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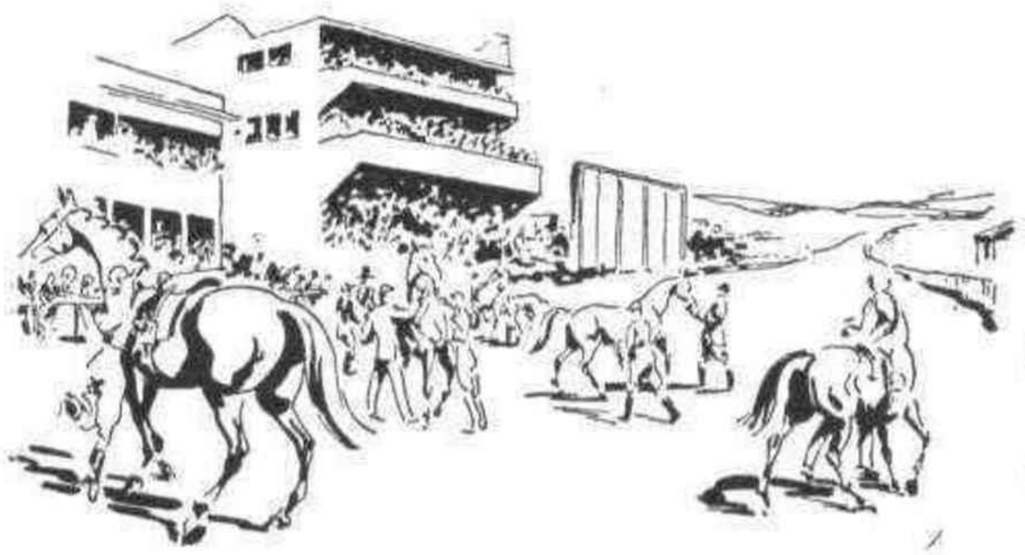


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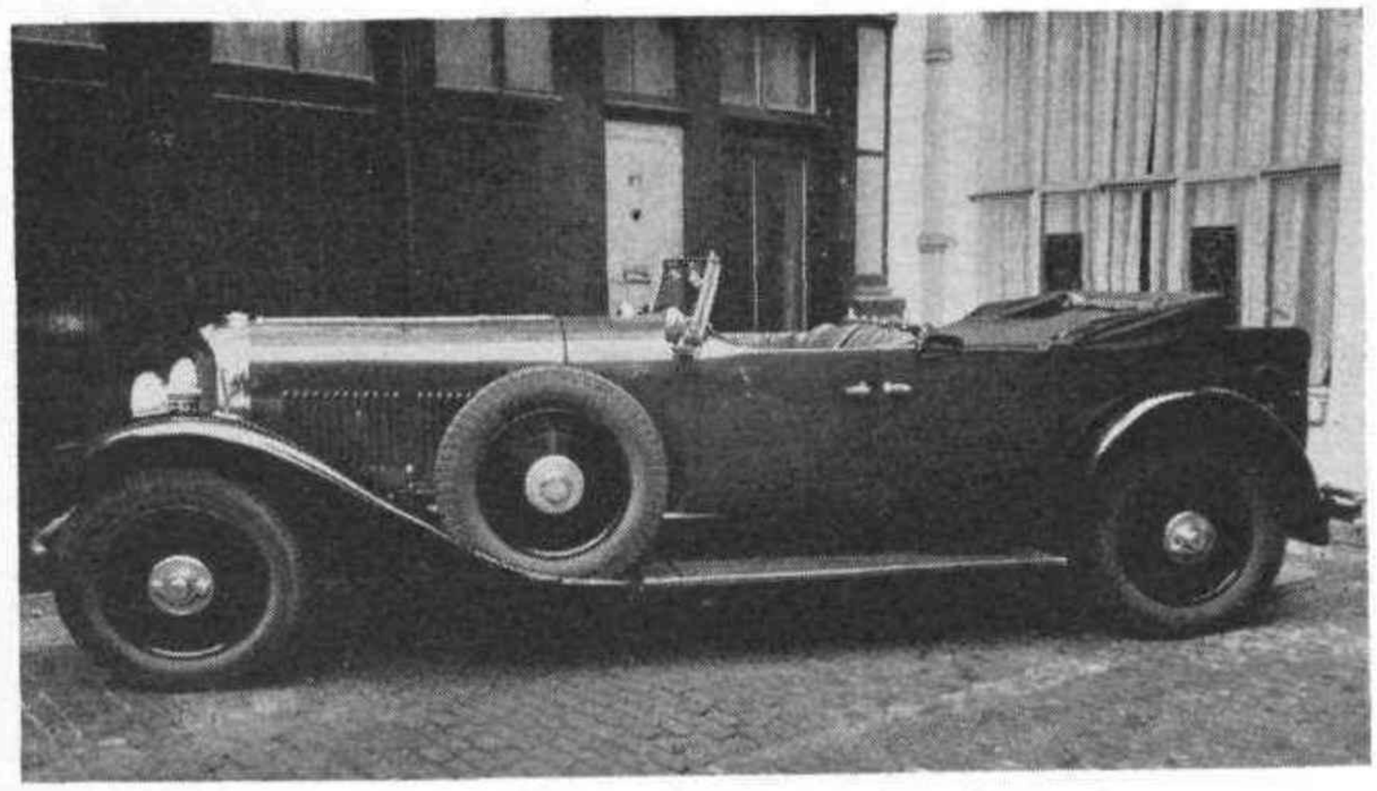
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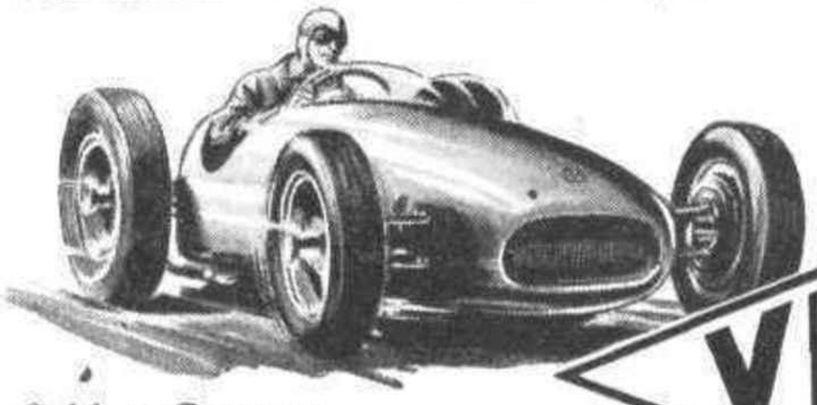
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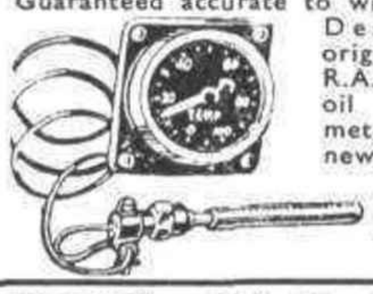
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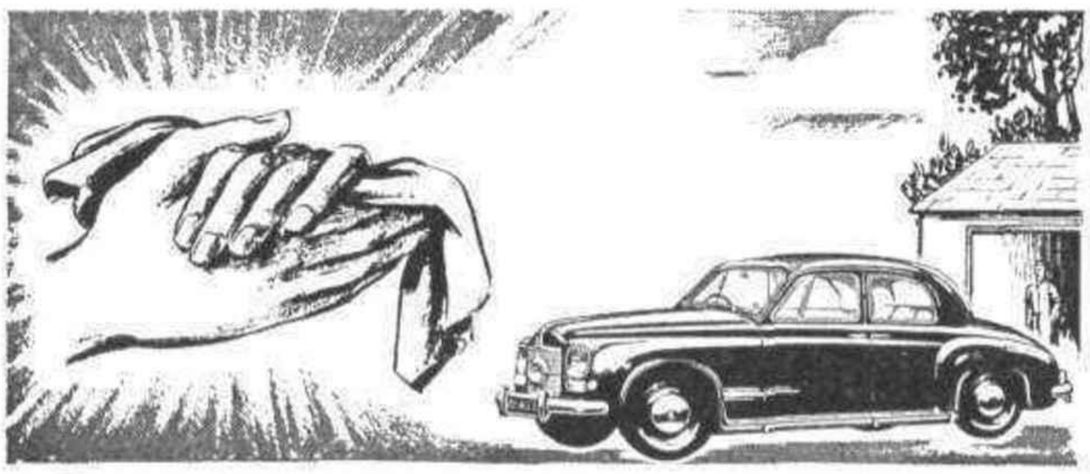
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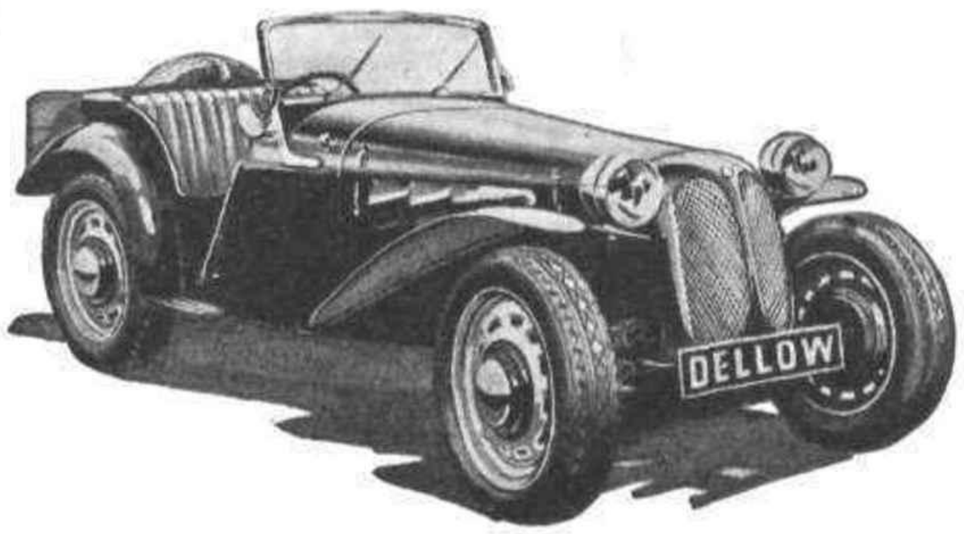
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MATTERS OF MOMENT

THE R.A.C. 1st INTERNATIONAL RALLY OF GREAT BRITAIN

In the past we have been cynical of rallies in this country as a real test of driver and car or as a worthwhile event for experienced competitors. This cynicism does not extend to the recently-concluded R.A.C. Rally for virtually-standard production cars.

To average 30 m.p.h. for over 1,800 miles with two nights' rest thrown in may sound comparatively like a picnic. But the R.A.C.—all credit to it—devised many schemes to make the actual Rally a very stern test indeed.

First came the Half-Hour of High Speed round Silverstone's Club Circuit. We want right away to thank Col. Stanley Barnes from the depth of our heart for this highly instructive test. Watching it, we had the most entertaining day we have spent for a long time. Imagine all manner of cars, going straight out to attempt high average speeds on a circuit many of their drivers had never seen previously, with plenty of other "traffic" about, the corners slippery with rubber dust, spilt petrol and the sun, and this after having driven upwards of 110 hurried miles beforehand! It was a terrific test and if the only apparent casualties were two Javelins with run big-ends, a Studebaker and a Vanguard *sans* rather necessary front wheels (in 1951 !), and the Ferrari out because of a vapour lock in the fuel system, a high proportion of the entry must have suffered later on account of the "edge" that this Silverstone "dice"—there is no other word for it—took off engines and brakes. Indeed, 15 more fell out in the road section from Silverstone to Dunoon.

It is a thousand pities that there was a muddle over the position of the finishing line, so that the R.A.C. upset many of the competitors, who protested, which in turn upset the R.A.C., who scrubbed the whole test so far as loss of marks was concerned. Will the Javelin drivers and the Vanguard driver send the Competitions Committee bills for new bearings and a new hub, we wonder ? (It seems the Studebaker merely shook its wheel nuts off.) The fact remains that we want to see this kind of test repeated wherever possible in all future rallies.

Add to the speed test a timed climb of Rest and be Thankful during the first 920 miles of the Rally, ascents of Hard Knott and Wrynose passes, with gradients around 1 in 3½, as part of a regularity test (!) in the next 320 miles, with a driving test calling for good brakes, amongst other requirements, on arrival, and the Rally is seen in its correct perspective, as a fine test of man and machine. Nor was that all, for in the following 320 miles came another timed climb in the Eppynt mountains of Wales and, finally, after finishing at Bournemouth, there was a stiff examination for faults or damage before the best 25 cars in each of the four classes took a driving test on the promenade calling for all the qualities that go to make a pleasant, efficient touring-car in the modern sense of that term. Incidentally, the R.A.C. sensibly docked marks in the timed climbs for exceeding "standard time," so that the faster cars automatically increased the severity of the test for their less-fleet rivals.

Altogether, then, this Rally was a Very Good Thing. There are some cars in which you know before sampling them that a journey is going to be a very pleasurable experience. There are others which even a tired businessman would pick as offering restful, safe, fast travel under trying conditions, if no XK120. There is a third broad category embracing cars which, while less effective than those already outlined, nevertheless contrive to provide not-too-bad travel over long distances. The fourth and final category covers those vehicles, both vintage and modern, in which any longish run is tedious and the anguish experienced exceeded only when motorists are compelled to use British Railways. With no shadow of doubt it can be stated that each of the winners of the four Rally classes, no less than the cars winning the S.M.M.T. Team Award, fall either in the first or second of the categories just described. Consequently we offer well-merited praise to H.R.G. (J. V. S. Brown) for winning the Under-1½-Litre Open-Car Class, to Jaguar (I. Appleyard) for victory in the Over-1½-Litre Open-Car Class, to M.G. (J. Readings) for finishing first in the Under-1½-Litre Closed-Car Class, to Vauxhall (R. Harper) for being placed first in the Over-1½-Litre Closed-Car Class and to Morgan for winning as a team.

Elsewhere will be found the full results. Meanwhile, take note that in this First International Rally of Great Britain, Jaguar, H.R.G., M.G., Vauxhall and Morgan proved that they make cars in which the doctor, the scribe, the cop and the bride, and others who desire to reach journey's-end as quickly as possible, are assured of tedium-free travel no matter how difficult the conditions. The sales of these cars should multiply in consequence. All praise to them, and to the R.A.C. for devising an International Rally that enabled them to show their "touring" paces to the world.

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B.A.R.C. Goodwood Members' Meeting

Crook and Hawthorn Lead on Points for "Motor Sport" Brooklands Memorial Trophy

THE nine races for sports cars at Goodwood on June 16th provided much of interest, although entries were a bit depleted, due to the proximity of this meeting to the I.O.M. race and perhaps because the system of reserves who only run if a " vacancy " occurs has never been popular and some were not present, awaiting patiently an order to start. The wild driving which characterised the previous Members' Goodwood was not repeated.

5-Lap Scratch Race, Up to 1½ litres, Non-s/c.

J. M. Hawthorn made no mistake about winning the 1½-litre scratch race in his very effective ex-Gee T.T. Riley. Kingston's M.G. retired on the first lap, but, behind the Riley, Ruddock's H.R.G. and Croysdill's Lamgia had a fine duel, Ruddock being passed, but managing to head his rival in the last two laps.

1st : J. M. Hawthorn (Riley), won by 10.6 sec., at 75.39 m.p.h.
2nd : G. Ruddock (H.R.G.).
3rd : W. R. Croysdill (Lamgia).
Fastest lap : Hawthorn (Riley), 76.9 m.p.h.

5-Lap Scratch Race, 1,500-3,000 c.c., Non-s/c.

J. B. de Edwards forgot his spare wheel and his Healey Silverstone started late in consequence, and drew in. Tony Crook went so fast in his " Le Mans " Frazer-Nash that he lapped Whalen's Healey, which toured. In contrast, Walsh drove his Healey fast, raising the dust at Woodcote Corner, but to no avail ; the race was a Frazer-Nash procession.

1st : T. A. D. Crook (Frazer-Nash), won by 8.6 sec., at 79.6 m.p.h.
2nd : R. F. Peacock (Frazer-Nash).
3rd : J. E. G. Fairman (Frazer-Nash).
Fastest lap : Crook (Frazer-Nash), 82.3 m.p.h.

5-Lap Scratch Race, Over 3,000 c.c., Non-s/c.

Gale in the Darracq led for two laps, hotly pursued by Craig's XK120 Jaguar. On lap three Craig passed Gale outside on Woodcote at what seemed an impossible speed. Indeed, in holding the resultant slide Craig shot across in front of Gale, who braked to avoid him. After this Gale was never able to repass. Annable held a double slide at Woodcote in his Allard, Pierpoint's Jaguar trailed its exhaust, and Baines was " tourist " this time, in an old Allard.

1st : J. H. Craig (Jaguar), won by 1.4 sec., at 78.77 m.p.h.
2nd : G. Gale (Darracq).
3rd : J. Goodhew (Lagonda).
Fastest lap : Craig (Jaguar) and Gale (Darracq), tie, 81.5 m.p.h.

M.G. Handicap, 5 Laps

W. P. Jones, builder of excellent Alfa and Bugatti scale model cars, in his first " real " race, started from " limit " in a " J2 " M.G., and was never challenged—yes, the car *has* broken its crank but the replacement held up o.k.! Davis came through the field from virtual scratch in the absence of the two Lester-M.G.s, to a skilful second place in the ex-Leonard car, and Lusty was clapped for holding a vast slither at Woodcote in his red " TD."

1st : W. P. Jones (" J2 "), 3 min. 7 sec., won by 17.6 sec., at 58.35 m.p.h.
2nd : F. C. Davis (s/c, " NA "), 0 min. 12 sec.
3rd : D. J. Wheeler (" TC "), 1 min. 29 sec.
Fastest lap : Davis (s/c, " NA "), 76.2 m.p.h.

5-Lap Handicap (A)

This was rather a procession so far as the leaders were concerned, although Annable pipped Spiller for second place one lap from the end. Neither caught Edwards' Healey " Silverstone," but the finish was exceedingly thrilling. Margulies was also well up, cornering his " 105 " Talbot, which wears a Brooklands " can," with great abandon and pronounced understeer, its Dunlop and Goodyear front tyres taking the burden manfully.

1st : J. B. de Edwards (Healey), 1 min. 5 sec., won by 0.4 sec., at 73.34 m.p.h.
2nd : D. F. Annable (Allard), 0 min. 42 sec.
3rd : F. A. Spiller (Healey), 0 min. 57 sec.
Fastest lap : Craig (Jaguar), 81.05 m.p.h.

5-Lap Handicap (B)

Another of the early starters literally ran away here, Treen's latest Riley Nine catching Kehoe's " Brooklands " model. Chevell's imposing silver 4.3-litre Alvis came through to second place from scratch, but Charnock's new Alvis Speed Twenty retired.

1st : C. Treen (Riley), 1 min. 52 sec., won by 1 min. 6.4 sec., at 68.35 m.p.h.
2nd : B. Chevell (Alvis), scratch.
3rd : S. J. Lawrence (Bentley), 0 min. 47 sec.
Fastest lap : Chevell (Alvis), 77.3 m.p.h.

5-Lap Handicap (C)

Again an early starter was the winner, " Mr. Persil " le Strange Metcalfe getting along so well in his tail-finned Fiat Balilla, of Brooklands memory, that he caught Miss Bode's " limit " 1,100-c.c. H.R.G. in the third lap. Quicke, driving well, passed Miss Bode, who was also conducting effectively, in his M.G., on lap four, and in the run-in Heath's blown M.G. Magnette just beat the girl to a place. Constable's M.G. howled its tyres and boiled, Dargue's rather Buckler-like M.G. retired, and Harewood's M.G. was sick.

1st : C. le S. Metcalfe (Fiat), 1 min. 37 sec., won by 10.2 sec., at 67.31 m.p.h.
2nd : D. Quicke (M.G.), 1 min. 17 sec.
3rd : E. H. Heath (M.G.), 1 min. 17 sec.
Fastest lap : Davis (M.G.), 76.4 m.p.h.

5-Lap Handicap (D)

Tony Crook apparently thought he was in the nursery and released toy balloons while waiting to start. After which he did some motor-racing, lapping at 82.6 m.p.h. This brought him through the field, but he could not catch " Twink " Whincop, who was driving stylishly in his recently-assembled Bugatti, which he describes as a " Type 57W " but which is mostly 57S, with four S.U. carburetters. His victory atoned for his wife finishing last in an earlier race in her Type 44. Jack Fairman, taking it easily, he said, because Manfield's " Mille Miglia " Frazer-Nash he was driving was due off to Le Mans afterwards, was horrified to find he had shed a con.-rod and bits of balance-weight through the crankcase.

1st : A. C. Whincop (Bugatti), 1 min. 5 sec., won by 16.8 sec., at 73.87 m.p.h.
2nd : T. A. D. Crook (Frazer-Nash), scratch.
3rd : Lady Mary Grosvenor (Frazer-Nash), 1 min. 10 sec.
Fastest lap : Crook (Frazer-Nash), 82.6 m.p.h.

5-Lap Handicap (E)

Eleventh at the end of lap one, Hawthorn's Riley was eighth next time round, sixth on its third lap, third by lap four, and it caught Wilks' Marauder and Gilbert's H.R.G. on the final circuit, to win its second race of the day. Margulies gave another exhibition of fearless, high-speed cornering and took third place on the run-in.

1st : J. M. Hawthorn (Riley), 0 min. 30 sec. won by 3.4 sec., at 77.47 m.p.h.
2nd : P. M. Wilks (Marauder), 1 min. 37 sec.
3rd : D. Margulies (Talbot), 0 min. 40 sec.
Fastest lap : Hawthorn (Riley), 79.6 m.p.h.

* * *

As a result of this Meeting Crook and Hawthorn are leading for the MOTOR SPORT Brooklands Memorial Trophy and £50 prize, with 13 points each. The other placings are : G. Gale, 10 points ; G. A. Ruddock and F. C. Davies, 7 each ; J. R. Stoop and E Winterbottom 6 each ; D. Margulies and J. B. de Edwards 5 each ; H. Kemp-Place, H. Lester, J. Lyons, A. C. Whincop, C. Treen, R. F. Peacock, J. H. Craig, W. P. Jones, H. J. Wilmshurst and C. le S. Metcalfe 4 each ; B. Chevell, J. I. Bremner, L. Gibbs, P. Tabor, L. Wood, J. E. G. Fairman, D. F. Annable, P. M. Wilks and D. Quicke 3 each ; W. R. Croysdill, S. H. Allard, W. P. U. Constable, R. W. Jacobs, D. Parker, Sir F. H. B. Samuelson, E. P. Scragg, S. J. Lawrence, Lady Mary Grosvenor, F. A. Spiller, J. Goodhew, D. J. Wheeler and E. H. Heath 2 each ; J. C. G. Gilbert, E. W. Cuff-Miller, S. E. Radbourne, M. J. C. Keen, H. A. Michell, G. M. Crozier, Miss Bode, J. H. Bailey, P. Bucknall, E. W. Holt, K. McAlpine and W. H. Murray 1 each. The contest will be decided at the final B.A.R.C. Members' Goodwood Meeting on August 18th.

A LONDON TO LONDON RALLY

The N.W. London M.C. is organising a Rally on September 14th–15th, starting in N. London, going into Wales, embracing altogether some 500 miles, and finishing on the Saturday evening in London. It will be open to standard cars, with a class for " specials," and novices, ladies and team prizes will be awarded. Map reading sections will be included and special tests along the route. Drivers *and* passengers are assured of an enjoyable event and a number of well-known lady drivers (girl-dicers to the lay Press) are expected to compete. Godfrey Imhof is Clerk of the Course. Details from the Hon. Sec. of the Meeting, Mrs. Nina Imhof, Robin Hill, Coombe Hill Road, Kingston-on-Thames, Surrey (Tel. : Malden 5182).

CONTINENTAL NEWS

THE Swiss G.P. held on the Bremgarten circuit at Berne was the first clash between the "works" Alfa-Romeos and Ferraris, and it was clearly seen in the practice periods that neither *equipe* were pulling any punches. The outcome of the race is now history but some of the pre-race efforts are of interest. On the first day of training Alfas fielded four cars, all Type 159, with no major modifications apart from extra fuel tanks, so it was obvious that Ferraris had them worried over the question of losing seconds on pit stops. Fangio, Farina, Sanesi and de Graffenried all practised, most of the time using the same car. As soon as one driver had done his specified number of laps he drew into the pits, tyre pressures, instrument readings and fuel levels were recorded, the race numbers changed and the next driver was off, to cover the same number of laps. Meanwhile one or another of the remaining cars was used by the drivers for learning the course, the guinea pig car being essentially a travelling test-bed for the technicians to check everything. It was all very swift and efficient, with a minimum of three mechanics to each car.

In contrast Ferraris had only one car out, a 4½-litre unsupercharged, driven, in what appeared to be a very nonchalant manner, by Villoresi. There were only two mechanics in attendance and the car was merely driven round and round with little apparent interest being taken. There was a second 4½-litre behind the pits but it was not used, and towards the end of the afternoon Taruffi did a few laps in Villoresi's car, he having been nominated as an additional Ferrari entry. The outcome of this apparent nonchalance was that Villoresi recorded fastest practice time!

Three Lago-Talbots were circulating steadily while the H.W.M. team of Moss and Abecassis were quietly getting on with the job of training for the race. After the withdrawal of the B.R.M. entries it was good to see the H.W.M.s representing this country. The most pro-B.R.M. Englishman present could not help agreeing that "at least H.W.M.s *were at* Berne, even if they had no hope of winning." If only the B.R.M.s had gone to Berne and practised it would have done a lot of good. The continental motor-racing enthusiast goes on sight and sound, not figures and talk, and if the B.R.M.s had gone past the pits a few times on full song and then toured round the difficult parts, as the drivers wouldn't have been *au fait* with the handling, they would have caused a stir. Then, had they been packed up and taken home with the excuse that they were not quite ready for the race, everyone would have been most impressed and not a little worried for the time when they have a real go. As it is no one is worried about "when they come," it is a question of a shrug and "if they come."

Meanwhile, hats are raised all round to the H.W.M.s, especially when they are in front of Ferraris, as at the Formula II race at Genoa. Maybe it was for a few laps only, but they *were* in front and that is what people believe.

On the second day of practice Alfas produced five cars, all labelled 159 on the bulkhead plates, but one car had the new de Dion rear axle layout, still using the transverse leaf spring, but with shorter radius arms and, of course, double-universally-jointed half-shafts. All the team members and Guidotti, the "chef," tried the car as well as practising on the other cars, and again numbers were repainted so rapidly that it was difficult to keep up with the changes. Farina tried a comic crash-hat with a perspex peak about 12 in. long that extended forward almost to the aeroscreen. He soon discarded it, for the wind got under it and nearly broke his neck! It was pretty obvious that the team were beginning to try by the way they went by the start, where there is a long right-hand curve taken full bore from the previous corner, which means about 150 m.p.h. By comparison with Ferraris the Alfas looked rather unsteady and on one lap Farina nearly lost his car, having to lift his foot and taking 250 yards or more to sort it out, before it was straight enough to open up again; all on a 25-30-ft. road at 150 m.p.h.! Ferraris became very serious this day and three 4½-litres were out with Villoresi, Ascari and Taruffi, the first named with the latest version GP50/2. Alberto was obviously off colour and Taruffi was still feeling his way along, but nevertheless the cars were going very rapidly and looked very steady.

All the Talbots were out, entered privately or by various Ecuries, and Gonzales was driving the 1950 "Le Mans" two-seater stripped of its road equipment. This car is the same as the single-seater with the exception of the propellor-shaft, which runs down the centre to a normal rear axle, whereas the single-seater had a transfer train of gears behind the gearbox setting the propellor-shaft on the right of the chassis, driving to an offset differential, the result being that the driver can sit in the centre of the car and remain low. Rudolph Fischer, the Swiss driver, and Peter Whitehead were going steadily in their privately owned Ferraris, the former using an unblown 2½-litre engine and the latter a blown 1½-litre. Both had long chassis cars with four-speed gearboxes and swing axles at the rear, although Fischer's car was slightly shorter in the wheelbase than Whitehead's.

Race day being very wet, Alfas and Ferraris fitted anti-splash shields just behind the front wheels at hub level and extending back to the bulkhead. Alfas had them on both sides, Ferraris on the off side only. While new to G.P. racing the idea is not new, for A. C. Dobson used the same thing on his E.R.A. before the war, "for untidy circuits with lots of loose gravel about," as he put it. On the starting grid, Fangio, Farina and Villoresi were in the front row having recorded the best practice times, in that order. By the size of the two extra tanks in the cockpit of Farina's car he was obviously going to go through non-stop as Ferraris were. Fangio and de Graffenried each had one extra tank on the right of the cockpit, while Sanesi, with the experimental de Dion car, had no extra tanks. So worried were Alfas about fuel consumption that as the cars arrived on the grid after doing a warming-up lap, the tanks were topped up with fuel from large jugs, right up to the last pint. Ferraris sat quietly waiting, with 7-8 m.p.g. up their sleeves. Taruffi, in the third row, had taken over the GP50/2 that Villoresi had used in practice, while "Gigi" had GP50/1 and Ascari the original de Dion 4½-litre.

Taruffi's meteoric drive and Fangio's mastery of the rain, together with the Moss-H.W.M. effort need not be enlarged upon. It was one of the better Grande Epreuves.

* * *

Nurburgring saw the Eifelrennen meeting on June 3rd with International Formula II and III races. The larger class was dominated by German cars, though two of the new Formula II Altas arrived at the last minute. The Veritas team were hard at work in their new factory on the edge of the track and Paul Pietsch was number one driver. The cars now have a five-speed gearbox with central gearchange, the lever being mounted vertically in the centre of the leading edge of the driving seat. The Warren girder frame construction is retained with wishbone i.f.s. on torsion bars and de Dion rear, also on torsion bars, while the single o.h.c. engine is virtually unchanged, stub exhausts being used.

A new German *equipe* was present, the D.A.M.W. team, standing for Deutsches Amt für Material ü Warenprüfung, and they hailed from the Russian zone of Berlin. There was one Formula II car entered and sports versions in the 1,500-c.c. and 2-litre classes. The Formula II model had a 328 B.M.W. engine and axles in a tubular frame with left-hand steering and controls and an offset single-seater body. The nose cowling, bonnet and scuttle hinged forward in one piece as on the DB Aston-Martin and knock-off Rudge type wire wheels were used. Driven by Rosenhammer, the car went quite fast, making fourth fastest time in practice, but in the race had trouble on the first lap, dropping to 15th position. After that it went very quickly and finished seventh.

Fritz Reiss had the neat 328-engined A.F.M.-coil sprung all round, the V8 engine still being temperamental. The old original A.F.M., driven by Hans Stuck, was in the hands of Willy Heeks, and it looked very battered and disreputable, though still fast, finishing third in the race.

Oscar Moore was running with his 1950 H.W.M. and in practice suffered the 1950 trouble of broken stub axles, but went well enough in the race. Gaze and Watson with the new Altas were a welcome sight, and with the impressive entry of English cars in the Formula III race, the two categories were well supported by this country. It only wants our Formula I team to have a go and then English motor-racing will be as strong in International events as it has ever been. While the Altas were not exceptionally fast and the drivers both new to G.P. racing, they impressed by their neat appearance and air of efficiency, the reaction being "Alta? English, eh! very nice." A pity the official H.W.M.s were not present as Nurburgring is a Moss circuit if ever there was one. However, they were gaining laurels on the twisty little circuit at Aix-le-Bain, following which they went to Angouleme to gain more second places.

The Eifelrennen Formula III was dominated by five Coopers, the official three, Ken Wharton and the German driver Toni Kreuz. Emeryson F.W.D.s put up a brave show, but had mechanical bothers. The Cooper team running in line ahead formation in second, third and fourth places behind Ken Wharton was a fine sight.

Formula III Coopers in line ahead formation, Formula II H.W.M.s. in line ahead formation, Formula I . . . ?

* * *

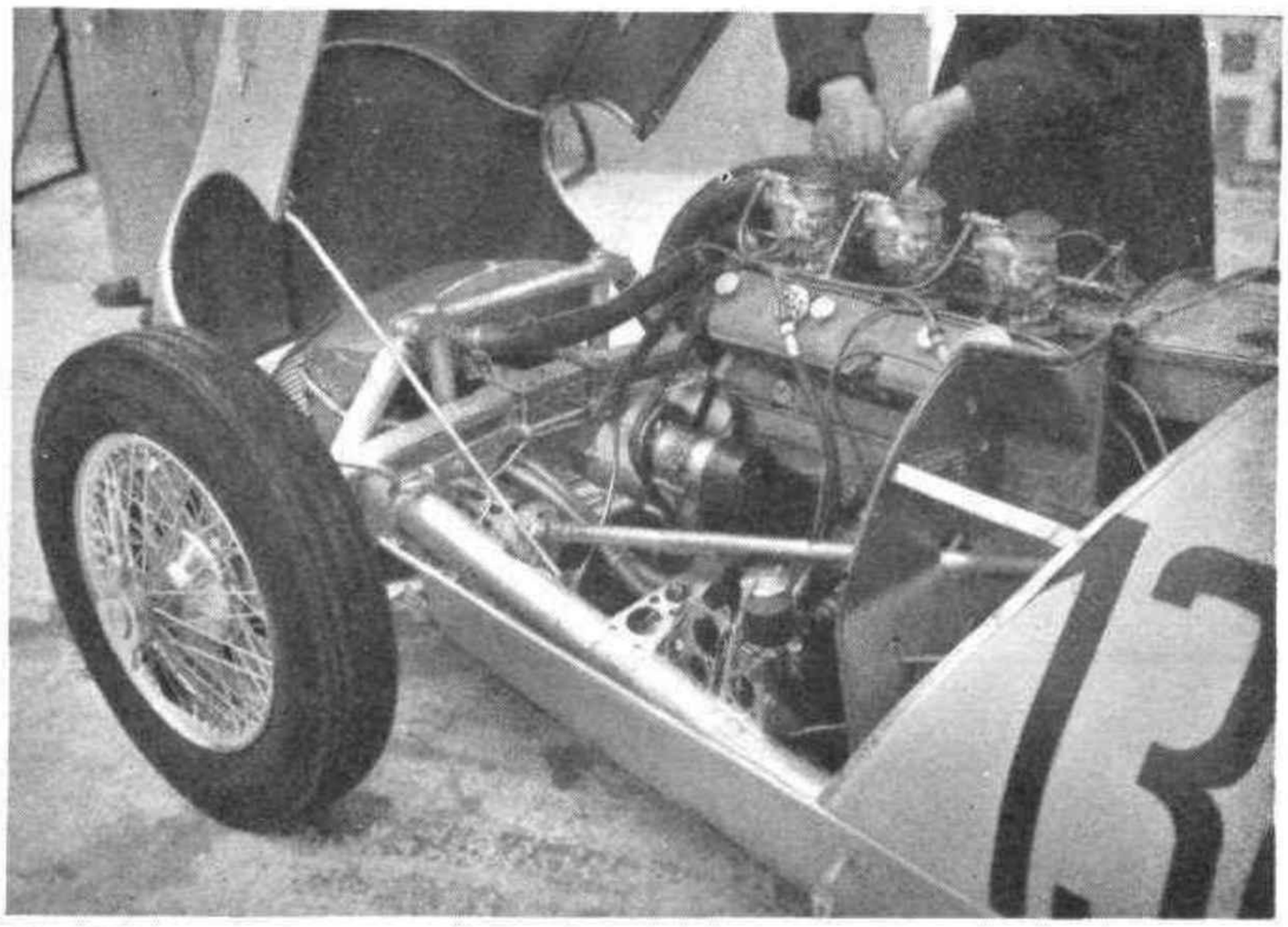
In the Formula II race round the city walls of the ancient French town of Angouleme on June 10th the H.W.M. team were once more to the fore. The two cars entered, driven by Lance Macklin and Louis Chiron finished second and sixth, respectively. While still not quite a match for the Formula II Ferraris, these brilliant English racing cars are now masters of the Gordini-Simcas, as the results below show.

1st: R. Fischer (Ferrari), 1 hr. 28 min. 11.2 sec.; 43.52 m.p.h.
2nd: L. Macklin (H.W.M.), 1 hr. 28 min. 52.1 sec.
3rd: M. Arnaud (D.B.), 1 hr. 28 min. 56.7 sec.
4th: R. Manzon (Simca), 1 lap.
5th: A. Simon (Simca), 2 laps.
6th: L. Chiron (H.W.M.), 3 laps.

* * *

Fighting a lone battle against overwhelming numbers of Ferraris, Stirling Moss gave his usual good account of himself and the H.W.M. car in the Formula II race over 130 miles on the Caracalla circuit in Rome on June 10th.

1st: Raffaeli (Ferrari), 2 hr. 5 min. 42.1 sec.; 61.18 m.p.h.
2nd: I. Bianchetti (Ferrari), 2 hr. 7 min. 2.2 sec.
3rd: G. Marzotto (Ferrari), 2 hr. 8 min. 18.4 sec.
4th: S. Moss (H.W.M.), 1 lap behind.



The highly tuned 328 B.M.W. engine and front suspension of the D.A.M.W. Formula II car seen at Nurburgring and hailing from the Russian zone of Germany.

GRAND PRIX DE BELGIQUE

THE Belgian Grand Prix, run over 36 laps of the magnificent Francorchamps circuit, giving the full 500 kilometres that is usual for a Classic event, was packed full of drama and interest.

After the first practice period, it was clear that all records for the race would be broken, and that the difference between the Alfa-Romeo team and the Ferrari team was not very great. This meant that pit stops would play a vital part in the outcome of the race and this they did to a greater extent than anyone anticipated.

The starting list of thirteen cars made up in quality what it lacked in quantity, with three 159 Alfa-Romeos, three 4½-litre 24-plug Ferraris and seven Talbot-Lagos. Fangio had the latest 159 Alfa with de Dion rear axle, fuel tanks on either side of the driver's legs, another in the top of the scuttle and a long cylindrical one alongside the engine on the off-side, all in addition to the normal fuel tank, giving a capacity of some 70 gallons. Farina and Sanesi had the normal swing-axle 159 cars, the former with a similar tank layout to Fangio's, less the scuttle top tank and the latter with three cockpit tanks. In practice it had been found that tyre wear was excessive, due to the non-skid surface, and Fangio was using 700 by 19 Englebert tyres on the rear against his team mates' 18-in. tyres. The 19-in. wheels were a new type with alloy rims and all the spokes on the inside; in other words the rim was offset to the hub. Ferraris increased their rear tyres to 750 by 17 with 600 by 16 on the front. Ascari, Villoresi and Taruffi all had 24-plug engines with three 46 mm. Weber carburetters and the now standard de Dion axle long chassis. The first two were complete new cars and Taruffi's was the chassis driven by Ascari at Berne. Of the Talbots there was little new, apart from Rosier having a modified air intake and Claes having three S.U. carburetters in place of the original Zeniths. Giraud-Cabantous was driving his ex-Sommer car and the young Belgian André Pilette was driving his newly acquired ex-Grignard car. Other Talbots were driven by Chiron, Levegh and Etancelin.

As is becoming general practice now, Alfa-Romeos did not dominate the starting grid, for Villoresi was in the front row with Fangio and Farina, while second row was occupied by Ascari and Taruffi, Sanesi in the third Alfa being behind with the Talbots. The start was notable for Farina putting his goggles on at the five seconds to go signal, Ascari jumping the start and Sanesi stalling and being left behind. The field almost immediately divided into groups, the first containing the Italians, the second the Talbots of Rosier and Cabantous, with the rest of the field in the third group. After three laps Farina drew away slowly but surely from the rest of his group, reducing his lap time to 4 min. 27 sec. On laps 9 and 10 Fangio opened up and clocked 4 min. 29.9 sec., and 4 min. 22.1 sec., the last being the ultimate lap record, equal to a speed of 120.44 m.p.h. This brought him very close to Farina who was about due for his first pit stop, but at the end of lap 12 when everyone was ready in the pit Farina went straight by and didn't come in until the end of the 14th lap. In under one minute he had been refuelled and new rear wheels and was away with Fangio now in the lead. One more lap and the Argentine came in for the same treatment, but then pandemonium broke out for the near-side rear wheel would not come off the hub. A spoke head had got behind the splines and no amount of levering or banging would move it. Six and a half minutes had ticked by before the complete wheel, hub and brake drum were removed from the half-shaft and still the hub could not be levered out. Meanwhile everyone had gone by and all hopes of regaining the lead were gone for Fangio.

A more wonderful display of calmness you could not wish for, he just stood by while the mechanics poured sweat, and occasionally busied himself cleaning his goggles or the windscreen, all quite unmoved outwardly. Eventually the struggle to dislodge the hub was given up and in under three minutes the tyre was removed from the rim, a new one fitted and inflated and work commenced to replace the whole unit. Some 14½ minutes after he stopped Fangio drove off to accompanying cheers, all hope of a win gone, or even a place, and with the knowledge that he could not stop again for tyres but would have to drive steadily through to finish.

Farina was now unassailable and Villoresi and Ascari ran steadily in third and second place, respectively. Meanwhile Sanesi's radiator had burst and Taruffi was stopped out on the circuit. Rosier was by far the fastest of the Talbots, though not fast enough to challenge the Italians, even though he was going through non-stop. At 16 laps Ascari refuelled and changed rear wheels as did Villoresi after lap 19, the Ferrari pit work being surprisingly rapid. After 21 laps "Gigi" paused for an incredibly short space of time while the front off-side wheel was changed and after 25 laps Farina made his second routine stop for fuel and tyres and was away in under ¾ of a minute but had sufficient in hand over the two Ferraris to be able to slow up towards the end of the 36th lap. All three finished on the same lap while Rosier was two laps in the rear in fourth position. The Frenchman's ability to put up a polished and regular drive goes without saying, but the young Belgian driver, Pilette, impressed everyone by coming home sixth after a similar steady and polished drive, in his first G.P. event.

In the opening stages, while Alfas had full tanks, the Ferraris appeared capable of holding them, but as the 159's load lightened they drew away, sufficient to be able to make two pit stops against Ascari's one. However, the gap between the two limits of the present Formula is definitely closing.

Results (36 laps, 316 miles):

1st: G. Farina (Alfa-Romeo 159), 2 hr. 45 min. 46 sec., 114.25 m.p.h.; 2nd: A. Ascari (Ferrari 4½-litre un-s/c), 2 hr. 48 min. 37 sec., 112.32 m.p.h.; 3rd: L. Villoresi (Ferrari 4½-litre un-s/c), 2 hr. 50 min., 111.32 m.p.h.; 4th: L. Rosier (Talbot 4½-litre un-s/c), 2 laps behind; 5th: Y. G. Cabantous (Talbot 4½-litre un-s/c), 2 laps behind; 6th: A. Pilette (Talbot 4½-litre un-s/c), 3 laps behind; 7th: J. Claes (Talbot 4½-litre un-s/c), 3 laps behind; 8th: P. Levegh (Talbot 4½-litre un-s/c), 4 laps behind; 9th: J. M. Fangio (Alfa-Romeo 159), 4 laps behind.

Fastest lap: J. M. Fangio (Alfa-Romeo) 10th lap in 4 min. 22.1 sec., 120.44 m.p.h.

Retired: Etancelin (Talbot), first lap; Taruffi (Ferrari), ninth lap; Sanesi (Alfa-Romeo), 12th lap; Chiron (Talbot), 29th lap.

LUCAS

LE MANS 24 HOURS

1st
JAGUAR
(P. WALKER and P. WHITEHEAD)
New Records—Distance Covered 2,243.9 miles. Average Speed 93.49 m.p.h.

3rd
ASTON MARTIN (L. MACKLIN and E. THOMPSON)
Aston Martin Team Prize

1st 1,500-c.c. CLASS
JOWETT JUPITER (M. BECQUART and G. WILKINS)

(Subject to official confirmation)

JOSEPH LUCAS LTD · BIRMINGHAM · ENGLAND

THREE INTERESTING ALVIS CARS

ALVIS cars, from the advent of the original "10/30" in 1920, have always had a fine reputation, and much interest still exists in the pre-war models. The writer has owned five "12/50"s, a "12/60," and a "14/75," and this make therefore finds a particularly soft spot in his heart.

Last year MOTOR SPORT described in some detail the special 1934 Speed Twenty of K. Smith and Peter Waring's modified 1932 Speed Twenty, today owned and raced by G. Worsley. Reacquaintance with the make was made recently during a visit to Michael M. B. May's home in Surrey. Standing in his coachhouse were his famous green "racer," an early Silver Eagle fabric tourer in process of being rebuilt, and his present means of "gentlemanly" transport, a 1940 3½-litre Speed Twenty-Five Charlesworth saloon.

Desiring to visit the flying club where he keeps his Auster and noticing our covetous glances at the first-named car, Michael elected to use this for the run. It will be recalled as one of the 1930 "Double Twelve" 2-litre Silver Eagles, into which a 2½-litre triple-S.U. engine was afterwards installed, and the brakes converted to Lockheed actuation.

On the run in question May bewailed the reluctance of the engine to "rev." the petrol/benzole brew being decidedly stale. But there was no denying the "real motor car" appeal of this Alvis. The body, largely the "Double Twelve" original, is narrow, but comfortable. Visibility from the high bucket seats is all of 100 per cent., yet a tall screen adds real comfort to the dice. The long outside hand brake, accessible inside r.h. gear-lever and cord-bound wheel were noted with approval, and in gear noise and engine bark the old green Alvis is the "real thing" all right! Stripped it has lapped Brooklands at 113.97 m.p.h. and the Campbell circuit at 65.82 m.p.h., and technical details were given in MOTOR SPORT for June, 1941. In road guise it does just about the "century."

To provide striking contrast May next suggested a drive to Newlands Corner *in his newly-acquired Speed 25 saloon.* This spacious car is very fully equipped, with Telecontrol of the shock-absorbers, one-shot chassis lubrication, heater, radio, wind-screen squirts, etc. There is a useful dashboard stowage compartment, speedometer and rev.-counter are at opposite ends of the facia panel, incidentally, and both wings are easily visible from the driver's seat. Many components of this comparatively recent Alvis are interchangeable with those of May's Silver Eagle and the r.h. handbrake lever is like that of a "12/70," or "12/50" for that matter! A slender central lever, however, changes gear in the big all-synchromesh box, the action very pleasant and road-holding, aided by i.f.s., with a massive transverse leaf spring, is of a high order; 65 m.p.h. came up as a matter of course along any bit of straight road, the steering was light, the brakes reassuring and, as its owner observed, this car seems a very good proposition, providing almost all the performance and comfort of 1951 cars costing nearly five times as much. The only snag was a fuel consumption of about 11 m.p.g., but May had not then had time to tune the triple S.U.s.

The next Alvis we sought out was the exciting-looking 4.3-litre raced by B. Chevell. He not only proved very willing to lay it bare for us, but drove the writer 30 miles home afterwards. That run was truly exhilarating. There is the sense of being in a big car, one, indeed, rather reminiscent of a Brooklands outer-circuit machine, yet as the weight is only one ton dry and some 150 b.h.p. is available, acceleration is of truly "hit-you-in-the back" variety and, up to 90 m.p.h. at all events, leaves behind XK 120 Jaguars. The view over the lengthy bonnet, with its raised air-scoop, is superb, both front *wheels*, as well as the substantially-stayed fixed cycle-wings, being visible. The non-i.f.s. suspension provides an excellent balance of flat-ride and comfort, *the cable brakes really pull the car up, the* clutch needs care in engagement, but the all-synchro gearbox is a treat, and when the throttle is opened real animal-power is unleashed, accompanied by a most raucous exhaust note—yes, exhilarating!

Chevell bought this Alvis, then a Speed Twenty, as an ex-farm hack in 1946. It was stripped, the frame cut to 9 ft.-wheelbase and a new underslung back-end fabricated and welded-on and the engine moved back 12 in. The compression-ratio was raised to 8.5 to 1 by removing the compression-plates and milling the head, four water leads were taken to the head to provide additional cooling, that in the block being static, and a Borg and Beck clutch with a positive-action clutch-brake was *fitted. A Sunbeam Twenty steering box was* deemed an improvement on the original box.

An imposing one-piece two-seater body was hand-beaten in unpainted 18-gauge alloy, the sole framework for the panels being a tubular scuttle rail, as on the "J2" Allard, a 16-gauge engine bulkhead and a double wall behind the seats. Body and wings can be removed in 25 minutes, leaving all services, including the individual lamp-circuits, intact on the chassis. Gallay made a special radiator to blend with the body lines. A 22-gallon fuel tank is carried at the rear, feed being by twin electric pumps on the engine bulkhead. Two 6v. batteries live under the seats, and there is a full-length undertray.

Chevell started racing the car in 1949, and towards the end of the season triple d.d. Solex carburetters were fitted, on beautifully-contrived manifolds, together with an easy-flow exhaust system, a smaller ex-Hornet dynamo, a water-pump from a Rolls-Royce aero-engine and Firefly coil ignition in place of the previous dual ignition. Oil pressure was increased by "splicing on" a second oil pump below the original. The ½-elliptic rear springs were replaced by ¼-elliptics, which materially improved rear wheel adhesion due to a happier sprung/unsprung weight ratio. This was felt to be desirable following a *pirouette* at the Blandford Hill-Climb! The springs are Talbot 105, minus five leaves each, anchored on a wide spring base adjacent to a tubular cross-member which offsets the tendency of the rather thin side-members to flex under suspension *loads. The wheelbase was retained at 9 ft.*

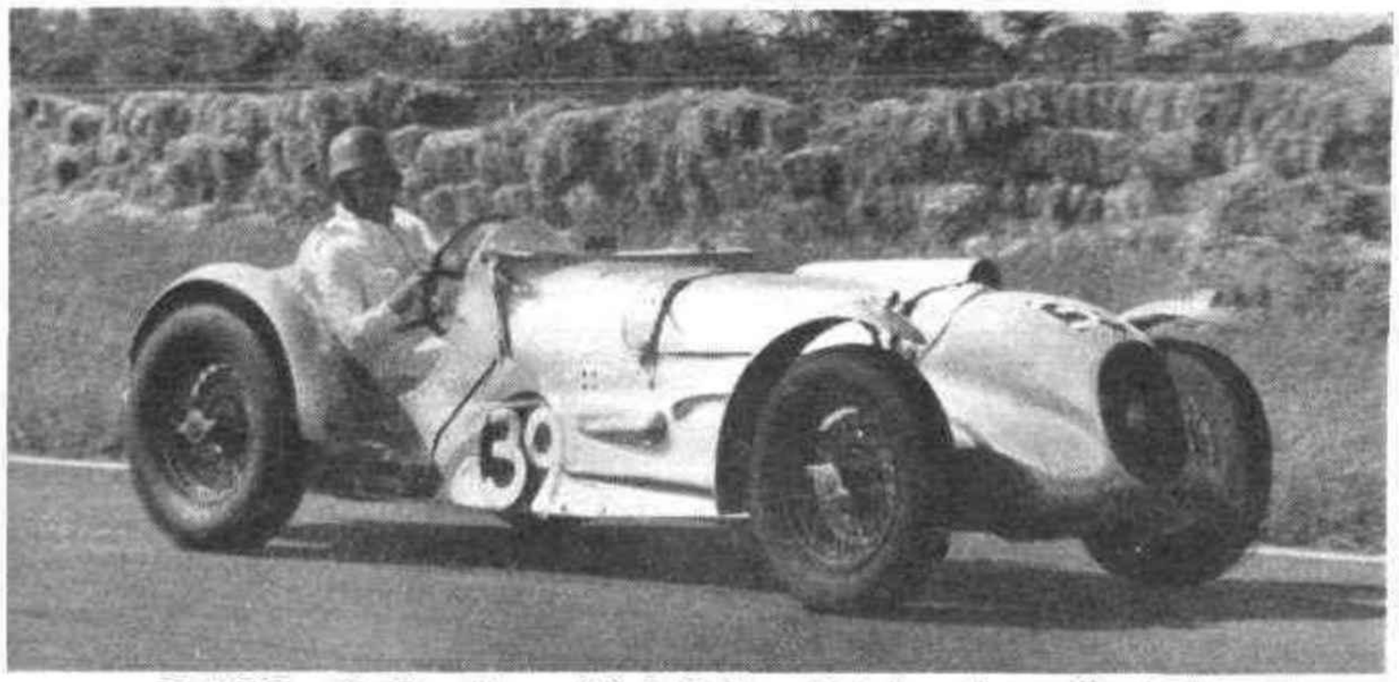
The wheels were converted to 18 in. and the axle-ratio raised to 4.1 to 1, using a Speed Twenty-Five crown and pinion, which necessitated boring out the Speed Twenty nose-piece 3.8 mm.

The Alvis was raced in this form until July, 1950, after which Chevell acquired a 4.3-litre Alvis engine from an R.A.F. armoured car, many of which apparently went to Russia. This has the same dimensions (92 by 110 mm., 4,387 c.c.) as the car engine, and dry-sump lubrication by triple pump. Triple Solex d.d. carburetters and the R-R water pump, with a six-branch feed to the head, were fitted, the head milled to give a compression-ratio of 8.25 to 1, an all-synchro Silver Crest unit gearbox adapted to this engine, together with a special multi-plate clutch and an 11 in. dia. flywheel, and it was then mounted in the chassis, lower than the Speed Twenty unit. (There had been a plot to build an all-independent, short, light chassis for it, but time proved the enemy.) The crankshaft damper is dispensed with and a new Hardy Spicer propeller shaft was installed, running uphill to the axle. The old dynamo is retained, mounted forward, an exhaust system with "bunches of bananas" manifolds *and dual tail pipes with Burgess-type silencers* was made up, the frame boxed-in for a quarter of its length at the front and the steering-ratio raised, on the advice of John Heath, from one-turn to 1¾-turns lock-to-lock, by milling from the solid a shorter drop-arm. Oil is carried in a three-gallon Gallay tank beneath the passenger's seat. The starter is 2-litre Lagonda, facing forward on to the flywheel ring. The camshaft, standard, gives an overlap of 30°.

To suit the 4.3 engine a 3.8 to 1 axle ratio from a 4.3 tourer is used. With 7.00-18 rear tyres this represents 24.6 m.p.h. per 1,000 r.p.m. in top, and 4,500 r.p.m. have been reached on this ratio, so that the Alvis is capable of a genuine maximum of over 110 m.p.h. Road-equipped, over 4,000 r.p.m. is attainable, or approximately 100 m.p.h. The engine runs happily on straight Pool, giving 16-17 m.p.g. on the road, and in this form made fastest sports-car time at Gosport, beating Gale's Darracq. Third gear gives a maximum of about 80 m.p.h. and, with a dry weight of one ton and very low head resistance, the acceleration is immense, right from crawling gaits onwards. In sober fact, a s.s. quarter-mile occupies 15.85 sec. and the best Goodwood lap to date is 77.8 m.p.h.; 5.25-18 Dunlop tyres are used at the front, Dunlop Racing at the back. The shock-absorbers are PV 6 Luvax-Girling at the front, mounted to take brake torque, Armstrong piston-type from a Ford 10 cwt. van at the back. Esso fuel, Lodge plugs and Sternol oil are Chevell's favourites. The brakes are standard Alvis, drums lightened by drilling 18 ¾ in.-holes in them, and the wheel rims are drilled to obviate tyre creep. Cool air is taken to the carburetters by a scoop, but as the float chambers have not been balanced, this is normally blanked-off. Thrust races have been substituted for the king-pin thrust washers.

The steering wheel is quickly detachable, the instruments, including a Smith's rev.-counter driven from the side of the engine *via* the camshaft, are on a mottled alloy panel before the driver and water temperature is normally about 75° C., rising only in traffic blocks, the Gallay radiator designed for the Speed Twenty doing a good job for the 4.3! Oil pressure is around 20 lb./sq. in. and an oil-cooler may be incorporated later.

Chevell, a family man, whose wife enthuses over the Alvis, built the car as relaxation from running a garage business. It is very definitely a sports-car to be proud of!—W. B.



RAPID.—B. Chevell's modified 4.3-litre Alvis in action at Goodwood.

Moss Wins B.R.D.C. Empire Trophy Race Magnificently for Frazer-Nash

Parnell (Maserati) and Dunham (Alvis) the other I.O.M. Winners

THIS year's I.O.M. British Empire Trophy Race of the B.R.D.C. was a sports-car race, another in the round of these interesting contests that we shall summarise at season's end. The small cars were given four credit laps and it looked as if no one could catch Griffiths in a Lester-M.G. Alas, with the chequered flag round the corner, the engine, which for some unaccountable reason had been losing oil, seized-up, causing Griffiths to spin. Moss, who drove a magnificent race, sailed by in the "Le Mans" Frazer-Nash to win both handicap and scratch categories. He actually lapped Bob Gerard, who was second in a sister car, Bob having been delayed a bit, early in the race, in picking his way past a five-car crash. Stirling Moss has certainly assisted in elevating the Frazer-Nash reputation to a very high pinnacle.

Parnell won a very non-competitive Castleton Trophy, and Dunham, his old Alvis as happy in his hands on this difficult 3.88-mile Douglas road circuit as it was in his father's on Brooklands before the war, took the up-to-2½-litre Manx Cup Race in its easy and very regular stride—nice to see an Alvis victorious again.

* * *

Interest in the I.O.M. on June 14th centred mainly on the Empire Trophy race, for the Manx Cup was left with only 14 starters, the Castletown Trophy sub-division of it with only four, reduced to three runners after a lap. In practice, Allard had lost a wheel but held his car, Gale had put the Rob Walker Delahaye through a fantastically narrow gate by way of escape from hard objects when mist obliterated the course, Moss' H.W.M. wasn't ready and Brandon had trouble with the J.A.P. engine of his Cooper 1,100 which was tipped a likely winner on the boat coming over.

* * *

As the starting lights flashed their message to the waiting drivers for the Manx/Castletown Trophy races the latter was further reduced in interest because David Murray, colours confused for him by his dark goggles, jumped the start, was flagged in at the end of the pits to let the whole field go by, but was still, so commentator Rodney Walkerley told us over the Colebourn loud-speakers, likely to be penalised a lap in addition. This was a pity, because Murray drove one of his best races to date in the Wilkinson-prepared 4CLT Maserati, keeping right on the tail of Reg. Parnell's similar Maserati, and setting fastest lap at 72.35 m.p.h. As Ashmore's E.R.A. retired with a fractured brake cam lever on the first lap and John Green's Maserati, Miles Martin's car, very soon afterwards with a broken piston, only Murray remained to harass Parnell and his false start spoilt what could have been an interesting issue. Moreover, Murray overdid it at Nursery corner and Reg. very neatly came by—to win the Castletown Trophy race at 70.04 m.p.h., 1 min. 26 sec. ahead of his adversary.

The Manx Cup was more interesting, although the field became very straggly towards the end.

Bill Aston, driving his Cooper 1,100 very ably in third place on the road behind the two Castletown Maseratis, built up a 17-sec. lead on Dunham's Speed Twenty-engined "12/70" Alvis after three laps, having done his second lap at 69.47 m.p.h. (Parnell's *standing* lap was done at an identical speed, *his* second lap at 71.61 m.p.h.). This continued for eight laps, Aston steadily drawing ahead, when, alas, he was reported walking in—a little-end seems to have let him down. This placed Dunham first and for his succeeding seven laps he varied not by so much as a second from a lap speed of 3 min. 30 sec. (66.5 m.p.h.). Meyer's 1950-type two-seater H.W.M., not sounding entirely happy, was second, Webb's aluminium-bodied Turner, which has one of the McEvoy-Pomeroy twim-cam heads on its blown 1,087-c.c. M.G. Magnette engine, and independent suspension all round, third.

Behind, trouble was rife. Jacobs, in his latest M.G., called at his pit after one lap, as did Eric Brandon. Later Brandon retired with, they said, a broken gear-lever. Kelly's I.R.A. and Ruddock in the Peter Clark Lea-Francis, *nee* Vanguard-H.R.G., both needed fresh plugs, and although Ruddock continued, oil issuing from each of his car's long exhaust pipes, he was later delayed by loss of top gear, although he gamely continued in third, as did Kelly in the now very sick I.R.A. The usually fleet Rileys of Richards and and Shillito both suffered plug maladies, Simpson's Healey "Silverstone" spun round at the difficult Parkfield right-hand blind corner and Lund's 1,670-c.c. Lea-Francis needed a plug change that cost it 2½ minutes in its pit, only to have a water hose collapse later in the race.

So this rather pitiful race ran on, livened only by Dunham's splendidly consistent driving in his "outer-circuit" Alvis and the pleasure of seeing an H.W.M. in second place.

MANX CUP RACE:

1st: C. G. H. F. Dunham (Alvis), 63 min. 19 sec., 66.16 m.p.h.; 18 laps completed.
2nd: T. M. Meyer (H.W.M.), 64 min. 35 sec., 64.87 m.p.h.; 18 laps completed.
3rd: J. H. Webb (Turner, s/c.), 63 min. 36 sec., 62.21 m.p.h.; 17 laps completed.
4th: G. S. Shillito (Riley), 63 min. 44 sec., 62.08 m.p.h.; 17 laps completed.
5th: R. J. Simpson (Healey), 65 min. 27 sec., 60.45 m.p.h.; 17 laps completed.
6th: E. C. Stapleton (Aston-Martin), 65 min. 59 sec., 56.44 m.p.h.; 16 laps completed.
7th: H. A. Richards (Riley), 69 min. 31 sec., 50.22 m.p.h.; 15 laps completed.
8th: J. Kelly (I.R.A.), 65 min. 50 sec., 49.49 m.p.h.; 14 laps completed.

CASTLETOWN TROPHY:

1st: Reg. Parnell (Maserati, s/c.), 59 min. 49 sec., 70.04 m.p.h.; 18 laps completed.
2nd: David Murray (Maserati, s/c.), 61 min. 15 sec., 64.60 m.p.h.; 17 laps completed.

The British Empire Trophy Sports car race, over 136 miles, promised better fare, although no XK 120 Jaguars were running, those of Binns and Moore being posted non-starters. The 1½-litre cars were thought to have a fine chance, with four credit laps, whereas the 1½–3-litre cars received one only, bigger cars being on scratch.

Stirling Moss led from the start, handling his Frazer-Nash beautifully and without apparent effort, although fully conscious that he had to go very fast indeed to wash out the three-lap advantage of the smaller fry.

Unfortunately, two accidents assisted in altering the complexion of the race. Right at the start Gale, driving Rob Walker's beautiful 3½-litre Delahaye, felt himself smote in the rear and, spinning under the impact, rammed the radiator cowl against a gateway, to its considerable detriment. He wasn't aware what had hit him—answer, Hill's Healey "Silverstone." Gale leapt out, levered the battered off-side rear helmet wing clear of the tyre, and continued. But the blue French car had brakes inadequate to making up the time lost, and at the end the oil pressure fell away and the water boiled furiously.

Then, at Grange corner, near Nursery corner, Sidney Allard's Cadillac-Allard skidded, was rammed by D. A. Clarke's Frazer-Nash, these two blocking the road. Pitt, limping along on a flat tyre, sought to go through a gap, when W. H. Murray's Frazer-Nash came on the scene, and literally flew over the wreckage, involving Pitt's car. A wheel of Murray's car actually ran up Pitt's back, tearing his shirt and denting his helmet, yet he merely suffered a bruise on the back of his head. Peter Collins' Allard also hit the wreckage and Gerard, hard in pursuit of Moss, and other drivers, were delayed by much yellow flag waving. Only Clarke was taken to hospital, with head injuries, but all five cars were out of the race.

The order on the road was Moss, Gerard, Culpan (Frazer-Nashes) but on handicap Griffiths had a big lead in the 1½-litre Lester-M.G., followed by "Joy 500," Leonard's very pretty all-enveloping Cooper-M.G., Reece's more normal Cooper-M.G., Lund's "TD" M.G. Midget and Jacob's M.G. Later Leonard fell back to fourth place, behind Griffiths, Reece and Lund. Moss pulled out 66.5 m.p.h. on his third lap.

Mayers couldn't find the required revs. on *his* 1½-litre Lester-M.G., due to an un-pinned magneto lead, and the exhaust pipe had fallen off and doubled back on to the road. Nevertheless, impressively noisy, Jim worked up to fourth

place on handicap after 20 laps, Moss then 13 sec. behind him and 6 min. 27 sec. behind the leading Lester-M.G., so that Griffiths, his car going impeccably it seemed, looked unassailably the winner.

Griffiths was lapping at 62.9 m.p.h., holding this speed for three consecutive laps, and Moss had increased to 67.45 m.p.h., then to 68.12 m.p.h., and was visibly washing out his handicap. W. H. Robinson's ugly Jowett Jupiter saloon, its coachwork surely designed, said a wag in the crowd, by a relation of Heath Robinson, seized its engine and raced no more. Jacob's M.G. retired with piston trouble. Reg. Parnell broke the gear-shift lever of his not-so-slow Nash-Healey, and Lund's M.G. lost 30 seconds refuelling. Whitehouse's Aston-Martin DB II suffered from clutch slip and George Abecassis, afterwards flown home in David Brown's D.H. Dove, driving Rob Walker's brand new DB II, bent the front of that motor car appreciably at Nursery Corner during a spell of brake-fade, which, as he bedded-in the Mintex linings, later became less troublesome.

Moss, pulling out a lap at 68.78 m.p.h., climbed to third place, then to second on handicap, but at 30 laps, with five to go, needed 3 min. 42 sec. to close with the Lester-M.G.

Whitehouse had succumbed to his clutch trouble, Dave's diminutive Dyna-Panhard saloon toured round very sick, driver eating a gasper, and although Curtis was third on the road in his blue Ardun-Allard, Culpan obviously now sadly lacking anchorage in his "original" "Le Mans" Frazer-Nash which hit something in consequence, on handicap Reece's Cooper-M.G. held third place, Bob Gerard's Frazer-Nash was fourth, Lund's "TD" M.G. fifth.

Then, as everyone was declaring the race virtually over poor Griffiths felt the Lester-M.G.'s engine, which throughout the race had been using up its oil at a great rate, go solid and this put the car into a spin on a corner, from which it proved reluctant to re-start. So once again, deservedly so, much honour and prize money went to Moss, modest in spite of it, as his Frazer-Nash, going as well as on lap I, was flagged in, the ghost of the green Lester-M.G. beside it.

BRITISH EMPIRE TROPHY RACE:

1st: Stirling Moss (Frazer-Nash), 1 hr. 57 min. 38 sec., 67.27 m.p.h.; 35 laps completed.
2nd: F. R. Gerard (Frazer-Nash), 2 hr. 1 min. 2 sec., 65.38 m.p.h.; 35 laps completed.
3rd: J. G. Reece (Cooper), 1 hr. 58 min. 40 sec., 58.84 m.p.h.; 34 laps completed.
4th: Ted Lund (M.G.), 1 hr. 59 min. 39 sec., 58.36 m.p.h.; 34 laps completed.
5th: R. F. Peacock (Frazer-Nash), 1 hr. 59 min. 10 sec., 62.50 m.p.h.; 33 laps completed.
6th: F. G. Curtis (Allard), 1 hr. 58 min. 10 sec., 63.03 m.p.h.; 32 laps completed.
7th: M. J. Pople (M.G.), 1 hr. 59 min. 12 sec., 54.67 m.p.h.; 32 laps completed.
8th: N. R. Culpan (Frazer-Nash), 2 hr. 1 min. 3 sec., 53.83 m.p.h.; 32 laps completed.
9th: J. T. K. Line (M.G.), 2 hr. 1 min. 15 sec.; 53.75 m.p.h.; 32 laps completed.
10th: P. Scott Russell (Allard), 1 hr. 58 min. 46 sec., 60.75 m.p.h.; 31 laps completed.
11th: G. Abecassis (Aston-Martin), 2 hr. 1 min. 14 sec., 57.59 m.p.h.; 31 laps completed.
12th: L. Leonard (Cooper), 1 hr. 59 min. 5 sec., 50.81 m.p.h.; 30 laps completed.
13th: G. Gale (Delahaye), 1 hr. 59 min. 31 sec., 54.53 m.p.h.; 28 laps completed.
14th: "Dave" (Dyna-Panhard).

Fastest lap: Stirling Moss (Frazer-Nash), on his 24th lap, in 3 min. 23 sec., equals 68.78 m.p.h.

BREVITIES

Dunham's Alvis was assisted in its regularity by Castrol oil, Esso fuel, Girling shock-absorbers, Dunlop wheels and tyres, and Ferodo brake linings. Moss was aided in his prowess by Esso fuel, Ferodo brake linings, Lucas ignition, and Dunlop wheels and tyres.

* * *

The I.O.M. is rather a remarkable place. Apart from its police with sticks, horse trams and racing cars allowed to mingle with the traffic on the prom., it closes its roads by Act of Parliament and can fine anyone who trespasses thereon up to £20.

* * *

Geoff. Duke did a job for the B.R.D.C. as a flag-marshal, which we thought a nice gesture. He seemed variously to use an XK 120 Jaguar and an Austin A90 in Douglas.

* * *

Poor Rob Walker flew over to spectate, only to see Abecassis bend his new DB II Aston-Martin, Gale suffer dents in the Delahaye.

THE SUNBEAM-TALBOT "90"—AN EXCELLENT ALL-ROUNDER

"YOU'RE not going off without putting some water in?" The voice was that of a driver who had just brought the Press Sunbeam-Talbot down from Coventry to Devonshire House for me to take away and do with what I would. "It's a hot day," he added by way of explanation, as I waved aside the idea of then and there raising the shapely bonnet and seeking water can and taps in Stratton Street.

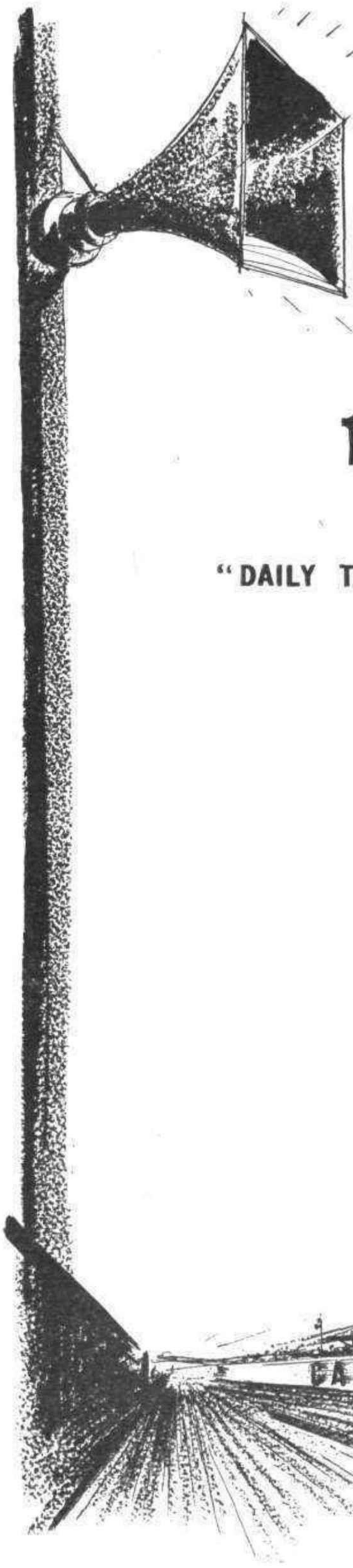
Every so often the fortunate Pressman receives this summons to Devonshire House to road-test one of the Rootes Group products. On this particular occasion, and the first in my considerable experience of answering this pleasant call, no car was awaiting me at the time appointed. It transpired that a driver had been taken ill as he was leaving the factory and another had had to be found to replace him. This was really a blessing in disguise, for some very charming and fashionable young ladies occupy the vast block known as Devonshire House . . . Outside in Piccadilly the London police dislike stationary cars, so formerly I have been whisked in, given a key, a catalogue and an insurance certificate, and briskly escorted out again to the waiting vehicle. But on this occasion . . . which also explains why the delivery man had hurried and now had this pang of remorse about the water level.

As a matter of fact there are other matters of interest inside this impeccably appointed and staffed West End distribution centre of the Rootes Group. Motor owners from all over the world call there to enquire about exports, inspect the newest models and order spare parts. These sleek male and female automatons who calmly comply with almost any request in any language are Rootes' link with their hundreds of thousands of customers in the immense export business they have established for the advancement of British Trade.

To go outside again to the Sunbeam-Talbot 90 Mk II—the 80 is no longer listed—two impressions arose immediately. First, that this is one of the most handsome of the modern British cars. Second, that even though the unfortunate malaise of the unhappy man in Ryton-on-Dunsmore had made me later in leaving the thrumming Metropolis than I had intended, this really didn't matter very much, for few cars are more adept at restoring the ruffled to their ease than the Sunbeam-Talbot.

So far as appearance is concerned, I do not know who should take the credit for the shapely, well-blended lines of this car and I do not suppose Rootes would pin it down to one man for me. But certainly I and lots of my friends like those lines, and particularly in the metallic blue finish of this Sports Saloon I was to try. On the subject of easy motoring, various factors in combination provide for this in the case of the S.T. 90 (which abbreviation plants me right back in my schooldays, when I was something of a radio fan and knew most of the "S-T" circuits by heart!). There is a willing pick-up provided by the big, long-stroke 81 by 110 mm., 2,267-c.c. push-rod o.h.v. four-cylinder engine, which pours out 70 b.h.p. at 4,000 r.p.m. There are the good visibility, spoilt a little, however, by the big, low-set mirror, and the very sensibly-placed controls. There is the quite nice steering-column gear-shift for changing cogs in the very quiet gearbox. The Lockheed 2LS brakes work well by little more than resting a foot on the pedal. The coil-spring i.f.s. and half-elliptic back springs, Armstrong damped, make the ride inordinately comfortable. The seats are lushly upholstered and there is an elaborate heater to pour warm air over you if you are as foolish as I was and visit a South Coast resort in June; also an excellent H.M.V.

continued on page 327



CASTROL WINS

MANX CUP RACE

1st C. G. H. F. DUNHAM (ALVIS)

at 66.16 m.p.h.

★

"DAILY TELEGRAPH" INTERNATIONAL TROPHY RACE

BRANDS HATCH

23rd June

1st D. H. R. GRAY (COOPER)

at 63.49 m.p.h.

2nd J. N. COOPER (COOPER)

★

R.A.C. RALLY

OVER 1,500-c.c. OPEN CARS

1st IAN APPLEYARD (JAGUAR)

UNDER 1,500-c.c. CLOSED CARS

1st JACK READINGS (M.G.)

CASTROL THE MASTERPIECE IN OILS

CHAIN CHATTER

by "CARROZZINO"

AT the spring conference of the F.I.M., held in Stockholm, sixteen countries were represented and the position of the new President of the Federation went, by vote, to Monsieur A. Perouse, of the French Federation. Italy's Johnny Lurani, well known wherever internal-combustion engine sport takes place, was elected fifth Vice-President of the F.I.M. Lurani is undoubtedly one of the more active members of the International world, and immediately after the Congress had finished he flew to Berne to officiate at the Swiss G.P.

Among the points arising from the Congress were an attempt to sort out the 1952 World Championship calendar, and various technical matters concerning road-racing machines. So far this season there have been two grumbles about the calendar, first the Spanish G.P. happened before everyone was ready, or so the English manufacturers said, and secondly the Swiss G.P. clashed with the long T.T. practice period. The latter point was alleviated somewhat by the Swiss organisers providing air transport, immediately after the Berne races finished, to fly those people and machines intended in the T.T. direct to the I.O.M. The provisional 1952 calendar attempts to sort out this problem and the first "classic" event is on May 11th, 1952, in Spain, so there can be no excuse for anyone not being ready in time; ten months' notice of an event should be enough for anyone, even the English! Another date problem that is almost impossible to solve is the clashing of a motor-cycle "classic" with a motor-car "classic," as is happening on the day these notes appear, July 1st being the date for the G.P. d'Europe for cars at Rheims, and the Belgian G.P. for motor-cycles. While this sort of clash is not serious it does cause difficulties behind the scenes, an example of which is the case of the Ferodo Service Van, that wonderful travelling workshop that does its utmost to stop, literally, the fastest cars and motor-cycles. Which racing fraternity is going to have the benefit of its services is not known at the time of writing, but someone is going to be unlucky. Just one of those things that the average racing follower is not affected by, but which is very important to competitors. An important new regulation brought out by the Spring Congress is the limitation on the amount of streamlining allowed on road-racing machines. A regrettable limitation to design, but a very practical and necessary one, nevertheless. Anyone who was at Monza last year for the practice periods where some pretty devilish devices were tried out in an endeavour to cheat the wind, will agree that ease of entry on to the machine is a must for a mass-start race, while, similarly, a reasonable limit on projections fore and aft is a very practical regulation. The 1951 International Six Days Trial being organised by Italy is to be based at Varese, and no doubt a set of road-racing tyres and gear-ratios will be of undoubted value to competitors if the sporting Italians are allowed a free hand over the question schedule speeds.

* * *

That the T.T. races for 350 c.c. and 500 c.c. machines were sweeping successes for the English is no more surprising or meritorious than the Italian "sweep" in the 125 c.c. and 250 c.c. classes, but what was impressive was the individual performances which were wonderful demonstrations of what we can do. Geoff Duke's prowess, so obviously greater than anyone of the present age, goes without saying, while it was nice to see Tommy Wood give such an impressive demonstration on his 250 c.c. Guzzi. Always after a close finish in the I.O.M. I wonder what the outcome would have been had it been a mass-start race and not a "time-trial." Having seen Tommy and Ambrosini scrapping wheel to wheel on various Continental circuits, I should have liked to have seen them together on their last lap of the T.T., instead of 1 min. 50 sec. apart on the starting time. When riding in close-company a star can always pull-out just that little extra, while two stars "playing bears" is never dull. After all, there is more to racing that fast cornering, that subtle thing described as "track-craft" is a very important part of racing and it is one thing that the T.T. does not encourage, with its time-interval starting.

After much finger-crossing over the matter of the 125 c.c. class, there is no doubt that it was successful, and the enormous superiority of the Mondials (and Morinis, had they been there) can be blamed largely on officialdom in this country, especially in the A.C.U., who have taken over three years to acknowledge this class officially, thereby discouraging manufacturer interest. Even so, those English entrants and riders who did give support put up a reasonable show and deserve great priase.

A noticeable trend in this I.O.M. orgy of speed was the practical appreciation shown by certain manufacturers to private-owners who have done so much for the industry out of their own pocket. Particularly pleasing was to see C. W. Petch have a try-out on a "Porcupine" A.J.S. Petch has done as much for Plumstead as anyone, in the way of good publicity, with his numerous Continental successes on his 7R A.J.S. Equally, Jack Brett, Harry Hinton and Chromie McCandless all deserved, and justified, their rides on "works" Nortons.

* * *

At a recent National motor-cycle meeting at the Nurburgring in Germany, I was able to see that country's very latest in the way of F.I.M. regulation machines, *i.e.*, unblown B.M.W.s, N.S.U.s and D.R.W.s, and while they are all still very new and experimental, they proved very interesting. The Germans say quite frankly that none of the machines are ready for International racing. At all events, not this year, maybe in 1952. My personal impression was that they were as well prepared and as ready for the fray as many existing "works" teams. I couldn't help feeling that when the German factories do enter the "classics" they will do so in a big way and in a way that will be felt. At the moment they lack new young riders of the Duke, Armstrong, Sandford calibre, but there is no reason why they have to use German riders. If English, French and Italian drivers were good enough for their pre-war Grand Prix car teams there is no reason to suppose that their motor-cycles may not be ridden by "foreigners."

It was very interesting to watch the flow of traffic going to the Nurburgring at a rate of 70 vehicles per minute over a period of hours. During one "count," 40 of the 70/minute were motor-cycles and 95 per cent. were German motor-cycles, mostly new ones. I did see one English motor-cycle, a KSS Velocette, ridden by two English army lads! The output of German 125 c.c. and smaller machines would appear to be quite exceptional, while new B.M.W., N.S.U. and Horex machines went by in great numbers.

* * *

By the time these notes are being read the Belgian G.P. will be taking place on the magnificent Francorchamps circuit and we shall be seeing the first round of the World Championship in which every factory has its "big-guns" out. The first race this year from which definite conclusions can be drawn, providing the weather keeps fine, for racing in the rain is never a very fair test, either of man or machine.

THE SUNBEAM-TALBOT "90"—
Continued from page 325

radio (usual disclaimer here—not even a free sample set!) to further soothe you as you go your brisk, smooth unobtrusive way. These cars always have functioned smoothly in engine and controls, to a greater or lesser degree from the first s.v. S.T. Ten I tried in 1936, onwards.

I was reminded that the S.T. 90 is high geared (13.9, 9.63, 5.81 and 3.9 to 1 with 5.50 by 16 tyres) by the engine asking for the lower gears rather frequently and of its 6.45 to 1 compression ratio by a fair amount of "pinking." But it did not "run-on," it started reasonably promptly ,and proved a very "ready," albeit silky-smooth, unit and quite decently economical withall. I have said that I didn't check the water level in Stratton Street; when I did, more conveniently, many hours later, not a drop was needed, nor oil.

Everywhere it was safe for it to do so the speedometer indicated 70 m.p.h., and I enjoyed driving the S.T. at this speed. The competition driver might prefer stiffer suspension and I daresay George Hartwell and people like him know how to devise it. But for the ordinary sporting driver in a moderate but not a Stirling Moss hurry, I'd say the suspension rate and steering ratio are just about right.

I have just returned the car on the Monday morning after a hard week-end in it. I cannot recall any snags except a judder on the gear-shift lever in third gear location and a few body rattles. I would rate the latest Sunbeam-Talbot Sports Saloon (basic price £820) as an excellent all-rounder.—W.B.

Advance Details of ASTON-MARTIN O.C. SILVERSTONE MEETING, (July 28th)—

This is open to Bentley, Bugatti, M.G., Lagonda, 750, S.U.N.B.A.C., and V.S.C.C. Clubs, besides the promoting club. There will be seven events, including a Handicap Relay Race for the David Brown Cup, a 10-lap Handicap for the St. John Horsfall Trophy, open to Aston-Martins in any trim, a ladies' handicap and three handicaps which count towards the 5-lap MOTOR SPORT Silverstone Trophy Handicap. Entries by July 16th, to G. C. Taylor, Orchard Cottage, Stompond Lane, Walton-on-Thames, Surrey.

—and V.M.C.C. 3rd BANBURY RUN (July 29th)

There were 144 entries as we close for press, including many very interesting specimens. Among them were an 1898 Empress Tricycle driven by spur gears, single speed, a 1902 Zedel 211 c.c. driven by flat belt, 1904 "Tom Silver" 392-c.c. Quadrant, 1908 Singer 210 c.c., and not registered until 1950, 1914 Bradbury 554 c.c. with N.S.U. two-speed gear, 1912 Indian 998 c.c., 1912 Rudge 499 c.c. (actual I.O.M. machine), 1914 Triumph 550 c.c. with original Triumph Gloria wicker sidecar and sprung wheel.

Other machines run up to 1930, with "Ulster" Rudges, Sunbeams, a hoard of Scotts, some A.B.C.s, A.J.S., Douglas, etc.

Rex Judd has entered his Wilkinson T.A.C., 1911, four-cylinder, shaft drive, etc. Edgar Marshall will be on his 1914 Douglas and Oliver Langton (of Speedway fame) will be riding a 1902 Zedel with flat belt drive. This run replaces the Banbury-Birmingham Run. Spectators will be assured an interesting time from 9.30 a.m. until the late afternoon; the run starts and finishes at the Whateley Hall Hotel, Horse Fair, Banbury, at 10.31 a.m. on July 29th.

Reports of Recent Events

R.S.A.C. NINTH SCOTTISH RALLY (May 14th-18th)

This 726-mile event attracted 75 starters and was yet another demonstration of the prowess of the XK 120 Jaguar in the hands of an experienced driver, this time Leslie Wood.

Results :

BEST PERFORMANCE : L. Wood (3.4-litre Jaguar XK120), 380 marks retained.
LADIES' PRIZE : Miss Charlotte Sadler (Hillman Minx), 342 marks.
BEST PERFORMANCE BY SCOTTISH COMPETITOR : FIRTH OF SCOTLAND PRIZE (BEST VISITOR), G. Reid-Walker (Jaguar XK120), 375 marks.

CLASS RESULTS :

1,300 C.C., OPEN CARS : 1, D. G. Scott (1,250-c.c. M.G. " TD "), 376 marks ; 2, D. G. Johnston (1,250-c.c. M.G. " TD "), 374 ; 3, H. L. S. Jefferson (M.G. " TD "), 372 ; 4, W. R. Chambers (M.G. "TD "), 369.
1,300 C.C., CLOSED CARS : 1, J. R. Sidwell (1,250-c.c. M.G.), 360 marks ; 2, A. Pownall (M.G.), 355 ; 3, W. A. Gilmour (M.G.), 350 ; 4, D. A. Wilkins (M.G.), 348.
2,200 C.C., OPEN CARS : 1, J. A. Edgar (1,500-c.c. H.R.G.), 371 marks ; 2, Mrs. K. Hague (1,500-c.c. Riley), 369 ; 3, W. Shepherd (1,500-c.c. H.R.G.), 368 ; 4, Mrs. N. Mitchell (1,500-c.c. H.R.G.), 363.
2,200 C.C., CLOSED CARS : 1, W. K. Elliot (Bristol), 372 marks ; 2, H. E. Gibbon (Rover " 75 "), 363 ; 3, G. Valentine (Austin Hereford), 359 ; 4, J. Carefoot (Lancia Aprilia), 358.
OPEN CARS, UNLIMITED C.C. : 1, L. Wood (3.4-litre Jaguar XK120), 380 marks ; 2, A. McGlashan (3.4-litre Jaguar XK120), 378 ; 3, G. Reid-Walker (3.4-litre Jaguar XK120), 375 ; 4, Dr. J. G. Burgess (3.4-litre Jaguar XK120), 365.
CLOSED CARS, UNLIMITED C.C. : 1, T. L. McDonald (2.2-litre Wolseley), 369 marks ; 2, R. Anderson (2.2-litre Sunbeam-Talbot), 368 ; A. N. Waterhouse (2.4-litre Healey), 365 ; 4, R. G. Playford (2.4-litre Healey), 364.

TEAM PRIZE :

1st : Ulster Automobile Club : W. R. Chambers, H. L. Jefferson, D. G. Johnston (M.G. " TD "), 1,115 marks.
2nd : " Jago Wights " : A. C. Westwood, W. B. Black, L. Wood (Jaguars), 1,095 marks.
3rd : Scottish Sporting Car Club : P. M. Goodall (Dellow), W. K. Stewart (H.R.G.), J. A. Edgar (H.R.G.), 1,090 marks.

COACHWORK COMPETITION :

SPECIAL PREMIER AWARDS :
OPEN CARS : A. McGlashan (Jaguar XK 120).
CLOSED CARS : J. H. Goodburn (2.5-litre Jaguar).
OPEN CARS :
TOTAL PRICE £600-£1,250 AND OVER £1,250 (COMBINED CLASSES) : A. McGlashan (Jaguar XK120), W. L. Sleigh (Jaguar XK120).
CLOSED CARS :
TOTAL PRICE £600 : G. K. Le Grys (Standard Vanguard).
TOTAL PRICE £601-£1,250 : J. H. Goodburn (2.5-litre Jaguar), G. P. Denham Cookes (Jaguar).
(Prices excluding purchase tax in each class.)

HARROW C.C. FRINTON RALLY (May 19th)

" TRIPLEX " CHALLENGE CUP (BEST PERFORMANCE IRRESPECTIVE OF CLASS) : K. L. Baker (1,250-c.c. M.G.), Essex Police.
SPECIAL AWARD (BEST PERFORMANCE IN OPPOSITE CLASS—CLOSED CARS) : H. S. Smith (1,250-c.c. M.G.), Essex Police.
HARROW C.C. AWARD (BEST PERFORMANCE BY MEMBER OF PROMOTING CLUB) : Miss E. D. Barratt (1,074-c.c. Singer roadster).
NOVICE AWARD : C. M. S. Abbott (1,172-c.c. Paramount roadster), B.A.R.C.

CLASS AWARDS :

CLASS A (CLOSED CARS UP TO 1,200 C.C.) : 1, S. N. Rowley (1,087-c.c. Riley), B.A.R.C. ; 2, A. K. Watson (1,172-c.c. Ford Prefect), Essex Police.
CLASS B (CLOSED CARS, 1,201-2,000 C.C.) : 1, H. S. Smith ; 2, F. E. Still (Jowett Javelin), Harrow C.C.
CLASS C (CLOSED CARS OVER 2,001 C.C.) : 1, A. H. J. Whitehead (2,100-c.c. Rover), Essex Police ; 2, H. W. Dalling (2,443-c.c. Riley), Essex Police.
CLASS D (OPEN CARS UP TO 1,200 C.C.) : 1, C. M. S. Abbott ; 2, Miss E. D. Barratt.
CLASS E (OPEN CARS, 1,201-2,000 C.C.) : 1, K. L. Baker ; 2, J. Pilley (1,250-c.c. M.G.), B.A.R.C.
CLASS F (OPEN CARS OVER 2,001 C.C.) : 1, F. A. H. Frey (3,622-c.c. Allard), Harrow C.C. ; 2, G. M. Boyes (3,662-c.c. Batten), North-West London M.C.

V.C.C. BIGGLESWADE RALLY AND SPEED TRIALS (May 20th)

THE SHUTTLEWORTH MEMORIAL TROPHY AND REPLICA : F. S. Rowden (1898 Star).

RALLY AWARDS
VETERAN CLASS : A. Booth (1901 Pick).
EDWARDIAN CLASS : G. W. Thompson (1905 Rover).

PREMIER AWARDS (F.T.D.)
VETERAN CLASS : R. D. Gregory (1904 Darracq).
EDWARDIAN CLASS : S. E. Sears (1914 Sunbeam).

CLASS AWARDS ON FORMULA
CLASS 1.—1st : Major G. S. Taylor (1901 Renault).
CLASS 2.—1st : P. C. Bath (1903 White) ; 2nd : G. Mawer (1904 Oldsmobile).
CLASS 3.—1st : R. J. T. Granger (1910 Stanley) ; 2nd : C. C. Tufnell (1908 Rover).
CLASS 4.—1st : S. E. Sears (1914 T.T. Sunbeam) ; 2nd : A. E. Stradling (1913 Unic) ; 3rd : H. Smith (1911 Renault).

V.C.C FESTIVAL RUN (June 3rd)

This Festival Run from Hyde Park to Royal Windsor attracted 55 veterans, 47 Edwardians and 11 vintage cars, of which nine non-started, 10 fell by the wayside, and P. C. Bath's 1903 White Steamer was too late at Windsor to qualify for a plaque. Unfortunately the event did not attract anything like the enthusiasm accorded the S.M.M.T. Cavalcades of a few years ago and some members thought the entry fee of £1 for being admitted to the Home Park—where cows later tried to mingle with the veterans—rather steep. Most of the old favourites were present, together with G. E. Milligen's interesting 1910 17-h.p. Maudsley tourer with o.h.c. engine, Geoffrey Frank's vast 1905 six-cylinder Glass Canopy tourer Panhard-Levassor, a very neat 1914 Perry light car and C. G. Duce's beautifully restored 1925 " 12/50 " Alvis two-seater. Period costume is frowned on by the V.C.C., but we noticed a genuine Edwardian parasol carried by a lady in Lewis-Evans' 1906 Darracq. The Mayor rode into Windsor on N. V. Reeves' 1899 Benz and invited Committee members to his parlour, where the V.C.C. is the second organisation to be shown over the beautifully restored Council Chambers.

EIFELRENNEN FORMULA II & III (June 3rd)

British cars and drivers competed in both of the International events held at this year's Eifelrennen on the Nurburg Ring. In the Formula II race G. M. Watson and A. Gage drove new 2-litre unsupercharged Altas, while Oscar Moore drove one of last year's H.W.M.s. The race was dominated by German Formula II cars, Paul Pietsch having a runaway win in his single o.h.c. Veritas single-seater, followed by the latest A.F.M., using a 328 B.M.W. engine. Interest was aroused by a team of D.A.M.W. cars from the Russian zone of Berlin, one of which finished seventh after a long stop on the first lap. Of the British entries Gage finished eighth and Moore ninth, the latter having held sixth place until a plug caused a brief stop. Watson spun off the road on the first lap, losing a lot of time but then motoring quite well to bring up the rear.

In the Formula III event British cars and drivers gave a demonstration. Ken Wharton (Cooper-Norton) led until near the end, when Ian Burgess just got by driving in the works team in place of John Cooper, the other two members finishing third and fourth. Paul Emery (Emeryson-Norton) went well in practice but retired with piston trouble in the race, while Frost's Emeryson also retired.

Results :

FORMULA II

1st : P. Pietsch (Veritas-Meteor), 1 hr. 23 min. 15.7 sec., 71.48 m.p.h. ; 2nd : F. Riess (A.F.M.), 1 hr. 25 min. 26.2 sec. ; 3rd : W. Heeks (A.F.M.), 1 hr. 27 min. 36.2 sec.
Fastest Lap : Pietsch (Veritas-Meteor), 11 min. 38.6 sec., 73.09 m.p.h.

FORMULA III

1st : I. Burgess (Cooper-Norton), 1 hr. 19 min. 57.3 sec., 63.84 m.p.h. ; 2nd : K. Wharton (Cooper-Norton), 1 hr. 19 min. 57.4 sec. ; 3rd : W. Whitehouse (Cooper-Norton), 1 hr. 21 min. 21.3 sec.

THE BOL D'OR 24-HOUR RACE (June 3rd-4th)

Our condolences to the Aston-Martin O.C., which went to great pains to run two teams, one of " Ulster " Aston-Martins, driven by Robertson, Stewart and Platt, the other a mixed team of two " Le Mans " and one " Ulster " Aston-Martins, driven by Dace, Parker and Noar. Dace's " Le Mans " had the misfortune to be involved with a Simca on a bend, two people being killed in the resultant crash, although Dace escaped with bruises. How well the other Aston-Martins fared is seen from the results :—

GENERAL CLASSIFICATION :

1st : J. Scaron (1,500-c.c. Simca), 1,447.6 miles, 60.3 m.p.h.
2nd : Le Jamtel (Dergi-Redex), 1,404.7 miles, 58.47 m.p.h.
3rd : Michel (750-c.c. B.M.), 1,328.9 miles, 55.24 m.p.h.
4th : Lecerf (1,100-c.c. Lambert-D.B.).
5th : Robertson (1,500-c.c. Aston-Martin), 1,233.3 miles, 51.38 m.p.h.
6th : Mrs. Hammersley (1,500-c.c. Peugeot), 1,221.8 miles, 50.9 m.p.h.
7th : Stewart (1,500-c.c. Aston-Martin).
8th : Chauzy (Volkswagen).
9th : Noar (1,500-c.c. Aston-Martin).
10th : Monet (750-c.c. Renault).
11th : Parker (1,500-c.c. Aston-Martin).
12th : Mme. Bizeray (750-c.c. Renault).

1,500-C.C. SPORTS CLASS :

1st : J. Scaron (Simca).
2nd : Robertson (Aston-Martin).
3rd : Mrs. Hammersley (Peugeot).
4th : Stewart (Aston-Martin).
5th : Noar (Aston-Martin).
6th : Parker (Aston-Martin).
Thirty-five started, 15 retired.

THE R.A.C. RALLY (June 4th-9th)

This International event is referred to editorially and on page 331. Ian Appleyard proved himself the British Rally driver *par excellence* and the XK 120 Jaguar the fittest of road cars by winning outright this tough event. It was tragic that Derek Parker was killed when J. A. Young's Austin A 40 Sports, in which he was co-driver, overturned on a corner in Cornwall—his brilliant preparation and handling of his vintage, Dubonnet i.f.s. Frazer-Nash " Patience " has been a high-light of club race meetings

for some years and such an enthusiastic, skilled driver will be sadly missed.

Results :

FINAL TEST, BOURNEMOUTH : BEST PERFORMANCES Acceleration, cornering, braking. Start line A to first chicane, 180 yds., to second chicane, 180 yds., to hairpin round pylon, 180 yds., reverse direction same with braking area of 25 yds. from finishing line to foul line.

OPEN CARS UP TO 1,500 C.C.: M. Besquart (Jowett Jupiter), 78.92 sec.; Mrs. Nancy Mitchell (H.R.G.), 80.35 sec.; R. A. Hopkinson (M.G.), 80.83 sec.; J. V. S. Brown (H.R.G.), 81.06 sec.

CLOSED CARS UP TO 1,500 C.C.: J. Readings (M.G.), 83.41 sec.; Dr. J. T. Spare (Jowett Javelin), 84.05 sec.; J. L. Shaw (M.G.), tieing with M. Gatsonides on van Mark's Jowett Javelin, 86.22 sec.; A. P. Warren (Riley), 86.98 sec.

OPEN CARS OVER 1,500 C.C.: I. Appleyard (Jaguar), 73.58 sec.; A. G. H. Rimmel (Healey), 73.75 sec. (but hit a pylon and lost 5 marks); W. A. G. Goodall (Morgan), 74.42 sec.; P. H. G. Morgan (Morgan), 75.41 sec.

CLOSED CARS OVER 1,500 C.C.: R. Harper (Vauxhall), 84.09 sec.; L. F. Parham (Bristol), 86.03 sec.; S. Pentland (Citroen), 86.21 sec.; Major L. Sherley-Price (Sunbeam-Talbot), 86.33 sec., but overshot the foul line and lost 60 marks.

OPEN CARS UP TO 1,500 C.C.:
1st: J. V. S. Brown (H.R.G.), lost 120.57 marks.
2nd: Mrs. Nancy Mitchell (H.R.G.), lost 120.61.
3rd: R. H. Hopkinson (M.G.), lost 121.53.
4th: M. Besquart (Jowett Jupiter), lost 122.06.

CLOSED CARS UP TO 1,500 C.C.:
1st: J. Readings (M.G.), lost 124.4 marks.
2nd: J. Van der Mark (Jowett Javelin), lost 126.63.
3rd: J. L. Shaw (M.G.), lost 127.75.
4th: S. Ginn (Jowett Javelin), lost 129.92.

OPEN CARS OVER 1,500 C.C.:
1st: Ian Appleyard (Jaguar XK120), lost 109.61 marks.
2nd: P. H. G. Morgan (Morgan), lost 112.99.
3rd: W. A. G. Goodall (Morgan), lost 114.55.
4th: D. C. T. Bennett (Jaguar XK120), lost 116.3.

CLOSED CARS OVER 1,500 C.C.:
1st: R. Harper (Vauxhall), lost 125.63 marks.
2nd: G. R. Hartwell (Sunbeam-Talbot), lost 126.21.
3rd: W. K. Elliott (Bristol), lost 126.76.
4th: L. F. Parham (Bristol), lost 128.23.

LADIES' PRIZES:
OPEN CARS (UP TO AND OVER 1,500 C.C. COMBINED): Miss M. Newton (Jaguar XK120), lost 120.51.
CLOSED CARS (UP TO 1,500 C.C.): Miss S. Van Damm and Mrs. E. M. Wisdom (Hillman Minx), lost 145.68.
CLOSED CARS (OVER 1,500 C.C.): Not awarded.

TEAM PRIZE:
Morgan Team: W. A. G. Goodall, P. H. G. Morgan. W. S. Steel.

NORTH MIDLAND M.C. MID-SUMMER ROAD AND TEST TRIAL (June 10th)

This road and test trial is to be an annual event, the award for the best performance being the Bircotes Trophy to be awarded each year. Twenty-three competitors started from the Norton Hotel, Meadowhead, Sheffield, for the 46-mile road section to the Crown Hotel, Bawtry, where tea and sandwiches were very welcome " on the club."

After refreshment the competitors drove to Bircotes Aerodrome for driving tests.

Congratulations to organisers Cuth Harrison and Ted Needham on a very enjoyable afternoon's motoring.

Results :

BIRCOTES TROPHY FOR THE BEST PERFORMANCE OF THE DAY: P. H. Dickenson (M.G.), no marks lost; aggregate test times, 138 sec.

OPEN, CLASS 1:
1st: W. D. Binns (Morris Minor), 2 marks lost, 152.6 sec.
2nd: D. McGill (M.G.), 3, 128.6 sec.
3rd: C. H. Weston (M.G.), 4, 130 sec.

CLOSED, CLASS 2:
1st: J. W. Fleetwood (Ford Prefect), 0, 141.6 sec.
2nd: E. Sneath (M.G.), 0, 149 sec.
3rd: J. Thompson (Sunbeam-Talbot), 0, 167.2 sec.

LANCASHIRE A.C. MORECAMBE RALLY (June 25th-27th)

The invincible Appleyard and his equally invincible XK 120 Jaguar won this event, which attracted only 35 fewer entries than the R.A.C. Rally.

Results :

GENERAL CLASSIFICATION, PRODUCTION CARS, IRRESPECTIVE OF CAPACITY: 1, E. I. Appleyard (Jaguar XK120), 117.6 sec., no marks lost; 2, G. R. Holt (M.G. " TD "), 124 sec.; 3, D. M. Taylor (Jaguar XK120), 126 sec.; 4, A. V. L. Gordon (H.R.G.), 126.6 sec.; 5, T. B. Hague (Riley), 126.6 sec.; 6, M. Biberfield (Morgan " 4/4 "), 126.8 sec.; 7, B. N. Hepton (Healey), 127.2 sec.; 8, M. S. Wilson (M.G. " TD "), 127.4 sec.; 9, C. R. Hardman (Dellow), 127.4 sec.; 10, Mrs. K. Hague (Riley), 128.2 sec.; 11, T. C. Wise (Jupiter), 128.8 sec.; 12, J. M. Richmond (H.R.G.), 128.8 sec.; 13, J. H. Cunningham (Jaguar), 129.0 sec.; 14, R. Linley (Bugatti), 129.2 sec.; 15, H. L. S. Jefferson (M.G.), 130.0 sec.; 16, L. J. Tracey (Jaguar), 131.2 sec.; 17, J. M. Reiss (Allard), 131.8 sec.; 18, K. E. Bancroft (Ford Prefect), 132.0 sec.; 19, G. M. Samworth (Jaguar), 132.4 sec.; 20, G. Halstead (M.G.), 133.2 sec.

GENERAL CLASSIFICATION, SPECIALS, IRRESPECTIVE OF CAPACITY: 1, A. F. Dean (A.W.S.), 115.2 sec.; 2, G. Warburton (Allard), 115.8 sec.; 3, J. L. Pattinson (Dellow), 121.8 sec.; 4, D. G. Scott (M.G.), 128.6 sec.; 5, J. H. Ray (Jaguar), 131.2 sec.; 6, T. C. Cunane (M.G.), 131.6 sec.; 7, V. R. Pilkington (Jaguar), 133.4 sec.; 8, J. R. Sidwell (M.G.), 142.8 sec.; 9, B. K. Thompson (Vanguard), 148.2 sec.

BEST CLOSED CAR: T. C. Wise (Jowett Jupiter).

CLASS RESULTS:
UP TO 1,300 C.C., OPEN CARS: G. R. Holt (M.G. " TD ").
1,300-3,000 C.C., OPEN CARS: A. V. L. Gordon (H.R.G.).
OVER 3,000 C.C., OPEN CARS: D. M. Taylor (Jaguar XK120).
UP TO 1,300 C.C., CLOSED CARS: K. E. Bancroft (Ford Prefect).
1,300-3,000 C.C., CLOSED CARS: A. G. Imhof (Jowett Jupiter).
OVER 3,000 C.C., CLOSED CARS: E. Ainsworth (Jaguar).
UP TO 1,300 C.C., SPECIAL: D. G. Scott (M.G.).
1,300-3,000 C.C. SPECIAL: J. L. Pattinson (Dellow).
OVER 3,000 C.C. SPECIAL: G. Warburton (Allard).
LADIES' PRIZE: Mrs. K. Hague (Riley).
STARTING CONTROL AWARDS: *Birmingham:* Linley (Bugatti); *Bristol:* Cunane (M.G.); *Leeds:* Wilson (M.G.); *London:* Boyes (Batten Special); *Manchester:* T. B. Hague (Riley); *Whalley:* Biberfield (Morgan " 4/4 ").
CONCOURS D'ELEGANCE:
UNDER 1,500 C.C. PRE-1940: A. C. Sears (1933 Frazer-Nash).
OVER 1,500 C.C.: E. S. Sneath (1934 Bentley).
GENERAL CLASS UNDER 3,000 C.C., OPEN CARS: 1, W. E. Goulding (Morris Minor).
OVER 3,000 C.C., OPEN CARS: 1, Miss L. D. Snow (Jaguar XK120).
UP TO £500, CLOSED CARS: 1, N. Quick (Ford Consul).
£500-£900, CLOSED CARS: 1, G. de Relwyskow (Triumph).
OVER £900, CLOSED CARS: 1, E. L. Carson (Jaguar).
SPECIALS: 1, J. R. Nutter (Triumph).

W. ESSEX C.C. SOUTHEND RALLY (June 1st-3rd)

BEST PERFORMANCE OF THE RALLY: 1st, H. J. Bone (1,250-c.c. M.G.); 2nd, H. W. Dalling (1,250-c.c. M.G.); 3rd, J. V. Lewis (1,087-c.c. Riley).
BEST OPEN CAR: H. J. Bone.
BEST CLOSED CAR: J. V. Lewis.
TEAM AWARD: A. C. Westwood (900-c.c. FIAT); A. Gordon (1,496-c.c. H.R.G.); H. J. Bone (1,250-c.c. M.G.).
OPEN CARS
UP TO 1,100 C.C.: 1st, A. C. Westwood (900-c.c. FIAT); 2nd, G. N. Rippin (930-c.c. Austin).
1,101 C.C. TO 1,500 C.C.: 1st, H. J. Bone (1,250-c.c. M.G.); 2nd, H. W. Dalling (1,250-c.c. M.G.).
1,501 C.C. TO 3,000 C.C.: 1st, T. C. Dyer (2,633-c.c. Jaguar); 2nd, A. R. Boraster (2,088-c.c. Triumph).
OVER 3,000 C.C.: 1st, G. M. Boyes (2,622-c.c. Batten Special).
CLOSED CARS
UP TO 1,100 C.C.: 1st, J. V. Lewis (1,087-c.c. Riley); 2nd, R. J. McCormac (933-c.c. Ford).
1,101 TO 1,500 C.C.: 1st, F. S. Stent (1,442-c.c. Vauxhall); 2nd, H. J. Sweet (1,125-c.c. Austin).
1,501 TO 2,000 C.C.: 1st, A. E. Hawkins (1,604-c.c. Wolseley); 2nd, G. V. Webb (1,500-c.c. Standard).
2,001 TO 3,000 C.C.: 1st, S. M. Despy (2,275-c.c. Vauxhall); 2nd, R. G. Playford (2,443-c.c. Healey).
OVER 3,000 C.C.: 1st, M. Holder (3,622-c.c. Ford).
SPECIAL TEAM CHALLENGE: Essex Police Driving School.

ALFA-ROMEO WINS AT DUNDROD

The International Ulster Trophy Races at Dundrod on June 2nd were graced by the presence of H.M. the Queen and Princess Margaret, and the *News of the World* had supported the Ulster A.C. by providing substantial cash prizes—motor-racing as it should be, especially as Farina brought over a " 159 " Alfa-Romeo at the last moment to replace his 4CLT Maserati.

Of course Farina won, at record speed, after setting a new lap record of 94 m.p.h. But Reg. Parnell put up a fine drive in the Thin Wall Ferrari and led while Farina refuelled.

It was a hard race, Shawe-Taylor and Bob Gerard in their E.R.A.s having the scrap of their lives behind, the former finally beating Gerard by 0.2 sec.! Others met plenty of trouble, Chiron in Schell's Maserati breaking its camshaft, A. G. Whitehead's E.R.A. nearly catching fire, Kelly's Alta breaking a piston, de Graffenried's Maserati losing much oil, and Hampshire's Maserati losing its exhaust system, while Cabantous' Talbot overheated.

In the Formula III race Collins' J.B.S. held off Gallagher's Leprechaun, Pugh finishing third and making fastest lap in his Cooper. Hawthorne's well-prepared Riley made off with the Handicap Race.

INTERNATIONAL ULSTER TROPHY RACE:
Formula I Cars. 27 laps—200 miles, 404 yards (one lap equals 7 miles 732 yards). Weather fine, dry surface, light breeze.
1st: G. Farina (" 159 " Alfa-Romeo), 2 hr. 11 min. 21.8 sec., 91.4 m.p.h.
2nd: R. Parnell (" 4.5 " " Thin Wall Special " Ferrari), 2 hr. 12 min. 34.2 sec.
3rd: B. Shawe-Taylor (1,488-c.c. E.R.A.), 2 hr. 14 min. 14.6 sec. (26 laps).
4th: F. R. Gerard (1,488-c.c. E.R.A.), 2 hr. 14 min. 14.8 sec. (26 laps).
5th: Y. Giraud-Cabantous (" 4.5 " Talbot), 2 hr. 16 min. 36 sec. (26 laps).
6th: D. Murray (4CLT Maserati), 25 laps; 7th: L. Rosier (" 4.5 " Talbot), 25 laps; 8th: P. D. C. Walker (1,487-c.c. Delage Special), 24 laps; 9th: J. Claes (" 4.5 " Talbot), 24 laps; 10th: D. Hampshire (4CLT Maserati), 24 laps; 11th: P. Etancelin (" 4.5 " Talbot), 24 laps; 12th: Mairesse (" 4.5 " Talbot), 23 laps; 13th: P. Fotheringham-Parker (1,488-c.c. E.R.A.), 18 laps.
Fastest lap: Farina (lap 8), 4 min. 44 sec., 94 m.p.h.

FIVE-LAP SCRATCH RACE (CARS UP TO 1,300 C.C., USING 80 OCTANE FUEL):
1st: R. Flockhart (998-c.c. J.P. Vincent), 29 min. 28 sec., 75.50 m.p.h.
2nd: C. F. C. Lindsay (1,250-c.c. Nufor), 29 min. 32.8 sec.
3rd: R. W. Jacobs (1,087-c.c. M.G., s/c.), 30 min. 18 sec.
4th: M. P. Cahill (1,287-c.c. Iona Special).
5th: T. N. Large (1,250-c.c. M.G.); 6th: C. Brackenbury (1,100-c.c. Amilcar, s/c.); 7th: C. R. Megaw (1,172-c.c. C.R.M.); 8th: J. J. Flynn (1,250-c.c. M.G.); 9th: L. Collen (1,250-c.c. M.G.); 10th: D. O'Clery (1,250-c.c. M.G.).
Fastest lap: R. Flockhart, 5 min. 42 sec., 78.06 m.p.h.

FIVE-LAP SCRATCH RACE (CARS UP TO 500 C.C.):
1st: P. J. Collins (449-c.c. J.B.S.), 31 min. 10 sec., 71.38 m.p.h.
2nd: R. Gallagher (499-c.c. Leprechaun), 31 min. 18.2 sec.
3rd: N. Pugh (498-c.c. Cooper), 31 min. 53 sec.
Fastest lap: Pugh (Cooper), 72.94 m.p.h.

TEN-LAP HANDICAP RACE (CARS OF ANY CAPACITY):
1st: J. M. Hawthorn (1,946-c.c. Riley), (rec. 1 lap, 3½ min.), 53 min. 43.8 sec., 77.41 m.p.h.
2nd: A. M. Calder (1,080-c.c. Riley), (rec. 2 laps, 1 min.), 57 min. 26 sec.
3rd: T. N. Large (1,250-c.c. M.G.), (rec. 1 lap, 3½ min.), 58 min. 21 sec.
4th: D. C. Pitt (1,971-c.c. Frazer-Nash).
5th: M. P. Cahill (1,287-c.c. Iona Special).
6th: J. D. Titterington (995-c.c. FIAT); 7th: F. D. Smyth (1,172-c.c. Ford); 8th: L. Collen (1,250-c.c. M.G.); 9th: S. H. Allard (5,420-c.c. Allard) (scratch); 10th: H. H. Cowzer (1,496-c.c. Riley).
Fastest lap: S. H. Allard, 5 min. 22 sec., 82.91 m.p.h.

RUMBLINGS



THE "GRAN TURISMO" version of that brilliant Italian car, the Lancia Aurelia

New Lancia

Any car which finishes the Mille Miglia race can be considered a pretty good automobile. And that Bracco's saloon Lancia came in second to Villoresi's 4.1-litre Ferrari in this year's event was nothing less than sensational. This latest Gran Turismo version of the Aurelia is of outstanding technical interest and the following is what Raffaele Sansome of Genoa said about it in a recent interview :—

The new Lancia has a length of 14 feet, a width of 5 ft., a height of 4 ft. 7 inches, a ground clearance of 5.85 inches, a minimum turning radius of 16 feet 3 inches, weighs empty, with accessories and the spare wheel, about 19½ cwt. The normal consumption of high octane fuel is 25 m.p.g.

The body frame has a reduced transversal section, and a longitudinal profile. There are two doors, with outer handles for opening outwards and interior rotation handles for closing inwards. By opening the driver's door internal illumination is applied automatically. There is an exterior lock for closing the driver's door. The window glasses on the door can be completely lowered, and have water-drop eliminators. Two very comfortable seats are fitted in front and one at the back on the luggage recess, which replaces the usual rear seat. The windscreen is of curved glass, and there is a means of introducing warm air in the interior, and for defogging and defreezing. A double oriental sun protector is furnished. The rear window is also curved and has curtains opened or closed through an arrangement under the roof.

The B 20 six-cylinder engine is similar to that of the standard Aurelia saloon but of 72 by 81.5 mm., 1,991 c.c. The compression ratio is approximately 8.4 to 1, and there are two separate Weber 32DR7SP carburetters in place of a double one. The maximum output is 75 b.h.p. at 4,500 r.p.m., 5,000 r.p.m. being safe if required. The engine weight, without water or oil, is 330 lb.

The clutch-gearbox-propeller shaft unit is the same as that of the Aurelia saloon and, naturally, the suspension is independent on the four wheels. Michelin X or Pirelli Supersport 165 by 400 tyres are fitted. The wheelbase is 8 feet 9 inches, the front track 4 ft. 2 inches, the rear track 4 feet 3½ inches.

* * *

Hot-Rods—I

No doubt we shall be deemed Fearless Journalists in returning to the subject of "hot-rods," as American hotted-up automobiles are dubbed. But this time it isn't the fantastic timed speeds of these vehicles that we want to write about. All we want to do is to say that if you imagine the most dangerous motoring situation in which you could find yourself to be getting amongst Farina, Fangio, Villoresi, Ascari and Co., when the Alfas and Ferraris are duelling, or trying to beat John Cobb's 400-m.p.h. Land Speed Record, we have found something that make these pursuits seem about as safe as a job on the National Coal Board. Yes sir! Just try a few laps in company with the Heyward Rod Benderettes.

The Benderettes, about as puzzling a name as the Zephyrettes that Alistair Cooke explained for us in one of his splendid "Letter From America" broadcasts some time back, are girls who decided that they *must* hot-rod. So, clad in purple and white jackets, they had their first "Cheese Cake Derby" at Culver City Stadium on July 15th last year. The first all-girl programme was staged at Carrell Speedway, California, soon afterwards, and this season monthly "all-girlers" have taken place at Bakersfield.

Rusty O'Dale, Publicity Manager to the Cheese Cake Derby Club, tells us all about it in that bright, specialised magazine, *Hot-Rod*.

The cars are stock machines with their doors welded shut, roofs removed, tops safety-braced and equipped with "nerfing bars" and high-built front bumpers for barging a way through the field. They carry advertising matter on their sides and regulation aircraft seats with safety-belts are compulsory. All glass, upholstery and lamps are removed, and the races are driven entirely in second gear, the lever locked therein by a hook welded to the dash.

The girls have to wear slacks, boots and long-sleeve jackets while dicing, to protect them from boiling water and oil, also face masks and goggles to protect them from flying clods and rocks. But in the pictures accompanying Rusty's article they are seen in abbreviated white shorts, contrasting unhappily with their heavy driving boots. Speed is 50–60 m.p.h.

But it is the action pictures that would make Ascari and Farina feel faint. One shows Penny Perault's coupé "taking the fence out" at Bakersfield—we should call it high jumping the rails! Another shows Rusty's coupé standing on its radiator grille with bonnet-less, roof-less cars piling up all round it.

What's that—you thought you could drive and not be easily frightened? So did we! Whatever else America is, she's an *amazing* country. Hats off to the Benderettes. You prefer Silverstone and Goodwood . . . . ?

* * *

Hot-Rods—II

In England you find out for yourself how to make any given car go faster than its maker intended—unless, that is, you own an M.G. and make use of the excellent data contained in Abingdon's tuning manual. In the States you tell the speed-shop how much you can spend on special parts and they tell you how much speed you can buy for your Hot-Rod.

We were interested to see in the June issue of *Hot-Rod* some figures for a typical example of what America knows as a "hopped-up roadster." The car, which Editor Wally Parks and *Motor Trend* Editor Walter Woron, tested, was a Rocket-powered "A," owned by Dave Mitchell of Mitchell's Muffler Shop. To translate, a model-A Ford with 1950 Oldsmobile Rocket 88 engine, Hydramatic transmission and 1950 Oldsmobile back axle, of 3.23 to 1 ratio, wheels, brakes, coil springs, stabiliser bar, torque arms, shock-absorbers and propeller shaft, etc. The engine, reported not fully run-in or adjusted, had 0.05 in. milled from its head, cleaned up ports and a Weber semi-race carburetter.

With a sort of truck body and no mudguards, the following figures were obtained : 0–30 m.p.h. in 3.04 sec. ; 0–60 m.p.h. in 9.7 sec. ; s.s. ¼ mile in 17.44 sec. ; 30–0 m.p.h. in 38 feet, 45–0 m.p.h. in 98 feet. The automatic transmission shifted from third to top about 50 ft. from the end of the ¼-mile ; water temperature kept at 160 degrees F. They do seem to make their specials *move*, t'other side of the Atlantic. Why doesn't someone import one and give the XK 120s a run ? But if he has a chance of trying it, your Editor will *not* wear a jersey inscribed in large letters "Motor Sport Magazine" during the dice !

* * *

Useful Charts

The motorist who knows his car and how to look after it is making a vital contribution to road safety. This is especially true when the model is—to put it politely—of near-vintage type. Fortunately, most motorists these days are maintenance conscious, the number of cars still running safely and efficiently years after their makers expected is a tribute to the care of their owners and to the service facilities provided these days by the garage trade.

Apropos of all this, we have just seen the latest list of lubrication charts published by the Castrol oil people. Over 900 models are covered, from the Austin Seven of 1928 to the very latest post-war car. The Castrol library is impressive—over a quarter of a million charts are in stock—and a copy will be sent to any motorist who writes to C. C. Wakefield & Co., Ltd., 46, Grosvenor Street, London, W.1, mentioning Motor Sport, and stating the make, model and year of his car. As a further aid in keeping the wheels turning this Castrol service is invaluable.

The R.A.C. Rally Half-Hour High-Speed Test

THE high-speed test which the 229 starters in the R.A.C. Rally had to take at Silverstone on June 4th was one of the most instructive and entertaining sights imaginable. The cars were called upon to disembark all but the driver and, within half-an-hour, to cover 11 laps if closed and under 1,500 c.c., 12 laps if closed and over 1,500 c.c., or open and under 1,500 c.c., and 13 laps if open and over 1,500 c.c., of the 2.278 mile Club circuit. This represented speeds of from 50.1 to 54.7 m.p.h., which, for ordinary cars many of whose drivers had not seen the course before, amongst other cars and inclusive, too, of the standing-lap, called in many cases for flat-out driving. One mark or fraction thereof was to be deducted for every second or fraction thereof over the half hour. Alas, the R.A C. and competitors fell out between them as to what happened and the whole test was omitted in marking the Rally. This was indeed a pity; the only consolation is that it eliminated four cars and must have weakened others, thereby adding its quota to the severity of the event. It was such an entertaining spectacle that we have decided to publish our impressions, even though neither the drivers nor the R.A.C. seem to have been able to lap-score on this occasion.

Naturally, nearly everyone hurried, although a cautious few toured the first lap looking at the corners. These were slippery with rubber dust, spilt petrol and hot tarmac and the run was like one immense production car race. Indeed, it was better than that, for every so often new arrivals would join in to keep the interest going—just like one of those really pleasant dreams!

Under the eagle eye of Lord Howe some three dozen XK 120 Jaguars went on first, and the sound of their howling tyres was terrific. Nancy Binns wore a crash hat, Bennett elected to keep his hood up, many had their lamps taped over against flies and flying stones, and several had above-tail luggage grids, devoid of luggage. Miss Newton drove really well but seemed to lose all idea of the laps she had to cover—perhaps her pattering front wheels as she braked distracted her. Sutcliffe wore a "Chiron" skull cap; one and all drove like fury in this great private XK 120 motor race! Anderson even blew his horn as he weaved a way down to Stowe between two slower Jaguars. Bolton's car made odd noises from a tyre—incidentally, publicity representatives of the Wyresoles and Blue Peter retread firms were present, some of both these retreads being in use in the Rally (and Wyresoles on the Aston-Martins in the Bol d'Or). Appleyard had a bonnet strap. Pilkington cornered hectically, tyres protesting, but was passed neatly by Miss Newton on the outside at Stowe, although he passed her later.

Next, three "Silverstone" and two of the older Healeys joined in, the pace more furious than ever. It seemed, too, that passing instructions either had not been issued or were being overlooked, so that trials and rally types hugged the left side of the circuit, passing on the right, while racing folk tried hectically to go by on the left.

Aghian and Rollings went wide round Stowe, their Healeys on a rather unusual line, and frequently non-racing types swung wide here, troubled by the tail slides of those cornering on their off side. It really was immense! Charles Follett joined in, a vast, overalled, helmeted figure in a 2½-litre two-seater Lea-Francis, and Pitts (Allard) wore a deer-stalker hat and ate a cigarette. His car smoked a lot on the over-run. Ashbey's V12 Lagonda was cautious, Defty's outside-piped Rapide impressive. Speculation ran high as to who would spin first, Walters 328 B.M.W. nearly won this "honour," then Hill's Austin A90, but Tracey's XK 120 Jaguar crawled, and seemed to retire. Binns, chewing gum, pressed on fast in an open three-seater 2½-litre Riley; both Bullock and Kite used lots of revs. into Stowe corner in their Lea-Francis and Goodall and Morgan, in Morgan Plus Fours, really went "motor racing." Peter Morgan easily passed Lt.-Comdr. Allison's V12 Lagonda and a wayward Allard. Sam Gilbey in his 6C Alfa-Romeo saloon mixed it with a trio of Allards, and Major Schreiber's Austin A135 wallowed round not too slowly. A Bristol slid badly, spewing petrol, and Buckley's Bristol 400 ran straight on at Stowe on one lap. Then it happened—Leake's A90 "scored" the first spin at Stowe for Austin, Elwes' Bristol 401 blowing its horn as it came on the yellow-flagged scene. Crossley was making his A90's tyres smoke, and Meikle's Alvis went down the straights really fast.

Various Mk V Jaguar saloons, some with spatted rear wheels, some spat-less, Waring's with a triple horn on the side, came on, and Walton cornered his Bristol 400 neatly, wheels lifting. W. M. Couper's Mk VI Bentley was going really well, but Lord Selsdon's seemed to suffer some gear-crunching, while Lewis' Austin A90 clearly didn't like Stowe corner.

Onslow-Bartlett, bare from the waist up, lost time in Clarkson's "Inter" Ferrari due to a vapour lock in the fuel system, stopping before Stowe but eventually roaring away. Spollen's closed Railton seemed better than Fulton's drophead Railton, and Lucy Pappou from Athens drove professionally in her Lancia Aurelia, although crunching the gears in approaching Stowe.

Surely someone else will spin soon? Yes, round goes Pierson's 3½-litre Jaguar, the driver behind skilfully diving straight on to miss him. Heart stopping! Mrs. Allard wisely sat behind groups to watch such situations. Kenyon indulged in long tail slides, his Rover pouring out fuel and smoke and some cars were positively dangerous in spilling petrol—black mark for modern filler caps. Runton's Jaguar saloon sent out a positive fountain and a Sunbeam-Talbot was another offender. The wise came to Silverstone with not much in their tanks, to aid fast cornering.

Amongst the varied array of dicing moderns Doreen Osborn's rough Ford V8, McCracken's 81A Ford V8 and S.-Ldr. Beadon's old Armstrong-Siddeley stood out like navvies amongst a line of Guardsmen. McDonald's Wolseley "6/80" saloon was holding Mrs. Allard's P-type Allard saloon. Great fun!—the girl driving Rose's Austin A90 hit a whole gaggle of marker tubs at Stowe, but decided to keep going, and Kenyon, in the aforementioned elderly Rover Sports Fourteen saloon, turned round at Copse and, sliding wider and wider, eventually swiped the tubs at Stowe. Gardiner's Armstrong-Siddeley was nearly but not quite "collected" in the process. The rolling and front wheel angles of Batley's Studebaker Champion defy description and finally a wheel fell off. Gordon's H.R.G. slid happily at Stowe, and Michael Lawson's was really going, while once Booth's Jupiter had a double-slide here. Becquart, of Monte Carlo Rally fame, had his Jupiter going so fast that Imhof's had all its work cut out, hooting at slower stuff, to catch him—and we bet Goff enjoyed this unexpected "motor race." You should have heard the tyres! Once Betty Haig slid her "TD" M.G. and again Imhof hooted. Nancy Mitchell (H.R.G.) was a bit rough changing down, Scott drove his "TC" M.G. with great verve, and Hopkinson led Holt ("TD" M.G.s). Of course it *wasn't* a race! But Horton's sports A40 Austin enjoyed a grand duel with Richmond's 1½-litre H.R.G., which, however, passed in time, and Young's Austin A90 had dreadful brake-snatch. The Javelins rolled alarmingly, Van der Mark really moving in his. Carefoot's Lancia Aprilia skittishly lifted a back wheel, and Sinclair Sweeney's 1½-litre Riley was cornering on the limit. Fothergill cornered his Ford Consul close in at Stowe, but Cressman's Consul took a wide sweep.

Next spin!—Wilson's Austin A70 Hereford, which looked like overturning, but dived off on the inside of Stowe instead. Just before we left two Javelins ran bearings, one stopping on the circuit, the other drawing into the Paddock. After the run a little servicing was done on the three Jupiters.

This test was instructive and vastly entertaining, though what possessed Col. Barnes to sanction it we don't know. But a properly-organised high-speed run should figure in all future rallies; we are sure most of the drivers just revelled in this one; whatever their cars thought about it! And it must have done far more weeding out than was apparent from flung wheels and burned-out bearings. Certainly chassis designers should have been *compelled* to spectate at Stowe. Alas, it seems that we may never see the like of this particular piece of entertainment again on this circuit. Considering that many of the drivers were unacquainted with the circuit, the standard of driving was very high and that no serious incidents occurred seems to prove that rally drivers are amongst the safest on the road.—W. B.

CLUB AFFAIRS

The Guernsey M.C. and L.C.C. will be glad to help visiting motorists and welcome them to its events, which include the Val des Terres hill-climb on August 6th, a gymkhana on August 23rd, and racing on September 6th. Details from E. C. Thoumine, Harwell Glen, Grande Rocques, Castel, Guernsey.

* * *

The A.C. Owners' Club, which now has a membership of around 200, has formed a Vintage Section (Sec.: R. N. H. Marks, 8, Earlsdon Road, Hanbury Park, Worcester) for pre-1931 A.C.s It suggests, however, that owners of such A.C.s should also join the V.S.C.C.

* * *

The A.C. du Mont Blanc is organising the Fifth International Evian–Mont Blanc Rally, on July 27th–29th. For catalogue cars, slightly modified if desired, it is an excellent event, entries for which close on July 16th the latest, at 12,000 francs per car. Details from: A.C. du Mont Blanc, rue Camille Dunant, Annecy (Tel.: 912), or Mr. Clarkson, The Chase, Halstead, Essex.

* * *

The Cranleigh and District M.C. and C.C. Headquarters have been changed from The Windmill Inn, Cranleigh, to The Bulls Head Hotel, Ewhurst.

* * *

A Northern Centre of the Singer Owners' Club has now been formed with headquarters at Sheffield. This is the first to be opened, apart from the one meeting in the London area, but it is hoped shortly to launch others in the Midlands and the West of England. First event on the Northern's diary will be on July 8th when a rally is to be held starting from Sheffield. Details from D. Chadwick, Malvern, Oakenbank Road, Heywood, Lancs. General Sec.: K. D. McDowall, 1, Halesworth Road, Lewisham, S.E.13.

* * *

R. G. Chawner asks us to say that he is National Hon. Secretary of the Vintage Motor Cycle Club and that J. G. Boulton is actually Hon. Secretary of the Club's Midland Region.

* * *

Those whose concern is roads as well as the vehicles that run on them will welcome "Road International," a beautifully-produced journal on this important subject, of which Dudley Noble and John Plum are the joint editors. Price 3s., from 107, Fleet Street, E.C.4.

* * *

Humber Register Rally (May 20th) was won by W. Stiles' 1919 Stellite from Cox's 1927 "9/20" Humber. Winner of Concours: Denne's 1912 Humber.

Only Eight Cars Finish at Indianapolis

From an American Correspondent

INDIANAPOLIS, *May 31st.*

A STARTLING series of mechanical breakdowns was the outstanding feature of this year's 500-mile race. Of the 33 starters, only eight were on the track when Lee Wallard, the winner, got the chequered flag at the record speed of 126.244 m.p.h.

The post-race consensus was that the cars—31 of them equipped with four-cylinder Offenhauser engines—were being run beyond their capacity. Lou Moore, builder of four previous Indianapolis winners, declared "it was a miracle that anyone finished." Louis Meyer, president of Meyer and Drake, builders of the Offenhauser engines, said that if mechanics persisted in combining low gear ratios with high speed, soon there would be a 500-mile race with no finishers whatever.

All records from 25 to 500 miles were broken on one of the hottest May 30ths in years. A new high of 58 pit stops was required, as rubber fairly melted off tyres. The six front-drives in the race particularly suffered from tyre trouble, several of them coming in to change as early as 100 miles. Thus Firestone's much-heralded new "contour" racing tyres which embody a new rubber compound in the tread were forced to make an inauspicious debut in the blazing heat. (Cars at the Indianapolis Motor Speedway use Firestones exclusively.)

The total of eight cars still running at the end of the race was the lowest in history. Twice before—in 1921 and 1946—nine cars finished, but the usual average has been from twelve to fifteen. Typical of the day was the fact that Wallard, the winner, ran his last twenty laps (fifty miles) with no brakes whatever. The victory of Wallard's Belanger Special was especially notable because it carried one of the smallest engines in the race, with 241 cu. in. piston displacement. The bore and stroke are each 4.250. Dimensions for practically all other Offenhausers in the race were 270 cu. in. piston displacement, 4.3125 bore and 4.625 stroke.

Once again the Novi Specials, originally designed by the late E. C. ("Bud") Winfield and hailed as America's fastest cars since 1947, failed dismally. Driven by Duke Nalon and Chet Miller, both qualified at more than 135 m.p.h., and both stalled during the race because of a multitude of troubles, mostly fuel ailments.

The almost complete monopoly of Meyer and Drake engines and Kurtis Kraft chassis continued in 1951. Three cars appeared at the track with modified stock engines, but they had no chance of making the required qualification speed, rarely if ever exceeding 122 m.p.h. in practice. The slowest car in the starting field qualified at 131 5 m.p.h.

Hilborn fuel injection has virtually replaced the carburetter in most cars, especially when alcohol is used as fuel. Lou Moore's front drivers, winners of three previous races here, use Riley carburetters and run on aviation fuel. This provides less power, but fuel consumption is much better.

Almost half the cars used Goodyear Hawley disc brakes, completely exposed. The brake lining area is very small, but the cooling obviously is good. The main virtue is lightness as compared to the rest of the cars using the conventional drum brake. However, many cars in the race experienced brake trouble and the overall performance was not noteworthy.

Magnesium disc wheels are increasing in popularity at Indianapolis; half the cars used them this year, with the remainder staying with wire wheels. One of the latter collapsed on Mauri Rose's Howard Heck Special while the three-time winner was starting a bid for the lead. The car was wrecked but Rose escaped with a minor scratch.

The old-style dirt-track chassis with transverse springs remained much in evidence this year. In fact, 27 of the 33 starters were built primarily to race in championship dirt races throughout the summer. No car with a serious chance of qualifying this year had independent rear suspension.

Many complaints have been heard that Indianapolis is turning into "an all-Offenhauser show." Foreign competition is badly needed, but meanwhile the Offys continue to send every record higher and still higher. Walt Faulkner once again set an all-time qualifying mark of 136.872 in his little Grant Piston Ring Special. The fastest of his four laps was just over 138. The true peak of the h.p. curve of a 270 Offy running on alcohol comes at 6,200 r.p.m., and Faulkner deliberately turned that to set his record. At 6,200 r.p.m. critical bearing loads are some 20 per cent. higher than at 5,500 r.p.m. Approximately 360 b.h.p. is developed.

As in every year since 1937, entry regulations remained the same for the "500." A few maximum body regulations were adopted to "bar freak super-streamlined monsters." Enclosing of wheels was barred. The Indianapolis Speedway still does not comply with International Formula I and gives no signs of doing so.

Wallard's victory was worth approximately $58,000 to him. The top ten prizes:

	Car	Driver	Laps	hr.	min.	sec.	Speed m.p.h.
1st:	Belanger Special	Lee Wallard	200	3	57	38.05	126.244
2nd:	Robbins Special	Mike Nazaruk	200	3	59	25.31	125.302
3rd:	Hinkle Special	J. McGrath-M. Ayulo	200	4	00	29.42	124.745
4th:	Blakely Special	Bob Ball	200	4	2	30.26	123.709
5th:	Blue Crown Special	Henry Banks	200	4	4	35	122.680
6th:	Leitenberger Special	Andy Linden	200	4	4	48	122.573
7th:	AutoShippersSpecial	Carl Forberg	194			Flagged	
8th:	Mobilgas Special	Duane Carter	181			Flagged	
9th:	Mobiloil Special	Tony Bettenhausen	179			Out, awarded ninth	
10th:	Novi Prelube Special	Duke Nalon	152			Out, awarded tenth	

The six cars which completed the course all broke the former all-time record set by Bill Holland, who won in 1949 at a speed of 121.327 m.p.h.

R.A.F. M.C.?

We have received this letter which is self-explanatory:—

Sir,

I have been permitted by the Air Ministry to form a committee to consider and submit proposals for the formation of a motoring association within the Royal Air Force.

Before official recognition and support can be given to the project it is necessary to show the amount of support which would be forthcoming from prospective members and I am naturally anxious for it to be known what is afoot.

It is proposed that serving members of the R.A.F., W.R.A.F., and the Princess Mary's Royal Air Force Nursing Service should be eligible for membership. The aims of the association will be to enable those who are interested in motor cars and motoring to meet and to hold competitions and rallies. Its character shall be social and sporting.

I would be most grateful if you could find space to mention this fact in your columns suggesting at the same time that all those who are interested should write to me at the following address for further information: Royal Naval Tactical School, Woolwich, London, S.E.18.

The committee consists of W.-Cdr. F. Aikens, W.-Cdr. J. Pelly Fry, W.-Cdr. T. Fazan, Sqn.-Ldr. J. Crampton and myself.

We met at the R.A.C. on May 24th and the R.A.C. has agreed to help us and has offered us the full benefits of associate membership at a very favourable cost.

I am, Yours, etc.,
P. R. M. WILLIAMS,
W.-Cdr.

MODERNISING A 501 FIAT

continued from page 335

There was a hood which folded almost flat, and the spare wheel was carried on the back. So far as performance went the car exceeded all my expectations. I can best describe it as feeling as though the brakes had been on and someone had suddenly taken them off. The car was much faster, and more lively, in fact it was difficult to believe that it was the same car. The pistons and new head undoubtedly contributed, but I think the great reduction in weight and wind resistance were chiefly responsible. The car was never very fast by present-day standards, but she could and did on many occasions cover fifty miles in an hour on good roads, without making any special effort, and she kept on month after month with absolute reliability. Altogether this was a most pleasant and economical car to drive and I felt the work done on her more than worth while. The car was given to a nephew who was killed in the Battle of Britain, but I heard that it was seen going strong long afterwards; if it is still going, I should very much like to hear from the present owner.

EARLY HILL-CLIMBS

by

"BALADEUR"

1. CHANTELOUP, 1898-1900

THE history of motor racing on the grand scale, the tales of the town-to-town races, of the Gordon Bennett contests, of the Grands Prix, the Targa Florio and the Tourist Trophy—these have been told in more or less detail by various writers and at various epochs. The picture which they present of racing over more than half a century is so full that the canvas is almost overcrowded, and room on it can scarcely be found for the side-shows to the main drama—those contests over shorter distances which nevertheless are not without their interest. A racing car, it has been sagely remarked, should be so designed that it falls to pieces immediately after crossing the finishing line; but in actual practice if it is successfully to cover several hundred miles in a long-distance race, it may be capable of as many thousand without major attention. Where, on the other hand, the competition is over only a few miles, perhaps only a few yards, the designer's problem is radically different; and the sprint race, especially the sprint hill-climb, has inevitably tended to develop a different type of car from the Grand Prix racer. A less practical type, without question, but a type which none the less is not without its special interest, and which hitherto, perhaps, has not received its due measure of historical attention.

The credit for the invention of the idea of a sprint hill-climb must go, it would seem, to M. Paul Meyan, of *La France Automobile*, and the place that he hit upon for the first event of a long series was Chanteloup, a village about 20 miles from the centre of Paris. The neighbourhood was already well known to automobilists, for the competitors in the *Concours du Petit Journal* had passed close by it in the course of their historic journey to Rouen in 1894. On that occasion, it may be remembered, they had avoided the main road from St. Germain to Mantes, which in later years had a magnificent surface, but which in the nineteenth century was doubtless *pavé*, and had gone round instead by Poissy and Meulan. Between these two places they had followed the road which keeps to the bank of the Seine (and on which, incidentally, there was still *pavé* in quite recent times, and pretty bad *pavé* at that); but if they had borne right just after crossing the river at Poissy, they would have had to have climbed the Chanteloup hill. It was just this that, on November 27th, 1898, M. Paul Meyan invited the speed-kings of the automobile world to do.

A worse course for a sprint hill-climb it would really be rather hard to imagine. Starting from the level crossing about 2½ miles from Poissy, the road climbs gently at first, then more steeply, until, plumb in the middle of the village, it takes a couple of awkward bends on a gradient most accurately described at the time as "106 millimetres per metre," which, being interpreted, is a little more than one in ten. The total length of the course was 1,820 metres, or say 1,987 yards, and the average gradient about one in twenty. As early as 1900, it is recorded, there were "danger boards *inviting* cyclists to walk down the hill and another board at the bottom *ordering* automobilists to proceed at a walking pace." In a good many cases, no doubt, the "orders" of authority were reinforced by the refusal of the automobiles themselves to go any faster. Small wonder that the villagers of Chanteloup, used to such conditions, should have looked with a somewhat jaundiced eye at upwards of fifty motor cars attempting to race round the awkward bends by the church, and on a Sunday at that.

As a matter of fact, the climb was a bit of an undertaking for the motor car of 1898. It combined, in fact, an opportunity for making fastest time of the day with the sort of ordeal represented at the present time by one of the test hills in the Land's End. "Altogether forty-seven got through successfully out of fifty-four," reported the *Autocar*, "a percentage which must be looked upon as entirely satisfactory. What," adds the same commentator nervously, "would have been the percentage say a twelvemonth ago?"

But if all but seven of the starters could manage one in ten successfully, the majority of them were unlikely to tackle it very fast. The 8-h.p. Panhard et Levassor with which Charron won the Paris–Amsterdam–Paris race, the classic event of 1898, had an engine with a bore and stroke of 80 by 120 mm. (2,402 c.c.), which ran at about 800 r.p.m. and probably did not develop much more than its nominal power. Against this, it weighed 850 kgs., or say 17 cwt., which must have meant about a ton with the crew on board. This obviously was hardly an ideal mount for a sprint hill-climb; all that could be done was to fit special sprockets to reduce the gear ratio and let it plod its way up the hill.

The event, in fact, ought to have been a gift for a powerful steamer, which could go extremely fast until something broke, and which did not mind hills in the least, although it might, admittedly, have had some trouble with the "awkward windings." But the day of the De Dion Bouton steamers was over, and that of the Serpollets was yet to come. In these circumstances it was not steam but electricity which scooped the plate.

The electric car with which Jenatzy made fastest time of the day was not, presumably, *La Jamais Contente*, which did not appear until the following spring, when it captured the flying kilometre record at 65.75 m.p.h. and held it for three years. Presumably, however, it was the car with which he recorded exactly 50 m.p.h. in January, 1899, only to be beaten in March by Count de Chasseloup-Laubat's Jeanteaud, which did 57.6 m.p.h. In any case, at Chanteloup he covered the 1,820 metres in 3 minutes 52 seconds, which gives an average speed of some 18 m.p.h. and indicates that either the gradient or the corners slowed him down quite a lot.

Runner-up was a representative of petrol, but a machine about as far removed from what was then regarded as a normal motor car as it was possible to imagine. The standard Léon Bollée voiturette with its horizontal single-cylinder engine slung alongside its three-wheeled chassis was a terrifying vehicle enough, but for the hill-climb Jamin appeared with a modified version, having two cylinders instead of one and developing 8 h.p. In spite of what amounted to an additional engine it probably weighed only about half as much as the contemporary 8-h.p. Panhard et Levassor, with the result that it only took 10 seconds longer to scamper up the hill than had Jenatzy's electric projectile.

The difficulty with the Léon Bollée voiturette, from the organisers' point of view, was that no one ever knew what class it properly belonged to; on this occasion, at any rate, it did not rank as a "petroleum carriage," as we are told that the fastest of these was an 8-h.p. Amédée Bollée driven by Giraud, which took 4 minutes 36.4 seconds for the climb. This was one of those remarkable racing monsters that had so terrified M. Bochet, the engineer to the Prefect of Police, that he had called out half a squadron of hussars in an unsuccessful attempt to stop the Paris–Amsterdam–Paris race. They had shown themselves perhaps the fastest cars in the race, but I must say it is surprising that one of them should thus have shone in a hill-climb. They were said to be heavier than the contemporary Panhard, so that the engine, which was a horizontal two-cylinder with a bore and stroke of 110 by 160 mm. (3,038 c.c.) must have had a notable punch, especially as it had to deliver it through a long belt to a countershaft behind the back wheels, to which the drive was transmitted by longitudinal shafts with a bevel gear at either end, the forward one meshing with an internally toothed pinion on the driving wheel. They were fitted with flat-topped boat bodies, ending fore and aft in a vertical knife-edged prow and stern, and were built so high that a photograph of Giraud standing beside his racer shows that the deck was just level with his shoulder. Of course, more than half of Giraud protruded above that when he was driving the monster, and one would have thought that those "windings" by Chanteloup church would have proved worse than just "awkward." For all that the intrepid Giraud succeeded in covering the 1,820 metres in 6 seconds less than Charron, whose 8-h.p. Panhard et Levassor was the runner-up among the "petroleum carriages."

This first event at Chanteloup was so successful that there were twice as many entries when the experiment was repeated on November 12th, 1899. Besides, the hill was so conveniently near to Paris that "so great was the crowd . . . that the few gendarmes present were utterly unable to keep the course clear . . . when everyone was rushing over the road in order to get as good a view of the trials as possible." The enthusiasm of the spectators, how-

ever, did not extend to the locals. In their view the proper speed at which to ascend their hill was at walking pace, and when over a hundred automobiles arrived in order to try to dash up it a great deal faster, they " showed what they thought of autocars by pelting them with stones and stretching ropes across the road when they caught them singly."

In spite of these hazards, the trials proceeded more or less successfully. " M. Jenatzy had intended to run his *Jamais Contente*, with which he hoped to do something like 60 kilometres per hour, but he found it necessary to change the wheels in order to take the corners at this speed (whatever that may mean) and unfortunately the car was not ready. He therefore ran an ordinary type with extra batteries, the whole weighing upwards of two and a half tons, and there is no doubt that he would have done something sensational if he had not been stopped half way up by a vehicle which barred the road." As it was, he " started well and flew up the gradient until he was stopped . . . and quite a minute was lost until he could get a clear road." What even now is not clear is whether the " vehicle " that baulked him belonged to another competitor, contained some of those people who were " rushing over the road in order to get as good a view of the trials as possible," or whether it was just a Chanteloup farm-cart playing its part as a local obstruction. In any case, Jenatzy clocked 3 minutes 10.4 seconds, which was 42 seconds faster than his time in 1898, but not fast enough to give him f.t.d. Indeed, what really was " sensational " on this occasion was the performance of the motor-cyclists, some of them " even rattling up to the top at a speed that was not much less than that which would have been done on the flat." The fastest of them was Béconnais, who came up on his Phébus quadricycle in 3 minutes 7.4 seconds, thus showing the advantages of not weighing two and a half tons.

The fastest of the petrol cars proper was a Peugeot driven by Doriot, which got up in just over 4 minutes, thus comfortably beating Baron de Türckheim's De Dietrich, which was built on the Amédée Bollée principle, and Georges Richard's car of his own construction. The Peugeot still had the traditional horizontal engine at the back, but it was presumably of the new and powerful type which had appeared during the year. This had a two-cylinder engine with a bore and stroke of 140 by 190 mm. (5,850 c.c.) which developed 20 h.p., or two and a half times the power of the 1898 Panhard et Levassor, while the weight at 1,200 kgs. was less than 50 per cent. greater. The day of high power-weight ratios in petrol cars was fast approaching.

By this time an alternative course for a hill-climb had been discovered at Gaillon, and after the somewhat luke-warm, or, if you prefer it, over-hot, reception which the automobilists had received in the village in 1899, it was proposed, the next year, " to leave Chanteloup to its splendid isolation." The Mayor, however, on being apprised of this proposal, was horrified; admittedly there were some among the inhabitants who did not appreciate the evil-smelling, noisy racers skidding round the corners by the church, but the crowd of people who came to drive them, tinker with them or just to watch them was unquestionably a source of considerable profit to his *bourg*. He therefore "promised to do everything to facilitate the trials by organising a service of firemen to keep order "—firemen being, presumably, more effective in this rôle than the gendarmes of the year before—" and placing buglers at the corners to warn those above of the approach of an autocar "—though how a mere bugle made itself heard above the hearty exhaust note of an approaching racer is obscure. In any case, his provisions were so effective that " the trials on Sunday [November 4th, 1900] went off very successfully and automobilists were received with not even so much as a rotten egg."

By this time Camille Jenatzy had forsaken his electric car for a Belgian Bolide racer, and he made no prominent appearance at Chanteloup. In his absence the sensation of the meeting was provided by " Dr. Pascal," *alias* Baron Henri de Rothschild, on his 24-h.p. Cannstatt Daimler racing car. A more unsuitable car for the course could not, on the whole, be well imagined. Although it was the direct ancestor of the Mercédès, it showed as yet practically no sign, except a honeycomb radiator, of what was to come. Its weight was about the same as that of the 1899 Peugeot, and its four-cylinder engine, with a bore and stroke of 106 by 156 mm., had a slightly smaller capacity. The inlet valves were still automatic, and its nominal 24-h.p. was probably a fairly accurate rating. But, apart from all this, its wheelbase was too short, its centre of gravity was too high, and it had already proved itself a pretty lethal weapon before it gave place, the next year, to the first Mercédès. Nevertheless, as this heavy red-painted German car rushed up the hill, " it gave a striking impression of power and speed "; and, as events were to prove, the impression was not a false one.

Léon Serpollet, having, in common with all the other exponents of steam, suffered disaster in the Paris–Bordeaux–Paris race of 1895, had thereupon retired in despair to make steam trams. Encouraged by the supply of capital which was provided by the American enthusiast Gardner, however, he had just returned to automobilism, and at last a couple of steamers appeared at Chanteloup. Serpollet himself was to show their capabilities a few months later in the flying kilometre tests on the Promenade des Anglais at Nice, but for the moment, even in a hill-climb, steam had to yield second place to the internal combustion engine. At Chanteloup the fastest Gardner-Serpollet took 4 minutes 32.4 seconds to cover the 1,820 metres; while the Cannstatt Daimler roared up in 3 minutes 45.8 seconds. This was not so fast as Jenatzy's record of the year before, but it was fast enough for fastest time of the day.

Indeed a good many of the competitors were a great deal slower. " In only a few cases was it necessary to push the vehicles around the awkward turnings," it was remarked, " but it must be confessed that some of them took an unconscionable long time to reach the top." Indeed, in spite of all that the Mayor could do with his firemen and his buglers, in spite of the fact that, under his influence, the inhabitants regarded the automobilists with nothing worse than silent distaste, Chanteloup as a hill-climbing venue obviously had very real disadvantages. The place was too populous to be pleasant, the road was too awkward for high speed and no longer sufficiently difficult to be any real test of hill-climbing. The great days of speed hill-climbs in France were only just beginning, but the scene was now to shift from that historic gradient on which M. Paul Meyan's idea had first been given a practical trial.

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THE CAPE RALLY

Sir,

In the March issue of MOTOR SPORT I read with very great interest the letter from Mr. J. B. Holmes, of the South African R.A.C., and I agree with him entirely.

It was indeed a scandalous state of affairs for a rally of such magnitude to take place without one single British entry.

There is no doubt at all that Britain could build a car capable of winning such a rally, and there are drivers such as Ralph Sleigh and Peter Jopling who proved their ability to drive in such a rally by their completely successful journey over much the same route in an Austin comparatively recently.

I imagine the trouble is, in the first place, that the cost of participation is too high for most private motorists, secondly the Government may not like releasing the necessary foreign currency, and, thirdly, the motor manufacturers of this country have appeared to be singularly unimaginative towards competitive motoring since the war. The reason for this may well be that, with the exception of the small firms, the motor industry is now run by industrialists pure and simple, to whom a satisfactory balance sheet is of greater importance than a high reputation in competitive circles. This is understandable but perhaps unfortunate and may not be quite such sound policy when the days of competitive selling come back again.

For a rally of this kind I think there is no doubt that the man likely to have most success is the private individual who is answerable to no one for the modifications to his car or for his methods of driving. And it is to be hoped that one or two such men may be able to compete next time.

I am not entirely unacquainted with this sort of motoring myself, having motored from London to Capetown *via* Rotterdam, Istanbul, Asia Minor, Syria, Palestine, and Cairo, in a British car (a Riley) as long ago as 1931. I understand conditions have improved greatly since then, and I obtained all details of the rally from " Les amis du Sahara " some months ago but found the cost of participation too great. However, things may have changed by the time the rally comes round again.

To digress to the letter of Mr. K. N. Hutchison, also in the March issue; with all due deference to that excellent motor car the Lancia Aprilia, I think that if the Alps had to be crossed, not once but six times non-stop, the Bentley would be first past the post and, if not " stone cold," certainly not overheated!

I am, Yours, etc.,

Walton, War. C. D. B. WILLIAMS.

MODERNISING A 501 FIAT

by

A. L. BRAITHWAITE

Vintage enthusiasts generally are against modifying vintage cars. But sometimes an impecunious enthusiast craves improved performance, yet can only afford an elderly chassis. So, keeping an open mind, we present these notes on how that famous car, the 501 FIAT, was made to look and go better than when new.—ED.

I HAD one of those fine old 501 FIAT cars and drove it many thousands of miles with great satisfaction. Mine was a 1923 model with a heavy English body, and a large vertical screen which was common at that time. After I had driven it for two or three years it seemed to me worth spending time and trouble on to improve the performance. I felt sure that with its very large frontal area drastically cut down, and a much lighter body the result might be surprising. It certainly was! About this time I saw a similar car advertised for £6 and went to look at it. To my surprise I found that it had done considerably less mileage than my own, and was in good running order, so I bought it. I had in mind the alterations I wanted to make and yet I didn't want to lay up my car for a longish period. First I stripped off the Italian body and made as near a scale drawing as possible. I then superimposed the proposed alterations, and as this seemed all right I proceeded to make a template of the side member of the chassis; I was aiming at underslinging the back of the car. It may be remembered that these cars were considerably upswept at the rear and were very high *off the ground and inclined to roll on* corners. There was a cross member about half way between the gearbox and back axle. My idea was to cut the frame in half about 8 ins. in front of the cross member, turn the back half upside down, and rejoin the two halves. I did this to the template and offered it up and all appeared well, so I cut the frame, turned the back over, procured two ½ in. steel liners which were a driving fit in the frame (they were about a foot long and secured with three bolts on each side of the cut), and this made a very rigid job. To make doubly sure the actual join was also welded. The spring pads were not a fixture, but able to revolve on the axle, so all I had to do was to turn them over; similarly, the springs were turned upside down and refitted, two or three leaves having been taken out in view of the much lighter body I intended to fit. The axle was now between the spring and frame, and if the car had been designed with this alteration in view it couldn't have been arranged better. Nothing else was required. The frame sloped down towards the back, and I should think the back was lowered about a foot. No alteration was needed at the front end, but the car had no front brakes. So I found a front axle off a 1926 car which had, and bought it and fitted it to the Special.

The steering was very considerably raked, this being easily effected by means of a wedge-shaped casting and longer bolts. The radiator, which was extremely high, was lowered something like 8 ins. and at the same time sloped back and with a rather smart stone guard which I made and a pair of Lucas headlamps the front of the car was entirely altered. Lowering the radiator made it necessary to cut a hole for the starting handle; this was beyond me, but a very skilful friend did it and it never gave any trouble.

I have always disliked standing on my head under the scuttle to get at the gearbox, so partly for this reason, and partly for appearance, I brought the scuttle close to the wheel. This resulted in it being much farther back, so giving a long bonnet which, when opened, left the whole works easy of access; modern cars might with great advantage copy the accessibility of these old cars. The new *instrument board was covered with engine-*turned aluminium, which looked very nice but nearly wore out my thumb doing it with a piece of emery cloth!

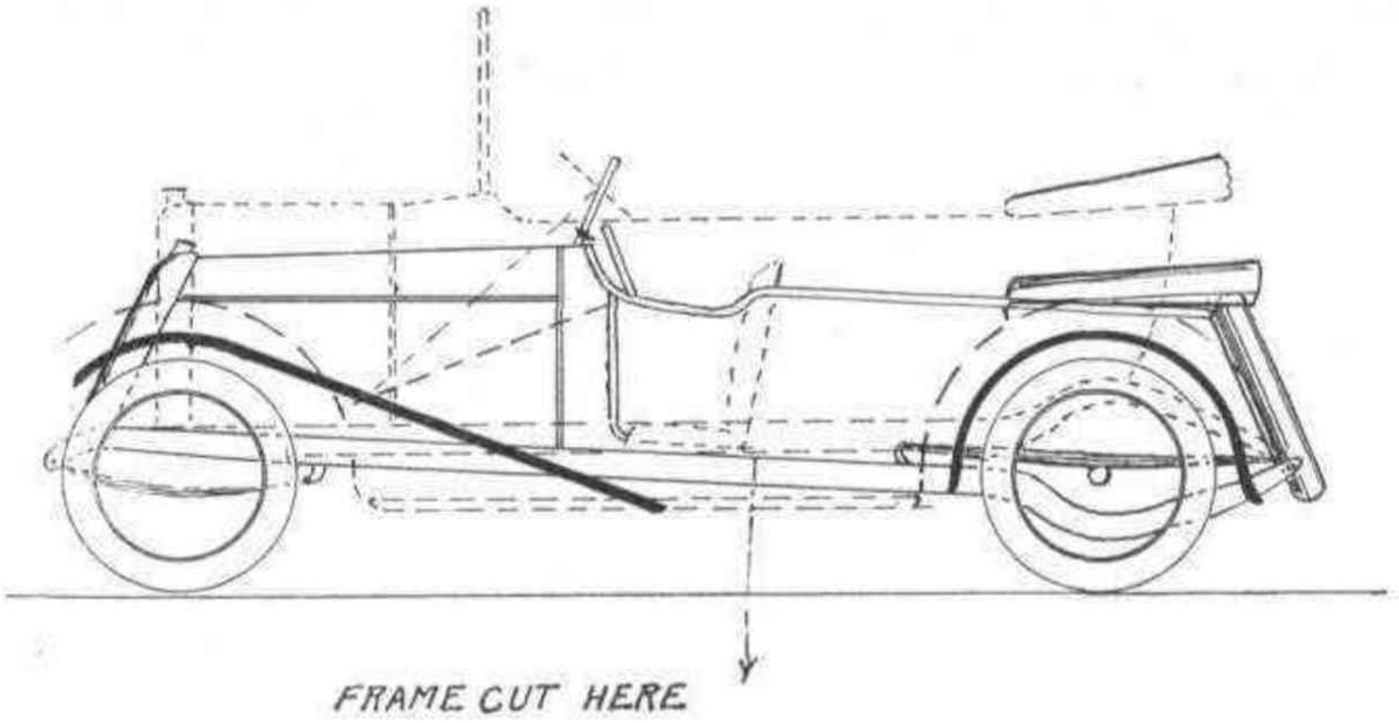
Both gear and brake levers were cut down, as the seat was now much lower. The dash tank was replaced by one at the rear and an Autovac which I got from a car breaker functioned faultlessly the whole time I had the car. I would vastly rather have one than an electric petrol pump. The engine was stripped and found to be in good condition. The bearings were taken up a little, and it was decided to fit aluminium pistons in place of the rather heavy cast-iron ones. At the same time the cylinders were re-bored, and a Ricardo aluminium head fitted (Ricardo made a standard head for this car, among others). There was a Solex carburetter, but I do not remember whether it was on the car already. This completed the alterations to the chassis.

Any enthusiastic amateur with a decent workshop could have done the same, except for bonnet and wings, which I had specially made. I think many otherwise good jobs are spoilt by trying to do work which is a specialist's job, such as making a bonnet, and if this looks amateurish it spoils the whole thing. The wheels were steel artillery and were retained. At the time when I made this conversion I had a boat builder's shop and some skill in woodwork, so that the body presented no particular difficulty. A light frame was made and covered with three-ply, with felt between the panels and frame at all points of contact. The panels were covered with black leather cloth put on with croid glue, the joins being covered with aluminium moulding. Before the car went on the road the leather was well coated with polishing wax and it never looked shabby as long as I had it.

There were two bucket seats, useful room for suit cases, and a tonneau cover. The body had two doors, but owing to the right-hand gear and brake levers a really movable seat was essential, otherwise one could not get either in or out *without great difficulty*. I had never seen a sliding seat which was anything like satisfactory and I decided to make my own idea. I got some fairly heavy angle brass which I screwed to the floor, then I got some of those chair castors which instead of wheels have balls in the bottom. These were fastened to the seat so that they just fitted easily between the angle irons and ran on them like rails. This was a perfect success. I had only to pull a spring-loaded pin and the whole seat rolled backwards or forwards without effort. Dunlopillo cushions made the seats very comfortable. The inside of the body was also panelled with leather-covered ply, but this was green, with green carpet to match, and green wheels.

The finished job looked very smart and attracted interest wherever I went.

Continued on page 332



ANCIENT AND MODERN.—A drawing (not to scale) showing how A. L. Braithwaite made a low-chassis version of that excellent and durable car, the 501 Fiat.

THE EIGHT CLUBS AT SILVERSTONE

THE Eight Clubs' Organisation held a very successful Silverstone Race Meeting on June 2nd, ably organised by Barclay-Inglis. Two One-Hour High-Speed Trials and ten races over the sensible distance of five laps were held, the races being for groups of cars of approximately equal performance instead of given sizes of cars, like the 75, 90, 100-m.p.h. and Lightning Handicaps of Brooklands memory. The only exception was an Austin Seven scratch race, which Chapman's beautifully-made Lotus would have won had it not started on three cylinders and retired when in the lead on lap four. This let Jeffery win, in spite of axle judder.

The High-Speed Trials had been great fun, Nancy Binns in a hard-used XK120 Jaguar having a grand tussle with Wood's sister car. Some of the Jaguars boiled, Anderson's had snatching brakes, and Maitland's retired. A. J. A. Stokes put up a very fast drive indeed in a Healey "Silverstone" with extra air scoops in its bonnet. J. E. Manfield, too, went splendidly in his "Mille Miglia" Frazer-Nash, and the cornering of T. J. Brooks' Dyna-Panhard and Carefoot's Lancia Aprilia was wheel-lifting in the extreme. An early casualty was the R.B.W., with detached steering. Jane's Lancia boiled and sounded tired, and Chandler's Lea-Francis spun at Stowe corner.

In the first of the mixed scratch races Yeats, nearly falling out as the door opened, cornered valiantly in his Ford Ten-engined FIAT 500 coupé, back axle dancing wildly as he braked, but eventually the repaired R.B.W., in spite of front axle tramp, came through to win. A handicap followed, which M. P. Anthony's unexpectedly quick s.v. S.S.90 won by a big margin. In the following handicap Smith's M.G.-Ford did its best for three laps, but Orr-Ewing's "4½" Bentley caught it at Stowe, closely followed by Mason's "4½" Bentley, which then went into the lead, Goodhew's lowered "Le Mans" 4½-litre Lagonda separating the Bentleys on the run-in. Anthony then made a determined effort to win the next, scratch, race, but couldn't hold off Page's Allard. J. C. C. Cavendish's 2-litre Aston-Martin pipped Orr-Ewing by keeping close in at Stowe.

An exciting handicap came next, Gibbs' Riley leading for two laps, to be passed by Croysdill's neat Lamgia, in turn passed by Allen-Asquith's Healey "Silverstone." Cocker's Riley then won another handicap from Pratt's Rover, and Goodhew's Lagonda, very masterfully, a scratch race from Asquith's Healey. Howorth displayed his Boreham form in the last scratch race, leading all the way from Peacock's "Le Mans" Frazer-Nash and Willis' B.M.W. Manfield's Frazer-Nash went into Stowe fast, troubled by a locking brake.

So to the Handicap for the MOTOR SPORT Trophy, which was a sternly-fought contest. Margulies, having gone away to have a broken wing-stay welded on his very sporting Talbot "105" two-seater—a sort of replica of a team car—drove determinedly and took the lead on the last lap, putting himself very comfortably in the lead on points. Walker led for three laps by dint of a good start, in his 2-litre Lagonda, but had terrible front axle judder, ending in a tub-eliminating thing at Stowe and stopped for a long time after driving across the course. He finally resumed at speed, but too late. That let Cocker's Riley in, only to be passed by Anthony's S.S.90, which Margulies and Keen's "Le Mans" H.R.G. caught on the last lap. This race was run with obvious determination, and Asquith's Healey twice rotated at Stowe. It is understood that entry fees, and perhaps a bit over, will be returned to competitors at this meeting—good show, Eight Clubs!

Results:

ONE-HOUR HIGH-SPEED TRIAL.—The following qualified: 1,100 *c.c.* (50.12 *m.p.h.*): F. B. Taylor (933-c.c. Austin), A. S. Friend (1,100-c.c. H.R.G.), P. J. Yates (939-c.c. M.G., s/c.), R. Butler (Butler). 1,500 *c.c.* (52.39 *m.p.h.*): H. Dearden (1,159-c.c. Lagonda), A. J. Range (1,250-c.c. M.G.), R. Yeats (1,172-c.c. Yeats Special), F. E. Still (1,486-c.c. Jowett), J. Carefoot (1,486-c.c. Lancia), C. D. F. Buckler (1,172-c.c. Buckler), Mrs. R. B. Gibbs (1,496-c.c. H.R.G.), P. Tabor (1,460-c.c. Lamgia), J. Gott (1,496-c.c. H.R.G.). 3,000 *c.c.* (54.67 *m.p.h.*): E. S. Sherwood (2,660-c.c. Austin), J. Jane (1,993-c.c. Lancia), R. F. North (2,664-c.c. Jaguar), A. S. Stevens (1,767-c.c. Lea-Francis), N. Sharp (2,992-c.c. Bugatti), J. C. C. Cavendish (1,970-c.c. Aston-Martin), F. J. A. Hobbs (2,511-c.c. Alvis), R. G. Whalen (2,443-c.c. Healey), A. J. A. Stokes (2,443-c.c. Healey), R. C. Willis (1,996-c.c. F.-N. B.M.W.), K. L. Rourke (2,660-c.c. Austin), E. J. Chandler (1,767-c.c. Lea-Francis), J. E. Manfield (1,971-c.c. Frazer-Nash). *Over* 3,000 *c.c.* (56.94 *m.p.h.*): J. A. C. Laverick (3,485-c.c. Jaguar), A. G. Anderson (3,442-c.c. Jaguar), H. J. Senn (3,442-c.c. Jaguar), F. H. Howorth (3,442-c.c. Jaguar), E. P. Scragg (3,442-c.c. Jaguar), L. Wood (3,442-c.c. Jaguar), G. Lee (3,442-c.c. Jaguar), Mrs. N. Binns (3,442-c.c. Jaguar), J. J. Macklin (3,917-c.c. Allard), —. Bryden (3,442-c.c. Jaguar).

EVENT 3. 5-LAP SCRATCH RACE FOR AUSTIN SEVEN CARS (750 M.C. Formula).—1st: K. S. Jeffery, 54.02 m.p.h.; 2nd: D. Bukin; 3rd: W. P. C. Cole.

EVENT 4. 5-LAP SCRATCH RACE.—1st: R. N. Richards (1,172-c.c. R.B.W.), 60.04 m.p.h.; 2nd: H. Cocker (1,089-c.c. Riley); 3rd: G. G. Smith (1,172-c.c. M.G.-Ford).

EVENT 5. 5-LAP HANDICAP RACE.—1st: M. P. Anthony (2,664-c.c. S.S.90), 64.47 m.p.h. (1 min. 40 sec.); 2nd: R. A. Page (3,622-c.c. Allard), (1 min. 10 sec.); 3rd: J. Gott (1,496-c.c. H.R.G.), (1 min. 30 sec.).

EVENT 6. 5-LAP HANDICAP RACE.—1st: R. H. B. Mason (4,398-c.c. Bentley), 63.08 m.p.h. (1 min. 15 sec.); 2nd: J. Goodhew (4,500-c.c. Lagonda), (scratch); 3rd: J. H. Orr-Ewing (4,500-c.c. Bentley), (1 min. 15 sec.).

EVENT 7. 5-LAP SCRATCH RACE.—1st: R. A. Page (3,622-c.c. Allard), 65.71 m.p.h.; 2nd: M. P. Anthony (2,664-c.c. S.S.90); 3rd: J. C. C. Cavendish (1,970-c.c. Aston-Martin).

EVENT 8. 5-LAP HANDICAP RACE.—1st: P. Allen-Asquith (2,443-c.c. Healey), 71.69 m.p.h. (1 min. 10 sec.); 2nd: W. R. Croysdill (1,460-c.c. Lamgia), (1 min. 25 sec.); 3rd: F. Howorth (3,442-c.c. Jaguar), (25 sec.).

EVENT 9. 5-LAP HANDICAP RACE.—1st: H. Cocker (1,089-c.c. Riley), 59.51 m.p.h. (40 sec.); 2nd: D. F. R. Pratt (1,389-c.c. Rover), (2 min. 10 sec.); 3rd: G. T. Walker (1,954-c.c. Lagonda), (1 min. 25 sec.).

EVENT 10. 5-LAP SCRATCH RACE.—1st: J. Goodhew (4,500-c.c. Lagonda), 71.81 m.p.h.; 2nd: P. Allen-Asquith (2,443-c.c. Healey); 3rd: G. A. Ruddock (1,496-c.c. H.R.G.).

EVENT 11. 5-LAP SCRATCH RACE.—1st: F. H. Howorth (3,442-c.c. Jaguar), 75.09 m.p.h.; 2nd: R. F. Peacock (1,971-c.c. Frazer-Nash); 3rd: R. C. Willis (1,996-c.c. F.-N. B.M.W.).

EVENT 12. HEAT 3 OF THE "MOTOR SPORT" SILVERSTONE CHALLENGE TROPHY.—1st: D. Margulies (2,970-c.c. Talbot), 64.57 m.p.h.; 2nd: M. J. C. Keen (1,496-c.c. H.R.G.); 3rd: M. P. Anthony (2,664-c.c. S.S.90); 4th: J. Goodhew (Lagonda); 5th: R. A. Page (Allard); 6th: D. J. R. Chapman (Bentley).

* * *

THE POSITION IN THE "MOTOR SPORT" SILVERSTONE TROPHY CONTEST IS:—D. Margulies (Talbot), 16 points; D. J. R. Chapman (Bentley), 12; M. J. C. Keen (H.R.G.), 8; J. Goodhew (Lagonda), 7; T. A. Parkes (Morgan), 5; M. P. Anthony (S.S. 90), 4; H. C. Bradford (M.G.) 3; D. McKenzie (Bentley), A. P. Hitchings (Cadillac-Allard) and R. A. Page (Allard), 2 each; D. Parker (Frazer-Nash) and P. J. Simpson (Healey), 1 each.

The fourth heat will be run at the Aston-Martin meeting on July 28th, and Margulies, Keen, Anthony, Goodhew, Page and Chapman are eligible without further qualification.

CIRCUIT OF AIX-LE-BAIN FORMULA II (June 3rd)

At the Formula II race over the small circuit at Aix-le-Bain, in France, the H.W.M. team covered themselves in glory and upheld the magnificent record so far attained this season by the "equipe."

As is usual at this meeting the race was run in two heats and final; in the first heat John Heath secured third place and in the second Stirling Moss won by over half a minute from Robert Manzon on a "works" Simca.

In the final, which was over 57 laps, Moss finished a fine second to Rudolph Fischer, the Swiss driver of a 2-litre Ferrari.

Results:

FINAL

1st: R. Fischer (Ferrari), 1 hr. 15 min. 14 sec., 49.68 m.p.h.; 2nd: S. Moss (H.W.M.), 1 hr. 15 min. 26 sec.; 3rd: A. Simon (Simca), 1 hr. 15 min. 37 sec.; 4th: F. Cortese (Ferrari), 1 hr. 15 min. 39 sec., 1 lap behind; 5th: A. Gordini (Simca), 1 hr. 15 min. 59 sec., 3 laps behind.

SWISS GRAND PRIX FORMULA I (May 27th)

Amended and fuller results.

1st: J. M. Fangio (Alfa-Romeo), 2 hr. 7 min. 53.6 sec., 89.11 m.p.h.; 2nd: P. Taruffi (Ferrari, 4½-litre), 2 hr. 8 min. 48.9 sec.; 3rd: G. Farina (Alfa-Romeo), 2 hr. 9 min. 12.9 sec.; 4th: C. Sanesi (Alfa-Romeo, de Dion), 1 lap behind; 5th: E. de Graffenried (Alfa-Romeo), 2 laps behind; 6th: A. Ascari (Ferrari 4½-litre), 2 laps behind; 7th: L. Chiron (Maserati 4CLT), 2 laps behind; 8th: S. Moss (H.W.M. 1,960 c.c.), 2 laps behind.

Fastest Lap: J. M. Fangio (Alfa-Romeo), 2 min. 51.1 sec., 95.14 m.p.h.

★ BOOK REVIEWS

RACING CARS IN MINIATURE, *by Rex Hays.* (*Percival Marshall, 23, Great Gwen Street, W.C.2, 7s. 6d., 93 pp.*)

This is an excellent little work for model makers and should give even the novice much confidence in himself.—W.B.

* * *

Motor Racing Publications have at last issued "The World's Land Speed Record," by W. Boddy (7s. 6d., or 10s. 6d. clothbound), a very fascinating, detailed history, with some rare illustrations.

PICTORIAL REVIEW

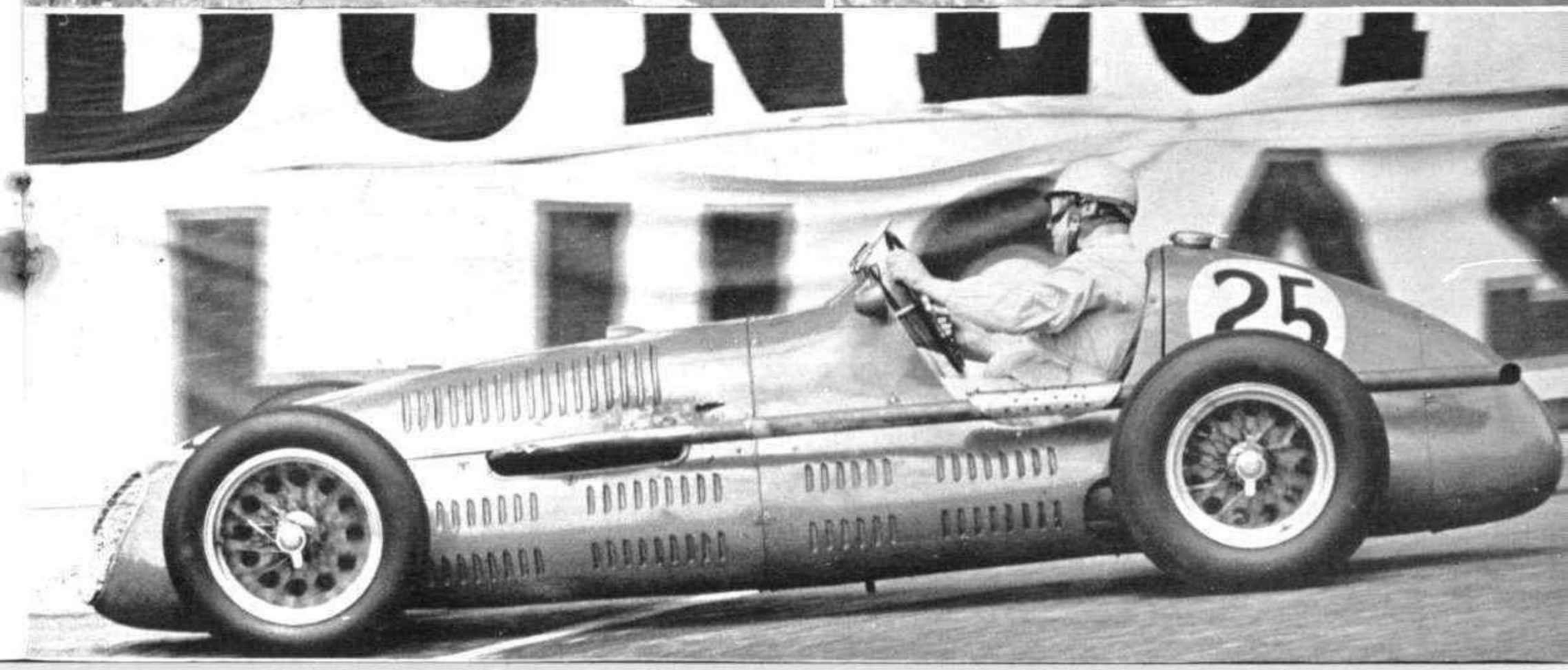
B.R.D.C. I.O.M. RACES. B.A.R.C. MEMBERS' GOODWOOD MEETING
8-CLUBS AT SILVERSTONE.
JUNE INTERNATIONAL BRANDS HATCH MEETING.

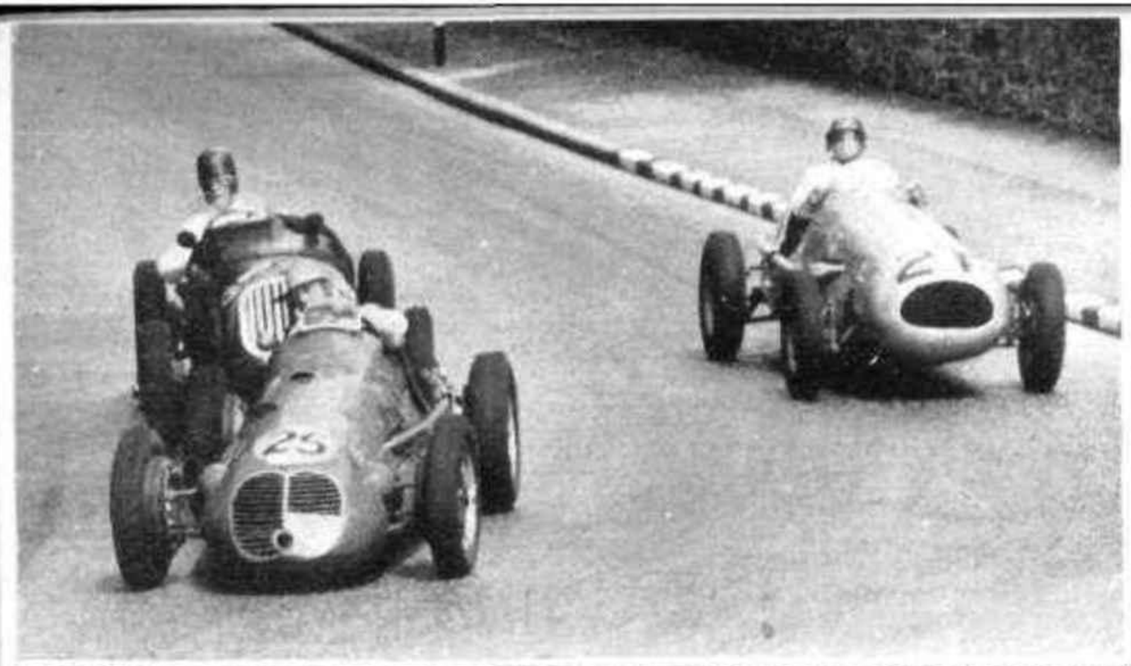
TOP—LEADERS to date in the MOTOR SPORT Brooklands Memorial Trophy Contest are, left, Tony Crook (Frazer-Nash) and, right, J. M. Hawthorn (Riley). After the Second B.A.R.C. Members' Meeting on June 16th each finished with 13 marks.

Below : UNCHALLENGED.—Reg. Parnell, although apparently chased sternly by David Murray, who made fastest lap at 72.73 m.p.h., was actually never in danger of losing the I.O.M. Castletown Trophy Race, which he won at 70.04 m.p.h. His Maserati is here seen speeding round Parkfield Corner.

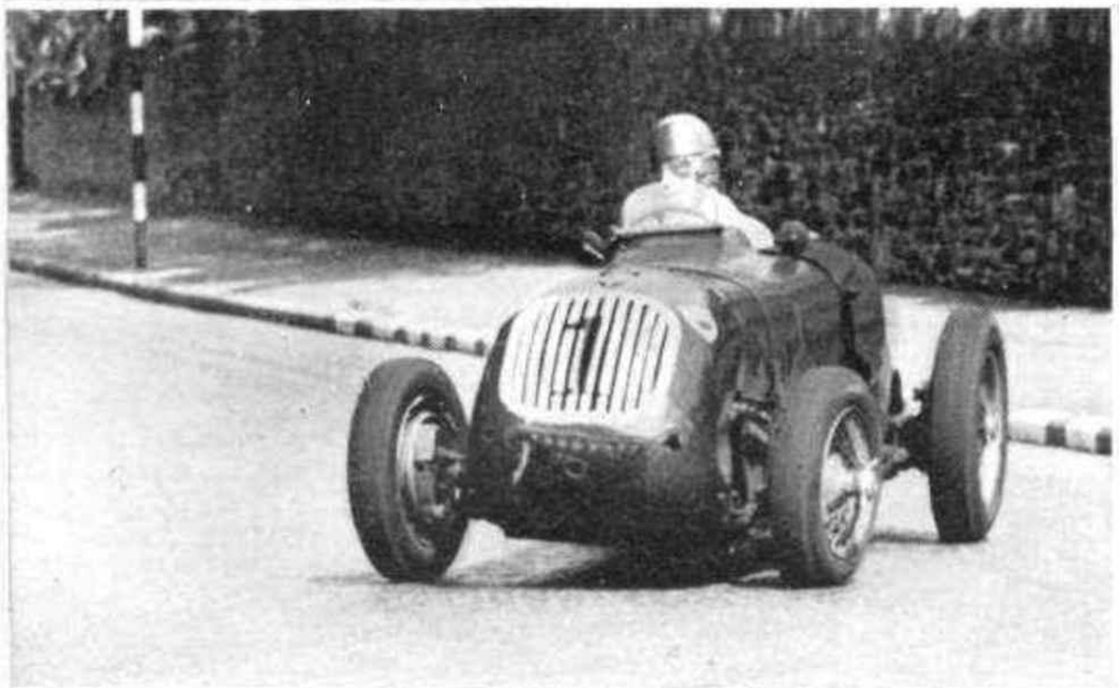








PARKFIELD. — *Reg. Parnell's Maserati, followed by another I.O.M. winner, Dunham's Alvis, at this difficult corner, where J. H. Webb's M.G.-engined Turner goes wide to let them by.*



ALVIS VICTORIOUS.— *C. G. H. F. Durham driving very consistently in the Speed Twenty-engined "12/70" Alvis, well known at Brooklands pre-war, to win the I.O.M. Manx Cup Race at 66.16 m.p.h.*

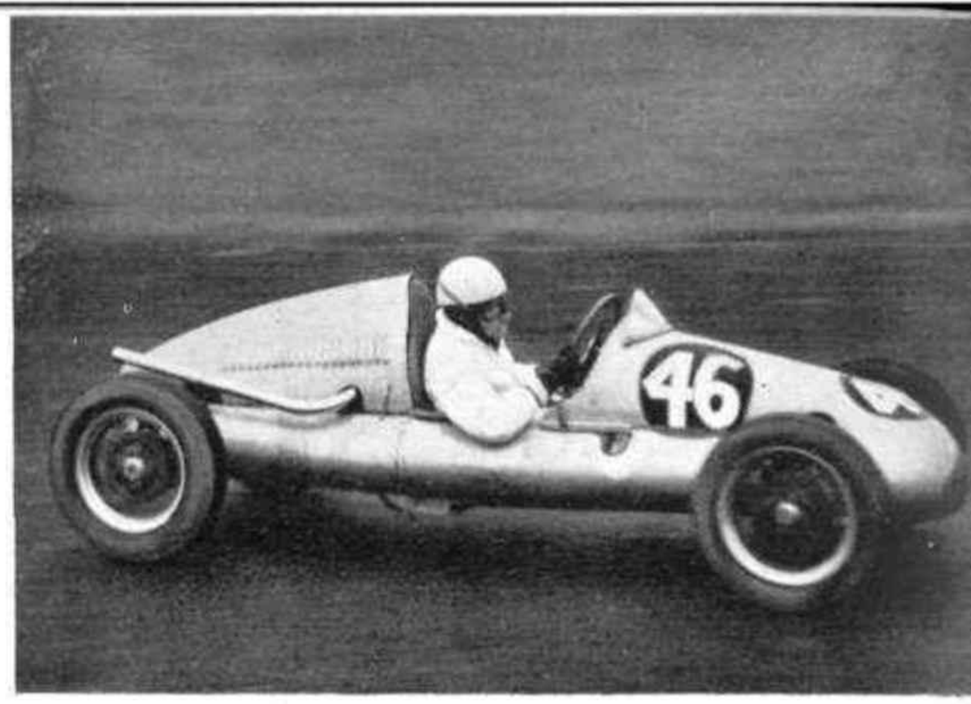


HOLDING SECOND PLACE in the Manx Cup Race, T. M. Meyer in a 1950-type H.W.M., which averaged 64.87 m.p.h.

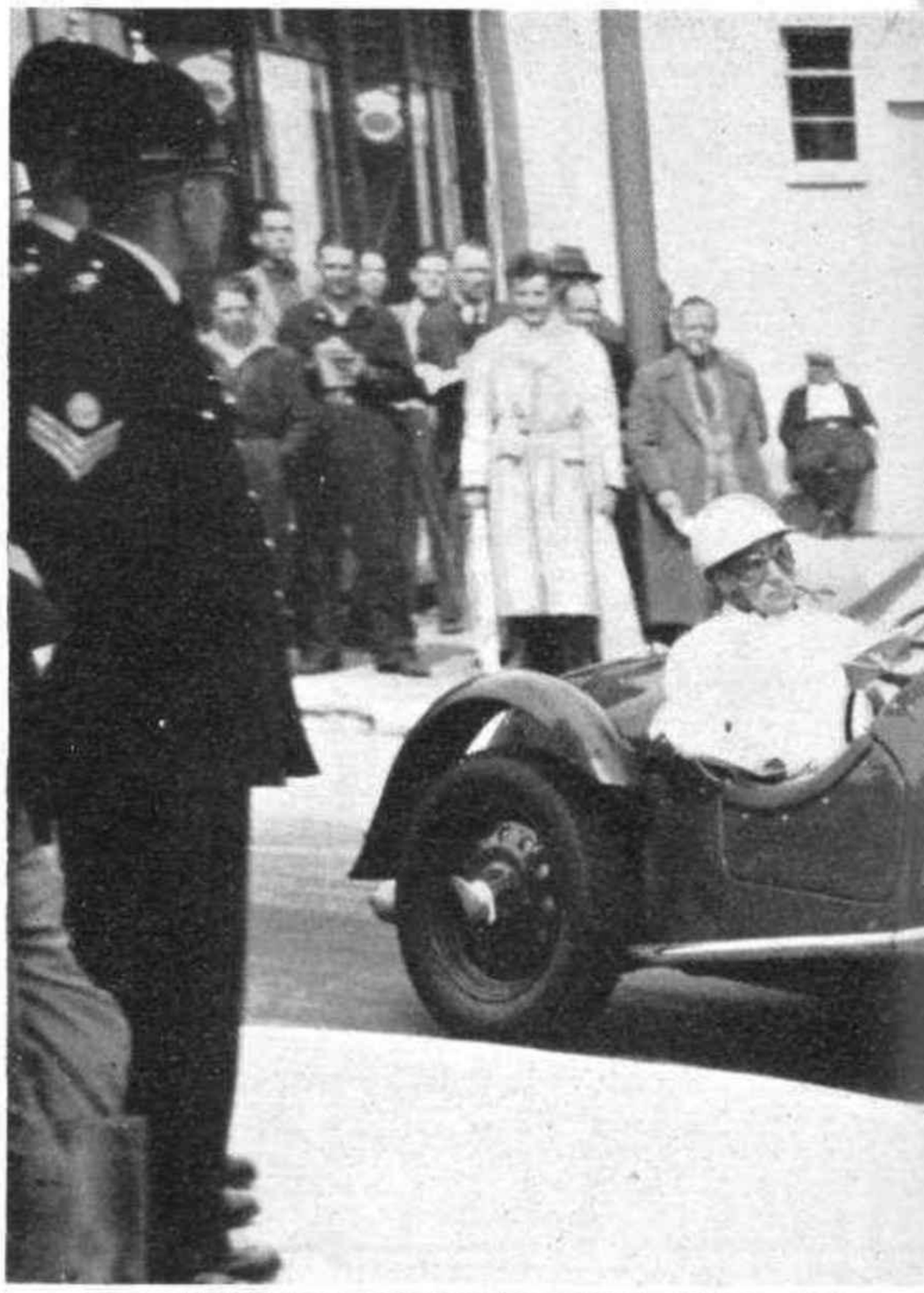


HARD LUCK!— W. S. Aston looked a likely winner of the Manx Cup in his Cooper 1,100 during the early stages of the race, but he retired on his 10th lap. He was not the only unlucky man in the Island!

MORE HARD LUCK!— P. Griffiths led the Empire Trophy Race until two laps from the chequered flag, when his Lester-M.G., starved of oil, seized-up and spun.

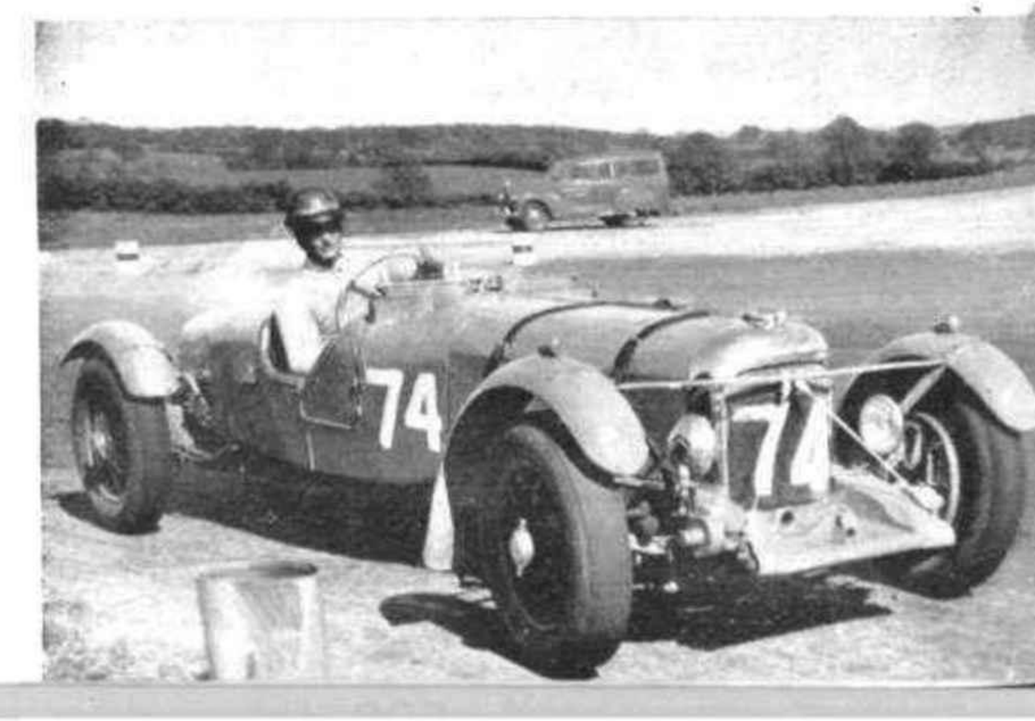


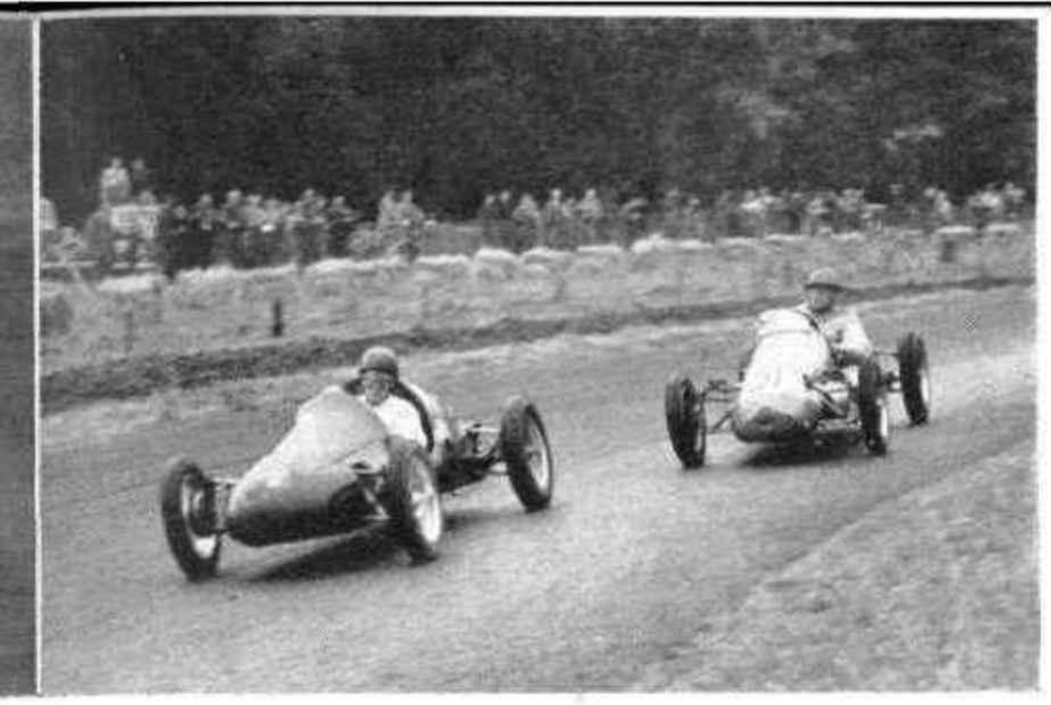
GRAY WINS AGAIN.—D. H. R. Gray, late two-wheeler expert, certainly knows how to make a J.A.P. engine work. His Cooper won the Daily Telegraph *International Trophy at Brands Hatch on June 23rd.*



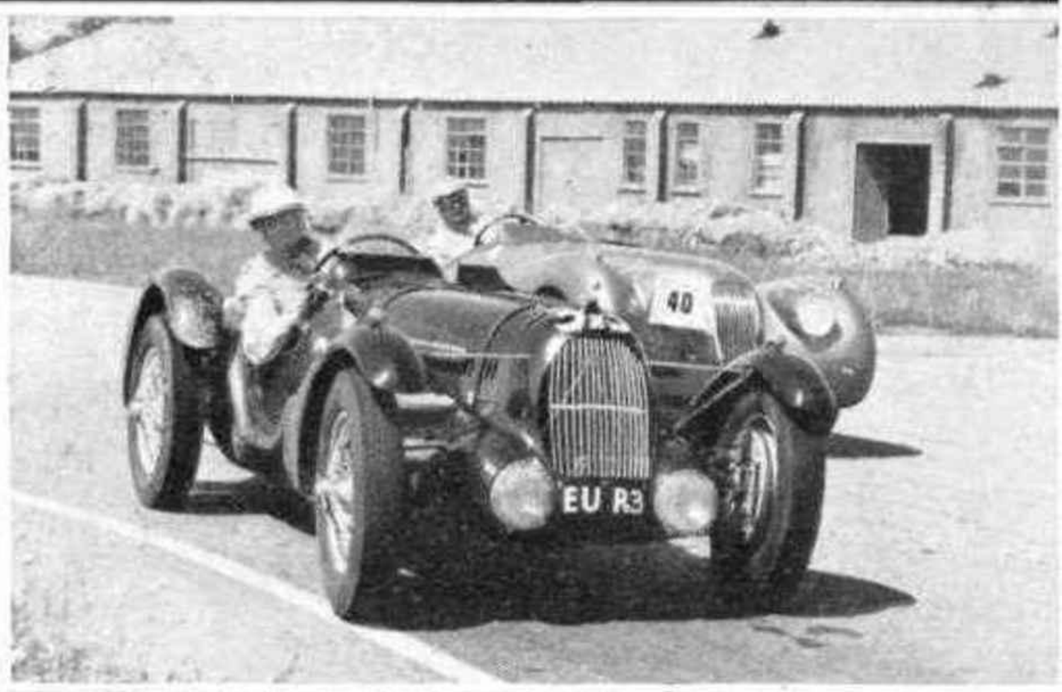
CHALKING-UP ANOTHER WIN!—Stirling Moss ap Race from start to finish. Actually he had the smaller had retired. He won after a magnificent drive, his Fraze also making fast

RACING WITH THE 8-CLUBS.—J. Goodhew's lowerep Le Mans Lagonda winning one of the five-lap Scratch Races at Silverstone on June 2nd.

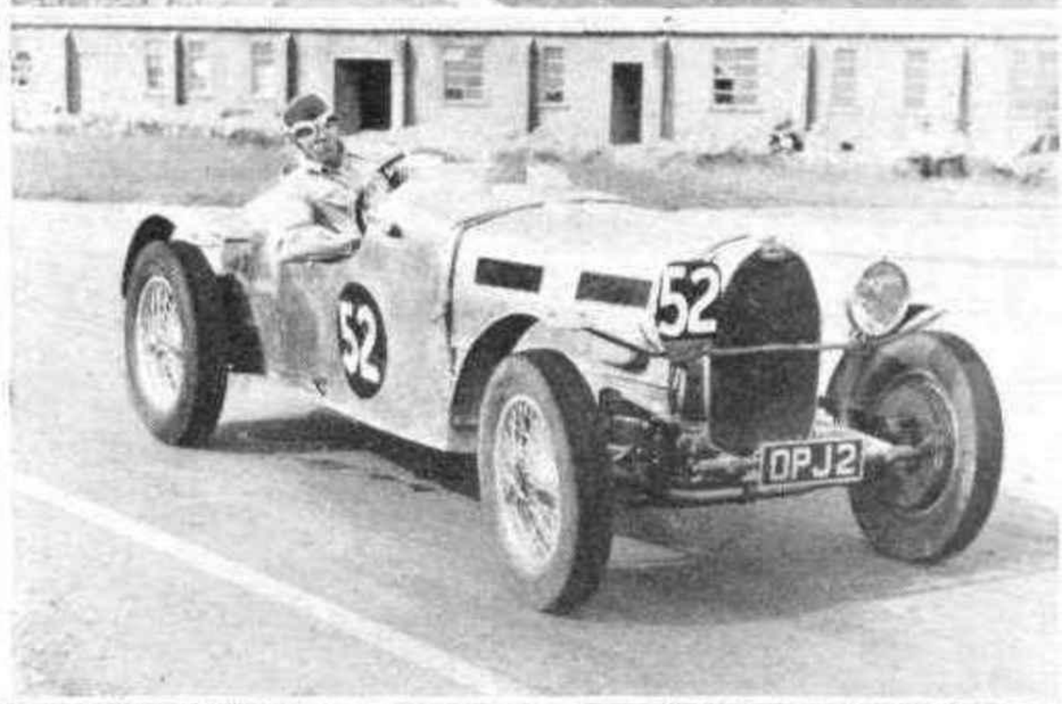




J.B.S. v. COOPER.—Don Parker (J.B.S.) leading Bill Whitehouse (Cooper) at Brands Hatch. Parker won two heats and was third in the Final of the International Trophy Race at Brands Hatch.



CLOSE SHAVE.—Guy Gale's Darracq leads Craig's XK 120 Jaguar into Woodcote Corner during the B.A.R.C. Members' meeting. A lap later Craig passed Gale at this point and, in holding an incipient spin, cut in front of the French car, which braked to avoid a crash.



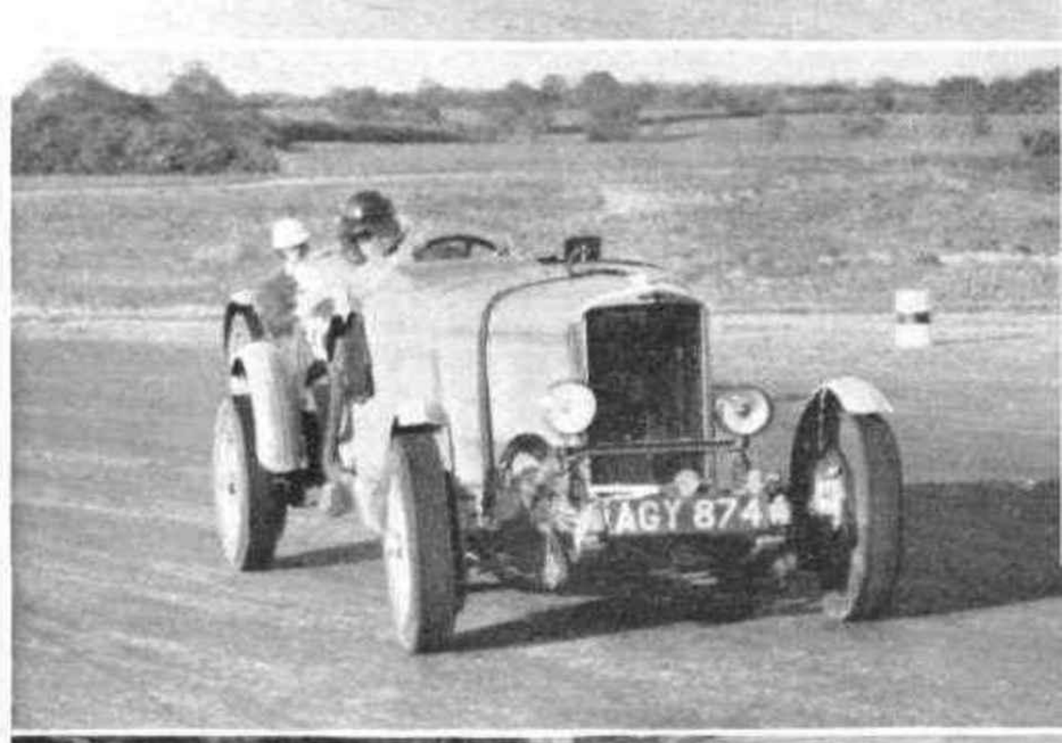
WINNER WHINCOP.—"Twink" Whincop, Bugatti exponent, drives his Type 57S Special stylishly, to win a five-lap Handicap at Goodwood at 73.87 m.p.h. on the car's first appearance.



ppeared to the uninitiated to lead in the I.O.M. Empire Trophy cars' credit laps to try to wash out and led only after Griffiths r-Nash lapping Gerard's similar car and averaging 67.27 m.p.h., est lap, at 68.78 m.p.h.



HEALEY IN FRONT.—J. B. de Edwards' Silverstone Healey, the later model with air-scoop on the bonnet, starting from the "limit" mark, won his Handicap Race at Goodwood, at 73.34 m.p.h.



UNDERSTEER EXPONENT.—D. Margulies in his rather ugly but very effective Talbot 105, which understeers fantastically on every corner, at the 8-Clubs' Meeting. He won the "Motor Sport" Handicap Race and now leads in the Silverstone Trophy, contest by 4 points *(see page 336).*

FORMULA CAR?—A Handicap at the 8-Clubs Silverstone Meeting included this Austin Seven saloon, creditably driven by enthusiast J. A. Kramer, evidently not a formula car as it didn't venture into the 750 M.C. Scratch Race!





TWO COOPERS. This interesting picture shows two contrasting Cooper-M.G. sports cars, Lionel Leonard's all enveloping "Ferrari" bodied car, followed by J. Reece's more "British" example which finished third in the I.O.M. Empire Trophy Race

The British Jaguar Wins at Le Mans

A BRITISH victory at Le Mans! Thanks to William Lyons for building the new Type "C" XK 120 Jaguar, to Peter Walker and Peter Whitehead for driving one to a brilliant victory, and to Stirling Moss for taking the lap record in another of these Jaguars in the early stages of this the World's most important sports-car race and thus breaking up the Talbot opposition, this came true in this year's race.

The winning Jaguar covered 2,243.9 miles in the two rounds of the clock, a speed of 93.49 m.p.h. 3.76 m.p.h. faster than the Talbot record win last year. They finished, to British cheers, nine laps ahead of a 4½-litre Talbot, driven by Meyrat and Mairesse. Moss' 105.1 m.p.h. lap record beat the 1950 Talbot record by 2.26 m.p.h.

'LE MANS, *Friday.*

The French cannot understand this at all. Traditionally, Le Mans' weather should be blazing sunshine, but today it is overcast and last night it was so wet that few drivers went out to practise. This evening there is a light drizzle, but as the dusk gathers the grandstand enclosure is filling up well with spectators anxious to see the night practice. Most of the cars are out, and among the fast ones, one notices, as they sweep by behind the beams of their headlamps, that the Jaguars are going very well, with a most steady and reassuring hum from the engine. The French Talbots seem to spend most of their time at the pit and there seems to be some unhappiness about their plugs. The very impressive Cunninghams which we have visited in their garage at Le Mans (a model of efficiency) are not out this evening. There are so many Ferraris (of various types) that they take some time to sort out, but one or two of them are going very fast.

Saturday.

Noon.—It is not just a light drizzle any more, but real hard rain. The course around which we have just motored, with its very smooth surface, is undoubtedly going to be slippery. Do English drivers still mind rain less than the Continentals?

2 p.m.—Everyone in the motoring world is parading up and down in front of the pits now, including several American friends: Charles Lytle, who wrote to us some months ago that he was *never* likely to come to Europe; Alec Ulmann; and Peter Helck, who says it is quite easy to draw!

4 p.m.—After all the rain relented; and when the breathless silence descended on a Le Mans start it was dry, even if the skies were grey. Charles Faroux, débonair with his tricolor in hand, gets younger every year. Intolerable silence; the flag drops; and a babel of sound. The Allards, Nos. 1 and 2, are well away, then the indecipherable melée of the pack. The 19th Grand Prix d'Endurance is on.

4.30 p.m.—Gonzales, on Talbot No. 7, after a brilliant start, was first past the tribunes at the end of the first lap, then Moss on Jaguar No. 22, then Cole on No. 1 Allard. The Cunninghams and the Ferraris are taking things much more steadily at the start. On the third lap, Cole is missing and later comes in with a battered right-hand back wing. Almost simultaneously, Moss goes by Gonzales just past the tribunes and at 4.20 the Jaguar leads.

8 p.m.—The Bentleys who put the English green on the map of Le Mans look as if they have some very worthy successors in these Jaguars. No. 23, driven by Biondetti, has got past Gonzales on No. 7 Talbot, which has just been taken over by Marinon, and two Jaguars are in the first two places. What is more, by my watch, Stirling Moss on the leading car has gone round in 4 min. 50 sec., which means over 104 m.p.h. The rain still holds off and the roads are drying nicely.

We looked in vain just now for No. 23 Jaguar and alas! it does not seem to be going to reappear. Leslie Johnson, vainly trying to telephone, is a more dejected man than somewhat. The car is out with no oil pressure, he tells us, and he has not even had a ride. Moreover, Fangio has now taken over No. 6 Talbot from Rosier, and in the gathering dusk, with a light drizzle falling, has clipped 2 sec. off Moss' lap record. From the Jaguar point of view, there are rather a lot of these Talbots.

The Cunninghams are going very steadily, but are hardly threatening the leaders. There seems to be a little trouble with their gearboxes, which we have heard of before with American cars. Huntoon on Briggs Cunningham's own No. 3, comes in soon after dark with a faulty light dipper and complains that "she's sticking a bit on second." "Then leave her in high" says *le patron*. But when Huntoon tries to go off again there does not seem to be much clutch, and he cannot get any gear in. Finally, the engine stalls. "Put her in gear," commands Alec Ulmann; "now start your motor." And the big car goes off on the starter, presumably "in high," till the engine fires. There are virtues as well as vices in these American cars.

It has come on to rain in earnest now, and the field is thinning perceptibly.

By **10 o'clock**, though it was some time before we realised it (the score-board is by now very much behind the times), No. 20 Jaguar, the Peter Walker—Peter Whitehead car, was in second place behind Moss and Fairman's No. 22, and Fangio on No. 6 Talbot had by brilliant driving got ahead of his team-mate Marinon on No. 7. Then, a few minutes ago, there was drama in the Talbot pit. Fangio came in to hand over, the car was refuelled in good order. Rosier took his place in the driving seat, pressed the starter and—nothing happened. He tried again; nothing. Tried yet again; the engine turned and started a carburetter fire, easily blown out by the mechanic. Tried again; nothing. Rosier throws up his hands in despair. The mechanic fiddles under the bonnet; they start an electrical fire, which has to be put out with an extinguisher. Rosier throws up his hands in despair. The French spectators groan. Rosier tries again; the engine starts and away goes No. 6, after a devastating delay.

The rain continues pitilessly; but a large and devoted crowd still throngs the enclosures. I suppose that while there's motor racing on, a French crowd will drown, if necessary.

Sunday.

5 a.m.—It has been a night of almost continuous rain, but while this has reduced speeds it has not saved the field from heavy casualties. Both the fast Talbots, Nos. 6 and 7, are out, but so is the leader, Moss and Fairman's Jaguar, which, it seems, lost all its oil pressure like Biondetti's and broke something before it could even get to its pit. Two of the Cunninghams have gone, one with the transmission trouble which was not unexpected, Briggs Cunningham's own with something more surprising—a steering column which broke at the base, fortunately at low speed, down near Arnage; but the third car is now in second place. Hall and Navone's Ferrari, after getting up into second place, has apparently used up all its electricity on its lights, and when it stops at its pit, there is none left to restart the engine. Sidney Allard's car arrives in the darkness apparently on fire in a big way, but the second car is still running. The Walker-Whitehead Jaguar still leads, and the Aston-Martin team is still complete, with the cars going beautifully, Macklin and Thompson's lying third.

With the dawn the rain has stopped, but it is perishing cold for a midsummer morning.

9 a.m.—First there was a patch of blue sky, then a gleam of sunshine, and although there is still plenty of cloud about, it is much more like a Le Mans day. Walking down to the S bends in the early morning we saw No. 5 Cunningham abandoned just beyond the Dunlop bridge. It may have gone out with transmission trouble, but it seems to have hit the bank at the side of the road in the process. The Aston-Martins are particularly impressive through the bends, but everyone is going much more slowly than yesterday, which, as the Jaguar has a lead of some seven laps, is hardly surprising from its point of view, and it is content to lap at about 95 m.p.h.

12.30 p.m.—About an hour ago there was something like consternation in the Cunningham pit, for the one remaining car, which was looking like a certainty for second place, was seriously overdue, and finally came in short of a cylinder, to judge by the sound of it. The driver, it seems, suspected a valve or a piston, and after a stop of nearly an hour all hope of second place has gone, and the car goes off slowly, still on less than eight cylinders, although it has already qualified. This lets Macklin and Thompson's Aston-Martin up into second place, but the No. 9 Talbot, driven by Meyrat and Mairesse is coming up very fast and a terrific duel looks like developing for second place. The leading Jaguar, however, is so far ahead that, barring accidents, its position looks unassailable.

3.30 p.m.—No. 9 Talbot is in second place and drawing away from No. 23 Aston-Martin, but the performance of these Aston-Martins, which are all still running, and looking and sounding as good as ever, is perhaps the outstanding feature of the race.

Results:

G.P. d'ENDURANCE: 1st, P. Walker and P. Whitehead (Jaguar), 2,243.9 miles at 93.49 m.p.h.; 2nd, P. Meyrat and G. Mairesse (Talbot); 3rd, L. Macklin and E. Thompson (Aston-Martin); 4th, P. Levegh and Marchand (Talbot); 5th, G. Abecassis and B. Shawe-Taylor (Aston-Martin); 6th, A. P. R. Rolt and J. Duncan-Hamilton (Nash-Healey); 7th, R. Parnell and D. Hampshire (Aston-Martin); 8th, L. Chinetti and Lucas (Ferrari); 9th, L. Chiron and P. Taruffi (Ferrari); 10th, N. H. Mann and M. Goodall (Aston-Martin).

CLASS WINNERS UP TO 750 C.C.: Landon and Briat (Renault).

751-1,100 C.C.: A. Veuillet and E. Mouche (Porsche).

1,101-1,500 C.C.: M. Becquart and G. Wilkins (Jupiter).

1,501-2,000 C.C.: G. Lurani and G. Bracco (Lancia).

2,001-3,000 C.C.: L. Macklin and E. Thompson (Aston-Martin).

3,001-5,000 C.C.: D. Walker and P. Whitehead (Jaguar).

5,001-8,000 C.C.: D. Walters and J. Fitch (Cunningham).

BIENNIAL CUP RACE: 1st, Hémard and de Montremy (Monopole). 2nd: R. Gaillard and P. Chancel (Dyna-Panhard). 3rd: P. Walker and P. Whitehead (Jaguar).

V.S.C.C. SILVERSTONE (June 23rd)

This attracted a fine entry, and resulted in excellent racing. V. J. Hern's 1926 Amilcar Six won the eight-lap 1908 G.P. Itala Trophy Race, hotly pursued by Sam Clutton's famous V12 Delage, which, devoid of appreciable braking power, had to be content with second place. Driven to the meeting, the Delage cheerfully reached its "tun" on the way. Dr. Ewen's 1908 Itala never went better, but was beaten by Firkin's effective 1913 Darracq and Samuelson's 1914 Rolls-Royce chassis in the Edwardian Race. A 7.5 Citroen had the audacity to compete in a four-lap scratch race and was duly swamped very early in the proceedings.

On the following day, a V.S.C.C. Light-Car Trial took place. The field varied from a 1919 Stellite to a 1930 Riley Nine. After a road section run to a stiff schedule with sealed bonnets, the cars made observed ascents of Sun Rising and Middle Tysoe hills, with an optional re-start for bonus marks on the latter. They then indulged in driving tests, handicapped on an age/capacity basis, the event admirably conceived by A. J. Fisher.

1st: M. W. R. Hooson (1924 Anzani-A.C.); 2nd: J. A. R. Grice (1923 906-c.c. Jowett; 3rd: R. H. Marks (1925 A.C.); 4th: E. I. Wheeler ("8.18" Talbot).

BRANDS HATCH (June 23rd)

OPEN CHALLENGE RACE (Heat 1).—J. N. Cooper (Cooper-Norton), 64.11 m.p.h.; Heat 2: R. M. Dryden (J.B.S.-Norton), 62.96 m.p.h.; Heat 3: D. H. R. Gray (Cooper-J.A.P.), 53.51 sec.; Heat 4: D. Parker (J.B.S.-J.A.P.), 63.97 m.p.h. FINAL: 1st: R. M. Dryden, 63.44 m.p.h.; 2nd: H. Daniels (Emerysom); 3rd: D. H. R. Gray. INTERNATIONAL TROPHY RACE (Heat 1): J. F. Westcott (J.B.S.-Norton), 63.92 m.p.h.; Heat 2: W. H. Lowe (Cooper-J.A.P.), 62.76 m.p.h.; Heat 3: D. H. R. Gray (Cooper-J.A.P.), 63.92 m.p.h.; Heat 4: D. Parker (J.B.S.-J.A.P.), 63.05 m.p.h. FINAL: 1st: D. H. R. Gray, 63.49 m.p.h.; 2nd: J. N. Cooper; 3rd: D. Parker.



WEARING OF THE GREEN.—Great credit is due to Jaguar Cars for this Type "C" Jaguar which won for G.B. at Le Mans, establishing race and lap records.

VINTAGE VEERINGS



BULL-NOSE.—A vintage Morris-Cowley in the Yorkshire hills. Many of these cars are still giving good service; although rated at 11.9 h.p., they come just outside the 1½-litre limit, their actual capacity being 1,500 c.c.

CALLING on Michael May the other day we were invited to take a short drive in his, or more correctly his mother's, 1929 3-litre AM 80 Hotchkiss saloon. This one-owner car carries its years well. The original paint on the shapely bonnet literally glistens, pleasing contrast to the dull fabric of the Weymann body This, too, is very presentable for all its 22 summers although, like the elder elephants at the zoo, it is now a little ragged in the trunk. The car has a 1931 steering column, this proving easier to fit than a new spring steering wheel when the original one cracked, and a Solex carburetter because the 1929 gas-works fouled the later column. The Hartfords were heavier than standard. Otherwise, all is original, even to the Marchal headlamps, and very nice too!

You sit low on extremely comfortable cloth-covered seats, yet the waistline isn't so high as to impair visibility and both front wings can just be seen. The body is, naturally, entirely free from squeaks and its doors open and shut impeccably. The engine, whose oil-pressure is nil until warm, runs silkily, and this Hotchkiss not only out-accelerates most 3-litre Bentleys, but gives a fuel consumption of 17-19 m.p.g. Pool it dislikes, yet it pulls strongly in top, pink-free if you retard the spark, which is done by turning a large knob above the steering wheel, a smaller knob above it constituting the hand throttle. Both work with absolute precision. The horn button lives on the facia. Steering is light and accurate, the lock very good. The ride is rather "dead," but comfortable; the brakes adequate, but inclined to squeal. The concealed gate gear-change is typically French—light, easy, very pleasant, with a trick of requiring movement to the right to get the slender central lever out of third, which May believed to be due to the maker's concern that it should not slip out of this gear up Alpine passes. Unlike many French cars, you can tell the hand brake from the gear-lever because it has no knob. The six-cylinder o.h.v. engine is neat, in typically Continental style.

Capable of 80 m.p.h. under good conditions, this Hotchkiss proved a roomy, comfortable car, quiet save for mild back-axle hum. It has provided the May family with admirable transport and touring all its life. A *pleasant* car!

* * *

Discovery in a sleepy Berkshire village—an interesting vintage small car, in the form of a 1924 10-h.p. Ariel. The specification was found to be quite straightforward, the s.v. four-cylinder engine inclined somewhat in the chassis and set well forward, one suspects because it had to occupy the same space as the flat-twin power unit of earlier models. A tiny Smith's carburetter fed through the block to inlet ports on the near side, where lived the Lucas magneto and starter. Petrol was carried in a big, flat gravity tank, there was a separate r.h.-change gearbox, suspension was by ¾-elliptics and the adjusters for the small back brakes and the filler for the back-axle were extremely accessible, in spite of a chummy body of very reasonable dimensions. Equipment included a bulb horn and Lucas three-lamp lighting set and the tyres, on artillery wheels, were a mixture of 700 by 80 and 26 by 3.

If anyone tries to tell you early light cars weren't durable, remember this Ariel. It is used regularly in the summer months by a lady who has had it since it was new. Why did she choose this rather rare make? Because the more popular Morris wouldn't go into the garage at the house where she was living at the time. The Birmingham product has certainly justified her patronage and has weathered well the passage of the years.

* * *

"I do not like the glossy, characterless efficiency of modern motor cars. It takes years of travel and the botchings and patchings of a hundred hands to humanise a car. Only the quirks and crankiness of age can give it personality and make it worthy of interest . . ." Morris Brown in a long article on his old car, in *Time and Tide* of May 26th.

Sir,

The "20/70" Crossley mentioned in the May issue was by no means the only polished aluminium one of its type. Quite a number were made so.

When the "Douggies" were "cinder shifting" around 1930, at Hall Green dirt track, two of these cars often stood in the car park. One was owned by Jimmy Gent, a popular rider of those days, and the other was owned by Chris. Anderson. They were identical except for the unusual hood sported by the latter's car.

Nearby, often stood a rakish three-seater H.E. with canoe-type tail and wood strip protected fuel tank. The chorus from their "drain pipes" quite drowned the exhaust of my M.A.G.-engined Lea-Francis motor-cycle.

I am, Yours, etc.,

Heronfield. PHILIP S. SMITH.

* * *

Sir,

In the February issue, your correspondent, Mr. Fergie, suggests that the Gwynne and Humber Eights were the most attractive vintage small cars. I suspect that Mr. Fergie desired to start something by this remark, and I had hoped that the challenge would be taken up on behalf of the Talbot "10/23"s. May I do so since no better men have come forward in the meantime? It is somewhat rash of me to do this since I have no direct experience of the Gwynne or the Humber, but during 24,000 miles accomplished on a Talbot during two years' ownership in 1934-36 I was always very interested in the two other makes. I am still.

My feeling is that as small cars the L10 and Z10 Talbots were altogether outstanding, both in character and for sheer quality and refinement, giving delightful handling and that ability to be cruised at full bore which is worth so much and which they nobly shared with their larger sisters. Of course, to those not under the spell of the vintage light car, reference to performance may seem misplaced, but they were good for fifty or so and standard averages of thirty were natural—this at 100,000 or more miles.

Figures are perhaps dangerous, but it

always seemed to me that the Talbot's performance was superior to that of the Humber Nine as well as the Eight; I am not so sure about the Gwynne. The handling appeared to be well ahead. The smoothness of the engine remains a joy in my memory as does its willingness, and the steering and stability were surely beyond comparison for the class of car. It must be admitted that the gearbox sadly lacked four speeds and the front axle lacked brakes, but the latter did not seem to matter in those days and helped the road-holding. One glance at the size of the rear brake drums gave one confidence and doubtless they were responsible for braking similar in characteristics to that of the later and larger Talbots, within the limits of the two wheels.

And what of the "8/18" Talbot? The views of someone with experience of all three makes would be interesting.

Thanking you for the frustration-antidote with which you have provided us monthly since the fight for freedom began nearly twelve years ago.

I am, Yours, etc.,

Surbiton. L. L. JONES.

* * *

Sir,

I think that Mr. Rex Leppard is a little astray on the Lagonda history. The original 2-litre 14/60-h.p. engine of 72 by 120 mm. was designed by a Mr. Davidson and first appeared at the 1925 Olympia Show; this was built at Staines and the basic design remained unchanged until discontinued around 1933. It was superseded by a six-cylinder 65 by 100 mm. push-rod o.h.v. engine (i.e., the "16/80") which was based on the 2-litre Crossley, the latter concern having decided to discontinue their 2-litre model. I think it is correct that Meadows supplied all the six-cylinder engines used on the larger Lagondas including the 4½-litre Rapide, but the smaller 2-litre was definitely a Crossley-based production.

The design of the Rapier was obviously inspired by that of the Davidson 2-litre unit, but I always understood that the actual designer of the Rapier was a Mr. Ashcroft who was later identified with the Rapier concern when it commenced operations on its own in the Hammersmith district.

I was interested in your reference to the Storey car (see April quiz) but I think that the original 1919–20 prototypes were made at the works of the now defunct Storey Machine Tool Company in Pomeroy Street, New Cross, and were fitted with American Wisconsin engines. New works were in course of erection at Tonbridge but financial difficulties overtook the company before it could occupy them. I am, Yours, etc.,

Crawley Down. G. ARNOTT.

[The Storey concern certainly had a depot at Clapham Park, in the days when grass lined the roads there, but this may have been merely a service depot.—ED.]

Book Reviews

MALCOLM CAMPBELL, *by Lady Dorothy Campbell.* (*Hutchinson & Co., Stratford Place, W.1.* 232 *pp.* 21*s.*)

This is an absorbing, detailed account of the life of the late Sir Malcolm Campbell by one of his wives, yet in some ways one might wish the book had never been written. Campbell is, and rightly so, a hero to motoring enthusiasts, but after reading Lady Campbell's account of twenty years with him he appears to have been *more like a headstrong, if very* brave, small boy. Segrave and Seaman are remembered as perfect diplomats, Parry Thomas as a great engineer who adored children, Birkin as a great English gentleman and sportsman, as well as great racing motorists. No book so far published has said otherwise, so it seems hard that Campbell, who was their equal as a driver, should have his private life exposed in cold print.

Some new motoring facts appear as well—we are reminded, for instance, that the streamlining applied to the V12 350-h.p. Sunbeam in late 1924 by Campbell and which Pratley had to remove in restoring the great car to Brooklands trim, was the work of Boulton and Paul—but obviously much from "My Thirty Years *of Speed*" *is repeated.*

Some of Lady Campbell's study of this great and amazing man who was her husband is absorbing; other chapters seem superficial, while we wonder how many of our readers will forgive her for saying that: "It is as a racing motorist —*a rather distasteful term* when applied to so-many-sided a personality as his—that he is best known . . ." It is surprising, too, that Hutchinson's have been guilty of such careless preparation as rendering *marque* as "mark" in two places and of captioning one photograph "Cornering in a Mountain race, Brooklands," when the circuit shown is not that circuit at all, and the car is the Bimotore Alfa-Romeo which Malcolm never raced. The rebuilt 4-litre Sunbeam is captioned, "The 350-h.p. *Sunbeam, 1932,*" suggesting confusion with the earlier 350-h.p. single-seater, of which, surprisingly, not a single picture appears. Indeed, from a motoring angle, the illustrations are inadequate to the story.

Campbell is said to have unofficially beaten the speeds set up by Lee Guinness at Brooklands with the big Sunbeam in 1922 with his runs at Saltburn later that year in the same car, but, if so, the book underrates the Saltburn speeds. It is interesting that the famous incident of both supercharged Fiats retiring in the 1923 200 Mile Race is ascribed to Salamano driving too fast for Brooklands and Campbell foolishly tailing him, then continuing unnecessarily fast after he had observed the Italian in trouble.

It is, perhaps, a tribute to the full life Malcolm Campbell lived—racing driver, record-breaker, explorer, journalist, author, politician, aviator, motor-boat pilot and searcher for buried treasure—that in this big book there is only restricted reference to his road and later track-racing exploits and none at all to his business associations with Brooklands Track. This book tells us a lot about Campbell, much that we might prefer not *to know, but it by no means tells all.* Incidentally, this strange but versatile man, lovable at all events to us, lived for a time at Headley Grove, Epsom, where another racing motorist, K. N. Hutchison, lives today.—W. B.

* * *

MOTOR SPECIFICATIONS AND PRICES, 1951. (*Stone and Cox*, 44, *Fleet Street, E.C.*4, 957 *pp.*, 15*s.*)

For some years we have used an old Stone and Cox specifications book as a quick reference to the older cars. Now we are glad to find that a new edition of this useful work has appeared. It is not merely another list of 1951 cars—it gives details of all models, not only of British and foreign cars but of commercial vehicles, farm vehicles, motorcycles, steam vehicles, etc., right back in most instances to 1925. The data given are model no. or type, maker's and R.A.C. h.p., no. of cylinders, bore, stroke and c.c., price of chassis and complete car, wheelbase and tyre size, for each model, each year. This is obviously data of immense interest to all enthusiasts and is given in good clear type, together with the present address of the manufacturers. We note with some regret that additional specification details that appeared in earlier volumes have been omitted, but, even so, this reference work is a very considerable and valuable achievement. Additional data includes how to calculate cubic capacity, a c.c. table for four-cylinder engines, an h.p. rating table for one- to six-cylinder engines and an inches-mm. conversion table. All the rare makes, A.B.C., Bedelia, etc., are included and very few discrepancies have been spotted, except that Jowett starts at 1929, whereas these cars were obviously going strong in 1925.—W. B.

* * *

Before the war, when postage rates were reasonable, we had a theory that a tramp, by begging a popular magazine and sufficient 1d. stamps, could live handsomely on the free food samples he could thereby acquire. Today, not much that is free remains, and the racing motor-cycle fraternity should deem itself fortunate that C. C. Wakefield and Shell-Mex and B.P. have put out two very attractive free booklets for them. The Castrol book is a big affair with 30 splendidly drawn views by Joseph Pike of famous corners on the I.O.M. T.T. circuit, with lines and brief descriptions by Geoff. Duke, stating how he takes these hazards, in what gear, at what speed. The other little book, from Shell, is a guide to this year's European motor-cycle races, with descriptions and maps of each circuit, last year's winners and space for entering this year's events. Dates and organisers' addresses are also given. By mentioning MOTOR SPORT you can get the former from C. C. Wakefield, Ltd., Dept. P, Grosvenor Street, London, W.1, and the latter from Shell-Mex and B.P., Ltd., Shell-Mex House, Strand, W.C.2. *Mobiloil also weigh in with their* hardy annual, "How to See the T.T. in Comfort," which will be useful to those going to the Manx races in September. This is available from the Vacuum Oil Co., Ltd.

Club News

WE HEAR

Two Hillman Fourteen tourers, *circa* 1929, were seen parked together in Bucks recently. Barry Eglesfield has acquired a 12-h.p. Invicta. Peter Waring has disposed of his well-known Alvis and has bought the ex-Lord Selsdon 4½-litre Talbot, which he intends to convert back into a sports car. The new owner of the Alvis is G. T. Carill-Worsley. Reverting back to our "Episodes From History—15" picture, Paul Frere reminds us that the 1938 Coppa Ciano was the first race in which Gigi Villoresi was given a full G.P. car, when he took over from Trossi—and he promptly returned fastest lap, which created quite a stir! G. T. Watchman, 46, Colgrave Road, Loughborough, is getting good service from a 1931 Th. Schneider and would like to contact other owners or spares sources. His car still does 78 m.p.h., and he is taking it to Canada in the near future. Congratulations to the *News Chronicle* for getting Reg. Parnell to write a regular Monday motoring feature, backed by results of week-end events.

J. M. Sparrowe emphasises that his well-known competition Morgan 4/4 is one of the "Le Mans Replicas" that was built *after* the war, in 1947 in fact, although of pre-war design. We hear of a 1929 16/50 Humber, "late titled owner," and a 1931 Talbot "90" Weymann coupé looking for good homes.

In connection with its Rally and Concours for vintage and veteran cars and motor-cycles last May, the Grimsby M.C. issued a very informative programme—an object lesson to the V.C.C. Interesting entries included a Cluley, a Chrysler 70, an ex-racing 987-c.c. McEvoy motor-cycle, a 1922 2¾-h.p. Autoglider scooter, a 1911 Calthorpe Minor coupé and a 1910 14-h.p. Briton. F. M. Moss would like to know the history of his Llown 1½-litre Alfa-Romeo, UV 818—his address is 109, London Road, Luton.

G. Ravenscroft, Burwood Yews, Burwood Park, Walton-on-Thames, Surrey, is running a 1922 11.9-h.p. Bean and would like to contact other Bean users with a view to forming an association of the register sort. He knows of several spares. K. G. Newell is hoping to fully restore a 1929 11.9-h.p. Clyno. J. H. Gourley, The Grange, Torksey, Lincoln, wants h.c. heads and twin carburetters for an Allard. Walter Freed asks us to point out that his XK 120 Jaguar was the fastest of eight at the Gosport Speed Trials last April and that this gained him second place in the unlimited sports car class, whereas we gave this honour inadvertently to the Cripps Special.

A "Who's Who in the Motor Industry," to include racing drivers, is to be issued next year. The publishers will be Roland C. Bellamy. The Portway Garage, Twyford, Bucks., can supply spares for the older Rileys.

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THE "GREEN"

Because it so adequately expresses our own sentiments and those of so many of our readers we reproduce the Editorial from the May/June issue of the A.C. Owners' Club Bulletin:—

This is unlikely to be much of an Editorial—or, for that matter, much of a "Bulletin," either; for we have only just got back from Silverstone and are still semi-waterlogged. After the excellent racing provided by the earlier events in the programme, all were keyed up for a really terrific Final, and there was much speculation as to just how close Reg. Parnell would be able to keep the "Thinwall" Ferrari to the Type 159 Alfas of Fangio and Farina—for in the earlier heats it was impossible to say who was going flat out, or for how long. But it was not to be. The heavy clouds eventually burst, and to the accompaniment of thunder and lightning (one specimen of which chose to detonate only a yard or two—or so it seemed—over our heads) the circuit was deluged in as impressive and concentrated a downpour of hail and rain as most present had ever witnessed. No one who was there will ever forget the fantastic spectacle provided by the cars as they breasted the floods for six soggy laps; and we personally shall never forget the sound of the drenched crowd's cheering as the apparently amphibious Parnell swept into the lead. All were aware, of course, that but for the weather things would probably have been rather different. But even so the spectacle of a Briton leading two of the world's finest cars and drivers in a Formula I event was enough to take their minds off their own misery, if only temporarily. Their cheers were heart-warming, and very significant. Gosh! (we thought)—what *would* the noise be like if Parnell had been driving a British car. And (to carry our day-dream a stage further) if he had been in the lead in a British car and it had *not* been wet . . . and from that our thoughts—as far as the deluge permitted thought—flew to the only hope, apparently, of that dream ever coming true. May the day come soon when a B.R.M. with a British driver at the wheel *will* lead the Alfas and Ferraris. And may we be there to see it, and to hear the crowd. July 14th . . .?

FIXTURES FOR JULY

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

1st.—Darlington & Dist. M.C. Trial, Gandale Moor. *C.I.*
M.G. C.C. (N.W.). Rally, Cheshire. *C.*
Manchester Univ. M.C. Trial, Manchester. *C.*
5th.—Omagh M.C. Trial, Omagh. *C.*
7th.—R.S.A.C. HILL-CLIMB, REST-AND-BE-THANKFUL *I.*
Darlington & Dist. M.C. Race Meeting, Croft. *C.I.*
Lancashire A.C. Hill-Climb, Whalley. *C.I.*
N. Ireland M.C. Speed Trial, Maydom. *C.I.*
C.S.M.A. Driving Tests. *C.*
S.U.N.B.A.C. Driving Tests. *C.*
7th–8th.—W. Hants & Dorset C.C. Night Trial, Dorset. *C.*
Brighton & Hove M.C. Rally, Brighton. *C.I.*
8th.—Aberdeen & Dist. M.C. Race Meeting, Longside. *C.I.*
Hartlepools & Dist. M.C. Trial, Hartlepool. *C.I.*
Herts. County A. & A.C. Speed Trial, Beechwood. *C.I.*
Cornwall Vintage C.C. Speed Trial, Davidson Moor. *C.*
Exmoor M.C. Trial, Exmoor. *C.*
Grimsby M.C. Trial, Grimsby. *C.*
Liverpool M.C. Rally, Liverpool. *C.*
13th–14th.—S. Wales A.C. Rally, Cardiff. *C.I.*
14th.—ROYAL AUTOMOBILE CLUB. BRITISH GRAND PRIX, SILVERSTONE. *I.*
Cheltenham M.C. Rally, Cotswolds. *C.I.*
M.G. C.C. (Scottish). Hill-Climb, Edinburgh. *C.I.*
Middlesbrough & Dist. M.C. Race Meeting, Redcar. *C.I.*
Bristol M.C. & L.C.C. Veteran Trial, Bristol. *R.*
M.C.C. Team Trial. *C.*
Sheffield & Hall. M.C. Race Meeting, Gamston. *C.*
15th.—Taunton M.C. Rally, Somerset. *C.I.*
Sunbeam-Talbot O.C. Trial, Alnwick. *C.*
M.G. C.C. (N.W.) Trial, Cheshire. *C.*
Blackpool & Fylde M.C. Ladies' Trial, Lancs. *C.*
Riley M.C. (N.E.). Driving Tests, Sherborne. *C.*
Maidstone & Mid-Kent M.C. Speed Trial, Ramsgate, 10 a.m. *C.*
19th.—N. Cornwall M.C. Rally, Launceston. *C.*
20th.—Ulster A.C. Trial, N. Ireland. *C.*
21st.—Bentley D.C. Race Meeting Silverstone. *C.I.*
Lothian C.C. / Berwick D.M.C. } Race Meeting, Ninfield. *C.I.*
Welsh Counties C.C. Hill-Climb. *C.*
W. of England M.C. Rally, Devon. *C.*
22nd.—Southsea M.C. Speed Trial. *C.I.*
N. Midland M.C. Trial, Derbyshire. *C.*
Severn Valley M.C. Driving Tests, Shropshire. *C.*
25th.—Newry & Dist. M.C. Driving Tests, Cranfield. *C.*
26th.—JERSEY M.C. & L.C.C. HILL-CLIMB, BOULEY BAY. *N.*
28th.—Aston-Martin O.C. Race Meeting, Silverstone. *C.I.*
Hants. & Berks. M.C. Speed Trial, Gt. Auclum. *C.I.*
N. Ireland M.C. Rally, Londonderry. *R.*
Veteran C.C. of G.B. Rally. *C.*
29th.—Middlesbrough & Dist M.C. Trial, Cleveland. *C.I.*
E. Counties M.C. Hill-Climb, Suffolk. *C.*
Rochdale & Dist. M.C. Trial. *C.*
Shenstone & Dist. M.C. Trial. *C.*
Vintage S.C.C. Rally and Speed Trial, Madresfield. *C.*



IN THE CYCLECAR TRADITION.—R. W. Griffiths' Morgan about to start in the Madresfield speed trials of the Morgan 3-Wheeler Club.

WEST SUSSEX DRIVERS M.C.

A Scavenge Hunt was held on the afternoon of Sunday, May 27th, starting from Findon Green.

The entrants were given a list of 100 articles and allowed 2½ hours in which to collect the maximum number. Points were given according to the article . . . a bottle of Chanel No. 5 obtained five marks and a piston one mark.

Only one competitor managed to find the birdcage and returned complete with this article, a bird and a cuttle-fish inside it.

Tea at the Greypoint was followed by an enjoyable evening at the Greypoint Club which is the Headquarters.

Final results were :—

1st : Miss Field (B.S.A. tourer), 94 points ; 2nd : P. K. Livingston (Morris Cowley), 92 points ; 3rd : J. F. G. Brown (Amilcar), 86 points.

Mr. Cormick would undoubtedly have won had he realised that there were two sides to sheets of paper, as without turning over the list he obtained 80 marks.

★

BUGATTI O.C.

The following statement was issued recently :—

In view of the very considerable reduction in revenue received by the Club over the past two years, due mainly to a decrease in Prescott receipts, and to the rapidly increasing costs of maintenance of the hill, it was decided that the Club could only continue to exist if very drastic economies were effected.

To this end it was decided, with very real regret, that the Club could no longer afford the expense of the services of a paid Secretary, and while extremely reluctant to do so, it was decided that there was no alternative but to terminate the engagement of Major G. Dixon-Spain. This has been done, and will become effective at the end of June, when the newly appointed Honorary Secretary, Mr. E. J. Newton, will take over his duties. Mr. Kenneth Nightingale has been appointed Honorary Treasurer, and will operate in this capacity from the same date, and the Club is deeply grateful to these two members for their very public-spirited gesture in taking on these onerous posts.

The annual subscription has been reduced to 2 gns., or 3 gns. with Prescott admission.

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HYDRA-PHOBIA !

Ken Purdy, Editor of America's largest-selling men's magazine *True*, which often publishes leading motoring articles, has sent us a copy of the *Connecticut Motorist* containing a long list of " don'ts " for users of automatic transmissions. To start cars so equipped by pushing you have to take certain precautions. Thus with Buick Dynaflow you go off in neutral, switch on and select " drive " above 15 m.p.h., if Fordomatic the same but select " drive-range " at 20 m.p.h., if Mercomatic the same only different, as it were, for you select " low-range."

THIS MONTH'S CONTINENTAL RACES

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

1st.—G.P. D'EUROPE, RHEIMS (*F.I.*).
8th.—G.P. de Bari, Italy (*F.I.*).
G.P. de Rouen, France (*F.II and F.III.*).
G.P. Cidonio, Italy (*S.*).
14th/15th.—Couse a Hedemora, Sweden (*F.III.*).
15th.—G.P. de l'Entre-Sambre et-Meuse, Belgium (*F.II.*).
10th Circuit de Villa-Real, Portugal (*S.*).
17th.—A.C. du Var Race, France (*F.III.*).
22nd.—G.P. DES PAYS-BAS (*F.I. and F.III.*).
G.P. du Dauphine, France (*F.III.*).
29th.—G.P. D'ALLEMAGNE, Nurburg (*F.I. and F.III.*).

Ditto Powerglide, but at 15 m.p.h., ditto again with Prestomatic, Tip Toe and Gyromatic, only at 10 m.p.h., unless you are on " slick ice." If you have stalled your Studebaker, switch on, depress and release accelerator once only, select neutral, then " drive " or " low " at 15–20 m.p.h. On slick ice, try " drive." With Supermatic and Drivemaster remember to disengage overdrive with the former, turn off auto-shift, depress clutch, get " high " and switch on. Clutch out (they mean in) at 10 m.p.h. Ultramatic owners can be pushed to 25 m.p.h. in neutral and then get into " high "—good old Packard.

If a car has to be towed you may be in awful trouble. The Dynaflow mechanic must install a neutral locking-strip before you can tow this one. With Fordomatic or Mercomatic a tow exceeding three miles means removing the drive shaft, ditto if a transmission snag develops with Hydra-matic, although if only the engine is at fault a 25-m.p.h. tow is permissible providing the car has run 1,000 miles or more. The back wheels need to be off the ground to tow the Chevrolet with Powerglide ; a service man must prepare a Studebaker for towing. Thanks, Ken Purdy, these notes may save Festivalling Americans from trouble. For our part, we do not use auto-shifts and we certainly try to avoid driving modern American cars on slick ice !

★

JUNE QUIZ

The first correct solution to reach us came from Peter Hull of Perth, who recognised the car as a Silver Hawk of the early nineteen-twenties. Others who knew this were : D. S. Alackwood of Edinburgh, T. G. Cock of Poplar, P. L. K. Bird of London, N.W.3, and J. A. F. Cripps of Southampton, the last-named remarking that he had one in 1929 which was " quite fast, all things considered and very economical." These cars were raced and took records at Brooklands, as Volume One of " The Story of Brooklands " describes, and the late Noel Macklin, later of Invictas, was associated with them. Not many can have been built.

We can understand why A.B.C. and Rhode were chosen for equally-popular incorrect attempts, because both makes appeared in long-tailed sports form, although the A.B.C. had a more upswept tail, the sports Rhode one shaped like that of an airship. Eric Campbell, Marlborough, Salmson, Jowett and Gwynne were other attempts. Really, we shall have to do an article sorting out the tails of early sporting small cars one of these days !

USEFUL CALCULATORS

Two calculators of direct interest to MOTOR SPORT readers are made by Blackwell. The first, which is only 5½ in. in diameter, is an average speed calculator and the other, 7½ in. in diameter, known as the Mk II, enables lap speeds and index of performance in races like Le Mans to be easily computed. These calculators, which are priced at 10s. 6d. and 25s., respectively, are nicely made and clearly calibrated. They are invaluable to rally drivers and racing managers and no doubt figured prominently at Le Mans. They are obtainable from Blackwell's Metallurgical Works, Ltd., Thermetal House, Garston, Liverpool, 19.

FOUR MONTHS WITH A MORGAN "4/4"

ON December 15th last year I went down to Malvern to collect a Morgan "4/4". Not until the little blue two-seater was handed over—a pair of those excellent Bluemel number-plates bolted on—did I know that I had missed a "Plus Four" and would have to be content with one of the 10-h.p. models, now virtually obsolete.

This model was introduced on the eve of war and not much has appeared in print about it, although quite a number are now in use. To recap briefly, the "4/4" appeared early in 1936, as Morgan's first four-wheeler, and sold readily at £225, to those who wanted an M.G., but couldn't abide hexagons. The engine was a 34 b.h.p. 1,122 c.c. i.o.e. Coventry-Climax and, following good showing at Le Mans, a 1,098 c.c. 45 b.h.p. "Le Mans Replica" was listed, with Solex or S.U. d.d. carb., and Lucas or Scintilla vertical magneto. It was recognisable by its cycle-type front wings, sloping tail, aero-screens, big tank, etc., and it weighed about 13½ cwt. dry. A few of these were built in 1936, but by mid-1939 the ordinary model had a 63.5 by 100 mm., 1,267 c.c. 40 b.h.p. Standard o.h.v. engine. The chassis, with its coil-spring vertical-slide i.f.s., underslung ½-elliptic back springs and cable Girling brakes, remained virtually unaltered for fourteen years with the exception of the price, which, abetted by p.t., soared to £556. Mine weighs almost exactly 14½ cwt.

The present "Plus Four" is bigger, and different in various ways, and its Vanguard engine will, alas, not shoe-horn into the former 7 ft. 8 in.-wheelbase chassis.

There was snow on the hills behind the factory when I took delivery, and the first stop was to have a liberal dose of Smith's "Bluecol" put in. Then slowly over to Cheltenham to cover the R.A.C. Championship Trial. Meeting the photographer at the station he insisted on planting a vast suitcase in the back compartment, and as the sidescreens are rather casually stored therein I erected them hastily in self defence. Some days later, when snow blew about my face so that I could hardly see, I reluctantly put up the hood; so severe has the past winter and spring been that it has since been furled only for a day! This seems to be the place to remark that, rigged thus, protection is good on the move, except where the rather oddly-contrived sidescreens part company with the hood, but that rain collects on the seats if you park and visibility is akin to that from the driving-slot of a tank.

I drove home over sheet-ice, with showers of road-grit shot-blasting the enamel, but it seems to have stood up well and the Morgan still looks the "pretty little car" that an old lady proclaimed it when I inquired the way of her in Cheltenham on the first day of ownership.

Running-in during that ice-bound era wasn't easy, but I tried religiously to keep the revs. down even when the back wheels spun. The car had a particularly unhappy "childhood," especially when ice froze into ridges that made motor-cycling impossible and motoring at more than 10 m.p.h. likewise. The racketing experienced in 30 unavoidable miles must have been the equal of a dozen Cape Rallies stretched end to end, but nothing broke or fell off, in contrast to a Scammell lorry we overtook, temporarily converted into a *five*-wheeler.

After 700 miles I drained the sump and refilled with Castrol XL, at the same time having the front-suspension slides greased again—Malvern had more or less advised carrying a grease-gun in the cubby hole and attending to these two nipples at every red traffic light, if wear was to be avoided. N.B.—They actually specify every 500 miles, which I've done pretty conscientiously, either with one of those beautiful old Enots guns or the toy-affair from the tool-roll; the "Plus Four" has one-shot engine-oil lubrication here. The back spring trunnions call for similar attention, but do not retain the grease very well. After just under a month's driving I oiled every moving part I could reach, and noted that everything seemed intact except that the pedal-rubbers had fallen off. It was some time after this that a dunderheaded lead-foot in a Vanguard couldn't find his brakes and sailed into the Morgan's tail when she was stationary in a city traffic jam. I got off with a dented back wing, Mr. Vanguard with a pithy lecture.

As the engine loosened up I drove faster, finally deciding that the happiest cruising speed was between 50 and 60 m.p.h. and 70 about the comfortable maximum. I have no performance figures to offer, but there seems to be as much speed in third as there is from a TD M.G. and very useful lower-end acceleration. Road-holding is excellent; the suspension softer than pre-war "4/4-ists" seem to expect; the brakes good if fairly frequently adjusted (at least, thrice in 6,000 miles), which is simplicity itself. Corners can be taken really fast with not a trace of roll. Starting wasn't exactly instantaneous in cold, damp weather, but is now O.K. Pleasantly high-geared steering, very good Lucas lamps with a sensible central pass-lamp for "dim," a good clutch, and effective quick-action fuel tank filler and well-padded seats occur as credit-points. The body is best dismissed as "adequate"—I shuddered at the bare wood planks that serve as a floor. The seats are unadjustable, the two cubby holes rather too shallow, the batteries are buried beneath the screwed-down three-ply "floor" of the luggage space and this floor is smitten by the back-axle far too frequently, even at low speeds over main-road "bumps" that appear harmless. The general construction, however, seems good, as nothing much has fallen off in 6,000 miles. The fly-off hand-brake, pleasant to use, flips-off at the wrong moments and on full-lock the off-side front wheel fouls the valance.

Fuel consumption is a bright point. The average, over the last 2,500 miles of almost equally-divided fast main-road and traffic driving, has been 34.4 m.p.g. and one lucky gallon took us 37 miles. But the engine (7 to 1 compression-ratio) protests almost continually at the stuff for which our present rulers charge 3s. 7¼d. a gallon and call petrol. Redex was put in while running-in. As to oil, half-a-gallon of Castrol XL was added in 4,112 miles and then the sump was drained and refilled with evil-smelling Mobiloil "Arctic" which, I'm told, acts as a detergent. (The makers recommend sump-draining every 4,000 miles.) With this thin oil, the same 60 lb./sq. in. pressure shows at normal speeds when warm, but consumption is perhaps a trifle heavier. The filler in the valve cover isn't very easy to pour into.

Mileage to date is nearly 6,200, in 19 weeks. During that time the car has taken the rough with the smooth, literally, has occasionally carried four persons (? yes, two small children will fit in the luggage space!) and has only failed me on three occasions—the first time was when, after 3,400 miles and a pleasing run in company with an exactly similar "4/4" encountered by chance, a mysterious "short" in the distributor reduced speed to a crawl, to disappear as mysteriously after a new rotor arm had been fitted. The steering has developed the usual "play," one dash lamp bulb has ceased to function, and the second temporary disablement was when petrol flooded from the d.d. Solex, due, I discovered on calling at the Marylebone Road service depot, to loss of the J-jet. I also discovered the price of this innocent little bit of brass! The third failure has laid the car up and thus given me time to pen these notes—some teeth have stripped from the constant-mesh pinions of the Moss gearbox. I have never been very happy with this box, which has been noisy, the gears difficult to engage from rest and working so stiffly as to mar the pleasure of using the remote-control change. No doubt it is one of those unlucky chances which happen in even the best engineering shops—even B.R.M.'s. That Malvern had no spares in stock and the Moss Gear Co., Ltd., only second-hand ones rather rubbed the salt in. Incidentally, like a vintage car, the Morgan has a separate gearbox; the ratios are 16.14, 11.42, 6.7 and 4.72 to 1.

This snag apart, the "4/4" has proved a willing and useful companion. It has had a minimum of servicing during this four months hard—just the usual greasing, cleaning of the A.C. by-pass oil filter, setting of c.b. and plug gaps, and checking of oil and water levels—and no leakage of either fluid has been evident. The 4.50-17 Dunlops have not had so much as a single puncture and the treads are still very good, apart from a suggestion of i.f.s. scrub on the front ones. The recommended pressure is 18/20 lb., but I prefer 22-24 lb./sq. in. The tappets have not required adjustment. The twin spare wheels, nine-gallon fuel tank, fold-flat screen (for fog or frost) and snug, easily-erected hood are amongst the points which appeal when embarking on long journeys at short notice.—W. B.

LETTERS from READERS

THE SPORTS CAR HOUR

Sir,

With reference to the "sports car hour." Are neither the 135.42 m.p.h. of a Type 57S Bugatti in 1936 nor the 105-odd m.p.h. of Nick Haines' Healey a couple of years ago worth a mention?

And what has the Lycett Bentley to do with Jaguar's claim to be the fastest car in series production—not the fastest sports car ever made, which it patently is not, there being, to my knowledge, not even a universally agreed upon definition of the term "sports car"? The Lycett car is certainly not in series production, nor as far as can be gathered from the motoring journals in production trim.

I am, Yours, etc.,

Toronto. JOHN G. HENRY.

[We regret we also omitted to refer to Tony Crook's 104.78 m.p.h. at Montlhéry with only 2 litres of Bristol saloon, a very good show.—ED]

* * *

FAST 'NASHES

Sir,

We have been informed officially by the British Racing Drivers' Club, as organisers of the recent Silverstone meeting, that E. J. Newton in his Le Mans Replica Frazer-Nash lapped the Silverstone circuit (on *two* occasions) in 1 min. 58 sec. at an average speed of 88.13 m.p.h. This gives the Frazer-Nash the honour of making the fastest lap of the complete entry in both Division 1 and Division 2 of the Production Car Race and is a new sports-car record for the course.

In addition, T. A. D. Crook lapped the circuit (on *two* occasions) in 2 min., also F. R. Gerard, at an average speed of 86.66 m.p.h.

The lap speeds achieved by these three privately-owned and driven Frazer-Nashes are remarkable, not only affording proof of the production specification to which all Frazer-Nash models are built, but also in view of the fact that the Frazer-Nash is only of 2-litres capacity.

Only one other car of the complete entry—Stirling Moss driving a 3½-litre Jaguar—equalled the lap time of 2 min. made by T. A. D. Crook and F. R. Gerard.

In addition to holding the Silverstone circuit sports-car record, privately-owned and driven Frazer-Nash cars hold the sports-car lap record for the Castle Combe and Goodwood circuits.

I am, Yours, etc.,

Isleworth. W. H. ALDINGTON.
For A.F.N., Limited.

* * *

LAP RECORDS

Sir,

I was very interested in Mr. Steinway's article on the Indianapolis 500 Mile Race in your May edition. I feel, however, that when the lap speeds were being compared with those at Brooklands mention might have been made of the late C. S. Staniland's class lap record with the Multi-Union, as this car would be permitted to run at Indianapolis (its engine is 2,946 c.c. supercharged).

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

The official Class D lap record to the credit of this driver and car stands at 141.45 m.p.h., but at the last Brooklands Race meeting, official timing credits them with a lap at 142.30 m.p.h. during a race.

This is some 4 m.p.h. faster than Straight's Class C lap record with the Duesenberg and some 6 m.p.h. faster than Faulkner's Indianapolis lap record, which was recorded in qualifying, when, I understand, only one car runs at a time. Furthermore, this "fastest lap" by Staniland was recorded when the Multi-Union was running on only seven of its eight cylinders.

In conclusion I should like to say how much I appreciate MOTOR SPORT each month.

I am, Yours, etc.,

Dundee. D. M. ALEXANDER.

* * *

MERCEDES BEATS ALFA

Sir,

". . . and had the race not been abandoned Parnell would almost certainly have had the distinction of being the first driver, Ferrari the first car, to vanquish the all-conquering Alfa-Romeos."

Permit me, by referring you to your June issue of 1939, to correct this highly erroneous statement. Turn to page 189 and you will find a report of probably the most shatteringly successful debut in the history of motor-racing. Here it is recorded that six 1,500-c.c. Alfa-Romeos, known as Alfettes, from which the present 1½-litre is the direct outcome of 13 years almost uninterrupted development, were, along with the usual assortment of Maseratis, completely routed by two little cars which now lie neglected and apparently forgotten in a country whose sole claim to fame is the invention of the cuckoo clock; two cars, which given similar development and without the aid of a thunderstorm, could repeat the seven minute victory over the only Alfa able to survive the scorching pace and heat on that Sunday afternoon in May, 1939.

I am, Yours, etc.,

JOSEPH BAYLEY.

[We were thinking expressly of the post-war 159 "all-conquering" Alfa-Romeos, but we are glad to add this tribute, to others in fairly recent issues, of the 1½-litre Mercédès-Benz.—ED.]

* * *

WATT PRICE?

Sir,

With reference to our letter dated May 30th, we very much regret that owing to a typographical error the new price of the Lagonda drophead coupé was quoted as being £2,235, plus Purchase Tax, £1,293 3s. 4d. This should have read £2,325, plus Purchase Tax, £1,293 3s. 4d. We shall be grateful if you will amend your records accordingly.

I am, Yours, etc.,

JAMES WATT,
Staines *Director, Lagonda, Ltd.*

REMINISCENCES

Sir,

I am much interested in the letters about Cardens of the early 1920s. In those days I was a salesman for a firm here in our market town and we got the agency for the £100 Carden somewhere about 1926, for the West Riding of Yorkshire. In those days we had a stand in the open market, and after the Olympia Show, 1925, we proudly drove our £100 model with display placards, etc., to our stand. But these cars had petroil lubrication, you mixed the oil with the petrol, and after a sudden stop were difficult to start again. I remember how we drove proudly up the street of crowded Yorkshire farmers until a policeman at the crossroads stopped us very suddenly to let a lorry through. "I'll bet it won't start again," said my sales manager at the wheel. And it would not. We kicked and kicked at the kick-starter in vain. And to make matters worse the policeman, who knew us both, called out, "Put another penny in the slot, Richard." The crowd laughed. We had to push the £100 car back to the garage and put up with much chaff. But we could not sell them, people would rather have an Austin Seven for a little more money and made by a firm they knew of. A doctor's wife, whom I knew personally, nearly bought one. But one sad day out in the country the suspension had broken and let the engine and gearbox drop on the road in a village street. We were just picking it up when tne doctor and his wife came past in their Wolseley. It stopped the sale and I got chaffed for ever afterwards.

I am, Yours, etc.,

Knaresborough. G. A. SHAW.

Sir,

I too, was most interested to read of the New Carden's participation in the Exeter, but think your correspondent rather less than fair to this remarkable little vehicle.

I vividly recall taking delivery of mine at Ascot in the summer of 1921. It was my very first four-wheeler. The thrill of sitting at the wheel rather than handlebars and the almost paternal send-off by the Captain himself, were unforgettable experiences.

I did not, however, get far before coming to a spluttering stop. Frantically kicking again and again I decided that it was a case for "grey matter" rather than brawn. Yes, the magneto timing had slipped—a spanner, a hasty re-time and off once again.

Later the gearbox developed toothache, whereupon the second gear refused to "play ball," the layshaft being out of alignment. The manufacturers were, however, very helpful, towing me from Leatherhead to the works. A short piece of angle iron in the appropriate place left me free of further serious trouble for about 3,000 miles of quite good if somewhat "hard" motoring.

Yes, the engine had a terrific "couple," shaking the car's rear-end like a terrier just emerged from a swim. This

"shimmy" was, however, almost cured by substituting semi-elliptic springs for the coils—at a very modest cost, too.

The alleged lubrication system was soon scrapped. I suspected dirty work during the night, for the natty little canister containing the oil was usually empty in the morning. The Carden shared quarters with an ancient Duo which sported a splendid brass tank complete with plunger and drip feed. This, acquired for a shilling or two, was soon fitted, the lead being carried to the induction pipe, and it functioned well and subdued the over-oiling previously experienced.

So proud was I of the Carden that I repainted it primrose (the original finish being awful) and with its black gleaming knife-board wings it really had quite a pleasing appearance.

Prices of the cheapest cars now put motoring beyond Mr. Everyman's pocket and I am seriously considering building my own—350-c.c. engine, total weight about 400 lb., is the rough outline of my idea. After all, a cruising speed of 40 m.p.h. would satisfy most, and with a corresponding fuel economy I feel the attempt would be justified.

I am, Yours, etc.,

London, N.11. W. PARKER-GARRATT.

Sir,

A friend of mine owned a Duryea car in 1908 or 1909 and my recollection is that it was called the "Buggyaut."

The chassis of this car was, I think, of ash. The engine shaft carried two grooved rollers at each end; these could slide laterally, the smaller roller providing low gear and the larger roller, high. There were smaller externally grooved rings on the back wheels, these provided reverse. Engagement was effected by moving the whole engine in the frame. An obvious disadvantage was that reverse was a higher gear than top.

I cannot remember if one cylinder had a valve in the piston crown but if it had this would obviously have been an inlet valve so there would have been no need for a deflector on the piston head.

I also travelled many miles in another Duryea car, which was made in Coventry by, I think, Henry Sturmey. This had a three-cylinder horizontal engine amidships, with push-rod overhead valves, a three-speed epicyclic gear and single chain drive to a "traction engine" back axle.

I think this was in 1907. The steering was tiller with a central pillar and the throttle by twist grip. The car had a bonnet which contained nothing but the petrol tank and the performance was terrific for those days. In France we had great fun by leaving the bonnet open when we stopped, and the astonishment of the natives on seeing it empty was great.

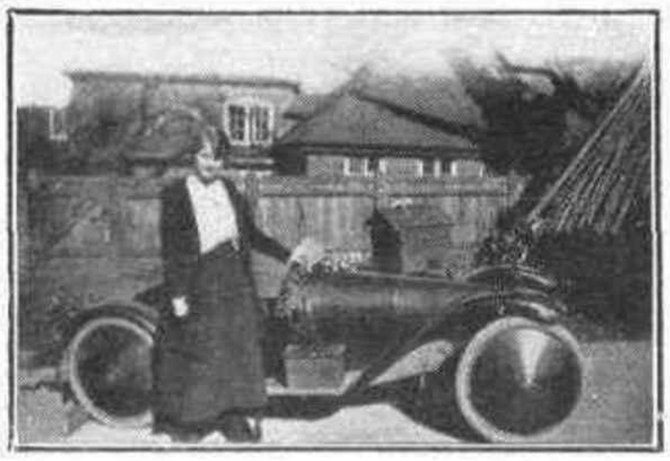
I am, Yours, etc.,

JOHN CLIVE (Lt.-Col.)

Coln St. Aldwyn.

Sir,

I also have been interested in the "Tamplin and Carden" correspondence and would like to bring in the A.V. I enclose a photo of that which I owned in 1919, the lady obviously being arrayed as of that era. My most exciting moment



was when starting her up by running her down a slight slope the top of the back cylinder blew off at the first explosion and disappeared into the hedge.

If it had been the front one, I should not be writing this letter.

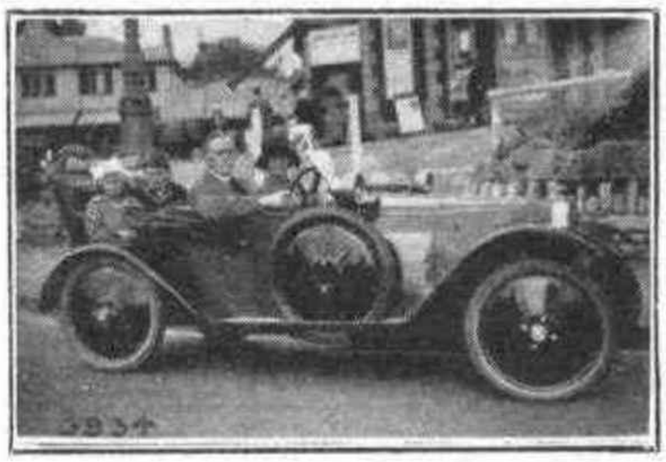
I am, Yours, etc.,

London, W.1. E. J. VARDEN.

Sir,

In correspondence in MOTOR SPORT over the last year or so relating to cars of the 1920s, I have seen no mention of the Coventry Premier, and so I enclose a photograph, taken in the summer of 1922, of one owned by my father from that year until 1925.

In 1922 I was only 10 years old and had a limited knowledge of cars and, after nearly 30 years, my recollection of this vehicle is very hazy. I hope that you or some readers will be able to fill in the gaps. The car was made by the Singer Motor Co., and had a twin-cylinder engine of about 8 h.p. R.A.C. rating. It was fitted with a Cox Atmos carburetter and, I believe, an M.L. magneto. There



was no self-starter or other electrical equipment other than three lamps. Suspension was by quarter-elliptics all round and the small-section tyres had their valves on the inside of the wheel discs—a bit tricky at the rear! There was a hood, but no side-screens and, of course, no windscreen wiper. Two features, however, which the modern car lacks were included, compression taps on the cylinders into which petrol could be poured in cold weather (horrors!) and an exhaust valve lift control by Bowden cable which protruded beneath the radiator. This particular car's registration number was PC 6761.

Following the Coventry Premier, my father had two 11.9-h.p. Lagondas, registration numbers XR 3386 and YR 5492. It would be interesting to know if any of your readers have any knowledge of the subsequent history of any of these cars.

I am, Yours, etc.,

London, S.W.15. KENNETH W. TOON.

Sir,

Once again, in your April issue, "Baladeur" provides the high spot in his delightful article on the 1903 "Paris–Madrid." For this and his many previous classic efforts we old-timers can hardly be too grateful to him. Curiously enough, on the very day before this issue came to me I was amusing my small daughter with her humming top, and at certain "revs." this will produce an exact replica of the "chord of the old Gabriel" horn. I wonder if there are many of your present-day readers who can recall this most delightful of Edwardian accessories. A family friend had one (*circa* 1912) on his "26 Met." It was, I think, "tapped" direct into the exhaust pipe, just in front of the silencer, and fitted as a rule to lie alongside the outside of the running board valance. The instrument itself was made of brass, though equally often silver-plated, and was some 2½ feet long, and about 3-in. in diameter. I cannot speak, with any knowledge, of the "works," operation was by a beautiful little foot pedal inside the cockpit, similar to a "cut-out" pedal of that era. To hear it played gently on a still summer evening at some 25 m.p.h., was really beautiful. I can recall the "chord" as though it were yesterday.

I think, though doubtless "Baladeur" will know, that this horn was named after the redoubtable Mons. Gabriel; maybe even he was concerned with its manufacture. I have also heard it was named after the Archangel and his famous "trump"! Though expensive, some £10 I believe, these beautiful horns were worth every penny of that figure in terms of musical pleasure.

I am, Yours, etc.,

Arundel. L. H. MUSKETT.

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9 YEARS' WORK IN 5 MONTHS!

Motorists who visit the South Bank Exhibition during the Festival of Britain will be interested to see the familiar garage lift performing an unfamiliar duty. Four lifts are being used, in the "Natural Scene" Pavilion, as display stands for British-made farm tractors complete with ploughs. The lifts will rise and descend five feet once every minute for thirteen hours a day, seven days a week, during the five months of the Festival. It is calculated that each lift will make 116,760 ascents and descents and will travel 110 miles—vertically—in the process. This is equivalent to nine years' normal garage service! The lifts to perform this arduous task are being supplied by C. C. Wakefield & Company Limited (makers of Castrol motor oil) in conjunction with Skyhi Limited.

Mr. C. G. Meisl has joined Connaught Engineering as Business Manager, primarily concerned with the production and marketing, at home and abroad, of the Connaught sports car.

AMAZING EXPORT BOOST

Export orders for Allard cars received during the first three months of 1951 exceeded the total sent abroad during the whole of the previous year. Although the tremendous growth in overseas popularity of these cars is to a considerable extent due to the competition successes achieved by the Allard J2 in many countries during 1950, the all-out export drive carried out by the manufacturers during the last two years must have played a large part in creating this rapidly expanding overseas demand for Allard cars.

With the addition of Australia, New Zealand, Canada, Switzerland, Italy, Finland, Turkey, Singapore, Japan and Argentine to existing overseas markets, these specialist cars can now be found in most parts of the world.

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M.G. MAGNA, 1935 Continental Coupé. Recent engine overhaul. Good tyres, new battery. £220. Ross Motors, Ltd., Regent Street, Hinckley, Leics. [4902

LAGONDA 3-LITRE 20-h.p. drophead coupé, 1932. Ideal enthusiast's car. £285. Shepperton Supplies Co., Ltd. Tel.: Walton 2322. [4903

FORD TEN COMPETITION ENGINES. Special modified valve guides, high tensile cotters and duplex springs. 12s. 6d. per assembly, cash with order or C.O.D. Sykes and Robinson, Ltd., Queen's Road, Leeds, 6. [4906

CONNAUGHT, 1949 (May) 2-seater sports car, owned by manufacturers until this year; 8,000 miles only. Registration No. MPH 995. Finished in blue and trimmed with beige leather. Available immediately, ready for any event and road use. Taxed year. Apply: Boshier and Pattenden, Ltd., Chapelfield Road Garages, Norwich. Tel.: Norwich 24184/5. [4907

WOLSELEY HORNET, 1933 Special tourer; 12 h.p., six-cylinder, twin S.U.s, Lockheed brakes, engine reconditioned, resprayed. Solid throughout; 30 m.p.g., 75 m.p.h. £165. Tel.: Berkhamsted 1359. [4908

ROLLS-ROYCE Silver Ghost complete 1924 f.w.b. chassis, bonnet, scuttle, etc., Can be driven. Offers. Bentley, 1931 4½-litre Vanden Plas aluminium-panelled body, wings, bonnet, new hood, screens. Available September. Offers. Bailey, 84, Park Avenue, Orpington. [4966

CROSSLEY TOURER, Coventry Climax 9.8-h.p. motor; 40 m.p.g. Good weatherproof body. £150, offers. Tel.: Pollards 5542, after 6. [4910

ROLLS-ROYCE, 1921 Silver Ghost Chassis. Bonnet and wings good. Tyres poor, everything else in good working order. Box No. 3001, MOTOR SPORT, 15, City Road, E.C.1. [4911

1949 AUSFORD SPECIAL. New Ford Ten engine fitted 1,500 miles ago. Front split axle. Offers near £275. Box No. 3017, MOTOR SPORT, 15, City Road, E.C.1. [4912

1937 M.G. 2-LITRE drophead coupé in very good condition; 71,000 miles. £400. Tel.: Teffont 215. [4913

PRESELECTOR GEARBOX, ex-Crossley. Overhauled. Also one dismantled Triumph Nine and Seven blocks, 1931-34 9.8 Crossley dismantled, Triumph Seven gearbox, engine parts. Enquiries, Lindley, 19, Wateroyd Lane, Mirfield, Yorks. [4914

BENTLEY SPEED SIX ENGINE, spare rebored block, new pistons. £30, offers. Wanted, blown or team 4½ or Bugatti 35/37. Box No. 3002, MOTOR SPORT, 15, City Road, E.C.1. [4916

£175 OR NEAR. BLOWN F.W.D. ALVIS 1½-litre 2-seater. Reconditioned body, modern line, new lights and tyres. All independent suspension, 2L/S brakes, very fast. Tel.: Oxted 1025. [4917

HISPANO-SUIZA, 27-h.p. "Barcelona" model, drophead coupé, 1927 body by Duple. Suit enthusiast. Best offer over £130. Box No. 3018, MOTOR SPORT, 15. City Road, E.C.1. [4918

1938 RED S.S. JAGUAR 3½-litre. Recently thoroughly overhauled. New hood and fittings. £550. Box No. 3003, MOTOR SPORT, 15, City Road, E.C.1. [4919

ONE SET SPECIALOID PISTONS, new, plus .040 for Type 40 Bugatti. £9. Many other Type 40 spares available. Lee, 38, Glandon Drive, Cheadle Hulme, Cheshire. [4920

SEVERAL LIGHT VANS and trucks for disposal. Austin 7 h.p., Singers, Morris, Fords, etc., some needing attention. Prices from £40. The North Hants Car and Lorry Depot, 12-18, Fleet Road, Fleet, Hants. [4921

1935 WOLSELEY 12-h.p. saloon, immaculate; black, for sale or exchange for tourer or special. Cash adjustment either way. Read, 16, Tansley Hill Road, Dudley, Worcs. [4922

TYPE NV4 SCINTILLA VERTEX MAGNETO, as new, suit T-type Midget. £12. Tomlinson, 27, Hillside, Southwick, Sussex. [4925

FOR SALE—*continued*

OVER 180 ISSUES of popular motoring periodicals, *Motor, Autocar,* etc. £4 10s., or nearest offer. Purchaser collects from Baker, Red House, Higham Lane, Tonbridge. [4926

M.G. P-TYPE CHASSIS FRAME, "P" front axle, M.G. Magnette spares and handbooks, set Heplex pistons, 57 mm. +.020, plug cleaner, Lancia front suspension unit, G.P. Salmson engine, not run since rebore—crank grind—new bearings, Wilson type preselector gearbox, part finished independent rear axle unit, several S.U. carburetters. Offers the lot or separately. Box No. 3019, MOTOR SPORT, 15, City Road, E.C.1. [4927

FRAZER-NASH T.T. Replica sports close-coupled 4-seater. Recent Laystall overhaul, cromard liners, chains and sprockets renewed, brakes relined, all new steering ball joints and track rod ends, new shock-absorbers, new radiator core. Wheels rebuilt to 17-in., all rechromed. Body rebuilt and finished in British racing green. New hood tonneau. £355. Privately owned. On view at Middlesex Motors, Station Road, Harrow. Tel.: Harrow 0022. [4928

VANDEN PLAS 4-seater open sport body for sale privately off 1934 3½-litre Bentley. Windscreen, s/curtains, paintwork new. Wings, bonnet and seats included. Reasonable offers invited. Box No. 3004, MOTOR SPORT, 15, City Road, E.C.1. [4929

1935 12-H.P. ROVER SPORTS ENGINE, clutch, gearbox for sale privately; 750 miles approximately since complete reconditioning by makers. Reasonable offers invited. Box No. 3005, MOTOR SPORT, 15, City Road, E.C.1. [4930

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1950 (March) DELLOW supercharged, 2,091 miles. £720. Harvey Hudson and Co., Ltd., High Road, South Woodford, E.18. Tel.: Wanstead 0056. [4931

HEALEY ROADSTER, 1948. Works overhaul at Healey's in May, 1951. Perfect condition. Price £1,350. Mr. Heaps, 115, Tong Road, Leeds, 12. Tel.: Leeds 38731. [4932

TRIUMPH ROADSTER, 1948. Recellulosed in black in 1951, beautiful condition. Price £1,150. Mr. Heaps, 115, Tong Road, Leeds, 12. Tel.: Leeds 38731. [4933

PAIR LUCAS WINDTONES, 12 v., as new, 45s. Pair Remax chrome spotlamps, as new, 50s. Pair Michelin 5.50 by 18 tyres, nearly new, £8. One 6.00 by 20 Dominion Royal, new, £5. 195, Streatham High Road. Tel.: Streatham 4288. [4934

NINETEEN COPIES "MOTOR SPORT," August, 1949–April, 1951. Also handbook for "J2" M.G. Offers, 4, Irton Road, Southport. [4936

£4 10s. THE PAIR. Matched twin S.U. carburetters, horizontal type, 1¼-in. bore. Alvis starting device. Complete piping and throttle connecting shaft and universals. Three sets of needles of different strengths. Box No. 3006, MOTOR SPORT, 15, City Road, E.C.1. [4937

1950 MODEL MORGAN "4/4" 10-h.p. 2-seater. Red with black hood. Fine example of a really magnificent sports car. One owner: 7,000 miles. £895. Tel.: Wimbledon 3044. [4940

1946 M.G. "TC." Black with green leather. Condition excellent. £665. Tel.: Wimbledon 3044. [4952

FOR SALE—*continued*

ASTON-MARTIN 2-litre, short chassis 2/4-seater, 1938. New engine 1944, British racing green, good tyres. Best offer over £550, no dealers. Write or phone. Vickery, 32, Collin Road, Taunton. Tel.: Taunton 3043. [4941

LAGONDA, 1935 3¼-litre saloon. Excellent mechanical condition. Recent overhaul by Davies Motors, Ltd. Garage maintained. Owner-driver. Inspection Hugill Forge and Engineering Works, Stockton-on-Tees. £450 or offers. [4942

RILEY SPECIAL 1½-litre, 2/3-seater. Self-change gears, aerodynamic body, Tax £10. Excellent condition. No reasonable offer refused for quick sale. 104, Town Street, Armley, Leeds, 12. Tel.: Leeds 39234. [4943

LANCIA LAMBDA Seventh Series, short chassis saloon. Metal body, fabric top. First registered 1927, untaxed 1932–50, now £10 tax. Blue/black cellulose. Performance and appearance excellent. Eighth series engine, Seventh head, both crack-free. Brakes, steering, coachwork perfect; 23 m.p.g., handbook, £225 or nearest. Jones, 53, Belsize Avenue (Tel.: Primrose 1512, after 7 p.m.) [4944

ALVIS, 14-h.p. four-cylinder Firebird, 1935/6. In fair mechanical condition. Bodywork removed. Chassis and bonnet completely ready for sports body. New tyres. Any trial. £120. Johnson, 41, St. Agnes Road, Birmingham, 13. Tel.: South 3018. [4945

1946 "TC" M.G. Good general condition, aero screens. Offered as long awaited new car imminent. £633, hire purchase could be arranged. 59, Tudor Avenue, Watford, Herts. Tel.: Watford 6829. [4947

1939 PRAGA 14-h.p. four-cylinder four-door saloon. Large boot, modern appearance, hydraulic brakes. Running order. Left-hand drive. Needs attention to details. First £120. Taylor, 11, Berrans Avenue, Kinson, Bournemouth. [4949

BENTLEY 4½-LITRE supercharged. Complete Le Mans specification. Believed to be spare team car. Perfect condition throughout. Registration No. GK 150, chassis SM 3918, engine SM 3920. Illustrated "Vintage Veerings" MOTOR SPORT, March, 1951. C. A. Wood, 14, Wellington Road, Bridlington. [4948

BENTLEY 3-LITRE 4-seater V.D.P., 1926. Big sump model, believed to be genuine S.S. engine, £350. Wheels: three 5.25 by 20 Lagonda wheels with tyres and tubes, £10; one Bugatti wire wheel, 19-in., 50s. Bentley spares, 4½-litre blower frame, magnetos, "C" gearbox, bonnet, etc., Evergreen Service Station, Stanway, Essex. Tel.: Colchester 2600. [4950

£60 OR OFFER. 11.9-h.p. Anzani A.C., 1924. Rebored, maximum oil pressure, quiet, new tyres, good hood, curtains, 33 m.p.g. Spares: entire engine, front axle, clutch, flywheel. Seen, Carson, Mellaha, Pack Lane, Kempshot, Basingstoke; Dalley, Hurstonmagna, Somerset. [4951

1938 M.G. "PB." Condition comparable with a new car. £395. Tel.: Wimbledon 3044. [4952

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SUNBEAM TWENTY saloon, 1930. Excellent condition throughout, including tyres. Genuine bargain. £60, no offers. Hare, Wrington, Somerset. [4955

WOLSELEY HORNET (1932) spares from part dismantled chassis at Smith's Garage, Cuddesdon, Oxford. Details from Wiblin, 14, Thames Road, Harwell, Berks. £30 the lot. [4956

ALVIS T/L "12/60" 1932 "Beetleback." Good condition, £195. Invicta, 1929 4½-litre drophead coupé, 61,000 miles. P.100s. Excellent mechanically, body fair, £150. The Counties Engineering Co., Ltd., 131, Croydon Road, Caterham. Tel.: Caterham 42. [4957

4½-LITRE ROLLS-BENTLEY open 4-seater Vanden Plas competition prepared. Fully overhauled by Rolls-Royce experts. Specially tuned engine by Crewe. Repainted. New tyres; 600 miles only since £700 spent, bills shown. Reason for selling, owner bought new competition car in 2-litre class. Genuine 100 m.p.h. £1,900 nett (no offers). Can be seen and inspected. Leslie Carlyle, 80, St. John's Road, Sparkhill, Birmingham. [4959

FRAZER-NASH, 1926 s.v. Anzani three-speed. Excellent mechanically. Good tyres and battery. Bodywork rough. Many spares. £160. Thorman, Fairwood, St. George's Hill, Weybridge. [4960

1932 4½ BLOWN BENTLEY. This is the last blown job made by the old Bentley company. It is fitted with a drophead coupé body. The perfect open or closed motor car. The car is in very good condition. £500. Tetlow, 124, Harehills Lane, Leeds. [4962

FOR SALE—*continued*

1927 "9/20" HUMBER tourer. Very good performance (40 m.p.h. cruising, 50 max.), 40 m.p.g. Four excellent tyres, new brake linings all round, new king-pins and bushes. Reconditioned battery; cranks reground 2,000 miles ago; new o/s gudgeon pins, magneto very good; all sidescreens, hood, home made. Taxed end year. Around £75. Tel.: Bagshot 2208, after 16th July Fulham 7481. [5047

1928 FIAT 509A, 8 H.P., saloon. Economical. Stored ten years. Sound running order. Body, tyres, battery good. Needs tidying up. £75. Wade, Wares, Linton, Kent. Tel.: Hunton 85163. [5049

M.G., 1934, 8 H.P., pale blue. "P" front wings (flared rear), special rear wheels, twin spares, new tyres, battery. Enthusiastically maintained throughout. A fast, pretty car in very nice condition. £260 or exchange saloon. Brown, 186, Hinckley Road, Leicester. [5050

1930 RILEY NINE: shortened chassis frame, £5; front and rear axles, £5 each; 6-stud wheels, £1 each; reconditioned dynamo, £6; starter, £2; front and rear springs, £1 each. All engine and gearbox spares. Pair Talbot axles and five 20-in. k.o. wheels, £12. Box No. 3016, MOTOR SPORT, 15, City Road, E.C.1. [5051

1935-6 HUMBER TWELVE WHEELS, tyres, 5.50 by 17, £4 each. Dynamo, £4. Sump, 12s. 6d. Oil pump, 20s. Front hubs, 20s.; rear, 15s. Brake drums, shoes, etc., 10s. each. E. J. Osborne, 19, *Rosemount*, W. Byfleet, Surrey. *Tel.*: Byfleet 3028. [5048

RILEY NINE "IMP," 1935 2-seater. Enthusiast maintained and overhauled by professional engineers during the last year with no expense or effort spared. Work done includes completely rebuilt and tuned engine, E.N.V.-box and all transmission checked, brakes relined, suspension and steering overhauled, new hood, etc. Full details on request. An exceptional "Imp." £500. Require larger car. English, 16, Nuncham Square, Abingdon, Berks. [4985

FORD EIGHT CHASSIS FRAME, 1951 type, unused. £12. Arnell, 4, Tattenham Way, Tadworth, Surrey. Tel.: Burgh Heath 2600, evenings. [4986

1926 ALVIS TWELVE Oblique 50 in superlative condition. Aluminium body, 4-seater tourer. Extremely fast and economical. £210, or near offer. Would consider exchange for small saloon with cash adjustment each way. J. Marsden, 9, Gooder Lane, Brighouse. Tel.: Brighouse 1348 [4988

***MORRIS* "20/6" SALOON,** 1935. Rebored, relined, reshod, etc. Good now for years. £180. Bargain. Tel.: Chorleywood (Herts) 589. [4989

FOR SALE—*continued*

CROSSLEY BURNEY STREAMLINE 16-h.p. Rear engine, i.f.s. Good tyres. Sound car. £125. Vale Special Sports 2-seater, 8-h.p., 1933. Smart appearance. £150. Parsons Garage, 217, Oxford Road, Reading. Tel.: Reading 4549. [4990

M.G. "J2." Cellulosed P.O. red, cream wheels. Engine completely rebuilt—steering, dynamo, etc., overhauled; new parts include: Hood, screens, tyres (oversize rear), front springs, wiper, Noteks, twin carbs. Perfect specimen, open to inspection London, for offers. Write Box No. 3008, MOTOR SPORT, 15, City Road, E.C.1. [4991

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M.G. SPECIAL SPRINT AND SHORT CIRCUIT RACING CAR. 1,000 c.c. supercharged. J.A.P. engine. Rebuilt ready to race for this season. £95, or offers. Barnett, Cowcombe House, Chalford, Glos. [4993

1936 FORD SHOOTING BRAKE. Mechanically good. New engine, tyres, body rough. Nearest £150. Hayes, Ruff Lane, Ormskirk, Lancs. [4995

1926 BEAN TOURER. £55. Excellent condition. Licensed and insured; running; 14-h.p. Spares available. Kennon, Yew Tree Cottage, Soberton, Hants. Tel.: Droxford 173. [4971

G.P. BUGATTI. Fitted 1,750 c.c. Alfa engine and gearbox. New tyres, battery. Fast, reliable motor, giving 25 m.p.g. £10 tax. Seen after July 17th, by appointment. £230. Ferry, Wymering Lodge, Farnborough, Hants. [4972

DUNLOPILLO CUSHIONS. Size 32 in. by 17 in. by 5 in. Slightly used. 25s. each, plus 1s. 6d. postage per cushion. Few substandard £1 and 15s. Cash with order. Payable to Twitten Orchard, Nutbourne Common, Pulborough, Sussex. [4974

P.100 LAMPS, excellent condition, £15. Reconditioned magneto, 4-cylinder, £6. Day, 7, Western Terrace, Falmouth, Cornwall. [4998

FOR SALE—*continued*

DERBY F.W.D., 1935; 1½-litre Meadows Bertelli body (similar to open Aston-Martin). Small mileage. Taxed December. Selling only as larger car purchased. £475, or near offer. Reading district. Box No. 3034, MOTOR SPORT, 15, City Road, E.C.1. [4977

SPECIAL OPEN 2/4-SEATER, V8 (£10 tax) Ford based. Special lowered frame and aluminium body. The whole in exceptional condition, and with low overall weight, giving high performance with good roadholding. Acceleration is exceptional, and an easy cruising 70-75 m.p.h. Lapped Silverstone club circuit under 2 mins. Open to any examination. Trial. Full particulars to genuine inquirers. £250. Kingswood, Packhorse Lane, Hollywood, near Birmingham. Tel.; Coventry 66207. [4973

BENTLEY 3-LITRE RED LABEL, 1925, 4-seater tourer. Body aluminium by V.D.P. Condition good. Recent £150 engine overhaul (including crank reground, etc.). New battery. £260, or near. Sunbeam, 1928, 5-seater tourer. Coachwork just stripped and resprayed. Upholstery and weather equipment perfect. Engine and gearbox overhauled. General condition immaculate. Mileage about 75,000. £210, or best offer. Wrathall, The Gateway, Kirkland, Kendal. Tel.: Kendal 1404, or Kentmere 43. [4978

ALVIS "12/50" 4-seater. Owner requires change. Cash balance up to £100 for something open, fast but not tinware. Dixon, Glebe Cottage, Kidmore End, Reading. [4979

BENTLEY PARTS. Speed-Six ribbed front brake drums, £12 10s.; pair Marchal 11 in. headlamps, £20; set B.H.B. 4½ pistons + .030 in, £4; brake compensating shaft, £5; cone clutch ring and male member, £2. All perfect. Sundry others. Tel.: Reading 61956, after 7 p.m. [4980

500-C.C. CHASSIS by Pat Whittet and Co., of Lightwater, including front and rear wishbones, cast alloy wheels and drums, front stub axles and king posts, etc. Also 500-c.c. Manx Norton engine with Elektron crankcase and new big-end, cams, and piston. New Burman close-ratio gearbox, and Morris rack and pinion. £250. R. H. Hunt, 152, Woodcote Road, Caversham, Reading. [4965

DIESEL. Mercédès Type "30/380" tourer, 1934, fitted A.E.C. engine, £10 tax, 30 m.p.g., 42 h.p. Seen Sussex. £650 or offers. Box No. 3007, MOTOR SPORT, 15, City Road, E.C.1. [4967

DODGE SIX, 28 H.P. Engine, gearbox, all accessories, dynamo, self-starter, etc.; uses no oil; perfect order. Offers: Wakerley, Clipsham, Oakham. [4996

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FOR SALE—*continued*

1925 3-LITRE BENTLEY BLUE LABEL saloon. Excellent mechanically. Dead quiet engine, "B" gearbox, 3.3 axle. Maker's oil pressure—no oil consumption irrespective long hard driving; 22 m.p.g. Five new 21-in. wheels, tyres, tubes. Nuts and hubs rechromed. Completely rewired, magnetos rebuilt. New water plates, carpets, headlining. Aluminium coachwork original and perfect condition. Taxed, insured. £295, delivered anywhere U.K. Too long for garage, therefore would exchange for Red Label short chassis. Stanley Lipscombe, 6, Castle View Terrace, Boveney, Windsor. [4999

SLIDING ROOF by Weatnersnield, new and unused. Opening 2 ft. by 2 ft. £4. Wood, 117, Ringwood Road, Highcliffe, Hants. [5000

1926 HUMBER, 11.8 H.P., tourer. Excellent condition throughout, engine, tyres, body, etc. About £100. Trevelyan, Gillilees, King Harry Lane, St. Albans. Tel.: St. Albans 5336. [5001

RILEY NINE "MONACO," 1933. Metal body, manual gearbox, excellent tyres, new battery. £125 or nearest. Davies, 11, St. Cuthbert's Road, London, N.W.2. Tel.: Willesden 2989. [5002

£195—HORNET SPECIAL, 1933, sports 4-seater. Four new tyres, battery; recent engine overhaul. Jones, 10, Ridgeway, Hayes, Kent. Tel.: Hurstway 1091. [5003

LAGONDA 2-LITRE (12.9 H.P.) 4-seater tourer, 1933. Excellent mechanical condition. Very smart body, hood, sidescreens, tonneau. Good tyres. Instruction book. £385. Carbery, 6, Cole Park Road, Twickenham, Middlesex. Tel.: Popesgrove 1141, after July 5th. [5004

1926 BENTLEY 3-LITRE RED LABEL, 1938, Weymann Speed D.H. coupé. Immaculate condition in all respects. Viewed between July 5th and 11th. £450 or exchange Triumph Dolomite roadster. 236, Washway Road, Sale, Cheshire. Tel.: Sale 2702. [5005

£145—ROVER PILOT sports saloon, 14 h.p. £147—Austin Arrow 14-h.p. sports tourer. £195—Alvis Firefly 2-seater, 12 h.p., many extras. £150—Singer sports coupé, 9 h.p. £5—Chrome fold-flat windscreen. £1 10s.—18-in. k.o., 52-mm. wheel. £2—Wolseley chrome radiator shell. Any trial or examination. Hire purchase on any vehicle. Bert Mason, Sports Cars, 23, Rushmore Road, Clapton, E.5. Tel.: Amherst 3534. [5006

TRIANGLE SPECIAL. Single-seater, 1,496-c.c. blown Meadows. Ex-Lloyd-Jones. Potent Vintage sprint or racing car. In excellent condition. £300. Amilcar, 1,098-c.c. Surbaisse model. Rebuilt throughout 1946. New tyres. Spare Ali head, also Boon & Porter o.h.v. conversion head. £110. G.N. chassis with Morgan front suspension. At present fitted with Wolseley Hornet engine. No body. Excellent tyres. Car mechanically good, but shaggy looking. £35. Austin Seven magneto, engine spares. Crank, rods, etc. All the above can be inspected at 95a, Baker Street, Sparkhill, Birmingham, 11. Tel.: Richards, Victoria 0210. [5007

A.C., 1924, 12-H.P. 2-seater. Engine just rebored. Good tyres (wellbase). Good hood, etc. Owner posted overseas. £50. Seen: 93, Pack Lane, Basingstoke. Tel.: Basingstoke 298. [5008

BIG PORT CYLINDER HEAD for Alvis "12/50." Ready to fit. Complete with valves, springs, two S.U.s, inlet and exhaust manifolds. £15. 93, Pack Lane, Basingstoke. Tel.: Basingstoke 298. [5008

BENTLEY SPARES. Reblocked and chromed Red Label radiator. Five new 5.50–19 in. wheels, tyres and tubes, two 7.00–21 in. wheels. Reset 3-litre springs, bulkhead and early type bonnet. Short chassis brake compensating gear and linkage. Track rod and drag-link with chromed ends and caps. Chromed wheel locking rings and caps, rebuilt dynamo. Various telecontrol shock-absorbers, petrol tanks and other Bentley spares. Wolseley Hornet engine and gearbox, in very good condition. 1940 F.N. motor-cycle, 1,200 c.c. flat twin, with sidecar drive. Ideal as basis for air-cooled trials car or transport for racing motor-cycle and spares. Moorshead, "Millwater," Oakham Mill Lane, Ripley, Surrey. Tel.: Ripley 3338. [5009

1935 28-H.P. RAILTON, in very good condition. Best offers over £200. E. G. Haywood, Midland Bank, Porthcawl, Glam. [5009

RILEY SPRITE KESTREL, 1937 model. Reground crankshaft 5,000 miles ago. Rewired, new brake linkages, springs reset. Telecontrols, good tyres. Just done 2,400 miles on Continent without any trouble. Owner just bought Riley Big Four. Taxed year. £450 or near. Hall, Manor Croft, Mill Lane, Rainhill, near Liverpool. Tel.: Rainhill 163. [5010

HANDBOOKS for Aston-Martin (vintage) and "J2"; Tecalemet grease gun (vintage); K.L.G. 18-mm. plug dismantler; 12-volt Bosch horn (vintage). Raper, Westbury, Shropshire. [5011

ROVER EIGHT, 1924. New hood, tyres, tank, engine reconditioned. Taxed and insured. Nearest £70. View 8th July or write: Brown, 14, Mountfields Drive, Loughborough. [5014

NEW 1⅛-in. DOWNDRAUGHT S.U. CARBURETTER, SP295. G.P. Bugatti "Brescia" gearbox. 1922 18-h.p. Essex, in good order but requires attention to back axle. Offers. Carpenter, Wellnigh, Woodmansterne Lane, Banstead. [5032

FOR SALE—*continued*

M.G. "TC," 1947, black. Windtone horns, twin spots, new radio. Offers over £650. Box No. 3010, MOTOR SPORT, 15, City Road, E.C.1. [5019

£250—TALBOT "75" 4-door Airline saloon. 1936 model, first registered Dec., 1935. Excellent mechanical condition throughout. Over 25 m.p.h. and uses practically no oil. Smith's Jackalls fitted and working. All instruments, including petrol gauge, working. The very modern streamline type body is attractively finished in dark blue and dove grey, with blue leather upholstery. New carpets just fitted. Photograph will be sent to genuine inquirer. Cripps, 2, St. Mary's Road, Southampton. Tel.: Southampton 3213; after 8 p.m., Southampton 55360. [5020

"6½" BENTLEY SPARES: frame, radiator, springs, 25-gallon tank, wheels, locking-rings, brake gear, bulkhead, rough 7-seater body, wings, running-boards, etc. Most engine spares, including crankshaft, bearings, pistons, block, all camshaft and valve gear, magneto, sump castings, etc. Inquiries (s.a.e. please), with offers to: Dale, 142, Chesterton Road, Cambridge. [5022

1939 SUNBEAM-TALBOT 10-H.P. sports tourer. Reconditioned engine, new hood, dynamo and cut-out. Good tyres and appearance. Similar to 1946 model. 32 m.p.h. £450. Box No. 3032, MOTOR SPORT, 15, City Road, E.C.1. [5023

1933 L-TYPE M.G., open 4-seater. Excellent condition. Offers. 5, The Ridge, Coulsdon, Surrey. Tel.: Uplands 2552. [5024

STUART WILTON

Ford 8-h.p. Anglia saloon, 1940 ... **£425**
Morris Heavy "12/4" 2-seater, 1933 ... ... **£130** *(F.I.)*
Morris 8-h.p. 4-door saloon, 1932 ... ... **£115** *(F.I.)*
Austin 14-h.p. de luxe saloon, 1936 ... ... **£330** *(F.I.)*
Sunbeam-Talbot sports 4-seater, 1947 ... ... **£755**

And many others by the time you read this advertisement.

FREE THIRD PARTY INSURANCE FOR 12 MONTHS INCLUDED IN ALL PRICES MARKED (F.I.) ABOVE

Hire purchase available on any car.

I give a written three months' guarantee with every car that I sell, which ensures that they have been carefully checked and tested.

353, FINCHLEY ROAD, LONDON - - N.W.3
Tel.: HAMpstead 5712 and 8532

ALVIS "12/50" "TJ," 1931, D.H. coupé offered in exchange for Firefly or smaller h.p. (M.G., Riley Nine, Ford-powered vehicle or similar). Roadworthy special considered. For details and photo apply: Box No. 3021, MOTOR SPORT, 15, City Road, E.C.1. [5026

ALVIS "12/50" saloon, 1932, very nice condition, £150. "12/50" head, £1; four rods, £2. Harrison, 9, Sheldon Avenue, Vicars Cross, Chester. [5027

M.G. L-TYPE MAGNA saloon, late 1934. Tyres, battery good; many extras; body fair. Offers. "Birken," Sandhurst Road, Tunbridge Wells. Tel.: Tunbridge Wells 216. [5028

INVICTA 4½-LITRE, 1932 model, 100 m.p.h., ex-Peter Walker. Exhilarating fast touring car. Economical, 21 m.p.g. Engine, gearbox rebuilt, new mains, big-ends, battery, tyres, chromium, receipts available. Has tonneau but requires hood, £325, offers or exchanges. 36, Sussex Road, Ickenham. Tel.: Ruislip 6723. [5029

RILEY ADELPHI "12/4," 1936. Black saloon, with blue leather upholstery; excellent condition; five good tyres, one unused. Price £385 or offer. Box No. 3013, MOTOR SPORT, 15, City Road, E.C.1. [5030

VAUXHALL "14/40," 1926, open tourer. Perfect mechanical condition. Completely overhauled but requires lights. £100. Icely, 127, Newmarket Road, Norwich. [5031

1935 RILEY NINE IMP 2-seater. Recellulosed maroon. Excellent condition throughout. New batteries. "Brooklands" gearbox. £400. 1, Dean Close, Wilmslow, Cheshire. [5033

MARCHAL HEADLAMPS. One pair of 10-in. Reflectors in very good condition. London area. Any reasonable offer. Box No. 3014, MOTOR SPORT, 15, City Road, E.C.1. [5034

HISPANO-SUIZA SPARES and all repairs. G. Briand, 47, Tamworth Road, Croydon, Surrey. Tel.: Croydon 1742. [5043

FOR SALE—*continued*

£40—INTERESTING ORIGINAL 16-h.p. Arrol-Johnston, front radiator; three good 5.50 by 20 tyres. Good runner. Seen by appointment only. "Grayshott," Bollin Hill, Wilmslow, Cheshire. [5035

MEAKIN-CROSS SPECIAL. Basically 1937 Morris Eight. All standard parts; 2-door, 2-seater. Hood, screens, etc. Thoroughly sound. £170. Details from: Greenland, Overcombe Cottage, Shrubbery Road, Weston-super-Mare. [5037

DAIMLER "14.9," 1933, D.H., 2/3 bench seat, with dickey. Engine resleeved and overhauled last November; brakes overhauled; bills shown, £75. Body, tyres, hood and trim all excellent. A most attractive touring car. £200. Inquiries and photo: 218, Ashcroft Road, Luton. [5038

M.G. "KD" saloon. Complete recondition. Not yet run-in. New carburetters, batteries, wheel bearings, floor, etc. Super job. £325, or near. 64, Greenwood Road, Dalston, E.8. Tel.: Clissold 0871. [5041

STANDARD NINE saloon, 1932, in good condition, extensive overhaul not quite completed. Two engines, rough. Good tyres. £80. Dible, North Park, Gerrards Cross, Bucks. [5042

ALVIS SPEED TWENTY. 1933 4-door tourer, in excellent condition. Two new tyres, new windscreen wiper. Starter, dynamo, magneto, recently reconditioned. Fast, dead reliable car. Sole reason for sale, bought vintage Rolls. Cleaver, Staups Cottage, Higher Eastwood, Todmorden, Yorkshire. [5046

CITROEN FIFTEEN set liners and pistons, almost new, £5; radiator shell, 50s. 55, Banbury Road, Stratford-on-Avon. [5052

1935 TALBOT 95 4-door de luxe saloon. Black, green leather, sliding head, preselector box; only 6,000 miles. New shock-absorbers and battery, four excellent tyres and five sound spares. A beautiful car in really excellent condition. £285. Fox and Nicholl, Ltd., Talbot Specialists, Kingston By-Pass, Surbiton. Tel.: Derwent 1122. [5053

PUNCTURES. Punctures can be vulcanized in the home garage using the Autotherm Portable Vulcanizer. Complete outfit 21s. from Wm. Frost Products, Ltd., 64, Herries Street, London, W.10. [5054

LAGONDA 3-LITRE 20-h.p. drophead coupé, 1932. Ideal enthusiast's car. £285. Shepperton Supplies Co., Ltd. Tel.: Walton 2322. [5055

BENTLEY, 1924 Red Label coupé. Engine rebuilt, all electric equipment and transmission overhauled 1948. Body sound but needs repainting. Good tyres. Any inspection, seen Perth. £180. Offers to Box No. 3022, MOTOR SPORT, 15, City Road, E.C.1. [5057

S.S. JAGUAR 100 2½-litre. Registered 1937. Genuine mileage 48,000. In truly superb condition throughout. Black and chrome, red leather. Twin Windtones, spot. Virtually new all-weather equipment. Front wings specially modified to give delightful flared appearance at front. A specimen sports car in appearance and performance. Photographs available to genuine purchaser. £525. 83, Robin Hood Lane, Birmingham, 28. [5058

1938 1½-LITRE RILEY saloon. Engine completely overhauled including resleeving to standard. The whole car in first-class condition. First reasonable offer accepted. R. Gunton, 46, Clegg Street, Haslingden, Rossendale. Tel.: Ross 1157. [5061

BENTLEY, 1928 4½-litre. Plate clutch, mechanically in very excellent condition. New utility body in wood, drop tail board. Just right for Continental touring. £225. 28, Lynmouth Drive, Ruislip Manor, Middlesex. [5062

AUSTIN EIGHT tourer, 1946. Laystall reconditioned engine 300 miles ago, new liners, etc. Clean condition. £300. Same place, 16 vols. MOTOR SPORT, 92 *The Motor*, 97 *The Autocar*, all post-war. Offers. Smith, 10, Palace Green, W.8. [5067

JOHN BLAND, Talbot specialist, can supply for all models. Water pump bodies, covers, spindles, packings, gland nuts, etc. Flexible one-shot oil pipes. All gaskets. For "75" only, water manifolds. Exchange service radiator. Many other parts, new and secondhand. 27, Southfields Road, S.W.18. Tel.: Vandyke 1612. [5066

RILEY 2½-LITRE roadster, 1949. Green, 22,000 miles. £1,550. Huge boot, 20-gallon petrol tank. Box No. 3047, MOTOR SPORT, 15, City Road, E.C.1. [5081

RILEY IMP. Excellent mechanically, immaculate appearance. Completely overhauled. For sale £425 or nearest offer. Exchange open sports. Adjustment. Box No. 3030, MOTOR SPORT, 15, City Road, E.C.1. [5119

BENTLEY, 1931 4½-litre. Maroon and black Sedanca de Ville by H. J. Mulliner. Perfect condition all round. A beautiful classic Bentley. £465. Tel.: Meadway 3023 evenings. [5122

M.G. "TA," 1938. Rebored, resprayed, new hood, batteries, Rotoflos. Perfect. £370. Wanted, 1937/46 8–10-h.p. saloon. Edinburgh or Manchester. Box No. 3031, MOTOR SPORT, 15, City Road, E.C.1. [5123

FOR SALE—*continued*

1933 LANCHESTER TEN engine unit, less dynamo, requires reboring, £15. Daimler preselector gearbox for separate mounting (not unit construction), suitable for 20-h.p. car, £17 10s. Bland, 27, Southfields Road, S.W.18. Tel.: Vandyke 1612. [5065

LAGONDA 4½-LITRE sports tourer. Black. New hood and tonneau cover. 40 lb. oil pressure. Goes like a bomb. Taxed year. £250 mechanical overhaul 1950. £325. Lancia 8th series sports 2- occasional 4-seater tourer; 4,000 miles since complete rebuild, Martlet high compression pistons, K.E. 965 valves, S.U. bronze racing carburetter, twin fuel pumps, wheels rebuilt triple spoked well base, specially built fold-flat screen, new tyres and tubes, etc. Sale for domestic reasons only; 85 m.p.h., 60 m.p.h. cruising, 23 m.p.g. Data and some spares, cost a fortune, owner reluctantly selling for figure around £350. The Walthamstow Motor Co., Ltd., 735 Lea Bridge Road, E.10. Tel.: Leytonstone 4461/2. [5069

JOWETT, 1928 7-h.p. 2-seater with dickey. One owner until 1947. Recently overhauled, resprayed black. New: con-rods, gearbox, flexible couplings, battery, two tyres. Good hood, upholstery. £80 or near offer. Wright, 40, Leamington Avenue, Bromley, Kent. [5070

ALVIS, 1930 "T/J" "12/50" wide 2-seater. New hood, side curtains, running boards, seat, radiator shell rechromed; excellent running order. £260. Full particulars from R. F. Breaker, 267, Newtown Road, Carlisle. Tel.: Carlisle 2676. [5071

1935 ALVIS SILVER EAGLE, "16.9" 4-door sports saloon. Fitted all new tyres, P.100 headlamps, dual spot lamp as dippers, duel hooters, three carburetters. Stored through war. The engine in excellent condition. Interior in blue leather, and in excellent condition. Exterior black. The whole car in very fine condition. £375. 1935 A.C. Acedes sports 16-h.p. pillarless saloon. All new tyres, underslung chassis, blue leather interior. The engine, chassis, interior in very fine condition, but exterior and doors need attention. Terrific performance. £195. 1934 S.S.1 4-seater. This car is mechanically nearly 100 per cent., the body has been altered and adapted and is now fitted with new windscreen, hood and curtains, cycle-type front wings, knock-off wheels, good tyres. £195. 1935 Armstrong-Siddeley 17-h.p. saloon. This is a runner with bad tyres, bad brakes, very shabby. Ideal for enthusiast to modify, rebuild, etc. £65. Reg. Timms, 17/19, High Street, Toddington, Dunstable, Beds. Tel.: Toddington 371. [5072

1933 B.S.A. THREE-WHEELER, four-cylinder, 9.8 h.p., 50 m.p.g. Lively enough to dismay most M.G. owners. Smart appearance. Nearest £100. Box No. 3023, MOTOR SPORT, 15, City Road, E.C.1. [5073

SPARES FOR SALE. 8.9-h.p. Amilcar Grand Sport chassis, comprising frame, springs, axles, propshaft, steering gear, brake drums, hubs. The following for "TA" M.G.: Marshall-Drew supercharger complete with chromium-plated carburetter, brackets and fittings; unused since makers' rebuild; modified to give 7 lb./sq. in., offers: new Midland radiator muff, £1: secondhand petrol tank, sound, finished primer, 50s.; new Lucas spot lamp Type 462, 35s.; original M.G. Lucas spot lamp, £1; Bonora radiator cap, nearly new, £1; original set black carpets, £1; black mohair hood, 30s.; For "J2": 19-in. road wheel, 16s. For 1,750 Alfa: bulkhead, Autovac petrol tank, 30s. Ex-Lagonda Rapide, 5-in. Smith's speedometer and rev.-counter, £3 the pair. Dodwell, 1, Clive Court Northdown Road, Margate. Tel.: Thanet 20636. [5074

1928 AUSTIN "12/4" saloon. Offers for all spares less head, or complete car; towable. £20. Nearly new India Super 650 by 16, £5. New retread 500 by 16, £3. 475 by 19, £3. 450 by 19, 50s. 400 by 19, £2. Allen, Langham House, Tolleshunt, Major, Essex. [5075

S.S. 100 3-LITRE sports tourer, 1936. Superb condition. Valued £300. Offers. Tel.: Lee Green 8793 or Hildenborough 3210. [5076

RILEY IMP, 1935. Original condition. £400. Tindall, Mother Shipton Inn, Knaresborough. Tel.: Knaresborough 2157. [5077

2-LITRE LAGONDA low-chassis tourer. Extensively overhauled. £10 tax. Enthusiast maintained. Taxed and insured year. Details supplied. £415 or nearest offer. Dancer, High Street, Bromyard, Herefords. [5079

ALVIS SPARES. From 1924–36. New and secondhand; "12.50," "16.9," and "19.8." New gaskets, valves, springs, etc. Also spares for 1½ Invicta, "12/40" Lea-Francis and Sunbeam to be cleared. Large stock of Rudge-Whitworth wheels, no M.G. D. Bagshaw, The Green, Bath Street, Belgrave, Leicester. [5080

TYPE 25 BUGATTI, fitted American Mercury engine, less bodywork, £150. B.S.A. Scout coupé, 1936, taxed, insured, £145. Lloyd, Powells Lane, Welshpool, Montg. [5082

RILEY "13.5/6," 1934 saloon. Preselector gearbox, centrifugal clutch, towing brackets. Coachwork and mechanics sound. £150. Require docile 2-seater, brake or three-wheeler Morgan. Brett, "Fenton," Fawley, Southampton. [5084

FOR SALE—*continued*

TRIALS SPECIAL (ex-Wingfield), 1937 Morris Eight chassis, Lockheeds. Vauxhall Ten engine, new when installed 1948. Comfortable alloy body, luggage space, hood and screen; 600 by 16 Oxborrows rear, twin spares, easy-clean wheels. Excellent road-holding and performance. £230. Calverley, 43, Benomley Road, Huddersfield. [5085

RILEY NINE saloon, registered 1934. Very good mechanically, new dynamo, any trial. £115. 20, Beverley Road, Rubery, Birmingham. [5087

1935 RILEY KESTREL 15 good condition. Nearest £300. Clarke, 4, Sandown Road, Illingworth, Halifax. Tel.: Halifax 64203. [5088

FRAZER-NASH, 1932 "Colmore" 3/4-seater. Deflector head Meadows, water impellor, oil cooler, Auto-Klean Zeiss bi-focal head lamps, new battery, good tyres, hood. £230. Huges, 41, Sidney Road, Rugby. [5089

TUBULAR LUGGAGE CARRIER in chromium for "T" series M.G. 45s. Fry, 6, Charlton Park Gate, Cheltenham. Tel.: Cheltenham 53437. [5091

AMILCAR 1,087-c.c. s.v. super sports 2-seater (35 b.h.p. at 4,200 r.p.m.). New battery, engine and bodywork in excellent condition. Taxed and insured. £145. Cox, Quarry Nurseries, Dursley, Glos. [5096

Alvis Cars for sale

£575 Alvis Speed 25 sports saloon, enthusiast owned, with many extras.

£525 Alvis Speed 20 V.D.P. tourer. Immaculate paintwork in grey and blue.

£475 Alvis Speed 20 V.D.P. tourer, in primrose and black. Mechanically superb.

£425 Alvis Speed 20 special saloon by Mayfair. Black, with brown leather. Checked by us.

£425 Alvis Speed 20 Charlesworth sports saloon. Exceedingly well maintained and original.

Many others of similar type are always available and all examinations most welcome.

We have had many requests for lower-priced "12/50" models, and can offer, subject to prior sale:—

£295 Alvis "TJ" tourer, one owner, original and perfect.

£285 Alvis "TJ" tourer, maroon, many bills available.

£245 Alvis "SD" "16/95" tourer, really immaculate.

£215 Alvis "TJ" drophead coupe, many extras, 3/4-seater.

£175 Alvis "TJ" Atlantic sports saloon, black/brown.

£160 Alvis "TL" sports saloon, k.o. wheels, etc. Grey.

We will gladly arrange Hire Purchase and Insurance on any car we offer for sale, and will be pleased to consider other makes in part exchange.

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500-C.C. O.H.V. FOUR-VALVE RUDGE motor-cycle, registered 1930, in very good condition throughout. Genuine bargain, £25. Also five Morris Minor wheels, 400 by 19, £5. Cox, Quarry Nurseries, Dursley, Glos. [5096

BENTLEY, 1927 Red Label. Rebuilt by Rolls-Royce 1935. Modern 4-seater body. Hardly distinguishable from new. Mechanically perfect, five new tyres, etc. Box No. 3029, MOTOR SPORT, 15, City Road, E.C.1. [5097

£10 TAX. 1933 DROPHEAD CORD 4½-litre. New carburetter, battery, Lucas electrical. Mechanically sound. £160 or exchange. 16, Sadler Road, Coventry. [5098

1928 FRENCH SALMSON 9.8 h.p. drophead coupé. Engine reconditioned, new mains, etc. Original body and hood. In excellent condition. Taxed, insured. £100. Simmons, 579, High Road, Wembley, Middlesex. Tel.: Wembley 3450. [5099

FRAZER-NASH 2-litre, fitted with modified six-cylinder engine. Bodywork and mechanical condition first-class, exceptionally good performance. Hood, tonneau, etc. Bateman, Colentraive, Shenstone, Staffs. [5101

"AUTOCARS." November 1946 to present date; 232 copies. Also various other magazines. What offers? George, 284, Birchfield Road, Birmingham. [5105

CYCLE WINGS (domed and beaded), 10s. each fronts, 12s. 6d. rears. Packing and carriage, fronts 3s., rears 4s. Stonelands Farm, Herstmonceux, Sussex. [5109

FOR SALE—*continued*

M.G. MIDGET, "PA" engine, "Q" valve gear with Fescollized rockers, polished crank; pistons, rods, crank, flywheel and clutch balanced at Laystalls, hardened cylinder liners, chromium oil pipes, under-bonnet supercharger which may be connected or disconnected under 30 minutes, 4.78 axle, "PB" gearbox with new gears, 3-in. balanced prop.-shaft, Lockheed brakes. Steering excellent, 16-in. wheels and five good tyres, non-independent coil suspension all round. All-alloy body, new hood, zip tonneau. Cruises at over 60 unsupercharged. Oil 90 lb./sq. in., hot. Various spares. £360. Hudson, 72, West Hill, Putney. Tel.: Vandyke 1533. [5102

SPRINT SPECIAL. Lanchester Ten engine, frame and back axle. Wilson preselector box. Twin carburetters. A very fast car in competition trim. Nearest £250. Seen Pavilion Garage, Hastings, Sussex. [5103

BRITISH SALMSON, 1935 12-h.p. sports saloon. Excellent condition, engine completely overhauled 2,000 miles ago. £230 or offer. Wheeler, South View, Shirrell Heath, Southampton. Tel.: Bishops Waltham 133. [5104

BENTLEY 4-LITRE, 1932 black saloon with division. Young coachwork in excellent condition. £280 spent on complete engine overhaul and modernisation during last 12 months. Receipted bills available. Fitted radio and heater. Taxed end December. Offers over 500 gns. Photograph on request. Box No. 3046, MOTOR SPORT, 15, City Road, E.C.1. [5106

VINTAGE TALBOT "14.45." Reliable engine, excellent condition throughout. New tyres, brakes and battery. Taxed, insured. £125. Buck, 68, Amhurst Road, London, E.8. [5107

3-LITRE INVICTA sports 2-seater. Engine and chassis all up together, body wants tidying up. £77 10s. W. H. Barnes, 36a, Leigham Avenue, Streatham. Tel.: Streatham 3129. [5108

1936 FORD V8 PARTS, all good condition: engine and clutch (3,000 miles since factory reconditioned), £22; Lucas distributor, £3; Oilcoil, £2; starter motor, £4 10s.; radiator, £3 10s.; petrol pump, £1; C.I. heads, £8 pair. Also vintage motor-cycle, 1925 S.S.100 Brough, dismantled, racing engine, £22 10s. Boyes, "Silverdale," Blackbrook Lane, Bickley, Kent. Tel.: Imperial 2148. [5110

LAGONDA 2-LITRE semi-sports tourer, 1927. Only taxed for about seven years. This car is in far above average condition, and was rebuilt for Festival of Britain activities last month. Recellulosed grey and green, chromed, except for German silver radiator. The tyres are first-class as is the battery, etc. A new hood, hood envelope and tonneau cover are fitted. Two-litre Lagonda Register No. 317. This is a genuine motor car in the best vintage tradition but unfortunately I cannot keep two of them. Price, nearest £275. Photograph sent to genuine enquiries. S.A.E. please. G. E. Walker, c/o Car Trailers, Ltd. Harpenden, Herts. Tel.: Harpenden 388. [5111

£145. LANCIA LAMBDA 8th series long-chassis Weymann saloon. Block just machined. Good battery and tyres. Clean interior. Also 7th series short-chassis saloon. Good battery and nearly new tyres. £130. Oliver, 129, Queen's Road, Richmond, Surrey. Tel.: Richmond 2165 weekends and evenings. [5113

RED LABEL BENTLEY 2-seater, 1924 short chassis, in original condition, except for new tyres, hood, batteries and Hardy Spicer prop.-shaft, C-type gearbox. Rewired and resprayed Napier green. £300 or reasonable offer. Hay, Redwood, Bath Road, Maidenhead. Tel.: Maidenhead 353. [5115

TALBOT/DARRACQ "13.9" sportsman 1934 saloon; 42,000 miles; Wilson preselector; 25 m.p.g.; new tyres. Immaculate. £235. Social Secretary, Men's Union, Manchester University. [5116

RILEY IMP, 1935 sports 2-seater. Black and chrome bodywork perfect; three out of five tyres new. Completely renewed. sidescreens, hood, tonneau covers. Nearest £525 to Adey, 72, Thornleigh Road, Horfield, Bristol, 7. [5117

£47 10s. AUSTIN SEVEN tourer. Good hood and curtains, good runner. Barnes, 36a, Leigham Avenue, Streatham. Tel.: Streatham 3129. [5118

£39. VINTAGE COWLEY 4-seater, 1923. Almost original, excellent runner. W. H. Barnes, 36a, Leigham Avenue, Streatham. Tel.: Streatham 3129 [5118

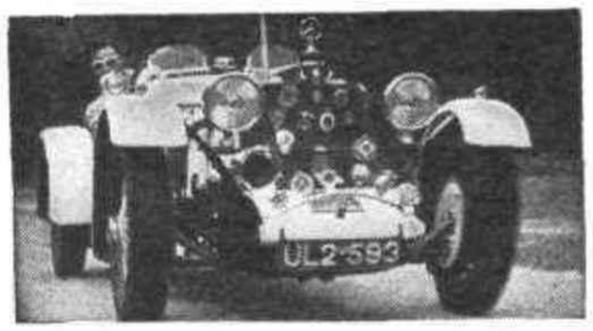
TWO 450 BY 17 TYRES, really good, £4 each, not retreads: one 400 by 19 retread, as new 45s.; Austin Seven engine, 1931, suitable spares or rebuild, 60s. W. H. Barnes, 36a, Leigham Avenue, Streatham. Tel.: Streatham 3129. [5118

M.G. "N" MAGNETTE open 4-seater. Reliable. Engine overhauled, brakes relined, good hood, screens. £250 or nearest offer. Taylor, "Starkways," Crawley, Sussex. [5119

RILEY NINE saloon, 1934. Green alloy body. Rebored engine (3,700), manual gearbox, new crown wheel pinion races rear axle, sound batteries, rebuilt dynamo, magneto ignition, tyres fair, knock off hubs. £150 no offers. Genuine enquiries only please. 18, Mount Cottages, Cobham, Surrey. [5120

SIMMONS of CROYDON

(CROydon 1537)



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

BENTLEY 4½-litre (Chassis KM 3079). "D"-type box, with rear-mounted slab-tank. With the exception of a noisy third gear the mechanical condition is without blemish and second to none. The coachwork is 2-seater and is believed post-war but is characteristically "Bentley" with very pleasing lines. The bucket seats have been retrimmed in red leather and the hood in silk mohair. All chrome is excellent—the tyres are near new, as is the battery. Illumination by Carl Zeiss 10-in. G.17s. Heavy wire-mesh stoneguards grace the radiator, the lamps and the tank, and the completed picture makes a very solid and extremely imposing "4½" indeed.

£350

LAGONDA 2-litre open foursome tourer (1931), low chassis. All-weather equipment first-class, new batteries, P.100s, good tyres, coachwork and upholstery sound. At present fitted Buick 26-h.p. engine, but a 2-litre twin overhead cam engine in good order is included in the price, or an allowance will be made if this is not required. Taxed as 12 h.p. This Lagonda really does perform extremely well and presents a good opportunity for the relatively impecunious enthusiast to acquire an outstandingly characteristic vehicle.

£225

WAYD "650" (late 1949) open 4-seater tourer, with all-weather equipment. 11,000 miles since new. Horizontally opposed twin two-stroke with polished internals. Giving over 55 m.p.h. and 48 m.p.g. A very economical and extremely pretty means of transport—probably for the fairer sex. Literally—as new.

£385

SUNBEAM 3-litre, twin overhead cam, with 2-seater open sports coachwork. Chassis, underslung, with a host of mods. Rear slab-tank. Good tyres, battery, electrics, etc. A trifle stark but very potent indeed. Mechanically second to none. Rebuilt 1949. £10 tax.

£285

SPARES. We have for disposal a number of 2-litre Lagonda spares, including a chassis, rear axles, wheels, spare engines, carburetters, etc., and a number of pairs of Zeiss 10-in. and 12-in. headlamps.

M.G. "PA" (1936). A very clean and economical little job, the unit of which was completely rebuilt about eight months ago. Tyres, battery, chrome, upholstery, etc., are all good. Having been thoroughly checked over in our workshop, brakes, steering, shock-absorbers, electrics, are now 100 per cent. We have no hesitation in recommending this particular "PA."

£325

BRITISH SALMSON (1934), 12 h.p., foursome saloon. New "works" engine fitted April, 1949. Mechanically this model is rarely approached in condition. The interior is very clean indeed but the paintwork falls somewhat below the otherwise impeccable standard. Good tyres, battery. An enthusiast-maintained car of a very high standard.

£250

M.G. MAGNETTE (1937), NA 0907. 20,000 miles since new. Very much modified. Fitted M/Nordec supercharger or running alternatively normally aspirated on twin S.U.s. Coachwork post-war, easy clean wheels. Steering column gear-change. Peaks at 6,500 r.p.m. unblown. Maintains 62 lb. oil pressure at 68° C. and used one pint of oil to 620 miles running week-end June 17th. Reputedly cost over £500 to rebuild 1950. Literally indistinguishable from late post-war vehicle. Written description quite inadequate.

£485

M.G. (1938) 2-litre open 4-seater tourer, with full weather equipment. Reconditioned engine fitted this year. New S.U. pumps and carburetters. New Jackalls. Quiet and fast. Specimen car. Further details too late for press.

£500

M.G. "TB" (1940). Low mileage, mint condition. Further details too late for press but will be forwarded to inquirers on application to the office.

£475

ISOTTA-FRASCHINI, 58 h.p. Engine only, but complete with starter, dynamo, carburetters, etc. Has completed only 7,000 miles since new in 1933.

WE ARE CURRENTLY SEEKING A POST-WAR CITROEN DROPHEAD OR SALOON IN MINT CONDITION, THREE ROVER FOURTEENS OR SIXTEENS, 1938/9, DROPHEADS OR SALOONS, AND A THRUPP & MABERLEY DROPHEAD, AND PHANTOM II OR "20/25" ROLLS-ROYCE CHASSIS. WE WOULD BE OBLIGED BY PARTICULARS OF ANY OF THESE VEHICLES THAT MAY BE FOR DISPOSAL AND WILL UNDERTAKE TO INSPECT ANYWHERE IN GT. BRITAIN.

ANY VEHICLE ADVERTISED BY SIMMONS OF CROYDON IS FULLY OPEN TO ANY TRIAL AND EXAMINATION, AND PROSPECTIVE BUYERS ARE ASSURED THAT EVERY POSSIBLE FACILITY WILL BE PLACED AT THEIR DISPOSAL TO EFFECT THEIR COMPLETE SATISFACTION.

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101a, TAMWORTH ROAD, WEST CROYDON

(CROydon 1537)

FOR SALE—*continued*

BEARDMORE ENGINE, 11.5 H.P., 4-cylinder, o.h.c. Prepared for racing by makers and unused. Complete with 4-speed box, radiator, etc. Offers. Bench seat, ex-Alvis, good condition, £3. Venning, "Parsonage End," Takeley, Essex. [5209

ALVIS SIXTEEN SILVER EAGLE, 1929. Specimen for its year. Two owners since new. Recently overhauled. Radio. £250. Tel.: Mountview 6700, after 6.30 p.m. [5210

1925 CLYNO, 10.8 H.P., 4/5-seater. First-class condition. Trouble-free motoring. Spare engine complete if required. Engineer's certificate. Four new tyres. 30 m.p.g. Taxed and insured. £125. 12, Buff Avenue, Banstead, Surrey. Tel.: Burgh Heath 2798. [5211

DELAGE D.M.N. 21-H.P. saloon. Engine perfect, body and interior very good. Only about 63,000. New battery. £150, near offer. 41, Bell Common, Epping. Tel.: Epping 2151. [5212

RILEY MARCH SPECIAL. Mechanically perfect. Cream/blue. New hood and sidescreens; very clean; excellent runner. £300. 57, Liddell Gardens, London, N.W.10 (evenings). [5216

1928 MORRIS-COWLEY tourer. Smartly kept. Weatherproof. New mains; good tyres (two spares); good battery and brakes. Reliable; instant starting. Nearest £75. Tel.: New Milton (Hants) 488, after 6 p.m. [5222

FORD TEN ENGINE, reconditioned. Suitable for a Buckler or other type of special. £30. P. L. Pratt, 64, The Crescent, Belmont, Surrey. Tel.: Bellwood 6703. [5217

SIX-CYLINDER B.T.H. MAGNETO, clockwise, converted coil ignition complete. Variety "14/40" Sunbeam spares. 750-c.c. s.v. J.A.P., water-cooled, 1939. Sell separate. Offers. Box No. 3070, MOTOR SPORT, 15, City Road, E.C.1. [5218

ALVIS, 1934, 12-H.P. tourer. Bodywork poor, but mechanically sound. Offers around £140. Apply: Burdett, Vividon, Bull Lane, Gerrard's Cross, Bucks. [5219

1931 2-LITRE LAGONDA, SPEED MODEL. Fabric body, ugly but weatherproof and comfortable. Mains remetalled, crankshaft reground, flexible rings fitted. Engine spares. £150. 40, Edburton Avenue, Brighton, 6. Tel.: Brighton 56153. [5220

LEA-FRANCIS "12/40," open 2/3-seater, dickey. Excellent condition after thorough rebuild. £195 or offer. M. Kingham, Puck's Wood, Finchampstead, Berkshire. [5221

LANCIA ARTENA. New crankshaft and bearings. Drophead coupé body by Young. Price £165. This car was advertised in May but owing to the illness of the owner he has not been able to deal with its sale. The Old Granary, Gt. Evesden, Cambs. Tel.: Comberton 301. [5223

£110—1932 SINGER JUNIOR SPORTS. In good condition. Very reliable, 40 m.p.g. Taxed and insured. Photograph. Could be seen in London area. Or exchange with cash adjustment for larger car. Mungle, "Luest," St. Harmons Road, Rhayader, Radnorshire. [5225

ALVIS 19.8 h.p. MAYFAIR SALOON, 1932. Property enthusiast; excellent condition. Three new tyres, battery, magneto. £150. 28, Blenheim Road, Bickley, Kent. Tel.: Imperial 4118. [5226

RILEY NINE, 1932, saloon. Many spares. £95. 34, Hulbert Road, Bedhampton, Havant, Hants. [5228

DISMANTLING RILEY NINE, 1931. Engine rebored and crank reground, reconditioned magneto and starter, twin Solex, all accessories, with gearbox and clutch (less thrust race). £25. Complete back axle. £15. All other parts. Write: Hyde Hill Farm, Churt, Surrey. [5229

RAILTON EIGHT-CYLINDER POWERDOME ENGINE, with many spare parts, excellent condition, for sale. Box No. 3049, MOTOR SPORT, 15, City Road, E.C.1. [5230

FIAT 1½-LITRE SIDE VALVES ENGINE, clutch, gearbox, ready for use, nearly new, for sale. Box No. 3050, MOTOR SPORT, 15, City Road, E.C.1. [5231

TALBOT "95" saloon body, mudguards, bonnet, upholstery, radiator. Very good condition. For sale. Box No. 3051, MOTOR SPORT, 15, City Road, E.C.1. [5232

10-h.p. DORNIER ENGINE, o.h.v., clutch, complete, 750-c.c. J.A.P. twin engine, side valve. Centric supercharger, new, with driving components, for sale. Box No. 3052, MOTOR SPORT, 15, City Road, E.C.1. [5233

8.9-h.p. ROVER, air-cooled twin, 1923. Taxed two years only. Good condition. Must be sold. Seen Yorkshire. £35. Box No. 3053, MOTOR SPORT, 15, City Road, E.C.1. [5234

SWIFT TEN. Spares, axles, springs, starter motor, dynamo, etc. Offers to Wilson, The Orchard, Elstead, Surrey. [5235

SPECIAL. Built Rolls-Royce engineer. Magnette chassis, Wolseley 1,400 o.h.c. Trailing i.f.s. New tyres, batteries. Drophead, tourer. £175. 16, Breedon Avenue, Littleover, Derby. [5236

1938 M.G. 1½-LITRE sports saloon. Good condition throughout. £575. Wass, 8, Mile Oak Crescent, Southwick, Sussex. Tel.: Southwick 2765. [5240



LANCIA LAMBDA

6th Series 14-h.p. Torpedo tourer in metallic grey. Specimen car in excellent condition throughout; original except for later series brakes and steering box. Engine completely reconditioned: rebored, crankshaft reground, bearings renewed; block and head faces machined; new timing gear fitted.

Complete all-weather equipment includes windscreen and apron for rear-seat passengers. Rewired. Good tyres, battery, carpets and red leather upholstery

£215

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THE

USED CAR MART

Austin Seven Special. Two-seater body. Built 1950 ... ... **£135**
1932 Wolseley 12-h.p. 4-seater sports. Taxed **£140**
1934 Morris Minor 2-seater tourer. Reconditioned engine **£125**
1935 Morris Ten 2-seater tourer. Rewired. New hood **£165**
1936 Standard Nine 2-door saloon. Taxed **£195**
1937 British Salmson 12-h.p. saloon. Taxed year **£325**
1935 Standard Sixteen saloon. New wings. Resprayed **£210**

MANY OTHERS

TERMS. EXCHANGES. INSURANCE

7, WILMSLOW ROAD
RUSHOLME, MANCHESTER 14
Telephone: RUSholme 6564

WILLIAMS MOTORS

offer this month subject to being unsold:

1939 4-litre Straight-Eight Daimler, razor-edge, 4-door sports saloon, black and grey, with grey leather; 24,000 miles only. This is a specimen car and must be seen to be appreciated. **£2,500**

Special Bentley 4-litre 4-seater drophead coupe. This car has been fitted with a very modern body by Freestone & Webb. Registered in 1931, but looks like a 1939 model. Engine not 100 per cent. but this car has a very good chassis, and would make an ideal diesel conversion.
£475 or offer.

Most spares for old-type Bentleys in stock.

We are now carrying a good stock of new and secondhand spares for 2-litre A.C.s: new valves, guides, gasket sets, races, etc. We are also interested to hear of any A.C. cars for sale, or secondhand spares.

One Ford Eight engine, complete, £11 10s. 0d.

WILLIAMS MOTORS
21, COLEHERNE MEWS (OLD BROMPTON ROAD), S.W.10
Tel.: Fremantle 4427

FOR SALE—*continued*

RILEY NINE, 1932, Ascot Coupé. Good mechanically and aluminium coachwork. Excellent tyres. £150, or exchange larger car. Eaton, 19, Kensington Gore, S.W.7. [5237

ALVIS 3½-LITRE saloon. Fast, clean. Recent extensive overhaul, including rebore, crankshaft ground, etc. Four new tyres. Taxed, insured, registered 11/36. Consider small saloon or fast tourer in exchange, or offers over £450. Box No. 3054, MOTOR SPORT, 21, City Road, E.C.1. [5239

RILEY NINE LYNX, 1935, tourer. Attractive and popular model in very reasonable condition. £220. Powell, 1, East Meadway, Shoreham-by-Sea. [5242

"MOTOR SPORT." Nine copies, 1934-1940; 40 copies to May, 1951. Offers. Box No. 3055, MOTOR SPORT, 15, City Road, E.C.1. [5243

POOR ENTHUSIAST OFFERS 1931 Wolseley Hornet sports. £100. Will exchange for small saloon, Austin, Ford, etc. Jones, "Rosslea," Much Birch, near Hereford. [5244

£45—1928 SCOTT SUPER SPORTS MOTOR-CYCLE. Reconditioned. New tyres. Will take Austin Seven in part exchange. 43, Fair Oak Road, Eastleigh, Hants. [5245

£85—BENTLEY 6½-LITRE. Mechanically excellent and original. Rear half of limousine body missing. Drive away. Rayfield, Mount Pleasant, Oulton, near Leeds. Tel.: Rothwell 2267. [5246

THE EX-MARGARET ALLAN 4½-litre short chassis Bentley. Brooklands lap speed 107 m.p.h. Beautiful condition after complete rebuild; 20 m.p.g. £400. Rayfield, Mount Pleasant, Oulton, near Leeds. [5247

A VERY NICE DELAGE D.8, 30-h.p., 1934, sedanca-de-ville body by Fernandez, Paris, close-coupled cab with occasional seats; most luxurious and attractive car in very nice condition in every way. Interior of body particularly so, looks and runs like a 20-25 Rolls. Excellent set of tyres and two good spares, new battery. All for £250!! Vintage machinery—quite a bit at last, at reasonable prices. Stutz Straight Eight, 1930, 37-h.p., 2-door 5-seater sports coupé by Lanafield, ex-Alan Moore, performed well in 1950 vintage Silverstone High-Speed Trial. Since resprayed. Very tidy body. New Rotollo shockers, new battery, large Zeiss lamps, tyres only fair, but two sound spares and easy to get (6.00 by 20 Truck type), o.h.c. engine, four-spead box (65 in 3rd), dual ignition, superb servo-Lockheed brakes. A really sound and unusual vintage American var. £105. Alvis "12/50," 1930. Considerably modified. Frazer-Nash front end, bodywork more or less Boulogne Nash 2-seater. A bit stark but reasonable to look at; mechanically sound. New tyres, good batteries. Capable of considerable development. £95. Alvis "12/40" S.V. circa 1923, 2-seater. Very good hood, good tyres, battery. Very sound and tidy car and quite original. £65. Delage D.I. 14-h.p., 1925. Sound tyres, good battery, and quite original in every way save that back half of original saloon body converted into brake, all wood body and glass all round. Seats six and plenty of luggage space, and still looks most reasonable. £65. Riley Nine Mk. IV open sports 4-seater. Twin carbs, quiet and sound engine, good tyres and battery, sound hood, hood cover, tonneau cover, side screens; taxed to Dec. '51, and quite one of the nicest specimens of this model I have seen for a long time. £115. Finally, a 4½ Invicta saloon, 1931. Rough but complete, suitable for rebuilding. To clear at £65, and a 1933 Austin heavy 12 saloon, all-steel. Rough appearance, mechanically quite fair, body sound, good tyres. £80 to clear. Spares. A pair of S.U. carbs and manifold, in good condition, for 6½ or Speed Six Bentley, £15; pair of black P 100's, replated reflectors, £10; some 4½ Invicta spares, a few remould tyres in 14, 15 and 16 by 50 sizes, and a few B.E. covers in various sizes. No personal inquiries until July 15th, please, as I am closing down for holidays. C. J. Bendall, Automobile Engineer, 25, Orchard Road, Stevenage, Herts. Tel.: Stevenage 566 (day); Hitchin 1108 (evening). [5256

LAGONDA 3-LITRE WEYMAN sports saloon, 1933. 7,000 miles since complete mechancial overhaul. Just resprayed. Two owners since new. Any inspection. £275, or nearest. Matthew, Woodhouse Eaves, near Leicester. Tel.: Woodhouse Eaves 321111, after 6 p.m. [5248

INVICTA 2.6-LITRE 4-seater tourer. £10 tax. Meadows engine, twin carbs, independent suspension, knock-on wheels. Professionally rebuilt 1948. £120. Windsor, 404, Allesley Old Road, Coventry. [5249

BENTLEY SPEED SIX. Fixed head coupé. Mechanically excellent. Body sound, but paint poor. Good tyres. Lewis, 63a, Woodcock Street, Birmingham, 4. Tel.: AST 2410. [5250

MORRIS MINOR TOURER. Dec. '49. Excellent condition. 12,000 miles. Offered by its sole owner—lady doctor—who has a new car. £760 guineas. [5254

1934 B.S.A. THREE-WHEELER. Twin, economical. Excellent condition. Aluminium body. Good tyres. Taxed. Insured. £120, or offer. Tel.: Wallington 1640. [5255



LEA-FRANCIS

September, 1946

Two-seater Sports in British Racing-Green.

14 h.p., twin carburetters. Carefully driven and never used for any competition work since complete overhaul 3,500 miles ago. Seen Stratford-on-Avon district.

All inquiries answered.
Open to any examination and trial.

£950

Box No. 3040, MOTOR SPORT, 15, City Road, London, E.C.1

OFFERS AROUND £465



3-LITRE BENTLEY

First registered 1932. One owner. Low mileage. Immaculate condition throughout. Owner reluctantly selling this beautiful Bentley for family reasons. New tyres. New battery. Dynamo rewound. First-class mechanical condition. Any test. No dealers.

TYRRELL, 20, Georgia Rd., Thornton Heath, Surrey



Something Special!

WOLSELEY HORNET SPECIAL SWALLOW—Two-seater, 12 h.p.

One Owner. Completely rebuilt. Excellent condition.

£195

E. WARRILLOW

Hill - Cote, Lancaster Road, Newcastle, Staffordshire

Telephone: NEWCASTLE 69644

FOR SALE—*continued*

TWO-BERTH FURNISHED HOLIDAY CARAVAN. Excellent condition, suitable 10-h.p. car. Spring mattresses, wireless, etc. £250. 28, Avenue Rise, Bushey, Herts. [5112

FIAT 500, late 1937 fixed head coupé (all 1938 modifications). In exceptional condition and not run-in since extensive overhaul including: new block, pistons, camshaft and valves; crank regrind, new mains, big-end and little-end bearings. Electrical equipment overhauled, new wiper motor and indicator. Body stripped, treated, sprayed black; new carpets and head lining; all chrome renewed. Tyres good. Spares include: tyres, tube, wiper, indicator, new clutch and brake linings, valves. The car retains all original equipment and is complete with instruction manual. Write 3, Farm Lane, Purley, Surrey. Tel.: Uplands 7509 after 7 p.m. [5124

NORTON 496-c.c. single knocker 50/50 racing engine with carburetter and magneto, first-class condition. Onslow Bartlett, B.O.B. (Bournemouth), Ltd., Wharfdale Road. Tel.: Westbourne 64497. [5125

FORD 8 and 10-h.p. engines, gearboxes, special accessories, etc. Onslow Bartlett, B.O.B. (Bournemouth), Ltd., Wharfdale Road. Tel.: Westbourne 64497. [5126

FORD V8 30-h.p. and Mercury 32.5-h.p. engines, gearboxes, axles, special bits, etc., Onslow Bartlett, B.O.B. (Bournemouth), Ltd., Wharfdale Road. Tel.: Westbourne 64497. [5127

BENTLEY, 1931 4-litre Vanden Plas drophead coupé. Body rebuilt 1936. Excellent condition. Telecontrol shock-absorbers. A very beautiful car. 51, Lancaster Mews, W.2. Tel.: Ambassador 6374. [5128

AUSTIN SEVEN SPARES, 1922–38. Nearly all parts, new and secondhand. Price, Three Shires, Bearwood, Birmingham. [5129

LEA-FRANCIS, Ace of Spades, 16-h.p. 1931 saloon. Good condition. £135. 9, Granshaw Close, Birmingham, 30. [5219

TALBOT "14/45" ENGINE with all accessories. Good condition. Nearest £15. Price, Three Shires, Bearwood, Birmingham. [5130

MERCEDES-BENZ "38/250" S.S.K. 2-seater. Absolutely perfect specimen maintained regardless of cost. Just completely rebuilt by Mercédes. Re-sprayed, new hood, etc. Can be seen in London. Price £950. Box No. 3036, MOTOR SPORT, 15, City Road, E.C.1. [5131

J-TYPE M.G. Extensively overhauled, new hood. Best over £150. Box No. 3037, MOTOR SPORT, 15, City Road, E.C.1. [5132

1936 VAUXHALL "12/6" SPARES. Engine complete, £20; gearbox, £10; front axle with i.f.s., £10; rear axle with prop.-shaft, £10; ten wheels with five tyres, £10; three sets rear springs, £5; chassis frame, £5. 26, High Street, Toddington, Beds. [5133

OPPORTUNITY TO COMPLETE SPECIAL. Rebuilt Singer Junior chassis, o.h.c. engine, new tyres, tubes, springs, magneto, carburetter, cycle-type wings. £50. McClelland, Manor Farm, Studham, Beds. [5134

£26. SWIFT "11.9" 1922 tourer. Mechanically sound. Owner called up. Spares. Pitt, "Coppice," Sunnydale, Farnborough Park, Kent. [5135

LAGONDA, 1928 1665 series 17.75 h.p. 4-door saloon. Recent engine overhaul, brakes, electrics, tyres good. Body fair. £125. Rymer, 1, Queen Annes Grove, Ealing, W.5. Tel.: Ealing 4670. [5136

DELAGE D.I.S.S., 1926 Cadogan touring body. Fitted with 1940 Rover sports 16-h.p. engine and gearbox. New Solex twin-choke carburetter. Wheels rebuilt 20 in. wellbase. Brakes converted to Girling. Whole car very sound and clean condition. £275. London area. Box No. 3038, MOTOR SPORT, 15, City Road, E.C.1. [5137

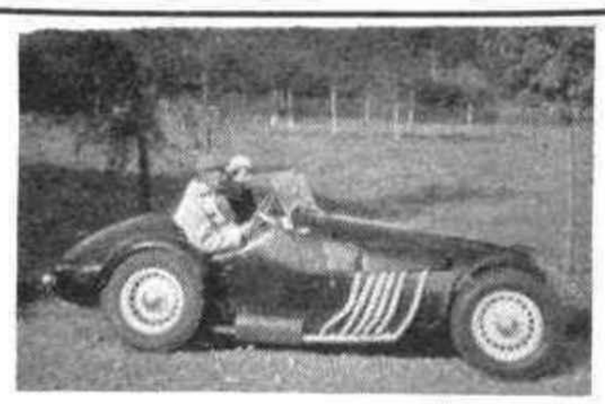
MEADOWS 4½-LITRE six-cylinder E.S.T.B. engine. Unused, and suitable for Lagonda or Invicta. View by appointment. Leo, 58, Holtspur Top Lane, Beaconsfield. [5138

VINTAGE DAIMLER, first registered November, 1930, 25-h.p. long-chassis, sleeve valve, fitted magnificent limousine 7-seater body by Windover, face-forward occasionals, winding division. Brown leather front, cloth rear, nearly new set of loose covers. Complete with new battery, tyres runnable, everything working, genuine mileage 40,000. Motor smoky but sound. Enthusiast requires cash to complete special. This car is virtually unmarked inside, the exterior is original and excellent. Fitted as standard with fluid flywheel and presselector box. First £95 secures for quick cash sale. Rolfe, Moities, Cowbeech, Hailsham, E. Sussex. [5139

MARSHALL SUPERCHARGER and all fittings for M.G. "TC," £45. Alvey, 10, Cuckoo Dene, Hanwell, W.7. [5140

CENTRIC SUPERCHARGER, complete S.U. and fittings for P-type M.G., in new condition. £25, or exchange camera, car radio. Lagonda dynamo, reconditioned, £4. G. Betts, 50, Constance Street, Newport, Mon. [5141

LAGONDA 2-LITRE saloon, 1929, running order. £125. L. Leo, 58, Holtspur Top Lane, Beaconsfield (evenings). [5142



2½-Litre J.B.M.

Jaguar engine in B.M.W. chassis,

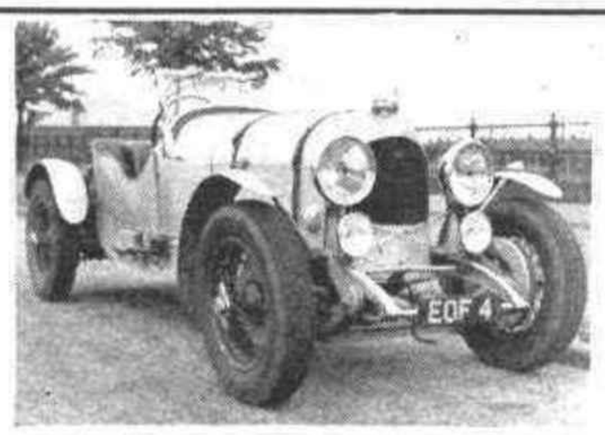
Professionally-built body and in first-class condition.

£500

or near offer.

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GULLIVER HOUSE, CHARLTON MARSHALL, BLANDFORD



3-Litre BENTLEY

Rebuilt and registered 1938.

In excellent condition.

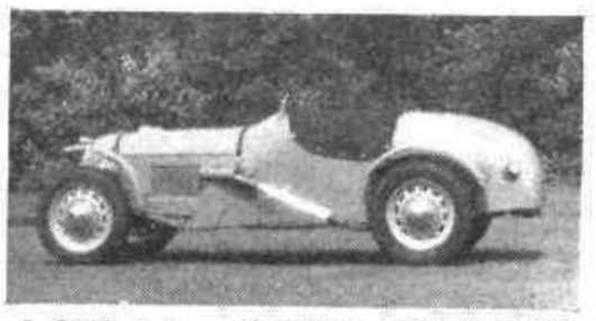
Price **£575**

May be seen at

AULD & CO.,

WOOD STREET, DONCASTER

Telephone: 2803



1,098-c.c. FORD SPECIAL

Built 1950 (£10 tax). 95 per cent. brand new parts.

Weight 9 cwt. I.F.S. Cromard sleeved to 1,098 c.c. Engine mods. too numerous to advertise but probably the hottest and most reliable unblown Ford Ten in the country. Mileage under 1,000 and never raced. Full details to genuine inquirers.

Sacrifice at about £450

WOOLLEY,

"Rustlings," Station Road, Desford, near Leicester

FOR SALE—*continued*

SWIFT 1927 10-h.p. 4-SEATER tourer. In original condition. Dynamo and magneto reconditioned. New hood. Good tyres. A good clean vintage motor. Eccleston, 39, Rowlands Road, Birmingham, 26. Tel.: ACO 2039. [5251

M.G. "J2." Body and chassis overhaul completed, resprayed black. New make cables. Springs, brakes relined, shock absorbers reconditioned. Engine and clutch recently rebuilt. 70 lbs. hot, weather equipment and tyres good. Box No. 3056, MOTOR SPORT, 15, City Road, E.C.1. [5252

ALFA-ROMEO 1,750 c.c. supercharged 2-seater drophead coupé; 100 million series. First registered 1936. Engine, chassis and body have been practically rebuilt in past three years and are in first class shape. Photograph available. £450, or near offer. Andrews, Buntsford Hill, Bromsgrove. [5257

FIAT EIGHT TYPE 509 fabric saloon, 1929. Body fair, well shod, Lucas biflex. £65, o.n.o. Armstrong Twelve metal saloon, 1932. Good all round. £110. Evenings, 179, Penhill Road, Bexley, Kent. [5258

MORGAN SUPER SPORTS, 1937, Matchless, air-cooled. Excellent condition. Low mileage. £205. Ward, Church Farm, Garsdon, Malmesbury, Wilts. [5259

M.G. 8-h.p. Professionally built J-type 2-seater body. Slab tank and fold-flat screen. "J2" gearbox. Recent extensive mechanical overhaul and repaint. Bills shown. New tyres and battery. Nippy performer and of good appearance. Taxed and insured. £135. Box No. 3057, MOTOR SPORT, 15, City Road, E.C.1. [5260

DAIMLER FIFTEEN, 1934, with elegant coupé body by Mulliners. Recent work includes resleeve, new springs, shockers, hood, boot, carpets. Just resprayed black/cream. Wilson box and rear axle reconditioned. Cruises 45-50. Superb brakes. £275. Tel.: Great Milton (Oxford) 81, evenings. [5261

FORD EIGHT 10-h.p., 1939, onwards. Five easy clean wheels. Three caps. Front axle complete with wishbone. New brakes. Swivels. Box No. 3058, MOTOR SPORT, 15, City Road, E.C.1. [5262

LAGONDA—pillarless saloon—4½-litre, 1934-35. Excellent engine. Petrol and oil consumption good. Viewed Windsor, Berks. Price £325, or near offer. Box No. 3059, MOTOR SPORT, 15, City Road, E.C.1. [5263

RILEY KESTREL 1½-litre 1936, chassis 1937 Laystall balanced engine, Cromard liners, new bearings, new Sprite pistons; 1,000 miles. Scintilla Vertex; excellent performance, body rough. Taxed year. £350. Dash, Minchinhampton, Glos. [5264

LAGONDA "16/80," 1934, dropnead foursome. Offers over £220. Also Riley Nine gearbox. 68, Edgwarebury Lane, Edgware, Middx. Tel.: Edgware 0493. [5265

RICHARDS AND BROWN OFFER: Vauxhall "20/60" saloon. Very clean condition. £65. Vauxhall "30/98" Velox tourer OE 165 in original order. £150. Alvis "12/60" TL Beetleback, Nov., 1932. Excellent order, new hood, screens, tonneau, tyres excellent. Recent mechanical overhaul. £295. Austin/Ford Trials car, terrific performance. £160. Wolseley Hornet two-seater sports. Excellent running order, twin spares, economical and fast. £125. Also the following spares for disposal: Set Terry valve springs, Triumph Gloria 6 cyl., 30s. Set Standard Eight pistons, plus 60 thou. Wellworthy, 80s. Lancia Dilambda head gasket, 20s. Pair S.U. carbs. ex-Alvis "12/60," 100s. M.G. M-type crankshaft, 40s. M.G. T-type new windscreen, complete, £7 10s. Michelin 15 by 50 tyre, 40s. Richards and Brown, 2, Ringers Road, Bromley, Kent. Tel.: Ravensbourne 7487 and 6479. [5268

FOR SALE—*continued*

FORD V8, Nov. 1935, saloon. New tyres, battery. Good runner. £145. Austin Twenty Mayfair Limousine, 1926 (4 cyl. model). Good runner. £45. also lots spares. 1931 Swift Ten saloon. Almost complete car. £15. 56, Irwin Road, Bedford. Tel.: Bedford 5606. [5266

LEA-FRANCIS, 1931, "12/40" Foursome coupé. Brakes relined. Tyres good. Mechanically sound, but fabric bodywork a bit rough. Taxed and insured September. £100. Box No. 3060, MOTOR SPORT, 15, City Road, E.C.1. [5267

H.R.G. Gerry Ruddock offers his well-known Meadows H.R.G. Exactly as raced. Innumerable special features—ex-Newton deflector head, Laystall crank, light rockers, oil cooler, close ratio gearbox, special wheels, modified brakes, light sports racing 2-seater body. A most reliable car for racing or road work. Has been placed in every meeting entered this year. 23 awards last season. Prescott 51.36 sec.; Goodwood lap 1 min. 51.6 sec. £950, or offer. 4, St. Johns Road, Hove. Tel.: Hove 33693. [5269

RILEY "IMP." In first class condition throughout. New tyres, rechromed, good weather equipment, green cellulose, twin Windtones. £440, o.n.o. Passey, Woodcote, Chanctonbury Chase, Redhill, Surrey. Tel.: Redhill 259. [5270

1936 JAGUAR 2½-LITRE saloon. In good mechanical order. Everything working, body fair, two new tyres, fast and reliable. £225, or will exchange for 8-10 h.p. sports. Papworth, Adelaide, near Ely, Cambs. [5272

M.G. 8-h.p. Registered, 1931. With "J2" chassis and engine, E.M.V. gearbox. Special light 2-seater sports body, similar to Montlhéry job; two aero and fold-flat screens, tonneau cover, but no hood, excellent tyres, also spare knock-on wheel. Complete. Taxed until September, insured until May, 1952. Goes like clappers. About £175, or would prefer to exchange for 8, 9 or 10 h.p. saloon, 1934-35-36. Preferably Austin Standard or Alvis, but any car considered in good all round condition, willing to make a small cash adjustment to about £20. Tel.: Ramsden Heath (Essex) 271, after 7 p.m. or week-ends, or write R. Blyth, The Chalet, Church Road, Ramsden Bellhouse, near Billericay, Essex. [5273

CAMBRIDGE SPECIAL AUSTIN SEVEN. First registered 1946. Supercharged high boost pressure-fed engine, ultra light alloy body with full under shields, finished in jewel essence blue, alloy racing wheels, modified brakes, close ratio four-speed gearbox, remote control; matched set instruments, taxed year; outside handbrake and exhaust system; some road equipment, wings, lights, etc. Otherwise in competition trim in two-seater form. This car is suitable for competition events, but not as a town carriage. To be sold to the highest bidder. Offers to: Cambridge Engineering, Cambridge Road, Kew Green, Surrey. Tel.: Richmond 2126. [5274

ROLLS ROYCE 2/3-seater coupé, 1926. Original paint rather dull, recent overhaul. Regretfully offered due to arrival of new car at last. £350, offers. Dr. Ward, Tel.: Sloane 2034 (weekday, evenings.) [5275

BENTLEY 4½-litre, 1929 tourer. Magnificent condition. Taxed. £350. The Oast House, Best Beach Hill, Wadhurst, Sussex. Tel.: Wadhurst 306. [5276

S.S. SIXTEEN SALOON. Overhauled, rewired, resprayed 1950. Good battery, tyres. Oil 40 lbs., hot; 25 m.p.g. Must sell, bought Lagonda. £145, o.n.o. Warne, 33, Ambleside Avenue, S.W.16. Tel.: Streatham 5785. [5277

FOR SALE—*continued*

M.G. F-TYPE. Registered 1933. Open "Daytona" body, 2-seater with dickey for one other person or luggage. Recellulosed green; 5,000 miles since complete engine recondition. New carpets, vynide upholstery, brake cables, horn and silencer. Four new wings, new dashboard with radiator and sump thermometers, all electrics rewired. Bright parts rechromed; oilcoil; brakes relined. Good battery, tyres, tonneau cover, sidescreens and hood. Attractive car. £195, or exchange good Riley Monaco. Black, 76, Queen's Road, Richmond, Surrey. Tel.: Richmond 3118. [5278

1927 20-h.p. ROLLS ROYCE saloon in good order. Unlicensed since 1939. £200. Twyford, Stanton Lees, near Matlock, Derby. Tel.: Darley Dale 3042. [5279

ASTON-MARTIN INTERNATIONAL. Fitted Bentley 3.9 back axle, 17 by 6.50 wheels and tyres. Requires work. £220. S.A.E. for details. North Norfolk. Box No. 3061, MOTOR SPORT, 15, City Road, E.C.1. [5280

LANCIA. Private owner offers Aprilia and Augusta pillarless saloons. Both in fine order. Leather upholstery, and well maintained. Would sell either or both, or consider "swap" for open car of interesting make, but small size owing to garage restrictions. Box No. 3062, MOTOR SPORT, 15, City Road, E.C.1. [5281

ALVIS "12/50." Spares for 1928 T.G. S.A.E. to Lt. Roberts, 32 Aslt. Regt., R.E., Perham Down, Andover. [5282

M-TYPE M.G. 30 MIDGET. Excellent tyres, hood, etc. New battery. Exceptionally clean 2-seater. Taxed, insured. £100. Box No. 3063, MOTOR SPORT, 15, City Road, E.C.1. [5283

F.W.B. "SILVER GHOST" 1925. 11-seater brake, body by Elswick of Chiswick. Would separate, but tax could be halved if licensed as utility. £90. Box No. 3064, MOTOR SPORT, 15, City Road, E.C.1. [5284

BENTLEY 4-LITRE. First registered 1932. Fitted 1950/1 4-seater open sports body. Seating and trimming still required which is estimated to cost about £50. When complete car should qualify for £10 tax. Best reasonable offer accepted. Beard, 180, Dale Road, Spondon, Derby. Tel.: Derby 55591. [5286

RILEY NINE SPARES, SALES AND SERVICE. New and used spares from 1928 onwards. Addressed envelope, please for quotation.

NEW REPLACEMENT valves, 9s. each. Guides, 3s. 6d. each. Valve springs, single, 9s. set. Double, 16s. 6d. set. Damper springs, 3s. pair. Tappet securing screws, 4s. doz. Gaskets, 17s. set. Speedometer cables, complete, 25s. each. Muff couplings, 25s. Flywheel nuts, 4s. each. Brake shoes and clutch plates relined and returned same day. Reconditioned universal joints, magnetos and dynamos. New Layrub couplings. Also various new and used spares for Series I and II 12-h.p. four-cylinder models.

RILEY NINE MONACO, 1932. Excellent mechanical condition. New crown wheel and pinion, tyres, battery and carburetter. Quiet engine; 35 m.p.g. Taxed year. A bargain at £165. **WELFORD BROS., OPAL STREET, LEICESTER.** Tel.: Leicester 65903. [5288

FIAT BALILLA. Registered number CMI, 935. T.O.S.C. No. 339. *Autocar,* June 15th, 1951. New engine. £300. Riley, 572, Beverley High Road, Hull. [5291

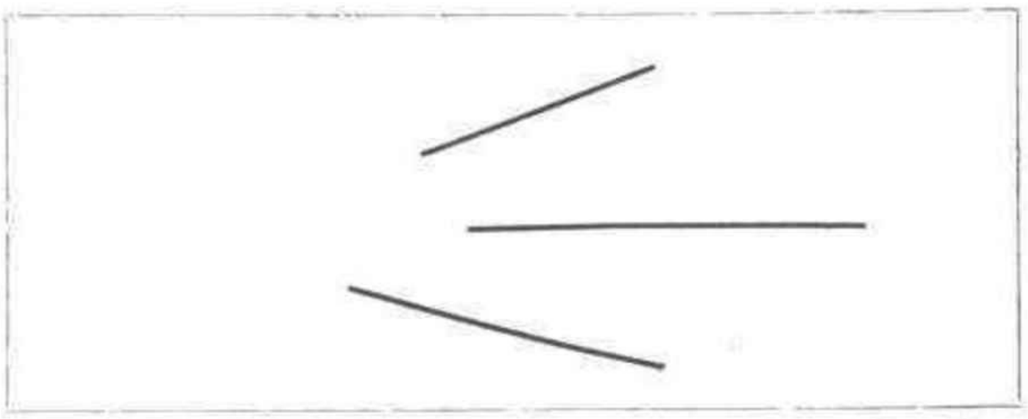
B.S.A., 1938 open sports 4-seater, 10 h.p. Colour red, just resprayed. Price £310 or near offer. Orr, Garlands, Rookery Close, Fetcham, Surrey. Tel.: Leatherhead 2420—2442 office hours. [5292

Pat WHITTET & CO. LTD.

Whinlands Works, Macdonald Road, Lightwater, Surrey

Telephone: BAGSHOT 3338

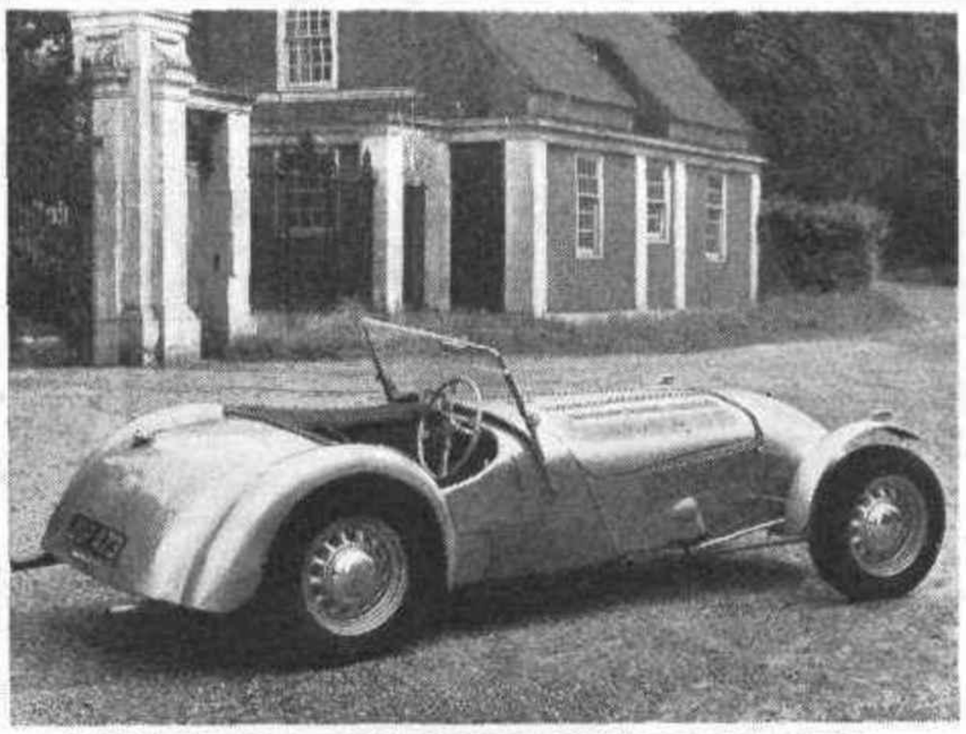
THIS ONE GOT AWAY



It may have been something fitted with a Wade blower, or it may have been one of the many Bentleys we see down there, but whatever it was it left Whinlands Works too quickly for the camera to catch it.

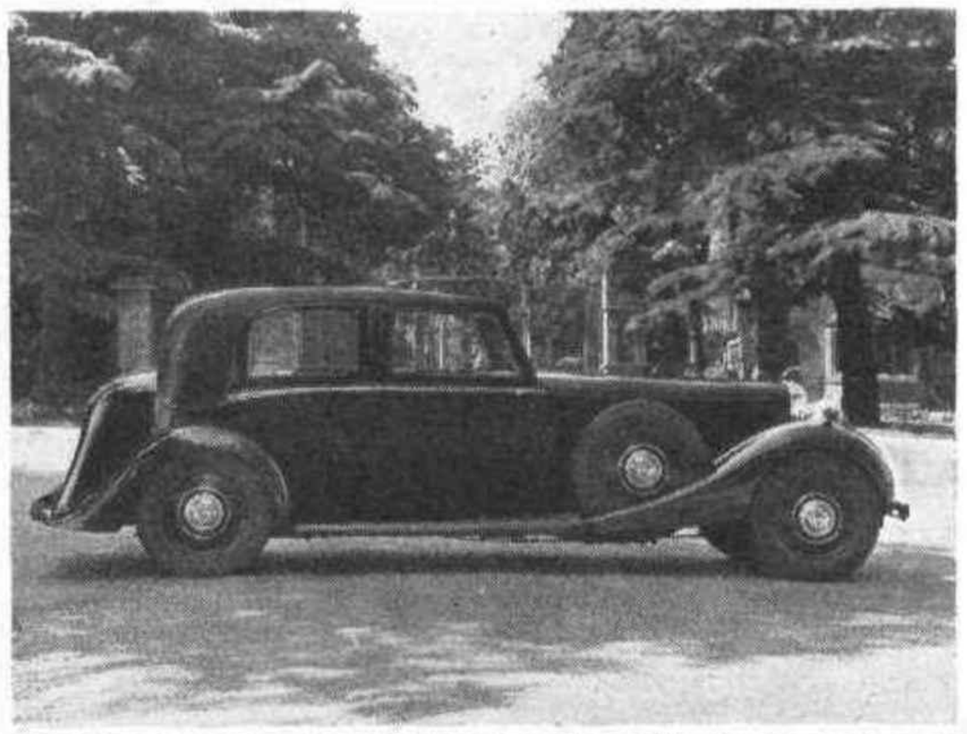
Chiltern Cars

11a, Water Lane, LEIGHTON BUZZARD, Bedfordshire - **Telephone 2060**



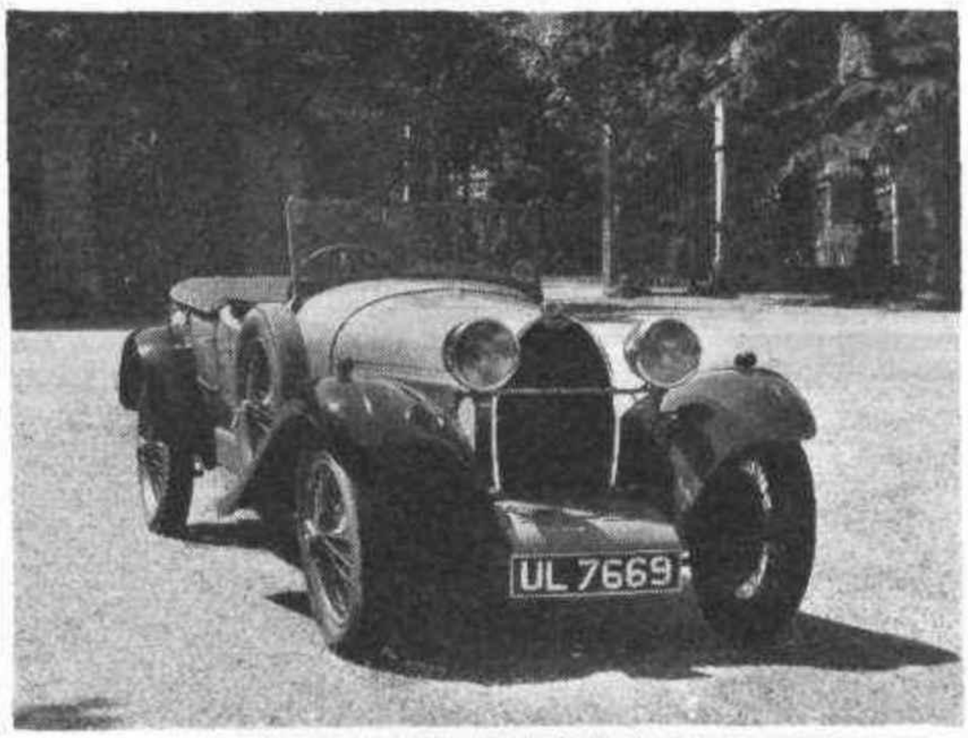
4.4-LITRE ALLARD COMPETITION 2-SEATER

This well-known and very special post-war Allard, powered by a 4,375-c.c. Mercury engine, is an extremely successful car which has just been prepared for this season's events. Superb handling qualities, combined with acceleration figures unequalled by any production car available in this country at the present time, make this handsome Allard a most desirable road car **£995**



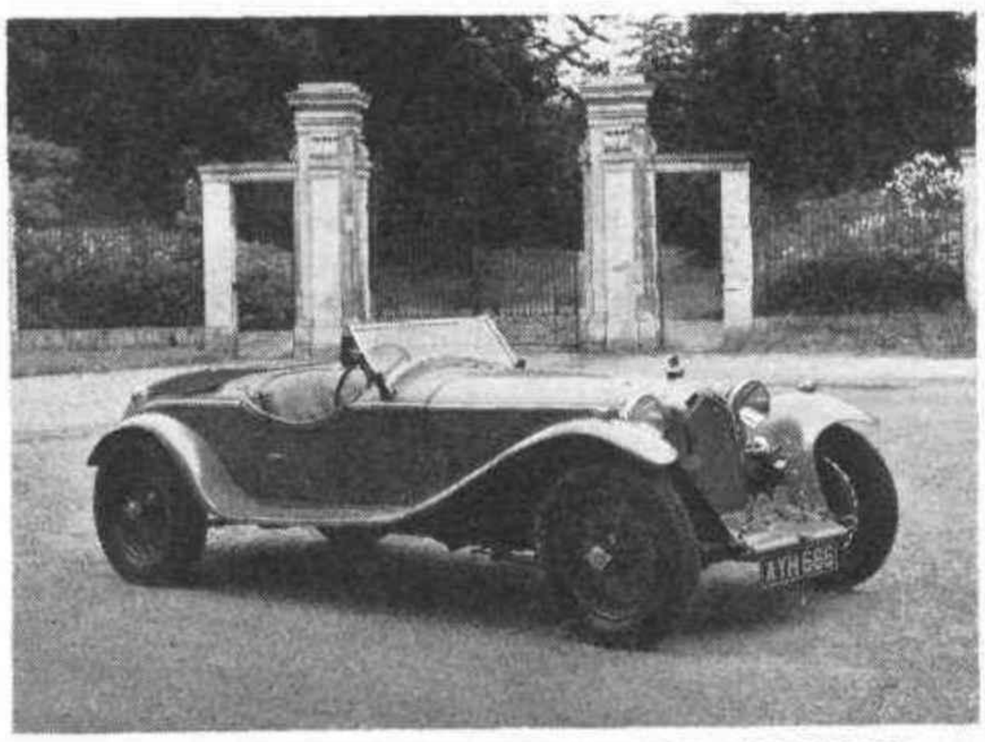
4½-LITRE DAIMLER STRAIGHT-EIGHT LIMOUSINE

This magnificently luxurious Daimler, with elegant coachwork by James Young and Company of Bromley, would not be outmoded in any gathering of high-grade automobiles. It is entirely suitable for either owner or chauffeur-drive, with a maximum speed of approximately 90 m.p.h., and correspondingly high cruising speeds **£695**



TYPE 44 BUGATTI 4-SEATER

Having been completely rebuilt by Bugatti specialists at a cost of approximately £240, this entirely reliable Bugatti is suitable for every-day use in addition to which it qualifies for vintage events **£395**



SUPERCHARGED 2.3-LITRE EIGHT-CYLINDER ALFA-ROMEO 2/4-SEATER

This very desirable example, with "Le Mans" replica coachwork by Carrozzeria Touring of Milan, has just been to the Concessionaires for a £200 engine and supercharger rebuild since when only a small mileage has been covered. Available shortly

Other cars in stock, subject to being unsold, include two well-known road-equipped **K3-type M.G. Magnettes, £595** and **£695**; **TA-type M.G. 2-seater,** entirely reconditioned at a cost of £408, twin aero screens, radio, etc., **£495**; another completely rebuilt **TA-type M.G.** at **£495**; **1936 PA-type M.G. 2-seater, £325**; **Talbot "105" 2-seater, £495**; **Type 40 Bugatti Grand Sport 3/4-seater, £235**; **Riley Lynx 4-seater,** Special Series 9-h.p. engine, manual gearbox, **£275**; **1935** (December) **2½-litre S.S. Airline** saloon, new tyres, **£195**; **1937 Ford** 30-h.p. V8 foursome coupe, a well-known rally car, **£365**; **1938 Packard Six** foursome coupe, **£465**; **1936 Buick Century** saloon, **£295.**

We are interested purchasers of the better makes of British and Continental sports cars, open or closed, modern or vintage. If you have a car of this type for disposal we invite you to contact us. A photograph will be appreciated and our Buyers can arrange to call throughout the British Isles.

PLEASE NOTE THAT WE HAVE NO CONNECTION WITH ANY OTHER CONCERN

FOR SALE—*continued*

QUANTITY NEW S.S. AND B.E. TYRES, reasonable prices. Edwardian exhaust whistle, 30s. Pair self-contained voiturette acetylene headlamps, 60s. Wanted: wheels, 62 R.W. hubs, rim size 20 in. or 820 by 120. Vintage German dash instruments. Rich, Steelgreen, Millom, Cumberland. [5144

HEADSCARVES. The original, featuring leading British and Continental racing and sports car motifs in appropriate colours, 30s. Vintage selection, 35s. Special orders from 40s. Finest quality, post paid. E. W. J. Rich, Steelgreen, Millom, Cumberland. [5145

£38—12-H.P. WOLSELEY, 1928, o.h.c. Drophead coupé with dickey, winding windows. Good runner. Coachwork roughish. Cuff, c/o Ward, Leylands Orchards, Meopham, Kent. [5146

TALBOT SPARES, new and secondhand, for "75," 21-h.p. and 1939 20-h.p. i.f.s. Quotation by return. Miller, 1, Holly Terrace, Balby, Doncaster, Yorks. [5147

1950 CAR FOR £450. 7-h.p. Lloyd roadster, 9,000 miles. Immaculate cream cellulose, mechanically perfect. 2, St. Marks Road, Six Dials, Southampton. Tel.: Southampton 76632. [5148

ALVIS SPEED TWENTY, open 4-seater, first registered Dec., 1935. Fold-flat windscreen, complete all-weather equipment, new tonneau cover and hood bag, new batteries; crankshaft reground by Alvis; new crown-wheel and pinion, high ratio; bills to show. Radiator and P.100s rechromed; recellulosed in black. Whole car 100 per cent. original. Price £425 or near. Wanted: "K3" M.G. Magnette, or would exchange above. 1, Warner Avenue, North Cheam, Surrey. Tel.: Derwent 7388. [5149

MERCEDES-BENZ "38/250," 4-seater drophead coupé, body built in 1934 by Saoutchik. Good condition. £400. Two 8-litre Bentleys, £350 for the two. "30/98" OE Vauxhall, very rough but repairable, £50. Michael Parker, Northwold, Norfolk. [5150

JOWETT 7-H.P. saloon, 1932; 4,000 since rebore. New pins, bushes, tappets, guides. Taxed, insured. £95. Wanklyn, 2, Sanderspool Cross, South Brent, South Devon. [5151

AUSTIN SEVEN SPECIAL, 1933, enlarged valves, S.U. carburetter, etc.; 16-in. rear wheels, 4-speed box, 5.25 axle, roomy 2-seater body. Ideal trials car; in daily use. £120. Robertson, 4, College Crescent, Windsor. [5152

CONTINENTAL ZENITH CARBURETTER, downdraught, Type 36 V.I.F., No. 46933. Garard, Royal Hotel, Bideford. [5155

HUMBER "9/20," 1926, original condition. Four perfect tyres, new hood, screens, battery, magneto, steering, exhaust. £95. 18, Rose Vale, Heald Green, Cheshire. [5156

RILEY NINE. Rebuilt with open 4-seater duralumin body. Only requires internal panelling and spraying. Engine and chassis in tip-top condition. £160. P. Howe, 24, Henderson Road, London, E.7. [5157

1925 VAUXHALL "14/40" saloon, polished aluminium bodywork, new battery, only 2,000 miles since complete engine overhaul. £115 or exchange similar vintage tourer. E. Butcher, 5, The Glade, Welwyn Garden City. Tel.: Welwyn Garden 4198. [5158

1930 2-LITRE A.C., 2-seater. Resprayed green and black. Two new tyres. £55, offers, or exchange for smaller. Wood, 12, Kepstorn Road, Leeds, 6, before July 8th. 26, Gilbert Road, Cambridge, after. [5159

BUGATTI, TYPE 40, 2-seater, fitted "Brescia" engine. Re-registered, taxed; many spares. £155. Orr, 818, Broad Lane, Coventry. [5160

FOUR-SEATER "PA" M.G. Sprayed red, reupholstered, new carpets, hood, battery and tyres. Coachwork and engine in excellent condition. Bronze cylinder head fitted by H. Lester Motors. Maintained by M.G. enthusiast. Price £310. Seen Portsmouth. Photograph on request. Box No. 3039, MOTOR SPORT, 15, City Road, E.C.1. [5161

FIAT 500 cabriolet, fitted reconditioned Ford engine, excellently maintained. Lively performance with real economy. £275. Highfield House, Duxford, Cambs. [5162

CENTRIC SUPERCHARGER for "P" M.G. Complete with manifolds and new S.U. Also +.040 pistons ("PB"). Foster, 3, Springfield, Taplow. [5163

RILEY NINE 2-seater sports. Special series engine; 300 miles since overhaul, sleeved, new crank, lightened flywheel. Overhauled crash box; alternative rear axle ratios; Newton shocks, new hood and tonneau, four good tyres; many extras. Offers around £300. Cadenne, 66, Tyn-y-parc Road, Whitchurch, Cardiff. [5164

1939 MORRIS EIGHT, SERIES E, tourer. Completely reconditioned mechanically, all chromed fittings renewed, new hood, carpets, etc.; recellulosed. Genuine showroom condition. £450. Turnham, 120, Marsh Lane, Yeovil. [5165

AUSTRO-DAIMLER ENGINE and gearbox, Type 19/100, complete with original Bosch magneto, dynamo and starter, twin Zenith carburetters. 100 per cent. condition. £50. Write: Bennett, 493, Heathway, Dagenham, Essex. [5167

FOR SALE—*continued*

4½-LITRE BENTLEY, 1929. Recent mechanical overhaul. Magnificent Thrupp & Maberly 4-seater body, about 1937. Zeiss headlamps. Undoubtedly this car must be amongst the finest "4½s" in the country. £525. Shaw, Manor House, Manor Road, Oldham. Tel.: Main 1321. [5168

TED LUND wishes to sell his M.G.-engined Special, or would consider exchange. Engine just been rebuilt and car now ready for touring or competitions. Details on request. E. K. Lund & Co., Preston Road Garage, Coppull, near Chorley. Tel.: Coppull 285 (up to 11 p.m.). [5170

ELITE MOTORS OFFER: 1937 M.G. "TA" sports 2-seater, exceptionally well maintained condition, twin horns, all-over tonneau cover; black/red; £425. 1938 M.G. "TA" 2-seater, fitted with new mohair hood and sidescreens, excellent road performance, post-war condition; £465. 1947 M.G. "TC" 2-seater, choice of two, both specially selected cars, from £685. 1946 M.G. "TC" 2-seater, twin windtone horns, two spotlamps, Masteradio, "Brooklands" steering wheel; £675. 1949 M.G. "TC" 2-seater, the whole car as new, low mileage; green/beige; £825. **ELITE MOTORS (TOOTING) LTD., 951-961, GARRATT LANE, LONDON, S.W.17.** Tel.: Balham 2474 (4 lines). [5180

VERNON DERBY, 2-seater. Ruby engine. Close-ratio box. Body clean and sound, upholstery rather rough. Good acceleration. Simpson, Holt, Wrexham. [5173

O.E. "30/98" VAUXHALL sporting saloon, 1925. In absolutely original condition; 32,000 miles only from new. Paint and mechanical condition comparable with mileage. £125. 29, Queenswood Road, Moseley, Birmingham. [5174

FOR CITROEN FIFTEEN, F.W.D., Arnott blower installation, perfect and complete, used only 2,000 miles. Cost £90. Gives 0-70 m.p.h. 22 sec.; 90 m.p.h. 22 m.p.g.; £55. Ace twin carburetter unit complete, almost unused; £12. No offers. Box No. 3041, MOTOR SPORT, 15, City Road, E.C.1. [5175

TALBOT "18/75," excellent condition. £250 spent last five years—bills to hand. £175. Reason for sale, illness. 9, Walnut Grove, Millbrook, Southampton. Tel.: Southampton 57609. [5176

"22/90" ALFA-ROMEO, "R.I.S.S." Smart open 4-seater body, Zeiss headlamps. Good acceleration, exceptional roadholding. Photos on request. Best offer around £190. 18, Marlborough Road, Morecambe. [5177

4½-LITRE INVICTA MEADOWS ENGINE, completely reconditioned and fitted with new ancillaries; £30. Ford V8 "Mercury" engine, reconditioned and bored out oversize; £20. Allard dual downdraught manifold, unused, also pump type carburetter; £12. Lucas reconditioned V8 Vertex magneto, £7. Various No. 1 and 2 Morse taper pillar and bench drilling machines. Roots-type 1½-litre supercharger, £9. 7-in. double inverted V bed SS.SC. I.X.L., with countershaft, all chucks and steadies, good condition; £65. Wych Engineering Company, Union Lane, Droitwich. Tel.: Droitwich 3378. [5179

LAGONDA 3-LITRE Continental saloon, exceptional condition throughout. Receipted invoices £300 overhaul 20,000 miles ago, includes reconditioned engine, steering, brakes, transmission. Tyres almost new. P.100. Fine car. £250, or very near offer. Part exchange 1,750-c.c. Alfa drophead foursome. Rutherford, 404, Richmond Road, East Twickenham. [5181

£110—1932 ROVER METEOR. Two other owners from new. Very original condition, all instruments working. Perfect mechanically, excellent battery, hood, sidescreens, brakes. Trafficators, spotlight, etc.; 20 m.p.g. Taxed. "Brooklands," Sunbury-on-Thames, Middlesex. Tel.: Sunbury 2509. [5182

£145—LAGONDA 2-LITRE, low-chassis, Speed Model, 12.9 h.p. Completely rebuilt, all worn parts renewed; engine fitted pair brand new S.U. carburetters (cost £20). Good tyres, battery. No body, but have bonnet, seats, instruments, Vanden Plas doors and back, windscreen, sidescreens, hood, mudguards. Drive away. Evenings or weekends. 31, Cloisters Avenue, Bromley, Kent. Tel.: Ravensbourne 1028. [5183

PRICE SPECIAL, 1946. Ford V8 chassis. Divided axle, Mercury engine. First-class mechanical condition, excellent all-weather equipment. £325. View London or Birmingham, by arrangement. Box No. 3042, MOTOR SPORT, 15, City Road, E.C.1. [5184

B.S.A. FLUID FLYWHEEL, crankshaft, camshaft, timing case, flywheel housing, cylinder head. Davey, 27, King William Street, Swindon, Wilts. [5186

M.G. 12-H.P. sports tourer. Special engine and gearbox. Fitted oil cooler, 18-in. wheels. Genuine 42,600 miles. Stored 12 years in heated premises. Good condition throughout. £225. Box No. 3044, MOTOR SPORT, 15, City Road, E.C.1. [5187

LAGONDA 4½-LITRE RAPIDE, 1937, registered 1938. Engine, body, hood and screens perfect condition. Fitted telecontrols, fog and spotlamps, radio. £1,050. Bellinger. Tel.: Wisborough Green 207. [5189

FOR SALE—*continued*

TRIUMPH 15.72-H.P. 1935 ENGINE, gearbox, starter dynamo, front axle assembly, with 5.50 by 17 wheels, crown-wheel and pinion. Good condition. Best offer. Edwards, 72, High Street, Kimpton, Herts. [5191

JAGUAR 100, "3½," 1939 model, registered 16.11.38. One owner until May, 1951. Mileage guaranteed 43,800. Mechanically in first-class order. Engine completely overhauled, including liners and reground crank 5,000 miles ago. Recellulosed grey and retrimmed this month. Tyres good. This car is in almost original condition, is absolutely reliable and the performance is terrific. Price £650. Write: 43, Westwood Park Road, Peterborough, or Tel.: Peterborough 4270, evenings. [5192

1921 SUNBEAM TWENTY-FOUR tourer, taxed 1951. Body rough, good hood and screens; would suit enthusiast. Good running order. £100 or offers. Seen Wallasey, Cheshire, up to July 13th, or after July 30th. Wilson, 11, St. Ignatius Square, Preston. [5193

10-H.P. AVON STANDARD special coupé. Good looks and performance. Exchange Riley, M.G., Singer, Austin sports or sell. "Lynwood," Snake Lane, Alvechurch, near Birmingham. [5194

"30/98" VAUXHALL VELOX. Green, aluminium bonnet and wheels. "Brooklands" exhaust system. Beautiful condition and mechanically perfect. £325. Tel.: Holborn 6124. [5195

£65—REGISTERED 1951. New metal 2-seater sports body rebuilt on underslung chassis and fitted with "14/40" engine. £10 tax. Suitable for the enthusiast. Barn Cottage, Hayes Lane, Kenley. Tel.: Uplands 8937. [5196

AUSTIN SEVEN SPECIAL, 1949 registration. Completely rebuilt, many modifications. Special sports body, "750" formula. "Nippy" crash box, remote control. Fast engine. New tyres. £150. A. Johnson, Newlands Farm, Hatton, Warwick. [5197

M.G. "J2," fitted "J3" reconditioned engine (new supercharger to suit) and gearbox 1946; just rebored, oil pressure 50 lb. sq. in., hot. Three new tyres, king-pins and bushes and hood, replated battery; fitted front Lockheeds. Bodywork sound, finished green. £200. Hirst, 20, Bromley Road, Birkby, Huddersfield, Yorkshire. [5198

1951 TRIALS SPECIAL. Just completed. New (not reconditioned) Ford Ten engine, gearbox, front axle, in reconditioned Austin chassis. New Ford wheels, tyres and tubes. New cream and black attractive lightweight body. £235. Leighton, 25, Coventry Road, Coleshill, near Birmingham. [5199

BUGATTI, TYPE 35, SPORTS 2-LITRE, straight eight, superb condition. £250. McNab, Vinces, Churt, near Farnham, Surrey. Tel.: Frensham 3249. [5202

RILEY NINE GAMECOCK. Well maintained. 1932 car. Detailed report available and full inspection welcomed. £185 or consider exchange with "12/50" Alvis. Ashmore, 6, Wake Green Road, Birmingham, 13. [5178

AUSTIN SPECIAL BUILDERS: Sports engine, "Ulster" type axle, springs; many other parts. Letters, please. Fairhurst, 1, Canonbury Road, Enfield, Middlesex. [5172

"30/98" "OE" SPARES: Almost complete chassis, including engine, gearbox, axles, steering, etc. (towable). Prefer to sell complete. Tel.: after 7 p.m., Clarke, Radlett 6216. [5203

RILEY "12/4" 2/4-seater, special sports body. Late complete overhaul, exceptional condition throughout. Exchange family saloon, approx. value £300/£350. Tel.: after 7 p.m., Clarke, Radlett 6216. [5203

BENTLEY "4½." Black V.D.P. 4-seater. Fold-flat screen. New battery, hood, screens and hoodbag. Mechanically perfect. £400. Haslam, 8, Grove Road, N.W.2. [5204

1951 REGISTERED M.G. SPECIAL, highly tuned Ford Ten engine, 12-in. hydraulic brakes, close-ratio 4-speed gearbox. Full details on application. Excuse for sale, very true, if somewhat hackneyed: broke and promised job abroad. £160. Williams, 531, Wherstead Road, Ipswich. [5205

TYRES—Two new Goodyear, 475 by 18, bargain £10. Tel.: Stony Stratford 2129. [5206

B.M.W. 1½-LITRE sports 2-seater. In showroom condition and mechanically perfect. Six-cylinder o.h.v. engine with three Solex carburetters fed by twin S.V. pump; 4-speed sprint box, 4-3 back axle, i.f.s. Andre telecontrol shockers, one-shot chassis lubrication, disc wheels, etc. Complete overhaul, including five new tyres, new hood and tarmeax cover; new battery and complete recellulose. Very fast yet 30 m.p.g. Terrific acceleration. Any inspection welcome. C. Murphy, 25, Branscombe Gardens, N.21. Tel.: Palmers Green 2433 (after 6 p.m.) or Bowes Park 3464 (before 5.30 p.m.). [5207

1919 STANDARD "9.5." Two-seater. Running order. Seen London. For full details write: Smith, 174, Bromyard Road, Worcester. [5208

M.G. MAGNA, TYPE F. Drophead. Excellent condition throughout. Resprayed and recently overhauled. £240. Tel.: Mountview 6700, after 6.30 p.m. [5210

FOR SALE—*continued*

1930 AUSTIN SEVEN SPORTS. Many modifications including four-speed box, Alta head, etc. £110 or offers. Further information on request. Kerr, 206, Haydn Road, Sherwood, Nottingham. [5293

1935 ROVER SPEED FOURTEEN. Engine reconditioned this year, new clutch. Body just resprayed dark green. £225. Marshall, "Ridgewood," Longlands Road, New Mills, near Stockport. Tel.: New Mills 3176. [5294

FRAZER-NASH fitted with 2-litre six-cylinder A.C. engine. Very fast vintage car, 0–50 under 8 sec.; Prescott 52.24 sec.; Silverstone 2 min. 1 sec.; class record at Great Auclum, all with complete reliability. Owner leaving for darkest Africa. £375. Burn, 3, Pondtail Road, Fleet, Hants. Tel.: Fleet 588. [5295

£165. ALVIS FIREFLY, 1933. Attractive fixed head coupé by Grosse. Engine just rebored and completely overhauled. Braham, 5a, Culverden Park Road, Tunbridge Wells. [5296

LANCIA LAMBDA, 1925 tourer. Good engine, uses no oil, tyres 500 by 20. Fold-flat screen, rewired, good batteries. £130 or offer. 17, Beeches Avenue, Carshalton. Tel.: Wallington 2152. [5297

B.S.A., 1936 4-seater 10-h.p. tourer. Good condition, tyres, battery. Hood and sidescreens. Black throughout. Taxed end of year; 45 m.p.g. £280. Brown, 8, Westfield Avenue, Watford. [5298

EXCHANGE OR SELL. Alfa-Romeo sports saloon; 1,750 twin-cam. Rebuilt, rechromed, recellulosed, new carburetter, tyres, top, glass. Open 2/4 or 4-seater wanted. 8, Stonefall Drive, Harrogate. [5299

1921 "BULLNOSE" MORRIS 2-seater. Sound mechanically and electrically, body fair, no hood, five good tyres. Insured March, 1952. Offers around £55. Further details from Box No. 3064, MOTOR SPORT, 15, City Road, E.C.1. [5301

1927 16-H.P. OPEN WOLSELEY. Mechanically sound, body rough but sound, £30. Mk IV Riley Nine engine and gearbox, needs slight attention, less electrics, £20. M.G. Magnette crankshaft, mains and con.-rods just remetalled and ground, also cylinder head and camshaft, £15. "Sunnymede," Arterial Avenue, Rainham, Essex. Tel.: Rainham 3530. [5302

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1927 RILEY "11.9" drophead coupé. Well cared for. Shoes, anchors and battery good. Low oil consumption. Everything works. Seen Teddington. Tel.: Molesey 1251. [5304

LANCIA DILAMBDA 4-door 4-light sports saloon by Carlton Carriage. Grey and black with real hide upholstery, large built-in boot. Mechanically this car is absolutely faultless, and is capable of 90 m.p.h., and 20 m.p.g. A.A. or R.A.C. inspection invited. Five excellent tyres. Many extras, Vertex magneto, spotlight, post-horn, etc. £295. 56, Prince's Gate Mews, S.W.7. Tel.: Kensington 6955. [5307

ALVIS "12/50" T.J. 1931 4-seater tourer. Excellent mechanical condition, bodywork good. Usual reason sale (cherchez la femme)! £160. Titchener, 144, Westley Road, Birmingham, 27. [5309

SINGER JUNIOR tourer, 8 h.p., o.h.c. Resprayed, retrimmed, new screens. Insured March. £90. Richardson, Bowling Green, Cottered, Buntingford, Herts. [5310

1933 ALVIS SPEED 20 black saloon. Good condition throughout. £250 or offer. 13, Bramwell Avenue, Birkenhead. [5312

FOR SALE—*continued*

1939 LANCIA APRILIA, formerly Tony Rolt's. Lovely car, going superbly. New battery. £650. Chetwode Vicarage, Buckingham. Tel.: Finmere 249. [5311

1936 M.G. MAGNETTE "NA" engine, gearbox with all accessories in running order; one 4.50 by 18 wheel. Many other useful spares. £40 or offers. 7, Henry Road, New Barnet, Herts. [5313

1939 SMALL MILEAGE MODEL 202 PEUGEOT 4-door drophead cabriolet. Resprayed black and silver, four new tyres, new battery, hood and radiator block. Engine rebored. Concealed headlamps, spatted rear wheels; 1950 appearance. £395. Tel.: Buxton 935. [5315

1951 DOUBLE KNOCKER NORTON. Latest type engine, gearbox, frame, etc. Box No. 3071, MOTOR SPORT, 15, City Road, E.C.1. [5315

OFFERS WANTED. Lagonda 2-litre amateur-built 2-seater coupé. Lagonda 3-litre tourer fitted Rolls Twenty engine. Pair Lucas chrome headlamps, 9½ inch 12v dipper. Pair new Michelin tyres, 765 by 105 on knock-on wheels, 62 spline. S.S.1, 1935 front, rear axles with road springs. Pair Telehockers. Front bench seat and squab, ex-Lagonda. Must be cleared by July 15th. Ponsford-Jones, Freemantle Common, Bitterne, Southampton. [5316

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ALVIS SPEED 20 tourer. Just run in from rebore. Crank reground, bearings remetalled. Three new S.U.s, water pump, Scintilla, batteries, brakes relined, steering overhauled, two new tyres, two good, P.80s, fog, spot. Good bodywork. Bills for £170. Photographs. £385. Bovingdon Thatch, Marlow, Bucks. Tel.: Marlow 517. [5320

BUGATTI SPARES FOR TYPE 40. Specially shortened chassis frame giving 7 ft. 6 in. wheelbase (ideal for sprint or sports special), pressure crankshaft complete with con.-rods, 12 by 56 crown-wheel and pinion, Zenith carburetter, set of four large-size brake drums (less shoes) and back plates, four Rudge-Whitworth hubs. Offers invited for all or any of these parts which are in first-class condition. C. W. P. Hampton, Spronketts, Bolney, Sussex. [5319

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REVOLUTION INDICATORS, positive driven type, 57s. 6d., delivery 2s. 6d. each. Revolution indicators, latest type, self-contained, electrically driven, Mark IVB, with equally clear readings from 0–10,000. A new conception of accuracy and reliability, 110s., delivery 2s. 6d. each. List available. Teddington Engineering Co., Ltd., 29–31, High Street, Teddington, Middlesex. Tel.: Kingston 1193/4. [5324

BUGATTI. Type 46, 5-litre, ex-Colonel Sorrel. Black Weymann sunshire saloon with glass wind-up partition. A really beautiful example of unadulterated Bugatti. Price £850. J. E. Ellis, North Street, Scalby, Scarborough. Tel.: Scalby 483 and 158. [5325

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HOODS, Etc.—Hoods, screens, envelopes, tonneau covers. Complete interiors. First-class. Connell Bros., 667, High Road, E.10. Tel.: Leytonstone 7223; 7, Highfield Road, N.21. Tel.: Laburnam 2608. [5328

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BUGATTI TYPE 40 GEARBOX in good condition. No fancy prices please. March, 33, Powderham Crescent, Exeter. [4905

ALVIS INSTRUCTION BOOK wanted for Speed Twenty, 1934. Write Commander Moore, Staff College, R.N.C., Greenwich. [4915

COMPLETE TYPE 40 BUGATTI ENGINE, either dismantled or otherwise suitable for rebuilding. Lee, 38, Glandon Drive, Cheadle Hulme, Cheshire. [4920

FRAZER-NASH-B.M.W. INSTRUCTIONS MANUAL for the "327/55" Model. Reasonable offer. Lymer, New Road Garage, Tean, Staffs. [4923

TWO 720 BY 120 B.E. TYRES and speedo cable for Salmson. State price, condition. Squire, 71, St. Andrews Crescent, Windsor. [4924

FORD V8 BODY, chassis, front axle required. Model 68 preferred. 195, Streatham High Road, S.W.16. Tel.: Streatham 4288. [4935

DAIMLER 17-H.P. Type 15, 1937, complete engine or crankshaft wanted urgently. Gordon Fussey, Ltd., Beckbank Garage, Cottingham, E. Yorks. [4938

SMALL PAIR BRASS ACETYLENE HEADLAMPS and one N.S. Lucas Type 724 brass sidelamp. Also for 1914 Humberette car, back axle complete or sound differential assembly. Gordon Fussey, Ltd., Beckbank Garage, Cottingham, E. Yorks. [4938

HIGH H.P. SALOON or coupé, 1930–4 vintage D8 Delage, 6¼–8-litre Bentley, 105 Talbot or similar. Advertiser will answer all replies and can view beginning of August. No fancy prices as only prepared to lay out £150–180 unless car exceptional. Box No. 3020, MOTOR SPORT, 15, City Road, E.C.1. [4946

AUSTIN SEVEN Chummy, maximum £30. P. R. Hippisley-Cox, "Janstan" Poultry Farm, Stoke Prior, Worcs. [4954

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RILEY NINE tourer, 2/4-seater. Please state year, body and mechanical condition, tyres and price. Coulson, 12, Oak Drive, Fallowfield, Manchester, 14. [4997

INNER TUBES. 30 by 3, in good condition. Also main spindle and races from an old Watford speedometer. Cann, Bouverie Hotel, Folkestone. [5012

FOR 1934 "12/6" KESTREL, flywheel and bell-housing, also speedometer with drive and clock. Partington, 40, Church Road, Lytham-St. Annes. [5015

LAGONDA, RAILTON, TALBOT, or similar 3/4-seater drophead, 1935-7, 16-29 h.p. Must be perfect. Tourer or saloon considered. Skinner, 14, White Hart Lane, Hockley, Essex. Tel.: Hockley 348. [5016

CYLINDER HEAD wanted for Aston-Martin 1935 "Ulster" model. Write: J. F. Clark & Son, Back Lane Garage, Rawtenstall. [5017

33 in. by 5 in. S.S. COVERS. Rolls Twenty magneto. Steam engine or accessories. Smith, White House, Shearsby, Rugby. [5018

VINTAGE AUSTIN SEVEN, in Scotland or the South of England. Box No. 3033, MOTOR SPORT, 15, City Road, E.C.1. [5021

ALVIS SPEED TWENTY 1933 cylinder block and pistons wanted. Would consider complete engine if reasonable. Box No. 3011, MOTOR SPORT, 15, City Road, E.C.1. [5025

FRAZER-NASH ONLY will do for private buyer able to appreciate and sustain care of 4 or 2/4-seater specimen. Roadworthy late model needing attention or good early model might suit. Details please to: 106, Main Road, Sidcup, Kent. [5039

PAIR FRONT MUDWINGS for Austin "12/4" commercial, 1935. Price and particulars: Hackett, 325, Halesowen Road, Old Hill, Staffs. [5040

RILEY NINE. Large sump, bronze type oil pump and "big port" head wanted. Austin, Overdale, Grange Road, Shanklin, I.W [5044

TOP PRICE PAID for complete chassis, late type Ford Eight or Ten or Morris Eight preferred. Must be clean and sound. Other makes considered if of same h.p. and size as above. Details to: 108, Park Avenue, Mitcham, Surrey. [5045

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THIRD SPEED MAIN SHAFT GEAR for 4½-litre Lagonda, 1934. Engine type M/45. Walter P. Notcutt, Ltd., Notcutt House, Southwark Bridge Road, London, S.E.1. Tel.: Waterloo 4036. [4969

BUGATTI CHASSIS. Type 35, 37 or 38, or complete car. Williams, 4, Wellington Circus, Nottingham. [4970

WANTED—*continued*

GOOD 3-LITRE RED LABEL short chassis open Bentley. Particulars to Sedgwick, 194, Heathfield Road, Birmingham, 19. [4975

RILEY ALPINE SIX. 13.9-h.p., 1932, cylinder block or engine. Norman Hillman, Beckington, near Bath. Tel.: Beckington 274. [4976

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RILEY GAMECOCK, Imp or similar Nine. Mechanical condition good but bodywork immaterial. Slater, 140, Oaklands Avenue, Esher, Surrey. [5059

CYLINDER HEAD for 10 million series 1,750-c.c. Alfa-Romeo. Would consider complete engine. Box No. 3024, MOTOR SPORT, 15, City Road, E.C.1. [5078

ALVIS SPARES. Crashed or worn out cars for dismantling, or any Alvis spares. Please send particulars and prices. Distance no object. Any year or model. D. Bagshaw, The Green, Bath Street, Belgrave, Leicester. [5080

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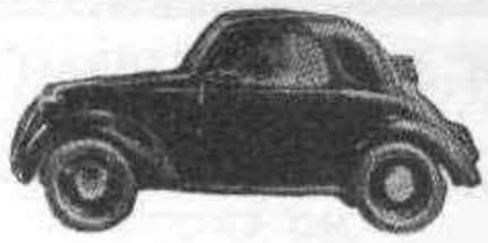
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ALVIS "12/50 T.J." wide 3-seater and dickey, or similar. Ashmore, 6, Wake Green Road, Birmingham, 13. [5178

FIAT 1,100, Fiat Balilla, Citroen F.W.D., "TA" M.G., or similar. Letters, please. Sea Vista, Mill Lane, Worthing. [5175

ROAD SPRINGS, engine clutch spares, also handbook required for 1932 Riley Nine. Please write for details. Parris, 55, Rayleigh Road, Hutton, Brentwood, Essex. [5143

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ALVIS, LAGONDA, ROLLS, similar, tourer or drophead or American roadster. Sell quantity 2-litre Lagonda engine spares. Molyneux, Overdeans, Dippenhall, Farnham, Surrey. Tel.: Farnham 5279. [5166

SPORTS CAR, coupé preferred, about 1934. Low h.p., fair condition. Reasonable price. 4, The Circle, Cricklewood, London, N.W.2. [5169

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RILEY "12/6" CYLINDER BLOCK for 1934 model. Hunter, 140, Swarkestone Road, Chellaston, Derby. [5188

FRAZER-NASH, RILEY IMP, or similar, wanted, must be in good condition and must be original. Particulars and price to: G. Neale, 1624, Bristol Road South, Rednal, Birmingham. [5190

1936/8 RILEY TWELVE saloon, "Falcon" preferred. Good mechanical condition and coachwork essential. Full details, price, please. Write: Stevens, 98, Cecil Road, Hale, Cheshire. [5200

FORD TEN STARTER MOTOR and manifold, late type. Carley, Upper Fant Farm, Fant Lane, Maidstone. [5201

URGENTLY—RILEY "12/6" BLOCK. Consider complete engine. McClelland, Manor Farm, Studham, Beds. [5134

FOR ALVIS "12/50," radiator shell, also alloy rods. Venning, "Parsonage End," Takeley, Essex. [5209

RILEY, open or saloon. Reasonable condition and price. Please write, price, etc. Vandeput, 22a, Lyford Road, London, S.W.18. [5213

HUMBER "9/28" ENGINE and gearbox, with or without accessories. Ward, 3, Broomfield Avenue, Eastwood, Southend, Essex. [5214

AUSTIN NIPPY, similar, chassis, engine, etc. Married enthusiast, precious little funds. All letters answered. Overy, 43, Frances Road, Chingford, Essex. [5215

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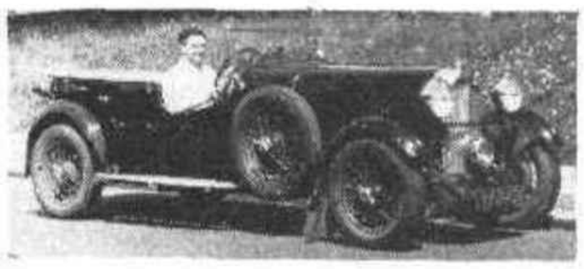
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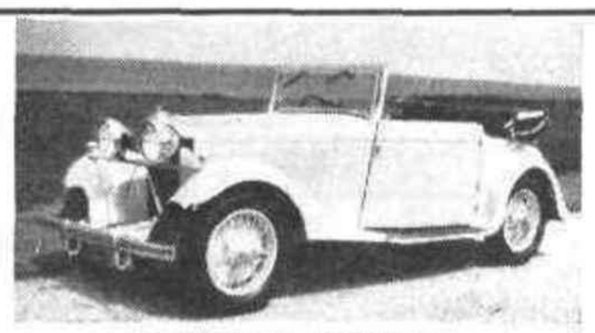
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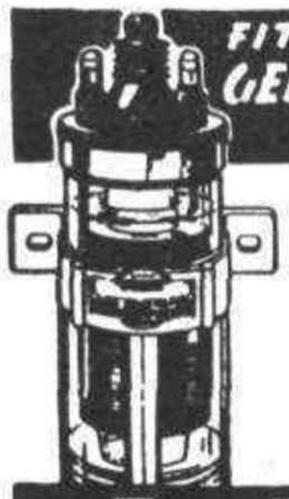


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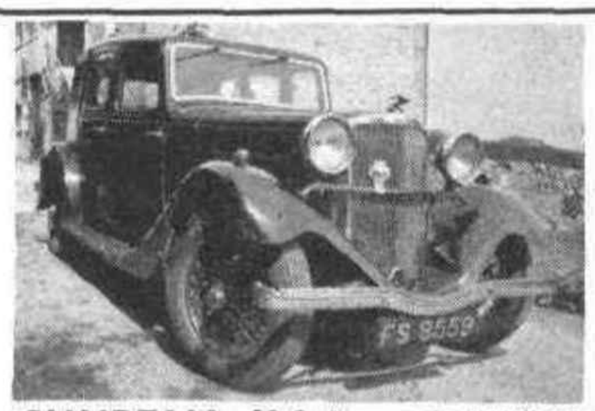
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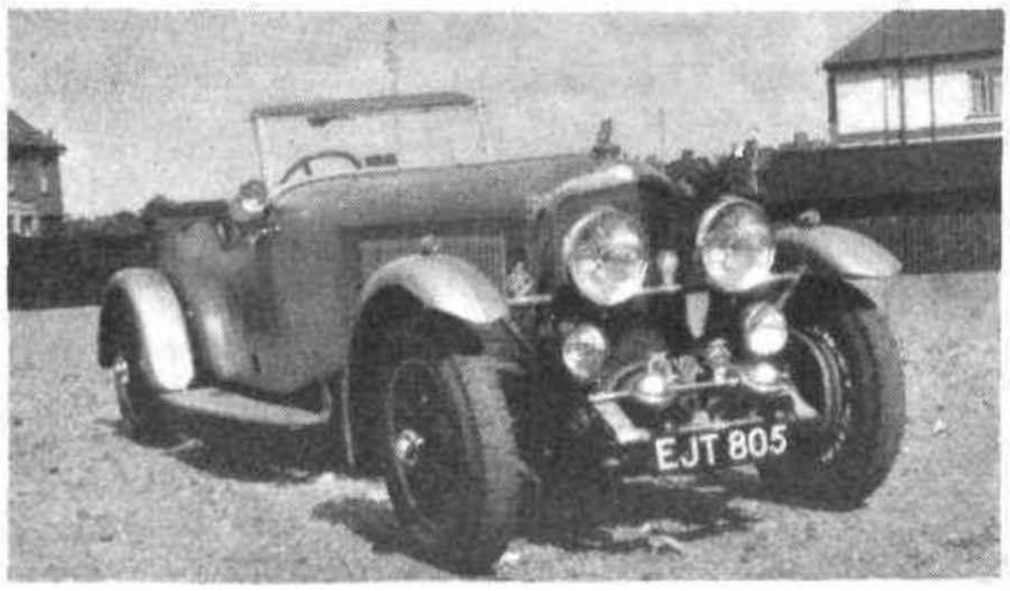
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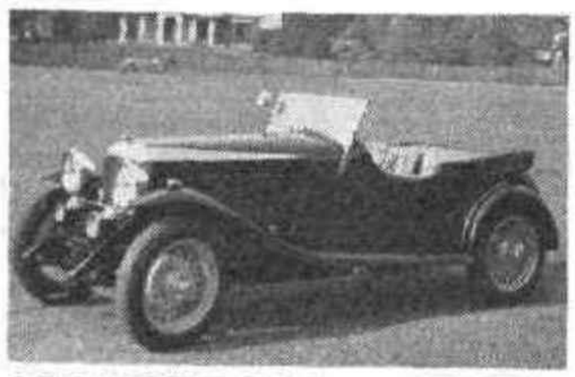
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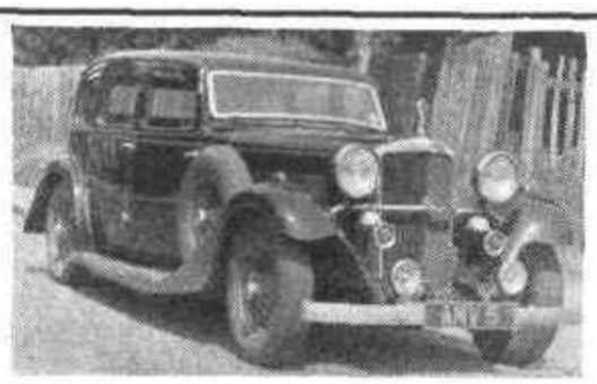
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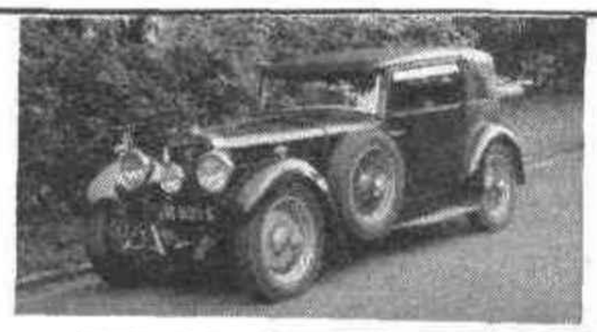
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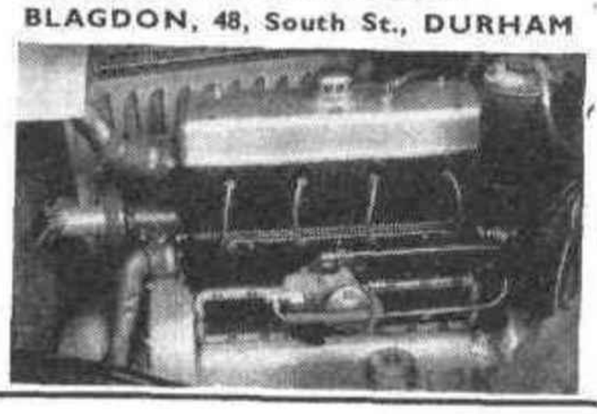


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Mechanically overhauled throughout and at present running-in.

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"12/50" ALVIS WANTED, saloon or foursome. Alternatively Lagonda 2-litre, Lea-Francis or similar. Heyne, 20, Gainsborough Road, Sudbury, Suffolk. Tel.: Sudbury 2511. [5227

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WANTED URGENTLY. K2 or N-type 2-seater M.G. Magnette. Any condition. Singer, 1, Hillcrest Gardens, London, N.3. Tel.: Shoreditch 8088 between 9 a.m. and 6 p.m. [5287

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AMILCAR GRAND SPORT SPARES WANTED. Engine, gearbox complete or odd components, instruments or what have you. G. N. Iley, 51, Viceroy Close, Birmingham, 5. [5305

LEA-FRANCIS saloon wanted. Any condition. Non-runner, etc. Particulars Box No. 3065, MOTOR SPORT, 15, City Road, E.C.1. [5308

WANTED—*continued*

ALVIS "BEETLEBACK" or similar, Aston-Martin, Lagonda, Bugatti, Alfa-Romeo. Description and photograph. Up to £120. Will, Amson Mill Cottage, Mill Road, Denmead, Hants. [5321

SPORTS CAR urgently required. Condition, age, distance and price unimportant. Box No. 3068, MOTOR SPORT, 15, City Road, E.C.1. [5322

1937/8 RILEY KESTREL or Lynx, M.G. "T" series drophead coupé. Full details, price. Ford, 3, Lampton Court, Lampton Road, Hounslow. [5323

BUGATTI: Wanted, one aluminium wheel and brake drum for G.P. Type 35b. Hub diameter 80, brake drum 230 mm. Detachable rim, well base, for 5.25 by 19 tyres. Box No. 3069, MOTOR SPORT, 15, City Road, E.C.1. [5327

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