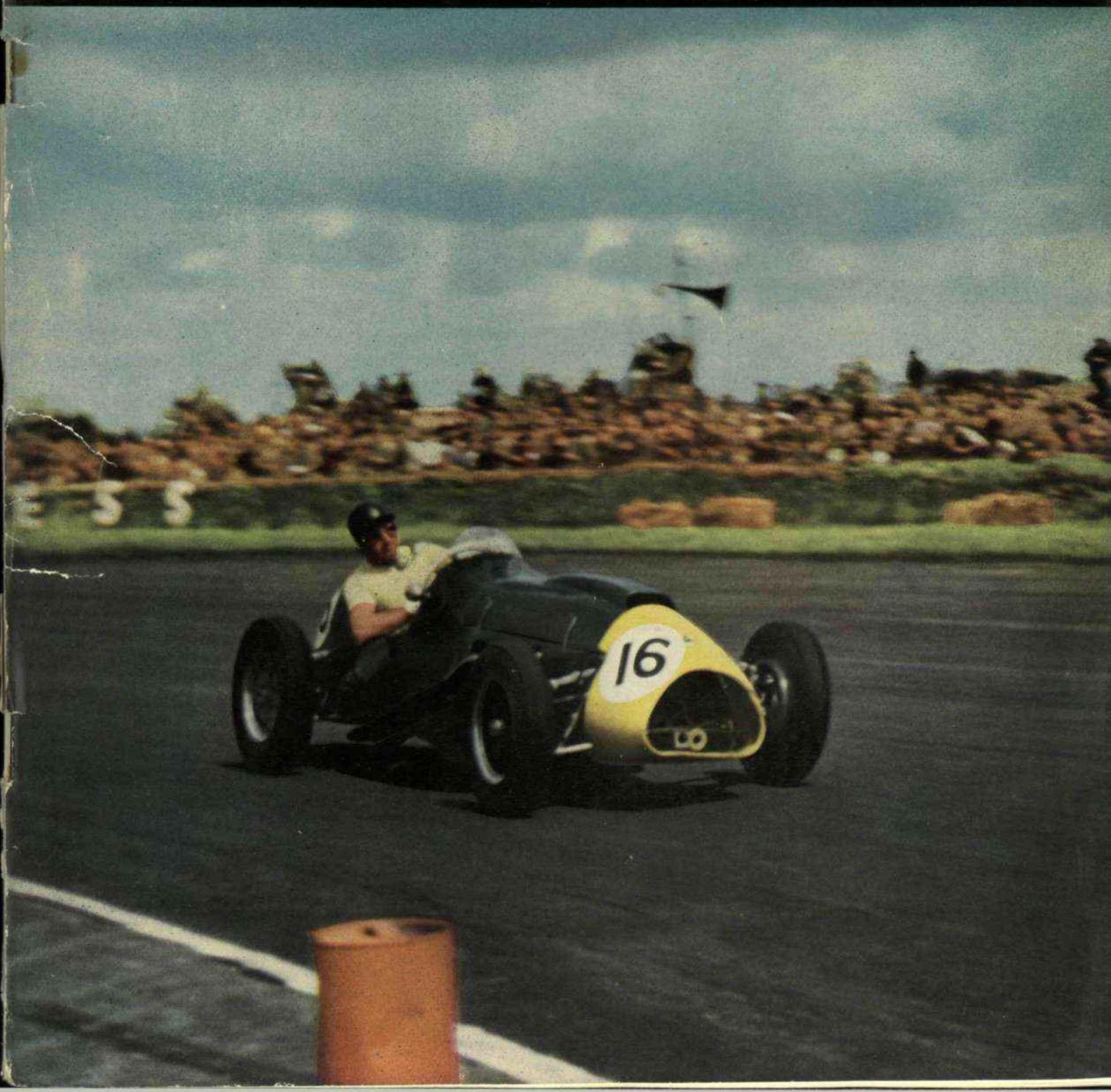
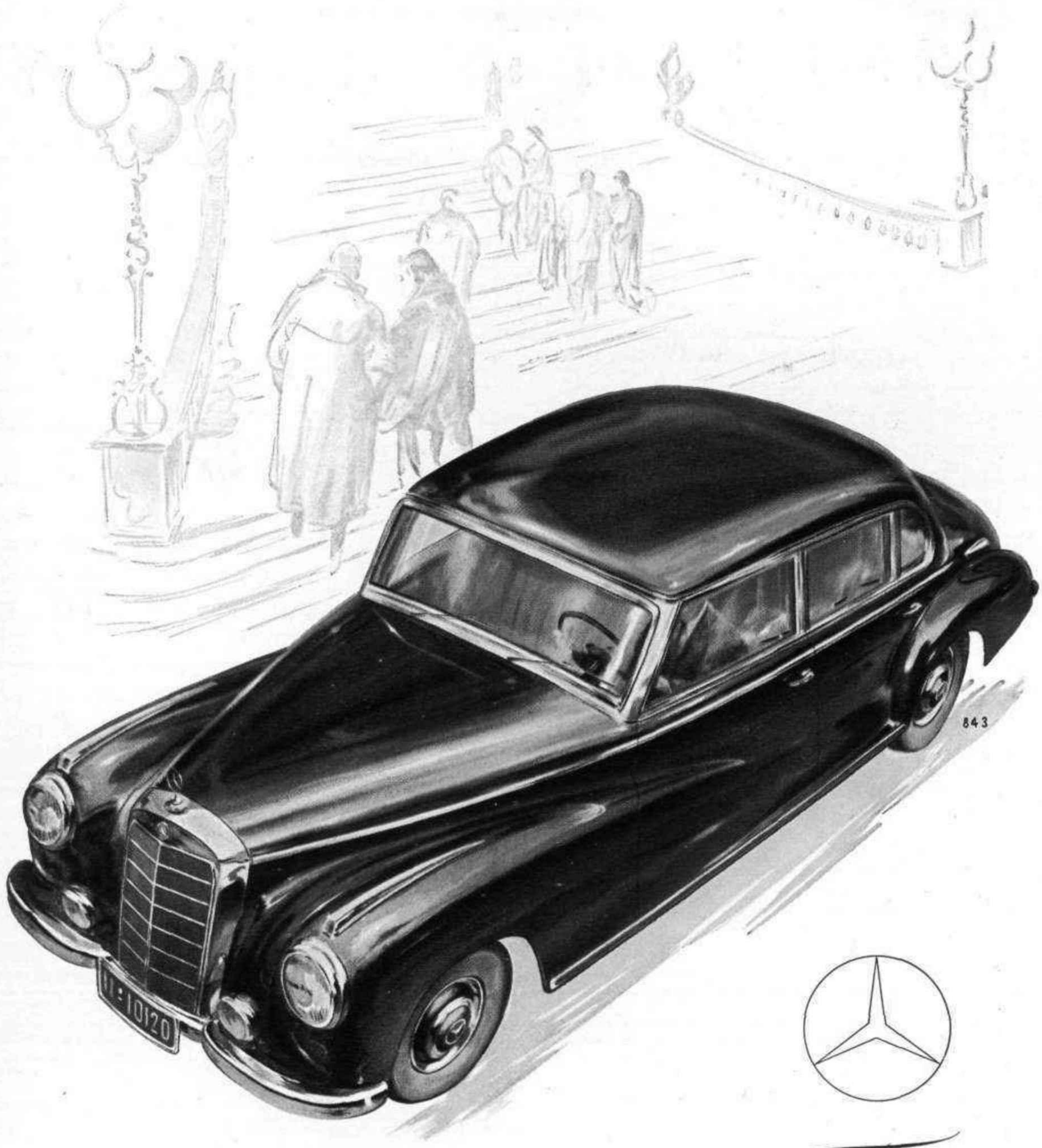
Vol. XXIX. No. 11 ONE SHILLING AND SIXPENCE November, 1953

MOTOR SPORT





MERCEDES-BENZ *Type 300*

World-Renowned Through Quality, Beauty and Performance

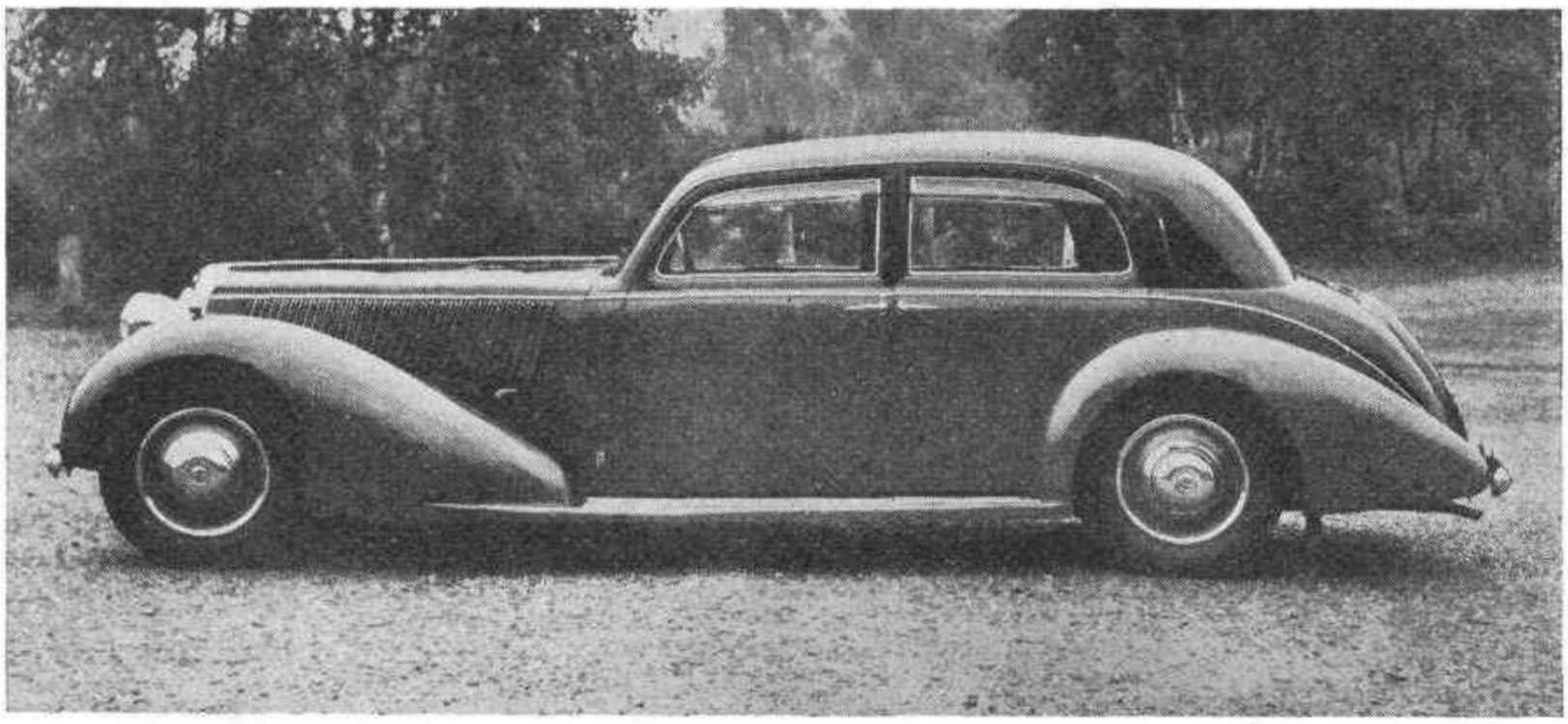
Sole Concessionaires in the United Kingdom :

MERCEDES-BENZ (Great Britain) LTD., 111, GROSVENOR ROAD, LONDON, S.W.1

Telephone : VICtoria 8715-6

Stand 142 at International Motor Exhibition

JOHNSON & BROWN



LANCIA ASTURA Farina pillarless saloon, 1939 series, 8-cylinder 3-litre engine, Scintilla Vertex magneto, large speedometer and revolution-counter. Marchal headlamps. This is a very fine example of the better-class Continental luxury car giving effortless fast cruising with reasonable fuel consumption for five persons and luggage. Finished in black and grey with green leather upholstery. Length 17 ft. 9 in. Price **£795.**

LAGONDA M.45 tourer, 1934 model, 4½-litre, 6-cylinder, dual ignition, vacuum servo brakes, P.100 headlamps, windtone horns. Bills available £185 recent engine and brakes overhaul. Green cellulose and green leather. Price **£295.**

HEALEY Silverstone, Sept. 1950. This well-known car was originally owned by Miss Betty Haig and is in exceptional order throughout. A new engine was recently fitted. Modifications include special close-ratio gearbox, racing-type bucket seats, full all-weather equipment, etc. Finished metallic-grey with blue leather. Price **£895.**

LANCIA Aprilia, 1937, pillarless saloon. Excellent condition throughout. Leather upholstery. Price **£375.**

LANCIA Aprilia, 1937, pillarless saloon. Very attractive car finished in polychromatic-maroon with beige leather. Price **£395.**

XK120 JAGUAR, Dec. 1950, 22,000 miles, one owner, not raced. Finished silver-grey with red leather, grey plastic hood and tonneau cover, chrome luggage rack, rimbellishers, Silver Peak number plates. Exceptional order throughout. Price **£1,050.**

BUGATTI Type 50 roadster, 4.9-litre supercharged 8-cylinder, twin o.h.c. Alloy wheels, twin spares. This beautiful car is offered with quantity of valuable spares. Price **£650.**

BENTLEY 4½-litre, Ch. No. XT 3636, May 1931, fitted with sedanca de ville coachwork by H. J. Mulliner, winding division. This is an unusual and attractive motor car combining the excellent qualities of the marque with unusual comfort. Finished in black and maroon, with maroon leather. Fitted twin spare wheels, telecontrols. The whole car in exceptional order. Price **£475.**

SCHNEIDER 2-litre Corsica sports tourer, December, 1935. Recent engine overhaul, new carburetter, five new wheels and tyres, excellent all-weather equipment. Finished B.R.G., with green leather. Price **£225.**

LAGONDA LG 45 sports tourer, 1936 model, 4½-litre 6-cylinder. Excellent car, recent engine overhaul. Nearly new tyres, twin spares, new plastic all-weather equipment, new shock-absorbers, new batteries. Finished black, with green leather. Price **£435.**

KIEFT racing car, 500-c.c. J.A.P. Alloy barrel, hairpin head, rack and pinion steering, new gearbox. Price **£150.**

ALLARD drophead coupe, 1949, in very good order. Finished maroon, with maroon leather. Price **£425.**

MERCEDES-BENZ 540K, 1937, model cabriolet B, supercharged, 38 h.p. Finished black and chrome, with lined hood, beige leather. Fitted heater and radio, twin spares. First-class mechanical condition. Magnificent appearance, 100 m.p.h., 12 m.p.g.

We are desirous of purchasing good quality cars in first-class order.

PART EXCHANGES. TERMS. INSURANCE.

UNRIVALLED SERVICE TO *BONA FIDE* PURCHASERS IN THE U.S.A.

2, RINGERS ROAD (off High Street), BROMLEY, KENT

Telephone : Ravensbourne 2322, 6479 *(20 minutes Victoria Station)* *Open all Saturday*

The INTERNATIONALLY FAMOUS VOLKSWAGEN

STANDARD SALOON

DE LUXE SALOON

DE LUXE SALOON
with Sun Roof



on show at Earls Court

STAND 149

THE CAR YOU HAVE BEEN WAITING FOR IS AVAILABLE NOW!

Everyone is talking about the Volkswagen. Revolutionary in design, with many unusual and practical features, it presents to the British public a new conception in motoring. High performance and endurance, combined with outstanding economy and maintenance, make it the finest proposition for the family and professional man.

ENGINE

1131CC Flat-four, horizontally opposed, air cooled, rear mounted ; OHV ; low revving (3,000 r.p.m.) for long life; cannot freeze or boil.

SUSPENSION

Independent on all four wheels by torsion bars; and double-acting hydraulic shock absorbers.

TRANSMISSION

Four forward speeds, one reverse ; 2nd, 3rd, 4th with new, silent synchromesh

PERFORMANCE

Startling acceleration combined with safe road holding, high cruising speed 60 m.p.h. All models are fitted with six point heating and wind screen de-frosting system.

ECONOMY

40 miles per gallon. Big car performance with small car economy ; 60 to 70,000 miles without reboring.

SERVICE AFTER SALES

An efficient service after sales organisation is available to all Volkswagen owners. Also a complete range of spare parts are available.

V W MOTORS LTD.

SHOWROOMS: BYRON HOUSE, 7-9 ST. JAMES'S ST., S.W.1. Telephone: WHItehall 9501
SPARE PARTS DEPT.: 79-85 DAVIES STREET, W.1. Telephone: MAYfair 6718

Chiltern Cars

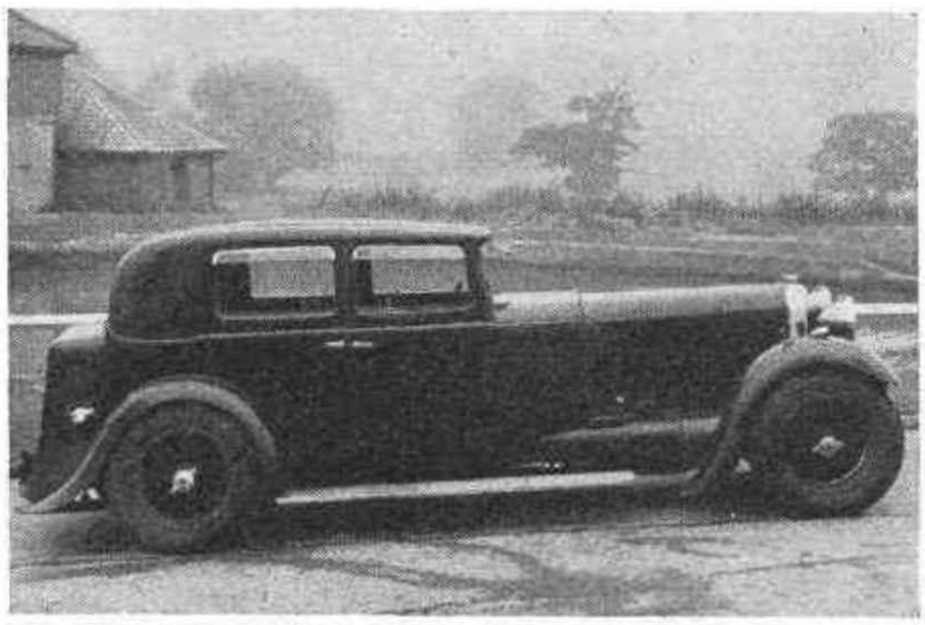
11a, Water Lane, LEIGHTON BUZZARD, Bedfordshire - - - Telephone 2068



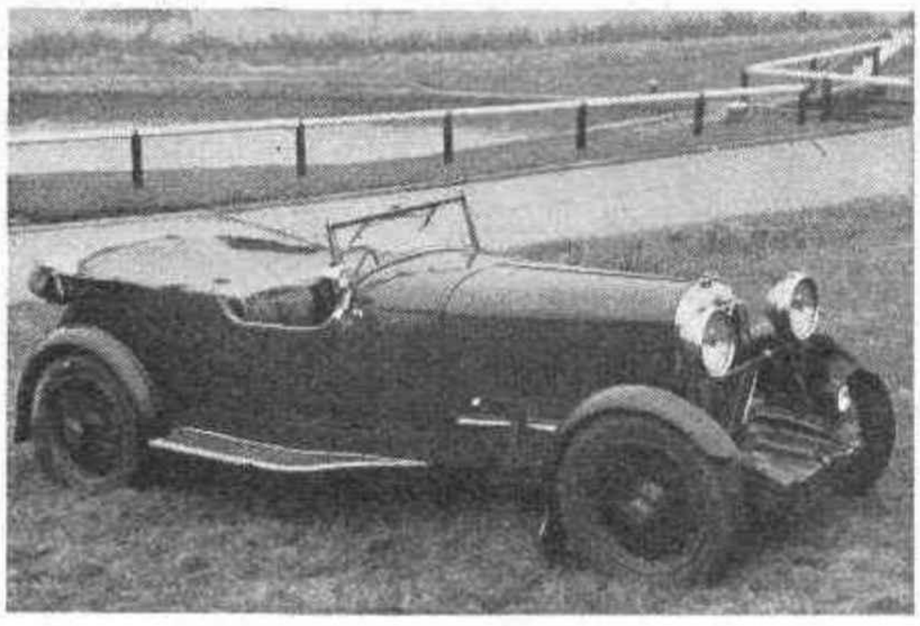
1950 (SEPT.) 3,917-C.C. J2 ALLARD. The J2 Allard is still capable o dealing effectively with many more expensive sports cars, and at today's prices must represent exceptional value for the club member who prefers to drive his car to a meeting, compete, and then drive home. This example, which is believed to have covered only a small mileage, is fitted with o.h.v. Ardun heads **£575**



4-LITRE SPIKINS-HUDSON 2-SEATER. Specially constructed by the late F. R. G. Spikins. This car was very successful in a number of pre-war sprints and rallies. The use of a large slow-revving engine in a comparatively light chassis has provided rather spectacular acceleration, unusual flexibility and a high degree of reliability **£195**



1933 3-LITRE LAGONDA SALOON. Finished in black, with green upholstery, this Lagonda appears to be in entirely sound order and capable of providing interesting and comfortable transport for four or five people at the modest outlay of **£98**



3-LITRE LAGONDA TOURER. This model is in our opinion one of the most desirable vintage touring cars. With its effortless 65 m.p.h. cruising speed and impeccable handling, this is a car of considerable charm. **£165**

Also in stock :

Bentley, 1936 series 3½-litre Thrupp and Maberley sports saloon, **£525.**

Bugatti Special supercharged twin o.h.c. 2·3-litre 2-seater, **£650.**

Bugatti Type 37 Grand Prix 2-seater, **£345.**

Bugatti Type 35 Grand Prix 2-seater, fitted with supercharged 1½-litre 12/75 Alvis engine, available shortly.

Bugatti Type 35 Grand Prix 2-seater, minus engine and gearbox.

Frazer-Nash B.M.W., 1936, 2-litre Reutter drophead coupe, **£225.**

Invicta 4½-litre low-chassis 2/4-seater, **£275.**

Lagonda, 1939, V12 Rapide drophead coupe, **£895.**

M.G., 1939, 2-litre saloon, **£295.**

M.G. K2-type Magnette 2-seater, **£225.**

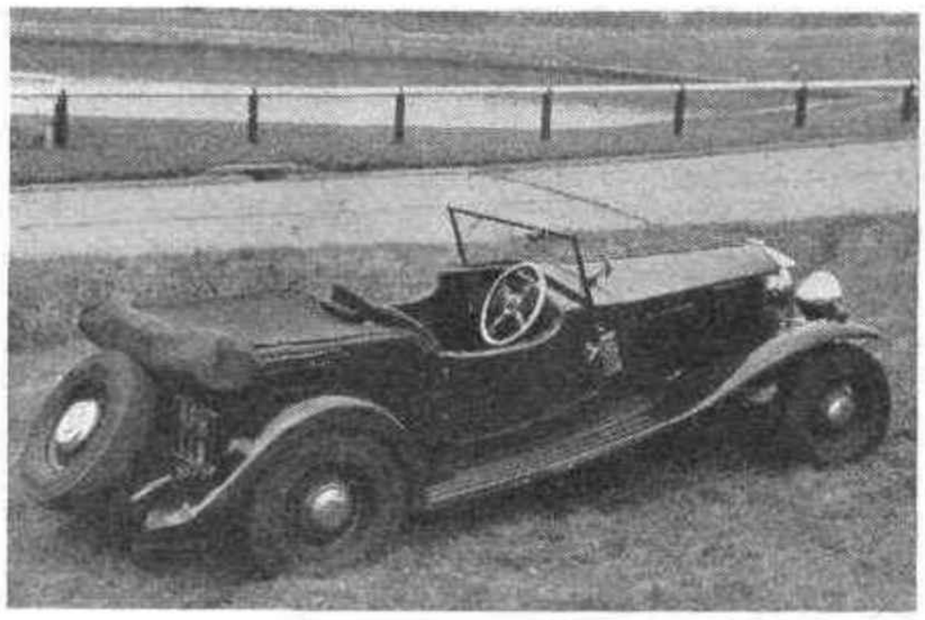
M.G., 1947, TC 2-seater, **£395.**

M.G., 1935 series PA 2-seater, **£205.**

M.G. J2 2-seater, **£175.**

M.G. J-type 2/4-seater, **£145.**

Riley, 1935, 9-h.p. Kestrel saloon, **£100.**



4-LITRE RAILTON TOURER. In far-above-average condition, this universal Ranalah-bodied Railton has recently completed a Continental tour in the hands of the last owner, who found that a petrol consumption of better than 20 m.p.g. was obtained on a long journey. An easy 65 m.p.h. cruising gait is available, and new tyres and comprehensive all-weather equipment are fitted **£195**

We are interested purchasers of the better types of Continental and British sports cars, both open and closed. If you have a car of this type for disposal we invite you to contact us. A photograph would be of assistance, and our buyers can arrange to call throughout the British Isles.

THE *HANDYMAN* WILL TREASURE THIS

'THIRD HAND'



The Improved

MOLE

Self Grip

WRENCH

7"-12/6 10"-15/-

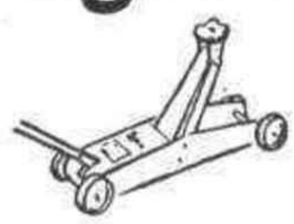
This multi-purpose tool locks on to work with *tremendous grip* and stays there *with hands off* until the release lever is touched—how often have you wished for just that? Use it as super pliers. a vice, wrench, clamp and so on. The Mole Wrench is your "third hand"—sturdy, easy to handle—really something to treasure.

From Ironmongers, Motor & Motor Cycle Accessory Dealers.

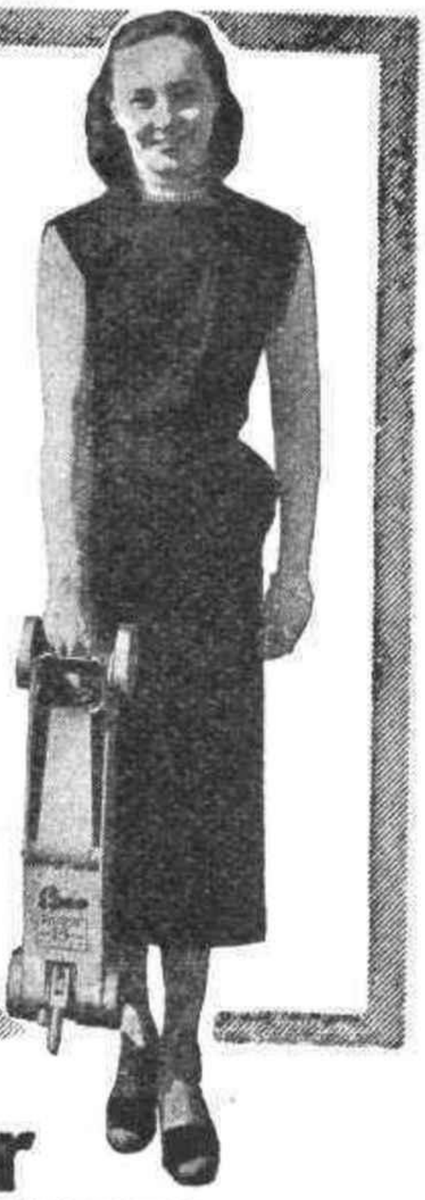
If any difficulty write to :—

M. MOLE & SON, BIRMINGHAM, 3

*making light of it



The Epco Minor makes light of scores of jobs—especially n emergencies A lightweight garage-type hydraulic jack *for the private motor st, lady drivers and van operators.* The Minor can easily be carried in one hand yet it lifts up to ¾ of a ton. In the garage—on the road—it's invaluable for safe, simple, speedy jacking. PRICE £10.17.6



THE Epco minor

LIGHTWEIGHT TROLLEY JACK FOR THE FAMILY MOTORIST

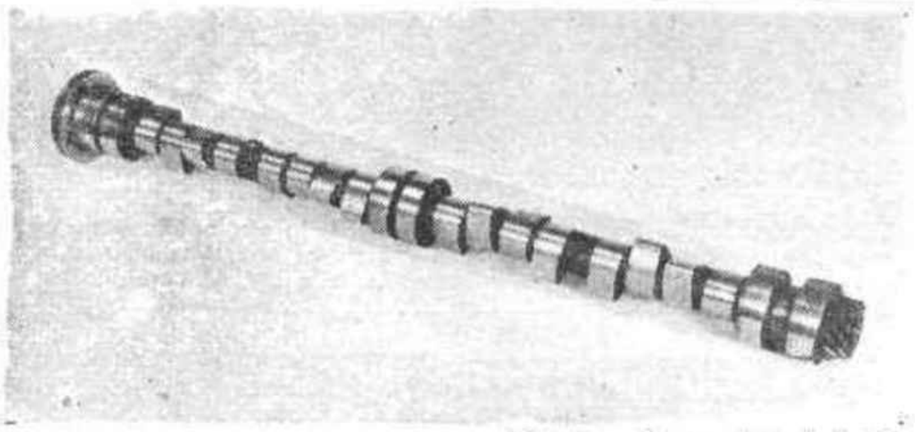
See it at your local Garage or in difficulty write direct to

EPCO, Ltd., STAR WORKS, LEEDS 7, ENGLAND. Tel.: Leeds 32461/2

South of England Service Depot

37, LISSON GROVE, MARYLEBONE, LONDON, N.W.1. Tel.: PADdington 4162

ndh. 1278.



Mercury. Reground to ¾ Profile

CAMSHAFTS

MANUFACTURED OR REBUILT

GROUND TO SPECIAL OR STANDARD PROFILES

NEW GEARS FITTED

ROCKERS AND VALVES RECONDITIONED

Leonard Reece & Co.

AUTOMOBILE ENGINEERS & MACHINISTS

Beeches Avenue, Carshalton, Surrey

WALLINGTON 3645

Specially blended to give

MAXIMUM ENGINE PERFORMANCE



The Super quality Petrol distributed by

CLEVELAND

THE *SPECIALISTS* IN

MOTOR SPIRITS



Famous in
FOUR REIGNS

L. ROBINSON & CO., (GILLINGHAM) LTD., London Chambers GILLINGHAM. KENT. PHONE 5282

TOULMIN



THE MG SPECIALISTS

The firm with a world-wide service and reputation

WE HAVE MORE SCIENTIFIC EQUIPMENT AVAILABLE TO OUR CLIENTS THAN ANY OTHER GARAGE IN THE COUNTRY

Whether you are contemplating a major overhaul on your car, or just a decoke and general tune-up, why not consult the Specialists in this field? We have a highly skilled staff, strictly supervised, working solely on M.G.s, to give you the most efficient service; also special jigs and tools. We have clients coming from north, south, east and west who hand us their cars and let us get on with the work.

To all TB, TC and TD owners : Have the Stage 1, Stage 2 or Stage 1a head fitted to give you that extra performance.

The following spares are available ex stock :

Reconditioned engine, all models.
Our modified oil seal and hood to protect your dynamo.
Vertical drive gears, rockers, camshafts, lightened flywheels, brake shoes, drums, cables, etc.
Reconditioned gearboxes, all models.
15, 16, 17, 18 and 19-in. road wheels.

TA, PA, PB, J2, J4, M, Magnette and Magna—crankshafts, with rods and mains; cylinder blocks, surface ground, sleeved, with pistons; either exchange service or outright sale. Also cylinder heads with or without overhead gear. Back axles, half-shafts, tyres. J2 clutch toggles. Chromium luggage carriers.

Why not call and see us—we are open all day Saturday and Sunday mornings from 10 a.m. to 1 p.m. Alternatively, order your spares by telephone or letter—the fastest C.O.D. service is available to you.

TOULMIN MOTORS, *Official M.G. retail dealer*

343 STAINES ROAD, HOUNSLOW, MIDDLESEX **Telephone : HOUnslow 2238/3456**

Buy your new M.G. from us—Mr. Toulmin will give your order his personal attention. ***T.D. Midgets delivered ex stock.***

FOR SALE : Two (only) basically TD engines, but with special 1,100-c.c. crankshafts and rods, two-stage superchargers. These are brand new and will put your car in a class. Inquiries to Mr. Toulmin.

The 'Bristol' 404

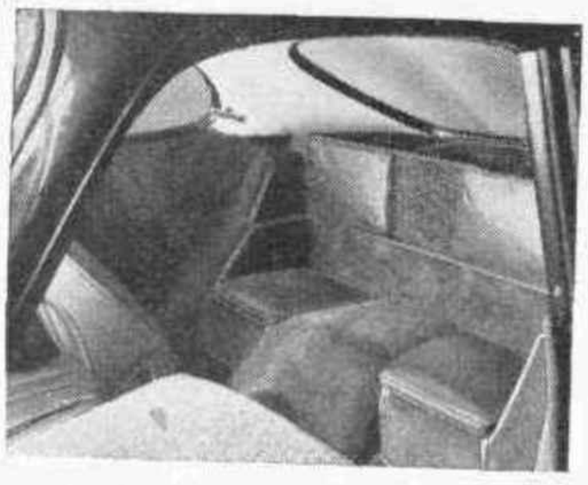
. . . a new Bristol 2-litre model

Sports coupé





The 404 has individual bucket type front seats adjustable for both rake and reach. Main instruments are grouped together in front of the driver and are cowled to eliminate reflection.



The rear luggage shelf of the 404 folds up, as shown here, to provide back-rests for the two occasional seats.

Offering the same superlative comfort and high performance, and with beauty of line similar to that which makes the "Bristol" 403 2-litre saloon one of the world's outstanding cars—the 404 2-litre sports coupe is a new "Bristol" model which combines the ultra high performance of competition motoring with the docility and grace of a town carriage.

"BRISTOL" 2 LITRE

THE CAR DIVISION OF THE BRISTOL AEROPLANE CO. LTD., BRISTOL, ENGLAND · London Showrooms: 80 Piccadilly, W.1.

VOL. XXIX No. 11 MOTOR SHOW ISSUE NOVEMBER, 1953

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

EDITORIAL AND ADVERTISEMENT OFFICES
15-17, CITY ROAD, LONDON, E.C.1
Telephone: MONarch 8944

PUBLICATION DATE - - - FIRST OF THE MONTH
SUBSCRIPTION RATE - - - 20/- PER ANN. POST PAID

MATTERS OF MOMENT

THE MOTOR SHOW

The Thirty-eighth International Motor Exhibition of the S.M.M.T. is now in progress at Earls Court. It is one of the most stimulating Motor Exhibitions which London has had since the war.

New models predominate—Ford's new economy car, the two-door Austin A30, the new Standard Eight and Zephyr Zodiac, the 2 c.v. Citroën and Sunbeam Alpine both making their London debut, the A.C. Tojeiro, the Alvis TC21-100, Bristol's fast Type 404 coupé, the Riley Pathfinder, TF M.G. Midget, 3-litre Lagonda, Daimler's re-entry into the open sports-car field, the Lanchester Dauphin, the Jowett Jupiter R4, the Aston Martin DB2-4, the Morris Minor Travellers' Car, additional Rovers, all new cars of outstanding technical interest.

Prices are tumbling in many instances. Buyers pass the turnstiles fingering their cheque books, for this year new cars are readily available in a Buyers' Market. These two factors are bringing enormous crowds to the fine Earls Court Exhibition Hall.

If any outstanding trends are evident they are the high-performance factor on the one hand and the return of small economy cars on the other. The magic maximum of 100 m.p.h. is now claimed impartially by manufacturers of family saloons, palatial large cars and medium-sized open and closed sports models. Such high speed, in itself, may not seem an appropriate accomplishment for cars which will be used on our disgracefully congested and tortuous highways. But it must be remembered that cars able to reach and exceed the "century" will be lightly stressed at more sober cruising speeds and that such speeds today usually go hand-in-hand with vivid acceleration, where once the opposite was usually the case. Modern brakes, too, both for their durability and their power, deserve the highest praise—if the splendid behaviour of the Girlings we have stamped on so frequently over the past 2½ years are any criterion! And British Mintex brake linings have built up a fine reputation on successful competition cars.

Many of you will enter Earls Court in a buying mood; except, perhaps, the vintage-car cultists, who may be expected to continue to place their faith in what has gone before, thereby preserving the balance of their bank accounts and perhaps deriving broader smiles than before from some of the "new looks" which will confront them.

The biggest stimulus which could be given to the British motor industry at the present time would be abolition of purchase tax on new cars and reduction in the crippling tax of 2s. 6d. on every gallon of petrol the motorist burns. This is probably too much to hope for, even in the optimism of this scintillating Motor Show, although the Government introducing such changes would surely be assured of every motorist's vote! Perhaps, however, we had better take solace from the fact that the Motoring Correspondent of the *News Chronicle* considers that the big petrol companies are about to start a price-cutting war and that unless the price of petrol is reduced the export drive will suffer repercussions from retardation of home sales.

Other mortals will be eager to see, admire and if possible purchase the splendid vehicles on display, from 375-c.c. baby car to lordly eight-seater limousine. MOTOR SPORT feels encouraged by the multitude of true sports and high-performance cars now offered by the British industry, as witness the A.C. Tojeiro, the Allards, the two-carburetter Armstrong-Siddeley Sapphire, the DB2-4 Aston Martin, the TC21-100 Alvis, the Bentley Continental, the Bristol 404, the Daimler Conquest Roadster, the Frazer-Nash range, the Austin-Healey 100, the Humber Super Snipe, the XK Jaguars, the Jowett Jupiters, the 3-litre Lagonda, the 2½-litre Lea-Francis, the new TF M.G. Midget, the Morgan Plus Four, the Riley Pathfinder, and the Sunbeam Alpine, etc.

The presence of these cars, the racing-car exhibits, and appearance of successful competition cars, combine to render your visit to Earls Court "an essential journey." The Motor Show remains open until October 31st.

CONTENTS

	Page
MATTERS OF MOMENT	575
REVIEW OF EARLS COURT	577
MOTORING VARIETY IN AUSTRALIA	580
CLUB NEWS	587
GOODWOOD AUTUMN MEETING	594
LAP RECORDS FALL AT CASTLE COMBE ...	596
CIRCUIT OF AGEN	597
HISTORICAL NOTES: TYRES (PART I)	598
RUMBLINGS	600
MOTOR SHOW COMMENT	602
PICTORIAL REVIEW...	603
SOME FRENCH SPORTS-CAR RACING	609
PARIS—MONTLHERY	610
ON THE EARLS COURT MOTOR SHOW ...	613
SIDESLIPS	618
REPORTS OF RECENT EVENTS	620
LETTERS FROM READERS	622

Front cover picture: KEN WHARTON, seen in his successful Cooper-Bristol, has also driven B.R.M., Cooper, Frazer-Nash and Kieft cars this season. In our opinion he is Britain's best all-round driver.

NEW RULES

The R.A.C. Competitions Committee, in an honest attempt to smooth the path of competition promoters, has revised considerably its rules which apply to motor sport. For example, from January 1st next no permit fee will be payable for *closed events*, nor will competition licences be required in such events, but each recognised club, to secure insurance cover, will be required to register itself with the R.A.C. for an annual fee of £7 7s.

Other changes concern cancellation of the rule calling for submission of draft regulations of closed events to the R.A.C. (although the R.A.C. requires to be informed that such events are taking place), additional information about permit-events, both before and after the competition, must be furnished to the R.A.C., applications for registration to be made by recognised clubs by November 30th, applications for national fixtures in the National Calendar to be made in future by October 30th preceding, and for closed invitation and restricted fixtures in the National Calendar by November 30th preceding, and permits for national rallies to be granted for vehicles complying to a common basis of eligibility.

Steps have been taken to avoid changes and deletions in the National Calendar in future and the annual Conference of the Clubs will not be held this year, March, 1954, being deemed a more suitable occasion.

The new rules should be carefully studied by all motor-club competition personnel; copies are sent by the R.A.C. to recognised clubs or may be obtained on application to the Competition Department, R.A.C., Pall Mall, London, S.W.1. The *R.A.C. Motor Sport News Bulletin* in its current issue contains full details of the new rules and this publication, in a new form, will in future be circulated to interested parties at more frequent intervals than was formerly the case.

The Competitions Department called a meeting at which Lord Howe, Dean Delamont and H. Orr-Ewing explained these changes to the motor Press. Certainly Col. F. Stanley Barnes and his hard-working colleagues seem to have steered a straight course through very difficult and turbulent seas, and we commend the clubs to digest the new regulations carefully before shooting the pianist—that is, if they feel like shooting. It is fervently to be hoped, for the continued good of motor sport in this country, that the new tunes will be applauded by the majority.

THE MOSS MISHAP

Condolences go out to Stirling Moss, who is invalided as a result of inverting his Cooper 1,100 at Castle Combe on October 3rd. Stirling's fortune has not been of the best for some time now, but it will be interesting to see what 1954 has in store for this talented young driver. Earlier this season he overturned a Type C Jaguar during practice at Silverstone and as Moss is well acquainted with both this car and the Cooper 1,100 in which he suffered his present misfortune, it is possible that the very full programme he permits himself, with genuine Grand Prix cars always just out of reach, has had an adverse effect on his driving skill.

Let us, therefore, wish for Moss a calmer time next season amongst faster cars. Mike Hawthorn has shown the world that being young, comparatively inexperienced, and born an Englishman, does not necessarily prevent a driver from reaching the front rank in Grand Prix racing. We hope that in 1954 Moss will join Hawthorn in carrying on this splendid crusade at the Continental road circuits.

Everyone wishes Stirling a speedy recovery, not the least those who have themselves borne the brunt of a motor accident. We feel certain that Connaught Engineering bear him no malice for having caused to appear in print the suggestion that they sold to one of their clients a Formula II car weighing 3 tons! But we are rather surprised that his accident has caused Mr. Moss, Snr., to state that "free for all" races re dangerous—the point being not whether or not this is true at certain circuits, but that the race in which Stirling Moss met disaster was for *Formula II* cars and it was he who put a small air-cooled V-twin chain-drive machine against the genuine Formula II machinery.

THE BRIGHTON RUN

There is nothing more sporting than the Veteran Car Run to Brighton (from Hyde Park, London, where the cars assemble by the Serpentine before 8 a.m.). Nothing is better suited to dispelling Motor Show inhibitions, curing headaches promoted by studying the new competition legislation, making one both appreciative of and scornful about one's own car at one and the same time, and making old folk nostalgic, kid-brothers have hysteria, as the V.C.C. members' annual onslaught on the Brighton Road.

Set your alarum clocks, load your cameras—and for St. Christopher's sake GIVE THE VETERANS PLENTY OF ROOM.

IV CARRERA PAN-AMERICANA MEXICO

Another great Pan-Americana Mexico road-race will be contested from November 19th to 23rd, over the Tuxtla-Gortiérrez-Chiapas-Ciudad Juarez route.

This year Race Director-General Enrique Martin Moreno is taking stringent steps to ensure that cars in the stock-car class of the Mexican race really are catalogue machines. Last year there were furious protests that the Bob Estes' Lincolns which came home 1, 2, 3 in that section of the race were non-standard in respect of having restricted heat riser-passages, matched ports and manifolds, etc. (passed as stock, however, because Lincoln said these were to be included in a forthcoming "maximum duty" kit), that no stock Chrysler could reach the 130 m.p.h. achieved between Chichuahun and Juarez by Tony Betterhausen's, and that a shabby 1947 Mercury purchased off a used-car lot shouldn't have been able to average only about one mile per hour slower over the 2,000-mile, five-day course than Taruffi's 2.5-litre sports Ferrari!

All this emphasises once again the near-impossibility of organising a genuine stock-car contest and explains why modifications from standard are permitted in most present-day European sports-car races and why some sports-car races, such as Le Mans, include "prototypes," outwardly to enable designers to experiment but in reality bringing in cars like those exotic near-racing-car coupés which were seen this year on the Sarthé circuit. Incidentally, the droll aspect of last year's Pan-Americana Mexico complaints was that the Ferraris in the Speed section, which won the race outright, were far more standard (indeed, probably entirely "stock") than the Lincolns, Chryslers, Mercurys and other American saloons claiming to be so!

This year stricter supervision, less leniency over repairs in controls, and insistence on a minimum of a 5,000-unit annual production of the model of the make declared stock, should weed out some of the hopped-up sedans at all events.

Throughout America this four-year-old, extremely arduous road race has enormous publicity value, apart from carrying prize monies adding up to nearly £20,000. That is why we would like a British car to win. It seems that Ferrari, Alfa-Romeo, Lancia, Porsche and Gordini will field teams, and that works Aston Martin and Jaguar teams are likely. In the stock classes we shall probably find three Lincolns, three Chryslers and a special Italian-bodied Packard 200 driven by Jean Treboux amongst the serious contestants. Jacqueline Evans is to drive one of the many Porsche coupés, Kling is likely to drive for Alfa-Romeo, Bonetto and Maglioli for Lancia, Jean Behra for Gordini. Guy Vincent, New York Jaguar dealer, has entered a Mk. VII Jaguar. If the works Jaguar Type Cs run Moss may be unable to start on account of his Castle Combe injuries.

This race decides the 1953 Sports-Car Championship of the World, in which Jaguar has a one-point lead over Ferrari. An interesting race, and an importance one!

LORD LYONS AND THE FLYING HORSE

Having announced that the Austin-Healey 100 is the fastest production car in the world, L. P. Lord, Chairman and Managing Director of the Austin Motor Co., Ltd., and the British Motor Corporation has issued the following correction :—

I have been asked by Mr. William Lyons, the Chairman of Jaguars Cars, Limited, to issue the following statement :—

"In recent advertisements appearing over the name of the Austin Motor Company the claim was made that the new Austin-Healey "Hundred" (2,660 c.c.s) is the world's fastest production car exclusive of capacity.

"At the time this claim was made it was believed that the 3,442-c.c. XK120C-type Jaguar was a racing car and not a production car in the generally accepted sense of the term.

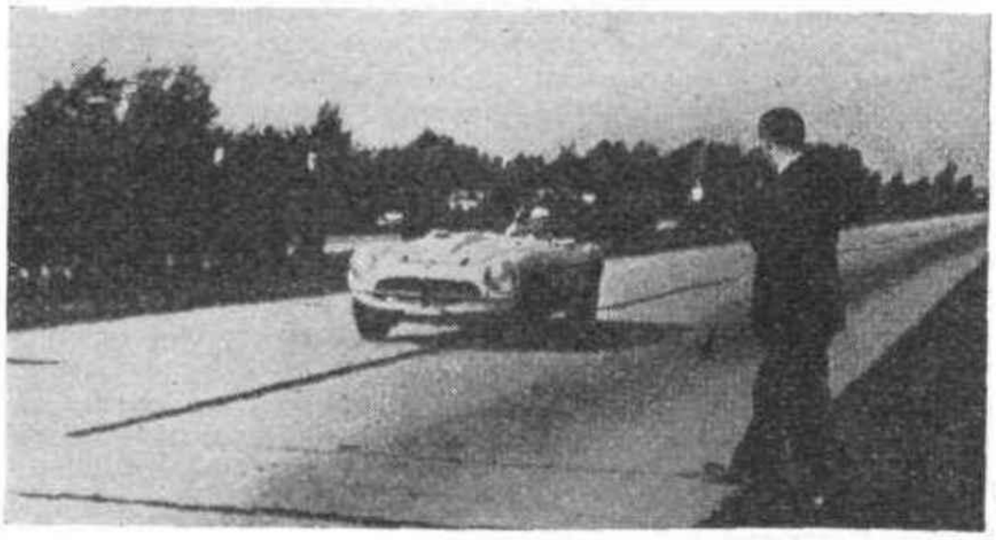
"Mr. Lyons wishes me to say that the Jaguar C-type is in fact a production car, and therefore the speed it has attained of 148.4 miles per hour entitles it to be described as the fastest production car in the world.

"Since the original announcement the Austin Motor Company and the Healey Company have modified their advertising by the inclusion of the words 'under 3,000 c.c.s,' so that the claim now is that the Austin-Healey 'Hundred' is the fastest production car in the world under 3,000 c.c.s.

"The previous statements were issued in good faith and Mr. Lyons and his team of sports-car enthusiasts have the congratulations and good wishes of the Austin Motor Company and the Healey Company for the contributions which they have made to British sports-car prestige all over the world."

We can sympathise to some extent with Mr. Lord for imagining the XK120C Jaguar to be a racing car, inasmuch as we understood that before a customer could take delivery of one, even in America,

Continued on page 620



150-*M.P.H. SPORTS CAR.—The 2.3-litre Pegaso finishes its record run.*

REVIEW OF EARLS COURT

The Agent and the Engineer
Were walking hand in hand;
They wept like anything to see
The cars on every stand.
" If all but OURS were cleared away,"
They said, " it WOULD be grand."

[With acknowledgments to " Car Illustrated," which in 1905 published this poem by Horace M. Wyatt, we quote the opening verse.]

HEREUNDER follows an alphabetical guide to the car exhibits at the S.M.M.T. Motor Exhibition which is open at Earls Court until October 31st.

A.C. **Stand 135**

A.C. will exhibit a new " Ace " sports model this year. It has a light tubular Tojeiro chassis of 7 ft. 6 in. wheelbase with independent suspension all round by hydraulically-damped transverse leaf springs and Girling 11-in. brakes with Al-fin drums. Steering is rack and pinion. The same dear old 2-litre A.C. Six 85-b.h.p. engine is used, with a four-speed gearbox having ratios of 3.64, 4.98, 7.21 and 12.34 to 1. A two-seater body of alloy panelling over a steel framework characterises the " Ace," for which outstanding acceleration and a speed in excess of 100 m.p.h. is claimed. The tyre size is 16–5.50 and the dry weight 15 cwt. The basic price is £915. A chassis will be exhibited in addition to the two-seater.

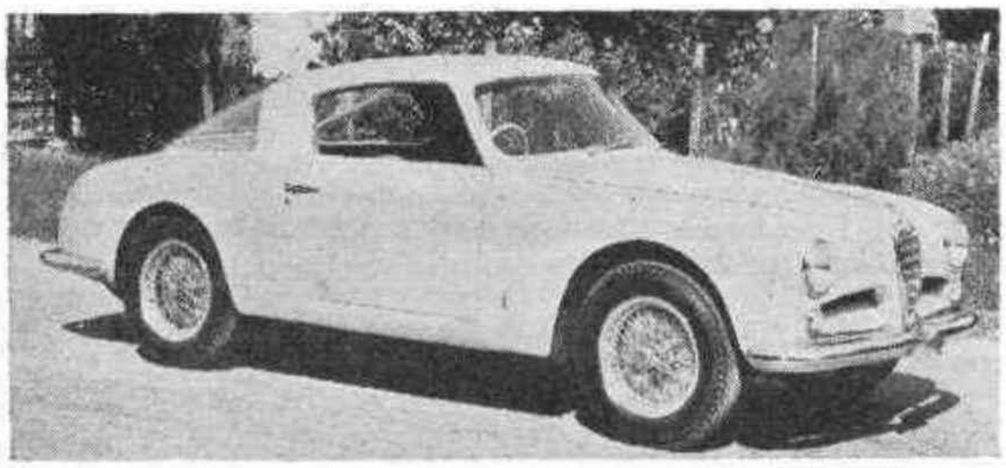
In addition there will be a two-door and a four-door saloon on the stand, unchanged from the previous A.C. specification.

A.C. Cars, Ltd., High Street, Thames Ditton, Surrey.

◆ ◆ ◆

ALFA-ROMEO **Stand 122**

Thomson & Taylor, of Brooklands fame, will exhibit two of the very effective 1900 Alfa-Romeos. One will be a saloon with twin



A 1900C Alfa-Romeo Farina coupé

Weber carburetters, the other a Farina coupé. These cars are virtually the same as those shown last year and the fast *Gran Turismo* model will not be at Earls Court.

Thomson and Taylor (Brooklands), Ltd., Portsmouth Road, Cobham, Surrey.

◆ ◆ ◆

ALLARD **Stand 129**

Allard cars, evolved from Ford and other components by that talented driver and great enthusiast, Sidney Allard, will remain unchanged for 1953. The models to be shown at Earls Court will be a compact, all-enveloping " Palm Beach," with Ford Zephyr power-unit, a " Monte Carlo " saloon, with Ford V830 engine, reminder—as if any were needed!—that Allard won the great winter event for England in 1952, and a K3 sports three-seater, also with Ford V830 engine.

Technical details of the Allard range remain in general unchanged, but they will appeal to the enthusiast more than most.

Allard Motors, Ltd., 24/28, Clapham High Street, London, S.W.4.

ALVIS **Stand 131**

The TC21 3-litre Alvis will be shown in slightly modified form. It will be joined by the new 3-litre TC21-100 saloon, which is in the 1954 fashion by reason of a maximum speed claim of 100 m.p.h. If this is the effect of designer A. Issigonis having joined the Alvis Company it is a car which should be studied carefully by all discerning enthusiasts.

Alvis, Ltd., Holyhead Road, Coventry.

◆ ◆ ◆

ARMSTRONG-SIDDELEY **Stand 167**

The typically British high-performance Sapphire saloon, introduced just a year ago, will form the main exhibit on this stand. Three examples will be on view, a Langham grey four-light saloon with red upholstery, using the synchromesh gearbox; a dark blue six-light saloon with upholstery in light blue, using the electrically-preselected epicyclic gearbox; and a two-tone Corinthian green and fawn six-light saloon to U.S. export specification, its upholstery beige, the electrically-selected transmission in use, and such American requirements as left-hand drive, blinking indicator lights, and white-wall tyres incorporated, while the newly-introduced separate bucket front seats, concession to the Sapphire's fine cornering powers, will be seen on this exhibit.



ONE OF BRITAIN'S BEST—The Armstrong-Siddeley Sapphire.

Besides the single-carburetter Sapphire shown last year, the interesting six-cylinder engine with its modern conception of push-rod overhead valve gear, can be obtained with two carburetters, which increases the power output from 125 b.h.p. at 4,700 r.p.m. to 150 b.h.p. at 5,000 r.p.m.

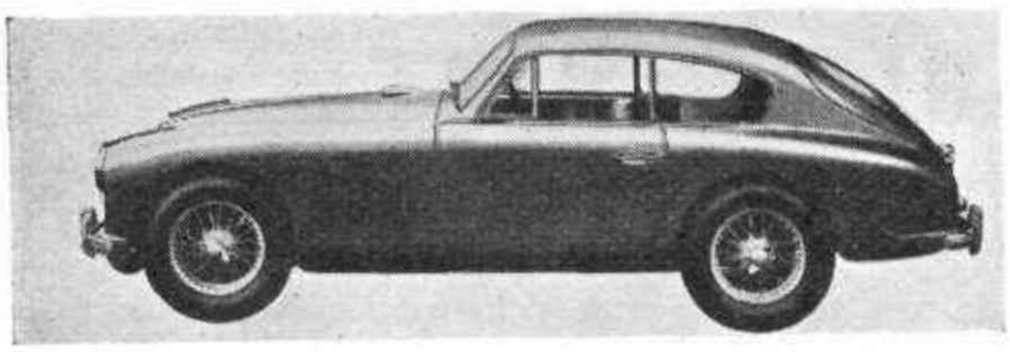
The " square " engine, 90 mm. by 90 mm., gives the Sapphire very long-league boots, for the single-carburetter version is capable of around 95 m.p.h., while the two-carburetter version exceeds 100 m.p.h. and can achieve 0–70 m.p.h. in less than 18 seconds. A big, roomy, dignified car, the Sapphire handles very well indeed and is a notable addition to the ranks of British high-performance vehicles.

Armstrong-Siddeley Motors, Ltd., Parkside, Coventry.

◆ ◆ ◆

ASTON MARTIN **Stand 123**

Stand 123 will be, unquestionably, the mecca of enthusiasts, of whom only a proportion will be able to buy the beautiful cars they will see there.



COMPETITION BRED—The very fast DB2-4 Aston Martin.

The twin overhead camshaft 2½-litre, six-cylinder DB2, its engine designed by W. O. Bentley, is one of the most potent of British high-performance cars, in spite of carrying closed or convertible coach-work. Developed by the David Brown Companies, it and the open sports/racing DB3 Aston Martin have ably upheld the prowess of the marque in competition. This year the Empire Trophy Race in the Isle of Man, the Nine-Hour Sports-Car Race of the B.A.R.C. at Goodwood and the important R.A.C. Dundrod T.T. were outright victories for the Aston Martin.

A new model on view will be the DB2-4, which is simply a DB2 with accommodation for four instead of merely two persons in the interior of its snug, aerodynamic coupé body. The extra seats are in the nature of "occasionals" but do increase the scope of this covetable "road-burner." They also fold up when not required to give additional luggage space, and the back window hinges at the top to provide full ventilation. This DB2-4 is equipped with a telescopic steering column (not a telescopic wheel, as the hand-out has it!), a new facia panel with anti-dazzle cowl, enlarged glove boxes (those useful storage places in which gloves are apt to get stuck to the toffees), and self-parking two-speed screen-wipers. Naturally, air-conditioning, de-misters, dual screen-washers and ample interior lighting are provided. All versions of the DB2 Aston Martin now have the high-compression (8.16 to 1) 2½-litre engine, which develops 125 b.h.p. at 5,000 r.p.m., and the maximum speed of the new DB2-4 is in excess of 110 m.p.h., increasing to the magic "two-miles-a-minute" which these days overshadows the former "magic century." This is coupled with discreet docility, acceleration in the order of 0–70 m.p.h. in under 18 seconds, and an economy of fuel approaching 22 m.p.g. on very fast occasions. And there is the satisfaction of impeccable handling qualities, and a maximum speed in third gear of over 85 m.p.h.

To accommodate the new body the chassis structure has been altered at the rear and the external lines of this fine car are even cleaner than before.

Aston Martin, Ltd., c/o David Brown Companies, Meltham, Yorks.

◆ ◆ ◆

AUSTIN **Stand 158**

The A90 model has been abandoned, the Austin range thus comprising the A30 Eight, now joined by newcomers in this field, A40, A70, Princess and Sheerline. Price reductions are announced in the A40 and A70 and the A30 appears in 2-door saloon guise as the least expensive car on the British Market with the exception of the Ford Popular.

Austin Motor Co., Ltd., Longbridge Works, Northfield, Birmingham.

◆ ◆ ◆

BENTLEY **Stand 171**

"The Silent Sports Car" will be shown as a sports saloon with bodywork by the manufacturers, as a two-light drophead Park Ward coupé, as a four-door James Young sports saloon, and there will also be a 115-m.p.h. "Continental" saloon on the stand.

American automatic transmission, but with the Bentley selective control, will be a feature of all but the "Continental" saloon.

Bentley Motors (1931), *Ltd.*, 14/15, *Conduit Street, London, W.*1.

◆ ◆ ◆

B.M.W. **Stand 119**

Sharing the Frazer-Nash stand will be a Type 501 65-b.h.p., 2-litre, six-cylinder Munich-built B.M.W., for which, as in pre-Hitler days, A.F.N., Ltd., were the British importers.

The lines are unmistakably those of a B.M.W., yet fully in keeping with the styles of 1954, and the engine is obviously a very fine piece of engineering, witness its development to give 140 b.h.p. in the Competition Frazer-Nash. Examine, in particular, the unusual steering mechanism.

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

BORGWARD **Stand 128**

On the stand will be found a range of German Borgward Hansa cars, of which we dealt at some length, under pain of being described as pro-Nazi in certain quarters, in the September issue of MOTOR SPORT.



Comfort is allied with good performance in the Borgward Hansa 1,500 *2-carburetter sports cabriolet*

These include the 1,800 Borgward Hansa, the 1,800 diesel-engined version, and, of particular appeal to MOTOR SPORT readers, the 1½-litre sports cabriolet, which with twin Solex carburetters and a compression-ratio of 8.5 to 1 against 6.35 to 1 of the normal 1,800 models, is claimed to reach 120 m.p.h. The big 2.4-litre six-cylinder Borgward Hansa is also expected to be on view.

Metcalfe and Mundy, Ltd.

◆ ◆ ◆

BRISTOL **Stand 160**

The Bristol has established an unassailable reputation for being "The Best Car in Britain," to quote a slogan the MOTOR SPORT road test applied this year to the 402 saloon. The 403 is the same beautiful, correctly streamlined, completely and luxuriously appointed motor car in improved form, with a more powerful version of the B.M.W.-base push-rod o.h.v. engine giving a maximum speed in the region of 100 m.p.h. from a mere 2 litres capacity, and modified brakes to complement this new-found performance. This is truly a car to give joy and well-merited pride of possession to the connoisseur, for besides its many sensible and well-made features and its vivid performance, it handles well, possesses a delightful gear-change by a rigid central lever, and is an exceedingly comfortable and restful car to drive.

It is overshadowed in the eyes of discerning enthusiasts only by the "Business Man's Express," as the new Bristol 404 has been termed.



BRITISH GRAN TURISMO—The 2-litre Bristol 404.

When we reported on the preview of the new Bristol 403 in MOTOR SPORT last June we called for a lighter, shorter Gran Turismo version of this splendid car. The 404 is it, and we are delighted to welcome

it! With a wheelbase of a shade over 8 feet, a weight of scarcely much above a ton, and a wind-cheating two-door two-seater coupé body clearly owing much to the sports/racing Bristol coupé which won its class at Reims, the new 404 is a truly exciting motor car. Its engine, still the well-tried 2-litre "six," develops 105 b.h.p. at 5,000 r.p.m. on a compression ratio of 8.5 to 1, or, with sports camshaft and this same compression ratio, 125 b.h.p. at 5,500 r.p.m. Twelve-inch diameter in place of 11-in. diameter brake drums are used, the top-gear ratio is 3.9 to 1, the head resistance is even less than that of the 403, and thus the performance of the Bristol 404 can only be guessed at as exceedingly palatable! Its basic price is £2,500.

Bristol Aeroplane Co., Ltd. (Car Division), Filton, Bristol.

◆ ◆ ◆

BUICK **Stand 130**

The Buick is one of the renowned American cars and on Stand 130 you will be able to see it in 5-litre V8 o.h.v. form, as a Super four-door saloon and as a 180-b.h.p. multi-carburetter Roadmaster convertible coupé. Both these Buicks have Dynaflow hydraulic transmission.

*Lendrum and Hartman, Ltd., Buick Works, Old Oak Lane, London, N.W.*10.

◆ ◆ ◆

CADILLAC **Stand 130**

This famous American make will be exhibited in the well-known 5.4-litre V8 form. A Fleetwood 60 Special and a Series 6219 saloon will be shown, both having Hydramatic transmission and power-assisted steering.

*Lendrum and Hartman, Ltd., Buick Works, Old Oak Lane, London, N.W.*10.

◆ ◆ ◆

CHEVROLET **Stand 147**

The Canadian division of the great American General Motors Corporation will exhibit the six-cylinder Model 1069 WX1 four-door Chevrolet sedan and a Model 1069 WDX1 Bel Air Chevrolet four-door sedan on Stand 147. The chassis has Powerglide automatic transmission and right-hand drive.

General Motors of Canada, Ltd., c/o 23, *Buckingham Gate, London, S.W.*1.

◆ ◆ ◆

CHRYSLER **Stand 163**

The Powerflite-transmission V8 New Yorker de luxe and six-cylinder Windsor saloon Chryslers will be displayed.

Chrysler Motors, Ltd., Mortlake Road, Kew Gardens, Surrey.

◆ ◆ ◆

CITROEN **Stand 145**

The well-tried front-wheel-drive Light Fifteen and six-cylinder Citroëns will be shown, representing safe, well-handling, comfortable French-style vehicles with all-steel saloon bodies.

In addition, interest will be manifest in the 2CV 350-c.c. Citroën, a true baby car, capable of returning a regular fuel consumption of 55/60 m.p.g. and more. This tiny car, designed from the start as foolproof transport for the impecunious, is now exceedingly popular in France and is to be assembled at Slough for the British and export markets.

Its air-cooled, flat-twin o.h.v. engine and ingenious suspension will interest engineers. The basic price in this country comes out at £398.

Citroen Cars, Ltd., Trading Estate, Slough, Bucks.

◆ ◆ ◆

DAIMLER **Stand 164**

Besides the dignified Daimler Conquest saloons, with their fluid flywheel/preselector epicyclic gearbox transmission, Daimler will show a sports model.

This is the new Conquest Roadster, the 2½-litre engine of which develops 100 b.h.p., resulting in the now commonplace claim of a speed maximum in excess of 100 m.p.h. The basic price is £1,180.

Daimler Co., Ltd., Radford Works, Coventry.

◆ ◆ ◆

DE SOTO **Stand 165**

A V8 Firedome 160-b.h.p. four-door saloon with Powerflite fully automatic transmission will be on show.

Dodge Bros. (Britain), Ltd., Chrysler Works, Mortlake Road, Kew, Surrey.

◆ ◆ ◆

DODGE **Stand 165**

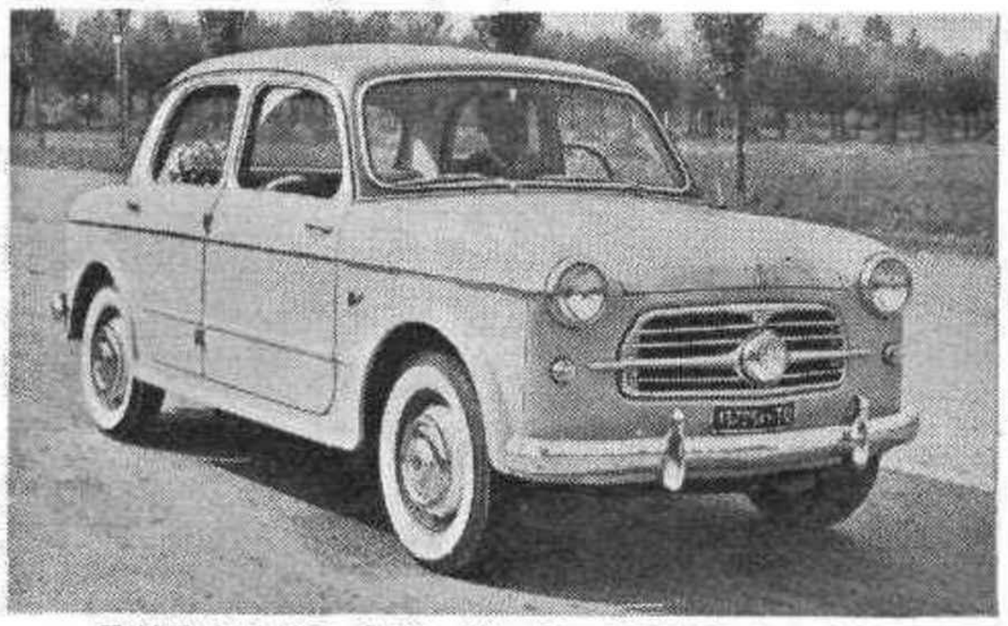
Three of the Chrysler-devised Dodge cars will be shown, including a V8 Coronet Eight.

Dodge Bros. (Britain), Ltd., Chrysler Works, Mortlake Road, Kew Gardens, Surrey.

FIAT **Stand 133**

The great Fiat Company of Turin, apart from an excellent range of family cars and one of the world's only true baby cars, the 570-c.c., 16½-b.h.p. Type 500C, will show a model of exceptional interest to MOTOR SPORT's readers.

This is the 1,100V *Turismo Veloce*, a fast touring saloon developed from the well-established modern version of the Fiat 1,100. Giving 48 b.h.p. against the 36 b.h.p. of the standard car, with no increase in weight, this new model has an outstanding ability to give enjoyment to its driver as he seeks to pack many miles into few hours. It is a beautifully appointed car, yet is able to exceed 80 m.p.h. on its very modest engine capacity.



FAST SMALL CAR—The Fiat 1,100 *Turismo Veloce.*

The compression ratio has been raised to 7.4 to 1, 48 b.h.p. being developed at 5,200 r.p.m. The body is of more striking appearance and better equipped than that of the ordinary Fiat 1,100, and a fog-lamp, a lamp in the luggage boot and another in the engine compartment are sensible additions to this businesslike small car. Other exhibits on this stand will be a 500C Belvedere station wagon, one of the most useful of small cars with a truly small engine, a Type 103 new 1,100 saloon, a Fiat 1,400 with 1,900-c.c., 40-b.h.p., 27-m.p.g. diesel engine, a 1,900 saloon and a 1,900 "full light" saloon. The petrol-engined 1,400 will not be shown, as the space has been used to show the 1,100 *Turismo Veloce.*

Fiat (England), Ltd., Water Road, Wembley, Middlesex.

◆ ◆ ◆

FORD **Stand 137**

The sensational New Anglia and New Prefect are referred to and illustrated elsewhere in this issue. As value-for-money they are obvious and the performance of these light, modern-design 1,172-c.c. cars, in spite of side by side valves, should be of an order to intrigue enthusiasts. They look like having a brilliant future before them in rallies and other competition events calling for brisk pick-up and fine handling characteristics. The Ford Motor Company has a reputation for offering the finest transport value in the industry, backed by a very comprehensive and efficient spares and exchange-units service. This reputation dates back to the era of the immortal model-T, through the A, B, V8 and Popular models to the only recently superseded Anglia Eight and Prefect Ten.

The New Anglia and New Prefect join the Consul and Monte Carlo Rally winning Zephyr Six as small but not "baby" cars which will not only provide sterling transportation for millions but which, with their clever small-car lines and sparkling appearance, will constitute "things of beauty and joys for ever" in the eyes of a large proportion of the world's car-purchasing population. In short, Dagenham has done it again!

True, in relinquishing the earlier transversely-sprung Anglia and Prefect for these coil-spring i.f.s., 1,172-c.c. models, the Ford company relinquished to Standard the distinction of offering the least expensive car on the British market. However, just as the Anglia popped up at Earls Court last year, when it was not billed to appear, and so stole the title of the Show's Cheapest Car from the new Austin A30, so we suspect it will make a last-minute appearance this year, its price reduced to under £400 with purchase tax paid, and if that happens not only will Ford regain its "model-T" status but the old-style Anglia will become available to a fresh strata of buyers eagerly awaiting just such a dependable, economical, common-sense means of personal transportation. In fact, there will then be few aspects of motoring which the Ford Five-Star range does not cover—news of the £275 "Popular" Ford appears on page 600 of this issue.

Ford Motor Co., Ltd., 88, *Regent Street, London, W.*1.

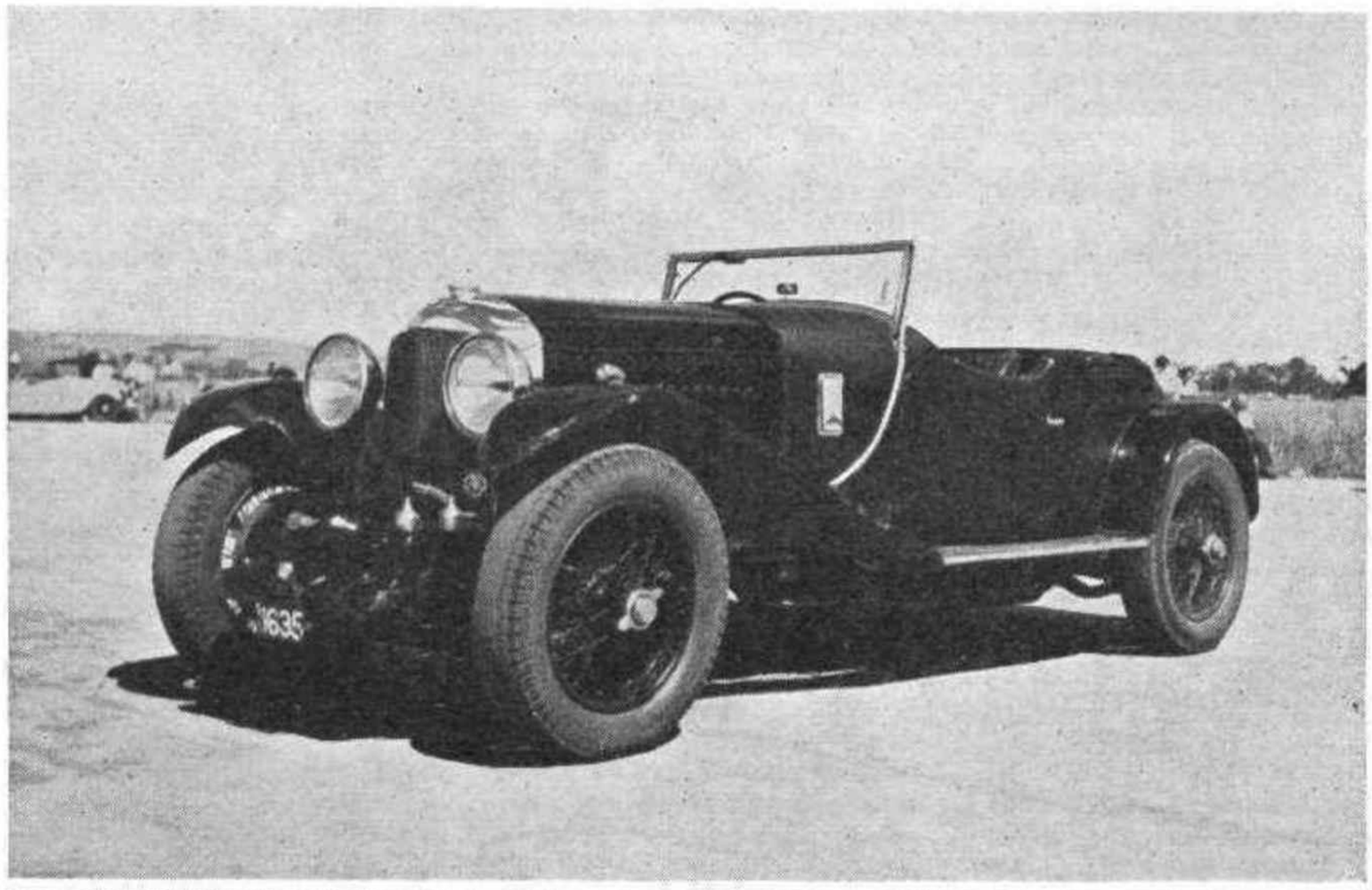
Continued on page 585

MOTORING VARIETY IN AUSTRALIA

In this absorbing article, rather on the lines of those in MOTOR SPORT'S *"Cars I Have Owned" series,*

G. SANDFORD-MORGAN

of Adelaide proves that to the enthusiast motoring for sport is much the same the world over.—ED.



IT COULD BE SILVERSTONE!—The author's 1930 *"blower 4½" Bentley photographed at a speed event "down under."*

EVEN after the passage of some years, I can still remember the feeling I experienced on taking delivery of my first car. With what pride and joy I gazed at it, my eyes blind to its crude body, its decrepit tyres, and its coating of rust and dirt, all quite unimportant when one remembered that, just like a real racing car, it had to be pushed for starting purposes, and that, once started, it made a highly suitable noise, while the absence of unnecessary fripperies such as mudguards ensured that it had the essential rakish air demanded by my ideas of what was right and proper in a motor car.

After the first rapture had abated sufficiently to allow a careful inspection, the machine revealed itself as one of the late-type Rudge-Whitworth-wheeled 14/40 Vauxhalls of 1927 vintage. It had been rebuilt and modified for the 1936 Centenary Grand Prix of 250 miles, over a circuit at Victor Harbour, in South Australia, and as a fascinated schoolboy I had watched that race, thrilled to the core by the several Bugattis and blown M.G.s, and even by the old 14/40, on its few laps—I don't think it finished. By the time I bought the Vauxhall, some years later, for the sum of £15, with a further £10 to follow as and when available, it had reached a near-ruinous state, with its home-made two-seater body in the last stages, but by dint of much towing and hard work it was persuaded to take me home, at dead of night, and quite illegally.

As time went by it was made reasonably reliable, would do an indicated 78 m.p.h., and would stay with a 30/98 up to 55 or so, the 14/40's maximum in third. It weighed just 18 cwt., which, with slightly raised compression and unmerciful thrashing, gave it quite an exciting performance. The four-wheel brakes worked on the rear only, due, not unreasonably, to the fact that the front brakes were discovered to be devoid of shoes. In practice, the brakes had only two positions, off and on, so that braking was resorted to only in the last extremity, with the full knowledge that the result would be a fearful spin, a feat often encouraged by the cantilever rear springing and lack of shock-absorbers. On looking back, the old 14/40 must have been a remarkably safe car, with handling qualities of a fairly high order, otherwise my motoring would have finished then and there. The defective brakes were doubtless very good training for my reactions, since continued existence depended on a highly developed skill in sudden avoidances.

The only time it let me down completely was outside one of the local breweries, when my passenger happened to be the manager's son, so even that had its advantages, and it wasn't long before we couldn't have cared less, anyway. It left me with a very soft spot for the 14/40 Vauxhall, with its smooth, reliable engine, excellent low-speed torque, pleasant four-speed gearbox, sprightly performance and good looks. In fact, I've never been able to understand why anyone bought the contemporary 23/60 model, which had very little more room in it, was extremely lorry-like, used vast quantities of fuel, and lacked the 14/40's performance.

During this period my mother had one of the 1934 10.8-h.p. Coventry Climax-engined Gloria Triumphs. This gallant car was far too heavy for its little engine, but had good hydraulic brakes, a very robust and pleasant crash-type gearbox, and handled well even when thrown about with more enthusiasm than skill. It was on this car that I really leared to drive, a process encouraged by its need to be "Nuvolaried" energetically if you wanted to get anywhere in a reasonable time. The Coventry-Climax engine didn't seem to mind this particularly, apart from needing to be rebored regularly every 10,000 miles; otherwise it was a nice little motor car.

By this time I was in receipt of a Naval income, with little opportunity to spend it, and my own stable was increased by the purchase of a 14/40 D.I. Delage. It was a smooth and comfortable old car, sporting such concessions to social life as a hood, and one sidescreen. Those who have driven French cars of this period will remember that many of them had a mad gear-change, in which reverse, first and second were all in line. As the reverse-stop had long since worn away, I had the car for some days before I discovered first gear, quite by chance, when manoeuvring from second (which until then had been first) to reverse. It didn't matter much, really, since it was of the variety of motor car which seems to have three bottom gears, all equally indirect, and all of which serve equally well for moving away from rest.

The Delage achieved fame by performing the most sensational trick which any car has played on me. When keeping an appointment, to show it to an interested potential purchaser, I performed a stately sweep in the middle of the road and then headed gracefully towards the interested party. Just as I completed this evolution, however, I felt the steering suddenly become heavy, which coincided with a look of horror coming over the face of my waiting victim. On later investigation it was discovered that the front axle had broken in half, before his very eyes! He didn't seem very keen to buy it after that. Otherwise, the Delage was a well-made and refined motor car, not very inspiring, although its identical gear and brake-levers, standing side by side, could be rather amusing.

The Delage having been eventually repaired and disposed of, it was replaced by a 7th Series Lancia Lambda in rather nice order, my first car to have its full quota of lights and instruments, and to be entirely legal. It is mainly remembered for its excellent brakes, quite delightful gearbox, with stubby remote-control lever, and its colossal length. The light and positive controls, and generally beautiful workmanship gave me a very high regard for the Italian as a maker of motor cars, a regard which has been considerably increased by subsequent encounters with vehicles of Italian origin.

About this time I bought in Sydney, on behalf of a friend, a rather stark 30/98 Vauxhall, in which I started off to drive the 1,000-odd miles from Sydney to Adelaide. Just after passing Goulburn, on the Southern Highlands, it blew up with no warning, and at moderate speed, making the most heart-rending noises and strewing its insides over half a mile of road before I recovered sufficiently to stop. I endured two hours in a snowstorm before an Army jeep appeared and towed me into Goulburn. I enlivened the waiting period by trying to keep warm, trotting up and down the road collecting the bits in a sack, having enough shrapnel to start a war museum by the time I was rescued.

Apparently, a piston had broken just above the gudgeon pin, allowing the rod to come clear of the bore and, in the ensuing flailing around, to take the side out of the block, as well as smashing the crankcase, sending tappet-blocks flying, holing the sump on both sides, and jamming two push-rods up into the rocker-box before the *alloy* rod gave up the unequal struggle, and broke. Incidentally, this car was OE 113 chassis, containing OE 112 engine—we afterwards acquired an OE 13 engine, which was duly installed and the car put back into commission. It has since been rebuilt, I'm glad to say, and lives not far from Adelaide. With its original engine it was very fast, but the road-springs had been fooled about with at some stage, with the result that handling was a bit odd.

Another Vauxhall featured for a short time, just before the 30/98. During a brief period when my ship was refitting in Perth, three of us bought a rather tired but well-meaning 14/40, for £28 10s., and sold it, after a breath-taking round of parties, surfing excursions, and races against time back to the ship, for £20, complete with two dead big-ends and a large hole cut in the hood to facilitate an impersonation of Hitler troop-reviewing.

Its Autovac was out of action, which necessitated carrying a regiment of petrol bottles in the back, with which to refuel. It always chose the most embarrassing moments to call for this service, usually selecting a tram-line, so that for a short time the 14/40 became well known as an additional navigational hazard for the Perth motorist. Its lighting department was also non-operational, so that when driving at night we had a set drill laid down for coping with any speed cop who stopped us. At his approach we would stop, leap out, and rush round the car with a great show of headlight-hitting and much side-play with a live wire which happened to live under the bonnet. After watching in a superior fashion for a while the speed cop would then ride off. Fortunately we didn't encounter the same one twice!

In 1946 I was in Sydney, keeping my eyes open for a faster vintage machine, approaching, amongst others, John Crouch, Sydney's leading dealer in interesting cars. He had, at that time, as his personal car, a superb supercharged 4½-litre Bentley, fitted with a very pretty 2/3-seater fabric body, and was achieving a number of successes in competitions with this car. I didn't imagine for a moment that he would sell it, or that I could possibly afford it if he did, but after much discussion he finally offered it to me at a price which, though high, I could just manage. So to my great joy this magnificent car became mine, both the Lambda and the original 14/40 being rapidly disposed of to meet the cost.

The car was a 1930 standard "blower," chassis number SM 3919, the whole vehicle being in very fine order and possessed of really exciting performance. It was a brute in traffic, with its very high gearing and dislike for slow idling, but once clear of traffic it was a glorious machine. The 1,000-mile trip from Sydney to Adelaide still lives very vividly in my memory, one of the highlights being a dice with one of the then new fluid-drive Chryslers being used by the Commonwealth Government. We finally passed it, with its load of M.P.s on their way to Canberra, at a joyous 105 or so, to the fury and awe of the Parliamentary committee.

The readily available maximum, in fully equipped form, was about 105, but it could be cruised effortlessly in the late 70s all day, the fuel consumption being a monotonous 10 m.p.g. whether driven sensibly or not, with the happy result that one never really felt guilty about not driving it sensibly.

It handled on loose or firm surfaces like a small car, and would, in fact, walk away from many a good car on sheer handling alone. The weight of 37 cwt. bluffed the brakes at times, and ruled against the car for sprints and hill-climbs, but I found it a useful trials car, since its great performance made it possible to pick up time and keep to schedule where a lesser car would have to resign itself to being late. (Our Australian trials are mostly in the "Road-race-in-all-but-name" class—though not always intentionally.) The enormous fuel bill, coupled with the necessity for travelling 40 miles to work and back each day, forced me to part with the "blower," but with the greatest possible regret. I have mourned the passing of that car more than any other I've had.

After the Bentley came the first of my M.G.s. This was a 1937 TA Midget, a little car I liked, and which gave 40 m.p.g. while cruising at 60 m.p.h., coupled with good weather protection, excellent brakes, and good handling. It had just suffered a "complete rebuild" when I acquired it, a process which hadn't improved it, so after discovering one thing after another which had been butchered beyond recall, I was not sorry to find a chance to dispose of it.

At this time there were two brothers in Adelaide, one of whom owned a Riley Imp and the other one of the rare C-type Montlhèry M.G. Midgets. I had, for some time, had my eye on the C-type, and when it became obvious that the car's harsh suspension was not improving a spinal injury previously suffered by the owner, I was able to persuade him to try the softer-riding TA and let me have the C-type.

This was one of the original racing machines, actually the car in which Ford and Baumer ran sixth in the general classification and won the 750-c.c. class at Le Mans in 1933. It was brought to Australia in 1936 by Mr. John Dutton, who ran it in the Centenary G.P. at Victor Harbour in that year. It ran very well, finishing fourth or fifth, after 250 miles.

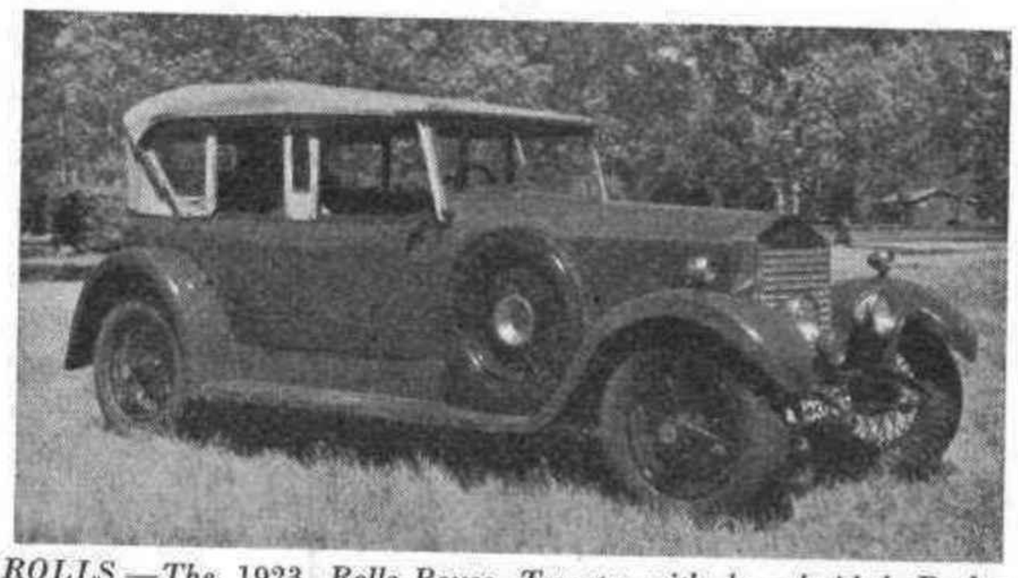
When it came into my hands it was rather far gone, but since I had entered it for a race at Woodside, only six weeks away, the job of revival had to proceed rapidly. Suffice it to say that we got it there, though having to get a previous owner out of bed at midnight on the night before the race to explain the supercharger lubrication system. This device, a Powerplus No. 8, blowing 18 lbs. at 6,500, came to me in an unassembled state and took literally weeks to assemble. It was rather like the worst sort of Chinese puzzle, in that each sub-assembly could be built-up in several different ways, only one of which would mate in with the remainder, with the result that every part had to be assembled and taken to pieces again three or four times before the correct system was discovered.

It finally went like a rocket, but due to the rev.-counter going queer and the oil pressure having been set too low it ran a big-end after passing a racing M.G. TC, while doing about 8,000 r.p.m. in second. Over-revving was a thing to be watched very carefully, since, with the perfect balance of the Laystall shaft and rods it was absolutely smooth even when inadvertently taken to 8,000 r.p.m., giving none of the signs of extension displayed by the average engine.

All told, it was a delightful little car, its handling excellent, despite the usual rather poor M.G. steering, brakes very powerful (the 12-in. P-type drums had replaced the original 8-in.), and the "back-to-front" racing E.N.V. crash-type gearbox one of the nicest I have ever encountered. Maximum speed was about 95-100 in racing trim and on alcohol fuel, but, fully equipped in road form, about 85 on petrol-benzole, when, if driven with an eye on the boost-gauge, it gave about 28 m.p.g. At a later date I replaced the rather ugly and square Le Mans-type body with a pointed-tailed one, modelled on the ex-Bira K3 which was then living nearby. It was in this form when I moved to Sydney for business reasons, having a most adventurous trip, since it was mid-winter and rained most of the way. I had a lot of trouble with the vertical drive to the camshaft at this time, as it proceeded to break-up steadily, in spite of various repairs effected at wayside garages. The last 300 miles were covered at night, with the crankshaft end of the vertical drive slowly chewing its way through the keyway, so that every 20 or 30 miles I had to stop and advance the camshaft a tooth to counteract the movement down below. On reaching Sydney the camshaft was found to be a full turn ahead of its normal turning!

During this period, while all available finance was being poured into the M.G., I had a succession of assorted machinery for daily transport. First came an o.h.c. Morris Minor, bought in a fit of despair one cold wet winter's night when I couldn't face the thought of driving home in the acute discomfort of the unprotected M.G. This faithful little car took me several thousand miles, with no real trouble, except for the occasional shedding of a wheel and the necessity for driving with one leg hooked over the gear-lever to ensure that communication with the rear wheels was maintained. When the Morris reached a stage of decay in which the radiator was full of oil, the sump full of water, and the body apt to fall off whenever a corner was taken with any enthusiasm, it was swiftly exchanged for an Austin Seven fabric saloon, my first saloon car.

This was fun for a little while, but always felt as though it was about to turn over. It probably was. It was sold and replaced by a 1922 Hurtu tourer. This car was one of three chassis bought in Paris by a wealthy station-owner and brought out to Australia for use on his property. It was soon obvious that they had too little clearance, so that all three were sold, this particular car being fitted with a touring body by a local coachbuilder and bought by an eccentric musical old gentleman, later my choir-master, during whose ownership I had several terrifying rides in it.



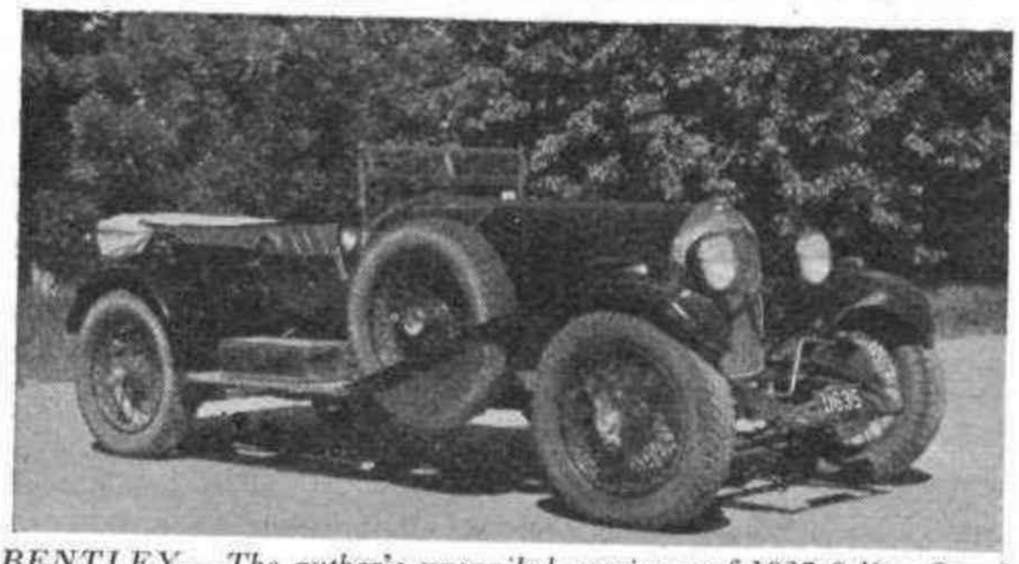
ROLLS.—The 1923 Rolls-Royce Twenty with barrel-sided Barker body which served so well in Australia in spite of being decidedly second-hand when purchased.

It was a delightful old car, of advanced design for its day, having an o.h.v. four-cylinder engine of about 14 h.p., four-speed gearbox with right-hand gate change, and large four-wheel brakes. The whole car was beautifully made, rode, handled, and went well, had excellent Ducellier lights, and was not unlike a contemporary de Dion in appearance. Most notable piece of equipment, fitted by the aforesaid musical gentleman, was a large figurine of a London policeman, who stood on the rear number-plate bracket and put up a huge hand for the benefit of following traffic whenever the brakes were applied.

As it was essential for me to have reliable transport, immediately I reached Sydney I reluctantly part-exchanged the C-type for a spotless red TC only a few months old. On the whole the little C-type had been quite reliable, although rather moody when asked to go really fast in competition, but the glorious tearing-calico exhaust-note, the joyous yowl from the straight-cut backend and gearbox, and the scream of the blower all combining in that wonderful symphony of the factory-built racing car are things that one cannot forget quickly, nor can you forget the feeling of exhilaration to be derived from driving a car which has and does these things.

The TC gave me enjoyable " Safety Fast " motoring plus a little mild competition, until I once more fell in love with a Bentley. A 3-litre this time, and of all 3-litres probably one of the best in existence today. A short-chassis Speed Model, built in 1927, having the late-type engine, C-type gearbox, 19-in. wheels, and fitted with the classic Vanden Plas fabric four-seater body, finished in racing green. It came into my hands from a Sydney enthusiast-dealer who had heard of its whereabouts from a chance acquaintance in a pub. He had rushed straight off into the country, where he finally ran it to earth and talked the late owner's father into parting with it. It had belonged to a Spitfire pilot shot down in the Battle of Britain.

This Bentley had been on blocks since 1939, but once started and its tyres blown up it took its proud new owner the 250 miles to Sydney in fine style. He proceeded to refurbish it, with new hood, tonneau-cover, hood-bag, and spare wheel-covers, have the wheels shot-blasted and stove-enamelled, and the brake drums plated, all to such good purpose that the car was judged the winner of a concours d'elegance held in Sydney at this time. It was just after this that I managed to talk him into parting with it. Apart from its good looks—its beautiful condition and the fact that it had scarcely been modified at all from its original specification, made it look almost too wonderful to be true—it was a very satisfactory car to own, since

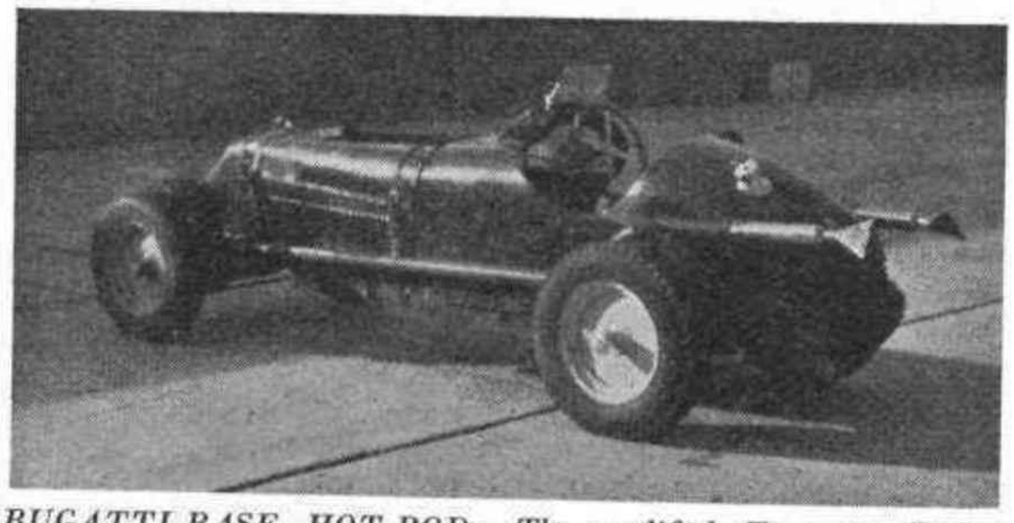


BENTLEY.—The author's unspoiled specimen of 1927 3-litre Speed Model Vanden Plas four-seater.

it performed outstandingly well and handled as well as any normally-sprung car I've driven, except on loose surfaces, when the tail tended to get a bit skittish.

At that time I was living in Bathurst, 130 miles from Sydney, where lived a friend who had a superb 4½-litre fabric Vanden Plas four-seater tourer, which he had rebuilt completely, even to the extent of recovering the fabric body. The sight of these two beautifully-preserved Bentleys parked side by side outside the local pub was really something, particularly in Australia. A bit shattering to the nerves of the locals pouring out at closing time, however!

While doing my normal motoring in the Bentley I was first of all lent, and later I bought, a very quick machine, which I used on the road, and with which I competed in a few sprints and hill-climbs. This was a " special," consisting of an American " hot-rod " engine fitted into a chopped-about Type 40 Bugatti chassis. The engine was a Mercury, given all the approved treatment and fitted with a full set of " Eddie Meyer " equipment (consisting of special heads, valves, pistons, carburetters, camshaft, ignition, etc.), which Mr. Meyer advised would encourage it to produce about 220 b.h.p. at 6,500 r.p.m. on 11 to 1 compression and alcohol fuel. This, in a car weighing 18 cwt., and still retaining Bugatti handling and steering, was great fun. It was perfectly docile and very flexible, while speeds of 120 m.p.h. or more could be turned up with little effort, according to the rev.-counter, which seemed quite accurate, while incredible averages could be put up, only hampered by the rather feeble brakes, all this excitement tending to leave the Type 40 brakes a bit breathless.



BUGATTI-BASE HOT-ROD.—The modified Type 40 Bugatti with " hopped-up " Eddie Meyer Mercury V8 engine, sad fate for a Molsheim product.

The carburetter had an unnerving habit of allowing the accelerator-pump linkage to go over centre, when the throttle was opened with more than usual enthusiasm. This happened one day when the little bit of Bugatti bicycle chain, acting as a brake compensating device, had broken, thus rendering the foot-brake useless, so that I had only the very disinterested hand-brake to assist me in restraining 220 b.h.p. It was in top gear at the time and, taking no notice whatsoever of the hand-brake, set off in fine style, even the ignition-switch failing to work in this emergency. In the end I had to throw it out of gear—it seemed hours before it finally stopped and allowed me to scramble out and unstick the throttle, with the engine rising to a heart-rending scream and the rev.-counter sitting steadily on 6,800 r.p.m. I still can't imagine why it didn't disintegrate.

At this time the Bentley passed on, a broken piston and the need for a new set of tyres being rather more than I could cope with financially, and was replaced, firstly, by a pretty little boat-shaped Riley Nine two-seater, " Plus Ultra " Series, I seem to recall, and then by a well-preserved Baby Austin tourer. I was very fond of the Seven, but the Riley used to burn out its crankshaft-driven generator whenever it was pushed along, which became rather tiresome.

I now bought the remains of a 30/98 Vauxhall, OE 244, which a friend had had the misfortune to write off, fortunately, however, without damaging the engine or gearbox. I eventually rebuilt it, using the chassis and rear axle of OE 13, whose engine I had managed to get some years before, to enable OE 113 to be recommissioned. I drove this car very little in its rebuilt state, but the brakes, of normal 30/98 type, worked well, and its balanced crankshaft engine with high-compression pistons, combined with the special close-ratio gearbox, and road weight of 26 cwt., propelled it very satisfactorily.

About this time I made a very interesting trip to Adelaide and back from Bathurst, covering in all about 3,000 miles in just under

Continued on page 607

"MOTOR SPORT" and its ADVERTISERS

Sir,

I think you will have gathered that the generally accepted view today is that MOTOR SPORT is far and away the best book of its kind published.

The outspoken word is really refreshing and one gets the opinion that most other books have to be so very careful what they say, for fear of offending the big advertisers.

As a book obviously published by the enthusiast for enthusiasts (with apologies to one of your advertisers), I think a small section could be given now and again to the amateur mechanic.

By this I mean encourage certain firms to advertise, those specialising in machining, etc.

How often do we poor mortals get more worry from finding a firm to do a small job like machining down a head, or skimming brake drums, or skimming down and lightening a flywheel, than we do in the rest of a major job? I know that always happens to me, anyway!

Can anything be done about this, please?

With the very best of good wishes and many thanks for carrying the flag so well.

I am, Yours, etc.

Bromley. R. A. FARROW.

Our primary reason for publishing this is the hope that the specialist firms in the light engineering industry will be able to help our correspondent and other amateur mechanics who are finding the same difficulty.

In the course of his letter this correspondent states that "The outspoken word is really refreshing and one gets the opinion that most other books have to be so very careful what they say, for fear of offending the big advertisers." This view has been expressed by so large a number of correspondents that we feel the moment is opportune to enlarge upon it.

With its readership of well over 100,000 MOTOR SPORT is an excellent advertising medium, that is used with satisfaction by those who have goods to sell. That the magazine is appreciated by readers and of benefit to advertisers is naturally very satisfactory to us. The fact remains that MOTOR SPORT costs a great deal of money to produce and, in common with other journals and newspapers, is dependent on advertising revenue to enable it to present news and pictures in the best possible style. Nevertheless it has always been our aim to be outspoken where necessary and to report as fairly as possible what we see rather than what we would like to see.

There are advertisers who have sought to control what we say about their products and when the editorial policy has made it necessary to criticise they have withdrawn their advertising and tried to persuade others to do the same.

One Leader of Industry has gone so far as to tell us that we are unpatriotic and even communistic in our policy. It has also been suggested to us that no respectable motoring journal should criticise the shortcomings in British cars.

Such suggestions, if listened to and acted upon, would undermine the Freedom of the Press and in our opinion would, in the long run, be detrimental to the good name and progress of the British motor industry. Moreover, what value is continual praise, written with advertising revenue ever in mind, and untempered by fair criticism?

We are repeatedly asked for road-test reports by readers who wish to purchase a modern car. Test reports are not usually available because the manufacturers wish to control matter that should be presented impartially to our readers, and when not allowed to do so, make excuses to put off indefinitely the proposed test.

With all the criticism from Overseas Buyers that has appeared in MOTOR SPORT, not one P.R.O. has availed himself of our columns to correct a false statement, if there be one, or to explain the difficulty that results in the weakness referred to.

Readers cannot fail to have observed that certain advertisers have ceased to support us and from this they presumably have drawn their own conclusions.

The policy of MOTOR SPORT remains a genuine endeavour to present to our readers the unbiased facts as we see them, and it is up to the publicity personnel of those manufacturers who appear upset by our policy to ask themselves whether it is not time that they made use of our pages as a medium in which they may meet criticism and state their case. In the meantime we are gratified that our policy finds favour with an ever-increasing readership, representing perhaps some of the most discerning motorists in the world.—W. J. T.

C.U.A.C. LITTLE RALLY

A 200-mile closed-to-club rally in the eastern counties will be held by the Cambridge University A.C. on November 22nd. The start will be at 9.30 a.m. from the Leys School. Closing date for entries is November 15th and entry forms are obtainable from I. C. Brander, St. John's College, Cambridge.

MASERATI TRY-OUT AT MONZA

At the end of the practising period for the Italian Grand Prix a number of drivers were allowed to try the spare Maserati for a few laps, and immediately other drivers began to take notice. On the Monday after the race the queue for accepting the invitation was quite long. While all the rest of the *equipe* had returned to Modena, the car that Mantovani and Musso had driven into seventh place in the Grand Prix was left behind, with a lone mechanic to look after it. Lugo, the team chief, got various "foreign" drivers to sign a blood-chit and then let them take the car round for five laps. With braking-point marker boards removed and various hazards around the track, such as straw bales and workmen, times did not mean anything, but the line of drivers who just wanted to "see what it was like" included Wharton, Salvadori, Rosier, Schell, Trintignant, Claes, Fitch and an unknown gentleman who seemed the only likely one to be in a position to purchase the car. As the car had completed 80 laps the day before, drivers were asked to respect a rev.-limit of 8,000 r.p.m.; in the race it had been taken to well over 9,000 r.p.m.



MASERATI DAY AT MONZA.—Trintignant being pushed off.

Changing into top along the finishing-straight, at 8,000 in third gear brought everyone to the beginning of the line of pits as they changed, whereas in the race Mantovani had gone well past the pits before changing into top. Altogether the car covered 104 laps in the hands of the various drivers and during that time it never missed a single beat, nor had it done during its 80 laps the day before. By the end of the day it had become rather dirty, a certain amount of play had developed in the steering-box, the rear suspension had begun to wear, causing some instability, and one front brake was showing a tendency to snatch on. The shock-absorbers and springing were still functioning perfectly, the plugs were looking extremely comfortable, and the brakes were only adjusted once. Before Trintignant put in 10 serious laps to complete the day the mechanic had a quick look round all the possible weak points in the car and could find nothing wrong. It was certainly an impressive demonstration of the reliability of the A6G Maserati, and if the impression was gained that Lugo was viewing Trintignant as a possible member of the 1954 Maserati team, then I hope it was a correct one.—D.S.J.

ANNOUNCEMENT BY ANDRE COMPONENTS

The entire shareholding of the old-established company of Andre (Components), Ltd., the shock-absorber and component manufacturers, has been purchased by Lieut.-Col. Hugh Simmons. Mr. Len Harris, who has been associated with the company for close on thirty years, will remain as director and general manager.

SOUTHSEA M.C. PRESIDENT'S TROPHY TRIAL (Oct. 18th)

President's Trophy (Best Performance of the Day) : C. R. Chappell, 18 marks lost
S.M.C. Trophy (Next Best Performance) : M. R. B. Cannon, 20 marks lost.
Ansell Trophy (Best Performance by Member of Promoting Club) : R. W. Faulkner, 24 marks lost.
First-Class Awards : M. H. Lawson and H. Sweeney, each 28 marks lost.

RAPIER REGISTER

The first annual general meeting of the Rapier Register, which was held near Bromsgrove on September 27th, resulted in the attendance of what must be a record number of Lagonda Rapier and Rapier cars. It was resolved to concentrate on the continued expansion of the present comprehensive technical advice, service and spares register. Full details are available from the Hon. Sec., G. D. Speight, 473, Manchester Road, Sheffield, or the Asst. Hon. Sec., E. M. Lane, 123, Whyteleafe Road, Caterham, Surrey.

A ROVER CLUB ?

P. A. Brooke, 7, Carrsvale Avenue, Urmston, Manchester, would like to hear from vintage Rover owners, especially those with 9/20 and flat-twin air-cooled Eights, with a view to forming a club.

1940 RILEY 12-H.P. 1½-LITRE saloon, same mechanically as post-war model. Six-light bodywork. Large capacity boot. Fitted radio. 46 lb. oil pressure, hot. Black cellulose, with red leather interior. Exceptional opportunity at **295 gns.**

RILEY KESTREL, late 1935. Just had £65 spent on engine and gearbox; engine completely overhauled. Sleeved, bored, shaft ground—since when less than 1,000 has been run. I myself have used car over last month. Bodywork and wings are completely free from corrosion or bumps but woodwork wants renewing in several places—front door pillars, door bottoms, rear wheel arches. For this reason **£97 10s.** secures.

BENTLEY SALOON, 4½-LITRE, 1930. Ch. PL 3484; registered April 10th, 1930. Immaculate condition after nearly £300 refurbish, including wheels reduced and respoked to 18 in., fitted 6.50 by 18 new Goodyear Eagles. Latest Lucas P.100s (alone cost £47). Body is all metal and fitted built-in luggage boot. "D" box. This car is fitted rev.-counter and is by far the best Black Label I have ever driven. Chrome radiator in brand new condition. Whoever is first to see this lovely car will undoubtedly purchase. I will accept **£255,** which is considerably less than has been spent on car. I am shortly having car photographed and will illustrate in December edition in the unlikely event that car is still unsold.

1939 RILEY 12-H.P. 1½-LITRE ADELPHI saloon. **Fitted overdrive** and 3-speed manual synchromesh gearbox. One previous owner only. Faultless mechanically. Black, with beige hide interior. **295 gns.**

1938 RILEY BIG FOUR ADELPHI, illustrated last month's "Motor Sport." Owing to client not being acceptable to hire purchase company, this lovely thoroughbred is now available for immediate delivery reduced to **295 gns.** No offers as I myself paid more for car.

Sensible exchanges at realistic present-day prices entertained on any of above cars. Hire purchase also can be arranged.

H. MIDDLETON, (AUTOMOBILE ENGINEER), **13 TICKHILL ROAD, BALBY, DONCASTER.** *Tel.:* 53901

MOTORING BOOKS

NEW :

	Post free
LE MANS 1953, by D. J. Scannell	3/–
MOTORING CAVALCADE, by W. J. Bentley	16/9
"THE MOTOR" ROAD TESTS 1953	5/6
"THE AUTOCAR" ROAD TESTS 1953	5/6
ROLLS—MAN OF SPEED, by Laurence Meynell	10/–
WHO'S WHO IN THE MOTOR INDUSTRY	38/9
1953 AUSTRALIAN MOTOR CYCLE GUIDE	6/–
MOTOR CYCLES IN COMPETITION, by Hank Wienand Bowman	3/–
THE OLD-TIME AUTOMOBILE, by John Bentley	3/–
Tom McCahill on SPORTS CARS	3/–
BEST HOT RODS, by Eugene Jaderquist and Griffith Borgeson	3/–
HOT ROD HANDBOOK	3/–
THE JOHN COBB STORY, by S. C. H. Davis	13/–
BRITISH CARS 1953 by Peter Chambers	6/6
1953 MOBILGAS ECONOMY RUN, by Floyd Clymer	13/–
LIFE BY TED HORN, by Russ Catlin	16/–

RECENT TITLES AND REPRINTS :

STIRLING MOSS, by Robert Raymond	15/6
MERCEDES—Pioneer of an Industry, by Alexander E. Ulmann	16/–
GET A HORSE !, by M. M. Musselmann	32/9
UP THE STRAIGHT with Russell Brockbank	8/–
FLOYD CLYMER'S CATALOGUE OF 1953 AUTOMOBILES	12/–
THE BOOK OF THE AUSTIN SEVEN AND EIGHT, by Staton Abbey	5/6
PRACTICAL AUTOMOBILE ENGINEERING ILLUSTRATED—Third Edition	17/3
TRUE'S AUTOMOBILE YEAR BOOK 1952	3/–
CUSTOM CARS 1954 ANNUAL	6/6
DREAM CARS, by Fred Horsley	6/6
HOT ROD YOUR CAR, by the Editors of HOT ROD Magazine	6/6
HOT RODS, by the Editors of HOT ROD Magazine	6/6
CUSTOM CARS, by the Editors of MOTOR TREND	6/6
SPEED AND SPORT, by the Editors of AUTO Magazine	6/6

	Post free
CALIFORNIA BILL'S FORD SPEED MANUAL	16/–
FIBERGLAS AUTO BODY CONSTRUCTION, by John A. Wills	23/9
GRAND PRIX RACING—Facts and Figures 1894-1952, by Monkhouse	42/9

MISCELLANEOUS :

BUILDING AND RACING MY "750," by P. J. Stephens	12/6
CRAZY JOURNEY, by Alan Hess	13/–
THE SECOND-HAND CAR OWNER, by B. Way and N. D. Green, A.M.I.Mech.E.	6/6
HORSELESS SAVAGES, by W. H. Charnock	6/6
THE RILEY NINE MANUAL, by J. A. Robson	9/–
THE M.G. WORKSHOP MANUAL, by Blower	31/3
SOUPING THE STOCK ENGINE, by Roger Huntington	16/–
HOW TO HOP UP FORD AND MERCURY V8 ENGINES, by Roger Huntington	16/–
HOW TO HOP UP CHEVROLET AND G.M.C. SIX-CYLINDER ENGINES, by Roger Huntington	16/–
SPEED FROM THE SPORTS CAR, by "Calculus"	16/–
THE SPORTS CAR ENGINE, by "Calculus"	12/–
SPECIAL RACING CARS AND HOT RODS OF THE WORLD, by Hank Elfrink	12/–
THE MODERN CHASSIS, by Hank Elfrink	16/–
KINGS OF THE ROAD, by Ken Purdy	38/3
EXPENSIVE NOISES, by S. C. H. Davis	5/6
ROUND THE BEND with Brockbank	4/–
FORMULA II, by Gregor Grant	13/–
FRENCH GRAND PRIX, 1906-1914, by Kent Karslake	8/–
FULL THROTTLE, by Sir Henry (Tim) Birkin, Bt.	9/–
GERMAN RACING CARS AND DRIVERS, by Gunter Molter	16/–
GRANDS PRIX 1934-1939, by Rodney Walkerley	9/–

FOR THAT TRIAL OR RALLY :

BLACKWELL MK. I AVERAGE SPEED CALCULATOR	11/–
"BUX" MAP MEASURER	£5 3s.

FREE STOCK LIST OF MOTORING BOOKS ON REQUEST

F. & E. STONEHAM

(MOTOR BOOK DEPT.)

OF 79, CHEAPSIDE, LONDON, E.C.2

CITY 5316

Continued from page 579

FORD (CANADA) **Stand 143**

The Canadian Fords will comprise V8 cars with a choice of normal synchromesh gearbox, this gearbox incorporating an overdrive, or automatic Ford-O-Matic transmission.

Amongst the 41 " Worth More " features we are especially happy about the Power-pivot clutch and brake pedals, Centre-fill fueling, Full-circle visibility, Hull-tight construction, Magic-Aire heating, Flight-style " control panel," I-REST safety glass, Silent-doorman front door checks, Viscous Control shock-absorbers, Magic-action double-sealed brakes, Automatic Power Pilot and Fordomatic Drive.

Lincoln Cars, Ltd., Great West Road, Brentford, Middlesex.

◆ ◆ ◆

FORD S.A.F. **Stand 115**

Look for the new Minstrel-V8-powered Vendome and improved Ford Vedette on this stand.

Ford S.A.F., Poissy (Seine and Oise), France.

◆ ◆ ◆

FRAZER-NASH **Stand 119**

Mecca of all sports-car followers, you and I will dally a long time at Stand 119, examining, probably over a wooden barrier, some of the finest, fastest, starkest sports cars made in England, with the Brothers Aldington presiding over them as High Priests of the Frazer-Nash Cult (late the Chain Gang).

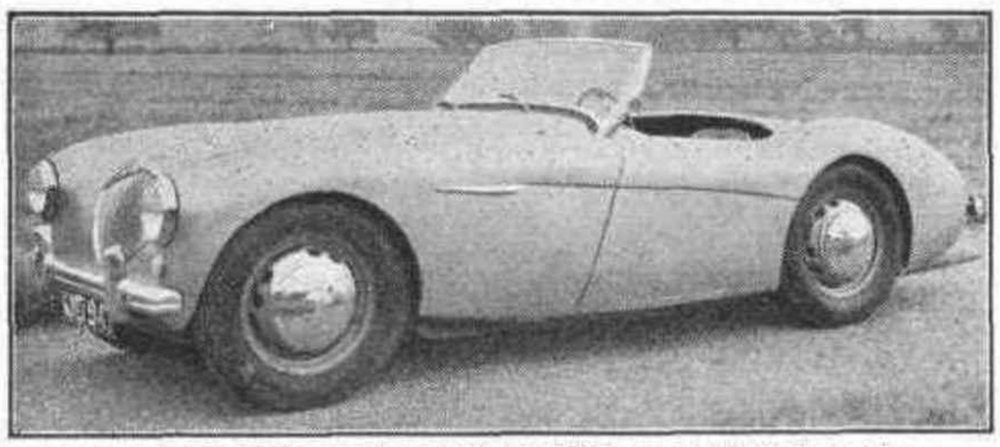
You will see the fixed-head coupé which won the 2-litre class at Le Mans, the Mark II version of the Competition two-seater with the recently-introduced de Dion back axle. centre-lock wire wheels and Lockheed hydraulic brakes, and a stylish Targa Florio all-enveloping two-seater on which these items of the latest Frazer-Nash specification may be ordered from the Isleworth factory as extras. The engines remain the great 2-litre Bristol units out of B.M.W., available in 140-b.h.p. sports and less potent *Turismo* forms.

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

◆ ◆ ◆

HEALEY **Stand 113**

The exciting, compact, lightweight Austin-Healey 100 with Austin A90 power unit will attract the Austin sports-car enthusiast



THE PROPER WAY TO MAKE A SPORTS-CAR—
The Austin-Healey 100.

to the Healey stand. The car has recently established some very imposing new records at Utah and in standard form should better 110 m.p.h.

Donald Healey Motor Co., Ltd., The Cape, Warwick.

◆ ◆ ◆

HILLMAN **Stand 136**

The well-established Minx medium-sized family saloon, which was considerably redesigned some months ago, and at the same time re-styled, will occupy this stand, in saloon and convertible forms.

Hillman Motor Co., Ltd., Ryton-on-Dunsmore, near Coventry.

◆ ◆ ◆

HUDSON **Stand 138**

Four 34.8-h.p. Hudson Hornet four-door sedans will be shown on this stand.

Hudson Motor Car Co., Great West Road, London, W.4.

◆ ◆ ◆

HUMBER **Stand 148**

The range of dignified medium and large-capacity Humber saloons remains unaltered for 1954 but prices have been reduced materially.

The exhibits embrace the Mk. V Humber Hawk, the Super Snipe which was in the news this time last year by reason of a fast across-Europe run under winter conditions in the capable hands of Stirling Moss and Leslie Johnson in its then new improved-performance guise, and the big Pullman eight-seater limousine and Imperial saloon, both of which have recently had their former side-valve engines replaced by 7-litre o.h.v. units.

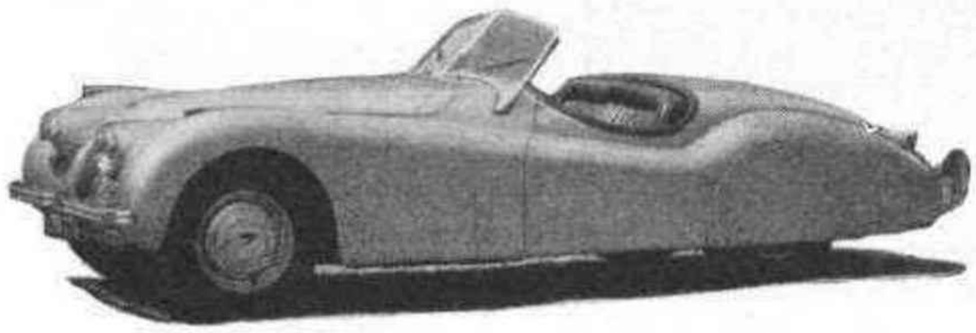
The Super Snipe, capable of speeds in excess of 90 m.p.h., will draw the sportsmen who have families to transport.

Humber, Ltd., Ryton-on-Dunsmore, near Coventry.

◆ ◆ ◆

JAGUAR **Stand 162**

The Jaguar range of handsome Mk. VI saloon and sports XK120, high-performance cars at competitive prices, using efficient twin overhead camshaft six-cylinder 3½-litre engines, remains unaltered for the coming season.



*EYE-CATCHING, REALLY FAST CAR—The Jaguar XK*120.

An attraction on this stand will be the Le Mans-winning XK120C Competition Jaguar, proudly wearing the British green.

Jaguar Cars, Ltd., Coventry.

◆ ◆ ◆

JENSEN **Stand 139**

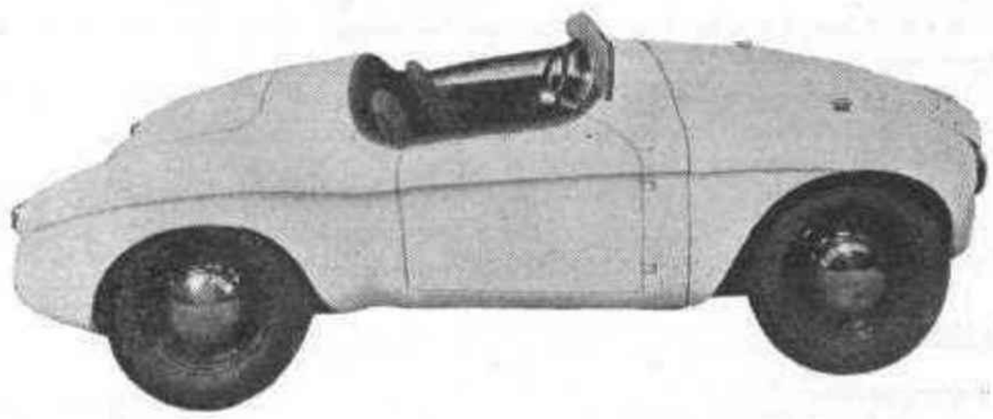
The 100-m.p.h. very smart Interceptor Jensens will make a big appeal to visitors to Stand 139. They have Austin Princess engines and the transmission incorporates Laycock de Normanville overdrive.

Jensen Motors, Ltd., Carters Green, West Bromwich, Staffs.

◆ ◆ ◆

JOWETT **Stand 159**

Jowett, although in difficulties over bodies for their Javelin, show a saloon and saloon de luxe on Stand 159. These cars have the Series III flat-four 1½-litre engine, of which a long development story was featured in MOTOR SPORT this year—ask at the stand for a reprint.



FAST VERSION OF THE JUPITER,
with plastic body—The R4.

The main interest centres round a new R4 version of the 1½-litre sports Jowett Jupiter. This is a Le Mans replica, with 8.5 to 1 compression ratio, giving 64 b.h.p. at 4,300 r.p.m. and having a 4.44 to 1 top gear ratio with overdrive an optional extra. 5.90 by 15 tyres are used and the wheelbase is 7 ft. 0 in. This is an exceedingly compact 1½-litre sports/racing car, yet its cockpit is roomy and there is ample space for luggage. It is claimed to be able to exceed 100 m.p.h. The fan is electrically driven, under thermostatic control, so that it is normally inactive but boosts the cooling in traffic or 'up an Alp.'

The Show exhibit is finished in cream with contrasting upholstery. It is backed up by a Mark 1A Jupiter sports convertible. a very smooth, fast, snug car.

Jowett Cars, Ltd., 48, Albemarle Street, London, W.1.

◆ ◆ ◆

KAISER **Stand 116**

Exhibits on Stand 116 will comprise two six-cylinder Kaiser Manhattan sedans with Hydramatic transmission and a six-cylinder Henry J. de luxe saloon.

Steele, Griffiths and Co., Ltd., 295, Camberwell New Road, London, S.E.5.

LAGONDA **Stand 132**

A particularly refined and technically-advanced high-performance car, the W. O. Bentley-conceived Lagonda has independent suspension all round and a high-efficiency twin overhead camshaft six-cylinder power unit.

At Earls Court it will be seen in new form, the engine size increased from 2.6 to 3 litres, so that 140 b.h.p. is developed, and the car given a fresh external appearance. A rev.-counter and radio are now included in the standard equipment.



LUXURIOUS—The 3-litre Lagonda.

A saloon and a drophead coupé will be exhibited and here you see a British quality car which sells in the U.K. for a price comparable with the basic price of many cars in the same class—£3,202 15s. 10d.

The outstanding features of cruciform-braced chassis, hypoid final drive and the aforementioned all-independent suspension are naturally retained.

Lagonda, Ltd., c/o David Brown Companies, Meltham, Yorks.

◆ ◆ ◆

LANCHESTER **Stand 156**

Lanchester Fourteen and Leda saloons will presumably occupy Stand 156. In addition the new luxury 2½-litre Lanchester Dauphin Hooper two-door high-performance saloon will be a centre of covetous attraction.

Lanchester Motor Co., Ltd., Radford Works, Coventry.

◆ ◆ ◆

LANCIA **Stand 126**

The excellence of the Italian Lancia needs no embellishment from us! Two versions of the Aurelia will be shown, a 2-litre B22 saloon and a 2½-litre Gran Turismo sports saloon. The latter develops 118 b.h.p. at 5,000 r.p.m. and can very comfortably exceed 100 m.p.h.

A 1,090-c.c. Lancia Appia will also be shown—a small car to make your mouth water.

Lancias have achieved notable victories in this season's competitions and are likely to run a Grand Prix team next year, so you cannot afford not to dwell on this stand.

Naturally, Lancia's well-known constructional features of narrow-vee engines—six-cylinder on the Aurelias, four-cylinder on the Appia—are retained, together with their well-known coil spring i.f.s.

Lancia (England), Ltd., Lancia Works, 372, Ealing Road, Alperton, Middlesex.

◆ ◆ ◆

LINCOLN **Stand 143**

The Lincoln, exhibited in Cosmopolitan and Capri styles, is a truly advanced American car, using a 205-b.h.p. 90 deg. V8 o.h.v. motor, Hydramatic hydraulic transmission and power-steering and braking. These luxury products of the Ford Motor Company will be offset by the experimental X-100 Lincoln.

Lincoln Cars, Ltd., Great West Road, Brentford, Middlesex.

◆ ◆ ◆

MERCEDES-BENZ **Stand 142**

On this stand the great Mercédès-Benz exhibits will exude an air of dignity, purposeful performance, beautiful finish and technical brilliance.



CAR FOR THE CONNOISSEUR—The 300S Mercédès-Benz.

The 3-litre Type 300 and faster Type 300S will be exhibited, respectively, in saloon and coupé forms. The specifications of these fine cars were given in the September issue of MOTOR SPORT.

In addition there will be on the stand a small Type 180 Mercédès-Benz saloon, a diesel-engined Type 170SD saloon, and a diesel engine shown separately.

Mercedes-Benz (Great Britain), Ltd., 111, Grosvenor Road, London, S.W.1.

◆ ◆ ◆

MERCURY **Stand 143**

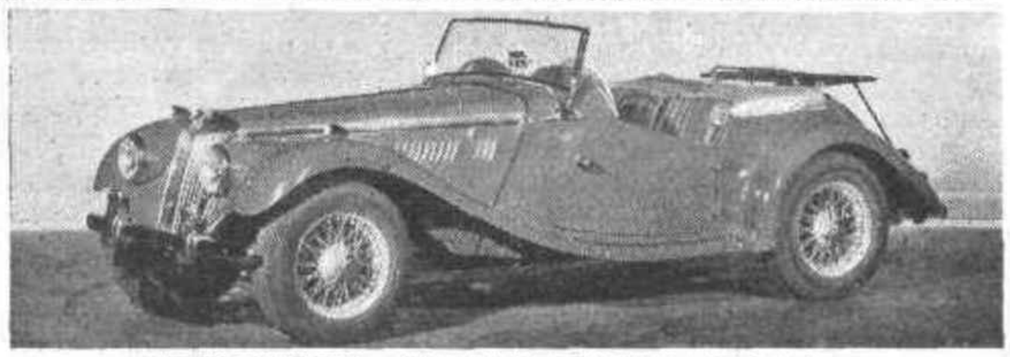
On the Lincoln stand will be exhibited an example of a V8 Mercury Monterey station wagon with Merc-O-Matic torque-contester/planetary transmission.

Lincoln Cars, Ltd., Great West Road, Brentford, Middlesex.

◆ ◆ ◆

M.G. **Stand 153**

The famous TD M.G. Midget, so popular in America, where 25,000 have been sold since 1946, will be seen in revised TF form, its appearance altered by a sloping radiator, more domed mudguards, and its performance elevated by the use of raised compression-ratio (8.0 to 1), larger valves, stronger (150 lb.) valve springs and 1½-in. dia. carburetters for the push-rod o.h.v. 1,250-c.c. four-cylinder engine. This should produce speeds in excess of 90 m.p.h., the new engine being virtually the old Series II TD. Detail changes include a quick push-button release for the bonnet, concealed drive for the electric drive motor of the screen wipers and central grouping of the instruments with open glove box on either side.



RESTYLED—The M.G. Midget in TF style.

A new saloon will also feature on this Stand in the form of the new 1½-litre Magnette (famous name revived) which has a 60-b.h.p. 1,489-c.c. M.G. engine of new design in a stylish saloon with a wheelbase of 8 ft. 6 in.

The basic price of the TF Midget is £550 and of the new M.G. Magnette £645. These cars represent the passing on to the customer of answers to lessons derived from competition motoring. Our readers will crowd round in consequence, particularly to compare the lines of the TF Midget with those of a TD.

M.G. Car Co., Ltd., Cowley, Oxford.

◆ ◆ ◆

MORGAN **Stand 120**

We have not received details of these exhibits but Morgans will presumably show their willing, Vanguard-engined Plus Four, a sports model in the old tradition, but probably with a "new-look" frontal aspect for 1954.

Morgan Motor Co., Ltd., Pickersleigh Road, Malvern Link, Worcs.

◆ ◆ ◆

MORRIS **Stand 157**

The British Motor Corporation continues to offer the splendid-handling, economical, good-looking Morris Minor, nowadays, of course, using an Austin A30 800-c.c. o.h.v. engine. A new and attractive model is the Morris Minor Travellers' Car, a utility-bodied vehicle which costs a basic £422 10s. in spartan or £438 in de luxe form and will have manifold uses.

Morris Motors, Ltd., Cowley, Oxford.

◆ ◆ ◆

NASH **Stand 114**

Here you can see a Nash Ambassador four-door sedan, a two-door Nash Rambler Country Club sedan and a Nash Station Wagon.

Nash Concessionaires, Ltd., Nash Street, Albany Street, London, N.W.1.

◆ ◆ ◆

OLDSMOBILE **Stand 140**

The high-power American Oldsmobile will be exhibited on this stand in Series 98 de luxe four-door sedan, and Series 88 Super four-door sedan and Super Holiday coupé forms. These cars have 5-litre eight-cylinder engines with the comparatively high compression ratio of 8 to 1 and developing 165 b.h.p. at 3,600 r.p.m. There is a fluid coupling in place of a friction clutch and automatic shifting of the

Continued on page 589

CLUB NEWS

TOUGH MIGHTY TOUGH!

The following appeared in a Sydney daily newspaper :—

" ALICE SPRINGS, Wednesday.—A Redex trial competitor never knows what equipment he will need outback—one man solved a fuel problem with a shotgun.

" He shot a crow, dissected it, removed its windpipe, slipped it over the fuel pipe fracture and went on his way with no more fuel worries."

WELSH COUNTIES C.C.

The reorganised Coronation Rally was held with great success on September 27th. The road section has been reduced to about 80 miles and this consisted of first, second and third class roads in Glamorgan. The start of the event was at the Memorial Hall, Barry, cars then passed through St. Fagans and across country to the regularity test near Treforest. The route then lay through Llantrisant, Llanharry, Penlline and Southerndown, where lunch was taken.

After lunch, the cars went through East Aberthaw through the lanes and numerous secret checks to Cold Knap Barry, where the manoeuvrability test had been laid on. This test greatly favoured the small-wheelbase cars, the best performance being put up by Boshier-Jones in an A30, while A. Hesp, in a rather special M.G., was second for the Welsh Counties Club. A. King in a Sunbeam-Talbot and A. Jones in a Standard Twelve put up the best performance for Barry.

The results proved that L. Simms in a Hillman Minx had won the Coronation Cup and this was presented by the Mayor of Barry after the manoeuvrability test.

Results :

Coronation Trophy :		L. Simms (Hillman Minx)
Open Class	1st :	R. Phillips (Riley)
	2nd :	M. Seal (Lea-Francis)
Closed Class	1st :	L. Lougher (Riley)
	2nd :	G. Cadenne (Riley)
Special Test :	1st for W.C.C.C.	Boshier-Jones (Austin A30)
	1st for B.A.C.	A. King (Sunbeam-Talbot)

ALVIS DRIVING TESTS

On September 27th, 33 members of the Alvis Owner Club, the Alvis Register and the Lea-Francis Owner Club competed in six driving tests at Whelpley Hill. Entries included a 1920 Alvis, the oldest known to exist, several post-war saloons and the winner, W. E. Edgar, drove the ex Follett Brooklands single-seater.

The events were parking, garaging, stopping/starting, slow/fast, and wiggle-woggle tests.

Driving was generally of a high standard, but closed cars did not figure in the results though well handled.

The tests also brought out some interesting comparisons between vintage and modern braking, suspension and gearbox design.

Results :

1st : W. E. Edgar (12/50 Special) Alvis O.C.
2nd : C. Richardson (12/50) Alvis Register
3rd : B. Simpson (12/50) Alvis Register
4th : R. Tilley (Speed Twenty) Alvis O.C.
5th : G. Brown (10/18) Lea-Francis O.C.

NINA versus NAGLE

Miss Nina Imhof, who assists her husband in publicising the London M.C.'s London Rally, told a newspaper reporter she is the only woman taking an active part in what is essentially a man's sport. This brought a retort from Miss Ann Nagle, Secretary of the V.C.C., that she organises events and acts as full-time secretary for a club with a big membership, amongst which are very few ladies.

ASTON MARTIN O.C.

Dudley Coram, who has been Hon. Secretary of the Aston Martin Owners' Club since 1948, leaves that post to become Chairman. His successor is A. Bowman Stewart, a member of the Club Committee who races an Ulster Aston Martin.

Dudley Coram took over the secretaryship when the previous holder of the post, Dick Stallebrass, was killed in the Spa 24-hour race. He took the job on " as a temporary measure " pending the election of a new secretary, but retained the position for five years. During his tenure of office the total strength of the Club has risen from 165 to over 800.

FIXTURES FOR NOVEMBER

R. = Restricted Event. *C. = Closed Event.* *C.I. = Closed Invitation Event.* *N. = National Event.* *I. = Internationa Event.*

1st.—Exmoor M.C. Sporting Trial. *C.I.*
Newcastle & Dist. M.C. Trial, Newcastle. *C.*
Falcon M.C. Trial, Herts. *C.I.*
R.A.C. VETERAN CAR RUN, BRIGHTON. *R.*
Furness Dist. M.C. Trial, Furness. *C.*
V.S.C.C. Rally, Hunts. *C.*
Herefordshire M.C. Trial, Leominster. *C.I.*
Crewe & S. Cheshire M.C. Rally, Cheshire. *C.I.*

6th-7th.—500 M.R.C. of Ireland. Night Trial, N. Ireland. *C.I.*

7th.—M.G. C.C. (S.E.). Night Trial, S.E. London. *C.*
Newry & Dist. M.C. Trial, Newry. *C.*
Cheltenham M.C. Cheltenham Trial, Cheltenham. *R.*
S.S.C.C. Rally, Dumbarton. *C.*

8th.—Brighton & Hove M.C. Trial, Sussex. *C.*
Sporting C.C. of Norfolk. Rally, East Anglia. *C.*
Lothian C.C. Rally. *C.*
Shenstone & Dist. C.C. Chase Trophy Trial, S. Staffs. *C.I.*
Bolton le Moors C.C. Trial, Lancs. *C.*
Leicestershire C.C. Trial, Leics. *C.*

11th-14th.—M.C.C. Rally. *N.*

11th.—King's College M.C. Trial, Northumberland. *C.*

13th.—Mid-Antrim M.C. Trial, Antrim. *C.*

14th.—C.S.M.A. (Farnborough). Night Navigation Test, Farnborough. *C.*
Newry & Dist. M.C. Trial, Newry. *C.*
Lagonda Club. Trial. *C.I.*
Harrow C.C. Cottingham Memorial Trophy Trial, Stokenchurch. *R.*

15th.—Nottingham S.C.C. Night Trial, Nottingham. *C.*
Alvis O.C. (Scot.). Rally. *C.*
Grimsby M.C. Trial, N. Lincs. *C.*

15th.—Yorks S.C.C. Trial, Pennines. *C.*
Cemian M.C. Knowland Trophy Trial, Surrey/Sussex. *R.*
Furness Dist. M.C. Trial, Furness. *C.*
Wolverhampton & S. Staffs C.C. Rally. *C.*
Cumberland S.C.C. Trial. *C.I.*
N. Devon M.C. Trial. *C.*

21st.—Ulster A.C. Trial, N. Ireland. *C.*
750 M.C. Night Trial. *C.*
Thames Estuary A.C. Night Trial, Southend. *C.*
Eastern Counties M.C. Night Trial, East Anglia. *C.*
Herts County Auto. & Aero. Club. Night Trial, Herts. *C.*
Bristol M.C. & L.C.C. Roy Feddon Trophy Trial, Cotswolds. *C.I.*

21st-22nd.—Caernarvonshire M.C. Rally, N. Wales. *C.I.*

22nd.—Burnhope & Dist. M.C. Trial and Driving Tests, Durham. *C.*
Cambridge Univ. A.C. Rally, Mid. Counties. *C.*
Walsall & Dist. C.C. Trial, Hopwas. *C.*
Plymouth M.C. 200 Trophy Trial. Devon. *R.*

24th-25th.—Univ. Hosp. Union L.M.C. Rally. *C.*

28th.—N. of Ireland M.C. Trial, Londonderry. *C.*
V.S.C.C. Rally, Ilkley. *C.*
Armagh & Dist. M.C. Trial, Armagh. *C.*

28th-29th.—Morgan 4/4 Club. Night Rally, North Midlands. *C.I.*
N. Staffs M.C. Rally, Welsh Marshes. *C.*

29th.—Kentish Border C.C. Kentish Border Sporting Trial, Kent. *R.*
Blackpool Motor Sports Committee. Rally, N. Wales. *C.*
Torbay M.C. Hill-Climb, Torbay area. *C.*
Berkhamsted M.C. & C.C. Trial, Chilterns. *C.I.*
Cambridge 50 C.C. Trial. *C.*
Leicestershire C.C. Trial, Leics. *C.I.*

Everywhere . . .

from HEALEY 

2 miles from Masham, Yorks

 *and* BENTLEY

4¾ miles from Alton, Hants

to WOLSELEY 

2½ miles from Rugeley, Staffs

 *and* SINGER

1 mile from Clydebank, Dumbartonshire

you can be sure of SHELL



Continued from page 586

gear ratios, which are 3.81, 2.63, 1.45 and direct drive in the planetary-type gearbox. All the Oldsmobiles on show have left-hand drive and a maximum speed of approximately 100 m.p.h. is claimed for them.

General Motors, Ltd., 23, Buckingham Gate, London, S.W.1.

◆ ◆ ◆

PACKARD **Stand 155**

The famous American marque of Packard will be exhibited in the form of three right-hand-drive Clipper de Luxe four-door touring sedans with Ultramatic transmission, and a Pan-American coupé. The latter is a non-production car.

Of considerable interest on this stand will be a cut-away demonstration exhibit of the Packard Ultramatic transmission mechanism, believed to be the first time this " mystery under the floor " has been revealed to motor show visitors.

Leonard Williams and Co. (1940), *Ltd., Great West Road, Brentford, Middlesex.*

◆ ◆ ◆

PANHARD & LEVASSOR **Stand 166**

This pioneer French manufacturer will have on display the famous little flat-twin, air-cooled, front-wheel-drive Dyna-Panhard, another realistic approach to the economy-car problem.

Soc. Panhard et Levassor, 19, Avenue d'Ivry, Paris, 13, France.

◆ ◆ ◆

PEGASO **Stand 117**

This exotic Spanish motor car will be shown in Tipo 102 form. It has won many Motor Show cups and has begun to appear in sprints, setting a new course record at Rabassada and being placed second in the special sports-car class at the Côte de la Vue-des-Alpes last July.

Technically, it is brilliantly conceived, featuring the best racing-



EXOTIC COUPE—with racing type engine—The Spanish Pegaso, makers of the world's fastest production car.

car practice. The engine is a 2½-litre V8 with two o.h. camshafts per cylinder bank, driving through a five-speed gearbox to a de Dion style back axle with Autobloquant ZF-type differential. The exciting sports coupé " Thrill Berlinette " by Touring on the Tipo 102/B chassis is indeed a motor car for the connoisseur.

Harold Radford & Co., Ltd., Melton Court, S. Kensington, London, S.W.7.

◆ ◆ ◆

PEUGEOT **Stand 169**

Tom Knowles will display that excellent French family car, the Peugeot 203, on Stand 169. These cars are notably completely equipped so that the purchaser does not have to buy " extras." They now have an even nicer appearance than before by reason of the roof water rail following the contour of the back window, which now provides improved visibility, improved, ribbed bumpers of stainless steel and a petrol filler cap now concealed beneath a little door in the rear wing.

Tom Knowles, 19, Brick Street, London, W.1.

◆ ◆ ◆

PLYMOUTH **Stand 163**

A six-cylinder Chrysler-built Plymouth Savoy four-door saloon will be shown on Stand 163.

Chrysler Motors, Ltd., Mortlake Road, Kew, Surrey.

PONTIAC **Stand 121**

Three right-hand-drive Pontiac sedans and a left-hand-drive Pontiac Custom Catalina will be shown. These cars have dual-Hydramatic transmission and power-steering, so that even an armless man steering with his teeth should be at home in them—they are truly effortless cars for comfortable fast travel.

U.S. Concessionaires, Ltd., 5, Jubilee Place, London, S.W.3.

◆ ◆ ◆

PORSCHE **Stand 144**

The remarkable air-cooled, rear-engined Porsche which does so much on so small an engine capacity will be seen on Stand 144 in both normal and sports styles. Note the excellent anti-drag properties of the bodywork.

Colborne Garage, Ltd., Ripley, Surrey.

◆ ◆ ◆

RENAULT **Stand 152**

The little rear-engined 750-c.c. Renault economy car, which is made to go so very fast in France by means of various modifications, will be seen in its latest improved form. It combines extreme fuel economy with a very comfortable ride.

There will also be examples of the Renault Frégate, a 2-litre very commodious family car with all-independent suspension. A road-test of a Frégate appeared in MOTOR SPORT this year.

Renault, Ltd., Western Avenue, London, W.3.

◆ ◆ ◆

RILEY **Stand 125**

Riley has exhibited many exciting new models at past London Motor Shows—remember the sensation the new Nine saloon caused in 1926 ?—and this time it holds our attention with the new Pathfinder saloon, a car, we trust, which doesn't really tend to run onto the pavement.



PLENTY OF ROOM—and very high speed is offered in the new Riley Pathfinder Saloon.

This fine saloon, spacious and stylish, employs the 2½-litre four-cylinder push-rod but hemispherical-head Riley engine to good purpose, for the compression-ratio has been increased to 7.25 to 1, resulting in a power output of 102 b.h.p., which gives a road speed of over 100 m.p.h. under, as the maker's have it, " ideal conditions."

Here then is another family saloon capable of achieving the once-so-magic " century " or " ton." This, moreover, with a back-axle ratio of 5.125 to 1.

In addition to this handsome and purposeful substitution for the former 2½-litre, the well-established and truly good-looking 55 b.h.p. 1½-litre Riley saloon has been still further improved in looks. It costs a basic £850, and the Pathfinder a basic £975.

Riley Motors, Ltd., Cowley, Oxford.

◆ ◆ ◆

ROLLS-ROYCE **Stand 170**

" The Best Car in the World " will be shown in Silver Wraith form with Hooper enclosed limousine, H. J. Mulliner touring limousine and Park Ward touring saloon coachwork. There will also be shown a Silver Dawn saloon entirely by the manufacturers.

The Silver Wraith now has a longer chassis to accommodate more commodious bodies. All models on the stand have the automatic transmission imported from the United States, fitted with Rolls-Royce mechanism enabling a measure of manual control to be exerted by the driver, who, however, is normally absolved from the responsibility of using clutch or gear lever.

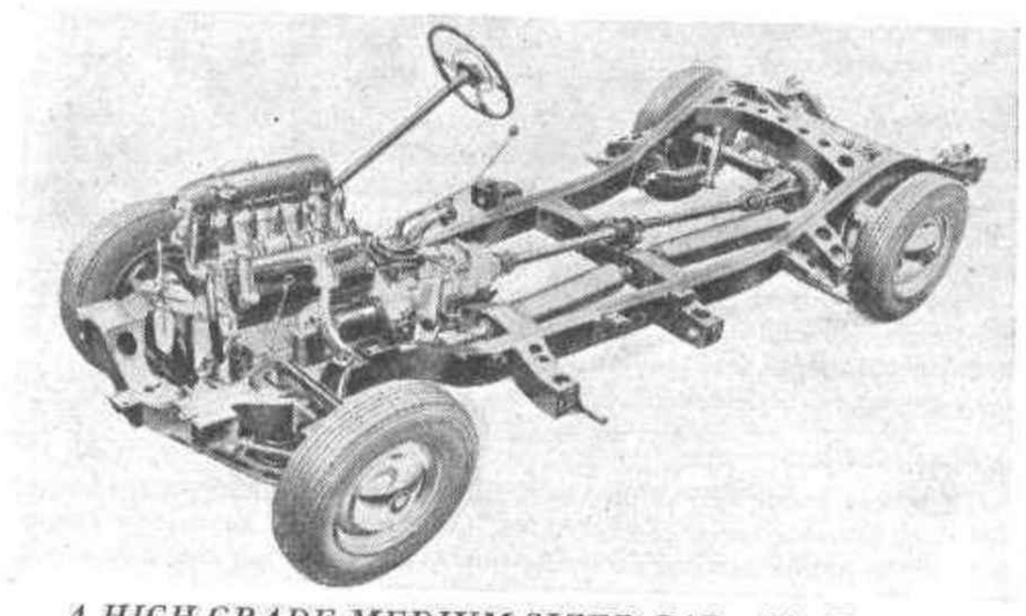
Rolls-Royce, Ltd., 14/15, Conduit Street, London, W.1.

ROVER **Stand 151**

The unpretentious but in every way excellent Rover has a big following amongst those who appreciate a good purchase and in America this car has been described as second only to the Rolls-Royce.

For 1954, as the exhibits on Stand 131 reveal, two additional engines are available in the basically-unchanged Rover 75 chassis.

One of these is a 2-litre four-cylinder, known as the " 60," which brings the basic price of this handsome well-appointed saloon down to £820.



A HIGH-GRADE MEDIUM-SIZED CAR—The Rover 90, here seen in chassis form.

The other new engine is a powerful 2½-litre six-cylinder which gives new urge and response to an already far from sluggish car. In addition, the 2-litre six-cylinder " 75 " engine is retained.

These power units have the inlet valves overhead and the exhaust valves set side by side, in line with Rover policy for some years.

The Land Rover is offered as a £630 saloon, with four-wheel-drive, using a Rover 75 engine, and should appeal to many people as a very useful all-rounder.

Rover Co., Ltd., Lode Lane, Solihull, Birmingham.

◆ ◆ ◆

SIMCA **Stand 141**

On this stand you will find those beautiful small cars by Simca of Nanterre. They are based on the current Fiat models and two 9 Aronde saloons, a Chatelaine Estate car and a Grand Large hand-top will be on show.

The 9 Aronde has a four-cylinder, 1,221-c.c. engine giving 45 b.h.p. at 4,400 r.p.m. and, pulling a 4.77 to 1 top-gear ratio, it is capable of 75 m.p.h. Around Showtime Simca usually demonstrate the high-speed durability of its cars at Montlhèry, and so it was this time, many new International Class F records being taken.

Simca, 163, Avenue Georges Clemenceau, Nanterre (Seine), France.

◆ ◆ ◆

SINGER **Stand 161**

On Stand 161 will be shown the Singer 1500 saloon and Singer Roadster overhead camshaft cars.

Singer Motors, Ltd., Coventry Road Works, Birmingham, 10.

◆ ◆ ◆

STANDARD **Stand 168**

Apart from the trusty 2-litre Vanguard in saloon and estate wagon versions, there will be vast milling multitudes round Stand 168, to see the new 803-c.c. o.h.v. Standard Eight.

This little newcomer was described in the October issue of MOTOR SPORT and at the time of writing is the least expensive car on the British market, its basic price in utility form, *sans* knave-plates, tools, over-riders, etc., being only £339. Yet it is a four-seater, four-door saloon of the 60-m.p.h./43-m.p.g. order, about the only concession to austerity apart from the afore-listed omissions (all of which are available as extras) being a lid-less luggage boot.

The 803-c.c. engine externally resembles the Vanguard unit, that durable big-four which possesses easily replaced wet cylinder liners, simple o.h. valve gear, Fram oil filter and Solex carburetter.

Standard Motor Co., Ltd., Canley Works, Coventry.

◆ ◆ ◆

STUDEBAKER **Stand 154**

Studebaker will exhibit striking American cars, styled to a " long, low European look." One model will incorporate automatic transmission and power steering in its specification.

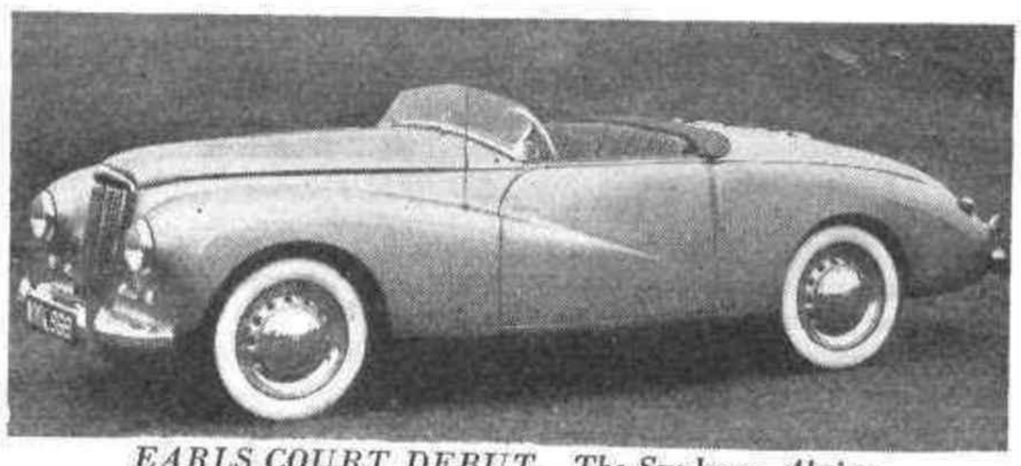
Studebaker Corporation, 385, Euston Road, London, N.W.1.

SUNBEAM-TALBOT **Stand 134**

Popular high-performance Britishers of moderate engine capacity, the Sunbeam-Talbot range is enhanced by the new Alpine model which adopts the make-name of Sunbeam, although it bears no more relationship to the old Wolverhampton-built cars than the essentially-modern Sunbeam-Talbots do to the former Coatalen/Roesch designs.

The Alpine has proved itself a very fast, beautifully proportioned car and its cylinder head, giving a compression ratio of 7.42 to 1, is now available, if desired, for the Sunbeam-Talbot 90 engine, which more normally has a compression ratio of 6.45 to 1.

This results in a power output of 77 b.h.p. at 4,100 r.p.m. as against 70 b.h.p. at 4,000 r.p.m. with the normal " 90 " cylinder head. The Sunbeam Alpine develops somewhat more power as it has other competition-bred features of design.



EARLS COURT DEBUT—The Sunbeam Alpine.

The Sunbeam-Talbot 90, obtainable in smart saloon and convertible forms, now has longer steering drop-arms to give higher-geared steering, improved seals for the grease-lubricated steering ball-joints, more powerful headlamp bulbs and small changes in external appearance, including a chromium-plated surround for the back window of the saloon.

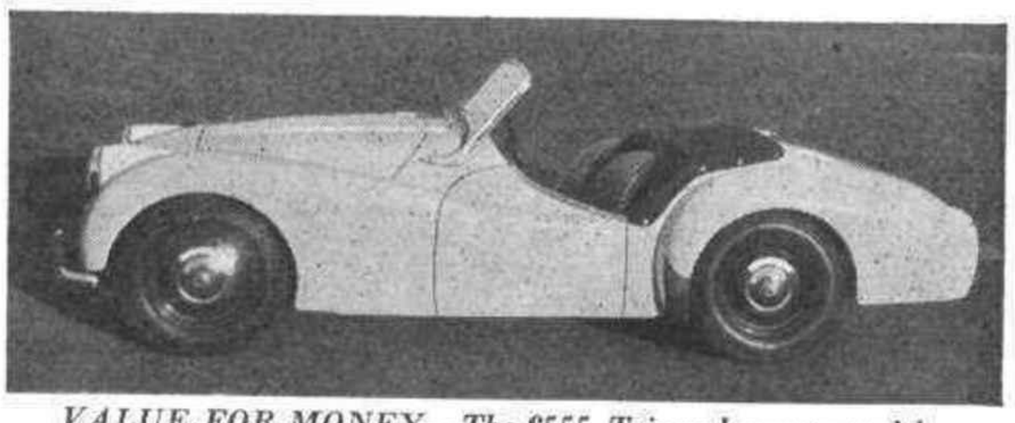
The mechanical modifications stem from Rootes' enthusiastic entry in the more strenuous long-distance contests, such as the Alpine Rally and Monte Carlo Rally, and the Sunbeam and Sunbeam-Talbot cars which have so evolved represent the ideal of many of the world's purchasers of medium-sized, decently economical cars of up-to-the-minute appearance and convenience and with a very good all-round performance. We shall expect to hear more of the Sunbeam Alpine in 1954 competition events.

Sunbeam-Talbot, Ltd., Ryton-on-Dunsmore, near Coventry.

◆ ◆ ◆

TRIUMPH **Stand 124**

The 2-litre Triumph sports two-seater which took Earls Court by storm last year will again be a centre of attraction on this stand. It has a Vanguard engine linered-down and modified to give an increased power output. This car is wonderful value for money at



VALUE FOR MONEY—The £555 Triumph sports model, with 2-carburetter Standard Vanguard engine.

£555 basic price. The smart, knife-edge Triumph Renown saloon will also be shown—it also has a Vanguard engine.

Triumph Motor Co. (1945), Ltd., Canley Works, Coventry.

◆ ◆ ◆

VAUXHALL **Stand 150**

Four Vauxhall saloons will be on view, one of them revolving on a turntable. They will comprise a Caribbean-blue Velox with blue and grey upholstery, a sand-blue Velox with blue and grey upholstery, a cloud-mist grey Wyvern with red upholstery, and a forest-green Wyvern with green upholstery and left-hand drive.

All these cars will be fitted with Vauxhall-approved accessories and two will have radio and heater installed. Compression ratios have been raised from 6.4 to 6.8 to 1, with the option of 7.6 to 1 compression ratio on the Velox.

Vauxhall Motors, Ltd., Luton, Bedfordshire.

VOLKSWAGEN **Stand 149**

The Dr. Ferdinand Porsche-designed rear-engined, torsionally-sprung, 1,132-c.c., air-cooled, flat-four Volkswagen is a car bound to appeal to engineers. It also represents a very pleasant form of semi-sports saloon for four persons, freeze-proof in winter, adequately fan-cooled in summer, which gives the excellent fuel consumption of at least 36 m.p.g.

A road test of the de luxe Volkswagen, the model aimed at the British economy and family-car market, appeared in MOTOR SPORT last month.

V.W. Motors, Ltd., 7/9, St. James's Street, London, W.1.

◆ ◆ ◆

WILLYS-OVERLAND **Stand 118**

On this stand a four-cylinder and a six-cylinder Willys-Overland Aero Lark will be seen. The most powerful version is the Aero Ace with 2.6-litre F-head 90-b.h.p. engine. These cars are interesting on account of the small size of their engines compared with contemporary American practice.

Jack Olding and Co., Ltd., 8, North Audley Street, London, W.1.

◆ ◆ ◆

WOLSELEY **Stand 146**

The Wolseley Four-Forty-Four (four-cylinder) and Six-Eighty (six-cylinder) notable for overhead-camshaft valve actuation, the smaller car having very good rack and pinion steering, will be displayed in substantially unaltered form.

Wolseley Motors, Ltd., Cowley, Oxford.

◆ ◆ ◆

Besides the production-car exhibits the following Special Exhibits are on show at Earls Court :—

RACING CARS

Connaught 1953 Type A-L, having a 1,967-c.c. four-cylinder engine with Stuart Hillborn fuel injection.

Cooper 2-litre Mk. II, with 1,971-c.c. six-cylinder Bristol engine.

H.W.M., with 1,960-c.c. four-cylinder engine.

Cooper Mk. VIII (R), with 497-c.c. J.A.P. engine.

Kieft, with 496-c.c. four-cylinder Turner twin-overhead camshaft engine.

Staride Mk. III, with 500-c.c. Norton d.o.h.c. engine.

Nine of the car manufacturers are showing models which have gained fame in events in the International Calendar (or are otherwise of some special and outstanding merit). These exhibits are as follows :—

SPECIAL CARS

Aston Martin DB3(S).—This car has achieved the following successes : B.R.D.C. Empire Trophy, Isle of Man, June 18th—first. Silverstone International Sports-Car Race, July 18th—first, second and third (three team cars entered). Charterhall Sports-Car Race, August 15th—first (only one team car entered). B.A.R.C. Goodwood International Nine-Hour Race, August 22nd—first and second. R.A.C. International Tourist Trophy Race, Ulster, September 5th—first and second.

Austin-Healey 100.—The car which broke over 100 International, National, and American Stock-car records at Bonneville Salt Flats, Utah, U.S.A., in September (subject to official confirmation).

Bristol 2-litre Type 450.—This car won the 2-litre class in the 1953 Reims 12-hour race on July 4th-5th, and was designed, built and raced within seven months.

Ford Zephyr Six.—The car which won outright the 1953 Monte Carlo Rally.

Frazer-Nash Le Mans fixed-head coupe.—Winner of the 2-litre class in the 1953 Le Mans International 24-Hour Grand Prix d'Endurance, also setting up a new Le Mans distance record of 2,119.5 miles in the same class.

Jaguar XK120C.—This is the car which won the 1953 Le Mans International 24-Hour Grand Prix d'Endurance, covering the record distance of 2,534.6 miles at a record average speed of 105.849 m.p.h.

Lincoln X100.—An experimental car with revolutionary features built by the Ford Motor Co. of America. It is not a new model and will not itself be produced for sale to the public. New features include sliding plastic roof over driver's compartment actuated in three ways, one of which is a moisture-sensitive electrical device which closes the canopy and windows in the event of rain. Special 300-b.h.p. engine with entirely new induction system. Automatic power transmission with electrical gear selector. Front-wheel brakes cooled by automatic thermostatically-controlled blowers when temperature rises, and many other electrically-operated accessories for which approximately eight miles of wiring is used.

Panhard Dyna.—The car which was first in the Index of Performance in the Le Mans International 24-Hour Grand Prix d'Endurance.

Lancia Aurelia Gran Turismo.—These cars won the Liège-Rome-Liège, Liège Alpine Star, Tuscany Cup and Tour of Calabria.

SOME EARLS COURT ACCESSORIES

Delco-Remy-Hyatt, Division of General Motors, Ltd., Grosvenor Road, London, S.W.1.—Oil-filled ignition coils, Trimatic motor radio and motor car heaters.

Laystall Engineering Co., Ltd., 53, Great Suffolk Street, London, S.E.1.—"Cromard" hard-chrome-plated steel cylinder liners, crankshafts, and Laystall-Lucas M.G. cylinder heads.

Smiths Motor Accessories, Ltd., Cricklewood Works, London, N.W.2.—H.M.V. car radio, aerials, built-in hydraulic equipment, portable jacks, all types instruments, car heaters, batteries, Bluecol anti-freeze, K.L.G. sparking plugs, and built-in suppressors.

E. K. Cole, Ltd., Southend-on-Sea, Essex.—Comprehensive range of car radios.

C. C. Wakefield and Co., Ltd.—Lubriquipment.

Joseph Lucas, Ltd., Birmingham, 19.—Flashing indicators, new Lucas twinlamps, headlamps, headlamp conversion sets, Continental light units, rear lighting, reflex reflectors, suppressors, motor horns, windscreen wipers, overdrive control circuit, batteries, magnetos, foglamps, reversing lamps, defrosters, anti-dazzle equipment, driving mirrors, European touring parts kit and sports coil.

Romac Industries, Ltd.—Anti-freeze mixture, Celebrite car polish, wheel gloves and all motor-car accessories.

Grico-Folbester, Ltd., Great West Road, Brentford, Middlesex.—Windscreen wiper blades, windscreen washers and full range of motor-car equipment.

Jenolite, Ltd., 43, Piazza Chambers, Covent Garden, W.C.2.—Rust-removing and paint-stripping materials.

A.R.O. Machinery Co., Ltd., 18, Madrid Road, S.W.13.—Spot-welding guns.

Michelin Tyre Co., Ltd., 81, Fulham Road, S.W.3.—Motor-car tyres, new "X" type—sizes available, 6.00–16, 6.50–16, 6.70–16.

Lockheed Hydraulic Brake Co., Ltd., Leamington Spa.—Brakes, shoe and disc.

Borg & Beck Co., Ltd.—All types of clutches.

Automotive Products Co., Ltd., Leamington Spa.—Purolator "Micronic" oil and fuel filters, Thomson steering-rod assemblies.

Lister Equipment, Ltd., 3, Charlotte Street, Manchester.—Car-cleaning equipment.

Avon India Rubber Co., Ltd., Melksham, Wilts.—High-performance and high-duty motor-car tyres.

Weathershields, Ltd., Bishop Street, Birmingham, 5.—Arm-rests, "Coolride" cushions, radiator mufflers, roller blinds, radiator warmers, car heaters, loose covers, draught deflectors, etc.

Tyresoles, Ltd., Palace of Engineering, Wembley.—Tyre reconditioning.

Dunlop Tyres, Ltd.—Tyres and accessories.

Marchal Distributors, Ltd., Brook Lane North, Great West Road, Brentford, Middlesex.—High-performance lamps and horns.

Bosch, Stuttgart.—Wide range of electrical equipment.

Runbaken, Electrical Products, Manchester.—"Oilcoil" ignition coils.

◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆

HERTS C.A. & A.C. WESTBROOK HAY SPEED TRIALS (Oct. 3rd)

F.T.D. :	M. A. H. Christie (Cooper 1,100)	20.76 sec.
F.T.D. by Member :	W. D. Knight (Cooper 1,100).	
Sports Cars :	**1,100 c.c. s/c., 1,500 c.c. non-s/c. :** G. A. Ruddock (Lester-M.G.)	23.98 sec.
	2,500 c.c. : B. Wyatt (Frazer-Nash)	22.73 „
	Over 2,500 c.c. : G. D. Parker (Jaguara)	22.42 „
Racing Cars :	**500 c.c. :** A. Moore (J.B.S.)	22.68 „
	1,500 c.c. : M. A. H. Christie (Cooper 1,100)	20.76 „
	2,500 c.c. : A. E. Marsh (Cooper 1,260 s/c.)	22.35 „
	Over 2,500 c.c. : P. J. Stubberfield (Bugatti)	21.61 „

SOUTHERN JOWETT C.C. SEPTEMBER RALLY (Sept. 13th)

This was an enormous success and called forth praise from experienced rallyists.

Results :

1,500-c.c. class, open cars : B. R. Cearns (Jowett).
1,500-c.c. class, closed cars : E. G. Walsh (Jowett).
Over 1,500-c.c. class, open cars : D. E. Gulliver (Bentley).
Over 1,500-c.c. class, closed cars : G. C. Wakefield (Austin).

IT'S FRICTION... IT'S ADJUSTABLE...

This is the damper to demand when replacement becomes due on your vehicle. It is trouble-free and unaffected by climatic conditions. Needs no servicing and has instant adjustment of the damping action by a simple rotation of the damper body whilst in position on the vehicle. **Obtain further particulars today!**



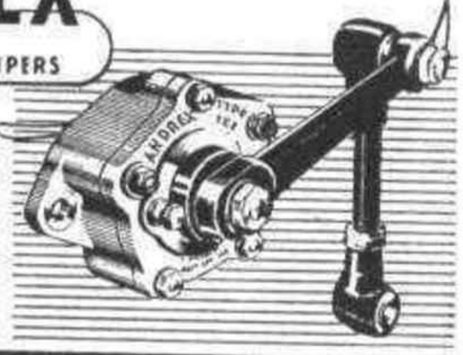
★ NO LEAKS

★ NO TOPPING-UP

★ NO LOSS OF EFFICIENCY

For immediate replacement of piston-type dampers, the trouble-free Andrex is still available and, like the new Telescopic model, requires neither frequent topping-up nor servicing.

ANDREX
friction-type
SUSPENSION DAMPERS



IT'S THE ANDRE *NEW*

TELESCOPIC
FRICTION-TYPE DAMPER

Another sure winner by

ANDRE (COMPONENTS) LTD., 38, Felsham Road, London, S.W. 15
'PHONE: PUTNEY 5751 (4 LINES) 'GRAMS & CABLES: ANDRECOMP, LONDON

In time for your new car . . .

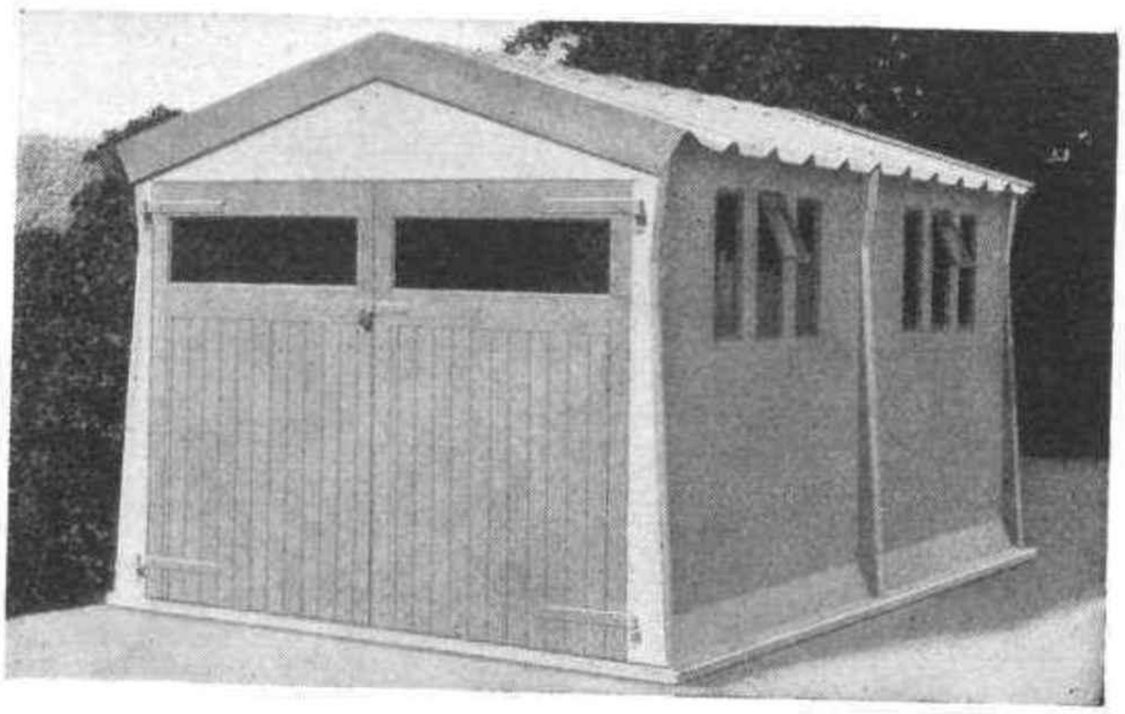
When you are in a hurry to house your car, the Marley Garage solves your problem—

quickly, simply, and at very low cost. Made from pre-cast concrete panels that are made

to last and made to fit, any handy man can erect one in a week-end. It is fireproof, stronger

than brick, needs no maintenance and, should you want to move it, easy to dismantle with

every part as good as new.



The MARLEY CONCRETE GARAGE

Delivered free within a radius of 75 miles of Guildford, Romford, or Cheltenham. Write for illustrated brochure.

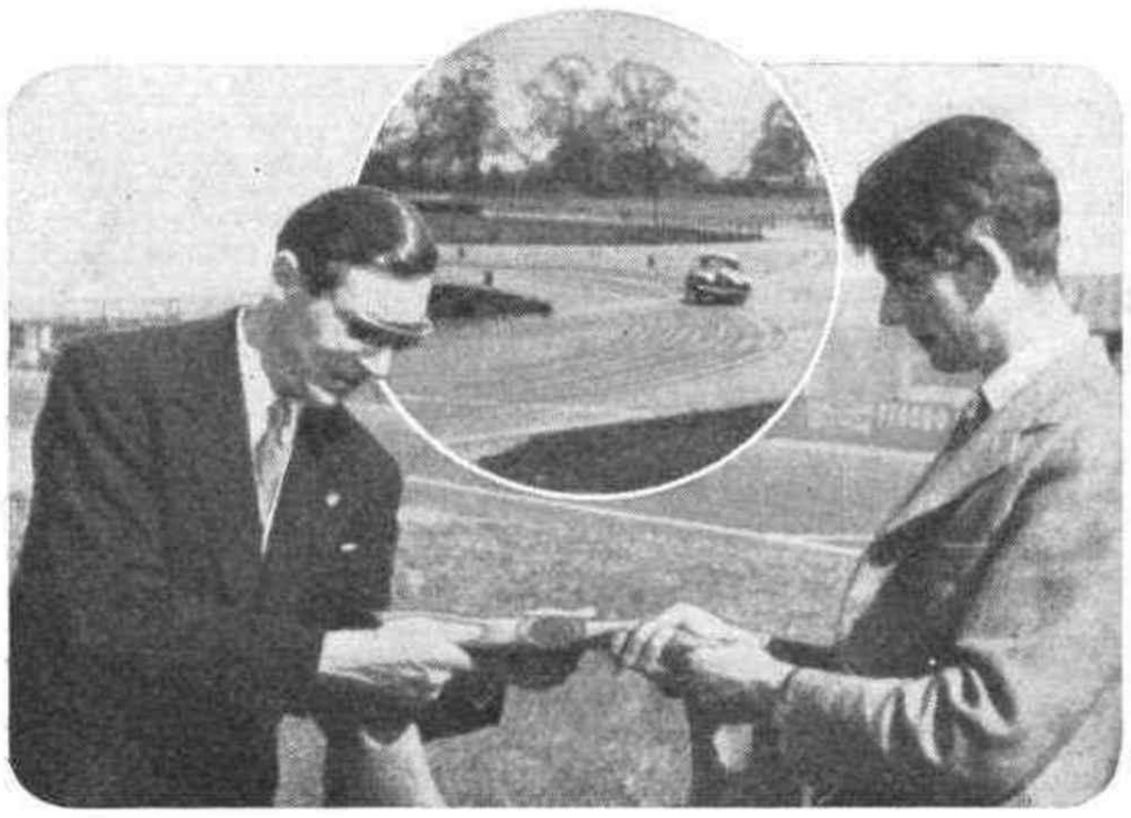
SURREY CONCRETE LTD.
PEASMARSH, GUILDFORD, SURREY. *Telephone: Guildford 62986*

Available in widths of 7′ 10″, 9′ 2″, 11′ 10″ and 13′ 2″; lengths from 14′ 1″ in multiples of 1′ 4″.

FROM £50 COMPLETE

The BIG Attraction on STAND 223 is ROMAC CURE-C-CURE!

Everybody's making for Stand 223 this year. The reason? They all want to see Romac Cure-C-Cure, the revolutionary new patch that becomes part of the tube. Cure-C-Cure was proved in exacting tests at Silverstone by famous racing motorists Roy Salvadori and Tony Crook; they gave it their unqualified approval. Here you see a photograph of them examining Cure-C-Cure after the tests. Cure-C-Cure completely out-dates ordinary tube-repair methods! See for yourself — find out why it's the greatest discovery since pnuematic tyres. Remember . . . Romac Cure-C-Cure on Stand 223.



Famous racing motorists Roy Salvadori and Tony Crook, examine the repaired tube after the exacting test at Silverstone. Inset may be seen Tony Crook's Bristol 401 cornering at speed. Rear inner tubes had been punctured and repaired with Cure-C-Cure.

The range of ROMAC Compressors can be seen on STAND 484

•

ROMAC INDUSTRIES LTD

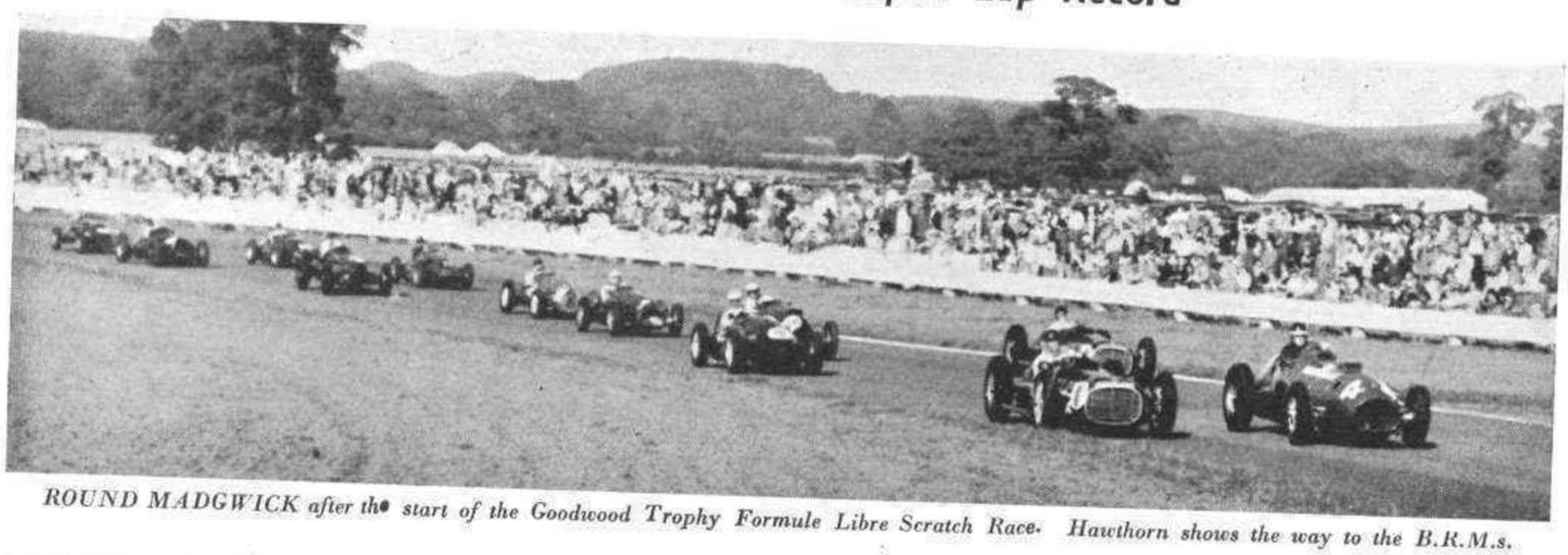
The Hyde, London, N.W.9

Ask for details of Romac Anti-Freezing Mixture. One filling gives full winter protection — and it's inhibited to conform to Ministry of Civil Aviation specification DTD 344A.



GOODWOOD AUTUMN MEETING

Hawthorn Wins Woodcote Cup and Goodwood Trophy Races in Thinwall Ferrari—and sets a new 94.53 m.p.h. Lap Record



ROUND MADGWICK after the start of the Goodwood Trophy Formule Libre Scratch Race. Hawthorn shows the way to the B.R.M.s.

IN perfect weather, before a good but not a record crowd of spectators, Mike Hawthorn showed the Goodwood *clientele* his superiority as a driver, winning both the big races in G. A. Vandervell's Thinwall Special Ferrari, and setting fresh race and lap records. It was a magnificent performance—Hawthorn is undoubtedly Britain's No. 1 driver. Stirling Moss' misfortunes continued, but he secured one second place. Fangio, straight from his great surprise victory at Monza, retired in the Goodwood Trophy but his B.R.M. finished 23 sec. behind Hawthorn in the Woodcote Cup race. The meeting featured some interesting cars, for Moss' Cooper-Alta should have been exceedingly fast on its Monza showing (but wasn't), Volonterio brought a 2-litre Maserati from Italy (which, however, just crawled), and Salvadori drove S. G. Greene's new 2-litre six-cylinder sports Maserati which apparently prompted the lines of the DB3 Aston Martin body (this, too, was disappointing). Salvadori in the works Connaught and Rolt in the Walker Connaught drove splendidly until Rolt's car was sacrificed on the B.R.M. altar. The sunshine seemed to encourage new lap records, Salvadori breaking the Formula II figure, S. Lewis-Evans the Formula III record.

* * *

MADGWICK CUP—FORMULA II, SCRATCH, 5 LAPS

The meeting opened with the Madgwick Cup Race. Salvadori led all the way in the works fuel-injection Connaught, after Moss had left him momentarily at the start. Stirling held second place in the Cooper-Alta but either it had lost its Monza speed or couldn't use it round Goodwood, for Rolt's Connaught was always close behind, especially at the corners. Wharton, recovered from stomach trouble, made a welcome re-appearance but his Cooper-Bristol was for once a discreet distance behind the Connaught, although ahead of Gerard's Cooper-Bristol and Leston's fast-cornering Cooper 1,100. Duncan Hamilton sheared an axle shaft and shed a wheel from Chase's Cooper-Bristol as he let in the clutch, so he missed a drive! Salvadori raised the Formula II lap record to 90.95 m.p.h.

1st : R. Salvadori (Connaught), won by 13.4 sec., at 89.63 m.p.h.
2nd : S. Moss (Cooper-Alta).
3rd : A. P. R. Rolt (Connaught).
Fastest lap : Salvadori, 90.95 m.p.h.

SPORTS CAR RACE—SCRATCH, 5 LAPS

This was again a procession for the place-men, George Abecassis making no mistakes in the new H.W.M. which showed promise in the Nine-Hour Race. This XK120-engined car won comfortably from Wharton's de Dion Frazer-Nash and Brooks in Hely's Frazer-Nash, although on the first lap it was Duncan Hamilton's C-type Jaguar which was third. The L.M.C. ran out of road, Nightingale's XK120 Jaguar dented itself on the *chicane*, and Hogg's Allard retired after an incident at Madgwick. We had expected great things of Salvadori in Greene's beautiful 12-plug Maserati, but he couldn't better seventh place, behind the duellists Hamilton and Graham Whitehead (DB3) and Head's XK120.

1st : G. Abecassis (H.W.M.), won by 7.4 sec., at 83.0 m.p.h.
2nd : K. Wharton (Frazer-Nash).
3rd : C. A. S. Brooks (Frazer-Nash).
Fastest lap : Abecassis, 84.37 m.p.h.

WOODCOTE CUP—FORMULE LIBRE, SCRATCH, 5 LAPS

Consternation arose when Hawthorn in the Thinwall Special Ferrari failed to appear on the warming-up lap. He was broadcast for and arrived on the starting grid only 30 seconds before flag-fall, starting from a shade ahead of the B.R.M.s. The Thinwall had been in small pieces the night before, and we feared the worst.

But no! Hawthorn not only led from start to finish, but his *race average equalled the old B.R.M. lap record*! He established a new lap record of 93.91 m.p.h. and won by over 16 sec. It was an electrifying drive. Some oil was thought to have been dropped at St. Mary's by Greene's Maserati in the previous race, so Hawthorn cornered wide here, whereas the B.R.M.s were clipping the inside. The first lap saw, not the B.R.M.s of Fangio and Wharton hot on the Ferrari's tail, but Salvadori's Formula II Connaught second, Wharton third, Rolt's Connaught fourth and Fangio only fifth. Wharton passed into second place when Salvadori's car broke an oil pipe on lap two, but Rolt still led Fangio. Then, on lap three, Wharton had a brake lock going into the *chicane*. The B.R.M. spun, stopped across the track, blocking the corner. Wharton banged in first gear and drove in the anti-race direction out of the corner onto the grass, but Rolt, seeing him approach in this novel manner, took avoiding action and in consequence hit the concrete safety wall, damaging the Connaught beyond repair—very bad luck.

Wharton went back into the race in third place behind his team-mate and that is how they finished, with Moss fourth, Gerard fifth and the R.R.A. sixth.

1st : M. Hawthorn (Ferrari Thinwall Special), won by 16.2 sec., at 92.11 m.p.h.
2nd : J. M. Fangio (B.R.M.).
3rd : K. Wharton (B.R.M.).
Fastest lap (record) : Hawthorn, 93.91 m.p.h.

500-c.c. RACE—SCRATCH, 5 LAPS

In practice Moss found his new Cooper to be slower than his old one, so he naturally took the latter. But he never got into the first three, and retired after four laps with his engine unshipping oil. Little Don Parker led all the way in his Kieft, with Bicknell's Staride and S. Lewis-Evans' Beart-entered Cooper fighting a battle-royal behind, which resulted in Lewis-Evans passing on the last lap but one and keeping ahead by a mere 0.2 sec. over the line. It was a grand finish, for Parker had won by 0.4 sec., and in addition, Lewis-Evans set a new Formula III lap record of 83.24 m.p.h. in the process. Thornton's Arnott seized at Lavant on lap two, and Thomas' Cooper ran badly. Moss waved an arm at Lewis-Evans as if baulked on one occasion but, in the opinion of the commentator, Stirling loses

by changing from a big to a small car and *vice versa*, and his 500-c.c. driving is beginning to suffer in consequence.

1st : D. Parker (Kieft), won by 0.4 sec., at 81.36 m.p.h.
2nd : S. Lewis-Evans (Cooper).
3rd : R. G. Bicknell (Staride).
Fastest lap : Lewis-Evans, 83.24 m.p.h.

GOODWOOD TROPHY—FORMULE LIBRE, SCRATCH, 15 LAPS

With the third B.R.M., Sturzbecher's Meteor-Veritas, Macklin's H.W.M. and Flockhart's E.R.A. non-starters and Rolt's Connaught unrepairable in time, the field comprised 12 cars. Before Madgwick Hawthorn in the purposeful 4½-litre Thinwall Ferrari was past Fangio's B.R.M. He set about breaking his own lap record lap after lap until, as the V12 engine went ragged, he had a sufficient lead to win without anxiety, at record speed. Fangio held second place for eight laps, never, however, dangerously close to Hawthorn. He then spun at Woodcote, letting team-mate Wharton by, as if to compensate for the reverse happening in the earlier race. Then Fangio was seen to be in difficulty with his gear-change and he retired, minus fourth speed, on lap 11, letting Gerard's Cooper-Bristol into third place, ahead of Graham Whitehead's flying E.R.A., Salvadori, who had been fourth for two laps until he spun at St. Mary's, having to manhandle the car off the course himself and wait a long time for a push restart, and Gould's Cooper-Bristol. Thus they finished. Moss only lasted three laps in the Cooper-Alta.

Wharton's B.R.M. misfired at high revs. and was 23 sec. behind the sick Ferrari at the finish. The B.R.M.s certainly make a grand noise, but so do many children's toys. Surely it is time to scrap them now—for a design unable to beat a basically-1950 Ferrari or even finish two cars in a 36-mile race is useless. The Vandervell/Owen battle with their new cars next year should be worth seeing. Jason-Henry spun at Lavant in the Ecurie Britannique Connaught on lap two and went carefully thereafter.

1st : M. Hawthorn (Ferrari Thinwall Special), won by 23 sec., at 92.7 m.p.h.
2nd : K. Wharton (B.R.M.).
3rd : F. R. Gerard (Cooper-Bristol).
Fastest lap and new record : Hawthorn, 94.53 m.p.h.

FIRST SEPTEMBER HANDICAP—SPORTS CARS, 5 LAPS

Rather poor handicapping made this an uninteresting race. Woozley's 5.4-litre Allard led Hogg's Allard of the same capacity and Page's Allard, also a 5.4-litre, came strongly into third place. Brooks' Frazer-Nash was fourth, Bix's Jaguar fifth and Goodhew's Darracq sixth, the 1953 Maserati again being well out of the picture.

1st : P. Woozley (Allard), 1 min. 10 sec., won at 75.52 m.p.h.
2nd : J. Hogg (Allard), 1 min. 10 sec.
3rd : R. A. Page (Allard) 0 min. 39 sec.
Fastest lap : Duncan Hamilton (Allard), 81.82 m.p.h.

SECOND SEPTEMBER HANDICAP—RACING CARS, 5 LAPS

Hawthorn decided not to drive the 11-cylinder Thinwall Ferrari and other non-starters diminished the field. It had, incidentally, been put to " owes 8 sec." Horace Richards' stylish Riley-engined H.A.R., from the " limit " mark, led for three laps, then Dunham's 2½-litre ex-Brooklands Alvis and Marr's Connaught got by. Then, on the last lap, Graham Whitehead's great efforts in the E.R.A. bore fruit and he took the lead. Dunham overdid it at Lavant and rotated, so that Hall in the Border Reivers' Cooper-Bristol took third place. Leston's Cooper 1,100 retired on lap one with gearbox failure.

1st : A. G. Whitehead (E.R.A.), 0 min. 29 sec., won at 85.42 m.p.h.
2nd : L. Marr (Connaught).
3rd : J. K. Hall (Cooper-Bristol).
Fastest lap : Whitehead, 87.27 m.p.h.

A SEAT ON THE BOARD FOR THE CHIEF ENGINEER OF E.R.A., LTD.

E.R.A., Ltd., have recently elected David Hodkin a director of the company. Mr. Hodkin retains his position as Chief Engineer, in which capacity he has served the company for some time and has been wholly responsible for the design of the post-war G-type racing E.R.A. as well as for a number of other projects.

Just prior to the outbreak of war, Mr. Hodkin was a student at Chelsea College of Aeronautical and Automobile Engineering, and after a brief period at Manchester University he served with the Royal Engineers during the wartime years. He subsequently took an honours degree at Cambridge University and then joined the De Havilland Engine Co., Ltd. In 1949 he joined the engineering staff of English Racing Automobiles, Ltd., and assisted in the design of the Jowett Jupiter prototype.

Mr. Hodkin is presently engaged upon a number of important projects, including a single-seater Grand Prix car for competition under the forthcoming 2½-litre formula.

THE FINAL CLUB SILVERSTONE MEETING OF 1953

N. Staffs M.C. Run Many Well-Supported Races

OCTOBER 10th, one of the lovely autumn days which we enjoyed in the early part of this month, saw the North Staffs M.C. holding the last of the Club Silverstone Meetings of 1953.

Very large fields were a feature of almost all the races but, notwithstanding, the meeting terminated just after 4 p.m., having commenced at 11.30 a.m.

The seven-lap scratch race for 1,200-c.c. sports cars saw Nuckey trying Chapman's Lotus to such good effect that he won at 67.41 m.p.h. from Len Gibbs' rather sick and sorry Riley, with David Small's 1,172 Formula Ford glued to their tails.

Peter Gammon, almost mowing down starter Sidney Allard as he forced his famous M.G. through from the back row, had, after two laps, established a commanding lead in the seven-lap 1½-litre sports-car scratch race. This was all the more creditable as he was trying an experimental cylinder head and Dunlop road-racing tyres in place of his usual Indias. He had quite a slide at Woodcote on one lap. Incidentally, he is preparing a new M.G. engine for his Lotus chassis and intends to sell his present car with its existing very potent engine—a fine " buy " for anyone able to do justice to this outstandingly successful car, which has won the 1953 MOTOR SPORT Clubs Trophy. Clairmonte's Clairmonte, with Riley engine spilling out of its low bonnet, and Dargue's neat M.G. held second and third places, chased very purposefully by Chapman in the Lotus. In the run-in to the finish Colin just poked by on the inside at Woodcote to snatch third place from Dargue in a photo-finish—a matter of one-fifth of a second! Wadsworth's Connaught retired.

A 15-lap Formula III race promised fun and games. For two laps Headland's Martin/Headland led, with Leston up in second place, only to retire. On lap four Nuckey (Cooper) passed Headland and led to the finish. On the last lap Headland's wheels locked and he slid straight on at Woodcote but recovered in time to retain his second place ahead of Smith's Smith 500. There were several retirements, including Bueb, who lost a split-pin from the gear-change mechanism of the Bueb-R-Not.

A combined seven-lap scratch race for 2-litre and 3-litre sports cars saw the amazing Gammon off like a flash, to lead all the way, pursued by Byrnes' Kieft-Bristol and McMillan, the last-named taking right-hand corners on left lock in the white ex-Tyrer Mille Miglia B.M.W./Bristol. Haynes' Healey won the bigger category from Allen's Healey and Hitchings' Austin-Healey.

A delightfully mixed 15-lap Formule Libre scratch race followed, Marr's Connaught and Nuckey's Cooper-Bristol engaging in a warm battle which finished with the Connaught 2.4 sec. ahead as Allard waved the chequered flag. Head's Type C Jaguar was third.

Next it was the big sports cars' turn, over seven laps from scratch. Head's white Type C Jaguar won this by 2.8 sec. from Truman's Type C Jaguar, Gammon finishing in the, for him, unusual third position—in a 1½-litre car! Oscar Moore's H.W.M.-Jaguar seemed in trouble.

The Vintage 10-lap handicap was notable for the manner in which Orr-Ewing's 4½-litre fabric four-seater Bentley, recovered from its earlier *contretemps*, came through the field. It won from Vessey's Lancia Lambda with bonnet undone and Walker's 4½-litre Bentley. Major Bailey drove an imposing but slow blower-4½ long-chassis, touring-bodied Bentley, his more usual Bentley having made rude noises at him when he tried to persuade it to race that morning.

A 10-lap racing-car handicap saw Leston's Cooper 1,100 win from Marsh, cornering quicker and quicker in a 1,260-c.c. Cooper, with Marr's Connaught third from the scratch mark.

The meeting concluded with a trio of seven-lap handicaps for sports cars, very complicated by reason of credit laps. In the first, Rees' Austin Seven led all the way and won from Wilks' Austin and Marler's Austin Chummy, after a hair-raising race-long tussle. Unfortunately, Jack French's Austin Simplicity overturned at Beckett's Corner and French was taken to hospital with severe injuries. The B.M.W./Bristol took the next handicap from Gammon and Dargue after a grand and fiery battle, and the final race was won by the same car, with Green's Kieft-Bristol second after Hogg (Allard J2) had thrown this position away by spinning in clouds of rubber-smoke at Beckett's. He recovered quickly, to take third place. Marguiles' Delahaye went well. In an earlier race it was able to hold off Haynes' Healey.

During the meeting Fitzwilliam appeared in the ex-Waring Lago-Talbot.

Thus ended the last of the extremely enjoyable Silverstone Club Meetings for this year. Their resumption early in 1954 is awaited with keen anticipation.—W. B.

Lap Records Fall at Castle Combe

THE Final Castle Combe Race Meeting, held in glorious autumnal weather by the Bristol M.C. & L.C.C. on October 3rd, was notable for excellent racing, a record crowd, judging by the congestion at the exit afterwards, many new class lap records, a new circuit record of 89.77 m.p.h. established by Ken Wharton (B.R.M.), who beat Gerard's old E.R.A. record by 3.52 m.p.h., and a nasty accident involving Stirling Moss.

◆ ◆ ◆

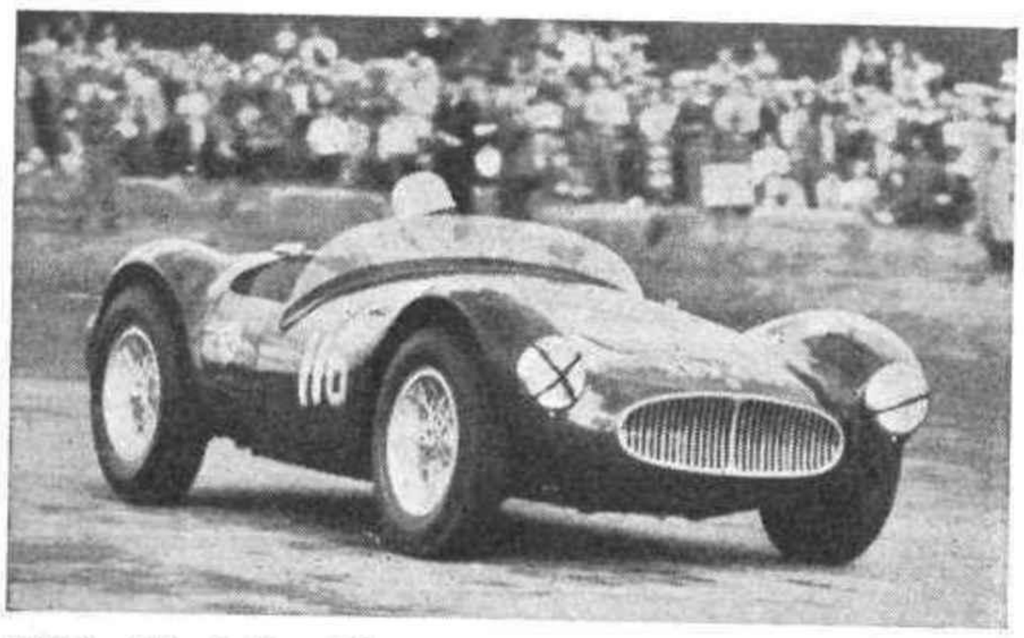
The informal yet efficient organisation, Bristol-fashion, and a sensible commentary by Wilfred Kay and Derek Burston, ensured the success of the meeting. Several races had seriously depleted "fields" due to non-starters, but this is to be expected in the autumn and did not races at Brooklands' club meetings in the nineteen-twenties often have a mere trio of runners and still draw a crowd?

The course had been resurfaced at the approach to Quarry Corner, but was loose and still far from smooth. A grandstand now graces the starting area and the circuit, of 1.84 miles to a lap, has much affinity to a genuine road course. It is indeed an excellent venue and we hope it will continue to flourish under the enthusiastic landowner, Mrs. K. R. Maurice, next year.

Racing on October 3rd opened with Heat 1 of the Formula III race, over seven laps. Don Parker's Kieft got away smartly and he led all the way, averaging the excellent speed of 78.41 m.p.h., to finish 12.6 sec. ahead of A. Loens on another Kieft-Norton. He, too, had held his place throughout, but for third position there was a stern tussle, Fenning's Staride-Norton passing Tom Clarke's C.B.2-J.A.P. on lap six, only to be re-passed before the finish. Ebdon's Iota-Norton ran badly, to finish last, and Spiers (Cooper-J.A.P.) tended to run wide at tricky Old Paddock Bend. Parker lapped within 0.77 m.p.h. of Moss' class lap record.

The second heat followed, Gerard getting away first, and Leston, from the second row of the grid for once, passing him to lead on lap one, until Moss took the lead at Tower Corner. Thereafter Stirling never lost his advantage and he won at 78.91 m.p.h., breaking his own class lap record by 0.61 m.p.h.—the first to fall on this pleasant afternoon. It now stands at 81.19 m.p.h. Leston (Leston) came in second, but 11.6 sec. behind, and Gerard (Cooper) was third. On the second lap T. J. Bennett lost control of his Cooper-J.A.P. at Old Paddock Bend. It rolled right over and only then half-threw the driver out. He quickly got up, but it seemed he must be badly hurt. Fortunately, after abrasions had been dressed by the doctor, who was soon on the scene in his Jaguar, Bennett was able to sit in his battered car and be towed to the Paddock—a lucky man.

The Sports Cars over-1,500 c.c. scratch race, over 10 laps, followed. This was a Reg Parnell walk-over, his DB3(S) Aston Martin, the car which won this year's Empire Trophy Race, pulling out an ever-increasing lead over Salvadori in the Gilby Engineering Co.'s 2-litre Maserati, a car similar to, but neater than, the DB3, Maserati having introduced this all-enveloping, bulbous bodywork. Parnell averaged 81.43 m.p.h. and handsomely split the old class record, jointly held by Ian Stewart (Jaguar), H. A. Mitchell's Frazer-Nash, and Oscar Moore's H.W.M.-Jaguar—the DB3(S) added 3.01 m.p.h. to it! A long way behind these two up-to-the-minute sports/racing cars, Wharton in a centre-seat Kieft-Bristol held third place for seven laps, until passed by Graham Whitehead's original-type DB3 Aston Martin, which a lap earlier had passed Head's Type C Jaguar and a lap before that had disposed of Mitchell in the works de Dion Manx-tailed Frazer-Nash. Wharton's Kieft held fourth place to the end.



NEW.—The Italian 2-litre sports Maserati, driven by Salvadori, at Goodwood and Castle Combe.

The Formula II 20-lap (36.8 miles) scratch race promised well, but suffered from a lot of non-starters. Moss' Cooper-Alta being unready he ran a Cooper-J.A.P. 1,100, which seems a rather improbable mount with which to take on Connaughts in a circuit race. Salvadori led away in the works carburetter-less Connaught, but Stirling was in second place ahead of Gerard's Cooper-Bristol and Gould in his Cooper-Bristol, followed by Tony Rolt in Rob Walker's Connaught *mit* carburetters. On the second lap Gerard had passed Moss' Cooper-J.A.P. and Rolt had taken Gould, to hold fourth place, Salvadori still comfortably in the lead. Going into Quarry Corner on the third lap it seemed that Gerard altered his line slightly on the bumpy surface and as his Cooper-Bristol slid Moss had to move over to avoid him. Rolt had closed right up and his Connaught struck the Cooper-J.A.P., which rolled over, throwing Moss out. He apparently scrambled up and ran to safety but was quickly removed in an ambulance to Bristol Infirmary, suffering a broken knee-cap, broken collar bone, abrasions and shock—an unhappy ending to a not very successful season. Rolt was unhurt, his car only slightly damaged, but he was out of the race—hard luck after the crash the previous weekend at Goodwood, which wasn't his fault either. The blow from the Connaught obviously impressed Moss, for he was reported by the *Sunday Express* as saying it weighed 3 tons.

This incident let Gould into third place, pursued by Wharton, whose yellow-nosed Cooper-Bristol seemed off form. McAlpine, driving the carburetter-less Connaught Flockhart should have handled, retired with a run big-end, and Simpson's Rover-B.M.W. was too sick to motor fast.

The race looked a walk-over for Salvadori and Connaught, but his car gave trouble after six laps, and Gerard again found himself leading a race on sheer driving merit and proper car preparation. On this seventh lap Wharton made a splendid effort and took Gould going into Old Paddock Bend, but Gould's Cooper-Bristol was more than a match for his and this up-and-coming West-Country driver finished second, well ahead, but 33.8 sec. behind the flying Gerard, who raised Salvadori's old Ferrari class lap record by 1.54 m.p.h. So a race that should have been Connaught's became a Cooper-Bristol walk-over. Leston's Cooper-J.A.P. 1,100 retired.

In the absence of Moss, Don Parker had a walk-over in the final of the Formula III race, run over 10 laps. He averaged 78.87 m.p.h., but although in his first race he had shown signs of setting a new class lap record later, his best lap was actually at 80.4 m.p.h., or 0.79 m.p.h. slower than Stirling's new record. All through Leston pressed Parker hard, and as the Kieft-Norton crossed the line under the chequered flag the Leston-Norton was a mere 0.2 of a second behind! Moreover, 0.8 sec. behind came Andre Loens' Kieft-Norton to take third place. What a finish!

The Formule Libre racing cars were a motley "field" on account of non-starters but no one cared, least of all Raymond Mays when the thrilling sounds of Wharton's B.R.M. sang round Castle Combe. He led all the way, driving magnificently, to break Gerard's E.R.A. lap record by no less than 3.52 m.p.h., leaving it at 89.77 m.p.h. His 15-lap average was 87.49 m.p.h., in itself higher than the former lap record. What a shame Hawthorn and the Thinwall Ferrari were not present—although we are not suggesting that Hawthorn should show up at minor meetings. Gerard came along gallantly in his famous E.R.A. but could not so much as keep Wharton in his sights, finishing 28.8 sec. behind the yowling B.R.M. This B.R.M. victory reminded one of a famous court jester reduced, in old age, to playing small parts at children's parties. Gould upheld the promise he has shown all this season by leading Tony Rolt to third place—indeed, his Cooper-Bristol was only 0.8 sec. behind Gerard's blown 2-litre E.R.A. Rolt's Connaught did get by Gould on lap 11, but by lap 12 Gould had re-passed. Graham Whitehead's E.R.A. slowed to a crawl after six laps and Ross' 6C Maserati boiled—not, perhaps, because it was going so slowly!

There remained the 1,500-c.c. sports car 10-lap race, and a fine race this was. There was a Le Mans-style start, in which Jim Mayers got off first in his Kieft-M.G. A lap later the determined Gammon in his M.G. was leading Mayers but one of its sorely-tried wire wheels collapsed and after three laps Gould led in his Cooper-M.G. Mayers was back in the lead on lap seven, after Gould's M.G. engine seized-up and he had coasted off the course at Tower Corner. Behind, Cliff Davis in his Cooper-M.G. (Joy 500) was just leading Chapman's Lotus, the latter closing up on corners and looking a shade the more stable of the two. Thus they finished, Mayers gaining a much-needed win for the Kieft at 74.05 m.p.h., 8 sec. ahead of Davis, who led Chapman by a mere second. Mayers broke Davis' old class lap record by no less than 3.26 m.p.h., leaving it at 78.85 m.p.h. Steed's J.A.G. went onto the grass several times at Old Paddock Bend, and the obviously home-built Parven of J. A. E. Parker trailed a tail panel on the ground.

Thus ended an excellent meeting. The course patrol cars were a Bentley Continental lent by Bentley Motors Ltd. (who, however, seem shy of letting MOTOR SPORT test it!) and a diesel Borgward Hansa 1,800 lent by Coventry & Jeffs, Ltd., of Bristol.—W. B.

CIRCUIT OF AGEN Formula III

AGEN, September 27th.

With a lull in Formula II activities and sports-car racing there was time to look in on a Formula III event. This was the meeting held at Agen, at which a very representative international entry was competing; naturally the British cars and drivers had things all their own way, but the Continental opposition was quite fair. The event was run in three 20-lap heats and a 30-lap final, the first three in each heat going into the final, and with 24 of the 28 entries arriving on the day it made a compact eight cars per heat. Starting was rather vague, the runners doing a complete lap of the 1.7-kilometre circuit behind a pace car and then having a flying start, and as so often happens with this sort of start the results were rather ragged.

In the first heat Brise (Arnott), Lewis-Evans, Snr. (Cooper), and Bradnack (Cooper) were up against a Swiss driver, Gilomen (Cooper), Beels (Cooper), Angeletti with a home-made car, and two local French drivers in D.B.s. Brise was quite unchallenged from the start, though Gilomen was very close to Lewis-Evans, followed by Beels, while Bradnack ran into the straw bales and then broke his gearbox, and the rest were nowhere. After 12 laps when Brise seemed all set to tour home in the lead, the centre axle shaft that carries the sprocket on the rear axle sheared and that was that. This left Evans and the Swiss to have a very good race together until the end of the 20 laps, with Beels finishing third some way behind.

Heat two was quite absurd for the only opposition to Brandon (Cooper) was Davis and Fitzau with early Cooper-J.A.P.s, the rest of the field comprising a very poor collection of slow cars. Even while touring round Brandon set up a fastest lap that remained for the day, and had no trouble at all in winning from Davis (Cooper) and Heineger (Cooper).

The third and last heat was more exciting and really made the day, for it contained Loens (Kieft), Bueb (Arnott) and Lewis-Evans, Jnr. (Cooper), the last named having flown over direct from Goodwood, where he had been narrowly beaten by Parker. Getting away well together it looked as though a good race was going to ensue when a rear hub shaft sheared on the Cooper and a wheel came off, fortunately with no damage. Loens and Bueb then put on a brilliant demonstration, racing wheel-to-wheel until the last corner, when the Arnott ran out of fuel, letting Loens home the winner, Bueb finishing second in neutral, with Chazelet (Volpini) a poor third.

All nine qualifiers were ready for the final and as no French driver had got into the first three of any heat, Audibert was allowed to run, being the best of the French drivers. His Acero D.B. car was a D.B. 500 with the engine put at the back and with rear-wheel drive, which seemed to be a great improvement over the old type of D.B. Brandon, Bueb and Loens rushed away into the lead, with Lewis-Evans, Snr., and the Dutchman Davis a little way behind, but after the first lap Loens lost ground and found his Kieft would not steer very well, Lewis-Evans catching him and staying with him until nearly half-distance. The cause was a slowly deflating rear tyre that finally brought the Kieft to rest at 15 laps, by which time Brandon had outstripped Bueb and the race had become a procession. Although Loens changed a wheel he could not make up the lost time, and before the end his gearbox broke, which settled matters. At 18 laps Bueb disappeared for a while on the back of the circuit while he located lost sparks, and then he stopped altogether with a broken hub-shaft on the rear of the Arnott.

Without straining himself at all Brandon cruised round to win the £100 prize and an armful of cups and gifts, and Lewis-Evans, Snr., made a steady run into second place. On the last lap Davis was lying third when a chain broke and Gilomen beat him home.

Results :

1st :	E. Brandon (Cooper-Norton) ...	... 36 min. 7.8 sec. ...	84.695 k.p.h.
2nd :	L. Lewis-Evans (Cooper-Norton)	... 36 min. 35 sec.	
3rd :	H. Gilomen (Cooper-Norton) ...	... 36 min. 41 sec.	

Fastest lap : E. Brandon (Cooper), 1 min. 6 sec.—92.727 k.p.h.

BOOK REVIEWS

"Motoring Cavalcade," by W. J. Bentley (144 pages, 7 in. by 9¾ in., 16s. *Odhams Press, Ltd.*, 96, *Long Acre, W.C.*2).

Inevitably this motor history book goes over ground which has been covered fairly fully elsewhere. Indeed, the author shamelessly quotes liberally from well-known works and we discern from some of his paragraphs that he has read MOTOR SPORT for a considerable number of years.

Do not let this statement of fact stop you from buying this attractive value-for-money volume. Not only are all the chapters nicely written and arranged, so that in one book a comprehensive slice of history is available, but many fresh facts—at all events to this reviewer—have been skilfully worked in, these alone making the parting from 16s. a happy enough episode. Moreover, a whole verse of G. Stewart Bowles' "Song of the Wheel" and some amusing poems from *The Automobile Magazine* of 1903 and from *Alice in Motorland* (1905) are quoted, which again make the purchaser part easily with his money.

Each chapter is headed by a quotation, the illustrations on art paper range from good photographs to cartoons and technical sketches and the whole style of this new Odhams publication appeals.

The mistakes, many no doubt the result of careless proof reading, appeal less—one sticks out a mile, where in a caption H. G. Hawker is credited with having done 150 m.p.h. in an A.C. over the flying half-mile at Brooklands in 1921 and where the latest sports Mercédès-Benz is described as a 300 5L.

But by all means buy this book. It will keep you in excellent company while recovering from a Motor Show chill or while browsing in your chair before the fire on Boxing Day—when the pioneers, of which this work tells, were out grappling with an Exeter Trial.—W. B.

"Mask of Dust," by Jon Manchip White (192 pages, 5 in. by 7½ in. 10s. 6d. *Hodder and Stoughton, Ltd., E.C.*4).

This is a motor-racing novel all about T. H. White's "beetle-men"—the professional version. May we borrow from a more celebrated book reviewer and dismiss it by remarking that you will like it if this is the kind of book you like? The perfect motor-racing novel has not yet happened, although "Speed Triumphant" was a very near miss. This one deals with the gory, over-dramatised, fatal-accident aspect which so many novelists deem the correct approach where racing cars are concerned. If you number racing drivers amongst your friends, it will annoy you. It rings true in places and could pass a racing day at the seaside for some of you. The B.B.C. broadcast a play-version of it—but don't let that influence you as to whether you buy it or two gallons of petrol and a tot of Castrol instead!—W. B.

"Rolls : Man of Speed," by Laurence Meynell (159 pages, 5¼ in. by 8 in., 9s. 6d. *The Bodley Head*, 28, *Little Russell Street, W.C.*1).

This book is published by the Bodley Head in its children's series "Men of the Modern Age," but this is no reason for not recommending it to grown-ups.

The author paints an interesting picture of the evolution of man in his quest for speed, from the taming of the horse onwards, introduces us to early motor cars, and so to the subject of his biography, the Hon. C. S. Rolls. The story he tells is enthralling, inspiring and is enhanced by many new pictures. The flying aspects of Rolls' life are dealt with, besides his motoring interests.

Some parts of this book bear the stamp of repetition, so that, while refreshing our memories, we are conscious of having read the same matter elsewhere, that dealing with the Rolls-Royce cars which the Hon. C. S. Rolls made famous coming largely from Nockolds' "Magic of a Name" for instance.

But this is a good book, well presented, with a charming dust-jacket by Frank Wootton of the 1906 T.T.-winning 20-h.p. Rolls-Royce—and there are other good pictures of this car, the "Silver Ghost" and others of the same illustrious make and era inside. We wait with keen anticipation the new work in this series which will cover the life of Lord Nuffield.—W. B.

Historical Notes: Tyres (Part I)

THE coming of the pneumatic tyre is, of course, well documented, as such an event deserves to be. It was the very cornerstone upon which the temple of automobile progress was built. Nowadays racing folk, in particular, are apt to be somewhat "shirty" if a failure takes place, but surely the measure of their "shirtiness" is really the measure of the progress that has actually been made! Especially is this so when we recall that the materials of which tyres are made are not "engineering" materials in the true sense of the word and are, in consequence, very much more difficult to deal with.

True, those who aspire to make a commercial business out of selling such things must take the responsibility for failure as and when it does occur, but it is only fair to see the difficulties.

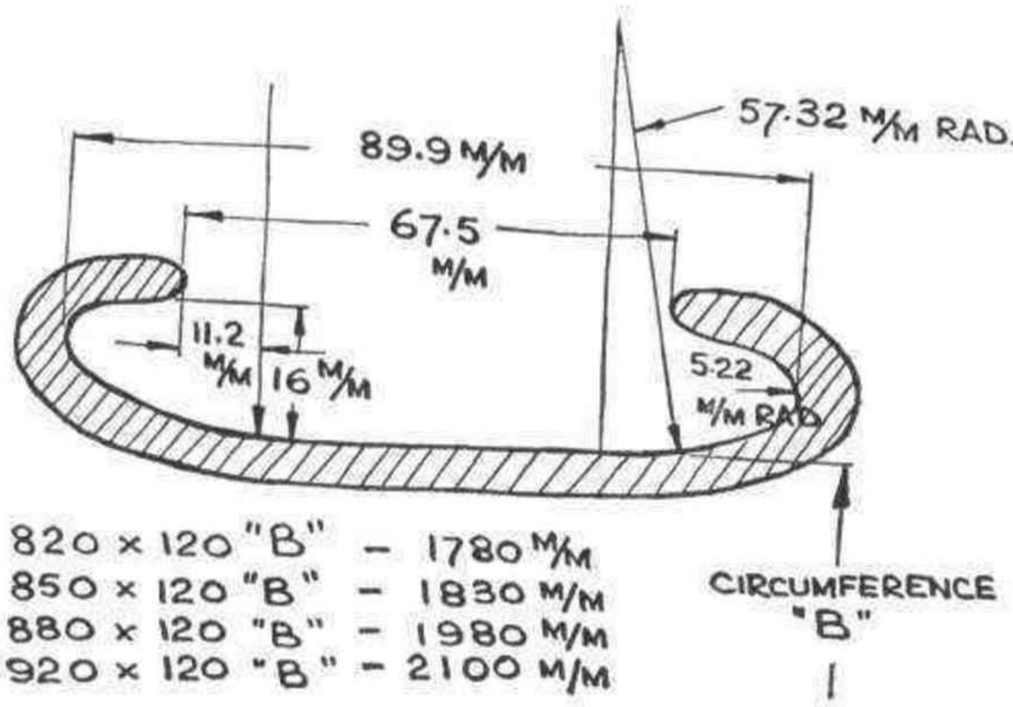
Recently a small stout gentleman sat outside a certain pit at Le Mans, somewhat sleepy after the recent Jaguar victory, and someone had the decency to remember the part that tyres played in that victory. "Thanks, Mac," said the someone, and all of us who aspire to motor at all fast should likewise remember that we certainly owe our lives to the tyre folk, and especially does this apply to the racing brigade.

How many people have actually placed their hand on a tyre immediately following a fast Brooklands lap, or paused to actually count the number of tyre failures they can recall during, say, the T.T. races in the I.O.M.? "Fair's fair," as the saying is.

Perhaps the chief difficulty that the tyre people have had to face right from the earliest days has been the fact that they have had to legislate for an altogether disproportionate amount of "user neglect." Other motor-car components are frequently neglected, but, with the possible exception of the battery, none to so great an extent as the pneumatic tyre. They are habitually run at other than their correct pressures, they are banged against kerb-stones, seldom changed round in rotation, and even nowadays sometimes blamed for wearing out quickly on patently unsound independent front-wheel suspension systems. In the racing world, plumes of blue smoke frequently demonstrate the ignorance of the "also-ran" or the temperament of the excited Italian. It is not within the scope of this article to deal with the early stories of struggles by the wayside with pneumatic tyres, nor to repeat the stories of Michelin, Dunlop or du Cros; for all that has been done most adequately before, "Wheels of Fortune" being, perhaps, the best and most accurate work on the subject, but we are here more concerned with a few of the more technical aspects of the matter. It is equally impossible to deal, in a short article, with many of the different types of tyre that have at various times been placed on the market. There must literally have been hundreds of them, and space just does not permit.

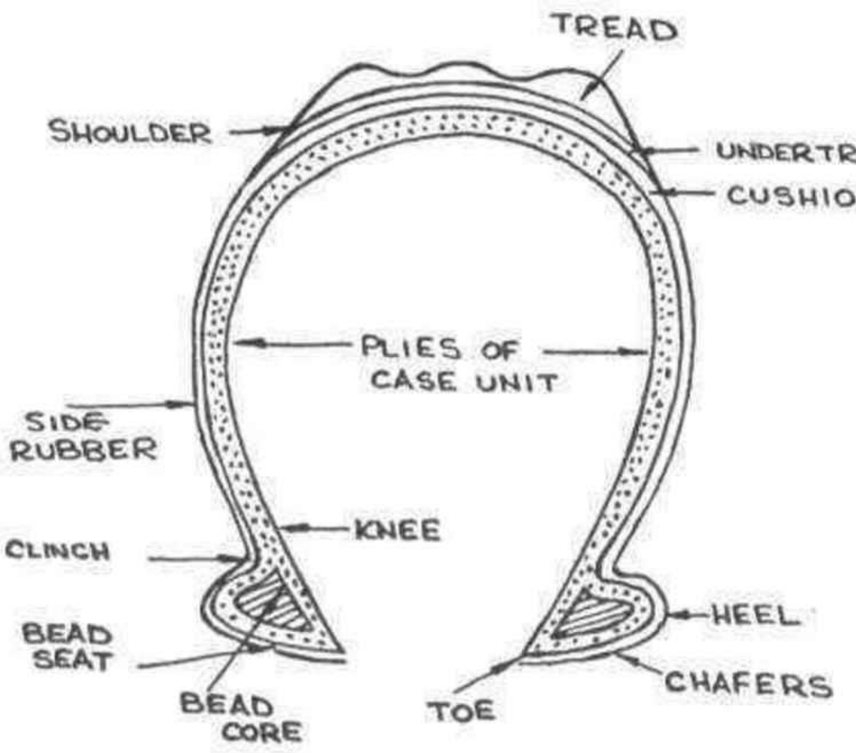
The development of the standard tyre has not rested, by any means, with one particular firm, but has, nevertheless, followed the orthodox course of evolution, with but one major change in about 1924 with the coming of the "balloon" type on the well-base rim. From the earliest days, up to 1922, it was the story of a gradual mastery, in deep secrecy, over the details of construction, with the marketed product looking outwardly virtually unchanged during that period. The "hidden" differences, however, were simply enormous. In the beginning, tyres were dreadfully expensive (although just how much of this was due to exorbitant commercial profits is not easy to assess) and lasted a bare 3,000 miles. In fact, Mr. Filson Young tells us that ". . . there can be no doubt that to many a man weighing in his mind the pros and cons of investing in a motor car, the tyre trouble, with its unknown quantity of expenditure, seems like the last straw that broke the camel's back." And that, be it noted, was in 1905. At that time they cost anything from £20 to £100 per set, and the pound was worth quite a lot in those days, and it is not therefore surprising that many hundreds of ideas were marketed in the way of spring wheels, solids, solids with holes for resilience, semi-solids, and single-tube tyres, all without lasting success. As usual, the way of progress lay not with sensational inventions, but with years of very hard labour by the so-called "back-room boys," always along standard lines. The "cord" tyre was one of the first milestones along that path, and the replacing of the canvas in the body of the tyre by a cord of threads first dried and then impregnated with rubber was a great step forward, and these tyres were even fitted with a small band of red rubber so that they could be retreaded provided they were not worn beyond this point. These tyres (Palmer) were used with success in the Gordon Bennett Trials in 1904.

The first authoritative public utterance dealing with some of the difficulties that the orthodox tyre designer had had to face up to 1920, was that of Mr. Colin Macbeth in a paper read before the I.A.E. in that year, and the writer wishes to proclaim very firmly his indebtedness to that paper for much of his information when writing the present article.

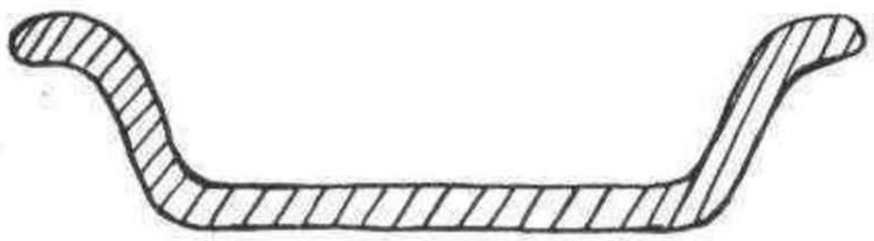


— STANDARD 120 M/M RIMS — (BEADED EDGE)

Two main types of fixing had by then been evolved, the beaded-edge type and the wired-on or straight-sided type, but the beaded-edge was by far the more popular. Standardised rims had been gradually evolved also during those years, but there were still serious variations in shape and dimensions permissible under the British system, and this, especially as large manufacturing tolerances were normally allowed, made the tyre designer's job much more difficult as the fit of the bead into the rim was all important, and the bead shape had to be capable of dealing with all the so-called standard rims. It may, perhaps, be useful to note at this stage the standard beaded-edge rim sizes as laid down by the S.M.M.T., for these were, as has been said, by far the most common tyres of those early days. Briefly, after having purchased and examined rims of all sizes, the measurements were summarised and compared with the standards already recognised by the different makers of tyres and rims. It



— CROSS SECTION OF BEADED EDGE TYRE —



SECTION OF STRAIGHT-SIDED RIM.

was proposed to make the width between the lips of the flanges some fixed proportion of the nominal size, but whilst in some cases the result approximated to the average dimensions, in others the difference was great enough to cause considerable difficulty with inner tubes and security bolts. It was therefore decided to accept the average measurements for the width. It was found that the average depth increased in steps of about 2 mm. for the smaller sections, a 65-mm. having 10 mm. depth, a 90-mm. 12 mm., and so on, while in the case of the 135-mm. the average depth was 17 mm. The other dimensions of the rims were made proportional to these depths. Five standard dimensions were agreed upon : 65 to 75 mm., 90 mm., 105 mm., 120 mm. and 135 mm., these being the nominal cross-sectional diameters for the tyre itself. For each of these sizes a number of standard nominal wheel diameters were permissible; for example, the same rim section applied in the 120-mm. size for 120 by 820, 120 by 850, 120 by 880, and 120 by 920 tyres. The attached sketch of the dimeusions of one of the sections may help to make the point clear.

Safety factors of about eight were employed, reckoned on the tensile strength of the plies, the normal inflation pressure for a tyre of about 3½-in. section being about 50 lb. per sq. in. in 1920. Although the cross-section of a typical beaded-edge tyre of that date would seem to lead, at first glance, to the conclusion that the rubber used was consistent throughout, quite the reverse was, in fact, the case. The bead cores themselves needed to be more or less inflexible and therefore a vulcanite or semi-vulcanite type of mix was required so that friction or movement between the cores and the adjacent parts of the tyre might not take place. Casing rubbers, on the other hand, needed to be extremely elastic and yielding, and were required to insulate one ply from another, and even one thread from its next-door neighbour. Here lay one of the secrets of long life in the tyre, as upon this casing rubber depended the resistance to water and dirt of the carcase of the tyre, and its consequent length of life as a "pressure-containing vessel." The tread rubber introduced a further variation, requiring special properties of toughness in order to resist cuts and abrasion, without undue sacrifice of its yielding qualities. It was also absolutely essential that this rubber should be able to resist the heat of the midsummer sun and the deepest winter frost, to say nothing of oil and other injurious substances. Then there was the cushion rubber, used where the tread joined the main casing. On these points alone it will be seen how much scope there was for manufacturing errors due to lack of experience during the early years. Add to this the fact that vulcanisation, too, had to be developed to avoid cracking through excessive hardness, or excessive distortion and early breakdown due to under-vulcanisation, and that all the complicated machinery to ensure these factors being controlled in production had to be evolved, and some idea of the problem is gained.

The "proportions" of the cross-section had also to be evolved gradually, the thickness at the various points being of absolutely prime importance. Mr. Macbeth gives some examples of this. An insufficiency of rubber between the adjacent plies, causing loose plies and, in consequence, internal friction and heating. Too great a thickness at the side walls again causing the cracking of the surface, in spite of all the other features being correctly carried out in the manufacturing process. Tread separation was also often due to use of the wrong cross-section, and many of the earliest tyres were made almost circular in cross-section, a plan that experience ultimately showed not to be ideal. This, and other errors along the lines already indicated, caused most of the early failures and lack of life.

After the 1914-18 war, in spite of the fact that the tyre looked outwardly the same as its early forerunner, as has already been said, its life had greatly increased, until 10 or 15 thousand miles was not an excessive hope, given kind treatment. Prices had dropped considerably, too, and the market had become very competitive indeed, quite a number of manufacturers offering "free" insurance against all manner of mishaps, as an advertising measure. Lionel Rapson made a great effort to produce a real "unpuncturable," wisely choosing a "Silver Ghost" as his demonstration car, as his tyre could obviously not have been as comfortable to ride upon as he would have had us believe, had we been the typical motorist of the period. As a rough guide to the rate at which tyres wore out during the vintage era, tread wear was about 0.08 mm. per 1,000 miles at 30 m.p.h. and about 0.17 mm. at 50 m.p.h., summer wear being about one-and-a-half times winter wear. The biggest difficulty with the beaded-edge tyre from the racing point of view was that it relied on the air pressure within the tube to keep it firm on the rim, and a burst usually meant that the tyre left the rim and gave the driver a horrid moment, if nothing worse. The late Sir Malcolm Campbell has left us a graphic description of the horrors of such a happening in 1923, but he goes on to add : "... Dunlops began a thorough investigation of the whole tyre question, because they saw far enough ahead to realise that speeds would become higher still; finally they evolved an altogether different type of tyre, which eliminated the faults even of the straight-sided type. But for what happened at Fanöe, their investigations might have been postponed for some time. Coming when it did, the work achieved by Dunlops lent an added factor of safety, not only to record attempts, but to normal motoring, because the new type of rim was eventually used on all touring cars." Sir Malcolm was referring to the well-base rim, something of whose story the present writer hopes to deal with in Part II of this article, but it is pleasant to be able to recall this contribution to motoring progress made by the racing game, and by one of its greatest exponents. Although not strictly technical, it is fascinating, before considering the coming of the "balloon" tyre and the attendant well-base rim, to look over some of the old advertisements and re-read about some of the "gadgets" that used to be available. Gaiters, puncture-warning devices, pumps, valves, collapsible rims, Stepney wheels, steel-studded tyres, puncture-proof multi-walled tubes, and "goo" for pouring down the valve hole—verily the motorists of those days *should* have had no trouble. The writer even heard the delightful story, whilst preparing this article, of a puncture-proof tube salesman who proceeded to blow up his demonstration tube before a garage proprietor and then, with reckless bravado, called for the largest and sharpest nail in the place. He produced, to his own consternation, a record explosion, departing sorrowfully with no further faith in the world-shaking invention with which he had linked his post-war career. Alas ! perhaps his sales manager should have told him that that tube was only supposed to be puncture-proof *inside* the cover. Happy days !—"A. B. C."

S.C.C.A. SCHOOL FOR RACING DRIVERS AT SOWEGA

We have received the following from the S.C.C. of America, Inc. :

"The Sports Car Club of America will inaugurate a school for racing drivers at the Sowega International Sports Car Races to be held on October 25th at Turner Air Force Base, Albany, Georgia. This new school will be set up on Saturday, October 24th, for entrants who desire instruction in driving techniques. The top drivers of the S.C.C.A. will be on hand to coach the pupils. George Huntoon, veteran driver and Chairman of the S.C.C.A. Activities Committee, will organise the school and head up the list of instructors. Other top pilots such as Briggs Cunningham, Phil Walters, Bill Spear, John Fitch and many others will be there to give free help and instruction to entrants.

"A briefing period will be held at 8.30 a.m. Saturday following which the instructors will ride with the pupils and coach them on the finer points of handling a racing machine in competition. The most important thing which can be obtained from this school is the opportunity to learn what is and what is not considered to be a safe practice. Aside from actual driving techniques, the following points will be covered by the instructors : Safe passing practices, avoiding of blocking, power slides and spin recovery, safe approach and exit from turns, and accident anticipation and avoidance.

"The purpose of this novel school is not to develop a new batch of 'Nuvolari,' but to teach new competition drivers to handle a car well and safely. It is expected that many of the new drivers, as well as some with considerable experience will take advantage of the opportunity of receiving instruction from these capable teachers."

[And if the "teachers" survive this they will have proved themselves even better drivers than we thought them !.—ED.]

NEW CASTROL APPOINTMENTS

Following the retirement of W. E. Davey, C. C. Wakefield & Co., Ltd., announce the appointment of W. J. Wallace, formerly Assistant Manager, as Manager of their Motor Manufacturers Department. At the same time, H. W. Appleton becomes Divisional Manager.

RUMBLINGS

THE NEW SMALL FORDS

Following the announcement on September 14th of Sir John Black's new 803-c.c. Standard Eight, the Ford Motor Company, Ltd., held a preview of the New Anglia and New Prefect Ford models in the Great Room at Grosvenor House on September 28th. The new small Fords had given rise to all manner of rumours. The *Sunday Express* the previous day wrote of a Ten to cost under £400 inclusive of purchase tax, for instance.

Consequently, when Sir Patrick Hennessy, Managing Director of Fords, bade the curtains part to reveal the new models, the air was pungent with anticipation.

Ford has always provided cars which are acceptable to the greatest number of prospective motorists. If they had not been able to foresee what the public required they would not have sold 15 million model-Ts, or 4½ million of the famous model-A.

The Ford Eight of 1932, for the announcing of which they booked the entire Albert Hall, was about as economical as all the contemporary baby cars, yet it was larger, more roomy and looked like a real car.

Consequently, we went to Grosvenor House expecting to find worthy successors to the Anglia and Prefect which have served so many motorists so faithfully for the past one and half decades. We were not disappointed!

What Ford has done is to produce an entirely new small car, looking rather like a scaled-down Consul or Zephyr, with the same well-tried coil-spring i.f.s., a stylish two or four-door body saloon with plenty of room inside, a 10-cu. ft. luggage boot with lid (in which the spare wheel is stored) and a revised version of the 1,172 side-valve Ford Ten power unit, that well-established engine which even amateur racing drivers find virtually unburstable. This engine has new manifolds, a Solex d.d. carburetter and a stronger crankshaft than the old Ten and develops six more horse-power, *i.e.*, 36 b.h.p. at 4,400 r.p.m. on a 7 to 1 compression ratio, the maximum torque being 54 lb./ft. at 2,150 r.p.m. The electrical system is 12 volt, the belt-driven water pump circulates 1½ gallons of water, the dynamically-balanced crankshaft runs in three bearings and the fuel tank holds 7 gallons. The drive goes through a single-plate clutch to a three-speed gearbox having ratios of 15.0, 8.3 and 4.42 to 1. The brakes are hydraulic and the tyres 5.20-13. Ford claim at least 65 m.p.h. and 46 m.p.g. at a steady 40 m.p.h. Both New Anglia and New Prefect have a wheelbase of 7 ft. 3 in., a track of 4 ft. (front), 3 ft. 11½ in. (rear) and they have a claimed kerb weight of 14½ cwt. and 15 cwt., respectively.

Consequently, they should have a truly refreshing performance and in his speech Sir Patrick Hennessy made the point that Ford, even in its economy cars, believes in giving the customer good acceleration as a safety factor.

The equipment is very generous, ash-tray, sun visors, mirror, wheel knave-plates, etc., being included in the specification, although naturally heater, de-misters and radio are listed as extras. The bonnet opens forwards to give easy access to engine and battery, the finish is first class, the under-facia shelf and shelf behind the back seats being suggestive of a big car's interior. The seating is comfortable and about the only concession to austerity is the fact that access to the New Anglia's rear seat is from one side only, as the back of the driver's adjustable bucket seat does not fold. The New Prefect, of course, possesses four doors, desirable in the smallest of saloons.

It really seems that Ford has once again found the formula for producing the best small cars of the age, backed, of course, by Ford's infallible world-wide service facilities. The price of the New Anglia is £360, that of the New Prefect £395. Purchase tax increases these prices to £511 2s. 6d. and £560 14s. 2d., respectively. The 2-door Austin A30 costs £35 less than the New Anglia. On the other hand, the smaller engines of the A30 and Standard Eight should encourage driving which will probably result in a fuel consumption better by some five or six m.p.g.

These brave new Fords were introduced by Len Hutton and Stanley Matthews, a choice which seemed strange to motor-minded guests, until we realised that the television newsreel cameras were peering from the balconies! It seemed a pity that "Gatso," who was present and whose 1953 Monte Carlo Rally victory in a Zephyr Sir Patrick was happy to recall (he referred to it as the second victory by a British car; actually an Invicta won in 1931, an Allard in 1952, the Ford in 1953), was not limelighted with cricketer and footballer! Indeed, those guests who could see this touching act before the cameras expected something attractive to appear as the remaining three of Ford's five "stars," but it was not to be—perhaps Sir Patrick considered these 65/70-m.p.h. "1,172" Fords to be sufficiently glamorous in themselves!

While congratulating Ford on presenting the finest value yet in small-engined, small motor cars and models which should be very pleasing, even exciting, to drive by reason of their obvious performance, we still await a true British people's car. Sir Patrick Hennessy told us that Ford had built them, still has them in running order, but that Ford considers the world's buyers do not want them, so has shelved them. A pity! However, the staunch Export Anglia re-emerges as the Ford Popular and is Britain's least expensive—and an exceedingly useful—car. Congratulations again, Dagenham!

As it is the British small car "war" will be waged between the following protagonists:—

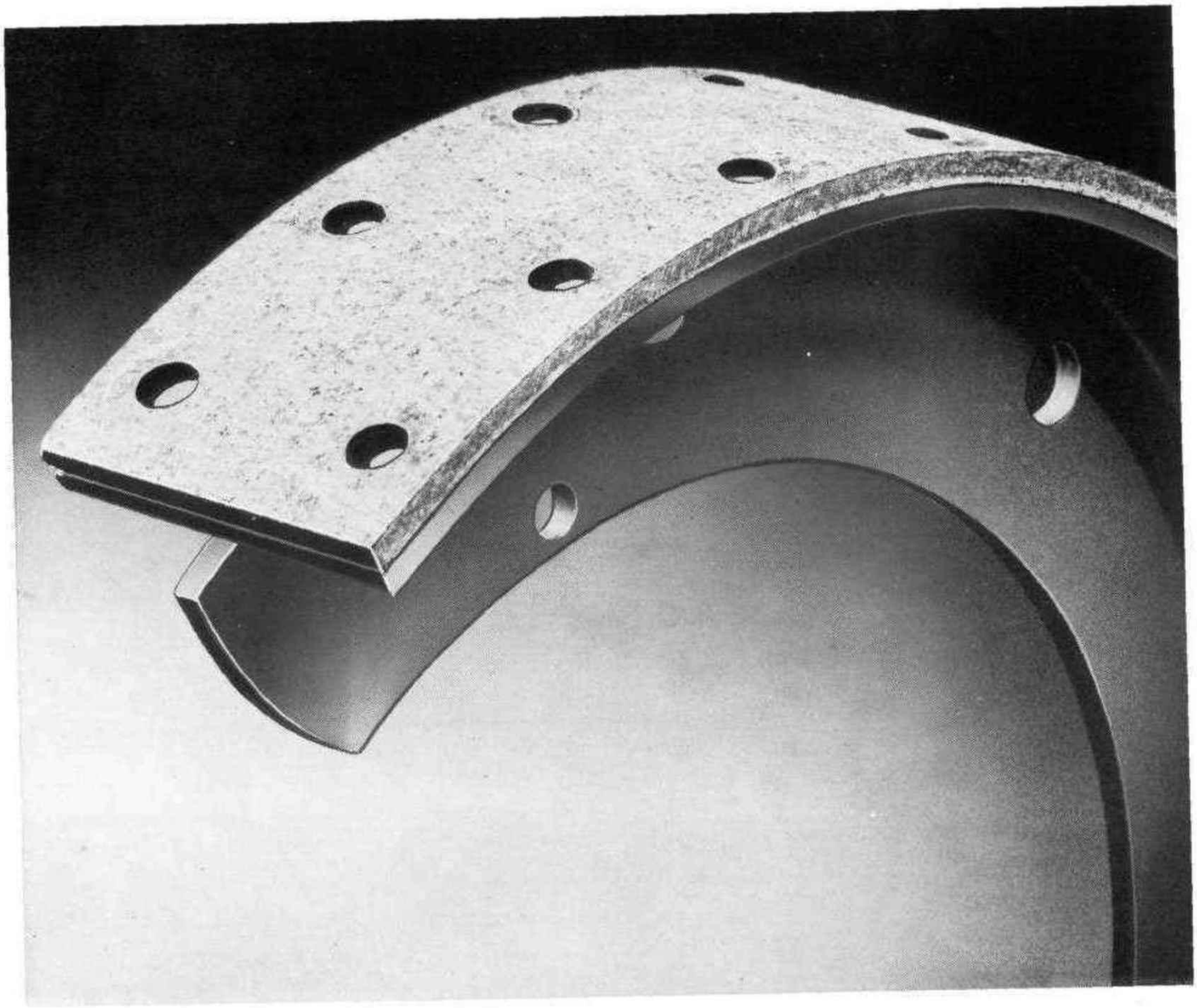
1,172-c.c. Ford Popular	£275	(£390 14s. 2d. with p.t.)
803-c.c. Austin A30 (two-door)	£335	(£475 11s. 2d. with p.t.)
803-c.c. Standard Eight ...	£339	(£481 7s. 6d. with p.t.)
1,172-c.c. Ford Anglia	£360	(£511 2s. 6d. with p.t.)
803-c.c. Morris Minor (two-door)	£373	(£529 10s. 10d. with p.t.)
1,172-c.c. Ford Prefect	£395	(£560 14s. 2d. with p.t.)
375-c.c. Citroën 2 c.v.	£398	(£564 19s. 2d. with p.t.)
803-c.c. Morris Minor (four-door)	£405	(£574 17s. 6d. with p.t.)
745-c.c. Renault 750	£445	(£635 5s. 0d. with p.t.)

In some ways MOTOR SPORT's "people's car" appeal is a tough task to perform. You who believe as we do that Britain is ready for a really low-weight, tiny-engined, truly inexpensive car will flock to the Citroën stand at Earls Court to see the 2 c.v. And will find it and the Renault and Volkswagen rendered expensive because of import duty! And some of the bigger "baby" cars do rather resemble little shunting loco's, don't they?





RIVALS.—On the left, the new Ford Anglia, basic price £360; on the right the new two-door Austin A30, basic price £335. But Ford, with the "Popular," retain the distinction of making Britain's least expensive car, basic price £275.



MINTEX BRAKE LINERS were fitted to the cars which won all the leading British Sports Car events in 1953. These materials are exactly the same as the Mintex liners, fitted as original equipment to many famous British Cars. They are readily available to all private motorists.

When high performance counts

you can rely on **MINTEX**

BRAKE LINERS

MINTEX BRAKE AND CLUTCH LINERS ARE MANUFACTURED BY BRITISH BELTING AND ASBESTOS LTD. AND ARE OBTAINABLE FROM MINTEX SERVICE DEPOTS AND STOCKISTS THROUGHOUT GREAT BRITAIN.

MOTOR SHOW COMMENT

Pre-View of the Earls Court Exhibition

IN preparing a pre-view of the Earls Court Motor Exhibition, it became evident that this year's Show would see a development of two main trends—cars of increasingly greater speed and cars of decreasing purchase cost. Obviously, whatever the personal position is, the former is the trend of greatest interest to MOTOR SPORT readers.

This year's Show was rendered especially interesting by reason of the large number of entirely new models which were present to greet the buyer's market.

The Editor and the Continental Correspondent, going round the Stands on Press pre-view day, decided that the open and high-performance cars which are combined in the term "sports car," could be roughly classified into Roadsters, Sports Cars, Gran Turismo and Sports/Racing cars, with perhaps an additional category of cars intended for high speed snob-travel.

A real sports car is no longer a machine able to reach 100 m.p.h., whatever may have been the position a year or so ago—today 110 m.p.h. must be in sight for it to claim to be a fast car. Nevertheless, open two-seaters of compact proportions and good handling properties must still come in this category even though their maximum speed is around the 90 m.p.h. figure. Roadsters merely encompass the ideal of lots of fresh air, in many cases without the speed.

A very fine family of Gran Turismo fast closed cars is now with us, and it is especially pleasing that many of the cars in this category are British.

A sports/racing car is an open car which has proved its worth in this stern form of competition.

Our observations, then, put as Roadsters the Sunbeam Alpine, resplendent in white on a raised dais, the Singers, of which the export only S.M. models included a glass-fibre four-seater with bonnet hinged at the front and the smaller pre-war style car, the new Daimler Conquest, the Allard K3, shown in compact, three-abreast-seater form with Hobbs automatic transmission having a pre-selector over-ride, the XK120 Jaguar drophead coupé, the ugly but fast DB Panhard Junior two-seater, and a Bristol 404 with Abbott drophead coupé body. This latter must have been delicate, because when we laid a clean finger on it we were shooed away.

The sports cars comprise Morgan Plus Four, TF M.G. Midget, Austin-Healey 100, A.C. Ace, Jaguar XK120, Allard Palm Beach, Triumph TR2 and Jupiter R4. We now began to notice a very desirable tendency to introduce centre-lock wire wheels on sports cars, a particularly happy discovery after the sad methods of wheel-fixing seen at the Paris Salon. Such wheels are an optional extra on the M.G. Midget, one car so equipped being on the Stand, and are used on the Allard, Frazer-Nash, Austin-Healey, new Alvis saloon, A.C. Ace, TR 2 Triumph sports, 1,900C Alfa-Romeo, DB2/4 Aston Martin, etc., while Jaguar lists them as an optional extra.

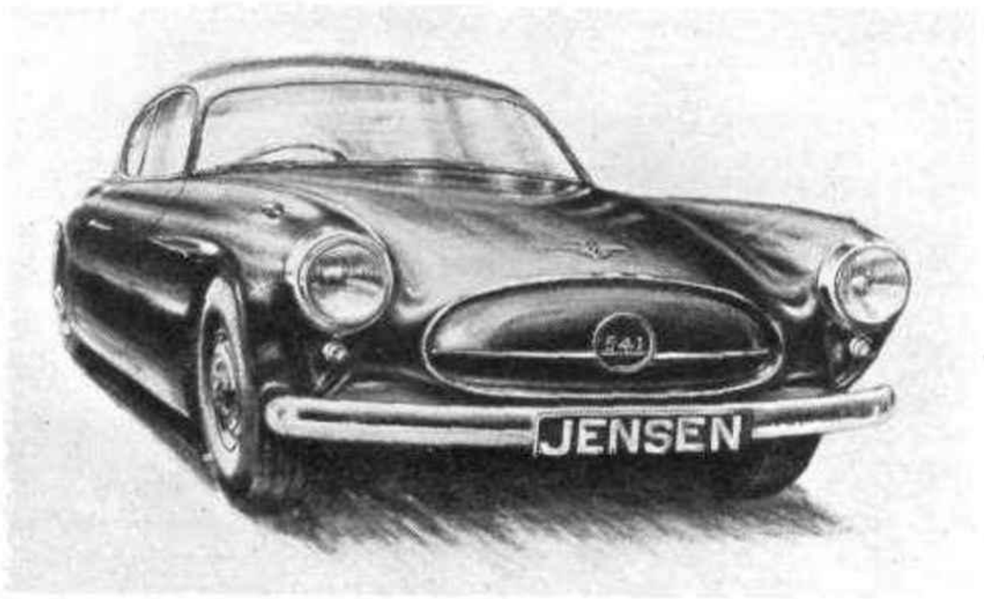
Reverting to the sports cars, most of the Morgan Plus Fours and the Show chassis have a new frontal aspect, the radiator grille inclined and extending downwards and the head-lamps partly faired into the wings. This certainly hides the front suspension and from the viewpoint of "out of sight out of mind" may be a wise move, but otherwise the new appearance has little to recommend it. We had hoped the Morgan would have retained the individuality of its former lines and not have made this timid excursion into the realm of "the new look." The chassis is unchanged, except for a stronger track-rod.

The Tojeiro chassis has been adopted by A.C. to make an exciting and good-looking sports two-seater, using the well-known 2-litre A.C. Six power unit. The performance should be decidedly interesting, the appearance earns high marks, but the price is also high. One feels that the special-builder, using the same components, could save a lot of money here.

The Jupiter R4 is excitingly short and compact, its body rather rotund and made partly of plastic.

We pass now to the very desirable Gran Turismo class. These we set down as DB2/4 Aston Martin, 1,900C Alfa-Romeo, Bristol 404, 2½-litre Lancia Aurelia, Pegaso 102 BS, Frazer-Nash Le Mans coupé, Porsche and Jensen 541.

The Jensen 541 is perhaps the outstanding new car of the whole



OUTSTANDING EXHIBIT.—The new 4-litre Jensen 541, selling for a basic price of £1,250 and claimed to be capable of 120 m.p.h. Its lines are the equal of the best Continental cars in the Gran Turismo class.

Show. This red two-door four-seater coupé with really beautiful lines and finish, somewhat like the 8V Fiat coupé, should, with 4-litre Austin Princess engine, be capable of 120 m.p.h. It pulls a 3.3 to 1 top gear ratio, but an optional overdrive gives a top gear as high as 2.68 to 1, when fuel consumption can be as low as 27 m.p.g. A cable-controlled aerofoil flap fills the cooling aperture, so that air flow through the radiator can be varied by the driver, and the chassis is entirely new, of shorter wheelbase than the Interceptor, being 8 ft. 9 in. The makers, who claim to build more of their car than any other manufacturer, honestly stated that to keep the price low—it is £1,250 basic—only essentials are included as standard equipment. Even so, this Jensen 541 is one of the most satisfactory British high-performance cars we have seen for a long time. It makes the Jensen Interceptors look like staid old gentlemen. The 541 has only exposed side-lamps to break its sleek lines.

Sports/racing cars are represented only by a Targa Florio Frazer-Nash and the Pegaso open two-seater of the type which was recently timed at over 150 m.p.h.

Of the special cars at Earls Court, the Liege-Rome-Liege Lancia Aurelia arrived covered in the mire of battle and has a slightly lower roof-line than the bread-and-butter Aurelia Gran Turismo. The Le Mans winning Type C Jaguar has, on the contrary, been spit-and-polished since the Paris Salon and its rather pleasing permanent Trade numbers removed. It bore a plaque beneath a synthetic laurel wreath saying "Le Mans Victor, 1951, 1953," which must have been of satisfaction to Stuttgart. Particularly pleasing was the purposeful Bristol 450 record-breaker, the more so because all the production Bristols are of the same engine size and obviously benefit from development of this competition coupé. The racing cars are nicely displayed on a shallow banking. On the pre-view day the bore and stroke of the four-cylinder Turner engine in the Kieft had not been painted in. The Staride looks like a Kieft and the record-breaking Cooper, painted since its fine run at Montlhèry, might, we thought, have been labelled as such to guide the public who know it in its more usual form. Furthermore, the S.M.M.T. give its engine as a J.A.P., whereas a Norton is installed! The Connaught has a certain lever on the facia missing and the slot for it covered by a blanking plate—we wonder why?

John Cooper is in no way dismayed that Taruffi's Taft had broken his Class I hour record and is planning to recapture it soon after Earls Court closes.

The Packard Pan-American is longer behind than in front, with a self-conscious vertical spare wheel, peeping from an old-fashioned wheel cover, sticking up behind the tail. The 850-c.c. flat-twin Dyna-Panhard 54 is a really large car for so small an engine and is

Continued on page 607

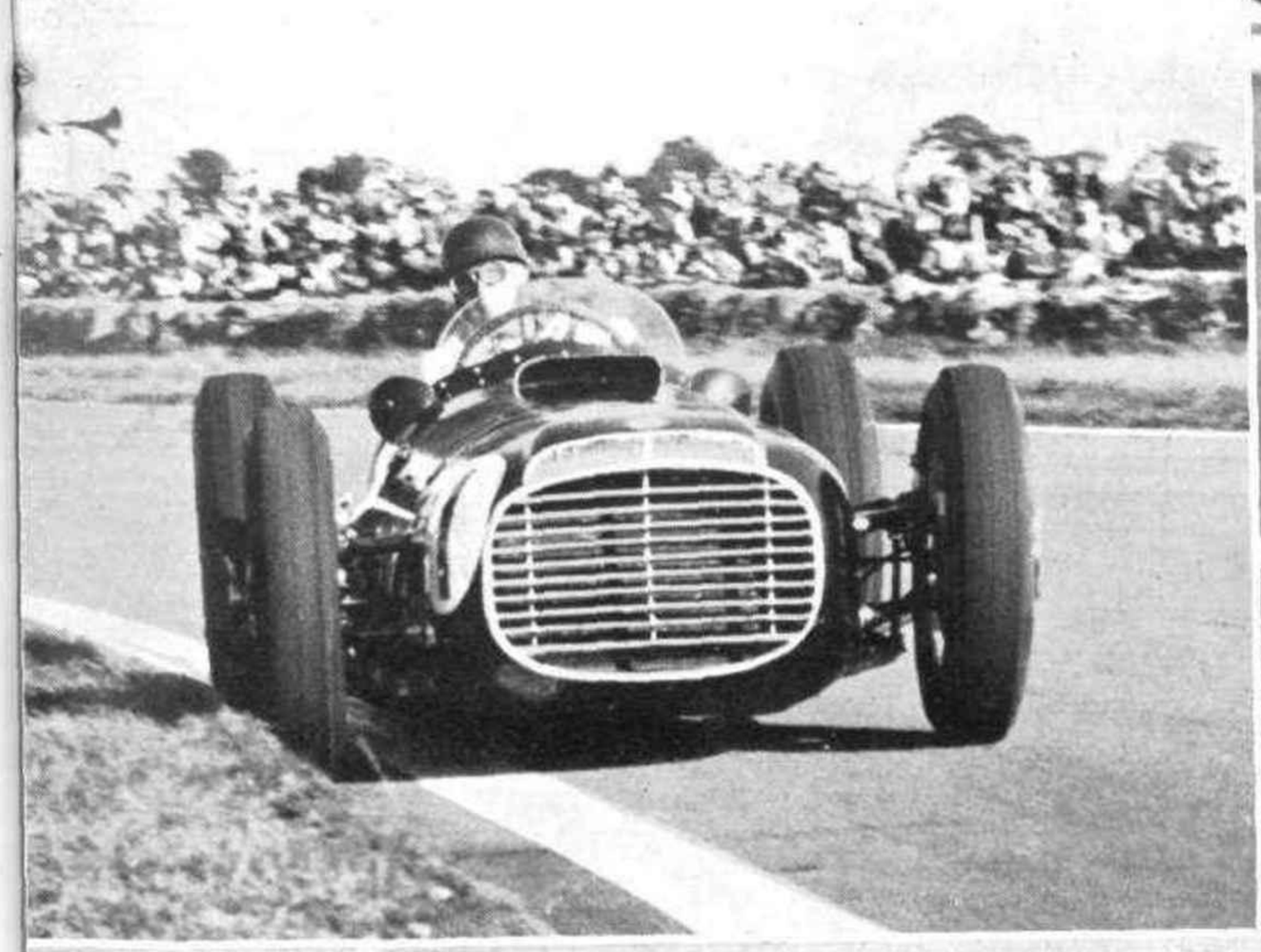
PICTORIAL REVIEW

B.A.R.C. GOODWOOD, CASTLE COMBE, NORTH STAFFS M.C., SILVERSTONE AND BRANDS HATCH.

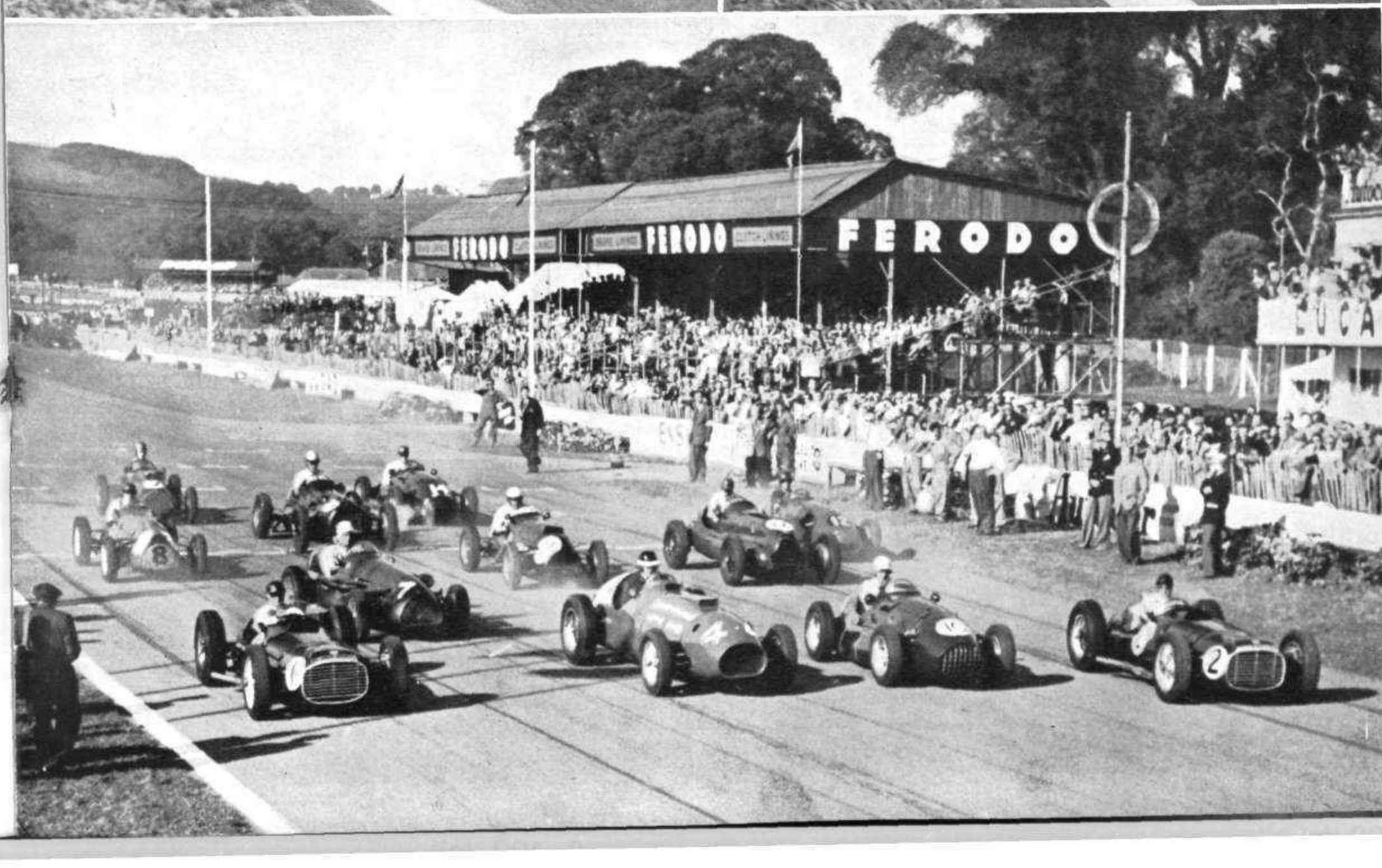
Top, left : OVER THE WHITE LINE.—J. M. Fangio clips the grass at Goodwood in the B.R.M.

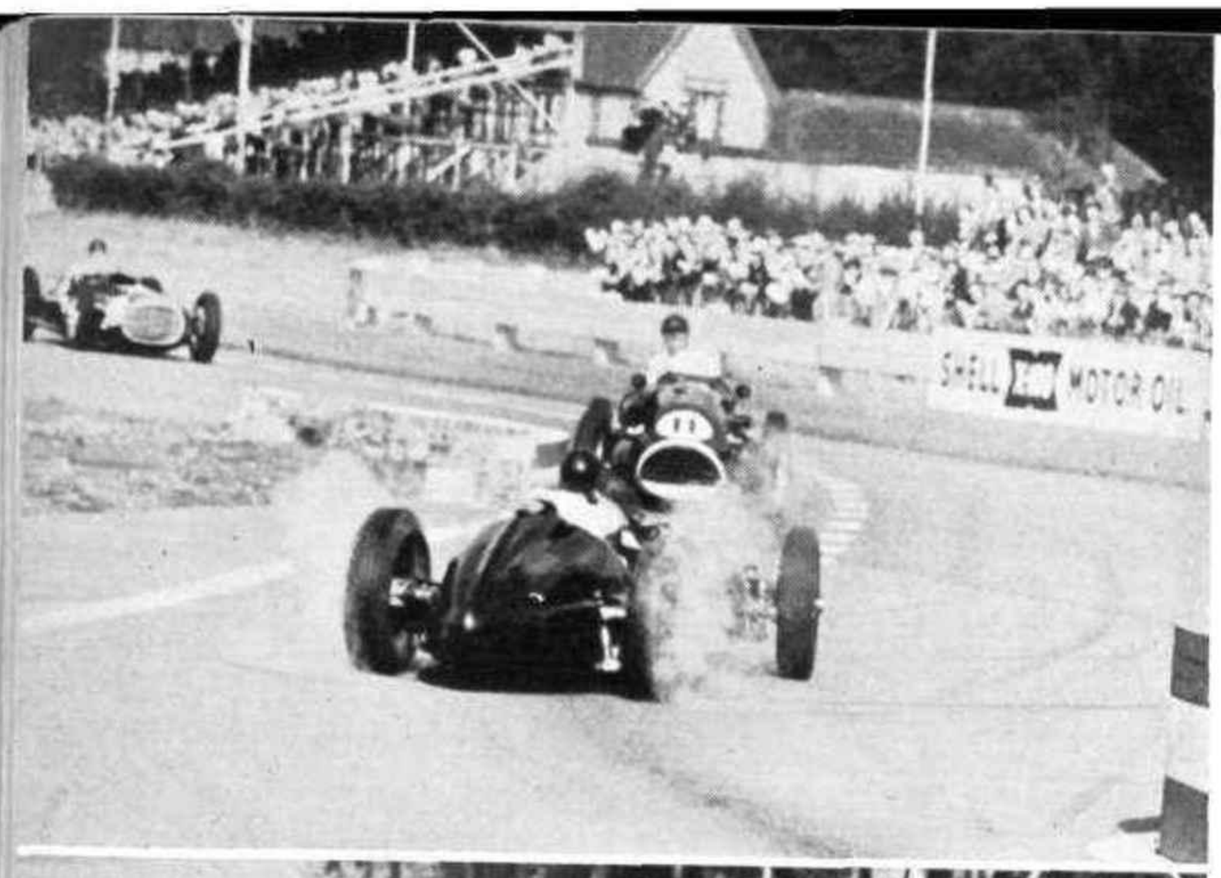
Top, right : ANOTHER GRASS-CLIPPER.—Mike Hawthorn during his extremely fine B.R.M.-conquering drive at the closing B.A.R.C. Goodwood Meeting, when he set a new lap record in the Thinwall Special Ferrari.

Bottom : IN AUTUMNAL SUNSHINE.—The start of the big race of the day at Goodwood, when Hawthorn showed the Bourne cars the way round. The Thinwall Special Ferrari set a new lap record of 94.53 m.p.h.



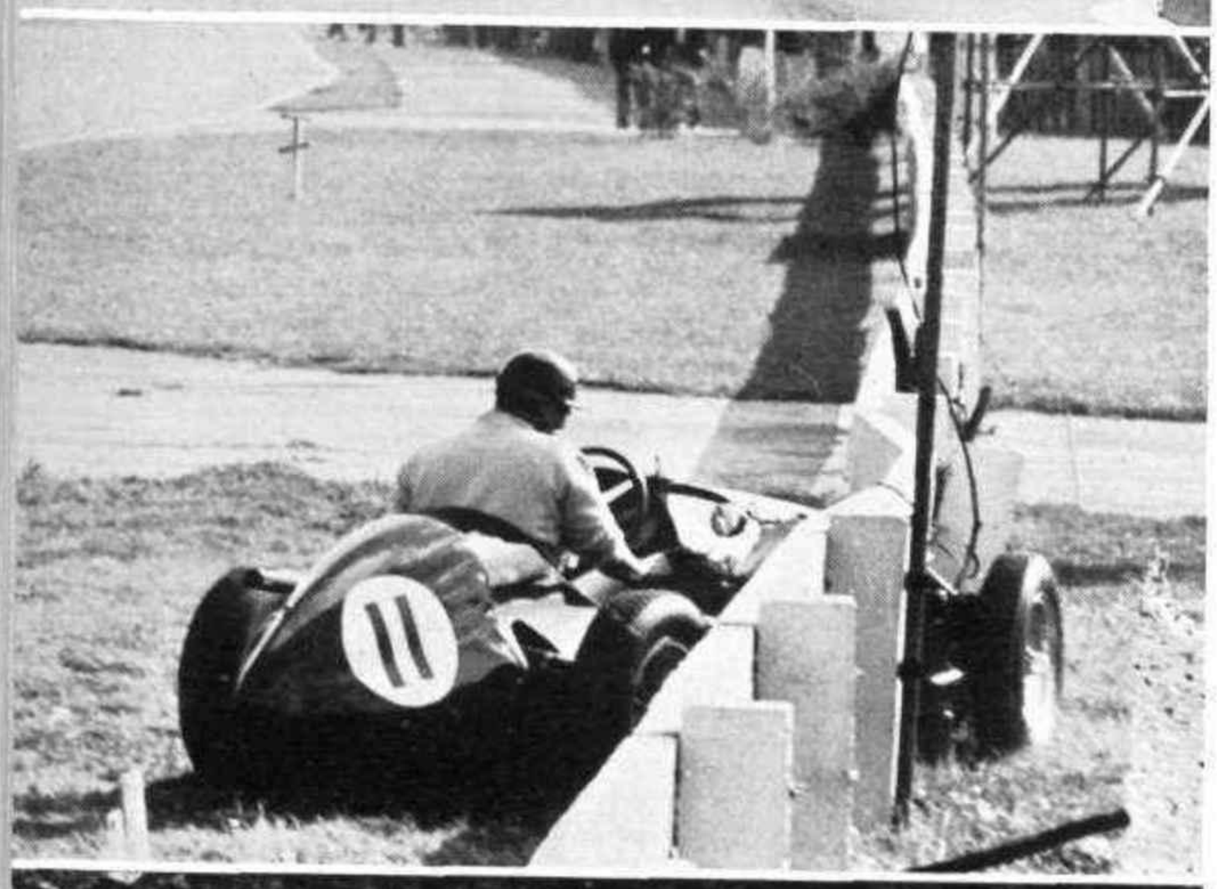








A ROLLING ROLT GATHERS NO MOSS, fortunately, during Cooper as his shoulder smites the hard unyielding track. Luckily



CAUSE. — With rear wheels spinning hard Ken Wharton brilliantly gets his B.R.M. out of Rolt's way, averting a nasty situation, during the Goodwood meeting. Fangio follows Rolt in the other B.R.M.

AND EFFECT.—Tony Rolt's evasive action takes him through the light wicker fencing, across the grass and slap into the heavier barrier, which proved too solid for the front end of the Connaught. It ran no more during the meeting.



MAN OF THE DAY was, without doubt, Mike Hawthorn, the B.A.R.C

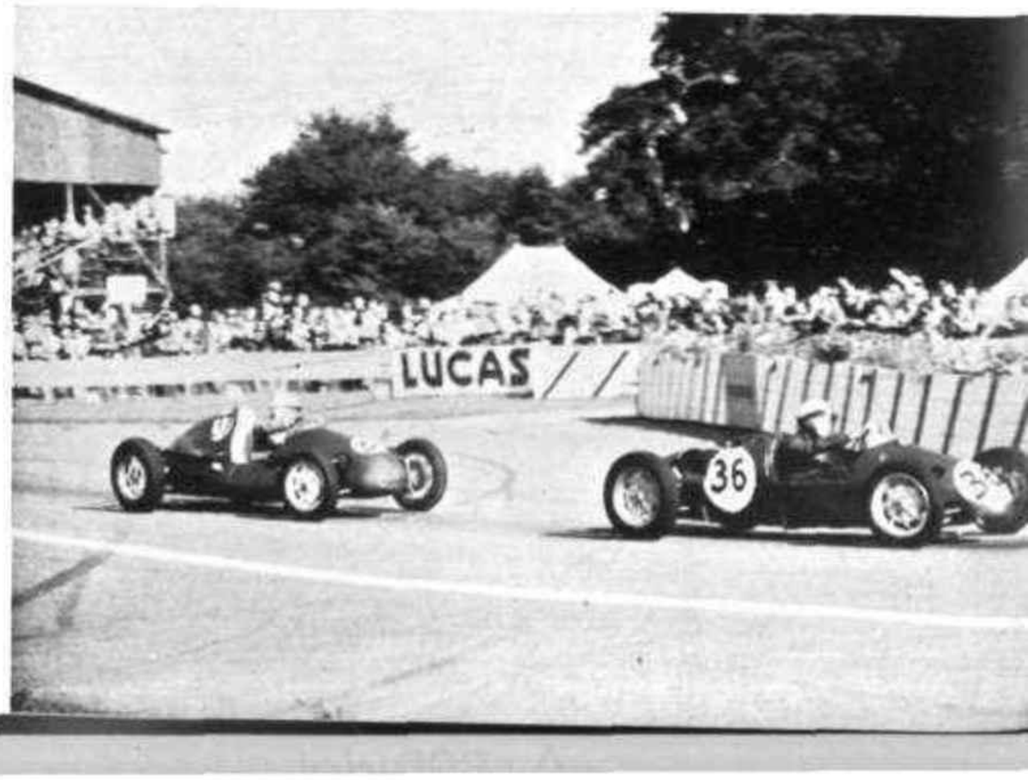


GRASS TRACKING AT WOODCOTE. — D. A. Clarke, driving Bob Gerard's Cooper-Bristol, keeps his foot hard down in spite of the bumpy terrain, and safely regains the circuit.

ON FAMILIAR GROUND. — Roy Salvadori always seems to get the best from his injection Connaught at Goodwood. Here during the B.A.R.C. meeting he put in some very fast driving.

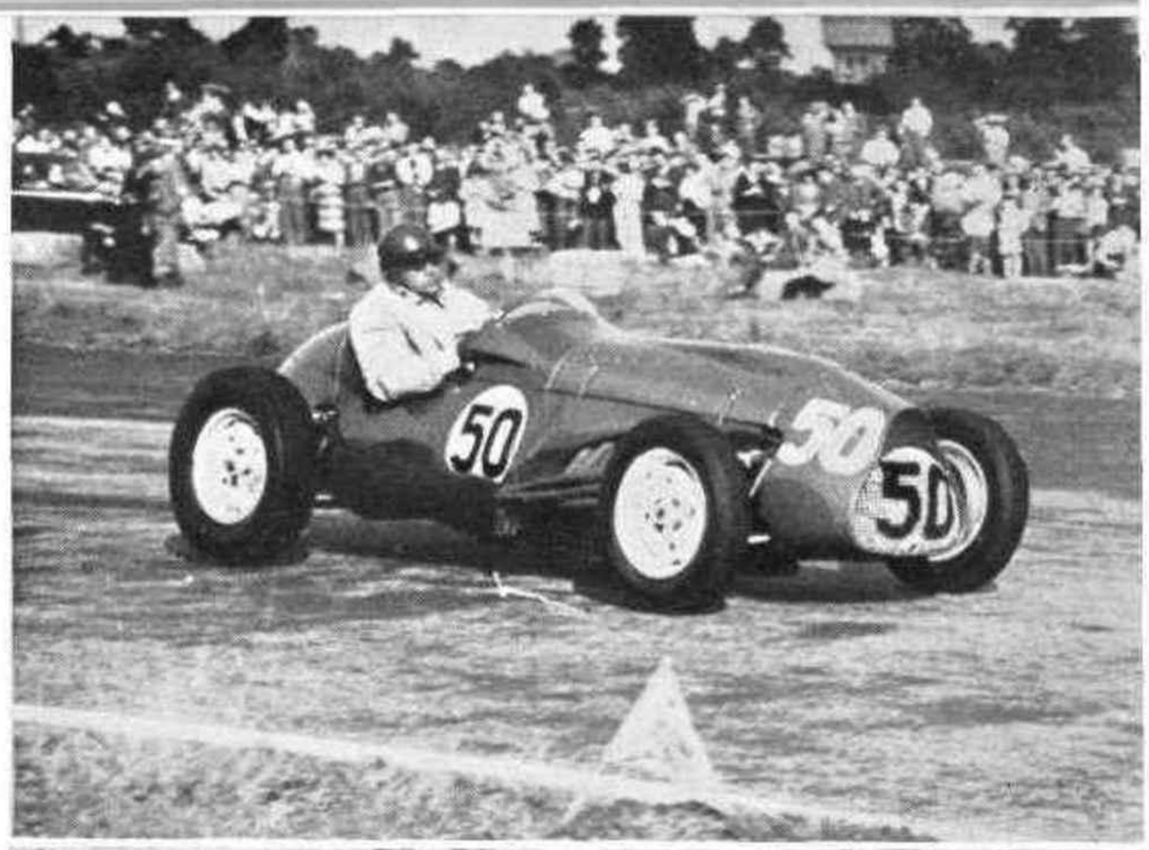


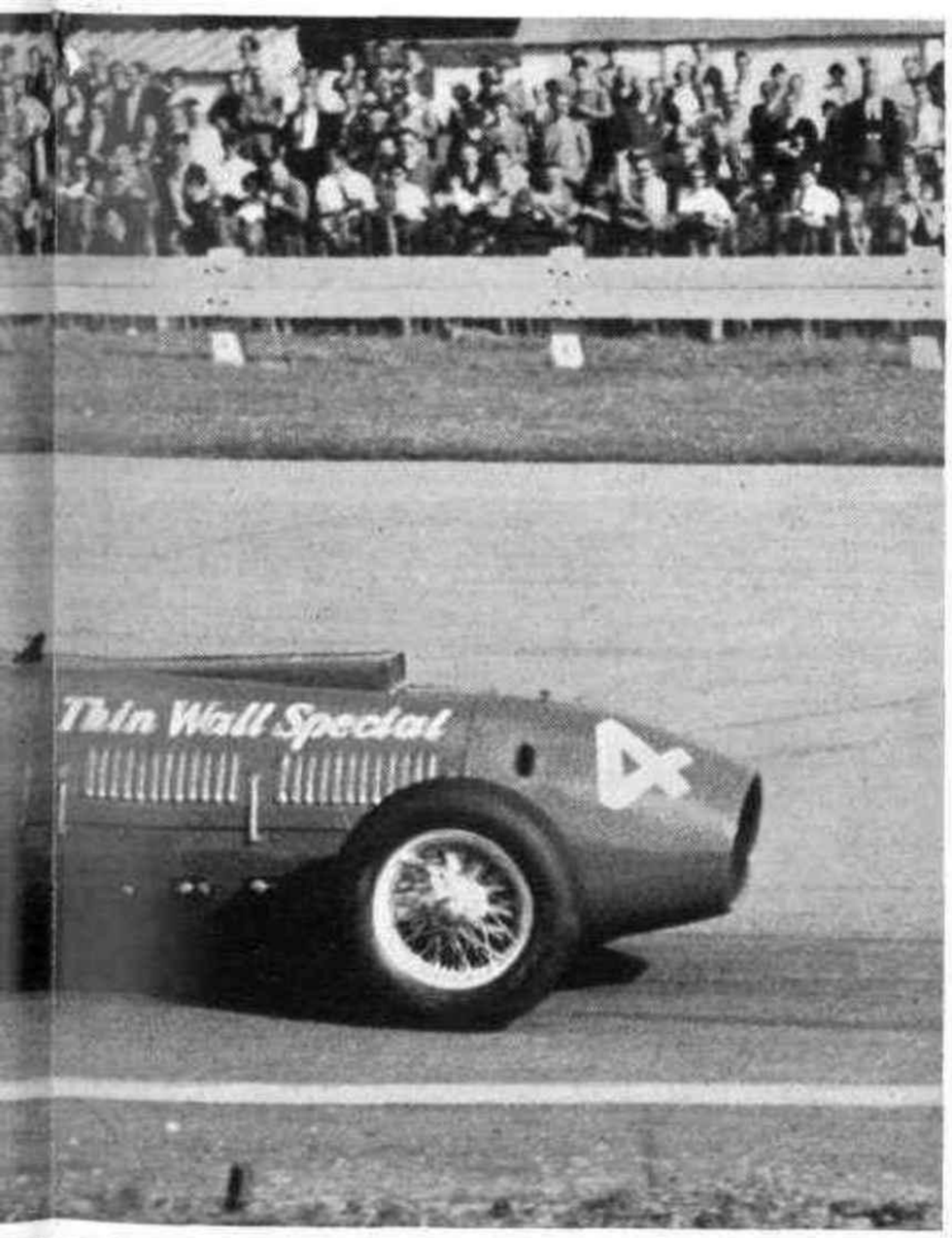
SAME, WITH A DIFFERENCE.— Moss, in his orthodox Cooper, follows S. Lewis-Evans in the Beart-tuned Cooper, which has an unusual body line for cars of that marque.





the mix-up on Quarry Bend, Castle Combe. Moss takes the weight of his inverted , the injuries sustained by Moss were less serious than was at first suspected.





Here he is in the big Ferrari, accelerating out of the chicane during C. Goodwood meeting.

HAPPY DAY.— Bob Gerard had a successful outing at Castle Combe, winning the Formula II event, in his Cooper-Bristol, and bringing his E.R.A. into second place in the Formule Libre, and a third in one of the "500" heats.

UNUSUAL VIEW of a familiar car, as Ken Wharton sweeps around Quarry Bend in the B.R.M. during the Formule Libre race at Castle Combe. He won the event at an average speed of 87.49 m.p.h. and created a lap record of 89.77 m.p.h.

SUCCESSFUL COMBINATION of Reg Parnell and the Aston Martin DB3S resulted in the sports-car record at Castle Combe being raised to 83.01 m.p.h. Parnell's average speed also was faster than the previous lap-record.

SAVING SECONDS and inches, as demonstrated by Tony Rolt in R. R. C. Walker's Connaught at Castle Combe. The white nose replaces the blue one damaged at Goodwood the previous week. Following is Graham Whitehead in his E.R.A.





MIXED BAG.—The field sweeps round Quarry Bend during the Formula II event at the Bristol M.C. meeting at Castle Combe. Salvadori (Connaught) leads with Moss (Cooper) on the outside followed by Bob Gerard, Rolt and Wharton bunched together.



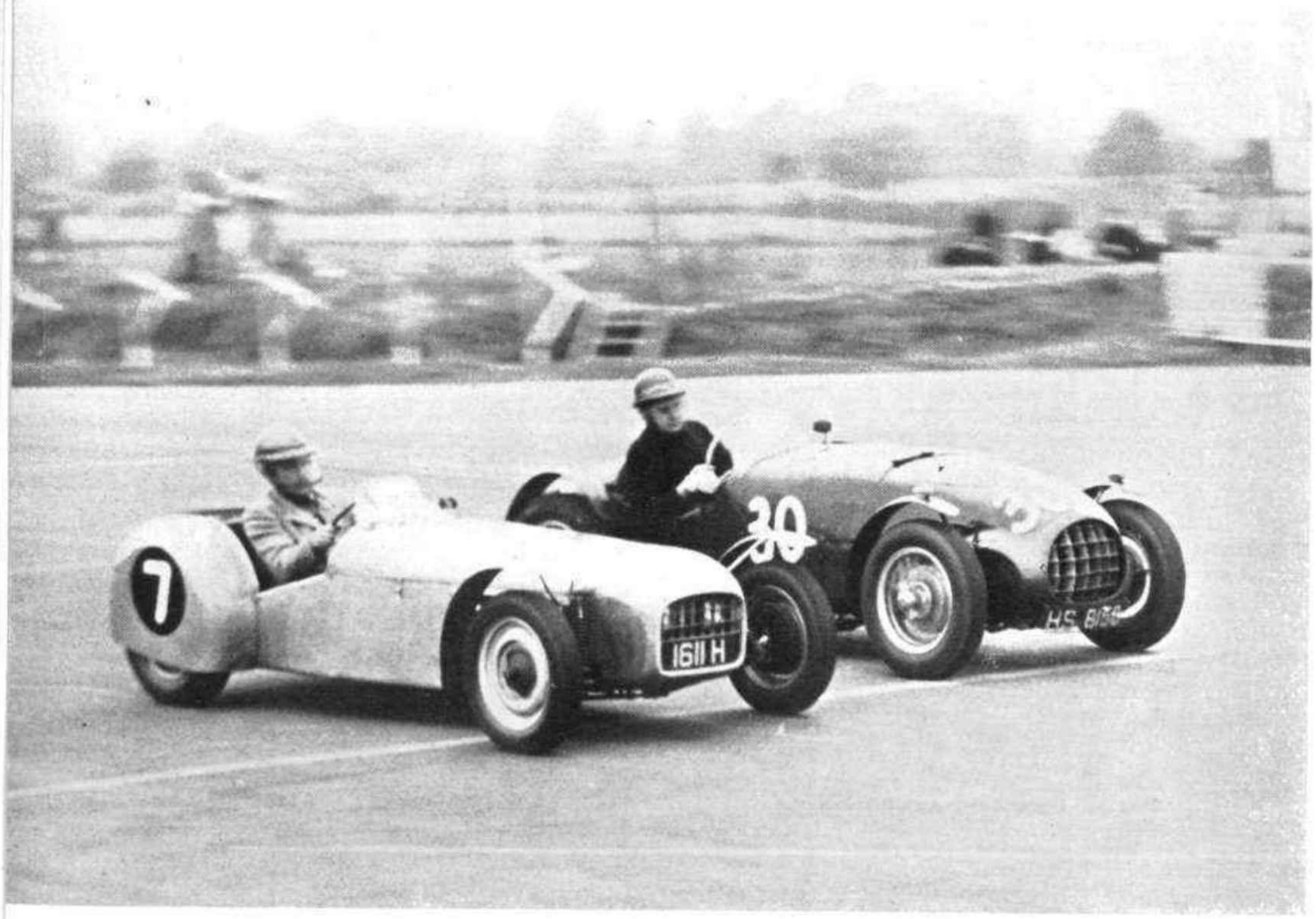




TROPHY WINNER.—Peter Gammon (M.G.), winner of the Motor Sport *Silverstone Challenge Trophy, performed consistently during the season, which concluded at the North Staffs M.C. meeting.*



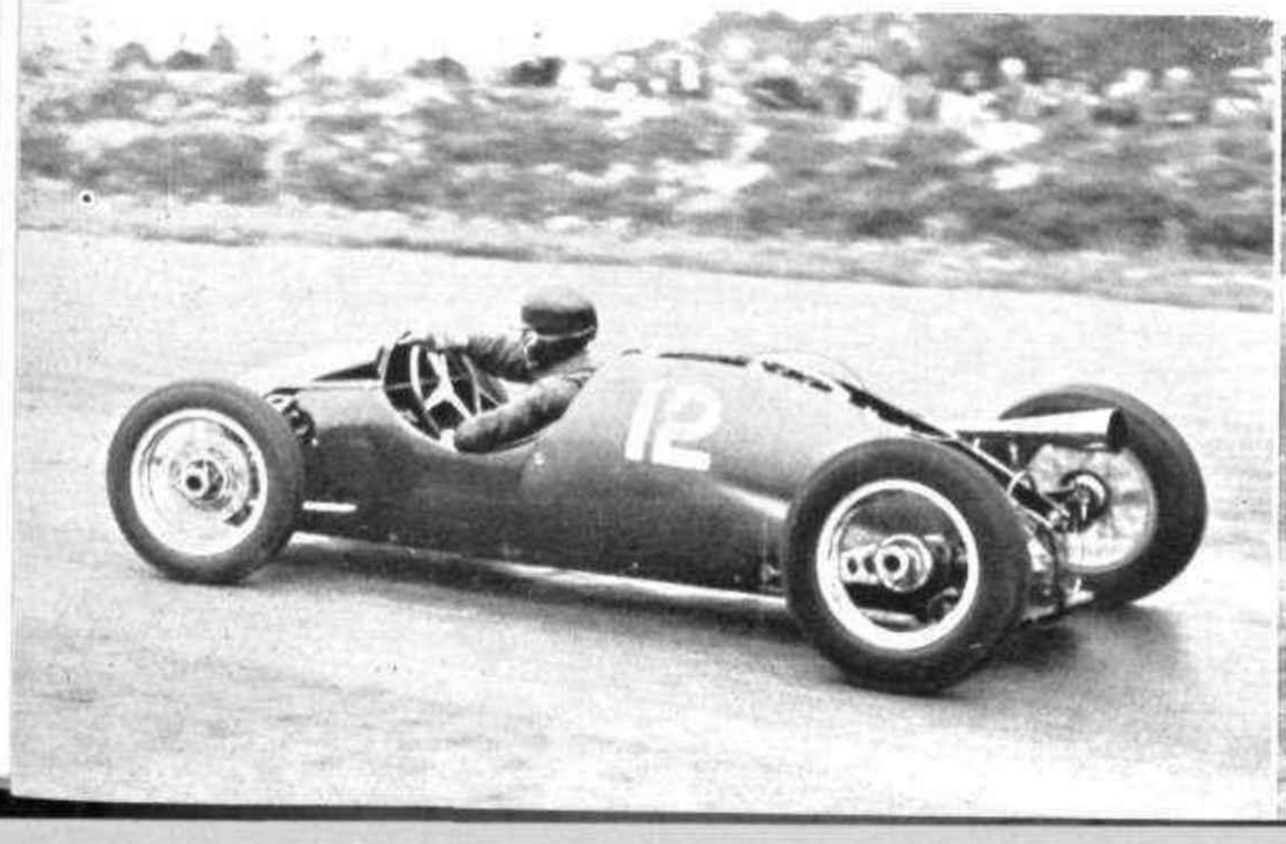
ALL LEAN TOGETHER, as M. Pannell (Cooper 500) and L. Marr (Connaught) round Becketts Corner on the Silverstone club circuit, in the Formule Libre event of the North Staffs meeting.

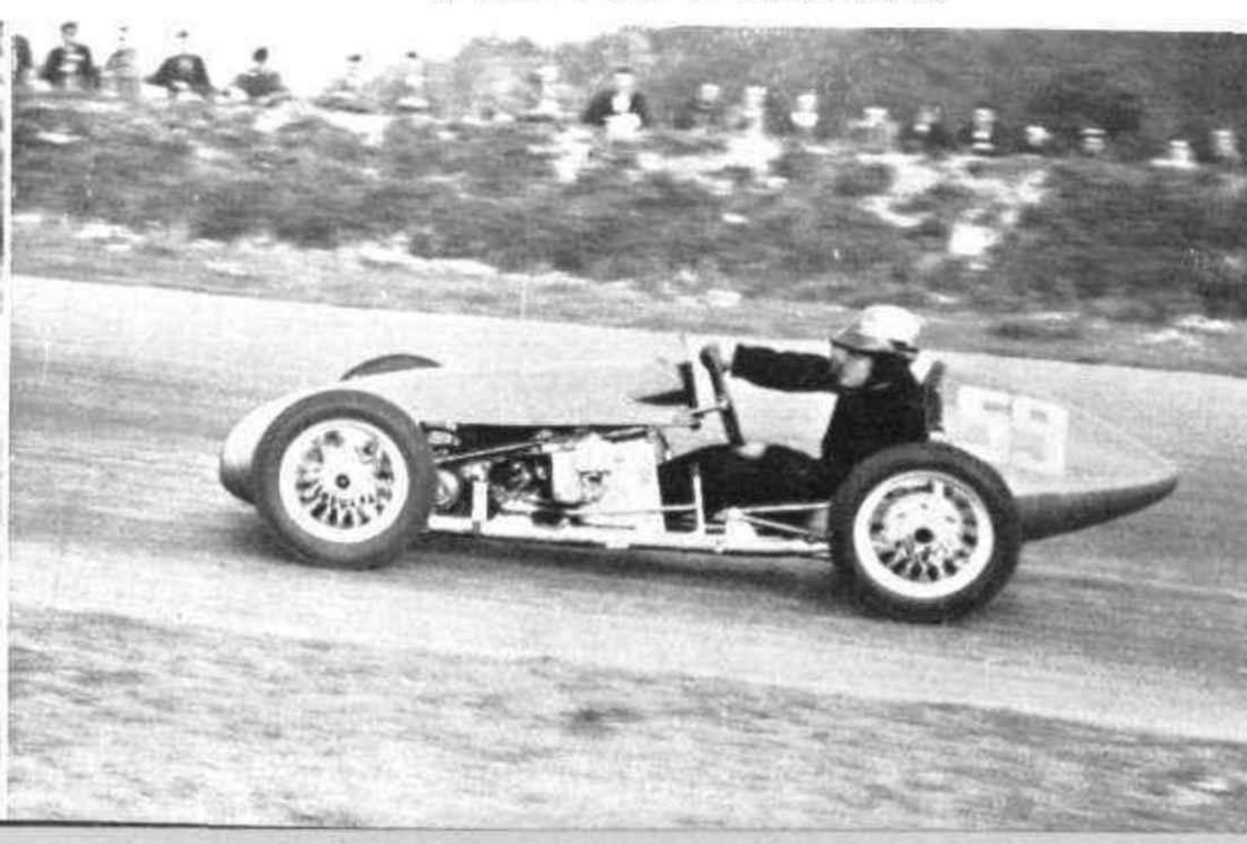


KING OF THE MIDGETS.—Don Parker (Kieft) concluded a successful season which undoubtedly puts him at the top in the 500-c.c. class. Here he is pictured at Brands Hatch.

DUELLISTS.—Colin Chapman and Dargue, respectively in the Lotus and M.G. Special, at close quarters during the North Staffs M.C. Silverstone meeting.

NAMESAKE. Paul Emery in front-engined Emeryson during the last meeting of the season at Brands Hatch.







EXCITING.—The A.C. Ace with lightweight tubular chassis with transverse leaf-spring independent suspension front and back.

MOTOR SHOW COMMENT—Continued from page 602

said to be very fast—British small-car designers please copy. The Le Mans car is an attraction on this Stand.

The 2 c.v. Citroën is a delightful people's car, intended to replace the horse and cart. It has an Exide battery, Ducellier coil and Michelin tyres, truly cosmopolitan.

The new B.M.W. 501 is one of the outstanding technical exhibits. It has a very wide chassis with massive tubular cross-members and square-tube side-members tapering in section at the rear. The torsion bars for the suspension are of enormous length and the suspension system is friction-free, by the use of needle-roller bearings throughout, so that the former B.M.W. one-shot system of chassis lubrication has been dispensed with. The handbrake has a compensated cable linkage, the unusual steering gear operates in a delightfully smooth, firm manner and hanging pedals are fitted. The sheen on the castings is worthy of the great B.M.W. concern, and the body is as wide as those on some American chassis, although it is of compact, sober outline. The former B.M.W. frontal appearance is retained. A 326 engine drives *via* a short coupling to a synchromesh gearbox laid on its side to reduce height, and the carburetter is completely boxed-in to ensure clean air through every orifice. With substantial body the weight is said to have been kept to a pre-conceived maximum of 25 cwt. Aldington nearly sold us one—this is a beautiful car in *every* way.—W.B.

* * *

The Armstrong-Siddeley Sapphire has a very Gordini-like valve cover, with sunk plugs.

* * *

Daimler's sports Conquest carries on a theme exploited by Alvis some seasons ago.

* * *

The Austin A30 engine has neat handles all ready for lifting it out, if it wears out.

* * *

Alfa-Romeo show a 1900C family saloon of the type able to lap Montlhèry at 114 m.p.h. without fuss—Gran Turismo!

* * *

If Rootes don't want it we'd like the model Hillman Minx from their Stand!

* * *

The big scale model of a Surrey Rollalong caravan was jolly, too. It was complete even to tiny pewter tankards on the shelves.

* * *

The TF M.G. Midget has well-padded scuttle edges, but the A.C. Ace scorns such padding.

* * *

When you see pictures of Opening Day crowds pressing against the windows of elegant Daimlers to watch a girl within pour out a cocktail you may be seeing a picture taken on pre-view day with British workmen acting as "crowds"!

* * *

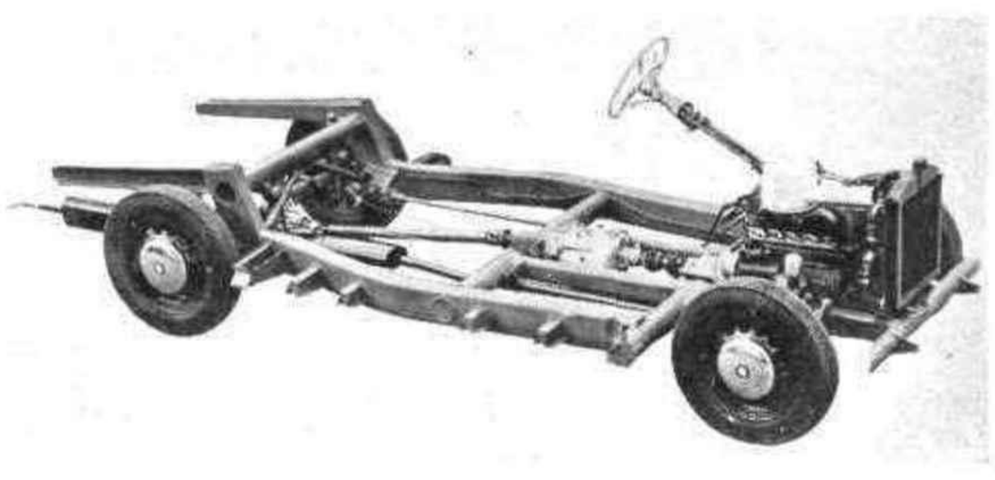
The Triumph TR2 Sports model has a space behind the seats, but as the floor slopes forward it cannot accommodate passengers or much luggage—a case of standing-room only!

* * *

Don't forget to examine the 2½-litre V8 Coventry Climax F.P.R. engine on Stand 30, ground floor, boat section. Intended for racing hydroplanes, it weighs 335 lb., is said to give about 250 b.h.p. at 8,500 r.p.m. and could be useful for next year's Grand Prix cars, although it would be a tight fit in some of them.

* * *

The R4 Jupiter has an Osca look about it.



ENGINEERING MASTERPIECE.—The 501 B.M.W. chassis repays careful study in this age of pressed-tin and the common-place.

MOTORING VARIETY IN AUSTRALIA—

Continued from page 582

two weeks, with virtually no trouble, in the 30/98 which replaced OE 244 in the aforementioned friend's stable. This car, OE 185 I think, went very hard, was extremely quiet, smooth and flexible, and handled better than any 30/98 I've driven. It was quite original and unaltered, either in chassis or engine, which may or may not indicate something.

Incidentally, one of the highlights of this trip was a race with a 1939 Buick hearse, driven by a correct-looking type wearing a top-hat. I quickly got the "Thirsty" wound up to its maximum, about 80, I suppose, at which stage the hearse whistled past doing a good 10 m.p.h. faster! It was a very straight, very flat road. At another



NOT AT EARLS COURT!—G. Standford-Morgan's 30/98 Vauxhall OE244 stripped for action.

stage, when driving through the main street of Balranald, in the early evening, some form of beastie flew in the scuttle ventilator and bit me in a most inconvenient place. Inhabitants of Balranald were immediately treated to a lightning strip-tease act by the light of the headlamps, while I hunted for my cowardly attacker.

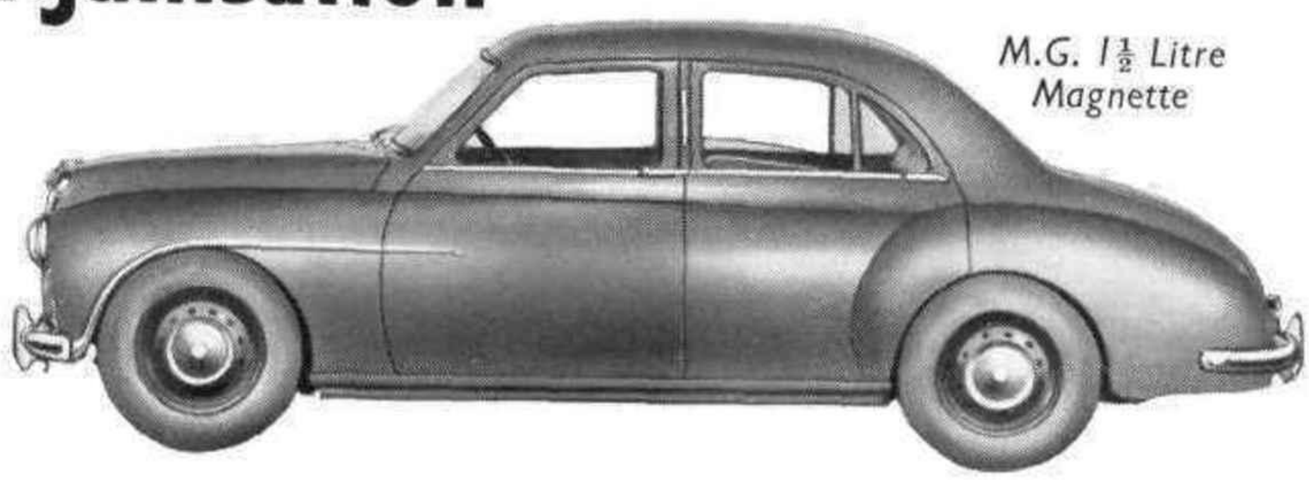
For some time prior to this I had been very interested in the few Singer-powered H.R.G.s which had appeared in Australia after the war, and, in fact, very nearly bought a new 1,100-c.c. model at one stage. The first one I encountered was F. A. O. Gaze's Aerodynamic 1,500, with which he competed most successfully in all types of events, its silence and excellent handling being very impressive.

[*To be continued*]



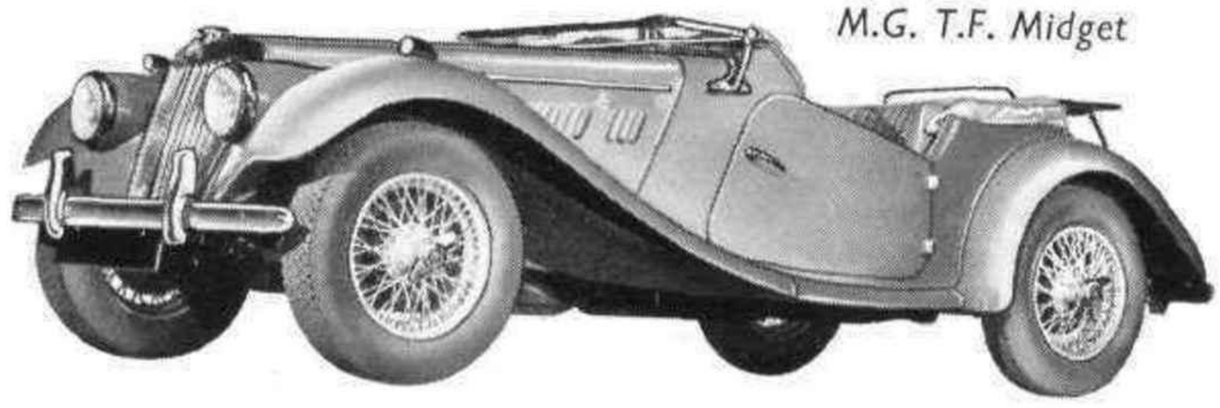
Morris Minor Traveller's Car

The Nuffield Organisation



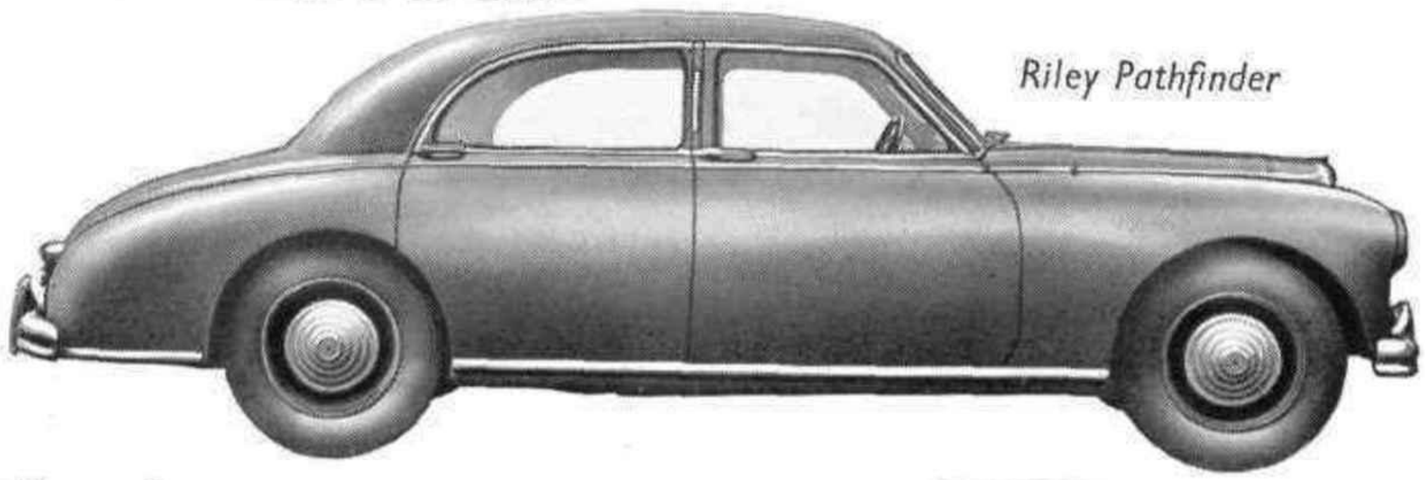
M.G. 1½ Litre Magnette

recommend Castrol



M.G. T.F. Midget

for all their new models



Riley Pathfinder

and for every car they have ever made

Riley 1½ Litre Saloon

THE MASTERPIECE IN OILS

SOME FRENCH SPORTS-CAR RACING

AGEN, September 27th.

QUITE often at French meetings short races are held before the main event, for national drivers in production cars or modified production cars, and form the first step to better things, just as the club meetings at Silverstone do, the only difference being that the French novice can start his racing on a proper road circuit instead of the wide open spaces of an aerodrome. The next step up from these events are international sports-car races which are semi-professional affairs, supported almost entirely by national drivers, though open to other countries, these events being the intermediary before tackling things such as Le Mans, Reims, or Monaco. It is in this intermediary category that the Agen race fell and the entry contained most of the French semi-professionals and a single English entry, that of Nigel Mann with a DB2 Aston Martin.

Whereas the national races are pretty amateurish in all ways, the middle class usually has a far better idea of how to motor-race, added to which the cars range from works machines on loan to good production cars. The race in question had an entry of ten for the 40 laps of the little town-circuit in Agen, of 1.7 kilometres to the lap. After practice the front row contained Roger Loyer with a 2.3-litre Gordini, Mann's DB2 and Picard with a good 2-litre Ferrari coupé, as distinct from a production 2-litre. Behind came Balsa with a Veritas fitted with a coupé top and Dieu with a 1½-litre Gordini coupé, one of the 1950 Le Mans cars, and in the third row was Bourelly with a similar car, Carlus with a Light Fifteen Citroën, cut-and-shut and fitted with the body from a baby Fiat, and very neatly carried out, and Profichet with a 328 B.M.W. fitted with a hideous saloon body of his own conception. To complete the list came George Houel, the motor-cyclist, with a Lancia Aurelia Gran Turismo and Jacques Peron in his 1,100-c.c. Osca, with which he won the recent Tour of France.

As a race the event was not spectacular but Loyer demonstrated the ability of the Gordini very effectively and the 2.3-litre car ran away from all the opposition. After starting off in second place Mann let Bourelly get by, but he managed to keep the Ferrari at bay, though it chased him hard. Peron had to start in the back row due to not practising and it took him some time to work his way through the field, but by half-distance he had caught both the Ferrari and the Aston Martin, but could not make any impression on the two leading Gordinis. The Aston Martin gradually began to overheat and eventually had to stop for more water, which let the Ferrari take fourth place, and then before it could complete the full distance it got too hot to be safe and stopped altogether. Loyer drove a nice steady and regular race to chalk up a much needed victory for Gordini, and Bourelly clinched it by finishing second ahead of the Osca and the Ferrari.

Results :

40 Laps—68 Kilometres

1st :	R. Loyer (Gordini 2.3-litre)	... 48 min. 28.1 sec.	...	87.798 k.p.h.
2nd :	R. Bourelly (Gordini 1½-litre)	... 47 min. 2 sec.	...	2 laps behind
3rd :	J. Peron (Osca 1,100 c.c.)	... 47 min. 13 sec.	...	2 laps behind

Fastest lap : R. Loyer (Gordini), 1 min. 8 sec.—90.00 k.p.h.

COUPE DU SALON

MONTLHERY, October 4th.

In much the same category as the Agen race was the Coupe du Salon for sports cars run on the Montlhèry road circuit of 6.284 kilometres, which uses one half of the banked track and the flat part of the pure road circuit in the Montlhèry grounds, the cars running off the Piste de Vitesse at a tangent to the banking and rejoining it on a similar tangent the other side. Being of a somewhat higher standing than the Agen race the entry was much larger and in addition to Loyer, Dieu, Bourelly, with their Gordinis, Balsa and Peron with their same Veritas and Osca cars, respectively, there was John Simon, the American, with a C-type Jaguar, Grignard, Levegh and Blanc with 4½-litre Talbots, Macklin with the Jaguar, H.W.M., and Auriac with a very neat but not very fast 3½-litre Delahaye. These last six and Loyer comprised the over-2-litre class, while the 1,100-2,000-c.c. class contained, in addition to those mentioned, Guelfi with a 2-litre Gordini, Brown with the Cooper-Bristol, Gast, a Dutch driver, with a special TD M.G., and a local driver with a Fiat Special. The rest of the field was made up of an assortment of D.B.s, Monopoles and Panhards.

The circuit was as fast as the Agen one was slow, and both Brown and Macklin arrived unsuitably geared, while the Gordinis and Talbots were obviously very conversant with the Montlhèry circuit. On practice times the cars were lined up on the grid for a normal Grand Prix start and Loyer, Grignard and Levegh occupied the front row, with the others spaced out behind in ever decreasing capacities and speeds. Macklin and Grignard leapt away into the lead, while Levegh made a hesitant start, and at the end of the first lap the dark blue Talbot and the green H.W.M. were way out on their own as they came down off the top of the banking at 130 m.p.h. That was the last seen of the green car for the engine cut out as it passed and it came to rest in the far distance with its coil lead adrift. After everyone had gone by Levegh arrived and stopped at the pits with a broken rear axle, so that two of the fastest cars in the race were out after only the first of the twenty-four laps had been covered.

Grignard was now quite unchallenged and thundered on as fast as ever until near halfway, when he ran out of brakes and rammed the bank. No damage was done to the mechanism but he lost a lot of time at the pits putting the brakes right and this let Loyer get the lead, from Simon's Jaguar. Blanc and Guelfi were busy scrapping together, the Gordini going very high on the banking and making up on the Talbot by pulling off in a shallow dive down the slope, while behind them Brown was having a lonely ride in the Cooper-Bristol, being quite unable to keep up with the Gordinis.

Farther back Peron (Osca) and Dieu (Gordini) were having a good tussle in spite of the little Osca being 400 c.c. down on the Gordini, and although Grignard rejoined the race he had lost too much time to catch any of the leading group. For the second week running Loyer marked up a victory for Gordini, with one of the neat little all-enveloping two-seaters, on the Grand Prix chassis with six-cylinder engine, this one being a 78 by 78 mm. of 2.3 litres capacity. The Jaguar which finished second, driven by the American Simon, was a quite standard XK120C, and following it was Blanc with his Talbot which started life as a single-seater G.P. car and was converted into a two-seater with all-enveloping body, now in rather rough condition. The North African driver Andre Guelfi chased him hard with his Gordini, similar to Loyer's except for a 75 by 75-mm. engine of 2 litres, and finished only 2 sec. behind the Talbot. Then Alan Brown finished fifth all on his own a lap late, and Peron just beat the coupé Gordini, two laps behind the leader.

The rest of the field straggled in varying numbers of laps behind the leader. While he had been running, Grignard recorded fastest lap and Macklin would have quite likely improved on it as he was about to overtake the Talbot when the H.W.M. died on him.

Results :

24 Laps—151 Kilometres

1st :	R. Loyer (Gordini 2.3-litre)	... 59 min. 16 sec.	...	152.667 k.p.h.
2nd :	J. Simon (Jaguar 3.5-litre)	... 1 hr. 0 min. 20 sec.		
3rd :	F. Blanc (Talbot 4.5-litre)	... 1 hr. 0 min. 48 sec.		

VOLKSWAGEN O.C.

The Volkswagen Owners Club held a Gymkhana on October 4th at Whelpley Hill in Hertfordshire and it was a thoroughly pleasant day's sport.

Tests were designed so as not to put Volkswagen owners who had not previously competed to too much trouble. The winner of the event was Sgt. C. Lendrum of the United States Air Force, who used a 1953 model, runners-up being Mr. Michaels in a 1948-49 model and Mr. Ellis who used the same car.

Although the entry was not large, in view of the fact that the Club is as yet small, the event appeared to have been enjoyed by everyone.

The Club is planning one or two static meetings this winter, comprising film shows and the odd get-together to exchange personal experiences.

Volkswagen owners are invited to get in touch with Mr. R. Woolf, 30, Foscote Road, Hendon, London, N.W.4.

WELCOME !

Vacuum Oil Company announces that there was a decrease in the price of Mobilgas (regular grade only) of ½d. per gallon from midnight, October 6th. There will be no change in the price of Mobilgas Special, the premium grade.

The price of Mobil Diesel will also be reduced by ¼d. per gallon for deliveries in bulk.

These prices are applicable in all price zones and apply to both the wholesale and retail trade.

PARIS—MONTLHÈRY

Theory and Practice

by the Continental Correspondent

THE beginning of October saw the opening of the 40th Paris Salon and from the French buyer's point of view the whole show took on a much more practical air than in the past, there being cars on view that were in production and on sale, rather than the usual French collection of oddities and absurdities that have dominated past Salons. Freaks and oddities there were, and always will be, for that is half the fun of preparing a show stand, but the general atmosphere was more staid and gave an impression of a serious automobile industry.

Being more concerned with sporting vehicles a tour was made of those stands that cater for the minority, but it was all rather depressing and the outlook had to be adjusted to one in between Gran Turismo and sporting motoring. Then there was plenty to interest. To be seen, but not to have, were some interesting exhibits such as the Le Mans-winning Jaguar, still in the dusty and dirty condition in which it finished, in contrast to a clean and polished DB3(S) Aston Martin, whose only claim to racing activities was a board containing a list of the successes.

The Lancia stand contained the works 2,500-c.c. Gran Turismo car which Claes and Trasenter used to win the gruelling Liège-Rome-Liège Rally, that too being in the condition in which it finished, with rough paintwork, torn upholstery and covered in dust and dirt. It was interesting to compare this car with the production version alongside, for the works competition model used a normal central gear-lever, as opposed to the production steering-column contraption, had "shaped" racing seats, no floor coverings, extra instruments, a small electric fan on the dash and cooling slots in the roof. No bumpers were used, a vast array of lamps covered the front, no hub covers were fitted and the wheels were drilled with small holes into which protruded small tubes that sprouted radially from the front brake drums, giving a centrifugal action to the air in the drum, while the car was painted a dull blue and cream, no effort having been wasted on spit-and-polish.

Panhards were showing one of their aeroplane-type Le Mans cars and Deutsch and Bonnet had a very clean D.B. Le Mans car on show, while Gordini had a small stand containing a Formula II car with 2,500-c.c. six-cylinder engine, advertised as a 1954 Formula car, together with the second 3-litre eight-cylinder sports car that he has built. This second one was fitted with the normal type of Gordini all-enveloping body, but unlike the prototype it had normal right-hand steering in place of the central driving position. As soon as the Show spell finished this car was due to leave for the Pan-American Mexico race, together with the prototype 3-litre.

Turning the thoughts to competition motoring outside works cars there was little on show. Ferrari and Pegaso had vehicles with luxury coachwork, Jaguars had only a drophead XK120, Aston Martin a DB2, so it left only Porsche, Nardi-Danese, and D.B. The German firm showed a delightful open two-seater competition car based on the factory Nurburgring cars, fitted with the latest o.h.c. engine; this follows the normal Porsche flat-four layout, but has twin camshafts to each bank of cylinders, the camshafts being driven by bevels and shafts. A large double-choke downdraught carburetter is used for each bank and a distributor is driven off the end of each inlet camshaft, supplying sparks for two plugs per cylinder, while engine and gearbox are in front of the rear axle, the chassis and suspension being normal Porsche. Knock-off hubs are fitted, using pressed steel wheels, and a large fuel tank is carried in the nose and the all-enveloping body is fitted with ball attachments to take quick-lift jacks. A power output of 110 b.h.p. is claimed and a speed of 225 k.p.h. (140 m.p.h.), on which we will not waste comment except to remind readers that the Le Mans works coupés were timed at 125 m.p.h.

Nardi-Danese had a single car on show, a pretty little two-seater on their multi-tube chassis, fitted with a tuned American Crosley Hot-Spot engine, the whole car giving the impression of being ready for 750-c.c. racing. D.B. had a standard competition coupé model on view, of the type that is used regularly by French national drivers in sports-car events.

Removing the mind from competition work, we viewed the sports cars for purely sporting motoring and rated in this category the Austin-Healey 100, unchanged from last year, the beautiful finish of the bodywork contrasting strongly with the cast-iron brake drums daubed with aluminium paint that could be seen behind the nice wire knock-off wheels. The little TD M.G. still keeps its "sporty" look and the Singer Roadster, with left-hand drive, looked just what the name described. In this category and coming as rather a surprise was the new plastic-bodied Chevrolet Corvette, whose two-seater body had a sleek line and functional appearance, and as it was claimed to be in quantity production is likely to appeal to the Americans as being better than Austins or Nash Healeys, Allards and the like.

Looking every inch an English sports car was the Triumph TR2, with its slab-sided body, clumsy-looking windscreen and nicer looking lengthened tail, bearing proudly the price of £555. By being an open two-seater and having a good performance, the Sunbeam-Talbot Alpine model was tolerated.

The next group of cars we studied were those that can be included under the heading Gran Turismo, a classification that is fast becoming more interesting than the sports group. To justify putting a car in the Gran Turismo group it should be of distinctly sports-car specification, which is to say having an outstanding performance for its engine capacity, which in turn insists on light weight, must be handleable so that it could be thrashed over a Swiss mountain pass or along the Mille Miglia route without fatigue or danger, and at the same time could be used for mild touring or high-speed touring. Cars in this category are rapidly taking the place of the old idea of a sports car and in most cases can out-perform the equivalent in sports cars, so this group was studied with interest. Outstanding, of course, is the car that started the idea, the Lancia Aurelia Gran Turismo with 2,500-c.c. narrow-angle V6 engine, all-round independent suspension and over 110 m.p.h. on hand, with highly praised roadholding qualities. The Aurelia G.T. is now in quite high production and the cream version shown was most desirable. Also from Italy was the 1,900C Alfa-Romeo on the "Sprint" chassis, a lighter and shorter version of the large-scale production 1,900 model, with four-cylinder twin-o.h.c. engine. Two models were displayed, both being two-seater coupés, with large luggage space behind the seats that could be used for an occasional passenger. One body was by Farina and the other by Carozzeria Touring, both models having chromium-plated wire wheels with knock-off hubs as standard. In direct opposition and coming from England were an equally impressive pair, the well-proven Aston Martin DB2 and the new Bristol 404, a resplendent white model being on show, the air intake for the radiator looking particularly efficient, while the neat body was definitely Gran Turismo. These four makes would probably show up about equal on all-round performance and collectively formed the most interesting group of cars from the MOTOR SPORT angle. Fitting into this group, but still of unknown quantity was the touring-bodied Pegaso, a neat green coupé, while Ghia exhibited an 8V Fiat bodied by them with a slinky coupé that would be more



GRAN TURISMO.—This 1900C "Sprint" Alfa-Romeo coupé by Carozzeria Touring of Milan was typical of the exciting fast cars at the Paris Salon.

at home on the sea-front than coming sideways down a dusty mountain road. There were quite a number of this type of vehicle present, the Farina and Vignale-bodied Ferraris, the former on a 4½-litre America chassis and the latter on a 3-litre Europe chassis, both looking more equipped for Concours d'Elegance than anything else and looking hardly capable of 110 m.p.h., while a touring-bodied Pegaso coupé in red and black and two Saoutchik two-seaters on the same chassis would have looked out of place outside the Salon.

Finally, with an eye on high performance, was a group that could be termed " for high-speed luxury motoring," in which pride of place could be shared by the Continental Bentley and the Coupé 300S Mercédès-Benz, though the 235 Delahaye with Henri Chapron coupé body, and the Graber-bodied two-seater Talbot-Lago were impressive, the 19-in. Rudge wheels of these two cars looking decidedly " vintage."

By way of an interlude we studied the " comic turns," and there were plenty of competitors for pride of place. The nice-looking Studebaker, " the American car with European lines " designed by Raymond Loewey, had imitation wire wheels (to give it that 'European look), while a hideous-looking saloon Borgward 1,800 was also fitted with imitation wire wheels which gave it no sort of look at all.

The Buick Skylark, a vast open roadster, had genuine wire wheels of the Magna five-stud type, but with dummy knock-off hubs, as had the opulent Ghia-bodied Chrysler V8, while the neat French Comete, based on Ford V8 Vedette components, had its simple disc wheels covered by imitation wire spokes, and the 8V Fiat had its genuine Rudge wheels covered up with chromium discs, just to complicate matters.

To complete the visit to the Salon were the experimental group, to which honours went to the Ford X100, a fantasy of a motor car that is so vast that only America could contain it, and is so full of complicated machinery that it is truly a travelling test-bed for ideas, and the main object would appear to be to show what the Ford Company can do if given a completely free hand where price, economy, practicability and usability are of no importance. Technically interesting were the Dutch Joymobile, a chassis fitted with a 1,800-c.c. Deletyrez diesel engine that drives a pump that passes fluid through two turbines coupled to the rear wheels, and the French Symmetrique which has a Citroën engine driving a generator that provides current for electric motors mounted on each of the four wheels, the unsprung weight being enormous, but the idea ingenious.

◆ ◆ ◆

Thirty-minutes drive from the Salon takes one to Montlhèry and there some serious motoring was being done by Bristols and Coopers, though there was not a Cooper-Bristol to be seen anywhere. The Filton firm had one of their Type 450 cars present and Coopers a Mk. VII fitted with an all-enveloping body and a variety of Norton engines to hand. Monday saw Bristols do a few tests to decide on the axle ratio for their records, and Coopers did some final carburation tests in the morning before doing the officially timed runs in the afternoon.

John Cooper himself was to drive the car for the records, and it is a great credit to this little firm that they used a perfectly standard Mk. VII chassis on which to build the framework that carried the beautifully streamlined body, with discs on the front wheels and completely covered-in rear wheels. An extra universal joint in the steering column allowed the wheel to be near horizontal and the driver to adopt a reclining position, while the standard of panel beating and the perspex cockpit cover were of a high order. Fitted with a 499-c.c. Manx Norton engine belonging to F. L. Beart, who was in attendance to do the final engine tuning of jet sizes and plugs, etc., John Cooper set off with a standing start to attempt all the International Class I records from 50 kms. to 200 miles.

Running on Shell alcohol fuel and 60 S.A.E. Shell X100 oil, the car ran steadily at over 110 m.p.h., taking the 50 kms., the 50 miles, the 100 kms. and the 100 miles records in its stride. The one-hour record fell and then the driver showed signs of distress but it was not possible for onlookers to see what was wrong and as the lap speeds remained fairly consistent everyone sat and waited. The 200 kms. record fell and soon after that the car came in for an emergency pit stop as it was about to run out of fuel. The tank was topped up at speed and the car was soon off again, to complete the 200 miles and set a new record, making a total of six records at one attempt. When John Cooper came to rest he revealed that he was soaked in alcohol fuel right up to the waist, due to the fuel tank in the nose of the car having split, which supplied the answer to the fuel shortage.

It says much for the driver's courage that he continued for over 100 miles bathed in a spray of highly inflammable liquid that also stings the flesh and freezes the skin, so that it was with great relief that Cooper changed into dry clothes.

When it was mentioned that " so-and-so " had welded that tank, John's comment was that he'd " kick his —— " when he got home. With very little fuss or bother the Cooper Car Company, thanks to the managing director, J. N. Cooper, had set up six new International class records, and it was most refreshing to see a small private enterprise succeed so effectively, and how nice that the owner of the firm knew the worker who had welded the faulty tank and was in a position to reprimand him effectively, unlike " Big Business," where a director could probably only find a worker after hours of inquiry through various channels and then the answer would only be No. 276485.

The next day it was Bristol's turn to have a go and their aim was the 200-mile record in Class E, 1,500-2,000 c.c., held by Crook with a Frazer-Nash at just over 120 m.p.h. The Type 450 was virtually the same as run at Le Mans and Reims, being the car that Macklin had driven (though the firm has now built five 450 models), except that the front of the body had been nicely smoothed out, the sides had been brought in a bit and the rear of the back mudguards had been made to flow nicely into the tail fins, giving the car an altogether much sleeker look than before. Using the racing Bristol engine, with coil distributor driven off the front timing case in place of long vertical shaft from the centre of the camshaft, and running on a Shell fuel only slightly better than French Super as bought at the pumps, J. E. G. Fairman set off from a standing start and drove the car absolutely flat-out for 200 miles round the rather bumpy concrete banked track. Running at a consistent 5,700 r.p.m. his time for the 200 miles was 1 hr. 35 min. 20 sec., which gave a speed of 202.57 k.p.h. (125.87 m.p.h.) for the full distance, comfortably setting up a new record.

Walking round the track during this run, some idea was gained of the incredible battering that a chassis has to withstand at these speeds, and driving round later on at 100 m.p.h. made one appreciative of the concentration and skill that must be needed to lap at nearly 130 m.p.h., for the roughness and hardness of the concrete do not allow a hands-off ride at even 100 m.p.h. When the run was finished and the record in the bag, a close observance and a probing finger could not find a trace of oil on the outside of the Bristol power unit, which says a great deal for the skill of the fitters, for the engine had run for more than 1½ hours on full throttle at 5,700 r.p.m. Apart from being pleased for Bristol, Fairman was satisfied from the feeling of having had his foot " glued to the floorboards " for longer than ever before in his life.

After the Bristol had finished its high-speed motoring the Cooper-Beart *equipe* re-appeared, this time with a 350-c.c. Manx Norton engine in the little streamlined car.

Again John Cooper was at the wheel and, after a few test laps, he was all set to attack the Class J records from 50 kms. to 200 miles, it not being possible to attempt any of the records below 50 kms. as they all require a two-way run and Montlhèry does not permit of that. With no effort at all the 350-c.c. engine was propelling the Cooper round at well over the 100-m.p.h. mark, and with satisfying regularity the records fell one by one. The fastest laps were put in at nearly 110 m.p.h., and the French timekeepers felt sure that Beart must have made a mistake and fitted a 600-c.c. Norton engine instead of a 350-c.c.

The car was going at such a pace that Beart himself began to wonder, but when all was finished the head was removed and the French official measured the bore and stroke and proclaimed the engine a 348 c.c., and everyone was very impressed. Throughout the 200 miles the car never gave the slightest trouble and Cooper



THE BRISTOL 450 which set up new Class E records at Montlhèry. Although cleaned-up from Le Mans form, it still sprouts those " 12s. 6d." door handles. It ran very impressively indeed in the hands of Fairman and Collins, and proved the durability of chassis as well as engine.

had a very good ride, except for some bad blisters at the base of his spine due to lying too far down in the seat and making contact with a cross-member, but he said that the position kept his crash-hat below the head-cowling and gave him another 200 r.p.m. so it was well worth while being uncomfortable. Weather conditions at Montlhèry were perfect all this time, though towards the end of the run Cooper was troubled by the setting sun which cast one of the bankings into complete shadow, and though he could see nothing at all as he went onto the banking at 110 m.p.h. he did not reduce speed by so much as a second.

The Bristol engine had been sealed by the French officials and the car put away for the night, and on the next day, Wednesday, it came out again, this time to attack records up to six hours.

Lance Macklin was to co-drive with Fairman, taking spells of driving of 1½ hours each and this time there would not be any need to drive absolutely flat-out as the speeds aimed at were lower. After the car had been warmed three practice pit-stops were made as tyres would probably suffer and wheels would have to be changed, as well as fuel having to be taken on and drivers changed.

By mid-morning these "dummy runs" had been completed and all was set, with Macklin taking the first spell of driving. The car got away sounding perfect and was soon humming round the top of the banking, lapping at just under 120 m.p.h., and all was going well until three-quarters of an hour had passed when it was seen that the bonnet was trying to lift, as one of the catches had broken. As the bonnet hinged at the rear this was a bit worrying but the mechanics who fitted the safety straps had absolute confidence in their work and were quite convinced that there was no danger of them tearing away. At the end of 1½ hours Macklin stopped and Fairman took over, the car being stationary for a bare 30 seconds while they changed and a quick eye was given to the straps.

Fairman had only covered a few laps when the second bonnet catch broke and the whole bonnet was putting a great strain on the two retaining straps, so it was deemed wise to bring him in and effect a repair. The car stopped and in a very slick and efficient manner two holes were punched, one in the bonnet and the other in the nose cowling and a strong length of wire was threaded into place and the bonnet clamped down tightly. This occupied less than 60 seconds and Fairman was once more back on his bumpy way round the very top of the banking. The car had ample speed in hand for the records they were aiming for and the 500 kms. and 3-hour record fell with ease. A few laps after the three hours Fairman was given the signal to come in and, stopping perfectly on the marked place from 130 m.p.h., the car was up on the quick-lift jacks, the Dunlop men deemed only the rear tyres needed changing, the wheels were off, new ones on and the car let down, by which time Selby had refuelled the tank on the off side of the body, the oil had been checked, the windscreen cleaned, an efficient eye cast underneath at the suspension and transmission and Fairman clambered out, Macklin in, and the car was away again, having been stationary for 1 min. 32 sec.

A point of interest concerns the attachment of the wheels, the Type 450 having the chassis based on the G-type E.R.A. of last year, where each wheel is held by five studs and nuts. The Bristol team evolved a cross-shaped tubular spanner that contained each wheel nut in the stem of the spanner after it had been removed, so that when all five had been removed the nuts were pushed up the tubular stem against a spring and held in place by a spring-loaded clamp that allowed each one back down the tube as it was screwed back onto its stud, so that the time to remove a wheel was reduced by an enormous amount compared with starting the nuts by hand after having picked them up off the ground as one normally does with bolt-on wheels. Further, it prevented any possibility of a nut being mislaid. Macklin did his 1½ hours with no trouble at all, going round like a sewing machine, and then he stopped and handed over to Fairman, who completed the six hours with absolute regularity.

The car had taken the 500 kms., the 500 miles, 1,000 kms., the 3-hour and the 6-hour records with ease and once again the view under the bonnet was a joy to see, and this time there was just the merest trace of oil around the rev.-counter drive flange, otherwise it was impossible to tell the engine had been run at all. It says much for the Bristol engine that it never missed a beat throughout all the record running and, having finished, put in a lap at 45.2 sec. (126.11 m.p.h.), which was equal to the fastest lap the car could do when first tried out. When all was finished, Macklin took each of the mechanics round for a flying lap, for this was still a fully equipped two-seater sports/racing coupé, to let them get an idea of the hammering that the chassis and body has to stand at 130 m.p.h., apart from making them appreciate that the driver does not have an easy time in a record attempt. The car was checked and measured by the officials and found correct, at 1,971 c.c., and it was a very happy and satisfied Bristol team that left Montlhèry after their first attempts at record runs. Apart from the bonnet catches that broke and one spotlamp that split its bracket, the car stood up perfectly to the 7½ hours' battering and the total of nearly 600 laps of the track.

While all this had been going on the Cooper team had not been resting for Beart had fitted a 596-c.c. engine to the car, Brandon had tested it and as it did not seem to go well enough, the 500-c.c. engine was converted to a 530-c.c. by fitting a barrel and piston of 82-mm. bore. On Thursday morning Cooper was out again, now with the 530-c.c. engine, to attack records in Class H (500–750 c.c.), and in another non-stop run he took the 200 kms. record. When they were about to pack up and return to England they heard that Piero Taruffi had booked the track to attack Class I records, whereupon Cooper decided he ought to have another go as he was certain that he could improve on the 500-c.c. records he had set up on Monday.

Out came the 530-c.c. motor and in went the 500-c.c. one and John was off again, this time quite early in the morning and, though the early-morning sun became troublesome, on the opposite banking this time, he kept his foot hard down all the way and put all the records way over 110 m.p.h., which he felt would be plenty for the Italians to think about. With 14 records to his credit, John Cooper and his men finally packed everything into the van and returned to England, well satisfied with their outing to the *piste de vitesse*.

D. S. J.

THE RECORDS ESTABLISHED

(Subject to official confirmation)

Class E (1,500–2,000 c.c.)

200 miles:	J. E. G. Fairman (Bristol 450)	202.57 k.p.h.	(125.87 m.p.h.)
500 kms.:	J. E. G. Fairman and L. Macklin (Bristol)	186.84 ,,	(116.10 ,,)
500 miles:	,, ,, (,,)	186.24 ,,	(115.74 ,,)
1,000 kms.:	,, ,, (,,)	185.86 ,,	(115.49 ,,)
3 hours:	,, ,, (,,)	187.36 ,,	(116.42 ,,)
6 hours:	,, ,, (,,)	185.77 ,,	(115.43 ,,)

Fastest lap in 45 sec.—203.859 k.p.h. (126.67 m.p.h.).

Class H (500–750 c.c.)

200 kms.:	J. N. Cooper (Cooper-Norton)...	183.60 k.p.h.	(114.08 m.p.h.)

Class I (350–500 c.c.)

50 kms.:	J. N. Cooper (Cooper-Norton)...	178.87 k.p.h.	(111.14 m.p.h.)
50 miles:	,, (,,)...	178.99 ,,	(111.22 ,,)
100 kms.:	,, (,,)...	179.28 ,,	(111.40 ,,)
100 miles:	,, (,,)...	180.81 ,,	(112.35 ,,)
1 hour:	,, (,,)...	181.22 ,,	(112.61 ,,)
200 kms.:	,, (,,)...	181.68 ,,	(112.89 ,,)

Fastest lap in 49 sec.—187.217 k.p.h. (116.33 m.p.h.).

Class J (Up to 350 c.c.)

50 kms.:	J. N. Cooper (Cooper-Norton)...	170.13 k.p.h.	(105.71 m.p.h.)
50 miles:	,, (,,)...	168.87 ,,	(104.93 ,,)
100 kms.:	,, (,,)...	169.99 ,,	(105.00 ,,)
100 miles:	,, (,,)...	167.99 ,,	(104.39 ,,)
1 hour:	,, (,,)...	167.88 ,,	(104.32 ,,)
200 kms.:	,, (,,)...	167.16 ,,	(103.87 ,,)
200 miles:	,, (,,)...	166.51 ,,	(103.46 ,,)

Fastest lap in 52 sec.—176.416 k.p.h. (109.62 m.p.h.).

Shell fuel and oil, Dunlop tyres, K.L.G. sparking plugs and Lucas ignition were used for all these records.

THE PRICE OF SPARES

Sir,

There have been many letters from your readers spotlighting the shortcomings of many British post-war cars, but while they are of great interest and serve to strengthen the enthusiast's conviction in his cause, there is a further aspect of sharp practice (this being loosely defined as any action or state of affairs resulting in a marked lack of value for money) of ever greater importance to MOTOR SPORT readers which I cannot recall having noted in your columns. I refer to the charges made by manufacturers for spare parts, particularly for older vehicles.

My recent experience is relevant—£2 5s. for a "knock-on" hub cap and £20 for a crown-wheel and pinion (the hub cap, incidentally, being listed at £1 5s. about 12 months ago). This is downright exploitation, and while the stock answer is "these old parts have to be made in small numbers" I know that this hub cap could be made for 7s. 6d. easily, so why add 37s. 6d. for profit and overheads?

No doubt many of your readers have had similar experiences, and I for one would certainly release all the information available on this topic so that one could be forewarned before purchase of a particular car. Incidentally, I have hastily sold the Speed Twenty before a major "blow-up" occurred which my bank balance could never cover with spares at such fantastic levels. A friend has also sold his Speed Twenty for the same reason, and finds it cheaper to race a "500"!

Finally, could I crave your indulgence and ask if any readers have had experience of fitting a Ford Ten or other power unit in a Lloyd 650 roadster? Any such information would be gratefully acknowledged.

I am, Yours, etc.,

London, N.W.2. V. A. PLUMLEY.

ON THE EARLS COURT MOTOR SHOW



HERE we are again in the seductive atmosphere of the Motor Show, *our* Motor Show, in the heart, or very nearly so, of the Metropolis. There is something secure, snug and uplifting about this greatest of all motor exhibitions in the spacious, well-ventilated and generally excellent Hall at Earls Court. Somehow, as you examine the cars on the manufacturers' stands, sleek and shiny because white-coated attendants are for ever wiping off the finger-prints of an eager proletariat from them and dusting their interiors with feather-brushes, you are transported into delights of anticipation. You forget aching feet, Earls Court fever and a diminishing bank balance as you decide that this or that is *the* car in which to do your driving in the days to come. Thoughts of long journeys across Europe on sun-drenched summer days to shimmering beaches stocked with tan-coloured beauties in bikinis, of theatre-going on wet London evenings with a sleek, ermine-cloaked beauty beside you in the cosiest of coupés, of driving to a sporting venue in the latest of modern sports cars, and of getting the very best value ever in everyday motoring, backed up by impeccable service, from one of the new small cars, are conjured up by the wonder and appeal of the Motor Show.

It is curious that the cars at Earls Court seem the most desirable possessions in the world; never do they convey the slightest suggestion that bores, in time, become oval, bearings tend to enlarge, bodies become shabby and leaky, and gears, given time, make their ill-meshing presence heard. The Sales Executives tell not of such calamities and we viewers, eager for escapism, do not wish them so to do.

This year the Motor Show is stimulating, too, because we see products in a "buyers' market." No longer are delivery dates expressed in terms of years, the majority of models for export only, and the more exotic Continental cars sold (to rich Americans only) almost before the turnstiles commence to click.

We can go to Earls Court, dream dreams, emerge, fill in a form and expect to take delivery of a brand-new motor car certainly before the summer of 1954 turns into autumn—although, if it be as brief as this year's summer, some slick deliveries will have to be completed!

There is no denying it—motoring is one of the most covetable of all the many pastimes which *homo sapiens* has devised to hasten his passage from cradle to grave. We live in a mechanical age, so it isn't surprising that we are mechanically minded. World War II taught thousands of Europeans to wield spanners, graphs and vehicle controls instead of pens, blotters and the keys of cash-tills and recording machines. Man likes movement and with ownership of a car he gets it, in a very convenient, fascinating and satisfactory form.

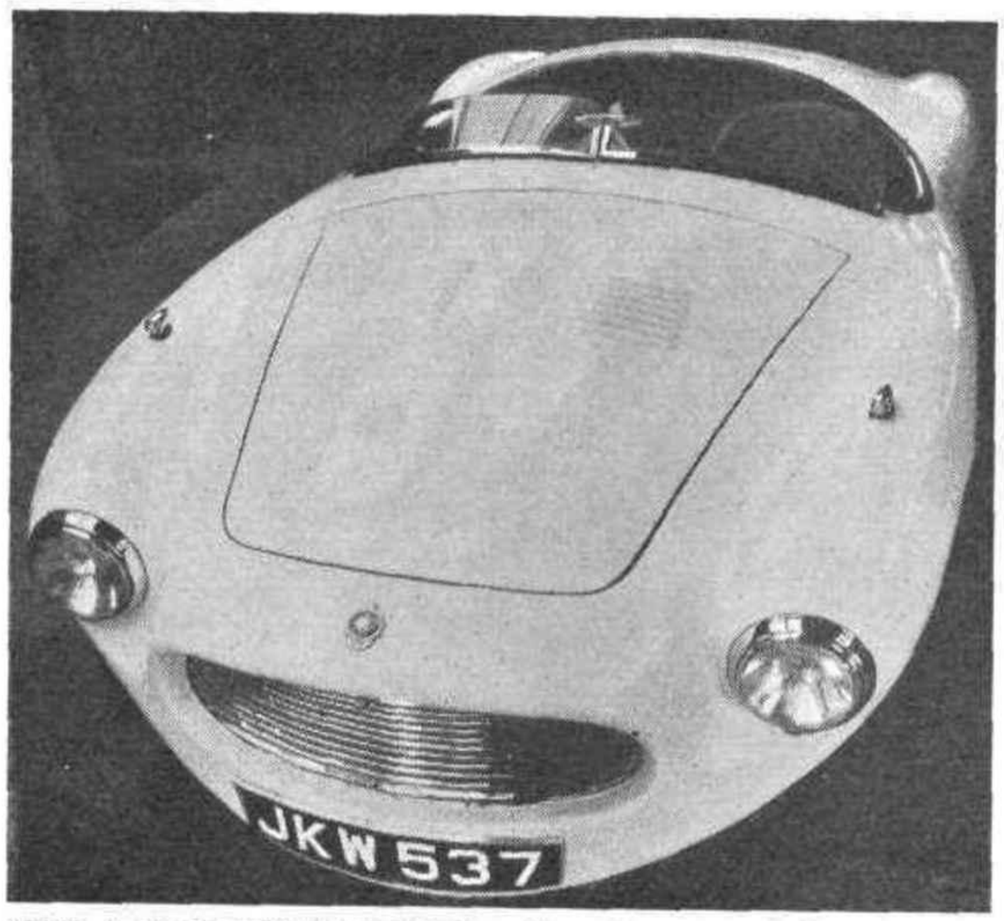
I am perfectly prepared to be told that owning a boat is less nerve-racking and far more beneficial to one's health than roaring down the by-pass or waiting impatiently in the traffic-jams which occur daily on our trunk roads and in our cities. But unless, like Mole, you have a friend who *understands* about boats it is difficult to take the plunge—although I do commend you to look at the boats, big, medium and small, on exhibition at Earls Court and note their apparently modest price, aided by a negligible purchase tax.

I used to listen and be almost convinced when people (usually in tatty leather coats, swinging leather helmets by their telephone leads) said: "The Future is in the Air." The idea of piloting one's own D.H. "Moth" above the congested roads and twisting, narrow lanes of England appealed, and still does. But today, alas, private aviation is only one degree less dead than the dodo.

So back we come to ownership of an automobile. It is the convenience of its door-to-door transportation facilities, the skill required (and we hope expended) in driving it, the appeal to the mechanically minded of probing its mechanical/electrical/chemical depths, and its value as a self-propelled portable snuggery to courting couples, that makes ownership of a motor car the ambition alike of young and old, kings and commoners, those who work primarily with their hands and those who claim to do so with their heads. Public interest in motoring was never better demonstrated than by the enormous crowds which visited the first post-war Earls Court Motor Show, when cars were obtainable only under covenant and by waiting several years.

In consequence has the great British motor industry prospered, bringing its attractive wares together this month at the great Earls Court Motor Exhibition of the S.M.M.T. Once the plaything of the idle rich (not so idle, however, while coaxing to life an inert 60 Napier or controlling the caprices of a Benz Ideal), the motor car today brings pleasure to countless thousands—and, unfortunately, tragedy to the unlucky. More than this, Britain's prosperity and standard of living is influenced very largely by the overseas sales of her motor vehicles.

In an age when atom bombs burst safely at the behest of scientists and the air is filled with screaming jets, a motor journey might seem a very commonplace occurrence. Yet I will confess, and gladly, that when I leave Earls Court tonight, probably with the street lamps reflected in rain-sodden pavements and an October mist rising, to drive, first down the broad thoroughfare of Kensington to the congestion of Hammersmith and on through the suburbs of Chiswick, and thence along the factory-flanked, twin-track arterial highway that by-passes Brentford, Isleworth and Hounslow (where the canal is and where gas-works and Frazer-Nash cars abide), to Staines, after negotiation of which riverside town I shall have the



NOT A CAR FROM MARS!—Frontal aspect of the new Jowett Jupiter R4.

west-bound lengths of A30 ahead of me, I shall feel again the wonder of this personal transportation—which frees me from crawling 'buses, the teeming Underground, and draughty station platforms and in exchange for petrol, water and Castrol, is ready and eager to travel every road, by-way, lane and bridle path throughout the British Isles that I may wish to traverse. (This without having, as the more cynical of my readers may imagine, spent any time at all in any of Earls Court's many well-stocked bars!) With me, and I hope with you, almost any motor journey, save that to the dentist, bank manager or Inland Revenue office, fills me with pleasure at being able to travel quite freely, in my own time, over areas which would be quite impossible on foot and which would occupy weeks on horseback.

Mark you, before the war, when the required fluids were far less costly than they are now (petrol at about 1s. 3d. instead of 4s. 3d. a gallon, oil a few pence per pint instead of 1s. 7½d., and the water-rate not exorbitant!), much of the true enthusiast's pleasure lay in undertaking *long* journeys. Although in those days I spent much of my motoring time in humble little cars, we never felt we *had* motored unless the Sunday drive ran to 150-200 miles. Thus we got to know much of this pleasant country, which now takes on the aspect of something remembered but dimly. I recall pre-war "jaunts" as far north as John o' Groats, as far west as Land's End, as far east as Dover, as well as journeys into Gloucestershire, Wales, along the winding, wind-swept roads of the Fen country, and to remote parts of Kent, Sussex, Suffolk and the other Home Counties.

I also remember a famous County Court judge saying, in 1927, that on his salary of £1,500 a year he couldn't afford a car. The Jowett brothers used this as the basis of one of their famous advertisements, pointing out that you could run a 7-h.p. Jowett 10,000 miles in a year for less than 1,500 *shillings*. (What they would have thought of the present troubles which seem to be forcing the Jowett Company out of car production, I shudder to think!)

The war, bringing petrol-rationing, rising motoring expenses, the black-out, and far less spare time, put a stop to the aforesaid delightfully inexpensive mechanised wanderings, and since the war there has been the savage petrol tax to contend with, so that many motorists now consider a run from London to Goodwood or Brands Hatch, for instance, a good day's outing, and a journey as far afield as Silverstone or Prescott or Shelsley Walsh a considerable accomplishment. The Treasury might well debate whether a substantial cut in the "half-dollar" petrol tax wouldn't bring in more revenue by prompting much additional motoring. And abolition of purchase tax would constitute a graceful welcome to the new small cars making their bow at this year's Motor Show . . . Even in the cheerful, party-atmosphere of Earls Court, alas, these dreams seem unlikely to materialise.

Motoring journalists, of course, still cover astronomical mileages each year and racing drivers like Mike Hawthorn, Ken Wharton and Stirling Moss find Ferraris, Zephyrs and Jaguars insufficient and have to take to the air as well, on their travels.

Good fun that long-distance motoring in good cars is, the Motor Show seems to put emphasis, too, on the usefulness and convenience of the motor car over shorter distances under winter conditions—especially in these days of built-in heaters, de-misters, de-frosters, radio and fly-deflectors. Whether it is commuting to and from the office, taking a new blonde to the theatre, or the children back to school, the modern car adds enormously to the pleasure derived.

It was not always thus, and a Show pastime amongst pioneers of the industry is recalling the Early Years of the Motor Car, when everyone—not merely the mad young enthusiasts—was obliged to motor the hard way. Today the V.C.C. and V.S.C.C., aided by specialist publications, see to it that the younger generation is made aware of the hardships their parents put up with, and how the modern car evolved, which is surely a Very Good Thing.

Another Earls Court time-killer is that of debating which motor cars represent the world's best half-dozen, or which half-dozen manufacturers have exerted the greatest influence on the motoring scene down the years. Scrawled on the back of an Earls Court menu, for instance, I found this:—

"AUSTIN, because their Austin Seven from 1923 onwards provided the only thoroughly satisfactory motoring for the million.

"BENTLEY, because they made 'sports car' a term revered even by vicars and maiden aunts.

"SUNBEAM, because they were so clever in bringing prestige to Britain by racing French and Italian cars.

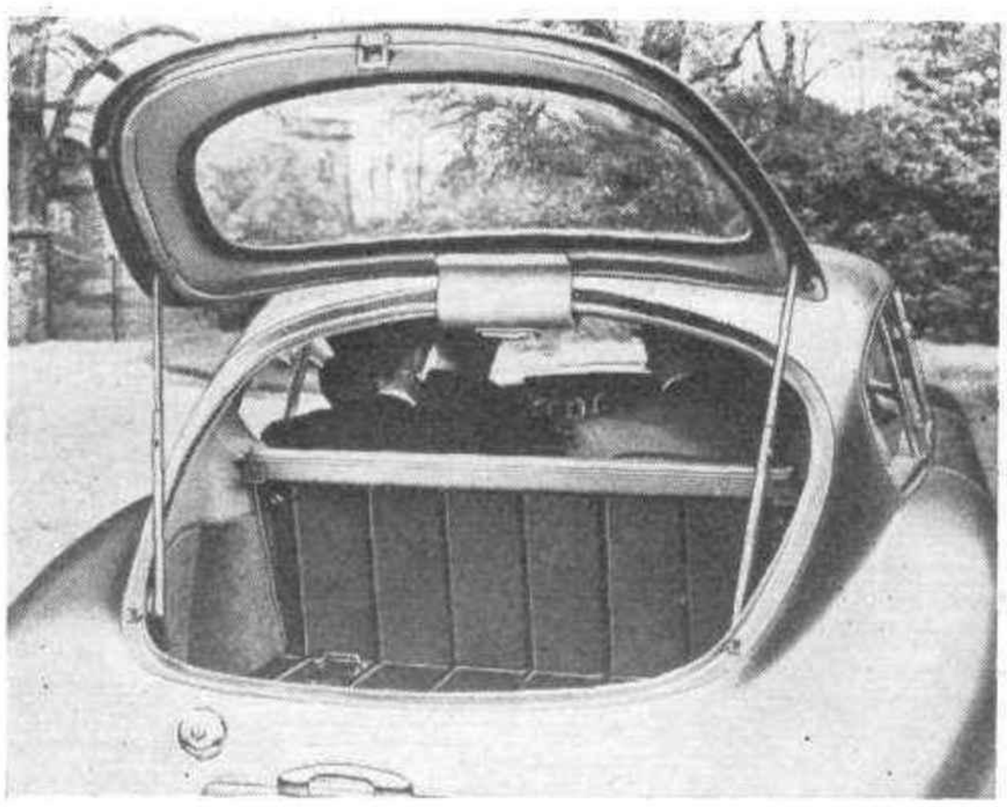
"BUGATTI, because he set a standard up to which all motor-car constructors, amateur or professional, could (and still can) contrive to live.

"HISPANO-SUIZA, because in the stern no-holds-barred competition of the nineteen-twenties they made the best luxury car in the world, without applying that label to it.

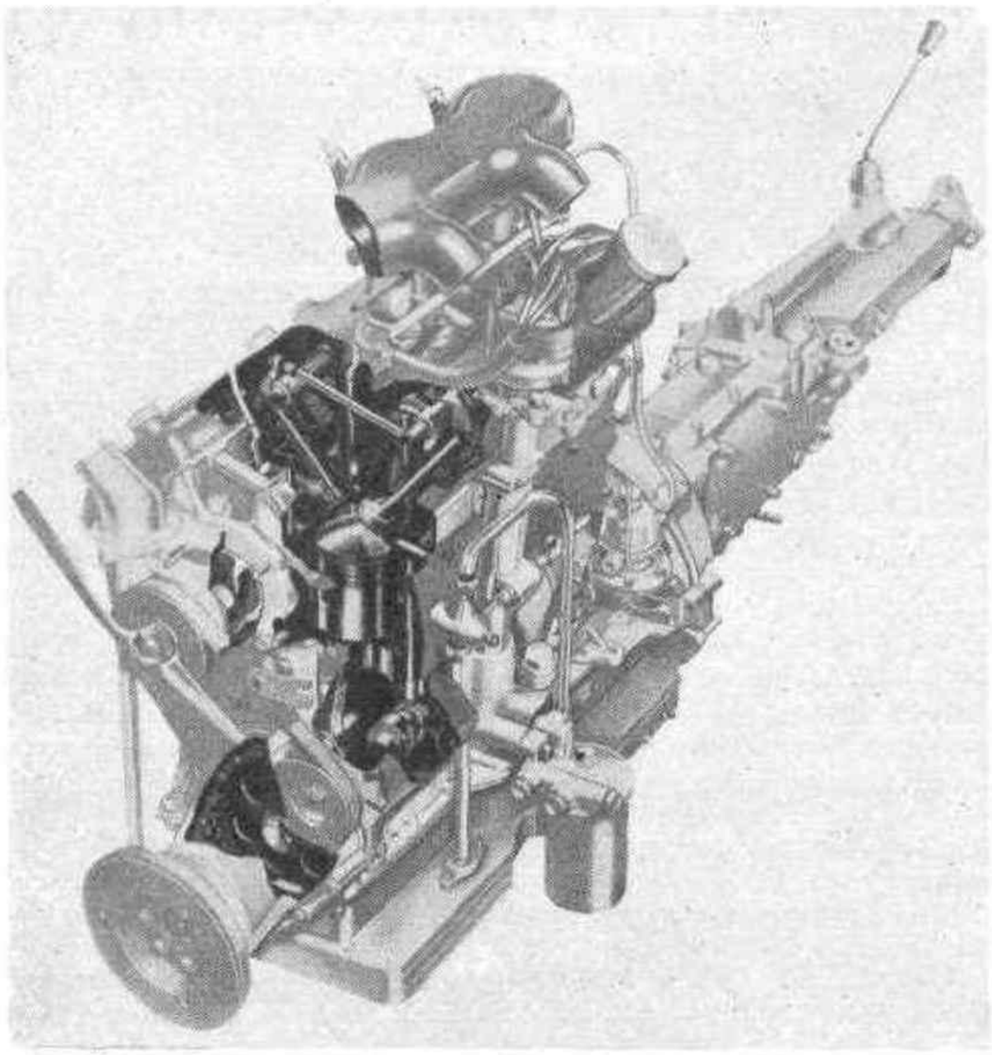
"GENERAL MOTORS, because they, more than any other manufacturer, have turned out those vast, soft-riding vehicles which are ideally suited to motoring in the U.S. but which enable Englishmen to appreciate the good qualities of their own products."

If, of course, it is a question of which manufacturers have provided the most motoring pleasure for the greatest number of motor-car owners, we need look no farther than our own deservedly prosperous "Big Five"—the B.M.C., Ford, Rootes, Standard and Vauxhall. I would also single out Jaguar, for setting very high standards of value-for-money in the decidedly difficult post-war era and because their XK120 was the first sports car to combine beauty of line and true docility with performance in the racing-car category—a lead quickly followed by the DB2 Aston Martin, Frazer-Nash and Austin-Healey.

Naturally, the high-lights of any Motor Show are the new models. This year at Earls Court we have them in plenty. The Standard Eight, the Ford New Anglia and New Prefect, the so-covetable Bristol 404 sports saloon, the R4 Jowett



ESCAPE HATCH.—The clever arrangement of back window and occasional seats (folded in this view to provide luggage stowage) on the new Aston Martin DB2-4.



"MODIFIED B.M.W."—An interesting view of the Bristol 2-litre engine, showing, in particular, the arrangement of the ingenious valve gear. This engine, of German origin, has performed outstandingly in Formula II races, sports-car races, rallies, and has broken International class records. It powers the Types 403 and 404 Bristol cars.

Jupiter, the two-carburetter Armstrong-Siddeley Sapphire, the Sunbeam Alpine (on its first Earls Court appearance), the 3-litre Lagonda, Aston Martin's more accommodating DB2-4, the dignified Lanchester Dauphin and Sports Daimler, A.C.'s new-chassis job, the "new-look" M.G. Midget, Gerry Palmer's Riley Pathfinder, Alec Issigonis' fast new Alvis, the de luxe Zephyr Zodiac, the two-door A30 and Ford Popular value for money sparring partners—all are there for your inspection and appraisal.

Technical innovations are, perhaps, fewer than at certain earlier shows, but ingenuity is found in detail if not in fundamental design change. The electric cooling fan, thermostatically-controlled, of the new Jupiter is a case in point, although I wonder exactly how much h.p. the old belt-driven fan absorbed and what the saving of this represents in increased performance on the road? The Jowett engineers are demons for research, so I shall expect to be told.

Ford might be termed the greatest exponent of the people's car, even if people who have to ride in the back seat of an Anglia do not always fall in love with him. It is fitting, therefore, that Earls Court sees new examples of the Ford Eight and Ten, and that Dagenham still offers the least-expensive British car.

It is equally fitting that Standard should introduce a new small car, for the fortunes of the company were retrieved in 1927 by the introduction of another small Standard, the famous Nine, and since then this maker has offered a sound range of cars, the Vanguard, the recently-deceased Mayflower, the Triumph Renown, and the sensational new 2-litre Triumph Sports being all very fine productions.

The lightweight Bristol 404 is just what for a long time I have hoped the great Filton Aeroplane Company's Car Division would build. If I were able to choose the six cars I would most like to take away from Earls Court, I should have a Bristol 404 because it should do all I would require of a closed car of only 2 litres; a Le Mans Frazer-Nash because it is a genuine sports car devoid of frills; an Austin-Healey because it is a car deserving of everyone's support; a Fiat 500C because it is the sort of baby car Britain should build; a Volkswagen because I like driving a Volkswagen and because I'm notoriously careless about draining my radiator on frosty nights; and—well, a 2CV Citroën, because after buying and housing such a collection that would be all I could afford to run.

That is pure "window-shopping," but then that is all part of the fun of going to the Motor Show. That, and the pride to be derived from seeing the splendid array and selection of motor cars which the British motor industry displays to the world's buyers.

Although British motor manufacturers now number 36 instead of many times that number, they contrive to supply cars of every class, from 40 m.p.g. economy vehicles and spacious family saloons and convertibles, to big luxury limousines and the fastest sports and high-performance models.

It is, I think, interesting to note how, in spite of the great changes which have taken place in design and production technique, the manufacturer of 1953 invariably makes cars of much the same style and class as he did, shall we say, in 1933. Thus A.C. show at Earls Court a six-cylinder wet-liner 2-litre which, beneath its bonnet, has a very great similarity to the famous light-alloy 2-litre A.C. of S. F. Edge's day. The Allard, as ever, remains a sports car built by an enthusiast for enthusiasts. Alvis ally high performance with quality, just as this respected Coventry firm did from the time of their first 10/30 model and subsequently in their fine 12/50, Speed Twenty and 12/70 cars.

The Armstrong-Siddeley Sapphire was, its makers admit, designed deliberately to follow in the A.-S. tradition and so appeal to purchasers who all their lives have owned Armstrong-Siddeley cars. Indeed, the two-carburetter, increased-urge Sapphire has been introduced, I understand, rather in surprise at so much interest being displayed in a fast version of this fine vehicle, after an exciting W. O. Bentley-designed engine intended for the new chassis was abandoned as not quite in the "silent Sphinx" tradition.

Aston Martin make as fine a sports car today under the aegis of David Brown as ever they did when controlled by Bamford and Lionel Martin, A. C. Bertelli or the Duke of Sutherland.

Austin offer the same sort of comprehensive range of cars for the people, from baby to limousine, as ever conceived by the late Sir Herbert Austin, who, from "Seven" to "Twenty" built thoroughly dependable vehicles.

Bentley is a name respected in sporting circles today as much as it was in the days of the rugged "old-school" models or at the time when "W. O." showed Rolls-Royce how to make that original "silent sports car," the delightful 3½-litre.

Bristol were not making cars in 1933 but ever since they commenced to do so they have remained unswervingly faithful to the high-efficiency 2-litre six-cylinder power unit with modern push-rod valve gear, evolved from some pre-war German drawings, and have fitted beautifully made and equipped bodywork.

Citroën has never had cause to regret having introduced one-piece all-steel construction, front-wheel drive and torsional suspension in 1932, and has remained in this form ever since.

Daimler pioneered cars sufficiently dignified for use by our Royal Family; cars silent, powerful, easy to control—and does so still. Ford's aim is to provide completely foolproof motoring for the lower and middle-class social orders, and has been so since model-T days. Frazer-Nash was ever a "dyed-in-the-wool" blue-blooded, sporting thoroughbred, built by hand and largely to the customer's whim, first by genial "Archie" Frazer-Nash, then by the Brothers Aldington—and, as if to emphasise my point, so it is at Isleworth today. The same applies to Healey, always about the fastest normal production sports model on the British market and always of roughly the same engine dimensions, from the first sensational Riley-engined car to the present brilliant Austin A90-powered Austin-Healey 100.

The Hillman is, as it ever was, a good medium-sized family car with a medium-sized thirst, the H.R.G. has never changed its sports-car style, the Humber is the car for the better-off family man or diplomat, as was the car in vintage times—although, do I faintly hear members



ECONOMICAL STATION WAGONS.—How Italy does it (570-c.c. Fiat 500C) and—



—BRITISH VERSION.—The new 803-c.c. Morris Minor Traveller's Car.

of the Humber Register coughing rather discreetly behind their hands?

Jaguar set out as the long-bonneted S.S.I and neat S.S.II to sell to those seeking something different, and they do so still—"Bill" Lyons has come a long way since he started making "Swallow" sidecars for the boys who were eager to attract the prettiest motor-cycling "fairies."

Jensen's aim has been rather similar and hasn't varied basically, Jowett, I confess, has departed from the purely utility market, but the Lagonda is as much the connoisseurs' car today as were the 2-litre, 3-litre and 4½-litre versions before it.

Lanchester, like Daimler, caters for those wanting dignified, high-class cars and has done this ever since the ingenious original Lanchesters made their debut, and captivated Rudyard Kipling and others. Lea-Francis won the first Ulster T.T. race and has supplied sports cars of sound design ever since. The M.G., evolved by the late Cecil Kimber as a sporting version of the "bull-nose" Morris-Oxford, has become perhaps the best-known and most widely used sports car in the world, and one which has gained more prestige in racing for Britain than some folk credit. Something the same goes for Morgan, from Aero tricar to current Plus Four, which will I believe have an altered frontal appearance and, I hope sincerely, modified steering geometry.

The lesson is as evident with Morris and Riley as with any make. Renault has, admittedly, dropped its bigger models up to the stupendous Forty-Five, but has always offered, as it does now, something small as well. Incidentally, the little rear-engined 750 must be the tailor's despair, because its level-keel ride fails to polish the back of your suit, unlike so many light cars I know.

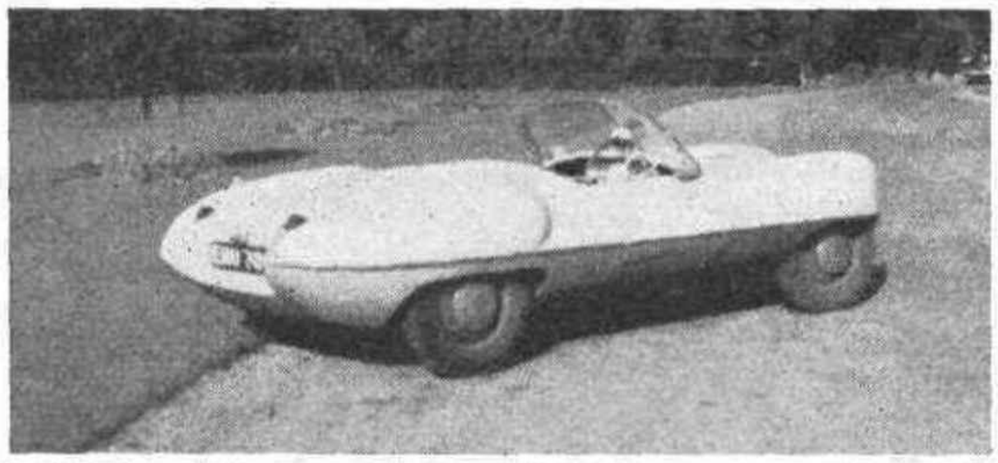
Rolls-Royce is as much Rolls-Royce in character today as when the Silver Ghost emerged in 1907—and for years Rover has made a medium-sized car of real quality. Pursue this line of thought through Singer and Standard, Sunbeam-Talbot and Triumph (whose exciting new sports 2-litre isn't the first sports model Triumph have made), to Vauxhall and Wolseley and you can but agree that although progress alters mechanical methods and outward appearance, the policy behind each British manufacturer's product remains remarkably static.

If you have not already paid a visit to this 38th International Motor Exhibition of the S.M.M.T. I recommend you to do so. If you have been already, go again and see those exhibits which eluded you the first time.

After you have inspected the new models, enthuse again over the old favourites. If you feel disgruntled that no turbo-car is on sale at Earls Court, that bodies of glass-fibre are not common, that automatic transmission and disc brakes and puncture-proof tyres and built-in television and pneumatic suspension are not yet universal, take heart from the following pronouncement, made by the Star Engineering Co., of Wolverhampton: "We live today, unfortunately, in an age of mass-suggestion and mob-hysteria, brought about principally by the daily Press. A few good 'hares' are started, the buying public chase them, and manufacturers find themselves compelled to adopt an idea or device which is of no particular value. It is all wrong, but so long as the public allow the newspapers to do their thinking for them, there is little prospect of a change."

That was written twenty-five years ago but you might well bear those words in mind when you encounter a particularly shocking radiator grille or an unliked intrusion of gear-lever-less transmission. However, taken by and large, our motor-car manufacturers have made excellent progress and, in spite of the influence of "mass-suggestion and mob-hysteria," the exhibits at Earls Court can be strongly recommended!—W. B.

A ROVER TEN "DISCO VOLANTE"



Flt./Lt. Crowley's Rover Special, which has recently completed a long tour of England and Scotland.

The firm, Mitchenall Bros., Darrington, near Amesbury, Wilts, had never produced anything of this kind before, but the "Disco Volante" sports model they built for Flt./Lt. J. M. Crowley, R.A.F., was such a success that he has no hesitation in recommending them most highly. The quality of their construction, panel beating and trimming is of the highest order, and is a joy to see. Furthermore they can produce bodies, trimmed and painted, including necessary mechanical alteration for a price which is extraordinarily low, and compares very favourably with the cost of building a car with a glass-fibre body.

They are prepared to build a body on any suitable chassis, and, indeed, Flt./Lt. Crowley's car was nothing more interesting than a 1939 Rover 10-h.p.—ex-saloon.

The car was purchased from a farmer, with whom it had had a very hard life, and was at the time of purchase a van! Crowley stripped off the old bodywork and cleaned up the chassis, a special radiator was designed and a horizontal S.U. substituted for the previous downdraught model, with the result that the height at the scuttle was lowered by about 15 inches. A straight-through exhaust pipe and a sports coil were the only other mechanical alterations made at the time, though the owner has great plans for the power plant.

The body was built up of steel tube and aluminium alloys and all the panel work hard-beaten and rolled.

The car is finished in ivory with red upholstery and very efficient all-weather equipment.

Apart from the appearance the most startling discovery has been the improvement in performance.

The acceleration is now almost equal to a TC M.G. and the petrol consumption has improved from an original 32 m.p.g. to 48 m.p.g. on long runs (most carefully checked over a series of long runs), the normal cruising speed being 55 m.p.h. This is mainly accounted for by a reduction in weight of over seven hundredweight, but even so has caused much surprise.

In addition to coachbuilt bodies the firm also hope to produce competition "shells."

SOUTHERN JOWETT CAR CLUB

On Sunday, September 27th, the Southern Jowett Car Club held a mixed event for members. In the morning a map-reading point-to-point run was organised around Addington, Surrey, and the afternoon rendezvous was near Wrotham, Kent. The morning was misty and the full effect of the picturesque route planned was lost. However, the weather provided added map-reading hazards. Results: 1st, Mrs. Fitzpatrick (Morris Minor); 2nd, D. E. White (Javelin); 3rd, Mrs. Rimer (Jowett Eight).

The afternoon was filled with several tests calling for accurate judgment on the part of drivers and passengers. In one test a relatively short length of cotton affixed to each car respectively and a tree had to be brought to the taut position on the passenger's instructions. The runs were also timed. Results: 1st, D. E. White (Javelin) and J. Ashton (Javelin)—tie; 3rd, R. Palmer (Austin).

Another test required the driver to judge well ahead of himself the spacing between two markers so that during his run forward his front wheels would pass over both markers.

The ladies' event was won by Mrs. White.

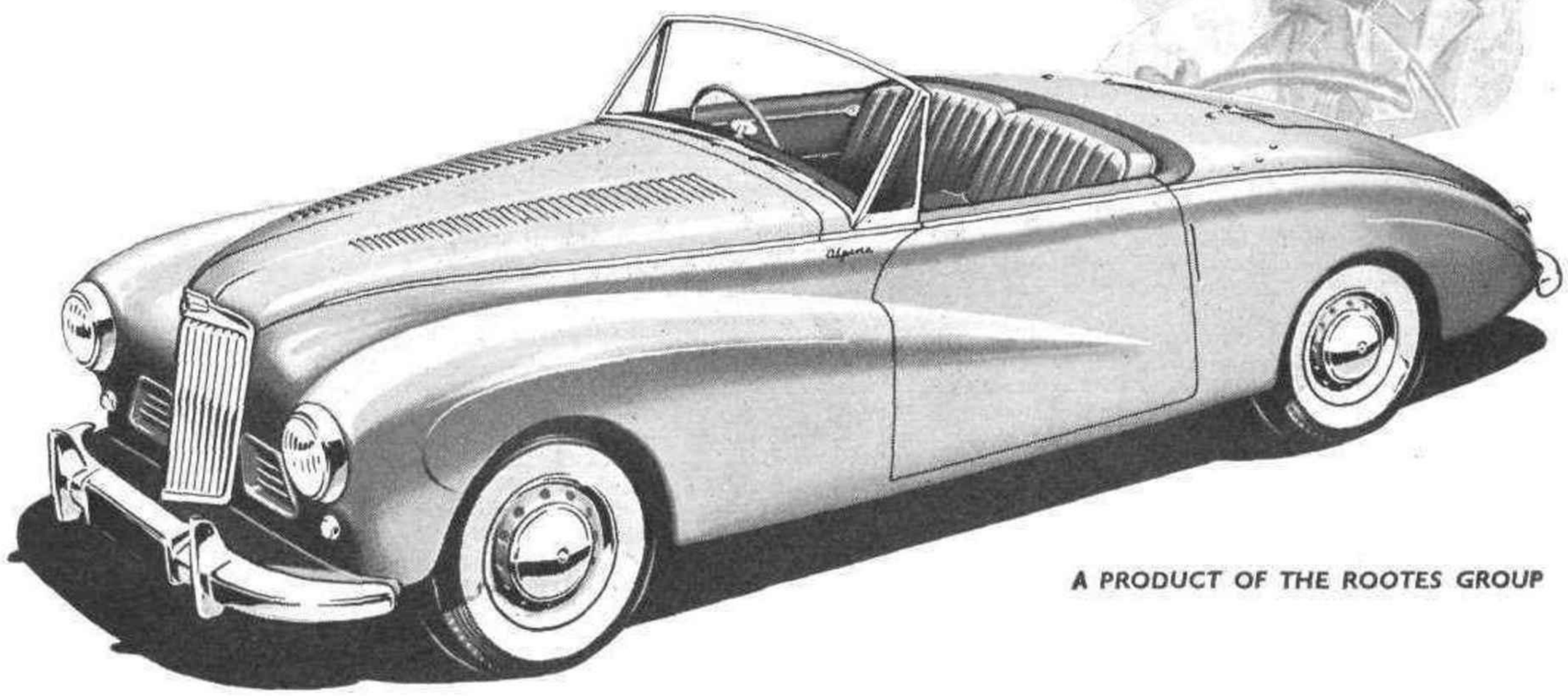
The day's events were concluded by a regularity test over a 10-mile road course.

Details of membership may be obtained from the Hon. Secretary, Mr. R. Knight, 390, Hoe Street, Walthamstow, E.17.

4 WINNERS
— at the very first attempt!

The New
SUNBEAM ALPINE





A PRODUCT OF THE ROOTES GROUP

The Sunbeam Alpine 2-seater won no less than *four* Coupes des Alpes in the perilous and back-breaking International Alpine Trial this year. Miss Sheila Van Damm was also awarded the Coupe des Dames, for which no lady has qualified since 1939. This was a triumphant debut, following officially timed tests at over 120 m.p.h. Based on the highly successful Sunbeam-Talbot, this great new car, with its glorious lines, indomitable stamina, and really *terrific* performance, is the biggest motoring sensation for years. Now available on the home market—consult your dealer today.

White-wall tyres and over-riders optional extras.



SUNBEAM ALPINE

SUNBEAM-TALBOT

SUNBEAM-TALBOT LTD. COVENTRY LONDON SHOWROOMS AND EXPORT DIVISION: ROOTES LTD. DEVONSHIRE HOUSE PICCADILLY LONDON W.1

SIDESLIPS

BY "BALADEUR"

"OUR good old engine with mechanically-operated poppet valves," wrote Charles Faroux in *La Vie Automobile* in the spring of 1910, "is on its death bed. This is a fact which I pointed out to my readers some little time ago now; a fact which in the event seems to have been completely confirmed." M. Faroux, whom all motoring writers must revere as their unquestioned *doyen*, and who has made so many sound prophesies in his time, will forgive me, I am sure, if I point out that on this occasion he was, for once, about as wide of the mark as he well could be: after more than forty years, "our good old engine with mechanically-operated poppet valves" is very much alive and kicking a good deal more vigorously than it was in 1910.

At that time, however, M. Faroux was by no means alone in his opinion. The trouble had all started with the appearance in Europe of an American, Mr. Charles Y. Knight, with an invention in which he had signally failed to interest motor manufacturers in the United States. From the first this invention had concerned an alternative method of gas admission and exhaustion which avoided the use of poppet valves, either mechanically-operated or otherwise, but the exact form which the invention took when Mr. Knight first arrived in Europe is not wholly clear from the record. In his first British patent, No. 14729 of 1905, the whole of the motor cylinder, which incidentally was air-cooled, was reciprocated in order to cover and uncover inlet and exhaust ports; but it seems that Mr. Knight fairly soon came to agree with later critics that this system was "crude," and substituted for it the double sliding sleeve on which his fame has subsequently rested.

The patent covering this revised arrangement, No. 12355 of 1908, was not registered until June 6th of that year, but it seems clear that Mr. Knight had reached his solution of the problem considerably earlier and that by mid-1908 his invention had for some time been attracting rather intense interest among engineers in this country, many of whom had all along regarded the poppet valve, like the gearbox, as a nasty Continental makeshift. In particular, the Daimler company was at this period ripe for conversion to "some new thing." In spite of all its tradition of seniority, and its Royal patronage, the Daimler company felt itself in danger of losing its premier position among British manufacturers. Upstarts like Napier had won the Gordon Bennett Trophy and then developed the six-cylinder engine; other upstarts like Rolls-Royce had won the Tourist Trophy and were beginning to claim pre-eminence for their six-cylinder model, chiefly on the score of its silence. Perhaps the Knight engine, which, according to its inventor, was inherently more silent than any poppet-valve design could ever be, would restore to Daimler its threatened prestige.

"For some time past," announced the *Autocar* in September, 1908, "the Daimler company have been experimenting with a design of four-stroke motor in which the usual mushroom-type inlet and exhaust valves are entirely eliminated in favour of a pair of cylindrical sliding valves." These experiments had evidently satisfied the Daimler engineers, and Daimler cars for the 1909 season, it was announced, would be fitted with the new design of engine. "The patent under which the 1909 Daimler is made," continued the *Autocar*, "is that of Mr. Knight, who informs us that he is making arrangements whereby one manufacturer only in each country in which he holds his patent will be granted a licence to manufacture engines of his design." Before very long the list of the chosen few was made known, and a pretty impressive list it was too: Daimler in England, Panhard et Levassor in France, Mercédès in Germany and Minerva in Belgium. Was it just chance, one wonders, or the effect of historical prestige on Mr. Knight's American consciousness that led him to select, as the British, French and German recipients of his favours, the three original exploiters in their respective countries of the Daimler engine? No representative was named for Italy, although Italian cars in 1908 were at the summit of their prestige; but perhaps Italian engineers at that period were no more interested in silence than they have been at some subsequent epochs. In the United States, Mr. Knight chose as his protégé the Pierce company, which at that time, apparently, was making a more expensive car than any offered anywhere else in the world; but in spite of his success in Europe, American engineers, it seems, were still nearly as reluctant to honour a prophet in his own country as they had been before Mr. Knight left home, and in 1910 the Pierce company was still hesitating.

The Minerva with Knight engine, "just like the Daimler's," was duly announced in May, 1909, but Panhard and Mercédès were much more cautious about taking the plunge. Indeed, in November, 1908, Messrs. Milnes-Daimler, Ltd., concessionaires in England for the Mercédès car, wrote to reprove the *Autocar* for being premature in its announcement on the subject. The Daimler Motoren Gesellschaft, manufacturers of Mercédès cars, they protested, have not arranged to manufacture the Knight engine. "The question of this engine is under consideration," they added loftily, "and a trial will be made, but there is nothing decided as yet." Panhard et Levassor, as far as I know, said nothing, but all their models for the 1910 season still had poppet-valve engines. In their case, as in that of Mercédès, the making of "a trial," as mentioned by Milnes-Daimler, Ltd., was, one gathers, something of an understatement of what really happened. According to Mr. Knight, it was only, in both cases, after "terrific tests," that they became convinced. However, in the end they were, and at the Paris Salon of 1910 both of them showed the Knight engine on their models for 1911. Even after this, as a matter of fact, Mercédès continued to sit on the fence, and persisted in making poppet-valve engines as well as those with sleeve-valves, which they fairly soon abandoned altogether. Panhard et Levassor, on the other hand, grew more enthusiastic as they went along, soon emulated Daimler in England by dispensing with poppet valves altogether, and continued, I suppose, to make the Knight engine after all other manufacturers had ceased to do so.

There can be little doubt that Mr. Knight's somewhat invidious choice of what he regarded as the leading manufacturer in each country as the sole recipient of his favours caused considerable jealousy among others who by now were aspiring to the honour of pre-eminence. Moreover, remarks such as that of M. Faroux quoted at the beginning of this article only served to inflame their fears that they really were being left behind on a vital lap of the race. As only the favoured few could use Mr. Knight's patent, there began a feverish search on the part of other manufacturers to find other alternatives to the supposedly moribund poppet valve. In England Napier registered a patent for the White double-sleeve valve engine, which presumably did not infringe Mr. Knight's, Lanchester devised a single-sleeve-valve design, Rolls-Royce and Wolseley patented engines with piston valves. In France Renault designed an engine with a single sleeve to deal with the exhaust ports and an overhead inlet poppet valve, which must, one would have thought, have made the worst of both worlds; de Dion Bouton registered a design for a rotary-valve engine, but do not seem to have done anything more about it; while Darracq actually adopted and put into production the rotary-valve engine designed by C. E. Henriod—with disastrous results. Smaller manufacturers, and designers without any manufacturing facilities, let their imaginations run wild over a host of ingenious and generally unpractical solutions to the problem, culminating in the Broc engine shown at the Paris Salon of 1910, which had "rotating pistons with helicoidal grooves which put the combustion space into communication with the ports." Even in Italy, Itala perfected a rotary-valve engine which, as a matter of fact, proved to be far the most successful of all the designs of this type and, indeed, may have come fairly close to causing a revolution in its favour.

While all this activity was going on on the drawing-boards, other, less inventive, manufacturers contented themselves with blandly declaring that the Knight engine and all other alternatives to the "good old engine with mechanically-operated poppet valves" were nothing but a snare and a delusion. And then, on October 15th, 1910, just when the excitement and controversy were at their height, the *Autocar* published an article entitled "Some Criticisms of the Slide-Valve Engine," by "A Manufacturer of Poppet-Valve Engines." The Editor, as he explained in a prefatory note, would have preferred to disclose the identity of the author, but this he was not permitted to do. On the other hand, he assured his readers that the criticisms had only been made "after actual tests of a 38-h.p. slide-valve engine."

This last disclosure, of course, only made matters worse. Although the "slide-valve engine" criticised might have been made by Minerva, it was much more probable that it was a Daimler, and as the 38-h.p. was in fact the big model of the current Daimler range, this piece of information made it a virtual certainty that Daimler was the object of the criticism. In order to provide a modern parallel to the situation thus contrived, we must suppose, I suggest, that the Rover company had had its gas-turbine car in production and on the market for a couple of years, to the delight of a number of enthusiasts; and that at the end of this period a leading journal proceeded to publish "Some Criticisms of the Gas-Turbine Engine," by an (anonymous) manufacturer of piston engines, after actual tests of a British car with a gas-turbine engine. The article, in any case, was assured of attentive readers.

The anonymous author divided his criticism into a number of headings, of which the first was Power. It was, he said, " very doubtful whether great horse-power for size, and especially for the weight of the engine, can be obtained with the slide-valve engine." Its protagonists, although our critic did not specifically say so, pointed in this connection to the large size of the ports in a slide-valve engine; but, he contended, " excessively large ports are not needed on an engine until a high speed is reached," and the makers of slide-valve engines " seem very chary of running these at high speed or with a high compression." In other words it seemed " very doubtful " whether a high specific output could be obtained from a sleeve-valve engine, because no one had tried; and as the author did not claim that he had tried in the course of his " actual tests " with the 38-h.p. engine and broken it in consequence, the criticism under this heading does not seem to get one very far.

The next heading was Silence, and indeed it would not have been surprising if it had been placed first in any criticism of the " Silent Knight " engine, especially as the author prefaced his remarks with the aphorism that " silence is golden "—which he applied, presumably, to engines rather than the manufacturers of the poppet-valve variety. At any rate, after admitting that " it might be thought that the slide-valve would be more silent in operation," he went on to point out that in " an engine having the large and rapidly-opened exhaust ports which are a peculiarity of the sleeve-valve engine . . . the exhaust would be exceptionally noisy "; and without stating whether his " actual tests " had proved that this was so, suggested that " a manufacturer might think it necessary to fit exhaust pipes and silencer which would reduce the horse-power of the engine by 20 per cent. at 1,000 revolutions a minute and by 30 per cent. at 1,500 revolutions a minute." " I believe," he wrote, by way of summing up, " that no sleeve-valve engine has yet been built which is as silent (under load or running light) as the best six-cylinder poppet-valve engine." This was a conclusion to which he might well have come as a result of the " actual tests "; but as these were carried out on a four-cylinder engine, he could hardly claim that he was comparing like with like, and he was constrained to add that " there is good reason to doubt whether it is possible to build a satisfactory six-cylinder engine on the sleeve-valve system," which, of course, he could not possibly have proved by " actual tests "—unless he had tried to build one.

The next heading was Fool Proofedness, and although the parsing of the second word presents a bit of a puzzle it is soon clear what our author was getting at. " Another essential of a motor for pleasure cars," he wrote, " . . . is that it should be so constructed as to put it out of the power (as far as possible) of men who have little or no mechanical perception to injure or destroy it." Chauffeurs, whom he describes as " cheerful gentlemen in leggings," he continued, like racing engines light. " Now in the case of engines fitted with poppet valves, if an engine be thus improperly accelerated, the rollers actuating the valves are thrown off the face of the cams and a rattling is set up which warns the boldest chauffeur to desist." In the slide-valve engine no such warning is given, and the only safeguard to which its maker can resort is to fit a carburetter so restricted that there is a loss of power of 20 per cent. at 1,000 revolutions a minute and of 30 per cent. at 1,500 revolutions a minute. Unfortunately he does not make it clear whether these losses and those arising from the silencing arrangements are to be regarded as cumulative; if the " actual tests " had shown that at 1,500 r.p.m. the 38-h.p. had lost 60 per cent. of its output, and only had about 15 h.p. at the flywheel, it must have begun to be a wonder that it could drag a big car along at all.

Under the heading Fuel Efficiency, he made no reference at all to his " actual tests " but contented himself with stating that it had yet to be shown that any sleeve-valve engine could equal the performance of the four-cylinder Vauxhall or the six-cylinder Rolls-Royce in the 2,000 Miles Trial of 1908. With regard to Engine Vibration, he pointed out that this was worse in four-cylinder than in six-cylinder engines, which would appear to be an irrelevancy, until one remembers his, actually quite unwarranted, assumption that it was impossible to build a satisfactory six-cylinder sleeve-valve engine; and then went on to say that in any engine, and whatever the number of cylinders, the valves must always be out of balance, which is more serious if they are of the sleeve variety, because they are then heavier. Which is at least a good theoretical point.

" So long as motor cars are driven by careless persons," he continued under the heading Simplicity, " so long must it be necessary to eliminate as far as possible the necessity for constant attention by human beings to the working of the motor . . ." Sleeve valves, on this account, he claimed, are inferior to poppet valves because they need lubrication. " I am sure," he added, " that no manufacturer building internal combustion engines would think seriously of building engines of large size with the sleeve system "; from which, presumably, one can only conclude that the carelessness of drivers may be expected to vary with engine size.

" The owner of a luxury car," he stated under the heading Smokelessness, " demands that his car shall be so constructed that he may drive in Hyde Park without fear of being expelled by a park-keeper on account of a smoking exhaust," and he added that sleeve-valve engines are essentially smoky. One feels that he had something there, and one wonders whether the 38-h.p. had in fact been turned out of the park during the course of the " actual tests." Under the heading Durability, however, he made no reference to these, merely stating that it had been proved for the poppet valve but not for the sleeve-valve engine, of which " many may be found on the roads of this kingdom giving forth a distinct knock," a comment which, one would have thought, might have been applied to a good many poppet-valve engines also. Finally, he stated that as practically all Records are held by poppet-valve engines " the public would be foolish to be misled by statements to the effect that the poppet-valve engine is old-fashioned and out of date "; and concluded that the sleeve-valve engine is good on the bench. if silence, fool-proofedness, smokelessness, etc., are ignored. " When modified for practical use, however, it has no advantage over the poppet valve."

The *Autocar* had undertaken that the protagonists of the sleeve-valve would be given an opportunity to reply to this criticism, and in due course the reply came. As far as we are concerned, however, this aspect of the affair must be relegated to the sequel. In the meantime all concerned in 1910 were left in ignorance of the identity of the critic. My readers, more fortunate in this respect, can satisfy their curiosity at any time by referring to the files of the *Autocar*, just as one can establish " who done it " by cribbing the end of a thriller. I can assure them, however, that if they will but possess their souls in patience, all will be revealed in due course.

PUBLIC SCHOOLS M.C. POINT-TO-POINT

A rally that could be won on the road with a total mileage of about 100 miles was the ambition of the organisers who staged a Point-to-Point meeting on Sunday afternoon, October 4th.

Twenty competitors in a variety of vehicles left Keston Ponds, near Bromley, with a route card and the information that they were to reach the final control at Nutfield, Surrey, four hours and 22 minutes later. Twenty well-spaced points in Surrey, Sussex and Kent had to be visited, and it was intriguing to see the weird and wonderful routes which some competitors took. The points were shown on the route cards as simple ordnance map references, but the ambition of the organisers was realised when it was found that no competitor had succeeded in visiting all the points. The outright winner was M. J. Clarke, driving a Standard Vanguard, who gained 133 marks, and was the only competitor to arrive at the last control on time. A very close second was one of the club's few lady members, Miss J. Held, driving a Morris Minor, who gained 131 marks.

All entrants thoroughly enjoyed themselves, and first-class organisation, coupled with fine weather, made the day.

SWANDEAN SPITFIRE

Sir,

Further to your reference in October's MOTOR SPORT to my R.-R. Merlin Spitfire Special at Brighton Speed Trials, for the sake of historical accuracy I am sure you would wish me to correct one or two items in your report concerning this " fantastic " motor car.

Chiefly, the wheelbase is not " nearly 15 feet " as stated, but is, in fact, 13 ft. 9 in. The engine did not " overheat rapidly "; actually it did not overheat at all and if anything tended to remain too cool, for which reason I intend to scrap the Spitfire radiator and fit something smaller. The engine carburation and supercharging adjustments have not been altered and bear the manufacturer's seals, the rich running being confined to very low revs. only, the object apparently being to prevent flash-backs in the supercharger on sudden throttle openings. Brighton was my first opportunity to really try out the Spitfire and I soon discovered that second gear was the only ratio which would grip at all in the preselector box and even this slipped badly. However, I can assure you that even 1,610 *slipping* horses under the bonnet is quite an experience!

Incidentally, it may be of interest to some of your readers who build *racing*-car specials to know that, following publicity in the Press relating to the Spitfire Special, the Customs and Excise authorities visited me and warned me I may be liable for purchase tax. If this proves to be so, and it is still under consideration, I shall be forced to discontinue completion of the car and break it up.

I am, Yours, etc.,

Worthing. F. M. WILCOCK.

Reports of Recent Events

LE TROISIEME TOUR DE FRANCE AUTOMOBILE (Sept. 5th-12th)

1st : Peron and Bertramier (Osca). 2nd : Behra and Barraquet (Gordini).
3rd : Lucas and Crespin (Gordini).

MIDLAND A.C. RALLY (Sept. 18th/19th)

Best Performance : P. H. G. Morgan (Morgan Plus Four).
Team Prize : Worcestershire M.C. (Morgan team).
Best Ladies' Crew : Miss Jervis and Miss Freeman (Morgan 4/4).

E. ANGLIAN M.C. CLACTON RALLY (Sept. 18th/19th)

Best Performance : P. C. E. Harper (Sunbeam-Talbot).
Runner-Up : D. J. Morley (Austin A90).
Best E. Anglian Member : D. J. Morley (Austin A90).

WINFIELD JOINT COMMITTEE CHARTERHALL RACE MEETING (Sept. 20th)

Sports-Car Handicap :	J. G. Lockhart (Bentley)	67.3	m.p.h.
Formula III :	N. Sanderson (Staride)	74.2	,,
Sports-Car Scratch Race :	J. H. Walton (Cooper-Bristol)	78.0	,,
Formule Libre Race :	R. Flockhart (E.R.A.)	80.9	,,

BUGATTI O.C. PRESCOTT SPEED HILL-CLIMB (Sept. 20th)

F.T.D. :	M. A. H. Christie (Cooper-J.A.P. 1,100)	44.39	sec.
Sports Cars :	**1,100 c.c. :** G. P. Taylor (M.G.)	53.52	sec.
	1,500 c.c. : P. S. Hughes (Tojeiro)	55.46	,,
	3,000 c.c. : D. Poore (Aston Martin)	50.30	,,
	Over 3,000 c.c. : P. D. C. Walker (Jaguar)	49.69	,,
Racing Cars :	**1,500 c.c. s/c, 4,500 c.c. non-s/c. :** F. le Gallais (Gallais Special)	46.44	,,
	Formula II : S. Moss (Cooper-Alta)	46.48	,,
	Formula III : C. A. N. May (Cooper)	46.59	,,
	Over 1,500 c.c. s/c. : P. J. Stubberfield (Bugatti) ...	46.70	,,
	2- or 3-cyl. over 500 c.c. : M. A. H. Christie (Cooper)	44.39	,,
Bugatti Handicap :	P. J. Somerset (Bugatti)	44.19	,,

LANCS & CHESHIRE M.C. LAKELAND RALLY (Sept. 26th/27th)

Jack Harrop Trophy : K. N. Tree (M.G.).
Tom Leigh Trophy : F. Kennedy (Jaguar).
Sackville Trophy : F. M. Marsh (Healey).
Lakeland Trophy : A. C. Whatmough (M.G.).
Riley Trophy : W. F. Underwood (Jowett).
B. K. Thompson Trophy : T. S. Baker (Austin A90).
Novice Award : J. Pellowe (Dellow).
Ladies' Award : Mrs. Y. Jackson (Riley).

W. HANTS & DORSET C.C. KNOTT TROPHY TRIAL (Sept. 27th)

Knott Cup : R. Chappell (Cotton III).
Visitors' Cup : B. H. Dees (Deeford).
Ship Cup : R. W. Faulkner (Paul Special).

BENTLEY D.C. FIRLE SPEED HILL-CLIMB (Sept. 27th)

Sports Cars :	**1,500 c.c. :** G. A. Ruddock (Lester-M.G.)	32.40	sec.
	2,500 c.c. : B. Wyatt (Frazer-Nash)	30.91	,,
	3,500 c.c. : J. G. S. Sears (Jaguar)	32.92	,,
	Over 3,500 c.c. : P. Woozley (Allard)	31.05	,,
	Up to 2,000 c.c. : C. D. F. Buckler (Buckler) ...	33.26	,,
	Unlimited : G. D. Parker (Jaguar)	32.19	,,

HANTS & BERKS M.C. NIGHT NAVIGATION TRIAL (Oct. 3rd)

Noctivagation Trophy : J. Higginson (Standard Fourteen).
First-Class Awards : P. Elbra (Sunbeam-Talbot), R. A. H. Arnold (Ford), C. B. Whiteaway (Ford), C. Wilkinson (A.C.), R. G. Barton (Ford), R. P. N. Stark (Vauxhall), B. D. Frost (Triumph).

MID-CHESTER M.C. OULTON PARK FORMULA III RACE (Oct. 3rd)

1st : N. Sanderson (Staride), 72.86 m.p.h. 2nd : R. K. Tyrrell (Cooper-Norton).
3rd : L. Thorne (Cooper-Norton).

Silverstone Event	1	2	3	4	5	6
V.S.C.C.	Campbell (Invicta) 6 pts.	Gahagan (Bugatti) 5 pts.	Mason (Bentley) 4 pts.	Moss (Alfa-Romeo) 3 pts.	Bailey (Bentley) 2 pts.	Miller (Vauxhall) 1 pt.
Eight Clubs ...	Bailey ... ... 8 ,,	Moss ... ... 8 ,,	Allen (Lotus) ... 4 ,,	Porteous (Porteous) 3 ,,	Steed (J.A.G.-Consul) 2 ,,	Mrs. Gibbs (H.R.G.) 1 ,,
M.C.C.	Gammon (M.G.) 6 ,,	Nightingale (Jaguar) 5 ,,	Llewellen ... 4 ,,	Moss ... ... 11 ,,	Allen ... ... 6 ,,	Lusty (M.G.) ... 1 ,,
Notts S.C.C. ...	Hill (Empire Special) 6 ,,	Desoutter (Lotus) ... 5 ,,	Gammon ... 10 ,,	Moss ... ... 14 ,,	Walton (Cooper-Bristol) 2 ,,	Lidell (Buckler) 1 ,,
Peterborough M.C. ...	Gammon ... 16 ,,	Lord ... ... 5 ,,	Sears ... ... 4 ,,	Metcalfe (Fiat) 3 ,,	Allen ... ... 8 ,,	Bailey ... ... 9 pts.

LORD, LYONS AND THE FLYING HORSE—

Continued from page 576

he or she had to furnish to Jaguar Cars, Ltd., or their agents satisfactory proof that he or she was a qualified competition driver and wanted to use the Type C in competition events. On the other hand, surely Mr. Lord, as Chairman and Managing Director of one of the largest motor-car manufacturers in the industry, might have been expected to know that the Jaguar's speed of 148.4 m.p.h. for the mile had been widely accepted as a production-car record? As a matter of fact, as we emphasise elsewhere, a contemporary has exceeded the Austin-Healey 100's speed with a Type C Jaguar sports car in the course of a normal journalistic road-test, timing it at 143.7 m.p.h. An Austin-Healey 100 tested by the same journal put up a mean speed of 106 m.p.h. Mr. Lyons, therefore, convincingly wins his case, especially as we believe the Austin-Healey 100 which put up a speed of 142.636 m.p.h. over the mile to have had raised compression ratio, a specially streamlined body, and possibly other non-standard modifications.

We have absolutely no wish to see production-car records abolished, but must emphasise that they are unofficial, as no official records specifically for stock cars are recognised outside America. It is a little droll that while the Heads of Industry squabble over their "fastest-ever" claim the Spanish Flying Horse temporarily wiped the eye of both Jaguar and Austin-Healey 100, with a speed, accomplished by a Type Z-102-S 2.8-litre Pegaso carrying road equipment, of 151.041 m.p.h. over the kilometre and 150.125 m.p.h. over the mile. These new records were accomplished on the Ostende-Gand motor road and at the same time the s.s. kilo was accomplished at 86.367 m.p.h. and the s.s. mile covered at 98.873 m.p.h.

However, Jaguar had a reply, for on Oct. 20th at Jabbeke, using catalogued optional equipment on an XK120 Jaguar which had a cockpit cover and undershield, a two-way flying mile was covered at 172.412 m.p.h., using English commercial-grade fuel. In addition, using the light-alloy sports/racing Jaguar prepared for Le Mans but not used on that occasion, a mean flying mile was covered at 178.383 m.p.h. It only remains to consider which is more nearly a stock car, the blown 2.8 litre Pegaso or these 3.5 litre, respectively, "hopped-up" and sports/racing Jaguars. Anyhow, warm congratulations, Mr. Lyons!

750 M.C.

The October *Bulletin* of the 750 M.C. is naturally full of interesting "inside" stories of the successful, if damp, Six-Hour Silverstone Relay Race.

The positions, at the time of publication, in the Goodacre Trophy contest were R. Grimsley, 56 points; L. West, 38 points; J. French, 33 points. MOTOR SPORT offers condolences to Mrs. French on French's unfortunate accident at the N. Staffs M.C. Silverstone meeting and wishes Jack a quick recovery.

The Rushmoor speed trial was successfully staged on September 25th near Aldershot in conjunction with the United Hospitals M.C. The quarter-mile course is unhampered by close proximity to civilisation, has a good surface and provided excellent sport, although a fast right-hand bend immediately after the finishing-line was difficult for drivers of the faster cars and put one Invicta into a tree and another Invicta and Waring's Lago-Talbot into a fence somewhat off-course. F.t.d. was made by Waring's Lago-Talbot and Jack French's Austin Seven "Simplicity" was the best 750 Formula car. This event was excellent fare for the 750 and 1,172 Formula competitors and we hope it will be repeated. Secretary: K. Welfare, 56, Harrow Road, Bedfont, Middlesex.

THE "MOTOR SPORT" CLUBS TROPHY

As shown below, Peter Gammon (M.G.)—deservedly—has won the MOTOR SPORT Clubs Trophy for 1953, with which goes a replica and a cash prize of £50. Second prize of £20 has been won by W. F. Moss (Alfa-Romeo), and the third prize of £10 by Major Bailey (Bentley). The contest will be repeated in 1954, probably on a simplified basis.



INTERNATIONAL MOTOR SHOW, EARLS COURT (OCT. 21—OCT. 31)

The Standard Motor Company Ltd., Coventry, England

London Export Office & Showrooms: 15-17 Berkeley Square, W.1 • Telephone: Grosvenor 8181

STANDARD CARS · TRIUMPH CARS · STANDARD COMMERCIAL VEHICLES · FERGUSON TRACTORS

LETTERS from READERS

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

THE CARS OF GERMANY

Sir,

Very many thanks for printing my letter of last month regarding the German smell in your previous issue . . . very fair of you indeed.

I feel that you ought to know why the missive was addressed to another journal: well, I wanted your undivided attention for a moment, and I know how busy you Editors are, and so I opined that a letter from another Editor would be of more interest than one from a casual reader who has only read your journal ever since it was *The Brooklands Gazette* under our late friend Capt. Holmes.

I also imagined that the other Editor might open and read it, and thus I did three things at once: (*a*) got it to you by a "trade" channel, (*b*) perhaps got another smack at things German to another journal, and (*c*) so far interested you that you put it in MOTOR SPORT. It seems I was right!

Viva MOTOR SPORT!

I am, Yours, etc.,

Weybridge. J. GRANVILLE GRENFELL.

P.S.—"Viva" is Italian/Spanish.

[We publish this letter to show that correspondents go to extremes at times, damme, Sir! But Mr. Granville Grenfell is not entirely right, for *The Brooklands Gazette* was never run by "our late friend Capt. Holmes"! And why "our *late*"? Mr. Holmes is very much in the picture still; it was he who flew Les Leston to Charterhall in an Auster last summer. So far as the "German smell" is concerned, Art knows no frontiers and we consider it should be so with Engineering—our S.M.M.T. thinks so too, for there are half-a-dozen or more German cars at Earls Court—ED.]

Sir,

Personally, and I am sure I am not alone in this respect, I thought your recent summary of German vehicles made most excellent reading and gave a very true insight into the "other man's" way of going about things.

In this country, where, incidentally, the people are profoundly pro-British, the German car, and in particular the Volkswagen, excels. This is because of two things. Its purchase price is low and its performance and general attributes are far and above its British counterpart. When Britain produces a people's car on German lines, then and then only will the boot be on the other foot.

In conclusion, may I say, thank heavens MOTOR SPORT has lived up to its name as a sporting magazine, and has not sunk into the "unclean" depths of political bias as has your correspondent. The war has been over a long time now!

I am, Yours, etc.,

Copenhagen. E. A. ODELL.

* * *

STARTING A FOUR-WHEEL DRIFT

Sir,

I have just read a short story in *Lilliput*, July-August, by Stephen Black and James Boothby, and enjoyed it immensely. It is called "Grand Prix," and deals with the lives and motor-racing fortunes of three men, from different countries, the climax being on the Reims circuit.

It is most gratifying to see such a widely read magazine happy to devote thirty of its pages to a story based on the Sport.

It would be interesting to know to what extent the writers are experienced in the subject, for although the story for the most part has a very convincing ring, there is one paragraph which could perhaps be closely examined.

A young Italian member of the supposed Ferrari team was driving a 4.1 Mille Miglia car on the open road, and with no other traffic in sight he took the opportunity of practising a four-wheel drift. Now the authors set out to describe his actions in detail. They tell us that he was approaching a mild left-hand curve at about 110. He changed down to fourth, and a quarter of the way round the curve . . . and I quote . . . "He abruptly trod hard on the throttle pedal, and at the same time locked hard left."

Now, Sir, I have never raced in anything really powerful, but what little competition experience I have had tells me that if I ever acquire a chariot with 300 b.h.p. per ton, or thereabouts, and I follow this "recipe" in trying my first real four-wheel drift, I shall probably punch a large hole in the fence!

This question of what really is a true drift has often been discussed before (I particularly remember John Bolster on the subject in one of the early copies of *Autosport*), but I believe that many other readers of your excellent journal would like to read a close analysis of this manoeuvre written by some recognised expert driver. Do you think this could be arranged?

In closing, may I say how much I know your journal is appreciated in New Zealand. I think I can safely say it is the Bible for all club members in the country.

I have read the letters regarding the bad name English cars are getting overseas with some feeling. I have the latest 2½ Riley (engine number in the 30s) and at 13,000 miles am running in for the third time . . . pistons. Comments, anybody?

I am, Yours, etc.,

Ashburton, New Zealand. ARTHUR MOFFATT.

* * *

FORD ENGINE IN MORRIS MINOR

Sir,

Would you be good enough to pass on the following information to other enthusiasts on the conversion from Morris to Ford 10-h.p. on a 1949 Morris Minor.

Shorten the Morris gearbox drive shaft by $\frac{7}{16}$ in., then make and fit a new flywheel centre bush with $\frac{5}{8}$-in. bore, this must be a good sliding fit on the shaft (to be given .001 clearance later). Then offer the gearbox up to the engine and mark off and drill fresh dowel holes in the gearbox flange, then elongate gearbox bolt holes slightly to suit Ford holes, next remove clutch spinner plate centre and put in a distance piece $\frac{3}{8}$ in. thick to suit shorter Morris splines and reassemble, next procure a Ford clutch thrust race, carrier and operating fork, then make a cast-iron sleeve 3½ in. long by $\frac{7}{8}$ in. bore with o.d. to suit carrier and mate and weld this over the boss of the gearbox ball-race retainer, next remove $\frac{1}{8}$ in. from the thrust faces of the carrier lugs and $\frac{1}{8}$ in. from the rear of the carrier boss, this prevents the fork from becoming trapped in the "off" position; now the engine and gearbox can be finally assembled.

Shorten the off side of the Ford engine bracket by 2½ in. and copy the Morris "tin box" chassis mounting (in order to clear the bottom radiator hose), but with a flat top plus a 1 in. thick rubber block the near-side mounting can be rectangular plus a 1 in. rubber block, then deflect rearwards by 1¼ in. each end of the bracket, reverse the staggered rear (gearbox) mountings and lift the rack and pinion steering assembly by 1 in. and the engine and gearbox will then go straight into position.

Nothing was "farmed out" and even as amateurs we found the job fairly simple and have been very gratified by the returns for our efforts.

I am, Yours, etc.,

Huddersfield. K. J. HIRST.

* * *

MOTOR OIL

Sir,

As a motorist for 20 years I have had many cars, but only one rebored (during the war), because I have used only good quality oil, changed it when necessary, kept my engines clean myself; now after all these years I find the oil companies have decided I am not capable of doing these things myself and they are putting into their oils washing powders called "detergent additives" or "detergent dispensives," etc., they might even have chlorophyll added, anyway I don't like it.

What the oil companies don't tell us is that detergent oils have their limited uses, mainly for engines with hydraulic valve mechanisms which must be kept clean. But most engines on the British roads today have performed well and will continue to do so with a pure oil and no additives if kept clean.

No finer proof is needed than the number of vintage and near vintage cars on the roads today and the engines of a modern car and vintage car are very little different, both respond to good lubrication.

Really the object of this letter is to find out if there is any pure oil on the market today, if so can someone tell me the name before my engine is washed away?

I am, Yours, etc.,

Coventry. J. E. HANDS.

BUYERS' MARKET

Sir,

I see that my friend Rodney Touche has written to you about his father's car and the buyers' market. Please, may I do likewise?

The tin egg in this case has an over-square four-cylinder engine and tiny wheels. Unfortunately it was an early model, but now, having done the maker's experimental work and general fault-finding for him free of charge, I and a few thousand other owners are having to replace the dud bits with modified ones (well, my father is). To list a few items which went wrong at around 10,000 miles: new type pistons have been fitted because the old ones were seemingly top heavy, or something, and rather hard on the top of the bores. A slipping clutch has been cured by fitting a new type of centre with new type fingers which don't stick in the out position. The single rear-engine mounting point, which right from the start was obviously hopeless, broke the four little bits of welding "holding" it and has now been replaced by a more normal double mounting.

Jumping out of second gear on the over-run started around 6,000 miles. I told the agent and he said "Oh yes, they all do that." I told several motoring friends and each one could tell me of this happening to far earlier models by the same maker. I told a mechanic who had been to the factory technical school (and he has a certificate to prove it too) and he seemingly had asked the instructor about this and the man merely shrugged, looked pathetic and said: "Well—that's just one of those things." I am told that the works are at a loss to account for this. One glance at the faulty parts makes it rather clear to me that the dogs are far too small and almost bound to jump out after a few thousand miles of wear.

The rear axle makes a fantastic noise and nothing can be done at all. With the door locating wedges wrapped in insulating tape, the loud clunkings can be stopped. With the front seat far enough back for driving (I am merely 5 ft. 9½ in.) the rear passengers have their knees round their necks and they can't see out anyhow.

The thing corners well enough provided one is content to wear away the tyres in the process, but on snow or ice the only thing to do is—leave it at home. I use my Black Shadow with a sidecar in winter for this reason. On occasions when I MUST take it out on snow, I proceed with my heart in my mouth and four 56 lb. weights in the boot. The agent carries a large anvil in his model. When I give friends a lift, they say: "My, what a grand car." My father is proud of it, but then he can't drive. I prefer my Black Shadow. My father thinks I'm mad. So do the natives. Do you?

I am, Yours, etc.,

Banff. R. A. B. Cook.

[No!—Ed.]

* * *

THE 4-LITRE BENTLEY

Sir,

The 4-litre Bentley was a good car! There now, that ought to start something in the correspondence columns. So much has been written and said about it, a lot of it uncomplimentary, a lot of it by people who have never owned one, that I feel like making a few claims on its behalf; nothing technical, but merely some comment on how it behaves on the road.

The car must obviously be considered in relation to the time when it was in production and to the other vehicles of British manufacture available at the same time. Between 1930 and 1931 one had a choice of a large Daimler, an equally large Austin and the R.R. 20/25. There was also the eight-cylinder Lanchester, but as this is a very rare car it can perhaps be left out of the argument. (I foresee a letter from Mr. Hutton-Stott!)

I think the Austin and the Daimler can be dismissed by saying that neither has any noticeable acceleration, they are ponderous in the extreme, have about the same handling characteristics as a brick, and anyway were intended to be ridden in rather than driven.

This wholesale elimination would appear to leave only the R.R. 20/25 as a basis of comparison. Right then, let's see what they are all about. When new, though I am shot for saying so, there was little difference in quietness of running except at tick-over. The R.R. undoubtedly retained its silence for a longer period, but on the open road there was nothing to choose—if anything, the Bentley was smoother. In performance the Bentley had the edge on every score except possibly brakes. My particular example has no servo and one has to apply sufficient pressure to bend the pedal in a lesser motor car if one wishes to stop in a hurry.

The 4-litre's steering is very pleasant, and although very free from reaction one is very conscious of firm connections between the steering and road wheels. The R.R. on a rough road feels as if it has a piece of string with two large weights on the end instead of a front axle.

The R.R. has a much easier gear-change, the Bentley requiring lots of practice and concentration the whole of the time if clean changes are to be the order. The 4-litre box is an immensely tough thing, yet on the coldest morning one can move the lever across the gate with the merest touch of a finger. On the indirect ratios it is one of the quietest boxes yet made.

The chassis is about the toughest thing one could make on orthodox principles, having 7-in. deep channels of ¼-in. material with four 3-in. diameter cross-members and three puny ones of 2 in. The suspension is of the kind that makes one realise that independent springing is something of a fad.

The engine is the thing that most people have seen fit to criticise, especially the B.D.C. It is more accessible than other Bentleys, has a detachable head, only one way in and one out for gases, single ignition, and no multitude of timing gears grinding their heads off! The catalogue claims 125 b.h.p. at 4,500 r.p.m., and even allowing 20 per cent. for optimism, this is the same specific output as the 80-b.h.p. 3-litre engine. In spite of having the greater part of 2½ tons to pull around, I doubt if it is any slower than a standard 3-litre, and if the two cars had saloon bodies fully laden there is not much doubt of the result of a trial of strength.

My vehicle, a large shooting-brake, once brought about 2 tons of assorted bits of motor car from Manchester cruising at a speedometer 60. A lot of the weight was in a huge trailer. On one dual-carriageway section the speedometer reached 75, and it was then that I encountered a police A40 lurking along in front of a crawling pantechnicon! The bogies affected not to have seen anything.

The 4-litre Bentley IS a good car!

I am, Yours, etc.,

Lowfield Heath. G. W. Pay.

BUNK!

Advertisements in British periodicals are noted for their good taste and integrity. But just recently the more lynx-eyed amongst our readers may have noticed some exaggerations and odd statements in motoring advertisements, as the copy-writers warmed to their task inspired by the proximity of the London Motor Show.

For instance, the Austin Motor Co., Ltd., surely sailed a bit close to the mark, in claiming the Austin-Healey 100 as the "World's Fastest Production Car," on the strength of a speed of 142.7 m.p.h. over the Utah mile. If the specially-tuned and streamlined Austin-Healey used to achieve this speed can be termed a "production car," so, presumably, can the Type C Jaguar, and when it is remembered that Jaguar obtained a speed of 148.4 m.p.h. from one of these cars over the f.s. kilometre at Jabbeke and that a weekly contemporary clocked 143.7 m.p.h. with a probably less-special Type C, the Austin-Healey claim is unsubstantiated. The performance set up by the 2.6-litre Austin-Healey and the International Class D records up to 24 hours that it captured in less-specialised form are so enormously creditable it was a pity to see the copy-writers resorting to exaggeration when proclaiming its prowess.

Then the advent of the new Bristol 404 induced a certain components supplier to enlarge on the noisy speed we put up with in the past, in comparison to the manner in which the Bristol 404 "moves at two miles and more a minute like a wraith in the sunlight"—the first speed claim we had seen for this fine car. Alas, their examples from the past were badly chosen. There was "Count Zborowski's 100-h.p. chain-driven monster." Presumably this referred to Chitty-Bang-Bang I, but this car, often referred to as of 600 h.p., had a 300-h.p. Maybach aeroplane engine, which actually developed 305 b.h.p. at 1,500 r.p.m. It had such an easy time propelling the old Mercédès chassis round Brooklands that it wasn't particularly noisy—as anyone who heard Chitty II run at the 1952 Brighton Speed Trials will readily appreciate.

This same advertisement refers to "the giant four-cylinder Rouge-et-Noir" and "the 7.7-litre four-ton supercharged Mercédès-Benz." The former suggests Humphrey Cook's 30/98 Vauxhall, hardly a "giant four-cylinder," while the 7.7-litre Mercédès-Benz was scarcely a car which "hustled noisily on road and track." Whether the Bristol 404 will exceed 120 m.p.h. we shall need to wait and see.

While on this subject, Peugeot, a difficult name to pronounce, is apparently also difficult to spell, for in a Redex advertisement announcing the result of the 1,100-1,500 c.c. class in the 6,500-mile Trans-Australian Trial we are informed that "Puegeot" cars took first and third places.

CLASSIFIED ADVERTISEMENT SECTION

RATES (prepaid) : 6d. per word
Minimum Charge 6/-
Box Numbers 2/- extra
Box Numbers are for the convenience of Private Advertisers only

No insertion will be made unless prepaid. Copy received after first post on the 21st of the month will be held over until the next issue unless cancelled in writing before the 10th of the following month. The publishers reserve the right to refuse or withdraw copy without notice and do not hold themselves responsible for matters arising from office or works errors.

FOR SALE

POTENT AUSTIN 2-seater. Rebuilt engine. New radiator, tyres, pump, wiring, hood. Taxed, insured. £100. Edwards, 29, Trebovir Road, S.W.5. Tel.: FRO 1081. [7238

1936 FORD V8, fitted with 30-h.p. Mercury 1946 reconditioned engine, plus original engine, starter motor and clutch. Prior to 2,000-mile trouble-free Continental tour, car was completely overhauled, reupholstered, new battery, rewired, recellulosed. Photographs. Best offer taken. 99, Hutton Avenue, Darlington. [7240

LAGONDA 16/80 saloon, perfect. £250, o.n.o. 58, The Ridgeway, Chingford. Tel.: SIL 3488. [7241

RILEY NINE AND 12/4 : Chassis, axles, king-pins, pistons, valves, clutch thrust races, crown-wheels and pinions, gaskets, etc. Scintilla Vertex magnetos, £7 each. For Riley spares and service. Arthur Bryden, 99-101, Wellington Road, Leeds. Tel.: 38310/38625. [7247

LANCHESTER FORTY, 1923, 9,500 miles, limousine, grey, 6-cylinder, magneto/coil, self-starter, 3-speed and reverse epicyclic gearbox. New hood and lining, radiator reconditioned by Serck, magneto by Simms, new battery by Lucas; modified with dip and brake lights; original tyres. Car in good condition throughout. Insured December, taxed September. £130, o.n.o. View by appointment, Hampton Court area. Box No. M248, MOTOR SPORT, 15, City Road, E.C.1. [7248

SUPERCHARGED AUBURN sports roadster. Straight-eight Lycoming engine. Outside chromed exhausts. White-walled tyres. Radio. New Mohair hood. New seating. Recellulosed black. Dual-ratio axle giving high and economical cruising speed. Max. 95 m.p.h., with superb brakes. Price £250, or will exchange for M.G. or similar more suitable for a lady driver. Apply : Caravan and Yacht Centre, 115, North Station Road, Colchester. [7249

ALVIS SPEED TWENTY engine, 1936, with carburetters, air cleaners, etc., in good condition. Offers. Wilson, Quinton, Northampton. [7250

BOSCH STARTER, TYPE B.J.G. 12 L.3, just overhauled. Exchange for Type B.J.G. 12 R.3 or direct sale. Crowther, Spring Cottage, Lindley, Huddersfield. [7251

LANCIA AUGUSTA, 1935, saloon. Chassis and body in excellent condition. Recently reconditioned engine, gearbox, carburetter, starter, ignition, brakes, front springing. Resprayed black. New battery. Short-stroke engine. Free-wheel, high axle ratio. Averages 38 m.p.g. £225. Lt.-Col. Gethin. Tel.: Tewkesbury 3281. [7252

ASTON MARTIN MK. II 4-seater tourer, 1934, excellent condition throughout. Blake, 72, Norton Park View, Sheffield. [7253

SUPERCHARGERS—New and unused Wade complete, for Ford Ten and Morris Minor. Best offers. L. Darley & Son, Ltd., 59, St. Albans Road, Watford. [7254

CITROEN ROADSTER, 1940, LIGHT FIFTEEN, completely rebuilt 1949. Two Solex carburetters, latest type; compression ratio 7.2 : 1; polished ports. Axle ratio 3.8 : 1. Genuine cruising speed 70 m.p.h., 28 m.p.g. Transmission recently renewed, coachwork recellulosed. £350. Elstub, White House, Clent, Worcs. Tel.: Hagley 2019. [7255

1930 4½-LITRE BENTLEY, fitted with foursome drophead body by Corsica, fitted modern-type Lucas headlamps and spotlamp. Recently overhauled and fitted with Le Mans-type pistons. Brakes recently relined, new Hartford shock-absorbers fitted. This unusual vehicle is in very good condition throughout and can be viewed by appointment. Price £195. Eagle Motors (Faringdon), Ltd., Faringdon, Berks. Tel.: 2261-2. [7257

1946 STANDARD EIGHT tourer. Supercharged Shorrocks. New tyres. Comet blue. Oil coil, twin horns, Fram, Bray and Smith heaters, Ace discs. C.R. box and many more extras. In marvellous condition, terrific performance. £295. Hartley, 50, Finkle Street, Cottingham, E. Yorks. Tel.: 45876. [7258

FOR SALE—*continued*

M-TYPE M.G. SPARES : Head, block, crank, gearbox, brakes, manifolds, clutch, etc. Perry, Toft's, Little Baddow, Chelmsford. [7259

1933 A.C. sports saloon, in good condition. Well shod. £110, o.n.o. "Bon Air," Station Road, Normandy, Guildford. [7260

BENTLEY 8-LITRE, GK 706. This historic road-test and "W.O.'s" personal car for sale to connoisseur. Engine and chassis numbers YF 5002. Holder, Firle Hill-Climb saloon record. Illustrated MOTOR SPORT, February, 1950. New battery, tyres good, brakes relined and engine overhaul recently. Seen by appointment only. Bentley spares for 4, 4½, 6½ and 8-litre cars, including Bosch coils, distributor, horns, Smith's 12v., 15a. dynamo, cut-out, A.T. 100-m.p.h. speedometer, Pirelli and Dunlop new 7.00 by 21 tyres, etc. List : O. Batten, Rushlake Green, Heathfield. Tel.: R.G. 27011. [7261

12-H.P. M.G., 1933. £130 or offer. Rae, 9, Killieser Avenue, S.W.2. [7262

3-LITRE BENTLEY. Twin S.U.s. Blue Label drophead coupé. Heater. Sound order throughout. Two-seater, plus two occasionals, under good hood. £180. Whiteaway, Feltham Lodge, Feltham, Middlesex. [7263

ASTON MARTIN 1½ INTERNATIONAL 4-seater, 1932. Outside exhaust, fold-flat windscreen, large instruments, all-weather equipment. Good condition. £225 or nearest offer. Tel.: Hornchurch 5057. [7265

LEA-FRANCIS, 1926, 4-seater tourer. Anzani engine. Vacuum brakes. Tonocover. £125. Thomson, 21, Burley Close, Norbury, S.W.16. Tel.: POL 5829. [7266

H.R.G. 1,500, 1938. Rebored, recellulosed. Excellent throughout. £360, o.n.o. Box No. M267, MOTOR SPORT, 15, City Road, E.C.1. [7267

WORKSHOP CLEARANCE : Riley Nine engine and gearbox, complete with fittings, magneto, etc., £12. S.S.I 16-h.p. rear axle, £5. Set of five Rudge knock-off wheels, two as new Goodyear tyres, three slightly worn retreads, 550-18, £15. Radiator and stoneguard, £2. Pair chrome Lucas 10-in. headlights, £2. 12-volt. S.U. pump, £1. Ex-A.M. 12-24-volt cut-out, new, 7s. 6d. Road springs, £1 each. Send for particulars. Box No. M269, MOTOR SPORT, 15, City Road, E.C.1. [7269

M.G. PA 8-H.P. 2-seater competition sports, in excellent condition. £180, or exchange for a 4-seater. Box No. M270, MOTOR SPORT, 15, City Road, E.C.1. [7270

DELAGE, 1924, D.I chassis. Immobile, Aldridge area, Staffordshire. Details of this derelict on request. Box No. M271, MOTOR SPORT, 15, City Road, E.C.1. [7271

BRITISH SALMSON, 1935, 12-H.P. saloon. Spare rear axle complete. £75, or exchange damaged or derelict 1½-litre sports. "Sunnyside," Stoke Aldermoor Gardens, Coventry. [7272

1926 14/40 VAUXHALL tourer. New hood, good tyres, rewired. Excellent condition. £80. Duffy, 12, North View Avenue, Tilbury, Essex. [7273

M.G., 1935, PA. Sale, £169. T-type wanted. Details to : 22, Money Lane, West Drayton, Middlesex. [7274

TRIUMPH VITESSE saloon, July, 1937, 16 h.p. Reasonable condition, fast, reliable. £125. Couzens, Rushden, Northants. Tel.: Rushden 2769. [7275

DISMANTLING 1935 D.H.C. DAIMLER FIFTEEN. All good and complete but engine; doors require overhaul. 54, Crossways, Gidea Park, Essex. [7276

RAILTON, 1937, coupé. Aluminium body. 28-h.p. Hudson engine. Two-seater with dickey. £60 or nearest. R. Bowerman, 103, Delves Green Road, Walsall, near Birmingham. [7278

LAGONDA RAPIER 10-H.P. sports saloon, in good and very clean condition. £210. Details from, or view at, 10, New Barn Lane, Rochdale. [7279

ASTON MARTIN INTERNATIONAL. Many Mark II modifications. Engineer owned and maintained. Many spares and extras, including aero-screens, stoneguards, tonneau. Five new tyres. Instruction book. Condition perfect. Repaint to buyer's colour choice. New hood. £250, o.n.o. Robinson, 52, Abbey Foregate, Shrewsbury. [7280

M.G. PB. Green. Excellent mechanically. New hood, screens. £220, o.n.o. 32, Westover Road, High Wycombe. [7281

COMPLETE HOOD, frame and screens, suit small tourer. £6 10s. Harrison, White House, Farningham, Kent. Tel.: Farningham 2277. [7283

CENTRIC SUPERCHARGER, ex-PA M.G., with manifold and S.U. carburetter. £20 or offer. 30, Woodlands Drive, Loughborough. [7284

1948 B-TYPE HEALEY. 15,000 miles. Light 2-seater body. Special valve springs (85 in third). Silverstone-type front suspension and dampers. £475, o.n.o. Longton, Wynhaven, Gatesden Road, Fetcham, Surrey. [7285

FOR SALE—*continued*

M.G. 2-LITRE saloon, 1937. Recent £180 overhaul, including clutch, transmission, back axle, springs, generator, starter. Three new tyres, new batteries, resprayed wings, completely retrimmed, new sliding roof. Chromium as new. £270, o.n.o. Owner going abroad. Box No. M287, MOTOR SPORT, 15, City Road, E.C.1. [7287

TALBOT TEN, 1938. £200. Smart, economical. Laborda, Edenvale, Dormans Park, East Grinstead. [7290

ARNOTT SUPERCHARGER, 3,000 miles only use. Complete installation, suitable Sunbeam-Talbot 90 or similar. £59 10s. Tel.: Enfield 2015. [7291

LAGONDA RAPIER, in very fair condition. Four new tyres, brakes relined, engine undergoing overhaul. £195, or would exchange for similar car in immediate running order. King, 18, St. Mary's Crescent, Osterley. Tel.: Hounslow 9136. [7292

£45 ! AUSTIN SPECIAL, registered 1938. Reconditioned Chummy engine, steering, trials body. Morris Minor 2-seater, £35 ! 168, Crofton Road, Orpington, Kent. [7293

M.G. VA 1½-LITRE open tourer. Grey, blue leather. Beautiful condition throughout. Reconditioned engine. £295. Segger, Hillside, Settle, Yorks. [7294

OFFERS FOR 1934/5 WOLSELEY E.W. Daytona Special, maintained by our works mechanic regardless of cost. Seen at Parkfield Engineering Co., Trout Road, Yiewsley. Tel.: West Drayton 2314. [7295

RILEY KESTREL 12/4, 1936. Twin S.U.s, four new tyres. Good condition, carefully maintained. £260, or exchange Lynx similar condition. 13, Stumperlowe Close, Sheffield, 10. [7296

BENTLEY, 1925, BLUE LABEL 3-LITRE, Park Ward saloon. £98. Hughes, Shieling Holt, Wineham, Henfield, Sussex. [7297

SINGER LE MANS, 1935, 2-seater. Not yet run-in after rebore, new pistons, battery, crankshaft reground, etc. £130, o.n.o. 1, Royal Terrace, Weymouth. [7298

ASTON MARTIN INTERNATIONAL complete. Most late engine mods. Good mechanical condition. Would entertain offers for parts or sell outright. Box No. M299, MOTOR SPORT, 15, City Road, E.C.1. [7299

PAIR WIRE WHEELS, 600 by 21, good tyres, tubes. Suit M.G., Riley, etc. £7. Richards, 18, Morgans Lane, Hayes, Middlesex. [7300

ALVIS TG 12/50 "BEETLEBACK." Beautiful condition. £175, o.n.o. Reason—wedding bells ! Lowe, 6, Frank Webb Avenue, Crewe. [7301

ADLER, 1936. 2-seater sports, excellent condition. £195. Write for full information. Norton, 254, Tomkinson Road, Nuneaton. [7302

LANCHESTER 1928, 23-H.P. semi-sports tourer (specially built). One owner. First-rate running order, recently completely overhauled. Sound body newly painted. A unique car. £350. Johnston, Bryn-y-groes, Bala, N. Wales. Tel.: Bala 35. [7303

TALBOT, 1937, 105 SPEED saloon. Centrifugal clutch, preselector gears splendid condition. Original cellulose, chromium, tools and instruction book. Little used since 1939. Looks beautiful, does not date. Bradshaw, Fair Dene, Church Road, Hockley, Essex. [7305

LAGONDA 16/80 sports. Excellent condition, new hood, screens, batteries, carbs. Seen Taunton, Somerset. £270, o.n.o. Box No. M306, MOTOR SPORT, 15, City Road, E.C.1. [7306

M.G. TC, 1946. Always kept in fine mechanical condition. 9 to 1 compression; oil coil, manual ignition, Marchal spot, tonneau cover; five good tyres. £400. Box No. M307, MOTOR SPORT, 15, City Road, E.C.1. [7307

£100—AUSTIN 12/4 HEAVY tourer. New hood, carburetter, radiator, etc. £100 improvements. Bills visible. Tel.: Ambassador 6955. [7308

FOR 1939 FIAT 1,100 : Weber carburetter, latest type, complete and unused, £12. Dynamo, complete, 50s. Marelli distributor complete, as new, 40s. Sump, 20s. For Fiat 500, 1939 : Pair front shock-absorbers, as new, 30s. Prop.-shaft, as new, c/w., two new couplings, 60s. Marelli distributor, as new, 20s. Three 425 by 15 Tyresoles, unused, 40s. each. J. Golby, Adderbury West, Banbury, Oxon. Tel.: Adderbury 320. [7309

M.G. TC, 34,000 miles. Engine stripped, Chromard lined, standard-size 4-ringed pistons, crank ground 12½ thou. Flywheel, rockers lightened. Stage I head. Fram. New silencer, front springs. Brakes relined racing Mintex. Shockers reconditioned. Body stripped, sprayed ivory, black piping; reupholstered red. New carpets, hood, full tonneau, Perspex sidescreens, solid mahogany dash, battery, tyres. Six wheels. Bills £350. Whole car as new. Unpremeditated sale owing sudden rheumatism. £425, or exchange 20/25 Rolls sports saloon, cash adjustment either way. Dr. Holliday, 18, Wingfield Road, Trowbridge. Tel.: 2018. [7310

FOR SALE—*continued*

ALVIS TWENTY, 1936, Charlesworth saloon. Mechanically sound. £140, o.n.o. Details: Rowland, "Brackenhurst," Kimberley, Notts. [7311

ROVER TWIN, 2-seater. Recent complete overhaul. Must sell. £20, o.n.o. Box No. M312, MOTOR SPORT, 15, City Road, E.C.1. [7312

1953 SUNBEAM-TALBOT 90 saloon, black and chromium with red leather upholstery. Ex-team car; modified suspension, steering and diff.; fitted many extras, including pass-lights, de-frosters, windscreen washers, chromium rimbellishers, two coils, spare starter and horn switches. Nap cases, Thermos holders, etc. Engine completely overhauled. Performance well above average. Immaculate. Riffs Garage, Pool-in-Wharfedale. [7313

UNIQUE VINTAGE CAR. 1930 Austin 6/16, 2-seater coupé, dickey-seat. Mediterranean blue. Wireless, windtone, all mod. con. Full weather equipment. Beautiful condition for its age. Goes like a dream. £135. Meier, St. David's, Stanley Hill Avenue, Amersham, Bucks. Tel.: Amersham 901. [7314

1929 SUNBEAM (vintage) saloon. Running order. Offers. Apply: F/O. Sadler, R.A.F., St. Eval, Wadebridge, Cornwall. [7315

ROESCH TALBOT 75, registered 1931. This car is in concours condition. Real hide and mahogany interior, with footrests and picnic tables. Dark and light green exterior, with black mudguards, together with perfect chrome, give this car a showroom appearance. Sliding hood and Beatonson sunshade. Mechanically sound. Manual gate change. Rotax wiring throughout. Tool-kit complete with radiator muff. Built-in jacks. Owner going overseas. £190. Fitzroy, The Grange, Thorpe, Egham, Surrey. [7317

1938 CITROEN FIFTEEN roadster. £175 overhaul by first-class firm; engine as new, running-in; body and chrome excellent; new hood, battery and respray. New gearbox 1,000 miles back. Taxed. Altogether a fine motor car. Bedfordshire. £285, o.n.o. Box No. M318, MOTOR SPORT, 15, City Road, E.C.1. [7318

FRAZER-NASH, 1935, Colmore, twin o.h.c. Blackburn. Showroom condition. Entirely original. Good hood, sidescreens and tonneau. History known. £295. 11, Langdale Close, Horsell, Surrey. Tel.: Woking 2971. [7319

FORD V8 SPARES, 1932-1952: Engines, gearboxes, rear axles £10 each. Dynamos, starters, distributors, 50s. each. Complete V8 30-h.p. chassis, running order, £50 each. "Saunders Garage" (The Ford V8 Specialists), 3, Anerley Street, Battersea, S.W.11. Tel.: Macaulay 2594. [7320

CHRYSLER SPECIAL chassis, complete, registered 1952, hydraulic brakes. £75, or exchange Ford Eight, Ten, or V8. "Saunders Garage" (The Ford V8 Specialists), 3, Anerley Street, Battersea, S.W.11 Tel.: Macaulay 2594. [7321

M.G., 1935, 2-seater. £150 spent during last 18 months. Mechanically perfect. Overhauled clutch, steering and brakes. New hood, windtones, windscreen, radiator, grille, and dynamo. Wheels respoked. Resprayed B.R.G. this summer and rewired. Good tyres. £190. "Inversnad," Victoria Road, Wargrave, Berks. Tel.: 323. [7322

1934 SINGER sports coupé. Engine completely overhauled. Immaculate throughout. £155. 1938 Minx coupé. Just had new battery, pistons, con.-rods, valves, springs, headlamps. £175. Seen Farnham. Tel.: Frensham 361. [7323

ROLLS TWENTY, 1927, shooting-brake. Repainted, revarnished. Double dipping. Telecontrol shock-absorbers. Seen Kingston. Box No. M324, MOTOR SPORT, 15, City Road, E.C.1. [7324

RILEY, 1938, 1½ saloon. Excellent coachwork and leather. Engine first class. Gearbox (synchromesh/overdrive) just overhauled. Bills available. New tyres. Best offer over £200. Bristow, 195, Parkway, Iver Heath, Bucks. Tel.: Iver 487. [7327

BALLOT, 1925, 2LT, 2-seater D.H.C., 12.1 h.p. Unmodified. £50. Derek Leigh, Shire Hall, Gloucester. [7329

2-LITRE LAGONDA, 1931, SPEED MODEL. Engine resleeved to standard, crank reground, new main bearings, valves reground, etc. This "Lag." not yet run-in. Good all-weather equipment. £260 or near offer. Harding, 103a, Longton Avenue, Sydenham. [7331

2-SEATER V8 SPECIAL. New Mercury engine; twin carburetters; new 4-speed remote-control gearbox; 2-speed axle. Offers, or exchange Ford Eight. 66, Pettits Lane, Romford. Tel.: 4976. [7332

HEALEY saloon. Recellulosed ivory, red interior. Radio, heater. 28,000 miles. Immaculate. £750. Box No. M334, MOTOR SPORT, 15, City Road, E.C.1. [7334

1926 12/25 HUMBER saloon. Excellent condition. Any trial. £90, o.n.o. Cook, 36, Mote Avenue, Maidstone. Tel.: Maidstone 2448. [7336

DUNLOP, 600 by 20, run 200 miles; slight repair executed by makers; £6. Open A.A. inspection. Jenkin, Tel.: Four Oaks 865 (Birmingham). [7337

FOR SALE—*continued*

AT LAST! An engine valve that will stand up to high octane and racing fuels. Power that has been leaking past old valves is harnessed for increased performance and economy when you fit this super valve. Made in KE 965 steel for the famous Rolls-Royce "Spitfire" engines, these valves originally cost over 35s. each. New and in original wrappings, 5s. 9d. each. Your garage can adapt them to suit your engine at your next decoke. Treat your engine to a set and have the drive of your life. Limited supply only. Send at once. C. R. Faulder, Trimpley, Ellesmere, Salop. [7335

SET FOUR ROTOFLO DAMPERS, complete arms, adaptor plates, suitable 12-h.p., £8. Lucas 6-cylinder distributor, suit Hornet Special, good condition, £2. Brien, 13, Queen's Gardens, Codsall. [7338

RILEY NINE MK. IV tourer, 1930. Outstanding condition exterior, interior, and mechanically. Spare magneto, gearbox and other items. £110. Evenett, Quarry Wood Hall, Marlow, Bucks. [7339

1939 RAILTON FAIRMILE drophead. One owner from new. In really beautiful order. New engine. Radio. £345. Terms. 201, New Road, Portsmouth. Tel.: 73395. [7340

M.G. PA. Following carried out by Toulmin 3,000 miles ago: Reconditioned PB engine complete and reconditioned PB gearbox. Reconditioned c.w. and p. Woodhead Monroe telescopic shockers all round. TC brakes. New king-pins and bushes, track-rod ends. Reconditioned steering box. Five rebuilt wheels, four new tyres, spare smooth. Exchange radiator fitted. New S.U.s. Complete rewire, new headlamps except shells. New hood and sidescreens. New full tonneau. Unusually healthy engine carefully run up to 2,500 miles. Apart from above, all springs are as new, new electric petrol pump, twin Morris tail-lamps, new rev.-counter. When polished car looks as new but shine soon goes so respray might be needed, but is far better than new otherwise. Above cost £325 and am selling for that figure or nearest offer. Joberns, 37, Portland Road, Aldridge, Walsall, Staffs. Car viewed after October 25th. Any test, any trial. [7341

1905 A.D.

Edwardian Heydays. The Horseless Carriage is now the Motor Car. The first Motor Show is held at Olympia. Great names, De Dion et Bouton, Leon Bollee, Levassor and Daimler are making their beautiful machines and these are still being Insured by

HYDE-EAST & PARTNERS

LTD

Insurance Brokers

East Molesey, Surrey (Hampton Court) *Tel.:* Molesey 4317

UNOBTAINABLE INSTRUCTION MANUALS. Large collection for sale, includes many Rolls-Royce and other rare maker publications. Send your requirements with s.a.e. to Box No. M342, MOTOR SPORT, 15, City Road, E.C.1. [7342

"MODERN MOTOR CARS," by A. W. Judge. Two sets, one, 1924, three volumes, total 807 pages. Another, 1920, three volumes, total 825 pages. Both excellent condition, many plates, cover construction, maintenance, etc. 3 gns. per set, registered post. Bargain. Box No. M343, MOTOR SPORT, 15, City Road, E.C.1. [7343

ALVIS FIREFLY wreck. Needs rebuilding or as spares. Towable. Offers. Hill House, Worley Hill, Brentwood, Essex. [7344

RAILTON, D/H. Excellent condition. New tyres. Radio, etc. Bargain £325. Box No. M345, MOTOR SPORT, 15, City Road, E.C.1. [7345

AUSTIN SEVEN, reconditioned engine, alloy head, light flywheel, d.v. springs, mains, rebored, late manifolding/carb.; 4-speed box; £30. Rear axle, £10. Four Ford Easicleans, 4.00/17 Indias. 6v. Exide. Various spares to clear cheap. Leathville, Seymour Road, Headleydown, Bordon, Hants. [7346

RILEY NINE, 1930, saloon. Fast, reliable. Body fair. Taxed, insured. £95. 166, Whitby Road, Ruislip, Middlesex. [7348

FORD 8-H.P. chassis with new sports shell, no seats, fitted new J.A.P. motor-cycle engine and gearbox; make good trials car; £60. Volkswagen Jeep, 10 h.p., 30 m.p.g.; good hood; any trial; £130. New Volkswagen gearbox with axles, front and rear suspensions; spares including ZF differential; £40. R. Howard, "Avondale," Grovehurst Road, Sittingbourne, Kent. [7349

FOR SALE—*continued*

£35, O.N.O.—Vintage Austin Seven Chummy, 1928. Quite sound mechanically. Hood, screens, slightly tatty, body fair for age. Armstrong, 264, Friern Barnet Lane, Whetstone, N.20. [7350

1949 MAGNETTE SPECIAL, excellent condition. £175, o.n.o. Richardson, 1211, Bristol Road, Birmingham. [7351

IMMACULATE 1949 TRIUMPH roadster. One owner. Genuine 12,000 miles only. Any inspection. £600, o.v.n.o. Andrews, 38, Redlands Road, Reading. Tel.: 3514. [7353

B.S.A. THREELER TWIN 2-seater. Smart, fast, daily use. Numerous spares. Taxed. £48. Belson, Starlings Green, Clavering, Essex. Tel.: Brent Pelham 202. [7304a

B.S.A. COUPE, 1938. First-class condition throughout; 36,000 miles. £250, o.n.o. Tel.: GIP 5387, after 6 p.m. [7354

30/98 VAUXHALL "E". Stark. Requires some attention. £65, o.n.o. Feltham Lodge, Feltham, Middlesex. [7355

M.G. RED M-TYPE S.V., 1934, 8-h.p. New Noteks, Windtones, tyres. Upholstery exceptional condition. Taxed, insured. £110. 3, Windermere Road, West Wickham, Kent. [7356

FIAT TORPEDO 501, 1923. Thoroughly reliable. Body excellent. Recently resleeved, new king-pins. £75. Cook, Biddick Hall, Washington, Durham. [7357

LUCAS TWIN SPOTLIGHTS. Chrome. £3 pair. Fawn plastic hood for Morris Eight 2-seater tourer. New condition. £5 10s. Snip. Box No. M359, MOTOR SPORT, 15, City Road, E.C.1. [7359

ASTON-MARTIN, 1933-34, Le Mans 2/4-seater. Overhaul at Friarey Motors last month. Excellent tyres. B.R.G. £290. Hichens, 7, Capel Close, Summertown, Oxford. [7360

J2 RED M.G. Registered. Cracked block. Offers. 28, Macclesfield Road, Hazel Grove, Cheshire. [7361

138 COPIES "Newnes Practical Motorist," 1936/7/8, £2. Vauxhall 16-9. Engine complete. £5. Allard front suspension, 1947. Complete. £25. 1936 Auburn 581 chassis, less engine and gearbox, four perfect tyres, two speed axle. £30. B.S.A. 350-c.c. m/c, 1942, B29 runner. £20. Dodge starter-motor. £2. 525 by 18 tyres, 20 per cent. worn. £2. Pair Carella Torino all chrome headlamps, perfect. £6. S.A.E. Mr. C. Burt, Pear Tree Farm, Wittersham, Kent. [7362

1949 MORGAN J.A.P. super-sports replica. Specially built for enthusiast. Immaculate condition. Just completely overhauled. New tyres, battery. £250, o.n.o. Tel.: Erith 3482. [7364

M.G. K-TYPE 4-seater. E.N.V. Gearbox overhauled. Latest matched instruments. Sound condition. £165, or exchange 2-seater M.G. Can be seen: Tel.: Putney 8920 (weekends). File, 29, East St. Hellens Street, Abingdon, Berks. [7365

1930 LEA-FRANCIS 12/40 2-seater in good running condition; new battery; 35 m.p.g. £110. Miller, 20, Eaton Gardens, Hove, Sussex. [7366

AUSTIN SEVEN 2-seater. £35, or offer. Call or write for details: 8, The Gowers, Harlow, Essex. [7367

O.H.C. SPORTS SALOON SINGER 1¼-litre 33/4. New battery. Carbs. C.W.P. Body rough but sound. £50. Taxed. 14, Roe Lane, Kingsbury, N.W.9. [7368

ENTHUSIAST OFFERS for sale Riley Nine Mk. IV tourer. Four new tyres. Good hood, screens and battery. Reconditioned engine. Bills for £85 over last 18 months. Spare B.T.H. magneto for sale. £85, o.n.o. Owner getting married. 59, Grosvenor Road, Hanwell, W.7. [7369

1939 SUNBEAM-TALBOT TEN sports tourer. Reconditioned engine. £265, or offer. 68, Lansbury Drive, Hayes, Middlesex. [7370

VINTAGE AUSTIN SEVEN tourer in reasonably good order. £25. Aylieff, The Green, Edlesborough, Dunstable, Beds. Tel.: Eaton Bray 279. [7371

JOHN BLAND OFFERS: 1935 Talbot 75 long-chassis saloon. Recent engine and gearbox overhaul. Good tyres. £95. 1934 Talbot 105 attractive open 4-seater sports. Requires engine overhaul. £55. 27, Southfields Road, S.W.18. Tel.: Vandyke 1612. [7372

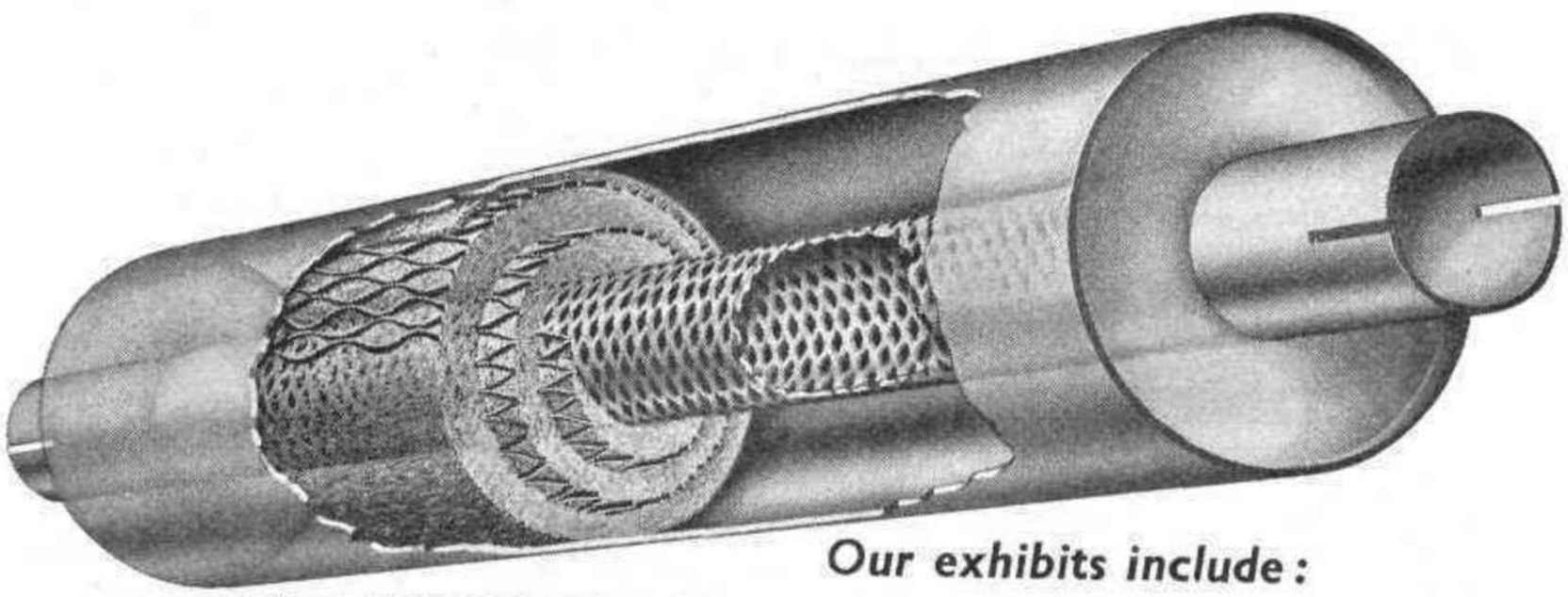
A.C. SUPERBLY SMART 16/66 drophead coupé in showroom condition. Many modifications. £275. Exchange considered. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [7373

BUICK specially built, exceptionally smart drophead foursome. One owner. £250. Exchange considered. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [7374

LEA-FRANCIS, 1932 (Oct.) 12/40 4ED, 4/5-seater tourer. Absolutely immaculate. £350 spent in last three years; 28 m.p.g.; oil 6,000 m.p.g. Photo. 50-mile trial. £200, o.n.o. Heath, 1, Boxgrove Road, Sale, Cheshire. [7376

SERVAIS

Stand 276
AT THE EARLS COURT MOTOR SHOW



Our exhibits include:

SILENCERS (Exhaust and Intake)

EXHAUST PIPES AND MANIFOLDS · EXHAUST PIPE CLIPS
EXHAUST DEFLECTOR NOZZLES · FLANGES

SERVAIS SILENCERS LTD., ASHFORD ROAD, LONDON, N.W.2

B·M·W

BAYERISCHE MOTOREN WERKE

HALL OF BALHAM LTD.—THE B.M.W. SPECIALISTS—OFFER

Engines, Radiators, Shells, Gearboxes ZF and Hirth, Rear Axles, Cases, Front and Rear Springs, Clutch Plates, Steering Wheels, Road Wheels, Tyres and Tubes, Brake Cables, Re-metalled Con.-roads, Standard and O.S Rocker-shafts, Rockers, Springs, Camshafts, Crankshafts (Re-ground), Cylinder Blocks, Re-sleeved, Radiator Shutters, Bumpers, Front and Rear Wings, Bonnets, Bosch Horns, Seats, Etc., Etc., Etc.

Interior Carpets to Order.

★★★★★★★★★★★★

HALL OF BALHAM Ltd.

OFFER

Type 40 B.M.W. sports saloon. 3 carburetters. Very fast.

★★★★★★★ **£199** ★★★★★★★

B.M.W. Type 45 Cabriolet. Very Smart Car.

★★★★★★★ **£199** ★★★★★★★

Several others in Stock.

Also

REPLACEMENT B.M.W. ENGINES

Prices on application

Type 328 Type 326 Type 320
Type 55 Type 45 Type 40

NOW AVAILABLE—NEW

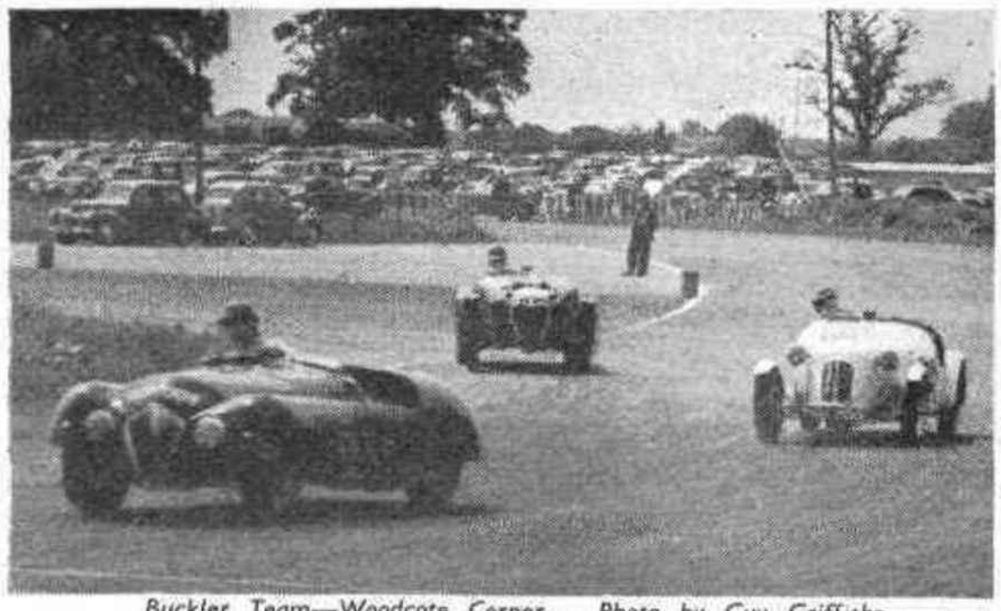
Bosch Plugs, all types	5.0
Bosch Distributors	£5.12.0
Bosch Windscreen Motors ...	£3.7.6
Bosch Coils	£1.15.0
Bosch Points	5.6
Bosch Rotors	2.0
Bosch Condensers	5.0
Bosch Regulators	£2.10.0
Bosch Starter Pinions	£2.0.6

★★★★★★★★★★★★

Cylinder Heads, Valves, Springs, Guides, Water Impellers, Oil Pumps (All Types), Bosch Starters, Bosch Dynamos, Distributors, Prop.-shafts, Half-shafts, Cases, Diff.-assemblies, Brake Drums, Brake Shoes, All Types of Bodies, Chassis, Speedometers, Oil Gauges, Coils, Rocker Boxes, Fans, Body Fittings, Windscreens, Bosch Wipers, Door Handles and Window Frames complete with Glass, Head Lamps, Side and Rear Lamps, Shock-absorbers (Most Types), King Pins, Bushes, Bearings, Etc.

New Hub Caps in Stock.

197-199 HIGH STREET · TOOTING · S·W·17 · BALHAM 7855



Buckler Team—Woodcote Corner. Photo by Guy Griffiths.
Eight Cubs Silverstone One-Hour Team Race (Result 3rd).

75-85 M.P.H.

BUCKLER

35-50 M.P.G.

FORD TEN SPECIALS

Buy a Buckler Multi-Tube Frame and build your own Replica to our proved design. Tuned in accordance with our recommendations, your Buckler will reach 85 m.p.h. unblown—Accelerate from 0—60 in 12.8 seconds—Top 70 m.p.h. in second gear and 40 in first, in which gear gradients of 1 in 2½ can be treated as speed hill-climbs ! Roadholding which gives 50-55 m.p.h. averages on journeys of over 100 miles. Stability and handling which gives almost the same averages on wet roads—and all with comfort which is a revelation to pre-war sports-car owners. A car with a one-piece feel—no roll—no pitch—responsive to throttle, steering and brakes. In short, a thoroughbred but with the reliability of a family saloon and even lower running costs. Why not write for full particulars and take the first step to joining the happy band of Buckler Owners. Where else can you obtain a sports car which will give 40-50 m.p.g. on your daily journey and at the weekends enable you to successfully enter Club Race Meetings, Hill-climbs, Sprints and Rallies, etc. Buckler owners have won over 150 awards and lowered a number of local class records.

BUCKLER MULTI-TUBE FRAMES PROVED BY RESULTS :

91.023 M.P.G. — **1ST** — **Cheltenham M.C. National Road Fuel Economy Contest (Section II). Co-drivers C. D. F. Buckler and G. Tapp.**

1st Heat II, Davidstow Circuit, 1,500-c.c. Sports Cars.
3rd Final ditto ditto
1st Ditto and Lap Record under 1,300 c.c.
2nd Spelga Hill-Climb, Ford Ten Class (Mr. J. McDonagh).

Also over 50 other awards in 1953.

Mr. G. Tapp — **1ST** — **Hants & Berks M.C., Gt. Auclum Speed Hill-Climb, Class II, in 23.98 sec. (New Class Record & Third B.T.D. Sports Cars).**

1st Kirkistown Handicap Race (Mr. S. Pentland).
1st Spelga Hill-Climb, Open Handicap (Mr. S. Pentland).
1st In Class. Bentley D.C. Firle Hill-Climb.

Subject to confirmation.

CLOSE-RATIO GEARS

Type "A" give 70-75 m.p.h. in second
" "B" " 65-70 " "
" "C" " 60-65 " "
" "D" " 53-57 " "

£10 15s. 0d. each

BUCKLER I.F.S. CONVERSIONS
FIT FORD SPECIALS, ANGLIAS & PREFECTS £26 10s. 6d. on exchange

Distributors :
CANADA
Campbell Sports Cars
288 Empress Avenue,
Willowdale, Toronto
Phone: Baldwin 1-0264

BUCKLERS
67 CAVERSHAM RD., READING
Phone : Reading 3227 & 4903
EXPORT ORDERS WELCOMED

Distributors :
NEW ZEALAND
Arthur W. Harris
290 Khyber Pass Road,
Auckland, S.E.1
Phone: 42-106

COPPERISED CYL. HEADS £4-10-0
Ditto, High Compression £5-15-0
ALUM. SUPERHEADS ... £11-17-6
RACING CAMSHAFTS ... £16-10-0
4.7 : 1 CROWN/PINIONS £7-18-6
FOUR-BRANCH/TWIN S.U.s £23-0-0

The 1954 MOTOR RACING Diary

The only diary specifically designed to fit in with the needs and interests of the 'enthusiast.'

Contents include :—1954 *Calendar of Racing, Climbs and Rallies.* 1953 *International Results —Circuit Diagrams and Lap Speed Tables— Conversion Tables, etc.*

Size 3" x 5". A week at an opening. Attractively finished in flexible maroon plexide binding, rounded corners and gilt embossed.

Price **5/4** *post free from*

Better Books Ltd.

booksellers of
94, CHARING CROSS RD., LONDON, W.C.2

This **DIARY** *is in no way associated with* '**MOTOR SPORT**'*—the magazine.*

C.N.K. MOTORS

for Cars in "Specimen" condition

1938 LAGONDA 4½-litre L.G.45 drophead foursome by Carlton. One owner. 37,000 miles only from new. Definitely "out of this world" **£465**

1939 M.G. TB roadster in red. Last owner has allegedly spent £400 on the vehicle in the last 12 months and it is virtually as new **£345**

1937 M.G. TA roadster, just been resprayed green. Very fast **£245**

1938 M.G. VA 1½-litre tourer. Fitted 1940 engine, new tyres. Taxed. Nice and original **£255**

1936 RILEY Nine Kestrel saloon, with special series engine. A scarce and desirable model in outstanding condition **£199**

1935 ASTON MARTIN Ulster. New Dunlops. Full history **£525**

TERMS—EXCHANGES

C.N.K. MOTORS

353, FINCHLEY ROAD, LONDON, N.W.3
HAMpstead 5712/8532





Vintage Autos

OF ENGLAND

Proprietor : **JACK BOND,** A.M.Inst.B.E.

A.C., 1936, 16-h.p. sportsman saloon **£160**
ALFA-ROMEO, 1931, foursome D.H. coupe **£285**
ALFA-ROMEO 17/50 supercharged 2-seater **£295**
ALVIS Speed Twenty-five, 1937, sportsman saloon **£265**
ALVIS Speed Twenty foursome D.H. coupe **£145**
ALVIS Speed Twenty sportsman saloon ... **£200**
ALVIS Speed Twenty, 1934, 4-seater tourer **£185**
ASTON MARTIN 1½ International 4-seater tourer **£220**
BENTLEY Speed Six sedanca de ville by Barker. Just resprayed and fitted new leather roof **£225**
BENTLEY Speed Six, rebuilt and registered 1936, with attractive sports saloon coachwork ... **£295**
BENTLEY Speed Six 2-seater. Just completely rebuilt and as new **£335**
BENTLEY, 1930, 4½, fitted with attractive shooting-brake coachwork. Engine rebuilt last year **£225**
BENTLEY, 1927, 3-litre Red Label 4-seater tourer **£195**
BENTLEY, 1925, 3-litre Red Label 4-seater tourer by V.D.P. £160 recently spent on mechanical renovation. This is as good a 3-litre that you can buy **£250**
BENTLEY 3-litre, 1929, sportsman saloon **£140**
BENTLEY 4-litre, 1930, sportsman saloon **£150**
COOPER Mark IV 500 c.c. Recently rebuilt with later-type mods. Ex-Betty Haig **£225**
D.K.W., 1938, 8-h.p. foursome D.H. coupe 50 m.p.g. **£185**
FRAZER-NASH, 1934, T.T. Replica 2-seater. This is a well-known Frash. Recent engine rebuild by Laystalls **£250**
HILLMAN Twenty, 1938, 4-door D.H. coupe, 23 m.p.g. **£165**
INVICTA 12-h.p. sportsman saloon **£75**
JAGUAR, 1937, 2½ sports saloon **£195**
LANCIA LAMBDA short-chassis 4-seater tourer. Extensive mechanical renovation in last few months and fitted rebuilt wheels and new tyres, hood, etc. **£225**
LANCIA LAMBDA, 1932, short-chassis sports saloon. One owner till last year. New clutch just fitted **£165**
LANCIA DILAMBDA saloon. Superb carriage **£160**
LAGONDA 2-litre, 1932, 4-seater tourer. Over £200 has been spent on mechanical renovation in the last year. New hood, etc. 28 m.p.g. **£235**
LAGONDA 16/80, 1934, sports saloon. Two owners since new and in superb original condition ... **£235**
LAGONDA 16/80, 1934, D.G. coupe. Recently entirely renovated **£250**
MERCEDES 12-h.p., 1936, rear-engined saloon **£295**
MERCEDES 2.3, 1937, sportsman saloon. Recent engine rebuild by Mercedes **£325**
MERCEDES Manheim D.H. coupe. Just resprayed. Fitted new hood and tyres **£225**
MERCEDES 500K, 1936, D.H. coupe, in superb original condition **£580**
MERCEDES 540K, 1938, D.H. coupe. Unused since 1939 ... ... **£450**
MERCEDES 500K, 1935. Fitted 1939 open 4-seater coachwork **£485**
M.G., 1939, 2.6 D.H. coupe. Just resprayed and fitted new hood, etc. **£350**
M.G., 1934, 12-h.p. K-type 4-seater tourer. Just resprayed, etc. **£175**
M.G. 18/80, Mark II, close-coupled sportsman saloon. Just resprayed and overhauled. Mint condition **£125**
MINERVA open Boat Deck 4-seater. This is the famous ex-Baker Brooklands car. Engine just rebuilt. Fitted five new tyres. Complete with host of spares **£225**
MATHIS, 1936, 8.9-h.p. foursome D.H. coupe. Very potent and economical. Citroen parts are interchangeable with this car **£165**
ROVER, 1934, Speed Fourteen sportsman saloon. This is in far above average condition and can honestly be described as "spot on" in every way. Excellent tyres, etc. **£175**
ROLLS Twenty, 1928, fitted 1948 with new shooting-brake coachwork. Now being resprayed. Excellent tyres **£225**
ROLLS Twenty, 1928, owner-driver saloon. The coachwork is ghastly, the interior looks as though it has been used for transporting cattle, but mechanically it is exceptionally good **£75**
ROLLS Twenty, 1927, limousine. A very fine carriage **£150**
ROLLS Twenty-five, 1936, sedanca de ville by Gurney Nutting. £500 overhaul **£725**
ROLLS P.I, fitted 1935 owner-driver sedanca de ville coachwork. This car has covered only a small mileage **£275**
SALMSON 14-h.p., 1939, sports saloon. One owner since new **£260**
TALBOT 75, 1935, streamlined sports saloon. Just resprayed in two shades of brown **£150**

Bargain Basement Branch

(4 min. by car Crystal Palace Race Track)

185 ELMERS END ROAD, BECKENHAM. BEC 2521

1931 M.G. 8-h.p. 2-seater **£125**
1933 M.G. Magna 4-seater **£110**
1933 M.G. J2 2-seater **£150**
1935 M.G. PA 2-seater **£165**
1933 WOLSELEY Hornet Special, 4-seater **£135**
1934 WOLSELEY Hornet D.H. coupe, as new **£185**
1934 SINGER Nine sports coupe ... **£145**
1936 SINGER Nine 4-seater tourer ... **£185**
1935 SINGER Nine Le Mans 2-seater ... **£145**
1929 MARQUETTE BUICK D.H. coupe **£45**
1935 HUMBER Sixteen saloon **£125**
1934 ALVIS Twelve Firefly saloon ... **£85**
1934 ALVIS Silver Eagle saloon ... **£85**
1934 AUSTIN Ten roadster **£125**
1933 TALBOT Fourteen saloon ... **£45**
2-seater Austin Seven, just completely rebuilt **£95**

And many others.

OPEN MONDAY TO SATURDAY, 9 a.m. to 7 p.m.
SUNDAYS, 10 a.m. to 1 p.m.
OR ANY TIME BY APPOINTMENT

★ We pay top prices for good condition cars, or will quickly sell your car for you on a small commission basis.

★ Immediate H.P. and insurance facilities on any car, and generous part-exchange allowance.

QUEEN'S GATE MEWS, GLOUCESTER RD., S. KENSINGTON

Telephone : WEStern 5522

THE Specialists in repairing vintage, Continental and sports cars at competitive prices.

66 LONDON ROAD, TOOTING - Telephone: MITcham 3951

Nearest Tube Station : Tooting Broadway (Northern Line)

OPEN MONDAY TO SATURDAY, 7.30 a.m. to 9 p.m. SUNDAYS, 9 a.m. to 9 p.m.

FOR SALE—*continued*

£45. ALVIS 12/50 SALOON, 1931 TJ. Scruffy, but good tyres, battery and mechanical condition. Very reliable. Exchange open car. 31, Cloisters Avenue, Bickley, Kent. [7377

1930 RILEY NINE fixed-head coupé. Above average condition mechanically, body, tyres, battery, etc. £60. Capt. Sankey, 79a, Harrowby Road, Birkenhead. Tel. : 3406 or 2815 (evenings). [7379

1936 ALVIS FIREBIRD saloon. Black, red leather Taxed. Good condition. Runs well. Offers. Owen's Garage, Highworth, Swindon. [7380

1935 FIAT BALILLA MILLE MIGLIA model. Fitted special Riley Nine engine. Metallic green. New tyres and battery. Excellent condition. Fast. £135. Baxfield, Wilmington, Honiton, Devon. Tel. : Wilmington 352. [7381

SINGER LE MANS, 1935, 2-seater. Cream. Fitted last month rebored, reground, completely rebuilt, 1937 engine. New and unmarked maroon hood, tonneau, sidescreens. Tyres very good. Racing wings, stoneguards, spot light. Really lovely sports car. Taxed. First £185, no offers. Tel. : Ravensbourne 0883. [7382

UNIQUE ROVER TEN SPECIAL. Potent 2/3-seater. Fold-flat and aero-screens. Hood, sidescreens, cycle wings. £110. Ryemead House, Sunbury-on-Thames. Tel. : Molesey 991. [7384

BENTLEY 4½-LITRE. 9 ft. 9 in. chassis. Entirely rebuilt July, 1951. Also new 2-seater body with boot. In absolutely sound condition throughout, and certainly worth the £450 asked, together with many spares. Taxed and fully insured to Feb. Photos. Hopkins, 120, Cornwall Avenue, Southall, Middlesex. [7385

PA M.G., 1934. Above average bodily. Mechanically rebored. New hood, tonneau, twin spares, 16-in. rears, grid, windtones spot, etc. £240, o.n.o. Box No. M386, MOTOR SPORT, 15, City Road, E.C.1. [7386

RILEY MONACO saloon, 1932. Engine just overhauled ; smart ; many new items ; bills £20 ; 40 m.p.g. at 45-50 m.p.h. £85. 23, Pages Lane, N.10. Tel. : Tudor 1390. [7387

ALVIS TJ 12/50 2-seater, bench seat and dickey. Suspension overhauled, new radiator, Speed Twenty valve guides and springs, works reconditioned steering box, starter and magneto. Tyres excellent. Spares include twin manifold, carburetters, dynamo. Just completed Austrian tour at 32 m.p.g. £95. Cullen, Otway Cottage, Elstree Road, Bushey Heath, Herts. [7388

1925 CLOVERLEAF CITROEN. Excellent condition. Also host of spares including two engines, two gearboxes, rear axle, dynamo, starter, two mags. £50, o.n.o. Cochrane, White Cottage, Weald, Sevenoaks. Tel. : Weald 221. [7389

1923 ROLLS-ROYCE o/d saloon. One cylinder gone. Needs work and reconditioned engine. Now Berkshire. Could tow London. £20. Box No. M390, MOTOR SPORT, 15, City Road, E.C.1. [7390

LAGONDA 2-litre 2/3-seater, 1931. Superior appearance. Rebuilt engine. £175. Newman, Normansfield, Birdham, Chichester. [7391

MOBILE WORKSHOP ? TRANSPORT ? CARAVAN ? 28-h.p. Commer ex-govt. Q2 chassis. Completely reconditioned, professionally built van body fitted and first regd. 1946. Laid-up 18 months under cover. Now I need the room. Best offer over £50 secures. Photo available. Silas Dyke, Milbourne Port, Sherborne, Dorset. [7392

M.G. TC SPARES. 19-in. wheel, tyre worn, £4. Luggage grid, £2. Rad. muff, £2. Morris Minor, 1931, rear axle, hyd. brakes, spare nose-piece, less C. & P., £5. Two back plates, cable operated for above, complete set brake shoes, 15s. Steering wheel, 10s. Two new Michelin remoulds, 185 by 400, £8. One Fram oil filter, £2. Bradley, "Allways," Rein Road, West Ardsley, near Wakefield. [7393

FIAT 514 saloon, four-door 11-h.p., 1931. Good condition ; 30 m.p.g. Taxed. Any trial. Photograph. Nearest £90. Exchange considered open/closed. McNeil, 46, Henlow Road, Maypole, Birmingham, 14. [7396

MORRIS COWLEY VAN. Recently bored. 1931 model with complete spare 2-seater body. Offers. Routledge, Scholes, Leeds. [7397

ALVIS SPARES ! Early S/E block bored with new pistons, gearboxes. Most types. 1932-33 Speed Twenty crash box, complete magnetos, dynamos, etc. Routledge, Scholes, Leeds. [7397a

ALLARD SALOON, Sept., 1948. Attractive light wood frame and aluminium bodywork with four-doors, folding back seat. High performance and over 20 m.p.g. Exceptional condition. £400. Smyth, Deya, Lincoln Road, Werrington, Peterborough. Glinton 233. [7399

£85. ARMSTRONG-SIDDELEY saloon 14.9-h.p., 1932. Excellent coachwork and interior. Wilson gearbox. Engine overhauled and rebored. Very good tyres. New battery. Keeping, 92, Acre Lane, Brixton, S.W.2. Tel. : Brixton 4288. [7400

FOR SALE—*continued*

SUNBEAM 23-H.P. All spares available. Ford Ten engine, 5000 miles since reconditioned. Twin carbs, four-branch exhausts, split front axles, etc., for Ford specials ; various Ford spares too numerous to list. Prices very competitive. Tubular chassis made to order. Littabourne Garage. Tel. : Barnstaple 2718. [7401

1950 AC TWO-LITRE SPORTS TOURER. 5-seater, Buckland body, cream, red leather. Triple carburetters, E.N.V. rear axle, Woodhead-Monroe telescopics front and rear. Windscreen washer, Marchal driving, fog, and reversing lamps, Rimbellishers, Lifeguard tubes, front, Fram. Carefully maintained, excellent condition. Full original performance obtainable—see MOTOR SPORT road test, September, 1952. Sole reason for sale, purchasing new car. Any trial. £675. Wilson, Cottar's Close, Shepshed, Leics. Tel. : 3252. [7402

BENTLEY THREE-LITRE SALOON by Freestone and Webb. Just rebored and resprayed. Having faced up to disposing of this family friend, I now wish to get it over quickly and am prepared to accept a low price. Offers around £100 will be considered. London area. Tel. : Wordsworth 6724. [7403

1934 RILEY NINE MONACO. In very good general condition. Crankshaft reground, new valves, guides, etc. Twin Solex carburetters, all-helical gearbox. Every accessory. £125. Garaged North London. Hearn, 8, Sussex Place, Slough. [7404

CITROEN SUPER MODERN TWELVE. F.W.D. Fitted Cords rings, new battery, clutch, etc. Good appearance. Taxed. £125. 283, Malden Road, New Malden. Tel. : MAL 3792. [7405

SELL, SWAP, PART EXCHANGE : 1932 Hornet special d/h coupé. £90. Wanted : "Bread and Butter" 4-seater, 10-h.p. Broom, School House, Terling, Chelmsford. [7406

1938 BOULOGNE II FRAZER-NASH (MEADOWS). Run for seven years only. One of last "chain-gangers" to be built. New linings, tyres, tonneau. Engine and rear end recently overhauled and many new parts fitted. Paint and chrome in good order. Supercharger as well as twin carbs. £350, o.n.o. Brooks, Oldfield House, Stannington, Sheffield. Tel. : 43814. [7407

M.G. J2 2-seater. Red. Good hood and body. New crankshaft and bearings. New king-pins, bushes and hubs. Bills available. Lightened flywheel. 60 lb. oil when hot. Any trial. £145. Clay Tiles, Overdown Road, Felpham. Tel. : Bognor 2520. [7409

"MOTOR SPORT," 1939, bound ; 1947, 1948, 1949, 1950, 1951, 1952, unbound ; mint condition. Offers, London. Box No. M410, MOTOR SPORT, 15, City Road, E.C.1. [7410

JAGUAR 1946½ 2½-litre saloon. Perfect condition. Air conditioning. Taxed year. Very fast ; 20 m.p.g. £385. Howard, Okle Pitcher, Newent, Glos. Tel. : Newent 394. [7411

HARD-SURFACED ROCKERS M.G. Wolseley 6s. each exchange, all makes serviced. Clutch levers 4s. ditto, rocker bushes 6s, others to order. V/guides 4s. 6d., valve caps, valves, springs, gaskets, T/chains, K/pin sets, track rod ends ; modified V/drive and oil seal, engine units reconditioned. Secondhand M.G., Wolseley spares. Riley, rockers refaced 3s. 6d. each, V/guides from 4s. 3d., valves from 8s. 6d., K/pin sets 43s., 46s. 6d., V/springs, gaskets, etc. C.O.D. service. Thomson, 104, Kingston Road, Wimbledon, S.W.19. Tel. : Liberty 8498 (1 till 2—after 7). [7413

JAGUAR SPORTS/RACING. Ex-works, ex-Newsome. Regd. 1951. Superb condition. Performance superior XK120. Standing start ¼-mile 14.8 sec. £300 worth of spares include : racing diffs., front and rear twin wheels racing covers and tubes, spare head complete, pistons, clutch, exhaust systems, etc., etc. Full details and photographs. £725, o.n.o. Would consider 2-seater sports in part exchange, if in similar condition. Mecrow, 165, High Street, Stourbridge, Worcestershire. [7414

ALVIS FIREFLY 4-seater tourer, 1932-33. Just had complete overhaul, including new fitted carpets and Dunlopillo seat interiors. New tyres fitted, good hood and side-screens. Taxed and insured. Any trial. £150. Watson, 30, Norwood Road, Effingham, Surrey. Tel. : Bookham 2714. [7415

TIGER 100(C) ENGINE. Never run. Cost £106. Sacrifice at £85. Tel. : Westerham 0348. [7416

TRIUMPH ROADSTER 2,000. Black. 35,000, with new engine, battery, brakes, hood and cover, seven fine tyres, other extras all for £645. Riley Sprite 2-seater, 1938. Really low mileage, with crash box and every other desirable feature. Big offers invited ! Both these cars are in immaculate almost mint condition but one (preferably the Triumph !) must regretfully be sold. Comben, 24, Astwood Mews, S.W.7. Tel. : Frobisher 0980. [7417

FRASER-NASH/B.M.W. 2-litre model 326 saloon. In good condition. Radio. £375, o.n.o. Jordan, 40, High Street, Bridgnorth, Salop. [7419

THREE-LITRE BENTLEY SPORTS 2-seater. In beautiful condition. £160. Carlyle, 164, Allerton Road, Liverpool, 18. [7428

FOR SALE—*continued*

RILEY IMP, 1934. Exceptional example of this famous model. Scintilla mag., twin S.U.s, André shock-absorbers. E.N.V. preselector. Recent complete overhaul including total stripping down and respraying of chassis and bodywork, rewiring, etc. Finished in ivory with red wheels and red leather upholstery. £335. Austen, 6, Willow Road, N.W.3. Tel. : Hampstead 9441 (weekends). [7418

1928 AUSTIN HEAVY TWELVE Windsor saloon. Engine, steering, brakes, tyres, electrics all good. Body sound but requires tidying. £25, or easy terms to good home. Write: Flt. Lt. Vigers, R.A.F., Bassingbourn, Cambs., for appointment, to see. [7420

ASTON-MARTIN International/Le Mans Bertelli 2/4-seater. Just rewired, chromed, upholstered and sprayed black. Over £200 spent. Photo on request. £350, o.n.o. Davison, "Deerlands," Bosley, near Macclesfield, Cheshire. [7421

ROLLS-ROYCE, 1927, 21.6-h.p. cabriolet de ville. Grey and black. New battery. Tyres good—only needs de-carbonisation. £195, o.n.o. Privately-owned. The Bell Garage, Winslow, Bucks. Tel. : Winslow 89. [7422

RILEY NINE, 1929. Engine overhauled. Reconditioned magneto. New tyre. Body rough. Spare crankshaft, camshaft, pistons, rods, windscreen, springs. £45. Bottomley, 1, Cranes Park, Surbiton. [7424

MERCEDES-BENZ, 1928, 33/140 carbriolet, XV1185. Eng. No. 60559, chassis 35614. Blower. 100 m.p.h. plus. Whole car in near perfect condition. Believed only 33/140 in England. £180 o.n.o. S.A.E. A. C. Buffery, 15, Cranley Place, S.W.7. [7425

COOPER-J.A.P. Short stroke. Alloy engine. Long-range tanks. Immaculate. Clean log book. £260, or first near offer. P. A. Seymour, Crampshaw Lane, Ashstead, Surrey. Inspected weekends. [7426

1951 (NOV.) DELLOW MK. II. Two new tyres, two spare wheel/tyres. Screen sprayers. One owner. Immaculate. £475. Oliver, St. Andrews Road, Bishop Auckland. Tel. : 767. [7430

TALBOT 10/23, 1925. Complete chassis with scuttle. Offers. Mitchell, 35, Ranelagh Grove, London, S.W.1. [7431

SALMSON 9.5-h.p., 1930, 2-seater sports. Recent complete overhaul. 35 m.p.g. Very fast. Offers. Swales, Arthur Street Garage, West Hartlepool. [7432

£40. 1932 CITROEN 13.9 drophead coupé. Good tyres and hood. Reconditioned dynamo. Runs extremely well. Sewell, 50, Belsize Square, N.W.3. [7433

RILEY NINE TRIALS SPECIAL. Chassis shortened by experts. All aluminium body. Mechanically sound. Licensed, insured. £100. Box No. M435, MOTOR SPORT, 15, City Road, E.C.1. [7435

SALE OR EXCHANGE Austin Seven, etc. 1933 Crossley Ten. Preselector. Recent reconditioned engine. Excellent interior and body. Spare Coventry Climax engine, straight gearbox, etc. £50, 23, Westfield Avenue, Redcar, Yorks. [7436

RILEY MONACO. £110. Recellulosed and £80 spent on chassis. Late 1932. Very sound. 46, Southsea Avenue, Watford. [7437

1939 TA M.G. Very good. Exchange sports saloon or sell. Tel. : Howard 1770, between 8-6. [7438

COMPLETE LEATHER FLEECE Irvine flying suit. £10. Scintilla, new 6-cylinder Vertex magneto. £8. Mercédès 38/250 radiator, stoneguard. 45s. Magnificent Savile Row dark town overcoat, musquash. lined, suit 6 ft. Gift. £15. Rymer, c/o Flat 10, 31, Russell Square, Brighton. [7439

1927/8 RILEY NINE SPARES, 2 cwt. £2. Buyer collects ; 0-4,000 rev.-counter. 30s. Crested Eagle front axle, £1. Oil filter. £1. Snow chains. £1. Haywards Cottage, Blackwater, Camberley. Tel. : Yateley 3151. [7441

1938 B.S.A. SERIES S 4-seater sports ; 50,000 miles Rebored. Second owner. Photo. £185. Set undrilled Ferodo linings, Talbot 65. 54, Theydon Park Road, Theydon Bois, Essex. Tel. : 3058 [7442

1937 TA M.G. Maroon, new hood, windtones, luggage carrier, Lockheeds. Smart appearance. Seen N. London. £250. Box No. M443, MOTOR SPORT, 15, City Road, E.C.1. [7443

1933 WOLSELEY HORNET Special, 2/4-seater, Trinity special body. Good condition. £125. Weldon, 37, Royal Lane, Hillingdon, Middlesex. Tel. : Uxbridge 1906. [7444

TALBOT 105, 1934, sports saloon. Fast car. In good condition. £130. 53, Shakespeare Avenue, Grantham, Lincs. [7445

ALVIS, 1934, CRESTED EAGLE Charlesworth saloon. £60. 14, Crescent Road, Sidcup, Kent. [7447

M.G. PB 2-seater. Carefully maintained. Cellulose original. Not used in trials, too small for family. £250. A.A. inspection invited. Shreeve, 84, Inverness Avenue, Westcliff, Southend, Essex. [7448

GROSVENOR 1188 **SIMMONS** GROSVENOR 2635

offers from a constantly varying stock of individual Rolls-Royce and other sports carriages

ROLLS-ROYCE (1934) PHANTOM II Gurney Nutting Owen Sedanca, on the 12 ft. RY Continental chassis with ride control. This drophead coupe has recently passed through the hands of a very fastidious owner who has expended a considerable amount in bringing this very attractive sports R/R to its present impeccable condition. A detailed list of mechanical and other work carried out to date is available. A completely outstanding example of one of the most classic Rolls-Royce dropheads ever built.

£650

ROLLS-BENTLEY (1936) close-coupled sports drophead coupe by Park Ward. Particulars of a recent and very comprehensive mechanical rebuild are fully available but somewhat too detailed to publish, the greater majority of the work having been carried out by Mr. Louis our works foreman. At the time of going to press this particular 3½ is undergoing recellulose and retrim in our workshops. We offer this as a far-better-than-average example of this much-sought-after model.

£585

ROLLS-ROYCE 21.6. Replica with contemporary full razor-edged coachwork by H. J. Mulliner (1947). Complete with late-type radiator, 19-in. wheels and discs, P.100s, Windtones. At the time of going to press the engine is undergoing an extensive overhaul and rebore in our own workshops. R/R parts only are being utilised. Details of all costs will be available. A modernised sports R/R 20 of considerable character, this particular Replica is virtually indistinguishable in condition and line from the post-war product.

£550

ROLLS-ROYCE (February, 1938) PHANTOM III, Chassis No. 3-CM-, full touring limousine with swept-back by Messrs. Hooper. Two owners from delivery, 60,000 miles. All R/R modifications complete to immediate post-war and with complete R/R history. £285 having been expended last year with R/R concessionaires. Ivory and black, and in unparalleled condition throughout.

£850

A four-door sports drophead coupe by Messrs. Compton on a somewhat later chassis will be available early in November. Particulars will be forwarded on request.

ROLLS-ROYCE 20/25 (1930) GXO Chassis fixed-head 2-door sports coupe by Hooper. An excellently preserved and maintained semi-vintage model of some character. Full Rolls-Royce history. Recent extensive overhaul.

£425

ROLLS-ROYCE TWENTY/TWENTY-FIVE (1930/33). At the time of going to press we offer a choice of two of the owner-driver saloon models both in very reasonable condition, and both having undergone a thorough and complete check-over in our own workshop. Tyres and batteries have been replaced where necessary and brakes relined. Since it is an inordinately, and often unnecessarily, expensive process to recondition a Rolls-Royce completely, all existing faults not rectified will be fully disclosed to potential purchasers. Apart from these disclosed faults these Rolls will be fully guaranteed.

£300—£500

or thereabouts as and when available.

OLDSMOBILE (1948) 2-door fixed-head coupe. Custom-built with right-hand drive. This is the smaller six-cylinder 26-h.p. product combining not inconsiderable, if somewhat perverted, elegance with a proportionately reasonable amount of economy. The mileage is small and the normal addendums are present. One owner from new.

£625

JAGUAR Mk. V (February, 1951) 3½-litre. 17,000 miles from new. One owner. Dark-blue, grey leather, radio, heater, all mod. cons.

£725

We are currently negotiating the purchase of a further Phantom II Continental (1935) with two-door Freestone and Webb flared wing coachwork, a Rolls-Royce 25/30 owner-driver saloon by Messrs. Windover, and another Park Ward 3½-litre Rolls-Bentley drophead similar to the model described above. Particulars and prices of these and other individual stock will be forwarded immediately upon request.

OWING TO THE UNFORESEEN DEMAND FOR OUR RECONDITIONED EXCHANGE SERVICE ON 20/25 ROLLS-ROYCE AND 3½-LITRE BENTLEY ENGINES UNDER THE AUSPICES OF MR. LOUIS, OUR NOTED ROLLS-ROYCE WORKS MANAGER, WE REGRET THAT WE CAN NOW ONLY ACCEPT A LIMITED AMOUNT OF WORK FOR THE ENSUING MONTH. HOWEVER, MR. LOUIS WILL STILL BE PLEASED TO ASSIST ANY GENUINE ENTHUSIAST REQUIRING INFORMATION AT ANY TIME QUITE GRATIS, AND WILL ESTIMATE ENTIRELY WITHOUT OBLIGATION FOR FUTURE WORK.

WE HAVE A LARGE NUMBER OF INQUIRIES FOR VARIOUS TYPES OF ROLLS-ROYCE TWENTIES, TWENTY-FIVES AND PHANTOM II AND III MODELS, AND WOULD BE VERY INTERESTED TO RECEIVE FULL DETAILS AND PARTICULARS OF ANY OF THESE MODELS FOR DISPOSAL. MR. SIMMONS WILL ATTEND ANYWHERE IN GREAT BRITAIN BY PRIOR ARRANGEMENT.

GROSVENOR 1188 **SIMMONS** GROSVENOR 2635

12 REX PLACE · PARK LANE · W.1

Immediate insurance effected with Lloyd's Brokers. *Export and Shipping Engineers' Reports and Examinations.*
All vehicles and accessories are offered subject to being unsold unless otherwise stated. *E. & O. E.*

FOR SALE—*continued*

BREAKING CROSSLEY 15.7-h.p., 1930. Write: Harding, Stonydene, Bigfrith, Cookham Dean, Berks. [7449

ALVIS, 1934, FIREFLY. £130 spent on coachwork. Starter missing, otherwise excellent. £150. Tel.: Little Chalfont 2186. [7450

CARBURETTERS. Pair type DO4 Weber as new, just imported from Italy. £40. Pair triple diffuser Zenith, new, plated. £20. Pair S.U.s. £10. Above all 35 mm. horizontal. Ignition. Eight-cylinder Scintilla Vertex, as new. £25. Box No. M452, MOTOR SPORT, 15, City Road E.C.1., or Tel.: Sloane 8917. [7452

J. H. BARTLETT, LTD., offer the following sports car spares: Alfa-Romeo 2.9 Monoposto, less engine, £175; Alfa-Romeo 2.3 supercharger, £30; dynamo, £12; starter, £9; also some 1,750 spares, including supercharger, cylinder head, engine spares and gearbox. Allard new distributor, £3, and rear spring, £2 10s.; also wheel and tyre, £4. Aston Martin Le Mans cylinder head and carburetters, £25; radiator slight repairs, £5; oil tank, £2; four racing rods, £7. Bristol engine and gearbox, complete, £250. B.M.W. Type 55 pistons, new, £4 a set; Fiat new pistons standard size, £3 a set. Lagonda 2-litre cylinder head, £10; crankshaft, £5; half-shafts, pair, £10; E.N.V. Type RM 108 close-ratio gearbox, new, £75. Lagonda Rapier all major spares available. M.G. Magna block and crankshaft, £7 10s; M-type gearbox, £7 10s.; TC cylinder head, valves, etc., complete, £25; M.G. differential units, £9; M.G. dynamo, £6; M.G. starter, £5. Sports-car spares urgently required and purchased for cash. 27a, Pembridge Villas, W.11. Tel.: Bayswater 0523. [7453

HISPANO-SUIZA, 1927, 27-h.p. drophead coupe with dickey. Mechanically excellent; 18 m.p.g. Price £200. Box No. M454, MOTOR SPORT, 15, City Road, E.C.1. [7454

PICK SPECIAL well-known hill-climb and sprint car—potent, very reliable, spares easily obtainable. Reasonable offers. 8, Toller Road, Leicester. Tel.: Leicester 77382. [7455

SMITH'S HEATER, re-circulating type, £5. Fram filter, new element, £2. Kigass screen washer, 30s. Minx radiator thermometer, 30s. Crofts, 6, Petersfield Court, Stratford Road, Birmingham, 28. [7457

VINTAGE CAR ENTHUSIASTS. 1924 Studebaker 19-h.p. coupé, in unmarked and original condition. Ready for the road. £95. Willing to argue. M. H. Ford, 132, Dyke Road, Brighton. [7458

MORGAN, 1937, 4/4-seater. Just rebored; engine and clutch overhauled, new brake linings, cables; new hood; bodywork cream. Excellent. £235. 17, Bepton Avenue, Gidea Park, Essex. Tel.: Romford 2440. [7459

FRAZER-NASH T.T. REPLICA. Brooklands Meadows engine. YG2122. See photo in Grant's Book of Sports Cars. £200. Panton, Jungle, Barkham Ride, Tel.: Wokingham 3117. [7460

NA MAGNETTE, 1936, 4-seater tourer; 70 plus m.p.h., 27 plus m.p.g. Thoroughly sound, good tyres. £170. Exchange Speed Twenty saloon. 4, Oaklands Avenue, West Wickham, Kent. Tel.: Springpark 1202. [7462

M.G. PB block bored (2¼ in.) for liners. PA block in perfect condition (c/w) pistons (0.040 in. o/s). P crankshaft "fescalised" to standard. P con.-rods racing remetalled and rebushed. Also in first-class condition, P sump, front housing, flywheel, clutch complete, gearbox (c/w) remote control, oil pump, filter and pipes. R. D. Spencer, 23, Lovelace Road, Surbiton, Surrey. [7463

LEA-FRANCIS, 1931, 2-seater. Engine reconditioned. Large stocks new and used spares for all Lea-Francis vintage models. Repairs and overhauls executed. Holmesdale Garage, South Norwood Hill, S.E.25. Tel.: LIV 1906. [7464

ALVIS 12/50. Rebuilt and registered 1939. Lowered chassis, twin carbs., outside exhaust. Small 2/4-seater body, fold-flat screen. Numerous spares. Excellent condition. £170. Hines, Tudor Close, Sindlesham, Wokingham, Berks. [7466

1936 LAGONDA RAPIER, occasional four tourer. New body 1950. Good mechanically. £195, o.n.o. 4, Ashford Road, Topsham, Exeter. [7467

BRITISH SALMSON 12-h.p. sports saloon. Superb condition; 70 m.p.h., 28 m.p.g., oil negligible; spares obtainable. Nearest £195. Coombes, 90, Nevill Avenue, Hove. [7468

ROLLS TWENTY SPARES. Over 100 different parts, many new. Absolutely no junk. Box No. M325, MOTOR SPORT, 15, City Road, E.C.1. [7325

AUSTIN SEVEN, 1929 Swallow. New tyres, carburetter, springs, big-ends, etc. £40, o.n.o. Tel.: Great Missenden 457. [7470

ALVIS SPEED TWENTY coupé, 1932. Black, blue leather. Recently rebored. A very elegant and distinguished-looking car. Real bargain at £65. Box No. M471, MOTOR SPORT, 15, City Road, E.C.1. [7471

RILEY NINE MARK IV tourer, 1929. Beautiful engine. Twin S.U.s. Body and electrics good. New tyres. Insured. £55. Huntley, Cleeton Cottage, Greyfield, Clutton, near Bristol. Tel.: Timsbury 422. [7472

FOR SALE—*continued*

ESSEX 18-h.p. saloon, 1928-29. Stored 12 years. Upholstery and bodywork excellent. Mechanically perfect. £50. Carlisle, Winsley, Bradford-on-Avon, Wiltshire. Tel.: Limpley Stoke 2132. [7473

M.G. PB 2-seater. Superb condition throughout. Best offer. 74, Meadowfield Road, Rubery, Birmingham. [7474

CLOVERLEAF CITROEN. Runner. About £30. Also M-type M.G. engine and fitting Magna gearbox. Good condition. Offers around £40. Barnard. Tel.: UPL 5419. [7475

M.G. J2, 1933. Good condition. £130. Breaking 1929 Austin Seven sports. All parts available cheap. 89, Sheldon Road, Chippenham, Wilts. [7476

RILEY 12/4 KESTREL, 1935. Excellent. £145. "Silverdale," Billesley Lane, Portway, near Birmingham (by Rose and Crown, Alcester Road). [7477

£195. TA (1938) M.G. MIDGET. Extremely sound. Very fast indeed. Genuine bargain to any M.G. enthusiast. Fitted 16-in. wheels. New starter. New water pump. New screens. New batteries. New tyres. New radiator muff. Taxed year. Box No. M479, MOTOR SPORT, 15, City Road, E.C.1. [7479

MERCEDES-BENZ, 1939, TYPE 320 convertible. Completely overhauled by British Mercédès-Benz. Ltd. Magnificent car in beautiful condition. £295, Box No. M480, MOTOR SPORT, 15, City Road, E.C.1. [7480

1,000 C.C. ARIEL (1950). Alloy engine, sprung heel. Complete with luxurious sports side-car. Excellent condition throughout. £185. Box No. M481, MOTOR SPORT, 15, City Road, E.C.1. [7481

FIAT 500 2-seater convertible. Perfect throughout. One owner. Tuned and balanced with sports-car performance. 55 m.p.g. Rebored, new pistons, crankshaft ground, new batteries, Fram filter, new clutch, new battery. Five new tyres, rust-proofed from chassis upwards. £235. Complete spare engine, gearbox, rear axle if required. Box No. M482, MOTOR SPORT, 15, City Road, E.C.1. [7482

1937 MORGAN 4/4 2-seater. Late-type suspension and other improvements; 40 m.p.g. One owner since 1939. £200. Tel.: Coventry 63595. [7483

SUNBEAM 16-H.P. WEYMANN saloon, 1929. Chassis No. KH 6039. Genuine mileage 42,000 since new. One owner until purchased by me in Feb., 1952. Mint original condition throughout. £125, o.n.o. Reconditioned Fiat 1,100 508C engine complete also spares for 500 Fiat. K. B. Lee, Wardle Garage, Calveley, near Tarporley, Cheshire. [7484

TALBOT 14/45. New battery, tyres, carburetter, clutch. Fitted radio, heater, spotlamp, dual wipers, h.c. head. Everything working. Spare head, etc. Recent respray, black. 23 m.p.g. £95, offers or exchange. Consider car needing repairs. Hall, 3, Farley Road, Catford, S.E.6. Tel.: HIT 4973. [7615

SINGER NINE, 1935, LE MANS 4-seater open tourer. Reasonable condition. £100. 195, Watford Road, Croxley Green, Herts. [7616

CHERISHED "BULLNOSE." Reliable 1925 Oxford 4-seater tourer. Good hood, screens, tonneau, tyres, brakes, battery. Many extras. £81 to good home. Robertson, Tel.: FLA 4980 or 1804. [7618

ALL SPARES for 1929 Riley Nine. Also numerous engine spares. Central Garage, Loftus, North Yorkshire. [7621

TRIUMPH 2,000 ROADSTER, August, 1949. Grey, with red leather, fitted heater, radio and other extras. New hood. £475. Tate of Leeds, Ltd., Main Ford Dealers, New York Road, Leeds, 2. [7623

RILEY 1½-LITRE saloon, April, 1947. Leather upholstery. Fitted twin spotlamps, radio, loose covers. One careful owner. £515. Tate of Leeds, Ltd., Main Ford Dealers, New York Road, Leeds, 2. Tel.: 31281. [7624

ALLARD saloon de luxe, April, 1951. Fitted heater, radio and many other extras. A very attractive car. £550. Tate of Leeds, Ltd., Allard Distributors for Yorkshire, New York Road, Leeds, 2. Tel.: 31281. [7625

M.G. TD, Oct., 1951. Genuine 23,000; fully maintained by University Motors. Fitted numerous extras, including radio, flashing and ordinary indicators, three spotlamps, screen-washer, etc. One of the smartest on the road. Sale or exchange larger car—Jaguar or similar. Morris, 33, Orchard Avenue, Gravesend. Tel.: 5972. [7626

1951 A40 sports, light cream, 33,000 miles. Heater, radio, new tyres. Excellent condition. Viewable after October 27th. Tel.: Paddington 9541. [7632

FIBREGLASS

CYCLE-TYPE WINGS

Domed, reinforced edges. Light as aluminium, strong as steel. No corrosion problems. Supplied in natural ivory colour. Ready for fitting. Standard 7 inch at **17/6** each. Carriage and packing (pairs) 2/6, (sets) 3/6.

J. HARTLEY, 72, Douglas Road, Tonbridge, Kent.

FOR SALE—*continued*

1950 SUNBEAM-TALBOT 90 chassis, in perfect condition. Complete with engine, transmission, new tyres, instruments, lights, upholstery, seats, etc. This chassis has only done 17,000 miles and is ideally suited for rebuilding or for a "special." £225. 1934 Rover Speed Twenty 3-carburetter sports saloon; servo brakes; interior very clean, good engine and sound bodywork; £75. Wych Engineering Co., Station Road, Droitwich. Tel.: 3378. [7627

LAGONDA L.G.45, 1936, pillarless saloon. Body grey; wings attractive shade of blue. Rebored and back axle, gearbox, dynamo and magnetos overhauled in August, 1952. Since January, 1953, £160 spent on further replacements, etc. Wireless, heater, Notex spotlamp, P.100s, ride control, hydraulic jacks. Five nearly new tyres. Slow leak water pump and petrol gauge (fitted recently) needs adjusting. £400, o.n.o. Fraser, 307, Lytham Road, Blackpool. Tel.: 41384. [7631

1946 ASTON MARTIN prototype DB1 engine (1,970 c.c.), together with carburetters, dynamo, etc. £60. Bay Horse Inn, Burnt Yates, Ripley, Harrogate. [7633

ALFA-ROMEO 1,750-c.c. Zagato 2-seater. Perfect condition throughout. £425. Tel.: St. Albans 6688. [7634

TYRES. Two 21 by 6 nearly new on 2-litre Lagonda wheels; one new tyre. One 775 by 145 beaded, good. Offers. Hyde Hill Farm, Churt, Surrey. [7635

TWO 1926 4-SEATER HUMBER tourers, in good working order. 8½ and 12 h.p. £35 each. Eversbed, Coneyhurst, Hambledon Road, Godalming. Tel.: 1960. [7636

ALVIS SPEED TWENTY Thrupp & Maberley sports saloon, 1932, but extremely well preserved and in handsome order both mechanically and bodily. £135. Box No. M637, MOTOR SPORT, 15, City Road, E.C.1. [7637

ALLARD, 1938, 4-seater tourer. New hood, side-screens, new battery. Rear axle rebuilt. Marchal headlamps. Coil spring i.f.s. Hydraulic brakes. £190, o.n.o. Manning, 18, Alverley Lane, Doncaster. [7640

DISMANTLING TALBOTS 14, 18, 21, 1932-7; Triumphs, 8 h.p., 10 h.p.; Lanchester Ten; Alvis 12/50, 1929, both axles (cheap); Riley 9-12 h.p. centrifugal clutches, 1934 bellhousing; new B.T.H. Vertex magnetos, fit Ford 8/10, £3. Rickard, 56, Clayhall Avenue, Ilford. Tel.: Wanstead 3488, evenings. [7641

BENTLEY 4½-LITRE tourer. Recent overhaul by Bentley expert. Superb condition throughout. One owner 17 years. Selling for domestic reasons only. £350. Archbell, Woodland Drive, Pledwick, Wakefield. [7642

BENTLEY 3-LITRE saloon, 1925. Total mileage 29,000. Car is absolutely original, in perfect and unbelievable condition. Best vintage car available. Five new rebuilt tyres and wheels, repainted. Clarkson, The Chase, Halstead, Essex. [7643

WELFORD BROS. FOR RILEY SPARES—SERVICE. Large stock of new and used spares for all models, including new replacement valves, 11s.; guides, 5s. Valve springs: single, 10s. 6d. set; double, 19s. set. Damper springs, 3s. pair. Tappet locking screws, 4s. doz. 9-h.p. gaskets, 17s. set. 1½-litre, 21s. set. King-pins and bushes, 70s. set. Speedo. cables, 26s. complete. Brake cables, 19s. 6d. each. Standard and high-compression pistons. Timing gears, 1932 onwards. Service exchange brake shoes, clutch plates, B.T.H. magnetos, dynamos, 12/4 oil pumps. New inlet and exhaust manifolds. We are also able to undertake all types of repairs including cylinder boring and sleeving, crank grinding and bearings remetalled, and complete overhauls, etc., etc. Addressed envelope with all inquiries please. Welford Bros., 12, Opal Street, Leicester. Tel.: Leicester 65903. [7644

RILEY NINE MONACO, 1933. Engine not yet run-in. Sound coachwork, recently resprayed. A smart and reliable car. £115. Welford Bros., 12, Opal Street, Leicester. Tel.: Leicester 65903. [7645

RILEY NINE KESTREL, 1934. In excellent condition throughout, including coachwork, tyres and engine, etc. Taxed December. Any trial. £150. Welford Bros., 12, Opal Street, Leicester. Tel.: 65903. [7646

RILEY NINE MONACO, 1937. Streamlined all metal coachwork. Twin carburetters giving 30 m.p.g. Excellent throughout, including transmission, tyres and battery. Taxed. £175. Welford Bros., Opal Street, Leicester. Tel.: Leicester 65903. [7647

LEAF 1¼-LITRE engine, gearbox, chassis, axles, steering, etc. Mercury engine, reconditioned but not assembled. Ford Eight engine, reconditioned. Single-seater, tubular, space-type chassis frame c/w steering, springs, light alloy tank, etc. Porsche front suspension units c/w dampers and rack-and-pinion steering. B.M.W. chassis with suspension units, rear axle, radiator, petrol tank, etc., complete with body framing, suit "special" builder. Offers for above to: West Essex Eng. Co., Ltd., Market Square, Abridge. Tel.: Theydon Bois 2077. [7648

RILEY CHASSIS, 1½ LITRE, 1946/7. Complete with instruments. Fitted four Dunlop racing tyres. £275, or exchanges. Richard Mead, Coachbuilders, Dorridge, Warwickshire. Tel.: Knowle 2697. [7649

PERFORMANCE CARS

Proprietor : H. J. GOLDSCHMIDT, B.Sc.(Eng.), A.C.G.I., M.Inst.B.E.

THE SPORTS CAR PEOPLE

Over 100 Sports Cars on show, plainly marked with year and price. Immediate Hire Purchase, Insurance and Part-Exchanges. Three months' written guarantee with every car over £150. Seven days' free trial with all cars over £400. Extensive facilities for servicing and complete mechanical overhauls and coachwork renovations.



FULL LIST AND DETAILS OF INDIVIDUAL CARS UPON REQUEST

1951	**Allard J2 Comp.** 2-str. Ardun heads. Ex-Jacobs	£725
1950	**Allard J2 Comp.** 2-str. Good condition ...	£595
1948	**Allard 71K Coupe.** Many essential extras ...	£475
1948	**Allard 71K** 2-str. Ex-Sidney Allard	£445
1937	**A.C. 16/80 Comp.** 2-str.	£245
1950	**Alvis 14-h.p.** 2/3-str. roadster. Exceptional ...	£675
1936	**Alvis Speed Twenty** tourer	£245
1934	**Alvis Speed Twenty** Charlesworth saloon ...	£145
1940	**Aston Martin 2-litre Type C** speed model ...	£495
1936	**Aston Martin 1½-litre** Ulster Show model ...	£545
1933	**Aston Martin 1½-litre** Le Mans tourer ...	£245
1930	**Aston Martin 1½-litre** International tourer ...	£195
1924	**Aston Martin 12-h.p.** Bamford tourer ...	£145
1929	**Alfa-Romeo 17/50** drophead coupe	£245
1929	**Bentley 4½** fitted late saloon body (rebuilt) ...	£395
1925	**Bentley 3-litre 4½** engine tourer. Exceptional	£345
1930	**Bentley 4½-litre** tourer. Sound	£365
1924	**Bentley 3-litre** short chassis 2-str.	£225
1927	**Bentley 3-litre** saloon	£145
1927	**Bentley 3-litre Red Label** V.D.P. tourer ...	£265
1928	**Bentley 4½-litre** coach-built utility	£125
1951	**Cooper Mk. V J.A.P.** Very little raced ...	£325
1938	**Fiat 1,100** streamlined saloon	£395
1939	**Fiat 500** cabriolet foursome	£265
1926	**Frazer-Nash Anzani** 2-str. (rebuilt)	£195
1937	**Frazer-Nash B.M.W., Type 40** str'mlined coupe	£445
1951	**Healey** fixed-head coupe. Ex-Brock	£795
1931	**Invicta 4½-litre** drophead coupe	£245
1951	**Jaguar XK120.** One owner. Low mileage ...	£995
1951	**Jaguar XK120** L.H.D. Many essential extras ...	£895
1939	**Jaguar 1½-litre** d/h coupe. Specimen ...	£325
1948	**Lea-Francis 1½-litre** 2/4-str. Sound	£475
1935	**Lagonda 3½-litre** V.D.P. tourer	£225
1935	**Lagonda 3½-litre** sports saloon	£225
1932	**Lagonda 3-litre** drophead 2/4-str.	£125
1934	**Lagonda 4½-litre** V.D.P. tourer	£225
1932	**Lagonda 2-litre** V.D.P. tourer. Exceptional ...	£175
1939	**Morgan 4/4** 2-str. Exceptional throughout ...	£295
1933	**Morgan 1,000 c.c. J.A.P.** sports 2-str. Very fast	£175
1952	**M.G. TD** 2-str. As new	£595
1949	**M.G. TC** 2-strs. Choice of four ... From	£415
1947	**M.G. TC** 2-strs. Choice of two ... From	£365
1940	**M.G. TB** 2-str.	£325
1938/9	**M.G. TA** 2-strs. Choice of four ... From	£255
1934/5	**M.G. PA** 2-strs. Choice of three ... From	£145
1935/6	**M.G. PB** 2-strs. Choice of two ... From	£205
1936	**M.G. PB** supercharged 2-str. Ex-Harewood ...	£295
1932/4	**M.G. J2** 2-strs. Choice of four ... From	£125
1938	**M.G. VA.** Choice of two. Drophead tourer ...	£325
1937/8	**M.G. 2-litre** sports saloons. Three ... From	£195
1937	**M.G. 2-litre** drophead foursome. Specimen ...	£265
1934	**M.G. Supercharged Magnette.** Ex-Davis ...	£495
1938	**Mercedes-Benz 500K** F/H coupe. Ex-Caracciola	£895
1936	**Mercedes-Benz Type 290K** cabriolet ...	£375
1937	**Riley Nine Monaco** saloon	£215
1937	**Riley 1½-litre Adelphi** saloon	£225
1936	**Riley 1½-litre Falcon** saloon	£195
1936	**Riley 1½-litre Lynx** tourer	£245
1933	**Rolls-Royce 20/25** Salmons cabriolet	£425
1934	**R/R 20/25** Hooper saloon. Engine overhauled ...	£495
1925	**Rolls-Royce Twenty** tourer. Specimen ...	£275
1935	**Singer 9-h.p. Le Mans** 2-str	£195
1936	**Singer 9-h.p. Le Mans** tourer	£175
1933	**Talbot 105** V.D.P. tourer...	£195
1939	**Triumph Dolomite 14-h.p.** roadster	£325
1934	**Wolseley 14-h.p.** Tickford coupe	£125
1947	**Wolseley 18-h.p.** saloon. Specimen	£345

OVER 150 CARS AVAILABLE FROM STOCK

Sports cars wanted urgently for cash.
Hire purchase accounts settled.
Unlimited funds available.

Competitors are reminded of our Racing and Sports Class Disposal Section. It will save them a lot of time every season. Several Formula II, III and Formule Libre cars available.

Head Office, Showrooms and Works :

THE WINDMILL GARAGE, GREAT WEST ROAD, BRENTFORD, MIDDLESEX

Telephone : **EALing 8841**

(3 minutes from Northfields Tube Station (Piccadilly or District Line). Buses Nos. 97 & 91 and Green Line pass our door

AC REPAIRS— Central London Service

BY EXPERIENCED AC MECHANICS

Reliable — Quick — Reasonable

Expert Tuning of S.U. Triple or Twin Carburetters



P. & L. MILLER LTD

HENEAGE STREET, BRICK LANE, E.1

Telephone :- Bishopsgate 7314 Ext. 44

CITROEN

SALES AND SERVICE

Used cars in stock :

1952 Light Fifteen. Grey with red leather. Heater, windscreen washer. Taxed year. One owner. Excellent condition throughout **£735**

1950 Model Light Fifteen. Green with beige upholstery. One owner. Very nice car **£595**

1949 Light Fifteen. Black with red upholstery. Recent extensive overhaul... ... ... **£495**

LANCIA

1937 Aprilia. Metallic grey. 1939 wheels. New tyres. Recent £240 overhaul. A good specimen **£395**

TALBOT

1938 3-litre Talbot in cream with blue leather. A smart motor with an excellent performance **£195**

NEW CITROENS ex-stock or early delivery

HINDHEAD MOTOR WORKS LTD.

HINDHEAD, SURREY · Tel.: 663-4

M.G. OWNERS

SMARTEN YOUR BLAZER WITH BUTTONS OF THE 'MARQUE'

In coining brass, finished in heavy chrome, these semi-military style buttons impressed with the M.G. octagon are in excellent taste. 12/6 per set (5 breast & 3 cuff or as reqd.) Or send 6d. to cover P. & P. for free sample.

JACKSON, 14, Frien Barnet Road, London, N.11.



SUNBEAM-TALBOT

Special Alpine Replica 2-seater coupe, duo green/fawn interior, built in 1951, new engine fitted September, 1952. Specification includes reinforced chassis frame, twin d.d. Zeniths, special cylinder head, giving 85 b.h.p. at 4,200 r.p.m., Alfin brakes, lightened flywheel, balanced crank and rods, competition clutch, twin fuel tanks, and numerous other extras. A highly successful and potent car, at less than half of its original cost.

£865

Hire Purchase — Part Exchange

GEORGE HARTWELL LTD.

Holdenhurst Road, Bournemouth

Tel : 4161

RAYMOND WAY OF KILBURN

MODEL T FORD

Ford tourer. First registered 1921. Believed 1913 model. With oil side-lamps and electric head. One private owner from new. Laid-up 31 years. Just had complete engine overhaul and new tyres ; 40 m.p.h. and 30 m.p.g.

129 gns.

Any car or motor-cycle in part exchange

RAYMOND WAY MOTORS LTD.

CANTERBURY ROAD, KILBURN, N.W.6

Tel. : MAida Vale 6044

MARTLET PISTONS

The acknowledged best for sports and racing engines

MARTLET PISTONS AND KE 965 HAND-FORGED VALVES TO PATTERN OR SKETCH.
BORING, SLEEVING, PORT POLISHING.
MACHINE SHOP FOR FULL ENGINEERING SERVICE TO SPORTS AND RACING ENGINES

THE

BROOKLANDS ENGINEERING CO., LTD.

Founded 1911

Portsmouth Road, Cobham, Surrey

Phone : COBHAM 3303

FOR SALE

VINTAGE

Lagonda 2-litre, 1929, Speed model tourer, **£135.** Similar model, **£195.**

Lagonda 3-litre, 1930, tourer. **£125.**

Lagonda 2-litre, 1931, low-chassis saloon. **£95.**

REPAIRS AND OVERHAULS

MAURICE LEO

Gregories Road Garage, Beaconsfield, Bucks. *Tel. :* Beaconsfield 538

"Now is the Time for All Good People to . . ."

remember that

WELDALL LTD.

specialises, among other things relating to engineering and dicing, in the expert welding of Cast Iron, Cast Aluminium and Cast Elektron

SUMPS	**HEADS**
CRANKCASES	**GEARBOXES**
BLOCKS	**AXLES**

So whether a rod comes through at "six-eight," or the adequacy of water circulation around the valve seats has been insufficient, or simply that you forgot to drain the water one cold and frosty evening

FORGET NOT WELDALL

We are also pleased to advise on, design and construct right through to road test if so desired, all tubular-framed, single-seat or sports/racing cars. (Torsion-rigid frames to cope with 450 ft./lb. torque engines weigh only 85 to 90 lb. as designed by us.)

Overheads are low and our charges accordingly reasonable

Address during] war damage reconstruction

WELDALL LTD.

5, Dartmouth Terrace, Blackheath

"Motor Sport"

PHOTOGRAPHS

TAKEN AT THE FOLLOWING EVENTS ARE AVAILABLE :

Goodwood, September 26th—Nos. 1, 2, 4, 8, 10, 12, 14, 17, 23, 26, 29, 34, 36, 37, 43, 48, 51, 52, 57, 63, 70, 74.

Castle Combe, October 3rd—Nos. 1, 12, 44, 45, 47, 50, 62, 102, 111, 116.

Brands Hatch, October 4th—Nos. 12, 38, 40, 43, 59, 60, 63, 6 and 61, 60 and 12.

8 x 5, 2/6 ; 10 x 8, 4/6

Cash with order to :

PHOTOGRAPHIC DEPT.,

MOTOR SPORT

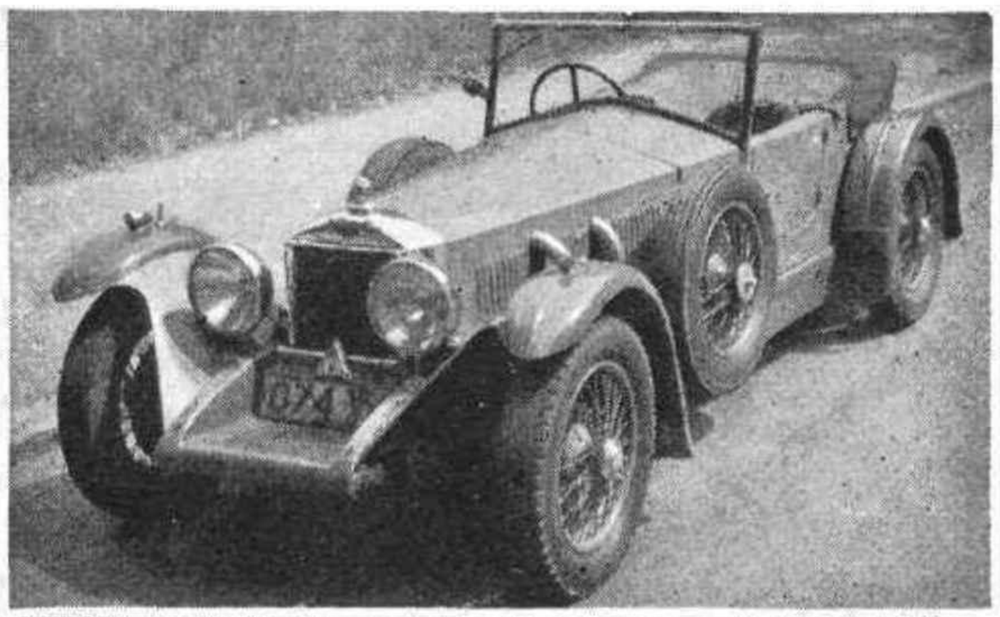
15-17, CITY ROAD, LONDON, E.C.1

AUTOMO LTD.

229, WEST END LANE
HAMPSTEAD · N.W.6

HAMPSTEAD 3430

Two minutes from **WEST HAMPSTEAD** Station,
BAKERLOO RAILWAY, STANMORE LINE



INVICTA 4½-LITRE, 100-m.p.h. chassis, in tip-top mechanical condition. Good history. **£425**



1938 TALBOT TWENTY-ONE sportsman's saloon, in brown and cream. All bright parts copper-plated and lacquered. The mechanics have been overhauled completely from tip to stern at a cost of £250—all bills available. One could say this car is faultless. **£325**

1938 *SINGER* 1½-LITRE AUTOSPORT 2/4-seater in cream, with full weather equipment, six good tyres. **£245**

FRAZER-NASH-B.M.W., 1936, TYPE 55, 2-seater drophead coupé, in red. New hood. Excellent throughout. **£195**

S.S.90, 1935, 2-seater Competition Model, full weather equipment. Excellent tyres, cycle wings. **£175**

S.S.I., 1935, 2-door saloon. One owner to 1948. In immaculate condition throughout. **£200**

1949 ALLARD 4-seater drophead coupé. V8 engine. In very good condition, excellent tyres **£365**



RILEY TWELVE Nuffield saloon, 1940. Recellulosed in mist-green. Lamps and wheel discs rechromed. Excellent tyres and mechanical condition. **£350**

SALOON CARS FOR SPORTS CARS

1934 RILEY NINE, metal body	...	**£105**
1936 RILEY NINE 4-door saloon	... ...	**£195**
1937 FORD TEN 4-door saloon	... ...	**£150**
1939 FORD PREFECT 2-door	... ...	**£250**
1936 WOLSELEY SIXTEEN saloon	... ...	**£185**
1938 *MORRIS EIGHT* de luxe	... ...	**£175**

1938 M.G. TA, in black with fawn interior. New hood and full weather equipment. Excellent tyres. Enthusiast maintained. **£265**

S.S.II SPORTS 4-SEATER, 10 H.P. Dec. 1935. In red, brown leather interior. Full weather equipment, new tyres. An attractive car. Taxed Dec. **£165**

1948 STANDARD EIGHT 2-door saloon, fitted loose covers. Brakes just relined. Engine checked over, good tyres. Taxed to December. 40 m.p.g. **£295**

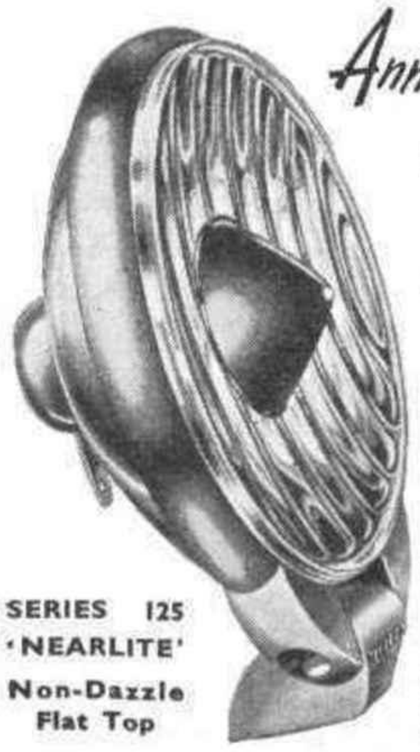
ANNOUNCEMENT

WE HAVE A LIST OF CLIENTS WANTING GOOD CONDITION SPORTS CARS, DROPHEADS, ETC., AND THE RECENT EXTENSION OF OUR PREMISES WILL NOW ENABLE US TO ACCEPT A FEW CARS FOR SALE ON A COMMISSION BASIS.

IN ADDITION TO CLEANING, BATTERY CHARGING, ADVERTISING, PHOTOGRAPHING, ETC., WE OFFER TO COLLECT THESE CARS AT NET COST, WITHIN REASONABLE DISTANCE OF LONDON.

EXCHANGES — **HIRE PURCHASE** — **INSURANCES**

Announcing **NOTEK'S** *Newest contribution to* **SAFE DRIVING**



SERIES 125 'NEARLITE' Non-Dazzle Flat Top

Styled to match the classic lines of the modern car with its limited frontal space. The Nearlite and Farlite have been specially designed to produce a degree of efficiency unattainable in Anti-Dazzle Fog and Driving Lamps of comparable cost.

All Chrome, £3 - 8 - 0d. complete.

- **Sealed Beam Unit**
- **Easy fitting to bumper apron, over-rider or wing**
- **Both Models are 2⅛ in. deep only (5⅜ in. diameter)**

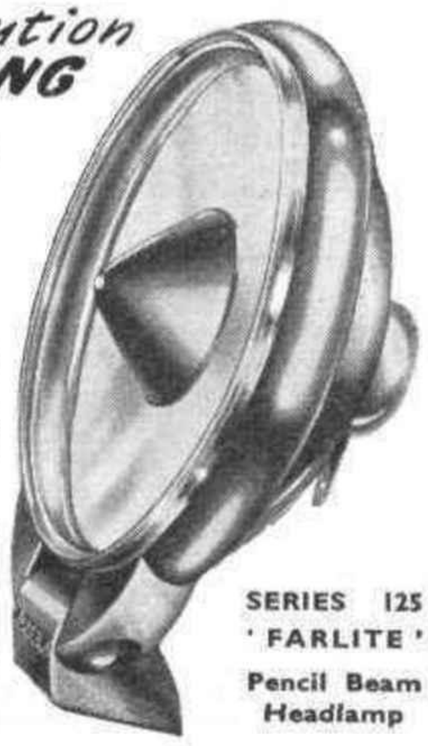


'155' The Famous "Master" Blue Spot Models
ROADMASTER SPEEDMASTER PASSMASTER LIGHTMASTER



'175' The Famous "Heavy Duty" Models
FOGMASTER DRIVEMASTER

OTHER PRODUCTS INCLUDE: TWIN REAR LIGHTS, REVERSING LAMPS, GLOMASTER REFLECTORS, ETC. *Obtainable from Garages and Motor Agents, etc.*



SERIES 125 'FARLITE' Pencil Beam Headlamp

FOR SALE—*continued*

HEALEY, 1948, convertible. Dark red, fawn hood, enthusiastically maintained. Recent makers' overhaul, perfect condition. New tyres, radio, superlative performance. Max. 105 m.p.h. Consumption 27 m.p.g. Oil consumption negligible. Box No. M485, MOTOR SPORT, 15, City Road, E.C.1. [7485

S.S. 100 2-seater, 2½-litre, racing green. Perfect order in every respect. Private sale. Offers to Manager, Birmingham Northern 2954. [7486

ALVIS SPEED TWENTY, 1932, V.D.P. tourer. Excellent condition. £160, o.n.o. A. Tanner, 67, Wren Road, Sidcup, Kent. [7487

SUNBEAM, 1929, 3-LITRE Speed Twenty tourer. Good original condition. Spare radiator, carburetter, etc. £60, offer. "Boscobel," Taplow Road, Taplow, Maidenhead. Tel.: Burnham 784, between 9 and 5 weekdays. [7488

1932 HORNET SPECIAL, chassis complete. C.K.D. and rebuilt, engine, etc.; equal to new. Damaged Healey Silverstone body included. Will separate if necessary. Tyres, springs, axles, etc., are really worth having. Young, Q 10, Stoke, Guildhouse, Binley, Coventry. [7489

RILEY 1½-LITRE saloon, 1933: 8.5 : 1 c/r. Oil pressure hot 60 lb. sq. in. Bills for £85. New sunshine roof. Any trial. £155, o.n.o. Atkins, 302, Aylestone Road, Leicester. [7490

MORRIS EIGHT ENGINE. Lucas generator (V8). Coil. Wiper-motor. Voltage regulator. Motor Sports. Benington, The Twitten, Crowborough, Sussex. [7491

8-H.P. J2 M.G. Excellent condition. Green. £90 spent. Reconditioned engine, new battery, hydraulic brakes. Many extras. Tools. Handbook. £165, o.n.o. 33, Oakfield Road, Walthamstow, E.17. [7494

1932 WOLSELEY HORNET sports. Taxed, insured. Spares include: engine, twin S.U.s; unused crown wheel set; rear axle; steering gear. £38. Hambly, Cofton Hall, Barnt Green, Birmingham. [7495

ROLLS TWENTY CHASSIS, 1927. Complete, good runner. Original instruments, mascot, modern wheels. £50. Exchange. 10, Maple Road, Rubery, Birmingham. [7497

RILEY-AMILCAR single-seat racer. Much modified, Special crank, rods, four carb. Radiator damaged, some body dents. Mechanically sound, but needs stripping and building up. Quick sale as space wanted. A bargain at £100. Bate, 8, Old Forge Way, Sidcup. [7499

ALVIS SPEED TWENTY, 1935, i.f.s. V.D.P. tourer. Any trial or inspection. Seen London. £165. Box No. M500, MOTOR SPORT, 15, City Road, E.C.1. [7500

DELAGE D.I.S.S., 1926. New hood and battery, brakes relined, gearbox, back axle, magneto, dynamo reconditioned. Good appearance and performance. £150, o.n.o. Tel.: Mayfair 4312; evenings: Howard 3103. [7501

SPARES AVAILABLE for Sunbeam 23.8, Daimler Fifteen, Lanchester Ten, Morris Eight, Austin Eight, Twelve and Sixteen, Singer Junior and 9-h.p. Cadillac engine and gearbox, Renault Twelve gearbox, 1937. Also quantity of miscellaneous parts, including one pair of front wings for Model T Ford, new but store soiled. A. Fielding, Lerry Garage, Talybont, Cards. Tel.: 79. [7502

***TRIUMPH GLORIA TEN** saloon, grey; 4,000 miles* since engine reconditioned. Steering, brakes overhauled. Good condition and economical. £115. Tel.: GIPsy Hill 5455. [7503

ALVIS FIREFLY, 1933, bored to 73 mm.; bearings and crank done by Glacier. New timing gear, new valves and valve guides. Completely rebuilt from chassis frame in 1951 with new springs, shackles, shockers (Rotoflo) brake-cables, drive-plates and pins, diff., bearings, wheels respoked, and fitted new aluminium shooting brake body (sleeps two, designed as *fishing buggy*), *rewired electrically*. Preselector box at present fitted, but spare manual box, clutch and bell-housing with car. Colour maroon. £200, o.n.o. Robson, 33, Sixth Avenue, Bradford, Yorks. [7504

1938 MORRIS EIGHT tourer 2/4-seater. Smart, reliable, fast. Reconditioned throughout, new hood. £160. 13, Cambridge Road, Gatley, Cheshire. Tel.: GAT 6296. [7505

1932 ALVIS 12.9 FIREFLY saloon. Engine completely reconditioned. New carb., clutch plate. *Brakes, clutch relined. Two new tyres, two re*treads. Body rough but serviceable. Bills shown. Taxed. £140. Box No. M508, MOTOR SPORT, 15, City Road, E.C.1. [7508

ROLLS-ROYCE 21.6 REPLICA, 1934, Park Ward close-coupled sports saloon with boot. Condition, outstanding. £350. Phantom I sports Sedanca of continental style, Grebel headlamps, etc. £150. Also the following completely sound and serviceable machines: Lagonda 16/80 special series touring saloon, 1934. £90. Phantom I Rippon saloon, 1929. £85. Silver Ghost f.w.b. truck. £35. Adams, Gidding, Huntingdon. Tel.: Winwick 216. [7510

RILEY

Pretty 2/4-seater, similar Aston Martin, on genuine Brooklands Chassis No. R8021, 4.77 : 1 ratio axle, close-ratio gearbox, special-series engine in good order, gives 65 m.p.h. cruising. Good hood, tonneau and screens. Good brakes and steering—altogether a genuine reliable car and cheap at **£150** or with virtually new racing engine fitted, **£235**

SPARES

Anti-clock Lucas, Wipac, B.T.H. vertical magnetos from **£4** each. All J2 engine spares except crankshafts. Quantity miscellaneous parts for M.G., Riley, Hornet Special. Pair bevels and shaft for G.N., **£2 10s.**; ditto Frazer-Nash, **£2 10s.**

G. R. STOKES

Motor Engineer

Northfield Avenue, Sawley, Long Eaton

Tel.: Long Eaton 2950

FOR SALE—*continued*

HORNET SPARES SPECIALIST. Send S.A.E. price list. New s/h spares, gaskets, etc. 1930-34 Hornets and "Specials." S. H. Scott, 14, Orchard Way, Leagrave, Luton. [7509

HEALEY, 1947, 4-seater tourer. Radio. Excellent condition. £625, or consider exchange saloon. G. Perfect, "Glenmore," Penn, Bucks. Tel.: 2308. [7511

M.G. MAGNA TOURER, 1933. Resprayed, new tyres, battery, 6-cylinder. £140. Hunter, 117, Hamilton Terrace, N.W.8. Tel.: MAI 1536. [7512

ALVIS SPARES. Good condition; 9 by 39 C.W. & P., £6. *Set of new Speed Twenty-Five rear hub* bearings, £5. Most parts 1935 Crested Eagle engine recently reconditioned. Quantity of valves various models. S.A.E. details: 22, Church Crescent, Finchley, N.3. Tel.: Finchley 7186. [7513

STANDARD EIGHT TOURER, 1939 Tickford. Hood good. Mechanically excellent appearance; 40 m.p.g. £160. Taxed. Tel.: Romford 1369. [7514

V8 AND VAUXHALL FOURTEEN engines, rear axle, steering gear, suspensions, chassis tube. All *parts for special*. £40 lot. Clifton, 64, King Street, Kempston, Bedford. Tel.: Kempston 3162. [7515

SPEED EQUIPMENT by Aquaplane for the Ford Consul to the same exceptional standard as our famous equipment for the Ford 10-h.p. is now being thoroughly tested and will include three special types of inlet manifold with unique characteristics. Also a special exhaust manifold. With this equipment it will not be necessary to send us the cylinder head. Owners will be able to fit it themselves. A full range of Speed equipment is also in course of preparation for the recently announced Anglia and Prefect. If you did not see our Speed equipment at the Motor Show it will be our pleasure to send an illustrated booklet and tuning bulletin for the Ford 10-h.p. free. The Aquaplane Company, Oulton Broad, Suffolk. Tel.: 416. [7516

ALFA-ROMEO 1,750-C.C. GRAN SPORT. 4-seater touring body by Young. First registered June, 1930. Usual performance and handling, with 20 m.p.g. The car is in exceptional and original condition. £285. 26, Beresford Road, Birkenhead. Tel.: Birkenhead 7806. [7517

TIGER KITTEN I 500-c.c. racing car. Complete with J.A.P. motor and trailer, etc. Hydraulic brakes. Tubular chassis. £85, or offer. MacDowel, Skippets, Sheepscombe, Stroud. [7518

1935 SUNBEAM 19.8-h.p. Tickford drophead with mechanically-operated hood. A small fortune recently spent on this car, including relined brakes, reconditioned Solex, new hood, new radiator block. Has five good tyres, radio, spare front axle. £210. Tel.: KENsington 9527. [7520

LAGONDA 16/80, 1934. Excellent condition. £230. Vauxhall 20/60, 1929. Good condition. £65. Details from: Dr. Grant. Tel.: Chancery 4993 (evenings or weekends). [7521

LAGONDA TOURER, 1927. Fitted 12-h.p. Alvis reconditioned engine. Body rough. Otherwise mechanically sound. £25. 43, Boulton Street, Wolstanton, Staffs. [7522

ALVIS SPEED TWENTY tourer, 1933. Good condition all round; fast and reliable. Sell £135, or exchange Riley 12/4 or similar. Tel.: Mill Hill 2696. [7523

INVICTA 4½-LITRE, 1932, low chassis coupé. Excellent condition. £300. Spare gearbox for 4½-litre Invicta. Offers. 1932 Alvis 12/60 sports saloon. Overhauled engine 7,549 miles, new rotoflows, six wheels, good tyres, heater. £165. Most 12/60 and 12/50 spares. 500 by 20 retreads. 19-in. by 20-in. Rudge knock-on wheels. 1931 Austin 12/6 gearbox. 131, Croydon Road, Caterham. Tel.: Caterham 42. [7524

ALVIS, 1936, 17-H.P. SILVER EAGLE. Silver blue. Nice condition. Very fast. £125. Dutton, 73, Stafford Street, Market Drayton, Shropshire. 7525

FOR SALE—*continued*

1934 VAUXHALL 12.6 drophead. £85, or exchange 8/9-h.p. sports 4-seater. 183, Bath Road, Kettering. [7526

1939 SINGER NINE 2-door saloon, grey. O.H.V. engine; overhauled, taxed, insured. Not used or registered till November, 1944. Economical. £165. Tel.: Chancery 7422. [7527

FUTURISTIC SPORTS SALOON SPECIAL. Reg. 1951. V8 engine, Invicta chassis. Good tyres. Nearest £175. Close, 24, Uplands, Newby, Scarborough. [7528

AUSTIN SEVEN SPORTS. Rebuilt, registered 1948. Professional job. Improved brakes, 4.50 by 16 tyres. Taxed. £90. Spare engine, gearbox, many other parts. Lancaster, 12, Seaton Road, Dartford Kent. [7531

M.G. MAGNETTE NA, 1936. Excellent. New batteries, new hood, good tyres. £235. Warburton, 309, Queens Road, Beeston, Notts. [7532

M.G. M-TYPE. Many parts renewed, including carburetter, battery. £50. Smith, 55, Central Avenue, Hounslow. Tel.: HOU 6476. [7533

BENTLEY 3-LITRE FABRIC SALOON, 1926. Laid-up 16 years. Towable. Needs new differential parts. Otherwise exceptional order; scarcely run since brand new radiator block, new stainless drain tubes, decoke, new rings, rebuilt wheels, new 18 by 650 Dunlops, new Triplex. Wings, body, fittings refinished, two usable spares, many other items. Taxed, insured. Hide upholstery; lamps, electrics rewired. Bores unworn, engine sound; grand appearance. Nearly £400 spent this summer. Genuine reason reluctant sale as is. £160. Rooke, Winsford, South Road, Chorleywood, Herts. [7534

FRAZER-NASH, 1932. In perfect mechanical condition, having been just completely overhauled and resprayed. £195. "Brendon," Downside, Belmont, Surrey. Tel.: Vigilant 7795. [7535

1934 LAGONDA 4½-LITRE LE MANS open 4-seater, B.R.G. This exceptionally fast car has been lavishly maintained by Lagonda Motors, bills for £300 available. £295. 59, Lancaster Mews, Lancaster Gate, W.2. [7536

1938 JAGUAR 3½-LITRE S.S.100. Engine just completely rebuilt, crank ground and balanced, new Hartford shock-absorbers, latest-type S.U. carburetters. Coachwork and chrome first class. This is not just another S.S. but undoubtedly the finest in the country. £495, o.n.o. Freedman, Hyde Park Mansions. Tel.: PAD 8315, after 5 p.m. PAD 9476. [7537

750 J.A.P.-AUSTIN SPECIAL, w/c. £45. Chalfont. 5, Northway, Pinner, Middlesex. Tel.: Pinner 811, after 7. [7538

TYRES AND TUBES, 650 by 20, 525 by 21, 34 by 4½, and 21-in. wheels. Cheap. Oast House, Hayes Common, Kent. Tel.: Hurstway 1751. [7539

AERO MORGAN, 1931, 1,000 c.c. J.A.P., w/c., s.v. Bodywork excellent, Dunlopillo plasterhide upholstery. Need room to assemble "special." £50, o.n.o. Also 1,000-c.c. a/c. s.v. James, car-type 3+R. box, clutch, electrics, £10, o.n.o. Weekends please. 7, Buller Road, London, N.22. [7540

SUNBEAM SIXTEEN, 1930, F.H. coupé. Engine overhauled, not yet run-in. Many spares. Respectable bodywork. Good battery, tyres, brakes. Taxed, insured. £170. Tel.: Valentine 8811. [7541

ENGINES FOR SALE: Vauxhall Velox, 1953, oversquare engine, 2,262 c.c., under 2,000 miles, £60. *M.G. 2-litre engine, recently reconditioned*, complete with accessories, £50. Alvis Speed Twenty engine, complete with accessories, £45. T. P. Breen, Ltd., High Road, Whetstone, N.20. Tel.: Hillside 2393. [7542

FORD TEN ENGINE and gearbox, 1946. Complete with all accessories. Also front and rear axles and wheels. T. P. Breen, Ltd., High Road, Whetstone, N.20. Tel.: Hillside 2393. [7543

BENTLEY 4½-LITRE SPARES: Complete engine, magnetos, carburetters and manifold, front axle. Most other parts available. Also *many* parts for 3 and 6½-litres. T. P. Breen, Ltd., High Road, Whetstone, N.20. Tel.: Hillside 2393. [7544

T. P. BREEN, LTD.: We are dismantling the following cars and most spares are available. Austins: 7-h.p., 1934; 8-h.p., 1939; 10-h.p., 1933/6; 12/4, 1934/6. Standard Nine and Ten, 1934/5; 12-h.p. 1937; 20-h.p., 1939 Singers: 9-h.p., 1936; Le Mans, 1934/6; Le Mans 1½-litre. Talbots Fourteen, Eighteen and Twenty-one. Lagonda 2-litre. Alvis Twelve, 1934, and Speed Twenty, 1936. Bentley 3, 4½ *and 6½-litres. Armstrong* Twelve, Fourteen and Seventeen. Lancia Lambda. Rover Ten, 1933/7; 14-h.p., 1935; 16-h.p., 1937. Ford Ten. Riley Nine, 1931. Morris Minor, Morris Eight, Ten and Twelve. Jowett. Lea-Francis, 1947. M.G. 1½-litre. Triumph Gloria Ten. M.G. 2-litre. Delage Fourteen and Twenty-one. Sunbeam Sixteen. High Road, Whetstone, N.20. Tel.: Hillside 2393. [7545

1931 HEALEY Tickford saloon, black, with blue/grey leather. Mileage 9,000. Radio, heater. First registered June. Superb condition. H. H. Timberlake, Ltd., Library Street, Wigan. Tel.: Wigan 3451. [7546

SMALL CAR OVERHEADS- BIG CAR WAYS

FIAT



GUARANTEED 50 M.P.G. Low upkeep — plentiful spares. Safe "big-car" springing. 4-speed box. Smooth clutch. Precise steering (28 ft. lock). Modern "non-dating" lines. Reconditioned—3 months' GUARANTEE. Skilled mechanics.

FOR PRICE LIST OF MODELS WRITE NOW TO

Mayfair Garages LTD.

BALDERTON ST. (opposite Selfridges clock) LONDON, W.I. *Tel.: MAYFAIR 3104/5*



AN ACCURATE **TYRE PRESSURE GAUGE**

Easily Read

Chromium plated finish on brass

2⅜ in. diameter dial

Complete in leather case **£2-2-0** (including postage U.K.)

Bailey & Mackey Ltd.

BALTIMORE RD · GREAT BARR · BHAM · 22

WANTED

FOR

SPOT CASH

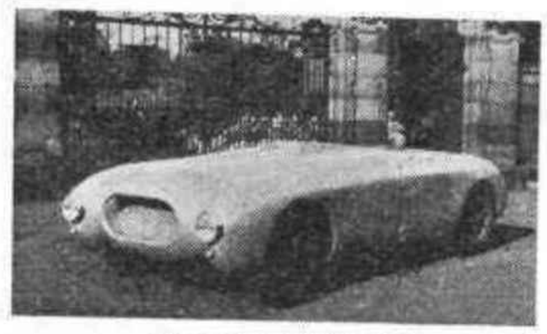
CARS

ALL TYPES

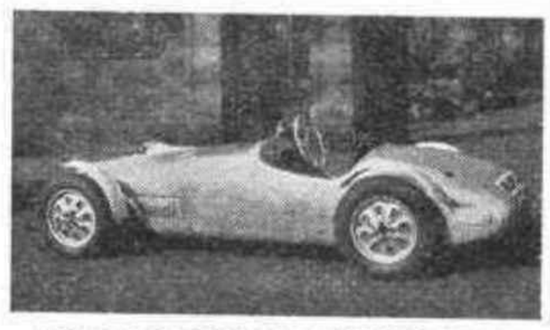
Hours of Business :
WEEKDAYS, SATURDAYS
9 till 7

ROWLAND SMITH MOTORS LIMITED

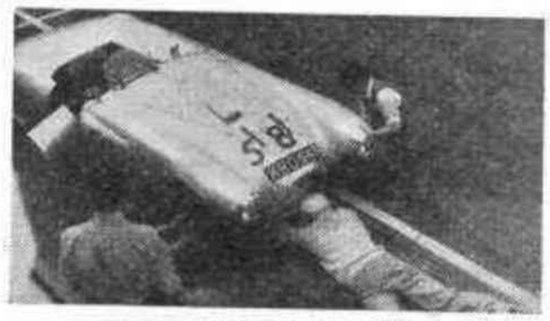
HAMPSTEAD HIGH STREET
LONDON, N.W.3
(Hampstead Tube)
HAMPSTEAD 6041 (10 lines)



JONES HEALEY



GILLY TYRER'S SUPERMOTER



McMILLAN'S LANCIA

Whatever your design or requirements, for the lightest, best sports or racing bodies consult

ROCHDALE MOTOR PANELS & ENG.
HUDSON ST., ROCHDALE, LANCS
Tel.: 47233

MAIDSTONE ENGINEERING COMPANY

1938/9 LANCIA Aprilia saloons, choice of three, all recellulosed and in excellent condition, from **£395.**

1951 RILEY 2½-litre saloon. This is literally unmarked; one owner from new. Finished sun-bronze, fitted H.M.V. radio, heater. **£825.**

1948 RILEY 1½-litre saloon, similar condition to above, finished black, fitted heater. **£550.**

1939/40 RILEY 2½-litre saloon, in excellent condition, recellulosed, beige leather interior, excellent tyres. **£375.**

1935/6 BENTLEY 3½-litre sportsman's Park Ward saloon, finished in duo colours of grey and black. One of the most attractive examples available, **£675.** Similar car to above but not so immaculate, **£575.**

1939 B.M.W. 328 2-seater roadster; a genuine 100-m.p.h. example. **£525.**

1949 M.G. 2-seater TC. Full weather equipment. Black, unmarked. **£395.**

1950 CITROEN Light Fifteen de luxe saloon, fitted radio, heater; 23,000 miles. Black, with red leather interior. A beautiful example, **£560.**

1946/7 CITROEN Light Fifteen saloon. Black. Heater. **£395.**

Shortly coming into stock : 1947 H.R.G. aerodynamic saloon, l.h.d., in unmarked condition, **£375; Aprilia** coupe, etc., etc.

TERMS, EXCHANGES

Cross St., Pendleton, Salford, 6, Manchester.

Tel. : PEN 3457.

GATEHOUSE OFFER

Frazer-Nash sports two-seater, completely rebuilt 1938 with 12-h.p. 4-cyl. Darracq engine and in amazing condition. Complete with spare engine. **£225**

Autovia (Riley) 24-h.p. V8 sports saloon by Windover. Wilson preselector gearbox. **£265**

Lagonda, 1935, 4½-litre sports 4-door saloon, a real eyeful. **£195**

Morris Minor, 1951, convertible. Specially tuned these can really go. **£485**

M.G., 1947, TC. Black. A pippin. **£425**

Hotchkiss, 1938, 27.5-h.p. drophead coupe. **Offers wanted**

GATEHOUSE MOTORS LTD.

Highgate Village, London, N.6. Tel. : MOU. 4444.

THE RILEY MAN

commits a crime. He has dismantled two Kestrel Riley Nines, 1934-35. Also remains of two 1936-37 Merlin Nines. All parts available from above models. Complete range of preselector boxes, various engines, overhauled and otherwise, blocks, cranks, carburetters, heads, Scintilla magnetos, splined wheels, diff. assemblies, etc., etc. S.A.E., please, for prompt quote. Solid copper h.c. gaskets for 9-h.p. and 1½-litre cross-flow Sprite, 11s. 6d., post paid ; single or double valve guides 3s. 9d. each ; hundreds of sound spares all covered by my unconditional money-back guarantee if dissatisfied. I can now undertake a limited number of repairs to customers' cars, a service backed by an unrivalled stock of difficult or unobtainable spares. **Special.** Genuine Brooklands Nine in impeccable condition, for enthusiast only. **£195**, or near. Photo.

270, Acton Lane, Chiswick, London, W.4

J. & G. DOWNING — LTD. —

Coach Trimmers and Hoodmakers

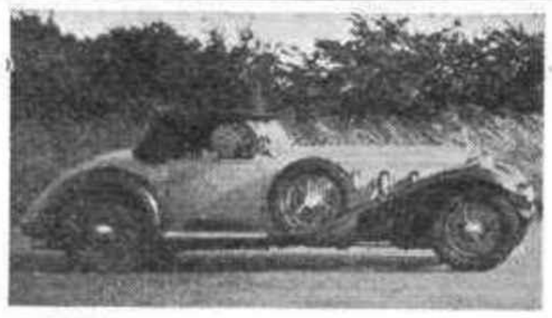
Trimming service available for all types of sports-car trimming, hoods, carpets, seating, etc.

Vintage Bentley trimmings and body fabrics a speciality

Vast quantities of Latex foam seatings. Any shape and size. Send patterns for prices.

Latex Caravan Beds
Special offer of pillows, 25s. each, post 1s.

J. & G. DOWNING, LTD.
Bower Street, Oldham
Tel. : Main 7171



36/220 MERCEDES-BENZ

Fitted Leyland 7-litre diesel engine ; 40 m.p.g., 85 m.p.h. Four new tyres, new hood and side-screens.

£375

Or exchange small saloon or caravan

ALLEN, The Aerodrome, Sudbury, Suffolk *Tel* : Sudbury 2759

YOU WILL DO A

Good Deal Better

BUYING or SELLING

AT OUR BRANCH IN THE HEART OF LONDON'S WEST END

1933 Riley Lynx 4-seater open sports. Black cellulose and in very good condition... ... ... **£150**

1937 Riley Nine Aldephi saloon, Special Series engine, good bodywork and interior. Exceptional mechanically **£195**

1935 Riley Falcon saloon, black. Engine overhauled and brakes relined 4,000 miles ago **£99**

1951 Healey Silverstone, red. 18 000 miles, in as-new condition throughout **£695**

1948 Duncan Healey sports 2/4-seater, red **£500**

1948 Triumph Roadster 1,800, grey, with maroon hood, in good original condition. Has been carefully looked after **£475**

1950 M.G. TD sports, cream **£550**

1949 M.G. TC sports, red **£450**

1949 M.G. TC sports, black **£440**

1951 Singer Nine roadster, in red cellulose **£450**

1938 Triumph Dolomite 16-h.p. saloon, in grey and brown. Immaculate **£230**

1937 Fiat 500 cabriolet, red; good tyres **£140**

1935 Lancia Augusta saloon. Grey, with red leather. Good tyres ... **£130**

1951 Jowett Javelin de luxe, black **£695**

1949 Sunbeam-Talbot 90, black/beige. 31,000 miles **£650**

1951 Morris Minor convertible, black/red **£465**

Also Jaguar, Lagonda, Allard, B.S.A., Citroen, M.G. in various models, together with Luxury Saloons, Family Cars and normal good motoring aplenty. Ever-changing stock at attractive prices.

ASK FOR LISTS

EXCHANGES EASIEST DEFERRED TERMS, INSURANCE AND DEMONSTRATIONS, VINTAGE, SPORTS OR ORDINARY CARS BOUGHT FOR CASH.

New Jowett Jupiters and Javelins or M.G. TDs available almost immediately.

Favourable deliveries of most other makes

CARR BROS
GARAGES LTD

THE SOHO GARAGE
(Rear "Astoria," Charing Cross Road)
LONDON, W.1
OPEN TILL 7 P.M. & SATURDAYS
Tel.: **GER 6678/9**
Head Office & Works : **PURLEY, SURREY**
Tel.: **UPlands 4811/2/3**

TALBOT

JOHN BLAND
27, Southfields Road, S.W.18.
Tel. : Vandyke 1612.

REPAIR AND SPARES SPECIALIST

New Water Manifolds, '65,' '75,' '90,' '95,' '105'

New water pumps and parts, valves, gaskets, pistons, bearings, brake-liners. Exchange service : rear hubs and road wheels. Practically all parts, new and secondhand, all models except 10-h.p.

CAR HOODS

Coupe, Tourer, Sports

POSTAL SERVICE

M.G., Standard, Morris, Hillman, etc., etc. Most pre-war and post-war models.

SCREENS, TONNEAU COVERS, ETC., UPHOLSTERY

CONNELL BROS.
693, HIGH ROAD, LEYTON, E.10
Ley. 7223
7, HIGHFIELD RD., LONDON, N.21
Lab. 2608

IMPORTANT NOTICE
from
THE MOTOR LIBRARY

After eighteen months in this hospital I have accepted an offer to spend the next six months in Switzerland to complete my convalescing. The library, therefore, must cease to operate for this period, although urgent matters, books being returned, etc., after the middle of November, may be sent c/o **11, Estridge Way, Tonbridge, Kent.** Sorry about this, readers, but The Motor Library will be back in force next year, and be able to satisfy all your requirements.

D. ALEXANDER OAG
Preston Hall Hospital, British Legion Village, Maidstone, Kent

---

AUTOSPEED GARAGE

(Prop.: K. FLINT)

4½ INVICTA, 1930, shooting-brake body, in sound condition **£75**

RILEY 1½ KESTREL, 1934, in good order throughout; new tyres; 3-carb. engine **£165**

FORD TEN SPECIAL chassis, tuned twin-carb. engine, Laystall balanced ... **£110**

M.G., 1938, 2-LITRE, 4-seater sports tourer. New tyres. Resprayed **£165**

SPARES : M.G. K3 radiator, axle-shafts, chassis frame. Riley Redwing rear axle. Riley 1½ c.w.p., E.N.V. 4.1.

All 4½ Invicta spares. 600 by 19 tyres. Coventry-Climax engine spares, 10 h.p. (Morgan, Triumph).

Fiat 500 wheels and new tyres.

Sports and racing cars tuned, prepared and modified, etc.

Enthusiasts welcomed.

ST. MARY'S ROAD,
GARSTON, LIVERPOOL
Tel.: **Garston 6700**

C. J.

BENDALL

ROLLS-BENTLEY 3½-litre, chassis 1934, body is much later, and is a light-alloy 2-seater of very attractive design, long tail holding quantities of luggage ; upholstered in pig-skin, with disappearing hood. The whole car looks and is in superb condition, has been extremely well cared for, and by its appearance, silence and performance has obviously been through really expert hands, and will withstand any examination ; it is outstanding value, even today, at **£525.**

As a contrast to the above, a perfectly sound but somewhat shabby **HUDSON EIGHT,** English sports saloon body, excellent tyres, etc., for **£95.**

Also an **AUSTIN TEN,** 1935, 4-seater tourer in very fair order throughout, at **£90.**

Vintage—a very fine **FIAT TYPE 519** short-chassis semi-sporting 4-seater, completely original save for modern carburetter and tyres ; this is the 28-h.p. 6-cylinder o.h.c. engine, f.w.b., of course, and is possibly the 1924 Targa Florio car ; tyres, battery, hood, etc., are excellent, the car is taxed to Dec., and there is a complete chassis for spares included in the price of **£110.**

LAGONDA 2-litre high-chassis speed model, 1930, original 4-seater body shortened to 2/4-seater, excellent hood, tyres, etc., and very fair all-round order. **£115.**

CHRYSLER 70 tourer, 22-h.p., 1928. One owner since new. In original and first-class order. A bargain at **£75.**

1915 HUPMOBILE 17-h.p. 2-seater, with electric lighting and starting (original). In very sound running order, on good tyres. Needs hood and final paint, eligible for V.C.C. events. **£120.**

Hire Purchase and Insurance can be arranged on any car.

25, ORCHARD RD.,
Stevenage, Herts,

STEVENAGE 566 (Day) HITCHIN 1108 (Eve)

Open all Saturday

FOR SALE—*continued*

1952 (JULY) MORGAN PLUS FOUR, 2-seater. Taxed year. B.R.G. As new. Screen washers, twin windtones, tonneau cover. 7,000 miles. £575, o.n.o. (Cost was over £900.) H.P. and/or exchange. Harlavan, 37, Bury Old Road, Prestwich (Tel.: 2152), Manchester. [7547

ASTON MARTIN LE MANS, 1934, long chassis Good condition. £250, o.n.o. Box No. M246, MOTOR SPORT, 15, City Road, E.C.1. [7246

1934 RILEY 14/6 KESTREL. Tuned and overhauled at cost of £150 approx. Now running-in. Excellent condition. £175. Write: Martin-Leake, 2, Highfield Avenue, Chesterfield. [7245

£195 ONLY but real motoring. Well-known Monte Carlo Rally car. 1937 Ford V8 4/5-seater drophead. Special suspension, no rolling on bends. Remarkable performance that makes many "sports" jobs look rueful; equally happy giving whole family gentle airing. New tyres, battery, shock-absorbers and silencer. Twin spotlamps, heater, twin demisters. Taxed (only £12 10s. now). Fast, quiet, no temperament, first-time starter. Amazing reliability, but if you did need spares they are plentiful and cheap. You can't motor better than this at the price asked. Box No. M550, MOTOR SPORT, 15, City Road, E.C.1. [7550

1928 DAIMLER tourer, in immaculate condition, taxed to end of year, £65. 1924 Rolls-Royce 20-h.p. coupé de ville. Taxed and in nice condition. £125. Harold Goodey, Twyford, Berks. Tel.: 116. [7551

JAGUAR 2½-LITRE COMPETITION MODEL, 1937/8. A most outstanding vehicle in mint condition. Speedo. reading 27,000, which we believe to be accurate. Finish red/red leather; stoneguards, passlights, aero-screen, and many other extras. £445. Dennis J. Hands Car Sales Service, 271, Oxford Road, Reading. Tel.: Reading 3001. Exchanges and terms. [7553

VOLKSWAGEN, 1948-9. Recellulosed metallic-grey. Reconditioned engine. Any trial. Covers. 3, Sunningdale Road, Huddersfield. Tel.: 6236. [7544

£25—1925 9-H.P. SWIFT, taxed and insured. Completely rebuilt, no hood. Bowker, Crabb's Close, Old Park Road, Hitchin. Tel.: 489. [7556

FORD EIGHT O.H.V. SPECIAL, Scintilla. Branch exhaust. Very fast—sound. £85. Windmill Inn, Rugby. [7557

FOR SALE—*continued*

M.G. M-TYPE, 1932. Mechanically sound, hood, sidescreens; lively. £60, o.n.o. Hempstead, 18, Springfield Road, Bury St. Edmunds. [7559

1936 CROSSLEY REGIS 10-H.P. saloon. Appearance like small Jaguar. Well maintained. Good tyres, battery, etc. Any trial. First £150. Boyd, 4, Elcho Road, Longniddry. Tel.: Longniddry 3117. [7560

ASTON MARTIN, 1936, MK. II, long chassis. Enthusiast owned. 1948 condition. £340. 54, Stanley Road, Chadderton, Manchester. [7561

SPARES: Complete front-axle assembly from Delage, brakes recently relined; suit 30/98; £10. Tyres and wheels, 700 by 21, £4. One unused 700 by 21 retread, £6 10s. Many 20.9 Delage parts. Tel.: Vandyke 4288. [7562

ALVIS TL 12/60, 1932 model 2-seater, blue. Very good coachwork and mechanically. £175 or offers. Reeves, 12, York Road, Farnham. Tel.: 5128. [7563

RILEY KESTREL NINE, 1933. Green, with green upholstery. Beautifully clean inside and out. Engine runs like a clock, over 30 m.p.g.; cruise at 55. Tyres perfect, brakes relined, original dash. Everything works. Interior exceptionally clean. Wonderful roadholding and steering. General condition way above average. Photo on request. Nearest £160 secures. J. W. Dixon, "Arlesford," Keswick Road, Great Bookham, near Leatherhead, Surrey. Tel.: Bookham 2708. [7564

BENTLEY AND LEAF SPARES. Some still available: axle, ratio 3.92; B box; frame; radiator, etc. See details in my advertisement No. 6898, September issue. Edwards, Tel.: BEC 1564. [7565

18/80 M.G. chassis, 1929. Runner, towable. £30. Or engine and gearbox complete, £20. Carriage extra or buyer collects. Box No. M566, MOTOR SPORT, 15, City Road, E.C.1. [7566

WHEELS: Two wire wheels taking 600 by 21 tyres, from vintage Invicta, £3. Tel.: Leytonstone 1167. [7567

LANCIA APRILIA, 1937, saloon. New tyres, battery and £25 top overhaul September. Over 30 m.p.g. Negligible oil. £295. Rendell, Orchard Hill, The Common, Berkhamsted. [7568

1933 3-LITRE LAGONDA tourer. Aluminium coachwork. Cream, red wheels. Fast, excellent condition. £190, exchange, offers. Box No. M572, MOTOR SPORT, 15, City Road, E.C.1. [7572

FOR SALE—*continued*

CITROEN FIFTEEN, 1939. Resprayed, rechromed, new rings, clutch, transmission, battery; £295. Exchange for cash and Ford 8/10 Special with envelope body. 4.7 axle, 45 m.p.g. Photo please. Also 1935 British Salmson shooting-brake, good condition, £110. 29, Trentvale Road, Rylands, Beeston, Notts. [7569

ASTON MARTIN 1½-LITRE, MK. II, long-chassis 4-seater saloon. 3,000 miles since mechanically rebuilt regardless of expense. Balanced crankshaft, new H/D. con.-rods. (Bills shown.) New tyres, battery, etc. Capable 85-90 m.p.h. and 26 m.p.g. £350. Full details upon request. Read, Hollesley, Woodbridge, Suffolk. Tel.: Shottisham 87. [7570

FORD/ALLARD. Scintilla Vertex high-performance magneto, complete with drive, almost new, £12. Read, Hollesley, Woodbridge, Suffolk. [7571

1938 RILEY ADELPHI BIG FOUR, with overdrive. £275. H. Crundwell, Stafford Road, Seaford. Tel.: 2800. [7573

RAPIER open 4-seater, 1936. Excellent mechanical condition. Recent Laystall overhaul. £175, o.n.o. Box No. M575, MOTOR SPORT, 15, City Road, E.C.1. [7575

ULSTER AUSTIN. Overhauled and fitted 1953 body. A very fast 2-seater in excellent condition. Also: April, 1953, 750 single-seater, fitted road equipment. Looks like G.P. Ferrari, fantastic performance. No reasonable offer refused, or exchanges considered. Ironcastle Productions, 27, The Drapery, Northampton. [7576

S.S.100 2½-LITRE, 1937. Dark green cellulose and chrome new. First rebore 6,000 ago. New back axle, clutch, battery, tank, heater, brakes, king-pins. £350, o.n.o. Lieut. Warne, H.M.S. Dolphin, Gosport. [7577

BUGATTI, TYPE 40, open 4-seater. First registered July, 1929. 11.9 h.p. New Martlet pistons and repainted two years ago. Bodywork quite good. First offer over £190. R. O. Williams & Company, Park Station Garage, Duke Street, Birkenhead. Tel.: Birkenhead 2414/5. [7578

1936 FIAT BALILLA sports, completely rebuilt, resprayed. Tuson manifold. 75 m.p.h., 37 m.p.g. £255, o.n.o. Hufton, 257, Blossomfield Road, Solihull. Tel.: SOL 0065. [7579

£275, O.N.O., 1½-LITRE, TYPE VA M.G., June, 1939. Black. Recent part overhaul. Engine good, smart appearance. Hood rather shabby. Genuine reason, Shelmerdine, Butler's Cottage, Hare Hill, Prestbury, Cheshire. Tel.: 8717. [7580

New Books

★ **The MOTOR ROAD TESTS OF 1953 CARS** *Just out at* **5/6** *post free*

★ **The AUTOCAR ROAD TESTS OF 1953** *Published Oct. 21st at* **5/6** *post free*

★ **STIRLING MOSS**
By Robert Raymond. Over 60 illustrations. Cloth binding. **15/9** *post free*

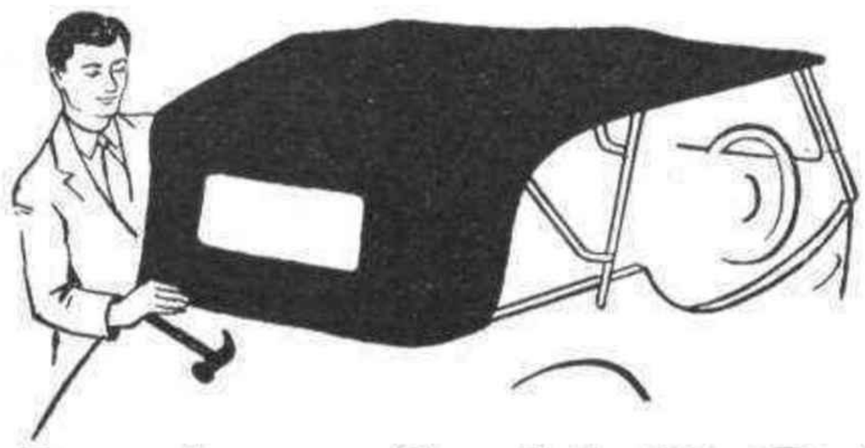
★ **UP THE STRAIGHT**
A further selection of BROCKBANK'S cartoons. 64 pages. Stiff cover. **8/-** *post free*

★ **LE MANS 1953**
A lap by lap pictorial record. By D. J. Scannell. **3/-** *post free*

★ **GRAND PRIX DRIVER**
By Herman Lang. The authentic story of one who became one of the leading drivers for the Mercedes organisation. **15/6** *post free*

★ **THE JOHN COBB STORY**
By S. C. H. Davis. **13/-** *post free*

Better Books Ltd.
booksellers of
94, CHARING CROSS RD., LONDON, W.C.2



Ready-to-fit **HOODS**

for most makes including:
M.G. T, P, J models
£6-15-0
Also Morris, Singer, Austin, Standard, S/Talbot, etc.
Cut to makers' patterns in best quality double duck
Fitted flexible plastic rear light
Also sidescreens and tonneau cover with centre zip
Sent by post or fitted the same day
Experts in specials and vintage styles
We also repair or renew roofs, seats, carpets, upholstery and loose covers
Wide choice of materials and colours available
Send for detailed brochure and patterns



FULL POSTAL SERVICE
The London Trimming Company
Dept. V.1, 40 Queen's Gate Mews, S.W.7
Telephone: Western 3663

FOR SALE—*continued*

DELAGE D8, D6, D.I.S.S., etc., all spares. Gears, shafts, etc., made, all makes. Matthews, Tower Hill, Dorking. Tel.: Dorking 3426. [7581

SPECIAL CHASSIS, Austin Seven. Front modified to fit Ford engine and telescopic shockers. Reconditioned rear springs and brakes. Good back axle. Two conversion plates to Ford. £15 the lot. Oatley, 79, Woodbridge Road East, Ipswich. [7582

1936 RILEY NINE MERLIN, Original cellulose, chrome and upholstery in really beautiful condition, and the car is in correspondingly nice mechanical and bodily order throughout. £235, o.v.n.o. Tallett, 228d, High Street, Croydon. [7583

AUSTRO-DAIMLER, 1929, 3-LITRE, o.h.c. chassis complete or dismantle. 4-cylinder Vertex, £4. Wanted: 1923/30 Jowett and 9/20 Humber spares. Box No. M584, MOTOR SPORT, 15, City Road, E.C.1. [7584

RILEY 12/4 LYNX tourer. Body rough. Engine has new oil pump gears, cylinder head complete, but requires new big-end. Offers. Box No. M585, MOTOR SPORT, 15, City Road, E.C.1. [7585

1938 M.G. 1½-LITRE drophead. Good condition throughout including new hood and tyres. £265, o.n.o. Seen Bristol or London. All replies answered. Box No. M586, MOTOR SPORT, 15, City Road, E.C.1. [7586

BODY—TD M.G. Wings, lamps, bumpers, radiator and grille, petrol tank, etc. Requires assembling. £110, o.n.o. 97, Wellford Road, Handsworth, Birmingham. Tel.: NOR 6473, after 7 p.m. [7588

750-c.c. AERO ENGINE, air-cooled, twin magnetos, impulse starter on one; twin plugs per cylinder; hemispherical heads; low weight. As new, used test-bench purpose only. £20. Ideal engine for "special." S. Denny, 1, Shelley Close, Stafford. [7591

M.G. J2 ENGINE, spares, and gearbox. Offers to: 11, Hall Road, Smallshaw, Ashton-under-Lyne, Lancs. [7592

MERCEDES, 1939 320, blue, cabriolet A, d/h. Imported by owner—only specimen in country. Very attractive. First-class condition. All spares available. £650. Tel.: Hayes 1843, after 5.30. [7594

LEA-FRANCIS 12/40, 1928, 2-seater coupé. Well shod, recently resprayed. Present owner 2½ years. View at Boro Farm Motors, Limpsfield Road, Sanderstead, Surrey, or telephone owner at Sanderstead 3892. [7596

HANDBOOKS, 1927-53—M.G. (all models), 31s. 3d.; Midgets, 15s. 6d.; Chrysler, De Soto, Dodge, Plymouth, 14s.; Alvis, Singer, 12s. 6d.; Chevrolet, Ford (T, American), sunbeam, 10s. 6d.; Armstrong, Fiat, Hillman, Humber, Jaguar, Riley, Rover, 8s. 9d.; Cord, Ford (A), Renault, Volkswagen, 7s. 6d.; Austin, Ford (British), Jowett, Morris, Opel, Standard, Vauxhall, Wolseley, 5s. 6d. Inquiries, stamp please. Catalogue 500 motoring books, 6d. Vivian Gray, Mail Order Booksellers, Hurstpierpoint, Sussex. [7597

1939 DOLOMITE roadster in cream. Perfect condition. 1938 Buick drophead. Black. Both these cars are specimen vehicles in superlative condition. The price is £250 each. Hire purchase can be arranged and exchanges will be considered. Henthorne, Greenbank Street, Preston, Lancs. Tel.: 3420. [7599

MARSHALL-NORDEC A75 BLOWER. Modified, leather oil seals, etc. £5. 176, Percy Road, Whitton, Middlesex. Tel.: Molesey 5529. [7598

M.G. 18-IN. WHEELS, 42 mm. Rudge long and short hubs. Marshall blower kit, PA block, S.U. carburetters, pumps, etc. Box No. M601, MOTOR SPORT, 15, City Road, E.C.1. [7601

TIGER-KITTEN IOTA-J.A.P. swing axle 500-c.c. racing car, four new tyres, four-stud engine with Alfin barrel, complete with trailer and Riley Kestrel Nine saloon, 1935, with towing attachment for above. £295, or would separate. Eyre, 302, Abingdon Road, Oxford. [7602

SINGER 1½-LITRE MK. II 2-seater sports. Three carbs. Scintilla. £175. Terms. Crescent Garage, Drake Street, Rochdale. Tel.: 3590. [7603

£80. 1932 ALVIS SILVER EAGLE drophead coupé. New tyres, exhaust system, battery and radiator. Good condition, except hood shabby. In daily use. Taxed. Britain, Bridge House, 59, High Street, Sandbach, Cheshire. Tel.: Sandbach 507. [7604

£150. M.G. 18/80 "TIGER" super sports 4-seater tourer. Full all-weather equipment, new full length tonneau cover. Excellent tyres (spare unused), powerful servo brakes, new batteries. Taxed, in daily use. Very pleasant, fast, sporting. No trouble, thoroughbred. Consider Vincent or Inter-Norton exchange. Derek Pickering, 68, Rochester Road, Earlsdon, Coventry. Tel.: 60820. [7605.

AUSTIN NIPPY SPARES. Crank and rods, 1½-in. journals, £7 10s. Gallon alloy sump, 30s. Oil pump, 15s. Instrument panel with all instruments, £3. Ulster spring steering wheel, £1. Ulster pressurised crankcase, £3. Crown and pinion 45/8, new, £6 10s. High compression cast-iron heads, reconditioned, £4. All carriage paid. Dalby, Kirby Wiske, Thirsk, Yorks. [7607

ENTHUSIAST'S DELIGHT! Cadillac V8 engined Special, partially built only. Extremely fine aerodynamic body (duralumin) wide enough to comfortably seat three-across with occasionals behind if desired. Any exchange as time prevents completion. £250, o.n.o. Remfry Motors, 362, Anlaby Road, Hull. [7608

FRAZER-NASH T.T. REPLICA in excellent condition. Steering and chain gangs overhauled. Good tyres, cellulose. Very fast, economical Meadows 4E.D. Any trial, inspection welcomed. Road equipment, aero-screens, etc. Photographs available. 5, Westfield Road, Edgbaston, Birmingham. Tel.: Edgbaston 1734. [7609

RILEY 12/6 LYNX. New hood, good tyres, many extras. Fast, economical, good acceleration. One of the best looking examples of this model in existence. £200, o.n.o. Lawrence House, South Street, Wincanton, Somerset. Tel.: 3298. [7610

ROLLS-ROYCE, JOHNSON'S AUTUMN SALE. Rolls Phantom II Sedanca de Ville (1935), £320. Rolls Phantom II sports, £1,000 overhaul, £650. Bentley saloon 4¼-litre, black, £650. Rolls 30-h.p. saloon (Barker), £575. Rolls 25-h.p. saloon, £225. Rolls 25-h.p. limousine, £200. Rolls 20-h.p. swept-tail saloon (Barker), £200. Rolls 20-h.p., brake van-type 2wb, £65. Others from £100. Spares (Rolls 20/25) carburetters, dynamos, axles, valves, V springs, blocks, heads, starters, wheels, etc. Johnson's, 26, Egerton Road, Fallowfield, Manchester, 14. Tel.: Rusholme 3009. [7611

LAGONDA 4¼-LITRE SALOON, 1936. Very sound condition throughout. Sleeved engine, new radiator, water pump and batteries, telecontrol shockers, new road springs. £245. o.n.o. McEwen, Great Longstone, near Bakewell, Derbyshire. [7612

CYCLE WINGS (domed and beaded) steel 5-in., 6-in. and 7-in., 10s. each fronts, 12s. 6d. rears. Carriage and packing 3s. 6d. pairs, sets 5s. W. G. Ferguson, Bath Road Garage, Nailsworth, Glos. [7613

SUNBEAM TWENTY, 1929. As spares, cracked cylinder head, otherwise complete. Nearly new tyres. Walford, Long Sutton, Langport, Som. [7614

COME TO THE SPECIALISTS FIRST—

SOME OF OUR QUICKLY CHANGING STOCK

at the time of going to press

£425 1939 **16/4 SPORTSMAN** saloon. This is a genuine "one-owner car" since new—probably the finest specimen in the country. This car, apart from being 99% mechanical perfection, has absolutely immaculate coachwork and interior. Fitted with radio, heater, demisters, windscreen washer, built-in hydraulic jacks, twin windtone horns and flame-thrower spotlight. Complete history available and all literature.

£325 1935 **IMP 9-h.p.** 2-seater sports. We have been fortunate enough to obtain another of this rare and fascinating marque. Beautiful appearance, excellent mechanically, new batteries and full weather equipment.

£275 1935 **12/4 SPECIAL** 2/4-seater. This is **not** a tatty pseudo trials effort but a real sports car. The engine was rebuilt and is unmodified except for extras such as Fram filter, etc. The performance is terrific—top speed 80 m.p.h. plus, and "hit-you-in-the-back" acceleration. The new bodywork has beautiful lines and is finished in Bugatti-blue; fitted Rotoflos, spots, etc., no hood.

£250 1937 **9-h.p. MONACO.** Another excellent example of the six-light saloon, giving over 30 m.p.g.

£225 1937 **12/4 FALCON** saloon. Well above average condition all round, excellent coachwork and smart interior.

£215 1936 **9-h.p. MERLIN** saloon. A really clean and attractive car giving maximum economy

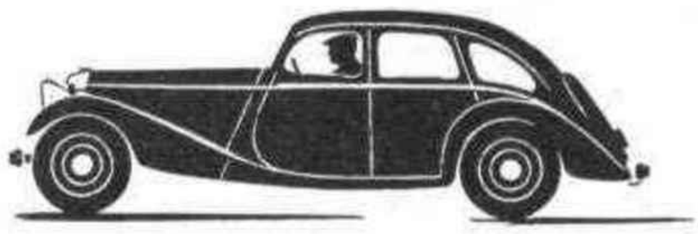
£195 1934 **12/6 KESTREL.** This car was owned and maintained for many years by a highly qualified aeronautical engineer who lavished every care on it. Colossal performance, attractive coachwork and interior.

£110 1933 **MONACO 9-h.p.** saloon. We renewed c.w. & p. and relined the clutch. Condition throughout is good.

Our stock also includes two Gamecocks, 1932/33/34 Monacos, Ascot coupe, etc.

Gordon & Glynn

THE RILEY CENTRE



dealing exclusively in Riley cars

★ Our cars carry the Riley Centre "Specialists Guarantee."

★ Immediate insurance, H.P., and part exchange.

★ We give top prices for good condition Rileys.

189/195 PAVILION ROAD, SLOANE STREET, S.W.1. Tel.: SLOane 8326 & 4426 (3 minutes Sloane Square Tube)

FOR SALE—*continued*

ROLLS-ROYCE (two). 1926 20-h.p. brake, £150. 1930 25-h.p. saloon, £160. Beck, Bloxham (Tel.: 275), Banbury. [7650

BENTLEY 3-LITRE RED LABEL tourer. Speed chassis. First registered Feb., 1925. Original and excellent condition. £225, nearest. 76, Ford Road, Upton, Wirral, Cheshire. Tel.: Upton 3070. [7651

LANCIA ASTURA, 1939. This car is in excellent condition and is fitted with a number of useful accessories, including a heater. The appearance is very modern with the late-type cowled-in radiator. The body is by Pinin Farina and is finished in maroon with red leather upholstery and two enclosed spare wheels. The mechanical condition is excellent and everything works as it should. It will seat five people in comfort and has ample luggage space in the boot. £495. Hire purchase gladly arranged and part exchange welcome. Cripps, Southampton Motors, 2, St. Mary's Road, Southampton. Tel.: 3213, or 55360 late evenings. [7652

£50—SUNBEAM, 1930, 18-h.p. coupé. Good condition throughout. Photo on request. Box No. M653, MOTOR SPORT, 15, City Road, E.C.1. [7653

ENTHUSIAST WISHES TO DISPOSE of partly-built 750 Formula Austin. Cambridge body, dropped axle set, etc. Offers. 45, Berkeley Close, Ruislip. [7654

CITROEN LIGHT FIFTEEN, 1949. Metallic-grey, fitted loose covers, radio and heater. First-class condition. £495. Tel.: Harpenden 300. [7655

AUSTIN SEVEN SPECIAL. Many extras. Taxed, insured. £150. Details: Barrett, 34, Oakwood Drive, St. Albans. [7656

FAMILY MAN'S sports model, 1946 4-seater roadster. Professionally built on Standard Twelve chassis. Attractive, lively, economical. £260. Tel.: Colindale 4732. [7628

2-LITRE A.C. drophead foursome coupé, 1937. Grey, with grey leather. An excellently maintained doctor's car. Private sale, £275. Tel.: Tulse Hill 4148. [7659

LAGONDA 2-LITRE low-chassis Speed Model tourer. Immaculate new alloy body. Engine bored, ground, and rebuilt by Mercédès (Germany)—5,000 miles ago. Nearest £175. Eyre, "Delville," Sandy Lane, Hucknall, Notts. [7658

ALFA-ROMEO shooting-brake, excellent condition. Taxed. New body recently fitted. Cost £140. A bargain, £125. Tel.: AMB 1748. [7661

WANTED

AUSTIN NIPPY, good condition—reasonable. Photographs returned. Garner, 2, The Rise, Rothley, Leicestershire. [7639

REALLY GOOD ALVIS SPEED TWENTY/Twenty-five, drophead preferred, at sensible price. Box No. M638, MOTOR SPORT, 15, City Road, E.C.1. [7638

ALVIS or "Leaf" 4-seater. Post-1930. Maximum £100. "Margaret," East Meadway, Shoreham-by-Sea, Sussex. Tel.: 2599. [7657

1927-1930 CHRYSLER 2-seater or early model Ford V8 2-seater. Condition immaterial (runner preferred). R. E. Clarke, Wilcot House, Bisley, Surrey. [7316

RILEY, ADELPHI or touring saloon. £180. Machen, 9, Buckingham Gardens, Edgware. Tel.: EDG 0114. [7326

BLACKBURN twin camshaft, cylinder head and other parts. Complete engine considered. Stevens, 28, Buxton Road, Chingford. [7328

BALLOT 5 or 3 or 2-litre racing car or type 2-litre sport. Complete or pieces. Derek Leigh, Shire Hall, Gloucester. [7330

MANIFOLD SINGLE DOWNDRAUGHT for 326 B.M.W. Also Hirth gearbox 2-litre. Box No. M333, MOTOR SPORT, 15, City Road, E.C.1. [7333

CYLINDER BLOCK and set of pistons for 1933 4½-litre Invicta. Must be in good condition. Doyle, 43, Bramshaw Rise, New Malden. [7352

12/25 HUMBER SALOON. Mechanical perfection, bodily soundness essential. Also two-speed Morgan sliding dog: Colmore Nash handbook. Mulholland, Ballywalter Park, Co. Down. [7347

£60 WAITING for reliable sports or tourer. 8/12 horse. Yorkshire or County Durham. Castle, 30, Mount Ephraim, Holgate Road, York. [7264

RILEY IMP 1934-35 manual box if possible, price according to condition; max. £250. Genuine private purchaser. Box No. M268, MOTOR SPORT, 15, City Road, E.C.1. [7263

1939 MORRIS EIGHT 4-speed gearbox. Harrison, White House, Farningham, Kent. [7282

M.G. ANY SPARES for M, J2, or P-type, including complete engine, gearbox. Box No. M286, MOTOR SPORT, 15, City Road, E.C.1. [7286

LANCIA, DILAMBDA, ASTURA, OR TRIKAPPA. Also any Lancia literature. Box No. M288, MOTOR SPORT, 15, City Road, E.C.1. [7288

ROLLS-ROYCE SILVER GHOST in original or near original condition. Box No. M304, MOTOR SPORT, 15, City Road, E.C.1. [7304

FOLD-FLAT WINDSCREEN, without glass., Swindlehurst, Ashbourne Road, Leek, Staffs. [7358

TRIUMPH GLORIA in good order. S/Lt. McAra, H.M.S. "Vanguard," c/o G.P.O., London. [7363

TRIUMPH ROADSTER WANTED. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [7375

WANTED—*continued*

RILEY KESTREL TWELVE engine complete, 1935-38. Rebuilt or fit to rebuild. Dawson, Sowerby Lodge, Barrow-in-Furness, Lancs. [7383

RILEY SALOON REQUIRED. Private buyer. Up to £200 cash available for good specimen, excellent bodywork essential. Poulsen, 27, Harvey Road, London, N.8. Tel.: Mountview 9536. [7394

VINTAGE BABY AUSTIN tourer in good condition, but cheap. Will have good home. Stockton, "The Manse," Birmingham Road, Coleshill, near Birmingham. [7429

ALVIS A.M. LAGONDA 1½/2-litre 4-seater open. About 1935. Massey, Baldwins Gate, Newcastle, Staffs. Tel.: Whitmore 341. [7434

FLYWHEEL HOUSING FOR PA M.G. Good condition essential. Parry, "Thatch," Three Mile Cross, Reading. [7440

URGENT. Crown wheel and pinion for 1937 Riley. Nine. Birnie, 184, Garthdee Road, Aberdeen. [7451

COOPER 1,000 OR 500-C.C. CHASSIS. No engine, gearbox, body required. Reasonable price only. Pick, 8, Toller Road, Leicester. [7456

HUMBER 16/50 engine required. Any condition acceptable. 5, Waterbeach Road, Slough. [7461

GOOD SPORTS SALOON or 4-seater open car, 10/12-h.p. Private buyer. 12, Twynham Road, Southbourne, Hants. [7378

6.50/7.00–16s. Exchange new 6.00–16 Goodyear de Luxe, tube, and/or 6.00–16 Groundgrips, or sell. Benington, The Twitten, Crowborough, Sussex. [7492

DESPERATELY for Surbaisse Amilcar, pinion and prop.-shaft. 10, Maple Road, Rubery, Birmingham. [7496

AUSTIN SEVEN—14-stud "Whatmouth Hewitt" cylinder head. High-lift camshaft. Cramp, Brookfield House, Garendon Road, Shepshed, Leics. [7498

GOOD CLASS 4-SEATER tourer or drophead coupé. Prefer Speed Twenty Alvis, about 1934. Must be in good condition, reasonable price, open to R.A.C. inspection. Murray, 3, Burleigh Road, Loughborough. [7519

M.G. TC HOOD and sidescreens, must be fawn and in good condition. Claybourn, 97, Bawtry Road, Doncaster. [7529

UNUSED or nearly new Mark V Buckler chassis. Colton, Kimbolton Road, Higham Ferrers. [7574

1934 SINGER NINE Le Mans coupé gearbox lid. Whole gearbox considered. Mais, 12, Musgrave Road, Gateshead, 9. [7589

8-H.P. TOURER, 1938 or post-war model. Tel.: Barnet 6050, evenings. [7600

BENTLEY TOURER, around 1925, 4-seater, any condition, with or without engine. Cheap, for rebuild. 10, Deacon Road, Bridgwater, Som. [7620

SITUATIONS VACANT

MERCEDES-BENZ (GREAT BRITAIN), LTD. require a few enthusiastic young mechanics for work and further training in their London workshops. Over Union rates, alternate five and six day weeks, good canteen, lodgings easily obtainable. Selected applicants will be paid fares for interview. Write, full details and experience, to Mercedes-Benz (Great Britain), Ltd., 111, Grosvenor Road, London, S.W.1. [7256

EXCHANGES

NEW LIGHTWEIGHT CARRIER M.G. TA for full tonneau. Jones, Heanton, Braunton, Devon. [7277

VICTORIAN BROADWOOD GRAND, long chassis. Just tuned. Exchange anything on wheels. 6, Acre Lane, Carshalton, Surrey. [7289

M.G. TA WANTED. Exchange 10-h.p. saloon, excellent condition. Value £225. 49, Thayers Farm Road, Beckenham, Kent. Tel.: BEC 4729. [7427

ROESCH TALBOT 90 SALOON. Registered 1952. Exchange Fordson 10-cwt. similar. Bugatti 2-litre. Exchange Volkswagen, Fiat. Sell either. Excellent throughout. Buyer required, new A30-40 imminent delivery. List. Rudge spares 1930-39. 32, Glebe Road, Stanmore. Tel.: Grimsdyke 692. [7446

RILEY KESTREL 1935/36, 9 H.P., really excellent specimen, exchange for interesting shooting-brake or drophead, 10-12 h.p. Full details. Biggs, 204, Henwick Road, Worcester. [7478

FIAT 1,100-c.c., 1939, 4-door drophead saloon Fitted genuine Simca engine. Sell or exchange for post-war Citroën with cash adjustment. Richardson, 422, Mansfield Road, Nottingham. Tel.: 64183. [7493

M.G. J2, had excellent performance, crankshaft broken! no other damage. Photo. Offers? Exchange motor-cycle or W.H.Y.? 14, Friern Barnet Road, N.11. Tel.: ENT 2705. [7530

ALVIS SEVENTEEN sports saloon, 1936. £200, or exchange for tourer. Five Ace discs (20-inch), £4. 64, Birstwith Road, Harrogate. [7555

MORRIS M.10 GEARBOX, new condition, with remote control, for TC box similar condition. Mayne, Calstock, Cornwall. [7558

MORGAN 3-WHEELER, o.h.v. Matchless, 1933/4, good condition, for Riley Nine saloon or sell, £115. 3, Gordon Road, East Dereham, Norfolk. [7587

M.G. (PB) 2-seater body wanted. Exchange for (PB) "Airline" coupé body or sell. 12, Queens Road, Peckham. [7593

EXCHANGES—*continued*

MORGAN J.A.P., 1,100, 1934, extensively rebuilt, for open vintage car over 12 h.p. Condition, character, more important than performance or economy. Write: Kirkpatrick, 43, Woodstock Road, Oxford. [7606

S.S.I. 16-H.P. sports saloon. Excellent condition. Recent overhaul costing over £100 (bills), including resleeving, bushing, new clutch, brakes, etc. Taxed, insured. Exchange for smaller family saloon or utility in similar condition, or sell to reasonable offer. Tel.: Shoreditch 6652. [7629

SPECIAL BODY M-TYPE M.G. 2-seater, sound car, for economy saloon or tourer. Or sell. Tel.: Farnsfield 327. [7630

MISCELLANEOUS

CANTERBURY, KENT. Engineering business specialising in crankshaft grinding, reboring, etc., extensive freehold premises, well equipped modern machinery. King & Ashenden, 48, High Street, Canterbury. Tel.: 4711. [7395

TYRES, TUBES, TYRES. 5,000 in stock. New remoulds, used, obsolete and beaded edge, for anything on wheels. No junk. Express service to anywhere in the U.K. Hamiltons, Tyre Specialists, 22/24, Vicarage Street, Yeovil. Tel.: Yeovil 927. [7408

PERSONAL CHRISTMAS CARDS from your favourite motoring picture. 2s. each, including envelope. Size 6 in. by 4 in. Send photo or negative to: Howard Venning, Parsonage End, Takeley, Essex. [7398

SUTTON REBORE SERVICE stock all piston rings, including Cords and Duaflex. 38, Lind Road, Sutton, Surrey. Tel.: VIG 5685. [7412

THE "WRITE-UP" YOU WANT. Another batch just arrived. We have 1,000s back numbers "Motor Sport" and other British and American Motoring Magazines. 100 to 1 we have just the Road Test or Write-Up you've been looking for. Come along and browse through our unique stock. Few minutes Earls Court. Popular Book Centre, 127, Shepherds Bush Road, London, W.6. [7465

HOODS, TONNEAU COVERS, etc., made to your pattern and dispatched C.O.D. Upholstery, roofs, sliders, linings, carpets, etc., at works prices on request. Willie's, Ruvigny Garage, Ruvigny Gardens, Putney, London, S.W.15. Tel.: Putney 2879. [7590

HEADLAMP REFLECTORS heavily electro-plated, 100 per cent. silver, mirror finish, guaranteed. 5s. 9d. each, returned day received. Send P.O.: R. E. Packer, Sion Place, Clifton, Bristol. [7595

CAR AUCTIONS in Alexandra Palace every Thursday. Hundreds of buyers waiting, let us sell your car. Simple, quick, only 10s. entrance fee. No sale, no commission. Free valuations; place your own reserve. Entries accepted up to and including day of sale. Auctions also held every Wednesday Farnborough and every Tuesday Chichester. Auctions particulars from Southern Counties Car Auctions, Ltd., Alexandra Palace, London, N.22; Farnborough, Hants, and Chichester, Sussex. [7549

OLD-ESTABLISHED FAMILY West Midland Garage. With Morris Car Dealer Agency of over 30 years, also three motor coaches and taxi, three pumps, six daily 'bus contracts, modern showroom and workshops, all adjoining modernised half-timbered residence with five bedrooms. All main services. Freehold. Possession. £10,000. Particulars from J. Straker, Chadwick & Sons, Auctioneers, Abergavenny. Tel.: 24/25. [7552

SPANNERS. Good work demands good tools. Equip your workshop with "Super-Slim" high-tensile carbon steel spanners. Nearly twice as strong as British Standard specification for alloy steel spanners, but half the cost. Six to a set, ¼ in.-½ in. Whitworth. Supplied in clip and boxed at 12s. 9d., or 18s. 6d. super finish, plus 1s. 3d. post and packing. Cash with orders to, or C.O.D. from: The Steel Breaking and Dismantling Co., Ltd., Lockoford Sidings, Chesterfield. [7548

SUPERCHARGER—WADE, for 1½-litre Riley, complete with carburetter, boost gauge and all fittings. As new, offers: Ted Booth, Park Avenue Printing Works, Hull. [7244

M.G. SPLINED REAR HUBS, one pair knock-on type, new. Two 17-in. wire wheels to fit same. Will sell separately, offers: Ted Booth, Park Avenue Printing Works, Hull. [7469

DO YOUR OWN WELDING, brazing, soldering with the Brevet Safety Arc Welder, works off car battery. Ideal for "special" builder, engineer, small garage. Robust and simple to use, complete with filler metals. 37s. 6d. post free. Brevet Components Company, 238, Whitegate Drive, Blackpool. [7506

BREVET PETROL ECONOMISER guaranteed 15 per cent. increased economy and efficiency, fitted in few minutes. 22s. 6d. post free. Brevet Components Company, 238, Whitegate Drive, Blackpool. [7507

HISPANO-SUIZA SPARES and repairs: G. Briand, 47, Tamworth Road, Croydon. Tel.: Croydon 1742. [7617

TRIPLEX EXPRESS REPLACEMENT SERVICE. Any pattern supplied. Balmers (Glass Merchants), Ltd., Derby Road, Watford. Tel.: Watford 4268. [7622



right round the World there's . . .

KEY TO MAP

GIRLING SERVICE OPERATES IN EVERY COUNTRY WHERE A FLAG IS SHOWN

The complete list of Authorised Service Agents can be obtained from Girling Ltd., Kings Road, Tyseley, Birmingham, 11

Argentina
Bahamas
Barbados
Bermuda
Brazil
British Columbia
British Guiana
British Honduras
Chile
Colombia
Canada

Belgium & Luxembourg
Canary Islands
Cyprus
Czechoslovakia
Denmark
Eire
Finland

Aden & Yemen
Burma
Ceylon
Hong Kong
India
Indonesia
Iran (Persia)

Australia
New South Wales
Queensland
South Australia

Azores
Belgian Congo
Egypt
Eritrea
Ethiopia & Somaliland
French Morocco

Gambia
Gold Coast
Costa Rica
Cuba
Curacao
Dominican Republic
Dutch Guiana
Ecuador
Guatemala
Jamaica
Mexico
Nicaragua

France & Monaco
Germany
Gibraltar
Greece
Holland
Yugoslavia
Iceland

Japan
Iraq
Lebanon
Malaya
Oman
Pakistan
Persian Gulf

Tasmania
Victoria
Western Australia
New Zealand

Kenya
Mauritius
Mozambique
Nigeria
Nyasaland
Rhodesia (Southern)

Sierra Leone
Sudan
Panama
Paraguay
Peru
San Salvador
Trinidad & Tobago
United States of America
Uruguay
Venezuela

Italy
Malta
Norway
Portugal
Spain
Sweden
Switzerland

Israel
Saudi Arabia
Syria
Thailand (Siam)
Turkey

Fiji Islands
New Guinea

Tanganyika
Tangier
Togoland
Tripolitania
Uganda
Union of South Africa

GIRLING

THE BEST BRAKES IN THE WORLD

service — *Way Out Ahead* →

GIRLING LIMITED · KINGS ROAD · TYSELEY · BIRMINGHAM · 11

YOU START WITH MANY EXTRAS IN HAND

"PR"

POROUS RUBBER SEPARATORS

CLEAN-TOP ASSEMBLY

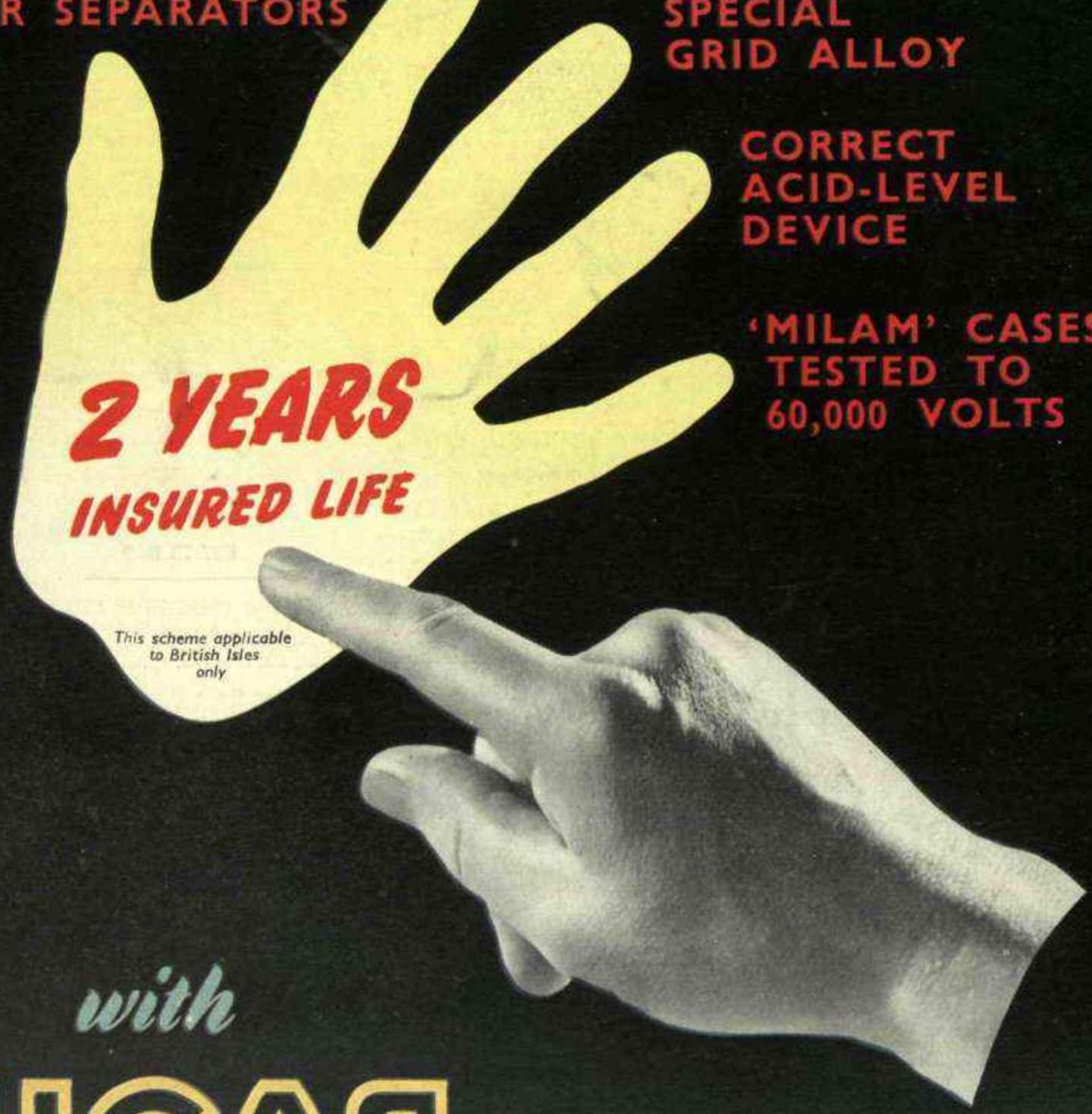
LUCAS SPECIAL GRID ALLOY

CORRECT ACID-LEVEL DEVICE

'MILAM' CASES TESTED TO 60,000 VOLTS

2 YEARS INSURED LIFE

This scheme applicable to British Isles only



with

LUCAS "KING OF THE ROAD"

CAR BATTERIES

MOTOR SHOW · EARLS COURT · SEE STAND NO. 251

Published by The Teesdale Publishing Co., Ltd., 15-17, City Road, London, E.C.1, and printed by Tee & Whiten and J. Mead, Ltd., 21, City Road, London, E.C.1. Trade Agents : Horace Marshall & Son, Ltd., Temple House, Tallis Street, London, E.C.4. Agents for Australasia : Gordon & Gotch (Australasia), Ltd