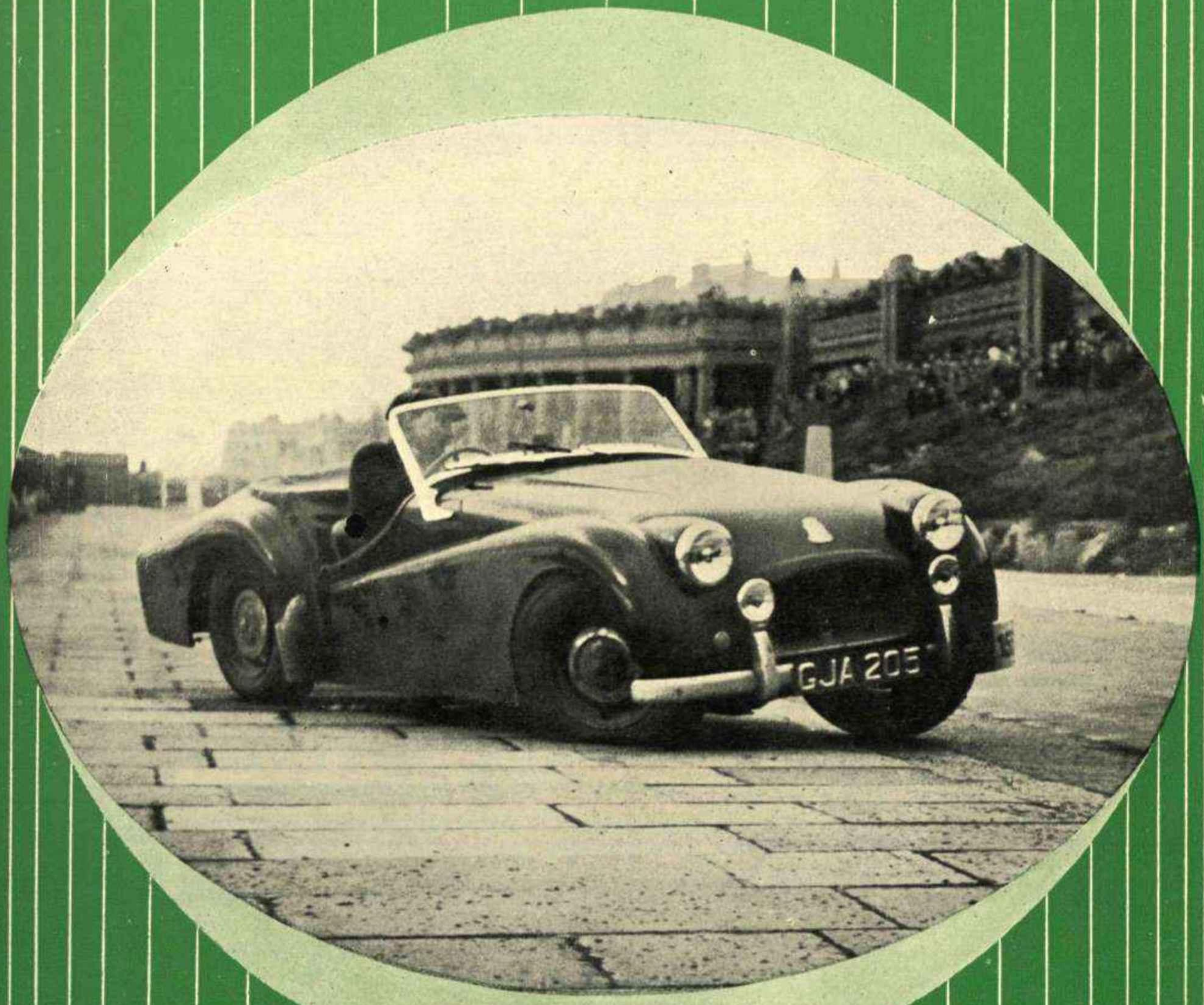
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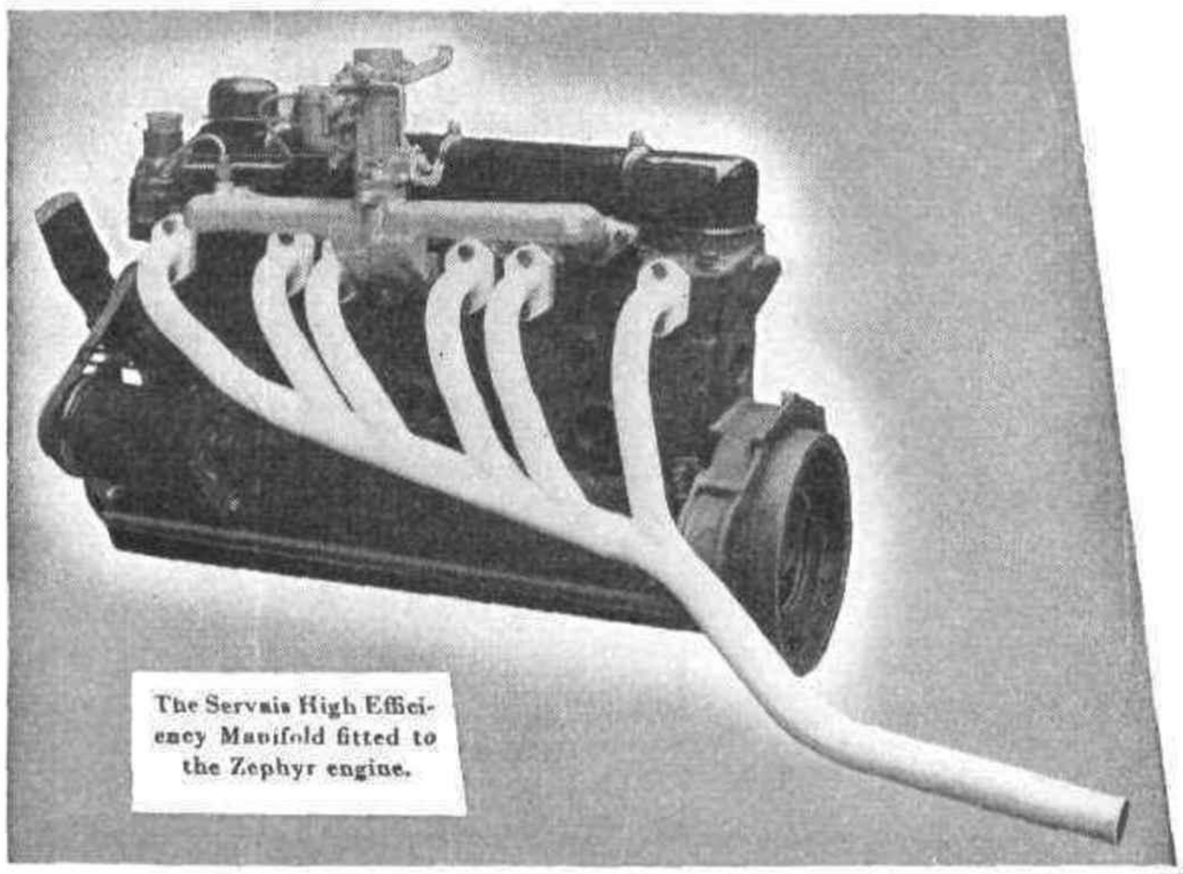
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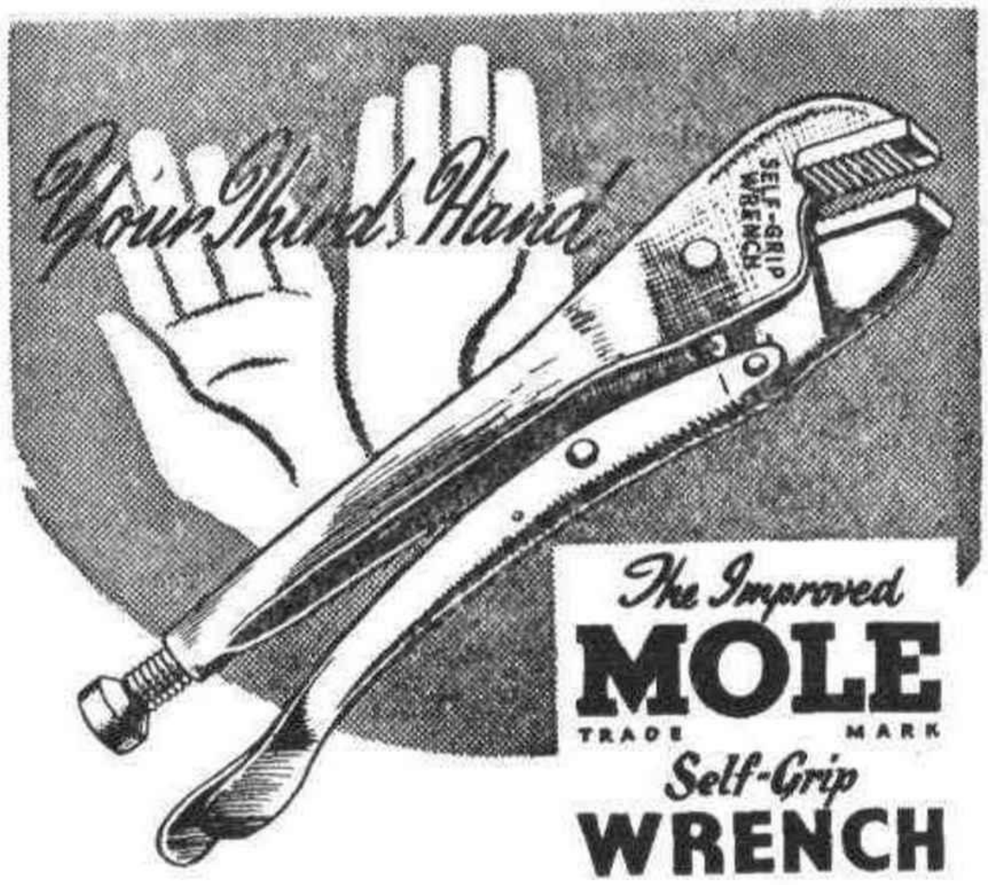
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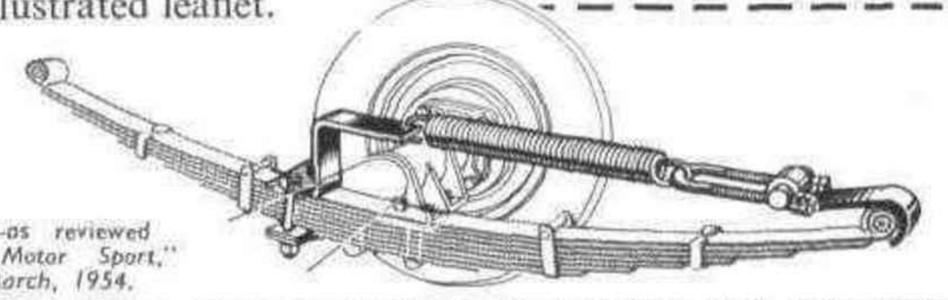
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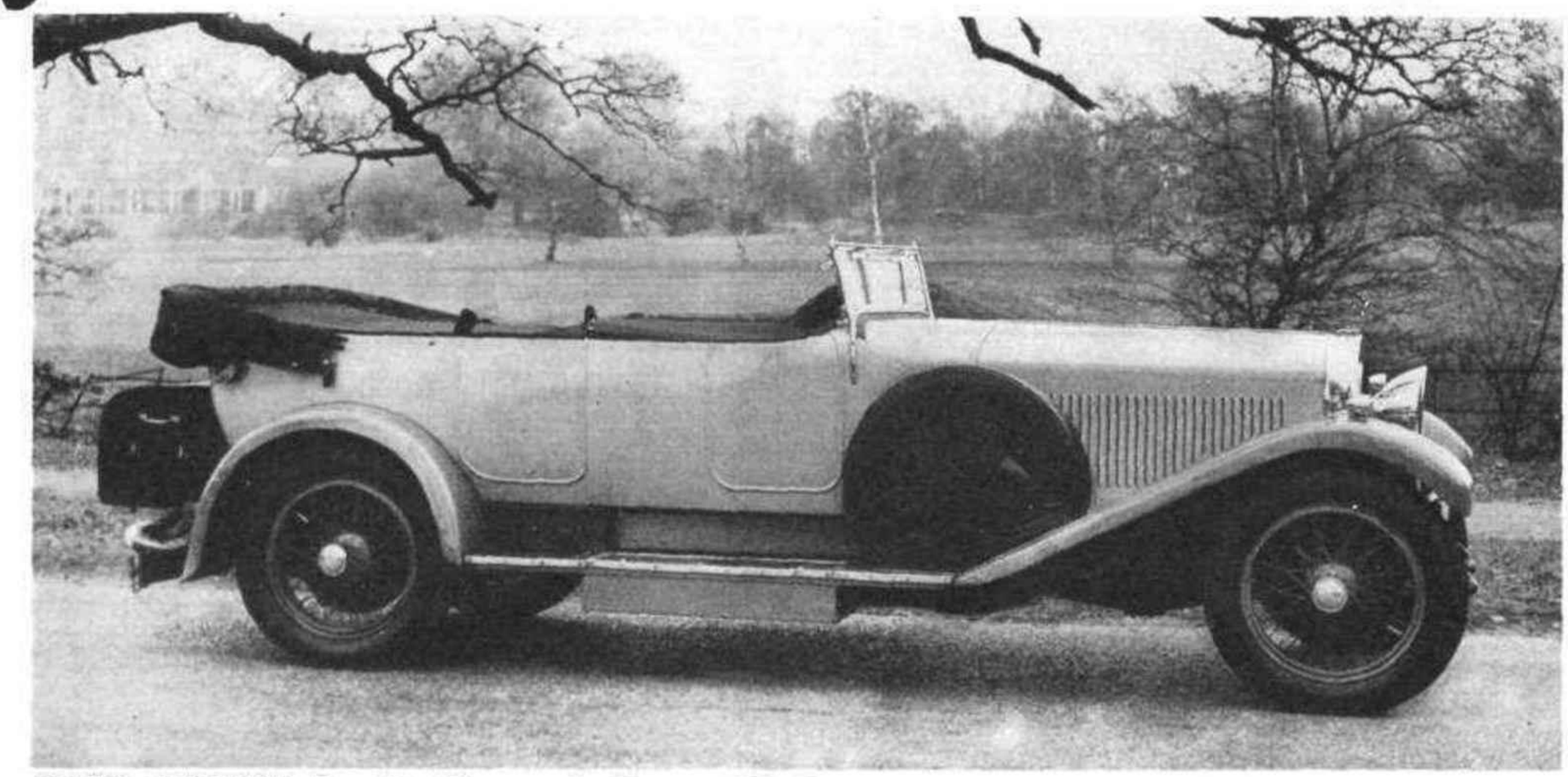
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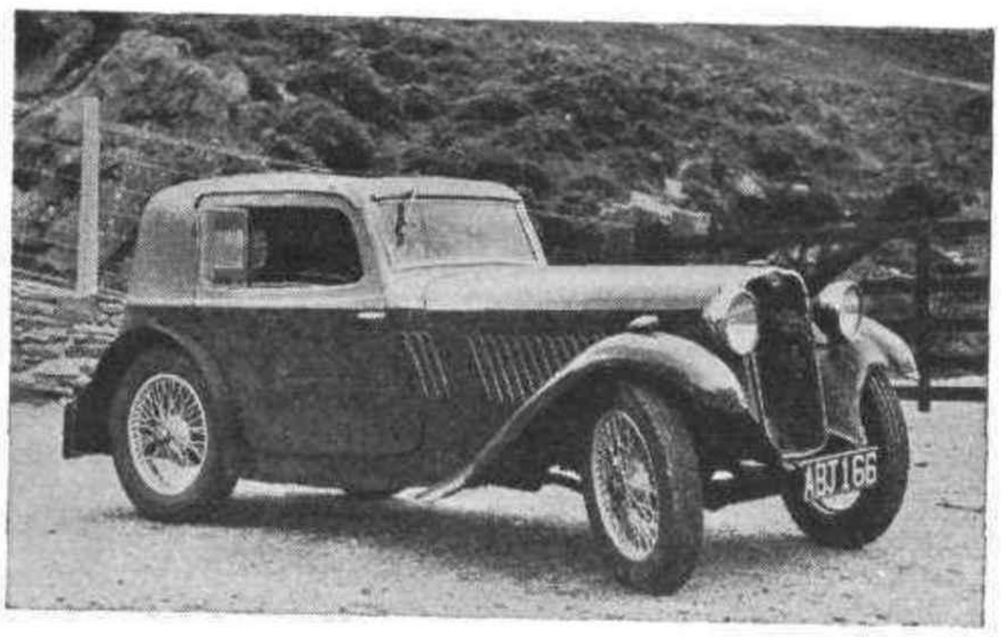
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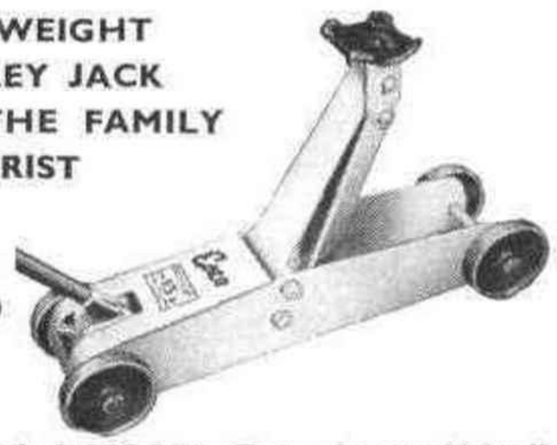
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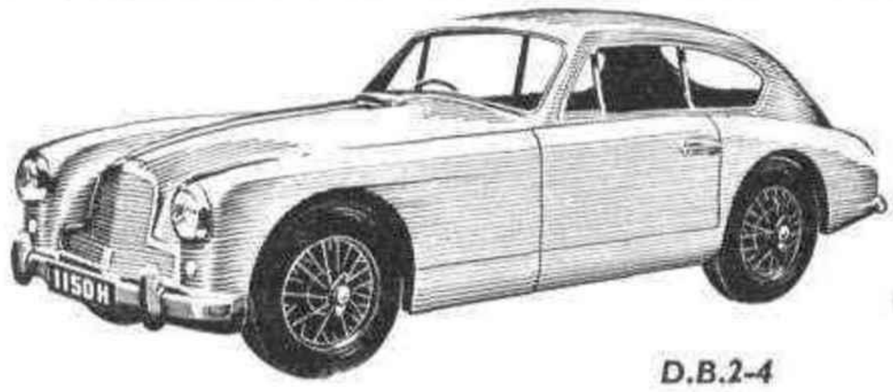
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VOL. XXX No. 4 RACING IN NEW ZEALAND AND U.S.A. APRIL, 1954

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MATTERS OF MOMENT

APRIL!

The month of April presages the coming of spring and a welcome return of motor-racing. This year there is plenty of racing activity in the month of showers and sunshine.

Already we have had the first Club Race Meeting of the B.A.R.C. for sports cars at Goodwood, on March 27th, at which the first points were scored in the 1954 MOTOR SPORT Brooklands Memorial Trophy Contest, won last season by Cliff Davis. The second round for 1954 takes place on May 1st.

On April 3rd the Bristol M.C. & L.C.C. will hold a race meeting for sports cars and 500-c.c. Formula III machinery at that excellent West-Country circuit at Castle Combe, adjacent to the very picturesque village of that name near Chippenham in Wiltshire.

These Bristol M.C. & L.C.C. meetings are well run and enjoyable, with an informal yet efficient atmosphere backed up by decent spectator facilities. The racing commences at 2 p.m. over a circuit of 1.84 miles which incorporates some interesting corners, at one of which, you will recall, Stirling Moss upset last autumn.

On the Sunday, April 4th, the West Essex Car Club has a National Speed Trial at the Wetherfield United States Air Force base at Braintree, in Essex, with all the excellent facilities which "U.S.A.F." implies. Commencing at 11.30 a.m., this meeting has an imposing list of awards and selection of classes, the latter embracing sports cars, saloon cars and racing cars from under 1,100 c.c. to over 3,001 c.c. The course is a straight kilometre, electrically timed, and the faster cars run in the afternoon. *Note* that admission is by pass only, obtainable by members of the club and friends from G. E. Matthews, 48, Gaynes Hill Road, Woodford Bridge, Essex.

The following weekend, on April 10th, we have the National British Empire Trophy Race of the B.R.D.C. at the new Oulton Park circuit hard by Chester, and adjacent to Tarporley. Entries have been received from Stirling Moss, George Abecassis, Roy Salvadori, Bob Gerard, Ron Flockhart, Lance Macklin, Alan Brown and Duncan Hamilton, etc. This is a national sports-car race which will be contested in classes for cars up to 1,500 c.c., 1,501-2,700 c.c. and over 2,700 c.c., as two 30-minute heats culminating in a final of about an hour's duration. This is a classic race and should enable you to have your first sight of the many interesting new sports cars which have been in course of preparation during the winter. As MOTOR SPORT told you last month, this is a real road circuit of 2.4 miles abounding in varied corners and where every endeavour will be made to provide good spectator amenities. Racing commences at 1 p.m. and you should make every effort to be there. Tickets can be booked from Cheshire Car Circuit, Ltd., 29, Eastgate Row North, Chester.

Easter occupies the next April weekend and you have a big choice of sporting events. On Good Friday evening at New Cross Stadium Stock-Car Racing gets going under the aegis of J. W. Pugh. On the Saturday there is a hill-climb at Lydstep in Wales, a sprint in Staffordshire and 7-lap heats and a 10-lap final for 500-c.c. cars in the programme of motor-cycle racing put on at Brough airfield by the Blackburn Welfare M.C.

On Easter Monday comes the first International Meeting of the 1954 season in this country, the B.A.R.C.'s popular Easter Meeting at Goodwood. Besides handicap races over five laps for sports and racing cars in the good old Brooklands style, the B.A.R.C. has four important races on the card. These are the 5-lap Earl of March Trophy race for Formula III racing cars, the 7-lap race for the new Formula I Grand Prix cars, for the Lavant Cup, the Richmond Formule Libre race, the 21-lap 50-mile race — very interesting, this! — for Formule Libre racing cars, and the 5-lap Chichester Cup Race, also for Formule Libre cars. It is too early to tell you of likely runners but it is probable that the new short-chassis V16 B.R.M. will be there and that Stirling Moss will be trying out his new 2½-litre F.1 Maserati, rumoured to have had fuel-injection and disc brakes added in this country, if he is not racing it at Pau.

There is a practice session on Easter Saturday, and on Easter Monday all roads will lead to Goodwood, that heppy 2.4-mile circuit near Chichester in sunny Sussex. Racing starts at 1.30 p.m. and if you decide to do the wife or girl-friend proud and put her in a grandstand seat, book now with the B.A.R.C., 55, Park Lane, London, W.1.

Also on Easter Monday the Half-Litre Car Club has a National Formula III Meeting at the Kent circuit at Brands Hatch, now extended, with a new loop, to 1.24 miles. Racing at this near-to-London course starts at 2 p.m. There is a race meeting scheduled at Davidstow in Scotland and a Trengwainton speed hill-climb in Cornwall, so the Easter weekend should ring to the music of racing-car exhausts.

On the last weekend in April we are promised the Aston Martin Owners' Club National Race Meeting at Snetterton in Norfolk, always well supported and run over one of our better small circuits, followed on the Sunday by speed trials in the pre-war tradition at

CONTENTS

	Page
MATTERS OF MOMENT	169
PEOPLE'S CAR REBORN	171
CARS I HAVE OWNED	177
BOOKS FOR EASTER	180
HISTORICAL NOTES: 1930 AND AFTERWARDS	181
TRIUMPH TR2 WINS THE R.A.C. RALLY ...	184
REPORTS OF RECENT EVENTS	184
CLUB NEWS	185
SURPRISE VICTORY IN SEBRING 12-HOUR RACE	188
PICTORIAL REVIEW	190
THOSE NEW ZEALAND RACES	195
VINTAGERY AT SLOUGH	197
LETTERS FROM READERS	198

Front cover picture: TR2 VICTORY.—J. Wallwork's Triumph which won the R.A.C. Rally. Similar Triumph sports models were second and third in the sports-car category, and another TR2 won the Ladies' Class.

Gosport in Hampshire and Tempsford near Cambridge.

There is plenty to dispel winter gloom and provide a change from trials, rallies and autocross, not forgetting the Veteran Car Rally to Biggleswade on April 11th, where the old cars arrive by noon and commence a series of driving tests at 1.30 p.m. The Shuttleworth collection of old cars and aeroplanes will be on view to V.C.C. members. The full list of April fixtures of all kinds will be found on page 193.

We can recommend all the foregoing fixtures and it only remains to check over the car, load it with fellow enthusiasts, cameras, binoculars, picnic-basket, sun-glasses, sun-tops, duffle coats, umbrellas and blankets and set forth for the races. Health and the hazards of the road permitting, we shall be, successively, at Castle Combe, Oulton Park, Goodwood and Snetterton—and we expect you, too, to support these excellent race meetings!

GOOD FRIDAY'S "STOCKERS"

Whether you like it or not, Stock-Car Racing looks like breaking out in London at Easter.

A contemporary dislikes those who call this new racing "a circus" and states that it should be encouraged by those who have inexpensive racing at heart. Yet there can be no denying that there *is* a "circus" element about a contest in which cars roll over, crash into one another and sometimes block the fairway; moreover, we feel that inexpensive racing is well catered for by the 750 and 1,172 Formulae and by Edwardian racing-car events such as those organised by the V.S.C.C.

Nevertheless, in view of the great popularity, indeed status, of Stock-Car Racing in the United States, it behoves us to give the English "stockers," in races promoted by J. W. Pugh, a fair deal, not criticising or interfering before we have seen this new sport, which is the sage line the R.A.C. Competitions Department is taking.

The first taste of Stock-Car Racing in England, whence it has spread from Europe, will be at New Cross Stadium on Good Friday. It may be that this comparatively narrow ¼-mile track will curb the speed of the aged American cars which will race over it, thereby reducing the crashes and other "thrills" which are essential, it seems, for public enjoyment of this sort of racing. On the other hand, this need not necessarily be the case, for America manages with ¼-mile tracks, although ½-mile speedways able to accommodate about four cars abreast seem better suited to the game, and some of their tracks are considerably longer.

Stock-Car Racing has a big following in the States, where races of 50, 100, even 150 miles are usual, with lap speeds of better than 50 m.p.h. in the smaller events and race averages as high as 87 m.p.h. in the N.A.S.C.A.R. "Grand Nationals." Last year the Hudson Hornet was the top car in this form of contest, but Oldsmobile wasn't far behind and Packard and Nash were well in the running.

It should be explained that considerable "souping" is indulged in when late-model "stocks" are being raced and the rules do not specify standard cars.

One Nash Ambassador had a Le Mans camshaft, twin carburetters, 8 to 1 compression ratio, double shock-absorbers all round and a 4.1 to 1 back axle. Dodge introduced a "hot-rod" kit especially for Stock-Car Racing, which includes dual carburetters on a special inlet manifold, with dual exhausts. Lincolns raced with the manufacturer's "speed kit" conversions, and Hudsons went to the start endowed with the special "police car" engine. The Ford Six is considered a better power unit than the Ford V8, because the latter is prone to overheat. The all-conquering Hudson Hornet had axle failure at first, cured by the use of heavy-duty components. Punctures are being combated with puncture-proof tubes.

In the States not only are manufacturers showing interest in getting victories in Stock-Car Races, but the spectators, numbering well over 10,000 at small circuits, take a delight in noting how their favourite makes perform.

Such a state of affairs seems unlikely to develop in England because the kind of car suited to this sort of racing is not manufactured here, and most of the cars which compete are likely to be "£10 plots" from the used-car lots. This being the case, and maintenance of the vehicles being in the hands of their drivers, the mind boggles at the thought of what we are going to see, after reading accounts of well-organised American Stock-Car Races in which "tie-rod broke," "fan through radiator," "rolled over," "crashed," "wheels broken," "steering failed" and "engine overheated" accounted for retirements amongst cars not one of which was more than two years old!

Already in America the I.M.C.A. and the West Coast Racing Association have banned "souping" from their races and it might be a useful ruling here, on small speedways with well-worn "stockers," although so far Pugh says "no holds barred."

Whatever the problems, no doubt plenty of people will be willing to try this new "circus." Unless the noise proves too great or a spectator is killed it is unlikely that local authorities, the police or the R.A.C. will try to stop Stock-Car Racing. What would kill it stone dead would be lack of public support. If you like the idea you will flock to New Cross Speedway on Good Friday; if you don't, you will stay away.

MOTOR SPORT hopes to attend, rather than condemn beforehand—after all, there will be real motor-racing at Goodwood on Easter Monday to offset a surfeit of sliding sedans!

America has its Jack McGrath, Art Laney, Don O'Dell, Bob Christie, Norm Nelson, Red Hamilton and Marshall Teague, and it looks as if we are going to get our Audrey ("I'm a bit mad") Field, Tanya ("I don't care if I get killed") Crouch, Tony Rumfitt and John Bolster.

Drivers who win are promised £60 a week. But the future of English Stock-Car Racing is in *your* hands.

ROAD-TEST

In this issue we publish a long road-test report on the remarkable 375-c.c., air-cooled, flat-twin, front-drive 2-c.v. Citroën.

Eyebrows will be raised at so much space in MOTOR SPORT being devoted to such a vehicle. Consequently, we wish to emphasise that this little car represents one of the most brilliant designs since the model-T Ford burst upon a transport-eager world in 1909, and the Trojan followed much the same recipe in 1922, and as such deserves the close attention of all students of design.

In any case, we have always held the view that any car, no matter how small or how slow, ranks as a sports car providing it possesses to the required degree such qualities as road-holding, safe braking and pleasant handling. These the clever little £398 Citroën has in good measure.

MOSS WINS AT SEBRING

Stirling Moss starts the 1954 season well. He won the Sebring 12-hour sports-car race in America, driving Briggs Cunningham's 1,450-c.c. O.S.C.A., with Bill Lloyd as his co-driver.

Lancia put in a strong team of Ascari, Villoresi, Taruffi and Fangio, etc. Spear's Ferrari led the Lancias until it lost its oil-pressure. A convincing 3.3-litre Lancia victory then seemed assured, but this was not to be. Ascari had clutch trouble, Fangio's back axle failed. Taruffi, backed up by Manzon, led at half-distance, harried by the Ferrari of Walters and Fitch, until this Ferrari, too, retired, with lack of brakes.

This made the order Lancia—O.S.C.A.—Lancia, the Lancia driven by Valenzano and Rubirosa holding third place. Then, with only an hour to go, Taruffi stopped out on the course, with engine trouble. So Moss won, at 73.6 m.p.h., from the other Lancia, the Austin-Healey driven by Lance Macklin and George Huntoon being placed third, but first in the 3-litre class, a splendid British achievement.

Unfortunately, all three DB3 Aston Martins retired, Peter Collins' with brake failure, Parnell's with engine trouble, while the third car likewise failed to finish, but thanks to Stirling Moss and Austin-Healey Britain did not come out of it too badly at Sebring, a race watched critically by a major proportion of America's sports-car buyers.

TRY YOUR SKILL!

On the afternoon of Saturday, April 10th, the East Sussex Road Safety Council, with the encouragement and assistance of the County Police and motor traders in the county, are holding a short proficiency trial for private car drivers resident in the administrative county. The trial will be on lines somewhat similar to a reliability trial but, apart from a mechanical examination of the vehicle before the start, accent will be entirely on the proficiency of the driver, and the trial course will be invigilated at various points and marks deducted for errors in driving and breaches of the highway code.

There will be three starting points, viz., East Grinstead, Bexhill and Seaford, and cars will converge on the County Town of Lewes, where, at Constabulary headquarters, there will be braking and parking tests, followed by prize-giving and tea.

It is hoped that the afternoon's programme may encourage the proficiency *motif* among the Sussex driving fraternity and will perhaps lead to the set-up of yet more motoring clubs whose aim and purpose it is to encourage proficiency. Details from: Road Safety Headquarters, Malling House, Lewes.

PEOPLE'S CAR REBORN

Will the "Citroën Cyclecar" Prove Acceptable to the British Public? MOTOR SPORT, after an Extended Test of over 2,000 miles in 18 days, including Negotiation of the Course used for the 1924 R.A.C. Small Car Trials, thinks the Answer is Definitely "Yes."



THIRTY-YEAR GAP.—Citroen has had long experience of economy cars, as our photograph of a 7.5-h.p. "cloverleaf" standing by the 2 c.v. during the V.S.C.C. Slough Rally emphasises.

MUCH has been written about the remarkable Citroën 2 c.v. "people's car," with its 375-c.c. o.h.v. air-cooled flat-twin engine, very supple yet stable coil-spring suspension, front-wheel drive and four-seater, four-door open/closed body.

Will this little economy car prove acceptable, even at the rather high price which Import Duty necessitates, on the Home Market? To answer this question I took an example emanating from the Slough factory and drove it mercilessly over a distance of 2,075 miles.

There is no need to describe the 2 c.v. in detail, but let me just run over some of its decidedly ingenious features.

Apart altogether from its brilliant technical conception, resulting in a true utility/economy car which in France is already taking the place of the horse-and-cart and which seldom returns less than 60 m.p.g. of cheap petrol, this Citroën 2 c.v. has "fittings to match."

Lift the light bonnet and the fan-cooled horizontally-opposed engine is fully accessible—dip-stick, oil filler with quick-action cap, downdraught Solex carburetter with French Tecalemit air cleaner, Ducellier coil and fuse box, petrol pump with convenient primer, waterproofed Marchal Corindon plugs, horn and Exide battery being in full view. Inside the roomy body you have the *exceedingly comfortable* hammock-type seats, the driver's having pegs to adjust it (the back bench-seat is removable if desired), the ventilator panel which extends the full width of the scuttle and is opened or closed by turning a knob, the air admitted being filtered through wire-mesh, and the clever half-windows in all four doors, which fold up and are held open by rubber grommets in the roof, or retained shut by a simple catch. As if this is not ventilation enough—but then, France is a hot country—the whole roof rolls half back or fully back as required, notwithstanding which it, and the entire car, is water-proof through torrential rain.

All windows are of Indestructo safety-glass; equipment includes a good rear-view mirror, twin screen wipers driven from the speedo-meter cable, but also operatable by hand, an anti-dazzle vizor for the driver, and a vast, *exceedingly useful* padded under-facia shelf, 27 in. wide and with a further roomy compartment, 7½ in. wide, to the left of the instrument panel for the driver. This panel accom-modation really is useful and the absence of door-pockets goes unnoticed. What else? Door-pulls for the front doors, rubber keeps for all the doors (the rear doors trail), simple, effective door handles, with sliding locks and lockable near-side front door, swivel-ling ash-tray in the front compartment, self-cancelling direction indicators, and a very large luggage compartment in which the spare wheel lies flat, the tool roll and jack (in bags) beside it, and which is accessible from within the car, or by lifting the lockable metal lid which replaces the fabric cover of the earlier cars. Both bonnet and boot lid have excellent stays, with simple release catches.

But we were considering ingenious features . . . Right! Besides those already outlined there is the tiny lamp, with miniature tumbler-switch on the facia, which normally illuminates the 2¼-in. Smith's speedometer, but, its case rotated, becomes the interior lamp. The ingenious seats, with rubber slats across tubular metal frames, have already been referred to; they have durable plastic upholstery and the front o.es lift for access to the back compart-ment should the back doors be locked. The generous fuel filler on the off side contains a long fibre dip-stick which records the contents of the 4.4 gallon petrol tank which lives under the back seat. The flexible suspension is naturally affected by load, but to counteract this a knob controls the angle of the small, but powerful, 4½-in. Butlers combined head and side lamps. A removable fabric cover carrying the Citroën chevron-badge, to clip over the radiator grille in cold weather, is supplied and the bonnet is lifted by a motif proudly bearing the words "Citroën Front Drive," reminder, if such be needed, that Citroën has made more *traction avant* than anyone else. The heater consists simply of two ducts, one from each cylinder, leading to holes in the foot ramp normally closed by flaps.

The central hand-brake lever is merely turned to the near side to releas- its vice-like ratchet: it acts as a proper brake besides being a parking anchor. Closer to the off side, the central gear-lever is upturned, with a big, comfortable knob, spring-loaded away from the first and reverse gear locations. Its action, once mastered, is simplicity itself, aided by good synchromesh and a tolerant cog-box. The beginner makes the mistake of going from top into second gear when he or she is seeking over-drive top and must remember to push the knob more definitely to the right to select over-drive, which is usable at anything over 30 m.p.h. on a level road. Reverse is opposite first, with no stop. Otherwise the gear-change action is simple and satisfying, the only puzzle to the regular 2 c.v. driver being to find bottom gear in a hurry from normal top; this involves going forward to neutral and left and farther back into bottom gear. This action apart, and it is normally required only at rest, the gear-change is extremely easy and very rapid indeed.

There is one of those delightful Continental-style lamps-control extensions to the right of the steering wheel, carrying the horn button at its extremity and moving up and down to dim the head-lamps—nothing could be nicer to operate. There are two dual rear lamps, and proper bumpers with over-riders—nothing is skimped on the 2 c.v. There are even towing rings at front and back of the frame. The facia controls are really in two sections—a central panel carrying swivel-out ash-tray, starter and choke knobs and the direction-indicators control lever; a panel before the driver carrying petrol supply warning light (which lights when



ONE HORSE OR TWO?—In France the 2 c.v. is a substitute for the horse and cart—and, unlike a horse, the little Citroen does not require watering. It is certainly the Oil-Baron's Despair, doing, as it does, 60 m.p.g.

about ½ to ¾ of a gallon remains, representing a complete journey in the Citroën !), ammeter, speedo. lamp switch and a diagram of the gear locations. The English ignition key is on the side of the metal box surrounding this panel.

The big 16½-in. steering wheel has a single spoke, like a pair of handlebars, and its rim is plain, painted metal. It possesses not a degree of lost motion. The pedals are well spaced, with treadle accelerator. The Smith's speedometer, exposed like that of an Edwardian car's, in the centre of the screen-frame reads, we were amused to see, up to 70 m.p.h.; it has a total milometer *sans* decimals, but no trip reading. A big knurled knob engages and disengages the wiper's drive.

From the armchair comfort of the 2 c.v.'s separate driving seat the view through the big screen is excellent, although the short, corrugated bonnet is sufficiently wide to obscure the near-side wing and lamp.

The speedometer is marked with maximum speeds of 10 m.p.h. in first gear, 22 m.p.h. in second gear and 37 m.p.h. in third gear, and so well does the little 375-c.c. engine propel the car that it is seldom necessary to exceed them. On a steep hill it is sometimes permissible to go a little above 22 m.p.h. in second gear, because power falls away when top is selected.

To the obvious question, is the 2 c.v. tedious to drive, I can answer an emphatic "no."

The fact is that at its normal cruising speed of around 40 m.p.h. it seems quite fast, in a complimentary sense. Although slight gradients, even traffic checks, can drop the speed rapidly, judicious use of normal top in conjunction with over-drive, and a momentary drop to second gear as required, maintain it quite well and main road averages of 33 m.p.h. or so are normal. Moreover, Citroën has done two very sensible things where a car of truly low power output is concerned. The designer, God bless him, has endowed the 2 c.v. with really powerful brakes and extremely clever suspension which, alarmingly pliable as you rock the car up and down, nevertheless permits the 2 c.v. to be held at its cruising speed round sharp corners, the roll controlled and the firm steering master of situations calling for retreat into the gutter or verge or of a change of direction under these conditions. Consequently, the 2 c.v. Citroën, just an economical large box to Grandpa, is a vastly entertaining little car in which the enthusiast will hustle along.

The suspension is a technical miracle, particularly on such a lightweight car; the inter-connected coil springs absorb incredible shocks with ease, while so effectively do the ingenious dampers, which embody 8 lb. cast-iron weights and coil springs, as well as friction damping in the suspension arm pivots, function that only occasionally do wavy surfaces throw the 2 c.v. into an up-and-down float, soon brought under control.

The air-cooled engine clatters a bit, but to me, as a strong advocate of a truly tiny power unit for 60 plus m.p.g. petrol consumption, this was music. The front-drive is useful in maintaining stability on corners, but does make its presence felt when the engine is pulling from low speed round right-angle bends. This can be met by coasting or slipping the clutch and is a small price to pay for the car's ruggedness and many advantages.

The gear-lever knob dances about madly if the engine is asked to pull away from low speeds, but soon gets tired of doing so and behaves itself properly. Otherwise, there is little about the 2 c.v. to remind the occupants that it is a "minimum motor car." It rides over the worst surfaces "better than a Rolls-Royce" and, with a bit of spirit put into driving it, leaves many Eights and Tens behind—after a couple of days in the little Citroën these latter cars take on the aspect of ponderous fuel-burners.

Petrol economy is one of the highlights of the 2 c.v. It really is rather ridiculous. For example, when the car was delivered to the MOTOR SPORT office I was told that it had a full tank. Leaving on the Thursday afternoon I used the car almost continuously, and hard, until the tank ran dry on the Monday morning. I had during this time added only two gallons, so the consumption was obviously approximately 60 m.p.g. Intrigued, I then tested with two gallons of cheap petrol, using the car through London to the office, driving it hard on the open road, up hilly country in Sussex which brought it frequently down to bottom gear, over roads heavy with snow and slush, including starting it on the Tuesday morning on the choke—result 60.1 m.p.g. The overall m.p.g. from there until the test concluded, 2,075 miles and many Welsh gradients later, was 59.9. There is no possible doubt, therefore, that under unfavourable average conditions the 2 c.v. betters 60 m.p.g. Indeed, coasting on hills, but still with a number of choke-starts, 72 miles were covered on one gallon.

Incidentally, another advantage of the Citroën 2 c.v. became apparent during the first weekend's acquaintance with it. Snow fell heavily on the Sunday evening—the mechanically-driven wipers,

THE 2 c.v. CITROEN IN ITS NATIVE LAND

In France the 2 c.v. Citroën is the least-expensive practical four-wheeler.

Its design originated before the war and output is approximately 1,500 a week. The 2 c.v. is selling like "hot buns" and causing tremendous enthusiasm.

For an unladen weight of 10 cwt. it has a brake lining area of 65 sq. in.

The air-cooled 375-c.c. flat-twin engine, using fan-cooled, finned steel cylinders with push-rod o.h. valves in hemispherical, light alloy heads, was designed from the word go as a car engine. It is deliberately limited to 9 b.h.p. by restriction of the inlet tract, but Frenchmen are already finding ways round this!

Contact-breaker simplification produces sparks on the exhaust stroke as well as on the power stroke.

All four doors are easily removable in hot weather.

A rebore is not likely to be required before 36,000 miles, and then costs the equivalent of under £8 for replacement barrels, pistons and rings.

All body panels are phosphate-coated to defeat rust.

A new front wing costs the equivalent of £2 14s., a replacement back wing a mere £2.

The 2 c.v. is delivered with a free five-days' third party, fire and theft insurance, and the annual premium is about 30 per cent. less than that on other small cars.

The Citroën Company operates an ingenious engine exchange scheme, whereby the owner gets a new unit immediately and pays only for the cost of restoring his original engine.

Citroën experimented with a 425-c.c. version for the van but abandoned it when Frenchmen threatened to use these cylinders in their cars, which would spoil the whole object of the 2 c.v.

Here it is then—an astonishingly smooth-sprung, reliable, 60-m.p.g., 40-m.p.h., open/closed four-seater with comfortable seats, plenty of room, and no water to freeze in its engine. It holds the road well; is an excellent performer under "trials conditions."

[Editorial note: British designers and manufacturers, please copy, if you can!]

with their ratchet drive, coped successfully, but a screen de-froster would have helped—and it was pleasant to be able to garage the car without fear of its water freezing. Starting is quite prompt, with not over-much use of the choke and the engine never thinks of pinking or running-on. It primes from a dry tank on a gallon, even on a hill.

If this modern cyclecar has snags they are not very serious ones. The vicious return action at the steering wheel transmitted by the front-wheel drive on sharp corners is only a momentary inconvenience and at other times the steering, which asks just over two turns, lock to lock, is free from return action, column shake or vices in general.

It is not particularly light steering, but is smooth and there is mild castor action. The brakes squealed at times, but remained outstandingly powerful and vice-free. They are progressive in action and only call for determined pedal pressure in an emergency. The system is Lockheed hydraulic, with 7.8-in. inboard ribbed drums at the front, 7.08-in. drums at the back.

The suspension is one of the best features of this clever vehicle, combining remarkable absorption of abnormal shocks with a steadiness on normal corners which greatly enhances the fun of driving a 2 c.v. On icy roads the front drive functions as it does in the big Citroëns, rendering possible speeds which would be alarming with rear-wheel-drive cars. Under such conditions the high-set number plates remain notably clean—just another practical aspect of this true " people's car."

There are a few minor inconveniences. The driver is apt to inadvertently open his window with his right elbow and, because these windows have to be dropped with some force for them to engage their catches, raindrops spray into the interior. A grip on the inside would obviate this. The screen wipers are rather noisy, sweep a rather small arc, and when in action set up a slight float in the otherwise steady speedometer reading. The seats, being high, made egress a little athletic. The headlamps adjusting knob is apt to pinch the fingers if gripped enthusiastically and the forward-mounted direction indicators are none too easily seen by following cars. On the credit side, the big plastic rear window in the hood contributes to anxiety-free reversing. The clutch is light, positive and completely slip-free, and very rapid gear-changes can be effected with the previously described facia gear-lever. This takes any amount of abuse and the action, as obstacles loom up, of pulling it back into normal top from over-drive, pushing forward into second gear, all done as almost one movement by virtue of lenient synchromesh, assists materially in hurrying the little car along.

A few further points occur to me. The little engine is really remarkably free from vibration at all speeds, but suffers from a momentary hesitation at times when accelerating from modest speeds in top or overdrive—the Solex flat-spot? It idles almost inaudibly. The body lacks sound-proofing, so that loose stones flung on to the underpan by the wheels sound like rifle bullets, but no fumes seem to enter the car. The door handles are cleverly arranged to move *upwards* to release the catches, which prevents inadvertent opening of them. The tool kit, comprising jack, wheel-brace, wooden chock for wheels, grease gun, starting handle, 8-10-mm. and 12-24-mm. spanners, plug box-spanner, pliers and screwdriver, is of better quality than that found on at least one other inexpensive car of recent acquaintance.

As I see it, the British public, always conservative in their tastes, hold the following points against the 2 c.v. :

(*a*) They cannot believe that such a small-engined car will be speedy enough for their needs, or comfortably spacious.

(*b*) They do not trust a design so outrageously unconventional as to embrace an air-cooled engine, with but two cylinders, and front-wheel drive.

(*c*) It is too expensive.

(*d*) It is ugly.

I think the foregoing test report answers (*a*) effectively. I can only say that in the course of trying the Citroën I passed a great many Eights and Tens proceeding far more sedately, and that four large persons could not be so comfortably accommodated and carried in the majority of so-called " baby " cars. I am not going to pretend that even up the steeper main-road hills the 2 c.v. does not get tedious. It does. Climbing at 10 m.p.h. to the merry stutter of those two little cylinders, which then transmit some noticeable vibration to the occupants, but which never seem to overheat, calls for patience. But I remembered that I was getting at least 60 m.p.g. of " cooking petrol " and took my hills philosophically. Perhaps modern car buyers have no philosophy?

The reply to (*b*) lies in the popularity of the 2 c.v. in the owner-



LIGHTWEIGHT!—The 2-c.v. Citroen weighs 10 cwt. It is particularly good at getting through mud and slime but if it does stick . . . See above!

ship of hard-driving Frenchmen. During our test, including a strenuous two days in the Welsh hills, the only troubles experienced were a loose upholstery screw, a loose window catch, repaired in a few moments with the domestic hammer, a looseness about the bonnet-catch, which was in no way dangerous, and a loose nut securing the screen-wiper knob. Less than a half-pint of oil was added in the first 780 miles and the Michelin tyres, which could be made to howl only under rally-style cornering, were not so much as checked for pressure. To finally satisfy myself of the dependability and practicability of the wee Citroën I took it over the course in Wales used in 1924 by the R.A.C. for their very punishing Six Days Small Car Trials. An account of this forms the second part of this article and speaks for itself—in terms of loud acclaim for the 2 c.v.

There *is* some sense behind (*c*), for import duty makes the smallest Citroën relatively expensive in this country. However, do not lose sight of the considerable saving in fuel costs which it offers. For example, although, inclusive of purchase tax, the four-door Morris Minor costs £4 5s. less than the 2 c.v., the four-door Austin A30 £60 18s. 2d. less, due to its saving in fuel costs the 2 c.v. will make up these price differences after approximately 2,000 and 30,000 miles' motoring, respectively. After this, of course, it begins to save these appreciable sums of money for its prudent owner.

As to (*d*), when you are snug inside the 2 c.v. you cannot see how ugly it looks!

To sum up, before I take you with me to Welsh Wales, the Citroën engineers are to be warmly congratulated on providing a real people's car from stem to stern. The suspension, allowing so much movement that abnormal roll is expected, proves to be surprisingly stable, with an under-steer tendency, and in consequence, and using the excellent hydraulic brakes, the little car is far faster from A to the inevitable B than a mere 375 c.c. suggests. The angles and antics of the wheels at times assume the grotesque, but this merely indicates a sensibly rigid chassis structure and, anyway, the mudguards being adequate, you can't see the wheels from inside the car! Add to this a genuine 60 m.p.g., a maximum of 50 m.p.h. " under favourable conditions," simplicity, both of driving and maintenance, and lots of room for four people and their luggage, and there is every reason for British motorists seriously to consider purchasing this very staunch, essentially entertaining, little car. Conceived by the late M. Boulanger, the 2 c.v. Citroën is certainly the finest utility vehicle since the model-T Ford and the two-stroke Trojan and, suiting its economy to the needs of today, ranks as one of the truly great modern designs.

WELSH WEEK-END

Thirty years ago, away back in 1924, the R.A.C. ran a Six-Days Trial for Small Cars over a punishing course in Wales. The cars had to be standard models, they lost marks for stopping and shedding passengers on hills, for any time required for repairs, adjustments or taking up the brakes, they were timed up some very steep " Welsh Alps " and were bucketed and buffeted over vile Welsh by-roads and mountain tracks. After five days of this they were timed up the old Birdlip Hill in Gloucestershire, after which they proceeded to Brooklands Track for acceleration and speed tests and an examination for general mechanical condition.

Add to the foregoing the fact that the consumption of oil and petrol was carefully measured and that a schedule speed of 19/20 m.p.h. had to be maintained according to class, and it will be readily appreciated that this was an exceedingly stringent test, which any manufacturer would be proud to win. All the competing cars



AT THE FOOT of Bwlch-y-Groes, the famous Welsh pass, which constitutes a stiff test for a small car.

arrived at the finish covered in mud, many of them in sorry mechanical fettle. The winner proved to be a Gwynne Eight, driven by D. Chinery, which lost 21 out of 1,500 marks, averaged 46.2 m.p.g. of petrol under these conditions, consuming 5.16 fluid ounces of oil and clocking 55.21 m.p.h. over a flying mile at Brooklands at the conclusion of the Trial.

I had long wanted to look at the course used for this 1924 contest and the 2 c.v. Citroën seemed just the car for the job. It would, I thought, be instructive to see whether a 375-c.c. 10-cwt. small car of 1954 would do what a 950-c.c. 13-cwt. light car accomplished in 1924. Also, apart from the interest of " chasing ghosts " over the old Six-Days route, it is possible that the Light Car Section of the V.S.C.C. or the Humber Register may one day run a replica of this Six-Days Trial. As Chairman of the former and an ardent admirer of the latter it might, I felt, be useful to survey the prospects which, done in my 1922 8/18 Talbot-Darracq would savour of cheating should I subsequently assay to compete in a vintage-car event on these lines, but looked at through the ample windscreen of the 2 c.v. could occasion no adverse comment.

So, on a Friday afternoon, we loaded up our little carriage and set out for Llandrindod Wells, headquarters for those 1924 Trials, where we were most hospitably accommodated at the Metropole Hotel, so well known to rally competitors of the present age.

On the Saturday morning we got 4½ gallons of fuel into the Citroën's tank, filled up with Castrolite (the front-drive universals had been greased on the way down, by a Banbury garage, for the sum of 1s.) and off we went over the route used for three days of the old R.A.C. Trials.

The average speed in 1924 for the smaller cars was 19 m.p.h. and although the roads, cutting through Rhayader, Tylwch and Llanidloes to Van Hill, were twisting and steep, frequently bringing the 2 c.v. down to a 10-m.p.h. crawl in bottom gear, they were also deserted, so that we averaged not 19 but 28 m.p.h. Later in the day, over some really tough going around Knighton, the average fell to 21 m.p.h., but unless the 1924 check-points were very close together, at no time should we have lost marks for being late, although we could have done so for being early.

As to the hills, Van, the first, was short and steep, with a choice right-hand corner at the bottom, but up went the little Citroën with plenty in hand at its customary 10 m.p.h. in its 26 to 1 bottom cog.

Easier going led to the famous Bwlch-y-Groes, now decently, if by no means perfectly, resurfaced. Here we were defeated by patches of snow on which the wheels could not get a grip, but otherwise there is no doubt whatsoever that the 10-m.p.h., bottom-cog performance would have taken us serenely over the summit.

This defeat changed our plans, our original intention to cover the entire day's route being curtailed somewhat, because we ate a sandwich snack at Dinas Mawddwy instead of lunching, as they had in 1924, at Bala.

We rejoined the route later, taking easy Gibbet Hill in the afternoon. All the roads are now very well surfaced, whereas thirty years ago the drivers met loose stones almost continuously and deep mud and ruts not infrequently.

That night absolutely torrential rain fell and for a while the engine went on one cylinder, while some drops of rain found their way inside the body. It was necessary to dry the coil with a handkerchief after parking for over two hours outside a cinema in Builth, but it should be explained that before starting out that morning we had removed the easily-detachable canvas cover over the radiator grille. After this had been replaced no further trouble was experienced.

The afternoon had been devoted to looking at part of the route we had intended to sample on the Sunday. This included a climb over Panne Hill, occasionally closed for gun-firing practice, a magnificent climb, curved round to the left and rising to some 1,500 feet at the summit, so that we were in bottom gear continuously for about eight minutes. Even so, the 2 c.v. showed no sign of overheating, nor any sign of distress. It was reassuring, at such times, to remember that an air-cooler is fitted behind the fan.

The next day we again had occasion to climb Panne Hill, this time in sunlight with the cover over the grille, but the game little engine seemed to keep just as cool.

On the Sunday morning, after discovering that the Beulah water splash, which had caused no little despondency in the 1924 Trial, has been bridged over since 1929, we took to a mountain track as a short cut to Senni Hill. It proved, finally, to be impassable and we had the task of man-handling the 2 c.v. out of a bog, with hidden guns on the firing-range we were crossing firing continuously and ominous spent shells littering our track. Let me say here and now that, although finally bogged down, the manner in which the 2 c.v. pulled itself through slime, climbed out of the track onto grassy banks when this seemed expedient, motored unconcernedly through foot-deep water and ploughed through tall bushes was little short of miraculous. This experience proved it to be truly a *go-anywhere* people's car and when it did stick its light weight made it easy to get it on the move again. Once we were compelled to jack up a front wheel and remove an impeding boulder, but this was facilitated by an excellent screw-type jack, far more sturdy than many supplied with much heavier cars. The only damage was to the front bumper and an over-rider and these were soon bent straight by hand! As we returned the way we had come, the track ahead a morass, we felt we might have been better employed competing in the Hants & Berks M.C. Blackwater Trial!

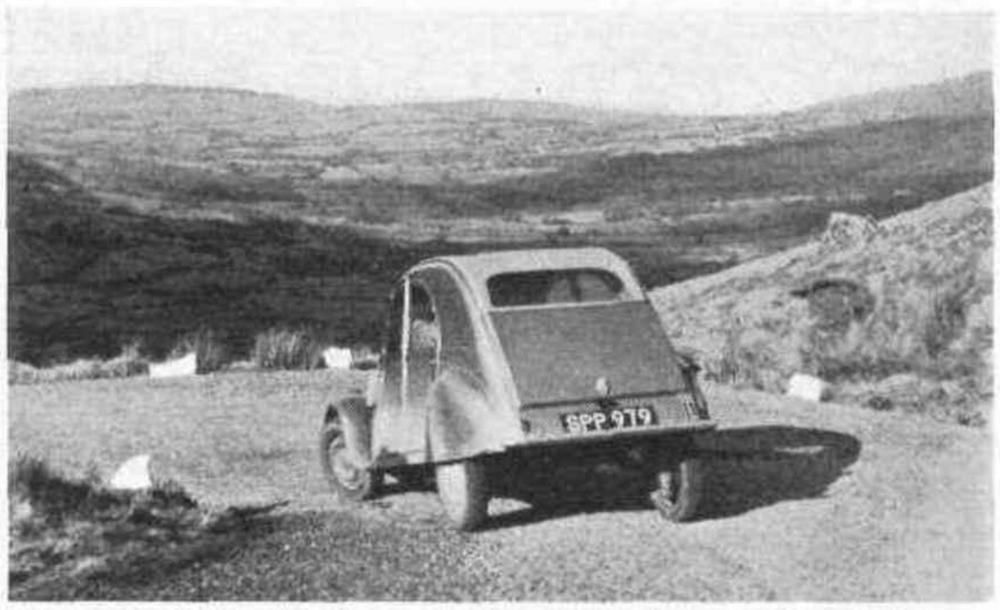
All thought of completing the section of route used on two days of the 1924 trial had to be abandoned, but we went over some very steep bits of the London Rally route (where modern cars are called upon to average 30 m.p.h. while the navigator finds the way by map!) to Senni Hill. After a splendid run along a mountain track flanked by snow-capped Brecon Beacon we came to the gate at the foot of Senni. This is a magnificent hill, long, very steep, with two bad hairpins, a splendid view spreading out below as you climb upwards. As usual, the 2 c.v. took it in its lowest-gear stride. Today the surface is beyond reproach, but thirty years ago it was a lane of rough, sharp stones.

This last grand ascent accomplished we turned towards London, 200 miles distant, to deposit our very able navigator before returning to Hampshire. As we approached London we became engulfed in thick fog, but the Citroën's adjustable Butlers headlamps coped admirably. To summarise our findings :—

We had tried to compare the time of the 2 c.v. on the observed hills with those taken in 1924, but this was almost impossible to do without knowing where the timekeepers had been situated. In winning the 1924 event the Gwynne lost four marks for replenishing in the depot, two for tyre trouble and 15 for speed up hills. As we hadn't time to do the six days of the old trial comparisons are virtually meaningless, but the 2 c.v.'s low thirst for oil could hardly have lost us many marks for depot replenishment, especially with the accessible quick-action filler, although that self-wiping dip-stick (see earlier) could have been a bind. Our Michelins are unlikely to have punctured, the average speed was within comfortable



SNOW IN MARCH.—Only wheelspin on snow patches near the summit of Bwlch-y-Groes stopped the willing 375-c.c. 2 c.v. Citroen from making a clean ascent.



SENNI HILL.—The 2 c.v. coming down Senni Hill, with its very steep gradient and two sharp hairpin bends, a timed climb in the 1924 R.A.C. Small Car Trials. Like Panne, it rises to nearly 1,500 feet above sea-level, but the 2 c.v. climbed it strongly in bottom gear.

reach, and our fuel consumption would undoubtedly have been better than the Gwynne's by over 10 m.p.g., although at Brooklands we could hardly have held the Gwynne on acceleration and probably would have had difficulty in greatly exceeding 40 m.p.h. in the speed test. But whereas the 1924 winner was an exposed two-seater, we had a weatherproof, comfortable four-seater with luggage accommodation—just how roomy is emphasised when I remark that later that weekend we accommodated a 9-ft.-long propeller from a Kaiser War Sopwith Salamander fighter beneath the seats, with the boot lid open only an inch or so! On several occasions the underpan of the 2 c.v. "bottomed" on bad roads and the mud flaps on the front wings commenced to fall off, but otherwise the little car, which I had driven nearly 1,000 miles before this "Six Days," was as fit as ever, the clutch showing no desire to slip, the brakes having lost nothing in stopping power.

As to fuel consumption, the customary 60 m.p.g. rose to 59 m.p.g. checked over a single gallon which included climbing Senni Hill and taking much of the Welsh by-roads, while a rough check indicated that even after climbing the long Panne Hill and repeatedly revving up when we got bogged on the mountain track consumption rose no higher than 54 m.p.g.! In fact, whereas normal running returned 60.1 m.p.g., the "Welsh episodes" brought this up to 56.3 m.p.g., still an overall figure of over 58 m.p.g.

This excursion into Wales set the seal to my already very favourable opinion of the baby Citroën. It is a fascinating, splendid little car, to which I would gladly give permanent shelter in my garage. Its designer, who must be a brilliant engineer indeed, has approached fearlessly the problem of providing a modern people's car. His solution bears out the plea I have made so frequently in MOTOR SPORT—use a truly small engine and *real* economy will follow. The 2 c.v.'s "square" flat-twin is astonishingly smooth, not unduly noisy, does not indulge in vices, and seems to be unburstable. It returns the fuel consumption its makers claim, which is almost unique in my experience.

Certainly from now on I shall look with scorn at cars of low power output which employ heavy lumps of cast-iron surrounded by water for engines, and I shall refuse to regard as an economy car any vehicle which does not give a genuine 60 miles per gallon of cheap-grade petrol.—W. B.

THE SERIES A CITROEN 2 c.v. CABRIOLET

Engine : Two cylinders, 62 by 62 mm. (375 c.c.). Push-rod o.h. valves. 6.2 to 1 compression ratio; 9 b.h.p. at 3,500 r.p.m.
Gear ratios : First, 25.9 to 1; second, 12.55 to 1; top, 7.5 to 1; overdrive, 5.7 to 1.
Tyres : 125-400 Michelin on bolt-on steel disc wheels.
Weight : 10 cwt. (ready for the road, without occupants but with two gallons of petrol).
Steering ratio : 2⅛th turns, lock to lock.
Fuel capacity : 4.4 gallons. Range approx. 265 miles.
Wheelbase : Varies with suspension movement; 7 ft. 9.3 in. unladen.
Track : 4 ft. 1⅝ in.
Dimensions : 12 ft. 4¾ in. by 4 ft. 10 3/16 in. by 5 ft. 3 in. (high).
Price : £398 (£564 19s. 2d. with purchase tax).
Makers : Citroen Cars, Ltd., Slough, Bucks.

FUEL CONSUMPTION OF THE 2 c.v. CITROEN

How £5 18s. 9d.-worth of Second-Grade Petrol was Consumed During MOTOR SPORT's Extended Road Test.

Mileage Readings	*Gallons*	*M.P.G.*	*Remarks*
954	0	—	—
1,075	2	60.5	Running in London traffic, choke to start in morning.
1,134	1	59.0	Driven as hard as possible.
1,500	6	61.0	Three-up over snow-bound roads, over Sussex hills, driven hard, and in traffic, choke to start, etc.
1,849	6½	53.7	Tank filled for Welsh "Six Days" route. Includes Van, Bwlch, Panne hills and getting out of bog, choke to start, driven all-out over Welsh by-roads, etc.
1,908	1	59.0	By-roads, timed climb of Senni hill.
2,453	9	60.5	Home from Wales, low-gear work in fog, flat-out, over Sussex hills, London traffic, Hampshire lanes, shopping, choke to start, etc.
2,650	3	65.6	London traffic, starting on choke, Sussex hills, etc.
1,696 miles=	28½ gallons =	59.9 m.p.g.	

BOWES SEAL FAST

The press were invited to a reception at Londonderry House on Thursday, March 4th. The demonstration concerned the quick and efficient process the Bowes Seal Fast organisation have developed for the repair of punctures. Their method has also reduced the cost of the repair—motorists please note. Much as we enjoyed the demonstration we feel that the equipment shown was of greater interest to the garage proprietor than the private motorist.—J. C. M.

* * *

A V8 B.R.M.?

According to Basil Cardew (the *Daily Express* dated March 18th) Raymond Mays has bought Tony Rumfitt's Ford V8 stock-car.

WELLWORTHY

A somewhat wintry journey was undertaken by members of the press to the Wellworthy Organisation in the New Forest. After lunch the chairman made a short speech—in which he outlined the remarkable expansion of the company between 1920 and the present day.

Our first visit was to the factory where they produce Alfin brake drums. These brake drums are the answer to racing cars and high performance cars such as the Bristol. They have great heat-resisting properties.

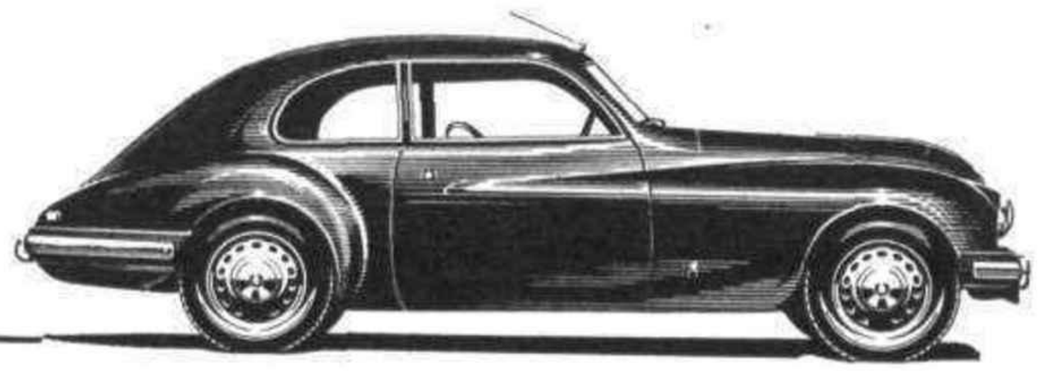
We moved on to the factory where pistons and piston rings are produced. The output is prodigious and it is interesting to note that a large proportion of the output is for the export market.

To the technical student of high-class precision engineering—a visit to the Wellworthy factories would be as instructive as it would be interesting.—J. C. M.



BRISTOL CARS

ARE BUILT TO THE HIGHEST STANDARDS OF AERONAUTICAL ENGINEERING



THE CAR DIVISION OF "BRISTOL" 2 LITRE THE BRISTOL AEROPLANE COMPANY LIMITED • ENGLAND • *London Showrooms · 80 Piccadilly, W.1*

CARS I HAVE OWNED by Peter Cavanagh

"The Voice of them All," so well known to B.B.C. Listeners, writes of his Motoring Experiences

LOOKING back over the years, it seems that apart from the practice of owning other people's "voices," I have indulged in the ownership of some twenty cars, at least as varied in character, and in many cases as difficult to master.

I well remember the severe "telling off" administered by father when caught in the act of "twiddling" in the seat of his Prince Henry Vauxhall, as I sped my imaginary way along the lanes of Knockholt. Such exquisite pieces of machinery were not designed as the playthings of small boys and polishing the headlamps was as near as I got to the driving seat thereafter; he had kept it in perfect preservation and it was the "apple of his eye." Before long, however, my father passed on, and with him motor cars passed out of our family for some years until, at the age of 17, I became apprenticed to the motor industry and part-owner of a 1927 two-seater bullnose Morris. The car was used to collect spares, and I was allowed to use it at weekends after being taught to drive by another apprentice of extremely small stature—which necessitated my driving with my knees under my chin, as he had bolted the seat in position. I paid 10s. a week and at the end of the year it became mine. My visits to race meetings especially at Brooklands (*oh how we mourn its loss*) became more and more frequent, especially if Sammy Davis was participating, as he was my absolute hero, equalled only at times by the great "Tim" Birkin in the single-seater Bentley; after that I believe came the Hon. Brian Lewis in the Talbots and George Eyston in the "mint humbug" M.G. Come to that any racing driver of repute was to me at that time "out of this world." It was on such a journey to Brooklands that I nearly removed Fox and Nichols' front window as I emerged round the corner in what I imagined to be a "drift." The garage had used the Morris the day before to assist at a breakdown job and about 3 cwt. of steel chain, hooks and tackle had been left in the boot. Added to the worst performed example of a drift, the centrifugal throw of this ironmongery against the side of the boot caused me to execute a geometrical evolution which would baffle description, even by John Bolster. I proceeded to Brooklands at a crawl with the painful realisation that I was no Nuvolari.

The very nippy old bullnose was traded in for a fabric-bodied Morris Isis saloon and after some patching gave good reliable sluggish service, which infuriated me and delighted my mother. The trade crisis loomed up and alas the Isis was exchanged for a push-bike. The circumstances exasperated me beyond endurance, and I would beg or borrow a drive from anyone either mad or sympathetic enough to loan me a vehicle.

Eventually I entered into part-ownership with a student of a dilapidated "2.3" Bugatti tourer, which was, however, gratifyingly fast and had just about the hardest suspension I have ever had the misfortune to drive over a tram track. It had a hood like a colander and an exhaust like a pack of hounds. My friend was fined for "noise" and "driving without due care and attention," and we sold the Bugatti to a vicar's son as a last resort to find the money. I often wonder what happened to both parties. I left the garage eventually, having been offered a considerably better salary on the sales staff of an accessory firm, and from there on to a large electrical manufacturers, and was at the same time "entertaining" in my spare time. Eventually after some years I became a professional and owned a Riley Falcon and also a Riley Lynx, but once again my career was cut short by the war.

During the five years of my Service life I had a "go" at almost everything on wheels, incluoing a large Austin ambulance which I backed into a pond through looking at an attractive A.T.S. driver instead of where I was going. *Cherchez la femme* was all very well, but to have to be towed out by two of them was better than the severest reprimand. Came 1946 and I was in "civvies" again and was able to earn a reasonably respectable living owing to the kindness of friends at the B.B.C. who had given me broadcast contracts during my "leave" periods; to them I am eternally grateful. I purchased a Riley Alpine which had been about twice



PETER CAVANAGH and his Alvis Fourteen opposite Broadcasting House, W.1.

round the clock in the hands of a farmer, and prices being astronomical I took it as it was and set about a rebore. In that year I owned three Rileys, an Alvis Speed Twenty (1933 tourer), and then settled on a very lovely Kestrel which had been completely rebuilt by an acquaintance and, after bartering somewhat and flogging the Gamecock to a publican, BXU became mine. One of the most amusing experiences of my life happened with this car. My wife, declaring that she had an "urgent call" to make, vacated the car in a wooded section of the road over the "Hog's Back," and whilst waiting I switched on the radio which had been left at full volume; before I could adjust it, the voice of Dick Barton shouted loudly, "Come out, you swine, I can see you." With a stifled scream, my wife leapt out and attempted to dash for the car, completely forgetting that her legs were in captivity; strangely I have never since had a radio in a car.

The following spring I bought a Jaguar 2½-litre saloon as my growing family required more room for luggage and I had been offered an exceptional price for the Kestrel. The Jaguar spent an uneventful life with me, except that I shall always associate her as the car which conveyed me to Windsor Castle to do my first private show for the late King George VI and his gracious family. A wonderful man, and a wonderful memory indeed. Returning home in the



THE RILEY KESTREL which was one of a series of cars of this make owned by Peter Cavanagh.



BEAUTIFUL INDEED, but not quite what Cavanagh wanted—the 1937 Park Ward 4½-litre Bentley.

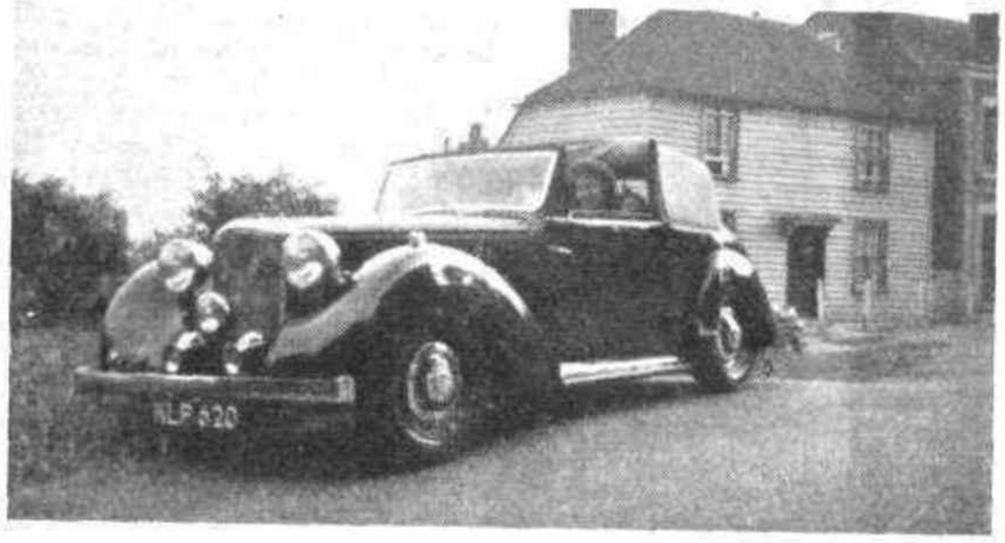
early hours, the Jaguar nearly ran down a row of policemen who jumped out into the road waving lanterns. I realised that they must be checking road traffic into London, as just prior to Christmas a considerable amount of black-marketeers were at work ; also it was during the period when all basic petrol allowances had been curtailed. Seeing we were all in full evening dress I fully expected demands as to " why on essential petrol ?" The inspector inquired firmly "Where have you been ? " To which I replied truthfully, " To see the King and Queen." Expecting a retort of not to be " funny," I was saluted, and wished goodnight. To this day I am convinced that policemen know the truth when they hear it !

I exchanged the Jaguar for a Rover Sixteen and, whilst the motor was extremely smooth, the steering seemed to transmit an abnormal amount of road shock and would waltz somewhat at 70 and over in spite of all being apparently correct, and soon I fell for a very pretty " Martin Walter " special-bodied 1½-litre Jaguar coupé. The body was, however, so low-built at the rear that changing a wheel in the middle of Epsom High Street at midnight became a major gymnastic feat, even when assisted by two R.A.F. types and a gentleman so like Jean Chassagne in appearance that I fully expected to hear the words " Maintenant c'est à moi " as he laid down his coat. After several " flats " I could no longer stand the rigmarole which had to be gone through, which was all right if one was not dressed to appear in public, which was inevitably the case. (I bought it from a doctor, so perhaps he had had to change a wheel also.)

I then took delivery of my first post-war car, an Alvis Fourteen coupé. It steered as a thoroughbred should, and the suspension was excellent, except that it seemed incredibly hard compared to other people's, and it was while I was thus pondering that I was offered a 3½-litre Vanden Plas pillarless saloon Bentley at a very reasonable figure. It was impressive, silent and yet extremely " gutty," and went considerably faster than many 4¼ R.-B.s I had driven. I sold the Alvis the day it came out of covenant, and used the " R.-B." for some mon ths when I decided to exchange it for a very beautiful 1937 Park Ward 4¼. The engine was like silk, the gearbox like velvet, and suspension to fit. It was the most beautiful car I have ever owned of its type, and the Rolls servo-assisted braking system made it equally the safest, and *there* (for *me* at any rate) was the snag ! It was *too* perfect, and twice I had nearly fallen asleep at the wheel for sheer lack of engine noise.

No ! I decided. This was somehow not my make-up, and it was once again in the moment of indecision that my mind was made up for me when a friend arrived in a large blown Lagonda and wanted me to accompany him to Granville Grenfell's workshop at Weybridge. The ride ruined me completely. I had become once again the slave of audible exhausts and throbbing machinery.

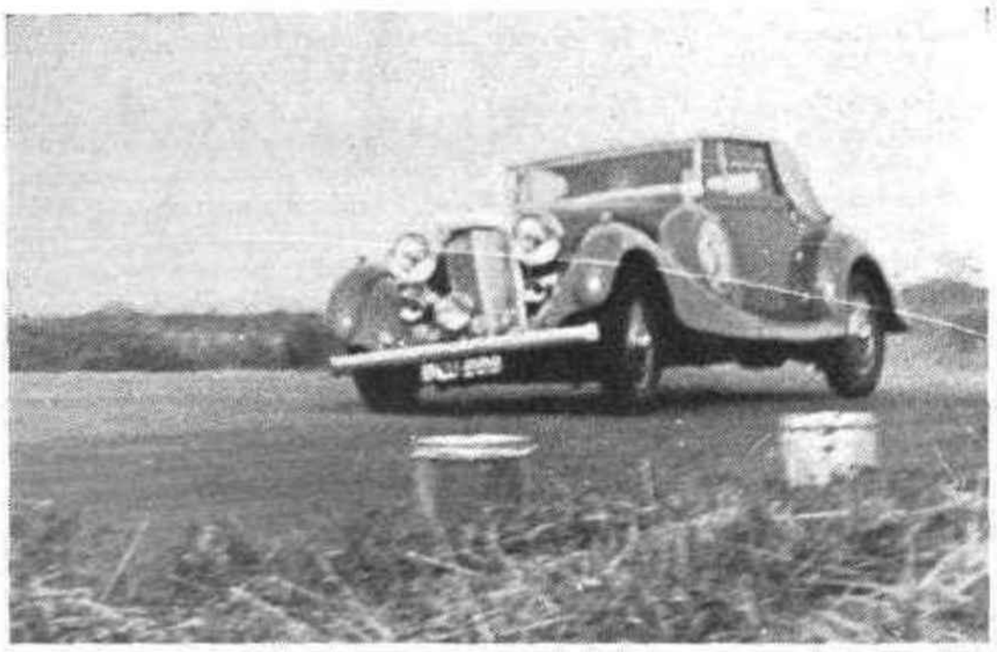
Within a week I drove out of Davis Motors the owner of a 4½ Lagonda coupé. I had defeated myself in a fight against my better, family self which told me I wanted a Rapide tourer, my wife influencing me in the end when she saw a photo depicting three " outside exhausts " which literally terrified her with the thought of speeds over the " ton." She has never really liked speed and feels an uncontrollable desire to recede down towards the floorboards as the needle progresses round the clock. Any driver exceeding 50 is liable to find her wrapped round the clutch pedal, in fact several have. It was about this time that she flabbergasted me by telling me she was going to take up driving herself. So we decided that two cars was the way out of many arguments, one for family use and one for my journeys and speed events, etc., and thus we bought " Mirabelle," a Morris Eight whose adventures I will not dwell upon, nor upon " Ada," a Standard Nine, for that matter. I had used the Lagonda, however, at Brighton, Gosport, and Firle hill-climb, having modified her somewhat, and, prior to selling her, took the final bend at Gravesend speed trials in such a manner that Gordon (Jaguara) Parker swore that the timekeeper bolted from his table, thus giving me a faster time than I had made. As Victor Herne and Cliff Davis stood around looking at me as if they agreed I presumed that I must have looked somewhat alarming, but protested that I had realised just what I was doing, to which Gordon retorted that he had hoped I had for whatever it was I had certainly done it, and proved it by showing me a fantastic photo a week later, about which



ELEGANT.—The Alvis Fourteen, the author's first post-World War II car, which handled like a thoroughbred but was hard-sprung.



DIGNITY WITH SPEED.—The 4½-litre Lagonda drophead coupe, which was used for speed events at Brighton, Gosport, Firle and Gravesend, etc.



SCATTERING THE TIMEKEEPERS.—The Lagonda coupe taking the final bend at Gravesend Speed Trials—see text!

he has pulled my leg ever since. This car seemed to enjoy odd situations for on my return from Firle I had been directed inadvertently by Freeman-Wright's mechanic to a rather posh private estate where the houses had large grass lawns as pavements in front of the gates. Being dark and misty and unsure of our way, we suddenly discovered, *via* a jar to our spines, that we had dropped into a deep gully about the width of a tyre across and covered by grass growing over the edges. This drainage gully, it appeared, stretched the entire length of the road and we were firmly locked up to the running-board and looked like spending the night there. We selected a large property with a light showing in the window and pulled on a large iron contraption which started up a chorus of bells which would have awakened the dead, accompanied by snarling and growling at the letter-box. A lady holding a mastiff by the collar opened the door and, being mindful of our somewhat dilapidated appearance (boots, duffle coats, caps, goggles, etc.), we doffed our caps with oily hands, and asked if we might use the phone. I completely forgot that I was carrying a large copper wheel clout in my other hand, which must have convinced our hostess that we were a couple of "coshers." She nodded extremely nervous approval and we clattered over her parquet flooring on tip-toe with dog snarling at our rear. I got through to Mrs. Wright and explained our difficulty and asked her to send the "boys" along (a foolish word to choose).

Our hostess gazed from the doorway and, when Mrs. Wright asked "Which Peter?" and I replied "Peter Cavanagh," was convinced I was not only dangerous but using someone's name to try and fool her into the bargain. We got the car out and someone "borrowed" a flagstone from a front drive, which I fear was not returned in "as new" condition. I remember we did mention we were enthusiasts from the Bentley Drivers' hill-climb, and I had visions of Colonel Berthon being set upon by a fierce army of landscape gardeners.

For a short period I owned an S.S.100, which was not a clever buy as far as luggage went, and my large case balanced on the ledge behind the seats would deal my pianist a frequent slap on the back of the neck. This car was decidedly nose-heavy without a full petrol tank and on one journey when I foolishly dashed up to Harrogate in a gale actually "took off" on a couple of somewhat distressing occasions when the howling wind got under the flat sail-like front wings, and was not altogether assisted by coming over a bridge face to face with a flock of sheep. She would think nothing of half revolving in front of a tram on wet wood blocks at the slightest application of the brakes and, though all appeared correct on examination, we were convinced that there was something "odd" about "Bee-bee." It was either pig iron for a passenger or a perpetually full tank (which on "basic" was impossible).

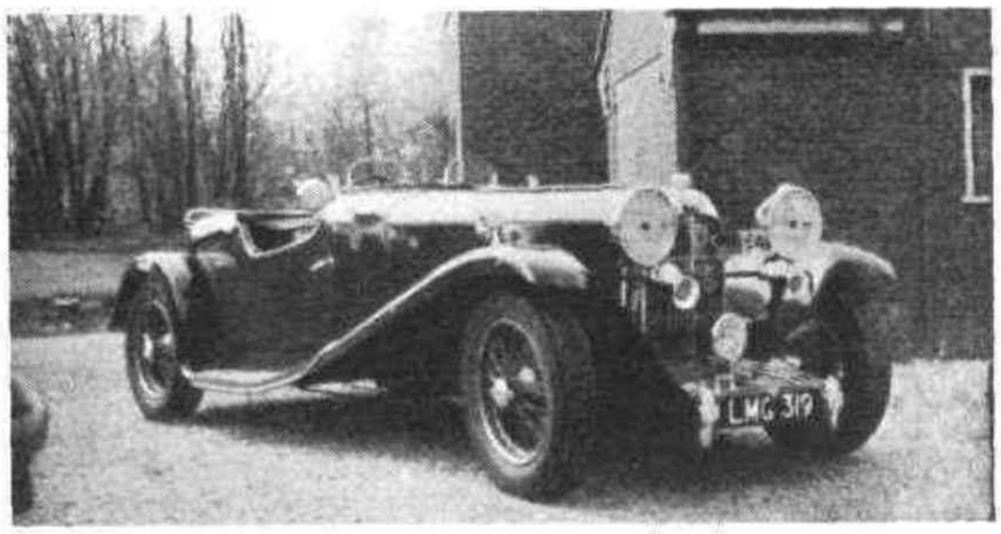
A Citroën Light Fifteen followed, and here I will add my bit of praise to what has already been said by the "F.W.D. brigade." It felt "safe," it cornered "on lines," and it went like a little arrow, ignoring snow and wet alike, and only owing to gear position *re* my wife did we change for a Vanguard, only to find that the soft suspension didn't agree with the children's tummies—but the Citroën had gone elsewhere. A night of climatic beastliness on top of Hindhead owing to a dud condenser and coil decided me to carry a box of small spares, for most of my journeys find me winding along the roads of Britain at two and three o'clock in the morning. We changed the Vanguard for a very fine Railton drophead coupé and some money back. Why these fine cars have such a low secondhand value I cannot understand. They have excellent power-weight ratio, giving vivid acceleration and economical fuel consumption, coupled with a fine suspension, and an hour in one of these cars will convince anyone that Reid Railton certainly knew what he was doing. She gave trouble-free service over many a long distance during the year in which we had her, and is now, I believe, in South Africa giving an equally good report of herself.

About this time I bought a 1935 Le Mans 4½ Lagonda tourer and she was rebuilt to factory condition over a long period, including such "mods." as raised compression, Martlets, twin exhaust system, large-capacity sump, dual-stage oil pumping, etc. I entered her for Firle and her practice run was encouraging. On my first official run I came ripping up to the first tight bend when out of the corner of my eye I got a split-second glimpse of two men watching from the bank, Bertie Moir and "W. O." It may sound odd to my younger readers that such a situation should have any repercussion on a driver about to take a fast bend, but upon me the effect was instantaneous. I eased off, corrected my slide with all the military precision I could muster, and prayed that my "line" might be that of a slide-rule, for one sign of "chancing it" or "hamming it" and I would wish the hill to swallow me up, such is my respect for those men, their records, and what they stand for. As soon as I had disappeared round the bend my magneto cut out and I climbed the remainder on coil and one set of plugs. The rain started and, with thoughts of only half power and executing that wet corner under the eyes of the "masters," I funked it. I would not expect anyone to understand why. Just embarrassment, perhaps; but I am like that!

I entered her for "Brighton" the following season after more body rebuilding, etc., and she got away well with considerable wheelspin as the torque low down was quite tremendous for the weight, and just over the halfway mark my power dropped off and I suspected fuel starvation. It was, however, the "Jonah" magneto again, and in the circumstances 37 sec. dead did not seem too bad. I ran her very little during ownership as the rebuild was continually in progress and having renewed the magneto got her in peak condition when health troubles intervened, upsetting work, and I dutifully sold her with deep regrets. She is, I believe, overseas—a very beautiful motor car which should be a delight to her owner. Between times I co-drivered a friend's Fiat Ballila at Brands Hatch speed trials and we won our class.

Today I own a Mille Miglia Healey saloon and I am going to say here and now that I confess I am delighted with her. She is hearty, robust, and has that indescribable something of a "vintage" car about her. The almost-racing-car chassis and suspension gives a confidence which I have yet to find in a post-war modern (under the three-thousand-pound mark), and with "over the ton," 30 m.p.g., and more acceleration I can take the family shopping or wait for the starter at will.

I have learnt much from my motor cars and, like all of us, have cursed and praised them alternately. I have always kept them scrupulously clean under the bonnet, for to me the man who never lifts the lid until something fails, and leaves the mud of winter until it is covered by the mud of autumn, is an assassin who has no respect for his motor car and should not expect it to have respect for him. I have always found that care lavished upon my mechanical friends has been amply repaid. Having driven many miles in borrowed motor cars, I have often been appalled at the condition which



LE MANS LAGONDA.—The rebuilt 4½-litre 1935 car which the author also used in sprint events.

people seem to think " safe," let alone anything else, and I am sad to say this has not always excluded sports-car owners. As for brakes! I wonder if some people know such things exist.

As my average journey in a weekend is usually somewhere around 200 miles I get ample time to study other vehicles, and I have come to the conclusion that " Joe Dokes " doesn't seem to think anything unusual of wheels which have rims like a switchback and wobble at various fascinating angles, and although I may stick out the proverbial neck when I mention " bobbing birds " and " dangling dollies," it is perhaps wise for their fanciers to carry on using them as it gives one fair warning to be prepared for unpredictable behaviour! " Family " saloons driven at the high speeds available in these times continually give me heart failure when I see them coming round bends, not for my own car or for my ability to avoid them, but for the poor wretched suspension and the blissful ignorance of the drivers who do not apparently realise that their mounts were built for the purpose of conveying them in comfort to their destinations at a good average speed and not to emulate Gonzalez in the B.R.M. This is no state of complacent smugness, but bitter experience learned from my own failures and stupidity in earlier days, when, thank the Lord, I had the road to myself; and I often leave in the middle of the last race to avoid becoming enveloped in a sea of " popular ironmongery " where " Every man his own Hawthorn " becomes the vogue. (No offence " Mike "!) I have an incurable love of motor cars and admit to being a " dyed in the wool " enthusiast and, who knows, some day I may be able to say a DB3 Aston Martin is a " Car I have owned "!

Books for Easter

" The Grand Prix Car," by Laurence Pomeroy, F.R.S.A., M.S.A.E. Second edition, volume one (*Temple Press, Ltd., Bowling Green Lane*, E.C.1 ; 268 pages, 8½ in. by 11¼ in., £3 3s.)

There is no more satisfactory volume to the serious student of motor-racing than Laurence Pomeroy's "Grand Prix Car." Published as a single volume by Motor Racing Publications in 1949, this classic work has now been brought up to date and re-appears in two volumes, of which the first covers the period 1895 to 1939, it being the author's intention to devote his second volume of the revised " Grand Prix Car " to racing and racing cars in the years 1947-1953.

Volume one repeats much, but by no means all, of the valuable and beautifully-presented material of the original work, which will be good news to those unable to acquire copies of this out-of-print book, and corrections have been made, and new data and illustrations included.

The talented and painstaking Technical Editor of the *Motor* offers a complete account of the major races of 1895-1939, together with tabulated results, his detailed descriptions of seventeen individual Grand Prix racing cars from the 1908 Itala to the W163 Mercédèz-Benz, which once formed the " Milestones of Speed " series from the *Motor*, those inimitable drawings of these cars and their components which represent some 5,000 hours' work on the part of artist L. C. Cresswell, and technical surveys, explanations and comparisons relating to the racing cars with which his volume one deals. The contents embrace 87-line drawings, 13 two-page pull-out drawings, 32 pages of beautiful photographic plates and 14 pages of photo-litho reproductions of Cresswell's pencil "roughs." Results and fastest laps in 200 races are included. The illustrations total 179.

The original publishers have adhered to the same production standard and style and Temple Press, Ltd., distribute the book. Its appearance is one of the great literary motoring events of 1954, and those who consider the price somewhat high are advised to examine the book, after which they will undoubtedly cross off other attractive titles from their book-lists in order to purchase Pomeroy's masterpiece.—W. B.

* * *

" Odhams Road Atlas of Great Britain." (*Odhams Press, Ltd., Long Acre, W.C.2* ; 96 pages of maps and 48-page index, 5¾ in. by 9¼ in., 11s. 6d.)

Some people get their acme of motoring delight from roaring up and down a local by-pass, but true motorists like travel and must have their maps. In this attractive volume Odhams offer 96 pages of maps, six inches to the mile and well detailed, covering the British Isles, plus two maps of London and 16 through-way plans of towns and cities. Just the job for cubby-hole or door pocket this summer. It was quite by chance that we alighted on a mistake in the map references, Alton being given as in " Hunts " instead of " Hants."

" Basic Road Statistics for Great Britain and Northern Ireland." (*British Road Federation, 4a, Bloomsbury Square, W.C.1* ; 56 pages, 5½ in. by 8½ in., 1s.)

This hardy annual, so useful to politicians, journalists, students and others, contains all manner of useful information, including road mileages, accident statistics, Road Fund expenditure, workers in the motor industry, etc., etc. Particularly interesting is the table of motor vehicles in use from 1904 to 1952, broken down into private cars, motor-cycles, buses and coaches, taxis, goods vehicles, and " other vehicles." This latter information makes this little publication well worth the " bob " charged for it.—W. B.

* * *

" Annual Automobile Review." (*Published in English, French and German by Edita, Ltd., 7, rue de Genève, Lausanne* ; 225 pages, 9½ in. by 12½ in., £1 11s. 3d.)

This lavish, magnificently produced annual review is a welcome change from the tardy, inadequate and superficial motoring publications which have been literally pouring from new sources since the war. The publishers state that it is a review for the non-technical, although this is offset to some extent by a technical treatise by Charles Faroux on " 50 Years' Improvements in Car-Engine Technique." Editor Ami Guichard has been exceedingly generous with good photographs beautifully reproduced on good paper and has included some full-page colour plates and many colour photographs.

He has, too, arranged an excellent selection of articles. For example, while racing predominates, with separate reviews of Formula II races from 1948-1953 by Gordon Wilkins, the 1953 World Championship and Sports Car Championship reviewed in two separate chapters by Count Lurani, the European Touring Championship covered by Dennis May, besides a study of World Champion Ascari by Stefano Bricarelli (nicely illustrated, with intimate beach scenes of the ace with his family), there are also technical surveys, a review of prominent 1953 cars, articles on the motor industry of the world, humour, and a selection of elegant pictures of great cars in picturesque settings.

The high-class advertising, with Mercédès-Benz on the inside front cover, and the glossy cover, the picture on the front depicting an artist's impression of Indianapolis, lend tone to a publication which will be sought after amongst discerning connoisseurs of the art of motoring.

Alas, some errors have crept in which cannot be excused as slips in translation. Thus Stefano Bricarelli has it that Antonio Ascari, Alberto's father, was killed during practice at Montlhèry, whereas he met his end while driving his P2 Alfa-Romeo during the 1925 French Grand Prix, and Manzini is shown driving a 2-litre sports Maserati in the 1,000-km. race at Nurburg for which he wasn't entered. But don't let that put your wallet back into your pocket.

This is a thoroughly worthwhile purchase, representing good value, not only because of the enormous amount of text and illustration between its covers, but because the pictures convey as well as any other publication of this kind that we have seen the spirit and atmosphere of International motor-racing.

Editor Ami Guichard must feel a very satisfied, if exhausted, man.—W. B.

* * *

" Design and Tuning of Competition Engines," by Philip H. Smith, A.M.I.Mech.E. (*G. T. Foulis & Co., Ltd., 7, Milford Lane, Strand, W.C.2* ; 287 pages, 5½ in. by 8½ in., 35s.)

This book, notably comprehensive, should fulfil a long-felt want, for we of MOTOR SPORT are asked frequently if any such work exists.

The author deals first with basic principles of the heat engine, power production, problems of cylinder filling and mechanical aspects of high-efficiency internal combustion engine design, the latter sub-divided into consideration of valve gears, crankshaft design, combustion chamber layout, etc.

This comprehensive book then goes on to deal with individual competition engines, such as the Aston Martin DB2, Bristol 85 to 100A, Ford Prefect, Consul and Zephyr, Jaguar XK120, Jowett Javelin and Jupiter, 2½-litre Lea-Francis and 1950-53 M.G. TD. These engine descriptions are nicely illustrated with line drawings of the power units in section.

The second part of Philip Smith's book deals initially with general tuning and modifying for performance and then proceeds to give detailed tuning data for Ford Ten, Jaguar, Jowett, M.G., A.C., o.h.v. Ford, s.v. Morris Minor and Sunbeam-Talbot engines.

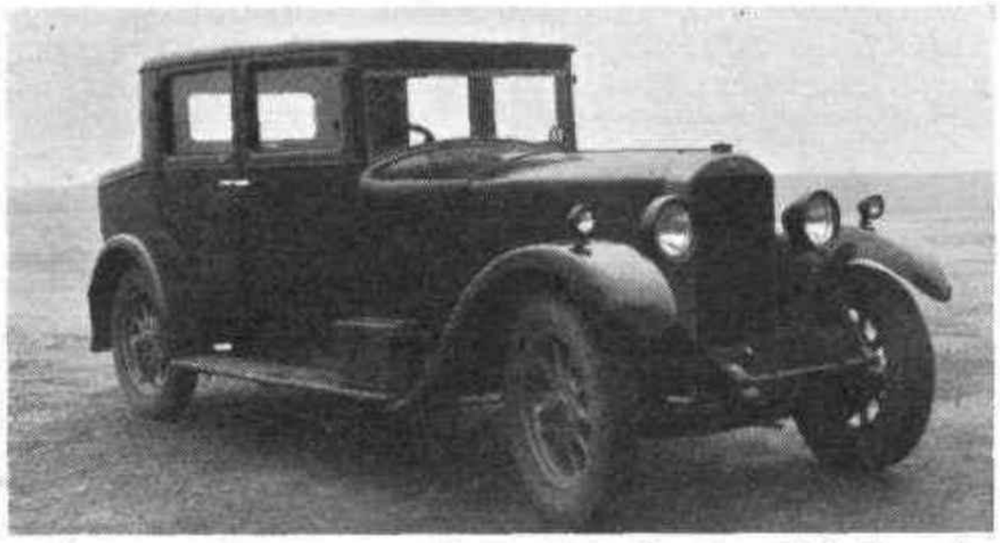
The final chapter deals with the application of supercharging to production engines. There is an index and some useful appendices, including one which lists supplies of appropriate components. Altogether a notable addition to the Foulis list and I congratulate the author on his industry.—W. B.

Historical Notes: 1930 and Afterwards

AS a change from following the story of an individual component, it is proposed, this month, to deal with a number of components (in fact as much of the complete motor car as space will allow) over a limited period; that period, moreover, that Clutton once described as one "of most decadent design." Two things happened to condition what the designer was to do during that period, especially during the earlier part of it. First, a world slump (or financial depression if you prefer it) seriously curtailed the spending power of the British public on luxuries in general, and quality motor cars in particular, and secondly, the government removed the 20-mile speed limit. Much ink has flowed on the subject of the pros and cons of vintage motor cars, and the author has no intention whatever of adding anything argumentative, but it is absolutely essential to the proper taking of either side in that argument that these two conditioning factors be firmly borne in mind from the very beginning. With this as a background let us examine what did happen technically to a well-known 16-h.p. car between 1929 and 1932. First, a new design team took over, due to the financial reorganisation of the company, and this, too, happened in many other cases. Quite what this meant in *esprit de corps* in the technical department depended on the common sense of those taking over, and the present writer most certainly would not presume to judge what happened in the case he has in mind. No doubt there were the usual "sore heads," human nature being what it is, but it is the result by which we must judge. In this particular example, the new people kept the bulk of the engine, but made fairly extensive alterations to the pattern equipment to accommodate a bell housing and a unit gearbox, and to do away with the separate inlet manifold plate that certainly was one of the crowning glories of the earlier car (secured by dozens of cheese-headed bolts). The chassis was also kept, with minor modifications, as well as the springs, rear anxle and other attachments, but later they added substantial cross-bracing. New servo brakes, hydraulic shock-absorbers and cam steering replaced the three-leading-shoe, friction and worm devices on the 1929 car. The power unit sat upon rubber cushions in 1932, had a new American-type carburetter with a choke, a pressed-tin rocker cover, had grown some radiator shutters and a cam-type petrol pump to replace the Autovac, but apart from some general cheapening and rearranging of the starter, there was very little to see or feel in the difference. The new instruments had gone all "square" in place of the more logical round shape, and the body was, of course, a pressed-steel affair in place of coachbuilt. The overall price had dropped from about £600 to £400, and at once the car started to sell and the vicious downward spiral of cost was stopped.

Obviously, the financial ability to install new machinery together with a really live publicity department between them produced the bulk of this reduction, although it still must have meant a good deal of pruning in the design department, but it is nevertheless astonishing, if we are fair, that a car could be so transformed price-wise, and the vintage-minded should remember that whatever they may feel about the comparative merits of the two cars in retrospect today, there was this substantial difference in the initial price.

Now it happens that the writer has had the opportunity recently of comparing the two cars on the road, and, for what they are worth, the following are a few, it is hoped, unbiased impressions. The new car is undoubtedly faster and livelier, due, chiefly, to the reduction of some 10 cwt. in weight. It is also quieter and generally smoother. The earlier car, being designed to run under the speed limit, gives a sense of strain above 40 m.p.h., although it will go up to 60, which is also about the maximum of the newer car. It has however that charming characteristic of "bowling steadily along" which is proper to the quality touring car of 1929, and there appears to be little to chose between the point-to-point averages that are put up over short "business" journeys. At the other end of the speed scale, the newer car loses every time; indeed traffic driving is almost a pleasure in the 1929 version, so flexible and sweet are its manners below 30. Even its heavy, exposed flywheel seems no hindrance to a smooth and steady pickup from a literal crawl, but against that, it is very apt to "run out of third" once the towns are passed, and for passing or hill-climbing on the main road, the "twin top" box of the 1932 car is very much better. Starting is worse with the newer car, especially as "joggling" the throttle swamps the whole outfit, but, to be fair, it is necessary to flood the older "triple diffuser" to be certain of a "first push" start. Petrol consumption is about



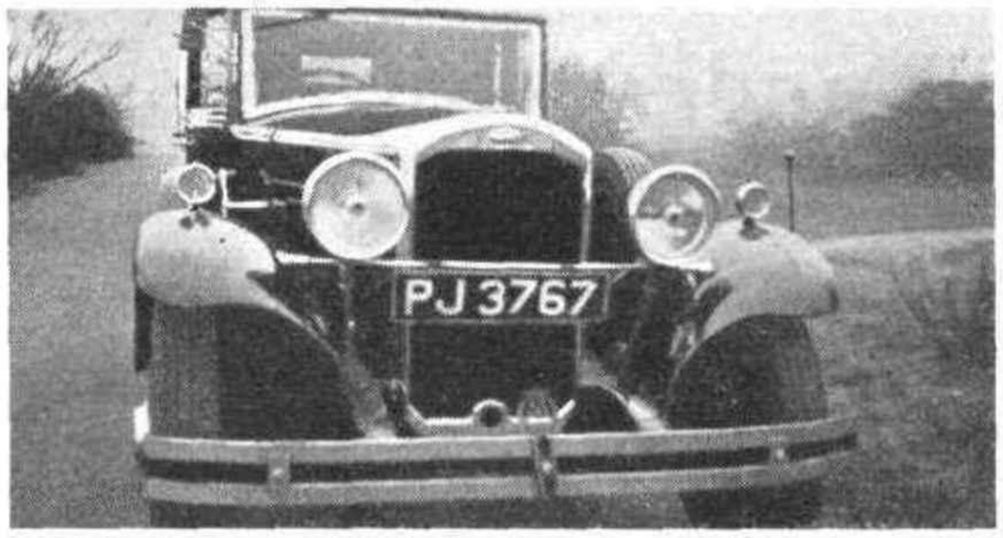
VINTAGE.—The 1926 six-cylinder 16/50 Humber which the author compares with the more-modern version shown overleaf.

the same, which is surprising, and although both cars only do about 18 or 20 to the gallon, the newer car tends to drop more in traffic or when "pressing on," perhaps due to the presence of the pump jet, or to the fact that the older car has a weak mixture control that can be helpful if intelligently used. In the matter of braking, 1932 has it every time; the pedal pressure is lighter, and one can at least lock the wheels, whereas you have to be very wide awake indeed on this score in the earlier car. They will stop you, those 1929 brakes, but the pressure required is enormous, and the only offsetting feature that the writer can see is that they stay adjusted much longer than their more modern counterparts. As regards general roadholding and handling, there is not a great deal to choose, although again, the newer car can be worse if the shock-absorbers fall to pieces, as these early hydraulics were rather apt to do. Against this, there is an awful feeling of "having a lot of weight moving quite quickly" with the 1929 affair which is psychologically bad from the driver's point of view. The newer car definitely feels to be more "in one piece," too, which tends to be comforting, but again, its steering is spongy and feels rather vague against the crisper engineering of the older mechanism. "Much of a muchness," as the saying is.

Comfort is good in both cases, with ease of ingress in favour of the centre gear lever, but when it comes to mental comfort, particularly as regards rattles, then the old car wins. Its body noises are at least consistent down the years, and you get used to them, whereas the newer car was probably quieter to begin with and basically remained so, but the door handles, window winders and incidental fittings are poorly executed and their rattles tend to irritate more than the basic body noises of the older car. When it comes to the smaller details like drain taps and starting handles, comment is superfluous.

Now it may be pointed out that to compare two cars many years after they were first made is hardly fair, but it is quite impossible to find two that are in identical condition, and after all, it is only alterations in character that we are looking for for the present purpose. If one were asked whether there had been technical progress over the period, the fair answer must be in the affirmative, more especially as there is another psychological factor that is always forgotten in comparing vintage and post-vintage cars and that is the urge they are capable of inspiring in their average owners to look after them. If £600 was paid for a car of quality in 1929, no one but a fool would do other than see that he or his chauffeur paid attention to the maintenance manual as if it were his very prayer book; but, human nature being what it is, there was not the same degree of careful attention if the motor car cost half the price, and was equipped with chromium plating and other labour-saving dodges.

Even today, it is popular to point with derision to the finish of modern cars, forgetting that the vast majority of motorists look upon their cars rather in the same way as their refrigerators, something that should work for ever with no attention except that which is essential. During the period between 1930 and the war, motor cars doubled in number on the roads of our island, the average price dropping very considerably, and this in large measure accounts for



MODERNISED.—A 1932 16/50 Humber of the kind which the author compares with a 1929 model.

the dilapidated condition of some of the remnants that are seen on the roads today, which remnants are sometimes wrongly laughed to scorn by the vintage-minded. But that is not to say that the right-minded vintage enthusiast may not point to some pretty ghastly things which did happen during the "decadent" period. For example, some of the so-called "sports" cars of the era, Wolseley Hornets, already under-powered, laden down with cowls, stone-guards, 8-in. instruments (speedometer going up to 120 m.p.h., of course), bonnet straps and quick-lift filler caps.

Or what price a "specially-tuned" side-valve Morris Minor, with polished head and "streamlined" exhaust manifold, which ensemble was pleased to style itself "Le Mans"? At £295 we were offered a hilarious Crossley sports, whose performance graph in MOTOR SPORT barely tops 50 m.p.h. (not yet fully run-in, presumably!), but the runner-up for the "horror stakes" was probably a "Little Demon" M.G. that even had streamlined headrests for its intrepid driver and passenger! The prize-winner was probably the Vale Special, a car that, complete with all the pseudo-racing paraphernalia, would shame Jane Russell, and with a performance that would just put an Austin "Twelve Six" behind it. Really, we ought to have been ashamed of ourselves, especially when you think that an "Ulster" Austin Seven cost quite a lot less than some of the Hornets. Oh yes, there was much to support the vintage point of view, but it is against the useless and the purely decorative which add to the cost or detract from the performance that the real criticism should be directed.

Fashion, therefore, dictated much of what the motor-car people put on the market in the post-vintage era, but there was also much muddled technical progress as well, and oddly enough, the period even proved "the dark hour before the dawn" in some respects. The old concept of the car as a separate chassis onto which a body was mounted was gradually dying, and although the first attempts to produce the successor were often pathetic, in one case at least something absolutely classic resulted. In the author's opinion, Model T, "Baby Austin" and Morris Cowley found a worthy successor in the "traction avant" Citroën.

Here, from the somewhat drab surroundings of its competitors, and in the middle of a dull period of contemporary design, arose a perfect example of the new conception of a motor car for the quickening traffic conditions. Like all classics, it has hardly had to be altered since, and probably will not be required to be altered until an even newer motoring era dawns. A further first-class design that arrived during the period under review was the 8-h.p. Ford and its derivatives, which carried on the "poor" man's motoring tradition where the Austin dropped it. These two are perhaps the best examples of the good that came out of a seemingly dull and uninteresting period, but all the while most other manufacturers were groping along the same lines in search of the new ideal of the "all-in-one-piece" vehicle. The idea was not, of course, new, for Lancia had the germ of the idea in the very early 'twenties. Most British manufacturers took some years to reach the same target, with frames gradually becoming deeper and deeper and cross-bracing becoming more and more robust, but gradually, even between 1929 and 1932, the difference in feel was noticeable, and the motor car became more the precise instrument for carrying out its driver's will, as opposed to the "carriage for going along the road," however splendidly that carriage might have gone previously. The change had not been completed by 1939 by any means, but the foundations had been laid during the "decadent" period with much toil and sweat, each manufacturer having his own individual approach, some good and some bad, but always with a wary eye cocked to fashion, fashion which let some sadly stray from the true path of progress. As good an example of this as any was probably the small Austin, which reached its peak in 1933, and thereafter merely became heavier and more hideous. The "Ruby" that finally went out of production in 1937 offered no advantage over the 1933 model, except an enclosed spare wheel, and a mass of unreliable electrical equipment quite uncalled for on a purely utility vehicle. It ceased, in fact, to be a "forthright" motor car.

The real improvements during the period were undoubtedly brakes, gearboxes, price reduction and the aforesaid "all-in-one-piece" feel, and many accessory people helped towards these ends. Consider one small item, the endless V-belt. That alone must have saved thousands of pounds on water pump, dynamo and fan drives, and although they look shoddy, no one can deny that they really do work in practice. Against this, fashion dictated many needless things. One year it was all free-wheels, then battery master-switches, then "one-shot" chassis lubrication that often did not, and sometimes even additional bearings were cobbled onto existing crankshafts that had been perfectly satisfactory for years past, merely to find a selling point in the hard struggle for existence. Pity the poor designer through it all, for often his task was a hard one.

But we are through the period now, and there are many good signs of a return to the functional, but at the same time we have lost much that is of value. The demise of the small individual quality car firm, now spreading sadly through the land, had its beginnings during the period under review.

Enormous tooling outlays were required to produce one-piece "body-cum-chassis" layouts, and often the smaller man could not compete. This in its turn started the falling off in the specialist coachbuilding business, a traditional trade that was one of our greatest assets. There were other similar cases.

The writer apologises for drifting from the technical angle somewhat in this article, but for a full appreciation of the technical history of the motor car such thoughts are sometimes necessary to get it all into focus.

Automobile engineering, after the vintage period, became so much a question of close co-operation between the designer, the publicity man and the costing department. It is likely to become even more so in the future, with politics and religion thrown in too, to judge by the dwindling list of names of large-scale manufacturers in the motor-car field. The responsibility for much of the present state of full employment now rests with the Motor Industry, and alas, the day of the "master designer known by name" is gone, whether we like it or not. As someone said to the writer not long ago, "What the hell is a thermodynamic?"—and he sold motor cars, too!—"A. B. C."

NEW V.C.C. PRESIDENT

After prolonged ill health, Mr. G. James Allday, M.B.E., has resigned the presidency of the Veteran Car Club of Great Britain. At the recent annual general meeting of the club a resolution was carried unanimously that he should be asked to become Life Patron to the club for which he has done so much.

Mr. Allday, who is at present in America, became first chairman of committees when the formation of the Veteran Car Club followed shortly upon the first R.A.C. Commemoration Run to Brighton in 1930. In 1946 he was also elected to the presidency, retaining the chairmanship over an unbroken period of 19 years until 1949, and continuing as president of the club from 1950.

The new president is Mr. F. (Fred) S. Bennett whose long record of achievement in the annals of motoring is well known. He introduced the Cadillac cars into England and, in 1903, drove the first car brought over from America in the A.C.G.B. and I. 1,000 miles trial, securing top marks in his class. He successfully repeated the performance under R.A.C. observation in 1913. In 1953, his eightieth year, using the same car and this time observed by the Veteran Car Club of Great Britain he put up a faultless performance for the third time over the same route and distance.

Mr. Bennett served on the council of the Society of Motor Manufacturers and Traders from 1906 onwards and was vice-president of the society in 1928/29 and 1933/34. He was vice-chairman of the R.A.C. 1947/48/49 and Master of the Worshipful Company of Coachmakers and Coach Harness Makers 1950/51. He has served the Veteran Car Club from its early days and became vice-president in 1950.

The club has well over 1,000 members who between them have collected and restored more than 800 cars.

ALPINE RALLY
1st-Porsche
Coupe de Dames
—Sunbeam

MEDITERRANEAN TO CAPE RALLY
1st Equal Fiat, Delahaye

ALPINE RALLY
18 out of 25
Alpine Cups

SPA 24 HOURS
Handicap: 1st Panhard

LEINSTER TROPHY
1st Cooper-Bristol

CHARTERHALL 16.8.53
1st Cooper-Bristol

LE MANS
Index performance
1st Panhard
4 Class Winners

Success with SOLEX during 1953

SILVERSTONE 10.5.53
2,000 cc. Touring:
1st Bristol

RHEIMS G.P.
12 HOURS
2,000 cc. 1st Bristol

MILLE MIGLIA
6 Class Winners

SESTRIERES RALLY
1st Citroen

LISBON RALLY
1st Porsche

CAEN GRAND PRIX
1st Panhard

SEBRING 12 HOURS
Handicap: 1st Panhard

NURBURG RING
1,000 KM.
5 Class Winners

BRITISH EMPIRE TROPHY
2,600 cc. Class
1st Fraser-Nash
2nd in
General Category

AUSTRALIAN RELIABILITY TRIAL
1st Peugeot

ZANDVOORT
1 HOUR
1st Tojeiro—Bristol

PAN-AMERICAN RACE
1,600 cc. Class
1st Porsche

For maximum speed, acceleration, reliability—
SOLEX CARBURETTERS

TRIUMPH TR2 WINS THE R.A.C. RALLY

THIS year's R.A.C. Rally made excellent use of the number of circuits in this country, and was accordingly known as the "Rally of the Tests." Although a road mileage of some 2,000 had to be covered to a strict time-schedule, over some tortuous roads in Wales, the Lake District and Scotland, the results were determined largely by timed tests at Goodwood, Oulton Park and Silverstone circuits, and at Prescott Hill. There was a scrutineering "flap" when two-carburetter Rileys were made to revert to single carburetters.

We observed the Hastings contingent at Goodwood, where most of the circuit had to be covered at speed, with the added hazard of having to stop astride, and reverse over, two lines *en route*.

Early in a day of sunshine, blue sky but mist rising from the cultivated ground inside the course, D. H. Perring's Austin-Healey made a very fast run. A. Colbourne-Baber dealt neatly with the reversing business in his Volkswagen, J. Halley's Jaguar Mk. VII possessed good brakes, selected its gears quietly but bowed under the brakes, and J. Watts' Ford, using snow-tyres, braked rather early. J. Pocock (Vauxhall) was neat, but careful of his braking—his car was adorned with many club badges—while C. Tyrer's Sunbeam-Talbot smoked and slewed sideways as it slid to a standstill. P. Anton's M.G. looked slow.

Moving on to St. Mary's Corner P. G. Cooper's Triumph TR2 blipped through, J. R. Platt sat hunched over the wheel of his Vauxhall, W. H. Waring handled his DB2 Aston Martin with spirit, the engine of D. C. T. Bennett's Jaguar, which had a huge reversing lamp, was misfiring and R. K. Hooper's Sunbeam-Talbot was sedate—most of these cars went through with tails sliding—while Miss Burt did not make the best use of her XK120 Jaguar coupé.

In contrast, J. B. L. Jacobs' Alvis was fast, I. A. Marden's Ford was steady, D. B. Watkinson's Standard cornered well, J. H. King held a good line in his Triumph TR2, and S. R. G. Jeffery was trying hard, his Standard leaning over.

At Lavant Corner, S. A. Dare's Sunbeam-Talbot slid its tail, W. G. Cawsey changed-up in his little Renault, while before the first stop-line F. H. Whittle wound his Vauxhall up in third gear. D. Potter took the test, very late, at this stage, his Sunbeam-Talbot bearing No. 8.

At the first stop-line C. B. Lander's Sunbeam-Talbot slid sideways, J. Trigg locked all four wheels of his Hillman and "chunked" reverse gear in while it was still rolling forward, B. W. Fursdon put up a fine show in his Renault 750, although missing his gear changing up, and then both G. Burgess and W. Grant-Norton, arriving fast in their Frazer-Nashes, stalled their engines and lost a lot of time restarting them.

In spite of snow-grip tyres on its back wheels the Ford of M. R. Davies slid a long way, but W. H. Baker's Ford demonstrated excellent brakes and F. H. Holmes put up a very polished show in his Sunbeam-Talbot.

A. B. Fraser wrung record noises from the unfortunate cog-box of *his* Sunbeam-Talbot, F. E. Still indulged in a record slide in his Austin-Healey and reversed untidily, whereas B. D. S. Ginn (Jowett) and N. T. Lithgow (Austin) were both neat.

F. M. Baker had a terrific forward slide in his Austin-Healey and then let it roll still further from the line in an untidy attempt, G. N. Dear's M.G., screen flat, was fussy but rapid, Sheila Van Damm was not very bright with the Sunbeam-Talbot, but in this team both Norman Garrad and P. Harper changed down before reaching the line and put up impeccable performances.

Some damage was already evident on competitors' vehicles. R. L. Manwaring's Sunbeam-Talbot was dented along the near side and H. A. R. Fox's Allard was *sans* front number plate. A. G. Imhof's Allard hadn't arrived and someone remarked that perhaps he was *still* planning the Tulip Rally route! The third (lady) passenger in A. H. Baker's Land Rover, which slid badly under braking, had a precarious perch in the back on a pile of mattresses!

The Rally was a triumph for the TR2 sports car.

Results :

1st : J. C. Wallwork (Triumph).
2nd : P. G. Cooper (Triumph).
3rd : T. C. Harrison (Ford Zephyr).

Touring Cars :	**1,000 c.c. :**	W. Schluter (D.K.W.).
	1,001-1,300 c.c. :	R. N. Richards (Ford New Anglia).
	1,301-1,600 c.c. :	F. D. Dundas (Jowett Javelin).
	1,601-2,600 c.c. :	T. C. Harrison (Ford Zephyr).
	Over 2,600 c.c. :	R. J. Adams (Alvis).
Sports Cars :	**Up to 1,600 c.c. :**	A. Williams (M.G.).
	1,601-2,600 c.c. :	J. C. Wallwork (Triumph).
	Over 2,600 c.c. :	F. G. Davis (Austin-Healey).

Team Award : Ford No. 2 Team (T. C. Harrison, Mrs. Mitchell and J. G. Reece.)

REPORTS of RECENT EVENTS

V.S.C.C. SLOUGH RALLY (Feb. 28th)

(*Report on page* 197.)

First-Class Awards : C. A. R. Ripley (1923 Gwynne), D. Denne (1913 Sunbeam), P. Major (1932 Frazer-Nash), and Dr. D. R. Harris (1934 Frazer-Nash).

CIRCUIT OF AGADIR SPORTS-CAR RACE (Feb. 28th)

Over 2 litres :	1st :	Farina (Ferrari), 62.15 m.p.h.
	2nd :	Behra (Gordini).
	3rd :	Scotti (Ferrari).
2 litres :	1st :	Picard (Ferrari).
	2nd :	Guelfi (Gordini).
	3rd :	Simone (Maserati).
1,100 c.c. :	1st :	Hayder-Bruckner (Dyna-Reae).
	2nd :	Lacaze (Renault).
	3rd :	Stempett (Dyna-Panhard).

SEBRING 12-HOUR SPORTS-CAR RACE, FLORIDA (Mar. 7th)

1st : S. Moss and W. Lloyd (Osca), 73.6 m.p.h.
2nd : Rubirosa and Valenzano (Lancia).
3rd : L. Macklin and G. Huntoon (Austin-Healey).

PARIS—ST. RAPHAEL WOMEN'S RALLY

Experts :	1st :	Mme Simon (Panhard Monopole).
	2nd :	Mme. de Roquefort (D.B. Panhard).
	3rd :	Mlle. Thirion (Porsche).
Non-Experts :	1st :	Mme. Cazou (Dyna-Panhard).
	2nd :	Contessa Della Chiesa (Lancia Aurelia).
	3rd :	Mme. Milani (Porsche).

C.U.A.C. INTER-'VARSITY SPEED TRIALS, GRANSDEN (Mar. 7th)

Open Cars :			
Up to 1,100 c.c. :	D. R. Moore (M.G.)	1 min. 16.9 sec.	
1,201-1,500 c.c. :	C. H. Threllfall (Turner-Lea-Francis) ...	1 min. 13.7	,,
1,501-2,500 c.c. :	C. H. Threllfall (Turner-Lea-Francis) ...	1 min. 14.6	,,
Over 2,500 c.c. :	T. A. D. Crook (Cooper-Bristol) ...	1 min. 13.3	,,*
Racing Cars, Unlimited :	Dr. Pinkerton (Alvis)	1 min. 13.4	,,
Closed Cars :			
Up to 1,200 c.c. :	R. Palmer (Austin A40)	1 min. 30.4	,,
1,201-1,500 c.c. :	J. Magougan (Jowett Javelin) ...	1 min. 28.4	,,
Over 1,500 c.c. :	J. D. Scott (Vauxhall Velox)	1 min. 24.1	,,

*Fastest time of day

SUNBEAM REGISTER

The Sunbeam Register held a successful dinner party in London on February 27th, at which Wolverhampton Sunbeam and Roesch Talbot owners were about equally divided and the Registrar was able to welcome the first S.T.D. Darracq member.

The next event will be the Gloucestershire Rally on May 9th, which will comprise navigation over about 50 miles and some driving tests, and is open also to the 12/50 Alvis Register and Humber Register. The start will be from the Hare and Hounds Hotel, Westonbirt, three miles from Tetbury, at 12 noon. Regulations and details of the Register are available from the Hon. Registrar, Mrs. W. Boddy, Carmel, Wood Lane, Fleet, Hampshire.

CLUB NEWS

MORGAN 4/4 CLUB

A Photographic Rally was held on February 14th, starting from Lichfield.

The competitors each had a set of photographs, of which the map references were required, and two check points, at which they had to estimate their own time of arrival.

The course of 58 miles took competitors round Rugby, Hamstall-Ridware, Roshston, Harlaston, Shenstone and back to the finish at the Swan Hotel, Lichfield.

Provisional results were announced as follows :—

1st : G. Stallard (Morgan), 20 marks lost.
2nd : Miss A. Jervis (Morgan), 30 marks lost.
3rd : R. D. Butterell (M.G. TC), 43 marks lost.

M.C.C. SILVERSTONE MEETING

The correct date of this meeting is July 3rd, *not* June 26th as originally announced.

WESTMORLAND M.C.

The speed hill-climb organised by the Westmorland M.C. at Barbon Manor, near Kirkby Lonsdale, Westmorland, which has now become an annual event, is to be held on May 29th, 1954. This year it is hoped that the event will be even better than before as the R.A.C. have approved the inclusion of a class for 500-c.c. racing cars. The road is to be widened slightly over a length of about 400 yards and it is proposed to do this in April. The hill-climb is a closed invitation event, and the following clubs are to be invited : Lancashire Automobile Club, Vintage Sports Car Club, M.G. Car Club, Furness District Motor Club, Aston Martin Owners Club, Middlesbrough and District Motor Club and a 500-c.c. club.

CEMIAN M.C.

The Cemian M.C. will hold a driving test meeting on April 4th at Chingford, Essex, where they have an 880-yard course on private ground. Tests to suit all types of cars and a handicap sprint over a slightly uphill ¼-mile will be a feature. Details from : F. L. Rourke, 26, Soho Square, London, W.1.

FIXTURES FOR APRIL

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

3rd.—Midlands M.E.C. Rally, Midlands. *C.I.*
Armagh & Dist. M.C. & C.C. Trial, Armagh. *C.*
Wirral 100 M.C. Sprint, Rhydymwyn. *C.I.*
Eastern Counties M.C. Race meeting, Snetterton. *C.*
Bristol M.C. & L.C.C. Race meeting, Castle Combe. *C.I.*
S. Wales A.C. Hill-climb, Bridgend. *C.*

3rd/4th.—Rhyl & Dist. M.C. Rally. *C.I.*
Bugatti O.C. Driving tests, Prescott. *C.*
Maidstone & Mid-Kent M.C. Trial. *C.*

4th.—Darlington & Dist. M.C. Trial. *C.I.*
Chester M.C. Trial, N. Wales. *C.I.*
Sheffield & Hallamshire M.C. Trial, Derbys. *C.*
Darlington & Dist. M.C. Trial, N. Yorks. *C.*
Hagley & Dist. L.C.C. Trial, Salop. *C.*
Furness & Dist. M.C. Trial, Lake District. *C.*
Falkirk & Dist. M.C. Rally. *C.*
West Essex C.C. Speed trial, Essex. *C.I.*

4th/5th.—Rhyl & Dist. M.C. Rally, N. Wales. *C.I.*

9th/11th.—Bentley Drivers' Club. Rally, Eastbourne. *C.I.*
London M.C. Rally, Dorset. *C.*
Herefordshire M.C. Rally. *C.*
Chiltern C.C. Rally, Beaconsfield. *C.*
750 M.C. Trial, Chilterns. *C.*
B.A.R.C. Race meeting, Aintree. *C.*
B.R.D.C. RACE MEETING, OULTON PARK. *N.*
King's College M.C. Sprint. *C.*

10th/11th.—Falcon M.C. Trial, Herts/Essex. *C.I.*

11th.—M.G. C.C. (N.W.). Trial. *C.I.*
M.G. C.C. (N.E.). Rally, Yorks. *C.*
C.S.M.A. (Farnborough), Driving tests, Farnborough. *C.*
Westmorland C.C. Trial, Kendal. *C.*
Old Merchant Taylors M.C. Point-to-Point, Chilterns.
Mid-Surrey A.C. Trial, Surrey/Hants. *C.*
Taunton M.C. Trial. *C.*
V.S.C.C. Trial, Ilkley. *C.*
Oxford M.C. Rally. *C.*
Newcastle & Dist. M.C. Trial, Newcastle. *C.*
Thames Estuary A.C. Driving tests, Essex. *C.I.*
King's Lynn & Dist. M.C. Rally. *C.I.*
M.G. C.C. (Scottish). Driving tests. *C.I.*
Veteran C.C. of G.B. Rally, Biggleswade. *C.*
Swanage C.C. Rally. *C.*
Aberdeen & Dist. M.C. Rally. *C.*
C.S.M.A. (N.W.). Trial. *C.*
B.A.R.C. (S.W.). Hill-climb, Brunton. *C.I.*
S.O.D.C. Autocross, Dunstable. *C.I.*

16th/17th.—M.C.C. Trial, West Country. *C.*

17th.—Half-Litre C.C. Race meeting, Brough. *C.*
N. Staffs M.C. Sprint. *C.I.*
Vintage S.C.C. Rally, Bawtry. *C.*
W. Hants & Dorset C.C. Race meeting, Ibsley. *C.I.*
Pembrokeshire M.C. Hill-climb, Lydstep. *C.I.*

17th/19th.—Scottish Sporting C.C. Rally, Gleneagles. *N.*

18th.—Plymouth M.C. Rally. *C.*
Cornwall V.C.C. Driving tests, Newquay. *C.I.*
V.S.C.C. Trial, Ilkley. *C.*
Mid-Derbyshire M.C. Trial, Derbys. *C.*
Worcestershire M.C. Rally, Worcs. *C.*
Riley M.C. (Lowland). Gymkhana. *C.*
Northampton & Dist. C.C. Autocross, Northants. *C.*

19th.—HALF-LITRE C.C. RACE MEETING, BRANDS HATCH. *N.*
B.A.R.C. RACE MEETING, GOODWOOD. *I.*
Davidstow J.C. Race meeting, Davidstow.
W. Cornwall M.C. Hill-climb, Trengwainton. *C.I.*

24th.—Mid-Cheshire M.C. Race meeting, Oulton Park. *C.I.*
ASTON MARTIN O.C. RACE MEETING, SNETTERTON. *N.*
Scottish M.R.C. Race meeting, Kirkcaldy. *C.I.*

24th/25th.—Wirral 100 M.C. Rally, Wallasey. *C.I.*
Hants & Berks M.C. Rally, Hants/Berks. *C.I.*
Falcon M.C. Trial. *C.I.*
Pathfinders' & Derby M.C. Rally, Derbys. *C.I.*
Sunbeam-Talbot O.C. Rally, Llandudno.

25th.—Bolton le Moors C.C. Rally, Lancs/Yorks. *C.*
Peterborough M.C. Trial, Peterborough. *C.*
Nottingham S.C.C. Driving tests, Nottingham. *C.*
Lancs & Cheshire C.C. Trial, Derbys. *R.*
Edinburgh University M.C. Rally, Edinburgh. *C.*
Margate & Dist. M.C. Trial. *C.*
N. Ribblesdale M.C. Trial, Yorks/Lancs. *C.*
Lloyd's M.C. Rally, Biggin Hill. *C.I.*
Coventry & Warwicks M.C. Trial, Warwicks/Worcs. *C.I.*
Fylde Motor Sports Committee. *C.*
Burnham-on-Sea M.C. Driving tests, Quantocks.
Morecambe C.C. Driving tests, Morecambe. *C.*
Gosport A.C. Sprint, Gosport. *C.I.*
Cambridge 50 C.C. Speed trial, Tempsford. *C.*
Bedford A.E.C. Speed trial, St. Neots. *C.*

26th.—Exmoor M.C. Trial, Minehead. *C.I.*

29th/May 1st.—Isle of Wight C.C. Rally, Isle of Wight. *C.I.*

R.A.C. AWARDS MALCOLM CAMPBELL TROPHY TO ROLT AND HAMILTON

The Sir Malcolm Campbell Memorial Trophy for 1953 has been awarded by the R.A.C. to Major A. P. R. Rolt and Mr. Duncan Hamilton for their performance in last year's Le Mans 24-Hour Race. The Jaguar car which they drove averaged 105.85 miles an hour—the first time the race has been won at over 100 m.p.h.

This trophy is awarded annually by the Royal Automobile Club to the British competitor(s) making the most outstanding performance driving a British car in any form of motor competition. It was presented to the R.A.C. in 1950 by Mr. Donald Campbell, son of the late Sir Malcolm Campbell, in memory of his father.

Previous winners of the trophy are :—

1950 : Ian Appleyard (Jaguar) for his performance in the French International Alpine Rally.

1951 : Peter Walker and Peter Whitehead (Jaguar) for winning the 24-Hour Le Mans Race.

1952 : Sydney Allard (Allard) outright winner of the Monte Carlo Rally.

A TOUGH TREASURE HUNT !

Last February's Scrounge Hunt, for the members of the Blackpool and Fylde Motor Club, promised to be quite a normal affair until one of the members provided £40 in cash to the winner of the event, on condition he or she collected all the 56 articles, which each competitor had to find, and finished the course in the specified 3½ hours. From then onwards enthusiasm for the event was terrific.

Check points were within 15 miles radius of the club. All but one of the articles were collected.

The following are incidents that may be of interest.

Endeavouring to obtain " six mussels from the pier stanchions," one competitor trod in what appeared to be a small pool, sank up to his middle, and spent the rest of the afternoon drying his smalls in the boiler-house.

One of " the boys," being taken into a cellar by the farmer's daughter to collect a frog from a dark corner under a sink, suddenly, scared to death by piercing screams, was terrified by the almost immediate appearance of a burly and irate father wielding a shovel. Cause of the bother, two mice.

Another, spying a cat at long last, stopped his car, dashed out, and after many fruitless attempts, caught the feline. Carefully taking its footprint on a suitable piece of paper as required, he was violently attacked from the rear by an enraged lady wielding an umbrella, shouting, " Don't you dare touch my pussy, you so and so, I've had it pinched before."

One farmer asked what could be done about a " cock's comb," smiled, went outside and returned with the necessary. Marvelling at the alacrity his request was complied with, the competitor was told, " Thas dun me a guid turn lad, t'wife can't bear 'em killed, ah carna think up a guid excuise, an ah luv un for me tea."

The general opinion was an interesting and amusing afternoon's sport, with no time to waste.

Results :

1st : Molly Hardman (and the five Doc Hardman Brood), Challenge Cup and Mounted Plaque.
2nd : Gordon Greaves, Mounted Plaque.
3rd : Peggy Murdoch, Mounted Plaque.
4th : John Sumners
5th : Eric Stott } 1st Class Awards.
6th : H. Ashton

Organisers : Ronald Smith and Barry Parkinson.

NORTH LONDON ENTHUSIASTS' CAR CLUB—JACOBEAN TROPHY TRIAL

This was by way of being an experiment, in so far as this year it was planned to attract standard cars instead of trials "specials." Out of an entry of 52, there were only five "specials," and none of these figured in the results. Two aspects of the 1954 Jacobean possibly mark it out as unique. First, it was not quite like any other event, for not only were there the usual observed sections, but, in addition, three fairly spectacular driving tests, navigational tests, timed road sections, and a timed hill start with a penalty for running back. Secondly, it was won outright by one of the new Ford 1954 Anglias, which we believe is the first victory to be recorded by this model in an event of any size.

Messrs. W. Waters & Son gave splendid facilities for the start at Hatfield, likewise the King's Arms, Stokenchurch, for the lunch stop, and the Bell House Hotel, Beaconsfield, for the finish.

The morning consisted of two timed sections, sandwiched between which were the driving tests at Whelpley Hill, the three tests being run off simultaneously. The venue of these tests was only found by the crews after piecing together numbers located at three grid points, these numbers forming into the required G.R.N. But *en route* four questions had to be answered, and thus four more places to visit. Only four competitors remained unpenalised on the road section at the lunch stop : F. A. Freeman (Jowett), D. R. Wilkinson (Austin), R. N. Richards (Ford), and R. E. Roberts (Citroën). Ronnie Randall handled his TC M.G. with great skill in the tests, making f.t.d. in two of them, whilst Tony Young returned best time in Test Two with his PB M.G. The small Ford saloons had a fine tussle amongst themselves here : S. A. Hiscock, 1949 Anglia, F. H. Arthur, 1950 Anglia, and S. L. Pipe, 1947 Anglia, mixing it amongst themselves, and Robin Richards with the 1954 version being about level with them in the first—forward, reverse, forward into bay ; a bit behind them in the second—in and out of pylons ; and well ahead in the third—alternately forwards and backwards into four adjacent bays. The rain in the preceding week had not been sufficient to render the afternoon observed sections difficult ; The Warren scored 12 failures, Bald Hill two, and the Icknield Way was quite innocuous. The timed start on the gradient on Pink Hill was quite entertaining, those rolling back being penalised when the light shone as evidence of their having done so. The invited clubs were : Chiltern, Public Schools, Cemian, Sporting O.D.s, London, Herts. and T.E.A.C.

Results :

Jacobean Trophy and Replica : R. N. Richards (1954 Ford Anglia), Chiltern C.C., 122.5 marks lost.
Yew Tree Cup and Replica (best in opposite class—the open class) : M. J. Lawrence (TC M.G.), Herts County A. & A.C., 136.7 marks lost.
First-Class Awards : de Casembroot (M.G.). R. Randall (M.G.), F. H. Arthur (Ford), E. J. Rainbird (Ford), H. Polakoff (Renault).
Second-Class Awards : S. L. Pipe (Ford), A. D. Heilbron (Morris), F. A. Freeman (Jowett), E. K. Lawrence (Hillman).
Special Award : J. Trigg (Hillman).
Team Prize : F. A. Freeman, S. L. Pipe and R. Randall, 440.4 marks lost.

S.C.C. OF NORFOLK PANCAKE RALLY (Feb. 21st)

There were over fifty competitors in the Sporting Car Club of Norfolk's annual C.I. Pancake Rally. Several of the competitors were members of invited clubs, representing the Thames Estuary, West Essex, East Anglian, Eastern Counties and Peterborough Car Clubs. Amongst the cars entered were Jaguar XK120s, one of the new Austin Healeys, driven by members of the United States Air Force, several Dellows and a complete variety of other cars, open and closed.

The cars left Norwich at one minute intervals, maintaining an average speed of 24 m.p.h. to Snetterton Race Track, where two tests consisting of driving and reversing round pylons took place. The route then went north, covering secret check points, as well as other time controls, the cars stopping for lunch at Watton.

There was one soft and very muddy cross-country section, which resulted in many cars losing their average speeds. Those cars with low ground clearances were travelling on their chassis in places, some baulking those competitors behind. Jimmy Risk, however, in his Zephyr took the section at full throttle, passing others by way of the banked sides when necessary. The average was then increased to 30 m.p.h. back to Snetterton, with more driving tests, and finally to Caister St. Edmunds. The smaller cars had the advantage on the driving tests, and as fifteen of the competitors lost no marks on the road section, the awards were decided by the test times. The Dellows put up the fastest times in these, the Austin Healey which had in use the normally " locked " bottom gear proved to be very steady on cornering with plenty of power for this type of event. Local club member R. Stanforth, in his 1947 Morris Eight, was extremely fast and neat in the driving tests, gaining third place in general classification. Amongst the competitors taking part were Bill Banks of the Peterborough Motor Club, who was last year's runner up in the Tulip Rally, also J. Risk who did well in this year's Monte Carlo Rally.

Results :

Team Prize : " Teacakes " from Thames Estuary Auto Club—Mrs. E. Price (H.R.G.), D. S. Price (Dellow, supercharged) and A. E. H. Parsons (Dellow).
Winner Pancake Trophy : A. E. H. Parsons (Dellow).
Class Winners—Up to 1,200 c.c. open : A. E. H. Parsons (Dellow) ; 1,200–1,900 c.c. open : R. Troughton (M.G.) ; over 1,900 c.c. open : J. Clarke (XK120); up to 1,200 c.c. closed: R. Stanforth (Morris 8-h.p.); 1,200–1,900 c.c. closed : G. H. Woodcock (Morris Oxford) ; over 1,900 c.c. closed : G. Terry (Citroën).
Specials—D. Price (supercharged Dellow).
Coupe de Dames—Mrs. E. M. Price (H.R.G.).

BENTLEY DRIVERS

In a caption to a photograph on page 121 of last month's issue an error in typescript implied that Stanley Sedgwick is president of the Bentley Owners' Club—now the " W. O." Club. This is, of course, incorrect—Mr. Sedgwick is president of the Bentley Drivers' Club.

FRAZER-NASH in 1954

Manufacturers of Hand-built Sports cars for over 25 years



FRAZER NASH

The finest all-round production sports car —a claim substantiated by an imposing record of successes in events of true International status, by cars built and sold to a catalogued specification, driven by bona-fide private owners.

The *Autocar* said : " For those with no previous experience of modern Frazer-Nash cars, it need only be said that in performance, stability, steering and response to controls this car is in the best half-dozen built anywhere today. Although the *Autocar* has tried some very fine cars since the war, none has left a greater sense of security or been more fun to drive."

The 1954 range includes the Mark II " Competition " model, the Targa Florio " Turismo " and " Gran Sport " (with full all-weather equipment), and the " Le Mans " fixed-head coupé—a most attractive and compact version of this new trend in body design.

SOLE CONCESSIONNAIRES FOR THE UNITED KINGDOM



PORSCHE

With an established reputation in the most strenuous International races, trials and rallies, the Porsche, in our opinion, is also the perfect car for the professional man, with a particular appeal—because of its delightful ease of control, effortless steering and gear-changing—to the doctor.

Advantageous features of the air-cooled rear engine are absolute mechanical reliability with negligible maintenance costs, instantaneous starting (even when left outside all night in freezing conditions), freedom from any necessity to worry about cooling system problems, perfect air conditioning in the summer and a remarkable degree of comfort in the winter by virtue of the extremely efficient heating system. The Porsche cruises effortlessly at 75-80 m.p.h. with a maximum of well over 90 m.p.h. at an average fuel consumption of 30 m.p.g. Available with very attractive fixed-head or convertible cabriolet coachwork.

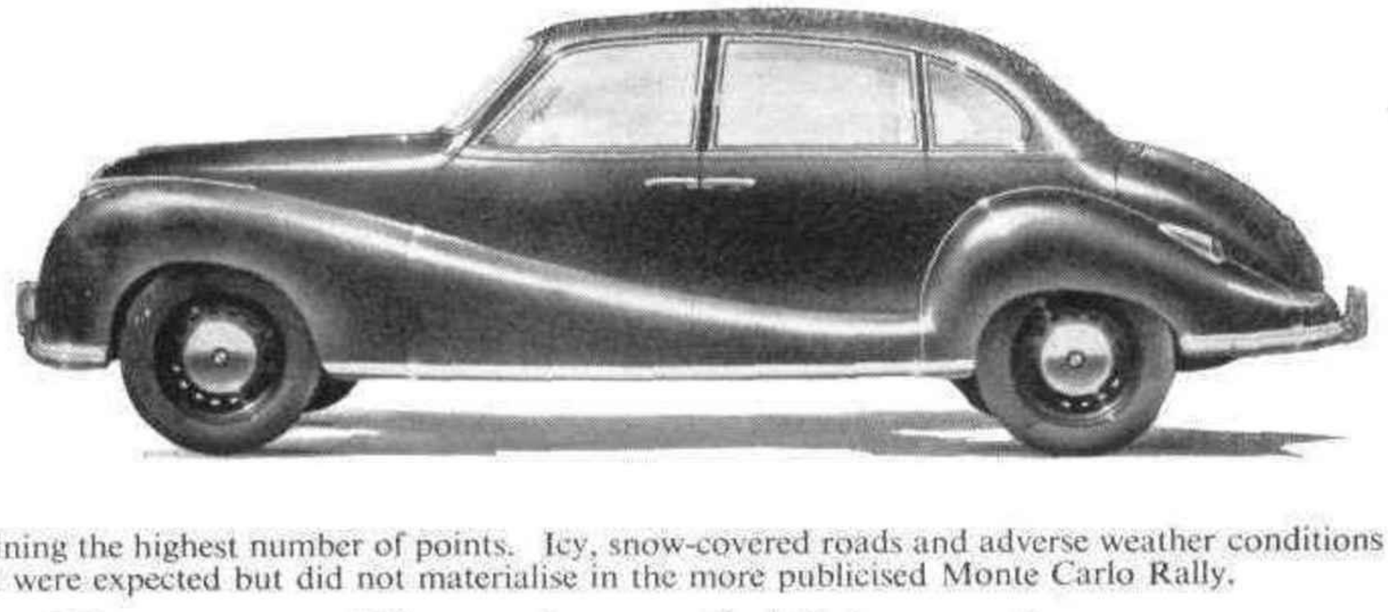


AUTO UNION DKW

In common with the B.M.W. and Porsche, the D.K.W. has achieved a world-wide reputation for excellence of technical design and high quality of construction.

The extremely smooth and flexible 3-cylinder two-stroke engine is robust and reliable, possessing excellent acceleration capabilities and a maximum speed of over 75 m.p.h. with an average fuel consumption of over 35 m.p.g., while the unique system of petroil lubrication gives instantaneous starting at all times. The front-wheel drive and other chassis design features have earned for the D.K.W. a reputation for extraordinary stability and safety on winding, wet and slippery roads.

Luxuriously equipped and finished, the Three-Six " Sonderklasse" model is available with extremely attractive fixed-head and convertible bodywork.



BMW

Of almost legendary reputation, the B.M.W. is again in production —the Type 501 model is a luxurious 90 m.p.h. six-seater saloon with the ability to maintain indefinitely, and without effort, a cruising speed of 75 m.p.h. with a petrol consumption of 28 m.p.g. Possessing many unique design features, the B.M.W. is built to exceptional standards of construction and finish, resulting in outstanding roadholding, steering, suspension and performance capabilities.

A Type 501 saloon starting from France was the Outright Winner of the 11th International Winter Trial (7-10 January) in which 300 cars started, covering the greatest distance (over 2,000 miles) at the highest average speed and gaining the highest number of points. Icy, snow-covered roads and adverse weather conditions prevailed throughout the Trial—conditions that were expected but did not materialise in the more publicised Monte Carlo Rally.

Illustrated literature is available on request, and demonstration runs will gladly be arranged.

FRAZER-NASH CARS (A.F.N. LTD.) ISLEWORTH MIDDLESEX

TELEPHONE: HOUNSLOW 0011

B21.

SURPRISE VICTORY IN SEBRING 12-HOUR RACE

Moss and Lloyd Succeed in 1½-litre OSCA



LANCIA LEADING.—Taruffi going well in the 3.3 Lancia, before retiring when in command of the race.

ONE of the greatest surprises in many years of racing took place in the 12-hour sports-car race at Sebring, Florida. This was the first 1954 event counting towards the Sports-Car Championship and therefore was attended by the Lancia and Aston Martin teams. The lone Cunningham entry was a CR4, driven by Cunningham and Johnston. The major modification since the car's last appearance consisted of four dual downdraught Solex carburetters, which were said to increase the top-end output by 30 h.p. Mike Hawthorn and Umberto Maglioli were present but their Ferrari was not ready in time for the race.

Among the other contenders were the latest 4.5-litre Ferraris driven by Spear/Hill and Walters/Fitch. Maserati had one car entered in the 2-litre class in addition to an American Maserati entry driven by Mcknought and Eager. The modified Austin-Healey, with Dunlop disc brakes, was entered by the manufacturer and driven by Lance Macklin and George Huntoon. Harry Schell and the Marquis de Portago had the 4.1-litre Ferrari in which they were placed second to Farina in Argentina. A bevy of Oscas were the threat in the 1.5-litre class. Briggs Cunningham's Osca was driven by Bill Lloyd and Stirling Moss. Incidentally, this was Stirling's first appearance in a non-English car.

Most impressive was the formidable Lancia team. It is difficult to imagine a racing team embracing greater talent than that made up of Ascari, Fangio, Taruffi, Villoresi, Manzon and Castellotti. The fourth Lancia was driven by Porfirio Rubirosa and Valenzano, a choice that was difficult to understand before the race, but which turned out to be a lucky one. The cars were the 3.3-litre d.o.h. camshaft V6 with Farina coachwork, and in appearance were similar to the Mexico entries.

Practice times indicated that the 4.5-litre Ferraris were at least as fast as the Lancias, Walters taking the fastest lap in 3 min. 31 sec. (unofficial). The Lancias of Ascari and Fangio were only 2 sec. slower. Neither the Aston Martins nor the Cunningham could do better than 3 min. 44 sec. (unofficial). In addition, one of the Aston Martins had serious ignition difficulties. Stirling Moss was consistently well under 4 min. in the Osca (3 min. 50 sec. unofficial).



IN GOOD KIDNEY!—Stirling Moss driving Briggs Cunningham's Osca with skill, waiting for the leading Lancia to crack-up, after which, partnered by Bill Lloyd, he won at 73.6 m.p.h.

Race-day was cool but sunny and the flag dropped for the Le Mans start at 10 a.m. The expected battle between Ascari and Fangio got under way immediately and the two World Champions traded the lead many times during the first hours of the race. Taruffi was less than two cars' length behind and led the pack for one lap. Bill Spear, in the 4.5-litre Ferrari, made up the other member of the leading group. Phil Walters had to stop at the pits very early for plugs and lost one lap, which he found impossible to make up, despite some very fast driving.

The Aston Martin cars didn't have the necessary speed to stay with the red cars, this despite the very determined cornering of the Aston Martin drivers.

One of the first to be eliminated was Harry Schell, when the rear axle of the Ferrari snapped. The Lancia of Fangio and Castellotti was the first of this team to become a victim of the fast pace. The reason appeared to be the gearbox when the car stopped running at 1.20 p.m. This put an end to the epic struggle between Ascari and Fangio. In the meantime, Aston Martin had their share of difficulties and after five hours all but one car were eliminated, this being the car driven by the two Americans, Wallace and Shelby. By late afternoon this Aston Martin also succumbed to mechanical difficulties. The Cunningham lost its front brakes at 1 o'clock and retired with a broken valve at 5.45 (though the statement was made that the head gasket was the cause).

The only real threat to the Lancias in the early stages of the race, the Ferrari of Spear and Hill, lost its differential lubricant and retired at 2 p.m. The Cunningham-entered Ferrari of Walters and Fitch stopped with a seized engine later in the afternoon. The Ascari/Villoresi Lancia was out in the early afternoon hours with clutch trouble. Both Maseratis were the victims of brake failure, the American-owned car being the leader on index of performance at the time of its demise.

By late afternoon most of the favourites were eliminated by mechanical difficulties. Taruffi had a comfortable lead and was running well, leading on distance as well as index of performance. In second place was the amazing Osca (1,452 c.c.) of Lloyd and Moss, notwithstanding a slipping clutch.

Donald Healey's entry was driven at a rapid but steady pace and was in third position, ahead of Rubirosa's Lancia, the Lancia being handicapped by having only third and fourth gears remaining. At 9 o'clock, with one hour remaining, the leading Lancia of Taruffi and Manzon suffered a seized engine. This heartbreaking event put an end to what appeared to be a certain Lancia success.

Moss and Lloyd were now in the lead and, despite the slipping clutch, the 1.5-litre Osca won the Sebring 12-hour race, both on distance covered and index of performance. Manzon pushed the crippled Lancia across the finishing line but was disqualified from second place as a result of the protest of Donald Healey. Thus the only remaining Lancia, that of Rubirosa and Valenzano, finished second with the Austin-Healey, which had been running on three cylinders for several hours, placed third.

So the battle of the giants was ended by the survival of the fittest. The surprisingly large number of retirements leads one to speculate about the future of sports-car racing. The Florida circuit is 5.2 miles long and consists of runways and a road section. Conditions were almost ideal, the temperature being cool. The circuit is not particularly strenuous, although the three main straights ending in a " hair-pin " and slow bends, respectively, apparently overtaxed many of the brakes and drive trains.

PICTORIAL REVIEW

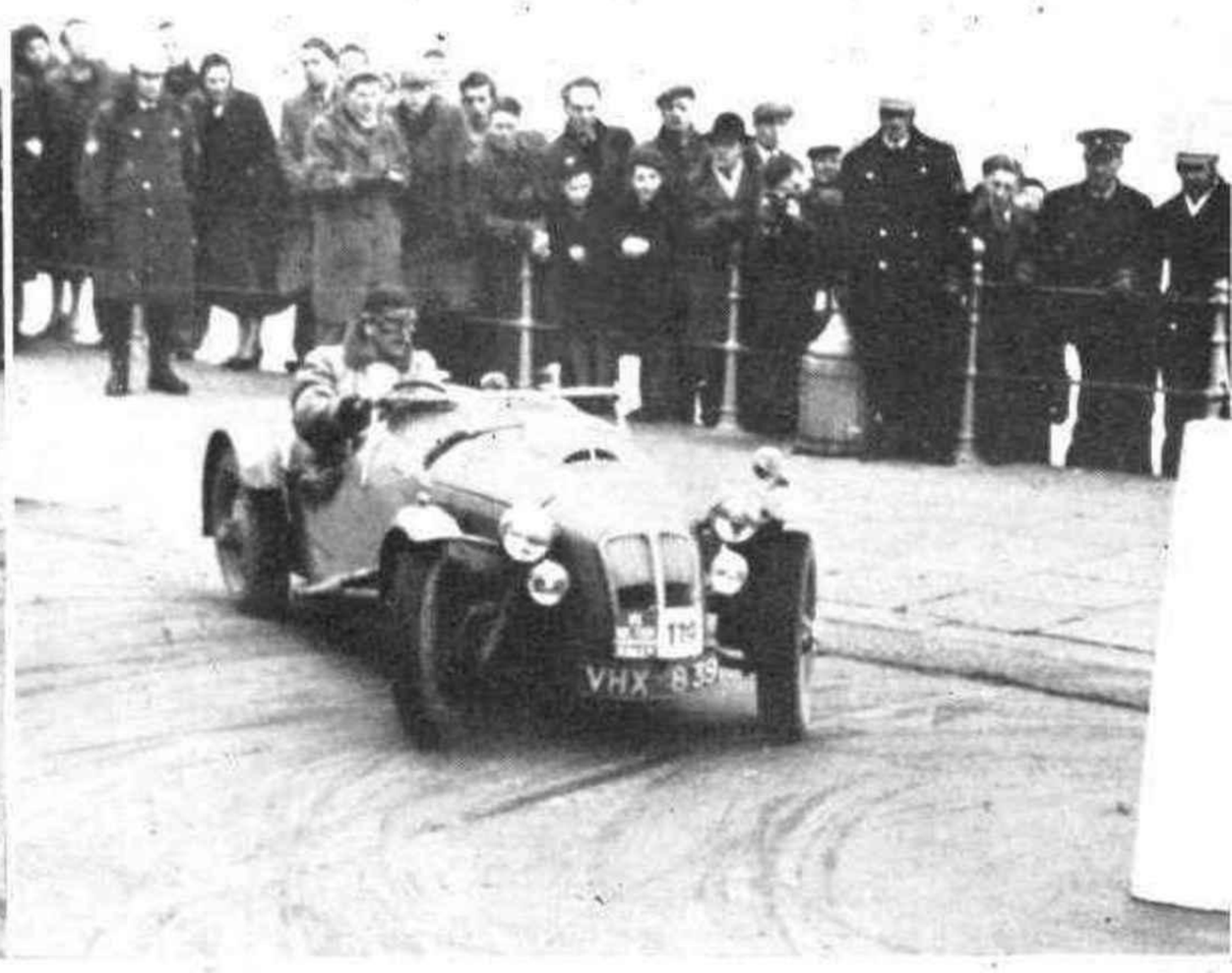
Fourth R.A.C. International Rally V.S.C.C Rally Harrow C.C. Rally and North London E.C.C. Trial

Top, left : ORTHODOX.—J. Reece (Ford Anglia) takes the turn in the normal manner, though somewhat faster than is usual, during the final test at Blackpool. He finished 16th in the R.A.C. Rally, and took a winning team award.

Top, right : THE OTHER WAY—or how to turn in your own length—demonstrated by W. Grant-Norton, who used the full power of his Frazer-Nash to spin him round at one end of the test held on the Blackpool front.

Bottom : TOURING-CLASS WINNER, Trials Champion of 1952 and runner-up in 1953, T. C. Harrison takes the touring-class award, a place in the winning Ford team, and third place in general classification, in the R.A.C. International Rally.











WELL-KNOWN trials driver W. H. Waring anchors hard in his Aston Martin at line "B" during the stop and start tests at Goodwood in the R.A.C. Rally.

NUMBER ONE team, Miss P. A. Ozanne and F/Lt. Gilmore, signing-in at the Blackpool control on Saturday morning, prior to the final test at the conclusion of the fourth R.A.C. International Rally.



WHOA BACK!—E. N. Brinkman's Ford Zephyr sits back on its haunches as he brakes sharply after reversing over the line at Goodwood.

FAST MOTORING.—G. N. Dear takes his M.G. through St. Mary's at Goodwood. The test on this circuit was run in an anti-clockwise direction, starting from Woodcote Corner.





GENERAL VIEW of the starting venue of the North London E.C.C. trial. F. H. Arthur (Ford) who qualified for a first-class award is seen leaving Waters Garage, on the Barnet By-pass, Hatfield.



LADIES' AWARD WINNER of the R.A.C. Rally w She was place

IMMACULATE.—The nicely turned-out 1923 950-c.c. Gwynne driven by C. A. B. Ripley during test three at the V.S.C.C. Slough Rally. This car took a first-class award





ONE-WAY TRAFFIC.—D. R. Wilkinson (Austin) follows the direction arrow in one of the driving tests of the N.E.C.C. Jacobean Trophy Trial. Some drivers thought they knew a better way round, resulting in a black mark on their score card.



as M. M. Walker (Triumph TR2), with a total of 492.25 marks lost, d 21st in the general category.

BIG TWIN.—G. de Jongh in the 1926, 1,170-c.c. two-cylinder, air-cooled A.B.C. gets going in the acceleration test at the Slough Rally. The "radiator," incidentally, serves as petrol storage.





A FINE EXAMPLE of an early Sunbeam and an equally fine performance by D. Denne, in his 1913 car, earned him a first-class award in Class II at the V.S.C.C. Slough Rally.



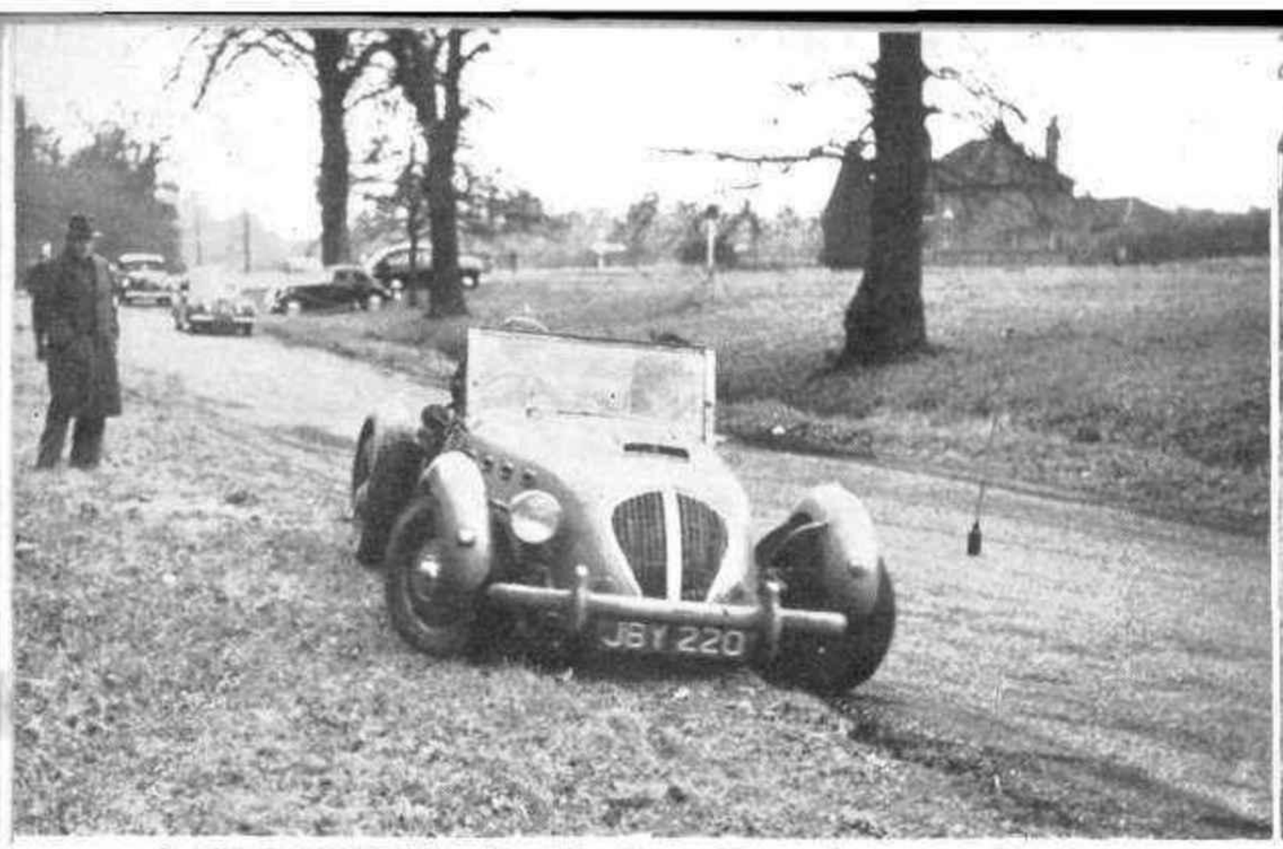
HARD OVER goes the wheel as P. Major tries to beat the stop watch in test three at Slough. His 1932 Frazer-Nash tied with another of the same marque for a first-class award, in the Post-Vintage class.

TOUGH TEST.—The garaging test at the V.S.C.C. Slough Rally stumped quite a few competitors. D. H. Gahagan, however, picked the right line and placed Erskine-Hill's Type 57 Bugatti comfortably in the "box."

FAMILIAR COMBINATION at Vintage Sports-Car Club events is that of P. J. Binns and his 1927 O.M. He is pictured here during the acceleration tests at Slough where he won a first-class award in Class II.







LAWN MOWING.— D. Llyn-Rees takes to the verge in his Healey while competing in one of the driving tests during the Harrow C.C. trial.



MOSS TROPHY TRIAL competitor seen here is Mrs. N. H. Moss in her Javelin. This was one of five driving tests during the trial organised by the Harrow C.C.



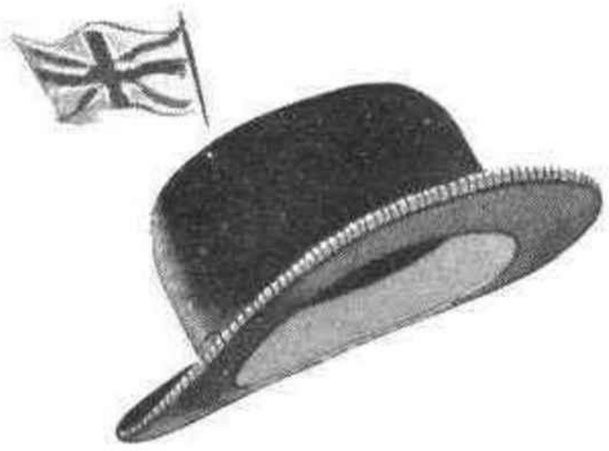
CONTINENTAL CHALLENGE.—The D.K.W. of G. Menz, one of the German team entered in the R.A.C. Rally, well over on the promenade during the final driving tests. A similar car took first place in Class I.

A GOOD EFFORT by a young competitor, J. Pellowe (Dellow), who returned a good time for the driving test, held on the Blackpool front in the final stages of the R.A.C. International Rally.

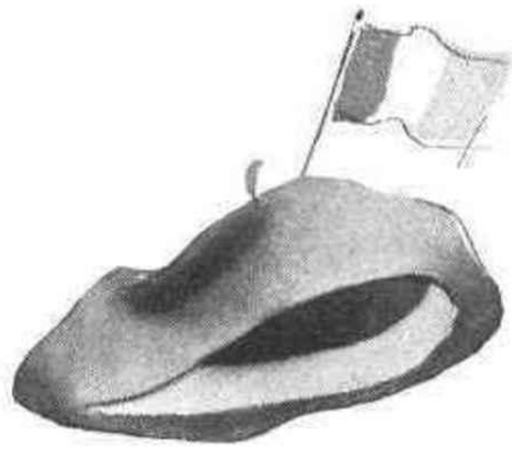
CRUMPLED CAR which Prince Frederick of Prussia crashed during the R.A.C. Rally finished in spite of its battered state. W. Buschmann is seen taking the Porsche through the driving tests at Blackpool.





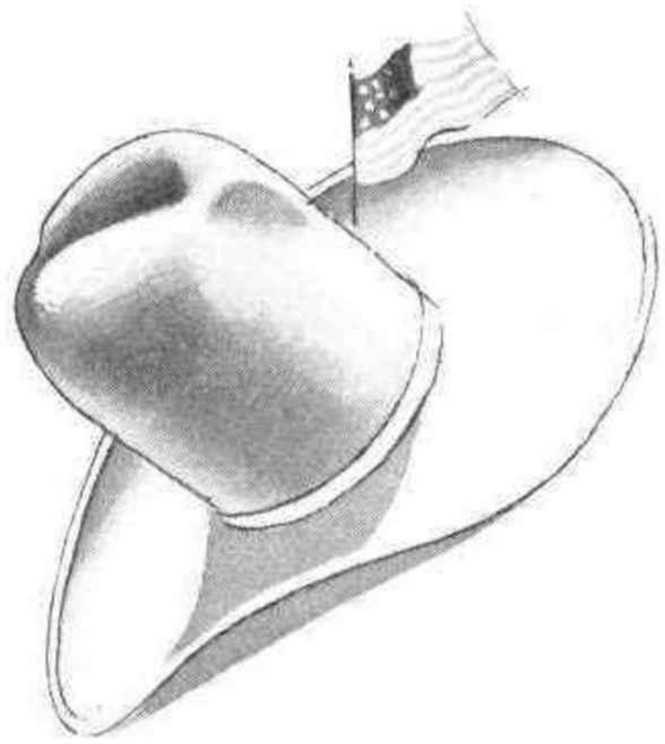


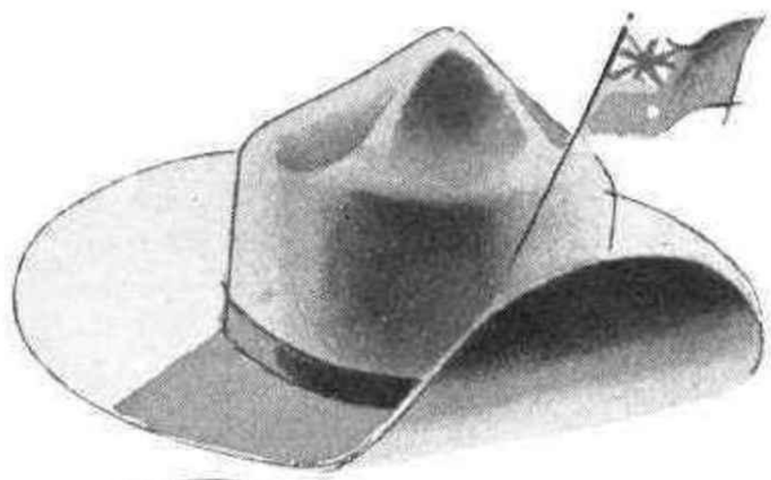
They've proved it here

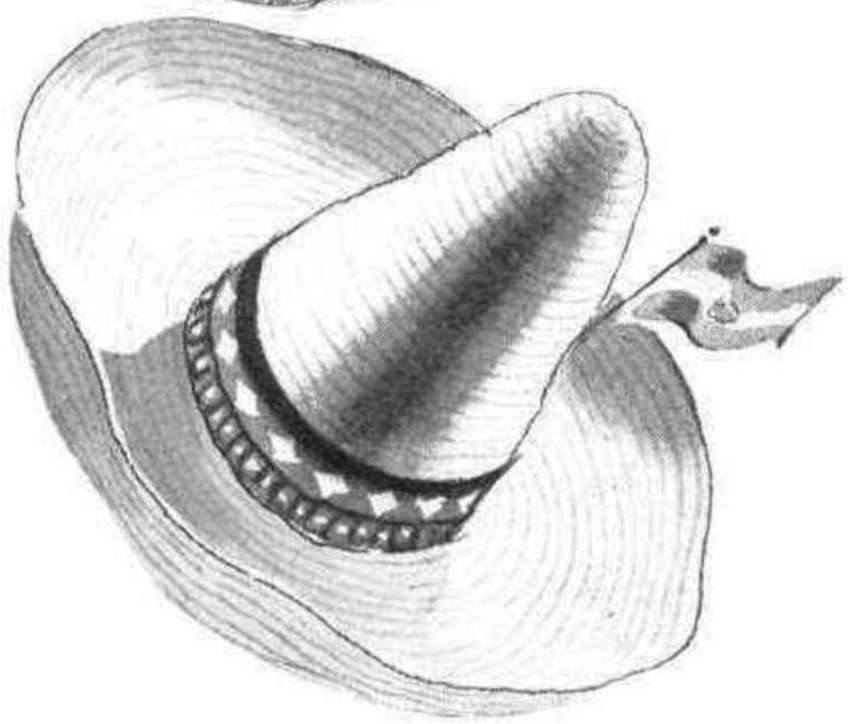


They've proved it there

They've proved it well-nigh everywhere





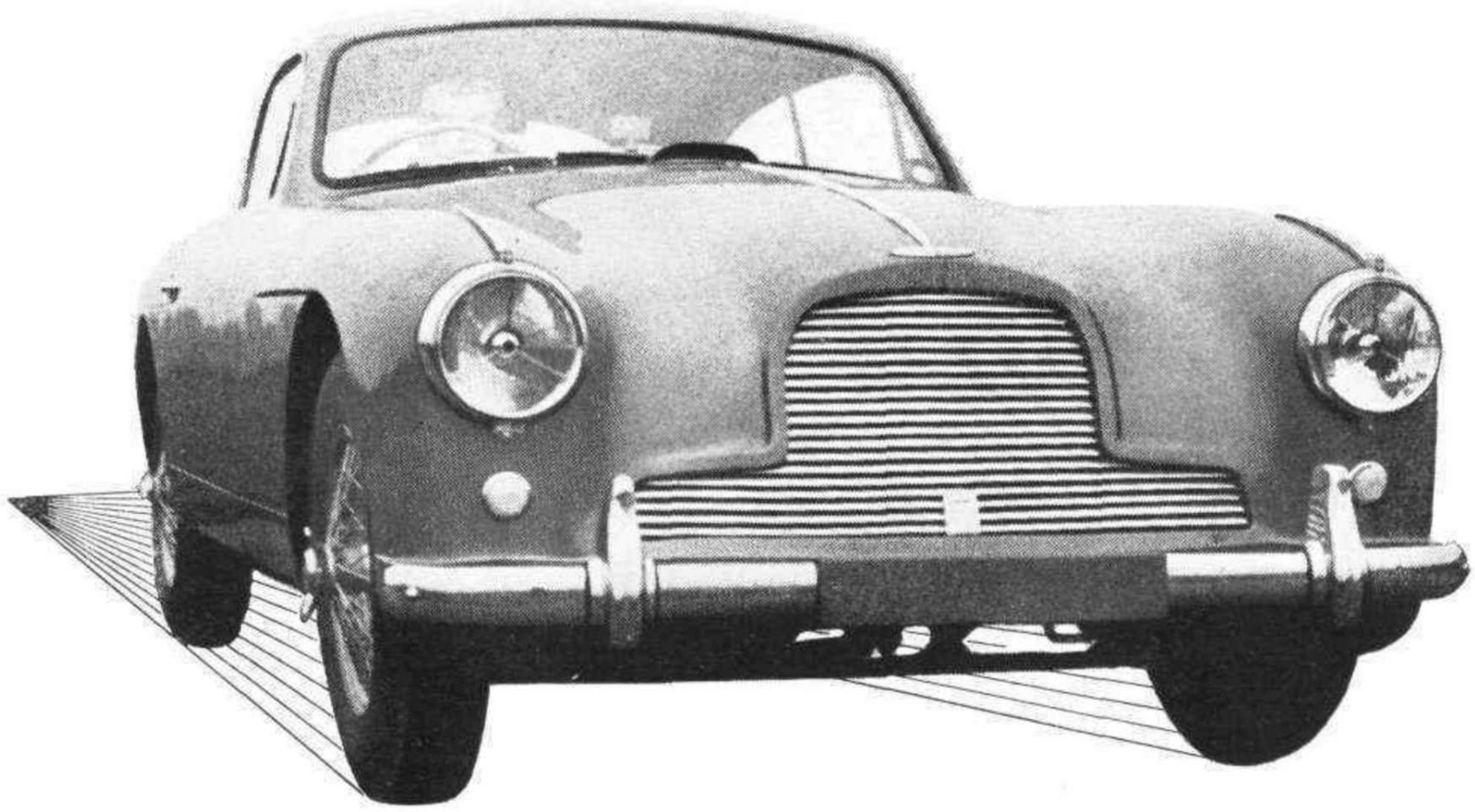


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THOSE NEW ZEALAND RACES

by a New Zealand Correspondent

OUR chartered " Dominie " took off from Christchurch, in the South Island (the finishing place of the England–New Zealand air race) at 5.30 a.m. on a beautiful clear day and we were soon winging over Cook Straight on the first leg of our journey. We landed at Palmerston North to refuel both the 'plane and ourselves and before long were over the rugged King country in the heart of the North Island. Our English pilot took us some miles off course in order to bank low over the scene of the tragic railway disaster, about which you have no doubt heard, in which nearly 150 people lost their lives. Our position gave us an unusually terrifying idea of the magnitude of the smash. Telescoped and splintered carriages were spread over a wide area of the stream bed. Some were half submerged in the thousands of tons of silt which the burst crater-lake from the nearby volcano washed suddenly down the river smashing the bridge just as the express approached.

However, as your journal deals with things automotive rather than locomotive, I will not dwell on this subject.

At 11 a.m. we landed at Mangere, the airfield of the Auckland Aero Club, and took a taxi to the venue of the race—Ardmore, formerly an advanced fighter training station, about 20 miles South of Auckland.

We were amazed at the volume of traffic heading out to the airfield. Later we learned that over 70,000 people saw the race, making it one of the biggest sporting events in the history of the country.

We found we had missed some " curtain raisers " in the form of motor-cycle events (A.J.S. swept the pool), and a formule libre event for cars not in the big race. However, we were in time for an excellent sports-car race. As it was a handicap there is not much point in giving the placings. Suffice it to say that the Austin Healey 100s were most impressive, the team of three making a very pretty sight as they circulated in line ahead. One shouldn't be fooled by their polite exhaust note. They were very fast indeed, and later were to frighten many more expensive cars.

A luncheon break followed, but any interest in food was quickly lost as a shattering scream came suddenly from the pits. No, it wasn't a harassed marshal ejecting the unauthorised persons who always manage to get into the pit area ! It was, of course, the B.R.M. To those of us who have so often read about this really fantastic exhaust note in our MOTOR SPORTS, it was a particularly thrilling experience to hear it for the first time and for it to be just as we had imagined.

The grid start was a really tremendous spectacle, few of us having seen before the type of acceleration which goes with smoking tyres in the higher ratios. (Personally, I have up to now been quite proud when I could raise even a faint squeak in low cog from the rear wheels of my unfortunate 2½ Riley at a sprint event !)

Wharton led into the first bend, which was rather a surprise as we had been led to believe that the B.R.M. was a slow starter. However, Whitehead's Ferrari was first out, only to be repassed by Wharton a second or two later. The B.R.M. held this lead for ten laps.

The positions at this stage were :—

1st : B.R.M. (Wharton) ;
2nd : Ferrari (Whitehead);
3rd : Maybach (Jones, Australia);
4th : H.W.M. (Gaze);
5th : Alfa P3 (Roycroft, New Zealand).

I should have mentioned before that the distance was 200 miles—100 laps.

Wharton entered the corner before the pit straight too enthusiastically and spun out, taking a marker drum with him. But no damage was done and he was going again in a few seconds. However, he lost five or six places. By lap 23 he had managed to repass all but the Maybach and " Gonzalez " (!) Gould's Cooper Bristol.

With 90 miles gone Wharton came in for rear tyres and fuel. The off-side hub nut refused to budge for some seconds but finally yielded to some really heavy blows and then the B.R.M. was away again in the fairly good time of 44 sec. This gave the Maybach the lead again, but not for long as Wharton repassed in five laps.

Meanwhile, Whitehead had a lucky escape from more serious injury when his front universal broke at 130 m.p.h. and the clutch housing disintegrated, cutting Whitehead about the legs and arm with flying fragments. But he was not badly hurt and managed to retain full control of the car. It was particularly unfortunate that this should happen because many looked upon him as favourite for first place, having regard for the B.R.M.'s bad reputation over a long-distance race. Apart from that (and perhaps I am stepping on thin ice here) Whitehead struck me as being easily the most polished driver in the field. He really made the job look easy. No fireworks, but he was pushing the B.R.M. hard all the time, and the Ferrari motor was beautiful to listen to. However, let us hope the car can be repaired in time for us to see this fine combination in action again.

Of the three Cooper-Bristols Gould's was undoubtedly the fastest and from half-distance Gould really began to live up to his distinguished nick-name. He began a really vigorous drive hurling his car into the corners. It was then that the outstanding handling qualities of these remarkable cars really began to show. Time and again Gould went into his corners at seemingly impossible speed, with a remarkable camber on his front wheels, but the car appeared steady as a rock. The same cannot be said for the B.R.M., somehow she seems too " flat," anyhow she appeared to spin far too easily and even some of the local " specials " were coming out of corners ahead of her. Of course, this is no reflection on Ken Wharton's driving. It is obvious that he obtains the utmost from a very tricky car, although her handling seems to leave a lot to be desired (a lot of road was taken even during cog swapping), nevertheless the acceleration can only be described as staggering, in the earlier stages Whitehead's Ferrari being the only car able to hold the B.R.M.

In this respect the Cooper-Bristols were just a little disappointing. One remembers reading of their phenomenal acceleration in, say, the first two-thirds of their speed range and, in particular, the time when at Charterhall (?) last year, Mike Hawthorn in a Cooper-Bristol easily held a B.R.M. to the unbounded delight both of the crowd, and of MOTOR SPORT ! The Cooper-Bristols at Ardmore certainly proved to be quite remarkable all-round performers, Gould's in particular, but none of them held a candle to the B.R.M. in sheer meteoric urge in all gears. But perhaps she was in particularly excellent tune this day ! What really fascinated me was the way in which the revs went straight up in any gear. In fact the first two or three changes I heard I could have sworn that Wharton had actually missed the cog !

But to return to the race. Wharton came in at 57 laps with smoke and boiling fluid spewing from the front disc brakes and, as the damage seemed to be irreparable, these were disconnected and poor Wharton had to use his gearbox for braking and put up a remarkable show, but had slowed down considerably. The very fast and steady Maybach was now in the lead again with Jones driving an unruffled and masterly race.

This car is powered with an ex-Nazi scout-car engine, a six-cylinder of 4 litres, and its fine performance against world-famous cars entitles its driver and its designer, Mr. Charles Dean, to the highest praise.

Tony Gaze was now driving fiercely as the B.R.M.'s failure had put a different complexion on the possible outcome of the race. He fought his way into second place passing Gould and Roycroft, the latter driving his P3 Alfa with great regularity. His technique was unobtrusive yet he was never below fifth place. His cornering lines were perhaps the most accurate of all. This is saying much for his cool skill and for the grand qualities of a 20-year-old car.

More pit drama was to come as Tuck limped home with a broken fuel feed in his Cooper-Bristol. He had driven a fine race and was hard on the heels of the leaders all the way. Then Gaze came coasting in with an empty tank and a dead engine. He had already reached round and undone the fuel cap as he reached the pits and, although he lost only a few seconds, the B.R.M. was past him again and into second place. However, in the closing laps Gould by dint of desperate driving managed to head off both Wharton and Gaze, but the Maybach proved too tough a nut to crack. All the while the team of Austin Healeys held their impressive formation, although in the later stages the car driven by Jensen seemed faster and began to pull away eventually to gain a very creditable seventh.

So after 200 gruelling miles Stan Jones, in his wonderful special,

received the flag, with Gould second, Wharton third, Gaze fourth, Roycroft fifth, Brabham (Cooper-Bristol) sixth and Jensen seventh. Of the 24 starters, 16 finished.

The Maybach's win was interesting largely because of the fact that it threw a con.-rod in practice, and it is reported that mechanics worked in shifts all night to fit a truck rod, a proper replacement not being available. The car was only started " with a prayer," but never missed a beat ; a marvellous advertisement for the makers of the truck in question.

There appeared to be some argument over the preliminary placings, Gould being placed fourth. He protested, claiming first place. After some days of examining all the lap scoring documents the above placings were confirmed, and photostat copies were sent to the R.A.C.

The winner's time is the only one confirmed at the time of writing : 2 hr. 45 min. 20 sec.

So there it is. Now we can begin to look forward to the race at Wigram, Christchurch, on February 6th, the Ferrari, B.R.M. and H.W.M. being definite starters. Peter Whitehead did some phenomenal long-distance telephoning to Italy and England to arrange for spares to be sent !

The flight home was uneventful, except for a rather dicey landing in gusty conditions at Palmerston North.

* * *

LADY WIGRAM INTERNATIONAL TROPHY

This event was run at Wigram air station on February 6th. The aerodrome is only a few miles from the centre of Christchurch, and in view of this it was a little disappointing that only about 15,000 turned out. Perhaps the reason was that there was also a Canterbury Jockey Club meeting on the same day. Also, there were no temporary stands erected at Wigram, which may have deterred many people. However, I heard that the contract quote for the erection of such stands was in the vicinity of 17s. a seat, so the Motor Racing Club could not be blamed for baulking at the idea. It is possible that had stands been erected the extra admission might have caused a smaller crowd still, and perhaps an actual decrease in total gate takings. It must be understood that Wigram is an active airfield and has a full flying programme all the year round. Only the generosity of the Air Department coupled with the interest of certain sporting M.P.s make this annual event possible. Virtually all temporary buildings, sound equipment, straw bales, etc., must be erected and dismantled on the day of the race, which, you will agree, is a monumental task, and any armchair critics of race organisation would do well to first digest the above fact.

I always think that the last-minute tinkering, and the scrutineering and briefing on the day before a major race are almost as much fun as the race itself ! The unexpected meeting of friends from other clubs, the first sight of exciting new cars, the feeling of satisfaction even when the scrutineer's " O.K." is pasted on one's humble saloon-car entry, and the pleasantly unsettling feeling of anticipation all combine to make the day before the race a most enjoyable one for all but the poor officials.

The B.R.M. was flown down from the North Island in a National Airway's Bristol Freighter, and prior to the race was on display in the window of a large Christchurch department store. Other overseas entries were Peter Whitehead (2-litre Ferrari) and Tony Gaze (H.W.M.).

The three Cooper-Bristols which raced at Ardmore were very much missed, but, as you shall see, although the race lacked their entries it certainly did not lack drama !

I could not help thinking how lucky we were to have these cars 'way down here. Despite the fact that the B.R.M. has in some ways gained a certain notoriety, it is nevertheless a most interesting heap of metal, and I venture to suggest that many in England would give their right arm to casually stroll round the car as the public have had many opportunities to do in New Zealand. Ken Wharton no doubt has endeared himself to many local enthusiasts by taking a genuine interest in their " specials," be they the usual run of 747 Austins, Ford Tens, or the more advanced type, of which we have quite a selection. He was to be seen outside the scrutineering garage with the nose cowling of the B.R.M. on the footpath, with a race programme attached thereto, busily photographing. I'd like a peep at his album !

Saturday the 6th dawned sunny, but with a strong northerly wind. Rubber dust was blown into people's lunches, tricky gusts caught the cars in the earlier races as they rounded the Hangar and Control Tower turns, and at one time during the sports-car practice period straw bales actually were rolling on to the track ! However, the wind dropped considerably before the main race, to the relief of the drivers of lighter cars.

The two-mile course is run in an anti-clockwise direction and is composed of five mild left-hand turns, one sharp one, and a mild right-hander. The surface is very abrasive. I say this with some feeling, as I " did " three tyres on my 2½ Riley in the preliminary races in only 40 miles. The racing cars can all do 100 miles on one set, and Wharton told the press that he thinks the course is a really excellent one, and reminds him of Goodwood.

Two " curtain-raisers " were held; a handicap for sports and racing cars of 25 miles sponsored by " Redex," and a 15-mile saloon-car handicap. Both these proved relatively uneventful, except that in the first race T. A. Shadbolt's Shadbolt Special (Kieft-like) got into a bad slide while entering the pits straight and lost a rear wheel. The car overturned amongst the straw bales on the outside of the circuit, but the driver did not appear to be injured. R. J. N. Archibald's very fast XK120 came through the field from the back mark to take second place. I can safely say that this is the best prepared XK we have seen to date, and it is probable that the suspension has been modified in some way, as there was no indication of the inside front-wheel lift we have seen on other XKs. The brakes appeared to be doing their job admirably, too. J. L. Holden's Jupiter was surprisingly fast, but couldn't make up his handicap, and Ted Reid's smart little Morgan Plus Four (such likeable cars, these) handled beautifully, but developed that annoying habit most of us have experienced of cutting-out just as he pulled out to pass a slower car, thus robbing him of a higher place than fifth. Keith Roper spun his Austin Healey 100, which went very impressively otherwise, but managed fourth place. Third place was taken by G. A. Roud, who had a good ride in his handsome little A40 Special. The winner was J. K. Kerr, driving a Singer S.M. roadster. This car was deceptively fast, and handled much like the Morgan, but the handicappers did an excellent job, for when the Singer crossed the line Archibald's XK was only six seconds behind him. Not an exciting race, but an interesting one. The public like to see more everyday vehicles showing their paces, and on listening to some of the comments from behind the ropes, this applies even more to saloon-car races. A good cross-section comprising 19 cars faced the starter in the 15-mile handicap. Three Morris Minors and an Austin A30 were first away. In a few hundred yards the twin-carburetter conversions began to pay dividends ! Citroëns, Zephyrs, etc., moved off, and then the back-markers, in the form of three pre-war Yanks, three 2½ Rileys and a Mark V Jaguar. There was a race within the race between the two Zephyrs of Womersley and Mauger. These two had a great dice together and heeled alarmingly, but always seemed under control. The former just managed to pip Mauger for fourth place. Third was W. Crosbie in an A40. Although this car was absolutely standard, the driver himself was astonished by its performance, as he was hard on the heels of the Rileys ! Of these last-mentioned cars, Moffatt's proved itself the fastest by taking second place (at the expense of much rubber !) but could not catch Ian Archibald's Citroën, which had been considerably underestimated by the handicappers. Ian, like his brother, is an excellent driver, and really hounded that Citroën round.

Now it was practice time for the Trophy Race cars, and there was the usual excited gasp from the crowd as the banshee scream of the B.R.M. rattled the ear drums. Grid positions were arranged according to lap times and, as was expected, the three English drivers filled the front positions. I was lucky in having a pit job between the B.R.M. and Ferrari crews, and would not have missed the fun that followed for anything !

At flag-fall Whitehead was first away, the beautiful Ferrari engine sounding really happy, but the B.R.M.'s tremendous middle-range acceleration pushed it into the lead after a few hundred yards. Wharton was to easily retain this lead for most of the race. Whitehead did not appear to be particularly worried about catching the B.R.M., but was content to remain about 150 yards behind, with a similar distance to Gaze, whose throaty H.W.M. sounded very healthy.

One got the impression that Wharton was taking things very seriously, that Whitehead was playing a waiting game, with more speed available if it proved necessary, and that Gaze was doing his utmost to catch Whitehead.

In the meantime some of the local cars were putting up an extremely good show. On lap two fourth man was Frank Shuter, driving his Ford V8-based Edelbrock Special, in company with Hec Green in his R.A. with locally-built rear-mounted 2,088-c.c. engine. Sixth and seventh were, surprisingly, the Austin Healey 100 of R. Jensen and the previously mentioned very fast XK120 of R. J. Archibald. Following these were the P3 Alfas of J. McMillan and Ron Roycroft. The latter popular and successful car was unfortunately run without oil when warming up and Roycroft, not being sure if any damage had been done, wisely pulled out after a couple of tentative laps rather than cause unnecessary damage.

There were still three more major races this season and Alfa spares are hard to get at short notice!

Meanwhile, Shuter pulled out with smoke pouring from the engine and Kennard called in to check the relief valve on the radiator cap of his Fiat 1,100-engined car. Fred Zambucka's pre-war Maserati was forced in with no oil pressure, and a little later Jensen's Austin Healey had to retire. I have not been able to ascertain the reason for this as yet.

At about three-quarter distance the order of the first three was unchanged, and they had lapped nearly the whole field. Archibald, by sheer good driving, had gained fourth place by lap 31, when he suffered a blow-out. Before regaining the pits for a new wheel the XK120 collected a straw bale, which was shunted along the course for some hundreds of yards to the surprised pit crew. This stop cost him four places, two of which were regained before the end.

Before the race both Gaze and Whitehead had decided that a tyre change would be necessary, so in due course Gaze came in and his mechanics really showed us how it should be done when they changed both off-side wheels and topped up the fuel in under 30 seconds. The stop would have been even briefer had an official not insisted on Gaze getting out. Gaze appeared to be under the impression that it was not necessary for a driver to be out of the car during refuelling provided the motor was stopped. However, the rules state definitely that it must be so. And then the drama began. Whitehead was called in for his tyre change but, to the chagrin of Gaze's crew and the surprise of his own, Whitehead made a negative sign and settled down to drive even faster! One wonders if Whitehead had an idea of what was to happen a lap later, for the B.R.M. pulled up in a hurry at its pit, leaving a trail of oil along the track. A gallon was hastily poured in but came out of the bottom just as fast. It looked as though the oil filler pipe was fractured where it met the tank. In the meantime the Ferrari and the H.W.M. had moved into first and second places, and McMillan was now in fourth place, with Stafford, whose little ½-litre Cooper-Norton was circulating with amazing rapidity, fifth.

After a hurried consultation, Wharton decided to risk the consequences in a desperate attempt to regain his first place. But it was not to be. Two more laps and Whitehead acknowledged the chequered flag, with Gaze crossing the line 40 seconds later. Wharton still held a comfortable lead over his nearest New Zealand opponents, which was just as well for him, for 400 yards from the line the gremlin which caused the brake trouble at Ardmore, and all the thousand and one other troubles in the unfortunate car's chequered career, dropped its usual spanner in the complicated works, and poor Ken's ride was over. So he got sadly out and began to push . . . and he pushed, and he pushed, and his mechanics walked beside him making encouraging noises, being powerless to help in a more practical way. It was all very dramatic, and not a little sad. Slowly the heap of dead alloys rolled into the short pit straight, where waited the flag.

About twenty yards short of the line the car stopped rolling, and it was clear that Wharton was nearly fainting from sheer exhaustion. It may have been kind words of officials; it may have been the sympathetic applause from the crowd; but somehow, slowly, painfully, he managed to get the car rolling again. A great shout of pleasure went up as the car trickled over the line into third place, with 40 seconds still between it and the McMillan Alfa. Then Wharton literally collapsed on the ground near his pit, and we lent a bucket of water which was unceremoniously tipped over his head. A little later a tired and rather forlorn man was to be seen sitting alone in the back of a saloon car. And he said: "This is not the first time. It's just that trick of fate that has been with us all along." We are sincerely sorry about it, too, Ken. We think you are a great sport and a great driver, and hope that soon we will see you driving something more reliable.

But all the excitement was not yet over. Hec Green, trying hard for sixth place, was passing the control tower when his car burst into flames. (Something to be said for rear engines on such occasions!) Anyway, he managed to slow down enough to bale out with safety. Halsey Logan, in a single-seat blown 1,500-c.c. H.R.G., slowed down and threw his fire extinguisher to Green, and a moment later the fire engine arrived and the blaze was put out before the car was badly damaged. Yes, a lot of excitement was piled into the last few minutes!

At a cabaret and prizegiving that evening, all three visiting drivers made pleasant little speeches, Tony Gaze pretending to be very annoyed with Whitehead for not stopping for a tyre change. We're glad you did though, Tony, for now we see how it should be done. The trio also said they hoped to come to New Zealand again next year. We certainly hope so too.—A. M.

VINTAGERY AT SLOUGH

THE last day of February was reserved for the Southern Rally of the Vintage S.C.C., consisting of a series of driving-tests at that desolate and inelegant piece of waste ground on Slough Trading Estate—poor substitute indeed for Bisley.

Having been told that if you cannot take a vintage car to a V.S.C.C. party the next best thing is to go in a Citroën, we duly presented ourselves in a 2 c.v., not without serious misgivings that, while we were watching the aged perform, our excellent little conveyance might take upon itself to return to its makers, who were situated so close at hand. Luckily this did not occur and we were able to return home in a truly vintage snowstorm.

The first test was a manoeuvre involving reversing into a garage with the two near-side wheels on or over a white line; this proved either that the owners of vintage cars never go to London or, if they do, they merely turn round and come straight home again, because hardly any of them would be able to park there. This, notwithstanding the fact that the "garage," a rather openwork, if decorative affair, affording no real protection from the elements, was conveniently expanded or contracted according to the length of wheelbase of the car struggling to enter it.

There *were* some very competent performers. For instance, J. M. Hinchcliffe handled his 1925 modified sports Austin Seven neatly, C. A. B. Ripley took a long time, but got it absolutely right in the very attractive ex-Ellis 1923 Gwynne Eight "hip-bath," although finding the cone clutch a handicap, and P. Major made a splendid job of it in a 1932 Frazer-Nash. Nigel Arnold-Forster indulged in much epicyclery in his 1926 Trojan, but the hood touched a barrier. L. J. Wickham (1929 12/50 Alvis) got into a fearful muddle, Stanley Sedgwick took the wrong line in his immaculate 1928 4½-litre Bentley, while R. A. Kellow wound the steering of his 1928 12/50 Alvis about while it was stationary, but did not achieve the desired result.

R. A. Scates (1928 2-litre Lagonda) demolished a barrier, L. Geale, driving a Swift Ten which was supposed to be a 1928 model but had the later radiator, came in on the wrong line, from which there was no recovery, a mistake made by C. B. L. Harding (1927 Alvis), H. Cox (1928 O.M.), although he entered the arena with verve, E. P. Davis (1927 Lancia Lambda) and others.

J. H. Leigh's 1929 4½-litre Bentley contacted a barrier after approaching the "garage" incorrectly, M. Brownson (1930 Type 40 Bugatti) hadn't a clue, Peter Binns in the O.M. seemed to be assisted by a spectator, M. Leo got over onto the passenger's seat of his 1930 2-litre Lagonda to take stock of a hopeless situation, what time the stop-watch ticked on relentlessly. J. C. Erskine Hill, whose 1929 1,750-c.c. Alfa Romeo made lovely noises with its blower, had two unsuccessful bites at it, whereas L. P. Sawers, son of the Sawers who once raced a Douglas at Brooklands, garaged neatly in his nice 1926 12/25 Lea-Francis tourer. D. H. Gahagan found Erskine-Hill's 1936 Type 57 Bugatti rather too long for deft parking.

While all this was going on Arthur Jeddere-Fisher arrived *en famille* in his 1913 5-litre Lancia Kappa coupé, the children and a philosophical black dog occupying the dickey. Alas, his 1923 Targa-Florio Mercédès was an absentee, its clutch locking solid as he left the garage. Quite one of the nicest vintage cars present was G. de Jongh's 1926 Super Sports A.B.C., in original condition throughout, even to the reverse-camber of its ¼-elliptic front springs, and its twin, large-bore exhaust pipes emitting a healthy bark, in spite of the off-side cylinder having blown its gasket on the way to Slough; de Jongh also has another A.B.C. car, an A.B.C. motor-cycle and an A.B.C. scooter and lives in a house once occupied by Granville Bradshaw.

Following the garaging test came an acceleration test, but as this was over a mere 100 yards and we hadn't brought our 3D spectacles we preferred to inspect the spectators' carriages, which included a very clean mid-motor Trojan, a yellow Swift, a vast de Dion Bouton cabriolet, a 7.5 cloverleaf Citroën, an outside-piped O.M., a Salmson and a very choice Sunbeam Sixteen tourer.

The last two tests involved driving in S-bends past a series of posts, forwards in the first test, backwards in the second. Patches of mud resulted in some splendid tail-slides round the last pylon, and a Frazer-Nash even slid in reverse, as did the ex-Stallebrass 2-litre 1945 Aston Martin now conducted by Harry Bowler. The only Edwardians entered—Mrs. Fisher's Lancia and D. Denne's 1913 12/16 Sunbeam—managed these manoeuvres very nicely.

We gather that the afternoon terminated with tea in a Working Men's Club, which just goes to show how democratic even vintage-motoring has become. We are not sure about this because we gear-changed our way home from the slough of despond before dark.—W. B. (Results on page 184.)

LETTERS from READERS

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

ECONOMY TRICARS

Sir,

Motor Sport constantly bemoans the lack of a British "People's Car" on the market. What about the new three-wheelers on the market and in quantity production now? So far there is the Bond Mini-car (not quite in the class), the A.C. Petite and the three-wheeler "heavy," the Reliant Regal coupé. In the throes of production also are the Vernon Industries job and (see Sunday newspapers) a new "three-point" Allard! Something to look forward to, anyway.

Surely these rate a Motor Sport road test? Don't say that the motor-cycling weeklies take care of these jobs, because, truthfully, they don't.

Let us see typical test reports on these British "People's Cars" in the not too distant future.

I am, Yours, etc.,

Norwich. John J. Nolan.

[We have not overlooked the modern three-wheelers and tested the original Bond exhaustively—see the issue of July, 1950, pages 326/7. We have repeatedly asked A.C. Cars Ltd. for an A.C. Petite; indeed, one was promised to us for extensive trial three years ago but it has never materialised. Nor has Reliant Engineering replied to our letters requesting a vehicle for test. On the other hand, Citroën Cars Ltd., who apparently do not fear a Motor Sport road-test, presented the Citroën 2 c.v. for an extended trial (of more than 2,000 miles).—Ed.]

* * *

SERVICE!

Sir,

It is with great pleasure that I report to you that Messrs. F. W. Wheeler and Son, mentioned in the January issue in the article "Light Engineering Facilities," certainly deserve praise for the expeditious manner in which they assisted me.

I discovered at about 2 p.m. on a Saturday that my Lambda had sustained two buckled clutch plates. I telephoned to Messrs. F. W. Wheeler and Son, and without any hesitation they said they would do the job for me right away. I appreciated this immensely as Mr. Wheeler, junior, postponed a shopping trip with his wife in order to help. Whilst Mr. Wheeler's wife and I waited in the workshop, the plates were restored and a grateful customer resulted.

I feel this treatment deserves to be brought to your, and other readers', attention, since one is only too often told these days "Can't be done immediately, come back next week."

I am, Yours, etc.,

London, E.12. James M. Harris.

* * *

THE PEUGEOT 203

Sir,

Now that the Peugeot "203" has done so well in the Monte Carlo Rally and won the Australian RedeX Rally (not the first Australian Rally it has won by any means) permit me to say a few words on behalf of this car, which seems to have been rather neglected by enthusiasts and road testers in this country.

From the utilitarian viewpoint it is an excellent family car; roomy, with a large boot, comfortable, fast, notably economical and dead reliable; also it is quite dustproof. It is comprehensively equipped, and has those little extras like built-in supports for a roof rack, accessible fuses on the instrument panel, and other commonsense features which help to endear it to its owner.

The general design has that ruggedness usually associated with the American vehicle. As a consequence it is virtually unbreakable, even though sadly abused and neglected by some oafish farmer-owner. It does not suffer when new from all those major and minor, but often expensive, defects euphemistically called "teething troubles," and even when due for an overhaul, the work is straightforward, as the car appears to have been designed with servicing accessibility in mind.

For the enthusiast, here is a car which handles and corners beautifully. As a combination of roadholding, cornering power, and riding comfort, it is approached, in my experience, only by the Mercédès-Benz. The geared-up "overdrive" gives quiet effortless cruising with low engine wear. It is easily "souped" and responsive to such work. It inspires confidence as soon as one takes the wheel and a short acquaintance with it makes one understand why. Like the Volkswagen and the Holden, it is making a dent in the sales of English cars overseas.

In some ways it takes up where the Citroën leaves off. It is a family car with sporting characteristics, but more refined, and lacking in all those, let us face it, somewhat crude features of the Citroën. The rough edges have been smoothed off, but a definite and likeable character remains.

Before the numerous Citroën fans among your readers reach, muttering, for their weapons, I would point out that I make all these admittedly sweeping assertions as the past owner of an *onze legère*, and the present owner of a Morris Minor (an over-rated vicious little brute in my opinion).

Price? In Belgium, slightly cheaper than English cars of comparable size, in Australia slightly dearer, due to Empire preference.

I am not in any way connected with the motor trade.

I am, Yours, etc.,

Grays. D. B. Taylor.

* * *

A NON-STANDARD AUSTIN-HEALEY 100?

Sir,

May I put forward a few belated queries as regards the production Austin-Healey 100 tried out at the Guild of Motoring Writers annual test day at Goodwood? In your article "Rumblings" (December issue) you state that, while lapping in the Austin-Healey at the Goodwood circuit, overdrive second was used for the entire lap. Is it not being rather hard on a car for which the humane maximum speed in overdrive second is in the region of 76 m.p.h.? While not yet having had the advantage of racing at Goodwood, or even of seeing the course, I feel that as an owner of an Austin-Healey, a speed far in excess of 76 m.p.h. could be reached by using direct top. Furthermore, you write of this "100 m.p.h. plus" sports car which hardly gives credit to a car which has a maximum of 111 m.p.h. in standard trim, and a maximum of no less than 119 m.p.h. with one up and aero screen.

All of which brings me to my main point. My references to speeds have so far been taken from the "*Autocar* Road Tests, 1953," not yet having been able to judge them in practice myself as my car is not yet run-in. Could it be, however, that the Austin-Healey tested in the *Autocar* road test, and possibly also at Goodwood, was not, in fact, a standard production "100"? I see no other way of excusing an enthusiastic driver from "holding on" to overdrive second in such a wonderful car on such a circuit as I have heard Goodwood to be, unless, of course, this *production* car was capable of more than 76 m.p.h. in that gear! I suggest that these cars tested were, in fact, the much more expensive and vastly superior, modified Austin-Healeys with Le Mans engine modifications. I base this statement on my careful perusal of the *Autocar* road test photo of the Austin Healey-engine, in which it appears to me that the car tested actually had the larger carburetters and air intake modifications of the Le Mans kit, with also no doubt high-lift cams, etc. Indeed, one could go further and ask if the car did not also have a different rear-axle ratio, and race-type springs. I feel that in fairness to owners of standard "100s", perhaps expecting performance of the undoubted brilliance these road tests exemplify, it should be definitely ascertained and specified by the works concerned and by the testers whether or not the car is, in fact, a standard production model, or a more expensive modified car with its resultant advantages. As a result of these points I have made, I earnestly beg some space in your columns to clear them up. In addition, to humbly ask the writer of "Rumblings" why he was embarrassed by the automatic overdrive engagement when coming out of the *chicane*, when in touring or racing the overdrive unit can be operated manually to great advantage. I conclude with a tribute to the Austin-Healey, modified or standard, and to your excellent magazine even though it sometimes provokes "Rumblings" by reason of its outspokenness, though scrupulous fairness.

I am, Yours, etc.,

Guebwiller, France. C. B. Carter.

[We believe that the Austin-Healey 100 referred to was a standard car. The Le Mans car which the *Autocar* tested and we drove also had different gear ratios and a gear change differing from standard. It was possible to get into over-drive top between the corners due to greater urge with this car. We should not expect the standard Austin-Healey 100 to clock 111 m.p.h. We have asked for an Austin-Healey 100 for test and also stated that we are interested as possible purchasers but so far the makers have not submitted a car for test.—Ed.]

SHELL
WITH
ICA

YOUR QUESTIONS ANSWERED

We knew the difference Shell with I·C·A would make, so we urged motorists to "try the two-tankful test". Millions have. They have found the result a revelation. Naturally, they started asking questions — we have received many in the post, and service station people have told us about many more. Here they are.

Will Shell with I·C·A make your engine run more smoothly?
More cars suffer from pre-ignition "rough running" due to combustion-chamber deposits than their owners ever realise. I·C·A entirely eliminates this fault. (This, of course, is why we invited motorists to try the two-tankful test.)

Will Shell with I·C·A give your engine more power and more miles per gallon?
Pre-ignition (which the majority of car owners do not realise is happening) and spark plug fouling: these both cause loss of power. Shell with I·C·A makes good this loss, so it enables your engine to give its maximum power. Similarly by eliminating this loss of power you will get more miles per gallon.

Will Shell with I·C·A mean less frequent de-carbonisation?
One of the effects I·C·A has on the deposits in your cylinders is to make them softer and fluffier. This means that the engine itself blows them out of the exhaust more easily. Eventually, of course, you will need a top overhaul, but you can now go on longer before you do.

Will Shell with I·C·A help a new engine?
A new engine is protected from the start by I·C·A from pre-ignition and plug shorts. So if you use Shell with I·C·A in a brand-new car you safeguard yourself completely from pre-ignition and plug failure caused by deposits.

Will Shell with I·C·A help an old engine?
Yes. Very many middle-aged and elderly engines suffer from pre-ignition. This is one of the main reasons why engines feel "middle-aged". I·C·A has already restored lost zest to many high-mileage cars.

Can you safely go back to an ordinary petrol?
Yes, but you will rapidly lose the unique conditioning effects of I·C·A. Unconditioned deposits will build up again, and you are liable to get pre-ignition and plug fouling.

What effect will Shell with I·C·A have on plug life?
I·C·A reduces the need for plug cleaning and greatly increases plug reliability. It cannot stop deposits forming on plugs—nothing can—but it can and does make them harmless.

Will Shell with I·C·A improve your acceleration?
This entirely depends on the state of your combustion-chambers and plugs. Many motorists have commented on the improvement they have found.

Will Shell with I·C·A react with additives in other fuels or lubricants?
No. I·C·A will not "clash" with any additives in commercial use today.

Is there a better petrol on the market?
You cannot buy a better petrol than Shell at any price. Most of the reasons are here. If you have any other particular questions you would like answered, write to Technical Department, Shell-Mex House, London, W.C.2.

Have you tried the two-tankful test?

SHELL
WITH
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POST-WAR M.G.s

Sir,

I do not feel that Mr. G. J. Lewis can go unanswered in his criticisms of the present-day M.G.s What's wrong with the Nuffield o.h.v. push-rod engine, apart from its capacity? It is undoubtedly one of the finest mass-produced engines ever evolved. Anyway, 57 b.h.p. from 1,250 c.c. is fully better than 36 from the PA's 847 c.c. Heaven help the M.G.s if they ever fit the present-day Nuffield o.h.c. design engine, with its 21 valve-cover studs, 32s. each valves and £17 for a set of decoke tools! I have owned or part-owned during the past three years two cars with the o.h.v. push-rod design engine—a 1,250-c.c. TC M.G. and a 1,558-c.c. Wolseley 12/48 (the M.G. VA engine detuned); two cars with the old o.h.c. engine—an M-type and a J2 M.G.; and one car with the new o.h.c. engine—a 2,215-c.c. Wolseley 6/80. The TC will show the 6/80 its heels any day, despite its twin carburetters!

And then there's Mr. Giers from Stockholm. I would rather change camshafts than cars; I'm damn' sure the PA would be through the hedge long before the TD's cam followers needed changing! Those M.G. cable brakes . . .

I am, Yours, etc.,

Kelso. IAN W. SCOTT WATSON.

Sir,

Mr. Giers' letter at one point compares the TD M.G. with, among others, the Fiat 1,100. I own a Fiat 1,100 1939 saloon and navigate and co-drive a TD on rallies, and can thus claim to know both.

The TD is an excellent rally car in this country by virtue of its good handling, comfortable suspension and handy size, and the performance is usually adequate. The comfort of the seat over long periods is outstanding. It is not so satisfactory for quick seat adjustment, elbow room (try folding a map), left foot resting space, and entry. We, the crew, are both engineers, and are not happy to cruise it above 4,000 r.p.m.

The Fiat, an ordinary "family ten," has of course more space, weighs about the same, corners at least as fast, if not faster—both of us are agreed on this, and have run in company in each other's cars to prove it—and can be happily cruised as fast or faster. Being of only three-fifths the power, it bows to the TD in performance and handling only in respect of acceleration, and has also poorer reversing vision.

My motoring has to be cheap, but I have owned Rileys, Morrises, Rover, B.M.W., Rapier and others, but when the arrival of a third child compelled me to sell my Fiat 500, I had become so impressed by the "Topolino" that the choice of the 1,100 was automatic. The whole family is pleased with it, and it takes a light four-berth caravan to Lydstep Haven in the summer with complete success, in spite of rather high gearing.

I would like a Lancia Aprilia, except that it would need more and costlier spares, but as it is I stay put for I feel confident that no one can seriously and knowledgeably suggest a comparable British car to beat the 1,100 Fiat 508C. This should not be so.

I am, Yours, etc.,

Harpenden. W. E. WAKELY.

Sir,

As an owner of a 1¼-litre M.G. saloon I have followed the correspondence concerning post-war M.G.s with considerable interest. I am surprised to find that there has not been more criticism of the new Magnette. For instance, nobody has commented on the fact that it has a Wolseley 4/44 body.

During the Scottish Motor Show I was able to have a good look at the new model and try the driving position for size, etc. In many ways it leaves much to be desired when comparing it with the "1¼." Most of the really worthwhile features have disappeared, *i.e.*, sliding roof, opening windscreen, built-in hydraulic jacks, adjustable steering wheel, separate spare wheel and tool compartment, accessible engine with a genuine radiator cap, controllable rear window blind, easily adjustable headlamps, boot lid that opens the right way to make a platform for really bulky luggage, time-lag trafficators, etc.

The instrument lay-out would hardly do credit to a much cheaper product. The "square-type" of instruments have but a few almost meaningless graduation marks. I note that some of the "woodwork" is of imitation plastic. The engine, I would say, is a "souped"-up version of the A40 Sports. At the show stand the representatives could not give technical details, except that it was "an entirely new design of 2½ litres capacity"!! Maintaining the breed?—"Austin" engine, "Wolseley" body!!

I judge the driving position to be inferior to that of a "1¼," which I consider to be a good one when compared with average modern "tin-ware." On the credit side we have a built-in heating system and screenwash, better seating accommodation for the passengers, a sensible gear and brake lever, also, no doubt, a better performance which will probably be at great expense to petrol economy. My estimate is 24/26 m.p.g.

In closing I would like to say that a great future awaits the British manufacturer who produces a really good four-seater 1½-litre sports saloon. Perhaps Jaguar, Alvis or even Singer will oblige? The 1½ Singer engine with the H.R.G. head should be a good proposition. A Jaguar approach (saloon version) to the instrumentation and driving position adjustability is definitely needed (I previously owned a 2½ Jaguar saloon), with perhaps the looks of a TC 21/100 Alvis.

I am, Yours, etc.,

Rosyth. D. RINGER.

Sir,

The M.G. controversy will soon, I fear, get out of hand, but before it does I should like to have my say.

I have owned or driven many models of the above make, both in this country and in Australia, PB, TA, TC, TD, and am the proud owner of a TC single-seater "special," and the first TF to be registered in this country. I have nothing but praise for the TF. One can surely not stand against progress. Our friends who deride the modern M.G. would be very hurt if they had to stay at a hotel with no indoor sanitation. Progress . . .!

In finishing, I would like to mention that I am a vintage enthusiast, but everything in perspective.

I am, Yours, etc.,

Salisbury, S. Rhodesia. C. R. ANNESLEY.

Sir,

I have read with very great interest the recent letters voicing the feelings of many readers with regard to the latest M.G.s. In particular, I endorse the sentiments of Mr. Gustaf L. A. Giers and Mr. E. P. Harris.

To those of us who are lucky enough to run a car by economising in many ways but to whom even the thoughts of Bentley, XK120, etc., are out of the question, the M.G. types from the earliest days to the TC offered just the car many of us wanted. The sturdy chassis, simple and straightforward general design, good all-round performance were the highlights. Front wings that finished just in front of the sidelights offered A.1 maintenance facilities, and engine accessibility was second to none. Lockheed brake adjustment was a task to be enjoyed with the aid of what I think was the perfect adjuster—a snail cam. A well-designed rear axle with three-quarter floating half-shafts needed no special tools to dismantle, and the suspension was well up to its job if well damped. I have fitted a set of telescopic shock-absorbers to my own TA model and the result is very gratifying.

Now take a look at the TD and, particularly, the TF. The independent suspension, which by its very design needs the best maintenance one can give it if high replacement expenses are to be avoided, is enshrouded in mudguard. The fixed bonnet sides, I think, should be silently efficient in frustrating one's efforts to tend the needs of the power unit. The way the rear wings protrude beyond the edge of the running-boards should prove good weapons with which to knock the hinges off the garage doors! The snail-cam brake adjusters have gone. So too has the three-quarter floating rear axle, and, instead, we have a semi-floating type with hypoid rear axle, needing extractors and a special jig to set up crown-wheel and pinion when trouble rears its ugly head. The Morris Eight type of handbrake on the seat is hardly a thing of beauty compared with its highly efficient predecessor.

I, for one, was very disappointed when the Nuffield-Austin merger took place and I wonder how long it will be before we have a T-type with large swellings on its side, a manhole inspection cover-plate just behind the radiator and a B.M.C. A40 power unit—maybe this will be the TG type.

One last paragraph: I wish the Magnette, with its Wolseley 4/44 body shell, "nearly" Austin engine, hubs, etc., and chassis by "No-More Steel Pressings Ltd.," had been provided with a large chromium dollar grin bearing a B.M.C. badge rather than the present M.G. shell and ever-famous octagonal badge.

New M.G.s may come and new M.G.s may go but the old ones look like having to go on for ever.

I am, Yours, etc.,

Stanningley. R. M. KNOX.

Sir,

Last month's edition brought us three letters in so called defence of the present-day M.G. First comes the " Young and Able Enthusiast," who reckons he has good authority on the subject, as he has owned five M.G.s. Goes on and mentions a J2 and a PA. I wonder what the other three were ? As there were about twenty different types of M.G. from 1929 to 1940, I just don't see where his authority comes from. Our friend still goes on and gives us his bitter memories of " dirty night breakdowns," with oiled up vertical-drive dynamos. No doubt most of us will agree that this was not the finest place to put a dynamo, but after all, whenever I developed a leak round this region (which was very seldom) I used to " fix " it right away, but I am only young and able, and may be not an enthusiast. Next we have Mr. Thompson's letter. He evidently does not like to bounce a little on the corners, although I must agree that a TF would probably leave a PA behind (note he is careful to say over a distance), but suppose we take an M.G. of, roughly, the same engine size as the TF, shall we say a K3 Magnette. Now, Mr. Thompson, I wonder who would leave who behind over a distance ? As for our third writer, Mr. J. J. Bell. Well, he just does not make sense. Where " Goldie " Gardner fits the picture I don't know. I expect however that a TF would suit him well ; after all, he could probably drive(?) it with his feet up.

No, sir, I just can't believe that our three friends are M.G. enthusiasts, but take my advice, chaps, should you ever get the chance to sit behind the rev.-counters of, say, AC, QA, K3, J3 (I won't bore you by giving all types) then you take it. One word of warning, however, to get the real enjoyment from any of these types it is imperative that you " use the stick," and I don't mean as a hot peg. Oh! I nearly forgot, all I have is a little sports car ; someone said it was called a PB M.G., but I wouldn't know.

I am, Yours, etc.,

London, S.E.20. ROBERT M. BLYTHE.

[This correspondence is now closed.—ED.]

* * *

ACKERMANN PATENTS

Sir,

The original patent was taken out in Germany in 1816 by Georg Lanckensperger, a coachbuilder of Munich; because the patent laws of that time prohibited him from taking out a subsequent patent in his own name in this country; this was put through in 1818 by his " friend," Rudolph Ackermann, who also published a 60-page explanatory pamphlet in 1819.

W. Worby Beaumont, in " Motor Vehicles and Motors," Vol. 1, 2nd edition, 1902, points out that Lanckensperger fully appreciated the arrangement of the steering arms to give differential angularity.

Lanckensperger's patent, which was a natural development of Du Quet's stub axle proposition of 1714, was of course only suggested for use with horse-drawn vehicles; it is interesting to note that the main advantages claimed were higher front wheels, small radius of turning circle and greater stability.

In addition to Pecqueur's steam lorry of 1828, both Nathan Gough, in 1830, and John Redmund, in 1833, designed their steam coaches with independent pivoting of the front steering wheels. Amedée Bollée included the same idea in his patent of April 28th, 1873.

With regard to Jeantaud, his principal interest was in electric traction, although he also built a three-wheeled steamer in 1890, and a petrol-driven vehicle towards the end of the century. Lavergne gives the date of the Ackermann-type steering patent as 1878. Grand-Carteret says that the first Jeantaud electric vehicle was built in 1881 and reconstructed in 1887, and again in 1893. His second electric vehicle, built 1894/5, competed in the 1895 Paris-Bordeaux race.

I am, Yours, etc.,

JAMES ROWATT,

London, N.6. Squadron Leader (R.A.F. Regt.) Retd.

Sir,

I am grateful to your correspondent, Mr. Pittuck, for taking me to task regarding Ackermann steering layout. I confess that I have not had the opportunity of reading the paper he refers to, but I myself referred to the English translation of Lavergne's " L'Automobile sur Route," which is usually reliable. As Mr. Pittuck rightly points out, it is obvious that Ackermann knew all about the required differential angularity, but equally Jeantaud is responsible for the layout that has been standard motor-car practice since the earliest days.

Interestingly enough, Worby Beaumont gives Lanckensperger the credit for the primary invention, the inference being that Ackermann was merely the English patentee. Perhaps Lanckensperger's Continental specification was not so clear on the point, and there was therefore the tendency for the French to belittle Ackermann and exaggerate the contribution of Jeantaud ? It would be nice if someone better versed in history could clear up the real story.

As to whether differential angularity is necessary, I am afraid that it would take far too long to go into details. So far as the " straight line " geometry of the thing is concerned it obviously is, but of course with flexible tyres and other practical " geometric imperfections " it may well be that some cars have steered and handled quite well without its aid. Certainly the 1900 Alfa steers jolly well, but I was unaware (during a short personal drive) of the fact that its front wheels ran parallel all the time. As regards the vehicle that Jeantaud applied his layout to, it is surely an intelligent guess to say that it was an electric one, and in this connection I am afraid that all the help I can offer Mr. Pittuck is the following short extract from Rhys Jenkins' book " Motor Cars," published in 1902. " . . . The carriages described above were all propelled by primary batteries and magneto-electric machines. In 1871 Gramme discovered the reversibility of the dynamo-electric generator *i.e.*, that it could be used for converting electrical into mechanical energy, and in 1880 Faure improved the lead-plate storage battery of Plante by covering the plates with lead oxide. Faure's invention was taken up by a company in France, who applied his storage batteries in conjunction with dynamo-electric motors for the propulsion of tram cars.

" A tricycle was also so fitted, and is said to have given good results, and a four-wheeled electric dogcart was ordered by the company from Jeantaud, but nothing appears to have come of this . . ."

With apologies to Mr. Pittuck, and thanks to you, sir, for allowing me to intrude upon your space.

I am, Yours, etc.,

London, W.1. " A. B. C."

* * *

CORNERING ABILITY

Sir,

The following is an extract from a contemporary write-up of the 1937 Bentley in a prominent London daily paper :

> " This Bentley is a model that can justly be termed a ' cornering car.' In fact, I do not think that I have lately had an opportunity of trying out a vehicle that held down so definitely on the roads and took bends in so safe and exhilarating a manner. Actually the car could be made to follow the inner edge of a curve at fully 80 m.p.h. with that delightful degree of certainty which only a faultless combination of steering and springing qualities can provide."

Fifteen years later—Year of Grace 1952—the *Autocar* carried out a road test of the Continental Bentley. All that it would say of this most vital aspect of the car's behaviour was that " rather a strong effort is required to hold it into sharp bends." Not much encouragement here for anyone who is thinking of spending £7,000 on a sports car ! The same thing applies to the lesser cars of similar size to the Continental—paeans of praise on acceleration and high speeds on straight roads but little or nothing about behaviour on corners. It is, in fact, only when one comes to the smaller Grand Turismo class that one can detect the sort of enthusiasm that inspired my pre-war motoring correspondent.

Now nearly all these new big saloons claim speeds in excess of 90 m.p.h. and by the time next year's models are announced it seems reasonable to expect that 100 m.p.h. will be quite the normal thing. If any car can do 100 m.p.h. it should, in my submission, be able to go into a corner as if it were enjoying itself and not under protest, for otherwise it becomes a public menace on our English roads and a pain in the neck to drive. Furthermore, I defy anyone from Stirling Moss downwards to corner fast in safety and be able to take quick evasive action if his car requires more than three revolutions of the steering wheel to take it from one full lock to the other. Here I might add that the highest ratio to be found on any of these high-speed saloons is 3½ revolutions, and one particularly lethal machine that I have in mind requires no fewer than 4¾ revolutions.

I would also add that the 1937 Bentley weighed at least 33 cwt., yet on a turning circle of, I believe, 39 feet, the steering ratio was a mere 2¼ revolutions. Considering the number of elegant-looking females who drive these cars around, I very much doubt whether the old Bentley has ever been considered heavy to manoeuvre.

I am, Yours, etc.,

Tunbridge Wells. " DISGUSTED."

UNSAFE

Sir,

Although I have the deepest sympathy with your correspondent "J. N. R." who could not get into his car because when jacked-up the driving door would not open and the other three were intentionally locked, I think he has been in the habit of driving around in very dangerous circumstances.

In the interests of "safety first," please advise all your readers never, never to drive around with any door locked! Quite innocently one may be involved in an accident from which one has to be extricated by outside assistance, and it is as well to give one's would-be rescuers every possible assistance without the necessity of having to break a window before being able to unlock a door.

Actually, I have never seen this point raised before in print, and you may consider it a good idea to give it some publicity. Perhaps some unfortunate reader has already been trapped under such circumstances?

I am, Yours, etc.,

Leeds. JACK M. REISS.

* * *

GUARD OUR VETERANS

Sir,

As a keen admirer of the Veteran Car Cult, an activity which in its present form is so typically English, I could not help a feeling of misapprehension and impending doom when I heard from a friend on the "inside" of the film industry, that the recent well-known British film based on the London to Brighton run, was having an enormous success in the U.S.A. and that other films on a similar veteran car theme are being considered.

This state of affairs no doubt pleases the film magnates, but to a simple veteran fan like myself it suggests that, interest having been aroused, and our American cousins being such determined and affluent purchasers, we will in future be in graver danger of losing our veteran cars to transatlantic enthusiasts.

I would urge, therefore, that as our veteran cars are, by their very nature, irreplaceable, and from an export point of view quite priceless to us, we should guard them well and reject overseas offers no matter how attractive.

I hope that the V.S.C.C. members will not think these observations a slight on their integrity but I felt a timely warning would not be misplaced and, after all, "Forewarned is forearmed."

I am, Yours, etc.,

Horsham. C. S. GROVES.

* * *

THE MAGIC CENTURY

Sir,

With reference to your article "The Magic Century" in the current issue of MOTOR SPORT, you have omitted to mention the Mercédès 300S, the short-chassis edition of the 300. It is a magnificent car capable of 112-115 m.p.h. and can "knock spots off" the Continental Bentley when it comes to cornering, steering, etc.

I am, Yours, etc.,

Paris. T. MATHIESON.

[The Mercédès-Benz 300 saloon was quoted in the article concerned as capable of over 100 m.p.h. and the 300S is obviously appreciably faster.—ED.]

* * *

ACCELERATION AND SEIZURE

Sir,

In your March number Mr. Benenson, of New York, gives some figures for the Cunningham, quoting *Car Life*, as follows: 0–60 in 6.85 sec.; 0–100 in 11.01 sec.; standing ¼-mile in 17.55 sec. On simple inspection there seemed something amiss, which my admittedly elementary mathematics appears to confirm. I suggest the figure given for 0–100 is wrong, or, rather, that the time of 11.01 sec. probably refers to 0–80; and that the car would be doing about 100 at the end of the ¼-mile. Even this is quite quick. But it hardly seems to justify putting the Cunningham, which did not reach 140, into a special new Grandissimo Turismo class with the 4.1 Ferrari, which can probably do 140 without using top gear, not forgetting "that man Lyons" and his two special equipment Jaguars which do as much with smaller engines.

My compliments on your journal, and especially on your custom of saying what you think. I am glad to see the "Great Oil Controversy" still ventilated in your columns, particularly since I am one of the wretches (not a few, I understand) who suffered heavily from putting a much-advertised detergent oil into an elderly undrained engine. Neither the advertisements nor the dealers warned against this; but it set me back about £70. The company sent round a very pleasant gentleman to see me. He agreed it was a mistake to put that oil in that engine, and said his company had done their utmost to instruct the trade on the point. I neither asked for money, nor was it offered (reference your article, p. 138); and I must say I doubt if I would have used that oil again even if I had been offered £700 . . . so that I could buy a new car and use the oil in safety (?).

I am, Yours, etc.,

London, N.W.11. R. R. WILSON.

* * *

AIR

Sir,

I should like to congratulate you on including an article on private and sporting flying in your excellent journal.

Your correspondent "D. F. O." wonders why the average private pilot fights shy of competitions, preferring to fly rather aimlessly round the countryside. I think he will find that the main reason is a financial one; an aimless flight round the countryside may last an hour or possibly very much less, but to enter a club machine in any competition will probably involve keeping the machine for an unspecified time, which is unlikely to be less than three hours. The case of the private owner is, of course, quite different, but he cannot be described as "average."

If there were available a small two-seater with an engine of about 1-1½ litres capacity, developing 40-50 b.h.p., giving a cruising speed of 85-90, and consumption of 2-2½ gallons an hour, I am certain that private flying would become an increasingly popular sport.

This machine, if well designed, and built possibly of plastic, e.g., fibreglass, could, if mass produced, surely sell at a price in the region of £500.

Later, racing versions could be developed for short-circuit racing; the equivalent of the 500-c.c. class in the motor-racing world.

If handled properly, preferably by one of our leading manufacturers, it could lead to a revolution in the world of flying such as occurred in the car world with the introduction of the Austin Seven and Morris Cowley.

The point is that if flying is at present beyond the pocket of the average man (and woman), then it must be brought down to the financial level at which he *can* afford it, and the only way is to make available to him a very much smaller, more economical machine than is commonly used for private flying at the moment.

It is quite useless looking to the Government for help; even if it were given, it would be unreliable and likely to be withdrawn at the whim of the Treasury at any time.

I am quite aware that there are many difficulties in the way of developing a project like this, but the whole history of flying is full of the triumphs of men of vision over apparently insuperable barriers.

One thing is certain: the demand is there. It was proved by the amazing popularity of the "Flying Flea," lethal as it was, and the way the C. A. G. scheme was completely swamped by applicants when it was first introduced.

I am, Yours, etc.,

Farnham. J. W. ROSE.

* * *

THE HAWTHORN HULLABALOO

Sir,

I should like to take this opportunity of endorsing the remarks in MOTOR SPORT regarding the controversy over Mike Hawthorn's call-up. One does get so tired of "busybody" M.P.s asking questions in the House "on behalf of the public"—the public who often they never really trouble to consult. Speaking as one member of the public who has done his five or six years in the Forces, I could not care less about a person of Mike Hawthorn's calibre missing the call-up.

In your excellent reply to the Member for Walton you missed one point I particularly observed—that his question included the phrase "described as a motor-racing driver." If that is not studied offensiveness to our No. 1 driver I don't know what is. I wrote to Mr. Thompson saying that I considered the framing of his question deliberately discourteous to a great driver and, after stating the case against calling-up Hawthorn, invited his comments on the points made. Needless to say there was no reply. Apparently Mr. Thompson is one of the still regrettably large number of people who have no time for the importance of furthering British prestige in the sphere of Grand Prix racing.

I am, Yours, etc.,

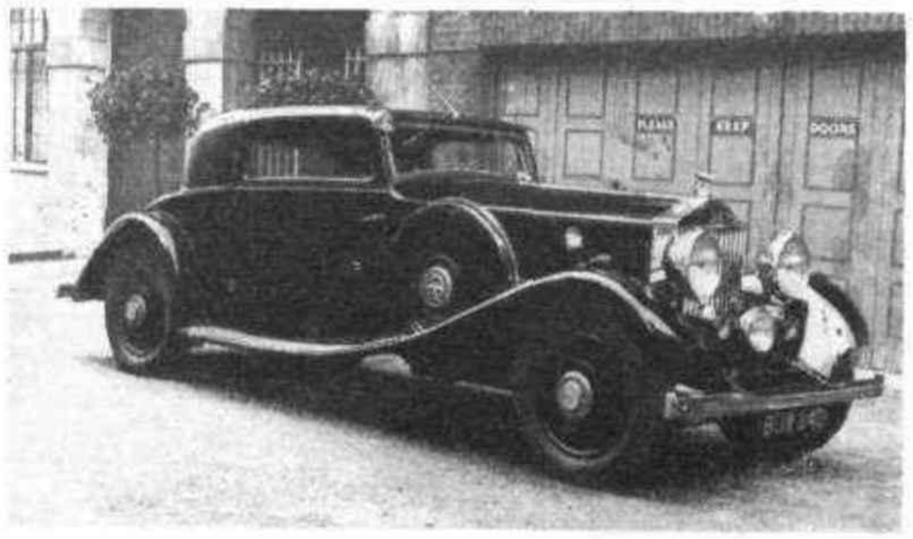
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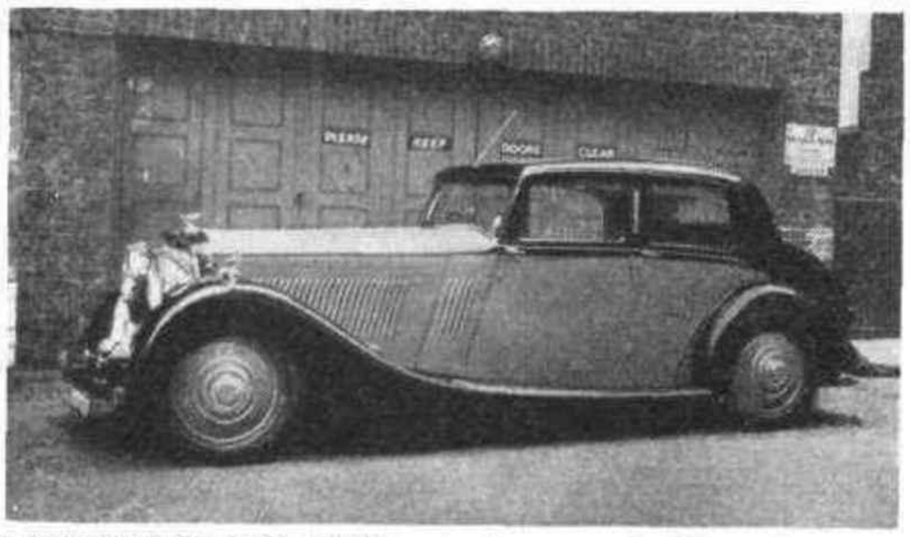
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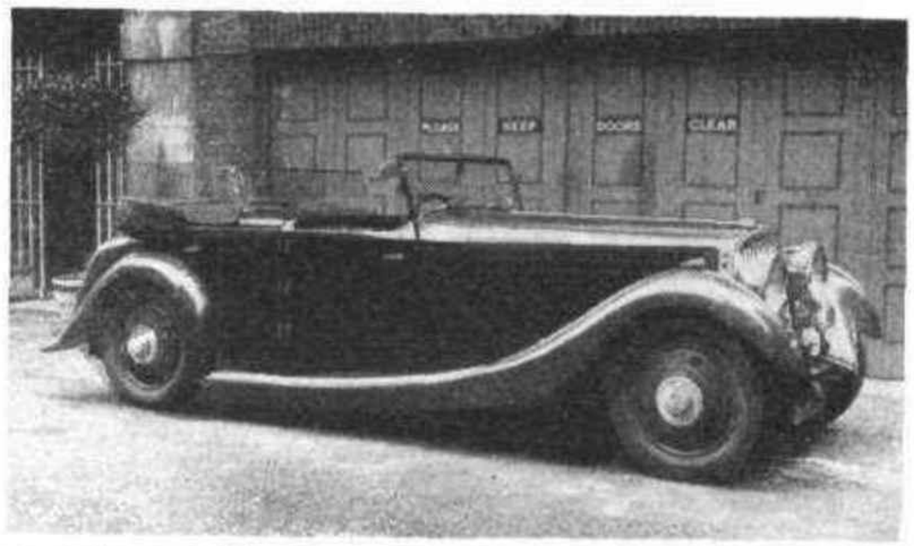
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JAGUAR SPARES AND SERVICE for all models, exchange units, etc. Triumph spares, 1934-40. Large stocks. Austin Seven spares, 1922-38. Large stocks, new parts. Price, Three Shires, Bearwood, Birmingham. [9572

NEW A-40 MAINSHAFT, 30s. Also new A.C. oil filter cartridge (ZRI), 8s. Ammeter, 8s. Coil, 8s. Tel. : Wanstead 0418. [9603

M.G. 2-LITRE, 1937, MODEL SALOON. Excellent condition mechanically and bodywork. £200. Mitchell, 37, Ashlawn Road, Rugby. Tel. : 4303. [9604

RILEY FALCON, 1935. One owner 16 years. Body and tyres very good. Mechanically sound. Numerous overhauls, king-pins, pinion races, valves, etc., just completed. £150. Taylor, The Heath, Clifton, Rugby. [9605

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S.S. 100 3½. First registered December, 1939. Fitted since August factory reconditioned engine, new carburetters, steering worm, etc., king-pins. Body overhauled and resprayed. New battery. Just run-in and in grand order. Open A.A. or other inspection. Seen London by arrangement. Stobart, Banks, Brampton, Cumberland. £425, o.n.o. [9613

TRIUMPH VITESSE saloon, July, 1937. Excellent runner. Two new batteries, reasonable. £110 Couzens, Rushden, Northants. Tel. : 2769. [9614

ESSEX TERRAPLANE 17-h.p. Sound, smart, fast and reliable, 2-seater coupé. £60, or offer. 75, Ivy Road, Northampton. [9617

1931 O.H.V. MORGAN-J.A.P. Far too potent for brakes. £45. Exchange T.T. Scott. P/O Edwards, No. 2 Mess, R.A.F., Feltwell, Norfolk. [9618

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FOUR SIMILAR AMAL CARBURETTERS 1⅛-in. bore. £5 10s. Neve, Walls Pit House, Stretton, Warrington. [9622

BENTLEY 4½-LITRE tourer. B.R.G. Extensive engine overhaul 4,500 miles back. Very sound mechanically and electrically. Good tyres. History known. £325. Martin, Ranza, Stourport. Tel. : 173. [9623

ALFA-ROMEO, 1930, 1,750 c.c. Single cam. Young drophead coupé. Alfa red. Full 4-seater. Five very good tyres, new hood, new battery. £195. 598a, Kingston Road, Raynes Park, S.W.20. Tel. : Liberty 2959. [9624

M.G. J2. Black. Taxed, insured. New : Hood, screens, tyres, dynamo, spotlight. Reconditioned engine, differential. Excellent condition. £150. Dr. Price, The Hollies, Joining's Bank, Langley, Birmingham. Tel. : Broadwell 1323. [9626

1½-LITRE SIX-CYLINDER SINGER LE MANS engine 12.95-h.p. Completely reconditioned, all bearings remetalled, crank reground, new pistons fitted, but block cracked during reassembly. Also gearbox, Scintilla, magneto. Sell whole or parts. Box No. T627, MOTOR SPORT, 15, City Road, E.C.1. [9627

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V8 32-H.P. ENGINE. Sound. New accessories and commercial box. £15. Box No. T636, MOTOR SPORT, 15, City Road, E.C.1. [9636

[9637

M-TYPE M.G. ENGINE. 500 miles since overhaul ; gearbox, ancillaries. £30. Most other parts available. Searle, 180, Croydon Road, Anerley, London, S.E.20. [9638

1934 TRIUMPH GLORIA TWELVE tourer. £95, o.n.o. 8, Clarence Crescent, Windsor, Berks. [9639

AUSTIN CAMBRIDGE SPECIAL. Full details, photo and trial. Ironside, R.A.F., Hillingdon, Middlesex. [9640

1932 RILEY NINE GEARBOX. T. Hardy, Ltd., Rassbottom Brow, Stalybridge. Tel. : Stalybridge 2292. [9644

FOR SALE—*continued*

M.G. TC, November, 1948. B.R.G. Selling privately for owner abroad. £410. Seems high price, but enthusiast will appreciate value when he sees superb condition from all aspects. 2,000 since rebore. Genuine buyer can see London area. Box No. T641, MOTOR SPORT, 15, City Road, E.C.1. [9641

RILEY NINE KESTREL, 1934. Twin S.U.s, helical box. Sound and utterly reliable. £140. Will haggle but not much. Creese, 34, Cardinals Walk, Leicester. Tel. : Thurnby 1134. [9646

1940 CITROEN ROADSTER DE LUXE, with excellent performance. Blue with maroon hood. Radio and heater fitted. Recently reconditioned throughout. £81 spent on engine. Charlton's Motor Service, Kinson, Bournemouth. [9647

ADLER, 1910, 12-H.P. Original and unspoilt. Engine just rebuilt. New Dunlops. Repainted. £145, o.n.o. Selby, Ashford Hill, Newbury. Tel. : Headley (Newbury) 273. [9648

JAGUAR 100 3½, 1939. Blue, sound mechanical condition. Taxed. Good tyres, two spares. £395, o.n.o. Benson, Newby House, Naylors Road, Gateacre, Liverpool. [9649

1½-LITRE MARK II short-chassis Aston Martin dismantled after crash. Write for parts. John Stone, Ropsley, Grantham. [9650

WORKSHOP CLEARANCE. Two Rolls, 1924, 40/50 wheels with discs. Two Rolls mascots. 1903 Napier ignition unit. Snake bulb horn. Various brass acetylene lamps in pairs. One new tube 835 by 135. 1924 Sunbeam 21-h.p. saloon by Vincent, running order, low mileage, interior hide upholstery. £30. Darracq 3-litre Aerodynamic saloon. £100, o.n.o. Various Delage D.M.S. engine and chassis bits, some instruments. 2, Wynter Street, Battersea, S.W.11. Tel. : Vandyke 4288. [9651

TROJAN TOURER, 1926. Good order. £23. The Groundsman, Featherstone Castle, Haltwhistle, Northumberland. [9652

RILEY NINE block, connecting-rods, crankshaft, pistons, camshafts, timing gears, rocker boxes. Box No. T656, MOTOR SPORT, 15, City Road, E.C.1. [9656

OCT. 1948 3½-LITRE JAGUAR drophead coupé. Fitted with heater and radio. £450, o.n.o. 3, Belgrave Road, Sunbury. [9657

M.G. PA 2-seater, unmarked red cellulose ; new tyres, upholstery, carbs., etc. Engine/chassis reconditioned. Excellent hood, screens, battery. Absolutely immaculate. £195, o.n.o. Smettem, 136, Schneider Road, Barrow-in-Furness. [9658

ASTON MARTIN 1½-litre Le Mans 2/4 short chassis, 1934. Has been well maintained and is in very good condition throughout. £350. Belcher, 9, Mansfield Road, Reading. Tel : 3781, day ; 3675, evenings. [9659

AUSTIN NIPPY (1935). Engine rebuilt. Fast, economical. Taxed and insured. Sprayed B.R.G. £90, o.n.o. Tel. : Walton-on-Thames 2027 (evenings) [9660

1933 3-LITRE TOURING LAGONDA. Very fast. Excellent condition. £150, offers. Saunders, R.E. Mess, Aldershot. [9661

FRAZER-NASH BOULOGNE. Absolutely flawless and in perfect condition. As health reasons force sale a very competitive price will be quoted to those interested. Taxed, insured. Enquiries and trial invited. Consider fair exchange for saloon in equal condition. Vaughan, Swinton House, Cromer, Norfolk. [9662

RENAULT 750 saloon, 1951. Excellent condition. £375. Hayward, Fransham, Dereham, Norfolk. [9664

FIAT 1,100, Italian-bodied, metallic green, counter-balanced drophead, 1938. Fitted supercharger, at present unblown. Normal and 3.8 : 1 axle ratios giving 70 on third when blown, 40 m.p.g. Radio. Recent overhaul to engine, axle, dynamo, starter. New Dunlops and battery. Many spares, extra instruments. Owner abroad. £250, or offer. Hogleys Farm, Pirbright. Tel. : Brookwood 2164. [9665

ALVIS, 1937 DOUBLE SUNSHINE Charlesworth saloon. Nearly £800 spent at Alvis on mechanical overhaul, is really fast and amazingly economical. Also, has been resprayed, interior redesigned and leathered, new batteries, brake linings and tyres. One of the finest cars in the country. Owner requires something less potent. Considered well worth £700. Interested ? Box No. T666, MOTOR SPORT, 15, City Road, E.C.1. [9666

1932 RILEY GAMECOCK. Resleeved, twin S.U.s. Good condition. £95. Tel. : Hainault 583. [9670

M.G. VA 1½-LITRE tourer, 1940. Grey. Bodywork, tyres, hood, brakes very good. Engine perfect (30,000). Very fast gearbox, excellent road-holding, plus effortless 60 m.p.h. cruising make high average speeds easily obtainable. £250, o.n.o. H. Webb, 3, Claremont Park, Finchley, London, N.3. Tel. : FIN 5565. [9713

FOR SALE—*continued*

MORGAN 3-WHEELER w/c starter. Details, photographs. Giles, Catton Grange, Norwich. Tel. : 23880. [110

MK. II ASTON MARTIN long-chassis saloon, October, 1935. Exchange for good low-chassis 4¼ Invicta, or sell, £365, o.n.o. Flt. Lt. Goodacre, "Ladywell," Burley, Ringwood, Hants. Tel.: Burley 2155. [112

INTERNATIONAL ASTON MARTIN. Excellent throughout. 32 m.p.g. Three owners since new. £210. Hammond, Westernbank, Champion Hill, Duffield, Derbyshire. [114

BENTLEY 4½-LITRE Weymann coupé, 1928. Mechanically sound, well shod, insured September. Insufficient garage. £190, o.n.o., or exchange smaller 4-seater tourer. Middleton, Sheercliff, Tidenham, Chepstow. Tel.: 517. [115

ALVIS SPEED TWENTY-FIVE Charlesworth saloon. Registered March, 1938. Sound throughout. £275. London. Box No. T116, MOTOR SPORT, 15, City Road, E.C.1. [116

ALVIS, 1924, 4-seater tourer. Good tyres. Big-port head. 4.5 axle. Well known V.S.C.C. car. £90. Lockhart, Dancers End, Northall, Dunstable. [119

LAGONDA 2-LITRE, 1931, sports tourer. Excellent all round original condition. Good hood, tyres, batteries. £175, o.n.o. 53, St. John's Road, Tunbridge Wells. [109

M.G. SPARES. J head complete, £7 10s. Front housing mains, oil water pumps, £3. 12v. starter, £4. Twin pumps, £3. Sports coil, £1. Lucas horn. £1. Burnt out dynamo £1. Twin S.U.s, £7 10s. Sump, £1. Valve cover, 15s. M block, pistons, linered 500 miles, £5. Plus carriage. Box No. T120, MOTOR SPORT, 15, City Road, E.C.1. [120

BRITISH SALMSON, 1934, 1½-LITRE saloon. In very good condition, engine resleeved and just had top overhaul, including all new valves, guides, springs, etc. All good tyres. Taxed for year. Trial or engineer inspection welcomed. £120. Smith, 33, Asthill Grove, Coventry, Warwickshire. [121

SPORTS RACING CAR. Palm Beach chassis. Zephyr axle. Modified Consul engine. Eligible 1½-litre Club events. All enveloping body. Under 2,000 miles since constructed. £495. 35, Kinnerton Street, S.W.1. Tel. : Sloane 5424. [122

VINTAGE FIAT 509A 4-seater tourer. Mechanics, body, hood and tyres above average. Good variety of spares. What am I offered, gentlemen? 66, Woodhouse Lane, Quorn, Leics. Tel. : Quorn 76. [123

BUGATTI TYPE 37. Famous car in excellent condition. Complete unit ready to race but less engine. Fitted for Bristol engine, but would take anything. Preselector gearbox, new upholstery, engine-turned bulkhead, 4 detachable cycle wings. Full particulars or view.—Churchley, 5, Westfield Road, Birmingham, 16. Tel. : Edg. 1734. [124

SINGER LE MANS, 1933. First-rate running order. Body excellent. Tyres, battery as new. £95, o.n.o. Jee, Shefford House, Newbury. [125

1934 RILEY NINE MONACO. All metal saloon. Good performance, economical. Good tyres, brakes relined. £90. 5, Downfield Road, Waltham St. Lawrence. [127

1939 ALVIS 12/70 tourer. Twin carb, h.c. engine. 1939 Sunbeam Talbot 3-litre. New engine. 1947 Ford 8-h.p. brake. Well shod. 1950 Healey Silverstone. 16,000. Never raced. Best offers. The Royd, Todmorden, Lancs. [128

1938 RILEY KESTREL 1½. Rare model. Straight gearbox overdrive, low mileage. Recent overhaul. New tyres. Perfect condition. No, repeat, no faults. £310. T129, MOTOR SPORT, 15, City Road, E.C.1. [129

ROLLS-ROYCE 20-h.p., 1928. Black saloon. Engine recently overhauled. Brakes, steering, transmission very sound. £100. C. H. Liddell, South Lodge, Longstock, Hants. Tel. : Stockbridge 102. [130

M.G. 8-H.P. red 2-seater. Good running condition. New battery, good tyres, 2 spare wheels, thoroughly overhauled during last 12 months. £105. Tel. : Wanstead 7249. [131

THE APPLETON SPECIAL. Built almost entirely from new Javelin and Jupiter components, 9-1 compression, twin S.U. carburetters. Fully aerodynamic, all enveloping open body : total mileage 2,000. Requires cellulosing and hood. £300 (fraction of cost) secures. Two XPJM/XPAG type engines, reconditioned and unused. Complete with starter, dynamo, water pump, distributor. Suitable for boring out to 1,467 c.c. £75 each. Bowman, 6, Palmeira Avenue, Hove. Tel. : Hove 35438. [132

ALVIS SILVER EAGLE, 1936, drophead coupé. Two owners from new. Photograph. Price £175, o.n.o. 1, St. Augustine's Gardens, Ipswich. [133

FRAZER-NASH B.M.W.s. The West Essex Engineering Co. offer a Type 34 saloon, l.h.d., a Type 45 saloon, and a Ruetter drophead foursome coupé. All these cars are in first-class condition. All have been fitted with hydraulic brakes, and all have been overhauled and serviced by ourselves. A choice of models for the enthusiast. Write : Market Square, Abridge. Tel. : Theydon Bois 2077. [134

1928 LAGONDA 2-litre high-chassis Speed tourer. Some spares. In regular use. £135. Holmes, Maynestone Road, Chinley, Derbyshire. Tel. : 2202. [136

FOR SALE—*continued*

FN-B.M.W., 1937, Type 319 cabriolet. £130. Oakland, 1924, 19-h.p. tourer. Unused since 1931. £25. Henley, R 2, Bayley Caravan Site, Burnham, Bucks. [137

MODEL A FORD, 1930, drophead coupé. A smart and practical vintage car of striking appearance. In excellent original order. Completely reconditioned engine and rear axle. Fast and economical. New spares still available. £70. Apply weekends : E. Riddle, 71, Park Court, Hampton Wick, Kingston-on-Thames. [138

RENAULT TWELVE, 1939, model de luxe saloon. Excellent condition. Grey with red leather ; 56,000 miles. Decoked, new springs and clutch. Very economical. £170. Covil, 67d, Shooters Hill Road, Blackheath, S.E.3. [139

ALVIS SPEED TWENTY tourer, 1935. I.F.S. Synchromesh box. Telecontrols. Balanced engine. 0-70 22 sec. Prescott 59 sec. Also spare engine with accessories, gearbox, wheels, front and rear suspensions. £270 the lot, or would sell spares separately. Box No. T140, MOTOR SPORT, 15, City Road, E.C.1. [140

RILEY, 1935, 12/4 FALCON. Engine reconditioned. £85, o.n.o. Apply : Garage, Flather Steel Works, Tinsley, Sheffield. [142

ALVIS 16.95 lowered radiator 4-seater sports tourer. 7,000 careful miles since completely rebuilt mechanically and with new aluminium body. Registered 1952. Years of fast, reliable, expense-free motoring for £175. Comprehensive details gladly. Consider delivery distance. 32, Craigmount View, Edinburgh. [143

BROUGH SUPERIOR saloon, 1937, 22-h.p. ; 800 miles since complete engine overhaul. Exceptionally clean and sound. Very good performance. £225, o.n.o. Megginson, Barfield House, Malton Road, York. Tel. : 53265. [144

ALVIS, 1933, SILVER EAGLE 20-h.p. Three carburetters, preselector gearbox. Poor bodywork. Will dismantle. Stokes, 33, Derwent Avenue, Oxford. [145

1936 SUNBEAM 23.8 sports saloon. Green. Good throughout. £85. Filsell, West Ashford, Barnstaple. [146

LAGONDA 3-litre tourer, original body. P100s, new battery and tyres. Exceptional condition throughout. £135. Filsell, West Ashford, Barnstaple. [147

AUSTIN TEN, 1934/35, Ripley sports tourer. Mechanically sound, body rough. Full tonneau, new tyres. £50. Pomeroy, West Monkton, Taunton. Tel. : 2716. [148

LANCIA APRILIA, 1938. Two owners. Battery and tyres good. Leather, telecontrols. £425. Cat Street Garage, Hartfield. [149

FIAT 500 body shell. One door damaged. No trim. Also chassis frame only. £12 the two, or would separate. Scintilla Vertex and drive for Ford V8. £6. Cat Street Garage, Hartfield. [150

S.U. ELECTRIC PETROL PUMPS. Four 6 volt, six 12 volt. Excellent condition. £2 each. 1933 Riley Nine engine, Alvis Firefly engine. £13 10s. each, carriage paid. Box No. T151, MOTOR SPORT, 15, City Road, E.C.1. [151

BALILLA FIAT 2-seater sports, 1,100 c.c., 85 m.p.h., 40 m.p.g. Excellent condition, performance and handling qualities. £275. Laverton, Brantham Place, Manningtree. [152

TAMPLIN CYCLECAR, 1921, 8-h.p. J.A.P. engine. Completely restored and in reliable roadworthy condition. £50. Bowler, Herons Lodge, Heronsgate, Rickmansworth, Herts. [153

3½-LITRE BENTLEY, 1935, f.h.c. with sliding roof. Radio, heater. £525. Holmes, Ivy Cottage, Grafton Regis, Towcester. Tel. : Yardley Gobion 251 (evenings). [154

ONE MUST GO. Either M.G. TA Tickford, 1939. Recently rebored, compression raised, flywheel lightened, K.L. Monitor heater, Bray heater, Fram, Lucas flamethrower. First-class mechanical condition, only hood weary. Several makers retread and new tyres ; or 1947 H.R.G. aerodynamic, steering box and king-pins renewed, brakes relined, new clutch, new hood. Body unmarked inside and out. Excellent order. Only engine oil thirsty. Every component working on both cars. Reluctant owner must sell one. Best offer for either within 10 days of advertisement secures. Box No. T156, MOTOR SPORT, 15, City Road, E.C.1. [156

SALE OR EXCHANGE 1936 Daimler Light Fifteen saloon. Excellent condition. 33, Strawberrydale Avenue, Harrogate. [157

ALVIS SILVER EAGLE 16.95-h.p. f.h. coupé by Mayfair. Body perfect. Engine fitted 1952. Being repainted black and red. Best offer. Sports car, Ford Ten exchange. 22, Marchmont Road, Birmingham 9. [158

DISMANTLING 1934 Triumph Gloria tourer. All parts, including 4.75 by 19 tyres. Gunner and Allen, motor engineers, Lee-on-Solent. [159

1937 BRITISH SALMSON 20/90 2-seater sports. B.R.G. Immaculate condition. £285. Box No. T160, MOTOR SPORT, 15, City Road, E.C.1. [160

LAGONDA RAPIER, 1934, tourer, twin o.h.c., E.N.V. preselector box ; engine, accessories, steering, brakes, bodywork reconditioned. Over £200 spent recently. New tyres, battery. £225. Growing family enforces sale. Box No. T161, MOTOR SPORT, 15, City Road, E.C.1. Tel. : Ealing 9551. [161

FOR SALE—*continued*

1931 SINGER EIGHT open 2-seater. Excellent order. First £35. Tel. : Hadlow (Kent) 291, daytime. [162

1953, JUNE M.G. TD. Green throughout ; 8,500 miles. Magnificent condition. Best offer over £585 secures. Tel. : Hornchurch 2906. [163

BUCKLER MARK TEN 2-seater sports. All enveloping body, tubular chassis, Ford Ten components. Weight 11½ cwt. Top speed 85 m.p.h. ; 400 miles only. Price £495. H.P. could be arranged. Carley, Upper Fant Farm, Fant Lane, Maidstone. Tel. : Maid 4788. [164

ASTON MARTIN, 1923, side-valve 4-seater in B.R.G. Vintage condition. Good battery, tyres, etc. Taxed. £100. Tel. : Wimbledon 5536. [168

ALVIS FIREFLY, 1933. Radiator wanted. Sound. Reasonable price. Drew, 2, Calder Avenue, Perivale Park, Middlesex. [169

RILEY NINE. Pair S.U. carburetters with linkages. Nearly new. £7 10s. Lowe, May Lane, Hollywood, Birmingham. [171

M-TYPE M.G. Resprayed, rewired. Raised C-R. New valves, guides. New S.U. Perfectly reliable. £90. Brander, Cradducks, Staplehurst, Kent. [172

ALVIS, 1931, 12/60 open 4-seater tourer. New hood. Perfect running condition. Offers? Box No. T173, MOTOR SPORT, 15, City Road, E.C.1. [173

VINTAGE BOND, 1928. Low chassis 2-seater open sports tourer ; ¼-elliptic springs all round, 4ED Meadows engine, cycle-type wings, outside copper exhaust. Ideal car for real enthusiast. £115. Palmer, 15, Shirley Close, Hounslow. [174

PARRY-THOMAS SPECIAL alias "Nanette." See February Quiz, 1952. Dismantled. £85. Lagonda, 1932, 3-litre saloon. £75. Devine, 28, Black Carr Road, Wickersley, Rotherham. Tel. : Wickersley 3138. [175

1,500-C.C. B.M.W. Engine complete ; three carbs. £50, o.n.o. Exchange Morris Eight engine. 42, West End Road, Southampton. [176

SINGER LE MANS 4-seater. Red. 1935. Exceptional condition. Windtones, spotlamps, etc. £195. 24, Stonehall Avenue, Ilford, Essex. Tel. : VAL 8525. [177

TALBOT 10-H.P. SPORTS SALOON, 1936. Rechromed, recellulosed. Enthusiast maintained. £185, offers. 30, Cleveland Road, New Malden, Surrey. [179

CHROME LUGGAGE RACK, Wipac oil filter with fittings. Both suit TD M.G. Workshop manual M.G. series "Y." Best offers. Evans, 57, The Bittoms, Kingston, Surrey. [180

9-H.P. RILEY SPARES. Ten six-stud wheels, £2 each. Brooklands front and rear axle, £7 and £18. Lowered and shortened chassis, £10. Gearbox with remote control, £7. Many other spares. J. Simmons, 4, Parkside, Finchley, N.3. Tel. : FIN 3489. [182

M-TYPE M.G. SPARES. Gearbox and remote control, dynamo, cylinder head, set brake shoes, 19-in. wheel ; also unused radiator thermometer. Offers. Antrobus, South Lodge, Forest Row, Sussex. [183

M.G. MAGNETTE. Lightened body. Very fast. Enthusiast's car. £110, o.n.o. Tel. : Maidenhead 1324. [184

RILEY NINE 2-seater. Red body. Engine, paintwork, tyres, batteries in good condition. No hood. £100. Tel. : Silverthorne 4754. [185

SPARES. Riley Nine Merlin rear axle, £10. Radiator, £5. Springs, £2 pair. Wing f. o/s., £3. Etc. 104, Borough Road, S.E.1. [186

RARE ORIGINAL. 1924 H.E. 3-seater tourer. Stored 1927-1949. £150. Good condition throughout. Recent engine overhaul. Rewired. New battery. Windscreen wipers. Four new tyres. Taxed, insured. Tel. : Thornton Heath 4562. [187

HORNET SPECIAL, 1934, tourer 4-seater. Immaculate condition throughout. Nearest £140. 5, Calverley Terrace, Bramley, Leeds. [189

SINGER NINE SPARES. Send for list : 43, Temple Bar, Willenhall. Tel. : 249. [190

£12 10s. FOR FIVE k.o. wheels. Complete with 450 by 19s. Box No. T191, MOTOR SPORT, 15, City Road, E.C.1. [191

1953 BUCKLER. Twin S.U.s, 4.7 rear axle, etc. : 10,000 miles. £350, o.n.o. Nobbs, Heathfield Farm, Holmsley South, Christchurch. [192

M.G., 1932, MODEL M. Good runner. £60, o.n.o. Includes many spares. Tel. : Barnet 4678. [193

M.G. Ford Ten engined J2 sports. Professionally fitted engine, chassis and body very good. New tyres, aero screens, stoneguards, etc. Fast, economical, good-looking little wagon. Reason for sale—gone vintage. Price £125. Dunn, 2, Archery Close, London, W.2. [195

ALVIS 12/50, 1930 sports 2/3-seater. Fitted aero screens. Good condition. £80. M. V. Kenyon, 10, Connaught Court, Connaught Street, W.2. Tel. : AMB 6513. [196

PAIR OF 14 IN. BY 5 IN. Morris Minor wheels with tyres. £5 the lot. Tel. : ARN 7646. [197

RILEY ALPINE engine and gearbox in very good condition. Also radiator. Box No. T198, MOTOR SPORT, 15, City Road, E.C.1. [198

FOR SALE—*continued*

SCINTILLA VERTEX type NV4. Good condition, £5. Box No. T956, MOTOR SPORT, 15, City Road, E.C.1. [9956

CITROEN SUPER MODERN 12-h.p., 1936. Perfect bodily, mechanically reliable. Four new tyres. £125. Exchange 8/10-h.p. saloon or tourer. Dean, New Road, Codford, Warminster, Wilts. Tel.: 345. [9957

WELFORD BROS. FOR RILEY SPARES—SERVICE. New replacement valves, 10s; guides, 5s.; valve springs: single, 9s. set; double 16s. set. Damper springs, 3s. pair. Tappet locking screws, 4s doz. Gaskets from 17s. set. King-pins and bushes, 60s. set. Speedo cables, 26s. complete. Brake cables, 19s. 6d. Standard and high-compression pistons. New timing gears, inlet and exhaust manifolds, starter ring gears, road springs, etc. 12, Opal Street, Leicester. Tel.: 65903. [9959

STANDARD AVON SPECIAL 2-seater sports. Red. 10-h.p. engine, twin carburetters, clutch, gearbox, exhaust; upholstery, hood, coil all brand new 1953. Goes superbly. Taxed till December. £150. Neil, 197, Richmond Road, Twickenham, Middlesex. [9963

LEA-FRANCIS 12/40 fabric saloon, 1930. Good mechanically, electrics overhauled. Fabric, upholstery good. Excellent tyres; 30 m.p.g. £125, o.n.o. Major Halford, Army M.T. School, Bordon, Hants. [9964

FARINA DROPHEAD foursome coupé body about to be removed from 1936 Lancia Augusta chassis, wheelbase 8 ft. 6 in. Body complete with seats (loose covers), radiator cowl (thermostatic), bonnet, lamps, dashboard and bumpers. £30. Richard Wood, 3, Farm Lane, Purley, Surrey. [9966

SUNBEAM 20.9-H.P., 1925, TOURER. Five new tyres. £38, o.n.o. Tel.: Ewell 5014. [9967

1953 (AUGUST) M.G. TD, MARK II. Green, beige interior, tartan covers. Luggage carrier, Lucas Flame-thrower. Taxed year, certified mileage 12,800. Used shopping only. Bristol Street Motors (Main Ford Dealer), Birmingham. Tel.: MID 5861. [9979

1939 LANCIA APRILIA foursome coupé. Black/brown. Coachwork by Farina. Chassis reconditioned throughout regardless of cost. Any test or inspection invited. £495. Naylor & Root Ltd., 25, East Hill, Clapham Junction, S.W.11. Tel.: BAT 2252. [9980

BOB GERARD is disposing of his E.R.A. stable. These cars are rebuilt and ready to race: B/C-type 2-litre, £1,150; B/C-type 1½-litre, £850; B-type 1½-litre, £750. Also a large quantity of spares for E.R.A. and Riley. Bob Gerard Cars, Abbey Lane, Leicester. Tel.: 61511/2/3/4. [9981

SUPERCHARGERS: Blower bargains. Wade set for Ford Ten, unused, £50. Wade set for 6-cylinder Riley, slightly used, cost £125—£45. Zoller set, 6-cylinder Riley, 8-10 lb. per sq. in., overhauled, spare roto assembly, manifold and carburetter, £30. Centric set, 9-h.p. Riley, 6 lb. per sq. in., good condition, complete with transfer pipe and carburetter, £25. Centric blower and special Riley Nine timing case, blower requires attention, £15. Bob Gerard Cars, Abbey Lane, Leicester. Tel.: 61511/2/3/4. [9982

VAUXHALL 30/98, 1922, E-TYPE. Absolutely original Velox 4-seater. Bills over £250 available, covering overhaul engine, electrics, wheels, etc. Also new hood, tyres, telecontrols, 4-wheel brakes, and recellulosing. Best offer over £200, or exchange Alvis 12/50 or similar. Box No. T985, MOTOR SPORT, 15, City Road, E.C.1. [9985

S.S.100 2½-LITRE and Golden Flash B.S.A. Details on request. Sell either or both or prefer exchange interesting car or cars; *e.g.*, Alvis, Aston, H.R.G., cash either way. Surrey. Box No. T986, MOTOR SPORT, 15, City Road, E.C.1. [9986

TRIUMPH DOLOMITE C. & P., differential assembly, carrier, complete unit £7 10s. Also front axle beam, springs, etc. Jones, 23, Windsor Avenue, Clacton-on-Sea, Essex. [9988

£80—MORRIS MINOR tourer, 1931; overhauled s.v. engine, steering and brakes; new hood, seats, lights, battery; good tyres. Ready for running-in. John Wrigley, West Hounslow. [9989

£95—AS ABOVE, tuned engine, 4-speed gearbox, side-curtains, tonneau cover, modified brakes. John Wrigley, West Hounslow. [9990

£110—TOURER, 1934, hydraulic brakes, 4-speed gearbox. Excellent condition throughout. John Wrigley, Morris Minor Spares, Station Garage, West Hounslow, Middlesex. Tel.: Hounslow 3163. [9991

1935 M.G. NA 180 compression 6 pots. £165, o.n.o. 25, Sudbrooke Road, Balham, S.W.12. Tel.: Battersea 8904. [9993

BENTLEY 4½, 1931, drophead coupé, excellent appearance. Magnetos reconditioned, new tyres. £165, o.n.o. Exchange smaller potent car (no "specials"). Tel.: Davis, GER 6494 (daytime). Write, 23a, Lexington Street, W.1. [9994

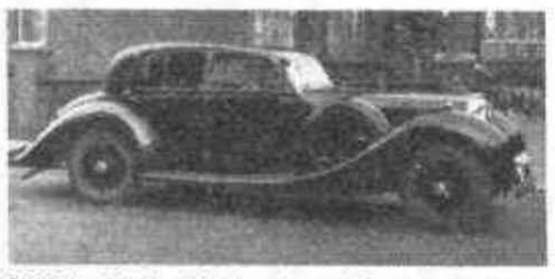
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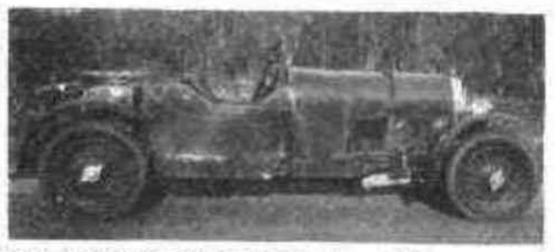
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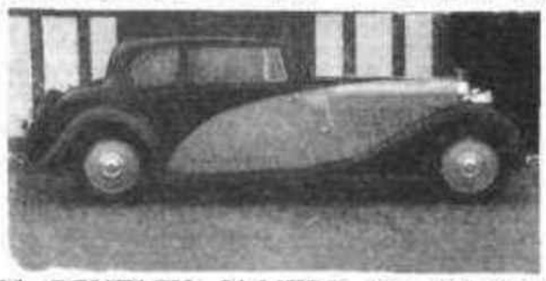
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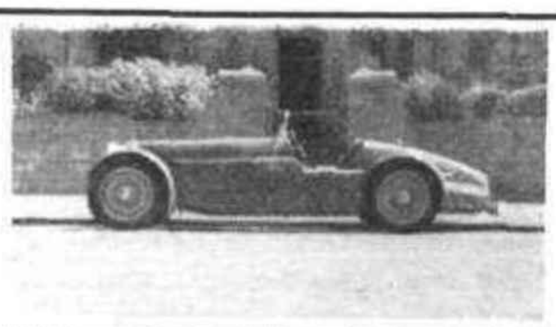
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***WOLSELEY Hornet,** 1933, foursome D.H. coupe. Good tyres; chromed engine; and only **£85** !

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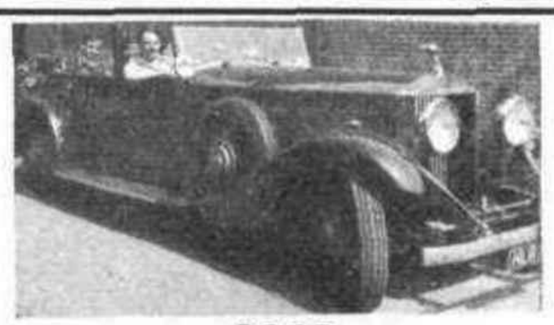
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PHANTOM II. Said to be one of the loveliest Rolls-Royces in the country. All-weather, wind-up windows. Stainless steel fittings. Although I have spent a very considerable sum, I will accept this nominal price to make room for my new Rolls-Bentley.

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Tel.: Burnham 836

FOR SALE—*continued*

£49 10s. 1932 RILEY NINE foursome drophead coupé. A pretty car in very fair condition. Saunders, 42, Dunley Drive, New Addington, Surrey. [9929

M.G. MAGNA 2-seater. Red. Engine reconditioned at cost of £90. New hood and sidescreens. Fast runner. Striking appearance. £170. Box No. T930, MOTOR SPORT, 15, City Road, E.C.1. [9930

ALVIS SPEED TWENTY tourer. £600 renovation 1950/54. Cellulose, chromium, coachwork, hood, engine, transmission; upholstery moderate. £250. Tel.: City 4567 (business); WIM 2519 (evenings). [9931

1937 MORRIS FOURTEEN saloon. Overhauled October. Low fuel consumption. £150. Exchange sports car. Geary, 7, Larkswood Road, E.4. [9932

ALLARD, 1949 MODEL, 4-seater saloon. Excellent condition. Coachwork by Anthony Lucas. £375, or offer. Photo and details on request. Exchange considered for slightly less potent saloon or drophead. Cash adjustment either way. Box No. T935, MOTOR SPORT, 15, City Road, E.C.1. [9935

LAGONDA, 1935, PILLARLESS SALOON. Dual ignition, servo brake model. Exceptionally clean. Well shod. Trouble free. Fast. £350. Fairbairn, 7, Avenue Road, Scarborough. [9936

ALLARD, 1949, 4-SEATER drophead coupé. Excellent condition throughout. Many extras. Nearest £375. McEwen, Great Longstone, near Bakewell, Derbyshire. [9937

G.P. BUGATTI, TYPE 37, 1½-litre. Road-equipped, original order. Fast, economical, reliable. £250. Chorley, Webb's Heath, Warmley, near Bristol. [9938

ROVER TWELVE, 1932. Body untidy, but mechanically sound. Good batteries and tyres. £40. 148, Harrowden Road, Bedford. [9939

LEAF, 1929, 14/40 tourer 2 o.h.c., 26-30 m.p.g., reliable runner. Recent hood, Solex, valves, universals. £75. Hall, "Copelands," Blackmore Way, Blackmore End, Wheathampstead, Herts. [9940

WOLSELEY HORNET, 1931. Tyres, body, battery, engine, brakes all good. Paintwork rough, hood fair. 33 m.p.g. Exciting car. Prospective wife more so. £75. *Autocar*, *Motor*, July, 1949, to present. Perfect condition. Offers. Tel.: Colindale 6761, after 6.30. [9942

1930 ROLLS PHANTOM II Sedanca de Ville by Henri Binder, Paris. Seen London. £290. Tel.: Elmbridge 1754. [9943

£105. 1934 HORNET SPECIAL 4-seater E.W. sports saloon. Perfect mechanical condition and appearance. Completely overhauled, outstanding performance. Bargain. Tel.: AMH 3737. [9944

M.G. TA, 1938. Nearest £250. Owner must sell. First-class specimen mechanically and bodily. Tel.: HOL 1866 (weekdays). [9945

AUSTIN SPECIAL. Registered 1949. Twin carbs. Sound and reliable. Just overhauled. £95. Jones, 21, Radnor Mews, Paddington, W.2. Tel.: Paddington 2715. [9946

M.G. DISMANTLING D-type. S.A.E., please. Wanted for PB type trafficator 8/41 c.w.p. 12, Avington Grove, London, S.E.20. [9947

MORGAN SUPER SPORTS, 1934, 1,100-c.c. o.h.v. J.A.P. Excellent condition. £130, o.n.o. Sweet, 112, Rudenway, Epsom Downs, Surrey. Tel.: Burgh Heath 2968. [9948

SINGER LE MANS saloon, 1933. Excellent condition. £85, o.n.o. Talbot 14/45 engine spares, 1927-30. Tel.: Laburnam 4332. [9949

1939 HUPMOBILE STRAIGHT EIGHT 32-h.p. chassis. Unused. Ideal sports conversion. £100. Pooles, 171, Broad Street, Birmingham 15. Tel.: Midland 3341. [9950

508 BALLILA, 1937, UTILITY. Built 1951. New 12-v. battery, spare block and gearbox. Reground crank and remetalled 300 miles back; other spares. £80. Corbett, Cellarhead, Stoke-on-Trent, Staffs. [9952

AUSTIN SEVEN SPECIAL. Fitted saloon aluminium body. Rebuilt vintage chassis. 4,000 miles since engine rebored and re-bearinged. New clutch, brake linings. £35. J. Dunn, Chechley, near Nantwich. [9953

LEA-FRANCIS 12.40 4-seater tourer. Complete, running order. Not taxed. First £30. Smitheman, The Calcutts House, Jackfield, Salop. Tel.: Ironbridge 2373. [9954

TALBOT SCOUT practically complete, but dismantled into major components. Engine assembled and tested, relined brake shoes, shortened chassis, and instruction book. Offers. Molyneux, West & Co., Ltd., Flixton Road, Urmston, Manchester. [9955

WELFORD BROS. FOR RILEY SPARES—SERVICE. We specialise exclusively in the supply of spares for, and the servicing of, Riley cars and carry the largest stocks of new and used spares in the Midlands. 12, Opal Street, Leicester. Tel.: 65903. [9958

FOR SALE—*continued*

TRIUMPH VITESSE 2-LITRE, 1936, sports saloon. Resprayed. Suede green interior unmarked. Mechanic-owned. £245. 15, Longwood Parade, Ilford. Tel.: VAL 1897. [9791

ALVIS SPEED TWENTY, 1933, V.D.P. sports. Immaculate throughout. Triple S.U.s, mag./coil. All-weather equipment. Photos. £200. Box No. T792, MOTOR SPORT, 15, City Road, E.C.1. [9792

M.G. 12-H.P. MAGNETTE, 1935, 2-seater. Whole car in sound condition. Resprayed, buyer's choice. Must sell, wedding bells! £135. 15, Britannia Avenue, Luton. [9793

HILLMAN 17-H.P., 1936, utility body fitted 1947. £80, o.n.o. Gallichan, College of Aeronautics, Cranfield, Bletchley, Bucks. [9794

CARDEN-FORD AERO ENGINE, dual ignition. Little used, but minus accessories. £15. 2, Beech Avenue, Sanderstead, Surrey. Tel.: 2924. [9796

MERCEDES-BENZ, TYPE 370S, registered 1936. 3.7-litre 2-seater coupé. Six new tyres; coachwork excellent. S.A.E., photo. £155. de Redder, 15, Underhill Road, Cleadon, Sunderland. [9797

MORGAN 4/4, May, 1939. Tourer. Maroon paintwork dull. New hood, twin stop/tail lights. Lucas Flame-thrower centre spot. £195. Offers. Wright, 58, Kingsgate Street, Winchester. Tel.: Winchester 4262. [9798

DEFERMENT ENDED, so must reluctantly sell my J-type M.G. New carburetters, big-ends, crank bearings, petrol pump. Seen London (Tel.: PAL 8987) or Hants (Tel.: Selborne 272). £115, o.n.o. [9799

"PB" CRANKSHAFT, Metsprayed and reground to standard. Perfect. £25. Box No. T800, MOTOR SPORT, 15, City Road, E.C.1. [9800

B.S.A. SCOUT, 1940. Entirely reconditioned, indistinguishable from new. Hand-made sports car, suit enthusiast. Finished jade green/chromium. £245. Hibberd, "Kinross," Downe, Kent. [9801

FRAZER-NASH-B.M.W., TYPE 55 cabriolet, as advertised last month. Good condition. £130 to clear. Bargain. Tel.: SYD 5781. [9802

LAGONDA 16/80 tourer, 1933. Low mileage, above-average condition. Weather equipment. Bodywork and mechanically perfect. £195. Davies, 69, Hempstead Road, King's Langley. [9803

RAILTON D.H. coupé, 1938. Really beautiful condition. Two doctor owners. £250. Seaview, Dover Street, Folkestone. Tel.: 4157. [9804

1937 RILEY NINE MERLIN, special series engine, excellent condition throughout. £210, o.n.o. Lord, 39, Tudor Road, Leicester. Tel.: 65517. [9805

1935 12-H.P. LANCIA AUGUSTA 4-door pillarless saloon. Body, engine, transmission, sound. New tyres, heater. £130, o.n.o. Dodds, Police Station, Eastriggs, Dumfriesshire. [9806

NEW TF M.G. Ivory with green upholstery. One only for immediate delivery at Smith's Motors, Dovercourt. Tel.: Harwich 700. [9809

HOTCHKISS, 1936, 3½-LITRE Grand Sport Special drophead coupé. Carefully maintained by present owner for eight years. £325, or near offer. Goodson, 39, Gilston Road, S.W.10. Tel.: Flaxman 4411. [9811

THRILLING TO DRIVE, 1948 Ford Pilot. New engine, tyres, battery; radio, heater, jacks. Two owners. Nearest £325. Box No. T812, MOTOR SPORT, 15, City Road, E.C.1. [9812

MEADOWS 4ED blower drive (less blower), ex-"Leaf," 70s.; exchange stop watch or clock. Box No. T815, MOTOR SPORT, 15, City Road, E.C.1. [9815

THE FINEST ORIGINAL CONDITIONED PI in existence, 1926 Park Ward limousine. One owner, one chauffeur, and Rolls maintained from new. under 200 miles since over £800 spent with Rolls on complete chassis checkover; recellulosed by Park Ward, and replated where necessary. Six new tyres and tubes. Prizewinner Ghost Club Coronation Concours d'Elegance. This car cannot be faulted. £385, or exchange post-war Austin Twelve or Sixteen. Wood, 17, Shaftesbury Avenue, Southall. Tel.: 3564. [9816

DELAGE, 1928, MOD. D.M.S. 21-h.p. This is probably one of the finest examples of this famous marque in the country. The body is a 4-seater cruiser type by Albany Coachworks, has a concealed hood, side-curtains, tonneau cover. Very sporty and fast; immaculate condition. £225. Bremner's Garages, Great North Road, Hatfield. [9817

SINGER SPORTS COUPE. Complete engine overhaul. Excellent bodywork and performance. Tyres, battery good. Also Talbot 75 in good order. Tel.: Frensham 361. [9818

M.G. PA AIRLINE saloon, 1936, 2/3-seater. Good condition. £170. Meredith, 60, Beechwood Road, Sanderstead, Surrey. [9819

FOR SALE—*continued*

LAGONDA 2-LITRE, 1932, low chassis sports tourer. Recent rebore, brakes relined, timing chains renewed. Gearbox just reconditioned. New bucket seats. Splendid performer. Good condition throughout. Photos. £160. Quick sale. Owner going abroad. Box No. T820, MOTOR SPORT, 15, City Road, E.C.1. [9820

D.K.W., 1938, MASTER SALOON. Taxed year. £110. Hutton, 104, St. James's Avenue, Beckenham. Tel.: BEC 3360. [9821

1924 DELAGE. Overhauled; spares available. Free trial. Good running order. £90, o.n.o. Courlander, 60, Crescent Road, Sheffield. [9822

SUNBEAM 3-LITRE TOURER. Black. Rebuilt and registered 1935. Crank ground, new bearings, etc., 1952. Tyres and general condition good. £60. Wanted, Brescia spares. Woolfenden, 5, Lincoln Road, Hykeham, Lincoln. [9824

RILEY SPORTS SALOON, 1935, 12/4. Preselecta. One owner, new tyres, sleeved engine, replacement gearbox, overhauled transmission. £200, or exchange 4-seater tourer Riley, Lagonda, M.G., etc., in equally good original condition. Cash either way. Genuine offers only please. Box No. T830, MOTOR SPORT, 15, City Road, E.C.1. [9830

FORD 8-H.P. ENGINE done approximately 7,000/8,000 miles, wants new rings and two valves, dismantled. £5. Engine, Austin Seven, 1⅛ crank, entrials only, no block or crankcase, double springs, h.c. head, lightened flywheel, 1938 dynamo, 1931, gearbox, bearings and timing wheels, nearly new. £3. carriage paid. Morgan three-wheeler, only 200 miles since engine and frame rebuilt by makers, perfect, cheap. The Bowden Engineering Co., Market Lane, Ottery St. Mary, Devon. [9829

THOMSON'S HARD-SURFACED ROCKERS. M.G., Wolseley 6s. exchange; Riley 4s. 6d.; bushes from 5s. 6d.; shafts from 7s. 6d.; valve guides from 3s.; valve caps, valves, springs, gaskets, king-pin sets, half-shafts, crown wheels and pinions, etc., etc. Also now stocking valves, guides, etc., for other makes. Let me have your inquiries. Exchange wheels, knock-on hub caps, etc. 102/4, Kingston Road, Wimbledon, S.W.19. Tel.: Liberty 8498. [9826

1938 TRIUMPH DOLOMITE 2-litre sports saloon. Mint condition. One owner, low mileage. Engine just had first major overhaul (bills). Immaculate. Autumn brown paintwork. Extras include: Radio, demister, reverse, fog, spot lamps, windtones and discs fitted to wheels. M.G. 1087-c.c. 2-seater. Rebuilt 1951. Red with red hide, beautiful coachwork. Similar to Triumph roadster. Photos on request. D. Clements, "Eastleigh," Shipham, Somerset. Tel.: Winscombe 3203. [9831

SPRINT SPECIAL I.F.S. MODEL 75; e.n.v. preselective gearbox coupled to V8 motor needs completing. £40. G.N. chassis with rear axle, bevel box sprockets. £5. Morris Oxford 14-h.p., 1932, new clutch. £17. Jeep engine. £15. Ford Eight. £6. ⅜-in. Wolf electric drill with bench stand. £12. Wolf portable electric grinder. £10. White Horse Garage, Uffington, near Faringdon, Berks. Tel.: Uffington 85 (weekdays only). [9833

LAGONDA 2-LITRE low chassis speed model with open 4-seater coachbuilt touring body. Engine rebuilt 1952. Two owners in last 13 years. Present owner posted abroad. £200, o.n.o. Apply: Reece. Tel.: Wallington 3646. [9834

ENTHUSIAST RELUCTANTLY OFFERS very nippy 1939 Morris Eight Special. Very light body by owner; h.c. head, double valve springs, many spares. £70, o.n.o. Parker, Ivy Cottage, Walton-le-Dale, Preston. [9835

RILEY NINE TRINITY tourer. Excellent throughout. £100. Davis, 40, Fir Tree Road, Banstead. Tel.: Burgh Heath 2038. [9836

LAGONDA V.12 ENGINE. Perfect condition. Complete with clutch. Buckley, Cragwood, Windermere. [9838

ROVER TEN, 1933. Very good condition. £120. Tel.: Barnet 7246. [9839

£100. RILEY 12/4, 1935, FALCON saloon. Superb engine. New s/c. gearbox, tyres, king-pins, electrics. Taxed, insured. Bodywork reasonable, needs only detailed attention. Would argue price. H.P. or exchange sports job. Box No. T841, MOTOR SPORT, 15, City Road, E.C.1. [9841

IMMACULATE, 1936, MORGAN, o.h.v. Matchless; Mods. galore, extras, faultless. Nearest £145, or swap Fiat 500. 14, Manor Road, S.W.20. [9844

VINTAGE MOTOR—1½-LITRE DARRACQ. Good mechanically, needs some attention. Home-made body. Many spares. Cheap to clear, no time to finish. Box No. T845, MOTOR SPORT, 15, City Road, E.C.1. [9845

BROOKLANDS AERO SCREEN, £2. Adcock, Park House, Broughton, Preston. [9846

1938 FIAT 1,100 saloon. Beige. Good condition. Sell £225, o.n.o. Consider exchange 2/3-seater Ford Ten Special. 43, Oldbury Road, Hartshill, Nuneaton. [9847

ALVIS SPEED TWENTY-FIVE, 1937, Charlesworth saloon. £185, or exchange smaller car. After 6 p.m. or weekends. Pinder, 11, High Street, Cranford, Middlesex. [9849

FOR SALE—*continued*

TC M.G. Exceptional condition all round. Regularly serviced. £60 worth of extras. Taxed, insured October. Trial over any reasonable distance. Reluctant but forced sale. £345. H.P. available. Write for full details, or call: 58, Bedford Road, Barton, Beds. [9850

M.G. PB. Everything in good condition. New tyres, hood, screens. Black. £230, o.n.o. Exchange Riley 1½ Kestrel. 2, The Twitten, Shoreham-by-Sea. Tel.: 3665. [9852

RILEY MENTONE saloon. Practical quality car, remarkable condition and value. £75. Tel.: Stevenage 877. [9853

1938 M.G. VA 1½-litre 4-seater tourer. Excellent condition. £240, o.n.o., by April 15th. Bailey, 7, Willow Road. N.W.3. [9854

MANY GENUINE NEW SPARES for Wolseley 25-h.p. Cheap. Poynter, "Garoyd," Forton, near Preston. [9855

£150. M.G. 2-LITRE drophead. £190, Jaguar 2½ 4-seater 100. Both 1937. Good order. Overseas posting. Write photo, details: J. Warne, 67th Regiment, R.A.C., Carlisle. [9856

RILEY NINE, 1931, saloon. Mechanically perfect. Good tyres. £60. Tel.: NEW 1859. [9861

LANCIA LAMBDA 8th Series (7th engine). S.U. carburetter. Twin electric fuel pumps. Shortened chassis. Hardy Spicer prop.-shaft. Attractive 2/4-seater body. Tonneau and hood. Five good tyres. Spare recessed in tail. Offers over £120. Clark, "Lochinvar," Symonds Green, Stevenage, Herts. [9857

H.R.G. 1,500 LEA-FRANCIS (ex Peter Clark single-seater), rebuilt as 2-seater sports; all-enveloping body, tubular chassis, i.f.s., Lockheed brakes, rack and pinion steering, Dunlop racing tyres, racing Lea-Francis engine and gearbox, four carburetters. £500. Len Gibbs, Penn, Bucks. [9860

WOLSELEY HORNET SPECIAL 4-seater sports. Very good condition. Offers or exchange 2-seater. Keenan, Southview, Little Stretton, Shropshire. [9858

FRAZER-NASH, 1935, SHELSLEY WALSH model, fitted Blackburn engine. Whole car in good condition. £220, o.n.o. Hartley, 3, Drummond Road, Leeds 6, Yorks. [9863

SINGER NINE sports coupé, 1933. Good condition; 38 m.p.g. Engine, transmission, brakes and other parts recently overhauled, new carburetters, spare differential parts. £95. Also 1932 engine, gearbox and chassis (vintage, 1930 approx.). G. Allen, Grange Hostel, Farnborough, Hants. [9864

WOLSELEY HORNET DAYTONA SPECIAL, in good condition throughout. For full details and photograph write. Box No. T866, MOTOR SPORT, 15, City Road, E.C.1. [9866

1939 MORGAN 4/4 LE MANS REPLICA, 1,100-c.c. engine. Outside exhaust. Genuine 75 m.p.h. £225, o.n.o. Ladds, 123, Higham Road, Rushden, Northants. [9867

1927 TYPE 43 BUGATTI, 2.3-LITRE, supercharged 4-seater tourer. Fitted G.P. gearbox and camshaft. £160 overhaul in last 1,000 miles, including re-rollering crankshaft, painting Bug. blue. Angry unpaid garage and wedding bells force sale. Seen Hants. 100 m.p.h., originally, "et un voiture de pur sang" for best offer over £400. Box No. T868, MOTOR SPORT, 15, City Road, E.C.1. [9868

M.G. TD, Sept., 1953. B.R.G. 4,000 miles only, as new. £625. Box No. T869, MOTOR SPORT, 15, City Road, E.C.1. [9869

BENTLEY, 1931, drophead blower. Engine just rebuilt. Generally excellent throughout. Taxed. Unique and smart. Offers around £350. Box No. T870, MOTOR SPORT, 15, City Road, E.C.1. [9870

ASTON MARTIN 1½-LITRE standard saloon, 1933. Thoroughly reliable car. Nearest offer to £200. Full description and photographs from A. Archer, 11a, Westrow Gardens, Ilford, Essex. [9871

509A FIAT (1929) open 2-seater. Recent complete mechanical and electrical overhaul. Rewired. Good tyres and battery. Body very fair. Large number engine and gearbox spares. Photostat instruction book. Practical and reliable. £45, o.n.o. Battersby, "Windrush," Botany Bay, Enfield, Middlesex. [9872

£75—ROLLS 21.6 o.d. saloon, 4-speed, f.w.b., 1926. £110—1931 2-litre Crossley 4-seater sports, very nice, quick, economical and imposing. Exchanges. £3 10s. per pair, P. & H. oil carriage lamps. Yew Tree Garage, Woodyates, near Salisbury. Tel.: Handley 334. [9873

ALVIS 12/60, 1932, fitted with light van body. Excellent order throughout. Price £60. Tel.: Henley-on-Thames 134. [9874

1929 ROVER 10-25-H.P. Weymann saloon. 3,000 miles in my hands without trouble. Condition sound; everything works well; and period extras! £45. A. T. Brain, Kenview, Fitzroy Park, N.6. Tel.: Mountview 9577. [9875

HOTCHKISS 3½, 1934, coupé. Good condition. 20 m.p.g. £75. Offers, Roundhill Farm, Nash, Bletchley. [9876

ALVIS 12/50 tourer for sale. Excellent mechanical condition, resprayed. £95. Hudson, Rectory Road, Upton-on-Severn. Tel.: 281. [9877

M.G., Sept., 1947. Black. Reconditioned engine 10,000 miles; radio, extras. 360 gns., o.n.o. Tel.: Upminster 5633. [9878

£175—FIAT 1,100, 508C, 35 m.p.g. Very fast. Handles like a sports car. Bargain. Body only needs very slight attention. S. Merrill, 42, Dennis Avenue, Beeston, Notts. [9879

AUSTIN EIGHT tourer. Registered 1947. Good condition. Taxed, insured. £125. Rooke, 4, Cottesloe Road, Aylesbury. [9880

M.G. K2 MAGNETTE sports 4-seater. Good condition. £175. 27, Lower Fold, Marple Bridge, Cheshire. [9881

ALVISTA SPECIAL—successful vintage event 2-seater. Sound, reliable. Greasley, "Cookshaven," Colebrook Lane, Cullompton, Devon. [9882

RILEY NINE tourer, 1931. £130, o.n.o. Seen Hants. Box No. T883, MOTOR SPORT, 15, City Road, E.C.1. [9883

RILEY NINE. Completely mechanically rebuilt 12,000 miles ago. Recent expensive respray. Good tyres. Cruises 50/55. One of nicest 1933 Monacos extant. Nearest £150. Laycock, 55, Scholes Park Drive, Scarborough. [9884

M.G. J2, 1933, green, swept wings. Excellent condition throughout. £150. Jones, Bourne End (Bucks) 283. [9886

FIAT 500 coupé, 1937. In daily use. £120. Open to haggle. Lanham, Thatch, Starcross, Exeter. [9887

MERCURY ALLARD competition short-chassis 2-seater, excellent condition, new hood, side-curtains, tonneau, spot and pass-lights, telecontrols, three spare wheels and tyres, etc. Very fast and reliable. £330. Ball, 189, Balfour Road, Ilford. Tel.: Maryland 3525, 12.30-2.15 p.m. [9888

DAIMLER 4-LITRE, registered 1948, special sports saloon body. Smart, comfortable, fast car for touring. £120 or offer. Tel.: Farningham 2344. [9890

ROLLS-ROYCE, 1926, PHANTOM I landaulette. Engine, body good. Highest reasonable offer secures. Seen Portsmouth. Box No. T891, MOTOR SPORT, 15, City Road, E.C.1. [9891

RILEY MONACO, 1933, really excellent, transmission overhauled, new c.w.p., sound engine, body beautiful. £130. Bought vintage. Hanlon, Tel.: Gladstone 3610. [9894

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at the time of going to press

£345 1938 "4 FOUR" Continental touring saloon with manual gearbox and optional overdrive, etc. Most attractive car in black cellulose with red leather interior, disc wheels and several extras.

£285 1935 9-H.P. IMP 2-seater sports. This car recently underwent an A.A. inspection and passed with flying colours. A most delightful and original specimen of this sought-after model. The tyres are all as new and the weather equipment is excellent and complete, fitted twin chrome windtones, spot-lamp, etc.

£295 1937 (Dec.) 12/4 KESTREL sports saloon. We are now commencing a complete check over, which should be complete by the time this advert appears. It will then be spot-on throughout.

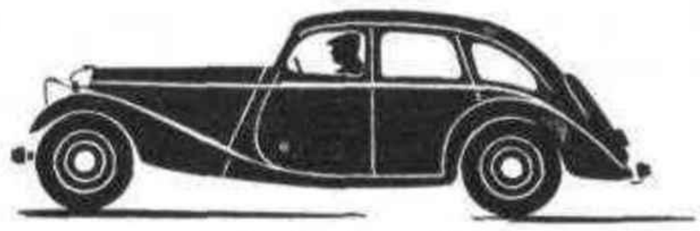
£240 1936 G.H.P. KESTREL sports saloon. This is a real beauty in every respect, and a shining example, black cellulose with cream wheels and beautiful red leather interior, excellent chrome, etc.

£225 1936 12/4 FALCON sports saloon, recellulosed this week in duo grey and exceptionally smart, mechanically really good and miles above average.

£145 1935 12/4 FALCON sports saloon and excellent runner, but not so smart as the one above, hence the price.

We have pleasure in advising all Riley enthusiasts that we can now undertake Riley servicing and repairs at moderate charges. Our Service Manager, Mr. Spring, will be happy to give expert technical advice if our readers write, or 'phone SLO 4426.

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J. DAVY LIMITED

offer the following from their large selection of Sporting Cars :-

AUSTIN-HEALEY 100, 1953. Steel blue with dark blue hide and tonneau cover. Hardly used and in brand new showroom condition. " Le Mans " modifications to engine.
ARMSTRONG-SIDDELEY SAPPHIRE. Black and fawn with special green hide. H.M.V. radio, heater, etc. This car is hardly used and most attractive in a special finish.
ALVIS 3-LITRE sun roof saloon, 1952 model. Black with brown hide. A really exceptional chassis of this type. Alvis maintained. Coachwork and whole car in immaculate condition. Low mileage.
ALVIS SPEED TWENTY-FIVE Charlesworth 4-door, 4-light sports saloon, 1938. Black with green hide. Maker's reconditioned engine fitted within the last twelve months. Very attractive and immaculate car.
BENTLEY MARK VI standard steel saloon, 1948. Choice of black with beige hide or black with grey hide. In extremely good condition throughout.
BRISTOL 401, 1950. Grey with red hide. To be sold with engine completely overhauled by Bristol works and whole car modified to " 403 " specification.
CITROEN LIGHT FIFTEEN saloon, 1948. Silver with red hide. Coachwork is without blemish. A complete service record is available. Car owned and maintained by famous consulting engineer.
DAIMLER 2½-LITRE SPECIAL SPORTS CONVERTIBLE, 1951. Choice of duo grey with blue hide or dark green with green hide. In superb condition.
JAGUAR XK120, 1951. Bronze with duo-tone hide. High-lift camshaft, etc. New Plastihide hood. Maintained regardless of cost. Never raced but full race modifications. Similar cars in white and green, but unmodified.
LAGONDA short-chassis V12 saloon, 1938. Dark grey with green hide. Superb condition. Complete service record available.
LAGONDA 4½-LITRE pillarless 4-light saloon, 1936. Black with brown hide. Faultless chassis with sanction III engine fitted. Probably the finest 4½-litre saloon available.
LAGONDA RAPIDE 4½-LITRE tourer, 1938. British racing green with green hide. This is one of the last of these cars built and is in very exceptional condition. Previously owned by a very careful enthusiast and has done very little mileage for its year.
M.G. 1¼-LITRE saloon, 1952. Maroon with maroon hide. One very careful owner. In very exceptional condition in every way.
M.G. TD MIDGET, 1951. Black with beige hide. A really superb specimen. £100 extras.
RENAULT 8-H.P. 4-door saloon, 1953. Attractively finished in metallic blue with tan trim. Very low mileage, as new.
SUNBEAM-TALBOT 90, 1950, drophead coupe. Bronze with red hide. New hood. In superb condition. Similar car in black with red hide.
TRIUMPH TR2 SPORTS, 1954. Grey with red hide. 1,280 miles. As new.

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Tel.: WEStern 9641 *AND AT :* 180/4, KENSINGTON HIGH STREET, W.8. Tel.: WEStern 9641

FOR SALE—*continued*

B.S.A. SCOUT, 1935, 2-seater sports. Rebored 1953. Smart and economical. £70, o.n.o. Also spare engine, gearbox, etc. Marsh, The Limes, Biggleswade, Beds. [026

RILEY NINE saloon, 1934. Reconditioned engine. Bodywork reasonable. £80. Clapp, 49, Endless Street, Salisbury. [027

LEA-FRANCIS, 1948, 14-H.P. sports 2/4-seater, cream. One previous owner. New engine, king-pins, battery, tyres, hood. Clutch and brakes relined. 26 m.p.g., 90 m.p.h. Seen Birmingham or London. £450, o.n.o. Box No. T028, MOTOR SPORT, 15, City Road, E.C.1, or Tel.: Acorn 6149. [028

ALVIS SPEED TWENTY V.D.P. saloon, 1934. Excellent condition. Spare engine. £175, o.n.o. Jacobi, The Vicarage, Wispington, Horncastle, Lincs. [029

1911 RENAULT landaulette, 24 h.p. Exceptional mechanical and interior condition. £150. Seen : Western Motor Works, Chislehurst (Tel.: Footscray 1122). [030

1½-LITRE SINGER LE MANS 2-seater sports, Mk. II engine, Scintilla. Spare c.w. & p. £145, o.n.o. H.P. terms. Woodcock Inn, Littleborough, Lancs. [031

ALVIS SPEED TWENTY V.P. tourer, 1935. Excellent condition. Five new tyres. New starter motor. Complete overhaul last month. Nearest £250. Box No. T033, MOTOR SPORT, 15, City Road, E.C.1. [033

ROLLS P.II, 1934, Continental sedanca de ville saloon. Real genuine car. £300. Harrington, 83, Belgrave Road, S.W.1. Tel.: Tate Gallery 4692. [018

ALLOY HEAD for Ford Ten, compression 8.5, slightly used, spigot dynamo mounting, £5. Russell, Nova Scotia, Whitegate, Northwich, Cheshire. [035

1936 RILEY NINE KESTREL. A fast, economical car in really first-class mechanical condition. £150. Tel.: Bristol 37057. [036

H.R.G. AERODYNAMIC, 1947, grey body, maroon hood, wheels and upholstery. 30,000 miles. Works maintained and their modifications include latest water pump, low pressure tyres, improved brake linkages. £500. Box No. T037, MOTOR SPORT, 15, City Road, E.C.1. [037

1937 AUSTIN RUBY 2-seater tourer. New hood, battery, four new tyres. £150 spent in last two years. Instruction book, tools. Must be one of the finest specimens still in existence. Genuine 50 m.p.g. on long journeys. £125, no offers. Lieut.-Commander Morgan-Giles, H.M.S. *Hornet*, Gosport, Hants. Tel.: Gosport 89166 or Stubbington 273. [039

FOR SALE—*continued*

RARE 16/65 LAGONDA, 1927, tourer. Beautiful engine, body excellent, complete spare engine, nearly new tyres, hood, screens, etc. Budd, Tel.: Vigilant 4557. [041

F. W. WHEELER & SON, Wilton Road, Ilford, Essex. Tel.: Ilford 3988. Bentley clutch hubs and shafts from £18. Hub re-splining from £2 10s. Turning, milling, grinding. Castings machined. Engine-reconditioning and tuning. Gearbox repairs; remote changes. Starter rings renewed. [042

RAPID RELIABLE AUSTIN SEVEN sports 2-seater, rebuilt 1953. Excellent condition. Five good tyres. Taxed, insured. £75. Dovell, 91, Harwich Road, Lawford, Manningtree, Essex. [043

1933 WOLSELEY HORNET SPECIAL; broken rear main; decrepit; £30. Tidmarsh, Tel.: Godalming 365. [044

SUNBEAM-TALBOT tourer, 1939. Recent complete engine overhaul and respray B.R.G. High cruising speed. £275. 228, Chartridge Lane, Chesham, Bucks. Tel.: Chesham 430. [045

MORRIS EIGHT, SERIES E, 1938, ex-P.O., fitted side windows; absolutely sound throughout; particularly sweet running; £115. Also Austin Chummy, 1926, substantially original, sound, clean and tidy. £30. Budgett, Isbell's Cottage, Cockshot Road, Reigate. Tel.: 5129. [046

1928 FIAT 509A 8-H.P. fixed-head coupé. Blue and black. Present owner seven years. Very sound and reliable running order. £38. Also Fiat 509A and Morris-Cowley spares. S.A.E. please. Wade, Ware Farm, Linton, Kent. Tel.: Hunton 85163. [047

FRAZER-NASH-B.M.W., TYPE 45, convertible saloon, 1936. £140. Cobb, Technical Staff Mess, R.A.E., Farnborough. [048

M.G. SPECIAL, professionally fabricated from K-type parts 1948, and modified 1953. K2 engine converted Vandervell Thin-wall bearings, new oil seal. Arcot-overhauled E.N.V. preselector gearbox, Lockheed 2LS brakes, new battery, tyres, steering bushes. Full road and weather equipment, fast, comfortable. Ideal road trials, rallies, long-distance touring, and thoroughly sound throughout. £185. Townsend, Longcroft, Honeyknab Lane, Oxton, Notts. Tel.: Oxton 275. [049

AUSTIN SEVEN sports 2-seater. New hood, four tyres, battery. Relined brakes, reconditioned engine, etc. £60. Red Lion Hotel, Clovelly (Tel.: 237), N. Devon. [050

MORGAN 3-WHEELER, 1933, sound. £45. 14, Bridlepath Way, Bedfont, Middlesex. [057

FOR SALE—*continued*

PA M.G., 1935, 2/4-seater, green. New starter, carburetters, c.w. & p., king-pins, tank, spare. £135. Copeland, 56, Priesthills Road, Hinckley. Tel.: 235. [051

TRIUMPH ROADSTER (DOLOMITE), 1939, 2-litre, 2/4-seater coupé. Recently resprayed, excellent condition. £325, or near offer. View after 6 p.m. 20, Midhurst Road, Clapton, London, E.5. [052

M.G. J2 CRANK, 110s.; sump, 25s.; f/housing, 10s.; r/housing, 17s. 6d.; rods, 20s.; pistons, 15s. Other items. Box No. T054, MOTOR SPORT, 15, City Road, E.C.1. [054

HUMBER 16/50, 1930, tourer. Good original condition. Excellent condition mechanically. £50. " Woodhall Farm," Cupid Green, Hemel Hempstead. Tel.: Boxmoor 4016. [055

AUSTIN SEVEN HYBRID, 1928-31, dismantling : Chassis, 10s.; wheels, 7s. 6d.; steering, 25s.; complete axles, £3 10s. each; gate-change gearbox, £3. Also bench seat, tank, mudguards, lamps, instruments. Youldon, Willowbank, Green Street, Chorleywood. [056

DELAGE, 1936, 2.7-LITRE D8I5S cabriolet type. Engine recently overhauled. Offers. Ivy House, Ivy Road, Macclesfield. (Tel.: 4615). [058

TALBOT SPARES, dozens dismantled. Cheap engines, blocks, gearboxes, wheels all sizes. S.A.E. requirements. Rickard, 56, Clayhall Avenue, Ilford. Tel.: Wanstead 3488. [059

TRIUMPH SPARES (pre-war) : 8, 9, 10, 16-h.p. cars dismantled. Rickard, Tel. : Wanstead 3488. [060

ENGINES, complete or parts : 1929 Fiat Nine (gearbox), Alvis 12/50, Singer, Wolseley Nine, Triumph Sixteen, Humber, Standard Twelve, Talbot (Minx) Ten, Austin Sixteen o.h.v.; others. Rickard, Tel.: Wanstead 3488. [061

DELLOW. Mk. I chassis complete with maker's body, upholstery. Austin Seven, new radiator, Zenith carburetter. Hinchliffe, 2, Wilkinson Street, Sheffield. [062

FRAZER-NASH ANZANI, 1926, 2/4-seater, mechanically sound, new hood, tonneau, upholstery. Taxed December. £130. Proctor, Westfield, Little Haldon, Teignmouth. Tel.: 339. [063

TALBOT 65, 1934, saloon, good order throughout, tyres nearly new, £75. Bentley 1931 4½ blower; chassis, front axle, wheels, and sundries for sale. Toll House Garage, Slinfold, Horsham. Tel.: Broadbridge Heath 129. [064

FOR SALE—*continued*

RILEY LINCOCK, 1933, 2/4-seater coupé. Finished off white. Smart example of unusual model. Good mechanically and good tyres. £135. The Mews, Norbury Crescent, S.W.16. [065

1936 JAGUAR 2½. Good engine, gearbox, transmission, but needs new king-pins and body is very rough. Will sell cheap or dismantle for anyone needing spares. Box No. T066, MOTOR SPORT, 15, City Road, E.C.1. [066

BENTLEY, 1927, BLUE LABEL saloon, ugly but sound Harrison body. Rebore, new pistons, valves refaced 1,500 miles ago. Requires battery. Little effort and less money needed to make this Bentley very mobile—owner prevented by Service commitments. £50, or haggle. Morten, R.A.F., Syerston, Nottinghamshire. [067

A.C. 2-LITRE coupé, 1925. Exceptional condition coachwork and mechanically. Excellent tyres, new battery, brakes relined; taxed and insured to December. £110, or exchange something small, sound and simple for wife. W. P. Grocock, Green Lane, Ampfield, Romsey, Hants. [068

328 B.M.W., 1939, 2-seater, B.R.G. Right-hand drive. Hirth gearbox, heavy-duty axle, good tyres, new battery, tonneau, etc. Many extras. £550. Tel.: St. Albans 6688. [069

BENTLEY 3-LITRE, 1925, 4-seater tourer. Wife says must sell or no family. What offers? MacNicol, 66, Crescent Road, Burgess Hill, Sussex. [070

KIEFT. Alloy sports chassis; elektron wheels, backplates, hubs, etc. Double wishbone/rubber independent suspension. 2LS hydraulics; handbrake. R.H.D. Marles steering. Alloy wings. Racing tyres. Three spare wheels. Road logbook. £135. New Ford Consul engine, clutch, gearbox, including all accessories, £95. Box No. T071, MOTOR SPORT, 15, City Road, E.C.1. [071

"HOT-ROD" CHASSIS, axles, wheels, tyres, etc. 173, Old Lane, Chadderton, Lancs. [072

12/50 "BEETLEBACK," 1930. Crank reground, resleeved, Scintilla, new battery, four retreads. £95. Complete 12/50 chassis as spares; offers. Tel.: Chobham 385. [073

SPARES AVAILABLE (apart from new M.G. parts) for: Alvis 12/50; Firefly, 17 h.p., 20 h.p.; Armstrong Seventeen; Austin 7 h.p.; Bentley 3-litre, 4½-litre; Daimler Fifteen; Essex Eighteen; Ford V8; H.W.M.-Alta; Invicta 1½-litre; Jaguar 3½-litre; Lagonda 16/80, 3-litre, 4½-litre, LG54; Maserati 2.9; M.G. M, J, P, N, K and 2-litre; Morris Minor; Morris 16-h.p. Performance Cars, Great West Road, Brentford, Middlesex. Tel.: Ealing 8841. [074

SPARES FOR: Pontiac 34-h.p.; 1935 Pierce Arrow; Riley Nine, 12/6, 14/6; Rolls-Royce Twenty, Phantom; Sunbeam Twenty-one; Talbot Eighteen. Callers only or phone inquiries please. Performance Cars, Windmill Garage, Great West Road, Brentford, Middlesex. Tel.: Ealing 8841 (3 lines). [075

LANCIA LAMBDA, VIIIth SERIES, saloon, engine reconditioned. Offers invited for whole or parts. 3, West Park Road, Kew. Tel.: Prospect 7442. [076

APRILIA, 1938, leather upholstery. Marchal lamps; an excellent little car, £290. Another, 1937, in most outstanding condition, extensively reconditioned, £325. R. J. Searle, 45, Park Road, Hampton Hill, Middlesex. Tel.: Molesey 913. [078

CITROEN LIGHT FIFTEEN, 1950. Four-speed box, h.c. head. £425. Searle. Tel.: Molesey 913. [079

ROLLS-ROYCE, 1936, 20/25 Windover o.d. limousine with boot. Fine original condition. £510. Searle. Tel.: Molesey 913. [080

BUCKLER, 1952. Usual modifications. Attractive light 2-seater body. Good boot. Spare head, supercharger, etc., available. Outstanding performance and excellent throughout. Seen London, East Anglia. Box No. T081, MOTOR SPORT, 15, City Road, E.C.1. [081

INCOMPLETE "SPECIAL." Consists M.G. Magna chassis, steering front end, shocks, Hornet back axle, hydraulic brakes, 1953 Minor radiator, 2-seater aluminium body, professionally built, cycle wings. All new or reconditioned. No engine, gearbox, accessories. Cost £100, accept £45. 24, Styvechale Avenue, Coventry. [082

BENTLEY 4½, 1927, 4-seater tourer. Body by Smiths of Stockport. Hardly used since 1939. Complete overhaul and repaint in 1948. Very fine specimen. £400, o.n.o. Brooks, The Moorlands, Mossley, Manchester. Tel.: Mossley 136. [083

FORD MERCURY V8 SPECIAL, 1947, good 2-seater bodywork like K2 Allard. Swing-axle i.f.s. Favourably mentioned in "British Sports Cars." Photo sent. £200, o.n.o. "Aldersyde," Winnington Road, Marple, Cheshire. [084

RILEY NINE LYNX 4-seater, 1934. Scintilla, Fram, twin S.U.s, manual gearbox. Good tyres, two new spares. Perspex sidescreens. Best offer over £100. After April 10th. 40, Bidston Road, Birkenhead. [085

BENTLEY 3-LITRE RED LABEL, 1926. Four-seater black fabric tourer. Owner moving house. Car at Speed Services Garage, Blackwater, Camberley. £160. 090

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1933/4 **Alvis Speed Twenty** saloon, one owner **£185**
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1952 Jowett de luxe, excellent condition **£625**
Type 51 Bugatti, road equipped ... **£750**
1953 **J2X Allard,** 4,000 miles (Ardun-Mercury) **£775**
1952 **S.-Talbot 90** saloon, 4,000 miles **£795**
1938 **4½ Bentley** Park Ward saloon, excellent throughout ... ... **Offers**
1951 **XK120,** 8,000 miles, as new ... **£925**
1952 **Lagonda** d/h. coupe, as new, **£1,550**

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1951 **A40** Countryman, **£475;** another, **£425.** 1948 **Minx** estate utility, Phase II, **£385.** 1939 **Rover** 14 touring de luxe saloon, exceptional, **£325.** 1946 **Citroen** Light 15 saloon, **£345.** 1940 **Sunbeam-Talbot** 2-litre sports saloon, **£295.** 1940 **M.G.,** TB Series, sports drophead coupe, **£295.** 1937 **Packard** Light Six, Dagenham-type utility, seven seats, four doors, economical, **£165.** **Wolseley** 12 Special Daytona sports saloon, very smart and fast, **£150.** **Many others.**

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New and secondhand, for all V8 models, also 14.9 and 24-h.p. engines, gearboxes, etc.
Fords wanted for dismantling.
SAUNDERS GARAGE
(The Ford V8 Specialists)
3, ANERLEY ST., BATTERSEA, S.W.11
Tel.: MACaulay 2594

FOR SALE—*continued*

BENTLEY 6½-LITRE, 1929, Gurney Nutting limousine. Class winner, Kensington Gardens Concours 1952 and 1953. Total mileage 24,000. One previous owner. £325—reasonable offers considered. P. N. H. Gush, Tollgate, Stanbridge, Romsey. Tel.: 3391. [086

SUNBEAM 19.8-H.P. saloon, 1934. 6,000 miles since crankshaft regrind, rebore, transmission overhaul and complete rewire; 22 m.p.g. £75 or exchange car doing 32 or 42 m.p.g. Tel.: Larkswood 7786. [087

1925 MORRIS-COWLEY, "bullnose," Hotchkiss engine, running order; body fair; spares. £35, o.n.o. Tel.: Mountview 6988. [088

WOLSELEY TEN drophead, 1939. Rare 4-light coachwork. Much recent reconditioning, including factory engine. Lively, roomy, economical. About £275. 99, Fairholme Avenue, Romford. [089

AUSFORD SPECIAL. Eight engine, Cambridge body and suspension, Bowdenex, Scintilla, etc. Fast and economical. £95. The Hills, The Landway, Bearsted, Maidstone. [093

ONE PAIR MATCHED S.U.s, 1-in. bore with induction for Ford 8/10, £9. Pair matched 1¼-in. S.U.s, bronze barrels, ex-M.G. TA, £10. B.T.H. Vertex Ford Ten, £4. Another for M.G. TC, reconditioned, £5 10s. 1939 M.G. 2-litre wheel, £3. TA gearbox, £15. Water pump, £3 10s. Dynamo, £4 10s. Starter, £4. TC rev.-counter, £4 10s. 895 by 150 cover, £3 10s. One pair brand new 12-volt windtones, £3 17s. 6d. J. C. Taylor, High Street, Riseley, near Bedford. [094

1936 LANCIA AUGUSTA, 1,200 C.C., o.h.c., V4. Four-door sports saloon. Reconditioned engine, rebuilt k.o. wheels, rewired, new battery, instruments, "Flamethrower." £195, o.n.o. Willmer, 64, Bancroft, Hitchin. Tel.: 819. [095

1938 LANCIA APRILIA SPARES. Engine and gearbox, £52 10s. Front axle beam suspension and brakes, £30. Rear transverse spring (new), £7. Final drive and brakes, £30. Whiting, Horton, near Northampton. Tel.: Hackleton 258. [096

LANCIA APRILIA, 1939. This car very carefully maintained. Immaculate grey saloon body, doors, etc., perfect. Engine, transmission, etc., reconditioned, overhauled, June, 1953, receipts. Weber carburetter, well over 80, 30 m.p.g., sports acceleration. No faults, nothing to spend. Six months' firm guarantee. Average 60 m.p.h. Extras include Fram oil filter, Marchal headlamps, fog-lamp, Trico windscreen sprayers, Motorola radio (roof speaker), Lubrocharger, flashing indicators and parking lights, etc. Any test will prove inexpensive at £850 or near offer. Box No. T098, MOTOR SPORT, 15, City Road, E.C.1. [098

RILEY, 1936, 12/4 MERLIN. Blue. New tyres, battery, radiator, etc. Excellent performance. £150. Tel.: Laburnum 2671. [099

GOOD HOME WANTED—1949 (December) M.G. TC. Green. Exceptional condition. Owner going abroad. Many extras. Best offer over £450. Berens. Tel.: Little Chalfont 2179. [100

MORRIS EIGHT 2-seater, 1936/37. Large chrome headlamps. Needs complete engine overhaul and new hood. Otherwise sound. £50, o.n.o. McLaren, Nanhoran, Claremont Lane, Esher. [102

FIAT 500, 1938. Property of professional engineer. Excellent condition, requires no further expenditure. Bills for over £60 in spares alone during last year, excluding rebore and new differential 4,000 miles ago. Prodigious labour and care resulting in internal and external appearance, handling and performance virtually as new. Full details, s.a.e. £260, o.n.o. Bell, Tremont, Newport Road, Barnstaple, Devon. Tel.: Barnstaple 3885 (evenings). Seen London by appointment. [103

RILEY 1½-LITRE LYNX 4-seater tourer. Mechanically perfect. Body immaculate. New hood, carpets, chrome-work. Restored to absolute new condition, Black. Red interior, wheels, trim. £290: exchange considered. Photo available. Howell, "White Croft," Kittle, Swansea. [104

INVICTA 4½-LITRE, low-chassis model, 1931. Actual works aluminium-bodied car which averaged 89 m.p.h. for 30,000 miles at Montlhéry. Engine and gearbox reconditioned, bodywork recellulosed. New hood, tyres and battery. Magnificent condition and performance. £350. 5, Downside Road, Clifton, Bristol. Tel.: 37057. [105

1948 BRADFORD JOWETT "De Luxe" utility. Really immaculate throughout. Nearest £250. 84, Roselea Drive, Crossens, Southport. [106

CROSSLEY 15.7, 1930, saloon (aluminium). Comfortably does 175 miles in five hours; 26 m.p.g. £50, offers. Parker, Denmark House, Royston. [107

10-H.P. JOWETT KESTREL saloon, 1936. Twin carburetters, new tyres. £55. Keir, 10, Kingsbridge Road, Bishop's Stortford. Tel.: 1768. [108

BENTLEY 4½-LITRE Weymann saloon. Four practically unused tyres, André telecontrols, Zeiss chrome headlamps. Usual Bentley performance. £250, o.n.o. Photo to genuine inquirer. Harrison, 35, Sutton Road, Southend. Tel.: 68090. [113

FOR SALE—*continued*

RILEY NINE LINCOCK COUPE, special series, telecontrols. Good condition. £110. Gilbert, Lake Hotel, Rudyard, Leek. [9710

LANCIA APRILIA TOURER, 1938 2/4-seater by Eagle. Genuine mileage 60,000. Car in top mechanical condition. Over £120 spent this year and serviced by Ramponi and Rockell, Ltd. Fitted Masteradio, Andre telecontrols, new tyres and two spares, spare reconditioned Scintilla Vertex magneto. Price £365. Box T711, MOTOR SPORT, 15, City Road, E.C.1. [9711

ALVIS SPEED TWENTY. Late 1935 saloon. Excellent mechanical order. Recently resprayed. Very fine example of SC series model. £245. 177, Great Tattenhams, Epsom Downs. Tel. : Burgh Heath 5798, before calling. [9712

TALBOT 105 sportsman's saloon. Immaculate-Black, cream. Hundreds spent recent rebuild by late enthusiast owner. Offers. Box No. T716, MOTOR SPORT, 15, City Road, E.C.1. [9716

SPECIAL. Morris chassis. Hydraulic brakes. Wrapped semi-elliptics. Girling rear shockers, Andre front. 1,172 Ford engine. M.G. 4-speed remote-controlled gearbox. Branch exhaust. Neat sporting body with windscreen. Tyres, battery, body and mechanical condition all very good. Suitable car for sprints, hill-climbs, etc. £250. Mullacott Cross Filling Station, Ilfracombe. Tel. : 212. [9717

MORGAN THREE-WHEELER super sports model, o.h.v. w/c J.A.P. Originally 1934, entirely rebuilt. Hydraulic brakes. Winner sports class Morgan Club, Madresfield speed trial 1951. Many improvements since. Unique. £160. For photographs, information apply : Skirrow, Upper Welland, Malvern. Tel. : 1082. [9718

ALMOST COMPLETE Aus/Ford Ten trials car. Also Ford Ten front axle, new radiator, various Austin and Ford spares. Offers. Must sell, room wanted. 19, Birches Barn Avenue, Wolverhampton. [9719

ASTON MARTIN, 1948, 2-litre engine, 32,000 miles. Complete twin S.U. carbs., electric choke, dynamo, distributor, clutch unit, etc., etc. Excellent condition, but slightly frost-cracked block, easily repairable. £80 for quick sale. Seen Denham Service Station, Oxford Road, Denham, Bucks. [9720

ROVER 14-H.P., 1937, saloon. Excellent condition. Offers around £225. Must sell. Also complete 1938 Rover 12-h.p. engine. Good condition. £12. 10s. 20, Bury Avenue, Ruislip, Middlesex. Tel. : 5329. [9721

SINGER PORLOCK 8-h.p.. 1931. Red. Regularly used past three years. Young engineering-type could make it go like bomb. First-time starter. £45, o.n.o. Whalley, 97, Green Lane, Hollins, Oldham, Lancs. [9722

M.G. PA, 1934. Exceptional. Cycle types. Good tyres. New battery. Spares. £175. Mortlock, 3, Cardigan Terrace, Wakefield. [9724

ISOTTA FRASCHINI 4-seater sports saloon. Reconditioned in 1947, and new Lagonda L.G.6 engine fitted. In excellent order. £150, o.n.o. F/O Stowell, Officers' Mess, North Weald, Epping. [9725

RILEY NINE, 1931 Monaco. Taxed year. Body sound, brakes relined, reconditioned dynamo, etc. Reliable. £75, o.n.o. Tel. : Springpark 3495. [9726

M.G. J2 INSTRUCTION MANUAL. Tatty but complete. Front spring, one leaf broken. 25s. both. Partington, 29, Gloucester Avenue, Blackpool. [9727

ROVER SPORTS. Built 1951, 1937, 1½-litre six-cylinder sports engine. Now fitted single S.U. carburetter. Triple carburetters and manifolds included. Rover gearbox and remote control. S.S.90 axles and chassis. 4.6 rear axle gives 60 m.p.h. in third, 25 m.p.g. Aluminium 2/4-seater body, full tonneau and hood. £105, o.n.o. 25, Madeira Grove, Woodford, Essex. Tel. : Buckhurst 3890. [9728

PRIVATELY-OWNED, 1933, PII Rolls-Royce Continental drophead coupé. Immaculate. Recellulosed, new tyres, hood, battery. Usual equipment. Photo. Sudden bereavement necessitates immediate sale. £495, o.n.o. Box No. T730, MOTOR SPORT, 15, City Road, E.C.1. [9730

500-C.C. RACING CAR, less engine and gearbox. £50. Ideal for young enthusiast. Body and chassis in excellent condition, with a few spares, or exchange for Marshall or Shorrocks supercharger in good condition. Orsett Garage House, Orsett, Essex. Tel. : Orsett 257. [9731

ALVIS 12/70, 1938, coupé. Five good tyres. Mechanically sound. Spotlamp. Cellulose good. £285, or near. " Bay Farm," Ridgeway, Enfield. Tel.: Enfield 1108. [9732

DELAGE, 1933, 18-H.P. SALOON. Engine thoroughly reconditioned, body repainted. Genuine bargain at £80, or near. "Bay Farm," Ridgeway, Enfield. Tel. : Enfield 1108. [9733

1937 TRIUMPH GLORIA, D.H. coupé. Attractive, roomy 4-seater with good hood. 70 m.p.h., 30 m.p.g. £150, or exchange vintage Aston Martin. 71, Green Lane, Harrogate. [9734

FOR SALE—*continued*

AUSTIN SEVEN, 1932. Breaking for spares, or complete but very rough. About £15. 143, Thornbury Road, Isleworth, Middlesex. Tel.: HOU 8319. [9736

M.G., 1940, 1¼-LITRE D.H. coupé, immaculate condition, £345, or exchange for Jaguar 100, M.G. VA tourer, or TB, TC. 33, Thorn Road, Worthing. Tel.: 1379. [9737

RILEY 9-H.P. BIARRITZ saloon. Sound coachwork and mechanical condition. Seen London. £75. Box No. T738, MOTOR SPORT, 15, City Road, E.C.1. [9738

" SPECIAL." 12 h.p., 75 m.p.h., 30 m.p.g., just entirely rebuilt. Rigid tube and alloy body, i.f.s., hydraulics, remote control, twin spares, good tyres. £150, or exchange cheap Austin Seven saloon and cash. For full details, write : 45, Polwarth Road, Gosforth, Newcastle-on-Tyne. [9740

1923 ROLLS-ROYCE SILVER GHOST hearse, suitable conversion to shooting-brake; Chassis No. 2646; in excellent condition; £75. 1933 Riley 12/6 saloon, good appearance and tyres, manual gearbox. £55. 1936 Ford V8 2-door saloon, engine smoky, body shabby, registered 1950, £25. Cann, Blackhill Bungalow, Woodbury, near Exeter. Tel.: Exmouth 2883. [9741

ROOTS SUPERCHARGER with S.U. carburetter, almost new, ex-Ford Eight. £25, o.n.o. Box No. T743, MOTOR SPORT, 15, City Road, E.C.1. [9743

£45—1927 STANDARD PALL MALL saloon, 14 h.p., o.h.v., in outstanding condition and complete to clock, ladies' companion, etc. Stored 18 years. Original registration book. 34, Limes Avenue, Carshalton, Surrey. [9745

1936 JAGUAR 2½-LITRE gearbox spares, good condition. Green, Cleeve House, Rodbourne, Wilts. [9746

VINTAGE BENTLEY SERVICE (see under " Miscellaneous "). Old clients and others—I am selling my own 1928 4½ Weymann saloon to buy a Speed Six ! As you would expect, the 4½ is perfect and cannot be described adequately here, so please write for details. V. B. S., Box No. T747, MOTOR SPORT, 15, City Road, E.C.1. [9747

M.G. F-TYPE PARTS for sale. S.A.E. particulars. Wanted : Cylinder head complete, M-type. Gee, Nettlebed, Oxon. [9749

MAGNA ENGINE and E.N.V. box, £15, or exchange for set of " TB " wings. 109, Brackenbury Road, Preston. [9750

ALVIS 12/50 TJ saloon. Engine completely reconditioned; under guarantee. Bloor, Shotteswell, Banbury. [9751

" SPECIAL " BUILDERS : Complete chassis, 1,500 c.c., o.h.v., stripped. Ready for body. Seen London. £50. Box No. T753, MOTOR SPORT, 15, City Road, E.C.1. [9753

SCHOOLBOYS ONLY ! " Special " (basically Humber). No batteries or body shell. Box No. T754, MOTOR SPORT, 15, City Road, E.C.1. [9754

1938 H.R.G. 1,500, Meadows. Fast, reliable, economical. Full equipment. £350. Exchange Aston, Riley, A.C., B.M.W., similar. 12, New Street, Sheerness. [9756

ALVIS 12/60, 1932, sports-tourer, 4-seater. Mechanically, body, hood, etc., excellent. New parts just fitted : four tyres, battery, sports-coil, distributor, head and twin rear lamps. Remaining electrics overhauled, brakes relined. Uses no oil. Family reasons. £140, o.n.o. Tel.: Sheffield 40439 (evenings), or Box No. T757, MOTOR SPORT, 15, City Road, E.C.1. [9757

HOTCHKISS-AMILCAR (GREGOIRE) f.w.d. saloon, 1,185 c.c., duralumin chassis, all-round independents, rack steering. Exciting, low-built, roomy, economical. Unused since generously rebuilt with manufacturer's spares, cost £425. Consider cash, Buckler, Dellow, Lotus ? Romeyn Works, S.W.16. Tel.: Streatham 2309. [9759

1924 A.C. 1½-LITRE. Complete but requires attention to make serviceable. Many spares. Aluminium body and good 19 by 4.50 tyres. Will sell complete or as parts. Regret must go soon. Coulson, Orchard Road, Erdington, Birmingham. [9760

CITROEN 12-H.P. saloon, f.w.d. and i.f.s. Good all-round condition. £95. Tel.: KEN 1058. [9761

1925 " BULLNOSE " OXFORD tourer. Engine, clutch, rebuilt. Good body, hood, tonneau, screens, tyres, brakes, battery, electrics. Tools and spares. Splendid vintage motor. Stork forces sale. £80. Tel.: Flaxman 1804. [9762

MORRIS MINOR (overhead camshaft) 4-seater tourer, 1930, £20. W. Evans, 185, Cheetham Hill Road, Manchester 8. Tel.: BLA 9746 or PRE 4396. [9578

RILEY NINE MARCH SPECIAL, 2/4-seater. Engine resleeved and new 1 1/16-in. crank fitted 4,000 miles ago. Scintilla Vertex. Helical gearbox. Bodywork faultless, resprayed Alfa-red. All parts rechromed. Full weather equipment. Rewired and new batteries. Photos. Any trial. Genuine bargain. Selling for family reasons. £185. 54, Rosehill Avenue, Sutton. Tel.: Fairlands 5724. [9765

FOR SALE—*continued*

RILEY roadster, 1949; excellent condition; mileage 54,000 but new engine at 52,602; capable 100 miles per hour when run-in. Colour red, with fawn upholstery; H.M.V. radio and windscreen washers. £850 or best offer. Box No. T764, MOTOR SPORT, 15, City Road, E.C.1. [9764

RILEY NINE KESTREL (1933, special series). Quiet engine. New camshafts. Brakes relined. Good tyres, batteries. Mechanically perfect. Extremely attractive rakish design that does not date. One owner 18 years. Original instruments working, original cellulose. " The Cottage," 78, Alexandra Road, Addlestone. Tel.: Weybridge 3512. [9766

RILEY MONACO, Special Series, late 1931, remarkable showroom condition, stored many years. Ace discs, mechanically perfect, six good tyres, chrome perfect, leather unmarked, altogether exceptional. £100. Bramley Lodge, Hanworth Road, Hampton, Middlesex. Tel.: MOL 4144. [9767

EXASPERATED ENTHUSIAST offers 1933 J2 M.G. with cracked crankshaft. The car is fitted with flared wings, four new retreads, fog-light, etc., and is in excellent condition. A suitable crankshaft can be supplied. Offers over £85. Tel.: PAL 2769, evenings or weekend. [9768

BENTLEY 4½, potent green 4-seater tourer, with all-weather equipment, brand-new tonneau. Mechanically perfect; 18 m.p.g. and 93 m.p.h. (timed). Paintwork, chrome, nearly new. £285. Sq. Ldr. Hayes, R.A.F., Detling, Maidstone, Kent. [9769

1931 TALBOT 90 D.H.C. Satisfactory A.A. test June, 1952, available. Very good hood, new battery, good tyres. 20-22 m.p.g.; oil consumption negligible. Any trial. £59. 35, Leigham Avenue, Streatham. Tel.: 3129. [9772

CHASSIS FRAME with springs, steering, instruments, body—one door bad, £15. Other parts. 1935 Daimler Fifteen D.H.C. 54, Crossways, Gidea Park, Essex. [9773

£80—BUICK convertible, 1935. Very good condition. Any trial. Parker, York House, Melksham, Wilts. Tel.: 2366. [9774

RAILTON SPECIALISTS. A-One Motors (London) Ltd. Drophead coupés, saloons, 1935-1945, from £125 to £485. Spares, reconditioned engines. Tels.: Tate Gallery 0192 or Vandyke 5181. [9775

BEAN, 1926, 11.9 tourer. Original. Stored 16 years, £80 overhaul. Spares. £100. Beard, 2, West Kensington Mansions, W.14. Tel.: FUL 0118. [9776

BUGATTI 57 S.C. coupé, 2-seater, excellent condition throughout. Seen London by appointment. £1,300. Box No. T777, MOTOR SPORT, 15, City Road, E.C.1. [9777

BUGATTI. 4.9-litre, s/c. Grand Prix, 350-b.h.p. B.H.W. racing car. Ex-Parnell. Fully independent suspension. Special chassis. Now undergoing complete overhaul. New Dunlop racing tyres. Spare wheels. Price £500. All details. Whiteaway, Feltham Lodge, Feltham, Middlesex, or view : Phoenix Garage, Hartley Wintney, Hants. [9778

HUDSON ENGINE, 28 H.P., dismantled; requires attention; complete all accessories; £15. Tyres : two each 5.25 by 20, 5.25 by 21, one 6.50 by 16, all three-quarters worn, 30s. each. Wheels : two 20 in., one 21 in., one 19 in., 30/98/Bentley hubs, £2 each. Feltham Lodge, Feltham, Middlesex (call Sundays). [9779

SECOND OWNER since new has to sell PB 4-seater M.G. Works rebuild and recent overhaul. Excellent condition. Offers around £250. Merton House, Penmaenmawr, Caernarvonshire. [9780

RILEY SPARES : Chassis, axles, pistons, crown and pinions, speedo. cables, valves, gaskets, clutch thrusts, king-pins, etc., etc. Arthur Bryden, 99-101, Wellington Road, Leeds 12. Tel.: 38310. [9782

M.G. (1½-2-LITRE) track-rod ball joints, rockers, con.-rods, etc. Also " Davies " upper-cylinder lubricators, new, £1 each. Arthur Bryden, Leeds 12. [9783

STANDARD EIGHT tourer, 1948. All new tyres. Condition as new. £265. Exchange Riley, etc. Arthur Bryden, Leeds 12. [9784

1937 4½-LITRE BENTLEY, black Gurney Nutting body, retrimmed, engine rebuilt by Bentleys in 1947, costing over £300. Director's car in excellent condition. £895. Box No. T785, MOTOR SPORT, 15, City Road, E.C.1. [9785

1929 LAGONDA, 12.9 H.P., economical, fast 4-seater tourer, mechanically sound. £125, o.n.o. Harris, Tel.: Central 5222, ext. 226 (business hours). [9786

M.G. J2 CRANKSHAFT. Good condition. £12. Write, Verity, 34, Victoria Crescent, Pudsey, near Leeds. [9787

1929-30 HUMBER NINE, complete engine/gearbox, £10; incomplete engine, £5. Goodger, Mouth Lane, North Brink, Wisbech. [9788

ALVIS, 1932, 12/50 saloon, sound condition, no battery. Reasonable offer. Room wanted. Hindley, West Bollington, Macclesfield. [9789

FOR SALE—*continued*

VINTAGE 14/40 M.G. open sports, alumin 4-str. Dyno-starter, reconditioned, good runner. £37 10s. W. Barnes, 1c, Venner Road, Sydenham, S.E. Tel.: 7469. [9683

QUITE REMARKABLE Austin 8 tourer, reg. 1947 (ex-W.D.), looks post-war and practically is. Re-sprayed black/cream, re-hooded, re-upholstered, winking trafficators, Roadmaster foglamps, etc. 12,000 on new engine (1951), utterly reliable, 40 m.p.g. A car much admired by women. Owner regretfully selling for conclusive reason and £215. Tel.: Tudor 1396. [9684

STARTER & HOUSING for Austin 7, 1925/28. £2 5s. Dynamo for ditto sound, 35s. Barnes, 1c, Venner Road, Sydenham, S.E. Tel.: 7469. [9683A

4½ BENTLEY drophead sportsman coupé. Body still on chassis. Offers invited. Trevelyn, Arewaters Green, Loughton, Essex. Tel.: Loughton 3678. [9965

1938 JAGUAR SILVER DROPHEAD COUPE. First-class condition. Sacrifice, owner going abroad. £245. Tel.: St. Agnes 232. [9968

SUNBEAM, 1931, 18.2-h.p. saloon. Excellent condition. £75. Church Inn, Cheadle Hulme. Tel.: HUL 1897. [9581

SINGER LE MANS 9-h.p. 2-seater, Dec., 1934. Ivory. Red wheels and upholstery. In very sound condition throughout. £175. Tel.: Forest Hill 2239. [9975

LEA-FRANCIS FOURTEEN sports 2-seater. Special competition body. £450. Tel.: Vic 2211. [9978

RILEY NINE, 2-seater Special. Chassis shortened for trials. Seven good tyres. Peculiar appearance but runs well. Taxed, insured. £45. Box No. T892, MOTOR SPORT, 15, City Road, E.C.1. [9892

"APRILIA" front and rear suspension assemblies, wheels, tyres. Rusted, useless body. Requires suspended tow (no steering). Ideal units for "special." £48 or best offer. Box No. T893, MOTOR SPORT, 15, City Road, E.C.1. [9893

SPRING SALE! N-type Magnette: Payen gasket set, 12s. 6d.; brake cables, 12s. 6d.; steering-box and column, 37s. 6d.; camshaft drive gear, 25s.; door lock, 10s. 12-in. shoes and liners, 17s. 6d. 12-in. back plates and cams, 22s. 6d. 8-in. M.G. shoes and drums, 9s. 6d. each. 1937 Riley Nine timing wheels, 25s. Three-speed Hornet gearbox, 55s.; 1930 camshafts, 57s. 6d. 1932 Hornet saloon doors, 30s. each. Bucket seats, 27s. 6d. All carriage paid. 1930-34 Hornet spares service, manual loan scheme, instrument reconditioning service. S. H. Scott, 14, Orchard Way, Luton, Beds. [9895

£70—TALBOT 14/45 tourer, 1927. Ideal moving furniture or large families. In excellent order throughout. 27, Byrne Drive, Southend, Essex. [9896

3-LITRE LAGONDA tourer, 1930, excellent mechanically and bodily, fold-flat screen. Full history available. £160. Tel.: Richmond (Surrey) 6247. [9897

MORRIS-COWLEY tourer, 1930. Due to intended purchaser's cash failure, inspection invited again. New hood, tyres, springs. Good performance/appearance. £40. Tel.: Hooton (Cheshire) 2206. [9898

1925 ROLLS-ROYCE SILVER GHOST limousine by Park Ward. Black and cream. Excellent throughout. Taxed, insured and in daily use. £75, o.n.o., or exchange. Apply Tormentor Yacht Station, Warsash, near Southampton. Tel.: Lock's Heath 2357. [9899

TWO TOW BARS, one for pre-war Rover Twelve (vertical pin type), one for Alvis Speed Twenty (ball joint). Both beautifully made. £2 each. Box No. T900, MOTOR SPORT, 15, City Road, E.C.1. [9900

1934/5 SINGER 1½-LITRE, MK. II, 2-seater. Enlarged inlets, 6-branch exhaust, Scintilla, c/r. box (and spare). Good tyres, two new spares. £185. Walker, 2, Broomfield Road, Teddington. Tel.: Kingston 4021. [9901

FIAT 1,100 de luxe saloon, enthusiast owned. Overhauled, rewired A.V.C. Fram, heater, many extras. Registered 1939. 70 m.p.h., 38 m.p.g. Very good condition. £215. Hoe, 76, Lonsdale Road, Formby, Lancs. Tel.: Formby 2832. [9902

RILEYS: 1936/7 Falcon Twelve h.c. pistons, etc., new tyres £145; 1935 Kestrel Nine resprayed, relined £125; 1933/4 Monaco Nine, good appearance, new tyres, battery, £80. 6, Prospect Drive, Llandaff, Cardiff. Tel.: Llandaff 1081. [9903

1936 JAGUAR 2½ (o.h.v.) 4-seater sports tourer. Fitted freewheel, telescopic rear shockers; many recent replacements. Excellent condition throughout; 25 m.p.g. Photo or demonstration willingly. £150. "Bramleys," Sandy Lane, Church Crookham, Hants. [9904

BUGATTI, TYPE 35A, 2-LITRE, modified Grand Prix. In immaculate condition. £375. Clark, Oakdene, Winchfield, near Basingstoke. [9906

1934 ASTON MARTIN Bertelli saloon. Fast and sound. Resprayed. £165 or offer. 47, March Street, Burnley. [9909

ALVIS 12/60, 1932, close-coupled saloon. Cylinder lined, crank reground, springs set up, good tyres, new battery, dynamo, starter renovated. £80. Du Boulay, 91, Lincoln Road, Peterborough. [9912

FOR SALE—*continued*

TALBOT 75. Late 1937. Sports saloon. Engine sleeved. Tele. shock-absorbers. Splendid condition throughout. £220 or offers. Tel.: Sheffield 36815. [9907

TALBOT, 1933, saloon, recent engine and axle overhaul, new battery, well shod. Delivery new car reason for sale at £50, o.n.o. 34, Carisbrooke Road, Harpenden, Herts. Tel.: Harpenden 4583. [9913

1928 AUSTIN 12.8-H.P. tourer. Excellent original condition. Good hood, sidescreens, tyres. Mechanically perfect. £85, o.n.o. Newell, Aston Cottage, Aston, Nantwich, Cheshire. [9914

"SPECIAL" CHASSIS, Vauxhall Ten engine, 4-speed Hillman gearbox, Hornet axles, coil spring i.f.s. Offers, any part sold separately. Austin Seven: large crank, 50s.; late camshaft, 35s.; oil pump, 10s. Set Morris Eight hydraulic brakes, 60s.; easy-clean wheels, 20s. Ford 8/10 gearbox, 70s. Ashpole, Windhill Fields, Bishop's Stortford. [9915

ALVIS 12/60 tourer. New hood, good tyres and batteries. £110. 90, Waterside, Chesham. [9916

TYRES, TUBES, is our business. We have most sizes in stock for all vehicles from 1904 to 1954 and are noted for obsolete, beaded and awkward sizes. Express service to anywhere in U.K. Hamilton & Son, 22/4, Vicarage Street, Yeovil. Tel.: 927. [9917

BEST OFFER OVER £28—1933 Sunbeam Speed Twenty pillarless saloon. New Zenith. In daily use. Box No. T919, MOTOR SPORT, 15, City Road, E.C.1. [9919

ALVIS 12/70 saloon, 1938, in 1948 condition. Uses no oil. Carefully maintained. £235 for quick sale. 89, Shakespeare Avenue, Bath. [9921

M.G. J2 BLOCK/CRANK complete with pistons, etc., £5 (collect, Sat. or Sun.). Other engine spares cheap. Ford Ten radiator, £2. 11, Hall Road, Smallshaw, Ashton-under-Lyne, Lancs. [9922

CHRYSLER, 1935, 19.8 KEW saloon. Two new tyres and battery. Little used since rebore. Taxed, insured. £90. Tangland Castle, Tatsfield. Tel.: 274 [9923

RILEY NINE, 1930, BIARRITZ, exceptional condition. Good tyres, new battery. In regular use. Taxed year. £90. Tel.: Wordsworth 3004. [9924

RILEY, 1938, ADELPHI 12/4 (preselector), available mid-April. Owner going overseas. View Littlehampton/London. Coachwork average but otherwise carefully maintained. Tyres, battery, valves, dynamo, recently renewed. £195. Box No. T925, MOTOR SPORT, 15, City Road, E.C.1. [9925

28/3/31 ESSEX SUPER SIX touring sedan, reliable, very good condition. New battery, remoulds. £60 or exchange small sports car. Coles, 74, Station Road, Harpenden, Herts. [9926

1921 A.B.C., rare economical vintage car, 12 h.p., 2/3-seater; 30/33 m.p.g.; 27,000 miles. In daily use, good condition. £60 or nearest offer. Davies, 37, Hazlewell Road, S.W.15. [9927

AUSTIN SEVEN SPECIAL, lowered chassis, Bowdenex brakes, 2-seater racing body, 16-in. rears. £90. Turner, Tel.: Harrow 3530. [9928

1938 2-LITRE M.G. A lovely car. Radio. £170. Black and red. 85 m.p.h., 24 m.p.g. 47, March Street, Burnley. [9908

V8 SPECIAL, 3,622 C.C. Registered 1951. 25 m.p.g., 90 m.p.h. £140. 44, Corporation Road, Redcar. [9911

NEW PORSCHE, Volkswagen, D.K.W., Simca, available. World acclaimed! Parts. Repairs. Reasonable prices. Cars sold, bought. 10, Winchester Mews, N.W.3. Tel.: Primrose 6159. [9972

WANTED

PAIR OIL LAMPS, pair acetylene headlamps, 760 by 90 B.E. tyres. Davis, Pattenden, Burgess Hill, Sussex. Tel.: Burgess Hill 2038. [9687

AUSTIN NIPPY or similar. Mechanically sound, rough bodywork accepted. Must be cheap. 53, Hawthorn Avenue, Thornton Heath, Surrey. Tel.: Pollards 1433. [9692

ALVIS TWELVE OR FOURTEEN saloon or utility. Body must be really sound. 21, Tope Road, Arborfield, Berks. [9700

WANTED TO BUY by an American, Mercédès-Benz 540K (SK) or Bugatti 57SC, 1939 models or later. Interested also Maybach Zeppelin or Hoag. Write: Box No. T701, MOTOR SPORT, 15, City Road, E.C.1. [9701

TRIUMPH ROADSTER WANTED, or other drophead coupé. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [9714

AUSTIN A.40 saloon or sports wanted. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [9715

TALBOT CROWN WHEEL AND PINION. 11 by 48 or 12 by 48. State price. 22, Western Road, Sutton, Surrey. Tel.: Vigilant 0021. [9723

SPORTS CAR or "Special," Austin or Ford 8 or 10 h.p. All details please, Saville, 245, Derbyshire Hill Road, St. Helens. [9752

RILEY NINE MANIFOLD for twin 30-mm. S.U.s. Carrington, Bridge Street, Bakewell, Derbyshire. [9739

WANTED—*continued*

PRIVATE BUYER requires D.H.C., price around £200-£250. Prefer Frazer-Nash-B.M.W. Write, N. A. Reeve, 76, Herbert Road, High Wycombe, Bucks. [9735

RILEY NINE saloon, 1934 or newer. Bodywork must be excellent, preselector box. State price. Box No. T742, MOTOR SPORT, 15, City Road, E.C.1. [9742

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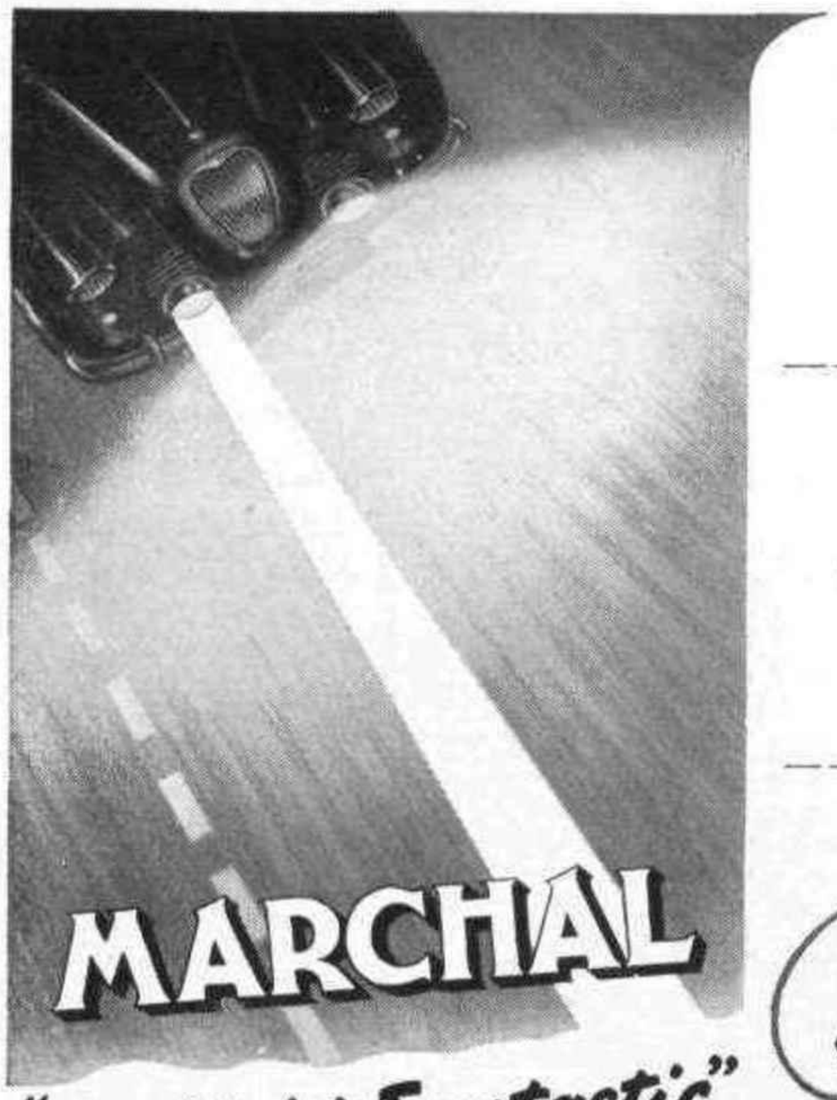
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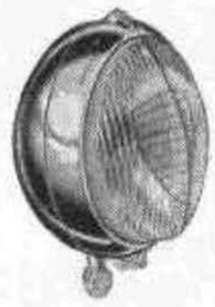


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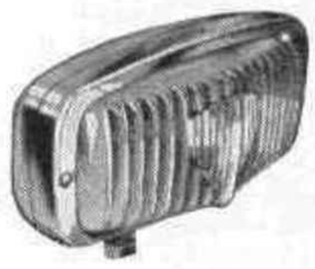


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