "Pool," and, after examining a row of chassis on the assembly line, assuring Mr. Barker, the General Manager, that we held a licence to drive, and signing for the car, returned to London rather more rapidly than the railway could have taken us, "go-slow" or otherwise.

The Healey handed over to us was the prototype "Silverstone" model, Reg. No. JAC 100, and the car in which Wisdom had finished fifth in his class in the Production Car Race. It had just returned from a Continental trip in the hands of a daily paper motoring correspondent and showed signs externally of the hard life; mechanically, however, it was in excellent fettle and behaved admirably during the stiff and prolonged test to which we subjected it, which in-

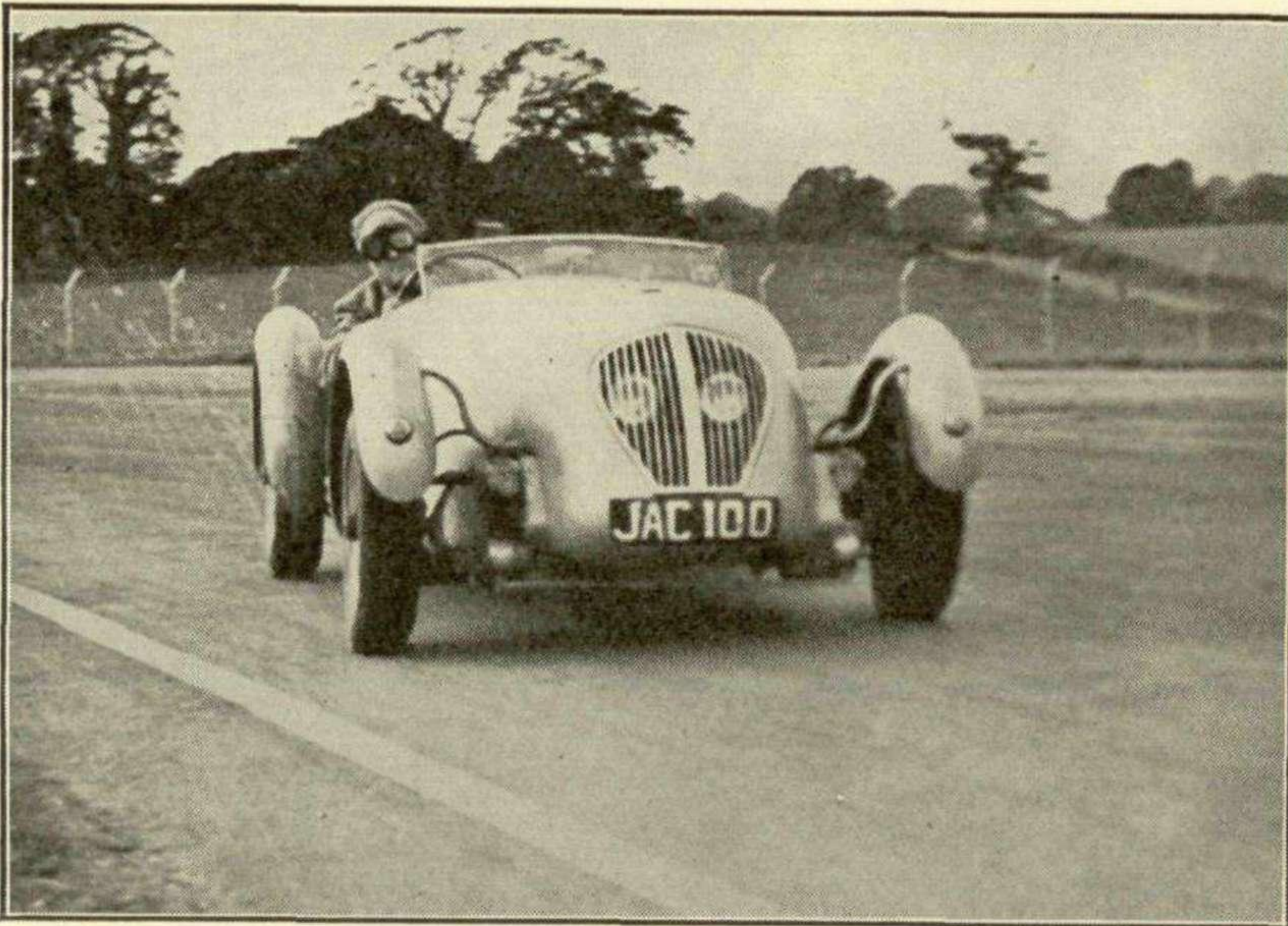
cluded fast "lappery" of the B.A.R.C.'s excellent circuit at Goodwood, timed runs on an aerodrome, and fast driving over main and secondary roads, with a modicum of traffic driving thrown in for good measure. We were certainly profoundly impressed by the performance capabilities and all-round excellence of the car.

Details of the "Silverstone"

Before discussing how it goes and what it can do, let us examine briefly the "Silverstone" two-seater as seen at the kerb-side. The chassis is virtually that of the normal Healey, except that the extension at the rear is deleted, the rear coil springs are rather harder, and an anti-roll bar runs between the trailing-links of the i.f.s. system, while 5.50-15 Dunlop tyres on extra wide-base rims replace tyres of 5.75-in. section. The wheelbase remains at 8 ft. 6 in. and the engine is a standard 2½-litre, four-cylinder Riley unit, having, incidentally, the unusually long stroke of 120 mm., and for which 104 b.h.p. at 4,500 r.p.m. is claimed. A saving in weight of nearly 2 cwt. over that of the normal cars has been achieved by fitting a light-alloy body shell, and to this weight reduction must be attributed the car's outstanding acceleration and roadholding qualities. That there is little "top-hamper" is evident when it is stated that the height of the car is 4 ft. 6 in. Axle ratios of



"SILVERSTONE" AT GOODWOOD.—The latest Healey seen at Goodwood circuit, where MOTOR SPORT did a number of fast laps in the course of putting this interesting car through a long road test.



AT SPEED.—The Healey "Silverstone" proved to have excellent road-clinging qualities when we drove it rapidly at the B.A.R.C.'s excellent test-circuit at Goodwood. It is here seen cornering very fast during the best lap (2 min. 5.8 sec.).

3.0, 3.25 and 3.5 to 1 are available, but the last-named is normally supplied and was used in the car we tested. It gives approx. 22 m.p.h. per 1,000 r.p.m. in top gear. The gearbox is not a particularly high-ratio one—the indirect ratios are 4.96, 7.74 and 12.76 to 1—being that used in the Riley chassis.

The body is a rather whale-like alloy shell forming a one-piece nose-cowl, bonnet, scuttle, cockpit and tail. It is made by Abbey, Healey's usual body-builder, and is supplied in green, red or blue. Low doors are provided, hinged at the front, and access to the engine is through a top panel held by two quick-action fasteners which respond to coin or screwdriver. Helmet-type aerodynamic wings, valanced at the rear, are rigidly mounted on tubular stays, the front ones carrying sunk sidelamps, the rear ones, sunk rearlamps, supplemented by a central rear lamp on the tail. The 7½-in. Lucas headlamps are mounted side by side at the base of the radiator, behind the openable grille, a location which keeps them out of the air stream without recourse to sinking them in the wings. The horn is also accommodated behind the grille.

The spare wheel is mounted horizontally at the back of the car, so that its protruding area acts as a "bumper" to protect the tail, access to its securing clamp being through a trapdoor just above the rear lamp. The screen retracts into a slot in the scuttle, giving ample wind deflection in the lowered (6 in.) position or almost full protection when erect, but it seems to offer more drag than an "aero" or fold-flat screen, judging by the way one's clothes are drawn from one's chest when the speed reaches 75 m.p.h. These cockpit eddies also had the unpleasant effect of bringing with them petrol fumes from the tank filler.

As no screen wipers are provided, the hood is rendered useless in the rain, which

is surely when one is most likely to erect it, if one does so at all? In the retracted position the frame rather hampers vision, as does the glass if the screen is wet. The "trough" into which the screen retracts fills with water which drains away through tiny pipes; we were assured that the interior of the "trough" is properly rust-proofed. On the whole we fail to see what advantage this screen offers over the fold-flat type.

The radiator and fuel filler caps, protruding through the body, are of the turn-and-lift pattern. With the 16-gallon fuel tank in the tail there is no luggage accommodation, and the jack has to occupy one of the door pockets, stowage room only for the tool-roll, hood sticks and hood canvas being available behind the seat squab. The solution for the tourist is a smaller tank, or a luggage rack over the tail. The jack inserts into sockets placed centrally one on each side of the chassis, a trapdoor beneath each seat opening to enable the operator to guide the jack into place.

There is not much point in discussing the cockpit fittings in detail, as bucket seats will be provided on the production cars and other details may be modified. Suffice it to say that the seats were leather-covered cushions on the floor on each side of the propeller-shaft tunnel, the driver's having a useful support for his left thigh, while the one-piece squab pegged into two holes in the alloy rear-platform and was held to the tail by two "Tenax" fasteners. The fascia has a shallow lidless cubby hole on the near side and carried a 6,000 r.p.m. 5-in. Jaeger rev-counter, a water thermometer, an oil gauge, the usual Lucas ignition-cum-lamps control, and push-switches for starter, second fuel pump and lamp dipper, together with warning light windows. Rather inaccessible under the fascia were pull-out ignition and choke controls. The pedals are conveniently located but we would have preferred the

spring-spoke steering wheel to have been bigger and not set so low down. The remote gear-lever is exactly where it should be, but the central hand-brake, which has a pleasantly large "grip" and a press-button ratchet release, is placed too far to the near side and is flimsily mounted. From the driving seat both front wings are visible and there is an effective rear-view mirror. The horn-push, in the wheel centre, operates a reasonably effective, not too obtrusive, horn. There is no ammeter or oil thermometer. The lamps proved effective, but not impressively so, at night, and seemed to dazzle oncoming drivers in the dimmed position; one sidelamp refused to function.

On the Road

Settling in the driving seat, a reassuring burble from the long tail-pipe as the engine is started suggests brisk performance, and without recourse to the stop-watch one soon appreciates that this Healey possesses acceleration of a very high order, for even comparatively short stretches of straight road serve to put the rev.-counter round to over 4,000 r.p.m., equal to a speed above 85 m.p.h. Even before this aspect of performance becomes apparent, however, the driver is charmed with its docility and ease of handling, exceptional for what subsequently proved to be a genuine 100-m.p.h. car.

So unobtrusive is the exhaust at low speeds that driving in towns in this racy-looking green car, with its big B.R.D.C. badges blazoned on the scuttle (why?) caused no unwelcome attention from police or other busybodies, and this Healey handles as easily as any "town-carriage." The engine will run down to 500 r.p.m. (11 m.p.h.) in the 3.5-to-1 top gear and, after an initial shudder, will accelerate away up the speed range without trace of a carburation flat-spot. If the lower gears are engaged excellent pick-up for normal motoring is obtainable without taking the engine beyond 2,500 r.p.m. Indeed, even when hanging on to top gear there is appreciable punch above about 2,000 r.p.m., or 45 m.p.h. The 10-in. Borg & Beck clutch functions smoothly and is reasonably light, the brakes arrest the car at a mere caress of the pedal and at touring gaits this Healey can be steered with finger and thumb.

The gear-change, too, controlled by that beautifully-placed, rigid little lever, is foolproof and a real joy to use. Someone in Lord Nuffield's establishment must be a gearbox-wizard, for we met the same pleasant action when driving a "TC" M.G. The lever snicks smoothly and firmly from one position to another, excellent synchro-mesh masking any mis-judgment of double-declutch changes or aiding effectively less-hurried single-clutch changes, providing the clutch is fully depressed. A drop from top to second is simplicity itself, the rapid response of the engine to the throttle-pedal assisting at all times, while the lever is always to hand for selection of the required ratio when going fast into a corner or sighting an unexpected gap in the traffic stream. Reverse position is easy to locate yet properly protected by spring-action, and the gears are quiet. Full marks to whoever is responsible for this gearbox!

The docility, this "split-character" as it were, of the "Silverstone" Healey makes it a most useful general purpose sports-racing car, and we satisfied ourselves that learner-drivers felt quite at home in it.

Out on the open road, with an experienced driver at the wheel, the other side of the car's demeanour is equally impressive. Cruising speed is anything that the road permits, from the 65 m.p.h. we found we were holding over a twisting wet road in the dark while conversing with our passenger, upwards. Speed in the gears is limited by violent valve-bounce which comes in at 5,200 r.p.m., equal to 31 m.p.h. in first gear, 58 m.p.h. in second gear and 80 m.p.h. in third gear. Naturally, 4,000 to 4,500 r.p.m. is a more usual limit, even when in a hurry, giving as it does 44 to 50 m.p.h. and 62 to 70 m.p.h., respectively. So good is the acceleration, as later timed tests will prove, that going up to about 3,000 r.p.m. (33 m.p.h.) in second and 3,500 r.p.m. or so (60 m.p.h.) in third gear gets the Healey off the mark in a manner few other high-performance cars can emulate. The excellent pick-up, in spite of the high top gear, is undoubtedly due to the car's modest weight, our usual weighbridge weighing the car out at exactly 19½ cwt., without occupants but with some three gallons of fuel. In towns a change from second direct into top gear was a useful way of restoring speed after a traffic check.

The timed acceleration tests were made on a dry road, two up, without previous practice, and, spinning the back wheels for about 12 yards, we did 0-50 m.p.h. in 6.6 seconds, 0-60 m.p.h. in 11.0 seconds, and 0-70 m.p.h. in 15.0 seconds—figures which speak for themselves, and loudly! A more gentle 0-70 m.p.h. occupied 15.8 seconds. The clutch smelt a little hot after these runs, but did not appear to slip—on production cars, however, stronger springs will be used.

So far as speed is concerned, we reached 4,500 r.p.m. in top gear along an aerodrome runway, two up, screen retracted, against a 10-m.p.h. headwind (runs in the reverse direction were *verboten*). This represents a maximum of 100.4 m.p.h., based on Dunlop's computation of actual tyre diameter at 100 m.p.h. On another occasion a reading of almost 4,800 r.p.m. was attained along the Southend road, possibly aided by wind and/or gradient, this being equal to nearly 107 m.p.h. So the "Silverstone" Healey is a genuine 100-m.p.h. car. That it is not so fast as the saloon model is attributable to greater aerodynamic efficiency of the closed body and the low octane rating of British pump fuel. [We had no opportunity of checking the rev.-counter readings over a measured distance, but such instruments are seldom inaccurate, especially when fitted for racing.]

Such excellent performance turns one's thoughts to the Riley engine, for which we came to have as profound an admiration as for the Healey itself. It "pinks" furiously on pump petrol, it is true, but retarding the ignition cures this, at some sacrifice of performance. After the 100-m.p.h. runs it "ran-on" badly when switched off, but this does not occur after normal road runs and, although it

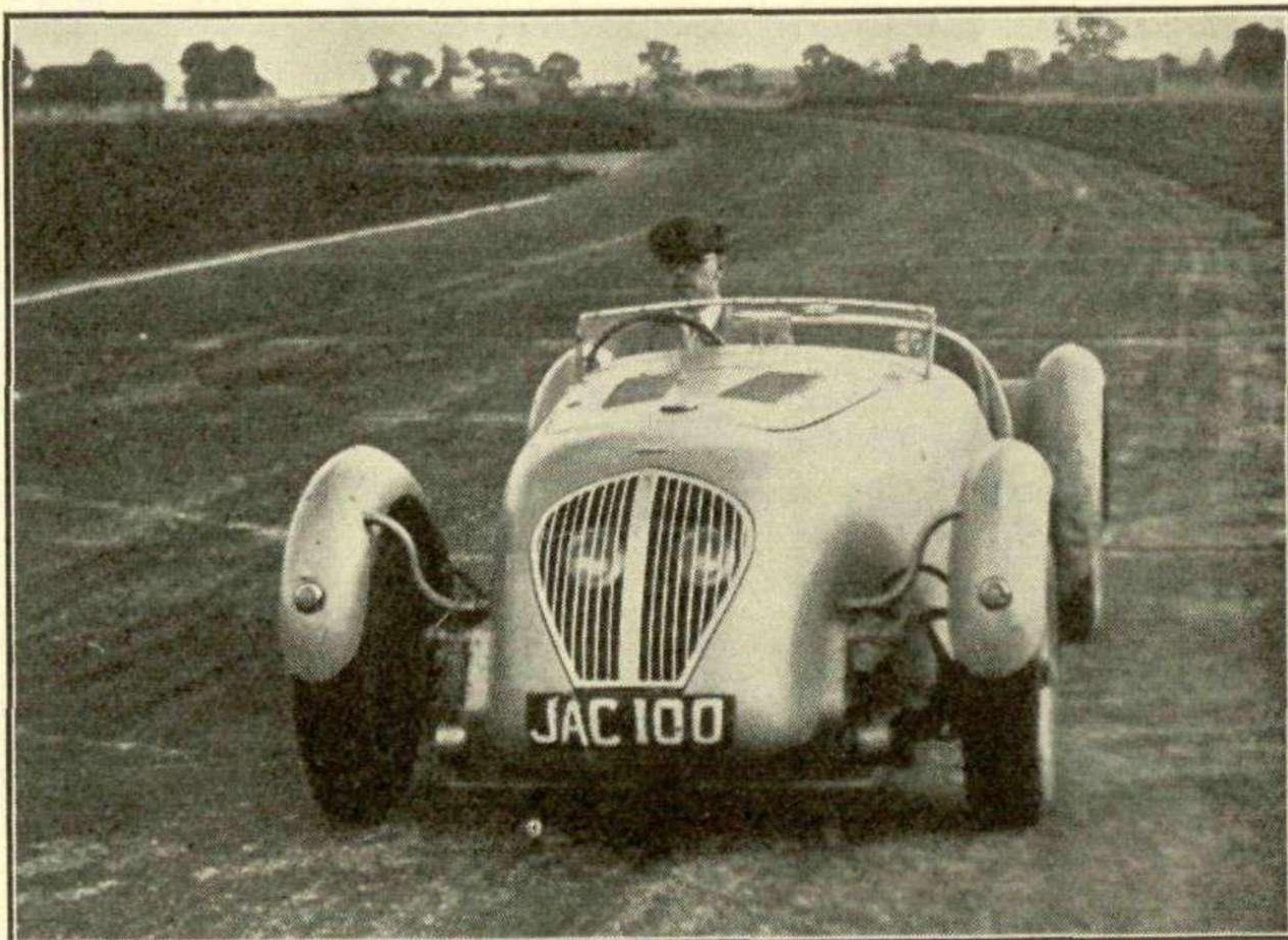
is not possible to keep one's hand on the bonnet top because of the heat, the thermometer never indicates above 170 deg. F. while in motion, or 190 deg. F. after the car has been stationary for a while. No oil, or water for the pressurised cooling system, was called for and oil pressure, which varied with engine speed, being 30 lb./sq. in. at 1,000 r.p.m. and 60 lb./sq. in. at speed, refused to diminish under the most trying conditions. The carburation is free from flat spots and the plugs never protest, while the engine starts promptly after a damp night in the open and runs practically choke-free at once. Apart from the delightfully crisp exhaust-note and an occasional glimpse of twin valve covers through the bonnet louvres, "Mr. Riley" did nothing to draw attention to his admirable presence, save for a vibration period to which reference is made later in this report.

A car of such performance has little merit as a road car unless its handling qualities are in keeping. In the case of the "Silverstone" Healey, they are. The suspension is harder at the back than on the other models, yet the ride is comfortable and entirely pitch-free, the front wheels moving up and down over bad surfaces with piston-like precision, pleasant for the passenger to watch, while the chassis remains as untroubled as on a smooth road. Only at high speed over very poor surfaces could slightly more damping be desired. But corner as fast as you can and no roll intrudes, the tyres protesting less than usual. The steering lock is exceedingly generous, even to the road-wheels rubbing the body sides on full lock, the steering wheel needing two-and-one-third turns to deflect them from one side to the other, which is gearing well suited to the car. Finger and thumb serve to control the car, no column movement and scarcely a trace of return

motion from the patented arrangement of linkage reaches the driver, and only about ½ in. of free movement existed. There is brisk castor return action to the fully-straight-ahead position.

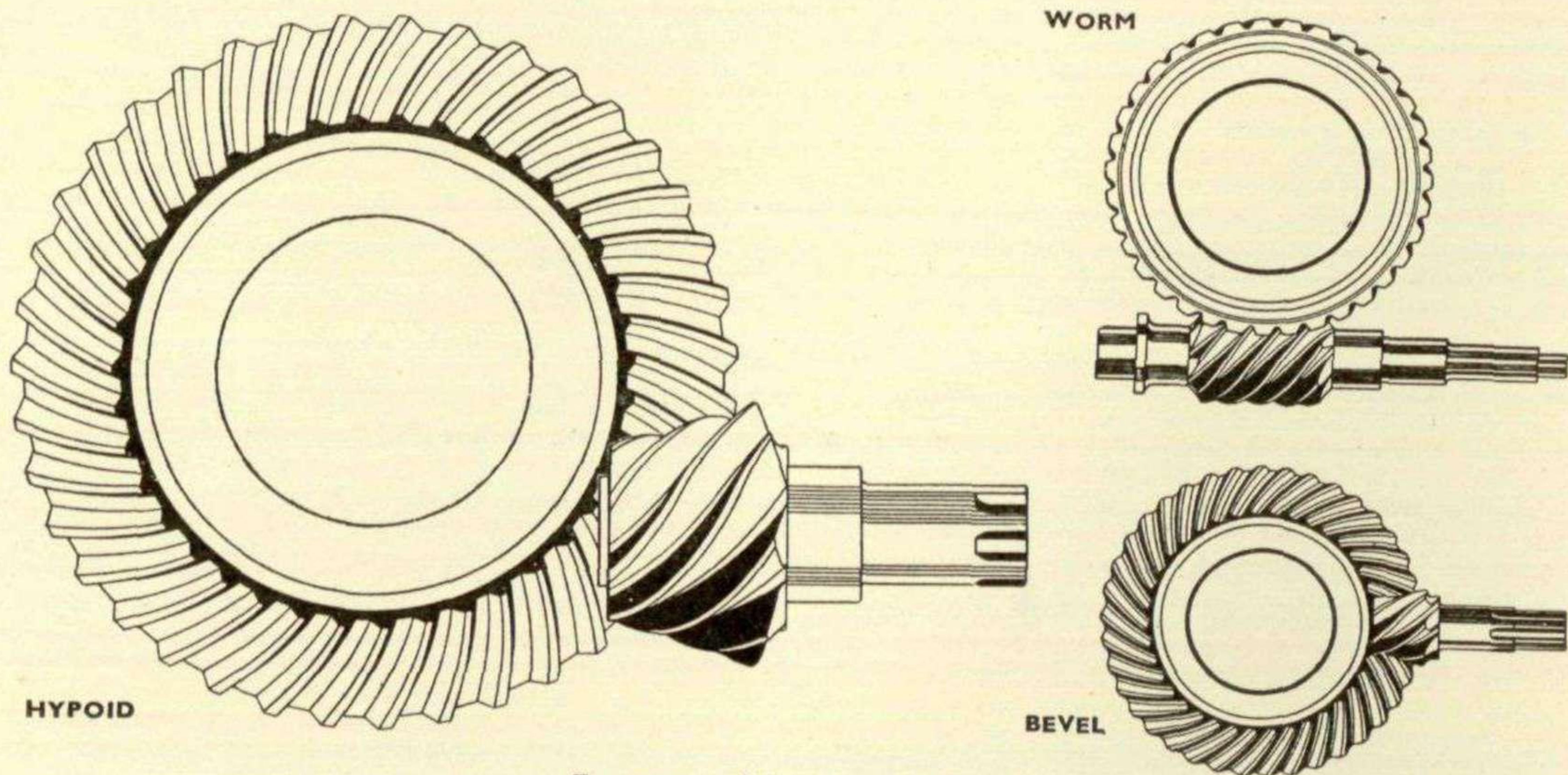
The cornering abilities of the Healey enable a driver to put it round bends at the limit of his skill, for the car goes where it is directed and does not suffer from either of those affectations which the technical types term over- and under-steer, at all events on dry roads. Even in the wet the Healey still feels extremely safe but, with the tank almost empty (as it habitually is, these days), the tail tends to slide, just as the wheels try to spin, due to the lack of weight over the back axle, and this tendency—we believe it is "rear-end breakaway promoting over-steer," in slide-rule jargon—has to be corrected, as it easily can be.

Difficult as the sum of the combination of steering, suspension and roadholding qualities is to describe verbally or on paper, after driving it the enthusiast will give the latest Healey full marks. It is an essentially safe car and vastly satisfying to handle, particularly in the dry. In this connection the brakes must be given a very big measure of praise. Lockheed 2LS, 11 by 1½ in. front, 10 by 1½ in. rear, with nickel-chrome, alloy ribbed drums, they are immensely powerful, it being possible to lock all four wheels on a dry road at any speed. Indeed, care is necessary to obviate fierce braking at low speeds, as the merest touch on the pedal is sufficient to give normal retardation, but once mastered, smooth, progressive braking can be accomplished. Moreover, save for a very slight squeak, and tyre noise if a wheel locks, these brakes function silently, were almost, if not quite, in as good fettle after a week-end of hard driving as when we left Warwick and, note this, due to an unmolested stream of air to the drums and the use



PRONOUNCING JUDGMENT.—The Editor brings the Healey "Silverstone" in after the lappery at Goodwood, towards the end of his prolonged and arduous test of the latest model from the Warwickshire factory. Note the location of the headlamps, the retracted windscreen and the clean frontal aspect.

THE HYPOID AXLE



— how it works

THE HYPOID AXLE can best be described as an intermediate between the Spiral Bevel and the Worm Gear Axle. The pinion of the propeller shaft is set below the centre horizontal line of the crown wheel, thus allowing the propeller shaft to be lowered, so that the vehicle can have a flat floor. A SPECIAL LUBRICANT IS ESSENTIAL, because the hypoid teeth work with a combined rolling and sliding action. This condition is very hard on the oil film, as the pressures thus encountered are much greater than in ordinary Bevel or Worm Gears.

Under these extreme pressure conditions, ordinary gear oils break down and allow metal to metal contact. It is therefore necessary to employ an extreme pressure lubricant containing a chemical additive carefully chosen in relation to the mineral oil employed.

When such a lubricant is used, the metal surfaces of the gear teeth are protected, and can stand up to these arduous conditions, thus ensuring that the axle gives safe and sound service.

SHELL SPIRAX 90 E.P. has been specially produced for the lubrication of hypoid axles, and is recommended and/or approved by the following manufacturers, who now fit these axles to certain of their models:—

A.C.	DAIMLER	LANCHESTER
ALVIS	HUMBER	MORRIS
ARMSTRONG-	INVICTA	SINGER
SIDDELEY	JAGUAR	STANDARD
ASTON MARTIN	JENSEN	TRIUMPH
AUSTIN	JOWETT	WOLSELEY
BENTLEY	LAGONDA	

WARNING: Be sure to read the instruction book issued by the manufacturer of your car, and use:—

SHELL SPIRAX 90 E.P.

Extreme Pressure Lubricant



L E A D E R S H I P I N L U B R I C A T I O N

of Dunlop ventilated disc wheels, no trace of fade was evident, even under racing conditions. We have seldom, if ever, experienced a better means of stopping a fast car.

As we have observed, the sum total of accurate steering, roll-free cornering and powerful braking is all but impossible to assess in words, so we decided that a timed lap of Goodwood might offer something of a yardstick. Taking advantage of a B.A.R.C. "practice Saturday"—a truly commendable amenity for which John Morgan deserves credit and which he hopes may be a daily amenity next season—two inexperienced drivers (in the circuit sense) took the Healey round against the watch. Incidentally 100 m.p.h. could not quite be reached along Lavant straight and top gear sufficed for most of the circuit. One driver, after three or four preliminary laps, clocked 2 min. 5.8 sec., equal to 68.8 m.p.h., and your Editor did 2 min. 8.5 sec., equal to 67.3 m.p.h. And if you compare these lap-times with the fastest laps set up in sports-car races at this venue, the potentialities of the "Silverstone" Healey on a circuit such as this are apparent. Its low ground clearance would, of course, preclude it from trials.

As no mileometer was fitted we had no definite check on the distance we covered in the car and for the same reason it is not possible to quote a fuel consumption figure. But in five days we drove the car both hard and far and it behaved impeccably. It seems likely that fuel is consumed at somewhere about the rate of a gallon every 20 miles, an exceptionally good figure, while, apart from one sidelamp that refused to function and a loose rear near-side wing stay, the car was as hale, certainly as hearty, at the finish as when we began the test.

The return run to Warwick from Hampshire emphasised what an exceptionally intriguing road-car this Healey is. Twice we reached nearly 100 m.p.h. (actually 4,400 r.p.m., equalling 98.4 m.p.h.) before having to check for other cars, and this with the screen now fully erect. With the wind thus deflected the driver can appreciate the mechanical silence of the car, the exhaust note inaudible to him at speed and the only noise from beneath the bonnet caused by intake of air to the two S.U. carburetters. Unfortunately a vibration period, either engine or transmission, intruded from 2,500 until 3,500 r.p.m. in top gear, although this was less troublesome than it might have been because the Healey was seldom below 80 m.p.h. unless traffic or road conditions held it back!

The pleasant cornering capabilities and excellent brakes added as much to our enjoyment as they contributed to our safety, while the storming of main-road hills at upwards of 90 m.p.h. will live long in the memory. Without giving the car anything like the last ounce, Stratford-on-Avon, 87½ miles from our starting point, came up in 103 minutes, an average speed of 51 m.p.h., including two brief stops to look at the map and observing that long 30-m.p.h. limit through Oxford. The overall journey to Warwick, a distance of 95½ miles, was accomplished in two minutes under two hours, in spite of another stop to map-read and yet another to dip the fuel tank. One-third

of the distance was over twisty secondary roads and the last six miles were done at low speed to conserve petrol. Between Oxford and Stratford the average was in the region of 60 m.p.h.

Reluctantly we put this exhilarating means of conveyance away in its garage and set about getting home by nationalised transport—an anti-climax which occupied 6¼ hours besides involving queuing for trains and standing in 'bus, corridor, and tube; positive proof, if any is needed, that modern business cannot dispense with the modern private car, and the petrol to operate it!

THE HEALEY "SILVERSTONE" SPORTS TWO-SEATER

Engine: Four cylinders, 80.5 by 120 mm. (2,443 c.c.). R.A.C. h.p., 16.07; 104 b.h.p. at 4,500 r.p.m. Compression ratio: 6.9-to-1.

Gear ratios: 1st: 12.76; 2nd: 7.54; 3rd: 4.96; top: 3.50-to-1.

Tyres: Dunlop 5.50-15 on bolt-on, extra wide base Dunlop ventilated disc wheels.

Weight: Without occupants but ready for the road with approx. three gallons of fuel: 19½ cwt.

Steering ratio: 2½ turns, lock to lock.

Fuel capacity: 16 gallons (range approx. 320 miles).

Wheelbase: 8 ft. 6 in.

Track: Front: 4 ft. 6 in. Rear: 4 ft. 5 in.

Overall dimensions: 14 ft. by 5 ft. 3 in. by 4 ft. 6 in. Ground clearance: 7 in.

PERFORMANCE DATA:

Acceleration:

0-50 m.p.h. ... 6.6 sec.
0-60 m.p.h. ... 11.0 "
0-70 m.p.h. ... 15.0 "

Speeds in gears (rev.-counter calculations):

1st ... 31 m.p.h.
2nd ... 58 "
3rd ... 80 "
Top ... 100.4 "

Goodwood lap speed: 68.8 m.p.h.

Makers: Donald Healey Motor Co., Ltd., The Cape, Warwick.

The Healey "Silverstone" is remarkable not only because it handles as well as any modern car we have driven and gives vivid acceleration and a maximum speed of over 100 m.p.h., but because it achieves this performance on less than 2½ litres and with a 3.5-to-1 axle ratio, so that the economy of petrol is quite unexpected. Over and above its performance capabilities it is so docile and pleasant to drive that learner-drivers feel at home in it, it is entirely devoid of temperament, and, if it is not beautiful in appearance, its lines have a satisfying functional simplicity. It is, too, virtually a top-gear car, this ratio sufficing for accelerating from 25 to 100 m.p.h. even when trying for high average speeds. Yet as peak engine speed is obtainable

on all ratios, the car cannot be called over-gearred and would be even faster on a higher axle ratio. At a basic price of £975 this Healey is excellent value as a sports/racing or fast road car, and it should interest those buyers in dollar-markets who seek not only a complete breakaway from the American style of automobile but who crave *real* high performance, without courting servicing problems.—W.B.

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Obituary

Mr. R. H. Garner writes:

"In pre-war days Ken Jarvis figured successfully in trials with the hybrid trials car "Pansy," as well as in sprint events with Austin Sevens. Upon demobilisation from the R.A.S.C., he took over the secretaryship of the Berkhamsted Club until 1948, when pressure of affairs compelled him to accept a less responsible position on the committee. His successes with the ex-works side-valve Austin gave him a leading position in the 750-c.c. class during the past two seasons, and he was a consistent supporter of events from Prescott to Great Auclum.

"Always ready to help in events when not competing, Ken Jarvis enjoyed a widespread popularity, and his charm of manner will perhaps be remembered above all else."

A NEW TRACK IN SOUTH AFRICA

A new 2½-mile circuit is nearing completion on the Grand Central Airport on the main road between Pretoria and Johannesburg. This circuit will be tarred and extremely well equipped, and the Sports Car Club of South Africa proposes to hold the first race meeting there on November 5th.

The track is being built by Grand Central Speedway (Pty) Ltd., and the S.C.C. of S.A. will be actively interested in the organisation of meetings on the track, which will also be made available for the use of members for private meetings. Since the closing down of the Howe Circuit, the lack of a track has been a very unfortunate thing, but high hopes are now entertained for the future of motor sport in the Transvaal.

LODGE'S INCREASED BUSINESS WITH SOUTH AMERICA

During the first six months of 1949, exports of Lodge plugs—largely to hard currency areas—were seven times the value of the company's pre-war overseas sales. During the past few months, in particular, there has been a considerable increase in the volume of business with South American countries.

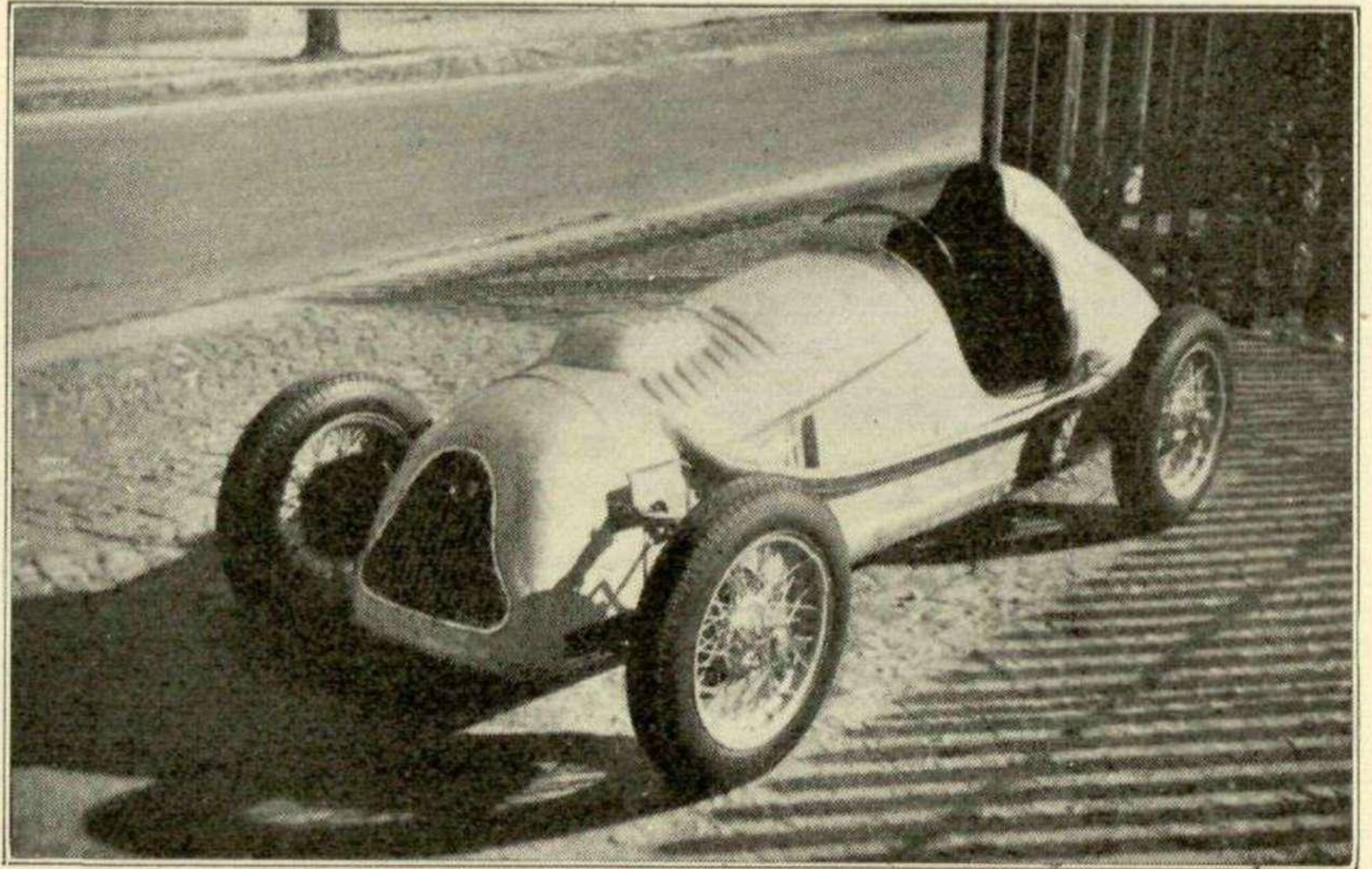
An official of the company said it appeared probable that the outstanding success of the special Lodge racing plug had had a marked effect in the Argentine and Brazil, where the interest in motor racing is very keen. He adds "Certainly, since Britain's new meat agreement with the Argentine, we are doing very much more business there."

The Keller Special—

A SWISS "500"

WHEN in Zurich recently, we were able to meet Jakob Keller, a Swiss engineer who was sufficiently interested in the growth of 500-c.c. racing to build himself a car complying to "500" rules. It is unfortunate that enthusiasm for 500-c.c. racing has not enjoyed the following in Switzerland that it has in this country, so that Keller has not had an opportunity of driving his car in any races, although he has competed in Swiss national hill-climbs, running against 1,100-c.c. cars.

Like many successful "500" builders, he used as a basis a "Topolino" F.I.A.T. chassis and suspension, and mounted a 498-c.c. J.A.P. engine in front of the driver, coupled to a F.I.A.T. gearbox, the drive then being taken to a modified F.I.A.T. rear axle, incorporating a reduction gearing to give a low floor line and at the same time to give a suitable final-drive ratio for the J.A.P. engine. The car was fitted with a shapely single-seater body and the front cowling directs cooling air on to the engine, while slots in the under-tray disperse the air once it has passed over the engine. Fuel is fed to the Amal carburetter from a gravity scuttle tank and the oil reservoir, for the Pilgrim pump, is also incorporated in the scuttle. The steering column is staggered to clear the engine and works a normal F.I.A.T. steering box. At the rear of the F.I.A.T. chassis, tubular frame extensions have

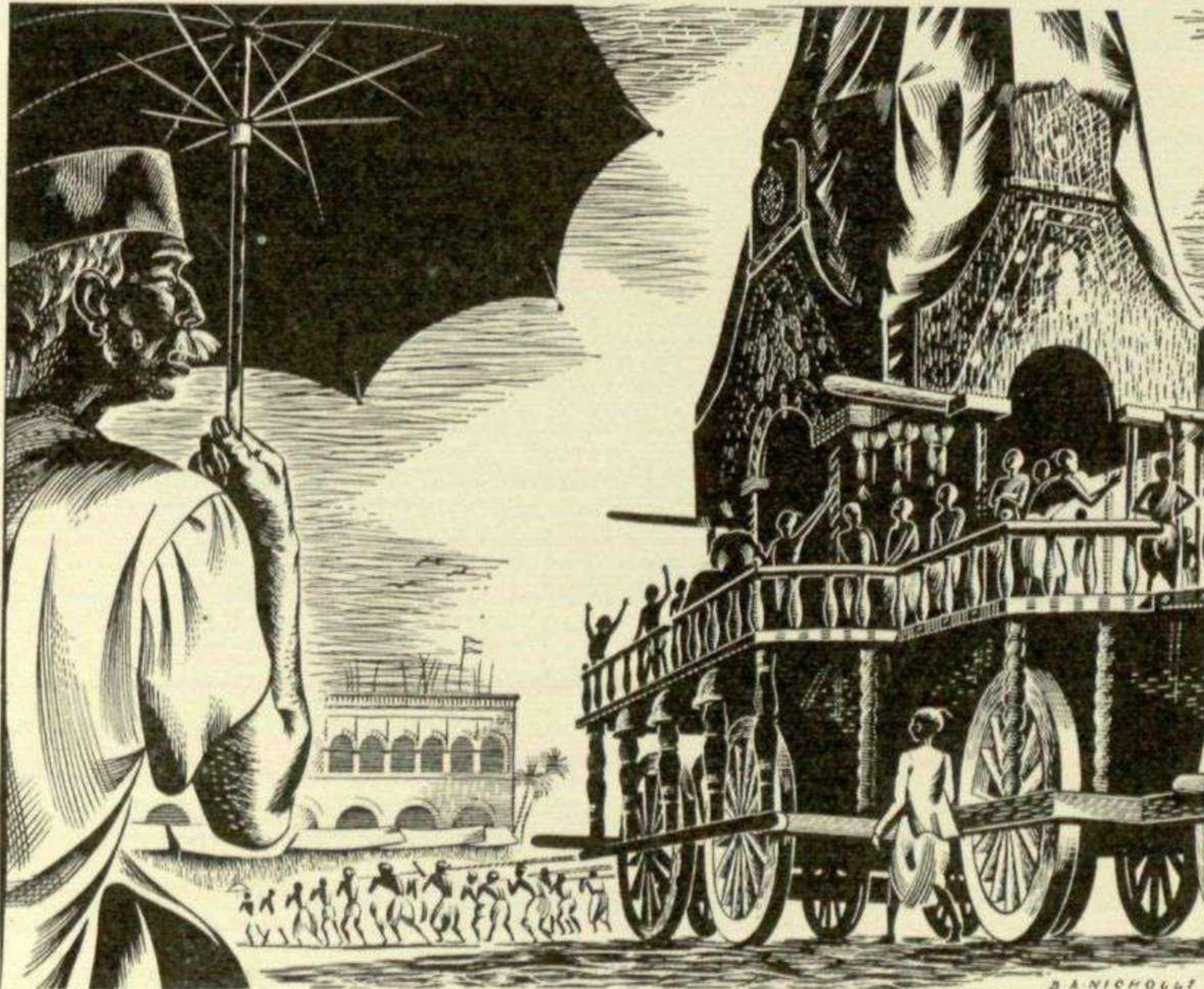


NEAT.—Jakob Keller's 500-c.c. special, at present J.A.P.-powered but soon to have a B.M.W. engine.

been added and these carry the half-elliptic springs. Brakes are hydraulic and knock-off. Rudge-Whitworth wheels are used, the latter having been specially made. The whole car is extremely well finished, including the upholstering of the cockpit, and, unlike many home-built "500s," the Keller looks like a scaled-down Grand Prix car.

Whether 500-c.c. racing will ever grow

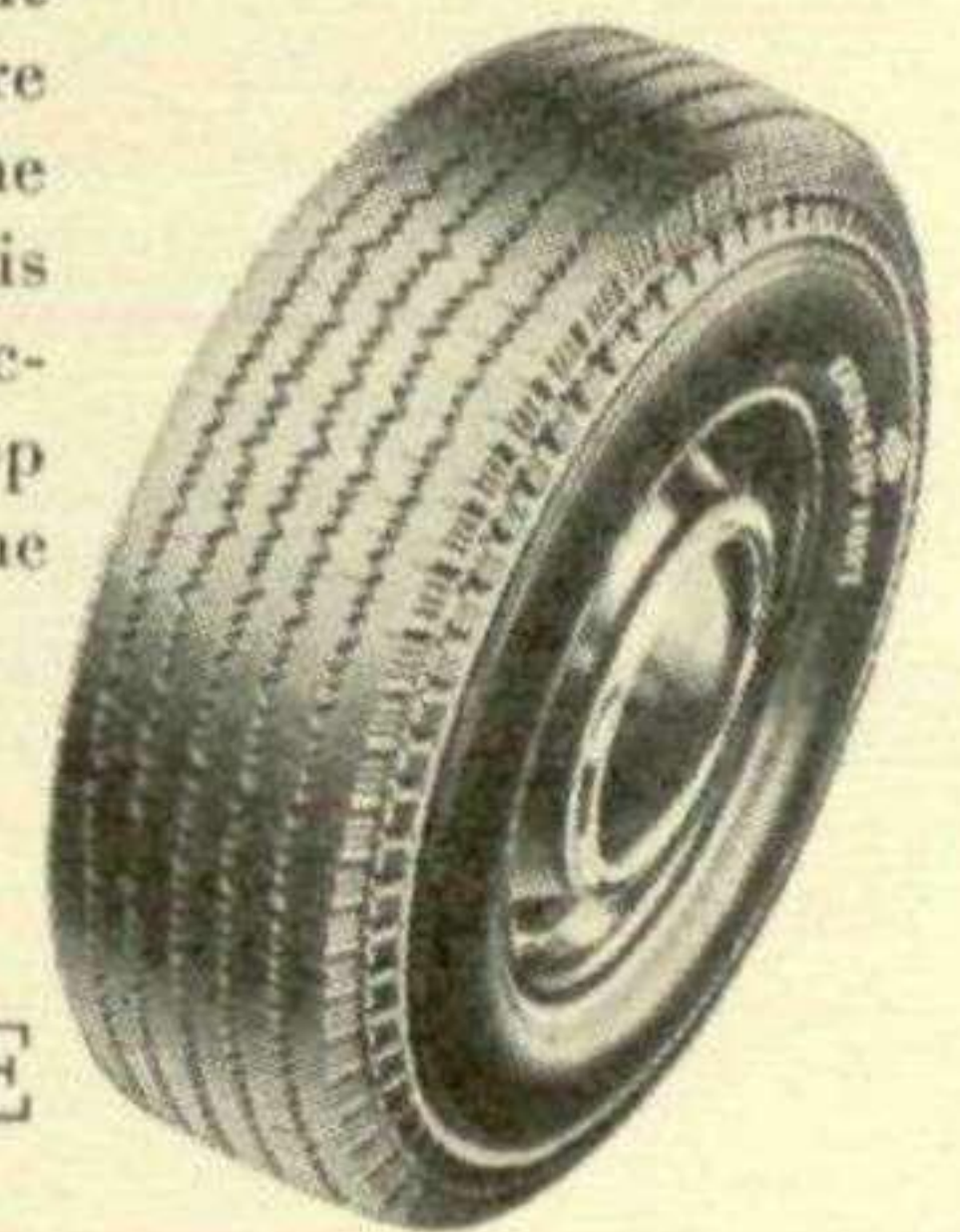
in Switzerland is not known and it is a pity that such racing as there is for these machines has not approached nearer to Zurich than Holland, but if such racing does happen nearer his home country, Keller is very keen to take part and would like to see other of his countrymen building 500-c.c. cars. At present the car is out of use, awaiting the delivery of a B.M.W. engine to replace the J.A.P.—D.S.J.



The Wheel of the Juggernaut

Once every year Jagannath travels along the wide Baradand from his temple to his country house. His car, or rath, is 35 feet square, 45 feet high, and travels on 16 wooden wheels, each 7 feet in diameter. As the multitude of pilgrims drag him along, individuals sometimes fall under the wheels in the mêlée, thus probably giving rise to the stories of self-immolation. Of recent years, at least, these stories are wildly exaggerated.

Exaggeration is unnecessary, however, in the case of the Dunlop car tyre. Here is the culmination of years of laboratory research, experiment and testing. 2,000 extra teeth to grip the road, moulded knife cuts for skid resistance, wider and flatter tread and scientifically graduated ribs to distribute the load, greater depth of effective tread pattern enabling it to last as long as the tyre itself—these are the features which make this new tyre a worthy successor to the Dunlop tyres which have gone before.



DUNLOP THE WORLD'S MASTER TYRE

IF it were not for the fact that these articles all have the same name, I should be tempted to entitle this one "Talk and Reaction"; because a piece of decidedly conversational writing in the May number of MOTOR SPORT has led to the most disastrous reactions—not, for once, from my more erudite readers, but from my own conscience. For I have, I fear, been most grievously misleading about no less a subject than the Hotchkiss drive.

The occasion, it may be remembered, was a discussion of a correspondence in the columns of the *Autocar*, during 1924, in which Mr. W. O. Bentley and Mr. Louis Coatalen were the chief protagonists, on the subject of the worth or worthlessness of special racing cars. In the course of it, Mr. Coatalen had remarked that "Mr. Bentley, as a historian, may remember that I was personally associated with the introduction of the method of taking the thrust and the torque of the back axle through the rear springs . . ." And I quoted Mr. H. R. Pope, who intervened in the argument about a month later, as saying, "as regards taking the drive through the back spring, if Mr. Bentley or Mr. Coatalen had been at Brescia in 1905 they would have seen a team of three live-axle cars of 100-h.p. which were so designed . . ."

So far, so good; but unfortunately I went on to the comment, "so there was no need for Mr. Coatalen to think that he had invented the 'Hotchkiss drive' 'through the back spring'—nor Hotchkiss to think so either, for that matter, as the French firm, it seems, did not adopt it until 1906. It ought, it appears, to be called 'Itala drive' . . ." For this statement I relied on another of Mr. Pope's letters, published some two and a half years later, in November, 1926. The occasion this time was a correspondence which the *Autocar* headed "The Hotchkiss Drive," carried on on that basis of false logic so beloved of correspondents in the motor papers, in which Protagonist says that A is better than B, and Antagonist replies that B is very good—A and B in this case being drive by torque tube and the "Hotchkiss drive" respectively. Once again Mr. Pope intervened with some words of wisdom, and, in view of the trouble which I got myself into in consequence, I think that I had better quote the relevant parts of this letter in full:

"In fairness to Itala may I be allowed to remind you that in 1905 at the Brescia Circuit three of these cars had live axles and open propeller-shafts?"

" . . . It was a year later that I saw the first Hotchkiss car in Paris, and it is rather curious that the selling agent was the famous racing man, the late Henri Fournier, who was the Itala Company's representative in France.

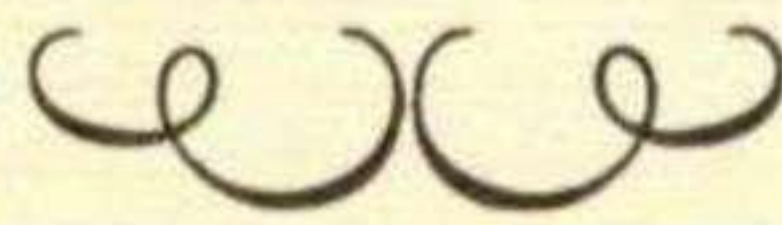
"The Italas we had in the 1913 Grand Prix race at Amiens had open propeller-shafts and no torque rods. They were big cars giving over 100 h.p., and I drove mine many thousands of miles on bad roads without having the slightest trouble."

I ought, I suppose, to have been put on my guard by the phrase "it was a year later (i.e., in 1906) that I saw the first Hotchkiss car in Paris," because undoubtedly so keen an observer as Mr.

SIDESLIPS

by

"BALADEUR"



Pope had had an opportunity of seeing it a great deal earlier. To go back to the beginning, there was once, it seems, an American called Mr. Hotchkiss, who arrived in France in 1869 or 1870, and offered Napoleon III to make him a "mitrailleuse" which would blow the Prussians to pieces. Even this did not prevent the Prussians winning the war, but for all that Mr. Hotchkiss settled down in France and carried on making his fire-arms at St. Denis. When the motor car came along, the famous ordnance works were in great demand for the manufacture of parts for such firms as Panhard et Levassor and De Dietrich, its speciality, as was not perhaps unnatural in a gun-maker, being "the boring of long holes of small diameter," a practice much in vogue among the constructors of early racing cars. By 1903, however, the firm was tired of making parts for other people and decided to build a 50-h.p. car on their own. "When this car had been half constructed," reported the *Autocar* in 1904, "and before it was on the road, the Hotchkiss company received a visit from the enterprising firm of Paris-Automobile, managed by Mr. Henry Fournier . . . and so struck was this firm with the design and workmanship that they arranged to purchase the whole production of the Hotchkiss works."

Now this bears out well enough Mr. Pope's statement that "the selling agent was . . . the late Henri Fournier," and, moreover, according again to the *Autocar* of 1904, "the Hotchkiss company, after careful consideration, decided to adopt the principle of the live axle instead of the chain drive." But as their first car thus equipped was shown at the Paris Salon at the end of 1903, and as the first Itala appeared, unless I am much mistaken, in 1904, if the common predilection of the two makes for shaft drive owed anything to the Henri Fournier connection, it seems that it must have been Itala that borrowed from Hotchkiss, rather than vice versa.

But in any case this first Hotchkiss did not take the drive "through the back spring," even if it did have a live axle. "The Hotchkiss car," reported *The Automotor Journal* in January, 1904, "follows more or less on the usual live-axle lines of construction . . . the live rear axle is tied to the frame by radius rods passing from it to each side of the frame . . ." And what is more, the firm was not even, at this stage, irrevocably wedded to the live axle. This device, which was regarded at this period as really more suitable for voitures, might be used with impunity on a touring car such as that which was shown at the Paris Salon of 1903, but when it was decided to build a team of 100-h.p.

racing cars for the Eliminating Trials held in the Argonne in May, 1904, in order to select the French team for the Gordon Bennett race, Hotchkiss decided to rely on the time-honoured chain drive. The three cars, which were designed by M. Terrasse, were driven by Henri Fournier's brother Achille, Amblard and Baron Pierre de Crawhez, but in spite of a wind-cutting bonnet, with the radiator hung well down below it, the cars were not very successful, and none of them finished—which, perhaps, was hardly surprising, at a first attempt.

In view of all this, it seemed to me that what Mr. Pope must have meant by his incursion into the "Hotchkiss drive" controversy was that it was in 1906 that he saw the first Hotchkiss car so fitted in Paris, whereas Itala had used it at Brescia in 1905. It was, therefore, with some surprise that I came across an article in *The Automotor Journal* of April 28th, 1906, about "the new Hotchkiss models," which stated that "the general design remains much the same as when we described these cars in March and April last year [i.e., 1905] . . . radius rods and torque rods for tying the axle to the frame are still dispensed with, the side-springs being used as before to transmit the drive through their front hinges . . ."

Now I flatter myself that a less careful historian would have concluded from this statement not only that this 1906 Hotchkiss, which was doubtless the one to which Mr. Pope referred, employed the Hotchkiss drive, which it clearly did, but also that this feature already characterised the car in the spring of 1905; in which case there was no significance in Mr. Pope's having first seen it in 1906. But before jumping to any such conclusion, I thought it would be prudent to have a look at *The Automotor Journal's* description of the Hotchkiss car in "March and April" 1905, and on doing so, I received another shock.

"The frame," I read in the issue of March 25th, 1905, "is carried by semi-elliptic springs at the front and rear. The rear springs lie outside the frame, and while their front ends are hinged, their rear ends are carried by shackles from very long dumb-irons, as shown in Fig. 4. It will be noticed also that the short radius rods are hinged to the dumb-irons, instead of being carried forwards and fixed to the side members of the frame. These radius rods also form torque rods, and, in addition, act as anchors for the expanding brakes on the rear wheels."

So that whereas in April, 1906, the Hotchkiss car did use the Hotchkiss drive, here we apparently have it in March, 1905, with radius rods, torque rods and all the other paraphernalia typical of not using the springs for extraneous functions. Did this mean, therefore, that between these two dates Hotchkiss had been anticipated by Itala, as apparently suggested by Mr. Pope?

Before trying to solve this problem, however, I soon found myself suspicious about the 1905 Hotchkiss. In the first place its springs, as shown in the illustration and described in the text, were "hinged" at their front ends, which looked as if they were meant to take the drive. Secondly, since torque is the tendency of the back axle to rotate

backwards instead of driving the car forwards, the rods described and illustrated, running backwards from the top of the axle casing to the dumb-irons, could only have resisted this torque in compression, for which they were obviously much too flimsy. Just as I was getting thoroughly confused about the whole matter, I fortunately came across the following passage in *The Automotor Journal* of December 17th, 1904, where the writer was describing features of mechanical interest seen at the Paris Salon.

"There is still quite as much diversity of opinion concerning the arrangement of radius rods and torque rods on cars of the live-axle type, for some of them are fitted with separate rods for performing the two different functions, while on other cars—including the Hotchkiss—the springs are alone relied upon; on the latter, at any rate, however, it is usual to fit anchor rods between the brake mechanism and the frame for relieving the springs of the torsional strains which would otherwise be imposed upon them."

So that was that. The writer of 1905 was obviously under a complete misapprehension as to the function of the little radius rods he saw, which were only designed to take braking torque, the Hotchkiss car used the Hotchkiss drive by the end of 1904, and, as far as priority in the matter is concerned, what the Itala did at Brescia in September, 1905, was a matter of no moment whatsoever.

But it is of some interest on its own account, because later Italas undoubtedly used torque rods, and if we have Mr. Pope's testimony for it that they dis-

pensed with them in 1905, then it would appear that for some reason they found the Hotchkiss drive unsatisfactory after trying it.

But, and this is where I fell into the original trap, if one reads Mr. Pope's letters of 1924 and 1926 carefully, it will be seen that he did not testify anything of the sort. The 1905 Itala, he said in 1924, "had live axles and open propeller-shafts." "As regards taking the drive through the back spring," he said in 1924, the 1905 Itala "were so designed." But although on both occasions he appeared to be writing about the "Hotchkiss drive," this consists neither in having a live axle and open propeller-shaft, nor in taking the drive through the back spring, but in combining with all these things the taking of the torque through the back springs. On this last point Mr. Pope is silent, as far as 1905 is concerned; his statement that "the Itala we had in the 1913 Grand Prix at Amiens had open propeller-shafts and no torque rods" is entirely irrelevant to the events of 1905.

But even if Mr. Pope did not succeed in saying so, did he intend to assert that the 1905 Coppa Florio Itala used the "Hotchkiss drive"? Can we, in fact, establish whether it did so or not? One can, I think, get pretty close to it, in a negative sense, because the car was shown at the Paris Salon of 1905 and the *Autocar*, immediately after mentioning the fact, says of the 24-45-h.p. Itala on the same stand that "the back axle is admirably stayed by a long splayed torque truss." Here, surely, was the golden opportunity to note its absence

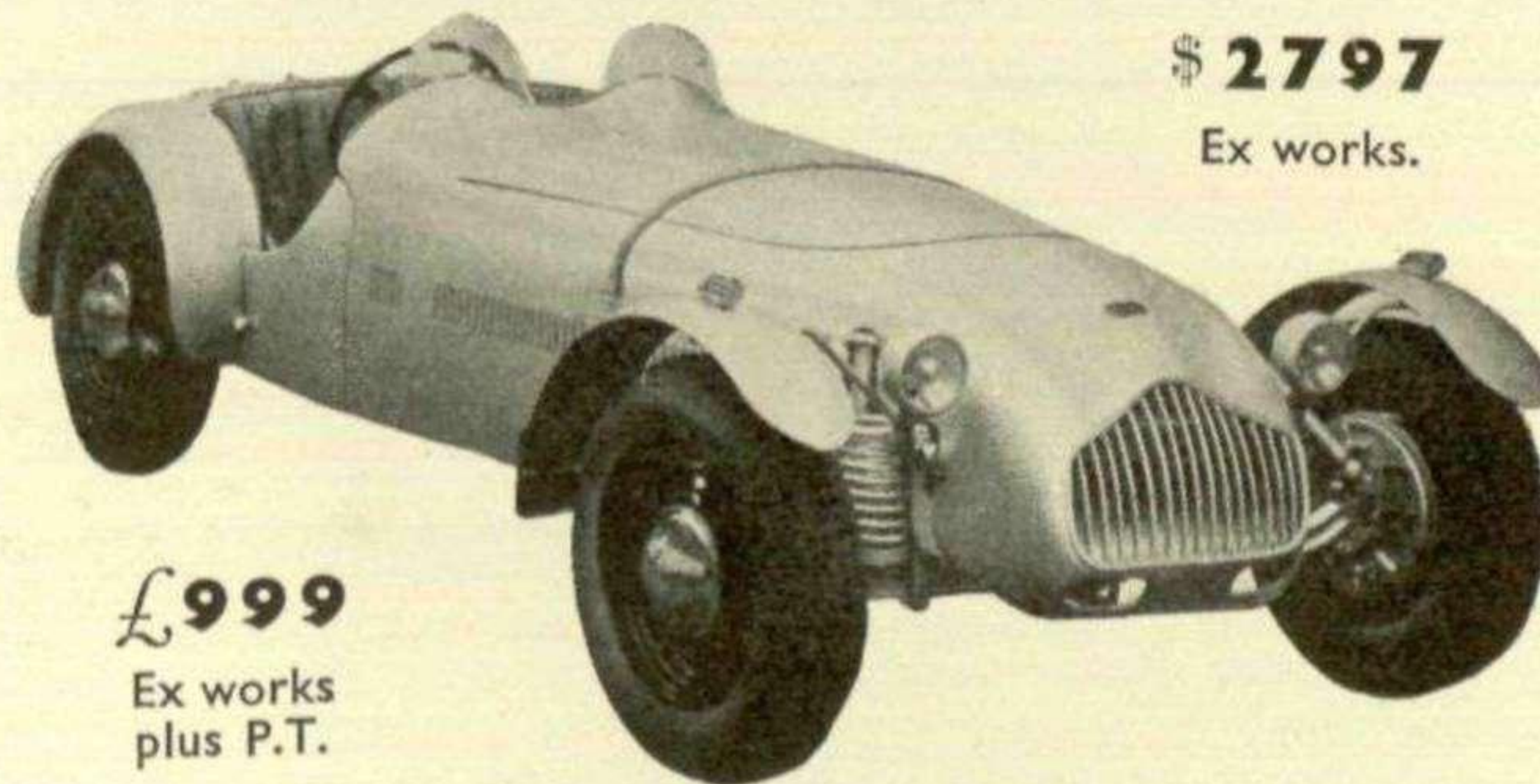
on the racer. Unfortunately, no one seems to have taken the opportunity to give a detailed description of the latter, but I have in front of me as I write quite a good photograph. From this it is tolerably clear that the front end of the back spring is attached to a shackle, from which it might appear that not even the thrust was taken by the springs. But fortunately, the 1908 Grand Prix Itala is still with us in the flesh, and in this case the front end of the spring is also shackled, while the back end is hinged; instead of pushing the car along *via* the front half of the spring, in fact, the axle pulls it along through the back half. Unfortunately in the photograph of the 1905 racer I cannot see what happens to the back end of the spring, because a burly Italian mechanic is standing just in front of it. I am afraid it is much too late to ask him to move; he is probably dead by now. However, as Mr. Pope says that "as regards taking the drive through the back spring . . . the 1905 Italas were so designed," I think we can take it that, in this respect, matters were arranged as in 1908. In the latter year, however, the springs were not required to take the driving torque, which was looked after "admirably," no doubt, "by a long splayed torque truss"; and, unless I am very much mistaken, I can see the bottom part of this admirable device, quite plainly, in the 1905 racer. "In fairness to Hotchkiss," therefore, I must conclude that if Henri Fournier told anybody about the "Hotchkiss drive," he told Itala about it in 1913 and not Hotchkiss in 1906.

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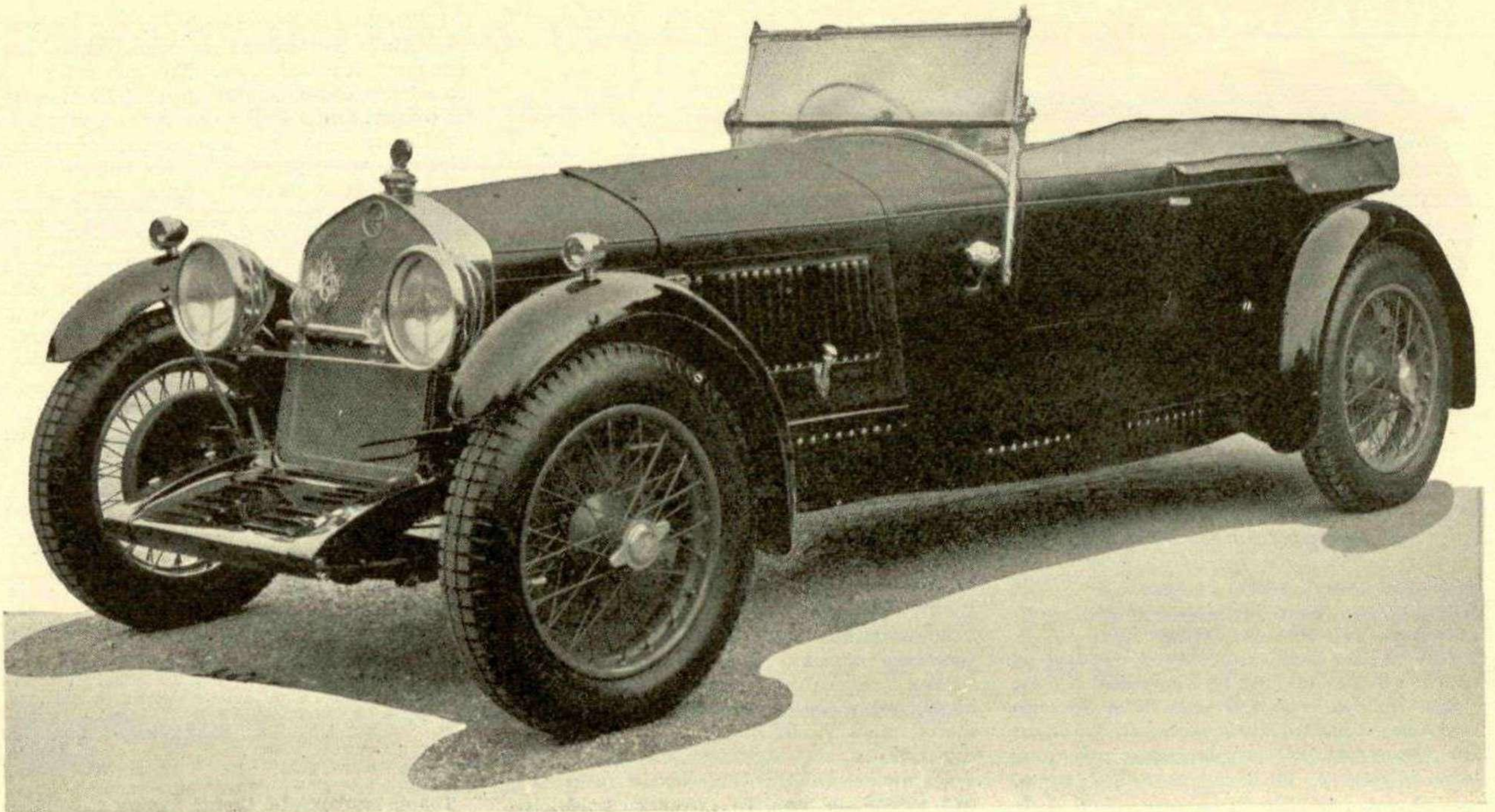
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Ex works
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Some overseas purchasers have preferred to fit the more powerful engines suitable for this chassis but not available in Great Britain, such as American Ford, Mercury, Cadillac, Ardun, Grancor, etc. This model, less engine assembly, only costs \$2306, ex works.

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"GRAN TURISMO"—The "17/85" 1½-litre twin-cam Alfa-Romeo seen here in its earlier form, with 4-seater coachwork.

Vintage and Near-Vintage Alfa-Romeos

by

F. W. STILES

late Managing Director of Alfa-Romeo
British Sales, Ltd.

PART IV—

The Supercharged and Non-supercharged Single- and Twin-o.h.c. 1½-litre Models.

AS outlined in the previous articles in this series, in 1929 the Alfa-Romeo range comprised the single o.h. camshaft, twin o.h. camshaft and supercharged twin o.h. camshaft 1½-litre cars.

At the 1929 Show the first of the Tipo 6C 1½-litre models was exhibited. This was the long-chassis "Turismo" which had a single o.h. camshaft engine but differed from its 1½-litre counterpart in having the bore increased from 62 to 65 mm. (65 by 88 mm., 1,750 c.c.), a double-port Solex carburetter in place of the Zenith, a rear fuel tank in lieu of the dash tank, an exhaust-heated inlet manifold on the off side and 18-in. in place of 19-in. wheels. This chassis weighed 15 cwt., and with closed coachwork the weight varied between 21 and 23 cwt., in which form a speed of 70 m.p.h. could be attained.

Early in 1930 deliveries commenced of the "Gran Turismo" twin-cam 1½-litre "17/85" cars, which superseded the equivalent 1½-litre model. The chassis cost £650. Again a Solex carburetter was used, while the rear springs were 2 in. shorter than on the 1½-litre car and all the springs had an increased number of thinner leaves, which materially improved comfort and roadholding. Heavier, ribbed brake drums and 18-in. wellbase wheels were used. The "Gran Turismo" had a wheelbase of 9 ft. 6 in. and a track of 4 ft. 7 in. Oil and fuel capacities were two and 12 gallons respectively. Both it and the aforementioned single-cam 1½-litre came over as bare chassis and were equipped with in-

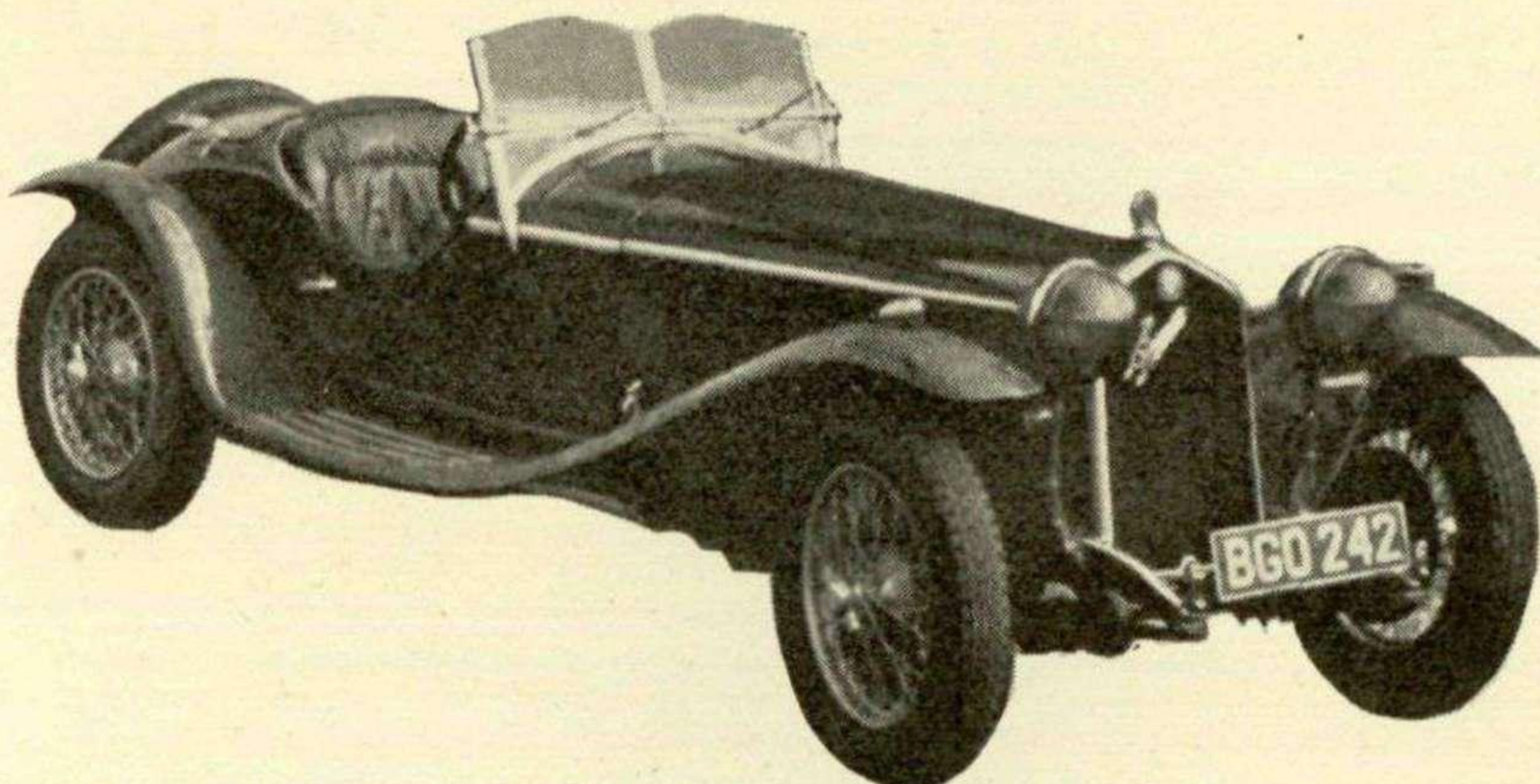
struments and coachwork in this country. Four-door, four/five-seater saloons and two-door drophead close-coupled coupés were the most popular, but a few open four-seaters were made. The "Gran Turismo" was unquestionably the more popular and was capable of 80 m.p.h. and 20 m.p.g. at normal cruising speed, with very brisk acceleration, the reliability being of a high order if the cars were properly serviced. Early examples of both models had a wire-mesh radiator stoneguard, replaced on later cars by a vertical slatted stoneguard.

A few short-chassis, 9-ft. wheelbase "Gran Turismo" cars were also imported, these having a somewhat higher compression-ratio, giving 85 m.p.h. and better acceleration, and the engine mounted approximately 15 in. farther back as on the supercharged 1½-litre "Gran Sport" cars. Indeed, a supercharger could be fitted if desired. These and the blown

cars were distinguishable by their sloping radiator and slatted stoneguard.

The supercharged, twin-cam 1,750-c.c. "17/95" model (chassis £1,075) retained this 9-ft. wheelbase and had a Roots blower driven at 1½ engine speed from the front of the crankshaft and drawing from a two-port Memini carburetter which was supplied from a large pear-shaped rear tank mounted above the frame, via an auxiliary dash tank. The standard jet settings were: choke 21, jets 115, but in some instances one main 115 jet in conjunction with a 114 or a 110 jet, and careful regulation of the air-adjustment screw, gave better results. The correct fuel was 75/25 petrol/benzole with the addition of 2 per cent. light-grade mineral oil for the supercharger on later versions. On the earlier cars it was necessary to remove the front cover-plate from the supercharger every 1,000 miles and pack it with petroleum jelly in order to lubricate the bearings. The blown cars normally had a 12 : 49 (4.1 to 1) axle ratio, giving 20 m.p.h. per 1,000 r.p.m., with 18-5.25 tyres. The constant-mesh gears were 17 : 27. A speed of 95 m.p.h. was attainable in either light two-seater or T.T. four-seater form and in some cases higher speeds were obtained. A special version of this model was used by G. E. T. Eyston when he took the hour-record at some 115 m.p.h.

It has often been reported that factory teams of 1½-litre Alfa-Romeos competed in races in this country, but this can be contradicted as such cars were purchased from the factory, in most cases fitted with bodies in this country, being entered,



"ZAGATO"—The 1,750-c.c., twin-cam Alfa-Romeo in its most intriguing form, the late model supercharged "17/95 Gran Sport" with "Zagato" 2-seater body.

prepared and raced under my sole jurisdiction, a process involving considerable financial embarrassment as a result of the capital involved as well as much effort and many sleepless nights.

For example I ordered three chassis early in 1930 and these arrived, destined for the 1930 T.T., with no equipment and requiring numerous modifications. I had to journey backwards and forwards between England and Italy to engage drivers who regularly handled these cars, the only help Alfa-Romeos offered being one or two mechanics who arrived a few days before the race to assist in the final preparation. The

"Gran Sport" was designed essentially for two-seater bodywork and on no account could the works be persuaded to provide specially-designed four-seater bodies, as required in our over-1½-litre sports car races, or the full touring equipment also called for by the race regulations.

In the case of the 1929 Irish Grand Prix my intention was to enter two 1½-litre cars only, to be driven by Ramponi and Ivanowski in the first day's race, and to give assistance to two privately-owned 1½-litre cars in the second day's race. However, the organisers persuaded me to enter a single 1½-litre myself. This car

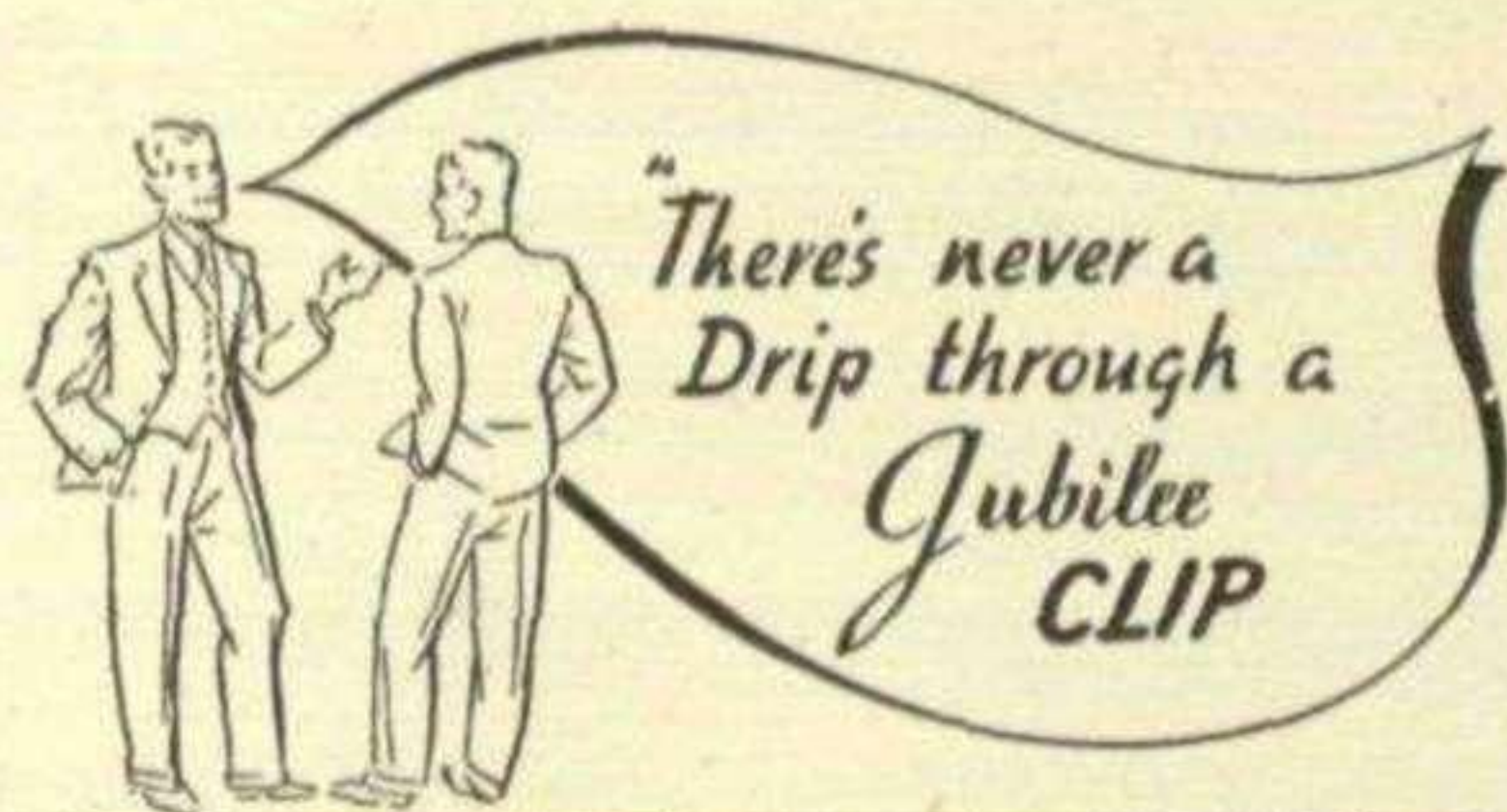
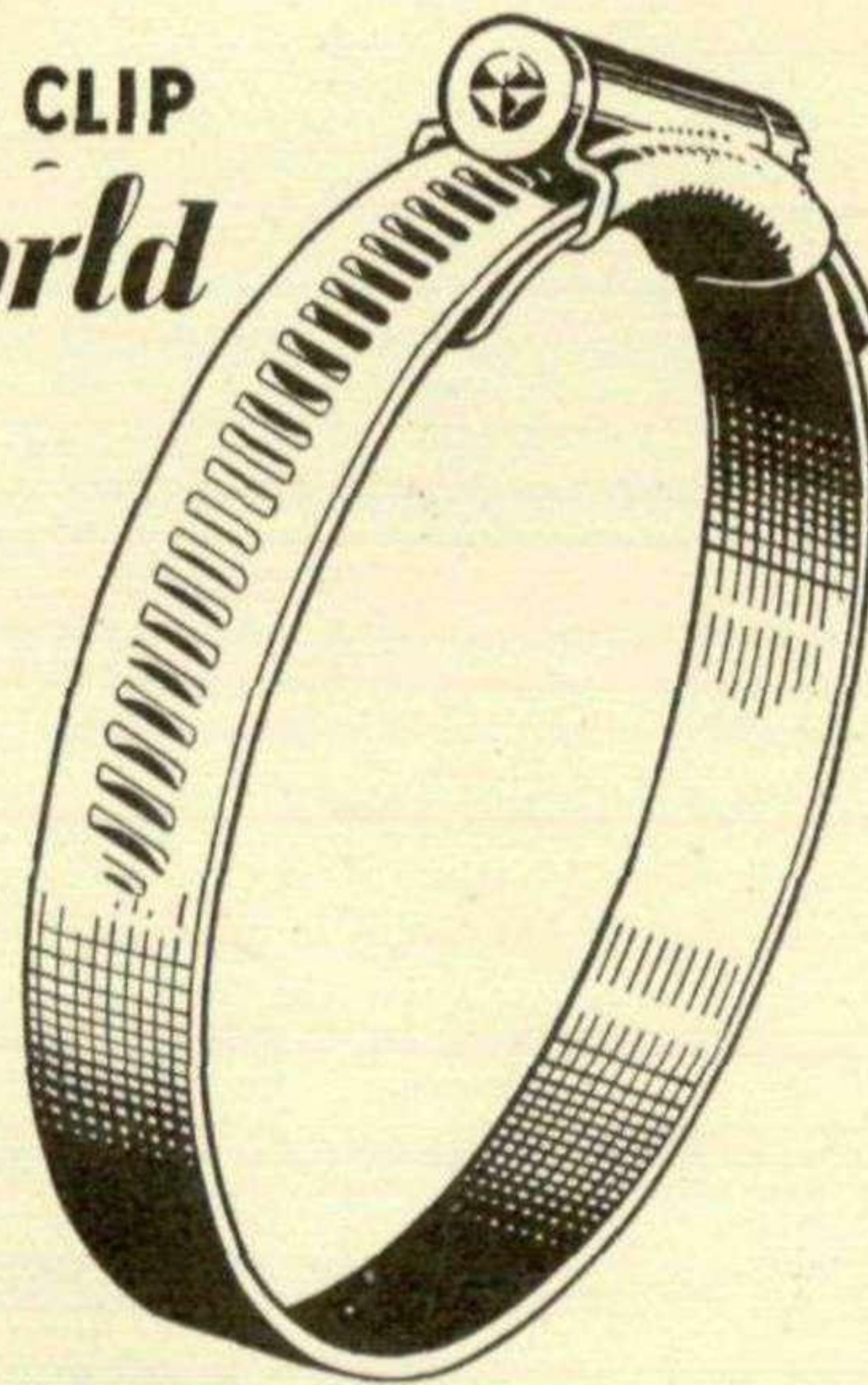
I had sold just previously, so the car was essentially a standard catalogue-car sold at the current retail price. The owner agreed to let me enter it and appoint Ivanowski as driver, and I still remember clearly this hectic race, when our standard Alfa-Romeo, with practically no special preparation, beat all the "works" cars, including the Bentleys, winning at 76.4 m.p.h. from Kidston's "Speed Six" Bentley. In the 1930 T.T., of course, we finished 1, 2, 3, Nuvolari winning at 70.88 m.p.h. in the rain, ahead of Campari and Varzi. He dominated the Mille Miglia and Targa Florio that year in the "works" Alfa-Romeos.

DATA

- 6C "Turismo": Maximum engine speed 4,000 r.p.m.; h.p., 45; firing order, 1, 5, 3, 6, 2, 4.
 - 6C "Gran Turismo": Maximum engine speed 4,400 r.p.m.; h.p., 55; firing order, 1, 5, 3, 6, 2, 4.
 - 6C "Gran Sport," s/c: Maximum engine speed 4,400 r.p.m.; h.p., 85; firing order, 1, 5, 3, 6, 2, 4.
- "Gran Turismo," maker's servicing data: Normal oil pressure: warm, 20 lb./sq. in.; Castrol XL in winter, XXL in summer. Timing: inlet opens 5 deg. before t.d.c., closes 35 deg. after b.d.c.; exhaust opens 45 deg. before b.d.c., closes 13 deg. after t.d.c. Tappet clearance: .006 in.—.007 in., cold. Contact-breaker points: .012 in.—.016 in. Plug points: .0016 in. Timing: 2 deg. on crankshaft = about 1/8 in. on flywheel rim. Ignition: 2 deg. after t.d.c. at full retard. Check compression every 1,500 miles; decoke every 8,000 miles. Replace cooling water every 1,500 miles. Clutch free movement: 1½–1¼ in. Lubricate with petrol. Oil thrust-bearing (a few drops) every 1,500 miles. Top up gearbox with Castrol S every 1,500 miles and ditto axle every 2,500 miles. Fill front hubs with Castrol S every 2,500 miles. Clearance of brake pin and lever by gearbox: .004 in. Lubricate steering box with Castrol S every 2,500 miles and road springs with Castrol G every 2,000 miles. Normal tyre pressure (28–5.00): 28 lb./sq. in.

See also picture on page 480

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SPORTS MOTOR-CYCLES OF THE VINTAGE ERA

A Consideration of the Characteristics, Good Features and Failings of Some Classic Machines

NINETEEN HUNDRED AND TWENTY-SEVEN seems to have been a good year for motor-cyclists judging by the interesting and varied assortment of machines which came to MOTOR SPORT for test and the good use which our testers made of them.

First on the list was a 350 c.c. Harley-Davidson. Early apology was made to those who looked askance at the photographs and queried what the Harley was doing in a series of articles headed "Sporting Machines on Test." But the writer reminded the sceptics that U.S. motor-cycle cops "sat up" at 80 m.p.h., and that Freddie Dixon used footboards. In a nutshell, this little Harley-Davidson was said to be heavy (260 lb.) for its size, yet had such cunning distribution of weight as to handle extremely easily, while rather low gear-ratios resulted in surprising "vim and acceleration." The engine turned over rather fast, but without fuss or vibration, at maximum speed, which was 50-55 m.p.h.

This Harley had been through the Scottish Two-Days Trial and the Scott Scramble before it reached the MOTOR SPORT offices, then in Victoria Street, and it was next put through two scramble-type events, on successive week-ends, ridden by different people. In the first event it made second fastest time, in the second it won the Premier Award and in both it went through at least one hedge. But not a thing fell off or even rattled, foot-boards and mudguards surviving violent collisions with trees and boulders. True, a tree dented the tank, but the handlebars did *not*, for the adequate reason that they couldn't swing round on to it. Moreover, the rather awkwardly-placed American foot-clutch caused no real hardship to the riders, both of whom were accustomed to their native hand-clutch and r.h. gear change.

Nothing in this world is perfect and criticisms concerned the limited steering lock due to the long bars fouling the rider's knees, to the customary American lack of a front brake and to a not entirely effective hand brake. The foot brake was reported to be smooth and powerful. There was also a spell of "non-startitis," traced to a stuck contact-breaker arm after negotiation of a long water-splash at the camera-man's request.

Fuel consumption was excellent, 100 m.p.g. being "by no means an exaggerated claim," and the capacity of the tank was enormous. The Wheeler-Schebler carburetter, operated by a single twist-grip, was provided with adjustable pilot and main jets and an air strangler, which were found very useful in cold weather. Oil feed was by an unobtrusive mechanical pump and consumption very low. The exhaust system, with its not-very-obvious silencer, kept the single-cylinder engine quiet at all speeds and comfort, aided by the pan-saddle, Harley forks and large tyres, was one of the most-emphasised features of this "350."

PART III—1927

.....
This series was commenced, last October, for two main reasons, the first being that the vintage motor-cycle offers about the most inexpensive means of taking the road in these hard times, and secondly because the increasing membership of the Vintage Motor Cycle Club indicates a real interest in the fascinating pastime of restoring and riding a vintage model, so that some idea of how such machines operated and performed seems not out of place. To ensure the correct atmosphere we quote from road test reports published in MOTOR SPORT, when paper was unrationed and there was room for motor-cycling topics. This presentation may distort the perspective to some extent, praise and criticism being bestowed on contemporary, not on modern standards, but the collective qualities of these sporting models of twenty and more years ago make brave reading and should still further enlarge the virile vintage movement, while assisting, we hope, those who are searching for suitable mounts.—Ed.

Next, please! Why, a four-valve sports Rudge-Whitworth. This machine looked more old-fashioned, with its non-saddle tank, rim brakes and old-style silencer, than the Harley and was tested over several weeks. In those now-far-away days it cost £56 with an efficient electric lighting set. The tester found steering satisfactory, yet two experienced riders suffered lock-to-lock wobbles and both were thrown heavily, one from 30 the other from 50 m.p.h. In the latter instance the Rudge rolled and slid for 60 yards, yet nothing beyond lamp stays, footrests and front number plate suffered damage, and steering was unaffected, so presumably remained as vicious as before! Actually it was decided that the bars had to be held fairly firmly, when the steering was very reasonable. The dropped bars militated against full control.

The engine, even with its compression-plate in place, disliked straight petrol but was happy on "Power" [Note for present-day readers: this was an alcohol mixture obtainable from a Power pump without need of coupons!] and almost as happy on benzole mixture. At times the engine would tick-over splendidly and pull nicely at low speeds in top gear, but on other occasions, for no apparent reason, it misfired and knocked painfully at small throttle openings.

Economy was one of the Rudge's strong points, for it averaged 90 m.p.g. on Power or benzole mixture when driven fairly hard all the time and the mechanical lubrication worked adequately at the rate of 800 m.p.g. The machine was also outstandingly safe on greasy roads, either under the brakes or when cornering. The foot-rests, moreover, set a limit to how far it could be banked over for fast deviations from straight-ahead, yet the Rudge was always under full control. Its brakes, too, were extremely powerful, although the patent inter-connecting system made the front one rather too weak. The two long exhaust pipes were adequately silenced and mechanical sound was that of a slight noise from the o.h. valve gear and a worse noise when the chains became slack, the lack of any positive method of moving the gearbox to adjust the primary chain being an irritating shortcoming. Speed appeared to be about 70 m.p.h. in standard tune, *mit* compression-plate, and was thought to be restricted by a high top gear, as the Rudge revelled in third-gear work, doing nearly 60 m.p.h. on that ratio. Average speed capabilities were nicely demonstrated by a 98-mile run embracing the winding roads of the Fen country on a day of grease and a strong headwind, when the average came out at 38 m.p.h., including sedate passage through at least ten towns and villages. The Senspray carburetter worked well, even if its throttle lever was extremely difficult to close from the all-out position! Starting was at the second prod, but called for considerable leg-muscle, as the exhaust-lifter was inclined to stick and even on full retard the engine tended to back-fire savagely.

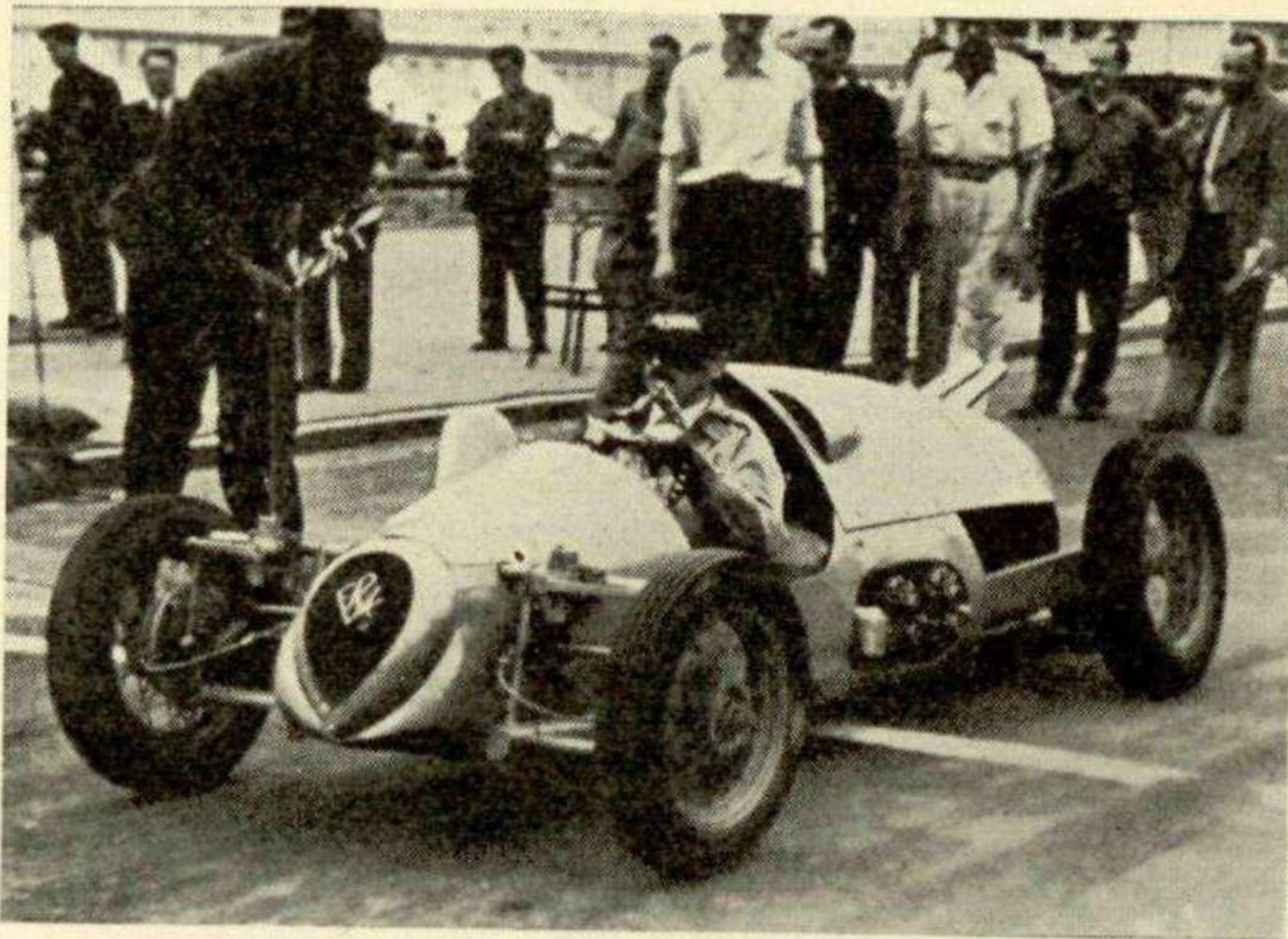
The gear change was gateless, with the positions indicated by numbers on the tank, and changing up was facilitated by leaving the throttle open. The two intermediate gears changed delightfully easily, but the two extreme ratios demanded a little more care. Comfort was good, the clutch light and the brake controls accessible. Finally, after a month's hard usage, never sparing it and never cleaning or adjusting anything, the two crashes also included, the only things found wanting were two small bolts lost from mudguard stay and silencer, a slack front chain and very slight excess clearance in the tappets. Fair enough?

Next a 350-c.c. "E.W." Douglas came along. The "E.W." had been introduced in 1925 and mainly followed the original Douglas specification of 1912. It created a favourable impression from the very commencement and seemed to have inherited its fine tick-over from the then-obsolete 4-h.p. model, for 2½-h.p. Douglases never numbered this amongst their strong points. The "E.W." handled well, was quiet both from its exhaust and mechanically, and in 300

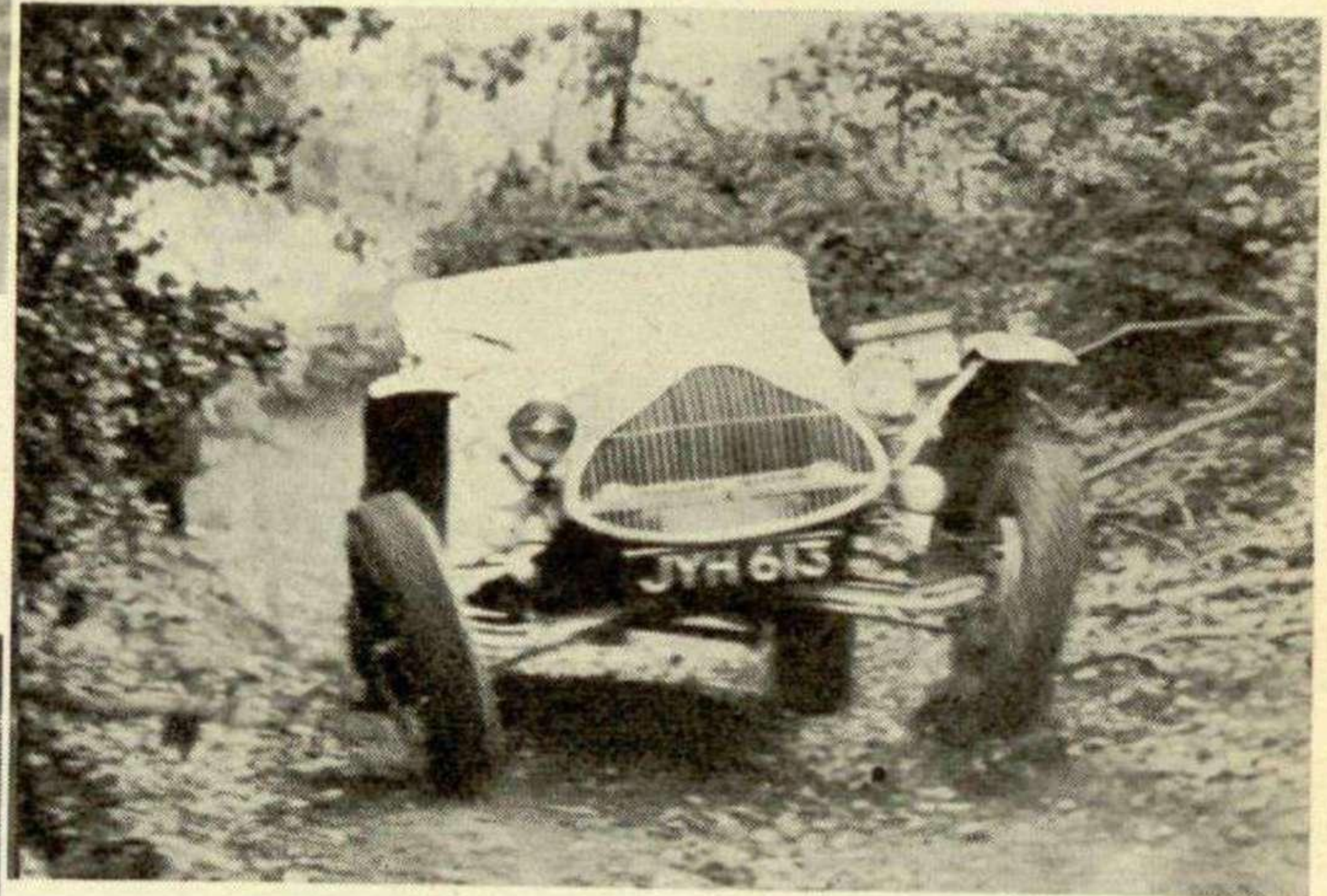
Continued on page 474

MOTOR Pictoria

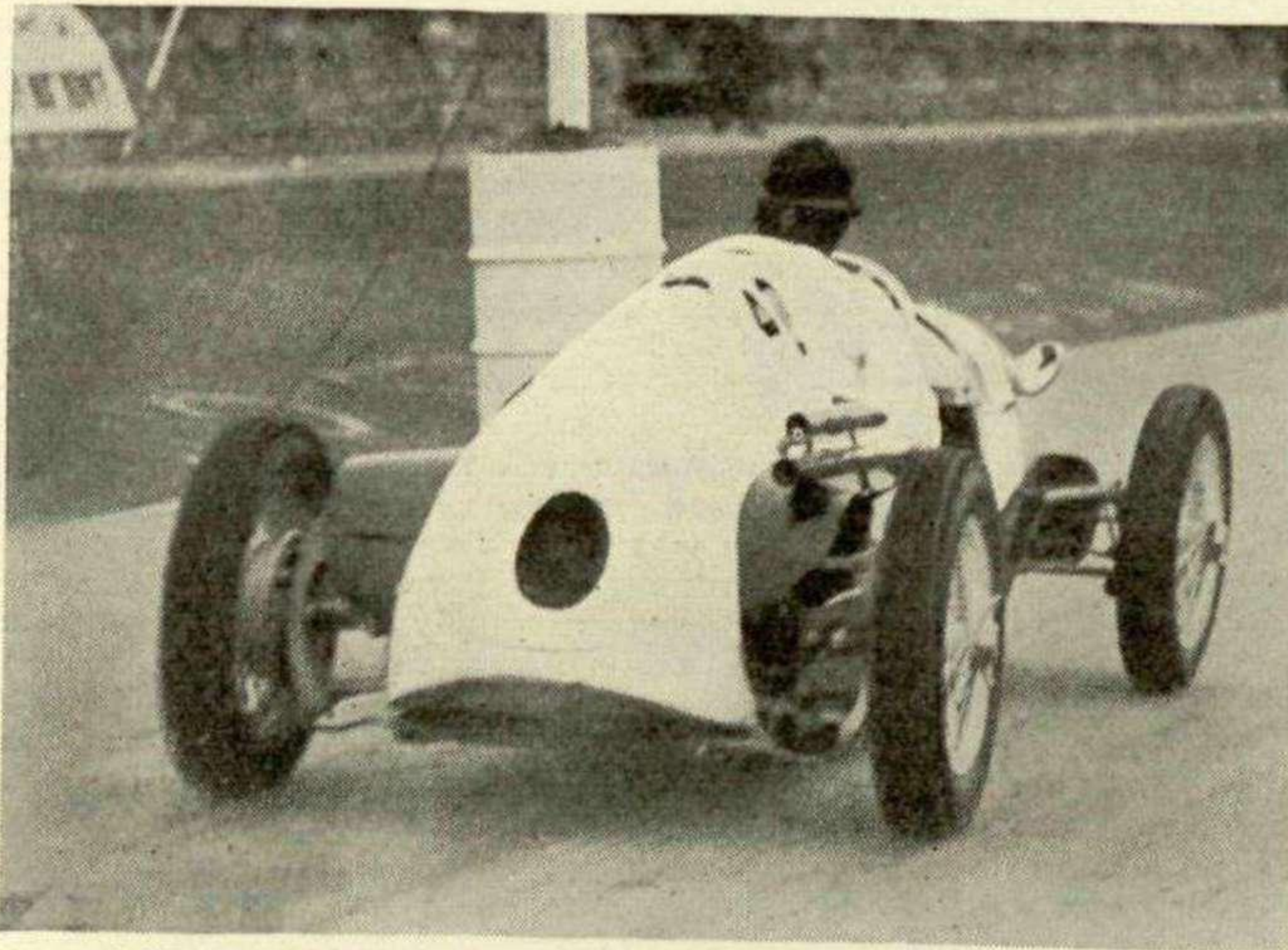
B.M.C. & L.C.C. WESTON SPEED TRIAL



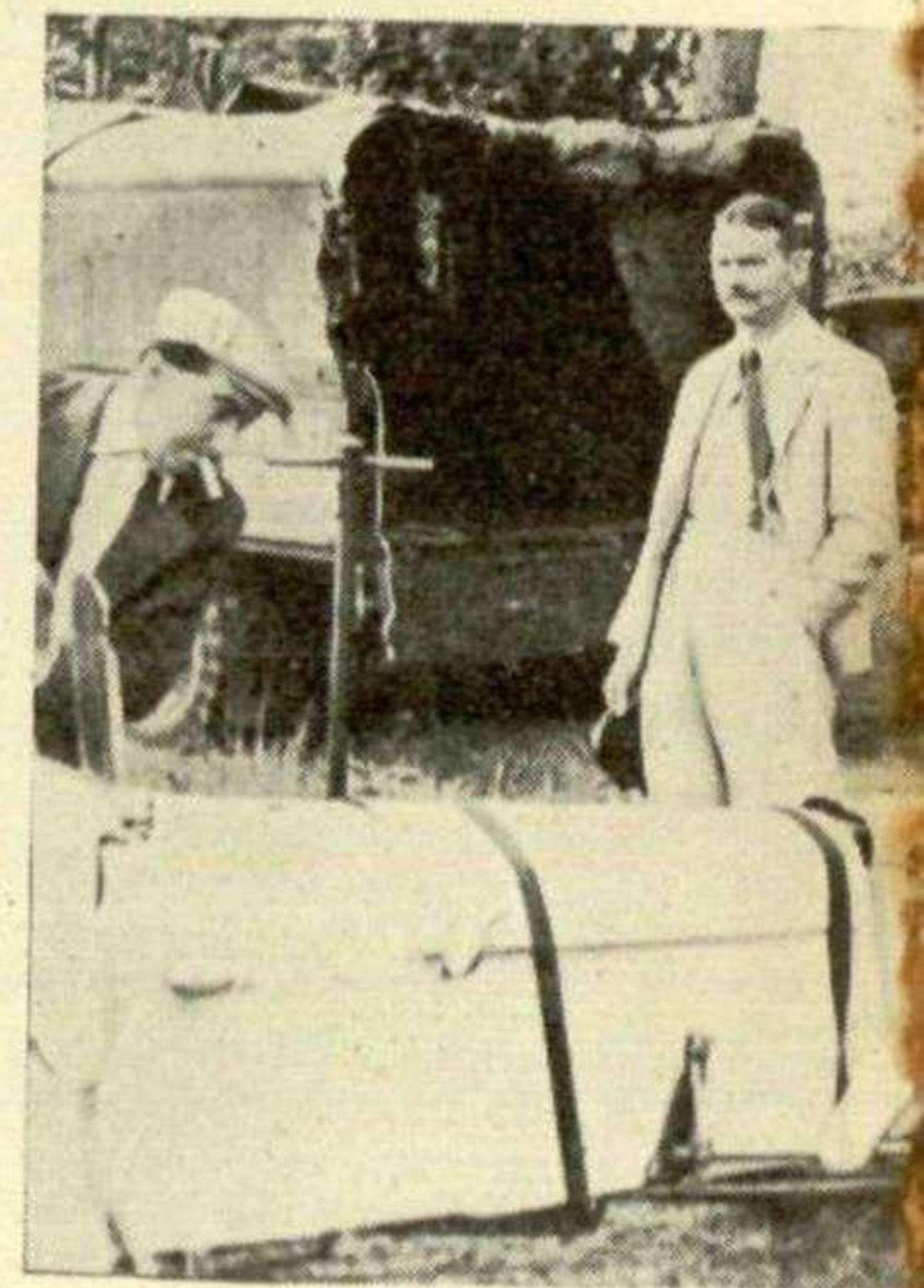
OFF TO F.T.D.—Joe Fry gets the astonishing Freikaiserwagen off the line at Weston-Super-Mare, rear wheels at a prodigious angle and spinning mightily, to clock fastest time in 21.13 sec. Notice the top half of the steering wheel is removed.



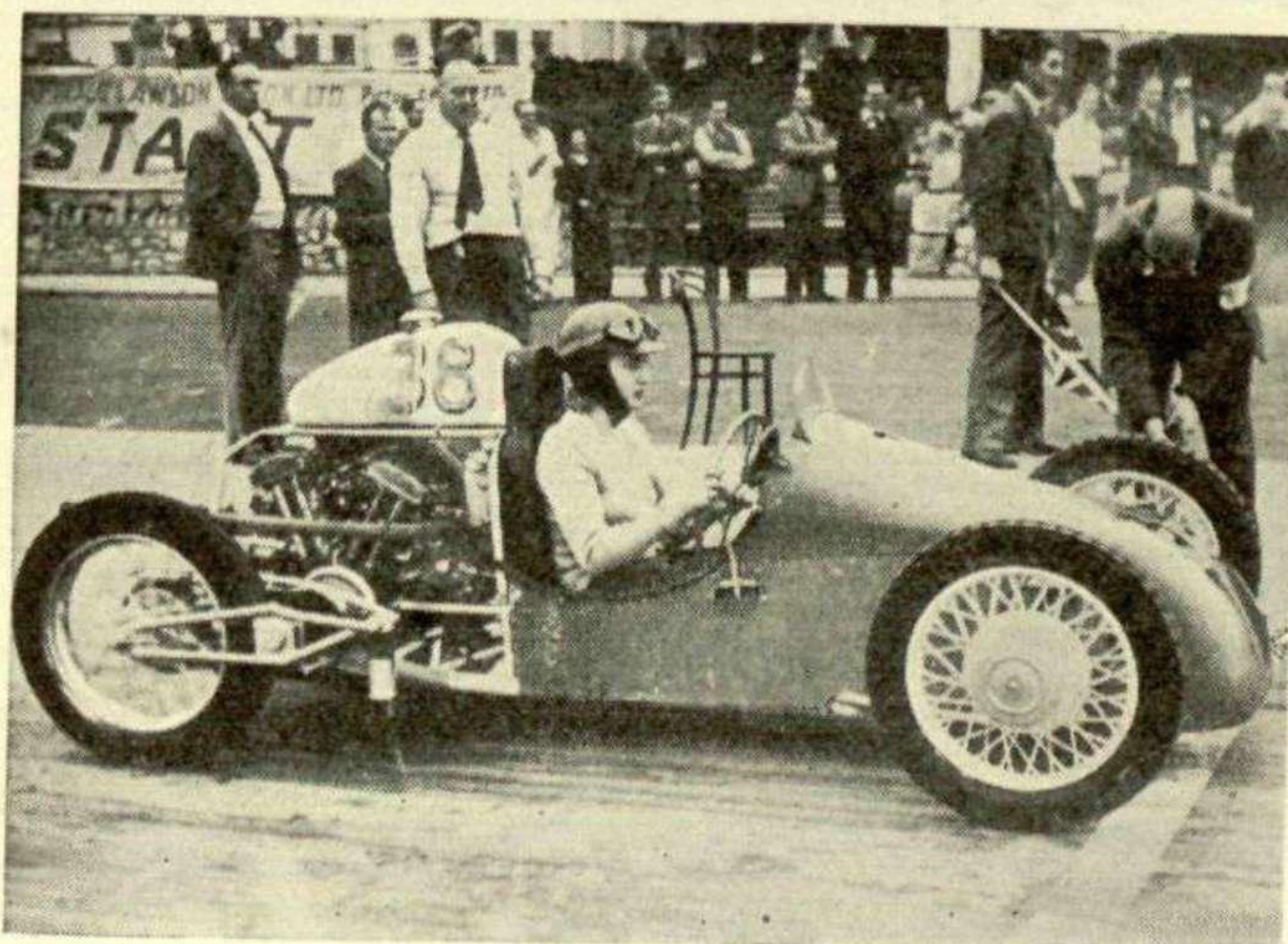
BUMPS BUT NO MUD.—J. H. Appleton's blown 4,375-c.c. Allard gets skittish during the R.A.C. Championship Trial.



ENGINE BEHIND.—C. Heath going well at Weston in his Heath-J.A.P., which has its 995-c.c. V-twin engine behind the driver. It clocked 26.0 sec.



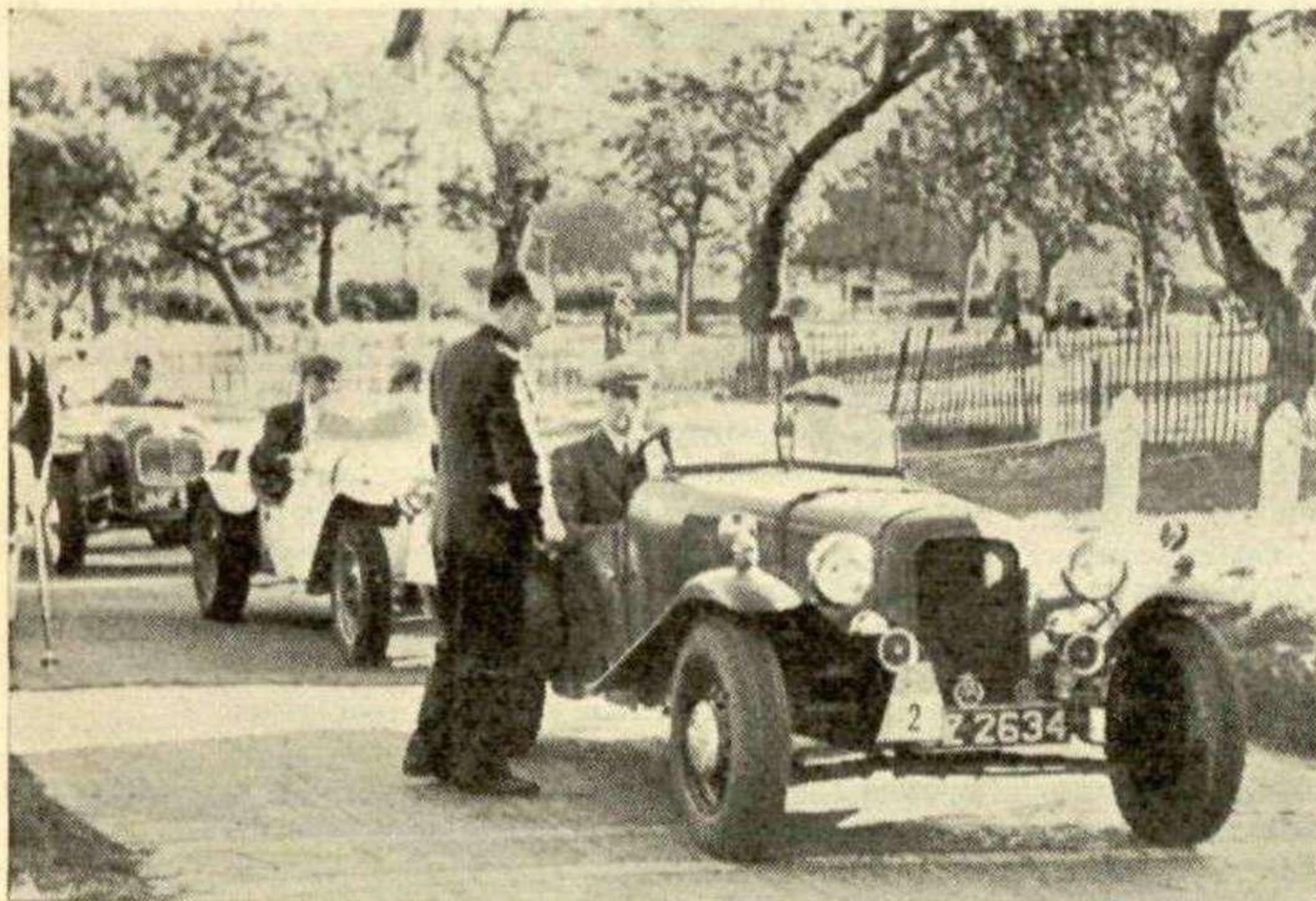
CHAMPION ON HIS ME to repair a broken front wing the last hill, under the eagle of the steward



*ONLY LADY COMPE-
TING at Weston was Mrs.
Trudie Woodall, in the
1,096-c.c. water-cooled J.A.P.-
engined Woodall.*

SPORT Report

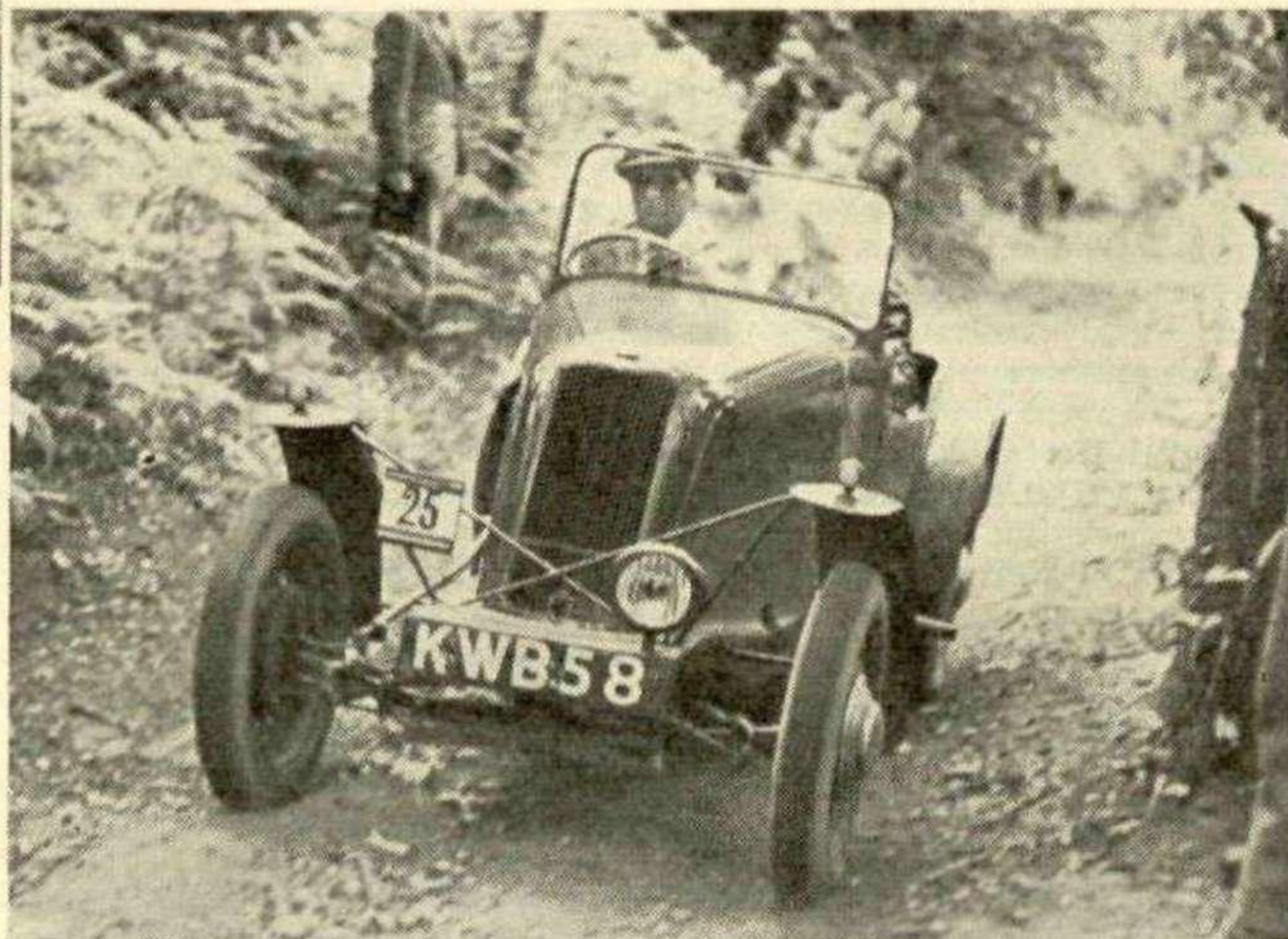
R.A.C. CHAMPIONSHIP TRIAL



NOVELTY AT PRESCOTT with Championship Trial competitors at the famous starting-line. Waiting to go is W. T. Todd (4-litre Humber), who won the Northern Ireland award.



ON THE WAY TO THE CHAMPIONSHIP.—Ken Wharton and his intrepid girl passenger find things almost too easy in the R.A.C. Championship Trial.

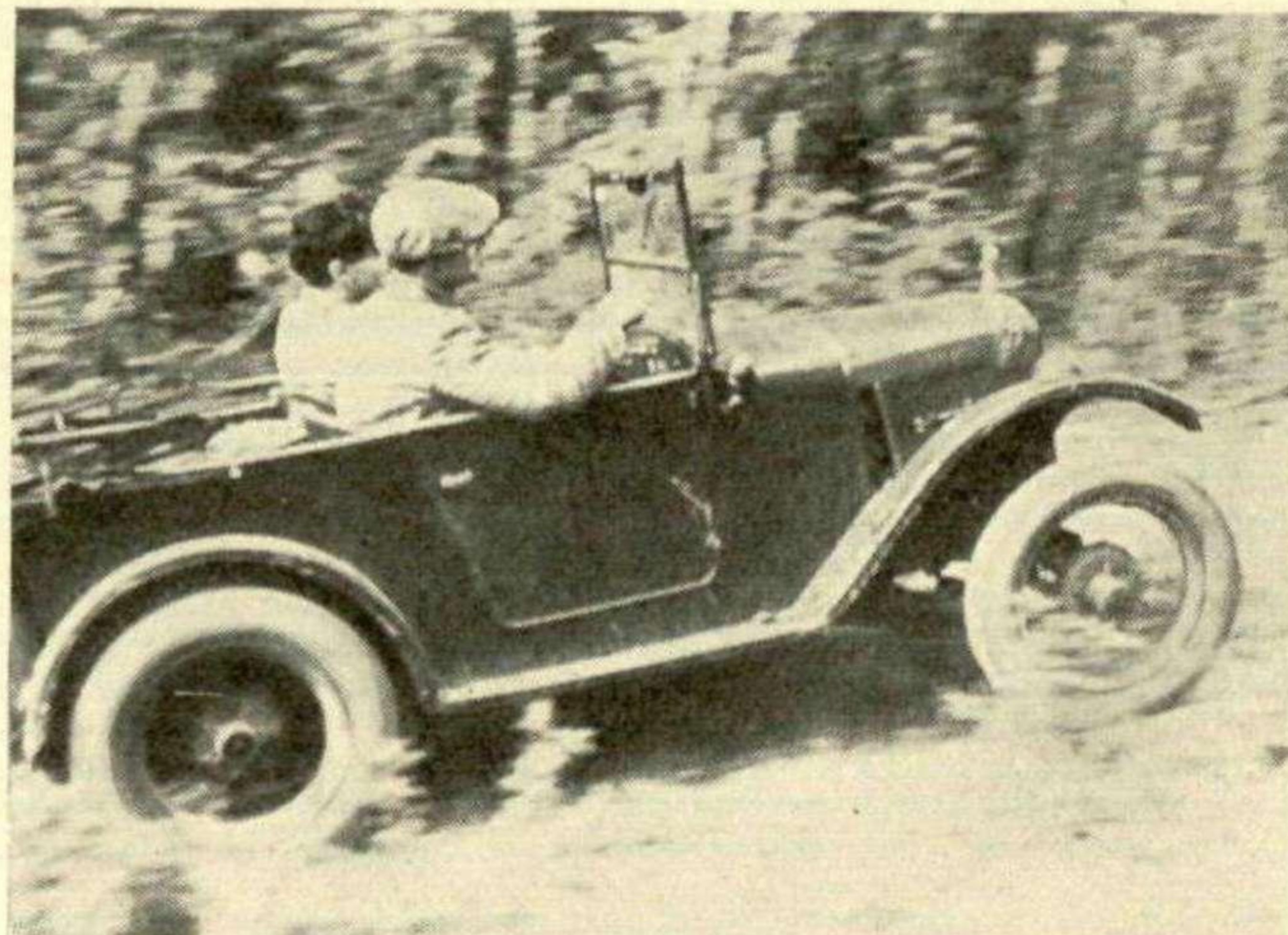


TYPICAL TRIALS SPECIAL.—T. C. Harrison's Harford, which uses the popular Ford Ten engine and gained a Souvenir Award.



TITLE.—Ken Wharton about to start at the top of Longridge, with Earl Howe, who was one of the competitors.

NOT SO SOBER.—D. R. Wootton's entry in the Championship Trial suggests an Austin Seven of very moderate horse-power; actually, he had a Ford Ten engine under the bonnet.



MOTOR CYCLES

—continued from page 471
miles, in spite of being put through a Colmore Cup Trial in that distance, the only attention required was adjustment of the exhaust tappet of the front cylinder.

The 80-mile run from London to Stratford to the start of the trial was accomplished at a 27-m.p.h. average in spite of thick fog for the last twenty miles, and the P. & H. headlamp required only one fill of carbide and provided perfectly adequate illumination. Fuel consumption came out at about 90 m.p.g., 60 m.p.h. was obtainable under good conditions and comfort was of such an order that the rider felt no soreness or aches after going through the "Colmore" as already recounted and immediately riding the 80 miles home, again in the dark. The hills mostly proved easy, although the Hutchison semi-balloon tyres tended to promote spin unless small throttle openings were imposed. Snags were that it was impossible to make a snap-change from second to top gear and that the front brake was entirely inoperative even when wheeling the bicycle! But on the score of lightness, sturdy build, low price and comfort the "E.W." Douglas got full marks.

The next machine which came up was a very attractive-looking T.T.-model Triumph, with a 500-c.c. 80 by 99 mm. engine based on those so successfully raced by Victor Horsman and having a detachable hemispherical head, tulip o.h. valves operated by parallel enclosed push-rods and roller-bearing rockers, and an aluminium piston. The frame, typically Triumph, was altered where required and the gearbox had ratios of 4.39, 6.52 and 10.19 to 1.

In spite of its avoirdupois, under way the T.T. Triumph handled like any good lightweight, while the engine ran quietly, ticked-over without mechanical chatter, and was beautifully smooth, vibration, and then only a trace, intruding only at over 30 m.p.h. in the lowest ratio. Starting was normally "two-prod," unless the forgetful rider did not turn off the oil, allowing an excess to syphon into the engine.

Like many other makers, Triumphs fitted excessively large (wired-on 26 by 3.25) Dunlops, and failed to provide a ribbed tyre on the front wheel, while the rear wheel seemed to have a distinct aversion to staying on the ground, particularly when the rear brake, which seemed to be out of truth, was applied. The front brake, operated by the right hand, was smooth and powerful, the clutch and gear-change delightful and the Triumph never gave signs of great exertion no matter how hard it was ridden. The riding position, location of adjustable bars and footrests and brake pedal, and the supple Brooks saddle were all highly praised, while the Triumph could be put over at tremendous angles for cornering without the footrests fouling. Roadholding was dismissed as "distinctly good," the report including a lurid account of hitting an arch-pothole at 40 m.p.h., both stands clattering down, but the Triumph immediately repressing the resultant lurch. Even on a good surface, standing starts in a 10 to 1 gear produced wheelspin and gear-changing produced a satisfying sideways twitch

of the rear wheel. The makers claimed 75 m.p.h., which was considered a modest estimate and the tester liked this Triumph as having all the essentials of a fast roadster, unimpeded by the separate oil tanks, large petrol tank and ponderous silencers of the I.O.M. or Brooklands model or the large mudguards, legshields and carrier of the touring machine. It looked a decent model and the 1927 price was £66.

After digesting a photograph of a saloon Morgan three-wheeler in the Land's End Trial and another of the pipework on the engine of Riddoch's V-twin Zenith-Blackburne, we found that there was no test-report in the May issue. However, the following month MOTOR SPORT got another machine out of a manufacturer. It was an 8-h.p. Royal Enfield and sidecar, looking very "vintage." It proved a great top-gear runner, pulling away smoothly and accelerating briskly from low speeds in its highest ratio. The brakes were another feature—enormous drums on both wheels, pedal-operated, so that either wheel could be locked even on a dry road, whereupon the Enfield up-ended, putting all retardation on the front wheel. Normally used, these were admirably smooth brakes.

This Enfield was the side-valve sports model, not the older 8-h.p. V-twin with touring bars and handle-starting that was sold only as a sidecar outfit, although foot-boards still figured in the specification, likewise, balloon tyres were standard wear. Hill-climbing was another strong feature of the Enfield, Kop, in really rough condition, being topped at about 30 m.p.h. in second gear in spite of a baulk on the first steep pitch. However, nothing mechanical is completely perfect and this combination used oil at the rate of 200 m.p.g., no ready adjustment of the mechanical pump being provided, yet, in spite of ample lubricant, two momentary seizures were experienced. Moreover, speed wouldn't rise above 55 m.p.h., the gearing seeming on the low side, although a small carburetter jet may have caused the sluggishness and over-heating, as fuel consumption worked out at some 60 m.p.g. Comfort was good in spite of a rather high saddle position, the front fork action admirable and the sidecar, so low and racy as to be rather unsociable, aided stability on l.h. corners. Indeed, with passenger, the tyres could be screamed on such corners before the sidecar wheel lifted. The sidecar was very comfortable, had ample leg-room and an efficient screen, and a locker that would accommodate a tool-kit and a two-gallon petrol tin or, as the tester preferred it, two one-gallon oil tins! Right-hand corners gave rise to a rather wilting feeling and the front wheel tried to go straight-on if the surface was loose. However, the tester was decent enough to say that he was apt, "imbued with the spirit embodied in the title of this journal, to drive all test vehicles in a distinctly hectic manner as though life were one great race." Through ordinary hands the Enfield would have passed with flying colours. He even rode the machine solo in a hectic grass track affair and made fastest time in the s.v. class. Moreover a mild crash, due to a locked front wheel, failed to damage the

Enfield in any way. It proved capable of high averages, largely by reason of its excellent brakes, and sold for £84.

In spite of the rather frank admission of testing-methods contained in the Enfield test, another bicycle duly came along, in the form of a 350-c.c. o.h.v. Humber. Such factors as car-style mudguards, a sensible lifting handle and substantial build and excellent finish were apparent at first sight. The gearbox gave ratios of 5.65, 7.75 and 11.59 to 1, and in spite of a weight of 260 lb. the Humber steered exceedingly well and cornered really fast. The 75 by 79-mm. engine used an M.L. magneto and a B. and B. carburetter, and equipment included knee-grips and a comfortable saddle; the price was £60. The Bonniksen speedometer showed 68 m.p.h. as the best registered, but it was felt that 75 m.p.h. should be possible under good conditions; 40-45 m.p.h. could be kept up with no sign of overheating and the only criticism was a vibration at 35 m.p.h., the only trouble in a week's riding a broken outer inlet-valve spring. Both brakes were smooth and powerful. The easy gear-change was a most notable feature; incidentally, the throttle lever opened inwards.

A Model V Matchless, with a light sporting sidecar, came up for test next and the tester confessed to early prejudice because the only previous machine of this make he had ridden was an ancient 5-h.p. single-gear model. The Model V was different! It turned out to be a "works" hack in good condition and had already won "golds" in the "Land's End" and "Edinburgh." Before handing it over, Plumstead demonstrated how this particular example of its handiwork would go up a 1-in-6 hill, drop to 20 m.p.h. for a corner, and accelerate to 35 m.p.h. at the summit, all in top gear with no suggestion of distress. This implied a fluffy, low-compression engine pulling a low gear. Wrong again—the Matchless had a 6.6-to-1 compression-ratio and a 5.4-to-1 top gear.

Taking the saddle, our tester found considerable restraint necessary on left-hand corners, until a passenger was found for the narrow and light sidecar, after which steering was light and certain.

In those days MOTOR SPORT believed in having its fill of any machine submitted to it (we thought we must be getting old, until we remembered that in those days no fiddling scraps of paper governed the extent of one's motoring) and the Matchless was entered for the South Midlands Championship Trial on the Saturday, another machine was ridden in a grass-track race on the Sunday afternoon, and the Matchless was then loaded-up and ridden hard to Liverpool in order to catch the 1 a.m. boat to Douglas for the T.T.

In the trial, every hill was climbed clean and the Model V survived some terrible bumps and crashes over bad going in the Chilterns, and it was one of four sidecar machines to qualify for a second-class award, having stopped, momentarily, in a long water-splash when the rear wheel spun and sprayed the carburetter—the engine did not actually stop. Out of 180 entries, only six sidecars gained awards and both the first-class award winners were the subject of

protests, while over 60 finishers failed to gain any award.

On the 190-mile run to Liverpool, three persons and their luggage were put on it after one accompanying machine had broken down after 60 miles. The distance was covered in eight hours (about 24 m.p.h. average) and the boat caught with three minutes to spare. In spite of the load, 60 m.p.h. was held for hour after hour with no overheating. Unfortunately, until the taper needle in the B. & B. carburetter was lowered, fuel consumption was as heavy as 35 m.p.g., thereafter improved to approximately 60 m.p.g.

Some hectic riding over the T.T. course was a feature of the I.O.M. holiday, the Matchless holding a steady 40 m.p.h. up the Mountain, in top or second gear according to the gradient, while down the other side over 70 m.p.h. was achieved, between Craig-ny-Baa and Hilberry, using most of the road after striking the bumps! After this performance a match placed on the exhaust port refused to ignite; 65 m.p.h. was judged to be the flat-out level-road speed.

On the homeward journey, still with passenger and luggage, the 37 miles of by no means smooth, straight or level going from Atherstone to Weedon occupied exactly 50 minutes. A new heavy cord back tyre was completely worn out in a week.

The engine certainly gave plenty of power—22½ b.h.p. was claimed at 4,800 r.p.m.—and a 7.6-to-1 piston was available for those who desired it. Reliability, mechanical silence and the Sturmey-Archer gearbox all earned full marks; oil consumption was low and the brakes were excellent, save that they required far too much adjustment—the foot-brake went back one whole serration (45 deg.) after a week's riding. The back wheel suffered a few broken spokes. This combination was priced at £77 and the solo weighed only 260 lb. and cost £62 10s.

In September the two-stroke enthusiasts got a look-in, a Model 9 172-c.c. Super Sports Francis-Barnett being tested. This little motor-cycle came equipped with really efficient leg-shields, which called forth high praise, yet which could be removed in three minutes when required. An adequate metal toolbox was carried beneath the tank, but the petrol pipe rather impeded withdrawal of the simple tool-roll.

The engine seized-up twice in the early stages, fusing over the rings on the induction side, but when fully run-in, and using "Mixtrol" as well as ordinary lubricant in the fuel, no further trouble was experienced. Indeed, *mit* leg-shields, lamps and 11-stone rider, the Francis-Barnett lapped Brooklands at over 50 m.p.h., upholding the maker's speed claim of 55 m.p.h. And at a grass-track meeting 22 miles were covered all-out in second and bottom gears, the machine winning the 250-c.c. class and finishing fourth out of 14 in a 9-mile "Grand Prix" which attracted o.h.v. "500s." The handling on wet grass was excellent, and the gear-ratios pleasantly close, while ratio-changes could be effected by hand or foot as the mood dictated.

The engine pulled hard at low speeds, so that middle-gear sufficed for main or secondary-road hills. Both brakes worked

on a dummy belt-rim on the rear wheel and both were extremely powerful and smooth, adhesion being aided by large balloon tyres and correct weight distribution. The handle brake operated *via* Bowden cable, easily adjusted, but adjustment of the foot-brake, by three different holes to accommodate the brake-rod, was badly blanked by the flywheel-magneto and the frame. The plug, too, was a brute to remove.

On the credit side, the Francis-Barnett earned full marks for comfort, riding position, excellent carburetter levers, and good steering, with or without damper. Fuel consumption was excellent and the frame very strong, surviving "long jumps," being run into from behind by a car and crashing with sufficient violence to break the rider's collarbone. Remarkable as it seems in 1949, this 1927 machine cost only £38 10s., new.

In October MOTOR SPORT contented itself with "tearing off some strips" about a variety of machines that constituted its stable, but in November returned to its test-reports, trying a Model 90 Sunbeam. This 493-c.c. solo offered complete controllability, with low, comfortable saddle and compact build for its considerable weight. The machine tested was actually a reserve T.T. job, so that some intractability could be explained away by quoting compression and bottom-gear ratios, about 7-to-1 and 8-to-1, respectively. Moreover, it was reported that "further embarrassment was a twist-grip control, a method we had hitherto never tried"!

However, through London from Euston Station the Sunbeam wasn't too tricky and down the first available by-pass road it came into its own, piston slap vanishing at over 55 to 60 m.p.h., and half-throttle producing a gentle 70 m.p.h., the bicycle rock-steady. Later, acceleration from 70 m.p.h. onwards was found to be terrific and very soon some 85 m.p.h. was attained, when the Sunbeam shot on to a rough patch of road. Damper and shock-absorbers had not been tightened, causing the machine to rock and pitch so that the rider lost the footrests, but never for a moment did the Sunbeam go out of control, or start to wobble. Later still, speeding cross-country in the thick mud and fallen leaves of autumn, never a trace of a skid was provoked. Incidentally, steering damper and shock-absorbers could be adjusted from the saddle, the former with one finger.

At Brooklands rain spoilt the test, but the Test Hill was ascended so fast that the summit was crossed air-borne at 40 m.p.h., after changing from bottom to middle crossing the line at the foot of the Hill. On the outer-circuit the engine was happier at 70 to 80 m.p.h. than at 15 or 20, and the maximum was estimated at an easy 90 m.p.h.

The front brake was the most efficient ever met, milled wheels provided instant adjustment of both brakes, the finish of the machine was superlative and the twin silencers gave a pleasant, very deep, mellow note. Interesting features were "grasshopper" valve springs, dry-sump lubrication, with an auxiliary pump actuated by a handlebar lever, and, on the production job, a front-wheel stand. Snags were confined to heavy fuel consumption and poor slow running from

the T.T.-tuned engine, offset by negligible oil consumption, and breakage of a shock-absorber bolt and the float-chamber fuel-line nipple. Very high marks, then, for the Model 90. It cost 100 gns. with 1928 improvements.

The last motor-cycle tested in 1927 was a 348-c.c. o.h.c. Velocette, this being the actual machine on which H. J. Willis finished second, at 64 m.p.h., in the Junior T.T., behind Freddie Dixon. Uncanny mechanical silence and docility at low speeds were, nevertheless, highlights of this thoroughbred roadster. The T.T. job was very similar to the 1928 K.S.S. model, save for the footrest position and lack of a kickstarter. The K.S.S. was guaranteed to do 80 m.p.h., while the T.T. machine could do about 85 m.p.h., so obviously Veloce Ltd. had put much of their racing knowledge into their production sports model.

Over the bumpy I.O.M. course the Velocette steering and roadholding were superlative, even to a rider who had broken a collarbone only a fortnight previous and who couldn't raise one arm above handlebar level. No trace of dither or wobble intruded at speed and rear-wheel bounce was all but absent. With the steering damper *hors de combat*, Bray Hill could be descended flat-out! Well-placed footrests encouraged fast cornering and the rear brake could be operated without moving the left foot from the rest, the action being good if the toe prodded hard enough. The front brake, operated by a very long inverted lever on the right bar, was even better, and the Velocette water-drain on the brake anchor plate was, of course, fitted. In first and second gear about 45 and 65 m.p.h. were possible and the climb from Ramsey to the Bungalow was accomplished in second at between 50 and 60 m.p.h. The clutch was well-nigh perfect, one finger being sufficient to withdraw it, while it re-engaged so smoothly, progressively, yet positively, that the rather high bottom gear went unnoticed and it was even possible to start in top gear without snatch or "pinking." The gear-change was equally delightful, by a conventional lever in a very compact quadrant on the tank top.

Altogether a very desirable machine, this K.S.S. Velocette, priced in 1927 at £75. And a good year's testing, withal.
(To be continued when space permits.)

STOP PRESS

Members of the "12/50" Alvis Register enjoyed a gymkhana near Chichester on October 16th, the winner being Eminson's 1923 "duck's back" and the runner-up Graham. Details of the register from: M. Edwin Smart, Piggery Hall Farm, W. Wittering, Sussex. The Veteran C.C. will hold a cocktail party at the South Kensington Hotel at 6 p.m. on November 12th, the evening before the Brighton Run, and a dinner after the run, at the Hotel Metropole, Brighton. Price of tickets 6s. and 15s. each, respectively, from Miss Ruxton, 46, North Row, W.1. The October "V.C.C. Gazette" contained many reports of veteran events, a description of A. F. J. Gibbs' 1904 Humber, an article on "Hunting the Veterans" by W. Boddy and important news items, etc. Birkett has disposed of his trials Austin to Claude Yates, because the latter's rather stark Ford-Austin special is ruled out under the new R.A.C. regulations. Eric Thompson has been forced for business reasons to withdraw from racing for a year or two, but the "Clark circus" hope to find a new driver in the purchaser of one of their cars. The West Essex C.C. have a film show on November 3rd at the "Three Jolly Wheelers," Woodford Bridge, at 7.30 p.m., and a talk by S. C. H. Davis at the same place and time on November 24th.

GOSPORT A.C. SPEED TRIALS

Brandon's Cooper 1,000 Fastest

THE recently-formed Gosport A.C. has put itself effectively on the map with a speed trial over a quarter of a mile of the straight, well-surfaced Flight Test Road at Brockhurst on October 16th, by kind permission of Capt. (E) W. T. A. Jordan, O.B.E., R.N. The event was happily informal, yet well run, but unfortunately heavy rain fell in the morning, which was just what the R.A.C. lacked the day before for the Championship Trial! The road only dried for the second runs by the sports cars, but quite a crowd spectated, nevertheless, and this new venue thus merits another event next season.

Brandon (Cooper-J.A.P.) made f.t.d. easily, in 14.83 sec., after clocking 14.93 sec. on his first run on a different gear ratio. He just went into top gear before the finish, crossing the line at over 90 m.p.h. and averaging over 60 m.p.h. He won the Osborn Trophy and £10. Raymond Way's sports B.M.W. was a truly creditable runner-up, in 16.01 sec., and the Norris-Special made third fastest time, in 16.04 sec. Gordon Verner, driving a racing car for the first time in his life, won the 500-c.c. class in the Monaco, in 16.26 sec., beating Tipper, the car's owner, who did 16.39 sec.

The Paddock produced much of interest, not the least absorbing sight being the incredibly hair-raising landings of a learner's low-wing monoplane on the airfield adjacent! Confining ourselves to cars, Hartwell's Hillman Minx was a shortened i.f.s. Minx with sports two-seater body, a Sunbeam-Talbot engine and supercharger. The Buckler had a Shorrock blower driven by dual belts, Hartridge's TA M.G. a three-branch external exhaust system and dual-belt blower. Walker's Riley Nine had a shortened chassis and two "exhaust" camshafts and external exhaust pipes, Crossby's Special used a Bedford chassis, Vauxhall i.f.s., and a Marshall-blown Vauxhall Ten engine, while the smart, quiet Jupiter Special had a Mercury engine in an early Lea-Francis chassis, with a remote control to the Ford gearbox. Richard's R.B.W. consisted of a shortened Rover Ten chassis, with normal 4.88 to 1 axle ratio, and a 3½-litre Jaguar engine, the front brakes coming from a 1928 Lea-Francis. Edgar's Alvista was the

ex Axel-Berg "12/50" engined Riley "Redwing," which made an unbelievably good time. Bowles clocked 18.7 sec. in his blown Austin "Ulster." Miss Ould had worked all night replacing a broken half-shaft on her rather nice Bugatti, which has a combination of Type 22 and 23 engine, late-type Brescia radiator and a Wolseley gearbox. She was rewarded in spite of misfiring, by beating a 3-litre Bentley two-seater that was running on petrol/benzole. Very smart in a Merc-like way was Burnard's 6½-litre Bentley.

Results :

SPORTS CARS UP TO 1,100 C.C. UNSUPERCHARGED :	
1st : C. C. S. Metcalfe (F.I.A.T. Balilla)	19.67 sec.
2nd : G. Walker (1,089-c.c. Riley Special)	21.17 "
3rd : Miss J. M. Bode (1,074-c.c. H.R.G.)	21.96 "
SPORTS CARS UP TO 1½ LITRES, UNSUPERCHARGED :	
1st : R. C. Willis (1,490-c.c. B.M.W.)	17.95 sec.
2nd : R. C. C. Palmer (1,496-c.c. Frazer-Nash)	18.33 "
3rd : W. E. Edgar (1,496-c.c. Alvista)	18.43 "
SPORTS CARS UP TO 2½ LITRES, UNSUPERCHARGED :	
1st : R. Way (1,971-c.c. B.M.W.)	16.01 sec.
2nd : T. A. D. Crook (1,971-c.c. Veritas)	16.90 "
3rd : K. Salmen (2,456-c.c. Beckenham Special)	19.29 "
SPORTS CARS UNLIMITED, UNSUPERCHARGED :	
1st : J. F. A. Cripps (5,300-c.c. Cripps Special)	17.67 sec.
2nd : G. Render (3,622-c.c. Allard)	17.73 "
3rd : D. D. Render (3,622-c.c. Allard)	17.87 "
SPORTS CARS UP TO 1,100 C.C. SUPERCHARGED :	
1st : V. J. Hern (1,100-c.c. Amilcar)	18.09 sec.
2nd : J. Marshall (1,100-c.c. Amilcar)	18.17 "
SPORTS CARS UP TO 1½ LITRES SUPERCHARGED :	
1st : C. D. F. Buckler (1,172-c.c. Buckler)	18.98 sec.
2nd : M. C. Parrott (1,172-c.c. Buckler)	19.02 "
3rd : C. F. Crossby (Vauxhall Special)	20.95 "
SPORTS CARS UNLIMITED, SUPERCHARGED :	
1st : K. E. Carter (2,600-c.c. Alfa-Romeo)	18.62 sec.
(only runner)	
RACING CARS UP TO 500 C.C. :	
1st : G. Verner (498-c.c. Monaco)	16.26 sec.
2nd : C. J. Tipper (498-c.c. Monaco)	16.39 "
3rd : D. Parker (500-c.c. Parker Special)	16.45 "
RACING CARS UP TO 1,100 C.C. :	
1st : E. Brandon (996-c.c. Cooper-J.A.P.)	14.83 sec. f.t.d.
2nd : V. J. Hern (1,100-c.c. Amilcar)	16.68 "
RACING CARS UP TO 2 LITRES :	
1st : C. W. A. Heyward (1,482-c.c. Norris-Special)	16.04 "
RACING CARS UNLIMITED :	
1st : G. C. Andrews (3,622-c.c. Duesenberg)	17.98 sec. (only runner)
SALOON CARS UP TO 14-H.P. :	
1st : — Yates (Austin A 40)	25.24 sec.
SALOON CARS OVER 14-H.P. :	
1st : W. L. Cripps (Hotchkiss)	20.56 sec.
2nd : Lt.-Cmdr — (4½ Lagonda)	22.53 "
3rd : R. Way (Lincoln Zephyr)	22.82 "

THE 1950 AUSTRALIAN GRAND PRIX

The S.C.C. of S. Australia will hold the Australian Grand Prix on January 2nd, at Nuriootpa, in the Barossa Valley, some 50 miles from Adelaide. The race will be over either 100 or 150 miles on individual handicap, but the winner of the G.P. will be the car making fastest time, for a prize of £170, the handicap winner to receive the same amount. Prize money totals over £700. It is hoped to run two scratch races on the same day, one for cars up to 1½ litres, the other for cars over

1½ litres, and a handicap race for cars not eligible for the Grand Prix.

The circuit is roughly square, with several additional corners and the pits will be situated on a four-fifths-mile straight, the opposite leg being the main street of Nuriootpa. The lap-distance is about 3 miles, and the lap-record stands to the credit of A. Davidson ("2.9" Alfa-Romeo), at 74 m.p.h. Details from : S.C.C. of S.A., Verco Buildings, North Terrace, Adelaide (Tel. : Central 2904).

THE SECOND 1949 SHELSLEY-WALSH

H.R.D. Motor-cycle Sets Course Record to 37.13 sec. Fastest Car Time by the Freikaiserwagen. Mays Third.

The second Shelsley Walsh Speed Hill-Climb of the season on September 24th, saw Brown's 998-c.c. "Black Lightning" solo motor-cycle break Fry's course-record by 0.22 sec. The new figure is 37.13 sec., which broke the old motor-cycle record by 1.74 sec. The cars could do nothing about this and even Fry, who made f.t.d. in the famous Freikaiserwagen, took 37.4 sec. in doing so. Poore gave a splendid driving exhibition in the "3.8" Alfa-Romeo, clocking 37.47 sec., Raymond Mays got his 2-litre E.R.A. up in 37.56 sec., and Walker's E.R.A. clocked 37.89 sec. Moss gave one of his once-seen-never-forgotten runs in the Cooper 1,000, in 38.19 sec., a fine show, especially as Hill-Climb Champion Sydney Allard took 39.20 sec. It is significant that of the ten fastest ascents, the motor-cycles were first, fifth, eighth and tenth.

The only accident befell Merrick, who overturned his Cooper. The class placings were :

UP TO 750 C.C. :	
1st : G. H. Symonds (747-c.c. Austin)	42.96 sec.
2nd : Jeremy Fry (497-c.c. Parsenn)	43.54 "
3rd : P. J. Collins (700-c.c. Cooper)	44.06 "
751 TO 1,500 C.C. :	
1st : Joe Fry (1,096-c.c. Freikaiserwagen, S.)	37.40 sec.
2nd : Stirling Moss (996-c.c. Cooper)	38.19 "
3rd : M. A. H. Christie (1,000-c.c. Cooper)	39.76 "
1,501 TO 2,000 C.C. :	
1st : R. Mays (1,980-c.c. E.R.A.)	37.56 sec.
2nd : P. D. C. Walker (1,979-c.c. E.R.A.)	37.89 "
3rd : J. B. Norris (1,970-c.c. Alta, S.)	43.12 "
OVER 2,000 C.C. :	
1st : R. D. Poore (3,800-c.c. Alfa-Romeo, S.)	37.47 sec.
2nd : S. H. Allard (3,700-c.c. Allard)	39.20 "
3rd : K. McAlpine (3,015-c.c. Maserati, S.)	39.38 "
TEAM PRIZE.—M.A.C. (Fry, Mays and Poore), aggregate time 112.43 sec., beat B.M.C.R.C. (Graham, Frith and Brown), 113.74 sec.	

Letter from a Reader

Sir,
As a Riley enthusiast of 15 years' standing who has owned ten of these "great little cars," may I give a few additional aids to recognition.

First there was the introduction of the remote-control gear-lever, with close-ratio box and the slightly sloping radiator, in 1933.

Secondly there was the introduction of the fully coachbuilt body in 1934. The increase in weight to 19½ cwt. was counteracted (to some extent) by dropping the back-axle ratio from 5.25 to 5.5-to-1.

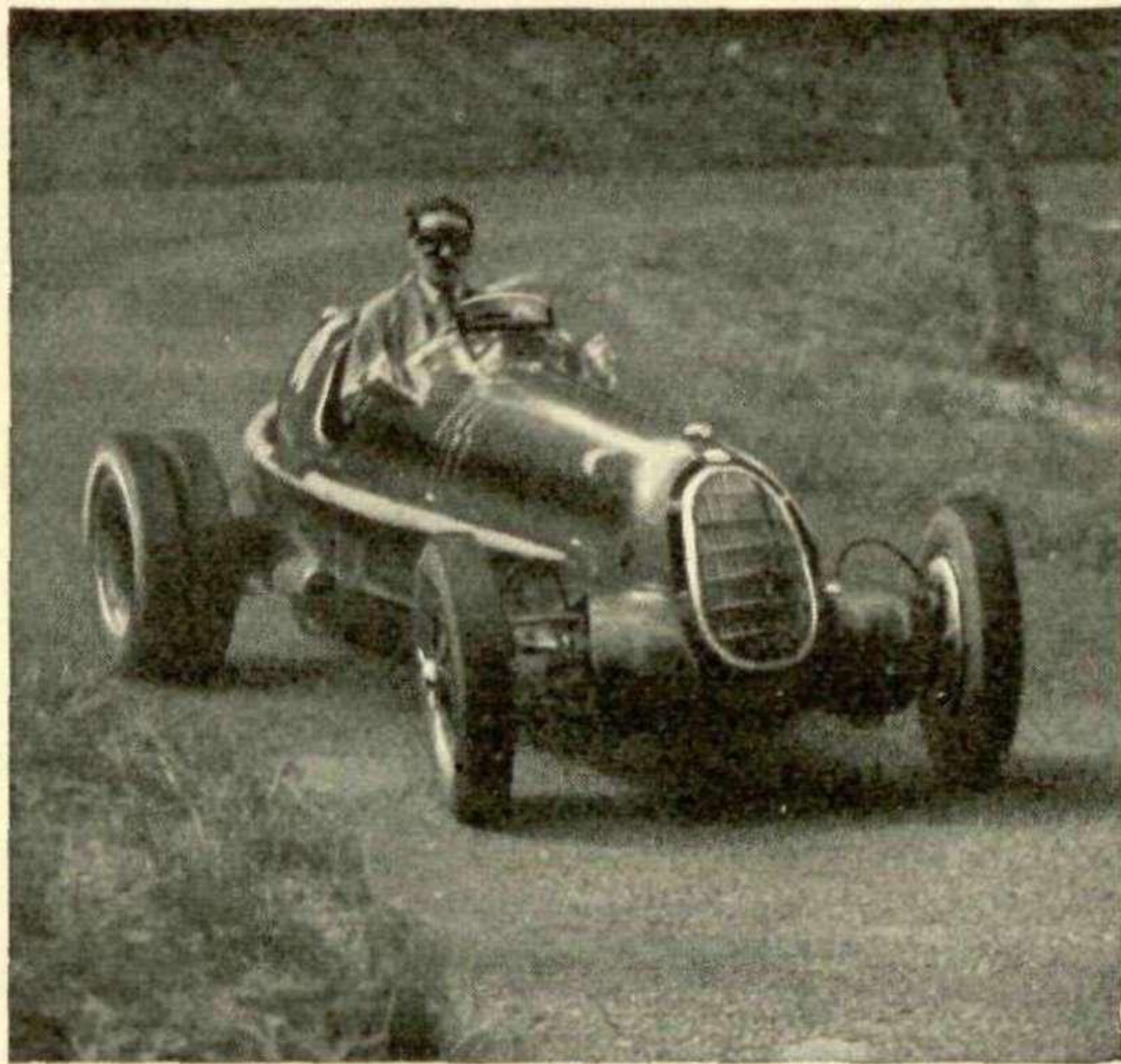
Another unique Riley Nine feature (1931-1934) was the choke, which was operated by pulling up the horn mounting in the centre of the steering wheel.

I am, Yours, etc.,

N. WALKER.

Hightown, Yorks.

Supercharging by Wade



Photograph by Guy Griffiths

We extend our congratulations to the drivers in these and other competition successes with which we are proud to be associated.

— 1949 —

PRESCOTT	MAY 22nd.	Over 2,000 c.c. Second F.T.D.	2nd: R. D. Poore (Alfa-Romeo)
BLANDFORD	MAY 28th.	Unlimited ... Second F.T.D.	1st: R. D. Poore (Alfa-Romeo)
SHELSLEY	JUNE 11th.	1,500 c.c. ... Unlimited ... Third F.T.D.	1st: G. E. Ansell (E.R.A.) 1st: R. D. Poore (Alfa-Romeo)
BO'NESS	JUNE 25th.	Unlimited ... F.T.D. and Course record	1st: R. D. Poore (Alfa-Romeo)
REST AND BE THANKFUL	JULY 9th.	Unlimited ... Second F.T.D.	1st: R. D. Poore (Alfa-Romeo)
PRESCOTT	JULY 17th.	Over 2,000 c.c. Second F.T.D.	1st: R. D. Poore (Alfa-Romeo)
BOULEY BAY	JULY 21st.	Unlimited ... Third F.T.D.	2nd: R. D. Poore (Alfa-Romeo)
BRIGHTON	SEPT. 3rd.	Unlimited ... Third F.T.D.	3rd: R. D. Poore (Alfa-Romeo)
PRESCOTT	SEPT. 11th.	1,500 c.c. ... 2,000 c.c. ... Unlimited ... Second F.T.D.	1st: G. E. Ansell (E.R.A.) 1st: P. D. Walker (E.R.A.) 2nd: R. D. Poore (Alfa-Romeo)
SHELSLEY	SEPT. 24th.	2,000 c.c. ... Unlimited ... Second F.T.D. (Cars)	2nd: P. D. Walker (E.R.A.) 1st: R. D. Poore (Alfa-Romeo)
LUTON HOO	OCT. 9th.	2,000 c.c. ... Unlimited ... F.T.D. ... Second F.T.D.	1st: P. D. Walker (E.R.A.) 1st: R. D. Poore (Alfa-Romeo) P. D. Walker (E.R.A.) R. D. Poore (Alfa-Romeo)

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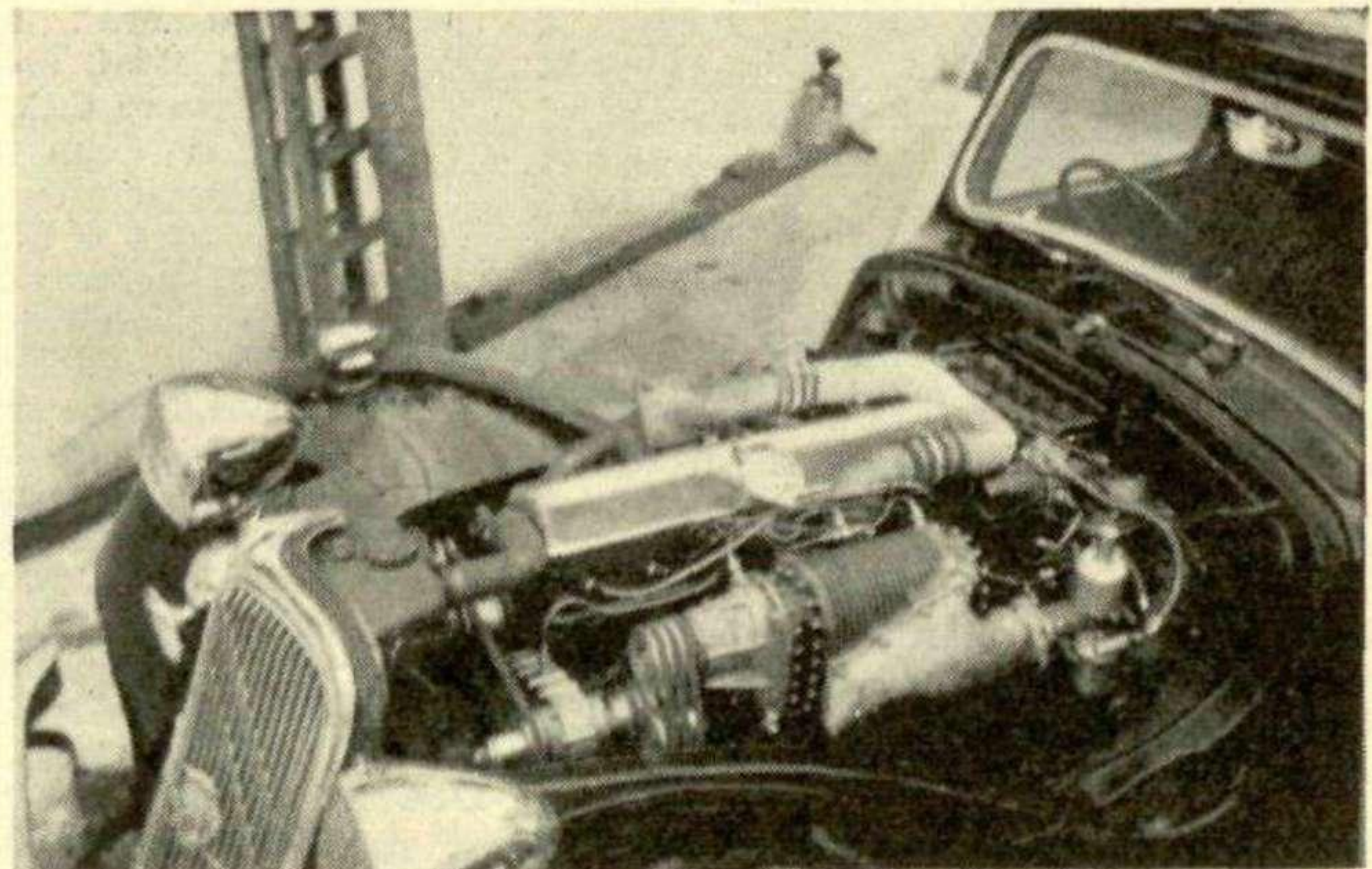
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This special installation on a six-cylinder Citroen is one of the many which have been designed and built by the Little Men from Lightwater.

Take your car to Whinlands Works and let them show you how easily a supercharger can be fitted under the bonnet. Until you have been there it is quite impossible to realise the extra motoring power which is available down at Lightwater.



WHINLANDS WORKS, MACDONALD ROAD,

LIGHTWATER SURREY

TELEPHONE: BAGSHOT 338

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

WE HEAR

Arising out of the article on the G.N. published in MOTOR SPORT last August, O. A. K. Wilson sends two interesting snapshots, one of a 1921 touring G.N., the other of an A.V. monocar. Julian Boyson, 42, Oakhill Road, Sutton, Surrey, has acquired a low-chassis 4½-litre Invicta, engine No. 7481, chassis No. S 86, registered No. GT 48, the engine possessing a modified light-alloy sump and special oil pipe to the rocker gear. If any previous owners spot this, will they please communicate with him. We regret that in the September issue, in connection with the proposed Baghdad Club, we published Major G. N. Gilmore's rank incorrectly as that of Major-General. Kempe-Roberts has had the ex-Aitken single-seater Frazer-Nash rebuilt and restored to original condition.

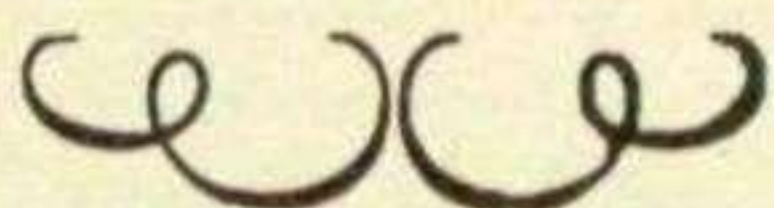
News of another flat-twin Wolseley is to hand—in Stratford-on-Avon. Readers are now very conscious of the need for good power/weight ratio and one venture that progresses is the installation of a Vauxhall Ten engine in an Austin Seven chassis. We have letters to forward to R. L. Simms but have mislaid his address; will he please notify us. Scott Moncrieff and his wife have been touring France in a Type 37 Bugatti and were at Molsheim while the Whincops were on holiday there.

Hugh Clapp, the H.R.G driver, appeals to MOTOR SPORT readers to forward their copies to the East Lancashire Home for Disabled Servicemen, Broughton House, Broughton Park, Manchester, "because such kindness would bring a lot of cheer to the lads there, including some very sad cases." Clapp's copy takes a very long time to get round. The British Road Federation has issued its 1949 edition of that very interesting publication: "Basic Road Statistics," price 1s. from the B.R.F., 4a, Bloomsbury Square, W.C.1. It contains a host of absorbing facts—did you know, for instance, that in 1905 there were 15,895 private cars in use in this country, an increase of 7,430 over 1904? Peck is devoting himself to outdoor motor-boat racing at Sunbury, Middlesex, etc., and finds his 1926 Darracq Twelve sports four-seater admirable for towing the boat-trailer about. Recently rebored, it cruises at 55-60 m.p.h., gives some 30 m.p.g., and is essentially rugged and reliable.

Following Lt. Gordon's enquiry re owners of Aster and Arrol-Aster cars, T. C. Wrigley states he has a 1926 or thereabouts 17-h.p. Arrol-Aster which has only done about 30,000 miles and goes very well, except that it uses petrol at the rate of 9 m.p.g. Any suggestions would be welcome!

John Bolster is retaining his keen interest in Edwardianism and has recently acquired a pre-1914 "10/12" Standard with delightful closed bodywork—the sort of thing Edwardian Gaiety girls would have looked upon with envy. A more recent, open Standard, of about 1926 vintage, driven by an elderly lady, was encountered in Hampshire recently—like seeing a Vanguard on the road in 1962! C. L. Christiansen has acquired the Bamford & Martin Aston-Martin XX 3380, and hopes to restore it. A reader tells us of the sporting action of the *Daily Express* in refunding

Club News



the money spent on Silverstone tickets when, because of the traffic congestion near Buckingham, he decided not to proceed and returned to London. A call was made at the newspaper's offices and amid expressions of sympathy the cost of the tickets and car park fee were returned in full. D. C. Alderson, 16, Kingsway

FIXTURES FOR NOVEMBER

- 4th.—B.A.R.C. Annual Dinner and Dance, Grosvenor House, 7 p.m.
- 5th.—M.G.C.C. (S.W. Centre), Annual General Meeting, Dinner and Film Show, Bristol. S.U.N.B.A.C. Closed Vesey Cup Trial, Bridgnorth, 11.30 a.m.
- 6th.—C.S.M.A. Closed Trial, Chilterns. N. Midlands M.C. Closed Trial, Derbyshire. Hartlepool and D. M.C. Closed Trial, Durham.
- 12th.—C.M.C. Cheltenham Trial, Birdlip, 11 a.m.
- 13th.—R.A.C. VETERAN CAR RUN, LONDON-BRIGHTON, Hyde Park, 8 a.m. Yorkshire S.C.C. Closed Penine Trophy Trial, Rippondale. Cemian M.C. President's Cup Trial, Chesham, 2 p.m.
- 19th.—HARROW C.C. CLOSED INVITATION COTTENHAM MEMORIAL TRIAL.
- 20th.—Bristol M.C. and L.C.C. Closed Trial, South Glos. Leicestershire C.C. Closed Invitation John Bull Trial, Leicestershire. Berkhamsted M.C. and L.C.C. Closed Invitation Lockhart Bossingham Trial, Chilterns. Vintage S.C.C. Trial, Bisley.
- 25th.—B.R.M.C. Dinner and Dance, Park Lane Hotel. Lagonda C.C. Dinner-Dance, Rubens Hotel, S.W.1.
- 27th.—LIVERPOOL M.C. CLOSED INVITATION JEANS GOLD CUP TRIAL. Kentish Border C.C. Closed Invitation Trial, Kent.
- Dec. 3rd.—N.W. London M.C. Gloucester Trial.

Park, Davy Hulme, Manchester, wants to exchange a de Dion Bouton engine for anything useful in building a "special" or for a vintage motor-cycle. Last month a London business-man, Robert Porter, took a 2½-litre Riley saloon to Montlhéry and, officially observed, covered 93.74 miles in the hour from a standing start and 94.18 miles from a flying start, according to the Nuffield Organisation Central Publicity Department.

In an interesting letter, Mr. Small, of Nottingham, says he encountered a V8 de Dion in service on the R.A.F. Station

at Talscrash, Gold Coast, in 1943, but at the time cameras were *verboten*. The vehicle had the de Dion back axle, was equipped with a vast searchlight, and had apparently been brought down from the French Ivory Coast. Its date of manufacture was included on the maker's nameplate and was 1915 or 1916—one of the *auto-canons* chassis, no doubt. Mr. Small seeks data for a friend in South Africa who has a 1928 A.C. Six, and spares for another friend out there, who runs a 1937 Lancia "Aprilia." He encloses an amusing cutting from the *Nottingham Guardian* in which that paper attempts to do its best, with a headline "British Cars Win at Montlhéry," referring to the Talbots (French, of course) in the G.P. du Salon.

Incidentally, referring to our remarks last month on the early V8 de Dions, Bolster reminds us that this make is still in existence as a rear-engined diesel lorry and still retains a de Dion back axle. Old cars continue to be unearthed, the latest "find" being a 1913 Morgan three-wheeler in a remote shed in Lancashire. Imperial Chemical Industries Ltd. have published recently a useful book entitled "The 'Belco' Handbook of Car Refinishing," which tells you the whole gamut of repainting a car. MOTOR SPORT readers can obtain copies free from any I.C.I. Sales Office, or from the Paints Division, Slough, Bucks. The latest issue of the "Sports Car," official organ of the S.C.C. of America, is of a notably high standard.

Down in Bristol, P. W. Evans has saved a 1919 o.h.c. Dawson lightcar engine from a breakers. Latest club to blossom out with a printed magazine is the N.W. London M.C. with its "Norwester."



NOTTINGHAM S.C.C.

The Nottingham Sports Car Club has now been functioning for over a year and has held many well-supported events of all types. The membership is now well over 100 and includes Bob Gerard, Reg. Parnell and David Hampshire. Bob and Joan Gerard, in fact, attended the first dance early in the year. Another member-driver of note is Mrs. Binns.

Local enthusiasm is tremendous and huge crowds attend each event. The number of "specials" built and being built is legion. A film show is held each year and a hill-climb is being arranged.

Informal meetings are held on the first Thursday in each month, at the "Admiral Rodney," Wollaton. The annual subscription is £1, with a 7s. 6d. junior membership for those under 21. Particulars can be obtained from: Hon. sec., 14, Upper College Street, Nottingham.



OCTOBER QUIZ

The car depicted in the October Quiz picture proved fairly easy to recognise. It was, in fact, the 1914 G.P. Peugeot owned by Lindley Bothwell and entered by him for this year's Indianapolis race. Naturally it did not qualify, but it nevertheless lapped at 103 m.p.h. It has since broken the old-car lap record at San Diego. Clues to its identity were the characteristic Peugeot air-hole in the bonnet and the front axle details, but the modern American tyre may have confused

Used to be a long journey

It's a big hill; steep, curving. No chance to take a run at it. Lorries block you to a crawl. Throttle. Brakes. Throttle. It takes the guts out of a car. And out of a driver, too.

But not this car; not this driver. A clear patch and you put your foot down in 3rd. In a flash the needle says 50 — you're away.

How long have you been travelling now? Two hours? Three hours? Travelling fast — 60, 65, 70, 75. But there's no strain. You're fresh; relaxed.

A corner comes and goes; and another and another. A surprising absence of roll. You work out your average. It's high. Somehow this car grips a bend and straightens it out: comes to a hill and flattens it down.

You sit enjoying it.

It's a good road now. But there have been bad patches; they got lost in the torsion bar suspension, and not a kick in the steering. Only your eyes noticed.

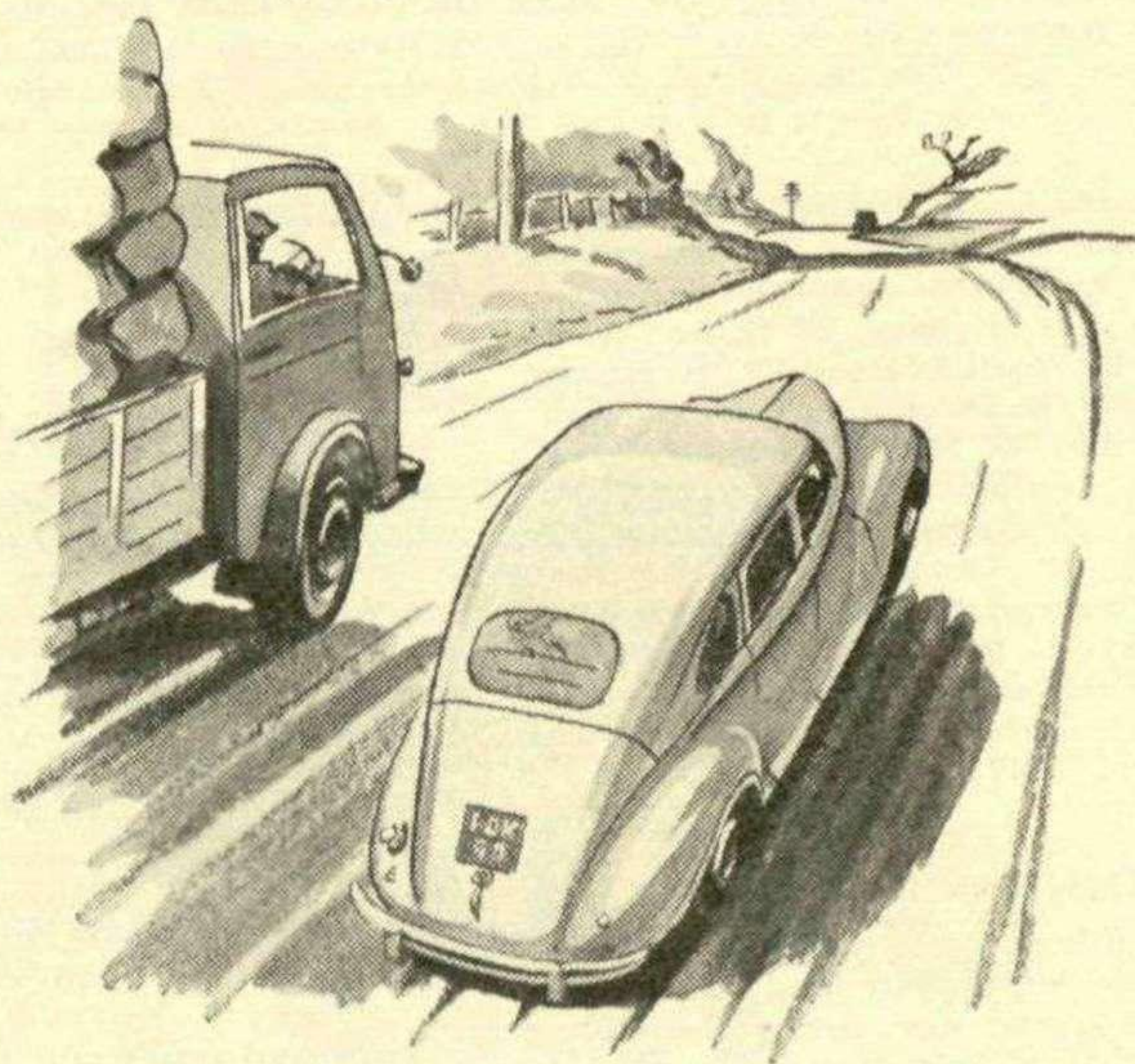
Two hours to go. The light fades.

You snap on the head lights; brightly reassuring in the dusk.

This used to be a long journey. But this car conquers distance.

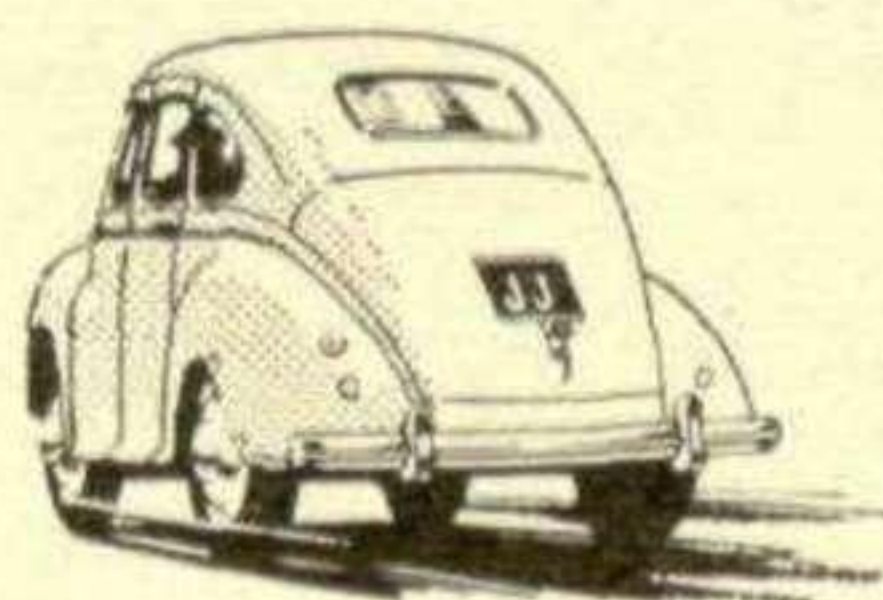
And what about space? Plenty. You can take up to six with luggage — and still have driving fun.

This car 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 it in your hands. Once tried, you'll say 'I'd rather go by Javelin!'



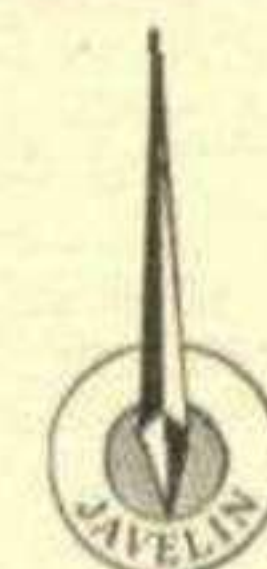
Top speed 78 m.p.h. Acceleration 0-60 m.p.h. in 22.2 secs.
Horizontally opposed flat-four 60 B.H.P. engine.

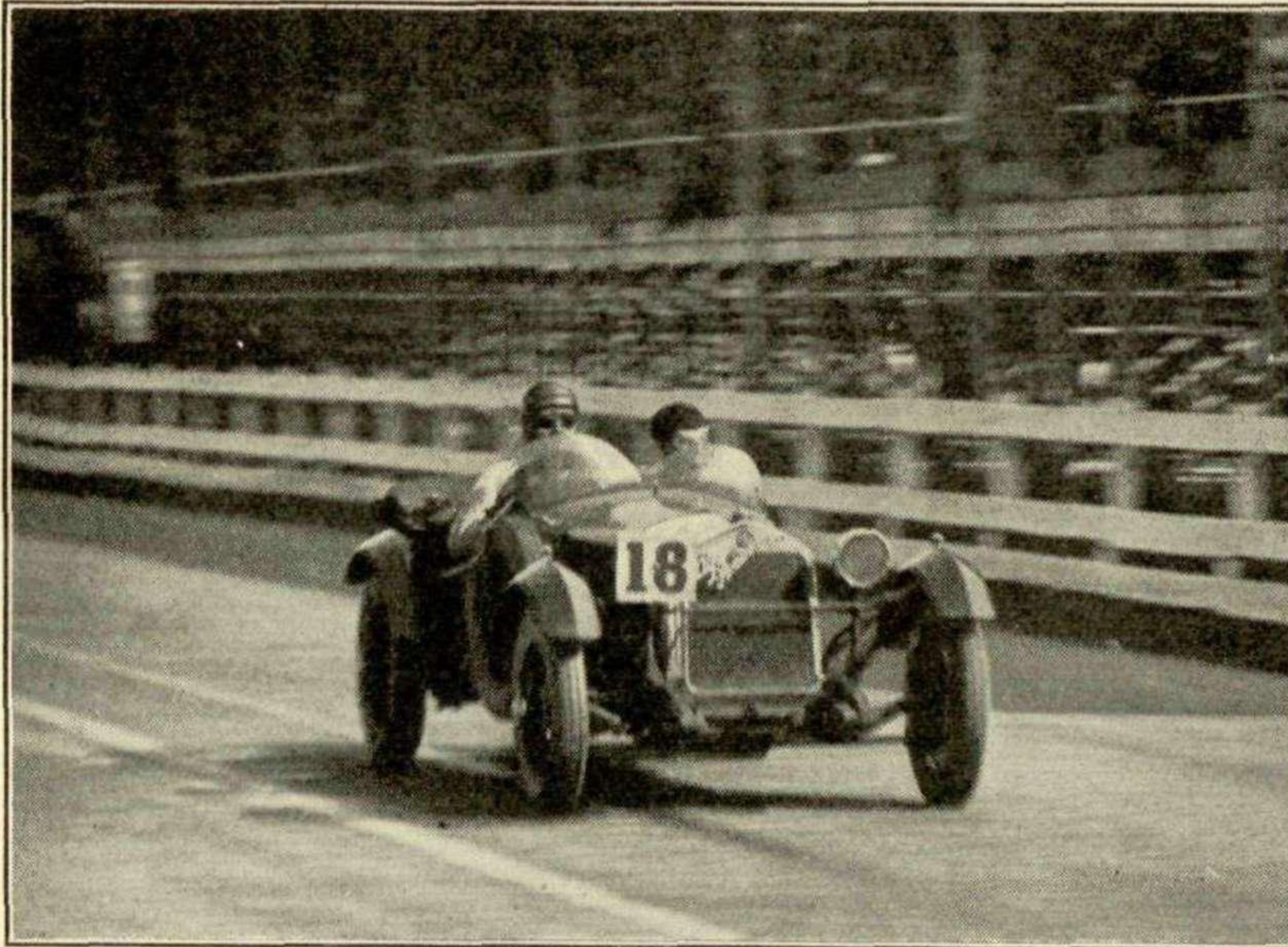
Javelin Saloon £595 plus Purchase Tax £166.0.7
Javelin Saloon de-luxe £695 plus Purchase Tax £193.16.1



1½ LITRE JOWETT JAVELIN

take a good look when it passes you





DOUBLE VICTORY.—At Phoenix Park, Dublin, in 1929, Boris Ivanowski won both the day's races for Alfa-Romeo. He is here seen in the 1½-litre car, which won at 75.02 m.p.h. He then transferred to a privately-owned 1½-litre Alfa-Romeo and won the big-car race at 76.4 m.p.h. See article on page 469.

some. The first correct solution came from Jack Rance, of Radlett. Other correct solutions were sent in by E. White, of Tolworth; H. Pratley, of South Woodford; R. K. Small, of Beeston; K. Brown, of Glasgow; R. Buxton, of Enfield Wash; C. H. Griffin, of Rotherham; P. L. K. Bird, of London, N.W.3; Capt. W. Bunbury, of Barton Mills, and A. H. Dickinson, of Lanchester. J. Pickup, S. S. Barber and P. M. Rambaut got the make correct but the year incorrect, while C. Posthumus didn't know the year. Incorrect solutions were 1920 3-litre Ballot and 1933 Duesenberg.

★

B.D.C. ANNUAL DINNER

As the Editor was engaged in reporting the Weston-Super-Mare and Luton Hoo speed trials, and discovering the end of the drought between times, Mrs. Boddy deputised for him at the B.D.C. dinner and dance. She writes:—

"The Bentley Drivers' Club held their annual dinner and dance at the Dorchester Hotel on October 8th. The dinner was excellent, the dancing, to Arthur Salisbury's Band, popular, and the usual "Bentley Floor Show" most amusing. The drawing back of the curtains revealed a representation of the Rolls-Bentley pit at Le Mans this year. H. S. F. Hay, who qualified for the club's award for the best performance by a member in a Bentley during the season for his efforts in this race, drove the Rolls-Bentley on to the ballroom floor and came to rest in front of the pit, and one of the Le Mans pit-stops was then enacted. This car now has twin petrol fillers standing out from the rear windows and the mudguards have ventilators for brake cooling, which were not present when Eyston covered over 114 miles in the hour in this car at Brooklands before the war.

"The No. 1 production model Bentley (engine No. 1, chassis No. 5), in immaculate condition, was on show at one end of the ballroom. [My wife must have been seeing double, as she mentions front-wheel brakes on this car!—Ed.] The very original "frontispiece" of the band consisted of 3-litre, 4-litre, 4½-litre and 8-litre Bentley radiators.

"The Royal toast was proposed by President Stanley Sedgwick, whose subsequent reference in his speech to the ladies dresses was very apt, for many of them were charming and delightful to look upon. S. C. H. Davis proposed the toast to 'The

Marque,' J. D. Im Thurn that to the guests, while H. Kensington Moir replied for the guests. F. C. Clement presented the well-merited club award to H. S. F. Hay."

★

GLAMOUR GIRLS

Some of the more glamorous of the racing drivers' wives got into *Illustrated* dated September 10th, in which one Jack Ensoll had a piece entitled "Wives of the Race Pits." Those who featured as glamour girls were Eileen Salvadori, Joan Gerard, Angela Duncan Hamilton, Peggy Baring, Luis Rolt, Pat Bilton, Kathleen Harrison, Betty Parnell, Theresa Paanaker and Princess Birabongse—which seems hard on Eleanor Allard, Nancy Binns, Joy Ching and other girls who, apart from qualifying under the glamour heading, do take part in a bit of racing occasionally. However, perhaps they did not miss very much, for those depicted were for the most part doing nothing particularly useful and were labelled "piston widows," but have the compensation, we are told, of visits to Jersey, Spain, South Africa, America, Italy, France and Belgium, and of seeing their husbands "on ice in Scandinavia and on mud in Ireland." Now if the author had only included the racing drivers' *girl-friends* . . . ! Word of warning to the wives, by the way. Remember not to talk nostalgically of Brooklands pre-war; if you do you rank as an "older wife," according to the author of the article.

He puts in a few things that cheer up you and me. There is the picture of Salvadori's Maserati "cornering on Silverstone at 95 m.p.h." while a girl (presumably not one of the racing-wives) stands on the track the other side of the straw bales *with her back to the car!* There is a naughty libel on Bob Gerard's E.R.A., which is accused of losing a back wheel in practice, whereas it was the modern Frazer-Nash that introduced Bob to that

bit of excitement. And there is the following pen picture: "Salvadori is coming in for a minor adjustment. The white-overalled mechanics run forward and take the bonnet from the smoking engine. Eileen pours some lemonade into a glass. Salvadori gulps a mouthful and then races away again. Soon he will be touching 100 m.p.h. 'It's a very thrilling sport,' says Eileen." Not so thrilling, perhaps, for her husband, who finished 17th. But there, journalists will be journalists, and we like Eileen Salvadori's frock . . .

★

N.L.E.C.C.

On September 22nd, members of this club enjoyed a further talk devoted to the development of a certain marque, this time the Bentley, which was given by Mr. R. A. Clarke, and some members of the B.D.C. were present, bringing with them photographs, which were thrown on to a screen through an episcopes.

The development of the Bentley, from the very first one, was traced by Mr. Clarke, who was with Clive Gallop, F. Burgess, Harry Varling and W. O. Bentley himself when it was constructed in the mews in Baker Street. Those present had the pleasure of seeing a large number of photographs of the various models and of incidents in racing, many of these photographs being of Le Mans. The period covered went right up to the present day and dealt more particularly with the process of development, whilst a further meeting, which Mr. Clarke has kindly consented to attend, will take place early in the New Year, and will have a technical flavour, probably in the form of an "Any Questions?" meeting.

Mr. Tomlins, who had so much to do with the testing of the cars, was present, as also was Stanley Sedgwick and a Norwegian member of the B.D.C. who owns the only Bentley in that country—a 3-litre.

Hon. Sec.: G. Bance, 7, Queen's Avenue, Muswell Hill, N.W.10.

★

THE ASSOCIATION OF NORTHERN CAR CLUBS

This Association, which comprises the Y.S.C.C., S. & H.M.C., N.M.M.C., L.A.C., L. & C.C.C., D. & D.M.C., L.M.C., B.A.R.C., M.G.C.C., and C.M.C., held its tenth meeting in Manchester on September 14th. Apologies for non-attendance were received from the R.A.C. and B.T.D.A. The following matters were discussed:—

March 12th, 1950, was agreed upon by the Association for the North v. South Trial in the North, and this date is therefore being kept clear by Northern clubs when arranging their events for next year. November 19th, 1950, was suggested for the event in the South and, subject to acceptance by the Southern Association, which we understand is now being formed, this date will complete the event.

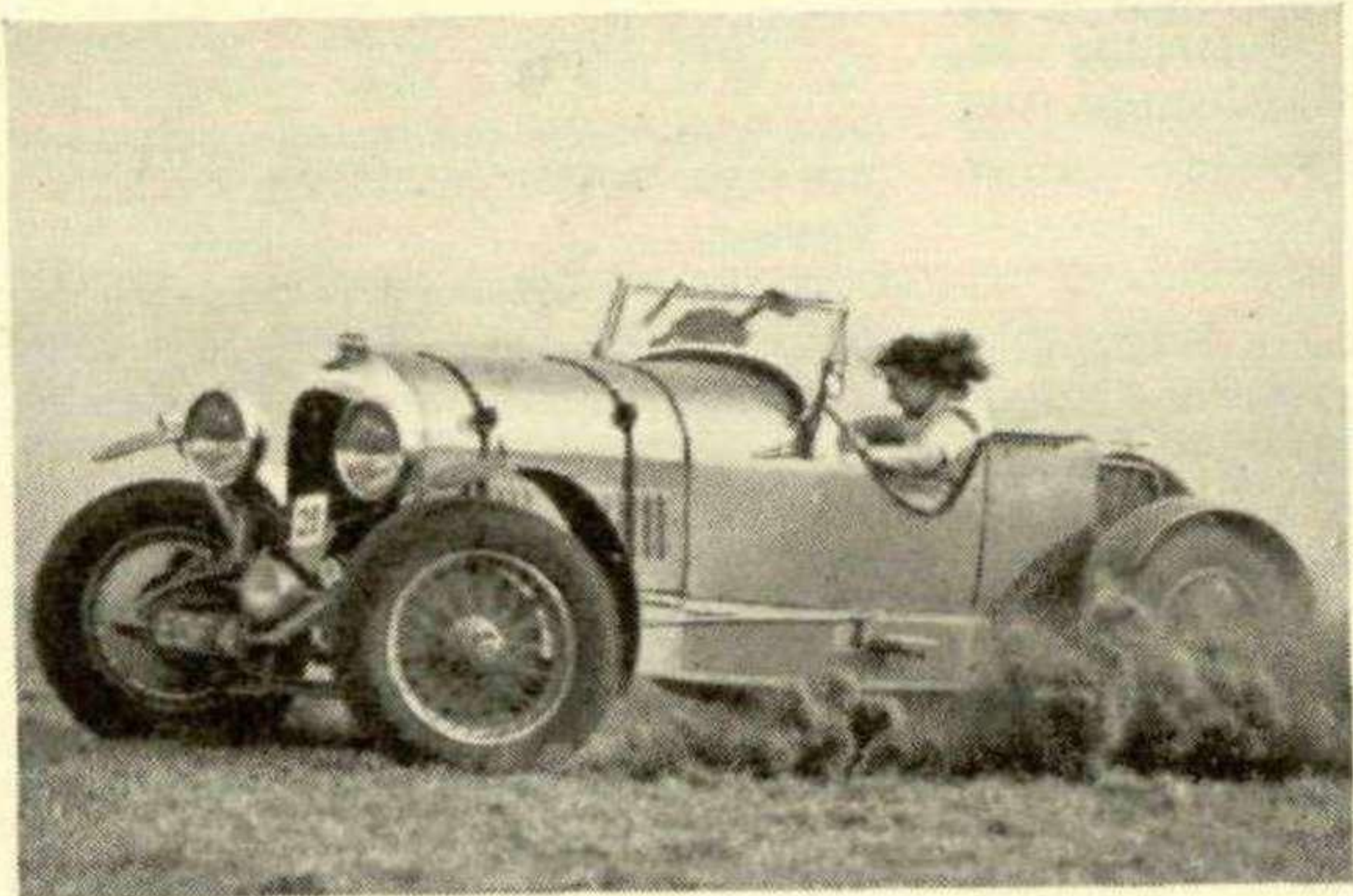
Member clubs are to have ready for the next meeting, their dates for 1950, which will be discussed and a programme arranged for submission to the R.A.C.

It was agreed that in trials, a competitor may compete in one team only, that team to consist of competitors all having entered in the name of the same club. In future, all Northern Association Clubs will adhere to this rule.

A further discussion took place on the R.A.C. Competition Licence.

The Yorkshire Sports Car Club provide the chairman for the next meeting, which will take place at 7.30 p.m., on December 7th, at the Great Northern Hotel, Bradford.

Hon. sec.: H. V. Sampson, "Sunny-side," Heckmondwike, Yorkshire.



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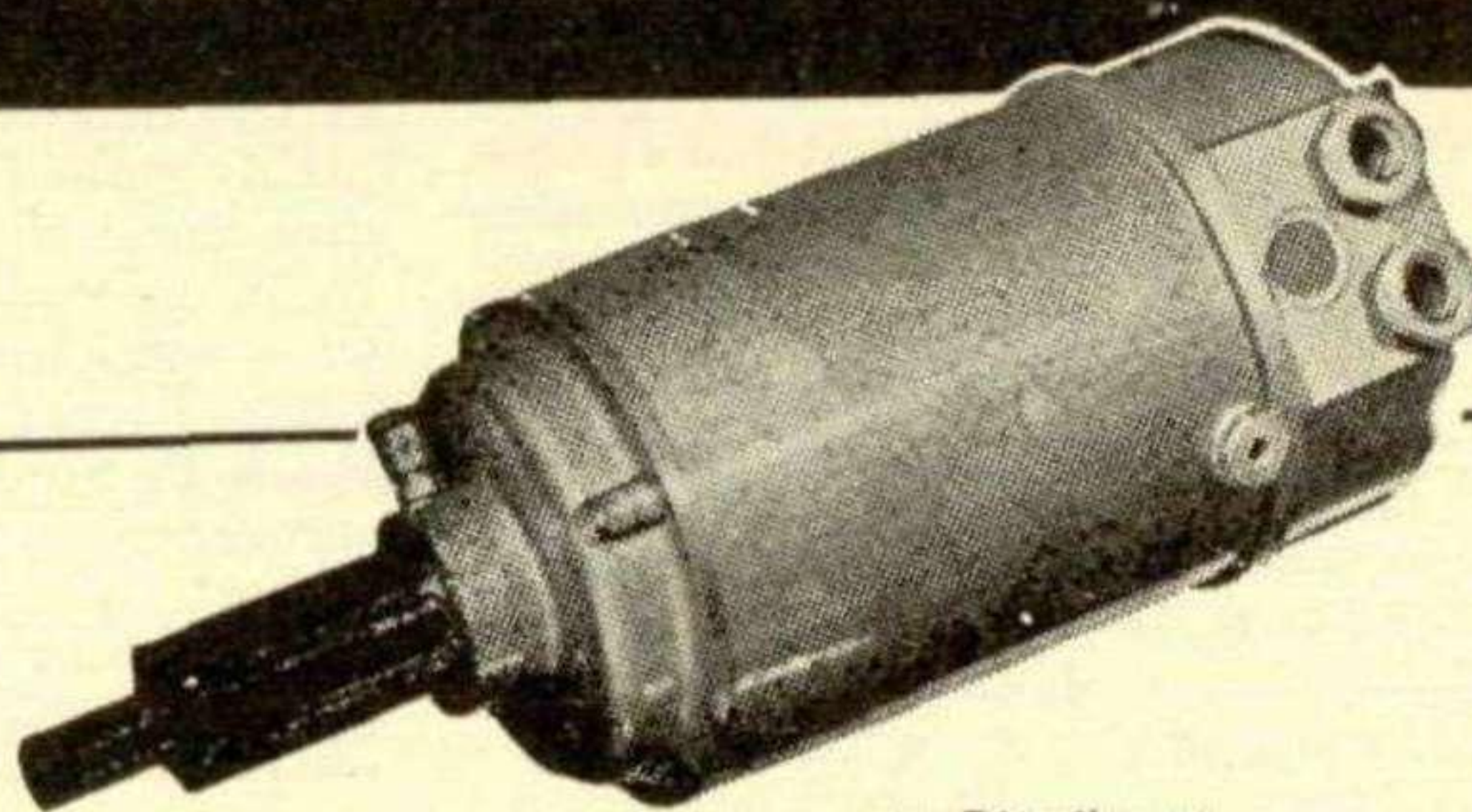
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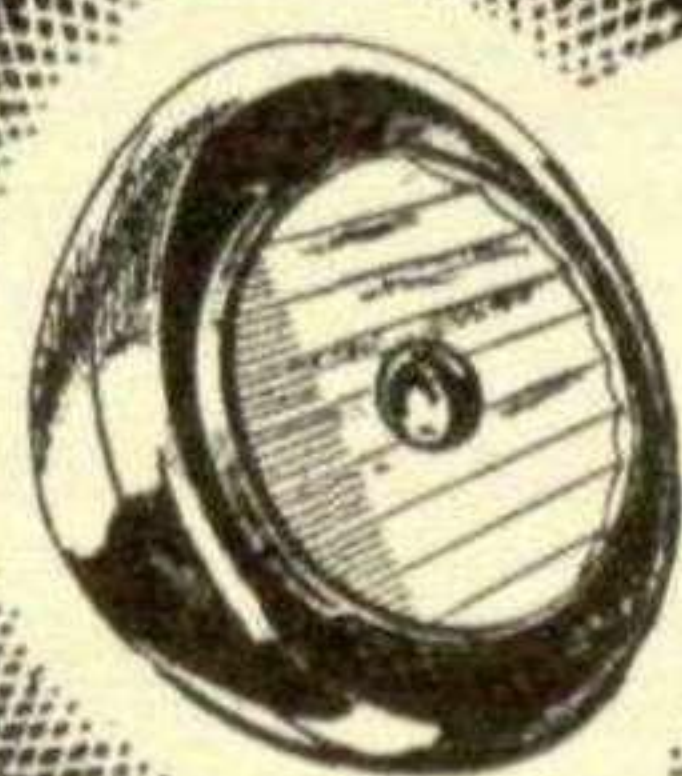
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GOODWOOD'S PRACTICE FACILITIES

The B.A.R.C. deserves great credit for arranging practice sessions at its Goodwood circuit on the first and last Saturdays of each month, free of charge to its members. This arrangement has terminated for this year but will be resumed on April 1st, 1950. On the last day's session this year, Saturday, September 24th, the owners of several Coopers, the ex-Bear 3-litre Bugatti, the Semmence Special, the Treen Riley, a G.P. Bugatti, a 4½-litre Bentley and a "2.6" Alfa were availing themselves of this worthwhile facility, free from fuss and red-tape. **MOTOR SPORT** also had a "Silverstone" Healey on the circuit. Thank you, John Morgan!

The B.A.R.C. announces three big meetings and three club meetings at Goodwood next year.

JAVELIN PARTY

At the Press party to celebrate the advent of the new E.R.A.-Javelin, Mr. Woodhead, O.B.E., a Jowett director, made an amusing speech, to which Tommy Wisdom and G. Geoffrey Smith, M.B.E., replied. Wisdom said that when Tony Hume asked him to co-drive at Spa he was delighted, until he was told they were to handle a Javelin. However, the car went beautifully and he never enjoyed a race more. He jokingly called on Rodney Walkerley of the *Motor* to diminish his enthusiasm for Grand Prix racing and to recognise sports-car racing, in which British high-performance cars do so well—an opportune remark this, in view of the R.A.C.'s intention to revive the T.T. next year.

Laurence Pomeroy remarked that he was still fighting the Temple Press accounts department over the expense of the luncheon he had had when suggesting to Jowett that E.R.A. should produce a fast chassis for them, so he was glad to see that the new car had come into being and it had all been worth while. Wisdom and Hume were presented with silver cigarette boxes as a token of appreciation for their fine drive at Spa, when a Javelin saloon beat all the other touring cars, and Hume said E.R.A. Ltd. could not have had greater help from the Idle factory in producing the E.R.A.-Javelin if they had been part of it.

B.R.M.C. DINNER AND DANCE

The British Racing Mechanics Club will hold its annual dinner and dance at the Park Lane Hotel on November 25th/26th. Dress: overalls, or, if you must, lounge suits. This will be a great gathering of those who drive and those who repair the cars afterwards! Sidney Jerome's band will be in action until 1 a.m., and so will the bar. Tickets cost 27s. 6d. each, from R. G. Dunn, 15, Oak Lodge, Queen's Road, Hershams, Walton-on-Thames, Surrey.

BRIGHTON AND HOVE M.C.

A sit-down Buffet Dance and Cabaret is scheduled for December 9th, at 8 p.m., at the Grand Hotel, Brighton. Tickets cost £1 1s. each and all members, with friends, will be welcome. Details from: P. R. Monkhouse, Dell Cottage, Westwick Row, Leverstock Green, Herts.

ROYAL WINDSOR C.C.

This club has just been formed in the Windsor, Surrey, area. Details are available from: L. D. J. O'Grady, 103, St. Leonards Road, Windsor.

THE SHELL FILM

On October 4th at the Gaumont British news theatre in Wardour Street, an enthusiastic gathering saw a premiere of the film "Grand Prix," taken by the highly-skilled Shell Film Unit. The direction is by Bill Mason, the commentary by R. L. Walkerley. The film opens with some intriguing "shots" of the 1923 and 1924 French Grands Prix, in which F.I.A.T., Sunbeam, Alfa-Romeo and those aerodynamic oddities (and pioneers) the Bugatti and Voisin "tanks" are seen. There follow glimpses of one of the later sports-car Grand Prix races, with Mercedes-Benz and Bugatti prominent, and then the film gets down to the job of giving the story of this year's R.A.C. British Grand Prix at Silverstone, won by de Graffenried's Maserati, with Bob Gerard's E.R.A. a gallant second.

The filming is of a high order and covers pre-race scenes, the very thrilling mass-start, pit-stops, cornering and the greeting of a very photogenic winner. Definitely this is a film worth seeing; copies will soon be available in 16 and 35-mm. sizes for free loan. Clubs wishing to take advantage of Shell's generous offer should contact their Trade Relations Dept., at Shell-Mex House. Amongst the celebrities at the premiere were John Cobb, who thanked Shell for their hospitality, Bob and Joan Gerard, Peter Walker, Peter Whitehead, Stirling Moss, Peter Clark, and other drivers.

1950 AUSTIN SEVEN ?

Speaking at a Motor Show luncheon on October 4th, Mr. L. P. Lord, Chairman of the Austin Motor Company, said: "We do not put on new models until we are ready to make them. We are asked when we are going to make a small car. When the time comes we will produce a small car, and I can tell you it will be an Austin Seven." No better baby-car has ever been produced than the Austin Seven, so thoughts of an Austin Seven with modern brakes and suspension, perhaps weighing even less than formerly, are extremely pleasant thoughts. But as any present-day economy car should encompass *real* economy, like the miniature Citroën, the de Rovin, the Simca Six, the Dyna-Panhard and the rear-engined Renault, it would have been even more reassuring, especially as some progress in the power output of engines is to be expected after twelve years, if Mr. Lord had spoken, not of a revived Austin Seven, but of a projected Austin Five.

BERKHAMSTED & D. M.C. & C.C.

The Lockhart-Bossingham Trial will be over a new 40 to 50-mile course this year. It starts at 12 noon on November 20th, from Friar's Wash Filling Station, north of Redbourn on A50, and will finish in or near Berkhamsted. Details from: P. Verdier, "Greenfinches," Canonsfield, Welwyn (284), Herts.

M.M.E.C.

The "Brains Trust" organised by the M.M.E.C. for their monthly meeting on October 5th, proved to be one of the most successful gatherings held for some time.

The team comprised five well-known motoring enthusiasts, namely, Peter Clark, Alick Pitts, H. A. Richards, N. I. Bond-Williams and John Wyer, and the role of Quiz Master was handled with admirable skill and masterly tact by L. Murray Austin.

The ground covered by the questions was fairly wide. One question, of particular topical interest, dealt with the opinions at present current for and against the use of straw bales at Silverstone. It was felt that there was something to be said for some alteration being made to the size and weight of the straw bales as at present used; another suggestion was for a guide marking on the course at corners, an open space beyond this visible safety limit, and then straw bales beyond that. The point was made that many drivers had hit the straw bales with perfect safety to themselves and machines, and that the method should not be condemned outright solely on account of a comparatively small number of unfortunate accidents.

Another interesting question dealt with the possibility of holding a Le Mans-type race for sports cars at Silverstone, either 24 hours or "Double Twelve." Opinion was in favour of this suggestion, held as a "Double Twelve."

British G.P. possibilities, in view of the superior Italian cars surging into the field, were discussed, and it was pointed out that the Italians possessed great advantages over our own manufacturers in that motor racing being, so to speak, a national sport in Italy, the whole business was far more commercialised, and Italian manufacturers had available much greater resources both financially and from the point of view of skilled man-power.

THE SAN DIEGO VETERAN-CAR RACES

Again this year, a two-day meeting for veteran cars was sponsored by the General Petroleum Company and the Horseless Carriage Club, in conjunction with the San Diego County Fair. Lindley and Ann Bothwell acted as host and hostess, and Bothwell not only brought seven racing cars—two 1909 Arizona Cadillacs, the 1914 G.P. Peugeot, "Prince Henry" Benz, Stutz, Simplex and Stearns—but also loaned about a dozen more sedate veterans to draw the public. The racing took place over the 1¼th-mile Del Mar trotting track and Ralph de Palma acted as starter and referee. There were handicap, relay and heat contests between Bothwell's racing cars, as well as a one-cylinder race won by Rademacher (Maxwell) in 3 min. 38 sec., a two-cylinder race won by Eastwood (Buick), in 3 min. 2 sec., a four-cylinder race in which Johnson (Buick) was first home in 1 min. 17 sec., a steam-car race easily won by Mathews' 1911 Stanley in 1 min. 52 sec., a Model-T Ford heat which Mahoney's four-seater, with hood up, won in a "photo-finish" in 1 min. 37 sec., and a two-lap pre-1920 sports-car race won by Goodell's 1915 Mercer in 2 min. 23 sec. One of the racing-car events went to the Stearns, at over 60 m.p.h. for three laps, and during the meeting Bothwell broke the lap record in the 1914 Peugeot, clocking 55.8 sec., beating the old figure by three seconds. An amusing episode occurred when Goodell's Ford V8, which had towed his Mercer from Los Angeles, broke its back axle, so that the Mercer was *driven* triumphantly home. What fun, and how nice to have all that gas! We suggest that the R.A.C. stage a short race for pre-1925 racing cars as a curtain-raiser to the G.P. d'Europe at Silverstone on May 13th next year.

BOOK REVIEWS

"THE INDIANAPOLIS RECORDS," by Alan Hess (*Stuart and Richards*, 112 pp., 10s. 6d.).

Alan Hess, in this beautifully-produced book, has placed on record the full and intimate story of the successful record-attack at Indianapolis last April by the Austin A90 "Atlantic."

As he is Public Relations Officer to the Austin Motor Company, Ltd., it must be assumed that he wrote this book to further Austin prestige and certainly it is difficult to see how such a lavish publication, with its many full-page photographs and four-colour plates, could sell for the price it does without the blessing of the Austin Company.

All credit, therefore, that, as he himself admits, Hess "pulls no punches" and gives us not only candid facts about the entire record bid but in places some pretty pithy comments on people and things encountered during his out-and-home trip to America.

Naturally, in the course of so detailed an account some interesting fresh aspects of the run come to light, in spite of the very considerable publicity which this 11,850 miles' motoring at 70.54 m.p.h. achieved. The details of the pit-drill are most interesting. One learns that after six hours Buckley had a narrow escape from injury through the car being started with its alligator bonnet insecurely fastened, and once Hess was troubled by being given the "Faster" signal when the "O.K." was intended, while some time later the car was despatched with an empty radiator. No further incidents of this sort occurred, emphasising that Davis soon had command of the mechanics! Full sympathy, incidentally, must go out to Hess for suffering a severe gum haemorrhage during his early driving spells, necessitating hospital treatment when he came off duty. That empty radiator put paid to the first attempt, for the engine lost all its power, after earlier overheating which replacement of gaskets, water-pump, radiator cap and air-cleaner-element had failed to cure. It now seems that a leaking radiator was the cause and during the renewed attempt this was overcome by adding liquid solder to the cooling water—as this was a stock car the humorist will want to know whether he must do this on taking delivery of his own A90!

The run commenced with a spare engine installed, using the cylinder head that had been borrowed from it when the original engine had overheated—quite why an engine head, from an A90 which had come from a local showroom as a practice car, differed from these two heads from England, both the A90s in America being non-standard, is just one of those things! Fortunately the "spare" head had suffered no distortion during its spell on the over-hot engine and, thanks to liquid solder, all now went well in that department.

If eyebrows have been raised because twice a front wheel fell off and another front hub had to be changed, they can be lowered again after looking at pictures of Indianapolis' rough brick surface, and

for the same reason the standard Dunlop tyres can be entirely exonerated for wearing out rather quickly.

The appalling weather conditions are graphically described by Hess but they appear to have defeated nothing on the A90 except the screen-wipers, if we discount the horns freezing up! Other troubles were minor ones, like sticking pistons in the carburettors, a broken contact-breaker and a blocked air-cleaner pipe, while the speedometer-drive once played startling tricks. The A90 itself just went on and on, apart from one broken fuel pipe and minor bothers, except when a piston developed a hole, and the run finally ended 51 minutes short of 7 days and 7 nights because the timing chain broke, when trying for full speed for the last hour.

One cannot fail to be inspired by the story this book tells and to admire the tenacity and courage of these men who attempted so much, so far from home. On any track the run would have been a notable achievement, but at Indianapolis and under those weather conditions, it was superb. The Austin A90's *running* average was 74 m.p.h. for 11,850 miles and its fuel consumption 17 m.p.g. Its best lap-speed was just below 90 m.p.h. and its fastest record the f.s. five miles, at 89.58 m.p.h. The highest praise must be bestowed on this Austin—but, in bestowing it, let us think for a moment of the Studebaker which averaged 68.58 m.p.h. for the same duration twenty-one years ago, for if its engine was twice the size of the A90s, I suspect that it had side-valves, while American cars of this period were not very highly developed, nor was Studebaker in more than the moderate-price class. Be that as it may, Hess' book is an absorbing story very well told, in spite of his admission that it was written in five days, and its high-class presentation alone makes it a welcome addition to the library.—W.B.

★

"SPEED ON WHEELS," by the late Sir Malcolm Campbell. (*Sampson Low*, 214 pp., 7s. 6d.)

This book deals in a fascinating manner with Sir Malcolm Campbell's attacks on the Land Speed Record. Whether it was written by Sir Malcolm or not, it makes an excellent adventure story and, as such, would be a good Christmas present for motor-minded boys and girls. It tends to repeat most of what we have read before in Campbell's other book, in articles from his pen and in books about his racing career. One new detail emerges, that when Campbell acquired the ex-Guinness V12 350-h.p. Sunbeam, two of its gears were useless and new ones had to be cut from the solid in Vickers' steel—interesting, because the Sunbeam suffered gear trouble on quite a few occasions at Brooklands.

The publishers explain that the proofs were carefully checked after Sir Malcolm's death, but, unfortunately, Peugeot, a car with which Campbell did much Brooklands racing, is mis-spelt "Peugot," as it often is.

The illustrations are well reproduced, but quite why eleven of them depict very early cars from St. Nixon's collection remains obscure, while one caption suggests that Campbell raced his later record-breaking "Bluebirds" at Brooklands, whereas he merely gave demonstration runs. The foreword is by S. C. H. Davis.

★

TWO NEW CLYMER BOOKS.

Two more Floyd Clymer books have reached us from America. The first is a year-book of the 1949 Indianapolis 500-Mile Race. In 62 large pages, also numbered to form a continuation of Clymer's "Indianapolis Race History," it gives a full report of the race, data on the drivers, cars, track, organisation, etc., and countless pictures of personalities, cars, engines, and so on. Altogether a very good effort and, although new motoring books now appear in this country with startling frequency, one feels that at least one of our big races might be documented like this, perhaps the 1950 G.P. d'Europe.

The other Clymer book is another of his detailed, entertaining test reports, this one about the Kaiser "Vagabond." As usual, a certified high-speed run was undertaken, this time from Kansas City to Denver, 632 miles, in 9 hr. 50 min. The book is packed with pictures, including plenty of Floyd Clymer. Both handbooks cost 1½ dollars each. We understand that they may be ordered from this country and the money paid to Clymer when he is next in England and, although it is awfully naughty to thus introduce English money into the States, the books constitute a considerable temptation.

★

"THE SPORTS CAR ENGINE," by "Calculus." (*The Motor World Publishing Co., Ltd.*, 111 pp., 5s.)

This is a useful and well-illustrated little book, reprinting articles on high-output engines which have appeared in the *Motor World*. Chapters are devoted to: Induction systems for high-speed engines, Mechanical design for high power-output, Cylinder head design, Lubrication, Ignition, and Supercharging as they apply to sports-car engines, Calculations and factors affecting power and performance, and Tuning. There is a useful appendix of constants and formulae, and altogether this seems just the book for those who seek to learn more about horse-breeding. A good five-bobs' worth from over the Border, in fact!

★

RUSSELL LOWRY CARTOONS.

The Russell Lowry cartoons which appeared in the now defunct magazine *Motor Club*, have been collected together in booklet form, priced at 2s. 6d., available from J. A. Breckell & Sons, 65, South John Street, Liverpool, 1.

LETTERS from READERS

PUBLIC ENTERTAINMENT

Sir,

What a marvellous commentary was carried out by John Bolster at the September Goodwood meeting—full of wit, humour and accurate reporting. B.B.C. please take note.

I am, Yours, etc.,

A. H. DAVIES-HOLMES.

Wembley.

* * *

THE '08 AUSTIN MYSTERY

Sir,

With reference to both articles and correspondence regarding the Grand Prix Austins—in or about 1923 a firm of Wimbledon motor dealers had for sale one of these cars.

It was most definitely shaft-driven, and was fitted with an all white four-seater sports-type body; its most distinguishing feature was an immense figure-of-eight copper induction pipe—the vapour supply being controlled by a foot accelerator—I drove it myself!

The salesman assured me that his firm had personally purchased this car from Jack Johnson himself, prior to the 1914 war, and added several unnecessary reminiscences about Johnson's white wives, morals, and driving abilities!

I am, Yours, etc.,

JOHN K. DICK-CLELAND.

Lewes,

Sussex.

Sir,

I have been very interested in the history of the 1908 G.P. Austins and enclose some postcards of the cars which I bought when attending the race. In comparing these with the Jack Johnson car the most notable differences are: Dunlop rims on the postcard photographs and Michelin on "J.J.'s" car, apparently quite different change-speed and brake levers, the difference in carrying the spare tyres and seating position. So far as I remember the cars ran in the race as shown on the postcards. However, I am not in a position to express any further comment on the cars and leave this to others better qualified. I do remember Jack Johnson roaring round the West End with open exhaust, etc., and one day saw him cornered in Berkeley Square by the police. His car then was a Thomas (60-h.p. Thomas Flyer?) with a huge searchlight mounted on the dash.

I am, Yours, etc.,

Bury St. Edmunds. H. L. BUNBURY.

(Capt.)

[The postcards referred to are most interesting and depict not only the '08 Austins, but Brasier, Thomas, Renault, Porthos, Opel, Mors, Motobloc, Itala, and Bayard-Clement cars of that race, and even earlier F.I.A.T., Corré, and Lorraine-Dietrich, as well as Delage, Peugeot and Schneider racers of 1913. The famous drivers include Bablot, Boillot, Nazzaro, Duray, Gabriel, Rigal, Thery, d'Hespel, Fournier, Jenatzy, Simon, Caillois, Dimitri, Barras, and others. Note, however, the pitfalls which await the motoring historian—one

picture of the 1908 Austin is captioned "G.P. de l'A.C.F., 1913, Joerns sur voiture Opel," while another shows three views of the Austin, apparently all taken from the same negative, one being transposed so that this car appears to have l.h. steering and control levers, while the captions as to drivers are also incorrect!—ED.]

Sir,

After reading "Veteran Types—xxxiv: A Flashback" and Mr. W. A. Taylor's letter on the same subject, both published in the October issue, it seems to me distinctly likely that the shaft-drive car now in the maker's possession is that described in the *Autocar* of October 10th, 1908, as having been fitted with a "Roi des Belges" body for Sir Hickman Bacon, Bart. This gentleman lived at Gainsborough in the Lindsey division of Lincolnshire, and the first registration letters used by the Lindsey County Council were BE. The car now owned by Austins is stated to be BE 3. The late Sir Hickman Bacon, as a pioneer motorist in the district, may well have had this number attached to an earlier car in 1904 and had it transferred to the Austin when it came into his possession, and it is not beyond the bounds of possibility that he or a subsequent owner refitted the original body, or had a replica made.

Or, as the other shaft-drive car, vide Mr. Lamballe, was never rebuilt after being crashed in practice, did the body survive at Longbridge, and perhaps replace the "Roi des Belges" body when BE 3 returned there?

I am, Yours, etc.,

Lincoln.

N. H. FOWLER.

[Yes, my dear Watson, a pretty problem indeed. Yet I believe I have the solution. You see, after sifting all the readily-available evidence I decided the issue might have been confused through memories getting a little rusty, which is possible, after 40 years. Let us suppose, then, that it was Resta's *chain-drive* car which crashed irreparably and, with all deference to Mr. Lamballe (or what the Editor made Mr. Lamballe say, for I understand his manuscript was difficult to decipher), that Resta drove a *shaft-drive* Austin in the Grand Prix. I hope to confirm this supposition after consulting my good-friends Iliffe and Temple Press, but at the moment it must suffice. You will allow, Watson, that the wording of Mr. Heal's article does nothing to deny it, nor does Mr. Karlake's excellent book on the race throw any light on the matter. Good! We know that Austin built two chain and two shaft-drive cars for the race. By studying some old newspaper cuttings under my magnifying-glass, I am satisfied that two chain-drive and one shaft-drive cars were registered in Worcester, presumably by Austins. These cars we find competing in a demonstration race at Brooklands before they left for France, driven by Resta, Brabazon and Wright, respectively. The fourth car was absent. Why, Watson? I suggest because it wasn't registered; it was the

spare car and would not necessarily be much driven on the road.

Now Mr. Lamballe recalls Resta taking over the spare car after overturning his chain-drive car and he tells us of a panic after the race to evade the police on the run to Dieppe. I suggest because they were interested in a car which had practised and crashed on the public highway without a registration number.

So we have back at the works after the race, Brabazon's car, Resta's unregistered shaft-drive car, Wright's car with "melted bearings" and a wrecked chain-drive car. Splendid, Watson!

Brabazon's chain-drive car has never been seen since and the other was never rebuilt. Of the shaft-drive cars, one is at the works with an early BE number and one was sold to Jack Johnson.

What we have to establish, my dear Watson, is which car was which.

Now Mr. Lamballe recalls giving Johnson a trial run in Resta's car and that he bought it and took it on a tour of Europe. If we allow that a larger petrol tank would be a likely fitting for such a tour and that Johnson may have either run the car unlicensed or on foreign plates, this confirms that Johnson had the spare car driven in the race by Resta. I have already discovered that in the photograph the car has a 1910 registration plate and this was probably that issued when Johnson taxed the car on his return to England, or perhaps that of a London dealer who was trying to sell the car and distributed the picture to this end.

It is thus obvious that the car now at Austins is either the Warwick Wright or the Brabazon machine. The *Autocar* caption implies Brabazon's, but Mr. Lamballe recalls Brabazon driving a chain-drive car, so, if he is correct, we have found Warwick Wright's car, allowing that my deduction up to this point is sound.

The early BE registration is explained by Mr. Fowler, for it was issued about 1904 by the Lincolnshire County Council, very likely in Lindsey, and was doubtless put on the car when Sir Francis Hickman, Bt., bought it. The racing body, slightly modified, was either replaced when the car returned to Austins at some later date, or Sir Francis may have used the car with both two and four-seater bodies, which was by no means uncommon in those days. The extra carburetter, lighting generator, and use of larger front wheels to obviate carrying two sizes of spare tyre, all point to the car having been converted for road use. The lower steering column? Why, how slow you are, Watson! Clearly, the original column would have been removed to allow the four-seater body to be fitted and someone was a little careless in refitting it when the car was a two-seater.

All this fits together perfectly, yet may be completely erroneous. I confess I should have expected Sir Francis to choose the car which finished the race, rather than the one which ran its bearings.

Call me a cab, Watson, and tell the driver to take me to King's Cross. If

I catch the 10.15 I can reach the Lincoln taxation offices before they shut.—S.H.]

* * *

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

Sir,

If I may again be permitted to trespass upon your space and the patience of your readers, I should like to enlarge upon my comments in your July issue. The point which I then tried to make was that, in my opinion, the extra price of the H.R.G. over the "TC" M.G. was justified by its consistency and longevity when used for competitions.

Since that issue, H.R.G.s and M.G.s have been in direct competition in three major events, the Twelfth International Alpine Rally, the *Daily Express* Production Car Race and Brighton International Speed Trials: the results provide an interesting comparison.

Seven M.G.s and seven H.R.G.s started in Class F of the International Alpine Rally, now generally rated as the toughest event held this year in Europe for standard cars; two cars only finished the 1,800 mile course from each marque, a finishing starting ratio which may appear low, but which compares favourably with the ratio of 31 finishers to 92 starters: "TC" M.G.s were first and second in the class, the H.R.G.s were third and fourth. The H.R.G.s were consistently faster in the three timed runs, 5 km. on the Milan-Bergamo Autostrada, where the fastest H.R.G. returned 77.8 m.p.h. as against the fastest M.G.'s 71.8 m.p.h., and 7 km. on the Col di Stelvio and the Col de Vars, but the brilliant driving of Miss Haig won the class for the Abingdon (M.G.) factory.

However, whilst this was the first "Alpine" for the finishing M.G.s, both H.R.G.s successfully completed the Rally in 1948: it will be interesting to see whether the same successful M.G.s will repeat their magnificent performance in 1950.

In the Silverstone event, H.R.G.s reversed the "Alpine" result, as, although both marques produced a 100 per cent. finishing/starting ratio in the 1,500-c.c. class, H.R.G.s were first, second and fourth, whilst the M.G.s were fifth, sixth and seventh, the best H.R.G. finishing 11th in the general classification, as compared to the best M.G.'s 18th place. Further, in order to produce these results, the H.R.G.s did not have to be driven in a manner calling for "special observation" around the course.

The M.G.s were, however, entered by an executive of the M.G. Car Company, and had had very little road use, if one could judge from their lack of Index plates, whilst the privately-owned H.R.G.s had had a strenuous competition life; one, indeed, had started in the Alpine Rally, and had been raced at Goodwood the previous week-end.

At Brighton, Class 2 was contested by 27 entrants, of which, if logically considered, only six entrants, driving various "heated" motors, could be considered as having a real chance of the prize money: the remaining 21, which included the "Alpine" prize-winning M.G. and an "Aerodynamic" H.R.G. which was third to it, were probably out for a good morning's fun. The H.R.G. which, with a

fixed screen and heavy coachwork, is unsuitable for sprinting on a straight course, returned 39.76 sec., to the Alpine M.G.'s 41.20 sec., this time being bettered by only one of the seven "TC" M.G.s engaged. The H.R.G. had had little attention since returning from the "Alpine," the only preparation for Brighton consisting of a careful greasing, changing of oils, replacing a leaking petrol tank and lowering the axle-ratio to 4.55-to-1.

I was greatly interested by Mr. Fitzgerald's comparison between the "blown" "TC" M.G. and the "Aerodynamic" H.R.G.: the figures quoted by Mr. Fitzgerald for the latter car are superior to those quoted by me in the July issue for the two-seater H.R.G., which weighs some 2 cwt. less than the "Aerodynamic" model. The best figure I know of for an "Aerodynamic" in standard trim, is 0 to 80 m.p.h. in 39.76 sec., but that was attained on a 4.55-to-1 axle. Mr. Fitzgerald says nothing of axle ratios but, assuming a normal axle ratio, I would reckon that the r.p.m. figure for his astounding parkway run should be nearer 5,000 than 5,200.

I know of no "blown" 1,500-c.c. H.R.G. in this country, but there is one on the Continent, about which, however, I have no exact figures.

I am, Yours, etc.,

J. GOTT.

St. Albans.

Sir,

After reading Mr. Day's letter published in the October issue of your journal, I feel bound to say a few words in defence of the H.R.G.

I am at present running a "1,500" H.R.G., and a 1,250-c.c. "TB" M.G., and from experience gained would assure Mr. Day that faults can easily be found in both types.

The H.R.G. is used daily for business purposes and in addition I have participated in trials, also hill-climbs. Mileage covered to date is over 16,000, without any major trouble in bodywork or electrical components.

Referring to ineffective exclusion of water from the braking system, I have to ford a river twice daily, and at no time during the past two years has the efficiency of the system been impaired by this.

The 4-to-1 rear axle ratio gives effortless cruising, though this is obtained at the expense of absolute maximum; however, as stated by H.R.G.'s in previous correspondence optional ratios are available which give a very good all round performance.

In my opinion the extra cost of the H.R.G. can be confined to the following:

1. Ability to purchase off the peg.
2. That little extra, apparent from M.C.C. awards.
3. Enthusiastic and personal service from the works.
4. Accessibility.
5. Light aluminium body.

I am, Yours, etc.,

St. Buryan, Cornwall. E. D. SCOBAY.

Sir,

I had hoped to keep well clear of the H.R.G.-M.G. controversy, since I feel that in 1949 argument over the relative merits of two cars coming into

the "springless-wonder" category carrying built-in-headwind coachwork should, like the persisting Bentley—"30/98" controversy, be left to historians. However, the quotation by Mr. Eric Day of one-sided extracts from an article I wrote for the *Motor* forces me to supplement your entirely accurate editorial footnote.

My "1,100" model H.R.G. was purchased new, at the list price of £289, many years before I had any connection with motoring journalism, and was one of the first half dozen examples of the type. No car is perfect—even Rolls-Royce, Ltd., do not make any such claim for their products—but the H.R.G. has served me so pleasingly, economically and reliably that only now, after more than ten years and 65,000 miles, have I come to consider the possibility of selling it.

I have had no comparable amount of experience of the M.G. Midget series "TC," but did have the driving of a demonstration model for rather more than 1,000 miles early in 1947. I know the models to be reliable and excellent value for money, but finished that distance well content to continue as an H.R.G. owner.

I am, Yours, etc.,

Farnborough, Hants. J. LOWREY.

[This correspondence is now closed.—Ed.]

* * *

STRAW BALES

Sir,

May I first congratulate you on the Show number of *MOTOR SPORT* and the excellent and attractive cover. I have been a reader and still have almost all my copies since 1933, with the exception of the six years when I was in the R.A.F., and I consider that the views expressed and the reports of events are the best and the most accurate of all the technical Press. May I be allowed to question the statements made by Mr. J. C. Wright of Derby in the Show issue, regarding the use of straw bales at Silverstone. The remarks in your Editorial deal with the case, ref. Blandford. It is the racing driver's duty to stay on the road—now that sums up the whole question. Silverstone is laid out as a road circuit, not as a track; now just suppose it was a pukka road circuit, houses, shops, and buildings of all descriptions, to say nothing of a raised pavement, would take the place of those straw bales and would most likely be right on the very edge of the road and drivers would just have to avoid them. Surely on a circuit which is supposed to represent a road circuit it is quite wrong to encourage the idea that if a driver does get into a difficult spot he has ample margins of flat grass to take to on either side of the road to regain control of the car; such conditions are rarely found on real road circuits, the Ards circuit for example.

I regret that the accidents mentioned by Mr. Wright should have happened as much as any enthusiast because for one thing they have an adverse effect on the sport, being much elaborated in the popular Press. I feel, however, that the answer lies in more intensive practice under road racing conditions by the new generation of

racing drivers that are coming on. The practice periods being organised at Goodwood by the B.A.R.C. are a most excellent answer to this problem. That road racing technique can be quickly mastered if approached in the proper manner is being ably shown to-day by Stirling Moss who has become a most polished and consistent driver.

And to conclude, two corrections to Mr. Wright's letter: he states that the speed of the racing at Silverstone is no greater than that at Donington, this is incorrect. The Donington lap record is shared by M. von Brauchitsch (Mercedès) and B. Rosemeyer (Auto-Union) at a speed of 85.62 m.p.h. While the Silverstone lap record is shared by A. Ascari (Ferrari) and B. Bira (Maserati), at a speed of 93.35 m.p.h.

Mr. Wright also goes on to say that no driver was ever killed at Donington, (motor-cycles excepted). Unfortunately I have records (thanks to MOTOR SPORT) of at least two fatal accidents at Donington and I believe there was a third. In the Twelve-Hour Sports Car Race held on July 24th, 1937, M. K. Bilney crashed and received fatal injuries, and on August 12th, 1939, Sir John Bowen, driving a 1½-litre Maserati at the Vintage S.C.C. meeting, crashed with fatal results.

I am, Yours, etc.,

Malvern, DENNIS B. COOKE.
Worcs.

* * *

ALFA-ROMEO FACTS

Sir,

With reference to the letter from Mr. H. E. Rohll, may I point out, in connection with his Alfa-Romeo, that if his car is in fact the car that finished second in the 1931 T.T., then it was driven by Kaye Don in the Isle of Man, not by Rose-Richards. In any case the I.O.M. race was in 1933, no race being held there in 1932. Rose-Richards drove a "2.3" Bugatti. Don's car was rushed back to London for new bearings. The Reg. No. of this car was, I think, GP 6075, and an extra fuel tank was fitted in the rear of the body.

I am, Yours, etc.,

HAROLD PRATLEY.

London, E.18.

* * *

"BELATED BOOK REVIEW"

Sir,

The car used by A. Rawlinson when O.C. London Mobile Gun Defences, 1915-18 was his special T.T. Hudson, and the following may interest you—Sir Alfred Rawlinson, Bart, succeeded his brother, General Sir H. Rawlinson who commanded the Fourth Army 1916-18. Known as "Toby" to his friends, he held the Darracq agency in the early days, and was very instrumental in getting the three Darracqs built by Weirs of Glasgow for the 1904 G.B. Eliminating Trials, I.O.M., driving No. 3 car himself. A broken cardan shaft put him out soon after the start. I don't remember him driving in anything important again until 1908 when he drove a Darracq in the fourth I.O.M. race, finishing third I think. On giving up Darracqs he took over the Hudson agency, entering a special for the 1914 I.O.M. T.T. I remember before the race the flywheel burst and I think he substituted a touring engine, but

cannot remember whether he started or not. He rebuilt the Hudson after the race as a two-seater touring car and used it, as I have said, throughout the war—I can't remember any technical details of the car, but in the I.O.M. it looked fairly reasonable, and I only saw it once again during the war.

I am, Yours, etc.,

Bury St. Edmunds. H. L. BUNBURY.

(Capt.)

* * *

DUESENBERG AND STUTZ DATA.

Sir,

The paragraph on the Stutz in "Vintage Veerings" of your last number prompts me to voice my admiration for this magnificent vintage American car. The accompanying photograph [not published—Ed.] shows a 1929 Black Hawk model which, despite its considerable weight (well over two tons), I shall ever remember for its very impressive performance, which could only be appreciated on an open road of some length. The fabric body was by Weymann, and the straight-eight o.h.c. engine was rated at 34 h.p. There were two 18-mm. plugs per cylinder, with twin coils. Although the compression ratio was high—8 to 1—the engine was extremely flexible and the top gear performance was 5-85 m.p.h., with a veritable rush of power in the forties and fifties, when the engine was almost silent. Use of high revs. in the indirect ratios resulted in a quite unpardonable waste of petrol, however, and the Stutz was consequently used only on long runs to town with a full load of passengers willing to help with petrol!

The 1928 model referred to by Gordon Fairbanks was, I believe, the one now owned by Mrs. Darbishire and has done noble work hauling a trailer full of Bugatti to meetings.

What a great pity such motor cars as the Mercer, Duesenberg or Stutz are not made now in America.

Incidentally, was there really a Duesenberg running at a recent meeting? [Yes, Ford-powered, at Weston.—Ed.]

I am, Yours, etc.,

Lancaster.

DAVID HOLLAND.

Sir,

In connection with Mr. Jack Carmody's interesting remarks about the Duesenberg Model A, perhaps the following observations are of interest.

(1) The Model A Duesenberg no doubt resembled Duesenberg racing cars *mechanically*, but certainly not in performance—88 b.h.p. from 4.3 litres, plus 4,000 lb. of car, hardly makes for thrilling performance. This model engine was also known as "the travelling oil leak."

(2) The twin-cam Model J was introduced at the New York Salon of December, 1928, not "about 1927." This car was a fantastic example of taking advantage of the technical ignorance of the American motorist. Its 420 cubic inch engine, with 5.5-to-1 compression ratio, was claimed to develop 265 b.h.p. at 4,200 r.p.m., unblown. By actual dynamometer test, it never quite developed 200 h.p.—as one would expect, there being nothing unusual about the engine, its compression, or its timing. As a matter of fact, due to its great weight (over 7,500 lb. in some wheelbases and with some limousine coachwork), its road

performance was noticeably less lively than that of several more conservative American cars.

In "Vintage Veerings" for October, you quote a correspondent in regard to the Stutz DV-32, but evidently he was a bit confused. Stutz adopted o.h.c. engines in 1926, their first such engine (Series AA) being of eight cylinders with single camshaft and the usual two valves per cylinder, arranged vertically along the longitudinal axis of the engine. Valve gear was of the well known Hispano direct-actuated type. This basic design was retained for the rest of the make's existence, but the bore was gradually increased from the original 3 3/16 inches to 3 1/4 in 1928, and finally to 3 3/8 in 1929. With the bore increases and other minor changes, the power increased from the original 92-h.p. at 3,200 to 115 at 3,600, and finally to 115 at 3,400. In 1929, however, at Le Mans, Stutz experimented with a twin-cam, dual valve, head on the standard cylinder block. This engine, introduced on production cars late in 1931, became known as the DV-32, and always had the 3 3/8 bore, with the 4 1/2-inch stroke which had been common to all their Stutz engines since 1926. The taxable h.p. was 36.4, and the brake h.p. was 155.8 at 3,900 r.p.m. The valve gear of the DV-32 is of the same type as that in single o.h.c. Stutz engines, except that with two camshafts; they are inclined at an included angle of slightly less than 90°, with single central sparking plug. The single o.h.c. engines had two plugs per cylinder, on opposite sides. All of the above information is derived from Stutz literature.

As for the "Super Bearcat," the wheelbase was 9 ft. 8 in. as stated (made by cutting down a standard frame). The coachwork was by American Weymann Body Co., of Indianapolis, and all were aluminium-panelled except one car. All had DV-32 engines, except for another solitary exception which had the single o.h.c. engine. Approximately 25 of these cars were built, and I know of five which survive, including mine. The 115-h.p. at 3,400 r.p.m. single camshaft o.h.c. Stutz engine was continued in parallel with the DV-32 under the model name SV-16, *i.e.*, DV-32 = Dual valve 32 (valves); SV-16 = Single valve 16 (valves).

While the "Bearcat" is guaranteed for 100 m.p.h. in the 1932 catalogue, the "Super Bearcat" is merely captioned "over 100 miles per hour." Typical of catalogues of the day, one finds the following in the text: "It combines sweet, slow speed performance with a better than 100-mile gait on the open road. Yes, it should even do 107 to 110 miles per hour by the stop watch." The 1933 catalogue does not specify the speed of either the "Bearcat" or the "Super Bearcat," doubtless because in those depression days it was best to emphasize the more practical aspects! I have never heard of any speed guarantee being given with the "Super Bearcat" as was done for the "Bearcat," although the only reason for any difference in speed would lay in the relative aerodynamics of the bodies, the chassis being identical except for wheelbase.

I am, Yours, etc.,

Connecticut, U.S.A. P. S. DE BEAUMONT.

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B.M.W., MODEL "328." First registered June, 1939. Two owners; genuine mileage, 20,000; l.h.d. Hirth gearbox and late Axel gunmetal, new tyres. Excellent condition; £795. Exchanges considered, "TC" M.G. or similar. Wideheights, Mill Road, Angmering, Sussex.

1927 "12/50" ALVIS, mechanically perfect, with special body in dural; "C" licence; good tyres; £175. 1926 "12/50" Alvis 4-seater, sound car, £90. 1928 D.I. Delage coupé, £85. 1924 de Dion Bouton cabriolet, sound runner, £55. 1922, 11.9 Lagonda 2-seater, £45. Ford Ten parts, engine, gearbox, front and rear axles, wheels, steering gear, etc. Vintage "Black Hawk" Stutz Weymann close-coupled saloon, sound throughout, £75. 1,100-c.c. F.I.A.T. saloon body, choice of two, £25. 1,100-c.c. F.I.A.T. "Aerodynamic" 3-seater, perfect, £600. Here is your chance! Prices will be doubled in the spring. James Boothby Motors Ltd., Mary Farm Works, Lowfield Heath, Crawley, Sussex. Tel.: Crawley 600.

"K3" M.G., supercharged. Engine and gearbox completely overhauled recently. Recellulosed. Full road equipment. Two spare wheels. Outstanding performance and condition. £475. Innes, Pleystowe, Capel, Surrey.

SINGER 1½-LITRE "LE MANS." Engine and chassis £200 rebuild; new battery; six well-shod double-built wheels; 15-in. Lockheeds; 15-gall. tank; 30 m.p.g. Very comfortable, completely equipped, lively 2-seater with good luggage space and plenty of leg-room for lanky automobilist. £300. 32, The Grove, St. Margarets, Middlesex. Tel.: Popesgrove 5669.

M.G. 2-LITRE drophead coupé (Tickford), 1939. Good condition; new battery, brakes, Ace discs. Nearest £400. Railway Inn, Glascothe Heath, Tamworth, Staffs.

BENTLEY 1927 "BLUE LABEL" saloon; all original. Crankshaft reground, etc.; brakes relined; good battery. Offers: Poling Vicarage, Arundel.

CAMBRIDGE ENGINEERING, the Austin Seven sports specialists, have for disposal: "Ulster" Austins, blown and unblown, including "Brooklands" crankcases; "Ulster" and "Nippy" connecting-rods, cylinder block; new "Nippy," "Ulster" and standard valves, floating gudgeon-pins, tappet buttons, 4-speed remote controls, aluminium cylinder heads in high duty alloy, double valve springs, long brake levers; 2-seater sports body shells, steering wedges, dropped axle and spring sets; 19 and 18-in. wheels, with new tyres fitted; latest type 2LS Lockheed braking system, including front axle unit ready to fit; polished hub caps; rebored cylinder blocks, with pistons. Most listed parts in stock; s.a.e. lists. Enthusiasts always welcome. Cambridge Engineering, Cambridge Road, Kew Green, Surrey. Tel.: Richmond 2126.

FOR SALE—continued

SWIFT TEN, 1926, CHASSIS, no body. Good runner. Ideal for enthusiast. £12 10s. or offer. Wood, 16, Church Street, Langford, Beds.

"12/40" LEA-FRANCIS 2-seater; h.c. pistons, c.r. gearbox; alloy body. Total weight 16½ cwt. Seen Colchester. £125. Box No. 450, MOTOR SPORT, 15, City Road, E.C.1.

SPECIAL-PURPOSE MACHINING.—We specialise in the manufacture of "one-off" and special-purpose machining to customers' own drawings or patterns. Also metal fabrications, jigs, fixtures and intricate mechanisms of all types. May we quote you? Mobile Maintenance Co., Ltd., Gogmore Lane, Chertsey, Surrey.

TALBOT 1929 "14/45" tourer. Good condition and running order; 5,000 miles since crankshaft reground. 108, Victoria Avenue, Westgate, Kent.

£60.—RILEY NINE vintage saloon, sound chassis, other than noisy timing wheels; body and interior excellent; good tyres, new battery; taxed Dec. Argent, Landon Common, Billericay.

LANCIA "LAMBDA."—All spares for 14-h.p. and 17-h.p. Tommy Cooper, 175, Stockport Road, Ardwick, Manchester.

DAMAGED 1948 HEALEY Duncan competition 2-seater. Offers wanted, or small h.p. car in exchange. S. B. Motors, 215/217, Oxford Road, Manchester, 13. Tel.: Ardwick 2300.

1934 M.G. "NA" 11.9-H.P., rebuilt 1937; rebore, new pistons, new clutch last August; three new tyres. Condition good. Taxed and insured. £200. Howitt, 345, Brighton Road, South Croydon, Surrey. Tel.: Croydon 1495.

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BENTLEY "RED LABEL" short-chassis, with smart 4-seater coupé body fitted. In nice condition throughout. £225. Windmill Tavern, Bentinck Street, Doncaster. Tel.: Doncaster 2007.

M.G. "18/80," MK. II, 1931. Maintained by enthusiasts regardless of expense. Recent £200 overhaul. New tyres, battery, hood, screens, tonneau. All instruments; 20 m.p.g. Bodywork, upholstery, good. A fascinating motor. Reason for sale, regrettable dissolution of partnership. £275 or near offer. Box No. 451, MOTOR SPORT, 15, City Road, E.C.1.

MORGAN THREE-WHEELER, 1927 "Aero" 1,100-c.c., w.c., o.h.v. J.A.P. Rebored within 500 miles. Body good. Offers to: Bedwell, 239, Cannonhall Road, London, E.11.

M.G. "TC," 12,000 miles; Fram since new; maintained regardless of cost by engineer-owner. Nearest offer to £550. Tel.: Rustington (Sussex) 1382.

"BRESCIA" BUGATTI, 16-valve, 4-cylinder, o.h.c. 2-seater; twin carbs., twin spares, racing Dunlops, etc. £100, or exchange, with cash adjustment, for Austin Seven. Allen, 87, Vanbrugh Park, Blackheath, S.E.3.

525 BY 20 DUNLOP TYRES and tubes, two only, used once, Brighton Speed Trials; £8 the pair. Chevell, 336, Goldhawk Road, W.6. Tel.: Riverside 4955.

£295.—1934 DELAGE 21-H.P. Very pleasant drop-head coupé body, roomy with large boot. Used as "second string." Mileage negligible during last ten years. £50 overhaul just completed. Open any examination. Box No. 452, MOTOR SPORT, 15, City Road, E.C.1.

FOR SALE—continued

CROWN AND PINION, 4.5-to-1, Alvis "Speed Twenty," £6 10s.; also road wheel, 20 in., £1 10s. Chevell, 336, Goldhawk Road, W.6. Tel.: Riverside 4955.

VINTAGE BENTLEY 3-LITRE, 1925, perfect running order. Very good tyres, good hood. Reasonable offer accepted. Box No. 453, MOTOR SPORT, 15, City Road, E.C.1.

M.G. "J2," 1933/34, long wing type, 400 by 19 front, 450 by 19 rear; duo-green. In very good mechanical and external condition; new Lucas battery, trafficators, tank lock. Taxed Dec.; insured Sept., 1950. £200, or exchange more potent 2-seater, or would consider small saloon in similar condition. Smith, 32, Montgomery Road, Cleethorpes.

EXCHANGE RILEY NINE saloon, late 1934 model, radio, special series engine, manual gearbox, exceptional condition throughout, for 4-seater sports car. Lockett, 2A, Craddock's Parade, Ashted, Surrey.

ASTON-MARTIN, 1933, "LE MANS." Resprayed, new hood; overhauled mechanically; enthusiast-maintained, spotless. £295. Andrews, 1, Zelan Road, Orpington, Kent.

RILEY, 1936, "LYNX, 1½-LITRE 4-seater tourer. Twin carburetters; rebored. £400. Tel.: Hendon 7510, after 6.30 p.m.

CHRYSLER ROADSTER, 19.8 H.P., 1935. Engine rebored, and resprayed this year. Very good condition throughout; £115 or offer. Also Riley Nine chassis, 1932, ideal for "special," £22 10s. Riley Nine engine and gearbox, needs overhaul, £12 10s. 1931 Hornet engine and gearbox, less dynamo and carburetter, £7 10s.; also chassis parts. Dunn, Farwig Lane Garage, Bromley, Kent. Tel.: Ravensbourne 5711; after 6 p.m., Ravensbourne 2762.

IMMACULATE 1½-LITRE INVICTA, 12 H.P., saloon. Engine overhauled 2.10.49; chromium excellent; stoneguard, etc. Exchange for open 4-seater, preferably Aston or Frazer. Mitton, Brunswick Villa, Cirencester Road, Cheltenham. Tel.: 3310.

C. A. N. MAY desires sell Cooper-J.A.P. 500; full equipment, many spares. Original Moss car. Prescott (this year), 48.83 sec.; Goodwood lap, 74.5 m.p.h. £475. 8, Pebble Mill Road, Birmingham, 5.

11.9-H.P. LEA-FRANCIS 4-seater tourer, good running order, with spare parts, including chassis, axles, hydraulic brakes. £70. Hemmant, Tangland Castle, Tatsfield. Tel.: 274.

1914 PEUGEOT—W. H. Barnes acknowledges, with thanks, numerous inquiries for this, which was sold immediately. For sale: 1914 Rudge-Multi, £25. 36A, Leigham Avenue, Streatham, S.W.16.

F.I.A.T. 500 SPARES for sale: cylinder, liner, cylinder head, camshaft, crankshaft, timing gears, connecting-rods, carburetters; secondhand parts in good condition. Arnott supercharger, complete as new. Wanted: Siata or Testadoro cylinder head for F.I.A.T. 500, preferably sports type. Stiles, 153, Billing Road, Northampton.

M.G. "TC." One of the fastest "TCs" in the country in its present form, and capable of considerable development. Prescott, 53.7 sec.; Bo'ness, 43.5 sec. Full particulars from T. B. D. Christie, 51, Balwearie Road, Kirkcaldy, Fife.

JOHN BLAND offers service to vintage and Edwardian owners. Valves, bearings, valve guides, shackle bolts, king-pins, etc., to drawing or pattern. Specialist repairs on the older Talbot cars. 27, Southfields Road, S.W.18. Tel.: Vandyke 1612.

JOHN BLAND offers Talbot, 1933, "75" saloon. Manual gearbox, five very good tyres, good coachwork. £60. Amilcar Surbaisse chassis, with H.E.D. Meadows engine and gearbox; five R. W. wheels. No tyres, coachwork or radiator. Partially rebuilt by enthusiast. £42 10s. 27, Southfields Road, S.W.18. Tel.: Vandyke 1612.

1½-LITRE MEADOWS H.R.G. Perfect condition, any trial or examination, many spares. Price £450. For further particulars apply: R. B. Lowe, Hackmans Gate, Clent, Worcs.

SPORTS CARS. H.R.G. genuine 1949 Le Mans/Spa special. Completely stripped and rebuilt with improvements for 1950. Price £1,250, including numerous spares. Peter Clark, Hither Coppice, Hudnall, Berkhamsted.

RACING CARS. H.R.G. special single-seater with 1.5-litre Vanguard engine. Fastest time of day in I.M.R.C. 100-Mile Handicap Race, September 10th. This car is by no means fully developed yet and something worth while can certainly be made of it. Reason for sale, concentrating on sports-car events next year. Fullest possible information to genuine inquirers. Peter Clark, Hither Coppice, Hudnall, Berkhamsted, Herts.

M.G., 1935, FOUR-SEATER TOURER 8-h.p. Overhauled. £200. Consider Ford car or van (8 or 10) in part exchange. Champion, Pantglas, Oswestry, Salop.

1948 (MAY) LEA-FRANCIS sports 2-seater; 10,000 miles, in immaculate condition. Tuned for economy 26/28 m.p.g., 85 m.p.h.; gunmetal grey, red leather. Fitted radio. £950 or offer. Also 1947 "TC" M.G.; 12,000 miles, similar condition. £500. Crossley, 26, Cleveland Road, Edgerton, Huddersfield. Tel.: Huddersfield 6049.

FOR SALE—continued

COMPLETE VEHICLE, 14-h.p., 1927, Sunbeam, van body, drive away. First £35. 1931 Talbot, 14-h.p., six-cylinder, fitted new 19-in. wheels and tyres, requires slight attention. £30, or will break either for spares. Also now breaking Humber, 1923 to present-day, Alvis, 1934 to 1939, 1936 Studebaker, Ford 22-h.p. 14.9 and "T" models, 1935 Hudson and Railton. Morris Minor gearbox. Austin Heavy Twelve crown and pinion. Half shafts Morris Minor, Alvis, Sunbeam, etc. Dynamos, starters, horns, etc., etc.; 6 and 12v. mags., 4 and 6-cylinder, bucket seats, etc.; 12v. wipers £1 each; 6v. S.U. pump £2. Shock absorbers from £1 pair. Pair telecontrols £4 10s. Tom Carruthers, Belmont, Carrutherstown. Tel.: Carrutherstown 233.

OFFERS INVITED. Centric supercharger, complete with all fittings for 1½-litre Singer; perfect order. Also monosto Austin Seven, modified brakes, K.E. 695 tulips, Martlett pistons. S.A.E. details. Autoservices, Londonderry.

PRE-NUFFIELD, 1938, Riley, 16/4 overdrive Kestrel. Riley's fastest pre-war model; 35,000 miles. £550. Seen South Lancashire area. Box No. 473, MOTOR SPORT, 15, City Road, E.C.1.

UNOBTAINABLE SPARES. Let us quote you for those vintage spares. Made to pattern, drawing, sketch, or measured from remainder of assembly. Open all day Saturday and Sunday. W. G. Thompson, Vintage Sports Car Experts, 196, Latimer Road, Shepherds Bush, London, W.10.

ALVIS SIXTEEN "SILVER EAGLE" saloon, 1934. Perfect. £240, or exchange smaller car. Brown, 11, The Rock, Bury, Lancs.

TRIALS SPECIAL. Ford V8 in Riley Nine chassis, bodyless. Engine little used. Five new tyres; taxed year at £5 rate. £150. R. F. Neame, Corking Farm, Ash, Canterbury. Tel.: Ash 336.

AUSTIN SEVEN SALOON, 1929. Good running order. Many spares, including engine. £45. Britcliffe, 88, New Lane, Oswaldtwistle, Lancs.

1904 DARRACQ, two-cylinder, 10/12-h.p. Partly restored. New tyres, tubes, spare engine, gearbox, b/axle. New Stack Tube radiator required. Registered 1947. £35. Venning, Vicarage, Takeley, Bishops Stortford, Herts.

ALVIS BODY. Sports "Silver Eagle" saloon, 1932. Fits 12/50. Good condition, less seats, bonnet. Offers. Venning, Vicarage, Takeley, Bishops Stortford, Herts.

3-LITRE SUNBEAM as advertised last month now offered complete with spare block at £235. Taxed December, insured September, 1950. R. D. Farley, Harbury Manor, Leamington Spa.

AUSTIN SEVENS. Enthusiasts, special builders. Cast alloy remote-control gear change units. Adaption sets to lower chassis 5-in. Enquiries: Thomas, 32, Reservoir Road, Edgbaston, Birmingham.

V8 STANDARD TWENTY saloon, 1939 (March). Reliable car. £225, or exchange smaller car. Bateson, Ivy Cottage, Cholesbury, Bucks.

AUSTIN SEVEN TRIALS MODEL. Enthusiast built, two seat, perfect order; good tyres, oversize rears; taxed, insured, 40 m.p.g. Complete with spare engine, gearbox, axles, etc., etc. £75 to good home. Valiant, "Avalon," Downs Valley Road, Lower Willingdon, near Eastbourne.

1939 M.G. "TA." Following parts new. Hood, side-screens, tonneau cover, crankshaft, layshaft, steering, spring clutch corks, brake tubes, bearings to mains, big-ends, clutch, gearbox, back-axle. Recent rebore, respray. Taxed, petrol. Genuine sale. Nearest £395. 1, Empire Avenue, Edmonton, N.18. Tel.: Tottenham 3877.

FORD MERCURY SHOOTING BRAKE. Nice condition, registered 1949. £10 tax. £400, or will exchange for open car. B. Law, 56, Knowles Hill Crescent, Lewisham, S.E.13. Tel.: Lee Green 1088.

FOR SALE—continued

"TC" M.G., 1947. Excellent condition; 12,000 miles. New hood, Fram, grid, extra wheel, plus extras. Write: Crosse, 5, Seacliffe, Sheringham.

TRIUMPH SPORTS CHASSIS. Complete with five road wheels, suspension, steering, rear axle unit, Lockheed brakes. £12 10s. Bradley, Tingley House, Morley, Leeds.

RILEY NINE AND TWELVE SPARES. Complete sets of knock-off wheels and hubs, 18 and 19-in., pre-selector and crash gearboxes, Bellhouses, crown wheels, cylinder blocks, crankshafts, valves, magnetos. Complete Riley service. Arthur Bryden, 101, Wellington Road, Leeds. Tel.: Leeds 38310.

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- £180 M.G. 8-h.p. P-type open sports 4-seater. Green. Full tonneau cover. Very sound car.
- £160 Aston-Martin 1½-litre "International" open sports 4-seater. Excellent hood and screens, two spares. A genuine bargain at this figure.
- £155 Lea-Francis 1½-litre "T.T." blown 2-seater. Actual team car. No. 9 Cozette blower. Hood and road equipment. Full history available.
- £155 Lea-Francis 1½-litre "T.T." special open 4-seater. No. 8 Cozette supercharger. Telecontrols. Kigass. Slab tank, new tonneau cover, new tyres and battery. One owner last ten years. Unused 1939 to 1948. 90-m.p.h. car in spot-on condition throughout.
- £138 Wolseley Hornet "Daytona" 4-seater. Cream.
- £105 Wolseley "EW" special sports 4-seater. Twin carbs.
- £90 Alvis "12/50" sports 2-seater. Green.
- £85 Salmson 9.5-h.p. twin-cam Grand Prix 2-seater.
- £70 Riley Nine open sports 4-seater. Good hood, fold-flat screen.

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1938 T.T. F.I.A.T. Ex-Tuson long-tailed 1,089-c.c. 2-seater. I.f.s. Fitted special engine, gearbox, axle ratio, prop. shaft, Rudge hubs. Full touring equipment. Under 18,000 miles. Perfect condition. Details on request. £355. Antell, The Bothy, Brookmans Park Golf Club, Herts.

BENTLEY, 4½-LITRE. Late 1930, registered 1931. Long chassis. Vanden Plas fabric body. "C" gearbox, P.100's, oil pressure excellent. General condition fair. Offers around £300. Croshaw, Loretto, Ouseley Road, Wraysbury, near Staines.

ALFA-ROMEO. Type 6C.1500 twin cam; 10,000 miles since engine overhaul, well shod, brakes relined, drums skimmed out; Alfa red. Good reason for sale. Apply: H. Badger, 152, Broom Road, Rotherham, for further particulars. Price £300.

FOR SALE—continued

TRIALS SPECIAL. Ford Ten engine, Austin chassis, Ford axles and wheels, L.M.B. front suspension. In excellent condition throughout. Complete with hood and windscreen (detachable). Weight 10 cwt. £175. Also 1938 "TA" M.G. £295. International Aston-Martin. £175. Clinton Garages, The Broadway, Cheam. Tel.: Vigilant 6500.

BROOKLANDS RILEY. First-class condition throughout. Large brakes, original body. Complete history known. £225. Thorpe, Bolters, Ruscombe, Berks.

A 12-VOLT 3-NOTE SWISS POST HORN, by Cicca of France. This horn has just been returned after complete overhaul by makers. Originally cost £40. Will accept £25. Bills shown for same. Apply: E. Northcott, 64, High Street, Southgate, London, N.14.

1923 ROLLS-ROYCE "TWENTY" DROPHEAD COUPE. Mileage 96,000, 22 m.p.g. Good performance for type. Recently fitted new hood, silencer and tyres; as original, three careful owners, taxed and insured. All petrol, photos available. Seen by appointment. £155. Johnson, 23, Rowan Way, Hurdsfield, Macclesfield.

SPECIALY BUILT by J.A.P. and Thomson and Taylors a 1,300-c.c. V-twin engine to Eric Fernihough's design. Two magnetos and four carburettors. Only raced once (first in class at Shelsley). Fully assembled, tuned and ready to race. Ideal for Shelsley Special. Cost £250 in 1938. Offers to Box 458, MOTOR SPORT, 15, City Road, E.C.1.

M.G. SOUND TYPE M CHASSIS complete. Rebuilt wheels, new tyres, tubes. Complete engine, gearbox, require attention. Spare block, head, gearbox. Floor and steel 2-seat body frame installed. Completely rewired. S.U. pump. Quantity Dural sheet. £55, or will sell as spares. B. Rigold, Robhurst, Woodchurch, Ashford, Kent.

"16/18" "S" TYPE 2-LITRE LAGONDA. 1934 low-chassis model. Vanden-Plas 4-seater tourer. Engine perfect, recent £250 overhaul. Chassis very good, body and hood good condition. £300 or part exchange for smaller sports 2/4-seater or roadworthy trials special. Seen Leeds or Sheffield. Tel.: Horsforth 2273, office hours, or Leeds 73693, evening, or write Box No. 459, MOTOR SPORT, 15, City Road, E.C.1.

"TC" M.G., November, 1946; 14,000 miles only. One careful owner. Black/green leather, new hood, tyres, condition as new throughout. Spare H/C head (8.2:1). Nearest £500. Major Braid, Military College of Science, Shrivenham, near Swindon. Tel.: Shrivenham 275.

THE IDEAL SPRINT CAR for an enthusiast wishing to start racing. No expensive maintenance costs; spares obtainable "off the shelf." This car is the Lund Special 1, with Singer Bantam engine, and has done only about 50 miles since complete engine was rebuilt, including rebore, crankshaft reground, and all bearings remetalled and the whole dynamically balanced; reconditioned Andre shockers, new Ferodo racing linings and Lockheed rubbers, new set unused Martlett pistons, E.N.V. self-change gearbox and Marshall supercharger completely rebuilt by makers. Brooklands timed lap at 114 m.p.h. in hands of previous owner. Car now dismantled for inspection. Offers wanted. Ted Lund, c/o Preston Road Garage, Coppull, near Chorley, Lancs. Tel.: Coppull 285. Open seven days a week till 11 p.m.

ATTRACTIVE "HORNET" SPECIAL. Wide track, thoroughly overhauled; 600/16 tyres, new batteries. £165. Part exchange considered. Screen, Kingsbury, Tamworth.

RILEY NINE, 1932. Exceptional original condition throughout. Rebored. Very reliable. Taxed, insured, petrol. First £110. 44, Oulton Lane, Woodlesford, Leeds, Yorks.

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valves for Type 51 Bugattis; wheels of all rim and hub sizes; and miscellaneous spares of every description. Send for fully detailed price list.

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FOR SALE—continued

JAGUAR 100 3½-LITRE COMPETITION CAR. Special bronze head, many extras after maker's overhaul, any trial. Box No. 460, MOTOR SPORT, 15, City Road, E.C.1.

M.G. ENGINE. R-type, like new. M.G. super-charger, new, with all driving and fittings components. Box No. 461, MOTOR SPORT, 15, City Road, E.C.1.

WOLSELEY HORNET SPECIAL. 700 miles ex rebore and complete overhaul. Offers over £150. Wedderburn, 86, Daneby Road, S.E.6.

NEW AND UNUSED 1,100 H.R.G. ENGINE. Tuned and modified with Amal by H.R.G. Ltd. Also Marshall Nordec supercharger complete and as new. Only used in Manx Cup. Sell together or separately. Reasonable offers to Clapp, Shuna, Albert Square, Bowdon, Altrincham, Cheshire.

2-LITRE LAGONDA, 1930, low-chassis tourer. Exceptionally good condition throughout, no modifications whatever, only three owners since new. B.R.G. £260, near offers considered. Brooking, "Birchwood," Dartnell Park, West Byfleet, Surrey.

1934 MODEL SINGER NINE saloon, taxed, insured. £65. Coupons for 12 gallons. 6, Brookland Garth, London, N.W.11.

"F.H.B. 500." Now fitted 5-stud J.A.P. and Burman 4-speed gearbox. Excellent condition. Also trailer. Reasonable offers invited. F. H. Bacon, 54, St. Marys Crescent, Hendon, N.W.4. Tel.: Hendon 7211.

HERSTON MOTORS OFFER: 1937 Jaguar 1½-litre saloon, in very good order; taxed Dec.; good tyres; overhauled; £255. 1934 M.G. NA-type Magnette, open 4-seater; complete overhaul, immaculate; taxed and insured, Dec.; new tyres; £195. 1934 Riley "Kestrel" saloon; very good car, goes like a rocket; £185. 1934 Wolseley Nine sports 4-seater; all new tyres; new battery, etc.; £110. 1934 Lagonda open 4½-litre; all new tyres; overhauled; super motor; £325. 1933 Riley Nine shooting brake; real good job; £115. 1932 Sunbeam sports coupé; very clean; good tyres; nice chassis; 18 h.p.; no oil, 23-24 m.p.g.; bargain, £125. 1930 Bentley "Speed Six," specimen car; all new tyres, new body, magnificent condition; recommended at £350. 1931 Sunbeam saloon, chassis and engine super, body a bit rosey; ideal for rebuild. £55. These and a few late arrivals offered this month. Part exchange a pleasure. Personal attention at all times. Write, phone or call, any time, Herston Motors, The Vintage and Sports Car Specialists of the South, 409/411, High Street, Swanage, Dorset. Tel.: 2730.

QUANTITY OF RACING PLUGS, 18 mm., as new. To clear, 5s. each. Champion R2, R11; K.L.G. 461, 461E, 348E, 356, 341, 180. Tel.: Reigate 3534.

S.S., 1937, 2½-LITRE CYLINDER HEAD, new. Complete with valves and springs. £20. Tel.: Reigate 3534.

RACING WHEELS.—19 by 2½, 52-hub; 19 by 2½, 19 by 3, 20 by 3½, 21 by 2½, 21 by 3½, 42-hub. Sand-blasted. Riley spares: Eight 13-in. brake drums, brake shoes (lined), special differential ratios and parts, high-efficiency camshafts, h.c. pistons, starter motors, dynamos, etc., etc. Fred W. Dixon, "Ard-vernness," Wray Common Road, Reigate.

M.G. "J2," recellulosed red, engine completely overhauled, bodywork unscratched. Five new tyres, new hood, new white tonneau cover, sidescreens, instructional manual; taxed. Offers over £200 or exchange 3-litre Bentley. Johnson, Chequer Trees, Limpley-Stoke, Bath.

M.G. 1½-LITRE drophead coupé. Reconditioned throughout. First-class condition. £450, or exchange for "bread-and-butter saloon" and cash. Diddington Hall, Meriden, Warwickshire.

FOR SALE—continued

FORD-AUSTIN. Winner of number of awards. Nordec axle, Girling front brakes, 5.25 back axle, 16-in. rear wheels, new 6.00 trials tyres. Reconditioned honeycomb, enlarged header tank; 10-h.p. engine mounted well back, raised compression, double valve springs, Vertex, twin S.U.s, 4-branch manifold, Ford Eight gearbox. Rough 2-seater body (off chassis), instruments, 18-gall. tank. Excellent hill-climber, very good acceleration. £199. Claude Yates, Walsingham Cottage, Chislehurst, Kent. Tel.: Tulse Hill 3451 (day), Imperial 2751 (evenings).

M.G. TWELVE MAGNA, 1932, reconditioned; new tyres, new hood; licensed, taxed. £120. Buckley, Southwick, Fareham. Tel.: Cosham 76140.

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OFFER, FROM STOCK

- Bentley,** 3-litre "Blue Label," 4-seater sports tourer, coachbuilt, green; 19-in. wheels, good hood, etc. Excellent condition throughout **£225**
- Talbot "90,"** 1931 Weymann open 4-seater, green, new hood and battery. Wonderful performance and 25 m.p.g. Immaculate. Fuel from July **£225**
- Lea-Francis,** "12/40," 1932 coupé; recellulosed silver-grey and blue, re-trimmed inside and out, new carpets, rechromed ... **£195**
- Lagonda,** 2 litre, 1931, fabric open 4-seater, black and red; rechromed, good hood, new battery. Fine example of this reputable marque **£195**
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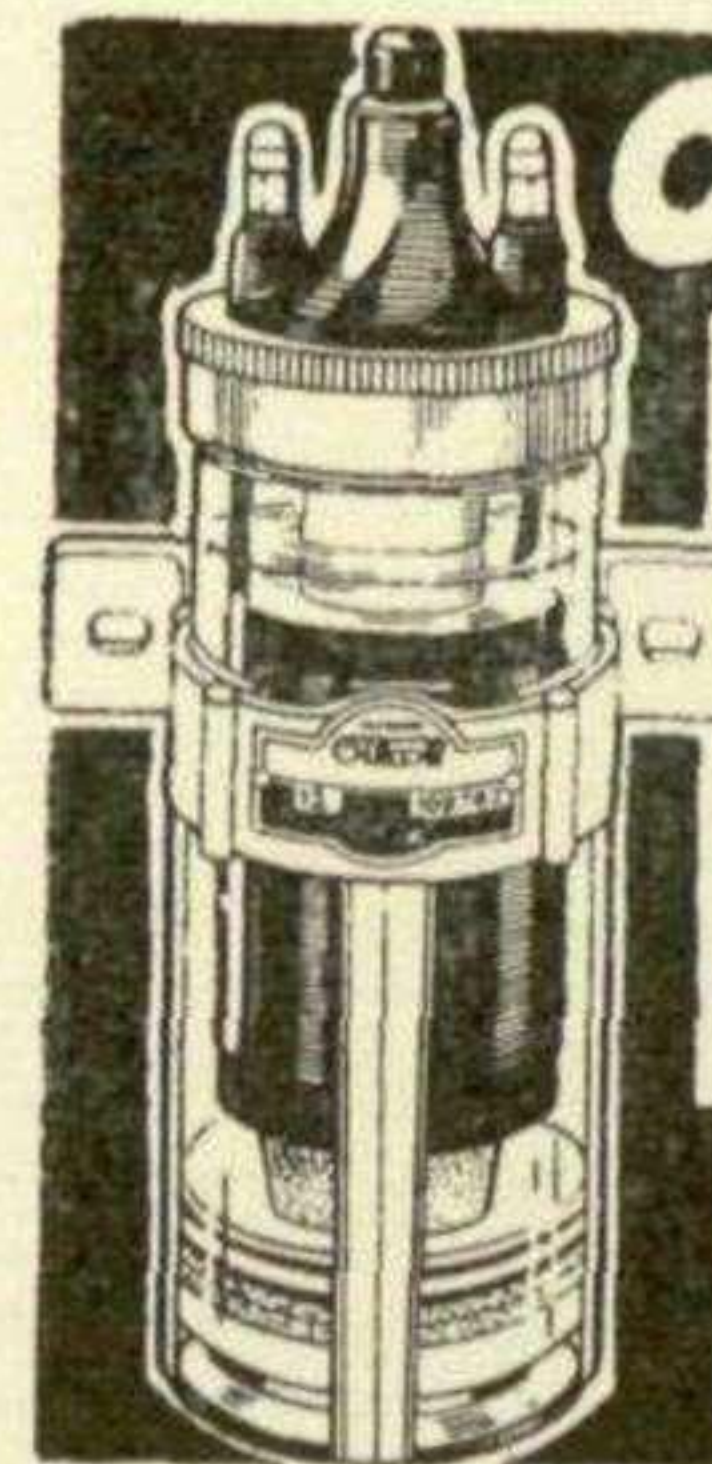
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RILEY "ALPINE." Half-shafts £6 pair. Radiator £5. Crankshaft £2. Front hubs 10s. Harvey, 2, Priory Avenue, Petts Wood, Kent.

PAIR OF S.U. CARBS., ex-Lagonda, as new. Pair of 30 mm. Solex carbs. Vertical Lucas mag. 14-cyl. New Alvis "Firefly" front axle with hubs and back plates as new. Camshaft for Alvis "12/50" Offers. Fairhurst, Shobdon, Leominster.

AERO-TYPE RACING SCREENS, highly polished aluminium frames, "Triplex" glass, complete with mounting fittings and self-locking wing-nuts, 45s. each. Special model in untarnishable chromium-plated light alloy, 54s. each. Carriage and glass insurance 3s. extra, crate charged £1 (returnable). Polished light-alloy flexible exhaust tubing, 1½-in. o.d. 4s. 9d. per foot. Duralumin exhaust pipe 1¼-in. o.d., 2s. 9d. per foot. Chromium-plated fishtails, 10-in. outlet: manufactured from heavy-gauge copper sheet to order. "Brooklands" pattern expansion chambers; steel, from 35s., chromium-plated copper, from 85s. Light alloy cycle-type racing wings for 4.75 to 5.25 by 19 in. or 5.00 to 5.50 by 18 in. tyres, weight 2 lb. each, 25s.; carriage 4s. per set. Special wings made to order: "T.T." Bentley type, 8 in. wide, shallow crescent, weight 2½ lb., 37s. 6d. each; carriage 5s. per set. Racing bucket seats, upholstered in "Latex" Dunlopillo and covered in strong rexine, all colours; weight 9½ lb.; from £5 each; leather 20s. extra; carriage 6s. "Brooklands" spring-spoked steering wheels, plastic rim, chromium-plated spokes and polished alloy boss, from 85s. each. Light alloy number plates, weight 12 oz.; untarnishable anodised characters, 45s. per pair, post 1s. 6d. Many other items for sports and racing cars. Lists free on application. Competition Cars, Ltd., "The Old Maltings," Nayland, Colchester. Tel.: Nayland 334.

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

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

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

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

COMPETITION CARS LTD., "The Old Maltings," Naylands. Tel.: 334.

ONE R.11/B E.R.A. 1½-LITRE Grand Prix car with two-stage supercharged engine and spare 2-litre engine. One R. 5/B E.R.A. 11-litre Grand Prix car, single-stage supercharged. Also a good supply of spares for these cars. All inquiries to: Mr. G. Boyle, 225, Cambridge Road, Ellesmere Port, Cheshire.

FOR SALE—continued

1,000 NEW TYRES AT LIST PRICES.—15-in., 16-in., 17-in., 18-in., 19-in., 20-in., 21-in., 22-in., from 2.50 to 7.50. Also beaded-edge and obsolete tyres. 24 by 2½ to 9.55 by 150 in new remoulds and secondhand. New three-bearing crankshaft for Austin Seven, £15 7s. 6d. H. H. Hamilton & Son, 22/24, Vicarage Street, Yeovil, Som. Established 1928. Tel.: 927.

SPARES OFFERED.—Twin S.U. petrol pumps, 12-volt, new, £4 2s. 6d.; also single-type pumps, 6-volt or 12-volt, rebuilt, 65s. each, or 27s. 6d. on exchange. Large stocks of new and secondhand spares for early and late models, 1924 to 1945. Below.

Scintilla Vertex magnetos, N.V.4, Ford Eight and 10-h.p., new condition, £6 2s. 6d. each, carriage paid. Established 1921. Approval seven days. Clare's Motor Works, 254, Brixton Hill, London, S.W.2; Tel.: Tulse Hill 3483; or secondhand dept., 96, Tulse Hill, S.W.2; Tel.: Tulse Hill 6002.

JOHN BLAND offers service to vintage and Edwardian owners. Valves, bearings, valve guides, shackle bolts, king-pins, etc., to drawing or pattern. Specialist repairs on the older Talbot cars. 27, Southfields Road, S.W.18. Tel.: Vandyke 1612.

1939 SIMCA F.I.A.T. 500. Black and chrome. New engine and overhaul at cost of £57, July 4th. New 12-v. battery. August 29th. Five spare tyres; host of extras. £275 or offers. Fitted radio if required, £10 extra. Seen London, or: 32, North Downs Road, New Addington, Surrey.

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Telephone: NAYLAND 334

1929 RILEY NINE Monaco saloon, good condition. Any trial. £80 or offer. 118, St. Andrew's Road, Coulsdon, Surrey.

BENTLEY "RED LABEL." 1925 V.D.P. Offers and arrangements to view to Elmdown Farm, Skirmett, Henley-on-Thames.

LEA-FRANCIS, 1936. 6-CYLINDER, 16 H.P. "King of the Road" saloon. No starter. Otherwise excellent condition. A fine motor car. £225 for quick sale. Owner getting married. Write Holt, 23, Warwick Street, Rugby, or telephone Rugby 3546 (home) or 3357 (office).

£50. ARMSTRONG-SIDDELEY 14-h.p. saloon, 1927. Recent £80 overhaul. New radiator, brakes, tyres, battery. Engine excellent. Body by Burlington perfect. Cruise 50 m.p.h. all day. Owner purchased new vintage car. P. Kendall, "Mayfields," The Linkway, Sutton.

ASTON-MARTIN. 1938. 2-litre drophead coupé, black, one owner, only 50,000 miles. Crankshaft reground, engine overhauled, new camshaft 1948. New hood, complete repaint, 1949. £650. William Dishley, Cheddleton, near Leek, Staffordshire.

AUSTIN SEVEN. 1933 two-seater, fast, uses no oil. £45. Star Eighteen. 1928 Tourer. Fine honest job. Well shod, two new. Taxed. Give away at £35. Both cars sound condition. These are "devaluation" prices. White Goat Farm, Whalley, Lancs. Tel.: Whalley 3218.

REAL TREASURE! 1923 Wolseley 7-h.p. two-cylinder, perfect. 1925 Bullnose Morris Tourer. 1926 Austin Seven "Go Anywhere." Rolls-Royce "Ghost" chassis. Also Rolls-Royce "Phantom I" chassis. Sheppard, East Green Drive, Stratford-on-Avon.

VINTAGE WOLSELEY TEN TOURER. 1923. Running order, daily use. First £50 secures. "Jeanne's House," Guildford Road, Bisley.

FOR SALE—continued

E.N.V. TYPE 75 close ratio preselector gearbox. Only 200 miles since new. £17 10s. Special aluminium clutch housing and propshaft to adapt above to fit J-type M.G. £5. Powerplus No. 9 as new with M.G. gearbox drive and mounting plates. £15. Martin, Farley's End, Elmore, Gloucestershire.

1930 TALBOT "SCOUT." Sound condition. £120. Consider exchange for smaller car with cash adjustment. Box No. 474, MOTOR SPORT, 15, City Road, E.C.1.

CROSSLEY 1931 saloon de luxe. 15.7-h.p., 68,000 miles. Over 25 m.p.g., all coupons. T. and I. manual. Very good condition. £80. "14/45" Talbot coupé. Offers. Parker, Denmark House, Royston.

M.G. "PB." Four-seater, red. Excellent condition. £275, near or exchange M.G., Morgan "4/4" or similar two-seater reasonable condition. 5, Regent Street, Watford, Herts.

MORRIS EIGHT, 1938, four-seater sports tourer nice condition. Mechanically perfect. £200. Write 7, Highwood Gardens, Ilford.

RILEY NINE SPECIAL. First registered 1938 (circa 1931). Crank ground, three new tyres, spare engine. Fitted rakish two/four-seater body which requires some completion. In regular use until September 30th. £55 or offer. 23a, Deodar Road, London, S.W.15.

"14/40" VAUXHALL. 1927, five-seater tourer. Perfect condition. Two unused retreads, 5.50 by 21 with tubes. Two wire wheels suit 4½-litre Bentley 20 in. One shot blasted and stoved, other fitted 5.25 tyre. Windscreen off 4½-litre car. Five 16-in. easyclean wheels, aluminium centres, steel rims. Six-volt ex-Canadian W.D. car radio, complete with case of eight spare valves. Cost £25 10s. Never used, super set. Calor gas stove, domestic oven type. Complete regulator and full cylinder. Cost £24 two years ago. Brand new and unused. One new Biaddin pressure lamp. One old type Alladin pressure lamp. Highest offer accepted. Must be cleared. Room urgently needed. Apply: Walter White (Engineers), Ltd., 5-6, Malvern Mews, Kilburn, N.W.6. Tel.: MAI 8258.

SUPERB LAGONDA 20-h.p. open four-seater. 1934. Excellent order, new front springs, clutch, gaskets, tyres. Licensed end of year. Owner-enthusiast obliged sell due to domestic complication, but purchaser will be asked to give vendor first refusal should he ever contemplate parting with car. Would sell for £250 to good home, or exchange Ford or Morris van in sound condition. Box No. 475, MOTOR SPORT, 15, City Road, E.C.1.

ALVIS "12/60." Beetle-backed sports. £180. Engine completely overhauled, newly cellulosed. In immaculate condition. Box No. 476, MOTOR SPORT, 15, City Road, E.C.1.

1930 4½-LITRE BENTLEY two-door saloon. Big-ends and mains by Burtonwood. Bored and pistons by Hepolite. Camshaft built up and reground. Reasonable all-round condition. Offers to Shaw, Stuart Avenue, Morecambe.

"30/98" VAUXHALL REBUILD. £10 tax. This car has been completely rebuilt at a cost of over £500 (invoices available). Special short-chassis 8 ft. 8 in. wheelbase, wide front, narrow rear tracks, covered in sloping radiator, Sunbeam brakes, E-type engine completely overhauled by Brooklands Engineering. Martlet pistons, C.R. 7 to 1, lightened flywheel, clutch and stop. Close-ratio gearbox, 2.95 axle. Fitted new two-seater body, cut-away sides, upswept cowls. A very fast and unique motor car. Suitable for competition. £525 or near offer. A.A. or R.A.C. inspection invited. For appointment to test phone Malcolm Ferguson at Gulliver 5072. 9-11, Arches, Leybourne Road, London, N.W.1.

PERFORMANCE CARS, 21, Daleham Mews, N.W.3. Tel.: Ham 8707, offers with three months guarantee. 1933 Lagonda "16/80" four-seater, £235. 1933 Alvis "Silver Eagle" coupé, £75. International Aston-Martin four-seater, £135. "Ulster" Riley Nine, £75. 1932 Alvis "Crested Eagle" van, £50. 1934 Riley "Kestrel" saloon, £175. 1933 Riley Nine "March Special" drophead coupé, £185. 1935 Riley 1½-litre "Falcon" saloon, £155. 1937 Opel saloon, £150. 1934 Citroen 20-h.p. coupé, £150. 1926 F.I.A.T. 10-h.p. tourer, £60. Type 40 Bug. tourer, £165. 1947 Austin 8-h.p. tourer, fitted with reconditioned Ford Eight engine and gearbox, £185. 1932 Delage D8 Type C coupé, £175. Performance Cars offer post all 1928-1932 Riley Nine spares (waiting list for early [C/I,NT]). Most spares for Alvis "12/50" 20-h.p. Full particulars pattern and s.a.c. for spares inquiries. Performance Cars, 21, Daleham Mews, Belsize Lane, N.W.3. Tel.: HAM 8707. Prop. H. J. Goldschmidt, B.S.C., A.C.G.I.

3-LITRE "RED LABEL" BENTLEY saloon. 1927. Chassis no. 1530, engine no. 1533, 3.53 axle, otherwise perfectly standard. Excellent engine and chassis. Body requires detail attention. Present owner 15 years. Car can be seen Horley, Surrey. Nearest offer to £200. S. H. Green, 14, Stafford Road, Sidcup, Kent. Tel.: Eltham 3148.

TALBOT 75 PRE-SELECTOR GEARBOX, all engine parts, dynamotor for sale. Apply, Stewart, 49, Hamilton Drive, Glasgow, W.2.

ALVIS ALTON GARAGE offer

from their constantly changing stock :
£225—1934 "Speed Twenty" four-door sports saloon, very well maintained.
£195—1934 "Speed Twenty" open sports tourer, good condition, re-upholstered.
£145—1933 "Firefly" 12-h.p. saloon, pre-selector. Taxed year.
£95—"16/95" 1930 drophead coupé. Sound engine and chassis.

The only used specialists now offer their widespread sales organisation to all Alvis owners who wish to sell their cars. We have hundreds of enquiries from clients and, in September sold cars to South Africa, Germany, Persian Gulf and North America. To sell your Alvis, ring or call and we do the rest.

Your Alvis repairs, at Richmond, are in the hands of experienced mechanics and many replacement units are available for quick exchange.

All ALVIS enquiries :

Alton Garage (Near Paddington Station)
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 Craven Road,
 W.2.
 Paddington O385.

FOR SALE—continued

LAGONDA 4½-LITRE pillarless saloon. 1934. One previous owner, in really exceptional condition in every way. Nearest reasonable offer to £325. Bentley "Blue Label," very good all-metal sporting four-seater tourer. Excellent hood and leatherwork, 1926 chassis, complete but requires wiring of a few minor jobs. An enthusiasts' opportunity at £90. Alfa-Romeo 1,750 twin-cam Weymann saloon in very nice order throughout. New tyres and roof repainted, reconditioned Telecontrols. £170. Two outstanding closed cars—a 1933 Sunbeam "24/70" saloon, two owners only, in beautiful condition throughout. £120. And a most exceptional F.I.A.T. 21-h.p., 1927, but an absolute specimen car. Small landaulette body, good external appearance and interior absolutely as new. Never been rebored but mechanically really good. Modern wheels and tyres. Does 18 m.p.g. genuinely and ready to go anywhere. £70 or near offer. An excellent Edwardian—1914 Rover "12/22" open four-seater tourer. Good running order, good tyres, new tubes, hood, screen, electric lights. Aluminium-panelled body, only needs cleaning and painting. One owner since new, last run in 1930. £65. Engines: Riley Nine (early type) with gearbox but minus head and one camshaft, £6. Sunbeam "24/70", 1933, minus timing cover and chain, otherwise O.K., £19. 1930-31 Chrysler, recently overhauled, with gearbox, starter and dynamo, £10. Hotchkiss Morris, with gearbox, magneto and dynamo, £8 10s. Other spares: complete gearbox and prop shaft for Sunbeam "12/16," excellent internal condition but casing damaged, £8 10s. Set of six newly re-built and unused 19-in. wheels for Rolls-Royce "Ghost" or "Phantom," £27. Pair of reconditioned Morris Eight carburettors, seals unbroken, £5. Whitworth 20 by 21-in. 52-mm. wheels B.E. and 21-in. tyres. Large stock of vintage lamps, magnetos, generators, starters, instruments, switchboxes, etc. Numerous Sunbeam parts, including a 1928 model "21/60," with seven-bearing engine now being dismantled. C. J. Bendall, 25, Orchard Road, Stevenage, Herts.

M.G. SPARES. P-type. One set con-rods, £4 10s. One centre and one front main bush, £1. One set Aerolite pistons .020 (new), £4 10s. One set Aerolite pistons early 69 mm. (2-litre) new, £4. One M.G. axle casing, complete with 12-in. hydraulic brakes, shoes and drums, £2 10s. "Le Mans" (Singer) windscreen frame (new) glass cracked, £1 10s. 1934 P.A. saloon. Overhauled from ground up. Resprayed and retrimmed, £220. J. Scaplehorn, 52, Belle Vue Road, Swindon, Wilts.

FOR MEADOWS 4 ED ENGINES. One single carburettor head. One dual carburettor head. Two cylinder blocks. Various Whitworth wheels. One crankshaft and starter pinion. 13, Uplands Avenue, Wolverhampton.

ASTON-MARTIN SPARES. "International" 1932. Everything in this smart 2/4 sports job genuinely sound. New pistons, con-rods, instruments, magneto, wiring, etc. Engine dismantled with cracked block. What offers around £160, or would break up. R. W. Kenyon, Friars Boatyard, King's Lynn. Tel.: 3220.

VS TRIALS SPECIAL. Good condition. All possible petrol coupons available. £250. Box No. 479, MOTOR SPORT, 15, City Road, E.C.1.

FOR SALE—continued

1937 328 FRAZER-NASH-B.M.W. Over £400 spent on car recently. Three S.U. carburetters fitted instead of Solex. Engine and transmission reconditioned. Steering overhauled and rebushed where necessary. The car will be recellulosed to customer's specification, which will be included in the price asked. A genuine bargain at £800. Box No. 478, MOTOR SPORT, 15, City Road, E.C.1.

THE TURNER SPECIAL. K3 supercharged engine 1,087-c.c. single-seater. Independent front suspension and numerous other special features. Offers. Also 1,500-c.c. Alta. Raced this season by G. W. P. Norton, with new set of racing Dunlops. These cars can be seen and tried by appointment and are offered in perfect condition ready for next season. J. H. Turner, The Old Smithy, Seisdon, near Wolverhampton.

E.R.A. AND RILEY. Bob Gerard has various E.R.A. and Riley spares for disposal. Enquiries to: Bob Gerard Cars, Abbey Lane, Leicester.

ACLAND AND TABOR, LTD OFFER: 1939 M.G. type TB, fitted drophead coupé by Salmons. Excellent throughout. £375. Apply North Road Garage, Welwyn. Tel.: Welwyn 481.

ACLAND AND TABOR, LTD., OFFER: 1938 4½-litre Lagonda four-door pillarless saloon. This magnificent car is offered to the discerning motorist at the very reasonable figure of £759. Deferred terms and part exchanges a speciality. Apply North Road Garage, Welwyn. Tel.: Welwyn 481.

1947 2½-LITRE RILEY saloon. 22,000 miles. Black and brown leather, good condition. Apply Croysdill, 6, Beaumont Avenue, St. Albans.

ACLAND AND TABOR, LTD., OFFER: 1935 Bentley (3½-litre) saloon by J. H. Mulliner. Black brown leather. Complete overhaul by Bentley 1948/9. Fitted wireless. £1,275. Apply The North Road Garage. Tel.: Welwyn 481.

1927 DELAGE DMS with individual boat body. Mechanically perfect having had very complete overhaul with many extras within last 4,000 miles. Demonstration arranged in Southern England, only for genuine enquiries. Box No. 480, MOTOR SPORT, 15, City Road, E.C.1.

TO VS SPECIAL BUILDERS. Ford Mercury engine from £12 10s. Gearboxes, front and rear axles, Lockheed brake type, and all other parts. Also, Ford Ten specials built to order. Wharfedale Garage, Ltd., Wharfedale Road, Bournemouth. Tel.: Westbourne 64497.

GUARANTEED 100 M.P.H. Guaranteed 45 m.p.g. And only £10 tax. We have a very limited number of genuine Model "38/250" Mercedes Benz cars, fitted with new Leyland diesel engines. Further details from: Beardall Motors, Ltd., 499-503, Woodborough Road, Mapperley, Nottingham. Tel.: 66674/5.

1936 A.C. "AERO" four-seater sports saloon. 18,000 miles new engine, excellent condition all round. 25 m.p.g. £350 or near offer, would exchange for smaller car. Box No. 481, MOTOR SPORT, 15, City Road, E.C.1.

R. G. SHATTOCK now has for disposal the following Atalanta parts: Complete 1½-litre Gough engine with Warner overdrive gearbox and several spares, complete two-seater body in good condition, less wings, and nearly complete chassis assembly. Full details from "Ingleuek," Moor Lane, Staines. Tel.: Staines 3559.

8-LITRE BENTLEY (1931). Enthusiast car. Coachwork by Thrupp and Maberly. Four-door sports saloon. This car has only done 24,000 miles, which is absolutely genuine and is in perfect mechanical condition, with coachwork in keeping. Two spare wheels. The vehicle has been exceptionally well maintained throughout its life and is the property of the original owner. Price £395. Full details on application to Box No. 482, MOTOR SPORT, 15, City Road, E.C.1.

1934 M.G. "PA." 8-h.p. open four-seater. Swept wings, good tyres, steering box and engine overhauled. Upholstery and hood poor. Finished polychrome grey. Taxed and full basic. £130 o.n.o. Garden Cottage, Bunkers Hill, Hedge End, near Southampton.

B.T.H. MAGNETO J4 for Ford Eight, £5. Hyper Leaf radiator, good, £2. Riley "12/4" crankshaft, £7. Marshall cabin blower 800 c.c./rev., new, £5. 1939 A.C. gearbox and bell housing, £12. Three Rudge triple-spoke wheels, 42 mm. 18 by 5.50, £6 10s. S. Turner, 4, Brisbane Road, Ilford, Essex.

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FOR SALE—continued

SUNBEAM "DAWN" saloon. 12.8-h.p., o.h.v. push-rod, i.f.s. Beautiful condition. June 1934-50,000 since new. A real quality car. £195 or near. 36, Grove Road, Tally Ho Corner, North Finchley, N.12.

ELEVEN-SEATER SHOOTING BRAKE. 1947. Coach built body on vintage Bentley 6½-litre chassis. Genuine mileage under 60,000. Exceptional condition and good tyres. Eligible for red petrol, having over eight seats. £375. Secretary, Victoria Settlement, Liverpool, 5.

"TC" M.G. 1947 (September). Red, 11,000 miles. With or without Arnott supercharger (31 m.p.g.). Original tyres and perfect in every way. May be inspected in the Midlands by appointment. £600 or near offer. H.P. if required. Taylor, 1a, Laneham Street, Scunthorpe. Tel.: 2436.

CENTRIC SUPERCHARGER in sound condition suitable Riley or M.G., £35. Set of special racing con-rods for Amilcar Six, offers. Also Rover 12-h.p. four-cylinder saloon, 1935. Really first-class condition, mechanically and appearance. 31 m.p.g., no oil, engineer owned. £250 or exchange for Kestrel, Magnette, or similar, requiring attention immaterial. Keeler, 1, Lambolle Place, N.W.3. Tel.: Primrose 2657.

BENTLEY. Here's one of the finest in the country, really magnificent 4½-litre supercharged, specially fitted modern Lancefield drophead, four-seater sportsman's coupé body, light blue with grey hide interior, helmet cycle type mudguards, six new large-section tyres, chromiomed radiator, Fram filter, P80 large chromiomed headlights, B. and D. shock-absorbers, large luggage boot, KI gas, rear bumpers, revolution counter, 120-m.p.h. speedometer, clock, dual Berkshire wipers, petrol gauges, etc., signals. Car modified entirely irrespective of cost (engine overhaul last year costing £165) rewired throughout, re-cellulosed. Over 100 m.p.h. top, 80 third gear. June 1931. Licence paid, full coupons. Most attractive body, the whole in amazing condition throughout. Sacrifice reluctantly owing to special circumstances. 495 gns. Delivery anywhere. Reg. Taylor, 51, Great Hampton Street, Birmingham. Tel.: Northern 4549.

MARWYN "500" Works car. Only run at Silverstone. Fully prepared, ready to race. All latest modifications. Splendid opportunity. Under list price. Enquiries to Barry Woodall's Garage, Ltd., Hayley Green, Halesowen, near Birmingham. Tel.: Halesowen 1608.

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SPORTS CAR urgently wanted; condition, age, distance and price unimportant. Box No. 9, MOTOR SPORT, 15, City Road, E.C.1.

TRIUMPH "SPEED TWIN" ENGINE, any year. Box No. 483, MOTOR SPORT, 15, City Road, E.C.1.

PRE-SELECTOR GEARBOX for Riley Nine, preferably with clutch and clutch housing. Etherington, 7, Southcote Road, Woodside, S.E.25. Tel.: Addiscombe 1512.

NOW IS THE TIME

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On the Main Road to Preston and the North, 5 miles north of Wigan.

Open seven days a week up to 11 p.m.

Tel.: Coppull 285

WANTED—continued

CYLINDER HEAD urgently required for four-cylinder B.S.A. three-wheeler. Maguire, "Duskins," Astons Road, Moor Park, Northwood, Middlesex.

B.S.A. THREE-WHEELER four-cylinder engine spares, timing cover and cylinder block end plate. 14, Gordon Road, Chadwell Heath, Essex.

M.G. MAINTENANCE MANUAL "J2" or any details on J-type engines and chassis. Please state price. N. Hillwood, 275, Hale Lane, Edgware.

FOR MORGAN SUPER SPORTS, J.A.P. or Matchless V-twin engine, water or air cooled. Condition immaterial, provided complete. Smith, Brims, Thurso, Caithness.

RILEY NINE, 1933/4. Bodywork must be sound. Genuine private buyer, no dealers. 43, Lansdowne Road, Stanmore, Middlesex. Tel.: Grimsdyke 759.

V-12 LAGONDA ENGINE wanted, second-hand or new. Box No. 445, MOTOR SPORT, 15, City Road, E.C.1.

ATLANTA OR RAILTON sports saloon. Full particulars and date to Nairn, 31, Inverleith Terrace, Edinburgh.

MOTOR SPORT, Vols. 10, 12, 13, 22, bound. £3 each, perfect condition. Box No. 446, MOTOR SPORT, 15, City Road, E.C.1.

FOR M.G. "18/80" MARK II. Steering box (no play), instruction manual. Rudkin, "White Knoll," St. Margaret's Road, Hoylake, Cheshire.

MOTOR SPORT, one copy of each of the following issues: July, 1934; October, 1935; June, 1935; September, 1926; October, 1932; March, 1935; August, 1935. Box No. 447, MOTOR SPORT, 15, City Road, E.C.1.

M.G. "TB" OR "TC" ENGINE, Type No. XPAG. Condition immaterial. T. B. D. Christie, 51, Balwearie Road, Kirkcaldy, Fife.

VERY KEEN BUT POOR ENTHUSIAST wishes to buy a B.S.A. three-wheeler wanting repairs, cheap. Box No. 449, MOTOR SPORT, 15, City Road, E.C.1.

FOR AUSTIN SEVEN—Body shell to fit sports chassis, "Nippy" or similar. Also outside exhaust manifold and Ford Eight carburetter. Full details to: Box No. 454, MOTOR SPORT, 15, City Road, E.C.1.

MEADOWS 4ED ENGINE or other suitable 4-cylinder unit for Frazer-Nash chassis. 7, Shirehall Close, Hendon. Tel.: Hendon 1603.

2-LITRE LAGONDA 4-seater, low-chassis "Speed" model. Must be in really good condition. Box No. 455, MOTOR SPORT, 15, City Road, E.C.1.

RILEY NINE ENGINE and gearbox, before 1935. Also dynamo, starter, carburetter(s), magneto, radiator. 25, Emery Avenue, Newcastle, Staffs.

WANTED—continued

"NIPPY" FRONT AXLE and spring. Perfect condition. Partington, 40, Church Road, Lytham-St-Annes, Lancs.

1938 RILEY 1½-LITRE "KESTREL" saloon. Good condition essential. Full particulars, lowest price required: Ford, 3, Lampton Court, Hounslow.

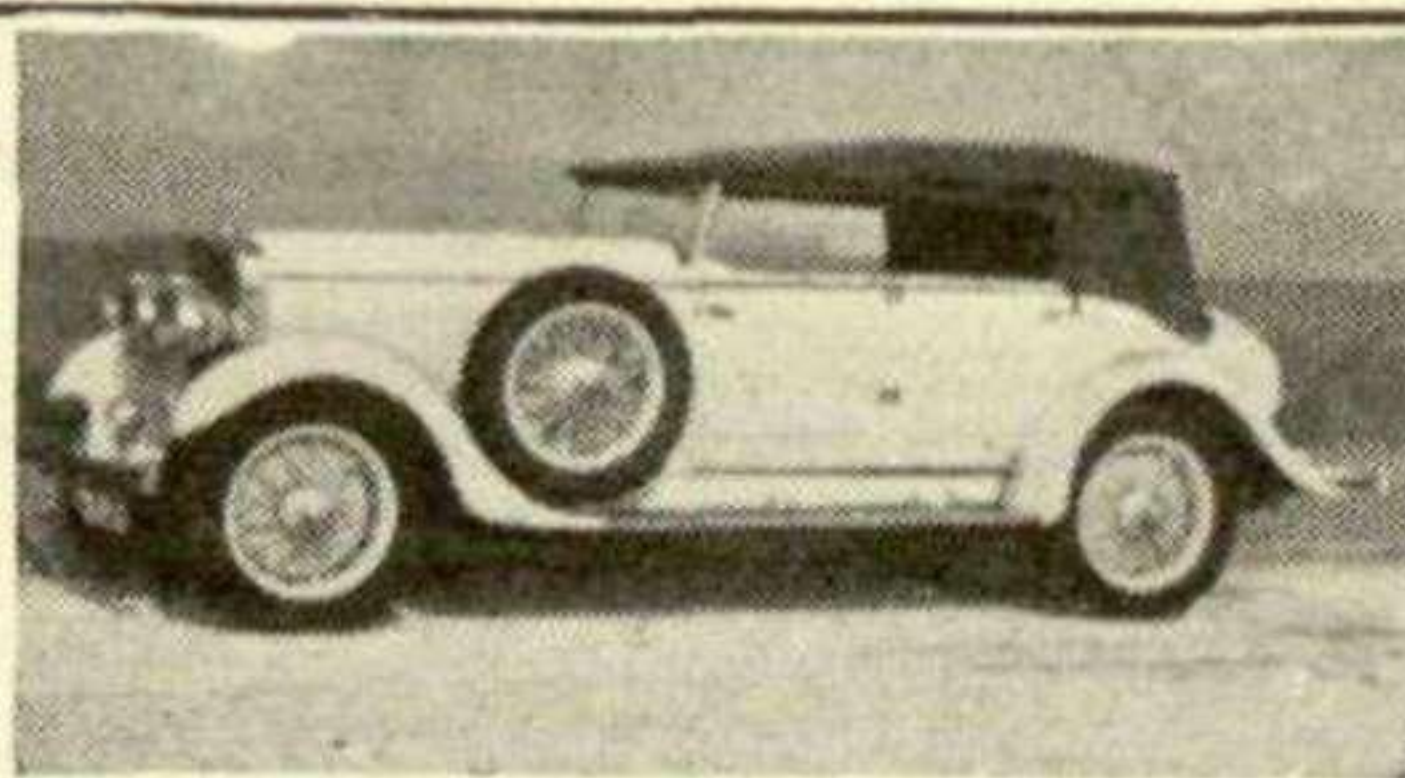
AUSTIN SEVEN 2-seater sports wanted. Really good condition essential. Late model preferred, but earlier considered if exceptional. Anthony Haig, Twitten Orchard, Nutbourne Common, Pulborough, Sussex.

1932 ASTON-MARTIN close-ratio "international" 4-speed gearbox. Craddock, 27, Luccombe Road, Shirley, Southampton.

FOR WOLSELEY HORNET, 1933, a 4-speed close-ratio gearbox, must be all synchromesh. Also hot camshaft, 45-deg. overlap; two bucket seats, ex-Austin Seven or similar. Keen, 99, Charlton Road, London, S.E.3.

URGENT.—SET OF MORRIS EIGHT Lockheed brakes, anchor plates, wheel cylinders, shoes, etc. Craddock, 60, Pretoria Road, N.18.

LOW-PRICED FORD, Austin sports or special, for cash. Bodywork not important. Ibbetson, 27, Park Hill Road, Croydon.



Owing to the fact that the owner of this **TALBOT "90"**

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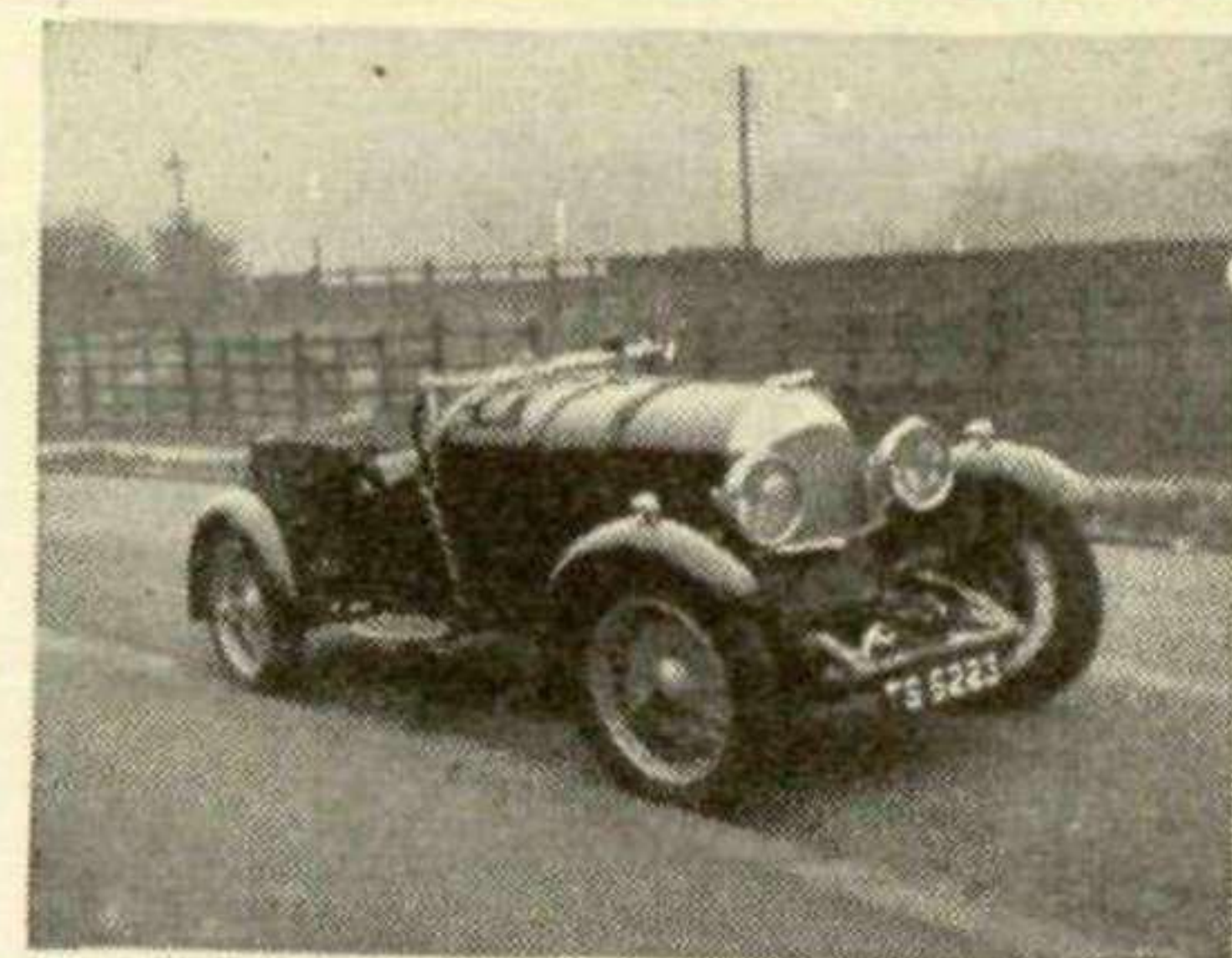
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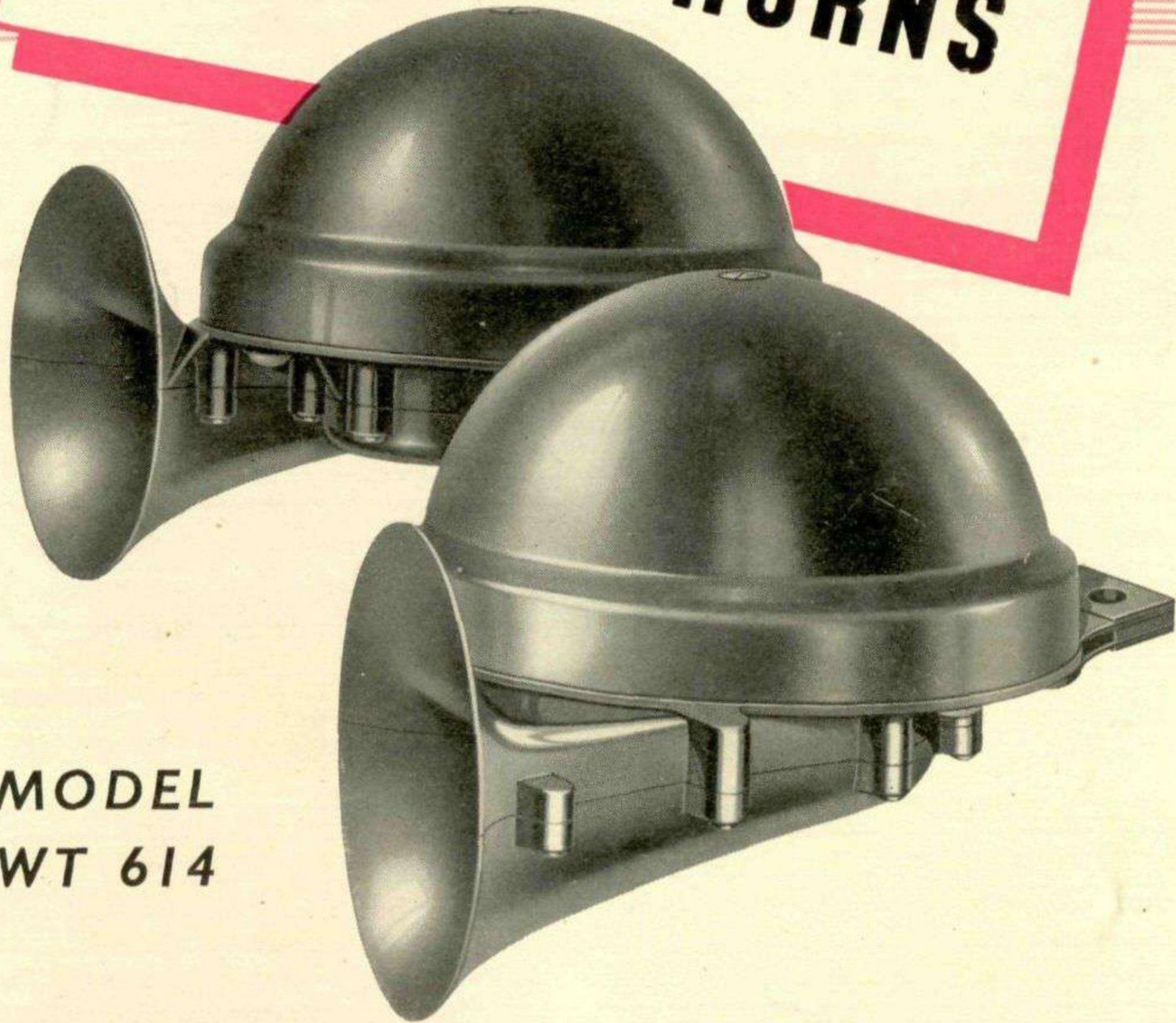
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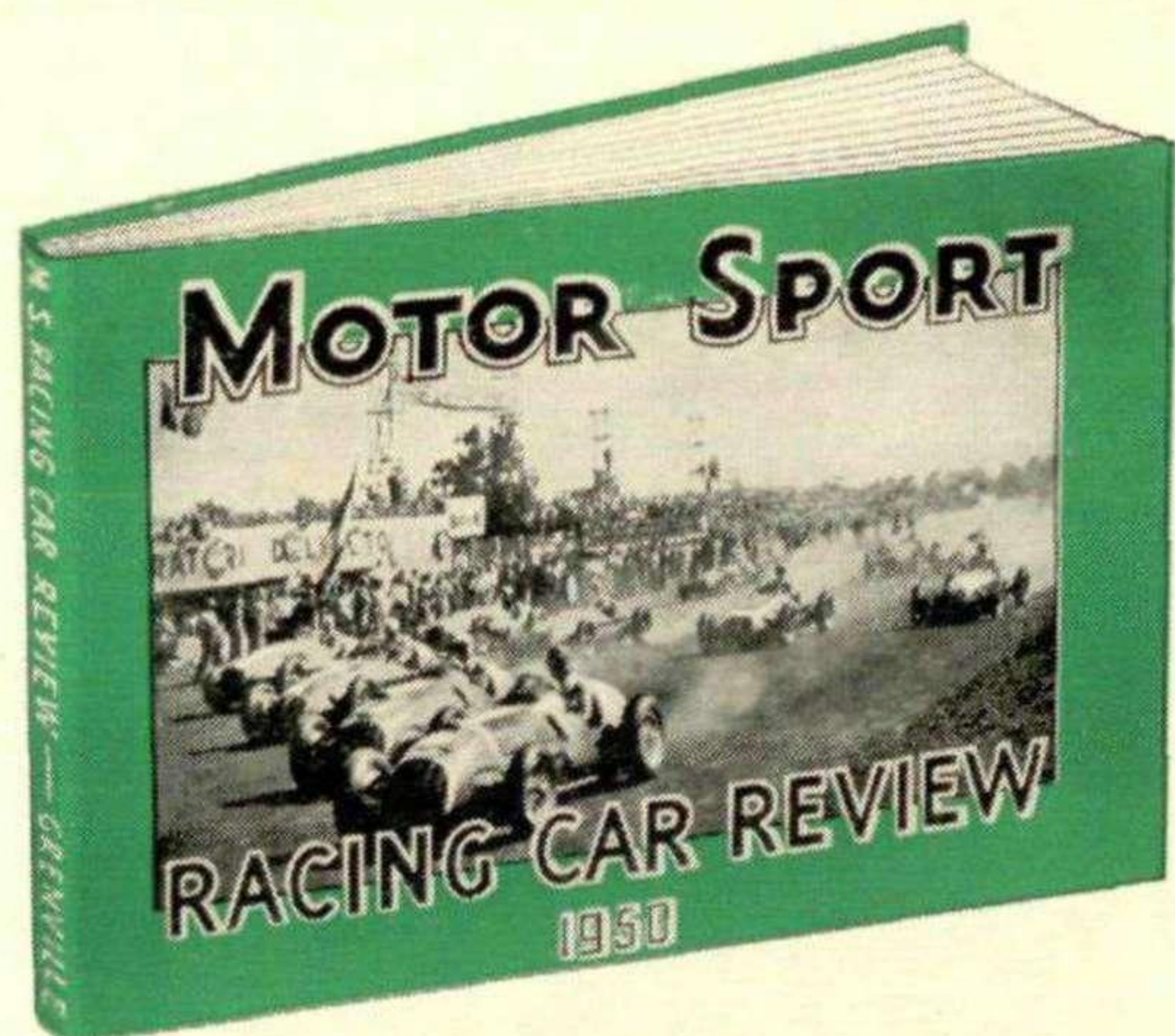
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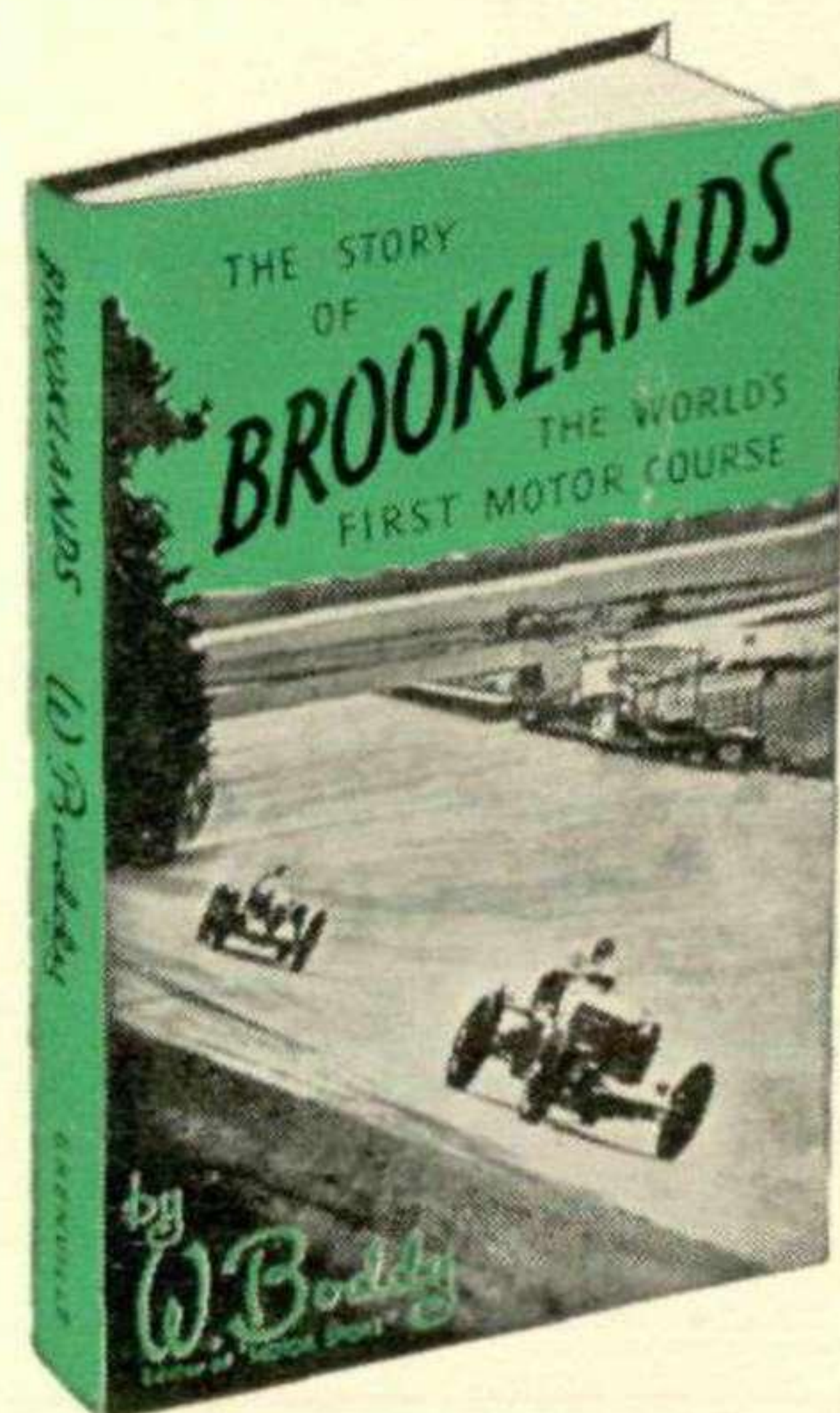
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