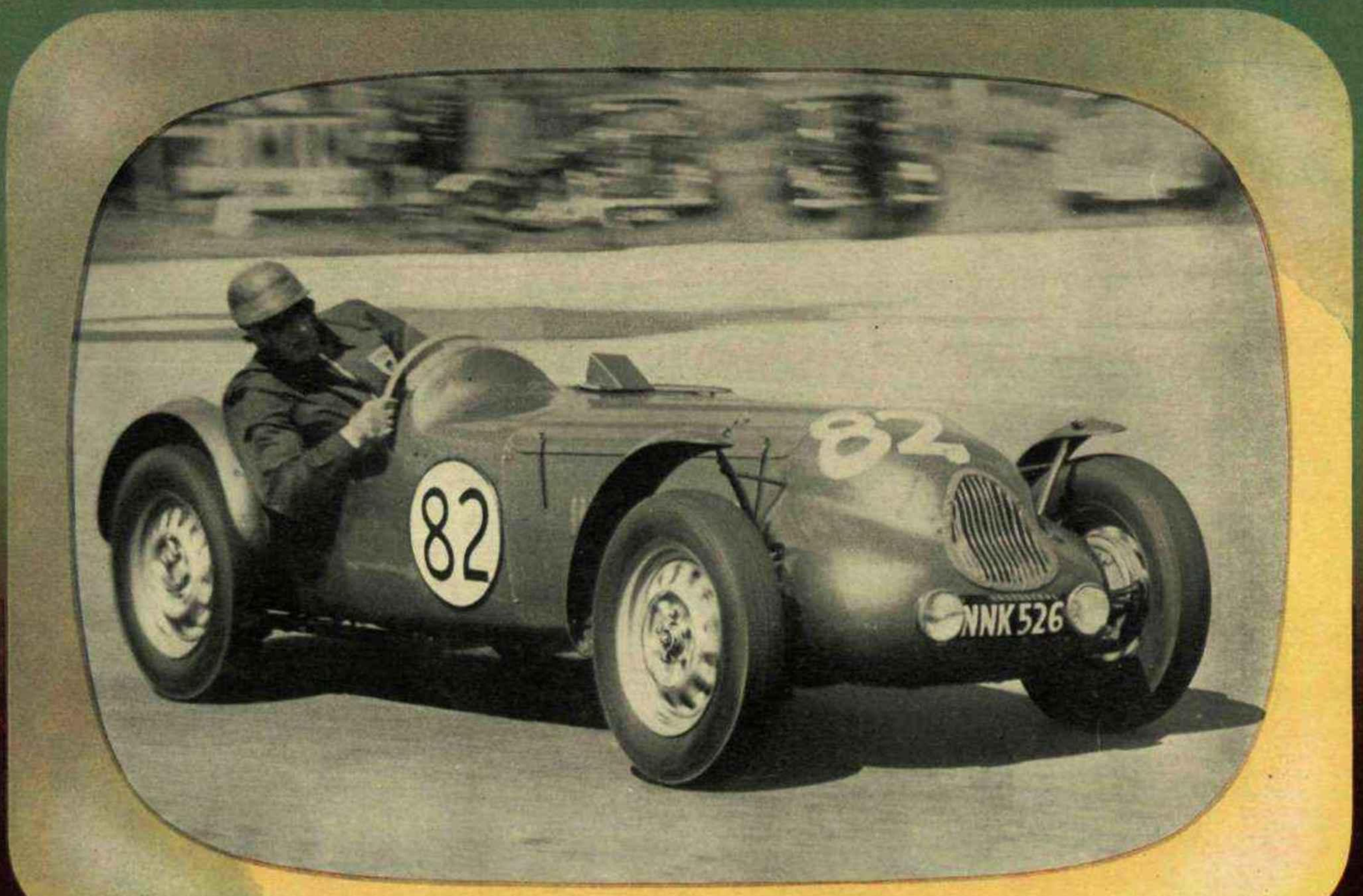
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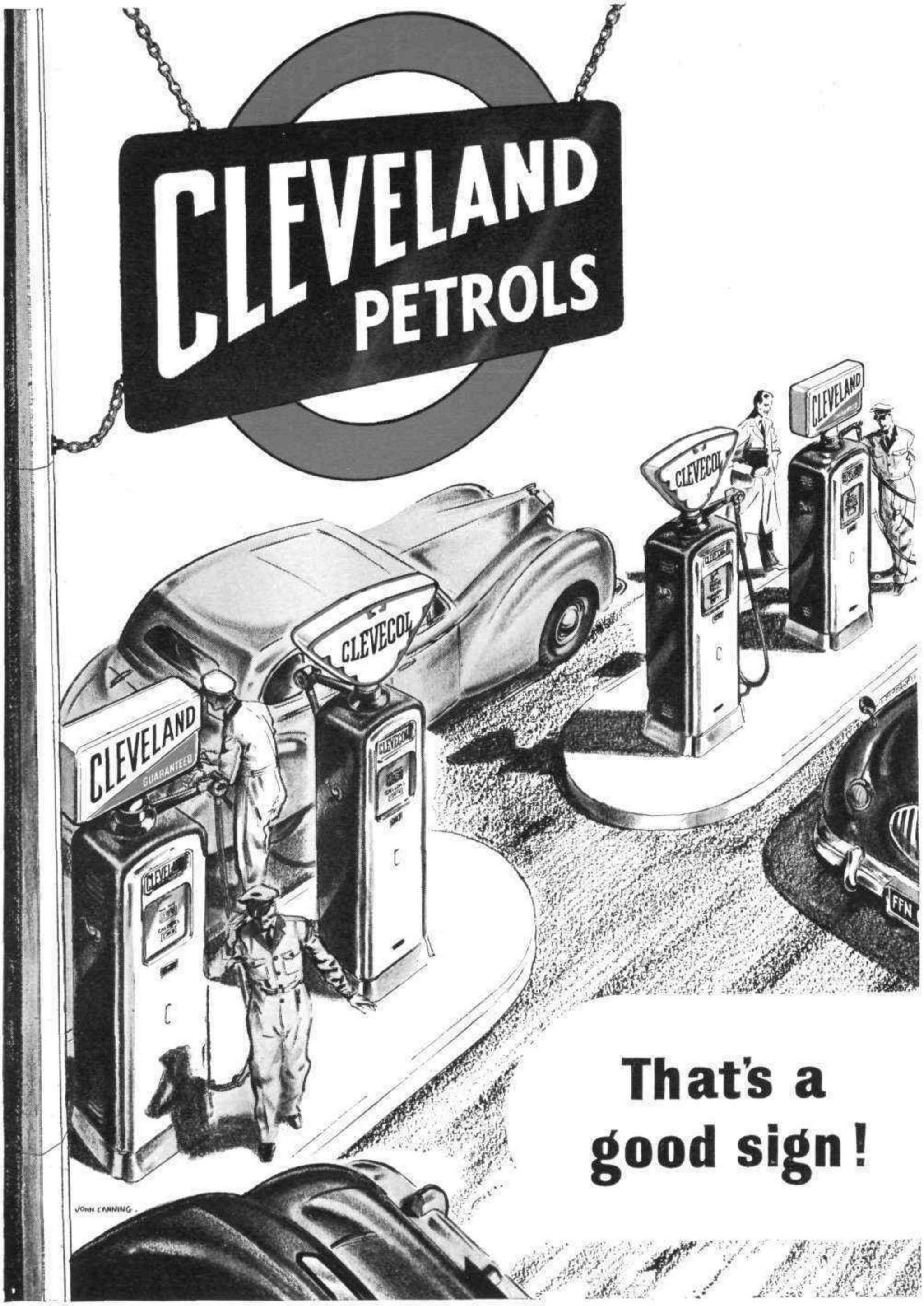
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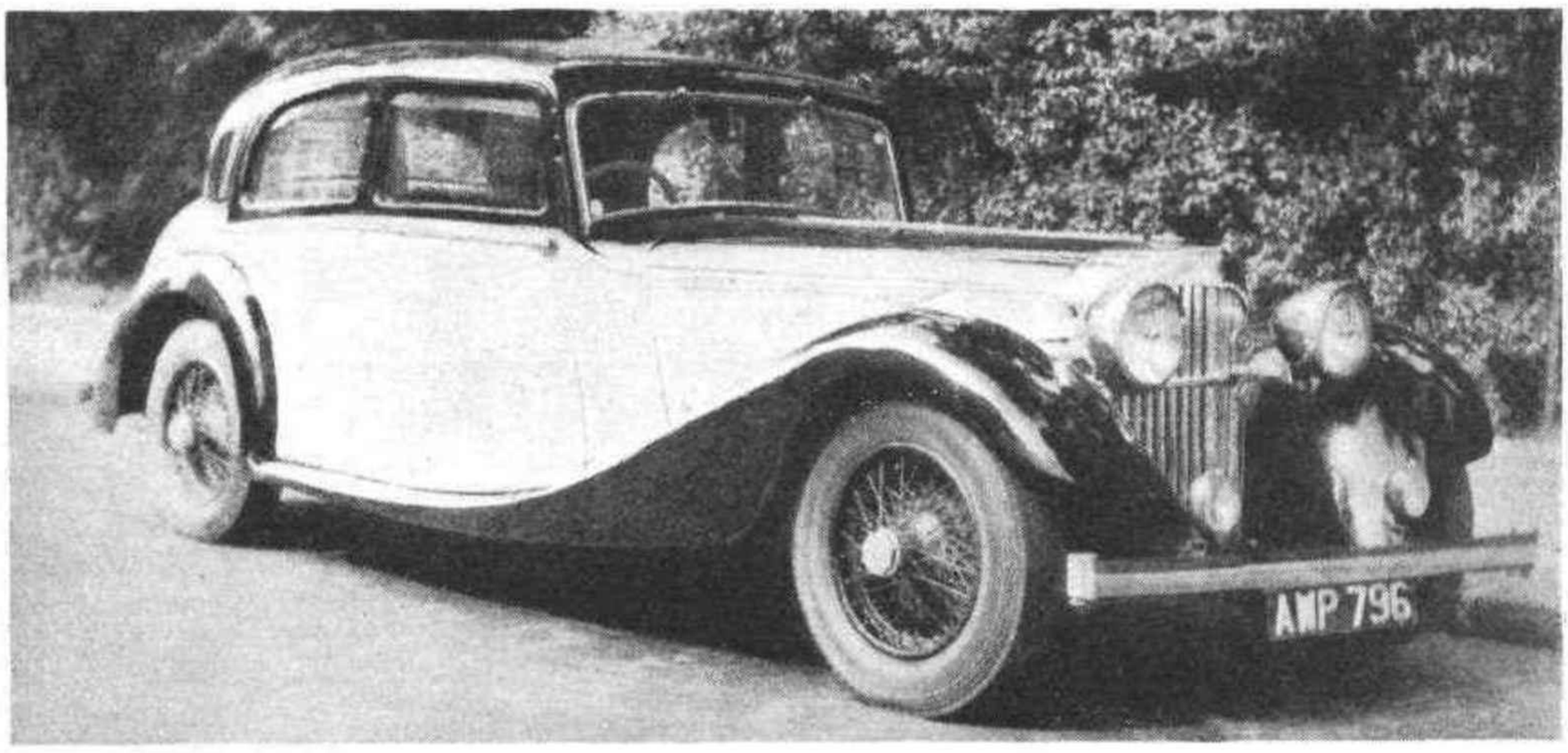
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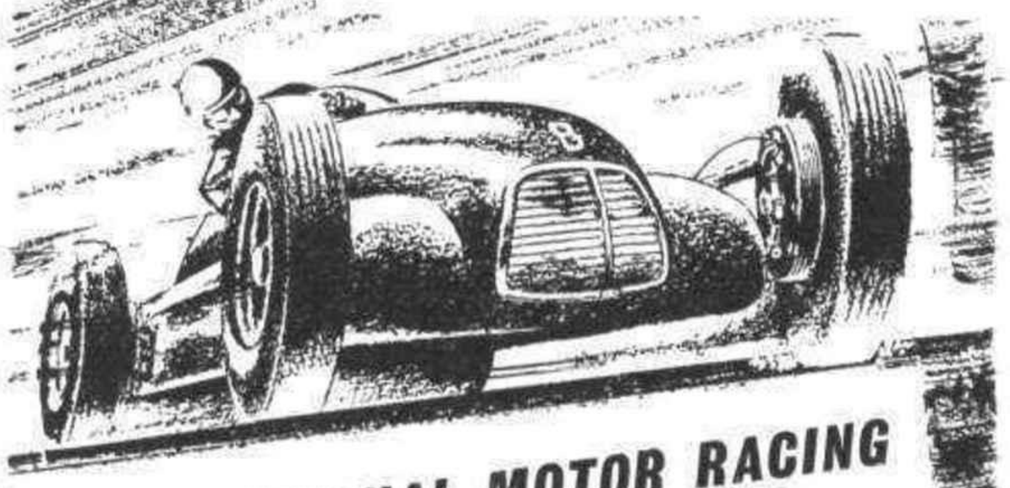
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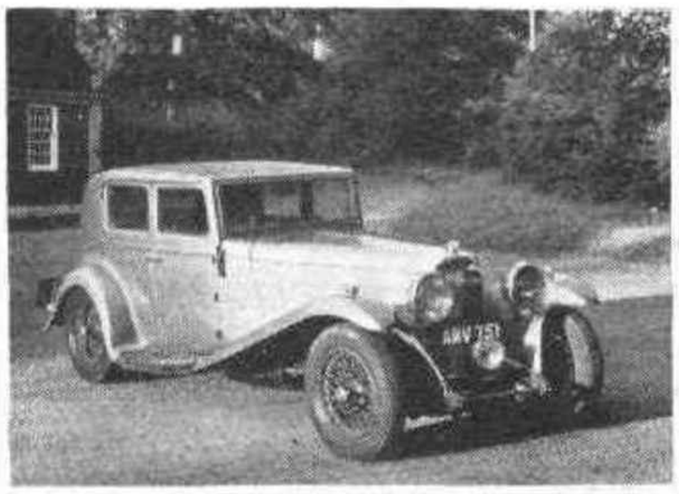
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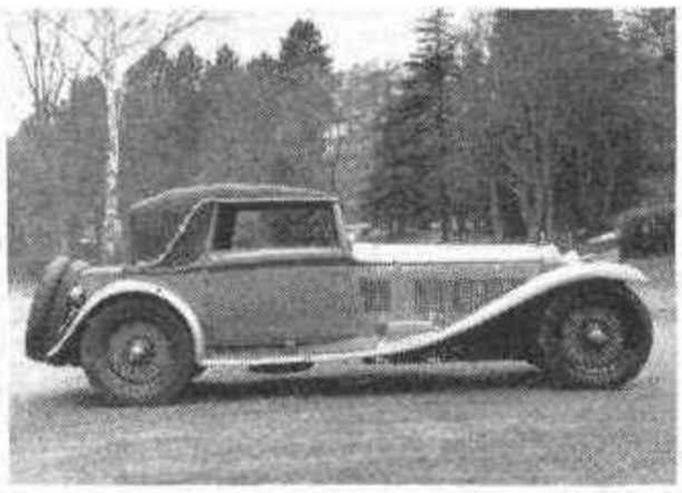
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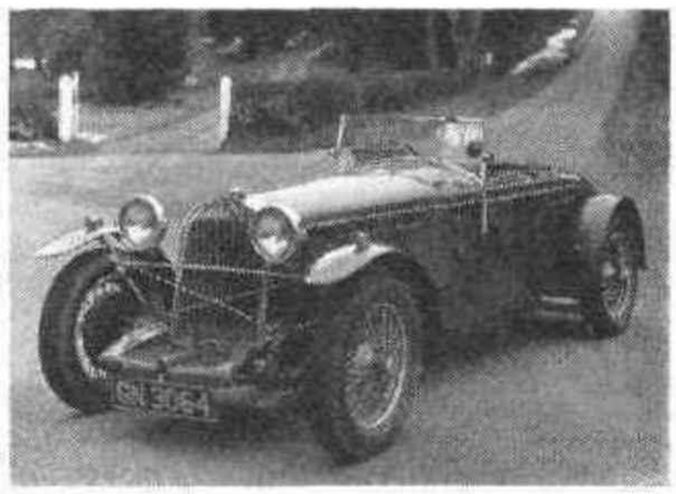
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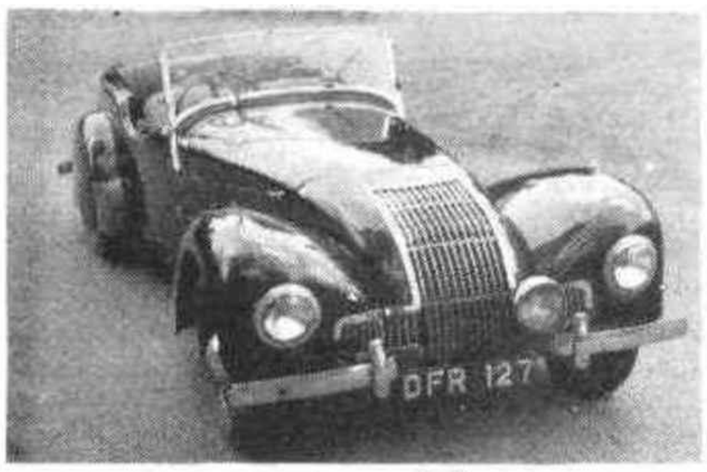
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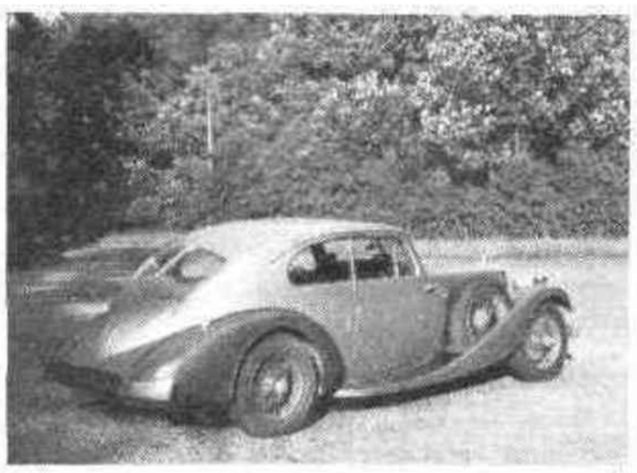
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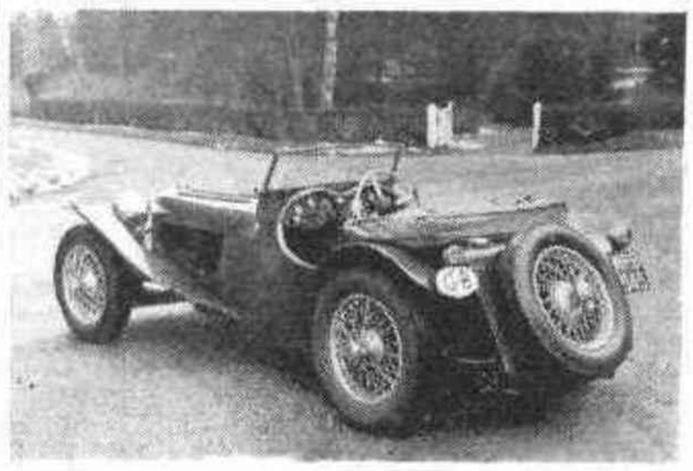
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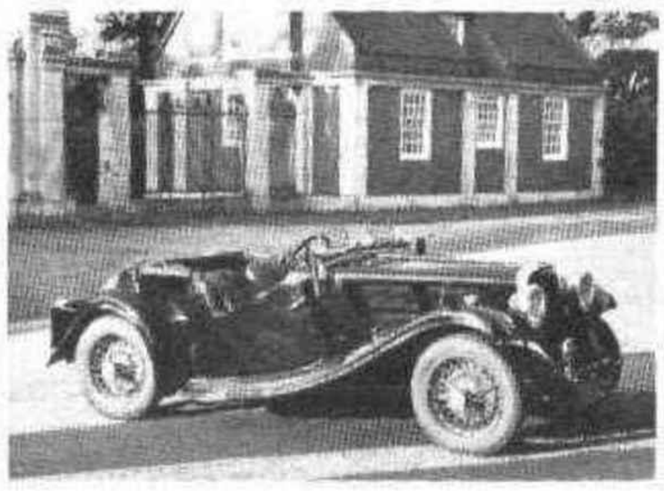
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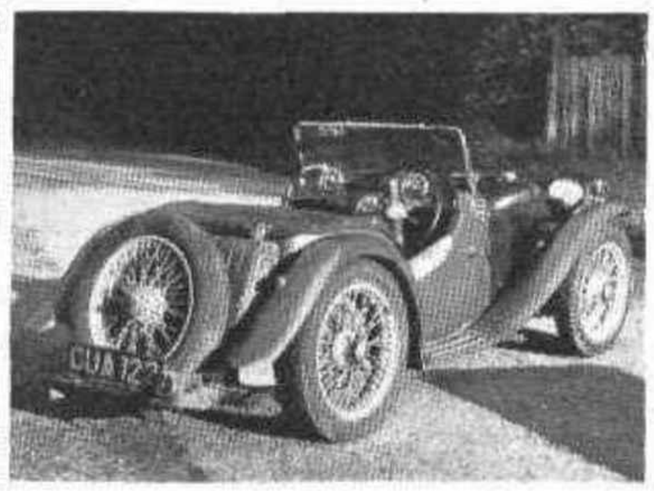
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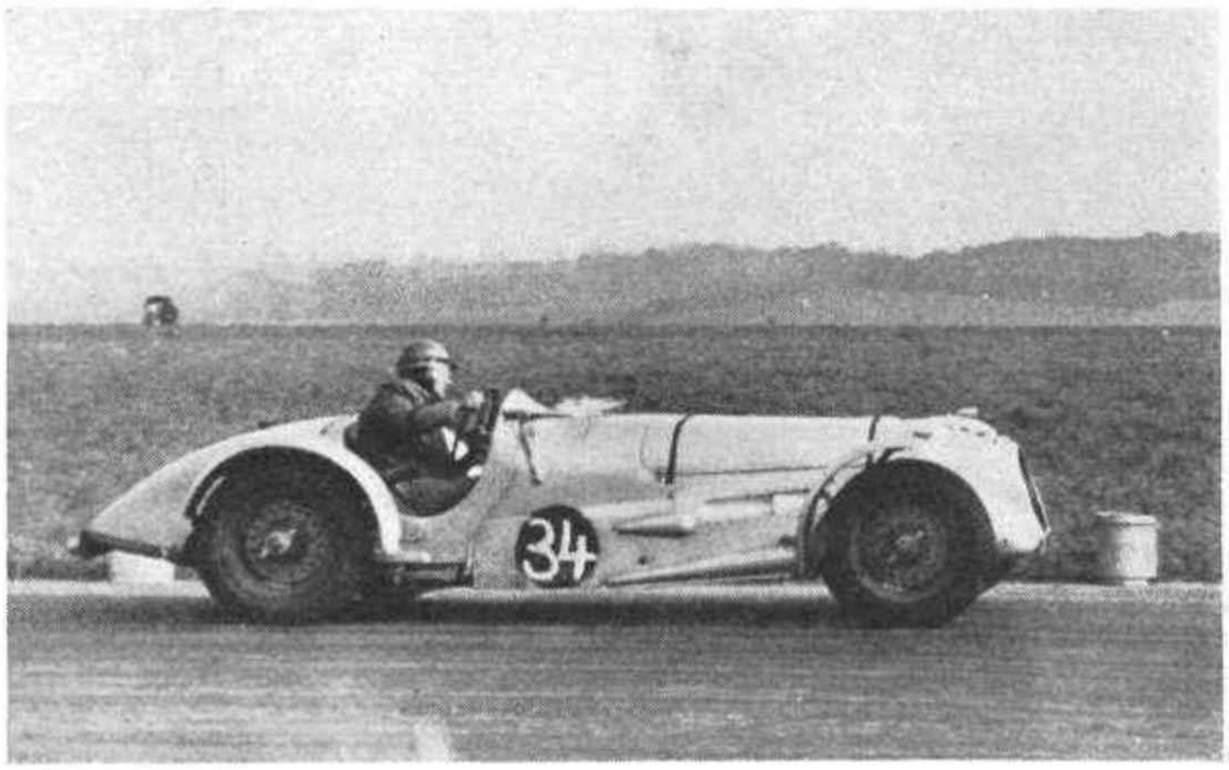
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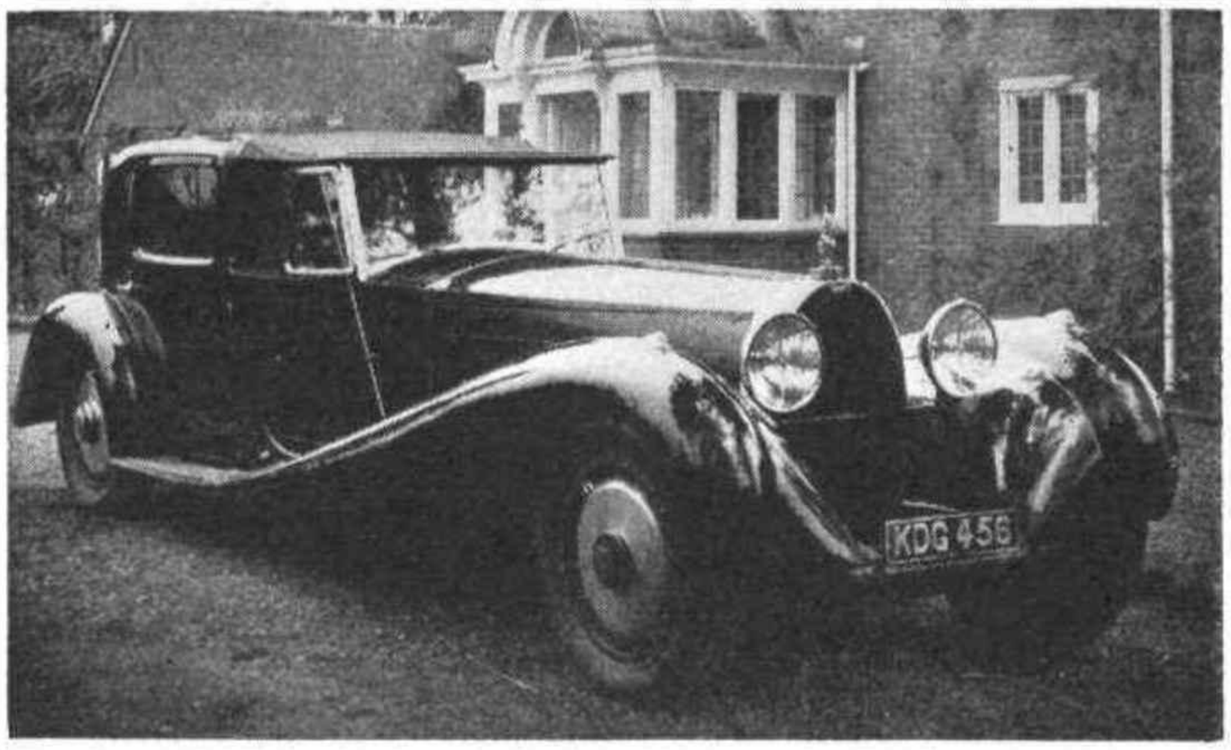
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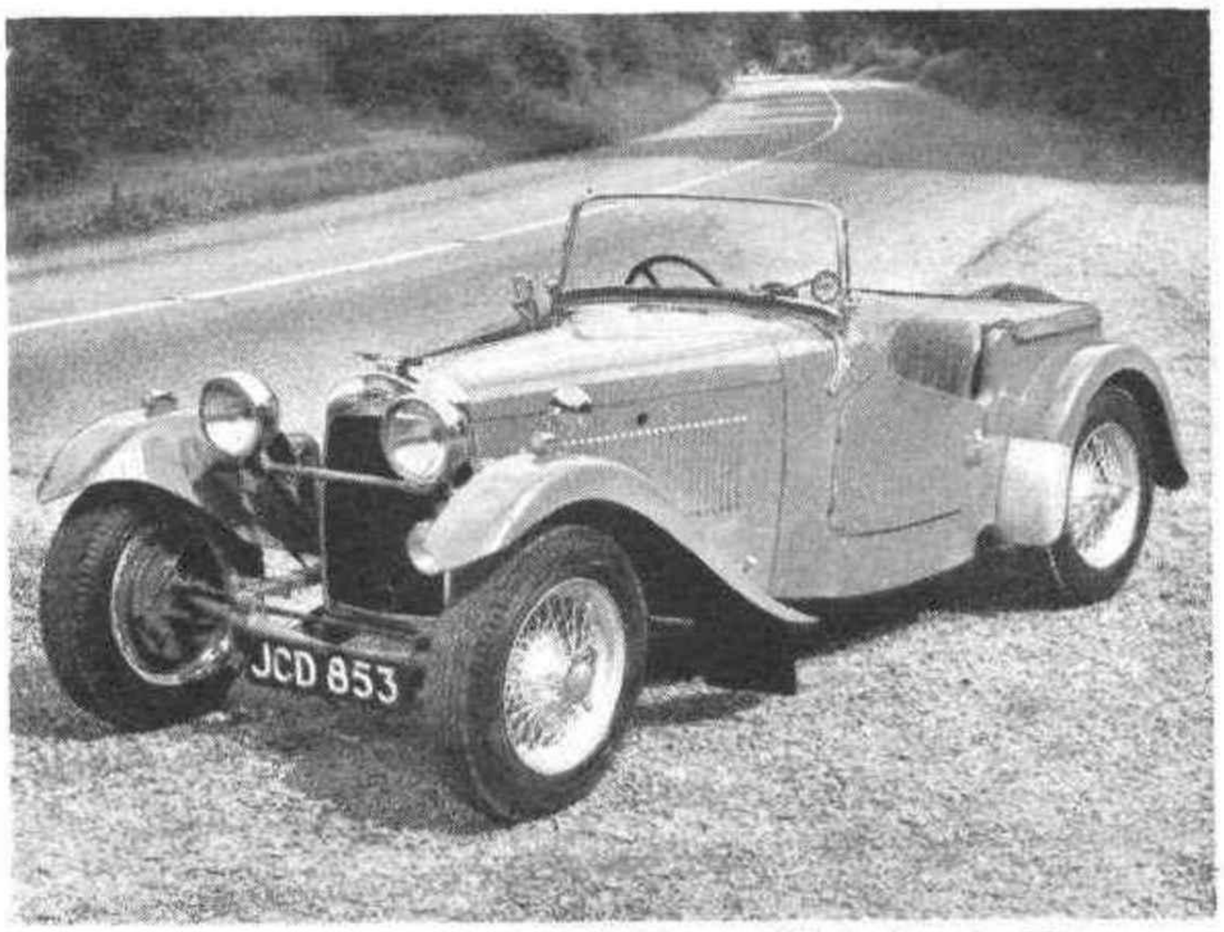


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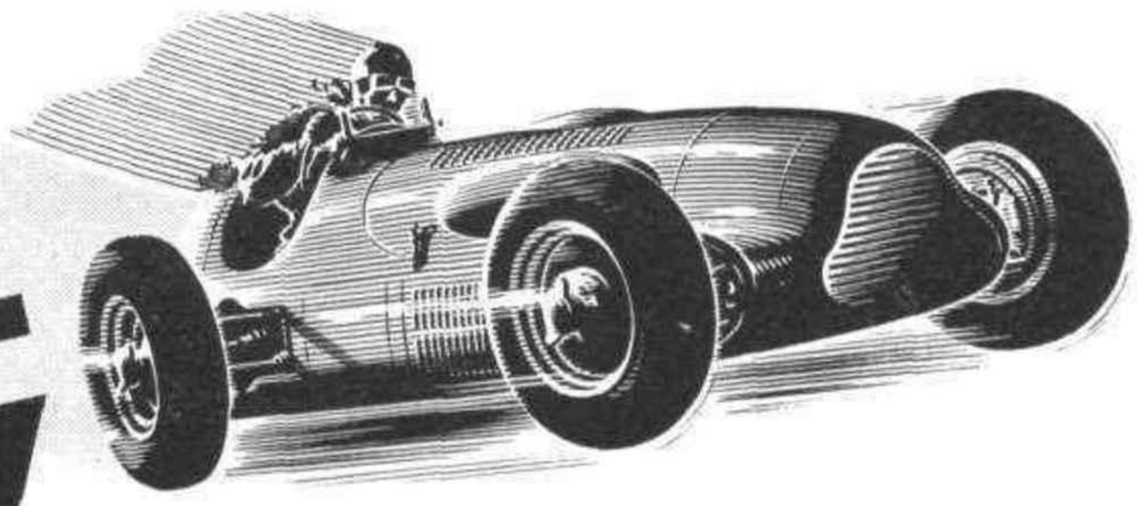
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MERCEDES-BENZ WIN LES VINGT QUATRE HEURES DU MANS

Panhard wins Coupe Biennale ; Jupiter wins the 1½-litre class

[*From our Continental Correspondent*]

THE build-up for this year's Le Mans 24-hour race was the biggest ever and for months beforehand it was claimed it would be the race of the century, but as the day drew near the noise and tumult began to die down; over-riding everything else was the three-cornered star of Mercédès-Benz. The German team overshadowed the whole meeting, not by any reason of superiority of machines or drivers, but by the subtle spreading of a vast inferiority complex among the other teams.

BEFORE THE START

All through practice the Mercédès-Benz team went about their job with an ominous air of satisfaction, and this spread, causing alarm and despondency everywhere. Never once did the Germans make any claim that they hoped to win; they were merely confident that their team was as good as it could be. They didn't even make fastest practice lap. Ascari did that on the new 3-litre Ferrari saloon; but everyone said it was only because they hadn't been trying. This self-undermining of the morale was playing havoc and more than likely the Germans knew nothing about it.

With the complete Alfa-Romeo team and the Spanish Pegaso team withdrawn, it was left to Cunninghams, Allards, Jaguars, Aston-Martins, Ferraris and Talbots to fend off the German attack, but none of these inspired enough confidence to raise hopes. The Cunningham team, consisting of two open cars and a rather neat coupé, were trundling round merrily sounding rather like long-distance lorries, and were too confident of winning to be taken seriously. The Allards simply were not fast enough, although they were running well and not having any troubles, while Jaguar were behaving like a certain infamous Formula I team and giving the appearance of never having raced before. The XK120C cars had been fitted with new bodies of more aerodynamic form and spray lines indicated that they were a great improvement over the old ones. The new body meant a rearrangement of the cooling system, employing a lower radiator, sealed under pressure, with a blow-off header tank on the bulkhead. All three cars were thus fitted and it didn't take many laps to show that the system was not working at high speed and the cars came in badly overheating. It was not a simple case of too high running temperature, it was a fault in the circulation, for on the Mulsanne straight the temperature fluctuated violently up and down. Apart from this bother the drivers were not happy with steering (having to use the same size tyres back and front probably being the trouble), while the curved Perspex screens caused too much wind-buffeting for a long race. Altogether, Jaguars were in a flap and when it reached the point where some of the drivers tried to wear the technicians' No. 8 hats it was obvious that self-confidence had gone from the team and the end was in sight.

This shifted English hopes to the DB3 Aston-Martins, two open ones and the prettiest coupé yet produced from England. The "new boy," Pat Griffiths, bent one of the open ones rather badly but the other two were going very well, though having the 2½-litre engines, they could not hope to match Mercédès-Benz.

There were Ferraris of all varieties present, open 2.5-litres, coupé 2.7-litres, coupé 3-litres, open 4.1-litres and coupé 4.1-litres, with varying teams of drivers from Ascari and Villoresi to virtual newcomers. While they would all go at fantastic speeds there did not appear much hope of any of them lasting the distance. Lastly there were the assorted Talbots, all 4½-litre Lagos as have been running for many years, and it didn't seem that they could hope to be fast enough, though undoubtedly they would be reliable. There was one other unknown quantity, the new 2.3-litre six-cylinder Gordini, which was going absurdly fast for its size, but its reliability was doubtful.

Mercédès-Benz produced five cars for practice, the three team cars driven by Karl Kling and Hans Klenk, Hermann Lang and Fritz Riess and two German sports-car drivers, Helfrich and Niedermayer. The team cars were new ones with the hinged sides to the cockpit extended halfway down the body side, as tried on the practice car at Berne last month, and with large fuel-tank fillers protruding through the rear window. The three cars were finished in silver, with the body interior, the upholstery of the seats, and the surround of the radiator grille in green, blue and red for the respective pairs of drivers mentioned above. Also, each car had similar coloured identification lights in the front and rear of the cockpit. The pit itself was made conspicuous to the drivers by a blue circular board of about 3 ft. diameter with the Mercédès-Benz star on it, illuminated from above at night. This was just one of the many little ways in which German thoroughness was making everyone else look like amateurs. Of the two spare cars, one was an early one being flogged round by all the drivers and played with, while the other was an experimental car fitted with an air brake above the rear window. It was like a large aeroplane wing, the width of the car and hinged to turn through 90 degrees, operated by an extra foot pedal through rods, slides and bell-cranks, while a hand-lever on the driver's left side locked the "wing" in a horizontal position. The team cars were so well prepared that they arrived ready for practice and the

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FRONT COVER PICTURE : Jim Mayers going well to take second place in a Goodwood Whitsun Handicap in his Lester-M.G. One of these cars, driven by Pat Griffiths, won the B.R.D.C. Empire Trophy Race.

bonnets were not even opened, while they also had time to play with the new brake. Most teams arrived at the circuit and started work under the bonnets straightaway!

As 4 p.m. approached on Saturday afternoon the cars were arranged in starting order and the drivers stood opposite on their circles. At the top of the line was a lone Talbot, driven by Chambas and Morel, which had been enlarged to 4,966 c.c. and fitted with two superchargers, belt-driven from the crankshaft. Then came the three Cunninghams looking resplendent in white with a double blue line down the centre, driven by Cunningham/Spear, Carter/Walters and Fitch/Rice. The two green all-enveloping Chrysler-Allards were fit and ready, handled by Fairman/Allard and Dantov/Curtis, then a variety of Talbots with varying body shapes, followed by the two peculiar-looking Nash-Healeys of Johnson/Wisdom and Cabantous/Veyron. Four American model Ferraris followed, Chinetti/Lucas (open two-seater), Simon/Vincent (coupé), Rosier/Trintignant (open two-seater) and Helde/Dreyfus (two-seater), the last pair being very old Le Mans drivers. Of the olive-green XK120C Jaguars of Moss/Walker, Rolt/Hamilton and Stuart/Whitehead, the first two were re-fitted with old type radiators and cooling system in a pathetic attempt to overcome the heating, while they all had the bonnet louvres hacked about in a futile attempt to reduce a non-existent under-bonnet pressure. The fitting of the old radiators necessitated banging crude bulges in the beautiful streamlined bonnets. The Ascari/Villoresi Ferrari coupé was of 2,998 c.c. and had three new Weber carburetters; these were downdraught models with four chokes and throttles apiece, the engine having 12 carburetters, in effect. Mercédès-Benz obviously knew what they had to do, while the Aston-Martins were England's only real hope. Macklin/Collins had an open two-seater with yellow grille and identification lamp in the side of the body; Poore/Griffiths, also with an open car, had blue colour, and Parnell/Thompson with the coupé had red colour. A red coupé 2,716-c.c. Ferrari entered by the works was driven by Pagnibon/Tom Cole, and two privately-owned D.B.2 Aston-Martins, Mann/Goodall and Clark/Keen, followed, together with the Moran/Cornacchia 2,563-c.c. Ferrari coupé.

In the same class was the lone Gordini of Manzon/Behra, of 2,262 c.c., the engine being an enlarged version of the Formula II Gordini. The chassis was a 1951-type but fitted with the latest Formula II brakes. So the long starting line went on down through the impressive Lancia Aurelias, a single Morgan Plus Four, privately entered Frazer-Nashes, R1 Jupiters, Porsche, a lone Osca saloon, down to DB Panhards and 4CV Renaults.

THE RACE

With its starting-line advantage the saloon Cunningham went off in the lead, but Moss, Simon and Ascari soon battled their way through the melee. The first hour of such a race usually sorts things out and this was no exception. Ascari set an absurd pace, putting the lap record up to 173.159 k.p.h. with a lap in 4 min. 40.5 sec., six seconds faster than Moss last year, and then retired with a slipping clutch. Simon was forcing the pace with his 4.1-litre Ferrari coupé, followed by Moss, Walters, Rolt, Manzon and Levegh (Talbot). The Mercédès-Benz team were running in order 9th, 10th and 11th, content to let everyone else set the pace. Stuart (Jaguar) had already been in, worried by the water-temperature, and Parnell had broken the coupé DB3's rear axle. It was obvious that the Jaguars would not last and before the race was 3½ hours old they were all in the dead-car park. Simon was still setting the pace, with Manzon not far behind and Walters driving the Cunningham saloon well in third place. Just after 7 p.m. he refuelled and handed over to Carter, who promptly ran into a sandbank and had to spend 1¾ hours digging it out, dropping right out of the running.

By 8 p.m. the leading Ferrari had run into trouble, letting the Gordini take the lead, followed by the Mercédès-Benz of Kling/Klenk, the open Cunningham of Fitch/Rice, Rosier/Trintignant's 4.1-litre Ferrari, Niedemayer/Helfrich, Levegh's Talbot and Lang/Riess. The Gordini was setting such a pace that it was leading on handicap as well as distance and it continued to keep up the pace even when darkness fell. By 10 p.m. it had covered more than the distance required of its class by 12 p.m.

As darkness fell and lights came on the evening was fine and dry and it looked as if the night would be kind to the drivers. The Mercédès-Benz of Kling/Klenk ran into dynamo trouble and after a while had to retire for this reason. Levegh, driving on his own, worked his Talbot up into second place but could not catch the flying Gordini, now with Behra at the wheel. By midnight Mercédès-Benz were running third and fourth and making no attempt to challenge the leaders, and everyone felt the Gordini could not possibly keep up its furious pace. Only the DB3 of Macklin/Collins was left of that team, two Cunninghams had dropped valves and Allard had worked his car well up onto the leader-board. Around 2 a.m. a thick fog enveloped part of the circuit and the speeds dropped, but the Gordini, with Manzon at the wheel, was going at a terrifying speed for the conditions; at 3.30 a.m. the end came when the front brakes of the Gordini packed up. Manzon and Behra were all for carrying on with rear brakes only, but "the sorcerer" said no! It was out, after a run that will live in history. Gordini had achieved his object, a win or a glorious failure and everyone admired the wonderful effort of the little 2.3-litre car. Levegh was now comfortably in the lead, with Mercédès-Benz second and third and giving the appearance of sitting and waiting. Macklin/Collins were holding a splendid fourth and Sydney Allard was fifth, with half the race gone. Retirements had been numerous, but both private Astons were running, as were the Frazer-Nashes of Stoop/Wilson and Peacock/Ruddock and the Jowett Jupiters of Hadley/Wise and Becquart/Wilkins. One Nash-Healey had retired and only one Ferrari was left running, that of Simon/Vincent. With the retirement of the Simca, the tension of the race relaxed and everyone now waited and speculated upon when the Mercédès-Benz would start speeding up and displace Levegh's Talbot from the lead. At 6 a.m. Allard had nasty noises in his engine and Dantov/Curtis were not happy, having been running no three brakes since the previous evening when a broken shock-absorber damaged a front brake pipe. At 6.30 a.m. Sydney walked back to the pits with Dantov, having thrown a rod, the other car having broken its transmission. All this time a little Monopole-Panhard, driven by Hemard/Dussous, was leading on handicap, running round like a train.

At 9 a.m. there were only 22 cars out of the 57 starters still running and the Talbot was four laps in front of the Mercédès-Benz, Levegh still driving alone, as was Briggs-Cunningham in the only American car left, running in seventh place. The little 1,350-c.c. Osca had been humming round in 14th place, but had to pack up when its clutch gave trouble. Both Frazer-Nashes were running well in 12th and 13th place, but the Stoop/Wilson car then de-arranged its rear axle. Shortly before mid-day, with just over four hours to go, the Helfrich/Niedermayer car buckled a rear wheel and limped into the pits, and Macklin brought the DB3 in with smoke rising from the rear-axle! Both cars set off again, the Mercédès-Benz third, and the DB3 fifth, having dropped a place to the Johnson/Wisdom Nash-Healey that had been creeping up regularly. The two Lancia Aurelias were giving a wonderful display of regularity as were the Porsche saloons, while Becquart/Wilkins were circulating the Jupiter comfortably alone in its class after the 1½-litre Porsche was disqualified for refuelling with its engine running. Cunningham at last handed over to Spear, but Levegh continued to drive alone. Macklin handed over to Collins, but the Aston-Martin broke up shortly afterwards and the Peacock/Ruddock Frazer-Nash tore up its offside front wheel locating studs; with fingers crossed the two drivers continued to tour round at 30 m.p.h. hoping the hub would not collapse. This they did for three hours and they brought the car home much to the crowd's appreciation and their own relief. With only two hours to go Levegh decided to go the full distance single-handed and Mercédès-Benz were obviously content with second and third places. The Johnson/Wisdom Healey was fourth, Cunningham/Spear fifth and the Bonetto/Anselmi Aurelia sixth. The little Panhard two-seater was going as well as ever, leading on handicap, and the Germans were running so regularly that they were second and third on handicap as well as distance. Although he was four laps in front, Levegh had to maintain a constant speed and he was lapping 15 seconds faster than the winning Jaguar last year at the same hour. The two Mercédès-Benz were hovering behind, two laps apart, so that Levegh could not relax. With only 1¼ hours to go the inevitable happened, a big-end broke up in the Talbot and that was that. The Frenchman returned to the pits in a state of exhaustion amid cheers from the crowd and the two German cars closed up together and came over the line to win the 24 hours G.P. d'Endurance and to receive the applause of a crowd appreciative of efficiency. Briggs Cunningham took over his car just before the end and brought it home in fourth place.

The Germans had won, not by overwhelming force, but by a degree of luck combined with a splendid display of efficiency and team-control, and though every sympathy went out to poor Levegh, the Germans couldn't have had a better win had they planned it all before-hand. The Nash-Healey that finished third deserves every credit, for Johnson and Wisdom drove a very steady and well controlled race, benefiting by other people's failures, which so often pays in a gruelling race like Le Mans. British private owners did well by careful planning and regular running, the Clark/Keen Aston/Martin finishing seventh, with the Frazer-Nash beautifully nursed into 10th place and the Anglo-French Becquart/Wilkins Jupiter 13th, sole survivor and thus winner of the 1½-litre class, its

Continued on page 317

REPORTS of RECENT EVENTS

FOREIGN RESULTS

PEBBLE BEACH 100-MILE SPORTS-CAR RACES, U.S.A.

1,500 c.c. : 1st : R. Barlow (Simca) ... ... 59.4 m.p.h.
2nd : A. Coppel (M.G.).
3rd : Pringle (Simca).
Over 1,500 c.c. : 1st : B. Pollack (Cadillac-Allard) ... ... 63.78 m.p.h.
2nd : A. Stubbs (2.6 Ferrari).
3rd : Parkinson (Jaguar Special).

G.P. OF NAPLES, FORMULA II (May 11th)

1st : Farina (Ferrari), 105.4 k.p.h. 2nd : Taruffi (Ferrari). 3rd : Comotti (Ferrari).

CIRCUIT OF DRAGUIGNAN (May 18th)

1st : Loens (Kieft), 81.9 k.p.h. 2nd : Bayol (Panhard). 3rd : Coombs (Cooper).

LUXEMBOURG FORMULA III G.P. (May 22nd)

1st : Leston (Cooper-Leston), 123.19 k.p.h. 2nd : Carter (Cooper). 3rd : Collins (J.B.S.).

PARIS FORMULA II G.P. (May 25th)

1st : Taruffi (Ferrari), 153.4 k.p.h. 2nd : Simon (Ferrari). 3rd : Farina (Ferrari).

EIFEL RACES (May 25th)

Formula II.—1st : Fischer (Ferrari), 124.4 k.p.h. 2nd : Moss (H.W.M.). 3rd : Wharton (Frazer-Nash).
Formula III.—1st : Brandon (Cooper), 116.5 k.p.h. 2nd : Loens (Kieft). 3rd : Leston (Cooper).

G.P. OF BRUSSELS, FORMULA III (June 1st)

1st : Carter (Cooper), 121.7 k.p.h. 2nd : Brown (Cooper). 3rd : Leston (J.B.S.).

MORECAMBE RALLY (May 17th/18th)

Best Performance.—K. Bancroft (Morgan Plus Four).
Best Sports Car.—K. Bancroft (Morgan Plus Four).
Best Closed Car.—J. C. Wallwork (Standard Vanguard).
Best Special.—S. G. Haithwaite (Dellow).

BUGATTI O.C. PRESCOTT HILL-CLIMB (May 18th)

Sports Cars, 1,100 c.c. s/c., 1,500 c.c.—G. A. Ruddock (Lester-M.G.)	51.20 sec.
Sports Cars, 1,500 c.c. s/c., 3,000 c.c.—R. C. Willis (B.M.W.-Bristol)	48.84 ,, *
Sports Cars, over 1,500 c.c. s/c., over 3,000 c.c.—O. B. Moore (H.W.M.)	49.11 ,,
Racing Cars, 500 c.c.—J. Ebdon (Iota)	47.04 ,,
Racing Cars, 2-cylinder over 500 c.c.—M. A. H. Christie (Cooper-J.A.P.)	46.69 ,,
Racing Cars, 1,500 c.c. s/c., 4,500 c.c.—J. Smith (Bugatti)	50.86 ,,
Racing Cars, over 1,500 c.c. s/c., over 4,500 c.c.—R. D. Poore (Alfa-Romeo)	45.43 ,, †
Racing Cars, Formula II.—R. C. Willis (B.M.W.-Bristol)	49.39 ,,

** Class Record. † Fastest Time of Day.*

BRANDS HATCH RACE MEETING (May 18th)

Junior Race.—G. E. Thomas (Cooper)	63.35 m.p.h.
Senior Race.—N. J. Gray (Cooper)	67.82 ,,
Consolation Race.—C. Headland (Kieft)	64.52 ,,
Junior and Senior Handicap.—G. H. Wicken (Cooper)	67.69 ,,

WESTMORLAND M.C. HILL-CLIMB (May 24th)

1,200 c.c. Closed.—V. Gerrard (Morris Minor)	48.0 sec.
1,201-1,750 c.c. Closed.—W. H. Robinson (Jowett)	40.4 ,,
1,751-2,500 c.c. Closed.—E. B. Wadsworth (Healey)	40.8 ,,
1,250 c.c. Sports.—A. Ensoll (Ensoll)	39.4 ,,
1,251-1,750 c.c. Sports.—E. Lister (H.R.G.)	37.2 ,,
1,751-2,500 c.c. Sports.—G. Tyrer (B.M.W.)	35.8 ,, *F.T.D*
1,500 c.c. s/c.—B. Crabtree (M.G.)	37.2 ,,

CRIMMOND RACE MEETING (May 24th)

1,500-c.c. Sports Cars (6 laps).—J. N. Lawrence (Cooper-M.G.)	62.1 m.p.h.
2,500-c.c. Sports Cars (6 laps).—J. H. Walton (Frazer-Nash)	66.7 ,,
Unlimited Sports Cars (8 laps).—J. H. Walton (Frazer-Nash)	68.6 ,,
Formula III Racing Cars (12 laps).—D. B. Prosser (Cooper)	68.2 ,,
Formule Libre Racing Cars (20 laps).—J. H. Walton (Frazer-Nash)	69.2 ,,

VETERAN C.C. RHODODENDRON RALLY (May 24th)

Upcher Cup (Best Combined Performance).—T. J. Boughton (1912 Renault).
Rally : **Class A :** G. Brockington (1901 Durkopp).
Class B : W. F. Watson (1911 Rolls-Royce).
Road Run : **Class 1 :** J. N. Edwards (1900 Soame steamer).
Class 2 : P. Pointer (1902 Wolseley).
Class 3 : G. E. Milligan (1910 Maudsley).
Class 4 : Lord Charnwood (1911 Delage).

ALLARD O.C TREASURE HUNT (May 24th)

1st : J. Reiss (Allard). 2nd : G. Oxley (Dellow). 3rd : Dr. K. Aske (Allard).

B.A.R.C. SCARBOROUGH WEEK-END (May 24th/25th)

Rally : **Best Performance.**—W. F. A. Grantham (Jaguar).
Ladies' Prize.—Pat Appleyard (Jaguar).
Novices' Award.—E. V. Lewis (M.G.).
Trial : **Best Performance.**—D. Harrison (Harford I).

THAMES ESTUARY A.C. DRIVING TESTS (May 25th)

Best Performance.—B. R. Millbank (M.G.).
Open Cars.—A. C. Westwood (Jaguar XK120).
Closed Cars under 2 litres.—D. Bernard (Ford).
Closed Cars over 2 litres.—P. S. R. Smith (Sunbeam-Talbot).
Ladies' Award.—Mrs. E. M. Price (Dellow).

SINGER O.C. TREASURE HUNT AND CONCOURS (May 25th)

Concours : Up to 1935 : J. L. Williams (1934 Le Mans coupe).
1936-1940 : M. Farage (1939 roadster).
Post-War : A. C. Wallbridge (1946 4A roadster).
Treasure Hunt : 1st : T. Bennet (1½-litre Le Mans). **Runner-up :** D. Ray (4AB roadster).

SOUTHERN JOWETT C.C. DRIVING TESTS (May 25th)

First Test.—1st : P. Kehl (7 h.p.); 2nd : E. Walsh (Javelin); 3rd : R. Knight (Javelin).
Second Test.—1st : D. E. White (10 h.p.); 2nd : P. Kehl (7 h.p.); 3rd : M. Foy (7 h.p.).
Passengers' Events.—1st : A. Davidson; 2nd : P. Huntley; 3rd : Mrs. Kehl.

SOUTH ESSEX M.C. NORMAN CUP RALLY (May 25th)

1st : R. Andrassy (Ford). 2nd : C. Miller (Morris). 3rd : D. Holdaway (Morris).

MORGAN 4/4 CLUB SPRING RALLY (May 25th)

1st : L. E. Newey. 2nd : E. C. Cameron. 3rd : F/Lt. F. H. Dyke.

HALF-LITRE C.C. RACE MEETING, SNETTERTON (June 1st)

500-c.c. Race.—1st : Parker (Kieft), 68.08 m.p.h.; 2nd : Webb (Kieft); 3rd : Emery (Emeryson).
Formule Libre.—1st : Gerard (E.R.A.), 72.11 m.p.h.; 2nd : Thompson (E.R.A.-Delage); 3rd : Barber (Cooper-J.A.P.).

BERKHAMSTED M.C. & C.C. SPEED TRIALS, TEWIN WATER (June 2nd)

750-c.c. Sports.—H. S. Chapman (Austin)	24.1 sec.	
750-c.c. Formula.—R. Lowe (Lowe Special)	23.0 ,,	
1,100-c.c. Sports.—F. C. Hill (s/c. M.G.)	17.8 ,,	
1,500-c.c. Sports.—D. W. Davis (s/c. M.G.)	17.2	
2,000-c.c. Sports.—L. Gillbanks (B.M.W.) and Davies (M.G.)	16.7 ,,	*Tie*
Unlimited Sports.—G. Parker (Jaguar)	15.3 ,,	
1,500-c.c. Saloons.—G. Hulbert (M.G.)	19.6 ,,	
Unlimited Saloons.—P. Rayner Green (Ford V8)	19.0 ,,	
V-twin Morgans.—M. R. Cooke (990 c.c.)	22.9 ,,	
Four-cylinder Morgans.—C. Sproxton (1,172 c.c.)	23.4 ,,	
500-c.c. Racing Cars.—F. Rust (Cooper-J.A.P.)	17.0 ,,	
750-c.c. Racing Cars.—F. Rust (Cooper-J.A.P.)	15.8 ,,	
1,100-c.c. Racing Cars.—J. Broad (s/c. Austin)	15.4 ,,	
1,500-c.c. Racing Cars.—A. Pitts (s/c. Austin)	15.4 ,,	
2,000-c.c. Racing Cars.—J. Broad (s/c. Austin)	15.3 ,,	*F.T.D.*

R.A.S.C. SCOTTISH RALLY (June 2nd/6th)

Open Cars, up to 1,300 c.c.—D. Scott (M.G.).
Closed Cars, 1,300 to 2,200 c.c.—S. Pentland (Citroen).
Open Cars, over 2,200 c.c.—G. Denham-Cookes (Jaguar).
Closed Cars, over 2,200 c.c.—P. Hughes (Allard).

SOUTHEND NIGHT RALLY (June 7th/8th)

1st : T. Troughton (Dellow). 2nd : R. Randall (Austin A40). 3rd : H. Sweet (Austin).

VETERAN C.C. SWINDON-CIRENCESTER RALLY (June 7th)

Rally. *Class I :* Major J. Gardiner (1902 Wolseley), 248 miles.
Class II : S. M. Thomas (1910 Renault), 180 miles.
Driving Tests. *Class I :* H. F. Welham (1904 Renault), 49.2 sec.
Class II : G. R. Mann (1908 Vinot), 36.5 sec.

LONDON M.C. LAWRENCE CUP TRIAL (June 8th)

Lawrence Cup : A. E. Rumfitt (Cotton II).
Ripley Cup : R. W. Faulkner (Paul Special).
Wick Cup : E. A. Jauncey-Mouden
First-Class Awards : A. E. A. Day (Spence Special), B. Blundell (B.B.S.), D. W. Price (Clayton Special).
Second-Class Awards : D. F. H. Cotton (Cotton Special), J. H. Appleton (Appleton Special), E. Viro (Dellow).
Team Award : Rumfitt, Cotton, Faulkner.

The Preparation of Ford Ten Specials for Competition Work

[We have received so many requests for an article on the preparation of Ford Ten Specials for competition work, such as the races under the new 1,172 Formula, that we asked C. D. F. Buckler, manufacturer of Buckler Special chassis frames and components, to contribute something under this heading. His remarks apply specifically to post-1937 Girling-braked Ford Tens. Naturally, controversy exists as to the best methods of obtaining the required performance from the popular and durable Ford components, especially where engine modifications are concerned, but Mr. Buckler describes well-tried methods, which may be satisfactorily followed.—ED.]

PART I.—PREPARATION OF CHASSIS COMPONENTS

WHAT follows applies specifically to Ford components, but the methods generally are applicable to other makes.

Axles and Suspension.—The aim is to reduce to a minimum the fore and aft movement and lateral movement of the axles. The spring clips (U-bolts) should be checked for tightness. If any spring leaves have been removed, packing pieces of steel (*not* aluminium) should be inserted to ensure that the spring-clip bars are not bottoming on the front and rear chassis cross-members. The spring centre bolts, which play an important part in lateral location, should be inspected and replaced if worn. The springs should be replaced if they have reached a stage where the ends of the leaves are " digging " into the leaves below. Genuine Ford spring leaves are beautifully tapered, reducing " digging-in " tendencies. The shackle bushes should be inspected, as any play here will give undesirable lateral movement. Tighten the bolts holding the axle beam to the radius-rod. Looseness here is usually accompanied by rusty " drip marks " at the joints—a quick visual check. If the bolt is a tight fit in the axle beam and Ford conical-faced nuts are used, tightening the latter is all that is required. No other type of nut should be used.

As the axle is located positively in a fore and aft direction by the radius rod, its rear mounting is equally important. If necessary, replace the spherical rubber bearing, which is a push-fit over the steel ball. The king-pins, which should be a tight fit in the axle beam eyes, are held in place by cotter-pins, the special nuts of which act as lock-stops. Here again, use no other form of nut. A thick spring-washer is used under these nuts.

The standard lock is ample but may be increased if desired by facing down the mushroom head of these nuts, followed by a check that, on full-lock and from full bounce to full rebound, tyre and wheel do not come closer than $\frac{3}{4}$ in. to any other part of the car. Check both wheels, on both locks. Excessive lock is to be deprecated, except possibly for trials cars.

If necessary, replace the king-pin bushes but do not ream these unless proper equipment is available. It is not possible to attain correct alignment if each bush is reamered separately. The pin may appear a good fit but in use very rapid wear will occur. Heavy steering can sometimes be traced to burrs on the working faces of the axle eyes, stub axles and/or the thrust washer. The washer should, of course, be between the bottom of the axle eye and the stub. Remove any such burrs but do not reduce the thicknesses of the parts. The inner tracks of the front wheel bearings should be a press fit on their stub-axles. If loose, either the races or stub-axle, or both, should be replaced. *Centre-popping or knurling should not be employed.* The stub-axle nuts should be tightened and turned back until the brake drum revolves freely but without side shake. At this point, check the drum for true-running. A fairly accurate check consists of using a scribing block with pointer against the circular flange near the wheel studs. For a more accurate check mount drum on a stub with back-plate removed and scribing block or clock gauge bearing on both circular flange and brake-lining contact face.

To return to wheel-bearing adjustment, with no play and a truly-revolving wheel, any failure of the castellations on the nut not lining-up with the split-pin hole can be overcome by removing a few thou. from the back face of the nut. These nuts are hardened, but coarse emery wrapped round a large file will do the job, finishing with fine emery. Inspection of the rear-wheel bearings is by removal of the brake drum. A hub-puller is necessary and, being inexpensive, is worth acquiring. Providing the race appears to be in good condition and the rollers show no signs of damage, the bearing may safely be retained. Its outer surface, in the drum, should be thoroughly cleaned and inspected. A new oil seal must be fitted. This is retained by a circlip. Wear will usually be restricted to the lower half of the axle casing-end, which forms the inner-race bearing surface. Any lip or pitting of the surface indicates wear, probably due to inadequate lubrication. There is no alternative but to replace the axle casing. When reassembling, repack the race with grease. Subsequently lubricate *via* the grease nipples behind the brake back-plate, giving two or three shots every 500 miles. When replacing drums, check tapers, keyways and keys. If the car has been run with the half-shaft nuts loose, the tapers may be worn to a point where the hubs go too far on their shafts and the brake drums foul the back-plates. Renew worn parts if possible, but if drum is well clear of sides of brake shoes, up to $\frac{1}{16}$ in. could be machined from offending face of drum. However, worn tapers usually result in the drum running out of true, and loose hubs or worn axle casing ends can be detected by listening for drum rubbing on back-plate when cornering. An oil-sealing fabric gasket is fitted under the hub nut steel washer. It is essential that the slightly chamfered end of the key must face towards the differential and towards the half-shaft. The hub nut must be really tight, and split-pinned. Split-pins should be of correct size. The Ford Motor Co. is making increasing use of self-locking nuts, which can be fully tightened. Use specified types; discard those which can be turned by finger pressure.

Brakes.—Check :—

(1) Operating tappets and expanding plungers free in their housings.
(2) Rubber dust and water-excluding covers unbroken.
(3) Linings firmly attached to shoes and free from oil and grease.
(4) Rivets at least $\frac{1}{32}$ in. below lining faces.
(5) Drums true (see above) and free from score marks.
(6) Shoe return-springs free of rust.
(7) Clevis pins unworn and split-pins sound.
(8) No elongation of holes in clevis eyes.
(9) All bell-cranks and levers approaching but not over t.d.c. with brakes applied.
(10) One-sixteenth to one-eighth inch gap between end of compression tube and shoulder of plunger in " off " position.
(11) Brake rods straight. Bent rods can be dangerous.
(12) No broken strands on cables.
(13) Equal clearance both sides of balance lever in " off " position.
(14) Link (brake pedal balance swivel) with stop lug facing *downwards*. Dangerous to use in inverted position.

Scored drums are sometimes lightly skimmed (up to 0.030 in.) to true up, but slight loss of stiffness is inadvisable for high-speed cars. Special felt bushes, which should be covered with a film of grease, are fitted to the two brake-shoe support pins attached to the back-plate. Their omission will result in squeaky brake operation. After assembly, the pair of bolts holding the *adjuster housing* to back-plate should be loosened, the *expander* housing checked for freedom to float in its slotted mounting holes, and the square-headed *adjuster* fully tightened. Then lock the two *adjuster housing* bolts. The two nuts holding the *expander* housing must, after locking, *be slackened back half a turn.* A double-coil washer is essential under these nuts, which *must* be self-locking or split-pinned ! The floating action thereby given to the expander housings ensures maximum lining contact and assists towards the smooth and powerful braking for which the Ford is renowned.

Final adjustment is by anti-clockwise rotation of square-headed adjusters, which, having been fully adjusted, should now be slackened back two " clicks." Check for free running. If linings rub, slacken back not more than four " clicks " and readjust after a few road miles. If shoes are not Ford-factory lined, sides of lining may foul drums and need cleaning up with a coarse file. Two or three " clicks " to the adjusters at 5,000 miles is all that should be required to maintain minimum pedal travel.

Steering.—Steering-box and column must be rigidly mounted, nuts split-pinned. Box adjustment is used on the latest steering units to take up play between ball-peg and steering-nut. This is readily visible as a square-headed set-screw with lock-nut. Removal of steering-wheel exposes two large nuts (one a lock-nut) which adjust the column race. Adjust to remove all end float of the inner column. If worn, rebush sector shaft housing. After each adjustment and before the next, check for completely free movement lock to lock, axle jacked-up or drag-link removed. It is advisable to replace steering-nut and inner column if square threads on either are worn, and, if cylindrical bore of box is worn, to replace entire column. For some years now the drop-arm has been fixed to the sector shaft by tapered splines and so long as the retaining nut is tight no play can obtain. *Remember to split-pin* ! Inspect

all ball-joints for wear, replacing as necessary, and fit rubber dust and water-excluding shields. Only previous running in a loose state will have damaged the tapered holes in the steering-arms. *Without question*, bent or damaged steering-arms (integral with stub-axles) should be replaced and all ball-pin nuts split-pinned if self-locking nuts are not used.

Shock-absorbers.—The mounting of the shock-absorbers should be checked, preferably by removing the "shockers," to ensure no ovality in bolt holes. No play is permissible here or in any linkages. Refill with recommended fluid and if any dead-spot is apparent send for reconditioning.

For soft suspension with large wheel movements, an essential for good roadholding, damper characteristics are important. Small wheel movements require gentle damping, with stiffer effect for large wheel movements, and resistance should be greater on the downward movement of the wheel. Hydraulic dampers are, therefore, a *sine qua non*. The Ford-Armstrong dampers are entirely adequate.

Chassis.—The first essential is correct chassis alignment. A rough but fairly accurate check can be made by following the car over a very smooth, straight, uncambered road, when it will be visibly apparent whether or not the rear wheel tracks are following in line with those of the front wheels. There should be no pull on the steering under these conditions and car should steer "hands-off" at 15-20 m.p.h. All rivets and bolts should be checked for tightness. Loose rivets should be hammered tight with correctly shaped drifts, not heated, as most of them are in sheer and must fill their holes, which hot rivetting cannot accomplish. A whippy frame will destroy most of the benefits incurred in correctly locating the axles. Ford centre-point spring attachment permits fairly large wheel movements, which, with a stiff frame, is most desirable. The standard frame was not intended to be used for high-speed work when bereft of the stiffening effect of its saloon body. A stiffer frame was, indeed, made for the pre-war Ford Ten open tourer.

All wheels, including the spare, should be balanced and checked for true running with tyres fitted. Tyre pressures have an important effect on roadholding. They should be sufficiently high to obviate tyre squeal on corners but may differ as between front and back tyres. Larger-section rear tyres than front will, of course, reduce early rear-end breakaway tendencies and, conversely, larger front tyres will reduce early front-end breakaway when this occurs *much* in advance of rear-end breakaway.

Before concentrating on engine tuning and gear ratios, check performance in standard trim. Speedometer and rev.-counter should be checked for accuracy, and stop-watch and Tapley meter will be found indispensable. Note that the time in seconds taken to accelerate over any given 20 m.p.h.-range almost exactly equals the gradient that can be climbed at the average of this speed, *i.e.*, 40–60 m.p.h. in 6 sec. indicates car could climb a 1-in-6 hill at 50 m.p.h.

JUNE QUIZ

The correct solution of last month's Quiz Picture was Semmence Special. The car is the Frazer-Nash base car powered by a rather special A.C. Six engine with which Whitfield Semmence did so well in sprint events before the war, at Lewes and elsewhere. Incidentally, Mr. Semmence watched his first motor racing since the war when he attended the recent meeting at Ibsley.

CORRECT SOLUTIONS.—A. MacWilliams (Beckenham), E. Maddox (West Bromwich), A. Thomson (Tolworth), R. de Yarburgh-Bateson (Buntingford), F. Willcox (Chesham), F. Brader (Towcester), J. Shields (Sidmouth), M. Wright (Worcester Park), J. Veale (Edinburgh), F. J. Brymer (Lewes), J. Barton-Hall (Dunstable), W. H. Riches (Stroud), S. Mills (Dorchester), N. McCullogh (Belfast), G. E. Templar (Cobham), G. Smith (Worcester), J. H. Fox (Sheffield), G. Cothay (Winnersh), R. Browning-May (Tewkesbury), P. W. Evans (Bristol), G. Babbage (Osterley), E. Ellis (Shamley Green), R. Smeed (Woodford Green), B. Collings (Guildford), L. Manwaring (South Woodford), P. B. Dunn (Sheffield), N. Pruce (London), P. Frere (Brussels), C. H. Lyon (Chester), A. McEwen (Guildford), J. Bremner (Aberdeen), G. Sykes (Haywards Heath), M. D. Tooley (Aylesbury), P. Quiggin (Cambridge), J. Classey (London), D. Howard (Cambridge), L. Montgomery (Bromley), P. R. Buckle (Deal), J. Ballard (London), D. C. Small (Carlisle), N. J. White (Oxford), J. Crundwell (Seaford), J. Skirrow (Malvern), R. Stowers (West Coker), R. Pallister (Darlington), P. B. Rooper (Hertford), P. S. Perier (Windsor), M. J. Brett (Wolverhampton), B. Clarke (Southall), A. L. Temple (Formby), T. Brettell (Alresford), A. Burnard (Bishops Waltham), K. Harper (Stourbridge), J. H. Capon (Beckenham), Pte. Steed (Honiton), G. Sutcliffe (London), G. Dilbeck (Horley), R. Burgess (Matfield), J. Chapman (Chester), P. F. Grimsdell (Yeovil), L. Ward-Walters (King's Lynn), J. McLellan (Putney), P. Malan (London), H. Ashwood (Paddington), R. Orlebar (Beccles), D. Payne (Henley), P. S. Clasby (Portsmouth), G. Smith (Boston), D. B. Grist (Wimbledon), M. Johnson (Hatch End), P. Bird (London), J. Rance (Radlett), D. Bateman (St. Ives), J. Coombes (Wolverhampton), R. W. Clarke (Birmingham), K. Turton (Wolverhampton), P. Sharratt (Petworth), G. Smeed (Hendon), G. R. S. McKay (Bourton-on-the-Water), P. Hull (Balbeggie).

Incorrect solutions covered Amilcar, Frazer-Nash, Becke Powerplus, Lagonda, Marendaz Special, o.h.c. Austin, Peugeot, R-type M.G., E.R.A., Bugatti, Salmson, Rabelro-A.C. and Abbott-Nash.

MERCEDES-BENZ WIN LES VINGT QUATRE HEURES DU MANS—*continued from page 314*

rather low speed explained by about 1½ hours delay removing water from the official fuel supplied to the cars.

GENERAL CLASSIFICATION ON DISTANCE—FIFTEENTH COUPE ANNUELLE

	Distance	*Average speed (k.p.h.)*
1st : H. Lang/F. Riess (2,996-c.c. Mercédès-Benz 300SL)	3,722 kms. 780 m.	155.574
2nd : L. Helfrich/H. Niedermayer (2,996-c.c. Mercédès-Benz 300SL)	3,720 kms. 260 m.	155.011
3rd : L. Johnson/T. H. Wisdom (4,135-c.c. Nash-Healey)	3,534 kms. 30 m.	147.251
4th : B. S. Cunningham/W. Spear (5,425-c.c. Cunningham)	3,399 kms. 40 m.	141.627
5th : A. Simon/Vincent (4,102-c.c.Ferrari) ...	3,361 kms. 810 m.	140.078
6th : L. Valenzano/" Ippocampo " (1,991-c.c. Lancia)	3,342 kms. 420 m.	139.268
7th : P. T. C. Clark/M. Keen (2,587-c.c. Aston-Martin DB2)	3,335 kms. 780 m.	138.991
8th : F. Bonetto/E. Anselmi (1,991-c.c. Lancia)	3,320 kms. 440 m.	138.352
9th : A. Chambas/A. Morel (4,966-c.c. Talbot-Lago, s/c.)	3,155 kms. 230 m.	131.468
10th : R. F. Peacock/G. A. Ruddock (1,979-c.c. Frazer-Nash)	3,021 kms. 530 m.	125.897
11th : A. Veuillet/E. Mouche (1,086-c.c. Porsche)	2,955 kms. 400 m.	123.142
12th : Plantiveaux/R. Chancel (851-c.c. Panhard coupé)	2,914 kms. 950 m.	121.456
13th : M. Becquart/G. Wilkins (1,486-c.c. Jowett-Jupiter)	2,818 kms. 900 m.	117.454
14th : J. Hemard/E. Dussous (612-c.c. Panhard-Monopole)	2,802 kms. 190 m.	116.758
15th : de Regibus/Porta (747-c.c. Renault 4CV)	2,628 kms. 850 m.	109.535
16th : R. Gaillard/P. Chancel (611-c.c. Panhard-Monopole)	2,508 kms. 340 m.	104.514
17th : Redelé/Lapchin (747-c.c. Renault 4CV)	2,388 kms. 50 m.	99.502

Fastest lap (new record) : A. Ascari (2,998-c.c. Ferrari), 4 min. 40.5 sec.—173.159 k.p.h.

SIXTH COUPE A L'INDICE DE PERFORMANCE (HANDICAP)

	Index figure
1st : J. Hemard/E. Dussous (612-c.c. Panhard-Monopole)	1,295
2nd : H. Lang/F. Riess (2,996-c.c. Mercédès-Benz)	1,274
3rd : L. Helfrich/H. Niedermayer (2,996-c.c. Mercédès-Benz) ...	1,269
4th : Plantiveaux/R. Chancel (851-c.c. Panhard coupé)	1,222
5th : L. Valenzano/" Ippocampo " (1,991-c.c. Lancia)	1,193
6th : F. Bonetto/E. Anselmi (1,991-c.c. Lancia)	1,185
7th : L. Johnson/T. H. Wisdom (4,135-c.c. Nash-Healey)	1,178
8th : A. Veuillet/E. Mouche (1,086-c.c. Porsche)	1,170
9th : R. Gaillard/P. Chancel (611-c.c. Panhard-Monopole)	1,160
10th : P. T. C. Clark/M. Keen (2,587-c.c. Aston-Martin DB2) ...	1,157
11th : de Regibus/Porta (747-c.c. Renault 4CV)	1,143
12th : B. S. Cunningham/W. Spear (5,425-c.c. Cunningham)	1,133
13th : A. Simon/Vincent (4,102-c.c. Ferrari)	1,121
14th : R. F. Peacock/G. A. Ruddock (1,979-c.c. Frazer-Nash)	1,079
15th : A. Chambas/A. Morel (4,966-c.c. Talbot-Lago, s/c.)	1,052
16th : M. Becquart/G. Wilkins (1,486-c.c. Jowett-Jupiter)	1,051
17th : Redelé/Lapchin (747-c.c. Renault 4CV)	1,038

EIGHTEENTH RUDGE-WHITWORTH BI-ANNUAL CUP ON HANDICAP

1st : J. Hemard/E. Dussous (612-c.c. Panhard-Monopole)	1,295
2nd : L. Johnson/T. H. Wisdom (4,135-c.c. Nash-Healey)	1,178
3rd : A. Veuillet/E. Mouche (1,086-c.c. Porsche)	1,170
4th : R. Gaillard/P. Chancel (611-c.c. Panhard-Monopole)	1,160
5th : P. T. C. Clark/M. Keen (2,587-c.c. Aston-Martin DB2) ...	1,157
6th : A. Simon/Vincent (4,102-c.c. Ferrari)	1,121
7th : R. F. Peacock/G. A. Ruddock (1,979-c.c. Frazer-Nash) ...	1,079
8th : A. Chambas/A. Morel (4,996-c.c. Talbot-Lago, s/c.)	1,052
9th : M. Becquart/G. Wilkins (1,486-c.c. Jowett-Jupiter)	1,051

CLASS WINNERS

750 c.c.—Hemard/Dussous (Panhard-Monopole).
1,100 c.c.—Veuillet/Mouche (Porsche).
1,500 c.c.—Becquart/Wilkins (Jupiter).
2,000 c.c.—Valenzano/" Ippocampo " (Lancia).
3,000 c.c.—Lang/Riess (Mercédès-Benz).
5,000 c.c.—Johnson/Wisdom (Nash-Healey).
8,000 c.c.—Cunningham/Spear (Cunningham).

BOREHAM (June 21st)

New Lap Record : R. D. Poore (3.8 Alfa-Romeo), 94.41 m.p.h.
1,500 c.c. Sports Car Handicap : 1st, J. C. C. Mayers (Lester-M.G.), 79.49 m.p.h.; 2nd, F. C. Davis (Cooper-M.G.); 3rd, J. Kelly (Jupiter).
Over 1,500 c.c. Sports Car Handicap : 1st, J. B. Swift (Jaguar), 80.48 m.p.h.; 2nd, R. Salvadori (Jaguar); 3rd, J. Goodhew (Lagonda).
XK 120 Scratch Race : 1st, H. Howorth, 84.29 m.p.h.; 2nd, R. Salvadori; 3rd, M. W. Head.
Unlimited Scratch Race : 1st, O. Moore (H.W.M.-Jaguar), 83.88 m.p.h.; 2nd, R. Salvadori (Jaguar); 3rd, M. W. Head (Jaguar).
Formula II : 1st, R. Parnell (Cooper-Bristol), 89.62 m.p.h.; 2nd, K. McAlpine (Connaught); 3rd, W. Dobson (Ferrari).
Formule Libre : 1st, R. D. Poore (Alfa-Romeo), 92.59 m.p.h.; 2nd, A. G. Whitehead (E.R.A.); 3rd, R. Parnell (Maserati).

The "Chain Chatter" feature will appear again next month.

EMPHASIS ON SPORTS CARS——

Two Jaguar XI20-Engined "Specials," Oscar Moore's H.W.M.-Jaguar and E. P. Scragg's Alta-Jaguar.



POWER/WEIGHT RATIO. Oscar Moore's H.W.M.-Jaguar, seen here at Goodwood, is an excellent example of good power/weight ratio. Note the small "headlamps."

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ONE of the more interesting and potent "specials" to appear in this year's sports-car and Club races has been Oscar Moore's H.W.M.-Jaguar. Its successes are rather too numerous to detail, but it will be recalled that at the last B.A.R.C. Members' Meeting at Goodwood, Moore won a scratch race at 74.61 m.p.h., and was later placed third in a handicap, in which he established fastest lap of the day, at 79.85 m.p.h. This puts him in the lead, one point ahead of F. C. Davis and the Cooper-M.G., in The MOTOR SPORT Brooklands Memorial Trophy Contest, the final round of which will be contested at Goodwood on July 26th.

At the Bugatti O.C. Silverstone Meeting on June 14th, the H.W.M.-Jaguar, just returned from running at Dundrod, tied for second fastest time in the one-lap sprints and then, coolly won not only the unlimited sports-car race in which it was driven by Oscar's son Terence, but the event for Formule Libre racing cars, setting up a new lap record for the "short" Club circuit of 74.62 m.p.h.

Oscar Moore, whom we first met during the war when we were enquiring into the performance of the f.w.d. Cord car, was interviewed about his H.W.M.-Jaguar during the latter meeting—a most appropriate occasion!

The chassis and body are, of course, those of his 1950 H.W.M., one of the three team H.W.M.s of that year. Into this compact chassis Mr. Moore contrived to install an XK120 Jaguar engine, but an XK120 with a difference. Not only has this engine a special cylinder head, the high-lift camshafts and other mods. associated with getting maximum power from one of these engines, but in its present guise it has been enlarged from 3,442 c.c. to 3,814 c.c. This was achieved by boring out the cylinders, and linering them to a bore of 87 mm., an increase of no less than 4 mm. It was a daring expedient and so far, apart from the liners expressing a desire to shift, has paid obvious dividends.

The induction system is virtually standard and carries two 2 $\frac{3}{16}$ in. S.U. carburetters, although 2-in. carburetters would be nearer the ideal. The H.W.M. radiator was modified to suit the bigger engine and is slightly pressurised. To the Jaguar engine is mated the original clutchless Armstrong-Siddeley pre-selector gearbox, altered somewhat internally because the H.W.M. ratios were closer than required with the 3.8-litre Jaguar engine.

The H.W.M. rear end has been rebuilt with stronger Hardy-Spicer drive shafts and hubs and now incorporates a Jaguar final drive and differential unit, which provides Oscar Moore with a choice of axle-ratios—3.27, 3.64 and 3.9 to 1. On the occasion of our interview he was using a 3.6 ratio in conjunction with 6.00-16 back tyres (5.25-16 on the front wheels) but confessed that his 3.9 to 1 axle is better suited to the Silverstone Club circuit. The gearbox ratios are 3.0, 1.81 and 1.37 to 1. The large H.W.M. fuel tank was removed from the rather stub tail of the car and by using a 17-gallon tank the spare wheel can be accommodated horizontally ahead of it, to satisfy the hawk-eyed scrutineers who descend on competing cars at sports-car meetings. For illumination, however, Oscar relies on two tiny side-lamps mounted on the front-wings stay, as our photograph discloses. The engine exhausts into two business-like silencers-cum pipes terminating ahead of the back wheel on the near side.

Installing the Jaguar engine meant that much weight was imposed on the H.W.M. independent front suspension but this has stood up satisfactorily, aided by a stronger Woodhead leaf spring. The H.W.M.-Jaguar weighs 17$\frac{1}{4}$ cwt. with oil and water but *sans* fuel. Distribution is about 50/50 between front and back wheels.

The engine is run on 80-octane fuel and Castrol "R" oil, and Lodge 47-plugs and a Lucas magneto are used. It is reluctant to exceed 5,000 r.p.m., which Oscar Moore observes as his limit on the indirect ratios. He has had no time to convert it for methanol fuel but has interesting development plans in mind, such as the use of a Type-C cylinder head, camshafts of more "racing" contour and a reduction in compression-ratio from the present high figure of 9.37 to 1.

In its existing tune, however, the H.W.M.-Jaguar has shown itself to be very worth while and Oscar Moore has every reason to be proud of his car. We have not had an opportunity of driving either this car or E. P. Scragg's Alta-Jaguar (which retains a standard-size XK120 engine and, we imagine, is about 1 cwt. heavier than Moore's) but it is obvious that they must be as exciting on the road as they are round the circuits.

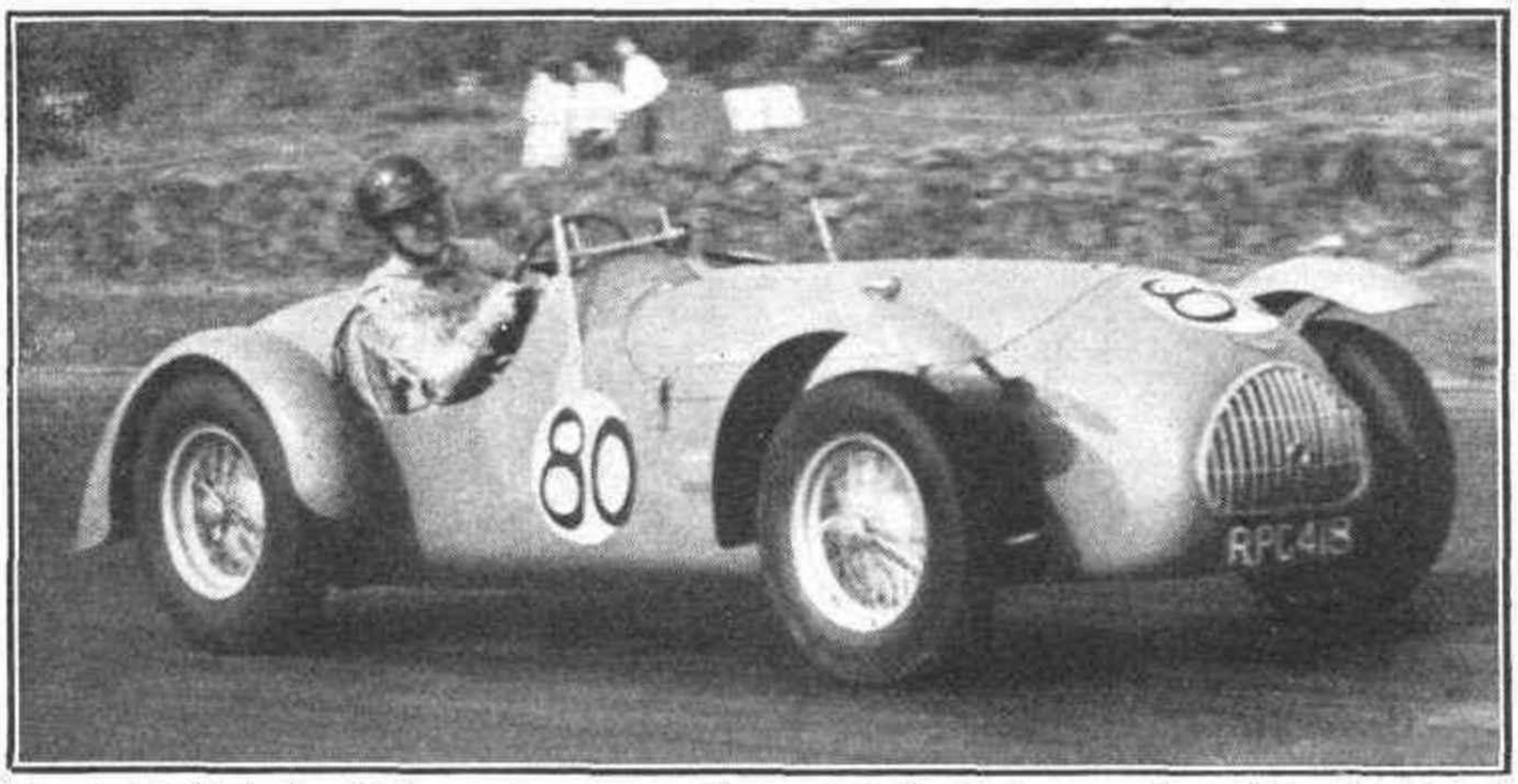
I first saw E. P. Scragg's Alta-Jaguar last winter, when I visited H.W. Motors to have a sealed-lips look at the chassis of the 1952 H.W.M. For the Alta chassis into which the XK 120 engine was being installed is none other than that of George Abecassis' G.P. car.

Scragg, who, like the famous Basil Davenport, is a native of Macclesfield, had the misfortune, in May last year, to suffer a road accident with his XK 120 Jaguar, which was in pretty potent tune, as ascents of Prescott in 51.1 sec. and Shelsley Walsh in 44.1 sec. testify. No Jaguar has yet improved on these times, incidentally.

Such an engine seemed too good to waste, so Scragg hit upon the happy idea of asking H.W. Motors to install it in the ex-Abecassis Alta, this being deemed to have a more suitable transmission and to be better suited to the power output and torque of the Jaguar engine than an H.W.M. chassis which was also available.

Accordingly, the chassis was rebuilt, the wheelbase being shortened to 7 ft. 10 in. and fully modified to the latest Formula II trim by Alta themselves. The new rear-axle, designed to withstand 300 b.h.p. and incorporating a ZF differential, was installed and the Alta steering changed for the latest H.W.M. rack-and-pinion layout.

The engine, obviously very potent, was prepared by Hugh Howorth, whose own XK 120 proved during last season to be about the fastest in England. Pistons giving an 8.0 to 1 compression-ratio, modified and polished internals and high-lift camshafts produce the power, and to cope with it a heavy-duty clutch and lightened



E. P. SCRAGG'S ALTA-JAGUAR is somewhat heavier than Oscar Moore's H.W.M.-Jaguar and has a standard-size XK120 engine. The body, by Leacroft, is beautifully finished.

flywheel are used. The ratio of the back-axle is 3.89 to 1, which gives a second gear of 7.67 to 1 and a third gear of 5.28 to 1. In conjunction with 6.50-16 rear tyres (those on the front wheels are 6.00-16) this represents maxima of 70 and 100 m.p.h., respectively, at a little above 6,000 r.p.m., with a maximum in top gear in the region of 140 m.p.h. It is thought that such gear ratios will prove well suited to all-round competition work, being admirable for hill-climbs and about what is wanted for our short racing circuits.

The Alta chassis provides all-round independent suspension and Scragg enjoys a very smooth ride, while the steering is very accurate, pointing to correct weight distribution, always rather a gamble when constructing a hybrid of this kind. The brakes the owner dismisses briefly as "just wonderful."

The body was built by the Leacroft Eng. Co. of Egham, who also make the H.W.M. bodies for John Heath. It is a comfortable two-seater with an admirable hood, spare wheel within the tail, and quickly detachable windscreen replaced by aero screens. The finish would put many production sports-cars to shame.

At first the engine lost power badly at high r.p.m., but this was rectified and the Alta-Jaguar formula is now beginning to pay dividends in competition. For instance, at the May B.A.R.C. Goodwood Members' meeting Scragg finished third in a scratch race to Oscar Moore's "outsize" H.W.M.-Jaguar and an XK 120, making fastest race-lap at 76.32 m.p.h. At the Maidstone and Mid-Kent M.C. Silverstone Meeting the car won a scratch race at 61.24 m.p.h. over the "long" 1952 Club circuit.

Scragg feels that he was wise to choose the Alta chassis, which has proved very reliable, and he hopes eventually to obtain approximately 200 b.h.p. from the Jaguar engine, when his Alta-Jaguar will be even more worth watching than it is at present.—W. B.

G.P. d'EUROPE AT SPA—Continued from page 337.

at all events, with some 30 b.h.p. more than the most powerful British F2 cars are approaching last year's F1 speeds. The G.P. d'Europe was continued emphasis of their supremacy, and as he walked, wet and dirty, to be received by Prince Albert, Ascari was no doubt cheered by the thought that he now leads on points, with Taruffi, for the 1952 World Championship. Taruffi's poor start perhaps precipitated his close-shave tactics which ended, not in more Championship points, but ignominiously in a ditch. The leading placings to date are: Ascari and Taruffi, nine each; Ruttman, eight; Fischer and Farina, five each; Behra, Hanks and Manzon, four each.—W.B.

1st: A. Ascari (four-cylinder Ferrari), 3 hr. 3 min. 46.2 sec. ... 165.964 k.p.h.
2nd: G. Farina (four-cylinder Ferrari), 3 hr. 5 min. 41.5 sec. ... 164.246 k.p.h.
3rd: R. Manzon (Gordini Six), 3 hr. 8 min. 14.7 sec.
4th: Hawthorn (Cooper-Bristol), 35 laps; 5th: Frere (H.W.M.), 6th: Brown (Cooper-Bristol), 34 laps; 7th: Claes (Sports Gordini); 8th: Brandon (Cooper-Bristol); 9th: Tornaco (four-cylinder Ferrari); 10th, Bira (two-cylinder Gordini), 33 laps; 11th Macklin (H.W.M.); 12th: Laurent (H.W.M.), 32 laps; 13th: Legat (Veritas-Meteor); 14th: Gaze (H.M.W.), 31 laps; 15th: O'Brien (1½ Gordini), 30 laps.

Retired: Moss (E.R.A.-Bristol), engine seized, ½ lap; Collins (H.W.M.), rear suspension trouble, 3 laps; Rosier (four-cylinder Ferrari), engine trouble, 5 laps; Wharton (Frazer-Nash), crashed, 10½ laps; Taruffi (four-cylinder Ferrari), skidded into ditch; Behra (Gordini Six), skidded into ditch, 13½ laps; Charrington (Aston-Butterworth), engine trouble, 17 laps; 22 starters, 15 finishers.

SPARRINGS

Belgium was well represented among the drivers, but one regrets that there are no longer any Belgian cars for them to drive. Where are the Bolides, Pipes, Germains, Minervas, Metallurgiques, Excelsiors and Nagants of yesteryear?

* * *

Indeed, apart from the old F.N. aforementioned (whose owner refused 50,000 frs. for it), the only Belgian cars seen were a nice Minerva of perhaps 1930 vintage, used as a laundry van, and an aged Imperia.

* * *

At our hotel on the morning of the race we were disturbed to see a front-page newspaper heading: "*L'Auto tue plus de monde que les bombardements.*" It was, need we add, a *Billet de Londres*!

* * *

One and half hours before the start the grid was painted on the road in front of the Tribunes, a young boy-scout supervising the correct positioning of the numbers.

The official programme said: "*Hawthorn est véritablement la révélation de la saison.*" He certainly is—and took home from Spa the Winston Churchill Challenge Cup for *au concurrent anglais le mieux classé.*

* * *

MOTOR SPORT chartered its usual Transair Avro Anson to cover the race. It was the Buick taxi from Liege to Spa which induced travel sickness!

* * *

M. Charles Faroux was writing away as briskly as anyone in the press box. He must have been covering motor races for some fifty years now, and we wonder just how many he has reported in his time.

* * *

It is just fifty years since circuit racing was invented in Belgium, in the shape of the first Circuit des Ardennes. But the anniversary seems to have passed unnoticed.

* * *

Although the new Maseratis, to have been driven by Fangio and Gonzalez, did not appear and no A.F.M.s were present, all the cars listed in the programme started! Gaze was rumoured to be driving a Mark V Cooper 500, but although there was one of these in the huge Ecuri Richmond van, the Australian started in his recently-acquired 1951 H.W.M.

* * *

Police and officials could hardly have been nicer and we venture to say, British organisers, please copy!

* * *

The race started dead on time, to the astonishment of the B.B.C. Warm tribute is due to Raymond Baxter for a first-class commentary delivered under anything but ideal conditions.

* * *

Commenting on Formula II, the programme made reference to *la menace illusoire de la B.R.M.*

* * *

There only seems to be one sort of red, blue or yellow for Italy, France and Belgium, but there are now almost as many shades of green as there are British entries.

With deep dismay we learn that Fagioli passed away on June 20th, following his recent accident at Monte Carlo.

GOODWOOD WHITSUN MEETING—DULL BUT DRY *Mike Hawthorn (Cooper-Bristol) is Brilliant Victor of Sussex Trophy Race*

THE weather was bleak but dry for the Whit-Monday Meeting at Goodwood—the racing likewise. It was one of those International fixtures notable for its lack of International entries. The six races were run off with that efficiency and strict adherence to schedule for which the B.A.R.C. is justly famous, but suffered from lack of new cars, non-starters, and perhaps, a lack of originality. The meeting was composed of the 500-c.c. International Trophy and its two preceding heats, two sports-car handicaps and—best race of the day by far—The Sussex Trophy race for Formule Libre cars.

The 500-c.c. cars were out in force but we prefer Goodwood without them. [In Chapter IX of " Trumpet Voluntary " G. B. Stern divides the world into those who like noise and those who love quiet. I love motor racing, but dislike the noise of the 500s.—Ed.]

Non-starters included the Thinwall Ferrari, possibly being saved for Dundrod, the H.A.R., Duncan-Hamilton's XK 120C Jaguar and Charles Bulmer's B.M.W.-Bristol. [The last-named for the unhappy reason that the Scrutineer apparently had never heard of flexible-couplings in steering columns and would not pass the car with, perhaps, $\frac{1}{2}$ in. of perfectly normal movement at the steering wheel for this reason. The Stewards upheld the decision but we hope that by now the B.A.R.C. has apologised to the entrant and refunded his entry fee.—Ed.]

F. R. Gerard's Cooper-Norton was obviously in excellent form and, driven with outstanding prowess, it lay third behind George Wicken's Cooper-Norton and D. S. Shale's Kieft-Norton for two laps of the first heat of the 500-c.c. International Trophy. Then, with Shale, a new comer of real promise, now in the lead, Gerard disposed of Wicken and a lap later he was leading himself, winning at 76.94 m.p.h. 0.8 sec. ahead of Wicken who regained his place from Shale. Gerard also made fastest lap, at 78.54 m.p.h.

Here it is time to remark that the Chicane after Woodcote Corner has again been modified—widened, and marked by proper brick walls. This constitutes a great improvement, for the cars take it faster and in less of a procession. Presumably, a new lap-record counts from this Whitsun Meeting—Hawthorn's 87.27 m.p.h. in the last race. At the Chicane in this first heat, Tyrrell's Cooper spun on the first lap, stalled, ran over a marshal's foot as it was re-started, then stalled again in mid-track. Later, on lap five, G. E. Thomas' Cooper spun off here, to retire.

Heat two was notable for the manner in which Don Parker's Kieft-Norton, lightened even below Kieft lightening standards(!), worked up to lead from the fourth to the final seventh lap, winning at 75.22 m.p.h., 0.6 sec. ahead of Bicknell's Revis-J.A.P. and Annable's Kieft. Ken Carter had been right there until the Chicane, through which he was unable to pass Parker, after which he was " swamped " on the run-in. Parker made fastest lap, at 77.28 m.p.h. Braid's Mackson spun, going into the Chicane on the first lap, possibly because Gray's Cooper stalled in its path, and it dented its nose on the new marker-wall, Braid retiring on the next lap. Huxley's Cooper spun off at Woodcote; the Arengo and Fenning's Cooper also retired. The Arnotts ran in close formation, Brown leading Brise. Les Leston (" Leston of Luxembourg ") drove fast but never got amongst the leaders.

Next came a Sports-Car 7-lap Handicap, which Mr. Ebblewhite (the handicapper) had handed to the limit-men, Bucknall in his blown 1,087-c.c. special-bodied M.G. and de Edwards' Silverstone Healey. These two spent the race in a stern struggle, Edwards passing just before the beginning of the last lap to win at 70.67 m.p.h., 0.6 sec. ahead, having made up 2 sec. handicap. Tasker's Healey was third. Mitchell's Frazer-Nash fulfilled earlier promise by making best lap at 78.4 m.p.h. before indulging in some grass-cutting antics. Black " had a thing " in his XK 120, denting a wing. Tye took the Chicane untidily in his XK120, while Simpson's Allard finished a poor last. The whole race was rather dull (particularly when compared with John Bolster's rapid negotiation of the Chicane in a Morris Minor !) and so was the similar handicap which followed. A gaggle of T-type M.G.s led for a while, but by five laps Lamb's Silverstone Healey had washed-out the leader's 90 sec. start and itself led the race, after which it pulled out a bigger and bigger lead, winning at 73.5 m.p.h. by no less than 34 sec. Second place went to Jim Mayers, driving his Lester-M.G. with real fire from scratch, lapping at 76.6 m.p.h. Brooks' Healey was third, ahead of A. S. Metcalfe's very game, pre-war Fiat Balilla. F. C. Davis (Cooper-M.G.) tried very hard while praiseworthily retaining full control, but Mayers gave him seven sec. start and passed him in three laps, although Griffiths, in the I.O.M.-winning Lester-M.G., starting level, was a place behind Davis at the finish. Davis caught Ruddock's Lester-M.G., which had seven sec. start, in three laps. Thus does Cooper-M.G./Lester-M.G. rivalry continue ! Rogers gave a polished show in his Riley saloon, but Sparrowe, his Morgan 4/4 sprouting weird air-scoops, fell back.

The 15-lap Final of the 500 International Trophy, started by D. M. Glover of United Lubricants, donor of £500 prize-money, consolidated Gerard's half-litre supremacy. He led throughout, driving a faultlessly-prepared car perfectly, lapping Brise's Arnott four laps from the finish. The Cooper-Norton averaged 77.98 m.p.h., lapping at 79.7 m.p.h. George Wicken was second, a respectful distance behind—15.6 sec. as Gerard crossed the line. Don Parker worked his maroon Kieft up to third place after ten laps and stayed there, although he nearly lost this place to Bicknell when he spun at the Chicane, a lap from the finish—he kept his engine going in spite of rolling backwards, and got away very swiftly, almost in Bicknell's path. Parker made, too, fastest lap—79.7 m.p.h. Brown in the Arnott pushed N. B. Johnson in Christie's Cooper for all he was worth, until Johnson went off the course before the Chicane on lap ten, and retired.

The 15-lap Sussex International Trophy Race was unquestionably the best race of the day, in spite of having eight non-starters. Webb drove his nicely-finished Turner Special and Clive Lones his startling Kieft with 1,100-c.c. V-twin J.A.P. engine. A pity this race could not be run in heats and a final as originally intended, due to lack of entries (24 all told). The first lap order was Poore's Alfa-Romeo, Gerard's E.R.A., Hawthorn's Cooper-Bristol. After which, Hawthorn, fresh from his success at Charterhall, passed inside Gerard as the E.R.A. cornered wide and ran right away with it, driving superbly, exciting power-slides from the Chicane included. He lapped at the aforesaid 87.27 m.p.h., winning at 85.13 m.p.h., 2.6 sec. ahead of Gerard, who handled his old E.R.A. spendidly, but just couldn't catch the unblown Cooper-Bristol. Poore had to be content with third place, his Alfa-Romeo seeming to lack some of its former speed. Graham Whitehead drove his E.R.A. into fourth place after his usual polished race, but Tony Rolt vanished with a broken piston on lap eight after getting the E.R.A.-Delage into fifth place. Gaze's 1951 H.W.M. went very sick on the twelfth lap. The remaining placings after the first four were : McAlpine (Connaught), Kelly (Alta), Cooper (Cooper-Bristol), Webb (Turner) and then Eric Thompson in Rob Walker's Delahaye which nobly disposed of Watkins' 5.4-litre Allard. The Kieft lasted for five laps but Mann's 2.6-Monza Alfa-Romeo pulled in after only two laps.

CHALLENGE TO HISTORIANS

The *News-Chronicle* on May 27th, writing of The Monaco Sports Car Races, remarked that Mme. Ivonne Simon would compete and continued : " For the first time in history a woman will brave the thrills and dangers of a Grand Prix." This seems a nice challenge to motor historians. For instance, if the *News-Chronicle* can pass off the Monaco sports-car races as a " Grand Prix " we feel entitled to put the old Targa Florio in this category and then there is no need to search the records to challenge Charles Fothergill's statement, for it is well known that Madame Junek nearly won this great race 24 years ago in her 2.3 G.P. Bugatti, keeping ahead of such great drivers as Campari, Chiron, Divo, Conelli, Brille-Peri and even Nuvolari, until a leaking water-pump delayed Mme Junek 60 miles from the finish, with victory in sight. She finished fifth. Countess Einsiedel also drove a Bugatti in the 1928 Targa Florio. On the other hand, the Monaco race is officially titled a G.P., the Targa Florio was not, so perhaps Fothergill is right after all ! The *News-Chronicle* also stated : " Spain is making her first serious attack on a classic event with two Pegasus "—which overlooks Hispano-Suiza's entry in the Coupe de *l'Auto* of 1910, which was at least sufficiently serious to win that race ! The Pegasus is in reality the Pegaso, of course.

A rather amusing blunder was made by the Financial Secretary to the Treasury, Mr. John Boyd-Carpenter, when, recommending a reduction in the proposed " flat-rate " tax on cars of 6 h.p. and 7 h.p., in the House of Commons on May 8th, he symbolised the Austin Seven as the type of car whose owners he wanted to assist. This resulted in the *Light Car* energising the elaborate machinery of the A.A. into taking up this matter direct with the Treasury for, argued the *Light Car*, " the original Austin Seven had a Treasury rating of 7.8; therefore, the taxable h.p. was 8." In actual fact the original Austin Seven had a Treasury rating of 7.2, its original dimensions of 54 by 76 mm. (697 c.c.) being later increased to 56 by 76 mm. (747 c.c.) to give it a better chance in Class H racing. But both versions were 8, not 7, horse-power for taxation purposes. And if politicians split atoms we suppose Motor Sport may split hairs

MONZA GRAND PRIX (June 8th)

The race, for Formula II cars, was run in two 137 mile heats. Cars which completed 29 laps in the first heat were eligible for the second race. The final results were arrived at by adding together the times of the two separate heats. Total prize-money was 3 million lire, with a sweepstake. First prize 40 million lire, depending on the results.

Starters: Ferrari four-cylinder (Farina, Ascari, Villoresi, Simon and Fischer); Ferrari 12-cylinder (Carini, Comotti, Walker, Bianchetti, Volonterio, de Tornaco, Ruggiero); Maserati Type A6G (Gonzalez, Bonetto, Fangio); Maserati six-cylinder (Landi, Bianco); Aston-Butterworth (Aston, Charrington); Cooper-Bristol (Brown and Brandon); Monaci (Rocco); Veritas (Ulmen); H.W.M. (Hamilton, Claes and Gaze); Alta (Whitehead); Frazer-Nash (Wharton).

The Maseratis, driven by Landi and Bianco, were the prototypes of the new A6G. The Monaci was an attractive little machine, powered by two Fiat 1,100 c.c. engines mounted in tandem.

The fastest lap in practice had been made by Ascari (Ferrari) in 2 min. 5 3/5th sec. but Gonzalez was less than 3 sec. slower on his Maserati. Some time before the race, Fangio had put in 35 fast laps on one of the team cars without anything coming apart, so evidently the "Masers" had got something in their new A6G models. Racing conditions were perfect, sunny and a slight breeze, and the immense concrete grandstand was packed with spectators.

First Heat: Meanwhile the cars were taking their places in fours on the starting grid, with Ascari, Farina, Gonzalez and Villoresi in the front rank and Simon, Bonetto, Fischer and Walker in the second. Fangio, who had not done any practice laps, occupied an unaccustomed place in row eight.

A roar on engines as the flag dropped, and Gonzalez shot off in the lead with Ascari half a length behind. Before the leading cars reached the end of the pits, Bonetto had cut round outside them to the front, and maintained his lead throughout the first lap. Fangio meanwhile had forced his way from the rear into seventh place.

Ascari caught Bonetto on the second lap, Farina was lying third and Gonzalez fourth, but there was no sign of Fangio. His car had skidded and somersaulted twice coming out of the tricky Lesmo curve at the far side of the circuit, possibly as the result of oil on the track. The driver lay unconscious at the side of the track, within a yard of following cars. He was seriously injured in the head and back, but is now recovering. Villoresi was fifth in the second lap, but a record for this race at 109.1 m.p.h. brought him into third place at lap four. Gonzalez had speed in hand, however, and regained his fourth place.

Aston, on the Aston-Butterworth, retired at this point. Peter Walker (Ferrari) was eighth, Ken Wharton on the single-seater Frazer-Nash tenth, and Peter Whitehead (Alta) 11th. Ascari and Farina maintained their lead, with the speed increasing slightly every lap. Gonzalez and Villoresi were scrapping furiously for third place, passing one another almost on alternate laps.

The Villoresi-Gonzalez duel came to an end on the 19th lap, when "Gigi" had to pull in and retired with a bent valve. Gonzalez' car started misfiring on its 27th lap and retired with ignition trouble.

Ascari had already put up a record time on lap 11, and raised the speed further on lap 20, to 110.3 m.p.h. The French driver, Andre Simon, who was driving a steady race on the fourth works Ferrari, came into fifth place on lap 19, and on the 27th caught Bonetto and stepped up to third position. Fischer, the Swiss driver, who finished sixth in last year's race, made good use of his new four-cylinder Ferrari and joined the leaders in fifth place.

Obviously nothing could stop a Ferrari victory. Hamilton on the new type H.W.M. had dropped out with bearing trouble, but Whitehead, Claes and Tony Gaze were still lapping steadily. Charrington on the Aston-Butterworth was still going strong too, and likewise Wharton (Frazer-Nash) and Brandon and Brown on the Cooper-Bristols. A pity we cannot gain speed as well as stamina!

1st: Ascari (Ferrari), 1 hr. 15 min. 12 sec., 109.3 m.p.h.
2nd: Farina (Ferrari), 1 hr. 16 min. 6 3/5th sec.
3rd: Simon (Ferrari), 34 laps.

Second Heat: Sixteen cars qualified to run in the second heat, but there were five non-starters, amongst them Wharton, whose Frazer-Nash developed a cracked chassis.

On the first lap Ascari and Farina came round two lengths apart, with Bonetto and Simon at 50-yard intervals. On the second lap Farina was in the lead, with Simon in third place. On the third lap Ascari was leading, on the fourth Farina ahead again, while Fischer had overtaken Bonetto. Farina's sixth lap was only a second slower than Ascari's best in heat one, and Ascari replied on the eighth with a lap at 110.8 m.p.h., 3/5th sec. faster than his previous record in heat one. What had at first seemed a "staged" race to keep the spectators amused was developing into a first-class battle, and the crowd in the stand were on their feet with excitement as they watched the leading cars passing and re-passing on the far side of the course.

Average speed was higher in the second heat, and Farina broke the record again on the 11th lap at 111.5 m.p.h. He led on the 12th lap, then Ascari again, Farina on the 14th. Sensation on the 15th lap—Farina came round alone. Some minutes later Ascari came in slowly, finishing by pushing his car to the pits. Much frenzied work with the bonnet open and then the car was pushed slowly off the track, trouble apparently a seized camshaft.

Simon moved up into second place 53 sec. behind Farina, while Bonetto was holding down third place another minute to the rear. Fischer was fourth and Walker fifth, a great performance on one of the older cars. When we clocked him he was running only 7½ sec. a lap slower than Farina.

Farina and Simon continued their high-speed progress with only a split second's difference each lap, likewise Bonetto on the sole surviving Maserati, but on the 30th lap his car was missing from third place. He had broken down with a damaged fuel-pump half a mile from the pits, but pushed his car slowly along the finishing straight and was loudly cheered as he crossed the line.

Farina never let up until the end of the race, his average rising during the last five laps. It was a wonderful exhibition of high-speed driving on a difficult track, and what is perhaps equally interesting for future events this season, his average speed for the second heat was only about 0.05 m.p.h. slower than that by the two-stage Alfas over the same course in the 1951 Italian G.P.—T. G. M.

Second Heat:
1st: Farina, 1 hr. 14 min. 58 2/5th sec.
2nd: Simon, 1 hr. 16 min. 27 3/5th sec.
3rd: Fischer, 33 laps.

General Classification:
1st: Farina (Farrari), 2 hr. 31 min. 15 sec. (274 miles).
2nd: Simon (Ferrari) 2 hr. 31 min. 52 sec. (69 laps).
3rd: Fischer (Ferrari) 2 hr. 31 min. 26 sec. (66 laps).
4th: Walker (Ferrari) 66 laps; 5th: Brandon (Cooper-Bristol) 65 laps; 6th: Brown (Cooper-Bristol) 64 laps; 7th: Bonetto (Maserati) 64 laps; 8th: Claes (H.W.M.) 63 laps; 9th: Gaze (H.W.M.) 61 laps.

ULSTER TROPHY, DUNDROD (June 7th)

THE 252-mile Formula I Ulster Trophy Race at Dundrod was a most absorbing affair. It should have been a B.R.M. benefit but once again these unhappy, ill-prepared but all too-predictable cars retired. Winston Churchill spurred on our troops during the war with his famous Victory Sign, but if Raymond Mays isn't careful he will see more vigorous signs of this sort directed at the B.R.M. round the circuits of Europe.

Only one B.R.M. appeared for official practice, Fangio and Moss sharing it. It never went very fast. The remaining B.R.M. was being run-in at an adjacent airfield, where at least it must have felt thoroughly at home!

When the flag fell Moss and Fangio were in the back row. Moss stalled his engine, did two laps and stopped with overheating. After a long delay he completed a third lap, or 22 miles, and retired. Mike Hawthorn had got away brilliantly in the Cooper-Bristol and this grand Formula II car led for eight laps. After this Taruffi, driving the Thinwall Ferrari with new nose-cowl, washed out a stalled start and took the lead. Fangio was now third, after spinning at the hairpin and finishing the first lap in eighth place just behind Moss. Fangio clocked 141.8 m.p.h. over the measured section before the rain began, but Taruffi's three-year-old Ferrari replied with 144.9 m.p.h.

Hawthorn hung grimly to second place and when Taruffi stopped for rear tyres and fuel the Cooper-Bristol was able to snatch a slender lead. It was, however, suffering clutch slip and losing water from a warped head, so Mike had his own pit-stop and reverted to second place—still, a magnificent show. Kelly's blown Alta went really well, to finish third, but Rosier's Ferrari was clearly tired after Albi. Fangio's B.R.M. run ended after 25 laps, or 182½ miles, with fuel-feed trouble. According to the daily Press, Mays said all that was wrong was the date of the race—had it been four days later B.R.M. would certainly have won!

1st: Taruffi (4½ Ferrari), 3 hr. 5 min. 47 sec. ... ... 81.43 m.p.h.
2nd: Hawthorn (2.0 Cooper-Bristol), 3 hr. 9 min. 13.4 sec.
3rd: Kelly (1½ s/c. Alta), 1 lap behind; 4th: Rosier (Ferrari); 5th: Etancelin (Talbot); 6th: Moore (H.W.M.). *Fastest lap:* Taruffi, 91.12 m.p.h.
1,300-c.c. Scratch Race.—1st: J. Flynn (M.G.), 68.8 m.p.h.; 2nd: M. Watson (J.P. Vincent); 3rd: E. Going (Ford Ten). **Handicap.**—1st: A. W. Fleming (Ford), 69.52 m.p.h.; 2nd: F. D. Smyth (Ford); 3rd: A. M. Calder (Riley).

CLUB NEWS

WE HEAR

News of old cars continues to come in. Thus we hear of a well-preserved 1914 rear-engined two-cylinder chain-drive Crouch in Doncaster, while in the Bristol area, a 1921 15.9-h.p. o.h.c. Wolseley tourer (the third we have heard of in recent times) in sound order, which has run only 20,000 miles in the hands of its original owner, is in danger of being converted into a farm truck. Then an early "auto-wheel" attachment has been unearthed in the North, and in a Shaftesbury garage lies a 1924 sports two-seater Rhode with a broken crankshaft. J. A. E. Dickenson, Goldcrest, Kilworth Avenue, Shenfield, Essex has purchased a 1930 six-cylinder O.M. tourer and would appreciate any data that will assist him in rebuilding it.

Model Maker carried out an intriguing endurance run recently with one of the 1/18th-scale model Series E Vauxhall Velox cars (see MOTOR SPORT last month, page 288). It ran non-stop for 1 hr. 48 min., covering 4.2 miles at 2.4 m.p.h. G. H. Deason has restored a 1914 Levis "Popular" single-speed 2-stroke and Ron Barker a Clyno motor-cycle. A. J. Fisher has discovered both Targa Florio and Indianapolis 1922 Mercédès. Shell have issued 1952 editions of their well-illustrated guides to European Motor Racing and European Motor-Cycle Racing, with circuit maps, last year's winners, and a place for entering the results of this year's races and championships. Southern Autos Ltd. will supply a map of Dover to motorists going abroad. These publications are obtainable free, on mention of MOTOR SPORT, respectively, from Shell-Mex House, W.C.2 and Maison Dieu Road, Dover.

Charles Mortimer has purchased a Citroen Six after reading the MOTOR SPORT road-test of this car and also, for fun, a well-preserved "Ulster" Austin Seven. Colin Chapman has sold his famous "Lotus" Austin and is building a Formula Two car to be powered by the engine from Clairmonte's Riley, converted to E.R.A. specification, but *sans* blower of course. Charles Bulmer uses a Type 55 B.M.W. as a road car—it has the same steering column flexible coupling that so alarmed the B.A.R.C. Scrutineer in respect of the B.M.W.-Bristol at the Whitsun Goodwood Meeting! The Hon. Gerald Lascelles celebrated his engagement by attending Goodwood on Whit-Monday with his fiancee, Miss Angela Dowding.

N. G. Sweeny has a 1924 2LT Ballot and seeks data on these cars—address, Achill Sound, Co. Mayo, Eire.

R. K. N. Clarkson has entered his 1902 4.1-litre Panhard for the Champagne Rally. This car, which has never been rebored, does 50-55 m.p.h. and averages 32 m.p.h. over good roads.

LONDON RALLY

Last year's highly-successful London Rally is being repeated on September 19th/20th, this year, as a National fixture counting for the B.T.D.A. Rally Star. It is organised by the London M.C., will start from London and Leeds and will test driver and navigator rather than car performance. The itinerary will include five special tests and two map-reading sections in an interesting route of 600 miles, followed by social happenings. Novices are required to average only 16 m.p.h. to the Expert's 30 m.p.h. over the more difficult map-

FIXTURES FOR JULY

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

2nd.—Armagh & D.M.C. & C.C. Trial, Co. Armagh. *C.*
Bognor Regis M.C. Driving Tests, Bognor Regis. *C.*

4th-5th.—Brecon & D.M. & M.C.C. Rally, Wales. *R.*

5th.—R.S.A.C. HILL-CLIMB, REST AND BE THANKFUL. *I.*
M.G.C.C. Race Meeting, Silverstone. *C.I.*
Lancs A.C. Hill-Climb, Clerk Hill. *C.I.*
Ulster A.C. Race Meeting, N. Ireland. *C.*

5th-6th.—Weybridge M.S.C. Night Trial, Weybridge area. *C.*
B.A.R.C. Rally and Midnight Concours, Eastbourne. *C.*

6th.—N.W. London M.C. Standard Car Trial, Chilterns. *C.*
South Essex M.C. Rally. *C.*
Riley M.C. Trial. *C.*
Bugatti O.C. Hill-Climb, Prescott. *C.*
N. Midlands M.C. Trial, N. Notts. *C.*
Lloyd's M.C. Rally, Surrey. *C.*
C.S.M.A. Driving Tests, Middlesex. *C.*
U.H. & U.L.M.C. Sprint. *C.*
Stockport M.C. Rally, Cheshire. *C.*
Peterborough M.C. Navigation Trial, Peterborough area. *C.*
Torbay M.C. Production Car Run, Dartmoor. *C.*
Newcastle & D.M.C. Treasure Hunt, Newcastle area. *C.*

10th.—JERSEY M.C. & L.C.C. SPORTS-CAR RACE. *I.*

11th-12th.—S. Wales A.C. Welsh Rally, Wales. *N.*

12th.—Vintage S.C.C. Race Meeting, Silverstone. *C.I.*
Middlesbrough D.M.C. Race Meeting, Redcar Sands. *C.I.*
Bristol M.C. & L.C.C. Veteran Car Trial, Bristol. *R.*
M.G.C.C. (Scotland). Hill-Climb, Edinburgh. *C.I.*
Cumberland S.C.C. Speed events, Carlisle Dist. *C.*
Herefordshire M.C. Race Meeting or Sprint, Madley Airfield. *C.*
S.U.N.B.A.C. Driving Test, Sutton Coldfield. *C.*

12th-13th.—Brighton and Hove M.C. Rally and Concours, Brighton. *R.*
W. Hants & Dorset C.C. Night Trial, Hants and Dorset. *C.*

13th.—Herts C.A. & A.C. Speed Trial. *C.I.*
Taunton M.C. Rally, W. Somerset. *C.I.*
Cambridge "50" C.C. Race Meeting. *C.*
C.S.M.A. Navigation Trial, Farnborough area. *C.*
B.A.R.C. (Yorks). Greenwood Cup S.T., N. Riding, Yorks. *C.*
M.G. C.C. (N. Centre). Gymkhana, Chelford, Cheshire. *C.*
Leicestershire C.C. Sprint. *C.*
Grimsby M.C. Car Sports, Grimsby. *C.*

17th.—N. Cornwall M.C. Rally, Launceston. *C.*

19th.—R.A.C. BRITISH F.II GRAND PRIX, SILVERSTONE. *I.*

20th.—Thames Estuary A.C. Treasure Hunt. *C.*
Aberdeen & D.M.C. Driving Tests, Aberdeen. *C.*
Yorkshire S.C.C. Trial, S. Yorks. *C.*
Blackpool and Fylde M.C. Night Trial, Lancs/Westmorland. *C.*
N. London Enthusiasts' C.C. Driving Tests, Chesham. *C.*
S. Scotland C.C. Rally, Cumberland. *C.*
Half-Litre C.C. Race Meeting, Brands Hatch. *C.*

23rd.—Tunbridge Wells M.C. Rally, Kent, etc. *C.I.*
Brighton and Hove M.C. Club outing. *C.*

24th.—JERSEY M.C. & L.C.C. HILL-CLIMB, BOULEY BAY. *I.*
Morgan 4/4 Club. Driving Tests, Dorchester, Oxon. *C.*

25th-27th.—E. Counties M.C. Rally, Norfolk. *C.I.*

25th-26th.—Cheltenham M.C. Rally, Cheltenham. *N.*

26th.—Veteran C.C. Hill-Climb, Dorking. *R.*
N. of Ireland M.C. Rally, Londonderry. *R.*
B.A.R.C. Race Meeting, Goodwood. *C.*
Darlington & D.M.C. Race Meeting, Croft. *C.I.*
Aston-Martin O.C. Race Meeting, Silverstone. *C.I.*
E. Counties M.C. Driving Tests, Suffolk. *C.*
Welsh M.R.C. Race Meeting, Fairwood, near Swansea. *C.I.*

26th-27th.—Rochdale & D.M.C. Night Trial, N. England. *C.*

27th.—BUGATTI O.C. HILL-CLIMB, PRESCOTT. *I.*
Middlesbrough & D.M.C. Trial, N. Yorks. *C.I.*
V.S.C.C. Rally, Malvern. *C.*
Winfield J.C. Race Meeting, Charterhall. *C.*
Shenstone & D.M.C. Driving Test, S. Staffs. *C.*
Severn Valley M.C. Speed Trial, Wellington. *C.*
Sunbeam-Talbot O.C. Trial, Chilterns. *C.*

reading section. Four classes will be recognised, with generous prizes, and the event, for which maps will be provided by the organisers, finishes near London from 3 p.m. onwards on September 20th. The route touches Wales and other interesting country and there will be a compulsory one-hour stop for breaking fast, at a first-class hotel. It is not too early to contact Nina Imhof, Robin Hill, Coombe Hill Road, Kingston-on-Thames, Surrey, for details and entry forms.

CLUB AFFAIRS

The Coltec M.C. & C.C., formed by the students of the College of Technology, Birmingham, has two meetings a month, one outdoor, one indoor. This month there will be a Film Show of Castrol films at 6 p.m. on July 11th at the College and a Midnight Rally on July 5th/6th, starting in the Birmingham area. Those interested should contact P. Smith, 1, Stapylton Avenue, Harborne, Birmingham.

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M. J. Andrew, Keen Valley Dye Works, Bulwell, is the new Hon. General Secretary of the Nottingham S.C.C.

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The existing veteran members register of the C.U.A.C. is very much out of date, and it is therefore proposed to reorganise it completely so that all veteran members may be kept fully informed of the club's activities and may be given details of invitations received, etc. To this end, it would be much appreciated if all veteran members would send a card to the Secretary, T. G. Wood, St. John's College, Cambridge, giving their address.

The Secretary would also be glad to hear from anybody who wishes to become a veteran member. Veteran membership is open to any person who has been in residence at Cambridge as a member of the University—subscription is 5s. per year.

* * *

The Renault O.C. Rally held at the Old Manor Hotel, Witley, Surrey, on May 25th, was attended by 60 members and friends. Competitions included driving, parking and regularity tests. Five prizes were awarded, premier award to Mr. B. Pulver of London (Renault 748) with Miss D. Farr of Baldock (Renault 760) a close second. Interested owners please apply to Hon. Sec.: N. H. Atkinson, 7, Belle Vue, Hill Rise, Greenford, Middlesex.

* * *

The Wright Patterson Air Force Base has an active "Auto Club," with an enrolment of approximately 45 members. The cars include several Jaguar XK 120s, Stutz DV 32 short chassis Super Bearcat, Auburn Speedster, Model J Duesenberg, two Rileys, several specials, and a host of hot and cold M.G.s. Dr. Wunibald Kamm of pre-war B.M.W. and Mercedes-Benz fame is at this development centre. Dr. Kamm was the head of the German Automotive Research Institute and members are fortunate in being able to draw on his vast knowledge for advice as well as for official club talks on technical subjects.

* * *

A meeting of the Northern Centre of the Allard Owners' Club was held on June 4th at the Hare and Hounds Hotel, Bradford. A collection of scale-model racing and sports-cars were on show, loaned by J. H. Farrar, Secretary of the Northern Centre.

* * *

The Tenby M.C. has advanced the date of its next Lydstep Speed Hill Climb from September 27th to August 2nd, the Saturday of the Bank Holiday week-end. The half-mile course is situated in delightful country and competitors are advised to book accommodation well in advance. To this end a circular of suitable hotels is available from J. Swain, 24, Pax-yr-afon, Carmarthen.

* * *

Unfortunately the Nottingham S.C.C. has lost the use of the Gamston Circuit, consequently all 1952 fixtures thereat are cancelled. Jeff Holt has resigned as Secretary.

* * *

The Cheltenham M.C. is holding its National Economy Contest over an 850-mile route in England, Wales and Scotland on July 25th/26th, starting and finishing at Cheltenham. Open to all holders of Competition Licences, the event will be judged primarily on petrol consumption, but acceleration tests, a 29 m.p.h. average over the road section and passenger accommodation will also be taken into consideration. This sounds a thoroughly worthwhile event, with a topical interest now that there is 2s. 6d. tax on every gallon of petrol. Regulations from: Priory Lawn, High Street, Cheltenham, Glos.

The Bristol M.C. and L.C.C. announces that its Hastings Trophy has been awarded retrospectively to Bob Gerard for his win in their Formule Libre race at Castle Combe last year. Incidentally, this Trophy seems to have risen in the world, for it was once a token of success in model-car racing at the now-defunct Eaton Bray sports-drome. Which reminds us, surely the present R.A.C. Hill Climb Championship Trophy was, before the war, the *Daily Telegraph* Brooklands Mountain Lap Record Trophy?

* * *

The V.C.C. announced that its Biggleswade Speed Trial of July 6th has been abandoned, "owing to an outbreak of foot and mouth"—not, we presume, on the part of club officials or veteran cars but no doubt by cattle in this area.

* * *

Opinion is divided over the 750 Clubs' proposal to cater for builders of Ford Ten-engined "specials." Many are in favour, but individual members and the entire Western Centre are against the change. A point about Ford Ten Specials, raised in the June issue of the 750 *Bulletin* by F. Wilson McComb, is that sports-car regulations call for starters and this pre-supposes retention of the Ford c.i. flywheel—yet, if such flywheels are skimmed for lightness they may burst, with highly dangerous results. Not so the Austin Seven steel flywheel. On the Austin Seven side, Jack French is contributing a most entertaining and instructive article for impecunious enthusiasts on stage-by-stage construction of a 750 Formula sports/racing car in the *Bulletin*. The 750 Formula Race at Castle Combe was won by Tiedeman, at 53.4 m.p.h., from West and Grimsley (11 starters), while in the race at the 8-Clubs' meeting Davidson won, at 53.63 m.p.h., from Stephens and West. This Club, with an annual subscription of only 10s., would seem to be a "must" for "hard-up" enthusiasts interested in quick cars. Secretary: K. Welfare, 56, Harrow Road, Bedfont, Middlesex.

A FOUR-CYLINDER "500"

An interesting ½-litre car, The M.G.M.B., appeared at the Maidstone and Mid-Kent Silverstone Meeting last May. Unfortunately, it caught fire and did not run, so it has yet to show its paces. Built by G. Monk, D. Monk and A. Bell, it uses a four-cylinder, water-cooled P-type M.G. engine, reduced to 496 c.c. by the use of a new short-throw crankshaft, and Singer Le Mans con.-rods. The pistons are Martlett and carburation is by four 45 deg. Amals, fed from an S.U. float-chamber at each end under about 2½ lb./sq. in. air-pressure from a 10-gallon cylindrical tank in the tail. Ignition is by a Lucas vertical magneto and KE 965 exhaust valves are used.

The chassis-frame has drilled side-members, and double wishbone and coil-spring i.f.s. carried on a welded steel box-section cross-member. The steering layout incorporates a transfer box and three-piece track-rod with Ford ball-ends. Transmission is *via* a normal M.G. gearbox, with the gate on the remote control tunnel turned on to its side to bring the lever out horizontally to the near side instead of vertically, and normal M.G. propellor-shaft and P-type back-axle. The rear ½-elliptic suspension is retained, damped by Girling shock-absorbers, Newton dampers being used at the front. The M.G. brakes have been lightened; they are operated by Bowdenex cables and lined with Ferodo. Dunlop wire wheels with centre-lock hubs carry 15-in. Dunlop tyres. The radiator is low set and the neat body is of light alloy panels over a tubular framework. Four separate exhaust-pipes run along the near side.

The M.G.M.B. is, unfortunately, heavy in relation to air-cooled Formula III cars, turning the scales at 840 lb. or some 240 lb. heavier than a Mk. VI Cooper. But it may gain in reliability by the use of water-cooling and shaft-drive.

CORRECTION

Sir,

In the last issue of MOTOR SPORT I was said to have run a bearing on my Frazer-Nash during practice for Silverstone on May 10th. Admittedly it sounded like a bearing had gone, but it turned out to be nothing more than a broken push rod.

I think that in fairness to the Bristol Aeroplane Co., Ltd., you should correct this in your next issue. Heaven forbid that one should run a bearing in a Bristol engine; to my knowledge no one has ever run a bearing in an engine of this make.

I am, Yours, etc.,

D. A. CLARKE.

Loughborough.

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It must be appreciated, however, the compression ratio is only one of many factors governing the octane requirements of an engine, and the figures quoted above are, therefore, approximate, but should enable you to find the best proportion for any engine. Owing to its high thermal efficiency, more and smoother power results, and due to its alcohol base is actually a carbon remover.

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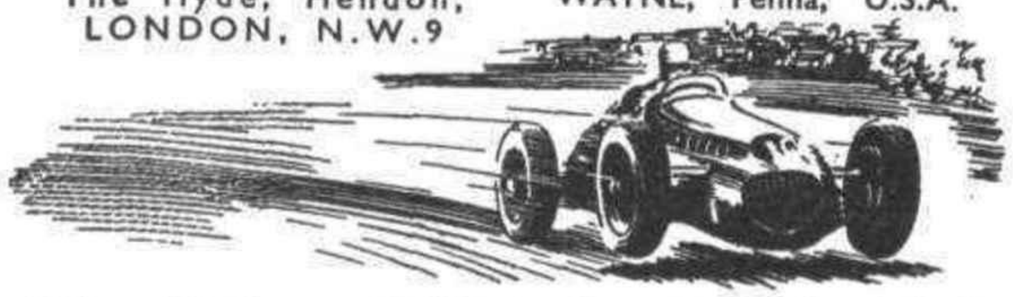
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CARS I HAVE OWNED

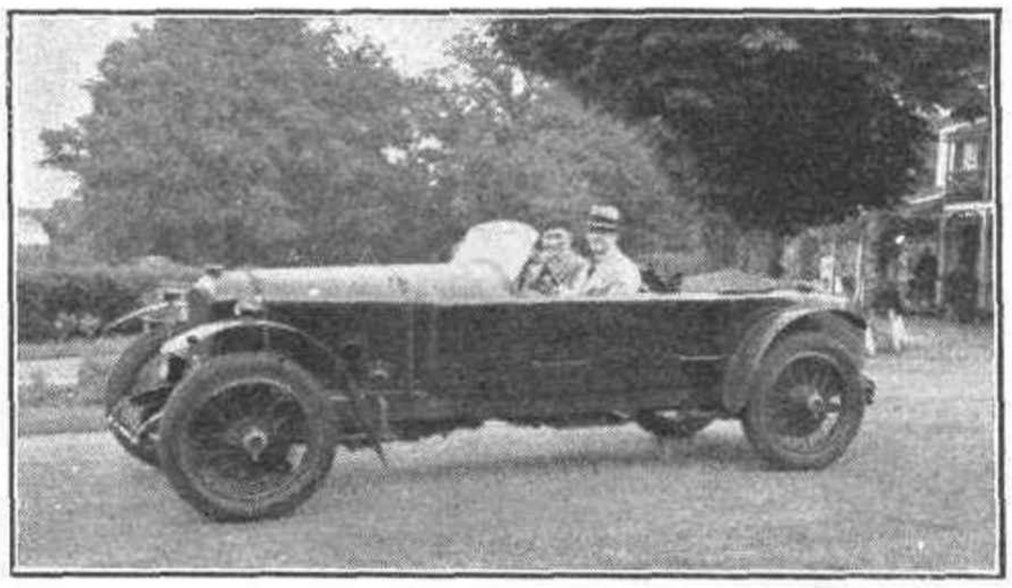
by R. C. Symondson.

R. C. Symondson is well known in club circles as the steady driver of a Type 57 Bugatti which in club races can usually be relied on to lead home modern, larger sports cars. He is something of a connoisseur of good handling in a motor car, as witness his article on steering in MOTOR SPORT during the war. In the article below he describes the interesting vehicles he has owned, starting with the inevitable old motor-cycle and culminating in his present, truly admirable 3.3 Bugatti.—ED.

THE first motor vehicle I owned was a 2¾-h.p. Douglas motor-cycle with plain 2-speed gear and belt drive. I had a notion that the power could be increased by getting more air and more fuel into the cylinders and so fitted an enormous jet and an extra inlet to keep the mixture, as I thought, right. This first essay in tuning was not, of course, outstandingly successful.

This occurred whilst I was fourteen, when it was legal to hold a motor-cycle licence at that age. The Douglas was followed by a 7/9-h.p. Harley-Davidson, with which I competed unsuccessfully in two sprint events. The Harley-Davidson was soon swopped for an 8-h.p. Zenith, which went quite well, but was so long and whippy that it was a matter of great difficulty to keep both wheels pointing in the right direction. I did, however, have one or two hill-climb successes with this ungainly machine, which was in turn followed by an 8/45-h.p. Brough Superior with J.A.P. engine. This was a very fast and controllable motor-cycle and achieved, after tuning, a timed speed of 112 m.p.h. If our timing was not up to Ebblewhite-standards, this machine was nevertheless extremely fast for its day. About this time three of us acquired a very second-hand model-T Ford with a box body for transporting our motor-cycles to speed events. This vehicle had the peculiarity that if the steering wheel was turned far enough in either direction the front wheels began to straighten up again. I found this disconcerting and nearly all the driving was left to the one member of our trio who appeared to like it!

Prior to this I had acquired my first car—a Brescia Bugatti *Modifie*. This was a 1924 car, which I obtained in 1925. It was, of course, fast for its day and the literally screaming acceleration on the gears was the purest bliss. It handled astonishingly well and this quality kept me out of all sorts of trouble. The tyre consumption was, however, a serious matter. I not infrequently pulled the beaded-edge covers off the rims when cornering. A friend maintains to this day that on one particular occasion I pulled off all four tyres on one corner; I am confident, however, that this is an exaggeration! This car taught me a great deal about gear changing and maintaining control during slides. The braking, however, was another matter. On dry roads the hand-brake produced a lovely hissing noise and some slight retardation and the foot-brake, which worked on the transmission, produced nothing at all. On wet roads, the hand-brake ceased to have any effect, aural or otherwise, whereas the foot-brake locked the back wheels the instant the pedal was touched. Thus, the satisfactory way to reduce speed on wet roads was to turn the car sideways. After a year or so the power was falling off and second gear was getting terribly noisy. I lifted the cylinder block to discover some horribly cracked valve seats and two exhaust valves of astonishing shape. I hurriedly put in two new exhaust valves, buttoned everything back into place, and took the car to Great Portland Street whilst it was still running on four cylinders. I here exchanged it for a small and rakish French sports car called a Rally, which had four-wheel-brakes. This little car looked exceedingly fast but, in fact, needed good conditions to exceed 65 m.p.h. At the end of my first week of ownership the crankshaft broke, so the dealer came rather better out of the affair than I did. The engine was mended and presently to some extent tuned. It had a push-rod o.h.v. engine of about 1,250 c.c. which was, I believe, a Ruby with Rally cast on the valve cover. It later achieved 60 m.p.h. in second gear, which represented the phenomenal r.p.m. of about 4,800, but it never did more than 75 m.p.h. in top. This car overlapped one or two subsequent machines and was driven all over the country in the course of business. Towards the end I lost the starting handle and the battery had long since ceased to take any interest in turning the engine. The starting technique then was to push the car, running alongside, snick it into second gear, snick it out again as soon as it fired and at the same time jump on to one of the external brake cables which was conveniently placed for this manoeuvre. This car had extremely staggered seats making it almost a tandem—no windscreen and of course no hood. The acquisition of a new girl-friend caused the fitting of a windscreen, but I always thought this rather sybaritic.



FAMOUS MARQUE.—The author in the 1924 sleeve-valve 3.8-litre Peugeot, which gave 4½-litre Bentleys a lot to think about!

Somewhere about this time I happened to buy a 1911 5/6 h.p., single-gear, chain-drive Indian motor-cycle. This machine steered phenomenally well at low speeds but whenever one began to get cracking it would throw one or both of the inlet push-rods. Starting was, of course, a matter of pushing and this vehicle lives in my memory chiefly for an almost successful attempt to get away from me up Jesus Lane, Cambridge. It was obstinate about starting and having reached the limit of speed obtainable by man-power, it suddenly fired on both cylinders. With my legs a mere blur, I finally got my chest on to the carrier and struggled aboard . . . .

In 1926 I bought a most interesting car, which I wish I had preserved, although I did in fact have it for some eight years. It was a Peugeot with a 3.8-litre (95 mm. by 135 mm.), four-cylinder Knight sleeve-valve engine and had been built with two or three others for the 1924 Le Mans 24-hour Race. This car had been bought by an acquaintance in Paris, from whom I bought it. This was a very fine machine for its day and I generally reckoned to beat up 4½-litre Bentleys on the road, though its maximum speed was certainly not higher and the low speed acceleration certainly worse. It did, however, handle very well for a biggish car and had a wonderfully sweet cruising speed, which could be as high as 85 m.p.h. Its maximum was 90 m.p.h. on the level, up hill or down. These cars are referred to in W. Boddy's book "Continental Sports Cars" as having steel sleeves and indeed the *Autocar* also reported steel sleeves for engines of the same design built for the Targa Florio in 1925. I am fairly sure this is a mistake for it will be remembered that when Daimlers took to steel sleeves they had to be white-metalled and that this was unsatisfactory for hard driving. In fact, my engine had the same cylinder bore as the current 23/65 Peugeot, but thinner cast-iron sleeves, thus using larger pistons. These engines were of almost identical design though not of the same dimensions as the contemporary Panhards, these two makes sharing the same designer, whose name I now forget. There was a most satisfactory device which provided additional oil to the sleeves under pressure when the throttle was opened beyond a certain point. This permitted flat-out driving without causing excessive oil consumption at lower speed. When I first took the car over this device had been tampered with so that the extra oil was delivered the whole time, causing a dense smoke-screen. It is amazing to think that one of these four-cylinder sleeve-valve engines, peaking at 3,800 r.p.m., should be driven into second and third places in the Targa Florio, when there was fierce competition from Bugatti and the other famous Grand Prix cars. My car was, incidentally, doing 1,960 r.p.m. at 60 m.p.h. I ultimately sold this car to an acquaintance who took it to the Continent, where it featured in an International incident during the then critical Saar plebiscite. I failed, however, to receive any money for the car so I presently got it back again, only to find it had a damaged back-axle. This was repaired and the car then went to a good friend, who did not, however, keep it long and I heard tell that it met its end when being started up on the handle at full throttle, the engine breaking into countless pieces.

About this time I had a short stay in Kenya, where I acquired an Overland Whippet. This had a side-valve, four-cylinder engine and most peculiar ¾-elliptic springs, set at about 45 degs. to the centre line of the car. It was exceedingly uncomfortable and slow, but sturdy and reliable on rough going. On returning to England I had as a hack machine a bull-nose Morris-Oxford, which fully lived up to the reputation for " taking it " which these cars acquired. On one occasion it had to tow the Peugeot a distance of some 70 miles. The tow rope was attached firmly enough to one of the back spring anchorages and the effort of towing pulled the chassis of the poor Morris into a noticeably " lozenge " shape, which it retained for the rest of its days. This, however, had no apparent effect whatever on the car's well being.

The Morris was presently traded-in for another interesting machine—an Arrol-Aster—a very sleek saloon for its day, with a 2-litre single sleeve-valve engine. I remember being surprised by the handsome offer which the agent made for the Morris. I discovered the reason a week later when I learnt that the Arrol-Aster Company had gone into liquidation. Nevertheless, this narrowly missed being a good car and was a pleasant one while it was going. The first onset of serious trouble was after about 7,000 miles, when the compression became very weak. I attempted to remove the junk heads, but found these would not come out. I rang up the maker's Service Depot and I was told that the only method of removal in such an eventuality was to force them out, even if it meant breaking them, because the junk rings had worn such deep grooves in the sleeves that the junk heads were trapped. Junk rings of different design were, therefore, substituted but were never very satisfactory, owing to oil starvation at the top of the sleeves. I wanted to use the Peugeot device to deliver extra oil but there was no satisfactory means of delivering it to the right place. The sleeves of this car were driven by the ingenious " wobble-shaft," which was, in effect, a small crankshaft with the throws set at an angle in such a way that the top end of the rod connecting the wobble-shaft crank-pin to the sleeve driving-pin described a roughly circular path. These cars were, it may be remembered, raced to some extent by their sponsors, but it was vitally necessary to avoid over-revving the wobble-shaft. My car eventually finished its life in a breaker's yard owing to the failure of a connecting-rod at 30 m.p.h., the failure being so spectacular that on coming to rest and raising the bonnet, I was able to see the road through the engine.

The demise of the Rally coincided with the acquisition of one of the early Wolseley Hornets, which was a very lively small car for its day. It got driven so hard that after 24,000 miles it was quite worn out all over and was replaced by an early M.G. Magna, an exceedingly neat little car, which gave the impression of going fast and handling well. In fact, it had a considerably optimistic speedometer and a very early breakaway point, both of which added to the impression of performance. Having no water pump the engine did not appreciate tuning and the fitting of KE 965 exhaust valves, a higher compression ratio and some very " hard " K.L.G. plugs brought it up to about its limit. The front-end of this car used to weave about horribly if it carried much of a load *i.e.* one heavy passenger or two light ones. It was also prone to dynamo trouble; as the dynamo drove the camshaft this was tiresome. Whilst no doubt it fulfilled its manufacturer's intentions very well, it was, to me, altogether a little spurious and has left me permanently allergic to M.G.s, this impression being fortified by one of the early 2-litre saloons, which I did not own.

When the Arrol-Aster departed I needed something else with a roof over it and bought a very secondhand Rover Ten in Great Portland Street. It enjoyed the fate of being an utter hack and its thirst for oil was gratified by pouring in cheap Gamage's oil daily. Astonishingly enough I once did a skid through approximately 225 degs. on wet tram lines in the dark and was able to proceed on my way without the wheels coming to rest. It is hard to say whether I, who knew what was going on, or my passengers, who were more or less asleep, were the more frightened! This car and the Magna were presently traded-in for an Alvis Firefly, which I bought principally on good reports of it in the Motoring Press, but it turned out to be the most disappointing car I have ever had. I owned it for only nine months, during which time it was serviced by the Alvis Service Station. It suffered from numerous troubles, including stretched exhaust valves several times, loose rivets in the chassis, several attacks of wheel wobble, and so on. This car also passed out with a bang when travelling at 65 m.p.h., which was the maker's recommended maximum cruising speed. Hastily declutching and bringing it to rest I got out to see a streak of oil stretching for 100 yds. up the road behind the car. The makers claimed it must have been consistently over-revved, with which I could not agree, but that they would, under the guarantee, provide me with a new piston free of charge as they considered it was a broken piston which had allowed the connecting-rod to come out, smashing the block, crankcase, sump, etc., and putting the crankshaft out of true. I daresay I was exceptionally unlucky but when the Alvis was mended I sold it in a huff at a painful loss and bought an old long-chassis Lancia Lambda with Weymann saloon body, which had started life as a colonial model in Australia and had most enormous wheels and tyres. This proved a wonderful car and was followed by a short chassis 8th Series Lambda with an open four-seater body. This car was quite outstandingly good and was the first in which I achieved 60 miles in one hour on the road—naturally under favourable conditions. Its maximum was not much more than 80 m.p.h. but it was such a safe and controllable car that one never felt the least put out by circumstances; the car always helped one out of trouble. I have seen this car competing at V.S.C.C. meetings since the war and hope it is still going strong. The then-owner said the chassis seemed to weave on corners, which it certainly did not in my day and I can only suppose this to be the result of old age.

Fug-box motoring was provided at this time by a Rover Pilot, a small 12-h.p. six-cylinder car with cast-iron pistons. It was second-hand, in quite immaculate condition, and was an excellently-made machine. It was incredibly slow and the roadholding was literally dangerous at 50 m.p.h. with a full load. Once when returning from Scotland with four up and luggage at night the directional stability became so queer that I was satisfied that I had a puncture in a back tyre. On getting out to inspect, however, I found all the tyres were in order and so I proceeded, with matters going from bad to worse, until I reached the outskirts of Newark, where I made a further inspection under a street lamp. This revealed the fact that there were only about four spokes intact in one of the rear bolt-on wire wheels and a dozen or more spokes broken in the other one. This was really only the result of overloading and overdriving and the car's reputation was blameless until it was part-exchanged for a Ford V8 convertible coupe. The salesman genuinely apologised for not being able to give me a higher price for the Rover, as it was in such a beautiful condition. Shortly before this I returned to the House of Bugatti, buying in 1936 a 1934 Type 57 with a very pretty open two-seater body, which had formerly belonged to T. A. S. O. Mathieson. I was never really happy with the brakes and the suspension was rather hard for a comparatively quiet and flexible car. It was, however, deceptively fast; for example, some comparative tests at Brooklands with an S.S. 100, which I felt to be a much faster car, showed that the Bugatti would walk away from it quite easily at any speed, excepting on get-away. This Bugatti gave me a year of very pleasurable motoring until it was turned in, in favour of the 57S Bugatti which I still have. This was, I am told, the first 57S to come into the country and was delivered to Embiricos, who ran it in the 1936 T.T. and had the misfortune to crash it. The car was rebuilt only fairly well and was for sale at a rather high price in a Bayswater Mews, with a rough two-seater road-racing body. I was not, on first acquaintance, particularly keen on it but discovered it many months later still for sale in an Albemarle Street showroom. The price by now had come down quite a bit and I was able to do a satisfactory deal, thereupon taking the car to the Corsica people, where the present body was built. From 1938 to the beginning of the war this car gave me great pleasure, far more performance than



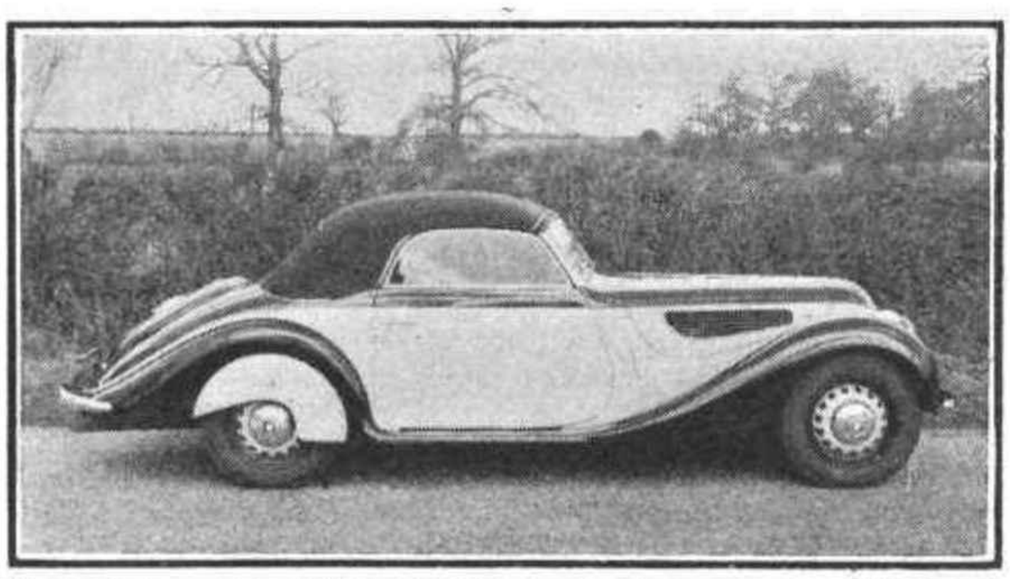
PRESENT POSSESSION.—R. C. Symondson's Type 57S T.T. Bugatti, driven by Embiricos in the 1936 T.T. and rebodied by Corsica. It has a good record to its credit in club competitions.

I had hitherto known, as well as the odd " place " at Prescott Hill-Climbs. It was laid up throughout the war, with great care, by Thompson & Taylor. Having been put away with Castrol-R in the engine, I decided that a complete strip-down was a wise precaution and this was eventually extended to the axles, gearbox, etc. On re-building it was found necessary to experiment patiently to correct the king-pin angles, spring-camber and De Ram shock-absorbers, these components having been ignorantly or carelessly re-built after the T.T. crash. At the end of this, the car went a good deal faster and had, incidentally, been lightened by over 2 cwt. without in any way interfering with the comfort or the chassis structure (and has since been lightened somewhat further on the same lines). The roadholding and general handling characteristics were, and still are, in my experience, beyond compare. Since the war the car has given me enormous pleasure on the road and some wins and " places " at Silverstone and elsewhere. In sprints it is handicapped by a heavy crankshaft with disc-webs, and a slow gear-change, owing to a two-plate clutch with heavy spinning members. The car's most surprising characteristic is its flexibility. It will run at 10 m.p.h. in top gear (approximately 450 r.p.m.) and accelerate away from this speed as fast and as smoothly as, shall we say, a Cadillac. In reply to " What will she do, Mister ?" I don't know; but I have on occasion seen 5,500 r.p.m. on the 4.17 to 1 top gear with 600–19 rear tyres (600—18 rear tyres are standard equipment). Petrol consumption on the road and enjoying myself is 16 to 17 m.p.g. If restraint is used, 20 m.p.g. is quite easily obtainable and this still allows for a cruising speed of 70-75 m.p.h. When racing the consumption is approximately 8 m.p.g. There was one painful blow about two years ago when a cracked engine-bearer was discovered. This was evidently cracked in the T.T. and mended by a so-called low temperature welding process, which was unsuitable for taking the strain. The engine forms the most important cross-member in the chassis, being most rigidly mounted. Many months went by before the engine was rebuilt with a new crankcase. It has become sadly difficult to maintain a car such as this in the event of any major trouble. Nevertheless, it is an extraordinarily satisfying possession, which I intend to keep for the rest of my life, as I do not anticipate that such finish or craftsmanship will go into the making of any future cars.

Since 1938 closed-car motoring has been provided by two Ford V8s in addition to the one already mentioned, one of these having been swopped without cash adjustment for a Baby Fiat. The " Baby " suffered an inadvertent half-roll when, following another car quite slowly, I failed to pay attention to the road outside Robin Jackson's establishment at Brooklands. I hit one of the white posts and found myself upside down spinning round on the roof, which miraculously did not collapse, in spite of being constructed of light steel battens and canvas. I also owned, just before the war whilst I was in Java for a short time, an Essex Terraplane, or perhaps I might say " Terrorplane." It was secondhand and merits no further comment !

During most of the war when the exigencies of the Service permitted and for a while after, I ran a Buick two-seater drophead. It showed marked understeer on the straight and bad oversteer when cornered fast. On icy roads one's elbows nearly seized up trying to keep pace on the very low-geared steering mechanism with the swinging of the tail. None the less it went like a dynamo and during 45,000 miles merely required two new sets of plugs and one fanbelt. It was then done up and sold at a profit of some 450 per cent. It was followed by a Talbot " 75 " which I bought very crashed and rebuilt myself, having a good deal of time on my hands just then. Much was done to remove invisible elastic from the steering mechanism and this old car gave good service. I also reverted to motor-cycling on an old Rudge " Ulster." Shortly after buying this I was beginning to fancy myself once more as a rider when I got into a spectacular slide on a bend. The bicycle then wobbled with such violence as to fling itself into a ditch and me through a thorn bush. This, though painful, was not incapacitating and I walked to a nearby farm-house to telephone for transport. On seeing me the unfortunate farmer's wife flung her hands in the air at my appearance. On recovering, she invited me to look in a mirror, when I was surprised to see that my face was a mass of blood from the thorn-bush scratches. I presently mended the motor-cycle, paying rather careful attention to worn wheel and steering-head bearings, and had a lot of fun with it on short journeys. With the compression-plate removed and some decent fuel, the acceleration was exceedingly good and the maximum about 90 m.p.h. It never, however, steered very well.

The next car was an Allard. I bought this in the form of a short-chassis and had my own two-seater fixed-head coupe built on it. Delays were such that I gave up the idea of a model or a mock-up and must consider myself lucky that it turned out to be quite good-looking and thoroughly practical. The engine was a 30-h.p. Ford but fitted with pre-war aluminium heads (which curiously enough were not identical in combustion chamber shape) a pre-war inlet manifold and Allard's " competition " exhaust manifolds. This car gave a good deal better performance than one had any right to expect. It was no exception to beat up an open two-seater Allard with Mercury engine and aluminium heads of a later date. I disliked the way the steering kicked as the car was originally supplied and took the liberty of adding a cross-member near the front and a pair of Hartford shock-absorbers depending from this. (The Allard front-end has, of course, been re-designed since then.) This greatly improved matters from my point of view and the car gave good service until replaced last summer by a pre-war 327/80 B.M.W. This car was owned by a friend and has always been known to me. It is a most charming car, with delightful steering. The engine is rather fussy at low speeds but particularly smooth and quiet at cruising speeds as high as 80/85 m.p.h. Comparing it with its foster-child the Bristol, it has slightly less refinement. It has, however, a major advantage over the Bristol—its self-adjusting brakes. It has, on account of its age, not been trouble-free but I think it a great pity that an identical car is not made today.



PRE-WAR.—The 327/80 B.M.W., which cruises at 80-85 m.p.h. Mr. Symondson prefers its self-adjusting brakes to those on the Bristol.



TWO ALLARDS, specially modified and fitted by Mr. Symondson with fixed-head coupe bodies. He used his up to last summer and obtained good service from it.

A Douglas Vespa completes the present score. This neat little affair, with a large basket and a very protective windscreen, is excellent for local " popping about " and will carry an astonishing assortment of things, including, sometimes, my labrador. The tiny wheels, however, do not assist adhesion and in a spell of snow and ice it threw me and bit my leg. The Vespa, I mean.

Looking at what has been written above I see that eight cars were Continental in origin, six American and nine English. Of the English cars at least three were perfectly soulless hacks, whereas the high-lights have all come from the Continent. Possibly this is because handling qualities are, to me, more important than anything else. I wonder what new cars available to (a few) English motorists today handle really well ? Frazer-Nash, Bristol (both of Continental parentage), Aston-Martin, Citroen (Continental origin again), Morris Minor ? Heaven forfend that I should lay myself open to libel action; but are there any more ?

THE CLUBS AT SILVERSTONE

MAIDSTONE & MID-KENT M.C.

THE Maidstone Club chose delightful weather for its Silverstone race meeting on May 24th, which started late, but was run off efficiently, over the "long" Club circuit. The seven-lap 1,100-c.c. sports-car race should have been a gift for Len Gibbs' Riley, but it was not on form, so C. le S. Metcalfe won after a steady drive in his Persil-uniform and Balilla Fiat, Gibbs second, Wilson's "disguised" Riley third. The 1½-litre sports-car race saw Gammon drive his 1,497-c.c. M.G. skilfully to victory at nearly 60 m.p.h., holding off Shipside's 1,350-c.c. M.G., with Sears third after a good drive in his 1,250-c.c. Cooper-M.G. The 500s then had a 10-lap race, an extra big "field" being allowed for the occasion. A. J. Nurse kept his Cooper comfortably ahead of the mob to win from Leigh's Cooper and Allan Moore in the Ecurie Balai J.B.S. Whitby's G.S.W. retired on the first lap and there were many other mechanical casualties.

The 2½-litre sports-car race was a run-away win for Charles Bulmer in Ron Willis' B.M.W. Special; he got into top gear momentarily once per lap. He was followed home by Kenyon's ex-Oscar Moore B.M.W. Special and Tasker's Silverstone Healey. Twice in succession did Parkes' M.G. dive through the marker tubs, continuing at unabated speed!

The 1,100-c.c. s/c., 2,000-c.c. non-s/c. racing-car 10-lap race saw Downing's FII Connaught run right away from the field, to win at 64.92 m.p.h.—note how comparatively slow is the "long" little circuit. Kenyon's Cooper 1,100 fell sick, Clairmonte's 2-litre Riley dropped oil round the S-bend after a spin, spinning off again at the next corner, and Sir Clive Edwards never got going in his H.R.G., which merely emitted loud sounds. Bulmer was second in the B.M.W., ahead of Webb's blown 1,087-c.c. Turner, which exuded a plume of smoke and won its duel with the Riley before the latter's retirement. The over 2½-litre sports-car race saw Scragg in the Alta-Jaguar hotly pursued, but to no avail, by Salvadori's XK 120. Goodhew in the big Lagonda was making corners for himself while wrestling with his steering but managed to hold-off Greenall's Bugatti and finish third.

The only handicap was rather dull, A. L. Evans' neat, blown, 1,098-c.c. Nimrod winning from Dr. Nixon's XK 120 and Birch's A 40 Sports Austin, Hayward removing much rubber from the tyres of his 2½-litre Riley saloon to no avail. The big race was the 20-lap Formule Libre affair. Oscar Moore's H.W.M. broke its transmission in practice and non-started, but the race opened with a duel between Downing's FII Connaught and Richardson's FI R.R.A. This was cut short when the R.R.A. developed fuel starvation, finally to retire. Sievwright's beautiful blown 2-litre G.P. Bugatti took third place, was passed by Booker's Cooper 1,100, and then retired. The Cooper was the next casualty, after 11 laps, and while Downing piled up an immense lead, Greenall's G.P. Bugatti which looked like a Bugatti but didn't sound like one (it has a Ford V8 engine) ran second, holding off Murkett's XK 120, although the Connaught had lapped Greenall after seven laps, Murkett after eight. So consistent was Downing's high-speed demonstration that his average was exactly the same as that at which he won the fifth race. He also set a record lap for this circuit of 69.09 m.p.h.

Results:

Sports Cars, 1,100 c.c. non-s/c. (7 laps).—C. le S. Metcalfe (Fiat) ...	54.49 m.p.h	
Sports Cars, 1,500 c.c. non-s/c. (7 laps).—P. D. Gammon (M.G.) ...	59.71	,,
Racing Cars, 500 c.c. (10 laps).—A. J. Nurse (Cooper)	60.95	,,
Sports Cars, up to 2,500 c.c. non-s/c. (7 laps).—C. H. Bulmer (B.M.W.-Bristol)	61.38	,,
Racing Cars, 1,100 c.c. s/c., 2,000 c.c. non-s/c. (10 laps).—K. Downing (Connaught)	64.92	,,
Sports Cars, over 2,500 c.c. non-s/c. (7 laps).—E. P. Scragg (Alta-Jaguar)	61.24	,,
Sports Cars, up to 2,500 c.c. (Handicap, 10 laps).—A. L. Evans (Nimrod)	50.97	,,
Formule Libre Racing Cars (20 laps).—K. Downing (Connaught) ...	64.92	,,

EIGHT-CLUBS

THE Eight-Clubs group—Hants & Berks, Harrow, Cemian, Chiltern, 750, Lagonda, Lancia and A.C. Owners'—held their Silverstone meeting on June 7th. It lived up to its reputation as one of the best-run of such meetings, a credit to hard-working Barclay Inglis and his wife. The racing was characterised by such excellent handicapping by Charles Bulmer, assisted by J. Willis, that spectators were kept at a high pitch of excitement, as the leaders swept round Woodcote Corner and over the line tightly bunched. The programme, a long one, opened with two One-Hour High-Speed Trials, each with two compulsory pit-stops. At these two front wheels had to be removed and replaced—handicapping cars with i.f.s. and bolt-on wheels!—and two plugs changed. All events took place over the short (1.6 mile) club circuit, all races being five-laps. Only one accident occurred, when S. G. Marler's Austin Seven rolled over at Woodcote; the driver was unhurt. In the first One-Hour event a high proportion qualified, but Hole's Austin, the blown Nimrod, Pearce's M.G., the Yeats Special, now with tubular frame to carry its Fiat 500 coupe body and Ford Ten engine, the P.S.B. and Freedman's Jupiter were too slow. Yates shorted his ignition circuit at the start and lost several laps chasing missing amps.

In the second One-Hour run fewer cars qualified, none at all in the over-3-litre class, and only Easdale's blown Alfa-Romeo, Range's 4-seater Morgan Plus Four, Rogers' famous Riley saloon and Burke's Silverstone Healey, well controlled from its pit, in the 1½-3-litre class. Miss Logsdon in the B.M.W.-Bristol looked like making f.t.d., but at her pit-stop she trod so hard on the gear change pedal that it broke off and her run was at an end—a pity. G. Reece's Lancia Lambda burnt its clutch.

The 750 Formula Race had an excellent field of 19. "Bookseller" Stephens led for three laps in the neat Stoneham 750, after which the Lotus, driven by its new owner, J. B. Davidson, took its rightful place in the lead, winning at 53.63 m.p.h., after a lap at 56.34 m.p.h. West's Austin was third. Everyone tried hard, Grimsley grimly holding second place for three laps and cutting later for the corners than Stephens, only to drop back, while Wiseman and Tiedeman had a close-company duel and Michelsen and Buckingham collided like dodgem-cars at Woodcote. This racing is by no means dull to watch if you watch it sufficiently closely and the participants enjoy it enormously, at no great expense. Birkett likened it to the effect of someone kicking over an ant-heap, but he was watching from the lofty-eminence of the Antone box, we in close proximity to "dicers," who certainly gave no quarter . . .

Rourke's M.G. then ran away with a scratch race which was marred by six non-starters. He won at 55.04 m.p.h., but was hotly pursued by F. B. Taylor's quite astonishing Ford Eight-engined "Nippy" Austin, which was cornered extremely near the limit. Only on the last lap was it overtaken by Nightingale's A.C., which lapped at 56.87 m.p.h. The next handicap produced a battle-royal between Gott and Nancy Mitchell (from the 5.5 sec. mark) on their H.R.G.s, 0.2 sec. separating them at the finish, Gott victor at 61.41 m.p.h. Frost's Alfa-Romeo took third place. Taylor's astonishingly effective Austin came into its own in the following handicap, winning at 54.86 m.p.h., 0.4 sec. in front of Jean Bode in Gilling's 1,098-c.c. H.R.G., Friend's H.R.G. third. Tapp spun in his Buckler.

After these exciting Bulmer-handicaps a scratch race seemed quite tame! But another close finish resulted, Blakeley, who had spun round in his Le Mans H.R.G. in an earlier race, now making no mistakes, after braking heavily in gentlemanly fashion to follow Mrs. Gibbs' similar car through Beckett's, he just pipped her on the line, winning at 63.56 m.p.h. and lapping at 65.35 m.p.h. Morton's Morgan Plus Four took third place. Frost's Alfa-Romeo slid broadside at Beckett's, Blakely deciding to go behind, then, at the last moment, in front of it and enjoying a near miss! A closed-car handicap saw Rogers in his 2½-litre Riley and Nightingale's drop-head 3½-litre Bentley tied together, until superior speed allowed the Bentley to win by a bare second, at 58.78 m.p.h., also making best lap, at 60.53 m.p.h. The A.C. was third. Brooks' Dyna-Panhard out-cornered most of the runners, but was not fast enough on the straights.

Jackson's J2 Allard came up strongly from the 10 sec. mark to win the ninth race, another handicap, by 2 sec. from Gammon's very fast 1½-litre M.G., with Gibbs third in the H.R.G., his Riley having blown-up earlier on. The average was 65.45 m.p.h., Gammon making fastest lap, at 68.44 m.p.h. Another good finish! By reason of a generous start Hamshar's rebodied, rather nice-looking Vernon Crossley was never caught in the next handicap. It won at 52.52 m.p.h. The Stoneham 750 (now using a Wipac vertical magneto to good effect) was second, Rayner's Buckler third. Fastest lap at 60.69 m.p.h., went to the Porteous Special. Burley's Austin retired, but Swale drove his vintage Amilcar "Grand Sport" with real verve and Godfrey deflected the front suspension of his Buckler under vigorous cornering. The broken gear-pedal welded, Willis proceeded to lead the last-but-one of the scratch races in the B.M.W.-Bristol, setting a fastest lap of 71.99 m.p.h. Alas, the engine now went unwell, allowing Douglas Hull, never very

far away in his "warm" XK 120, to win, in spite of a locking back brake, at 69.11 m.p.h. Gammon was a well-deserved third, Jackson, "over pressed," spinning twice. Gott and Nancy Mitchell resumed their H.R.G. duel in the final scratch race, both driving splendidly, Gott getting home 3 sec. ahead, to win at 61.67 m.p.h., with a lap at 63.34 m.p.h. Rayner's wide-bodied Buckler was third, winning the included "1,172" race at 60.33 m.p.h., with a lap of 62.25 m.p.h., from Tapp's smart Buckler and Scarf's Buckler—customers beating manufacturer, for Derek Buckler finished sixth. The event was enlivened by a collision between the Yates coupe and Gahagan's G.P. Bugatti, the former bending a wing, the latter losing a mudguard (subtle difference !), Gahagan pursuing Yates as if to take his number, after he had swung the Bugatti's engine into renewed indignant life.

There remained only the MOTOR SPORT Handicap. This was hotly contested and produced another close finish, Friend's H.R.G. coming over the line to win at 55.44 m.p.h., with Rayner's Buckler 0.8 sec. behind, Taylor's Ford-Austin third, and Sears' "chain-gang" Frazer-Nash, Nancy Mitchell's H.R.G. and Rogers' Riley saloon (Nightingale's Bentley fastened on to it) coming next over the line in companionable fashion. These six qualified to run in the equivalent race at the M.M.E.C. Meeting on June 28th, and the score to the Eight Clubs' Meeting for the MOTOR SPORT Clubs Challenge Trophy was: L. Gibbs (Riley) and A. S. Friend (H.R.G.) 6 points each, R. H. B. Mason (Bentley), C. M. Sears (Frazer-Nash) and R. R. Rayner (Buckler) 5 points each, H. J. Wilmshurst (Bentley) and F. B. Taylor (Austin) 4 points each, Major J. H. Bailey (Bentley) 3 points, Mrs. N. Mitchell (H.R.G.) 2 points, and W. F. Moss (Alfa-Romeo) 1 point.

BUGATTI OWNERS' CLUB

On June 14th Oscar Moore's H.W.M.-Jaguar had a "field day," winning the Formule Libre racing-car event and, driven by his young son Terence, the unlimited sports-car race, Oscar setting a new lap record for the "short" Club circuit of 74.62 m.p.h. and being placed second, in company with N. Johnson's Cooper 1,100, in the one-lap sprints. Willis' B.M.W.-Bristol was 0.6 sec. faster in the sprint, Moore having a higher axle ratio than was altogether desirable.

The Bugatti Handicap was won by Blomfield's Type 37 from Rivers Fletcher's Type 35, although in the one-lap sprints the latter had beaten Blomfield by 9.2 sec. It was only fitting that the all-Bugatti team should win the One-Hour Relay Race. In this McDonald's old Bentley was faster than an Allard and Jackson very slick in handing the sash to Nancy Mitchell. The 500-c.c. race was a runaway victory for Headland's Kieft (69.88 m.p.h.), which he steered with one hand and one finger, while others used two hands, supported themselves with one hand or conducted with eyebrows and teeth, depending on the temperament of themselves and their cars. Shale damaged his Kieft on the marker-bins, Boshier-Jones' Kieft shed chains, and Ebdon's Iota threw its con.-rod. Moore beat the racing cars in his sports H.W.M.-Jaguar at 72.58 m.p.h. in the Formule Libre race, James stalling his 4CLT Maserati on the line, C. J. Hamilton indulging in gillhoolies in his E.R.A., and Christie's Cooper 1,100 finishing second, on one pot, Tyrer's Frazer-Nash third. Tyrer then won the 2-litre sports-car race at 70.15 m.p.h. from Potter's Mille Miglia Frazer-Nash and Sparrowe's game Morgan 4/4, Moore winning the last race at 71.19 m.p.h. after a great duel with Scragg's Alta-Jaguar, which closed up on the corners but was just out-accelerated by the H.W.M.-Jaguar in spite of its high axle ratio. Head's Jaguar was third.

INDIANAPOLIS 500-MILE RACE (May 30th)

Of the four 4½-litre Ferraris, only Ascari's "works" entry qualified. In the race he was eliminated when a wheel collapsed after a spin, when 12th. Bill Vukovich led until a mere eight laps from the end, at record speed in the Fuel-Injection Special. Then he crashed and the Agajanian Special won at record speed.

1st: T. Ruttman (Agajanian Special) ... ... 207.6 k.p.h.
2nd: J. Rathmann (Grancor-Winns Special).
3rd: S. Hanks (Bardahl Special).

ALBI FORMULA I G.P. (June 1st)

Sixteen started—Rosier and Landi (4½-litre 1951 Ferraris), Behra (2-litre Gordini Six), Bira and Schell (s/c. 1½-litre Gordinis), Whitehead and Comotti (s/c. 1½-litre Ferraris), Fischer (F II Ferrari), several Lago-Talbots and Fangio and Gonzalez in B.R.M.s. Fangio lapped fastest in practice, at 116.65 m.p.h., beating his 1950 C CLT Maserati lap record by 7 m.p.h. His B.R.M. then blew up and a new cylinder block had to be flown out for it. Gonzalez did 108.7 m.p.h. and shared the front row of the grid with Rosier and Fangio. Fangio led away at flag-fall, and Gonzalez started badly, but drove very fast, setting a race lap-record of 107.05 m.p.h., to take second place after three laps. The B.R.M.s looked like running away with the race, but after five laps Gonzalez retired, with a porous cylinder block—after only 27.6 miles! Fangio was told to slow and after 10 laps had averaged 104.2 m.p.h. This lasted for 16 laps, or 88½ miles, when Fangio's B.R.M. stopped so long at its pit that Rosier's two-year-old unblown Ferrari took the lead. Fangio did one more lap and retired with mingled fluids in the B.R.M.'s cylinders, a total run of 94 miles. Whitehead, in his old Ferrari, did his best for England, driving splendidly, but losing fourth place by running out of fuel. The race distance was just over 188 miles.

1st: Rosier (Ferrari) ... ... 164.1 k.p.h.
2nd: Landi (Ferrari).
3rd: Cabantous (Talbot); 4th: Crespo (Talbot); 5th: Whitehead (Ferrari); 6th: Fischer (Talbot); 7th: Comotti (Ferrari); 8th: Trintignant (Talbot).
Fastest lap: Gonzalez (B.R.M.), 173.3 k.p.h.

G.P. DE MONACO SPORTS-CAR RACE (June 2nd)

Manzon's 2-litre four-cylinder Gordini went as well in the Prix de Monaco as his Gordini Six goes in Formula II races, battling with Moss' Frazer-Nash for the lead and eventually securing it, after an exciting tussle. Moss retired later with a loose near-side back wheel. Bordoni's 1.3-litre Osca led for much of the distance, but after Manzon had disposed of Moss he went after the Osca in a big way, set the lap-record for the arduous Monte Carlo circuit to just under 60 m.p.h. and finished 3.4 sec. ahead. Our Tony Crook won third place for Frazer-Nash, beating Valenzano's Lancia Aurelia after another furious tussle, by 2.1 sec. Clarke's Frazer-Nash was fourth, with lowering oil pressure. From the result of the Monaco G.P. it would seem that the 2.7 Ferraris dominated the race. Certainly these cars finished in the first five places, followed gamely by Tommy Wisdom's Type C Jaguar and Peter Collins in a DB 3 Aston-Martin. But an unhappy multiple pile-up altered the complexion of the entire race. Moss led from the start in the works Type C Jaguar, pursued by two Ferraris and Manzon's 2.3 six-cylinder Gordini. The DB 3 Aston-Martins disliked the slow circuit and had to stop for water. Stirling was doing his damnedest, but the Gordini was resolutely closing on the XK 120C, to pass after 24 laps. Maybe the Gordini would have won, but most unfortunately it, Moss and Hume's Chrysler-Allard were involved, with others, in a prang when Parnell's DB 3 blew-up and crashed at a corner. Moss went on in crippled state, but was eventually disqualified because two spectators had assisted him to restart—hard lines. After the crash the race lay between the Ferraris; Stagnoli, in any case, made fastest lap, at 97.2 k.p.h., which compares with Manzon's fastest lap of 95.5 k.p.h. in the small-car race.

Prix de Monaco

1st: R. Manzon (1½-litre Gordini), 2 hr. 13 min. 28.5 sec.; 91.9 k.p.h.
2nd: F. Bordoni (Osca), 2 hr. 13 min. 31.9 sec.
3rd: T. A. D. Crook (Frazer-Nash), 1 lap behind.

G.P. de Monaco

1st: V. Marzotto (2.7-litre Ferrari), 3 hr. 21 min. 28.4 sec.
2nd: E. Castellotti (Ferrari), 3 hr. 21 min. 43.9 sec.
3rd: Stagnoli (Ferrari), 2 laps behind.

FIATS IN MAYFAIR—continued from page 341

When we tired of surprising the Eights and Tens along main roads, we turned the Fiat towards Andover and the 70 square miles of desolate yet attractive country which lies thereabouts, with Inkpen Beacon, the highest chalk hill in England, as its dominant feature. Ever since reading A. G. Street's description: ". . . too wild a country for modern civilisation to visit, it contains no railway, no main road, and no large villages, a country of narrow, winding lanes, small valleys, steep hills, high downs and rabbits innumerable," I had intended to explore this fascinating "back o' beyond." A small car seemed called for and what better than this Fiat 500? The quick gear-changes between all the ratios of the four-speed box, the ample power from the little engine, and the comfortable springing, were eminently suited to the steep, narrow lanes, which were just as A. G. Street had described. I had hoped some old cars might dwell in this lost-country and, sure enough, an Edwardian Darracq was encountered almost without search.

One of the delights of the little Fiat is, of course, its economy. Fuel consumption, checked after ascertaining the degree of optimism of the mileometer, averaged 46 m.p.g. with no attempt to economise. The car tested had an S.U. carburetter with air-filter, fed from the gravity tank *via* an S.U. electric pump; I am told that the Solex carburetter gives over 50 m.p.g. The absolute dependability of this reconditioned Fiat was another quality convincingly proved during the trial, during which about 600 miles were covered with no trouble of any sort save for the temporary self-detachment of the speedometer cable. On those two scores alone, apart from the other attractive features, these reconditioned pre-war Fiat 500s should appeal to many readers, with whom Mayfair Garages will be glad to discuss their claims.—W. B.

Essolube

First at the finish

International Ulster Trophy

DUNDROD, JUNE 7

1st	**P. TARUFFI**	*Thinwall Special (Ferrari)*	81.43 m.p.h
	CAR ENTERED BY MR. G. A. VANDERVELL		
2nd	**J. M. HAWTHORN**	*Cooper-Bristol*	79.95 m.p.h
3rd	**J. KELLY**	*Alta*	78.51 m.p.h

British Empire Trophy

ISLE OF MAN, MAY 29

1st	**P. GRIFFITH**	*Lester M.G.*	64.20 m.p.h
2nd	**G. RUDDOCK**	*Lester M.G.*	64.07 m.p.h
3rd	**J. M. HAWTHORN**	*Frazer-Nash*	67.88 m.p.h

Sussex International Trophy

GOODWOOD WHITSUN MEETING

1st	**J. M. HAWTHORN**	*Cooper-Bristol*	85.13 m.p.h

(all subject to official confirmation)



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Exactly the same as you can buy from your local garage
and, of course, they were all using Esso Fuel

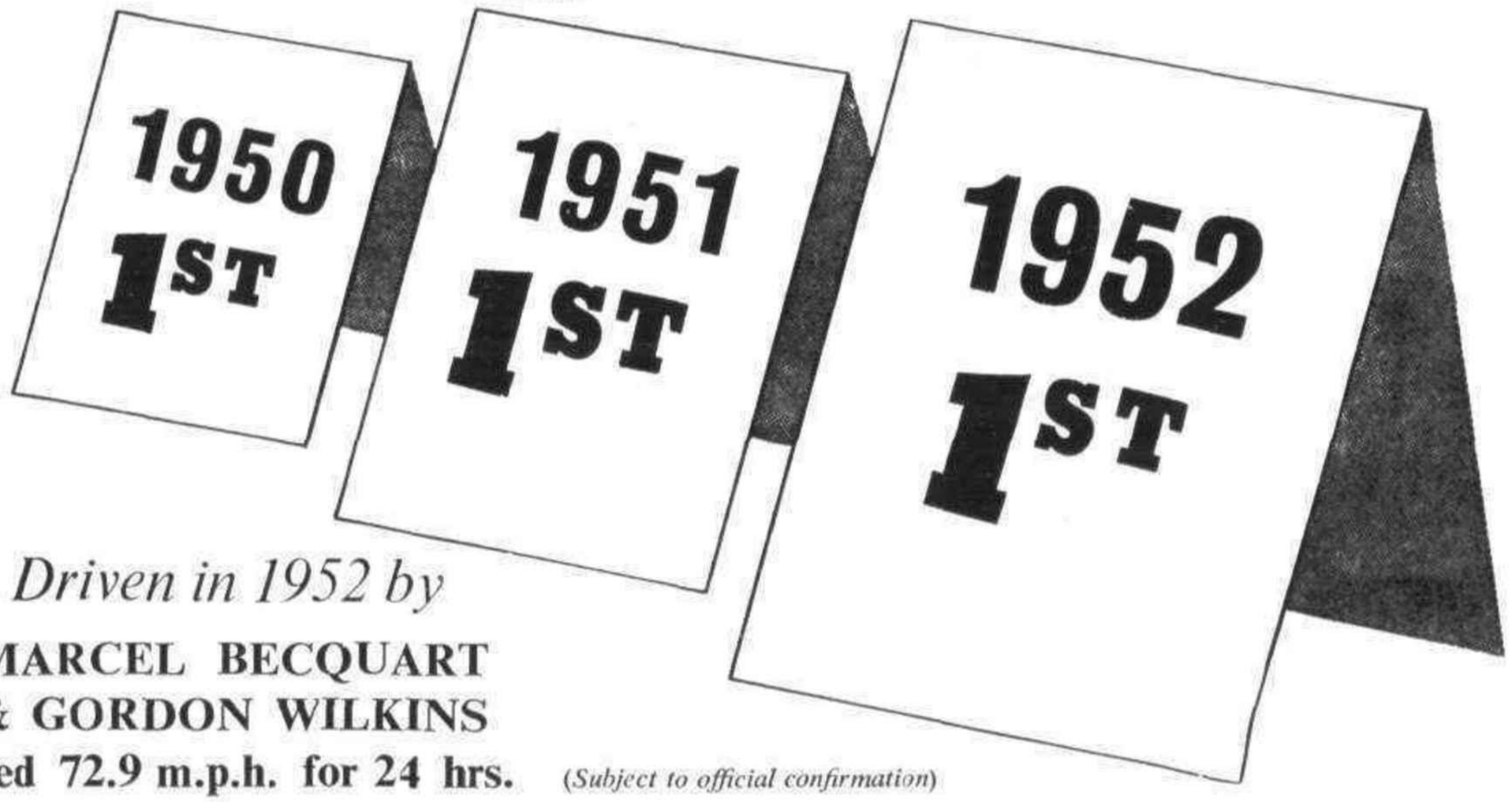
ESSO PETROLEUM COMPANY, LIMITED, 36 QUEEN ANNE'S GATE, LONDON, S.W.1

Le Mans 24-hour race

(1½ litre class)

JOWETT *JUPITER*

WINS 3 YEARS RUNNING!



Driven in 1952 by

MARCEL BECQUART
& GORDON WILKINS

Speed 72.9 m.p.h. for 24 hrs. (*Subject to official confirmation*)

BASICALLY THE SAME ENGINE AS THE JOWETT JAVELIN

PICTORIAL REVIEW

GOODWOOD WHITSUN MEETING, SNETTERTON, BOREHAM AND G.P. d'EUROPE, SPA

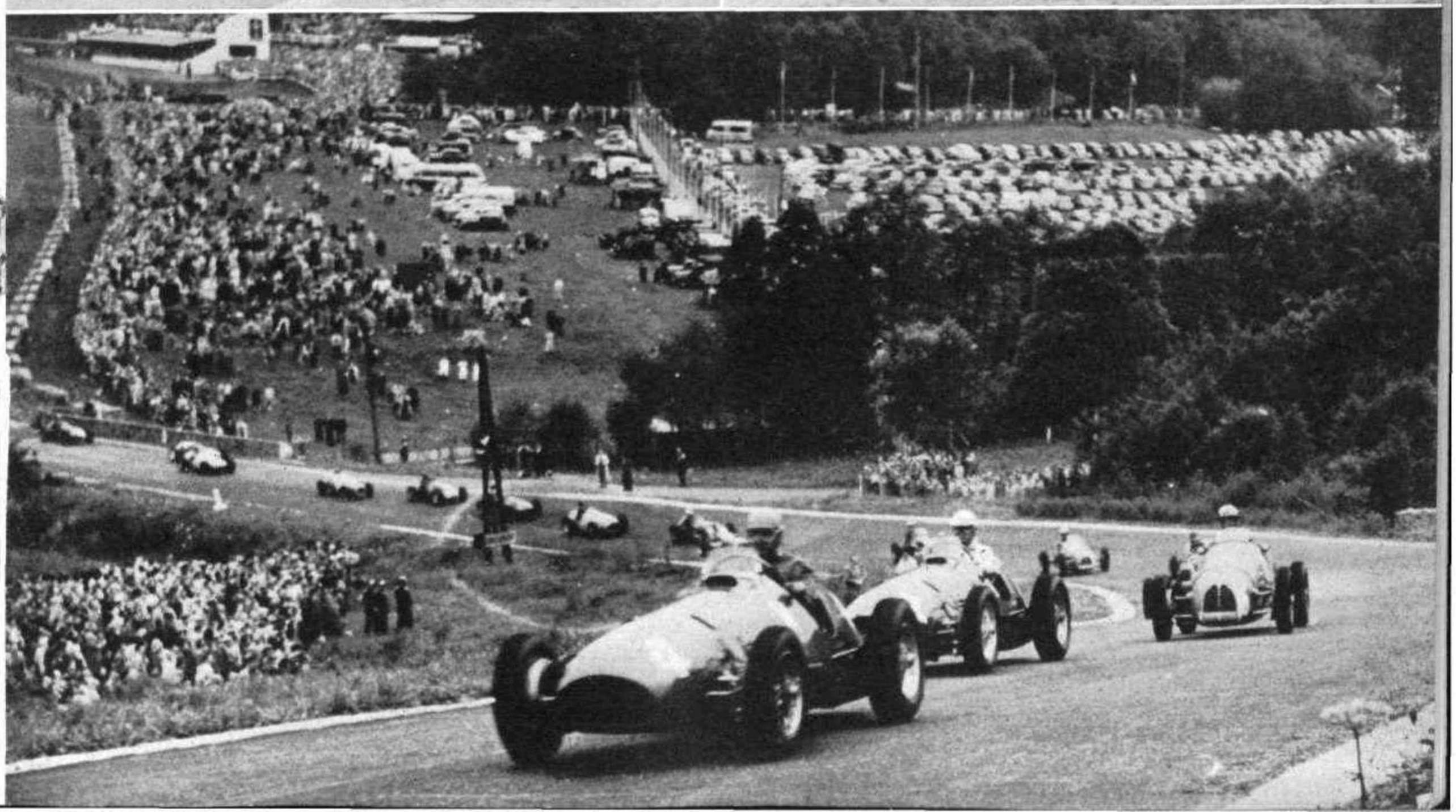
(Top-left) WINNER OF G.P. d'EUROPE Albert Ascari (Ferrari) in a very fine four-wheel-drift (the real thing) on the fast left-hand bend after the Tribunes.

(Top right) SECOND HOME, some considerable distance behind, Nino Farina adopts a different technique at the same corner.

(Bottom) INITIAL LAP.—The field strings out round the bridge-bend after the Tribunes, after the start. Ascari leads Farina with the amazing Behra (Gordini), who led the field by the end of the lap, coming up behind. Note, away to the left, the corner depicted in the picture above, the main Tribune with Press box, extreme left, and the magnificent road sweeping up to the wooded Ardennes.











LE MANS VICTOR.—The Mercedes-Benz 300 SL coupe, driven by Lang and Riess, which by good preparation, sensible strategy and reliably rapid running, won this year's Le Mans 24 Hour Race, at 155.574 k.p.h. An object lesson to the world's sports-car manufacturers!



R. C. WILLYS' B.M.W.-BRISTOL on a wet course during the Half-Litre Club's Whit-Saturday Race Meeting at Snetterton.

FERRARI ON AN AIRFIELD.—In this case Robert Baird's, at Snetterton.





500-c.c. RACING IN THE RAIN.—W. Webb in his Kieft at Snetterton's Half-Litre Club Meeting

4CLT.—A four-cylinder 16-valve Maserati which one day will be an historic racing car, in action at Snetterton.

SPACE SAVER.—How entry is effected to a 300SL Merce car during a routine pit-stop at Le Ma



FORMULE LIBRE.—Second by only 8 seconds to Poore's Alfa, Whitehead seen in the ex-Shaace-Taylor E.R.A. just before passing Parnell's Maserati. Six events slickly run, each keenly contested, made the afternoon a real treat for motor sport enthusiasts.



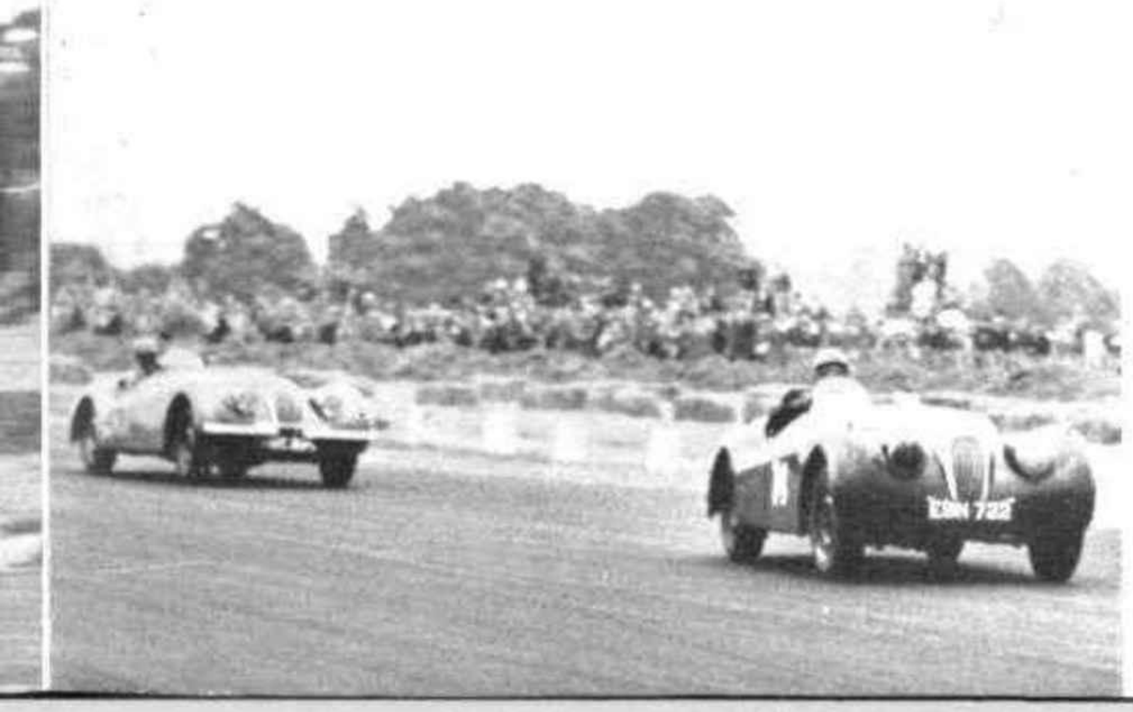


BRITISH PRESTIGE was earned by the Jowett Jupiter of Becquart and Wilkins, which in spite of having its official petrol well watered, kept on keeping on at Le Mans to win the 1½-litre class when all other cars of this capacity had retired.



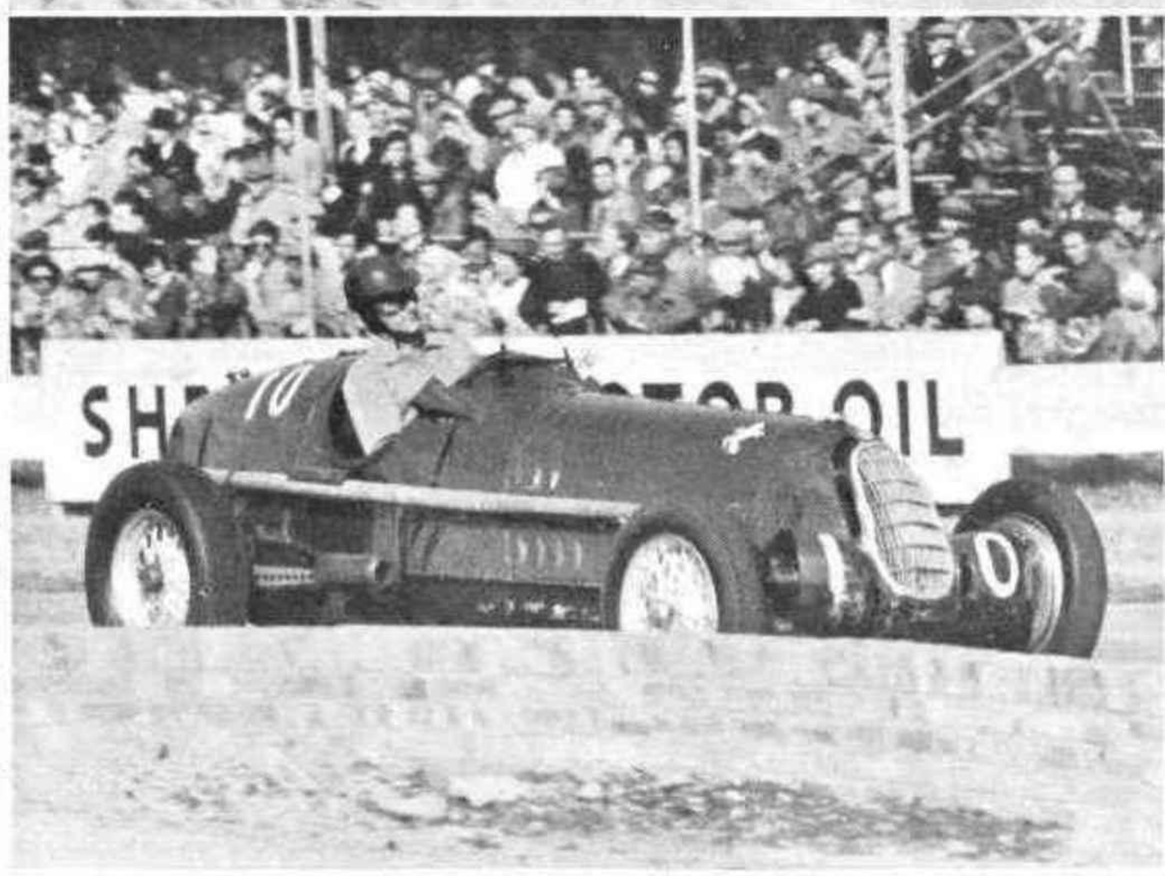
des Benz. This photograph was taken of the Helfrich/Niedermayer as, where it finished second, at 155.011 k.p.h.

THRILLING DUEL.—Howorth and Salvadori gave the large crowd at Boreham value for money. Again and again they beat each other into the corner until at last Howorth proved a worthy winner.



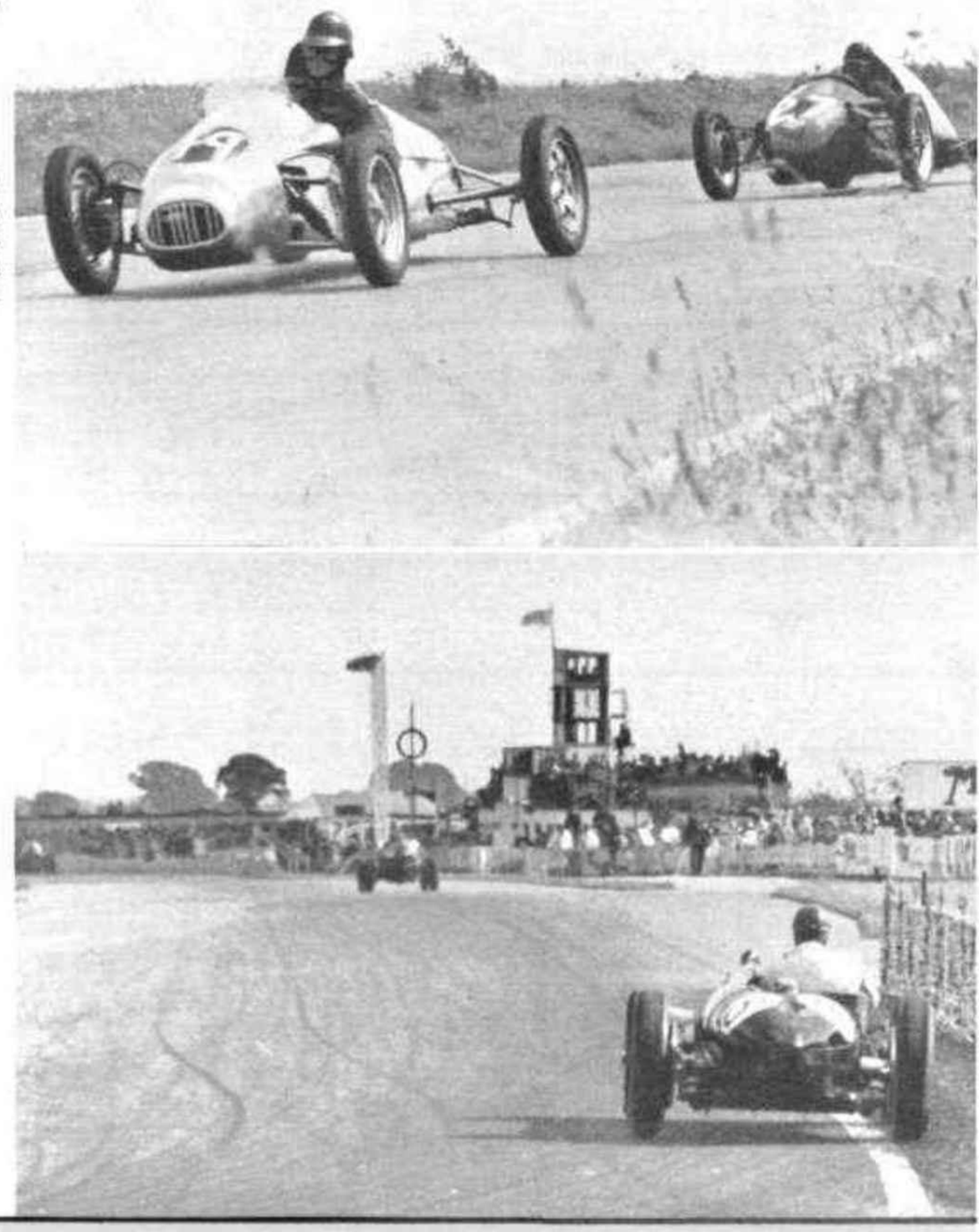


VICTORY RIDE.—F. R. Gerard made no mistakes about winning the 500 International Trophy Race at the Whitsun Goodwood Meeting of the B.A.R.C.

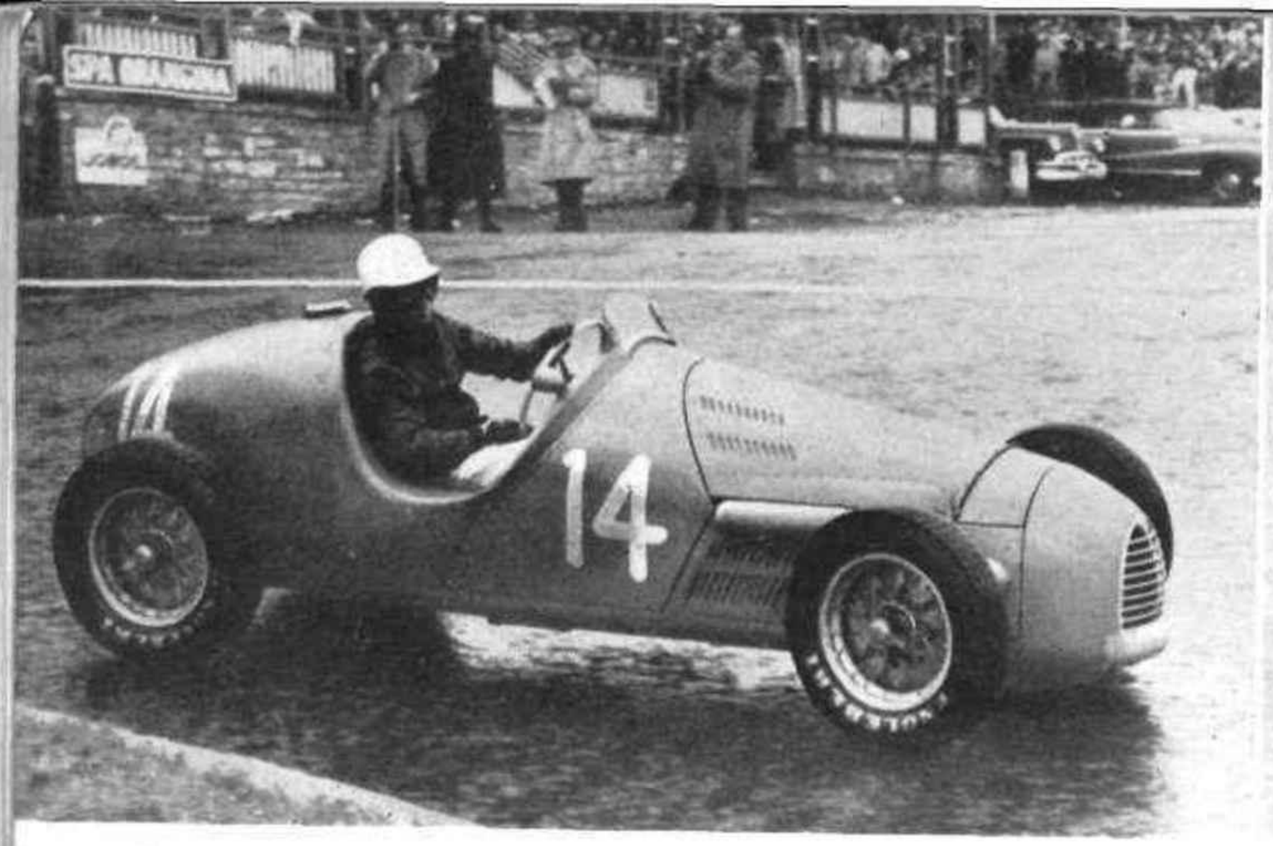


HANDS FULL OF ALFA.—Dennis Poore comes through the altered chicane at Goodwood in his 3.8-litre Alfa-Romeo, to finish third in the Sussex International Trophy Race.

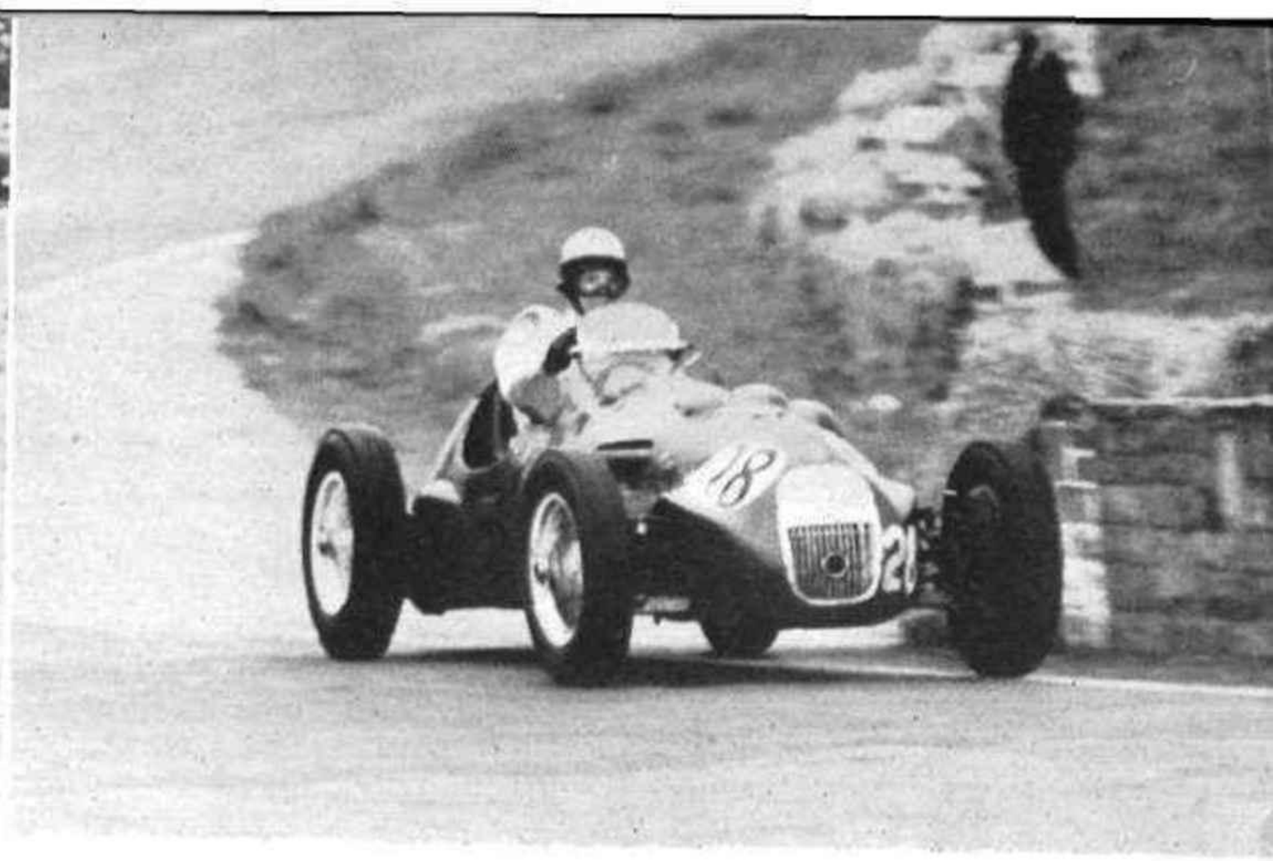
AFTER HIM!—R. G. Bicknell's Nevis pursued by Don Parker's fast Kieft during the 500 International Trophy Race at Goodwood.



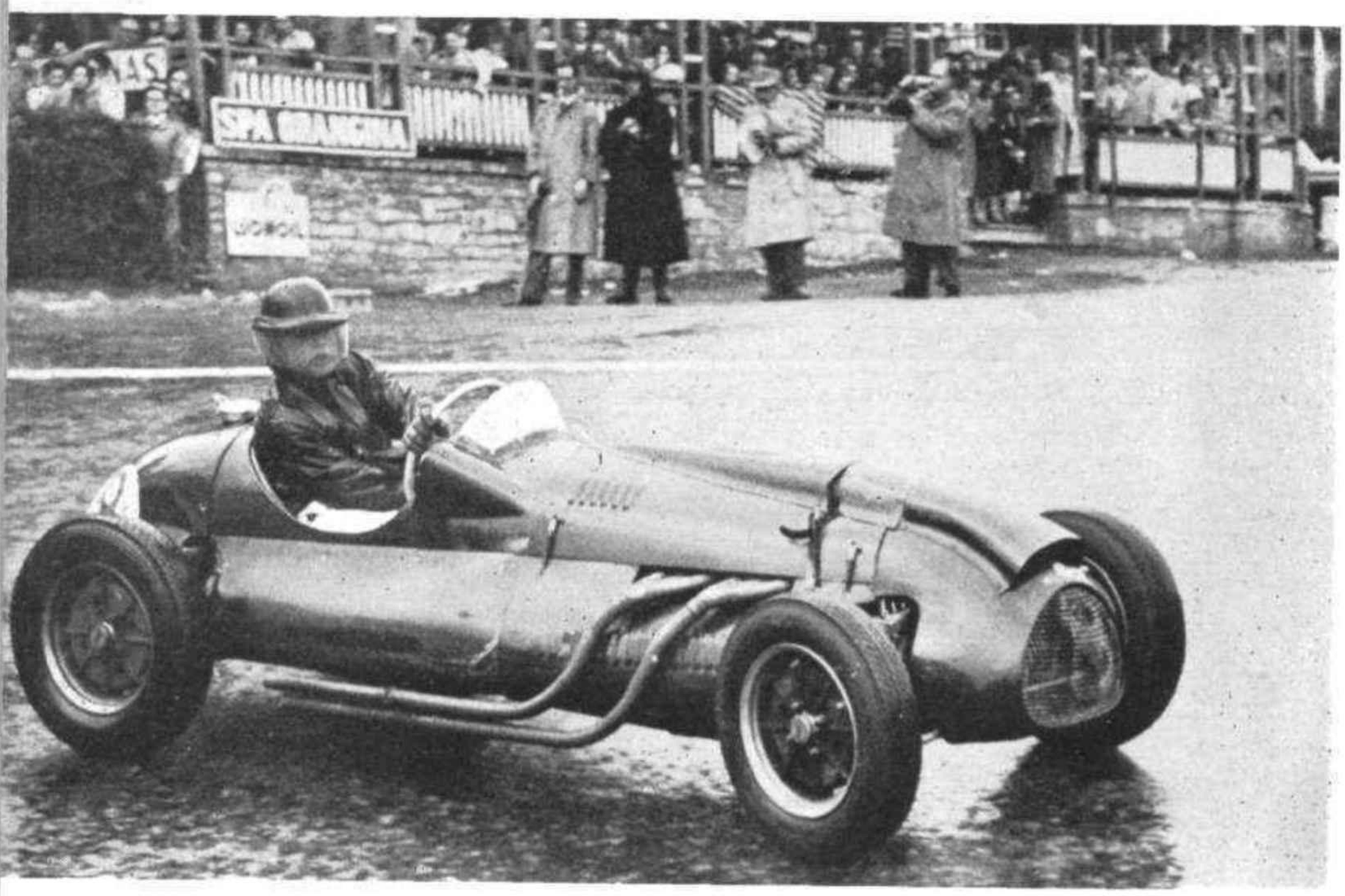
CHICANE, REAR VIEW.—Tony Rolt cuts it fine in Rob Walker's fine old Delage as he leaves the Goodwood chicane



MAGNIFICENT!—Robert Manzon in the little six-cylinder Gordini which finished in third place in the G.P. d'Europe, after team-mate Behra had mixed it with Taruffi and crashed early in the race.



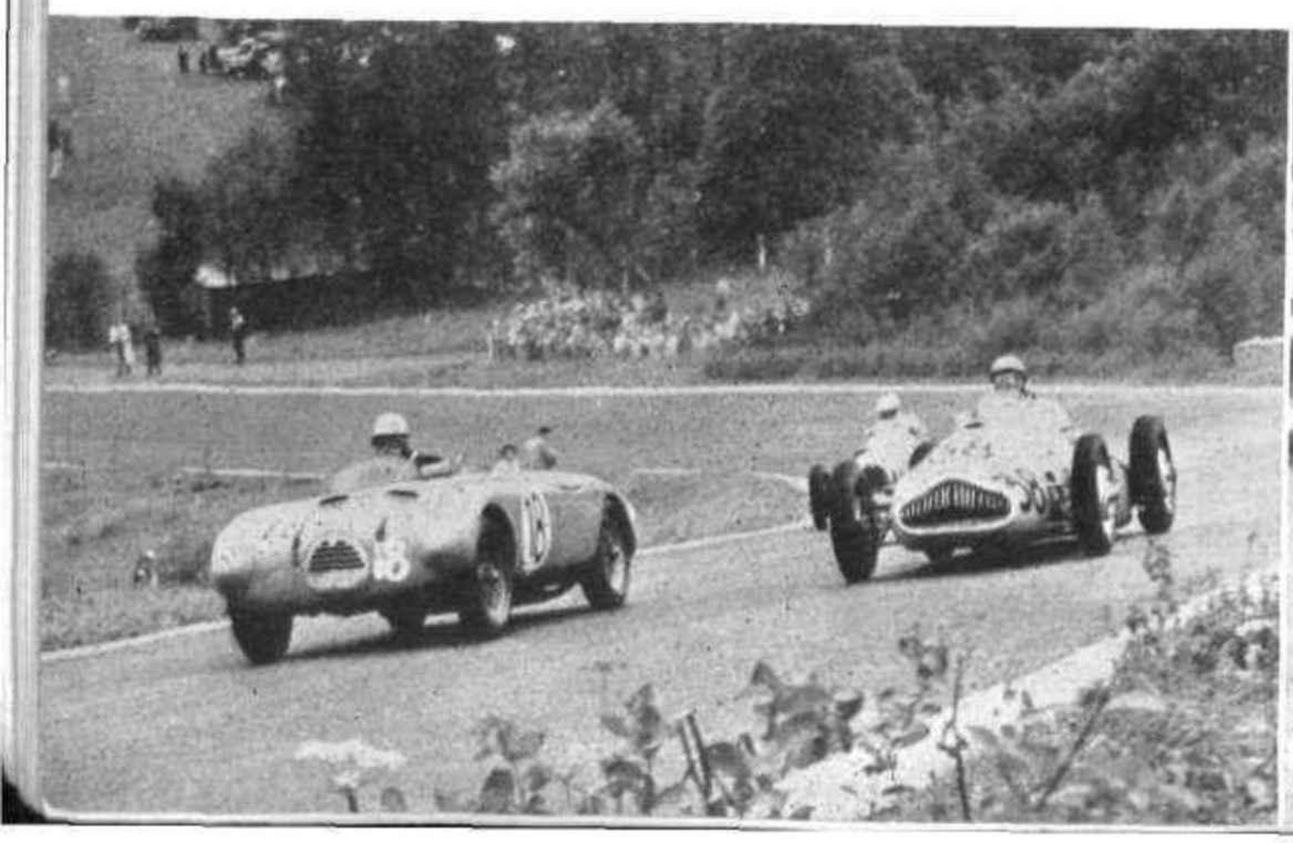
FIRST H.W.M. TO FINISH.—Paul Frere going extremely well at Spa. Note how closely he is clipping the parapet of the bridge.



BRITISH HOPE.—Michael Hawthorn drove his usual skilful race at Spa and was the first British driver home, finishing fourth in the Cooper-Bristol in spite of two brief stops to top-up a leaking fuel tank.

SPORTS-TYPE GORDINI, driven by Johnnie Claes, leading another Belgian, Legat in the single-seater Veritas-Meteor. O'Brien, in Claes' 1½-litre Gordini, is seen behind the German car.

ANOTHER SOUND COOPER-BRISTOL.—Alan Brown of the Ecurie Richmond, passing a typical Francorchamps background, to finish in sixth place after a consistent drive, third British car to cross the line.





Ascari and Farina (Ferraris) Dominate the G.P. d'Europe at Spa

THE pleasant town of Spa filled with visitors eager to see the Formula II European G.P. run over the full 300 miles on the fast 8.77 mile Francorchamps circuit on June 22nd. English enthusiasts were encountered at every turn and G.B. plaques were numerous.

The circuit seemed hard on tyres and Hawthorn borrowed some foreign ones, but found that Dunlops lasted longer. Fresh supplies arrived by air for the Ecurie Richmond, whose Cooper-Bristols shared a garage in Spa with a 1919 F.N. tourer. Brown had a slight argument with a bank, necessitating some chassis straightening on the Saturday afternoon. Hawthorn was troubled by slight clutch-slip, so a new clutch was installed. Stirling Moss' new E.R.A.-Bristol, fresh from tests at Silverstone and Lindley, seized its pistons after only a few laps. Another engine was flown over in solitary state in a Silver City's Bristol Freighter, and Leslie Johnson's five ex-aircraft mechanics worked all night in the Citroen garage at Spa on the completely stripped car. It has a light-alloy tubular chassis, double wishbone front and de Dion rear suspension with coil springs and a special Bristol engine with dry-sump lubrication. The Bristol gearbox is in the back axle, which necessitates placing the driver to one side, with the fuel tank beside him, so that the rather angular body is of two-seater width. A 3.27 to 1 back-axle was used. Steering column and brake pedal position were being altered at Moss' request. The " works " Ferraris did not trouble to practise on the Saturday and John Heath, with his H.W.M. team based at Stavelot, reported all well as his drivers made routine runs, some of them in the rain. On the platform of Spa station, however, elaborate work was being done to the engine of the Veritas.

* * *

It was raining as the cars lined up on the grid, before the permanent tribunes, the flags of many nations glad against the sombre sky, the scene offset by deep pine woods with, above, the Englebert balloon tossing on the breeze.

The three " works " four-cylinder Ferraris occupied the front row of the grid, Ascari having made fastest practice lap, followed by Farina and Taruffi. Behind were the six-cylinder Gordinis of Manzon and Behra, behind again Hawthorn's Cooper-Bristol, Wharton's Frazer-Nash and Paul Frere in an H.W.M. The remaining starters were the Cooper-Bristols of Brown and Brandon, Claes in a sports Gordini, the 1½-litre Gordinis of Prince Bira and the American O'Brien (the latter Claes' yellow car), the four-cylinder Ferraris of Rosier and the Francorchamps driver de Tornaco, Macklin, Collins, Laurent and Gaze in the remaining H.W.M.s., Legat's yellow single-seater Veritas-Meteor, Charrington's blue and white Aston-Butterworth and the odd-shaped E.R.A.

At the last moment the tyre pressures of the Ferraris were checked. At flag-fall Taruffi hesitated badly and the field began to sweep past him. Ascari led Farina until, with tremendous *élan*, Behra took his Gordini past the two Ferraris, to lead lap one. Hawthorn was some way behind in third place, Wharton fourth and Frere sixth. Moss, too, went off like a squib in the E.R.A., working up to about fifth place in half a lap, only to have a very nasty time when the engine " blew-up," locking the back wheels. The new E.R.A. never reappeared ! Lap two saw Behra, now third behind the two Ferraris, spin at the Tribunes hairpin, but without losing that place, while Taruffi had climbed from ninth to sixth.

Soon the rain was teeming down and for a time the interest lay in watching Taruffi making up lost ground—fifth on lap three, fourth on lap four, but not in third place until lap 13. Then, on the very next circuit he and Behra took Malmedy corner in too-close company and both fell into the ditch, without injury, but quite unable to retrieve their cars !

Meanwhile Collins' H.W.M. had been retired after three laps with what appeared to be a return of the rear wheel trouble, Gaze had called at his pit and Ken Wharton, who appeared to be having a tussle with the Formula II Frazer-Nash but who had passed Hawthorn on the fifth lap, spun off the course at Stavelot, lacerating his back on some barbed-wire. Rosier's blue Ferrari came in after lap five, and was in for good a lap later, after his mechanics had worked for some 10 minutes. Gaze, whose H.W.M. was running last, came to his pit, but resumed, while after lap 11 Macklin stopped for 50 sec., during which time fuel was put into his H.W.M.

Thus early—there were 36 laps in all—the complexion of the race had changed appreciably. But out in front Ascari went by as regularly as a train, averaging more than 167 k.p.h. lap after lap. After 10 laps he led Farina by 48 sec., and Behra was 72 sec. behind that second Ferrari.

Charrington had been going quite well, but after 15 laps lost some 2 minutes while his air-cooled flat-four was refueled, and on the very next lap he stopped again, the car's bonnet was removed, and another 2 min. or so went by ere he resumed the race, engine now rough-edged. After 17 laps, Gaze and Charrington both came in, the former off after a refuel in about 60 sec., but Charrington's race over.

By half-distance Ascari had averaged 167.584 k.p.h. and still led Farina by 48 sec. He wore a blue helmet and his Ferrari had a blue nose cowl ; Farina was in white crash hat, his car having a chequered cowl. Incidentally, the " works " Ferraris all had 7.00-16 Englebert back tyres, whereas Rosier's used 7.00-16 Dunlops, Tornaco's 6.00-16 Engleberts. Manzon had replaced his unhappy team-mate in third place, which he took on lap 14 immediately after the Behra/Taruffi episode, passing Hawthorn to do so. The remaining positions at half-distance were : Frere, Brown, Bira, Claes, Brandon, Tornaco, Laurent, Macklin, Legat, O'Brien and Gaze. Both Manzon and Hawthorn were driving brilliantly, but could make no impression on the leading Ferraris, Farina being 2 min. 56 sec. in front of Manzon, and a gap of 43 sec. separating blue Gordini from green Cooper-Bristol.

It was at half distance that the leading Ferraris were signalled to ease up ; but Ascari's average, if anything, rose slightly for the second half of the race.

Lap 29 saw Paul Frere, fresh from his Chimay victory, and naturally a favourite with the crowd, make his refuelling stop in 60 sec., retaining fifth place, for Brown's Cooper-Bristol was a lap behind. Flutter of excitement a lap later when Legat spun the Veritas at the hairpin without losing 13th place to O'Brien.

Although the H.W.M.s were needing fuel, the pit-work was excellent, Laurent stopping for one minute after lap 21. By this time the rain had stopped, but the road remained slippery and Bira altered what had become a processional order by a slide, falling behind Tornaco and Brandon, the latter's engine prone to fluctuating horses. Ascari was still averaging some 104 m.p.h., with Taruffi a discreet distance behind him. Ferrari had spare wheels and starters outside in the road before their pit, but never needed them.

Legat and O'Brien visited their pits after 27 laps, the latter overshooting, and a round later the British contingent, who were at Spa in force, gasped as Hawthorn pulled in. A leak was exhausting his fuel tank and had put paid to the anticipated non-stop run. But the surprised pit-staff dealt calmly with the situation, and after 42 sec., including a long push, he was off again, his fourth place intact, for Frere, who got signals from a remote point, was not in sight. Brandon and Macklin also came in for fuel and oil.

As Ascari completed his 30th lap, having averaged 167.928 k.p.h. (104.3 m.p.h.) the rain fell in torrents. He now led Farina by 1 min. 33 sec.

Claes had been going well in the sports Gordini, followed by a spray-cloud, but now he seemed in trouble, and lacking brakes, while the vivid yellow Veritas was touring to finish.

After 31 of the 36 laps he had to do, Hawthorn again stopped for fuel, which put him nearly a lap behind Manzon, whose little Gordini Six sounded as healthy as ever and was untroubled by its old transmission complaint.

The race was virtually over and in sun mingled with rain Ascari continued with clock-like regularity, to cross the line after 36 extremely polished laps, 1 min. 55.3 sec. in front of Farina, who was no doubt driving to orders. Manzon received well-deserved applause for bringing the Gordini home third, on the same lap, but 2 min. 33.2 sec. behind Farina. Mike Hawthorn, in spite of his two pit-stops, was fourth, a lap behind, a grand effort in his first Continental engagement. Frere had again proved his virtuosity as an H.W.M. driver, beating all the " home products," and Brown had brought his Cooper-Bristol steadily into sixth place. There had been accidents, but no serious injuries, although Gaze was badly savaged by a bird of the feathered variety near the end—it presumably thought it had time to cross the road ! Not a single tyre had had to be changed in the whole 508.22 km. Ascari set fastest lap in 4 min. 54 sec. on his 12th circuit, a speed of 172.897 k.p.h., which is 31.9 sec. (or approximately 13.2 m.p.h.) slower than Fangio's lap record last year in a two-stage Formula I Alfa-Romeo—and in the wet ! Ferrari,

Continued on page 319

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B.R.D.C. BRITISH EMPIRE TROPHY RACE

IN their I.O.M. meeting this year the B.R.D.C. concentrated on a single event, a 200-mile race for sports cars. Griffith (Lester-M.G.) led the race from start to finish, ably supported by his team-mate Gerry Ruddock, a newcomer to the Island. Hawthorn (Frazer-Nash), driving fast and consistently, nearly overcame his 3-lap handicap and finished less than a minute behind the winner.

High spots of the event were the early duels between Geoff. Duke, Moss and Duncan-Hamilton, while private dog-fights between the various groups of M.G.s, Jupiters, Frazer-Nashes and Jaguars kept up interest throughout the race.

Twenty-seven cars came to the starting line, as follows :—

Up to 1,500 c.c. (four credit laps).—M.G. TD : Llewellyn, Lund and Line. M.G. TC : Jackson. Lester-M.G. : Ruddock, Mayers and Griffith. Cooper-M.G. : Davis and Leonard. Jowett Jupiter : Kelly, Skelly and Robinson.

Up to 3,000 c.c. (one credit lap).—Frazer-Nash T.T. : Moss, Salvadori and Mitchell. Frazer-Nash Mille Miglia : Hawthorn. Healey : Buncombe. Aston-Martin D.B.3 : Duke.

Over 3,000 c.c. (scratch).—Jaguar Type C : Duncan-Hamilton. Jaguar XK120 : Holt, Boshier, Swift, Black, Sir James Scott Douglas, Murray and Stewart. Allard (5.4 litre) : Hitchings.

The narrow section of the course leading down to Onchan, where last year's multiple crash took place, had been much widened, and so the course was considerably faster. Duncan-Hamilton, driving on wet roads during the first night of practising, had brought down the lap-record seven seconds, to 3 min. 16 sec. Geoff. Duke, already a firm favourite on the Island through his exploits in the T.T. races, had hurled the Aston-Martin round in 3 min. 17 sec., while Stirling Moss was only a second slower on a Frazer-Nash. These three drivers thus took the first positions on the starting-grid, with Mitchell and Hawthorn in the second row.

When the flag dropped, Duncan-Hamilton in the Type C Jaguar shot off the mark in fine style, while Duke, Hawthorn, Moss, Mitchell, and Salvadori jostled for position in close formation down to Parkfield Corner. First time round, Duncan-Hamilton had gained a lead of 150 yards on the Aston, with Hawthorn, Salvadori, Mitchell and Moss at 50-yard intervals. Ian Stewart and J. B. Swift were the first of the XK Jaguar group, while Griffith and Mayers led the smaller cars.

All eyes up the course again, watching for Duncan-Hamilton and Duke. When they appeared the cars were dead level, but Duke had just that extra bit of speed, and passed Duncan-Hamilton going down to Parkfield. Hawthorn still held third place, while Moss had overhauled Salvadori and Mitchell. Mayers, who had been running second on handicap, pulled into the pits and lost several minutes clearing a stuck oil relief-valve.

Lap three saw Duke 200 yards ahead of Duncan-Hamilton, with the other leading cars as before, and next lap Duke consolidated his position by putting up a record lap in 3 min. 18 sec. (70.53 m.p.h.). A fourth lap increased his lead, while Moss passed Hawthorn to take third place on the road at lap five.

Handicap Order, 5th Lap, and Lap Speed

1st :	Griffith (Lester-M.G.)	Time 3 min. 48 sec.	61.25 m.p.h
2nd :	Mayers (Lester-M.G.)	3 „ 48 „	61.25 „
3rd :	Leonard (Cooper-M.G.)	3 „ 55 „	59.42 „
4th :	Davis (Cooper-M.G.)	4 „ 2 „	57.70 „
5th :	Ruddock (Lester-M.G.)	4 „ 3 „	57.43 „

Duncan-Hamilton's fast run came to a sudden finish on lap five. His back axle and brakes went out of action before Governor's Bridge, and he narrowly missed coming into contact with an unfriendly stone wall. Hitchings (Allard) dropped out with a damaged gearbox, while Ted Lunds (M.G.) had bearing troubles.

Moss was pressing Duke hard, recording a time of 3 min. 19 sec., but Duke replied with two more laps which equalled his record time of 3 min. 18 sec. The Frazer-Nash slowed, and Moss paid two visits to the pits, changing first a plug and then a coil in an effort to cure the misfiring. Hawthorn thus reverted to second position on the road, with Salvadori on another Frazer-Nash now third.

In the 1½-litre class Griffith was still firmly in the lead. Mayers had dropped right back, but his team-mate Ruddock was going great guns and on the ninth lap passed Leonard (Cooper-M.G.) to take second place. Davis lay fourth, while Kelly (Jupiter) came into fifth place.

The standard Jaguars were no match for the smaller cars on this twisty circuit, and judging from the smell some of the brake-linings were getting pretty hot ! Ian Stuart, of the Ecurie Ecosse, put up a polished performance and led his class for the first twenty laps. Swift pressed him hard, likewise David Murray, who overshot the corner at Parkfield later on.

Meanwhile Duke was lapping fast and consistently on the Aston Martin, only two or three seconds down on his record lap time, and when Davis retired with bearing trouble on the 18th lap he climbed into fourth place. He was then less than a lap behind the leader, Griffith, and unless the Lester-M.G. could produce some more speed would catch him at just over half distance.

Hawthorn was Duke's nearest challenger. The bolt securing his exhaust pipe and silencer had snapped, and the whole thing was dangling under the car. Luckily for him the pipe fell off without a visit to the pits to remove it, giving the car a most fruity G.P. note—and doubtless cooler exhaust valves.

Lap 22—Hawthorn but no Aston-Martin. What had happened to Duke ? Groans from the grandstand when it was announced that he had stopped at Onchan with ignition trouble. Actually the ammeter lead had jumped off and had apparently done a bit of " shorting." He struggled back to the pits later on but continued for only a few laps. Anyhow his run was a fine introduction to long-distance motor racing.

After Duke's retirement, Hawthorn moved into fourth place, while Salvadori lay fifth. Moss had a further series of pit-stops, first to replace a broken fan-belt and then to change a broken fuel-pump. Fuel starvation may have been the cause of his troubles all along, but anyhow he was obviously not in the running and retired after struggling some further laps. Other drivers were having trouble too, Murray retiring after smiting the sand-bags at Onchan, Swift with a burnt-out clutch, while Holt had an anxious moment at Willaston when his throttle return-spring broke.

At 37 laps Leonard (Cooper-M.G.) retired with a blown gasket, so the struggle was now between the Lester-M.G.s of Griffith and Ruddock and Hawthorn on the Frazer-Nash. The little cars were amazingly fast through the twisty section on the back leg of the course. Hawthorn was gaining about 22 sec. a lap on Griffith, the respective speeds over 35 laps being 67.9 and 65.01 m.p.h.

The Jaguar pits were kept busy during the last half of the race. Boshier was in adjusting brakes, Stuart, who had lost the lead in his class to Scott-Douglas, was bothered with a leaking tank, and Black with dynamo loose and no belt to his water-pump.

Hawthorn made a quick pit-stop, taking on five gallons of fuel in 18.5 sec., and set off again in hot pursuit. However, unless Griffith had some misfortune in the last few laps, he would make first place comfortably and later, flagged down by his pit for the last few laps, scored a well-deserved win. Ruddock was close behind him in second place, but only just, as he ran out of fuel a hundred yards beyond the finishing line, while Hawthorn, Salvadori and Mitchell made a consistent showing for Frazer-Nash in the next three places. Scott-Douglas made no mistakes on the first Jaguar home and well deserved his finishing position.—T. G. M.

Results :

1st :	P. W. C. Griffith (Lester-M.G.)	2 hr. 54 min.	...	64.20 m.p.h.
2nd :	G. A. Ruddock (Lester-M.G.)	2 „ 54 „ 21 sec.	...	64.07 „
3rd :	J. M. Hawthorn (Frazer-Nash)	2 „ 54 „ 52 „	...	67.88 „
4th :	R. F. Salvadori (Frazer-Nash)	2 „ 56 „ 20 „	...	67.31 „
5th :	H. A. Mitchell (Frazer-Nash)	2 „ 57 „ 42 „	...	66.79 „
6th :	Sir J. S. Douglas (Jaguar)	2 „ 54 „ 52 „	...	65.22 „
7th :	W. H. Robinson (Jowett Jupiter)	2 „ 56 „ 12 „	...	58.12 „
8th :	J. T. K. Line (M.G.)	2 „ 56 „ 47 „	...	56.61 „
9th :	M. R. G. Llewellyn (M.G.)	2 „ 56 „ 50 „	...	56.59 „
10th :	J. Kelly (Jowett Jupiter)	2 „ 57 „ 45 „	...	56.30 „
11th :	S. J. Boshier (Jaguar)	2 „ 57 „ 2 „	...	57.84 „
12th :	W. B. Black (Jaguar)	2 „ 55 „ 21 „	...	57.07 „
13th :	E. W. Holt (Jaguar)	2 „ 56 „ 38 „	...	51.39 „

Fastest lap : 3 min. 18 sec., G. Duke (Aston-Martin), 70.53 m.p.h.

VETERAN PUBLICITY

Over Whitsun, the *News-Chronicle* undertook a journey from London to Bournemouth *via* the New Forest in E. Rowe's 1903 Renault town carriage. We are not at all averse to such journalistic adventurings, for sensibly written-up they constitute excellent publicity for the vintage movement. True, the Renault broke a half-shaft and had to be towed into Lyndhurst on Whit-Sunday, thereby bracketting itself with the B.R.M.s But a repair was speedily put in hand and the old car came home in triumph on the Monday, 85½ miles in 7 hours, at 20 m.p.g. The whole adventure was very entertainly described by Arthur Brittenden and given generous space. Perhaps, the *News-Chronicle* will now consider a more ambitious journey, perhaps over August Bank-Holiday week-end, in a suitable Edwardian car.

No. 2 in Temple Press " Modern Car Easy Guide Series " is " Taking Care of a Car " by E. P. Willoughby, B.Sc., M.I.Mech.E., etc. It costs 2s. for 54 well-illustrated, instructive pages.

RUMBLINGS

It is now possible to publish details about that exciting British high-performance car, the Aston-Martin DB 3. The first version of this 2½-litre all-enveloping two-seater competition car appeared as long ago as last September, when Lance Macklin drove the prototype in the R.A.C. Dundrod T.T., retiring, after a fast run, with a split exhaust manifold. Since then these cars have performed well in a number of races, notably during the *Daily Express* meeting at Silverstone, when they proved capable of vanquishing all the XK 120C Jaguars save Stirling Moss', in spite of giving away a litre to the Coventry car. Further interest has been lent by Geoff. Duke's proficient essay at four-wheeler racing in one of these Aston-Martins.

DB 3

Aston-Martin, Ltd. have decided to build a batch of 25 DB 3s and have recently revealed the mysteries that lie beneath the aerodynamic bodywork of their latest production. The saloon DB 2 is so well known that the easiest way of introducing the new Aston-Martin is to state in what way the two models differ. In the first place, the DB 3 has an entirely new, very rigid tubular frame, with single side members as distinct from the rather complicated structure of the DB 2. This frame is the work of Prof. Dr. Ing. Eberan von Eberhorst, so, like the Jupiter, the DB 3 owes much to Teutonic engineering knowledge. The same, well-tried 2½-litre, six-cylinder twin o.h.c. engine is used, but with triple 36 DCF 5 Weber carburetters and 8.16 to 1 compression-ratio, it gives 140 b.h.p. at 5,500 r.p.m. A large ribbed magnesium-alloy sump contains three gallons of oil, which is circulated through an oil-radiator forming 1/5th of the area of the water radiator. The latter is pressurised and set very low, with separate header tank. In unit with the engine is a David Brown gearbox which weighs the same as the DB 2 four-speed box, but which provides an over-drive fifth speed. A layshaft-driven oil pump feeds the free-running pinions and there is Borg Warner synchromesh for all save bottom gear.

Suspension is similar to that on the DB 2, de Dion at the back, trailing-link i.f.s. at the front, but with torsion bars in place of coil springs. Armstrong AT 7 telescopic dampers are used at the back, Armstrong IS 10 piston-type at the front. There are, of course, Rudge centre-lock wire wheels, shod with 6.00-16 Dunlop tyres. The brakes are Girling (2LS on the front wheels) with truly vast Al-fin drums, 13-in. dia. at the front, 11-in. dia. inboard at the back. The total friction area is 212 sq. in., with 65 per cent. of the effort normally on the front wheels. Steering is rack and pinion. The wheelbase of the DB 3 is 7 ft. 9 in., with a track of 4 ft. 3 in. and a ground clearance of 5 in. The open body has a frontal area of 13 sq. ft., 5 sq. ft. less than that of the DB 2. Equipment on this fine competition machine includes KLG 10 mm. L 80 plugs, dual S.U. fuel pump feeding from a 32-gallon tail tank, 9-in. Borg & Beck clutch, Hardy Spicer prop. shaft, Lockheed brake cylinders and a Purolator full flow oil filter. Neat small instruments are used.

What manner of performance should the DB 3 have? Well, the maker's quote a dry-weight of under 17 cwt., which represents approximately 140 b.h.p./ton in running trim. The gear ratios are 11.89, 7.75, 5.23, 4.1 and (overdrive) 3.4 to 1, so that this open Aston-Martin should cruise safely at over 100 m.p.h. in overdrive. It will presumably have as good, if not better, handling qualities as the DB 2 and the reliability of the Aston-Martin engine has been proved at Le Mans and elsewhere. Road-test of this latest British high-performance car should disclose some very exceptional performance figures.

* * *

Is a caution-factor entering too greatly into present-day motor racing? With the enormous public interest now involved, organisers have every reason to play for even greater safety than before the war, when safety measures, particularly at Brooklands, were very thorough. Yet we see the chicane at Goodwood to slow cars down and the new Club circuits at Silverstone restricting speeds to lower than were attainable on the old Club circuit. Very desirable, no doubt, but just occasionally we pine to see "flat-out" speed, and become nostalgic over the Brooklands outer-circuit, where drivers really could get a move on! Further thought on caution—the B.A.R.C. has decided to ban from certain of its events drivers who do not fit suppressors on the ignition leads of their competition cars. A kind gesture to television users, and a publicity-catching one as well no doubt. But as the motorist is so heavily taxed, should he be forced against his own judgment into buying equipment which the Government could quite easily present to him free of charge were it essential? Remembering how public and police made few allowances for the short-comings of early motor-car engines, in an era before universal silence was easily attained, we are against compulsion on the motorist to overcome the sensitivity of the television set to electrical interference many hundreds of yards distant!

THOUGHTS

Reverting to Silverstone, there is less excitement for the vultures at Club meetings since the long run to Stowe corner was abandoned. The "short" Club circuit of 1.608 miles involves only the Beckett's hairpin and Woodcote as really sharp corners and the "long" Club circuit of 1.825 miles brings in three additional corners, or six in all.

The "short" course is about 5 m.p.h. slower than last year's Club circuit and the "long" circuit some 5 m.p.h. slower again than the present "short" Club course.

No doubt both are kinder to clubmen's cars than the old Club circuit of 2.278 miles with its one long straight and the fast drop to Stowe, along which very considerable speeds could be attained. The V.S.C.C. and Eight-Clubs used the "short" circuit, the Maidstone & Mid-Kent M.C. the "long."

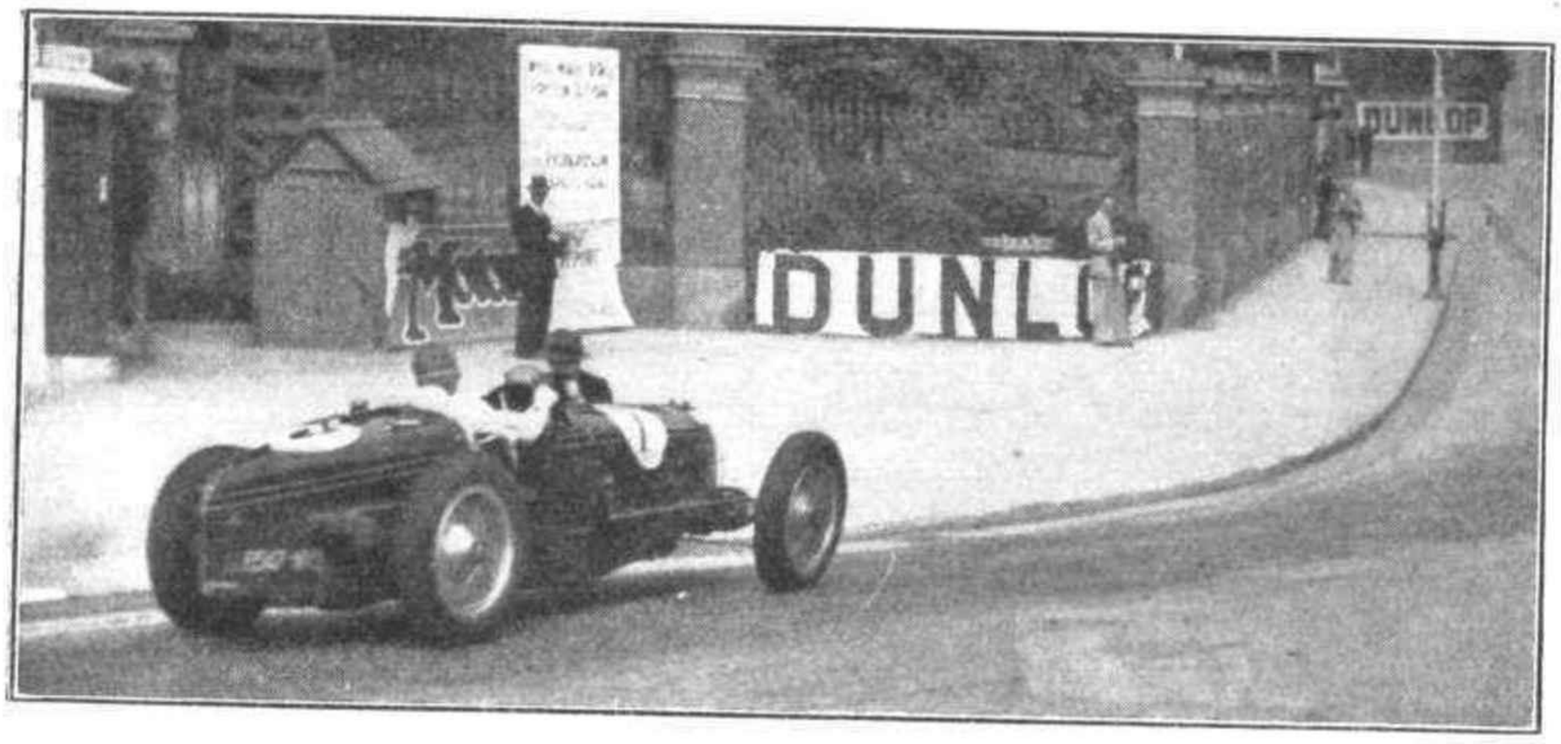
Neither of these Club circuits is so suited to the 750 Club's Six-Hour Relay Race, scheduled for August 30th, as the former 2.278 mile Club circuit, although, if it is not possible to get the full Silverstone (three-mile) circuit, the "short" Club course is likely to be Hobson's choice.

* * *

MOTOR SPORT tenders its deepest sympathy to the relatives and friends of those enthusiasts who lost their lives on June 14th trying to reach Le Mans in a Morton Airways Consul aircraft.

* * *

Baladeur's "Sideslips" will be resumed next month.



FOUR-WHEEL DRIFT.—So many weird pictures are published and so much is written about the four-wheel drift, so often done with two wheels only, that we decided to publish this view of the real thing—Brian Lewis in a 3.3 Bugatti seen from the rear in a true four-wheel controlled slide on the I.O.M. circuit before the war. With the present emphasis on safety it is interesting to observe the proximity of photographers and the unprotected lamp-post on the kerb.

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FIATS IN MAYFAIR

MAYFAIR is associated with Society, sartorial fashion, the London Season, debutantes and—Fiats. With Fiats because, since the war, A. W. Lea and W. J. Caswell have specialised in selling and servicing these famous little cars at Mayfair Garages, Ltd., which you cannot fail to encounter if you turn left out of Oxford Street opposite Selfridge's clock and proceed to the far end of Balderton Street.

On the occasion of my visit I found something like a dozen Fiat 500s in stock, ranging from an externally-rough 1937 coupe, priced at £195, to a reconditioned 1949 500B coupe with o.h.v. engine as used in the current 500C Fiat, listed at £495. Verily, Mayfair Garages provide "Topolinos" for most purses.

Their more expensive examples are thoroughly reconditioned before sale, both mechanically and in respect of rust-proofing, re-upholstering, fitting new carpets, hood, wings, and new or only 25 per cent. used tyres, etc. These Fiats then carry a three months' guarantee.

Another activity of the firm is its comprehensive exchange-basis spares service for 1937-39 Fiat 500s, of which about 14,000 are believed to exist in this country. In the stores we saw fully-reconditioned components ranging from complete engines to relined brake shoes, and including carburetter assemblies (both Solex 22 HD and S.U.), clutch plates, radiators, dynamos, Marelli and Delco-Remy distributors, Veglia speedometers, Marelli wiper-motors, etc. Reconditioned engines are supplied either rebored to standard oversize or resleeved to the normal 52-mm. bore. With new Covmo pistons, new valve gear, reground crankshaft, etc., the charge is £45 rebored, £50 resleeved, plus your old engine; fitting approximately £5 extra. The same useful service extends to gearbox assemblies (£28), differential assemblies (£17 10s.), and the spares already named. Incidentally, vane-type oil pumps on early engines are rebuilt into the later gear-type pump.

Special engine beds are used to facilitate engine reconditioning and there is a basement test-room in which such units can be "run-in" after assembly. One of the mechanics is Sergi Balsamino, who thus has the distinction of working in the heart of London's West End on cars of his own nationality.

In addition, respraying and re-upholstering to customer's choice is undertaken on the premises, and Mayfair Garages supply replacement hoods, loose-covers, running-boards, carpets, spare-wheel covers, luggage grids and similar "beautifiers" for Baby Fiats which have outgrown their first-birthday freshness.

I had hoped perhaps to find a Fiat 501 service-lorry about the place or to learn the secrets of Topolino tuning-for-speed, but I was told that the supply of spares and the sale of well-tuned, reconditioned 500s fully occupies the firm, although occasional 1,100 and 1,500 Fiats pass through their hands, and they are also agents for the Corgi, M.G.s, and Auster aircraft.

Looking at all these "Topolinos," appropriately at a time when petrol had just jumped up another 1½d. a gallon and rumours of a tax-concession to cars of under 8 h.p. were in the air, I remembered vividly past experiences with these game little cars.

Of demonstrating youthful driving-prowess(?) to a slinky young thing from a gown-shop, until vanity was nipped in the bud, or more accurately on the radiator grille, as we rammed the car in front—my fault, not the Fiat's! Of being offered, by the late "Flem" Harris, the loan of a "Topolino" for a week-end, providing I first drove a dazzling pin-up girl and a photographer out in it so that her picture could grace "Flem's" motoring page in a women's journal. (The offer, I recall, was sufficiently attractive to overcome the painful shyness of callow youth!) Of being nearly suffocated in John Eason-Gibson's "Topolino" during a One-Hour High-Speed Trial at Brooklands, because he *would* insist on driving with roof and windows shut "to help the streamlining."

In the end I became so nostalgic that Mr. Lea dispatched me into the maelstrom of the rush-hour traffic in a well-used 1937 coupe, just to keep me quiet. Before I had emerged from the outer-belt of the Metropolis beyond Hounslow I was thoroughly at ease in the little vehicle.

The design of the Fiat 500 is so eminently sensible that it remains one of the best economy-cars the world has seen. To enumerate—there are the "hollowed-out" doors to gain elbow room; that radiator-behind-engine layout to achieve extreme accessibility and a low bonnet-line; the simple "pull-over" hood, which converts the virtually open body into a snug coupe; the big shelf behind the seats, which acts as luggage platform, a sofa for up to three



children, or temporary seat for an adult; the clever i.f.s. that has been proved on far-faster cars—Coopers, for instance; and the compact dimensions and 4.00/4.25–15 tyres which spell lightweight (exactly 10 cwt., without occupants, but with one gallon of petrol).

Nor are there many concessions to austerity—only the manually-operated direction-indicators, single screen wiper, combined head and sidelamps (on early models only), and absence of cubby-hole, door pockets, clock and ammeter. Against this I found a mileometer with tenths-calibrations (but no trip-recorder), two rear-view mirrors, sun-visor, a useful horn, big Metron "olio" gauge, which sat steady at a reassuring 25 kg./sq. cm., dashlamps with push-button switch, "pulls" on the lockable doors, a man-size petrol tap within easy reach and with a useful "reserve" position, parking lamps, hand-throttle, and easily-adjustable bucket-seats.

It would be stupid to pretend that the Baby Fiat has any pretence to sports-car performance. But it will easily work up to, and hold, 50 m.p.h., and it is satisfying to row it along with the gear-lever, the tiny s.v. engine revving happily, buzzing like a bee, up to 40 m.p.h. in third gear. Do this, and many cars of twice the size are left well behind. I found that it was possible to put over 38 miles into the hour along A30, a road on which lorry-traffic has a far more adverse effect on a tiny vehicle than on more accelerative cars. The hydraulic brakes were adequate but it was the outstandingly good roadholding and accurate steering which enabled the little Fiat to get along so well. It runs very smoothly, if rather noisily, at 40 m.p.h., but the gear-lever—a very long one, with which a ham-handed driver could presumably inflict severe punishment on the selectors—is there to be used, the engine disliking anything less than 20 m.p.h. in the highest cog, for instance. But, remember, the capacity is only 570 c.c., which makes the old and current Austin Sevens almost "outsize" in comparison!

On the early version tested rear suspension is by ¼-elliptic springs, but there was very little tendency to roll on corners; the steering asks 2½ turns from one taxi-lock to t'other and is smooth and devoid of return-motion, if rather "dead" in feel. The suspension provides outstandingly comfortable riding for a small car, and all controls, minor and major, are very well placed.

The clutch called for some care in engagement but was otherwise smooth. The engine proved quite easy to start from cold and never fluffed or faltered, although it was prone to a good deal of muffled pinking on "Pool," in spite of the aluminium head.

Continued on page 330

DATA

Car : 1937 Fiat 500 coupe. Four-cylinder s.v., 52 by 67 mm., 570 c.c. Wheelbase, 6 ft. 6¾ in. Weight, 10 cwt.
Loaned by : Mayfair Garages, Ltd., Balderton Street, London, W.1 (Mayfair 3104/5).
Speedometer reading : 70,356.
Speedometer maxima : 1st : 20 m.p.h.; 2nd : 30 m.p.h.; 3rd : 42 m.p.h.; top : 50 m.p.h.
Fuel consumption : Approx. 46 m.p.g. (range, approx., 230 miles; nearly ½ gall. in reserve).
Tyre size : 4.00/4.50–15 (three Dunlop remoulds, one Dunlop E.L.P.).
References : Full road test report on similar car, MOTOR SPORT, March, 1937. Reader's experiences over 50,000 miles with similar car, MOTOR SPORT, November, 1943.

BOOK REVIEWS

" The History of A.C. Cars, Ltd."

We are always gratified when a manufacturer decides to have the history of his particular concern written up. None has done so more pleasingly than A.C. Cars, Ltd., whose Mr. R. G. Henderson has got out a nicely-printed little 100-page book about the A.C. Company. It deals with the origin of A.C., the early commercial and passenger three-wheelers, John Weller's first four-wheeler A.C., and the subsequent four and six-cylinder A.C. cars developed, first under the command of S. F. Edge, later under the control of the Hurlock brothers, who still own A.C. Cars, Ltd.

Some excellent illustrations are included and the modifications to the A.C. up to the current model are given just as enthusiasts in general and A.C. owners in particular would wish to find them. S. C. H. Davis recalls that wonderful Brooklands era of the early nineteen-twenties and whets the appetite for more, for if any criticism at all can be levelled at Mr. Henderson's jolly little history, it is that the racing A.C.s have been rather glossed over. However, he promises a revised edition in about a couple of years' time, when A.C. celebrate their Jubilee. In general, the sporting side gets good cover so, if you are an A.C. owner or dealer, try to inveigle one from A.C. Cars, Ltd. The supply, however, is limited.—W. B.

" 500-c.c. Motor Racing Year Book, 1952." Edited by Roy Pearl and Robert Blackburn. (*Pearl Cooper, Ltd., 2/3, Norfolk Street, W.C.2. 144 pp., 6s.*)

This long-awaited Year Book of half-litre racing is a model of what a year book should be. From its gaily-coloured cover to its index and who's who of prominent 500-c.c. personalities, it is packed with interest. There is a long and clear discourse by Dick Caesar on " How It All Began " (he acknowledges that a letter from J. Lowrey and an article from K. Neve in a war-time MOTOR SPORT really gave the lead), an article by Stirling Moss, a foreword by S. C. H. Davis, details of racing a team by Alan Brown and of how Brand's Hatch looks from the driver's seat by Ken Carter, and a history of 350-c.c. and 500-c.c. record-breaking, complete with a list of existing records, by W. Boddy. Incidentally, some of these records could be raised quite easily, even at Silverstone. This comprehensive Year Book contains, in addition, notes on the Half-Litre Club, an account of the Continental races of 1951, plans of English and Continental circuits, a very useful article by Dean Delamont on building a 500-c.c. racing car, for which so many people have been asking, illustrated specifications of the leading commercially-built 500s, International and National race fixture lists for 1952, and a list of those firms which supply components and accessories for 500-c.c. racing cars. Still not content, the publishers have provided detailed results of British and Continental 500-c.c. races and a useful conversion table. The book is well illustrated with good action photographs. A very good six-bobs'-worth !—W. B.

" Full Chat," by Noel B. Pope. (*Motor Racing Publications, 81a, Gray's Inn Road, W.C. 80 pp., 8s. 6d.*)

Anyone who remembers Pope and the Brough at Brooklands will see in his or her mind's eye the Paddock shimmering in the sunshine, hear the tang-tang from Brooklands' expansion chambers following a " run-and-bump " and perhaps recall the indolent luxury of wandering Byfleetwards in the sun as the riders came grass-clipping round the long banking. Noel Pope's story is for motor-cycle enthusiasts but it fills in just a bit more of the Brooklands story and for that alone will appeal to many of our car-minded readers—particularly if they decide after all to enter the Sport *via* two wheels, when they will devour nostalgically Pope's opening chapter detailing how he carried his £15 racing Zenith in the dickey of a £2 shaft-drive G.N. We like, too, his modest description of the effort of doing a 120-m.p.h. lap on the Brough—" You have only done three miles, but you are quite out of breath, and as hot as the back tyre—which is too hot to touch ! The Brough, smelling and making noises like a fried-fish shop, retires behind a haze of smoke. That's how it was." A man's book ! And nostalgic. But crudely bound and printed for its price; especially as it carries advertising matter !—W. B.

" Daily Mail Motoring Guide " (*New Carmelite House, E.C.4. 160 pages, 2s.*)

Compiled by Courtney Edwards, this little book is a very good two bobs' worth. It contains something of almost every aspect of motoring, including car specifications and pictures, with test comments, notes on and photographs of 16 well-known racing drivers, pictures of competition cars, International and National competition calendars, lists of club secretaries, etc., etc. A handy reference book.

* * *

Two worthwhile " free-issues " are Wakefield's " Achievements-1951 " and Ferodo's " Record-Braking," both profusely illustrated with cars and motor-cycles which won high honour last year when lubricated with Castrol or retarded by Ferodo. These booklets are available free, on mentioning MOTOR SPORT. Write to : C. C. Wakefield & Co., Ltd., Grosvenor Street, W.1, and Ferodo Ltd., Chapel-en-le Frith, Derbyshire, respectively.

* * *

The revised, enlarged edition of " Continental Sports Cars," by W. Boddy (G. T. Foulis & Co., Ltd., 7, Milford Lane, W.C.2), is priced at 12s. 6d., not 15s. as we stated earlier.

OUTING !

ON Sunday, June 8th, we decided that, as a change from watching motor-races, we would attend a race for traction engines. This entailed, first of all, half-an-hour's run to Reading, happily free of congestion on a this dull morning. Then out along the road to Pangbourne and along beside the peaceful Thames to Streatley, here to fork left on to that winding undulating road over the downs towards Wantage, where the speedometer needle of the Morgan Plus Four stood at between 60 and 70 m.p.h. As we turned off into the lanes, bound for Appleford and Bridge Farm, we encountered at first a stream of cyclists, then a solid line of cars; for this race of the giants, originating as a friendly contest three years ago, has become, in 1952, a public spectacle.

The free car park was full of hundreds of cars and five coaches. There was no charge, either, for admission to the big field which formed the arena—only numbers of charming young ladies collecting for Oxford's Eye Hospital. The atmosphere was that of an English country fair and must have made envious any Americans who were present. There was a beer-tent, and news-reel and television chaps, but we were spared a loud-speaker commentary as five agricultural traction engines, a Burrell showman's road-locomotive, and a Foden tractor steamed slowly along to the appointed duelling place, preceded by a man in top hat waving a red-flag and by a one-third scale model traction engine. We observed, and *smelt*, with pleasure the black smoke from their tall chimneys, the sizzling steam from their safety-valves and noticed that these engines were turned-out in the pristine condition one expects of veteran cars at V.C.C. meets. There was considerable delay before the five main performers were unleashed for their once-up, round-a post, and once-back race in this Berkshire meadow. Yet the big crowd, 8,000 strong, remained respectfully behind the ropes, although no police were present—being far too busy genially clearing the traffic jams from the surrounding roads.

Eventually the race started. Someone had to be last and someone had to win, but first place was warmly contested, and everyone was glad that Mr. Napper, aided by a burly " stoker," won on his Wallis and Steevens, so keeping the prize in Appleford.

After which the rain fell steadily, the smart cars of the farmers and their friends melted away, and the father and mother of all traffic blockages occurred in the narrow roads. Even the red-flag man was defeated in getting a clear passage for the victorious engine on its return journey to Bridge Farm. Yet no horns hooted, no tempers became frayed. A traction-engine race is like that—long to get going, short and sweet when in duration, but inevitably soothing.

Sitting in the Morgan amongst tatty farm cars, farm labourers in Sunday-best and scores of children with flags and balloons, we wondered anew at the *enthusiasm*—nicely emphasised by a Sentinel drains-dredger parked while its crew enjoyed the fun, a brightly-painted Trojan tourer from a neighbouring farm and, favourite of small boys, the Auster in a corner of the field, in which E. Kimbell had flown down, from Sywell, to drive his engine, which had preceded him on a vast Pickford's transport, which now barred our way.

Soon we were clear of the traffic and pushing the Morgan fast along those pleasant roads, its Vanguard engine as crisp after 15,000 miles (one " de-coke " and valve-grind) as when it was new. In less than an hour we were back in a world of sports-cars and motor-racing—and had almost forgotten being told that morning of a Burrell, in good running order, for £45 !

VINTAGE VEERINGS

THE daily newspapers tell us quite definitely that so far as used cars are concerned, the buyer's market has returned; in other words, instead of the seller fixing the price and the purchaser being compelled to pay it or go without, prices are falling fast, to what the buyer considers fair. This is good news, for vintage enthusiasts are in general more impecunious than most.

Writing of falling prices makes me wonder whether those older cars which really have only "hobby" value, will decrease to the level that prevailed 20 years ago, when the young enthusiast had a choice of some truly fascinating bargains. Open your motor journal of 1932 at its classified advertisements and you find :—

1926 **A.C.** two-seater, excellent condition, taxed, £22.
75-m.p.h. 12/50 Super Sports **Alvis,** overhauled and in almost new condition throughout, £37 10s.
Austin Seven, 1927, Cup model sports, extras, good condition, £39.
Bentley sports two-seater, fast, £57.
Salmson, 1926, sports two-seater, £15.
1925 **Morris-Cowley,** excellent condition, £7.

And so on . . . (These are genuine examples). A year or so later such prices halved. Considering that such cars are now 20 years older and that storage or use for this period isn't exactly going to enhance their value, these prices might very well be deemed appropriate to the present day and age, devaluation of the pound notwithstanding. Perhaps it depends now on the purchasers ?

* * *

Advising us of its Mid-Summer Ball on June 27th, the London Aeroplane Club writes :—"Our idea is to recapture the carefree years between the wars, the 'vintage' years, when the Moth was the symbol of sporting flying, when Amy Johnson—who learnt to fly at the London Club—and others made great flights across the world, when Bentleys won for three years in succession at Le Mans, when Great Britain gained the Schneider Trophy outright, when the foxtrot came into fashion and 'Bitter Sweet' ran at Drury Lane." They had a 1925 D.H. "Moth" and a 3-litre Bentley present and warned us that cloche hats and Oxford bags were liable to appear. The marquees were hung with souvenirs of the 'twenties and 'thirties (one photograph showed Rover Eight, Windsor, Bean and 11.9 Lagonda in happy progression along the Portsmouth Road—and, alas, well in the middle of it !) and horseless carriages were assisted off the premises at 1 a.m.

VINTAGE POSTBAG

Sir,

I have only recently been introduced to MOTOR SPORT by a friend sending me a cutting from the March issue containing Mr. Huckstepp's letter and the photograph of his Triumph Super Seven.

My wife and I own a similar although slightly older model and by a remarkable coincidence recently had the good fortune to meet Mr. Huckstepp purely by chance, when we were able to make a most interesting comparison of our respective vehicles. His engine was the best example of cleanliness I have ever seen ! I hope we may meet again.

Our Triumph possesses all the characteristics and virtues of its clan and with two hefty children in the back seat usually goes more heavily laden than its Surrey counterpart !

I am, Yours, etc.,
A. V. GRIFFIN.

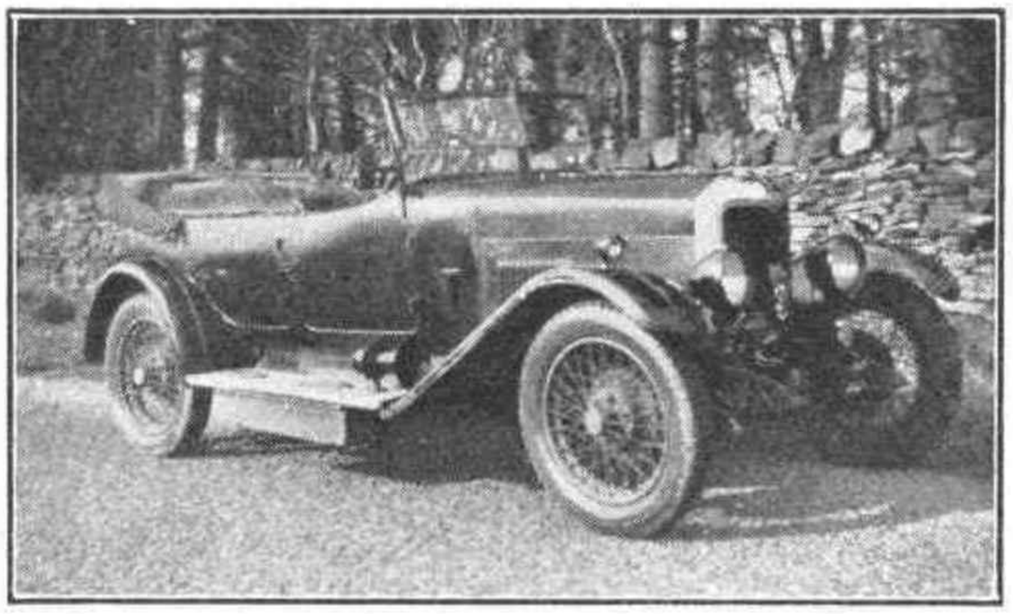
Ferring.

* * *

Sir,

Recently the urge "to get something different" overcame me, and whilst searching for a Mark IV Riley Nine, I was offered instead a 1927 11.9 s.v. tourer of the same make. After a great deal of hesitancy on my part, I decided to invest. That was five months ago, and I have now grown very fond of this honest-to-goodness vintage car.

Naturally enough, I have since kept my eyes open to try to spot another one like her—so far without result. I have combed car parks at Vintage events, and the nearest so far is the Redwing; yet I have been told that mine is not one of these. There are slight differences, notably in the wings. I have, therefore, wondered if this particular type is now very rare, and I should appreciate any information concerning the car, and/or the whereabouts of other examples of which you or your readers may have knowledge. [We imagine others exist. A saloon was offered for sale in London recently.—ED.]



Incidentally, I am virtually the third owner in all the car's twenty-five years. The last one only kept her for a very short time, his wife finding the truly crash-box a bit too much to master.

The Riley is absolutely original except for a modern wind-screen wiper, which I thought was justified, and a new hood. Her total mileage when purchased by me was 69,000. Oil consumption is negligible, being somewhere around 3,000 to the gallon(!) and I am assured the engine has never been rebored. Her second owner informed me that this gratifying lack of appetite for oil was the result of fitting Simplex rings way back in 1936. Which would seem to prove something or other. The car still has the original carpets, and strangely enough, the clock, which still keeps good time.

Like most vintage machinery nowadays, the Riley is a source of interest wherever she goes, and can still show some moderns a clean pair of neatly-finned rear-brake drums when challenged. Her maximum indicated speed is somewhere near 65, though the thought of having to replace the venerable con-rods and crankcase prevents me from trying for that too often.

This, by the way, was the car which you saw at Lasham Aerodrome during the last Riley Rally, and which was mentioned in MOTOR SPORT last April.

I am, Yours, etc.,
C. W. COOPER.

Thursley.

* * *

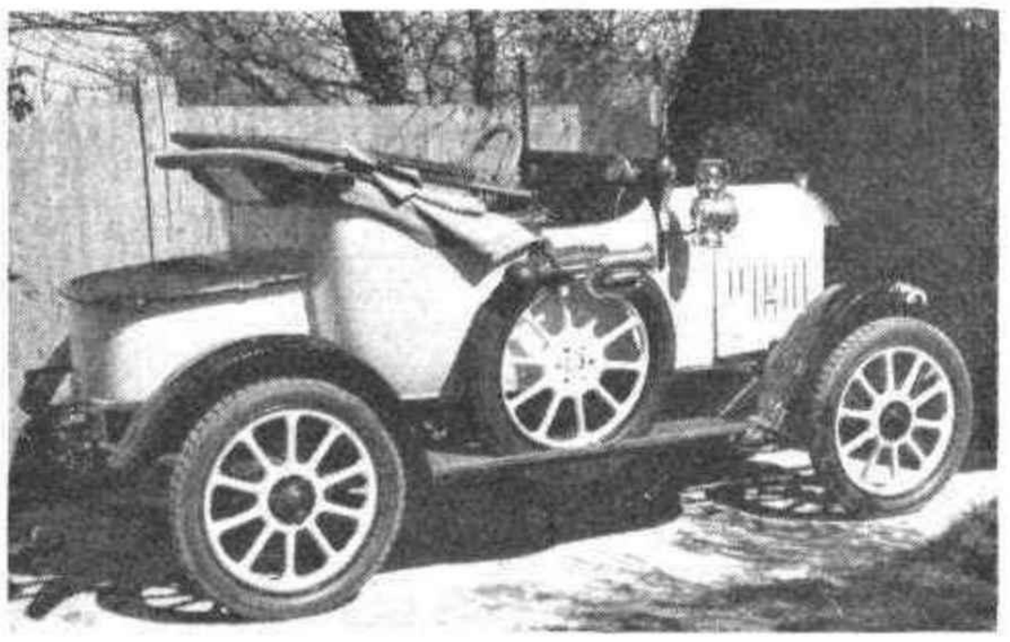
Sir,

You may be interested in the enclosed photograph of one of the original Morris-Oxfords, which has recently come into my possession.

Unused since 1927, still covered in 1914-18 army brown paint, it was resuscitated early this year, and I ran it for the first time on my return from the Monte Carlo Rally. Nothing has been done to the engine apart from renewing the leads from the magneto to the plugs. The engine is the White and Poppe, with carburetter of the same make. Engine No. 6006, chassis No. 218. I am informed that the chassis numbers started at 100. The body is a special one, enclosing the gear-lever and hand-brake both on the right-hand side. Tyres are new, of course, brake linings were renewed, the body and chassis stripped and repainted, and a new hood was made. It lacked a rear lamp but the village cycle shop here supplied one, approximately the age of the car, unused, unsold, still in its original carton marked 6s. 9d.

I am, Yours, etc.,
FRANK A. A. WOOTTON, M.S.I.A.

Alciston.



LETTERS from READERS

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

NO ORCHIDS FOR AN EDITOR!

Sir,

We feel that your " Hopped up S.T. 90's," give the Rootes Group little credit for the invaluable assistance they have given us in making increased performance available to the Sunbeam-Talbot owner.

We are indebted to Sunbeam-Talbot Limited, who have had vast experience of preparing cars for competitions, for making much of their data available to us. The modifications outlined in our brochure are based upon data obtained by the works, as a result of much painstaking experimental and development work.

As Sunbeam-Talbot distributors we are authorised by the Company to carry out these modifications on customer's cars.

We shall be grateful if you will publish a suitable amendment at the earliest possible moment.

I am, Yours, etc.,

B. T. Pritchard Lovell,
for George Hartwell Ltd.

Bournemouth.

[The work of the Rootes Group was not mentioned in the hand-out sent to us.—Ed.]

* * *

RETREAD REACTION!

Sir,

One of my cleints as shown me a article what you wrote about me and my tyres being no good for racing cars like the RAC said wich I never sell anyway only for Vint Age cars what cant get proper ones.

Hoping you will print a appology for this.

I am, Yours etc.,

Highbury Garage Yard, Kingsdown. Bill Bodger.

[When we used the term Bill Bodger in last month's Editorial it was, of course, used in the sense of " John Bull " and " Mr. and Mrs. J. Citizen " and we certainly did not refer to the gentleman of this name at Kingsdown or anywhere else.—Ed.]

* * *

" HOT-RODS "

Sir,

Your correspondent, Mr. P. F. Payne may know a great deal about " hot-rods " but he is not well informed concerning the Mexican Road Race of 1951. Both the Ferraris entered were Vignale-bodied 2.6-litre models, which makes their winning all the more remarkable when one examines the litreage and horse-power of the American competitors.

The contention that the much-modified brakes on Troy Ruttman's Mercury were superior to the standard Italian brakes is purely hypothetical. I suggest that a far more likely reason for Ruttman's lead in the mountains was the severe tyre trouble which plagued the Italian cars during the early stages of the race. I believe that Ascari had more than six blow-outs on the first leg and, as a result, tyres had to be nursed until the trouble could be overcome.

As for " less frontal area " accounting for the Ferraris' speed on the straights I think one could add the fact of a five-speed gearbox and a slightly better power/weight ratio, amongst other things.

Lastly, I am sorry to find Mr. Payne aligning himself with those who have spared no effort to minimise the performance of the Italian cars.

I am, Yours, etc.,

New York. Adrian S. Melville.

Sir,

I have noticed the readers of your magazine seem to disbelieve the statements made by the Americans about their " hot-rods." I would like to help clarify the " hot-rods " performance. I have seen much more than 110 out of a side-valve Model-A Ford, running with an 11 to 1 compression ratio on a Winfield head, dual Winfield carburetters, Mallory ignition, high-lift Winfield camshaft, pressure fuel tank, no fan, water pump or generator hooked up and a very lightweight flywheel. Also every thing counter-balanced, and in a car that tipped the scales at about 1,400 pounds without driver. And these were slow compared to some of the Model As and Bs that used the overhead valve set-ups of Crager, Riley or McDowell overhead cams. A 1927 Chevrolet four-cylinder engine was the basis of a 1941 record holder at over 149 m.p.h. The present " hot-rods " fit into three separate classes; Lakesters or cars designed for top-speed straight runs; cars for " Drags," designed for acceleration trials only (these would definitely beat a 4.1 Ferrari or a XK120C, as they sometimes have 260 b.h.p., weigh 1,100 lb. and are geared for accelerating to about 117 m.p.h. in a quarter mile from standing start); and the third type, the " street Roadster " or a " hot-rod " designed to be used around town and highway and to comply with all regulations covering ordinary autos. These have more docile modifications on their engines, weigh more and may even corner and ride better than the other two. Street Roadsters and coupes shouldn't be classed as sports cars, as they won't handle as well. Some of the " home-made " sports cars over here such as the Seifried Mercury Special and the Manning Mercury Special (the latter won the 1952 Palm Springs Road Race) show development from the " hot-rods." Even some of the modified M.G.s recently seen racing over here are scaled down to 1,350 and 1,400 lb. with completely new bodies, same applying to a few Jaguars running over here at about 1,950 to 2,100 lb. in all new bodies.

Our extremely fast " hot-rods " (a term seldom used by the owners of these cars) that turn 210 and 227 m.p.h. two-way runs are streamlined cars looking a little like John Cobb's Railton Special, and about as practical for other than high-speed runs. The timed runs on various surfaces make a big difference too, the Great Salt Lake course being better than the Dry Lakes of California (hardened mud surface).

I pick up your magazine when ever I drive up to Los Angeles, 134 miles away in my 1948 Hudson sedan, about twice a month. Trip takes about 2 hours and 40 minutes to 3 hours depending on traffic. I get about 20 m.p.g. on the road in over-drive and about 14 m.p.g. in town.

The main difference between British and American cars is that yours are all different and interesting types, while ours are all the same and come in three sizes—medium, large and larger.

I am, Yours, etc.,

San Diego. Bruce Carnachan.

Sir,

We have followed with a great amount of interest the correspondence about the performance of " hot-rods." It is amazing to me how people in your country, who are so handy in increasing the performance of the completely lethargic Ford Eights and Tens and building successful trials cars from the standard models, can be so sceptical about increasing the performance of a basic 205 cu. in. side-valve engine. Mr. John A. Hall in your most recent issue seems to have struck a new low in international motor sports relations. His alleged formula reminds me of the turtle-type of thinking so common to the uninformed who fix one point in their minds and refuse to consider any other possibilities.

In your previous month's issue, this particular discussion reached a point of vulgarity that would never have been tolerated in the American press. I refer to the gentleman's statement, " What makes the grass grow green, Daddy ?"

I assume this basic argument revolves about the performance of a side-valve Ford; Mr. Ernest McAfee, one of Southern California's outstanding sports-car constructors and tuners, came to sports cars *via* the " hot-rods." In the early 'forties, Mr. McAfee constructed a side-valve, four-cylinder Ford in a streamlined chassis which reached a speed in excess of 135 m.p.h., average for a two-way run of the course. The writer also owned a fully-fendered, completely road-equipped 1929 Ford roadster with a side-valve engine that consistently clocked in excess of 90 m.p.h., and yet was used daily as a " go-to-work " car. The modifications performed on this engine were as follows :—a Winfield " Red head " of approximately 9 to 1 compression (after it had been milled) was fitted, the bore was increased to 4 in., $1\frac{3}{4}$-in. exhaust valves installed, heavy valve springs, adjustable tappets and a reground camshaft installed. Ports were enlarged to approximately $1\frac{1}{2}$ in. and two $1\frac{3}{4}$-in. downdraught Winfield carburetters fitted. The flywheel was lightened and the engine completely balanced. Alloy pistons had also been fitted.

I believe this argument sums up to this, that this equipment not being available for sale or seldom seen on your side of the Atlantic,

it is rather difficult to understand performances obtained from these engines when modified. Since the war this type of engine has quite naturally taken a back seat, being replaced by the various modifications on the more reliable and far faster Ford V8 and Mercury engines.

This discussion has reached the point of being ridiculous and it is quite disappointing to find motor-sport enthusiasts who cannot or will not be more open-minded or objective in their thinking. Unqualified criticism from 6,000 miles away is seldom warranted and, to all purposes, invalid.

I am, Yours, etc.,

Los Angeles. DICK VAN OSTEN.

[This correspondence seems to be getting out of hand and is therefore closed. At first, we in Europe were *sceptical of the speeds* attained by " hot-rods," but we now accept that these are properly timed and achieved by highly-tuned, streamlined projectiles intended for one brief orgy of extreme high-speed. We would like the sceptics who still exist to be confounded for ever by the timing of the faster " hot-rods " on a European course under F.C.I. rules. The present argument centres around Mr. P. F. Payne's claim of over 102 m.p.h. and 10-60 in 10 secs. from his sports car (not " hot-rod ") with " absolutely standard " Ford V8 engine and his claim (March, 1952) that " about 110 m.p.h." is possible from a Model A or B Ford—note that Dick van Osten claims only 90 plus from his road-equipped roadster. In his reply, Mr. Payne sportingly accepts the humorous criticism by Mr. P. B. which Mr. van Osten thinks is so vulgar, but we notice he reduces his claims for " souped " Model-As to nearer 100 m.p.h., offset by Mr. Carnachan's claim of much more than 110 m.p.h. The true answer is that conditions in Europe and the States differ enormously. In Europe we concentrate on cars able to race in hard-fought, long-duration sports-car races, blending reliability and controllability with sheer speed. In the States there is growing interest in such sports-car racing but, in addition, they have developed engine-tuning or " hotting " to a pitch we have never known outside specialised manufacturer's test plants or experimental establishments and then only in individual instances. The widespread American enthusiasm for such " souping," naturally commercialised, results in very fast roadsters, and " hot-rods " that to European minds are out of this world, produced in not inconsiderable numbers. But Europe seems to lead—I write this before Le Mans—in road-worthy, not too *slow sports cars. So can we all rest in peace, or better, juggle the* pieces in healthy International competition in the sports-car racing field, reserving a fair proportion of incredulous admiration for the essentially American " hot-rods " in their differing degrees, rather as Americans look incredulously at our Mr. Sherlock Holmes, with no ability, or even desire, to copy or import ?—ED.]

* * *

THE CITROEN

Sir,

As the owner of a 1950 Light Fifteen I enjoyed your Road Test report on the Citroen Six in the May issue, and particularly the remarks you printed by Mr. Clutton in respect of his experiences with the " Six " *vis-a-vis* the " 15."

As a V.S.C.C. member myself, however, I would defend the marque against criticism on the particular point made in your road test concerning the gear selection arrangements.

I find no difficulty myself *now*, due to insufficient clutch-pedal-depression restricting movement of the dash gear-lever since I *restricted the gear selector locking mechanism to a smaller operating clearance.* Now, although the selectors are locked as intended against inadvertent movement of the change-lever while the pedal is released, the least depression enables selection of all gears with finger-tip touch.

I have found the silent engagement of first gear when changing down to be a simple matter now that I have removed the offset and excessively heavy air-cleaner and replaced it with a *smaller unit.* Just sufficient induction hiss is now audible to enable estimation of r.p.m., and this makes all the difference between a perfect change and a " muffed " one.

My only criticisms of the " 15 " as the near-ideal moderately-priced car for a family man with sporting instincts requiring also a suitable business " hack " are, that wind noise on a long journey is excessive and that the rear suspension has a tendency to " bottom " too frequently with four-up over only moderate undulations at speeds even around 45/50. New Newtons and increased torsion " set " have failed to effect any improvement.

I am, Yours, etc.,

Durham. GEORGE BLAGDON.

REMINISCENCES

Sir,

I wonder how many readers of MOTOR SPORT remember, and how many have owned or driven, a Ruston Hornsby ? They were built in Lincoln from, if my memory serves me right, 1919 to 1924.

My father bought one new in 1920, and I always remember the whole village (a little place in Cardiganshire where we were living at the time) turned out to witness its arrival. They had seen little else in that place and in those days than model-T Fords, and one or two Overlands. The service that the Ruston Hornsby gave, if it does not constitute a record, must at least be fairly near to one.

The car cost around £870, and was in regular use until the end of 1936. When she eventually went to her last resting place (a scrap yard, I regret to say), she was running well, had done well over three hundred thousand miles, and had *never* had a rebore. Admittedly piston slap was rather excessive, but her general performance was little impaired by the " easy " fit of said pistons. Incidentally, this slapping of pistons caused quite a bit of amusement to friends because we had a Welsh sheep dog who could hear it when the car was about a mile away, would jump up greatly excited and rush to the door barking furiously. My mother then knew that papa was nearly home and it was time to get the kettle on. We, by the way, were able to hear the pistons when the distance narrowed to about a quarter of a mile.

The car was described as of 16/20 h.p., and a four-cylinder side-valve Dorman engine was the power unit. The gearbox and differential casing were one unit. She would do, when new, about 54 m.p.h.,



and fuel consumption was 16 to 18 m.p.g. These figures, speed and consumption, also applied at the age of 16 years, but the oil fairly flowed, not only around the bearings, but from outside, into the filler.

Towards the end of her life, and due to a worn water pump spindle, water used to find its way into the crankcase, and when the quantity reached about a gallon, and was churning around with the oil, mechanical noises due to wear quietened considerably, so it became the practice to maintain a certain level of water with the oil in the sump.

In those sixteen years replacements and overhauls were remarkably few, and were as follows : One new battery, but only when the *original was twelve years old. One new set of brake drums.* The original ones I mounted on a stand, and they are now the dinner gong at home. One new set of valves and guides. One replacement magneto (C.A.V.). The crankshaft was ground and trued once. Cone clutch relined once only. The dynamo armature was rewound once. The starter motor was never taken off, was always kept greased, and never failed.

Only other things were, I think, a new hood, tyres, of course (originally diamond tread Goodyears, 815 by 120, later changed to Rapsons), and one new front mudguard.

Mention of the starter motor reminds me that the starter switch was rather a peculiar affair which took the form of a very large wing nut which protruded about two inches from the dash. One twisted it clockwise and at the same time it went *in like a corkscrew, returning* on its own. This I have kept, and it is almost as large as a small magneto. Brakes were never very powerful, and in an emergency it was a case of foot and hand at the same time, as hard as one could.

I am, Yours, etc.,

Coventry. NOEL H. F. TRINGHAM.

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120-M.P.H. SPEED VI BENTLEY. Very light shell body on 10 ft. 5 in. wheelbase. Full road equipment. P100s. Engine fitted lightened flywheel, 6.8 pistons, bronze timing wheel, multi carburetters, geared 2.8 with "C" box, new 20 in. by 6.00 in. front worn, 19 in. by 6.50 in. rear. With car goes complete Speed VI engine, incomplete 6½-litre engine, two type BM 7032 camshafts, very good "D" box fitted all new bearings, 3.3 differential assembly complete in nose piece, set brake drums, three new 19-in. wheels, two 19 in. by 7.00 in. and two 19 in. by 6.00 in. tyres with tubes still wrapped. Bills approximately £500 available inspection. Car resident Coventry. Inspection London July 5th-6th by appointment. Owner unwilling sell separately. £1,000 the lot. Norris, 14, Rochester Road, Coventry. [2289

HORNET SPECIAL HANDBOOK, £3. Lucas CWX Wiper, 12v., unused, £2. Set 1933 Hornet king-pins, bushes, unused, £1. Tel.: Gladstone 8260 (evenings). [2290

HUMBER "14/40" SALOON, 1927. Very good condition. Recently overhauled and repainted. £125. Osmaston, Lowfold, Wisborough Green, Sussex. Tel.: Wisborough Green 226. [2291

MORRIS COMMERCIAL VAN, 30 cwt., 1933. Good going order. £50. Osmaston, Lowfold, Wisborough Green, Sussex. Tel.: Wisborough Green 226. [2291

M.G. T-TYPE 10-h.p., rebuilt, Tickford drophead coupe. Silver grey. New black hood. Complete new chassis, reconditioned engine and gearbox. Only done 700 miles. Taxed December. £450, no offers. D. L. Gee, 85, Banks Lane, Riddlesden, Keighley. Tel.: Keighley 3317. [2292

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ARMSTRONG SIDDELEY (Twelve), 1932, 2-seater tourer. First-class condition. Recent engine overhaul. Fast, reliable. Offers: Dennes, 34, Edmonscote, Argyle Road, Ealing, W.13. Tel.: Perivale 1863. [2294

BENTLEY, 1934, 3½-litre Vanden Plas tourer. Good weather protection. Excellent order. Any trial or inspection. Photo available. £850. Wray, 11, Sir Isaac's Walk, Colchester. [2295

LANCIA ARTENA. £106 overhaul 3,000 miles ago. £150 or near offer. Owner going to live abroad. Apply: Adsetts, 12, Stanley Studios, Park Walk, Chelsea, S.W.10, or Tel.: Flaxman 9996, after 5 p.m. No dealers, please. [2296

RILEY IMP 9-h.p., March, 1936. Beautiful condition. Very fast. Very economical. Sell £475, or exchange 1939 Morris Eight saloon or utility with cash adjustment. McCluskey, 41, Nayland Road, Colchester. Tel.: Colchester 3078. [2297

AUSTIN SEVEN special, 1931. Rebuilt. Cambridge body. New C. W. & P. New tyres and tubes. £100, o.n.o. Rees, "Highfield," Goustrey, Crewe. [2303

BENTLEY, 1929 Speed Six chassis with classical 1936 James Young 2-door coupe body. Privately owned by me during past six years. This is an elegant motor—with the works. A genuine 16 m.p.g. Next year the tax will be only £12 10s. Price £495, or acceptable offer. Mr. H. Masterton, Edgecombe, Haslemere, Surrey. Tel.: Haslemere 1016. [2298

BENTLEY 4½, 1931, drophead coupe. Well shod. First-class condition throughout. Carefully driven and maintained by engineer. Taxed and fully insured. Photographs on application. A.A. inspection welcomed. Lyster, Old Gardens, Upton-on-Severn. [2299

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AUSTIN SEVEN "ULSTER" model, 1934. Ulster aluminium body, Alta head, Zenith downdraught carburetters. Sports coil, electric pump, hood and sidescreens; new battery. All tyres as new; 50 m.p.g. and 75 m.p.h. Taxed year. Any trial. £175, o.n.o. Burns, Silverside, 31, Burgess Road, Water Beach, Cambs. [2301

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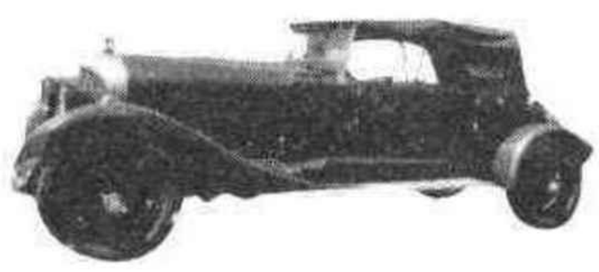
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ALLARD, 1948, open sports 4-seater. Black, brown leather. First-rate condition right through. Enthusiast maintained. Offers to: Taylor, Braehead, Lansdown Road, Abergavenny, Mon. Tel.: Abergavenny 357. [2309

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FIREFLY SALOON, manual. £135. S.S. Morgan, taxed. £90. 2, Bowling Green, Stevenage. [2314

RILEY NINE LYNX. Red. K.O. wheels. Special series engine. Excellent condition. 250 gns., or exchange good Brooklands. Phillips, Norton House, Bishop's Castle, Salop. [2315

ABOUT £120. 1936 Railton saloon. Twintone horns, telecontrols, etc. Chrome and body excellent. Laid-up war years. Fitted Wolseley 14-h.p. o.h.c. engine and gearbox. Wakerley, Clipsham, Oakham. [2316

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B.M.W. Type 55 2-litre. First-class condition. £400. Box No. 4471, MOTOR SPORT, 15, City Road, E.C.1. [2374

A.C. 2-LITRE open 4-seater, 1935. Special engine. Resprayed black. New hood, batteries. £295. Further particulars write: Box No. 4472, MOTOR SPORT, 15, City Road, E.C.1. [2378

BENTLEY 3-LITRE RED LABEL, 1926. Good condition. Uses no oil. Everything works. £350. Write: Box No. 4506, MOTOR SPORT, 15, City Road, E.C.1. [2323

1937 TA M.G. £100 overhaul recently. Radio, new hood and screens. Tel.: Willesden 4918. [2324

FOR SALE—*continued*

AUSTIN NIPPY. Smart appearance. Chassis good, engine reasonable. £170. 104, St. Leonards Road, S.W.14. Tel.: Prospect 1850. [2325

SUNBEAM TWENTY-ONE sports saloon. Rewired, new tyres. £175. Nov., 1934. Brown, 44, Holwell Road Welwyn Garden City, Herts. [2326

£50. ESSEX SUPER SIX saloon, 1929. Well shod. New battery. Clean body. BEC 1269. Pinnock, 7, Priory Close, Beckenham, Kent. [2327

RILEY NINE. Sound cylinder block, crankshaft, pistons. Offers. "Newport," New Road, Shenley, Herts. Tel.: Radlett 5937. [2330

LE MANS ASTON L/C 4-seater. First registered 1934. Just recellulosed B.R.G. Red leather. Hood and tonneau first-class. New Marchals. Engine decarbonised and overhauled. Nearly new tyres. Beautiful condition. £525. Dove, 189, Woodcote Road, Wallington, Surrey. Tel.: Wallington 4055. [2331

WOLSELEY HORNET E/W SPECIAL, 1933, 12-h.p., 4-seater. Black. Engine resleeved. All bearings renewed. Crankshaft reground. New king pins. Clutch reconditioned 3,000 miles ago. £170. Pitty, 5, Riddons Road, Grove Park, S.E.12. [2332

VOISIN, 1929. One owner since new; 16.9-h.p. Coupe de Ville body in perfect condition. Four new tyres, and two good spares. New batteries. Dewandre-Servo brakes. Oil consumption low. This unique car is for sale at £220, or nearest offer. Taxed and insured. Apply: Captain Hesketh, Knaresborough House, Salisbury Road, Horsham. [2333

1949 ALLARD DROPHEAD COUPE. Steering column gear change. Very good condition. Mileage 24,000. Price around £725. Older sports or vintage car in immaculate condition taken in part exchange. Private sale. White, St. Just, Bramhall, Cheshire. Tel.: Bramhall 2048. [2334

RILEY, 1935, "15/6" Kestrel saloon. Pre-selector. Taxed year. £250, or near. 120, Cartland Road, Stirchley, Birmingham, 30. [2335

1936 PB M.G. £103 spent in six months. Silver grey. Completely overhauled; 1¼-in. S.U.s, triple valve springs, etc. Really fast and genuine. £350, or offer. Tel.: Hillside 4981. [2337

MG. PB. Cylinder block repaired, but perfect. £25, o.n.o. Tel.: Hillside 4981. [2336

M.G. BLACK SALOON, 1939, 18-h.p. Well maintained. Splendid condition throughout. £400. Tel.: Ewell 3736. [2340

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MYRTLE, 1926, SINGER 9.8-h.p. saloon. A dignified lady. Comfortable, sociable, very reliable. Everything works. Four brand new tyres and battery; reconditioned magneto. Taxed. £75, o.n.o. Podd, 53, Carlton Road, Lowestoft. Tel.: Lowestoft 674. [2339

CORDS. The original laminated cupped segment piston ring with the largest sale in the world. We sell and recommend them. Macey & Smith, 17, Lancing Road, West Croydon. Thornton Heath 4503. [2341

RAILTON, 1938, 3-seater coupe 29-h.p. Good condition. Overhauled. Fast. £230, or near offer. Tel.: Central 4548. [2342

EXCHANGE 1936 2-litre M.G. saloon for Ford or Morris Eight or Ten. Cash adjustment either way. A. R. Cleghorn & Co., 128, Cromer Road, Norwich. [2343

BRITISH SALMSON, 1935, saloon 12-h.p. Engine recently overhauled. New tyres, batteries, carburetter. £160, or near offer. 209, Beeston Road, Leeds, 11. [2345

J2 ALLARD, July, 1951. Ardun engine. Wire wheels. Specially tuned by Allards at a cost of over £250, including eight Amal carbs and special exhaust system, hood, windscreen and Aero screens. Set of brand new tyres. Sale due to serious injury of owner—in another car of course. Colour blue/cream. R. H. Petry, Summerseat, Jenny Lane, Baildon. Tel.: Shipley 51433. [2347

BENTLEY 4-litre engine, seen running, prior to removal from chassis mid-June. Suitable for installation in boat. Will sell complete or break, selling components; also small c.b. saloon body by Freestone & Webb. Offers to: O. Batten, Rushlake Green, near Heathfield, Sussex. [2348

BENTLEY 3-litre drophead coupe. Excellent condition; 4-seater. Joan Fletcher, New Bull Hotel, Leatherhead. Tel.: Leatherhead 215311. [2350

OPEL TWELVE saloon. 1938. Good condition. £250, o.n.o. McAllister, 14, Highlands Avenue, Barrow-in-Furness, Lancs. [2351

1935 RILEY NINE MONACO saloon. £195. Consider Austin Ruby saloon in part exchange. 17, Marland Avenue, Cheadle Hulme, Cheshire. [2352

34-H.P. STRAIGHT EIGHT Chrysler engine, gearbox, overdrive. All ancillaries; 130 b.p.h. Buyer collects. £25. 9, Corbet Avenue, Norwich. [2353

ARTENNA LANCIA 4-seater drophead. New petrol pump. New Exide battery. Body rubbed down ready for re-cellulose. Cracked cylinder, black (repairable), engine stripped. Accept £100. Vanneck, Great Eversden, Cambs. Tel.: Comberton 301. [2354

HARLEY-DAVIDSON 1,000 c.c. sports twin, 1921. Only 12,000 miles since new. Just had £20 overhaul. Perfect running order. Taxed. Fitted box sidecar. £28. Needham, 220, Ongar Road, Writtle, Chelmsford. [2394

1936 AUSTIN NIPPY sports. Fitted completely reconditioned Ulster engine. All springs set up. Fast and economical. Owner changing to three-wheeler. £185, o.n.o. Abel, 7, Bulan Place, Headington, Oxford. [2395

1927 RILEY NINE CHASSIS. Reconditioned engine. Some parts missing. Towable. £30. Alvis Crested Eagle front axle. Complete less drums. £5. Horizontal S.U. Slopper carburetter, 1⅜ in. £2 10s. V. Knight, Haywards Cottage, Blackwater, Camberley, Surrey. Tel.: Yateley 3151, after 6.30 p.m. [2396

1928 OXFORD tourer. Good engine, coachwork, chassis. No battery. £35, o.n.o. 1929 Cowley saloon. Engine, clutch, brakes, steering, front springs overhauled. Good tyres, battery. £55. Unused Delco-Remy mag-coil conversion unit. Suitable above cars. £5. Downing, Uniseco Cottages, Thame Road, Haddenham, Bucks. [2397

ENV. 90 self-change close ratio box. Recent overhaul. £30. Nearly new Hardy Spicer prop. shaft 19½-21½ for above. £7 10s. 4½-litre Invicta cylinder block. Blomfield, Union Street, Redditch, Worcs. Tel.: Redditch 155. [2355

DELAHAYE 3-litre, 1937. Very handsome drophead foursome in ivory and maroon. Recent extensive overhaul and modernisation of body costing over £200. Sparkling performance. Actual motor show model. Photos and list of recent work done available on request. £700, or nearest. Styring, 45, Chelsea Road, Sheffield, 11. [2356

CHRYSLER "72" (1927) FISHER 2-seater coupe body with dicky. Offers: Wiles Cottage, Waterbeach, Cambridge. Tel.: Waterbeach 312. [2358

£250. O.N.O. Riley 12-4, 1935. Good condition. Considerable work done. 233, Beeston Road, Leeds. Tel.: Leeds 75950. [2359

£100 O.N.O. 1932 S.S. 1 coupe. Four new tyres and good spare; new clutch and brakes. Everything in good working order. "Midgard," Upperpines, Banstead, Surrey. Tel.: Downland 3794. [2360

WINDSCREEN Perspex 3/16 in., rectangles, 9s. sq. ft. Post free. Wilson, Crosshouses, Bridgnorth. [2362

FOR SALE—*continued*

1936 M.G. PB 2-seater. Black. Complete engine overhaul 4,000 miles ago. Excellent performance. £260. Lavers, Merton Road, Watford. Tel.: Watford 5292, office hours. [2363

EXCHANGE OR SELL. Alvis 12-h.p. 2/4-sports. Extremely good throughout. 8, Stonefall Drive, Harrogate. [2364

ROVER SPEED TWENTY foursome coupe. Excellent condition. £225. Offers. Part-exchange Lagonda-Alvis tourer. J. N. Gilbey, Bourton, Gillingham, Dorset. [2365

ASTON-MARTIN, 1933, standard saloon. Sound condition. New tyres. £225, or exchange open car. 131, Croydon Road, Caterham. [2366

JAGUAR 2½-litre, 1939, drophead foursome coupe. Gunmetal grey. Engine overhauled. New hood and battery. Heater, ace discs. Quite exceptional condition. Taxed December. £525. Major How-White. Tel.: Wentworth 220511. [2367

JUPITER, 1950, special works model. Complete overhaul. New engine, new tyres, wireless, heater; numerous extras. Condition and appearance as new Brearley, Elm Row, Galashiels. Tel.: Galashiels 2457. [2368

£150. 1936 WOLSELEY HORNET 2/4-seater sports. Condition good all round. 12-h.p. special engine. Aluminium body in good order. Offers considered. £350. 1936, Riley Nine Merlin saloon. Perfect example of this attractive model. Any trial welcomed. Harrison, 49, Palatine Road, Manchester, 20, or at Harrison, 52, Cambridge Road, Southport. [2371

SINGER LE MANS, 1933, 4-seater. Engine excellent (standard size bores). Tyres good, body very fair. £175, o.n.o. Selby, 79, Roundwood Way, Banstead, Surrey. Tel.: Burgh Heath 1853. [2372

M.G. "18/80" SPARES for sale. Also Mk. I saloon. Recently rebored; 4 speed box. £120. Fisher, Southview, Maisonone, Glos. [2373

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BENTLEY 3-litre Blue Label Gurney Nutting tourer. In remarkably good all round condition. Economic. Good all-weather equipment. £235. Particulars: Brown, Home Farm, Ravensden, Bedford. Tel.: Ravensden 207. [2376

1934 RAILTON STRAIGHT EIGHT. Engine good, but uses oil. Brakes need attention. Cellulose good. £85. 1931 Standard Little Nine. Very good condition. New hood and sidescreens. £87. Righton, Brailes, Banbury. Tel.: Brailes 39. [2377

A.W. SPECIAL SUPERCHARGED FORD TEN. Good road or trails car. Full weather equipment. £375. Beasley, Castlecroft Gardens, Wolverhampton. Tel.: 61261. [2379

1950 COOPER RACING CAR. 500 c.c. special J.A.P. engine. Numerous spares. £375, or exchange 8- or 10-h.p. car. Whittington, Ropsley, near Grantham, Lincs. [2380

SPEED SIX ENGINE PARTS. KR series. Block bored to plus 20. Set new plus 20 H.C. pistons Bottom half perfect. Set rods perfect. Offers, all or some; consider exchange 4-wheeled contrivance. Reynolds, 102, Charmouth Road, St. Albans. [2381

AUSTIN ATLANTIC A.90 coupe l.h.d., 1950, export model. Smart fast car. Fitted radio and heater. In really first-class order. Price £1,150. Davidson, 3, Court Downs Road, Beckenham. Tel.: Beckenham 1755. [2382

DELAGE D8, DIS, DMS, etc. All spares available. Gears cut or repaired for all makes. Also Invicta spares. Matthews, Bentworth Priors, Tower Hill, Dorking, Surrey. Tel.: Dorking 3426. [2383

FOR SALE—*continued*

LAGONDA. Type Z3S-T. Engine 1418. Car 9674. Shortened chassis. Fram. Twin S.U.s. Complete instruments. No body, wings, battery, lamps. Bedford W.D. radiator. Two Jaguar bucket seats. Believed to be in good mechanical condition. Must be sold. Best offer accepted without haggling. Seen Rose and Crown Hotel, Knutsford, Cheshire. [2384

£45. FORD 14.9 SALOON. Everything good. 1939 Straight Eight Pontiac ambulance. £75. Bert Coffin, Preston, Yeovil. [2385

1928 STANDARD ENGINE UNIT. Complete mag. model. £10. Alvis 6-cylinder. Cheap. Bert Coffin, Preston, Yeovil. [2386

GWYNNE EIGHT. £95. 4-seater, XY2371. Very good condition throughout. Woolley, Lord Williams's School, Thame. [2387

ROLLS-ROYCE PHANTOM TWO, 1930. Hooper saloon. Excellent tyres. About £285. What offers? 700, 600, 525 by 21 in., 820 by 120 tyres and tubes. Spares for 6½ Bentley, including a self-starter. Dale, 142, Chesterton Road, Cambridge. [2388

BITS AND PIECES. S.A.E. list. 165, Banks Road, West Kirby, Cheshire. [2389

VANDER PLAS open body for 4½-litre 10 ft.-10 in. chassis Bentley. Purchase or exchange with present drophead body by Charlesworth. Grieve, 4, Braid Avenue, Edinburgh. [2391

MOSS-BENTLEY, 1927. 3-litre short chassis. Fitted 4½ engine in 1948. Body rough. Four good tyres, spares rough. £300. Lt. Drake, Air Station, Ford, Sussex. [2392

ENTHUSIAST on furlough wishes to hire a reliable sports car (4-seater, full-weather proof, if tourer) in first-class condition for six weeks from August 12th. Advise complete details and terms: Box No. 4475, MOTOR SPORT, 15, City Road, E.C.1. [2399

EXCHANGE. Riley 1089 4-seater tourer. Engine completely overhauled 2,000 miles ago. New battery and weather equipment. Tyres good; 35-38 m.p.g. with brisk performance. For 2 or 4-seater with more h.p. Box No. 4476, MOTOR SPORT, 15, City Road, E.C.1. [2404

BUGATTI up to 2.3-litres. All offers answered. Box No. 4477, MOTOR SPORT, 15, City Road, E.C.1. [2405

SUNBEAM, 1935, 12.8-h.p. sports saloon. £175, o.n.o., or exchange thoroughbred open car. Alvis or Bentley preferred. Box No. 4478, MOTOR SPORT, 15, City Road, E.C.1. [2407

TALBOT 105 short chassis drophead coupe by James Young. New batteries, good tyres, dynamotor and water pump overhauled, new rings and springs, P.100's, twin Notex. In regular use and does not need a penny spent. £250. Box No. 4479, MOTOR SPORT, 15, City Road, E.C.1. [2416

RILEY 1½ FALCON, 1938, model. Resleeved. Crank ground. Battery and tyres as new. Re-sprayed. Absolutely perfect. £350. Box No. 4480, MOTOR SPORT, 15, City Road, E.C.1. [2429

TALBOTS dismantled, 65, 75, 105. Engines and parts, gearboxes, distributors, headlamps, speedo cables, half-shafts, wheels; 1934 105 tourer body. Wanted cheap for rebuilding 105, late 75. 56, Clayhall Avenue, Ilford. Tel.: Wanstead 3488, evenings. [2398

1933 WOLSELEY HORNET special sports. Good condition. New hood. Insured. £135. Tel.: Wimbledon 5272. [2400

£10 TAX! Packard saloon, 1937, but registered 1952. Late property of British Consul in Turkey. Five new tyres. Good engine and body, but paint not too good. No keys. £300, or exchange for cash and smaller car. Appointment. Tel.: Coventry 88379, or write 257, Holbrook Lane, Coventry. [2401

SUNBEAM-TALBOT, 1940, 4-seater tourer. Excellent condition throughout. Fram, oilcoil, windtones, tonneau. Full kit, etc. Taxed. £450. 29, Station Road, Winchmore Hill, N.21. Tel.: LAB 3993. [2402

H.R.G., 1938. Excellent condition. Sale/small car part exchange. "Dalrymple," Ifield, Sussex. [2403

MORRIS EIGHT, 1938, 4-seater. New hood, perspex side-screens, springs, running-boards, shock-absorbers, radiator, petrol tank, battery, engine accessories, king-pin/bushes, crown wheel/pinion, headlamps, A.V.C. Seven tyres. Engine fully reconditioned. Being recellulosed black (or buyer's colour). Taxed December. Any trial. Nearest £300. W/C Parmee, R.A.F. Hospital, Wroughton, Wilts. Tel.: Wroughton 291, Extension 17. [2406

M.G. PA, 1936. £177 recently spent. Completely re-wired. Wheels rebuilt. New steering, lamps, radiator, differential, etc. Bills available. What offers? Edwards, "Wargrave," Wendover Road, Stoke Mandeville, Bucks. [2408

M.G. 2-door bodyshell from F Magna. Cycle-type wings and bonnet. All alloy with brass windscreen and safety glass. £5. Buyer collects. Roebuck, 272, Salmon Street, Kingsbury, N.W.9. [2409

£620. 1946 ARMSTRONG SIDDELEY HURRICANE. Fitted radio, heater. Marvellous condition. Terms: Manager, The Airport, West Hartlepool. [2414

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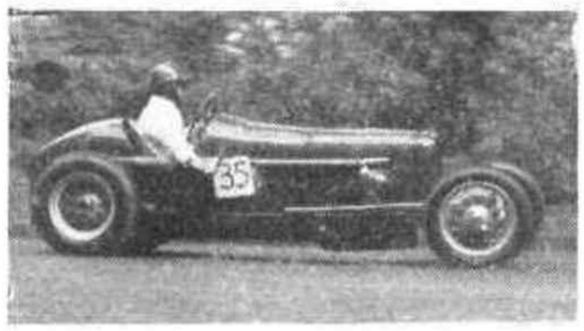
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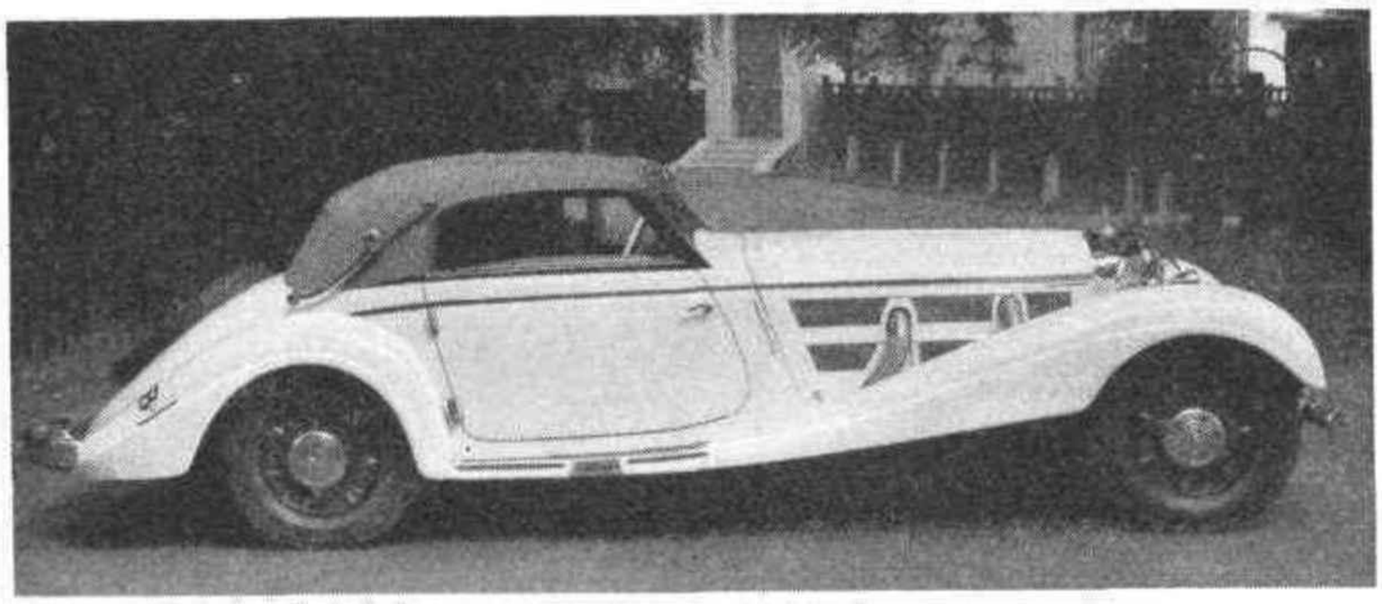
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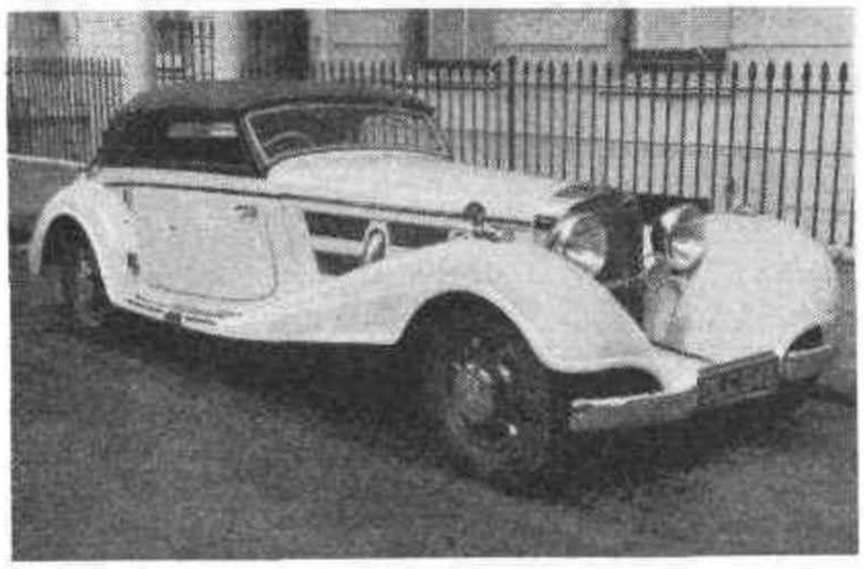
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LORRAINE DIETRICH, 1926, saloon. This very fine vintage carriage is in excellent original condition. 19 m.p.g., 80 m.p.h. **£100**

SUNBEAM 23-h.p., 1931, sportsman close-coupled saloon. Just fitted with completely reconditioned replacement engine. Original cellulose and interior in first-class condition. Five excellent tyres **£185**

TALBOT Fourteen, 1934, saloon. Cellulose and interior in fine condition. Excellent tyres .. **£225**

ROLLS Twenty, 1925, tourer. In quite exceptional condition with unmarked black cellulose and blue leather interior. Excellent hood, curtains, tonneau, tyres, etc. **£395**

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LAGONDA 3½-litre, 1935, pillarless sports saloon. Condition far above average, and the clutch is now being relined. Three owners since new .. **£295**

ALFA-ROMEO 1½-litre, supercharged 1,500 c.c. One of the original team cars and fitted with very attractive 2/3-seater body finished in Alfa-red **£350**

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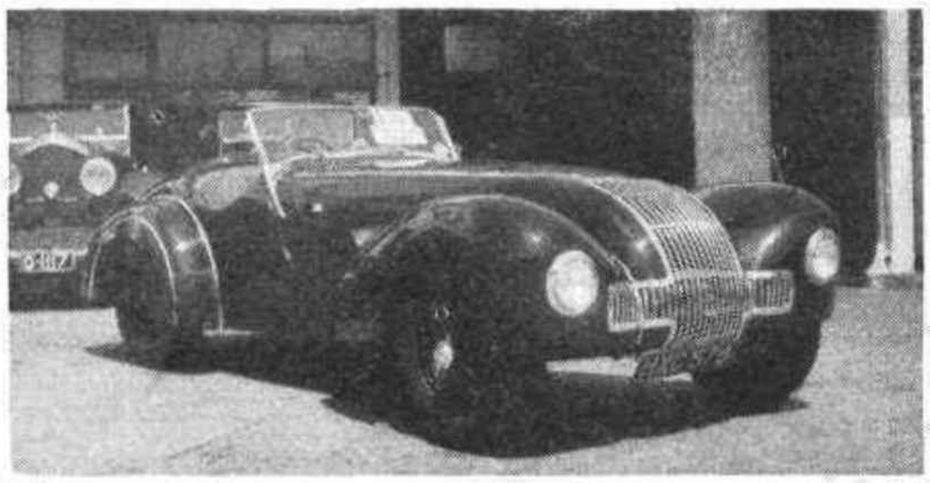
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BENTLEY 4½-litre Freestone Webb fabric body black saloon. Built October, 1929. Re-upholstered front seats. Engine in fine condition. Requires re-lined brake drums and some minor repairs. Offers to, or particulars from, Box No. 4492, MOTOR SPORT, 15, City Road, E.C.1. [2490

37 MORGAN 4/4 2-seater, black, Coventry Climax. Perfect hood and side screens; six good tyres, new steering, king-pins, bushes and springs. Very good appearance and very fast; 36 m.p.g. Brakes overhauled; sports coil. All lamps rechromed and latest spot. Exchange for Morgan 4/4 4-seater or 4-seater 1,100 H.R.G. Cash adjustment either way or sell. £325. Helly, 3, Lowther House, Haggerston Road, E.8. [2440

H.R.G. 1,500 c.c., 1947. Several extras. Exchange good TC M.G., or sell. Offers to: Box No. 4507, MOTOR SPORT, 15, City Road, E.C.1. [2439

ROLLS-ROYCE, 1926, Phantom I utility van in excellent condition throughout; 15 m.p.g. Good tyres. Taxed. £165. Stratton, Kingsbury, Tamworth, Staffs. [2443

FORD EIGHT KERRY special Hornet body; i.f.s. £150, o.n.o. Holden, 32a, High Street, Meppershall, Beds. [2466

JOHN BLAND, Talbot Specialist, can supply water pump parts and complete water pumps; flexible, one-shot oil pipes, gaskets, ignition parts for all models. Terry valve springs for "75" only. Many other parts, new and secondhand. Bland, 27, Southfields Road, S.W.18. Tel.: Vandyke 1612. [2467

M.G. M OR D TYPE camshaft. HC head. Large bore downdraught S.U. carburetter. Outside banana exhaust pipe. P-type camshaft. Berens, Holm Oaks, Cokes Lane, Chalfont St. Giles, Bucks. [2468

1930 RILEY NINE. £79, o.n.o. Body needs attention. Tel.: Enterprise 6189, evenings. [2470

1929 RILEY NINE. Most spares. Engine dismantled. Seen Cornwall. Offers? Oakley, c/o P.O., Dorchester, Dorset. [2472

B.S.A. SCOUT i.f.s., f.w.d. Excellent mechanical condition. New hood. 30 m.p.g. and only £200. Write: Martineau, 188, Eachelhurst Road, Sutton Coldfield, Warwickshire. [2473

ALVIS FIREBIRD, 1934-35. Body rough. Engine dismantled. New con-rods being fitted. Excellent tyres, brakes relined. Reasonable offer. Fewtrell, Dunnings Lane, Rochester, Kent. Tel.: Chatham 45475. [2474

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1939 M.G. TA sports 2-seater, finished British racing green. Owned by an enthusiast. Excellent performance .. .. **399 gns.**

1939 M.G. VA 1½-litre sports 4-seater. Very attractive grey cellulose, excellent leather interior. New hood and side-screens. Amazing performance. An enthusiast's car .. **379 gns.**

1934 M.G. J2 special sports 2-seater. Very sound mechanically. Excellent body, finished British racing green. Nearly new tyres .. .. .. **229 gns.**

1947 M.G. TC sports 2-seater, 1 owner only, 28,000 miles only. Superb order throughout .. .. **529 gns.**

1946 Triumph 1,800 roadster, finished grey metallic, excellent mechanical order. Carefully maintained. Taxed December .. .. .. **525 gns.**

1935 Riley 9-h.p. Kestrel saloon. Bodywork in excellent condition. Mechanically far above average for its age. Owned by a Riley enthusiast .. .. **199 gns.**

1934 Alvis Firefly 12-h.p. sports saloon. Exceptional mechanical order. Sturdy and economical .. **199 gns.**

1935 Triumph Monte Carlo Special sports 4-seater, fitted many extras including Andre telecontrol shock absorbers, radio, spotlights, etc. .. .. .. **229 gns.**

1950/1 Morgan 3-Wheeler sports 2-seater, Ford Ten engine, 4,000 miles only. One owner, as new .. **449 gns.**

1947 S.S. Jaguar 1½ litre sports saloon, finished black, all chrome parts beautifully kept. Interior as new. Negligible mileage. Maintained by a very careful owner .. **699 gns.**

1934 Lanchester 10-h.p. close-coupled sports saloon. Very attractive little car and economical to run. Carefully maintained. Pre-selector gearbox recently overhauled .. **199 gns.**

1939 Morgan Super Sports 3-Wheeler, just resprayed, very attractive pillar-box red, fitted Ford engine. Amazing performance. 55 m.p.g. .. .. **249 gns.**

1933 Morris 10/4 4-door saloon, very sound mechanically, excellent bodywork, reliable and efficient .. **149 gns.**

1937 Ford Eight de luxe saloon, black with red leather upholstery, sound and economical. Choice of 10 others .. .. **199 gns.**

1936/7 Morris Eight 2-seater tourer, beautifully finished in British racing green, new hood, side-screens, re-conditioned engine just fitted, 500 miles only .. .. **239 gns.**

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FOR SALE—*continued*

M.G. MAGNETTE. Excellent condition. Smart, fast. £285. Accept £225/exchange saloon/special. "Caraville," Parr's Field, Llandudno. [2475

M.G. PA 2-seater. Fastidious engineer owner acquired new car. Clifton House, Bishopton, Stockton-on-Tees. Tel.: Stillington 274. [2476

£110. RILEY 9-h.p., 1932, 2-seater. Good condition generally. Body rebuilt 1949. Barker, North Lodge, Hunsdonbury, near Ware, Herts. [2478

RILEY ALPINE, 1933. New CW and P. Brakes relined. Good condition. Nearest £120. Williams, 7, Wythens Road, Heald Green, Cheshire. Tel.: Gatley 5407. [2479

RILEY 1½-LITRE FALCON, 1936 model. Bodywork clean. Good tyres. New battery. Taxed. Nearest £230. 2, Coniston Road, Tettenhal. Tel.: Wolverhampton 51838. [2480

S.U. CARBURETTERS. A pair of new 1¼ in. downdraught. £9. Brown and Sharpe micrometer 50-75 mm. £3. Hartridge, Grove House, Gerrards Cross, Bucks. [2481

RILEY NINE MONACO, 1932. Engine recently overhauled. A most reliable car. £130. 50, Kepier Crescent, Gilesgate Moor, Durham. Tel.: Gilesgate Moor 1096. [2482

ASTON-MARTIN LE MANS. Perfect condition mechanically and in appearance. Cheap. £335, o.n.o. Cooke, 33, Cedar Grove, Yeovil. Tel.: Yeovil 2183. [2483

RILEY BIG FOUR sports saloon. Mechanically sound, good appearance. Smaller car considered part exchange. £400, o.n.o. 17, Wharf Road, Leeds, 2. [2484

GETTING SPLICED! Must sell. Modified 1930 o.h.v. Morris Minor. Bodily and mechanically sound. Number of recent replacements. Offers? Tel.: Tulse Hill 8082, after 6 p.m. [2485

M.G. PA TYPE 4-seater body. Sale includes scuttle, bulkhead, hood frame, floor, side screens, rear seats, windscreen, transmission tunnels, interior fittings. Cash. £30. Hawkins, 28, Hinton Road, Uxbridge, Middlesex. [2486

BENTLEY, 1928, S.R. 3-litre. Engine in 1929 4½ chassis. 3.53 axle. Le Mans replica body. Whole car almost original and in excellent condition. £400. 376, Warwick Road, Banbury, Oxon, or Tel.: Banbury 2660. [2491

BENTLEY SPARES. Pair vertical S.U.s with linkage, £5. Four specialoid H.C. pistons and rings .060, done 1,200 miles, £7. Fan and pillar, £2. Four Le Mans type cycle wings and brackets, £4. 11 in. Zeiss head lamp and bulb, unmarked, £5. Pair P80's. Good condition, £5. Pair Butler 6 in. spot lamps as new, 30s. each. Archbell, Woodland Drive, Pledwick, Wakefield. [2492

ALVIS 1936 V.D.P. SPEED TWENTY tourer. Laystall overhaul, new pistons, rebore, etc.; 10,000 miles ago. Grey with red upholstery. P100's, i.f.s., twin pass lamps, telecontrols, five new Michelins, two batteries, automatic lubrication, built-in jacks. Excellent condition. Going overseas. £485. Tel.: Fulham 6954. [2493

VAUXHALL. Almost complete engine 30/98 OE 109. D-type. Practically complete car less body. Set hydraulic shock-absorbers. Pair headlamps. P-type M.G. Four Amal carburetters and manifold. Pair front hubs. Set hub caps. Steering wheel, front shock-absorbers. Standard exhaust system off XK. Any offers for anything? Arkell, Bourton End, Shrivenham, Berks. [2494

1933 J2 M.G. Excellent condition. Aeroscreen, special 16 in. wheels, two new tyres. Reconditioned dynamo, new V.D. bearings and oil seal. Brakes recently recoiled and electrics rewired, excellent battery. Dual wipers. Windscreen rechromed. Cream cellulosing and upholstery in remarkable condition. Good all-weather equipment. £210. Owner conscripted. Knapp, 3, Church Terrace, Henfield, Sussex. [2495

INVICTA 1½-litre, 1932, 4-seater tourer. Excellent condition. Engine, transmission, chassis having been completely overhauled. Bills. Tyres nearly new, chrome very good, tonneau, hood and side-screens. £260. Will accept anything any h.p. in part exchange with cash adjustment (brother motorists if mean anything rent long overdue). 8, Carnarvon Drive, Hayes, Middlesex. [2496

GOLD DUST! New Austin Seven three bearing crankshaft. £14. What offers new unused Ford Ten engine complete with gearbox, starter, dynamo, carburetter, etc.? Box No. 4499, MOTOR SPORT, 15, City Road, E.C.1. [2558

M.G., 1939, 2-LITRE SALOON. Reconditioned engine 15,000 miles. 1951-1952 new gear box. New springs. New tyres. Coachwork excellent. £425, or nearest. Box No. 4495, MOTOR SPORT, 15, City Road, E.C.1. [2513

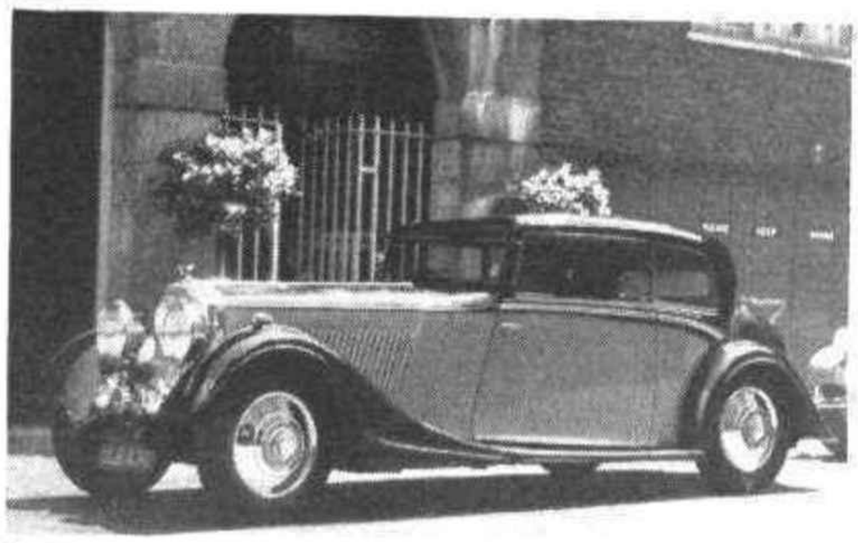
BOSCH 12v. starter and 12v. dynamo. Bentley 6½-litre front spring, two S.U.s and induction. Lucas, pair dipping head lamps. Sundry Andre S.A.s. Offers? Box No. 4494, MOTOR SPORT, 15, City Road, E.C.1. [2500

HISPANO-SUIZA SPARES and repairs. G. Briand, 47, Tamworth Road, Croydon. Tel.: Croydon 1742. [2497

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£1,100

ALVIS Speed Twenty (1934/35) Ch. No. 15913, Charlesworth Sports sun-roof saloon. Less than 5,000 miles since complete mechanical overhaul by Messrs. Laystalls last year including Cromard liners—Martlet pistons—K568 valves, Laystall crank, etc. The brakes were also relined at this juncture, the radiator serviced and new carpets fitted. The coachwork, which has exceptionally modern and attractive lines, is at present undergoing recellulose in our paint shop. This is the model fitted i.f.s. and full synchromesh box. The batteries are new. The general condition of this Alvis is quite genuinely exceptional.

£325

LAGONDA 2-litre 12-h.p. Re-built and re-registered 1947, and now carrying modern open 4-seater tourer coachwork with full weather equipment. Very clean. An opportunity for the relatively impecunious to obtain a sound and economical 2-litre.

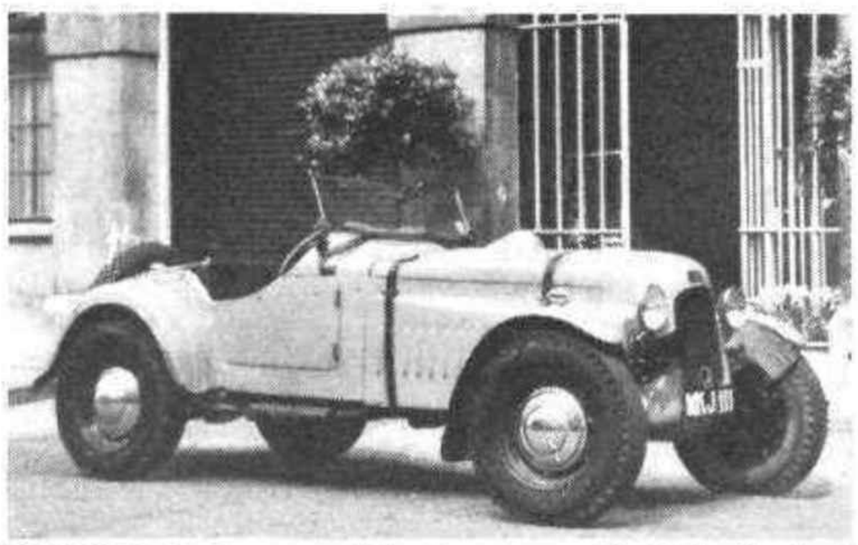
£200

ROLLS-ROYCE Phantom II Owner-driver Sports saloon by Park Ward. Ch. No. 156 PY (1933). Very attractive four-door coachwork with swept tail. Rolls history. Full details, together with an illustration, will appear in the August issue if unsold. All new tyres. R/Royce specialist serviced and recellulosed this month. Taxed year.

£675

ROLLS-ROYCE 21.9 (1929) foursome tourer by Barker. We are at present negotiating for this "one owner" Rolls and will be pleased to forward details to interested enquirers.

£275 or thereabouts.



H.R.K. SPECIAL Sports competition 2-seater on Allard 8-ft. chassis with Ford V8 power unit and 4-speed box. Citroen front suspension is employed together with rack and pinion steering. Twin tanks, Scintilla magneto, hydraulic brakes and interchangeable axles are embodied in the construction. The complete job was built from new parts in 1949. The coachwork is very attractive and the weather equipment is exceptional. A genuine post-war sports comp. model at a very reasonable figure. Taxed.

£425

M.G. TA 10-h.p. 2-seater. New king-pins, shock-absorbers, brakes, rebuilt wheels, springs, etc., fitted this month. Red—very clean—full weather equipment. All bills—much better than average. Taxed.

£325

M.G. J2 (1933). Engine rebuilt this year at a cost of £40. Very clean. Well-shod. Difficult to fault.

£175

RILEY March Special 9 h.p. Another of the popular series in good fettle. New tyres and battery. Good weather equipment. Black. Original paintwork.

£225

ROLLS-ROYCE 20/25 Ch. No. G. GP59. Small owner-driver limousine with f/forward occasionals by Crosbie & Dunn; 62,000 miles only since new in the hands of one owner. **Unused and untaxed from 1938 until this quarter.** Completely checked and fully serviced for us by R/R specialists. In incomparable condition even for a semi-vintage Rolls-Royce. Original log-book. New Dunlops and tubes all round.

£476

ROLLS-ROYCE 21.9 h.p. (1928). Owner-driver drop-head by Mayfair Carriage Co., Ltd. Taken in part-exchange for Rolls advertised last month. Requires a fai amount of attention and offered without any warranty whatsoever.

£125

We have a large number of inquirers for various types of Rolls-Royce Twenties—Twenty-Twenty Fives—and Phantom II and III models, and would be very interested to receive full details and particulars of any of these models for disposal. Our representative will attend anywhere in Great Britain by prior arrangement.

We can now offer the most exceptional Hire Purchase facilities on all Vintage and Sports models.

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FOR SALE—*continued*

"30/98" VAUXHALL OE 4 engine No. OE 258 4-seater tourer. Front wheel brakes all just relined. Excellent condition. £300 or offer. Write: Brain, Broom Close, Teddington, Middlesex. [2569

BREASTON MOTORS, LIMITED, offer 1,100 J.A.P. twin to latest specification. Recent works overhaul and ready for racing. Offers. Fiat Balilla, 1936. New tyres, new battery, new lightweight seats; 65 in third gear, 75-80 in top. £325, or near offer. Austin 2-seater, Ulster body, good engine and tyres. £125. Alvis 12/50 rare 1½-litre model. In quite good fettle, well shod and reliable. £155. Fiat 1,100 saloon, 1938. New suspension, new crown wheel and pinion. Mechanically sound throughout. Quite tidy. £325. Terms and exchanges. Also most spares for Riley 9-h.p. models, 1928-34. 3, Draycott Road, Breaston, near Derby. Tel.: Draycott 415. [2571

BENTLEY 6½ open 2/4-seater in really first-class order, along with a host of very useful spares. Tonneau and aero screens, but no hood or fold-flat. Sale at down-to-earth price of £150, or would consider swap. J. B. Lowe, "Kianga," Cavendish Road, Matlock. Tel.: Matlock 359. [2572

S.S. 100 2½-LITRE. This car must surely be one of the finest of the marque in the country because of the following: The engine has been completely reconditioned and is hardly run in. Brakes have been relined and transmission and steering checked. The whole of the car has been completely stripped and resprayed in the new metallic bronze, and every bright part has been rechromed. The total cost of these adjustments, spread over the last 10 weeks was £260, and the car is well shod and has excellent weather protection (including full and half-length tonneau). Extras include Aero screens, twin Marchal fog and spot lights, hand swivel light, etc. The interior trimmings are original red leather, and in very good condition. The dash-board and panel instruments are completely new, the car having been re-wired. The owner would accept £575, o.n.o., or exchange smaller and cheaper sports. Turner, 55, Arundel Street, Sheffield. Tel.: Sheffield 23759, evenings 72499. [2573

M.G. MAGNA F-type. Excellent condition throughout. £200, o.n.o., or exchange saloon. Strain, 14, Fowler Road, Farnborough, Hants. [2574

1934 LAGONDA 16/80 tourer. Black. Really beautiful condition. £395. 1932 100 m.p.h. Invicta (ex Peter Walker) 4-seater tourer. £325. 1933 Riley Nine Lynx 4-seater tourer. Recent overhaul. £185. Jones Garage, Syston, Leics. Tel.: Syston 86257. [2575

1937 2-LITRE D.H.C. M.G. New hood, etc. Works reconditioned. Engine plus 5,000 miles. Well shod. Clean. £250. 18, Crossways, Doncaster. Tel.: Doncaster 4708. [2576

1936 2½ JAGUAR. Bills for £250 available. Nearest £225. 1937 14-h.p. Vauxhall/Tickford D.H.C. £50 overhaul by main Vauxhall agents. One owner. £260. Bereavement causes sale of both by private owner. View by appointment: Smith, 4, Lampton Court. Tel.: Hounslow 5570. [2577

ENGINE and gearbox, etc., complete. 16-h.p. S.S. Best offer. 332, Park Avenue, Bushey, Herts. Tel.: Watford 5567. [2578

1904/5 PEUGEOT 2-cylinder rusty, driveable chassis. Good innards. £15. Tacon, Witton, Norwich. [2579

BENTLEY RED LABEL. Attractive coupé. Body fitted 1947, costing £530. Engine and magneto overhaul recently. Two new, three good tyres. Photographs. £475. 73, Station Road, Llanishen, Cardiff. [2580

DIESEL MERCEDES 36/220 drophead coupé. Fitted nearly new Leyland diesel engine. Rebuilt, re-upholstered, rewired, new hood, comfortable and roomy, sports car performance. Cruises at governed speed of 80 m.p.h., and does 40 per gallon. £775. Barnett, Aldermaston Court, near Reading. Tel.: Woolhampton 241 (weekdays); Upper Basildon 248 (weekends). [2581

PAIR LUCAS P80 HEADLAMPS. Chrome, good condition. £10. Black horsehide motoring coat. 38. £3. Write: Wood, 3, Farm Lane, Purley, Surrey. [2582

M.G. 2-LITRE, 1938, tourer. Engine, clutch, brakes completely overhauled. New tyres and shock-absorbers. Bills shown. Operation reason for selling. Real enthusiast's car. £395. Broughton, Ladythorn Crescent, Bramhall, Cheshire. Tel.: Bramhall 1038. [2583

LEA-FRANCIS SPARES AND SERVICE, Good stock engine and axle components; gaskets, clutch and brake linings. Vintage Lea-Francis bought. Holmesdale Garage, South Norwood Hill, S.E.25. Tel.: Livingstone 1906. [2584

LAGONDA 2-LITRE. Low chassis Speed model tourer. Excellent condition all round. Nearest £325. Owner away until July 20th. Box No. 4511, MOTOR SPORT, 15, City Road, E.C.1. [2585

1936 M.G. PB TYPE 4-seater. Excellent tyres, hood, batteries; reconditioned starter. Can be seen London. Best offer over £245. Write: Box No. 4512, MOTOR SPORT, 15, City Road, E.C.1. [2586

FOR SALE—*continued*

ARMSTRONG SIDDELEY, 1929, 14-h.p. vintage tourer. Good runner. Requires slight attention. £75. Attwater. Tel.: Ripon 586, extension 37 (weekdays 9-12.30). [2587

1934 WOLSELEY HORNET SPECIAL. Twin S.U.s. Excellent condition, 2/4-seater. Unsual style body-work. Racing green. Suitable club car. £180 or offer. 27, Ashburton Road, Croydon. Tel.: Addiscombe 1960. [2588

ALVIS 12/50, 1930, saloon. Fabric body recently recovered. Recent engine overhaul. Five good tyres. Taxed December. £140. Hesketh, 1, Windermere Avenue, Finchley, London, N.3. Tel.: Finchley 4717. [2589

M.G. F-TYPE. New valves, guides, batteries and petrol pump. Unisual body. Bills to £36. Reluctant sale at £130, o.n.o. Photos S.A.E. 66, Newtown Road, Eastleigh, Hants. [2590

1938 B.S.A. SCOUT 4-seater tourer; 10-h.p., f.w.d. Lively, economical. Engine, electrics overhauled. New: clutch plate, two tyres, battery. Taxed, insured year. Seen Woolwich day. Sevenoaks evening. £260, offer. Burne, St. Julians, Sevenoaks. Tel.: Sevenoaks 3221. [2591

AUSTIN GRASSHOPPER SPECIAL. Ford 8/10 engine, 4-speed gearbox, hydraulic brakes, sand-blasted, zinc-sprayed chassis, new tyres and tonneau. Fast and economical. Nearest £200. Jepson, Styal, Cheshire. [2613

ALVIS SPEED TWENTY tourer, 1933. Excellent condition. Nearest £225, or cash plus vintage car, anything considered. Jackson, 10, York Road, Edgbaston, Birmingham. [2614

RILEY NINE MONACO, 1934 special. Engine, coachwork, battery, tyres excellent. £120. 4, Frodsham Road, Alvanley, Helsby, near Chester. [2615

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1930 RILEY NINE. Engine, clutch, springs, starter, dynamo reconditioned; new crown-wheel pinion; well shod; body spick and span. Taxed December. Fine twin-carburetter Monaco. £135, o.n.o. 25, Cranbourne Road, Northwood, Middlesex. Tel.: Northwood 2968. [2616

LAGONDA, 1935, 3½-LITRE, pillarless saloon. Immaculate condition, good tyres. Recently overhauled. Best offer secures. Box No. 4513, MOTOR SPORT, 15, City Road, E.C.1. [2617

SUPERB PERFORMANCE plus economy. 1½-litre Singer Le Mans. Over £240 spent in last year. Now perfect. Taxed, insured. £300 or reasonable offer. Clark, 10, Vicarage Gate, Kensington, W.8. [2618

TYRES, TUBES, TYRES. We have a large stock of obsolete and beaded edge. No junk supplied. All specially selected for veteran cars. You can always rely upon Hamiltons (Tyre Specialists), 22/24, Vicarage Street, Yeovil. Tel.: Yeovil 927. [2619

ALVIS SPEED TWENTY Vanden Plas drophead, 1935. Recellulosed, new hood, overhauled. £370. Tel.: Locksheath (Hants) 2333, or Box No. 4514, MOTOR SPORT, 15, City Road, E.C.1. [2620

1913 BELSIZE 2-seater. Total mileage under 25,000. Whole car in new condition. Offers. F. Matthews & Son, Clevedon. Tel.: Clevedon 3416. [2621

BENTLEY—late 1929 V.D.P. open 4-seater. Really exceptional condition. Mechanically faultless; twin S.U. carburetters, giving 17 m.p.g.; twin M.L. long-range magnetos. Coachwork almost unmarked; new hood, hood-bag, and "overall" tonneau-cover. Trimming, carpeting, etc., renewed. Excellent tyres. Large Zeiss headlamps; two horns; 120-m.p.h. speedometer; aircraft switches; new screen-wiper; many extras. Magnificent performance; one of the best "4½s" extant. Photograph and further details to genuine inquirers. £475 or near offer. Leathley, West Bradley, Glastonbury, Som. [2622

MORRIS MINOR, o.h.c., crab-track, special 2-seater. Extensively overhauled, new tyres and hood, modified brakes. Fast and economical. £85. John Wrigley, Station Garage, West Hounslow, Middlesex. Tel.: Hounslow 3163. [2624

FOR SALE—*continued*

MORGAN-J.A.P., 1936, partly dismantled, many new parts. £100. Manchester area. Box No. 4515, MOTOR SPORT, 15, City Road, E.C.1. [2623

AUTOCRAT, 1923, 11.9 drophead coupé, 11,000 miles, stored since 1927. Original condition. New magneto, new tyres. Used daily. £45. D. & A. Garage, rear of Plough Inn, London Road, Wokingham, Berks. [2624

BRAKE CABLES. Almost any design to pattern or drawing in 48 hours. From 10s. John Wrigley, Station Garage, West Hounslow, Middlesex. [2624

TRIUMPH GLORIA sports saloon, 1937, 11 h.p. £185. Logan, Westalley, High Street, Hitchin, Herts. Tel.: Hitchin 1744. [2625

LAGONDA 2-LITRE. 1929 Speed Model tourer and 1931 low-chassis saloon. Both with reconditioned engines. Offers. Also Arnott blower (2,000 c.c.). A. Fisher, Apsley Cottage, Kingston Blount, Oxon. [2626

TRIALS SPECIAL. Ford Ten engine, Austin Seven chassis. Engine "works" reconditioned last year. Carburetter, starter, battery, distributor and all ignition new. Tyres 5.50 by 16 rear. Owner no longer time for trials. £135. Tel.: CHO 3566. [2627

12/50 ALVIS, 1932, close coupled saloon. Taxed year. Four tyres as new. Reconditioned starter, dynamo. Very reliable. £130. o.n.o. Tel.: Godalming 166. [2592

M.G. L-TYPE. Good condition. Many extras. Also 1934 Singer Le Mans sports 4-seater. Offers? Walley, Stafford Road, Newport, Salop. [2593

LEA-FRANCIS 12/40 saloon, 1931. Mechanically good, bodywork fair. £80. 82, Harrow Road Middlesbrough. Tel.: Middlesbrough 89800. [2594

BUICK, 1930, SIX-CYLINDER TOURER. Genuine vintage characteristics. Wind-up windows, wire wheels, new tyres. Perfect mechanical condition. Body requires little tidying. A.A. inspection invited. Photo sent. Price £85. M. Allen, 162, Hamlet Court Road, Westcliff, Essex. Tel.: Southend 45267 (evenings). [2595

1933 MORRIS MINOR 2-seater tourer. R.C. engine. Good hood. Four nearly new tyres. Oil 40 hot. Good all round condition. £95. Peters, 159, Warwick Road, Coventry. [2596

AUSTIN A.A. SPECIAL; i.f.s. HC engine, bronze head, four-speed box, oil coil, lowered chassis, 2-seater sports body. First registered Nov., 1951. New tyres, battery and brakes. Offers over £130. Also Austin "Chummy" reconditioned engine, new tyres, good hood, etc. Box No. 4516, MOTOR SPORT, 15, City Road, E.C.1. [2597

1938 M.G. 2-litre coupé. Colour black. Sound car to be sold in present condition or reconditioned according to purchaser's wishes. Demonstration anywhere. Mason, 39/41, Midland Road, Wellingborough. Tel.: Wellingborough 2756. [2598

1935 ROVER SPEED FOURTEEN. Body (aluminium) and mechanics excellent. Big bills available. Sports car performance with saloon comfort. Triple S.U.s, large boot, knock-ons, well shod. Black with unmarked red leather. Not "just another '35 Rover," but a car with character in outstanding condition. Any trial or inspection welcomed. Nearest £325. Butterworth, West End, Helmshore, Rossendale, Lancs. [2599

1937 SINGER NINE 2-seater fitted professionally built alloy body, 1947 (aerodynamic). Good hood, tyres, etc. £190, o.n.o. Griffiths, 29, Liverpool Road, Manchester, 3. Tel.: Blackfrairs 9247. [2600

£85. EXCHANGE! Specially built 11-h.p. Clyno super sports Beetleback 2-seater. Outside hand-brake, downdraught Solex, polished aluminium disc wheels; 12v lighting and starting. Many special features; 35 m.p.g. Mechanically excellent. Taxed. Used daily. Hood ropy. Consider motor-cycle. Cash either way. 68, Rochester Road, Coventry. Tel.: Coventry 60820. [2601

MERCEDES-BENZ 38/250 S.S. open 4-seater sports. 1929. Whole car in sound condition throughout. Three owners; 80,000; 13-14 m.p.g., plus 100 m.p.h. Cruises easily 80-85. Finished light grey with black hide. Tools and instruction manual. £385. Storr, 63, Jacey Road, Shirley, Birmingham. Tel.: Central 1762 (day). [2602

D8 DELAGE, 1933, fixed head coupé. By Chaperon. Recent respray dark blue. Roof recovered. Well shod. Mechanically very sound. Must sell. Losing garage. Spare engine. Quick sale. £195. Box No. 4517, MOTOR SPORT, 15, City Road, E.C.1. [2603

M.G. 1939 (JAN) 1½-litre shooting brake. Maker's reconditioned engine; 60,000 total mileage; 25/30 m.p.g.; 75 m.p.h. Taxed. £375, or exchange. "Netherleigh," 102, Nottingham Road, Long Eaton, near Nottingham. [2604

ALVIS SPEED TWENTY Continental tourer. V.P. body, wind-up side-windows. A very rare model; i.f.s. Tele-control shock-absorbers, all synchro-mesh gearbox, Lucas P100s, twin pass lamps, twin windtones. Body and engine reconditioned two months ago at a cost of £175. Recognised as one of the most attractive cars on the road today. 114, Furze Road, Thorpe, Norwich. [2605

FOR SALE—*continued*

14-H.P. LEAF SPORTS 2-seater, late 1948. Sell best over £650, or exchange similar or larger, vintage, prefer saloon or drophead, and cash. Box No. 4493, MOTOR SPORT, 15, City Road, E.C.1. [2499

1936 M.G. PB 2-seater. 3,000 miles since engine overhaul, including rebore, bearings remetalled, new valves, valve seat inserts, new carburetters. Zip tonneau. New hood. Offers around £260. Goodall, 22, Derbyshire Lane, Hucknall, Notts. Tel.: Hucknall 335. [2501

DELAGE D8, 1931, 4-door saloon by Chapron. In same excellent condition as in March, 1951, when offered at over £350. Imminent wedding compels sale of this beautiful car! Will very reluctantly accept nearest to £200. Tel.: Ewell (Surrey) 2463. [2502

ROLLS BENTLEY, 1934, 3½-litre fitted with very attractive shooting brake body. In very good condition throughout. £950, o.n.o. Rolls Royce, 1923, 21.6-h.p. drophead coupé body by Park Ward. Very nice appearance and perfectly reliable. Photo. £225, o.n.o. Baker, Highlands, Bucklebury, Berks. Tel.: Thatcham 2218. [2503

BENTLEY, 1927, 3-litre Red Label, short chassis, 2/4-seater. Good battery. Six tyres. Green. Being neglected owing to increased family. Reluctantly offered for sale. £275, o.n.o. Tel.: Wallington 2838. [2504

HOTCHKISS 10-h.p. 2-seater D.H.C., 1939. Excellent condition. Gunmetal, maroon hood and wheels. £350 or offer. Also pair bucket seats trimmed in fawn leather and set of wings for Mark II Aston-Martin. Offers? Tel.: Cobham (Surrey) 560. [2505

RILEY, 1932, Ascot drophead coupe. 54,000 since new. Really outstanding condition and entirely original. Not even rebored; 37 m.p.g. Fram. £200. Tel.: Hornchurch 793. [2506

O.M., 1931, 2-litre chassis and tyres good. Body poor, needs rebore. Best offer. Davis, Prinkham Shaw, Marsh Green, Edenbridge. Tel.: Edenbridge 2234. [2507

M.G. MAGNETTE EX EVANS BLOWN NA. BLL. 492. Partly rebuilt, towable. Reconditioned Q/R preselector gearbox. Requires radiator, battery, floorboards, attention to shell body. £170, o.n.o. Hanman, Cheltenham, Woburn Hill Addlestone, Surrey. [2508

£38. VINTAGE TROJAN tourer. Recent works overhaul. 4, Hanover Crescent, Brighton. [2509

FRAZER-NASH B.M.W., 1937, Type 45 Cabriolet-saloon. £325, or exchange 2-seater. Stenhouse, Westdean, near Seaford. [2510

AUSTIN SEVEN SWALLOW 2-seater. Good looker, good runner. £62 10s. N. Barnes, 1c, Venner Road, Sydenham. Tel.: Streatham 3129. [2511

1934 M.G. MAGNETTE fitted Hornet special engine. Clean. £125, exchange Austin Chummy and cash. Barnes, 1c, Venner Road, Sydenham. Tel.: Streatham 3129. [2511

WAVERLEY, 1915 (circa) 12-h.p. sports 4-seater. Eligible for V.C.C., in course of overhaul. Price £65 when completed. W. Barnes 1c, Venner Road, Sydenham. Tel.: Streatham 3129. [2511

£42. SINGER TEN, 1926. New tyres and battery. Rewired, clean, roomy 4-door saloon. Also 1935 150 c.c. o.h.v. Excelsior m/c 100 m.p.g. £20. D. Baddeley, 30, Tangier Way, Tadworth, Surrey. Tel.: Burgh Heath 5624. [2512

SWALLOW 2-seater sports. Good condition. £80. Morris Minor 2-seater tourer, 1932. £85. Both insured year. Taxed quarter. Offers? Cooper, 5a, Elthorne Mansions, Archway, N.19. [2514

FRAZER-NASH B.M.W. saloon, 1936, type 319. A really fast car at a bargain price. £135. 5, Village Way East, Rayners Lane, Harrow. [2515

R-TYPE M.G. SHORROCK supercharged single-seater. Fitted with hydraulic brakes. This car is in perfect condition and ready for racing. Spares include wheels, quick lift jack, con-rods, pistons, supercharger and gearbox. Complete log book is available. Full details from G. W. C. McCrea, Ballarat Street, Belfast. Tel.: Belfast 57113. [2516

SALE OR EXCHANGE 1931 2-litre Lagonda 4-seater tourer. Four new tyres, king-pins—all rechromed; 30 lb. oil pressure hot. £225, or exchange more standard car. Saloon preferred. Bowker, Westerly, Stodday, Lancaster. [2517

D.I.S. DELAGE 14-h.p. New mains, big-ends. Mechanically very good, but new body needs finishing. Offers? 36, Queen's Gate Place Mews. Corven. [2518

TYPE 329 FRAZER-NASH B.M.W. 2-litre 2/4-seater coupe. Extensive overhaul during past year. One of the finest examples of this model. £575. Jackman. Tel.: Hounslow 0947. [2519

OPEL CADET saloon, 1937. All vital parts renewed in past two years. Body sound. Paint poor. £115. Sunbeam 350 roadster, 1924. Original specification and finish. New tyres. £15. Denner, 198, St. Michaels Avenue, Yeovil. Tel.: Yeovil 2043, days. [2520

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M.G. SPARES. Specialists in this make since first produced. Axle shafts from **32s. 6d.** Road springs most models. Brake cables, **35s.** each. Round wheels, 16 in., 18 in. and 19 in. One new 18-in. wheel and 5-in. tyre, **£10 10s.** Deep-note exhaust systems, "M," "J," **75s.**; "P," **85s.**; "N" and "T," **95s.** O.H.C. models. V.D. roller races, **9s.** pair; flexible coupling discs, **10s.**; valves, **7s. 6d.**; guides, **6s. 6d.**; own V.D. shafts rebuilt, **£2**; ditto, rockers, **7s. 6d.** each; new rocker bushes, **7s. 6d.**; rocker shafts from **10s. 6d.** Crankshaft, L-type, reground equal new, **£17.** "P" or "N" gearbox, with remote control, **£27.** Grab handles, embossed M.G., **18s. 6d.**; door grilles, **12s. 6d.** each; mudguard grilles, "J2" and "T," **30s.** pair. Twin spare wheel carrier locknuts, **£4.** Single ditto, **£2 7s. 6d.** Cycle-type wings, light steel and light alloy, from **19s.** each. M-type cylinder blocks, **£10.** Wind deflectors, T-types, **£2** pair.

BODYBUILDING. Bucket seats, light steel frames, **27s. 6d.**; trimmed with brown rexine, sprung cushions, **87s. 6d.** Ditto, tubular frame, superior quality, **115s.** Light alloy seats, untrimmed (2½ lb.), **63s.** Adjustable seat slides, **35s.** pair. Aluminium angles, mouldings and sections stocked. Rexine, all colours, from **19s. 6d.** yard; best quality duck, black or brown: 70 in., **32s. 6d.** yard. 6 ft. by 3 ft. by 22G. aluminium sheets, **£2**; 4 ft. by 21½ in. by 18G, soft, **£1**; 18G. Duralumin, **£3,** while stocks last.

TUBULAR LUGGAGE CARRIERS, chromium plated, for Fiat 500 2-seater, Austin Eight, Standard Eight, Morris Minor, **£5.** M.G. 2-seater, **£7 5s.** "TC" and "TD," **£8.** Jaguar XK120, for top panel, **£7**; boot, **£7 10s.** Morgan Plus Four, **£8 10s.** Jowett Jupiter, **£8 18s. 6d.** "Brooklands" aero-screens, 12 in. by 6 in., universal fitting, detachable, **50s.** each.

2-litre Lagonda Cozette No. 11 Supercharger, complete drive and fittings **£25.** Crankshaft assembly, rods and flywheel, **£10.** New Rootes Supercharger, up to 2 litre, **£15.** Many others.

TYRES, large stocks, standard, special sizes and racing. New, list prices. Slightly used or stock soiled, special prices.

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DIESEL-ENGINED CHRYSLER IMPERIAL touring saloon, fitted Perkins P.6, four new tyres, new suspensions, taxed year. Up to 40 m.p.g., 70 m.p.h. **£825.**

LAGONDA RAPIER racing 2-seater, 1,100 c.c., road equipped. Designed and made pre-war but not completed till Jan., 1951, when registered, therefore virtually new. Underslung short chassis, high axle ratio with spare standard ratio. All components new. **£425.**

FIAT 1,100 special sports 2-seater, built 1950; similar XK120; special Laystall balanced engine. Gordini components. Capable 90 m.p.h.; 35 m.p.g. Fully equipped. **£695.**

SUNBEAM SPEED TWENTY sports saloon, 1934, grey and black. Very sound attractive car with an excellent performance. Very good tyres, two spares; taxed. **£150.**

F.N./B.M.W., TYPE 45, saloon, extensively reconditioned, recellulosed blue, rechromed, new o.s. tyres and battery; first class throughout. **£350.**

MORRIS MINOR s.v. foursome coupe. Particularly sound and attractive car. Nearly new tyres; retrimmed; Andre shock-absorbers; taxed year. **£145.**

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FOR SALE—*continued*

CLEARANCE SALE. 1930 Alvis S/E 16/95 Atlantic saloon in daily use. £75. 1927 12/50 engine. £20. 1924, 12/50 gearbox. £4. 12/50 rear axle. £15. International Aston, 1½ ex-Lea F.-Meadows. New tyres, light 2-seater. Full weather protection. Reg. 1949. £150, o.n.o. 1929 2-litre Lagonda engine. £10 10s. International Aston. Perfect. £10. Aston steering column and box. £2 10s. 1930 Riley Nine radiator. Perfect. £2 10s. Fairhurst, Shobdon, Leominster. [2521

1936 FORD 8-H.P. VAN (mechanically excellent). Shabby body; make interesting special. £85 or swop? Autocraft, Eastern Place, Brighton. Tel.: Brighton 28889. [2547

AUSTIN SEVEN sports 2-seater. Many mods., lowered suspension, etc. £120, o.n.o. Jackson, 87, Milton Road, Weston-super-Mare, Somerset. [2548

£70. TRIUMPH SUPER SEVEN, 1929. Excellent condition. With spare gearbox, part engine, clutch, etc. Taxed and insured. 63, Birches Road, Codsall, Wolverhampton. [2549

M-TYPE M.G. Reconditioned engine, racing camshaft, rewired, new hood; clutch, brakes relined; fine performance. £160. Towbar trailer available extra. Beeches, Crawley, Sussex. [2550

T FORD LANDAULETTE, 1918. Hardly used. Dilapidated through standing out. Complete. £55. 1929 Sunbeam. Towable. £20. 56, Irwin Road, Bedford. Tel.: Bedford 5606. [2551

SINGER LE MANS 9-h.p. 4-seater sports, 1935. Over £200 spent on complete overhaul. Superb condition and performance. Accept £225. Tel.: Gladstone 3006. [2552

1934 1½-LITRE SINGER sports coupe. Green. £160, o.n.o., or exchange for 1934 Morris Minor 2-door saloon with cash adjustment. Tel.: Bishop's Stortford 968. [2553

£49 OR NEAR OFFER. 1925 (Bullnose) Morris Cowley. Stored for 14 years. Sound engine and body. Hood and sidescreens. Two spare wheels. Tel.: Gipsy Hill 3439. [2554

SINGER NINE, 1933, 4-seater sports. Recently resprayed red. Very smart, tonneau, etc. £180, or offer. Jones, The Close, Bedford Road, Hitchin, Herts. [2555

BENTLEY 4½ BLOWER, 1932, drophead body. Upholstery, tyres very good. Engine excellent. Ideal open or closed car. P100s chrome radiator. £450. Box No. 4502, MOTOR SPORT, 15, City Road, E.C.1. [2556

SINGER-SEATER BODY off Volkswagen. £10. Greenways, Hawkskill Close, Esher, Surrey. [2557

CADILLAC V8 ENGINE. New. Complete with hydromatic gearbox. £60. Greenways, Hawkskill Close, Esher, Surrey. [2557

AUSTIN NIPPY 750 c.c. sports 2-seater. Immaculate. Cream and chrome. Special dash, stone guards, pass light, etc. Fast, economical. £185. Exchange roomier car. 41, Clutterbuck Road, Corsham, near Bath. [2559

1935 13.9 RENAULT coupe, dickey. Fawn-red leather. Virtually one owner. Beautiful condition. New mohair hood. Fast; 25-27 m.p.g. Total mileage under 50,000. Demonstrated London area. £325. Paul Suckling, 1, Broadway, Gidea Park, Essex. Tel.: Romford 133. [2561

M.G. KD MAGNETTE pillarless saloon. E.N.V. 75. Preselector gearbox in perfect condition. Engine in good condition. No oil leaks. New batteries, brakes relined. Interior good. £180. Mather, Barn Cottage, Hurley, Berks. [2562

AUSTIN SEVEN special 2-seater. 1938 chassis and engine rebuilt 1950. New tyres, battery, and front suspension. Crankshaft reground, new mains and big-ends, brakes relined. Light body with 5.25 rear axle giving 52 m.p.g. £130. Apply between 7th and 21st. Hollies Farm, Hunnington, Halesowen, near Birmingham. [2564

ALVIS, 1928, 12/50 BEETLEBACK. Unfinished rebuild. £100. Alvis, 1934, Firefly 12-h.p. 2-seater and dickey open sports body by Ranalagh. Sound mechanically. £200, or part exchange both for sound H.R.G., Frazer-Nash, Aston or Rapier. Foulger, 22, Daleside Road, Riddlesden, Keighley, Yorks. [2522

FAMOUS 4½-LITRE BENTLEY "BLUEBELL." In perfect mechanical order. Over £650 spent on it in last 18 months. Chassis 9 ft. 9 ins. Rebuilt last October by Blakers. "D box" reconditioned. Four S.U. carbs., Borg and Beck clutch. New radiator. New Mehanite brake drums. New Hardy Spicer prop-shaft. Tele-controls. Recellulosed. Scintilla mags. Tuned and maintained by S. J. Lawrence. Goodwood lap 77.6. Boreham lap 78.95. Firle Hill Climb Class Record 32.99 sec. Offers to: Wilmshurst, 10, Freston Gardens, Cockfosters, Herts. Tel.: Barnet 5941. [2523

RILEY NINE KESTREL (Nov., 1935) special series. Rebored, new clutch, dynamo, valves fitted recently. Powerful, economical, reliable. Attractive looking car in good condition. Insured May, 1953. Used occasionally last few years. £245. Offers. 78, Alexandra Road, Addlestone, Surrey Tel.: Weybridge 3512. [2524

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BENTLEY 3-litre Red Label V.D.P. tourer, early series, in very original and excellent order. Side screens, tonneau cover, 20-in. wheels, excellent tyres, Grebel lamps, new hood. Taxed to Dec. Leather and paint a bit tired, but by and large a really nice specimen at **£235.** (Not available until after July 14th.)

VOISIN 23-h.p. open sports 4-seater, 1925, one owner; last taxed 1930, and really immaculate condition. Reduced to **£165.**

PANHARD 14-h.p. miniature limousine, other details similar to Voisin, reduced to **£140.** Even against today's lowered values both these cars are outstanding value, because of their low mileage and superb condition.

BUGATTI, TYPE 46, 33 h.p. fixed-head coupé. A very smart and impressive car in good condition, well shod, and really *does* do 16-18 m.p.g. Reduced to **£195.**

HUMBER 14/40 open 4-seater, with wind-up sidescreens, 1928; last taxed 1947; speedo. mileage of 41,000, probably genuine. Good mechanical and structural order, tyres, battery, etc., but paint very poor and needs new hood. **£55.**

I shall shortly be disposing of my own **ROLLS-ROYCE Phantom II,** RY series, late 1934. Fitted with a very pretty Thrupp & Maberley close-coupled sports saloon body. Just rebored by R.-R. One previous owner and total mileage 61,000. R.-R. history available. A really fine specimen at a bargain price of **£725.**

DELAGE 30-h.p. sedanca by Fernandez, 1934, in really good order. No reasonable offer refused.

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1936 2-seater cross-flow head, oversize inlets. Ports, head, rods, etc., polished. Four Amals and twin S.U.s with manifold. Four branch exhaust, Armstrong pre-selector box. New tyres, batteries and tonneaus. Standard and cycle wings. Engine, chassis, coachwork first-class throughout. Sensible offers considered.

FISHER, Eversley, The Brampton, Newcastle, Staffs.

FOR SALE—*continued*

MORGAN 4/4, 1950, 2-seater sports. Nice condition throughout. Good hood and screens. Finished in maroon, with green interior. £625, or nearest offer. Wilson, 37, Newark Road, North Hykeham, Lincs. Tel. : North Hykeham 232. [2563

AUSTIN RUBY SHOOTING BRAKE. Newly built and coachpainted. Mechanically perfect. New battery, tyres. Normal saloon seating, rear removable. Attractive, roomy, economical vehicle. Changed plans regretfully compel sale. Photos available. £210. 12, Dalmeny Road, Carshalton, Surrey. Tel. : Wallington 5650. [2525

RILEY NINE MARCH SPECIAL. Full weather equipment and radio. Genuine reconditioned engine with Fram filter (500 miles). Excellent mechanically. Recellulosed in B.R.G. Headlamps replated. £265, with spare engine and gearbox, etc. Tel. : Colindale (London) 6312, before 6 p.m. [2526

AUSTIN SEVEN special sports 4-seater. Copperized head, Nippy induction. Smart car and mechanically perfect. £130. Apply : 20, Mount Drive, North Harrow, Middlesex. Tel. : Pinner 8367. [2527

JAGUAR 2½ SALOON, 1938. This car is in first-class condition. Attractively finished in grey and black. One previous owner. Genuine mileage 49,000. Full history known. Any inspection. £450. Bateson, Highfield House, Duxford, Cambs. [2528

BENTLEY 3-litre McKenzie built 1948 from 1925 parts 4-seater tourer. Sound throughout. Photographs and history to genuine enquirer. £295, o.n.o. Calthrop, Blyton, Gainsborough. Tel. : Laughton 216. [2529

INVICTA 4½-LITRE SPORTS. Meadows engine. New king-pins, all-weather equipment, dynamo and brakes this year. Outstanding condition. £395, or offers. Colvin, 67, Cedar Grove, Yeovil. Tel. : Yeovil 24. [2530

TWO PERSONALITY CARS for sale. Hudson 22-h.p. DHC 1937. Excellent condition. Fast, reliable. Recellulosed, new gearbox, recently overhauled. Humber 9/28, 1929, real vintage ; only 63,000, sturdy dependable 4-seater. In daily use. Unique condition for age. £350 and £200, respectively. Nearest offer. C. Beecham, The Cottage, 264, Kew Road, Kew, Surrey. Tel. : MAY 4831, extension 1 (office hours). [2531

SURPLUS PARTS FOR DISPOSAL. Includes : Sunbeam 20/24-h.p. open prop rear axle with wheels, gearbox, engine parts. Also for older models 12/24-h.p. Also for Talbots, Alfa 1,750 single cam. head, block, crankshaft, camshaft, clutch, etc. Rudge wheels ; 2½-litre o.h.u. Jaguar engine with accessories. And other spares too numerous to list. Granville Jones, 47, Edmundstown Road, Tonypandy, Glam. [2532

ASTON-MARTIN MARK II short chassis, 1935. Good condition. £485. Might part exchange for cheaper car with synchromesh. Peel, Glenthorne, Staircase Lane, Bramhope, near Leeds. Tel. : Arthington 89. [2533

I.F.S. UNIT FORD 8-10 type Girling brakes, £10. 29, Charlwood Road. Tel. : Putney 8930. [2535

M.G. J2, 1934. Black, silver wheels. Red upholstery. Brooks, Brooklands, Clipston, Market Harborough. [2536

VINTAGE HANDBOOKS. literature, spares. Some moderns. S.A.E. list. Demaus, Tenbury, Worcs. [2537

ALVIS 12/50 T.J. saloon. Sound, reliable condition ; in daily use. Goes like a bomb. Tel. : Cambridge 87664. [2542

AUSTIN SEVEN ULSTER REPLICA. Resprayed, chromed. Immaculate condition. All weather equipment. £155. 11, Mountview Avenue, Portchester, Hants. [2543

BENTLEY, 1933, MULLINER saloon. Very good mechanically, and nice body and upholstery ; 26.8-h.p. £350. Tel. : Richmond 3589. [2544

TALBOT TEN saloon. Exchange sports car or sell £350. Also wanted : Bugatti Type 37. Chorley, Webb's Heath, Warmley, near Bristol. [2546

RILEY NINE, 1930, BIARRITZ saloon. Reconditioned engine, new crown wheel and pinion, five new tyres and new magneto. Body good. Any reasonable offer secures. Bedford, 18, Back Bradford Road, Fartown, Huddersfield, Yorkshire. [2565

1938 B.S.A. SCOUT f.w.d. 10-h.p. 2-seater. £255, o.n.o. Tel. : Tudor 3457, 6.30 p.m. to 7 p.m. [2566

ROLLS-ROYCE TWENTY, 1927, owner-driver Weymann saloon. This beautiful little lady has been chauffeur-driven, and maintained and has had one owner since new until this year. The total is approximately 75,000 miles and it is a perfect example of its type. The car was recently overhauled at Rolls works and all history is available, including recent A.A. road report, also instruction book and maintenance schedules. £395. Tel. : CUN 6507, between 7 and 8 p.m. [2567

SELL OR EXCHANGE. Austin Ten, 1946, saloon. Reconditioned engine, resprayed, radio. Wanted sports saloon or drophead coupé Alvis, Jaguar or similar. Anything considered. Cash adjustment. Also Singer 7.8 saloon, 1929. £50, o.n.o. Mack, 9, Lansdowne Road, Croydon. Tel. : Croydon 0342. [2568

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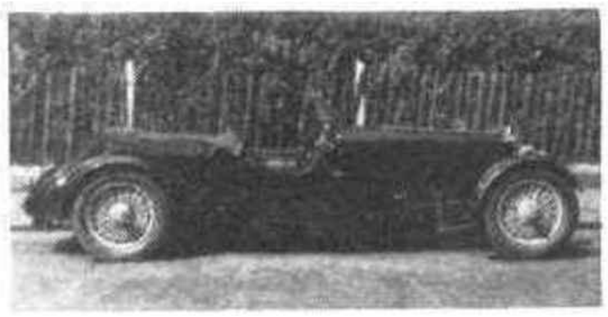
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90 M.P.H., 29 M.P.G.

Chassis No. K5/594/L. One of the last 1½-litre Astons. The following work has been done during the last 1,500 miles :—engine sleeved, new main bearings, new pistons, new conrods, new valves and springs and new petrol pumps. Reconditioned Scintilla magneto, water pump, dynamo, S.U. carburetters, starter motor and shock absorbers. Brakes relined and new cables. Clutch overhauled. New hood and screens.

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We must apologise for an error which appeared in our last month's advertisement. We refer to the "Ex-G. Phillips TD/M.G.," which should have read: "Actual T.T. model" and not the "Le Mans" car, which is an entirely different kettle of fish. Sorry!

Again we offer nothing "Sensational," but honest-to-goodness value in the following cars, all of which carry our Three Months' Guarantee irrespective of date, or value!

1936 Riley 1½-litre Kestrel saloon. Engine just completely reconditioned throughout at cost of £65. Black/red leather, excellent tyres, twin spots **£320**

1933 Riley Gamecock 2-seater. Very good. Black/red leather **£130**

1930 Standard Avon 2-seater, 10 h.p. Reconditioned engine three months back. Attractive "beetle-back" in pale blue, sound weather equipment **£95**

1936 Singer 4-seater tourer. New engine, excellent tyres. (Registered 1949.) £10 tax **£225**

1928 Invicta. Completely rebuilt in 1947 and fitted modern racing-type 2-seater body of professional make. At the same time a pre-selector box and hydraulic shockers were added, and engine has recently undergone a complete overhaul. Last owner was "pinched" when clocking 90 m.p.h., and the "tun" comes up with ease. Tyres are a bit "ribby," but mechanically this car is perfect. Late property of well-known mechanic .. **£230**

1938 Morris Eight tourer. Late property of R.A.F. pilot, and equipped with all new parts, which were apparently "won" during his travels **£220**

1935 Morris 12/4 saloon. Very clean, very tasty, very cheap **£185**

M.G., Mark II, Montlhery 2-seater. Most attractive little car in town. Recently completely rebuilt by Toulmin, and fitted with 1934 J2 engine (not run-in), all new electrical equipment, new mohair hood, new tyres, quick-release filler caps, 6-in. rev.-counter, bucket seats, fold-flat screen, outside exhaust, new batteries, brakes relined. Finished Alfa-red. Grand little job, but don't trouble about it if you are a "six-footer" .. **£215**

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1929 MORRIS COWLEY 11.9 2-seater with dickey. Two new tyres, rings, big-ends. Repainted. Tel.: Guildford 2074. [2607

M.G. 1½-LITRE V.A. tourer. Cream and red. Recent engine overhaul. Good condition. £395, o.n.o. Box No. 4508, MOTOR SPORT, 15, City Road, E.C.1. [2608

ALVIS 26-h.p., 1936, 7-seater saloon. £175. In good condition. Hotchkiss 20-h.p., 1934, saloon. In excellent condition. £120. 1931 7-seater Buick saloon. In good condition. £65. Norway House, Meopham, Kent. Tel.: Meopham 3118. [2609

1946 CITROEN FIFTEEN saloon. Black with cream Michelin flat spoke wheels. In perfect condition. Complete with tygan loose covers, Brooklands steering wheel. £625, or consider exchange with cash either way for good open sports coupé, or Rools Twenty. G. Maclean, Kingston Bagpuize, Abingdon, Berks. Tel.: Longworth 85. [2610

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F. W. (FREDDIE) DIXON still has a certain amount of Riley spares: Six-cylinder racing camshaft, ditto standard; 6-cylinder Vertex; 13 brake drum shoes with linings; complete front axle in good condition; 19-in., 20-in., 21-in. knock-off wheels. "Ardverness," Wray Common Road, Reigate. Tel.: Reigate 3534. [2628

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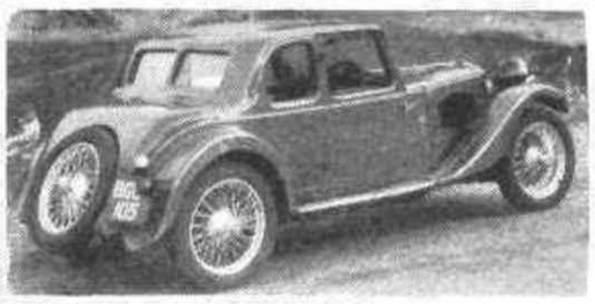
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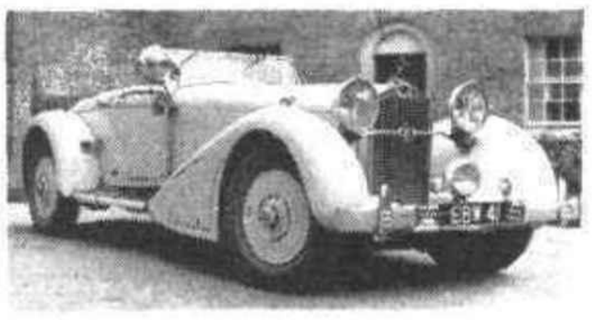
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ROLLS 20/25 required. Preferably Thrupp and Maberley, owner-driver saloon, but would not refuse Park Ward or similar. Please state price, and Rolls history. C. R. Seymour, Courtenay Gate, Hove, Sussex. [2673

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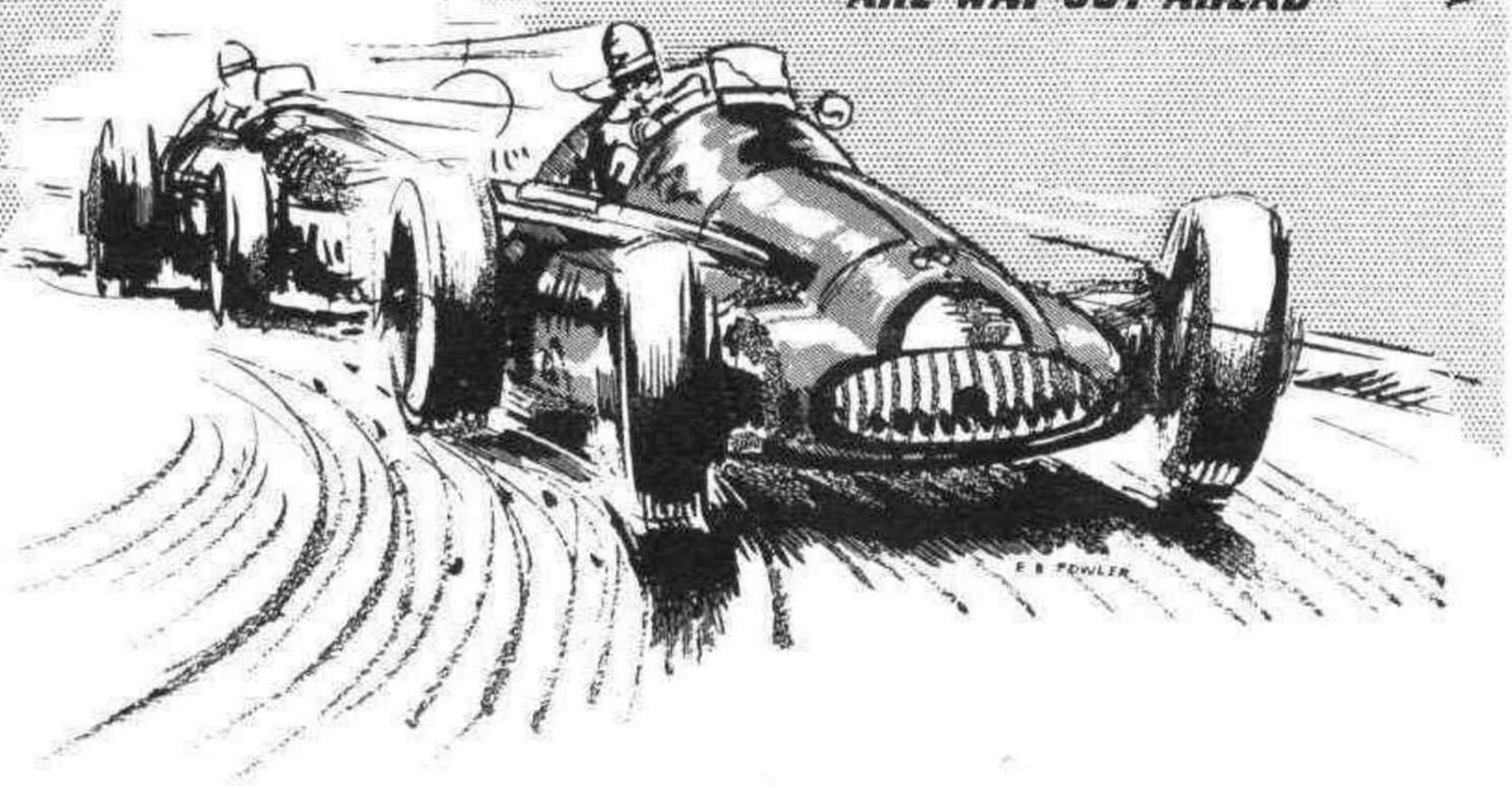
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