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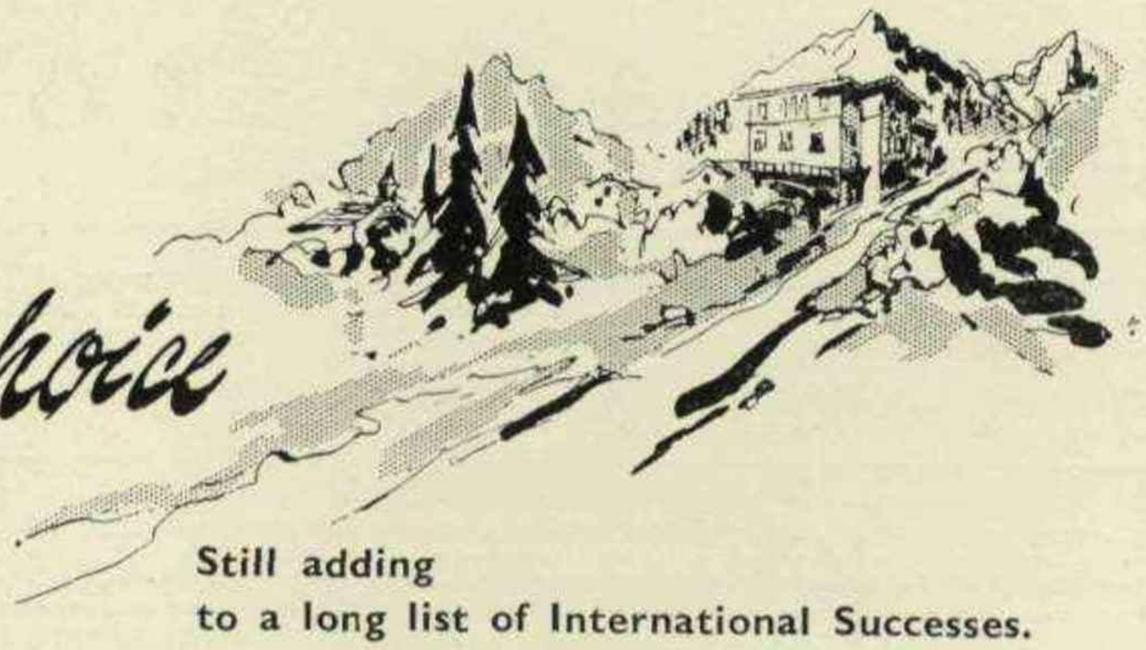
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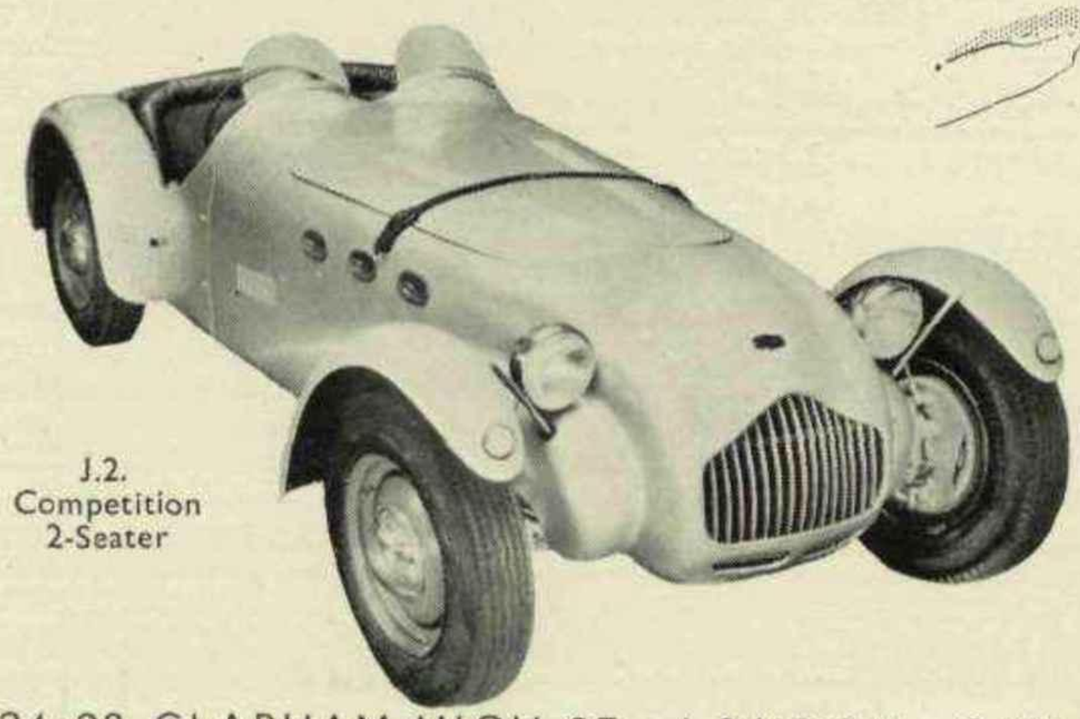
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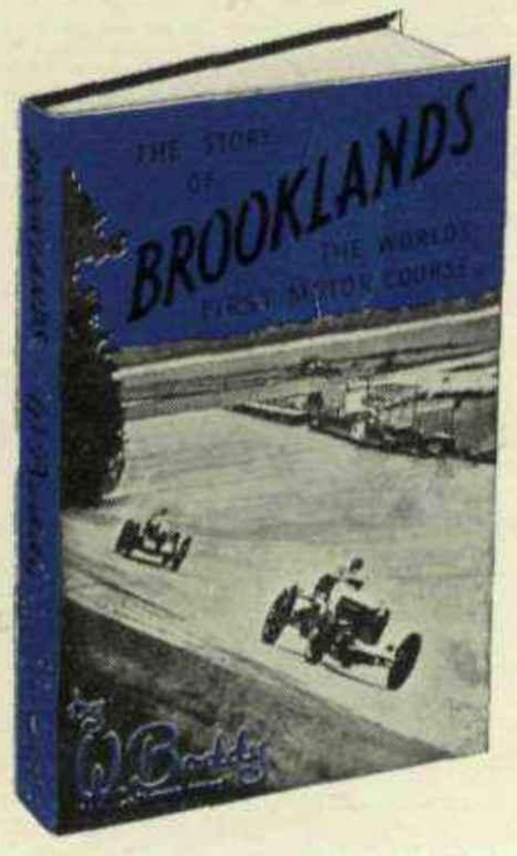
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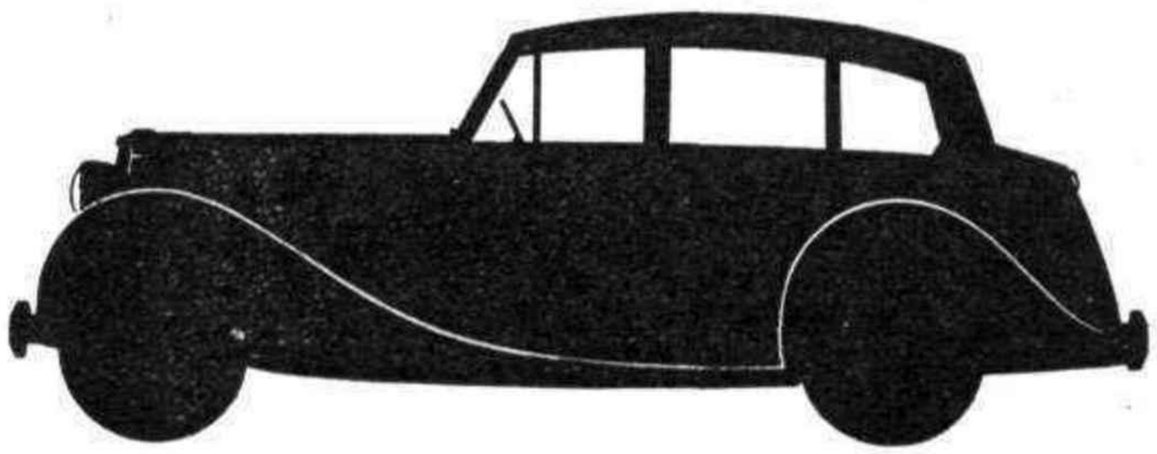
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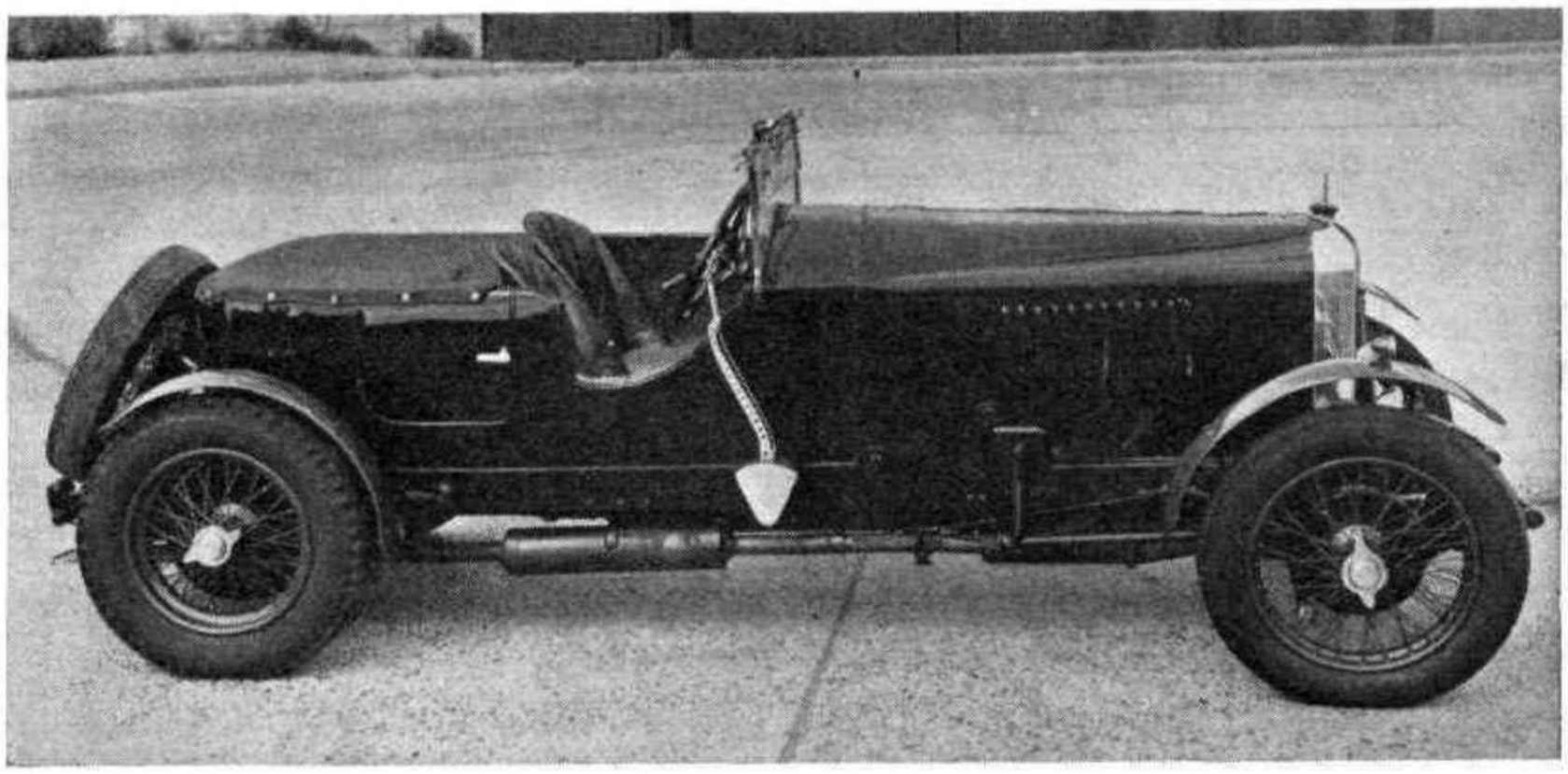
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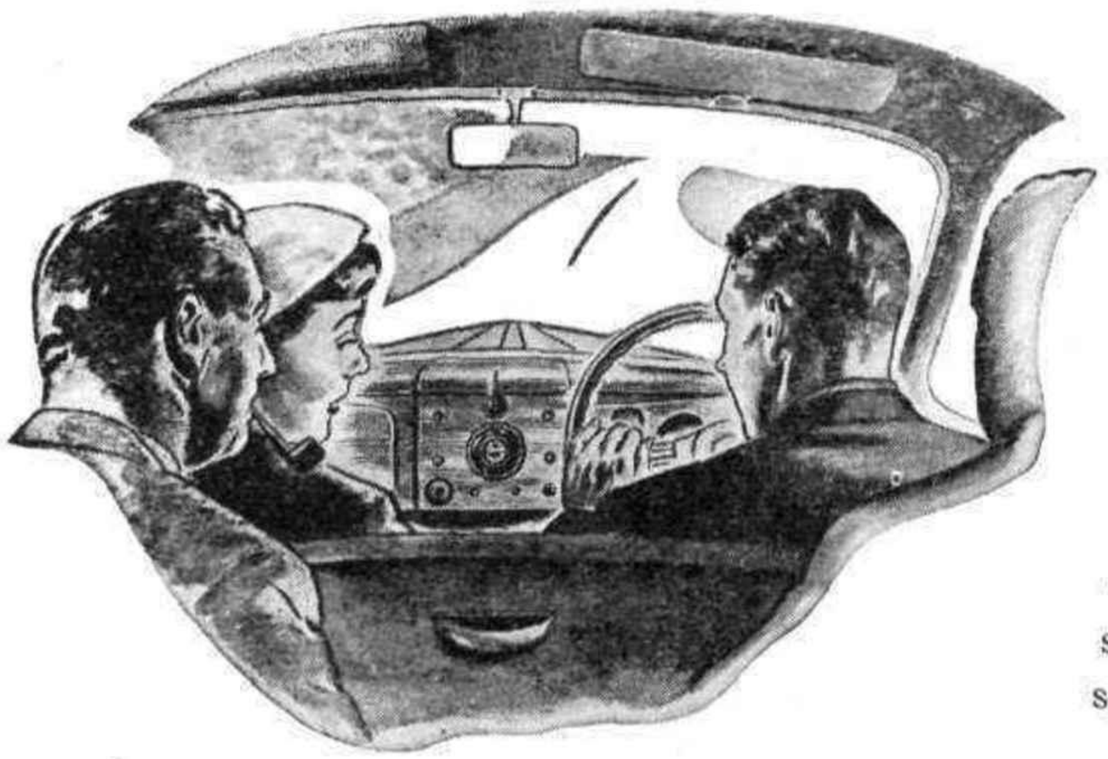
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VOL. XXVI. No. 7 THE I.O.M. RACES JULY, 1950

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MATTERS OF MOMENT

FREEDOM !

The Editorial in last month's issue was written before petrol was de-rationed but published after this great happening had taken place. Nevertheless, much of it rang true. The private car remains preferable to the railway. And, now that the Government has declared that unrationed petrol has been made available because it requires revenue which the increased tax on that commodity will produce, the motorist should be, more than ever, a privileged being. As pedestrians see the main thoroughfares blocked with crawling vehicles at fine week-ends, they can say, truthfully, that prosperity and lower living costs should be on the way—" through the traffic jam to better times."

Judging by the state of the roads every week-end since rationing was withdrawn, a vast number of car-owners are making hay while the sun shines. The untaxed cyclists share their new-found freedom, and thereby create great congestion and cause many accidents.

We doubt, however, whether this vast increase in motoring *en masse* will continue at quite its present volume. Petrol, you see, is still rationed, unfairly so, by price. And when the ordinary motorist looks at his or her bank balance, or turns out pocket or bag at the end of the summer, individual mileages are likely to be cut down drastically, leaving more room for the tax-free cyclists. Car prices will stabilise again and matters will be much as before. Indeed, those who have to keep a careful check on how much they spend on their motoring will find that their pleasure has been cut by two-thirds, not increased, by the transference of rationing from coupons to a heavier petrol tax. England, in general, will remain a country of little cars.

Nevertheless, the rich, whom Socialism so frequently provides for, can have more carefree motoring than at any time during the past ten years. And the less affluent, if they share their motoring expenses as sensibly as they once shared basic petrol, will have quite a good time as well. If the accident rate doesn't result in greater demands being made on the National Health Insurance than is put back into the Treasury by the new petrol tax, the Government will be happy, the country more prosperous, and everyone should be better off. The enthusiast at least has a clear conscience on the latter score, for skilful driving averts many accidents the unskilled would otherwise cause.

So let us, with light heart if heavy throttle toe, hail our new-found freedom. There is just one thing, however, we must press for and that is : *abolition of the 25s. per h.p. tax on pre-1947 cars.* It is maddenly unfair. And it is the older, big cars which it keeps off the road, *i.e.*, the very cars which drink heavily of the fluid that is to bring in the coppers which are needed to restore the country to prosperity . . .

CONTENTS

	Page
MATTERS OF MOMENT	317
GROSSER PREIS DER SCHWEIZ	318
B.A.R.C. JUNE MEMBERS' MEETING ...	319
REPORTS OF RECENT EVENTS	320
VINTAGE VEERINGS	321
CHAIN CHATTER	322
THE EIGHT CLUBS AT SILVERSTONE ...	323
VARIETY	324
RUMBLINGS	328
EARLY MOTORISTS AMONG THE ALPS ...	329
IN MINIATURE	332
IN THE AMERICAN MANNER	333
RACING AT WHITSUN	335
SHELSLEY WALSH	336
I.O.M. BRITISH EMPIRE TROPHY RACE ...	337
CLUB NEWS	341
MY TWO CARS—AND WHY	344
LETTERS FROM READERS	346
GERMAN FORMULA II CARS	349

THE RIGHT CROWD

The congestion into and out of Silverstone on the occasion of the G.P. de l'Europe has caused much bad feeling and may have set back the popularity of motor racing just at a time when it had reached a new peak in this country. The roads leading to and from the R.A.C.'s circuit are unsuited to the traffic a major race meeting now attracts. The selfishness of some users of the car parks, lack of internal organisation and poor co-operation on the part of the Buckinghamshire constabulary, added up to the unpleasant experiences of which so many racegoers still speak.

Perhaps we shouldn't grumble as much as we did and do. Pre-war, enthusiasts wanted motor-racing to be as popular as football, horse-racing and other sports. At that time we suggested that only by reaching the masses *via* the big daily newspapers could real popularity for motor-racing be achieved. Only thus could the man-in-the-street be told what racing was all about or, more correctly, as much as he required to be told to make him want to see the aces in action. The war made many of the younger men and women mechanically minded. And then that long-called-for daily paper support arrived. The *Daily Sketch* and *Sunday Graphic* give the prizes for the Goodwood meetings. The *Daily Express* backs the B.R.D.C. Silverstone Meeting. Every Monday race and trials results appear in the *News Chronicle*. Small wonder, then, that motor-racing has " arrived " in this country—before we have a Grand Prix car worthy of the name.

If, because of dreary delays in getting home, high charges and poor spectator-amenities, this public support diminishes, big-time racing will indeed be in a bad way.

Fortunately Desmond Scannell thinks he will have things shipshape and Bristol-fashion before the first cars trickle into the Silverstone enclosures on August 26th.

We hope that these problems have been solved. Meanwhile, at the smaller club meetings a very friendly and free atmosphere prevails. " The right crowd and no crowding "—now *where* have we heard that expression before ?

GROSSER PREIS DER SCHWEIZ

By Our Special Correspondent

ON paper, and for that matter in practice, the Swiss G.P. for Formula I cars, held on the Bremgarten Circuit on June 4th, promised to be a first-class affair, but it turned out to be another demonstration of how to go motor-racing in the grand manner, by the Alfa-Romeo team.

After the finish of the three practice periods it looked as though Alfa-Romeos, although fastest, were not going to have an easy time, for against them, and with very good practice times, were two 1½-litre Ferraris, two unblown Lago-Talbots and two 4CLT Maseratis. On the first practice day two Alfas were out and the three drivers, Fangio, Farina and Fagioli, first of all practised on the same car, after Ing. Guidotti had done a lap to make sure everything was in order. First Farina tried and after that Fagioli, but when he was flagged in to hand over to Fangio he arrived with a serious noise in the engine. The car was rushed away and torn apart while Fangio practised in the second car. The Alfas are fitted with maximum reading tachometers and when Fagioli came in the second needle was at 7,700, while Fangio recorded 8,000 with the second car. Neither the Ferraris nor the Maseratis appeared for the first practice and the new Talbots were also absent, though Rosier was driving his own car.

For Friday's practice everyone was out, including Villoresi and Ascari with the two-stage supercharged Ferraris, the former having the new lengthened chassis with de Dion rear end and four-speed gearbox on the back axle and the latter having the earlier chassis with the swing axles and five-speed gearbox. Both drivers were trying very hard, as were the Alfa team. The two new Talbots were being tried by Rosier and Giraud-Cabantous, and these had the dual ignition system on the front of the engine and three horizontal Type 50 HN down-draught Zenith carburetters in place of the normal downdraught Solex models. Rosier's car also had lightened brake drums and backplates. Eugene Martin was driving an official Talbot, while Etancelin and Claes had their own cars and Harry Schell borrowed Rosier's personal car. The Plate Maseratis were out, with "Bira" on the new car, with the redesigned steering which has a jointed track-rod in front of the wheel centres, while de Graffenried had the earlier model with the double drag-links. As Gonzalez had not recovered from his injuries at Monaco, the Italian motor-cyclist Nello Pagani drove the Argentine Maserati, and Felice Bonetto had a lone Milan, with the highly boosted Speluzzi engine. Neither of the English entries, Parnell and Whitehead, appeared.

In round figures, for comparison purposes, the practice speeds in k.p.h. showed promise of a good battle. Fangio and Farina recorded 161 and 160, while Villoresi had 157 and Ascari 155. What was most interesting was Etancelin's 153 and Giraud-Cabantous' 151 with the Talbots which would run through non-stop. "Bira" and de Graffenried recorded 151 and 150, respectively.

At the line-up for the start the three Alfas were in the front row, with the two supercharged Ferraris just behind, while the third row consisted of "Bira," Giraud-Cabantous and Etancelin, three drivers who had shown very good form in practice. The rest of the field were ranged behind, and Sommer, who should have had a G.P. Ferrari, was driving the unblown 2-litre. The opening lap was most interesting, for Ascari had his car in between Farina and Fagioli, thus breaking up an Alfa 1-2-3, while Villoresi was just behind. Next came "Bira," driving very nicely, and, close behind, the Talbots led by Rosier. This interesting situation was not to last, however, for after only three laps Ascari came into the pits to retire, and when, before a quarter of the race was over, Villoresi also retired, the race developed into a demonstration by the Alfas, for the Talbots were obviously not fast enough to make up for their lack of refuelling and "Bira" could only hope to keep in fourth place, while naturally Sommer's car was not of G.P. class. The race ran its distance, the Alfa pit-stops ran nicely to order, and after all the team had refuelled the order was Farina, Fangio and Fagioli, with Rosier and Etancelin behind them, "Bira" having had to stop for minor adjustments.

By three-quarter distance Etancelin was forced out with gearbox trouble, Sommer had already gone, and seven laps from the end there was consternation in the Alfa camp when Fangio repeated his Silverstone effort and retired with mechanical trouble. It only remained for the remaining Alfas to slow up and cross the line less than one second apart. Rosier gave another of his well-known "tortoise and hare" acts and finished third, with "Bira" a lap behind after numerous pit-stops, while Bonetto, after motoring in a most spasmodic manner, sometimes very fast and sometimes virtually retiring, finished astern of Bira.

Another Grand Prix was over and, frankly, as a race it was not interesting, though as an exhibition of Alfa-Romeo supremacy, even after a year's retirement, it was pleasant to watch, and it would seem that the new team of the three Fs, Fangio, Farina and Fagioli, are more than capable of upholding the name that the late Jean-Pierre Wimille and his contemporaries made three years ago.

1st: Dr. G. Farina (Alfa-Romeo, Type 158), 2 hr. 2 min. 53.7 sec. (92.7 m.p.h.).
2nd: J. Fagioli (Alfa-Romeo, Type 158), 2 hr. 2 min. 54.1 sec.
3rd: L. Rosier (Talbot), 1 lap behind, 2 hr. 5 min. 17.9 sec.
4th: "B. Bira" (Maserati), 2 laps behind, 2 hr. 4 min. 37.1 sec.
5th: F. Bonetto (Milan), 2 laps behind, 2 hr. 5 min. 18.0 sec.
6th: De Graffenried (Maserati), 2 laps behind, 2 hr. 5 min. 45.3 sec.
7th: N. Pagani (Maserati), 3½ laps behind.

FORMULA II

In the race for Formula II cars which preceded the Swiss G.P., the greatest interest lay in the appearance of German cars and drivers competing at Berne for the first time since 1939. Hermann Lang, who won the Grand Prix in that year with a Mercédès, was driving again, this time with a Veritas-Meteor, and also from Germany was Fritz Reiss with the latest A.F.M., while another of these cars was driven by the Austrian Hans von Stuck. Three more new Veritas-Meteor single-seaters were driven by Swiss drivers. The Equipe Gordini entered three cars, driven by the usual trio of Trintignant, Simon and Manzon, and Ferrari entered three cars driven by Sommer, Bracco and Vallone. Sommer had the new long-chassis car with the de Dion rear end, with which Ascari first appeared at Pau earlier in the year, and the other two cars were the normal Formula II single-seaters. Two Simcas and two Cisitalias, all driven by Swiss drivers, together with Harry Schell in his 1,100-c.c. Cooper, completed the field with the exception of the team of H.W.M.s entered by John Heath. It was particularly pleasing to see a complete team of English-built and entered cars taking part in a major road race, and full marks must be given to the Heath-Abecassis combine for making such a magnificent effort. Due to having already done too much, young Stirling Moss had been forced to return home feeling rather unwell, which meant that the team were short of a driver, and on the first day's practice Raymond Sommer tried the spare car, his own Ferrari having not arrived, and proceeded to give a demonstration of how good these H.W.M.s really are! The following day the car was loaned to a Swiss driver named Rudolf Fischer, who not only did justice to the car but proceeded to get himself into the third row of the starting-grid, well ahead of his two team mates.

The German 2-litre cars were obviously very new, although Stuck's A.F.M. was the one with which he led all the Italian cars at Monza recently. Hermann Lang was looking particularly comfortable in his Veritas single-seater and obviously pleased to be back on the continental circuits, but the other cars of this make were not going very fast, being driven by Swiss amateurs.

From a front row start von Stuck finished the first lap with an enormous lead over the rest of the field, which was being led by Sommer, with the three "works" Simcas close on his tail, but this was not to last, for on the second round the Italian car was leading and the A.F.M. came into the pits from a position halfway down the field. The fuel feed had given out and after some hasty repairs Stuck set off again, but he could not hope to catch the flying Sommer, who remained at the head for the remainder of the race. The Simca team, running very nicely to order, gave a most polished display of speed and reliability, Maurice Trintignant leading, though Manzon, who sat on his tail throughout, looked as though he could have gone in front whenever he wished. The H.W.M. also ran well, with the Swiss driver Fischer leading for quite a while, but later Abecassis sped up and went ahead of the team, though before the end of the race he had to make a hasty pit-stop which

Continued on page 327

GOOD SPORT AT B.A.R.C. JUNE MEMBERS' MEETING

J. C. C. Mayers (Lester-M.G.) Retains His Lead for the "Motor Sport" Brooklands Memorial Trophy. Jason-Henry (Delahaye) Wins Fastest Race and Craig's Jaguar Sets Fastest Lap, at 79.3 m.p.h.

THE B.A.R.C. held another of its truly enjoyable Members' Meetings at Goodwood, in the Brooklands tradition, on June 17th. The battle for the MOTOR SPORT Brooklands Memorial Trophy and £50 prize continued and, although J. C. C. Mayers, straight back from the I.O.M., blotted his copybook by stalling on the line, he retains his lead by 1½ marks from Guy Gale and R. F. Peacock, with Molyneux and Sutherland tying for third place, half a mark inferior to the second place men! The full placings appear after this report.

A most impressive sight in the Paddock was the R. R. C. Walker Delahaye and Gale Darracq in adjacent bays, attended respectively by a Delahaye saloon and Darracq coupé—*tres* Continental! Haesendonck's M.G. lost a rod in practice. Latest addict of the vintage Humber cult, Charles Meisl was using his 1929 "16/50" tourer as a course-patrol car.

First Five-Lap Scratch Race

Mayers had a front row position but stalled. For three laps Ruddock's Meadows-H.R.G. led Sutherland's "TC" M.G. and Keen's "Le Mans" H.R.G., but Mayers, driving splendidly, had moved from sixth place on lap one to third by lap four. Thus they finished. Moss in the M.G. Cooper had trouble and was fifth.

1st: G. A. Ruddock (H.R.G.), won by 6.8 sec. at 71.58 m.p.h.
2nd: J. T. Sutherland (M.G.).
3rd: J. C. C. Mayers (Lester-M.G.).
Fastest lap: Moss (Cooper), 74.5 m.p.h.

Second Five-Lap Scratch Race

Rather a procession, but Woods' M.G. caught Filer's M.G. on the fourth lap, but just failed to catch Molyneux.

1st: R. E. Molyneux (M.G.), won by 0.8 sec. at 65.91 m.p.h.
2nd: L. J. Woods (M.G.).
3rd: E. W. Filer (M.G.).
Fastest lap: Molyneux and Woods (M.G.), 67.0 m.p.h.

Third Five-Lap Scratch Race

Again the first three—Peacock's "328" B.M.W., Mortimer's "Silverstone" Healey and Brise's 2½-litre Jaguar—kept that order throughout. Peacock had a vast advantage but Brise had a stiff task to fend off Yates' "Silverstone" Healey. Brise and Tony Crook upset the officials by creeping like Continentals on the grid, and Crook retired because the cigarette lighter fuse blew and cut the sparks in the Bristol engine of his Frazer-Nash. We had the edifying sight of Rogers' 2½-litre Riley saloon easily beating Eastmead's Healey saloon.

1st: R. F. Peacock (B.M.W.), won by 6.8 sec. at 73.67 m.p.h.
2nd: C. K. Mortimer (Healey).
3rd: J. K. B. Brise (Jaguar).
Fastest lap: Peacock (B.M.W.), 75.10 m.p.h.

Fourth Five-Lap Scratch Race

Again those positions that matter were decided from lap one. Only five ran and Gale, despite seemingly better brakes on the Darracq, just couldn't catch the Delahaye of Jason-Henry, although he lapped faster. Exciting!

1st: G. Jason-Henry (Delahaye), won by 0.4 sec. at 75.94 m.p.h.
2nd: G. Gale (Darracq).
3rd: J. H. Craig (Jaguar).
Fastest lap: Gale (Darracq), 78.26 m.p.h.

First Five-Lap Handicap

Williamson, crouching, second on his 3-litre Bentley, got nearly a lap's start from the Delahaye, now on scratch. He led for two circuits, then Craig's very rapid 3½-litre Jaguar came by, nor could Peacock's B.M.W. or Crook's Frazer-Nash catch it. This time Mrs. Mortimer crept on the grid but, we believe, was excused an interview with Schoolmaster Morgan! Rogers' Riley saloon, tail sliding at the Paddock bend on lap four, did well to finish ninth. Peacock's silencer was trailing at the end but no one seemed to mind.

1st: J. H. Craig (Jaguar), won by 2.4 sec. at 73.84 m.p.h.
2nd: R. F. Peacock (B.M.W.).
3rd: T. A. D. Crook (Frazer-Nash).
Fastest lap: Craig (Jaguar), 79.3 m.p.h.

Second Five-Lap Handicap

On the grid Mrs. Mortimer's Healey and Miss Peggy Lambert's Lester-M.G. were on scratch together, and Spindler's 1,750-c.c. Alfa-Romeo ticked over with a beautiful blower-noise. He and Render (Allard), arriving on resoled tyres, had had to borrow other wheels. Leith's "TD" M.G. led for two laps, then Goodhew's 4½-litre Lagonda team-car passed it into Woodcote, going splendidly. Render had a fine dice with Mrs. Mortimer. She passed Spindler on the wrong side in a traffic jam out of Woodcote, and Render overtook Brise's Jaguar right on Woodcote itself. Exciting! Peggy Lambert was outhandicapped, but her Lester-M.G. made nice noises-off and Spindler pulled in.

1st: J. Goodhew (Lagonda), won by 12.8 sec. at 70.98 m.p.h.
2nd: D. D. Render (Allard).
3rd: Mrs. C. K. Mortimer (Healey).
Fastest lap: Mrs. Mortimer (Healey), 75.10 m.p.h.

Third Five-Lap Handicap

Templer carefully shut the windows of his bored-out F.I.A.T. 500 coupé before the start and Kehoe (Riley) smiled happily but was beaten by Watling-Greenwood's very well streamlined R.W.G. when his group was released. Gilbert's special H.R.G. and le Metcalfe's Balilla F.I.A.T. engaged in a fine duel, the former giving the latter plenty of room at the run-in and being beaten by less than one length! Kehoe's "Brooklands" Riley couldn't catch Cuff-Miller's similar car and retired, as did the Buckler, the Shorrocks blower of which has taken to seizing-up. Filer, baulked for a while, was third.

1st: C. le S. Metcalfe (F.I.A.T.), won by 0.2 sec. at 62.25 m.p.h.
2nd: J. C. G. Gilbert (H.R.G.).
3rd: E. W. Filer (M.G.).
Fastest lap: Keen (H.R.G.), 70.20 m.p.h.

Fourth Five-Lap Handicap

Crouching low, Constable held the lead until lap four, when Sutherland and Parker in the old Frazer-Nash "Patience" caught him. Trouble beset the neat 2½-litre S.S. Jaguette (s/c.), Ruddock's H.R.G. and Jacobs' M.G.

1st: J. T. Sutherland (M.G.), won by 2.2 sec. at 69.93 m.p.h.
2nd: D. Parker (Frazer-Nash).
3rd: W. P. U. Constable (M.G.).
Fastest lap: Goodhew (Lagonda), 75.8 m.p.h.

Fifth Five-Lap Handicap

In the last race Molyneux had things comfortably in hand, and John Cooper, wearing Moss' helmet and the M.G.-Cooper, came through strongly to second place. Kingston's "J4" M.G. retired.

1st: R. E. Molyneux (M.G.), won by 6.8 sec. at 65.74 m.p.h.
2nd: J. Cooper (Cooper).
3rd: H. Lester (Lester-M.G.).
Fastest lap: Cooper (Cooper), 73.65 m.p.h.

PLACINGS TO DATE FOR THE "MOTOR SPORT" BROOKLANDS MEMORIAL TROPHY

	Pts.
J. C. C. Mayers	10
R. F. Peacock	8½
G. F. A. Gale	8½
R. E. Molyneux	8
J. T. Sutherland	8
R. W. Jacobs	7
G. A. Ruddock	7
K. McAlpine	6
G. E. Phillips	6
J. Cooper	6
J. H. Craig	6
C. Mortimer	6
D. D. Render	6
M. J. C. Keen	5
J. Goodhew	4½
E. W. Filer	4
G. Jason-Henry	4
C. le S. Metcalfe	4
T. A. D. Crook	4
S. H. Allard	4
J. K. B. Brise	4
Mrs. N. Binns	4
E. J. Haesendonck	4
L. J. Woods	3
W. P. U. Constable	3
J. C. G. Gilbert	3
H. Lester	3
D. Parker	3
D. H. C. Hull	3
M. J. Pople	3
Mrs. C. K. Mortimer	2
E. Brandon	2
J. Coombs	2
J. M. Sparrowe	2
G. T. Jones	2
L. Leonard	2
E. Thompson	2
G. Tyrer	2
P. Clark	1
J. Nicholson	1
K. Rose	1
P. Waring	1
N. D. Yates	1
M. P. Rosen	1
R. Watling-Greenwood	1
J. J. Macklin	1
J. N. Innes	½

Reports of Recent Events

N.W. LONDON M.C. LAWRENCE CUP TRIAL (May 28th)

LAWRENCE CHALLENGE CUP.—W. H. Waring (Dellow).
RIPLEY CUP (up to 1,100 c.c.).—C. C. Bold (Bold).
WICK CUP (over 2,000 c.c.).—A. E. Rumfitt (Allard).
FIRST-CLASS AWARDS.—Hopkinson (Ford-Austin), Cocker (H.C.), Tolman (Betsy) and Spare (Whiteford-Ford).

MORGAN THREE-WHEELER CLUB WHITSUN RALLY

WHITSUN RALLY CUP (highest total of points).—R. C. Dexter (1927 "Aero," o.h.v., J.A.P. engine), 209½ points.
CONCOURS D'ELEGANCE.—*Best irrespective of class:* D. Evans (1926 "Super Sports," o.h.v. Blackburn), 89 points. *Class winners: Class I:* D. Barker (1929 "Super Sports," o.h.v. J.A.P. engine), 81 points. *Class II(a):* C. H. Knight (1936 "Family," s.v. Matchless engine), 74 points. *Class III:* R. Griffiths (1933 "Super Sports," o.h.v. Matchless engine), 83 points. *Class IV:* J. H. Bellamy (1939 "F Super," s.v. Ford engine), 74 points. *Class V:* D. Evans (won Best Irrespective of Class Cup), 89 points.
DRIVING TESTS.—1st: J. V. Skirrow (1934 "Sports," o.h.v. J.A.P. engine), 134 points (45, 38, 51). 2nd: R. C. Dexter (1927 "Aero," o.h.v. J.A.P. engine), 132 points (45, 37, 50). 3rd: E. Brain (1929 "Super Sports," s.v. J.A.P. engine), 126 points (36, 37, 53). (*Figures in brackets indicate points gained in Driving Tests, Nos.* 1, 2 *and* 3, *respectively.*)
MILEAGE PRIZE (Entrant travelling greatest distance to Rally).—P. Budd, of Sunderland, 260 miles.

In arriving at the Whitsun Rally Cup result, points were granted at the rate of 1 per 10 miles travelled. R. C. Dexter obtained 65 points in the Concours d'Elegance and 12½ mileage points.

NOTTINGHAM S.C.C. GAMSTON RACES (May 29th)

RESULTS (*all races of 5 laps unless otherwise stated*):
SPORTS CARS (up to 750 c.c. u/s):
1st: G. R. Gahagan (Austin 747 c.c.); 2nd: Mrs. M. Pannel (M.G. 747 c.c. s/c); 3rd; C. D. Finney (Austin 747 c.c.). Time: 9 min. 4.8 sec.
SPORTS CARS (751 c.c.-1,100 c.c. s/c and 1,101 c.c.-1,500 c.c. u/s):
1st: Mrs. N. Binns (Riley 1,496 c.c.); 2nd: H. Hallam (Simca-F.I.A.T. 1,100 c.c.); 3rd: N. F. Dalton (M.G. 750 c.c.). Time: 7 min. 30 sec.
RACING CARS (up to 750 c.c. s/c and 750 c.c. s/c-1,100 c.c. u/s):
1st: A. B. Rogers (Cooper 497 c.c.); 2nd: G. E. Lant (M.G. 750 c.c.); 3rd: C. Heath (Heath-J.A.P. 494 c.c.).
SPORTS CARS (up to 750 c.c. s/c and 751 c.c.-1,100 c.c. u/s):
1st: H. Hallam (Simca-F.I.A.T. 1,100 c.c.); 2nd: R. Stokes (M.G. 747 c.c.); 3rd: T. Robinson (H.R.G. 1,074 c.c.). Time: 7 min. 3.8 sec.
RACING CARS (751-1,100 c.c. s/c, 1,101-2,000 c.c. u/s):
1st: Mrs. N. Binns (Riley 1,496 c.c.); 2nd: A. D. Alldred (Ford 1,172 c.c.); 3rd: P. T. Eshelby (F.N.-B.M.W. 1,971 c.c.). Time: 6 min. 27 sec.
RACING CARS (1,101-1,500 c.c. s/c and 1,501-2,000 c.c. u/s):
1st: Mrs. N. Binns (Riley 1,496 c.c.); 2nd: A. D. Alldred (Ford 1,172 c.c.); 3rd: K. Scales (M.G. 1,706 c.c.). Time: 6 min. 22.4 sec.
M.G. CARS (up to 1,250 c.c. u/s):
1st: J. F. Dalton; 2nd: E. R. Jimson; 3rd: D. Ryder. Time: 7 min. 37.4 sec.
SPORTS CARS (1,501-2,000 c.c. s/c and 2,001-3,000 c.c. u/s):
1st: Mrs. N. Binns (Riley 1,496 c.c.); 2nd: K. Scales (M.G. 1,706 c.c.); 3rd: A. D. Alldred (Ford 1,172 c.c.). Time: 7 min. 37.4 sec.
SPORTS CARS (2,001-3,000 c.c. s/c and over 3,000 c.c. u/s):
1st: J. P. Chapman (Mercury Special 4,375 c.c.); 2nd: M. Wilde (Allard 4,375 c.c.); 3rd: D. Richardson (Riley 2,196 c.c.). Time: 6 min. 56.8 sec.
VINTAGE HANDICAP (8 laps):
1st: J. D. Radford (Riley-Morris 1,098 c.c.); 2nd: E. G. Greenhill (Aston-Martin 1,497 c.c.); 3rd: P. Binns ("30/98" Vauxhall 4,300 c.c.). Time: 13 min. 15.4 sec.
RACING CARS ("Formula Libre," 8 laps):
1st: R. Parnell (Maserati 1,496 c.c. s/c); 2nd: D. Hampshire (Maserati 1,496 c.c. s/c); 3rd: J. Wilkins (Bugatti 2,300 c.c.). Time: 10 min. 47.8 sec.
"VITESSE" TROPHY (Sports Cars "Formula Libre"):
1st: J. P. Chapman (Mercury Special 4,375 c.c.);
RACING CARS ("Formula Libre," 8 laps):
1st: R. Parnell (Maserati 1,496 c.c.); 2nd: D. Hampshire (Maserati 1,496 c.c.); 3rd: J. Wilkins (Bugatti). Time: 9 min. 55.2 sec.

LISBON INTERNATIONAL RALLY

As in the Tulip Rally, Ken Wharton scored a notable success for Britain with a Ford Pilot.

GENERAL CLASSIFICATION.—1st: K. Wharton (Ford Pilot); 2nd: Joaquim Nogueira (M.G.); 3rd: Martinho Lacasta (Mercury); 4th: Jose Ramos Jorge (Hotchkiss).
OVER 3,000 C.C.—1st: K. Wharton (Ford Pilot); 2nd: Martinho Lacasta (Mercury); 3rd: Jose Ramos Jorge (Hotchkiss); 4th: Americo Rodrigues (Hotchkiss).
1,500 C.C. TO 3,000 C.C.—1st: Joao Ortigao Ramos (Vanguard); 2nd: Mario Goncalves (Austin A70); 3rd: Eduardo Castelo Branco (Vanguard); 4th: Carlos Goncalves (Austin).
1,100 C.C. TO 1,500 C.C.—1st: Joaquim Nogueira (M.G.); 2nd: Noemio Capela (Volvo); 3rd: Manuel Pinto (Lancia); 4th: Grobois Berbet (Lancia).
750 C.C. TO 1,100 C.C.—1st: Manuel Mendonca (F.I.A.T.); 2nd: Manuel Nunes dos Santos (Renault); 3rd: Pedro Dasilva (Renault); 4th: Juan Torras (Simca).
UNDER 750 C.C.—1st: Michel Grosgogeat (Dyna Panhard); 2nd: Jose Emidio Dasilva (Dyna Panhard); 3rd: Gerardo Andres (F.I.A.T.); 4th: Giulio Binetti (F.I.A.T.).
LADIES' CUP.—Laura Magalhaes (Lancia).
CONCOURS D'ELEGANCE.—*Class* 1: 1st: no award; 2nd: Rof Habisreutsinger (Bentley). *Class* 2: 1st: Gian Pesatori (Alfa-Romeo); 2nd: tie between Stanley Boshier (Lea-Francis) and Jack Walton (Bristol). *Class* 3: 1st: Olga Johnson (Riley); 2nd: Joaquim Dossantos (Peugeot). *Class* 4: 1st: Carlos Santos (Skoda); 2nd: Manuel Dossantos (Renault). *Class* 5: 1st: Gerardo Andres (F.I.A.T.); 2nd: Michel Grosgogeat (Dyna Panhard).

CRAIGANTLET SPEED HILL-CLIMB (June 3rd)

Not very brilliantly supported, this event, the first for the R.A.C. Championship, saw Allard's Steyr-Allard single-seater easily triumphant:—

CLASS 1 (unsupercharged not exceeding 1,100 c.c.).—1st: R. Scott (Ford), 1 min. 29.8 sec.; 2nd: B. McKee (M.G.), 1 min. 36.2 sec.
CLASS 2 (unsupercharged not exceeding 2,000 c.c.).—1st: B. Leeper (M.G.), 1 min. 30.2 sec.; 2nd: B. Stuart (Ford), 1 min. 31.6 sec.
CLASS 3 (unsupercharged exceeding 3,000 c.c.).—1st: E. Robb (Mercury Special), 1 min. 24 sec.; 2nd: E. Wilkinson (Healey), 1 min. 30.2 sec.
CLASS 4 (cars not exceeding 750 c.c.).—1st: G. McCrea (M.S., s/c.), 1 min. 27.4 sec.
CLASS 5 (cars not exceeding 1,500 c.c.).—1st: C. Lindsay (Ford), 1 min. 24 sec.; 2nd: S. Porter (M.G., s/c.), 1 min. 26.4 sec.
CLASS 6 (cars not exceeding 3,000 c.c.).—1st: C. Maunsell (Talbot), 1 min. 34.8 sec.
CLASS 7 (cars exceeding 3,000 c.c.).—1st: S. Allard (Allard), 1 min. 15 sec.
CLASS 8 (open handicap).—1st: C. Maunsell (Talbot), handicap 22 sec., net time 1 min. 12.8 sec.; 2nd: Tie between E. Robb (Mercury) and C. Lindsay (Ford), 11 sec., time 1 min. 13 sec.
FASTEST TIME OF THE DAY.—S. Allard (Allard), 1 min. 15 sec.

INDIANAPOLIS

The great American 500-mile race at Indianapolis on May 30th was stopped at 345 miles due to rain; apparently you can't play on the American bricks in a cloudburst as the boys and girls used to do on the Weybridge concrete—remember those wet Relay and 500-Mile Races? The result was:

1st: J. Parsons (Offenhauser Friction Proof Special) ... ... 124.001 m.p.h.
2nd: B. Holland (Front-drive Blue Crown Special) ... ... 122.638 m.p.h.
3rd: M. Rose (Offenhauser Howard Keck Special) ... ... 121.778 „

BUGATTI OWNERS' CLUB MEMBERS PRESCOTT HILL-CLIMB

SPORTS CARS
UNSUPERCHARGED UP TO 1,500 C.C.:
1st: T. M. Walters (1,250-c.c. M.G.), 60.16 sec.
UP TO 1,500 C.C. (SUPERCHARGED):
1st: J. Marshall (1,100-c.c. Amilcar), 51.93 sec.
1,501 TO 3,000 C.C. (UNSUPERCHARGED:
1st: O. Moore (1,971-c.c. O.B.M.), 51.77 sec.
1,501 TO 3,000 C.C. (SUPERCHARGED):
1st: J. Willment (2,262-c.c. Bugatti), 48.69 sec. (new class record).
OVER 3,000 C.C. (UNSUPERCHARGED):
1st: R. A. R. de Larrinaga (4,375-c.c. Allard), 55.05 sec.
OVER 3,000 C.C. (SUPERCHARGED):
1st: W. D. Porter (3,255-c.c. Bugatti), 59.33 sec.
BUGATTI SALOON CARS:
1st: W. D. Porter (3,255-c.c. Bugatti), 58.38 sec.
RACING CARS
UP TO 750 C.C.:
1st: P. J. Collins (750-c.c. Cooper), 47.52 sec. (new class record).
751 TO 1,500 C.C.:
1st: C. R. Instone (1,098-c.c. Djinn), 49.04 sec.
1,501 TO 2,000 C.C.:
1st: P. Mould (1,990-c.c. Bugatti), 50.57 sec.
OVER 2,000 C.C.:
1st: R. D. Poore (3,800-c.c. Alfa-Romeo), 45.74 sec. (f.t.d.).
HANDICAP, UNLIMITED:
1st: J. Spindler (1,750-c.c. Alfa-Romeo), 45.69 sec.
SPECIALS, UNLIMITED:
1st: C. R. Instone (1,098-c.c. Djinn), 49.04 sec.
TEAM OF THREE, UNLIMITED:
P. Mould (Bugatti), P. J. Stubberfield (Bugatti), and R. M. Bloomfield (Bugatti).

BUGATTI OWNERS' CLUB SILVERSTONE MEETING (June 17th)

BUGATTI RACE:
1st: J. H. Pratt (1,496 c.c.) ... 12 min. 23 sec.
2nd: G. Birrell (1,955 c.c.) ... 11 min. 32 sec.
3rd: R. M. Blomfield (1,496 c.c.) 11 min. 22 sec.
Fastest lap: Willment (2,262 c.c.) 1 min. 43 sec.
RELAY RACE:
1st: Line-Holt-Jones team (all M.G.).
2nd: Sellman - Beasley - Rhodes (M.G., M.G., Austin/Ford).
3rd: Shipside-Booker-Ryder (all M.G.s).
30 MIN. SALOON CAR RACE:
1st: H. M. Newnham (Austin A40) ... 16 laps
2nd: J. C. Walwork (Vanguard) ... 16 „
3rd: A. P. Hitchings (Ford Pilot) ... 16 „
Fastest lap: K. H. Downing (Healey) 2 min. 3 sec.
30-LAP FORMULA II RACE:
1st: G. Tyrer (B.M.W.) ... 53 min. 30 sec.
2nd: O. Moore (O.B.M.) ... ... 29 laps
3rd: K. McAlpine (Connaught) ... ... 29 laps
Fastest lap: Tyrer (B.M.W.) ... 1 min. 41 sec.

BELGIAN GRAND PRIX

1st: J. M. Fangio (Alfa-Romeo) 2 hr. 47 min. 26 sec.
2nd: L. Fagioli (Alfa-Romeo) 2 hr. 47 min. 40 sec.
3rd: L. Rosier (Talbot) ... 2 hr. 49 min. 45 sec.
4th: G. Farina (Alfa-Romeo)

HAGLEY & D.L.C.C. SPORTING HALF-DAY TRIAL (June 4th)

CLOSED CARS:
1st: K. Wharton (1,172-c.c. Ford saloon) ... ... 233.8 sec.
2nd: J. L. Shaw (1,250-c.c. M.G. saloon) ... ... 241.8 „
LADY DRIVERS:
1st: Mrs. M. Lowe (1,172-c.c. Dellow) 267.8 sec.
2nd: Mrs. J. Cooke (1,172-c.c. Ford saloon) ... ... 270.8 „
SUPER SPORTS:
1st: E. J. Reynolds (1,172-c.c. Dellow, s/c.) ... ... 228.4 sec.
2nd: L. J. Oliver (1,172-c.c. Oliver) ... 230.2 „
OPEN CARS:
1st: G. Jones (1,250-c.c. M.G.) ... 251.8 sec.
2nd: J. B. Beazley (750-c.c. Austin) ... 255.0 „

VINTAGE VEERINGS



NICE TO SEE.—The 1928 supercharged "Hyper" Lea-Francis owned by R. H. Grieve—see accompanying letter.

Apropos our remarks in June about economical vintage motoring, J. W. Moore tells us he has bought a 1924 "8/18" Humber two-seater. It was used by its first owner for twenty years and has had only two owners since, the mileometer reading 88,465. And it is thought that no rebore has yet been found necessary! For normal stops the foot transmission brake is very effective, supplemented in urgency by the contracting back brakes. Fuel consumption works out at about 32 m.p.g. in town, 36 m.p.g. on long runs.

Humbers seem to be doing pretty well, for we learn also of a 1924 11.4-h.p. saloon which averages over 27 m.p.g., will reach 3,800 r.p.m. with a 30-mm. Zenith carburetter instead of its original 22-mm. Cox-Atmos and, to quote two good runs, averaged 27.5 m.p.g. and 37 m.p.h. from Nottingham to Great Yarmouth, 164 miles, three up, and 31.4 m.p.g. and 28 m.p.h. on a 165 mile run, five up on the outward journey. It has been modernised only in respect on a Wolseley front axle with cable-operated 12-in. brakes, 5.00 by 19 Dunlop "90" tyres and a Lucas GA4 magneto instead of a CG4. These Humbers were higher geared (4.3 to 1 top) than, for example, the Austin Twelve of the same period. They also retained a cone clutch a trifle longer than some and had the rather inconvenient feature, in saloon form, of only one door, and that on the passenger's side. This, however, probably made for a strong structure.

* * *

Sir,

I was most interested to read the article on the subject of the old 8-litre Bentley in your February issue. I am the owner of one of these cars and I was not aware that it was becoming such a "museum piece." The car is in regular use—and serves me very well. As you appear to have the records of many of the remnants of this famous vintage, I thought you might like to add mine to your list:—

Reg. No. GO 4409, chassis No. YR 5092; 13 ft. wheelbase, close-coupled saloon by H. J. Mulliner. I have the record of the car's "life" from Messrs. Bentley Motors, Ltd., and the original instruction book!

It is in every way a wonderful motor car, but is designed for the open road rather than running round town; parking, alone, presents a problem!

I am, Yours, etc.,
Liverpool, 19. H. H. P. ROWLAND.

Sir,

I should like to clear up the mystery of the Happiest-days-of-your-life Salmson (ML 2243).

I am the latest owner of the car, and can vouch for the fact that she is the original 1,295-c.c. French Salmson owned by Mr. W. G. Battersby, of Enfield, with a new and light body fitted.

The statement that the engine has 2,468 c.c. seems unaccountable. She is *not* a "Salmson-Special"—I am not addicted to "bitzas." The body is the only unoriginal fitment, together with the Autovac; but, as Mr. Battersby points out in your Vintage Veerings for May, the previous 20 cwt. of the car did not tend to make her an "... exciting means of locomotion."

The radiator has been lowered and moved forwards, and the light body is of aluminium and wood (two-seater) with slab tank and spare wheel.

The steering (three-quarter turn lock to lock), brakes and roadholding leave nothing to be desired, and the engine itself is in good trim. No maximum speed has been established, though, prior to a complete engine overhaul now in progress, an easy 75 was reached and held with not undue slap. The exterior exhaust seen in the film was a dummy.

The motor-car is quite potent—her performance belying her 23 years of existence.

I am, Yours, etc.,
GERARD B. BELTON,
Camberley. *Officer Cadet.*

Sir,

I believe you may be interested in my Lea-Francis.

Purchased some three months ago, she has now covered over 3,000 miles in my hands and has done all that has been asked of her.

This car was originally registered in 1928 and was built as a supercharged model rated at 12/70 h.p.

If any of your readers have any details or a handbook on this type I should be very happy to make connection.

I am, Yours, etc.,
Orpington. R. H. GRIEVE.

* * *

PIONEERS—From a recent Press release by Aston-Martin, Ltd.: "Originally designed by the eminent sporting motorist, Lionel Martin, in 1913, the first Martin cars were hot-rods . . ."

* * *

A very interesting car has been acquired by John Walker, in the form of the single o.h.c., straight-eight, open Stutz "Black Hawk" with clutch-controlled supercharger which was driven at Le Mans in 1929 by Gordon Watney. MOTOR SPORT published a road test of this intriguing vintage American sports car in January, 1930. Walker acquired it from Arthur Wellesley who shared a four-wheel-drive Shelsley Special composed largely of two front-drive B.S.A.s. Our road test spoke of about 70 in 3rd and a timed ½ mile at 98 m.p.h.

* * *

The *Daily Telegraph* of June 5th, commenting on the crowded roads, stated: "The A.A. reported numerous cases of trouble with vintage cars." No doubt these so-called vintage cars were worn out little vehicles of the very period when car design deteriorated so seriously as to force the fastidious to develop the vintage cult!

* * *

From a recent advertisement: "The new 1950 medal-winning Renault pictured alongside its 1914 ancestor—and still going strong." Of course we know what they mean, or, as staunch vintage enthusiasts, do we?

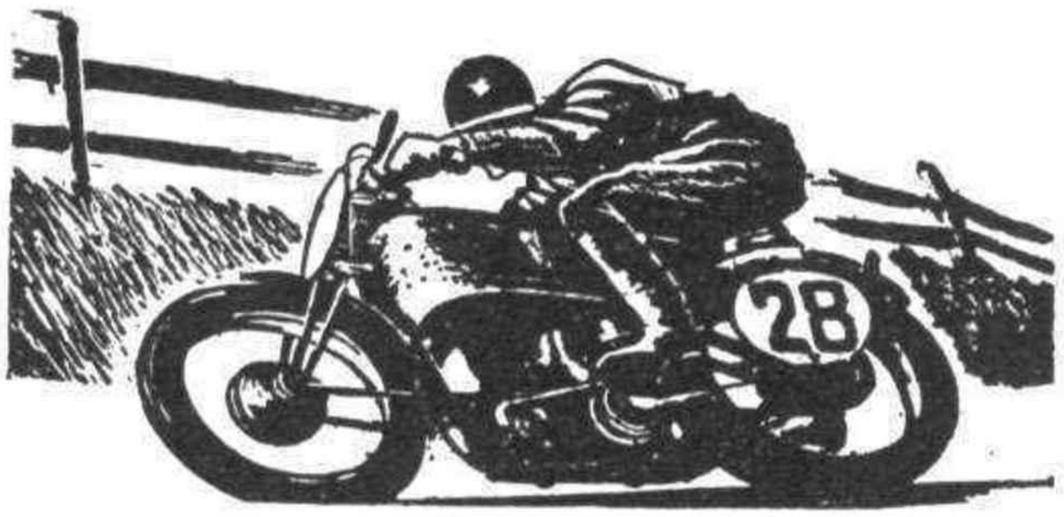
* * *

And we will conclude this month with this extract from a concessionaires catalogue for a modern Italian car: "An interesting and quite new feature is the big opening placed in the rear of the car for the engine outlet and for several draughts coming in from the front. In this manner are avoided, in the rear of the car, dangerous passive pressures and numerous whirlwinds, to the advantages of good penetration."

CHAIN CHATTER

by

"CARROZZINO"



THE T.T. this year must surely have dealt the severest blow to accepted progress in design for many a year. The performances put up by Bell and Duke on the rehashed single-cylinder Nortons are absolutely staggering, even when allowance is made for the riders' ability. The single-cylinder motor-cycle engine for racing purposes in the 500-c.c. class had at last reached the stage, in this country, of being considered obsolete, when the first three places in the Senior T.T. were taken by single-cylinder machines. It is difficult to draw any really definite conclusion from a T.T. race, for riders do not compete against each other, but against time, and there is no doubt at all that a massed start race will produce just that little extra from a rider, or should one say the rider will extract a little more from his machine. What is going to be interesting is the Belgian G.P. on July 2nd, for the Spa-Francorchamps circuit has been considerably improved with a view to raising the race speed, which already stands at over 90 m.p.h.; so here, with a massed start and official "works" entries from Italy, we should see racing of the highest order. It is a pity that only two countries can field "works" machines for the Grand Prix races, though, next year, with the entry of German machines into International racing, there should be some really interesting battles, for already B.M.W.'s have started racing unsupercharged experimental models in their national events.

The question of "works" machines raises many difficult problems, one for example being the business of trying the machines under racing conditions before entering in a T.T. or G.P. Entering for small circuit events with one "works" machine which runs away with the race from all the private entrants cannot be very satisfying for anyone, especially the other riders. The gesture made by Alfa-Romeos when they competed at Silverstone, of lending one of the cars to Reg. Parnell, could well be followed by A.J.S. or Norton. If, for example, a factory team want to try out two machines in a small event where there is no opposition, then what better publicity could they want than to loan one of the machines to the national champion of that country, and they would still be certain of finishing first and second. There are many riders in the smaller countries where there are no motor-cycle factories with racing teams who could amply do justice to the loan of a "works" machine for a circuit race. Riders like Auguste Goffin and Leon Martin of Belgium, Jean Behra or George Monneret of France, George Cordey of Switzerland, and de Ortueta of Spain could all ride a "works" motor-cycle without disgracing themselves or the machine, and yet their chances of a "works" ride are practically nil, for none of the countries mentioned are building Grand Prix machines at present. This idea has been tried by Nortons in a small way when the Australian riders Harry Hinton and George Morrison were loaned "works" machines for last year's Ulster G.P., and I am sure that the resulting publicity for Norton Motors in Australia must have been very good. Obviously, one does not expect a factory to lend a machine to any Tom, Dick or Harry, but there are riders to whom this gesture could be made with a gain to all concerned, and any *chef d'equipe* of a racing team must be capable of picking out a sound rider.

* * *

Racing in Germany is now in full swing, with meetings nearly every week-end, and at the bigger meetings factory entries from B.M.W., N.S.U. and D.K.W. are competing regularly. It is interesting to see that most of the pre-war "works" riders are still running and are still winning. For the past two seasons Georg Meier, who won the 1939 Senior T.T., has reigned supreme with the blown o.h.c. B.M.W., supported by his team-mate Ludwig Kraus, but now Heiner Fleischman, of pre-war D.K.W. fame, is proving a serious challenge with the new blown twin-cylinder N.S.U. Other pre-war riders who are competing with regular success are Hermann Muller, Seigfried Wunsche and Ewald Kluge. While these riders are supreme in Germany with their supercharged alcohol machines, it remains to be seen whether their riding ability is still of a high enough order to compete in the International unsupercharged field with the same success My feeling is that they will be quite capable and that we shall see many of the old names on the top again in the same way that many of our pre-war stars are still at the top, even though "freshmen" of the Dale and Duke class are making things very difficult for them.

* * *

If a rider in a small event has a machine that is considerably faster than all others, should he romp away to win by a large margin or should he limit his speed on straights to that of his rivals and provide an apparent race for the public? That is a question that keeps arising and it is one which cannot be answered satisfactorily; for if he takes advantage of his machine and has a runaway win no one is very pleased. The other riders say it was the machine that won and not the rider, the public are not very impressed by one rider running alone, and the organisers feel their race has been spoilt. The rider is not very satisfied, even though he has won, for riding alone is very dull. On the other hand if he keeps his machine down to say 1,000 r.p.m. below its maximum and plays with the other riders for the sake of supplying a spectacle for the public and at the same time pleasing the organisers, the other riders are still not satisfied for they feel they are being made to look foolish. If the rider of the fastest machine can still win by gaining on the corners and not taking advantage of his superior speed on the straights it will be more satisfying and interesting for him to ride so. But then the purist arises and says that that is not racing, that is a circus act for the benefit of the public and that racing should be for the benefit of the rider. The only real answer is to keep away the rider of the very fast machine; but that is quite impossible. So where does the answer lie? There is one particular rider in continental events who frequently has this difficulty arising through no particular fault of his own and he takes the first way out, giving the impression of a hard-fought race, which the keen student of racing knows is not true; but for every keen student watching the race there are perhaps two or three hundred of the lay public who only believe what they see, so that he feels justified in pleasing the majority, and after all it takes a great deal of brain and cunning to "stage" a race really well, as can be seen from those occasions when riders endeavour to do so, but fail.

CLUB AFFAIRS

The Aston-Martin Owners' St. John Horsfall Race Meeting happens at Silverstone on July 29th. The V.S.C.C., Lagonda, Bugatti and Bentley Drivers' Clubs have accepted invitations. The Richard Stallebrass Trophy for the 1949 season has been awarded to D. Elwell-Smith.

* * *

At a general meeting on June 4th, at the Cullompton Hotel, Cullompton, Devon, a South-Western Section of the Veteran Car Club of Great Britain was formed. A committee was elected consisting of: Chairman, R. Lawson (Bristol); Hon. Secretary and Treasurer, R. Barton (Plymouth); A. F. Gibbs (Haytor, Newton Abbot), E. Whiteway (Exeter), and H. R. Timmis (Yeovil).

Those interested in veteran cars should contact the Hon. Secretary and Treasurer, at 2, Walmer, Mannamead, Plymouth.

THE EIGHT CLUBS AT SILVERSTONE

ON June 3rd eight clubs—Hants & Berks, Harrow, Cemian, Chiltern, 750, Lagonda, Lancia and A.C. Owners—got together for a race meeting at Silverstone. The day was an immense success, largely thanks to the organising ability of Barclay Ingliss of the first-named club.

Two one-hour high-speed trials preceded the races, the first for 1,100-c.c. and 1½-litre cars, the second for 3-litre and over 3-litre vehicles. Higher averages were called for than in the V.S.C.C. event, of which these were a copy, and during the two compulsory pit-stops front wheels had to be *interchanged* and *two* plugs removed and replaced.

Some joyous things occurred. All manner of cars ran, including a pre-war Hillman Minx drophead, one of the old Vernon-Crossleys, a Morris-engined G.N., two new A.C. saloons, the ex-Cowell Lea-Francis two-seater with vertical magneto protruding through the bonnet, a new 2½-litre and a V12 Lagonda, and many vintage cars and "specials."

The Barrow Special boiled, Binns' "30/98" Vauxhall boiled, but Buckler's 2½ Jaguar boiled more than any of them, sending cascades of scalding water over all and sundry during its frequent pit stops. Allison's Healey saloon tried to set its upholstery alight (we must remember never to tour the Continent in the back of one!) and the Secretary of the Meeting himself removed rugs, umbrella and seat which might have been fodder to the flames. Haslam, aided by foreign-speaking mechanics in the pits, did a sort of grand tour in his V12 Lagonda, nonchalantly handing in the spare wheel cover to his lady after it had fallen off. Alas, the number disc was attached to it, but the organisers were equal to this—a charming girl was rushed to the spot on the pillion of a motor-cycle, bringing pail of whitewash and brush to make good the omission!

As time wore on Swales's "Ulster" Austin Seven sounded very sick, as did the Ford Ten engine of Brookes' E.R.P. Special, which was abandoned beside the course. Bingham's Rover-engined sports Cooper had already retired and at the very end of her run Mrs. Harman shed a rod from the well-roasted engine of her Rapier.

Tyrer in his 1940 Mille Miglia B.M.W. was obviously out for fastest run, a fine sight. Lots of people had to be black-flagged for passing on the right and Nancy Binns was nearly disqualified for losing her bonnet.

QUALIFIED: West (Austin Seven), Hewitt (Austin Seven), Brown (M.G.), Mallock (Austin Seven), Heyward (Austin Seven), Morrish (F.I.A.T.), Buckler (s/c Buckler), Taylor (M.G.), Crossby (Vauxhall Special), Yeates (Yeates Ford), Chapman (Lotus Ford), Parrott (Buckler), Line (M.G.), Pringle (M.G.), Whalen (H.R.G.), Fountain (Aston-Martin), Lawson (H.R.G.), Mrs. Binns (Riley Sprite), Render (Aston-Martin), Buckler (Jaguar), Chandler (Lea-Francis), Barrow (Barrow Special), Waring (Alvis), Burn (A.C. Frazer-Nash), Tyrer (B.M.W.), Moore (B.M.W.), Binns ("30/98" Vauxhall), Andrew (Andrey Ford), Defty (4½-litre Lagonda), Laverick (Jaguar), Goodhew (4½-litre Lagonda), Howorth (Lagonda Special), Henry (4½-litre Lagonda).

The races which followed were keenly contested. The first was a scratch race for Austin Sevens to the new 750 M.C. Formula. It attracted sixteen runners as follows:—

C. H. BULMER: Ex-works T.T. team car. Standard coil-ignition engine with Whatmough-Hewitt head, enlarged inlet valves. Nippy inlet manifold; 1⅛ in. d.d. S.U. carburetter. Scintilla Vertex NV 4 magneto. Standard blown Ulster ex-system. Ulster box, 5.66 axle. Standard Ulster front axle. Luvax damped back springs. Winner.

G. B. HEWITT: A. E. W. Austin four-seater with lowered front axle. Standard engine, carefully balanced. Old-type Alta head. Nippy inlet manifold. Close-ratio four-speed gearbox; 5.25 axle. Finished second.

J. S. FRENCH: Trials-cum-racing car; 1931 chassis with Ruby extensions. Standard engine, Ulster gearbox; 5.66 axle, with Whatmough-Hewitt head and combined L.M.B. manifold, with Bugatti-style exhaust pipes. Nippy carburetter. L.M.B. suspension. Finished third.

L. H. W. HEYWARD: De-blown Ulster, ex-Bowles. Built-up inlet manifold, Nippy carburetter; new-type Alta head; 4.9 axle. Ulster gearbox. Finished fourth.

D. E. LINCOLN: Early car, 1⅛ in. crank in magneto engine; 5.25 axle. L.M.B. front axle. Alta head. Nippy inlet manifold. Arnott carburetter. "Speedy" camshaft. Finished fifth.

R. J. PICKETT: Blown Ulster engine, with blown camshaft; 1⅛ in. Ulster crank. Camb. Eng. head, body and inlet manifold. Standard four-speed gearbox; 4.9 axle. Finished sixth.

T. WEST: 1934 standard engine. Slightly enlarged inlet ports. Horizontal manifold; 1 in. S.U. Truck body. Works hack. Finished seventh.

K. S. JEFFERY: lowered by Z-bracket. Otherwise normal chassis. Late-type engine. High-lift camshaft. Enlarged inlet valves. New-type Alta head. Finished eighth.

M. A. WRIGHT: Unblown Ulster 1⅛ in. crank. Ten-stud block. Copperised Ulster head, with extra water outlet in head. Nippy inlet manifold and carburetter; 5.66 axle. Bowden ex-cable brakes. Finished ninth.

A. GUALTIER: 1931 chassis, Camb. Eng. inlet manifold and front axle. Standard engine; 1937 head; 1⅛ in. S.U. d.d. carburetter. Standard four-speed gearbox. Finished tenth.

K. WELFARE: Early chassis, 1930 coil-ignition engine. Nippy manifolds. Ford Eight carburetter. Ricardo head. Ulster gearbox; 4.9 axle; 17 in. wheels. Finished eleventh.

D. E. BALDWIN: Early car, lowered by putting frame under front spring. Standard three-speed gearbox; 4.9 axle. Finished twelfth.

J. PEATFIELD: Riley with Camb. Eng. head and Ford front axle. Finished thirteenth.

D. H. LAWRENCE: Early car, standard head, d.d. Ford carburetter; 4.9 axle. Light two-seater body. Finished fourteenth.

D. L. SWALE: Ex-Birkett T.T. Replica. Unblown Ulster engine; 1⅛ in. Laystall crank. High-lift camshaft. Nippy inlet manifold and carburetter. Ulster ex-manifold. Austin experimental alloy head with two gaskets; 4.9 axle. Body lightened by former owner. Ulster L.M.B. front axle. Retired lap one.

D. R. WOOTTON: 1928 Chummy. Widened L.M.B. front axle. Ulster gearbox. Standard engine. Ulster ex-manifold and inverted unblown inlet manifold. Ford Eight carburetter; 1937 head. Retired lap two.

Although this was a scratch race, because the 750 M.C. wants data before it handicaps, there was a fine struggle for second place, retirements were few, and the speeds quite exciting. This sort of racing, the least expensive, is thus assured of a future. Hewitt led lap one from Bulmer in the orange T.T. car, but, lapping at a rousing 59 m.p.h., Bulmer soon had a convincing lead. Behind, French worked his way up, just pipping Hewitt for second place on the line. Lincoln's car boiled and fell back, letting Heyward occupy fourth place. Good fun!

In the following five-lap handicap Waring's Alvis won neatly, chased by Gerry Ruddock's Meadows-H.R.G. Lester's Lester-M.G. had a startling slide at Stowe and Mrs. Binns (Riley) wisely pulled off, after experiencing fearful front axle tramp while braking for this corner. The Buckler was impressive here, but Haslam scarcely even toured in his vast Lagonda.

A five-lap scratch race came next and featured a really furious duel between Chapman's Lotus and Gahagan's G.P. Bugatti, the latter cornering wider at Stowe and duly losing ground, so that they finished in that order. Mallock gave a very fine exhibition, proving that his Austin Seven can be put round a corner in a style which wouldn't shame a G.P. car. He failed to catch Casefoot's Lancia Aprilia saloon, which was also cornered on the limit.

In the next handicap Tyrer's Mille Miglia B.M.W. came through beautifully from scratch, lapping at 75.8 m.p.h. to beat Render's Allard. Binns' "30/98" Vauxhall, with fearsome three-brand outside exhaust plumbing, was third. Leo's 4½-litre Lagonda slid to a standstill astride Stowe, causing the Vauxhall to arch its back with concern—luckily the gap was big enough! A fine dice.

Two more five-lap handicaps saw Carefoot again hold off Mallock in the first, Drew's touring Hillman Minx a "Brooklands third" from "limit" and the Lotus/Bugatti duel resumed in the second, Gahagan getting Chapman bothered this time, to beat him to second place by 5.4 sec., although Sutherland's rapid TC M.G. had by then won the race. The meeting concluded with two five-lap scratch races. The first proved Willment in the ex-Ayrton Bugatti to have superior acceleration to Tyrer's B.M.W., for he won by 8.8 sec., at 75.45 m.p.h., sharing fastest lap of the day—76.78 m.p.h.—with Tyrer. Moore's B.M.W. was third. Keen's known-to-be-quick 1½-litre H.R.G. beat Sutherland's also-faster-than-standard TC M.G. by 4.6 sec. in the last race, lapping at 67.66 m.p.h. Leo's 4½-litre Lagonda was third. Binns' Vauxhall held that position on the fourth lap, but went amongst the marker cans at Stowe.—W. B.

FREE TO READERS

F. & E. Stoneham, booksellers, have issued a most interesting list of motoring books. This little publication contains introductions by the Editor of MOTOR SPORT and lists not only the current motoring works, with notes on each, but a fascinating list, with details, of many out-of-print motoring books. Collectors will find this list of absorbing interest. Copies are available free, by calling at Stoneham's New Bridge Street branch (1, 2 & 3, Station Buildings, E.C.4) or by writing to them for a copy.

* * *

A useful booklet of 63 pages, entitled "Car Care," has been issued by C. C. Wakefield and Co., Ltd., 46, Grosvenor Street, W.1. It will help you to get the best results from unrationed petrol and copies are available on written application, mentioning MOTOR SPORT.

VARIETY

The Editor Tries Another Selection of Different Cars

THIS habit of going out journalistically in as many different motor-cars as possible grows. The first that came up in June was Ronald Barker's magnificent Napier motor-carriage, a 30/35-h.p. six-cylinder delivered from Acton in November, 1909.

I don't propose to say much here about its technicalities, because I hope to persuade Kent Karslake to make it the subject of one of his "Veteran Types" studies in the near future. Suffice it then to record that this imposing vehicle took us up to Napier's, where it caused a vast measure of interest and somewhat disrupted work in the factory! After lunch (from which we descended in a huge lift put in during the 1914-18 war for the express purpose of enabling Napier's to move complete the aeroplane fuselages they were then making) we drove with Mr. Bellamy, the Publicity Manager, to an adjacent garage to admire Napier's beautiful 1920 "40/50" saloon. Finally, after inspecting "Lion," "Sabre" and other historic aeroplane engines and that vast power unit from the 1908 G.P. Napier racing car, we went on our way.

Barker cruises his car at 40-50 m.p.h. and more than 50 is on tap if you need it, so there was nothing tedious about this Edwardian means of progression. We called in to see his Type 30 Bugatti two seater which is being very nicely restored and paid other visits of a motoring flavour, eventually returning at night. The lofty Napier proceeding by the light of its oil side and acetylene headlamps is a sight long remembered, its ghostly passage enhanced by the low whirring sound characteristic of this early six-cylinder.

Next, Rootes lent me a Mark IV Hillman Minx saloon for the Eight Clubs Silverstone week-end.

At one time a Minx was just a reliable but rather dreary means of transport, possessed of a suspension sogginess not evident to ordinary drivers, but probably at times liable to inconvenience even them, and quite intolerable to the enthusiast. We have come a long way since then, and to-day the Hillman Minx is a car which it is quite permissible to introduce into the conversation wherever fast drivers forgather.

It handles splendidly, has excellent steering, very nice brakes. Moreover, with the new Mark IV 1,265-c.c. 37½ b.h.p. engine, it does cover the ground. Late for Silverstone, I pushed it as hard as it would go from Radlett to Towcester, *via* congested St. Albans and it did that journey in just over the hour. The speedometer would sweep round to 60, 65, 70 and if you got a bit of downhill, would go to the stop at 75 and stay there. Now I never trust speedometers, but if this Mark IV Minx doesn't cruise at over a mile-a-minute I'll tear up all my petrol coupons. An indicated 50 or 60 is absolutely effortless—indeed, this Hillman is quite indecently quiet and refined for a car of its modest size and price. To acknowledge the return of unrationed petrol I didn't check the fuel consumption, but, even driving really hard, it certainly wasn't excessive.

I have already given Rootes full marks for the excellence of the Minx's riding and handling qualities—qualities which make it a real pleasure to drive quickly along twisty ways or against the new-found freedom of the roads. I enthused, also, over the comfortable driving position, fine visibility, excellent steering-column gear-change and the full leather upholstery. I liked the layout of the facia, with its generous parcel-shelves, the three-abreast bench seats, and the satisfactory external appearance of this essentially modern-looking car.

As with nearly all present-day cars the steering doesn't feel quite as if it is connected to the front wheels by mechanical means, so that you can go along a straight road beating time with the steering-wheel to the music from the radio without the car deviating one iota from its path. But the Minx's steering has complete freedom from return shocks, just the right castor-action and is geared just right. Coupled with supple yet not soggy suspension, you can corner fast and place the car where you will with precision, pleasure and without tyre scream. The Minx rides, too, with a certain firmness, bad surfaces merely sending a ripple along the rigid bonnet, that, experienced in the better cars from France and Italy pre-war, sent me into raptures. We really are catching up on the Continentals! Moreover, manufacturers of expensive vehicles must look rather askance at a £395 saloon which, cruised at the aforementioned indicated sixty, remains so undisturbed mechanically and aerodynamically that its occupants can hear every word of a play broadcast *via* the completely interference-free H.M.V. radio. I found I could drive as though this were a three-speed car, ignoring bottom, and the speedometer would go to 50 in third.

This Mark IV Minx really is a winner. Personally, for family and business transport, I should look no further. Incidentally, if you don't like saloons this Hillman is made as an attractive six-seater convertible.

Good as the Minx was, something in a different key entirel yseemed called for to celebrate the return of coupon-free petrol. Forrest Lycett provided it, by taking me out in his immortal 8-litre Bentley.

The long, low black two-seater impresses all who see it and the passenger more than most. It looked, and behaved, in as hale and hearty a manner as before the war.

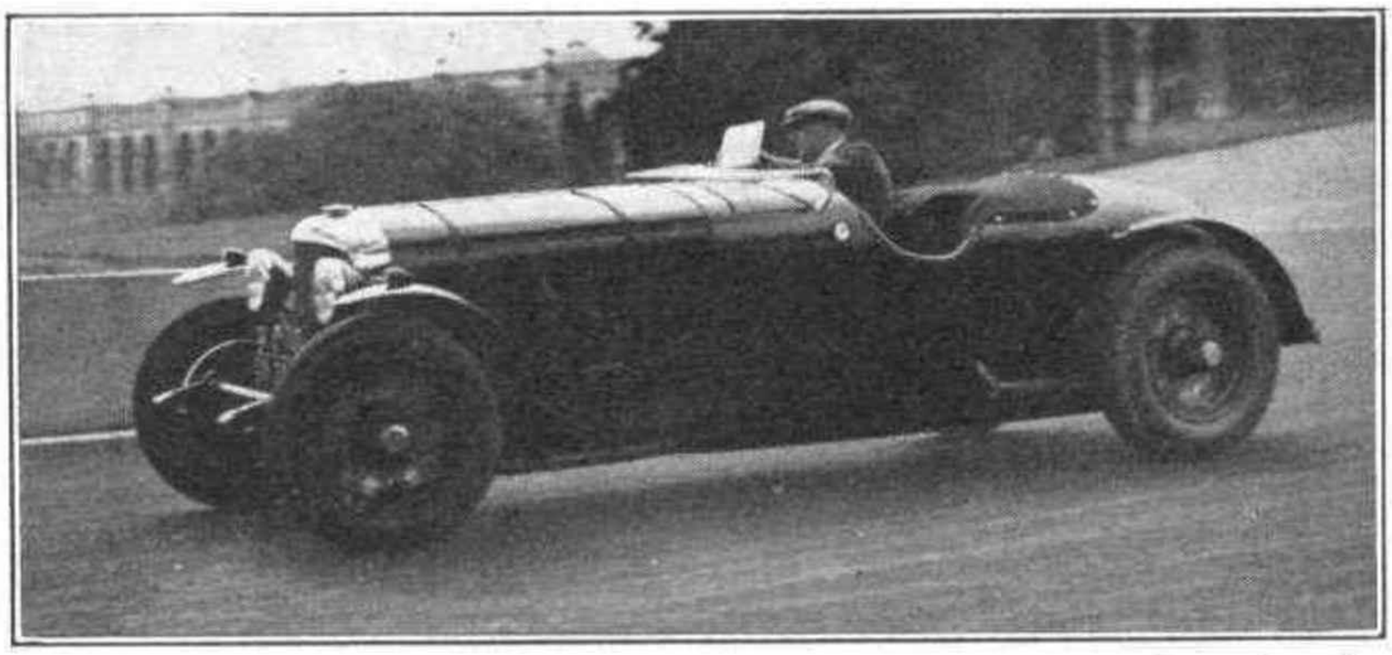
The 2.8-to-1 back axle was in use, giving, in conjunction with the 7.00–19 back tyres, 34½ m.p.h. per 1,000 r.p.m. in top gear. I do not know whether it is this leisurely engine speed or the length of bonnet in front of you, or a combination of the two factors which makes high speed in the Bentley seem so restful. The fact remains that along winding roads, with the rev.-counter indicating 2,000 r.p.m. (69 m.p.h.), I had great difficulty,



MARK IV MINX.—The latest Hillman of the Rootes Group is a car not lightly to be dismissed, even by fast-car enthusiasts. Of it the Editor writes: "Personally, for family and business transport I should look no further." He denies any knowledge of the young ladies . . .

on this scorching June day, in keeping awake!

In some ways the docility of the car, with benzole or a spot of "Octol" in the fuel, is as impressive as its speed. Lycett drove me gently through sleepy villages, and proved that a snatch-free 20 m.p.h. was possible in the high top gear. Yet, when the spirit moved, the great car came alive all right! The speedometer and rev.-counter needles would sweep round their big dials, the former frequently attaining the 90, not infrequently passing the 100-mark; and on one glorious occasion, free from lorries and fug-boxes, it reached nearly the 120 position. These readings were, in sober fact, about three per cent. "fast," so those of you who recall what I wrote of this car ten years and more ago will appreciate that the traffic was badly against us! Incidentally, even at 100 m.p.h. the engine is turning at under 3,000 r.p.m.



A CAR TO REMEMBER—Forrest Lycett's 8-litre Bentley, now on the road again. Never to have ridden in it is to have missed a unique motoring experience.

Never to have ridden with Lycett in his 8-litre is to fail to grasp the full meaning of what S. C. H. Davis meant when, of another Bentley, he wrote in his book "Motor Racing": "the wind howled like a host of demons, the big car, throbbing with animal life, simply flew . . ." You cannot go as fast on the road as round Brooklands and Lycett doesn't take even the slenderest risk, but the "animal life" is certainly there. A lightning juggle with the outside gear-lever, depression of the right-hand accelerator (the second accelerator, to the left of the clutch pedal, is for town-use only!), and the Bentley surges forward in a hard, purposeful manner, the seat pressing into your back, with a rapidity very, very few cars can equal. Like Oliver, you want more. For it is exceedingly exhilarating, I assure you.

A Mk. VI Bentley was passed as if it were stationary and an open "2½" Jaguar, screen flat, faded away along every short straight. The Bentley makes light of corners with a sort of shrug of its long frame, and, at speed, gear noise, exhaust note and the wind merge to make merry music. Before you go really fast you stop, lift the long but light bonnet, and turn a cock, thus changing over from pump to air-pressure fuel feed. Lycett also has numerous tanks, similarly controlled, so that he can run on "Pool" or various combinations of petrol/benzole, at will. Another remarkable feature of the car is the low temperature of the cooling water, as recorded on one of those old-fashioned thermometers that look as if they know their job. On one of the hottest days of the year, which ended in a thunderstorm, the reading never went above 77 deg. C., and was normally at 70 deg. C. Probably the new exhaust system, each pair of cylinders feeding into a separate vertical pipe, was responsible.

All good things come to an end in time, but it was grand to find Lycett's 8-litre out and about again—to his credit he refused an American offer of £4,000 for it during the war. There may be faster cars—a few—but surely none is quite so impressive as this? Indeed, unless you have had a drive in it your motoring experience is not entirely complete. The day before I sampled the 8-litre I drove a 1938 two-speed Trojan van which a friend has converted into a most useful Emmet-utility for hack and holiday transport. It gives 40 m.p.g. and proceeds along the level at 28 m.p.h. and uphill at just above zero-m.p.h.—name me a greater contrast than this with the Bentley, if you can!

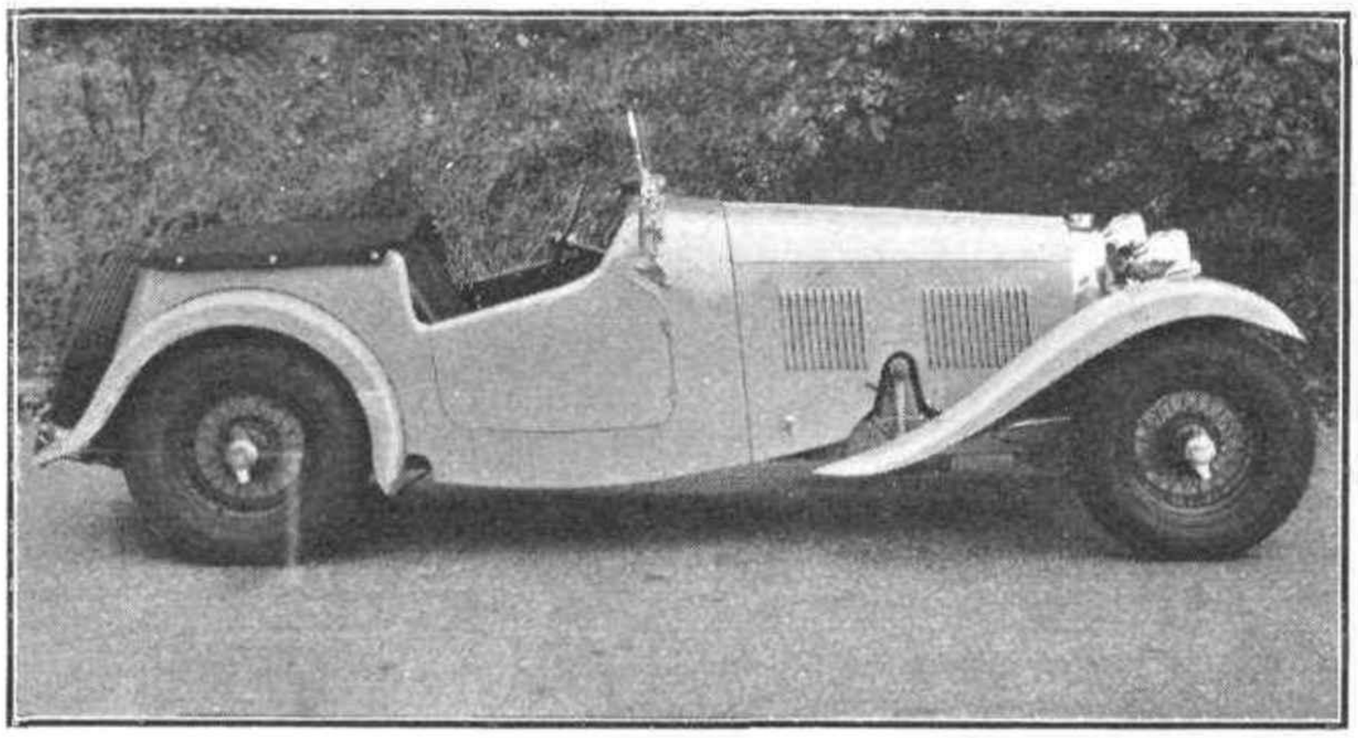
There was an afternoon visit, on one of those sweltering days that heralded the arrival of June, to Toulmin Motors' new garage. I went "up the by-pass" in various examples of "the car of many hexagons." First, in an "NA" Magnette four-seater, the first of these cars which I had driven since before the war and which thereby brought back many memories. It was faster than I expected but I never can bring myself to like entirely the steering, braking and low-gearing of the earlier M.G.s Next I went up the same bit of road in a vastly more exciting car, No. 2 of the "works" Q-type two-seaters. The blown 746-c.c., o.h.c. engine sounded exceedingly healthy and when I inquired timidly if it was "O.K. to go to five thousand," the reply was that eight thousand was more like the answer. Clearly, the little car could be cornered very fast indeed, was very exciting generally, and it was fun to play with its self-change, Type 110 Wilson gearbox, the gears being preselected by a tiny lever, normally placed and working in a quadrant, which functioned very nicely and which did much to supplement the seemingly rather lackadaisical brakes. But I should have needed twenty miles or so to get properly used to a Q-type.

The third M.G. I tried made an interesting contrast to the others and was an excellent example of the progress made down the years at the Abingdon factory. It was A. L. Toulmin's own "TC," thoroughly overhauled and loaded with such gadgets as radio, heater, and a dual-belt-driven Marshall-Roots supercharger. The latter made only a very subdued whine when the car was accelerating, but it did impart most pronounced urge, especially remembering that no weight-saving had been indulged in. During a short run which embraced a visit to a film studio and a breather beside the Thames, sixty and seventy came up very easily on the speedometer, the acceleration notably clean and brisk. The pleasant gear-change, the comfort, and the imposing view from the rather low seat over a broad, slightly up-sloping bonnet, gave a sense of decided superiority over the Magnette of a decade earlier. It is only fair to remark that even this car had a tendency to wander, especially under the brakes, but I have no doubt this was purely a matter of tyre pressures and brake adjustment.

H. R. Godfrey, immortal as the "G" of G.N., suggested a further trial of a 1½-litre H.R.G. and naturally I accepted readily, for I have always had a very soft spot in my heart for this sports car. It really is good fun to drive, besides being a very quick means of transport which possesses that decidedly attractive present-day adjunct, a petrol gauge whose needle returns to zero in a leisurely manner. Driving hard, the consumption of "Pool" (which, naturally, the high-compression o.h.c. engine doesn't like particularly) is in the region of 30 m.p.g., and "Austin Seven" consumptions are possible if you don't hurry. Actually I cannot imagine anyone *not* hurrying in a "Herg," for it is one of those easy to manipulate, essentially safe cars in which it is such fun to press along.

Apart from its economy and easy starting I formed a very good impression of the Singer power-unit. It provided regular, smooth acceleration up to 4,000 to 4,500 r.p.m. in third gear, equal to a genuine 55 to 62 m.p.h., which proved exceedingly useful for passing slower-moving vehicles. Top speed I didn't try for, the wrong head being fitted to the Lucas distributor on this occasion. But, during a duel with a Daimler, 80 came up on the Jaeger speedometer—the driver of the other car afterwards told me condescendingly that I had "a nice little bus," and that I had been doing ninety.

The driving position is good, both front wings are in view, the steering is high-geared yet light, and the car's



GENUINE ARTICLE—"If you want to experience sports-car motoring with present-day mod. cons., get Godfrey to take you out in this H.R.G. demonstrator."

manner of riding is reminiscent of the Frazer-Nash it resembles, the hard suspension resulting in some hopping about and some diving here and there at speed along straight roads, but enabling you to go round corners just as fast as you dare. A softer rear springing is available now if you prefer it, but on the car I tried—NQF 206—this wasn't in use, yet my wife and three small daughters, not to mention some luggage, suffered not at all on a fast run concerned with their annual pilgrimage to the sea.

Returning alone that evening I thoroughly enjoyed myself in the H.R.G., over that rather fine road from Petersfield to Basingstoke *via* Alton. You direct the car where you want it to go and hurl it round bends, the "sports-car" springing adding to the fun. On an earlier car I tried, the cable-operated brakes were not up to modern standards. But an alteration in the length of the cam-levers (the overall leverage remains the same, however) and improved lubrication of the enclosed cables has worked wonders, and I could lock the wheels of this H.R.G. on a dry road and really make it come to heel in a hurry. You still had to press pretty hard on a rather uncomfortably small pedal, and heavy applications resulted in some squeal, but the anchorage was there all right. I got the impression, possibly erroneous, that rather frequent adjustment might be required; but there is a cockpit adjuster to look-after that.

If you don't hurry it unduly, the synchromesh gear-change is delightful. So is the action of the fly-off hand-brake. A friend who tried the "Herg" thought the clutch rather heavy, but then, he had been driving Edwardian cars. As a matter of fact we spent what was left of that evening talking of Edwardians and vintage cars at a garage near Basingstoke—admiring a beautiful pre-1914 Silver Ghost Rolls-Royce, listening to a Halle siren driven from the flywheel of a 1909 Napier, which started first pull-up, and discussing the merits of the early Austin Twelves over those of a few years later.

But next day we attended Shelsley Walsh in the H.R.G. and voted it jolly good fun and very useful transport. We left late but arrived in ample time, which is another way of saying again that this H.R.G. covers the ground. It is a small sports car unspoiled by low-geared steering and transmission, looking as a stark British sports car should, yet smooth, silent, and well-equipped for everyday use. Note the knock-off wheels, high-set headlamps, fold-flat screen and rigid wings. Water and oil temperatures stayed at 75 deg. C. and 55 deg. C., respectively, in the June sunshine, incidentally. We returned the car to Surbiton with real regret early on the Monday morning. It had served us very well, had blown away the cobwebs and had shaken up my liver. If the ride *is* a little hard, if a bit of an effort is required to put the brakes on, who am I to complain, when girls like Betty Haig enjoy H.R.G. motoring and get such good results? If you want to experience sports-car motoring effectively blended with present-day mod. cons., ask Godfrey to take you out in this H.R.G. demonstrator. It is a nice car. So nice that I have entirely forgiven it for shedding a pint of engine oil over my trousers from a loose oil-gauge union nut!

A very different vehicle came along next, in the shape of one of the little Bond three-wheelers. Let no one, no matter what he or she drives, decry this minicar from Preston. It is a brilliant piece of design, likely to become classic. The widespread use of light-alloys, including 18-gauge aluminium stressed-skin body-cum-chassis with a 14-gauge bulkhead, the absence of rear springs, the tiny wheels (you raise a laugh every time you produce the spare!), the cast-alloy trailing front unit carrying the entire power-unit, and the chain primary and final drives, are all part of the clever austerity scheme. There was even cable and bobbin steering on the car I tried, as on Bedelia, Sabella and other pre-1914 cyclecars, but as the really-careless have been known to clout kerbs and snap the cable, later models use rack and pinion.

The Bond originally had a 122-c.c. engine, but the current version uses one of 197 c.c. I came to admire that Villiers two-stroke, with its flywheel magneto-cum-generator and three-speed gearbox. Once the knack was acquired it started reasonably easily on the internal pull-up lever, although I acquired the "Bond bruise" on my left arm while learning. It had an 8 to 1 compression-ratio, purred merrily, and made jolly noises on the over-run; I like these sounds so much that I may be driven to acquire one of those miniature motor-cycles, perhaps with side-car, that are now on the market, if not a Bond itself.

Whatever technicians say about petrol wastage with a two-cycle engine, the fact remains that this Bond goes twice as far on a gallon as an Austin Seven. Moreover, it cruises happily at a speedometer 45 m.p.h., shows 50 with the merest persuasion, and accelerates in a fashion which astonishes the drivers of ordinary cars. What is more, it steers and corners in a delightful manner, and sits down on the road surprisingly well.

There is something particularly fascinating about minimum motoring in any of its several forms. As I bought oil to mix with the petrol, taught myself the correct starting technique, and discovered that you lay the thing on its side to change a wheel, I felt I was experiencing some of the atmosphere of the Cyclecar Age. After completing a journey of any length in the Bond I experienced a satisfactory sense of achievement.

This last statement is not intended to disparage the little car, however. It seats two very comfortably, three if need be, with bags of leg-room and luggage space, and, as I have already explained, there is a quite unexpected degree of performance. Stability, too, is of a high order. Cruising hard at 45 m.p.h. for some 60 miles, and doing a lot of starting and traffic driving, just over 80 miles were completed on one gallon of petrol. Admittedly, you have to add half-a-pint of oil to every gallon, which raises the price from 3s. 1d. to 3s. 10d., but then the annual tax saves you £5, and that will buy quite a number of half-pints—sufficient for over 10,000 miles' motoring, in fact.

Naturally, the ride is a bit trying over rough roads, but then, you can always reduce speed over the bad bits. The quadrant gear-change is exceedingly easy to operate; second gear had a tendency to jump out, but this wasn't particularly disastrous because you just stuffed it in again, it being possible to push the lever from one position to another with complete immunity from mechanical protests. The clutch seems to stand up to any amount of abuse. The brakes, on the back wheels, I found just adequate even when in a hurry. There is a big Perspex screen, a snug hood, and neat sidescreens, to keep out the weather. A motor-cycle Exide battery looks after lighting, horn and screenwiper. The facia has a big cubby hole and nothing to distract you except a speedometer, choke control, single lamps-switch, and a charming little magneto switch. In short, the Bond is not only the answer to the transport-praver of District Nurses, Country Parsons and Busy Housewives, but a car that so grows on the enthusiast that, from using it lightheartedly for errands, he comes to employ it for serious runs of upwards of 100 miles. I must confess I became completely "sold"

with the idea. I used it for a 5 a.m. start for Croydon to catch the Airspeed Consul which flew MOTOR SPORT to the I.O.M. races, went down to the seaside in it, took it to Goodwood, and employed it for business calls in London. It was ever a pleasure to remove the fuel filler cap and observe how slowly the level dropped; moreover, oil consumption is automatically linked with fuel consumption and doesn't increase sharply with bore wear. The engine, by the way, gives 8½ b.h.p. at 4,000 r.p.m. and pulls a 4 to 1 top gear—although, of course, the front tyre it drives is a Goodyear 16-4. It was possible to wind up to an indicated 45 m.p.h. in the 5.6 to 1 second gear.

Altogether I approve thoroughly of the Bond. With petrol so savagely taxed it has arrived at a most opportune time, apart from which it has allowed me to visualise something I never could visualise before, namely, what the Nomad which MOTOR SPORT tested in 1926, and the Harper Runabout of an even earlier decade, must have been like. In this country such vehicles cause a good deal of mirth, but the French have been doing things of this sort for years. A £5 tax, £205, 80 m.p.g. minicar is just what a lot of people are seeking in these days of enforced austerity. So I predict that you will see lots of Bonds on our roads before very long. We used the one delivered for test very hard. Snags? —a broken starter cable, loss of some small bolts from the hood frame, a burnt-out plug, loose driving mirror, and a rather opaque screen. The hand brake didn't work properly, and—nothing being perfect in this world—we spent most of a night out of bed because a steering pulley fell off and was carried away as loot by some passing Scouts before we could recover it.—W.B.

I.O.M. BRITISH EMPIRE TROPHY RACE

—Continued from page 337.

smoke. Parkfield corner was getting very slippery, Gerard overshooting it on lap 19, an error which cost him 20 sec., leaving him a second's lead only from Parnell.

Sure enough, Reg. took the lead, but Gerard was right on his tail, one second behind, and by lap 21 was back in the lead, the Maserati's clutch full of sludge and slipping badly. On the home straight Shawe-Taylor waved Harrison on, and he streaked by on lap 22. Parnell had fallen to fifth place by lap 23, the order now Gerard, Harrison, Shawe-Taylor, de Graffenried—pre-war E.R.A.s, all sounding very healthy, all beautifully driven, ahead of a Swiss ace in a late-type Maserati! Hampshire passed the stricken Parnell on lap 25.

Still the speed rose, Gerard averaging 69.28 m.p.h., and leading Harrison by 1 min. 53 sec. Four seconds separated the second and third E.R.A.s. De Graffenried, unlike the others, stopped to refuel, losing 22 sec. in the pit. Whitehead had a nasty experience on lap 26, when his E.R.A. lost a wheel due to a broken hub. He was unhurt and walked in. Rolt passed Parnell on lap 27.

Gerard had averaged 69.7 m.p.h. after 30 laps and led by 1 min. 39 sec., so Harrison meant business. Indeed, he had drawn 35 sec. away from Shawe-Taylor. Reg.'s luck was certainly as bad as ever, for suddenly his clutch ceased to slip and on lap 33 he raised the I.O.M. lap record to 3 min. 8 sec. (74.28 m.p.h.), Gerard having previously put it to 3 min. 9 sec. (73.88 m.p.h.). But it was too late and he failed to finish higher than sixth. Gerard drove sensibly and fearlessly—the E.R.A. taking the "kink" in the home straight, front wheels airborne, was a sight we shall long remember. Harrison and Shawe-Taylor put up truly notable performances, but the latter slowed and was just pipped on the last lap by de Graffenried.—W. B.

Results

1st:	F. R. Gerard (1,488-c.c. s/c. E.R.A.)	70.05 m.p.h.
2nd:	T. C. Harrison (1,488-c.c. s/c. E.R.A.)	69.17 ,,
3rd:	Baron de Graffenried (1,490-c.c. s/c. Maserati)	68.45 ,,
4th:	B. N. Shawe-Taylor (1,488-c.c. s/c. E.R.A.)	68.34 ,,
5th:	D. Hampshire (1,490-c.c. s/c. Maserati)	67.33 ,,
6th:	R. Parnell (1,490-c.c. s/c. Maserati)	66.82 ,,

CLUB AFFAIRS

Plans are going ahead for a "pilot" race meeting of the Bristol M.C. and L.C.C. at Castle Coombe on July 8th. This event will take the place of the calendared Naish Hill Climb and it will take the form of a "try-out" of the circuit. There will be six races, including one for "specials," saloons, sports cars and "500s."

* * *

This year the Cemian Motor Club Gymkhana is being held at the College of Estate Management Sports Ground, Hinchley Wood, on July 30th, at 2 p.m.

Owing to the success of this event in the past during petrol restrictions the organisers have decided to limit the entries to 50, in order to avoid swamping. It is open to members of any recognised motor club and consists of a series of amusing contests in lighter vein.

* * *

The 500 Club's Good Loser's Trophy, given by the late Comdr. C. A. Yorke, R.N., has been presented to D. F. Truman. Truman is racing again this year, his Bardon Special having been rebuilt with independent suspension all round, 2LS Girling brakes, Elektron wheels, retaining a single-cam Norton engine.

A North Eastern Section of the Veteran C.C. has been formed, with the blessing of the London headquarters. Liaison has been established with the North West Section and the main event will be the Hull-Scarborough run on September 3rd. The Mayor and Corporation are giving full support. Secretary: D. Robinson, 359, Willerby Road, Hull.

* * *

The Citroën Car Club has issued another edition of its "Citroënian." It has 150 members.

* * *

The Midland Association of Motor Clubs has now the following member-clubs:

M.G. Car Club (Midland Section), Vintage Sports Car Club (Midland Section), Bugatti Owners' Club, Nottingham Sports Car Club, Cheltenham Motor Club, Hagley and District L.C.C., Leicestershire Car Club, Shenstone and District M.C., Midland Automobile Club, Sunbac (The Sutton Coldfield and North Birmingham Automobile Club).

GROSSER PREIS DER SCHWEIZ

Continued from page 318

put him right at the back of the field. The German cars dropped out one by one with the exception of Fritz Reiss' new A.F.M., which motored very steadily into seventh place. Von Stuck's fuel feed stopped completely and Hermann Lang's magneto cover broke.



SPORTS-RACING JOWETT JUPITER. This is the car that has broken the 1½-litre class-record at Le Mans at an average speed of 77 m.p.h. throughout the 24 hours. Travelling at over 100 m.p.h. on the straight, its best lap was 80 m.p.h. A grand first performance, well done Jowetts, Wisdom and Wise! The clever body lines belie the fact that the flat-four engine is mounted forward of the front wheels, only the radiator filler cap giving a clue to the position of the power unit.

RUMBLINGS

The 500s

The "500" movement, since it has been elevated to the status of Formula III, is forging ahead at a great pace. Both at Silverstone, where the 500-c.c. curtain-raiser stole the show from the G.P. de l'Europe, and at Goodwood on Whit-Saturday when the 500-c.c. International Trophy Race with £500 in prize monies, was the major event on the card, the "500s" have provided remarkably close and exciting racing.

There are now sufficient makes in the field to maintain the interest, the cars are amply fast and this coupled with some very forceful driving, makes a fine spectacle, while the technical problems presented and the solutions adopted are quite as absorbing as those that concern Grand Prix cars. So the 500 outlook seems "Set Fair."

Briefly, here are details of some of the cars now challenging the long run of well-deserved Cooper victories :—

The Emeryson : The Emerys answer to Formula III racing. Steel tube (2½ in. dia. by 16 s.w.g.) chassis. Front engine location. Front-drive, using B.S.A. stub-axles, hubs and drive shafts. Wishbone suspension front and back, with bungee-cord "springs." Rack and pinion steering. Eight-inch hydraulically-operated back brakes. Single front brake, cable-actuated, 4.50 by 15 tyres. Dry weight about 540 lb. Engine is either a "Speedway" J.A.P. or a 50-degree V-twin J.A.P. Special based on ex-Fernihough and Worters bits. Rubber mounting. Corners very fast, but retired at Brands Hatch, crashed at Silverstone, retired at Goodwood.

The Iotas : Very neat and beautifully finished. Dick Caesar's latest child. Rear-placed Triumph Twin or J.A.P. engine. Torsional rubber suspension, hydraulically-damped. Welded tubular chassis like that of the Freikaiserwagen. Non-detachable wire wheels. Wing-Comdr. Frank Aikens, who flies night bombers in the R.A.F., beat the Coopers at Silverstone in his Triumph-Iota, but was flagged off at Goodwood because a shock-absorber came adrift.

The Rhiando-Trimax : Designed by Spike Rhiando of the odd garb, American accent and big Buick, for 500, 750 *and* 1,100-c.c. racing. Is, therefore, rather heavy. Stressed-skin body-cum-chassis. Morris Eight kingpins and bushes. Independent suspension all round, by swing arms of 14 s.w.g. mild steel, and adjustable torsional rubber units. Rubber fuel tanks ; chain and cable steering ; 8-in. Girling front brakes with cast-iron-lined hiduminium drums ; 10-in. single rear brake ; 5.25 by 16 front, 6.00 by 16 rear tyres ; magnesium alloy wheels. Rear-placed "Speedway" J.A.P. engine and Norton gearbox.

The Arengos : The Frys' "pet" designed by C. G. Arengo. Slide suspension units with single wishbone at rear. J.A.P. or Norton rear-placed engine. Joe Fry was successful at Lulsgate in the J.A.P.-powered car.

The Kiefts : Made a first appearance at Lydstep. Frame of rolled channel-section light alloy. Double wishbone suspension with torsional rubber suspension units. Shock-absorbers to be fitted. Light-alloy wheels with detachable rims. Vincent-H.R.D. engine. A production venture of Cyril Kieft, driven at Goodwood by Lord Strathcarron, K. A. Gregory and L. Leston.

The J.B.S. : Originally the Cowlan, this is the idea of how a "500" should look worked out by an ex-Speedway rider, Alf Bottoms. Rear suspension by his own system of telescopic strut, oil damped ; front suspension like that of a Cooper. Tried a Manx Norton engine, now has a "double-knocker," but wants a twin-cylinder. Won the big race at Blandford on Whit-Monday.

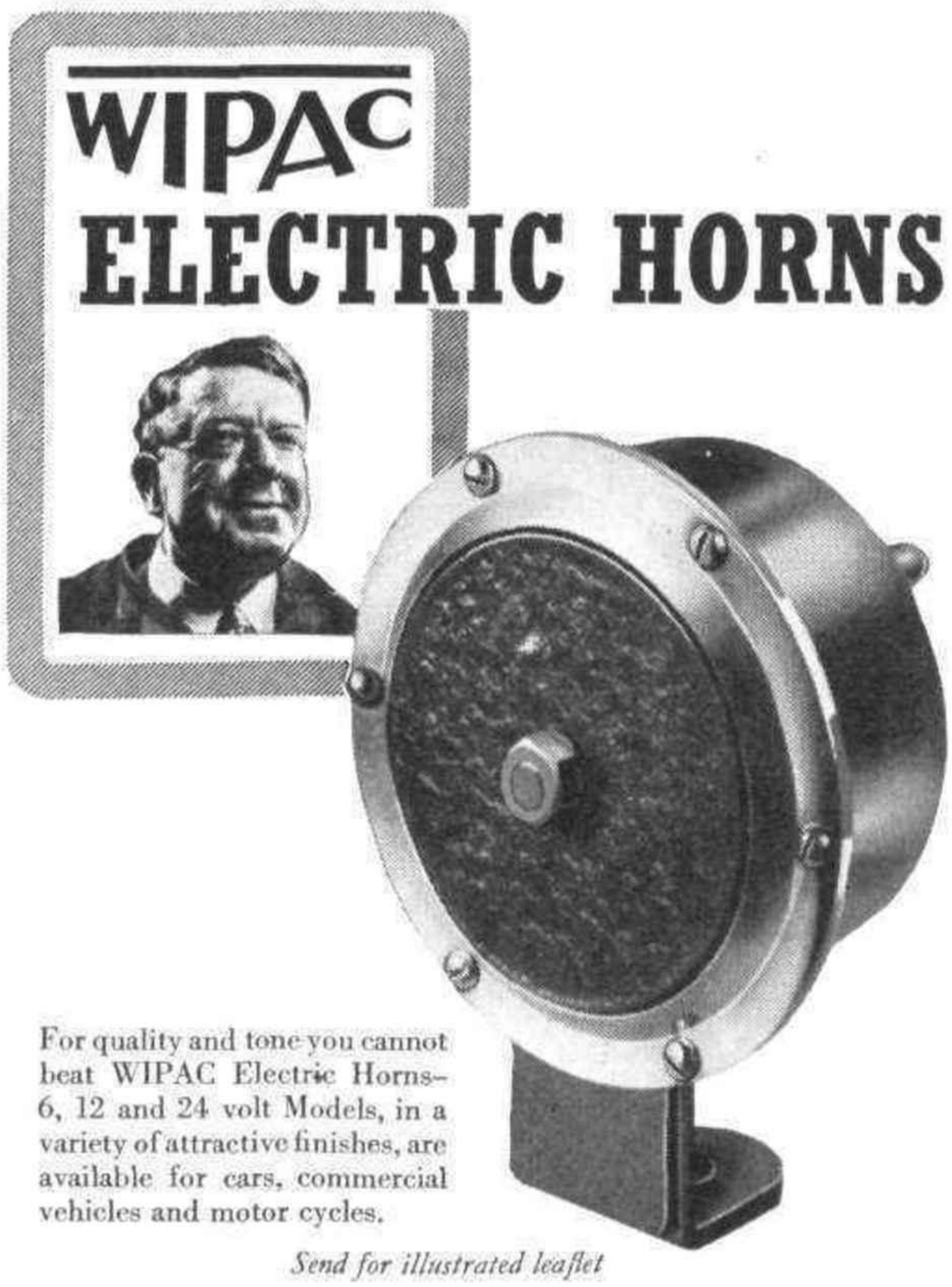
Those are just a selection of prominent 500s, which emphasise the diversity and technical interest of these cars. In addition you have the Parsenn which Dennis Poore drove at Goodwood as a change from his 3.8-litre Alfa-Romeo and perhaps as a foretaste of his own sprint car that is forming, the Grose, Pugh, Blue Flash, Parker, Strang, Wasp, C.F.S., Adams-Wood, Cobra, F.H.B., Milli-union, G.S.3., Bardon-Turner, Bond, Cutler, Russell and Smith—all present-day competitors of the extremely well-established Coopers with their J.A.P., Norton, H.R.D. and B.S.A. engines. From abroad come others ; the Effyhs seen at Goodwood, the Panhard-engined D.B.s from France and the Swiss Este with Crosley engine and five speeds, for instance.

Yes, the Formula III situation is intriguing and the cars deserving of close study whenever you can get near them, at places, such as Goodwood, where you are allowed in the Paddock.

Those who wish to keep fully abreast of 500 happenings should read *Iota*, magazine of the 500 Club. It isn't a too-closely guarded secret that it is the almost single-handed work of Dean Delamont, who holds an important position in the R.A.C. Competitions Department. He writes very professionally, and by changing publication day to suit the calendar ensures topicality for his race reports. *Iota* provides a very pleasing summary of each month's happenings amongst the 500s. [And I'm not writing this because I was "mentioned" in it last month ! I really do rate *Iota* as a Good Thing.—Ed.]

The 500 season is by no means over, and as we write this competition should be mounting to a climax. France, Sweden, Belgium and Italy still have Formula III fixtures to run off and over here will be the Brands Hatch racing on August 7th (don't miss this !) and a race for the 500s at Silverstone on the *Daily Express* day organised by the B.R.D.C. (August 26th).

Before leaving this subject, what about a 500-c.c. road-car, to off-set the cruel tax on petrol ? At one time the Marwyn people had the idea in mind and the Cooper has appeared in two-seater sports form, only with Triumph Twin, Vauxhall, M.G. and Rover engines instead of a single-lunger. The Editor of *Iota* is sympathetic, for in his January issue he dug up details and photographs of the little 498-c.c. Scott-engined single-seater road coupé which the late Humphrey Symons had built for himself in 1928, when he was the *Motor's* "Grande Vitesse" of those days. We would echo Delamont's sentiments when he wrote : "The possibilities of a 500-c.c. vehicle, or even a cyclecar at all, as offering simple and reliable transport in these days of economy, seems to have been all too little considered." Harper, Fernihough, Nomad and J.B.M. tried it at various times in the past, of course, and Bond has the right idea to-day.



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EARLY MOTORISTS AMONG THE ALPS

by

"BALADEUR"

This month, from the 12th to 21st, competitors will be engaged in the Alpine Trial. This contribution of "Baladeur's" is therefore topical and will enable present-day drivers in the Alps to judge how their fellows of Veteran and Edwardian times regarded the routes they are about to storm.—Ed.

IN the eighteenth century, before the days of the Romantic Movement, the traveller who was posting to Italy in the course of the Grand Tour would gaze with "horrour" on the uncouth shapes of the mountains as he had perforce to cross the Alps, and would hurry on to the more elegant scenes of the plains. In the same way it is hardly surprising that in the early days of motoring, when it was a sufficient feat to persuade a horseless carriage to proceed on the flat, automobilists shunned the mountains in favour of the long straight roads which covered the more level parts of France.

Yet even in those early days there were hardy spirits who sought the high places, and M. Pierre Souvestre, in his *Histoire de l'Automobile* has given an amusing description of the first recorded automobile passage of the St. Gotthard. "Les Fils de Peugeot frères," he writes, "also possessed intrepid clients. One of them, M. le Comte Cognard, had the honour, as early as 1895, of crossing the St. Gotthard in a petrol car, and in the course of the journey was the hero of an amusing adventure.

"Automobilists were rare at this epoch, especially in the Alps.

"As the vehicle clambered courageously up the zigzag gradient which led to the summit of the pass, the automobilists were met by a Swiss military gentleman, whose horse displayed a certain feeling of aversion at the sight of the petrol machine.

"The horse soon calmed down, but not so the horseman, who, not content with cursing the tourists, and full, no doubt, of the authority which his uniform bestowed on him, declared that he was going to telephone to the next village in order that a fine (*amende*) should be levied on the owner of the car.

"He did, in fact, telephone; but at that time one did not hear too well on the telephone, and the postmaster, who combined his office as such with the occupation of an innkeeper, understood that it was a question of reserving rooms (*chambres*) for the travellers who were about to arrive in a motor-car—and hastened to do so.

"One can imagine," adds M. Souvestre, "the stupefaction of Count Cognard, on arrival at Airolo, when he received the most deferential reception, having been expecting an entirely different sort of welcome!"

Moreover, the thing did not stop there. I have always thought that the postmaster, in his capacity of innkeeper, may have had an ulterior motive in mistaking *chambres* for *amende* on the telephone; but the municipal authorities of several places on the road thought the Count's feat worthy of written testimonials, and that of Andermatt in particular was couched in the following appreciative terms:

"We the undersigned solemnly attest that M. le Comte and Mme. la Comtesse de Cognard, with a mechanician, more than 75 kilos. of luggage and a watch-dog, have crossed the St. Gotthard in their Peugeot petrol car, without any other assistance than that of the engine of the quadricycle.

ANDERMATT, August 18th, 1895."

It was indeed a feat that was worthy to be placed on record; and in case anyone doubts the fact, I recommend him to read the chapter entitled "Across the St. Gotthard" in Rodney Walkerley's *Motoring Abroad*, which describes his passage of the pass in an M.G. Magnette and a thunderstorm, and which is one of the best bits of description of automobile Alpine travelling that I know. Nearly forty years, I imagine, separated Mr. Walkerley's journey from Count Cognard's; and yet the former writes: "If . . . you do not like high places and have qualms at precipices at your roadside on hairpin turns . . . the St. Gotthard is not for you." Especially, I should imagine, if you are driving a Peugeot quadricycle of 1895.

Four years later, I believe, in 1899, a voiturette ascended to the summit of the Stelvio, 9,041 feet above sea level, but of this exploit I have, unfortunately, no particulars. Motorists in general were still chary of attacking the Alps, even those intrepid motorists who indulged in racing. The races across France, the race to Amsterdam and back in 1898, and to Berlin in 1901 had all followed routes which avoided the mountains; but when it was decided that in 1902 the great race of the year should be to Vienna, the Alps were found to be sadly in the way. As a matter of fact, by crossing the relatively low-lying north of Switzerland, the competitors had only one serious pass to tackle, in the shape of the Arlberg in Austria; but this the *Guide Taride* ominously described as "the so perillous passage of the Arlberg," adding, "we do not think that we ought to recommend it either to automobilists or to cyclists." Mr. D. M. Weigel, who drove a 20-h.p. Clément light-car in the race, was apparently of the same opinion. According to the *Autocar*, he was "particularly emphatic upon the extreme unsuitability of the course for speed contests so soon as the French frontier was left behind. Mr. Weigel says he would give the men responsible for its selection three years' hard labour for what was almost tantamount to asking men to go to their deaths. The ascent and descent of the Arlberg Pass, particularly the latter, was at the risk of life every moment."

Before very long ordinary touring motorists were pooh-poohing these somewhat exaggerated fears of what they had learnt to regard as a comparatively mild pass, but for all that, the Arlberg proved that under racing conditions it had its moments of emotion. Gerald Rose's description of this stage of the race in his classic *Record of Motor Racing* doubtless gives an excellent idea of the competitors' impressions. "The pass was nearly 6,000 ft. above sea level," he wrote, "and shortly before the competitors were due the roads were almost impassable from snow. And such roads! Hardly more than tracks in some cases, winding along precipices, with nothing but boundary stones between the road and the drop beyond, crossing torrents on improvised bridges made of a few planks, climbing hills of extraordinary steepness with descents on the other side of equally terrifying appearance, with the constant fear of the precipice before the eyes of the driver should he miss his corner at the bottom. Small wonder that the competitors imagined at times that they had mistaken the road, and were only reassured by the constantly recurring flagmen. Up the drivers went, climbing to the clouds through the snow-covered passes, with nerves strained to the utmost by the unknown peril behind every bend in the road . . . Now and again the gradients were so steep that some of the cars had difficulty in climbing them at all, and many were the drivers who obtained a helping hand from the friendly spectators . . . Some men stripped their cars of every movable part in order to get up, and returned on foot to fetch the discarded belongings; others toiled slowly up, the mechanic pushing behind . . ."

Some, indeed, did not survive the ordeal at all, as competitors in the race. Max, whose adventure has become historic, hit a boundary stone with his Darraeq, the seat of the car came off, and he and his mechanic were deposited near the side of the road, while the car plunged a hundred feet to the bottom of the ravine. They went down a little way to have a look at it, and regained the road just as Baras arrived on another Darraeq, the latter in consequence recounting at the next control that they had fallen with the car to the bottom of the precipice, and climbed up again unhurt. The escape of Derny was even more phenomenal. On the descent, the brakes of his motor-cycle gave way, and as, shouting for help, he shot past de la Touloubre, who was driving a Clément, the latter managed to catch him by the coat, and haul him off his doomed machine. "It must have been with some relief," adds Gerald Rose, "that the organisers finally realised that the Arlberg had been traversed without any fatal accident."

On the other hand some of the competitors did extraordinarily well. Herr Lohner, of Vienna, timed some of them on a gradient of about one in six, and found that Teste, on one of the big 70-h.p.

CASTROL WINS

BRITISH EMPIRE TROPHY RACE – Isle of Man

1ST F. R. GERARD (E.R.A)

at speed of 70·05 m.p.h.

2ND T. C. HARRISON (E.R.A.)

MANX CUP RACE

1ST OSCAR MOORE (O.B.M.)

at speed of 66.66 m.p.h.

ALL USING

WAKEFIELD Castrol MOTOR OIL (PATENTED) REGD.

Panhards, climbed it at more than 23 m.p.h., while de Knyff on a similar car was very little slower. Unfortunately no times for the passage of the pass itself are available, but over the whole stage Bregenz–Salzburg, Baron de Forest was fastest, on a 40-h.p. Mercédès, at 36.5 m.p.h., followed by Mar el Renault on his 16-h.p. light car at 35.2 m.p.h., and Henry Farman (70-h.p. Panhard) at 34.3 m.p.h.; none of which speeds can be accounted anything but respectable over what are mountain roads most of the way.

In spite of the number of motorists who thus made acquaintance with the Alps, it was not until a couple of years later, in June and July, 1904, that the first mountaineering tour was embarked upon. The party on this occasion was led by M. Max de Martini, and the car was one of those 16–20-h.p. models which he built in Switzerland under licence from Rochet-Schneider of Lyons. The party included Mr. H. Massac Buist, who fortunately recorded some of their experiences for posterity, Capt. H. H. P. Deasy of Siddeley-Deasy fame, and for some of the time, M. Georges Prade of *l'Auto*. Setting out from Neuchatel and finishing at Geneva, they succeeded in the course of a fortnight in crossing the Col de Pillon, the Col de la Forclaz, the Petit St. Bernard, the Mont Cenis, the Trois Croix (twice), the Galibier (twice), the Mont Genèvre (twice), the Lautaret (twice), the Col de Laffrey (if you call it a *col*), the Col de Brouis and the Col de Braus. After that Mr. Buist says that they went over the Col de Salaces, which, however, I find it rather hard to believe as there was not a road over it even when I was last that way, which was some years ago now, but was also some years after 1904. On the other hand I can more readily accept that they crossed the Col de Vars, the Col de l'Argentière (*alias* the Col de Larche), the the Col di Tenda, the Col de Vergons, the Valgelaye, otherwise known as the Col d'Allos, the Col St. Jean, the Col du Labouret and went up to the top of Mont Ventoux. After that they crossed the Col de Jonchères, which I think is what is otherwise known as the Col de Premol, the Col du Rousset, the Col du Frène, the Col de Porte, the Col du Planpalais and the Col des Aravis before getting back to Geneva.

The expedition, it will be seen, was practically confined to the French Alps, but as far as they are concerned, the tourists covered the ground pretty thoroughly. Looking back on it afterwards, they decided that the Martini's lock had proved a bit inadequate, but they did not have to replenish the radiator after any of the ascents, which is more than could probably have been said for many cars built since 1904. The water-cooled brakes were voted a great success, being "seldom warmer than the bare hand could endure" and, most marvellous of all, they did not have a single puncture in the whole trip. They found Nice "strangely unpeopled . . . but wisely so when the great heat there in July is had in mind," and it was so hot in Turin they could not sleep. I have always imagined that this allergy to summer weather so typical of the period was due to the contemporary insistence on wearing woolly underclothes all the year round, but the whole party caught chills in the mountains, for which I should have thought that we moderns would have had more excuse. However, Max de Martini, born and bred in the Alps, was the only one of them who suffered from nose bleedings.

After this it was only a question of time before the mad English dashed off to follow this Swiss example. I do not know how soon they did it, but at any rate one particular party did not delay beyond 1906, as is proved by the fact that a member of it afterwards published a book describing his experiences. The author of this work, which was entitled *En Route*, indulged in the reprehensible practice of hiding his true identity under a *nom-de-plume*, and called himself Roy Trevor. Unlike "Baladeur," however, whose identity, of course, remains a profound secret, he provided a clue in the book itself, by following which I have established, with very little trouble, that his real name was Mr. W. R. Chadburn. More reprehensible still, he apparently succumbed to the blandishments of his publishers, and clothed the narrative of his travels in a thin fictitious garb, according to which the travellers consisted of two young couples who not only toured Europe but also found Romance. Mr. Llewellyn, however, who, cloaked as usual under the soubriquet of Owen John, reviewed the book for *The Autocar*, was quick to see through that one, remarking that "the figures in the photographs do not quite fit the written descriptions of the heroes and heroines in this book." We journalists are a cagey lot.

However, whatever the photographs may prove or disprove about the crew, they fully confirm Mr. Trevor's (or Chadburn's) claim that the party travelled in a 70-h.p. Mercédès, which is a magnificent vehicle, "fitted with Roi des Belges body, canopy, and glass screen, painted snow-white, edged with green and gold and upholstered in red leather." Moreover, someone in the party displayed a truly remarkable talent for including the car in pictures of the most magnificent mountain scenes. He had, certainly, ample scope for his talent, for in the course of their tour, the Mercédès party crossed the Stelvio, Pordoi, Spliigen, Mont Cenis, St. Gotthard, Simplon, Klausen, Tonale, Rolle, Arlberg, Campiglio, Karer, Pillon, Finstermünz, Mendel, Brenner, Aprica and Brünig passes, "and several others of lesser importance." The car must have had ample power for the purpose, and I envy the party the sensations of pass-storming behind that large low-speed engine. But the Mercédès had a longish wheelbase, and evidently, in common with most cars of the period, a rather poor lock, for, when descending the Stelvio, Mr. Chadburn found that "of the forty or fifty corners . . . I do not think more than eight were large enough to allow of turning without manoeuvring backwards and forwards." For a real improvement in this respect we have, I think, to thank the Italians, whose cars were at this time just beginning to attain to so great a position of prominence that they set a fashion in the motoring world.

To guide him upon his journey, Mr. Chadburn apparently had to rely chiefly upon William Brockedon's *Passes of the Alps*. A copy of this book, with its charming engravings and delightful text, is one of my most treasured possessions; but as it was published in 1828, and gives an accurate account of the state of the Alpine roads as Napoleon left them, it can hardly be regarded as an ideal practical guide for the motorist. Brockedon, however, was about to find a worthy successor, and in 1910 Charles L. Freeston published the classic among all books on motor mountaineering, *The High-Roads of the Alps*. "This book," declared the author, "represents the sum of seventeen years' experience of the Alps"; and, indeed, he had already published, in 1900, *Cycling in the Alps, with some notes on the chief Passes*, an engaging little book which has often made me wish that I had known the delights of the bicycle before the motor car came to make it seem tame. "From the first tour to the last," added Mr. Freeston, "I have felt the need for practical information"; and this he now proceeded to supply in the most conscientious manner possible.

The High-Roads of the Alps, however, is far more than a guide book. To begin with, the author is a man of the most endearing prejudices. He was, for example, an extremely keen motorist. "For generations," he remarks in his introductory chapter, "the traveller among the Alps . . . had to trust to his own legs, or call in the aid of the horse. The one method was slow and fatiguing to himself, the other alike slow and fatiguing to himself and to the animal employed . . . To cross one or two passes by horsed carriage may be endurable, but to make a practice of it is quite another matter; and, as for walking, life is too short for systematic excursions over Alpine roads." The coming of the bicycle, certainly, had opened up new possibilities. "Going upwards [the cyclist] may move only a little faster than the carriage and at the same pace, perhaps, as the walker with a heavy rücksack; but once at the summit the whole aspect of affairs is changed. The walker is left to his uniform tramp, while the carriage is outdistanced in a couple of minutes, and the cyclist may revel in an intoxicating 'coast' of anything from ten to forty miles."

For all that, declares the author, "centred in the motor car . . . are the advantages of all the other methods of locomotion with the disadvantages of none . . . for pure enjoyment there is nothing to compare with pass-climbing in a car." And yet those benighted people the Swiss, instead of realising what a boon the automobile had brought to them, regarded its arrival with undisguised distaste. Running through the book, therefore, there are two themes calculated to warm any motorist's heart: a withering attack upon Swiss *autophobia* with its accompanying railway mania; and an insistence on the fact that Switzerland has no monopoly of the Alps. "There are still vast numbers of people," wrote Mr. Freeston, "who know little or nothing about locomotion in the Alps. They harbour hazy notions on the subject . . . that the Alps are a Swiss monopoly . . . and . . . that the only alternative to scaling a peak by the aid of rope, ice axe and crampons, is to build a tunnel and rush

through it by train." But, "I shall show later how vast a field of Alpine exploration is open to the touring motorist outside Switzerland altogether; such in fact is the main purpose of this volume." In the meantime, "on the subject of the Swiss Passes it is difficult to think, speak or write with patience, so entirely ridiculous and indefensible is the wholesale embargo which the authorities have placed upon automobiles." On their side of the Grand St. Bernard, "the Swiss magnanimously allow the motor car to ascend from Martigny provided it be drawn by a horse!" As an alternative they invariably suggest that you should go by train—rush through one of the tunnels that they have built in fact. As if this was any real alternative! Even on the Brenner, where both road and railway cross the pass itself, railway travellers have little on which to congratulate themselves. "Many people," remarks Mr. Freeston, "may be found ready to declare that the train journey over the Brenner is 'magnificent' . . . It is no wish of mine to detract from any enjoyment which the tourist may derive by taking train from Innsbrück to Franzensfeste . . . but . . . train travellers waste their superlatives on landscapes which, though the best they may have seen, are vastly inferior to those of loftier altitudes."

While the Swiss remained so unreasonable about motor cars, they could expect little quarter from Mr. Freeston. Even their William Tell gets mercilessly debunked. "Altdorf," remarks the author, ". . . is, of course, associated with the name of William Tell, a memorial to whom is a prominent object on the roadside, while a play is annually performed here in commemoration of the exploits of the 'national hero.' The celebration is maintained despite the fact that all the Tell episodes are now regarded as myths, and even his very name has been officially struck out from the school-books in the Canton Glaris." Not even the Swiss ladies, I regret to say, are exempt from insidious comparisons. In the Tyrol Mr. Freeston noticed "some particularly attractive native costumes . . . worn by young women who, in physique and comeliness, are in every way superior to their Swiss sisters." It is a comparison, curiously enough that I have heard made by another well-known motoring writer in very much more recent times.

However, with a certain melancholy satisfaction, Mr. Freeston was already able to see "Nemesis overtaking the short-sighted selfishness of the Swiss villager. Visp . . . was once the centre of a thriving trade in mule transport between the village and Zermatt. The Government desired to build a carriage road, but the villagers foresaw that the business in mules would disappear and vetoed the project accordingly. Subsequently, however, a company obtained a concession . . . to build the well-known railway line to Zermatt, and this the inhabitants had no power to prevent. As a result they were worse off than ever, for there is neither any trade in mules, nor has any new carriage traffic sprung up . . . Visp is now one of the most melancholy places imaginable . . . even the fact that it is at the foot of the Zermatt line brings it no prosperity, the railway passengers . . . simply bundling out of their carriages and changing over to the Zermatt train. In the intervals between train times the place is as quiet as the grave."

Leaving, therefore, the autophobic Swiss to build their tunnels and rush through them by train with their uncomely girl-friends, Mr. Freeston proceeded to embark on a series of comprehensive Alpine tours, which covered the remaining ground from Nice to Vienna. He went as a rule in a delightfully stark two-seater Daimler with no windscreen, and when he came back he produced a guide of the utmost utility as well as charm. More than a decade later, when I began to follow in his footsteps, I still found the itineraries and road information in *The High-Roads of the Alps* of the greatest practical value. To this day, moreover, there are passages that bring back an ineffable nostalgia for the Edwardian days of motoring. "The proper way to mount a lofty pass by car," for example, "is undoubtedly with the throttle lever only half advanced, selecting one's gears accordingly." Or again, "on a long descent the changes could be rung from one brake to another, for the sake of coolness, but with a general preference in favour of the hand-brake, assuming that it acts on the rear wheels; and these, by the way, should be watched by the rear passengers, with a view to detecting smoke or the smell of burning oil." *Watched*, mind you; they could actually *see* them!

In 1911, the year after the appearance of "The High-Roads of the Alps," the Austrian Automobile Club, realising what a treasure they had on their doorstep, organised the first International Alpine Trials, and the day of the "early motorists" was over in the Alps. Those first Trials bred the "Alpine" Austro-Daimler, a delightful small car with a side-valve, four-cylinder engine of 80 by 110 mm., bore and stroke. After an unfortunate interlude, on which it would doubtless be accounted *lèse majesté* to enlarge, the 1913 Trials produced the "Continental" Silver Ghost Rolls-Royce. Since then, a series of Trials, more usually now, for political reasons, in French than in Austrian hands, have shown up the merits and defects of a whole series of motor cars; and if I was unable to choose a model which had won the Mille Miglia or the Grand Prix d'Endurance, I would sooner entrust my fortunes to a type that had dominated a severe series of Alpine Trials than to any other.

IN MINIATURE

UNDER this heading recently we commented on, amongst other fascinating miniatures, the rubber-driven "Penguin" toy cars. Now we have come upon the same maker's smaller, clockwork-driven "Minic" replicas of such cars as Rolls-Royce and Daimler sedancas, Daimler sunshine saloon, Bentley, Daimler and Rolls-Royce tourers, Vauxhall tourer and cabriolet and Vanguard, Morris-Oxford, Wolseley "6/80," Bentley, Rolls-Royce, Austin Sheerline, Chrysler, Ford, Studebaker, Austin A40 and A70 and Hillman Minx saloons. There is also the series E Morris Eight saloon and its fellow (which in real life makes neighbours owning the former so jealous) the Morris Minor saloon. These little replicas are reasonably realistic generally, with some particularly good ones, like the Morrises, amongst the range; they measure from 3½ in. to 5⅜ in. in length. There is also a 9⅝ in.-long Vauxhall coupé for towing a 4¼ in. caravan! We were impressed with the strength of these "Minics" and the effectively sedate speed at which their clockwork drives them. The full list is available from Lines Bros., Ltd., Tri-ang Works, Morden Road, Merton, London, S.W.19, on mention of MOTOR SPORT.

News reaches us of an interesting model which Victory Industries (Surrey), Ltd., of Guildford, are producing in conjunction with the Nuffield Organisation. This is a model Morris Minor, 8½ in. long, driven by a tiny electric motor energised by a cheap torch battery. The appearance is said to be most realistic and such items as real Ackerman steering, removable hub discs, detachable wheels and rubber tyres are included. Nuffield claim a range of about 2 miles on one battery. This move towards the larger commercial replica is one we have advocated for many years and we hope Victory Industries will follow up the Minor with a racing-car model, like the one-time clockwork P2 Alfa-Romeo. We hope soon to "road test" one of the former.

Finally, leaving commercial models, C. Posthumus has made a fine job of completing the ⅛th scale Napier-Railton. The chassis of this model was made before the actual car, *circa* 1933, and showed the double rear cantilever springing, Napier "Lion" engine, radiator and transmission. Most realistic wire wheels were fitted, shod with model tyres specially made by Dunlop. For years this chassis was retained by Cobb and then Derek Dent persuaded him to part with it and commissioned Posthumus to fit the body and remaining details. Thus there exists an attractive, quite large model of the famous car that holds the Brooklands lap-record. This is all the more pleasing, in view of the fact that the film people have altered considerably the lines of the real car.—W. B.

THE TRIALS STAR

The following were the first ten places in the British Trials Drivers' Association's "Star" Competition as at June 6th:—

	Marks	*No. of Events*	*Average*
K. Wharton ...	25	1	25.0
D. Cotton	25	1	25.0
C. Bold	71	3	23.6
M. Wilde	63	3	21.0
G. Mosby	63	3	21.0
N. V. Terry ...	41	2	20.5
R. Faulkner ...	20	1	20.0
R. W. Phillips ...	20	1	20.0
V. Biggs	39	2	19.5
T. C. Harrison ...	77	4	19.2

There are 45 competitors in this 1950 competition.

IN THE AMERICAN MANNER

A Discourse on the FORDS: 1926 Model T, 1930 Model AF, 1934 Model BF, and the V8

Even the bread-and-butter cars can be of unusual interest as you learn more about them. In this article that staunch Ford-fancier, John T. G. Rooth, tells us of these cars, with particular reference to the larger four-cylinder models, so many of which are still doing good hack-service on our roads.—Ed.

TO those who appreciate a large, slow-revving motor, with a tractor-like beat to its exhaust, a carburetter with dash-operated adjustment to its main jet, a lighting system without fuses, and a sturdy, accessible engine and chassis, a turning circle worthy of a taxi, and a ground clearance of 9½ to 10 inches, I can recommend the 14.9-h.p. Model AF Ford (or Model A 24-h.p., with higher axle ratios) of 1930.

There are still plenty about, mostly converted to light trucks and available today for about £60 to £80. They possess a track of 4 ft. 8 in., and a wheelbase of 8 ft. 10 in. The springing is transverse, the tank is in the scuttle, and they'll travel over fields and rough roads without protest.

Plentiful spares are obtainable at most Ford main dealers, whilst replacement engines are still being offered in the motoring journals.

My own AF Series Ford, bought in 1945, in practically showroom condition with a genuine 7,000 miles only on the milcometer, has since covered thousands of miles with the greatest reliability and comfort. Seating is high by modern standards. Visibility in consequence is good.

The windshield opens, both mudguards are visible, the gears are quiet and as easy to change as shearing butter. Steering is accurate, with mild self-centering action; the brakes are reasonable, but the adjustments are a bit crude and naturally do not give the velvety titanic grip of the Lockheed system!

Petrol consumption is 23-25 m.p.g. and oil 3,000-4,000 m.p.g.

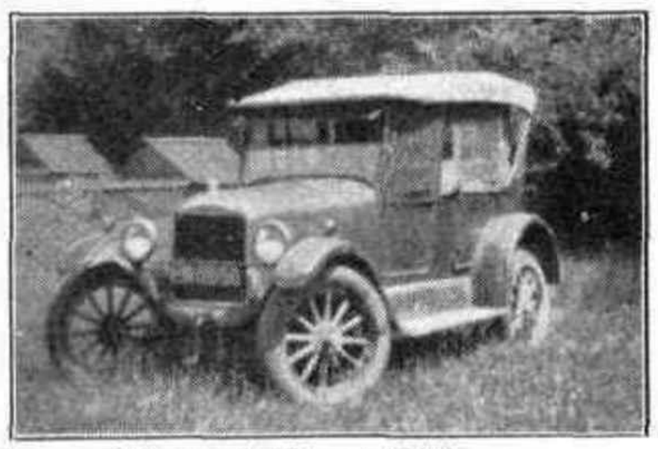
Suspension, since fitting Rotoflo dampers to the front axle, and having the rear dampers reconditioned by a firm in Leicester, is wellnigh perfect. A solid ride is given, with no fore or aft pitching, whilst side-sway is non-existent.

The lighting system might be more powerful with advantage, and the lamp connections need watching for corrosion, which is usually the trouble if the lamps do not always come on when requested. Fumes are non-existent. Interior heating good, due to the exhaust pipe leading down near the driver's right foot.

Maximum speed is not above 58 m.p.h. on top, 35 m.p.h. on second gear, but you've got to drive one of these cars for 250 miles to discover what a good average can be put up behind a non-pinking, low-compression engine that seems loath to come off top gear.

In 1933 appeared the BF Series (14.9 h.p.), developing 42 b.h.p. at 3,400 r.p.m., against the 28 b.h.p. at 2,800 r.p.m. of the Series AF.

This car has a double-drop frame, with the springs mounted in front of the front axle and behind the rear axle. The petrol tank is at the rear and the gears are synchromesh.



The author's model-T.

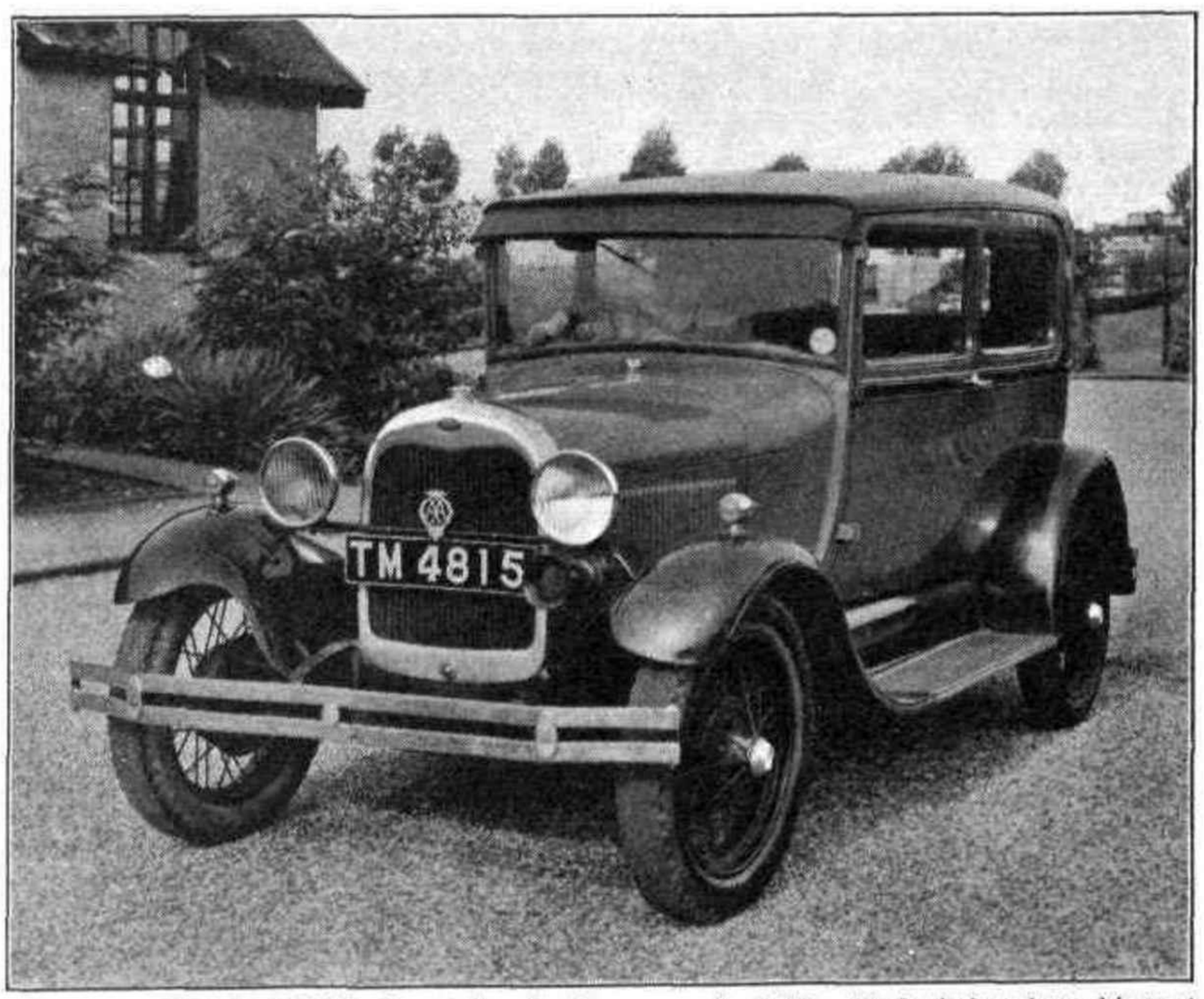
I bought one of these in 1938 for £10, and it gave good service. Compared to the "AF" it is a faster car with a far better steering gear (cam and lever), better suspension with less movement in it, and a smoother engine mounted on rubber blocks, with a shock-absorber device to allow for engine movement without it being transmitted to the chassis frame.

The engine in my car had not the pulling powers of the "AF" once the revs. were lost, and tended to pink on commercial petrol, and ground clearance is less. Seating is lower, with a shallow screen, and visibility therefore not so good.

Then comes the V8 built originally in 1933 into the B-type frame, and far too fast for this chassis and braking system. By 1936 this car had the frame it deserved, with centre-poise engine mounting, and its performance was *terrific*.

A 1-in-8 hill, a mile long, could be attacked at 15 m.p.h. and you went over the top at 48 m.p.h. Steering was good, but still the brakes lacked realism for an 80-m.p.h. car.

The particular car I remember so well went out to Iran for three years and performed well in the deserts, without trouble. Its owner has now bought a V8 French Ford-Vedette of 22 h.p., with Lockheed hydraulic brakes, and a very nice job this seems to be.



HENRY FORD'S IDEA of motoring for the masses in 1927. He had shut down his vast factories early that year to tool-up for production of a new Ford to supersede the immortal model-T. In December, 1927, the event the world had awaited occurred—the new model-A was announced in a five-day series of full-page advertisements in 2,000 American daily newspapers. A 14.9-h.p. version, seen here in saloon form, was soon introduced for export purposes and put into production at Dagenham. Altogether well over 20,000,000 model-A cars were made. To-day they may suggest practical transport for those of our readers who are usually referred to by that rather unfortunate appellation "impecunious enthusiasts."

Finally, there were my Model T, two-speed Fords, the Model T known as the "Flivver," or the "Flying Bedstead," beloved of all who handled this high-built car of the millions; the joke-car of the music-hall; the jest in the early custard pie comedy films.

I learnt to drive on a Ford in 1921, and, in 1933, I bought two Model Ts of 1925 and 1926 vintage, for £5 the two!

They were for use on the farm towing poultry houses, but one was licensed and put in order for the road, and this car covered thousands of miles with great reliability for five years, after which, having no further use for it, its engine was taken out and used for a chaff-cutter!

It never got ditched or bogged thereby, as by judicious use of the epicyclic gears it could rock itself to and fro until it came out!

A man who handled a Model T, with its foot-operated gear pedal (and separate reverse pedal, which could be used as a brake), would soon learn to play a cinema organ!

Care had to be taken to remove the low-tension trembler-coils in damp weather and store them overnight in the kitchen, whilst the commutator, with its greasy (well covered with insulation tape) wires near the front end of the crankshaft, was a source of mystery to many of us.

Firing was apt to be very irregular and "going on to three" often occurred if this system, or the coils, got out of gear.

Steering was always vague, and the car apt to lurch without warning; the lamps used suddenly to go orange, due to violent shorting of a bare wire on the chassis frame. The car vibrated and rattled like an early jazz-band, but when it did this it was always "full of go."

Gear bands and foot-brake wore for long distances if a good lining was obtained in the first place, although, due to being parked out in the open in all seasons, starting in my case was apt to be a little uncertain from cold; when she did start, one had to beware, as, with a feeble hand-brake, coupled with "band-creep" in the gears, the old lady tended to push one against the nearest wall, and there were no dumb-irons or bumpers to save one from an unpleasant end!

To obtain the best results from all Fords use a light "20"-viscosity oil, and with the early ones *retard* the ignition lever before starting operations!

Letters from Readers

(*Continued from page* 348.)

compulsory in order to observe the Brooklands silencing regulations of the period and these regulations were also, in most sports-car races organised by the R.A.C., imposed.

To confirm this I rang up Mr. Charles Goodacre and he told me that my observation was quite correct and, further, that the small diameter tail pipe reduced the power output by from 5 to 8 per cent.

I think that the standard production "Ulster" as distinct from the works cars, used a slightly larger tail pipe.

I am, Yours, etc.,
H. Biggs.

* * *

Sir,

With reference to your article "Busman's Holiday," Mr. M. W. L. Goodson, of Jedburgh, drove *his* C-type Aston-Martin at St. Andrew's last summer. The car, which has frequently competed in hill-climbs here in the north without much success (high gearing and heavy chassis?), really came into its own on the sand, coming in third in the 10-mile handicap out of 23 starters. Unfortunately it suffered from overheating in the 30-mile race, due no doubt to the headlamps being mounted directly in front of the radiator. The car itself is "off the road" at present, having dropped a valve into one cylinder and bent its camshaft into the bargain.

I notice in your advertisement columns several Lawrence flat-twin engines for sale. Having obtained one of these (£5 from a dealer, complete with charging plant), I wonder if any of your readers could enlighten me as to how to fit a clutch and gearbox or some type of motor-cycle sprocket to connect on to a motor-cycle gearbox. Personally I do not think it can be done except at phenomenal expense.

I am, Yours, etc.,
Ted Paterson.

Edinburgh, 9.

Sir,

I have read with great interest, not unmixed with nostalgia, the really excellent article on l'Automobile Hispano-Suiza by Mr. Kent Karslake.

My first introduction to this unique motor car was in 1933 when, as an engineering student in Paris, I had the privilege of working for one year at the Hispano-Suiza factory at Bois Colombes.

In a corner of the yard there rested five or six elderly Hispanos and I coveted a 37.2-h.p. coupé-de-ville by Kellner dated about 1920 which would be an open car for me (in front) and a closed one for less hardy passengers (in the back).

More or less as a joke I asked one of the senior salesman (Prince Poniatowski) what they wanted for it. H.R.H. shrugged his shoulders and said how about 2,500 francs, at that time, about £25! Within five minutes I thus became an Hispano-Suiza owner.

Oil was changed, carburetter cleaned, fuel replenished, radiator filled and I drove off for nine months of motoring that was quite out of this world. Apart from petrol and oil I literally never spent a penny on this car and never had to change a wheel. Petrol *was* rather expensive—12 m.p.g.—so I teamed up with some friends as share-paying passengers for long trips. We went to Montlhèry, Rheims, Dieppe, Le Mans, Chateau Thiery hill-climb—how lucky I was then; every moment at the wheel of that car was an active and real pleasure. Only two cars have I subsequently found that were as handy as the Hispano in traffic—F.I.A.T. Topolino and Lancia Lambda. I could ramble on for pages about this grand motor car but must stop.

One final story: a year or two after I re-sold my Hispano to the Company (dropping about £5) I was connected with the concessionaires in Great Britain for the marque and frequently handled the push-rod six and twelve-cylinder models. They were magnificent cars *but* had not that indefinable something associated with the earlier 45, 37.2 and 27-h.p. The servo brakes on the 12-cylinder certainly were fantastic and the first time at the wheel of this car I made a fool of myself by exerting normal pressure on the brake pedal, throwing my passenger forward and producing two black marks on the road. The secret was this: exactly the same pressure on brake and throttle pedals produced the same effects in reverse, in other words hard down on either banged you in the back or flung you forward and delicacy was called for.

Perhaps one day I shall be able to drive a real motor car again, though never for £25.

I am, Yours, etc.,
Peel Common. Anthony Dunhill.
Lieut.-Commander (L), Royal Navy.

* * *

SPARE OUR BLUSHES

Sir,

I think that there is due to our leading motoring press the congratulations and thanks of many thousands of motorists for the part that the press has played in obtaining a remission of petrol rationing. We do appreciate the good work that is being put in on our behalf by the motoring press, and I am sure that I speak for many thousands when I offer to you, Sir, our gratitude.

Now there comes the next tussle—to obtain a standard licence. May we, the motoring public, put in a strong plea to you to use your great influence to obtain for us a fair licence for all classes of cars. It is certainly hard on us users of older types of cars to be penalised by a 25s. h.p. tax, whereas the possessors of newer cars are only called on to pay £10 per annum. We, the motoring public, look to you to fight our battle for us, as you have done to obtain free petrol once again.

I am, Yours, etc.,
H. Marshall, *Director.*
G. T. Foulis & Co., Ltd.

BOOK REVIEW

"British Road Racing," by John Dudley. (56 *pp.*, 2*s.* *Ian Allen, 282, Vauxhall Bridge Road, S.W.*1.)

This little book is somewhat out of date and contains nothing particularly new, and the maps of our circuits have obviously been taken from programmes, but the photographs of well-known cars are excellent and worth the two-bob.

Dudley Noble still publishes his *Milestones* quarterly, that for the second quarter of 1950 being devoted to taking your car abroad.

RACING AT WHITSUN

THE Whit-Saturday Goodwood Meeting of the B.A.R.C. attracted a relatively small crowd, perhaps on account of memories of the Silverstone congestion of a week earlier, possibly because of the Derby. The atmosphere of pre-war Brooklands was most enjoyable and the Sussex constabulary were ready and willing to exercise skill in coping with traffic congestion, should it have arisen.

The main attraction of the meeting was the 500 International Trophy for Formula III cars, to be run in two seven-lap heats and a 15-lap Final. Announced as the greatest Formula III event yet staged in Europe, this event was rendered International by the entry of three Scandinavian Effyhs, to be handled by Ake Jonsson (Swedish champion), Eiler Svensson and Nils Gagner. These cars have rear-placed J.A.P. engines, Jonsson's with alloy barrel, and front i.f.s. by rather frail-looking transverse leaf springs, two four-leaf at the top and two two-leaf at the bottom on each side, carrying the king-pin assemblies. The brakes had six forward-facing air scoops and six rear-facing extractors on each back-plate. All three cars had crash hoops. The tender car was a smart drop-head D.K.W.

Paul Emery appeared in the first heat, bearing only the slightest traces of his sensational Silverstone inversion. Alas, the front-drive Emeryson lasted only a short distance, after a fine getaway. Brandon's Cooper-J.A.P. led throughout to win by 1.4 sec. from Peter Collins' Cooper with "double-knocker" Norton engine and Dennis Poore, trying his hand, and very ably, in the hastily-Robin-Jackson-prepared white Parsenn-J.A.P. Eric averaged 75.92 m.p.h. and lapped at 76.73 m.p.h.

We were treated to another stirring rolling-start conducted by John Morgan from a J2 Allard driven by Sydney, as the second heat went into action. Parker led for a lap, but after three laps Dryden's Cooper-Norton was comfortably ahead of Whitehouse's Cooper, also Norton-powered, Parker third. The Rhiando retired and we were treated to a duel between the leaders, ending in "Curly" Dryden beating Whitehouse by 3.2 sec., at 75.24 m.p.h. Parker kept third place. Aikens, hero of Silverstone, didn't seem entirely happy, but scored fastest lap in the Iota, at 76.33 m.p.h.

While the 500 c.c. machinery was being prepared for the £200 Final, two five-lap handicaps were contested. The first was won by de Lissa's ex-Brooklands M.G. single-seater, supercharged these days, at 73 m.p.h., from the 1 min. 45 sec. mark. 2.8 sec. later E. J. Haesendonck's blown PB M.G., most professionally handled, crossed the line, with Tony Rolt in the beautifully re-vamped 1½-litre Delage, Wade blower howling, a fast third. Shawe-Taylor's B-type E.R.A. lapped at 86.23 m.p.h., from scratch. Shame that the R.A.C. refused this E.R.A. and Delage for Silverstone! Peter Clark had his Vanguard-H.R.G. out of hibernation, but as usual it preferred to rest. Ruddock's re-bodied Meadows-H.R.G. soon motored out of sight of all opposition from the 1 min. 32 sec. mark in the next race, winning by 15 sec. at 71.95 m.p.h. from Byron's beautiful-sounding "2.3" G.P. Bugatti, which seemed to have a bit of a squeeze to pass the third car home, Haesendonck's re-handicapped M.G. Jason-Henry's Delahaye lapped at 78.11 m.p.h. Hern's Amilcar broke bits of its box of gears.

Came the 500-c.c. Final, in which "Curly" Dryden (Cooper-Norton) drove with his head as well as other extremities, leading throughout to win magnificently, at 77.23 m.p.h. from Collins' Cooper, which, "double-knocker" notwithstanding, just couldn't pull out the extra horse needed for passing; 6 sec. separated them at the finish. Lots of cars retired, and Leonard cannoned his Cooper off the Parker Special at Woodcote, putting himself temporarily in hospital and the Parker on the grass with a broken suspension arm—unlucky Donald! Aiken trailed a front shock-absorber, which ruined controlability and brought out the Black Flag. Robin Jackson was, meanwhile, unsuccessfully asking for this flag for Poore, because the Parsenn had shed its exhaust pipe and was expected to catch fire. It duly did so, Brandon politely indicated to Dennis that he really should cease motoring, and the car was driven into the Paddock, where it went up well and truly, Poore escaping with scorch marks on his wind jacket and a sweep's face. He told me the extractor effect of the pipe is so pronounced that he was down 800 r.p.m. after it fell off. John Cooper's Cooper-J.A.P. annexed third place and Dryden made fastest lap, at 78.98 m.p.h., going home with a fine cup, the historic Andre Trophy, and £220 of Mr. D. M. Glover's generous prize money. None of the Scandinavians attained the Final.

The final handicap saw de Lissa re-handicapped to 1 min. 0 sec. from 1 min. 45 sec., yet still the winner, the M.G. averaging 76.06 m.p.h. this time. Very close behind came the Dunham Alvis, with Rolt's Delage third, after a lap at 84.7 m.p.h. I can assure you I shall attend the next of these enjoyable Brooklands-style meetings on September 30th—the International day.

On Whit-Monday a crowd estimated at 15,000 saw some good racing at Blandford. The West Hants and Dorset C.C. catered for a variety of tastes. The programme opened with an all-Cooper 500 c.c. 16-mile heat, won calmly and convincingly by "Curly" Dryden, who was using the same Norton engine as he had at Goodwood. He averaged 72.56 m.p.h., and was followed home by Headland's Cooper-J.A.P. and Westcott's Cooper-J.A.P. He also made fastest lap, at 75.17 m.p.h. The second heat was spoilt by having ten non-starters, including the three Arengos and the Rhiando. Alf Bottoms won in his J.B.S.-Norton, at 75.22 m.p.h. (best lap 77.12 m.p.h.), from Collins' Cooper-Norton, and Brown's Cooper-J.A.P.

Next we had a 48-mile Production Car Race. It was interesting as the first of several which will be run at various venues this season. Once upon a time the sports cars which competed in club catalogue-car contests were nothing like so potent, as a rule, as those you saw in the T.T. This year production-car regulations have stabilised, and so each race will produce much the same cars and at the end of the season we can assess the merits and demerits these races reveal and tell our cousins overseas just what to spend their dollars on. Round one, at Blandford, was a Frazer-Nash benefit (shaft-drive Le Mans Replica pattern, of course). Donald Pitt drove Newton's silver car a length or so behind Tony Crook's red car until a locking brake literally retarded the latter on the last lap, allowing Pitt to win at 76.33 m.p.h., to his rival's 75.85 m.p.h. He also made best lap of the race, at 78.84 m.p.h. In the unlimited class Allards blotted copy-books. Sydney's J2 retired with a blown gasket after a broken cylinder head stud had let out the very necessary cooling water. At that time he hadn't passed the Frazer-Nashes. Farquharson did his best, tyres protesting, in an Allard coupé, but only covered 14 of the 15 laps, and Clarkson, a letter in his pocket from the organising club saying he would be allowed to race his J2 Allard on "Wyresoles" re-treads, was not allowed by the scrutineer to do so. A "Silverstone" Healey driven by Charles Mortimer, and very well-driven, too, was third, at 72.61 m.p.h., leaving behind the sister models handled by Masters, Watkins, Anderson, Sir Francis Samuelson and Onslow-Bartlett—the last-named not cornering so fast as he used to do in his Mercury. The 1½-litre class saw Jacobs' TD M.G. spring a surprise and win at 68.36 m.p.h., beating Thompson's and Buncombe's 1½-litre H.R.G.s (68.1 and 65.65 m.p.h., respectively). But it was a close thing, for Thompson was delayed by motoring off the road. He did make fastest lap, at 70.22 m.p.h. Jacobs slid his corners beautifully and the answer to sceptics who queried whether this TD was standard seems to be that it was, but tuned to the third-degree of M.G. hot-rodedness, as listed in their urge-manual.

Every 1,000 c.c. unblown racer present came out for the Lombard Trophy 32-mile race. High-light was the way in which Eric Winterbottom made up time after a pit-stop early on, to come through the field in his Cooper-H.R.D. to third place, at 71.77 m.p.h. Meanwhile, Green's sister-car had won at 76.62 m.p.h. from another, driven by Martin (74.6 m.p.h.). Eric made fastest lap, of course, at 81.69 m.p.h. Treen's methanol-exuding Riley went impressively on a 10 to 1 or so compression-ratio, finishing fourth, ahead of Filer's M.G., a lap behind and, this surprises me, Richardson's Riley, two laps behind.

The 500 c.c. Final, over 64 miles, was fraught with thrills. Dryden pushed his way through baulks in a manner that stopped our heat-beats and sent the

timid on to the grass. He was black-flagged—for a loose bonnet. Continuing without it he couldn't make up the time lost so the Champion of Goodwood had to give best to Alf Bottoms, who has graduated from the Speedway, and whose J.B.S.-Norton won convincingly, at 76.62 m.p.h., from Collins' "double-knocker" Cooper-Norton and A. E. Brown's Cooper-J.A.P. I *say*, Surbiton! There were incidents, naturally. The best concerned David Brake, who appears to be a rather wild young man, and whose Cooper bent its front during a heat and in the Final seized its transmission, caught fire, and was run into by Reece's Cooper. This resulted in a vast Army ambulance and gargantuan Army fire-engine toiling down the course, drivers coming on this scene and the accompanying forest of yellow flags quite losing heart, for a major disaster could be expected ahead, especially when another Army vehicle decided to go along too. Some, like Brown, being still in the money, hurried by these 20 m.p.h. obstructions. Actually, 'twas a lot of bother about nothing very much. Bottoms made no mistakes and best lap, at 77.95 m.p.h.

The meeting closed with the 64-mile Formula II Blandford Trophy Race. The obvious winner was Shillito's Riley, until the back-axle broke. Then Lund, uncomfortable but very fast in the Skelly Lea-Francis Special with the modern 1,674 c.c. engine, went out ahead, Dryden having several pit-stops in his shortened Healey and Merrick's 1,096-c.c. Cooper-J.A.P. trying hard, only to have trouble at the very end, letting Shattock's Atalanta, now with 1½-litre modern Lea-Francis engine, which sounded a bit sick at high revs, into third place. Lund averaged 77.7 m.p.h., Dryden 70.48 m.p.h., and Shattock 69.79 m.p.h. Lund and Merrick tied for fastest lap, at 79.73 m.p.h.

There was a holiday-cum-free-petrol spirit abroad, and I noticed some amusing vehicles. A 1923 Calcott two-seater and an 11.9-h.p. Lagonda motored majestically to the official car park, wherein were Barker's 1909 Napier and somebody's six-cylinder Belsize tourer, while an aged Austin Twelve fabric saloon was ably conducted about by a lady driver. A happy holiday.—W. B.

* * *

AFTERMATH

We have received the following from the Blandford organisers:—

"The prize for the first car in the under-1,500-c.c. class of the Production Car Race has been awarded to E. Thompson, who drove an H.R.G. Inquiries have shown that the shock-absorbers fitted to the "TD" M.G. driven by R. W. Jacobs were non-standard, inasmuch as the type used had not been fitted to enough cars to comply with our regulations. We should like to make it clear that there is absolutely no reflection on Mr. Jacobs. The car was prepared for the race by the manufacturers for Mr. Jacobs. They overlooked the fact that the shock-absorbers were not the usual type. When the car was scrutineered, it was agreed that the car would run, but that the question of any award would be held in abeyance until we had heard from M.G.s.

"D. F. Truman also asks us to explain that in the final of the 500-c.c. race he did not retire on the 14th lap, but was still running when the race ended."

RAYMOND MAYS MAKES FASTEST TIME AT SHELSLEY WALSH

Outstanding Runs by Poore, Wharton and Betty Haig

AT the Shelsley Walsh Meeting on June 10th the sun shone so strongly that the tar on the road melted and fast times were impossible. What with sun-tops, bare midriffs, shorts, and weird head-coverings, quite a "Freiberg" atmosphere prevailed. Curiously, in spite of plentiful petrol, the crowd was about the smallest we have seen at Shelsley—can it be that circuit racing is depriving sprints of their public?

The M.A.C. is rather hard on the Press, too. We again heard the telephone service criticised and for our part we object to being made to leave the road and climb hundreds of steps to reach the Press tent, an hour before the climb is scheduled to commence. Spectators can tarry on the lower reaches of the hill if they feel overcome, but not so the Press reporter. Has Leslie Wilson tried carrying *cameras* up those steps? And can he give us a good reason for causing his marshals to enforce this seemingly dictatorial rule? In the heat of June 10th a lift in the Bristol that continually went up and down the course would have been appreciated—but was refused.

* * *

The racing was really quite interesting. In practice Ken Wharton had achieved the fantastic time of 38.38 sec. in his unblown Cooper 1,000. Raymond Mays' new sprint car being, like the B.R.M., unready, he was forced to rely on his 2-litre E.R.A. And Joe Fry, car-record-holder in 37.35 sec., was all present and correct in the Freikaiserwagen.

The "500s" had their go first, Jeremy Fry's Parsenn being appreciably quicker than anyone else, in spite of a nasty slide out of the "S." Peter Collins' Cooper was second, the Tiger Kitten third. Good climbs were made by Truman, Beardshaw and Cutler.

Naturally, Wharton was master of the 1,100-c.c. class, his time of 39.89 sec. being fastest of all in the first half, and a really vicious skid on the approach to the "S" must have slowed him considerably. Instone's nicely-constructed Djinn was next best, followed by Spollon's Merton Motors—which is Morgan followed by G.N. Symonds had a busy time in his Austin, whose ex-Lightweight engine seems "too fast for chassis." Heinrich's J.A.P.-engined A.C. Special bent a valve in practice and appeared to repeat the process during its climb, which it finished behind a Jeep. Then Joe Fry launched the Freikaiserwagen but he couldn't have got it quite straight, for it mounted the left-hand bank not far from the start and rolled over, destroying some of its non-detachable wheels. Joe cut his hand but was otherwise more disgruntled than damaged. John Bolster gleefully told us over the public address that when asked by a nurse would he like some *sal volatile*, Joe remarked that he'd prefer a brandy and soda! After this unhappy episode (the crash, not Joe's choice of drinks!), Betty Haig, braking rather hard for the "S," gave an exceedingly polished exhibition in her Cooper 1,000, clocking 43.74 sec. On her second run she reduced this to 43.31 sec., vanquishing Joy Cooke in Wharton's Cooper 1,000 by 0.84 sec.

Walker's E-type E.R.A. notched up another non-start in the 1½-litre class, where Richardson's B.R.A. was easily fastest, brakes in demand after a very fast approach to the "S."

So to the 3-litre class. On his first run Raymond Mays looked slow through the "S" and his 40.23 sec. left him at the mercy of Wharton. However, he was the old Ray on his second run, clocking 38.61 sec.—and didn't the "Shelsley regulars" appreciate it! The class was otherwise dominated by some splendid Bugatti ascents—Stubberfield, and Willment in the ex-Ayrton car he has recently acquired and which he drives so well, being 2.9 sec. and 3.17 sec. slower than Mays, respectively. Which rather proves Ray the master here, doesn't it, for the course was slippery and the faster your car the more you can slip!

Davenport got a great reception and his Spider, looking less hectic than usual, nevertheless clocked 42.38 sec. to win the Shelsley Special Award. The next question was, could Dennis Poore beat Mays? On its first ascent the big Alfa-Romeo clocked 40.98 sec., including some trials-motoring on the grass out of the "S." Next time up Poore made no mistakes, but his beautifully polished climb in this quite unsuitable car was 0.25 sec. slower than Mays. McAlpine's Maserati was second, Norris' A.N. Special third, but perhaps Lloyd-Jones stole their thunder. He made one ascent in his new car—a four-wheel drive, rear-engined special, the engine being an unblown 21¾-litre Rolls-Royce "Kestrel." The possibilities of oversteer are immense, and the time of 46.63 sec. creditable under the circumstances. Alick Pitts did a brave 43.8 sec. in the Triangle-Skinner. Poore, McAlpine and Richardson took the Team Prize, and Mays leads the R.A.C. Hill-Climb Championship.

The ten fastest were:—

Raymond Mays (E.R.A.)	...	38.61 sec.
R. D. Poore (Alfa-Romeo)	...	38.86 ,,
K. Wharton (Cooper)	...	39.89 ,,
K. McAlpine (Maserati)	...	39.95 ,,
P. J. Stubberfield (Bugatti)	...	41.57 ,,
J. Willment (Bugatti)	...	41.78 ,,
B. H. Davenport (G.N. Spider)	...	42.38 ,,
J. Fry (Parsenn 500)	...	42.43 ,,
G. N. Richardson (B.R.A.)	...	42.57 ,,
B. Spollon (Merton Motors)	...	42.63 ,,

If you study this list you will see who were *really* outstanding!

PRE-WAR E.R.A.s DOMINATE I.O.M. British Empire Trophy Race

Bob Gerard Wins in Masterly Manner at 70.05 m.p.h. Oscar Moore Victorious in his O.B.M. in Manx Cup Contest, after Retirement of Cooper 1,100s

THE B.R.D.C. races in the Isle of Man on June 15th produced very good sport. In particular, the 12th British Empire Trophy Race, won by Bob Gerard, was a most interesting event.

Practice was enlivened by an unhappy episode involving the ever ill-fated E-type E.R.A. Peter Walker intended to take it for one fast lap only but it thought otherwise and broke a drive-shaft. This put it out of control, the tank burst and the fuel caught fire. Peter jumped for it and broke his ribs, fractured his wrist and suffered severe shock. The car, happily insured, burnt so furiously that the course fire-engine ran out of extinguishers and a hedge caught fire as well, almost involving a house. Walker is believed to have said "This is the dreaded end!"—so that seems to be the end of one E-type E.R.A. Whether he will be able to drive a B.R.M. on August 26th is, alas, open to doubt.

The Manx Cup Race, over 18 laps of the real road course the I.O.M. provides, had an interesting field. Baird's 1,096-c.c. M.G. had a two-stage blower system hung between the front dumb-irons but it seemed to be giving trouble. Meyer had the all-enveloping H.W. Alta, Potts had cut cooling apertures in the tail of his Cooper 1,000, Brandon had an overload tank in the nose of his 1,098-c.c. Cooper, Reece's 2-litre Riley had Tecnauto i.f.s., and Shillito's 2-litre Riley its normal, strut-damped front axle. Lund, whose Lea-Francis had been suffering from excessive fuel pressure, dented its radiator cowl when it bumped Culpan's Frazer-Nash ever so gently in the pit area.

As they lined up on the famous I.O.M. grid, Graham, John Cooper and Eric Brandon in the front row with Cooper 1,000s, oil was added to the O.B.M., Brandon checked his wheel nuts for tightness.

The start, when it came, was ragged. Bolton's Alta was left behind the grid, and Tyrer's B.M.W. and Shillito's Riley stalled, seriously baulking Clark's Vanguard-H.R.G.

Brandon made no mistakes and built up a great lead. Graham was second, Moore's neat O.B.M. third, followed by Jacobs' blown 1,086-c.c. M.G., Culpan's "Le Mans" Frazer-Nash, due to be flown to Le Mans that night, Dunham's Alvis, Lund's Lea-Francis, Potts' Cooper, Clapp's H.R.G., Meyer's Alta, and Clark's misfiring H.R.G.

Another lap and Brandon, chased by John Cooper, had established a commanding lead from Moore and Jacobs. Lund had dropped back a bit, Baird had retired and Graham visited his pit. After three laps, Bolton had retired, Reece had gone into his pit and Jacobs' M.G. sounded unwell.

On lap six Shillito picked up a place on Dunham and a lap later had passed Culpan—making up lost time with a vengeance! De Lissa's M.G. was sick and we noticed an occasion when Cooper was baulked by Meyer and Jacobs, both in sick cars. J. C. C. Mayers' Lester-M.G. was going well but was later delayed with blower-belt trouble. The leaders kept the same order, but on lap nine Cooper's Cooper retired while in second place, putting the O.B.M. and Shillito's Riley respectively second and third. Then a lap later Brandon's engine gave a faint suspicion of a misfire and, sure enough, on lap 11, his Cooper sheared its magneto drive—the question, will the Cooper 1,000s last, had been answered.

Moore, driving beautifully, now had the lead in the businesslike B.M.W.-base O.B.M., and he retained it to the end, winning at 66.66 m.p.h.—time 1 hr. 2 min. 51 sec. He won by some 1½ miles, for it was 72 sec. before Shillito came over the line in second place, the Riley averaging 65.41 m.p.h. Culpan's 1949 Frazer-Nash failed to catch the home-brewed car of Moore or the old Riley, but came in third, only a second behind Shillito, at 65.39 m.p.h. Lund's Lea-Francis seemed to have braking difficulties towards the end, Culpan only changed down when he was through Onchan corner, and going into this corner Dunham motored momentarily on the pavement on one occasion. Tyrer's cornering here was particularly pleasing to watch and it was surprising that his B.M.W. was no higher than fifth, behind Dunham's very game Alvis.

Results

1st:	Oscar Moore (1,971-c.c. O.B.M.)	66.66 m.p.h.
2nd:	G. S. Shillito (1,988-c.c. Riley) ...	65.41 ,,
3rd:	N. R. Culpan (1,971-c.c. Frazer-Nash)	65.39 ,,

The British Empire Trophy Race, over 36 laps, which followed, proved one of the best races we have watched for a long time. Pre-start interest was provided by de Graffenried's F.I.A.T. "1,400" saloon with many badges, including an R.A.C. badge, and an I.O.M. flag on the seat. "Bira" arrived driving his Maserati in a lounge suit—it had been rebuilt overnight, after more work after Berne.

Thirteen started—Gerard's E.R.A., with normal radiator cowl, the 4CLT Maseratis of Parnell, Hampshire, de Graffenried and "Bira," Rolt in the rebuilt 1927 Delage, Watson's Alta, Graham Whitehead's B-type E.R.A., D. Murray's E.R.A., Harrison's i.f.s. C-type E.R.A., C. Murray's 6C Maserati, Shawe-Taylor's B-type E.R.A., and Kelly's 6C Maserati. Rowley's Delage, the E-type E.R.A., H.W.M., Tornado I and A.J.B. were absent.

Rain fell before the start and rendered the course slippery, a pot-hole at Onchan and tar at Parkfield being additional hazards.

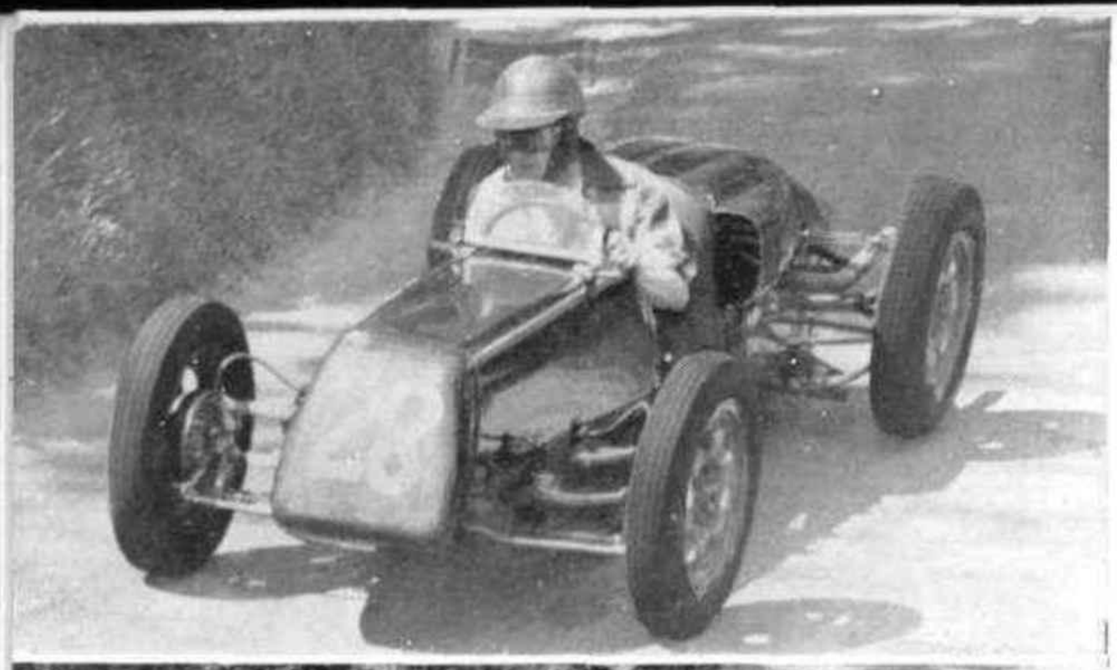
The initial lap, as viewed from Onchan, saw Gerard and Parnell well ahead of "Bira," de Graffenried, Shawe-Taylor, Murray's E.R.A., Rolt, Hampshire, Kelly, Whitehead, Harrison, who had overshot Parkfield corner, Maserati-Murray and Watson, whose Alta's tank was leaking. Gerard had lapped in 3 min. 27 sec. Reg. in 3 min. 28 sec. Parnell had the lead at the end of the second lap, which he completed in 3 min. 20 sec., Gerard hanging on grimly, and de Graffenried was fifth at Onchan, fourth by the end of that lap, behind "Bira" and Shawe-Taylor. Then the Baron spent 20 sec. at his pit and the commencement of the third lap produced one of those episodes which alter races. Kelly's Maserati, Murray's E.R.A. and "Bira's" Maserati collided at Parkfield, eliminating all three cars, although the drivers escaped injury.

After five laps, Gerard, who had repassed Parnell on lap three when Reg.'s clutch began to slip, led by 17 sec. at 66.43 m.p.h., from Shawe-Taylor, driving a very fine race, Parnell third, 17 sec. behind the second E.R.A. De Graffenried was now hurrying in rather an untidy manner and Murray's Maserati was suffering wheel judder when the brakes were applied. Hampshire never seemed to get going as a man in a 4CLT should and was passed by Harrison. Parnell let his car's tail slide about at Onchan. Here, as everywhere, Gerard was driving superbly. His car sounded grand. De Graffenried's acceleration was quite something. Rolt was driving the Delage manfully but Harrison and the Baron went by on lap nine. After ten laps Gerard had averaged 66.62 m.p.h., and he led Shawe-Taylor by 29 sec. Parnell was third, right on Shawe-Taylor's tail.

Rolt waved Hampshire on but wasn't caught by him until lap 11, when Gerard had to follow Watson through Onchan. Rolt had rather a rough ride and many slides to correct.

Fifteen laps gone, and Gerard had averaged 67.85 m.p.h., keeping 25 sec. in front of Parnell, who was also going faster (67.31 m.p.h.), Shawe-Taylor still third, Harrison fourth. Watson's Alta had retired at Parkfield with a broken piston. Gerard was neater than Parnell through Onchan, in accelerating from which de Graffenried made his tyres

(*Continued on page* 327.)



HARD TRIER.—Rupert Instone taking his J.A.P.-engined special, "Djinn," up Shelsley Walsh on June 10th. After many years here he was rewarded by winning the 1,100-c.c. class in 42.43 sec.



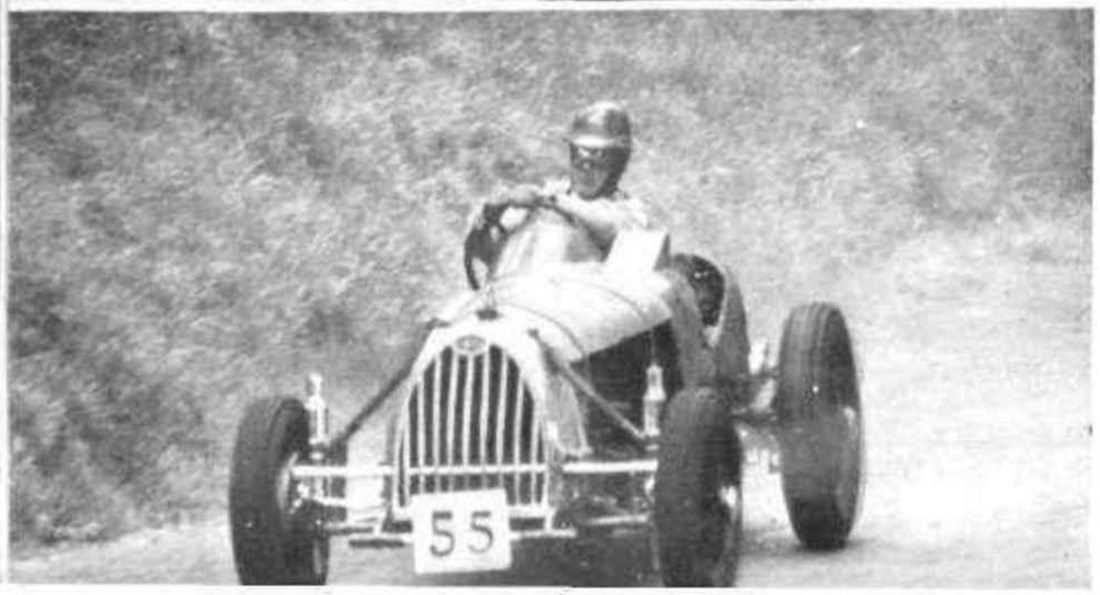
TYPICAL SHELSLEY SPECIAL.—S. A. Norris' 3½-litre A.N. Special was beaten only by Kenneth McAlpine's Maserati in the over-3-litre class.



FIRST ASCENT on June 10th was made by J. N. Gibbs on a 497-c.c. M.A.C. 500—a neat little car, but not fast enough!



500-c.c. VICTOR at Shelsley Walsh was Jeremy Fry in the 497-c.c. Parsenn entered by K. B. Steadman. He made a polished first run in 42.89 sec.



STILL TRYING.—A. T. Norton's 4.3-litre Lincoln-powered Meph'gatti, with Bugatti frame and Lancia i.f.s., clocked 52.20 sec.



IN THE SHELSLEY "ESSES."—Dennis Poore drove his 3.8-litre Alfa-Romeo very well indeed to make the second fastest time to Raymond Mays at the June Shelsley Walsh Meeting.



STILL IN THE LEAD.—J. C. C. Mayers is still ahead after the second B.A.R.C. Memb

OLD CAR—NEW BODY.—Gerry Ruddock won the first race at Goodwood comfortably at 71.58 m.p.h. in his Meadows-H.R.G.





A GOOD SECOND RUN at the June Shelsley Walsh Meeting was made by Kenneth McAlpine in his ex-" Bira" Maserati, now of 3,015-c.c., which made fourth fastest time.

A FAST "328."—R. F. Peacock's B.M.W. gained a first and a second place at the B.A.R.C. Members' Meeting at Goodwood on June 17th. He is now second in points to Mayers for the MOTOR SPORT *Brooklands Memorial Trophy.*



FASTEST RACE OF THE DAY was won by Guy Jason-Henry in R. R. C. Walker's 3½-litre Delahaye at 78.26 m.p.h. He had a fine tussle with Gale's Darracq.





...on points for the MOTOR SPORT *Brooklands Memorial Fund Trophy, ...ers' Meeting at Goodwood on June 17th.*

GOING FAST.—Guy Gale's Darracq catching Williams son's 3-litre Bentley in the fifth race. Behind is Mrs. C. K. Mortimer's Healey "Silverstone."



INCIDENT.—J. G. F. Sears' M.G. spins round amongst a bunch of competitors in the second race, catching the flag marshal unawares!

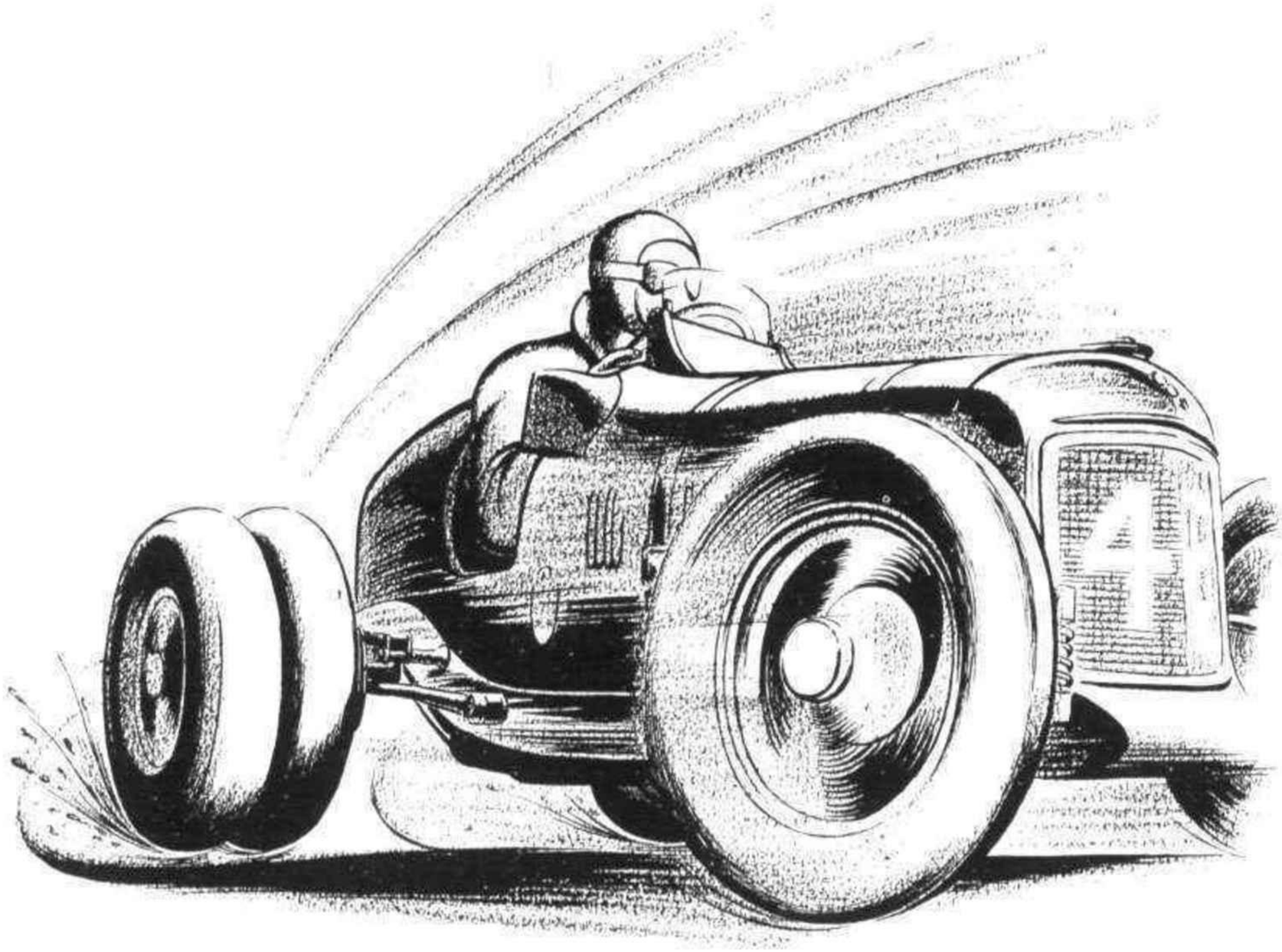


DIFFERENT VERSION.—In contrast to Ruddock's car, M. J. C. Keen has one of the Singer engined "Le Mans" H.R.G.s from the Peter Clark stable. He was unlucky on June 17th.



LADY IN "SILVERSTONE."—Mrs. C. K. Mortimer, who shares this Healey with her famous husband and did very well indeed in the sixth race, finishing third, made fastest lap at 75.10 m.p.h.





RAYMOND MAYS at SHELSLEY WALSH

On Saturday, June 11th, Raymond Mays bettered his ten-year-old record, returning a time of 37.36 secs. and winning 2nd place with his D type E.R.A. using VIGZOL Oils.

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Club News

WE HEAR

R. Wakeling has a 1906 "20/30" Renault with vast closed body, apparently in very fine order, even to the tapestry upholstery. According to the *Nottingham Evening Post* of May 17th, Donington will not be de-requisitioned until 1952. T. R. Hendee, who recently took delivery of the ex-Barnato Le Mans Speed Six Bentley, was delighted with the efficient manner in which Evan Cook's Packers, Ltd., crated it for its journey to America. J. R. F. Panton has acquired the ex-Whitney Straight Duesenberg and has carried out some "mods." Lead-bronze big-ends and planed cast-iron heads now figure in the V8 Mercury engine installed by a previous owner and spark-gaps in the h.t. leads to the Champion L. 10 plugs have cured misfiring. A fore-and-aft gear-lever for the pre-selector box replaces the former finger-tip control and 6.00-19 front and 6.50-19 rear tyres replace the 7.00-19s. We look forward to seeing this imposing-looking car motoring really well, this year. Unless all the Amilcars there are keep on changing hands there exist an astonishing number—A. W. East has recently acquired a 1927 "Surbaisse." Capt. Richard Zimbler seeks data and spares about a 1929 Salmson he has acquired. Its Reg. No. is MT 3477 and it is now a two-seater, but is said to have once had a four-seater body, and rumour claims it as the car Casse drove in the 1929 "Double Twelve." A Griffon carburetter is fitted, which is a new one on us! M. Meo progresses with *his* Salmson and has found a three-bearing, twin-plug "San Sebastian" engine. How's the Salmson Register progressing, Radburn? Rumours from Cornwall speak of an air-cooled Rover twin, a two-cylinder Star and a Deemster waiting to be discovered. We have a confession to make—until the other day we had never read the *Christian Science Monitor*. But we now know it has W. Clifford Harvey as its Automobile Editor and in the issue of November 19th last year he had an illustrated article called "From Chug to Zip" about pioneer American cars! The B.R.M. has been getting much useful publicity, in *Picture Post*, the *Sunday Express*, etc. Meanwhile, roll on August 26th!

Lt. R. E. Dubl.er, R.N., has a 1927 Austin Twelve/Four saloon in splendid condition and K. H. Parker is overhauling the engine of a 1931 Swift Ten saloon and seeks servicing data.

Yet another 1922 touring G.N. has come to light, this one in Sussex. Its 70-year-old owner threatens to use it this summer, but if he doesn't a younger enthusiast is all set to do so. What about another G.N. Reunion, Godfrey, with these G.N.s present? Or the B.A.R.C. might give us lots of fun by reverting for a day to Cyclecar Club status and having a rally of early small cars, say at the Hut Hotel, Wisley. Good idea, John Morgan?

Gerald Rose broadcast on the Gordon Bennett races on the B.B.C. Home Service on May 25th. Earlier that month the *Nottingham Evening Post* had an illustrated feature relating to a 1912 model-T Ford saloon which Lt. Atkinson proposes to use for a Swiss tour this summer. Princess Bhanubandh Birabongse has been granted a decree nisi in the Divorce Court against her husband, Prince Bhanutej Birabongse, otherwise "B. Bira." At Easter A. S. Buller toured South Wales without trouble in a 1926 "14/40" Vauxhall two-seater. Amongst those who read the articles on the Hispano-Suiza, published in our May and June issues, with particular interest was Mr. Rossiter, who was English concessionaire for this make before and immediately after the Kaiser War.

The G.N. cult continues—and J. S. Preston enquires about the possibility of running one of these cars, perhaps with a J.A.P. engine, when he returns to this country from Rangoon this summer. Over in South Africa F. R. Fowler Brown has acquired the ex-Gerald Sumner Type 8A Corsica two-seater Isotta-Fraschini and hopes to rebuild it; he craves a handbook.

Comdr. D. J. L. Foster, R.N., was interested in the picture of the Targa Florio Mercédès we published last March, as he owns one of these cars. The original 2-litre engine was not available, so he substituted a blown single o.h.c. 1½-litre Mercédès power unit; both engine and chassis are of about 1924 vintage. The body is a replica of that used in the Targa Florio. The car weighs about 16½ cwt. and performs and handles well, although it is rather undergeared, having a 3.91 to 1 axle ratio and 5.00-20 tyres. There is a rumour of a late-model O.M. rotting in a boat-yard at Hamble, of a 1906 Wolseley-Siddeley near Southampton, and of a complete four-cylinder Anzani-G.N. in Winchester. We swear we caught a fleeting glimpse of a Kissel Kar in the West End recently. Lt. D. C. Godfrey, R.N., has quite a programme ahead of him to celebrate the return of

FIXTURES FOR JULY

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

1st.—Royal Scottish A.C. N. Hill-Climb, Rest-and-be-Thankful.
Midland M.E.C. C.I. Race Meeting, Silverstone.
Ulster A.C. C. Race Meeting, Newtownards.
Wirral 100 M.C. C. Speed Trial, Rhydymwyn.

1st/2nd.—B.A.R.C. C. Eastbourne Rally, Eastbourne.

2nd.—West of England M.C. C. Trial, Tiverton.
Leicestershire C.C. C. Bat-Bo Trophy Night Trial, Leicestershire.
Darlington & D. M.C. C.I. Peat Sporting Trial, Catterick Bridge.

8th.—500 Club, C. Race Meeting, Silverstone.
Bristol M.C. & L.C.C. C.I. Hill-Climb, Naish.
Middlesbro & D. M.C. C.I. Sand Races, Redcar.
Vintage S.C.C. C. Madresfield Rally, Madresfield.

8th/9th.—Brighton & Hove M.C. C.I. Brighton Rally & Concours, Brighton.
North London Enthusiasts C.C. C.I. Redcap Trial.

9th.—Vintage S.C.C. C. Speed Trial, Madresfield.
Herts County A. & A.C. C. Speed Trial.
M.G. Car Club (Scottish Centre). C. Hill-Climb.
Peterborough M.C. C.I. Annual Rally and Driving Tests, Peterborough.
Plymouth M.C. C. Saloon Car Trial, Devon.
Sheffield & Hallamshire M.C. C. Shann Cup Trial.

13th.—B.A.R.C. I. ROAD RACES, Jersey.

15th.—Royal Scottish A.C. C.I. Race Meeting.
Bentley Drivers' Club C.I. Race Meeting, Silverstone.
Tenby M.C. C. Hill-Climb, Lydstep.
Bristol M.C. & L.C.C. R. Veteran Car Trial, Bristol.

15th/16th.—Cheltenham M.C. C.I. Cheltenham Rally, Cheltenham.

16th—Yorkshire S.C.C. C. Test Trial, Yeadon.
Taunton M.C. C.I. Rally.
Bugatti Owners' Club N. Hill-Climb, Prescott.
Gosport M.C. C. Speed Trial, Gosport.

22nd.—Frazer-Nash C.C. C.I. Race Meeting, Silverstone.
Lothian C.C. C.I. Sand Races, St. Andrews.
Southsea M.C. C. Speed Trial.

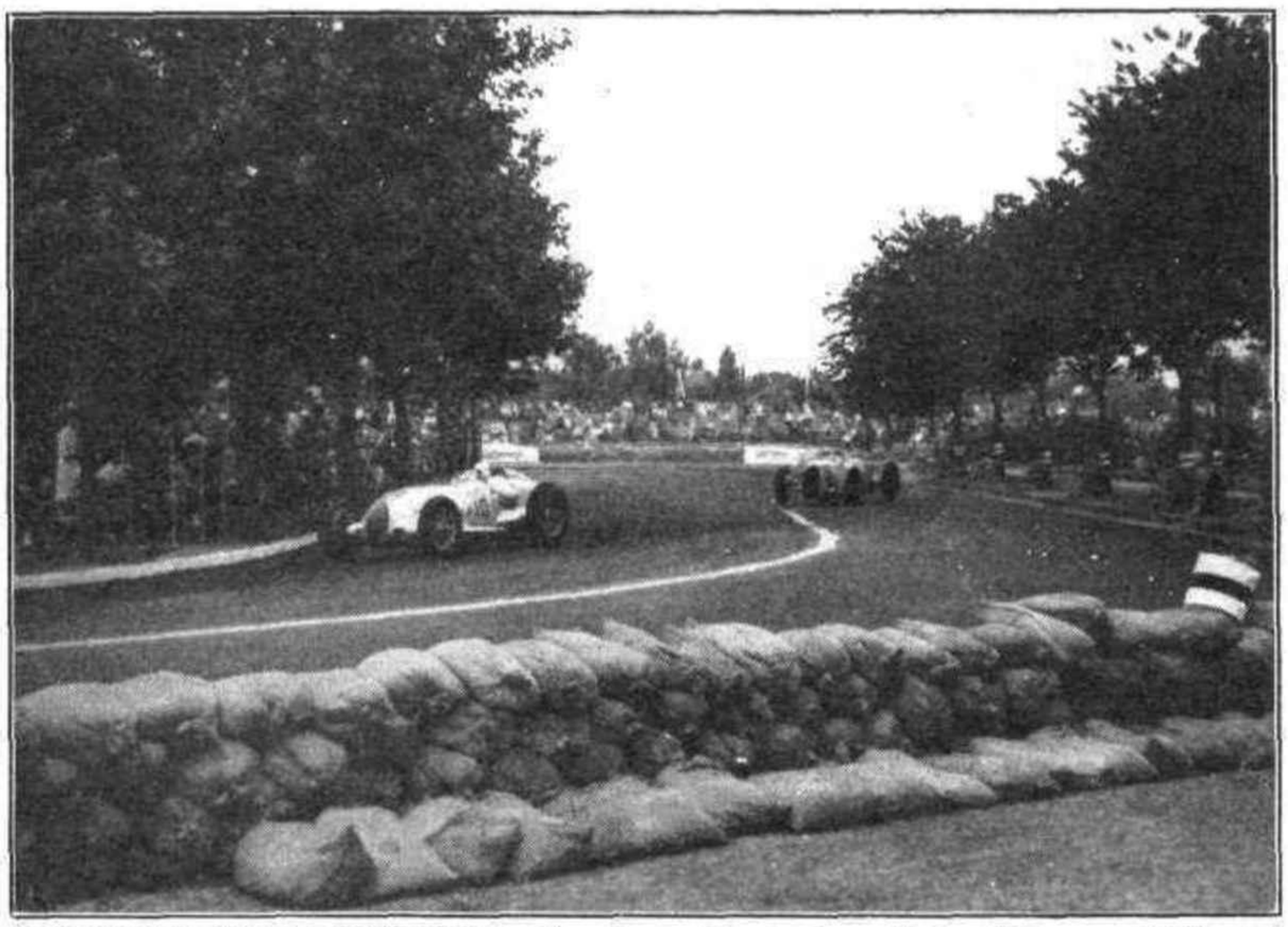
23rd.—Hants. & Berks. M.C. C.I. Speed Trial, Great Auclum.
M.G. Car Club (N.W. Centre). C. Semi-Sporting Trial, Lanes. and Cheshire.

28th.—Ulster A.C. C. Trial, Northern Ireland.

29th.—West Hants. & Dorset C.C. C.I. Hill-Climb, Blandford.

29th.—Aston-Martin O.C. C.I. Race Meeting, Silverstone.

30th.—Shenstone & D. M.C. C. Sporting Half-Day, S. Staffs.



EPISODES FROM HISTORY: 8.—As a change from "dreadful moments" and "frightful endings," this month we give you an exciting study of Caracciola's Mercédès-Benz and Nuvolari's Auto-Union taking a most interesting corner during the 1936 G.P. of Budapest. Nuvolari eventually won, at 69.52 m.p.h., from Rosemeyer's Auto-Union and Varzi's Auto-Union. Note the high wall of sand-bags; not a low line of straw bales.

free petrol. He has bought a mechanically sound Lancia Lambda Weymann saloon for £60 and is restoring its fabric, he has acquired a 1925-26 Super Sports A.B.C. with original V-screen, body, etc., while he is also due to take delivery of a Buckler frame to accommodate a Ford Ten engine and be endowed with ex-W.D. Standard i.f.s., Girling hydro-mechanical brakes, etc.

Toulmin Motors have converted the Powerplus-blown ex-Horton, ex-Gardner, offset single-seater M.G. Magnette into an aerodynamic two-seater by fitting it with the body from Scott's H.R.G. Cmdr. Hallett has acquired the ex-Stapleton 1½-litre "Ulster" Aston-Martin.

Corrections: Lionel Leonard drove the Vauxhall-Cooper, not the M.G.-engined Cooper at Goodwood. The engine in "Chitty II" is, of course, a Benz, not a Maybach.

★

SAD

The *Daily Express* of May 20th carried an illustrated story by Basil Cardew about the sad fate of Sir Malcolm Campbell's Rolls-Royce-engined "Bluebird." This great car is rotting away in a breaker's yard at 7, High Street, Wembley. It is for sale for "a reasonable offer." The special Dunlops, or the remains of them, still grace the twin rear wheels. All the body panels seem to be intact and the 2,500-h.p. V12 Rolls-Royce aero engine is still in the car.

Although this "Bluebird," which in its day left the Land Speed Record at 301.13 m.p.h., would be impracticable even for the Brighton Speed Trials, surely it should have a better fate than this? Perhaps, disregarded by the country of its origin, it may find a final resting place in America more dignified than a corner in Mr. Simpson's junk-yard.

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SUNBEAM REGISTER

Under the title "Sunbeam," the Register of Sunbeam cars has got under way. If the response justifies it regular publication is contemplated, a rally may be organised, and a sales and wants service, library, and all things such a Register embraces will be laid on. Meanwhile, copies of the first Register, containing details of 83 Sunbeams, are available for 2s. post free, from Mrs. W. Boddy, "Carmel," Wood Lane, Fleet, Hampshire, who will be glad of details of other Sunbeams for her second issue.

★

V.M.C.C.

The Vintage Motor-Cycle Club is now a thoroughly established institution and the increase in the petrol tax should give it even greater scope. Recent new members enrolled on the strength of 1929 and 1930 Velocette, 1925 Ivy, 1921 Royal Enfield, 1921 Henderson, 1921 Triumph, 1927 Norton and 1925 New Henley machines. There are plenty of bicycles for sale if you feel like embracing this economic form of vintage motoring. In the vintage event at the B.M.C.R.C. April Silverstone meeting, M. N. Mavrogordato won convincingly at 67.88 m.p.h. on his 1930 Scott Sprint Special, from M. C. Tomkinson's Velocette and A. Bonnett's 1930 S.S. 100 Brough-Superior. General secretary: R. A. Beecroft, 65a, Wembley Park Drive, Wembley, Middlesex.

HEREFORDSHIRE M.C.

The Herefordshire Motor Club was formed at a meeting held in Leominster on April 27th, when about twenty-five enthusiasts were present at the Talbot Hotel.

The Club feels greatly honoured by the fact that P. D. C. Walker, who resides in Herefordshire, has accepted the presidency.

The aims and objects are: To encourage and protect the pastime of motoring in Herefordshire, to organise events in which members can take part without risk of car damage, and to foster the spirit of courteous driving.

The Club has been promised financial help and the loan of a trophy, to be retained after five years.

E. W. Lindsay Jones of Leominster was elected chairman, with O. P. Felton of Hereford as Hon. Sec., and M. H. Chadrey, also of Hereford, as Hon. Treasurer. Details from the secretary, P. Felton, "Holmbury," Ranelagh Street, Hereford.

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THE RICHARD SEAMAN TROPHY

Mr. George Monkhouse, noted author and photographer, lifelong friend of the late Richard Seaman, has presented to the British Racing Drivers' Club the trophy won by Seaman in the 1936 Light Car Race in the Isle of Man in his Delage 1½-litre.

The trophy which will perpetuate Seaman's name is to be awarded annually to the British driver scoring the highest number of points in foreign events on the British Racing Drivers' Club Gold Star marking system.

The history of Seaman's Delage is not without interest. It was designed as long ago as 1926, but owing to the disposition of the exhaust system the Delage drivers were forced into the pits every dozen laps or so to plunge their feet into buckets of cold water! As Mr. Laurence Pomeroy shrewdly observed in a recent broadcast on Grand Prix racing, this neatly cancelled out their advantage of the extra speed.

The Delage was bought by Earl Howe after this fault had been remedied, and he raced it with success in the years 1931 to 1934.

Then, in 1935, on the advice of Giulio Ramponi, Seaman bought the car and Ramponi rebuilt it to such purpose that Seaman won three major events with it on three consecutive weekends.

Now this old car has been given yet another lease of life. Rob Walker, the present owner and his chief mechanic, Jack Playford, formerly mechanic to the Hon. Brian Lewis, have completely redesigned and rebuilt it.

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OXFORD'S VIEWS

"It is essential to have a car. Aristos have Bentleys or Allards, smarties Humbers or Triumphs. It is not smart to have a Ford Eight or an M.G. No smartie would be seen dead on a bicycle." —From "Aphorisms on High Life" in the first issue of Satire, the Oxford undergraduate half-crown magazine.

THE OPEN ROAD

With the return of unrationed petrol the daily papers have been seeking stories about this new-found freedom of the road. The *News Chronicle* actually had pictures in its issue of May 29th depicting a 1931 Jowett tourer, a 1930 Morris-Oxford saloon bought for £12, and a 1930 Austin Seven saloon, seen out and about on the new coupon-free fuel. Our own "bag" of aged cars that week-end included a chauffeur-driven Minerva, a "9/20" Humber fabric saloon, a "9/28" Humber metal saloon, a "12/24" Citroen saloon, a surprising number of early Fords, including touring and saloon model As and many of the later AB and B models, a Swift Ten, and a fine "14/40" Sunbeam saloon.

We encountered some odd driving, but in over 400 miles of main-road driving saw *no accidents*—and we managed to pull-up short of the cyclist who fell off his machine in the middle of a London crossing! But the dazzle at night is dreadful. Why *do* drivers use their headlamps on a moonlight night when driving at 40 m.p.h. and under? If all, save those going really fast, kept to sidelamps only, everyone would be able to see, and eyes wouldn't suffer. Practise driving on your sidelamps and see for yourselves! Alas, it won't work in the face of on-coming headlamps. If this dazzle problem goes on it will be imperative for the police to check the growing tendency for cyclists to ride without rear lamps—many of those we overtook were riding racing machines with no provision for lamps. If this isn't done, the authorities will not be able to blame motorists for a probable increase in cycling casualties.

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THE JUNE QUIZ

The driver depicted in our quiz photograph last month was (we nearly wrote "of course") none other than G. P. Harvey Noble, who drove Salmsons at Brooklands in the nineteen-thirties and followed this up with a very rapid M.G. Midget which holds the Class H outer-circuit lap record at the splendid speed of 122.4 m.p.h. Some notes about this car and its preparation for the record appear in the third volume of the "Story of Brooklands."

The first correct solution came from W. Gibbs, of Worcester. Others who were correct were: S. J. Tucker, of Surbiton; M. J. Lewis, of London, S.W.7; B. Coulter, of Epsom; M. Meo, of Hampstead; E. Ellis, of Shamley Green; J. W. Knight, of Aldershot; H. J. Small, of Brighton; A. E. H. Antell, of Brookmans Park; C. Lewin, of Angmering-on-Sea; A. Thomson, of New Malden; M. J. Nunney, of Northants; B. H. Williams, of Haywards Heath; D. Phillips, of Fulbrook; N. Vaughan Oliver, of St. Margarets; L. Chinneck, of Rustington, and H. L. Biggs, of Enfield.

The most prevalent incorrect solution was Arthur Dobson. Others included Dudley Noble, George Duller, L. G. Callingham, Leslie Brooke, Major A. C. Lace, Sir Henry Birkin, Bt., Reid Railton, Major Harvey and A. J. Butterworth—the last named has a beard, incidentally!

THIS MONTH'S CONTINENTAL RACES

F.I = Formula I cars, i.e., up to 1½ litres s/c, up to 4½ litres non-s/c.
F.II = Formula II cars, i.e., up to 2 litres non-s/c, up to 500 c.c. s/c.
C. = Formula Libre, i.e., any type of racing car.
S. = Sports cars.
T. = Touring cars.

2nd.—G.P. DE L'A.C.F. (F.I.).
Course des Petites Cylindrees F.II.).
9th.—G. P. de Bari (F.I.).
16th.—Circuit d'Albi (F.I. and F.II.).
23rd.—G.P. de Hollande (F.I.).
Circuit du Pauilippe, Naples (F.II.).
Course d'Endurance, Montlhery (S.).
30th.—G.P. des Nations (F.I.).
G.P. de Geneve (F.II.).

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DID THEY READ IT?

In last month's issue we referred editorially to the very heavy taxation borne by that section of the community which owns mechanically-propelled vehicles, expressing the opinion that henceforth the police should treat motorists with especial courtesy.

Not long after publication of that issue the Editor was proceeding towards the Metropolis in a disreputable, if mechanically reasonably sound, Austin Seven, thereby conserving expenditure on the excessively-taxed fluid and at the same time "keeping his money off the rails." The car was taxed for a year—at the same rate, incidentally, as you pay on a new Rolls-Royce—but the licence disc wasn't displayed in a waterproof holder. Indeed, it reposed in the Editor's wallet.

Nearing Hounslow he waved on a black Wolseley that appeared to want to pass. As it responded it emitted a noise like an alarm-clock. We had, it seemed, been gonged.

A smart policeman, in the new soft collar and tie, strode with measured, menacing step towards the Austin. Politely he inquired, was it licensed? Explanations were made, and accepted. We were told both number plates were dirty but that we could attend to them at our destination. The officer concerned was polite and concise and thereby his demands became far more effective than had he bullied or threatened. And from the moment that interview concluded—and we *were* in the wrong—we felt respect for the Mobile Force as a whole. If the less serious offences can be dealt with sensibly, as this one was, the police will have more weight when enforeing more serious requirements. It may be that instructions have been issued to the effect that motorists are assisting the country towards recovery by using their cars and are no longer to be treated as criminals when they commit the less-dangerous technical offences. It may be that these men of the Metropolitan Force, Hounslow area, acted on their own initiative. Whichever way it was they have earned our appreciation and respect.



SERVICE AT THE RACES.—The new Ferodo racing service van which contains supplies and machinery sufficient, so far as brake and clutch problems are concerned, to set the most harassed racing manager's mind at ease.

MY TWO CARS—AND WHY

by

K. N. HUTCHISON

ELUSIVE indeed are ideals—particularly ideals connected with motor cars. The main trouble is that we enthusiasts are so fussy, and thus rarely find the ready-made car any use to us.

Personally I have been searching for my ideal car for 20 years and I have not found it yet, but I have got fairly close to it, with two very different yet, in character, strangely similar machines. Having owned something approaching 100 cars over the years and having driven many hundreds more of all shapes and sizes, good, bad and indifferent, one becomes rather critical in one's appreciation or otherwise of wheeled transport! In recent years I have motored many thousands of miles over the Continent of Europe and that sort of motoring requires qualities in a car that are not so necessary if one motors only in the British Isles. Also, the present-day economic and political difficulties, such as limited foreign currency allowances, and expensive and rationed fuel, inevitably have their effect upon one's "ideal" specification. Some time ago, after a long but rapid trip abroad by car, I started to try to get down my specification for an ideal touring car for home and abroad.

Incidentally, one finds oneself doing this after every trip abroad but so far I have not found the answer to the long-distance expert motorist's prayer. I felt the need for a car which should be utterly reliable, have superb roadholding, cornering and braking characteristics, with a maximum speed of 90–100 m.p.h., but with an effortless (to car and driver) cruising speed of 80–85 m.p.h., if needed, a car with a tankage range of some 500 miles at a time, with consumption not worse than 15 m.p.g. The gear ratio should be intelligently selected so that one's high cruising speed of, say, 80 m.p.h. could be indulged in without running at astronomical engine revs., but also should be such that when on the Swiss and Italian passes, one did not have to alternate between a first gear with a maximum speed of a tortoise and a second gear that had not the power to pull the car along. An engine of any size was acceptable in order to obtain these desirable qualities.

As regards bodywork, it was to be practical rather than eye-catching (or decorative, according to one's opinion), roomy enough for two people and a real lot of luggage, it preferably should open and close easily at will—a good Continental-style cabriolet sort of body—but comfort was extremely important; no draughts or rattles, and easy to see out of, especially in mountain districts. General requirements included the need for an excellent lock, easy starting and above all perfect reliability when used hard under the conditions hinted at. Journeys of 500 miles a day were to leave the car, driver and passenger ready for the same again the following day.

Well that is what I wanted, but so far I have not found it or even one basically capable of supplying it, but I am still looking.

Two cars that I have driven extensively at home and abroad and of which I at present possess a splendid specimen of each, get pretty near to the ultimate goal, though both tackle the problem very differently.

One is a 1938 Lancia Aprilia and the other is a Continental Phantom II 40–50-h.p. Rolls-Royce. In my opinion these two cars are the two masterpieces of the century.

The Aprilia is a perfectly standard saloon, four-door, four-seater and pillarless. It must have done much over 100,000 miles and, in the last 38,000 miles that I have driven it, the head has been off once for decarbonizing, but it has not yet started to reveal any appreciable bore wear. It is a car that demands good and regular maintenance, and the various bits and pieces of accessories, especially those made in England and put on to replace the originals (which were unobtainable) are always giving petty troubles; but fundamentally the car is so outstanding that nothing (certainly nothing in its size category) can get anywhere near it. Admittedly I have to grind off the mark on its high first gear and delicate clutch, but from 10 m.p.h. to 80 m.p.h. it is king of the road, and the worse the road the more supreme it is over all other vehicles. Trips of 400 miles and more at a stretch are commonplace. From Farnham in Surrey to the R.S.A.C.'s "Rest and Be Thankful" Hill-Climb in Scotland, or Dunkerque to Neuchatel, are reeled off equally easily at a running average of more then 45 m.p.h. I consistently get 25 m.p.g. cruising at 65–70 m.p.h. with a heavy load, and more modest speeds put the consumption down to 30 m.p.g. On the mountain passes the only thing that slows one is the presence of some yawning post-war American Hydromatic-smooth-power something or other, rheumatically lurching and rolling itself to the summit. You can follow the inside hairpin contours on the Stelvie to an inch all the way round—up or down—and all the time the occupants are conscious of the body being attached to the axles by something more robust than pieces of elastic—or whatever they use for springs across the Atlantic. Everyone knows that some of the roads in Northern France are very bad, but on a recent trip we were horrified to watch the contortions of some of our own famous post-war models on the *pavé* at 40 m.p.h. prior to sweeping past in the Aprilia at 60 m.p.h and more, and this does not mean maltreatment of the car—it is designed to do this naturally and thinks nothing of it.

We once chased a tail light for 20 miles on the way to Scotland to eventually discover it was owned by an Allard occupied by Peter Walker, and this is probably the only British car made that can hold the road like an Aprilia. Disadvantages of the Lancia seem to be its flimsy construction in detail work, and the fact that it could do with another 10–15 m.p.h. on the speed range.

The other car, the Phantom II, for which I have such admiration and regard, has none of the flimsiness of the Lancia and the incidentals never give any trouble. The one I have at the moment is an Owen Sedanca coupé by Gurney Nutting. It is huge, tremendously heavy (over 2¼ tons empty) and virtually unwear-outable. They say a rebore is usually needed at 100,000 miles and as my car has only done 17,000 since new, I think it will be some time before that overhaul takes place. It is, of course, tireless to itself and driver. I have done my longest single day's motoring in England (apart from Rally motoring) in one of these cars, 654 miles in 16 hours, including all stops for meals. But that is by the way, the real point being that this model and type of car, although old-fashioned, still, to my way of thinking, is supreme as a road vehicle. My first one did 10,000 miles and cost NIL in maintenance. Once in a year's motoring I cleaned the fuel line filter. It averaged 10.4 m.p.g. over the whole period, a figure being repeated with my present coupé of this type. The maximum speed when tuned for economy is approximately 85 m.p.h., but a little extravagance on carburation and ignition settings will put this up nearly 10 m.p.h., without impairing smoothness or efficiency in any way. Every control on the car down to the smallest switch works with the smoothness and exactitude of a high-class watch and about the whole machine there is that indefinable "something" which can only be described as good breeding. I think the truest test of quality in a car is whether it gives the driver continuous pleasure merely to drive it, whether it be slow or fast, or over a long or short journey. To me the Phantom is far more than a vehicle—it is a friend whose company and manners I enjoy, and what is more, enjoy a good deal more than the company of some people. A recent trip to the Riviera and Italy in the car brought home to me most vividly the sad fact that such cars as these have no modern counterpart. If only some magician could take an Aprilia and Phantom and mix them thoroughly together, mutter a few magic words and produce a car combining the best of both, what a car that would be! Until then it seems as though the ideal all-rounder can exist only in the minds of enthusiasts.

ALLARD VICTORY IN U.S.A.

Tom Cole, driving an Allard "J2" fitted with Cadillac engine in a club meeting at Westhampton Airport, U.S.A., recently won the 30 miles race and was second to a Ferrari in the 100 miles event. The results were: 30 miles race: 1st, Allard "J2"; 2nd, Ford Special; 3rd, XK Jaguar.

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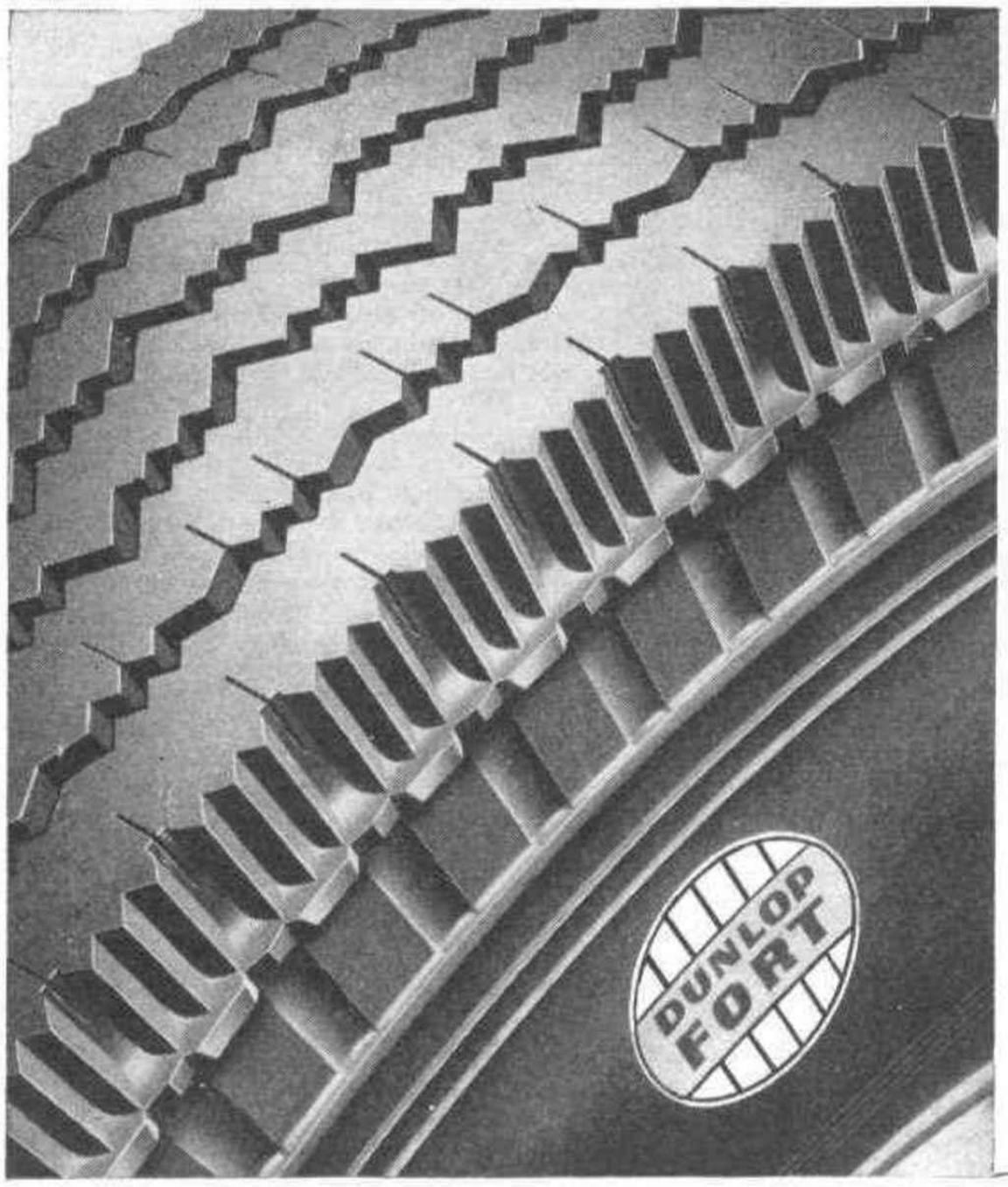
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LETTERS from READERS

THOSE COMPETITION LICENCES

Sir,

I wish to draw your attention to the remarks made about ourselves in an article describing the South African National Championship Hill-Climb, under the heading "Reports of Recent Events" in your issue of February, 1950.

The remarks which we are concerned with read as follows :

> "It seems that the R.A.C.'s intention to issue licences from Cape Town is causing disquiet, as robbing local clubs, whose sole revenue was gained from the issue of such licences and racing numbers—sounds familiar somehow!"

My Committee wishes me to inform you that these remarks bear no relation to the facts and that they are completely without foundation.

For your information Competitors' and Drivers' Licences have always been issued by the R.A.C.'s head office in Cape Town and the fees have always been collected by ourselves. Licences for motor-cycle competitors are issued by local Motor-Cycle Unions and the fees are collected and retained by them. The issue of racing numbers has never been controlled by the R.A.C. and we have no intention of exercising such control.

We have approached the Natal clubs and the Natal Motor-Cycle Union on this matter and they are unable to say how or where these remarks originated from and they agree with us that they are entirely without foundation.

I am, Yours, etc.,
A. W. COTTRILL,
Secretary,
National Competitions Committee,
Royal Automobile Club of South Africa.

* * *

AN AUSTRALIAN OPINION ON THE "TD" M.G.

Sir,

The announcement of the "TD" series M.G. breaks one of the last links between the Golden Era of the British sporting car, i.e., 1923 to 1938, and the present. Why the Nuffield Organisation sees fit to change the only type of wheel for a sports car, the Rudge wire centre-lock, for a chrome-plated soup plate is beyond me!

Wherever one looks, however, the story is the same. When big combines swallow comparatively smaller companies catering for the sporting motorist, the design of the cars produced gradually lapses into non-sporting mediocrity. Who could compare the present products of Sunbeam, Riley, M.G., Bentley, Frazer-Nash, Aston-Martin, etc., with these makes in their prime? The first one is purely a family saloon. A 2½-litre Riley was soundly beaten by a Plymouth saloon at a recent Mount Druitt (N.S.W.) airstrip stock car race. One has only to look at the new M.G. with its chrome-plated bumper bars, soft-coil i.f.s., etc., for a comparison, say, with the M.G. Magnettes. The last three makes undoubtedly have high-performance engines, but to me they have entirely lost their sporting

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

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character and the feeling of "maintaining a tradition" found in their pre-war models.

All sports-car enthusiasts should support and be thankful for the only firm left, as far as I know in the world, which still produces cars of an unmistakable sporting character, from the ¼-elliptic front suspension and functional mudguards to the abundant instrument panel, namely the H.R.G.

To get back to the original theme, the point may be raised that for export reasons the "TC" Midget has been altered, but from all reports this model is selling extremely well in America and I am sure that sales of the "TD" in Australia will not be so great as the "TC," at least not to the sporting motorist.

I am, Yours, etc.,
Sydney. D. M. C. SHANNON.

[The centre-lock wheels of the "TC" M.G. were of Dunlop manufacture.—ED.]

* * *

LANCIA AS A DRIVER

Sir,

I was greatly interested in reading Mr. Gerald Rose's letter in your March issue on the subject of Lancia, with its analysis of the temperament of the old impetuous F.I.A.T. maestro. I believe his findings to be basically correct, though some mention of Lancia's spectacular victory at Brescia in 1904 might well have been considered. The Italian's sensational 72 m.p.h. average was more or less world-shaking news in the racing world at that time when bettering mile-a-minute averages was not a common-place happening on the open road.

If further evidence of faulty judgment does not appear too disparaging to the career of the mighty Italian ace, I cite the 1905 Vanderbilt Cup Race on Long Island, N.Y. After a tempestuous run of 200 miles at above 70 and with an 18-mile lead over his nearest rival (Heath's Panhard) Lancia's impetuosity not only cost him victory, but very nearly dispatched two paticipants into kingdom-come. As I recall it, Lancia had stopped for supplies at a F.I.A.T. camp along the circuit, and on completing this enforced pause and with a display of supreme recklessness, had plunged back on to the course disregarding entirely the restraining hands and frantic voices raised against him.

At that instant Walter Christie's front-drive contender was hovering in the distance and moving fast. The inevitable transpired, and in the tangle Christie's mechanic was thrown 30 feet, though the driver contrived to remain in the badly battered car, one of his own design and building. *Motor Age* describes the ensuing moments, which appear to have been pregnant with grim uncertainty. "The crowd evidently supposed Lancia had done this thing deliberately. They made a rush for Lancia, who did not seem to know what they were about. He stood calmly watching them, but when it was explained that they deemed him almost a murderer, he grew excited and explained volubly that he had not known that Christie was there, and that if he had tried it, he was just as likely to have been killed as the occupants of the other car. The logic of this thing translated to the crowd seemed to abate its fury, for it faded away from Lancia's locality and spent its time looking at the wrecked American car." After lengthy repairs Lancia resumed his meteoric pace to finish a sullen and dejected fourth place winner.

Gerald Rose, holding his delightful loyalties to the past, has written, "The finest driver of 1949 cannot slide his corners any more skilfully than Jenatzy or Lancia or Hemery used to do . . ." Here again I find myself supporting the author's contention. Because about a month after witnessing the Watkins Glen G.P. in upstate N.Y., last year, I viewed a few hundred feet of film taken at the first French G.P., 1906. Here were most of the "old school" practitioners at their best, and Nazzaro's rock-steady, purposeful handling of the unwieldy F.I.A.T. at the sharp left turn at Saint-Mars-le-Bricre surpassed anything I had seen at W.G., or anywhere else for that matter. Considering the half-century of racing experience and engineering science to which present-day participation has been subjected, Mr. Rose's prejudices seem totally justified.

This grows painfully long, I fear, but out of respect for the old regime of racing men and cars I feel I should mention the Vanderbilt Cup night we held last week at the Veteran Motor Car Club, N.Y. The speakers were participants and winners in these early cup contests and they included Joe Tracy and Al Poole, crew of the Locomobile in the 1905 and 1906 events and winners of the 1906 American Trials, George Robertson and Glenn Ethridge, the crew of the Cup-winning Locomobile in 1908, and Ralph Mulford, whose Lozier triumphed at Savannah in 1911. These men entertained us with graphic recollections and impressions of those days of which Gerald Rose speaks so feelingly.

I am, Yours, etc.,
New York. PETER HELCK.

* * *

COMPLAINT!

Sir,

Between now and August 26th, 1950, you would be doing a great service to all those who enjoy watching motor racing if you could use your influence to press for a great improvement in the public enclosure lavatory accommodation at Silverstone.

The accommodation provided at the Grand Prix Meeting was nothing short of disgusting.

I am, Yours, etc.,
ANTONY P. BIRD.
Storrington.

ROLLS-BENTLEY COMPARISONS

Sir,

I was interested in the letter from Mr. Andrew Lloyd, in your May issue, with regard to the performance of the Mark VI Bentley and earlier 4¼-litre models.

In my opinion, comparing acceleration figures taken over a period of years can be very misleading due to variations in tune, weight and fuel, not to mention weather conditions.

Having owned both a 1936 4¼-litre, and a Mark VI, I can say without hesitation that the latter is the faster car. Mine was officially timed by the Clerk of the Course at Montlhèry to lap at exactly 95 m.p.h. This means a slightly higher maximum.

I am, Yours, etc.,

Westerham. HUGH HUNTER.

Sir,

May a Bentley owner reply to Mr. Andrew Lloyd's letter comparing Mk VI performance with earlier 4¼-litre cars.

It is general for post-war road tests on English fuel to show lower figures than pre-war on all comparable cars, therefore the comparison may be misleading. I have found that the Mk VI can show some slight advantage on sheer speed and acceleration, though the car's character is such that this aspect should not be considered separately from its other qualities.

There is, however, ample justification for the "showroom talk" of higher performance because the suspension is vastly improved and the general roadworthiness, at least of more recent Mk VIs, is of the very highest order. The new engine has improved torque and pulls higher gear ratios (except for the overdrive model), while the brakes are incomparable. Consequently, the owner will regularly use a higher level of performance. I do not say that an earlier 4¼-litre could not hold it if driven with sufficient determination, but not many drivers would care to do so for long as it would seem far too hectic by comparison.

I am, Yours, etc.,

MICHAEL C. HUGHES.

Henley-on-Thames.

* * *

MORE "HOT-ROD" GEN!

Sir,

You questioned our measurements of our "Hot-Rod" courses after my previous letter. I have certified reports on our measured mile we used at our first annual Bonneville speed trials of 1949. Our course was a full measured mile, 5,280 ft., surveyed by a Mr. Dale W. Jones, registered land surveyor of the State of Utah, U.S.A. His licence number was 1024.

Method of measurement was by a chromed steel chain. The temperature at the time of measurement was 65 degrees. The chain is standardised at 62 degrees. Measurements were taken in both directions under the observation of the Southern California Timing Association, Inc., Contest Board.

I can assure you our measurements are as accurate as humanly possible. As for our timer, it was checked before the time trials for 72 hours and the error was only 26 hundredths of a second, which it seems should remove any doubt as far as our measurements and timing.

I am, Yours, etc.

Whittier, U.S.A. ALSTON MILLER.

President: S. California Timing Assoen.

* * *

TO MAKE YOUR H.R.G. STEER.

Sir,

Some months ago you published a letter of mine in which I mentioned the steering wander which afflicted my new H.R.G. during its first trip on the long straight French roads, *en route* for Maloja, last summer. I was moved to mention this matter, with its simple and complete cure, because a number of people had been remarking to me that the H.R.G.s that they had driven had steering wander, and they appeared to think that this was an integral feature of the machine. This seemed a pity, as it is a car well suited to a driver who happens to be fussy about steering, for it can be adjusted to suit all tastes and conditions. (On my first trip with the car, I happened to have with me an ex-G.N. driver, so the cause of the wander was soon traced!) I have now been told by the H.R.G. Engineering Co. that it has been discovered by them that, with the 5.50 by 16 tyres that are now fitted to the 1½ litres, the front axles require to be set to give more castor action than was the case with the previous smaller tyres. They are, I understand, going to advise owners to this effect.

I am, Yours, etc.,

Pulborough. BETTY HAIG.

* * *

RACING IN RAIN

Sir,

The Easter Goodwood meeting emphasised once again the difficulties of Grand Prix driving in rain. The three main troubles seem to be altering of engine tune, the slipperiness of the course, and the bad visibility, caused by water on goggles or visor. Of these, the last seems to be the most troublesome and dangerous, yet I have not heard of any driver using the remedy employed by air-lines. A special liquid is sprayed on windscreen or goggles and, without itself affecting visibility, it disperses rain that hits it at speed by breaking up the raindrops into minute particles, which either spray off or are too insignificant to matter. Its inventors claim that a visibility of a few hundred yards is increased to over two miles in the air, so any G.P. driver using it in rain, whether on goggles or visor, would gain an immediate advantage over his rivals. No more need for dangerous one-handed driving while mopping goggles with a bit of sponge, or even, in desperation, tearing goggles right off as de Graffenried did at Goodwood.

I am, Yours, etc.,

J. R. D. HESELTINE.

Totnes, Devon.

* * *

CUTTING DOWN EXPENDITURE!

Sir,

I have been very interested in the articles on the 1908 Grand Prix Austins, and "Further Evidence" in your January issue recalls to my mind the following incident.

In the early days of motoring in Tasmania a well-known Launceston medico of those days purchased three single-cylinder chain-driven Cadillacs. These three cars were all as alike as two peas, all being painted the same shade of red, and, in 1909, when the registration and licensing of motor vehicles became compulsory in Tasmania, the doctor hit upon the idea of registering one car only.

Upon being allotted the registration number 64 he proceeded to have this number painted on the back and front of all three cars. As never more than one car was in use at any one time the authorities were none the wiser and only those of us who were closely associated with him knew his secret.

It seems possible that Lord Austin could have done the same thing, although from the evidence this does not appear probable. Incidentally, the doctor never had another car, these three Cadillacs lasting him until the end of his days.

It is very difficult to say which part of your publication is the most interesting, the advertisements alone being worth the subscription.

I am, Yours, etc.,

G. W. FYSH.

Tasmania.

* * *

MORE B.R.M. SUGGESTIONS

Sir,

To anyone who is interested in the B.R.M. project the matter of drivers must be causing a lot of thought. If this automobile is good enough to compete on level terms with the Continentals, and we all sincerely hope it is, then the whole conception of British drivers must change. We must have out-and-out professionals to whom racing-driving is their meal ticket—not the usual business of selling the odd car during the week, and then dashing down to the course for the practice and then hoping to put up a "Good show, old boy" at the meeting. That's all very well for the club events but we have simply got to realise that international motor-racing is a deadly serious business in which a great deal of prestige is involved.

At present one has to have money, and a decent chunk of it, to get a drive in a real race, and although we have produced some tolerable drivers, I cannot see any British driver—with the sole brilliant exception of the late Richard Seaman—being asked by a foreign team to take a car on ability alone. Many of our wealthy amateurs have bought themselves into a team (and been given the dud car), but as drivers they treat us as the amateurs we are.

Let's face it, chaps! Right from the earliest days our motor-racing record is pretty terrible. Have we ever produced a car or driver to compare with the best of the Continentals? We shot them out of the skies and proved beyond doubt that our men and machines were supreme, and yet these same people who got panic-stricken at the thought of a Spitfire produce cars and drivers that make rings round us.

What's the answer? As I said before, it's money. B.R.M. must comb Britain, starting with the motor-cycle boys, to get

the finest team of drivers possible, irrespective of their means, and then give them contracts that will enable them to live as professional racing drivers. The team will have to be paid by the race promoters to start. Why on earth our drivers tolerate the position where they pay entrance fees at meetings such as Silverstone, Goodwood and Shelsley Walsh, which attract big gates, is beyond me. The prize money does not even cover expenses. Silverstone must be good for a £40,000 gate, and £10,000 prize and starting money would soon bring out the best in designers and drivers.

The R.A.C. could, I say *could*—but it's only a pipe dream to expect any help to British motor-racing to come out of the palatial edifice in Pall Mall—help by promoting a Grand Prix at Silverstone and giving the profits to B.R.M.

I see clubs are appealing for help from their members to buy equipment for the team. I have never heard such silly nonsense in my life. We are told that motor manufacturers and accessory makers have contributed £150,000 to the project—surely they can supply the odd van or two or even a set of refuelling funnels? If they are still short of money then *sell* buttonhole badges or radiator emblems, or even publish a book of the story, but let's get away from this amateurish messing about and get down to business.

Reading "Tim" Birkin's book increases this feeling, and I suppose this letter seems a bit garbled and bitter, but as an enthusiast who has attended most meetings at home and abroad since I was taken as a small boy to the 1909 Sutton Bank hill-climb, I begin to despair that I shall ever see a British car and driver leading the field in an international race, and now it seems that a marvellous opportunity is being frittered away. One more message. Please, Mr. Mays, much as I have admired your sprint driving for the last thirty years, give some of the youngsters a chance and use your experience and ability in the team manager's position.

I am, Yours, etc.,
ERIC E. B. VEREKER.

Shepperton-on-Thames.

Sir,

In your March edition a letter was published by Mr. P. Kelly, and ran ". . . For the first season at any rate we can do without 'Bira' (for the B.R.M.)." I don't think this is fair.

Before the war "Bira" was Britain's most successful driver, excluding Seaman. "Bira" won many more long-distance races on an E.R.A. than any other driver. To prove his supremacy he won the "Gold Star" three years in succession. Surely that is enough.

Since the war "Bira" has shown that he has not lost his skill, and that he is still a front-rank driver. Naturally he was unable to beat the Alfas, but he still has a good record. During the last four years he has had eight firsts, six seconds, one fourth, six fifths, one sixth, and six fastest laps.

In my opinion he is just the person to have as a driver for a B.R.M. He may not be British, but some Continental teams have British drivers, so why shouldn't we have a Siamese in our team. After all, "Bira" is practically British, as he spends most of his time in England.

I know Peter Walker, Tony Rolt and Stirling Moss, etc., are excellent drivers, and would make a splendid team, but the cars have got to have a season to get over any teething troubles that might crop up, and there are sure to be some. At first a driver with plenty of patience is needed, and "Bira" has plenty. As soon as the cars are in first-class condition, then, in time, four cars can be entered, three for a team of young drivers, and one for "Bira" to run as more or less an independent (*e.g.*, Mercédès entered Seaman as fourth driver occasionally). If "Bira" is given the wheel of a B.R.M., there is every reason why the combination should be successful. He did it with E.R.A. Long live B.R.M.

I am, Yours, etc.,
TONY GOODWIN.

Evesham.

Sir,

Your correspondents' letters are interesting and as a flag marshal for some twenty years or so all over the British Isles where racing takes place, and knowing most of our drivers personally, may I be allowed a little space to air my views.

Patrick Kelly writes with such little knowledge that I can only conclude he is a young man but very enthusiastic for motor racing. How dare he state that our drivers are not up to the standard of the foreign drivers he mentions by name when they have never had a chance to prove themselves! Parnell, as everyone should know, possesses an out-of-date Maserati racing car which being more modern than our E.R.A.s can, if it keeps running, usually be the first car crossing the finishing line; but when he, in company with our other drivers, comes up against the latest model foreign racing cars he also has to take a back seat. I think Reg. will have had a good laugh over your correspondent's statement that he is a wealthy man.

My four drivers for our team would be: No. 1 car, Reg. Parnell or Peter Walker; No. 2 car, Cuthbert Harrison; No. 3 car, Bob Gerard—Bob being a certainty to finish should 1 and 2 cars pack up.

I am, Yours, etc.,
"UNCLE BEN."

Totley.

* * *

CANADIAN REQUIREMENTS

Sir,

May I take the liberty of mentioning in this letter some points of view of several American and Canadian friends and their attitude when comparing their requirements when buying? I have found that, except in a very few instances, the average American or Canadian will not purchase the more expensive type of English car, for the following reasons:—

(*a*) The drophead coupé is a very popular model, but what car made in England can compare in styling, seating capacity, modern innovations, high cruising speed, and economy of fuel consumption with the Cadillac, Buick, Pontiac, etc., let alone in price.

(*b*) The average dollar buyer is not interested particularly in tests of "Acceleration through gears" "Brakes at 30 m.p.h," chassis dimensions, etc. He or she are more concerned with bodywork, seating capacity, latest mechanical innovations, and comfort.

(*c*) The central gear-change is considered old-fashioned except for the minority of enthusiasts, and the English two/three-seater is not practical, as the majority of people motor with two, four or more people up.

(*d*) Most Canadians think nothing of going three hundred miles on a week-end throughout the summer months besides their daily motoring for business or pleasure.

I am sure that the average Englishman must be by now fed up with the word "export," but as long as he is told that he must be deprived of his new car for the dollar market, surely the manufacturers of the higher-priced English cars could incorporate some of the features in their latest-model coupés.

I myself motor about fifty thousand miles during the year and have driven all over Europe before the war, although I do not pretend to class myself as anything else than the average American motorist.

I have attempted during the last few months to induce some of my friends who usually buy Cadillacs, Buicks or some comparable makes to change to an English coupé, but their reply is always the same, "Show us a drophead coupé, which, even if it is more expensive than our present car, can compare in modern design and equipment with our present car, and we will buy it."

I feel that it is only through such a magazine as yours that this point of view can be made and perhaps drawn to someone's attention, as I have lately been through some of the plants at Detroit and Michigan, and realise what competition is in store.

I know the difficulties that are encountered at every turn by the manufacturers in this country, and that for every point that I have mentioned there are no doubt a dozen valid reasons against, but I do not feel that I am alone in my bewilderment.

I feel sure that you will realise that the views I express are made, as I hope, as constructive criticism, as there are many Canadians such as myself who, I feel sure, wish to aid in whatever small way they can the success of the "Export Drive" but who are unable to voice their suggestions.

May I extend my best wishes for the continued success of your most informative and interesting magazine.

I am, Yours, etc.,
M. R. SAMMEL.

London, N.W.1.

* * *

THE AUSTIN SEVEN ARTICLE.

Sir,

On behalf of members of the 750 Motor Club, and, I am sure, all true worshippers at the shrine of the Winged Wheel, I should like to thank you, and Holland Birkett, for the excellent and instructive article appearing in your May issue.

This will be of inestimable value to those of us who fall into the third category described by Mr. Birkett.

There is one statement of his with which I must beg to differ, that is "that it seems well enough proved that the high-revving Austin engine *prefers* the long narrow tail pipe." The $\frac{7}{8}$ in. tail pipe was

(*Continued on page* 334.)

NOTES ON SOME GERMAN FORMULA II CARS

WITH the re-entry of German cars into International competition, as at the recent Grand Prix Suisse and before then at Monza and Erlen, it is interesting to look at the post-war German idea of racing cars. Obviously, for a country with limited means, the Formula II is the most interesting class and it is in this category that German interest lies.

As soon as possible after the war had finished the racing enthusiasts of Germany began to do things to Model 328 B.M.W.s, some examples of which we have seen in this country under the name Veritas. These have been sports racing cars, and similarly another concern known as A.F.M. have been doing the same thing; but now that German participation in International events can be taken seriously, both concerns are building racing cars for Formula II from scratch and not modifying sports car chassis.

In Munich the small, almost amateur, concern of A.F.M., presided over by designer/driver Alex von Falkenhausen, are building single-seater racing cars using some B.M.W. components, such as the engine and gearbox. At Berne two of these cars were entered, the original one driven by Hans von Stuck and a new one driven by Fritz Reiss. The A.F.M. chassis is of tubular construction and the front suspension is by double wishbones with a vertically mounted coil spring, while at the rear a de Dion layout is used, incorporating a double reduction drive to the differential. On Stuck's car the B.M.W. engine is fed by three down-draught T.T. Amal carburetters, while the other car had Solex instruments. The B.M.W. gearbox is operated by an ingenious system of rods from a small lever on the right-hand side of the scuttle, the normal ball-change on the top of the gearbox being retained. Much of the work on the special parts for the A.F.M. is done at a small subsidiary factory of the B.M.W. works, which is run by Herr Sleischer, the B.M.W. engineer. Special light alloy wheels, into which the brake drum is shrunk and spigoted, have been designed by von Falkenhausen and are made by the Sleischer concern. These wheels retain the "328" B.M.W. mode of fixing by four studs and a knock-off hub nut, but save a great deal of weight and afford vastly superior brakes. Like many small concerns the A.F.M. is handicapped by facilities and finance, so that the cars are not yet *au point*, but some idea of their potentialities can be gained from the way Stuck led all the Italian cars at Monza and Berne until he ran into trouble.

The other German Formula II entry into International racing is the single-seater Veritas-Meteor, four cars being run at Berne. This concern, which is much bigger than A.F.M., making production cars as well as racing cars, have now constructed their own engine and gearbox complete, as well as all the chassis parts, so that no longer can the Veritas be considered to be a modified B.M.W. The new engine, which is made in light alloy throughout, follows some of the B.M.W. principles, mainly in the design of the cylinder head, whereby the carburetters are mounted in the centre of the head. A single o.h. camshaft is used, operating the valves by rockers, and at the front the camshaft drives a water pump and a fuel pump, while at the rear is the tachometer drive and magneto. A one-piece block and crankcase is employed made of aluminium and at 6,500 r.p.m. on a 12-to-1 compression ratio, with alcohol fuel, 140 b.h.p. is claimed. Three down-draught Solex 40 PAI carburetters are used and the petrol pump draws fuel from tanks mounted low down on each side of the cockpit. Front suspension is similar in layout to the A.F.M., using double wishbones, but the springing medium is torsion bars running along the frame and an anti-roll bar is mounted above and behind the top wishbones. Tubular hydraulic shock-absorbers are mounted at 45 deg. both front and rear, and the torsion bars for the rear suspension also run parallel with the frame. The chassis frame itself is made up of small diameter tubing welded in aircraft fashion and the formers for the light alloy single-seater body are welded in with the chassis. Hydraulic brakes of B.M.W. basis are used and "328" B.M.W. wheels, very much lightened by drilling, are employed. The central steering-wheel is connected to the steering-box by a universally jointed shaft running down the near side of the engine and the control for the five-speed gearbox is a cleverly conceived arrangement of rods operated by a small lever in an open gate change mounted on the side of the scuttle. The single-seater light alloy body has a falling-away frontal treatment with a large airscoop for the carburetters built into the top of the bonnet, the bonnet being locked from inside the cockpit. The tail treatment, as on the A.F.M., follows pre-war German G.P. design, having a head fairing on the tail. The all-up weight of the single-seater Veritas-Meteor is 12½ cwt. Constructed in a sizeable factory in Rastatt-Muggensturm and directed by Herr Dietrich and Dip. Ing, Dorls, these cars would appear to be the main source of serious competition from Germany for Formula II racing.—D. S. J.

CLASSIFIED ADVERTISEMENTS—*Continued from page 364*

WANTED—*continued*

M.G. TA STANDARD BODY SHELL REQUIRED. Bulkhead to tank. Complete with doors, etc. Wheatsheaf Hotel, Ide Hill, Kent. [1,051

RILEY NINE SPARES, crashed cars suitable for spares. Instruction books for all models. Good prices paid. Welford Bros., Opal Street, Leicester. Tel.: Leicester 65903. [1,064

RILEY, OR RILEY SPECIAL. Completed or otherwise; cheap, or engine and chassis only. Moran, 42, Fountainhall Road, Edinburgh. [1,069

VINTAGE ALVIS "12/50" 4-seater tourer or similar. Must be sound and reliable car. Up to about £100. Wrathall, The Gateway, Kirkland, Kendal. [1,070

URGENTLY. M.G. chassis J1, 2 or C-type, with or without axles. Condition immaterial. Reasonable price please. Harding, 10, Tittensor Road, Clayton, Newcastle, Staffs. [1,081

RILEY NINE (1933-1934), or Alvis "Firebird" saloon urgently required. Full details please, to 36, The Woodlands, Beulah Hill, S.E.19. Tel.: Livingstone 3746 [1,092

BRITISH SALMSON 12-cylinder head and gearbox. Consider complete unit. Tom Bowling, 24, St. John Street, Stranraer, Wigtownshire. [1,100

M.G. "P"-TYPE FOLD-FLAT WINDSCREEN wanted. Complete screen or frame only. 6, Vineyard Road, Wellington, Shropshire. [1,120

INSTRUCTION BOOK for M.G. Mk. 1, also any technical information. Mk. 11 instruction book also required. Books will be returned if desired. Mellstock, Barnett Lane, Wonersh, near Guilford. [1,136

OPEN 2/4-SEATER SPORTS CAR up to 2-litres. Around £500. Must be good condition. Reply: 72, Grayswood Avenue, Coventry. [1,137

STUTZ short chassis 5,277 c.c. 8-cylinder "Black Hawk." Complete car for cannibalising or any spares, especially close ratio gearbox. I. C. Walker, Morns Park, Birdbrook, Essex. [1,139

EXHAUST MANIFOLD FOR 3-LITRE LAGONDA, 1929. Manifold from earlier sixteen sixty-five model may do. Shaw, 6, Middleton Avenue, Sidcup, Kent. [1,145

1932 "MAGNA F-TYPE" instruction book. Clean and complete. Partington, 40, Church Road, Lytham, St. Annes. [1,148

FOR CROSSLEY TEN, 1933 or later. Centre main bearing cap, or complete engine required. Capes, Beckside, Steel, Hexham. [1,149

HANDBOOK. Advice and gearbox spares, or complete box for 1947 Sunbeam 16.9 coupé. F.-Lt. van Wadenoyen, R.A.F., Manby, near Louth, Lincs. [1,150

B.M.W. FRAZER-NASH gearbox and clutch, suitable wartime engine. 9, Alexandra Road, Balby, Doncaster. [1,164

4½-LITRE BENTLEY. Any price, any condition. 90, Brighton Road, Banstead, Surrey. Tel.: Burgh Heath 5356. [1,178

WANTED—*continued*

BOOK, GEN., WHEELS AND SPARES for "12/32" sport Darraca 1925. For sale: Wheels 5.25 by 21 and/or 4.50 by 19 100 spline. Box No. 355, MOTOR SPORT, 15, City Road, E.C.1. [1,167

GOYETTE SUPERCHARGER BTE SGDG 10/213. Whole or spare parts; manifold for twin carburetters for 2-litre Lagonda. Also HV 5 S.U. carburetter. Larchwood Farm, Seal Chart, Sevenoaks, Kent. Tel.: Seal 207. [1,182

M.G. PA TYPE cylinder head complete. Also block or complete engine. Bircher, High Street, Hadley, Salop. [1,191

ALFA-ROMEO wanted, any model, any condition. Box No. 362, MOTOR SPORT, 15, City Road, E.C.1. [543

M.G. "J2" or "J4," or "Montlhéry." Box No. 363, MOTOR SPORT, 15, City Road, E.C.1. [282

ROLLS-ROYCE 20-25-h.p., not earlier than 1926. Tourer preferred but drophead considered. Must have four-wheel brakes. Box No. 364, MOTOR SPORT, 15, City Road, E.C.1. [282

RED OR BLACK LABEL 2-seater Bentley, with slab tank, at reasonable price. Box No. 365, MOTOR SPORT, 15, City Road, E.C.1. [282

M.G. MIDGET wanted urgently. Date unimportant, must be reasonable condition and cheap. Box No. 366, MOTOR SPORT, 15, City Road, E.C.1. [282

VINTAGE DROPHEAD, preferably Continental. Please enclose photograph. Box No. 367, MOTOR SPORT, 15, City Road, E.C.1. [282

1,500 or 1,750-c.c., or "2.3" ALFA-ROMEO wanted urgently by enthusiast. Box No. 368, MOTOR SPORT, 15, City Road, E.C.1. [544

SPORTS CAR required, high performance Continental preferred. Box No. 369, MOTOR SPORT, 15, City Road, E.C.1. [545

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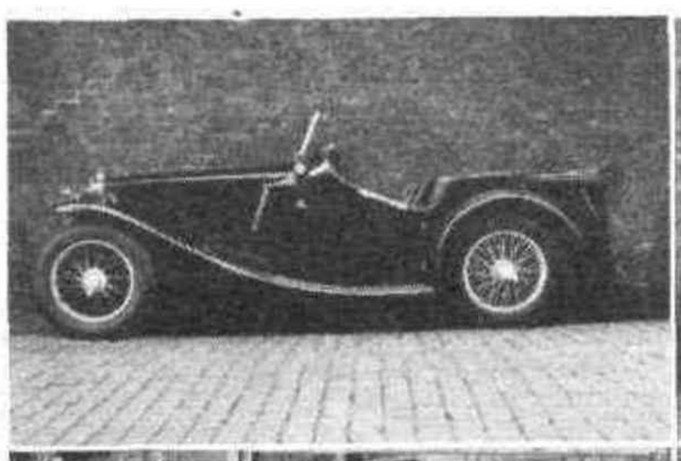
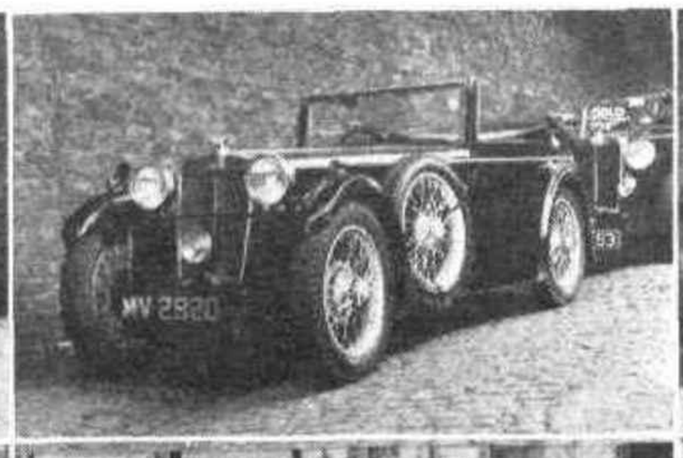
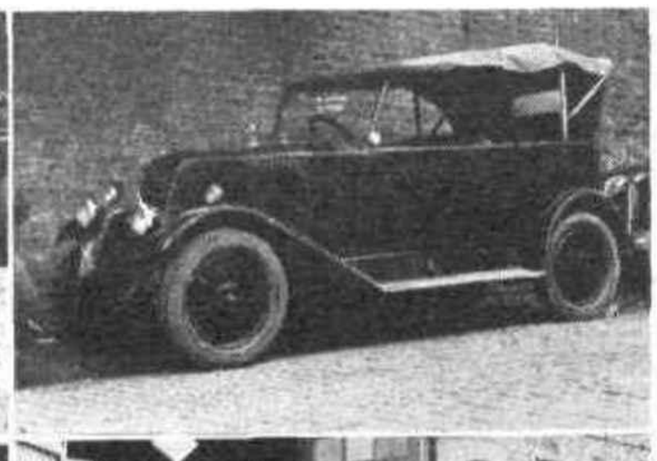
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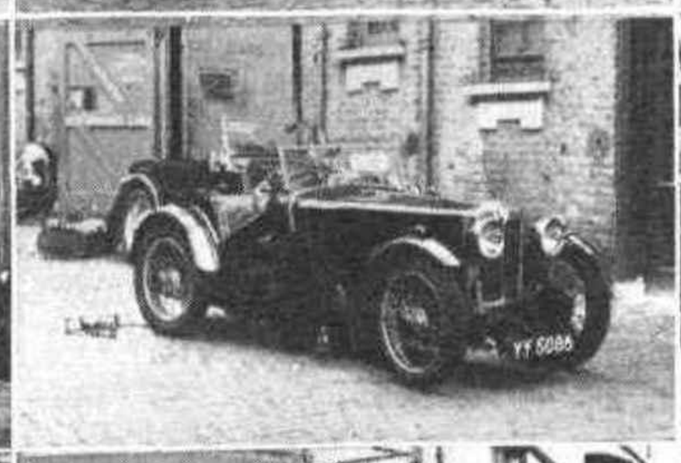
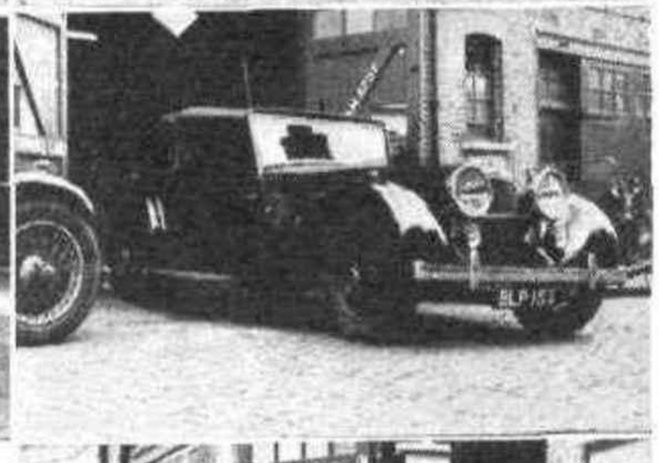
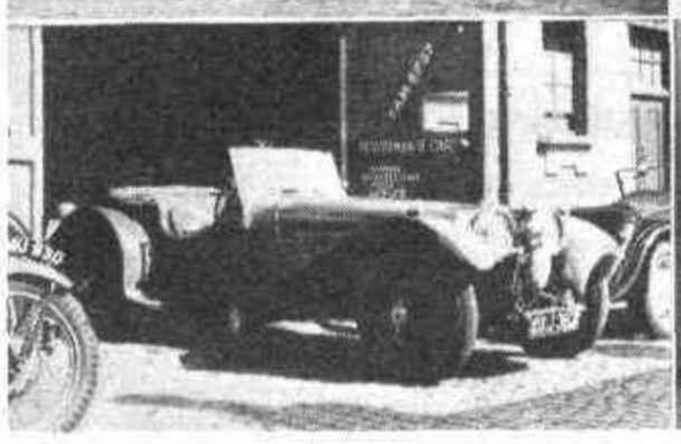
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1931 LAGONDA 3-LITRE 4-seater grey tourer. Excellent mechanical condition and good bodywork. £250. Box No. 324, MOTOR SPORT, 15, City Road, E.C.1. [892

FOR SALE—*continued*

1923/4 CITROEN 4-seater tourer. £75 overhaul 1949, daily use since; absolutely reliable; 35 m.p.g. Domestic reasons for sale. Reasonable offer. Seen London. Tel.: Reliance 3311 (extn. 29). [893

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" DAYTONA "-BODIED HORNET SPECIAL, dismantled. All parts for sale, including set new liners and h.c. pistons. " Rowan," Coton Lane, Tamworth. [896

CORD, 1937, CONVERTIBLE 2-seater; 27,000 miles, only one owner. Superb and immaculate condition. Cream, red leather upholstery. Disappearing top. Without doubt one of the finest examples obtainable today. Price £650. Terms, exchanges. Swanmore Car Sales, 1176-80, Christchurch Road, Boscombe East. Tel.: Southbourne 1022. [898

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VINTAGE TOURER. 11.4-h.p. Standard, 1924. Mechanically reliable. In daily use. Very low petrol consumption. Taxed and insured. £45. 119, Bristol Road, Birmingham. [900

ALVIS " 12/50 " (1,496 C.C.), " duck's-back." Excellent condition. New battery and hood; good tyres (20-in.). £125. Carson, 93, Pack Lane, Basingstoke. [901

ALVIS " 12/50." special 2-seater body. Magneto overhauled. Good condition. New hood and battery. £90. Carson, 93, Pack Lane, Basingstoke. [901

FOR SALE—*continued*

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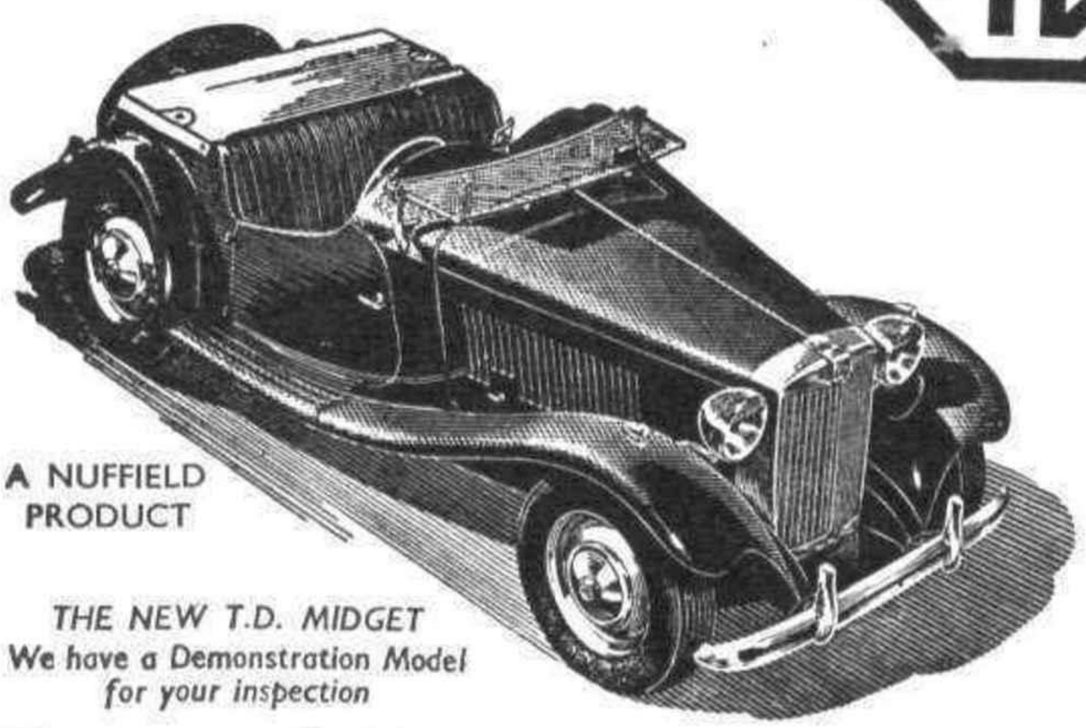
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1928 VERNON-DERBY (like photograph, p. 328, MOTOR SPORT, August, 1949). Offers around £125. Details from Bradley, Frampton, Boston, Lincs. [930

EXCHANGE HUMBER SIXTEEN saloon, 1930, for 1½/2-litre Bugatti or similar worth reconditioning. Cash adjustment. Atlay, Eagles, Yatton, Som. [931

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BENTLEY, 1930, 4½-LITRE, smart open utility 2-seater, first-class order. Cochrane, Colts Green, Chipping Sodbury, Glos. Tel.: Chipping Sodbury 3306. [934

LANCHESTER TEN, 1934, Avon coupé, black and chromium; one owner. Smart, reliable. £175. Calvert, Banwell Castle, Banwell, Somerset. [935

BENTLEY 3-LITRE BLUE LABEL, fitted with most attractive new sports 4-seater body; re-registered 1946. Whole car in splendid condition. £175. Clifford, Ormerod House, Great Eccleston, near Preston. [937

SUPERCHARGED 4½-LITRE BENTLEY. New drophead 4-seater coupé body fitted in 1936. Brakes just relined and modified to Lockheed operation. Telecontrols. Luxurious and potent car in good condition. £575 or near offer. Chawner, 141, Marsland Road, Sale, Cheshire. Tel.: Sale 4946. [938

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RILEY NINE, 1930, "MONACO" saloon. Breaking up. All parts available. Mechanical and electrical parts all in good condition. Engine rebuilt from two, block standard size; five wheels with tyres, two new. Offers and inquiries invited. J. Barnsley, Froxfield, Petersfield, Hants. Tel.: Hawkley 33. [942

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£150—17-H.P. ALVIS SILVER EAGLE tourer, 1931. Good running order; new battery, good tyres, sidescreens and hood. Box No. 328, MOTOR SPORT, 15, City Road, E.C.1. [927

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LANCIA DILAMBDA 32-H.P., 8-cylinder, 1934 saloon. Good engine, new tyres, servo brakes. Worth rebuild as saloon or van. Make real motor for keen type. Any trial. £85. Routledge, Station Road Garage, Scholes, Leeds. Tel.: Leeds 42896. [925

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WOLSELEY HORNET SPECIAL. New tyres; immaculate condition; new engine to run-in. Offers or exchange for Austin Nippy. Tomlinson, 558, Leeds Road, Huddersfield. [910

RILEY 12-H.P. KESTREL saloon; 30 m.p.g. Good condition. Best offer over £250. Seen Royal Station Hotel, Twyford, Berks. Tel.: Twyford 12. [921

ASTON-MARTIN, 1933-4, "LE MANS" Bertelli open 4-seater; 1,000 miles since complete engine rebuild, including crankshaft reground, cylinders sleeved to standard; new ball-races in magneto timing gear, etc. £365. Sunbeam 1925 "20/60" saloon. Complete except for part of front brake mechanism. Very good running order, all electrics working. Drive away, £40. 131, Croydon Road, Caterham, Surrey. Tel.: Caterham 42. [946

BUGATTI TYPE 46, 5-LITRE. Ex-Colonel Sorrel. Black Weymann sunshine saloon, with glass wind-up partition. A really beautiful example of unadulterated Bugatti. Price £850. J. E. Ellis, North Street, Scalby, Scarborough. Tel.: Scalby 83 and 158. [947

FOR SALE—*continued*

S.S. JAGUAR "100," 3½-LITRE, late 1939. Grey. Two types of shock-absorbers. 1949 modified engine, 9,000 miles. Gears: 1st, 35 m.p.h.; 2nd, 55 m.p.h.; 3rd, 90 m.p.h.; top, 112 m.p.h. Recently passed B.A.R.C. scrutineer. Ready for racing. Any trial. £700, no offers. Box No. 330, MOTOR SPORT, 15, City Road, E.C.1. [948

SPORTS CARS WORTH INSPECTION: 1947 (March) H.R.G., 1,496 c.c., standard sports 2-seater; listed at £1,087, accept £645; tax paid; immediate delivery. 1936 (Feb.) M.G. "PB," 9 h.p.; special competition 2-seater; Marshall supercharger (9 lbs.), cycle-type wings, twin spares, twin fuel pumps, etc.; 70 lbs. oil pressure; a very successful trials car, ready for immediate use; £325. Austin 2-ton truck and trailer, special equipment and carries two racing cars; £435. Frazer-Nash-B.M.W., Type 34, estate car; £120 overhaul 1950: price £275. Litherland Motors (Liverpool), Ltd. (Gil Tyrer), Hawthorne Road, Liverpool, 21. [950

1938 LANCIA APRILIA saloon de luxe, olive-green, green leather; particularly clean example; usual modifications; £498. 1937 Bugatti Type 57 sports saloon, fine specimen, good history, attractive appearance; £695. London Cars, 592/596, Greenford Road, Greenford, Middlesex. [951

SALMSON 10-H.P. GRAND PRIX, twin o.h.v. camshafts, 2-seater. Cream and green. Good running order. Trial and inspection by appointment. Eastcote Motor Services, High Road, Eastcote, Pinner, Middlesex. [952

1927 20/60-H.P., 6-CYLINDER STAR, open tourer (Wolverhampton built). Special body, cooling and impulse starter magneto. Many extras and spares. £80. Box MS 491, L.P.E., 110, St. Martin's Lane, W.C.2. [954

M.G. "J2" 2-seater, red with black; long-type wings; 60 lbs. oil pressure, hot; good all round; £195. M.G. "PA" 2-seater, silver-grey; excellent tyres, hood; just decarbonized; taxed June; £255. M.G. "TA" 2-seater, in green, immaculate and in first-class mechanical condition, excellent tyres, etc.; £385. Riley 9-h.p. special 2-seater roadster, registered 1949, new, pointed-tail professional body, excellent tyres; chassis believed 1933; single-carburetter engine; already performs well, and would develop ad lib; painted B.R.-green; £215. Montroe Motors, 91/7, Epping New Road, Buckhurst Hill, Essex. Tel.: Buckhurst 1171/2. [955

B.M.W. TYPE 40, 1½-LITRE competition 2-seater, first registered 1936. Modified and completely rebuilt November/December, 1949. Colour, Le Mans green, re-upholstered. Full touring equipment. H.C. head, three S.U. conversion. Complete spare engine. This car is ideally suited for club racing, trials or ordinary motoring. Guaranteed 25 m.p.g. We believe this car to be one of the fastest and prettiest 1½-litre B.M.W.s in the country. Accept £450. Apply: The Speedwell Garage, 6/8, Birmingham Road, Wolverhampton. Tel.: Wolverhampton 20464. [956

2-LITRE NEALE SPECIAL (Riley "Alpine" chassis, A.C. engine). All parts new or completely rebuilt to the last nut; new vintage-type body specially built for this car; very complete road equipment, good tyres. First registered 1948 (£10 tax). Terrific acceleration; whole car faultless. View by appointment, can be seen Birmingham. Bargain, £450. Full particulars: D. W. Neale, Shelsley House, Stamford Bridge, Worcs. [957

VETERAN CARS.—1909 33-H.P. THORNYCROFT limousine, original condition. Good working order. Good tyres. Complete. Believed to be unique. £150, or near offer. Tippetts, Eastcote Manor, Hampton-in-Arden, Warwickshire. [958

OCTOL.—The supreme anti-knock agent. Now obtainable in one-gallon cans from: Henry J. Nicholls Ltd., 308, Holloway Road, London, N.7. [959

1½-LITRE FRAZER-NASH-B.M.W. A reliable car in very good condition. H. G. Cotton, Treduchan, Llangrove, Ross-on-Wye. Tel.: Llangarron 237. [960

POST-WAR SUPERCHARGER, suit any 10-h.p. engine, all fittings for Minx. Overhauled by makers. £50 or near offer. De Mattos, Elmbridge. Tel.: Elmbridge 3877. [961

SIMCA F.I.A.T. 1939. Engine overhaul 500 miles ago, £78. New battery and coil, oversize tyres rear, with spares, new hood, recellulose light and dark blue; radio. Seen Croydon. Tel.: Croydon 1537, after 12 noon. £265. [963

M.G. M-TYPE GEARBOX in good condition. £3. Malcomson, 1, Menlove Gardens West, Liverpool, 18. [964

FRAZER-NASH B.M.W., 1938, model 55, 2-litre three carburetter 2-seater sports in excellent condition. £495, or near offer. 101, Brighton Road, Surbiton. Tel.: Elmbridge 8463, weekdays between 9-6 only. [965

1924 ROVER 8.9-h.p. air-cooled engine. 2-seater. New hood. Two new tyres, four new inner tubes. Lights all work, new horn and windscreen wiper. Price £55. W. P. Lawrence, 7b, The Crescent, Alverstoke, Hants. [967

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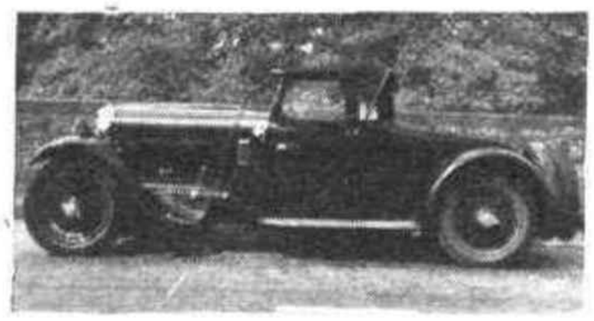
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JAGUAR 3½-LITRE. Ex-Wisdom, ex-Newsom, works car. In racing or sprint trim. Fastest Jaguar in existence. 1949 modifications. Spares include twin spare wheels, axle ratios, pistons, bearings, cylinder head, sports car equipment, etc. £750. G. E. Matthews, 48, Gaynes Hill Road, Woodford Bridge, Essex. [969

ALVIS SPARES "12/50." 16.9, 19.8, 1927-35. Rudge knock-on wheels, all sizes. Riley Twelve and Fourteen engine and gearbox spares; half shafts for Alvis, all models, Riley Nine and Twelve, Wolseley Twelve and Fourteen. Leaf "12/40." Radiators for Riley Nine and Twelve, Leaf "12/40," 1½-litre Invicta, 2-litre Lagonda, "19.8" Alvis and a few popular makes. One set Smith's Jackalls complete, £5. B.E. tyres 820 by 120 and 820 by 135, 30s. each; tubes 10s. each. Prices by return. Please give details. D. Bagshaw, The Green, Bath Street, Belgrave. [970

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MORGAN-J.A.P. FAMILY THREE-WHEELER, 1933. Offers over £60. Also, Brooklands Morgan-J.A.P., extra wide track. In process of rebuild, excellent condition throughout. Offers over £100. Bury Common Cottage, Bury, Pulborough, Sussex. Tel.: Bury 2121. [973

3½-LITRE JAGUAR 100 SPECIAL CHASSIS, needing final assembly. Unregistered. Brand new 100 low ratio rear axle, complete. Engine and gearbox as new. Brand new springs, shackles, etc. New Dunlops (two), together with 2½-litre chassis for spares. £325 the lot. Also a Ford V8 engined special 2-seater. Easy clean wheels, comp. tyres. A heap of junk for £55. John Jordan, Sandy, Beds. [974

MINERVA, 1932, Straight-eight limousine. Excellent chassis, good tyres. Offers over £25. Box No. 359, MOTOR SPORT, 15, City Road, E.C.1, or Tel.: Hoylake 3573. [975

RILEY "GAMECOCK," 9-h.p. 2-SEATER, 1932. Sound, but leisure time could be applied with advantage. £110. Youngs Motors, 82, Herrite Street, Knott Hill, Manchester. [976

£130. ALMOST SPECIMEN condition of body, Alvis "Silver Eagle," 1930 saloon. Enthusiast maintained (Bugatti owner), lightened flywheel, raised compression, balanced rods, also specialist ENTIRE engine overhaul JUST completed, bills produced, quarter worn tyres, radio fitted. Box No. 332, MOTOR SPORT, 15, City Road, E.C.1. [977

M.G.-ENGINED 8-h.p. MORRIS-MINOR sports 2-seater. Original body, good appearance, excellent tyres, fast, taxed Sept 30th. £65. Barnes, 36a, Leigham Avenue, Streatham, S.W.16. [979

FRAZER-NASH, 1932, 2-seater Brooklands 4ED Meadows engine. Whole car overhauled. Taxed and in regular use. £250. Would consider exchange for something smaller and cheaper. 120, Beeches Road, West Bromwich. Tel.: West Bromwich 0951. [981

FORD TEN TRIALS SPECIAL. Built new throughout, 1947, to special order. Fitted doors and hood. Successful, reliable and roadworthy, but not pretty. £275. J. R. Brown, 93, Ormerod Road, Burnley. Tel. Burnley 3032. [983

HIGH COMPRESSION ALVIS S/E head, surface ground and lapped, £10; Speed Twenty manifold and head; Bentley pattern Hartfords, 15s. each, or 50s. set; "4½" Autovac, £2; 1⅛ in. S.U. carburetters, 30s. each; 1¼ in. D/D S.U.s, £2 each. Wanted: Firefly D/D S.U.; Bentley "C," or "B" selector for top and third. Routledge, Scholes, Leeds. [982

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BENTLEY 3-LITRE CHASSIS. Complete. Very good condition. Headlamps, radiator chromed. Tyres new. "C" type box. £125, or reasonable offer. Hurst, Woodlands, Ormskirk, Lancs. [991

FRAZER-NASH VITESSE 2-seater, 1½-litre Anzani. Excellent condition, fast, 35 m.p.g. £175. Tremaine, Sherborne, near Cheltenham, Glos. [992

"ULSTER" AUSTIN. Rebuilt throughout 1,000 miles ago. "Works" u/s engine. Modifications by Cambridge Engineering. Original body. Suitable racing, hill-climbs, or 40 m.p.g. on road. Offers or exchange, plus cash. Wright, 75, Wensleydale Road, Hampton, Middlesex. [993

AUSTIN SEVEN CHASSIS—chassis 1929, Ruby axles, four good wheels, plus one not so good, steering complete. No tyres on wheels. Offers, please, to Box No. 334, MOTOR SPORT, 15, City Road, E.C.1. [994

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ALVIS "FIREFLY," 1933, foursome drophead, manual box, chassis excellent. Body needs some attention. Offers vicinity of £250 to: Soper, 15, Sanford Crescent, Chelston, Torquay. [999

1931 TALBOT 90, Le Mans green. Original condition throughout, excellent mechanical order, new hood, battery, extensive overhaul recently (bills £150), superb equipment, including two tonneaus, original handbook and tools; 18-h.p. 20-23 m.p.g. offers around £250. Major A. J. Woodrow, A Mess, School of Infantry, Warminster, Wilts. [1,002

1925 ARMSTRONG SIDDELEY 30-H.P. Truck body, running order. £17 10s. 1929 Sunbeam 20-h.p. Weyman saloon. Rough. Requires attention. £25. 56, Irwin Road, Bedford. Tel.: Bedford 5606. [1,003

BENTLEY 8-LITRE. No. YX 5103. Xmas 1931. Limousine coachwork good. Engineers report mechanically excellent. Runs beautifully. What offers? Mowat, 128, New North Road, Hainault, Essex. [1,005

LAGONDA, LATE "1,680" coupé. Black. Preselector. Completely overhauled. Numerous new accessories. Highest offer. Dr. Reid, Holmwood, Castle Hill, Parkstone, Dorset. [1192

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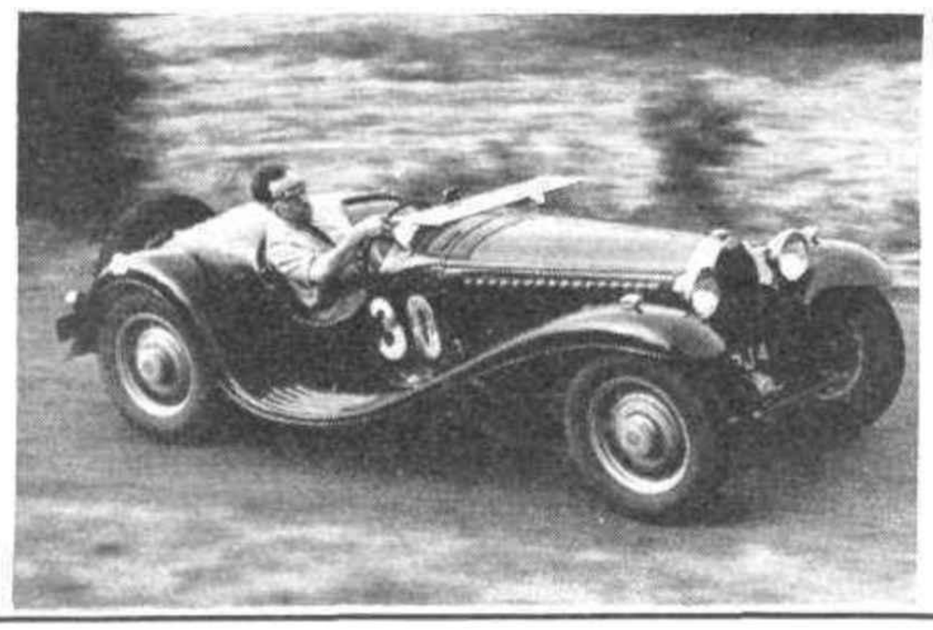
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ASTON-MARTIN, 1933, saloon. Good condition, but rocker plate cracked. £225. Hawkins, "Holywell Cottage," Ashby Road, Loughborough, Leic. Tel.: Loughborough 2926. [1,012

SIDDELEY SPECIAL FOUR LIGHT SPORTS saloon 30-h.p.; 37,000 miles only, immaculate, unbelieveable performance. £395, or part exchange considered. Carruthers Special £10 tax. Basically trials 2-seater, well shod, less engine and gearbox. Best offer secures. Now breaking '35 Alvis '32 Austin Sixteen, Rover Ten, Morris Isis, Talbot Fourteen, '33 Vauxhall Cadet, '38 Austin Ten, Humber 8.9, '29 Essex, Humber and Daimler scout cars. Complete engines for '35 Alvis Twenty, '38 Alvis Twenty-Five, Austin Ten, '32 24-h.p. Ford, 2½-litre Daimler (dry sump), Morris Commercial six-cylinder, etc.; 12v. wipers, £1. Hydraulic shockers from 25s. per pair. S.A.E. please, to Tom Carruthers, Carrutherstown, Dumfries. [1,013

R.A.F. CABIN BLOWER. Unused. Beautiful job. Make first-rate supercharger. £7 10s. Gibbins, 53, Tyrwhitt Road, London, S.E.4. [1,015

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VINTAGE SPORTS CAR ('30) M.G. "14/40." £10 tax. Vacuum brakes, high compression engine, spare engine and axles. Taxed Dec. Nearest £85. Tel.: Leatherhead 2653, after 7. [1,024

BENTLEY 4½-litre black label tourer convertible saloon. Recellulosed racing green, exceptional condition, any inspection. Sale or exchange for "T"-type M.G. or 10-h.p. saloon. 32, Sidney Road, Walton-on-Thames. [1,026

LAMBDA-LANCIA 2-seater sports, four speeds, modifications. Price £135. Barnes, 36a, Leigham Avenue, Streatham. [1,027

1927 ROLLS-ROYCE 20-h.p. Windover limousine. Six 6.00 by 20 tyres. Vertical radiator shutters. Carefully maintained, but body needs slight attention. £200. Milestone, 23, Woodbines Avenue, Kingston-on-Thames. [1,028

CITROEN. First registered 11.4.35. New liners, pistons, bearings and crank ground. Over £150 spent recently. Very clean. Nearest £240. Alvis. First registered 4.6.34, less than 1,000 miles since complete engine overhaul, including rebore, regrind, new bearings, valves and guides, etc. Nearest £200. D.K.W. Coupé, 1938. Very clean. Engine now being overhauled, including rebore and rebuilt crankshaft. Can be seen dismantled. £235. Ford Ten. First registered 12.11.35. Four-door. Ford reconditioned engine, new steering, tyres and battery May, re-upholstered and very clean. Nearest £200. T. C. Ivens, North Owersby, Lincoln. Tel.: Owersby Moor 202. [1,029

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TERRAPLANE 22-H.P. December, 1936, de-luxe saloon. One owner, 41,000 miles, excellent throughout. Taxed. Beddall Smith, 303, Rugby Road, Binley, Coventry. [1,031

1936 AUSTIN SEVEN "SPEEDY" rare model 2-seater. Immaculate. Photo supplied. £195. Fretwell, 15, Benhill Wood Road, Sutton, Surrey. [1,032

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FOR SALE—*continued*

PA M.G. 2-SEATER. Faultless condition. £250 offer. Consider exchange cloverleaf bodied car or Austin 4-seater same condition. 31, Queens Walk, Ealing, W.5. [1,033

MORRIS MINOR, 1928-34, new and secondhand spares; clutch thrust covers, 2s. 7d.; brake cables, 9s. 6d.; Bowdenex cables, 10s. 6d. New List 6d. Hiller and Wrigley, 50, Kingsway, London, S.W.14. [1,034

MARSHALL SUPERCHARGER in first-class condition. Complete with S.U. and all fittings for TA M.G. Box No. 348, MOTOR SPORT, 15, City Road, E.C.1. [1,035

MORRIS MINOR, 1934, saloon. New tyres. Brakes relined and excellent. Reliable, economical car. £95. White Goat Farm, Whalley, Lancs. Tel.: Whalley 3218. [1,036

STAR SALOON 18-H.P., 1932. Blue. Good tyres; two new. Clutch relined. Fitted wire wheels with Ace discs. All spares available. Engine very quiet, but smokes. £70. White Goat Farm, Whalley, Lancs. Tel.: Whalley 3218. [1,036

ARNOTT SUPERCHARGER for Ford Ten, complete with all fittings, latest type carburetter and spare S.U. Just had £23 overhaul by makers. Hollingsworth, Braybrooke Road, Hastings. [1,037

BENTLEY "SPEED SIX" CHASSIS, only 1929. Excellent condition engine, brakes, steering, transmission. No sign of wear. A type gearbox, bonnet. Bosch headlamps, four Dunlop Forts, new. Seen Herts. £125. Box No. 354, MOTOR SPORT, 15, City Road, E.C.1. [1,041

MORRIS MINOR O.H.C. engine parts, front axle complete. Cheap. S.A.E. for details. Blockey, 413, Spen Lane, Leeds, 6. [1,042

HUMBER 27-h.p. SALOON. £10 tax; ex W.D. run-flat tyres. Absolutely reliable. Tow anything, go anywhere. Ideal tender. £210. Best-Dunkley, Manor Farm, Stow-on-the-Wold. Tel.: Stow 148. [1,043

1936-37 RILEY 12/4 "ADELPHI" saloon. Body damaged one side, chassis undamaged. Offers around £75. Perry, "Northfield," Brechin, Scotland. [1,044

RILEY NINE 4-seater tourer, 1929. Engine overhauled, good hood, tyres and battery. Bodywork and upholstery in very nice condition. Ready for immediate use. £75. Smith, "Melbourne," Riverside Road, Shoreham, Sussex. Tel.: Shoreham 2520. [1,054

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We have noticed since the ending of petrol rationing that travelling to our labours *via* the London-Brighton Road has become very exciting indeed. We are frequently threatened with poor Jonah's fate, as what appear to be deep-sea monsters rush at us head-on with leering mouths rolling from side to side in ecstasy at the thought of devouring their prey. Having discussed this phenomenon in the local we have been informed that they are probably post-war wheeled devices being driven faster than they are meant to go; also that they should really all have been exported. We can only hope that upon an improbable arrival at Brighton they are put mercifully in their proper element. If you are a motorist of discrimination, get in touch—we may be able to help you.

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FOR SALE—*continued*

VAUXHALL VELOX 2.3-LITRE, 1926. Thoroughly roadworthy—well shod—excellent preservation. £100 or near offer. Box No. 343, MOTOR SPORT, 15, City Road, E.C.1. [1,045

RILEY 1½-LITRE FALCON, 1936-37, in prime condition. Offered in exchange for smaller saloon, preferably Riley Nine, or Lagonda Rapier. Would sell. Elston, 6, Cliff Lane, Hopton, Great Yarmouth. Tel.: Gorleston 843. [1,046

ENTHUSIAST OFFERS 1932, 2-litre 12.8-h.p. supercharged low chassis Lagonda. Open 4-seater. Completely rebuilt. New mains, big ends, valves, guides. Reconditioned blown camshafts. New bearings, timing chains, king-pins, bushes, springs reset, new shackle pins and bushes. New mahogany dashboard, new instruments, new gearbox, headlamps. Reconditioned by Lucas, rewire. Any inspection. £325. Thompson, 17, Victoria Avenue, Wembley, Middlesex. [1,048

AUSTIN SEVEN 2-seater sports, £75. B.S.A. saloon 12-h.p., £85. Rolls-Royce "25/30" saloon, £1,875. Talbot 105 sportsman saloon, £225. Morris Ten manifold, camshaft, water pump, PB fan, Hornet axle case, roof luggage carrier, 2·600 by 19 and 4·550 by 17 tyres, car heater, wheel braces and grease guns, all secondhand and cheap. W. B. Tel.: Kensington 7131. [1,049

ALVIS TWELVE "FIREFLY" sports tourer, 1933, converted 2/3-seater. Preselector gearbox just reconditioned. Excellent engine, brakes, tyres. New crown wheel, battery. £190, or offer. Sub-Lieut. Welby, R.N. College, Greenwich. [1,050

MICK SIDDENS OFFERS TO ENTHUSIASTS. Parts machined to drawing or pattern. No job too small. Claverdon, Warwick. Tel.: Claverdon 269. [1,052

ARNOTT LOW-PRESSURE SUPERCHARGER for TA/TB M.G. Complete with carburetter and oil tank. Boost gauge, double-pulley and all fittings. Owner broke. Must sell. Offers to: Cook, 51, Mill Road, Worthing, Sussex. [1,055

LAGONDA 2-litre, 1928 sports tourer. 8,000 since rebore, 23-26 m.p.g. What offers? Dartnall, Marlwood Farm, Thornbury, Glos. (Evenings or week-ends). [1,056

M.G. 2-LITRE SALMONS foursome drophead coupé. Makers' reconditioned engine just fitted. Re-sprayed cream and green, new hood, lining, king-pins and bushes, shackle pins and brakes, universal joints, Rotaflow shock absorbers. Dynamo, tachometer and drive reconditioned. In absolutely first-class condition. Complete with tonneau cover and many spares; or 3-litre "Red Label" Bentley, 1926. Re-registered 1938 with special sports 2/3-seater body, good hood and screens. New Hartfords. Engine completely reconditioned; fitted two latest type Zenith carburetters and S.U., petrol pump; 20 m.p.g. Full particulars of either of the above cars from Brett, "Waverley," West Runton, Norfolk. [1,057

M.G. 1,100 c.c. 2-seater. Perfect. £295. Tel.: Leatherhead 2653, after 7 p.m. [1,058

RAILTON. New station wagon with Railton tuned, rebuilt eight-cylinder engine. Unregistered, but eligible. £10 tax. £275. Best-Dunkley, Manor Farm, Stow-on-the-Wold. Tel.: Stow 148. [1,043

M.G. MIDGET, 1931. Coachwork rebuilt, 1949. Engine recently overhauled. New tyres, battery. Averages 40 m.p.g. £120. Write: Rowell, 153, Norbury Crescent, S.W.16. Tel.: Pollards 2090 (evenings). [1,060

CARDEN twin two-stroke 2-seater. Original condition. Needs new tyres. Stored since 1924. Best offer secures. Chrome Lucas road lamp, 30s. Rich, Steel Green, Millom, Cumberland. [1,061

HEALEY EQUIPMENT. Two wheels, pierced like Silverstone. Complete 600 by 15 racing Dunlops and tubes, £8 each, also three similar tyres, £4 10s. each; all little used. Also R-type chassis frame, crashed but repairable. What Offers? J. R. Brown, 93, Ormerod Road, Burnley. Tel.: Burnley 3032. [1,062

LAGONDA RAPIER FIXED HEAD COUPE. Fast, attractive car. £275. 30, Edinburgh Avenue, Leigh-on-Sea, Essex. [1,063

RILEY NINE SPARES, SALE AND SERVICE. Choice of several Monaco saloons for sale. Most engine and chassis parts 1928 onwards, including differential units, axle shafts, wheels, gearboxes, manifolds, heads, etc. Quotations with pleasure, but please enclose S.A.E.

NEW REPLACEMENT valves, 6s. 6d. each. Guides, 3s. 6d. each. Springs, 8s. 6d. set. Gaskets, 15s. set. King-pins and bushes, 35s. set. Carriage paid. Sales and service open till 10.0 p.m. week days; mid-day Sunday.

Welford Bros., Opal Street, Leicester. Tel.: Leicester 65903. [1,064

DELAUNAY BELLEVILLE 15.9 o.h.c. 3-seater Drophead coupé, with double dickey. Actual Olympic show model, 1925. Very carefully maintained. Taxed. Any trial. £75. Box No. 356, MOTOR SPORT, 15, City Road, E.C.1; Tel.: Tipton (Staffs.) 1497. [1,065

FOR SALE—*continued*

AMERICAN LINCOLN (right-hand steering) 1928, 40-h.p. V8. Superb 5-seater luxury tourer. Part dismantled, no upholstery. Make magnificent car if rebuilt. £50. Box No. 356, MOTOR SPORT, 15, City Road, E.C.1. [1,065

LOMBARD FRONT AXLE complete (fits 2-litre Bugatti). £12. Plenty 42 m/m Rudge wheels 16 in. by 18 in., some as new, from £1 10s. each; 2-litre Bugatti radiator, partly opened up. £5. Ex-Merlin magnettos. £1 10s. each. Box No. 356, MOTOR SPORT, 15, City Road, E.C.1. [1,065

HUMBER EIGHT differential housing or complete rear axle. Ward, 8, Fairleigh Court, Glendale Gardens, Leigh-on-Sea, Essex. [1,066

ALVIS 12-h.p. SALOON, 1934. In perfect condition throughout. Sell or exchange 8/10-h.p. saloon. Write: 8, Stonefall Drive, Harrogate, Yorks. [1,067

£20. 16-h.p., 1926, Daimler tourer. Body fair, chassis good. Engine partly dismantled to fit new rings. Almost complete spare engine. Lack of space and time forces sale. Cuff, 98, Church Road, S.W.13. [1,068

VINTAGE HILLMAN FOURTEEN. Immaculate in and out and suitable concours. Mechanically perfect. Best offer over £100. 41, Tandridge Gardens, Sanderstead, Surrey. Tel.: Sanderstead 5365. [1,071

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"12/60" all bodies.
"Firefly" all bodies.
"Firebird" all bodies.
17-h.p. 1934-1936.
"Speed 20" all models.
"12/70" D.H. Coupe.

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We will be pleased to enter into any correspondence, or view a car that cannot be brought to us he petrol situation makes life much easier), and shall be pleased to hear from any of our friends, private motorists and trade alike, who have any Alvis problem, or car for sale.

We often have "other make" part-exchange cars at competitive prices, and offer unequalled hire purchase, insurance and exchange facilities.

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BENTLEY 4½-LITRE. Late chassis fitted "Red Label" engine. Reconstructed with new body. First registered Dec., 1949. £10 tax; 4-seater, green as new. Scarcely used. Obliged sell. £425, or close offer. Box No. 344, MOTOR SPORT, 15, City Road, E.C.1. [1,072

TALBOT NINETY, 1931, open sports 2/4-seater. Excellent condition. Capable of 85 m.p.h. and averages 25 m.p.g. Enthusiast's car. £250. Edmunds, Watling Street Works, Brownhills, near Walsall. Tel.: Walsall 2163. [1,073

FRAZER-NASH (4 Ed. "Brooklands" Meadows engine); 85 plus m.p.h.; 28 m.p.g. Excellent mechanically, new tyres, body very good. £185, or offer. Mills, 102, Middle Street, Yeovil, Somerset. [1,074

INVICTA SPECIAL 4½-LITRE. This car is on £10 tax, having been completely rebuilt 1949, cost believed to be £1,200, it includes full Le Mans equipment, bronze head, tele-controls, it has a host of other special features, all engine parts are either chromed or polished, the cellulose has not the slightest scratch, must be seen to be appreciated. Any examination welcomed. £800, or offer. D. Parker, Leigh Lodge, Higher Drive, Banstead, Surrey. Tel.: Ewell 1681. [1,075

FOR SALE—*continued*

BENTLEY 3-LITRE, chassis No. 26, engine No. 25, original 4-seater touring body by Jas. Young. Good tyres, hood, battery; electrics reconditioned. Mechanically sound. Seen London area. £220, or exchange J2 "Nippy," "Ulster," etc. Box No. 357, MOTOR SPORT, 15, City Road, E.C.1. [1,076

RILEY NINE, 1932, all engine spares, gearbox, five-stud axle case, half shafts, etc.; 10 in. Biflex headlamp. S.A.E. list. Wanted, 600 by 16 six-stud wheels. J. Gillham, 9, Firs Road, Milnthorpe, Westmorland. [1,077

SPARES. Sunbeam, 1933-34, 20-h.p. Most parts body and engine. Good radiator, gearbox, half-shafts, etc. Also 1930-31 gearbox, Wolseley, 1937 Super Six 21-h.p. most parts; 1934 Triumph back axle. Singer Nine, 1935-36-37 crank shaft. Standard Little Nine engine and gearbox. Raleigh three-wheeler, 1935, complete engine, gearbox. Pair Lucas 10 in. BJ Flex lamps, suitable M.G. Talbot Seventy-Five radiator. Wolseley, 1936, 12-6 rebored block with cylinder head and new pistons. Many good wire wheels, Morris, Austin, Riley, etc. Two beaded edge tyres, 24 by 2½ and two 26 by 2½. W. Bishop, 9, Norman Road, Swindon. [1,078

BUGATTI EX BARON, 1½-litre supercharged G.P. spares, etc. Offers for quick sale. R. C. Foster, 25, North Down Close, Maidstone, Kent. Tel. Maidstone 3997. [1,079

1936 SINGER LE MANS. Special streamlined body by Crofts. Sound and attractive car. £225. Elmtrees, Little Marlow, Bucks. Tel.: Marlow 647. [1,080

CYCLE WINGS (domed and beaded) 5 in., 6 in., etc. (alloy), 17s. 6d. each; (steel) finished primer, 10s. Stonehands Farm, Herstmonceux, Sussex. [1,082

RAPIER, 1936 (July), supercharged drophead coupé. Black, silver wheels, new hood. Just overhauled, in excellent condition. £450 for quick sale, no exchanges. Gibson, Avon Cottage, Great Somerford, Chippenham, Wilts. [1,083

RILEY IMP. Exceptional example of this rare car. Only 54,000 miles and as good a set of inwards as one could wish for. Offers around £350. 7, Albert Road, Leicester. [1,084

SALE, OR PART EXCHANGE (for pleasing saloon), A.C. tourer, 4-seater, 1929. Reconditioned throughout. Written guarantee. Box No. 358, MOTOR SPORT, 15, City Road, E.C.1. [1,085

1933 RILEY NINE GEARBOX, remote control type, perfect, £6 10s. Radiator, good chrome, £3. Petrolift, 10s. Crankshaft, rods, £2 10s.; 1931 Austin Seven crankcase, 15s. Block, valves, etc., £1.; 1925 Citroen 7.5, most spares, including complete engine. Spring steering wheel, 15s. Worters, Dunbar, New Barn, Longfield, Kent. [1,086

ALVIS "12/50" 4-seater tourer. Good condition, 3,000 miles since overhaul. £90. Gibson, Swimming Pool, Beachley, near Chepstow, Mon. [1,087

M.G. Monthery head, £3; camshaft, £4 10s.; 15-gallon tank, £8; 6-volt starter/dynamo, £2. Front cycle types and brackets, £4. Two 19 in. wheels, excellent tyres, tubes, exchange for 16 in., or sell. Corona Cafe, Wood Street, Stratford-on-Avon. [1,088

1928 M.G. TOURER, 14-h.p. Good running order. Hood and sidescreens complete. Good tyres. £150, or near offer, or exchange for smaller car. Helm, The Park, Market Bosworth, Nuneaton. [1,089

LAMBDA. 5th series tourer, fitted with 7th series engine, original engine being bored, crankshaft re-ground, big-ends re-metalled, separate new hood for front seat, new spare wheel cover, two new re-mould tyres on back, re-chromed hub caps, etc., body recellulosed, interior in very good condition, one owner for 20 years and whole history is available. Price, with spare engine, £165, or near offer. L. Morton, The Spur Doubling Mill, Ltd., South Reddish, Stockport. Tel.: Stockport 4621. [1,090

£70 OR OFFER. Morris Minor, 1932, 2-seater aluminium body almost completed; 5.50-16 rears. Engine completely reconditioned 800 miles ago. Doctor enthusiast too busy to complete. Write: Gordon Hadfield, 4, Upper Harley Street, N.W.1. [1,091

JULY, 1938, MORGAN "4/4," metallic blue, exceptional condition, carefully used. £355 or offer. 38, Balmoral Road, South Harrow. [1,093

1924 BULLNOSE MORRIS COWLEY tourer, repainted, good tyres. Carefully used, small mileage, grand old car in wonderful and reliable condition (except hood). No battery. Offers over £40. Lock, Hartford, Huntingdon. [1,094

BENTLEY 3-LITRE "BLUE LABEL" 2/4-seater sports drophead. Excellent and original mechanically, well-shod and cared for. A good-looking, economical and very practical all-purpose car. Owner regretfully selling to buy 4½. £235. Box No. 345, MOTOR SPORT, 15, City Road, E.C.1. [1,096

AUSTIN-FORD TRIALS SPECIAL. Almost new Ten engine. Wipacmag, dynamo lighting. Neat aluminium body. Five new tyres, three awards 1949. Insured. Taxed Dec. Nearest £150. After 9th. 4, St. Winifred's Avenue, Harrogate. [1,097

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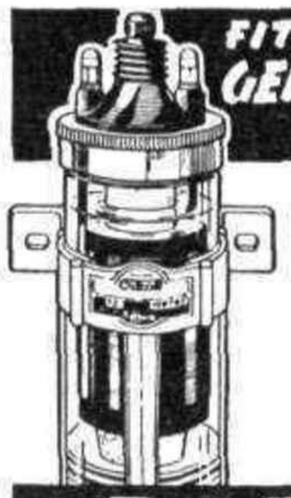


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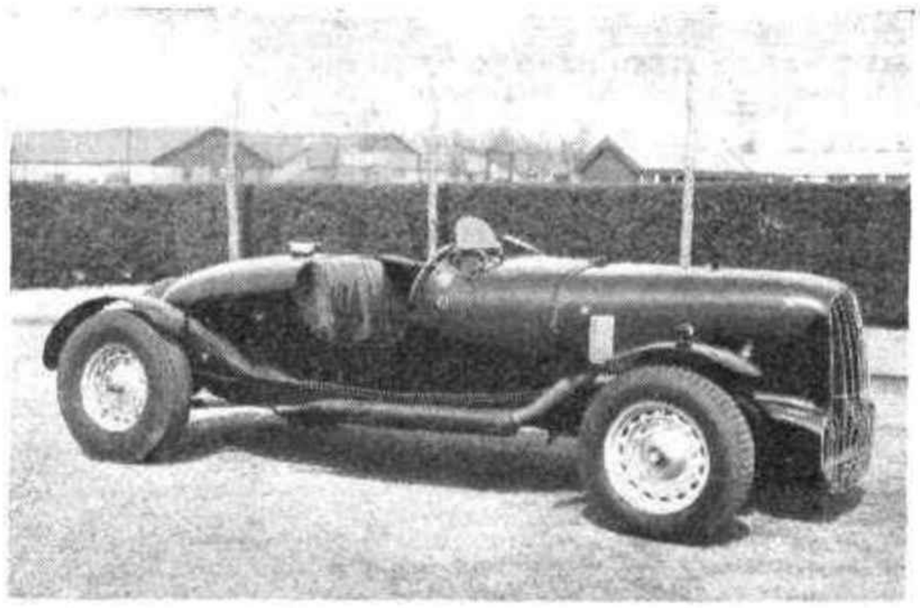
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Ref. 174d. The B.S.F. Set. Two gross assorted H.T. bolts and set screws, with washers, and plain and Simmonds nuts. Diameters, ¼", ", and ⅜". Lengths, ½" up to 3", 864 pieces in all, packed in cartons, clearly labelled. Price **56/7d.**
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Ref. 182 ¼" B.S.F. x ½" H.T. hex. hd. set screws (threaded up to head), with plain and Simmonds nuts and washers. Half gross packed in two cartons, clearly labelled. Price **11/2d.** Also available all cadmium plated. Quote Ref. 182 C. Price **13/5d.**

Ref. 183 The Set Screw Selection. B.S.F. H.T. hex. hd. set screws (threaded right up to head), 36 of ¼" x ½" long, 24 each of " x ⅝ and ⅜" x 1", with Simmonds nuts, plain nuts and washers. Packed in cartons, clearly labelled. Price **19/1d.** Also available all cadmium plated. Quote Ref. 183 C. Price **22/9d.**

Ref. 184 Assorted Steel Washers. Four gross ⅛" up to ⅜" diameter. Bright Steel finish, **6/1d.** Cadmium plated **7/8d.**

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FOR SALE—*continued*

ENTHUSIAST REGRETFULLY OFFERS, owing to lack of time, the base of a super special, consisting of 2.9 Maserati chassis, complete with regulation 2/4-seater body, cowled radiator, aero screens, 30-gallon tank, quickly detachable guards, Bosch headlamps, 18 in. alloy brake drums, balanced wheels, six perfect tyres, with 3-litre Riley Autovia V8 o.h.v. motor, complete with preselector gearbox, two downdraught Zeniths, Scintilla magnetos, two sets of spare S.U.s etc. The chassis and engine are completely stripped, and are in excellent condition. Would exchange for good Ford Ten or V8 special, cash either way. Delivery can be arranged. Tel. : Underhill 1382 after 7 p.m., or write : Staveley, 47a, Station Road, Harrow, Middlesex. [1,095

M.G. "18/80," 1931, 4-seater, sports tourer, in excellent condition. Recently resprayed, red and black ; 23 m.p.g. Enthusiast's car. Price £185. Box. No. 346, MOTOR SPORT, 15, City Road, E.C.1. [1,098

AUSTIN "NIPPY" SPORTS. Alloy body ; 1,000 miles since first rebore. New bearings, big-ends, battery, carburetter, good tyres, fast and economical. £125. Week ends only. Tel. : Valentine 4631. [1,099

"30/98" VAUXHALL. E.383. Front axle damaged. Otherwise perfect. Many useful mods., including Delage front axle and Ford clutch. Velox 4-seater body with new hood and tonneau. £200. Also O.E. "30/98" 2-seater. O.E.261. Counter balanced crankshaft. New body. Terrific performance. £150 or £300 the pair. Consider exchange. Axel-Berg, Morton Air Services, Whitchurch Airport, Bristol. [1,101

M.G. 1937 2½-LITRE sports saloon. Engine recently overhauled. Bodywork good. New tyres. Fitted radio. Reasonable offer accepted. Box No. 347, MOTOR SPORT, 15, City Road, E.C.1. [1,102

BENTLEY 4½-LITRE, 1929, Van body. Very good mechanically, all late modifications. £197. Spurr, Caledonian Road, Savile Town, Dewsbury. [1,103

£135. 1934 12-h.p. M.G. sports grey saloon. Red interior. Four excellent tyres. Taxed Dec. 31. Argent, Laindon Common, Billericay. [1,104

FOR SALE—*continued*

1935 MERCEDES, type 500, eight-cylinder supercharged. Engine and chassis perfect. Body damaged. Seen London. Offers wanted. Tel. : Bayswater 5371. [1,105

M.G. NOV., 1938 TA. Really first-class fettle. Newton shock/absorbers, twin spares, sportscoil, fog spot lamp. Enthusiast-owned. Must be seen and driven to be appreciated. Motor-cycle accepted in part exchange. £395, or offer. Laidler, 227d, Leigham Court Road, Streatham. Tel. : Balham 2925. [1,106

WOLSELEY HORNET, Dec., 1934, sports. Engine reconditioned ; four new tyres, bodywork very good. £145, or offer. 39, Park Drive, Blackpool. [1,107

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For all sports spares, materials and equipment

Chromium-plated tubular luggage grids for M.G., Singer, S.S. 100, Allard, Standard Eight, F.I.A.T. 500, Austin Eight, from **£4 5s.** "Deep Note" exhaust systems from **£3.** "Brooklands" aero screens, universal fittings, **48s.** "Brooklands" steering wheels, **£4 5s.** Cycle-type wings, domed central rib, light steel, 6 in. **15s.**, 7 in. **17s.**, 8 in. **18s 6d.**, light alloy ditto, 6 in. **21s.**, 7 in. **22s 6d.**, 8 in. **25s.** Bucket seats, pressed steel frames, **22s. 6d.**, trimmed black or brown rexine, **65s.**, hinged back **70s.**, light alloy seats **50s.** trimmed rexine, Dunlopillo cushion **£5 7s. 6d.** Dunlopillo cushions **21s., 22s. 6d.** Sheet aluminium, 6 ft. by 3 ft. by 22 g. **25s.**, 18 g. **40s.** Duralumin **20s., 36s.**, other gauges, angles, mouldings stocked. Best quality black or brown duck, 54 in. **25s.**, 72 in. **28s 6d.**, head topping **25s.** Rexine, all colours, **12s. 6d., 19s. 6d.** yard.

SUPERCHARGERS. Large stock, all makes. Largest Zoller, new, for E.R.A. or Magnette, **£60** ; 2½ in. bore S.U. for same, **£15.** Arnott supercharger with long drive shaft, fittings for Coventry Climax engine, **£35.** Centric set complete for "P" M.G., rebuilt makers, **£40.** Centric No. 160, **£20.** Arnott set for F.I.A.T. 500, **£40.** F.I.A.T. 1,100, **£50.** Boost gauges—10, plus 25 lbs., **25s.** Radiator thermometers, **25s.** Large stock Marchal, P100, Lucas, Notek head and spot lamps, speedometers, rev.-counters, Windtone horns.

SCINTILLA VERTEX NV4. £7 10s., rebuilt makers, **£12 10s.** new Vertex for Ford V8 with brackets and adapter, **£20,** suitable Allard.

ALUMINIUM CYLINDER HEADS for power, performance and economy, "ALTA" Austin Seven, **£5 10s.,** "SILVERTOP" for Ford Eight and Ten, Morris Eight series 1 and 2, **£5 18. 6d.,** Series E, Minx and Talbot Ten, **£6 12s. 6d.,** Morris Minor, shortly available, **£7.**

F.I.A.T. SPARES. Largest stockist 500, 1,100, 1,500 spares, new and reconditioned. Exchange reconditioned starters, dynamos, engines, gearboxes, radiators, engines. Complete servicing and reconditioning, and coachbuilding.

M.G. SPARES. Vertical drive roller races **8s. 6d.** pair, sleeves **21s. 6d.,** flexible couplings **9s. 6d.,** own drive pinions, rebuilt, **40s.,** ditto rockers **7s. 6d.** Rocker shafts from **10s. 6d.,** bushes **7s. 6d.,** valves **5s. 6d.,** guides **5s.,** phosphor bronze **7s. 6d.,** gaskets, ball races, half-shafts, road springs from **32s. 6d.** New road wheels 16 in., 18 in., 19 in. rims **£6.** New "J2" crankshafts, balanced **£12 10s.** 'Deep Note" exhaust systems, "J2" **65s.,** "P" **75s.,** "N" and "T" **85s.** Brooklands steering wheels **85s.,** adjustable boss TC **95s.** Door grilles, chrome, **10s. 6d.,** wing grilles "J2" **30s.** pair.

B.M.W. ENGINE. 1½-litre, brand new, with Bosch vertical magneto, starter, dynamo, carburetter, manifold, water pump, filters **£75.**

BUGATTI. 2/4-seater F.W.B., complete less engine and hood only, make excellent special, **£50.** Grand Prix Salmson, 2-seater, sleeved engine and original throughout, 2 spares, **£85.**

V. W. DERRINGTON, LTD.
159 and 200, LONDON ROAD, KINGSTON-ON-THAMES
Tel. : KIN. 5621/2.

AUTOMO LIMITED

£135 Singer "Le Mans" open 4-seater, cream. Mechanically very good but all-weather equipment fair—a genuine car for the enthusiast.

£145 Morris "10/6" 4-seater sportsman's coupe, sliding roof. In excellent condition all round.

£195 M.G. "J2" sports 2-seater. Resprayed old gold, new chrome fold-flat screen and glass, silver wheels, spot-lamp, etc. Must be the best-looking "J2" around.

£255 M.G. "KN" 1½-litre open 4-seater. Perfect condition, excellent all-weather equipment and cracking performer. Recent engine and king-pin overhaul.

£550 M.G. "TC," 1946. Black, red leather. Many extras, spotless condition. One careful owner.

£??? And now ! a Sept., 1935, Delage D.8 with a professionally-made coachbuilt 2-seater body, two-way fold-flat screen, masses of chrome, 7.00 by 18 tyres. This car is the centre of attraction wherever it stands, so come on, you enthusiasts. What do you offer ?

Terms, Exchanges,
Insurance—by period or year.

From our Accessories Department :
6-volt batteries from **£3.**
12-volt batteries from **£6.**
Unconditionally guaranteed for twelve months —scrap allowance for your dead battery.

Personal callers only.

229, WEST END LANE
HAMPSTEAD, LONDON, N.W.6
Tel. : Hampstead 3430.

FOR SALE—*continued*

SINGER NINE ROADSTER, 1947. Genuine 5,000 miles only ; one owner. Whole car absolutely as brand new. Accept £525 for quick sale. Would take motor-cycle in part exchange. 227d, Leigham Court Road, Streatham. Tel. : Streatham 4829. [1,106

SPECIAL FORD V8 ENGINED SPORTS CAR. As new ; 700 miles. £10 tax. Coachbuilt body ; 22 m.p.g. Excellent performance. Suitable for racing and trials. 1949 construction. £235 for quick sale or exchange. Details : 51, Richmond Wood Road, Bournemouth. [1,108

AUSFORD, RUBY TOURER, FORD TEN. Engine and gearbox proving most deceptive and distressing to many supposed "sports-car" owners. £110. Riley Nine Kestrel, crash box, engine bored and sleeved, crank ground. New battery. £185. Invicta, 1935, 1½-litre 2/4-seater sports, fitted Rover Fourteen engine and gearbox. £120. Morris Cowley 2-seater with dickey, very reliable. Nearest £60. Would exchange any of the above with cash adjustment for Dolomite, Citroen, A.C., or similar roadster. Eccleston, 39, Rowlands Road, Birmingham, 26. Tel : ACO 2039. [1,109

RILEY, 1926, 11-9 tourer. Structure added above waistline to convert to utility, but easily removed, leaving original body. £55. Lewis, 63a, Woodcock Street, Birmingham, 4. Tel. : AST 2410. [1,109

WOLSELEY TEN TOURER, 1923. Running daily last year. Now laid up, sound and complete. Space needed. Offers : Jeanne's House, Guildford Road, Bisley. [1,110

JAMES BOOTHBY MOTORS LTD. offer brand new heavy duty Pinelli B.E. tyres 880 by 120 and 935 by 135 at £3 5s., exclusive carriage and packing. Cash with order, please. Mary Farm Works, Lowfield Heath, Crawley. Tel. : Crawley 600 [1,183

ALVIS SPEED TWENTY, 1935, open 4-seater. Pale green. Recently recellulosed and chromed. Good hood, etc. Beautiful condition. £150 spent last six months. Tele-controls. Nearest £500, or exchange 4-seater drophead or sports, similar condition, Aston, Morgan 4/4, Riley Sprite, Sunbeam, Talbot. Rogers, 17, Ederoyd Grove, Stanningley, Leeds. Tel. : Pudsey 4030. [1,038

SUPERCHARGER CENTRIC in virtually new condition as very little used. For 1936-37 Riley 1½-litre. All fittings, including spare belts, etc. Box No. 341, MOTOR SPORT, 15, City Road, E.C.1. [1,039

BENTLEY 4½-LITRE. Completely rebuilt in 1949 and fitted with special pistons, modified crankshaft and Borg and Beck clutch. D-type box. Original 4-seater V.D.P. body. Whole car in very good order externally, internally and mechanically. £600. Fuelling, 33, Harrington Gardens, S.W.7. Tel. : Fremantle 8351 or Terminus 1443 (office hours). [542

FOR SALE—*continued*

BENTLEY SPARES : V.D.P. body, long ; perfect black fabric ; poor upholstery ; hood, side-screens : £40. Jaeger instruments and drives, £15. Plain front brake drums, original size, £9 pair. Set 6½-litre drums, fronts Harris-ground, £22. Lucas P.100s, £12 10s. Front axle, with wrapping brake gear, £8 10s. B.S. gearbox, wheels, 600 by 21-in. tyres, radiator, reset springs, gaiters, shackles and bushes. Late-type long chassis. Various hubs, stub axles, and halfshafts. Box No. 338, MOTOR SPORT, 15, City Road, E.C.1. [1001

10-H.P. HILLMAN AERO MINX, 1934. New hood, tonneau, screens. Engine in good condition. Car generally in perfect running order. Owner going abroad. Nearest offer £250. Lumsden, 197a, New Haw Road, Weybridge, Surrey. [1,114

LAGONDA 2-litre low chassis open fabric, new hood, four new tyres, repainted. Nearest £200. Lagonda 2-litre low chassis drophead foursome, nearly new tyres. £10 tax. £275. Box No. 350, MOTOR SPORT, 15, City Road, E.C.1. [1,113

SCINTILLA VERTEX four-cylinder magneto. Complete with impulse starter. Little used. £7. 93, Pack Lane, Basingstoke. [1,129

FOR SALE—*continued*

ISOTTA FRASCHINI, 1927, 44-h.p. 8-cylinder, twin S.U.s. Perfectly maintained. Stored 10 years. Excellent tyres. Delivered anywhere. Most amazing motor-car. £225. 72, Salford Road, Streatham, S.W.2. [1,112

ALFA-ROMEO, 1934. 1,750 c.c. twin-cam supercharged "Gran Sport" drophead coupé 4-seater. Owned by Monkhouse and maintained by Monaco for considerable mileage. £395, or near offer. Taxed December. Wild, 48, Whitchurch Gardens, Edgware, Middlesex. [1,116

M.G. "18/50" Mk. II 31. First-class mechanical condition. Maintained by enthusiasts regardless of expense. Nearest £200. Tel.: Rickmansworth 3457. [1,117

LAGONDA TOURER, 20-h.p. Excellent condition mechanically. Nice paintwork. Five good tyres. Any examination. 295 gns. Box No. 352, MOTOR SPORT, 15, City Road, E.C.1. [1,118

BENTLEY 3-LITRE "RED LABEL" V.D.P. tourer 9 ft. 9 in. chassis. £185, offers. 1, Station Terrace, Kensal Rise, Willesden, N.W.10 : Tel.: Ladbroke 1992. [1,119

FOR SALE—*continued*

LEA FRANCIS "12/40," 1928, 4-seater tourer. Bodywork entirely rebuilt, all seats and trimming renewed. Rewired throughout. £140. Holmesdale Garage, S.E.25. [1,121

LEA FRANCIS "12/50," 1928 4-seater tourer. Twin S.U. carburetters. In excellent condition, now undergoing minor renovations and maintenance. £155. Holmesdale Garage, S.E.25. [1,121

LEA FRANCIS spares for "12/40" and "12/50" models : Cylinder head, block, and sundries ; gearbox, complete rear axle, diff. unit, hubs, lock nuts, axle shafts, dynamos, starters, etc. Holmesdale Garage, South Norwood Hill, S.E.25. [1,121

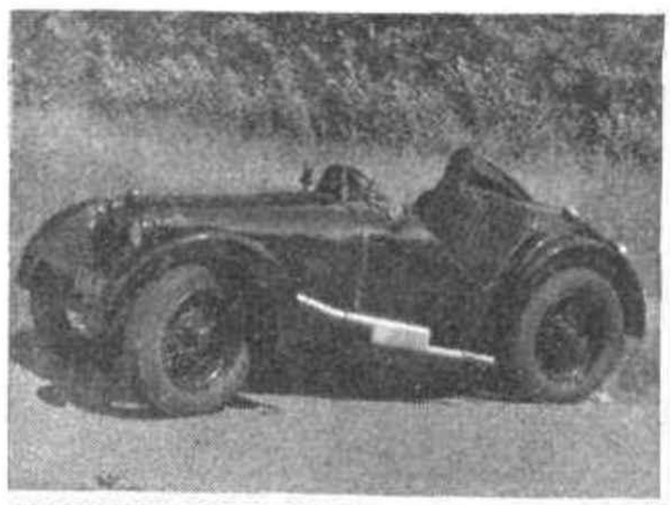
ALUMINIUM CYCLE-TYPE WINGS. Manufactured to R.A.C. racing regulations. Several types, 17s. 6d. each. Postage extra. 53a, Clissold Road (Garage), Stoke Newington, N.16. [1,122

ALVIS "12/50" LIGHT TWO-SEATER. 4.3 axle, c/r gearbox, big-port head, outside exhaust. Car in daily use and good condition. Personal reason for selling. £125. Grice, Monk Fryston Lodge, South Milford, Leeds. Tel.: Leeds 345. [1,128

SIMMONS of CROYDON

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Offers the following selection of fully guaranteed thoroughbred sports cars from stock



MERCEDES-BENZ "36/220K," supercharged (1929). A really magnificent super-sports Merc. of the true vintage. An ex-Arbuthnot job which was stored from 1936 to 1949 and after a complete overhaul and reassembly has only completed a nominal mileage to date (approx. 275 miles). At present being fitted with new tyres, Bosch spots, undergoing respray in our workshops, and complete check-over by **British Mercedes.** In superb all-round condition, giving urge at 100+ m.p.h. This job is reputed to have changed hands at 2,000 gns. in 1939. **Guaranteed for three months against any mechanical defect whatsoever.**

£325

SUPERCHARGED AUSTIN SEVEN "Works" "Le Mans" (1938), with most attractive coachwork. Completely rebuilt, inclusive Martlet pistons, new h.d. crank and new pattern Arnott blower (bills for £280) this year. Over 70 m.p.h.; 35 m.p.g. Taxed year. Scintillating performance and mint condition. **Guaranteed for three months against any mechanical defect whatsoever**

£285

BENTLEY 4½-LITRE (1929), 2/4-seater. Coachwork by Corsica. Nil mileage since complete recondition, including boring, sleeving and transmission overhaul (bills £174). Rewired. Reconditioned magnetos. Modified plate clutch. Brakes, etc., all "spot on." 20 m.p.g. **Guaranteed for three months against any mechanical defect whatsoever.**

£285

Bentley 8-litre (1932) Drophead Coupe. Superb condition, having recently had complete overhaul and virtually one of the smartest seen in this country. Unfortunately purchased too late for details in advertisement. **Guaranteed for three months against any mechanical defects whatever.**

£325

M.G. "J2" (1933). A very smart and mechanically 100 per cent. little job, having been recently bored and brakes relined. New battery, good tyres, renewed dyno oil-throw and first-class weather equipment. Snappy, clean and reliable. **Guaranteed for three months against any mechanical defect whatsoever.**

£195

ISOTTA-FRASCHINI (1934) TYPE 8A sportsman's saloon. Incomparably clean, having completed only 37,000 chauffeur-driven miles since new in the hands of one meticulous owner. This superb carriage is in 100 per cent. mint condition and is probably one of the very few cars in existence to absolutely qualify for that much-vaunted phrase "as new."

£385

LAGONDA (1934) 3-LITRE 4-seater tourer by Vanden Plas. Very clean and in faultless original condition all round. Reconditioned engine and clutch 2,000 miles back. New springs and brakes. Uses no oil. First-class weather equipment. 85 m.p.h.; 20 m.p.g. Very good upholstery. Cycle-type wings. Taxed year. **Guaranteed for three months against any mechanical defect whatsoever.**

£325

LAGONDA (1932) 2-LITRE drophead coupe arriving July. **£285**

BENTLEY. The 3-litre, 9-ft. chassis, ex-T.T. team car of W. O. Bentley and Clements, AP 316. Reputed to be the "B" raced at Indianapolis 1924. Afterwards owned and raced by the late George Porter and Miss May Cunliffe. Holder of innumerable Brooklands trophies. This historic Bentley has been completely stripped and rebuilt at a cost of £1,600 over the past two years. I have all bills available, including the engine overhaul by McKenzie for £350, and I am at present modifying the coachwork. Reference history of this car, read Vol. I, "Story of Brooklands," by W. Boddy. Inquiries are invited. Further particulars in next month's MOTOR SPORT.

At the time of going to press I am negotiating for a 3-litre (1928) 2-seater Bentley, a 1,750-c.c. blown Alfa (1930), a 4½-litre Lagonda sports saloon (1935), and a 1934 Rolls Phantom II Continental sportsman's saloon by Hooper which was Rolls' own demonstration car up to 1939 and has been stored since. Another 4½-litre Bentley, a Fraschini and the odd M.G. or so will be available during the month.
Readers are requested to bear in mind that I am always interested to hear of Alfas, Hispanos, Mercs., Isotta, "J2s," etc., for sale or part exchange, always providing they are in reasonable condition, and will gladly give any assistance, within my limitations, to owners disposing of sports cars, or advice as to repairs and technical data, etc. ANY VEHICLE ADVERTISED BY ME IS FULLY OPEN TO ANY TRIAL AND EXAMINATION, AND PROSPECTIVE BUYERS ARE ASSURED THAT EVERY POSSIBLE FACILITY WILL BE PLACED AT THEIR DISPOSAL TO EFFECT THEIR COMPLETE SATISFACTION.

101a, TAMWORTH ROAD, WEST CROYDON

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NO REPAIR TOO DIFFICULT

To Electron and Aluminium badly damaged, distorted or corroded crankcases, gearboxes, etc., Lenssens' Low Temperature Process makes **a Super Strengthened Repair** with a greater tensile strength. Nature of parent alloy unaffected. No distortion.

Guaranteed for one year.

By Lenssens' Low Temperature Process
139, CAMDEN ROAD, N.W.1
Telephone: GUL. 1723

FOR SALE—*continued*

ENTHUSIAST regretfully offers for sale Singer Nine 1934, Le Mans sports chassis. Just been completely rebuilt by Singer experts. No expense considered, not run since, fitted with 1937 Le Mans engine, specially balanced crankshaft, large mains, domed pistons, special H.C. head and rockers, high-lift camshaft, clutchless change fitted to gearbox, new clutch assembly, starter and dynamo; braking system overhauled, drums skimmed, knock-on 18 in. wheels, new springs, shackles, bushes, etc., new KPs bushes, track-rod drag-link ends; new steering box, new worm and nut, new back end, bearings all new. This chassis is as new. The owner is losing a lot of money by offering it for sale at the ridiculous price of £135. Must be seen to be fully appreciated, genuine reason for selling. Owner getting married; 4-seater open sports body to fit above chassis in alloy (genuine Singer Nine Le Mans) without hood, windscreen (supports fitted); no seats, floorboards, dash without instruments; rear of body needs minor repairs. Otherwise perfectly sound; many spares, two large Rotax headlamps, new S.U. pump cut-out, fuse box, coil. £15, or £150 for both, or nearest. An absolute gift. Consider breaking chassis for spares, Austin Seven 1934-37 engine, crankcase or any other spares taken in part exchange. Box No. 351, MOTOR SPORT, 15, City Road, E.C.1. [1,115

BENTLEY 4½ IN SHORT 3-LITRE CHASSIS. Beautiful new maroon 2/3-seater body, 1948; 36 gallon rear tank. New hood and bag, new battery, good tyres. Very good engine, will rev up to 3,500. £460, or offer. Broad, 103, Kineton Green Road, Olton, Birmingham. Tel.: Acocks Green 0462 [1,123

BUGATTI. Blown 2.3 single cam type 43. Very good condition. Mileage under 20,000 from new; 2/4-seater body, Bugatti blue, cycle wings, removable hood, tonneau, new tyres and battery. R.p.m. 5,500 in second, 5,000 third. £375, or offer. Broad, 103, Kineton Green Road Olton, Birmingham. Tel.: Acocks Green 0462. [1,123

£29. BUICK 30-h.p., 1929. Occasional seats. Body good condition. Very good tyres. Sound running order. 96, Upland Road, Dulwich, S.E.22. [1,124

1939 LANCIA "APRILIA"; 3,000 miles since new engine fitted Lancia. Superlative condition throughout. £795. Box No. 353, MOTOR SPORT, 15, City Road, E.C.1. [1,125

1930 HUMBER "16/50" TOURER. 42,000 miles only; leather, carpets, chrome unworn; excellent mechanically. Complete equipment, including tools and instructions. £175. Tel.: Cambridge 56686, evenings. [1,126

1928 M.G. "14/40" 4-seater tourer. New body needs trimming, new hood, engine rebored, crank ground, new pistons, position oil feed for big ends, four-speed gearbox, overdrive gearbox optional; 25 m.p.g., many spares. £150. Taxed and insured. S.A.E. for photo, Bedfordshire. Box No. 360, MOTOR SPORT, 15, City Road, E.C.1. [1,127

HERSTON MOTORS, the vintage and sports car specialists of the south, offer: 1930 Mercédès S.S.K. 38/250, supercharged, special 2-seater, finished in cream, outside exhaust, 100 m.p.h. plus, super job. £565. 1930 Bentley 4½, sportsman's foursome coupé, bargain. £250. 1928 Lagonda 2-litre open sports 4-seater, no oil, 27 m.p.g., goes like the clappers. £150. 1931 Sunbeam 21, sportsman's coupé, in very good order. £150. 1926 Bentley 3-litre V.D.P. sports tourer, all new tyres. Very good order indeed. £335. 1933-34 Wolseley "21/60" saloon, in good order and a bargain. £95. The above and a few late arrivals are for disposal this month, if you do not see the car you require advertised do not hesitate to write. Tel.: Swanage 2730, or call at 409/411, High Street, Swanage, Dorset. Personal attention at all times. We are very enthusiastic bods ourselves and are always pleased to help our fellow men. Bring that vintage problem to the vintage specialists. We can solve it with a natter and a glass of good ale, from the excellent pub next door. [1,132

BUCKLERS
READING

Announce that increased production facilities have now been installed to handle the large demand for

MULTI-TUBULAR CHASSIS

frames, including one-off specials to customers' own designs. Buy our standard two-seater (or three-abreast if preferred) frame with which you can build your own Replica of the Buckler

FORD TEN SPECIAL

We shall shortly be offering the Buckler Independent Front Suspension, which can also be supplied separately to fit to Anglias and Prefects. This suspension has solved the problem of how to make a light car of around 10 cwt. that really

HOLDS THE ROAD

and without the need to hold the steering wheel! Coupled with our rigid tubular frame it gives that astounding speed around

CORNERS

which is now the talk of Sports Car Racing circles. Combined with the immensely powerful but smooth

BRAKES

"hands off" stops can be undertaken from maximum speed on both wet and dry roads. We shall be pleased to demonstrate the Buckler Special to prospective customers (by appointment, please) and prove that not only does the car handle

LIKE A THOROUGHBRED

under all conditions but that it has a top-gear performance unblown of from 7 to 80 m.p.h. Fitted with our close-ratio gears (£9 15s. per set—delivery eight weeks), first gear gives 40 m.p.h. and second 70 m.p.h. With the

40 - 50 M.P.G.

normally obtainable can you afford not to fit a Buckler Multi-Tubular Chassis Frame? Write off now and take the first step to enjoying **real motoring** at **low cost.**

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BUCKLERS LEAD —
OTHERS FOLLOW

ALVIS 1934 16.9-H.P.

Black saloon. Bodywork generally good condition. Just rebored, crank reground, not yet fully run-in. Fitted single carburetter but triple available. For sale, **£350,** or would consider exchange and adjustment Vintage "4½" to "6½" 5-seater drophead.

Major P. BAILWARD, R.A.,
Donhead, Shaftesbury, Dorset

FOR SALE—*continued*

EXCHANGE SPRITE MANUAL BOX for preselector. G. R. Amey, Lower Wootton, Boars Hill, Oxford. Tel.: Oxford 85402. [1,130

£75, OR OFFER. Humber "16.7" saloon. Taxed, insured. New battery, windows, roof. Also twin spare wheels, trafficators, R.R. bumpers. Suit family man. Sale or exchange sports, etc. "Enthusiast," 38, Greyhound Hill, Hendon, N.W.4. Tel.: Hendon 2080. [1,131

1926 AUSTIN HEAVY "12/4" SALOON. Excellent condition. £50. Jones, "Bray Cottage," Fencepiece Road, Chigwell, Essex. Tel.: Hainault 2906. [1,133

AUSTIN SEVEN, 1930. Chassis, engine, electrics, instruments, two new tyres, two retreads, no body, competition front axle. £53, or nearest. Lister, 241, Milton Road, Cambridge. [1,134

MORGAN 4/4, 1938, 2-seater sports. Scintilla, telecontrols, cycle type wings, etc. Whole car as new. List. Photograph on request. £350, or nearest. Lister, 241, Milton Road, Cambridge. [1,134

FORD 22-h.p. Engine, gearbox, dynamo and starter. Electric petrol pump model. May be inspected with heads, sump removed. £22, or nearest. Lister, 241, Milton Road, Cambridge. [1,134

MERCEDES "33/180" CHASSIS, less starter and battery, also framework drophead coupé body now fitted. Offers. Tel.: Weybridge 2836, for appointment to view. [1,135

ASTON-MARTIN 2-litre genuine "Speed" model; 100 per cent. mechanical order. £495. Aston-Martin 2-litre 9 ft. 8 in. chassis open 4-seater sports tourer. Specimen car. £475. Aston-Martin 1½-litre Le Mans short chassis 2/4-seater. Just rebuilt. £425. 4½-litre Bentley (in 3-litre chassis). £10 tax. Open to the most stringent engineer's examination. £325. No letters or photograph hunters, please. Wanted, Ulster Aston-Martin and Type 55 B.M.W. Telephone or call. Peter Weaver, 12, Burton Road, Melton Mowbray. Tel.: Melton Mowbray 533. [1,138

AUSTIN "NIPPY," 1935. New mains, big-ends, crankgrind. Not run in. New kingpins. Two new tyres. £125. Rance, 46, Gills Hill Lane, Radlett. [1,140

1934 HORNET SPECIAL COUPE, 4-seater. New tyres, knock-on 18 in. wheels, 12 in. hydraulics, twin carbs. Excellent condition. £125. 41, Tandridge Gardens, Sanderstead, Surrey. Tel.: Sanderstead 5365. [1,141

499 c.c. SQUARE HEAD MANX NORTON ENGINE. Only raced four times. £95. Kendall, 51, Strangeways, Watford, Herts. [1,142

RILEY NINE 3-seater sports, Brooklands engine. Bronze head. Registered 1949; 600 by 16 rear wheels. New hood and sidescreen. Premier award winner in Lands End. Good battery. £110. 4, Selbourne Road, Weston-super-Mare. [1,143

1928 DELAGE D.M.S. SIX 4-door sports saloon, 20.6 h.p. Very fair original condition. Engine overhauled 1,000 miles ago; 4/6-seater. Very satisfying performance and appearance. Wireless (not fitted). £170. Paxton, 50, Bracewell Road, London, W.10. [1,144

ALVIS "12/50" TG-TYPE CHASSIS, with 1936 4-seater sports tourer body. Just re-sprayed, good tyres. Good mechanically. Hood poor. £125. Openshaw, 10, Upper Addison Gardens, W.14. [1,146

ALVIS "SPEED TWENTY" sports 2/4-seater. First-class condition throughout. Originally built and prepared for Le Mans. New tyres, new hood, new batteries. Photographs. £375, or exchange for family saloon. Stony Ridge, Grove Road, Ilkley, Yorks. [1,147

£45 OR OFFER. Morris Oxford saloon, 1931. Good runner. Drive away. 47, Richmond Road, Worthing, Sussex. [1,151

LAGONDA 4½ Sports Saloon 1935

Beautiful Condition

TAXED

£385

Box No. 371, MOTOR SPORT, 15, CITY ROAD, LONDON, E.C.1

FOR SALE—*continued*

328 B.M.W. Hirth box, racing magneto, alloy wheels, set racing tyres. Completely overhauled. Excellent condition throughout. Three owners. Box No. 361, MOTOR SPORT, 15, City Road, E.C.1. [1,152

2-LITRE LAGONDA, 1930, saloon. Excellent appearance. Well shod. Good performance and reliability. Sound reason for early sale. £195. Cundall, Yew Tree, Spencers Wood, Reading. [1,153

500 c.c. SPORTS 2-SEATER. Registered 1950. Professional alloy body. £125. Also 1947 three-berth caravan. Fully equipped, Calor cooking, etc., had little use. £145. Exchange either or both for sports 4-seater. C. Arnold, 8, Homestead Way, Northampton. Tel.: Northampton 5001. [1,154

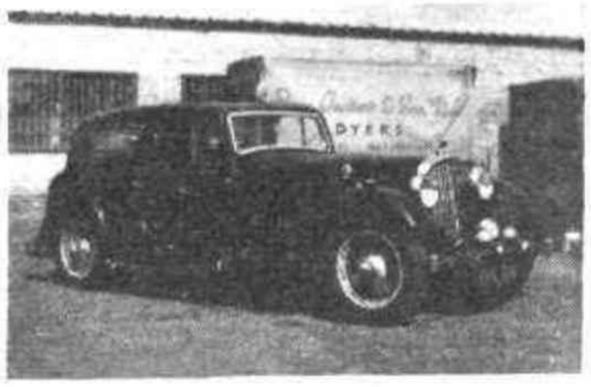
ALVIS "12/50." Basically 1930. Chassis shortened and lowered. Twin S.U.s. Alloy con.-rods. Martlet pistons giving 7.5 to 1, also normal set. Smart cream aluminium 2/4-seater body, but wings rather shaky. P.100s, twin spots, brake lights, knock-off hubs, good tyres, outside exhaust. Fully taxed; 30 m.p.g., but really lively. £165, near offer, or exchange good Morgan 3-wheeler. Write first: J. B. Mathews, Gerrans, Portscatho, Cornwall. Tel.: Portscatho 84. [1,156

FOR SALE—*continued*

BENTLEY 6½-LITRE, 1928, 12-seater coach-built shooting brake, 55,000 miles; everything original; in exceptional condition. Will carry a football team in comfort. Good tyres all round, and ready for immediate work. £150, or nearest, or exchange something smaller. H. Murray, 1, Moss Lane, Lydiate, Liverpool. [1,155

M.G. "F"-TYPE MAGNA, 2-seater. Completely rebuilt. 75 m.p.h. Engineer's report. £180, or offers. Dee, Uffington, Berks. [1,157

AUSTIN SEVEN SPARES. Short chassis, special rear axle 5.3 ratio, rebored engine (unused), front axle, etc. £32 10s. the lot. Britton, 41, Bellfield Avenue, Harrow Weald, Middlesex. Tel.: HAT 48. [1,158



1938 A.C. 2-LITRE SALOON

First registered October, 1937. In first-class mechanical condition, low mileage, bodywork excellent, five good tyres. Any trial.

£500

Percy Andrew and Son, Ltd., Bulwell, Nottingham.

Tel.: Bulwell 78566



INVICTA 4½-LITRE
Drophead coupe by Youngs
Grand condition and performance. Only 2,000 miles since thorough overhaul 1949. **£300** or very near offer.
Box No. 349, MOTOR SPORT, 15, City Road, E.C.1.

FOR SALE—*continued*

95 m.p.h. 2-LITRE ASTON-MARTIN. Tested Autocar 1937. Recellulosed. £100 spent. Works maintained. Offers? Sadler, Linden, Hutton-Rudby Farm, Yorkshire. [1,159

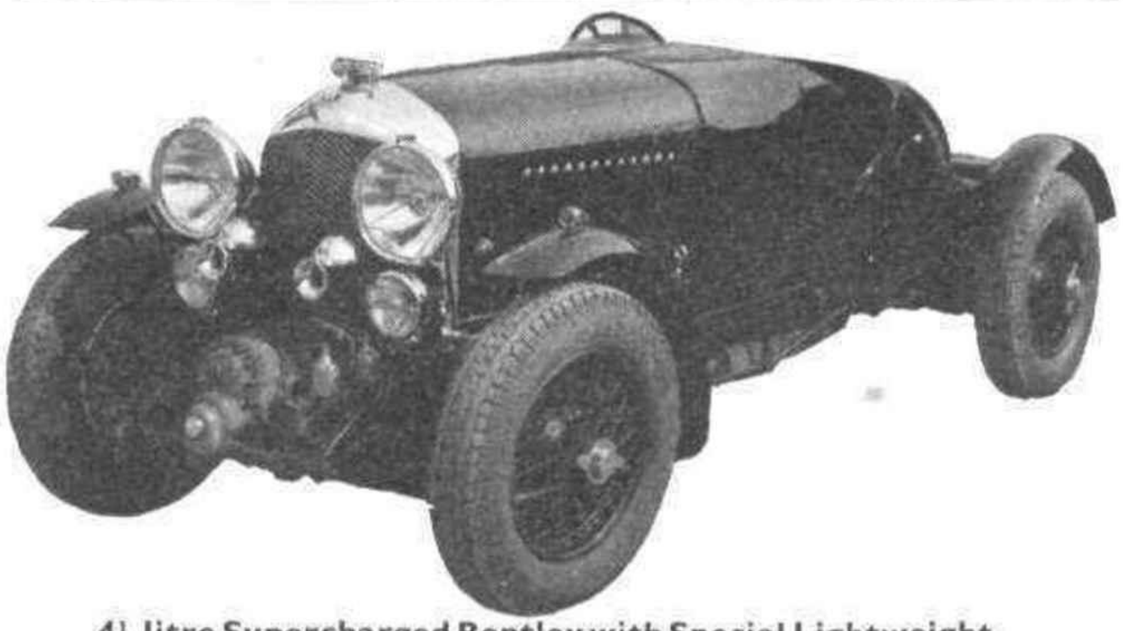
DIESEL ENGINED BENTLEY. 4½-litre fitted with D6 Perkins and modern body; 70 m.p.h. and 30 m.p.g. In daily use. McCosh, Broomhill Hotel, 2, Glebe Road, Kilmarnock. [1,160

£55. BLACKBURNE-MORGAN 3-WHEELER, 1929. Good performance and appearance. £5 tax. Taxed December. Murphy, 4, Hanover Crescent, Brighton. [1,161

LAGONDA 3½-LITRE PILLARLESS saloon, 1935. Laid-up all the war. This car was completely overhauled by Lagonda in 1946, and has run very little since. £450. Ian Strickland, Ltd., Haslemere, Surrey. Tel.: Haslemere 770. [1,162

B.M.W. FRAZER-NASH CABRIOLET 4-seater, 2-door, 4 light. Type 45. Short chassis (tubular) speed model. 1937 first registered March, 1937. Chassis and engine No. 58312. Mileage 49,000. The car is as brand new in every way. Sacrifice at £395. Written warranty. S.A.E. for replies, please. Middleton, 9, Alexandra Road, Balby, Doncaster. [1,164

COMPETITION CARS LIMITED



4½-litre Supercharged Bentley with Special Lightweight Competition Body designed and built by Competition Cars Ltd.

MAIN DISTRIBUTORS
(Eastern Counties)
for
The amazing new Wade Ventor Supercharger

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For some years we have served members of the Bentley Drivers' Club and our latest example shown above is reputed to be one of the finest in existence today. Our Drawing Office and Design Department specialises in the blending of new bodywork to the older chassis, thus retaining the character of these wonderful cars, but giving them a fresh appeal.

COMPETITION CARS LTD., "THE OLD MALTINGS" NAYLAND, COLCHESTER

Telephone: NAYLAND 334

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Engine extensively modified, built up and maintained by R. R. Jackson

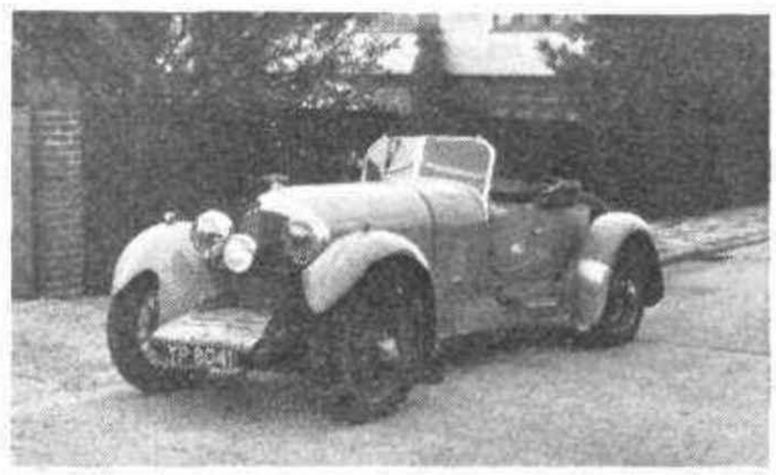
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BRENTRY - BRISTOL

3-LITRE 15.9-H.P. SPEED MODEL BENTLEY

Photograph taken a couple of weeks ago. Most attractive V.D.P. 2-seater, aluminium body with small boat-deck back, Grebel headlamps, radiator shell, etc., recently chromium plated, new radiator core fitted at same time; twin carburetters; three new and two almost new tyres. Registered August 7th, 1926; chassis No. 1207, engine No. 1217. Particularly sound engine. Colour, light grey. Needs touch-up here and there and wheels painting, otherwise, as picture portrays, car is one of the nicest looking of these famous cars. Other photos available. **Will accept first**

£325 or nearest offer.

66, MARLANDS RD., WOODFORD AVE., ILFORD, ESSEX
Tel. : **Wanstead 4951**



FOR SALE—*continued*

£90. 1930 SUNBEAM D.H.C. ENGINE AND CHASSIS. Faultless. Requires attention to hood and wings. Otherwise in very good condition. Must be sold. Box No. 354, MOTOR SPORT, 15, City Road, E.C.1. [1,163

SUNBEAM 20.9-h.p. DROPHEAD COUPE, 1929. Chassis 2458 K. Excellent mechanical condition, high ratio back axle, perfect cream and black body, new tyres, good hood; 20 m.p.g. Taxed for year. Best offer over £150. Letters to: Wardle, 89, Mount Avant Road, Richmond, Surrey. [1,165

4-LITRE BENTLEY SALOON, 1933. In beautiful condition. Black with fawn upholstery. Body by Freestone and Webb. Nearest to £425. Kidd, Harmondsworth, Middlesex. Tel.: West Drayton 2393. [1,166

LANCIA AUGUSTA, 1936, 4-door saloon. Black and grey Bedford cord upholstery, in superb condition throughout. £375. Lancaster Motors, 59, Lancaster Mews, W.2. Tel.: Ambassador 5127. [1,168

1922 SWIFT 16-h.p., £10. 1923 Rover 10-h.p. twin, £15. Both unused and deteriorated, but complete, suitable spares or renovating. 1931 Beardmore taxi Cabriolet. Good running order, £25. Wade, Wares, Linton, Kent. Tel.: Hunton 85163 [1,169

DUNCAN TWO-SEATER BODY just removed from Healey Racing 1947 chassis. Duo green, f/f screen, twin wipers, large Lucas lamps, bucket seats in real hide and Dunlopillo, all weather equipment. Unmarked. Scintillating chrome, ready for Healey chassis or other with 8½ w/b track 4½ ft. First cheque for £75 to: McAusland, Cloves Hill, Morley, Derby. [1,170

500 FOR SALE. Conventional F.I.A.T. based suspension Norton gearbox, J.A.P. five-stud engine. In good racing order, ready to pass scrutineer. Sprint and large tanks. Will consider any reasonable exchanges. Car or van, or what you will, or would sell for £200. Box No. 356, MOTOR SPORT, 15, City Road, E.C.1. [1,171

1932 INVICTA 4½-litre 100 m.p.h. chassis, open tourer. £113 spent on major overhaul in 1946. Little used since, any trial. Any reasonable offer accepted. Thomas, 17, Woodmere Gardens, Shirley, Surrey. Tel.: Addiscombe 5749. [1,172

BENTLEY 4½-LITRE, 1930, Van den Plas large tourer. Newly painted. Green black wings. Many extras, P. 100 lamps. Best over £275. R. M. Scott, 115, Colmore Row, Birmingham. Tel.: Central 8076. [1,173

ASTON-MARTIN, 1932, special international model. Built for 1932 Le Mans. Special very close ratio gearbox; 15-gallon slab tank. Special aluminium Bertelli. Occasional 4-seater body, large folding screen and twin aero screens, cycle type mudguards, racing camshaft and twin S.U. carburetters. Terrific performance! A real enthusiast's car. Only wants seeing. £350, or near offer. Watkins, Farthinghoe, Brackley. Tel.: Middleton Cheney 385. [1,174

MERCEDES-BENZ. 10th month, 1938; 14-h.p. saloon; 35 m.p.g. Consider exchange 8-h.p. van or car. Offers over £260 to: The Advertiser, New Forest Hotel and Country Club, Dibden Purlieu, Southampton. Tel.: Hythe 3104. [1,175

H.R.G., 1948, SPORTS TWO-SEATER. 9,000. Immaculate. Outstanding performance (engine specially tuned). Initial price, including extras, £1,350. Sell at £750. Terms possible. Exchange considered. 10, Winchester Mews, N.W.3. Tel.: PRI 2647. [1,176

LEA-FRANCIS "12/22" OPEN TOURER. Excellent engine (Meadows) and very good all round condition. £45. Hampton Motors, 3-4, Clarence Crescent, Windsor. Tel.: Slough 21951. [1,177

BENTLEY, 1932, MODEL, 4-LITRE. Chassis No. YF 4021, open tourer. In perfection mechanical condition. Bodywork sound, wings need repainting. £325. Holloways, Ltd., Shoreham-by-Sea, Sussex. [1,181

FOR SALE—*continued*

SOMETHING QUITE UNUSUAL. A 1939 Cord 2-seater convertible coupé. Front wheel drive, transverse-leaf i.f.s., four-speed gearbox, electro-mechanical, incorporating overdrive, V8 engine of outstanding quality. Lockheed Bendox hydro-servo brakes of tremendous power; in appearance very striking and up-to-the-minute, but in the continental rather than American style, with a quality of chassis and body construction far superior to the average American car; a set of Fort Dunlops have recently been fitted, also a Gallay heater, and English reflectors and bulbs in the lamps; mileage is just over 14,000. I have run this car myself since Oct., 1949, prior to this date it had only one owner, and was only run April-Dec., 1939. In some 7,000 miles running it has given no trouble of any consequence, all minor faults have been rectified, and the car genuinely does 18 m.p.g. cruising at 70 m.p.h., with a maximum around the 100 m.p.h. mark, and steering and road-holding to match. This car, if marketed to-day, would cost around £3,000, and still looks it. I am only selling because the seating accommodation is too limited. Price is £650, and a direct exchange would be considered for a 3½-litre Rolls-Bentley, 20-25 Rolls or similar class of car, with drophead or sports saloon body seating four. As to my more normal vintage machinery, this month I have two very nice Edwardians, both Renaults, both 1914, and both in very good order, with excellent tyres, electric lights, sound batteries, and quite good enough in everyway to be put into regular use. (1) Is a 23-h.p. with original shooting-brake body, mahogany sides with canvas top and detachable side curtains in use up to 1940, but obviously well-maintained and done a low mileage. Bosch magneto just rebuilt, fuel system overhauled, equipment includes speedo, clock, two horns, detachable steel wheels, screen-wiper, and except for headlamps, car is original throughout. Will do 55 m.p.h. and 18-19 m.p.g., and would be ideal for a touring-cum-caravan continental holiday for two or three vintage-minded enthusiasts. Price is £95. (2) Is a two-cylinder 8-h.p. 2-seater, with a new hood and screen, recently overhauled by Renault experts, a smart, economical and reliable little car, with a very reasonable performance. Price £100. For vintage enthusiasts, a 1923 Talbot 8-h.p. 2-seater, sound body and hood, nearly new tyres, very good mechanically, lively engine and quite a performance. Not run from 1931-1949. Price £50. Also 1928 A.C. 16-h.p. 2-seater and dickey. One owner since new, scruffy paint, but excellent body, good hood and side-screens. New tyres, mechanically sound and well equipped. £70. 1931 Chrysler, model 66, Canadian-built steel-top 2-seater coupé; in good order throughout. £50. "Blue Label" Bentley open 4-seater, complete, good tyres, sound hood and body, needs lamps, instruments, etc., re-fitting and re-wiring. £95. And finally a 1927 Sunbeam 3-litre twin O.H.C. 4-seater sports tourer. Very well equipped, original in every way. Paint scruffy, but mechanically excellent, no reasonable offer refused. Tyres. New beaded edge, in perfect condition—935 by 135, at £4; 880 by 120 at £3 10s.; 700 by 80/85 (26 by 3), £1 15s., and a solitary 4.40 by 23 balloon BE at £3; spares—a complete French Talbot 21-h.p. chassis, with wings, bonnet, scuttle, etc., but requires wheels (62 mm. Rudge hubs, Bentley size), £20. A fair selection of vintage lamps, electric, acetylene and oil, acetylene generators, and other vintage bits. C. J. Bendall, 25, Orchard Road, Stevenage, Herts. Tel.: Hitchin 1108. [1,188

INVICTA 3-LITRE SPORTS SALOON, 1927. The coachwork of this car is particularly as good as new. The engine not yet run in, has had new pistons and big-ends fitted. £100, or offer. 50, Chetwode Road, Tadworth, Surrey. Tel.: Burgh Heath 5356. [1,178

TALBOT. Spares, various 21-h.p., including complete engine. Enquiries to: Wilding, Woodside Cottage, Higher Road, Halebank, Widnes. [1,179

FOR SALE—*continued*

A.C. 1927 16-h.p. A.C.E.A. drophead coupé. Throughout its life this car has been taxed only during summer months, and unused for 14 years. The car is in faultless condition. Offers around £100. 90, Brighton Road, Banstead, Surrey. Tel.: Burgh Heath 1520. [1,178

4½-LITRE "BLACK LABEL" BENTLEY saloon, 1929. Chassis No. UK 3297. Fitted P.100 new headlamps, four new 6.00 by 21 spare wheels, U.S. plate clutch. Engine overhauled. Particulars, write: Midgley Bros., Cross Roads, Keighley, Yorks. Tel.: Haworth 2110. [1,180

4½-LITRE INVICTA CHASSIS, fitted with new 12 cwt. van body. The mechanical condition is excellent. Well tyred. Bargain. £145. Four-doors of 3-litre Lagonda saloon, all metal. Complete with handles and glass. £5. Delage D8 fixed head coupé. Very nice condition throughout; four new Dunlop Forts. £120. Service Motors, 1a, High Road, Balby, Doncaster. [1,186

1935 AUSTIN TEN chassis, engine, gearbox, axle, etc. (complete new body), unregistered. £45. Tel.: Addiscombe 5628. [1,189

COMPETITION CARS, LTD. Unrivalled service in sports and racing equipment. Light alloy wings to R.A.C. regs. standard. From 15s. each. Untarnishable chromium-plated aero-screens, 54s. each. Send for latest lists. The Old Maltings, Nayland, Colchester. Tel.: Colchester 334. [1,184

SPECIAL SUPER POWER CHRYSLER. Designed by Capt. George Eyston and Chrysler engines; 100 m.p.h. Wind-tunnel tested aerodynamic body; i.f.s. metallic maroon, beige leather. Terrific performance. Property of director of Competition Cars, Ltd. £675, or would accept Jaguar 100 in part exchange. Tudor House, Nayland, Colchester. Tel.: 334. [1,184

BANCROFT SPECIAL FORD TEN. This very successful trials special is now offered for sale. The car has just been overhauled (engine, gearbox, rear axle, etc.) for the forthcoming season. Winner of over thirty awards, and acknowledged to be one of the fastest unblown trials specials in the country. The engine is substantially non-standard. Crank and rods balanced by Laystall, new twin S.U.s. Scintilla Vertex Magneto. Lightened and balanced flywheel. Body sparse, but conforming to R.A.C. regs. This car is only of use to a genuine enthusiast. Price £300, or near offer. Premier Garage (Droylsden), Ltd., Manchester. Tel. Droylsden 1539. [1,185

H.R.G., 1,500 c.c., 1948. Special body. 9,000 miles. Just works checked and tuned. One owner. Perfect condition and performance. Would part-exchange saloon. £750. 15, Silver Lane, Purley. Tel.: Uplands 2564. [1193

TYRES! TUBES! 15-in. to 22-in. Also obsolete and beaded edge. Brand new crankshafts, three-bearing for Austin Seven; for Austin "12/4," 1933-9. Hamilton and Son, 22/4, Vicarage Street, Yeovil. Tel.: Yeovil 927. [1,187

WANTED

GEARBOXES, fitted with overdrive and suitable for any American-make car. Details to C. I. Ltd., Argall Avenue, Leyton, E.10. [902

F.W.D. ENGINE COMPLETE, or 4-cylinder engine complete, capable of 5,000 r.p.m. Andrews, Thames Corner, Sunbury, Middlesex. Tel.: Sunbury 2690. [886

BUGATTI ENGINE, Type 37, 37A, 39, 40, 43 or 44; or Types 37 or 40 cylinder block and crankshaft. Also front and rear axles. Would consider complete car, preferably less body. Box No. 322, MOTOR SPORT, 15, City Road, E.C.1. [887

FRAZER-NASH. Front axle beam wanted. Normal dropped type for 1932 T.T. Replica (or Shelsley axle complete). Hudson, 7, Parkview Road, Southall, Middlesex. [1,007

SPRINGBOK MOTORS

We invite your inspection of our stock of small h.p. sports and saloon cars, of which the following is representative.

1934 Singer, 4 seats, full equipment, very sound job, paintwork dull. Colour, B.R.-green **£165**

1934 Wolseley Hornet, 4 seats, many extras, full touring equipment, splendid order **£165**

1934 " J2 " M.G., 8 h.p. Really nice condition throughout, resprayed in maroon. Very smart little car **£215**

1936 B.S.A. Scout, 4 seats, excellent tyres, sound hood, no side-screens. Colour, black. Taxed year **£170**

1932 Riley Monaco. Mechanically first class, paintwork good, red leather **£120**

1929 G.P. Salmson, twin cam. In course of complete rebuild **0000**

1936 Riley Kestrel. Beige and maroon. Very fast job **£230**

1931 Morris Minor, 2-door saloon. Black. Very sound, good tyres ... **£70**

1928 Singer 4-door, in green and black. Wonderfully maintained and sound as a bell **£65**

Austin " 12/4." New headlining, new carpets, rechromed, ex-Channel Islands, re-registered 1949, therefore only £10 tax. New tyres, and resprayed black. Very fine car and absolutely reliable **£225**

1934 Hillman 4-seater tourer with 1938 engine. Mechanically perfect, but paintwork needs attention **£105**

1937 (late) Opel saloon, no faults, and offered at very reasonable price of **£185**

We would impress upon you that our stock finds ready purchasers and although all the above are in stock at the time of going to press, we cannot guarantee that these will remain so.

We are open to purchase SPORTS CARS for cash.

Write, 'phone, or call for our immediate attention.

141, 142, GREEN LANES, PALMERS GREEN, LONDON, N. 13

Tel. : **Bowes Park 5740**

WANTED—*continued*

" MOTOR SPORTS " : Oct., 1945; Jan., March, April, May, June, July, 1933; Feb;, March, April, July, Aug., Oct., Dec., 1932; 1931 except Feb. and Nov.; 1936 except Dec. Eaglesfield, 22, Queensdale Road, London, W.11. [890

CYLINDER HEAD, o.h.v., complete with push-rods and tappet assembly, for 6-cylinder 1936 " S.S." Morville Garage, Rhyl. Tel.: Rhyl 1011. [897

SPORTS CAR or one needing attention. Mason, 23, Rushmore Road, Clapton, E.5. Tel.: Amherst 3534 [953

WHEEL DISCS for Bentley 6½-litre, 21 in. rims, 5 or 6 sets, including fittings. Frank, The Lodge, Pickering, Yorks. [962

K.3. MAGNETTE. Ex KENNINGTON

First registered 1939, rebuilt 1948. Laystall £100 crankshaft, con.-rods balanced to one dram, modified head and water system, Rolls-Royce water pump. New Marshall blower giving 12 lbs. Rewired and re-sprayed. Now eligible V.S.C.C. races. Presents wonderful opportunity for season's racing with a real chance of winning; 95 m.p.h. in 3rd gear. Unquestionably the finest and most potent road-equipped K. 3 to-day.

First reasonable offer, or exchange saloon.

C. S. HENDERSON,

Bird-in-Hand Inn, Henley-in-Arden.

WANTED—*continued*

LOW PRESSURE Arnot or Centric Supercharger, suitable for Riley 1½-litre. 188, Bowes Road, New Southgate, London. [936

AMILCAR knock-on 19 in. wheels, hub caps and hubs. Pannell, 8, Bramcote Avenue, Beeston Notts. [941

NORTON. Has anybody got usable, single-geared B.R.S. Norton Philipson pulley? Applebee, Spencer Road, Buxton. [944

BODY, BONNET AND WINGS for 1929 38/250 Mercédès-Benz Model SS. Also two 7.00 by 20 covers, tubes and protectors for Mercédès wheels. BM/JNTT, London, W.C.1. [923

WANTED TO BUY past " Motor Sports," or exchange past " Autocars," " Motors " 2 for 1. 18, Barton Road, Sheffield. [909

INSTRUCTION MANUAL urgently required for "PA" M.G. Will purchase or exchange for either Alvis 12, or Singer Le Mans book. Greenaway, Lurganare Sutton, Dublin. [949

£100 CASH OFFERED for " 30/98 " Vauxhall, Red Lable 3-litre Bentley, or " 4½." No saloons. Box No. 326, MOTOR SPORT, 15, City Road, E.C.1. [912

SPEEDOMETER CLOCK AND CABLE for 1924 " Red Label " Bentley. Also makers' handbook. Brown Douglas, Red House, Ewell, Surrey. [1,000

1,750 10 MILLION SERIES Alfa-Romeo supercharged 2-seater. Box No. 333, MOTOR SPORT, 15, City Road, E.C.1. [990

URGENTLY. Handbook for 1934 Riley " 12/6 " Kestrel. " Decima," Yeoman Lane, Bearsted, Maidstone, Kent. [988

ASTON-MARTIN MARK II, or 2-litre 4-seater required. Details to Taylor, Stoneroofs, Mizen Way, Cobham, Surrey. [986

PB MIDGET CYLINDER BLOCK, or complete engine would be considered. J. Haesendonck. Tel.: Valentine 1796. [980

1937 RILEY KESTREL SPRITE saloon urgently wanted by enthusiast. Write or 'phone full details and price required. Churton, 5, Parkfield Road, Liverpool, 17. Tel.: Lark Lane 2794. [978

S.O.S. FOR 1932 3-LITRE " 19/90 " LAGONDA. Push-rods, cam-followers and sleeve, also instruction manual. Cleaver, Overslade Hotel, Rugby. [972

CYLINDER BLOCK FOR " PB " TYPE M.G.. Beauchamp House, Abbey Hill, Kenilworth, Warwicks. [966

M.G. M-TYPE 1931 RADIATOR SHELL. " J2 " M.G. fold-flat windscreen. Both must be in good condition. Malcomson, 1, Menlove Gardens West, Liverpool, 18. [964

FOR 1936 TYPE 55 FRAZER-NASH-B.M.W. set of diff. pinions or complete diff. unit. Palmer, 28, Tower Lane, Leeds, 12. [1,006

ROCKERS AND ROCKER PLATE for Aston-Martin, or would purchase complete engine at reasonable price? Hawkins, " Holywell Cottage," Ashby Road, Loughborough, Leics. Tel.: Loughborough 2926. [1,012

INVICTA 1½-litre, 1932, cylinder block, prop. shaft. Contact anyone breaking one for spares. Johnson, Old Mill House, Benson, Oxon. [1,014

SUPERCHARGED CORD ENGINE, or supercharger with manifold, etc., or would exchange unsupercharged manifold with cash for blown one. Also wanted Brooklands Riley or similar. 72, Tetherdown, Muswell Hill, London, N.10. Tel.: Tudor 6607. [1,020

The M.G. *Specialists*

Cars prepared for Racing or Trials. Complete overhauls, reboring and bearing metalling. Crankshafts reground and rebalanced.

Light alloy bonnets, wings, etc. Fully-equipped workshops. Competent staff. Moderate charges.

All work carried out under the personal supervision of H. Lester.

Call and see us at our extensive new premises.

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SPECIAL BUILDERS

Aircraft Quality Steel Tube :
Round : ⅞" x 20g. x 2' 9" ... 1/6 length
Square : ⅞" x 20g. x 2' 9" ... 1/6 length
Elliptical: 1⅜" x ⅞" x 16g. x 2' 9" 2/- length

Light alloy tube, ⅜"x18g.x2' 6", **6d.** length

New aluminium streamlined cowlings : ideal tail fairings for 500-c.c. car, **25/-** each

New light alloy bolster-type fuel tanks : approx. triangular section, 2' long, 2 gallons capacity ... ... **15/-** each

Light alloy fuel tanks, 18 gallons capacity. Tiger Moth, unused ... ... **25/-** each

Fuel filters : brand new aircraft filters, cost over £3 each ... ... **3/6** each

Brand new aircraft wheels, complete with 700 by 7.25 tyres and tubes, brakes and operating cables. Ideal for " 500 " trailers, etc. ... ... **£4** pair

New light alloy brakes, cable-operated; 7" over shoes; Elektron backplates; friction area 17½ square inches. Complete with linings, cable and adjuster. Total weight 2½ lb. Left and right-hand. **30/-** pair or **£2 10s.** set of four

Jaeger R.P.M. indicator, complete with drive, 6" face. 8,000 r.p.m. Used once only ... ... **£3** each

Control rod eyebolt ends, threaded ⅜" B.S.F. With ⅜" bore self-aligning ballrace fitted in eye. Suitable steering connections, radius arms, etc. ... **1/-** each

Carriage extra on all items.

D. WILCOCKS,

THE COTTAGE, FAIRCROSS WAY, ST. ALBANS

LETTERS ONLY, PLEASE

WANTED—*continued*

RILEY NINE complete hood or frame only for 1929 fabric 4-seater. Also for 1928 front drive 1½-litre Alvis, one rear brake drum and sundry steering parts. Beavis, 46, Brewhouse Hill, Wheathampstead, Herts. Tel.: Wheathampstead 2175. [1,021

B.M.W. GEARBOX " HERTH " for type 45. Sound condition. Pope, 149, Stafford Road, Wallington, Surrey. Tel.: Wallington 1205. [1,023

WOLSELEY HORNET SPECIAL SPORTS. Good condition. Reasonable price, please. Full details to: Elliott, " Lindley," Salisbury Road, Farnborough, Hants. [1,025

SMALL GARAGE AND REPAIR BUSINESS. Min. 2 petrol pumps and preferably an established sports-car connection, on main road, between Salisbury area and south coast. Or might consider partnership. Write, giving full particulars, price, petrol sales, turnover, premises, equipment, etc. All particulars returned and confidential. Box No. 342, MOTOR SPORT, 15, City Road, E.C.1. [1,040

OPEN OR DROPHEAD 4-seater or occasional 4 up to 25-h.p. if well bred. Machinery of lower degree up to 16. 6, Malvern Road, Surbiton, Surrey. Tel.: Elmbridge 8665. [1,059



1929 HUMBER 8 H.P.

Recellulosed dark blue. Upholstery very good. Engine in perfect condition. This car was laid up for 10 years. It has been carefully maintained throughout its life. Low mileage.

Offers around **£100**

J. P. FARMILOE,

ASFORDBY RECTORY, MELTON MOWBRAY, LEICESTERSHIRE

Pat WHITTET & CO. LTD.

LITTLE MEN WITH LARGE MOTOR CARS

Well, Bentleys are large motor cars, aren't they ? And the H.L.M. still have a most imposing collection of Bentley Spare Parts down at Whinlands Works.

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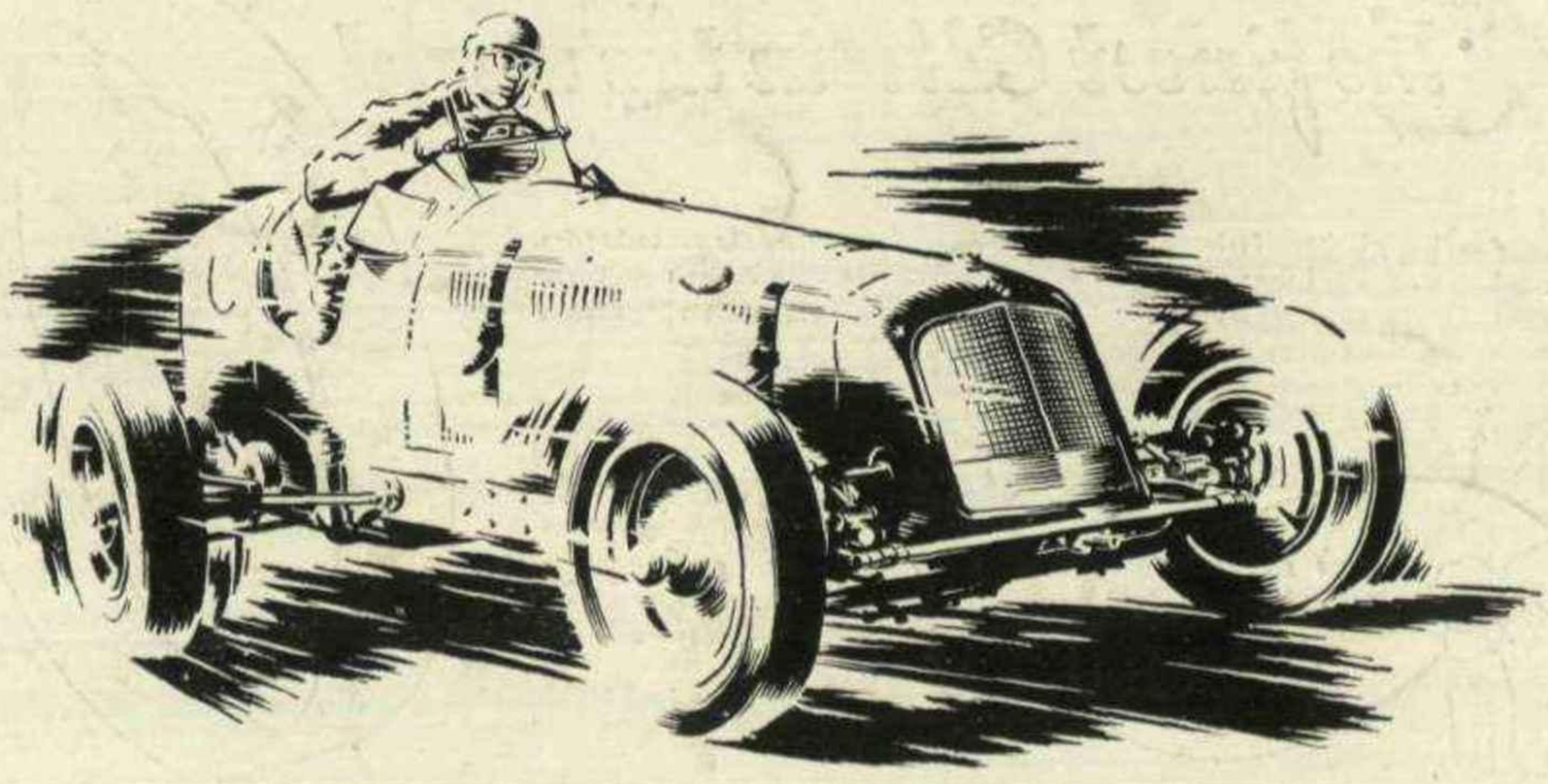
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