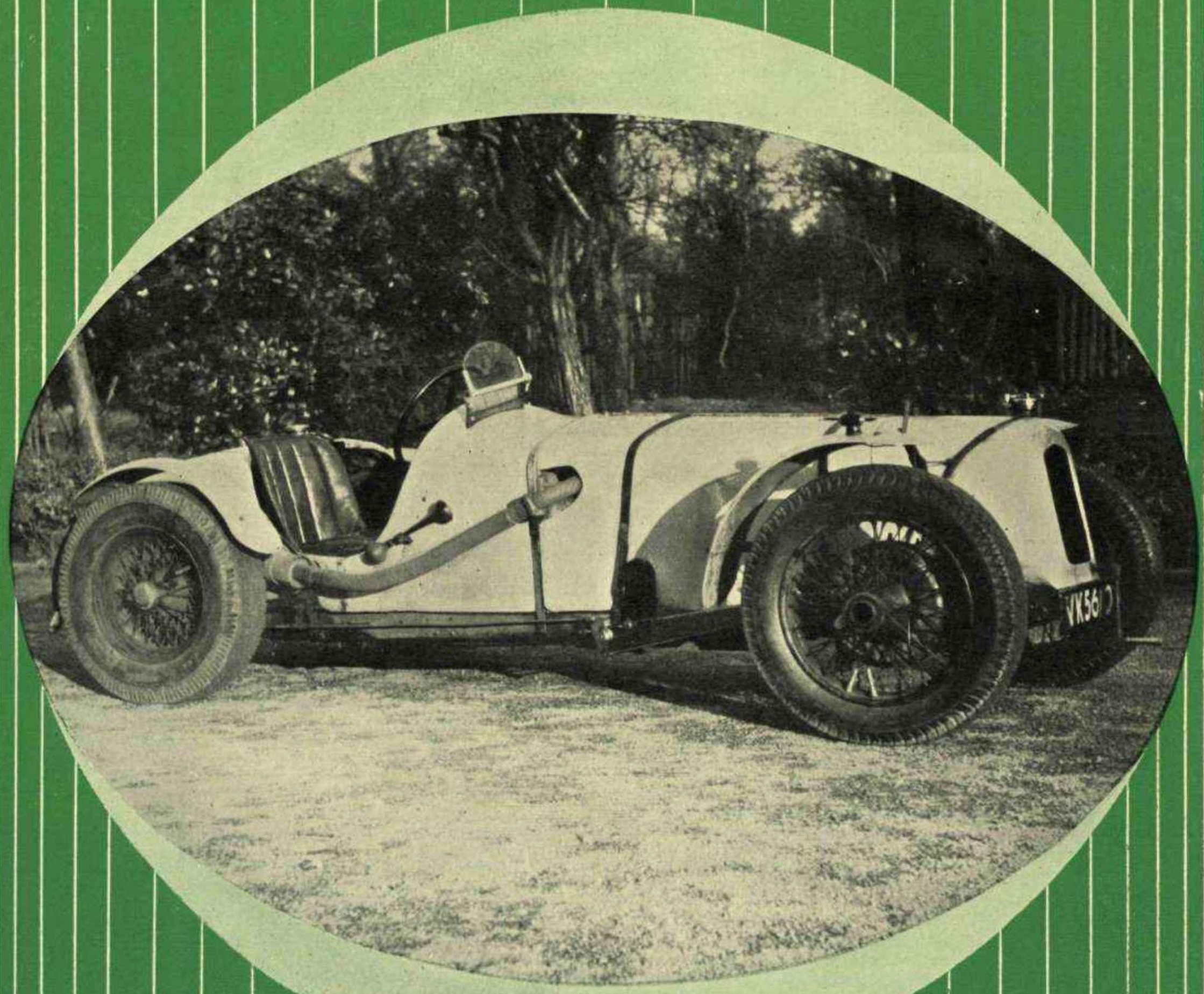
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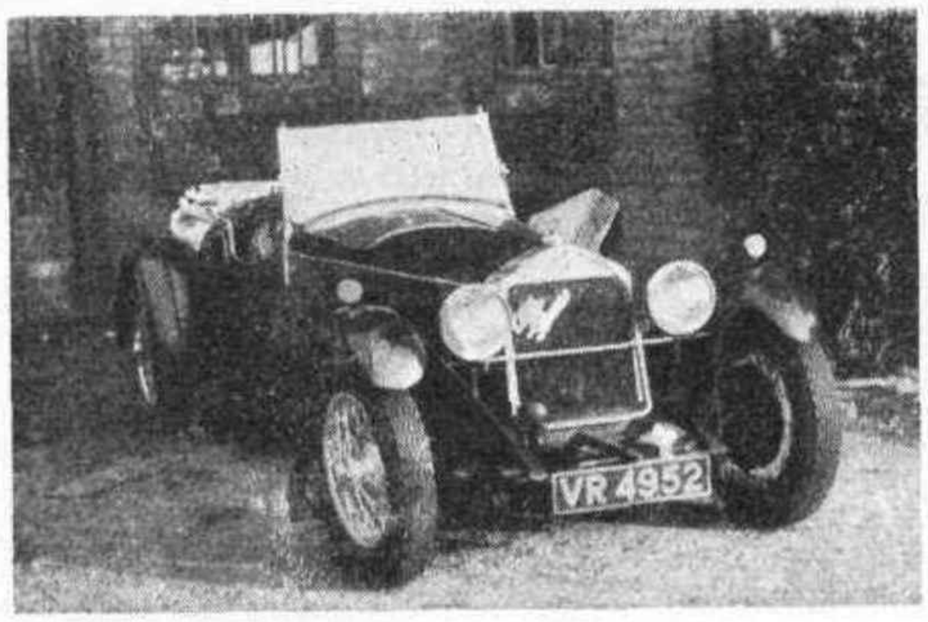


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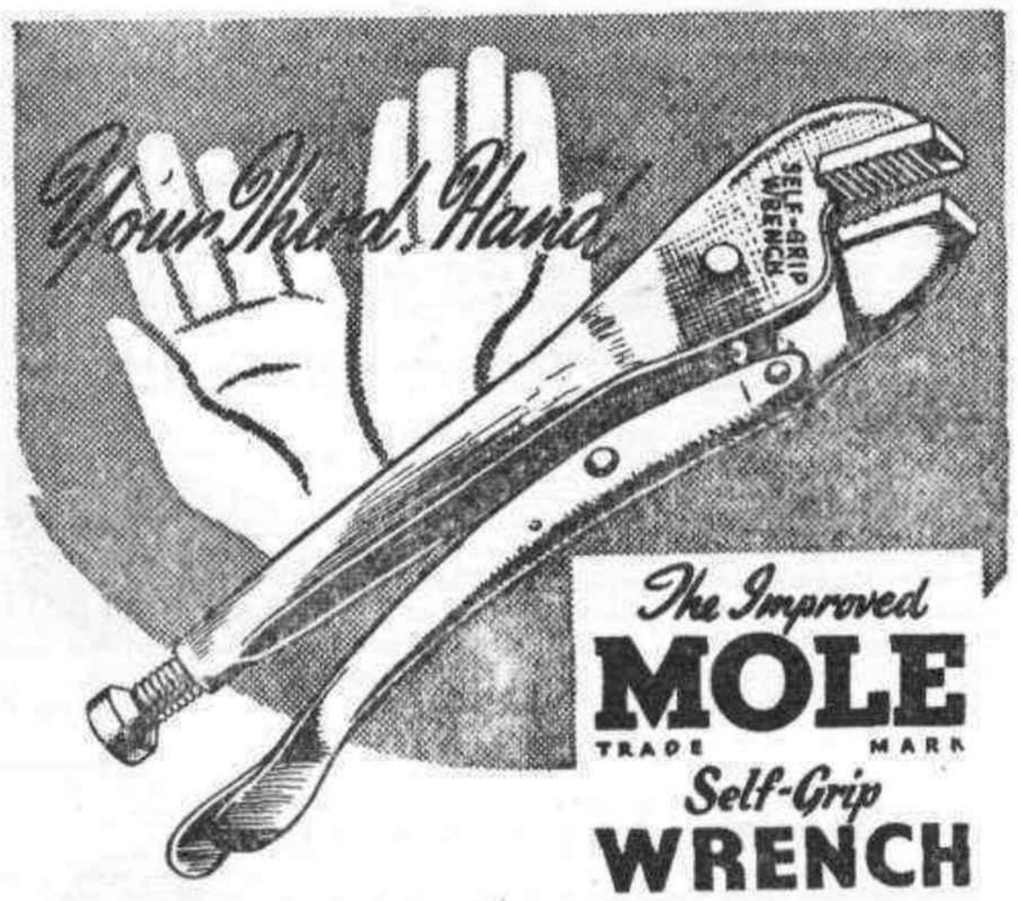
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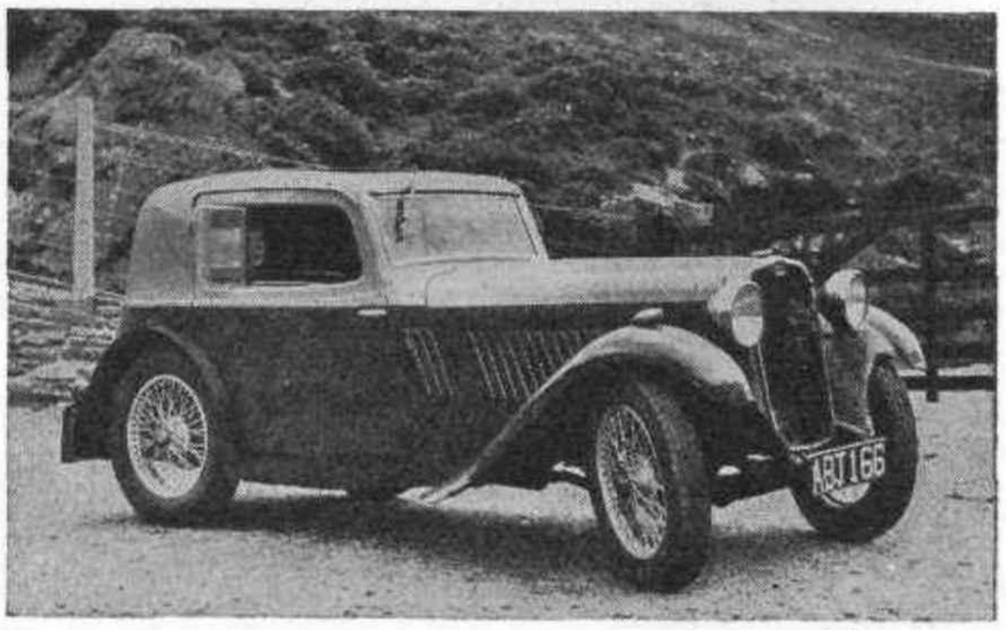
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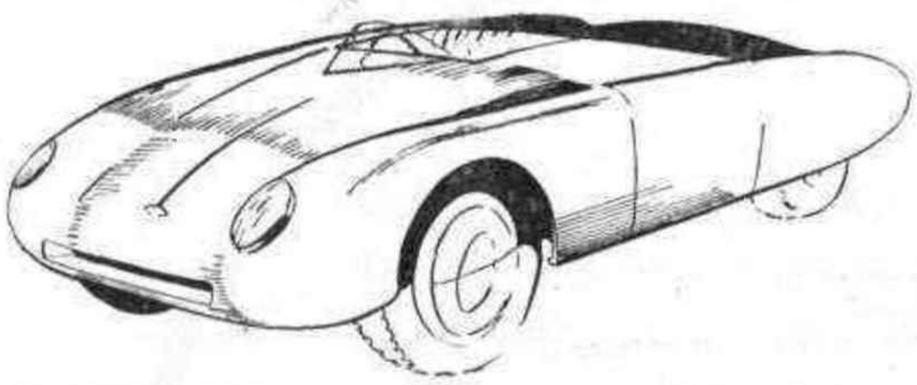
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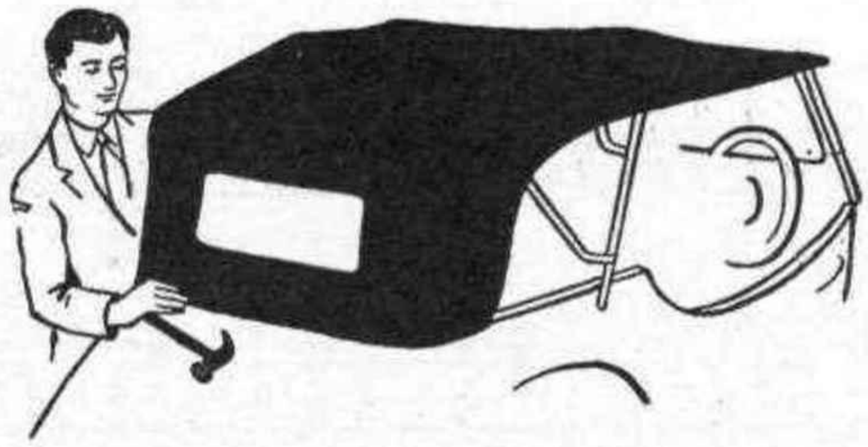
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Monte Carlo Rally—2nd
Tulip Rally—
1st in Class 6

Alpine Rally—
One Coupe des Alpes

Ford

Monte Carlo Rally—1st

Sunbeam-Talbot

Monte Carlo Rally—
Best nominated Team
R.A.C. British Rally—
2nd place

Alpine Rally—
Four Coupes des Alpes
Daily Express Rally—1st
Gt. Mountain Trial—
(U.S.A.)
Team Prize

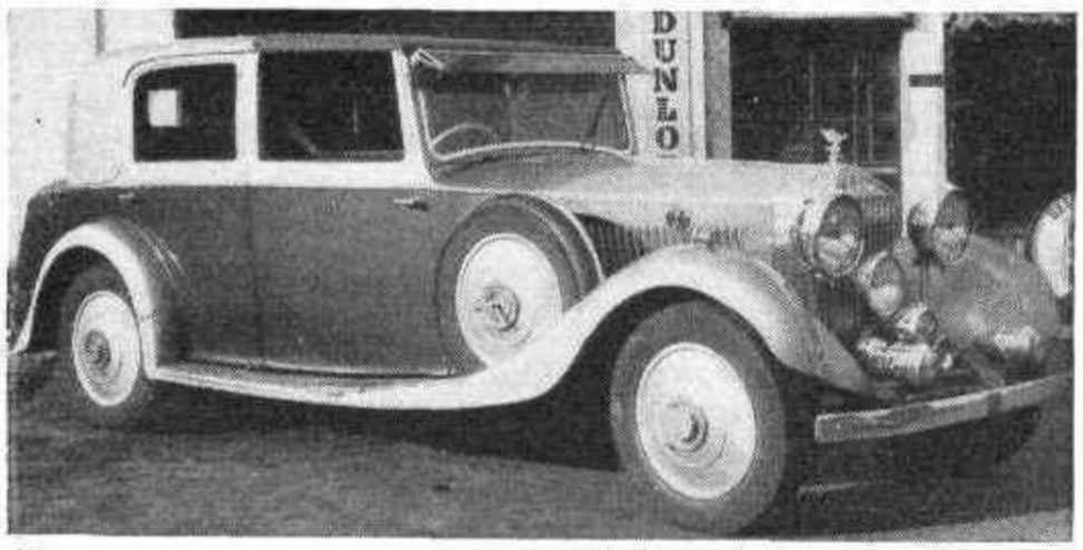
MG

Morecambe Rally—
Best Closed Car Team Prize
Circuit of Ireland Trial—
Team Prize

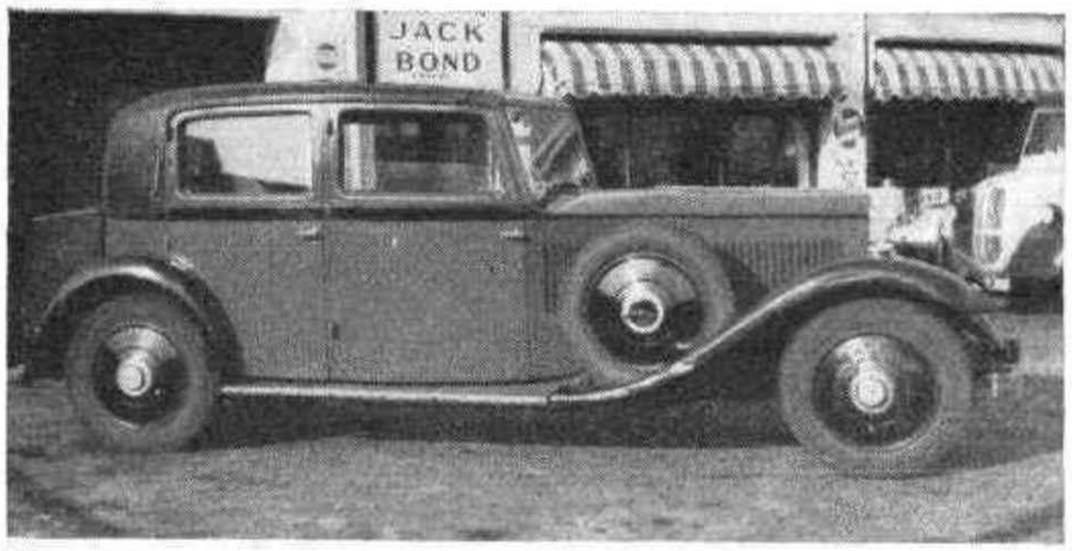
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A ROLLS 20/25 owner-driver Sedanca de Ville by H. J. Mulliner. This superb carriage has been my personal car for the last year and I purchased it from a world-famous variety star who had spent a small fortune at Rolls agents in bringing this car up to near mechanical perfection. I have fitted this car with many expensive extras which include radio, musical horns (cost £41), twin power horns, P100 headlamps, twin Continental spot lights, fog lights, reversing lights, etc., built-in lady's compartment with silver perfume bottles, etc. This car causes admiration wherever it goes and is cellulosed in two shades of silver grey. I would not sell this car but I have been lucky enough to purchase for my use a very low mileage 500K Mercedes. Although this Rolls was built in September, 1934, the coachwork has recently been modernised and is always taken for a much later model. Six excellent tyres and battery, 23 m.p.g. on the run, which is genuine. Needless to say, this Rolls is in tiptop condition throughout. All this and heaven too for ... **£795**

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***AUSTIN Ten,** 1934, 2/4-seater roadster. Very clean and dead reliable **£95**

***AUSTIN Sixteen,** 1932, saloon. Not in concours condition, but it goes and stops **£35**

***AUSTIN Sixteen,** 1930, tourer. This old lady is in very fine condition **£50**

AUSTIN Seven Special 2-seater. This car has recently been more or less completely rebuilt. Fitted 1938 4-speed gearbox. Rather stark and not the kind of car I recommend to anybody with a similar build to Tessie O'Shea **£95**

ASTON MARTIN 1½-litre International 4-seater tourer. Clean and above average condition. New hood, etc. **£190**

***BENTLEY 3-litre,** 1928, Red Label 4-seater tourer. Reputed engine rebuild last year. Fitted 4½ radiator and coachwork. (Choice of five other 3-litre Red Labels) **£135**

***BUICK,** 1929, roadster drophead coupe. Excellent tyres **£45**

CITROEN, 1937, 2/3-seater fixed-head coupe. Recent engine rebuild and front suspension. A very pretty and economical car with loads of charm **£185**

CITROEN, 1927, 10-h.p. 4-seater tourer. In good original condition. Ideal "pub crawl" transport **£35**

DAIMLER 3½-litre, 1938/39 (first registered 1946) sports saloon. Superbly comfortable and ideal transport for long-distance motoring ... **£275**

DELAGE D8, 1931, sports saloon. Many hundreds and hundreds of pounds have been spent in the last few years on renovating this grand old beast. Very fast and reliable; 15 m.p.g. All bills and history available **£185**

***HILLMAN Twenty,** 1929, foursome drophead coupe. Recent mechanical renovations. Very comfortable, economical and reliable **£145**

HOTCHKISS, 1937, 23-h.p. saloon. A very fast car in perfect condition **£275**

INVICTA 4½-litre 100 m.p.h. low chassis. Late property of Raymond Mays. This car is in showroom condition and mechanically superb **£435**

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MERCEDES 230, 1937, sports saloon. Recent engine rebuild by makers **£285**

MERCEDES 130, 1936, 12-h.p. rear-engine saloon. A very clean little horror **£250**

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***M.G. 8-h.p.,** 1931, 2-seater sports. Very clean. Fitted new hood, etc. **£110**

RILEY Nine Monaco, 1934, saloon. Engine recently rebuilt and coachwork resprayed. New batteries just fitted **£140**

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ROLLS PI, 1929 (registered 1950) and fitted with very smart late-type Sedanca de Ville coachwork **£275**

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SALMSON 10-h.p., 1928, 2-seater sports. Very fast; typical enthusiast's car **£90**

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SINGER Nine Le Mans 4-seater tourer, 1936. Just resprayed. Fitted new batteries. Recent engine rebuild and crank reground **£150**

***SINGER Nine Le Mans** fixed-head sports coupe, 1932. Clean inside and out and above average condition **£120**

***SUNBEAM Sixteen,** 1931, 2/4-seater roadster. New tyres and hood **£85**

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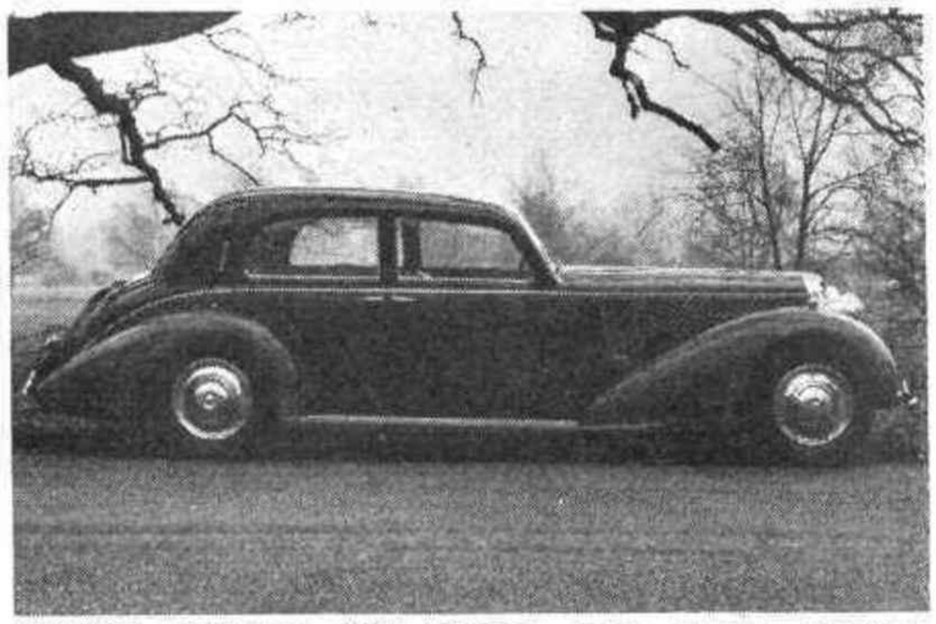
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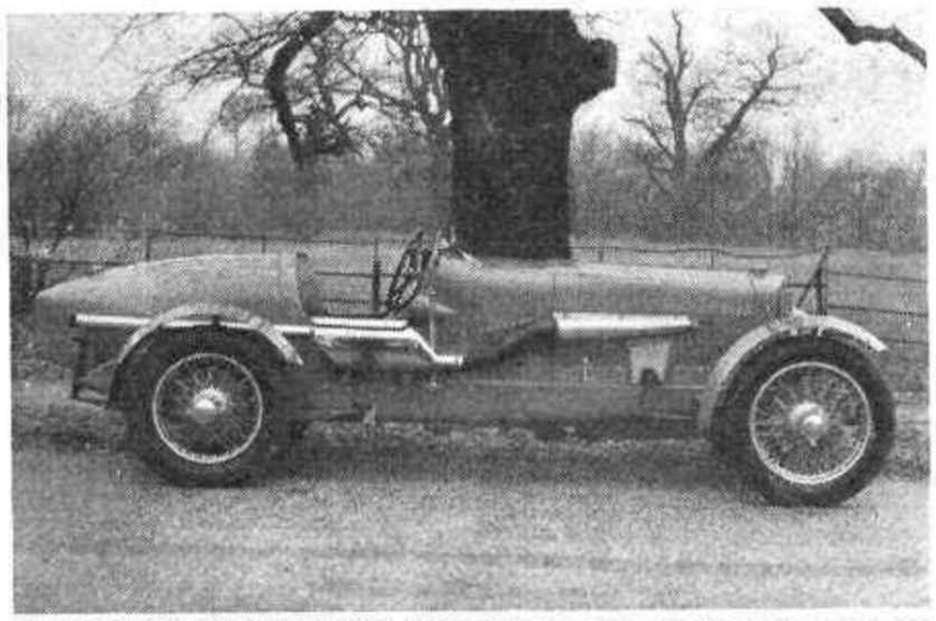
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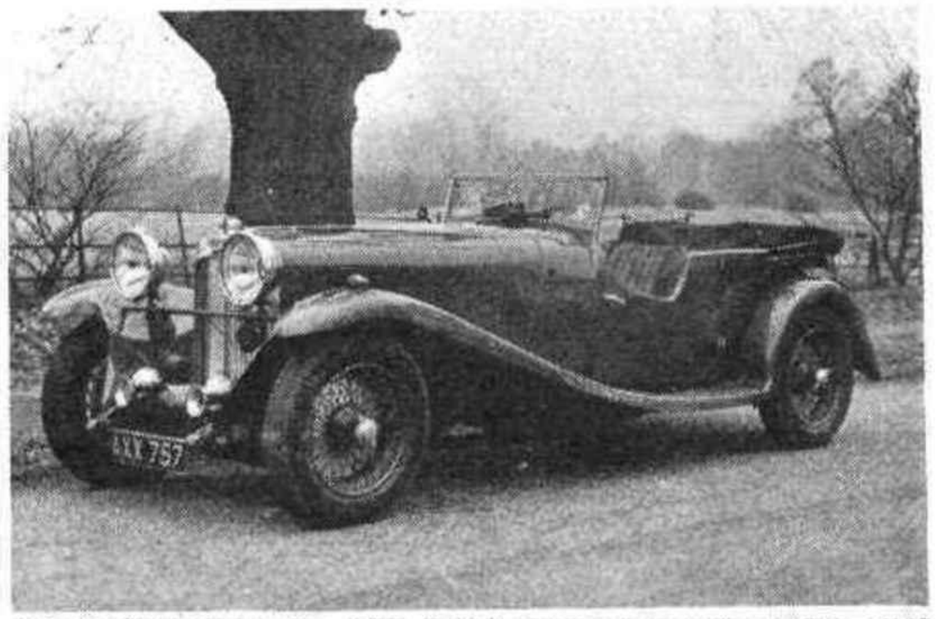
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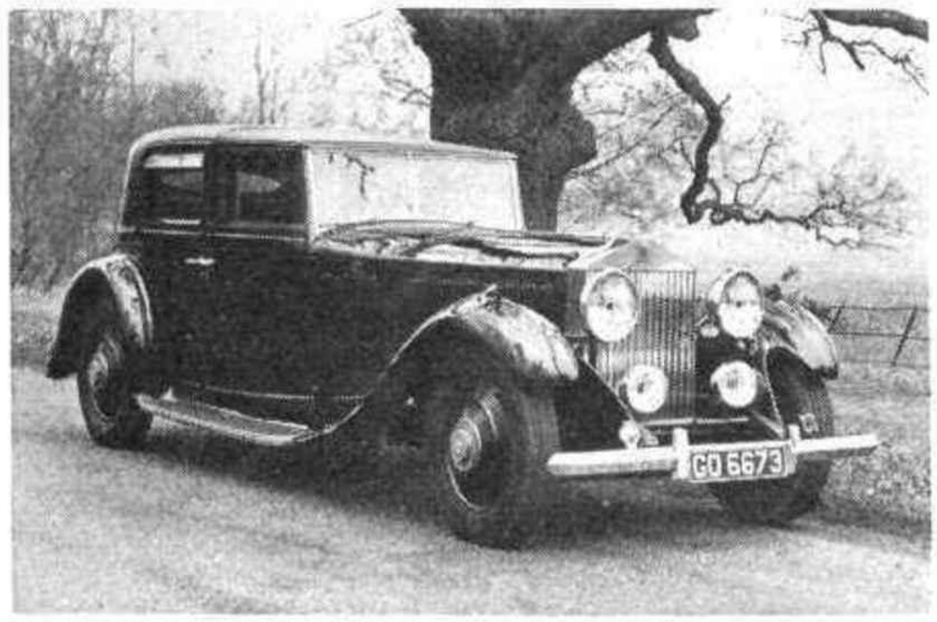
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September
1953.

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VOL. XXX No. 3 THE MAGIC CENTURY MARCH, 1954

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MATTERS OF MOMENT

LANCIA WINS THE MONTE CARLO RALLY

Any disappointment that Britons feel that this year's comparatively easy Monte Carlo Rally was won by an Italian car can be tempered by the knowledge that the victorious car is one of the more roadworthy and technically-advanced modern high-performance vehicles and that Louis Chiron, who drove it, is one of France's most popular racing drivers.

In hoping that Britain would accomplish the " hat-trick," following the all-English victory by Sydney Allard's Allard in 1952 and the success of the Dagenham-built Ford conducted by the Dutch driver Gatsonides last year, we should not be petty over the fact that a Gran Turismo 2½-litre Lancia Aurelia is a very potent motor car and that protests were entered by some on the grounds that an insufficient quantity of this model had been built to comply with the regulations.

In a rally won primarily on the 164-mile regularity test in the Maritime Alps and on the final " race " over the difficult Monaco Grand Prix circuit, Chiron drove with his legendary smooth competence and Lancia have commenced the new season with another impressive display of long-distance reliability.

The severe weather somehow missed the rally but even under the easy conditions prevailing not every competitor found the going plain sailing. An Austin, it seems, succumbed early with engine trouble, a Daimler with similar peculiarities ; in all 16 cars retired, numbering two Simcas, two Sunbeam-Talbots, two Lancias, an Austin, a Volkswagen, a Panhard, an I.F.A., a Morris Minor, a Riley, a Jowett Javelin, an Alfa-Romeo, a Humber and a Renault. Many of these failures to reach Monte Carlo were due to crashes. Such a misfortune befell Goff Imhof, for his Humber skidded on a patch of ice and went into a ditch. His front-seat passenger was the well-known B.B.C. commentator Raymond Baxter, who received some nasty cuts. Later he told us that on one occasion, when he was driving, he turned to Imhof, who was immersed in maps and slide rules, and asked where they were, to which Goff replied that he hadn't the foggiest idea, as he was busy planning the Tulip Rally ! We hope this foresight in ensuring that he masters the route of the Tulip wasn't responsible for this sudden termination of Goff's Monte Carlo !

Here we would like to pay tribute to the splendid work of Raymond Baxter and his colleague Brian Johnston in getting first-rate news of the rally over to those who, like ourselves, were not privileged to be on the Continent with the competitors. Baxter, in spite of the Humber's accident, duly arrived at Monte Carlo in another car and in his penultimate broadcast brought Louis Chiron to the microphone—no one who heard this broadcast will forget the charming sportsmanship of the veteran French racing driver in requesting that his colleague, C. Basadonna, be included in the congratulations—as Chiron said, if he drove the Lancia his companion " drove the watches."

Certainly there could hardly be a more popular Continental winner than Chiron. And if he drove an Italian car, France was well placed in the 1954 Rally, with the 1.3-litre Peugeot of P. David and P. Barbier in second place, the 748-c.c. Panhard of A. Blanchard and M. Lecoq third, and fourth and fifth positions occupied by 748-c.c. Renaults, with another little rear-engined Renault not only seventh but winner, in the hands of Mme. M. Pouchon, aided by Mlle. L. Renaud, of the *Coupe des Dames*.

This is a convincing Continental victory on the part of cars, diverse in engine size, but all of them vehicles which we hold in high esteem.

British cars were not prominent this year in the final results, nevertheless credit must be given to Adams and Titterington for being in the lead until the final test with their Mk. VII Jaguar and for subsequently finishing highest of all the British entrants, that is sixth.

Sheila Van Damm was faster in the " Monaco Grand Prix " than Mme. Pouchon's Renault but her Sunbeam-Talbot could not hold the flying French lady on handicap. As some recompense for our poor showing this year, British cars occupied the 6th, 8th, 13th and 15th places in the best fifteen, Sunbeam-Talbot secured the Charles Faroux Team Prize, and B. Proos-Hoogendijk's car of this make the *Concours de Confort*. Leslie Johnson was particularly deserving of sympathy, for after a very fast drive over the Col des Leques he collapsed, became unconscious, and had to be taken to hospital—as someone said, surely a Sunbeam-Talbot is not all *that* exhausting to drive fast ! Fastest time in the regularity section was made by Moss (Sunbeam-Talbot), in spite of a visit to a ditch, at just under 40 m.p.h., Gatsonides (Ford Zephyr) was second fastest, but Chiron—not called " The Fox " for nothing—decided on one kilometre a minute and kept to it.

Thus the 1954 Monte Carlo Rally. It was won on Michelin tyres which are as excellent as the motor car to which they were fitted, Marchal lighting equipment, etc., and certainly by a very fine motor car in the hands of a capable professional, to which Chiron's splendid handling of the Lancia in the final test set the seal. It was no fluke, for Louis also won the Mont Agel hill-climb which

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Front cover picture : PUZZLE PICTURE !—No, the Harker-Special which won a pre-war Mountain Handicap at Brooklands and is now used regularly on the road—see pages 116-117.

followed the rally. Ribena (which excellent drink three drivers took neat, judging by a photograph in a Ribena advertisement) and perhaps Horlicks helped some competitors.

For the record we append the results. The British competitors in the first fifteen were : Adams/Titterington(Jaguar), 6th; Vard/Jolley (Jaguar), 8th; the Reeces (Ford Zephyr), 13th; Harrison/Phillips (Ford Zephyr), 14th; Moss/Scannell (Sunbeam-Talbot), 15th.

Results :

1st : L. Chiron/C. Bassadonna (Lancia).
2nd : P. David/P. Barbier (Peugeot).
3rd : A. Blanchard/M. Lecoq (Panhard).

Coupe des Dames : Mme. Pouchon/Mlle. Renaud (Renault).
Charles Faroux Trophy (best nominated team) : Sunbeam-Talbot.
" L'Equipe " Trophy (three best cars) : Renault.
Concours de Confort : P. Hoogendijk (Sunbeam-Talbot).

Class winners :	**Over 1,500 c.c. :**	Chiron (Lancia).
	1,100-1,500 c.c. :	David (Peugeot).
	750-1,100 c.c. :	P. Metternish (Porsche).
	Up to 750 c.c. :	A. Blanchard (Panhard).

ROAD *v.* RAIL

During the Great Freeze-up of late-January and early-February British Railways seemed to become inexcusably disorganised.

One morning, although no snow had fallen in the night and main roads to London were usable with only a medium of care, trains on a main line 36 miles from Waterloo were an hour behind schedule. When our train did arrive it halted on the centre track and passengers were invited to climb down onto the local line and be hoisted up into the carriages, to the detriment of dignity on the part of the elderly, nylons on the part of the girls, and the personal cleanliness of all concerned.

Having attained the carriages, they were found to be entirely devoid of heat on a weekday morning when the temperature was below freezing-point !

Meanwhile, those running cars were well on their way to the Metropolis, in most cases comfortably warm, their health unimpaired, their tempers unfrayed.

If railway fares are again increased, as seems inevitable, the day may yet dawn when personal transportation by motor-car, in spite of the savage petrol tax and high insurance charges, will actually show a saving, at all events where several persons share the vehicle on daily business journeys. The sensational fall in secondhand car prices, to which the *Sunday Express* gave prominence on January 24th, will be a contributory factor.

After our bitter experience as railway travellers in an English winter, we can only remark " the sooner the better " !

A NEW MANAGER OF THE R.A.C. COMPETITIONS DEPARTMENT

Following the retirement, for business reasons, of Col. F. Stanley Barnes, Manager of the R.A.C. Competitions Department, this position will be occupied from April 1st by Dean H. Delamont, who was formerly Col. Barnes' second-in-command.

Delamont has an excellent knowledge of the organisational side of competition motoring and is also an engineer of repute who has been closely associated with some important Formula III projects on the design side. He is rugged of build, his broad shoulders well able to bear the many burdens which fall on those who control competition motoring in this keen and overcrowded island. We have always found "The Dean" helpful, yet capable of stern unswerving judgment when such is called for, while his sense of humour matches that of contemporary competitors.

Therefore, in bidding *au revoir* to the Colonel, we welcome " The Dean " to this important new post.

Moreover, Hamish Orr-Ewing becomes his second-in-command, already well conversant with the workings of the R.A.C. Competitions Department.

Educated at Eton, Orr-Ewing is no " desk-driver." A keen vintage man, he drives his 4½-litre Bentley in club races and speed events with an *elan* which must be seen to be fully appreciated. He is thus able to " meet the customers on their own level " and his charm of manner proves a great asset to the smooth running of the Sport when delicate decisions have to be made.

With Dean Delamont and Hamish Orr-Ewing at the controls the future of the Sport is in able hands and may well be the answer to those who, in recent years, have called for a practical approach from younger men to the many problems involved.

CALL-UP !

It is an unfortunate fact that there exist in this, as in other countries, people who cannot mind their own business.

When police teams appeared in the Monte Carlo Rally it wasn't long before questions were being asked in high places as to why a British police car and three police drivers were allowed to undertake the rally, and whether they did so in official duty time.

In consequence, I am informed on good authority that the Humber police crew in this year's Monte Carlo Rally had to use their summer leave to go and met the expenses of competing from their own pockets, although the far-sighted manufacturers of the Humber assisted by providing the car free and a small cash subsidy in addition.

You and I might have thought that, even with the present shocking increase in crime, one police car and three policemen could be spared from England for three weeks each winter, considering the prestige to Britain that the presence of a sober black Scotland Yard Humber at Monaco implies, and the vastly better relationships between the motoring public and the mobile police that result from police participation in competition events—this improved relationship can be traced back to the excellent idea of the Bentley Drivers' Club to compete against the Metropolitan Police Motor Driving School at Hendon, and cannot fail to be consolidated by a police entry in such a publicised contest as the Monte Carlo Rally.

But a taxpayer sought to decry the idea *via* his M.P. and now Messrs. Skeggs, Teer and Shillabeer have to forgo their summer vacation, enter privately, and find their own finance to undertake a worthwhile job which might very well receive official sanction and support. So absolute has official sanction been forced to become that I am told that had the exceptional weather conditions this year threatened to delay the return of these sporting police drivers by so much as a day they would have left the car and flown to England, again at their own expense.

Now the busybody taxpayers are active again. This time the object of their anxiety is Mike Hawthorn's exemption from military conscription. In the House of Commons on February 2nd Mr. K. Thompson, Conservative M.P. for Walton, asked how Hawthorn " is able to escape his call-up responsibilities." " It would," he said, " be an offence against mothers of decent boys if Hawthorn escaped call-up."

The facts seem to be that when he commenced motor-racing Hawthorn's enlistment notice was cancelled, quite legally, because, as a five-year engineering student, he was entitled to deferment. His papers have not been re-issued since he joined the Ferrari team—in which he is, surely, still an " engineering student " !

If, now that Hawthorn has become Britain's No. 1 Grand Prix driver, officials re-issue his call-up papers and lurk about waiting to serve them on him, a sense of proportion would seem to be sadly lacking. There are in the world only about a dozen individuals, perhaps fewer, who have the skill, technical knowledge and dexterity to win the French Grand Prix in a modern Grand Prix racing car. Are engineering students of greater importance to the nation's well-being and prestige ? Whether Authority likes it or not, mechanised sport has gained enormously in popularity since the second World War and is fast gaining nation-wide importance, even in this country, which has never taken kindly to open exhausts and fast cars. We doubt whether, in the present day and age, any very loud public outcry would follow official exemption of Hawthorn from compulsory military service—least of all from the " decent boys " quoted by politician Thompson as being, very vaguely it seems to us, involved.

After all, Hawthorn is not shrinking from danger and exertion—he risks more and endures as much in the course of one close-fought race as the average National Serviceman does during two years' call-up. Nor can it be argued that we are depriving the services of a promising young man, along with those three policemen who might so usefully officially be excused normal duties each winter for the harder task of competing in the rally. For a first-rank Grand Prix driver is surely at least as well adapted, by reason of his physical condition, split-second reactions and technical " harmony," to enter the R.A.F. at any moment of his career as most National Servicemen are at the close of their two years' compulsory training.

Mr. Thompson should ask himself whether he is not taking life a little too seriously. When there really was a war on, hundreds of able-bodied young men did superficial desk-jobs in the Ministries of Aviation and Supply and could not, save in isolated instances after a superhuman struggle, gain a transfer to the Armed Forces. This scandalous waste of man-power in war time is another aspect which makes a haggle over Hawthorn's peace-time call-up childish and unbalanced.

To require a racing driver of 24, in the full flight of his career, to retire from his profession for two years is to jeopardise his future, for everyone knows, or should be told, that the modern Grand Prix driver is at his best under 30 and that if Hawthorn had to return home for two seasons, Ferrari, who is providing him with the best possible training for winning untold prestige for his country in the future, one hopes at the wheel of a British car, would be unlikely to keep his place vacant against his return.

Yet, if the taxpayer busybodies shout loudly enough Hawthorn may be compelled either to cut himself off from his own country, his parents, his home and friends, and reside in Italy or we shall lose, as a driver, our most successful Grand Prix exponent of the present time and the third Englishman to win the French Grand Prix.

If you are an enthusiast you will have nothing to do with Walton's anti-Hawthorn agitation.

SAFETY FAST ! *

With the great increase in road rallies, with which we can couple night trials, point-to-points, treasure-hunts, and the like, it seems at the expense of mud-trials, it is of the utmost importance that organisers and competitors, in particular the latter, take especial care to avoid over-fast driving and inconvenience to the public. It would be a thousand pities if any action were taken to curtail or stop rally-type events from being held. But in a National Calendar crowded with competitions of this sort we cannot emphasise too strongly that great care must be exercised.

We were disturbed to learn recently that in an afternoon event run by a comparatively small club three accidents occurred in which five of the competing cars were involved and, in addition, three complaints of dangerous driving (not necessarily substantiated) were lodged with the police in respect of this event.

To the credit of the organisers it should be said that the regulations governing the competition in question emphasised that dangerous driving would not be tolerated. The fact remains that accidents happened.

In another recent event, covering some 500 miles, some 90 cars started and only ten finished, the remaining 80 being involved in accidents. In this case ice on the roads was to blame and the high accident rate did not involve other than the competing cars. Even so, the aggregate insurance claim for this one rally must, at a modest estimate, have reached £2,000; which is *not* the way to lower insurance premiums.

So, you see, it is very important to drive " safety-fast " in road contests; in addition, do your very best not to inconvenience any other road-users, do not make unnecessary noise or fail to dim blazing lights at appropriate moments, remove competition numbers as soon as you finish or when you retire, if you are compelled to do so, and be polite, even under stress, to any police who inquire " What are you up to ? "

Organisers can do a great deal of good by not putting a premium on speed in point-to-point and treasure-hunt types of event and of always allowing generous time-allowances for all road events. It is impossible, even so, to obviate speeding in such contests on the part of those who get lost or delayed in looking for " clues " or " treasure " and thus require to make up time. But a severe loss of marks or even disqualification for dangerous driving or breach of the Highway Code, *with sufficient marshals to enforce such rules*, can go a long way towards keeping quick driving within the limits of " safety-fast."

The police in all districts involved should, of course, be informed of such events and their advice followed to the letter. If possible, at all events of the smaller type, competition numbers should not be displayed.

Reverting to the common-sense advice that competitors should display competition numbers only during the event, removing or covering them at all other times, perhaps calls for some qualification. The accident-free fast driver has been known to ask why he mustn't carry such numbers quite openly; he is one of the most heavily-taxed pleasure-seekers in the country, he is infringing no law in having " racing numbers " on his car and their presence will not make him accident-prone. Quite true. But human nature being what it is, in a country which thinks Ascari is an opera singer and where the B.B.C. still refers at times to the Monte Carlo Rally as a race, it is psychologically better not to be misconstrued as a " racing motorist," even if your driving is essentially safe. In the eyes of lots of busybodies or merely misguided folk all sports cars spell death and destruction and those with " racing numbers " inevitably so.

It is true that we are savagely taxed and have every right to use our cars, sports or saloon, for pleasure or business, competitions included, and that we expect, and should demand, fair play and courtesy from the police. But when driving in road competitions, do play the game, for it is far better to be safe than sorry, and rallies are very much in the official eye at present.

If we preach, we apologise, but we think that a word of warning is timely.

* With acknowledgment to the M.G. Car Company, Ltd.

A COSTLY OUTING !

The B.R.D.C. has issued a stern warning that in future the most serious view will be taken if anyone forces an entry onto Silverstone Circuit for testing or " joy-ride " purposes, and states that vigorous action will be taken against offenders.

It seems that this official warning is occasioned by an episode on November 14th last year, when two enthusiasts (or, in B.R.D.C. parlance, " trespassers ") drove round Silverstone until stopped by the security police.

Legal action was taken by the B.R.D.C. against the offenders but this has been withdrawn following the receipt by the club and the neighbouring land-owner of full apologies from the two drivers, and a donation of £20 each to the Silverstone Parish Church and B.M.R.R.F.; in addition the club's legal expenses were met.

Trespass onto any racing circuit is an exceedingly serious matter. As the B.R.D.C. rightly emphasises, particularly at Silverstone, such trespass involves danger to persons, farm animals and vehicles, while the drivers themselves will find no assistance at hand should they upset, as when two lives were lost at Goodwood recently. The B.R.D.C. further suggests that trespassers will cause damage to the track, but to anyone who has watched club race meetings there weekend after weekend throughout the summer this may seem an exaggeration, until it is remembered that a temporarily repaired or newly-laid surface could easily be damaged by a single car.

So those enthusiasts of November 14th were rightly made to feel ashamed of themselves, although we feel a remote pang of sympathy for them, because this probably innocent desire to motor fast in racing fashion—we are not in possession of the full facts, nor do we propose to ask for them—seems to have cost them in the neighbourhood of £50; and there was no starting money.

Without attempting in any way to excuse trespass, the present impermanent nature of our racing circuits is to some extent to blame. If " forcing an entry " means sliding aside a portable wooden barrier this may not seem a very serious act to those youngsters to whom motor racing is almost their religion. At Brooklands, although the grounds were open all day and all night for the greater part of the year, to trespass on the track itself would have involved driving over a deep ditch or lifting the car over 5-ft. high spiked iron railings if actually breaking down of fences or gates was avoided. Moreover, even on weekdays, paid club officials were on duty to advise and supervise users of the Motor Course.

Another advantage in those days was that trespass was unnecessary when testing became urgent or the desire to do a little motor-race practice too great to overcome, because Brooklands was available to non-members of the B.A.R.C. on almost any non-race day, on payment of 10s. for a car or 5s. for a motor-cycle. The absence of corners made use of the Motor Course comparatively safe even by the inexperienced in vehicles of negative braking power, and we do not recall a single fatality involving ordinary drivers or riders.

Even Brooklands had a case of trespass at times, from those who drove round at night behind the blaze of acetylene headlamps while they potted at rabbits, to the driver of a Ford V8 who drove onto the track while a J.C.C. One-Hour High-Speed Trial was in full cry, completed a few fast laps, then drove off the course, into the Paddock and on non-stop through the tunnel, to make his escape onto the public road before the officials had fully comprehended that he was not carrying competition numbers !

None of the foregoing excuses those Silverstone gate-crashers but it does serve to emphasise some of the difficulties and frustrations with which the enthusiast of today is beset.

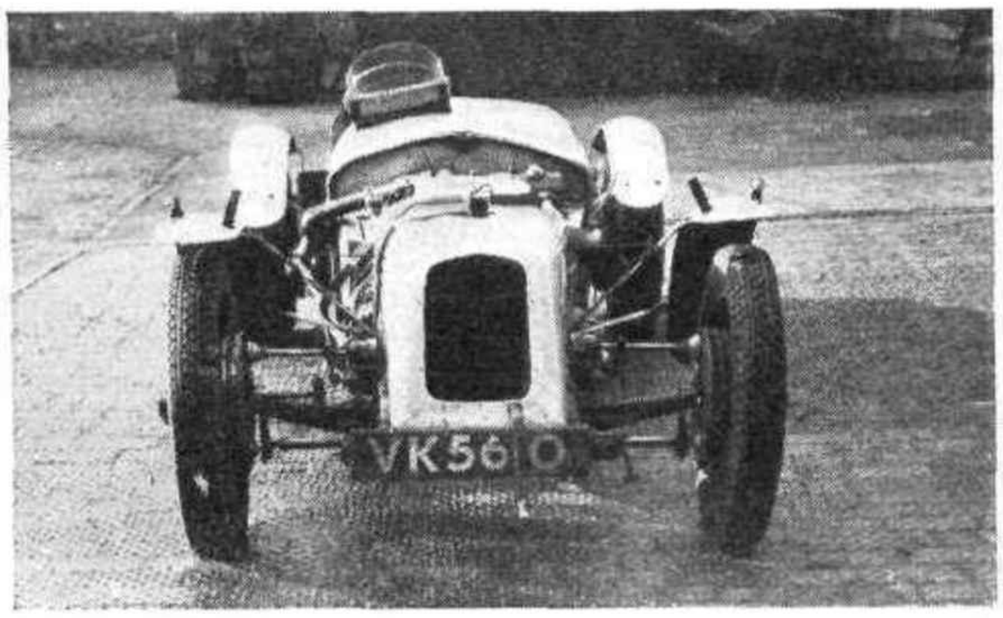
Enthusiasm, even when misplaced, cannot be altogether despised and, so far as this unhappy B.R.D.C. episode is concerned, we cannot understand why the parish church benefited when surely the security police (Rootes or B.R.D.C. ?) who so successfully " outdiced " the " dicers " were far more deserving of the conscience-money.

FLOCKHART AND B.R.M.

The Owen Racing Organisation announces that Ron Flockhart will be second driver to Ken Wharton in the B.R.M. team for 1954, and he has joined Chas. Clarke & Co., Ltd., of Wolverhampton, as manager of their sports-car department to concentrate on the sale of the Healey 100. Chas. Clarke & Son, Ltd., has only recently been acquired by the Owen Organisation.

THE HARKER SPECIAL

A Brooklands Car in Road Trim



[MOTOR SPORT *copyright.*

FRONT VIEW of the 1,100-c.c. Zoller-blown Harker Special. Note the off-set starting handle, which engages with one of the two geared-together crankshafts of the eight-cylinder engine. The car is used today by Mr. Harker for journeys to the office and long-distance touring.

PRE-WAR Brooklands habituees will remember W. E. Harker and his remarkable eight-cylinder 1½-litre Harker Special which won a Mountain Handicap in 1934, but it will be news to many of them that the designer-driver still has the car and, indeed, uses it on the road for long-distance touring and daily journeys to his office.

For a car of such decided technical ingenuity, the Harker Special is no mean performer, as we discovered for ourselves when we drove up to Derby last month to ride in and drive this fascinating "special."

Harker commenced motor racing with a blown Austin Seven which went sufficiently fast to hold the class record at Shelsley Walsh from 1929 to 1932. With an Amherst Villiers Roots supercharger the Austin was developed to produce 60 b.h.p. and at Brooklands in 1930 it broke the Class H standing kilometre and mile records, at 63.01 and 68.58 m.p.h., respectively. As these speeds were achieved a fortnight after S. C. H. Davis had secured these records for Austin with the works car, considerable comment was occasioned, and the potency of Harker's Austin will be appreciated.

From the Austin was developed the Mk. I Harker Special. An Austin Seven-type chassis with widened track was used and into it went a very special engine, consisting of two Austin Seven blocks on a common crankcase with two crankshafts geared together at the rear. The gears drove the clutch through a third, centre pinion. Harker took out a patent on this dual-crankshaft eight-cylinder assembly and the late Sir Herbert Austin showed considerable interest, but his company dropped the project due to manufacturing costs.

Undaunted, Harker developed his Mk. II Harker Special. The chassis owed some allegiance to that small French sports car, the Lombard, but a new box-section chassis frame with dropped side-members was built by Rubery Owen, Bean Industries made a special straight-beam front axle which was mounted *above* the ½-elliptic front springs, rear suspension was also ½-elliptic, while new Moss gears were cut for the Lombard gearbox, giving, in conjunction with a Moss straight-tooth bevel back axle, ratios of 5.5, 6.7, 9.5 and 14 to 1. The Lombard-Perrot triple-shoe front brakes were scrapped in favour of two-shoe Perrot brakes, working in 13-in. diameter drums, the back brake drums being 16 in. in diameter.

The engine was a 1½-litre two-crankshaft eight-cylinder, as before, but the late Cecil Kimber, of the M.G. Car Company, supplied Harker with racing-type M.G. cylinder heads, which were used in conjunction with special cylinder blocks. The o.h. camshafts—one per block, operating vertical o.h. valves in normal M.G. fashion—were driven by a long, exposed duplex chain, with tensioner sprocket, from the front of the engine. The chain is greased at intervals and has never given any trouble in spite of being exposed.

The Villiers Roots supercharger was driven from the front of the off-side crankshaft and as the cylinder blocks were not "handed" it fed mixture to the outside of one block and between the two blocks to the inlet ports of the other block. In the same way the exhaust pipes emerged, to tail pipes on each side of the car.

The crankshafts and connecting-rods (of H section) were specially made for this engine, each crankshaft running in three roller bearings. The big-ends were plain and the pistons were of "Y" alloy.

The engine was started by an off-set starting handle protruding through the radiator block and engaging the near-side crankshaft.

In the Mk. II form the engine had a compression ratio of 6.5 to 1 and a supercharge of 16 lb./sq. in. It won a Mountain Handicap at the 1934 B.A.R.C. Whitsun Meeting, averaging 67.5 m.p.h. and doing its best lap at 69.57 m.p.h.

In 1935 the Mk. III, or present, Harker Special was built. This was a 1,100-c.c. car, because the engine was the forerunner of the now popular "over-square" formula, the crank throws being altered to give a stroke of 55¼ mm., in conjunction with the bore of 56 mm. The Villiers supercharger was replaced by a Zoller M160 compressor as used on the 1½-litre E.R.A. Driven at half engine speed this blower gave a supercharge of 30 lb./sq. in. The original lubrication system proved troublesome, too much oil being delivered at low speeds, which fouled the plugs, so Harker devised a hand feed, evolved from a drip-feed lubricator, drawing oil from a small cylindrical under-bonnet tank. As before, the blower drew from two downdraught S.U. carburetters, fed by hand air-pump from an 8-gallon fuel tank in the tail. Ignition was by an eight-cylinder racing Scintilla magneto, modified to fire up to 8,000 r.p.m., which was the engine's safe maximum speed.

The lubrication system was normal wet-sump, with an oil pump above the sump level, feeding at 100 lb./sq. in. Two filters, one a Tecalemit pressure filter on the side of the chassis, were used.

The body was that used in the Mk. I days, an aluminium "1½-seater" on a duralumin frame, built for Harker at Weybridge. It weighed 25 lb. and cost £25. 6.00–16 tyres were used on the back wheels for Brooklands, since replaced by 6.50–16. The two crankshafts are "timed" to give even-firing intervals, the firing order of each block individually being the normal 1. 3, 4, 2. In this form, this technically advanced 1,100-c.c. engine, running on methanol, was bench-tested to develop 160 b.h.p. at 7,000 r.p.m.

In this, its present form, the very successful Harker Special saw little racing service, for the war intervened. It was laid up by T. & T.s during hostilities but after the war Harker brought it up to Derby and prepared it for road use. This consisted of eliminating the few remaining "bugs," clearing up the various installations, arranging the oil pump so that it didn't require frequent priming, and adding cycle wings, side and rear lamps, a bulb horn and the number plates issued to the car when it was used previously on the road back in 1933. The compression ratio was reduced to 5.5 to 1 and the blower boost to 20 lb./sq. in. Another remarkably ingenious alteration was that of removing the float chamber from one S.U., which now functions as an extra air valve instead of as a carburetter, the other S.U. remaining unaltered, so that the correct air/petrol ratio is maintained although the fuel is now pump fuel and not methanol, which requires less air. A recent modification has been that of boxing in the carburetters so that they draw in cool air. Two huge cylindrical silencers quieten the exhaust.

In road trim the Harker Special weighs 15 cwt. It has very vivid acceleration and excellent roadholding from stiff suspension. The front Hartford shock-absorbers act as radius-arms to absorb front-axle torque under brake application.

Harker put his "special" on the road in April, 1951, and since then it has been in regular use, proving exceedingly reliable and starting promptly with a single pull up on the starting handle. Indeed, it is far less temperamental than it was in its Brooklands days, which Harker attributes to present-day fuel and particularly to modern platinum-point plugs; he uses Lodge HMP. The engine has been known to consume "Pool" petrol without protest; it normally runs at full advance, and the fuel consumption is 18 m.p.g., which is excellent for a high-boost power unit.

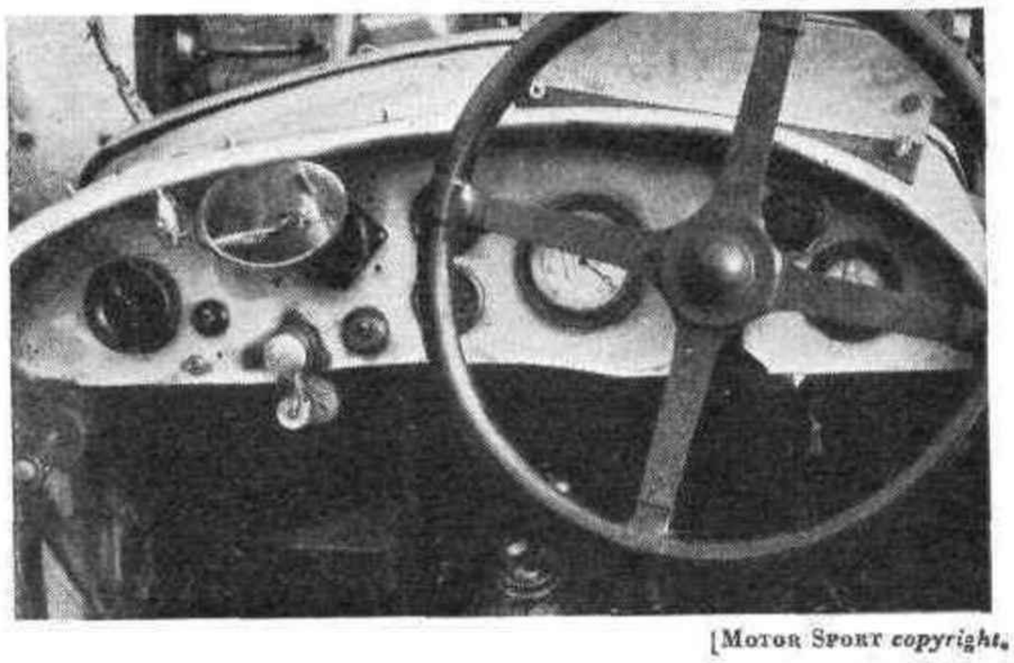
We were able to drive the Harker and there is no doubt but that it

is very definitely a motor car! In road trim the car has done a mean rolling start to 80 m.p.h. in 12.4 sec.

The cockpit is cramped, its sharp metal edges devoid of padding, while the only protection is from a small aero-screen before the driver. The dashboard is well stocked with small, businesslike dials, as well as with the fuel and blower lubricator hand pumps, rotating hand-throttle, etc. The ride is hard, but directionally stable. The clutch is heel-operated and heavy, all the pedals are closely spaced, and the crackle of the exhaust and howl of the straight-cut back-axle gears are music to the enthusiast.

The Harker Special is not an easy car to drive, although its taut feeling of being in one with its driver and the delightful gear-change by a truly diminutive, very powerful little lever working in a rearward-inclined ball-gate, are delightful, and the fly-off central hand-brake lever works very nicely. We give full marks to Mr. W. E. Harker for the impeccable manner in which he handles the car on the road—as he did all those years ago at Brooklands. Moreover, there can be very few people who have so satisfactorily developed an advanced design that they can use on the road as reliable everyday transport twenty years afterwards.

By all counts the 1,100-c.c. eight-cylinder Harker Special is a remarkable motor car and our visit to inspect and sample it quite an event. One wonders how many of the present generation would have the technical ability to maintain it or the physical stamina to enjoy driving it!—W. B.



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"OFFICE."—The cockpit of the Harker Special, showing the instrument panel, blower lubrication pump evolved from a drip-feed oiler, air pressure pump on extreme left, and short, stiff ex-Lombard gear-lever, etc.

Dr. G. A. EWEN—

An appreciation from one of his many friends

The sudden death of "Bob" Ewen just before Christmas leaves a gap that the older readers of MOTOR SPORT must feel acutely. A staunch supporter of the vintage-car movement since the early days, Bob meant much to those who have that movement near their hearts. RR 25, his 14/40 Delage, was a homely sight on the roads round his practice, and his driving of the Itala is, of course, fresh in the memories of all of us. Motoring sport has to have its stars, but Bob's passing reminds us of the way in which those stars are borne up by a solid background of amateur enthusiasts, of which Bob was so supreme an example. Indeed, his example was unsurpassed. Often handicapped right out of the race, yet he drove hard for the pure joy of the thing, and what was, perhaps, of more importance, lent each meeting that he attended his able judgment and his quiet, dry sense of humour that made us all his friends.

Surely no man ever had more friends than Bob, for it was literally impossible not to like him. If you could not laugh with him, then poor indeed was your motoring soul. It is perhaps some consolation to his own that he gave so much of his time and energy to mending the health of his fellow men and women, surely a typically self-sacrificing pursuit; but that, at first sight, only seems to make his passing all the more sad. But, as Lord Nuffield once wrote of a colleague: "It was God's will that he should be taken"; and we can but abide by that decision and thank God that in these times of frequent pettiness and half sincerity we have been vouchsafed, even for so short a time, this example of such a good man as Bob Ewen.

To Jean, his wife, and his two children we extend our deepest sympathy.—COSTIN DENSHAM.

U.S. GALLONS—UNCLE TOM

Sir,

I very much enjoyed the article on the Volkswagen in the January issue of MOTOR SPORT, but I feel sure that you slipped up on the question of "U.S. gallons." Tom McCahill wrote that the car averaged close to 50 miles per gallon and in brackets following this statement you noted "U.S. gallons." I do not know if I am correct in assuming that you meant to imply that the U.S. gallon is larger than the Imperial gallon but that is the impression that I got, because earlier in your section of the article you had found a figure of 35 miles per gallon.

The U.S. gallon is of course smaller than the Imperial gallon, the figures being: U.S. standard gallon, 231 cu. in. (3.7853 litres); Imperial gallon 277.42 cu. in. (4.546 litres).

Might I mention that Tom McCahill, besides having a most attractive writing style, also has a vivid television personality. There is a 15-min. television programme here called "The Motor Sport Program" in which latest motor sport news from America and Europe is given and there is a discussion period. McCahill moderated one of these discussions between a Detroit designer and a sports-car fan one night and a very stimulating job he made of it.

I am, Yours, etc.,

New York. JOHN GRIFFIN.

[There seems to be something amiss, because our experience is that the Volkswagen does about 35 m.p.g. and if Tom McCahill was concerned with gallons smaller than ours he was getting a quite exceptional fuel consumption.—ED.]

YORKSHIRE S.C.C. 5TH YORKSHIRE RALLY (Feb. 12th/13th)

The fifth Yorkshire Rally held by the Yorkshire Sports Car Club was the answer to those people who contend that a motor-car rally should be won on the road and not by the stop-watch or speedometer. The organisers had picked a course of almost 500 miles through some of the wildest country in the North of England, and to make sure that none of the competitors got clean sheets they had included a regularity test during the night over a very difficult section of roads on the North Yorkshire moors. As it turned out, this test was not needed to decide the winner.

The course was in the form of two large loops, one to be tackled during the night in the area of the Yorkshire moors and the Pennines, and the other after breakfast from Croft, near Darlington, through Durham and the Lakes, back to the finish at Harrogate *via* the Yorkshire Dales.

Because of bad weather, icy roads, mist, snow and flooded roads, so many competitors were late at the breakfast halt and control at Croft that it was decided to shorten the second "loop" by about 50 miles. Both the start and the finish of the event were at Harrogate.

Owing to the very bad road conditions only 39 of the original 98 starters finished the course. Among those who fell by the wayside was last year's winner, Peter Bolton, of Leeds, who was unfortunate enough to be involved in a collision with Gordon Braithwaite, also of Leeds, who was driving a Jaguar XK120 "hard-top." Both this and Peter's Sunbeam-Talbot were put out of the running by the collision.

The rally was divided into two classes only: Class I up to 1,510 c.c. and Class II over 1,510 c.c.

Results:

Scarborough Trophy (Class II).—1st: J. D. Scott (Vauxhall Velox); 2nd: J. C. Wallwork (Standard Vanguard).

Myers Trophy (Class I).—1st: M. B. Colbeck (Ford Consul); 2nd: E. G. Sneath (M.G.).

First-Class Awards.—L. S. Stross (Bristol), J. G. Tooth (Dellow), C. D. C. Rose (Austin A70), K. J. B. Mitchell (Ford Anglia), A. Stross (Riley), T. A. Smith (Rover), A. J. Burton (Aston Martin), J. R. Armstrong (M.G.), T. J. R. Manbridge (Jaguar), J. H. Burnhill (Jowett Javelin), C. V. Wray (Ford Anglia), and H. C. Hobson (Austin A30).

Navigators' Awards.—W. A. R. Armstrong and G. Adams.

Best Novice.—J. S. Allison (Ford Zephyr).

Team Award.—The Imps, from Lincoln (P. Lee, D. Hindle and J. R. Manbridge).

Reports of two Rallies

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BRENT VALE M.C. WINTER ROAD RALLY (Feb. 8th)

The Brent Vale M.C. held their Winter Road Rally on February 8th, starting at the Byron Hotel, Greenford, at 9 a.m., in truly winter conditions. Forty-four cars in three classes were at the start and were flagged away at half-minute intervals between 9 and 10 a.m. Off they went in good form to compete in what was to be a very successful event. Each competitor was handed a road book giving all the necessary instructions and spaces for control stamps and times of arrival at the various controls, also blank spaces for data to be collected on section two. They were also provided with an Ordnance Survey map of the main part of the course, marked with certain necessary information.

The outward journey south and east, with controls at Cobham, West Horsley, and Outwood, near Redhill, then on to West Hoathly, Sussex. This part of the course had to be completed in a given time. There were penalties for arriving either early or late at any check point.

Section two provided a severe test of driving and navigating skill. Leaving the delightful village of West Hoathly, competitors had to visit a number of points marked on the map in their correct order. Collecting the name of a famous racing circuit painted on boards placed at these various points, one point, however, having not a board but a marshal placed there to prevent " course jumping "—none tried this, however, they were all far too sporting.

This was the finest part of the course as far as scenery was concerned, with wonderful views of snowscapes and villages, recently completely snowbound, but competitors had little or no time to admire the beauty of their surroundings, both drivers and navigators having plenty to do in order to adhere correctly to the exacting and tortuous route successfully and to negotiate the snow, slush and dash of ice to be found on the more sheltered tracks, to say nothing of finding the all-important signboards. A real test of driving skill was provided by the steep road to Ditchling Beacon, above Brighton, and later, to a lesser degree, by the roads near Devil's Dyke, above Hove. The secret marshal was found on this road by those still in the rally. Then on to Dowlands Hotel, Worthing, where a welcome lunch awaited them. Each competitor had about 1¼ hours to rest and compare notes after checking in at the control.

The weather was fine and sunny by this time, but still very cold. The 36 competitors who handed in their road books at Worthing control with one exception seemed to be in good spirits and not unduly tired after the morning's hard work. The exception was Mr. J. O. Knowles in an Overton Special, a very open sports car; they retired " in discomfort " just before they were due to restart—hard luck.

After lunch section three took place, on much better roads mainly but they were in far worse condition. Competitors had to maintain an average speed of their own choice between 25 and 30 m.p.h. between Worthing and Petworth, keeping to the route marked on their map. A secret check, to ensure regularity, was made at Amberley unknown to the competitors. The roads were either rutted with frozen snow with a covering of slush, or else deep mud. Those who chose the lower average speed were indeed fortunate or very wise. It was on this section that the rally was won or lost.

Section four was planned taking into consideration the tiring drivers. Like the outward run it was simply a steady run home to rally control at Greenford from Petworth check point, with marshals checking them at Loxwood, Newlands Corner and Virginia Waters, each to be found by means of a map reference. There were penalties as before for not arriving to the set time at the various points. At least half the competitors ran on to icy roads before the end of the rally, for there was a sharp freeze about 6 p.m.

Of the 35 cars which restarted at Worthing only 33 completed the course, such was the trial of cars and competitors. It was a wonderful Winter Rally, conditions were far worse than those experienced by drivers in this year's " Monte Carlo," and the course, planned by Mr. Dudley Foy, was first class for the purpose.

The marshals came mainly from the Southall Motor-Cycle Club, with whom the Brent Vale M.C. are on very good terms—they share the same headquarters. These hardy and enthusiastic people have our great respect.

Results :

Winner (W.R.R. Trophy and Class II Cup).—D. S. Chamberlain (M.G.).
Second (Class III Visitors' Silver Cup and Class III Cup).—Mrs. M. Wiseman (Sunbeam-Talbot).
Third (Class III Plaque).—H. W. Wensell (Rover).
Fourth (Class I Cup).—F. Norris (Ford Anglia).
Class I.—F. Norris (Cup) (Ford Anglia); E. D. Brooks (Plaque) (Ford Ten); H. Bullivant (Medal) (Morris Minor).
Class II.—D. S. Chamberlain (Cup) (M.G.); E. H. Cuthbert (Plaque) (Ford Consul); S. P. Douglass (Medal) (Ford Consul).
Class III.—Mrs. Wiseman (Cup) (Sunbeam-Talbot); H. W. Wensell (Plaque) (Rover); C. Duchmin (Medal) (Humber).
Winning Team.—C. Duchmin (Cup) (Humber), H. Barrett (Cup) (Standard Twelve) and C. Stevenson (Cup) (Triumph sports).

THE HEREFORDSHIRE M.C. ROAD TRIAL (Feb. 14th)

On February 14th the Herefordshire M.C.'s Road Trial took place, this event being especially planned by the joint organisers, J. D. Moon and Mrs. P. Moon, to be suitable for normal touring or sports cars. Specially designed trials cars were not eligible.

That the organisers' efforts were successful may be judged by there being 19 entries, which included 10 saloons, a van and a pick-up. The start was from Dinmore Hill Car Park at 2 p.m. The makes represented ranged from Austin 7-h.p., 10-h.p. and A90, A40 pick-up and Bradford van, to a bevy of M.G.s, a Morgan and a Frazer-Nash. Three lady members competed.

The total mileage to be covered was approximately 40 miles and each competitor was handed a route card at the start which gave a list of map references. Each point indicated had to be visited and a different test or manoeuvre performed there.

The first point, on the organisers' premises at Oldfields, Leominster, was aptly named " Round the Houses." From the start, drivers had to make a turn through a gateway up a grassy track, stop and reverse over a line and restart, turning through another gateway to the finish. The nature of the surface necessitated skill in negotiating the gateways without fouling a post, and the fastest times were put up by J. R. W. Thomas, the club secretary, in an M.G. TD in 35 sec., with R. M. E. Mayall in a similar car runner-up with 36 sec.

The route from there led through Luston and Orleton Common to the hilly spot called the Goggin (disguised on the route card as " Rest and be Thankful "). From a start on the road, cars had to ascend and negotiate an acute left-hand hairpin (entailing a reverse in most cases), climb a short distance up a lane, then stop for the driver to alight and collect a numbered ticket from a box, and continue uphill to the finish, where the driver again dismounted to hand over the ticket. " Monty " Mayall again scored here with a time of 39 sec., with M. W. Hands (Morgan) second in 41 sec.

Through another mile or two of typical " H.M.C." lanes the entrants made their way to another test called the " Whirligig." From an uphill start on a fair surface, drivers had to proceed over the brow of a hill and stop on the steep descent, then reverse back along one uphill leg of a triangle on a clay track, then forward on the other leg with a left-hand turn on to the road again. This was undoubtedly the most difficult test, for the restart in reverse on a steep slope proved the undoing of all but three cars, those successful being J. P. Taylor (Ford Prefect), 40 sec.; D. J. Parsons (Frazer-Nash), 42 sec.; and A. E. Bengry (Bradford van), 46 sec.

A descent through more narrow lanes past Leinthall to Yatton brought cars to the next two sections, which were adjacent. These were optional, but all competitors elected to " have a go." First of all came a simple stretch of muddy grass lane to be covered non-stop, and the only failures here were A. Shelley (Standard Eight) and Miss Moore (Sunbeam-Talbot), who was running solo, and the efforts of a borrowed passenger failed to assist her. Immediately following this section, cars were halted and had to start and clear a second line within 5 sec., on the same kind of terrain, plenty of difficulty was experienced and the aid of a Land Rover was sought by several. Those successful were M. Hands (2.8 sec.), Bill Bengry (4.2 sec.), and a tie between E. J. Read (Austin A90), Miss Weaver (M.G. TD) and D. J. Parsons with 5 sec. dead.

After skirting a quarry, an easy main-road stretch led to Green Lane, Leominster, where the final section, aptly named " The Gluepot," was situated. This consisted of a steep muddy entrance to a field, tackled from a start on the hard road. No one climbed to the end of this sticky section, best performances being put up by E. Kent Phillips (Terraplane), who reached section three, and R. M. Jones (M.G. TC), D. J. Parsons and Bill Bengry made section five.

From Green Lane the convoy of competing and officials' cars made their way to the Red Lion at Pembridge, where Mine Host (and fellow-competitor) Harold Rumsey provided a very much appreciated tea, after which the provisional results were announced as below :—

1st : D. Parsons—navigator, K. Higgins—(Frazer-Nash), 136 marks lost.
2nd : A. E. Bengry—navigator, P. M. Appleton—(Bradford van), 139 marks lost.
3rd : J. P. Taylor—navigator, E. W. Lindsay-Jones—(Ford Prefect), 141 marks lost.
4th (tie) : R. M. Jones—navigator, Mrs. Jones—(M.G. TC) and R. M. E. Mayall—navigator, A. N. Other—(M.G. TD), each 150 marks lost.

Some Notes on Private and Sporting Flying

AT this time of the year, when the sport of aviation is almost and necessarily at a standstill, it is apt to consider in prospect the season that should be opening in a couple of months or so, although it is unlikely that there will be anything fresh in the way of new aeroplanes, with, perhaps, one exception.

This is the diminutive Miles Sparrowjet, designed and built by Messrs. F. G. Miles, Ltd., at Shoreham Aerodrome, to the specification and at the expense of Fred Dunkerley, Chairman of the Lancashire Aero Club, who has devoted much time and money to the art of air racing in the recent post-war years.

Unfortunately, this new racer, the first light jet aeroplane to fly in this country, is not entirely new, for it has been produced as a conversion from what was the sole remaining Miles Sparrowhawk, an unusually attractive sporting mount in its own right. It seems a shame that one of our all-too-few racers should have to be lost for the sake of progress, but progress we must have and this latest experiment seems to be a good example.

A few details may prove interesting. The Sparrowhawk originally appeared in 1935 to form part of that year's King's Cup team. It was developed very simply by Mrs. (Blossom) Miles and basically consisted of a standard Hawk-Major airframe, with two feet removed from the fuselage and the outer wings joined to it directly with the centre section omitted. It was converted from a two- to a single-seater and the normal Gipsy-Major I engine (still the sturdiest and most reliable light power unit in the world) gave way to a special high-compression version. The top speed then was not far short of 180 m.p.h.

The end of the war left us with only two Sparrowhawks intact. One of these, G-AGDL, had spent the period of hostilities as a works "hack," with the usual glossy cream and red finish replaced by a sombre camouflage that looked quite wrong on so small an aeroplane. 'GDL came to grief in a quite unnecessary accident, however, and was written off before gaining ground in post-war races.

The other example, G-ADNL, competed in many sporting events with considerable success until 1952, when its owner Geoffrey Alington, a Fairey test-pilot, disposed of it to Dunkerley, in whose hands it has spent the ensuing time gradually changing shape from a piston to a jet machine.

In its new form with a pair of French-designed Turboméca Palas engines, a maximum speed of about 255 m.p.h. is anticipated, although we will have to wait until it has actually appeared and passed at least one finishing line before knowing the real answer.

This is the only recent case of a new design reaching fruition purely through the ideas of an ambitious private owner (although there are many of us who would like to see our own ideals take the air), and we can only hope that it will be as successful as it was in its earlier piston-powered form.

If the recent success of its owner in making an *ostensibly* standard Miles Gemini, G-AKKB, go much faster than it should is any yard-stick, then the Sparrowjet should have a great future. Dunkerley, retaining the comparatively low-powered Cirrus Minor engines (although "hotted" beyond imagination), has consistently achieved speeds of 175 m.p.h. or so in closed circuit events, whereas the makers' specification claims a maximum level figure of about 145 m.p.h. in its unadulterated form! Needless to say, in practice 'KKB is about as non-standard as any Gemini could be (even to a crafty but hardly noticeable 4-in. lowering of the fuselage top-decking), which is more than obvious when one considers that even the version with high-compression Gipsy Majors can attain nothing like 175!

The same pilot took over the only remaining Percival Mew Gull G-AEXF (test-flown for MOTOR SPORT, April, 1952) in the middle of last season immediately after Nat Somers had flown it in the National Air Races, but it has not appeared in public since. We shudder to think what plans may be awaiting it, for it achieved over 250 m.p.h. in 1938! Perhaps Dunkerley is awaiting the availability of a suitable mach-meter?

* * *

Although the Sparrowjet is the only private jet to have taken the air in Britain (and that only on early experimental flights so far), another is under construction using a single Turboméca engine. This is a combined effort between Nat Somers (1949 King's Cup winner) and Hugh Kendall, who won the 1951 "Daily Express" Race by performing miracles with a Ford Ten-powered Chilton.

This prototype is a long way from completion yet, but it is taking shape near Reading and we look forward to seeing it in the 1955 events alongside the Dunkerley creation and the stalwart collection of near-vintage mounts that must remain the backbone of the game.

Thinking of near-vintage machines, the writer claims to be the only pilot to have raced during the seasons 1950 to 1953 four different aeroplanes not one of which was built later than 1935. Many would say that this is a claim to keep quiet about, but it is one which holds good solely through the co-operation of our British weather, for the only occasion on which a comparatively modern (1938) design was entered the event was cancelled through low cloud.

The four machines were the Comper Swift of 1932, a 1933 Avro Cadet, and a Miles Falcon and de Havilland Moth-Major each of which came to light in 1935.

* * *

The Royal Aero Club state that this year's National Air Races may be held at Baginton Aerodrome, near Coventry, although no further details with regard to the course or the eligibility of entrants have been released. One can only hope that the club will repeat last year's practice of holding the races over a really short course. In this way there is great enjoyment to be derived by both competitors and spectators alike, for it is essential that those who go to watch the racing really see it, instead of merely watching a procession of aeroplanes flying overhead in their handicap order.

There are some who consider that last year's unfortunate accident in which J. P. Crowther lost his life was a direct result of the very short course over which the events were flown. This, in fact, is quite incorrect, for that tragedy could equally well have occurred during a long, nearly straight race such as that organised until 1952 by the *Daily Express*.

If air racing is to appeal to the public, and to do so is a necessity for its continued survival, the events must be short and entirely within sight of those who pay to watch it. In this form the game can be of absorbing interest, but *only* if in this form.

* * *

One wonders why the average amateur pilot fights shy of straightforward competitions. It is surprising how many ordinary people learn to fly at their own expense and then reveal no interest in or enthusiasm for the sporting aspect of the game. These individuals continue to potter over the local countryside achieving nothing in particular (admittedly enjoyable enough in itself) but cannot be cajoled into entering any events that other bodies trouble to organise for them. By these I am not referring to races, for these rightly are denied to the newly-licensed pilot of limited experience, but friendly rallies that may include spot-landing, navigational or other contests.

The motoring world has its bands of rally drivers who have no serious aspirations towards speed events and these enthusiasts go to it in their hundreds around the country, but this spirit unhappily is lacking in the flying clubs. The obvious answer, that the percentage of sporting motorists among car owners is probably no higher than that of active sporting pilots among licence-holders, is invalid, for the majority of people who own cars do so because they require means of personal transportation at times and along routes of their own rather than someone else's choice.

The same cannot be said of amateur aviators, for even the most enthusiastic advocate of the movement must admit that light-aeroplane flying in this country, with impossible weather for the greater part of each year, serves little practical purpose as a method of travel from place to place. It serves purely for personal pleasure, therefore those who reach to the depths of their own pockets in order to get airborne must do so because they enjoy flying for flying's sake.

That is as it should be, but it makes the original question harder than ever to answer satisfactorily. If this answer can be found, it will contribute greatly towards placing the whole of private flying on a far healthier and happier basis than it is at present.—D. F. O.

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KIEFT PLANS FOR THE COMING SEASON

WHILE in Wolverhampton we called at that hive of activity, the Kieft factory, to learn from Cyril Kieft his plans for this season.

The 500-c.c. sports cars, of which three are planned, one of which will be driven by Alan Rippon at Le Mans, will have not Turner, but air-cooled flat-four Wooler motor-cycle engines. Developed to give 35 b.h.p. at 5,000 r.p.m., these will at all events for the present, be accommodated at the front of the Kieft chassis to ensure a full flow of air to the cylinders. The usual Kieft all-independent suspension will be used, comprising coil-spring damper units at the front and a transverse leaf spring and bottom wishbones at the rear, the drive to the back wheels being *via* jointed shafts. The bodies will be all-enveloping glass-fibre two-seaters. On cars of over 60 b.h.p. Kieft uses double wishbones for the suspension.

The same chassis and body shell will be used for Webb's 500-c.c. Kieft, but a Shorrocks supercharger will put this car in the 750-c.c. sports-car class. In place of the combined differential and combined four-speed gearbox of the Wooler-engined cars, the Turner four-cylinder job will use an M.G. gearbox and an E.N.V. differential. One will be prepared for Le Mans.

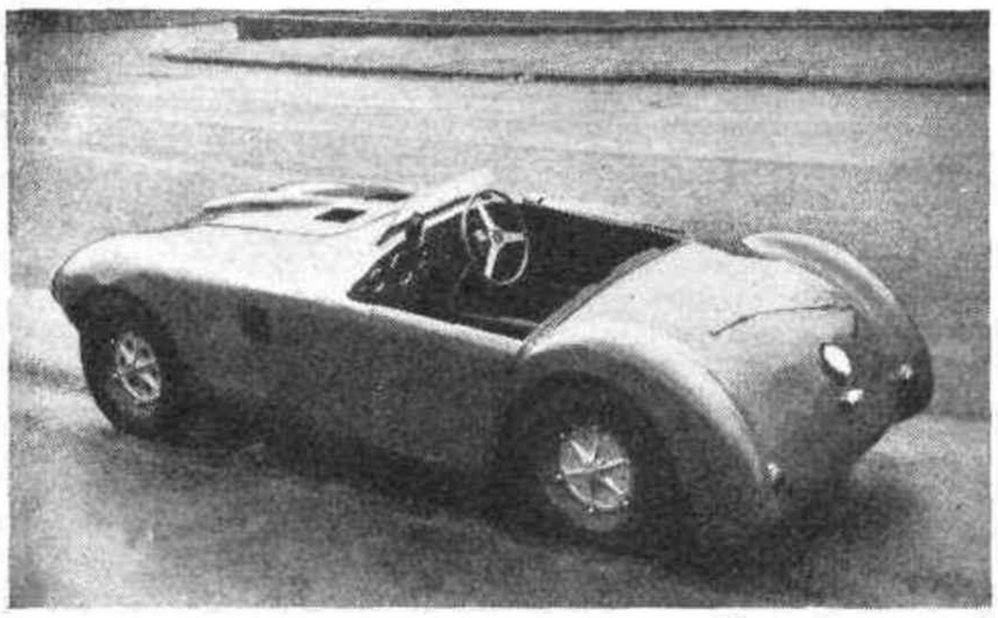
Wadsworth will have a similar car, but using a single o.h.c. four-cylinder 1,100-c.c. Coventry Climax engine, but this car will not run at Le Mans, although Trouis and Hitchin hope to have a Kieft of this sort in the French race.

Kieft's own pet project is a 1½-litre air-cooled flat-four sports car using his centre-seat chassis and a Wilson preselector gearbox. He may build a team of these cars to challenge Porsche opposition. Reg Mead has developed a single-cylinder test rig of this engine to give 32½ b.h.p. at 7,000 r.p.m. This engine will replace the Butterworth, which Kieft has virtually abandoned.

The normal centre-seat Bristol-engined sports Kieft will be continued. For Formula I racing a Kieft chassis has been prepared for Alan Brown which will accommodate the new 2½-litre V8 Coventry Climax engine and using Dunlop disc brakes.

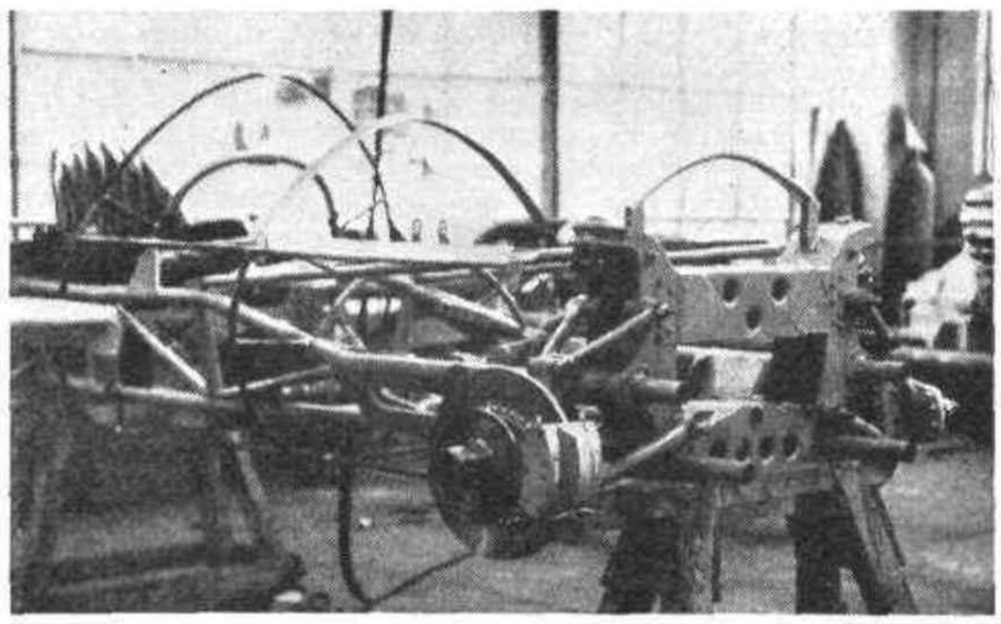
At the works we saw an exciting sports Kieft being built to the order of Goldschmidt, the American driver, to accommodate a de Soto V8 o.h.c. " Firedome " power unit.

Work also proceeds on Kieft 500s. Gordon Bedson is acting as designer and stressman to Cyril Kieft. As to whether all the ambitious projects formulating at Wolverhampton will come to fruition, your guess is as good as ours. But certainly if some of them do not appear this will not be for want of enthusiasm on the part of Cyril Kieft.—W. B.



[MOTOR SPORT *copyright.*

SPORTS —The centre-seat Bristol-engined sports model Kieft. It was pulling a 3.9 to 1 top gear on this occasion.



[MOTOR SPORT *copyright.*

FORMULA ONE.—The chassis of the new Formula One Kieft, specially designed to accommodate the 2½-litre V8 Coventry Climax engine. Note the Dunlop disc brakes.

PUBLICITY AND THE MOTOR CAR

Sir,

In the highly competitive state of world markets it is interesting to compare the information provided in literature supplied by two different car manufacturers—one British and one Continental—concerning their respective products.

I recently wrote to the Export Division of a British manufacturer asking for details of their new 1½-litre (basic price £645) as I was considering purchasing this model. In reply they forwarded a small folder consisting of a few flattering impressionistic pictures and a " specification." This latter occupies a mere one-eighth part of the folder space and is in such general terms as to leave one completely in the dark regarding the possible performance of the car. No mention is made of gear ratios, steering ratios, speed in top gear at 1,000 r.p.m., or turning circle. The specification does not include the b.h.p. developed—nor is any mention made of the car's weight.

A similar request to the Volkswagen firm in Western Germany (where I am at present living) for details of their 1954 model, brought a wealth of excellent reading material, including a beautifully illustrated book which in itself is a work of art. Not only is the specification set out in the greatest detail, but factual information is given of the car's performance showing maximum and cruising speeds (the same in the case of the Volkswagen—68 m.p.h. !) and its hill-climbing ability in gears. Even fuel consumption figures are given with what appears to be scientific exactitude. The book tells one everything. Nothing whatever is left to the imagination.

Now the British manufacturers cannot arrange a demonstration here for the very good reason that they have not a demonstration car available in Germany. As it is a new model one can understand this. But an order form was enclosed, so presumably they expect one to order their car on the basis of the information contained in their little folder. Do they really believe prospective customers are prepared to part company with their money so readily? No doubt in due course all the figures a prospective purchaser requires will be published in a road-test report by the motoring press—but by that time he has probably purchased a Volkswagen !

I am, Yours, etc.,

B.A.O.R. II. L. A. LAMBOURN, (Major).

CASTROL SUPPLIES

Castrol is now available in handy new quart and pint metal packs. They are scaled-down versions of gallon tins.

THE MAGIC CENTURY!

The Editor Ponders on How 100 m.p.h., once the Prerogative of the Racing Car, is now Achieved by many Production Models

AN outstanding aspect of the last London Motor Show was the high proportion of new cars for which the claim was made that they were capable of a maximum speed exceeding 100 m.p.h.

From this we can assume that no car worthy of the term sports car, unless of modest cubic capacity or intended purely for rally-tests or mud-plugging, can afford not to achieve the "magic century," and that it will not be long before any car classed as a "high-performance" vehicle will be expected to exceed "the ton" under favourable conditions.

Having arrived at this conclusion, it behoves us to look around to see how many production cars will, in fact, do a genuine 100 m.p.h.

The "magic century," "ton," "three-figure maximum," call it what you will, has exerted a marked fascination ever since the day, in 1904, when a motor car first accomplished this speed. In an age when there is less excuse for taking an interest in maximum speed—good handling qualities, vivid acceleration and powerful trick-free braking being more valuable everyday qualities—we nevertheless find new emphasis amongst manufacturers themselves on high speed. Although a 100-m.p.h. maximum does not, in itself, spell high cross-country average speeds—if you doubt this, consider yourself in a tuned and stripped, but back-braked, 30/98 Vauxhall trying to beat a DB2-4 Aston Martin from, say, London to Birmingham—a very high maximum generally spells good output from the engine, which in consequence should provide the desirable vivid acceleration if not killed by high gear ratios, while, generally, a car able to exceed 100 m.p.h. will be having a commendably easy time at the far lower cruising speeds at which it is likely to be driven most of the time in this country.

Having made out a case for wanting a car that will exceed 100 m.p.h., let us consider which cars are capable of doing so.

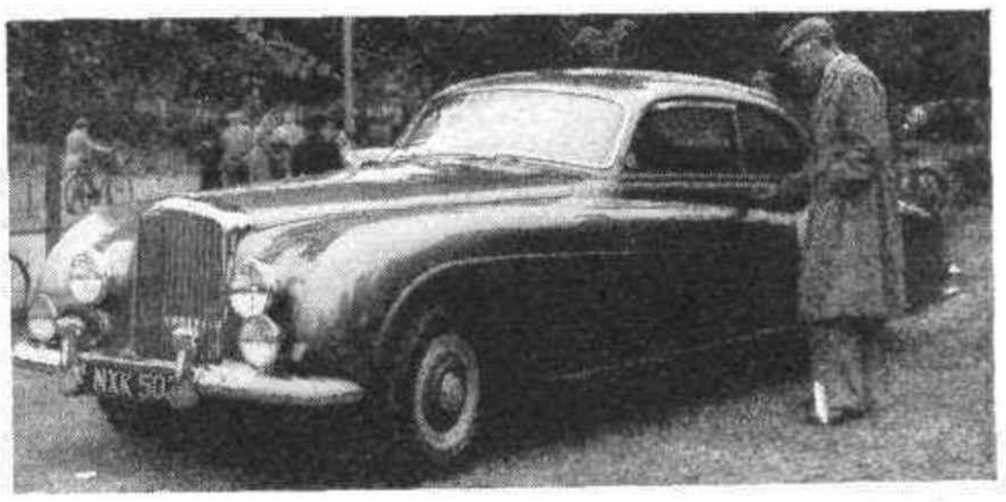
In MOTOR SPORT, last January, I wrote up the cars which in my opinion come within the *Gran Turismo* category. Every one of the ten makes set down, *i.e.*, Alfa-Romeo 1900C, Aston Martin DB2-4, Bristol 404, Ferrari, Fiat 8V, Frazer-Nash, Jensen 541, Lancia Aurelia, Pegaso and Porsche Super, will not only exceed "the ton" but in most cases may be expected to attain a velocity of around 110 m.p.h.

To these ten illustrious motor cars we can add those cars which, in a survey of two-seater British sports cars published in MOTOR SPORT for July, 1953, I decided would exceed the century. They are the Allard J2X, Frazer-Nash Competition model, the Austin-Healey 100, the Jaguar XK120, and the Triumph TR2.

Pausing for a moment, it must be obvious that certain variants of these cars also call for inclusion, as, for example, the Mille Miglia and Targa Florio Turismo Frazer-Nashes and the Jaguar XK120 coupé, while the Bristol 403 with little encouragement reaches "the ton," under favourable circumstances.

We now have no fewer than nineteen cars in the 100-plus category, of which eighteen are in current production.

Any others? Yes, most certainly there are. About most of the new models at Earls Court we can only surmise, because test figures are not yet available concerning them. But the Jowett Jupiter R4 might, I think, qualify, and the A.C. Ace will possibly do so when it comes out with a rather higher compression ratio and less wind-drag than the model shown at Earls Court possessed.



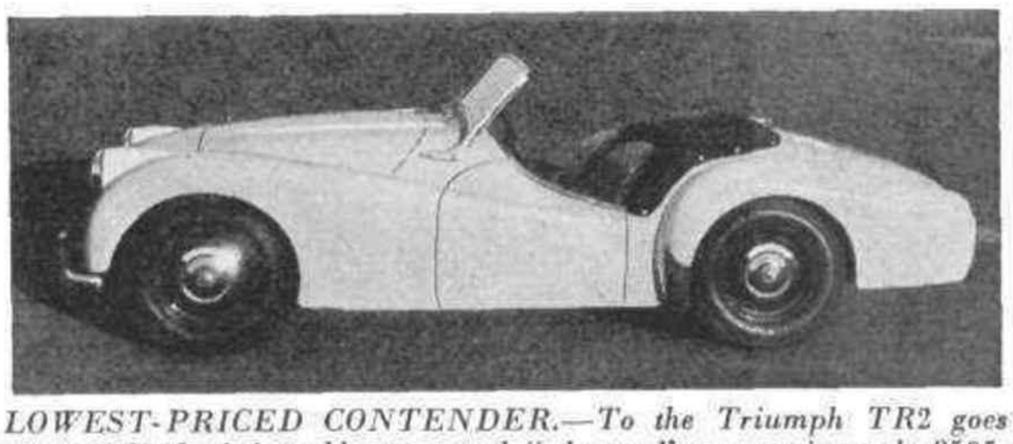
NO POSSIBLE DOUBT AT ALL!—The 4½-litre Bentley Continental is one of Britain's fastest cars, able to better not only 100, but 115 m.p.h. Stanley Sedgwick, President of the Bentley Owners' Club, is standing beside this American-owned Continental.

I should not expect the TF M.G. Midget, even though it has the Series II engine and reduced frontal area, to quite reach 100 m.p.h., at all events on a two-way timed run, nor do I expect the Sunbeam Alpine roadster to come quite up to the century in standard form, although I would not like to stake any money on this.

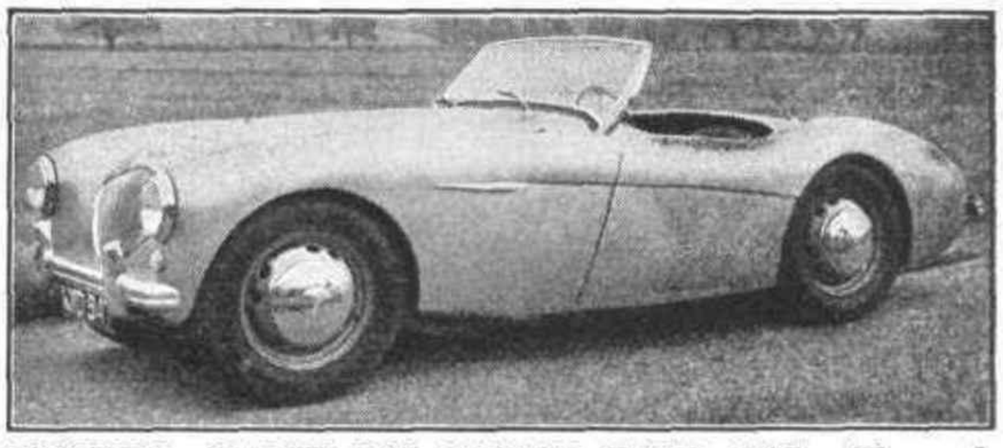
At Earls Court 100 m.p.h. was claimed for the Riley Pathfinder saloon, although only under "ideal conditions," which, you may remember, we illustrated audaciously in our discourse on *Gran Turismo* motor cars. All versions of the Frazer-Nash qualify, the 4½-litre Crewe-Bentley Mk. VI saloon just gets in, and the Continental Bentley saloon does so by an effortless 16 m.p.h. I know too little about the Borgward sports 1,800 and the Type 501 B.M.W. to be dogmatic but I think they might well come in, and I note that Daimler claim 100 m.p.h. for their new Conquest Roadster. Time alone will prove whether such claims are justified and will lend interest to perusal of future road-test reports.

It is a big mistake to blow too loudly on the trumpet and nothing can mar the reputation of a car more soundly than claims made prior to its appearance which in practice it doesn't fulfil, witness the B.R.M., the V-twin Cooper 1,100s, which were heralded as lightweight racers likely to dominate Formula II but which were air-cooled and hadn't the staying power, and the Zephyr-engined Allard Palm Beach, of which publicity hand-outs claimed an easy 100 m.p.h., whereas the two-way maximum has so far proved to be under 85 m.p.h.

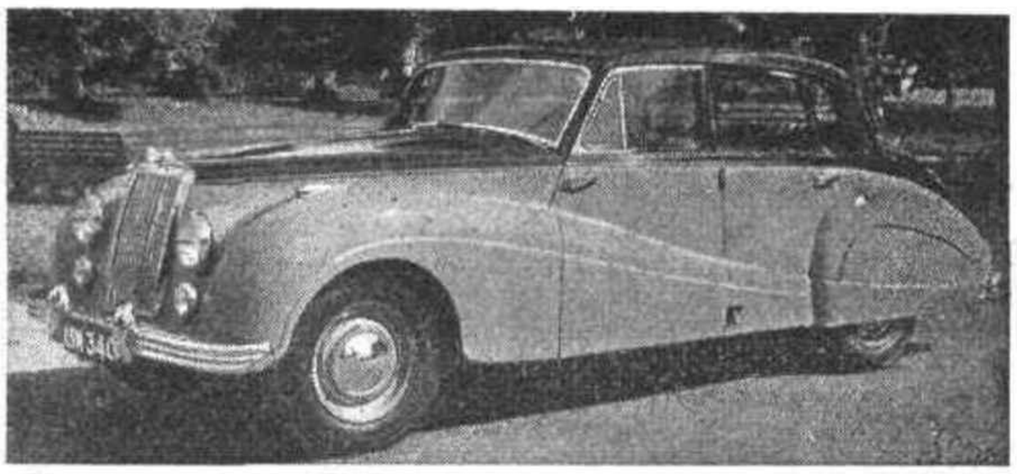
The modern Rolls-Royce doesn't come near to the maximum speed we are considering, the new 3-litre Lagonda will possibly make it, but the Humber Super Snipe falls short by nearly ten miles per hour, the Jensen Interceptor by only a few miles per hour—no blame attaches, for none of these luxury carriages is intended to be exceptionally fast, nor have they been proclaimed as being so.



LOWEST-PRICED CONTENDER.—To the Triumph TR2 goes great credit for being able to exceed "the ton" yet costing only £595.



ANOTHER VALUE-FOR-MONEY FAST CAR.—The safe-handling Austin-Healey 100, which should exceed 100 m.p.h. in standard form.



ANOTHER 100-M.P.H. SALOON.—The Armstrong-Siddeley Sapphire saloon in two-carburetter form, just exceeds the level century.

There *are* large saloons which exceed the century, and very creditable this is. I refer to the Mk. VII Jaguar, Mercédès-Benz 300, Alvis TC21-100 and two-carburetter Armstrong-Siddeley Sapphire. I should not expect the increased engine size of the Rover 90 to give it more than about 90 m.p.h. but may have to eat these words.

American cars should obviously not be ignored and my only reason for not including them is a complete lack of experience of this class of vehicle. Let us not overlook the fact that in the last two years British road-test reports have credited the 5.4-litre Chrysler Imperial and New Yorker saloons with being capable of comfortably exceeding " the ton."

Are there any other claimants ? I am concerned only with production models, so " hotted-up " versions of Sunbeam-Talbot, Baby Renault, flat-twin Dyna-Panhard, " souped "-Zephyrs and the like can be overlooked, while to simplify the issue I have left out cars no longer current, such as the Riley-engined and Alvis-engined Healeys, Allard J2 and K2, and Jaguar XK120C.

The H.R.G. has not been much more than an 80-m.p.h. car of recent years but was good for nearer 90 in its earlier Meadows-engined form, and it is conceivable that the twin overhead camshaft Singer engine will endow this very real sports car with a more respectable maximum speed. The American Cunningham must surely exceed 100 m.p.h. very easily.

That, I feel, concludes this brief study of which cars really *do* exceed the much-talked-of " century." Unless my arithmetic is at fault this adds up to 18 different makes and a total of over 40 different models, all in present-day production, known to definitely (or obviously) exceed 100 m.p.h. It does not include many American saloons obviously able to do so.

From this it might be thought that the " century " is commonplace and has lost much of its former magic. This, however, is wishful thinking, on account of a number of factors which need to be taken into consideration.

In the first place, the cars which are listed as 100-m.p.h. machines have been tested under conditions where there is a decently long run into the measured section. Even under these conditions, the Alvis TC21-100 saloon and Mk. VI Bentley saloon only just managed the " century " as a two-way mean speed, the two-carburetter Armstrong-Siddeley Sapphire had only 0.1 m.p.h. in hand, and the Jaguar Mk. VII, Mercédès-Benz 300, later Mk. VI and B7 Bentleys



BORDER-LINE CASE I.—The Riley Pathfinder saloon which is claimed to do 100 m.p.h. " under favourable conditions."



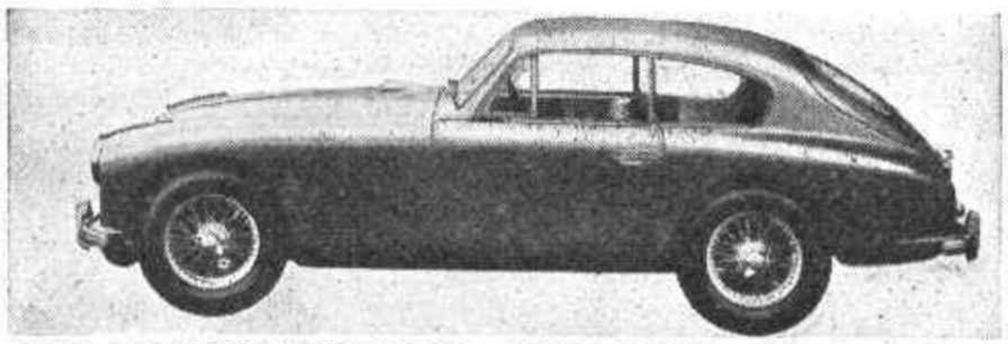
HOW FAST ? We await with interest the speed figures for the Bristol 404, " the businessman's express."

and Chrysler Imperial saloon cleared " the ton " by less than two miles per hour.

This means that only those cars timed to exceed 110 m.p.h. would be likely to top the " century " on ordinary roads and that reduces our list by half. Judging by the low cruising speeds of British drivers, even when at the wheels of sports cars, not even these exclusively-fast vehicles will be driven at anywhere near their maximum in ordinary use.

So 100 m.p.h. remains a speed outside the realm of all but a small band of experienced drivers.

What is remarkable is the fact that this speed is achieved by two very inexpensive British sports models. I refer to the £595 Triumph TR2 and the £750 Austin-Healey 100, and to these can be added the



ONE OF BRITAIN'S VERY FAST CARS.—The Aston Martin DB2-4 tops 110 m.p.h. in 2/4-seater closed form.

new Swallow Doretti and possibly the £545 Jowet t Jupiter R4 and £915 A.C. Ace. The Triumph TR2 has a maximum two-way speed of 103½ m.p.h., the Austin-Healey 100 has been timed at a two-way 103 m.p.h. in one instance and a two-way 106 m.p.h. in another. The example tested was a Le Mans car but the production version should be capable of within a few miles per hour of the mean of these two figures.

Such a high maximum from cars so modestly priced is a fine British achievement and it is especially significant that in both instances straight-forward push-rod overhead valve engines are used which serve, in basically identical form, in saloons made by these manufacturers—respectively the 2,088-c.c. four-cylinder Standard Vanguard and 2,660-c.c. four-cylinder Austin A90 power units.—W. B.



BORDERLINE CASE II.—Will the new A.C. Ace exceed 100 m.p.h. in production trim ? A pertinent question of the times.

RUMBLINGS

THAT FASTEST-EVER 30/98

In *The Motor* dated January 13th, " King-Pin," a regular contributor to that journal, published two paragraphs on the 30/98 Vauxhall car which, raced at Brooklands by R. J. Munday, lapped at 114.23 m.p.h. in the course of winning the Gold Star race at the 1932 B.A.R.C. Whitsun Meeting, thereby, and rightly, establishing a claim to be the fastest 30/98 in the world.

" King-Pin " describes how this excellent speed was attained, claiming that he gives the facts " for the first time in print."

R. J. Munday's claim to have possessed the fastest-ever 30/98 we do not dispute, but for the sake of fair play it should be put on record that whereas *The Motor* of January 13th contained a sprinkling of facts about this interesting Vauxhall, the story, in more technical and, we think, more accurate detail, *appeared five years earlier*, on pages 479/480 of the second volume of " The Story of Brooklands," by W. Boddy.*

Boddy tells us that he wrote to *The Motor* to point this out, in fairness to his publisher; to date his letter has not appeared in print.

The account, as it appears in " The Story of Brooklands," was obtained after a personal interview with Mr. Munday. Whereas " King-Pin " states that the engine on the occasion of the Gold Star race was developing 162 b.h.p. at 3,800 r.p.m., we believe that this output (actually 162.8 b.h.p. according to a Laystall test-house graph shown to Boddy during his interview with Munday) was not realised until 1935, when the Vauxhall engine had been installed in the Sunbeam chassis of the Bainton Special. This latter car had similar, probably greater, frontal area than Munday's 30/98, yet it reached a lap speed of 117.19 m.p.h., which confirms our opinion that it was not until 1935 that this remarkable Vauxhall engine was developing that astonishing output of nearly 163 b.h.p.

" King-Pin " omits to state that the engine had a stroke 10 mm. larger than standard in its Gold Star form, giving a capacity increase of 292 c.c., which, together with the modifications referred to in " The Story of Brooklands," no doubt contributed to the fine performance this stripped four-seater achieved. In its ultimate, Bainton Special, form the engine was over-bored by 2 mm., to 100 mm., but reverted to the standard length of stroke, making its swept volume 4,398 c.c., against 4,234 c.c. of a normal-size OE 30/98, such as that with which T. H. Plowman set up his great 107-miles-in-the-hour at Montlhéry last year.

An interesting feature of the Gold Star race which Munday won so convincingly, finishing 21.8 sec. ahead of E. L. Bout's supercharged 2-litre Sunbeam, and one which " King-Pin " missed, is that the Vauxhall lapped not once, but *twice*, at 114.23 m.p.h. The actual lap speeds of the car throughout the race were : 91.72, 112.68, 114.23, 113.45, 114.23 and 111.67 m.p.h. So there is no quibble about Munday's magnificent run, only over who first released the " inside " story !

* * *

THE NEW ALTA G.P. ENGINE

The new four-cylinder 93.5 mm. by 90 mm., 2,470 c.c. Alta Grand Prix engines will be used by Connaught this season. The engine has an aluminium-alloy top-half crankcase carrying an inserted one-piece cast-iron cylinder block to greatly increase the beam stiffness of the whole engine. Magnesium-alloy bottom-half crankcase made in one with the main bearing caps and sump, so that when the bottom half is removed the crankshaft can be withdrawn and the whole of the interior of the engine cleaned and easily examined. The integral sump materially increases the beam stiffness in all directions.

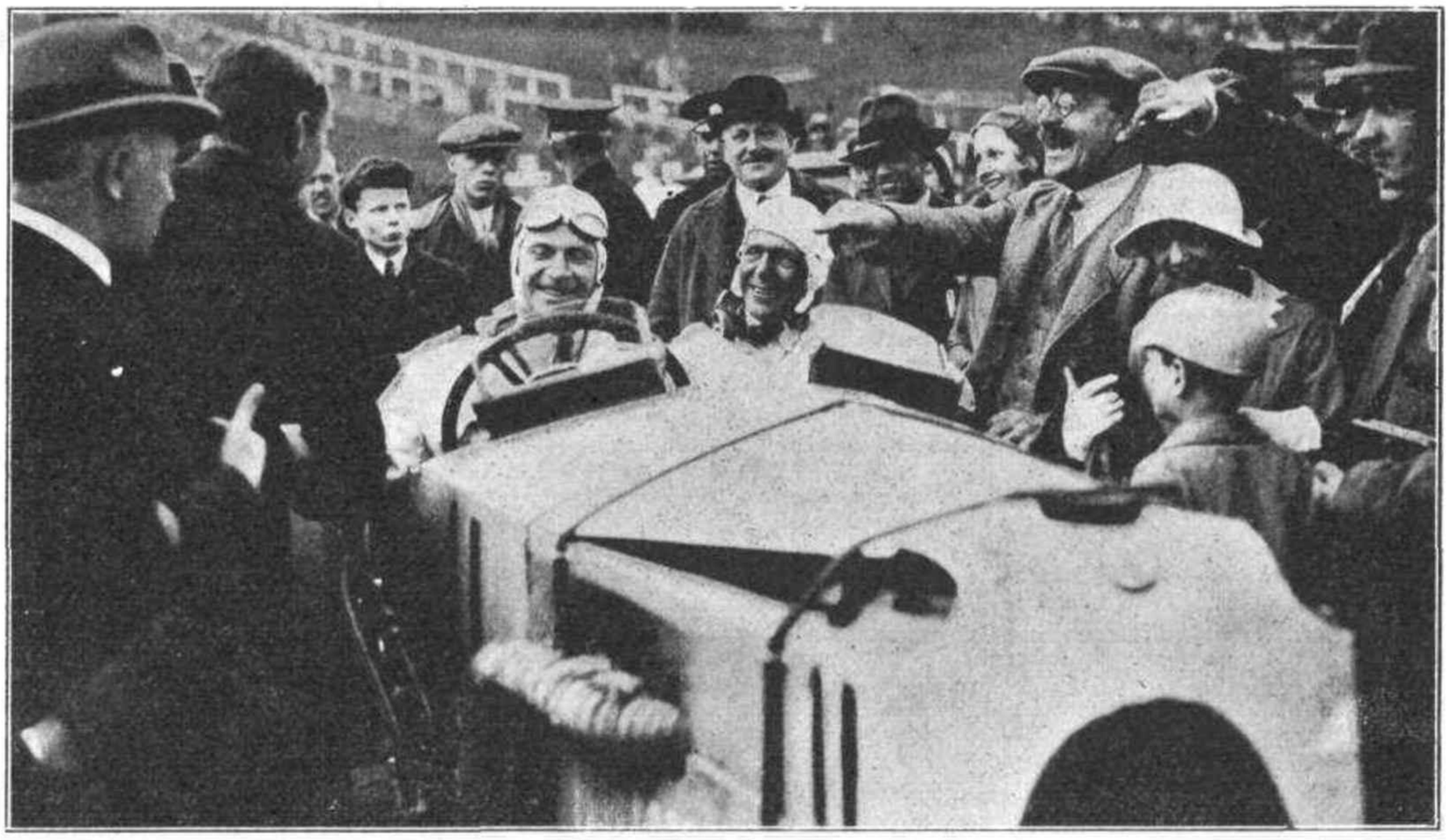
The cylinder head is secured by 28 head studs to hold it onto the top-half crankcase, and it consists of an aluminium-alloy casting with separate cam bearings bolted to it, and carries the two valves at 72 deg. operated by twin overhead camshafts. The inlet valve is 2 in. diameter, and the exhaust valve 1¾ in. diameter. Interposed between the camshafts and the valves are high-tensile steel valve rockers to remove the damaging effects of side thrusts on the valve stems. The valves have chromium-plated stems to enable them to run with small clearance in the cast-iron valve guides, and thereby enhance the flow of heat from one to the other.

The cylinder head has a one-piece Elektron valve cover, and provision has been made for preventing the small stones that get on these valve covers from falling down the sparking-plug holes.

A great deal of design work has been done regarding the flow of water in the cylinder head on the basis that water has to be made to flow most definitely in the direction that one wants it to, and nothing may be left to chance.

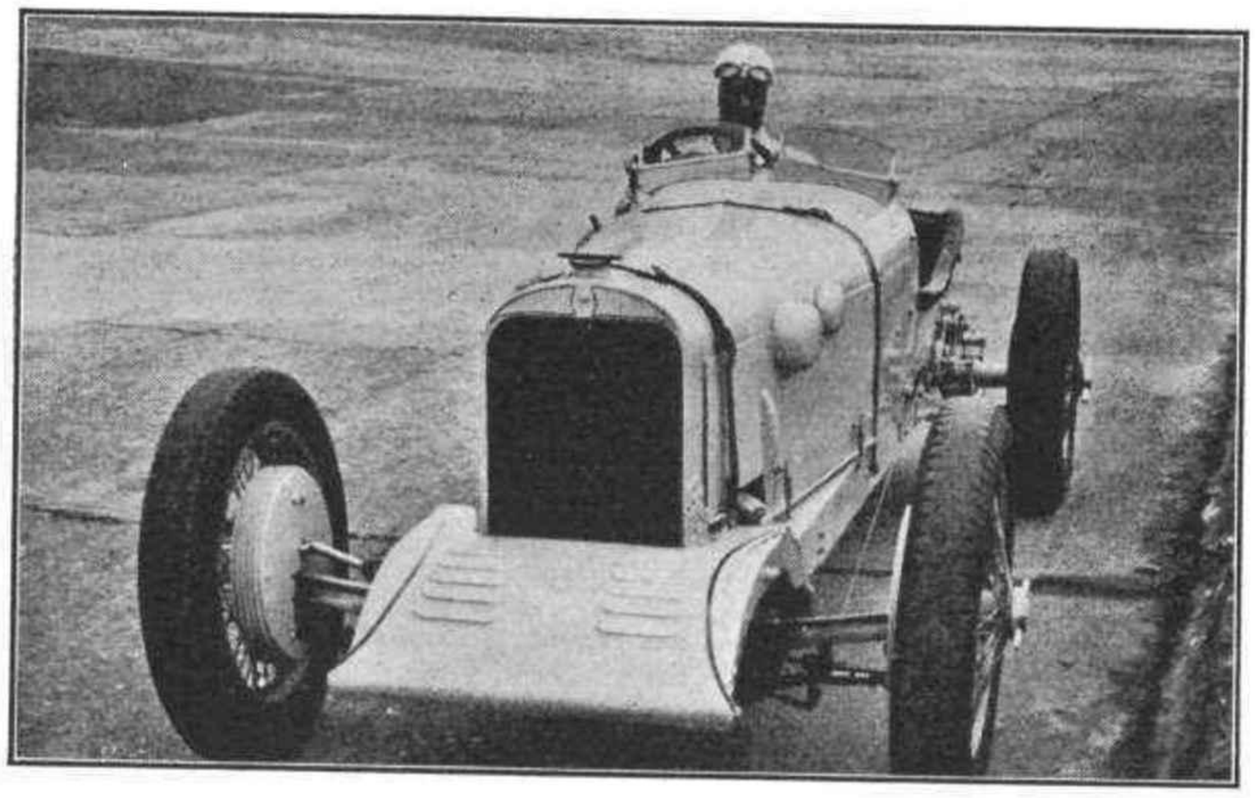
The water is conducted by a pipe to the off-side front face of the

* " The Story of Brooklands, 1906-1940," by W. Boddy. (*Grenville Publishing Co., Ltd.*, 15, *City Road, E.C.*1. *In three volumes*, 12*s.* 6*d. per volume.*)



[*Photo from "The Story of Brooklands"—Vol. II.*

R. J. Munday in his famous 30/98 *Vauxhall after lapping Brooklands at* 114.23 *m.p.h. to win the* 1932 *Gold Star race.*



R. J. Munday in his Munday Special, a Sunbeam chassis with the 30/98 Vauxhall "Gold Star" engine (see preceding page), which lapped Brooklands at 117.19 m.p.h. in 1935 as the Bainton Special.

Photo from "The Story of Brooklands"—Vol. III.

cylinder block, and travels down a cast gallery in part in the head, and in part in the cylinder block, so that the water scours at high velocity and is conducted round the exhaust valve seatings and ports cooling this very vital area with the coldest water direct from the bottom of the radiator.

Having passed from front to back of the cylinder head, the water takes a 180-deg. turn and returns along the cylinder head from the back to the front. In this way one ensures that the whole cross-section of the cylinder head is adequately cooled by a fast-flowing stream of water, and that the head is free from stagnant pockets.

Conversely, the inlet ports are projected outside the cylinder head proper, to be as far from the water as possible, in order that the heat from the water may not be transmitted to them, thereby expanding the inlet charge and lowering the volumetric efficiency.

The one-piece Nitralloy crankshaft is fully counterbalanced and runs in three Vandervell copper-lead bearings of adequate size in the aluminium crankcase. The oil from the forward-mounted pressure gear pump is delivered by cast-in ducks to the front and rear main bearings only. It then flows through the crankshaft to the big-ends by means of internal drillings provided with adequate sludge traps, and additional drillings which take the oil to the centre main bearing. In this way this heavily loaded bearing is always lubricated due to the rotation of the crankshaft at the point of minimum pressure, and this has a great bearing on its long life and freedom from heating.

The connecting-rods have had a great deal of design experience expended upon them, and are made from nickel-chrome molybdenum steel drop forgings, machined all over and balanced. They are of a very adequate section to withstand the heavy stresses to which they are subjected.

At the big-end they are provided with Vandervell copper-lead bearings, and at the small-end have a bronze bush in which the internally-tapered section gudgeon-pin floats. The gudgeon-pin is secured in the piston by round wire-type circlips to prevent it rubbing the cylinder walls.

The pistons are of "Hepolite" manufacture and incorporate a specially designed shaped crown. This special shape of crown has been found necessary with alcohol fuel in order that one may get as uniform and thin a gas layer as possible, to transmit sufficient heat into the alcohol-saturated charge in order that speedy burning may be attained, and flame damping due to excessive cooling of the charge eradicated.

This feature is designed not to cause bad filling by overheating the charge, because by the time it becomes operative the inlet valve has closed. The pistons are of larger diameter than the cylinder head, thereby providing a "squish" action to further break up the charge and promote efficient burning at high revolutions.

A great deal of work has been done on disposition and direction of the airflow in the cylinder head to promote efficient burning, and in this connection the fuel/air mixture is taken through short stub pipes which incorporate the seatings for the nozzles for the S.U. fuel injection pump, which delivers the fuel to the engine.

At the front of the crankcase there is a cast-Elektron drive case incorporating two vertical drives by Nitralloy skew gears running in oil, and driven from the crankshaft. This provides a drive for the water pump on one side, and for the pressure and scavenge oil pump on the other, the Scintilla fixed-ignition magneto being driven from the same source.

This engine follows the arrangement developed on the previous 2-litre engines by incorporating the two-point mountings on the centre of the crankcase on the centre of gravity of the engine. There is an additional mounting at the rear of the crankcase, or on the gearbox to stop the engine rocking about its centre mounting. This type of engine mounting has been developed after a great deal of thought, to reduce the torsional stresses on the crankcase, and thereby prevent the crankshaft from being subjected to excessive bending loads, consequently lowering the mechanical efficiency.

It has been found that this mounting, peculiar to these engines, contributes materially to the reduction of the stresses in the crankshaft, and in the crankcase, and has been proved by practical experience to be a very desirable feature.

The manufacturers state that the first two engines have already been delivered, and a further twelve are well on the way to completion; they anticipate delivering the whole of this batch by about the end of May.

The engine weighs complete 340 lb., dry.

Book Reviews

"Steam Road Vehicles," by G. St. C. B. Davidson, Ph.D., M.Sc., F.R.S.A. 60 pp. 6 in. by 9⅝ in. (*H.M.S.O.*, 3s. 6*d.*)

This illustrated book, prepared for the Ministry of Education, gives a clear, concise history of the steam road vehicle, from 1687 onwards. It includes details of licensing Acts of interest to veteran-car enthusiasts and there is a useful section, comprising the last three chapters, in which the work of various constructors from 1820 onwards, such as Gurney, Hancock, Knight of Farnham, Amédée Bollée, de Dion, Bouton, Trépardoux, Serpollet, Thornycroft, the Stanley brothers, the White brothers, Doble, etc., is detailed under these separate headings.

The appropriate motor races, etc., are referred to, but we should have liked more on steam traction engines, wagons and buses, which are dismissed in 1½ pages.—W. B.

"Attention All Drivers!" by Jock Taylor. 95 pp., 5½ in. by 8½ in. (*The Order of the Road*, 55, *Park Lane*, *W.*1; 3s. 6*d.*)

This book is by the well-known ex-Chief Superintendent and Senior Instructor at the Metropolitan Police Motor Driving School at Hendon.

Clubmen know just how well the Hendon Police drivers are trained by having competed against them in various competitive events and they will find in this interesting book, which is clearly illustrated, a description of those methods applied to car control and "roadmanship" which assisted in reducing police-fleet accidents from one per 35,000 miles in 1939 to one per 71,300 miles on the more congested roads of 1952.

Daily inspection of vehicles is covered and a "cockpit drill" worked out for modern cars. This is something different from just another book on how to drive and should be studied with benefit even by proficient drivers.—W. B.

The Three-Cylinder D.K.W. "Sonderklasse"

by Stanley Williams, Secretary of the D.K.W. Owners' Club

WHILE on holiday in Germany recently I was given the opportunity by Auto-Union G.m.b.H. to try one of their new three-cylinder 900-c.c. two-stroke cars. This was a chance which I had hoped for ever since I heard of their new engine some time ago, as I have been a D.K.W. owner and enthusiast for the last fourteen years and an admirer of the remarkable little two-cylinder engine.

I have owned a 1945 F.5, a 1939 all-metal saloon F.7 and a 1939 fabric saloon F.8, which I converted into an aluminium panelled cabriolet. All these cars gave me extremely good service and my total journeys on them came to somewhere in the region of 175,000 miles. In addition, as Secretary of the D.K.W. Club in England, I have driven and tested many of the cars of our members, so the prospect of driving one of the latest models with an entirely new and more powerful engine was very pleasing.

Herr Schlager of Auto-Union and his wife called for my wife and myself at our hotel in Dusseldorf during the morning and we set off on our journey to Ingolstadt with four up and two large suitcases in the boot. The car was the de luxe saloon model with the large American-style rear window and had done approximately 25,000 kilometres since new. It had not been specially prepared in any way, in fact it had only come back the night before from a long trip.

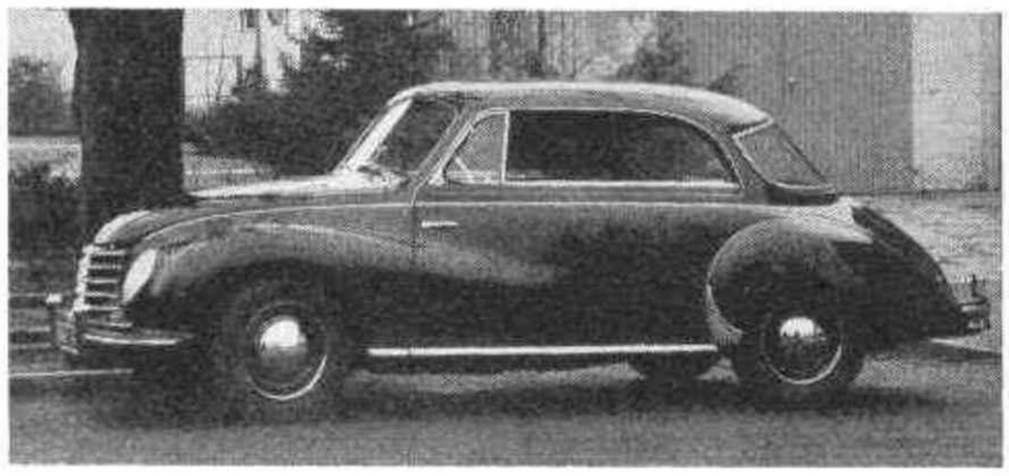
On the Autobahn just outside Dusseldorf I took over the wheel and for the first few kilometres concentrated on getting the feel of the steering, the engine and the brakes. All three were extremely good, but the engine was exceptional. Constant high r.p.m. caused no distress or overheating and the faster we went the happier the engine seemed. However, more of that later.

A steady 100 k.p.h. was maintained most of the way down the Autobahn, occasionally the needle slipped up a bit to 110-115 k.p.h., but was firmly suppressed again. South of Limburg we turned off to Konigstein for lunch and then, after a little cross-country driving to avoid Frankfurt, came onto the Aschaffenburg-Wurzburg road. The piece of cross-country driving was particularly interesting as several stretches of the road (?) were really bad and I expected some complaints from the rear-seat passengers. Everybody was very comfortable, however, and had it not been for the cloud of dust behind us they would not have noticed anything wrong with the road. From the driver's point of view the really bad pot-holes were avoided from habit rather than from necessity.

Once on the main road the speed was brought up to the 100-k.p.h. mark again and it was possible to test the high-speed cornering capabilities of the car on this section. As usual with front-wheel-drive cars the best way was to reduce speed to slightly below the maximum for the particular corner then accelerate fairly hard from about a quarter of the way round. Cornering in any other way produced some tyre squeal, but absolutely no uncertainty that the car would get round safely and on the line chosen by the driver. The majority of the bends, however, required no reduction of speed at all and the feeling was as if we were on invisible rails, a characteristic of a good front-wheel-drive car.

At Wurzburg we stopped for coffee on the terrace up the side of the hill overlooking the town and then, refreshed, set off for the final lap of our outward journey through Ansbach, Weissenburg, Eichstatt to Ingolstadt. This turned out to be our slowest section and destroyed any hopes we had of a good average speed for the journey, for, on the way, there was a stretch of road under repair through which only one vehicle at a time could pass. We arrived there at the same time as a large convoy of American Army lorries going the opposite way and it took over half an hour to get through against such opposition. Shortly afterwards darkness fell, but very little reduction of speed was necessary as the headlights were in keeping with the rest of the car and adequate for fast night driving. The distance recorded to Ingolstadt was exactly 550 kilometres and the running average, including the convoy delay but excluding meals, worked out at just over 60 k.p.h., although at no time was any attempt made to hurry unduly.

The following morning I was shown over the Auto-Union factory which is still very handicapped by reason of its dispersal in various parts of the town. Motor-cycle production is the main function of this factory, but the eight-seater bus and various forms of tradesmen's vans are also manufactured here. Here also is the last stronghold of the two-cylinder engine which is still used for the vans. There is a service department for repairs and schools for servicing both personnel and apprentices.

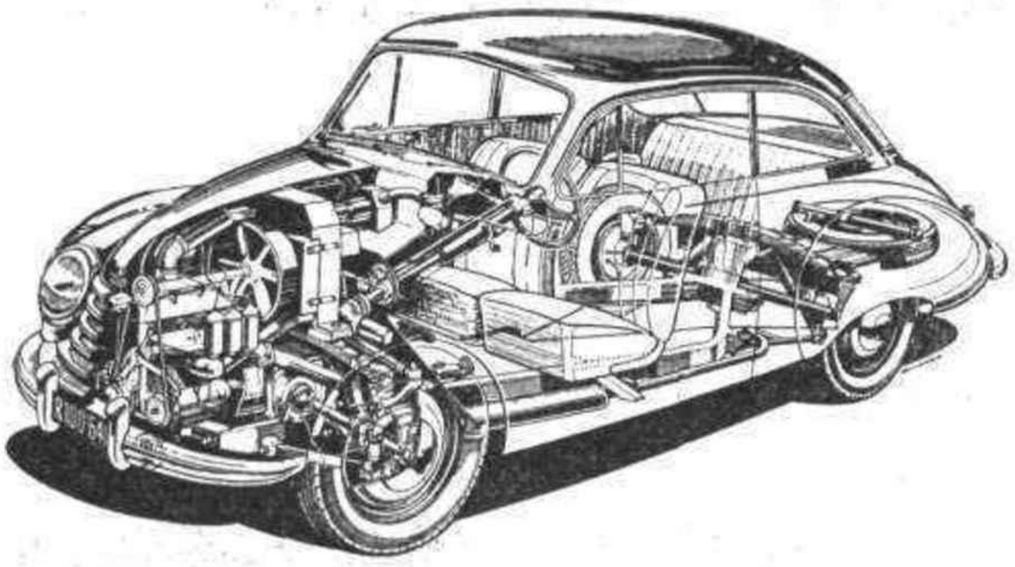


SMART.—The three-cylinder D.K.W. Sonderklasse *Californian saloon.*

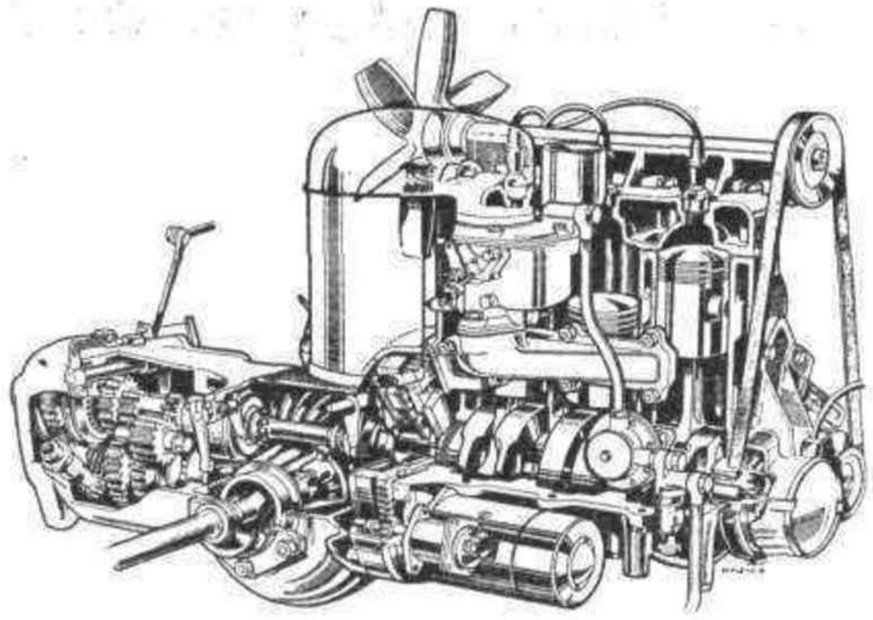
After a most interesting morning in the factory, and a change of plugs for the car, we left Ingolstadt after lunch for Rothenburg, where we proposed to stay the night to break our return journey and see something of the countryside. With only a comparatively short distance to cover and plenty of time, we motored very easily to Ansbach (the stretch we had done in the dark the night before) and then turned off on the secondary road to the old town of Rothenburg. The distance was 135 kms. and we covered it in two hours 10 minutes, averaging 63 k.p.h.

At 10.00 hours next morning we left this peaceful town behind us, most reluctantly, and followed the twisting road along the Tauber River. This road provided a real test of the cornering powers of the car and was real "D.K.W. country." Sharp almost continuous bends and corners, some very adversely cambered, fast climbs and sudden descents provided a perfect testing ground for brakes, steering and engine. Needless to say, the car came through with flying colours and the only possible criticism was the lack of an intermediate gear between second and top, a fault which is being rectified on future cars. Second gear will take you up to 75-80 k.p.h., if required, but on a long hill another gear to take in the speed range between 70 and 100 k.p.h. would give even better performance and make higher average speeds possible over hilly country. The synchromesh second was a delight to use and could be selected without the use of the clutch at any speed with the free-wheel in operation. Very sharp corners could best be taken by approaching with free engine and second gear selected, braking to the required speed and then using the lower gear to obtain the best acceleration from the corner.

Miltenburg on the Main was our stop for lunch and thence to Darmstadt, where we had a little competition from another three-cylinder D.K.W. which, unfortunately, turned off after a short time. The Autobahn outside Frankfurt was reached at 16.40 hours and I set out to see how many kilometres could be put into an hour with 900 c.c. and a full load on a fairly undulating road. We were passed only once in the first hour, and that by a new 220 Mercédès, and covered 92 kms. The second hour produced some brisk clashes with some of the faster cars, the drivers of which looked somewhat surprised to be challenged by a D.K.W. and even more surprised to find how fast they had to go to get away. This hour produced only 88 kms., due to some rather extensive road repairs and weekend traffic, but 180 kms. in two hours without any distress or overheating from the engine is, in my opinion, exceptional for a car of this capacity. Cruising at 120 k.p.h. seemed just as easy as at any other speed and the maximum reached on the level on two or three occasions was 130 k.p.h. The engine was smooth and vibrationless throughout.



CUT-AWAY view of the three-cylinder D.K.W. Sonderklasse, *showing the front-wheel drive, transverse leaf-spring suspension, and behind-engine radiator, etc.*



TRIPLE POTS.—A cut-open drawing of the D.K.W. Sonderklasse *engine, which is an 896-c.c. two-stroke developing 34 b.h.p. at 4,000 r.p.m.*

We reached Dusseldorf well before dark after a run of 435 kms., making a total for the whole trip of 1,120 kms. and an average running speed, in spite of some sightseeing on the way, of just over 63 k.p.h.

My impressions of the three-cylinder car as a result of this trip are:

(i) It is vastly superior in performance to the two-cylinder model and, in fact, to any other standard four-seater saloon car of equivalent capacity that I have ever driven.

(ii) Its acceleration is extremely good, even with full load, and the engine is smooth and quiet at all speeds above slow-running.

(iii) There is plenty of room for four large people to ride in comfort for long distances. Baggage space in the boot is also generous.

(iv) Suspension is extremely good, the amount of body movement, even on a bad road, is very small and there is no tendency for the car to lurch on corners.

(v) Steering is very positive at all speeds. It is fairly high geared, and there is absolutely no "kick-back" on the wheel. The high gearing and the front-wheel drive make the steering heavier than is usual with the conventional type of rear-drive car, but not so much so as to be tiring on a long run. The car never gave me a moment's uneasiness on corners at any time.

(vi) The driving position was good and the pedals well placed, but the gear lever on the steering column needs to be brought nearer the wheel. With the present arrangement the right hand has to be taken off the wheel to change to any gear and it is quite possible to foul the trafficator lever when so doing. Either the gear lever should be cranked upwards or it should be mounted higher up the column.

(vii) The gears are very easily selected and the clutch is unnecessary when changing down to second gear when running on free-wheel. A four-speed box will make a good deal of difference to performance in hilly country and will enable the top gear to be raised slightly and second to be lowered for even better acceleration. The clutch is smooth and light in operation.

(viii) Brakes are very good and stood up to fairly hard usage well; with free-wheel in operation and a full load this was most important.

I would like to emphasise that at only one stage, the last two hours on the Autobahn, was any attempt made to maintain a high average speed, at all other times the driving was in keeping with the feelings of the party. In spite of this the average speed was remarkably high over the whole trip, the admirable road-holding of the car enabling the cruising speed to be maintained even on winding or rough roads. Altogether, the three-cylinder car was an exceedingly pleasant vehicle to drive and its performance for a car of 900 c.c. is really outstanding. Fuel consumption worked out at about 34 m.p.g. over a distance of 700 miles.

Since writing the above I have had the opportunity of testing the very latest model with the four-speed gearbox. It has, as anticipated, made a great improvement to the overall performance and the ratios are very well selected. Top gear has been raised slightly and third takes in that critical speed range on which I previously commented, also second has been lowered. The new gearbox is actually being made by Auto-Union, the three-speed was a Z.F. product, and is synchromesh on all except first gear. The only possible criticism against it is that it is a little noisy in the intermediate gears which have a distinct whine. I spoke to Auto-Union about this and they said that this particular gearbox was one of their very first productions and they already had several small improvements which they thought would eliminate the fault entirely.

TECHNICAL DATA

Engine: Three-cylinder in-line, two-stroke of 896 c.c.
Bore, 71 mm.; stroke, 76 mm.
Compression ratio, 6.5 to 1.
H.P., 34 b.h.p. at 4,000 r.p.m.
Maximum r.p.m., 4,250.
Roller-bearing crankshaft and big-ends.
Lubrication, petroil, 25 to 1.
Watercooled.

Gearbox: Synchromesh on all except first gear. Ratios:

Three-speed box	*Four-speed box*
1 : 15.85—1st	1 : 18 —1st
1 : 7.51—2nd	1 : 10.45—2nd
1 : 4.41—top	1 : 6.3 —3rd
1 : 14.53—Reverse	1 : 4.25—Top
	1 : 22.1 —Reverse
Differential ratio :	1 : 4.72.

General: Empty weight, 870 kg.
Suspension, independent front with single transverse spring and wishbones. Rear, single transverse spring with dead axle.
Shock-absorbers, telescopic hydraulic.
Steering, rack-and-pinion.
Electrics, Bosch six-volt standard, 12-volt system can be supplied if required. Separate dynamo and starter.
Body styles, Standard saloon.
Standard saloon with sunshine roof.
De Luxe saloon.
Drophead coupé (four-seater).
Drophead coupé (two-seater).
Station wagon.

WHAT *IS* A SPORTS CAR?

The question "What *is* a sports car?" is as old as the sports car itself! Under the heading "Sports Cars" in the classified advertisements of contemporaries we find the following cars included: Hudson convertible, Peugeot 203, Fiat 500 coupé, Austin Ten two-seater, Austin Seven four-seater, Standard Fourteen saloon, Rolls-Royce 20/25 limousine, Triumph Dolomite coupé, Ford V8 utility, Humber Snipe saloon, Lancia Dilambda saloon, Citroën Fifteen saloon, Morris Eight saloon, Rover Seventeen saloon, Talbot 3-litre coupé, Riley Nine saloon, etc.

It would seem that under certain circumstances anything passes as a "sports car" and that the definition is as indefinite as ever it was!

CLUB NEWS

THE FOURTH R.A.C. INTERNATIONAL RALLY

One of the most important British fixtures in March is the R.A.C. International " Rally of the Tests," which counts towards the 1954 Touring Championship of Europe and takes place from March 9th to March 14th. Competitors depart from Blackpool and Hastings at 6.30 p.m. on March 9th, both starting controls having a test at the point of departure. By the Wednesday night (March 10th) Blackpool competitors will have clocked in for a rest at Hastings and the Hastings contingent does the same at Blackpool on the Thursday night (March 11th). On the Friday all competitors follow a common route, take further special tests, and from noon onwards on Saturday March 13th they commence to clock in at the finish at Blackpool, taking a final test there. A Rally Ball will be held on the Saturday evening and the prize distribution starts at noon on the Sunday.

The Rally route goes through Wales, the Peak District, Scotland and the Lake District, and *en route* tests of navigation, regularity of running and/or consistency will be involved. Entries finally closed on February 15th.

Acceleration and other tests will be held at Silverstone, Prescott hill, Oulton Park and Goodwood, and possibly at Charterhall.

The Rally will be contested by Normal Series Production Touring Cars to F.I.A. definition, divided into five capacity classes up to 1,000 c.c. to over 2,600 c.c., and by Normal Series Production Sports Cars divided into three capacity classes of up to 1,600 c.c. to over 2,600 c.c.

Cash prizes of not less than £1,000, in addition to souvenir awards and finishers' plaques, have to be won.

B.D.C. EASTBOURNE RALLY

The Bentley Drivers' Club will again hold its popular Eastbourne Rally, on April 9th/11th. This event, which ranks as one of the better and more important non-" Star " rallies, is open to B.D.C. members driving Bentleys, Aston Martin O.C. members driving Aston Martins, Lancia M.C. members driving Lancias, Lagonda Club members driving Lagondas, Metropolitan Police Motor Driving School Sports Club driving approved police cars, V.S.C.C. members driving vintage and post-vintage-thoroughbred cars, and Twenty Ghost Club members driving Rolls-Royces.

The route covers 375 road miles and embraces route-finding, time-keeping, a 3-lap regularity " dice " round Goodwood in the early hours of the Saturday morning, driving tests on Eastbourne front in the tradition of " big " rallies on the Saturday afternoon, and a speed hill-climb at Firle (*not* open to the public) on the Sunday.

Pump fuel only is permitted, crash-hats are required for the speed sections and competition licences are essential.

This is an excellent rally, to which tone is lent by competition against police teams—indeed, there is a sense of " official blessing " by reason of one of the starting controls being at the Police Driving School at Hendon. Other starting points are Bristol, Mildenhall (which staged a " freeze-record " during the recent cold spell), Fordingbridge, Atherstone and Uckfield.

Entries close on March 15th, but should be made at once as the list will be closed when fully subscribed. The entry fee is £2 12s. 6d. inclusive, and well-indexed supplementary regulations are available now from Lt.-Col. C. H. D. Berthon, Madges, Long Crendon, near Aylesbury, Bucks.

FIXTURES FOR MARCH

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

6th.—Scottish Sporting C.C. Trial, W. Scotland. *C.*
Armagh & Dist. M.C. & C.C. Trial, Armagh. *C.*
6th/7th.—Herefordshire M.C. Rally. *C.I.*
7th.—Bolton le Moors C.C. Rally, Lancs. *C.I.*
London M.C. Trial, Hindhead. *C.*
Old Merchant Taylors M.C. Rally.
Bugatti O.C. Rally. *C.*
Eastern Counties M.C. Rally. *C.*
Harrow C.C. Rally, Home Counties. *C.*
Hants & Berks M.C. Trial, Hants/Berks. *C.*
Lancia M.C. Rally, Bovingdon. *C.I.*
Eastwood & Dist. M.C. Trial, Notts/Derbys. *C.*
Shenstone & Dist. M.C. Trial, S. Staffs. *C.*
Sunbeam-Talbot O.C. Trial, Cotswolds.
Cambridge Univ. A.C. Sprint. *C.I.*
9th/14th.—R.A.C. RALLY, GREAT BRITAIN. *I.*
10th.—Lanarkshire M.C. & C.C. Rally. *C.*
13th/14th.—Oxford Univ. M.D.C. Rally, Cotswolds. *C.I.*
S. of Scotland C.C. Rally. *C.*
14th.—Plymouth M.C. Trial, Devon. *C.*
Kentish Border C.C. Trial, Kent/Sussex. *C.*
Yorkshire S.C.C. Trial, Ilkley. *R.*
Severn Valley M.C. Trial, Wellington. *C.*
Brighton & Hove M.C. Trial. *C.I.*
M.G. C.C. (Scottish). Rally, Scotland. *C.*
Eastern Counties M.C. Rally, E. Counties. *C.*
E. Anglian M.C. Autocross. *C.I.*
Chiltern C.C. Autocross, Fingest. *C.*
20th.—S.U.N.B.A.C. Trial, Cotswolds. *C.I.*
Cranleigh & Dist. M.C. & C.C. Trial. *C.I.*
Grimsby M.C. Trial, N. Lincs. *C.*
Scottish S.C.C. Trial, Ayrshire. *C.*
Caerns. & Anglesey M.C. Rally, N. Wales. *C.*
Mid-Antrim M.C. Trial, Co. Antrim. *C.I.*
500 M.R.C. of Ireland. Race meeting, Kirkistown Airfield. *C.I.*
20th/21st.—Margate & Dist. C.C. Rally. *C.*
A.C. Owners' Club. Trial, Dorking. *C.I.*
Swanage C.C. Trial. *C.*
Cumberland S.C.C. Rally, Cumberland. *C.I.*
21st.—West Hants & Dorset C.C. Trial, Hants/Dorset. *C.*
Nottingham S.C.C. Trial, Nottingham. *C.*
Blackpool & Fylde M.C. Rally, Lancs. *C.*
Huddersfield M.C. Trial. *C.I.*
Windsor C.C. Rally. *C.*
Wolverhampton & S. Staffs C.C. Trial, Staffs/Shrops. *C.I.*
Thames Estuary A.C. Rally, Essex. *C.*
N. Cornwall M.C. Trial, Bodmin. *C.*
Berkhamsted M.C. & C.C. Trial. *C.I.*
Leicestershire C.C. Trial, Leics. *C.*
N. Devon M.C. Trial. *C.*
Mid-Derbyshire M.C. Trial, Derbys. *C.*
Plymouth M.C. Autocross " Anon. Trophy." *C.*
Darlington & Dist. M.C. Trial, Candale Moor. *C.I.*
Bridgnorth & Dist. M.C. Trial, Bridport/S. Salop. *C.I.*
Morecambe C.C. Rally, Lancs./W. Yorks. *C.*
Sunbeam-Talbot O.C. Trial, Yorks.
27th.—Newry & Dist. M.C. Trial, Newry. *R.*
Riley M.C. (Lowland). Rally. *C.*
B.A.R.C. Race Meeting, Goodwood. *C.*
27th/28th.—B.A.R.C. (Yorks). Rally, W. Riding. *C.*
Bugatti O.C. Rally. *C.*
V.S.C.C. Speed Trial, Silverstone. *C.*
28th.—Mid-Cheshire M.C. Sporting trial, N. Wales. *C.I.*
Knowldale C.C. Trial. *C.*
Horsham & Dist. M.C. & L.C.C. Trial, Horsham. *C.I.*
Cornwall V.C.C. Driving tests. *C.*
Oxford M.C. Rally, Cotswolds. *C.*
Newcastle & Dist. M.C. Trial, Newcastle. *C.*
Fylde Motor Sports Committee. *C.*
Burnhope & Dist. M.C. Trial, N. Counties. *C.*
De Lacy M.C. Trial, Yorks. *C.*
Singer O.C. Trial, Kent/Surrey. *C.*
S.O.D.C. Trial, Beds. *C.I.*
N. Midland M.C. Hill-climb, Derbys. *C.*
Cambridge 50 C.C. Autocross, Cambridge. *C.*
Tunbridge Wells M.C. Speed trial, Brands Hatch. *C.I.*
Lothian C.C. Autocross, Lothians.

FORCES M.C.

The club began to enroll members in October, 1953, and now has about 500. It is interesting to note that although announcements were made in Army and Fleet Orders most of the entrants first heard of the club through MOTOR SPORT.

In January the final documents associating the club with the R.A.C. were signed, and members are now becoming associate members of the R.A.C. at reduced subscription rates. The formation of a non-profit-making limited liability company to run the club is well advanced and attention is turning to preparation of a social and sporting programme.

Members who would be interested, as helpers or competitors, in a night navigation trial in the Tidworth-Bulford-Larkhill area in April are asked to get in touch with Major H. G. M. Williams, T.D., 15, Lambdown Terrace, Perham Down, Tidworth, Hants.

It is also fairly certain that a rally will take place in the autumn in conjunction with the H.A.C. Particulars are not yet available but members who would like them as soon as they are ready should write to the General Secretary, The Forces Motoring Club, 2, The Mews, Charterhouse Square, London, E.C.1.

HEREFORDSHIRE M.C.

The annual general meeting of the Herefordshire M.C. was held at the Talbot Hotel, Leominster, on January 20th, when it was unanimously decided to invite Alderman A. E. Farr, J.P., Mayor of Hereford, to become president of the club. The keen interest taken by Alderman Farr in the club's major events, together with his long and varied motoring experience and his efforts to bring about major improvements to the roads system, including the proposed Severn Estuary Bridge, makes the Mayor of Hereford a most appropriate choice for this post.

The committee and officers were elected as follows :—

President : Ald. A. E. Farr, J.P.
Chairman : Dr. C. W. F. McKean.
Vice-Chairman : J. D. Moon.
General Secretary : J. R. W. Thomas (*also* Competition Secretary).
Press Secretary : B. F. H. Banes.
Treasurer : O. P. Felton.
Bulletin Editor : R. M. E. Mayall.
Social Secretary : G. C. Warburton.
Awards Secretary : E. W. Lindsay-Jones.
Committee members : H. E. Rumsey and P. J. Taylor.

CEMIAN M.C.

The annual general meeting of the Cemian M.C. was held on January 26th at the Lotus Restaurant, Haymarket, at which 30 per cent. of the members attended what turned out to be a lively but pleasant meeting. The members take a keen interest in the club's activities and were glad to note that, although a comprehensive calendar of sporting events included a closed rally, an invitation rally, a closed driving test meeting, an invitation driving test meeting, and the Eight Clubs Silverstone meeting and Eastbourne were arranged, the social side was not being neglected. The previous officers of the club were re-elected, the hon. secretary being R. L. Sadler, the hon. competitions secretary G. T. Wilby, and the hon. treasurer E. C. Vreins. A new office of assistant hon. secretary was created and filled by F. L. Rourke. The club's president is A. Bolsom. All inquiries with regard to membership should be addressed to R. L. Sadler, 8, Beaumont Mews, Weymouth Street, W.1. (WEL 8091.)

ALVIS OWNER CLUB KENTISH RALLY

The Alvis Owner Club (Southern Section) held their Kentish Rally on January 31st, starting from Halstead, at 1.30 p.m., under excellent weather conditions—there being just enough snow to add interest to the event. Competitors were expected to average 24 m.p.h. over about 50 miles of narrow hilly lanes, one of the lanes proving impassable to many drivers due to ice.

From Halstead, cars were sent to a point near East Grinstead where the marshal was hidden. The fact that he was disguised as a sailor caused much confusion, and this, added to the icy hill, made many cars late at the final control near Knockholt. A test, consisting of a slow hill-climb, was held here—best times being set up by Chace (Firefly) and James (Speed Twenty).

Results :

1st : R. Brearley (Speed Twenty, 1933).
2nd : F. Byers (Speed Twenty-five, 1937).
3rd : A. James (Speed Twenty, 1935).

LONDON M.C. LITTLE RALLY

The London M.C. Little Rally, which proved so popular last year with an entry of 240, is again being held on a Saturday and will be run on similar lines. Briefly : It will start and finish near London and will be open to members of the L.M.C. In contrast to the London Rally, which is being held on September 3rd and 4th, it is not intended to make this a " tough " event but to provide some first-class motoring over little known roads and through interesting country—Surrey and Hants. There will be special tests *en route*, all of which will be suitable for the ordinary type of car, and a lunch stop of one hour. The first car will start at approximately 8 a.m., Saturday, April 10th, and finish about 6 p.m., when there will be a dinner and music until midnight for competitors, officials, other club members and their friends. There will be no difficult map-reading as all competitors will be provided with a detailed description route card.

This event is intended to be suitable for any type of car and it is hoped that members who do not regularly compete because they consider their car insufficiently potent will enter as well as the usual rally types, to all of whom an enjoyable but not too expensive event is promised.

Details and regulations will be shortly available from Mrs. Nina Imhof, Robin Hill, Coombe Hill Road, Kingston.

* * *

CLUB AFFAIRS

The Mercédès-Benz Club is holding its annual dinner-dance on March 6th at the Dorchester Hotel, Park Lane, W.1, at 7.30 p.m. Tickets cost 35s. each, exclusive of drinks, and friends and non-members may join in, although we believe reservations may now have closed. Apply to R. H. Johnson, " Chequer Trees," Limpley Stoke, Bath, Somerset.

* * *

The 750 M.C. announces that its first Silverstone Meeting this year will be a joint M.G. C.C./750 M.C. event on June 12th. A three-hour Relay Race for 750 Formula, 1,172 Formula and M.G. cars in four-car teams is contemplated, with supporting short events. The Six-Hour National Relay Race at Silverstone on August 28th will not include a separate race for 750 and 1,172 Formula cars.

* * *

The 750 M.C. will hold a Grass Track Speed Meeting on March 7th confined to members, with classes for open and closed standard Austin Sevens, formula and trials Austins, 1,172 Formula and trials cars, and classes for associate members, divided into engine capacities. From experience gained at this meeting, if successful, it is hoped to hold others later, both closed and invitation. The clerk of the course and secretary of the meeting is Lionel West, competitions secretary of the club, 71, Oakwood Road, Bricket Wood, St. Albans, Herts.

* * *

The secretary of the Welsh Counties C.C. is now W. G. Woodruff, 16, Morlais Street, Roath Park, Cardiff.

* * *

The address of the B.M.C.R.C. is now 34, Paradise Road, Richmond, Surrey.

* * *

The Cumberland Sporting C.C. will hold its Keswick Rally on March 20th/21st instead of on March 6th/7th, to avoid a clash with the R.A.C. Rally. The event is open to various Northern clubs and to all classes of V.S.C.C. membership, *i.e.*, in modern as well as vintage cars. Details from H. I. Saul, Alfa Gate, Houghton Cheshire.

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DAVID BROWN recommend

WAKEFIELD Castrol MOTOR OIL

the masterpiece in oils

THE TOLEDO WOODHEAD RIDEMASTER

ON February 8th the directors and technical staff of Toledo Woodhead (Sheffield), Ltd., the famous spring manufacturers, held a very nicely conducted party at the Hendon Hall Hotel, to show the Press their new Ridemaster spring control.

This device, consisting of a coil spring in tension which augments the stiffness of the main leaf spring, is as simple as it is effective. The auxiliary coil spring is attached by brackets, as shown in the accompanying illustrations, in such a manner that, even if the main leaf spring assumes a negative or reverse camber under load, the coil spring comes into action as the main spring deflects.

The result is load-sensitive, variable-rate suspension very simply applied. The action of the coil spring is applied only in small degree to the front half of the main spring and much more so to the rear half, with the result that the rate-characteristic of the leaf spring is modified favourably.

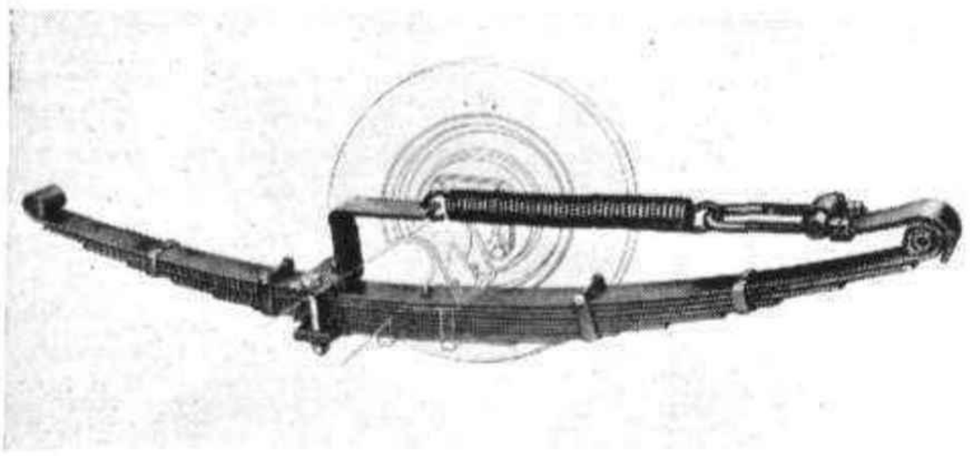
It will be appreciated what a boon the Ridemaster is for owners of cars the springs of which have "settled," the shock-absorbers of which have worn out or are unable to cope with the suspension, in which heavy loads are carried, or in cases where some or all of these factors apply.

The coil spring of a standard Ridemaster installation expands $\frac{7}{8}$ in. when fully open, but the adjustment provided on the U-bolt attachment is considerably greater, so that a wide variation of auxiliary damping can be applied, and the Ridemaster attachment treated like tightening or slackening a shock-absorber. The cost of the attachment is so modest that it can be regarded as an excellent substitute for an expensive new set of shock-absorbers or, in cases where shock-absorbers are still functioning, they can be adjusted for an easier life than they could enjoy were the Ridemaster not fitted.

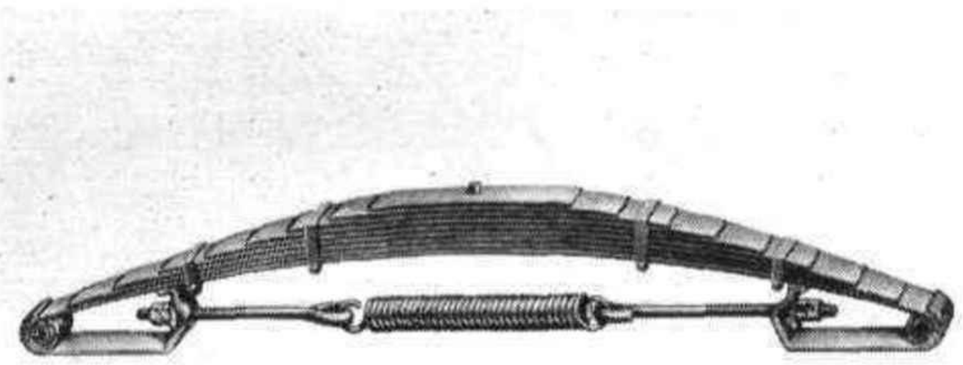
These attractions alone should make the Ridemaster in great demand, but the fast driver will find another advantage of fitting this ingenious new Toledo Woodhead device. It is that the Ridemaster, in very simple fashion, renders safer the flabbily-sprung modern car. The Ridemaster on the outside spring only functions during cornering, thus stiffening this spring and altering its "rate" from that of the inside spring, thereby minimising excessive roll and sway.

So simple is the Ridemaster, applying in proprietary form a suspension principle already recognised many years ago by Norton, Lancia and others, that demonstrations were necessary before we could believe that a "gymnasium" coil spring could so improve the handling characteristics of the soggy modern car.

For this purpose Toledo Woodhead placed at our disposal a model-J Vauxhall Velox, model-E Vauxhall Velox, Ford Zephyr, Allard, Austin A70, Austin A70 station wagon and, appropriately belonging to their director, a Mk. VI Bentley, all Ridemaster equipped. In normal motoring the effect of the Woodhead auxiliary springing was to damp the suspension effectively over severe "bumps" and to provide a taut sensation during straight-line running, the action being rather that of supporting one's trousers with a new pair of braces as distinct from a pair in which the elastic has become exhausted. On corners the Ridemaster really came into its own, for cars which normally roll excessively and lurch the opposite way under steering correction lost this vicious lurch and, although still canting over, could be cornered fast under proper control, the uncertainty damped out of their over-steer characteristics. This was especially so in respect of the type E Vauxhall Velox and Austin A70 cars.



The Ridemaster applied to a ½-elliptic back spring.



The Ridemaster applied to a transverse spring.

From this point of view the Ridemaster should render the roads safer, by providing better control over soggily-suspended cars, and it should prove of considerable value to rally drivers who have to drive such cars in against-the-watch tests, and to whom a weak or broken shock-absorber could spell failure.

Already several hundred Ridemaster sets have been sold and at the modest price charged for a pair they should soon be in big demand. There would appear to be nothing to fail, although fairly rapid wear could take place where the coil spring is clipped to the brackets; however, movement here is small and normal greasing should obviate trouble. The bracket which clamps over the spring eye scarcely moves, so should not be subject to wear, and we understand that the Ridemaster was thoroughly tested before it was put on the market and that the makers are contemplating offering a three-year guarantee.

The Ridemaster sells for £3 15s. a set, complete with fittings, which are intended particularly for Austin A40, A70, A90, Vauxhall Velox, Standard Vanguard, Ford Consul, Zephyr and Zodiac cars. At this modest price most drivers would be prepared to sample a set without any recommendation and we certainly think rally drivers would do well to experiment with this simple contribution to stability, which, designed by one of our leading spring manufacturers, looks like out-lasting the average shock-absorber while providing additional benefits in respect of suspension damping. The Ridemaster is available from most garages or direct from Toledo Woodhead (Sheffield), Ltd., Clifton Works, Sheffield 3.—W. B.

◆◆◆

PICTORIAL REVIEW

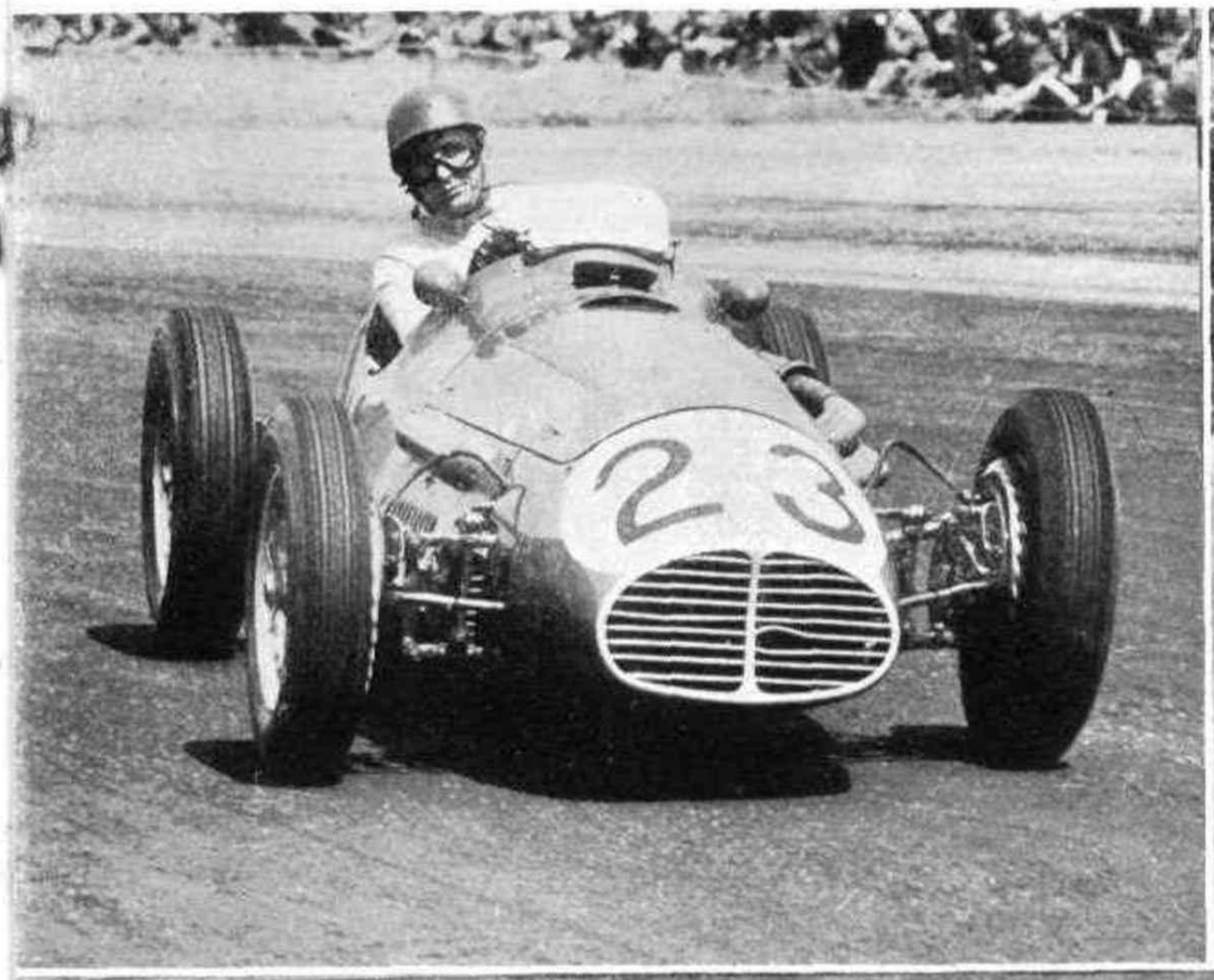
World Champions — T.E.A.C. Cat's-eyes Rally

Harker Special — Oulton Park — Kieft Chassis

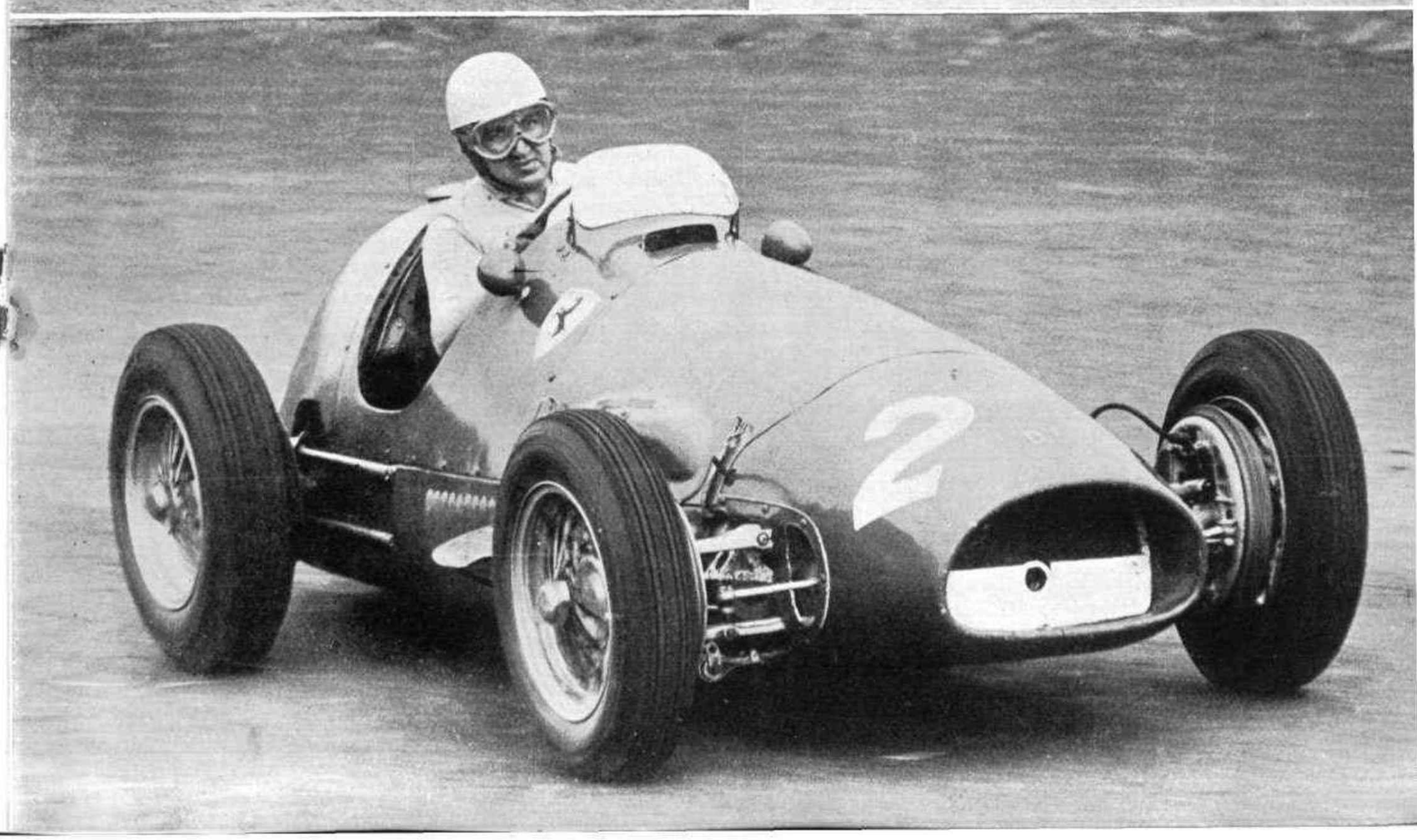
Top, left : RUNNER-UP in the 1953 World Championship was Juan Fangio, pictured here in his Maserati during the British Grand Prix at Silverstone. Will he move up one rung on the ladder of success this year ?

Top, right.—THIRD PLACE in the final analysis of the 1953 championship events was taken by Guiseppe Farina, member of the victorious Ferrari team. Will he be Ferrari's number one now that Ascari has changed to another marque ? This picture shows him at Spa during the Belgian Grand Prix.

Bottom : THE CHAMPION.—Alberto Ascari, the world's number one for two seasons. Can he repeat his success this time in a Lancia ? Will these top drivers still be there at the end of the current season ? We can but wait and see and anticipate. Ascari is seen winning last year's Dutch Grand Prix at Zandvoort.

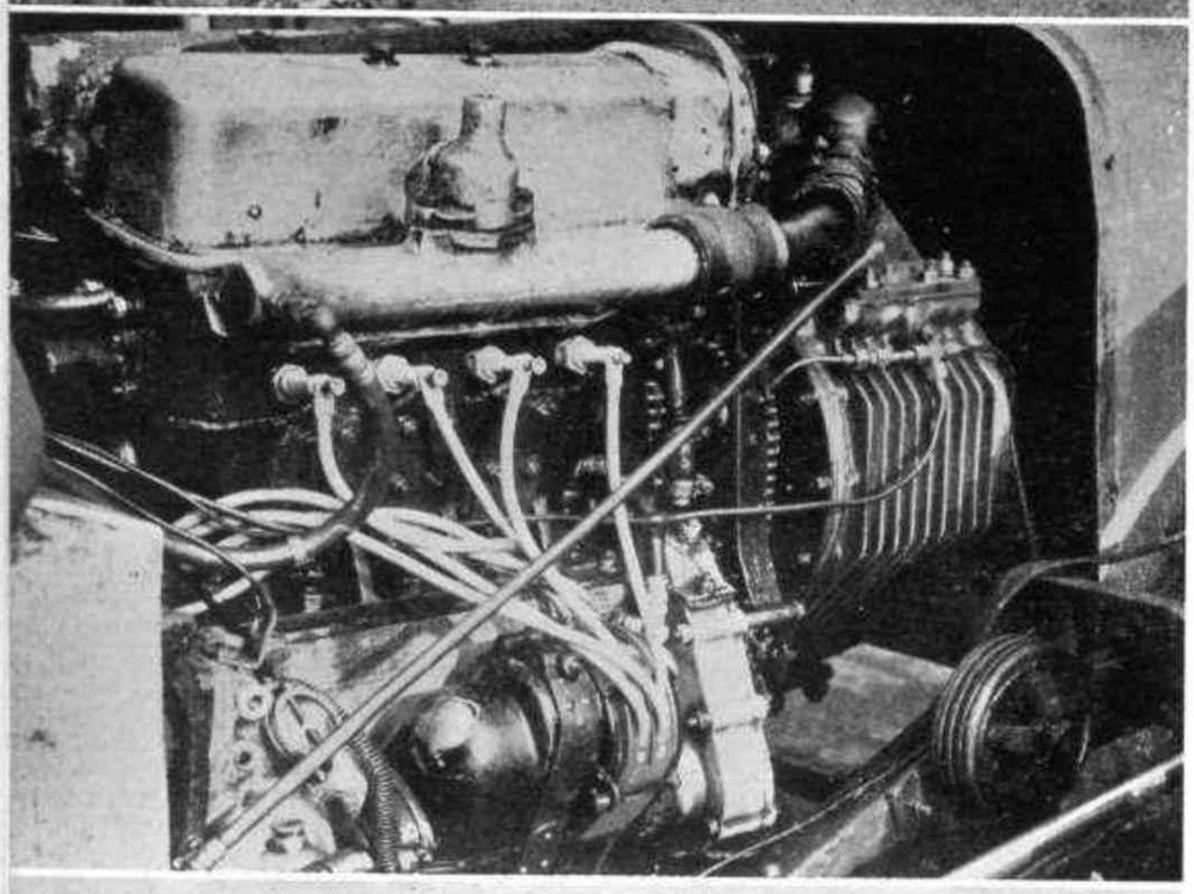








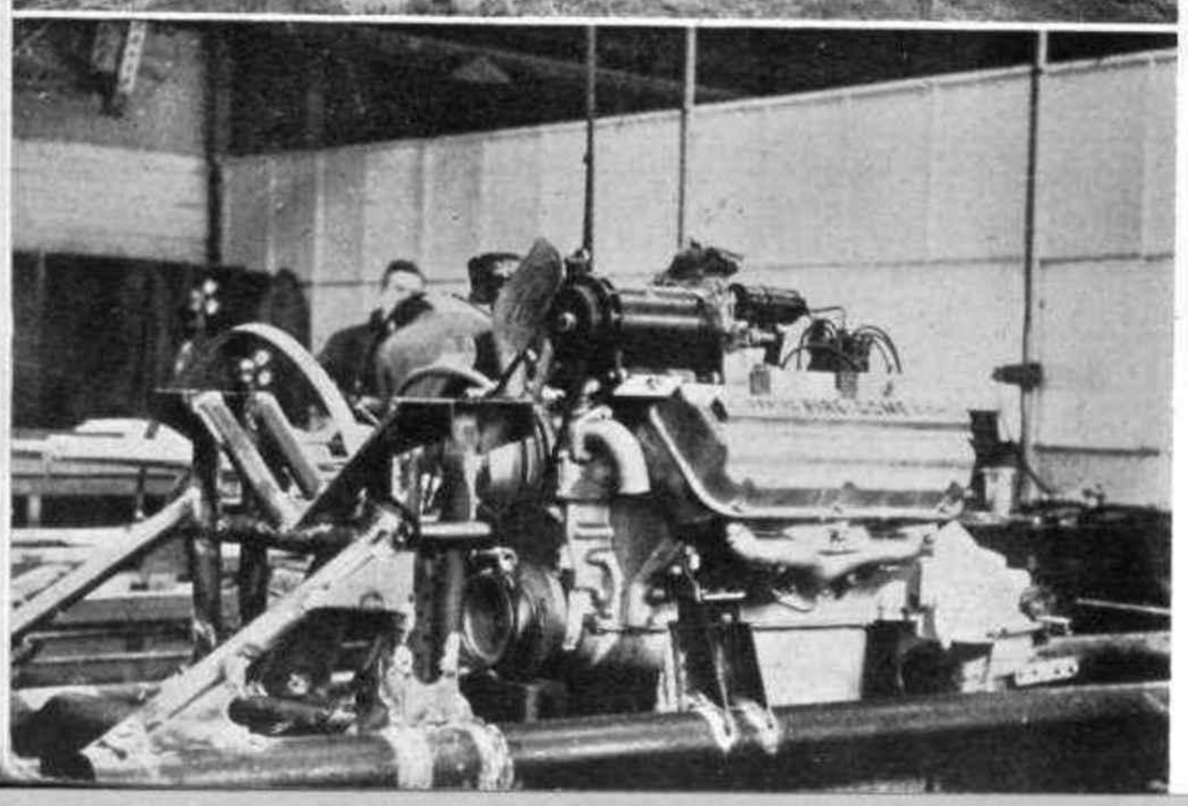
FAST TOURING was provided by the Fraser-Nash during a three-day test run. It is pictured here in a country lane near the Welsh border.



THE HARKER SPECIAL.— Off-side view of the two crankshaft, V8 power unit. The exposed Duplex timing chain can be seen at the front of the blocks, and also the single eight-cylinder Scintilla magneto.



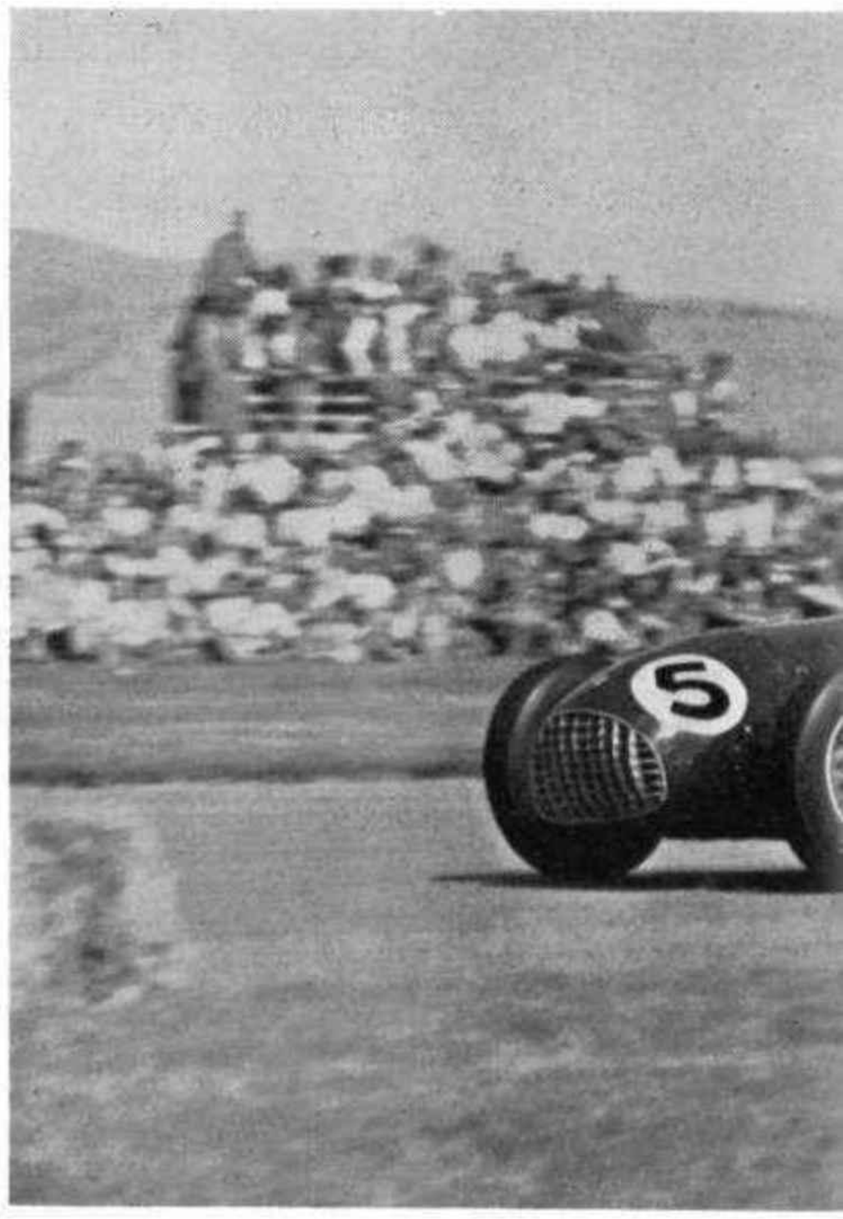
MODIFICATIONS to Oulton Park circuit are being carried out at present. The new extra loop can be seen in the foreground and will cover part of the lake, making the total length 2¾ miles.



ANGLO-AMERICAN EFFORT.—A de Soto Fire-Dome V8 being tried for size in a Kieft sports-car chassis. This is being built to the order of the American driver Goldschmidt.



ONE OF MANY.—D. J. Walker (M.G. TA) one of the competitors in Class A1 of the Cat's-Eyes Rally, performing at Southend. Twenty-five per cent. of the cars in this class were M.G.s of many types.



LADY WIGRAM TROPHY WINNER.— Peter Whi ace at Christchurch, New Zeala

ANCHORAGE.—A Javelin stops neatly and correctly during the final braking test at Southend in the closing stages of the Thames Estuary A.C. Cat's-Eyes Rally.





GOING AWAY.—Having cleared one set of markers, J. C. Whitfield-King (Riley 1½-litre) prepares to tackle the next hurdle in the driving tests of the Cat's-Eyes Rally.



tched (Ferrari) *with a time of 69 min. 51.3 sec., won the 99.5-mile nd.* a speed of approximately 85 m.p.h.

CUTTING IT FINE.—C. D. Boulton (Silverstone Healey) goes close to the markers in the "Esses" section of the driving tests. A minor snowstorm did not assist competitors in the later stages.





HIGH BEECH AT NIGHT.—D. P. Silver (Morgan) reports at the Epping Forest control during the Cat's-Eyes Rally. The oil-drum coke fire helped to ease the cold night temperature.



STABILITY.—The "wheel at each corner" Aprilia holds the road despite the slippery surface during the driving tests on the sleet-covered, wind-swept Southend front.



LADIES' AWARD WINNER.—Miss P. Smith and Mrs. K. Smith seen here on the second phase of the "wiggle-woggle" test in their Hillman, at the conclusion of the Thames Estuary A.C. Rally.

BLEAK BACKGROUND of bathing huts, frozen surf and deserted pier sets the scene for the final tests on the front at Southend. The Javelin is driven by F. Bassett.



FAST WORK WITH A FRAZER-NASH

"Motor Sport" Samples the Prototype Targa Florio Turismo Model with 100-b.h.p. Bristol Engine



OVER THE BORDER.—The Frazer-Nash Targa Florio Turismo two-seater with its front wheels in England and its back wheels in Wales, towards the end of our 760-mile test run. Note the adequate weather protection afforded by the big, fixed windscreen and rigid sidescreens.

PATIENTLY waiting for the great freeze to thaw, by mid-February I was able to borrow the prototype Targa Florio Turismo Frazer-Nash two-seater from A.F.N. Ltd. and drive it over quite an appreciable amount of England before returning this long-suffering example of the renowned breed to Isleworth.

I write "long-suffering" because this prototype Targa Florio car was built some three years ago and has acted as works hack, Aldington's demonstration car and occasional Press car ever since. Indeed, a few days before I took it over it had returned from a fast winter journey on the Continent and last year it was taken abroad by a contemporary and timed at a maximum speed of 116 m.p.h. and a mean speed of 114 m.p.h.

Consequently it would be unfair to write a full and detailed road-test report on "XMC 2," because naturally a few rattles and minor blemishes have intruded with the passage of time and miles, which would not be found in the sleek nearly-new Press cars kept by the big manufacturers. Moreover, as before the war, so today, the makers of the Frazer-Nash can materially alter the details of their cars to suit their customers, and criticism of detail, especially of a 1951 model, is thereby rendered pointless.

I propose, therefore, to confine myself to general impressions of this exceedingly safe and satisfying sports car. The "taking over" was accomplished on a dark, wet night, in London, when I was completely unaccustomed to the controls and handling characteristics. The rush-hour West End was negotiated without anxiety, once I had learnt to tread with fairy foot on the brake pedal of the immensely powerful 11-in. Girling 2LS brakes. The hood was up, but as it is sufficiently high and provided with large areas of transparency it did not impede visibility, a direct contrast with that on the sports car I normally drive. Admittedly I made beginner's mistakes, such as driving at what I thought the speedometer, which is over on the left-hand side of the facia, said was 30 m.p.h., only to find I had been holding 50, and of travelling some miles with the flashing turn-indicators winking permanently, because their switch is mounted at an angle and they are not self-cancelling. But along A30, in spray-clouds, there appeared to be a great many hooting and swaying vehicles going backwards on my near side whenever I engaged third gear and trod on the accelerator!

The next morning dawned wet, so we kept the hood up until lunch-time; it provides very adequate protection and the 100-b.h.p. triple-Solex Bristol power unit acts as an efficient cockpit warmer.

To say that even in its comparatively sober Targa Florio Turismo form the Frazer-Nash possesses high performance is to state the obvious. This performance can be interpreted as an effortless cruising speed of anything up to 90 m.p.h., acceleration in the order of 0-60 m.p.h. in under 11 sec., 0-80 m.p.h. in 18 sec., and a maximum of over 100 m.p.h. even with the big, full-width, very protective windscreen in place. 100 m.p.h. can be attained frequently along reasonably straight roads without an abnormally long run in which to work up to it; indeed, without accelerating hard in the lower gears to build up the speed.

Five thousand r.p.m. equals 103 m.p.h. in top gear, at which speed the Bristol engine is smooth and carefree. In the gears this crankshaft speed is equivalent to 35, 55 and 90 m.p.h., respectively. The gear ratios, as will be appreciated from these speeds, are high, although on the Oulton Park Circuit peak engine speed was reached all too soon in the 6.67 to 1 second gear—reminder that we were testing a *Turismo* and not a "Competition" Frazer-Nash. There are no flat-spots, vibration periods or other "horrors" about the power unit from its idling speed of 900 r.p.m. to its maximum, nor does it "run-on." In nearly 800 miles driving I added no oil or water and the only trouble experienced was a mysterious misfiring, traced eventually to one set of ignition points not opening properly, the effect of wear occasioned by lack of lubrication of the distributor cam. Once located the trouble was speedily put right and it says much for the 10-mm. K.L.G. ML80 plugs that they did not oil-up during this three-cylinder motoring. Oil pressure remained at 50 lb./sq. in. throughout, oil temperature fluctuating between 60 and 70 deg. C. and the water temperature climbing from about 75 deg. C. towards boiling point only after some fast "lappery" of the new Oulton Park Road Circuit. The engine calls for no adjustment of advance or retard, save that it is kinder to the starter to retard it for starting. It does not "pink" on Premium fuels, of which it seemed to prefer Shell, which the Aldingtons recommend.

Useful power is developed at upwards of 1,500 r.p.m. and, while the acceleration is brisk thereafter, from 3,200 r.p.m. the horses really begin to gallop, the exhaust noise rising from a yowl to a raucous crackle. In built-up areas it is only polite to keep engine speed below 3,200 r.p.m.!

The handling characteristics of the Frazer-Nash embrace high-geared, very light rack-and-pinion steering, tending to over-steer but chiefly an excellent balance between over and under-steer, great stability with absence of roll, and rather hard suspension which permits some up-and-down motion but absorbs road shocks effectively and is very firmly damped.

On the car tested the seat, while offering good support, was set for a very tall person and consequently the driver tended to bear too heavily on the steering wheel, which, with a rather flexible column,



LETTING DOWN THE EDITORIAL HAIR.—The Frazer-Nash indulging in a little "dicing" at the Oulton Park Road Circuit near Chester.

could result in snaking out of corners under extreme conditions, because slight wheel movements have too great an effect with a steering ratio asking only two turns lock to lock. The correct method is to let the wheel play easily through the hands, which calls for a better, adjustable, seating position. The steering transmits only slight front-wheel movements, the column only judders mildly, and there is gentle castor action. No lost play was evident.

Another criticism concerns the fact that because the steering column is set at an angle the clutch pedal comes on the right of the column and is most inconvenient to operate, at all events by the average driver sitting in the unadjustable seat. This is the more unfortunate because the clutch has a long travel and requires to be fully depressed for easy engagement of the gears.

The gear change is good if not rapid, with synchromesh for those who require it, but it would be improved by a remote-control lever. The present lever is rigid and well placed but has rather a long travel and the change from third to second can be missed if hurried, because one tends to push the lever too far to the left, which has happened to me before on a Bristol gearbox.

The brakes were vice-free and able to retard the car with a minimum of effort, but they lacked sensitivity and squeaked, perhaps because new linings had not fully bedded down. It was rather too easy to lock the wheels, which more progressive braking would have avoided. Yet the retardation from 100 m.p.h. to a crawl was really outstanding in relation to the light pedal pressure required.

The Michelin "X" tyres protested only under the most extreme cornering methods and to get the tail to break away, even in the wet, was almost impossible.

Apart from consideration of the handling qualities under fast touring conditions, which is where this car excels, the extremely safe characteristics of the Frazer-Nash when negotiating heavy traffic deserve emphasis, for acceleration, even in top gear, from 30 to 50 m.p.h. is excellent, and the light steering, calling for a mere flick of the wrists to pass a wobbling bicycle or similar hazard, together with the light and powerful brakes and a fine view of both sides of the car through the big screen complete the traffic amenities.

It is hardly fair, as I explained at the commencement of this article, to criticise details, but it is only natural that on a car costing nearly £3,000 they will be regarded critically.

Let me content myself by remarking that I would specify dual electric fuel pumps with separate switches, pull-out ignition and lamps switches instead of the ordinary Lucas combined switch, a hand-throttle which could be set in a given position instead of being spring-loaded to shut automatically, and means of identifying the various control knobs, which all look alike. I would also like a speedometer with a steadier hand, a less inconveniently placed headlamp dimmer, a proper hand-brake in place of the right-hand "umbrella handle" affair set too close to a grab-rail which is of no use to the driver in any case, and a bonnet rather more easy to open. The combined ammeter, water thermometer and oil gauge, the latter having only three readings, hardly befits so expensive a car, and I did not like a reserve-fuel warning light which shone in my eyes while the reserve switch (operating a solenoid for the reserve tap) was in operation. I could have forgiven the absence of a fuel gauge had not the reserve supply taken me less than 10 miles before the tank ran dry. I found the boot adequate, although the luggage, sidescreens, hood and tonneau cover (the latter in a bag) share this compartment with the spare wheel, and the lid, opened with a carriage key, does not lock. The doors, which have inadequate locks, one of which we rebuilt, have useful elastic-topped pockets but there are no facia cubby-holes. I noticed that curved number plates are apparently permissible on a £2,700 automobile—or perhaps the owner can afford the fine in the rare event of being apprehended on this point of law! I did not check fuel consumption but it seemed to work out at about 20 m.p.g., and what is a few miles per gallon either way to the owner of a car in this price-class?

The Type 700 Lucas Le Mans 24 headlamps gave an excellent beam for inbuilt lights, both full-beam and dipped, and would probably have been better still with ordinary instead of yellow bulbs. Pass-lamps and side parking-lamps (one of the latter was missing) were provided. The sidescreens, in conjunction with the huge curved windscreen and its side glasses, and rigid sidescreens, give excellent protection from the winds that blow, even at 100 m.p.h., and hood and two-piece tonneau covers are well carried out, while the doors are of ample size. It is not possible to refuel with the hood up, as it covers the filler flap, and to erect the hood is a complicated business. A third, child's, seat is provided between the two main bucket seats.

If I have been critical of certain details it is from force of habit, because the Frazer-Nash can be altered to suit the requirements of individual clients and in any case my remarks apply to a prototype car. Many of the suggested improvements have been made to the present Targa Florio model, including a normal, central hand-brake lever, better door handles, etc.

Reverting to the performance of this, the least-powerful of the Frazer-Nash range, it comes in the exclusive category of cars with which 60-m.p.h. averages are not difficult of attainment on winding English roads.

In the wet and driving like granny, before I was accustomed to the car, I averaged 56 m.p.h., including negotiation of several villages. Later, on a week-day afternoon with lots of "heavies" strewn about the roads (including two fantastic, unaccompanied, overhanging R.A.F. loads on two "Queen Marys" behind which we crawled for miles in Gloucestershire), I drove from Clyro in Wales to Phoenix Green in Hampshire, *via* Hereford, Ross, Gloucester, Cirencester, Newbury and Basingstoke, with plenty in hand so far as safety was concerned and some of the journey in the dusk, in a time of 2 hours 36 minutes, which is just a very normal piece of motoring in the Targa Florio Turismo Frazer-Nash.

The combination of vivid acceleration all the way up the scale, the ability to get up to over 90 m.p.h. along any decently straight road, a very high level of cornering stability and adequate braking, make these "interesting" average speeds possible.

Over and above such useful touring adjuncts, the modern Frazer-Nash is great fun to drive. The late Brian Twist once remarked, after testing a "T.T. Replica" Alpine Rally Frazer-Nash in pre-war days, that it was just like a motor-bicycle. That applies just as much to the present-day 'Nash—and I can add that we lost no chains.—W. B.

THE FRAZER-NASH TARGA FLORIO TWO-SEATER

Engine : Six cylinders, 66 by 96 mm. (1,971 c.c.). Overhead valves, operated by vertical and transverse push-rods. 7.5 to 1 compression ratio. 100 b.h.p. at 5,250 r.p.m.

Gear ratios : First, 10.7 to 1; second, 6.67 to 1; third, 4.72 to 1; top, 3.66 to 1.

Tyres : 165 by 400 Michelin "X" on bolt-on disc wheels.

Weight : 17½ cwt. (less occupants but with three gallons of fuel).

Steering ratio : Two turns, lock-to-lock.

Fuel capacity : 12 gallons. Range approx. 240 miles.

Wheelbase : 8 ft.

Track : Front, 4 ft.; rear, 4 ft. 1½ in.

Overall dimensions : 12 ft. 6 in. by 4 ft. 10 in. by 4 ft. 3 in. (high).

Price : £1,950 (£2,763 12s. 6d. with purchase tax).

Makers : A.F.N. Ltd., Falcon Works, London Road, Isleworth, Middlesex.

PERFORMANCE DATA

Speeds in gears at 5,000 r.p.m. :

1st ...	35 m.p.h.	3rd ...	90 m.p.h.
2nd ...	55 m.p.h.	Top ...	103 m.p.h.

THE OULTON PARK ROAD CIRCUIT

A Promising New Racing Venue near Chester



A PICTURE which shows the true road circuit atmosphere of Oulton Park, and also gives a new idea of the reasonable width of the tarmac road.

WHEN testing a Frazer-Nash Targa Florio Turismo sports car last month we seized the opportunity of combining business with pleasure. First, we motored to Derby to keep an appointment with W. E. Harker and his Harker Special. The next day we left Chester, where a Trust House had provided accommodation after all the more obvious hotels in the main street had proved to be full, your Editor being incensed for some obscure reason because he was not allowed to *reverse* the Frazer-Nash into the hotel garage.

On the Sunday morning we went to a cold, misty Hoylake in search of an elusive vintage Darracq and after lunch in Tarporley presented ourselves at Oulton Park for a preview of the new road circuit, which was opened only last year.

This road circuit is set in delightful parkland, somewhat reminiscent of pre-war Donington. The road is amply wide, taking four cars abreast comfortably, there are dips and small hills in the best road circuit tradition, and the corners vary considerably in character and are all " interesting," some more so than others because they are approached " blind." Starting from the pits, where a permanent bridge spans the road, a fine long right-hand curve leads to a short straight, after which the Cascades are seen as two parts of a right-hand bend, followed by Range Corner. Coming out of Range Corner the course runs uphill through a fast left-hand bend into Druids Corner, after which the longest straight occurs, to Lodge Corner, where the Frazer-Nash used all the available road. A left-hand uphill curve takes one back onto the Paddock straight.

The surface is smooth tarmac on a foundation of stones and credit is due to the contractors, Thomas Ashley, Ltd., who are so expeditiously completing the new loop.

So far all the major corners are right-hand, the 1½-mile circuit being lapped clockwise, but before the opening event, the B.R.D.C. British Empire Trophy Race on April 10th, the new loop will almost certainly be in use, providing a fast left-hand sweep off the existing circuit, two sharp right-hand bends, and a parallel leg rejoining the present course in a practically " flat-out " bend. This new loop, which will bring the lap distance up to 2¼ miles, is expected by the experts to increase lap speeds to a record of above 80 m.p.h. It will cut out the only really dangerous part of the present circuit, where a car could fall down an embankment into a lake if it got out of control on Range Corner, and the spectators will get a splendid view of the corners and both new legs from a hill between.

Later, it is the intention to cut out the sharp corners uniting the two legs of the loop, extending the latter further and joining them with an Avus-like banked turn. This, besides further increasing lap speeds, will result in a full lap of 2.74 miles.

Spectator amenities at Oulton Park should bring the crowds back time and time again. For example, there are six exits to avoid long delays in getting away after the races ; the spectators will be free to walk not only round the outside of the circuit, but may cross to the inside by two bridges. The car parks are on a sandy soil unlikely to give trouble even in the wettest weather and covered grandstands may be completed before the end of this season.

Pits already exist adjacent to the Paddock, which has hard-standing, a covered scrutineering bay and a large refreshment marquee. Proper lavatory accommodation is being carefully attended to and a big scoreboard is operated from the Paddock, while a Nevil Lloyd commentary will be provided.

Admission fees will probably vary meeting by meeting, but are expected to average the modest sum of 4s. to 6s. per person, with a car park fee of about 10s., pre-booking with a useful rebate being visualised.

Oulton Park is owned by Sir Philip Grey-Egerton, Bt. The circuit will be controlled by Cheshire Car Circuit, Ltd., of which the Directors are as follows : Chairman, M. S. L. Faulkner ; Managing Director, Paddy Denton ; Committee, Messrs. E. H. Wright, Rex Foster, Norman Johnston, Kenneth Roberts and Harry Wilton. The Mid-Cheshire C.C. will organise meetings and provide marshals, etc. ; their President is Reggie Tongue and their Secretary is R. B. Dawson, S. Wakefield looking after the competition side. It is hoped that newspaper support for this promising successor to Donington will be forthcoming and the circuit is certainly most encouraging, of true road-race character, and ideally situated for Midland enthusiasts, Chester being the nearest big town.

The following dates should be transferred to your diary without delay : April 10th, B.R.D.C. Empire Trophy Race—a sports-car event in two heats and a final, with class handicaps ; June 26th, Mid-Cheshire C.C. National Meeting ; July 10th, Half-Litre C.C. National Meeting, to embrace F III, F I and sports cars ; August 7th, Mid-Cheshire C.C. International Meeting, when a 100-lap long-distance race is favoured. Details are obtainable from 29, Eastgate Row North, Cheshire.

After being entertained to tea by Mr. Faulkner, who has a two-carburetter, electric-gearbox Armstrong-Siddeley Sapphire (he has owned and raced Bugatti, Aston Martin, Delahaye, etc.), we resumed our 'Nashing, fog driving us to Stone, in Staffordshire, where the Crown Hotel not only accommodated us most comfortably, but produced a welcome meal at nearly 11 p.m., with a true Continental flair.

The Monday morning found us sniffing round the Kieft factory at Wolverhampton before retreating over the Welsh border in order to convince ourselves that, in a Frazer-Nash, it is possible to average an easy 50 m.p.h. from there home to Hampshire, including a refuelling stop.—W. B.



IN VIEW OF THE PADDOCK and pit area, the fast right-hand curve which follows the straight where starts and finishes are flagged—seen here from the spectators' enclosure.

ON PUBLICITY AND THE MOTOR CAR

IN his chapter " What Hope of Tomorrow ? " in his book " The Kings of the Road," that American motoring philosopher Ken W. Purdy claims that automobile makers knew what they were up to when, a few years back, " they suddenly and simultaneously switched from selling on performance to selling on looks. No more was speed discussed. Nothing was heard of hill-climbing ability, endurance, longevity. Pastel colours, acres of chromium, and garish upholstery had more appeal where appeal counted—with the little woman."

Stemming, according to Purdy, from an old-tyme Jordan advertisement for their Playboy model, which told you nothing about this car, but instead worked to the formula " Buy this car, kids, and somehow, magically, you'll be happier," present-day automobile advertising practitioners work to this rule ; according to Purdy Buick does it best.

Wondering if this trend is spreading to Europe, while I was " grounded " during the great freeze-up of late-January, I dug out an enlarged, double-price Motor Show issue of a weekly paper—you know the idea, 308 pages of paid advertising to 89 (mostly publicity) of editorial material.

The first impression I received was that slogans, some of them pretty abstract, seem to predominate.

Yet so far no one seems to wage war with slogans answering rival claims, as has happened in other branches of advertising, but no doubt it could be done ; for instance, the Morgan people, making a car in the same price and type class as the M.G., but possessing better acceleration by reason of a larger engine, could counter " Safety Fast " with " Safely Past," and so on. In the good old days radiator shapes were excellent advertising in themselves, hence the retention of the Gothic Rolls-Royce radiator for fifty years, although I, for one, would have preferred that it had not been inflated and pushed forward so prominently in recent times. Alas, too, that once famous radiator-mascots, such as the Hispano-Suiza flying stork, Voisin's many layered bird, the Alvis hare, the Minerva goddess, Stutz's Red Indian's head, Jaguar's jaguar, etc., have nowhere to ride, these days. Those that *have* survived are but a poor parody of their former glory. Even the R.-R. silver lady has sunk to her knees with the passage of time, and no longer are her feet kept warm by a real radiator filler cap beneath them. But the famous triple-pointed star of Mercédès-Benz is prominent still.

Fortunately, we still have those national figures like Mr. Mercury, Mon. Bibendum, and, outside motoring, Mr. Cube and nationalised Mr. Therm. I would not dare to cross swords with these famous characters (most certainly not with Mon. B ; see next page !). They are far nicer than slogans.

This does point to the opinion in expert publicity circles that cars sell on appearance and surface appeal and that no longer do matters such as bore and stroke, number of cylinders, brake horsepower and chassis weight interest readers of motor car display advertisements. This may be a compliment to the technical Press, which sets out such engineering data very clearly and far more consistently these days than was once the case. But I am not convinced that slogans are of much value, although I *do* consider that owners influence prospective purchasers, in which respect the loyalty of Citroën, Volkswagen, Ford and other users must add up to many thousands of pounds worth of deservedly free publicity for the makers of such dependable and endearing cars.

To the credit of the advertisement writers they take care, these days, to use photographs or sensible sketches of cars for their "copy," the elongated vehicles with interiors wider than a park bench which were once so frequently encountered now being confined to catalogues and folders issued by American, and Americanised-British, manufacturers.

Nevertheless, no matter how well worded the slogan, how attractive the layout of the advertisement, I consider that nothing convinces the reader so much as an honest statement of success in endurance runs or competitions. In this respect, in the aforesaid Motor Show issue, while other advertisers were thrusting at one another with slogans, coloured photographs and carefully-balanced layout of their " copy," Lancia contented themselves with a quietly-set-out announcement depicting a not over-good drawing of an Aurelia and listing what they rightly described as " An Amazing Sequence of Victories "—Giro di Sicilia, Mille Miglia, Palermo-Monte Pellearino, XXXVII Targa Florio, Coppa delle Dame, Coppa della Toscana, Chiusaforte-Sella Nevea, Giro dell'Umbria, Bolzano-Mendola, Coppa della Consuma, Coppa delle Dolomiti, Rallye des Alpes, Susa-Moncenisio, Aosta-Gran San Bernardo, Giro delle Calabrie, G.P. del Portogallo, Stella Alpina, Liegi-Roma-Liegi, Catania-Etna, Bologna-Raticosa and Volante d'argento.

This, I confess, impressed me far more than the statement by another manufacturer that their cars had " more power than you'll ever need " and " more comfort than you've ever dreamed of," or that another car is " styled for the future and built to last," including white-wall tyres and rim finishers as optional extras. Yet, if the American view is correct, the latter is the correct way of advertising cars which are aimed at Pop and Mom rather than at you and me.

Competition success, however, in a motor-minded age, provides the best selling medium of all. Let us hope that this year we shall see no more of those phony advertisements in which a car is prominently announced as having finished FIRST in an important competition, although *in very small type* it is admitted that this placing applied, for example, *only to a saloon car in a particular capacity class, driven by a woman and starting from a particular control*, or qualifications to that effect.

In this connection, Dr. Ing. Porsche, in his beautiful catalogue dedicated to his outstanding 1½-litre sports car, is not beyond criticism, for he states that Porsche won last year's Le Mans 24 Hour Race, whereas, in fact, they won the 1½-litre class, which is not quite the same as the Jaguar's outright win or Panhard's Index of Performance victory.

Amongst discerning enthusiasts, including the Americans, success in competition is the best publicity a car can have—Lancia have started off very nicely with the Monte Carlo Rally victory, and I hope British cars will pull out some big plums this season in rallies, sports-car races, speed hill-climbs and long-distance racing and record-breaking.

If victory in inter-marque contests escapes the luckless manufacturer, it is up to his publicity tycoons to think up some individual achievement, which might range from attacking the record to Cape Town or making 1,000 non-stop ascents of Prescott to a given time limit without topping up the radiator or adjusting the brakes.

In the past such feats were commonplace—do you remember A.C. and Stoneleigh light-cars ascending Snowdon *via* the rail track and a bevy of A.C. cars climbing the steps at Clovelly ?

Nor do we seem to enjoy any more those jolly publicity gambits put on by the accessory people, like Sternol's £5 flag, which, if spotted, won the spotter the fiver, providing he was carrying a can of Sternol oil—or that man with the enormous head, a sort of British Bidendum, who motored about in an early Alvis advertising Peto and Radford batteries. I am sure that such stunts were not less expensive than the present-day trend of giving away free samples of valuable commodities to potential record-breakers and rally drivers in the hope that, should they bring home the bacon, a gullible public will assume that they have worn a ——-watch or thrived on bottles of —— or smoked —— almost from the cradle.

It is, perhaps, less easy to think up suitably impressive stunts nowadays, and before he left the Austin Motor Co. Alan Hess, then their P.R.O., confessed to me that he was at a loss to plan an appropriate debut for the Austin A30, in spite of the fact that he had previously organised some remarkable stunts for A40, A90 and other Austin models and, at the same time, enjoyed some very nice holidays at the expense of the Longbridge manufacturer.

He did request every owner of an Austin Seven, no matter of what antiquity, to write to him when it was known that Austin was producing another " Seven " (if the 800-c.c. A.30 rated at 8.38 h.p. can be so called) and rumour suggested a vast gathering of Sevens or even a utility Austin Seven Owners' Club to rival the more sporting 750 M.C. But the idea was still-born and Hess' correspondents used their stamps for nothing.

Press road-tests, as conducted by the technical Press, constitute some of the most valuable publicity of all, and are good value, too, when you consider that today's advertisements in reputable motor papers cost about as much per page as a slightly-used Austin Seven pre-war and that such tests seldom occupy less than two pages, sometimes more. Even so, some P.R.O.s seem to forget that something like £150 of free publicity is being given and are condescending when loan of a Press car is sought. It is the exception

Continued on page 138



M. BIBENDUM—"BIB" TO HIS MANY FRIENDS.—

There is no doubt that the Michelin Tyreman—familiarly known as "Bib"—has mellowed with the passage of time. One must admit that in his very early days, over fifty years ago, he was a slightly intimidating apparition, reminiscent of some strange, gigantic visitant from another planet. It was later that he began gradually to develop the rotundity, as well as the geniality and ever-youthful zest, of a 20th century Pickwick.

As a matter of historical fact we find that, far from being of Martian origin, "Bib" was actually the outcome of the creative vision of two men, Andre and Edouard Michelin. It was Edouard who was struck by the almost human look of a pile of assorted tyres on the Michelin stand at the Lyons Exhibition of 1898 *and remarked to his brother, "If he had arms he would look like a man." And it was Andre who, while being shown some sketches by an artist, O'Galop by name, noticed one of a Bacchic figure holding aloft a glass of beer and crying* Nunc est bibendum! *Association of ideas suddenly linked the fat beer drinker with the half-human silhouette of the pile of tyres seen at Lyons. Bacchus was dismounted in favour of a swollen figure composed of tyres, an unappetising draught of nails and glass splinters replaced the beer and* Nunc est bibendum! *was elaborated by adding the slogan "The Michelin Tyre* drinks *the obstacle!"*

So it was that "Bib" was born and, indeed, baptised; for the word "Bibendum" attracted attention and was soon being used as the name of the Tyreman. "Bib," for short, followed inevitably.

Since that first Michelin poster was printed fifty-five years ago it is safe to say that "Bib" has been a feature of every single piece of publicity or literature sponsored or produced by Michelin. He has thereby achieved world-wide recognition and has more than once been borrowed by cartoonists—a very sure sign of fame. He has been an animated figure on innumerable display stands. He has been filmed. Rubber dolls have been made in his likeness. At sports meetings, dances, concerts, carnivals, even at bull fights, long-suffering gentlemen encased in Bibendum costumes have made sensational appearances. For all forms of advertising his merits are manifold. The public find him likeable and amusing. Obviously he has a sense of humour and will do his utmost to give an air of lightheartedness to the most arid and technical aspects of tyres. Above all, he is adaptable—a quick-change artist if ever there was one. Unencumbered by clothes that might identify him with some particular period, nationality or class, he can, merely by a change of headgear, be an English farmer one minute and a Choctaw Indian in the next, should so startling a transformation ever be required of him.

In spite of his habitual joviality he can look the picture of misery or, indeed, of any other emotion. He engages with the utmost readiness in any activity known to the human race. He makes an eminently bonny baby and with a little ingenuity he can even do female impersonations, although it must be confessed that the "Bibendum" silhouette and "the female form divine" could hardly have less in common.

As mentioned earlier, "Bib's" normal outward aspect has gradually altered since 1898. *He was formerly made up of a large number of "thin" high-pressure tyres but when pressures began to be lowered he naturally changed into a more up-to-date dress consisting of fewer but "fatter" tyres. It may be supposed that his appearance has now been stabilised for all time. It is at least certain that, as long as Michelin tyres are made, the indefatigable "Bib" will continue to illustrate their admirable qualities and will remain one of Michelin's valuable assets.*

ON PUBLICITY AND THE MOTOR CAR

—Continued from page 137

rather than the rule for the journalist to have the car for more than two full days. Nor, at all events in my experience, are motoring journalists offered free or half-price cars, or lent cars for long periods, or otherwise bribed to write only favourable comments on certain products.

Here perhaps I may lighten the going by telling a story of what happened during the war to a contemporary. They had a leading article on, if I remember correctly, the early Pennington car, which led to the front cover of the journal carrying the title of this article, "The World's Worst Car." Alas, the advertisement on the rest of the cover that week happened to bear the single word—"MORRIS." I gather the long-distance telephone wires became pretty warm early on publication day, but I feel sure the subsequent excellence of the little Issigonis-designed Morris Minor must have offset any adverse comment on this unfortunate occasion!

There are various ways of courting good feeling between manufacturer and user other than advertising. One-make clubs do yeoman service in this respect and, although they are usually privately sponsored, the Nuffield Organisation, for instance, takes the M.G. Car Club and Riley Motor Club under its wing—which makes it all the more surprising that, when the Humber Register and Sunbeam Register wished to use the appropriate trade marks for their badges they got no sort of sympathy at all from the group which now markets cars bearing these illustrious names, in spite of the fact that meetings of beautifully-preserved and immaculately-groomed early specimens of these cars, in an atmosphere of extreme enthusiasm, must constitute a fine advertisement, in much the same way that inscribing "BOVRIL" or "OXO" in huge lettering on hoardings is recognised to be sufficient publicity for these beverages without the addition of any "sales chatter."

Of course, the best laid schemes of mice and men . . . It is all very well, for example, to try to interest the purchaser of a car in a house journal issued by the maker—Austin, Nuffield, Ford, Standard, Vauxhall and Rootes each publish such journals and very beautifully produced they are—but you can imagine the feelings of the person who received a charmingly-worded invitation to subscribe to the appropriate magazine at the precise moment at which he was about to admonish the manufacturer because, on the first long run since running-in his new car, oil had leaked from beneath the facia and ruined the driver's trousers—a copy of the letter in question is in my possession to vouch for the truth of this unhappy incident! I have seen, also, the manufacturer's reply to the effect that their guarantee, etc., does not cover damage to trousers, etc. Legally they are no doubt beyond reproach, but some of us feel that in a case of this sort a small cheque to compensate the disillusioned owner and satisfy him that the manufacturer is not completely disinterested would be worth many times the amount spent on display advertising.

The highlights of outstanding Press tests can justifiably be used in advertisements, although it must not be overlooked that it is one thing to average, say, 43.5 m.p.h. from Scotland to London, for example, in a saloon Eight, but would be another matter altogether to be obliged to use the same car for the remainder of the year!

I am not going to attempt to assess the publicity value of X slogans in terms of Y race victories, but I recall that even dignified, slogan-free advertising can have its pitfalls. For instance, Rolls-Royce, Ltd., at one time ran a series of advertisements with a simple border to a page which carried only their name, address, badge and the words "The Best Car in the World." To this Hispano-Suiza, whose 37.2-h.p. chassis in that era rivalled the 40/50 from Derby, countered in subtle fashion with an advertisement, again in exceedingly good taste, with a simple border to a page which carried merely their name, address, and their badge.

At which stage, perhaps it is high time I left the technique of advertising to the publicity boys.—W. B.

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LETTERS from READERS

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

OPINIONS OF THE CUSTOMERS

Sir,

The January MOTOR SPORT came today, and I was pleased to find your excellent and interesting article "Gran Turismo" in it. The more such features the better, but it is somewhat saddening to find paired articles on the Volkswagen and the Simca Aronde taking up good space better devoted to a few big pictures of something like a 2.3S Alfa-Romeo. I am not sure if it is my imagination, but it seems as though your advertisers are becoming reluctant to pay for the publication of photographs of their used cars—perhaps things will pick up again in the spring. As far as Uncle Tom McCahill is concerned, I believe that this is the first reference to him in an English magazine I have seen which did not remind the reader of his heinous views, published in *Mechanix Illustrated* months and months ago, about the Aston Martin's handling and steering. My favourite McCahillism was used by him in 1948, road-testing the Oldsmobile 98, then fitted with a side-valve straight eight of 115 b.h.p., and which weighed 3,900 lb.—he said the car "hasn't got enough power to pull a gumdrop out of a baby's mouth!"

Now back to "Gran Turismo." I am astonished, on the one hand, that you did not include the Jaguar XK120 coupé, and on the other, affronted at your skipping the Cunningham.

I can't imagine why you left out the Jaguar. It certainly belongs in the bunch. It's faster than most of them, stable enough for its speed, and is the only one of them priced at about what it's worth and not up in the stratosphere somewhere. I don't think the shape of the top is pretty, but there are differences of opinion on this point. There can't be any question about its being more reliable and having more low-speed top-gear performance, just by virtue of engine size, than any of the others. Most of the people who refer to it as "just a short wheelbase American car" haven't driven it. *And* it's *English*.

As for the Cunningham, I was displeased to see this brute left out; after all it's our only representative in the hot department to date, and I must say that it in every respect deserves inclusion in your Gran Turismo grouping—I refer to the model which is supplied with the Vignale coupé body, not to the C4R or C5R. The February, 1954, issue of *Car Life* has a road-test on this job. A 1952 Chrysler engine, modified only with quad Zenith carburetters to produce 210 b.h.p. (dual exhausts) supplies the power. Curb weight is 2,950 lb., the standing quarter-mile (these figures were taken with 3.54 axle and hydraulic valve lifters) was done in 17.55 seconds, 0-60 in 6.85 and 0-100 in 11.01 seconds. The average of four runs showed a maximum of 126.52 m.p.h. The factory asserted that with mechanical lifters and a 3.27 ratio top speed would be closer to 140, and I see no reason not to believe this. In addition, a perfectly *stock* Chrysler engine is good for 235 b.h.p. *this* year. The hydraulic lifters hold the r.p.m. to 4,300, but 5,000 may be reached with the mechanical lifters. Of course, if 140 does not satisfy, a Chrysler engine may always be ordered from California—up to 300 plus horses with stock displacement and if you are willing to bore and stroke. Oh my! With all this literage the car tested produced 23 American m.p.g. in country driving (not over 75) during the test. The brakes stopped it in 144 feet from 60 m.p.h. There has been enough racing experience behind this car to assure the buyer (at ten thousand dollars) that it will have roadholding commensurate with its fantastic performance.

In summing up I would not hesitate to put this car, along with such as the 4.1 Ferrari, into a Grandissimo Turismo class. This may be bad Italian, but you get the idea. Just for kicks, out of respect for an interesting sounding specification (but on no *proof* of excellence) we might stick the blown 2.8 Pegaso in here too. Separate the sheep from the goats at 140 m.p.h. (that man Lyons is here again!).

If you have any pull with David Brown I suggest you give him a ring and tell him to quit making that silly odd-size engine he uses in the Aston Martin DB2-4—too big for the 2½-litre class and at the bottom of the 3-litre class. He has a 2.9 engine already in the Lagonda which is interchangeable with the A/M 2.6, using the same block. The Lagonda engine would make a real wildcat out of the DB2-4, and it would stop the scandal of having your $5,800 A/M buyer being shaded away from the traffic lights by every cheap $3,350 Jaguar which comes along. Of course, a Cadillac or Lincoln (this last should also go into the G/T group—will outrun most of them, road course or straightaway, as the past two years in Mexico show) will probably make even a 3L A/M sweat on the getaway. He should also go to a side-of-the-seat gear change (like Rolls) and do away with the necessity of providing two types of shift levers.

I notice (this is my impolite day, I took an examination in Development of Legal Institutions this morning and I believe that I passed it, so unexpected a happening that I have lost all sense of proportion) that the good old English practice of making ugly cars uglier is exemplified in the latest Morgan. *Quelle horreur!* The only thing which will save it in the market over here is the crudely displeasing appearance of the TR-2. As far as the Jowett is concerned, this car is *so* weird-looking that it would take a brave man to let himself be pinned down to any adjective descriptive of its appearance. However, with this tadpole one can always say: "Has a flat-four old boy y'know" and silence any incipient aesthetic criticism with such a revelation of technical innovation. If Jowett had been decent enough to put one huge P100 spang in the middle of the front end, bow, grille, radiator or whatever one calls such a hangdog countenance, nobody would dare to question its lines. It would have represented an entirely new synthesis, but now that they have erred and used two headlights people will recognise it as an automobile!

I quite agree with you about the nonsensicality of the 2-litre engines used in the Fiat, Bristol, *et al.* These midget "spindizzies" have no place outside of competition. Their use is even more idiotic in a sensibly-sized car, prime example the quite magnificent 403 Bristol. This car is justifiably respected as one of the best in the world, and every road-test or comment on it I have ever seen has had something to this effect—"remarkable for a small engine," "flexibility of a much larger engine." I leave to your imagination just what kind of an automobile the Bristol would be if equal care and devotion had been spent on the development of four or five litres. The car wouldn't cost any more, and it wouldn't use any more gas. A hundred miles an hour out of a given automobile body takes just as much b.h.p. and gasoline with two as with four litres.

I have already been down to the G.M. show, to look at the fancy cars. I was suitably dumbstruck. For sheer lack of taste I've never seen anything comparable to this turbine job, which looks exactly like an F86 Sabrejet with its wheels lowered. The two Pontiac Specials, one a stubby coupé with transparent canopy and the other a superlow sedan, are close seconds for pure unholiness. The Buick sports car, on the other hand, with a 100-in. wheelbase, 220 b.h.p., undercut fenders, wraparound front screen, winding windows, etc., looks very nice and must be very fast, even though I think having the change lever for the Dynaflow between the seats is a bit of an affectation! However, you may be sure that if it uses the regular Buick suspension, it is better put out of mind at once. The Chevrolet Corvette coupé is also handsome enough. There is also an Oldsmobile weirdity with 250 b.h.p., and a Cadillac thing with rather more. I kept at least six feet away from these cars when I was looking at them, and ten feet away when looking at them from the front.

In your Gran Turismo article you slight the looks of the Aston Martin. Would have been more accurate if you had said it was a bit more masculine-looking, more purposeful, rather than "bulkier and less finely blended" than the Continental stuff. Look at that Pegaso and at the 8V Fiat photos. Aston Martin has it all over them. Aston Martin has that nasty squatty look, weight over rear wheels/crouched-to-spring effect missing from the Lancia. The Alfa grille is effete, not so an Aston Martin. Porsche looks like a lump of sugar left out in the rain. Only the Ferrari illustrated looks *like* as going a car as the Aston Martin.

I am in receipt of a rumour coming by devious byways from Bob Said, the Osca exponent, to the effect that somebody over here is going to Europe with a Meyer-Drake 270 in a Kurtis chassis to show the Ferraris the way home in sports-car races. There is also some nonsense about Formula I and an American engine in a foreign chassis—I can't think of a suitable U.S. engine. Meyer-Drakes come in 1¾, 3.6 and 4.5-litre sizes. That 4.5 is a superb engine as you know, and once upon a time, say in 1948 or 1949, anybody in Europe with enough brains to come over here and buy one and put it into a G.P. chassis—a Maserati or Talbot, for that matter—could have gone back and beaten every one of the blown 1½ cars except perhaps the Alfa of the last couple of years. There was that period when even the feeble Talbots were doing moderately well. It is perfectly possible to get 270 horses out of the Meyer-Drake on gasoline, and this is just the horse-power Moore's Blue Crown Specials were extracting when they had that terrific winning streak

at Indianapolis. The highest output I have heard of for the Meyer-Drake is 360 on methanol, without nitro additives. This is pretty good for a basic design that originated with Miller over twenty years ago. If Cunningham had started with a detuned version of this lightweight little power-house instead of trying to make a racing job out of bulky production engines, he would have won at Le Mans time out of mind. Of course, ten grand is plenty for a Cunningham as it is and it would cost nearly double that with a Meyer-Drake, so I doubt not that this had its influence.

I am, Yours, etc.,

New York. M. K. BENENSON.

Sir,

I have enjoyed the correspondence about the merits of cars from different countries. I am particularly interested in what the South Africans have to say as their conditions must approximate ours.

I suppose the most remarkable feature of the Australian market is the position of the Holden. Not only is it selling marvellously well, but it shows remarkable resale value. I suppose it costs at least a hundred pounds more to own any comparable British car for a couple of years than to own a Holden for that period. From what I can gather by judicious questioning of owners and the Trade, this is hard to justify. For example, the Vanguard is only about £50 dearer in the first place, and frankly one would not bother to compare a Holden with it on the showroom floor. As for handling, people who are used to Yanks regard the Holden as abominable. I think service must be quite a bit of the answer. The Holden has captured the commercial and semi-commercial user nearly exclusively, I gather. I know that the early Vanguards had quite a bad reputation here, though I know of several 1951 models that are faultless in the hands of fairly kind owners. I think, too, that the extra tractability of the six is greatly prized by people who do a great deal of their driving in the city. On the other hand, the British cars seem to have been designed expressly for the purpose of promoting damper sales and repairs ; and they do not seem to learn much.

I have not had a wide experience of Continental cars. I bought my Renault 750 secondhand, and I know that they have been improved in many ways since mine was made ; however it has rather disillusioned me about the race-bred car. At some 22,000 miles on the " clock " (genuine, I believe) it needs rings, reconditioning of dampers, new king-pins ; and it goes through tyres at quite a prodigious bat. It is very cheap on the secondhand market and is handicapped by its importers. I have not treated it harshly—it has rarely exceeded an indicated 50-55. I *think* the Peugeot 302 stands up about as well as anything and I like it to drive, so I may soon own one. It seems to have quite a firm although small grip on the market, and strangely enough is used quite a bit as a taxi—a good sign.

I have considered the Fiat 1,100 which sells for appreciably less than the 203 but, Mille Miglia notwithstanding, I am now very wary of cars that have not proved themselves on the Australian market.

I considered buying an Austin A30, and sampled one, and wrote to Austins to learn what they considered the cruising speed of the car and what I could do about it ; 45-50 m.p.h. they said and were sure it would serve me well in average conditions and so on. Not a word in reply to my specific proposals about raising its cruising speed. I like refined engines and I like good acceleration ; I like the A30 top gear—but not as the highest gear available. It seems to me very wrong that the highest gear included provides such hill climbing on a very limited number of " horses," where it has to be at the expense of cruising speed. I was very interested in your road-test . . . but when you spoke of holding 60 . . .! Incidentally, I think that durability is what the small car needs for real economy of operation—to hell with another mile or two per gallon ; and distance between " decokes " is also important.

I am, Yours, etc.,

Canberra. G. W. TAYLOR.

* * *

BRITISH GRAN TURISMO

Sir,

I have read with some interest the letter of Mr. M. S. R. Napier in your February issue on the subject of " Gran Turismo " models and your editorial comment, particularly with regard to the fixed-head 120 Jaguar.

I think that you have hit the nail fairly and squarely on the head by emphasising that quite apart from the actual handling characteristics of the car concerned, the driving position, visibility along the bonnet, pedal layout, etc., which make a machine feel right are very important factors and contribute greatly to the degree of usable performance that such a machine possesses.

The fixed-head 120 Jaguar, while producing admirable " straight-line " acceleration and maximum speed figures, by virtue of its bad seating position, etc., is a difficult car to motor really quickly with peace of mind. The rake of the wheel is far too vertical and even in its fully-forward adjusted position is still too close to the chest to cope with rapid lock-to-lock manoeuvring. In addition the steering gear itself is a trifle woolly and does not provide that accuracy of control so noticeable in rack-and-pinion layouts.

Another disturbing feature is the way in which the leading edge of the windscreen on the coupé has been propelled a further two inches or so along the bonnet top than on the open version (due no doubt to some requirement of the stylists), the overall effect being to make one feel extremely remote from the scene of action and rather as though one is travelling in a mobile greenhouse. To make things more difficult the sheer length of bonnet which one looks along rather than down upon tends to make the placing of the car in " mixed company " a trifle tricky, to say the least. In this respect I would stress that there is a great deal of difference between motoring at say Goodwood, where everything (one hopes !) is going in the same direction and where if one makes an error of judgment one is liable solely to spin the car off onto the grass, and high-speed road touring where other road-users must be given consideration and where one mistake can prove fatal.

All in all the fixed-head 120 coupé is a car that the Stirling Mosses of this world can probably drive with complete aplomb under all circumstances, but which lesser mortals such as your scribe would certainly not select to put up really fast *road* averages under give-and-take conditions in competition with Gran Turismo Aurelias, 1900 SC Alfas, Le Mans coupé Frazer-Nashes, and other such machinery.

Please don't think that I am trying to crab the Jaguar out of hand as I think that it is wonderful value for money and in the past have owned two of the modified open versions myself. What really matters is " usable performance " and in this respect the Jaguar's " engine potential " exceeds the " road usable " by too large a margin.

The Jensen 541 looks an interesting car on paper, but I wish that it were powered by the Jaguar or Sapphire engine instead of the Austin A135, as I have to think of the way the valve gear is going to flap about at higher revs. For my money I think that the British car to watch (again at the moment on paper—or should I say under development) is the Sapphire-engined Frazer-Nash. With rack-and-pinion steering, de Dion-type rear axle, an adequate brake-lining area *and*, and this is most important, people who really know what they are doing in developing a high-speed chassis, this version of the Frazer-Nash should prove a winner in the world markets; and with the considerable torque available from the Sapphire engine when fully developed it should be able to " see off " its contemporaries by providing a terrific performance that is fully controllable and which the relatively unexpert will be able to use to a high degree without causing too many phenomenal avoidances.

If Jaguar wish to enter the lists, what about purchasing the patents of the DB3's chassis and fitting it with the XK120C engine and a light aerodynamic coupé body ? If they can provide the 260 b.h.p. or thereabouts that Duncan Hamilton gets on his 120C with Continental-pattern pistons and rods so much the better.

On second thoughts, what about Aston Martin doing the job themselves, fitting a 4-litre version of the engine at present installed in the DB3s—Weber carburetters and all !

I have come to the conclusion that it is not that we cannot make really fast touring machinery—we just don't seem to try ! And even if we do, we seem to miss out some of the essential ingredients.

I am, Yours, etc.,

Sevenoaks. A. C. JOHNSON.

* * *

CORRECTION

Sir,

With regard to your statement in " Rumblings " of the February issue, you inform us that Avon Standards were built by W. Lyons in conjunction with the Swallow Coachbuilding Co.

Surely this is quite incorrect ? My information is that Avon Standards were produced by the brothers Jensen, in more or less direct competition to S.S., which *were* produced by the Swallow Coachbuilding Company, Mr. Lyons being one of the early executives of that organisation.

I do not doubt that the confusion exists through both concerns producing at certain periods vehicles based on Standard components.

I am, Yours, etc.,

London, N.21. DESMOND R. ROBINSON.

MODERN JACKS!

Sir,

It is very, very cold and the snow is deepening : I am alone late at night in the Welsh hills, making all possible speed to home and bed.

A clattering aft announces a snow chain has come adrift, despite the appalling conditions I must do something about it. I stop, get out, collect the biped jack from the boot and a torch, remove the little rubber bung from the jack orifice with difficulty as it is by now covered with frozen slush. The car is jacked up, the wheel removed, and the chain replaced with numb fingers.

The wheel is offered to the studs by the light of the torch held between the knees but, alas, it slips from my partially frozen hands and the sudden upward jerk of my right hand severs a vein in my wrist on the razor-sharp turn-under of the wing. The first-aid kit is in the cubby-hole opposite the passenger seat *but* the three passenger doors are locked and the by-now-bloody jack is so mounted that the driver's door cannot be opened.

I have survived, sir, and now I spend much time thinking of what I might do and say to the pompous individual who wrote to me recently from the great corporation that excretes these monstrosities of transport, to the effect (I quote), " We have spent the money required to build the car to the best advantage " !

I am jet propelled in my haste to add the usual disclaimer.

I am, Yours, etc.,

Malpas. J. N. R.

* * *

THE COST OF SPARES

Sir,

In questioning my conclusions concerning the economics of running elderly quality cars, I think Mr. H. B. Sayer may have misread my original statement, which was that such cars were not an economic proposition unless run on a *long-term basis*. I certainly didn't intend to imply that they were not an economic proposition under any circumstances.

The point which I intended to make was that although the cost of spares, etc., for such cars was frequently many times greater than for cheaper cars, their anticipation of life was proportionately higher and that over a long period they were probably relatively cheaper.

I still think that it is uneconomic to recondition a quality car and then dispose of it within a comparatively short time. Surely the advertisements appearing in your excellent journal give ample support to this view. It is quite common for such cars on which hundreds of pounds have been spent (bills produced !) to be offered at prices below the cost of the work done, perhaps only a few months previously.

Mr. Sayer has obviously been extremely fortunate with his Bentleys, but I venture to suggest that not all Bentley owners can claim quite such modest maintenance figures. Obviously a Bentley or Rolls-Royce is likely to give the least trouble, but even so, it is possible to spend quite a lot of money on them.

I have watched the depreciation factor in post-war cars quite closely and agree that, again on a long-term basis, the pre-war quality car is a better proposition in most cases. Incidentally my candidate for the highest depreciation rate is the Invicta Black Prince. In one instance it worked out at about £2 per mile !

I am, Yours, etc.,

London, S.E.6. B. W. Rivett.

* * *

VW ENTHUSIASM

Sir,

I wonder whether my experience with a Volkswagen over more than six years may help Mr. F. R. Nichols.

When new the car showed a strong tendency to over-steer which decreased when the car was loaded. In time the over-steer became less evident but I do not know whether this was due to the rear springs settling and altering the " trim " of the car, or because with practice I was able, unconsciously, to anticipate the car's attempts to go on going round the corners.

Within the last two years I have fitted a more modern type of front suspension and better shock-absorbers at the rear. Due either to these modifications or to the effects of time on the rear springs or myself, the car is now free from over-steering except in unusually violent cornering. At all times the steering has had a fairly strong castor action which increases with the load on the rear of the car.

I have always understood that over-steer is inherent in swinging rear half-axles and thus a characteristic of rear-engined cars only in so far as nearly all rear-engine cars do in fact have such a type of rear suspension. I do not, however, recall any very great over-steer in the 170V Mercédès which we used in great numbers in B.A.O.R. Design, no doubt, can minimise this tendency. Was it not for this purpose that just after the war an Italian 1½-litre racing car (Alfa ?) fitted with swinging half-axles at the rear was arranged to give the rear wheels a negative camber ?

As to the Volkswagen generally, I can endorse most of your remarks about it and will be glad to help any readers with unprofessional (and inexpert) advice on this subject.

I am, Yours, etc.,

Harlington. Henry Cleaver (Major).

Sir,

Many thanks for emphasising the virtues of the Volkswagen. Mainly as a result of your references and an article in *Motor Trend* I am now an enthusiastic owner of a de luxe model and still finding it tremendous fun (after over a month). Usually I find a new car begins to pall after a week or two but, despite its low power, the VW makes up for it with charm of steering, suspension and general *decor*.

Incidentally, please at all costs keep up your good work of being truly unbiased and independent of all outside influences. I'm sure the vast majority of your readers cherish the critical nature of your magazine and, after all, if we want the soft soap type of comment there are several alternatives on the news stands.

I am, Yours, etc.,

Llanelly. D. L. Hayman.

* * *

THE GREAT OIL CONTROVERSY

Sir,

In reply to Mr. P. D. George (Sternol Ltd.), whose letter appears in the February issue, I would like to say that the facts I previously mentioned are based on the observations I have made during my many years of practical experience with motor engineering.

It is a recognised fact, which I do not think Mr. George will dispute, that cylinder bore and ring wear has greatly increased during the past years, and I think it will be found that this increase dates back and coincides with the time when *detergents* were introduced into the oils.

Since that time it has become necessary for the motor-car manufacturers to fit oil cleaners, which in the days of straight oils were not necessary and, here again, these fitments came into use after the introduction of detergents. Please note I am speaking of detergent dispersants not just additives.

My own theory is that the carbon particles being dispersed are held in suspension in the oil and are circulated in the oiling system, where they act as an abrasive, and even with an oil filter fitted a certain amount of carbon can be found in the engine sump oil which is being thrown on to the cylinder bores. With straight oils this does not occur, as this carbon does not remain suspended but settles at the bottom of the sump in the form of sludge.

Again I would point out to Mr. George that my remarks relate to detergents only and do not include anti-oxidant, anti-corrosion additives.

However, I notice that this gentleman had made it a point to mention that their oils contain only *mild detergent* properties.

I am, Yours, etc.,

London, N.W.4. A. J. Firth.

* * *

POST-WAR M.G.s

Sir,

It was with very great interest that I read the letters in support of the Types TD and TF "Morris tourers," and noted that not one of the three protagonists really answered the criticisms of the excellent Mr. Giers. The only technical point raised was the usual remark with reference to the vertical drive oil sealing on the o.h.c. M.G. engines. Apparently the writer does not know of the simple modification to cure such leaks.

All three of your correspondents wrote quite blithely of " progress " and " Abingdon improvements," but surely they do not consider that a push-rod engine, substantially the same as that in the Type TB of 1939, and developed initially from the Morris Ten of three years earlier, is a technical advance on the o.h.c. engines ? Incidentally, I would remind Mr. J. J. Bell that the engine which

powered " Goldie " Gardner's car on many of his record runs was basically K3. When I think of other so-called improvements such as pressed-steel wheels, single helical gears (the TA had double helicals) and engine accessibility being cut down to about 40 per cent. of what it should be (and was), the only words which come to my mind are very short and rather coarse.

Regarding the present-day styling, the supporters of the TD and TF do not seem to worry about the fact that the M.G. has always been regarded as a motor car in the traditional style. Nobody could apply the adjective " traditional " to the TF in comparison with even a TC.

I do not intend to make any comment on the Type ZA (I refuse to call it a Magnette). No words of mine could be more expressive than the rumbling of Cecil Kimber revolving at high speed in his grave. Anyway, the car is an Austin!

Just to forestall any remarks regarding my own TA, I run it for the sole reason that spares are a darn sight cheaper than those for any of the earlier models.

I am, Yours, etc.,

South Harrow. G. J. LEWIS.

Sir,

It was with great disappointment that I viewed the new M.G. Magnette at Earls Court and it's very sad to think that the real M.G. cars, which everyone knew only too well and which had so much tradition and individuality, had at last completely disappeared.

Being the owner of a 1¼-litre I was naturally very interested in the new M.G. Magnette engine manufactured by the B.M.C., but for some reason or other the representative on the M.G. stand had no engine to show, although there were in fact two complete models on view to the public.

We know the 1¼-litre engine of the TF but what of the Magnette? Perhaps they were not awfully keen on displaying this so-called newly designed engine, which, incidentally, bears a very close resemblance to the Austin A40 Sports model—in fact I was led to understand that the engine is actually produced at Longbridge! Could any reader please confirm this?

Lastly I wonder whether the B.M.C. can ever " maintain this particular breed " as well as the world-famous M.G. works did its predecessors. However, it is all very sad.

I am, Yours, etc.,

Hereford. E. P. HARRIS.

Sir,

The letters from readers resulting from my letter published in the December issue of MOTOR SPORT regarding post-war M.G.s give me reason to clarify some of my viewpoints and also to meet some of the criticism.

My first letter was written in a fit of anger and great disappointment. The fact is that I needed a new car and was waiting for the new M.G.-type to come. It did arrive, but even the first sight of it was a shock. Since then I have examined the new TF closely and even test-driven it, Mr. " Young and Able Enthusiast." However, the TF does not suit me. There are plenty of things I dislike, so I do not really know what to start with. At first, however, I must say that I find the car a rather beautiful little thing. Of course there are lines I should prefer otherwise but that is the way with all cars. With regard to the roadholding I have no complaint.

But now for the criticisms. The car is too heavy, far too heavy, or the engine output too small—the result is the same. There is no reason why a little open two-seater midget should have a weight exceeding 13 cwt. And then this old-fashioned engine. We have to change with the times, Mr. " Young and Able Enthusiast."

In December, 1930, Cecil Kimber changed to fully-floating gudgeon-pins. To use clamp screws to secure the gudgeon-pins belongs to the T-Ford era. But with the beginning of the Nuffield era in 1936 the old system was relegated to its place of honour. And the stroke—90 mm. Rather too much for a modern sports-car engine, isn't it? We have to change with the times and shorten the stroke to at least 83 mm. Oh, that's not enough. It is the same as the old-fashioned PB engine. At a medium piston speed of, let us say, 12 m./sec. the speed of the TF is just over 100 k.p.h. in top gear, and the PB makes just over 105 k.p.h.

There is a man I should like to have a word with and that is the chap who gave the TF a radiator filler-cap in the traditional manner but who made it inoperative. The real thing is under the bonnet. All right, let it be there but remove that childish dummy-cap on the radiator shell. There is no place for it on a sports car. As to the instrument panel. I do not want a painted tin board and I do not like octagonal instruments. They ought to be circular (with an octagonal mask if necessary), and why not a really functional board, as for instance on the TC? I have no use for dual cubby-holes. I do not need them as storing-places for chewing-gum or gloves. I do not use chewing-gum and if I use gloves I have them on my hands. But maybe it is a good thing for the U.S. export. The door pockets in a PB are quite enough for me. And the bumpers. Let them be optional extras. The salesman does not reduce the price if I return them. Furthermore, I want the slants in the radiator shell to be painted instead of chromed.

And here are some more words to Mr. " Young and Able Enthusiast." I buy a sports car to be able to go faster and have more fun than I have when driving an ordinary family saloon in my daily work. So we can agree that a sports car must have better performance than an ordinary car. In 1935 the PA Midget was very much superior to most family cars on the road, consequently it was a sports car. Today I promise to stay on a TD's or TF's tail with, for example, a Fiat 1,100 (which make I represent here in Stockholm), an ordinary Swedish Volvo PV 444, a Simca Aronde or a Peugeot 203. I would like to try it even with a new Volkswagen. No, neither TD nor TF are sports cars.

I must admit that I have had troubles with the PB's vertical drive which has caused oiling up of the dynamo, but today there is on the market a special type of oil seal which has proved very effective and so that problem cannot be so troublesome as setting the tappet clearance on a XPAG engine every 300 miles. Anyway, I have TD friends who do. And last, if Mr. " Young and Able Enthusiast " becomes the proud owner of a TF, I hope that he will not have any repair work under the bonnet miles away from home on a dark and dirty night. It cannot be too easy to get to work under that bonnet.

I also want to answer Mr. S. A. Thompson. He states that no standard PA in its original form could seriously challenge a TD or TF over any distance. That is completely wrong. Supposing it is a very long distance, then the PA might have a chance to pass, because it takes rather a long time to change camshaft and cam-followers on a TD. One of my friends has changed 36 cam-followers and one camshaft in 24,000 miles and another eight cam-followers and the camshaft in 29,000 miles. But that is what happens when such parts are turned out in an inferior material.

In this letter, I would like to take the opportunity of relating some lines from an article by Mr. John Bentley in an American book. The article heading is: " An open letter to the M.G.'s maker." " . . . The Nuffield Group is manufacturing a wide range of dependable touring vehicles that cater to every task and purpose, and to so transform the M.G. that it becomes just one more touring vehicle in this group is to defeat the traditional aims of the M.G. Car Company and deprive it of any reason for existence. For those who want high-grade touring cars there are Wolseley, Morris and Riley, while for those who want a touring car that looks like a sports car there is the TD M.G.; but for the minority who want a real sports car at a modest price there now is nothing in the Nuffield Group." And more: " There are some things one buys with one's head and other things one buys with one's heart. The M.G. is definitely something that the knowing buy with their heart."

If anyone in the M.G. Car Company reads this letter, I should also want to add a few words of what I would like my new M.G. Midget to look like. Such a car must be obtainable at a reasonable price and if it is to be sold in big numbers it must be modern. I suggest the use of the new o.h.v. Morris Minor engine and chassis parts from the same car. The bodywork must be modern sooner or later and I would like it to look somewhat like, for instance, the new Maserati A6GCS. Of course the car must have knock-on wire wheels, Bonora filler-caps, aero-screens, a real steering-wheel and a full set of functional instruments. The weight must not exceed 12 cwt. and the engine output should be increased to about 40 b.h.p. For those who want a bigger and really fast car I suggest a new Magnette, as in the old days. It ought to have a six-cylinder o.h.c. 2.5-litre engine with a power output of about 100 b.h.p. For this car I suggest two body types, one open two-seater and one 2+2-seater *Gran Turismo* coupé.

I am, Yours, etc.,

Stockholm. GUSTAF L. A. GIERS.

Sir,

As an owner of an o.h.c. M.G. I have followed with interest the spirited correspondence regarding the new Magnette.

All the o.h.c. Magnettes were not ferocious sports-racing cars or even sports cars. Unless I am very much mistaken, the KA, KD and KN series were quite gentlemanly vehicles of 9-ft. wheelbase and mostly carrying saloon coachwork. As their engines produced 39, 48 and 56 horsepower, respectively, they were not exceptionally

rapid motors. Surely the series ZA is quite a logical successor to these former Magnettes ?

This is the opposite extreme view of the ZA in relation to its antecedents, but it does show that some people are taking rather a narrow view in only considering the sports models of the past and in particular the K3 (of which motor car only some thirty were produced).

With regard to " pansification " of the Midget series. The o.h.c. models are very nice little motors in their way, but they do really have to be *driven* not to look rather silly under modern conditions.

Surely there can be no real merit in having to row the motor along with the gear-lever, or in suspension which leaves one aching after fifty miles or so.

I like the J2 which I own, but I can admit that the current Midget is a far better proposition as a road motor. As far as competition work is concerned, motor sport has become much too specialised for a manufacturer to hope to produce a suitable motor car which would still have a wide enough demand to sell at a reasonable figure.

Please let us consider the current M.G.s for what they are, and not criticise them for failing to be what they were never intended to be.

I am, Yours, etc.,

Oxford. JOHN A. NOBLE.

* * *

ACKERMANN PATENTS

Sir,

In his " Historical Notes on Steering Gears," in your January number, " A. B. C." refers to Ackermann's patent of 1818 and states that the layout therein described " originally suffered from the severe limitation imposed by the fact that the steering arms were parallel, and therefore the wheels tended to skid on corners due to the perpendiculars from the wheel centres failing to meet at a common point." He further emphasises the first part of this quotation by a diagram.

Can " A. B. C." quote any reliable authority for this allegation ? May I refer him to the address of the (then) Chairman of the Automobile Division of the Institution of Mechanical Engineers, delivered in 1948 by Mr. R. Pentony, where in figs. 3 and 4 are given reproductions from Ackermann's patent specification which clearly show, as Mr. Pentony said, " that when the vehicle is taking a curve full provision is made for all the road wheels to revolve round a common vertical axis situated on the line of the back axle, and the wording of the specification shows that the geometry was fully understood and possible adjustments were described." Mr. Pentony goes on to say : " The Ackermann design of front axle appears to have lain dormant for nearly 60 years until Jeantaud modified the details to make it suitable for self-propelled vehicles." This makes the date of Jeantaud's development 1878, which agrees with a reference I have seen elsewhere. What vehicle would this be, some seven or eight years before Benz and Daimler ?

Turning now from the historical to the technical, is it true that the steering arms being parallel will in fact induce skidding on corners ? The Ackermann layout gives correct relationship between inner and outer steering angles for only three positions, viz. straight ahead, one particular angle of inside lock to the right (varying according to the actual geometry), and the same angle of inside lock to the left. Does the small error under other conditions induce skidding ? I have an idea that at least one famous British manufacturer has tried experimentally a steering layout in which the steering arms *were* parallel, and found handling and tyre wear indistinguishable from the normal layout. Furthermore, I am reliably informed that the steering linkage on the Alfa-Romeo 1900 is such that the wheels remain parallel when cornering. Can anyone confirm this ?

I hope " A. B. C." will reply to this.

I am, Yours, etc.,

Kingston Hill. F. W. PITTUCK.

* * *

TWO REAR-ENGINED CARS

Sir,

MOTOR SPORT has been much concerned with Continental cars of recent months, particularly since the German invasion, and it was to be expected that this would give rise to some interesting and controversial correspondence. Probably the only thing that this has proved is the truth of the statement that it is opinions, not facts, which guide men's actions, and that a man will give up a great deal before he gives up his bigotries !

I have had a number of cars in the last ten years, some of which were poor, one at least an unmitigated horror. The cars I have owned, with one exception, have always been much slower, much heavier on petrol, and have cost much more to maintain than cars of similar make and year belonging to friends and acquaintances. Moreover, these people never had bad cars, whereas I had several. It was just the same when I was running lorries. I always found that my brand new, latest-pattern machines could never equal the performance of old, worn-out trucks belonging to other people. This used to depress me a great deal, and still does when I think of it, but it is the thought of my childlike innocence that depresses me now.

The exception to this gloomy rule is a Renault 750, bought second-hand a year ago on the strength of a 10-mile road test and the MOTOR SPORT road test of the original 760 model. I tried all the similarly priced British small cars up to 1½ litres. All used more petrol, only one could compare for roadholding and accuracy of steering, but this one performed pathetically. Some of the others had a good deal more performance than the Renault, but this could not be used due to the vastly inferior steering and roadholding.

After several months of delighted ownership, I was surprised to read what a poor car the Renault was, in the opinion of at least one of the weekly motoring papers. Similar judgment was delivered about the same time on the Volkswagen.

Nothing daunted, when the Volkswagen arrived in this country I lost no time in trying it. The quality of manufacture and finish of this car are considerably better than price-comparable British cars, the steering beautifully light, smooth and dead accurate, the gear-change the best I have ever used, the driving position first class. All these are points of grave weakness on British cars, although only the MOTOR SPORT road test saw fit to point them out. The effortless way in which the Volkswagen travels in top gear has to be tried to be appreciated; in my own experience I can only compare it with a Mark V 3½-litre Jaguar, which is the most powerful car I have driven. Certainly it is a most remarkable contrast to the fussy, undergeared home products, which are in consequence very tiring to drive over long distances, as well as wearing themselves out at a great rate.

So far as the cornering powers of the Volkswagen are concerned, in my limited experience of the car I should say that it corners as well and handles very similarly to my beloved Renault. Mr. F. R. Nichols need have no qualms about buying a rear-engined car on this account. After driving over 30,000 miles in twelve months I can say with complete confidence that a 750 Renault will out-corner, by a very considerable margin, any British popular car, and that this is true also of the cheaper sports cars, a factor which adds interest and amusement to a long journey. There must, of course, be a point above which any car, even a DB2, will go out of control, but with the Renault this point is way up beyond the point at which its home-produced counterpart has already gone through the hedge. You do not fight a Renault round corners, a light pressure of the finger-tips takes you round, the car following the steering exactly irrespective of the smoothness or otherwise of the road, the whole operation taking place without fuss, tyre squeal or roll, or, indeed, any of the unpleasantness which usually follows when you corner a British popular car rapidly.

The trouble with Continental cars is, of course, that they are foreign, and as a friend of mine said only yesterday, he didn't like foreign cars because he didn't. This attitude is quite common, and makes the position of the Bristol car of great interest. This delectable motor has found great favour with many of those people who have the wherewithal to buy it, and is probably coveted by millions, yet I have seen it in print that it is built to pre-war German B.M.W. designs, and that the bodies were developed by an Italian coach-builder. If this is true, and I have not yet seen it contradicted, then it proves that the prejudice which undoubtedly exists against Continental cars exists solely because they are foreign, and that the public will not only buy but clamour for those qualities which are expressly those of the better Continentals. Moreover, if the foregoing is true, what must the *post*-war products of the same brains and organisations be like ? Or is that question rather unkind ?

I am, Yours, etc.,

Kiveton Park. JOHN B. OWEN.

* * *

COMMENT

Sir,

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I am, Yours, etc.,

Hove. JOSEPH CLAYTON.

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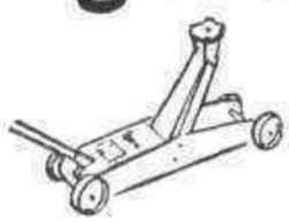
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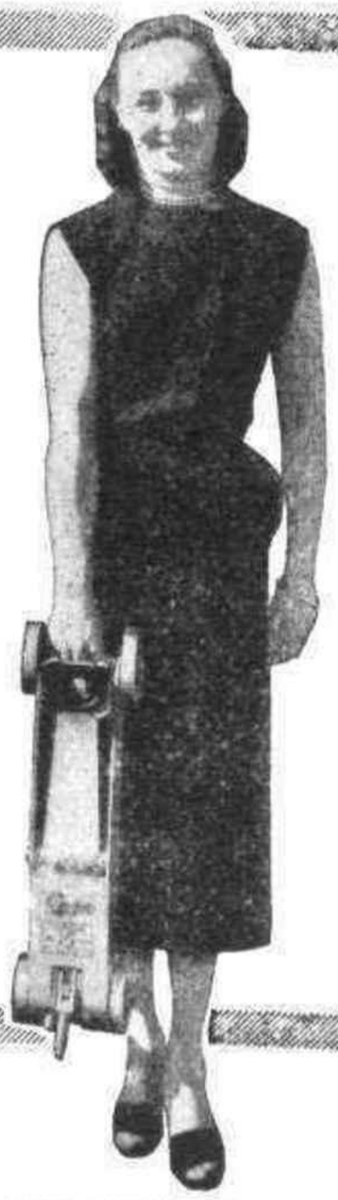
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FOR SALE—*continued*

HILLMAN AERO MINX, 1936, in lovely condition. Enthusiast maintained. Saloon body 4-seater. Selling very regretfully, family too large. £150 or near. Would exchange. Shiner, " Weldon Lodge," Rodwell Road, Weymouth. [9105

MORRIS MINOR SPECIAL : Ford Eight engine, Lester-M.G. body, hydraulic front brakes, low Gallay racing radiator, good tyres; ideal trials or road car; built 1953; £90. M.G. spares : 1939 TA engine and gearbox, complete with all accessories, good, £75; TA block, good, £15; head, £10; J2 rear axle with 12-in. brakes, £12. slab tank, £5; stub axles with hubs, £4; prop.-shaft, converted for Ford, £4; brake plates complete, 10s.; cables, £1; two TC wheels, tyres and tubes, 100 miles only, £5 each. 1928 Leaf engine and box, requires a small-end bush, good, £15. 1936 Austin Ten engine and box complete, good, £20. 1946 Morris Ten box, as new, £12. New Cowley oil pump, £3. Differential and crown-wheel, £2 10s. 4 ft. 6 in. Hardy Spicer shaft, 2½ in. dia., complete, £4. 1936 Armstrong 12/6 crank, £4; oil pump, £1 10s. Two Carter carburetters Type C-RAKX, £3. Standard Big Nine engine and box, good, £12. Rear axle with brakes, £8. Two pairs 12-volt windtones, £2 10s. pair. 12-volt Klaxon, £1 10s. 12-volt Cosycar heater, £1 10s. All items plus carriage. Taylor, Riseley, Bedfordshire. Tel.: Riseley 28. [9106

RILEY SPRITE, 1937 model, 2-seater. Rewired, linered, resprayed. Daily use. £375. Brown, 21, Crewe Road, Sandbach. Tel.: 2. [9107

SCINTILLA VERTEX 8-CYL. MAGNETO. New. Offers. McGhie, 121, John Street, Glasgow C.1. [9108

RILEY NINE chassis, good condition. Reconditioned engine, with racing cams. Manual box. No carburetters, tank, battery. Poor tyres. Box No. S109, MOTOR SPORT, 15, City Road, E.C.1. [9109

AUSTIN SEVEN vintage tourer. Good order and appearance. £40. Blackmore, Broomfield, Southborough, Tunbridge Wells. [9131

SUNBEAM-TALBOT tourer, 1939 model. First-class running and bodily order. All new tyres. £260. Box No. S110, MOTOR SPORT, 15, City Road, E.C.1. [9110

P100 HEADLAMPS. £10 the pair. Good condition. H. Waters, Junior House, Felsted, Essex. [9111

1949 HEALEY 4-seater, 29,000 miles. Magnificent throughout. £140 extras. £580. Box No. S112, MOTOR SPORT, 15, City Road, E.C.1. [9112

ARNOTT SUPERCHARGER, 1,000 miles only use. Complete installation, suitable Triumph Renown or Standard Vanguard. £50. Tel.: Blackpool 415101. [9113

BUGATTI, LATE TYPE BRESCIA, 1,500 c.c. Stored 1939 until present. Completely rebuilt axle, gearbox, clutch and engine. £125. Covil, 67d, Shooters Hill Road, Blackheath, S.E.3. [9114

ALLARD SPECIAL. New engine with special high-compression heads. Registered number CLK 5. Twin carburetters, Scintilla magneto. New body, needs upholstering. Numerous spares, including wheels, tyres and tubes, crown-wheel and pinion, carburetters, cylinder heads. Excellent trials car. £175. Tel.: Edgware 0046. [9115

1,750-C.C. ZAGATO ALFA. Camshafts, new tonneau cover, valves, hood frame, etc. Box No. S116, MOTOR SPORT, 15, City Road, E.C.1. [9116

£65—B.S.A. THREELER, 10 H.P. Registered 1938. Good condition, resprayed blue. Grimms Corner, Great Missenden, Bucks. Tel.: 375. [9117

LAGONDA RAPIER, rare 2-seater sports; 34 m.p.g. Cream cellulose and chromed last year. New tyres, brakes, etc. Illness forces sale. Genuine inquiries for details, photo. £225, o.n.o. Brown, Station Lane, Birkenshaw, Bradford. [9118

RILEY NINE 2-seater with dickey, 1929. Grey. Body, hood, engine, paintwork, wiring and tyres in really exceptional condition. Economical, reliable and pretty. £75. Lt.-Cdr. Slattery, R.N. College, Greenwich, S.E.10. [9121

ASTON MARTIN Bertelli saloon. Good condition. Resprayed. Sound, reliable, fast. £165. 47, March Street, Burnley, Lancs. [9122

FORD MERCURY SPECIAL. July, 1952. Reconditioned engine/gearbox. 20-21 m.p.g. £175. 236, Alcester Road South, Kings Heath, Birmingham 14. Tel.: Highbury 1575. [9123

ALLARD-FORD V8 SPECIAL. £95, o.n.o. Write Pook, 12, Fourth Avenue, Havant, or tel.: Fremantle 0137. [9124

ROLLS-ROYCE, 1927, 22 H.P., superb brake body. Everything in first-class order. Four good Dunlop covers fitted and four brand new spares. If you want comfortable motoring, it's yours for £200. Daniell, White House Farm, Earl Soham, Woodbridge. [9127

FOR SALE—*continued*

1936 RILEY ADELPHI 15/6. A rare example of this car in cream and black with Ace discs. Immaculate condition. £250, o.n.o. Grimley, 173, Clarence Road, Windsor. [9125

A40 SPORTS. 1952. Black. 25,000. Immaculate. Nearest £500 or exchange Vanguard estate car. Tel.: Elveden 79. [9128

BENTLEY RED LABEL 3-LITRE tourer. Good order and appearance. £225. Blackmore, Broomfield, Southborough, Tunbridge Wells. [9130

M.G. OWNERS : Spring is coming! See advertisement under " Miscellaneous " on last page. [9133

1948 STANDARD EIGHT tourer, excellent condition. £295; exchange for Riley, M.G., sports or saloon. Webb, 5, Windrush Grove, Selly Oak, Birmingham. [9135

1951 MITCHELL SPECIAL sports 4-seater. Engine—2½-litre Riley. Independent front suspension. Tyres new. £220, offers. Tel.: Cambuslang 977. [9136

1933 HUMBER SIXTEEN. Overhauled engine, axles, steering, chassis, etc. Tel.: Bookham 246. [9137

GWYNNE EIGHT, ex-Ellis, 1923, tourer. Restored beyond original condition. £150—or exchange larger vintage/p.v.t. tourer. Ripley, Macdonnell Gardens, Watford. [9138

1938 S/S MORGAN 3-WHEELER. O.H.V. V-twin, a/c. Matchless engine. Good condition, many modifications. £160. Barker, 7, Island Green, Cannock Road, Stafford. [9139

H.R.G. Brooklands Meadows engine, reconditioned; new chassis and steering; resprayed green; excellent tyres and general condition. Full details and photograph. £350. Box No. S140, MOTOR SPORT, 15, City Road, E.C.1. [9140

PAIR M.G. TA WHEELS and tyres, 450 by 19, 12 gns. Ayers, 146a, Swaby Road, Earlsfield, London, S.W.18. [9141

RELUCTANT ! 1,100 Fiat 508C. Complete overhaul, chrome rings. Seen Durham. Exchange shorter saloon, sports. Box No. S142, MOTOR SPORT, 15, City Road, E.C.1. [9142

SINGER LE MANS foursome. December, 1934. Silver-grey. Scarlet leather. Enthusiast maintained; two owners only. Twin Solex. Many extras, including dual ignition, spotlamp, twin windtones, Fram, demister, reverse light, engine inspection light, hood cover, tonneau, fold-flat windscreen, etc. 33 m.p.g. £195. Tel.: WEL 8834. [9143

JAGUAR 2½-LITRE saloon, 1937. One owner. New recently : battery, two tyres, radiator core, big-ends, timing chain. Owner buying Bentley. £150, o.n.o., for quick sale. Seen Marlow. Box No. S144, MOTOR SPORT, 15, City Road, E.C.1. [9144

LOOK ! MORRIS EIGHT, 1938, Series II, 2-seater tourer. Black. " Lotus " tuned engine. (Enlarged inlet valves, double valve springs, high compression, balanced and Ford Ten breathing.) Many special features including very large rear window, modern dampers, windscreen washer, double dipper headlamps, etc. Body poor but goes, steers and stops very well. Very sound mechanically and reliable. Main units all overhauled during last 18 months. £120 or offer. Michael Allen, 104, Vallance Road, London, N.22. Tel.: Bowes Park 4482. [9145

JAGUAR 100, 2½, rebuilt and registered 1951. Special aluminium body. New Dunlop racing covers. New Scintilla. £285, o.n.o. 2, Princes Drive, Harrow. Tel.: 7514 (6-7 p.m.). [9147

33-140 MERCEDES-BENZ open 4-seater (with occasionals), fitted A.E.C. 6.6-litre diesel giving 30-36 m.p.g. A very powerful, large and utterly reliable car of great character, and with an interesting history. Overhauled at cost of £200. £375, o.n.o. S. W. Brown, Peasemore, Newbury. Tel.: Chieveley 279. [9146

BUCKLER, MARK X, 1952, all modifications, professional aerodynamic aluminium shell, including full weather protection. Handsome is and handsome does. £395. Or would sell shell. Box No. S075, MOTOR SPORT, 15, City Road, E.C.1. [9075

M.G. MAGNA sports, 4-seater. Probably finest L-type in existence. Maintained absolutely regardless of cost. Over £120 spent on overhaul during last 4,000 miles, when car was resprayed, rechromed, fitted new hood, stainless steel dash, valves, guides, etc., etc. All bills available. £150. Tel.: Horley (Surrey) 1423. [9150

1952 (APRIL) FORD TEN SPECIAL, 4-seater open. Two new tyres. 10,000 miles since new. £285. Smithies, 156, Bramhall Lane South, Bramhall. [9152

6 BY 16-IN. RUDGE WHEELS, £5 pair. Shorrock supercharger, Type S 142, £10. 65, Castle Street, Luton. [9153

RAILTON drophead coupé. Good condition. Radio, heater. £265, o.n.o. Call Sundays or write. Feltham Lodge, Harlington Road West, Feltham, Middlesex. [9156

FOR SALE—*continued*

MOTOR CAR, caravan and motor used parts business for sale, see R. Gray & Son's advertisement below. [9251

M.G. MODEL TA, 1938. Good condition. New engine fitted 1951. Very reliable mechanically. Price: £210. Box No. S356, MOTOR SPORT, 15, City Road, E.C.1. [9356

1929 BENTLEY SPEED SIX MAYTHORN drophead coupé. In excellent condition throughout. Mechanically very quiet. Good chrome and tyres. Twin spares. Many extras. Photograph. £195. Wells (B.D.C.), "Leighton," Coast Road, Pevensey Bay (Tel. 405), Sussex. [9357

TALBOT SPARES. Having purchased the entire stock of spares from the manufacturers, we can supply practically all parts, including valves, guides, gaskets, pistons, gearbox parts, bumpers, etc., etc. We hold large stocks of secondhand parts for most other vehicles—awaiting dismantling this week we have the following: Austin Tens, Buick, 1936, Morris Eight, 1938, Sunbeam Dawn, 1934, Standard Nine, 1935, Rover Fourteen, 1936, Singer 14.6, 1934, Jeep, several Talbots, Ford Eight and many others. We have 100 tons of brand new Humber spares on the premises. Clare's Motor Works, 260, Knights Hill, London, S.E.27. Tel.: GIP 0132. [9359

PAIR M.G. TC carburetters, brand new, still in packing box. Spares for 4½-litre Bentley. Two rear brake drums. Complete cone clutch and flywheel assembly. Complete plate clutch. Two headlamps (Greble). Complete front-axle assembly. Steering box complete. Heatherlands Garage, Helmshore, Rossendale. Tel.: Rossendale 1045. [9360

LANCIA LAMBDA short chassis open tourer. Maroon and black. Completely rebuilt, including new chassis and body. This car is a perfect specimen and well worth seeing. Also wagon-load of serviceable spares to go with it. £250 lot. Heatherlands Garage, Helmshore, Rossendale. Tel.: Rossendale 1045. [9361

1928 LEA-FRANCIS 12/40 fabric saloon. Bodywork and interior excellent. Meadows 4ED in good order; mag./coil ignition. Freewheel. Good tyres. Taxed December; 27 m.p.g. £125. Hankey, Hadrians Camp, Carlisle. Tel.: 26191. [9377

ROLLS CONTINENTAL TOURING SALOON, 1936, chassis, 1954 replica. £1,500. Rolls 20-h.p., reconditioned unit, modern 18-in. wheels fitted, touring saloon. First £300. Rolls, 1931, 25-h.p. limousine. £175. Rolls, 1927, swept-tail body fitted (saloon). £180. Rolls, 1936, swept-tail body only, 7 seats f.f., complete with wings, running board and bonnet. £100. Spares, etc. We can sell your Rolls for you. We have a large number of clients waiting for first-class Rolls. Johnson, 26, Egerton Road, Fallowfield, Manchester, 14. Tel.: Rusholme 3009. [9380

FOR SALE—*continued*

TWO LAWRENCE FLAT TWINS, all alloy, 13-1 comp. £15 each. Wilson, Crosshouses, Bridgnorth. [9379

TRIUMPH DOLOMITE saloon, sun roof, 14.65-h.p. 4-cylinder super sports. Black. Most beautiful finish. All aluminium. Body clean inside. A most attractive, economical, really fast, superb car in most excellent condition; original red pile carpets, highly polished bodywork. Taxed, insured. Genuine bargain. £210. 300 miles trial. Also photo to really genuine inquirer. 18, Clarence Road, Manchester 21. Tel.: Chorlton 1288 (any time).

FORD TEN ALPINE tourer 2/4-seater. Light coachbuilt body, red, registered 1935. Rebuilt since. All-weather equipment, tonneau, tyres, etc., excellent. Generally in very good condition. £130. Seen Shirley, Croydon. Tel.: ADD 5950. [9383

1926 BENTLEY 3-litre Red Label speed model Vanden Plas tourer. Original throughout. Used as second car only since 1936. Overhauled and main engine parts renewed by Mackenzie 1947. Six good tyres. Nearly new battery. Car regularly checked by specialists. Sound and reliable. Reluctantly being sold through no fault. £250. Full details and photos on request. Box No S384, MOTOR SPORT, 15, City Road, E.C.1. [9384

DISMANTLING.—Lanchester Ten, 1933. Crossley Sixteen, 1933, saloon. Morris Isis Eighteen, 1934 (16 by 600), wire wheels and tyres. Austin Ten, 1933 to 1937 models. Austin Seven, 1928-38. All spares, used and new replacement, axle shafts, hubs, crown-wheels and pinion, springs, valves, silencers and pipes, brake cables and shoes, etc. S.A.E. Jackson, 51, Gwendolen Road, Leicester. Tel. 36771. [9385

ALVIS SPEED TWENTY, 1936, Charlesworth D.H. coupé in very good condition. £220, o.n.o. 16, Saffron Hill, Letchworth, Herts. [9386

750-C.C. FORMULA AUSTIN, ex-Grimsley. All mods., road equipment, reliable, successful. Condition perfect. Ready for racing. £150. 133, Cornwallis Road, Oxford. [9387

M.G. 1½-LITRE, 6. Rebuilt throughout. Re-registered 1950. Full details. Glare Motors, Bilton, Rugby. [9388

RILEY NINE, 1928, 2-seater. Alloy body. New tyres, etc. Everything overhauled. £27. Wisbey, Red Lion Stores, Wareside, Ware, Herts. [9389

TRIUMPH EIGHT SPARES. Ex-Vale Special, remote-control gearbox, starter, dynamo, valves, etc. Sgt. D. Drew, 68th Training Regt., R.A.C., Catterick Camp. [9390

M.G. L-TYPE 4-seater. 16-in. rears. Good hood, screens. £85. Will haggle. Barnes, 31, Elm Road, Winchester. Tel.: 3480. [9395

FOR SALE—*continued*

ROESCH TALBOT 105 4-seater sports tourer, 1933. Good condition, including hood and sidescreens; engine first rate. Motors rapidly. £155, o.n.o. Tel.: Park 4949. [9393

LAGONDA, 1934, 4½-litre saloon. In perfect mechanical order. Coachbuilt body in dual grey. Radio. Ideal for long distance, fast motoring. Particulars from: Johnston, 4, Whitehouse Terrace, Edinburgh 9. Tel.: 52857. [9394

LAGONDA RAPIER, 1934, tourer. Excellent condition. £195. Watson, 14, Great George Street, Glasgow. Tel.: KEL 2133. [9396

M.G. F-TYPE, less body. Recently rebored. Reconditioned rockers, camshaft, dynamo. Chassis rewired, repainted. 16-in. rear wheels, nearly new tyres. New battery, bucket seats. Also bonnet, fold-flat screen, all instruments. Owner going overseas. First offer over £55 secures. Park. Tel.: PIN 1407, MIN 7144 (business). [9398

ROLLS-ROYCE (1927) 21-h.p. saloon. Excellent running order. New tyres. What offers? Box No. S400, MOTOR SPORT, 15, City Road, E.C.1. [9400

M.G. J2. Sleeved to standard, reconditioned bearings and crankshaft, December. Full tonneau, twin stop and tail lights. Nearest £175. Bates, 137, The Moorfield, Coventry. [9402

FRAZER-NASH B.M.W., 1936, 1½-litre saloon. Well shod, high oil pressure, Windtone horns, new battery. Taxed year. £135. Ainsworth, Castle Howard, York. [9403

TRIUMPH TOURER, 1934. Taxed, insured. £100 nearest. Would exchange small van. 41, Albert Crescent, Keresley, Coventry. [9404

INSTRUCTION MANUALS. Rolls 14/50, 1914, 1921, 1926; 20/25 XVI. Bentley 6-cylinder 1927; 3½-litre, 193?. Alvis 12/50, Speed Twenty, Silver Eagle. Cadillac, 1929, 1936. Chrysler Six 1924. Jowett, 1924. Lagonda 14/60, 1929; 4½-litre 193?. M.G. S-type, 1936. Minerva 40-h.p. Standard, 1920. Sunbeam 16/20, 1932. Talbot 14/45, 1929. Trojan, 1928. Wolseley 16/20, 24/30, 1913; 15, 1924; 11/22, 1925; 16/45, 1928. Best offers by 15th accepted. Box No. S405, MOTOR SPORT, 15, City Road, E.C.1. [9405

MERCEDES-BENZ. Various spares for 170v. 14-h.p. Some new. Lucas. Dynamo, wipermotor, coil. Pair 6.00 by 16 Competition tyres, tubes. V.8 parts. Many "Motor Sports." Benington, The Twitten, Crowborough, Sussex. [9406

BENTLEY, 1930, 4½ foursome drophead coupé. Good condition throughout. Taxed. £300, o.n.o. Box No. S407, MOTOR SPORT, 15, City Road, E.C.1. [9407

M.G. PA. Black/red. Completely rebuilt engine, new generator, coil, wiring, brake cables, hood re-upholstered. Must get saloon. £200. Tel.: Colnbrook 138. [9414

ESTABLISHED COUNTRY GARAGE, four miles Doncaster (freehold), Filling Station. Two electric pumps, 2,000 galls. capacity. Coverage for approx. 20 cars. Good used car, used car parts, and caravan sales. Excellent modern detached house in lovely condition, recently decorated regardless of cost. Outbuildings, piggeries, orchard, ornamental pond, etc., all in approx. three acres, so having ample room for extension and development. Approx. 220-ft. main-road frontage. Balance sheets by Chartered Accountant available to principals only, showing good profits. Every assistance given to the right man before and after purchase. **£6,500, o.n.o.** (no agents please). Apply to owner-occupier. **Below.**

CLEARANCE CAR BARGAINS. 1935 Austin Ten 2-seater with dickey (Clifton), above-average condition but clutch requires attention; drive away, **£60.** 1935 Ford Eight saloon, running-boards require renewal or repairs; recent reconditioned works engine, paintwork a bit rough, brakes require attention; **£55.**

REGULAR LINES but all represent excellent value for money. 1948 Armstrong Siddeley 16-h.p. Typhoon, a specimen; taxed year; **£475.** 1950 (late) Morris Minor saloon, a picture; recent works exchange engine; **£450.** 1949 Austin A40, a good car, **£465.** 1949 Hillman Phase III Minx, lovely car, **£450.** 1948 Standard 14-h.p., a very smart car, **£350.** 1951 Ford Eight van, 5 cwt., one owner, carefully used, **£225.** 1951 Ford 10-cwt. van, as above, **£295.**

NOW FOR GENUINE REMOVAL BARGAINS—must sell quickly, hence further great reductions. Sets of four new wings at less than manufacturer's cost: 1936/9 Hillman Minx, 1935/8 Morris Eight, 1936/8 Morris Ten, 1933/7 Ford Eight; all above at **£15** set of four. 1937/8 Wolseley 14/56 and 1936/7 Vauxhall D.X.12/14 h.p., at **£20** set of four. Brand new rubber-covered running-boards to fit 1935/8 Morris 8/10/12/14-h.p. models, 1937/8 Wolseley 14/56 (Austin Ten Cambridge, 1937/9), Ford Eights from 1933/7, also 1938, and Ford Prefect, 1939/49; all less than cost—only **£5** per pair.

USED GOODS, in good order unless otherwise stated. 40-gall. lock-up oil cabinet fitted with pump, a gift—**£4.** 19-in. slow combustion stove, very good, only **30s.** Following are all S.S.I parts removed from a very good car, 1934/6 model: Sound chassis frame fitted saloon main body only and electric harness, **£5**; sound axles complete with brakes, hubs, brake drums and knock-off caps, rear only, **£8**; front, only **£5**; sound road springs, only **40s.** pair; steering column with steering box, steering wheel and controls, good, **£4**; prop.-shaft, fitted with couplings ready for use, as new, **£4**; good petrol tank **30s.**; complete saloon windscreen, sound, **35s.**; set of four very good friction shockers, **60s.** the set; complete front and rear bumper assemblies, **50s.** each—a gift; dynamo, fitted pulley, good order, **55s.**; starter motor, fitted Bendix, good order, **55s.**; exhaust manifold, **30s.**; induction manifold, **30s.**; a very good radiator, complete with grille, **£5**; bonnet, **30s.**; one only knock-off wheel, rim damaged, **15s.**; spare-wheel cover, **25s.** Please inquire for other S.S.I parts. Now for Singer Le Mans parts: Engine, fitted balanced crankshaft, usual slight but not worthy of mention crack in block, with twin finned manifold for I. & E., a gift at **£15**; pair knock-off wheels, rims damaged, **20s.** pair; road springs only **40s.** pair, both front and rear; front axle (bent), complete with shockers, drop-arm, track-rod, brakes, etc., but less one hub—gift, **£3**; front wings, fitted sidelamps, very good, only **70s.** pair; off-side coupe door, no glass, **30s.**; radiator casing, no stone guard, small repair needed (chrome), **20s.**; spare-wheel cover, **25s.**

NOW FOR ODDMENTS. Ford V8 starter motor, good order, **55s.** Workshop tools, etc., surplus to requirements, new but soiled. 22-in. forge, hand type, fitted fan blower—a topper—**£5,** well worth double. 18 sheets of 20-gauge steel sheets, 6 ft. by 3 ft., for bodywork, **15s.** per sheet. 16 sheets of galvanised steel sheets, 6 ft. by 3 ft., suitable for bodies or garage building, etc., only **20s.** per sheet. Twelve only (1-gall. tins) medium-blue cellulose paint, second quality, requires straining before use, only **10s.** per gallon to clear.

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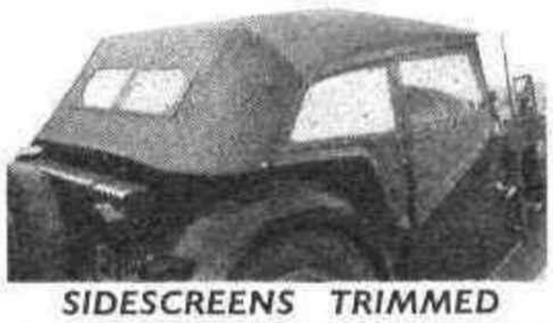
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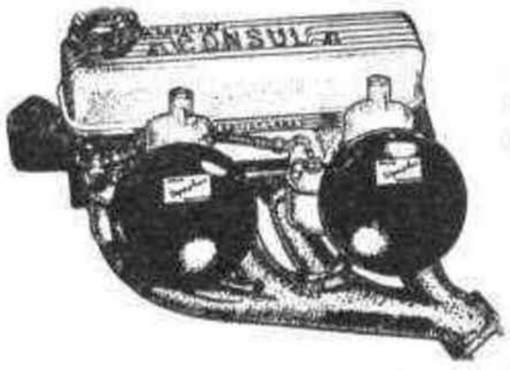
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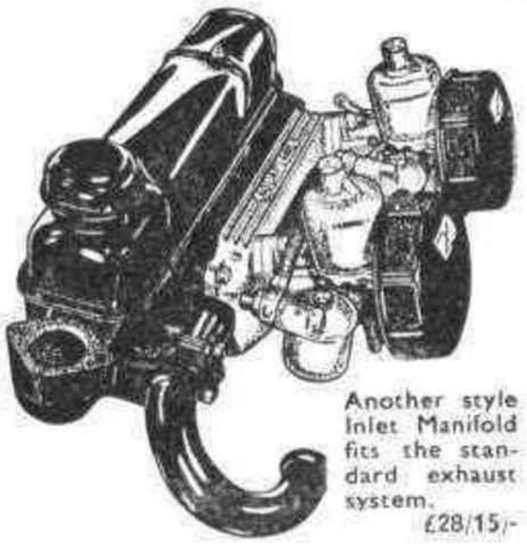
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B.M.W. RACING CAR. Ideal Formule Libre, sprints, qualifies vintage. Built for Parnell 1937. G.P. Bugatti engine, 4.9 litre, s/c. Completely overhauled and ready for season. Price £500. Write, Whiteaway, Feltham Lodge, Feltham, Middlesex, or view, Phoenix Garage, Hartley Witney, Hants. [9155

LAGONDA 2-LITRE SPARES. Radiator, two tyres and tubes, very good, 5.25 by 21, two oil pumps, cylinder head, valves and springs, bearings and bushes, timing case and sprockets, sump, chassis, starter motor, magneto, Auto-clean filter, camshafts and bearings, rockers, five 21-in. artillery 5-stud wheels. Lots of good bits must be cleared. Money back guarantee. V. Whiteley, 105, Cranleigh Road, Feltham, Middlesex. [9157

UNIQUE DROPHEAD 1931 4½ BENTLEY (blower crated). Engine just rebuilt. Excellent condition. Taxed year. Reluctantly offered at £395. Box No. S159, MOTOR SPORT, 15, City Road, E.C.1. [9159

1938 2½-LITRE JAGUAR saloon. Overhauled 1952; perfect condition mechanically and bodily. £275, or would exchange 1946/48 2-litre Sunbeam-Talbot saloon; balance either way. Warman, Tel.: CLE 2423. [9162

MORRIS TWELVE, SERIES 3, 1939/48 engine, complete, £35. Wanted: windscreen for 1946 Hillman Minx. Ralph, Knatts Valley, Sevenoaks. Tel.: West Kingsdown 347. [9163

DELAGE D.I.S.S., 1926, 14 H.P. New hood and battery; brakes relined; gearbox, back axle, magneto, dynamo, reconditioned. Good appearance and performance. £135, o.n.o. Tel.: Mayfair 4312; evenings, Howard 3103. [9164

ALVIS SILVER EAGLE, 1936, drophead coupé. Two owners from new. Photograph. Price £175, o.n.o. 1, St. Augustine's Gardens, Ipswich. [9166

1938 RILEY SIXTEEN overdrive saloon, with over 90 m.p.h. and terrific acceleration. This car has been maintained regardless of cost and is considered the finest example available. First £400, or near offer. Field, Wick, Bristol. Tel.: Abson 285. [9167

AUSTIN SEVEN SPECIAL. Overhauled throughout. Rebored, special pistons. Four-branch exhaust, twin d.d. carburetter. Stiffened chassis, double wishbone i.f.s. 16-in. wheels. Tubular body frame. Only needs body shell. Over £75 spent. Snip, £60. Perkins, 65, High Street, Wimbledon, S.W.19. [9170

WADE SUPERCHARGER, suitable Ford Ten, little used. Offers wanted. Wood, 234, Walstead Road, Walsall. [9171

FORD TEN engine. Gearbox, transmission shaft and torque case; pump, carburetter, manifolds, plugs. £20. Excellent condition. Maynard, 12, Tarnsyke Road, Lancaster. [9172

M.G. PA 4-seater. New battery, new tyres. Sound throughout. £135. "Downland," Westwell Lane, Ashford, Kent. [9173

AUSTIN CHUMMY, rebuilt as sports 2-seater, reconditioned engine, sound and solid. £65 or offers. Inquiries to: 19, Broughton Road, Saffron Lane, Leicester. [9176

BOOKS. 80 MOTOR SPORT from 1946; 130 *Autosport* from 1950. Offers for whole to Box No. S177, MOTOR SPORT, 15, City Road, E.C.1. [9177

1939 350 LLOYD. Independent suspension all round; good hood, body, tyres. Con.-rod wanted, otherwise engine good. Make good 500 special. What offers, or separate? Mann, 38, Young Street, Wolverton, Bucks. [9178

WHEELS. Pair 19-in. M.G., with tyres, £5. Hall, 469, Lytham Road, Blackpool. [9179

ARMSTRONG-SIDDELEY 6-C./12-H.P., 1930. Good condition and running order. £50 (fifty pounds). Tel.: Walton-on-Thames 1947. [9180

TALBOT 10/23 tourer. Good hood, body, brakes. Spares, including engine. Seen Maidenhead. £30. Box No. S182, MOTOR SPORT, 15, City Road, E.C.1. [9182

B.S.A. THREELER, 1935. £60, o.n.o. Clark, 39, Grange Road, Leigh-on-Sea, Essex. [9184

M.G. M-TYPE. £200 spent overhaul and rebuild. Every working part, engine, gearbox, differential and chassis renewed. Ash body skeleton professionally built. Needs panelling. Folding screen, chrome accessories, silver-stoved wheels. Discerning enthusiast will understand and buy. £150. Tel.: Hayes 1647. [9186

RILEY 1½-LITRE S26F engine complete, and gearbox just overhauled, also front and rear axles, chassis and all parts. Offers. Box No. S187, MOTOR SPORT, 15, City Road, E.C.1. [9187

F.W.D. ALVIS, 1.5 LITRE, supercharged. Alvis Register 331. Long chassis. Aluminium body, R.G. In excellent mechanical condition. Serviced by Aldridge & Riddle, Gosport. Owner wishes to sell to Alvis enthusiast. No offer below £150 considered. Must sell before middle March. Dr. C. Wright, 4, Ashburton Road, Alverstoke. Tel.: Gosport 8069. [9188

FOR SALE—*continued*

BRITISH SALMSON, 1934, 12-H.P. saloon. Engine just overhauled for £100: resleeved, new pistons, valves. Aluminium body repainted. One owner since 1939, gone abroad. £210. Cedar Service Station, Ltd. Tel.: Fareham 2277. [9189

XK120, 1951, semi-modified, immaculate. Healey saloon, similar condition. Both low mileage. Box No. S190, MOTOR SPORT, 15, City Road, E.C.1. [9190

VINTAGE 12/4 AUSTIN tourer, 1930. Excellent machine. Goes anywhere! £39. Radclyffe, 53, St. James' Gardens, W.11. Tel.: Park 5756. [9191

SINGER SPECIAL SPEED 2-seater, green. Fitted with Singer i.f.s. and 1½-litre engine. Excellent mechanical condition throughout. Complete weather equipment, six good tyres. Perfect roadholding. Can be seen in London. £165. Box No. S192, MOTOR SPORT, 15, City Road, E.C.1. [9192

FIRST REASONABLE OFFER secures Humber 16/50. Reliable, smart. Gould, Sunhill, Topsham, Devon. [9195

LAGONDA 3-LITRE saloon, 1933. New hood, good tyres and battery. Exceptional condition throughout. Engine resleeved and completely overhauled last year at cost exceeding £100. Photograph. £175 or best offer, or exchange small car for wife. Whalley, 3, Milner Road, Bournemouth. Tel.: Westbourne 61334. [9197

WHEELS, 20-IN., 52-mm. spline, 30s. each. Pair of tyres 6.50 by 20, retreads, very little used, £4 each. 36 VEAHG Zenith carburetter, perfect, £3. Smith's Royal screen defroster, cost 6 guineas, £3. A. C. Partridge, 30, Holtspur Top Lane, Beaconsfield, Bucks. [9198

RILEY NINE, 1933. Excellent condition. Taxed. Many spares, including complete engine. £150 or nearest. Wynn, Hints, Tamworth, Staffs. Tel.: Weeford 237. [9201

ALVIS, 4.3 LITRE, 1937, sports saloon. Charlesworth body. Excellent condition. £375 or offer. S. A. Marsh, Belmont, Wadhurst, Sussex. [9202

VETERAN ENTHUSIASTS: Believed 1904 Dalm engine, twin-vee, water-cooled; requires attention. 1904 headlamp, brass, for acetylene; similar to "Genevieve" type. Offers. Tel.: Highbury (Birmingham) 2913. [9203

LANCIA LAMBDA, 7TH SERIES, open tourer. Overhauled last year, new hood and sidescreens. £100. Tel.: Mr. Backhouse, Chancery 8311 (office hours). [9204

H.R.G. 1,100, 1948. Excellent condition, recellulosed, new hood, etc. £400. Lewis, 98, College Street, Ammanford. [9205

FORD PREFECT GEARBOX, second gear defunct. Offers. Thompson, Pest Control, Feering, Essex. [9206

1950 H.R.G. 1,100 sports 2/3-seater for sale, 23,000 miles only. Black, with blue upholstery, unmarked. £475. Reason for sale—4-seater required. J. Brice, 46, Russell Green Close, Purley, Surrey. Tel.: Uplands 6690. [9207

HORNET SPECIAL. Outstanding condition. 1937 to 1953 unused. Now fitted new hood, side-curtains, battery, tyres, etc. Total mileage believed to be under 16,000. Magnificent throughout, including performance. Any examination welcomed. £165. Day, 17, Hitchin Road, Luton, Beds. Tel.: Luton 4285. [9208

M.G. K MAGNETTE, immaculate. £100 overhaul. Engine just run-in. Tonneau, hood and screens. £250, o.n.o. Exchange A40 pick-up. Silcox, Violet Bank Farm, Widcombe, Bath. [9210

M.G. MAGNETTE, 1936. £155. White, good hood. 42, Bury Road, Epping, Essex. [9211

MORGAN 4/4 2-seater sports, 1949. Blue and ivory body, maroon interior. Acceleration terrific, high top speed, 35 m.p.g. Enthusiast's car at £345. 96, Stainburn Crescent, Leeds 7. Tel.: 682735. [9213

RILEY NINE MONACO saloon, 1932, very sound throughout; 40 m.p.g. Smart appearance. Offers around £70. Seen weekends. 23, Pages Lane, N.10. Tel.: Tudor 1390. [9214

1939 2.6 M.G. foursome sports, exceptional appearance, thoroughbred performance. Photo. £245, offers. Box No. S215, MOTOR SPORT, 15, City Road, E.C.1. [9215

AUSTIN ARROW SPORTS SEVEN, 1933, 4-seater. 1936 engine. Lively, smart, good condition. £80, o.n.o. 208, Regal Way, Kenton, Harrow. [9216

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FIAT, 1,030 C.C., 1927, MODEL 503, limousine body, unmarked. Three owners only. Double brakes rear wheels. 34 m.p.g. Maker's maintenance manual. A remarkable machine. £85 or offers. Edwards, 44, Attewood Avenue, Neasden, London, N.W.10. [9221

FOR SALE—*continued*

ASTON MARTIN 1½-LITRE, 1932, short-chassis 2/4-seater. Full details on request. £200 or offer. Macdonald, 16, Kendall Avenue South, Sanderstead, Surrey. Tel.: Uplands 9771. [9220

MORGAN 4/4 sports 2-seater, 1938. Green. Good condition, taxed. £175, o.n.o. 7, Crawford Gardens, Northolt, Middlesex. [9222

J2 ENGINE, M.G., 1933. Complete with starter, dynamo, carburetters, clutch. Sound order. £25 or near offer. Also gearbox available, £10. Taylor, 15, Priestpopple, Hexham, Northumberland. [9224

ALVIS, 1934, 16.9 SIX-LIGHT saloon, excellent condition; new batteries, c.w. & p.; any trial. Also 16.9 engine, 47 by 9 c.w. & p., Firefly crankcase and block. Would exchange for Firefly or 8/10-h.p. saloon. Walmsley, 65, Gisburn Road, Barnoldswick, Yorks. [9225

DELAGE D.I.S.S., 1925, open V.D.P. 4-seater, in original and exceptional condition. Space urgently required. Nearest offer to £100 secures. Playing Place Garage, Truro. Tel.: Feock 238. [9226

ALFA-ROMEO 1,500, 1929, coupé. Immaculate condition, recent respray and complete rewire; new hood. £275. Apply J. E. Chisnell, Leigh Hill Farm, Cobham, Surrey. [9227

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AUSTIN SEVEN sports/tourer, born 1928. Faithful, well-loved Jemima, impractical with family. Craftsman-built body, lively motor. Say £75. Fancourt, Browsewood, Dibden Purlieu, Southampton. Grid reference, 41/412059. [9230

1950 LEA-FRANCIS 2½ roadster. Very fine condition. Cash offers near £575, or exchange full 4/5-seater saloon or drophead. Box No. S232, MOTOR SPORT, 15, City Road, E.C.1. [9232

£60—FIAT 501B (F.W.B.) drophead. Wonderful condition, low mileage. Starts instantly, absolutely reliable. 20, Westminster Road, Eccles, Manchester. Tel.: ECC 1937. [9234

SPARES: Talbot 75 preselector box, £3; dynamotor, £3. B.M.W. 326 gearbox, new races, £15. 20, Westminster Road, Eccles, Manchester. Tel.: ECC 1937. [9235

1934 ROVER 12-H.P. sportsman coupé—£100. Body only fair but engine has been sleeved, crankshaft reground and all new bearings. Owner posted to Middle East. Capt. Tollington, 54, Coombe Road, Croydon. Tel.: CRO 3943. [9236

M.G. M saloon, 1931. Brakes and top overhauled, new plugs and battery, recently. Reliable; 31 m.p.g. Taxed March, insured September. £72 10s. Seen Andover/Winchester. Sgt. Ayers, W.O.S.B. "A" Camp, Barton Stacey, near Winchester. [9237

AUSTIN SEVEN 2-seater. 9,000 since complete rebuild. Cambridge body and suspension. Bowden brakes, 4-speed gearbox, Dunlopillo seats. Smart, economical and good performance. £110. 152, Ribblesdale Road, S.W.16. Tel.: Streatham 0653. [9238

FIAT 500 convertible, 1937. Smart, reliable car in daily use. Genuine private sale. Any trial. £135. Sanders, 6, Elkin Road, Morecambe, Lancs. [9239

BENTLEY RED LABEL 4-seater V.D.P., first registered 1930, sound order. Engine recently overhauled. £185, o.n.o. Also most parts spare engine. Offers. John Collins, Cranbourne Hall, Windsor Forest, Berks. [9240

ROLLS-ROYCE: Vintage 1924 21.6-h.p. saloon-chassis No. GDK 31. In excellent condition; receipts for over £200; m.p.g. 18 in town, 22 in country. Offers over £250 or suitable exchange. Murrel House, 152, High Street North, Dunstable, Bedfordshire. Tel.: 595. [9242

AUSTIN A40 SOMERSET, 1952 (October); 7,000 miles. £555; exchange more sporting type, open or closed. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [9243

1,087-C.C., 1935, M.G., minus body, tyres, £40, o.n.o. Unused steering-box, minus rack, £2. Two 12-in. chrome headlamps, £2. Two air bottles in case, as new, £1 10s. Unused electric wiper, £1 5s. 4-in. moving coil speaker, £1. K. D. Abbott, 22, Church Lane, Upper Beeding, Sussex. [9246

M.G. PB being dismantled, most parts available. Box No. S250, MOTOR SPORT, 15, City Road, E.C.1. [9250

ROY'S AUTOMOBILES LTD. OFFER: Alvis Seventeen sports saloon, 1937; immaculate, original; one owner; discs, etc.; £195. Wolseley Hornet Daytona sports saloon, 1936 type; smart and fast; £150. Triumph Fourteen Dolomite sports saloon, 1938; terrific performance and smart; £185. M.G. 1940 model sports drophead coupé, Series TB; taxed; £295. Sunbeam-Talbot 2-litre sports saloon, 1940; taxed; good; £295. Terms and exchanges. 127, Parkway, Regent's Park, N.W.1. Tel.: Euston 2700/8894. [9248

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PACKARD 6-CYLINDER, 1937, Dagenham-type utility, seven seats, four doors. Droptail back. Excellent, £165. Ford Eight Anglia-type modern utility, very smart and mechanically good; £195. Tel.: AMB 1748. [9249

M.G.S. OFFERS RILEY NINE metal saloon, 1933, sloping radiator: absolute gift, £45. Pair P100s complete, £10. Silver Ghost radiator, offers. "Bull-nose" beaded wheels, tubes and tyres, 710 by 90, at 90, 60 and 40 per cent., £7 10s. the lot. Pair new tyres, 650 by 65, £2. New remould, 750 by 16, £4. Ditto, 550 by 17, £3. Pair 525 by 16 at 45 per cent., £3. Pair 500 by 16 at 50 per cent., £3. One 525 by 16 at 50 per cent., 30s. All subject offers. Wanted: Shaggy Bentley. Write, Glebe, Bishopsteignton, Devon. [9252

LAGONDA 4½-LITRE pillarless saloon, 1934. Excellent chassis. Photograph. £145. Giles, Catton Grange, Norwich. Tel.: 23880. [9257

M.G.: Excellent undamaged PA block, head, camshaft, rocker gear, cover, manifolds, sump, petrol and oil pumps, filter, front housing, vertical drive and clutch assemblies, twin S.U.s, flywheel, con.-rods, dynamo, starter, distributor, brakes, gears, etc. Price, 22, St. Peter's Hill, Caversham, Reading. [9258

1936 M.G. PB 4-seater. Reconditioned engine, new hood. About £210. Exchange coupé similar. 1949-1954. 423 MOTOR SPORTS, *Autocars*, *Motors*, *Autosports*. Offers? Yewtrees, Mill Lane, Horley. [9259

"MOTOLYMPIA" OFFERS all parts from 1950 Jowett Javelin, 1936 and 1937 M.G. 2-litres and 1935 Dilambdas. 1935/39 Alvis 4-cylinders. Various Aston Martin engine parts. Most Rover models around 1937; 1938 Lanchester Eleven. Many others, including four Daimlers, six Rileys, five Talbots and over 20 Austins, 10 Humbers and Hillmans, and all popular Morris models. "Motolympia," dismantlers with method, Powis Hall, Oswestry. Tel.: 480. [9260

AUSTIN NIPPY, 1937, £170, o.n.o. 50 m.p.g. New battery, tyres, hood, horn, carburetter, universals, silencer. Box No. S261, MOTOR SPORT, 15, City Road, E.C.1. [9261

JOHN BLAND OFFERS: Talbot 1934 65; very attractive coupé by R.E.A.L. Carriage Co.; engine and gearbox completely rebuilt by me; good tyres and battery; £150. Talbot 105 bodies: one fixed-head coupé, one drophead coupe. No reasonable offer refused. No correspondence *re* bodies. 27, Southfields Road, S.W.18. Tel.: Vandyke 1612. [9262

AUSTIN TWELVE tourer, 1928. Excellent mechanical and body condition. Good tyres. £70. Tel.: Nazeing 2201. [9265

ASTON MARTIN 2-LITRE sports saloon, October, 1938. B.R.G. Racing mudguards. Exceptionally fast. Telecontrols, screen washers, demisters, sunshine roof. Specialist tuned February, new con.-rods fitted. One previous owner. £385. Might exchange open sports. Terregles, Thicket Corner, Maidenhead. Tel.: 4. [9266

B.M.W.-FRAZER-NASH, 328, super sports 2-seater. Registered 1947. Innumerable extras, including spare set h.c. pistons. British racing-green, unmarked. £465. Exchange considered. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [9267

1933 LANCHESTER TEN saloon. Excellent mechanically, roof re-covered, new hood lining, brakes overhauled. Body requires attention. A reliable holiday car. £65. Central Car Services, 97, Station Road, Sidcup, Kent. [9268

M.G. TA, October, 1938. B.R.G. Good chrome, hood, carpets; oversize rears, twin spares, spot; Bluemel wheel. Carefully maintained, attractive car. Taxed year. £275, o.n.o. Cheeseman, Wetham Green, Upchurch, Kent. [9271

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240-VOLT 2.75-KW. COVENTRY CLIMAX generator, in new condition throughout, £55. Packard V12 engine, suitable "special" or boat, with all accessories; £25. Packard limousine body, 1937, sound. Packard hub caps, 1934. Various American headlamps. Pair post-war Cadillac front dampers, unused, variable rate; suit i.f.s. "special." Vauxhall J-model radiator shell, 50s. Vauxhall 10/4 engine, dismantled, £8. Jowett Bradford n/s. cylinder barrel, £2, new.. Set 17-in. wheel discs from Cadillac, £3. Packard luggage racks. Vauxhall sliding-roof panel. Stromberg and Solex carburetters. Morris hubs, brake assemblies, etc. Spot welder, 90s. Crankshaft truing tool, brand new and unused, in case, £10. Manley garage trolley jack, 50s. Set Jackall hydraulic jacks with pump, etc. Six steel chairs, £1 each. Central Car Services, 97, Station Road, Sidcup, Kent. [9269

PANHARD ET LEVASSOR spare parts list. Manufacturer's publication dated "Nov. 1st, 1906, superseding all previous lists." Fully illustrated. Best offer by 20th. Box No. S270, MOTOR SPORT, 15, City Road, E.C.1. [9270

AERO MINX drophead. Engine, transmission, recently overhauled. Bodywork representative of careful use by one owner throughout. £115. Tel.: Upminster 2036. [9272

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MORRIS EIGHT, 1939, "E" tourer. Perfectly sound and clean, silver grey. £148. Withington, Manchester. Tel.: DID 4345. [9273

M.G. PB, 1950 registered. Reconditioned Vauxhall engine, hydraulics, spares. Smart, fast; 40 m.p.g. £175, o.n.o. Chilaw, Mardley Hill, Welwyn, Herts. [9274

CITROEN LIGHT FIFTEEN, 1938. Rack-and-pinion steering. Excellent performance. Good tyres. Recent overhaul. £175 or offer. Tel.: Yeovil 2101. [9276

M.G. SPARES: J2 gearbox, £4 10s.; starter, 15s.; dynamo, £4; cylinder block, plated, £2; front housing with oil pump, £2; rear hubs and half-shafts, £4 each. Ford Ten gearbox, £6; starter, £4. Pair triple Hartfords, all chrome, £5. New 4-cylinder Scintilla for P type, £8. Box No. S275, MOTOR SPORT, 15, City Road, E.C.1. [9275

30/98 VAUXHALL, OE 180. Magnificent example. Aluminium 4-seater body. Perfect red cellulose. Very good mechanical order. Five excellent tyres. Cruises at the usual 60 m.p.h. Seen London by arrangement. Nearest £200. Pilot Off. Newton, Officers' Mess, R.A.F., Bassingbourn, Herts. [9277

M.G. TC, 1947. Black. Good condition, fine performance. Many extras. £350, o.n.o. Tel.: Weston-super-Mare 3780 (evenings). [9278

FRAZER-NASH, 1929, fitted A.C. 2-litre engine. Not used since complete rebuild. All moving parts renewed. Engine reconditioned by Laystall. Four new tyres, good hood and tonneau. £275. Hope, Felsberg, Grange Hill, West Kirby, Cheshire. [9279

1930 ROLLS-ROYCE 25-H.P. landaulette by Windover. One family 23 years. Chauffeur maintained; really excellent condition throughout. £275. John Trigg Ltd. Tel.: Esher 1234. [9281

1933 INVICTA 1½-LITRE saloon, post-war Standard 14-h.p. engine and gearbox fitted. Good tyres and battery. £85. Landshop Garage, 59, Caversham Road, Reading. Tel.: 2067. [9282

REGISTERED LATE 1938, M.G. 2-litre saloon, rebuilt throughout. Any inspection. £350, or exchange 4.3 Alvis, preferably tourer, similar condition. Carruthers, Carrutherstown (Tel.: 233), Dumfries. [9284

M.G., 1934, PA 2-seater, excellent condition; new battery, three new tyres; £120, o.n.o. Also 1932 Chrysler 20-h.p. engine spares. 6v. windtones. D. Findlay, 34, Shamrock Street, Dundee. [9285

FORD TEN engines, £25 each. Also 1932-6 rear axles, perfect gearbox, many other sound parts. Box No. S286, MOTOR SPORT, 15, City Road, E.C.1. [9286

1921 CROSSLEY tourer, perfect condition throughout, good tyres and battery. Offers. Box No. S287, MOTOR SPORT, 15, City Road, E.C.1. [9287

A MAGNIFICENT PACKARD 12-CYLINDER sedanca 7-seater, 1936. As new throughout; total mileage 50,000. £275. Box No. S288, MOTOR SPORT, 15, City Road, E.C.1. [9288

1934 12-H.P. S.S. tourer. New gearbox, clutch linings, bearings, hood, sidescreens, carpets. £250, o.n.o. Box No. S289, MOTOR SPORT, 15, City Road, E.C.1. [9289

BENTLEY 4½ tourer. £900 overhaul by Syd Lawrence 18,000 miles ago, carefully maintained since. New tyres, clutch, hood since; original handbook. Box No. S290, MOTOR SPORT, 15, City Road, E.C.1. [9290

FOR SALE—*continued*

SINGER NINE LE MANS 2-seater, 1935. Green, black wings. Radio, windtones. Reconditioned engine. Brakes, gearbox, dynamo, overhauled. New battery, hood, tyres. Immaculate throughout. £150, or part exchange Volkswagen. Tel. : Bedford 61776. [9408

RILEY ALPINE. Complete body, doors, seats, back axle, gearbox, wheels, tyres. £15, or any offers. Also reconditioned Riley Nine dynamo. 158, Clifton Road, Slefford, Beds. [9409

TRIUMPH SUPER SEVEN, 1928, tourer. Original condition. £60. Good, reliable running order ; good hydraulic brakes, new hood, battery, electrics overhauled. Spares obtainable. See March, 1952 issue. Tel. : Walton-on-Thames 2815 (evenings). [9411

SUPERCHARGER, complete with all fittings to suit S.V. Morris Minor. G. S. Claybourn, 97, Bawtry Road, Doncaster. [9412

FIAT 1,500 C.C., 1936, pillarless saloon. Good order. £120, o.n.o. Edkins, 4, Rockleaze Avenue, Bristol 9. [9413

1932 RILEY NINE ultra tourer. £85. Complete Arnott supercharger installation for Minor, Riley Nine. Reground crankshaft ; cylinder head, valves. 3, Browning Way, Heston, Middlesex. [9415

M.G. PA 4-seater, owner-maintained since 1938. Perfect condition, newly rebored. £175. Loversidge, 229, Cowley Road, Oxford. [9416

BENTLEY 6½ HARRISON saloon-landaulette, 1927 ; 50,000. Perfect. New batteries. £220. Clarke, Beehive Mills, Heckmondwike. Tel. : Heckmondwike 86. [9417

JOWETT, 1923, 2-seater tourer, in perfect condition. Best offer over £50. 30, First Avenue, Newton Hill, Wakefield. [9418

BENTLEY SPARES. Two 5.25 by 21 wheels and tyres. B. gearbox, chassis frame. Crown-wheel and pinion. Wills, 233, East Lane, Wembley. [9419

MORGAN, 1932, 3-speed, o.h.v. J.A.P. w/c. £55. Good motor. Morris, 51, Queensville Avenue, Stafford. [9421

FIAT 509 8-h.p. coupé. Bodywork very sound and original. £40 recently spent on engine and electrics. Resprayed Italian red. Instruction book. £35. Wade, Ware Farm, Linton, Kent. Tel. : Hunton 85163. [9422

SUNBEAM SALOON, 1929, 21-h.p. Cheap for quick sale. Have bought new car. Details, Tel. : Liberty 7809. [9423

ROLLS-ROYCE 20/25, 1933, Windover black saloon. Bodywork first class. Engine being decarbonised. Mechanically sound throughout. Good tyres. Third owner. £395. Simper, 2a, St. Albans Road, Hatfield, Herts. [9424

ROLLS GHOST, 1922, brake body. Immaculate. Little used ; 15 m.p.g. Taxed. Must sell. Bargain. £120. Tel. : Downland 4587. [9425

FRAZER-NASH-B.M.W. Type 55 cabriolet, 1938. Engine completely overhauled and just run-in. Body sound. New battery. Handles superbly and is fast. £195. Hillview Garage, Anerley Road, Crystal Palace. Tel. : SYD 5781. [9427

R.-R. PHANTOM I landaulette, mascot. Good goer. £25. Box No. S429, MOTOR SPORT, 15, City Road, E.C.1. [9429

972-C.C. SINGER LE MANS 2-seater, 1935, o.h.c., new twin Solex. Sprayed grey. £145. Tel. : Ashtead 2830. [9430

RILEY SERVICE—SEATON OF PRESTWICK. 9-h.p. gasket sets, 11s. 6d ; 12-h.p., 18s. ; valves, 9s. 6d. ; guides, 4s. ; springs, 1s. ; king-pins and bushes, 52s. ; speedo cables inner, 12s. 6d., outer 12s. 6d. ; 9-h.p. brake cables, 15s. ; track and tiller rod ball pins, 9s. 6d. ; bushes, 5s. Reconditioned road springs, front 57s. 6d., rear 67s. 6d. ; replacement shock dampers, 48s. 6d. ; etc. Twin inlet manifolds 9 and 12-h.p. ; exhaust manifolds, pipes, silencers ; manual and preselector gearboxes ; rear axles, dynamos, Scintilla and B.T.H. magnetos ; dynamos, steering boxes, replacement 9 and 12-h.p. engines, Sprite cylinder heads and camshafts ; doors, seats, window glasses and screens. Large stocks of secondhand parts for all 4-cylinder models from 1930 to 1953. All mechanical, electrical and coachwork repairs carried out in our own premises. Free service and tuning information. Seaton, 42a, Ayr Road, Prestwick, Ayrshire. Tel. : 77757. [9432

LANCIA AUGUSTA, 1935/36 Italian cabriolet. Black, red leather. Special wide-base wheels, new head. Handsome, economical, extremely roadworthy. £200. Lancia Kappa, 1921, rear half body missing, perfect running order. £20. Lagonda 3½-litre 2-seater. Rapide chassis, 3.6 axle, excellent mechanically, potential competition car. Nearest offer £100. Pair Bosch headlamps ex-Astura. £4. Pair enormous bell-shaped C.A.V. headlamps, bevelled glasses. £4. Five Bugatti 42-spline wire wheels, beaded edge, ex-Type 30. Sandblasted, enamelled stone. £6. B.S.A. 3-wheeler half-shaft. 30s. Augusta Michelin centre-lock wheel. £2. "Speed" Vol. 1, numbers 1-10 with supplements. 30s. Barker, Osborne Lodge, The Park, Cheltenham. Tel. : Cheltenham 567291. [9433

FOR SALE—*continued*

LLOYD, 1950. Red. Excellent condition. £200, or exchange PA or Morgan 4/4. 42, Warley Hill, Brentwood, Essex. Tel. : Brentwood 2219 [9428

ASTON MARTIN 1½-litre s/c. tourer. Mechanically and bodily excellent ; h/c engine, c/r gearbox. £250, o.n.o. Tuckwell, New Inn, Maidenhead, Berks. Tel. : Maidenhead 1704. [9431

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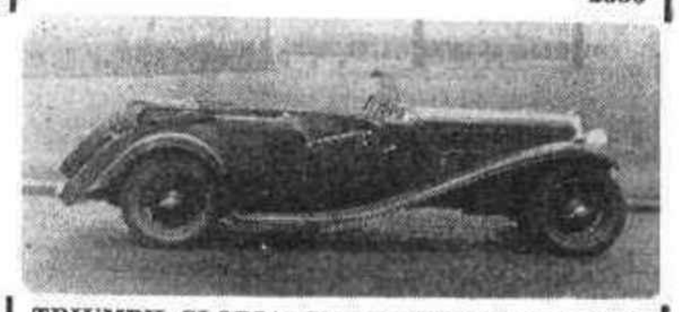
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LANCIA, LAMBDA, 7TH SERIES, open tourer. Excellent mechanical order, recently overhauled Laystalls ; serviced by West. £130, o.n.o. Hawkins, 34, Egerton Gardens, S.W.3. [9459

1951 SEPT. TD M.G. ; 31,700 miles. Factory replacement engine being fitted, due to small fault. New hood, battery, tyres. £80 extras. Immaculate throughout. Sell or exchange XK120, 2½ Riley, etc. Morris, 33, Orchard Avenue, Gravesend. Tel.: 5972 [9464

SALE/SWAP. M.G. 18/80 Mk. II drophead coupé. Engine rebuilt, clutch relined, tyres excellent ; repairable cracked block, body sound, interior shabby. Unused. £30. Busted post 1934 Riley Nine, or what have you. Tel. : Luton 3755. [9466

REG. 1933 DAIMLER, 1935, engine 14.9 sportsman's coupé. Mulliner body, S/S roof. Overhauled, Smart condition. £120, o.n.o. Set 20-in. Ace Wheel discs, ex-Alvis. Hire purchase arranged. Bromley, 75 Broad Street, Chesham, Bucks. [9467

DAIMLER TWENTY, 1935. Cracked block, otherwise good all round. What offers ? Would consider buying engine. "Portland Arms," Above Bar, Southampton. [9468

BENTLEY 4½-LITRE, 1931, Maythorn coupé. New fabric. £200. Ditto, 1929, utility rebuilt engine. £180. View after March 8th by appointment only. Tracy, Oaklawn, Carlton Road, Woking. Tel. : 579 [9469

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H. & S. MOTORS 23, Lancaster Mews, W.2, offer 1,750 drophead Alfa by Young, type 44 Bugatti 2-seater and a selection of Austin Sevens. [9471

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AUSTIN SEVEN 2-seater sports, rebuilt 1949. Attractive and good specimen. £80. Also Model G Royal Enfield motor-cycle, 1951, under 5,000 miles use. £130, or offers for both or separately. Farmer, 226, Broadway North, Walsall. [9476

ALVIS 12/60 BEETLEBACK 2-seater, 1931 ; 16 years present owner. £120, o.n.o. Maddison, 14, Wilton Crescent, S.W.19. Tel. : LIB 6166. [9477

1938 M.G. TA. Reconditioned engine, re-chromed, sprayed, really excellent condition. £235. 60, Overlea Drive, Manchester, 19. [9478

1949 4/4 MORGAN 4-seater. Green. Good condition. Many extras, including light cycle-type wings easy to fit. Chrome Windtone horns, screen-spray, full-length tonneau cover, etc. Dyke, Hawthorns, Sandy Lane, Newcastle, Staffordshire. Tel. : 66439. [9479

SINGER LE MANS reconditioned engine. £22 10s., with chassis complete, £30, S.A.E. 3, Duchy Grove, Harrogate. [9480

H.R.G. 1,500, 1950 ; 41,000 miles. Engine recently relinered, crank reground, fitted with high-compression pistons, new rods, etc. New hood and sidescreens, batteries. No expense has been spared to keep the car in its original and excellent condition. Box No. S481, MOTOR SPORT, 15, City Road, E.C.1. [9481

CROSSLEY, 1934, 2-LITRE SILVER CROSS coupé. Preselector. P.100s. Spots. Rev.-counter. £70. Constable, 91, Bushey Mill Lane, Watford, Herts. [9482

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ALVIS, 1930, 12/50 TJ ATLANTIC saloon ; 6,000 miles since crank grind, new rings, valves, guides and springs. Alvis, 1928, 12/50 chassis fitted by Alvis, with 1929 Silver Eagle engine 4-seater. Good tyres, hood and screens. £65 for both, offers for one. Details from : Box No. S485, MOTOR SPORT, 15, City Road, E.C.1. [9485

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BENTLEY RED LABEL, 1925, 2-seater. Rebodied 1946. Engine and chassis reconditioned last year. Heightened flywheel. General condition good. All bills available 1948 to date. £225. Capt. J. Stephens, 68, Training Regiment, Catterick, Yorks. [9495

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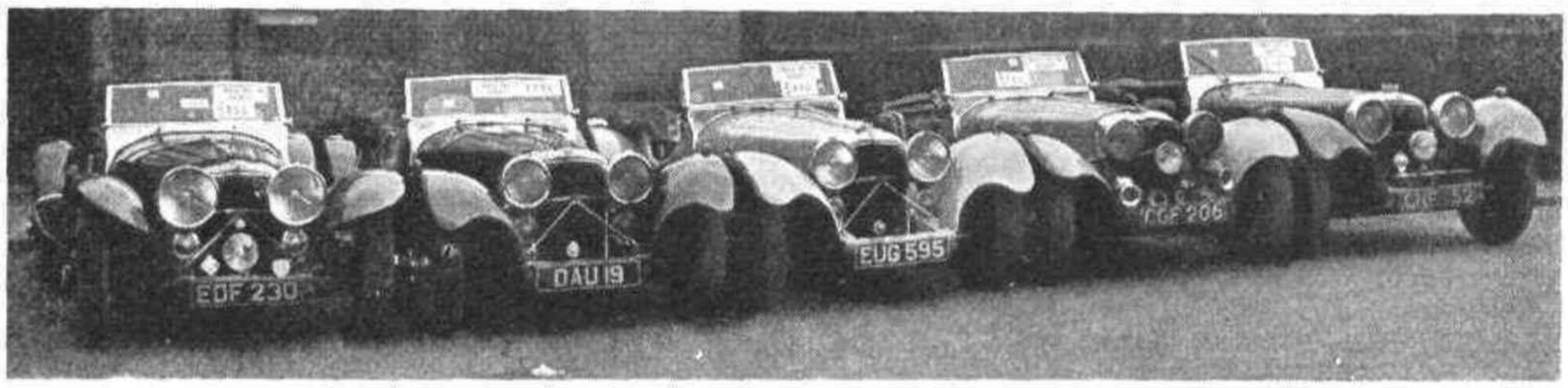
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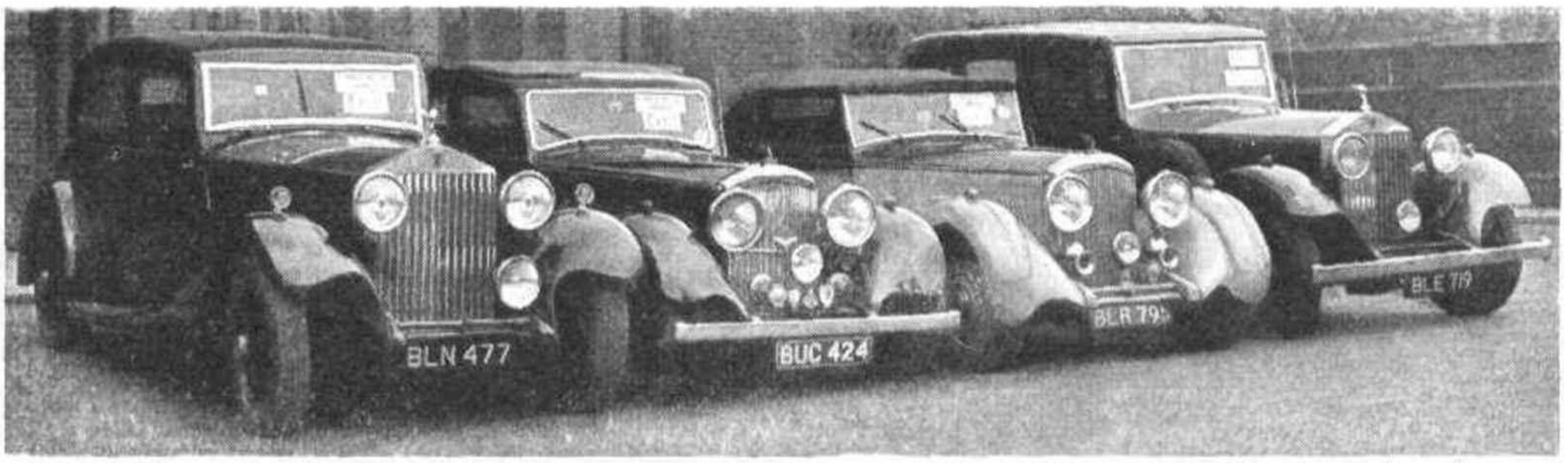
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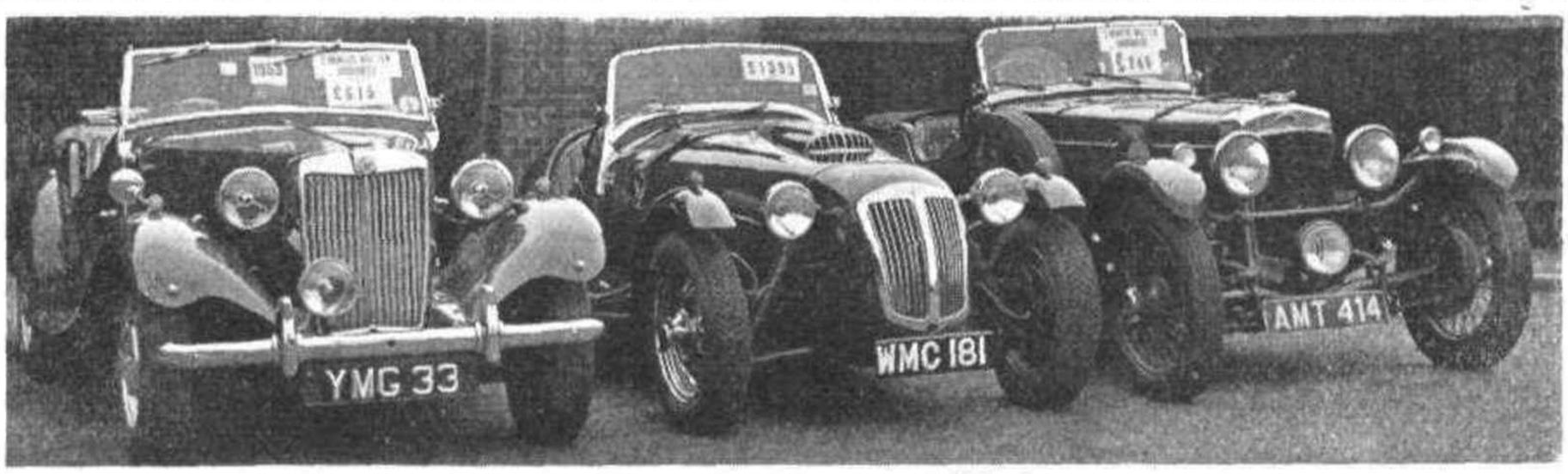


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1934 (Dec.)	**Rolls-Royce 20/25** Hooper saloon. Eng. o'hauled (*illus.*)	£395
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A.C., 1938, 16/80 SPORTS 2-seater. Excellent performance. New tyres. Hood shocking. 20/25 m.p.g.; 70 m.p.h. in third, 90 plus in top. Offers about £235. Woodland Cottage, Blackham, Sussex. Tel.: Cowden 2159. [9509

1934 SUNBEAM 12.8-h.p. In good condition. £110, o.n.o. Hall, 39, South Oak Street, Burton-on-Trent. [9516

FORD TEN RECONDITIONED ENGINE and gearbox, £20; Dynamo, £2; starter, £2; distributor, £1; new carburetter, £2; new sports coil, £1. Four 4.50 by 19 wire wheels, shod almost unused remoulds, £10. Box No. S517, MOTOR SPORT, 15, City Road, E.C.1. [9517

£95, O.N.O. 1934 Lagonda 3-litre pillarless saloon. Registered 1938. Recent engine and gearbox overhaul, new windscreen fitted, car in daily use. 4, Lilac Road, Stowheath, Wolverhampton. [9518

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RILEY FALCON 12/4, 1936. Good condition. £190. Mentone 12/6. Excellent condition. £145. Heartfield, 242, High Road, N.22. Tel.: BOW 4775. [9520

M.G. PA 2-seater. In excellent condition. £185. Harris, 3, Culmington Road, London, W.13. Tel.: Ealing 3976. [9521

M.G. SPARES. Good condition. C/J4 Laystall, C/B crankshaft, flywheel, £20; four rods, pistons, £16. Bargain. Box No. S522, MOTOR SPORT, 15, City Road, E.C.1. [9522

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1930 ALVIS SILVER EAGLE tourer, 16.95. Excellent throughout. £125, o.n.o., or exchange good Bentley/Lagonda and cash. 10, Salisbury Road, Manchester 21. Tel.: CHO 3687. [9527

FRAZER-NASH T.T. REPLICA chassis. Professionally rebuilt as new, but needs completing. Leaf gearbox and rear-axle spares. All parts 1936 N.14 o.h.c. Wolseley. Early cylinder head gaskets. Rhode, Clyno, Singer, Riley, etc. Kilner, Honley, Huddersfield. Tel.: Honley 112. [9528

ALVIS, 1931, 12/60 TOURER. Twin S.U.s. Reconditioned throughout. New hood, tyres, etc. Owner marrying. Nearest £140. Smith, Bray, Westcar Lane, Walton-on-Thames, Surrey. Tel.: 1209. [9529

HILLMAN MINX drophead coupé, 1947. Showroom condition. New hood and recellulosed, etc., at cost of £70. Bargain price. £295, o.n.o. 18, Stroud Gate, South Harrow, Middlesex. Tel.: Byron 1354. [9530

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M.G. J2. Good condition. New hood, sidescreens, tonneau. Well shod. £140. Hill, 4, Queens Club Terrace, Normand Road, W.14. Tel.: Fulham 9830. [9536

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18/80 M.G. MARK I saloon in fairly good condition and basically sound, £30. Morris 6-cylinder in good running order; 17.7-h.p. and most parts interchangeable with 18/80 M.G., £15, or take both cars at £40 the pair. Drive one and tow the other! G. R. Stokes, Northfield Avenue, Sawley, Long Eaton. Tel.: Long Eaton 2950. [9537

M.G. SPARES. Good M-type block, rods and pistons, £5. E.N.V. crash gearbox, £6 10s. M head with double valve springs, good condition, £2 10s.; K3 cylinder block, sound, £14 10s.; K3 radiator, less shell, £5; K3 straight-cut 4.88:1 ratio, £9. Quantity miscellaneous spares. S.A.E., please. G. R. Stokes, Northfield Avenue, Sawley, Long Eaton. Tel.: Long Eaton 2950. [9538

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ALVIS SPEED TWENTY-FIVE. Excellent condition throughout. Black coachbuilt sports saloon. Many extras, including radio, heater and expanding luggage compartment. Two owners, carefully maintained. Buchanan, Glenthorne, Stanmore, Middlesex. [9550

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1934 M.G. J2. Since Jan. last has had new rebore, crank, bearings, battery, clutch, crown and pinion, wiring, electrics. Reconditioned pump, carburetters. Respray green. £140. Tel.: Sonning 2273. [9560

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RILEY NINE, 1932-33. Instruments, front axle, gearbox, lamps, steering, springs, wheels, carburetter, etc. Longmore Lodge, Esher Road, Walton-on-Thames. [9562

ALVIS SPEED TWENTY, 1935, V.D.P. tourer. Very good condition. New hood, batteries, tyres (two), honeycomb. £300, o.n.o. Box. No. S563, MOTOR SPORT, 15, City Road, E.C.1. [9563

BROUGH SUPERIOR drophead, 1937. 22-h.p. Good performance. Nice condition. £195. 49, Grenfell Road, Maidenhead. Tel.: 1022. [9564

MERCEDES-BENZ 2-litre (18-h.p.) cabriolet. 1936 car but combines magnificent appearance with every modern feature of design. Finished in smoke blue. Immaculate chrome and fitted new super quality hood. Right-hand drive. Reasonable offers considered. Privately owned, but viewed at Ashdene Garage, Hurst Green, Sussex. [9565

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STANDARD TWELVE, 1939, engine. In very good running order. £17 10s. O. Hudson, Upton-on-Severn. Tel.: 281. [9569

1938 FRAZER-NASH B.M.W. cabriolet. Very good condition. Taxed. Ye Olde Crowne, Lincoln. Tel.: 141. [9570

FIBREGLASS BODIES. £75. Full enveloping two-door sports shell. Up to 4 ft. 3 in. track. To appreciate these bodies a personal visit is recommended. 1s. P.O. for photograph and particulars. Rochdale Motor Panels & Eng., Hudson Street. Tel.: Rochdale 47233. [9571

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£100—1932 M.G. MAGNA 4-seater sports. One owner. £90 spent engine reconditioning, since done 9,000 miles. Beck, 35, North Street, Marcham, Abingdon, Berks. [9291

MORGAN 4/4, 1938/9, 2-seater, good condition. £175. Brown, 114, Horsley Woodhouse, Derby. [9292

SUNBEAM 20.9-H.P. coupé, 1929. Only two owner-drivers. In daily use. Reliable. Six good tyres. New battery. Good home essential. Nearest £110. "Gate in Bisbrooke," near Uppingham, Rutland. Tel.: Uppingham 2144. [9294

VAUXHALL 12/6 engine (no clutch housing), gearbox, rear axle. Good condition. Oddments. £18 or haggle. Whitfield, 9, New Brighton, Cottingley, Bingley. [9295

1938 HOTCHKISS GRAND SPORT cabriolet. Engine rebuilt and balanced by Laystalls. Outstanding condition and performance. Dorndorf, Kirkubbin, Northern Ireland. [9296

RILEY 1½-LITRE FALCON, 1937. Reconditioned gearbox. Reversing, twin spotlamps. Extras. Enthusiast maintained. Excellent condition. Nearest £235. Tel.: Ringway 3004. [9297

22-H.P. V8 reconditioned engine with new racing gearbox. Speed Mercury engine with alloy heads. 173, Old Lane, Chadderton, Lancs. [9298

BENTLEY 6-LITRE GREEN LABEL, 1930, foursome coupé. Body, engine and chassis exceptionally good condition. £250 or nearest offer. Apply Box No. S299, MOTOR SPORT, 15, City Road, E.C.1. [9299

1924 OLD LADY. Rolls-Royce saloon, 21.6 h.p. Rippon body, centre gear change. Rather tired—anyone interested—what offers. Macdonald, Tel.: Leeds 41277. [9300

SINGER roadster, 1939. Engine overhaul. 7,000 miles. New dynamo, starter, battery, etc. Birtwistle, 77, Church Road, New Mills, Stockport. £250. [9302

RILEY SPARES, suitable 1937/8 12-h.p. Set new timing wheels (7), £10. Set king-pins and bushes (Remax), 30s. Three 650 by 16 Rudge wheels, new condition, fitted good Dunlop 90 tyres. £18 (not sold separately). Also ¼-in. Wolfe electric drill, A.C./D.C. 220/250. Chuck needs attention. 30s. Ford, 3, Lampton Court, Hounslow. Tel.: 8616. [9303

M.G. TC PARTS. Five 450 by 19 tyres, two bucket seats, one steering wheel, one Lucas fog-lamp and horn. Offers. Coles, The Beeches, Meadrow, Godalming, Surrey. [9304

1936 RENAULT 12.1 drophead foursome. Reconditioned engine, done 10,000; respray, new hood. £130. Holmes, 22, Chantry Road, Birmingham 13. [9305

£60—MERCEDES-BENZ 16-H.P. coupé (1931), registered 1936. L.H.D. New hood. Colin A. Lee, 2, River Court, Taplow, Bucks. Tel.: Maidenhead 2713. [9306

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SALISBURY DIFFERENTIAL, 4.08 : 1, ex-H.W.M. unused; cost new, £40—accept £27. Austin Sixteen D.H. saloon, 1931, very well maintained, £35. 1937 Triumph Gloria saloon, needs rebore, otherwise sound, £90. Accept near offers or exchange 500-c.c. engine or large saloon. Manning, 18, Alverley Lane, Doncaster. Tel.: 4192 (days). [9309

WILSON GEARBOX, good condition, £12 10s., carriage paid. Progress Garage, Aqueduct Street, Preston, Lancs. [9311

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LAGONDA V12, short chassis, superbly smart sports 4-door saloon. Hosts of extras. Almost unmarked. £675 or exchange. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [9319

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FORD TEN tourer, 1938 (Aug.). Black. Sound condition throughout. £130. Price, 47, Headroomgate Road, St. Annes, Lancs. [9321

RILEY NINE KESTREL saloon, black, 1934. Very good condition, appearance and running order. £130. 39, Longland Drive, London, N.20. [9322

ASTON SPARES, 1½-LITRE, mostly new. 18-in. wheel (new). Ulster inlet manifold. Reconditioned magneto and coupling. Front (rear spring) anchor pin. Rockers, valves and springs. Brake shoe heels. Cylinder head studs. King-pin caps. Pemberton, "Yew Tree House," Twigworth, Gloucester. [9323

M.G. P, J, Magnette, parts, including 12-in. brakes, fit J2; axles, chassis, new "P" hood, screens, engine parts, etc. Huge stock. S.A.E. please. Box No. S324, MOTOR SPORT, 15, City Road, E.C.1. [9324

1935 8-H.P. PA M.G. 2-seater. Excellent condition. Apply evenings or weekends. 6, York Close, Morden. [9326

WOLSELEY HORNET SPECIAL, 1934, open 4-seater, in very good condition. £110, o.n.o. Tel.: Birmingham HIG 1178. [9327

TWO DELAGES—D.I.S.S. 2 and 4-seaters. Former reconditioned racing shell. Body latter, genuine vintage. Offers. 13, Rock Park, Rock Ferry. [9328

STANDARD, 1932, NINE half-shaft, 45s. 12-volt battery, £4. 12-volt horn, 25s. Morris "E" radiator muff, 20s. All new. 475 by 19 tyres, 30s. S.U. carburetter, 20s. Brown, 9, Cliffe Road, Birstall, Leicester. Tel.: 84366. [9329

S.S.100 2½-LITRE. Black. Good condition and appearance. Convertible hard top. £350. 5, Hady Lane, Chesterfield, Derbyshire. [9330

1934 TRIUMPH SOUTHERN CROSS, 10 H.P., 4-seater tourer. Engine and tyres good. Body sound; interior rough. Taxed and insured until quarter-end. £50. Greaves, 6, Rhodesia Road, Brampton, Chesterfield. [9332

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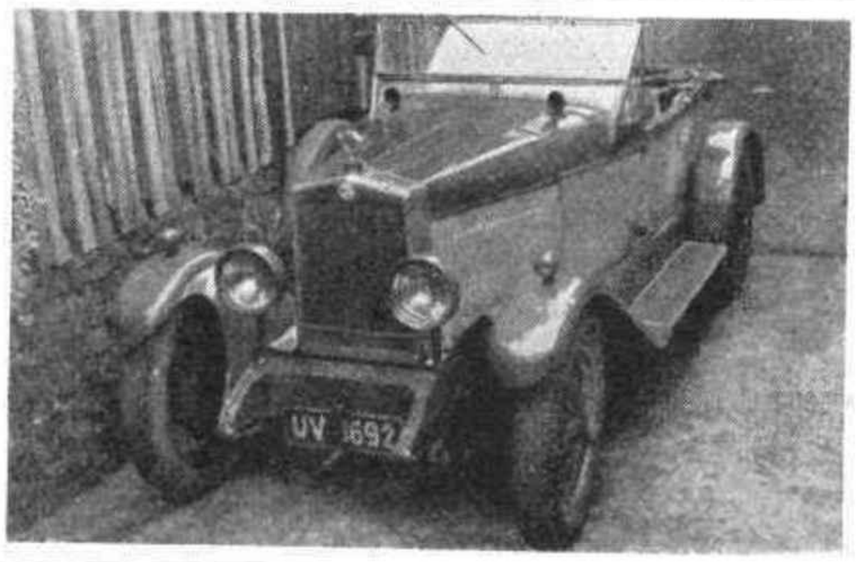
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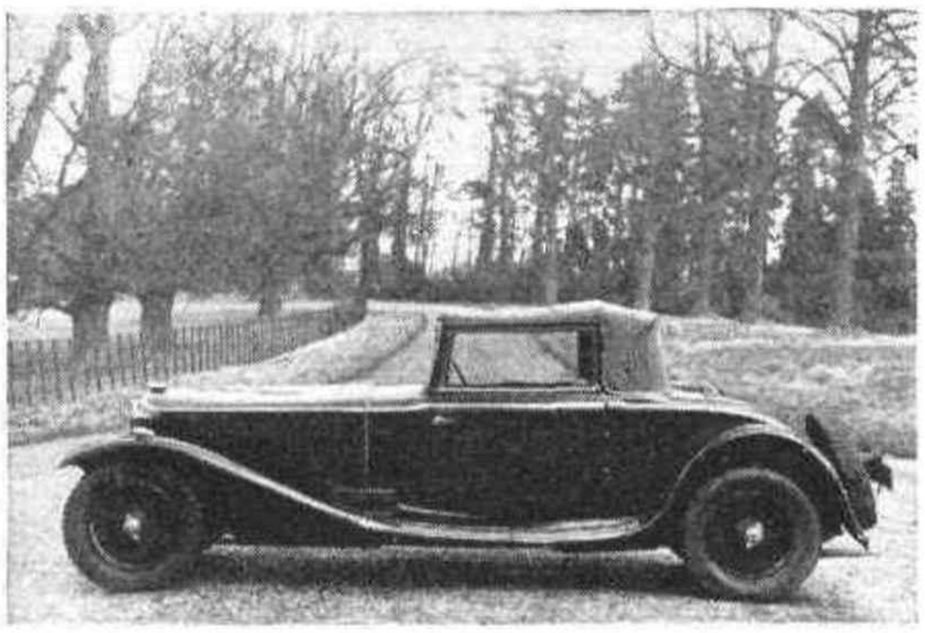
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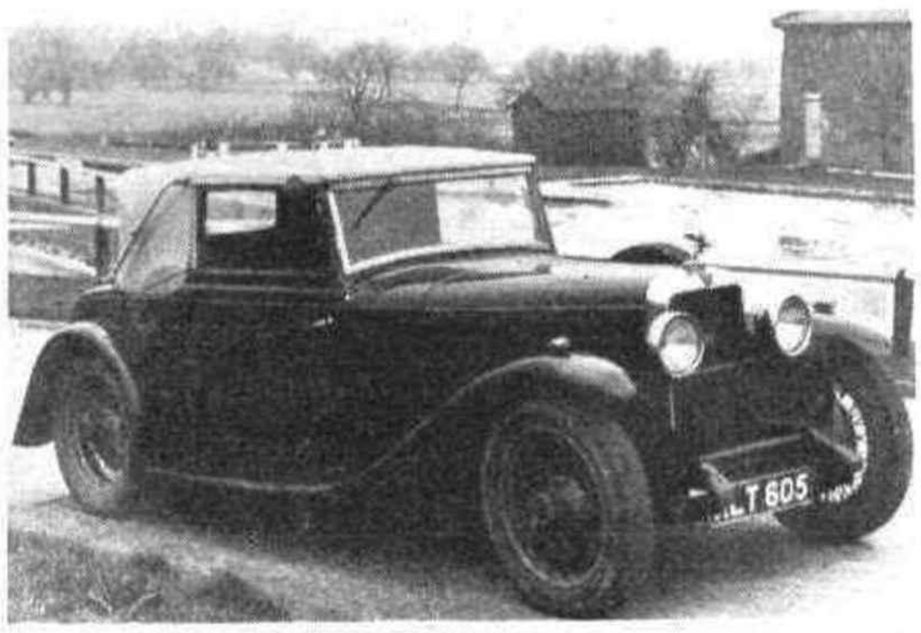
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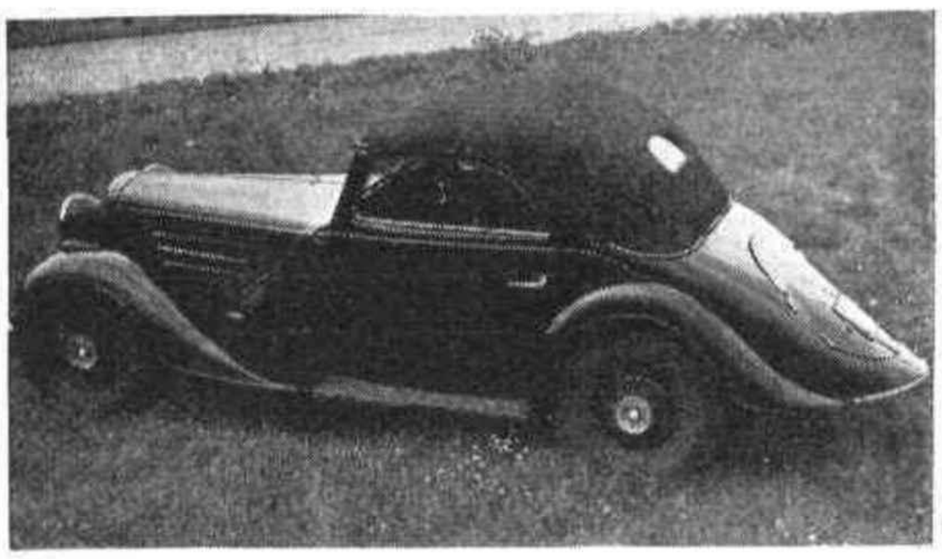


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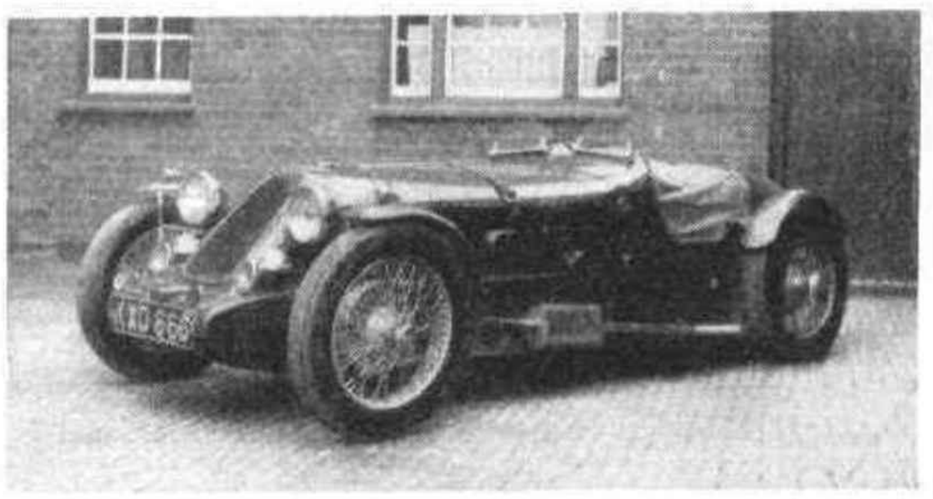
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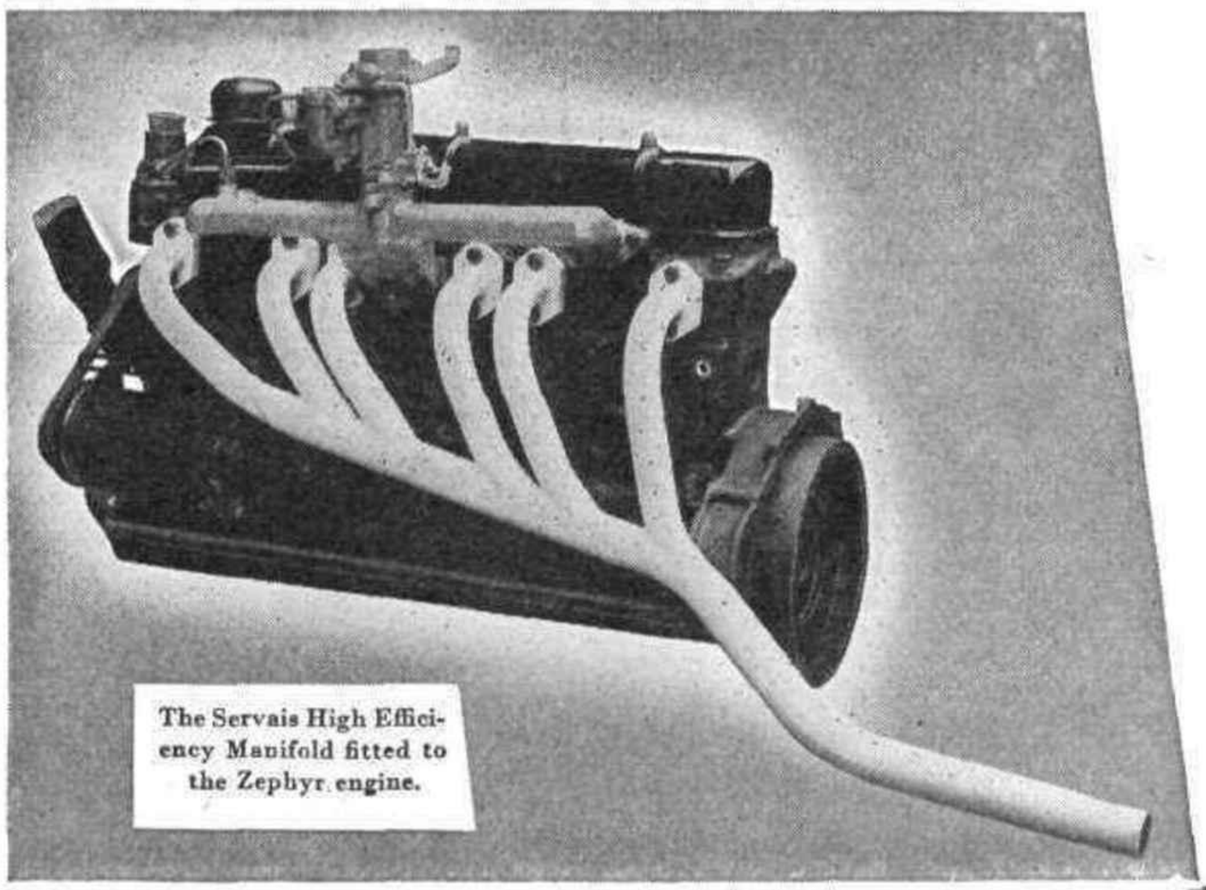
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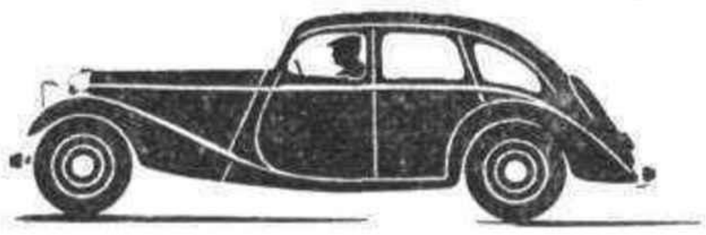
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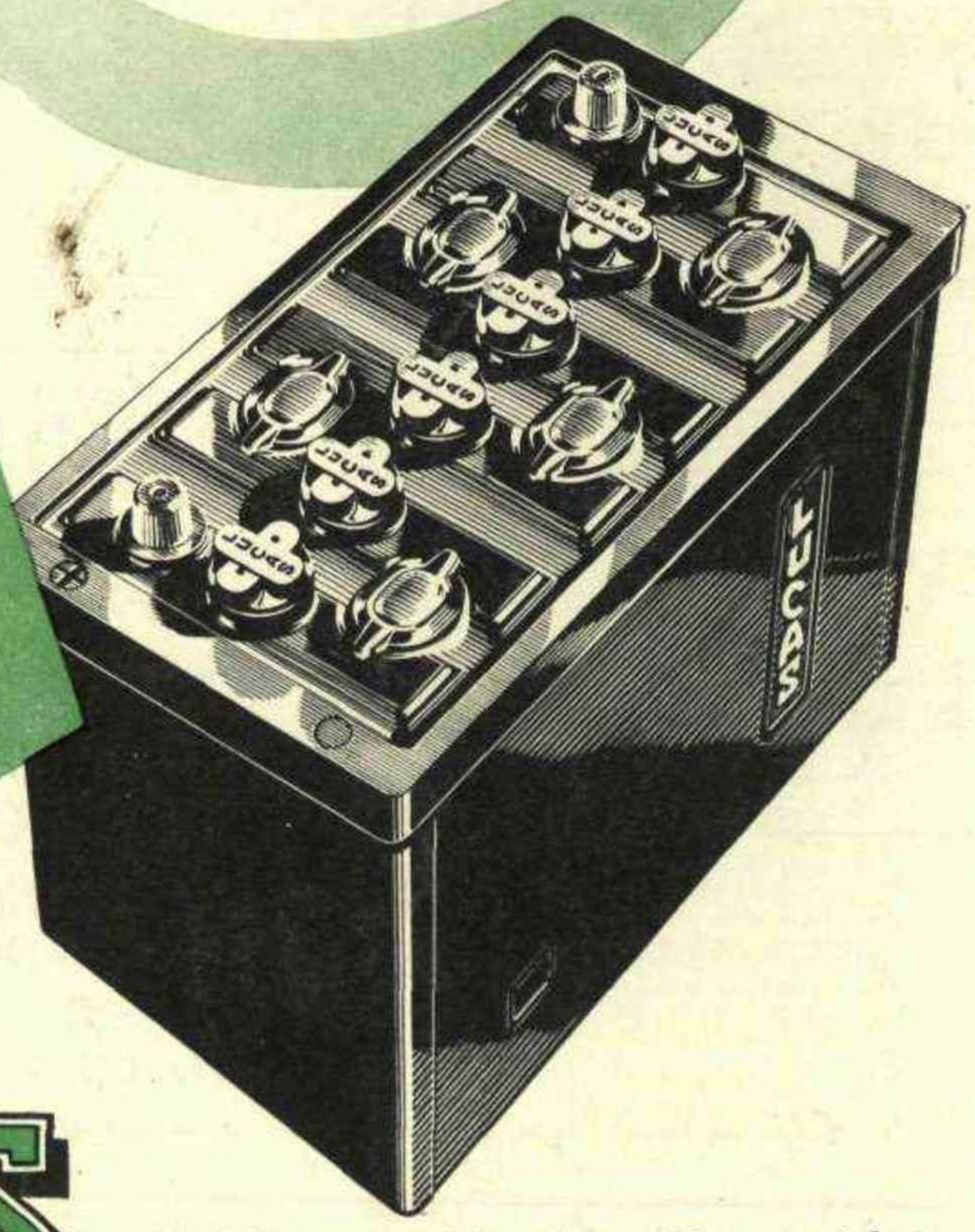
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