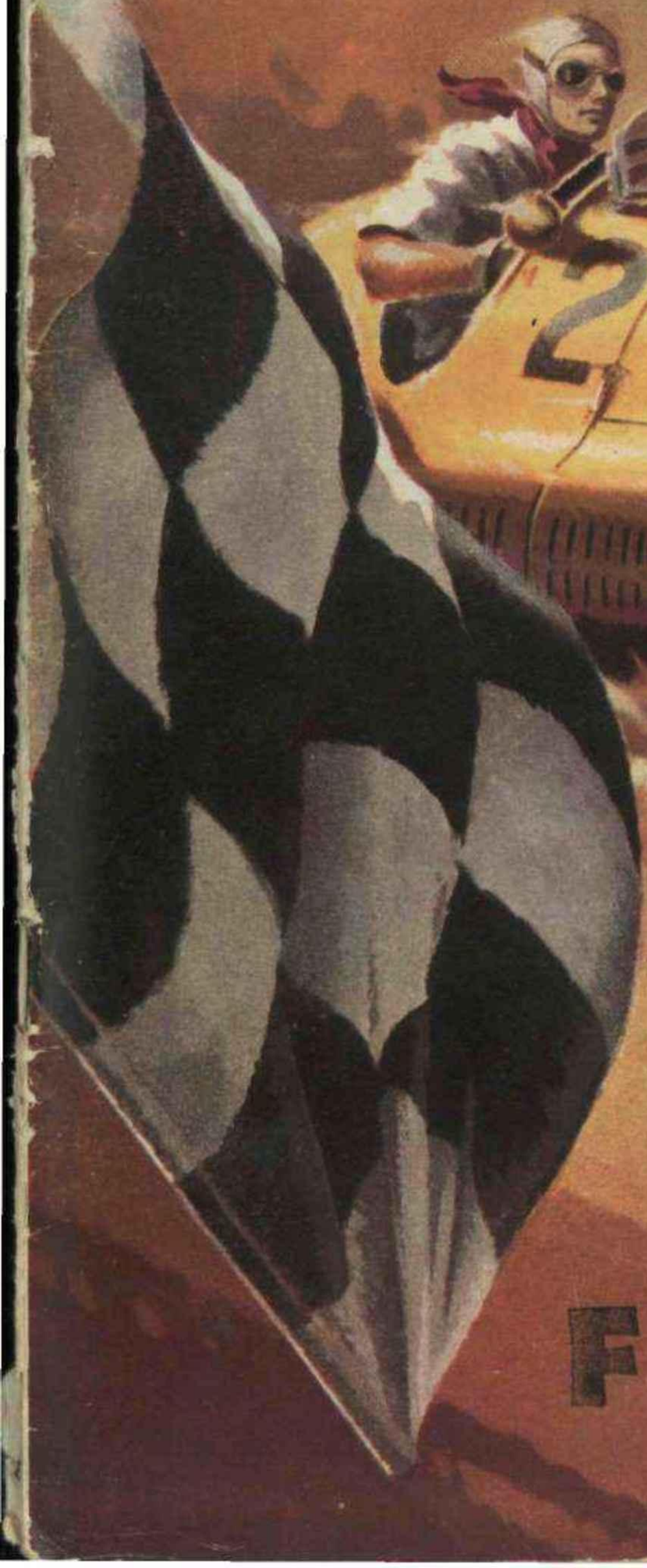
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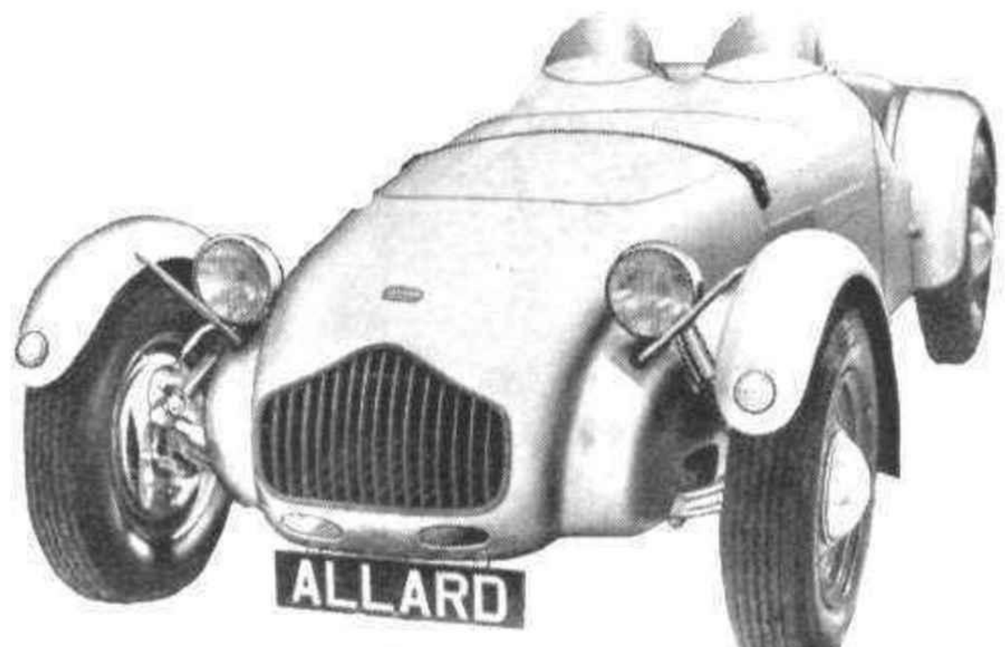
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DUKE PUBLICITY

VOL. XXVI. No. 4 HUMBER SUPER SNIPE ROAD TEST APRIL, 1950

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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MATTERS OF MOMENT

THE BRITISH RACING SEASON COMMENCES

The 1950 British racing season commences on Easter Monday at Goodwood with the International Meeting of the B.A.R.C. The racing will comprise the 11-lap Formula I Richmond Trophy race, five-lap scratch races for 500-c.c., 1,100-c.c. blown and 2,000-c.c. unblown, and unlimited cars, and five-lap handicaps. It will be in full swing by May 13th, when Their Majesties the King and Queen will watch the most important Formula I race of the year, the G.P. d'Europe, to be held at our Silverstone circuit under R.A.C. organisation. During the year racing will take place also at Blandford, Lulsgate, Brough, Brands Hatch, St. Andrews, Grangemouth, Croft, the I.O.M., Jersey, Newtownards, Redcar and Dundrod. There is no doubt but that motor sport will be more popular than ever this year, for the splendid B.B.C. broadcasts on the Monte Carlo Rally lifted enthusiasm amongst the public to new heights, and the Royal Patronage for the G.P. d'Europe will more than sustain it. We shall expect the attendance at Silverstone on May 13th to easily exceed the vast number of 120,000 who last year paid to see the British Grand Prix.

Not only racing, but speed trials, speed hill-climbs, rallies, driving tests, night trials, mud trials, socials—indeed, all versions of motor sport—look like enjoying a boom season, more particularly if the newly-elected Government sees fit to take petrol off the ration, as have Australia, New Zealand, France, Italy, Germany and many other countries.

However, the real measure of motor-racing popularity will rest with how much it costs spectators to see it. Organisers are sadly weighed-down by a grossly unfair Entertainments Tax, a matter to which the B.A.R.C. wisely gave prominence last year. But it is to be hoped that, generally, admission charges and parking fees can be lowered this year. Motor-racing is still, comparatively, a very expensive sport to watch.

The B.A.R.C., for instance, has had to raise its charges for admission to this year's improved Goodwood circuit. New members will have to pay £5 5s. over and above their subscriptions for a season's admission for themselves and a friend or 26s. and 10s. car-park fee for single admission to any one meeting. This gives rise to nostalgic comparisons with Brooklands pre-war, when a member and two ladies were admitted free and the public for 5s. or 2s. 6d. a nob, according to the rates prevailing. But it goes to emphasise the state to which this sorry little Island has sunk, although, of course, it must be realised that much good work has been put into spectators' and Members' amenities at Goodwood, all of which have absorbed money. Indeed, we think that these improvements are going to so impress those who journey to Goodwood at Easter that there was really no need for the B.A.R.C. to attempt to explain away its increased admission charges by listing the contractors' cost of erecting seats for two at two meetings, the entertainment duty and the cost of a couple of enamel brooches last year as totalling £3 4s., the inference being that each member who attended cost the Club a 1s. loss, because a season's admission was then £3 3s. The general opinion seems to be that if you put up your grandstand before each meeting and pull it down afterwards that is your affair and that a good grandstand should last twenty years anyway, whereupon this ingenious argument holds no water whatsoever . . .

The R.A.C. has announced its admission charges to the G.P. d'Europe as £2 2s. per person to the main grandstand opposite the pits, 30s. a head in the Stowe and Woodcote stands, and admission to enclosures as 6s. a nob if booked in advance, or 7s. 6d. a nob on May 13th. Car-parking will be 10s. per car, £10 for a 32-seater coach, £17 for a 54-seater coach—which sounds fair enough. Book now, with the R.A.C. Race Office, 83, Pall Mall, London, S.W.1. The R.A.C. has announced that the Grand Prix will be a 200-mile Formula I race, starting at 2.30 p.m., and that it will be preceded by two five-lap heats and a 10-lap Final for 500-c.c. cars, this latter being an International Formula III race. Spectator marshals will be selected from clubs using Silverstone this year and only club secretaries should negotiate.

So far as other circuits are concerned, we shall watch with interest the charges made for admission and parking, hopeful that reduced rates may prevail. We believe that comparatively low charges will be made for watching National 500-c.c. races at Brands Hatch, but that, even so, these may not be so modest as those which apply to motor-cycle meetings at this venue.

So far as testing is concerned, while there is nothing approaching the happy state of affairs which existed at Brooklands—free use of the Track to members, a charge of 5s. per motor-cycle, 10s. per car per day otherwise—Silverstone costs

Continued on page 178

CONTENTS

	Page
MATTERS OF MOMENT	157
REPORTS OF RECENT EVENTS	159
AN AMBITIOUS BRITISH VENTURE	161
THE HUMBER SUPER SNIPE—ROAD TEST ...	163
DAVID BROWN & THE 2½-LITRE LAGONDA	167
COOPER NEWS	170
ALLARD ACTIVITIES	171
CLUB AFFAIRS	172
A REMARKABLE DEBUT	173
RUMBLINGS	175
VINTAGE VEERINGS	179
PICTORIAL REVIEW	181
SIDESLIPS	185
CLUB NEWS	187
NEW ZEALAND PAEKAKARIKI HILL-CLIMB	190
CHAIN CHATTER	192
LETTERS FROM READERS	193



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of clear moselle,
But the motorist
only dreams of



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you will find once more that—you can be sure of Shell.

Reports of Recent Events

CEMIAN M.C. KENT CUP TRIAL

This trial was held in fine weather on February 19th. Fifteen starters got away on time from the Spring Tavern, Wrotham Heath. Unfortunately the short spell of dry weather had dried up the hills since the Trials Secretary had inspected them and consequently they were moderately easy. The hills included Hognore, Whitehorse, Buckwell Bank, Boarley, and Harp Farm. There was one special test to eliminate ties in which V. F. Gordon (M.G.) and A. E. A. Day (Mercury) tied exactly in 40.8 sec. each, the average time being approximately 46 sec. As a result the Kent Cup will be held jointly for the next year.

Results

KENT CUP.—V. F. Gordon (M.G.).
KENT CUP AND TEAM AWARD.—A. E. A. Day (Mercury).
FIRST-CLASS AWARDS.—T. W. Oxendale (H.R.G.) and A. G. Rivers (Wolseley).
SECOND-CLASS AWARDS.—G. C. Harvey (Allard), and D. W. Freeman (H.R.G.).
SECOND-CLASS AWARDS AND TEAM AWARDS.—Ian Palmer (Austin Seven) and J. E. Selley (P.S. Special).

THE JO'BURG RACES

February 25th saw the second series of races at the Grand Central Circuit near Johannesburg, with the usual combined programme of motor-cycle and car events. Unfortunately a threat of rain kept many spectators away—South Africans being used to fine weather for their sporting events.

The organisers decided to try a bold experiment, scratch starting by classes, dividing the three car events into (*a*) 750-c.c. racing and 1,500-c.c. sports, (*b*) 1,100-c.c. and 1,500-c.c. racing and (*c*) unlimited racing cars, with a separate prize for each class. After the event it was agreed that the first two races had been a success but the unlimited class was a failure due partly to Cannell's 3.7-litre Maserati which left the field, together with a shortage of suitable cars for this event.

Outstanding among the small cars was van Staden's Austin Special which follows current Italian sports-car design with welded tube framework, F.I.A.T. 500 front suspension and well streamlined bodywork, with exposed wheels. The special Austin engine, with blower driven from a near-side extension of the timing case, is reputed to be the engine out of Sir Malcolm Campbell's Daytona Beach Austin of 1931. Certainly it came from the States and is fitted with a cylinder head stamped "made in U.S.A." While leading its class this car snapped a stub axle and ended up slightly damaged after a series of spectacular slides. The other Austins were much slower and there is room for improvement in this class. Winner was Hauptfleisch in a neat single-seater.

In the same event Chandler, driving his first race, was first in the 1,500-c.c. sports-car class out of a field of seven "TC" M.G.s after Grosskopf, an easy winner, picked up a length of wire in his tyre.

Motor-cycle "vintagent" Sterndale, also driving in his first car race, won the 1,100-c.c. class in Brodie's off-set Riley, while Brodie himself, in his very attractive single-seater "TC" M.G., was first home in the 1,500-c.c. race. The field of modified "TCs" included four single-seaters. This race was marred by the spectacular crash of Hilton Gray's fast and beautifully built F.I.A.T. 1,100 special, which, after leading the field in the first lap, entered a bend with a jammed accelerator at high speed and somersaulted a number of times. Gray was only slightly injured. An ex-midget car driver, he accepted the crash philosophically.

Most disappointed man of the day was Fraser-Jones whose ex-Gerard Riley threw a beautiful Laystall rod on his first lap after weeks of persistent bearing trouble. He fortunately has the six-cylinder engine to fall back on.

In the rather straggly unlimited class the "3.7" Maserati (unblown with six Amals) rapidly left the field to win easily. Kelfken's well-tried Ford-engined Bugatti and Warren's neat Mercury Special followed in second and third place.

Once again R. K. Lee, chief organiser, did an excellent job of work, the crowd behaved perfectly, and the meeting ran well to time. Thanks are due to the motor-cycle people for valuable assistance and for setting a good example of organisation and rider discipline.

Next event is scheduled for Empire Day.

V.S.C.C. DRIVING TESTS, BISLEY

The Vintage S.C.C. held another of its series of driving tests at Bisley on February 26th. As Cecil Clutton observed recently in the club's "Bulletin," there is no doubt these meetings fill a place in the activities of the club which nothing else could quite do.

And even if the tests *are* of a "circus" character, speeds never becoming high enough to bring out the more sordid points in a car, they do collect together an excellent array of vintage cars and keen enthusiasts. The competing marques comprised Lagonda, Sunbeam, Bugatti, Austin Seven, Rolls-Royce, Frazer-Nash, O.M., Alvis, Invicta, Vauxhall, Hispano-Suiza, Delage, Hudson, Studebaker, Wolseley Hornet, H.R.G., M.G., Alfa-Romeo, Ford, Hotchkiss, Lancia and Standard. John Bolster's Edwardian Standard landaulet was driven with great spirit but, bounce as he did, it failed from wheelspin and lack of power on the hill in the Stop-and-Restart-on-Gradient test. The next test was a Run-to-Car-and-Start affair, the third a matter of getting into and out of a series of "garages," the last a short bout of acceleration. Even in these rather out-of-the-ordinary evolutions, it was notable how cars of quality stood bonnet and scuttle above the rest. The Royce Twenties, for example, were quiet and dignified, proclaiming their dislike of being hurried by a crunch of gears, but perhaps most impressive of all in every way was a Hotchkiss saloon. On the other hand, Peter Clark stalled the engine and crashed the gears of his Wilton-toy-Bentley, and Bolster's Standard groaned and growled about like the London taxi it faintly resembles. In contrast, a modern Triumph Vanguard roadster with forced induction hissed rapidly along the course of the acceleration test.

The cars, both competitors' and spectators', were immensely interesting. There was a respectable model-A Ford two-seater, *circa* 1928, bought recently, it was said, for £7 10s. (has MOTOR SPORT's plea for fairer secondhand prices brought a response?), and a rusty Rolls-Royce chassis which had the audacity to try to dispose of itself by hanging a self-advertisement on its headlamp. There was Major Dove's so-beautiful and big Sunbeam Sixteen tourer, an "S. F. Edge-era" A.C. Anzani two-seater with rear tank and hydraulic front brakes, a new and pleasant manifestation of "11.9" Lagonda (a two-seater with odd-sized, but both incredibly narrow, front tyres), Bunty Scott-Moncrieff's notorious saloon Chenard-Walcker, a nice "9/20" Humber tourer, a queer little Mercédès, Wadsworth's shortened, oddened 3-litre Sunbeam, a most spidery Salmson with no tail where tail had undoubtedly been, the Bayliss-Thomas, Southon's H.E., and many old favourites. Oh yes, and the results were :—

VINTAGE CARS UP TO 1½ LITRES: H. Birkett (1929 T.T. Austin).
VINTAGE CARS OVER 1½ LITRES: J. Jane (1923 Lancia Lambda).
NON-VINTAGE CARS UNDER 1½ LITRES: H. C. Bradford (1947 TC M.G.).
NON-VINTAGE CARS OVER 1½ LITRES: Major Tulloch (1935 Hudson).

LOTHIAN C.C. FEBRUARY TRIAL

The weather was the wrong sort, but Humbie failed all 17 starters except J. L. H. R. Miller's 4-litre Watson-Special.

Results :

PREMIER AWARD: J. L. H. R. Miller (Watson-Special).
BEST IN OPPOSITE CLASS: W. K. Stewart (Ford Ten).
FIRST-CLASS AWARDS: Flockhart (M.G.), Waugh (Ausford), Goodall (Ford Ten), Hendrey (Speedy-Special), Lamb (Ford V8).

SHEFFIELD & HALLAMSHIRE M.C. HARRISON TROPHY TRIAL

The Sheffield and Hallamshire Motor Club held the Harrison Trophy Trial over a sporting course in Derbyshire comprised of six sections and one test. Bob's Baffle lived up to its name and baffled the whole entry, not one climbing this section.

The eventual winner was C. Corbishley (C.C.S. Special), with best time on the test, retaining 95 marks (time, 26.4 sec.), M. Wilde was second (95 marks, 26.8 sec.), and A. Alldred and Ken Bancroft tied for third place (95 marks, 27.0 sec.). The results were announced at the Devonshire Hotel, Baslow, during tea.

HANTS & BERKS M.C. FOURTH BLACKWATER TRIAL

Although this event was mainly for novices, the more experienced being expected to drive unsuitable cars, the spring-like weather made the course unduly easy. First round was H. Birkett, disguised as a novice, his "unsuitable"

car being Lush's orange T.T. Austin Seven. Woodpile was the most difficult section, cars being required to restart on a short but steep gradient. This was no freak test, for all who motor off the beaten track must have wished, at some time or other, that their car would restart under similar circumstances. So it was interesting to note that a Ford V8 Special found it easy, an H.R.G. romped away, a girl driver got up in an Austin Seven Special, in spite of leaving the hand-brake partially on, by dint of her passenger's bouncing in the tail, and Mrs. Willis' Austin Seven, a Wolseley-Special and a Morris G.N. also succeeded. But a F.I.A.T. Mouse, a sporty Riley Sprite and a "TC" M.G. were amongst those which failed miserably.

Results :

CLOSED CARS.—1st : R. E. Renshaw (Opel), 76 marks, 17.5 sec. 2nd : B. A. Henrey (Buick), 66 marks, 21.8 sec. 3rd : J. Pettifor (Ford), 58 marks, 23.2 sec.

OPEN CARS.—1st : M. Hopkinson (Wolseley), 108 marks, 15.8 sec. 2nd : D. A. Armstrong (Ford), 108 marks, 18.0 sec. 3rd : Mrs. D. Mitchell (H.R.G.), 108 marks, 19.2 sec.

N. MIDLAND M.C. FIFTH KITCHING TROPHY TRIAL

Snow lay on the Derbyshire moors to add to the difficulties of the 42 starters in this event ; 26 failed on Pilsbury, a muddy, grass-grown lane approached through a water splash. Washgates caught out 14 altogether and 15 cars stopped on Dow Low. Best time in the Special Test was made by Mosby's Ford-Special. More difficult sections followed, including Old Mine, where 25 failures were recorded. A unique feature was a timed quarter-mile climb of Conksbury, T. C. Harrison doing f.t.d. in his Harford. In the final Special Test Alldred's Allard made best time.

Results :

KITCHING TROPHY (best performance) : T. C. Harrison (Harford).

PARKER TROPHY (best visitor) : G. P. Mosby (Ford Special), Y.S.C.C.

SCALES-HAIGH TROPHY (best team) : T. C. Harrison, M. Wilde (Ford Special), G. P. Mosby.

STANDARD TROPHY (best standard car) : R. Oakes (M.G.).

ASBURY TROPHY (best under 1,000 c.c.) : T. H. Bayshaw (Singer).

NOBLE TROPHY (best 1,100-2,000 c.c.) : K. R. Bailey (Riley Special).

SENIOR TROPHY (best over 2,000 c.c.) : A. Pownall (Rojah).

FIRST-CLASS AWARDS : A. A. Butler (Clegg Special) ; M. Wilde (Ford Special) ; A. Lilley (A.W. Special) ; A. M. Beardshaw (A.M.B.).

SECOND-CLASS AWARDS : C. Corbishley (C.C.S.) ; R. D. G. Smith (Fairley) ; F. A. Rhodes (F.N.-B.M.W.) ; Miss H. B. Kemble (Ford) ; G. R. Holt (G.R.H.).

N. LONDON E.C.C. JACOBEAN TROPHY TRIAL

This proved a really stiff event, and a new hill, West End, proved exceedingly difficult. D. H. Brown's Ford V8 Special won through to victory, also making best time in the Special Test.

Results :

JACOBEAN TROPHY : D. H. Brown (3,622-c.c. Brown-Ford).

FIRST-CLASS AWARDS : A. Rumfitt (3,917-c.c. Allard) ; J. Appleton (4,317-c.c. Allard) ; J. C. Smith (1,172-c.c. F.M.B.) ; R. C. Willis (2,030-c.c. Frazer-Nash-B.M.W.).

SECOND-CLASS AWARDS : A. W. Richards (1,172-c.c. Austin) ; R. Faulkner (3,917-c.c. Mercury) ; A. C. B. Chapman (1,172-c.c. Lotus Special).

TEAM AWARD : North London Enthusiasts' Car Club ; A. W. Richards (1,172-c.c. Austin) ; R. E. Lang (747-c.c. Austin) ; C. J. M. Abbott (1,172-c.c. Austin).

WEST OF ENGLAND M.C. SPRING CAR TRIAL

Had this trial been held a day earlier, it would have been a more difficult affair for the twenty-six entrants. As it was the fine, drying weather favoured the competitors, particularly the back numbers. The forty-mile course in the vicinity of Newton Abbot, Devon, included nine observed hills—tried favourites—and a special test. With regret the redoubtable "Steep" had to be omitted as the approach bridge had been removed. The innocent appearance of Simms Hill, the first observed hill, caught out the first six cars. M. J. Pople—"TC" M.G.—bounced nearly into the third section before developing violent wheel-spin. Mrs. F. C. Mayne, the only woman competitor, pushed the nose of her M.G. around the first corner, and then retreated to the start line for a second shot, with very little better success. Then F. P. Radford put his Dellow to the hill, and climbed it with "urge" to spare. Radford made another expert climb at the "Loop," being the first to make it clean. D. J. Hase, driving a Meakin-Cross, also showed a clean pair of wheels on this tricky hill. At "Broadway" Mrs. F. C. Mayne's M.G. developed serious engine trouble, which necessitated a tow home. Daccombe and Kingsway did not worry any of the competitors, and only five lost marks at "Cottage" —M. L. Morgan-Giles (1,074-c.c. Riley), C. E. Dawkins (2,194-c.c. Jeep), M. A. Bryne (747-c.c. Austin), Lon Chard (1,172-c.c. Ford) and J. R. Tarr (1,725-c.c. Austin).

G. S. Scali drove his Ford Ten Special with his usual personal dash and confidence throughout the trial, to return a clean sheet at the finish. Altogether six competitors finished the course without loss of marks, and the times in the special tests were the deciding factor in the final placings.

Results :

KENNEDY TROPHY AND SOUVENIR : W. A. Cleave (1,086-c.c. Morris) no marks lost ; special test : A. 7.6 sec. ; B. 27 sec.

CLASS 1 CUP : D. J. Hase (990-c.c. Meakin-Cross) no marks lost ; special test : A. 8.2 sec. ; B. 46.6 sec.

CLASS 2 CUP : G. S. Scali (1,172-c.c. Ford Special) no marks lost ; special test : A. 7.6 sec. ; B. 31.6 sec.

CLASS 3 CUP : H. C. Roberts (3,917-c.c. Allard) 15 marks lost.

M.C.C. CUP : H. Sinclair-Sweeney (1,172-c.c. Ford Special) no marks lost ; special test : A. 7.6 sec. ; B. 114 sec.

WEST OF ENGLAND TANKARD : L. J. Tolman (1,172-c.c. Betsy) no marks lost ; special test : A. 9.2 sec. ; B. 31 sec.

FIRST-CLASS AWARDS : Dr. J. T. Spare (1,172-c.c. Whitefield Special), J. J. Whitefield (1,172-c.c. Ford Special), E. Ellis (1,911-c.c. F.N.-B.M.W.), B. Fitzwater (1,087-c.c. Riley Special).

SECOND-CLASS AWARDS : F. P. Radford (1,172-c.c. Dellow), D. C. Bishop (847-c.c. M.G.), Dick Barton (1,200-c.c. Barton).

TEAM AWARD—KNILL TROPHY AND SOUVENIRS (Taunton M.C.) : L. J. Tolman, J. J. Whitefield, B. Fitzwater.

EAST ANGLIAN M.C. INAUGURAL EVENT

The first event of this young Club was held on March 5th in the Colne Valley area, in the form of a treasure hunt and navigation trial over some 40 miles.

A special general meeting of the Club was held after the trial at the Bull Hotel, Halstead, when 65 members and their friends sat down to tea. The main business of the meeting was chiefly formal, but one regrettable item of business was the appointment of a new chairman in the place of the late Mr. Eric Golightly who died recently. Mr. A. Crosland was appointed as chairman in his place.

Results :

FIRST : F. R. Hynard (Wolseley Hornet).
SECOND : R. G. Playford (Healey).
THIRD : H. J. Bone (M.G.).

LAGONDA C.C. NIGHT TRIAL

The results of the Night Navigation Trial of March 4th/5th were :—

BEST PERFORMANCE BY A LAGONDA CAR CLUB MEMBER.—C. S. Elphinstone (4½-litre Lagonda tourer), 108 marks lost.

BEST PERFORMANCE BY A MEMBER OF AN INVITED CLUB.—J. M. Burn (Ford Anglia), 71 marks lost.

FIRST-CLASS AWARDS.—J. R. L. Barrett (Standard), 90 marks lost ; H. Booth (Citroen), 92 marks lost ; S. Sedgwick (4½-litre Bentley), 93 marks lost ; A. W. Beal (Alvis), 95 marks lost ; D. Allen (Lancia), 101 marks lost.

SECOND-CLASS AWARDS.—F. Willcox (Alvis), 102 marks lost ; E. Brandon (M.G.), 106 marks lost ; E. B. Durell (Lagonda "16/80"), 110 marks lost ; P. R. Jackson (Triumph), 119 marks lost ; Dr. Fellows (A.C.), 125 marks lost ; T. Townshend (3-litre Bentley), 125 marks lost.

LANCIA M.C. DRIVING TESTS

An excellent entry of 66 was received for these tests, which took place in the grounds of beautiful Bramley Park on March 12th. There were only three non-starters and the clubs were represented by 17 V.S.C.C., 11 N.W. London, 10 Lancia, eight Hants and Berks, six 750, five A.C., three Bentley D.C., and three Lagonda C.C. members. Interesting new cars included Ron Willis' 328 left-drive B.M.W. in which Woods was killed last year at Blandford and Hall's flat-radiator Morris Cowley with light wings, etc. D. N. Brakes' "Monza" Alfa-Romeo and L. S. Evans' 1912 Scout formed a remarkable contrast, but the former might have been safer in a slower car, while the Scout was quite unsuited to these tests. Two tests involved braking from high speeds and were productive of much excitement. High-spots of the afternoon were the incursion of an M.G. Midget "Sugar Plum Lulu" into open country during a parking-test, the breaking of the gearbox in Rumfitt's Allard during a reversing test, Buckle's driving of his coupé Lancia Lambda from the passenger's seat in the garaging-test and Wootton's gallant and successful attempt to stop his Austin Chummy with rather diminished brakes. Willis didn't gain anything from left-hand drive and was clumsy, his reverse gear also jumping out, but a very polished exhibition of parking was given by Pentony, Linney also being outstanding. Richards made the best show of all in this test.

Results :

HAMILTON AWARD.—A. C. B. Chapman (Lotus).

FIRST CLASS AWARDS.—A. W. Richards (Austin), G. Pentony (Morris), K. Welfare (Austin), J. Nicholson (M.G.), D. H. Gahagan (Bugatti), and P. A. Linney (Morris).

NOVICE AWARDS.—Nicholson and Linney.

SPECIAL AWARDS.—J. G. Crowther (Lancia M.C.), P. G. Scott-Miller (A.C.O.C.), C. D. H. Berthon (Bentley D.C.), P. A. Linney (Hants and Berks M.C.), M. H. Wilby (Lagonda C.C.), A. W. Richards (N.W.L.M.C.), A. C. B. Chapman (750 M.C.) and D. H. Gahagan (V.S.C.C.).

TEAM AWARDS.—Chapman, Welfare and Yeats.

BEST IN EACH TEST.—A. W. Richards (acceleration and braking) ; D. H. Gahagan and P. A. Linney (kerbside parking) ; H. Clayton (wiggle-woggle) ; A. C. B. Chapman (stop and restart) ; A. C. B. Chapman (garage parking).

AN AMBITIOUS BRITISH VENTURE

A Team of Three H.W.M.s for This Year's Formula II and Sports-Car Races

KEEN students of motor-racing hardly need reminding that one of the more outstanding of last year's Formula II cars was the H.W.-Alta evolved by John Heath. He drove it to victory in the B.R.D.C. Manx Cup Race in the I.O.M. and finished second to Pozzi's Delahaye in the G.P. de l' A.C.F.

Encouraged by this successful debut Heath, in partnership with George Abecassis, has evolved a team of three similar cars, to be known as H.W.M.s, for racing in British and Continental Formula II and sports-car races this season. The H.W.-Alta, incidentally, has been sold to a North Country enthusiast.

Technically, these new 2-litre cars, which can be racers or road-cars at will, are extremely interesting. A new chassis frame is used, built mainly of 3½-in. mild-steel tubing, with cross-members of the same tubing, to form a very rigid structure, on which is carried the strip and tube framework for the panels of the light-alloy body.

The independent front suspension is similar to that used last year for the H.W.-Alta, but is lighter. It employs fabricated wishbones, with a transverse leaf spring beneath them. Alford and Alder stub-axles, suspension components and ball joints are used, adapted to take E.N.V. centre-lock hubs. Rack and pinion steering similar to that in the F.W.D. Citroen is used, with a fabric joint at the base of the steering column.

At the back an entirely new system of independent suspension has been evolved, consisting of a transverse leaf spring above transverse swinging members, the drive passing from the E.N.V. differential and final drive unit on the chassis to the road wheels *via* short, substantial universally-jointed shafts. Girling light-alloy shock-absorbers are fitted front and back.

The engine is one of the latest 83.5 by 90 mm., 1,960-c.c. four-cylinder, twin o.h.c. light-alloy Alta units, supplied by the Alta Car & Eng. Co., Ltd. The sealed cooling system uses a neat Gallay radiator, ignition is by a Lucas vertical magneto, and two 1¾-in. S.U. carburetters are fitted on the near side, each feeding into a separate U-shaped external two-branch manifold. Two studs on the top face of each manifold secure elbows which are connected together by a length of flexible tubing to form a balance-pipe. Fuel feed is by an air pump driven from the back of the near-side camshaft, *via* very large bore aircraft flexible petrol pipes.

With a compression-ratio of 13.5 to 1, running on alcohol fuel, the first engine has given a reading on the brake of 149.2 h.p. at 5,500 r.p.m.

A Type 110 E.N.V. pre-selector gearbox is fitted at present on the first car, but this will eventually be replaced by an E.R.A.-type pre-selector box, made by Armstrong-Siddeley Motors, Ltd., and having modified linkage to the selector mechanism and a light-alloy ball housing to Heath's requirements. These gearboxes are being fitted to the second and third cars of the H.W.M. team. A Layrub coupling is imposed between crankshaft and gearbox and transmission aft of the box is by open shaft, with Hardy Spicer universals.

Reverting to the engine, four separate exhaust pipes are used, on the off side, and the second and third cars will have a dry-sump lubrication system with the oil reservoir beside the engine by the near-side chassis tube. On the first car an oil cooler and filter is fitted behind the radiator.

The final drive ratio will obviously have to be capable of being varied to suit different circuits and a choice of four different ratios—4.5, 4.2, 3.7 and 3.5 to 1—is available. The rear wheels are shod with 6.00-16 Dunlops, the front wheels with 5.25-16 Dunlops.

The brakes are Ferodo-lined, hydraulically-operated 2 LS Girlings on all wheels, with very beautiful 12-in. by 1¾-in. Alfin drums. As a matter of fact, *standard* Girling equipment is used with the difference that H. W. Motors, of Walton-on-Thames, where the cars were built, reduced the weight of each back-plate from 6 lb. 9 oz. to a much less embarrassing 4 lb. 8 oz., which is merely one example of the careful thought and skilled assembly that has gone into the making of these H.W.M.s. Two independent master cylinders are used, gravity fed from one of those neat little two-compartment Gallay brake-fluid containers.

The engine is three-point mounted on electrically-welded bearers. At the back of the chassis a Gallay 23-gallon fuel tank sits on a scanty extension of drilled channel-section and is held down by two wire straps.

Seen as a whole the H.W.M. is a most exciting motor car. It is very compact for a 2 litre, the wheelbase being only 7 ft. 8 in., the track 4 ft. 1 in. The body can be a sports two-seater when required, and battery, starter, wing-brackets, passenger's door, etc., are fitted as a matter of course. But for Formula II racing the driver will sit on the off side and the near side of the cockpit above the door will be neatly faired-in. The driver's seat and the steering column have been made adjustable, a sensible feature for races such as Le Mans and Spa, where more than one driver will drive each car. The cockpit is very neat, with a black dashboard before the driver and a full-size car fire extinguisher clipped transversely under the near side of the scuttle. The number of instruments has wisely been kept to the essential minimum, ordinary Lucas ignition and lighting switches are used, and the 16½-in. steering wheel is a special Bluemel product. For Le Mans two of Mr. Lucas' excellent headlamps will be backed up by a Lucas passlight.

One factor which increases respect for Heath's ambitious project is the number of components he has manufactured in his own works. Quoting from memory, these include steering columns, the fabricated suspension units, driving shafts, engine bearers, pedals, gear-change quadrants, etc., etc., as well as the chassis frames themselves. He reports excellent co-operation from suppliers of proprietary components and has adequate spares of all kinds to hand.

Heath has reason to be proud of the fact that the dry weight of the first car is as low as 12¼ cwt. This weight is with the Type 110 E.N.V. gearbox installed, which is 34 lb. heavier than the 86 lb. A.S. gearbox to be installed later. Incidentally, the steering-column gear-lever is normally on the left of the driver, but can be placed on the other side, if preferred. The body lines are smart yet efficient, the Leacroft Sheet Metal Works at Egham being responsible for the construction. The low weight of the complete car is largely attributable to the remarkably light chassis which, with the body frame, weighs a mere 2 cwt.

The drivers for the H.W.M. team will be Heath, George Abecassis, and Stirling Moss on a professional basis, backed up at Le Mans by Peter Clark, Nick Haines and the earnest young Belgian, Johnnie Claes.

The first H.W.M. was tested at Silverstone on March 20th and it is hoped to run two cars at Goodwood on Easter Monday. After this a serious season of Continental racing will be commenced. Two of the cars will be transported in Heath's former Ford two-tier van, newly repainted, bearing the smart H.W.M. badge which incorporates Heath's personal crest, and having a new Mercury engine installed. The third car will be carried in the Ford lorry used last year by Frank Kennington.

So far as personal transport is concerned, it is well known that both Heath and Abecassis refuse to be parted from their Light Fifteen Citroens, a sentiment they share with many other discerning drivers.

The H.W.M. team should be able to carry the British flag effectively in the Formula II onslaught and our good wishes will go out to Heath, Abecassis and Moss as they battle against the pick of the Continental cars.—W. B.

What famous drivers are saying about the HEALEY Silverstone

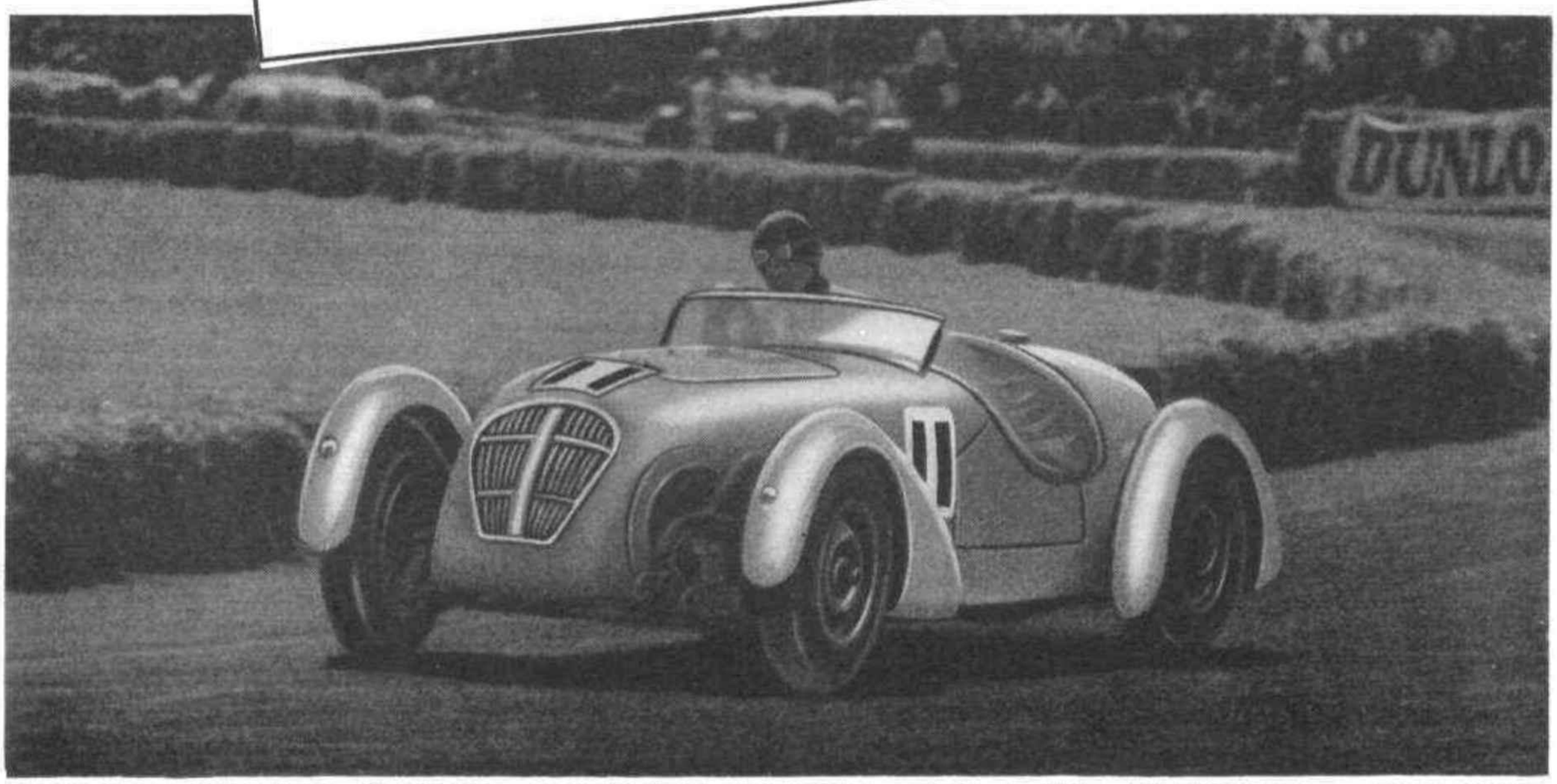
No. 4

Major A. P. R. ROLT, M.C.

writes:

THE HEALEY was a delight to handle and gave me the safest and most comfortable drive I have ever had in a motor race. The engine and transmission seemed to be unbreakable, and the brakes showed no sign of fade under the most gruelling conditions. As for sheer performance, a lap in 2 mins. 12 secs. speaks for itself.

A. P. R. Rolt



DONALD HEALEY MOTOR COMPANY LIMITED, THE CAPE, WARWICK, ENGLAND

MOTOR SPORT GETS TO KNOW—

THE HUMBER SUPER-SNIPE, Mark II

The Car That Was Second in This Year's Monte Carlo Rally

ONLY five cars completed the road-section of this year's Monte Carlo Rally without loss of marks, and in consequence can justifiably be proclaimed exceedingly good cars. Of these five—Hotchkiss, Humber Super Snipe and three little Simcas—the Humber was placed second in the final results and is therefore of topical interest.

Accordingly, we went along to Rootes Ltd. the other day and drove away from Devonshire House—the centre of a great volume of export business—in a sleek black Super Snipe, in order to get to know for ourselves what manner of motor car it was that brought Britain into the Rally news. After driving the big saloon for over 200 miles we returned it with a profound respect for this, the biggest-engined private car of the Rootes Group products. In the first place London traffic held no terrors for a driver who does his everyday motoring in a truly tiny car. The Super Snipe is 6 ft. 2½ in. wide and 15 ft. 7½ in. long but it nips through congested places, and along country lanes for that matter, like a small family car.

The steering is quite light even at low speeds and although the near-side front wing, unlike its off-side fellow, is invisible, the general view of what goes on ahead and aside is distinctly good. The driving position, too, is excellent, once the vast bench-type front seat is adjusted to one's liking—which it easily is. The pedals are of a sensible size, the man-sized, old-style right-hand hand-brake easily reached, and the response to the throttle brisk.

So, with a minimum of effort and absence of anxiety, a driver unaccustomed to the Super Snipe glides through places like Piccadilly and the Strand elegantly, smoothly and in silence. And this big Humber really is quiet. The engine is inaudible when idling, scarcely any noisier when delivering a good percentage of its maximum horses, the gears likewise keep themselves to themselves, while the absence of wind roar at speed is most creditable. Even at peak r.p.m. the power-roar is subdued, the exhaust inaudible, coupled with which such common (in two senses) intrusions as pinking and valve-bounce never reach the driver. The body, too, is commendably free from rattles.

A novice might feel awed if invited to drive the Humber Super Snipe but his misgivings would be dispelled in a very few miles. The gear-change, that "Synchromatic" steering-column control of an all-synchromesh gearbox, is about as simple as any gear-change could be, but actually it is seldom used, for the car really does do 5 to 80 m.p.h. in top gear, as claimed, and accelerates so briskly from 25 m.p.h. onwards as to make a change-down uncalled for. The Borg and Beck clutch is light and so smooth that top-gear starting should be possible—we did not attempt it (after all, Mr. Borg and Mr. Beck have never done *us* any harm) but we *did* habitually start in second gear and go straight into top as soon as the car was moving. Driven thus the Humber left behind almost all the cars we encountered.

Leave built-up areas and 60 to 70 m.p.h. on the speedometer is the normal gait, while an indicated 70 m.p.h. in third gear is readily obtainable. Brisk acceleration, the aforementioned handy control, and good brakes contribute to good average speeds. Without "going mad" we found we could cover eight miles of give-and-take main road, observing the 1¼ miles of built-up area, in nine minutes exactly.

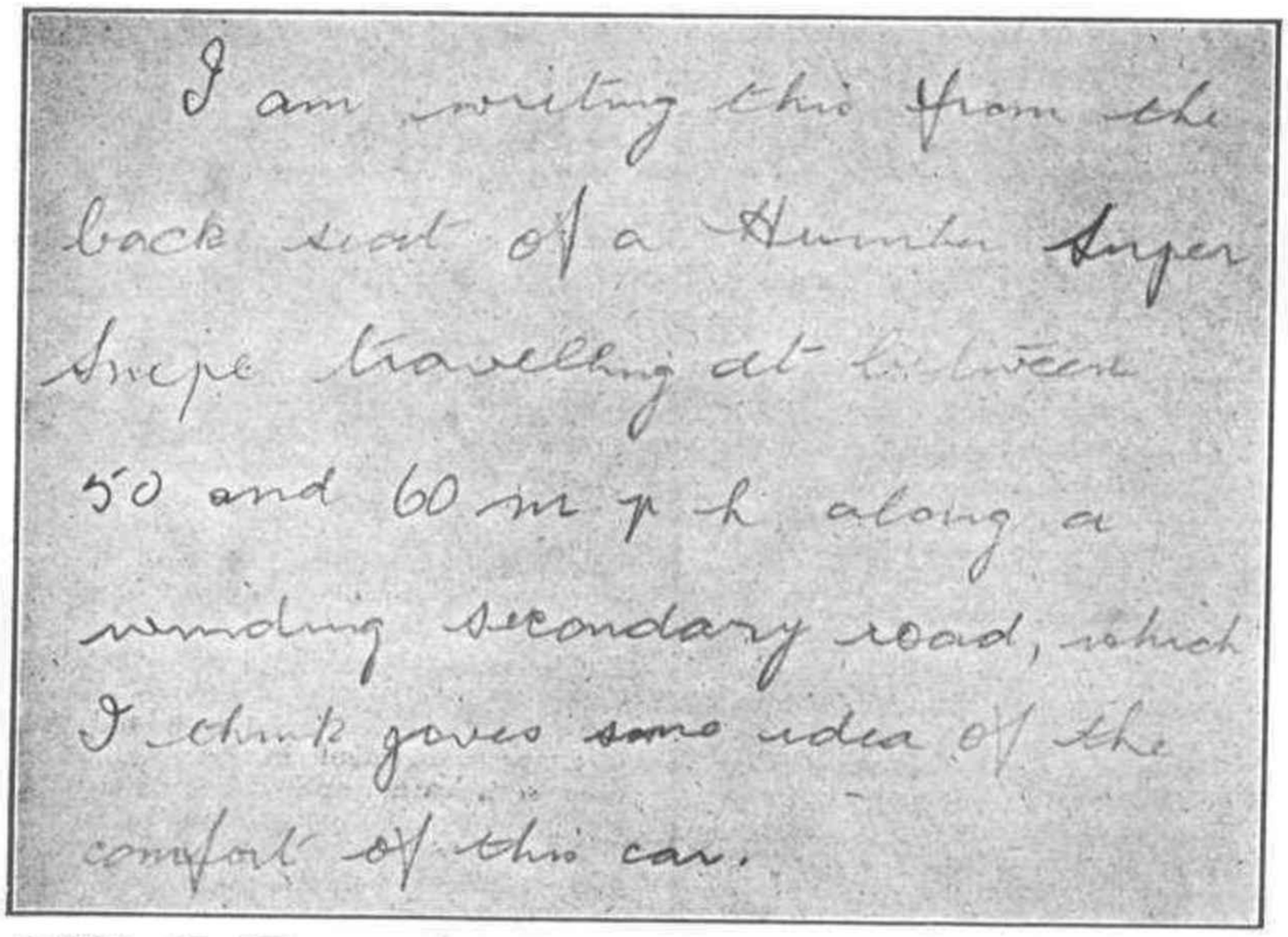
The external appearance of the Humber Super Snipe is "expensive," indeed palatial, in the less lurid style and the interior arrangement in keeping. The deep, soft, leather-upholstered seats with their high squabs, the generous leg room, and the wide doors contribute all that the most fastidious could ask for in the way of creature comfort. The car rides comfortably, too. We hurled it over a rutted, pot-holed road and gave it full marks. On normal roads pitching is entirely absent, shocks are well absorbed, and the nose does not wallow under heavy retardation. This comfort factor is extended to the Super Snipe's appointments. Going briskly through them, you have excellent visibility from the side and rear windows, which include front half-windows and pivoted ventilator panels front and back. You have a good Clayton heater and demister, H.M.V. radio, a deep facia locker with an excellent lid, two screen visors with washable finger-grips and a mirror in the passenger's, cigarette lighter, big, strong leather door pockets, a wide parcels-shelf behind the rear seat, a big ashtray in the back of the front-seat squab, leather-lined "pulls" for the

THE HUMBER SUPER SNIPE MK. II SALOON

Engine: Six cylinders, 85 by 150 mm. (4,086 c.c.), side valves, 100 b.h.p. at 3,400 r.p.m. Compression-ratio 6.25-to-1.
Gear ratios: 1st: 15.95; 2nd: 9.59; 3rd: 5.89; top: 4.09-to-1.
Tyres: Dunlop "Fort" 6.50–16, on bolt-on, "Easi-clean" disc wheels.
Fuel capacity: 15 gallons (range approx. 162 miles).
Steering ratio: Nearly four turns, lock-to-lock.
Weight: Without occupants but ready for the road: 34 cwt. 1 qr.
Wheelbase: 9 ft. 9½ in.
Track: Front, 4 ft. 9.92 in.; rear, 5 ft. 1 in.
Overall dimensions: 15 ft. 7½ in. by 6 ft. 2½ in. by 5 ft. 5¾ in.
Makers: Humber, Ltd., Coventry, England.



DIGNITY WITH GOOD VALUE.—The handsome lines of the Humber Super Snipe belie its modest price of £895.



PROOF.—The Editor was so impressed with the comfortable riding of the Humber Super Snipe that he asked his wife to scribble this message as he drove as hard as he could along a winding road.

rear-seat passengers, a roof light of adequate power which comes on whenever a door is opened, deep fold-up central arm-rests as well as side-rests front and back, and a good sliding roof. The driver appreciates the clear speedometer and "service" dials on a wooden panel with concealed lighting, the separate ignition key which also locks the driver's door, electric clock, large non-dazzle central rear-view mirror, the effective wind-tone horns, reversing-lamps, fog-lamps, under-bonnet-lamp, twin screen wipers with large control knobs, steering-wheel control of dimmer and indicators, the latter cancelling effectively, the big rear window, and the clever three-spoke, non-sprung steering wheel with one spoke of tubular steel.

Minor grumbles—no car is perfect!—concern the somewhat inaccessible dip-stick, the height of the brake pedal above the accelerator, and the rather delicate selection of the combined side-lamps and head-lamps switch. The location of the spare wheel in the forward part of the capacious luggage locker, the slight obstruction of the right-hand brake lever, the disconcerting fact that the roof light *would* come on, even in daylight, with a door open, and the slight tendency for the polished steering-column to reflect in the screen were other small annoyances. Nor were we very pleased when an inside door handle came off and the heater control worked loose inside 100 miles.

These, however, are very petty things in a car of such comfort and elegance and one offering such excellent value for money. While admiring the general appearance such items as the neat treatment of radiator grille and in-built side-lamps, the red safety light on the luggage locker lid and the three positions of the retractable side-mounted radio aerial and the substantial bumpers do not pass unnoticed. The body is quite low in point of headroom provided.

Quite how Rootes Securities contrive to offer such a fine car for so little money—the basic price is only £895—we do not pretend to know.

Naturally, it would be stupid to suggest either that the Super Snipe handles like a sports car or is in quite the category of a £3,500 super-car. Taking the latter count first, certain road surfaces provoke a slight vibration, the bonnet and front wings weave about on rough roads, a window rattled when open, and the doors emit a "tinny" sound if slammed. Whether one is justified in paying an additional £2,000 or so to have such trifling cons eradicated is a matter for the individual purchaser, and the depth of his pocket, to decide. At the price asked, the Super Snipe provides a really remarkable degree of luxury, and it is a genuine six-seater.

So far as that elusive matter, "handling," is concerned, we found we could throw this big Humber about in a quite surprising fashion and that it "held in" splendidly round long bends taken fast. At times the very weight of the body promotes oversteer, which affects steering accuracy, and there is a tendency for the car to demand continual concentration on steering at speed along cambered roads or in a cross-wind. Naturally, rolling is pronounced if one "plays sports car" on sharp corners, but the Humber can nevertheless be put round corners really fast, with only occasional protest from the Dunlops. The fact is that the steering, asking nearly four turns lock-to-lock, is too low-geared for true accuracy of control judged at sports-car level, while there is a certain suppleness of the half-elliptic rear suspension which deflects the "aim" slightly if an appreciable bump or pot-hole is met at an inopportune moment.

That is judging the car hypercritically, but, in fact, the Humber Super Snipe corners better than many ordinary cars of half its size. There is almost negligible return steering-motion, no column-judder, and the castor action is brisk and very effective even out of slow corners. Not unexpectedly, the modern "disconnected" feel is experienced, but free-play amounted to only about three-quarters of an inch after 650 miles' wear. The Lockheed 2LS brakes have real power for a reasonable pedal pressure in traffic emergencies, without deflecting the car from its path. From higher speeds fade is evident, there was the merest trace of squeak, and the pedal has to be depressed some distance before the full effect is felt, although no great pressure is called for. The hand-brake holds well on hills and releases easily.

Conscious that these cars are used in



RESTART.—The Humber proves its ability to restart on a nasty gradient and was at home on the rough stuff leading to it.

the backwoods as well as on the boulevards, we tried a restart test on a rough hill which the previous week-end had defeated quite a high proportion of a trials entry, sports cars and "specials" included. With driver, passenger and two children in the rear the Humber, in spite of its weight of over 34 cwt., never faltered in getting away in its 16-to-1 bottom gear. It is on occasions like these, and when accelerating the big car through a traffic gap, that the effortless power of the 100-b.h.p., alloy-head, side-valve engine is so thoroughly reassuring. It gave no trouble throughout the test, started instantly after a night in the open, and showed 50 lb.+ oil pressure and 75 deg.— water temperature. It pulled away well from cold, although the surge-forward effect of temporarily faster idling-speed due to the action of the thermostat incorporated in the Type DBVA42 Stromberg carburetter was a thought disconcerting. Driving hard at times, with restraint and some coasting at others, a tankful of petrol took us just under 162 miles, a consumption of approximately 11 m.p.g. On one occasion we followed a certain well-known British quality car, which the Humber just failed to hold on acceleration, speed and road-clinging—but the car in question, although of only half the engine size, seats but four persons and costs over three times the Humber's price.

The Rootes Group has, in the various versions of Humber Super Snipe, a fine example of the inexpensive luxury car, a type the usefulness of which is, today, particularly pronounced in so many parts of the globe, for State occasions, for the transport of business executives and for pleasure motoring by families large either in number or in girth.—W. B.

SHENSTONE & D.C.C. SHENSTONE CUP TRIAL

Held on March 5th, there were 26 starters and the award winners were:

TAMWORTH CUP.—J. V. S. Brown (H.R.G.).
SHENSTONE CUP.—J. Coates (N.T. Special).
SHENSTONE BOWL.—J. W. Cox (Dellow).
FIRST-CLASS AWARDS.—J. H. Leigh (Frazer-Nash), J. W. Fowler (H.R.G.), R. B. Lowe (Dellow), F. E. Wall (Vauxhall).
SECOND-CLASS AWARDS.—L. M. Austin (Lancia), R. F. Collins-Jones (M.G.), L. S. Evans (Dellow), G. D. C. Ostroumoff (Dellow).

LEICESTERSHIRE C.C. BROWETT TROPHY TRIAL

Held on March 12th, only one car got through Hunts Lane.

Results:

BROWETT TROPHY.—M. Manning (Morris).
FIRST-CLASS AWARD.—S. Asbury (Fairley).
SECOND-CLASS AWARD.—K. Root (Singer).

N.W. LONDON M.C. COVENTRY CUP TRIAL

This classic event started from Hindhead on March 18th and embraced thirteen observed sections and two special tests. Every one of the 25 starters who tackled them climbed both the Valewoods, Beechy Lees and Flanagan-and-Allen, and Richards alone failed on Ferndean Hollow. However, Dent's Delight defeated two, Lawson's Lament twelve, while only Onslow-Bartlett and C. L. Bold vanquished Cow Track. Seven cars stopped on Streatham and before the Longmore gradients were tackled, Lawson, Sweeney, Richards, Smith, Lang, Appleton and Jackman had retired. Ten cars were defeated on the first section, none climbed the last two, and the second section beat everyone except Faulkner. Bold made best performance in the first Special Test, Onslow-Bartlett was best in Test Two.

Results:

COVENTRY CUP.—Onslow-Bartlett.
CLASS A CUP.—C. L. Bold.
CLASS C CUP.—R. W. Faulkner.
FIRST CLASS AWARDS.—E. G. Spence and D. G. Roberts.
SECOND CLASS AWARDS.—B. H. Brown and H. C. Roberts.

S.U.N.B.A.C. COLMORE TRIAL

The dry weather that is a feature of Britain these days (or have we spoken too soon?) did its best to ruin the "Colmore" on March 11th. Sixty-seven cars started and the event was decided on the special tests. In the timed part of Postlip, Nicholl's Ford V8 was fastest, while Bold's Bold Special made f.t.d. in the cross roads test, Faulkner's Mercury and Onslow Bartlett's Bartlett Special tying as runners-up, 0.2 sec. slower.

Results:

COLMORE TROPHY (best performance).—A. W. Francis (3,917-c.c. F.M.). Total test times 52.2 sec.
RHODE CUP (up to 1,100 c.c.).—C. L. Bold (1,089-c.c. Bold). Total test times 53.0 sec.
SHELL CUP (1,100–1,500 c.c.).—M. Wilde (1,172-c.c. Ford). Total test times 52.4 sec.
BERNARD NORRIS CUP (over 1,500 c.c.).—K. Burgess (4,000-c.c. Allard). Total test times 56.4 sec.
TEAM AWARD.—Alvechurch team (N. V. Terry, V. Ostroumoff and R. B. Lowe).
FIRST-CLASS AWARDS.—G. P. Mosbyn (1,172-c.c. Ford); L. J. Oliver (1,172-c.c. Oliver); G. D. Waldron (1,172-c.c. Dellow); N. V. Terry (1,172-c.c. Dellow); R. B. Lowe (1,172-c.c. Dellow).
SECOND-CLASS AWARDS.—R. D. G. Smith (1,172-c.c. Fairley); P. A. Atkinson (747-c.c. Austin); G. B. Hewitt (747-c.c. Austin); J. Readings (1,785-c.c. Regent); A. E. Frost (1,172-c.c. A.F.S.); T. C. Harrison (1,172-c.c. Harford); J. C. Wallwork (1,776-c.c. Standard); K. Rawlings (2,088-c.c. Vanguard Special); W. F. Mead (3,917-c.c. Allard); G. R. Holt (1,172-c.c. G.R.H.); G. E. Spears (1,172-c.c. Dellow); V. S. A. Biggs (1,172-c.c. Ford); J. Coates (1,172-c.c. N.T. Special); F. D. Lawton (1,125-c.c. Austin); B. Fitzwater (1,089-c.c. Riley Special); H. E. R. Roberts (933-c.c. Robross); D. T. S. Edwards (1,172-c.c. Ford S.); G. Pentony (1,442-c.c. Morris); G. H. Dixon (1,172-c.c. G.R.A. Special); L. O. Bartlett (1,172-c.c. Bartlett Special); C. Brough (1,172-c.c. Dellow); J. D. Sleeman (1,172-c.c. Sleeman); G. Hinder (1,172-c.c. S.H.S.); A. A. Butler (1,172-c.c. Clegg); C. R. L. Nicholl (3,622-c.c. Ford); R. W. Faulkner (4,000-c.c. Mercury); J. H. Appleton (4,375-c.c. Allard); G. Newman (1,089-c.c. G.N. S.); V. Ostroumoff (1,172-c.c. Dellow); A. M. Beardshaw (1,172-c.c. A.M.B.).
THIRD-CLASS AWARDS.—L. Parker (4,000-c.c. Parker); J. W. Cox (1,496-c.c. Dellow); J. V. Brown (1,496-c.c. H.R.G.); E. J. P. Reynolds (1,172-c.c. Dellow S.); P. Toogood (3,917-c.c. Ford); V. A. Hassall (1,172-c.c. Rawlings Special); P. L. Cracknell (1,172-c.c. Forstin II); S. A. Cracknell (1,172-c.c. Forstin I); B. H. Brown (3,622-c.c. Brown-Ford); R. E. Holt (3,622-c.c. V8); G. L. Hancock (3,917-c.c. Allard); B. Spollon (3,622-c.c. Ford Special); D. J. Hase (990-c.c. Meakin Cross); O. H. J. Davies (1,172-c.c. Davies Special).

"BROOKLANDS"

The 100,000-word, extensively-illustrated third volume of W. Boddy's "Story of Brooklands" will be published on May 12th. It completes this unique history of racing, covering the seasons 1933 to 1939 inclusive. Orders should be placed now, from your bookseller, or from Grenville Publishing Co. Ltd., 15, City Road, London, E.C.1. The price is 12s. 6d., or 13s. post free.

Easter at Goodwood

There will be seven races in the good old Brooklands tradition at Goodwood on Easter Monday. In the big race of the day, the Richmond Trophy for Formula I cars, the international element will be represented by the Maseratis of de Graffenried, "Bira" and a mysterious somebody entered as "? Carini." They will be opposed by Parnell, Hampshire, Murray and Fotheringham-Parker in Maseratis, Peter Whitehead in the G.P. Ferrari he drove so effectively abroad last year, Peter Walker in the E-type E.R.A. that he alone seems able to tame, Rolt in an old Delage, the four-wheel-drive A.J.B., Watson's ex-Cowell Alta that gave 170 b.h.p. before having new rotors put in its supercharger, and the E.R.A.s of Harrison, Shawe-Taylor, and A. G. Whitehead. Louis Chiron may come over, too.

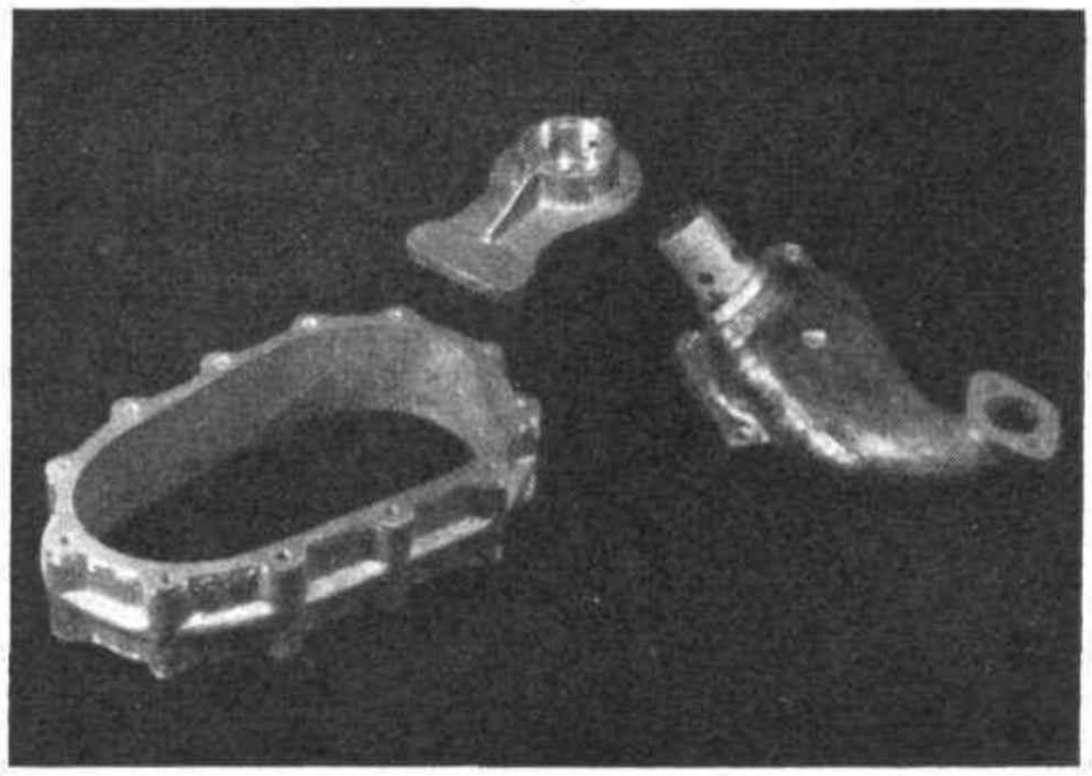
Besides this there is a *Formula Libre* race, in which many of the Formula I cars will run, and also Bob Gerard's 2-litre E.R.A. and Poore's big Alfa-Romeo, etc. The rest of the programme comprises a 500-c.c. race, a race for blown 1,100 c.c. and unblown 2-litre cars, and three handicaps. Entries include the Rhiando-Trimax, John Cooper's, Christie's and Aston's 1,097-c.c. Coopers, the H.W.M.s, the O.B.M., the Spikins Cromard Special, Fairman in the C.D.L., Dutt's old 2½-litre Maserati, some Cooper 1,000s, various M.G.s, the Brooke Special, now with Delage engine, Gale's famous 4-litre Darracq, Peter Clark's 1½-litre H.R.G., a 3½-litre Delahaye and, if it gets back from the Targa Florio in time, Sydney Allard's exciting 5½-litre Cadillac-engined J2 Allard. Racing starts at 1.30 p.m. Special buses run from Chichester station, and Southdown and London Coastal Coaches services (telephone: Sloane 0202) also go to Goodwood, which is 63 miles from London. Admission to enclosures ranges from 3s. 6d. to 6s. (children under 14, 1s. 9d. and 3s. 6d., reserved), and reserved stand-seats cost from 26s. upwards. Car parking costs 5s. and 10s., motor-cycles 1s. or 2s. 6d. Tickets can be ordered by post, up to April 5th, from the B.A.R.C., 55, Park Lane, W.1. Paddock transfers cost £1. We understand that the B.R.M. will *not* be on view.

As we close for Press we learn that the V.S.C.C. Closed Race Meeting at Silverstone on April 29th will again include the excellent Vintage-car One-Hour High Speed Trial, for which the speeds range from 47.13 to 55.60 m.p.h. In addition, there will be five half-mile sprints, three 3-lap scratch races, and four 4-lap handicap races for various combinations of vintage, historic and non-vintage cars. Entries close on April 15th. They are limited, so apply at once. Racing will start at 12 noon and only holders of V.S.C.C. passes can be admitted.

* * *

Those building Austin Sevens to the 750 Club Formula (see MOTOR SPORT Sept., 1949, page 360) should note that it is hoped to have a race for these cars at the Eight-Clubs Silverstone Meeting on June 3rd.

Pat WHITTET & CO. LTD.



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David Brown and the 2½-litre LAGONDA

Development Work on an Individualistic British Car with Twin O.H.C. Six-Cylinder Engine and Independent Rear Suspension.

THE Lagonda is a make of car which has always been held in high esteem by enthusiasts. After an early venture in the light-car field, with the 11.1 and 11.9-h.p. models which are now collector's pieces in vintage circles, came the clever, complicated 2-litre, followed by the "16/80" and 3-litre models and then the classic 4½-litre. Shortly before the war Lagonda, Ltd., still in the works by Staines Bridge nowadays occupied by Petters, Ltd., called in the services of W. O. Bentley and the 4½-litre was endowed with i.f.s. and the V12 made its debut, a dignified fast car which needed frequent use of the lower gears to get the best from it.

During the war "W.O." began work on the present 2½-litre "six," having as his objective a really high-performance car of compact engine size, and providing a ride of exceptional comfort for all occupants. Just before the old company got into difficulties and sold out to David Brown, Ltd., I was able to persuade W. O. Bentley to submit to an interview, quite a scoop in itself, and productive of some exceedingly interesting information about this outstanding new Lagonda. Unfortunately, David Brown had to somewhat modify the design during the subsequent two years, before the car went into production, and as they had just taken over when I was ready to publish the story, it was deemed inadvisable to withhold it. Last month I went to Feltham, where David Brown make the Lagonda bodywork and assemble the 2½-litre from engine, gearbox and chassis components made at Huddersfield, to talk to John Stirling about the development work of the past two years.

Mr. Stirling was emphatic that "W.O.'s" excellent design has not had to be changed to any appreciable extent. The items that have been altered were mainly modified to facilitate production—and today twenty Lagondas come out of Feltham every month.

The chassis frame as originally designed was magnificently rigid torsionally, but lacked local stiffness to the extent of discarding shock-absorber brackets and similar subsidiary attachments. The same "X" frame was retained, but its girders are now boxed-in to secure complete rigidity. Incidentally, no drilling of the frame members is permissible when special bodies are being fitted, as this might destroy the strength of the now exceedingly strong structure. This very wonderful example of modern chassis is made for David Brown by Rubery Owen. Another modification was that of increasing the front track by 2 in., in order to get the front brake drums out into the air-stream, cool brakes being a vital feature of a 90-m.p.h. car.

The engine was practically unchanged, except for a new distributor, devised jointly by Lagonda and Lucas, which materially improved bottom-end acceleration, and eliminated the former rather chronic pinking. The total weight of the saloon model was also reduced from rather more than 31 cwt. to approximately 29 cwt., the 0-50-m.p.h. acceleration figure being improved by nearly three seconds in consequence.

W. O. Bentley had installed the delightful Cotal gearbox, ingeniously reducing its length, and thereby its weight, by using a separate reverse-gear box on the final-drive unit, selected by a pull-out dashboard control. At one time David Brown contemplated manufacturing Cotal gearboxes, but the project was dropped when it was found that a less expensive, lighter and closer-ratio box of normal synchromesh pattern could be manufactured.

This is controlled by a steering-column lever, and obviously eliminates the rather tricky remote-control necessitated for the aforementioned separate reverse-box. The David Brown box weighs 83 lb., a saving of approximately 40 lb. over the Cotal box and separate reverse-unit. Its ratios are 1.1, 1.33, 1.98 and 2.92-to-1, as against the Cotal ratios of 1.1, 1.385, 2.143 and 2.968-to-1.

When David Brown took over the Lagonda Company they acquired two complete prototype cars fairly near to the proposed specification for the production model. These were subjected to extensive testing on the Continent, on three occasions by drivers independent of the company. As a result, further small modifications were made, notably to the rubber bushes at various moving parts about the car. But, fundamentally, the design of "W.O.'s" masterpiece is unchanged, as details in the accompanying panel indicate.

One of the Lagonda's most outstanding features is its suspension—independent at the front by specially-shaped wish-

SPECIFICATION OF THE 2½-LITRE LAGONDA

Engine: Six cylinders, 78 by 90 mm., 2,580 c.c. Inclined o.h.v., operated by two o.h. camshafts. Compression-ratio 6.5-to-1. Two horizontal S.U. carburetters. Coil ignition. Pump and fan cooling. Sump capacity, two gallons. Autoklean full-flow oil filter. 105 b.h.p. at 5,000 r.p.m.

Gearbox: David Brown synchromesh, with column shift. Ratios: 4,56, 6.20, 9.15 and 13.6-to-1.

Transmission: Open shaft to hypoid bevel final drive on chassis frame.

Suspension: Coil-spring i.f.s. Swing axle, torsion-bar i.r.s. Armstrong shock-absorbers.

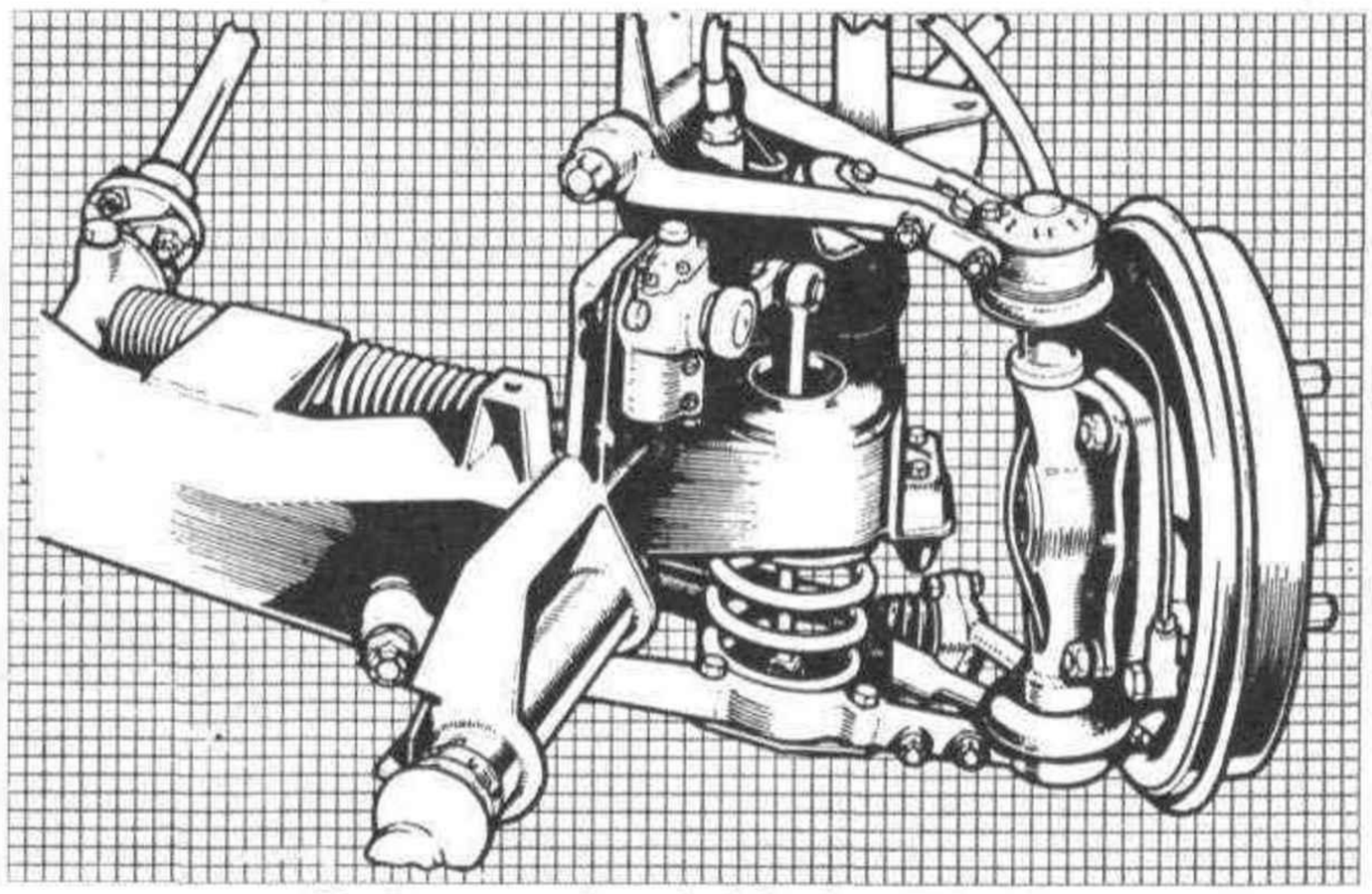
Tyres: 6.00–16 on bolt-on disc wheels.

Brakes: Lockheed hydraulic.

Chassis details: Rack-and-pinion steering. Wheelbase, 9 ft. 5½ in. Track: front, 4 ft. 8⅜ in.; rear, 4 ft. 8¾ in. Ground clearance, 7 in. Tank capacity, 19 gallons. Dry weight: 31 cwt.

Prices (basic): Saloon, £1,750; coupé, £1,798.

Makers: David Brown, Ltd., Feltham, Middlesex.



The front suspension unit of the 2½-litre Lagonda.

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S41. Enamelled in various colours 30/-
S130. Car Key Ring, oxidised Silver Finish 8/6d.



S41

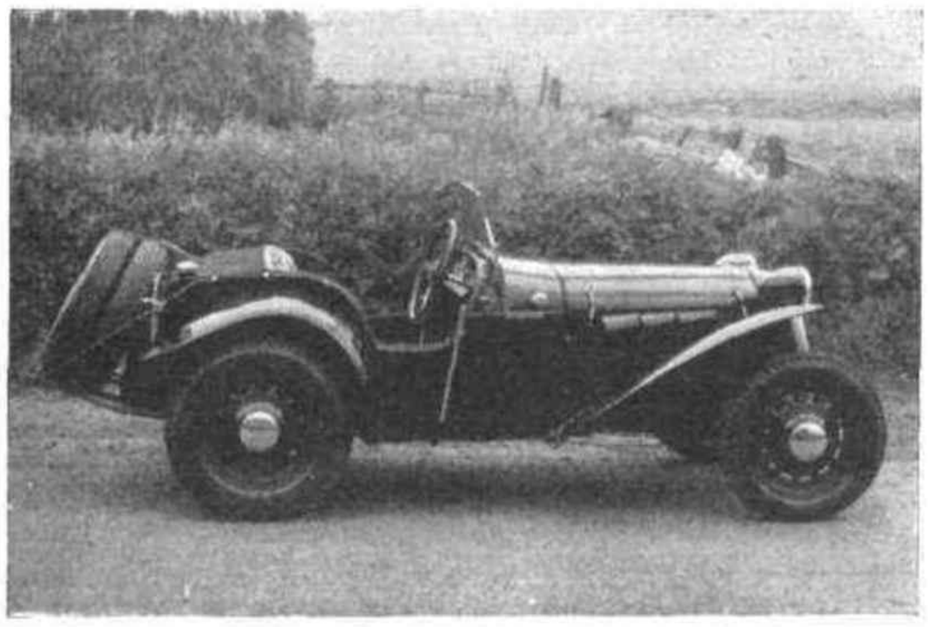
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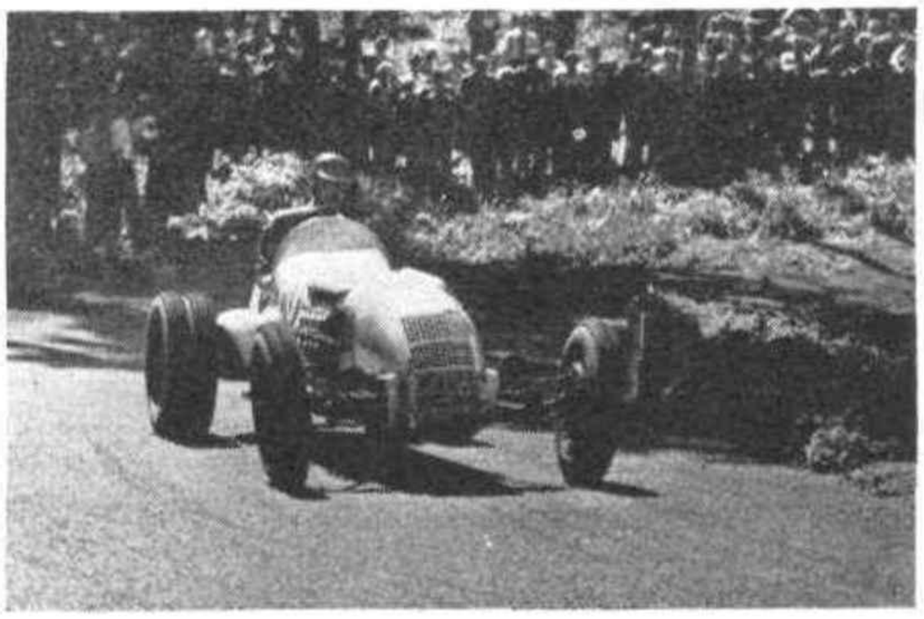
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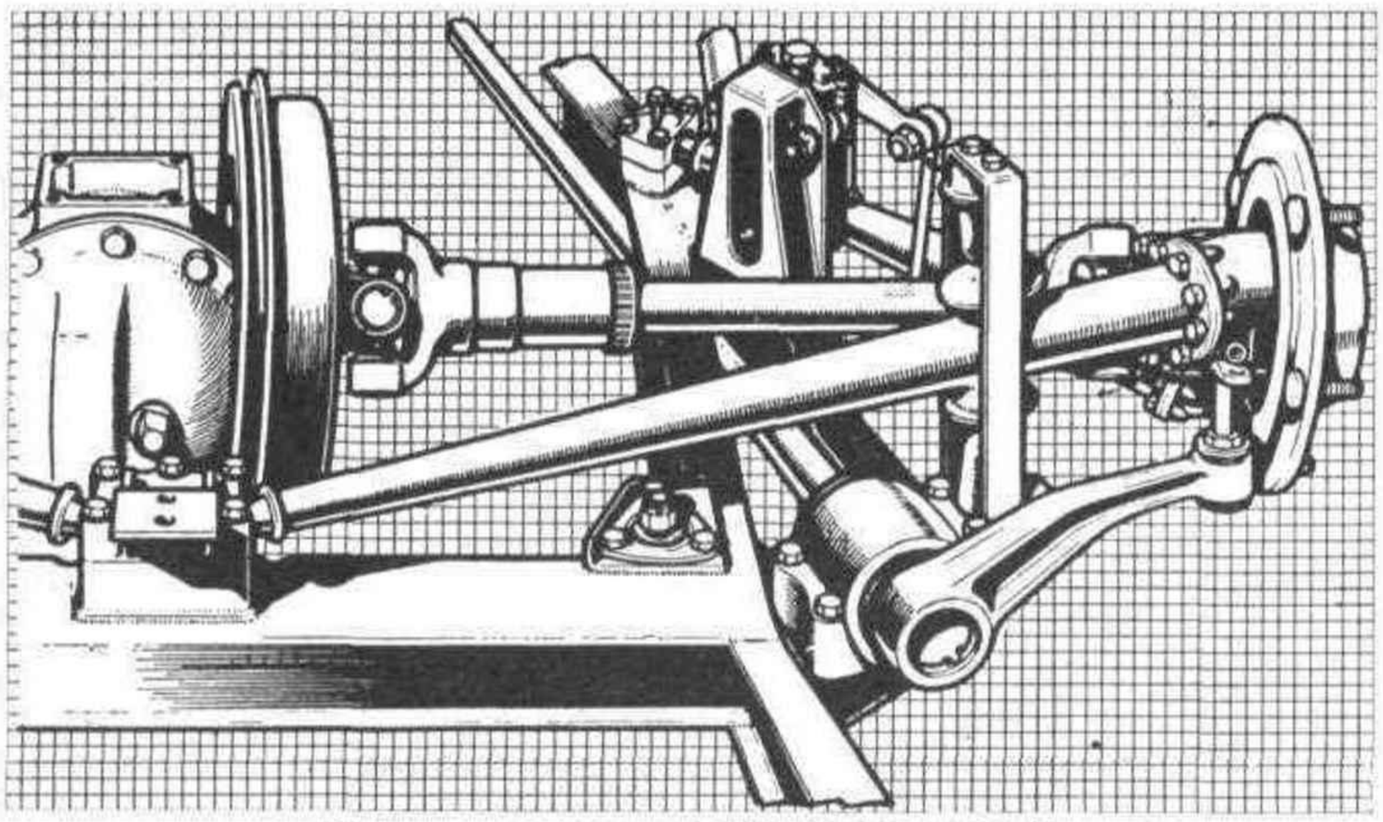
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Mr. S. H. Allard has for disposal the famous Steyr Allard with which he won the 1949 Hill-climb Championship.

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The rear suspension unit of the 2½-litre Lagonda.

bone links and coil springs, at the rear independent also, by triangular links and torsion bars, as a compromise between the swing axle and the parallel-lever systems. The front suspension unit ensures a virtually constant steering castor-angle as the front wheels rise and fall. Unsprung weight is very low and the wheels pivot on two balls in sockets on the ends of the wishbone links. These pivots are lubricated automatically from little half-pint reservoirs, from which oil reaches them by gravity as a ball-valve is motivated by movements of the chassis—clever and effective. For the benefit of the technically-minded, the coil springs have a wire diameter of 0.58 in., the mean diameter of the coils is 4.5 in., the number of effective coils 9½, the normal load 1,225 lb., the deflection to normal position 6½ lb., the bump-load 1,680 lb., the total deflection to bump 8.9 in., deflection normal to bump 2.4 in., the spring-rate 189 lb., the stress at full bump 99,000 lb./sq. in., ditto, corrected, 117,000 lb./sq. in., the stress at normal position 72,000 lb./sq. in. and ditto, corrected, 85,000 lb./sq. in.

The layout of the independent rear suspension deserves careful study. The tubular arms locating the axle stubs pivot on the frame in ball joints in rubber mountings. The wheels tilt only slightly as they rise and fall. The torsion bars run parallel with the frame side-members and are carried on rubber bearings. The torsion-bars are 54 in. long, of which the effective length is 49½ in. The length of the serrated portions is 2.025 in., the diameter 0.8925 in., and the rate is 250 lb. in./degree, the mean stress 122,380 lb./sq. in., the normal stress 81,700 lb./sq. in., the angle of deflection from free to maximum rise is 68 deg., the angle of deflection, free to normal, 45 deg., and the angle of deflection, normal to maximum rise, 23 deg. The torsion bars have a permanent "set" of 15 deg. Note that, in the modern manner, the front suspension is softer than that at the rear. Incidentally, the sound deadening effect of the bonded rubber mounting for the bevel-box, etc., as devised by W. O. Bentley, is, I am told, completely effective and has not been altered.

Whether, in this chauffeur-less age, independent suspension at the back of the car is worth the complication and expense is an intriguing subject for debate. Perhaps for the tender-hearted, who wish to ensure a ride for their offspring, nannies and in-laws as comfortable as that they themselves enjoy, it is. And I believe the rear-seat ride of the 2½-litre Lagonda is a new experience in motoring—I have never been able to find out for myself, because the only demonstrator has always been out demonstrating in the hands of a Lagonda distributor or has been away on further testing whenever I have been at Feltham. Comfort apart, it may be said that i.r.s. provides improved braking and lack of wheelspin under acceleration, but it remains a fact that it has not been deemed necessary to employ it for the faster Aston-Martin. Possibly a de Dion back axle is the ultimate in modern rear suspension, and it may be whispered that such a layout has been tried out by David Brown, Ltd., on an Aston-Martin chassis. Further tests are pending to see what will be the effect of top-hamper represented by closed bodywork.

Reverting to Lagonda, the weight distribution of one of the first coupé 2½-litres, with full petrol tank, was 15.2 cwt. on the front wheels, 17.3 cwt. on the rear, and this remains about the same for the present, lighter cars.

I recall raising with "W.O." the matter of his preference for bolt-on, as distinct from centre-lock, wire wheels. He advanced the usual arguments of lower cost and weight and I was interested to learn from Mr. Stirling that the pendulum has now swung this way to such an extent that some clients object to wire wheels on the Aston-Martin, presumably finding discs easier on the eye and the chamois leather.

The reborn Lagonda should have a big future—in this country, in America particularly, and elsewhere. It is inexpensive as cars of real quality go and it has distinct character and individuality in an age of increasing standardisation. The engine is designed to remain happy without serious attention for at least 50,000 miles and it is likely to run 100,000 miles without general overhaul in the hands of private owners. To facilitate body-building a new saw-mill has been put in at Feltham, and as the old Aston-Martin shops were inadequate for chassis manufacture, this aspect of production is looked after in the North.

The car has been adapted for commercial production and its present sponsor, David Brown, who frequently flies down from Huddersfield to Feltham in his Beechcraft, is so enthusiastic and such an idealist that he has sometimes to be reminded that Lagonda, Ltd. exist to make motor cars seriously and not as one-off models for enthusiasts! With so keen a managing director, this long-established make is assured of being kept well abreast of the times. The 2½-litre engine will be raced this year in Aston-Martin aerodynamic coupés at Le Mans and elsewhere. It will be recalled that last year one of these Lagonda engines did extremely well in this capacity at Le Mans until its plumbing arrangements let it down. Feltham may be said to be facing the future with confidence.—W. B.

ANOTHER B.R.M. ANNOUNCEMENT

We have received the following official statement from the British Motor Racing Research Trust:—

"In fairness to the many inquiries as to when the B.R.M. will make its first racing appearance, the directors feel they should make it known that in carefully considering the question, they have decided that a B.R.M. car shall not compete in a race until technical assurance is given to the Trust that the car is ready to compete.

"Although considerable engine and car development work has been carried out, no high-speed trials have yet been undertaken, or tests on known circuits, against existing lap times. The directors also feel the desirability of obtaining the reactions of one or two drivers as to the car's handling capabilities in order to be sure that the various features of the car are being developed on the right lines.

"In view of the fact that the development work towards bringing the cars to a racing condition is being actively pursued, the Trust have felt the desirability of bringing in the services of a team manager at this stage. In pursuance of this policy, the Trust have appointed Mr. J. B. Emmott as Team Manager."

We learn that Mr. Emmott has had associations with Auto-Union and F.I.A.T., had dealings with Aston-Martin's Le Mans activities, and just before the war jointly owned the Multi-Union with Chris. Staniland. He speaks French and German.

HARROW C.C. MOSS TROPHY TRIAL

The weather did its best to ruin this event, but some "artificial rain" worked wonders. In the end Imhof came through triumphant in his supercharged mid-engined Ford Ten Special.

Results:

MOSS TROPHY (best performance).—A. G. Imhof (1,172-c.c. Imhof Special, S.), aggregate time in special tests, 35.7 sec.

CULLEN CUP (best in opposite class).—S. G. E. Tett (1,496-c.c. H.R.G.), 37.9 sec.

FIRST-CLASS AWARDS.—V. S. A. Biggs (1,172-c.c. Ford, S.), 36.2 sec.; G. Pentony (1,442-c.c. Morris), 41.5 sec.

SECOND-CLASS AWARD.—D. W. Price (3,922-c.c. Price Special), 41.9 sec.

NOVICE AWARD.—A. C. Head (1,172-c.c. Leopard Special).

COOPER NEWS

LAST month we made our usual beginning-of-the-season visit to Cooper's Garage at Surbiton and found the production of Cooper-Specials in full swing, as usual. Two Cooper 500s were ready for shipment to Finland, another for Norway, a couple for Germany, two for Switzerland and one for New Zealand—racing-car export with a vengeance.

Symonds will race a Cooper 500 this year, while Cooper 1,000s will be used by Betty Haig, Rogers and other newcomers, four of these cars having been sent to Australia recently. The exciting new 1,100-c.c. J.A.P. racing V-twins, when they come to hand, are scheduled for the Coopers of L. Leonard, H. Schell, Bradnack, Logan, Hartwell and a Swiss driver. John Cooper himself will race a Cooper 1,100.

No alterations have been deemed necessary to the Cooper chassis for 1950 beyond a slight saving in weight, longer Hardy-Spicer universals and the fitting to all cars of the comfortable bucket-seat and magnesium-alloy wheels. Lockheed 2LS brakes are available front and rear and are being ordered by most drivers. Twin master cylinders are used, the brake fluid being contained in a tiny Gallay two-compartment tank above them. The chassis is made in two lengths, 500 c.c. and "1,000" or "1,100."

An ingenious development is the supply of two-wheel trailers to accommodate a Cooper, these trailers using the same wheels, tyres and brakes as the racer, thereby providing spares. They have ½-elliptic suspension and cost £65 each.

Burman gearboxes will be supplied where possible with the 1,100-c.c. engine, although a Norton box is used in Cooper's own car. Apart from the racing single-seaters, some remarkably interesting sports two-seater Coopers are under construction.

The original Vauxhall Twelve-engined car still exists and the engine has been somewhat gingered-up. At Surbiton, too, we inspected a similar car with a "TC" M.G. Midget power unit. The chassis is that of a normal Cooper 1,000 with 2LS brakes all round, the two-seater light-alloy sports body being mounted on tubular cross-members. The engine, placed conventionally ahead of the driver, has a special head devised by J. Lucas, of Chessington, with larger valves than standard, two 1½-in. S.U. carburetters and a compression-ratio of 8.6 to 1. Mr. Lucas told us that 75 b.h.p. is delivered at 6,200 r.p.m. A neat Gallay radiator behind the nose cowling looks after cooling and the fuel tank straddles the propeller shaft behind the seat. Rack-and-pinion steering is used, and the back axle incorporates an E.N.V. nose-piece and has a ratio of 4 to 1, and the Cooper i.r.s. Cooper hopes that the weight of this attractive little car should be under 10 cwt. and the performance available should certainly be very interesting. The mudguards are attached to the body, whereas those of the Vauxhall-engined car pivot with the front wheels. Another two-seater sports car in course of construction followed the lines of this M.G.-engined Cooper, but had an air-cooled Sunbeam S7 vertical-twin 500-c.c. motor-cycle engine. In this case a 5-to-1 axle ratio is employed.

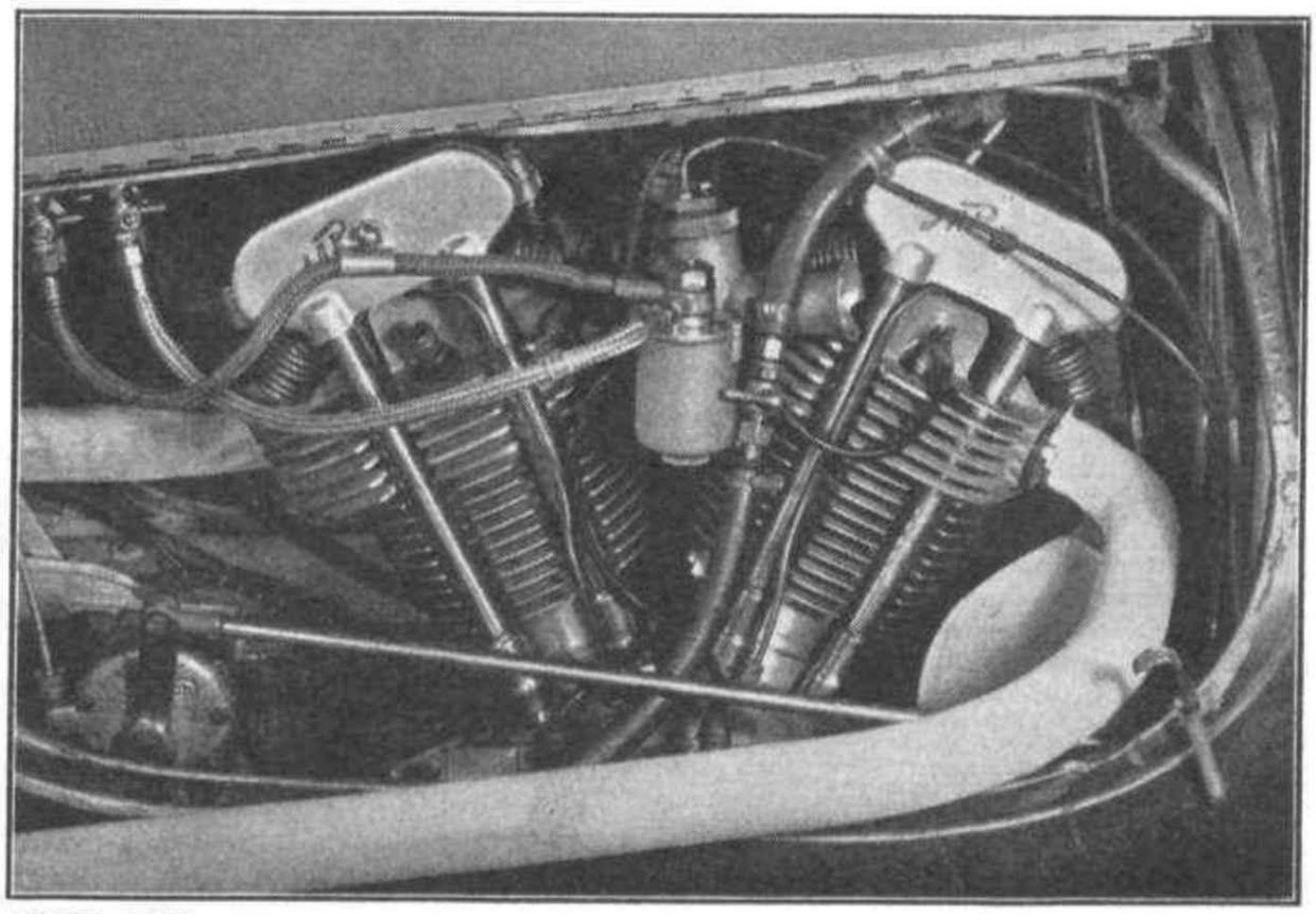
We believe that there is a project on the drawing-board for combining a gearbox with the crankcase of the 1,100-c.c. J.A.P. engine, so that it can be mounted transversely in the chassis and used with shaft-drive.

Leaving this centre of activity at Surbiton we journeyed to Guildford to have a look at Coombes' Rover-engined Cooper sports two-seater, which is to be raced at Goodwood and elsewhere. A four-cylinder Rover engine has been reduced to under 1,100 c.c. by using rather drastic cylinder liners $\frac{5}{32}$-in. thick. The standard crankshaft has been highly polished all over, the rods buffed, and the flywheel reduced in weight from 31½ lb. to 14 lb. Martlet pistons are used, which, with a copper gasket, give a compression ratio of 8½ to 1. The cylinder head has enlarged inlet ports and oversize inlet valves of $1\frac{5}{32}$ in. diameter. Electric petrol feed is now used, a dural plate covering the aperture in the crankcase where the old camshaft pump bolted on. Dural cover plates replace the sheet-metal tappet covers, although a slight increase in weight has resulted here. Normal inner valve springs are used but the outer springs are considerably stronger than standard. Timing wheels and camshaft are normal Rover but a drive or a rev.-counter is taken from the end of the camshaft. A normal Rover water-impeller is retained, with its outlet pipe adapted to suit a low Gallay radiator of the type on the M.G.-Cooper. All moving parts of the engine have been very carefully assembled and R.R.34 bearing metal is used. Shell oil will be used.

Some difficulty was experienced in inserting this engine in the Cooper chassis, but this was overcome by removing the Rover starter housing from the clutch casing and mounting a Ford Eight starter on a plate bolted to the opposite, or near, side of the engine. The starter works quite effectively, driving through a larger than normal flywheel ring, and considerable weight is saved. To ensure a low bonnet line the twin downdraught carburetters formerly evolved have been replaced by two 1¼-in. horizontal S.U.s, on a fabricated manifold with four separate exhaust outlets converging to meet the exhaust pipe.

A Ford belt-driven dynamo is used, on the off side at the front of the engine. Two 14-gauge steel brackets support the front of the engine, with rubber mountings at the rear. The standard Rover gearbox is retained, but the free-wheel mechanism has been scrapped, with a useful reduction in weight; indeed, the box now weighs only about 45 to 50 lb. The rear axle is normal Cooper, with the E.N.V. nose-piece, the axle ratio being 4.5 to 1.

Another Cooper sports car, hailing from the Windsor area, has a Jowett Javelin power unit.



SNUG FIT.—The first of the 1,100-*c.c. V-twin J.A.P. engines installed in John Cooper's own Cooper* 1,100. *The Norton gearbox is to be replaced by a Burman box on clients' cars.*

INCORRECT "GEN"

Sir,

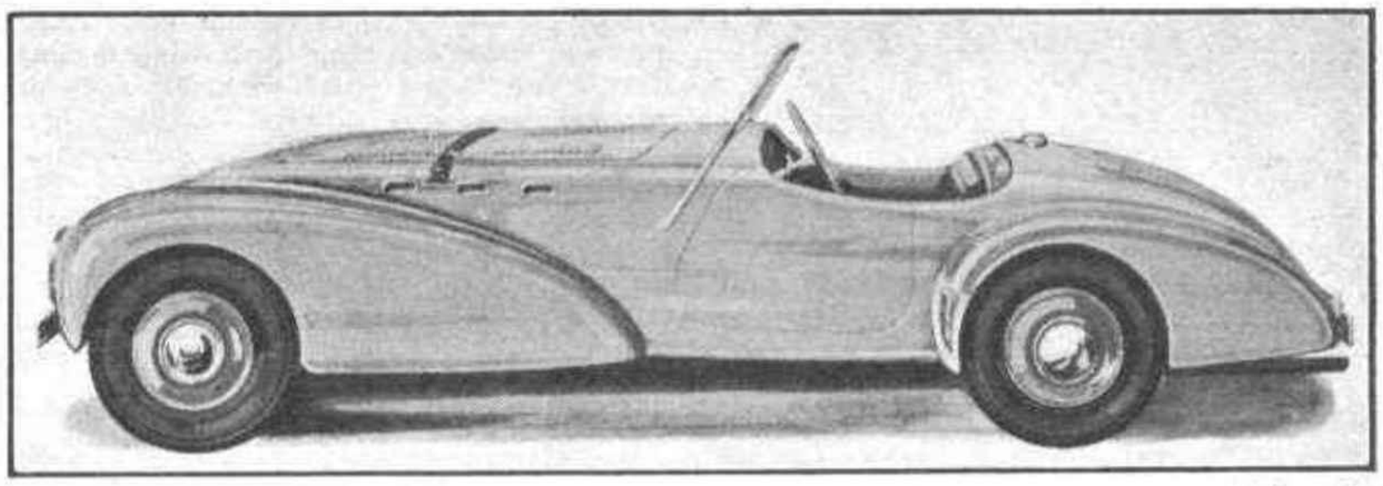
In your Monte Carlo Rally report you state that Mr. Franklin had both front wings torn off when trying to pass another car in Holland. This definitely was not so as Mr. Franklin was not trying to pass another car, but another car was trying to pass someone else coming in the opposite direction and hit the car travelling in front of Mr. Franklin before hitting his Lagonda. I shall be glad if you will make a correction.

I am, Yours, etc.,

W. T. FRANKLIN.

Enfield.

ALLARD ACTIVITIES



NEW YORK ATTRACTION.—The new K-type Allard sports two-seater which will be exhibited at the New York Show with a Ford V8 30-h.p. engine "souped-up" with alloy heads and twin carburetters.

THE Allard is a car which has earned a very warm place in the enthusiast's heart, for it evolved directly from the Ford Specials built by Sydney Allard when he was an amateur competitor in trials and rallies. Moreover, as Managing Director of the present Company, Allard drives as actively as ever in competition events, in direct contrast to the bowler-hatted, rolled-umbrella executives of many present-day manufacturers.

The present Allard range comprises tourer, coupé, saloon, K-type two-seater and the J2 Competition model. The ordinary models—if you can call any Allard ordinary!—normally have 30-h.p. Ford V8 engines, the new coil-spring, divided axle i.f.s., and steering-column gear-change. The use of coil springs in place of the former transverse leaf spring slightly lowers the chassis and provides a softer ride.

The K-type two-seater is a new model for those who require extremely high performance with more practical body-work than that of the J2. The frontal aspect is that of the J2, but the normal Allard front wings are used. There is a slab fuel tank behind the seat and behind that a luggage locker, while the spare wheel is enclosed. The K-type normally has a Ford V8 30 power unit, but with two Solex downdraught carburetters and alloy heads, the latter available to give a range of compression-ratios from 6.2 to 1 to 7.5 to 1. A rev.-counter is fitted, a remote-control central gear-lever is used and the frame is that of the J-type with the coil-spring i.f.s., but with the normal back axle in place of the de Dion axle used on the J-type. The new model will be at the New York Show and it is already proving extremely popular in the States.

The J2 Competition two-seater now has fairing over the front coil springs and detail improvements in appearance. It is normally supplied with a two-carburetter "stroked" V8 engine of 4,375 c.c., the alloy heads of which give a range of compression-ratios from 7.25 to 1 to 8.75 to 1.

We stated recently that Allards could be supplied with American engines other than Ford to clients' special requirements. These cars are, for instance, available from the American agents, and Tom Cole created a favourable impression at Palm Beach with his Cadillac-Allard. The Allard Motor Company is able to ship abroad cars ready to receive Cadillac V8, Ardun and other engines, the engine mountings, exhaust pipes, etc., being supplied to suit these installations. The Ford clutch is retained in such cases, adapted to the engine concerned.

It may not be generally known that Allard is concessionaire for the British-made Ardun engine. This engine is basically a Ford V8 engine with o.h.v. heads and valve operation *via* push-rods and rockers from the existing central Ford camshaft. The heads are of heat-treated Alcoa aluminium alloy, with bronze valve seat inserts and phosphor-bronze valve guides. A tulip inlet and exhaust valve with a stem diameter of 0.375 in. are inclined in each hemi-spherical combustion chamber, with a centrally located sparking plug. Double valve springs are used, tappets, push-rods and rockers are made of high-tensile nickel-chrome steel and the rockers are pressure lubricated. Ribbed cast-alloy valve covers are used and a downdraught carburetter feeds each bank of cylinders through a cast-alloy manifold. A four-branch exhaust manifold bolts on to the outside of each cylinder block. In 239-cu. in. form the Ardun V8 is claimed to develop 160 b.h.p. at 4,000 r.p.m., and 175 b.h.p. at 5,200 r.p.m. on 67 octane fuel, with a 7 to 1 compression-ratio. The rated torque is given as 225 ft./lb. at 2,500 r.p.m. The dimensions of the engine are 30 in. long, 30 in. wide and 27 in. high.

An Allard with an Ardun engine will be at the New York Show. The cost of converting existing Allards with 48-stud heads to this specification is in the region of £200.

Details of these intriguing Allard models are available from the Allard Motor Co., Ltd., 24/28, Clapham High Street, London, S.W.4, where overseas visitors are welcome, and from their many agents. In the States, E. Alan Moss, 3200, W. Olympic Boulevard, Los Angeles 6, John W. Forbes, Room 827, 60 State Street, Boston 9, Massachusetts, Fergus Motors, Inc., 290, Park Avenue, New York 17, Grancor Automotive Specialists, 5652, N. Broadway, Chicago 40, Illinois and Bell Auto Parts, 3633, E. Gage Avenue, Bell, California will be pleased to demonstrate Allard cars. If you are in Brazil, go to Cassio Muniz, S. A., Praca da Republica 309, Sao Paulo, if in Venezuela, to L. Bockh and Cia., San Isidro A San Julian II, Caracas. Enthusiasts in Uruguay should make for Emelas and Cia., Rincon 661, Montevideo, and those in Peru to Sociedad Mercantil International, Ayacucho 266, Lima. The Allard's suitability for rough roads and Ford service facilities, applicable to its major components, render it popular overseas.

Turning to Sydney Allard's competition plans, he intends to drive Allards in as many sports-car events as possible, for purposes of research and demonstration. He is scheduled to run in the Targa-Florio on April 2nd, driving a standard J2 two-seater with an equally standard V8 Cadillac engine. He is very impressed with the possibilities of this push-rod o.h.v., 5,424-c.c. Cadillac power unit which, although designed for normal luxury-car duties, gives approximately 133 b.h.p. at 3,500 r.p.m., with a 7.5 to 1 compression-ratio. It has a five-bearing crankshaft, a bore and stroke of 90.4 by 92.1 mm., and weighs 699 lb. It will have to run on 80 octane fuel in the Targa, and a three-speed Ford gearbox will be used, in conjunction with the de Dion back axle with a ratio of 3.78 to 1 or perhaps 3.5 to 1. Allard will fly to Sicily and back, but the car is going by road, in his vast Ford van which was a familiar sight at sprint venues last year. If the planned hustle doesn't break down the car will be back just in time to run at Goodwood on Easter Monday.

For Le Mans the Allard Company has entered a Cadillac J2 Allard for Tom Cole, who will probably be partnered by Sydney Allard. This car runs under the prototype ruling, of course. There will be a strong Allard entry for this year's Alpine Trial, including three J2s to be driven by Allard, Clarkson, and that elusive and retiring person, A. N. Other. Allard teams will also run in the T.T. Allard will race on Dunlop tyres, Vigzol oil and will use Redex. He expects to employ the Ardun engine in certain races and may fit Alfin brake drums to the J2 later in the season.

This busy programme of sports-car racing will leave little time for sprints, and Allard has not entered for this year's R.A.C. Hill-Climb Championship. He may fit in a few hill-climbs with his new four-wheel-drive car but his famous Steyr-Allard single-seater is for sale.

W. B.

MONTE CARLO RALLY

Sir,

I was somewhat annoyed to read in your last issue that my Vauxhall "seemed to have brake fade." I cannot understand how you obtained this information and I would like to say that my brakes, as did everything else connected with my Velox, behaved perfectly. We had not the slightest trouble of any kind and did not have to carry out even the smallest adjustment throughout the whole of our 3,600-mile trip.

I am, Yours, etc.,

K. E. CARTER.

CLUB AFFAIRS

The West Sussex Drivers' Club is organising a motor coach trip from Worthing to Silverstone on May 13th, and the Secretary would be pleased to hear from any motorists interested in accompanying them.

Tickets, which may be had from K. N. Rudd, Hon. Secretary, Ivy Arch Road, Worthing, will be priced about 17s. 6d., plus admittance charge to be confirmed later.

* * *

Alfred Neubauer is behind a Jubilee Rally of the Motor Veterans' Club scheduled to take place on May 13th-14th in Germany. Members taking part have to arrive at the Benz Monument, Mannheim, between 5 and 6 p.m. on May 13th, where Neubauer and Lang will receive them. On the following day motor and motor-cycle races are to be staged at the Hockenheim Ring for the benefit of the guests. This is a happening that anyone abroad in a vintage or Edwardian car might like to bear in mind—only no gate-crashing, please.

* * *

In order to avoid any possible confusion, it should be pointed out that there is no connection between the Vintage Sports-Car Club, Ltd., and the Club recently formed under the name of the Cornwall Vintage Car Club.

* * *

The Alvis Register now contains 149 names. A social gathering will happen at the "Black Horse," Gomshall, near Dorking, on April 1st, drinking commencing at 7 p.m.

* * *

The Veteran Car Club is arranging a Le Touquet Rally from June 30th to July 4th, to meet members of the French and Belgian Veteran Car Clubs and take part in a 1900-1907 costume gala ball at the Casino. Details from Miss Ruxton, 46, North Row, W.1. The Biggleswade Rally is postponed from April 8th to May 7th.

* * *

The 750 Club's new Secretary is: K. Bickle, 4, Pelham Court, Staines, Middlesex. The Committee of this club, which caters for Austin Seven enthusiasts, comprises Messrs. Billinghurst, Brooks, Butler, Hasemer, Moon and Wootton.

* * *

Berkhamsted M.C. & C.C. has obtained the use of a ¼-mile sprint course at Welwyn, Herts, approximately 5 minutes' walk from Welwyn North Station. The first meeting is on Easter Monday, with a closed invitation events for cars, and motor-cycles restricted to 10 clubs. The course is said to be safe for high speeds, with a good surface, ample braking space at the finish, and a notable absence of trees, etc., along the verges. Car park and spectator accommodation is very good, and refreshments will be available to competitors and spectators; 500-c.c. racing cars and sports cars will run.

Entry fees, at 15s. per class, close on April 3rd or at 20s. by April 5th. Details from: P. Verdier, Canons Field, Welwyn (284), Herts.

The Tenby M.C. Lydstep closed invitation speed hill-climb will be held near Tenby on April 8th, with classes for sports cars and 500-c.c. racing cars. Over a month beforehand 75 entries had come in, including 30 "500s." Further meetings are scheduled for July 15th and September 16th.

* * *

The Veteran C.C. has formed a North-Eastern Section. The Officers and Committee are:—

C. D. North (*Chairman*).
D. Robinson (*Secretary*).
F. Ward (*Treasurer*).
H. J. Briggs, G. V. B. Cooke, C. D. Emson, G. H. Eyre and S. Steele.

* * *

At a general meeting of the Blackpool and Fylde M.C., members of the club voted unanimously to acquire the premises known as "The Castle" at North Shore, Blackpool. At the meeting the Secretary (Mr. C. Gaulter) reviewed the life of the club over the last three years, and spoke of the increase of club activities both as regards the sport and the social side.

When the new premises are furnished and equipped they will include dining-rooms, lounge, ballroom, two bars, billiards rooms, ladies' rooms, sun lounge and tea terrace. It hoped later to be able to provide accommodation for country members visiting Blackpool.

* * *

At a highly successful and well-attended Rally of the V.S.C.C. of Australia on January 22nd, the following cars secured awards:

VINTAGE.—1st, W. Chadwick (4½-litre Bentley); 2nd, E. D. Ansell (Vauxhall "50 Bob"); 3rd, R. K. Grant ("23/60" Vauxhall).
MODERN.—1st, R. Ward ("TC" M.G.); 2nd, G. Nichol (Jaguar 100); 3rd, D. Cook ("TC" M.G.).

* * *

By means of raffles, auctions and subscriptions the N.L.E.C.C. has been able to forward a cheque for £33 to the M.A.C. for the B.R.M. Mobile Workshop Fund.

On April 4th, there will be a talk accompanied by photographs shown through an epidiascope given to the club by Mr. R. C. Willis, entitled, "B.M.W.s in Competition." This takes place at the Essendine Club, Essendine Road, Maida Vale, W.9, at 7.30 p.m.

On April 23rd, a Concours d'Elegance and Pride of Ownership Competition will take place at the "King's Arms," Stirling Corner, Barnet-By-Pass. Judging commences at 3 p.m.; there is a tea following this, and in the evening there will be a film show, the films having been kindly lent by Mr. K. E. Carter.

* * *

The Bristol M.C. and L.C.C. announces that, as Lulsgate circuit may not be available next year, a two-mile circuit at Castle Coombe is being developed. At first only sports-car races confined to Club members will be held there. It is expected that meetings of this sort will be possible on July 8th and September 2nd this season.

* * *

The Morgan Three-Wheeler Club last month elected thirteen new members and has courteously acknowledged two of them as "per MOTOR SPORT." It would seem that Morgan owners who do not join are missing something. The Secretary is G. Evans, 19, Chestnut Walk, Worcester.

Re-birth of the Lagonda

David Brown, Ltd., held a Convention—luncheon to you—at Feltham on March 1st to celebrate the re-birth of the Lagonda car. Besides a big concourse of distributors, those who attended included Kensington-Moir, S. C. H. Davis, George Abecassis, John Heath, Tommy Wisdom, Harold Nockolds, Christopher Jennings, Laurence Pomeroy, W. Boddy, H. M. Bentley, John Wyer, John Eason-Gibson, Kay Petre, Stanley Reece, Dudley Folland and many other well-known personalities.

A stripped chassis of the new 2½-litre Lagonda could be examined over cocktails and later we were assured that it was quite standard except for a few extra coats of paint and some polish.

David Brown took the chair, and J. Stirling, in an amusing speech, explained how the ideals of the Lagonda engineers had been converted into production possibilities after David Brown had acquired the old Staines concern. Production had now commenced at the rate of 20 cars a month and prices had been reduced. James Watt explained that amongst luxury cars there were those whose basic price was under £1,000, to miss double purchase-tax [A.C., Allard, Alvis, Citroen Six, Humber Super Snipe, Mk. V Jaguar, and 2½-litre Riley.—ED.], and at the other extreme there were cars which, when double purchase-tax had been paid, cost over £4,000 [Bentley, Rolls-Royce and the more luxurious Daimlers.—ED]. To compete in the former class production had to be high, one firm [presumably Jaguar] very creditably achieving a production rate of about 1,000 cars a month. The Lagonda was intended to come in the category between these two, and to appeal to those who appreciate an exclusive car, as production would be only about 240 a year. Prices had just been reduced, the saloon by £248, the coupé by £400, to basic prices of £1,750 and £1,798, respectively. [Other cars in this price class which come to mind are Bristol 401, 2½-litre Daimler sports and Healey Sportsmobile.—ED.]. Consequently, it was suggested that the new Lagonda represented a good proposition on what can be described as the pleasure/cost ratio—actually, this is a sticky subject for debate, for on our way to the Convention we saw a beautifully-preserved 1924 11.9-h.p. Lagonda, which, although costing its present owner probably considerably less than one-tenth the price of a 2½ litre, is possibly the equal of the 1950 model on a pleasure/cost basis! The trade would get a square deal from David Brown and cars would not be sold to the public—in other words, the old back-door has been closed.

Two Lagonda distributors then spoke, one of whom told a horror story about how he let Alan Good drive him at horrific speeds in the new 2½ litre. The Convention concluded with inspection of the Feltham works and rides in Lagonda demonstrators. The development of the 2½ litre from the point where the old Lagonda company left off forms the subject of a special article elsewhere in this issue.



LANG, one of Mercedes-Benz most talented drivers, who drove the now-legendary 1½-litre V8 Mercedes to victory against the Italians at Tripoli in 1939, at 122.9 m.p.h.

A REMARKABLE DEBUT

Recalling How the 1½-litre Mercedes-Benz Dominated the 1939 Tripoli Grand Prix



CARACCIOLA, perhaps the best known of the Mercedes-Benz team, who was also privileged to drive one of the 1½-litre Mercedes at Tripoli.

NOT unnaturally by 1939 Italy had grown tired of Germany winning the Tripoli Grand Prix. In 1935 Caracciola had won in a 4½-litre Mercédès-Benz, at 122.03 m.p.h. In 1936, it was Varzi's 5½-litre Auto-Union which won, at 129.62 m.p.h.; 1937 saw no respite, for Lang came past the chequered flag, victor in a 5½-litre Mercédès-Benz at the prodigious average speed of 134.42 m.p.h., and the following year he repeated this performance, averaging 127.45 m.p.h. in a 3-litre Mercédès-Benz.

So for 1939 the Italians decided to limit their race to 1½-litre cars and not say so too soon. By this move, they imagined the race would lie between Italian cars.

They had reckoned without the Mercédès-Benz racing organisation, however. In a matter of four to six months Mercédès produced a couple of V8 1,490-c.c. racing cars, known as the Type M 165, following the lines of the famous and invincible 3-litres, but developing about 270 b.h.p. at 7,800 r.p.m. and weighing 17½ cwt. with driver and fuel. A five-speed gearbox was incorporated with the back-axle and front i.f.s. was by wishbones and coil springs, the rear de Dion suspension by torsion bars. Eight or ten designers and draughtsmen were let loose on the project and soon the first car was under test at the Nurburg Ring.

The entries for Tripoli comprised these two unexpected—one might almost say unwelcome—Mercédès-Benz, entrusted to two of Mercédès greatest drivers, Hermann Lang and Rudolf Caracciola, opposed by the Alfettes of Alfa-Corse—forerunners of to-day's invincible Type 158—to be handled by Farina, Biondetti, E. Villoresi, Severi, Pintacuda and Aldrighetti, the official 16-valve Maserati team of Trossi, Luigi Villoresi and Cortese, Villoresi having a fully-streamlined car, and nineteen assorted Maseratis.

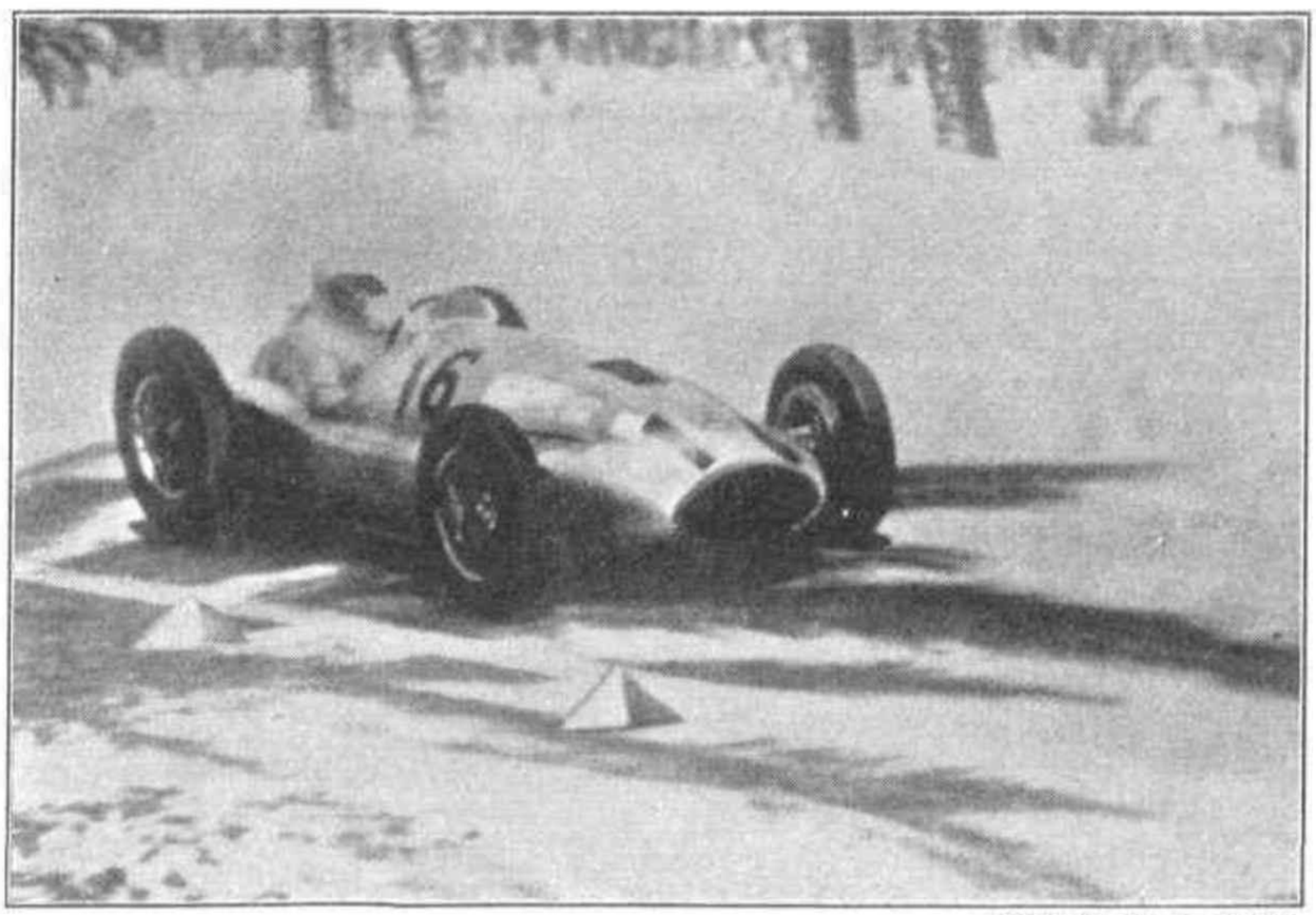
In practice Villoresi's low-drag Maserati lapped the fast Tripoli circuit in 3 min. 41.8 sec., or 134 m.p.h. But Lang managed 3 min. 42.3 sec., Caracciola got round in 3 min. 43.1 sec. and Mercédès were well satisfied.

The day of the race was torrid and it was a matter of speculation whether the new cars from Germany could stand the heat and the speed.

As the flag fell and released the thirty competitors, Lang at once took the lead, in the compact little silver Mercédès-Benz, which should have been white. Behind him came Caracciola and after five laps Lang was 30 sec. ahead of Farina's Alfa-Romeo. Moreover, the entire Maserati team was out, Villoresi having mixed his gears at the start and pistons broken in the engines of Trossi's and Cortese's cars. Caracciola was now third, behind Farina, and not far behind, either.

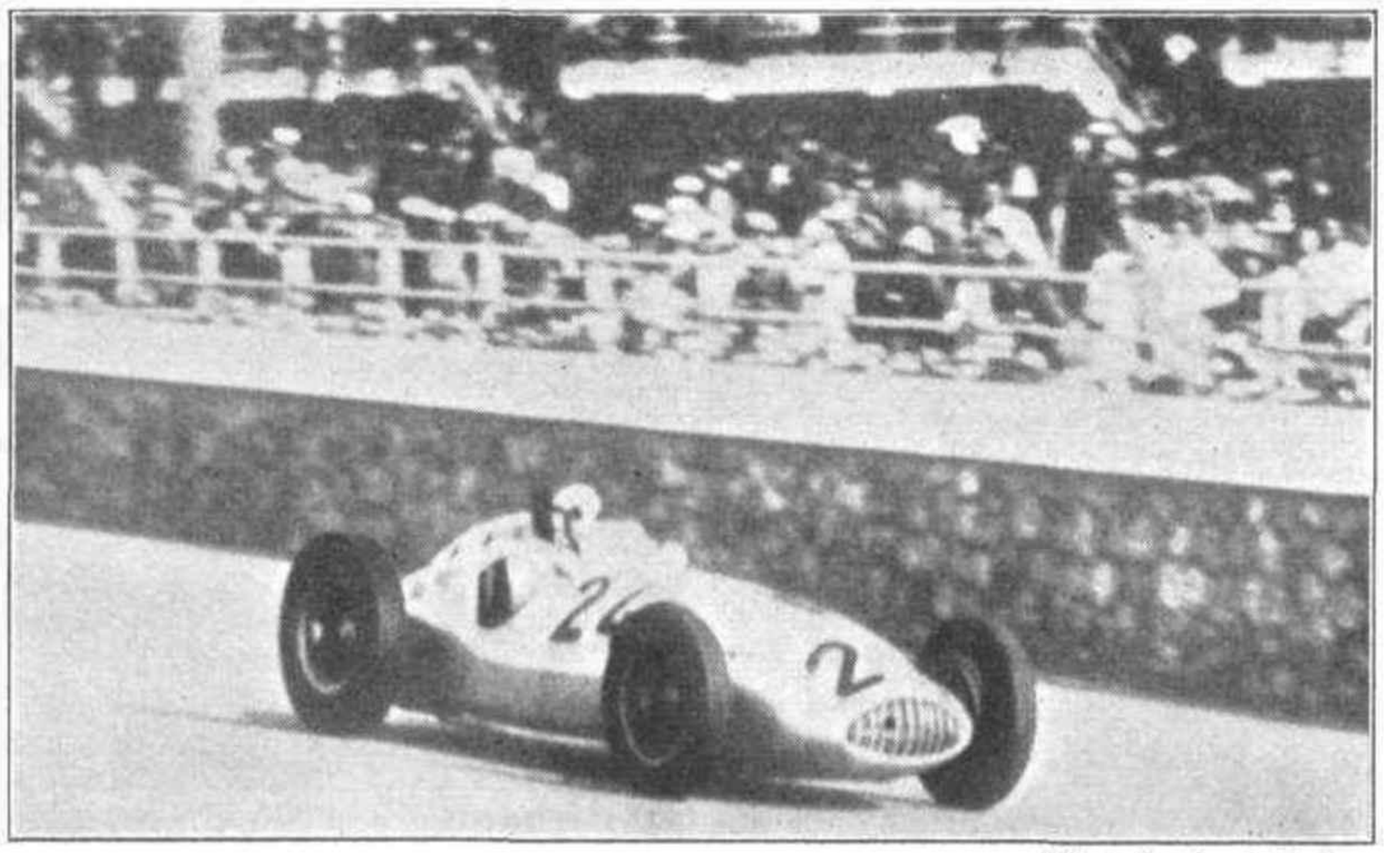
After ten laps the Mercédès-Benz cars both went right ahead, being appreciably faster than Farina's Alfa-Romeo. Lang kept his foot well down, lapping at 130 m.p.h. and the German cars lapped the Italians one by one. They met no trouble and Lang won at 122.91 m.p.h., taking 1 hr. 59 min. 12.36 sec. Caracciola crossed the line 3 min. 37.28 sec. later, 4 min. 10.36 sec. ahead of E. Villoresi's Alfa-Romeo, "Rudi" averaging 119.2 m.p.h. to Villoresi's 115.3 m.p.h. The remaining seven places were occupied by Maseratis.

Thus Germany scored a useful surprise victory, very valuable to them with war so imminent. The 1½-litre Mercédès-Benz were never raced again, but had fully proved themselves.



[Photo by Dr. J. Bayley.

SENSATION.—The Italians reckoned without Mercedes-Benz at Tripoli in 1939. Hermann Lang is here seen cornering at speed. He won the race in the surprise 1½-litre V8 Mercedes-Benz at 122.9 m.p.h., 7.6 m.p.h. faster than the speed of the highest-placed Alfa-Romeo.



[Photo by Dr. J. Bayley.

ALSO PRIVILEGED.—Rudolph Caracciola shared with Lang the distinction of driving a 1½-litre Mercedes-Benz in the 1939 Tripoli Grand Prix. He finished second to his team-mate in a demonstration of German supremacy distinctly unpalatable to the Italians.

With the promised advent of the B.R.M. at Silverstone on May 13th this domination of the hard-fought Tripoli Grand Prix of 1939 by new 1½-litre cars is not without interest. It must be remembered, however, that the Type M 165 Mercédès-Benz was a direct development of Mercédès-Benz racing cars evolved over the preceding five years. As Laurence Pomeroy, M.S.A.E., sagely observed in the *Motor* of February 12th, 1947, the M 165 "was thus the synthesis of five years' work by a team of perhaps 40 designers and 150 mechanics and represented the engineering return on a financial outlay of well over £1,000,000."

The B.R.M. project has been in existence for a matter of only three years and to date the expenditure on it in materials and finance represents a total of approximately £150,000.

Nevertheless, it has some 400 b.h.p. to the Mercédès' 270 for rather less weight, and if it could succeed in dominating this year's G.P. d'Europe as Mercédès-Benz dominated the 1939 Tripoli race, how gratified we should all be! Writing of the 1½-litre Mercédès-Benz domination, MOTOR SPORT *commented*: "*It* was just about as convincing a victory as one is likely to see in any motor-race, and one can only stand in respectful admiration of the manner in which the Mercédès engineers have got down to the production of a 1½-litre car. Altogether, the German challenge in the *voiturette* field can only be characterised as formidable."

If the same could be said of the B.R.M. after its first appearance, national prestige would be enhanced the world over, and certainly Mercédès-Benz showed that it can be done with an untried car, hurriedly prepared. But if at first the lone B.R.M., prepared under post-war difficulties, is unable to do what the great Mercédès-Benz racing organisation did pre-war, let us hope that, helped by private subscriptions—dare we hope by a Government subsidy?—it will win equally convincingly later this year, or next.—W. B.

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ANNOUNCE

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COMPARATIVE PERFORMANCE FIGURES

taken from customers cars of varying conditions and mileage

Make and Year of Car	Acceleration 0–50 m.p.h.		Average petrol consumption (m.p.g.)	
	Uns'chgd.	S'chgd.	Uns'chgd.	S'chgd.
Ford Prefect 1939	29.6 sec.	16.4 sec.	33 m.p.g.	30 m.p.g.
M.G. "TC" 1947	16.8 sec.	11.0 sec.	28 m.p.g.	26 m.p.g.
Triumph 1800 Saloon (Triumph engine) 1947 ...	19.2 sec.	12.8 sec.	20 m.p.g.	18 m.p.g.
Morris Minor 1949	33.0 sec.	19.2 sec.	39 m.p.g.	36 m.p.g.

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RUMBLINGS

Lulsgate

It is excellent news that the West Country is to have another club race meeting this year. The Bristol M.C. & L.C.C. will organise another day's sport at Lulsgate aerodrome on April 15th. Last year this was one of the most enjoyable of the smaller race meetings, so its inclusion in this year's calendar is very welcome. The meeting will be a closed invitation one, open to the B.A.R.C., Bentley D.C., Bugatti O.C., V.S.C.C., W. Hants & Dorset C.C., and 500 Club. The regulations will mainly follow those of 1949, and only sports, super sports and Formula III 500-c.c. racing cars are eligible. A rather better finishing leg will be provided this time. There will be a car-park charge to defray expenses, and only members of the participating clubs and their friends may spectate—the R.A.C. insists on this for insurance purposes and not to be "awkward"—and in this respect it occurs to us that the many readers who ring us up a week or so before an event to say they do not know any members of participating clubs and can *we* get them tickets, would do well to join a club that gets a good proportion of such invitations, solely to gain free admission. Assuming admission for two persons for such meetings (usually more tickets per member are available) and "invites" to Lulsgate and six of the thirteen club Silverstone meetings, admission per head would then work out at about 2s. 6d. per meeting, inclusive of entry fee and annual subscription, if you can think of the "best" club to join! Anyway, good luck to Bristol and its 1950 Lulsgate racing.

* * *

More New Cars

Additional interest is lent to the coming racing season by details of more new cars which are due to run. Gilbert Tyrer's well-known, lightened "328" B.M.W. now has a lowered chassis, 2 LS brakes, the coveted Hirth close-ratio gearbox, and an all-enveloping light-alloy shell body. Exciting! Then the Spikins-Special has also been altered, having a wider rear track, a close-ratio preselector gearbox, and its Lea-Francis engine, now of 1,725 c.c., and Robert Baird has a new chassis for the Emeryson, of 8 ft. 2 in. wheelbase, i.f.s., a de Dion back axle, and four-carburetter Duesenberg engine. He also has a Miller chassis, also with i.f.s. and de Dion back axle, into which he proposes to pop the original engine, highly blown, a 1,100-c.c. Miller unit or a 1,100-c.c. M.G. engine, as circumstances dictate. Reference is made elsewhere in this issue to the H.W. Alta team for Formula II races. Oscar Moore is busy building himself a Formula II single-seater and is having his B.M.W.-engined O.B.M. converted into a sports car. Sports-car racing will be one of 1950's high-spots. Under the management of John Wyer, Aston-Martin intend to run at Le Mans, Spa, Silverstone and in the T.T., using their business-like, Continental-looking saloons with 2½-litre, six-cylinder twin-cam Lagonda engines. One car, indeed, may go out to the Mille Miglia. Jowett intend to run one of the new Jupiters, possibly at Spa and Le Mans. Alas, Bristol state that they have officially withdrawn from racing! Count Lurani, who took the 1949 Italian Touring Car Championship for Bristol, plans to have a "Le Mans Replica" Frazer-Nash in all the leading sports-car events this year, to be driven by Cortese and sometimes by Serafini. Two other Italian-owned Frazer-Nashes are likely to run as well, and be seen in the Targa Florio on April 2nd, in which race a J-type Allard will be driven by Sidney Allard, and in the Mille Miglia on April 23rd, in both of which races Jaguar and Healey will be represented. In the Targa Florio, stern Alfa-Romeo and Ferrari opposition is expected. Amongst sprint exponents will be Toulmin Motors' R-type M.G. two-seater—incidentally there is no connection between this Mr. Toulmin and the pre-war M.G. exponent, Maurice Toulmin, who is on the R.A.C. Competitions Committee.

And then—this really *is* news—Eddie Hall is back in this country from South Africa and Canada, and will enter his 4½-litre Bentley for Le Mans. It will be in 1936 T.T. form, which means a 9-to-1 compression-ratio and nearly 170 b.h.p. at a modest 3,800 r.p.m. As H. S. F. Hay's "Corniche" Bentley saloon, which finished sixth last year, will also run again, Bentley prestige looks like being in the ascendancy at Le Mans. For this race, too, Briggs Cunningham has two Cadillacs and Tom Cole is expected to drive his Cadillac-Allard. Unstable Government notwithstanding, in our world things are definitely *shaping* . . .

* * *

Heigh Ho!

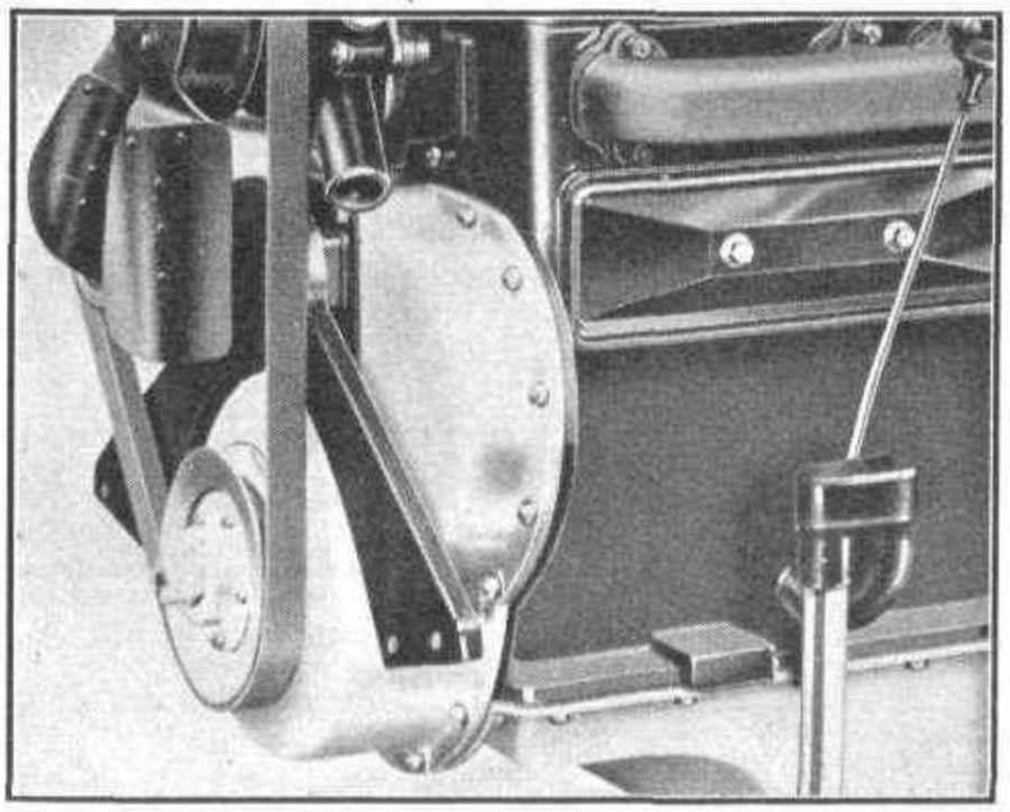
There is a whisper that the Italian Government has handed Alfa-Romeo a bag of gold, or more likely a piece of paper with a generous number of noughts on it, to enable them to race this season. If they do so the drivers will be Farina, Sanesi and Tarufli. And no doubt B.R.M., Ferrari, Milan and Maserati will find such competition stimulating.

* * *

If Only . . .

As the commencement of the 1950 racing season approaches, every British enthusiast has his and her fingers crossed for the B.R.M. Unfortunately, the latest announcement of the British Motor Racing Research Trust is a trifle depressing, although, of course, in reading it cautiously we may be quite wrong and find two cars on the starting line for the G.P. d'Europe after all. But obviously the Trust is in need of funds and, patriotically as individual motorists are responding to various Club appeals to assist Raymond Mays' great project, in cases like this such help comes more readily to maintain an initial success than to launch an unknown potentiality. Clearly, what is really wanted is Government subsidy of the B.R.M. There is no reason to believe that this will not be granted, although at present the Trust is unable to issue an official statement.

In this connection it is interesting to recall that before the war the German Government granted £41,600 per annum to both Auto-Union and Mercédès-Benz in respect of their Grand Prix programmes. This grant was presumably paid over six seasons, amounting to a total of some £500,000. But both firms found their actual expenditure on racing to amount to about £209,000 per annum. So they had to find about £168,400 every year, less, presumably, some recovery in the form of starting and prize monies. Now the B.R.M. has been in active production for about three years and has cost to date about £150,000. If we assume two cars all but ready to race, the cost per car is £75,000. If we take the (admittedly low) estimate of five cars built by each German team per year, the cost per car becomes £41,800. As subsequent cars cost appreciably less than a prototype, it can be argued that the B.R.M. is not proving unduly costly—prototype expenditure, of course, embraces factory, machine tools, experimental costs, etc., as well as a car. If the British Government could provide £50,000 the Trust would at least be placed on something like parity with the



APRIL QUIZ.—What make of engine is this? Solutions on a p.c. by April 10th, please, so that we can publish the names of the knowledgeable in the May issue.

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HERE ARE THE REASONS

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Unrivalled experience ensures that the additives in Castrol are perfectly adjusted to the "additive susceptibility" of the basic lubricating oils. Thus motorists receive a lubricant which always incorporates the latest advances in oil technology.

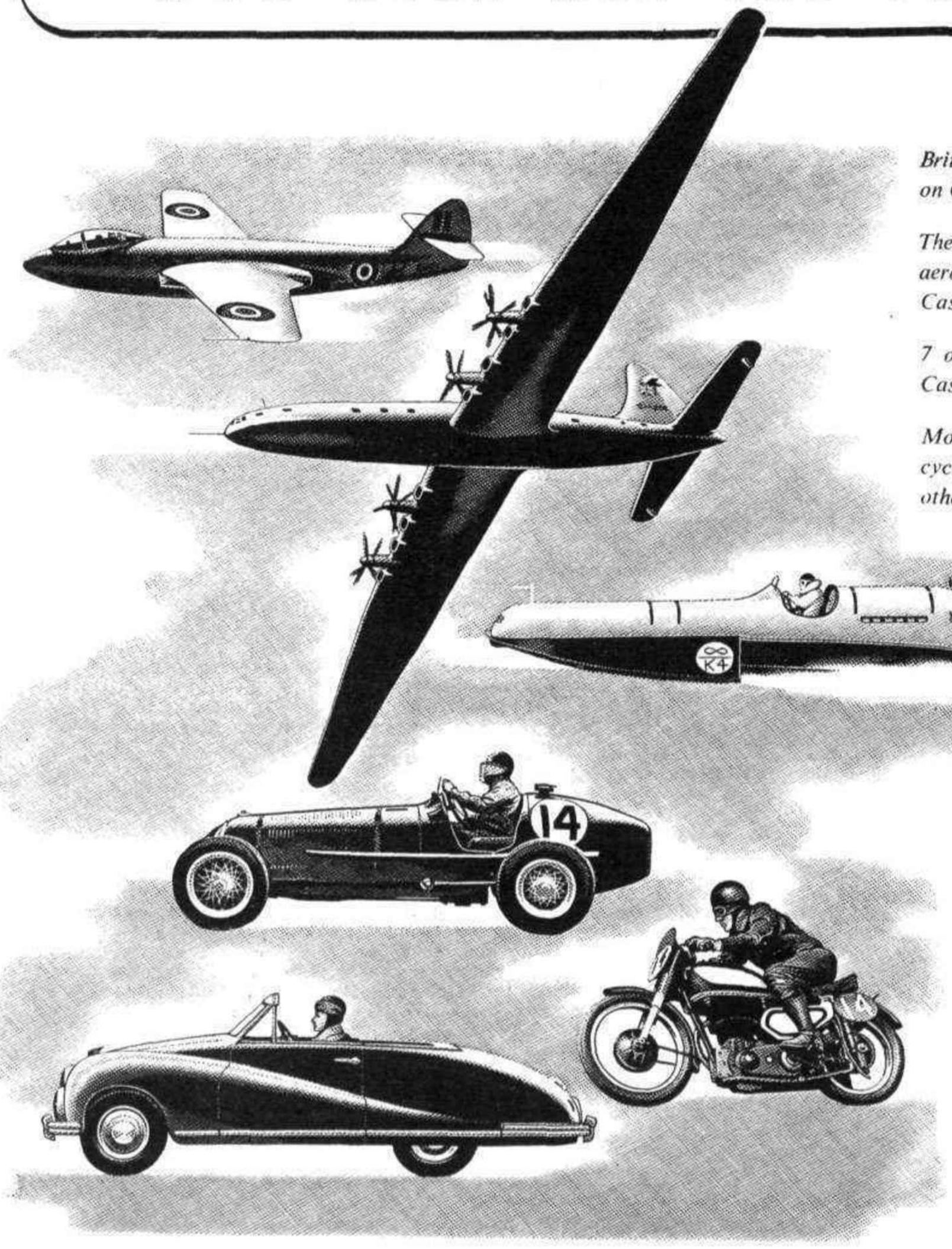
✷ *Alkyl dithiophosphate*
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"Bluebird," the fastest boat in the world, relied on Castrol.

The most successful racing driver in Britain during 1949 used Castrol.

More I.O.M. T.T. motor cycle races have been won on Castrol than on any other oil.

Every British car and motor cycle maker approves Castrol.

63 U.S.A. "stock car" records were broken on Castrol.

'GIVE ME CASTROL EVERY TIME'

pre-war German teams. So far as subsequent subsidy is concerned, it has been said that if every taxpayer in the country gave a 1d. a year, all would be well at Bourne. We are inclined to think that even a ¼d. a year would do the trick—and would pay dividends to all British subjects in point of National prestige. Certainly at the present time, when our future is dependent on exports, Government backing of the B.R.M. seems only common sense, especially as the Italian Government is said to have released something like £50,000 to Alfa-Romeo to safeguard Italian prestige in this year's motor-racing.

* * *

Formula III

The B.A.R.C. will include in its Whit-Saturday programme a race which it hopes will become the " blue riband " of Formula III contests. To be known as the 500 International Trophy, this race carries £500 in cash awards, and will be run in two heats and a Final. The Trophy to be won is none other than the famous T. B. Andre Gold Cup, originally awarded to the winner of the 200-Mile Race and a most imposing piece of drinking-furniture. Incidentally, 'tis interesting how old trophies reappear; the present R.A.C. Hill-Climb Championship Trophy was surely the *Daily Telegraph* Brooklands Mountain lap-record trophy pre-war? Details of this latest B.A.R.C. venture from John Morgan, 55, Park Lane, W.1—and go to it, half-litreists! The B.A.R.C. also says it will definitely hold the Jersey race this year, on July 13th, in conjunction with the Jersey M.C. Practice is in the evenings of July 11th and 12th.

MATTERS OF MOMENT—continued from page 157

£2 2s. a day, plus 8s. insurance, or £26 5s., plus insurance, for a Trade or Press season ticket. Incidentally, a standard club-circuit has now been laid out and if all clubs agree to race over this, the hire of Silverstone for race meetings will cost them £26 5s. a day, irrespective of number of entries, this charge including the permit fee, fencing and straw bales (oh dear!), but not insurance.

The B.A.R.C. has announced that "general practising facilities at Goodwood will be made available according to demand." Spectators will be admitted on Easter Saturday, and there will be a general day of practice on April 22nd.

Altogether, the cost of motor-racing, both to spectator and competitor, seems to be coming down, if almost imperceptibly, and, in suggesting that this coming season will establish new records for attendance and enthusiasm, we wish all of you Good Sport.

THE JOWETT-JUPITER

Jowett Cars, Ltd., have released further news of their eagerly-awaited high-performance car, the Jupiter, advance details of which were given in MOTOR SPORT last November.

The engine is a two-carburetter version of the flat-four Javelin unit, with a compression-ratio of 7.2 to 1 up to 8.0 to 1, depending on the fuel available. With the 8.0 to 1 compression-ratio the output is 60½ b.h.p. at 4,500 r.p.m., the b.m.e.p. being 118 lb./sq. in. The new steel-backed copper-lead bearings are fitted and a full-flow oil filter cum cooler is incorporated in the lubrication system; 10-in. 2LS Girling-Hydro mechanical brakes are used and the gear-ratios are 14.62, 8.91, 5.63 and 4.1 to 1, with 5.50-16 tyres. The wheelbase is 7 ft. 9 in. and the complete car weighs approximately 13½ cwt., "dry."

The Jupiter will be delivered as a 2/3-seater drophead with winding side windows and substantial hood—a welcome addition to the dwindling ranks of open cars. The fixed windscreen is detachable for competition purposes and foggy nights. The body consists of 16 gauge light-alloy panels on a tubular steel framework, insulated from the tubular chassis frame by Silentbloc bushes. The standard colours will be copper, turquoise, scarlet or green and the Jupiter will make its debut as a complete car at the New York Show this month, as a copper coupé upholstered with fawn head. The equipment of the Jupiter includes Smith's heater, Stevenson jacking and Lucas P7705 headlamps, fog lights and sports-coil, etc.

The maker's claim a maximum speed of well over 90 m.p.h., matter-of-course cruising at 80 m.p.h., a speed of 72 m.p.h. at peak revs. (2,660 ft. per min. piston speed) in third gear, and an ability to accelerate from 0-60 m.p.h. in 15 seconds. Fuel consumption is estimated as 35 m.p.g. at a constant 45 m.p.h.—not that anyone is likely to drive a Jupiter at a constant 45 m.p.h. These claims we hope to have the pleasure of confirming in due course when we road-test the car.

The chassis price is the moderate one of £495 and the complete car is priced at £795, or £1,016 11s. 8d. when p.t. is paid.

Negotiations for building Jupiter chassis in the E.R.A. factory at Dunstable have broken down and the entire car will now be built at Jowett's Bradford works.

BOOK REVIEWS

"THE MAGIC OF A NAME." New edition, by Harold Nockolds. (270 *pp.*, 25*s.* *Foulis and Co.*, 7, *Milford Lane*, *W.C.*2.)

"The Magic of a Name" appeared in 1938 as a beautifully-produced and attractively-written story of the Rolls-Royce Company. It now appears in a new, much enlarged, edition, with more of the loose-leaf coloured plates which formed the illustrations of the first edition, including a magnificent frontispiece reproduction of the Battle of Britain Memorial Stained-glass Window.

The latest edition tells the story of the war from the Rolls-Royce aspect—the glorious one of the Battle of Britain, not of bombing and fire-fighting at the factories—and of Rolls-Royce aero-engine development since the war, which naturally includes their great contribution to jet propulsion. The use of Rolls-Royce engines by successful record-attackers on land, in the air and on the water is covered, and the reader is taken from the birth of the first Rolls-Royce car in 1904 to the present day in easily read, intriguing chapters.

After reading "The Magic of a Name" one feels dubious of expressing an opinion as to which was the greater manifestation of craftsmanship—Derby or Molsheim. Consider, for example, the careful Continental testing of experimental Rolls-Royce cars, based at a country house at Chateauroux, and culminating in a visit and stay with Royce at his Riviera residence at Le Canadel. The dismantling of one-off Rolls-Royce cars that the company had decided not to proceed with, the house at Duffield Bank, each bedroom named after a different Rolls-Royce car or aero-engine, where distinguished visitors were entertained, and you cannot but come to the conclusion that Royce and Bugatti had much in common. Those who seek a British idol to worship should read this book. It should prevent them from falling into the more popular way of ignoring or dismissing everything worth while in their own country in favour of the Continental.

Vintage and Edwardian enthusiasts will have the time of their lives with Mr. Nockolds, because so long does a Rolls-Royce car last, so nobly does the name figure in history, that in writing this book he has had to include frequent reference to old Rolls-Royce cars, both historically and about those which exist at the present time. A good book this, reminding the reader of books as they were produced pre-war. A stimulating book, in these days of depression through nationalisation. A book that is so very *British*, in the best pre-war and war-time sense.—W. B.

"THE MOTOR AGE" *by K. G. Fenelon, M.A., Ph.D.* (*Common Ground Books, Sydney Place, S.W.7; 41 pages, 2s. 6d.*).

This is a pictorial record of the development of motor transport, from the steam bus of 1833 to the present, *via* the bicycling age. The subject cannot adequately be dealt with by 41 items, especially when two of these depict road accidents and others deal with accident statistics, building roads and bridges, speed traps, speed cops, and the like. The picture of the first fatal road accident and another of a Shell-Mex-B.P. tanker which has collided with a Riley saloon could have been omitted. The only reference to racing, at Brooklands, contains such inaccuracies as the statement that no world's records were made on such tracks (!), and that Marchant's Voisin lapped at 128.35 m.p.h. in 1928—actually that was the speed of his Hour Record at Montlhèry in 1927. Personally, we would rather use our half-crown to buy a gallon of petrol.

VINTAGE VEERINGS

⁂

YOU know, when you listen to the experiences of those who have taken delivery of new cars you have reason to feel prouder than ever of your aged, but vintage, machinery. For instance, a 1½-litre £888 saloon that lost all its big-ends in 2,000 miles and another that has had endless propeller-shaft trouble. A modern economy car that sets you back something like the price of a good blown Alfa-Romeo or Frazer-Nash, apart from the chunk of purchase tax, and needs an exhaust valve re-grind every 3,000 miles, ruins handbags and nylons (my wife's) on jagged edges of its "one-piece structure," and in 100 miles knocks its sump off on a bump and splits a water hose (that dreadful crinkly stuff, necessary because the engine waves about like an aspen leaf on its flexible mountings). This little car handles impeccably, but would find any good "12/50" Alvis a match for it over 200 main-road miles, while it sadly lacks character, like the "perfect gentleman" who is also a "perfect bore." Oh yes, and there is a 1½-litre saloon priced at over £913 that in less than a year has required two new back axles and still isn't right, its propeller shaft whipping so much that the bearings fall to bits. And there is the modern finish that flakes off after a few months and "upholstery" consisting of panels of cardboard clipped to the body by tabs . . . Gentlemen, the toast is the vintage car.

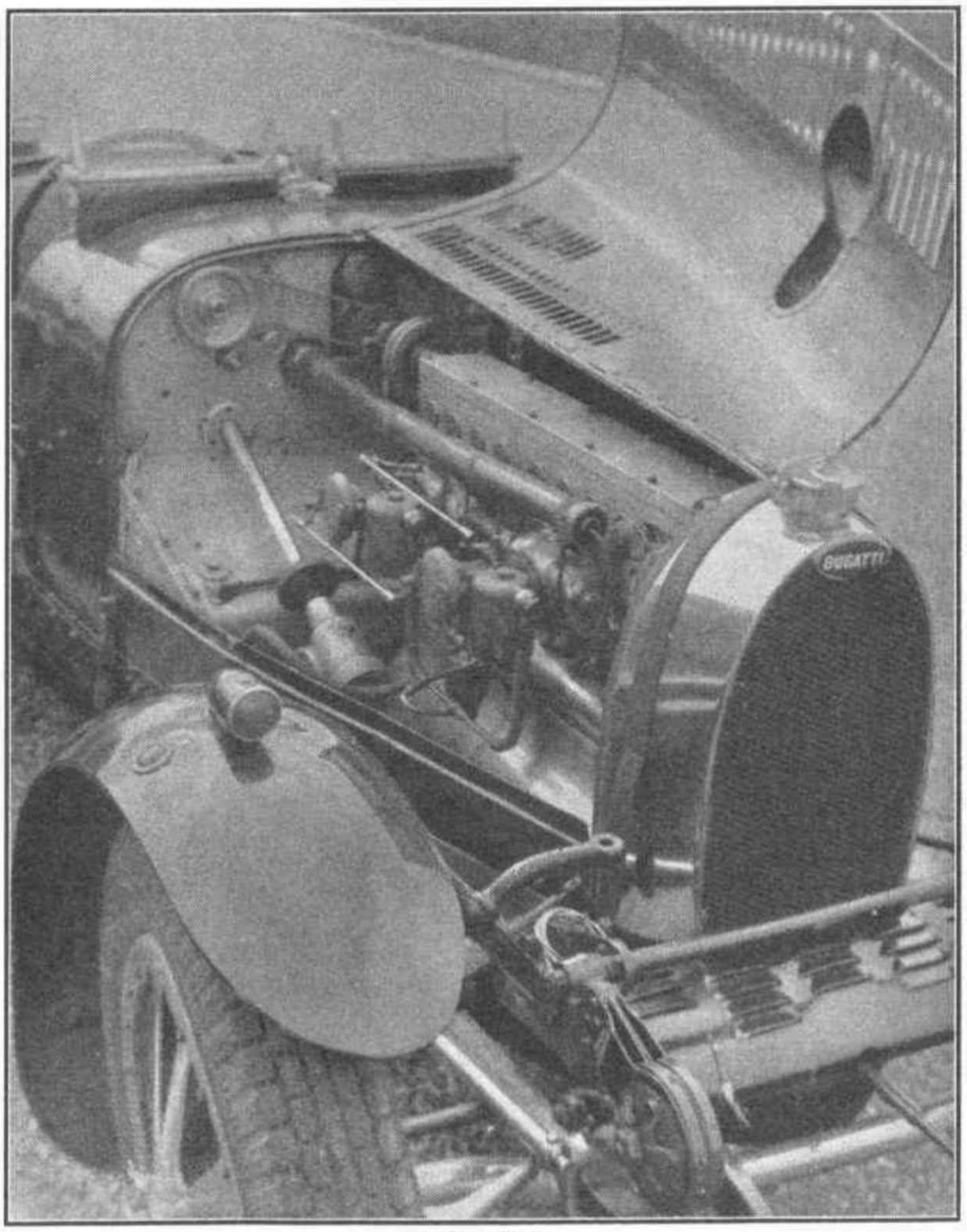
* * *

It never rains but it pours, or something of the sort. Last January we published a picture and gave some notes on a very fine "duck's-back" "12/50" Alvis which had appeared in a film. Now come details, from Individual Pictures, Ltd., of a car they used while filming the comedy "The Happiest Days of Your Life," now showing in London and due for release this month—you should go to see it for it is a first-rate comedy, although the car in question, which is something of a puzzle to us, is seen only for a fleeting moment, in plan view. It was apparently borrowed from a Mr. Bridger of Hindhead, but is now owned by Lt. Wilson, R.A.S.C. It is said to be a 1927 2,688-c.c. four-cylinder twin-cam Salmson, converted from a four to a two-seater and capable of a "comfortable sixty," together with good roadholding considering its height. In the film Guy Middleton, as Hyde-Brown, sports-master at Nutbourne College and an ex-R.A.F. fighter pilot, uses it as an exciting means of locomotion. Whether the sports-master of a public school should be seen in such a car we leave to your judgment, after studying the picture of it which we reproduce on page 188.

Returning to our puzzle, there was, so far as we can ascertain, no 2,688-c.c. Salmson, the bigger of the two 1927 models being 1,195-c.c., although the 1,630-c.c. "15/30" was introduced later. A picture of the engine shows this to be a typical Salmson unit, with vertical shaft drive at the front for the twin o.h. camshafts, a positively-driven fan, a four-branch exhaust manifold on the near side, and a vast dynamotor on the nose of the crankshaft. But the front dumb-irons suggest "12/50" Alvis and the frame somehow looks unusual, although the rear ¾-elliptic springs, brakes and knock-on wheels could be Salmson. However, the radiator has obviously been lowered and moved forward, and autovac petrol feed borrowed, we should say, from an Alvis. The car certainly isn't in the same category as the Alvis which figured in "Another Shore" and isn't improved by the quick-action radiator cap, modern headlamps and "cluster" horn. But it may strike a chord of some sort with Salmson folk.

* * *

We will continue with some more letters from the vintage in-tray :—



"*Type* 35."

Sir,

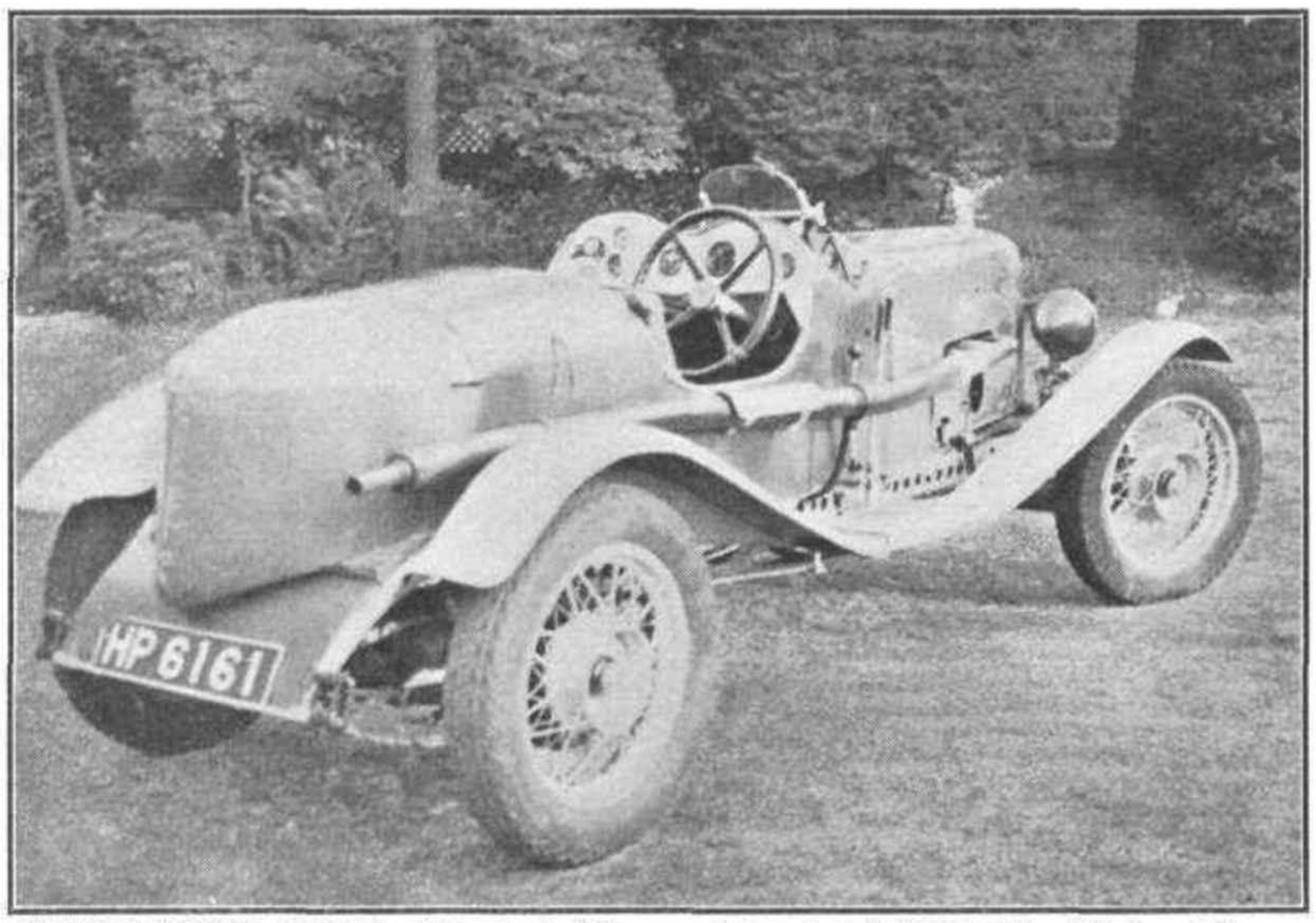
I was most interested to read your column on the "Film Star" "duck's-back" "12/50" Alvis, which is being rebuilt by T. Laxton. This machine is, as you say, a very fine example. In this connection it is not out of place, I think, to bring to your notice an even rarer model of which I am now guardian. I enclose two photographs.

In your article you mention that an outside exhaust system was used, but the Laxton machine seems to have lost it in the years.

As you will observe H.P. 6161 still has this unit which makes as much noise as you might expect from a drain pipe of such proportions.

H.P. 6161 was in fact No. 1 competition "12/50" Alvis as delivered to T. Sinister in 1923 after M. Harvey had performed with it for Alvis. It had one of the first, probably the first, big-port engine, the others being fitted to the 200-Mile Race cars.

The car was completed in the middle of 1923 and delivered to T. Sinister in



AN HISTORIC ALVIS.—The first of the special racing "12/50s" is still in existence, owned by A. J. Linnell of Wellingborough.

December of that year. The following year it passed into the hands of Mr. A. J. Linnell, of Wellingborough, who has had it ever since.

The present body is not original. In the first place, apart from an unlouvred bonnet, there was practically no body. The two low sides finished just behind the staggered seats leaving a large cylindrical petrol tank exposed, athwartship, naked and unashamed. The crew felt pretty much in the open, too!

The car is still in very reasonable trim and, apart from a broken rod and piston, all moving parts are original despite its very considerable mileage. Even the timing gears are fairly good—which means something on an Alvis.

Old age has, of course, slowed the old girl down a bit, but on an aerodrome runway, suitably marked out, she still managed a 21 sec. s.s. quarter-mile, and 34.7 s.s. half-mile. The maximum is 80 plus or minus 2 m.p.h. according to how she feels at the time. I feel sure that a little more alteration will make for an improvement right through the performance range.

An easy 80 m.p.h. within the reach of a "12/50" is, I think, a bit much (see your column, January).

The weight is just under 16 cwt.—the chassis having been much drilled by Alvis.

Naturally I could go on enthusing over this car for some time—but enough for now.

I am, Yours, etc.,
Kettering. R. J. WICKSTEED.

* * *

Sir,

The recent correspondence in "Vintage Veerings" prompts me to write to you in praise of the vintage Humber, a marque which is rarely mentioned in the columns of MOTOR SPORT.

I am the fortunate and happy owner of a 1928 "14/40" Humber in a fine state of preservation and with a total mileage of under 50,000 in which all my motoring (basic only, alas!) is done. My happiness derives not only from the present performance of the car, but also from the contemplation of its prospective longevity. For the condition of my own car, and the experience of owners of similar models whom I have met, suggests that a mere 50,000 miles is nothing to a vintage Humber.

I recently came across an identical model with 207,000 miles to its credit. It was just beginning to show signs of requiring its second rebore, the first having been done at 110,000 miles. No replacement of any part or *bearing* (except, possibly, big-ends—I cannot remember whether they were original or not) had been required so far. The inlet valves had been ground in only once. The owner was, however, a little worried about his king-pins since they seemed likely to want renewing after another 40,000 miles or so! This record is not unique. I know also of a 1929 20-h.p. model with over 100,000 miles behind it that has not yet been rebored and does not need it. The condition of my own engine after nearly 50,000 miles confirms these experiences.

The chassis of the "14/40" contains several interesting features that are belied by the conservative (even for 1928) appearance of the bodylines. The four-cylinder 75 by 116 engine of 2,050-c.c. has o.h. inlet and side exhaust valves and is flexibly mounted with a friction-type vibration damper at the rear. Excellent braking is provided by rod-operated anchors in 13-in. drums with two-leading-shoe brakes on the front axle.

As far as performance is concerned, though in no sense a sports car, my Humber is by no means the comparative sluggard I expected when I acquired it nine months ago. It will cruise indefinitely at 50–55 m.p.h. without any feeling of strain or effort or over-driving and averages 23–24 m.p.g. (this is capable of improvement, I think, when I have the time). I have been surprised to find myself regularly averaging 40 m.p.h. on the 60-mile journey from Oxford to my home in London, although I have never been trying to put in a high average and I have too much respect for vintage machinery to indulge in anything that could possibly be called driving the old lady hard. Road-holding and springing are delightful.

The spacious and beautifully upholstered open five-seater body of aluminium could hardly be more comfortable, and it possesses one feature I believe to be unique among production vintage body-work—sidescreens that wind down into the doors. The great benefit of this will be appreciated by those who have battled, armed with hammer or screwdriver, with the conventional type peg-and-hole fitting sidescreens when their frames have become slightly distorted.

I hope that MOTOR SPORT will be able to find space in the not too distant future for an article on the pre-Rootes Humbers. With the exception of the T.T. cars of before 1914, they were not sports cars, but they are and remain fine examples of vintage engineering at its best.

In conclusion, I would like to add one more reason to the many already mentioned for motoring in vintage cars. One has the satisfaction of knowing that one is sitting in the middle of a solid, well-built structure. As an old chauffeur said to me after a joyful inspection of my car, "If one of they little modern cars hit you, concertina 'em up, that's what it would."

I am, Yours, etc.,
Oxford. JOHN J. WOODCOCK.

* * *

Sir,

I live 12½ miles away from my Station and so have to drive 25 miles a day over Pembrokeshire lanes, with occasional long runs when I'm on leave. For the first 14 months I used a 1928 Delage D.1 open tourer; and for the last 11 months have used a Sunbeam "20/60"; a 1929 chassis with 1931 body. Neither car has ever failed to start on the coldest morning, often after a night out. Two years concentrated vintage motoring convinces me more than ever that cars virtually ceased to be built after 1930!

I am, Yours, etc.,
Haverfordwest. D. W. RADCLIFFE,
Lieutenant, R.N.

* * *

Sir,

I have been running my Senechal now for five months, and it is a very pleasant little car. The condition is nearly original.

The performance is quite brisk, especially in the lower gears and, due to the high axle-ratio, it will cruise all day at 45-50 m.p.h. Petrol consumption is good—about 45 m.p.g. without really trying; one day I'm going to try a long economy run and see how far it will go on one gallon.

These cars are very good fun to own and drive, and while perhaps they need a little more maintenance than more recent sports cars, I think it is well worth while.

The Senechal seems a very good compromise between a touring and sports car and is just as happy in traffic as on the open road, due mainly to the excellent brakes, which are really powerful.

I am, Yours, etc.,
High Wycombe. J. F. TAYLOR.

MOTOR SPORT

PICTORIAL REVIEW

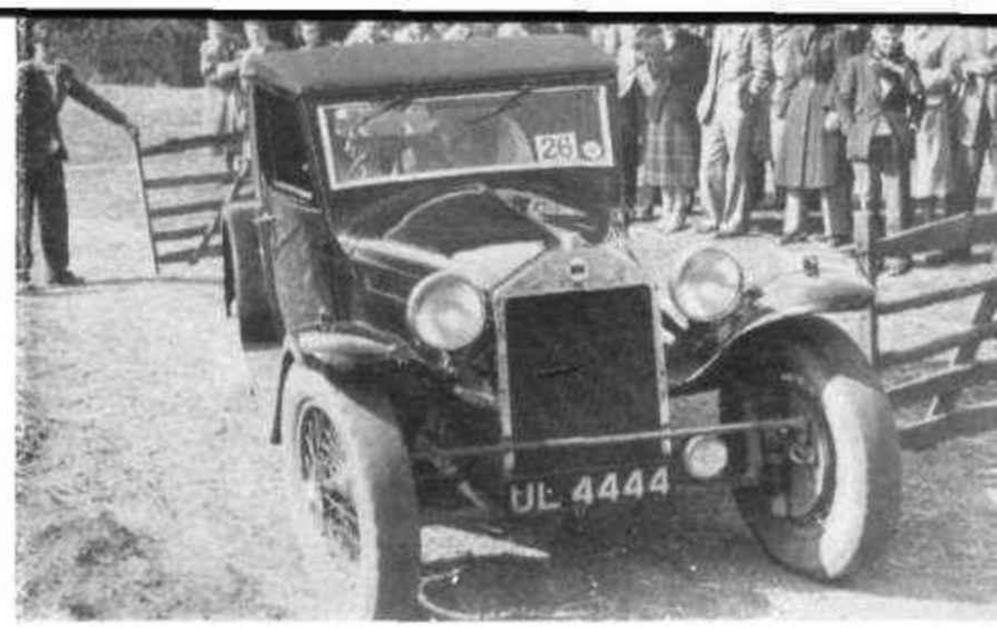
PREPARATIONS FOR THE RACING SEASON

THE LANCIA M.C. DRIVING TESTS

THE FIRST OF THE BRITISH TEAM OF 2-LITRE H.W.M. CARS which John Heath, George Abecassis, and Stirling Moss will race in the leading Formula II and sports-car races this season.



EARNEST ACTION. — Dennis Dent's Allard, a N.W. London M.C. entry in the Lancia tests, braking at the finish of the acceleration test. The "badgery" includes a memento of Brooklands.



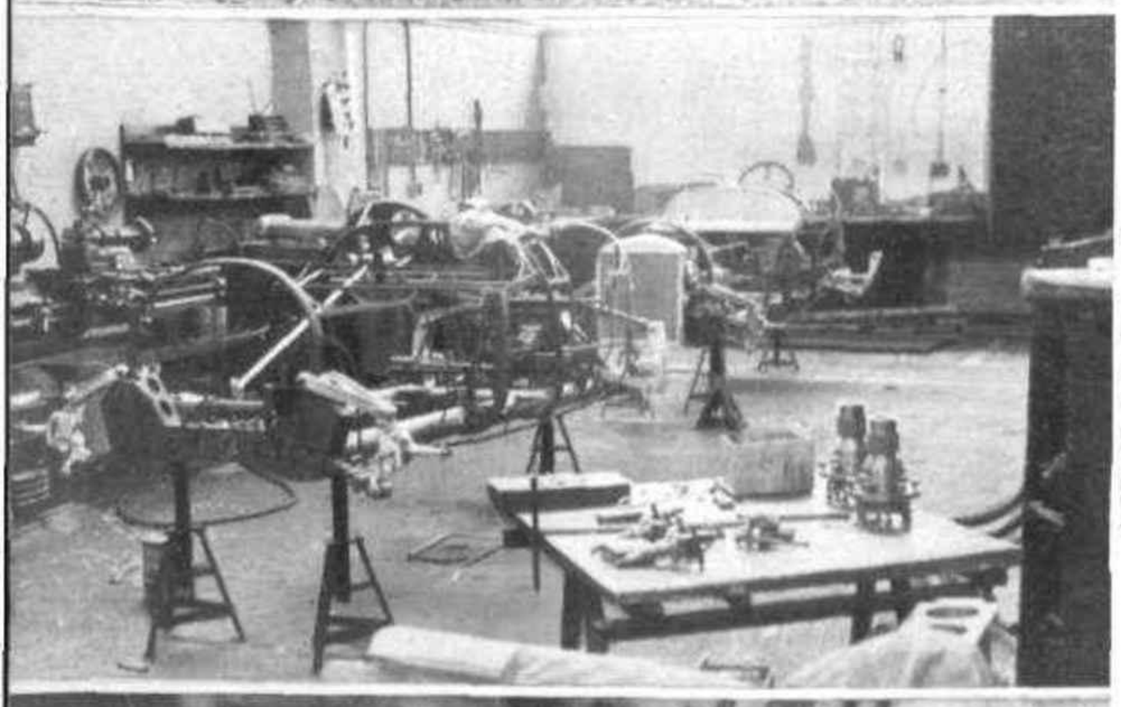
CRAFTY.—N. R. Buckle sits in the passenger's seat to get the best view possible of the hazards when parking his Lancia Lambda during a driving test at Bramley.



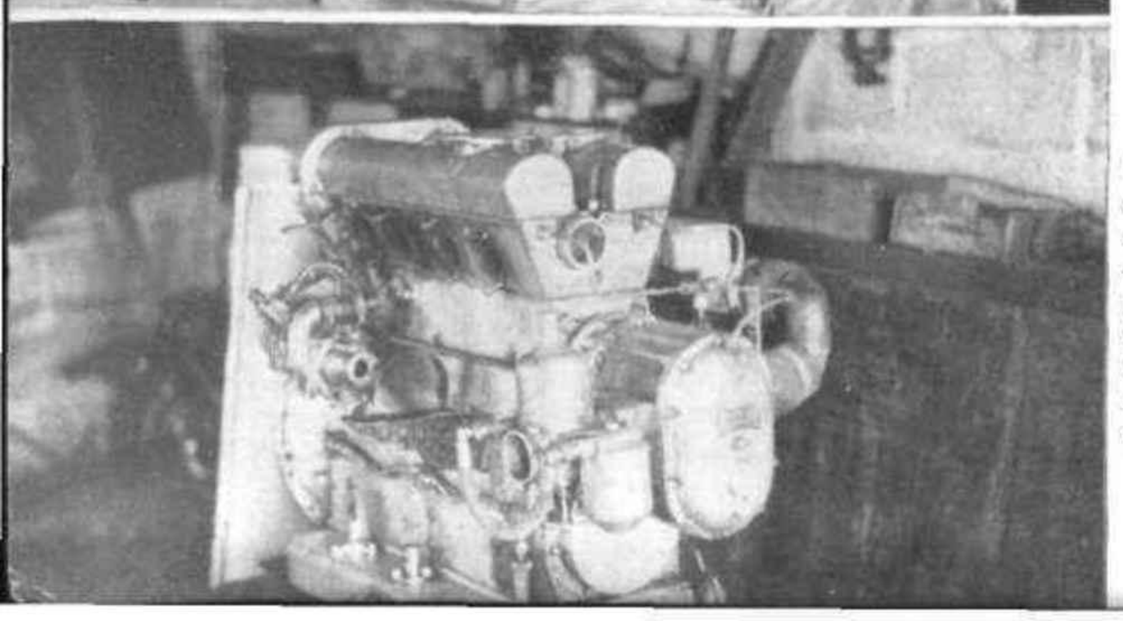
BUNNY HENRY had forsaken A. C. and Lagonda for this blown Alfa-Romeo in the Lancia M.C. driving tests.



SWERVING A PRETTY CURVE. — A. A. Tulloch brings his Hudson Special out of the bay in the drive-away driving test.



GETTING NEARER. — A photograph taken in the racing shops of H. W. Motors in mid-March, showing the second and third H.W.M.s in course of construction. Two are due to run at Goodwood on Easter Monday.

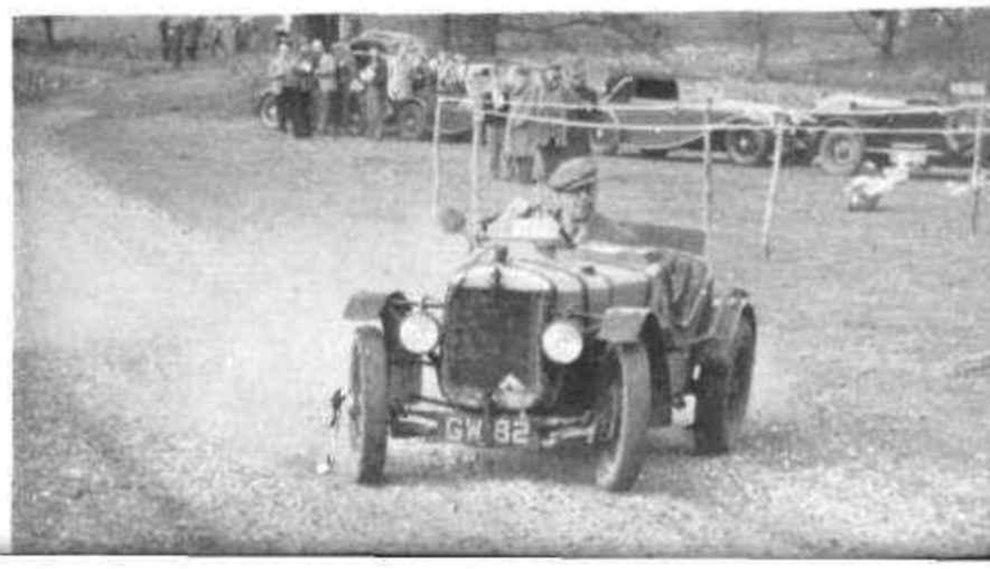


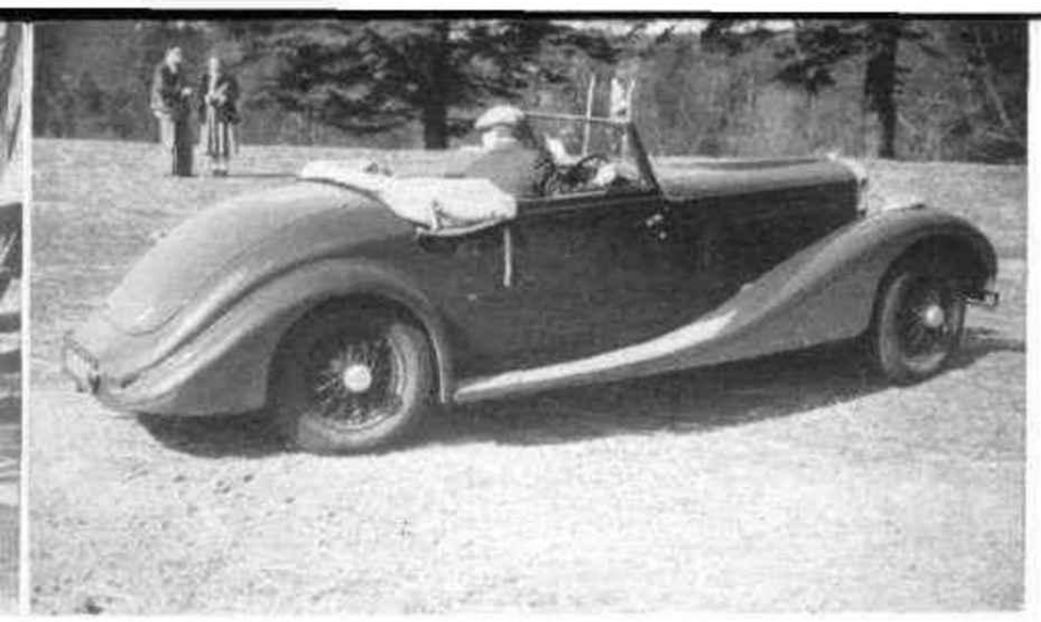
WATSON'S ALTA engine, from the ex-Coxell single-seater, being prepared for a further season's racing. It has been given new supercharger rotors and a general overhaul.



HE INTENDS TO GET THERE.—In spite of the dismal pet intends to get as far as possible. The picture was taken from in th

UNUSUAL SETTING for a "works" T.T. Austin Seven, the orange car driven by H. Birkett is seen performing one of a series of frenzied evolutions at the Lancia M.C. meeting.





RATHER A LONG ONE for getting into and out of confined spaces was this 4½-litre Bentley entered for the Lancia fun and games by J. Evan-Cook.



SPECIAL TEST IT IS!—R. Yeats found his Yates Special none too suitable for a contest of this sort, but secured the Team Award with Chapman and Welfare



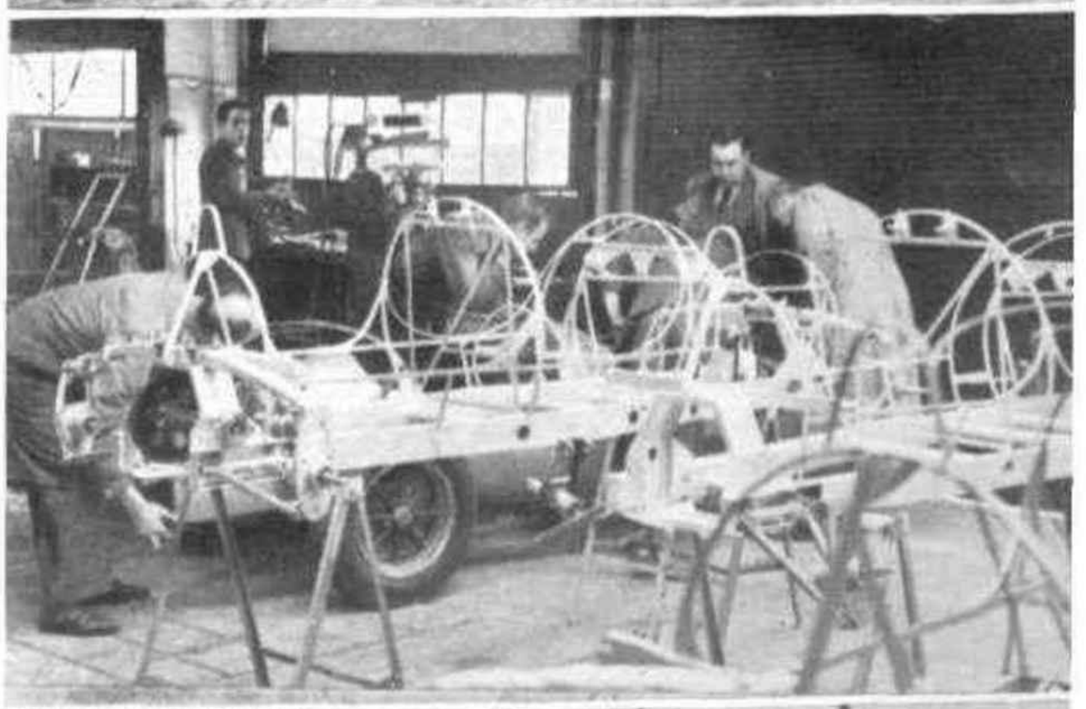
THIS SCOUT, one of the less-inspiring Edwardians, was not particularly impressive at Bramley, but had the distinction of being the only pre-1914 car to compete.



rol ration, the owner of this tiny two-stroke three-wheeler obviously the Humber Super Snipe of which a road-test report appears s issue.



PLENTY OF POWER.—A. A. Tulloch in spirited action at Bramley on the occasion of the Lancia M.C. driving tests, held in beautiful surroundings near Guildford.



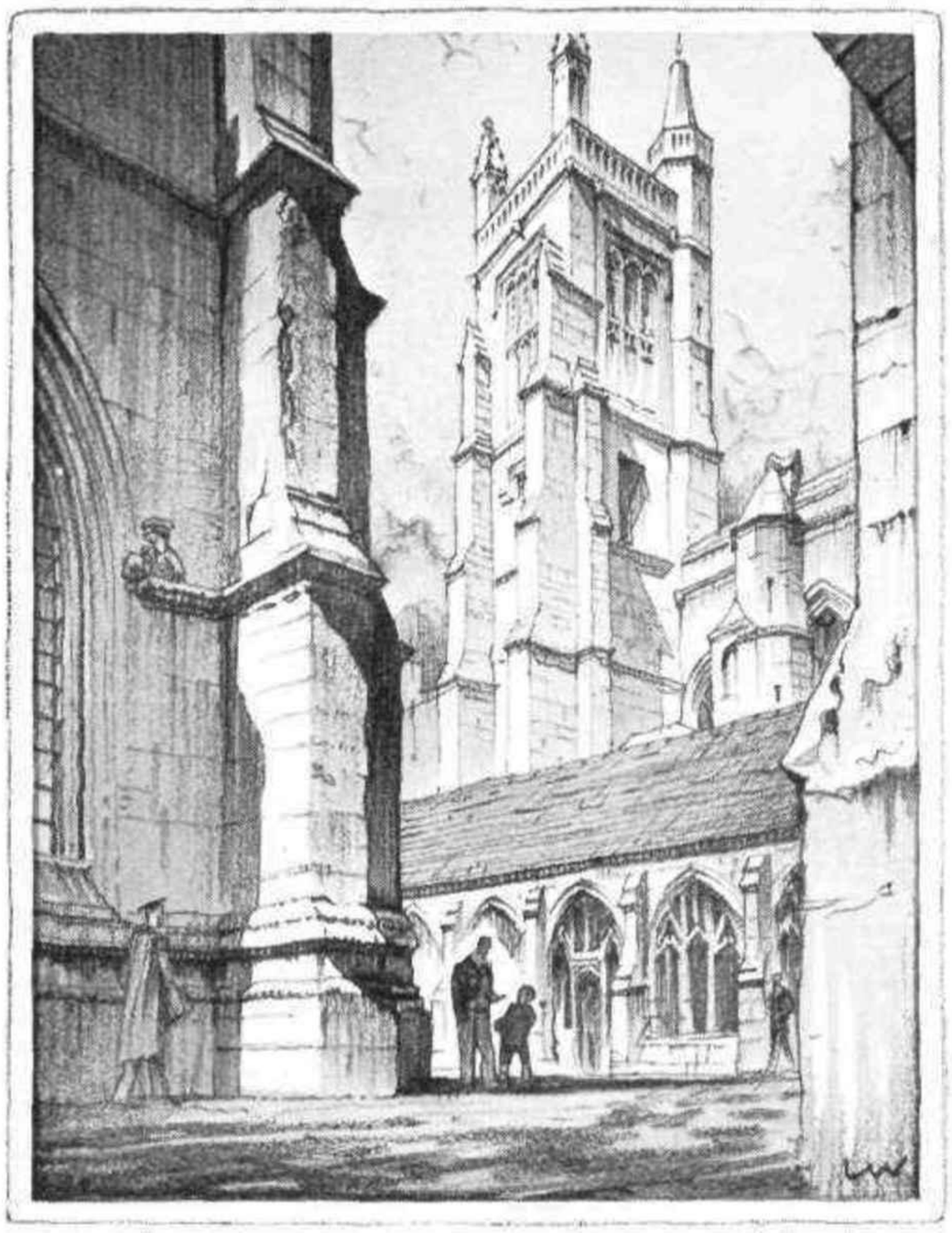
COOPER ACTIVITY.—Cooper racing chassis, with their lightweight body frames, being built at the Surbiton works. The car in the background is the new "TC" M.G.-engined Cooper sports two-seater.

ANOTHER ECONOMY CAR.—Derek Wooton's Austin Seven "Chummy," with some extra urge under the bonnet and independent front suspension, reversing at Bramley.

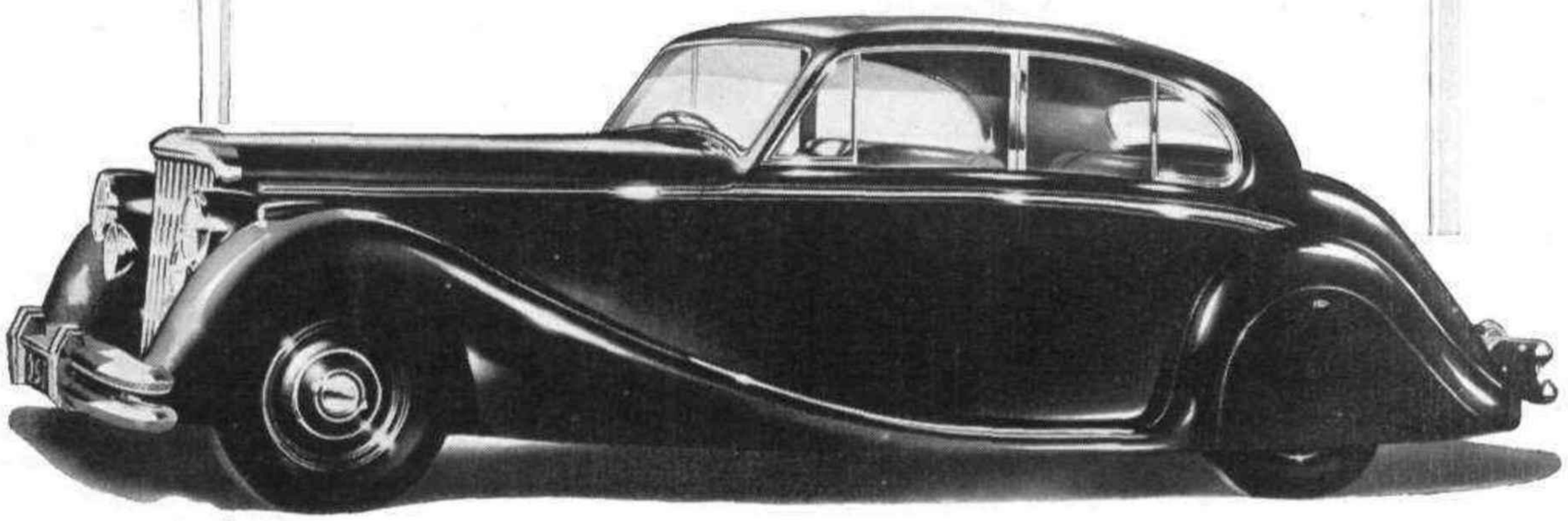




AWAITING THEIR OWNERS—Seven new Coopers seen in the dispatch bay at Surbiton. Two of them are on the ingenious new trailers which Cooper's Garage can supply with the cars.



The Chapel Tower, Winchester College, from the original specially drawn by Lawrence Wright, A.R.I.B.A.



"EVERYTHING ABOUT IT HAS DISTINCTION . . ." Writing of the Mark V Jaguar in the *Daily Mail*, Courtenay Edwards says:— "Everything about it, the feel of it, the way it goes, the way it sounds and the way it looks has distinction! Its engine is as docile in city streets as it is impatiently fast on the open road . . . . I particularly liked the new steering which is light, positive, self-centring and free from road shocks. It corners like a racing car yet the springing with extra long torsion bars for the independent front suspension gives a delightfully smooth ride."

Jaguar

THE FINEST CAR OF ITS CLASS IN THE WORLD

SIDESLIPS

by

"BALADEUR"

SOME time ago, I remarked, in an unguarded moment, that one day I should have to write an article on "Racing Cars Which Never Appeared." It was a rash move, since, as I might almost have expected, a reader has taken me up, with the suggestion that "one day" should be now; in fact, that I had better get on with it. It is a large subject, and I can hardly hope to do justice to it in a short article; but I propose to make the attempt, and at least something of interest may emerge.

Although I am not going to be led astray on to the subject of "Races Which Never Took Place," I may begin by remarking that this was the fate of the Nice–Abbazia Race, which was projected for 1902. As a result, perhaps, the world, as far as I know, never saw what appears on paper to have been one of the most remarkable racing cars ever designed. "On the other side of the Channel," remarked the *Autocar* in February, 1902, "a speed vehicle to be driven by an eight-cylindered motor, fired by two sparking plugs only, and having explosions at each half-stroke, is in course of construction for the Nice-Abbazia race. This vehicle will weigh a little over 7¾ cwts., and will travel at 49.6 miles per hour up grades, 83 miles per hour on the level, and 100 miles per hour downhill. The name of the maker is Marmandais Bertin."

You can make of this, I suppose, what you will. Perhaps the ingenious can explain to me how M. Marmandais Bertin proposed to fire eight cylinders "at each half-stroke" by means of only two sparking plugs, and also why he wanted "explosions" so often. How steep, too, were the hills, up and down which he proposed to clamber and rush at 49.6 and 100 miles per hour respectively? I suppose really that these speed figures, being interpreted, mean that he had a one-to-one gearbox ratio from which he hoped for 83 m.p.h., a lower gear which would give 49.6 m.p.h. at the same engine speed, and a geared-up top equivalent to 100 m.p.h. But I somehow suspect that even if the race had been held, M. Marmandais Bertin might have been a non-starter.

This same year, 1902, had seen the introduction of the 1,000 kgs. weight limit for the big class racing cars, and this innovation had been causing a good deal of concern to the builders of fast cars ever since it had been announced the year before. "A point must certainly be reached," declared the *Autocar* in May, 1901, "when there is not sufficient adherence for a high-powered motor, especially when running on wet roads, and if makers cannot increase the weight they propose to distribute the motive power equally over the four wheels. The *Auto-Vélo* states that the Société Mors and the Daimler Company, of Germany, are both designing vehicles within the limit of weight prescribed by the Automobile Club, and are making all four wheels drivers. It seems as if it is to be a combination of the petrol motor and the electric motor, and as the Mors people are, to a certain extent, interested in the petrol-electric car of Jenatzy, we presume that they are working upon this system. It is, therefore, very probable that the autocar will soon be entering upon another interesting stage of development."

This particular stage, however, was one that was destined to misfire. The Mors company may have displayed a mild interest in the Jenatzy petrol-electric monster, but when it appeared it was found to weigh 2,500 kgs., and there was not much sign of the 100 h.p. which it was supposed to develop when both the petrol and electric motors were set about it at once. In any case, Brasier, the Mors engineer, solved his adherence problem, even at this date, by thus early pioneering the use of shock-absorbers, and the Mors four-wheel-drive racer was, as far as I know, still-born.

In the case of the German Daimler company, *Auto-Vélo* seems to have been slightly misinformed: there was not even a project, I suspect, to build four-wheel-drive racers at Cannstatt. (There was not even much inclination to use shock-absorbers, either, an omission which, before long, was to have rather an unfortunate effect on Mercédès racing fortunes.) What *Auto-Vélo* had got wind of, however, was doubtless events at Vienna, where Messrs. Lohner and Porsche were busy converting 28-h.p. Mercédès chassis to electric drive. Two of these machines were entered as rivals to M. Bertin's flyer in the Nice–Abbazia race, but it would not be strictly true to say that they never appeared, as they were to be seen running about the streets of Nice during the days immediately preceding the cancellation of the race. They thus definitely existed, but although they were entered for Paris–Vienna later in the year, they failed to start even in the race to their home town. Moreover, in fact, they did not use four-wheel drive but front-wheel drive, the petrol engine being employed to run a dynamo, which, in turn, supplied current, by way of resistances which gave fifteen different speeds, to an electric motor on each front wheel. The difficulty, I should imagine, was that all this weighed a good deal, and a Mercédès of 28 h.p., even with fifteen speeds, proved scarcely as fast as the contemporary 70-h.p. Panhard.

Thirty years later, however, the same problem was to produce the same suggested solution. The *formule libre* for Grand Prix racing had by 1932 produced cars with large engines and more power than their designers really knew what to do with. The Type 54, 4,900-c.c. Bugatti, in particular, was developing some 300 h.p., which was clearly more than could conveniently be delivered to a back axle of classical type. In these circumstances, Bugatti designed a new chassis (I do not know whether it was given one of the missing type numbers), in which the drive from the gearbox was both to the back axle in a more or less conventional manner (although the differential assembly was sharply offset) and also to the independently-sprung front wheels. "As an engineering production," opined the *Autocar* in March, 1932, "this car stands out as one of the most notable achievements of the past few years. Having been on the road, secretly, for the last six months, it is fully tuned up, and its public appearance will be watched with exceptional interest."

But as far as I know, I am still watching. Bugatti seems to have abandoned that project, and once again the problem of adherence was solved not by four-wheel drive but by attention to suspension. What shock-absorbers did for the cars of 1902, independent wheel suspension was to do for those of thirty years later.

Driving the front wheels of racing cars, as opposed to all four, has become something of a commonplace since the days of Messrs. Lohner and Porsche's experiments, particularly in America and in France, where M. Grégoire, of Tracta and Dyna Panhard fame, has made something of a speciality of it; but I have for long been acutely disappointed that so little more was ever heard of the 12-cylinder Itala racers of 1926. Count



ANOTHER THAT NEARLY DIDN'T.—Raymond Mays about to be towed away behind his Bentley after the then-new E-type E.R.A. had broken its gearbox at Donington, during tests in April, 1939. E.R.A. Ltd. got nowhere with this car, except for Arthur Dobson's fastest lap at Albi before the war. It wasn't until ten years later, at Silverstone, and Goodwood last year, that Peter Walker persuaded the E-type to finish in a race.

Conelli was, I believe, interested in this project, and he may have exercised a sort of hoodoo over it, as perhaps he did over the Aquila-Italiana racers, with which he had previously been connected. One of these had been entered for the Grand Prix in 1907, but had been too badly damaged on the way to Dieppe to be able to start ; and of the team that had been entered in 1914, only one car, driven by Costantini and notable, as in 1907, for having a six-cylinder engine, came to the start—and fell out again almost immediately.

The 12-cylinder Italas of 1926 seem never even to have got as far as that, but according to all accounts they bristled with features of mechanical interest. The engine was to be built in two sizes, a 1,500-c.c. edition with dimensions of 50 by 55 mm., and an 1,100-c.c. of 46 by 55 mm. The bore of the latter, it may be remarked, was smaller even than that of the 1,500-c.c., 16-cylinder B.R.M., and engine speeds of up to 8,000 r.p.m. were looked for. The twelve cylinders were arranged in a V, at 60 degrees, and the two valves per cylinder were mounted at right-angles to its axis, both on the same side, and in the angle between the blocks, their diameter being 21 mm. The piston crowns were shaped rather like those of a two-stroke engine, in order to give clearance for the valves and a compression ratio of 5.5 to 1. There was only one camshaft, mounted in the angle of the V and driven from the crankshaft with only one intermediate pinion. At the back of the engine was a Roots blower, which, however, neither sucked nor blew through the carburetter, but delivered compressed air to a port near the bottom of each cylinder, thus adding to the charge at the end of the induction stroke, and scavenging the cylinder at the end of the firing stroke. The gearbox was mounted in front of the engine, and drove the front wheels, independently sprung on leaf springs, by means of universally-jointed half-shafts.

I do not know whether these Italas failed to work, or whether their development proved too expensive a business for their sponsors. In any case, it was not very long before Itala disappeared altogether from among the ranks of constructors of automobiles. One way and another the later 'twenties were a bitterly disappointing period as far as new racing cars were concerned, which is curious, because until 1928 or 1929 times were reasonably prosperous and it is usually depressions such as that of 1907 which bring racing programmes to an untimely conclusion. It would hardly be true to say that the 1,100-c.c. supercharged straight-eight Bugatti racer never appeared, because one of them, driven by André Dubonnet, won the Alsatian Grand Prix in 1926 ; but mighty little more seems to have been heard of this model. However, it would be unjust to blame Bugatti, who did more at this period to keep racing going than almost any other manufacturer, and in the years after 1924 it was around F.I.A.T. that disappointment usually centred.

I do not on this occasion propose to do more than mention the 3-litre supercharged Hispano-Suiza which failed to start in the 1912 Coupe de *l'Auto*, although its non-appearance must have been one of the greatest disappointments in racing history. After the 1914-18 war, Mercédès took up the tale with occasional supercharging, but it was left to F.I.A.T., in 1923, to apply continuous supercharging to Grand Prix-type racing cars. Teething troubles on that occasion lost them the race, but why they did not win at Lyons in 1924, when these teething troubles had been overcome, is just one of those imponderables which at least encourage new aspirants to racing honours. In any case, supercharging, as was only natural, led the F.I.A.T. engineers on to think of two-strokes, and for some years after 1924 enthusiasts were eagerly awaiting something revolutionary from Turin.

Expectations reached a climax in 1927, when it became known that the 1,500-c.c. two-stroke had actually been built ; but when Bordino appeared in a short race at Monza in September (which he won most convincingly), his car had, apparently, a four-stroke, 12-cylinder engine, the cylinders arranged in two vertical banks of six, with the crankshafts geared together. This engine, it was stated, developed 160 h.p. at 7,500 r.p.m.

Apparently, however, it had started life as a two-stroke, with a common combustion chamber for each pair of cylinders, one piston uncovering the inlet port, and its opposite number the exhaust port. According to Mr. Pomeroy, who has disclosed a considerable amount of information about this engine in his book *The Grand Prix Car*, it developed no less than 174 h.p. at only 6,500 r.p.m., figures which it is interesting to compare with those for virtually the same engine in four-stroke form, and with those of the contemporary straight-eight, 1,500-c.c. Delage and Talbot engines, which developed 140-150 h.p., also at about 6,500 r.p.m. Unfortunately, however, it seems that the two-stroke F.I.A.T. engine tended to burn the pistons which operated the exhaust ports, and in consequence it was never exposed to the public gaze. Why the appearance of the four-stroke engine should have been limited to a 50-kilometre race at Monza is, however, more of a mystery.

In 1934, seven years after the apparent abandonment of the two-stroke F.I.A.T. engine, it was announced that an almost exactly similar unit, also of 1,500 c.c. capacity, was being developed in Germany for use in a racing car by the Swiss engineer Arnold Zoller, who had been designing supercharged engines since before 1914. The Zoller engine had a curiously long stroke, the dimensions being 43 by 84 mm., compared with 52 by 58 mm. in the case of the F.I.A.T. engine, and perhaps for this reason it was apparently only designed to run at 5,500 r.p.m., at which speed it was stated to develop 200 h.p. The advance in output in seven years from the F.I.A.T.'s figure of 174 h.p. appears moderate, but the development of the two-stroke engine would obviously be an interesting contribution which racing might make to the sum of general knowledge. In 1913 the rules for the Coupe de *l'Auto* specified that superchargers might only be used in conjunction with two-stroke engines, and the revival of this limitation, it seems to me, might well be considered when the next modification is made to the Grand Prix formula.

The enactment of 1913 appears to have so greatly discouraged M. Birkigt that no genuine Hispano-Suiza racing cars have since appeared in open competition, although it is interesting to remark that in 1923, when the appearance of the supercharged F.I.A.T.s caused a certain consternation in the racing world, M. Birkigt expressed himself as strongly opposed to the use of such a device. However, in 1934 there appeared for a moment to be a prospect of a Grand Prix racer from another firm of Franco-Spanish domicile. During the 1920's, the Pescara had won a certain fame among the curious as the only known car with a 10-cylinder in-line engine, and a team of these cars had even been entered for the Le Mans race in 1930. In 1931 came the news of the alliance of Pescara with Voisin, which perhaps was what caused Gabriel Voisin to adumbrate a model with a 12-cylinder in-line engine in 1936. In the meantime, however, had come the announcement of the Grand Prix Pescara, which was to have 16 cylinders, arranged, one is rather sorry to recall, in a V. The angle between the blocks, and how it compared with that of the B.R.M. engine, is, unfortunately, unknown to me, but in spite of a capacity of 4 litres, the power output claimed of 500 h.p. was not so very much greater, the corresponding engine speed, however, being only 5,500 r.p.m. Apparently the idea was to take the drive to all four wheels, but once again this project seems to have been stillborn.

The war which broke out in 1939 prevented or at least deferred the appearance of a number of racing cars which we were awaiting, but its effect in this respect was as nothing, apparently, to that of the 1914 war. "For many reasons," wrote Mr. H. Massac Buist immediately after the 1914 Grand Prix, "as the industry will well know, but which I do not consider it advisable to make public, the French Grand Prix race of 1915—which will in all likelihood be for 3-litre cars, possibly on the circuit near Aix-les-Bains, possibly on one near Marseilles—will be even a bigger international competition than that of last week. Some of the oldest firms in the industry will re-enter the racing arena . . ."

What, I have often wondered, did Mr. Buist know when he wrote these rather cryptic words ? Which of the "oldest firms in the industry" were going to re-enter the racing arena ? Were any of them British ? Had, say, Napier or Wolseley caught the racing fever ? If so, the secret has been exceedingly well kept, even to this day. French firms ?

I believe that Panhard et Levassor were seriously considering the project, and Mosr had entered three 2½-litre cars for the 1914 Coupe de *l'Auto*. Both were somewhat wedded to sleeve-valves at the time, but with the excellent performance of the Minervas in the Tourist Trophy in mind, this would hardly have deterred them. Perhaps Minerva themselves had similar projects in mind. Lorraine-Dietrich and Darracq are two other French possibles, Renault and de Dion much less likely. Perhaps Benz would have come to reinforce the German team, Itala and Isotta-Fraschini the Italian. All this, however, is surmise ; one thing is certain, and that is that in 1921, when a 3-litre G.P. *was* held, few of the oldest firms in the industry took part in it.

WE HEAR

R. J. Barton, whose 1904 Wolseley we referred to recently, has found quite a number of old cars in his searchings, including a 1920 Vauxhall at Trevor, and scores of "period" lamps. Barton is at present in the Middle East and successfully using an Austin Seven, in which he hopes to drive home to England. He has also acquired a rather fine 1920 Austin Twenty chassis and intends to fit it with an open body. Is this another *sports* Twenty, we wonder? In Truro a garage has rebuilt a 3-litre Bentley two-door saloon, soon to be given a replica of a Vanden Plas open body, a 1934 Alvis Speed Twenty, a 1½-litre, single-cam Alfa-Romeo, and a "12/60" Alvis for local enthusiasts. The last-named has a "12/50" big-port head, a new type 40 BFGVL Solex updraught carburetter, polished ports and h.c. pistons, also the rare electron clutch housing, and there are strong expectations of a genuine 85 m.p.h.

R. C. Hillier has endowed his rebuilt "12/50" Lea-Francis with light sporting bodywork but at present retains a standard engine and gearbox. He hopes to run in the V.S.C.C. One-Hour High-Speed Trial. Eric Lister has replaced his Shorrock-blown Ford Eight with a J.B.M., in which he intends to install a hotted-up Mercury engine, while Ralph Venables has bought Frost's bored-out Mercury-Allard and is selling his "Le Mans" Aston-Martin four-seater. One of the rare front-drive V-twin B.S.A. *four*-wheelers was encountered last month in Hampshire. The early L.S.D. three-wheeler which we referred to recently is available to anyone interested and would be an interesting cyclecar to restore—

Club News

J. C. Brierley, 211, Halifax Road, Rochdale, Lancs, will supply details.

We hear of an Albatross four-seater at a garage in Cardigan and learn that Easterbrook-Smith, Hon. Secretary of the New Zealand S.C.C., now uses a three-carburetter, short-chassis Alvis Silver Eagle sportsman's saloon and finds it much to his liking—of course, petrol rationing has gone, over there! There seems to be a minor cult in air-cooled Rover Eights, another having been unearthed in chassis form at Middlesbrough and due for renovation.

Bert Fountain has acquired a Le Mans Aston-Martin team car in mint condition. A letter from the Aston-Martin Owners' Club was published in the *Evening News* recently, approving the obvious fact that the boy-friend of "Judy" of the strip-cartoon runs a Le Mans Aston-Martin!—we hasten to point out that these two news items are not correlated!!

J. Lindsay Hatchett has almost installed a Light Sports Daimler engine in the ex-Kaye Don Type 54 Bugatti chassis, using a close-ratio preselector gearbox—which sounds like a very real motor-car! The original appearance is being adhered to as closely as possible and the front axle will be highly polished as befits a Bugatti. Besides this car Hatchett has a "Shelsley" Frazer-Nash with Roots-blown Gough engine, while he toys with the idea of putting a new V12 Lagonda engine which he acquired into a J-type Allard chassis. Recent experience of "hotted-up" Ford and Mercury Allards with raised axle ratios and dual downdraught carburetters has encouraged him in the Lagonda project. The following advertisement appeared in a North Country paper recently :-

1928 Morris Oxford 14-h.p. saloon, colour blue (where visible), upholstery to tone, mileage unknown, but must be colossal as the speedometer (now reading 99999) has been disconnected since 1931—numerous owners. We could wish the frequency with which the ownership has been changed had been applied to changes of engine oil—condition of bodywork shocking—of its mechanical condition, our tester reports: "It amazes me that any mechanical contrivance could have withstood this treatment for so long a period." Fitted with discs (3 missing), bulb horn (punctured), H.M.G. gramophone, footwarmers (ex-L.M.S.), and Pyrene fire extinguisher (in working order). Price £3 2s. 11¾d. for quick sale, or would exchange full set of film star cigarette cards.

Some people always *do* poke fun at old cars!

John Simpson has acquired a Ruby-engined Vernon-Derby and Eminson, whose 1924 "12/40"-base "12/50" Alvis is in everyday service and has been for the last 6,000 miles (it weighs 18 cwt. and accelerates from many modern Twelves like billy-oh) has acquired an A.V. cyclecar with V-twin J.A.P. engine. N. E. Stone-Peam, 68, University Street, Belfast, needs an instruction book for a 1933-35 Daimler Fifteen.

The March sunshine brought out many interesting cars and we espied a two-stroke three-wheeled cyclecar of modern conception at Hampton Court, with single coil sprung front axle and a Worcestershire registration number, and an open "38/250" Mercédès-Benz on the Portsmouth Road.

FIXTURES FOR APRIL

C. = Closed Event. C.I. = Closed Invitation Event.

1st.—Bentley D.C. C.I. Eastbourne Rally, Eastbourne.
M.G. Car Club (S.W. Centre) C.I. Driving Tests.
N. Midlands M.C. C. Speed Trial, Chatsworth.

1st/2nd.—W. Hants & Dorset C.C. C. Graham Cup Trial.

2nd.—Hagley & District L.C.C. C. Hagley/Ludlow Rally, North Worcs.
Hants & Berks M.C. C.I. Aldershot Trial, Aldershot.
Plymouth M.C. C. Manor Trophy Trial, Devon.
Yorkshire S.C.C. C. White Rose Trial, Lobersdale.
Taunton M.C. C. Trial.
Sunbeam Talbot O.C. R. Yorkshire Trial.

7th.—W. of England M.C. C. Trial, Exeter.
Blackburn Welfare M.C. 500 c.c. Races, Brough.

8th.—M.C.C. C. Lands End Trial, Devon.
Tenby M.C. C.I. Hill-Climb, Lydstep.
Veteran C.C. Concours, Hurlingham Club, 2 p.m.

8th/10th.—Scottish S.C.C. N. Highland Three Days' Trial, Perthshire.

8th/11th.—Ulster A.C. Circuit of Ireland Trial, N. Ireland/Eire.

9th.—Aberdeen & District M.C. C. Opening Run, Scotland.
Leicestershire C.C. C. Chas. Bacon Trophy Trial, Leics.

10th.—B.A.R.C. I. Race Meeting, Goodwood.
W. Cornwall M.C. C. Hill-Climb, Trengwainton.

15th.—Bristol M.C. & L.C.C. C.I. Race Meeting.
Lothian C.C. C.I. Sand Races, St. Andrews.
Vintage, S.C.C. C. Trial.

16th.—Chester M.C. C.I. Trial.
Aberdeen & District M.C. C. Trial, Scotland.
500 Club C. Race Meeting, Brands Hatch, 12.30 p.m.

20th.—Peterborough M.C. C. Spring Evening Trial, Peterborough.

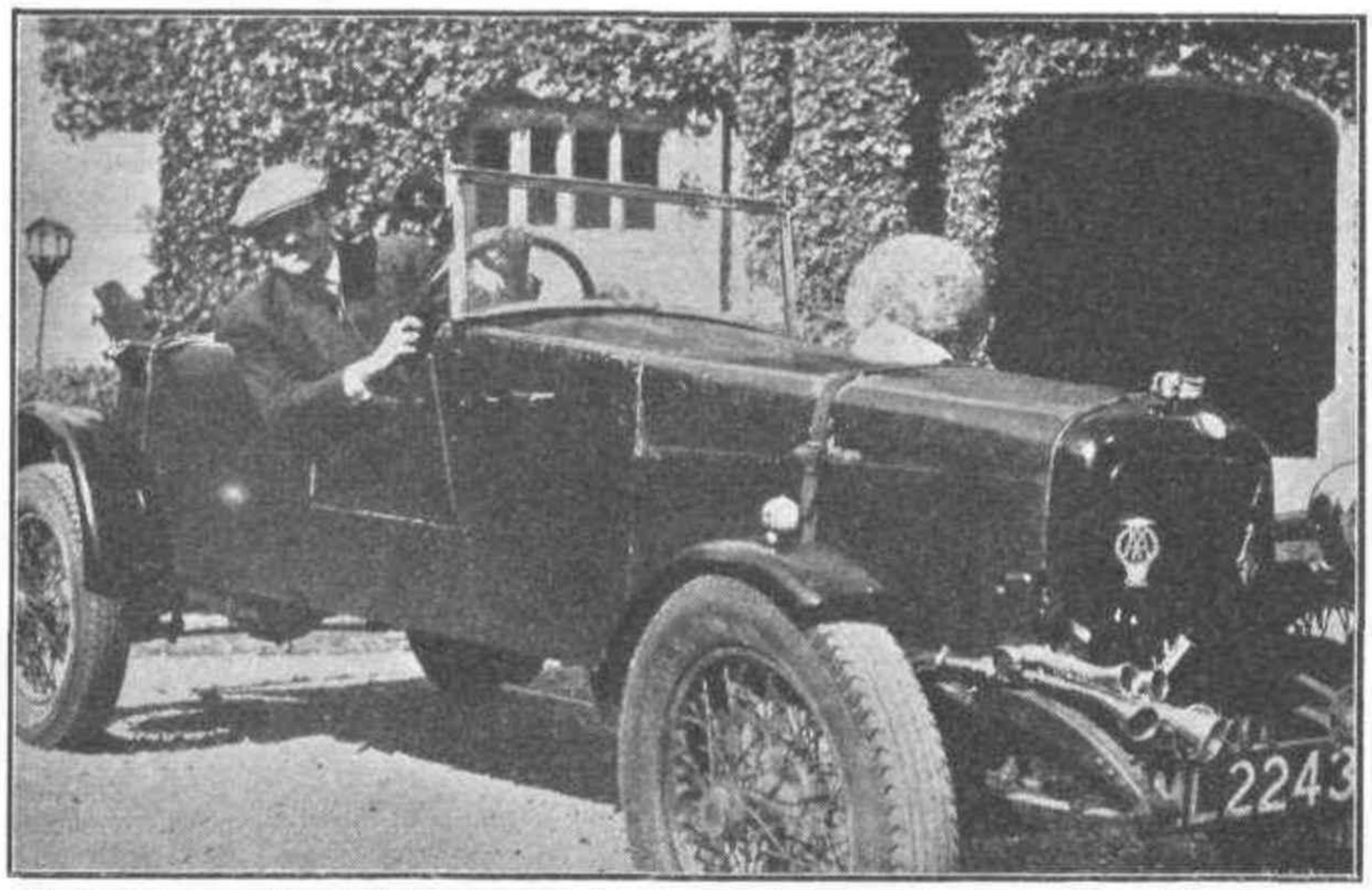
22nd.—Mid-Surrey A.C. C. Grand Cup Trial.

22nd/23rd.—Sunbeam Talbot O.C. R. Spring Rally, Blackpool.

23rd.—Bugatti O.C. C. Prescott Rally, Prescott.
Lancs. & Ches. C.C. C.I. Derbyshire Trial, Derbys.
Cemian M.C. C. Chilterns Cup Trial, Chilterns.
Pathfinders & Derby M.C. C. Trial, Derbys.
Southsea M.C. R. Inter-Club Team Trial, Hants.
Herts. County A. & A.C. C. Tourist Trial.
Taunton M.C. C. Trial.
N. London Enth. C.C. C. Rally.
Falkirk & District M.C. C. Trial, Scotland.

29th.—Vintage S.C.C. C. Race Meeting, Silverstone.
Scottish M.R.C. C. Race Meeting, Grangemouth.
Kentish Bord. C.C. C.I. Driving Tests, Kent.
Gosport A.C. C.I. Speed Trial, Gosport.

30th.—Rhyl & District M.C. C. Car Trial, N. Wales.
Sunbeam Talbot O.C. C. Cotswold Trial, Cotswolds.
Sheffield & Hallamshire M.C. C. Main Road Trial.



SCHOOLMASTER'S CHOICE.—This odd-looking Salmson-Special is used by sports-master Hyde-Brown (Guy Middleton) in the new film "The Happiest Days of Your Life." *(See page 179)*

Francis Hutton-Stott has added another Edwardian Lanchester to his notable collection. It is a 1910 28-h.p. six-cylinder with an enormous landaulette body and had belonged all its life to G. P. J. Taylor, one-time Lanchester director. Hutton-Stott found it in Leeds last year. He also expects to have the 1902 de Dietrich, which MOTOR SPORT unearthed during the war, running in some of this year's V.C.C. events. The Sunbeam Register is coming along well, but those who have not yet sent details to Mrs. Boddy ("Carmel," Wood Lane, Fleet, Hants) are requested to do so by April 10th. Pleasing sight in Hounslow High Street—a vintage V-twin Coventry-Eagle combination and, just behind it, a window-cleaner's Scott combination. A late-model Minerva straight-eight is used by a London hire firm, and a 7.5-h.p. Citroen with lorry body is in use at a country mushroom farm.

★

AGIN' THE MODERNS !

The daily newspapers seem to be veering vintage, if some recent articles are any indication. Here is what Courtenay Edwards of the *Daily Mail* wrote recently :—

"It is being said in mechanical circles that if an English motorist, accustomed to driving a simple little pre-war horseless carriage, were to be privileged to see the breath-taking new Coventry Airslip Super-Squid Silken-Eight he wouldn't be able to make head or tail of it. We can but hysterically concur.

"Here are the specifications, for lack of a better word :

THE SUPER-SQUID SILKIN-EIGHT POWER UNIT.—Invisible selecto-thrust with twin-screw slither-snifter actuated by eight condensing chuffs fed by gyroscopic variable-ratio torping stabilisers and self-centring grapple-spraggets. A thermostatically-controlled Grundsen reduplicator minimises upthrust, and rectifies quailing and torque lash.

TRANSMISSION.— Wundt atomic over-compensator with introverted cyclothymic baffling-bars and pathogenic manic cogs. A Helmholtz vosamotor, sex-linked to the plasmic rebuffing-pinions, eliminates compression-slip and static, and a laminated steel endocrine gland encased in a small psychogalvanic oil bath, is stimulated by alcohol fed by auto-suggestion through reflex hooching tubes from the Lombroso transference tank, giving added power and a sense of enormous relief.

BODYWORK.—Pre-shrunk, air-splitting wind-tunnel design, with soft coil, sponge-soak, road-hugger fuselage, containing twin Leds, combination hip-bath and sunk sink, toaster, cam-driven egg whisk, medicine chest, coaching horn, self-clamping strait-jacket, and a complete set of the works of Sigmund Freud, fitted with an art electric page-turner and a rust-proof chromium book-mark.

"And to think, Elinor, that in the short space of a century, with only Science to guide us, we have come so far from the old-fashioned rein-controlled horse? As Mr. Jorrocks once shrewdly observed (*Handley Cross*, page 111), ''Ow are you all? 'Opes you are well.'"

★

PERMITTED TYRES

When the recent R.A.C. Regulations for vehicles taking part in trials and rallies were prepared, it was also agreed to examine existing tyre regulations. The result has been that the present list of permitted tyres will cease to exist and as from March 1st, 1950, a new rule is to be introduced. This is as under :—

"In any event held under R.A.C. Permit, the course for which embraces sections of the public highway, competing vehicles shall be equipped with tyres of a type designed for use by private cars running on a highway.

"No competing vehicle shall use tyres of :

(*a*) Sports, track grip, agricultural or goods vehicle type, or of any type specifically designed primarily for use on unmade road surfaces.

(*b*) A size exceeding 6.00 inches where the engine capacity of the vehicle is less than 1,500 c.c. and a size exceeding 7.50 inches where the engine capacity of the vehicle exceeds 1,500 c.c.

(*c*) A type on which :

1. The tread projects beyond the tyre wall.
2. The width of any gap in the tread exceeds :
   13 millimetres in the case of tyres up to 6.00 inches in size.
   14 millimetres in the case of tyres up to 7.50 inches in size.
3. The depth of any gap in the tread exceeds 13 millimetres measured at the nearest point to the centre line of the tyre.
4. The face of the tread varies in height by more than 3 millimetres.

"In making the measurements defined above, secondary features in the tread pattern, such as moulding lines, may be ignored and all measurements subject to a plus allowance of 10 per cent."

This new regulation carries on the principle that only standard tyres shall be used for competitive events on the highway, and therefore does not affect any competitor who has been operating under the previous list of approved tyres. It was considered, however, that as the approved list was due for revision, a simple formula, such as the above, would clarify the position both for competitor and tyre manufacturer or retreader.

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R.A.C. HILL-CLIMB CHAMPIONSHIP

The R.A.C. British Hill-Climb Championship will be decided in 1950 in a manner similar to last year. The Championship will be open to any individual driver of British nationality driving cars of the same make, category and class in each of the hill-climbs which contribute towards the Championship marking.

The following six hills have been approved for the Championship : Shelsley Walsh, England, June 10th ; Bo'ness, Scotland, June 24th ; Rest-and-be-Thankful, Scotland, July 1st ; Bouley Bay, Jersey, August 3rd ; Craigantlet, Ulster, August 12th ; Prescott, England, September 19th.

The marks obtained in four out of the six above meetings only will count towards the Trophy and competitors must nominate the four events in which they intend to compete before the Championship commences. No alteration to this nomination will be permitted. The system of marking is : For the fastest time of the day by a Championship contender, 10 marks ; second fastest time, 9 marks, and so on to ten places. In addition, every competitor from the tenth place onwards who starts gets one mark.

★

R.A.C. TRIALS CHAMPIONSHIP

In order that all the "classic" trials of the year can be taken into consideration when assessing qualification for the R.A.C. Trials Championship, the date of this event has been changed to December 16th, 1950. The Championship will be operated on a similar basis to that of last year, with the winner determined by one trial which will be organised by the R.A.C. Entries for this trial will be by direct invitation to competitors who have qualified by their performances in selected trials held during 1950.

The first ten competitors in order of merit from each of the Trials listed below will be eligible to receive an invitation and, in addition, entries will be reserved for a maximum of ten competitors from Scotland and five from Northern Ireland, the selection of these latter competitors being on a basis to be agreed specially with the Royal Scottish Automobile Club and Ulster Automobile Club, respectively. In case of necessity the R.A.C. may invite fewer than the first ten from the designated trials. The events on which qualification will be determined are :—

March	11th.	The Colmore Trophy.
	19th.	The "4/44" Trial.
	26th.	The Cockshoot Trial.
April	23rd.	The Derbyshire Sporting Trial.
Sept.	2nd.	The Davis Trophy.
	24th.	The Knott Cup.
Oct.	7th.	The Jeans Gold Cup.
	21st.	M.C.C. Sporting Trial.
	22nd.	The High Peak Trial.
Nov.	11th.	The Cheltenham Trial.
	12th.	The Bossom Trophy.
	18th.	The Cottingham Memorial Trophy.
	25th.	The Roy Fedden Trophy.
Dec.	2nd.	The Gloucester.

N. LONDON E.C.C.

The North London Enthusiasts' Car Club announces an event which is intended to have a widespread appeal, yet not call for a specialised car. This announcement reads as follows :—

"The N.L.E.C.C. is holding, on Saturday-Sunday, July 8th-9th, the first event in an annual series, to be called the Radcap Rally. This year it will incorporate map-reading, a tight time-schedule all the way, with time-checks *en route*, a number of hills, and a half-mile high-speed sprint and braking test. It will start in North London on Saturday night, and the route will take competitors through the night *via* the various check-points to Hythe, Kent, where there will be breakfast laid on. On Sunday morning there will be a series of driving tests, followed by lunch, which will conclude the event.

"The awards will include that for the best performance by a saloon, and also for the highest placed lady driver, if there are more than three running.

"It is intended this should be in the nature of a small-scale Monte Carlo Rally, or Alpine Trial, and will be open by invitation to a number of clubs."

This sounds an interesting event, although perhaps more adventurous on a winter's rather than on a summer's night. It does not quite line up with our proposed event embracing a sprint, a timed run up Prescott or Shelsley Walsh, trials hills, driving tests and a rally all in one event, but it isn't far short of this ideal and altogether should be one of the brighter and more memorable of this year's club events. Details from G. Bance, 7, Queens Avenue, Muswell Hill, London, N.10.

★

BUSY SILVERSTONE !

Silverstone will be easily the busiest of British circuits this year, in point of race meetings to be held there. The fixtures as they appear in the National Calendar are :—

April 29th.—V.S.C.C. closed meeting.
May 13th.—R.A.C. INTERNATIONAL G.P. D'EUROPE.
June 3rd.—Eight Clubs closed invitation meeting.
June 10th.—Maidstone & Mid-Kent M.C. *closed invitation meeting.*
June 17th.—Bugatti O.C. closed invitation meeting.
June 24th.—V.S.C.C. closed invitation meeting.
July 1st.—Midland M.E.C. closed invitation meeting.
July 8th.—500 Club closed meeting.
July 15th.—Bentley D.C. closed invitation meeting.
July 22nd.—Frazer-Nash C.C. closed invitation meeting.
July 29th.—Aston-Martin O.C. closed invitation meeting.
Aug. 26th.—B.R.D.C. INTERNATIONAL "DAILY EXPRESS" MEETING.
Sept. 2nd. — S.U.N.B.A.C. closed meeting.
Sept. 9th.—M.C.C. closed meeting.
Sept. 16th.—N.W. London M.C. closed invitation meeting.

All the club dates are allocated, so this list appears to be complete. Club meetings are held on the understanding that paying members of the public are not admitted, but it is sometimes possible to attend as a friend of a member. The admission charges applying to the G.P. d'Europe are given in the Editorial in this issue.

★

ANOTHER REGISTER ?

To the Bentley, Alvis, Aston-Martin, Lagonda, Sunbeam, Salmson, Lea-Francis and Delage Registers or proposed Registers, is to be added a "Sporting Morris Minor Register," which John Wrigley wants to compile to help those who have special Morris Minors to find spares and exchange tuning experiences. Please write to : J. Wrigley, 62, Gerard Road, London, S.W.13.

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.
C. = Formula Libre, i.e., any type of racing car.
S. = Sports cars.
T. = Touring cars.

2nd.—Targa Florio (S. & T.).
10th.—G.P. de Pau (F.I.).
16th.—G.P. de San Remo (F.I.).
23rd.—Mille Miglia (S. & T.).
30th.—G.P. de Paris (F.I.).

★

THE ELECTION

Vintage and Edwardian cars received two unexpected bits of publicity from the Election. In describing the campaign in Hampstead, Hugh Massingham wrote in the *Observer* of February 19th : "Along the road an old woman trundles by in a very old Rolls-Royce. It seems odd she has no horses." Then, in the *Daily Telegraph* of February 22nd, it was reported that Mr. Randolph Churchill, addressing dockyard workers at Devonport, "used an open car of 1912 vintage."

★

SENSATIONAL

We were sorry to observe that *Illustrated* stooped to the sensational in their issue of March 4th, choosing as the first of a series of "Pictures of a Lifetime," Peter Waugh's photograph of Joseph Paul's V12 Delahaye crashing in the 1938 International Trophy Race at Brooklands, when Murray Jamieson and Miss Peggy Williams were fatally injured. We, too, have pictures of this accident, and of the Talbot crash of 1930, when spectators were involved, but they *will NOT* appear in MOTOR SPORT or in "The Story of Brooklands." Whether or not we are unduly self-righteous in making this statement we leave our readers to decide.

★

CORRECTIONS

In company with others, MOTOR SPORT has given the size of the tyres on the front wheels of the B.R.M. incorrectly. These are 5.25-18 Dunlops, *not* 5.25-16.

Mr. R. Baillie, late Hon. Treasurer to the old E.R.A. Club, points out that the E.R.A. model we illustrated last month is not a silver model, as the photograph's publicity caption misled us into saying, but an accurate scale model of the very first E.R.A. The model dismantles and took Rex Hays, its builder, six months to complete. We have seen the model and it is a very fine piece of work. The tail is shaped as it was on the original car, of course, whereas later E.R.A.s were modified to carry more fuel. The correct title of this fine trophy is, of course, the E.R.A. Club Trophy.

The Davis Trophy Trial of September 2nd will be run by the Lancashire A.C., not the L. & C. C.C. as given in the B.T.D.A. fixture list.



EPISODES FROM HISTORY : 5—The late A. F. P. Fane had an exceedingly close call when duelling with Abecassis' Alta in a pre-war sports-car race at the Crystal Palace circuit. His "328" B.M.W. burst a tyre, spun completely round and hit the bank, as seen above. However, to set your mind at rest, it did not *overturn !*

NEW ZEALAND SPORTS CAR CLUB PAEKAKARIKI HILL-CLIMB

ADVERSE weather conditions on February 11th offered every excuse for the fifth annual Paekakariki Hill-Climb to be a failure. The night before the event a thick sea mist had clamped firmly down on the top third of the hill, and recent rain had left a thick deposit of greasy clay on some of the most difficult corners of the two-mile course. However, officials and competitors rose triumphant over these difficulties, and after a two-hour postponement of the starting time in a vain hope that the fog would lift, everyone pressed on regardless, with the result that the absolute hill record and three class records were broken in an accident-free meeting.

The first round opened with a splendid climb by Jack Kennedy in his single-seater Austin in 2 min. 51.75 sec. Basically a standard "Seven," the little car ran and was handled beautifully and Kennedy can be very proud of his time. Next up was O. B. Cottrell with his totally enveloping bodied Austin Seven. Nice to look at but not enough horses, and 4 min. 4.95 sec. was needed. The Auckland Chatteris/Roycroft Racing Team was represented by Ron Roycroft with the blown "Rubber Duck" Austin and Roycroft made a terrific run, which was unfortunately mistimed.

The 1,100-c.c. class record holder, M. Procter, was spectating, due to trouble with his Riley and Jock Brough had a walkover with his Singer saloon in 3 min. 48.45 sec. However, Jock is a fine driver and a real trier, handicapped by an unsuitable car, so everyone was pleased to see him figure in the awards list.

In the 1,500-c.c. class Hugo Hollis donned a crash hat after boarding his blown TC M.G., showing he really meant business, and a very fast run in 3 min. 31.3 sec. bettered the previous class-record by over 8 seconds. W. Hanna drove a similar car, unblown, and registered 2 min. 50.6 sec., a splendid effort for his first appearance at Paekakariki. His tyre distortion through Cutting Bend was quite incredible. J. H. Cottrell handled his Ford Ten Special well to record 3 min. 17.85 sec., but more power was obviously needed. D. Abernethy followed with an Austin A40 saloon in 3 min. 30.3 sec., a good time for a standard car.

In the 3,000-c.c. class, Toby Easterbrook Smith opened with the Sunbeam Special in 3 min. 1.65 sec., a cautious climb for his first effort at the hill. R. Watson conducted his Jeep-engined Frazer-Nash up in 3 min. 6.95 sec. and Roy Cowan jumbled the gears somewhat in the T.T. Sunbeam, needing 3 min. 21.1 sec. He had run down the two-mile hill under his own foot power just prior to his climb, after repairing the p.a. set at the summit, so can be fully excused. Geoff Easterbrook Smith then took over the Sunbeam Special from brother Toby and essayed an experimental climb in 2 min. 55.2 sec., the short wheelbase chassis appearing to advantage among the corners, but the driver obviously in need of a radar screen in the fog.

A. T. Freeman opened the unlimited c.c. class in the Thompson Special, caution through the mist but fast and controlled sliding on the corners with this very low car returning 2 min. 41.55 sec. Bert Cresswell's Ford Special had only been finished on the morning of the event, and a careful run took 3 min. 18.25 sec., the V8 engine boiling vigorously. A. S. Farland with the Buick-engined i.f.s. Singer Special followed, but clutch slip intervened and extended his time to 3 min. 49.75 sec. C. Andrews made a rather incongruous entry with a Morris Twenty-Five station wagon, but a time of 3 min. 23.4 sec. indicated no mean driving ability.

In the second round Roycroft had an extra run to make up for his mistimed first run. A shattering getaway promised a broken record, but a little exuberance at the hairpin turned the Austin right around, in spite of which a time of 2 min. 41 sec. broke his previous class-record by 3.35 sec. Kennedy followed with a very brave one-handed run, holding his ignition switch on with the other. Slightly slower than his first run, 2 min. 53.75 sec. was very good under the circumstances. Cottrell improved with his Austin to 3 min. 42.2 sec. Hollis, with the absolute hill record obviously in mind, gave a polished display of the art of climbing Paekakariki and amid great excitement occupied 2 min. 29.9 sec., beating Faulkner's 1949 record by 2.95 sec. Hanna was a fraction slower than his first run in 2 min. 50.75 sec., although his slide through Cutting Bend was a joy to watch. J. H. Cottrell improved to 3 min. 16.9 sec. and Abernethy pushed the A40 up faster still in 3 min. 25.75 sec.

Toby Easterbrook Smith was obviously getting the feel of the hill and the Sunbeam Special, improving to 2 min. 55.75 sec., with a very fast run through the Cutting. Watson discarded his second gear chain on the 'Nash and needed 3 min. 20.2 sec., and Cowan got the T.T. Sunbeam up faster in 3 min. 15.3 sec. With first place in the class safe, Geoff Easterbrook Smith experimented a little more firmly with the Sunbeam Special, came very wide into the hairpin while apprehensive mothers clutched their young and made for trees, held third for a lot longer, blipped through Cutting Bend and reached the top in 2 min. 49.9 sec., a new class-record.

Freeman made sure of the unlimited c.c. class with a very fast run in 2 min. 37.45 sec., and Andrews persuaded the big Morris up in 3 min. 19 sec.—he would go a lot faster with a suitable car.

Then Roycroft made his final run. Spectators at the hairpin reported incredible speed up to, into, and out of that difficult corner. Up in the mist nothing could be seen below, but the angry Austin screaming marked his progress up the hill. A sudden burst of sound as he came out of the hairpin valley, crescendo as he reached Watertrough Corner, down in the gears again for the right-hander before the Cutting, then a gasp from the spectators as the little car scuttled into sight around the penultimate corner and was locked over for the long slide around Cutting Bend. A short silence while his time came up and Gordon Markham's excited voice over the p.a. system—"Roycroft has beaten Hollis and set a new hill record in 2 min. 29.6 sec."

A fitting conclusion to a great day's motor sport.

CLASS WINNERS:	min.	sec.
750 c.c.: R. J. Roycroft (Austin, s/c.) ...	2	29.6
1,100 c.c.: J. Brough (Singer)	3	48.45
1,500 c.c.: H. Hollis (M.G., s/c.) ...	2	29.9
3,000 c.c.: G. Easterbrook Smith (Sunbeam Special)	2	49.9
UNLIMITED C.C.: A. T. Freeman (Thompson Special)	2	37.45

B.R.M. BROADCAST

On March 17th in the Home Service of the B.B.C. Laurence Pomeroy and Rodney Walkerley discussed the B.R.M. Pomeroy put its top speed at 200 m.p.h. and said it could accelerate from rest to 100 m.p.h. in about half the time that a high-powered touring car takes to reach 50 m.p.h. He said it should be able to win an existing race by a clear two laps (presumably he was thinking of a full 300 mile Grand Prix).

Walkerley gave as his personal opinion, in reply to a question, that the car might appear for the French G.P. at Pau on July 2nd or for the Jersey race on July 13th. His choice of drivers would be Parnell, for his experience, Walker, for his dash and courage, and Johnson, because of his flair for G.P. driving. He named Hadley, Moss and certain of the motor-cycle boys as possible reserves.

The First Car Meeting at Brands Hatch

The first racing-car event to be held at the new one-mile Brands Hatch circuit described in MOTOR SPORT last month will commence at 12.30 p.m. on April 16th. The 500 Club is holding a closed meeting for Formula III cars. There will be two races each run in two 10-mile heats and a 20-mile final, the first for amateur-built, the other for professionally-built "500s." There will also be an open challenge race run in seven-mile heats and a 10-lap final. These finals will be confined to ten cars each, but racing will conclude with a championship race over 30 miles for the ten fastest cars as timed in the earlier races. The prizes are £5, £3 and £2, respectively, for placings in the heats, and £10, £20 and £30, respectively, for wins in the finals, the total prize money amounting to over £280. Entries have closed. Practising will take place on April 15th, starting at 9 a.m. Brands Hatch is near Fawkham, Kent, about 20 miles from London.



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CHAIN CHATTER

by

"CARROZZINO"



WITH the season now under way, the road-racing fraternity look like being pretty busy. At one time, shortly after the war, there seemed to be a very serious shortage of racing venues, but now, in the fifth post-war season, it would seem that the reverse is the case. There is going to be such a glut of road racing that the time is fast approaching when the meetings will begin to suffer through lack of good entries, not necessarily in quantity but in quality, for the top-line lads will be unable to race every week-end, especially now that many meetings are being restricted to Pool petrol. Whether this increase of road-racing circuits is altogether desirable is a doubtful point, for while most of them have good points a lot of them lack just that little extra to make them first-class circuits of the calibre of Donington Park of pre-war days. Perhaps the most notable of the post-war circuits is that at Blandford Camp in Dorset. With a solo lap speed of close on 90 m.p.h. it can certainly be classed as real road racing, and embodying, as it does, many fast corners and gradients it is the nearest approach to a first-line road-racing circuit. It falls down on one point, and an important one into the bargain, in that it is rather narrow and causes the A.C.U. to forbid mass-start sidecar racing. There is no doubt that a sidecar race is an important part of any road-race meeting and it is a great pity that any such race should be doomed, as a first-class race, at this circuit by having to demand that competitors start at time intervals, for there surely is nothing to compare with a massed-start race. However, as a solo circuit it is magnificent and an important point is that the authorities in charge of the camp are dead keen on racing. Some excellent meetings have been held there over the past two seasons, but a new and vital note will be struck at the end of this month when the A.C.U. hold their International meeting there. It is rather unfortunate that the date chosen should clash with two established Continental International meetings, one in Belgium and the other in Switzerland, and it is probable that the quality of the entry will suffer due to this. Bearing in mind that the month of August becomes rather slack for road racing it would seem that the A.C.U. have been a little short-sighted in the choice of their date. Nevertheless, it is heartening to see them organise their first post-war International road-race meeting, apart from the T.T., and it is hoped that other clubs in this country will be able to attain International status before long for their meetings.

One of the most promising circuits, and organisations for that matter, is that at Scarborough where the circuit runs round Oliver's Mount over some of the most exacting and interesting roads one could wish for. While the Scarborough and District M.C.C.'s meetings can never hope to rank as even "near" classic events, the circuit being unsuitable for this, they do deserve to be allowed International status, for the organisation leaves nothing to be desired, the meetings have the full support of the borough council, even to financial assistance, and what is more one of this year's meetings is again being backed by the *News Chronicle*. The whole set-up with the Scarborough meetings is identical to many of the smaller Continental International meetings, such as the Circuit of Pau, the Circuit of Lugano or the Circuit of San Remo, and it would be an excellent thing for this country if the 1951 F.I.M. Calendar could contain a date for the Circuit of Scarborough.

Another venue which could be developed into a typical Circuit event is that at Weston-super-Mare. Again the meetings have had the full support of the corporation, essential item this, and people who rode at the race meeting held last year, up-the-road-and-back-down-the promenade, voted it very good fun. After all, Belgium, France, Italy and Switzerland have a large number of International Circuit races, enough to fill most week-ends throughout the season, whereas England, who provided three of the five World Champions in 1949, had only one International race meeting, the T.T., which stands alone in being a rather special event and anyway lines up in status with the Swiss G.P., Belgian G.P., etc. This country lacks the smaller International meetings and it is difficult to see the reason for it; we certainly have the organisations, Bemsee and Scarborough are quite capable, and we have the circuits, especially when they are financed by the local borough councils.

Returning to home events again Silverstone is to be used for motor-cycle racing, but not very often, for it is only clubs as large as the B.M.C.R.C. who can stand the financial strain of meeting the R.A.C.'s wishes, and anyway it is not a good circuit for motor-cycle racing, as anyone who rode there last October will tell you. Aerodromes on the whole have never proved satisfactory for road racing, due mainly to being flat with too much width and a lack of "edging" to the course. Even so, aerodromes continue to be used and the meetings receive good entries. The little circuit at Brough Aerodrome is very popular with the Northern short-circuit riders and always caters well for sidecar racing. The new circuit at Thruxton Aerodrome on Salisbury Plain promises to prove interesting but will doubtless suffer from the usual aerodrome troubles. The Antelope Club have, of course, opened the season with another meeting at Ansty Aerodrome, a very popular circuit, but it can never be considered to be road racing, although the quality of the entries at past meetings has been of a very high order. One hears rumours of yet another aerodrome circuit being opened at Gravesend, but little is known, although due north, on the other side of the Thames, all hope has not been lost for regaining the use of the aerodrome at Stapleford Tawney, near Abridge. Used in 1947, this aerodrome, having no runways, was the nearest approach to road racing of any flying-field circuit.

The genuine "short circuit," which is rapidly calling for a special motor-cycle for each meeting, is very popular, and Cadwell Park, the most well-established of the present day, still caters for all classes and absolutely first-class meetings are held there regularly throughout the season. In Brands Hatch, in Kent, is the Southern counterpart of the Lincolnshire track and these two between them will keep the "ear-ole" boys very busy indeed, and if at any time they need a change there are the meetings held by the Waterloo Club at Altcar Rifle Range, and the Wyle Valley Camp meetings. With the rather out-of-the-way circuit at Eppynt, in Wales, holding meetings, the road-racing lads certainly cannot complain of having nowhere to race. While there is an abundance of beginners' tracks, it is a pity that there is no really first-class circuit of Grand Prix length on which the top flight riders can show their skill, both solo and sidecar. Continental countries have all got one big advantage over this country when it comes to road racing, an advantage which most people in this country would like but are too old-fashioned to make provision for, and that is that the Continentals hold their road races on the road!

TWO NEW AWARDS

Two new trophies will be contested in 1950—the Sir Malcolm Campbell Trophy and the Fred Craner Memorial Trophy. The former will be awarded to the British competitor making the most outstanding performance in a British car in any of the 1950 competition events. The latter will be awarded to the British competitor, in a British car, who is placed highest of the finishers in this year's British Grand Prix.

LETTERS from READERS

A GENEROUS OFFER

Sir,

On behalf of the Officer Commanding, I am writing to offer the services of the Squadron to any club who may require Communications or Marshals for any event that they may be running in the Home Counties.

We are able to supply telephones, lines or radio links and operators covering an area up to four miles.

As a unit, we have many enthusiasts both on two and four wheels amongst the men and women who comprise the Squadron. Some of us have competition experience and know how difficult it is to establish efficient communications during a meeting; therefore, we feel that, whilst not only helping any club who would like to take advantage of our services, it is also giving members of the Squadron a more interesting and practical experience of "live" communications.

We have already been in touch with the R.A.C., suggesting that they may like to place this information before the secretaries of any motor or motor cycle club who, if interested, should contact the :—

Officer Commanding,
23 Squadron,
11 A.A. (M) Signal Regt. T.A.
206, Brompton Road,
London, S.W.1,

when he will be pleased to discuss any ideas that they may have with them.

I am, Yours, etc.
D. B. CALLOW.

* * *

MONTE CARLO ROAD

Sir,

In his absorbing article on "The Monte Carlo Road," "Baladeur" refers to the "puzzling" route taken by Jarrott and his successors after Melun. Perhaps I can throw a little light on this.

In the Automobile Handbook of the A.C.G.B.I. for 1906, the itinerary given from Paris to the south of France gives the road *via* Tonnerre, Dijon and Beaune, and there is a note at the heading of the route as follows :—

"This is the best winter route. During the spring and summer months it is not necessary to touch Dijon, as there is a good route from Sens to Chalon-sur-Saone, *via* Auxerre and Avallon, thus a corner can be cut off, but it is hilly between the latter town and Chalon, and there is a danger of snow during the winter."

Perhaps it was a wintry April in 1906 and Jarrott was playing safe!

I am, Yours, etc.,
Cobham. STANLEY SEDGWICK.

* * *

"IN MINIATURE"

Sir,

Your short article "In Miniature" prompts me to write to you about my collection of "Vintage" miniature cars which includes several of those mentioned by you.

At the time of its glory, this collection included a 1924 11.9-h.p. Citroën tourer, a 1926 11.9-h.p. (with ½ ellipties in front) and working headlights, a 1924 7.5-h.p. Citroën, a 1928 B.14 Citroën saloon with headlights, a driver's door which opened, and front bucket seats with tilting back, a 1928 B.15 Pick-up, a 1929 six-cylinder Citroën chassis with electric-motor, forward and reverse gear controlled by the central gear-lever, and driving through the propeller shaft with rubber universals, and Marchal headlights, the Delage saloon with searchlight, and, of course, the P2 Alfa-Romeo. The Delage, by the way, is not exactly true to pattern; my brother had a Panhard and there was also a similar Voisin, all differing by the radiator and bonnet only, but the clockwork engine was in front, driving through a propeller shaft and a front-and-reverse bevel gear, controlled by an inside gear lever. The rear end featured working swing axles.

Made by the same makers as the Alfa, there was also a similar-sized 1½-litre G.P. Delage which had remote steering by a second steering wheel driving through a cable similar to a small speedometer drive.

I still have most of these cars; the Alfa-Romeo still in showroom condition and the 7.5-h.p. Citroën, which has a "very high mileage" to its credit, but has been repainted, occupy a place of honour in my study. The 1928 Citroën saloon has been completely reconditioned, even to the headlights, and is now regularly used by my elder daughter, as well as the Pick-up which is very useful because it will carry about six dolls. The Delage is used by my younger daughter, but is due for reconditioning soon.

After 3½ years of real pleasure with my 2 LTS Ballot, I have had to sell it in order to buy my father's 1939 2½-litre Jaguar (he has bought a Mk. V) and my 65,000 miles plus 350 Triumph motor-cycle has been replaced by a 500 A.J.S. springer. The Ballot is in good hands.

I am, Yours, etc.,
Brussels. PAUL FRERE.

* * *

FUEL FOR THE "HOT-ROD" CONTROVERSY

Sir,

My December issue of MOTOR SPORT (which is, in my opinion, one of the world's most interesting motor magazines) has just reached me up near the top of the world.

However, I think your article, "This Hod-Rod Business," takes a rather patronising tone, and exhibits too little credulity and understanding. People who should know tell me that the speeds claimed are checked with electric timing devices, and so optimistic speedometers do not influence the figures.

In your last sentence you note that "hot rods" "idle rough." This is largely because of valve overlap and a lot of carburetters. The car is designed to go fast in high gear for a short distance—and that's about all—and that is why those high speeds are possible. To compare a "hot rod" with a Super Sports Jaguar is about as fair as comparing a Humber Super Snipe with an o.h.v. Cadillac—you can spend almost as much on a "hot rod" as the cost of a Jaguar, and the rest of the inference is pretty obvious.

With all its faults and shortcomings, the "hot rod" has injected a little life into motor sport in the U.S.A., and on that score alone deserves great credit. And if some of the pictures and descriptions of British trials specials can be believed, England seems to have her own breed of "hot rod."

You mention in the article that the crankshaft can be stroked by "grinding or milling," but unless there is a national difference in terminology, you surely intended "grinding or turning"?

Incidentally, I believe most of these 140 m.p.h. runs are made without generator, fan, flywheel and on highly doped fuels—imagine the speed of the Jaguar XK120 if you made all the modifications which would suit it solely to go fast in a level straight line, and then perhaps you won't find "hot-rod" speeds so fantastic.

By the way, I have a "hot rod" of sorts which I drove up to Alaska through Canada towing a 24-foot house-trailer—but I wish I had a Jaguar!

Specification of my 1932 Ford "three-window" coupé :—

Engine.—Stock Mercury, 1947, with 0.050 in. off the heads and using Zephyr valve springs.
Gearbox.—Stock Lincoln Zephyr, 1939.
Rear axle.—Modified Ford, 1936, with 3.78-to-1 ratio.
Brakes.—Stock Ford, 1941, hydraulic.
Silencers.—Twin straight-through.
Shock-absorbers. — Eight direct-acting "aeroplane type," mounted in pairs.
Steering.—1928 Franklin.

I am, Yours, etc.,
DAVID LEIGH CLIFF.

Alaska.

Sir,

After reading your article on "Hot-Rods" in the December issue, it sounds as if you do not have all the facts as they exist here in Southern California, U.S.A., at present.

First, I should like to comment on your reference to "California Bill's" book as being one book every "hot-rod" builder should read. This, it seems, is a trifle wrong, as far as we the actual members of the Southern California Timing Association are concerned. We have given Mr. Fisher the title of "Windy Jim." He certainly is no expert on our type engines.

As for his reference to Barney Navarro's 139-m.p.h. blown V8, it is not a 239 cu. in. V8, but a sleeved, under-stroked, 187 in. V8 engine, which rarely gets in the first three positions against these puny s.v. V8 Mercurys of 248 cu. in. capacity.

We have our classes based on the following scale :

Class A : 0–187 cu. in.
Class B : 187–250 cu. in.
Class C : 250–350 cu. in.
Class D : 350 cu. in. and over.

Body styles are roadsters and streamliners. Only American production engines can be used.

When you supercharge you merely move up one class on the scale. All double overhead-valve heads also move up one class on the scale.

All roadsters must have American production-built bodies. Most popular are 1925-1927 Model-T Ford bodies unaltered in height, width, or contour, so one must carry full frontal area in regard to body height and width.

A streamliner can be any type body you want to build. This is the class in which Xydias and Bachelor attained 193 m.p.h. one way, and 189 m.p.h. two-way average with a Class C Mercury engine, 296 cu. in. I can assure you their speed is as accurately timed as Cobb's or Campbell's runs, or anyone who has run here or abroad. We always get our times to the hundredth, or, if desired, we can get them in the thousandths just as easy, as our timer is equipped to do so.

I would like to give you our latest record for our Class C roadster, which averaged 152.62 m.p.h. two-way run. This car used a 1937 Ford running gear, wheel-tread and wheelbase, with a 1927 Ford roadster body with the engine in the rear. This same car attained 156 m.p.h. run one way. This should prove that even our roadsters with uncovered wheels and full-size bodies actually do better than 150 m.p.h.

In answer to your question regarding a Jaguar 120 Super Sports, let's place it in our engine and body scale, with 220 cu. in., double over-head valves, and full wheel-covered body. This means that it must clock 130 m.p.h. to qualify for points from 1-10.

At our last lake meet our speeds were timed on a 1¼-mile loose surface, 3,000-ft. elevation course, and were as follows:

Xydias and Bachelor: 182 m.p.h. (Mercury).

Howard Johansen: 167 m.p.h. (Mercury engine).

Earl Evans: 163 m.p.h. (Mercury engine).

Consequently, the Jaguar, at 130 m.p.h., would not gain a trophy, which is all we ever win.

Furthermore, let us look at the approximate cost to attain these speeds. As a "hot-rod" engine builder I can quote you accurate information on this subject as I have built countless hundreds of such engines in my shop. For instance, if a customer brings me a bare 59A Mercury block, I will turn out a complete engine, 274 to 296 cu. in., for the small fee of $750.00. This engine will develop 206 h.p. on the 274 cu. in. set-up, or 215-plus h.p. on the 296 cu. in. set-up, when using methanol fuel. Adding this to a chassis, costing at the most $500.00 to $700.00, one finds for an investment of $1,400.00 he is assured of 150 m.p.h.

I know you will think I am bragging, but I assure you I am not alone in this field and our figures all add up very close when considering the fact that we test our units on five different dynamometers, all of reputable makes.

There is the argument that the Jaguar is built for the road. This we are well aware of, but I should like to give you our counterpart, the 1929 Ford roadster, minus fenders and equipped with a 258 cu. in. Mercury engine, with a full transmission, clutch, radiator, and licensed for road use. This roadster holds our road car record of 138.42 m.p.h. two-way run, and 144 m.p.h. one-way run, weighing 2,300 lb., with fuel and water, and costing exactly $500.00 complete to build. With cars like this, why should we worry about cars like the Jaguar 120? We are interested in only one thing, and that is speed and performance with reasonable handling qualities.

In your article you made reference to a 1932 Ford coupé doing 120 m.p.h. I would like to give you our latest figures on a 1932 Ford coupé, absolutely standard body, chassis, etc., minus fenders, which attained a 134-m.p.h. one-way run and an average of 129 m.p.h. Yes, with a 296 cu. in. Mercury engine and a L-head, of course.

Another outstanding example is a 1936 Ford coupé, exactly as sold in showrooms, which attained 128 m.p.h. average with a 296 cu. in. engine.

I think the American "hot-rod" has done a marvellous job of reshaping a Mercury Ford power plant into a mighty fine package of horsepower at a reasonable price, so everyone with a few dollars can enjoy real speed with safety.

The "hot-rod" movement started in 1930 at 90 m.p.h., and in 19 years has jumped 100 m.p.h. Not bad for a group of youngsters trying to improve the sport of auto racing, and elevating it in the eyes of the public on a plane the average man understands—the advancement of American automotive production engines akin to the one he drives every day of the year.

I am, Yours, etc.,
NELSON S. TAYLOR.

Whittier, California.

[We cleared up some of these points in a further article published in the last issue.—ED.]

Sir,

The February issue of your very fine magazine just arrived, along with the many other European racing and motoring periodicals that I subscribe to. As a motor enthusiast of many years' standing and an owner of one of your fine English cars, I welcome each issue and read it from cover to cover. My only finding of a fault is in your cover, that is the same with each issue, which makes it difficult to readily find back issues. However, this is of a personal nature and may not be true with the balance of your readers. At any rate I do want to compliment you on a fine job done on behalf of the Sport throughout the world.

As a resident of California I was particularly interested in the recent article you did on "California Bill" and the "hod rod" situation. I was moved by your article and had intended writing you a reply as I felt you were touching upon a subject without sufficient knowledge and using a publication to quote from that is obsolete and controversial.

However, since I have a feeling of trying to further international relations rather than strain them, I refrained from further comment in print on "Hot Rods." When the February issue arrived and you had the letter from Mr. Akton Miller in print, I felt the cause had been vindicated. Having taken my "Hot Rod" some 700 miles to be timed by the Southern California Timing Association, I am familiar with Mr. Miller and his reputation. I am also familiar with Mr. Crocker, who builds this timing equipment, and his reputation. I know that he has improved on his accuracy since 1947, when I was timed, and I know at that time it was within 1/1000th of a second.

Now to the punch line. After reading Akton Miller's fine explanation of the timing you still make a disparaging remark at the foot as to the accuracy of the measurement of the course. Frankly this burns me up and shows narrow-mindedness somewhere in the structure of your organisation. Let's get on the ball and give credit where credit is due. I would suggest that the next time a British enthusiast is in the vicinity that he attend an S.C.T.A. timing meeting and see it in the flesh, then perhaps when he returns to England you will believe him.

I am, Yours, etc.,
N. C. MILNE.

California, U.S.A.

[But why not let the A.A.A. sign the timekeeper's sheets, just to satisfy everyone?—ED.]

* * *

RILEY ECONOMY

Sir,

In reply to J. F. Scott's inquiry in your February issue, I can give some details of my Riley which may be of interest.

I have a 1933 9-h.p. Lynx, with twin exhaust cams and twin Zenith carburetters. Dixon-type h.c. pistons are fitted but for everyday use I have an extra $\frac{1}{16}$-in. thick gasket round the head, making the c.r. about 6-to-1. A Vertex magneto supplies the sparks, otherwise the car is standard.

When I decided to try for improved m.p.g. I fitted leaner jets, increased the spark gap to 0.036 in., and increased tyre pressure to 34 lb./sq. in. with narrow diameter tyres (4.50–18). The engine was given a Redex overhaul of my own, inductions tapped and an old R.A.F. Mk. 13 altimeter converted and fitted as a "boost gauge." This instrument is extremely sensitive to the slightest throttle changes and indicates very positively economical cruising revs.

With normal town and country driving the average increased to 37.8 m.p.g., taken over 10 gallons with two up, and still allowing 35-38 m.p.h. average.

At peak revs. I can still get a timed 29 m.p.h.in second and 52 m.p.h. in third, but the top-gear performance has suffered somewhat and 65 m.p.h. is now difficult to attain. Gear ratios (manual box) are 20.37, 13.13, 7.67 and 5.25-to-1. The manual timing is varied constantly during running, which makes a great difference. Lintox long-reach plugs are used.

I tried a spell of careful running to better 40 m.p.g., having a theory that carefully tuned twin carburetters can be as economical as one, but over 10 gallons I averaged only 37.6 m.p.g.—why, I know not.

With this aim, new (and badly needed) plugs will be fitted, the gap increased once more to 0.038 in. or 0.040 in. if the magneto will take it, and if I can better 40 m.p.g. it will be with much more lively performance than a single carburetter will give.

Overall weight is over 21 cwt. and the economical cruise mentioned is at about 11,000-14,000 ft. on the "altimeter" (I think this is about —12 lb./sq. in.

manifold pressure but have been too lazy to re-calibrate the dial).

There is unfortunately no fitting for a rev.-counter but by my calculations these figures (over 50 m.p.h. in third) approach the 5,000 r.p.m. mark, oil pressure being 80 lb./sq. in. (hot), for which credit must go to a previous owner who overhauled the engine most efficiently.

As a matter of interest I was surprised to note that in this condition, climbing not too steep gradients at about 45 m.p.h. the engine runs cooler hauling its head off in third, than in top, readings being about 98 deg. C. in top and 92-93 deg. C. in third.

I am, Yours, etc.,
Loch Lomond. ALEX RICHARDSON.

Sir,

I have a 1933 Riley Nine Monaco saloon, weight without passengers, 22 cwt.; it has a "Special Series" engine and it appears to have two camshafts of the same type, presumably exhaust.

A year or so back I substituted for the Riley coil an Oil-Coil, but only recently paid attention to petrol consumption. Since this coil has been fitted I have adjusted the plug points to 4/100th gap (rather greater than the makers now advise), and found that I could screw up the adjusting nuts under the two S.U. carburetters as far as they would go. This adjustment, using "D/1" needles (as supplied with the car), gave me 42 m.p.g., with two people in the car; with four people the m.p.g. was about 36. These figures apply to long non-stop runs in flat and slightly undulating country, and the speed was about 30 m.p.h. With this very weak mixture the engine stopped at low engine speeds unless I pulled out the strangler, or jet-lowering device, and having become a little tired of this engine stalling, I have now inserted two "P.J." needles, which give a richer mixture at small throttle openings. I cannot yet state what mileage they will give me. Compression ratio, according to the instruction book, is 6-to-1.

The secret of economical running is in my opinion the large plug gaps. I may say I have no interest in the Oil-Coil other than as a very satisfied user.

I am, Yours, etc.,
B. WAGENRIEDER.
London, E.4.

Sir,

The enclosed photograph [not reproduced—ED.] of my 1931 Riley Nine saloon may be of interest. This car is very near vintage, being registered in January, 1931. Since I bought her new, this Riley has been in constant use, except when the Labour Government banned motoring. At 85,000 miles the engine was thoroughly overhauled, and the *only* replacements have been brake linings, brake cables, and one master-leaf of rear springs. I have been offered very high prices, but do not intend to part. The glass has to be renewed this year, but the fabric and cellulose are as good as new.

When one compares this type of car with the modern "tin bulldozers" one wonders where the motor car is going today. The original valves, guides and valve springs are still in use. She still does an honest 40 m.p.g. and is really silent, no rattles; the doors fit as well as when new. There is a lot to praise in a Weymann body.

In a car-park the Riley stands out amongst the tinware as an honest, good motor car.

I am, Yours, etc.,
Sheringham. RALPH NEVILLE.

* * *

RILEY SALOONS AT SILVERSTONE

Sir,

I feel compelled to reply to Major E. O. Wanliss' comparison between the Jowett and the 2½-litre Riley saloon in MOTOR SPORT, March, 1950.

I have heard a rumour to the effect that in the Silverstone Production Car Race the Rileys were driven below their maximum, on instructions, in an attempt to secure the Team Prize. I realise that such a suggestion is very much open to doubt, and I see no advantage in the application of such a method. I am, personally, however, inclined to believe that something of this nature occurred, as I see no other explanation of the fact that during practice the Rileys were consistently lapping at speeds of 74 and 75 m.p.h., nearly 10 m.p.h. faster than in the race itself.

I can also speak from personal experience of both the Jowett Javelin and the 2½-litre Riley, although my experience of the latter has been confined to the original 90 b.h.p. model, as against the 100 b.h.p. now available, as run at Silverstone. In my opinion, there is absolutely no comparison on sheer performance, the Riley being within 5 m.p.h. as fast in third as the Javelin is in top; taking official acceleration figures, the former can attain about 73 m.p.h. from rest in the same time as the latter requires to reach 60 m.p.h. from rest. There is also a difference of 20 m.p.h. in the maximum speeds.

The cornering power of the Riley has to be experienced to be believed, whereas the Javelin, in my opinion, has a slight degree of roll, due to its softer-type springing.

I actually own neither of the types of car under discussion, although having had considerable experience of both, and I therefore have no axe to grind. I entirely agree that, taking the Silverstone Production Car Race as a basis, the comparison made by Major Wanliss seems reasonable, but I am convinced that the actual difference in performance is much greater than this indicates, and tends to give readers a wrong impression of the performance of the Riley, which can, I believe, be overtaken by only one other production saloon being made in England in reasonable quantities, and only equalled by about four or five others.

I feel that Major Wanliss would be the first to agree with me, after personal experience of both types consecutively. In its own class the 1½-litre Jowett is undoubtedly the liveliest saloon I have driven.

In closing, I would like to say that I actually witnessed the Silverstone Production Car Race, and I saw no sign whatever of smoke coming from the bonnet of the Riley which retired; and I understand that the official version of the cause of the retirement was that the bolt threads sheared on one of the road wheels.

As to the stamina of these cars, I have in mind the 94 miles recently covered in one hour by a production saloon, with no apparent ill effects.

I am, Yours, etc.,
Birstall. C. R. WARD.

* * *

AMERICAN OPINION ON THE NEW "TD" M.G. MIDGET

Sir,

The introduction of the TD-model M.G. will, no doubt, be the cause of much comment. Permit me to be one of the first to air my views. I have not yet had the opportunity to drive the "TD," but gave the car a fairly thorough examination.

The gleam that always comes to my eyes when I see a thoroughbred car did not appear when I viewed the TD-model M.G. No doubt certain aspects, such as steering and suspension, have been improved. However, I can't help feeling that the new model is less of a sports car than the "TC" was. The spare wheel is held in place by means of a steel tubing structure that would do honour to a 2-ton truck. The steering wheel has lost its quality look. Gone are the excellent centre-lock wheels. The new bolt-on disc wheels give the car a mass-production look. The smaller diameter wheels adversely affect the proportions of the automobile. My first impression was that a very nice little sports car has ceased to exist.

The American enthusiast wants a car that both handles and looks like a sports car. The "TC" M.G. has proven that there is a definite market for such a car in this country. The "TD," while it may have superior performance, has certainly lost its looks.

In order not to end this letter on a sour note, permit me to congratulate you on the excellence of your magazine.

I am, Yours, etc.,
ERNEST A. WEIL,
Motor Sports Club of America.
New York.

* * *

RALLY GASTRONOMIQUE

Sir,

I think you will be interested to hear that the Club des Sans Club, in association with the Automobile Club de L'Ouest, have organised a Rally Gastronomique 1950, to commence at Dijon on June 9th. The Rally is to be of a sporting-social nature, and prizes totalling one million francs will be offered to the winners of different competitions.

British competitors will motor from London to Dover and embark for Calais. From there the route runs to Dijon and *via* Vichy to Bordeaux. From here *via* Cognac to Le Mans, where the Rally participants will be given the opportunity of witnessing the famous 24-hour race.

At all official stops along the route, receptions, banquets and special festivities have been organised by the local committees of the Champagne, Cognac and Bordeaux provinces.

Entrance fee for the Rally is £10 per car and participants will receive the official rules and regulations, a full descriptive brochure of the tour, maps, car plates and details of ferry arrangements, etc. Invitations to the receptions and banquets are also included in this fee.

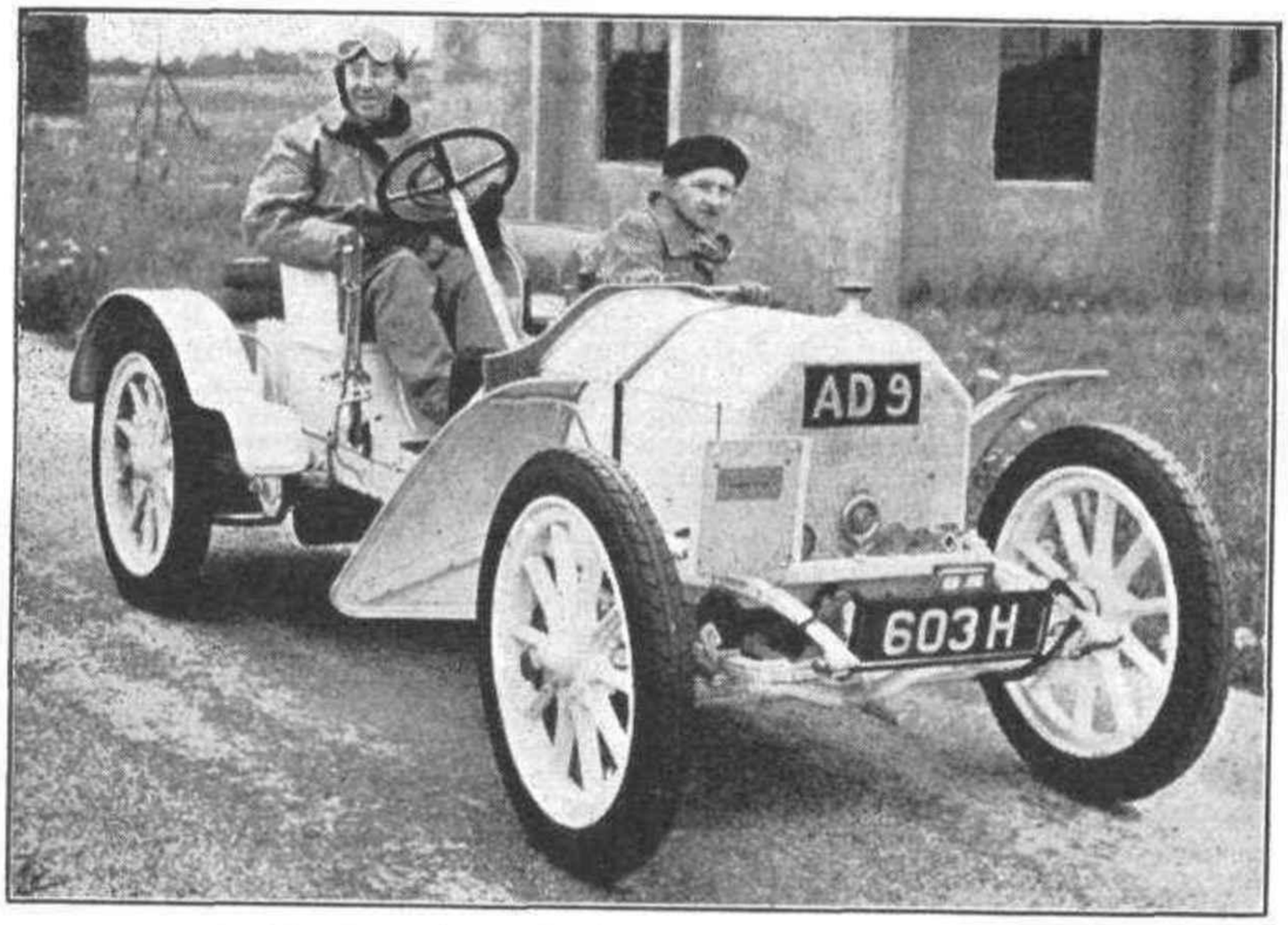
Bookings can be accepted by any of the recognised Automobile Clubs or Travel Agencies. Alternatively through the Head Office of Rally Gastronomique 1950 at 22, Great James Street, Holborn, W.C.1.

Press hand-outs will be made available at regular intervals, and in view of the attraction of the Rally to the large number of British motorists who will be travelling to the Continent this season, I do hope you will be able to find space to publicise these details.

I should, of course, be pleased to supply you with any further information you may require, at all times.

I am, Yours, etc.,
RALLY GASTRONOMIQUE 1950
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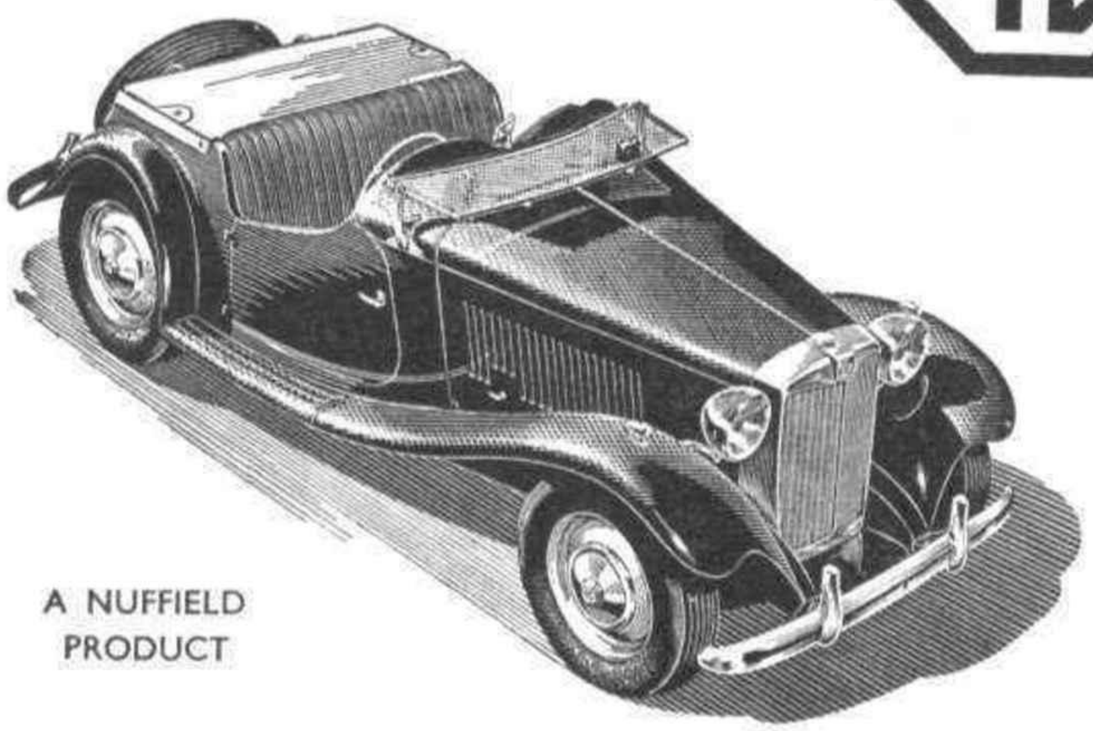
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FOR SALE

1½-LITRE RILEY crankshaft, 1937, reground Riley limits, unused, £10; set Martlet pistons 8.5 to 1 compression ratio +010; run 100 miles only, £6; oil pump, O.K., £1. All carriage extra. Garlick, 16, Lupton Street, London, N.W.5. Tel.: Gulliver 3067. [1

AUSTRO-SUNBEAM 2-seater in sound condition throughout; £10 a year tax. £250 or offers. Talbot 105, needs engine overhaul. £100. Muntz, 28, Rodney Court, Hatfield. [2

"30/98" VAUXHALL OE. Complete rebuild. Close ratio gearbox. Downdraught carburetter; alternately twin S.U.s; 600 by 19 back tyres as new. Good brakes. £200. Taylor, 3, Collingham Gardens, S.W.5. Tel.: Frobisher 5305. [3

£90. RILEY NINE, open 4-seater. Re-registered 1947, £5 tax. Electric petrol pump, very well shod, engine good, body very sound. View after March 3rd. 15, Braunstone Gate, Leicester. [4

J2 REBUILT 1946, and finished in cream with red interior. £165, or would exchange 4-seater tourer. Tel.: Sloane 8085. [5

"500" SPECIAL. Absolutely complete, less Triumph engine. F.I.A.T. i.f.s., i.r.s. Lockheeds, Luvax, Triumph gearbox. New tyres. Full alloy body. Licensed road use. Perfect condition. £250. Mackay, High Thatch, Chalkhouse Green, near Reading, Oxon. Tel.: Kidmore End 2169. [6

1929 VAUXHALL "20/60" Six-Super. £60 or near offer. 59a, Fyfield Road, Walthamstow, London. Tel.: Larkswood 5460. [9

"PA" 4-SEATER BODY, complete with wings, doors, tank, windscreen and hood. £7 10s. 34, Avalon Road, Ealing, Middlesex. [10

ALVIS "12/50" BIG PORT "BEETLEBACK." Three new tyres, new valves and king-pins; spare engine, gearbox and radiator. £75. 31, Corfton Road, Ealing. [12

LEA-FRANCIS, 1931, "12/40" 2-seater. Good condition, taxed. £95, or exchange open-sports and cash. Tuffin, 4, Station Road, Alvechurch, Birmingham. [13

FORD V8 81A SERIES. Two "Twolite" headlamp glasses, complete with reflectors, 6 volt preset bulbs. Offers. Thomas, 6, Eslington Terrace, Jesmond, Newcastle-upon-Tyne, 2. [15

B.M.W. 1½-LITRE ENGINE with Bosche vertical magneto, dynamo, starter, manifolds, carburetter, filters. Unused. £45. Pether, 119, Shelford Road, Radcliffe-on-Trent, Nottingham. [16

PAIR LUCAS P.100 HEADLAMPS. New. £30. Pair high frequency horns. 30s. Windtone ditto. £2. 12 volt trafficators, new, £1, or exchange the lot for small chassis complete with engine and wheels. Box No. 152, MOTOR SPORT, 15, City Road, E.C.1. [17

FOR SALE—*continued*

MORGAN "4/4," 1939 model 2-seater sports, 1,098 c.c. Fitted 1949 front axle and suspension unit. £81 engine rebuild 3,000 miles ago. Strengthened clutch, resprayed blue/cream last August. Tyres, hood, sidescreens, upholstery and engine accessories in first class condition; 35 m.p.g., maximum speed 75/80 m.p.h. £325, or offers invited. Macklin, Mudeford Gravel Co., Ltd., Bure Lane, Mudeford, Christchurch, Hants. Tel.: Highcliffe 16. [18

CHASSIS FRAME, front axle, rear springs, prop. shaft, gearbox, clutch and housing, radiator, steering column for 1933 12-h.p. M.G. Good condition. Box No. 153, MOTOR SPORT, 15, City Road, E.C.1. [19

INDEPENDENT FRONT SUSPENSION. Lancia Augusta front axle and 16 in. wheels, hydraulic brakes. Light weight, tremendous lock. Ideal for trials special. £8. Box No. 154, MOTOR SPORT, 15, City Road, E.C.1. [20

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RILEY "GAMECOCK" 2-seater, 1932. Exceptional condition, recently re-cellulosed, new tyres. £190. Box No. 156, MOTOR SPORT, 15, City Road, E.C.1. [23

BENTLEY, 1930, 4½-LITRE 4-SEATER TOURER. Completely overhauled 1949. An exceptionally fine example of this famous marque. Full history available. Owner now obliged to run family car and selling with regret, will co-operate in most detailed examination and trial. £550, or nearest offer. Brown, 42, Irvine Crescent, Bathgate, West Lothian. Tel.: Caldercruix 211 during business hours. [26

TALBOT "65," 14 H.P., 1930. Mechanically sound; complete engine overhaul 7,000 miles ago. What offers? 54, Byron Road, Wealdstone, Middlesex. Tel.: Harrow 6974. [27

FOR SALE—*continued*

2-LITRE LAGONDA, 1931. Open tourer in British racing-green. Good condition throughout. New hood and sidescreens. Any trial welcomed. Owner going abroad. £275. Lieut. R. F. Park, Fort Blockhouse, Gosport, Hants. Tel.: Gosport 8468. [28

M.G. "TC" SPARE WHEEL, new, £5. Runbaken Oil Coil, 12-v., new, 65s. Set of mohair seat covers for "TC," little used, 45s. Maynard, Cromer House, Morda Road, Oswestry, Salop. [29

M.G. MIDGET, 1930, 2-seater. Metal body in good condition. Engine complete but dismantled. Block just rebored, with new pistons, new main bearings, etc. Only requires assembling. £50. 72, Tetherdown, Muswell Hill, London, N.10. Tel.: Tudor 6607. [35

D.K.W. "SPECIAL" cabriolet, 1939 model. New gears, electrics. Engine rebored, etc. Very good tyres and bodywork. £225 or offer. 1, Hawkhurst Way, West Wickham, Kent. Tel.: Springpark 5558. [36

M.G. ENGINE and gearbox for "J2," 1934, complete with all accessories, small mileage since overhaul, £25. Also "J2" bonnet, £4; cycle-type wings, 10s. pair; steel sump for "TA" Midget, £3; several odd 19-in. tyres. Heinrich, 201, Streetsbrook Road, Shirley, Birmingham. [37

COMPLETE HOODS, frames, sidescreens, etc., made to suit any type of car. Harrison, White House, Farningham, Kent. [38

JEEP WILLYS, unregistered, like new, genuine 12,000 miles; just completely checked over; decarbonised. Five new tyres, new hood and battery, spotlamps and foglamp. £340. G. Schon, 13, Foster Road, W.4. Tel.: Chiswick 4737 (9-10 a.m., 6-7 p.m.). [39

£58—BARGAIN, must be sold.—1929 Mormon 22-h.p. straight-eight drophead coupé, with dickey; remarkable condition, good tyres, battery, hood, very good appearance. Real sporting car. G. Schon, 13, Foster Road, W.4. Tel.: Chiswick 4737 (9-10 a.m., 6-7 p.m.). [40

GENUINE VINTAGE F.I.A.T. open tourer, year 1927—Model 501, in superb condition. £125, or near offer. Box No. 160, MOTOR SPORT, 15, City Road, E.C.1. [41

CAMBRIDGE ENGINEERING OFFER the Austin Seven owner a complete spares and repair service, including new "Ulster" and "Nippy" parts. Four "Ulster" con.-rods; "Ulster" large-port cylinder block and pistons; "Brooklands" crankcase with rev.-counter and blower drives; reconditioned "Ulster" front axle unit with stubs, radius arms, wide drums; new spring steering wheels; few new sets sports timing wheels in c.i.; dropped axle and spring sets to undersling chassis; light 2-seater sports body shells; light aluminium wings; long brake levers for better braking; slab-type rear petrol tanks; plated quick-filler petrol caps; polished hub caps. Most listed new parts from stock for all standard models. 1932/33/36 reconditioned engines, exchange or sell. Four-speed remote gear control units. Stamped envelope, reply. Williams, Austin Seven Specialist, Cambridge Engineering, Cambridge Road, Kew Green, Surrey. Tel.: Richmond 2126. [42

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ASTON-MARTIN "LE MANS" 1½-LITRE—almost all engine parts for disposal. Box No. 163, MOTOR SPORT, 15, City Road, E.C.1. [52

1927 3-LITRE INVICTA coupé. Involved in recent smash; has damaged off-side wings and running-board, front axle badly damaged; remainder of car complete and in good order. Could be rebuilt, or would suit another 3-litre owner for spares. Write, please, to: G. Fisher, 51, Devon Road, Watford, Herts. [49

SHORT-CHASSIS FORD EIGHT sports special, rebuilt 1949. Two-seater, ash aluminium coach-works body. Reconditioned engine; new tyres, battery; 16-gall. rear tank; all road equipment; taxed. Terrific acceleration. Photos sent. Sacrifice, £99. 8, Fore Street, Eastcote, Pinner, Middlesex. [50

SCRAP LAMBDA sports, £10. 1921 B.S.A. 4¼-h.p. motor-cycle, £5. Belagg, Fenstanton, Huntingdon. [48

M.G. 1½-LITRE sports saloon. Black, red upholstery. Recent complete overhaul, including rebore, crank grind, valves, guides and springs, clutch, brakes, steering linkage, wheels, wheel bearings, dampers. Bodywork and trim in excellent condition. Registered Sept., 1940. £480 or offer. 11, Grovelands Avenue, Swindon, Wilts. [53

AUSTIN SEVEN REAR AXLE ASSEMBLY, complete with springs. Front axle assembly minus spring. Two or three 19-in. wheels with tyres and tubes. Steering column complete with wheel, etc. All surplus to requirements. 17, Manland Avenue, Cheadle Hulme, Cheshire. [56

£125—WOLSELEY HORNET Special 2/4-seater tourer. New brake and clutch linings, new timing chains, new hood and new plugs. Engine recently rebored. Tyres good. Upholstery needs attention. Tools, jack and trickle-charger. Petrol; taxed and insured till June. Owner going overseas. 15, Chesham Crescent, Anerley, London, S.E.20. [57

ASTON-MARTIN "ULSTER," LM20, 1935 team car. Rudge Cup winner. Le Mans 1,500-c.c. lap record holder. Engine chassis rebuilt 1948, small mileage since. Offered for sale as 2-litre team car recently acquired. Fisher, "Eversley," The Brampton, Newcastle, Staffs. [58

RILEY NINE, 1932. Complete chassis less body, with many additional spares. Low offer accepted for the whole. Useful for rebuild. Must be sold as space is urgently required. Can be towed away. Jeffery, Hunworth Rectory, Melton Constable, Norfolk. Tel.: Holt 3165. [60

1923 FORD "T" tourer, mechanical condition good; body rough; tyres good. Reconditioned starter, dynamo. New commutator, various spares, trembler coils, etc. J. Cash, "The Glen," Duffield, Derby. [61

SUNBEAM SIXTEEN, 1929, drophead coupé. Exchange for smaller, equally trustworthy car. Maiden, 10, Hesketh Drive, Southport. Tel.: 2540. [62

SUNBEAM DAWN, 12.8-H.P., 1935 saloon. Synchro-mesh gears; i.f.s. Taxed Dec. Price £175. Wright, 24, Swinburne Avenue, Broadstairs, or Tel.: London Wall 6010, ext. 121. [63

ROVER PILOT, 1932/3. Engine and gearbox, including manifolds; gearbox cover cracked. £10. Apply: Parrott, Tel.: Museum 4897. [64

ALVIS SPEED TWENTY, 1934, drophead coupé; 3,500 miles since rebore, respray and new hood. £295, or would consider exchange for pre-war Morris Eight saloon with cash adjustment. Dean, c/o Floods Cross, Compton, Newbury, Berks. [70

BODY COMPLETE, off 1947 Allard sports 2-seater. Touring and trials wings, spare wheel cover, luggage grid, etc. Requires respray but otherwise perfect. £65 or near offer. A. Rumfitt, c/o Raymond Way Motors Ltd., 773, High Road, Seven Kings, Essex. Tel.: Seven Kings 4066. [69

FOR SALE—*continued*

ALLARD "WORKS" 2-seater, Bugatti body, Mercury engine. Well-known car, CLK 5. Registered 1947. £650. Grimmer, 253, Barking Road, London, E.6. [66

TWO 7.50-16 MICHELIN TYRES. 500 miles only. £10 pair. Nicholl, School Road, Frampton Cotterell, Bristol. [67

£40—ANYONE WANTING to recondition a real vintage aristocrat should consider this: Panhard-Levassor famous "17/50" sleeve Six, 1930/31. Been standing but complete bar couple of instruments. English 2-seater body. Current petrol. Cost over £650. Barnes County Arms Garage, 343, Trinity Road, S.W.18. Tel.: Battersea 0509. (Also at Streatham.) [71

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ALVIS "TE 12/50." Shortened chassis. Engine recently reconditioned. Chromard liners; hydraulic brakes; six wheels, rebuilt and fitted new 16-in. rims, and new tyres and tubes; 4.3 and 4.7 axle ratios; twin Solex. 30-32 m.p.g. New king-pins and bushes. Numerous spares. A vintage car for the enthusiast. Taxed. £245. Invicta saloon, fitted Ford V8 30-h.p. engine; 22 m.p.g. Two unused spare tyres. A very fast car. Cost about £700. Offers around £300. Dan Morley, Mount Pleasant Corner, Cambridge. [73

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OFFERS PLEASE for eleven cells in two teak cases. Nife indestructible nickel-alkali batteries, charged, filled and in excellent condition. Wanted: aged Austin Seven, cheap; incomplete providing sound body. Write: Allen, 3, Upper Belgrave Street, London, S.W.1. [72

"PA" 2-SEATER M.G., excellent all-round condition; fitted radio. Exchange (owing to increase in family) for 4-seater sports or drophead—cash either way, or sell £260, or offer. Seen Cambridge or London. Cole, 6, Tendring House, Tulse Hill, S.W.2. [74

1934 SUNBEAM DAWN, aluminium body; i.f.s.; gearbox unserviceable; V8 engine and gearbox being fitted. Will sell separately. Offers and information: F/O Telfer, R.A.F., Colerne, Chippenham, Wilts. Tel.: Hawthorne 320. [76

"TA" M.G. Reconditioned Centric blower, special exhaust manifold, inlet manifold and transfer pipe with blow-off valve; copper water pipe; crankshaft pulley, jockey pulley; oil tank. £30 or offer. Hartridge, Grove House, Gerrards Cross. [77

"30/98" VAUXHALL "OE," 1927, green tourer, very clean. New hood, 6.50 by 18 tyres. Recent work carried out on engine, front springing, steering and clutch. Owner wishes to exchange for open 1½ or 2-litre, or would sell. Holmes, 8, Beechway, Twickenham. Tel.: Feltham 3521. [78

£150. M.G. 12-H.P. 1934/5 Coupé. New hood, springs, cables. Negligible oil, good tyres, excellent runner. £40 recently spent. Petrol, taxed, insurance if desired. Barn Cottage, Kenley, Surrey. Tel.: Uplands 8937. [80

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B.S.A. SCOUT 2-seater, 1936. Very comprehensive overhaul. Recellulosed, new battery, tyres. Twin S.U. carburetters. £235 or offer. Willis, Technical Staff Mess, R.A.E., Farnborough, Hants. [83

WOLSELEY HORNET o.h.c. 2-seater sports. Re-sprayed, re-bored. £95. Sinclair. Sompting Abbotts, Sompting, near Worthing, Sussex. [84

LANCIA ENGINE for sale, 16-h.p., seventh series, together with a four-speed gearbox. £40. Apply Queen Elizabeth Hotel, Chingford, London. Tel.: Silverthorn 1160. [86

1936 FRAZER-NASH-B.M.W. Type 319/45 Cabriolet (black). Reconditioned engine fitted 1947. Overhauled by A.F.N. 1949. New shock-absorbers, water thermometer, and Bristol-type oil pump fitted. Has just had top overhaul, new valve guides and springs. Present owner has spent £150 on this car in the past 18 months. £350 or near offer. Five Ways Garage (Norwich), Ltd. Tel.: Eaton 290. [87

LANCIA DILAMBDA 1934 saloon. Body rough, engine good. 18-in. servo brakes, five new Michelins. Excellent towing car, eligible "C" licence, £90. Spares for Specials. New special deep radiator twin pipe, suit V8 special, £7. Small ditto large header tank, £5. Lancia steering box and column, £3. Buick and Alvis ditto, £2 each. Racing body-work (Alta type) cowl, bonnet, scuttle and dash with hoops, tail, £15. Available shortly, Lancia i.f.s. assembly. Brooke, 4, Rossett Park Road, Harrogate. [88

MORGAN "4/4" black 2-seater, very good condition. £220. A. L. Lange, The Moat Farm, Peasenhall, Suffolk. [89

1936 FORD V8 drophead coupé. Exceptional condition. Private owner. Reconditioned engine 1949. New brakes, tyres and hood 1950. Fitted Tele-controls. Colour black, paintwork excellent. Full six months basic. Seen London. £250. 77, Inverness Terrace, W.2. Tel.: Bayswater 0993. [97

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MARSHALL SUPERCHARGER. Brand new, suitable for 1½-litre. £27 10s. Denhard, 30, Osbourne Avenue, Kings Langley, Herts. Tel.: Kings Langley 3151. [94

VERY ATTRACTIVE A.C. "16/6" 4-seater drophead coupé, grey with blue leather upholstery. Perfect condition throughout. £415. Seen London by appointment. Box No. 166, MOTOR SPORT, 15, City Road, E.C.1. [95

BENTLEY 3-LITRE spares for sale including chassis, radiator, gearbox, front axle, half-shaft, steering box, and many engine spares. Genuine private owner. Gumbley, Shrewley, near Warwick. Tel.: Claverdon 331. [96

ASTON-MARTIN 1½-LITRE 4-seater tourer. Re-registered in 1942. Recent overhaul, including reground crankshaft and new bearings, rebored and sleeved, new timing wheels and chain, new battery and two new tyres. Good hood and curtains, very smart appearance. £125, or exchange 1933 Riley Nine or any good vintage drophead coupé or saloon. Five 20-in. Mercédes-Benz wheels in good condition, also rear axle for Model-T Ford. Offers. J. J. Lott, Lyminge, Folkestone, Kent. Tel.: Lyminge 87292. [98

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1938 M.G. "TA" Trials Special. Innumerable extras, with supercharger. Four additional wheels giving alternative ratios. Excellent condition. £395. Full particulars from Tankard and Smith, Ltd., 226/232, High Road, N.15. [99a

ALVIS FIREFLY sports saloon, faultless and original throughout, taxed year, full basic, £265. Bugatti 2,300-c.c. eight-cylinder supercharged G.S. 4-seater, absolutely unmodified, polished axle and steering, full road equipment, superb specimen, £395. 1906 Cadillac 10-h.p. single-cylinder open tourer, quite perfect in all details, no alterations or modern fittings, complete with original handbook, stepney wheel, etc., body and chassis as new, a remarkable and reliable veteran, £250. Harmer and Scott, Ltd., North Walsham, Norfolk. Tel.: North Walsham 142. [100

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SPLIT-SECOND STOP WATCH Smith's, 1/100th sec., as new, also Scintilla Vertex N.V.4 magneto for sale or exchange. Wanted 12v. oil coil; 4.55 : 1 axle for 20-h.p. Alvis Silver Crest, engine and any spares. Box No. 167, MOTOR SPORT, 15, City Road, E.C.1. [103

LANCIA APRILIA. 1939. Silver grey, blue leather, mechanically excellent, latest modifications, body sound but some small dents, good cellulose. Opportunity for enthusiast. Seen Glasgow area. Bargain at £400. Box No. 168, MOTOR SPORT, 15, City Road, E.C.1. [104

LAGONDA 2-LITRE 12.8 Weymann saloon, 1932. Less than 1,000 since complete engine rebuild. Very fine condition. Sound reason for sale. Expert examination welcomed. £300. 5, Heronsgate, Station Road, Edgware. Tel.: 8453. [106

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RILEY GAMECOCK, fast, complete overhaul, 38 m.p.g., body perfect. £195. 198, London Road, Portsmouth. Tel.: Portsmouth 74800. [107

M.G. "PA" 8-H.P. 4-seater. £95 overhaul engine, transmission. Perfect condition. Taxed. Petrol from December. £250 or exchange motor-cycle. Box No. 169, MOTOR SPORT, 15, City Road, E.C.1. [108

ASTON-MARTIN INTERNATIONAL 1932. Perfect. Sale or exchange smaller car. "The Elms," Eastwood Road, Leigh-on-Sea, Essex. [110

RILEY NINE 1931 open tourer. Good tyres, battery, twin-carburetter engine, insured. £110. 7, Shirehall Close, Hendon. Tel.: Hendon 1603. [111

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NEAREST £60. 1930 RILEY NINE Monaco. Mechanically sound, new dynamo, magneto, crown wheel, well shod, weatherproof. £12 10s. 1930 Austin Seven engine, gearbox, dynamo and starter. G. Plumb, Queens Hotel, Herne Bay. [113

LAGONDA 1935 3½-litre sports saloon. Girling brakes, sun roof, hydraulic jacks, ride controls. £250 or near offer. Full petrol book. 28, Grove Hill Road, Tunbridge Wells. Tel.: Tunbridge Wells 1250. [114

JEEP. 1947. Extended station wagon body. Towing device fitted. 21,000 miles, very good condition. £260. Twitten Orchard, Nutbourne Common, Pulborough, Sussex. [121

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ARMSTRONG PRESELECTOR GEARBOX off 12-h.p. Armstrong. Offers. Walker, Abbey Gateway, Malvern. [115

M.G. "J2." Black, silver wheels, July 1933, smart, clean, reliable, good mats. £150. Catalogues required, Morris, Armstrong, Austin, 1922–40. Also few *Autocars, Motors.* The Cottage, Cockfosters, Herts. Tel.: Barnet 3087. [116

HORNET 1932 ENGINE. Complete with gearbox, remote control, Zenith, dynamo, starter. Also two similar engines and one gearbox dismantled for spares. £35. Dawson, 14, Leighton Crescent, N.W.5. Tel.: Terminus 4455 during business hours. [119

FRAZER-NASH Meadows 4ED short-chassis model. Excellent mechanically, body good, re-cellulosed green, new tyres. Taxed year. Original condition, outstanding performance. Box No. 171, MOTOR SPORT, 15, City Road, E.C.1. [120

1938 RILEY 16-H.P. Big Four Kestrel sports saloon. Complete factory rebuild at cost of £500 carried out April 1948. Bills available. Superb condition. Price £550. Clough, "Hazelhurst," Lowercroft Road, Bury, Lancs. [123

SINGER "LE MANS." 1935 9-h.p. tourer. Good running order and condition. £185. Tel.: Harrow 0049. [124

ALFA-ROMEO "22/90" black aluminium V.D.P.-type 4-seater. P.100's. Owner reluctantly obliged to buy smaller car, wishes to dispose this magnificent and reliable high-speed touring car at reasonable price to connoisseur. Offers to purchase or will consider thoroughbred 1½-litre in equally good condition for exchange. Box No. 174, MOTOR SPORT, 15, City Road, E.C.1. [126

WOLSELEY HORNET. 1933½. Two-door, sun-roof, upholstery, cellulose good. Mechanically excellent. £35 engine overhaul by owner (January 1950), bills, details available. £125. Tel.: Vig 2179 (Sutton, Surrey). [127

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F.I.A.T. 1,089-C.C. competition 2-seater. Second fastest class time Great Auclum Hill-climb 1949; third place Goodwood 1949 and numerous trials awards. Engine completely rebuilt, new Hardy-Spicer universals, almost new tyres, metal parts re-chromed, new hood, carpets, sidescreens, tonneau cover. Very clean, inexpensive, fast car for 1950 season. £325. Box No. 176, MOTOR SPORT, 15, City Road, E.C.1. [129

RILEY FOURTEEN, 1933 drophead coupé. Virtually rebuilt two years ago, splendid condition, fast, 25 m.p.g. Offers over £150. Consider exchange. Murland, "Bull," Woodbridge, Suffolk. [131

"12/50" VINTAGE ALVIS. big-port head, outside "Brooklands" exhaust, new 2-seater body, large boot/dickey 1948. Mechanical condition excellent, polished engine, hood and sidescreens as new, four excellent tyres. 30 m.p.g., oil pressure hot 18lb. £130. 107, Thorne Road, Doncaster. Tel.: Doncaster 3003. [132

1937 RILEY 1½ KESTREL SPRITE saloon (registered 2.12.36). Resprayed, engine resleeved, crank reground, mains and ends remetalled, water pump, dynamo, carburetters reconditioned. New battery, good tyres. £375. Riley service and repairs. Bell Garage, Rear 48, Bell Road, Hounslow. Tel.: Hounslow 3727. [133

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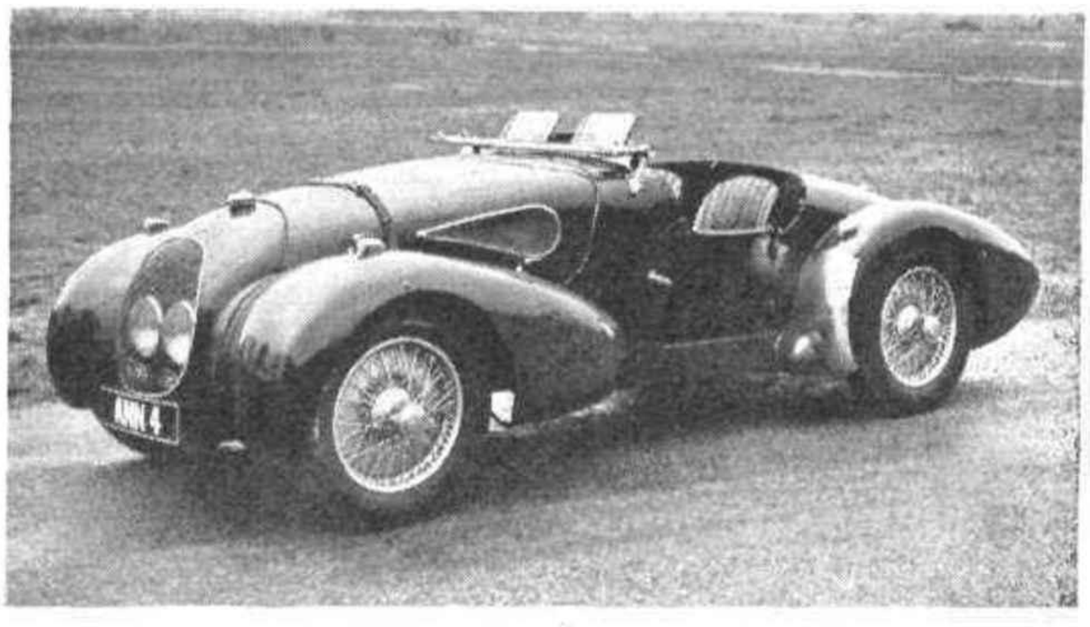
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"30/98" VAUXHALL OE type 1926 Velox 4-seater. Comparatively little used and in beautiful condition. *Full* basic. £275. Box No. 177, MOTOR SPORT, 15, City Road, E.C.1. [136

BENTLEY 3-LITRE Red Label Weymann saloon, 1927 model. Chassis 1583, engine 1588. Black fabric, very good, chrome radiator and stoneguard. Six good tyres, new battery, very good mechanically and just checked by Bentley expert. Full petrol, taxed year. Price £420 or near. 103, Kineton Green Road, Olton, Birmingham. [137

AMILCAR 4.5. No differential axle, with shortened and full-length prop.-shafts. Complete with three Rudge wheels. £8 or separate. H. Murray, "Waverley," Moss Lane, Lydiate, Liverpool. [138

ABL 962 "CREAM CRACKER" T-TYPE M.G. Ex-Crawford. Complete rebuild within last year, including resleeve to standard and all moving parts replaced. Resprayed original colours. New hood, screens, etc. Sets 16, 18 and 19 wheels with new tyres. Under 40,000 miles since new. Laid up war years. Best offer over £350. Exchange considered. 102, *Poverest Road, Orpington, Kent.* [139

£145 OR NEAR OFFER. TALBOT "90" 4-seater sports saloon. Engine just overhauled, new battery, three spare tyres and other accessories. Good coachwork. Basic petrol from November. Further details from Paine, Barbon, West Byfleet. [140

TALBOT 10-H.P. 1938, 4-seater sports. 32 m.p.g. New hood and tonneau, well shod, excellent condition. Taxed and coupons. £350. Tel.: Stourport-on-Severn 116. [141

1½-LITRE 1936 BRITISH SALMSON ENGINE. Twin o.h.c., with manifolds and dynamotor. Sound but needs rebore. £15. Gordon Maclean, Kingston Bagpuize, Abingdon, Berks. Tel.: *Longworth* 85. [144

S.S. TYRES, most sizes, new, used. 2-litre Lagonda axles. Silver Ghost spares. Headlamps: pair 10-in. chrome "Biflex" £5 10s.; 9½-in. Marchal, £5; C.A.V., 10-in., £4, all excellent. 12v. regulator, 25s. Bosch 12v. de-luxe horn, 30s. 12v. wipers, 15s. "12/40" Alvis instruction book, 12s. 6d. "12/50" spares list 10s. Humber coil i.f.s. assembly, £6 10s. Good 895 by 135 cover and tube, 30s. Anzani-A.C. radiator, 30s. Rich, Steelgreen, Millom, Cumberland. [146

FOR SALE—*continued*

FRAZER-NASH 14-H.P. Blackburn. Colmore late 1933. Engine recently completely rebuilt, body resprayed Napier green, new tyres, etc. An exceptional 'Nash in faultless condition with complete recorded life history. £325. Gordon Maclean, Kingston Bagpuize, Abingdon, Berks. Tel.: Longworth 85. [143

A.C. ENTHUSIASTS. £15, 1921 12-h.p. tourer. Will dismantle for spares or exchange. 45, Gledhow Wood Grove, Leeds, 8. [151

12-h.p. ARMSTRONG SIDDELEY, 1934, 4/5-seater drophead coupé; 1949, complete mechanical rebuild, 35 m.p.g., new tyres, hood, wireless, heater. Seat folds to form double bed. Continental touring fittings. Taxed. All coupons from January. £185. Details Jolly, Edmondsham, Wimborne, Dorset. Tel.: Cranborne 264. [152

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FRAZER-NASH VITESSE 2-seater 1½-litre Anzani, 37 m.p.g., outside exhausts, brakes, etc. Excellent condition. Photo available. £175. 25, Willmott Road, Four Oaks, Warwickshire. [155

FRAZER-NASH B.M.W. type 45 2-seater cabriolet, August, 1936. Whole car in splendid condition, black, maroon wheels, grey leather upholstery, very fast, any trial or examination. £365. Beechings, Ltd., *Farnborough*, Hants. *Tel.*: Farnborough 279. [156

1928 2-LITRE LAGONDA saloon. New battery. Four new tyres. Offers around £185. Whelan, Donum, Northway, Felpham, Sussex. [159

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AUSFORD 10-h.p., August, 1949. Mileage 1,500. *All new parts. Full equipment.* M.G. style body. Offers or exchange 3/4-seater. 11, Wickenby Drive, Sale, Cheshire. [158

BEAUTIFULLY PRESERVED 1926 Lagonda 2-litre tourer for sale. Write C. B. Lyster, 1, Scroope Terrace, Cambridge. [160

E.M.C. 350-c.c., 1948. Alloy hubs and guards, dual seat, extras. Immaculate. £125, or exchange sporty car. Shirbon, Kensington, Howden, East Yorkshire. [161

RILEY SPRITE, 1936; 1937 crossflow head. Repainted metallic grey. Whole car in very good condition. £625. Kay, 65, Castle Street, Luton. [163

RILEY NINE SPARES.—1928 to 1932. Cranks, rods, rocker boxes, heads, magnetos, manifolds, camshafts, oil pumps, five and six stud wheels 16 in., 18 in., 19 in. **New Replacement King Pins** and bushes. 1929 onwards, 36s. 6d. set. Gaskets, 15s. set. Valves, 6s. 9d. Guides, 3s. 3d. Carriage paid. **Riley Nine Special.** *As advertised last month* re-offered for sale, due to client being unable to complete. £140. **Welford Bros.,** Opal Street, Leicester. Tel.: Leicester 65903. [164

1929 INTERNATIONAL ASTON-MARTIN. Rebuilt, engine resleeved, body resprayed metallic blue; fittings rechromed. £300, or near. 317, Two-Mile Hill, Kingswood, Bristol. [167

BENTLEY HUB DRAWER and Hub cap spanner, new. £2 5s. 3-litre halfshafts, gearbox, prop shaft, universals, rear axle. Ford V8 saloon, overhauled, new tyres. £90. Box No. 181, MOTOR SPORT, 15, City Road, E.C.1. [169

ALVIS *16.9 three-point mounting* engine, composite, less accessories, £20. 1936 16.9 rear axle, complete, £15. 1929 Sunbeam 17-h.p. rear axle, complete, £15. Gearbox £7. Cylinder head £5. Crank £5. Rods 15s. each. Camshaft £2. Pair Talbot front hubs 42 K.O. complete with bearings and caps, £3. Pair Andre Telecontrol shocks, £3. Pair *Hartfords ex 4½ Lag.*, £3. Riley 12 crank £5, rods 15s., gears and U.J.s, timing cases, rockers, pumps etc. Flywheel clutch, complete, £3. Camshafts £2. Carriage extra. D. Bagshaw, The Green, Bath Street, Belgrave, Leicester. [170

£100. LAGONDA (December, 1930) 19-h.p. open touring car. Consider exchange with smaller vintage and cash. Talbot spares. Separate parts or complete chassis; 1931 14-h.p., every part except timing wheel and some body parts. Lee, 2, River Court, Taplow, Bucks. Tel.: Maidenhead 2713. [174

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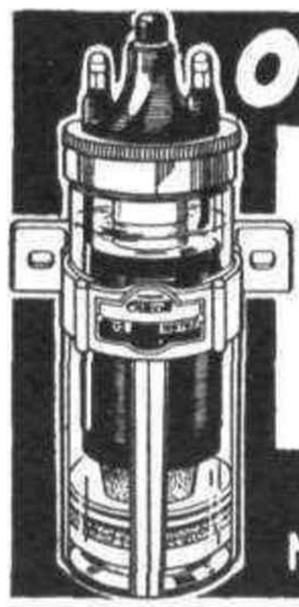
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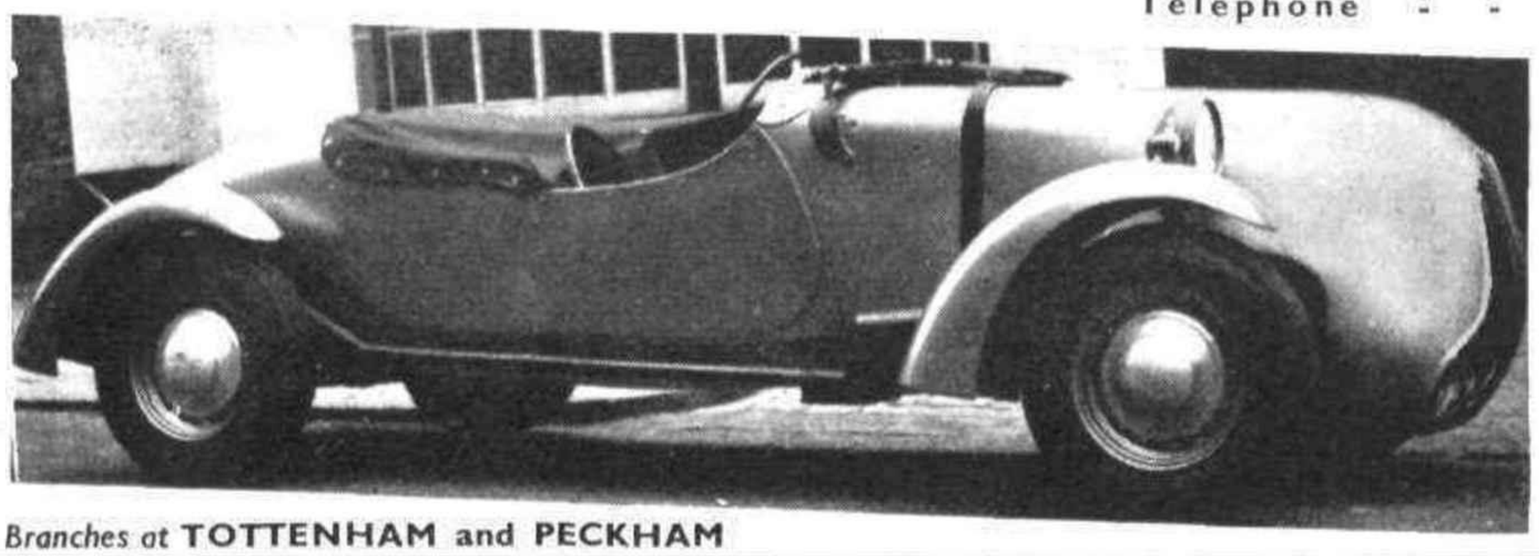
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£10. Magna " F " ENGINE (less manifolds, camshaft and cam gear). Complete E.N.V. gearbox. All sound. R. Wakley, 28, Redstone Park, Redhill, Surrey. [173

" 12/70 " ALVIS 4-seater. First registered 1938. Completely rebuilt 1947 at cost of £450. Superb condition. *495 guineas. Box No. 183, Motor* SPORT, 15, City Road, E.C.1. [175

HEADSCARVES ! Gaily colour-printed with leading British and Continental racing and sports-car motifs. Ideal sportswear for the girl enthusiast. 30s. each, post paid. Rich, Steelgreen, Millom, Cumberland. [176

1936-37 HILLMAN MINX de luxe saloon. Mechanically perfect. *Any trial. Would sell or exchange* open sports. Further particulars, write Box No. 184, MOTOR SPORT, 15, City Road, E.C.1. [177

£85. AUSTIN SEVEN special, with spare gearbox, steering column, radiator, axle and numerous parts. Guaranteed 60 m.p.h. Tyres excellent ; 40 m.p.g., good runner. Seen London. Petrol, insured. Haselden, 17, Templars Avenue, N.W.11. [184

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1928 SUNBEAM SIXTEEN Weymann saloon. *Fabric recently renewed. Mechanically good.* £110. Box No. 185, MOTOR SPORT, 15, City Road, E.C.1. [178

RILEY LYNX tourer " 12/6 " 1933 model, manual box. Extensively overhauled, crank reground, block rebored, 7.5 to 1 compression ratio, three S.U. carburetters. Brakes relined, body recellulosed ivory. Complete with good hood, sidescreens and tonneau cover. 80 m.p.h. plus. £195. Vickers, 54, Dean Road, Rhosnessney, Wrexham. [179

BENTLEY 3-LITRE, 1928, Red Label saloon. Superb condition, body new 1938. Full basic. Box No. 186, MOTOR SPORT, 15, City Road, E.C.1. [180

SILVER GHOST ROLLS-ROYCE. Utility. New body. £800 recently spent. Superb condition. Bargain. C. E. Moy, Saracens Garage, Ashford, Kent. Tel. : Ashford 63. [181

M.G. T TYPE 2-seater. Silver bodywork, green carpets and upholstery all immaculate. Newton shock-absorbers, new oversize tyres. Rebored recently (first time), new carburetters, engine perfect. Any trial, photos, everything in perfect condition. Maintained regardless of cost. £350, or nearest offer. Haselden, 17, Templars Avenue, N.W.11. [183

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£225. JENSEN-FORD V8 3,622 c.c., 4-seater sports tourer. Aluminium body by Jensen, recellulosed dark green. Engine, gearbox, steering, brakes, suspension reconditioned within last three months (bills available). Telecontrol shock-absorbers, remote control gearbox, twin exhaust system, four new tyres and battery ; 18-20 m.p.g., 0 to 50 m.p.h. in 10½ seconds. Excellent road-holding. D. Margulies, Flat " K," 59, Netherhall Gardens, London, N.W.3. Tel. : Hampstead 5732 (evenings). [208

£90. M.G. 8-h.p. M-TYPE 2-seater. Excellent engine. Body, tyres, etc., four-speed remote control. Car in sound condition throughout. Also crown wheel and pinion, new ratio 9 by 41, fit any T-type M.G. £9. Argent, Laindon Common, Billericay. [209

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MORRIS MINOR, 1929-34, but chiefly S.V. ; new and secondhand spares ; S.A.E.s, please. Hiller and Wrigley, 179, Pen Hill Road, Bexley, Kent. [214

1927 HUMBER EIGHT ENGINE. Overhauled, mains, ends, crank reground. Body good, all sidescreens, hood ropey. £50. Wood, 16, Church Street, Langford, Beds. [215

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F.I.A.T. 500 gearbox, distributor, S.U. carburetter, Lucas four-cylinder distributor. Upright 4 V.R.A. magneto (suitable Minx, etc.), six each ⅜, ⅝, ¼, 13/64, 7/32, 28, 20, H.S. drills. Offers. Box No. 190, MOTOR SPORT, 15, City Road, E.C.1. [220

INVICTA FOR SALE. Here is a really sound sports car at a sensible price. 1½-litre Invicta chassis fitted with a Rover Fourteen engine, clutch and gearbox. Small, attractive but stark 2-seater body, light sprint wings, good hood, etc., electrical equipment perfect. Genuine little car. Price £110. Peter Weaver, Melton Mowbray. Tel. : Melton Mowbray 533. [221

AUSTIN SEVEN TOURER, 1934. Body, tyres and mechanically sound throughout. £72. Nippy engine complete. Not run since reconditioned. £38. E. G. Smith, 20, Guildford Road, Horsham. [222

TWO, THREE OR FIVE M.G. competition wheels (6.00 by 16). Will exchange for standard wheels. Bickford, " Hellcote," Manor Road, Salisbury. [223

LAGONDA 3-LITRE, 1931. Engine, chassis and transmission in first-class condition. Fabric saloon, body poor. Major Peel, 26, Garden Street, Brompton, Chatham, Kent. [224

20-h.p. LAGONDA TOURER. Excellent condition. Very good engine, tyres, batteries and appearance. Green with red leather. Taxed. Insured. £365. Box No. 191, MOTOR SPORT, 15, City Road, E.C.1. [227

AUSTIN. Complete engine, rebored. New bearings, etc., with Ricardo head, Scintilla magneto, carburetter, starter, four-speed gearbox, speedo and drive, one spare head, one spare gearbox. Almost complete. £28, or offer. H. & B. Tools, 233, High Street, Watford, Herts. [228

B.M.W. TYPE 328 TWO-SEATER. In 100 per cent. mechanical condition and ready for either racing or fast touring. British racing green. £775. B.M.W. Type 329 drophead coupé. Occasional four. An enthusiast's car that has recently had £600 spent on a rebuild. Tuned, three carburetter engine, preselector gearbox, 2 I.S Lockheed brakes, long range petrol tanks, finished in metallic blue and black, new black hood, taxed. A bargain. £700. B.M.W. Type 329 drophead coupé. Full 4-seater. Both the body and chassis are in first-class condition. The car is fitted with a host of extras, and is finished in silver grey. £475. The above, and many others, can be seen at The Loughton Motor Co., Ltd., Goldings Hill, Loughton, Essex. Tel. : Loughton 3706. [229

ALLARD OPEN FOUR-SEATER, March, 1948. Mileage under 7,000. Almost as new. Fram, oil coil and 3.5 axle ratio. What offers ? Carmichael, 3, Sixth Avenue, Bridlington, Yorks. [230

AUSTIN 7-h.p., 1934, four-speed chassis. Reinforced frame, reconditioned suitable for special. £50. 355, Holyhead Road, Coventry. [231

CITROEN CYLINDER HEAD. 15-h.p. f.w.d. model. £5. Ace twin carburetters, almost unused, for Citroen. £18 10s. Bedford, 1936, 27-h.p. engine basically complete with reground unused crankshaft, new mains, big-ends, etc. Needs assembling. £16. Buyer collects. Also available for same, starter, dynamo, gearbox, etc. K. N. Rudd, Ivyarch Road, Worthing. Tel. : Worthing 4635. [232

VETERAN CROSSLEY. 1912, 5-seater tourer. Stored 30 years. Perfect condition, £110, or exchange. K. N. Rudd, Ivyarch Road, Worthing. Tel. : Worthing 4635. [233

INVICTA SPORTS TWO-SEATER 3-LITRE. Boat type body, cycle type detachable wings. Very good condition. £125. K. N. Rudd, Ivyarch Road, Worthing. Tel. : Worthing 4635. [233

LEA-FRANCIS, 1928, 12-h.p. SALOON. 70 m.p.h., 25 m.p.g. Engine and chassis in good condition, tyres fair. Electrics recently rewired throughout and dynamo reconditioned. Body interior very good, exterior a bit rough. Cheap for quick sale. Room wanted. Offers to : Turnbull, 30, Ashdon Road, Saffron Walden. [244



AUBURN

Supercharged straight-eight (1937) with overdrive. Recellulosed and rechromed as new. Engine reconditioned throughout in our own workshops. Unused last 4 years. All new tyres, battery, etc. Fully described elsewhere in this issue.

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1934 Riley Kestrel saloon, 12-h.p. Chromatic blue. **£175.**

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***Two-seater B.S.A., f.w.d.* £185.**

Hispano-Suiza chassis. Body missing from rear of seats. **£50.** First registered 1933.

Twenty miles from Exeter on the Plymouth road

FOR SALE—*continued*

CHASSIS No. 1906. ENGINE 1093. 3-litre Red Label Bentley. Metal V.D.P. 4-seater tourer. Reconditioned carburetters. Re-wired. Overhauled magnetos. A good average motor. £300. Owner bought blower 4½. Box No. 192, MOTOR SPORT, 15, City Road, E.C.1. [233

1933-34 M.G. MAGNA 12-h.p., 2/4-seater open sports. Completely reliable, atractive and economical. £138. Any trial London. Tel. : Victoria 0826 [235

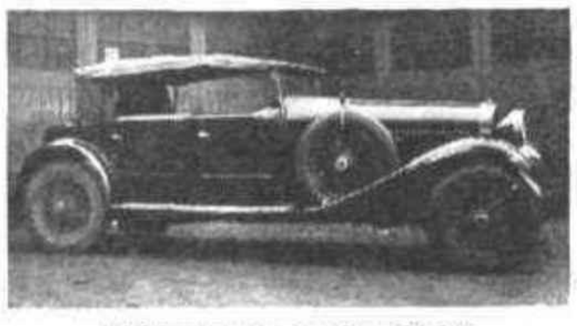
£55 OR OFFER. Sunbeam, 1929, 17-h.p. saloon. Excellent condition. Carpenter, Wellnigh, Woodmansterne Lane, Banstead, Surrey. Tel. : Burgh Heath 880. [236

ALVIS, 1933, " SPEED 20." U.D.P. tourer engine, just overhauled, new crankshaft, camshaft, clutch, new rings. Body and upholstery excellent. £205. Box No. 205, MOTOR SPORT, 15, City Road, E.C.1. [237

1,098-c.c. M.G. SPECIAL. Close 2-seater body. All M.G., not a BITSA. £350, or offer. Seen Sussex (West). Box No. 207, MOTOR SPORT, 15, City Road, E.C.1. [239

£70. 1931 RILEY NINE. New tyres, engine just rebored, reconditioned magneto. Fitted special open 2-seater body, lowered radiator. Requires electrics. Box No. 206, MOTOR SPORT, 15, City Road, E.C.1. [240

750 SUPERCHARGED SINGLE SEATER AUSTIN. Overhauled prepared for season, suitable sprint or handicap. Offer wanted. Space required. Box No. 194, MOTOR SPORT, 15, City Road, E.C.1. [247



HISPANO-SUIZA

37.8-h.p. sports tourer by Carlton (1930). A magnificent car of the super-sports vintage. Mechanically reconditioned 1949 (£120), bills. Fully described elsewhere in this issue.

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M.G. M-TYPE, TWO-SEATER. Recent £35 engine overhaul. New speeds, crown-wheel and pinion and brakes relined this year. Fold-flat windscreen. Competed Bisley and Guildford. £87 10s. Details, please write: P. Thomas, 82, Syon Lane, Osterley, *Middlesex. Tel.: Ealing 8762.* [242

RILEY NINE ENGINE, about 1930 (without manifolds, electrics) and gearbox. £12. 10s. Drinkwater, 12, Foxearth Road, Selsdon, Surrey. [243

ROLLS-ROYCE TWENTY, 1923 model, with 1928 engine. Body and upholstery very sound, but neglected. Five almost new tyres. This car is worth a lot of care and can be re-registered for £10. Price £100. Leonard Taylor, "The Bryn," Nore Road, Portishead, Somerset. [245

1½-LITRE SINGLE SEAT BUGATTI, 16 valve, four-cylinder, fitted for road use. Engine recently overhauled, new tyres. Many spares, including crankshaft, cylinder block, manifold, carburetter, rear axle, etc. £120. *Write Box 0423, Butlers,* 44, Hertford Street, London, W.1. [246

STOCK-CLEARING BARGAINS! 1 Bentley Blue Label open 4-seater, still requires few parts for front brake operating mechanism, and needs rewiring, otherwise complete; 1933 Sunbeam "24/70" saloon; 1930 Alfa 1,750 c.c. twin-cam saloon, just *decarbonised and in excellent order throughout;* no reasonable offer refused for any of above. New arrivals: 1931 Alvis T.J. "12/50," wide 3-seater and dickey, registered late 1930 (eligible V.S.C.C. events), new tyres, good battery, sound hood and sidescreens, Laystall engine overhaul last year, mechanically very good indeed, body sound, but a bit scruffy, £110; 1925 Lea-Francis 10-h.p. 2-seater and dicky, good hood, new sidescreens and battery, very good tyres and thoroughly sound throughout, £50; 1926 Rolls-Royce Phantom I open 5-seater with occasionals by Maythorne's, very good and original condition throughout, magnificent appearance and impressive performance, superb car for Continental touring, £130; 1927 Sunbeam, twin o.h.c. 3-litre sports 4-seater being re-hooded and repainted, my own car for nearly two years, done 1,000 miles since complete engine overhaul by 3-litre specialists, Marechal lamps, new tyres, when bodywork completed will be a very fine specimen; offers around £275. Spares and engines cheap to clear: Ford V8-30 engine, gearbox and all auxiliaries, £18; 1933 Sunbeam *Eighteen engine* and gearbox basically complete, £10; 1931 Chrysler engine, gearbox and auxiliaries, recently overhauled and ready to install, £10; 1914 (circa) Swift two-cylinder engine, gearbox and auxiliaries, £7 10s.; miscellaneous Riley Nine bits, including pair camshafts, drive gears, head, twin-manifold, £6; most parts for 1929 Vauxhall "20/60" and 1929 Sunbeam "21/60," Lucas Vertex four-cylinder magneto, £8; lamps: pair Zeiss 250 mm., modern, chromed, excellent condition, Zeiss glasses, single-point mounting, £20; P100, black, good condition, replated reflectors, £15; good selection of vintage lighting equipment and spares. C. J. Bendall, 25, Orchard Road, Stevenage, Herts. **Tel: Hitchin 1108.** [248

VINTAGE 1914 SUNBEAM SIXTEEN TOURER, in good running order. New tubes and covers. Offers, please. 174, Musters Road, West Bridgford, Nottingham. [249

DELAGE, 1926, D.I., 14-h.p. 2-seater drophead dickey. Excellent condition. Well shod. Over £100 recent overhaul. Spare engine, three new spare tyres. £150. Caruzzi, Elmbank, Walton Lane, Shepperton, Middlesex. [250

BENTLEY 4-LITRE, 4-door, close coupled saloon. First registered August, 1937, in nice condition throughout. £350. Lancaster Motors, 59, Lancaster Mews, Lancaster Gate, W.2. Tel.: Ambassador 5127 [251

PETROLFLEX. Finest quality 15 in. and 19 in. long fitted with standard size ¼ in. or ⅜ in. unions. 1s. 9d. each, or 65s. for 50, carriage included. C.O.D. Money refunded if not satisfied. J. Johnston, 65, Curling Vale, Guildford. Tel.: Guildford 61268. [260

FOR SALE—*continued*

1932 ALVIS "12/50" drophead coupé. £100 just spent chassis and body. New hood. Brakes relined, recellulosed. £125 for quick sale. Dr. Barling, Upper Colwall, Malvern. [252

STUDEBAKER CHASSIS fitted with new Willys Jeep engine and large open body. £10 tax, 85 m.p.h. Wards of Putney, 72, West Hill, S.W.15. Tel.: Putney 7422. [253

LEA-FRANCIS SPARES. 12.22-12.40 engines, the latter can be seen running. Gearboxes, radiators, springs, coolers, drums, wheels, axles, prop-shafts, steering boxes and wheels, rockers, camshafts, etc., etc. H.C. gaskets from stock. Vintage pistons, any car, can also be supplied. S.A.E., please. R. C. Hiller and J. C. Wrigley, 179, *Pen Hill Road,* Bexley, Kent. [257

H.C. HEAD GASKETS. Whether you drive an 8-litre or a trials "Special 7" it will pink much better with a cylinder head gasket ⅛ in. or .009 in. thick! Send old gasket as pattern for quote (approx. 1/1½d. per h.p.). Same day delivery. S.A.E., please to R. C. Hiller and J. C. Wrigley, 179, *Pen Hill Road,* Bexley, Kent. [257

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Ref. 183 The Set Screw Selection. B.S.F. H.T. *hex. hd. set screws (threaded right up* to head), 36 of ½" x ½" long, 24 each of ⅜" x ¾" and ⅝" 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.**

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PAIR B.S.A. F.W.D. HUBS AND SWIVELS. Good, £3 10s. 5 in. Smith Speedo, £1. 5 in. Jaeger Tachometer, £1. Minx halfshaft, new, 30s. Gearbox *internals,* 1931 Hornet, £1. Morris Eight, 30s. Ford Eight, 50s. Parts for vintage and American Austin Seven. G. Bagguley, Aston-on-Trent, Derby. [259

CENTRIC SUPERCHARGER 260 A.H. Suitable 1,100-1,500 c.c., unused. £35. 68, Sherifoot Lane, Four Oaks, Warwickshire. Tel.: Four Oaks 623. [261

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"ELTOS" REMOTE GEAR CONTROLS *for* Austin Sevens, three and four-speed, Ford Eights and Tens. M.G.-type slab tanks, £6 10s. Running boards all popular makes supplied. S.A.E. L. Thomas, 32, Reservoir Road, Edgbaston, Birmingham. [262

ADLER 10-H.P. sports, 1937. Excellent streamlined 2-seater sports. Photos forwarded, genuine enquiries. £285. Jack Leeson, Brook Street Garage, Stourbridge, Worcs. [263

AMILCAR SPORTS aluminium 2-seater sports. Very fast, genuine sporty little car. Bargain to clear. £70. Jack Leeson, Brook Street Garage, Stourbridge, Worcs. [263

MORRIS MINOR 2-seater. Four-speed box, excellent *engine, all weather equipment, good tyres. Drive* away £95. Jack Leeson, Brook Street Garage, Stourbridge, Worcs. [263

M.G. MIDGET red 1948 (December). 6,000 miles. As new, carefully run-in, used and maintained (detailed record kept). Never been caned. Extras. Offers please. Hopley, 1, Wycombe Way, Luton. [264

ASTON-MARTIN. *1931 chassis fitted with 1934* Mark II engine, with complete chassis in exceptional condition. £100. Castleman, 53, Brighton Road, Surbiton. Tel.: Elmbridge 5638. [265

COMPLETE I.F.S. SET, of original design. Suitable for building experimental car. F. W. (Freddie) Dixon, "Ardverness," Wray Common Road, Reigate. [266

RILEY SPARES. Special racing camshafts, special axle ratios, h.c. pistons, and many other parts. F. W. (Freddie) Dixon, "Ardverness," Wray Common Road, Reigate. [266

LANCIA 1930 Dilambda 32-h.p., eight-cylinder. Thrupp and Maberly black tourer, five seats. *72,000 miles.* Just overhauled, excellent condition. Full petrol. £265. Hadfield, 16, Purbrock Avenue, Watford. Tel.: Garston (Herts) 2736. [267

RILEY NINE tourer, 1931. Rough but durable. New plugs and batteries, magneto just back from guaranteed rebuild. £70. Butterworth, Grove Gardens, Frimley. Tel.: Camberley 1092. [268

SCINTILLA VERTEX eight-cylinder, rebuilt makers 1948, nearest £15. Four new 5.25 by 16 racing Dunlops and tubes, used three practice runs Prescott only, nearest £20. Butterworth, 7, Grove Gardens, Frimley. Tel.: Camberley 1092. [269

NEARLY COMPLETE 2-litre special for sale due to business reasons. A.C. engine, Amilcar chassis, preselector gearbox, 2-seater body. £140 or near offer. Details from J. W. Pannell, 8, Bramcote Avenue, Beeston, Notts. [270

4½ BENTLEY, 3-litre short-chassis, 2-seater V.D.P. Well shod, perfect order, £10 tax, full petrol book. £300. Box No. 198, MOTOR SPORT, 15, City Road, E.C.1. [272

DISMANTLING ROVER TEN, 1934. Most spares. Various Austin Seven 1930 engine parts. 1939 Standard Eight i.f.s. front spring. 5.50 by 19 Dunlop, almost new. Write H. Gebbett, 87, Beaconsfield Road, Surbiton, Surrey. [273

F.I.A.T. BALILLA 11-h.p. 1935 four-door pillarless saloon. Engine, transmission recently overhauled. Tyres, battery, *leather upholstery, bodywork* in very good condition. Fast, economical, 35 m.p.g £200 or near offer. Box No. 199, MOTOR SPORT, 15, City Road, E.C.1. [274

BENTLEY 1925 Blue Label. Gurney Nutting 4-seater. Very sound mechanical condition. Resprayed and new all-weather equipment. Box *No. 200, MOTOR SPORT, 15, City Road, E.C.1.* [275

4½ BENTLEY. £10 tax. Complete rebuild by George Brown. Strengthened 9 ft. 9½ in. chassis, engine just run-in, new radiator, block, carburetters, batteries. D-type box, h.c. pistons, wheels rebuilt, rewired expert. New 16-gauge aluminium 4-seater sports body, grey and black. Zeiss headlamps. Brakes relined. New tyres and silencer. A *magnificent* motor in perfect condition. Very fast. Offers around £850. Full petrol. John Collins, 32, Paradise Street, Birmingham, 1. [276

1933 RILEY NINE March Special. My late partner's pet. Exhaust camshafts, bronze valve guides. 1½-litre axle ratio. Fram and Redex lubrocharger. Body reconditioned. Many extras. £300 or offer. Brookside Garage, Winkfield, Windsor. Tel.: Winkfield Row 91. [277

TWO COMPLETE but dismantled Hillman o.h.v. straight-eight 20-h.p. engines and gearboxes. Complete all accessories, excellent condition. Ideal for special. £10 the lot to clear. Box No. 197, MOTOR SPORT, 15, City Road, E.C.1. [271

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with copperised-head Mercury engine, four-speed crash box. Twin rear-mounted spares, anti-roll stabilisers, Telecontrol rear shock-dampers. First licensed February, 1949. Very low mileage. A very attractive two-seater, suitable for fast touring as well as trials work.
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AUSTIN SEVEN SPARES. 1922-38. Almost all spares in stock, new and secondhand. Price, Three Shires, Bearwood, Birmingham. [281

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ALFA-ROMEO. 1,500-c.c. single-cam drophead coupé foursome by Young of Bramley (1930). Completely stripped and reconditioned throughout by British Mercédes in 1946 at cost of £235, including, sleeving, mains, ends, valves, crankshaft, springs, shockers, brakes, steering, electrical equipment, etc., all with Alfa replacements. This exceptional vehicle has completed only 7,000 miles since. It was again rechecked and tuned by British Mercédes in July, 1948. The interior and exterior condition of this excellent vintage Alfa, together with its classic lines, cannot be faulted, and this most exceptional vehicle in incomparable condition has the original instruction manual intact. **£275.**

HISPANO-SUIZA. 37.8-h.p. open sports tourer by Carlton Carriages (1930). A truly magnificent carriage by any standards. In exceptional mechanical condition, having been overhauled last year (£120) by the immediate past owner. The engine, clutch, gearbox, axle, brakes and steering are excellent, and the carriage-work, hood and tonneau cover are also in very fair condition, but the upholstery is poor. The car actually averaged 15 m.p.g. when driven down from Oxford and cruises at 75 m.p.h., the acceleration being incredible. To an enthusiast prepared to spend a few hours on the interior this excellent vintage Hispano is offered at a very reasonable price. **£185.**

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TALBOT "75" (18-h.p.) sports sun roof saloon by Darracq. Identical with Talbot above. Completely overhauled last year. Very fine condition. Recellulosed gunmetal grey. Untaxed since June, 1949. Clean, sound and reliable. **£130.**

Readers are respectfully requested to bear in mind that I am always interested to hear of Alfas, Hispanos, Mercs., Isotto, "J2"s, etc., for sale or to 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. TEL. : CROYDON 1537. [282

FOR SALE—*continued*

JOHN BLAND offers service to vintage and Edwardian owners. Valves, bearings, valve guides, shackle bolts, king-pins, etc., to drawing or pattern. Specialist repairs on the older Talbot cars. 27, Southfields Road, S.W. 18. Tel. : Vandyke 1612. [283

JOHN BLAND offers—Excellent basis for trials special. 1935 Ford 30-h.p. V8 coupé, good battery, reasonable tyres. Body very rough, rear cross-member damaged. Has been in daily use, £37 10s. Amilcar Surbaisse. Chassis complete, with 4ED Meadows engine and gearbox. At present dismantled. Will separate, £32 10s. Delage 30-h.p. D.8. 1932 close-coupled coupé. Badly crashed at front end. Offers wanted. Bland, 27, Southfields Road, S.W.18. Tel. : Vandyke 1612. [283A

GROUNDSHEETS, HEAVYWEIGHT, eyeletted : 50 in. by 40 in., 5s. 6d. each ; 54 in. by 54 in., 7s. ; 54 in. by 72 in., 9s. each. S. Glassner, 68, Worple Road, London, S.W.19. [284

WASH LEATHERS, about 4 sq. ft., 3s. 3d. each, or three for 7s. 6d. S. Glassner, 68, Worple Road, London, S.W.19. [284A

V. W. DERRINGTON, LTD., 159 and 200, London Road, Kingston-on-Thames. Tel. : 5621/2. 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" detachable aero-screens, universal fittings, 48s. "Brooklands" steering wheels, £4 5s. Cycle-type wings, 6-in., 15s.; 8-in., 18s. 6d. Bucket seats, light steel, pan, untrimmed, 27s. 6d.; steel-framed, trimmed Rexine, Latex cushions, 87s. 6d.; light alloy, 50s. (2½ lb.), trimmed, Dunlopillo cushion, £5 7s. 6d. Dunlopillo cushions, 21s. and 22s. 6d. Sheet aluminium, 6 ft. by 3 ft., 22-gauge, 25s. 6d.; 18-gauge, 40s. 0d. Duralumin, 19s., 35s.; other gauges, angles, mouldings, stocked. Best quality black duck, 54-in., 25s.; head topping, 25s.; Rexine, all colours, 15s. yard.

SUPERCHARGERS, all makes. Largest Zoller, new for E.R.A., Magnette, £60. Marshall set for "P" M.G., £40. Boost gauges, —10, +25 lb., 25s. Marshall set for "P" M.G., £40. Centric No. 160, £20. Speedometers, rev.-counters, thermometers, headlamps, spot and fog-lamps, Windtone horns. P.100, reconditioned, £32 10s. pr.

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AUSTIN SEVEN SPARES. Ulster, Nippy, Speedy models, new. Camshafts, £6 ; cylinder heads, £5 ; pistons, complete, £3 set ; double valve springs, 8s. 6d.; 3-bearing crankcases, £8 10s.; bevel pinion shafts, £2.

ENGINES. New 1939 Morris Ten, with clutch, gearbox, manifolds, carburetter, all electrical components ; specially works tuned ; £95. New B.M.W. 1½-litre, with Bosch vertical magneto, starter, dynamo, manifolds, carburetter, filters, £85. 1931 Hornet cylinder block, crankshaft reground, bearings remetalled, rebored, £15.

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S.S. 100 RADIATOR, new block, rechromed shell, £20.

1937 2½-LITRE JAGUAR back axle, £25.

V. W. DERRINGTON, LTD., 159 & 200, London Road, Kingston-on-Thames. Tel. : 5621/2. [295

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£100.—"13.5" LAMBDA, shortened. Box No. 201, MOTOR SPORT, 15, City Road, E.C.1. [285

EXCHANGE—RILEY 9-H.P., 1931 ; taxed, insured year petrol ; 2,000 miles since complete overhaul—for 1936-37 "12.4" Kestrel or 9-h.p. Kestrel or Sprite. Reasonable cash adjustment. Riley enthusiast, 45, East Road, London, E.15. [286

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FOR SALE—*continued*

HISPANO-SUIZA SPARES AND SERVICE. G. Briand, 47, Tamworth Road, Croydon. Tel. : Croydon 1742. [287

RILEY FRONT AXLE, complete with swivels, pins and bushes. As new. Fit most pre-war models. £10. F. W. (Freddie) Dixon, Ardveruess, Wray Common Road, Reigate. [288

FRAZER-NASH, G.N. CHASSIS, with 6-cylinder, overhead camshaft A.C. engine. Stromberg carburetter. Very lightly constructed 2-seater body, with detachable tail. Rudge knock-off type wheels, four new tyres. Recently rewired throughout new 6-volt battery. £230. 10, Tasburgh Street, Grimsby, Lincs. [289

RAILTON 1935 drophead coupé, in sound condition, for sale, or preferably to exchange with 3-litre Bentley or other interesting car in any condition. The Studio, Shoreham, Kent. Tel. : Otford 45. [290

SUPERCHARGED 750-C.C. single-seater Austin. At present being prepared for this season. Recent work includes new crank, pistons, etc., and new body. Also lightweight platform trailer. May be seen near Swindon. Would consider good condition 4-seater car with reasonable performance. S.A.E. to : Protheroe, Officers' Mess, R.A.F., Lyneham, near Swindon, Wilts. [291

METHANOL : 4s. per gallon in 50-gallon barrels. Hampton Motors, between Nos. 3 & 4, Clarence Crescent, Windsor. [294

HERSTON MOTORS. The Vintage and Sports Car Specialists of the South.—1949 Austin A40 saloon, 4-door, complete with wireless and heater, 9,000 miles (genuine), one owner and definitely as new, £865. 1939 Sunbeam-Talbot foursome drophead coupé, in very good order, £400. 1934 Sunbeam Twenty-four saloon de-luxe, in superb order, very smart and fast, good tyres and battery, only needs seeing, £225. 1936 Buick Viceroy saloon, very good, suit farmer, £125. 1932 M.G. Magnette Continental coupé, very smart, pretty car, all new tyres, completely rebuilt and a bargain at £130. 1925 Bentley 3-litre Red Label open 4-seater, V.D.P., good hood, uses no oil, very fast and quiet, first registered 1932, £225. 1930 Bentley 4½-litre open 4-seater sports, perfect in every way, cycle-type wings, large speedo and rev.-counter, new tyres, very smart and fast, full tax to Dec., any trial or examination, £425. 1929 Darracq 21-h.p. Weymann saloon, rough and needs attention, £35. These and a few late arrivals are offered this month. Write, telephone Swanage 2730, or call : 409/411, High Street, Swanage, Dorset. Personal attention at all times. Hire purchase and insurance on the spot. We still have a few Lagonda spares left ; those interested are advised to contact us without delay. [296

UNIQUE 1936 HILLMAN AERO MINX, Continental streamlined 2-seater coupé. Perfect condition. Cash offer, or exchange for larger car. Box No. 203, MOTOR SPORT, 15, City Road, E.C.1. [298

1937 MORRIS EIGHT sports 2-seater tourer. Perfect condition. Cash offer or exchange for larger car, sports or otherwise. Box No. 203, MOTOR SPORT, 15, City Road, E.C.1. [299

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"INTERNATIONAL" ASTON 2/4-seater Tourer (S.4.) in good condition. Rebuilt with many later modifications. £200. Also numerous spares including block, head, bevel-type back axle complete (with prop.-shaft), radiator, brake shoes, drums, backplates, clutch housing, timing cover, steering column, box, etc., etc. £90 the lot or will sell separately ; s.a.e. please. Dr. J. T. A. George, 284, Birchfield Road, Birmingham, 20. [302

FOR SALE—*continued*

AUSTIN/VAUXHALL — Road/Trials. Completely overhauled Austin Seven chassis, Vauxhall Ten power unit. Five new tyres. Strong smart ash/alumminium body, rear petrol tank. Complies R.A.C. regulations. £115. Tel.: Malden 0276. [302

20-h.p. ROLLS SPARES. Dynamo, coil, distributor complete with H.T. leads, new dynamo. Apply Box No. 204, MOTOR SPORT, 15, City Road, E.C.1. [301

WANTED

GENUINE MARCH SCALE MODEL in perfect condition. £25 offered for either "2.3" Bugatti, "3.3" Bugatti or "monoposto" Alfa. Box No. 150, MOTOR SPORT, 15, City Road, E.C.1. [8

FOR FORD V8. Columbia overdrive gearbox. Box No. 151, MOTOR SPORT, 15, City Road, E.C.1. [14

RILEY SPRITE, 1937, off-side two-piece sidescreen. Stevens, Old Timbers, Purley, Reading. [21

ENTHUSIAST requires car damaged, dismantled, or otherwise. Box No. 157, MOTOR SPORT, 15, City Road, E.C.1. [24

ABOUT £350 and a reasonably sound driver's car (anything considered if not too big). Wanted for a genuinely excellent TC Midget. Otherwise sell outright. £525. C. A. Moss, 28, Smirrells Road, Birmingham, 28. [25

MECHANICAL DASHBOARD CLOCK, 3¼ in. diameter, perfect condition, black-faced. Will buy or swap for *Autocars* and MOTOR SPORT. Lee, 19, Meynell Gardens, London, E.9. [31

ENTHUSIAST REQUIRES for 1933 M.G. Magna, "Ulster" Type NE camshaft, Part No. MG 588/101. Mr. B. Smith, 44, Sandyhill Road, Shirley, Birmingham. [33

SOUND TWO-SEATER BODY for 1934 Singer Nine. Scuttle and bulkhead, doors, windscreen, rear shell, tank, hood frame and rear mudguards chiefly required. Will accept complete body. Box No. 159, MOTOR SPORT, 15, City Road, E.C.1. [34

WANTED—*continued*

CENTRIC TYPE 160 SUPERCHARGER, with oil pump fitted, anti-clock drive preferred but clockwise not objected to. Also Austin sports-type engine, any condition. Price and condition to: Box No. 161, MOTOR SPORT, 15, City Road, E.C.1. [43

NATIONAL SERVICE ENTHUSIAST (impecunious) seeks correspondence with similarly blighted enthusiast with a view to joint purchase and restoration of thoroughbred vintage sports chassis. Must be thoroughly keen. Surrey-Sussex area. Box No. 162, MOTOR SPORT, 15, City Road, E.C.1. [45

AUSTIN SEVEN WANTED, sports, pre-1933, cheap. Any repairable condition. Give details, price: Talbot, 70, Osborne Road, Newcastle-on-Tyne, 2. [46

BODY FOR 3-LITRE LAGONDA, 1929 high-chassis model. Preferably open 2-seater. Also instruction book and address of anyone dismantling similar model. 3A, Marlborough Road, Swindon. [47

OPEN TWIN-CYLINDER JOWETT. Full details and price, please. All letters answered. Black, 24, Flamborough Road, Bridlington, Yorks. [51

FOR RILEY NINE, 1933: coil ignition type timing chest and rocker boxes. Camshaft for "J2" M.G., in good condition, also required. Williams, Northways, Great North Road, Bell Bar, Hatfield, Herts. [54

16-in. COMPETITION WHEELS and spare parts for M.G. Type PB. Details to: Jamison, 41, Somerton Road, Belfast. [55

COVENTRY CLIMAX 9.8-H.P. ENGINE or spares. Condition immaterial. Also Standard 12-h.p. engine. Aylott, Beecheroft, Weston, Hitchin, Herts. [65

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FORD 10-H.P. 1938 or '39 chassis suitable for special wanted. A. K. Haworth, 2, Tenby Grove, Spotland, Rochdale. [79

WANTED—*continued*

F.I.A.T. 500 ENGINE (1938 type), starter motor, seats, dash instruments, one road wheel, complete nearside window. Watson, 5, Raincliffe Avenue, Scarborough. 81

WINDHORN, must be French make, electric preferred, 12v. Full details, Kermode, 80, Cambridge Road, Southport, Lancs. [85

ROOMY SALOON or coupé. Good history essential. £150–200. Railton, Lagonda, etc. Dr. Malleson, 17, Gordon Street, W.C.1. [93

8-LITRE BENTLEY, also any spares. Condition not important. Will view and collect anywhere. Please write 1, Warner Avenue, North Cheam, Surrey. Tel.: Derwent 7388. [101

SPORTS CAR REQUIRED. S.S.II, Morgan "4/4," or similar. All letters answered, photos returned. No fancy prices, please. Don Roberts, 26, Oakwood Avenue, Southall, Middlesex. Tel.: Southall 2546. [105

MOST URGENTLY REQUIRED, clutch pressure plate, prop.-shaft and bucket seats for International Aston-Martin. Please write: P. F. Black, 47, Canons Drive, Edgware. [109

INSTRUCTION MANUAL and spares for Hornet 14-h.p. Special. Also electric drill (hand) and small B.G.S.C. lathe. Box No. 170, MOTOR SPORT, 15, City Road, E.C.1. [117

CAMSHAFT for o.h.v. Morris Minor, or M-type M.G. Birchenough, 46, King Edward Road, New Barnet, Herts. [118

A BRONZE HEAD or a blower for a three-carburetter type 1½-litre Singer "Le Mans." Please write Box No. 172, MOTOR SPORT, 15, City Road, E.C.1. [122

ENTHUSIAST URGENTLY REQUIRES Morgan "4/4," M.G. P-type or similar. Up to £200. Four-seater preferably. All letters answered. Box No. 173, MOTOR SPORT, 15, City Road, E.C.1. [125

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1932 **Talbot "105"** drophead foursome by Youngs of Bromley. Twin spares at rear, crash box **£185**
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WANTED—*continued*

ALVIS "12/50" wanted. Must be in absolutely first-class order throughout. Give full history, price, etc. Also wanted, a very quick car, about 1½-litre, open 2 or 4-seater. Give fullest details. Also a fast Austin Seven, "Ulster" or what have you. Must accommodate a 6 ft. 2 in. driver. Peter Weaver, Melton Mowbray. Tel.: Melton Mowbray 533. [130

INSTRUCTION MANUAL J2-type M.G. G. Stewart, 3, Gorman Road, Middlesbrough. [134

ANY SPARES for 1926–31 14–16-h.p. Steyr. 14 by 50 tyres. German instruments, odd Zeiss, Grebel, Marchal lamps, any condition. Box No. 178, MOTOR SPORT, 15, City Road, E.C.1. [147

CHRYSLER OR DE SOTO 2-seater or coupé 1931–5. Mechanical condition immaterial, bodywork must be basically sound. Something cheap, please. Box No. 179, MOTOR SPORT, 15, City Road, E.C.1. [148

"TA" M.G. required, high axle ratio, say, 8 : 35, 9 : 39 or thereabouts, or other make which could be adapted. Hartridge Grove House, Gerrards Cross. [150

COPIES OF "MOTOR SPORT" January and March, 1946, January, 1949. R. D. Wickham, Gate House, Brenchley, Tonbridge, Kent. [157

FOR CONVERSION.—Bentley 3-litre, or similar, under £20 tax, in perfect mechanical order. Jolly, Edmondsham, Wimborne, Dorset. [153

ENTHUSIAST requiries interesting sports car, about 2-litre. Completed or partly built special of greater capacity not objected to. Chaplin, 47, Alma Road, Bristol, 8. [162

FIRST-CLASS OPEN 4-SEATER or D.H. Alvis Speed Twenty, Lagonda, Riley Lynx, or similar. Give full and accurate description and history. Cox, 53, Logan Road, Bristol, 7. [165

BENTLEY 3-LITRE, 1926 or later open 4-seater. Essential mechanically sound. Body not important. Petrie, 16, Newham Grange Avenue, Stockton-on-Tees. [166

RILEY NINE BODY. Any year. R. Pollard, 37, Panmure Road, Sydenham. [168

TORPEDO-TYPE SIDE LAMP urgently wanted for 1927 M.G. "14/40." Elven, 152, Great North Way, N.W.4. [185

ONE WATER PUMP for M.G. Magnette. Write Box No. 187, MOTOR SPORT, 15, City Road, E.C.1. [187

INSTRUCTION MANUAL urgently required for a 1937 TA M.G. Southworth, Cable End, Bushey Heath, Herts. [190

AUSTIN SEVEN sports or tourer metal body for 1928 chassis. Good condition. Collins, 42, Bell Lane, Marston Green, Birmingham. [191

INSTRUCTION BOOKS for 1935 Riley Imp, also 1937 1½-litre or Sprite. Beaumont, 155, Laund Road, Salendine Nook, Huddersfield. [199

COVENTRY CLIMAX 10.8 or 9.8-h.p. engine in good condition, suitable Triumph, Morgan or Crossley. Also transmission spares for 1932-34 Crossley Ten. 37, New Road, Great Baddow, Essex. [201

WANTED—*continued*

INSTRUCTIONAL MANUAL for a 1932 M.G. Magna "12/50." Strain, 14, Fowler Road, Farnborough, Hants. [202

AC 2-LITRE ENGINE, GEARBOX. Condition immaterial provided complete, intact. Box No. 189, MOTOR SPORT, 15, City Road, E.C.1. [210

AUSTIN NIPPY or similar required. Must be in sound condition. Cash. 14, Gillhurst Road, Harborne, Birmingham. Tel.: Harborne 2361. [211

SPORTS CAR. Approximately 1-litre. Pre-war. *Machine requiring maintenance acceptable if* reasonably priced. Reed, "Dunrobin," Bristol Road, Sherborne, Dorset. [212

RILEY PARTS. Inlet camshafts for 12.6 and Sprite. Also remote control gearbox for 9-h.p. D. Turrell, The Spinney, Upper Lye Lane, Bricket Wood, St. Albans. [225

AUSTIN SEVEN four-speed gearbox. Phillips, 27, Lavant Street, Petersfield, Hants. [226

OPEN SPORTS REQUIRED. Alvis "12/50" preferred. Bristol area. Cheap. Price and full particulars, please. Box No. 193, MOTOR SPORT, 15, City Road, E.C.1. [234

THREE WHEELER. Preferred Morgan, anything considered by enthusiast, at reasonable price, please. Groocock, "Kymin," Rushton Road, Rothwell, near Kettering. [238

OPEN TWO-SEATER BODY, less wings and bonnet, suitable wide-track, long wheelbase Magnette. Also upswept sports scuttle. P. Nicholas, 44, Jasper Road, Norwood, S.E.19. [254

SLAB TANK. Le Mans, or similar square section tank. Side supports for fold-flat screen, or consider complete screen, 3 ft. 6 in. Matched 5 in. Speedo and 5 in. rev.-counter (half-engine-speed), black dials, preferred Jaeger. P. Nicholas, 44, Jasper Road, Norwood, S.E.19. [254

BODY WANTED. V.D.P. open 4-seater for 1930 LOH 2-litre Lagonda. Offers with description to Lieut. Michelli, H.Q., Officers' Mess, C.O.D. Chilwell Beeston, Notts. [255

3½-LITRE S.S. 100 OR RILEY M.P.H. OR MK 11 short chassis Aston-Martin. Particulars with engine and chassis number, please. Box No. 195, MOTOR SPORT, 15, City Road, E.C.1. [256

TWIN S.U. CARBURETTERS. 1¼ in. bore, horizontal flanges, suitable for 2-litre Lagonda. Brookside Garage, Winkfield, Windsor. [278

AUSTIN SEVEN "Grasshopper" model. Condition of engine and gearbox immaterial. H. Shipside, "The Poplars," Thievesdale Lane, Worksop, Notts. [279

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URGENTLY REQUIRED. 1935 13-h.p. Renault gearbox (or any year same design). Burrell, 31, Trinity Road, Luton, Beds. [280

M.G. "J2" or "J4," or Monthery. Box No. 207, 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. 208, MOTOR SPORT, 15, City Road, E.C.1. [282

RED OR BLACK LABEL 2-seater Bentley with slab tank, at reasonable price. Box No. 209, MOTOR SPORT, 15, City Road, E.C.1. [282

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DELAGE D.8 1932 chassis frame, front axle complete, *steering column and box assembly.* Bland, 27, Southfields Road, S.W.18. Tel.: Vandyke 1612. [304

SPORTS OR ANY CAR WANTED, cheaply. Also cash paid for spares, books, manuals, photos, mascots, badges—anything motoring. Box No. 202, MOTOR SPORT, 15, City Road, E.C.1. [297

WE ARE BUYERS for cash of all good used cars, or generous sale or return conditions. We have a waiting list of genuine buyers for most makes. *Dingwall Motors (Croydon),* Ltd., 6/7, Dingwall Road, Croydon. Tel.: Croydon 3404 (three lines). [292

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EXCHANGE 1933 12-H.P. ALVIS Firefly saloon and cash, manual box in excellent condition and appearance, for 1934/5 14–16-h.p. saloon or Riley Nine. Kensey House, Launceston, Cornwall. [90

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