Vol. XXVII. No. 2 EIGHTEEN PENCE February, 1951

# MOTOR SPORT

INCORPORATING

## Speed


MOST OF THE *FASTEST*
RELY ON THE *SAFEST*

To win on road or track, brake linings must be highly efficient . . . and utterly dependable. Ferodo's long history of racing success is a solid assurance of *both* these qualities, which are just as essential for safety and confidence in every-day motoring.

FERODO BRAKE LININGS

FERODO LIMITED, CHAPEL-EN-LE-FRITH
*A Member of the Turner & Newall Organization*

# APPRECIATION



ALLARD

THE ALLARD MOTOR COMPANY LTD

Telegraphic Address
Inland ALMOTCO, CLAPCOM, LONDON
Overseas ALMOTCO-LONDON

Telephone:
H.O. & SALES MACaulay 3201.

Head Office & SALES: 14/28, CLAPHAM HIGH STREET, S.W.4.

3rd November, 1950.

Messrs.The Vigzol Oil Company Ltd.
Vigzol House,
Greenwich,
S.E.10.

Our Ref: HLB/SHA/OAT.

Dear Sirs,

With the close of the competition season I wish to express my appreciation of your excellent product.

In events of such diverse nature as the Monte Carlo Rally, the Grand Prix d'Endurance at Le Mans, circuit racing at Silverstone and Goodwood and sprint events, both on the flat and hill climbs, I have had no hesitation in relying implicitly on your 'Climax' oil.

This oil has been equally efficacious in engines with different characteristics, such as the big 5.4 water cooled Cadillac used in the Le Mans car, and the air cooled Steyr in the sprint and hill climb Steyr-Allard.

To my mind the most valuable feature of 'Vigzol-Climax' is its fluidity at low, and its maintenance of viscosity at high, temperatures.

I shall certainly continue to use this oil during next season, and would add that I officially recommend its use in my standard productions fitted with the Ford engine.

Thanking you for your valued co-operation.

Yours faithfully,

S.H.ALLARD.

*"To my mind,"* writes Mr. S. H. Allard, *"the most valuable feature of Vigzol 'Climax' is its fluidity at low, and its maintenance of viscosity at high, temperatures."*

Here in a nutshell is the reason why **VIGZOL** is the oil for your car whether you go in for racing or are what is known as an average motorist. **VIGZOL** combines the three vital properties of the ideal lubricant—High Film Strength (Viscosity), Detergency and Anti-oxidation. It costs a little more, but, after all, it pays to buy the best.
*Ask your garage to drain and refill with* **VIGZOL** *at the first opportunity.*

**VIGZOL**

**SUPREME IN ANY EVENT**

**THE VIGZOL OIL COMPANY LIMITED, VIGZOL HOUSE, GREENWICH, S.E.10**

# *Where quality counts—*



*Photo by Guy Griffiths.*

## BRIAN SHAWE-TAYLOR SAYS:—

***"—even after two arduous seasons the blower seems as good as new and has not needed any attention. I can think of few other standard components which would give such a combination of performance and complete reliability under racing conditions."***

## COMPETITION SUCCESSES—1950 SEASON

April : Goodwood (Chichester Cup)—third, R. D. Poore (Alfa-Romeo).
Goodwood (Richmond Trophy)—third, B. Shawe-Taylor (E.R.A.).

May : Goodwood (First Whitsun Handicap)—third, A. P. Rolt (Delage).
Goodwood (Third Whitsun Handicap)—third, A. P. Rolt (Delage).

June : Shelsley—second f.t.d., R. D. Poore (Alfa-Romeo).
Prescott—Fastest time of day, R. D. Poore (Alfa-Romeo).
Empire Trophy—fourth, B. Shawe-Taylor (E.R.A.).
—seventh, A. P. Rolt (Delage).
Bo'ness—second f.t.d., R. D. Poore (Alfa-Romeo).

July : Rest and Be Thankful—f.t.d., R. D. Poore (Alfa-Romeo).
—Motor World Trophy, R. D. Poore (Alfa-Romeo).
Grand Prix d'Albi—third, Manzon (Simca-Gordini).
—fifth, Trintignant (Simca-Gordini).

July : Blandford—second f.t.d., R. D. Poore (Alfa-Romeo).
—Sherrif Cup, R. D. Poore (Alfa-Romeo).
Geneva—fifth, Manzon (Simca-Gordini).

Aug. : Bouley Bay—second, f.t.d. R. D. Poore (Alfa-Romeo).
Val des Terres—Fastest time of day, R. D. Poore (Alfa-Romeo)
—Robillard Trophy, R. D. Poore (Alfa-Romeo).
*Daily Express* Trophy—(Heat 2) second, B. Shawe-Taylor (E.R.A.).
—(Final) fifth, B. Shawe-Taylor (E.R.A.).

Sept. : Prescott—Fastest time of day, R. D. Poore (Alfa-Romeo).
Goodwood (Woodcote Cup)—fifth, B. Shawe-Taylor (E.R.A.).
Goodwood (Goodwood Trophy)—fifth, B. Shawe-Taylor (E.R.A.).

Oct. : Castle Combe (Formula libre)—first, B. Shawe-Taylor (E.R.A.)
—Fastest lap, B. Shawe-Taylor (E.R.A.).

1950 British Hill-Climb Championship—first, R. D. Poore (Alfa-Romeo).

## • • • SUPERCHARGING BY WADE

ENGINEERING LIMITED
GATWICK AIRPORT, HORLEY, SURREY

★ *Our appointed agents will be pleased to give you particulars of Wade low-pressure installations for private cars.*

# MOTORING BOOK NEWS FROM F. & E. STONEHAM

## NEW BRIDGE STREET, E.C.4

(NEAR LUDGATE CIRCUS)

**A COMPETITION** Here's a chance for the knowledgeable folk to shine. A Motoring Competition in anagrammatical form. We give below six words composed of jumbled-up letters but which, when sorted out, are all well-known names of places, people, cars or famous events. Your job is to sort 'em out.

We offer Vouchers exchangeable for Motoring Books, to the value of **31/6, 21/-** and **10/6** as 1st, 2nd and 3rd prizes, respectively, to the first THREE correct (or nearest correct) answers opened by the first post on the closing date, Thursday, February 22nd. Entry is free to all readers of "Motor Sport," but be sure to mark your envelope in the top left-hand corner—"COMPETITION."

(1) PJENURI (2) YDAELLN THEGI (3) LREILTBE (4) SNUEARNEVN (5) HTTNNIIEC (6) VTNESSERILO

**For our tired friends who would sooner buy their books rather than go in for competitions, we list below this winter's most outstanding**

**MOTORING BOOKS**

| | | |
|---|---|---|
| **SPEED FROM THE SPORTS CAR,** *by "Calculus"* ... ... ... | 8/- | post free |
| **MONTE CARLO RALLY,** *by Russell Lowry* ... ... ... ... ... | 8/- | " |
| **MOTOR CYCLE CAVALCADE,** *by "Ixion" of "Motor Cycle"* ... | 11/- | " |
| **HORSELESS CARRIAGE,** *by L. T. C. Rolt* ... ... ... ... ... | 20/9 | " |
| **RACING VOITURETTES,** *by Kent Karslake* ... ... ... ... ... | 21/9 | " |

AND A BRAND NEW BOOK—

**UNDER MY BONNET,** *by G. R. N. Minchen,* which we would describe as a most unusual and enjoyable book, being the reminiscences of a man who has had much to do with motor cars and motoring. He has known all the famous personalities and he tells his stories in the most amusing manner. **15/9 post free**

*DON'T FORGET TO CALL ON US WHEN NEXT IN LONDON, OR SEND FOR OUR FULL CATALOGUE*

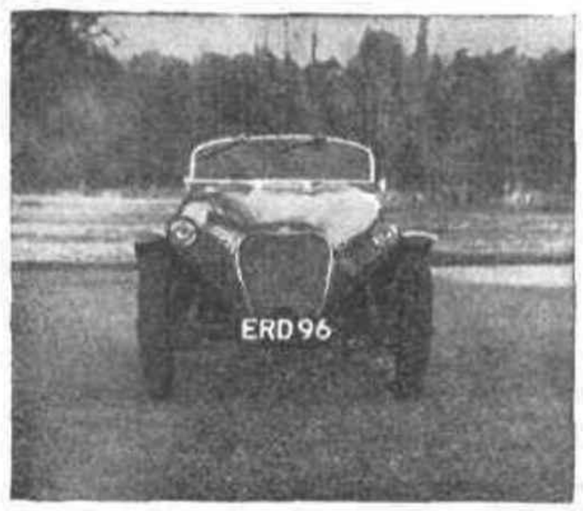
DEPT. M.S. **1-3, STATION BUILDINGS NEW BRIDGE STREET, E.C.4** CENTRAL 1859

# BUCKLER MULTI-TUBULAR FRAMES FOR RIGIDITY

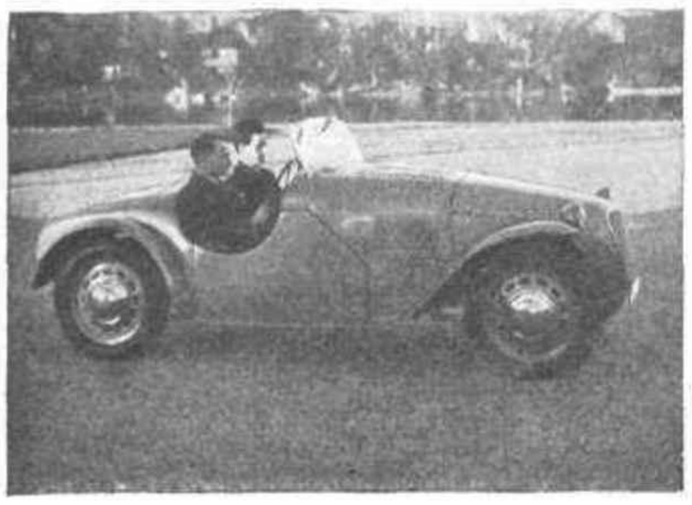
ENJOY THE THRILL OF DRIVING A THOROUGHBRED—BUY THE MARK V FRAME AND BUILD YOUR OWN REPLICA OF THE

## BUCKLER FORD 10 SPECIAL

GRAND PRIX CAR HANDLING — 40-50 M.P.G.




**PERFECT ROADHOLDING — "HANDS OFF" STEERING AT ALL SPEEDS. OUTSTANDING CORNERING — "HANDS OFF" BRAKING FROM 80 M.P.H. INEXPENSIVE TO RUN—40-50 M.P.G. UNBLOWN . . . INEXPENSIVE TO MAINTAIN. REAL RELIABILITY—CONSTANT PERFORMANCE WITHOUT CONTINUAL TINKERING. INEXPENSIVE TO BUILD.**



**BUCKLER SPECIALS HAVE WON OVER 40 AWARDS IN SPORTS CAR RACES, HILL-CLIMBS, SPRINTS AND TRIALS**

"... the run to the circuit refreshed our memory of Buckler roadholding, braking and stability at a 50+ m.p.h. average over wet roads."—*Motor Sport.*

| BUCKLER MULTI-TUBULAR FRAMES | BUCKLER I.F.S. CONVERSION | BUCKLER CLOSE-RATIO GEARS |
|---|---|---|
| Mark V 2-seater<br>Mark X 3-seater | Fits Ford Specials, Anglias and Prefects | Ready to instal in Eight or Ten gearbox 205/- |

**BUCKLERS 67 Caversham Road, Reading** *Phone:* **READING 3227 & 4903**

# H. M. BENTLEY & PARTNERS

SACKVILLE HOUSE, 40, PICCADILLY, W.1

REGENT 0640

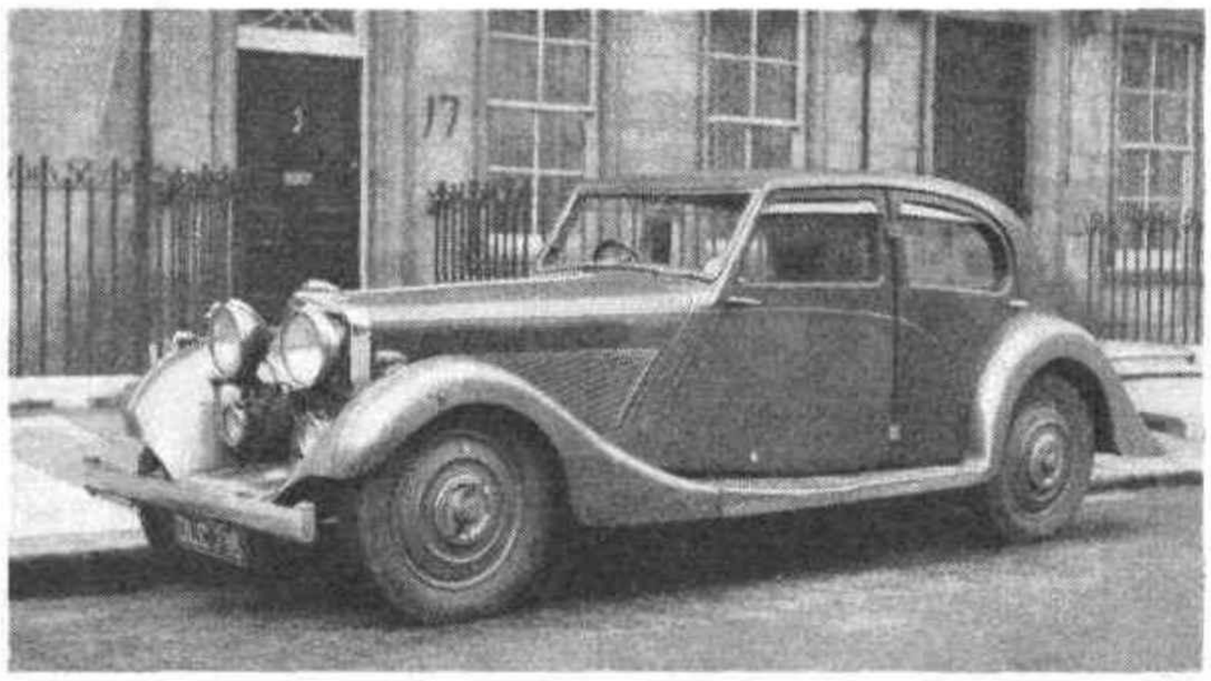
1937 Model "105"

3-LITRE TALBOT AIRLINE

Streamlined Sports Saloon,

Gunmetal with blue leather interior, excellent condition and thoroughly recommended

**£485**



SPARES AND MAINTENANCE

JAVELIN & JUPITER MAIN AGENTS

at our SERVICE DEPARTMENT: 22-23, GROSVENOR CRESCENT MEWS, HYDE PARK CORNER, S.W.1

SLOANE 3094

**AVERIL SCOTT-MONCRIEFF'S**

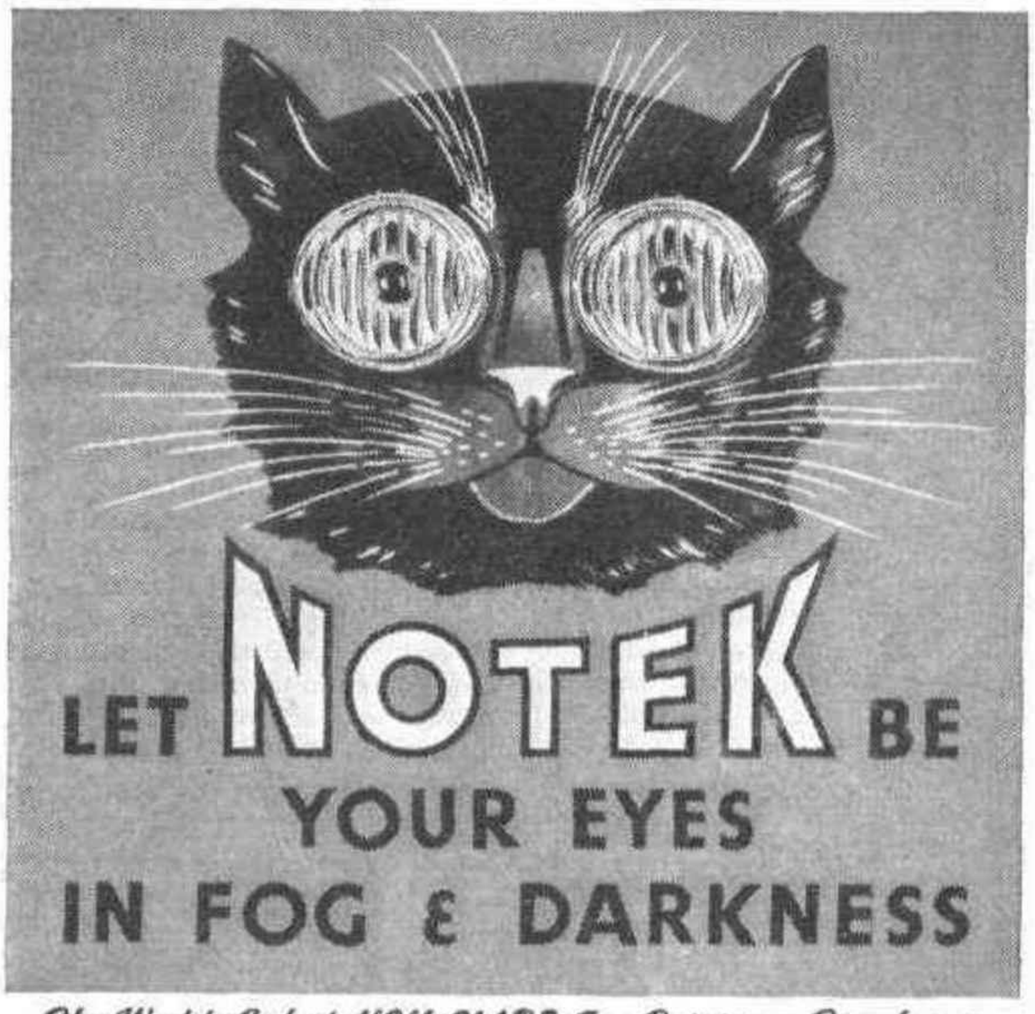
## 37A Road-equipped BUGATTI

HOLDING CLASS RECORD BO'NESS. 1,496-c.c. (11.9 h.p.), four-cylinder supercharged; first registered 1935 but eligible vintage events. Used daily on road and Continental touring, with baggage for two; 28 m.p.g. ONLY TWO OTHER OWNERS SINCE NEW. Never crashed. In absolutely original condition except for modifications done at or approved by Molsheim. Bills, England and Molsheim shown £300. Now having winter overhaul including four new Martlets. Reason sale, bought 51A.

Price, repainted, INCLUDING FIFTY POUNDS WORTH NEW ROAD DUNLOPS

**£475**

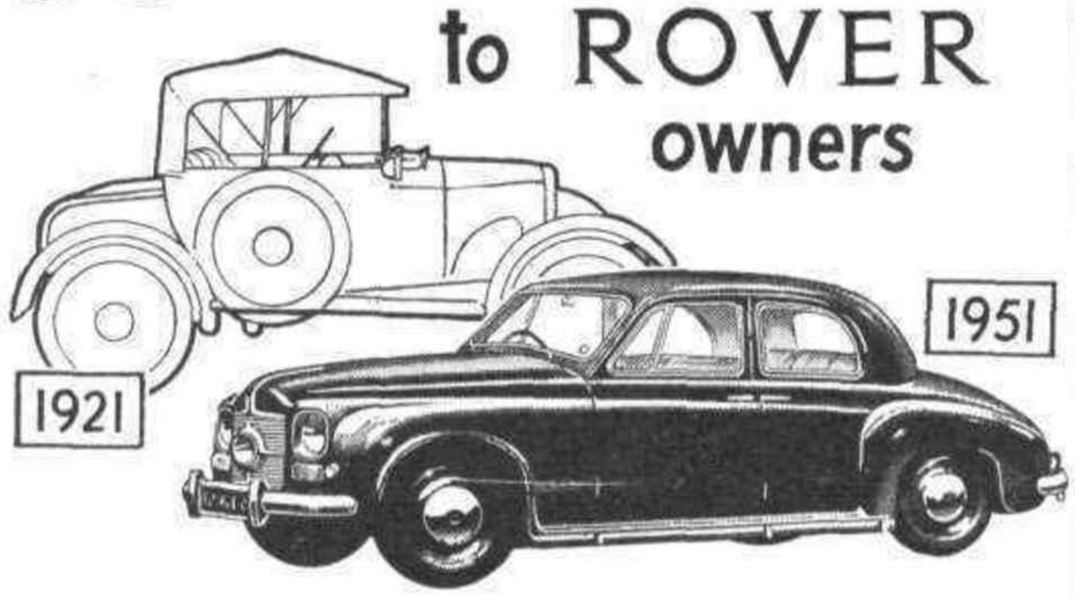
**Mrs. D. SCOTT-MONCRIEFF,**
**Kirkton House, Forfar, Scotland**
*Tel.: Forfar 176*




*The Worlds Safest NON-GLARE Fog, Driving & Pass Lamp*

**PASSMASTER**—Triumph of Optical Research. Throws a powerful beam to the near side of the road only—eliminates dazzle.
**ROADMASTER**—Range 300 ft. Width 80 ft. **SPEEDMASTER**—Range 600 ft. Width over 40 ft.
Recommended for private cars, particularly those under 20 h.p.
**FOGMASTER**—Range 400 ft. Width 80 ft. **DRIVEMASTER**—Range 800 ft. Width over 40 ft.
Recommended for larger cars and commercial vehicles.
The superb Notek Beam can only be achieved by using Notek Mazda 36w. horizontal filament bulbs.
**A New Development: NOTEK REVERSING LIGHT**
*Ask for detailed Brochure:* **Obtainable from Garages and Motor Agents**

# 30 years exclusive service to ROVER owners

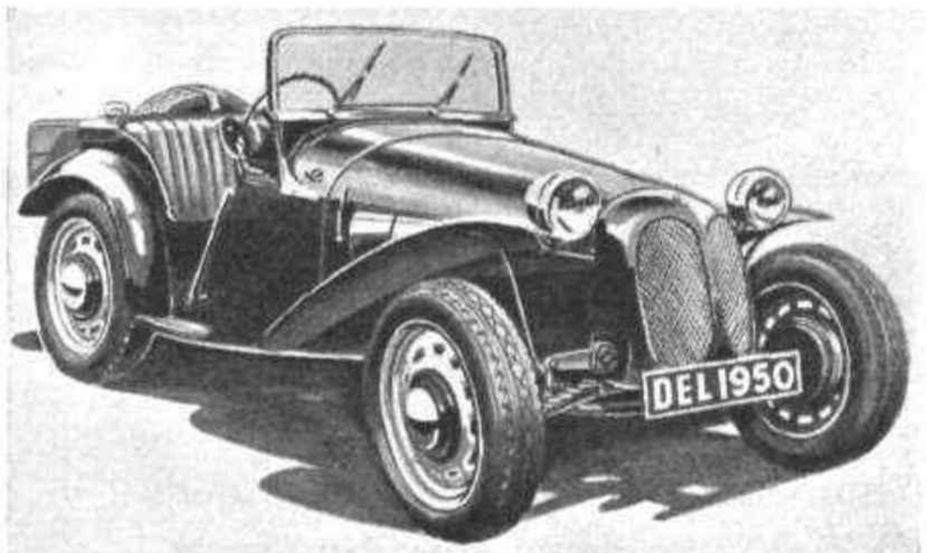



We enjoy a reputation that we are proud of and strive to keep. Fully equipped workshops—keen and enthusiastic staff—the largest stock of Rover spares in the country—are not the ONLY reasons why we are kept busy. The secret of our success is in our offering a "one-make" service—for Rover owners only.

J·W GETHIN Limited

GRANGE WORKS · WARWICK ROAD · TYSELEY
BIRMINGHAM 11 · Tel: ACOCKS GREEN 1222-4

# THE Yellow




Tubular chassis design of exceptional strength, with a tubular frame body constructed integrally with the chassis for maximum rigidity. All-weather equipment. Powered with Ford 10-h.p. engine fitted with double valve springs.

**Ex-Works £497 plus p.t. £138 16s. 1d.**

DEMONSTRATION MODEL AVAILABLE

**THE GORDON GARAGE (Dulwich) LTD.,**
**33/35, East Dulwich Road, London, S.E.22**
*London and South Eastern County Distributors*
(*Tel.* : New Cross 2456)
**Agent for WADE Superchargers**

# OCTOL

## THE SUPREME ANTI-KNOCK AGENT

OCTOL is an accurately and scientifically blended fuel additive which will increase the octane rating of Pool petrol to any desired value by the addition of the correct percentage.
Sports car enthusiasts will find 5% adequate for all normal purposes, and 10% will cope with sports cars tuned to high-performance figures.
The price is fifteen shillings per gallon. Five-gallon drums are delivered carriage and drums free.

**We welcome all enthusiasts at our Croydon address**

*Obtainable from leading garages catering for the sports car enthusiast, or direct from :*

South London : **HIGH FLASH PETROLEUM CO., LTD.**
**40, Parsons Mead, West Croydon, Surrey**
*Telephone* : Croydon 7634

North London : **HENRY J. NICHOLLS, LTD.**
**308, Holloway Road, London, N.7.**
*Telephone* : North 4272

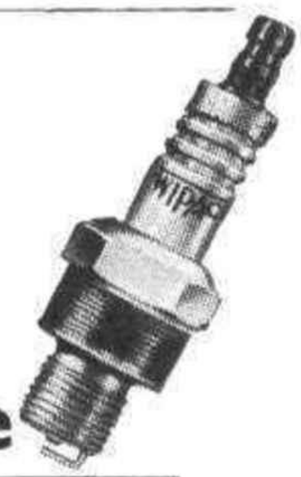
East London : **W. JACOBS & SON**
**Chigwell Road, South Woodford, E.18**
*Telephone* : Wanstead 0660

West Country : **ULTRA GARAGES, LTD.**
**135, Stoke Lane, Westbury-on-Trym, Bristol, 9**
*Telephone* : Westbury 68781

*All inquiries to the manufacturers :*
HIGH FLASH PETROLEUM CO., LTD.
40, Parsons Mead, West Croydon, Surrey. *Tel.*: Croydon 7634

# A new plug

*(For the present available only in 14 mm. standard and long-reach and 18 mm. standard)*




# at a new price

**3/6D**

# guaranteed for

**10,000 miles**

**WIPAC SPARK PLUGS**



*George says :*
"This is real value for money"

POST THIS COUPON TODAY

**To: WICO-PACY SALES CORPORATION LTD · BLETCHLEY · ENGLAND**

*Please send me a set of WIPAC SPARK PLUGS suitable for a*.....
*Model* ..... *Year* ..... *I enclose cheque P.O. value £* : :
**NAME** *(block letters)* .....
**ADDRESS** .....
M55
*Name and address of your Garage* .....

*Stowe & Bowden* 500

# FACTS *for those looking for the best production sports car*

Perhaps the most important aspects of this matter for the consideration of the private owner are proven high-speed reliability, together with the ability to substantially increase performance over that estimated on engine capacity. In view of the many important international handicap events for sports cars, a production car possessing these qualities can be outstandingly successful in the hands of the private owner in open competition, even against professional drivers in factory cars.

In every event in 1950 in which Frazer-Nash cars have been entered, whether one, two, three, four or five have started, they have finished 100 per cent. and have challenged the leaders throughout, although invariably these were cars of greater capacity. In international events, at home and abroad, Frazer-Nash cars on several occasions have been the first English cars in the list of finishers. Competition results prove that a Frazer-Nash is a potential outright winner of any sports car handicap event, apart from successes that can be achieved by a determined driver in open competition as demonstrated, for example, at Shelsley Walsh, Castle Combe, Blandford and New Jersey, U.S.A

In continuance of our pre-war traditions, we have left the Frazer-Nash reputation to be established by our private owners, although perhaps taking the longer way where our post-war models are concerned as opposed to starting off with professionally-driven works cars. Every new Frazer-Nash that is sold consolidates more firmly that reputation, and we can say with absolute truth that the Frazer-Nash you buy is identical in all respects of its specification with every Frazer-Nash you see in competition. The post-war Frazer-Nash target was to design and build the best production sports car in the world, and we accept the performance of any Frazer-Nash in any event as a standard of guarantee to any new owner. In the long run, any claim to be the best production sports car lies entirely in the hands of the owners of that car competing against production cars of other makes equally in the hands of private owners.

**1950 Targa Florio.** One Frazer-Nash started. In second place at over half distance, and when about to take the lead the experimental alloy petrol tank split, Franco Cortese having achieved up to that point record averages. After a delay of 90 minutes for repairs, the Frazer-Nash went on and finished. (*In the 1949 Targa Florio, a Frazer-Nash driven by Serafini held the absolute lead for three-quarters of the race, making fastest times between all controls and in the timed hill-climb.*)

**1950 Mille Miglia.** One Frazer-Nash started. Sixth in General Classification (irrespective of capacity) and second in 2-litre class. Average speed 74 m.p.h. With a 3½-litre Jaguar in fifth place 2½ mins. ahead of the Frazer-Nash, these were the first English cars to finish of the 383 starters.

**1949 24-Hour Race, Le Mans.** (60 entries.) One Frazer-Nash started. Third in Grand Prix d'Endurance, second in Rudge Whitworth Biennial Cup, third in Coupe de l'Indice de Performance (handicap). FIRST ENGLISH CAR in all three races. Average speed, 78.53 m.p.h.

**1950 24-Hour Race, Le Mans.** (60 entries.) Two Frazer-Nashes started—two finished. First and second in 2-litre class, second in Rudge Whitworth Biennial Cup and FIRST ENGLISH CAR. Fourth in Coupe de l'Indice de Performance (handicap). Ninth in General Classification. Average speed 82.20 m.p.h.

**1949 Production Car Race, Silverstone Circuit.** Four Frazer-Nashes started — four finished. First (81.73 m.p.h.) (up to 2,500 c.c.). Third in General Classification. Fastest lap (irrespective of class).

**1950 Production Car Race, Silverstone Circuit** (53 entries). Five Frazer-Nashes started—five finished. FIRST THREE ENGLISH CARS. Third at 81.53 m.p.h. (completing same number of laps as first and second cars), fourth and fifth in General Classification.

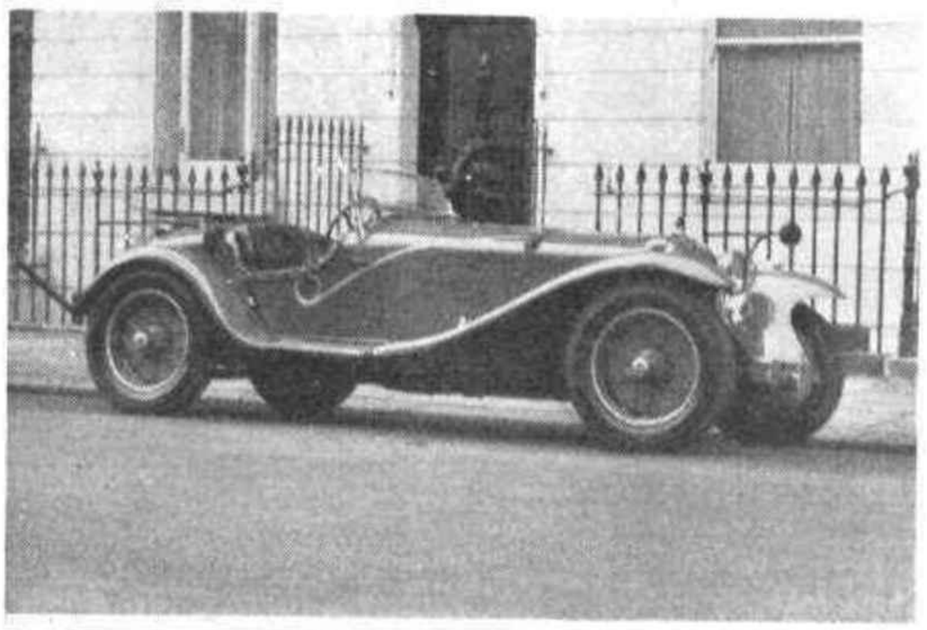
**1950 Production Car Race, Blandford Road Circuit.** Two Frazer-Nashes started—two finished. First (76.33 m.p.h.) and second in General Classification. Fastest lap (all entries) 78.84 m.p.h.

**1950 Production Car Race, New Jersey, U.S.A.** One Frazer-Nash started. First (81.98 m.p.h.)—entry included post-war English 3½- and 5½-litre cars. The Frazer-Nash won two other races at this meeting—one for " All-Comers " at 84.87 m.p.h.

**1950 Tourist Trophy Race, Dundrod Road Circuit.** (35 entries.) Four Frazer-Nashes started—four finished. Third in General Classification at 71.92 m.p.h. First, second, third and fourth in 2-litre class.

**1950 Shelsley Walsh Hill-Climb.** Three Frazer-Nashes entered—three fastest sports cars of the day, irrespective of class. Team Trophy fastest T.T. team. Trophy fastest T.T. car. First, second and third in 2-litre class—New Record.

**A.F.N. Ltd., Manufacturers of Frazer-Nash Cars, Falcon Works, London Road, Isleworth.**



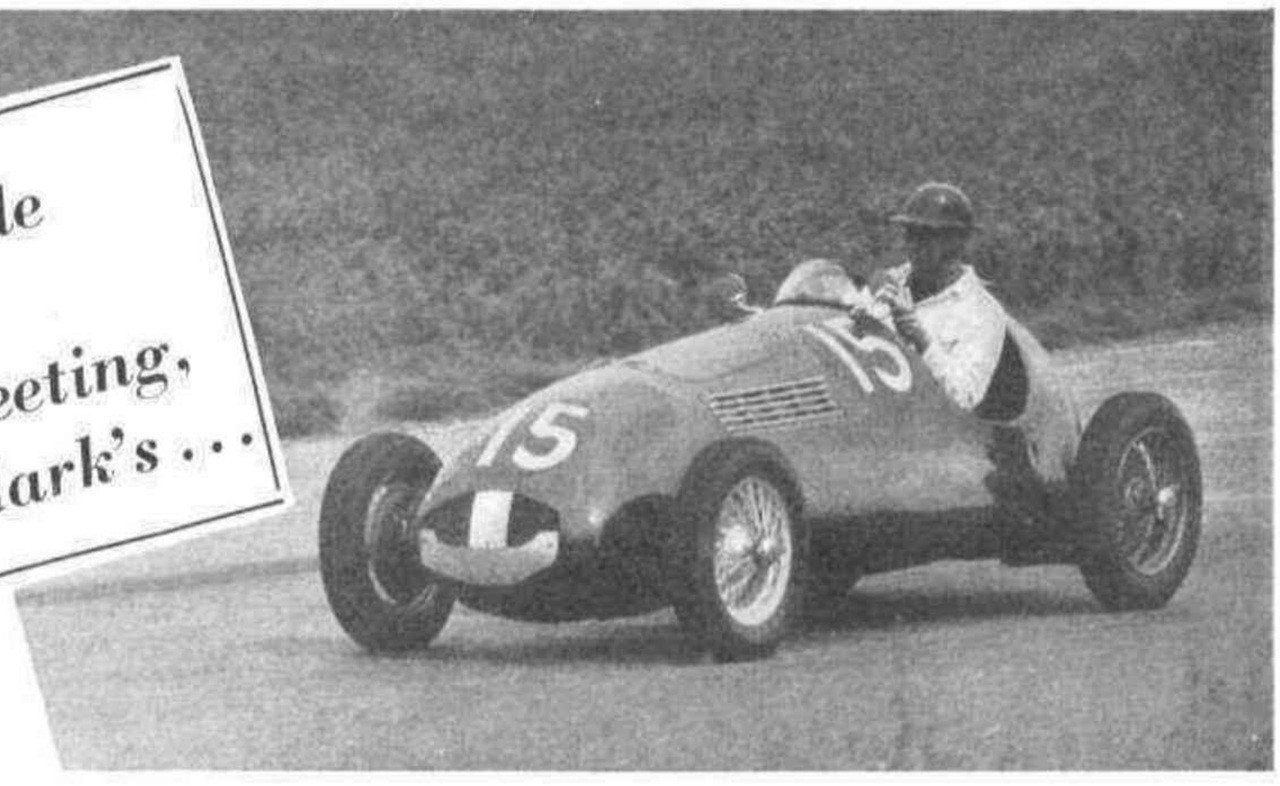
The famous ex-Guy Templer Type 8C, supercharged, twin o.h.c., eight-cylinder **2.3-litre "Mille Miglia" ALFA-ROMEO,** with fully road-equipped two-seater body by Castagna of Milan. This is one of the finest and fastest Alfas in the country. Brooklands lap speed 116 m.p.h. (Fastest Road Car Title 1939). Standing kilometre in 31.78 sec. (70.34 m.p.h.) at Brighton 1946. The car has never been used for serious racing. It has done a low mileage and has had only two owners since it was first registered in November, 1936. It is exceptionally reliable and docile and does not oil up plugs. Its condition is outstanding. The tyres are Dunlop Forts and are practically new. The coachwork, cellulose and chrome are spotless. The colour is, of course, Alfa red.

The car was fully described in "Talking of Sports Cars," No. 328, in the *Autocar* of January 13th, 1950. This is a unique opportunity to acquire one of the most beautiful sports cars in the world, equally suitable for competition or road use and immaculate enough for a concours d'elegance.

**UNIVERSITY MOTORS LTD.**

**STRATTON HOUSE, 80, PICCADILLY, W.1.** *Tel.:* GRO 4141

*If you want a reliable car in time for Easter Goodwood Meeting, what about Peter Clark's . . .*



# LEA FRANCIS—H.R.G. SPECIAL

Completely overhauled January, 1951, and ready to race. 1,750-c.c. Dry-sump engine has been completely stripped and bench-tested. Brakes have been re-lined and all necessary work done to chains. Front suspension has been modified to take Newton Dampers.

*Offers around £1,000 to—*

**HITHER COPPICE, HUDNALL COMMON, BERKHAMSTED, HERTS**

**MERCHISTON MOTORS**

*ROLLS-ROYCE AND BENTLEY SPECIALISTS*

*Announce that . . .* **"WILKIE"**

(Mr. W. E. WILKINSON)

has now become Works Director. In addition to supervising the maintenance and repairs of these high-class production models, he is also in charge of the tuning shop. Cars are prepared at reasonable charges, for road, track, trials and rallies

*Service Department:* **12/13, MERCHISTON MEWS, EDINBURGH, 11 · Phone: 56808**

VOL. XXVII No. 2 THE DB II ASTON-MARTIN FEBRUARY, 1951

# 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*

### TWO MEETINGS AT THE R.A.C.

Two important meetings took place at the R.A.C. during January. The first of these was the postponed Meeting of the Clubs, which has blossomed into an all-day affair and for which club representatives arrived very punctually, possibly because the invitations carried the wrong starting time!

Wilfred Andrews represented the R.A.C and Earl Howe took the Chair, giving us a welcome opportunity once again to pay tribute to his Lordship for the good he does British motor sport on every possible occasion.

This year the Meeting of the Clubs passed off smoothly and it was evident that delegates were either satisfied with, or resigned to, the attitude of the Competitions Committee to their Sport.

Col. Barnes said that last year 456 R.A.C. permits were issued, of which over 100 applied to speed events, and 11 new speed courses were inspected.

Two delegates remarked that it was inconvenient for competitors to be cleared from Silverstone by 8 p.m. after club race meetings and Col. Barnes promised a possible extension to 9 p.m., but said overnight camping could on no account be allowed under the terms of the present lease.

The usual lack of full co-operation between the A.C.U. and R.A.C. was touched on, but Earl Howe emphasised this and other difculties by pointing out that this year's National Calendar contains 547 fixtures, twelve on one day in one instance. The M.A.C. representative drew attention to clashes whereby probable Shelsley Walsh entries were drawn elsewhere and said he felt that the smaller clubs usurped a field covered adequately by more important bodies; he was countered by Desmond Scannell (B.R.D.C.) remarking that the clubs offering the greatest attractions to drivers naturally get the best entries and by "Pa" Moss, who felt that entry fees should be returnable to starters, which was not the case at Shelsley Walsh.

This turned the focus on racing finance. J. B. Jesty (W. Hants and Dorset C.C.) said his Club lost £800 on the 1949 Blandford Meeting and made £575 last year which, however, was spent half on the Army and the rest on the hill-climb. It was revealed that the Brighton Corporation loses £500–£600 on the Brighton Speed Trials due to the prevailing savage Entertainments Tax. The desire to return entry fees is largely defeated by this tax. Various ways of getting round it were discussed, none very hopeful. It would require an Act of Parliament to rescind it, but the R.A.C. would continue to fight, particularly for a reduction of tax to football match level. The B.R.D.C. paid over £21,000 in Entertainments Tax during the past two seasons. Bob Gerard feared entries must decline with rising costs; he was out of pocket to the extent of some £2,000 during the last two seasons.

The Lords Day Observance Society was another irritant touched upon. Earl Howe then drew attention to irregularities in races in S. America, where drivers competed without sanction from their National clubs, and said that the F.I.A. would be obliged to deal drastically with such breaches under Article 70 of the International Sporting Code. Col. Barnes announced some notable improvements in the regulations governing the 1951 R.A.C. Hill-Climb Championship, notably that no separate entry fee is payable and marks will be based on *general* placings of all competitors. He re-introduced the Silverstone Supporters Club as a means of obtaining reduced car park fees at "private" Silverstone race meetings.

Earl Howe revealed that medical standards as enforced in the Monaco Grand Prix regulations are likely to apply to all races before the first 1951 Grand Prix and that crash hats will be compulsory in racing by 1952.

The racing season ended on a surprise note, when Wilfred Andrews took a speaker to task for referring to vast crowds at Silverstone. He said there had never been even 80,000—which is surely at variance with official bulletins issued during past races?

The trials and rally session seems to have passed off even more smoothly and thereafter it was the pleasant duty of the Competitions Committee to present the 1950 R.A.C. Hill-Climb Championship Award to Roger Dennistoun Poore, the 1950 R.A.C. Trials Championship Prize to Ken Wharton (thrice winner of this title!), the Alpine Plaque to Ian Appleyard and to show the Guild of Motoring Writers' Silverstone film.

The other meeting was called to discuss the 1954 Grand Prix Formula, in order to guide Earl Howe when he represents this country at the C.S.I. debate on this subject in Brussels on February 17th. The R.A.C. Competitions and Technical Committees called on racing-car manufacturers, organisers, fuel, oil and tyre technicians and the Technical Press to express their views. B.R.M., E.R.A., H.W.M., Alta, Connaught, Dunlop, Shell-Mex and Anglo-American, the S.M.M.T., B.R.D.C., B.A.R.C., Ulster A.C. and R.A.S.C., and the *Autocar*, *Motor* and MOTOR SPORT sent representatives. Unfortunately, the meeting was so divided among itself that Earl Howe will go to Brussels

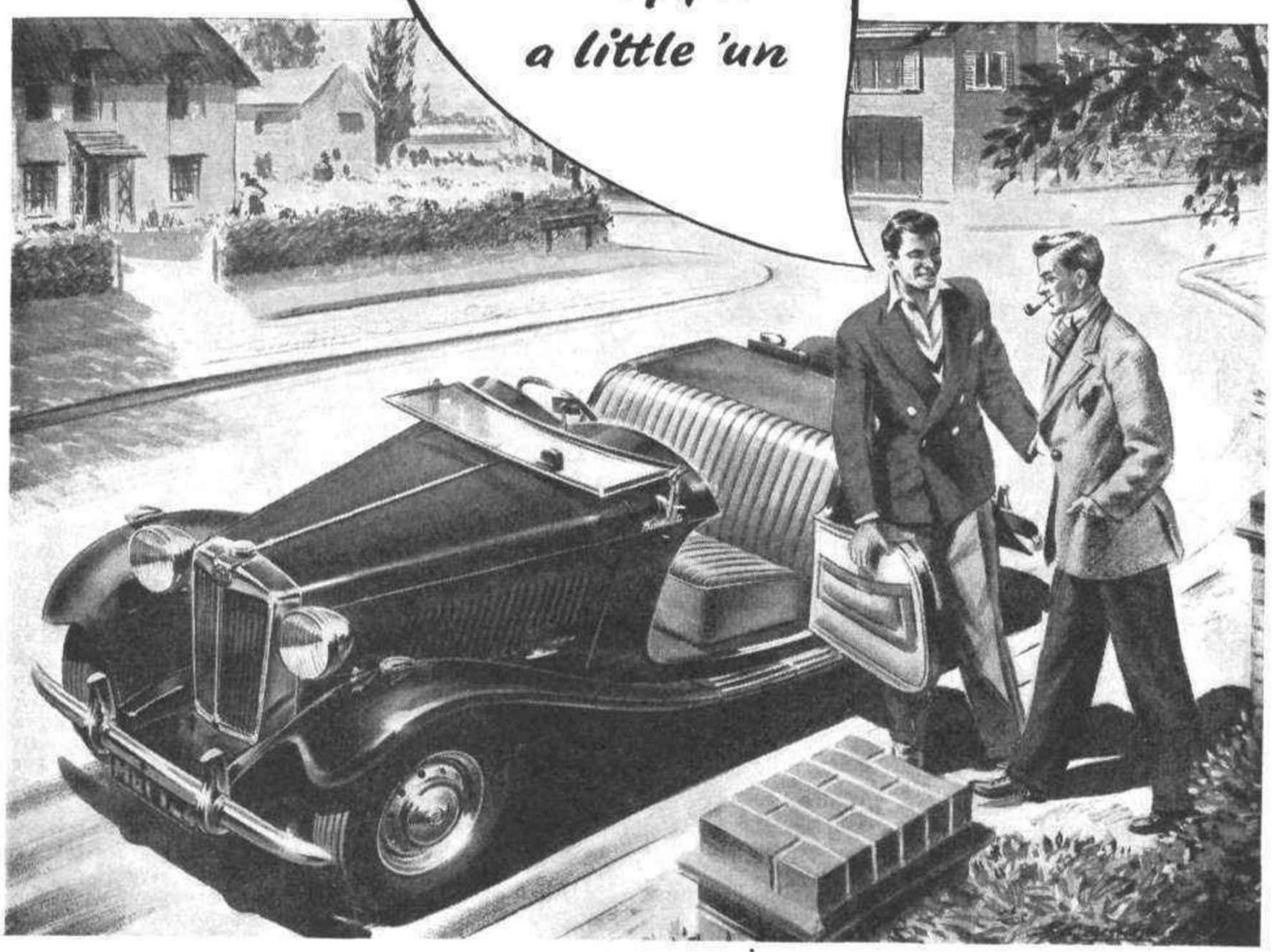
*Continued on page 66*

CONTENTS

| | Page |
|---|---|
| MATTERS OF MOMENT ... ... ... | 59 |
| REPORTS OF RECENT EVENTS ... ... | 61 |
| CHAIN CHATTER ... ... ... ... | 62 |
| CARS I HAVE OWNED ... ... ... | 63 |
| RUMBLINGS ... ... ... ... ... | 67 |
| THE 2½-LITRE ASTON-MARTIN DB II DROPHEAD COUPE ... ... ... ... | 69 |
| BOOK REVIEWS ... ... ... ... ... | 71 |
| CLUB NEWS ... ... ... ... ... | 72 |
| A CYCLECAR IN THE "EXETER" ... ... | 75 |
| LETTERS FROM READERS ... ... ... | 77 |
| PICTORIAL REVIEW ... ... ... ... | 78 |
| VINTAGE VEERINGS ... ... ... ... | 81 |
| AIR—AND NOW—VINTAGE AEROPLANES | 83 |
| SIDESLIPS .... ... ... ... ... ... | 86 |

MG PLUS★ FEATURES IN ACTION

*You'll find she's quite roomy for a little 'un*



She's a sturdy sports car, this Midget...and now the body is wider and the seating is roomier and more comfortable. Notice those new luxury fittings, too, the radio cunningly built into the glove box (that's an optional extra), the re-designed facia panel mounted in good looking leathercloth, the increased luggage space. And the bodywork is a delight...no wonder the T.D. Midget is a Hollywood favourite.

★ *A wider, stouter frame is a "plus feature" of the TD series M.G. Midget. Other important "plus features" include:*

Coil spring independent front wheel suspension.
Piston-type shock absorbers.
Powerful hydraulic brakes.
Direct-acting, rack and pinion type steering.
Bigger comfort-tyres, disc wheels.

***...and remember its grand sporting record***

| T.D. SERIES M.G. MIDGET | 1½-LITRE SALOON |
|---|---|
| £445.0.0 EX WORKS PLUS | £525.0.0 EX WORKS PLUS |
| £124.7.3 PURCHASE TAX | £146.11.8 PURCHASE TAX |

## THE 'PLUS FEATURES' MG MIDGET....

THE M.G. CAR COMPANY LIMITED, SALES DIVISION, COWLEY, OXFORD
*London Showrooms: University Motors Ltd., Stratton House, 80 Piccadilly, W.1*
*Overseas Business: Nuffield Exports Ltd., Oxford and 41 Piccadilly, London, W.1*

NUFFIELD PRODUCTS

*Safety fast!*

# *Reports of Recent Events*

## M.G.C.C. (S.W. Centre) KIMBER TROPHY TRIAL (December 26th).

The traditional Boxing Day Kimber Trophy Trial of the M.G.C.C.'s South West Centre was energetically run off in the North Mendip area. Twenty-four starters assembled at the "Mile Three" Road House, noisiest the V-twin Bartlett (a 12-volt battery to keep the front end down?), brightest, Cuff's latest flashing red edition of "Hell's Hammers" and a bevy of "T" M.G.s. The night's sharp frost did not prevent a good trial, won outright without special test results by Gilbert Best (M.G. "PB," blown, shortened, brightened and suitably wrung out).

Proceedings started gently and it all began to look too easy. Elwell failed three; Chicken Run with its muddy ford for a take-off caught but one, the only "TD," while Ubley Warren took four to task.

Then the fun started; Stoney Lane I stopped 10, mostly in its third and last section where mud gave way to shelves of rocky outcrop. The two Robros of H. E. and R. S. Roberts made it well. Nicholl put his big V8 Ford into a dashing broadside to take-off and made a fine recovery and Miss Holden won a deserving clap for persuading her "TC" M.G. into section three. Stoney Lane II belied its name with seas of mud moistened by dripping trees and was in no mood to let cars by; it stopped all comers. Next a timed climb of Oatlands as a tie-decider proved Best (12 sec.) and Nicholl (12.8 sec.) the fastest. So to Timber Track, surely a 1 in 2 job? A six-section short, "try your strength" type with a loosened earth surface. Three of the elite got into section 4: D. Bollom (Dellow) Nicholl (Ford V8), Cuff ("Hell's Hammers" 1,172-c.c.), and, contrary to expectation, Onslow Bartlett did not have to lean back on a tail skid! Lastly Goblin Coombe in vicious form, its cropped grass half frozen, seemed unbeatable till Nicholl astounded critics by romping to the top, all taps turned full on. Not till near the end was it reconquered when Best repeated this fine performance. No others finished even section 1, not even Bartlett after five tries and a flying start. So to "Mile Three" for a timed garage test, tied between H. E. Roberts and Cuff at 12 sec., cooked tea, and within the hour, provisional results.

KIMBER TROPHY: G. W. Best (M.G. "PB" s/c.).
SPENCER CUP (opposite class): W. C. Cuff (1,172-c.c. Cuff Special).
WELCH CUP (Best M.G.): D. C. Bishop (M.G. "PB" s/c. standard).
FIRST-CLASS AWARDS: C. R. L. Nicholl (Ford V8 Special), D. Onslow Bartlett (Bartlett V-twin), B. Fitzwater (Riley Special), R. S. Roberts (Robros).
SECOND-CLASS AWARDS: G. Hinder (S.H.S.), L. J. Tolman (Betsy), F. P. Radford (Radford), J. T. Spare (Whiteford), D. Bollom (Dellow), C. M. Seward (Meakin Cross).

## THE 27th M.C.C. EXETER TRIAL (December 29th).

The "Exeter" returned to its old status with night sections and, run thus, there is nothing that quite compares with the M.C.C. classics, so ably organised by that lovable and unruffled character "Jackie" Masters, who is to be congratulated on having recently completed 25 years as Secretary of the Motor Cycling Club.

The popularity of the "Exeter" is reflected in an entry of 256 for the 1950 event, of which 173 were cars or cyclecars. The 150-mile road-section to Exeter had to be covered at 26 m.p.h. average, and after breakfast another 150 miles, embracing six observed sections, including Fingle Bridge without which no "Exeter" would seem the same, had to be covered—a quarter of the recent M.C.C. Rally mileage crammed into a night and day, which is perhaps why 34 cars retired.

At one time the "Exeter," coming soon after the Show, was a popular means of displaying the capabilities of new models. In the 1950 event the two Morgan Plus-Fours of Peter Morgan and W. Goodall alone followed this tradition and created a very good impression. It was good to see many sports cars competing that cannot match the "specials" in other trials—Morgan 4/4s, Healey "Silverstones," Jaguar 100, Singer, 3-litre Bentley, "2.3" Alfa-Romeo, Lea-Francis, etc. All manner of ordinary cars, too, try the "Exeter," such as Javelin, Austin A40, Sunbeam-Talbot, Vanguard, Ford Anglia, Vauxhall, and many more, and that, surely, is no bad thing. R. H. Lambert ran his 1930 Standard Nine saloon which got through the 1,000 Mile Rally on time and two genuine cyclecars essayed the run. The three-wheeler entry comprised three Morgans and a Reliant and five drivers relied on Austin Sevens of various kinds, although the smallest car running was H. W. Loughborough's standard FIAT 500. Five lady drivers competed, amongst whom Miss H. M. Holden particularly shone, nor must we overlook the men who went through on 123-c.c. motor-cycles.

The night run was fine, although there was some ice on the roads and the verges were snow-lined. Later, sleet and heavy rain fell. Fingle Bridge was comparatively easy, Stonelands very difficult due to a thaw, so that it was deleted as delays piled up, the dreaded Simms was tricky on account of the rain, likewise Higher Rill and Harcombe, the scene of a trying restart with a 3 sec. time-limit, but Meerhay, taken in a deluge, easy, although a travelling marshal caused a small baulk by stopping on an ice-patch below the observed section. Thereafter there was a rather long run to the finish at the Grand Hotel, Bournemouth, where it was pleasant to find "Jackie" and his wife waiting to sign off the weary competitors.

The 1950 "Exeter" was an unqualified success, and augurs well for the "Land's End," which will be held on March 23rd-24th.

THE FIRST-CLASS AWARD WINNERS WERE: E. D. Scobey (H.R.G.), D. Bollom (s/c Dellow), A. L. Chard (s/c Ford), J. H. Radbourne (M.G.), P. Scott (H.R.G.), P. H. G. Morgan (Morgan Plus Four), C. J. McCann (Morgan "4/4"), J. V. S. Brown (H.R.G.), J. H. Leigh (Frazer-Nash), G. M. Grindall (Dellow), F. E. Wall (s/c Dellow), C. P. Nichols (Dellow), H. R. Jesty (Hillman Minx), A. E. Frost (A.F.S.), H. H. Alderton (Maythorpe), C. F. Crossby (s/c Vauxhall Special), G. L. Hancock (s/c Dellow), H. B. G. Epps (H.R.G.), D. S. Price (Dellow), D. Clare (Clayton Special), W. F. Mead (s/c Allard), B. H. Brown (s/c Dellow), B. G. Clark (Allard), W. A. Walters (B.M.W.), J. H. Barrow (Vauxhall), J. H. H. Barrow (Barrow Special), A. C. H. Paston-Cooper (Allard), C. R. C. Nicholl (Ford), E. G. Smith (A.R.M.), K. E. O. Burgess (s/c Burgess-Allard), W. H. Waring (s/c Dellow), J. G. Reece (Ford Anglia), B. B. Davies (Lea-Francis), A. L. S. Denyer (Lea-Francis), G. E. Samson ("TC" M.G.), A. G. Wills (Dellow), B. H. Dees (s/c Dellow), D. H. Sleep (s/c Dellow), G. P. Griffiths (M.G.), A. E. A. Day (s/c Dellow), Mrs. Mitchell (H.R.G.), E. Brandon (Cooper), M. C. Parrott (Buckler).
ONE-MAKE TEAM PRIZE: A. G. Wills, B. H. Dees, D. H. Sleep (Dellows).
MIXED-CAR TEAM PRIZE: J. H. Leigh (Frazer-Nash), G. M. Grindall (Dellow), F. E. Wall (s/c Dellow).

## BRISTOL M.C. & L.C.C. CHAPPELL CUP TRIAL (Jan. 13th)

CHAPPELL CUP: H. E. Roberts (Robros).
FIRST-CLASS AWARDS: G. Best (M.G.), R. Orchard (Dellow).
SECOND-CLASS AWARDS: P. Radford (Radford), J. Bullivant (Bitzaford), J. Readings (Regent).

## LEICESTER C.C. BACON TROPHY TRIAL (Jan. 14th)

The Bacon Trophy Trial was run over a semi-sporting course on Sunday, January 14th, and attracted an entry of eighteen cars, ranging from a Standard Twelve saloon to out-and-out specials.

The route included a timed hill-climb, and three observed sections, all of which proved fairly easy, although the mud at Smeeton Two proved too much for a few competitors.

**Results:**

BACON TROPHY AND REPLICA: H. H. Mayes (Mayes Special).
FIRST-CLASS AWARDS: Ivor Williams (Dellow) and Ken Law (Singer).
SECOND-CLASS AWARDS: Ken Root (Singer) and A. E. Creasey (Special).

The R.A.C. Rally in June is expected to attract a big foreign entry and the route will embrace Scotland and Wales as well as England with a Scottish timed-climb and tests at Silverstone.

* * *

The Morgan Three-Wheeler Club's new Secretary is F. L. Willis, 6, Courtland Avenue, Chingford, E.4. A speed trial is to be held in April at Gloucester Drive, Madresfield Court, with the kind permission of the Rt. Hon. the Earl of Beauchamp.

* * *

The Bristol M.C. and L.C.C. is developing its Castle Combe circuit, which the generosity of Mrs. Kitty Maurice has made available. Members-only practice sessions will be held, together with a closed invitation meeting on March 31st.

* * *

So many Austin Seven specials are being built to the 750 Club's formula for inexpensive racing that this club is to run its own Silverstone meeting.

* * *

The new Secretary of the British Motor Cycle Racing Club is R. C. Walker, "Thorneydene," Thorney Lane, Iver, Bucks.

* * *

The Lancashire A.C. is running the Morecambe National Rally on May 25-27th. Details from: J. Taylor, County Bank Chambers, New Market Street, Blackburn.

# CHAIN CHATTER

*by* "CARROZZINO"

THE next two months should see some interesting happenings among the record lists, for the German N.S.U. firm are hard at work with the flying kilometre two-way run as their objective. In other words they are out for the "world's fastest" title, which, of course, is held by Germany at present, having been set at 173.5 m.p.h. by Ernst Henne in 1937 with his 493-c.c. B.M.W. At the same time the recently announced supercharged Vincent being prepared by Reg. Dearden in this country should also be approaching the "ready" stage. While Dearden's attempt will be in the 1,000-c.c. class, the N.S.U.s are in the 500-c.c. class and consequently the two will have no connection in the official records. The motor-cycling world, however, will be viewing both attempts closely to see who is to be the first to improve on the "fastest ever."

If all goes well they should both take the flying kilometre in their respective classes, the existing figure being the same, for Henne took the kilometre in the 500-c.c., 750-c.c. and 1,000-c.c. classes on the same run with the 500-c.c. B.M.W. Of particular interest in these two approaching attempts is the technical side of the question, for the two projects are tackling the problem from very different angles. Both machines are supercharged and on paper both should have enough power to deal with the situation, but the 500-c.c. N.S.U. will be aided by a streamlined shell, while the Vincent will be looking like an orthodox motor-cycle and is relying on the extra power that the 1,000-c.c. engine will undoubtedly produce. The interest in this pair will also go further, for Dearden has the intention of fitting a sidecar after the solo attempts and tackling, among other records, the late Eric Fernihough's flying kilometre at 137 m.p.h. Knowing how well N.S.U.s supported the sidecar class in German racing last year it is more than likely that they too will join in Category B record breaking if the solo attempts prove successful. If, as is being planned at present, all this activity is to take place on German Autobahns, and one hears that they are busy preparing a stretch of road for the N.S.U. attempts, then the immediate future holds great promise of a battle royal. Also we must not lose sight of the fact that Moto Guzzi are keeping very quiet, and one cannot help feeling that they did not build their wind tunnel just to develop their 65-c.c. record breaker.

* * *

Now that it is common knowledge that Goodwood is to be loaned for a motor-cycle meeting, we look forward to April 22nd with great interest, and once more we shall have an excellent opportunity for comparing cars and bikes over the same circuit. While many followers of each sport refuse to admit the existence of the opposite class, there are equally a great number of people to whom cars and bicycles hold the same interest and this opportunity to watch bikes on a car circuit will be most welcome. The premier road racing club, the British Motor Cycle Racing Club, has been given the honour of putting on the first Goodwood motor-cycle meeting and we sincerely hope that there will be more to follow. If the meeting is up to normal B.M.C.R.C. standards then the Duke of Richmond and Gordon, who has so kindly allowed this event to be run, cannot but help being satisfied.

* * *

At the end of this month the well-known Daytona Races will be held and over the past few years British interest in these events has reached a great height. Not only have British machines done extremely well, thereby causing some of our manufacturers to take more than a passing interest in the events, but many of our tuning experts have found it worth while to make the trip over to Daytona to make sure the British machines go as they were intended. While the American Federation are not members of the F.I.M. it is not possible for any of our riders to join in these races. Many people think that if our leading riders went over to America they could show the "locals" how to ride our machines, but when you remember that the Daytona circuit consists of a four-mile straight running parallel with a four-mile stretch of Daytona Beach, the two being joined by loose sand hairpins, you realise that the "stars" of Daytona are specialists and perhaps it is a good thing that our men are unable to try their hand. Equally, we would not expect the American Daytona boys to out-ride Geoff. Duke round the I.O.M.

* * *

Viewing the International Calendar for the coming season the first thing that strikes one is the enormous number of events. For April, May, June and July, to begin with, there is a road racing event every week-end, which will mean that those riders who are supporting the Continental Circus will have a full life and wear and tear on machines is going to be very high. Anyone who has the idea that Continental circuit racing is an easy life has only to view the calendar in conjunction with a map of Europe to appreciate fully the magnitude of the work a "regular" competitor has to undertake. It is very pleasing to see three events for this country in the list of International Circuit races. The A.C.U. have a date for a race meeting to celebrate the Festival of Britain; unfortunately it will not be held round the streets of London, or even Richmond Park, while the new Thruxton Aerodrome circuit has an International date and at long last Scarborough has been given permission for an International meeting in September. The last mentioned should appeal to a great number of the Continental riders, and if the Thruxton event takes place the week-end after, as is proposed, it would make a very worthwhile trip for anyone from the other side of the Channel.

* * *

While the trials game is in a pretty healthy state, speaking generally, it is suffering from one very bad vicious circle. This is the question of sidecars, for more and more one hears of organisers unwilling to provide special sections for sidecars and at the same time the sidecar drivers are getting tired of riding the same sections as the solos tackle and if they do not object then the solo riders complain about sections being cut-up and altered by sidecars using them. As with all vicious circles there appears to be no easy answer and the announcement that the Scottish Six Days Trial is to be for solos only, on the grounds that an entry of 14 sidecars does not warrant the extra work involved in providing special hills, can only be taken as the "thin end of the wedge." The only possible solution lies in more people joining the sidecar class in order that organisers will find it worth their while to make an effort. If this is not done then we can foresee the disappearance of sidecars in just the same way that Morgans and B.S.A. three-wheelers were levered out in the mid-thirties. This problem is not confined to trials, but also applies to road racing, though at the moment it is not so serious. That, of course, is no reason for the road racers to turn a blind eye to the matter.

* * *

A recent encounter with a young rider on a brand new 500-c.c. twin-cylinder machine brought about a very real problem. With motor-cycling becoming more popular and new machines being available there are scores of young chaps with new machines which they know nothing at all about and if anything should go wrong they are stumped by the simplest thing, as was the case with the rider mentioned. Browsing through two recent new editions in the Pitman's Library series one could not help realising how invaluable these books are to the newcomer. Although the books were on the Triumph and the A.J.S. machines, each contained a useful amount of knowledge applicable to motor-cycles in general. At 3s. 6d. and 4s. 6d. respectively, new owners of either of these machines could not do better than to invest in a copy. It has always been true that the average motor-cyclist knows far more about the mechanics of his machine than does the average car owner and the books in the Pitman series go a very long way towards maintaining the standard.

* * *

Mr. A. F. Walsham, who is well known in motor-cycle racing and competition circles, has been appointed Competitions Manager for the Avon India Rubber Co., Ltd., of Melksham.

"Bob" Walsham will be in charge of a Service Organisation attending all the principal motor-cycle racing events which are trade supported, in this country and on the Continent. This Service Organisation is expected to be available at the following events:—

| | | |
|---|---|---|
| April 8th: | Spanish Grand Prix | Barcelona |
| April 30th: | Scottish Six-Days | Fort William |
| May 26/27th: | Swiss Grand Prix | Berne |
| June 4/6/8th: | TT. Races | Isle of Man |
| July 1st: | Belgian Grand Prix | Spa |
| ,, 7th: | Dutch T.T. | Assen |
| ,, 14th: | French Grand Prix | Albi |
| Aug. 18th: | Ulster Grand Prix | Belfast |
| Sept. 9th: | Italian Grand Prix | Monza |
| ,, 17th: | International Six Days | San Remo |
| Oct. 6th: | Hutchinson 100 | Silverstone |

# CARS I HAVE OWNED

*by*

George Abecassis

**Tall, dark, sartorially-correct George Abecassis, partner with John Heath in the successful H.W.M. Formula II venture, contributes this article in the new series, in which racing drivers and other celebrities discuss the cars used for their everyday motoring. Abecassis has done plenty of motor racing, in Austin, Alta, Maserati, Bugatti, Cooper and other cars, but, at our request, in this instance it is of his road cars that he writes so entertainingly.—ED.**

WHEN one considers how many people started in the same way, it is always with a certain pride that I recall that my first car was an Austin Seven. When I acquired it, it was perfectly standard; it was a Chummy and it had a name painted on the bonnet: to wit—"The Rattletrap."

At the time my mother had just collected me and what remained of my motor-cycle from Paddington Hospital and it was agreed the next day that if I would dispose of the bike, she would pay the difference on a car. For "twelve pun ten" I became a motorist.

I still believe to this day that if you know an Austin Seven right down to the last nut and bolt, and have had every part of it break at some time or other—then you know something about motor acers. Such was my apprenticeship.

The "Rattletrap" passed through many progressive stages. It was written off once, had two home-made bodies, and eventually arrived on the line at Brooklands, complete with *monoposto* body, i.f.s., brakes and a blower. I learnt to drive on the "Trap" and I can imagine few more suitable vehicles.

One day I went to have tea with a friend of mine; being well blessed with the world's goods he had just bought himself a brand new car. We were standing round his new acquisition, kicking its tyres, when at the side of his garage I spied four wheels peeping out from under a tarpaulin. It transpired that they belonged to an old O.M. 1½-litre tourer. The fabric body was in excellent shape and the only thing missing was the battery. The "OMA," as I always called it, became mine on the spot for the princely sum of thirty shillings! If my memory serves me right the battery cost a trifle more.

I remember this car chiefly for its gearbox and powerful brakes. The former had that euphonic whine which one normally associates with Alfas. The "OMA" was, of course, my first sports car, and an Austin Seven is hardly a suitable criterion, but even after so many years I can say that it held the road exceptionally well and steered straight. The four-cylinder engine, having side-valves and only 1½ litres, never had much "wumph" but the car wound up to an easy sixty for cruising and due to its low bottom gear climbed the average trials hill well, even with four up. Alas! One morning when creeping along in a dense fog I had a head-on collision with a Ford at a combined speed of no more than 10 m.p.h.—but the "OMA" was wrecked beyond repair. It fetched just fifty shillings at the local dump—my only consolation a capital appreciation of one pound.

I liked the O.M. so much that I was tempted into the purchase of another. This time it was a six-cylinder saloon. because of the bonds of matrimony. It's an odd thing about women that during the courting period they never seem to complain of the absence of hoods or side screens, but their appreciation of such austerity rarely survives the marriage ceremony. The demise of the "OMA" certainly caused neither wailing nor gnashing of teeth at home.

The O.M. Six, though still a side-valve, was a great improvement. It had an even better gearbox than the "four" and the engine was as smooth as silk. Unfortunately I did not have it long because it did the most shattering thing one day whilst I was waiting at some traffic lights. I suddenly heard a "ping" come from the engine and when we moved off we were on four cylinders. I stopped and raised the bonnet. Number two rod could be seen from the near side and number three from the off side. The crankcase was water cooled and the last of the coolant was just then entering the sump. The next day my local dump could offer a choice of models in the *marque* O.M.

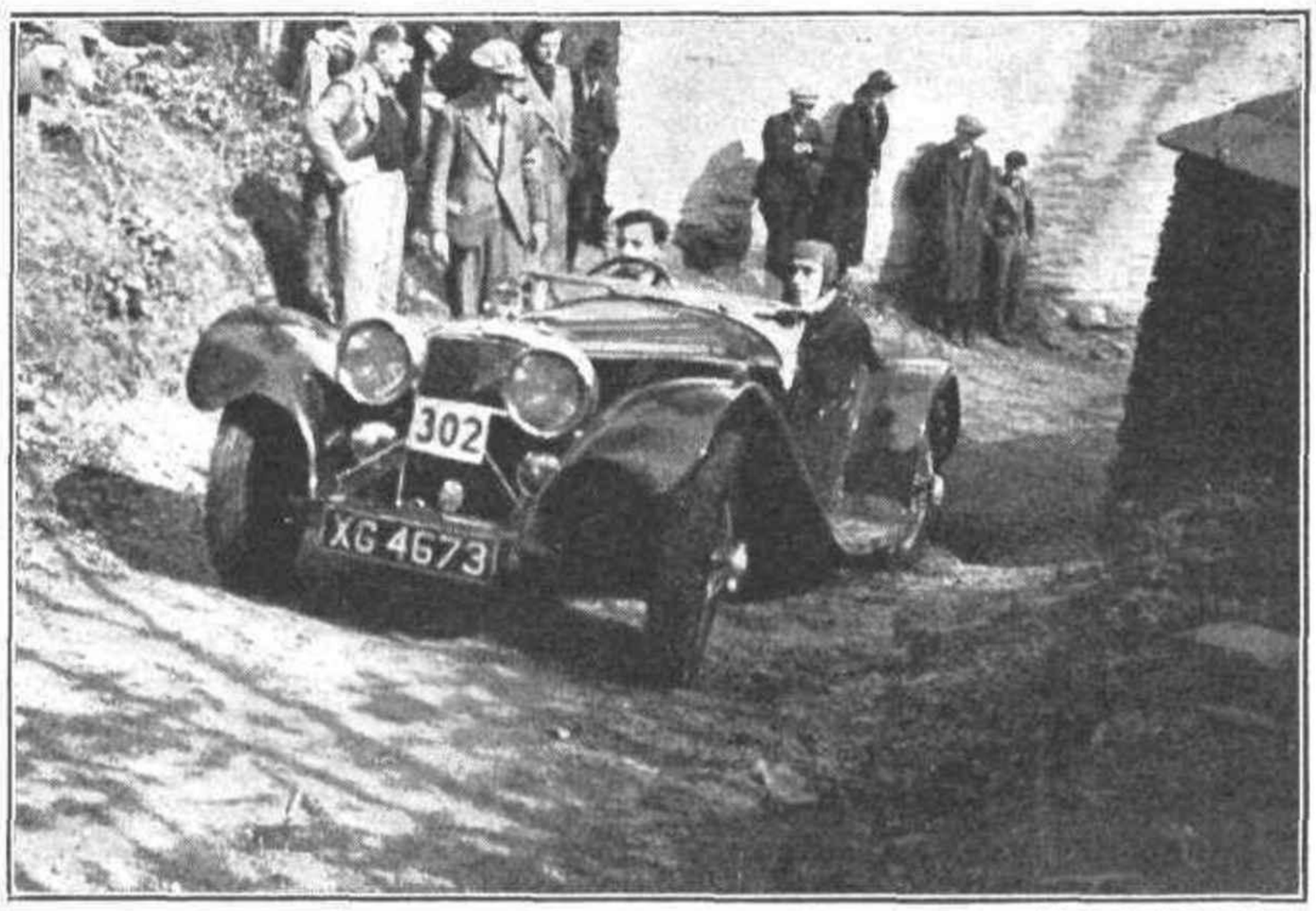
The Anglo-Saxons are an odd race in many ways, for although producing many excellent vehicles themselves they get callouses on their knees with worship of the products of the Continent—yet they spurn the merchandise of their trans-Atlantic brothers. Perhaps because I'm not really an Anglo-Saxon I've never suffered the same handicap. For years I had admired those Chrysler roadsters, pre-1930, but it was only after the O.M. that I could afford to buy one. It was my first introduction to hydraulic brakes, which, although of the external-contracting type, were nevertheless extraordinarily efficient.

I marvel that for twenty years manufacturers and divers specialists have spent goodness knows how much time, money and energy in trying to devise some alternative way of applying the brakes, when all the time there was this simple, economic and efficacious method. It is only now that it has become the vogue. The other things which I learnt to appreciate with this Chrysler were power-weight ratio and reliability. I was always on time for lunch. It was not long before, as so often happens when one likes a car, I became enamoured of a later model.

I changed for a Chrysler 77 roadster. This was the model with the little flutes on the sides of the bonnet and which set a fashion by its departure from the classic radiator block.

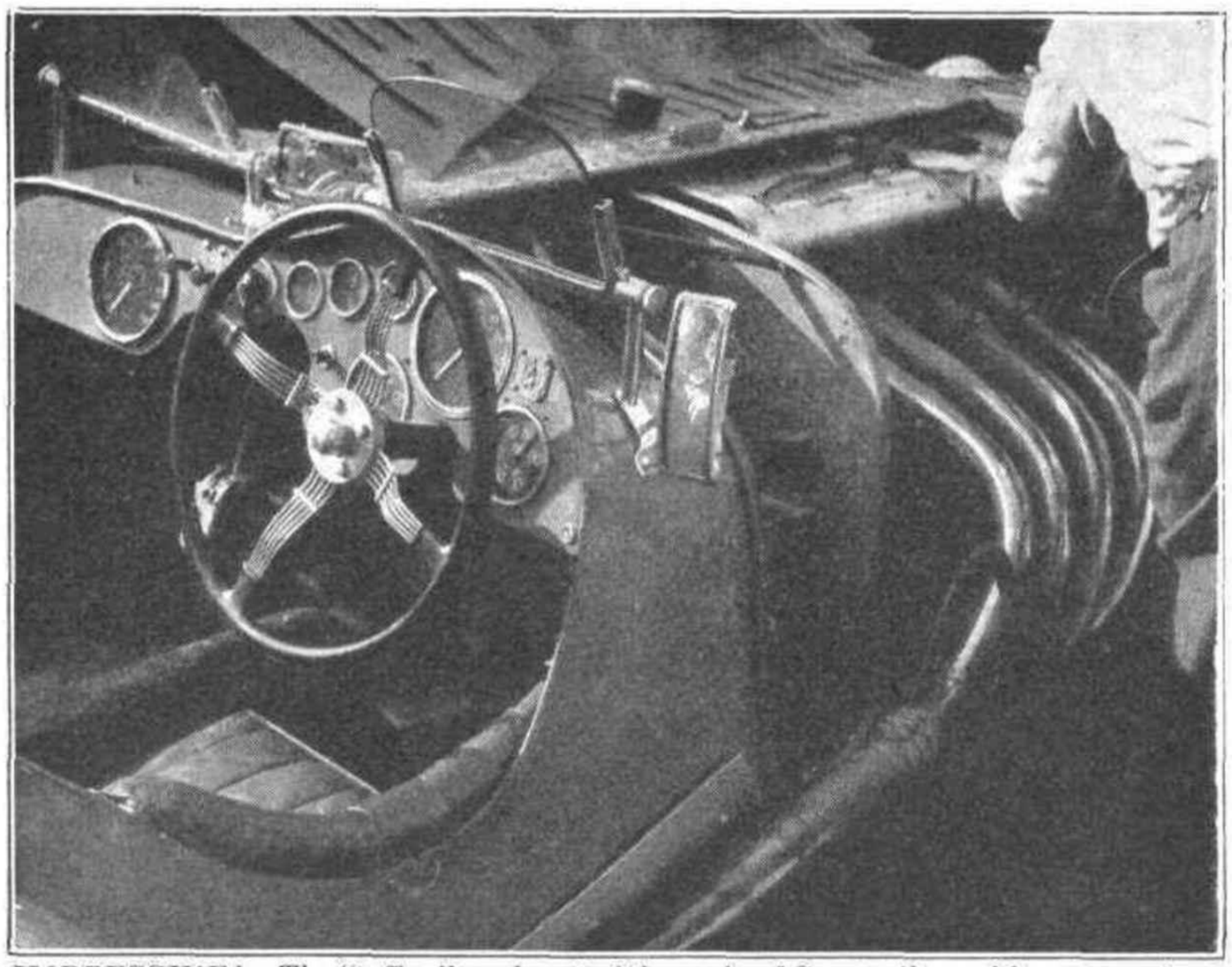
This car really did perform. Unlike most American cars it had four gears, although first was an emergency ratio, and she would do about 65–70 m.p.h. in third. The Brooklands lap speed was just 80 m.p.h. With hood up I averaged 77.69 miles in the M.C.C. High Speed blind and I never lifted my hoof for sixty whole minutes.

I always liked this car, particularly on a wet road; she had what I now know to be just the right amount of "under-steer." The ratio was not excessively low and the suspension was just firm enough to resist undue roll on corners. There was no more roll than is now fashionable on most modern sports cars.




[*Photo by F. J. Brymer*

*FIRST LOVE.—One of the author's first really quick cars was this 3½-litre Jaguar 100, here seen climbing New Mill in the 1938 M.C.C. "Land's End" Trial. Abecassis rates this car as sensational.*



*IMPRESSIVE!—The "office" and part of the works of George Abecassis' very accelerative blown 2-litre sports Alta, with which he holds the Crystal Palace sports-car lap-record.*

Largely on the strength of the M.C.C. performance at Brooklands I received a very good offer, and never being one to look a gift horse in the mouth, we parted company.

Only last summer I tried one of the latest Chryslers in Switzerland and they still seem to come closer to European standards than any other American car. I always reckon that Walt. P. knew a thing or two.

Now came a short interlude with a most extraordinary hybrid vehicle. It was registered as an A.B.C., but I believe that only the frame belonged to that make. The engine was a four-cylinder Coventry-Climax with an early Alta gearbox. One had to go right through first on the gate in order to engage reverse. The well-made coupé body was lavishly equipped. There was a very large number of instruments, and ignition was by both coil and magneto. However, it cured me once and for all of 'Hybriditis"; spare parts were always a problem and finally the frame cracked.

About a year previously (1934 I believe) I had been walking down Berkeley Street when a most magnificent Wolseley Hornet two-seater caught my eye in the windows of Eustace Watkins. It was obviously a one-off job. Subsequently the car was bought by the late Lionel Martin and sold by him to a great friend of mine. With superb magnanimity the said friend lent the car to me in which to compete in the London-Lands End Trial. We got a "first," but on the return journey I smacked a tree head-on, due to a front wheel slide on a wet road. I bought the car after it was repaired and ran it for some months. The two-seater body, coachbuilt and beautifully made, had a long pointed tail and no doors. The engine had been "attended to" and I believe that Lionel Martin lapped Brooklands at 87 m.p.h. with a maximum of 93 m.p.h. I never attempted to emulate this performance as I had seen far too much bric-a-brac littering the track at various times which had found its way out of Hornets. Nevertheless it was a delightful road car.

In those days I thought the brakes were fantastic, and the engine revved willingly up to six thousand. There was a lot of chassis whip in the front which rather spoilt the steering on bad roads but under normal circumstances it was good.

I suppose that it's a combination of age and circumstances which most affects men's taste in motor cars, and I remember that it was an addition to the family which caused a violent change in mine. For the first time I went "all-saloon" and "all-multi-cylinder." I combined the two in a 22-h.p. Ford V8. The continued absence of sidescreens and the necessity of putting the hood up and down in the pouring rain when getting in and out of the Hornet had finally worn me down and I was quite ready for such an extreme change.

The V8 was brand new and the first new car I had ever had. I took great care in running it in and maintained it "regardless of cost," as they say in the best advertisements.

However keen is one's interest in motor cars they are, of course, primarily a means of transport between place "A" and place "B." Unfortunately these are two places between which I have always had to travel in the shortest possible time. After 20,000 miles, culminating in a trip to Donington to watch the Grand Prix, the Ford was clapped out and I had to change the engine. Oddly enough the original Firestone tyres did a further 5,000 and I always felt that these were the best feature of the car. Still, apart from any hard driving I think that the 22-h.p. V8 was the only bad engine that Henry ever made. It was noisy except at very low speeds and the increase in noise coincided with ever more persistent roughness. I felt that Providence had indeed been kind when I found a chap willing to do a straight swop for an Alfa-Romeo.

The Alfa was a 1,750-c.c. unblown model with a fabric saloon body by James Young. Chromium-plated wheels and brake drums rounded off a rather pleasing "ensemble."

One's first experience of a *marque* generally leaves fairly sharp impressions, and those two overhead camshafts buzzing away under the bonnet, combined with an absolute dream of a gearbox, bring nostalgic memories to this day. I must also record that the brakes were disappointing and I eventually tired of chasing rattles about all over the body. The suspension was obviously too harsh for such dignified coachwork. Somehow the car seemed to require constant tinkering and when an axle-shaft broke my interest in this carriage evaporated entirely—as they say in the R.A.F. "there were too many late teas on that job."

When the Jaguar 100 had been introduced I had been absolutely floored. What line! What performance!—Boy, what a car! So ran my appraisal. The ownership of a racing Alta is always calculated to strain the purse strings and mine were certainly no exception. Accordingly I had been unable to run even to the Jaguar list price. For a whole year every time I saw one in the street I had been much tempted to break the eighth commandment—the tenth already lay shattered. At last I found a second-hand one, a 2½-litre.

"Superlative condition, hardly used, equal to new," etc., the advertisement had screamed, and I must say that it was an accurate description. As I drove the car down from town, the whole outfit had that "tight" feeling, not a squeak, not a rattle. The engine was tuned to the last ounce. I felt that I had indeed "caught the moon from the bottom of the ocean."

People rave nowadays about the XK 120—and I am with them—but I maintain that in its day the S.S. 100 was just as sensational; the only difference was that there were so many of them.

I have never kept a car as long as XG 4673. I did some twenty trials in her, raced her at Brooklands, frequently used her for practice, and towed the Alta all over the country attached on a bar behind. In a mileage of 40,000 the engine was only decarbonised once. I broke two crown and pinions, and finally wrecked the gearbox one night through going too fast in reverse. Spares had the twin advantages of being "off the ice" and cheap. Neither 'plane tickets nor suitcases of *lira* were required to run the Jag.

Technically the car had all I wanted. A Brooklands mean speed of 92.6 m.p.h. and really excellent brakes. The driving position, apart from a little embarrassment with one's clutch foot, was ideal for me. The all-weather equipment was sensible and I soon learnt to furl the hood properly, although I notice that most owners are lazy about this point.

I must agree that the front-end was inclined to weave about a bit as we

approached the maximum but it was quite controllable and when one got used to it, it wasn't noticeable. Under no circumstances—to be topical—could one term it "oversteer." For ordinary road use, 0–60 m.p.h. in 12 sec. soon gets you around. On a run from Rheims through Chalons-sur-Saone (or is it Marne ?) I covered 76 miles in one hour.

Prince Chula once told me that he attributed much of the speed and reliability of his racing cars to the fact that he never altered them from standard. This policy I pursued with the Jaguar. In the Gold Star Race at Brooklands I had to give anything from 15 to 25 sec. start to three other Jaguar 100s, all of which had a general assortment of high-compression ratios, coppered heads, outside tubes, clipped wings and what-have-you. I caught the lot.

In the summer of 1939 I became desperately anxious to win one of the sports car races at the Crystal Palace, having been very lucky in the racing events, but dogged by insufficient speed and ill-luck in the sports with a borrowed 1½-litre blown Alta.

I acquired for a time the 2-litre blown Alta, EOY 8, then owned by R. Cowell. The Alta had just been reconditioned and I must say that it looked a picture. A previous owner had had all the suspension chromium-plated and also the brake drums.

With due apologies to good old friend Geoffrey Taylor, my opinion is that the road Altas of that era were in reality thinly-disguised racing cars. They certainly went through all the motions of road vehicles but they combined them with what I would call the idiosyncrasies of the track. There was very little "insulation" between engine and driver, oil poured all over one's feet and collected on the sketchiest of floor boards. A certain proportion collected on the driver's face. DAK-consumption was very high, not because of the oil but due to the exhaust pipe which resided just six inches above one's ankle when lifting the bonnet, an operation which had to be performed with depressing frequency. A howling gale ballooned the trousers and in wet weather there was, as the "Met" narks say, "precipitation." Good points ? —Dear Lord, how that car could go. It took not much more than 20 sec. to reach the "ton" from rest and one could exceed the speed limit on a dry road with both rear wheels still spinning in a cloud of tyre smoke !

Such b.h.p. compensates for a lot, and I hardly ever noticed the absence of brakes for the impatient anticipation of another burst of throttle. This car held the road really well and was not characterised by the conventional stiffness of suspension which spoilt so many cars. The use of alloys in the brake gear and a tubular front axle mounted above the chassis gave a very low unsprung weight. I still think that quarter-ellipties combined with radius torque rods is the best method of suspending the conventional rear axle.

I achieved my ambition and won the sports car race. EOY 8 still holds the lap record by 3 sec. from "Bira's" Delahaye, in 2 min. 9 sec. When the day was done I stood in the Paddock and watched the sun curving down over the skyline roof tops. Some prescience of coming events dictated my thoughts ; "this is the twilight of peace." It was August 26th. On September 3rd the golden years of motoring came to an end.

The advent of war brought the Jaguar-Alta deal back to where we came in. I could imagine only one thing worse than the Jaguar under such circumstances and that was undoubtedly the blown Alta. Whilst on deferred service I busied myself with modifying the front end to i.f.s. I used bits of Studebaker, Buick, and sundry other cars and the final result was fairly satisfactory. The day I left for Cardington I found I had mounted the dampers too low when a bracket broke and I never had the opportunity to finish the job properly.

Life as an A.C.2. with pay at seven bob a day hardly stretched to such an expensive form of motoring, in fact it didn't stretch at all. I shall gloss swiftly over war-time motoring because at one time I landed up on shank's pony. A Talbot Ten coupé replaced old XG4673 and was demolished against a stationary lorry one night. A Rover Twelve sports saloon did yeoman service for the latter part of hostilities until I discovered the Citroën.

The cult of the Citroën in this country is post-war. Pre-1940 there was little appreciation and a fair amount of sales-resistance. Ten years of austerity have certainly sorted out which are good cars and which are bad. Popular acclaim now rates the Citroën in the former category.

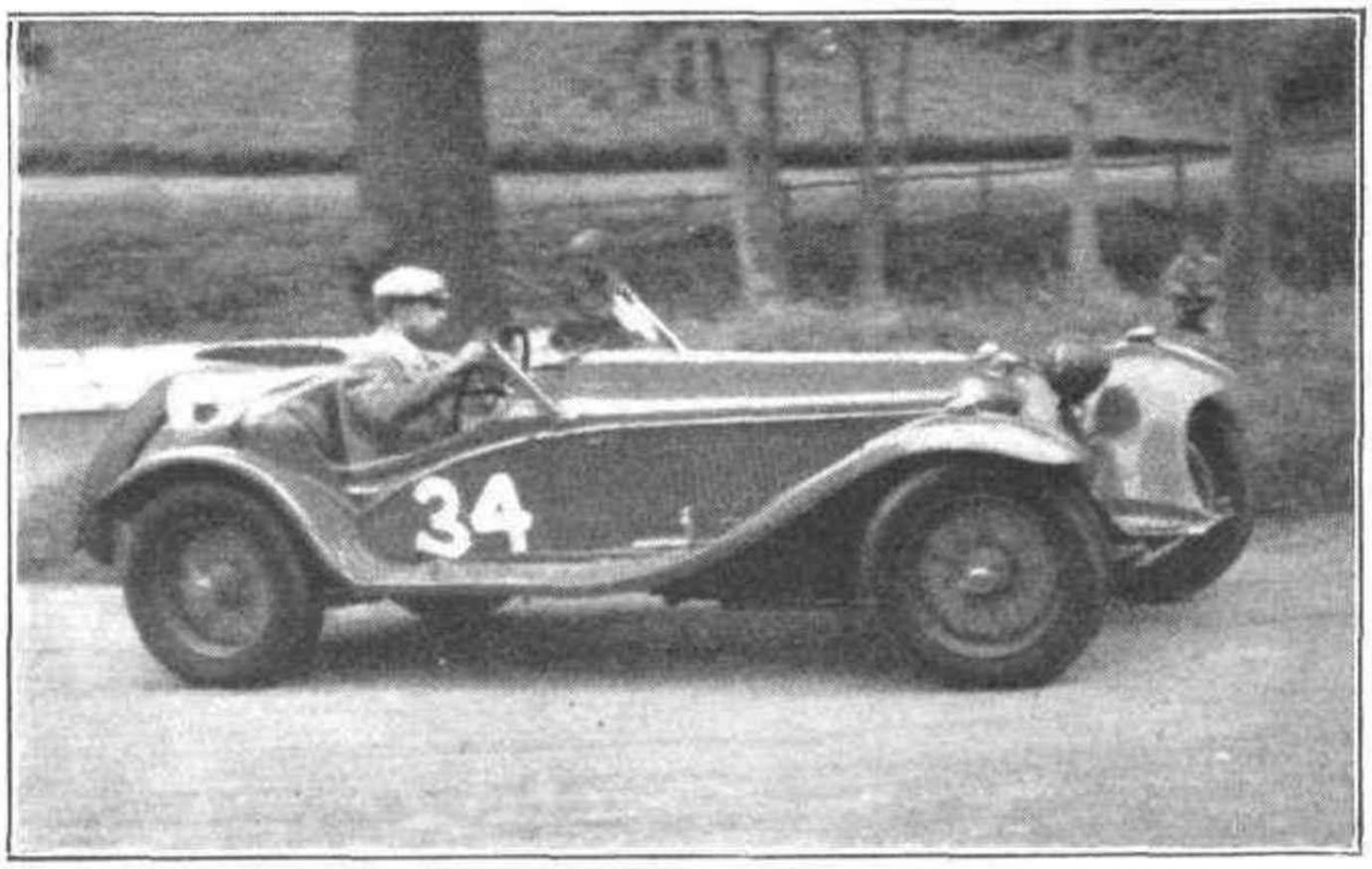
My first Citroën was an early model : 1935 vintage ; but the basic body-cum-chassis structure has not been changed to this day. The snag with the old model was that in a rather over-zealous effort to achieve perfect steering geometry there were three track rods, twin swinging arms and two separate steering boxes. The hook-up was done with a multitude of ball-joints. The resultant wear in all these components, which was fairly rapid sometimes, gave a steering ratio not unlike that of a steam roller. It wasn't until 1937 and the rack and pinion that the problem was solved. Unfortunately the spares department never solved the problem of my 1935 model so I very soon moved on to a 1939.

In due course I acquired a new Fifteen in 1946 and on this car I drove 33,000 fairly hard miles. No dissertation on the Citroën could be complete without mention of the most notable feature of the car ; its phenomenal ability to go round corners. There is no theoretical reason why a front-wheel driven car should be any faster in this respect than a rear-wheel driven one. Nevertheless the performance of the Citroën is not imaginary, and without wishing to get involved in any "Citroën pressé" kind of argument there are a number of factors which contribute to the contention.

The track is the widest commensurate with wheelbase of any car in the world. There is a minimum of unsprung weight on all wheels, the front being suspended independently by wishbones and the rear, except for the absence of drive, is pure de Dion. The rear axle beam is slightly flexible in torsion and the mounting of the radius arms makes it an anti-roll bar. With 56 b.h.p. and 22 cwt. we have a good power/weight ratio. The centre of gravity is very low. It would indeed be remarkable if a car with all these stabilising features was unable to perform on corners.

The French nation is well served by the *Maison Citroen* because no Frenchman ever drives a car any other way than flat out. The harder one drives a Citroën the better it likes it. I believe that the reason why the French cars give less trouble than the English version is because the car was never really designed for the amount of starting and stopping we have to do over here. "Pavé" and the "Route National" are where the Citroën scores.

One would not expect a f.w.d. car to be at its best in snow or ice, but in the great freeze up a year or so ago I was staggered by the car's ability to negotiate




*PRESCOTT AND AN ALFA.—The author enjoying himself in the supercharged 2.6-litre ex-Bagratouni Alfa-Romeo, "easily the most notable" of quite a few Alfa-Romeos which passed through his hands. This car is now owned by J. Bowles.*

snow drifts—some even as high as the bonnet. However, there are some failings. Conversation at seventy is liable to provoke laryngitis, and the only people who could drive comfortably in hot weather would be Shadrach, Meshach or Abednego. In order to keep the weight concentrated at the front most of the luggage must go on the roof. Driven fast the wear in the drive-shafts is excessive and they are expensive to replace. However, I could best summarise my opinion of the Citroën by saying that it is only now that other cars of twice the price are beginning to compete with it.

Even with the passage of time my love for the *pur sang* still thrives. Concurrently—as they term the best sentences—I ran several examples of the classic *marques*. Quite a few Alfas passed through my hands, of which easily the most notable was the ex-Bagratouni blown "2.6." I don't care what anyone says about these Alfas, but I maintain that they all oversteer; particularly the super-short-wheelbase jobs. I eventually improved the "2.6" by fitting 6.00 by 18 wheels and tyres on the back but at round about the "century" my heart was always in my mouth. In spite of the size of the drums the brakes were not very positive as they were inclined to bell-mouth with too much pedal pressure. There is no doubt though that it is the engine which really makes these cars. No other equivalent unit can compare with it. AMO 999 had a two-seater body by Castagna which is lower than the Zagato and more pleasing to the eye. The fin which streamlined the twin spare wheels was quite irresistible. I always thought it added at least five hundred pounds to the value! It saddens me to recall that I only managed a silent change from first to second once out of three, at best.

I drove many a happy mile on the ex-Embiricos Type 55 Bugatti. But I can't help thinking that the Bugatti chassis begins where the Alfa leaves off. I am no die-hard vintage enthusiast but I wonder how many modern sports cars handle as well as AUL 23. The driving position is so designed that it is just about right for the shortest as well as the tallest amongst us. You sit in the car rather than on it and this promotes confidence. In spite of the rather odd reversal of the quarter-elliptics at the back, the car somehow manages to understeer. Good as the engine is, it is not as smooth as the Alfa and the prospect of any overhaul with all those rollers is positively frightening. The Alfa and the Bugatti have one thing in common at any rate; it is the very devil to get at the carburetters.

If a closed car is a *sine qua non* then the Type 57S Atlantic Bugatti has much to offer. This is, of course, the unblown version with high compression. There can have been few road cars with which I have so often exceeded the magic hundred. It was quite effortless. Nevertheless, the motor was not very smooth and owing to the absence of proper insulation of the bulkhead one was always with it. For some extraordinary reason it was virtually impossible to start it from cold by any other method than a tow—there being no provision for cranking. We finally got this matter ninety per cent. sorted out by fitting a Ki-Gas with a separate pipe to each port. In spite of my unstinted appreciation of this car my experience with it was on the whole rather heart-breaking. As with a racing version, Nemesis arrived with the winter. On a run down from the North the clutch eventually slipped so badly that I could make no progress at all. I left the car in a garage and carefully took the precaution of draining the radiator. Some weeks later it was towed home and some silly clot idly tried to start the engine. Subsequently it was found that the magneto no longer rotated and the full extent of the catastrophe was apparent. Every one of the timing gears had stripped, necessitating a complete overhaul, which, as the Germans say, is some "dienst." I had forgotten to drain the water pump!

It is perhaps uncharitable to use the term "sublime to the ridiculous," but for a whole year I used a Morris Oxford (the choice of such a period was Hobson's as I'd signed the covenant). I must say that for anyone in no great hurry the Oxford is a very good car. The suspension is soft and comfortable, but the rather high centre of gravity precludes any rapid cornering. The rack and pinion steering is extremely light and positive and is an outstanding feature. Unfortunately the engine, though exceptionally smooth and quiet, is not really powerful enough to pull a fairly high gear. The overall impression is of a rather "horseless" carriage.

For those like myself with no time for dilly-dallying the Morris Six, which I have now, is the better bet. The very practical body is the same as the Oxford except for the extra length accommodating the engine. This engine I firmly believe could stand comparison with many more expensive units and it propels the car at the impressive maximum of 82.5 m.p.h.

All this talk nowadays of b.m.e.p., piston area, piston speed, and the like, has undoubtedly had an influence on manufacturers and they are now producing engines with rather steep power curves. This may be all right for the *grandes routes* but I wonder whether it is quite the thing for the home country? Never have I done so much gear changing.

It has been said that the racing car of today is the touring car of tomorrow. Bearing in mind the B.R.M. we might well address the industry with the eternal question, "Quo vadis?"—whither goest thou?

## *MATTERS OF MOMENT*

—*continued from page 59*

more to sound the views of other countries than to express Britain's desires; he will endeavour to stave off an International decision on the Formula until the F.I.A. General Assembly in Paris next October. In this respect Desmond Scannell felt that Germany, France and America would probably vote for unsupercharged engines and two of Italy's three leading racing-car firms likewise. Earl Howe favoured a fuel-consumption limit of 6 m.p.g. allied to the existing Formula I, to kill present "*highly-supercharged monstrosities.*" The S.M.M.T. had no views to express and in consequence received a stern rebuke from Mr. Wilfred Andrews, who described this lack of interest as an insult to the R.A.C. The desires and opinions of other speakers, of necessity drastically condensed, follow:—

LESLIE JOHNSON: Up to 4½-litres unsupercharged, fuel restricted to 80-90 octane, to lower expense. Bodies to be all-enveloping.

GEORGE ABECASSIS: Prefers no change, but if unavoidable, let present Formula II become I and present Formula III become II. No fuel restriction. Possibly a minimum weight limit, but not set too low or expense of cars will increase.

GEOFFREY TAYLOR: 2-litres unsupercharged and 750 c.c. supercharged with minimum weight limit of 650 kg. No fuel restrictions of any kind. Would expect 25 per cent. saving in cost of car from this minimum weight limit.

N. W. H. FREEMAN: No change. Commenting on the effect of all-enveloping bodies on tyres said: "There is a limit to what cotton and rubber can be expected to do."

JOHN WYER: Grand Prix cars should lead passenger-car design. No production car uses alcohol fuel or is ever likely to [Harley J. Earl doesn't agree!—ED.]. So allow any size and type of engine, but impose a fuel-consumption limit and restrict fuel to 85-90 octane; enforce all-enveloping bodies, to encourage research on low-drag forms and brake and tyre cooling.

PETER BERTHON: Spectators want speed, so retain existing Formula I until 1956, but after 1952 introduce fuel-consumption limit. Retain Formula II and III. Racing and touring cars never have run parallel, but limit on quantity of fuel would drive off alcohol to some extent. Petrols already exist which equal alcohol octane ratings.

DESMOND SCANNELL: Opposed to supercharging, as too few drivers able to cope with even present-day speeds. Tended to an unblown 2-litre formula. Expects to see new, very-high-octane fuels.

SHELL MEX REPRESENTATIVE: 2-litres unblown, to bring racers into line with production cars, perhaps with fuel restriction of 80-90 octane. No knowledge of Scannell's "alchemy." Research on racing fuels does not assist fuel development "in the slightest."

ANGLO-AMERICAN REPRESENTATIVE: Restrict fuel to hydro-carbon groups.

MIKE OLIVER: Keep all three existing formulae. Grand Prix cars will never resemble ordinary cars, anyway, while Formula II and III cater for private owners and small manufacturers.

LORD BRABAZON: Supercharging and multi-cylinders call for State subsidies—no use for us!

JOHN COOPER: Ban supercharger to reduce expense of racing. Is against any form of fuel restriction, but if octane-limit is used, do not restrict engine capacity. Would not oppose minimum weight limit, but sees no value in maximum limit.

R. L. WALKERLEY: No racing if no public spectacle, so retain supercharging as it is inexpensive power. Cited cost of pump-petrol unblown T.T. motor-cycles. Reminds us Mercédès have three pre-war 3-litre cars ready. Keep Continental Grand Prix-minded! A real Hyde-Parker, this! (Johnson commented: Unblown engines = brains, ingenuity, blowers = money. Former provide just as good a spectacle, more drivers can drive them, closer finishes.)

FLT.-LIEUT. CRAMPTON, D.F.C.: Don't stop blown engine research. Suggests 1-litre supercharged, 3-litres unsupercharged, expecting both to give 300 b.h.p. Competitive racing better spectacle than sheer speed.

M. HUDLASS: No limit on engine size, but restrict air intake. (Cooper and Berthon said, in different ways, "too complicated.")

JOHN MORGAN: Keep existing Formula I, but if change unavoidable, make existing Formula II serve.

Earl Howe touched on the turbine, which could be accommodated under a fuel-limitation formula, Scannell on blown diesels. The meeting did some confused voting, but seemed to favour no restriction on fuel and no minimum weight limit. What would you do, chums?

# RUMBLINGS

**Diesels**

With the F.I.A. taking an interest in the possibility of gas-turbine cars appearing in races and the B.A.R.C. offering a substantial prize for a high-speed Goodwood demonstration by a car so powered, we are reminded that the diesel-engined racing car, an intermediate type as it were, never got as far as its various sponsors hoped.

At Indianapolis last year considerable excitement was caused by the Cummins Diesel Special, driven by J. Jackson, qualifying at a speed of 129.208 m.p.h., a speed freely quoted as a "new diesel speed record."

This car had a modified and highly-supercharged version of the Cummins JBS-600 six-cylinder 6½-litre engine. Cylinder block and head were of light alloy, the crankcase of magnesium alloy, the total weight being just over 700 lb., and in place of the 240 b.h.p. at around 3,600 r.p.m. that D. J. Cummins, in charge of the engineering department of his company, had hoped for, 340 b.h.p. was actually claimed, at just over 4,000 r.p.m., equal to 2.06 lb. per h.p. This promising engine was installed in a Kurtis-Kraft welded steel-tube chassis with wishbone i.f.s., a Conze quick-change racing back-axle and Goodyear aircraft disc brakes to all wheels. The finished car looked not dissimilar to a B.R.M. Unlike the B.R.M. it had a very large Roots blower, driven from the nose of the crankshaft.

Certainly during the qualifying trials for the 500-Mile Race this diesel-engined single-seater went far faster than many of the petrol cars. But it wasn't as fast as George Eyston's 1936 A.E.C.-engined "Flying Spray," which that year achieved 159.1 m.p.h. over the f.s. kilometre at Utah. However, memory suggests that Eyston's engine was somewhat larger, although non-supercharged, and it is conceivable that had Eyston been called on to lap Indianapolis four times instead of dash over the straight kilo of the Salt Flats, his car's speed would have been below 130 m.p.h. In reliability, however, the Cummins Diesel was not quite a match for Eyston's A.E.C., for it had to retire after 130 miles with a broken flange to its torsional vibration damper, after lapping, first at 110, then at 117 m.p.h. and finally at 119-120 m.p.h. Eyston, on the other hand, covered 105.6 m.p.h. for an hour at Montlhéry and held over 97 m.p.h. for 24 hours on the same occasion, in 1937. And a Hanomag diesel of only 2 litres capacity managed five miles at nearly 97 m.p.h. at Dessau in the February before war broke out, while in 1949 Lacour set the diesel-hour-record to 113.48 m.p.h. at Montlhéry, driving the four-cylinder opposed-piston M.A.P.

Nevertheless, the achievement of the Cummins Company was a notable one and it will be exceedingly interesting to see what they pull out for this year's Indianapolis race. They have run diesel cars previously, their 1931 entry being the first car to complete the 500 miles without a pit-stop, finishing 13th at 86.17 m.p.h., while in 1934 they put in two cars, one of which finished 12th at 88.57 m.p.h., and was afterwards demonstrated at Brooklands. (Eyston's equivalent, in 1936, was his 500-mile record, partnered by Denly, at 98.3 m.p.h.) Cummins' diesel-research is said to have cost $50,000.

Altogether, it seems that Britain and America were fairly evenly matched in respect of diesel-speed and it is a pity the comparison cannot be continued.

In this country, although racing diesels are moribund, a Nottingham firm is advertising 36/220 and 38/250-h.p. Mercédès-Benz with their original power units replaced by 100 b.h.p. Type 161 7.7-litre Leyland diesel engines. Speeds in the region of 100 m.p.h. and consumption of fuel oil at the rate of 40 to 45 miles to a gallon are mentioned. It sounds interesting, and follows on those classic pioneering experiments with a 5.5-litre 4LW Gardner diesel engine in a Bentley saloon in 1931 (it competed in the 1933 Monte Carlo Rally) and with a 4LK Gardner diesel engine in a sports Lagonda in 1935.

* * *

**Wade-Ventors**

We have observed before, and we say again, that a visit to Wade Engineering, Ltd., at Gatwick Airport in Surrey, is a stimulating experience, for here one can admire first-class engineering technique and craftsmanship, carried out by a firm which is something of an object lesson in British enterprise. The Wade supercharger venture was started, largely through the foresight and enthusiasm of Costin Densham, with a very modest capital outlay. The offices and works were established in rather restricted buildings in a corner of Gatwick Airport, and a test-shop, in which superchargers could be test-run and power-outputs, flow-readings, sound-spectra and oscillograph records taken, was erected on the far side of a meandering stream.

That came about three years ago, and already Wade have moved into spacious new premises on the opposite side of the airfield, retaining the original sheds and test-shop for purely experimental purposes. Well lit offices, drawing office, machine shop, assembly shop and production test shop are kept well occupied producing Wade Roots superchargers for every conceivable purpose and dispatching them to all parts of the world.

The reasons why Wade has succeeded while other supercharger ventures have fallen by the wayside have been quoted previously in MOTOR SPORT and may be summarised as a determination to master the specialised problems appertaining to supercharging the internal combustion engine and, having mastered these problems, to supply well designed and constructed four-lobe Roots-type superchargers known as the Ventor, incorporating a special helical port under Broom and Wade licence. This porting overcomes the low-speed "drop-off" in boost formerly associated with Roots superchargers.

The demand for Ventor superchargers, with their silent, long-wearing steel-to-helical gears, patented frictionless oil-seals and simplified system of lubrication, etc., has been enormous. Automobile, oil engine, aircraft and industrial installations of all kinds go out from Gatwick to satisfied customers all over the globe. There are specialised applications, too, like the fascinating little blowers, for all the world like models of their bigger brothers, which constitute air-servo-control units for use where electrical and hydraulic applications are unsuitable, and Ventors driven by electric motors and used as air pumps for drying colour film. This latter application is a tribute to the accuracy of Wade workmanship, for the faintest trace of oil in the air could ruin many thousands of pounds worth of film, yet standard Ventors do this job with no fear of oil leakage past their gear-cases.

Intermingled with this busy programme Wade supply a variety of Ventor sets to the Trade. Racing drivers have been quick to appreciate the excellence of this supercharger, and during last season Gordini's Simcas, Rolt's old Delage, Brian Shawe-Taylor's E.R.A., and Dennis "Autosport" Poore's Alfa-Romeo have chalked up notable successes with Wade-Ventors. As a result, orders for installations to more "bread-and-butter" cars are pouring in and sets, neatly boxed and containing the necessary belt pulleys, mounting brackets, oil-feed, etc., are available for Austin A40, Ford Eight and Ten, Morris Minor, "TC" and "TD" M.G., Triumph 1800, Standard Vanguard, Hillman Minx and Ford Mercury and special installations have been applied to many cars, such as Citroën Six, Jupiter, Jaguar XK 120, etc. In the trials field, Dellow cars have scored signal successes with Ventor superchargers. There are indications that British manufacturers, conscious of the appeal which sheer speed makes in the American market, are




*FEBRUARY QUIZ.—Make and type of car on a p.c. by February 10th, please, so that we can publish the Names of the Knowledgeable in our March issue.*

interested in supercharging to improve the performance of their existing models.

We saw two very exciting innovations at Gatwick. One is the new V-type Wade supercharger in which non-friction rotary valves coupled with the throttle linkage enable pressure to build up within the supercharger, so that high boosts are obtainable from comparatively small Roots blowers. Already it is possible to vary supercharge characteristics by altering the rotor form, but the V-type goes further, and even where boosts as high as 40 lb./sq. in. are required, for example, two-stage is obviated, one small blower sufficing. The other development is an ingenious inter-cooler, consisting of a Gallay methyl alcohol radiator mounted in the delivery port of the supercharger and pressurised by the supercharger itself. This inter-cooler has no impeding effect on mixture flow through the blower and reduces air delivery temperatures by up to 57 degrees F. Both these developments should be of considerable value to the motor racing fraternity.

Tony Rolt has acquired the Murray-Jamieson-supercharged engine from Peter Walker's ill-fated E-type E.R.A., and is installing it in his old Delage chassis for this season's races.

* * *

We are informed by Cliff Rowley and Co., Ltd., of Walsall, that they are marketing the front-drive Emeryson 500 at £475, less engine and gearbox. It appears that Harold Daniel, the famous motor-cycle T.T. rider, has decided finally to race an Emeryson this season in place of a Kieft. A works-sponsored team will be formed, consisting of E. N. Frost, who drove a Cooper last year, Daniel and Paul Emery. K. Watkins will also race an Emeryson, so to the Cooper-Iota-Kieft triangle must be added another contender for Formula III honours. Exciting!

* * *

Brands Hatch circuit will see sports-car races this year as well as a resumption of 500-c.c. racing. The Stadium is open every day of the week, the circuit being available for testing, etc., and the racing season proper commences there on April 28th.

# CLUB AFFAIRS

For the W. Hants and Dorset C.C. Hartwell Cup Trial on February 18th an attempt will be made to reduce the advantage usually gained by trials specials. For many years this annual event in the Club's calendar has been a medium distance trial in the old style, designed for the normal sports car to succeed, not so difficult that a well-driven saloon cannot do well . . . and by the same token, a walkover for a modern trials special. This year, the following scheme, devised by J. B. Jesty, will be tried :—

A plus system of marking will be used, that is to say, the object will be to gain marks not to avoid losing them.

Before the start each car will be weighed on a weighbridge, first the front wheels then the back, and the percentage weight distribution calculated.

At the end of the trial the number of marks gained will be multiplied by the percentage of weight on the front wheels and the result divided by the percentage on the rear wheels. Two examples are given.

Car "A." Marks gained 100. Weight distribution 40 per cent. front, 60 per cent. rear.

$$\frac{100 \times 40}{60} = 66.6 \text{ marks.}$$

Car "B." Marks gained 30. Weight distribution 55 per cent. front, 45 per cent. rear.

$$\frac{80 \times 55}{45} = 97.7 \text{ marks.}$$

It will be seen that weight distribution will play a major part, and care will have to be taken in assessing the marks to be awarded for each section to avoid the pendulum swinging too far the other way.

When the cars are weighed the occupants will be seated in the same positions as they will occupy in all observed sections. Refuelling will not be permitted during the trial. This second point will not make any appreciable difference in most cases, but it could do where a large tank is fitted.

It will be interesting to see how the system will work in practice. This year's Hartwell Cup Trial will start from near Fareham and will be run over a course of about 80 miles in West Dorset. It is a closed event. Secretary: Mrs. Pauline Jesty, "Treebound," Upton, Poole, Dorset.

* * *

The N. London E.C.C. Committee comprises G. Bance, W. G. Render, C. H. Food, A. C. Hobbs, C. G. Meisl, F. E. Owen, I. C. Wilson, A. Word and F. D. Yiend. The Club has its Jacobean Trophy Trial on February 25th in Hertfordshire. Hon. Sec. G. Bance, 7, Queen's Avenue, London, N.10.

The Vintage S.C.C. has introduced a Vintage Light Car Section for full members owning cars which come within the Club's accepted age limit, do not exceed an engine capacity of 1,500 c.c., do not develop more than 30 b.h.p., and which are not sports models. A small committee is being formed to administer the new section under the Chairmanship of the Editor of MOTOR SPORT and with Jeddere Fisher as Hon. Secretary. A number of special prizes will be put up for vintage light car events and social and other gatherings will be held.

The early small car has a charm of its own and has long been championed by MOTOR SPORT; we hope the V.S.C.C. will, in time, be able to revive some of the traditional competitions in which such cars competed when striving for popularity on the threshold of their heyday, such as the London–Exeter, J.C.C. High Efficiency and Welsh Six Days Trials, etc. When, about the year 1927, the idea of an annual Brighton Run for veteran cars was mooted by a daily newspaper, enthusiasts, who numbered amongst them many well-known racing drivers, had much fun searching for suitable vehicles, often locating them in the most unlikely places and obtaining them for surprisingly modest sums. There followed weeks of entertainment devoted to finding out how the "discovery" worked and in restoring it to running order. Although sufficient people have already rebuilt examples of early small cars, and others are in process of doing so, to ensure immediate success of this new section of the V.S.C.C. it is to be hoped that, as in the beginning of the veteran car movement, further suitable vehicles will be unearthed in similarly happy circumstances. In this respect, although the V.S.C.C. proposes to admit light cars made up to the end of 1930, perhaps we may venture the purely personal view that those who wish to motor in the best tradition of the early small car era should appear in vehicles made prior to 1925, and that in any case to be truly representative members should endeavour to acquire pre-1928 specimens.

The Hon. Sec. of the newly-formed section is a staunch champion of the 11.9 Lagonda and the Chairman has a recently acquired 1926 10.8 Clyno.

The 500 Club has become a limited company and has, alas, had in consequence to re-name itself the Half-Litre Club. Its first race meeting this year will be at Brands Hatch on April 28th.

* * *

The B.A.R.C. Members' Goodwood Meetings, at which the MOTOR SPORT Brooklands Memorial Trophy, at present held by J. C. C. Mayers, will be contested, will take place this year on April 14th, June 16th and August 18th.

* * *

The dates of this year's Clubmen's Silverstone race meetings are :—

May 26th : Maidstone and Mid-Kent M.C.
May 31st : Vintage S.C.C. (Provisional)*
June 2nd : Eight Clubs
,, 9th : Vintage S.C.C.
,, 16th : Bugatti O.C.
,, 30th : Midlands W.E.C.
July 21st : Bentley D.C.
,, 28th : Aston-Martin O.C.
Aug. 11th : M.G. C.C.*
,, 25th : 750 M.C.
Sept. 1st : S.U.N.B.A.C.
,, 8th : M.C.C.*

* Closed event. All others closed invitation.

* * *

The 1951 R.A.C. Hill-Climb Championship will be contested at Shelsley Walsh, Prescott, Bo'ness, Rest and Be Thankful, Bouley Bay and Craigantlet, as before, but this time marks will be based on the placings of *all* competitors and Championship contestants will nominate their best climbs at *four* venues. No Championship entry fee will be charged and drivers may change cars during the season.

* * *

The Blackburn Welfare M.C. is holding a Festival of Britain race meeting at Brough on March 24th and will include a 25-mile 500-c.c. car race.

* * *

Don't forget these film shows : V.S.C.C. at Hammersmith on February 13th (T. W. Carson, Mellaha, Kempshott, Hants.), Herts County A. and A.C. at "Red Lion," Hatfield, on February 20th (tickets 2s. 6d. to non-members, from L. G. Holland, The Studio, Tolmers, Hertford), Cumberland S.C.C. at Viaduct Hotel, Carlisle, at 7.30 p.m. on February 14th (C. W. A. Slater, Scaleby Hall, Carlisle), N.L.E.C.C. at "Black Bull," Whetstone, on February 22nd with Shell and Dunlop films and "Motor Sport, 1950" show by C. C. Wakefield and Co., Ltd., on February 7th.

* * *

The Guernsey M.C. and C.C. plans to run its annual speed hill-climb and sand races again this season.

*"MOTOR SPORT" TESTS*

# THE 2½-LITRE ASTON-MARTIN DB II DROPHEAD COUPÉ

## *A Car of Superlative Performance and Controllability Tried Under Winter Conditions*

EVER since we took a short run in one of last year's "Le Mans" Aston-Martins we have been eager to road-test the production version of this technically absorbing and much-discussed car.

An opportunity arose as the old year merged with the new, when we had the memorable experience of using the prototype drophead coupé for "covering" the Exeter Trial and for some subsequent fast motoring, the car covering in all nearly 1,000 miles in MOTOR SPORT's keeping.

In writing of a motor car so superlative it is distinctly difficult to know where to begin. You see, the DB II merits praise under so many sub-headings.

It is an exceedingly fast car, capable of reaching 110–115 m.p.h. under favourable conditions. It is high-geared, so that the engine is never very hard pressed, and quite exceptional maximum speeds are realised in the indirect gears, yet the acceleration right up to these speeds is something quite out of the ordinary. The engine is exceptionally smooth, willing and durable. The road-holding, steering and handling qualities generally are also quite out of the ordinary, the comfort factor high, yet this DB II will amble along at 10 m.p.h. in top gear and has such a foolproof gear-change and such light controls that any "bobby-soxer" would get the hang of it in a very few miles. Experienced drivers can hardly help averaging at least 50 m.p.h. on long journeys as a matter of course. In short, a superlative machine.

The engineers responsible for this car have been wise in selecting a W. O. Bentley-inspired 2½-litre engine, for this provides performance that is quite remarkable, and aptly usable under prevailing conditions of traffic in this country. Similarly, the choice of a closed body is sensible, because open two-seaters have but a limited sale to the world's markets and aerodynamically the closed model offers greater performance than the less weatherproof style—albeit in the drophead coupé Aston-Martin make the best of both worlds.

The DB II inspires confidence from first acquaintance—in our case in the dark over icy roads—but some miles go by before its full significance is appreciated—for at first it is difficult to believe that this softly sprung, seemingly very wide motor car will handle safely at high speeds, while so effortlessly does it accelerate that one is deceived into thinking that the acceleration is only mediocre. When derestricted roads are reached first impressions need to be hastily revised, for the handling qualities are really superb and the more remarkable because the car is so well sprung, while very few automobiles will reach the seventies, eighties, and nineties so rapidly and unobtrusively.

Perhaps speed is the aspect of the DB II that should be dealt with first. Certainly "the century" has a strong fascination and, writing this shortly after driving the Aston-Martin at 100 m.p.h. over slippery roads, we are more than ever willing to admit this. In top gear, then, the highest speed recorded was equal to a genuine 109 m.p.h. In third gear the maximum is 93 m.p.h., in second gear 68 m.p.h., and in first gear 40 m.p.h.—figures requiring no qualification!

In considering the car's accelerative abilities speed again comes into the picture, for up to 50 m.p.h., good as it is, the acceleration is equalled by a number of smaller-engined cars. It is from 50 m.p.h. to 100 m.p.h. that the surge forward of the car is quite remarkable—and equally as useful. We took quite a lot of acceleration figures, which appear in the table on page 71 and serve to emphasise this outstanding faculty the DB II has for regaining a high cruising speed following a check—incidentally, these figures were obtained without prior practice and on wet roads. Particularly impressive is the fact that the time taken to go from 10 to 30 m.p.h. in second gear is identical with that needed to increase speed from 20 to 40 m.p.h., or from 30 to 50 m.p.h. on the same ratio. In third gear 40 to 60 m.p.h. occupied only 5.2 sec., and 60 to 80 m.p.h. a mere 7.9 sec., but 20 to 40 m.p.h. took 2 sec. longer than in second gear. Clearly, a change-up at about 50 m.p.h. in second and subsequent acceleration in third gear to an 80-m.p.h. cruising speed will dispose of traffic obstructions in a very purposeful manner. On the other hand, those shy of indirect ratios will find that, for all its sports/racing performance, the DB II will run down to 500 r.p.m., or approx. 10 m.p.h. in its 3.77 to 1 top gear and pick up cleanly, the power coming in at approximately 1,500 r.p.m., or just over 30 m.p.h. Thereafter, 50 m.p.h. is reached in 8 sec. on this ratio, so that Grandad can go motoring to quite some purpose with a modicum of gear-changing.

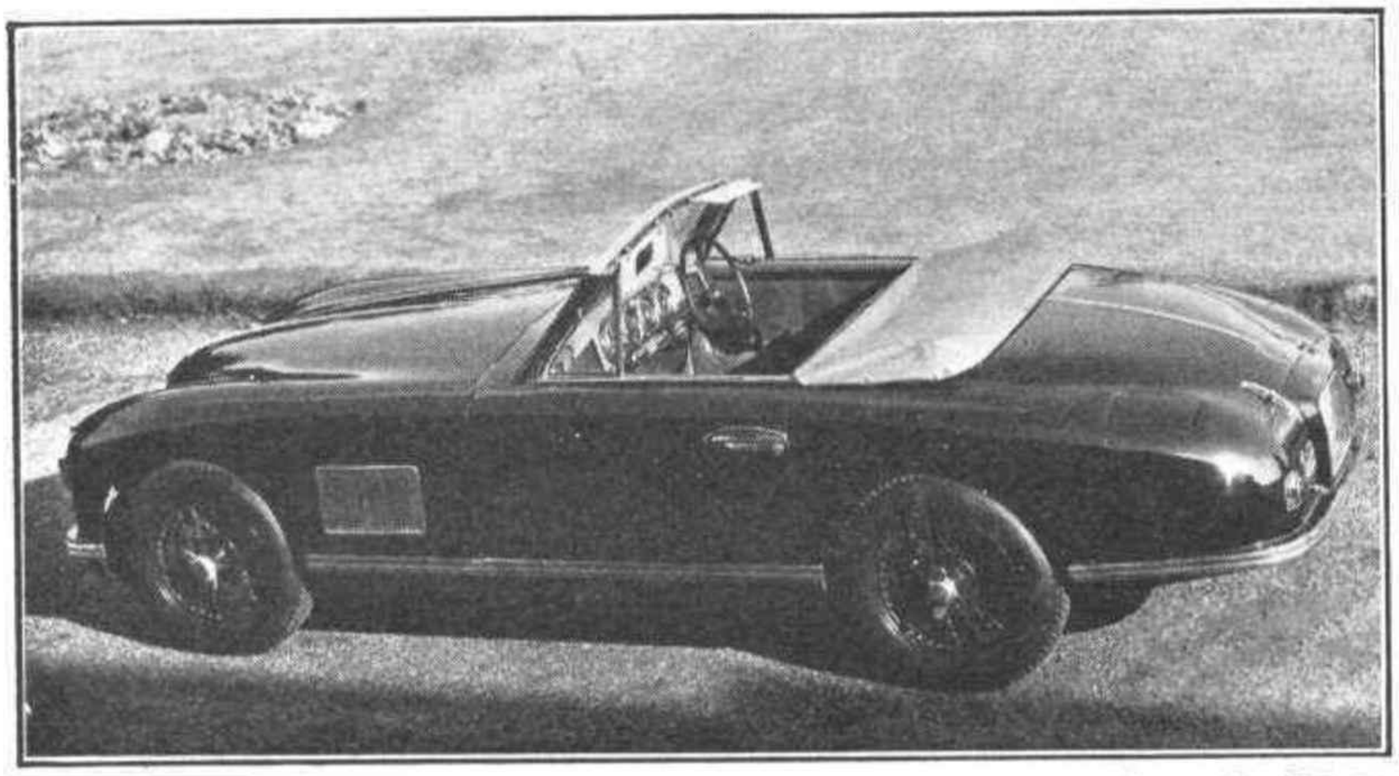
You feel, however, that the imposing maxima on the indirects are intended to be used, and the only time the engine felt in the least unhappy was approaching 70 m.p.h. in second; 60 is probably a kinder speed in this ratio. Incidentally, the 4.75 to 1 third gear is very well chosen and can be usefully employed for long periods, particularly as, like the other gears, it is *completely inaudible*. Very pleasant engine speeds at which to change-up in normal driving were 2,500 r.p.m. in first, 3,000 r.p.m. in second and 3,500 r.p.m. in third gear, or at approximately 20, 37 and 64 m.p.h. respectively.

The steering column gear-lever is substantial, rigid and has a good large grip, which pulls out for selecting reverse, which is through top gear position. The lever is close to the wheel, and the higher ratios are uppermost. There is admirable synchromesh, on all save bottom gear, which this lever actuates in a pleasantly silky manner. There was a tendency to catch-up at times, this, and a rather large movement between second and third, tending to delay this change. This was certainly one of the best of the stalk-pattern gear-changes we have tried; equally certainly, we prefer the beautiful little central remote-control gear-lever which is available as an alternative. The clutch functioned very nicely and was light to depress.

Quite as impressive as its performance is the DB II's safe handling, which enables experienced drivers to get the very best from it and to use its speed and acceleration to the full extent. We would summarise these qualities as follows:—

*Steering:* Controlled by a thin-rim, large diameter three-spoke wheel uncluttered by minor controls, the worm-and-roller steering gear is decently geared at 2½ turns from one to t'other of a very generous lock, and has strong castor action. As the driver tends to "steer against the castor," the sense of "flabbiness" associated with modern steering is minimised, at the expense of a slightly heavy action. No return motion is transmitted from the front wheels, but a small degree of facia vibration is conveyed *via* the column. Although the width of the bonnet diminishes faith in one's ability to get through restricted places, the accuracy of the steering restores much of it.

*Roadholding and cornering:* The very supple suspension is well-damped (by Armstrong shock-absorbers) and, by some magic we do not profess to understand,



*FAIR WEATHER GUISE.—Better known in aerodynamic saloon form, the DB II Aston-Martin is seen here in drophead coupe form, head stowed.*

the Aston-Martin engineers have endowed the car with well-nigh perfect cornering and roadholding characteristics. There is just that slight under-steer that denotes pedigree and only a very faint desire to roll; the tyres never sound over-stressed. Corners can be taken at "racing speeds" even on snow-bound surfaces and this DB II must rank as one of the safest cars it has been our good fortune to try. In consequence, driving it is an epicurean pleasure, which the snow and ice met with nearly all the time we had the car merely served to emphasise..

*Suspension :* In view of the foregoing some discomfort on bad roads would be excusable, but such is not the case. The wheels are well-damped and follow road irregularities impeccably, yet impart only the smallest movement to the car's occupants; the bonnet and front end remain rigid. The car is, indeed, very comfortable and entirely pitch-free. That such splendid roadholding has been achieved with coil springs so soft that the nose dips under braking must be rated one of Feltham's greatest achievements.

*Brakes :* These are in keeping with the other qualities which, combined, make the DB II so safe and pleasant to handle. The Girling hydraulic system is used, with 12-in. dia. drums, and very powerful, if perhaps a shade fierce, braking is available for the expenditure of very little pressure on the pedal. As important, the car pulled up in a straight line when braking heavily on wet slush. Such braking was accompanied by a slight squeak, but fading seemed non-existent, with the proviso that so slippery were the roads that frequent heavy application of the brakes was out of the question.

If the brakes are as fade-free under summer conditions Feltham would seem to know the secret of cool brakes in spite of all-enveloping coachwork, and we have already commented on the excellent steering-lock, another feature not usually associated with enclosure of the front wheels.

Although the engine gives 105 b.h.p. on a compression ratio of 6.5 to 1 it behaves like a perfectly normal touring power unit. It "pinks" abominably on "Pool" petrol and gave an occasional loud cough for part of the test, as if its S.U. carburetters had caught cold, but otherwise had no vices. It proved a particularly easy starter and the radiator water never exceeded a temperature of 55 degrees C., while oil pressure, which varies with engine speed, is normally around 50 lb./sq. in. This six-cylinder unit is mechanically quiet, what exhaust roar there is seems well to the rear of the car and pleasingly subdued, vibration, flat spots and fumes are absent, and it turns like a turbine, even at speeds around 5,500 r.p.m. such as are involved at maximum m.p.h. in the lower gears. The revs. go up with a rush, racing fashion, for gear-changing, and there was no loss of tune. Oil consumption was roughly 800 m.p.g.

A pleasing accompaniment of the high gear ratios is the easy time the engine has at high cruising speeds, 80 m.p.h., which is a very commonplace gait to the DB II, representing 3,700 r.p.m. for instance, whilst at 100 m.p.h. the engine is turning at under 4,700 r.p.m.

It is probably this high gearing, together with the aerodynamic bodywork and the light weight of the car, that produces such commendable economy, the consumption of "Pool" petrol coming out at better than 20 m.p.g., although the car was driven hard throughout over "heavy" road surfaces, and for much of the time, before acceleration tests called for lots of full throttle work, 24 m.p.g. was obtained. The tank holds 19 gallons, so the range is very satisfactory; the last three gallons are fed by a separate fuel pump having a facia switch that acts as a fuel reserve and, additionally, a warning lamp reminds the driver that it is in use. This is additional to a fuel contents gauge which, on pressing a button, gives the level of oil in the sump.

If the modern Aston-Martin is imposing in action it is a very covetable possession even when stationary, for it has that unmistakable air of good breeding which characterises the high quality British car. The beautifully contoured, businesslike aerodynamic body is made at Feltham and is upholstered and finished there. Its doors shut firmly, its bucket seats are deep and comfortable, possessing squab and cushion adjustments, the latter very easily worked by pressing down a knob and sliding the seat. Upholstery is leather over Dunlopillo. Visibility is good, the screen's centre-strut not interfering, although some drivers seem to object to the "goitre" on the bonnet which is a fresh air entry for the Smith's heater. Normal wind-up side windows are used, augmented by ventilating panels which open and close easily under a toggle lever linkage. The saloon also has Perspex rear lights and a big Perspex rear window, whereas the drophead coupé contents itself with a rather shallow rear window, which restricts vision in the central mirror.

The DB II is advertised as a two/three-seater and you can either carry the "odd man out" on the front seats, adjusted as a bench, or on the unupholstered luggage shelf behind the seats, access to which is by folding forward one or other squab. Head-room is limited in the latter position, otherwise this "emergency seat" is not impossible, although the head folds down into it when the coupé is opened and in neither coupé nor saloon is there any other stowage for luggage. However, providing they know one another reasonably well there is no objection to placing two slim passengers beside you, even when the central, as distinct from steering-column, gear-lever is fitted.

The facia is fascinatingly full of dials and switches, but as the car we tried was a prototype and differs slightly in this respect from production models, these need only brief description. A circular panel, readily detachable for servicing, carries the ignition and lamps switch, starter button, wiper switch, reserve fuel switch, button for converting fuel gauge into an oil-level gauge, lead-lamp plug point, and a switch which enrichens one of the S.U. carburetters for starting. Similar turn-switches along the base of the facia look after an under-bonnet light and the panel lighting, which is sensibly subdued, and three windows light up white, green and red when, respectively, the mixture enricher or the reserve fuel pump are "on" or the dynamo isn't charging. Yet another of these switches energises the heater—one small grumble is that there is no visual clue to what this big family of little black switches does. There is a Smith's 6,000-r.p.m. rev.-counter and a Smith's 140-m.p.h. speedometer with trip and total mileage recorders and clock—and these upset us because their needles move in opposite directions, and because that of the rev.-counter floats badly. The fuel gauge, ammeter, oil gauge and radiator thermometer are combined in one dial—while entirely adequate, as was the common-or-garden lamps switch, we have a personal fad that on a £1,600 car something more individualistic might have been used in both instances. Remember the lamps switch of the old-school Bentleys? Certainly it should not be necessary to reach in front of the passenger to operate the lamps switch, while the centrally-located direction indicators switch could be placed more conveniently, particularly as the indicators are not self-cancelling.

The remaining items on the facia are a concealed ash-tray, cigar lighter and a cubby hole at each end, these cubbies being devoid of lids; the entire panel is leather covered.

A bar beneath the facia opens the reversed-alligator bonnet—and once it is opened the engine and i.f.s. units are laid bare in a quite immodest manner, ideal from the servicing point of view. Jack, tools and hub-hammer (there are knock-off wheels on this car!), etc., are carried in the front wheel wells. There are small but deep door pockets, a visor to shield the driver's eyes from dazzle and another for his lady to powder her nose in, side and folding central arm-rests, horn-push in the wheel centre and twin fuel fillers beneath flaps in the tail, these flaps being released by pulling handles beside the luggage shelf, so that when the car is locked the fillers are thief-proof also.

The good aerodynamics of the body are confirmed by the absence of air noise, although the coupé top drummed at speeds above 60 m.p.h. Air reaches the radiator through a duct beneath the front number plate and leaves *via* grilles, on each side of the scuttle, on which the vulgar might be tempted to strike matches.

The inbuilt lamps give a useful dipped beam and a long concentrated full beam, but are rather too yellow for maximum performance to be enjoyed after dark. Fog, roof and reversing lamps are not provided. There are dual screen-wipers but they refused to cope with snow and became unsynchronised. The front number plate distorted somewhat under snow conditions. The spare wheel locks away in the tail. H.M.V. radio, with speaker in the rear compartment, is an extra.

The only serious criticism we have is that a certain amount of rain entered the body, along a seam at the near side of the head and by the scuttle. It must be emphasised that this car was a prototype; we are confident that elimination of water leaks will be a matter of the highest priority at Feltham, where many practical motorists are numbered amongst the development staff.

The foregoing disposes of this remarkable motor car in some detail and we come back to the broader appreciation of it. It is no exaggeration to state that it stands out as one of the world's really great cars. That it is selling very readily in dollar markets isn't in the least surprising.

Perhaps the best way of summing up the DB II is to say that it offers the performance, stability and joy-of-handling associated with the sports/racing car while remaining a completely docile, comfortable, practical and withal economical high-grade touring car, allied to which is the unquestionable convenience offered by the aerodynamic closed coachwork. If three features stand out above many other superlatives in the modern Aston-Martin they are the very high maxima on all gears, the remarkable acceleration to these high speeds and the very high degree of "controllability." Running these close is the all-round excellence of the six-cylinder 2½-litre engine with its four-bearing crankshaft and chain-driven twin o.h. camshafts. This engine, which is very smooth running in spite of scorning a vibration damper, achieves a performance which before the war would scarcely have been realised even had supercharging been resorted to.

These qualities have been so skilfully blended in the DB II Aston-Martin that to the layman it becomes a veritable "magic carpet," ideally suited to shrinking the motor roads of Europe. The enthusiast expresses the matter more briefly, terming the DB II a "real motor car." With both sentiments I readily concur.—W.B.

### THE ASTON-MARTIN DB II DROPHEAD COUPE

*Engine:* six cylinders, 78 by 90 mm. (2,580 c.c.), 6.5 to 1 compression ratio, 105 b.h.p. at 5,000 r.p.m.
*Gear Ratios:* first, 11.03; second, 7.05; third, 4.75; top, 3.77 to 1.
*Tyres:* 6.00 by 16 Dunlop "Road Speed" on centre-lock wire wheels.
*Weight:* Approximately 22 cwt., without occupants.
*Steering Ratio:* 2½ turns lock-to-lock.
*Fuel Capacity:* 19 gallons (3 in reserve). Range approximately 400 miles.
*Wheelbase:* 8 ft. 3 in.
*Track:* 4 ft. 6 in.
*Overall Dimensions:* 13 ft. 6½ in. by 5 ft. 5 in. by 4 ft. 5½ in.
*Price:* £1,598 (£2,042 12s. 9d. with p.t.).

PERFORMANCE DATA

*Speeds in gears:*
1st: 40 m.p.h.
2nd: 68 m.p.h.
3rd: 93 m.p.h.
Top: 109 m.p.h.

*Acceleration (on wet road):*
*Through gears*

| | | | |
|---|---|---|---|
| 0–30 | m.p.h. in | 5.0 | sec. |
| 0–40 | ,, ,, | 6.0 | ,, |
| 0–50 | ,, ,, | 9.6 | ,, |
| 0–60 | ,, ,, | 12.7 | ,, |
| 0–70 | ,, ,, | 15.8 | ,, |
| 0–80 | ,, ,, | 20.7 | ,, |
| 0–90 | ,, ,, | 29.8 | ,, |

*Second gear:*

| | | | |
|---|---|---|---|
| 10–30 | ,, ,, | 4.4 | ,, |
| 20–40 | ,, ,, | 4.4 | ,, |
| 30–50 | ,, ,, | 4.4 | ,, |

*Third gear:*

| | | | |
|---|---|---|---|
| 20–40 | ,, ,, | 6.4 | ,, |
| 40–60 | ,, ,, | 7.2 | ,, |
| 60–80 | ,, ,, | 7.9 | ,, |

*Top gear:*

| | | | |
|---|---|---|---|
| 30–50 | ,, ,, | 8.0 | ,, |

*Brands Hatch flying lap:* Cancelled due to snowstorm.
*Makers:* Aston-Martin, Ltd., Feltham, Middlesex.

A Dance for past and present students of the College of Aeronautical and Automobile Engineering (Chelsea) is being held at the Chenil Galleries, Kings Road, Chelsea, S.W.3, on Friday, February 9th. Tickets from the College Office, 162, Sydney Street, Chelsea, S.W.3.

# BOOK REVIEWS

"UNDER MY BONNET" *by G. R. N. Minchin* (*Foulis, 7, Milford Lane, W.C.2, 183 pages, 15s.*).

This is an exceedingly entertaining book, chiefly because it passes easily through the author's motoring and other experiences of fifty years, 1900–50, in a series of delightful anecdotes and stories. Those who know Mr. Minchin well will not be surprised that he refers more often than not to Rolls-Royce and Rolls-Bentley cars and devotes a whole chapter to Sir Henry Royce and another to "The Bentley Re-born." His story (fact, actually, which is far preferable) is of England as it was in Edwardian times, the brave escapades of Public School boys and life at the 'Varsity. Motor racing and long Continental runs in good cars naturally leaven the pages and there is sufficient of engineering to please the technically-minded reader. Minchin's eye-witness account of the 1927 White House crash at Le Mans is well worth having and one story alone, about how a Rolls-Royce salesman convinced a sceptical client that this famous car wasn't necessarily undependable because a starting handle was fitted, is alone worth the price of the book. As one expects from Foulis, it is beautifully produced and some of the illustrations are new. There are a few minor errors, such as crediting Malcolm Campbell with winning the last race run at Brooklands before the 1914–18 war, whereas he was third, and stating that *Sixty* Mercédès killed their drivers on Brooklands, but these slips are relatively unimportant in such a delightful book.—W. B.

* * *

MONTE CARLO RALLY, *by Russell Lowry. (Foulis, 7, Milford Lane, London, W.C.2. 86 pp. 7s. 6d.)*

This book tells how the author went through the 1950 Monte Carlo Rally with Geoff. Holt and Stan Asbury in a Ford Pilot. Our first impression was that this book could in no way compare with that of the same title by the late Humphrey Symons which Methuen published in 1936, and that this great winter Rally is too serious an event to be portrayed through the medium of comic sketches and the pen of a journalist who usually writes "in lighter vein."

However, Russell Lowry's book passed a train journey for us and we have to confess that it is very well written, explains exactly what the Rally is about, is a jolly good story and contains very useful advice for all intending competitors. Only one grumble have we—whether it is good policy for English competitors to rush into a foreign garage, demand liberal service, and then announce that they have no intention, or means, of paying for it, is open to doubt. Otherwise, we agree with all Lowry has to tell us—and admire him for not pulling his punches.—W. B.

## WE HEAR

Last December the first of the visits by B.R.M. Association branch officials took place to Bourne and Folkingham, for the purpose of seeing the B.R.M. works and the B.R.M. cars. In spite of ice-bound roads over 25 attended, from as far afield as Berwick and Cardiff. The Dunlop Rubber Company has given the M.I.R.A. £5,000 towards the cost of its proposed new high-speed test track. Schools and other interested organisations can obtain an attractive painting book for youngsters, the theme of which is Safety First on the Road, if they apply to the Nuffield Central Publicity Department, Cowley, Oxford. The Nuffield Organisation is to be congratulated on this idea, the excellence of the aforementioned book and a companion publication entitled "Help Them to Safety," which is a series of lectures for use by school-teachers and police officers. On the subject of school-children, a reader tells us that he has introduced at a large primary school in London a car-spotting contest, using photographs from MOTOR SPORT of racing, vintage and modern cars. One boy obtained full marks and two ten-year-old girls over half marks. We shall have them solving our quiz pictures soon, at this rate!

We referred some time ago to the interest of the *Christian Science Monitor* in American veteran car events. In its issue of October 5th last this paper published a long, well-written, illustrated article on the Glidden Tours, which originated in 1904 and are re-enacted today by members of the V.M.C.C. of A. Harry Lester has been joined in his well-known M.G. business at Thatcham by H. H. Crundwell, an old motor-cycle racing friend, and between them these two ex-motor-cyclists are extending their activities to a racing service for 500-c.c. cars; both have had a great deal to do with J.A.P. engines. At the 1950 Sunbeam M.C.C. "Southern Experts" Trial at Bordon, Ralph Venables used his ex-Frost Allard in the pursuit of his clerk-of-the-course duties and another vehicle the organisers roped in was an early version of Volkswagen. Barry Dove is taking delivery of a modern Morris Minor, so that his beautiful 1929 Sunbeam Sixteen tourer can be put aside and brought out only on high days and holidays.

# *Club News*

G. D. Smith, 174, Bromyard Road, St. John's, Worcester, has an Edwardian Straker-Squire and the ex-Miss Lister s.v. Aston-Martin, registration number MF 5412; he wonders if Miss Lister would write to him if she sees this. Which reminds us that Mr. Young, who wrote a letter about the old days which we published last October, and was thereby brought in touch with a friend he had not seen for 42 years, observes: "It speaks highly for your excellent journal when people can be brought together after such a long lapse of time through the medium of its columns." From Tasmania comes more Graf und Stift comment, this time to the effect that one of these vast cars is stored in the vaults of the National Museum of Applied Science in Melbourne and is believed to be the only one in Australia. Our correspondent is co-owner of a 1905 Minerva, 1906 Coventry-Humber, 1909 poppet-valve B.S.A. and a 1913 Siddeley-Deasy.

A 1924 Rhode, painted yellow, has been seen in a Shaftesbury garage. Alec Williams has restored to good order a 1931 Wolseley Hornet.

The first sports car to appear in a B.B.C. Television play was a Healey "Silverstone." During January Count Maggi, President of the Brescia A.C., was in London interviewing those British drivers who wish to compete in this year's Mille Miglia. Peter Stewart's "Ulster" Aston-Martin and F. L. C. Noar's Le Mans car of the same make are being prepared enthusiastically for the Bol d'Or race on June 3rd-4th. It seems that DB II Aston-Martins are owned in the U.S.A. by Briggs Cunningham, Cameron-Peck, Bill Spear and Dr. Sheer, amongst others.

Eric Lister, 3, Rawlinson Road, Southport, Lancs, asks O.M. owners to contact him, as he is forming an O.M. Register. B. K. Thompson asks us to say that his entry and Beardshaw's in the "Gloucester" were one and the same, so there is no "replica" of the 1949-Wharton Special. Victor Axel-Berg's stable now consists of a 3-litre Sunbeam, a Red Label 3-litre Bentley saloon and the ex-Straight single-seater Duesenberg in which he may install a power-unit more appropriate than the Mercury it has at present. His Douglas Drone-engined 750-c.c. sprint car is for sale.

★

## CHRISTMAS, 1950

The Editor and Staff of MOTOR SPORT wish to thank the very many readers who sent cards, cables, telegrams, calendars and other Greetings to them at Christmas. Every one of these was deeply appreciated, but pressure on space makes individual acknowledgment impossible. Naturally, we are delighted to know that we are in the minds of so many enthusiasts all over the world and trust that we shall continue to hold their esteem for another twelvemonth.

## THE HANTS & BERKS M.C. DINNER

The fifth annual dinner (ably organised by Julian Jane), presentation of awards and motoring Brains Trust were held at

## FIXTURES FOR FEBRUARY

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

4th.—Hagley & Dist. M.C. C.I. Trial. Clee Hills.
Herts County A. & A.C. C.I. Spring Trial, Chilterns.
Kentish Border C.C. C. Trial, Kent.
Yorkshire Sports C.C. C. Trial, Lothersdale.
Plymouth M.C. C. Trial, Devon.

9th.—Scottish Sporting C.C. C. Rally, Glasgow.

10th.—M.G. C.C. (Scottish) C. Trial, E. Lothian.
Bristol M.C. & L.C.C. C. Trial, Mendips.

11th.—Southsea M.C. C.I. Trial, Petersfield.
Lancs. & Cheshire C.C. C. Trial, Cheshire.
W. Hants & Dorset C.C. C. Trial, Dorset.
Maidstone & Mid-Kent M.C. C. Trial, Charing.

11th.—Chiltern Car Club C. Trial, Chilterns.
Birmingham U.A.C. C. Trial, Wores.
Loughborough Coll. M.C. C. Trial.

17th.—Riley M.C. (London) C. Rally.
E. Counties M.C. C. Trial, Suffolk.
Ulster A.C. C. Trial, N. Ireland.
Vintage S.C.C. C. Rally, Bisley.

17th/18th.—Peterboro' M.C. C.I. Night Trial, "Fountain," Bletchley, 10 p.m.

18th.—Tunbridge Wells M.C. C.I. Trial, Tonbridge.
Sheffield & Hallam. M.C. C. Sporting Trial, Derbyshire.
Rhyl & D.M.C. C. Trial.
Lothian C.C. C. Half-Day Trial, Scotland.
Blackpool & Fylde M.C. C. Trial, Yorkshire.
Furness & D.M.C. C. Sporting Trial, Furness.
Cemian M.C. C. Trial, Mid Kent.

18th.—Rochdale & D.M.C. C. Trial, Lancashire.

24th.—West of England M.C. C.I. Spring Trial, S. Devon.
Cheltenham M.C. C. Trial, S. Cotswolds.
N. Ireland M.C. C. Trial, Londonderry.
Scottish S.C.C. C. Half-Day Trial, Fife and Kinross.

25th.—N. London Enth. C.C. C.I. Trial, Hertford-Ware.
N. Midland M.C. C.I. Kitching Trophy Trial, Derbyshire.
Coventry & Warwick M.C. C. Spring Trial, Coventry.
Leicester C.C. C. Trial, Leics.
Welsh Counties C.C. C. Trial.
Nottingham S.C.C. C. Trial, Derbyshire.
Plymouth M.C. C. Trial, Devon.
Severn Valley M.C. C. Trial, Wrekin.
Gosport A.C. C. Trial, Gosport.

the "Wheatsheaf," Virginia Water, on December 15th. The names of the award-winners for the current year in the souvenir menu make it a really useful reference and record. The dinner was excellent but simple, and so popular the dancing that the younger ones whispered that they would have preferred more time devoted to it rather than so much to the Brains Trust. Quality and quantity of brains were evident at the latter, and a successful party broke up in the small hours.—W. O. B.

## THE DEWAR TROPHY

The R.A.C. has decided that Sir Thomas R. Dewar's Challenge Trophy, presented in 1904, shall again be awarded for the most outstanding technical achievement accomplished under R.A.C. Competition Rules during the preceding year. This Trophy, last awarded in 1929 to Miss Violet Cordery in respect of her 30,000 mile high speed run at Brooklands in an Invicta, goes, for 1950, to Rover, Ltd., in recognition of the production and performance of their gas-turbine car, a very notable British engineering achievement.




*C. E. ALLEN'S Christmas Greeting featured this excellent action shot of his vintage Brough-Superior at speed, reminder that the Vintage Motor Cycle Club is flourishing and will again cater for amateur enthusiasts this year.*

## EASTERN COUNTIES M.C.

The Eastern Counties Motor Club reached its first anniversary in January. It now has over 70 members, in an area extending to Ely, Great Yarmouth and Colchester, and is recognised by the R.A.C. Events held in the past year include speed trials, gymkhana, touring trials, film shows, treasure hunts, etc., and the Club has a full programme for 1951. Joint Secretaries: H. Murland, 28, Church Street, Woodbridge, and D. Smith, 43, Lacey Street, Ipswich, Suffolk.

## V.C.C.

The Veteran Car Club of Great Britain has now issued a new list of members, which reveals that the club has some 600 full and 200 associate members. For the first time their cars are included, the imposing list containing 41 de Dions, 28 Renaults, 19 Rolls-Royces, 18 each of Humber and Wolseley, 17 Panhards, 15 each of Daimler and Benz, 12 Rovers, 11 Lanchesters, 10 Sunbeams, nine Royal Enfields, eight Darracqs, seven each of Cadillac, Mercédès, Mors and Napier, six each of Argyll, Clement-Talbot, Leon-Bollee and Peugeot, five each of Allday, Arrol-Johnston, de Dion Tricycle, M.M.C., Oldsmobile, Siddeley, White Steamer and Wolseley-Siddeley, four each of Austin, Ford, Morris-Oxford, Riley, Star and Thornycroft, three each of Decauville, Gladiator, Minerva, New Orleans, Stanley Steamer, and Swift, two each of Adams-Hewitt, Albion, Beeston Tricycle, Brennabor, Bugatti, Century Tricycle, Clement, Dietrich, de Dion Quad, Delage, F.N., Gardner Serpollet, Georges Richard, James & Brown, Lutzmann, Locomobile Steamer, Maudslay, Phoenix, Progress, Phoenix Minerva Tricar, Quadrant, Royal Enfield Quad, Standard, and Vauxhall, and one each of Achilles, Adler, Arnold-Benz, Baker Electric, Beaufort, B.S.A., Buick, Calthorpe Minor, Century, Charette, Charron, Clement-Garrard Tricar, Clement-Panhard, Clyde, Corre, Cottin-Desgouttes, Cupelle, Delaunay-Belleville, Dennis, Durkopp, Fafnir, Friswell Baby, Gillet-Forest, Gobron-Brillie, Gregoire, Hanzer, Hillman, Hispano-Suiza, Hutton, Hurtu, Itala, Jackson, Kreiger Electric, Lifu Steamer, Lagonda Tricar, Luxwerke, Metz, N.A.G., Orient Express, Opel, Packard, Perry, Payne & Bates, Pope-Hartford, Progress Quad, Pieper, Raleighette, Rex Triette, Santler, Siddeley-Deasy, Spyker, Straker-Squire, Stirling Panhard, Studebaker, Tony Huber, Turner-Miesse Steamer, Turner, Unic, Vermorel, Vinot et Deguingand, Wilson Pilcher and Zedel—all prior to 1915, the majority in a very credible state of preservation, and 239 real veterans of the pre-1905 era, although not all have been officially "dated."

On Boxing Day hardy spirits rallied at the picturesque "White Hart," by the river at Sonning, the cars present including Goodey's 1895 Lux and 1905 Martini, Major Browning's 1900 New Orleans, Humphries' 1904 Humber Forecar, Dell's 1904 Humber, Skinner's 1904 Humber, Lt.-Cmdr. Shaw's 1904 Minerva, Welham's 1904 Renault, Hamilton's 1904 Wolseley, Phillips' 1907 "pedals-to-push" Adams, and Lloyd's smart 1914 Rover Twelve tourer.

T. J. Broughton's 1912 Renault won the age of car/age of driver/mileage award.

The club's A.G.M. and Film Show is scheduled for February 10th. Secretary: Julian Jane, 46, North Row, Oxford Street, London, W.1.

★

## 750 CLUB

The 750 Club announces that this year's Austin Seven Racing Formula is as follows:

"The car must comply with the Road Traffic Act, and have been driven to the meeting under its own power.

"The bodywork must comply with the R.A.C. specification for trials and rally cars, except that it must not be less than 32 in. wide inside the cockpit.

"The following parts of the car must be from the standard range of sports and touring Austin Seven components: cylinder block, crankcase, gearbox, rear axle casing, chassis side-members.

"The engine must have a stroke of three inches and a bore not exceeding 2.26 inches. Overhead valves and superchargers are barred.

"The car must carry full electrical equipment, including starter, starter battery, dynamo, side and tail-lamps, and at least one headlamp. There must be at least one aero-screen of effective size. Hoods need not be carried, nor spare wheels. (In a meeting held by another club it may be necessary to vary these items in deference to the regulations for that meeting.)

"This formula is devised for the benefit of the amateur constructor and tuner with very limited resources. The 750 Club Formula Committee reserves the right at all times to reject any car which it considers represents an attempt to defeat the spirit of these regulations even though it complies with the letter of them."

The club scrutineer is J. S. Moon, 21, The Grove, Addlestone, Surrey.

★

## B.A.M.R.C.

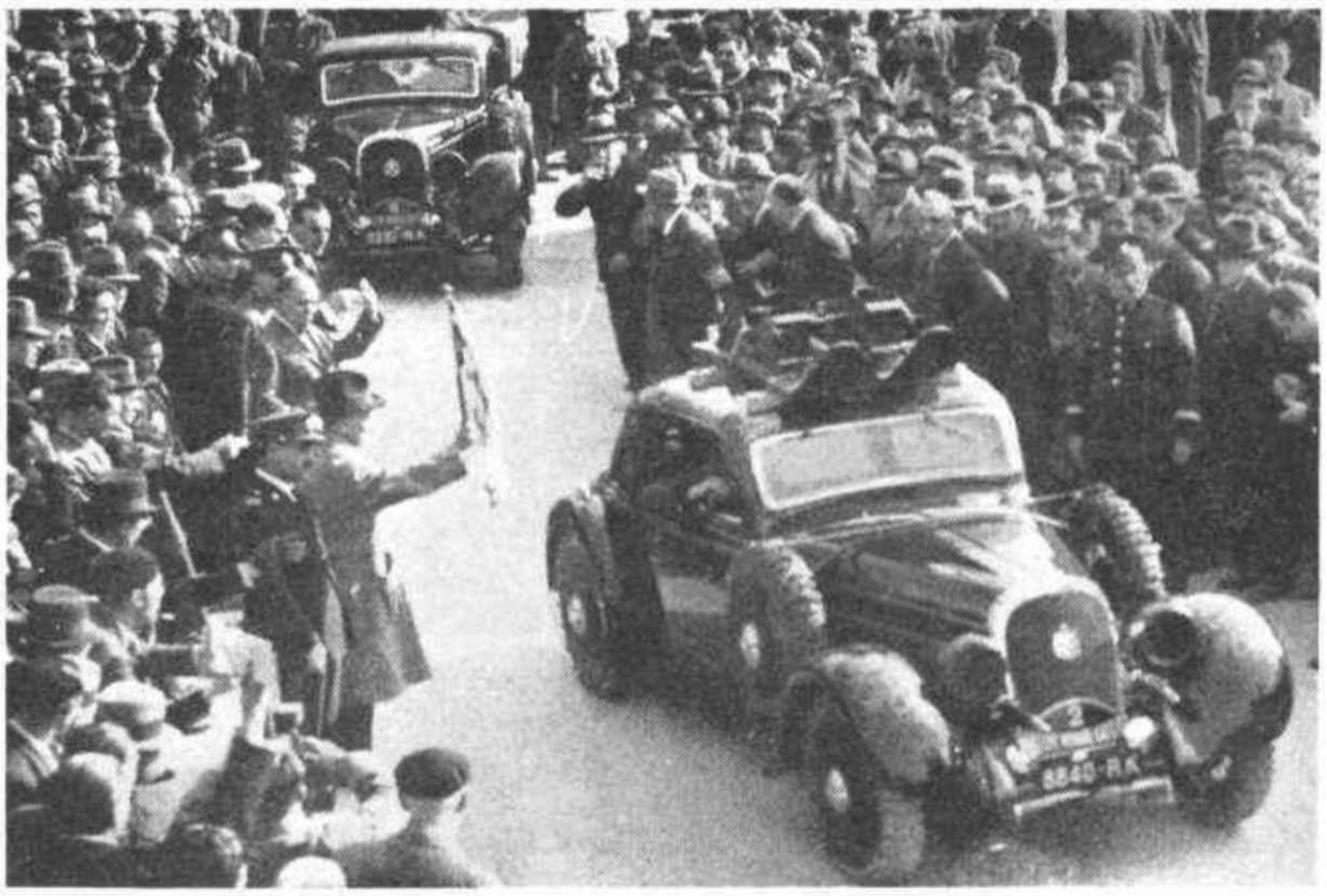
The British Amateur Motor Racing Club held a successful social evening at The Dell Guest House, King's Norton, on December 16th. Although the bad weather prevented a number of members from being present, and caused a number of late arrivals, those who had braved the elements enjoyed a fine buffet supper put on by the hotel, and took advantage of this opportunity to meet their fellow members for the first time.

The bad weather caused some alteration in the arrangements as originally planned, and the evening developed into a quite serious discussion on the future plans and prospects of the Club. Several good suggestions were put forward by members, and these will be considered further before the next racing season begins.

★

## CLUB MAGAZINES

It seems unlikely that, deprived of an adequate supply of reading matter, modern man would remain sane. Motoring therefore may be said to contribute to world sanity, because practically every country has its motoring journal, and some, like England and the United States, a growing selection. Apart from the "professional" journals that entertain and keep well informed those



*EPISODES FROM HISTORY*, 13—*By the time this issue reaches you the* 1951 *Monte Carlo Rally will have been won and lost. Here we see the Hotchkiss cars leaving Athens in the* 1936 *Rally. Note the competition tyres and skis on the roof of the leading car.*

who deem the motor car the best means of travel and the most satisfactory implement of sport, the motoring clubs, whose number is now legion, in most cases appreciate the importance of issuing a regular magazine or bulletin.

In discussing club magazines we are doing a dangerous thing, because we are sure to leave someone's publication out and perhaps incur their wrath, but if we can be excused possible unintentional omissions we would like to touch briefly on this extensive subject.

Which is the best club magazine? We refuse to take sides, but some of the more ambitious publications come readily to mind. The *Vintage S.C.C. Bulletin*, now in its 16th year, always entertains, by its humour, its original approach to vintage topics, its beautiful production and its excellent photographs. It has long been edited by the inimitable Cecil Clutton, but now pressure of business forces him to relinquish the Editorial chair to old-car addict Ronald Barker. *Bugantics*, official organ of the Bugatti O.C., has been going since 1931, and dignified articles, beautiful photography and sound sense, naturally with a Molsheim flavour, appear between its blue and yellow covers. Peter Hampton, the present Editor, has improved this bi-monthly magazine enormously during his reign of office.

The *Veteran Car Club Gazette* is a very imposing quarterly, containing some quite "professional" advertising. Its contents are more serious than those of the *V.S.C.C. Bulletin*, even somewhat ponderous, and during the year it publishes reproductions of many historic pictures and documents. Moreover, of recent times, since D. C. Freed, A.M.I.E.E., has been Editor, more topical veteran matters appear in its august pages. The next to come to mind is the *Review* of the Bentley D.C., and apart from the excellence of this magazine, which, packed with pictures and items of old-school Bentley lore, appears as regularly as a daily paper at its appointed time each quarter, it is a remarkable achievement of this club that, confined to one make of vintage car, its membership should top 1,000, making its elaborate magazine possible.

The *B.A.R.C. Gazette* comes along bi-monthly, got up by John Morgan in "professional" style with plenty of advertising, news-items and cartoons, and, it is nice to see, retains the traditional make-up of the former J.C.C. Gazette of long standing. The 500 Club has the independently-produced *Iota* as its official journal, although we have not seen copies for some time now. The British Motor-Cycle Racing Club has a smaller monthly magazine *Bemsee* that conveys snappy news of members' activities and authoritative news of world-wide motor-cycle racing matters. The Bristol M.C. and L.C.C has its printed monthly journal, the Southsea M.C. its similar, *Southsea Supercharge*. The Scottish Sporting Car Club has launched out with a really professional magazine, *Top Gear*, handled by a real publisher and containing some of the clearest photographs we have seen, and the Morgan Three-Wheeler Club has managed a printed *Bulletin* for some time, a good effort for a small club, and the same goes for the W. Essex C.C. "Wheelspin." The C.S.M.A. has its regular monthly.

Of one-make clubs the Aston-Martin O.C. issues its very attractively produced, art paper quarterly of compact size and, like the Bentley D.C., backs it with a monthly duplicated news-sheet. The *Citroenian*, ambitious and nicely-produced magazine of the Citroën C.C., features photographs of members and their Citroëns (a vintage "7.5" is depicted in the current issue, so presumably vintage Citroëns are welcome) at topical functions and imparts useful technical information. The latter is, of course, the particular function of the many one-make Registers, which are mostly duplicated broadsheets, sometimes backed by annual printed lists of cars, although the Sunbeam Register's *Sunbeam* is a book-size bi-monthly and the Lagonda Register attains a higher standard of reproduction than most and pins on appropriate photostat material from back issues of the "real" motor journals. The N. London E.C.C. has its chatty book-style *Radcap*, the N.W. London M.C.'s printed *Norwester* is in its fourth volume, and is well leavened with humour, and for years the Ulster A.C. has had a very generously proportioned, printed and illustrated journal. Other clubs, such as A.C. Owners, Hants and Berks, 750, Vintage Motor-Cycle Club, Sheffield and Hallamshire M.C., etc., rely on duplicated bulletins, but get them out regularly, each with its own brand of humour and method of imparting the "gen." We have probably left some unforgivable gaps in this brief survey, but our real aim is to draw attention to this very essential aspect of club life and to show how effectively it is catered for in this country. All who toil in this sphere are serving the sport well and there is no doubt that their publications, even when these make deep holes in club funds, are thoroughly worthwhile and much appreciated. Incidentally, some of these magazines, notably *Bugantics*, are available to non-club members.

Apart from our home efforts, from America come the *Sports Car* of the S.C.C. of America, the *Antique Automobile* of the A.A.C. of America, the *Bulb Horn* of the V.M.C.C. of America and the *Horseless Carriage Club Gazette*, all large and lavish and keenly anticipated, while the V.S.C.C. of Australia has its printed *Vintage Register*.

## MALCOLM CAMPBELL TROPHY

From a collection of trophies won during his lifetime by the late Sir Malcolm Campbell the Royal Automobile Club last year accepted from his son, Mr. Donald Campbell, a very handsome Team Trophy which was competed for in the Irish International Grand Prix, staged in June, 1930, at Phoenix Park, Dublin. The winners of this event were the then Captain Malcolm Campbell, Earl Howe, and R. Caracciola, all driving Mercédès cars.

This trophy is to be known as the Sir Malcolm Campbell Memorial Trophy, and is for perpetual competition. It will be awarded to the British competitor making the most outstanding performance driving a British car in any form of motor competition during the calendar year.

The Royal Automobile Club last week awarded this trophy for 1950 to Mr. Ian Appleyard, who drove an XK 120 Jaguar through the French International Alpine Rally without loss of marks, making the best performance in the event.

# A CYCLECAR IN THE "EXETER"

## The Editor Goes as Navigator in N. Smith's Belt-Drive Tamplin

THE Smith family with whom I was associated during the 27th M.C.C. Exeter Trial can accurately be described as cyclecar-conscious. Collecting cyclecars is a hobby of A. W. F. Smith and he decided to enter three for the famous Motor Cycling Club trial which so adequately denotes the end of any season of sporting motoring and which, this year, reverted to its former traditional night-and-day status.

I was consulted about this delightful proposition and suggested that perhaps the opinion of "Jackie" Masters should be obtained. The M.C.C. Secretary had no objections to old cars competing, for the "Exeter" is an all-comers event, and so it came about that the Cyclecar Team was entered, under Nos. 240, 241 and 242. I was offered a seat in one of them and later when another navigator was needed, I suggested that an old friend of mine, with whom I had shared many pre-war motoring adventures, should fill the post.

No. 240 was a 1920 Tamplin tandem-two-seater, which I had discovered in the basement of a Southampton motor-cycle dealer's during the war and which Mr. Smith, senior, had purchased with alacrity. He had entrusted the driving to his son Neil and I was to be ballast. It has been very nicely restored and is a truly delightful little vehicle. The "chassis" is a sort of fibre-board "coffin," strengthened by a pair of magnificent straight wooden mudguards extending on each side from the upper edges of the aforesaid "coffin." In the nose an early s.v. air-cooled V-twin 9-h.p. J.A.P. engine is mounted in line. This drives by a substantial primary chain to a cork-lined motor-cycle clutch and three-speed Sturmey-Archer gearbox and from thence by flat belt to a slightly crab-tracked "solid" back axle. All this transmission lives, with the exception of the gearbox, externally on the near side of the body; note that there is only *one* belt. Over the engine is a cylindrical petrol tank with the inscription "Tamplin No. 92" on the front and over this the strapped-down bonnet - cum - scuttle - cum - screen. Rear suspension is by ¾-elliptic springs damped by auxiliary coil springs and at the front there is a sort of Morgan-style coil suspension and direct steering.

The driver sits slightly to the off side to enable the passenger sitting behind to extend his or her legs. The controls comprise a hand throttle, combined brake and clutch lever, hand gear-lever, and hand brake. The hand brake applies a wood block to a dummy pulley on the countershaft, the pedal belt-rim brakes on the back wheels; the wheels are wire shod with 26 in. by 3 in. tyres. The driver has a plunger oil pump that feeds oil to the J.A.P. from a scuttle tank which also dribbles on the primary chain. Lighting is by acetylene lamps, augmented by an electric spotlamp on the near-side mudguard, and there is a Klaxon horn.

No. 241 was a 1921 Carden, the £100 model, with rear-placed 8-h.p. two-cylinder two-stroke engine unit, to be driven by J. Rose.

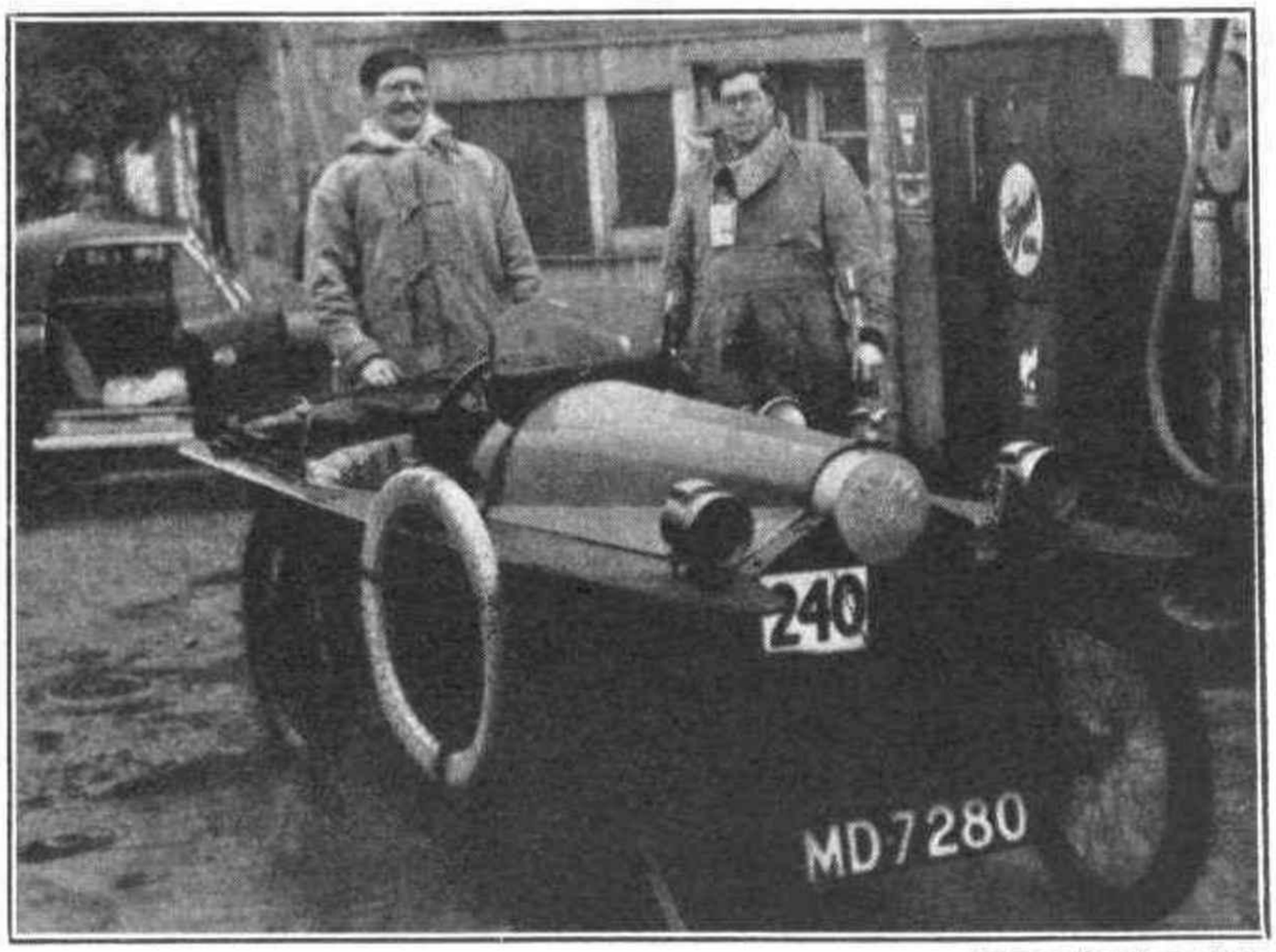
No. 242, to be driven by Roy Smith with my friend as navigator, was a 1924 New Carden two-seater, bought in Sussex some months ago. It had been used by its original owner for a very short time before being stored away. A similar two-cylinder two-stroke engine unit lived in the boot and received petrol from a tank under the dummy bonnet, filled through the "radiator filler." There was electric lighting, disc wheels, and even a hood, but no dynamo.

The Smiths had prepared these cyclecars very carefully, fitting new tyres, duplicating Bowden cables, carrying every conceivable tool and spare, even unwrapped spare tyres, and first-aid cases. They had rigged up an extra brake on the Tamplin and replaced its rubber belt with industrial belting and its worn out B. & B. carburetter with an Amal and contrived a "fireproof bulkhead." Indeed, although the vehicle was otherwise original every effort had been made to comply with the law and Neil had a copy of the "Uses and Construction Act" with him throughout!

I felt that I was going to enjoy my "Exeter," for I was steeped in cyclecar lore through some avid reading of the first volume of the *Cyclecar*. From this it was clear that in their day, roughly 1910–22, these cyclecars "had something," not only being far cheaper (the Tamplin had cost £165 in 1920) and less expensive to operate than even contemporary light cars, but possessing quite astonishing performance and good roadholding blended into a fascination all their own. Alas, in enlightened 1950 these facts had been forgotten or never comprehended, and many spectators who saw our preparations and subsequent vivid progress thought variously that the car was a specially odd conception of trials special, a rather poor home-made joke or a courageously-entered invalid carriage. Armed with "pukka gen," none of us could care less! I think *my* enthusiasm for the project is emphasised by the fact that I could have gone down to Exeter in a heated DB II Aston-Martin but infinitely preferred to go "per-Tamplin," while that of the Smiths and their supporters requires no embellishing.

Alas, for all their keenness and methodical preparation all did not go according to plan. The older of the Cardens unfortunately sheared a crankshaft key at 6 p.m. on the night of the trial and had to scratch. The other two cyclecars duly arrived at "The Wheatsheaf," traditional start for the "Exeter," and where I did my first job as a marshal (with all the flaming ardour of youth) on one of these trials twenty years ago. Immediately my driver set about adjusting the clutch withdrawal mechanism, clutch slip having troubled him on the journey from London. The acetylene rear lamp was also throwing a fit of flameless temperament.

Zero hour—2.30 a.m.—approached, we




[MOTOR SPORT *copyright*

*END OF AN "EXETER" for the Tamplin crew. Neil Smith is behind the car, your Editor on the right, at the Exeter garage to which the cyclecar was driven on one cylinder, to retire gallantly. The crew look happy—they are about to step out of the rain into the snugness of the DB II Aston-Martin in the background.*

flooded the carburetter, Smith treadled the internal kick-starter and the J.A.P. rattled into life. Clad in deep layers of "Uncle Lewis' "* clothing I slung myself into my restricted seat. We made to move up to the official starter, under the glaring arc-lamps. Unfortunately the clutch, from refusing to grip, now refused to free, and in clouds of acrid smoke we crept forward threatening to emerge into the main road two minutes before the M.C.C. required us to do so. As the starter counted out the seconds we went through agonising anxieties and when we were permitted to leave the clutch was all but useless.

There was nothing for it but to pull into the side of the A30 road where it climbs upwards after the Virginia Water dip and test the clutch withdrawal adjustment and dismantle the plates. We also removed the extra brake (a length of belt) as it was suspected of binding. To add to this pathetic start, the New Carden had drawn in behind us with no petrol reaching its carburetter. And so, as the last score of cars roared away on *their* Exeter the two cyclecar entries remained stationary, attended by their tender Ford V8 utility and the MOTOR SPORT photographer in the DB II Aston-Martin.

It became obvious that we should lose about an hour and have only a slender chance of reaching the check at Deptford in time and the Aston had to leave us on its picture-making commitments.

However, the Carden got going and eventually, having pushed to the top of the hill, we, too, were away. The clutch still slipped, limiting speed, but nevertheless the fascination of the thing was unbounded. The J.A.P. ran quietly, its exhaust note muffled by my flying helmet, but those odd whirrings associated with early motor-cycle engines came back to mingle with the rush of wind. This belt transmission was delightfully smooth and the silhouette before me, beyond Neil's broad shoulders, of the narrow, tapering bonnet flanked by the pools of light from the acetylene lamps, very satisfactory. Moreover, the ride was comfortable, I was pleasantly surprised to suffer no cramp or cold, and the countershaft brake proved more effective than I had thought possible, sending out occasional protesting sparks, like a traction engine flywheel brake, when applied hard on down grades. But we were certainly having an "Exeter" all to ourselves, for as we belted through Camberley, leaving Sandhurst on our right flank, a clock indicated 3.50 a.m. and all the other competitors were well ahead. Bagshot Hill had proved difficult for us, the rise to the "Jolly Farmer" likewise, and now the long climb up to Hartford Bridge Flats, where many lights twinkled in the administrative buildings of Blackbushe aerodrome, was to try us sorely.

The New Carden had come back to look for us, passing us unnoticed, but now purred by going great guns, its tail lamp receding rapidly.

All went well to just beyond the Basingstoke Bye-Pass, when a steep hill, which several "heavies" also seemed to be finding difficult, brought us to a halt. The clutch was useless, so Smith proposed to reline it. A check of map and Regulations confirmed that we had by lateness lost all chance of an award, but the aim was to finish the course rather than to worry about hills and controls, so we were eager to continue. Problem. With what to reline the clutch ? Here luck was with us, because, unable to find a square of plywood to which to attach the route card, I had brought a piece of cardboard that had once served as a Lagonda score sheet. I am sure members of this enthusiastic club will be glad to know that it cut up into just the number of rings required and that they stood up magnificently all the way to Exeter !

After this things went really well, for Smith had locked the clutch solid and we were able to clip along at 40–45 m.p.h., while the J.A.P., making beautiful noises but not appearing to suffer unduly, pulled away well after checks.

In this manner we came down A303 through Andover and Amesbury in great style, although it grew steadily colder as we went West. Although we were late for checking in at the night stop and had paused momentarily in a sleeping village to tighten the knob of the oil-pump plunger, we reckoned on finding a cup of tea at Deptford. Horror ! All sign of the check had vanished ; there was nothing for it but to carry on. And immediately it became *really* cold, a wonderful snow-clad countryside being revealed by the breaking dawn.

Moreover, as we rounded the clock tower in deserted Mere I had espied the New Carden drawn in by the off-side curb, its crew peering beneath. My driver had not spotted this, nor heard my shout, but I thought he had decided we might as well keep going ; I broke the news to him later while we stamped about shivering. Thus we had no idea how serious our companions' trouble might be (it subsequently transpired that it had been troubled all night with fuel feed bothers), while the Ford tender had obviously elected to stop with them, leaving us alone. We were still 66 miles from Exeter—a "Brighton Run's distance" to go ! However, to the surprise of us both, we had discovered that in spite of the very narrow section of its tyres the Tamplin was quite exceptionally stable over ice, even when it was ridged on the road and severely tested our springs, and the rising sun indicated a perfect day ahead. Even this didn't last, for as we shot through Honiton sleet began to fall, and already very cold, I began to feel sick, for at a garage 39 miles from Exeter we had filled the Tamplin's tank rather too full (it had been doing some 40 m.p.g.) and it was flinging back neat petrol. Those remaining miles seemed endless—I am still convinced that local authority has stretched them !—and, of course, we met the usual hazards—a clot in a Wolseley saloon who drew straight out of a garage without looking, a horse-and-cart which emerged suddenly from a side turning, two 'buses parked opposite one another and so on. But I had decided long ago that Smith didn't take risks even when anxious to make up time, and at last we came up to the Bedford Garage in Exeter in fine style, three-quarters of an hour before we were due to check-out. This represents an overall average speed of over 20 m.p.h., sufficient, I believe, to have been on time in a contemporary "Exeter."

There was no time for breakfast, as Smith went off in the garage's Ford van to search for clutch corks, for a "solid" clutch would have made the stop-and-restart test impossible. He was unsuccessful, so re-assembled the cardboard rings !

We left after all the others, but confident of joining the queue at Fingle Bridge. Meanwhile, I reflected how tough were the cyclecar crews of thirty years ago, when they turned round and returned all the way to Staines ! Apparently lack of breakfast was lowering my morale ! After some difficulty with traffic lights in the town we set off towards Fingle, spirits rising. A bearded dodderer in a Standard baulked us for some miles, but still Smith refused to take risks. Then we found an opportunity to pass and drew ahead, to be rewarded by a "pop" from the J.A.P. and loss of power. Examination revealed that the aluminium exhaust valve cap was missing from the front cylinder. At any other time the missing cap would have been caught up in the chassis or lying in the road—but, search as we did, it had vanished. It seemed that our part in the 1950 "Exeter" was at an end.

Fortunately the DB II happened to come by, after a photographic expedition to Fingle, this hill proving so difficult that big delays were piling up. It seemed likely we could catch up with the other competitors if we could get another valve cap, so the ability of the DB II to hurry decided us in favour of your Editor returning in it to Exeter to see if he could find one. Possibly you can guess the rest ! A girl misdirected us to the motor-cycle dealer who was "certain to have the very thing," a motor-cyclist re-directed us but so narrow was the street that the Aston-Martin couldn't go up it ! A half-wit said there was no short cut to the shop so we staggered the long way back on foot, very tired, very hungry and conscious that we looked decidedly dishevelled (N.B. There *was* a short cut). We were shown scores of valve caps, all the wrong size. We were told to try another shop. Here the deaf proprietor couldn't be convinced we were in a hurry and, having found the right cap, said it would take a week's soaking in Redex or a blow lamp to remove it. Torrential rain was now falling so we went back in low spirits and persuaded Smith to abandon the Tamplin in Exeter ; thus it finished its run, but under its own power on one cylinder.

In point of fact, if our valve cap had not worked loose we should very probably have completed the course. The vehicles were sensibly prepared and skilfully driven and something tells me that they will be seen again, performing successfully.

Certainly I am indebted to Mr. Smith for a very entertaining "Exeter," although, as I drove home through snow and over icy roads that night from Bournemouth in the Aston-Martin, I reflected that the contrast with the Tamplin could hardly have been more pronounced !

* Affectionate term used by competition motorists for the little shop in Carburton Street, where they have for many decades obtained their protective clothing.

# *LETTERS from READERS*

## JAGUAR *versus* ALLARD

Sir,

After reading Mr. Goldschmidt's letter one feels like saying "So what?"

A little study of the specifications of the Jaguar XK 120 and Allard-Cadillac would have shown him that, as far as acceleration at any rate is concerned, the Allard will be far superior.

The Jaguar weighs 22 cwt. and develops 160 b.h.p. at 5,000 r.p.m., while the Allard weighs 17 cwt. and the "worked-over" Cadillac engine must be giving something like 170 b.h.p. at around 4,000 r.p.m. (The standard Cadillac engine gives 160 b.h.p. at 3,800 r.p.m.) Again, the Cadillac engine is 5½ litres against the Jaguar's 3½ litres and really it is quite impossible to compare the two cars as Mr. Goldschmidt does. The Allard is a stark two-seater built entirely for competition work, while the Jaguar is an extremely fine looking two-seater which can equally well be used for sports car racing or touring.

I defy Mr. Goldschmidt to find another 3½-litre car equalling the Jaguar's performance and at the price of the Jaguar.

The Jaguar has at any rate had an extremely good season in this country and has proved itself easily the fastest sports car we have.

One wonders how the American sports car races are run; are they "scratch" races or are there capacity classes?

If they are "scratch" races, as they appear to be, then it is small wonder that the Allards do so well, being the biggest engined cars in the race and as the engines are of such large capacity they develop their power at low revs., which must give them very good acceleration indeed. I need hardly point out to Mr. Goldschmidt that when driving an Allard it would not be so necessary to corner fast owing to the terrific "getaway" out of the corner and that when driving a Jaguar far more skill would be needed on the corners to keep up with the Allard.

One wonders, therefore, if this cannot be the reason why Americans seem to favour such big engines in their cars coupled with the fact that having been brought up on cars with large woolly engines which require hardly any use of the gearbox to extract the performance, when they *are* confronted with a "real" motor car which needs intelligent use of the gearbox, etc., they fail miserably to make the best of the car. One has only to look at the results of the Silverstone Production Car Race and the T.T. in Ireland to see that the Jaguar when driven properly is way ahead of the Allards. I would say to Mr. Goldschmidt, if you ever have the opportunity to drive an XK 120 again, try cornering a little bit faster and remember the gearbox is there to be used!

I am, Yours, etc.,

Woodbridge. A. C. BAXTER.

* * *

Sir,

In reading Mr. Goldschmidt's letter I was quite amazed at his remarks both concerning the XK 120 Jaguar and his own self back-slapping.

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

◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆

I was therefore amused that the same day as I saw his letter I came across an American magazine with a description of the race at Watkins Glen and two pages of photographs.

The photograph of Mr. Goldschmidt in his Cadillac-Allard shows it to have been quite "worked over."

All his remarks concerning his car are no doubt true; it is a fast car and should be with the power-to-weight ratio it has, for it has been engined and built with sports car racing in mind.

The Jaguar XK 120, as far as I know, was built as a fast, comfortable sports touring car with plenty of space for luggage, and I am sure the makers never intended it as a sports road racing car, the weight alone shows this.

Therefore comparisons are out of place, for I am sure with an XK 120 engine in a chassis designed solely for road racing or sports events, as the Cadillac-Allard is, then a comparison could be drawn.

I am a very lucky owner of an XK 120, and what a fine car it is!

Mr. Goldschmidt seems to have overlooked the fact that he was driving a "special" and so his letter in no way detracts from the wonderful performances which the XK has put up in events for which it was not designed, performances which the Cadillac-Allard has yet to beat.

I am, Yours, etc.,

London, S.W.15. ALAN J. LEWIS.

* * *

## EARLY MARENDAZ




Sir,

In reply to Staff-Sergeant Allen's letter in your January issue, the Marendaz-Special which readers may have had in mind as answers to various "quizzes" was no doubt the 1928 four-cylinder 1½-litre model, one of which I recently owned.

I enclose some photographs which show the car to be rather more venerable looking than Staff-Sergeant Allen's fine model.

I am, Yours, etc.,

Rutland. G. R. S. MCKAY, Flt.-Lt.

## DECEMBER QUIZ

Sir,

I have just got hold of your December issue and am delighted to see a photograph of my old Stutz.

I remember many details of this grand old car, which I purchased in Shanghai in 1920, brought to England in 1923 and sold in the October of that year on my return to the East. I do not know when it left the works, 1914-15 I expect. The body was built in Shanghai.

I wonder if you know anything of the car's history after 1923 and if it is still in existence as I should very much like to get into touch with the present or previous owners.

I am, Yours, etc.,

Fareham. J. DYMOND.

* * *

## THE P3 ALFA-ROMEO.

Sir,

I was particularly interested to see the letter in your issue for January, written by Mr. Shepherd, regarding the type number of the Monoposto Alfa-Romeo. I think one should first clear the ground by pointing out that whatever its designation this car existed in two forms. As originally built in 1932 it had an engine of 2,650 c.c. (65 by 100) installed in an 8 ft. 7½ in. wheelbase with a 4 ft. 5 in. track. On this car the body width was equal to the frame width.

In 1934 it was necessary to enlarge the body width to a minimum of 85 cms., but I believe the frame width was left unchanged so that in its revised form the body overlapped the frame. This was called the Tipo B. Other modifications included enlarging the bore to 69 mm. giving a capacity of 2.9 litres; reducing the wheel base from 8 ft. 7½ in. to 8 ft. 6 in. As far as I can see this car was referred to simply as the Monoposto during the racing seasons of 1932 and 1933. However, as you know, it was described as a P3 in MOTOR SPORT in the issue for January, 1934, and this designation became increasingly used during the following five years and was accepted by me as correct for the purposes of "The Grand Prix Car" and the various articles written in *The Motor* during the war to which I presume Mr. Shepherd is referring.

I am, Yours, etc.,

London, E.C.1. LAURENCE POMEROY.

* * *

## "NO BOOKIES"

The use by your correspondent, G. Bellamy, of the expression "disgusting" in connection with the "bookies" at Goodwood is in very bad taste, and his remark regarding the commercialising of motor sport savours of the ridiculous.

I would take the opportunity of informing Mr. Bellamy that my father, "Long Tom," my younger brother and myself were "bookies" at Brooklands pre-war and included amongst our many friends and acquaintances the most famous names in motor sport and they did not consider the presence of "bookies" undesirable.

I am, Yours, etc.,

CHARLES F. HARRIS.

London, N.W.11. "Long Tom" Junior.

# MOTOR

## PICTORIA

### THE MOTOR CYCLING CLU

### FIRST OF THE NEW H.M.




*WINTRY.—D. A. J. Wyborn's 747-c.c. D.H.G. Austin seen at the foot of a cold, wet Meerhay in the M.C.C. "Exeter" Trial.*




*HOOD UP AND IN A HURRY.—A T-type M.G. caught in a snowstorm during last December's strenuous "Exeter" Trial of the Motor Cycling Club. Note the area of blanking for the radiator.*



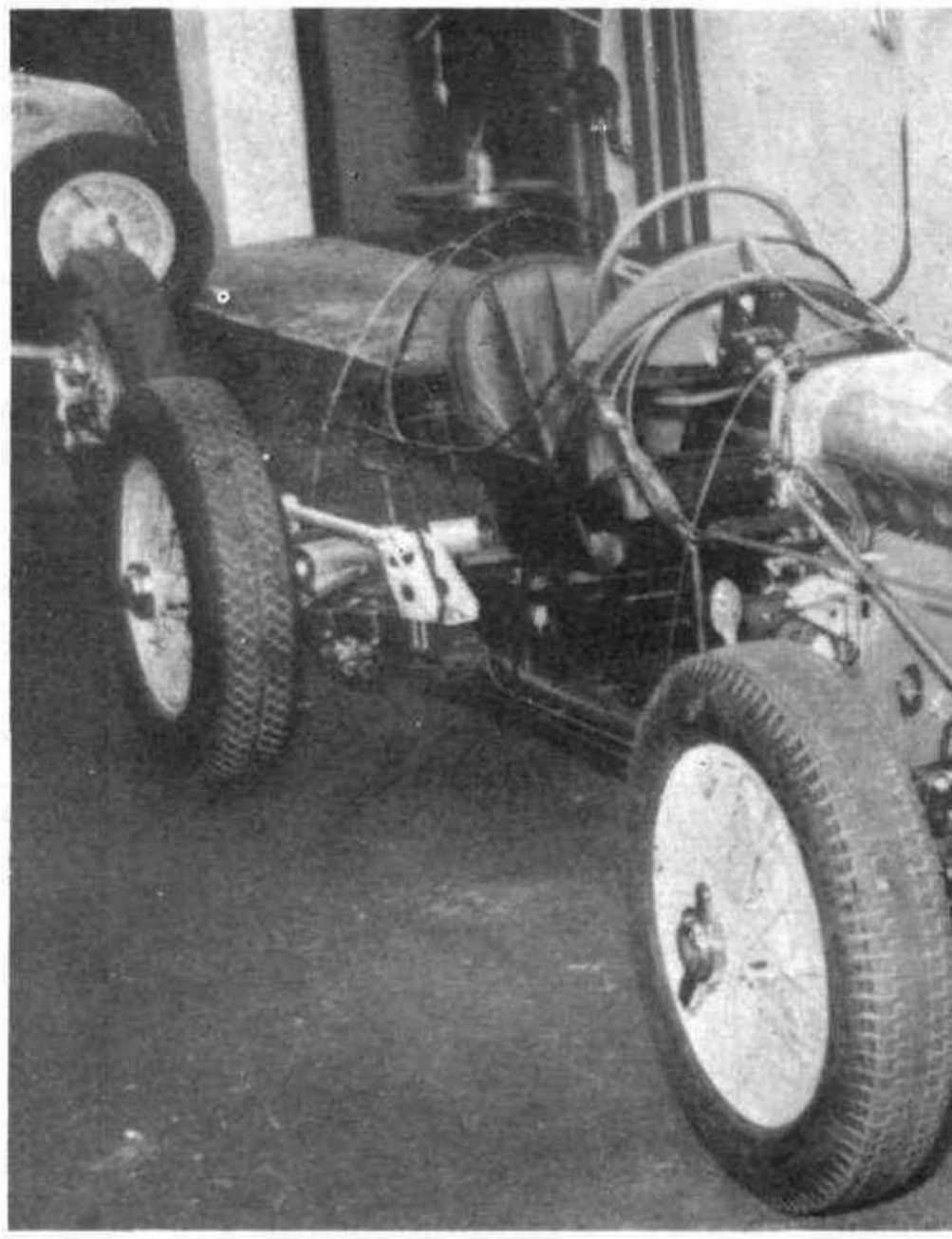

*SALOON-CAR COMFORT accompanied C. Griffiths and his navigator in their 1½-litre M.G., here seen ascending that popular "Exeter" hill, Fingle Bridge.*




*STOPPED IN SECTION, SIR!—G. M. Boyes looks under the bonnet at the Ford V8 engine of his Batten Special during the "Exeter" while Wyborn's Austin Seven goes on its way up Fingle.*




*BRAVE EFFORT.—M. H. Bolus was one of the brave souls who took a 197-c.c. solo motor-cycle through the "Exeter." In this case he started from Virginia Water and rode a James.*



*GETTING READY.—The first of this year's single-seater at H. W. Motors at Walton-on-Thames. The showing of Jo was magnificent and now new, lighter versions are being prepa ture of a fearfully large sum of money.*

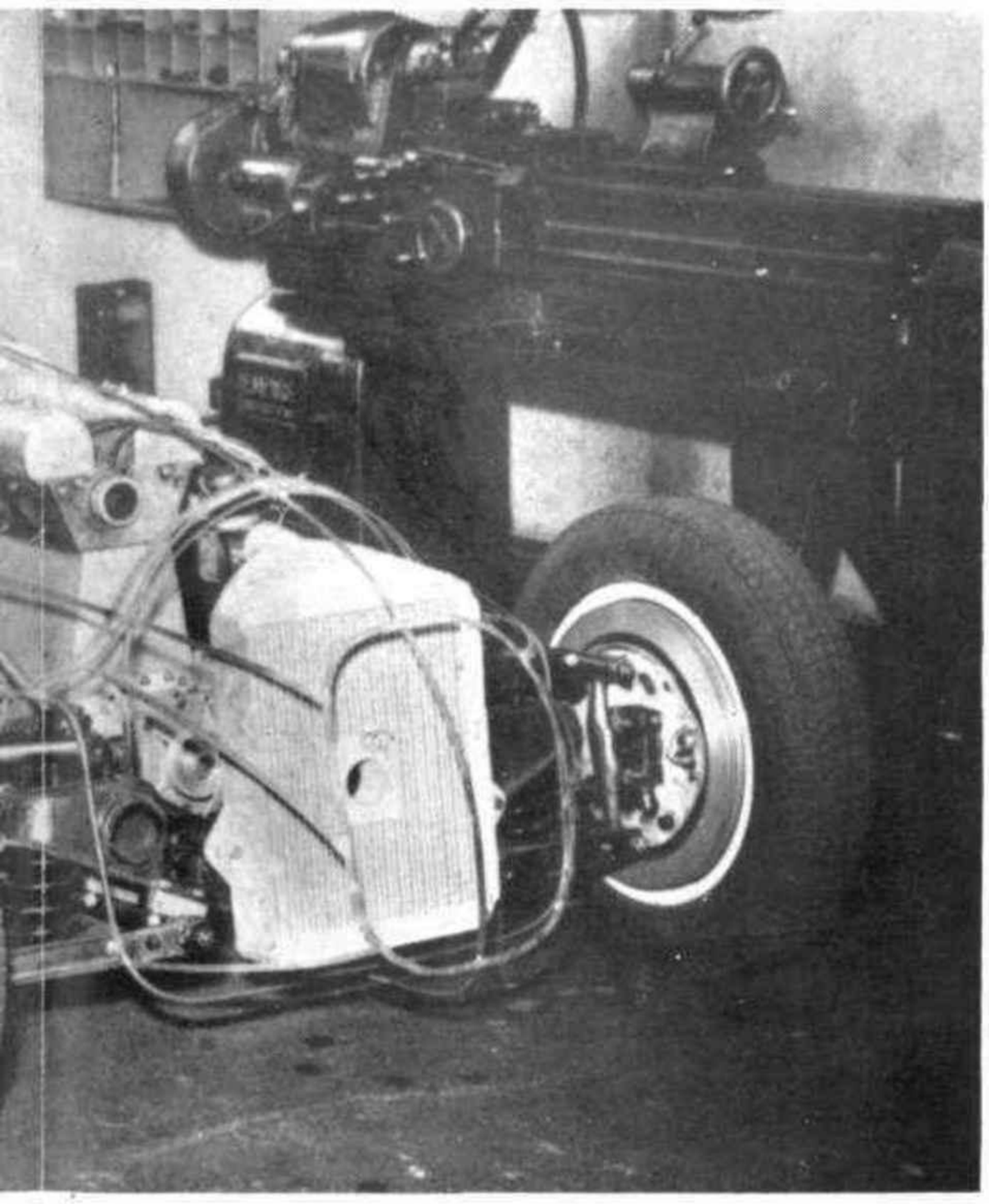
*SWINGING ROUND ONE of Fingle Bridge's many corners is R. E. Lloyd's Standard Eight, another normal-style motor-car that competed in the M.C.C. "Exeter" Trial.*

# R SPORT

## L REVIEW

## UB'S 27th "EXETER" TRIAL

## W. FORMULA II RACING CARS



*Alta-engined H.W.M. Formula II racing cars nearing completion*
*hn Heath's H.W.M.s last year, when they were virtually two-seaters,*
*re without fuss, without pre-race ballyhoo, and without the expendi-*
*The very best of good wishes to you, Heath!*

*WEIGHT ASTERN with R. D. A. Hoxell's 1½-litre H.R.G. in the "Exeter." Again, "mind that screen!"*




*IN TRIALS ROLE this modern Hillman Minx looks somewhat out of place, but then the M.C.C. "Exeter" is an all-comer's event in which owners of bread-and-butter cars have fun.*




*ONE OF THE DELLOWS in the "Exeter." This make won the One-Make Team Award. In this instance we feel like saying "Mind the windscreen, lady!"*



*ANOTHER "SPECIAL" IN THE "EXETER" SCENE.—Here is E. W. H. Brookes' Ford Ten-engined E.R.P. Behind it is the Wyborn Austin.*

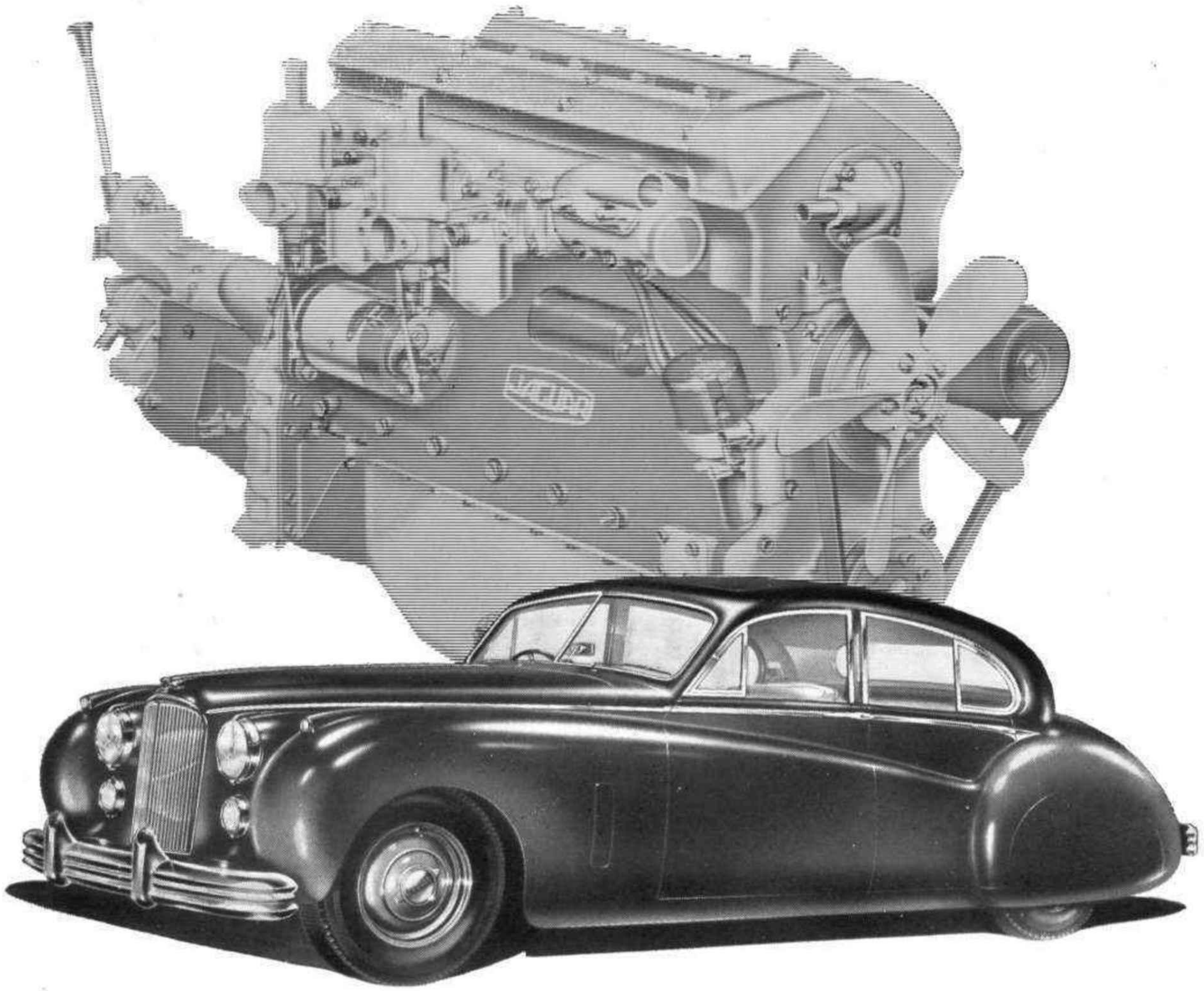



*UP WE GO.—An unusual "shot" of D. O'M. Taylor's 3½-litre S.S. Jaguar 100 tackling Meerhay during the "Exeter."*




*NICE TO SEE a representative of the "chain-gang" in the 1950 "Exeter." J. H. Leigh's Frazer-Nash, here seen climbing Meerhay without difficulty.*





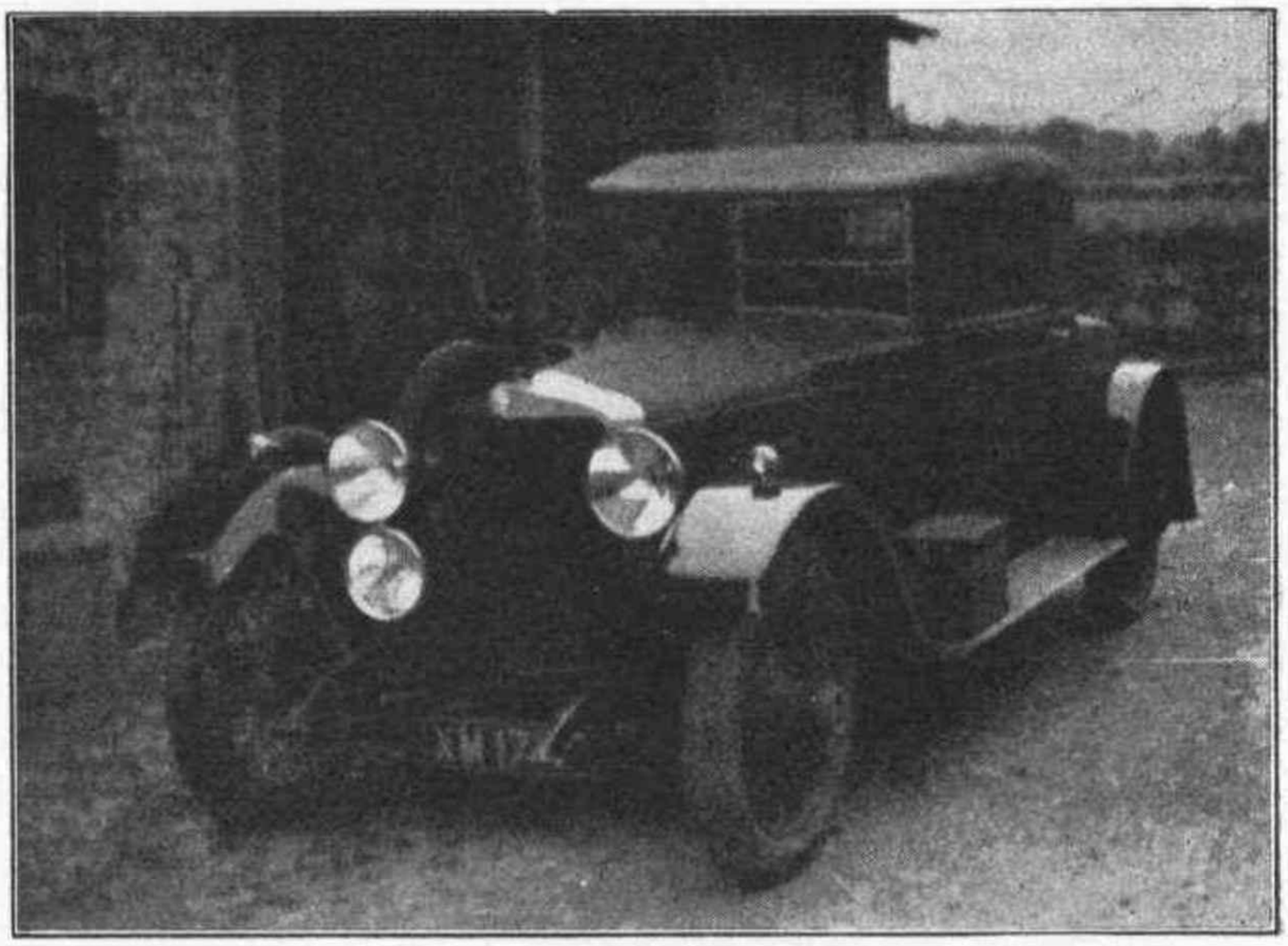
*world famous in a week . . .* Within seven days of its sensational debut at the London Motor Show, the Mark VII Jaguar Saloon was heralded as the car of the year throughout the world. Certainly its striking appearance made it (in the words of the "Autocar") "The Prima Ballerina of the Show" whilst the incorporation of the internationally famous record-breaking XK 120 engine ensures speeds in excess of 100 m.p.h. with noiseless, effortless ease. But there are many more outstanding features which drew forth such spontaneous approval. Its generous comfort for five or six passengers, its wide ranging visibility, its enormous luggage accommodation and its superior independent front suspension — all contribute to make this Jaguar the most distinguished car of our time.

# Mark VII **JAGUAR**

*Powered by the record-breaking XK 120 engine*

THE FINEST CAR OF ITS CLASS IN THE WORLD

# VINTAGE VEERINGS



*RARE BIRD.—This handsome-in-the-angular-manner drophead coupe is C. Kay's 1922 Type 23S 2.7-litre S.P.A. which ran 3,000 miles in the present owner's hands last summer. It originally had an open body and one of the same type was raced at Brooklands.*

APART from the charm which those of the right mentality discover in vintage cars, owners of obsolete models get a great deal of interest from taking steps to learn as much as they can about their cars. Often they start a scrap-book in which correspondence with others who own, or have owned, like models can be kept, along with cuttings from any old motor journals that come to hand (the original technical description of the chassis concerned and a road-test report are prizes indeed, sometimes acquirable in photostat form), photographs of other cars of the same make and type, and so on. Every endeavour will be made to lay hands on an instruction book, and if the car is an ex-racing or competition model its history will be sought *via* former owners (MOTOR SPORT is always willing to assist in this respect). Details of what modifications the type underwent from time to time will be eagerly absorbed. Some vintage owners will even contrive to meet the designer of their car, or others who have been intimately associated with its design, development or competition career. All this adds up to a real affection for and comprehensive knowledge of the personal motor car from which the shining new 1951 model is, alas, immune.

* * *

So many vintage cars seem to come to rest with mysterious magneto trouble, especially if they have been laid up for some appreciable time prior to being taken out, that we may be excused for returning to this topic. Many owners try to obtain a replacement magneto and if they fail to do so decide that this vintage motoring is no joy at all. As replacement magnetos are usually difficult and expensive to locate we wish to emphasise that the trouble is usually softening of the shellac in the windings of the erratic instrument and that specialist electrical firms can usually effect a complete cure. They seem to be able to rewind and find spares for the most improbable makes and vintages, too. So if your recently-acquired car has lost its sparks, do not despair. What does it cost? In our experience a vintage magneto can be made as new for £5-£6. Often, however, new points are unnecessary and re-winding and re-magnetising alone can be done for half this figure or thereabouts. The one firm of which we have had recent experience was W. D. Foster, Ltd. of Camden Town, who did an excellent job on a formerly tired 1926 Marelli; there are, of course, others who can skilfully put your evaporated sparks back into your vintage h.t. generating machines.

* * *

The V.S.C.C. Northern Section ran the Measham Rally during January. Our reporter writes of it:—

This is the second year of the Measham Rally and there were 110 entries of which only 60 could be accepted. With the presentation of an immensely fine silver challenge trophy by Mr. G. A. Hill of the Measham Motor Sales organisation it is clearly a fixture which has come to stay.

The event started near Shrewsbury at 11 p.m. on Saturday night and competitors were due to reach Measham around dawn on Sunday; but several had covered many more miles than the prescribed 183 and were arriving up till about 10 a.m. The night section included time checks and one stop-and-restart which, however, only troubled people with very high bottom gears.

On arrival at Measham the protagonists were invited to do a come-and-go acceleration test and finish up touching a lightly balanced bar with penalties if it came unbalanced. The cars were then impounded while their crews had breakfast, laid on by the Measham Motor Sales Organisation, on whose spacious premises the subsequent tests took place by kind permission of Mr. G. A. Hill. These comprised a timed test negotiating in and out of bays; then a weaving race in and out of a row of pylons, and finally the "Measham Grand Prix" consisting of two circuits of the ground with a stop half-way when engines had to be stopped while the owner ran round the car.

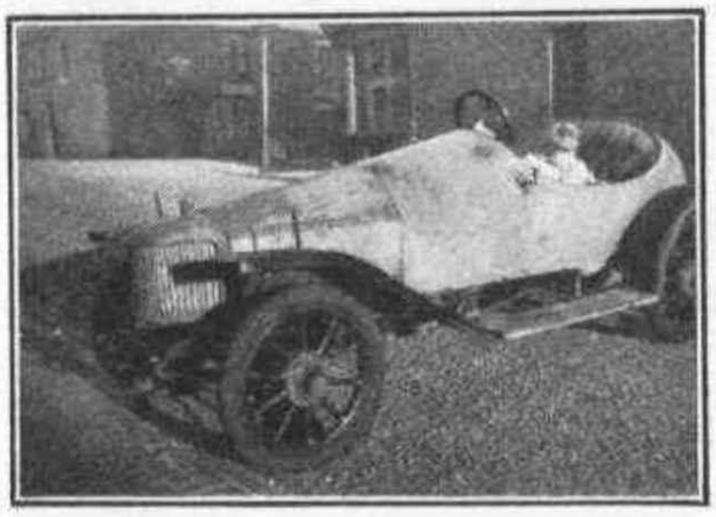
The results were as follows:

VINTAGE

MEASHAM TROPHY: F. E. Day (4½-litre Bentley); 2nd: P. Binns (O.M.). 3rd: K. Miles (Riley Nine); 4th: L. J. Stretton (Riley Nine).

POST-VINTAGE

1st: P. B. Reese (H.R.G.); 2nd: J. S. Hollings (Morris Eight); 3rd: E. J. Newton (Bristol); 4th: J. M. Collier (Austin Sixteen).



*"A V.S.C.C. SECTION for vintage light cars? Just the job!" comments this Woodrow two-seater which D. H. Utley is busily restoring.*

* * *

Now let's empty another of those vintage-car mail bags that so aptly prove the popularity of the breed, shall we?

Sir,

I have followed with interest recent correspondence on vintage Humbers, culminating in the proposal to form a Humber register. I regret I am not at present eligible for enrolment of such a list, but I should like to suggest to Lieut. Demans that several of these models were quite susceptible to "warming-up." I had a modest success with at least two types—8 h.p. and the "11.9" (12/25 h.p.), and in the Glasgow area, Newtownmearns I think, another enthusiast—admittedly with greater expense, better resources and in some cases drastic modifications—achieved startling results. I actually owned four inlet-over-exhaust types: 8 h.p., "9/20," 11.4 h.p. and "11.9" (12/25 h.p.), and had in addition

very considerable experiences on similar cars in the hands of friends. A Humber coterie, in fact, which existed in Belfast and Northern Ireland fifteen-to-twenty years ago.

The whole thing began with the complete overhaul of an 8-h.p. two-seater, cheaply acquired, and therefore warranting the expenditure of some cash. It was discovered that .060 oversize Austin Seven pistons could be used for the bored-out block with an incidental and considerable increase in compression ratio. One thing led to another—stronger valve springs, a somewhat freer exhaust than allowed for by the makers, polished head and ports, etc. (but nothing drastic), and over give-and-take country that Humber Eight was one of the quicker things of its day. I should have mentioned the Cox-Atmos carburetter earlier, perhaps, but left it for more detailed comment. In my experience this was one of the best (and one of the best built) carburetters ever produced, and the late Mr. Cox, whom I afterwards had the pleasure of knowing very well, had forgotten more about the art of *practical* carburation than the slide-rule-pushing pundits of today are ever likely to acquire. The Cox-Atmos, of course, had a number of unusual and ingenious adjustments, and it is safe to say that no other vaporiser could be so completely messed-up by the uninformed or unintelligent garage hand. Properly set, and settings were available over an astonishing range of requirements—minimum consumption to maximum power—and provided that the adjustments were co-ordinated and the working of the device understood, no one could wish for a better carburetter. I still have one or two in the workshop! It had one peculiarity: I know of no other carburetter which would stand excessive enrichment for maximum power to the same degree, a testimonial to its real vaporising ability. But this digresses somewhat from what I set out to deal with—Humbers. The available breathing capacity of the "12/25" was proportionately not so good as the Eight, but raised compression, copper- or aluminium-sprayed head, lightened flywheel and gearing-up by fitting 6.00 by 20 (!) tyres resulted in a very satisfactory cruising speed with liveliness in the gears.

But the outstanding feature of these cars was the impeccable workmanship, chassis and body, and the excellence of materials. The "bedplate" unit construction of engine and gearbox peculiar to the make, the consequent accessibility and commonsense of the design and the beautiful gearboxes overshadow (in my memory anyhow) the not-so-silky cone clutches. Treatment of the male member by cutting slots with a hacksaw and giving a leading-edge effect was only partially successful and (rather like the Alfa-Romeo I use today) a smooth take-off was the prerogative of "experts only." The later "14/40" (which I often regret I never owned) had a completely new design of plate clutch. I am inclined to think that this model offers the best scope for a little judicious improvement.

Quite irrelevantly, might I also put in a good word for the contemporary Gwynne Eights (and earlier Tens) of which another coterie existed at the same time and the same place. I drove lots of them, although never an owner, and still think that these two small cars, the Gwynne and Humber Eights were the most insidiously likeable little cars ever made.

One more irrelevance—in the November "Chain Chatter" reference is made (and quite rightly) to the performance of W. H. Peacock in the International Six Days with a "350" Matchless and sidecar. But does anyone besides myself recall the performances—the almost monotonously successful performances—of F. W. Giles and his "350" A.J.S. with sidecar in the days of long ago? Those WERE the days.

I am, Yours, etc.,
Banbury. JOHN A. K. FERGIE.

* * *

Sir,

I was very intrigued to find that the presence of my Humber in Nice, in October, had been thought worthy of notice. I must admit that when, earlier in the year, there was some correspondence regarding Humbers of this vintage, I was tempted to write you and blow my car's horn. (*See photograph below.*—ED.)

The car is the typical open tourer, 1925 11.9 h.p., o.h. inlet, s. exhaust, and has done in my hands since 1945 about 80,000 miles. The trip on the continent involved Calais to Geneva *via* Reims and Besancon, then Route des Grande Alpes (including Galibier) to Nice. From Nice to Marseilles and then a tour through the Tarn Gorges and the Massif Centrale to Paris and home. Average speed was 30 m.p.h.; consumption 27 m.p.g., and I haven't put any more oil in since Nice!

I have had immense fun out of the car, including becoming slightly notorious on the Croydon to Brighton road for running her with two carburetters in series—one with petrol and the other with water!!

I am, Yours, etc.,
Carshalton. F. C. CARPENTER.

* * *

Sir,

In last month's "Vintage Veerings" you mention Mr. Denne's beautifully turned out 1912 Humber; I am afraid that this was never a "real racer," but I was guilty of disguising it as one. I found this car in a farmyard in 1942 apparently much weathered; and after the war I took off the remains of the body and proceeded to "hot-rod" the Humber in 1912 style by raking the steering, boring out to 69 mm. (stroke 120 mm.), raising the compression by altering the valve caps, fitting a clutch stop and taking quite a lot of pounds off the flywheel. All very wicked, but the car in its original form was, according to a contemporary road report, a remarkably feeble performer.

To Mr. Denne is due all the credit for the Humber's splendid turn-out and also for the intrepid way in which he drives this desperately exposed little car to distant meetings in typically frightful Vintage weather.

A "works" edition of this Humber, or rather the 1913 130 mm. stroke model, used to lap Brooklands at 70 m.p.h., so Mr. Denne has still something to aim at.

I am, Yours, etc.,
Lingfield. B. M. SAMUELSON.

* * *

Sir,

I wonder if any of your readers can assist me in my search for an instruction book and also a radiator thermometer for my 1924 Morris Cowley? Apart from this latter item the car is complete and in its original condition. It is in daily use and the Hotchkiss engine never gives the slightest trouble. Recently I attained a speed of 67 m.p.h. on the flat, but at the normal cruising speed of 30–35 m.p.h. the engine is almost silent, and 28 m.p.g. is the general rule on long runs.

This car is so reliable and such a delight to drive that I plan to take it touring abroad next summer.

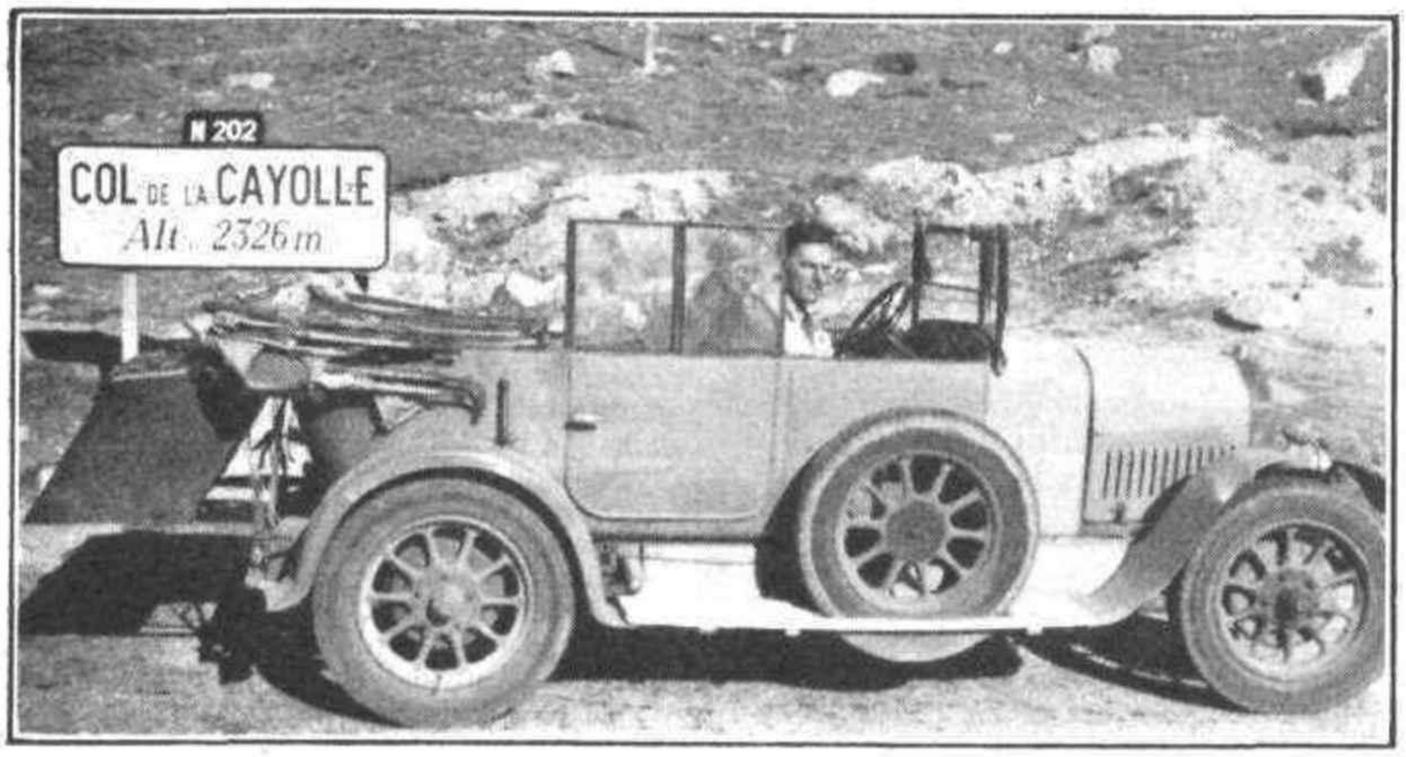
I am, Yours, etc.,
Addingham. JOHN SUTTON.

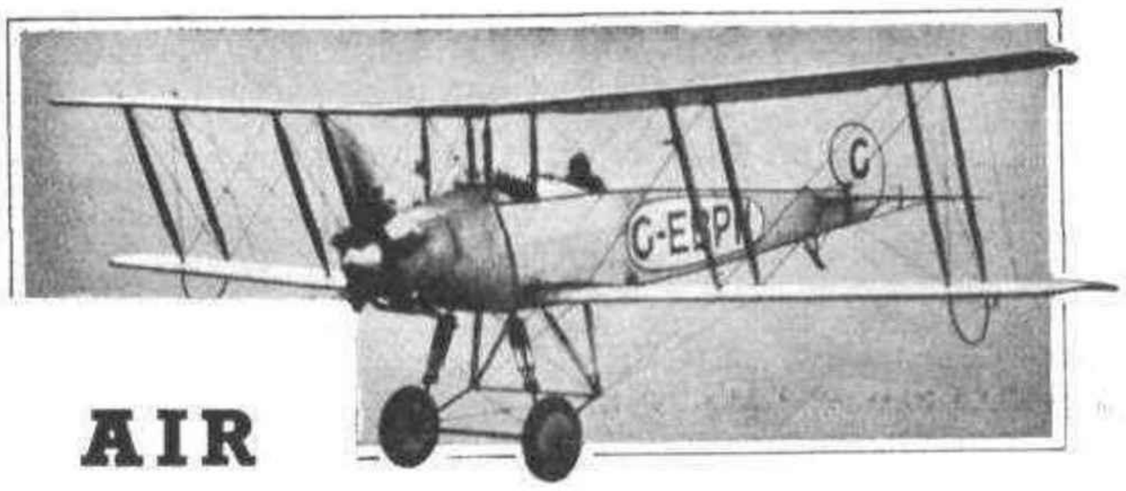
* * *

The V.S.C.C. is introducing a section for owners of vintage small cars—see page 68.

* * *

An XK120 Jaguar was given away free at the Fourth Annual National Hot-Rod and Motor Sport Show at Los Angeles.






# AIR AND NOW— VINTAGE AEROPLANES

**The articles in MOTOR SPORT last year on early light 'planes and on veteran aeroplanes in the Shuttleworth and Nash collections have prompted Peter Hull, who is with Airwork, Ltd., to write of those vintage aircraft that are with us still. Hull delighted all vintage car folk who saw him driving his supercharged 1,750-c.c. Alfa-Romeo drophead coupé so effectively and successfully at club race meetings last season. We are delighted to publish his intriguing essay on old aeroplanes still known to be in existence and gladly concede that in this sphere the vintage limit can be set as pre-1936—Ed.**

AS one who habitually does his motoring in a vintage sports car, and his pleasure flying in a vintage aeroplane, I was naturally most interested in the recent references to the older types of aircraft in MOTOR SPORT.

All this set me wondering as to how many vintage aircraft are now flying in this country possessing current Certificates of Airworthiness, as distinct from those other historical types which are brought out occasionally for display purposes under temporary Permits to Fly.

As a result of this I spent an evening going through the Register of British Civil Aircraft, and herewith is a résumé of my findings.

To begin with I found that a Vintage Aeroplane Club would hardly be such an auspicious affair as its car and motor-cycle contemporaries, for there are on the Register only eight aircraft which would qualify under the pre-1931 ruling. Because of this I decided to extend the qualifying date to 1935, whilst keeping an eye open for anything of interest which might come just outside the period.

1924

For the preservation of by far the oldest aircraft on the Register we have to thank the Hawker Aircraft Co., who, to their eternal credit, still run G-EBMB, a 1924 Hawker Cygnet I with a Bristol Cherub engine. Its current C. of A. is valid up to May, 1951, although its previous C. of A. expired in 1929, and its first C. of A. was issued in 1926. I very much hope that somebody will be able to provide for us some more information about this, for evidently we have here no mere museum piece.

1928

From 1924 we go straight to 1928 to find that our second oldest aircraft is a Westland Widgeon III owned by N. C. Anderson of Stranraer, its registration letters being G-EBRN.

I remember seeing this aircraft myself in 1948, but unfortunately its last C. of A. expired in 1949, and since then I understand it has been strung up in the roof of one of its owner's barns, he having gone all modern with an Auster. One hopes that the Widgeon and its Cirrus Hermes engine won't have to perish there.

1929

The year 1929 has only one representative in G-AAHW, a German Klemm L25 IA with a Salmson engine, belonging to G. R. Lush of Hastings. This is in current use.

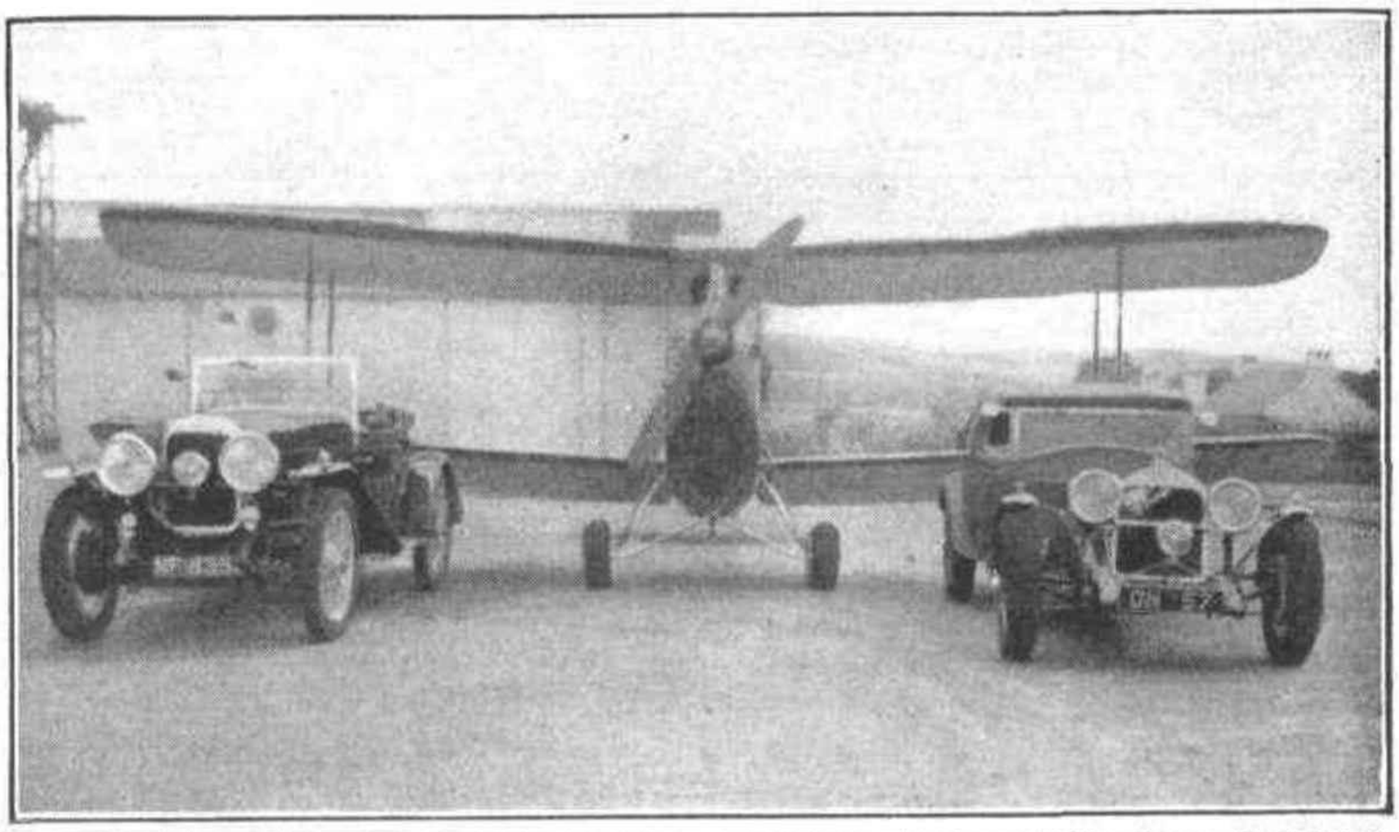
1930

The year 1930 has bequeathed us no fewer than five aeroplanes, the oldest, according to its registration date in May of that year, being the D.H. 60G Moth G-AAWO, belonging to T. H. Marshall and Partner of Dorset. This is one of the famous wooden fuselage Gipsy Moths with the right-way-up Gipsy I engines designed by Major Frank Halford, who raced his Halford Special and Alvis cars at Brooklands in the mid-twenties. Amy Johnson flew to Australia in a Gipsy Moth, but her mount, "Jason," is now in captivity in the Science Museum, and therefore outside the scope of this article.

G-AAWO used to belong to Captain Fresson, of Highland Airways fame, who was extremely attached to it, and flew it all over the place in Scotland. I flew it myself this year, when it taught me all about the charm of the vintage aeroplane. I must admit that its outside exhaust appealed very much to the schoolboy in me, in rather the same way as did the huge six-inch rev.-counter of an Anzani Frazer-Nash I once owned.

Equipped with racing exhaust stubs in place of the long pipe, G-AAWO flew in the *Daily Express* South Coast Air Race this year, and, although it was not placed in the final result, it was leading for most of the race from its limit position.

June, 1930, saw the registration of G-AAZP, a Puss Moth now in current use by Autowork, Ltd., of Winchester, and two more aircraft were registered in July, one being the Miles 101 Martlet, now owned by the Ultra Light Aircraft Association of London. This, I believe,



*VINTAGE TRIO.—Peter Hull's 1930 D.H. 60G Gipsy Moth, and his vintage "12/50" Alvis pose for a picture with the blown 1,750-c.c. Alfa-Romeo coupe which Peter's brother Douglas raced so effectively in club events last year.*

was the original Miles aircraft, a single-seater biplane, G-AAYX, but it does not seem to be in use just at present.

The other aircraft was another Gipsy I-engined D.H. 60G, registration G-ABAG, inevitably known as "The Bag," which appears under my own name. Bought for the same price as you would pay these days for an old motor-cycle, it was thoroughly rebuilt by my partner in the enterprise, Eric Hodson, who did practically all the work with his own hands, whilst I stood by holding a hammer, and trying to look intelligent. Eric is that comparatively rare combination, a licensed aircraft engineer who is also an enthusiastic pilot, and, years ago at Brooklands, he used to look after John Grierson's very celebrated Gipsy Moth "Rouge et Noir," the exploits of which, I think, are not so well known as they deserve to be.

We entered "The Bag" for the Grosvenor Trophy Race at Newcastle last year, but alas, after holding its own very well in the first lap it broke several of its rocker bracket bolts in the second, and I had to force-land it on a disused aerodrome whilst it emitted noises reminiscent of a Super Sports Morgan three-wheeler. The bolts which broke were new ones, and since we've put back the original 20 year-old ones we've had no more trouble.

The fifth aircraft to be registered in 1930 was another Puss Moth with a Gipsy III engine, G-ABDF, which received its original C. of A. in August, and is now owned and flown by J. M. Banks and Partner of London.

1931

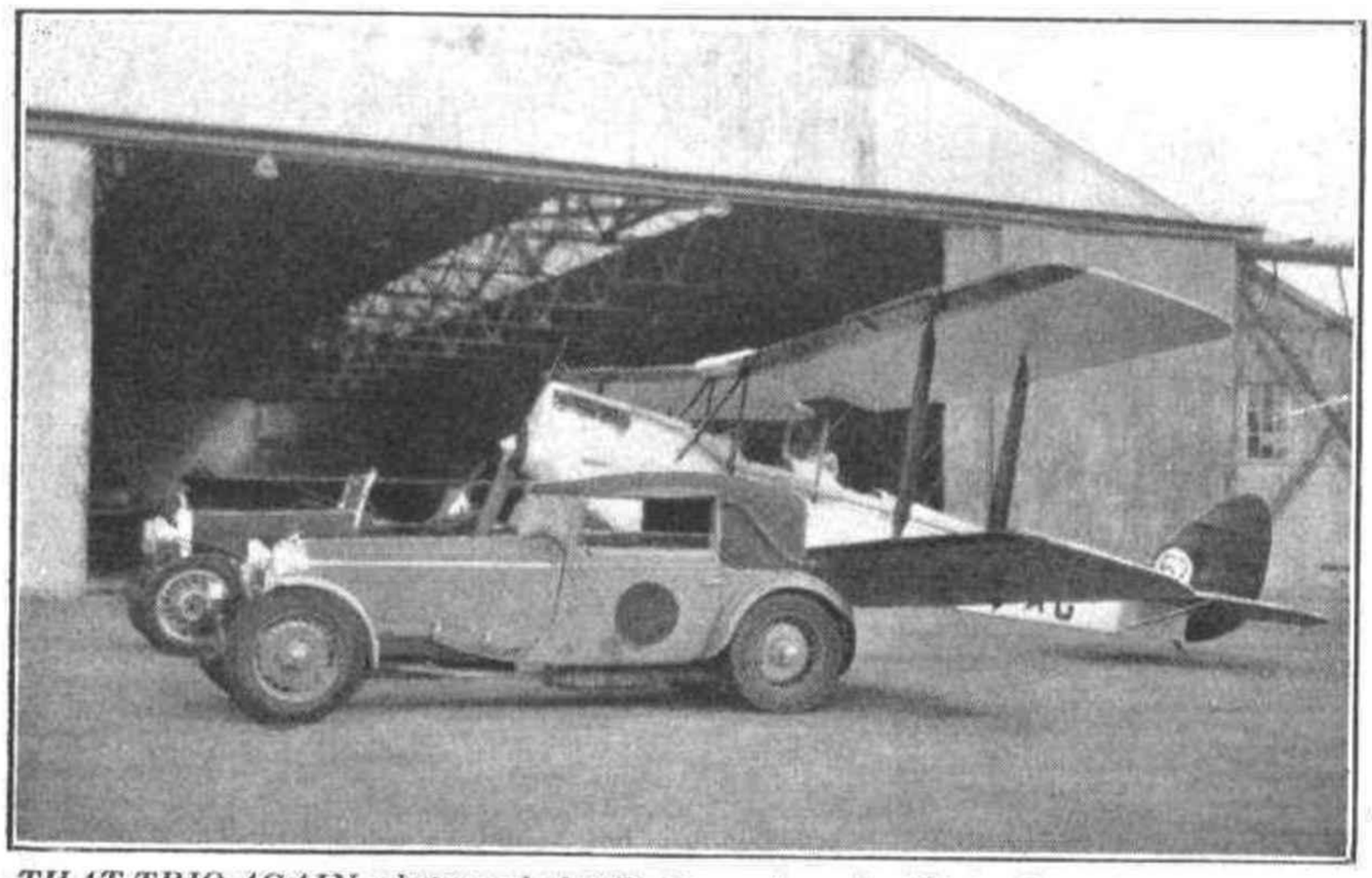
Another five aircraft have survived from the 1931 registrations which include, first of all, a brace of Puss Moths, G-AEOA, owned by Airways Aero Associations of London, and G-AHLO, belonging to R. Potgeiter of High Wycombe. Then there is another wooden 60G Moth, G-ABJJ, belonging to W. R. Suffern of London, but this is fitted with the more powerful Gipsy II engine, which is similar in design to the Gipsy I, but pulls out more horses. I fancy that G-ABJJ used to belong to the flying club at Fairoaks, but under its present ownership it, too, flew in the South Coast Air Race, and was a non-starter in the Grosvenor Trophy.

For the preservation of the other two 1931 aircraft we are once again heartily indebted to the Hawker Aircraft Co., for not only are they still running G-AFTA, the only Hawker 41H Tom Tit, but also G-ABMR, the last remaining Hawker Hart 2. The Tom Tit, of course, is a light aeroplane, but one is surprised and delighted to find that an old Service type like the Hart is still running, a type which will be well remembered by those MOTOR SPORT readers who were Service pilots before the war, or who did their training in South Africa during the war. What a pity other manufacturers have not followed Hawker's example, as the well-loved Service aircraft of pre-war days are practically all just a memory now. There is, I believe, no surviving example of the Gauntlet or Gladiator in this country, for example, yet this Hart is *still flying*!

When we remember that Hawker's are also still flying the last of the Hurricanes under a civil registration, we can only conclude that there are influential people in the Hawker concern who have very much the right ideas.

1932

Only three aircraft seem to have survived from 1932, two of them being single-seater Comper C.L.A. 7 Swifts, G-ACTF, belonging to Ron Clear, the test pilot, of Purbrook, and G-ABUS belonging to A. L. Cole of Goring. Both these aircraft are very well known, having appeared in several recent races and air rallies. Then we have just one more Gipsy Moth, the Gipsy I-engined D.H. 60G of M. C. Harley of St. Neots. This aircraft is apparently serviced at Old Warden, where the Shuttleworth Collection lives, so it must be tended by sympathetic hands.



*THAT TRIO AGAIN, photographed at Perth aerodrome last September. The Alfa-Romeo has certainly earned its right to wear a racing number disc.*

When one remembers the enormous popularity of Gipsy Moths before the war (they were the standard equipment of the majority of the flying clubs in the mid-thirties) one is rather shaken to find that only four examples still survive. What happened to all the rest?

G-ABYA is the registration of Harley's aeroplane.

1933

The year 1933 has left us four aeroplanes, according to the Register, though I have personal knowledge of a fifth, which should be returning to the Register before very long.

There can be few amongst the present generation of pilots who haven't flown a Tiger Moth at some time or another, so it is interesting to find that the oldest surviving example was first registered in 1933, and that G-ACDI is still earning its keep by working for Air Service Training at Hamble.

Giro Aviation, of Southport, have the satisfaction of knowing that they operate the only two D.H. Fox Moths which appear in the Register, G-ACCB and G-ACEJ. The Fox Moth was the ideal aircraft for the family man who was still determined to enjoy his flying, for he could sit happily in his open cockpit whilst his family sat face to face in the railway-carriage sort of cabin which was situated in front of, and below, the pilot. Best of all, Papa was able to make sure his brood was all present from time to time during the journey by lifting up a flap and peering at them through a hole, rather as the hansom cabmen of Victorian times used to do.

The Fox Moth was also favoured by record breakers without family ties, who would fill the cabin with an extra petrol tank instead of a family. John Grierson did this when he installed a 55-gallon tank for his successful solo trip across the Arctic Air Route from England to New York *via* the Greenland Ice Cap in 1934. The Fox Moth also enjoyed racing successes, with its single Gipsy Major engine, and that it was a remarkable design is proved by the fact that a few have been built in Canada since the war, the one concession to modernity being a bubble canopy over the cockpit.

In June, 1933, G-ACHP, an Avro Club Cadet fitted with a Gipsy Major engine, was first registered, and this seventeen year old aeroplane is still doing a useful job of work on communications duties for a well-known aircraft firm, Messrs. Saunders-Roe of the Isle of Wight.

The other 1933 aeroplane I know about is another Avro Cadet G-ADIE, which is of very vintage appearance, being a two-seater biplane with an Armstrong-Siddeley Genet radial engine. This aeroplane was flown across here from Ireland for C. of A. overhaul after being stored for ten years.

1934

The 1934 list contains eight aeroplanes, of which five are Leopard Moths. G-ACKW belongs to F. T. Bingham of Romsey, G-ACLL is owned by C. P. L. Godsal of London, and H. F. Buckmaster of Taplow flies G-AIYS, all of these aircraft being in current use. Then,

once again, we find a manufacturer who makes use of his old products, for G-ACMA and G-ACMN are both operated by De Havillands of Hatfield.

Blackburn's, too, deserve commendation, for they have in current use another 1934 aeroplane in G-ACLD, a side-by-side Blackburn B-2 Trainer I, at Brough.

And lastly we have two rotating wing aircraft, G-ACUU, one of those pleasantly vintage-looking open Cierva C30A Autogiros, this example owned and flown by G. C. Baker of Ludlow, and G-ACYE, another aircraft of the same type, also with an Armstrong Civet I engine, owned by Mrs. M. Maxwell-Channell of Northampton, though at the time of writing G-ACYE hasn't got a current C. of A.

Guy Baker, with whom I flew in a Tipsy this summer, is a great rotating wing enthusiast, in other words a sort of Chain Gangster of the air, and he uses his Autogiro for both business and pleasure purposes. Rotating wing enthusiasts all know each other, of course, and when they are teaching each other to fly in a strong wind they have been known to find themselves going backwards on the approach !

It is not substantially true that all the Royal Air Force pilots during the war who found themselves engaged in flying Autogiros had no front teeth, but it is a fact that the stick on these machines hangs down from the sky instead of coming up through the floor, and it is possible, if the pilot doesn't look what he's doing, for the stick to oscillate backwards and forwards in a violent and threatening manner.

1935

The year 1935 gives us a rather formidable list of 17 aeroplanes, but I think it is worth running through them as some of them are quite interesting.

To begin with we run into a spate of Miles models, a make which hasn't bothered us since the little Martlet of 1930. There are two well-known racing machines, G-ADGP, the famous M-2-I. Speed Six of Ron Paine of Wolverhampton, an extremely fast machine which one might almost call the "Paine Special," and G-ADNL, the M5 Sparrowhawk of C. G. M. Alington of London. There are two Falcons, G-ADFH, of D. E. Bianchi of Ashford, and G-ADLI of J. W. Haggas of Hatfield, and lastly comes the Hawk Major, G-ADMW, of T. H. Shipside of Nottingham.

Of De Havilland products we have three Tiger Moths, G-ADIA and G-ADIJ, owned by Brooklands Aviation of Weybridge, and G-ADIH of L. D. Trappitt of London ; four Hornet Moths, G-ADLY of Viscountess Matri Bury of Newtownards (no current C. of A.), G-ADKM of Mrs. M. K. Wilberforce and Partner of Essex, G-ADJV of J. J. Lister of Doncaster, and, lastly, G-ADKK of C. B. Mills of London. This last aeroplane has belonged to the famous Mills circus family for many years, and is finished in the Bertram Mills' circus colours of red and green.

Only one Rapide has qualified for our vintage era, G-ACPP belonging to Yellow Air Taxis of Stratford-on-Avon, and a De Havilland rara avis is G-ACZP, the D.H. 86 with four Gipsy Six engines, belonging to Bowmaker, Ltd., of Bournemouth. This has no current C. of A.

Lastly we have an interesting aeroplane, G-ADHE, a D.H. 60G3 Moth Major owned by S. H. Wood of Blackpool. This being one of the light wooden fuselage Moths fitted with the relatively powerful Gipsy Major inverted engine, it should, I imagine, be the most potent open Moth of them all.

Cierva's of Southampton have got a C30A Autogiro, G-AIOC, and as a matter interest one more of these machines is now being flown (appropriately, if oddly) by Rota Towels, Ltd., of Birmingham. This machine, G-AHTZ, first appeared on the Register after the war.

Returning to 1935 we complete our list with the only B.A. Swallow to make our vintage grade in G-ADPS, belonging to F. G. E. Walker and F. W. Thompson of Hythe, but, jumping for a moment to 1937, I feel I must add that in that year what is apparently the only remaining Avro Tutor was registered, G-AHSA, belonging to J. Neasham of Co. Durham.

That, then, is the lot, and although I don't pretend that this list is either exhaustive, or accurate, I have been as painstaking as my natural indolence will allow me to be.

In any case I am convinced that it is worth making a record of these older aeroplanes and their owners, for just as many of us are cheered by the sight of a vintage car on the road, so, outside the flying club, it is good to see something a bit different amongst the usual run of modern aircraft like Austers, Messengers, Geminis, Proctors, and so forth.

## THE LATEST SPORTS FERRARI

The latest Tipo America sports Ferrari sounds a very formidable car. Its 60° V12 4.1-litre 80 by 68 mm. engine is said to give 220 b.h.p. at 6,000 r.p.m. on an 8 to 1 compression-ratio, using three Weber 40 DTS carburetters each with a pair of air-cleaners. Hairpin valve springs are used, as on the racing engines. The chassis has a wheelbase of 7 ft. 10 in. and weighs under 13 cwt. With a touring all-enveloping two-seater body the weight is still below 16 cwt. and everything about the car, appearance, facia layout, central remote control of the four-speed gearbox, is as the enthusiast would wish it. The prototype was in black, with green leather upholstery. The speed is claimed as 149 m.p.h. Look out, Allard, Jaguar and DB II ?

* * *

## AN AMERICAN DEVELOPMENT

Daytona's Chamber of Commerce expects, says *Road and Track*, that James Melton's Museum of Antique Automobiles will be a major tourist attraction and the Chamber's Board of Governors is believed to have approved an issue of shares up to the value of £250,000 towards the construction of the museum. The building will be situated at a fine vantage point overlooking the Halifax River and is expected to cost about £157,000, the total cost, inclusive of dredging and filling in part of the Yacht Basin, being expected to rise to some £225,000. At present Melton's collection is housed at his home in New England and has to be closed during the winter. So Florida has taken it over. In this country R. G. J. Nash's cars and aeroplanes languish in an aged wooden shed, through no fault of his.

* * *

## JAGUAR FACTS

During a lecture before the Institution of Production Engineers by Mr. John Silver, Production Manager of Jaguar Cars, some interesting points emerged. The production of Jaguar engines is approximately 250 a month. Each engine is run-in for four hours on the bench on coal gas, a gas carburetter feeding through the twin S.U.s. A further three-hour run is then given at 2,000-2,500 r.p.m., stepped up for another hour at 2,500 r.p.m. and a final hour on petrol at 3,000 r.p.m. During this latter run a flash full-bore b.h.p. reading is taken, a tolerance of + or — 5 b.h.p. being observed. A short road test completes matters. The Mk. V Jaguar has a good record in respect of cylinder wear, these cars doing 60,000–70,000 miles before requiring a rebore. Mr. Silver, citing the XK120, rather laughed off the 2,800 ft. per min. piston-speed maximum ; he said that Ian Appleyard's XK120 was not a specially-prepared car.

* * *

## FOUR-CYLINDER "500s"

As expected, it seems that the first four-cylinder 500-c.c. racing car will hail from Italy, for Nardi have such a car well advanced. It has a trussed tubular chassis, FIAT-style i.f.s., reversed ¼-elliptic rear springs with radius arms, and a high head-rest intended to provide "roll-over" protection. The first engine is an air-cooled Universal twin with two Amal carburetters, driving by shaft, but the four-cylinder Gilera will go in. From California comes news of another four-cylinder "500," built by J. P. Young, M.D. Crankshaft, rods and crankcase are basically Crosley, and a twin o.h.c. head and two carburetters are used. The capacity is 492 c.c. and this exciting-looking engine is mounted at the front of a tubular chassis constructed largely from standard American midget parts. There is transverse front suspension of the rigid tubular front axle, tied by dual radius arms on each side, Crosley clutch and transmission, and disc wheels.

* * *

## "MOTOR SPORT" BOUND VOLUMES AND INDEX

Readers are advised that their 1950 issues of MOTOR SPORT can be bound, with index, if they are forwarded to our offices. The charge is 15s. 0d. An index for 1950 is also available, price 2s. 0d. post free.

* * *

If you have not yet acquired a B.P. Pictorial Map for your area do so at once, by writing to Shell-Mex & B.P., Ltd., Shell Mex House, W.C., mentioning MOTOR SPORT. They are delightfully produced.

# SIDESLIPS

*by*

## "BALADEUR"

WHEN I was a boy, the chief criterion by which one's knowledge of cars was judged by contemporaries was the ability to recognise the different makes by the shape of their radiators. I do not know what, for the present generation, has taken the place of this acid test. I am informed that cars still have radiators, but their makers, with one or two notable exceptions, have evidently decided, for reasons which to them no doubt appear sufficient, that their sales will be promoted if they observe the strictest reticence on the subject, and hide what was once their proud hall-mark behind a camouflage of cunningly curved tin. It is, I suppose, all a question of fashion; after all, our grandmothers (or should I, perhaps, say your great-grandmothers?) had no legs. But I should imagine that if anyone wanted to tell one make of present-day car from another he would find it exceedingly difficult. He can, however, console himself with the thought that at least his chances of error are considerably smaller than ours were. In 1914 there were, I calculate, at least 210 different makes of car on the British market. By 1939 the number had dropped to about 70, and today is reduced to less than 40, of which several are still quite recognisable.

In case any of my readers have by now reached the conclusion that "Baladeur" is this month somewhat above himself, I had better plead at once that there is a good reason for it, because the Editor has promised that on this occasion, and almost for the first time in its career, "Sideslips" shall have an illustration. It consists of a reproduction of part of a page from the advertisements in the *Autocar* of June 21st, 1913, on which Messrs. Métallurgique, Ltd., drew pictures of a number of contemporary radiators, and gave more or less cryptic clues as to the makes of cars to which they belonged. Erudite readers may perhaps like to try to solve these puzzles and see how many they can score out of a possible total of 17—the radiator in the middle, I am prepared to tell them, is that of a Métallurgique. But at the same time I must confess that the attempt has sadly deflated my own self-esteem. It is fairly easy to recognise a Crossley in the so-called "Gasley," a Morris-Oxford in "The Undergrad," a Miesse from "M-Yes," an Austro-Daimler in "Blue Danube," a Panhard-Levassor in "Pancake," a Palladium in "Hippodrome" and a Prince Henry Vauxhall in "Prince 'Arry." In the case of "Comment ça va?" the clue is sufficiently obvious to suggest a SAVA, though I should not have recognised it, and my profound knowledge of Latin mythology tells me that "The Celestial Blacksmith" must be a Vulcan. From "The Dook" it is not too difficult to arrive at a Marlborough, "Ventre à Terre" is evidently a Swift, and I suppose that "Eve's" stands for Adams, although I should have thought that the clue should have been "Eve" rather than "Eve's." I am afraid that only research has revealed to me that "'H - - L' (naughty)"—how redolent, this, of 1913—represents a French car called an H.L., that "Young England" is a Briton and "A Night on the Road" a car called a Knight of the Road. I take it that "Dear Old Charlie" must mean a Singer, and I should doubtless see why if I was better conversant with the Edwardian music hall, but "Ma Conscience" is completely lost on me, unless it is by way of being a paraphrase of "ma foi" and refers to a car called a Foy-Steele.

In any case I must leave better-informed readers to clear up these obscurities, and explain that I did not embark on this subject in order to display my own ignorance, but to draw attention to the fact that when Métallurgique said "Everybody's Doing It!" they were claiming that everybody was aping them in the use of a V radiator—or at least of a radiator that was not flat-fronted. In view of the subsequent history of this feature of automobile design, it is rather remarkable that in 1913 "everybody" in this context only comprised some seventeen makers besides Métallurgique, especially since, as we have seen, there were at the time over two-hundred makes of car on the market.

Indeed, a good deal more aping of someone was to be done before the story was finished, but in the meantime it is of interest to try to determine how good was the Métallurgique claim to originality in the matter.

As usual, of course, it is only necessary for someone to make a claim of this sort and evidence can be found to refute it. For example, that astonishing six-cylinder Spyker, which was built for the Gordon-Bennett race and never ran in it, and which, not content with having six cylinders, also had four-wheel drive and front-wheel brakes, undoubtedly had a V radiator when it appeared at the Paris Salon at the end of 1903; but it was, to say the least of it, a freak racing car, and standard model Spykers, both then and for many years afterwards, had a round flat radiator "in the locomotive style." I do not know whether it was the Gordon-Bennett Spyker which inspired the Panhard et Levassor engineers with the idea of fitting a "wind-cutting radiator" to the 90-h.p. racing cars which they ran in the Eliminating Race in the Argonne for the 1904 French Gordon-Bennett team, but if so they must have wished that they had never seen this fatal Flying Dutchman which lured them to their destruction. The tubes of the 1904 racing Panhard radiator were arranged in a sharp V, the bottom of which projected a good deal further forward than the top, but for some reason the cooling capacity of the design was grossly overestimated. The Panhards were undoubtedly the fastest cars in the race, the one driven by Henry Farman leading for the first third of it and taking the lap record at 68 m.p.h. But the similar car driven by Tart overheated wildly from the start, Teste's began to be affected on the second lap and Farman's on the fourth, so that although two of them finished, neither gained a place in the French team. Small wonder if after that Panhard quickly replaced this V radiator with one presenting a flat surface to the breezes—and promptly won the Circuit des Ardennes and the Vanderbilt Cup before the year was out.

It is hardly surprising either that after Panhard's experience other makers were chary of using V radiators even on racing cars, however much they may have wanted to "cut the wind." It seems that it was the builders of racing voiturettes who were the next to try the experiment, heartened, no doubt, by the reflection that while they needed all the assistance they could get to the progress of their productions, they had something a good deal less formidable to cool than the engine of the 90-h.p. Panhard; and several competitors in the 1908 Grand Prix des Voiturettes such as Alcyon and Werner used sharply pointed radiators. By 1910 their use had become so much the vogue that when Hispano-Suiza proceeded to win the Coupe de *l'Auto* with a car fitted with a flat radiator of the design which was already traditional to the *marque*, contemporaries were quite shocked. "M. Birkigt, Hispano-Suiza's so remarkable engineer," wrote M. Charles Faroux in *La Vie Automobile*, "displayed a certain coquetry in using ordinary means to achieve such a performance . . . The Hispano-Suiza pushed an enormous radiator in front of it; if it had been given the shape of a projectile it could have gained several kilometres an hour. Mégevet, who made this radiator, could certainly have constructed it as a wind-cutter, if M. Birkigt had asked him to. But, as I have said, M. Birkigt showed his coquetry in running with a chassis resembling his standard chassis; it is a coquetry that only the rich can afford."

M. Faroux, it is to be feared, was labouring in this matter under a delusion. However much of a wind-cutter Mégevet had constructed for Birkigt, the speed of the Hispano, one imagines, would not have been affected one iota. Today, at any rate, the experts take the view that even where road-racing cars far faster than the 1910 Hispano-Suiza racing voiturette are concerned, it is practically only the frontal area which determines the resistance to their passage through the air and sharpening the prow has less than no effect on reducing it. I do not know whether, all the same, M. Faroux's arguments had some effect on M. Birkigt, but certainly when the 1910 racing Hispano-Suiza made a second appearance, in the Grand Prix de France of 1912, it was fitted with a pointed radiator of the type afterwards used on the "de luxe" overhead camshaft models of 1914. Aesthetically at least this was not a great success, and one is relieved that when the six-cylinder Hispano made its bow at the Paris Salon of 1919 it "pushed an enormous radiator in front of it" which had not been "constructed as a wind-cutter."

This consideration of racing cars, however, has led us astray from the investigation of the Métallurgique claim to have set the fashion for V radiators among standard models, and if these only are considered the claim must, I think, be adjudged a good one. Pictures of 1907 Métallurgiques show that they were fitted with flat radiators, but in November of that year, the *Automotor Journal* reported of them that "the principal new model for 1908, which is rated at 26–32 h.p. . . . is designed on the same lines as the 50–60 h.p. racing car with which Mr. Oscar Cüpper competed during the last season on the Brooklands Track. It even has the same pointed radiator and in fact so efficient have the manufacturers found this to be that they have discarded the pump as being unnecessary and are seriously considering its adoption on all their cars, for it has a very neat appearance and occupies no more room."

The result of this serious consideration was evidently favourable and I think that from 1908 onwards all Métallurgiques had pointed radiators and continued to have them for as long as there were still Métallurgiques. For some time, however, they had few if any imitators, at least outside racing circles; in April, 1909, the *Autocar* published a series of drawings of the radiators and bonnets of the day, and still only the Métallurgique sported the former in the pointed style. A year later, however, there appeared the first pictures of the 3-litre Vauxhall built for the Prince Henry Trophy trials, which were in fact bringing the sports car as such into being, and in order, perhaps, to underline its character in this respect, the new Vauxhall had a sharply pointed radiator of very racy appearance. The already well-known Vauxhall flutes were incised in the shoulders of it, but instead of starting with a point in the header tank of the radiator and tapering to another point immediately behind it, as in the later "Prince Henry" models such as that run nowadays with so much *élan* by Mr. Laurence Pomeroy, these flutes were continued throughout the length of the bonnet and scuttle, the section remaining unchanged for their whole length. The result, against the background, at any rate, of 1910, was a very speedy and taking appearance.

I have very lively suspicions that among those taken with it was no less a judge of motor cars than Dr. Porsche. In any case, as late as June 11th, 1910, on the very eve, that is, of the Prince Henry tour, the *Autocar* published a photograph of one of the Austro-Daimlers built to take part in it; and this car quite clearly has an ordinary flat radiator. And yet the very next week the same paper had a picture of the Austro-Daimler which won the Trophy driven by Dr. Porsche himself, and this car has a V radiator of the type portrayed in the Métallurgique advertisement. If Vauxhall was the first to copy Métallurgique, it looks very much as if Austro-Daimler was quick to copy Vauxhall.

These three makers between them, having each produced a rather famous "Prince Henry" model, have combined to give me the impression that a V radiator was typical of the participants in the Tour, particularly as it was afterwards so typical of the German motor car. But I incline to think that the impression is a false one. In 1911, the aristocratic persons in charge of the competition decided that it was in danger of becoming commercialised, and decreed that in future it should be open only to members of the British and German Automobile Clubs, and not to professional drivers. The amateurs of the Edwardian Age, of course, were almost too polite to admit to anything so vulgar as the make of car they drove, with the result that one knows relatively little of what cars took part. But I have seen no pictures of German ones with V radiators, and they were apparently not remarked upon by contemporaries, as they almost certainly would have been if they had been there to remark on. "Most of the German cars were of high horse-power," commented the *Autocar*. "The chief external characteristic feature was that which was brought so prominently before us at the last Paris Show, namely, building the bonnet to suit the body. The up-sloping bonnet, rising up to the concave extension of the dash, is a decidedly taking design, which we shall see copied in England ere long." But there is no mention of pointed radiators.

The 1911 Tour was the last of the Prince Henry series, and thereafter its place as the premier touring event of the year was taken by the Austrian Alpine Trials. The first of these, which attracted comparatively little attention, was actually held in this same year, 1911, but from 1912 onwards these events secured a really International entry list. Pointed radiators, however, were in no sense a feature of the cars which took part in them, in spite of their essentially sporting character. The "Prince Henry" Austro-

Daimler, as sold to the public after the 1910 event, had had a V radiator, but in the case of the Alpine model it was uncompromisingly flat. Perhaps in an event where engine cooling was likely to prove a critical factor, designers were not altogether unmindful of the Panhard experience of 1904. Vauxhall, too, having used a V radiator for racing up to and including the 1912 season, abandoned it on the cars built for the 1913 Coupe de *l'Auto*; and when in 1914 a 4-litre "Prince Henry" model was specially prepared for the Alpine Trials, it was fitted with a "larger" radiator which was also flat, or very slightly rounded. This was the radiator, or something very like it, which was used on the "30/98" when, in the most literal sense, it "grew" out of the "Prince Henry" model, and Vauxhall, having been one of the pioneers of the V radiator, was not among the numerous throng which used it in the 1920s.

Some time ago I mentioned the fact that, in spite of the apparently complete divorce of the Mercédès and Austro-Daimler firms after the early years of the century, the Mercédès engines used in aeroplanes and racing cars on the eve of the 1914 war bore rather a striking outward resemblance to the engine of the "Prince Henry" Austro-Daimler; and it is perhaps worth noting in this connection that the success of the latter model in the years after 1910 was followed by the appearance at the Paris Salon in 1912 of a 90-h.p. Mercédès with a V radiator. This latest example of the type, however, differed, I think, rather fundamentally from all its predecessors. In all previous cases that I have come across, only the actual core of the radiator was pointed, and the header-tank took the form of a half cone; the Mercédès V radiator, on the other hand, was arrived at, as it were, by folding the old flat design, with the result that the vertical knife-edge was continued uncompromisingly from the top to the bottom of it. When Mercédès returned to racing in 1913, in the Grand Prix de France at Le Mans, this radiator was used for the racing cars, and was continued for the Grand Prix winner of 1914, when Opel, the other German competitor, also used a pointed design. German manufacturers, in fact, although far from being the originators of it, were evidently very much enamoured of the powerful if somewhat aggressive appearance imparted to a motor car by a sharply pointed prow; Stoewer certainly used one as early as 1914, and in the 'twenties there can hardly have been a German or Austrian manufacturer who did not make use of this feature.

While Vauxhall had abandoned the V radiator for racing in 1913, Delage stuck to it from 1911 to 1914, and in that last pre-war Grand Prix it was also a feature of the Swiss Piccard-Pictet and of the Italian Nazzaro. The latter must have set something of a fashion in its native land, for after the war FIAT adopted a V radiator, formed by "folding" the "gaping mouth" design, for its sports models, and pointed radiators were also featured by Itala, S.P.A., Alfa-Romeo and Bianchi, as well, no doubt, as by many others which do not come to mind. But in Italy the fashion was rather short lived; and by the middle 'twenties all these makers had gone over to the flat type of square radiator.

In the meantime the 90-h.p. Mercédès had not been alone in the V radiator field at the 1912 Paris Salon. The fashion had spread to French makers also, who, incidentally, were to prove extremely faithful to it, and among the first to succumb in this year 1912 were Panhard et Levassor, in spite of the 1904 *débacle*, Turcat-Méry and D.F.P. In the case of the last-named the decision was to have momentous effects for others besides MM. Doriot, Flandrin and Parant, for their agent in England was Mr. W. O. Bentley, who, indeed, drove one of their cars in the 1914 Tourist Trophy. It was not, therefore, surprising that when the 3-litre Bentley was exposed to the admiring eyes of the post-war world, it was found to have a V radiator—although I must admit that to my way of thinking its outline more nearly resembled the design of the Belgian Abadal than that of the D.F.P. In any case, the Bentley edition remains nearly unaltered to the present day (although I must admit that I have never really *seen* the radiator on a Mark VI); but what is rather curious is that while this V radiator was consistently used on the standard models, it was abandoned on the 1922 Tourist Trophy cars. In the same way Itala, when preparing for use in the 1924 Coppa Florio a special edition of their 3-litre sports model, which was normally fitted with a V radiator, gave it a flat one; but in both cases the object of this manoeuvre is hidden from me.

Of the makers pilloried by Métallurgique in 1913, some ten or eleven, more than half that is, seem to have been British, and before 1914 the number was further increased by such recruits as Ariel, Turner, Star and A.C.; the immediate post-war period added not only Bentley, but Napier, Riley, Douglas, Dawson, Ensign, Deemster, the Hillman Speed Model and even the G.N., if you count a radiator that was not one at all. But in France the "disease," once the epidemic had started, spread even more rapidly. The "victims" of 1912 were quickly followed by such old-established makers as La Buire and Gobron-Brillié; and if one turns to a picture gallery of French cars of the 1920s one can add de Dion Bouton, Lorraine-Dietrich, Mors, Rochet-Schneider, Th. Schneider, Delahaye, Hurtu, Delaunay-Belleville, Unic, Léon Bollée, Rolland-Pilain, le Zèbre to the list of the old-stagers affected, and count Farman, Ballot, Voisin, Salmson and Citroën among the newcomers who had followed suit. It was lucky, perhaps, that the Métallurgique advertisement was not published a decade later than it was; but of course by the time that Bugatti decided to sport a V radiator, Métallurgique, as a maker of motor cars, had, I think, ceased to exist altogether.

◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆

Godfrey Davis, Ltd., are pulling in the dollars with their super-service of chauffeur-driven Armstrong-Siddeley limousines which await the requirements of trans-Atlantic guests at London's terminal stations. They issue Trans-Atlantic visitors with a very useful set of handsomely-prepared books comprising "The Beauty of Britain," a very comprehensive set of maps and a book on famous English inns.

## LIGHT 'PLANES

Sir,

The articles and the letter from Francis Kappey in the December MOTOR SPORT concerning old time aircraft interested me greatly. The Avro Avis mentioned by Francis Kappey was owned by a Capt. Baddeley in late 1927; he had a forced landing near Birmingham at that time. The aircraft was then fitted with a Bristol Cherub engine. I believe that Capt. Baddeley bought this aircraft at an Oxford Street store where it was on exhibition, and I do not know its later history. The mention of the 45-h.p. Anzani engines also interests me as it was I who sold these engines for installation in the A.N.E.C. These engines were found stored in a chicken run in Birmingham and I bought the lot. I sold them to various people who were building or modifying their own aircraft, including Blackburns for testing the first Bluebird, and, among others, to a gentleman who built an aircraft from the rear end of a Bristol Fighter with a Fokker wing fastened to the top longerons, and it flew!

The Anzani engines had originally been intended for the Austin Whippet made by Austin Motors about 1919. This little aircraft was before its time and had nearly everything for the ideal cheap single-seater, including all-metal fuselage and folding wings, and is just the type needed today for getting in solo hours under the existing "A" licence arrangements.

Hoping the above may interest some of your readers, and wishing your excellent journal the compliments of the season.

I am, Yours, etc.,

Portsmouth. W. J. HALLAND.

* * *

## THE B.R.M.

Sir,

Despite the huge sum of money and three or four years spent on the B.R.M., I do not think it should be criticised because both cars retired in their first big race. What does call for criticism is that from the start they were left by the Ferraris, and would also have been left by the Alfas, if there.

Obviously the B.R.M. cannot yet leave anything faster than "Bira's" Maserati, so that disposes of the Press ballyhoo of 400, 450 and even perhaps 500 b.h.p. I believe Maserati only claimed 240 b.h.p. from the 4 CLT. If the B.R.M.s had made fastest lap, or been in the lead at any time, one could well forgive their retirement, but speed depends upon the actual power obtainable and usable.

Brake horsepower claims have long since replaced average speed claims, just as "bar h.p." has rivalled fishing tales, and some recent claims for Formula II engines might make Nortons green with envy, but I do not suppose Joe Craig is worrying.

MOTOR SPORT has always been utterly fearless. Perhaps it might take the lead amongst the technical Press in refusing to publish b.h.p. figures unless certified independently by R.A.C. engineers at the test bench, or racing car weights unless checked on a public weighbridge with the car *driven* over it. This would produce the real meaning of Veritas.

I am, Yours, etc.,

Send. C. E. TAYLOR.

# CLASSIFIED ADVERTISEMENT SECTION

**RATES (prepaid): 4d. per word**
**Minimum Charge 6/-**
**Box Numbers 1/6 extra**

**No insertion will be made unless prepaid. Copy received after first post on the 21st★ of month will be held over until the next issue unless cancelled in writing. 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.**

**★ Copy closing date for March will be first post Friday, February 16th.**

## FOR SALE

**JAGUAR 2½-LITRE O.H.V. ENGINE** and four-speed gearbox, 1936; reconditioned Riley "12/4" engine, completely rebuilt; Riley 1937 six-light Kestrel body parts, all doors, etc.; "Brooklands" Riley 2-seater; Riley "12/4" Adelphi 1936. Riley Nine crown wheels, cranks, heads, pistons, road wheels, front and rear axles, 2 seater body shell, etc. Arthur Bryden, 99–101, Wellington Road, Leeds. Tel.: Leeds 38625–38310. [2931

**BENTLEY SPEED SIX,** 1931, ash shooting brake body, £250 spent on recent overhaul. £300. Frank Eggins, Rosemary Cottage, Lidsey Farm, Bognor Regis. Tel.: Eastergate 96. [2932

**LAMBDA SEVENTH SERIES** saloon. Good original condition, exceptionally sound engine. Fast, reliable. £135. 105" Motors," 30s. 116" Aeroplanes," 20s. All clean 1948–50. 14, Cranley Gardens, Wallington, Surrey. Tel.: Wallington 4696 after 7 p.m. [2938

**£60. SINGER TWELVE** saloon, 1928. Sound condition, roomy body, four good tyres, good battery. V. Knight, Haywards Cottage, Blackwater, near Camberley, Surrey. Tel.: Yateley 3151. [2937

**FOR P-TYPE M.G.,** 4.00 by 19 spare wheel with unused tyre, £6 10s. Two aluminium bucket seats, £3. Exhaust manifold, £1. Aero screen, £1. 15, Billy Lows Lane, Potters Bar, Middlesex. [2938

**SPARES.** Four new "12/50" Alvis pistons with pins and rings, standard bore, £4. Four 1939 250-c.c. high-camshaft J.A.P. pistons with pins, three hours run, £2. Set new main bearings Ford Ten, —0.020 in., 30s. One "International" Aston con.-rod, re-metalled for boring, one set main bearing shells and caps less rear main cap, £2. One 1⅛ in. bore horizontal Zenith (bronze), 30s. Jaeger 3-in. speedometer, 25s. Four K.E. 965 exhaust valves, Ford Ten, £2. Hargreaves, Trumpet Hill, Reigate. [2939

**FORD 22-H.P. V8 ENGINE,** accessories, gearbox case. Running order but has external water leaks. Offers please. Box No. 760, Motor Sport, 15, City Road, E.C.1. [2941

**1937 M.G. 2.6-LITRE** saloon, new engine fitted July, 1950. Complete overhaul, chassis, springs and brakes; 1950 appearance and condition. Any trial whatsoever. Nearest to £500. Kidd, 91, Cowley Road, Uxbridge. [2944

**20-H.P. 1923 ROLLS** tourer by Barker. Just decarbonised, not run since. Excellent mechanically throughout. Bodywork modernised, very nice order. Boot with enclosed rear and stop lights, good tyres, two spares, trafficators, all-weather equipment, tools, etc. A grand distinctive car. £225. Metcalfe, Woodlands, Poynton, Cheshire. Tel.: Poynton 2230. [2948

## FOR SALE—*continued*

**CAMBRIDGE ENGINEERING OFFER** 2-seater "Ulster"-type sports car, registered and rebuilt 1947; 2-seater body shells; combined inlet and exhaust manifolds; aluminium high-compression cylinder heads in high-duty alloy; four-speed remote gear control units; light flywheels; windscreen swivel and arms for making fold-flat screens; steering wedge to increase rake; 15 or 16-in. wheels made to order. Reconditioned engines exchange plan, including speedy pressure-fed engine from stock, sleeved cylinder blocks exchange, 16-in. Austin Seven cast aluminium wheel with tyre complete suitable pattern. S.A.E. lists. Cambridge Engineering, Cambridge Road, Kew Green, Surrey. Tel.: Richmond 2126. [2945

**NEW AND REGROUND CRANKSHAFTS** for three-bearing Austin Sevens, also good stock reground crankshafts, all types. Valves, valve guides, etc., manufactured to patterns or drawings. Quotations on request. Bayford Garage and Engineering Works, Wincanton, Somerset. [2949


**STUART WILTON**

| | | |
|---|---|---|
| **Alvis Speed 20** sports saloon, | 1933 | **£195** |
| **M.G. 8-h.p.** 4-seater, | 1932 ... | **£144** |
| **Alvis 17-h.p.** drophead coupe, | 1937 | **£525** |
| **Morris 8-h.p.** 4-seater tourer, | 1937 | **£190** |
| **Standard 9-h.p.** saloon, | 1930 ... | **£85** |

**And many others by the time you read this advertisement.**

*Free third party insurance for 12 months (with a tariff company) with all cars before 1937*

**HIRE PURCHASE AVAILABLE ON ANY CAR**
**On cars under £200—one-third deposit**
**On cars over £200—one-half deposit**

*I give a written three months guarantee with every car that I sell, which ensures that they have been carefully checked and all repairs carried out before being offered for sale.*

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


**SPARES** below normal secondhand prices: Riley "12/6" all-helical gearbox, starter, inlet manifold, exhaust camshaft, racing clutch (ex-E.R.A.); Riley Nine crankshaft, windscreen frame, Hartfords, chassis cross-members, magneto; Ford V8 crown wheel and pinion, 43:9, half-shaft; Armstrong preselector gearbox; Squire radiator; S.S. radiator; Bosch headlamp shells; Daimler spare wheel cover; 22-gallon petrol tank; R.A.F. Altimeter; thermostats. Offers please to RoeBill, No. 8 Crossways, Blackdown, Hants. [2947

**1913 MORRIS** 2-seater; open, body sound. Owner no time to assemble. £20. Durrant, 5, New Street, Warwick. [2953

**O.M. 1926,** 11.5 h.p. Body good condition, engine stripped. What offers? Tel.: Gladstone 6358, 9 a.m.–6 p.m. [2955

**M.G. MAGNETTE** single-seater. Ready to race. £360. H. Lester (Cars), Ltd., Bath Road, Thatcham, Berks. Tel.: Thatcham 3129. [3363

## FOR SALE—*continued*

**£675. ASTON-MARTIN** 2-litre, long-chassis, open 4-seater tourer. First registered 1939. Unmarked paintwork, many parts replated. Reconditioned engine now done 10,000 miles. One of the best pre-war Astons, maintained by enthusiast. Only reason for selling is that owner is taking delivery of new car. Redbridge House, Ilford, Essex. Tel.: Wanstead 6387. [2950

**FRAZER-NASH.** Ex-Palethorpe single-seater, the following components for sale. "Shelsley" pattern chassis frame with tubular cross-members, £15. "Shelsley" pattern front axle beam, springs, mountings, etc., all chrome plated (less stub axles), £20. Single-seater body, £15. Single-seater pattern radiator, £5. Steering box and column, brake and clutch, cross-shaft, Hartford shock-absorbers, brake cables, £7 10s. Bradnack, 5, Jesson Road, Walsall. Tel.: Walsall 5901. [2952

**WOLSELEY** 2-seater sports 1931, 12-h.p. engine recently overhauled. Excellent running order, good tyres. £95. "Queen's Head," Harlow, Essex. Tel.: Harlow 2266. [2958

**2-LITRE ROVER** (Sixteen), 1929 Weymann sports saloon. Servo brakes. Nippy, economical, reliable, interesting, new electrics. £100. Seen London. Wells, Vicarage, Church Broughton, Derbyshire. [2959

**ALFA-ROMEO,** 2.3 supercharged 2/4-seater "Le Mans" replica for sale. Excellent condition. Taylor and Thomson overhauled recently. £595. No offers. Write Box 763, Motor Sport, 15, City Road, E.C.1. [2960

**1922 AUSTIN** 22.4 h.p. four-cylinder. Same type as raced on Brooklands. A very fast and rare model, complete but for body. Needs rebuilding for vintage events. Reluctantly for sale as owner already has large vintage and Edwardian stable. Price to good home, £25. Apply by letter for inspection and appointment. W. J. Oldham, Ruttingham Farm, Piltdown, near Uckfield, Sussex. [2961

**SUNBEAM-TALBOT TEN** (1940) 4-seater. New hood, etc. Fitted downdraught S.U. Attractive car. Nearest £450. Routledge, Scholes, Leeds. [2962

**SPECIAL LESTER-TYPE** sports racing body shell, complete with special radiator cowling, bonnet top and sides. All upholstery, seats, carpet, etc. Wings and special cut-down radiator. J. Tojeiro, Arrington, Royston, Herts. [2963

**ALVIS "12/50"** "Beetleback." Two doors aluminium panels, big-port engine. Ready re-assembly after reconditioning throughout, suspension overhaul completed. New fold-flat screen, Hardy Spicer prop. four new tyres, £10 tax. Complete spare long-stroke engine, gearbox, radiator, four Rudge wheels and hubs. Need of space compels sale below cost. £190 the lot. 29, Branksome Drive, Nab Wood, Shipley, Yorks. [2964

**1936 PB-TYPE M.G.** 2-seater. Recent complete overhaul (bills available). Very smart and mechanically excellent. £295. (Surrey.) Box No. 764, Motor Sport, 15, City Road, E.C.1. [2967

**TREEN RILEY NINE T.T. REPLICA.** Described and shown June Motor Sport. £500. Currie, St. Peter's Hall, Oxford. [3364

**"J2" M.G.** Complete engine overhaul, tyres, body and cellulose all excellent, re-upholstered. £195. Wanted in exchange or to buy, pre-war "4/4" Morgan. Byrne, Poolspringe, Much Birch, Hereford. [2969

**SPARES.** 1931 Alvis Silver Eagle gearbox, excellent condition, £10. M-Type M.G. cylinder head, £2. Three con.-rods and pistons, £1. Oil filter, 15s. Saul, Glenmore, Wigton, Cumberland. [2973

**1928 WOLSELEY** 12 h.p. drophead coupé (winding windows, detachable pillars), with dickey. Restored. £60. Peter Macey, Warmlake, Sutton Valence, Kent. [2975




*THE JUPITER MONTE-CARLO RALLY TEAM photographed before the great winter adventure and test. From left to right: Messrs Ellison, Robinson, Wilkins, Baxter, Grimley and Wise. The hoods are up because the rules call for saloon or coupé bodies.*

## FOR SALE—*continued*

**1931 SINGER NINE** 2-seater sports. Good condition and appearance. Resprayed. Lively performance. Accept £90. Tel.: Pinner 2146. [2970

**JAGUAR 3½-LITRE S.S. 100** in fine condition, 1938 model with many extras including oversize tyres. Hood, sidescreens, tyres and paintwork as new. Engine and suspension recently overhauled. Owner sailing on loan to Australian Navy. Offers around £500. Lieut. (E) James, H.M.S. "Indomitable," Portsmouth. [2972

**JOWETT 7 H.P.** Long Four tourer. This car although registered in 1927 is in 1947 condition. Genuine mileage 33,000 since new. Engine pulls like a "Trojan" and is highly polished on bright parts. Tyres good, paint good, new battery and insured until July, 1951. Nearest £70. Apply Jack R. Collinson, 150, Moorside Road, Eccleshill, Bradford, Yorks. Tel.: Bradford 37771 (evenings). [2974

**1923 FIAT** 10.4 h.p. coupé. Mechanically perfect. Body, hood and screens good. Four-wheel brakes. Two owners. £60. Wade, Wares, Linton, Kent. Tel.: Hunton 85163. [2975

**1930 SUNBEAM** 24 h.p. 7-seater divided limousine. Sunbeam condition right through; will exchange for smaller car, higher h.p. the better, £100. 1927 Morris Oxford Fourteen, has definitely led a sheltered and secluded existence, any trial, £65. 1927 Clyno Ten, disguised as truck; will only be sold to one who can pass oral examination in gospel according to McAndrew or Mr. Wardrop. Never rebored, 250 m.p.g. oil, £30. 1933 M.G. Twelve, incredibly rough, all there, £75. 1930 Sunbeam chassis, complete, towable, £30. All at 42, Park Road, Peterborough. Tel.: Peterborough 3333. [2977

**"BROOKLANDS" RILEY**, prototype of speed model built by Thomson and Taylor for Reid Railton; see T.O.S.C. No. 231. EPK 797. First registered 1937. £225. 1932 Riley Monaco 9-h.p. saloon, £110. Also quantity of engine spares. Dienst, 30, Stoneleigh Avenue, Worcester Park, Surrey. [2978

**RILEY NINE ENGINE** (1933) with carburetter, inlet and exhaust manifolds. Bearings and bores good (bores polished). New pistons, valve seats re-cut, new exhaust valves, ports polished, new gaskets. £26. B.T.H. magneto to fit, £3. Starter, £2, or offers for whole or exchange. Crated. Reid, 2, Cecil Street, Coatbridge, Lanarkshire. [2979

**FRAZER-NASH-G.N. SPECIAL.** Sale or exchange vintage Lea-Francis, Riley, Alvis, Morris Minor. Box No. 765, MOTOR SPORT, 15, City Road, E.C.1. [2980

**GOOD HOME WANTED** for 1928 17.7-h.p. Morris saloon, 60 m.p.h., 20 m.p.g. Very good condition. For quick sale, £40. Rourke, Spreyton, Crediton, Devon. [2981

**1934 ALVIS FIREFLY** 12 h.p. saloon. Fair condition. £125. Clark, 26, West Park, Harrogate. [2983

**RILEY NINE** saloon, 1932. Excellent mechanical condition, five new tyres, body fair. £100. Maggs, "Clemstan," Main Road, Hawley, near Dartford. [2984

**VAUXHALL "12/6"** saloon, 1935. In good running order, bodywork, upholstery good. £160. J. Kingdon, 39, Newquay Road, Catford, S.E.6. [2986

**AUSTIN "10/4"** saloon, 1935. No oil painting but reliable, recent extensive mechanical repairs. Seen Bromley, Kent. £145. Box No. 766, MOTOR SPORT, 15, City Road, E.C.1. [2986

**M.G. "TA"** December, 1937. Rebored 6,000 miles, oil nil, petrol 34 m.p.g., new batteries, good tyres. Coachwork perfect. £360, or exchange 8–12 h.p. 4-seater, open or closed, or 3-litre Bentley. Cash adjustment. Glasgow district. Box No. 767, MOTOR SPORT, 15, City Road, E.C.1. [2987

**AUSTIN SEVEN** sports. Works built body (Midget style). Engine, body, weather equipment, tyres very good, new electrics. Nippy performance. Nearest £130. Write Evans, Dorset Farm Institute. [2990

**VINTAGE SCRAPBOOKS,** 1922–30. Over 140 makes, British, Continental, American. Grant's "Sports Cars," other literature. S.A.E. list. Offers. Box No. 778, MOTOR SPORT, 15, City Road, E.C.1. [2991

**SIX-CYLINDER SCINTILLA VERTEX** magneto, £10. Riley "Alpine" "14/6" cylinder head, valves lightened, ports polished, etc., various other good Riley spares. Also 1939 Standard Twelve engine in good condition, £25. A. H. Blewitt, Hawkesford, Castle Bromwich, Birmingham. Tel.: Castle Bromwich 2384. [2993

**CYCLE WINGS** (domed and beaded), steel, 10s.; alloy, 17s. 6d. Stonelands Farm, Herstmonceux, Sussex. [2995

**ROLLS-ROYCE,** 1926 (April), 20-h.p. saloon. Body rough. Mechanically sound. £95. Would exchange Alvis or similar. K. Twyford, Stanton Lees, near Matlock, Derbyshire. [3355

**NASH CHASSIS,** suitable sprint special. Quantity Nash spares; two-door coupé body off International Aston-Martin, also worm and wheel; 6½-litre Bentley engine; LQ 2 Daimler 20 engine. Large quantity Citroen spares. Wanted: "D" type Bentley box, No. 9, Cozette or spares. Williamson, Litchborough, Towcester, Northants. [3359

## FOR SALE—*continued*

**ALVIS ENGINE,** 1932 sports Silver Eagle. Recent works overhaul, including resleeve, fitted three S.U.s. Complete with all accessories and gearbox. £45. Also another engine of same year and type for spares. Venning, "Vicarage," Takeley, Bishops Stortford. [2994

**A.C. "16/80"** sports tourer, 1937. Property of mechanical engineer. Post-war mods. engine. Excellent performance and condition. £375. Family reasons. 3, Mays Hill Road, Shortlands, Kent. Tel.: Rav. 5327. [2999

**MORGAN,** 1931. Remodelled body, J.A.P. water-cooled engine, four-speed gearbox, spare J.A.P. engine, hood, spare chain, etc. £75. Fox, 24, Heygarth Road, Eastham, Cheshire. [3000

**ALVIS SILVER EAGLE** 17 h.p. tourer, 1931, 4/6-seater. Very good condition. £130. Tel.: Emberbrook 3186. [3003

**9-H.P. 1927 AMILCAR SURBAISSE.** Engine reconditioned throughout, resprayed British racing green. £150. Spratt, Dialstone, Bramley, Surrey. Tel.: Bramley 2182. [3004

**1926 SUNBEAM "14/40"** cabriolet. Magnificent specimen, original condition. Speedometer 50,000, new tyres, battery, four-wheel brakes, 60 m.p.h., 25 m.p.g. £195 or offers. Mackenzie, 38, Hampton Road, Southport, Lancs. [3005


**ALVIS**

**£625** 1939 "12/70" drophead coupe, very fine car in outstanding order.

**£495** 1935 Speed 20 open sports 4-seater. Beautiful example, lavish all-weather equipment.

**£345** 1935/6 17-h.p. Silver Eagle drophead foursome coupe. Good car, genuine one owner from new.

**£295** 1933 12-h.p. Firefly foursome drophead coupe. Manual gearbox. Many extras. Very fine condition.

**£265** 1933 "12/60" 2-seater drophead coupe. Very nice order in every way. New hood, etc.

**£245** 1933 12-h.p. Firefly four-door sports saloon. Recent gearbox overhaul. Good example.

**£165** 1932 16-h.p. Silver Eagle drophead foursome coupe. Pretty body, needs painting.

**£135** 1927 "12/50" tourer. Many extras. Twin carburetters. Enthusiast maintained.

Also:
1932 3-litre Continental Lagonda sports saloon, **£245**. 1942 Citroen Standard saloon, **£495**. Ex-Bremner/Delingpole H.R.G. Type 37 1½-litre Bugatti. 1936 Morris 14-h.p. sports saloon, etc.

*Immediate Hire Purchase, Insurance and Part Exchange.*

**ALTON GARAGE**
**"THE ALVIS PEOPLE"**
**17, BROOK MEWS NORTH, CRAVEN ROAD, W.2. Paddington 3952,4710**
Two min. Paddington Main Line and Tube Stations.


**FOUR—YES, FOUR-LITRE BENTLEY** gearbox and prop.-shaft, £15. Autovacs ex-4¼ Bentleys, 30s. each. Smiths and Solex carburetters complete with manifolds for 3-litres. Routledge, Scholes, Leeds. [3006

**S.U. CARBURETTERS,** matched pair, new, ex-2½-litre Lagonda, complete with easy starting device, £10 10s. Also pair suitable Alvis "12/60" at £5. Routledge, Scholes, Leeds. [3006

**ALVIS SILVER EAGLE** 1932 saloon. One owner! Unique history, being rebored and top overhauled. Three carburetters. Immaculate interior. £170 or nearest offer. Routledge, Scholes, Leeds. Tel.: Leeds 47896. [3006

**£60. AUSTIN-FORD SPECIAL** in running order, unfinished, body included, not yet fitted. Details: Savage, 10, Poyle Road, Guildford, Surrey. [3007

**AUSTIN SEVEN SPARES.** Reconditioned front axle, with brakes, springs, etc.; four wheels with tyres, two new, two retreads; steering column complete with box; radiator; rear brakes complete. £25 the lot or separate. "Cranford," Ladybrook Road, Cheadle Hulme. [3008

**ALFA-ROMEO** "Mille Miglia" 2.3 straight-eight supercharged super-legera 2-seater. Mileage under 2,000 since completely stripped and rebuilt by Thomson and Taylor. Price and further details on application. Box No. 769, MOTOR SPORT, 15, City Road, E.C.1. [3009

## FOR SALE—*continued*

**SPARES FOR SALE.** Centric supercharger with manifold, S.U. carburetter, oil tank and pulleys, perfect condition, complete, suitable for PA-type Midget M.G. One pair of rebuilt 4½ Bentley wheels. Spares for 1927 Red Label Bentley: one cylinder block, gearbox perfect, one set of brake drums, complete with sideplates. Bentley speedometer as new; also eight-day clock Bentley. One Bugatti eight-day clock. One eight-day clock fitted in mirror, as new. One electric clock, six-volt, fitted in mirror, as new. Camshafts for Speed Six Bentley. One pair of chrome oblong French headlamps, prismatic lens, very powerful. Five 6.00 by 20 tyres. Red Label 1927 flywheel, as new. A reasonable offer will secure any article. 22, Baron's Grove, Mitcham, Surrey. [3010

**ALVIS "12/50"** saloon, 1927. Excellent condition, very reliable, comfortable. P.100 headlamps, 5 good tyres. £125 or suitable offer. Duncan, "Beverley," Roddinghead Road, Whitecraigs, Renfrewshire. [3012

**1935 LAGONDA** 3½-litre saloon. Good condition, photographs available. Nearest £280. Flying Officer T. Lockwood, Royal Air Force, Sutton-on-Hull, East Yorkshire. [3013

**2-LITRE TRIUMPH DOLOMITE** saloon. Immaculate condition throughout. Mechanically perfect. £385. 2-litre o.h.c. A.C. roadster. Chassis perfect, 80 lb. oil pressure hot, fitted Telecontrols, built-in jacks, seating 3/5 under cover and 2/3 dickey. Twin spares. Exceptionally smart, fast and reliable. £475. 1928 14-h.p. o.h.v. Humber tourer. Mileage approximately 22,000. Perfect running order, very reliable and original in true vintage style. £72 10s. Lewis, 63a, Woodcock Street, Birmingham, 4. Tel.: Aston 2410. [3016

**"TC" M.G.** 2-seater. First registered December, 1946. In first-class order including hood, sidescreens, etc. £500. Eccleston, 39, Rowlands Road, Birmingham, 26. Tel.: Aco 2039. [3017

**SUNBEAM "16/31-2"** 18-20 h.p. Cylinder head casting no. 131515. Manifolds, crankshaft, gearbox, two good Magna 20-in. wheels. Any reasonable offer accepted. W. Bishop, 9, Norman Road, Swindon. [3020

**HEADSCARVES.** The original, featuring leading British and Continental racing and sports car motifs in appropriate colours, 30s. Vintage selection, 35s. Special orders from 40s. Ties any make, 21s. Finest quality, post paid. E. W. J. Rich, Steelgreen, Millom, Cumberland. [3021

**BAUSCH AND LOMB** 11-in. headlamps, single-bolt fitting. Super reflectors and condition. Original fluted glasses, £8. 1924 550-c.c. Triumph, oil bath. Stored indoors two decades, little used, £15, offers. Rich, Steelgreen, Millom, Cumberland. [3021

**£32 10s. 1925 8.9 SWIFT** open tourer. Very nice condition (black with red leather), hood shabby. Two new tyres (4.50 by 19), dynamo and magneto just overhauled; 40 m.p.g.; 100 per cent. reliable. Peen, c/o Barnes, 36a, Leigham Avenue, S.W.16. [3022

**RILEY IMP.** British racing green. Very good condition, twin S.U.s, Scintilla magneto, E.N.V. box, new batteries, dynamo rewound, etc.; 35 m.p.g. at 70 m.p.h. £350. Panton, "The Jungle," Barkham Ride, Wokingham. Tel.: Eversley 3117. [3023

**VINTAGE 1925 FIAT** cabriolet 10 h.p. Magnificent condition throughout. Surely the finest example in the country. Photos available. Taxed and insured. £145. Enthusiasts only, please. A. Hopton, 22, Moss Lane, Sale, Cheshire. [3024

**LAGONDA RAPIER** two-door saloon 9.6 h.p. First registered July, 1934. Bodywork in fair condition, mechanically sound. £88 overhaul, including resleeve and reground crankshaft. £200. Parsons, 217, Oxford Road, Reading. Tel.: Reading 4549. [3027

**1949 COOPER 1000.** Little used. New four-stud 497-c.c. J.A.P. Many extras including Cooper trailer. £475. McGlashan, 52, Fortrose Street, Glasgow, W.1. [3028

**ALVIS SPEED TWENTY-FIVE** drophead coupé, 1937. Mechanically perfect and inspected by Alvis two months ago. Imposing appearance. New hood and tyres, and nothing to spend. Oil consumption nil, petrol 18 m.p.g. Photos to genuine enquirers. £400. Apply Fisher, 25, High Street, Bewdley, Worcs. Tel.: Bewdley 171. [3030

**EXCHANGE—FOR SALE.** 1929 "9/28" Humber saloon, new bearings, pistons, etc., beautiful condition, in exchange for any type Bugatti with, or adaptable for, truck body. Box No. 773, MOTOR SPORT, 15, City Road, E.C.1. [3034

**M.G. INSTRUCTION MANUALS.** "P-PB," "T," "TA-TB," Magnette, 15s. each. Wanted 1935–50 M.G. in A1 condition, also fast post-war motor-cycle. Kent, 43, Argyle Street, Oxford. [3035

**TALBOT 17.8 H.P.** sports saloon, 1935, blue. Excellent condition. £175. Wareing, Railway Tavern, Hamworthy, Dorset. [3041

**TWIN CARBURETTERS,** conversion set (Ace) for Citroen 15 h.p. Nearly new, cost £28 10s. Accept £15. Pope, 149, Stafford Road, Wallington. Tel.: Wallington 1205. [3046

**BETTER BOOKS LTD. BOOKSELLERS**

● **UNDER MY BONNET**
G. R. N. Minchin

*Few people can have had so many and varied motoring experiences as Mr. Minchin. His memory carries him back to the* 1907 *and* 1908 *Gordon-Bennett races and onwards to the present day. He has owned and driven a great variety of cars, including many Rolls-Royces, and has met and known many world-famous men and women. This book of his reminiscences, although it deals with competition in parts and racing at times, brings out in full the adventure and romance that is possible for those who take a car to foreign parts, travelling wheresoever the whim may lead them. Cloth binding. Illustrated.* 15s. 6d. post free.

● **RACING CAR REVIEW 1951**
D. S. Jenkinson

*Uniform with the Reviews of* 1949 *and* 1950, *except this volume contains three more chapters. Covers the* 1950 *Racing Activities of the Alfas, Ferraris, H.W.M.s, B.R.M.s, Maseratis, Coopers, all the "500s," Specials and so on. Well illustrated. Stiff covers.* 8s. post free.

**94 CHARING CROSS RD., W.C.2 TEM 6944**

● **500 c.c. RACING**
by Gregor Grant

*The story of the "500s" in Great Britain and on the Continent. Cloth bound and fully illustrated.* 10s. 6d. post free.

● **RACING VOITURETTES**
by Kent Karslake

*This history of the light cars is crammed with the highlights of famous designers, such as Renault, Darracq, Sizaire, Louis Coatalen, etc. Cloth bound. Fully illustrated.* 21s. 9d. post free.

● **THE 1950 MONTE CARLO RALLY** by Russell Lowry

*The full story told and illustrated by Lowry in his own inimitable style. Cloth binding. Illustrated.* 8s. post free.

• • •

*Our new catalogue of Motor Racing Books will be ready on February 10th. Send for a copy if you are not already on our mailing list.*

**SPECIALISTS IN MOTOR RACING BOOKS**

## FOR SALE—*continued*

**FORD V8,** 1937, 22 h.p. four-door saloon. New engine on October 1st, 1950, 1,300 miles since then. Recently £130 spent on car, silver grey. A1 condition, for sale. Berthold Goldberger, Fordcombe Manor, Fordcombe, Kent. [3036

**500/1,000 CHASSIS COOPER,** 1949 with 1950 mods. Long-range tanks, new tyres, all engine fittings, gearbox, etc. Car overhauled and as new. Offers to Alan Rippon, White House, Chelmsford. Also, 500 Special. Cooper pattern based, formerly ASA, in very good order, and ready to race. New tyres, Norton gearbox, sprint and long-range tanks. Best offer, as room needed. Box No. 779, MOTOR SPORT, 15, City Road, E.C.1. [3038

**SPECIAL RILEY CAMSHAFTS.** Bob Gerard Cars have for disposal a few unused Riley 1½-litre, four-cylinder racing-type inlet camshafts as fitted to T.T. Sprite, complete with end plugs and rev.-counter drive, £5 each. Bob Gerard Cars, Abbey Lane, Leicester. Tel.: 61511/2/3/4. [3039

**1937/8 "TA" M.G.** maroon/beige. Unspoiled original showroom condition throughout. Second owner. Total mileage under 40,000. Engine Laystall serviced, trafficators, Prestart lubricator, Fram, many extras. Near new batteries and tyres. Seen London or Oxford. £345, or exchange Austin Eight saloon. 94, Northwick Avenue, Kenton, Middlesex. Tel.: Bishopsgate 7002. [3040

**M.G. "PA" and "PB" SECONDHAND SPARES.** 19-in. knock-off wheel, £4; rockers, 10s. each; rocker shafts, 5s. each; vertical drive pinions, £3 set; valves, 3s. 6d. each; road springs, 20s. each; valve springs, £2 set; vertical dynamo and pinion, £10. Also new rockers, 25s. each; 400 by 19 Fort, £4; new shackle pins, 10s. each; spares manual for "PA", offers. Wanted, Rapier Handbook. Wareham, Hay Wood Cottage, Five Ways, Hatton, near Warwick. [3042

**TALBOT 21 H.P.** open sports tourer, 1935. Mechanically sound but wiring needs attention. Dynamotor recently rebuilt by makers. Inspection and test invited. £300 or offer. Box No. 774, MOTOR SPORT, 15, City Road, E.C.1. [3044

**ALVIS "12/50."** New body, recellulosed, rebuilt from stem to stern at cost of over £325. Immaculate, enthusiast maintained. Best offer. Numerous spares. Day, 7, Western Terrace, Falmouth, Cornwall. [3045

**BENTLEY 3-LITRE** Red Label. Servo brakes, 3.5 rear axle, short chassis saloon. Phillips, Shandon, School Lane, Windlesham, Surrey. [3047

**ALVIS FIREBIRD,** 1935. Black with red leather, sports saloon, absolutely immaculate. Completely overhauled, including new clutch, brakes, etc., five good tyres, two new. A fast, safe and comfortable car that will outlast most moderns. Box No. 780, MOTOR SPORT, 15, City Road, E.C.1. [3048

**"TJ" ALVIS "12/50" BLOCK** and many other spares. E. R. Fountaine, 68, Dunstable Street, Ampthill, Beds. [3050

**FORD MERCURY-ENGINED SPECIAL** with many spares including engine. Registered 1948. Cockburn, 9, Cavendish Road, Chorlton, Manchester. [3051

**I AM NOW DISPOSING** of my 1924 11.4-h.p. Humber. Only needs new clutch spring to make roadworthy, or can be used for spares. £13. Hardy, 2, Clorane Gardens, N.W.3. Tel.: Hampstead 4203 (evenings). [3026

**HISPANO-SUIZA SPARES** and service: G. Briand, 47, Tamworth Road, Croydon. Tel.: Croydon 1742. [2196

**REBORED AUSTIN SEVEN BLOCKS,** Wellworthy pistons, mirror finish, £3 19s. 6d. Quotations all makes. Surface grinding, head or block from 10s. Rowley and Louis, Summerland Gardens, Muswell Hill, N.10. Tel.: Tudor 5670. [3052

**BURNT OUT 1935 CITROEN TWELVE.** Engine and transmission untouched. Two good tyres. Lepage, 4, Upper Church Road, Weston-super-Mare. [3054

**BENTLEY NINE-FOOT CHASSIS,** complete with front springs. Offers. John Russell, 82, Hazelhurst Road, Castle Bromwich, Birmingham. [3056

**1912 SILVER GHOST.** Mechanically perfect, lorry back, new tyre. £10 tax possible. Needs battery. About £50. 15, Park Avenue, Farnborough, Kent. [3057

**1938 M.G. "TA."** Immaculate scarlet cellulose. Following work done last 12 months: new cylinder head and rocker gear, valves, etc., from M.G.s; new block and pistons, crank reground; all new bearings in back axle; new road springs; track rod ends; king pins. Reconditioned dynamo, new hood and screens, aero screens, radio, new batteries, etc. Bills available for over £130. Private sale. Price £400 or exchange for 4-seater sports in similar condition. J. Price, 195, Middleton Road, Carshalton, Surrey. [3058

**DELAGE,** 1935 sports 2-seater. Engine recently bored and sleeved. Body resprayed British racing green. All fittings rechromed. Two spot lamps. Fitted radio. Good tyres, two spares. Servo brakes. This car is in really first-class condition and is offered at the bargain price of £400. Apply 42, Melbury Avenue, Southall, Middlesex. Tel.: Southall 1242. [3059

**V.W. DERRINGTON** KINGSTON 5621/2

*For all sports spares, materials and equipment*

**TUBULAR LUGGAGE GRIDS,** chromium-plated, for M.G., Singer, S.S. 100, Allard, Standard Eight, Austin Eight, F.I.A.T. 500, from **£4 5s.** "Deep Note" exhaust systems, from **£3.** "Brooklands" steering wheels **£4 5s.** "Brooklands" Aero screens, universal fittings, **48s.** each. Fold-flat sports screens 39 in. wide, chromium-plated, fitted safety glass, **£11 11s.** Cycle-type wings, domed, central rib, 6 in., **16s.,** 7 in. **17s. 6d.,** 8 in. **19s.,** front and rear. New hub nuts, 42 mm., 8 T.P.I., **21s.** each, R.H. and L.H.

**BODY BUILDING.** Bucket seats, pressed steel frames, **22s. 6d.,** hinge back **25s.,** ditto trimmed black or brown rexine **65s.,** hinge back **70s.** Light alloy seats (2½ lbs.) **50s.,** ditto, trimmed rexine, Dunlopillo cushions **£5 7s. 6d.** Dunlopillo cushions, **22s. 6d.** front, **25s.** rear. Aluminium angles and mouldings stocked. Duralumin, 6 ft. by 3 ft. by 20g. only, **35s.** Best quality black or brown duck or hooding 54 in. **25s.,** 72 in. **30s.** Lighter quality **17s. 6d.** Rexine, all colours, **12s. 6d.** to **20s. 6d.** per yard.

**SUPERCHARGERS.** Large stock, all makes. Arnott, with long drive shaft, fittings for Coventry Climax engine, **£35.** Arnott set for 2-litre Sunbeam-Talbot, **£65;** for Riley Nine, **£40.** Marshall-Nordec for Ford Ten, **£45;** ditto for "TC" M.G., **£65,** nearly new. Large stock Marchal, Grebel, P.100, Lucas, Notek, head and spot lamps, speedometers, Wind-tone horns. Radiator thermometers, **27s. 6d.**

**SCINTILLA VERTEX NV 4, £7 10s.,** rebuilt and set by makers, **£12 10s. 6d.** New Vertex for Ford V8 with brackets and adaptor **£20.** New B.T.H., similar, **£16,** suitable Allard, new B.T.H. vertical, four-cylinder, **£6.** Riley Nine rebuilt Lucas, **£7 10s.**

**ALUMINIUM CYLINDER HEADS** give greatly increased power and performance, together with better economy. **"ALTA" for AUSTIN SEVEN, £5 10s.** "SILVERTOP" for Ford Eight and Ten (pre-war), **£6 10s.,** post-war, **£7;** Morris Eight, Ser. I & II, **£6 10s.;** Ser. E, Morris Minor, **£7 5s.;** Minx and Talbot Ten, **£7 5s.** Most available from stock.

**F.I.A.T. SPARES.** Largest stockist of 500, 1,100, 1,500 spares, new and reconditioned. Exchange reconditioned starters, dynamos, engines, gearboxes, radiators, engines. Complete servicing, reconditioning, coach-building and cellulosing.

**M.G. SPARES.** Vertical drive pinions, new, **£5 5s.** per pair; roller races, **8s. 6d.** pair, sleeves **21s. 6d.,** flexible couplings **9s. 6d.,** drive forks **17s. 6d.,** own drive pinions, rebuilt **40s.,** ditto rockers **7s. 6d.** Rocker shafts from **10s. 6d.,** bushes **7s. 6d.,** valves **5s. 6d.,** guides **5s.,** phosphor-bronze **7s. 6d.,** gaskets, ball-races, half-shafts, road springs from **32s. 6d.** New road wheels, 16 in. **£6 5s.;** 18 in., 19 in. rims **£6.** New fold-flat windscreens for "J2" and "P" models, laminated safety, **£11 10s.** "Deep Note" exhaust systems, "J2" **65s.,** "P" **75s.,** "N" and "T" **85s.** Brooklands steering wheels **85s.,** adjustable boss, "TC," **95s.** Door grilles, chrome, **10s. 6d.,** rear wing grilles, "J2," **30s.** pair, front wing valances **£3 15s.** pair. New hub nuts, embossed "M.G.," **25s.** each.

**LAWRENCE** Lightweight 500-c.c., flat-twin engine, brand new, 10 b.h.p. at 3,000 r.p.m.; capable further development. Fitted twin Scintilla magnetos, carburetter, manifolds. Perfect for a lightweight "special," **£25.**

**FEATHERWEIGHT STEERING WHEELS.** Own patent and make, weight 26 ozs., Sorbo grip rim, covered pigskin, less boss, **£4 5s.,** with boss **£5 5s.;** 15½ in., 16½ in. and 17½ in. diameter.

**BROOKLANDS FISHTAILS.** Cast aluminium, polished, 7 in., 1 in. to 2 in. fitting **21s.** Exhaust pipe deflectors **12s 6d.,** dummy knock-off hub caps, polished aluminium, set of 5, **35s.**

*Postage or carriage extra on above.*

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

## FOR SALE—*continued*

**"30/98" VAUXHALL** sports 2-seater. Detailed bills for over £900 spent on this car with first-class engineering firms. Engine completely overhauled by Monaco's of Watford in 1949, including fitting latest type high-compression racing pistons and S.U. carburetters (bill, £174), and car only taxed two quarters 1950. The chassis has been lowered and shortened; Delage axle and brakes; 4-speed close-ratio box, 650 by 19 rear wheels, giving 3 to 1 top gear ratio. Cruises 75 m.p.h. at approx. 2,000 revs., maximum 100 m.p.h. plus; 18 m.p.g. cruising. Lightweight sports 2-seater body, with slab tank, light alloy spring wings, fold-flat and aero wind-screens, 12-in. headlamps, large dial gauges; all tyres as new. This is a real motor and is offered at a fraction of its cost. Accept £375. Sensible part exchanges considered. P. Weaver, Melton Mowbray, Leics. Tel.: Melton Mowbray 533. [3236

**JOHN BLAND** offers service to vintage and Edwardian owners. Valves, bearings, valve guides, shackle bolts, king-pins, etc., to drawing or pattern. Specialist repairs on the older Talbot cars. 27, Southfields Road, S.W.18. Tel.: Vandyke 1612. [3237

**JOHN BLAND** offers: Talbot Fourteen 1932 saloon. Recent complete engine overhaul; good battery; tyres sound. Coachwork good. £95. 27, Southfields Road, S.W.18. Tel.: Vandyke 1612. [3238

**MARMON, 1929, MODEL 68,** chassis, body damaged. Engine, etc., undamaged, recently completely overhauled; six almost new 5.50 by 19 tyres. What offers? Box No. 810, MOTOR SPORT, 15, City Road, E.C.1. [3239

**B.S.A. SCOUT, 10 H.P.,** 1938, 4-seater; 33,000 miles. Recent overhaul; new hood; perfect condition; fast. £240. Tel.: Bowes Park 5964. [3240

**M-TYPE M.G.** With "Montlhéry" camshaft, double valve springs, new exhaust valves and phosphor-bronze guides, reground crankshaft, etc., lightened flywheel, double clutch springs, low-ratio rear axle, high-geared steering. Rewired, repainted. Excellent condition throughout. Exceptional performance, with vivid acceleration. £150. P. J. Lovell, "Milverton," Horsell Vale, Woking. Tel.: Woking 2408. [3241

**TAPLEY-FERODO BRAKE TESTER,** as new, in case, £5, cost £12. Autovac, 15s. New Scintilla aircraft magneto, 14-cylinder; offers. 53, Tyrwhitt Road, London, S.E.4. [3242

**1931 BENTLEY 4-LITRE,** fitted with special drophead coupé body 1936, restyled 1950. Very rare and elegant motor car at the reasonable price of £550. Can be seen in London by appointment. Carlyon, 1, Archery Close, London, W.2. [3243

**LAGONDA 19.8-H.P.** shooting brake. Excellent mechanical condition. Body just resprayed and grained. £200. Service Motors, 1a, High Road, Balby, Doncaster. Tel.: Doncaster 53494. [3244

**DELAGE D8** engine and gearbox, complete with all accessories, very sound. £20. Service Motors, 1a, High Road, Balby, Doncaster. Tel.: Doncaster 53494. [3245

!!! **ATTENTION, "500" PILOTS.** Five-stud Excelsior modified J.A.P. 500-c.c. engine, complete, extra large crank and bearings. Bargain, £65. Service Motors, 1a, High Road, Balby, Doncaster. Tel.: Doncaster 53494. [3246

**CLYNO 1926 DYNAMO,** perfect, 45s. Front lamp, Austin Seven Chummy, 12s. 6d. "Trico" suction wiper, 12s. 6d. Alford, 57, McIntyre Road, Worcester. [3248

**£225—ALVIS 1934 FIREFLY "11.9"** saloon. Preselector. Tyres, body, engine excellent. Exchange smaller car, S.S., Morgan, etc. Offers. Tel.: Guildford 2074. [3249

**JAGUAR "100,"** in immaculate condition. Guaranteed low mileage. Original specification. £300 recondition. Many extras. Nearest offer to £575 or will exchange for saloon. Box No. 818, MOTOR SPORT, 15, City Road, E.C.1. [3259

## FOR SALE—*continued*

**RILEY NINE SPARES,** Sales and Service. Most engine and chassis parts from 1928 onwards, including differential units, axle shafts, road wheels, springs, gearboxes, etc. Reconditioned universal joints, short type camshafts. S.A.E. for quotation please. New replacement valves, 8s. 6d. each; guides 3s. 6d. each; valve springs 7s. 6d. set; damper springs 2s. 6d. pair; gaskets 17s. set; speedo. cables, complete, 25s. each. Flywheel nuts, reconditioned magnetos and dynamos. King-pins and bushes 1929 to 1933. 1934 Riley Nine Monaco saloon, all metal body, k.o. wheels, remote manual gearbox; good runner; untidy inside; £110. Welford Bros., Opal Street, Leicester. Tel.: Leicester 65903. Sales and service open till 10 p.m. weekdays, mid-day Sunday. [3247

**"BRESCIA" BUGATTI SPARES:** Twin racing bronze Solex carburetters and manifolds, single carburetter manifold and carburetter. Cylinder block, frost-damaged but repairable. Aluminium differential casting and differential, less pinion, £20. Swandean Garage Ltd., Worthing, Sussex. [3250

**TALBOT "95," 1934,** chassis, engine complete with gearbox, most transmission; for sale in one lot, £70 or near offer. Douglas, 26, Alleyne Way, Middleton-on-Sea, Sussex. [3251

**CORD.** Super streamlined saloon (blue), registered 9.6.50, 40 h.p., £10 tax. Independent suspension, front-drive, electric gears, overdrive, radio, fan, heater, retractable lamps, etc.; 20 m.p.h., 110 m.p.h. Terrific noiseless acceleration. In showroom condition. Accept £800 quick sale, or exchange smaller and cash. 75, Athol Road, Bradford. Tel.: Bradford 41014. [3252

**"MOTOR SPORT,"** all copies from October, 1946, to date, also *Speed*, Vol. 3 (bound), 30s. Tel.: Croydon 2492. [3254

**1934 SINGER NINE "LE MANS"** coupé, fair condition; 35 m.p.g. London area. Nearest £135. Box 811, MOTOR SPORT, 15, City Road, E.C.1. [3255

**BOSCH ZU.4 4-CYLINDER MAGNETO**—offers? Centric 160 supercharger, boost gauge, etc., £15, nearest. M.G. "12/70," 1,250-c.c. crankshaft, valve-cover, five con.-rods, eight brake shoes and bits, lot £3 10s. Lucas 12-v. coil, 15s. Atlantic black universal spotlamp, 5-in., mirror-backed, 25s. M.G. tubular luggage carrier (rough), 15s. 17 in. by 6¾ in. defroster, needs rewiring, 15s. S.A.E., Mumford, Tylehurst Close, Forest Row, Sussex. [3256

**RACING HEALEY** four-branch outside exhaust manifold, £3. B.M.W. jewelled 8-day dash clock, 50s. Morris Ten flexible couplings, new, £1. Overhead-cam Minor gearbox, 15s.; ditto, steering wheel and box, 10s. "PB" rockers, four only, 10s. Weekend callers to: McAusland, Cloves Hill, Morley, Derby. [3257

**SUNBEAM 24-H.P.,** 1931, 2-door saloon. Good condition, including tyres; taxed, insured; £75. Warr, Field Farm, Hampton Lane, Solihull, Birmingham. [3258

**1934 LAGONDA "16/80"** tourer, insured to May, good weatherproof equipment. £275. Bailey, Kirkby Training College, Kirkby, Liverpool. [3260

**FORD "14.9"** saloon, 1931. Everything original. Good battery. No oil. £50. 14, Cranley Gardens, Wallington, Surrey. Tel.: Wallington 4696. [3261

**ALVIS FIREFLY,** 1934, reconditioned running chassis. New springs, king-pins, bushes, track-rod ends, starter. Two new tyres, three part worn. Suitable sports or utility body. Offers over £65. Wolseley Ten, 1935, chassis, reconditioned hydraulics and steering; ideal special; £35. Many Austin Seven spares. Cox, Cadle Farmhouse, Ridgeway, Stratford-on-Avon. [3262

**1927 VAUXHALL FOURTEEN** tourer, mechanically and generally sound. Box No. 812, MOTOR SPORT, 15, City Road, E.C.1. [3264

**M.G. "NA" REAR AXLE** (less brakes). £15. 150-c.c. James motor-cycle, £15. Oakshott, 1, Weston Villas, Thames Ditton. [3273

## FOR SALE—*continued*

**M.G. USED PARTS:** Set "TC" hubs and axle shafts, £8 10s.; pair "TC" carburetters, with air cleaner, £7; front axle with stubs, beam slightly bent, £3; Lucas vertical 4 VRA magneto, £3 10s.; L-type head, £10; K-type head with valves and rockers, £15; K-type block complete with crank, rods, pistons, mains and filter, £40; K-type wide chassis frame, complete with heavy axles, wheels, springs, 12-in. elektron brakes, steering, front wings and lamps, £40, or with E.N.V. crash box and prop.-shaft, £55. C. H. Foster, 2, Manor Road, Sealand, near Chester. [3265

**RILEY NINE SPECIAL** 2-seater sports, built 1946 for trials and climbs. Twin S.U.s, also four Amal carburetter attachment ready to fit. Road used only. New tyres. £160 or near offer. Box No. 813, MOTOR SPORT, 15, City Road, E.C.1. [3266

**PAIR "H. & E" ACETYLENE HEADLAMPS,** circa 1919, £10. One only "Rushmore" ditto, £3. Lucas P.100 lamp and one ditto interior only, £7 10s. One 4.50 by 21 new tyre (post-war stock), £6 10s. One 4.50 by 21 tube, £1. Two 4.50 by 19 new Dunlop tyres. 1927 Austin Seven Chummy sports saloon very good condition, £85. Taxed. Taylors Garage, Sale Moor, Manchester. Tel.: Sale 5808. [3267

**BUGATTI TYPE 40.** Recellulosed French-blue, new battery, tyres. Engine and chassis in good condition. Spare crankshaft and con.-rods. £250. Lord, 70, Eastbank Street, Southport. [3268

**AUSTIN SEVEN:** Complete front axle-spring assembly, 100s.; 4.9 back axle, less hubs, 60s.; steering column, 30s. Cheap chassis and magneto engine spares. Farrer-Halls, Lincoln House, Old Avenue, Weybridge. Tel.: Weybridge 4307. [3270

**MARSHALL SUPERCHARGER,** in first-class condition, suitable for 750-c.c. engine or FIAT 500, £20. Rudge wheel, 18 by 5.25, with unused Dunlop Road racing tyre, £5. Box No. 820, MOTOR SPORT, 15, City Road, E.C.1. [3272

**SPORTS/RACING SPECIAL,** 2-seater, 1,087-c.c. Triumph. New alloy racing body. Polychromatic-green. Outside exhaust, cycle-type wings, Hartfords, Lockheeds, Oilcoil, new battery. £155 or best offer. Clarke, "Caravan," Covert Camp, R.N.A.S., Culham, Abingdon, Berks. [3274

**FORD V8, 30-H.P. ENGINE,** all complete with Scintilla magneto, as new, £20. Pair P.100 Lucas headlamps. Norman 2-h.p. air-cooled engine, brand new, £9. Stuart-Turner w.c. 3-h.p. engine, £15. Scintilla V8 Ford magnetos, £5 each. 16-in. Austin Seven road wheel, new, 50s. Quantity of engineer's benches, cheap. A. & D. Nicholls, Church Wharf, The Mall, London, W.4. Tel.: Chiswick 2327. [3275

**WOLSELEY HORNET SPECIAL,** 1932. Exceptional condition; new hood, taxed, insured. Goes like the clappers! £175. S.E. London. Box No. 821, MOTOR SPORT, 15, City Road, E.C.1. [3276

**1929 SUPERCHARGED F.W.D. ALVIS 1½-LITRE** 2-seater; mechanically excellent; small amount of body finishing needed; £95. 1928 Singer Senior saloon, 12 h.p., taxed; excellent all round; £38. D. Baddeley, 24, Waterfield, Tadworth, Surrey. [3279

**1937 TALBOT TEN** saloon, £375. A.A. inspection invited. Fullest details from: Box No. 815, MOTOR SPORT, 15, City Road, E.C.1. [3280

**ALVIS "12/50," "16.9," "19.8" SPARES** from 1926-36. Dismantling 1931 Silver Eagle, 1934 Crested Eagle. 1934 Speed Twenty manifold complete with triple S.U.s, £15. Cylinder head, complete, £10. New set of Silver Eagle valves and guides, £3 10s. 1933 Speed Twenty engine, complete with clutch and gearbox, ready to install, large port head and bronze S.U.s, £50. Six-cylinder B.T.H. magneto and coil-type magnetos, £5. "12/50" starters, reconditioned, £6 10s.; serviceable secondhand, £3 10s. Quotations by return for parts not advertised. Carriage extra. D. Bagshaw, The Green, Bath Street, Belgrave, Leicester. [3283


Pat WHITTET & CO. LTD.

**Whinlands Works, Macdonald Road, Lightwater, Surrey**

**Telephone: BAGSHOT 3338**




*AS OTHERS SEE US—No. 4.* *It's wonderful what these Wade Superchargers do.*

## FOR SALE—*continued*

**VINTAGE A.C. SIX, 2 LITRE,** 4/5-seater tourer, 1928. Reconditioned 4,000 miles ago, plus new hood and screens. Excellent order throughout. Sell reasonably, or part-swop for family conveyance. Write: 14, Swinburne Road, Darlington. Tel.: Darlington 5796. [3281

**1931 BLUE LABEL BENTLEY.** Exceptionally smart saloon by "Henri Chapion." Engine just ready for running-in after complete overhaul. Spare rear axle. Photo to genuine inquirers. £200. Box No. 816, MOTOR SPORT, 15, City Road, E.C.1. [3282

**TALBOT "95"** 4-door drophead coupé. Recent complete overhaul, new tyres. £200 or nearest. Wilding, Woodside Cottage, Higher Road, Halebank, Widnes. Tel.: Hale 2212. [3284

**SUNBEAM 6-SEATER** limousine. Bodywork good condition, mechanically perfect. £165. Rawlings, Harford Nurseries, Tavistock, Devon. Tel.: Marytovy 349. [3285

**£36—MORRIS-COWLEY** 4-door saloon, 1930. Good tyres, dynamotor overhauled. Excellent runner; any trial. Barnes, 36a, Leigham Avenue, Streatham, S.W.16. [3288

**1910 ROLLS-ROYCE SILVER GHOST,** £45; 1928 Rolls-Royce Phantom I, £90; both fitted with ambulance bodies. 1947 registered Humber (ex-W.D.), less body, £115. Write: 17, Manor Drive, Bennetthorpe, Doncaster. Tel.: Doncaster 3176. [3289

**8-LITRE BENTLEY** 1931 drophead coupé by Thrupp & Maberley, a great vintage car; £245. 4½-litre Bentley, 1928, fitted in 1937 with a new drophead coupé body by Ranalagh; a really fine motor, £350. 20-h.p. Rolls-Royce, 1930, rebuilt in 1937 by Rolls and fitted with a shooting brake body; a specimen car; full details and history available; £475. 20-h.p. Rolls-Royce, 1925, fitted with van body, £150. 25-h.p. Rolls-Royce, 1930, fixed head coupé by Thrupp & Maberley, overhauled by Rolls 14,000 miles ago, body overhauled and recellulosed two shades metallic sea-green and dark pearl, interior blue leather; an immaculate car; £850. 1930 Phanton II sports saloon, with division, £550. 1919 Silver Ghost, fitted with truck body, £50. 1931 Talbot "75" 2-seater, excellent condition mechanically and first-class coachwork; good all-weather equipment and tyres; clutch recently relined; £195. 1933 Austin Seven van, new crown an pinion and axle shafts fitted, £60. Dobson's Motors, 8, Queen Street, Bude, Cornwall. Tel.: Bude 359. [3291

**LAGONDA "16/80"** sports saloon. Excellent condition, new magneto, well shod, taxed; £250. J2 and M-type M.G. spares, state requirements. Box No. 822, MOTOR SPORT, 15, City Road, E.C.1. [3292

**1927 LEA-FRANCIS "12/40"** coupé, recently rebuilt to maker's specification. Original and perfect condition. Cellulosed British racing-green. £250 or offer. M. Kingham, Puckswood, Finchampstead, Berkshire. [3293

**1938 MODEL M.G. "TA"** 2-seater sports, red, fitted with Marshall supercharger; good tyres and excellent condition throughout. £375. Lancaster Motors, 59, Lancaster Mews, Lancaster Gate, W.2. Tel.: Ambassador 5127. [3294

**1929 SUNBEAM "16.9"** Weymann saloon, excellent condition, £65. Tel.: Popesgrove 2972, week-ends or after 6 p.m. [3295

**TALBOT FOURTEEN** sports saloon. Bodywork fair; engine completely overhauled, new rings fitted; £90. Pair excellent headlamps, unusual type, suit vintage job, £8. Kinsella, Caten Villa, Helena Road, Rayleigh, Essex. [3297

**SUNBEAM "14/40"** tourer, 1923. New hood battery, good tyres. Recently laid up 17 years. Really sound, tidy, economical; insured December. 1951. What offers? Also "14/40" chassis, engine gearbox, both axles complete with wheels. Swift, 5, Caravan, Bayworth, Abingdon. [3300


**VIVIAN GRAY**

**The Motor Enthusiast's Bookseller**

*Available from stock :—*

700 books on cars and motor-cycles, all forms of motor and motor-cycle racing and sport, and ALL FLOYD CLYMER'S MOTOR BOOKS

*Catalogue free*

LYNDHURST · LUCASTES AVENUE
HAYWARDS HEATH · SUSSEX

**SPORTS BODIES AND RACING SHELLS**

Coachbuilt or in alloys to your specification. Existing bodies modified. Lightweight wings and seating.

**WARD & CO. (PUTNEY) LTD., 5, Manfred Road, Putney, S.W.15**
*Tel :* Vandyke 4124

TUBES. **TYRES** TUBES.

Most sizes from 3.25 to 7.50 in 15 in., 16 in., 17 in., 18 in., 19 in., 20 in., 21 in.

*Also*

**Beaded Edge and Obsolete Tyres.**

**E. H. Hamilton & Son (M.S.), 22/24, Vicarage Street, Yeovil, Som.**
Established 1928 'Phone 927

**PLATING**

We COPPER PLATE cast-iron cylinder heads, for extra performance. Chrome, Silver, Cadmium and Nickel Plating also undertaken.

*Good Service—Trade Terms*

**MAYFLOWER METAL & PLATING Co., Ltd., Barton Building, Hyde Park Corner, Plymouth. Tel.: 4472**

**JACK WADSWORTH MOTORS** of St. John's Road, Isleworth (Tel.: Hounslow 0826) offer the following Vintage cars:

**1930 Sunbeam 17-h.p.** saloon, metal body. Perfect working order ... **£80**
**1931 Sunbeam 18.2-h.p.** 2-seater, dickey, very clean and sound ... ... ... **£125**
**1923 Austin "12/4"** Unity, all in working order ... ... ... ... ... **£30**
**1927 "14/40" Talbot** 2-seater, with dickey ... ... ... ... ... **£55**
**1930 Humber 9-h.p.** saloon, clean and sound. Four new tyres ... ... **£75**
**1930 Lancia 8th Series** saloon, fabric body. Good order ... ... ... **£130**

**We also hold the largest stock of Wolverhampton Sunbeam spares in the country.**


## FOR SALE—*continued*

**1939 MORGAN "4/4"** 2-seater. Immaculate condition; only 3,000 miles since complete mechanical overhaul. Red cellulose with black leather upholstery, Dunlopillo cushions; 1950 weather equipment. Many extras—Oilcoil, Notek fog-lamp, complete tonneau cover, etc. Very economical, 40/45 m.p.g. Open to any inspection. £375 or nearest offer. G. I. Raffan, 12, Uddingston Road, Bothwell, Lanarkshire. [3296

**SS 20 TOURER,** as advertised in previous issue, back page, Box No. 754. Completely reconditioned. Offers wanted. Small car taken in part-exchange. 22, Mount Ephraim Road, Streatham, London. [3298

**A.C., 1938, 2-LITRE GREYHOUND,** 4-door saloon. Excellent condition throughout. £395, or near offer. Lynn, 15, Beaufort Road, Bristol, 8. Tel.: Bristol 34149. [3301

**SUNBEAM,** 1929, open tourer. Original grey and black paintwork. In good running order but poor battery and hood. Upholstery and bodywork excellent. Recently extracted from barn after four year's retirement. No space to keep. Best offer over £25. Arkell, Bourton End, Shrivenham, Berks. [3303

**SHORROCK SUPERCHARGER,** Model S.142, complete with pulleys and oil tank, £50. Two 6 by 16 wheels, 42 mm.; set of 14-in. brake drums for "Shelsley" Nash. 65, Castle Street, Luton. [3304

**M.G. M-TYPE ENGINE,** unused since new main bearings and rings fitted, complete dynamo, starter, carburetter; £30. E.N.V. remote control 4-speed gearbox, suit above, £12. Riley Nine 4-seater sports; overhauled and new body fitted 1949; four new tyres; twin spares; £125. "Onaway," Coast Drive, Greatstone, Kent. [3305

**BROUGHS OF TWIGWORTH, GLOUCESTER,** offer 1949 (Aug.) Allard sports, 17,000 miles, in excellent condition; £750. Tel.: Twigworth 234. [3306

**1950 COOPER 1,000** with 500-c.c. J.A.P. engine, ZF differential, two leading shoes all round; very little used; excellent condition. 1950 Dellow; many extras; 3,000 miles only. Box No. 823, MOTOR SPORT, 15, City Road, E.C.1. [3307

**SUNBEAM "14/40"** tourer, 1922. Two owners from new; carefully stored since 1937. Mileage only 40,000 odd. Splendid condition throughout. Paintwork, hood and sidescreens almost as new. £65 for quick sale. Tel.: Tipton (Staffs) 1497. Box No. 824, MOTOR SPORT, 15, City Road, E.C.1. [3308

**1⅛-in. BORE, 20-deg. SEMI-D.D. S.U. CARBURETTERS,** as new, £3 5s., post free. Pair 18-in., 42-mm. hubs, Rudge k.o. wheels, suit Bugatti, Riley, etc., with 6.50 by 18 in. Dunlop rebuilt tyres, as new, £15 pair. Lombard front axle, complete (fits 2-litre Bugatti, etc.) £10. Box No. 825, MOTOR SPORT, 15, City Road, E.C.1. [3309

**£35—RILEY NINE** saloon, 1929, complete; new tyres; no major defects. First cheque secures. Middleton, 9, Alexandra Road, Balby, Doncaster. [3311

**SINGER CHASSIS** complete, i.f.s., 11 h.p., o.h.c. engine. Only requires body. £48. Details from: D. R. Johnson, Grey House, Long Itchington, Rugby. [3312

**750-C.C. J.A.P.** reconditioned engine, car-type gearbox, self-starter; nearest £25. Wanted: Ford 8/10 unit. Graham., Queens Hotel, Herne Bay. [3313

**1929 VAUXHALL "20/60"** saloon. Exceptional condition all round. Exchange for smaller sports car. Robertson-Ritchie, Beacon Road, Woodhouse Eaves, Leicestershire. Tel.: Woodhouse Eaves 338. [3315

**M.G., 1937, 2-LITRE** black saloon; 47,000 miles. Body excellent; maker's reconditioned engine; transmission overhauled; two new tyres and batteries; £400. Grundy, Rampsbeck Hotel, on Ullswater, Cumberland. [3330


**JAMES BOOTHBY MOTORS LTD.**

**MARY FARM WORKS, LOWFIELD HEATH, Near CRAWLEY, SUSSEX**

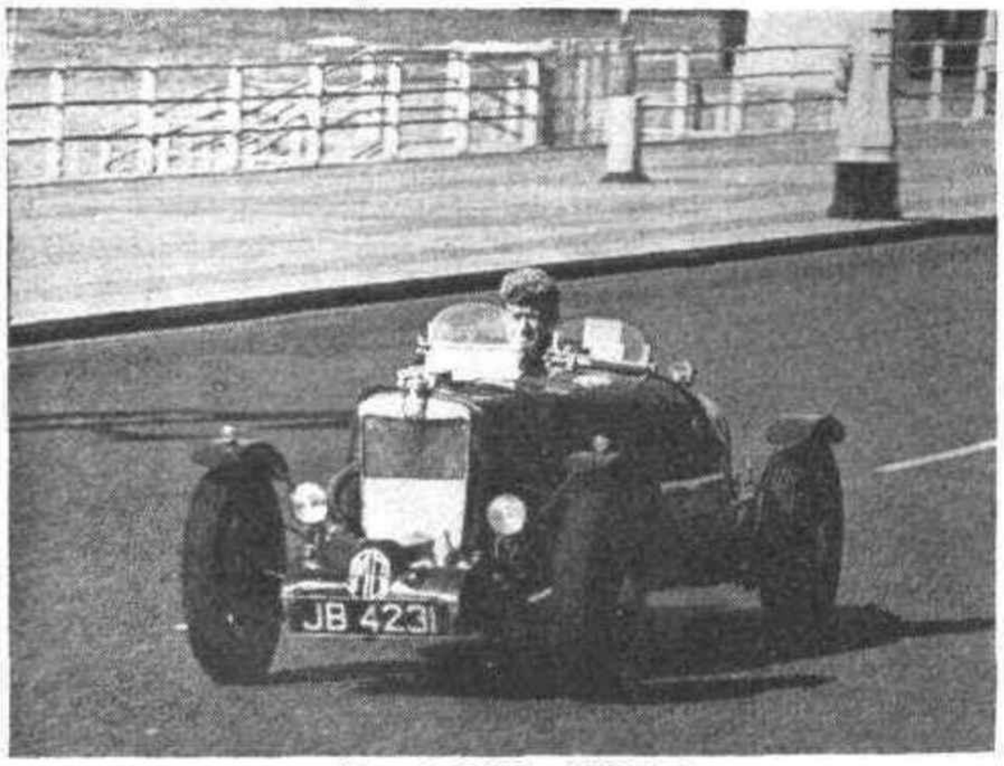
Having just enjoyed a journey to the place where we keep the grindstone, noses for the use of, in deep snow and proved the superiority of big wheels over little wheels in such conditions to our great satisfaction, may we hasten to wish all enthusiasts the best of luck in 1951.

We greatly regret that owing to the acute shortage of materials we are unable to accept any further orders for body building at the present. We trust conditions may improve later in the year. We are concentrating on mechanical work and trimming. We can, however, make up the odd set of wings, etc., while our stock lasts. We also have plenty of tyres. We are as anxious as ever to help the true enthusiast. Write, call or ring.

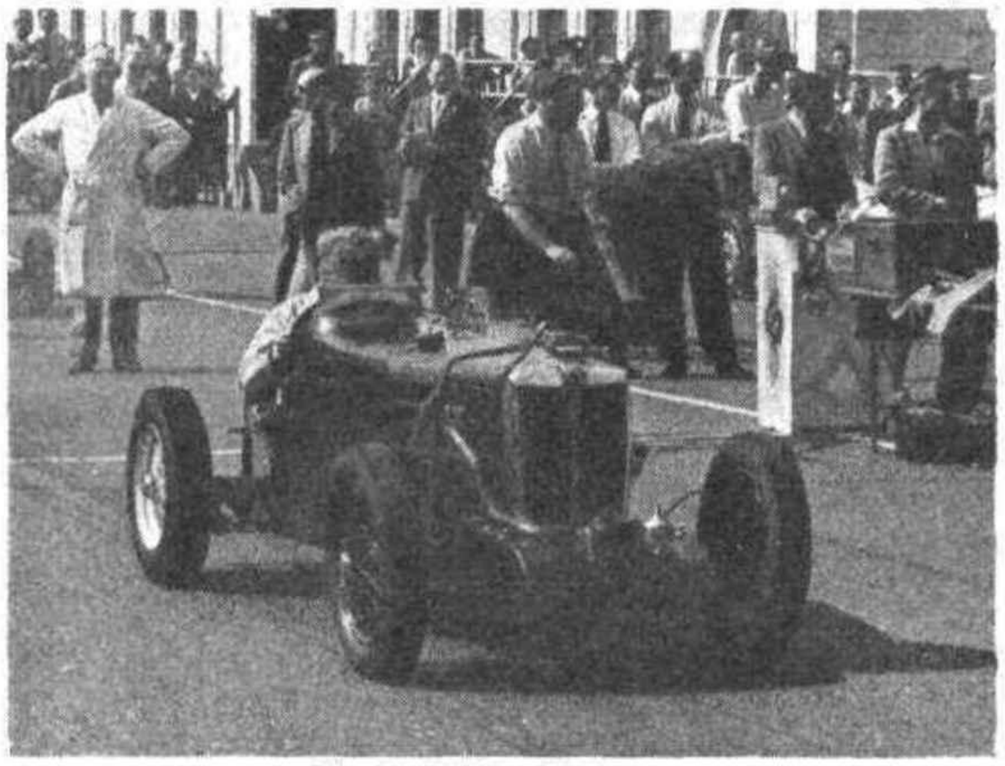
**Tel. : CRAWLEY 600** **Replies by Return**

# ASPECTS OF M.G. SERVICE

*To all new and old customers go the best wishes of Toulmin Motors for Good Motoring and a Prosperous New Year. To assist in this direction we offer for your enjoyment the famous Nos. 1 and 2 Q-type M.G.s. The history of these cars has been written in every book on motor racing. They are in road trim. Maintained by us and ready for a full season's successful racing. Full details will be given on request.*




No. 1 CAR £395



No. 2 CAR £425

## WE NOW OFFER THESE ATTRACTIVE MODELS TO THE ENTHUSIAST!

### *OUR SPARES DEPARTMENT CAN SUPPLY:*

**RECONDITIONED ENGINES, either Part Exchange or outright sale:**
"PA" and "PB" engines complete.
"TA" and "TB" engines complete.
"M" type engines complete.
"J" 2, 3 and 4 engines complete.
"F" type Magna engine complete.
"L" type engine complete, and all Magnette Series.

**RECONDITIONED GEARBOXES:**
Supplied for the above engines.

**TRY OUR RECONDITION SERVICE FOR:**
Rockers, Camshafts, Vertical Drive Gears, Lightened Flywheels, Brake Shoes, Drums and Cables, etc. ALL MODELS.

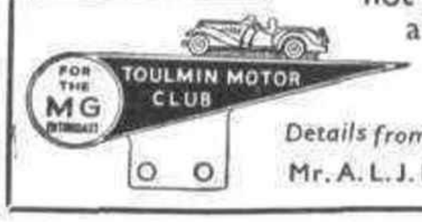
**M.G. SPARES for "TA," "PB," "PA," "J2," "J4," "M."**
**Also for "Magnette" and "Magna."**
*These include:* Crankshafts, with rods and mains, cylinder blocks, surface-ground, sleeved, with pistons. Either exchange service or outright sale. Also cylinder heads, with or without overhead gear. Shock-absorbers, all types. Back axles, half-shafts, wheels, tyres; also M.G.-type new batteries, starter motors and dynamos, all models.

**FOR ALL M.G. SPARES PLEASE TRY US. NEW TYRES AND RETREAD TYRES IN STOCK. ALSO GASKETS FOR ALL MODELS.**

**We can also supply a "TC" Chassis complete. Other chassis in stock.**

**TO OWNERS OF "K3s" & "L" TYPES:**
We are now able to supply new oil pump gears, distributor gears, water pump gears, apart from all other spares. This is again absolutely a dream in reality!

**OUR M.G. CLUB is now well on its way!**
Members are enrolling every day. Why not you? Car and Lapel Badges are now ready.
*Details from:* Mr. A. L. J. M. TOULMIN




*We can now supply Chromium Luggage Carriers from stock for all M G. cars.*

# TOULMIN MOTORS

ARE AT YOUR SERVICE. SATURDAY (ALL DAY) and SUNDAY MORNINGS



THE MG SPECIALISTS

THE ROUNDABOUT,
# HANWORTH Middx.

*Telephone:* MOLesey 4401

★ We are always interested in purchasing M.G. cars that have been well maintained.

## FOR SALE—*continued*

**MORRIS MINOR :** All o.h.c. cylinder-head parts now available ; camshafts (better than the originals), £6 13s. 4d., exchange only. Also all s.v. spares. John Wrigley, 17, Thornbury Road, Isleworth. [3087

**ALVIS, "BIG-PORT" "12/50,"** 1928. Four-seater sports tourer. Resprayed ; new tyres, battery, hood, tonneau, sidescreens. Seen Surrey. £190. Box No. 786, MOTOR SPORT, 15, City Road, E.C.1. [3088

**£325—4½-LITRE BENTLEY,** 1930. Five-seater, 4-door, touring body, in B.R.-green ; 3 : 1 back axle, C box ; Bentley servo-hydraulic brakes ; P.100s ; perfect tyres, two spares. New hood and all-weather equipment. Whole car is in perfect condition. Very fast. Business reason for sale. Would consider Mercury or Ford utility in exchange. 261a, Neasden Lane, N.W.10. Tel. : Gladstone 9738. [3370

**1935 AUSTIN NIPPY,** with 1948 Ford Ten engine ; i.f.s. New wings, king-pins, etc. Good original body. £175 or preferably exchange for small saloon or drop-head. Butler, 60, Psalter Lane, Sheffield. Tel. : Sheffield 62556. [3089

**ALVIS FIREFLY,** completely stripped, less block and crankcase, with "12/50" body and many other bits and pieces. The lot, £50. Block and crank-case, reground, rebored, £20. Owner going abroad. Highfield, Longhurst Lane, Mellor, Cheshire. Tel. : Marple 1396. [3090

**LIGHT ALLOY WHEELS** for racing "500s." Cast in elektron "C" integral with brake drum. Can be adapted to suit the majority of wheel hubs. Supplied machined or in the cast state. To suit 400 by 15 tyres and 8-in. dia. brakes. Price, unmachined, £4 10s. each. Further particulars from : Cutlers of Streetly Ltd., Chester Road, Streetly, near Birmingham. Tel. : Streetly 7131 and 78109. [3091

**MERCEDES-BENZ, 1928, K.6 "32/180,"** supercharged 4-seater tourer in exceptionally good condition. Spares available, owner regretfully forced to sell. Inspect at Empire Garage, Grantham. Inquiries and offers to Box No. 210, c/o Walter Judd Ltd., 47, Gresham Street, E.C.2. [3094

**1934 ALVIS SPEED TWENTY** Charlesworth saloon. Front badly damaged, engine unharmed. Crank reground, rebored, new transmission. Offers near £70. Vane, 11, Stephen Street, W.1. Tel. : Langham 5830. [3093

**JOWETT, 1938, 10-H.P. ENGINE,** complete with all accessories, gearbox, silencer pipe, £39 10s. Frost, 11, Woodville Road, Thornton Heath. Tel. : Livingstone 2957. [3098

**1926 TROJAN** 4-seater for sale. 50,000 miles ; good tyres, battery, incomplete hood. Seen Cheshire. £35 or nearest. Box No. 787, MOTOR SPORT, 15, City Road, E.C.1. [3100

**ALVIS 1930 SILVER EAGLE** saloon, 17 h.p. Engine reconditioned and resleeved 1949. Very good all round condition. £150, or part-exchange 10-h.p. M.G. or similar. Seen between Portsmouth and Grimsby. F/Lt. Casley, R.A.F., Manby, Louth, Lincs. [3101

**HILLMAN SIXTEEN** tourer, Dec., 1936. New battery, tyres, etc. Recellulosed maroon and black. £150. 89, Huntercombe Lane, Slough. Tel. : Burnham 67. [3102

**HUMBER SUPER SNIPE,** late 1938, 27-h.p. saloon. Stored war years ; lately recellulosed, colour black. In perfect running order ; fully taxed. Would exchange for smaller car of good make, 20 m.p.g. Muat, 68, Emerson Avenue, Middlesbrough. [3103

**M.G. MIDGET,** rebuilt M-type chassis with racing C-type "Montlhéry" 750-c.c. engine and gearbox ; excellent performance. Very smart ; good tyres, hood and sidescreens. £165. Seen Essex. Box No. 788, MOTOR SPORT, 15, City Road, E.C.1. [3105

**1930 ALVIS SPEED 17-H.P.** tourer. This car is in excellent condition and is a grand car to drive ; £125. 1924 Standard 13.9-h.p. tourer, has been laid up for 21 years ; now on road again and she runs perfectly ; uses no oil, a very clean and reliable car ; £75, any trial. W. J. Bone, The Old Rectory, Weeting, Brandon, Suffolk. Tel. : Brandon 265. [3106

**1923 LANCIA 14-H.P.,** square-four engine, complete but for gasket ; £10. W. J. Bone, The Old Rectory, Weeting, Brandon, Suffolk. Tel. : Brandon 265. [3106

**TALBOT "14/45"** Weymann saloon, spare engine and gearbox, new tyres, fine condition. Exchange for under 10-h.p. "hot-rod" or open sports, about £80. Knights, Overslade Hostel, Bilton Road, Rugby. [3107

**LAGONDA 12-H.P.,** 1928, open 4-seater. Good mechanical condition. Interior needs slight attention. £135. Beard, 180, Dale Road, Spondon. Tel. : Derby 55591. [3110

**AUSTIN SEVEN CHASSIS FRAMES,** brand new, latest type, ideal for specials. Six only, £10 10s. each. Harcourt Motors, Chandos Street, Leamington Spa. Tel. : Leamington Spa 1904. [3111

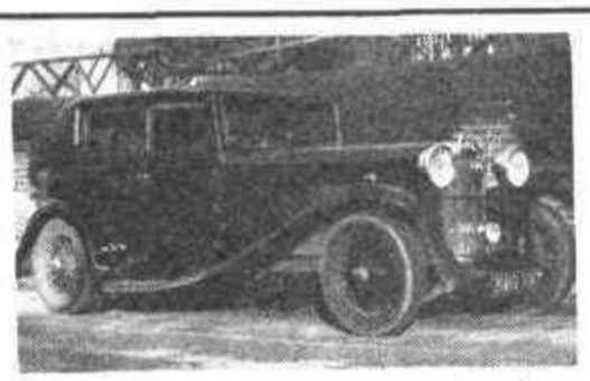
**FRAZER-NASH-B.M.W. 2-LITRE** cabriolet, 1936. Six-cylinder, twin-carburetter, fast and reliable. New tyres, battery. Well maintained by enthusiast. Spares obtainable. London. £300. Box No. 788, MOTOR SPORT, 15, City Road, E.C.1. [3115

## FOR SALE—*continued*

**ALVIS SILVER EAGLE,** 1935, sports saloon. Just overhauled, new valve guides, etc. Mechanically perfect, body and interior good. Excellent battery, tyres. Taxed. Seen London. Any trial. For quick sale, £190. Tel. : Perivale 3063, or Box No. 838, MOTOR SPORT, 15, City Road, E.C.1. [3124

**"MOTOR SPORT,"** April to December, 1950 ; *Autosport,* seven copies September to December, 1950 ; *Motor,* 169 copies, 1945 to 1950, including all copies 1949, 1950 ; 70s. the lot. Six-cylinder magnetos, two. B.T.H. and Bosch, 70s. each. Wanted : Scintilla Vertex for Riley Nine. Dunn, 10, Holmsley Mount, South Kirkby, Pontefract. [3112

**WOLSELEY HORNET** "March" Special, 1934 model 12-h.p. sports 2/4-seater ; grey, red upholstery. Excellent condition, with many extras. Twin-tone horns, twin electric petrol pumps, new battery and S.U. carburetters ; tyres, hood and tonneau cover good. Over £70 spent, general overhaul. A smart, fast, touring car. Photo available. 255 gns. or nearest. Robinson, 9, Westcotes Drive, Leicester. Tel. : Leicester 60078, after 6.15 p.m. [3114

**LAGONDA** "16/80" de-luxe saloon, late 1934. British racing green, with black wings. This car is in near mint condition. Bodywork and chrome as new, all instruments working. Car laid up five years. Can't be faulted in looks or performance. Complete, tools and instruction book. **£275**




**LAGONDA** "16/65" saloon, 1928, in unbelievably clean condition, manual box. One owner. Original condition, excepting new headlamps. Three brand new Dunlops, instruction books, etc. 20 m.p.g. ; very fast. **£135**

**All cars guaranteed in writing.**

**H. MIDDLETON**
**9, ALEXANDRA ROAD,**
**BALBY, DONCASTER**


**JAGUAR "2½" 1936 RADIATOR MUFF,** new, £3. 12, Westbourne Street Mews, W.2. Tel. : Paddington 3440, extension 50. [3116

**1925 HUMBER, 8 H.P.,** see July issue, back page. Whole car in perfect condition, new hood and sidescreens ; new 12-v. Oldhams ; good tyres ; upholstery very good, and body repainted ; £70 or near. 1922 FIAT 10-h.p. 4-seater tourer, 450 by 19s fitted ; whole car is in very good condition ; the engine, I will say, is as new ; new valves fitted ; starter, magneto, dynamo rewound, and new bearings fitted. Brakes relined ; all nickel replated ; resprayed black ; spare set of gaskets, and set of exhaust valves. £65—or exchange the two cars for a Lancia or open 4-seater Alvis. J. J. Miller, 30, Prince of Wales Road, Norwich. Tel. : Norwich 22702, after 6 o'clock. [3120

**REGROUND 1½-in. AUSTIN SEVEN CRANK,** 30s. Cylinder head, 10s. Updraught Solex, ex-B.S.A. three-wheeler, £1, one damaged, 10s. Beard, c/o Parletax, Highbridge, Somerset. [3126

**FRAME, GEARBOX,** clutch, front axle and springs, steering-box and column, for L-type M.G. Good condition. Cheap. Box No. 794, MOTOR SPORT, 15, City Road, E.C.1. [3136

## FOR SALE—*continued*

**H.R.G., 1947, AERODYNAMIC** model ; engine just overhauled and brakes modified. Body, paint, tyres, etc., in superb condition. £700. Wormald, 25, Park Drive, North Harrow, Middlesex. Tel. : Pinner 1683, after 5 p.m. [3117

**M.G., MODEL M, CLUTCH,** complete with toggles, pressure plate, nearly new centre plate, linings, £4. Minor cyclinder block, fitted ⅜-in. cylinder-head studs. Hedges, Wayside Cottage, Stanford Dingley, Reading, Berks. [3123

**COMMER VAN, 15 CWT.,** recently used for transporting racing motor-cycles. Good condition throughout. Worth considering for 500-c.c. car transport. Seen West London. Box No. 792, MOTOR SPORT, 15, City Road, E.C.1. [3127

**UNIQUE OPPORTUNITY.** Brand new Weber carburetter, Type 36.DR-5, to fit Lancia Aprilia. Complete with air filter and starting control. Ready to fit with works setting. £15. Box No. 793, MOTOR SPORT, 15, City Road, E.C.1. [3128

**B.M.W. CYLINDER BLOCK,** for Type 328 ; pressure-tested, sleeved to standard size, not honed, with main bearing caps, £47. Set of six Type 326 con.-rods, £8. Set four new Al-Fin brake drums to suit "328" B.M.W., at cost, £42. Set four "328" wings, offers. Two hand-made lightweight doors for Type 328, offers. F. H. Peacock Limited, 219-221, Balham High Road, S.W.17. Tel. : Balham 4401. [3137

**"12/50" ALVIS, "TJ,"** 1930/31, wide 2-seater ; enthusiast's car, in tip-top condition ; £175. "40/50" Rolls Phantom I, 1927 ; Hooper sedanca de ville body ; maker's overhaul 1938 ; laid up since 1939 but carefully maintained ; £200 or nearest offer. Major Parmee, Widford, Ware, Herts (Tel. : Ware 394, business hours) has the above cars for disposal as he has acquired a 4½-litre Bentley. In order to adjust his overdraft, would also consider offers around £350 for an Armstrong-Siddeley 1935 Special Thirty, in perfect condition. [3139

**1934 RILEY NINE** Monaco saloon. Recently rebored. Very good tyres. Excellent condition throughout. £210. Perks, 11, Cloverley Drive, Timperley, Cheshire. [3140

**A REAL MOTOR CAR.** 1939 Renault, 17.9-h.p. "sunshine" saloon. Guaranteed 28 m.p.g. in town. Mechanically 100 per cent., body 80 per cent. Well shod. Fast. New car delivered. £225 secures, must sell. 3, Forest Avenue, London, E.4. [3141

**EX-TRIALS SPECIAL,** Ford Mercury engine, Ford gearbox and back axle. All mechanical parts renewed during last 2,000 miles. Re-upholstered and all-weather equipment fitted, etc. First offer over £350. Stern, 67, Harcourt Terrace, S.W.10. [3142

**B.W.M., 328 MODEL,** 1937, good condition ; £450. Prefer exchange with 1½-litre or 10-h.p. saloon. Scrivener, 21, Conway Road, Luton. After February 4th. [3143

**SPRITE-KESTREL 1½-LITRE RILEY,** 1937. New bearings, etc., September, 1950. 55,000 miles approximately. Good reliable motor. Seen Hattons Ltd., Lord Street, Southport. Humber Super Snipe saloon, ex-W.D., £10 tax. Good condition ; body rough. Ideal towing trailers, caravans, etc. Seen Cut-Mill Garage, Portsmouth Main Road, Bosham, Sussex (between Chichester and Emsworth). £175. Owner getting new car. Unique 20 ft. by 6 ft. beam centre-board sailing boat, designed and built by Uffa Fox. Unsinkable, self-draining. Very fast canoe type for four/five persons. Lying Burnes Yard, Bosham, as above. £500. Owner wishes to race Swordfish dinghy. John K. Maw, Aldersgate House, New Barnet, Herts. Tel. : Barnet 5555, Monday-Friday, 9 a.m. 5 p.m. [3145

**1939 MORRIS EIGHT** utility van, perfect. 1938 Austin Seven van, good order. 1935 Vauxhall Fourteen coupé, good condition. Any reasonable cash offer, or any exchange for sports car, or any larger vehicle, car, van or utility. 15, Nashleigh Hill, Chesham, Bucks. Tel. : Cholesbury 360. [3146

**G.N.,** suitable vintage renovation or special. Boat-type aluminium body, Anzani 1¼-litre engine, 19-in. W.B. wheels. £35 or near. Two unused 4.00 by 19 tyres available. Box No. 795, MOTOR SPORT, 15, City Road, E.C.1. [3147

**£120** (or exchange "open")—Avon Standard, 1934, 15.9 h.p., fixed head coupé. Mechanically exceptional, good coachwork. Tel. : Peterborough 3926. [3148

**RAPIER ENGINE** and gearbox. Repairable damage to block, sump, otherwise sound. £65. 29, Brauksome Drive, Nab Wood, Shipley, Yorks. [2965

**1939 STANDARD EIGHT** drophead coupé. New hood, resprayed. Price £310. Woodcock, Draycot Farm, Chisledon, Swindon. [2940

**1938 3½ JAGUAR 100.** Brakes, steering, suspension, electrics overhauled. New battery, new hood, six good tyres. Resprayed metallic grey. Exceptional car. £525 or near offer. Southsea Motors, St. Vincent Road, Southsea. Tel. : Portsmouth 74804. [3150

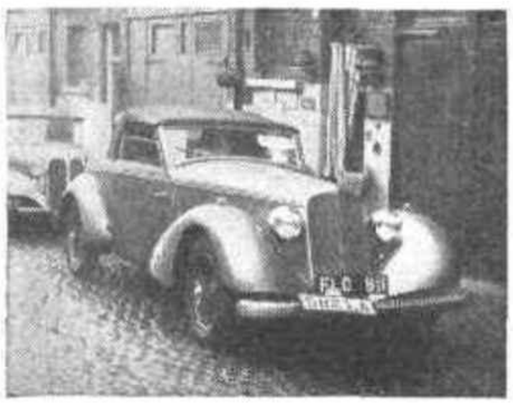
**1932 RILEY NINE** Ascot 2-seater coupé. Coachbuilt body, good engine. Completely as original. New mohair hood, windows, tyres, brakes, battery, radiator. 38 m.p.g. £165 or exchange decent closed foursome, family impending. Box No. 797, MOTOR SPORT, 15, City Road, E.C.1. [3152

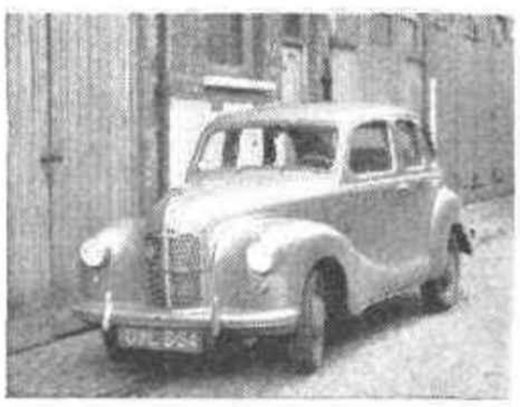
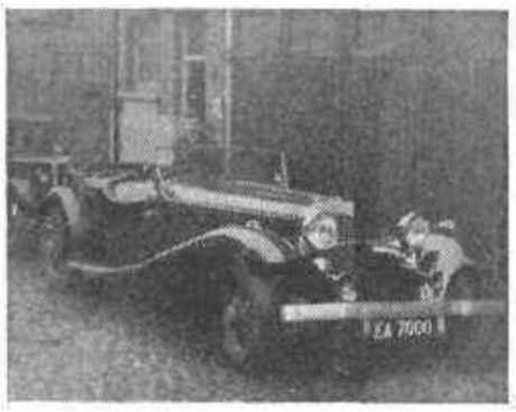
**HAMPSTEAD 1111** (2 lines)
**HAMPSTEAD 8707**

**HAMPSTEAD 1111** (2 lines)
**HAMPSTEAD 8707**

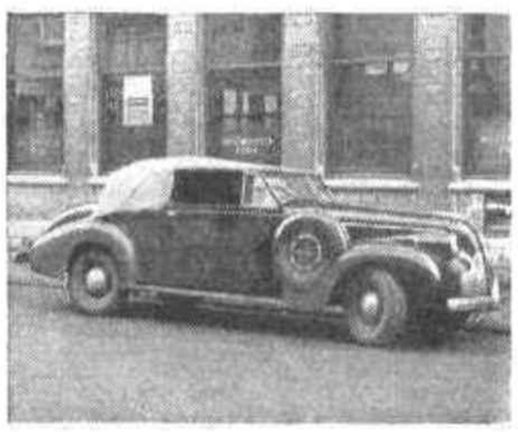
# PERFORMANCE CARS

The best selection of reasonably priced guaranteed sports and touring cars in London.







## OFFER:

**1939 (January) Alfa-Romeo Gran Turismo, 6C, 2300A** (no i.f.s.), drophead coupe by Pinin Farina. One owner. Unblown, unflogged; 27,000 miles, believed genuine. In outstanding condition throughout. Telecontrols ... ... ... ... ... ... ... ... ... **£625**
**1935 Lagonda 4½-litre** drophead foursome by Vanden Plas. An immaculate car in perfect condition throughout. Unworn tyres. Finished dove-grey with blue hide ... ... ... ... ... ... ... **£495**
**1928 Bentley 4½-litre** tourer. Second to none in respect of condition and performance. New hood and tyres. D-type box. 95 m.p.h. ... **£350**
**1925 Bentley 3-litre** 3-seater. Fitted 4½-litre engine; 95 m.p.h. Outstanding car. New hood and tyres ... ... ... ... ... **£350**
**1935 Lagonda Rapier** tourer. New hood, sidescreens, tyres ... **£295**
**1935 Riley "15/6"** Adelphi saloon ... ... ... ... ... **£350**
**1931 Riley Nine** Utility ... ... ... ... ... ... **£95**
**1932 Riley Nine** saloon ... ... ... ... ... ... **£95**
**1928 Riley Eleven "Brooklands" Redwing** 2-seater ... ... **£150**
**1923 Rolls-Royce "21.6"** tourer by Hooper (rough) ... ... **£100**
**1924 Rolls-Royce "21.6,"** chassis only ... ... ... ... **£100**
**1929 Austin Seven** streamlined 2-seater ... ... ... ... **£150**
**1937 Renault Eighteen** drophead foursome ... ... ... **£185**
**1926 Sunbeam 3-litre,** twin o.h.c., 4-seater ... ... ... **£150**
**1935 Alvis Firebird, 14-h.p.** saloon ... ... ... ... ... **£285**
**1934 Alvis Speed Twenty** tourer by Vanden Plas ... ... ... **£250**
**1925 Alvis "12/40"** tourer. Quite original and in good shape generally ... ... ... ... ... ... ... ... **£85**
**1939 Ford V8, 22 h.p., Model 52,** saloon ... ... ... ... **£325**
**1937 Ford V8, 30 h.p., Model 78,** drophead foursome ... ... **£275**
**1936 Ford V8, 30 h.p., Model 68,** drophead coupe ... ... **£250**
**1936 Ford V8, 30 h.p., Model 68,** saloon ... ... ... ... **£175**
**1937 Cord** drophead foursome. Fitted Ford V8 engine ... ... **£325**
**1938 (late) M.G. "TA"** 2-seater ... ... ... ... ... **£375**
**1932 M.G. "D"** 4-seater ... ... ... ... ... ... **£140**
**1933 Vale Special** 2-seater ... ... ... ... ... ... **£200**
**1933 (rebuilt 1948, £10 tax) Frazer-Nash "T.T. Replica,"** 1½-litre Meadows, 2-seater ... ... ... ... ... ... ... **£225**
**1930 Lea-Francis "12/40"** saloon ... ... ... ... ... **£95**
**1936 Frazer-Nash-B.M.W., Type 45, 2-litre** drophead foursome **£310**

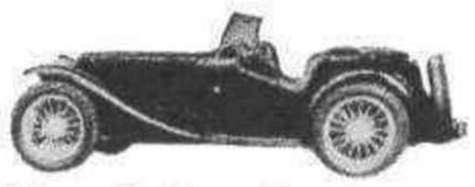
**RILEY**
**Full specialised service and repairs. Exchange Reconditioned Starters, Dynamos, Magnetos, Engines, Rear Axles from Stock. Trade Supplied.**

**Sports Cars, Tourers, etc., of the type advertised, wanted for cash. Our motto: if a car is not worth buying, it isn't worth selling. We do not wish to sell your car on commission.**

**Business terms.**—Open 9 a.m. to 7 p.m., including Saturdays. Sundays, 11 a.m. to 2 p.m.
All cars over £100 are covered by our three months' written guarantee. All cars over £50 can be purchased by easy terms (50 per cent. deposit if pre-1937, 30 per cent. if later).

Never less than 30 sports cars actually in stock. R.A.C., A.A. or specialist's inspections welcomed. Immediate "Drive Away" Hire Purchase and insurance.

**PERFORMANCE CARS, Daleham Mews, Belsize Lane, London, N.W.3.** (*Swiss Cottage or Belsize Park Tube*) **HAMpstead 1111** (2 lines)
Head Office and written enquiries: 21 Daleham Mews.



# Mayfair Garages

**Ltd.**

**FIAT** April 1938 1100 four-door fixed head pillarless saloon, grey with blue leather upholstery, good tyres, spot light, excellent condition. **£425.**

**FIAT** 1938 model, 1100 de luxe four-door pillarless sliding head saloon, recellulosed grey with new wing piping, blue leather, new mats, outstanding road performance, extremely smart car. **£425.**

**FIAT** Late 1938 "special" 500 sports 2-seater with new hood, recellulosed bronze with new wing piping, leather upholstery with new loose covers, full all-weather equipment, outstanding road performance, extremely smart sports car. **£365.**

**FIAT** August 1939 500 de luxe convertible coupe, all black with red leather (original paintwork), one owner since new, carefully maintained in outstanding mechanical condition. **£365.**

**FIAT** September 1939 500 de luxe full 4-seater convertible saloon, recellulosed pale blue with leather upholstery to match and new blue mohair hood, good tyres, spot lamp, very smart car in outstanding condition. **£355.**

**FIAT** 1939 model 500 de luxe convertible coupe, black, blue leather, good tyres, very good condition. **£295.**

**FIAT** 1938 model 500 de luxe convertible coupe, silver, red leather, good tyres, well maintained. **£195.**

All the above carry three months *guarantee.*

*Send for descriptive list and particulars of Autocar Road Test Report.*

**FIAT Repairs and Service**
**BALDERTON ST. (opp. Selfridges' Clock), MAYFAIR, W.1.**
*Tel.: MAYFAIR 3104/3105*

---

**14,000** **INSTRUCTION Manuals,** sale or loan. Inquiries, stamped envelope, please.

**30,000** **MOTORING Books, Magazines, Journals,** new, second-hand; immediate supply.

**200,000** **PHOTOGRAPHS** of the world's most outstanding automobiles. Samples **5/6.**

**RECONDITIONED:** Hub caps, rev.-counters, gauges, speedos, drives, brake cables, shock-absorbers. Grab rails, **8/6,** M.G. **17/6.** Chrome carriers, **85/-.** "Brooklands" steering wheels, **85/-.** Hub caps, **21/-,** replated **8/6**; dummy caps, **7/-.** Aero-screens, **48/-.** Cowled dash-lamps, **6/6.** Petrol tanks from **60/-.** Carburetters, **30/-.** Chrome spotlamps, **48/-.** Electric horns, **12/6.** Spark coils, **12/6.** Petrol gauges, **17/6.** Mudguards from **15/-.** Thermometers, **25/-.** Exhaust systems from **60/-.** Fishtails, **30/-.** Nuts and bolts, **3/9** gross. Spanners, 6 for **10/-.** Licence holders, **2/-.** Mirrors, from **7/6.** Everything: Mascots, radiator badges, club badges, windscreens, lamps, stone-guards, horns, bucket seats, wheels, tyres, tubes, clocks, meters, filler caps, hub discs, plug holders, jacks, pumps, tonneaus, silencers, exhaust tube (rigid-flexible), copper hammers, number plates, transfers. Specials—equipment and materials: Perspex, aluminium, dural, sheet, tube, strip, screen channel. Please write for anything you require. S.A.E. will be appreciated. Goods sent C.O.D., or quotations by return.

*Catalogue,* 3d. *stamps (postage).*

**Anything bought for cash.**

*(Callers please 'phone appointment.)*

**GEORGE A. FINAL**
**15, Nashleigh Hill, Chesham, Bucks**
*Telephone:* CHOLESBURY 360

---

## FOR SALE—*continued*

**£37. AUSTIN SEVEN** 4-seater. Very good tyres, excellent runner. No hood, any trial. Barnes, 36a, Leigham Avenue, Streatham. [3061

**TYRES.** 6.00 by 21 Dunlop, as new, 5 gns.; 5.00 by 19 Clincher, as new, 70s.; 4.50 by 19 India, as new, 60s.; 7.00 by 80, good, 12s. 6d.; 7.75 by 145 (Lancia), good casing, 12s. 6d. Barnes, 36a, Leigham Avenue, Streatham. [3061

**SURBAISSE AMILCAR CHASSIS,** complete with staggered 2-seater body, radiator. Riley Nine engine, gearbox fitted, unfinished. Swap motor-cycle or £75. Wade-Palmer, Brooklands, Burnett, Bristol. [3063

**CAMBRIDGE ENGINEERING,** the Austin Seven specialists, offer narrow-track rear axle, 5.25 to 1 ratio; new crown wheel and pinions, 9 by 44 and 8 by 42, suitable 1931 onwards; half-shafts, long and short; 1930–33 reconditioned engines exchange; radiator blocks exchange; sleeved cylinder blocks exchange; light flywheels exchange; four-speed remote gear control units exchange; double valve springs; high-compression alloy cylinder heads; end swivel arms to convert windscreen to fold-flat; combined inlet and exhaust manifolds to take down-draught carburetter; light sports body shells for short and long chassis up to 1934; wheels rebuilt to special sizes. Large stock of standard model spares. S.A.E. lists. Cambridge Engineering, Cambridge Road, Kew Green, Surrey. Tel.: 2126. [3064

**ROLLS "20/22,"** 1928. Owner-driver saloon by Windover. One owner since brand new, and in really beautiful original condition; 19–22 m.p.g. Rolls maintained throughout its life. All tools and handbook. Taxed. Price £495 or very near offer. Tel.: Mitcham 3622. [3066

**FRAZER-NASH,** 1937 1½-litre 2-seater. Meadows 4ED engine. New pistons and brake linings just fitted. Excellent order throughout. £340. McLaughlin, 27, Marsh Hill, Erdington, Birmingham. Tel.: Erdington 2488. [3067

**SPORTS TYRES.** Two 4.50 by 19 Dunlop Sports tyres, new and unused. Any offers. Groves, 118, Hinckley Road, Nuneaton. [3069

**FRENCH TALBOT** 12 h.p. sports tourer. Marchal sides and heads. Absolutely new hood, tonneau, envelope and paintwork. British racing green. First-class specimen throughout. £155. Box No. 840, MOTOR SPORT, 15, City Road, E.C.1. [3070

**MORGAN SPECIAL** three-wheeler. Rebuilt, re-registered as D.W.E. Special, 1950; 750 c.c., water-cooled J.A.P.; car-type gearbox; hydraulic brakes; 50 m.p.g. Excellent all round condition. £135. Genuine reasons for sale. 95, Hillsboro' Road, Glen Hills, Blaby, Leicester. [3071

**SPECIAL BUILDER** going abroad. Riley Nine, "12/6" and other parts available cheap. Send for list, post free from RoeBill, No. 8, Crossways, Blackdown, Hants. [3072

**HEADLAMPS FOR SALE.** Two Lucas P.100 lamps, good condition, chrome, one glass cracked. Price £15. Tel.: Iver 53 (evenings). [3076

**ALVIS "12/50,"** 1931 2-seater. Needs attention, but can be driven away. £80. Tel.: Uxbridge 2072, extension 22, after 5 p.m. [3077

**£225. 1934/5 TALBOT** saloon 18 h.p. Good condition. New battery, complete overhaul and reconditioned engine August, 1949, at cost of £130, bills shown. Comprehensive spares. Any trial. Snelling, Owlbecks, Tismans Common, Rudgwick, Sussex. Tel.: Rudgwick 294. [3078

**JAGUAR 100 SPARES.** All splendid condition. Set of mudguards, £15. Pair "P.100" headlamps, complete all fittings, £15. 3½ high-compression cylinder head, complete with S.U.s, £20. Pair new 5.50 by 16 wire wheels with Dunlop tyres, only 500 miles. Ideal sprints or short circuits, £15. Wilson, "Holly Tree House," West Kirby, Cheshire. Tel.: Hoylake 3763. [3079

**1949 AUSFORD SPECIAL.** Aluminium body, split front axle, new Ford Ten engine, hood. First reasonable offer. Box No. 841, MOTOR SPORT, 15, City Road, E.C.1. [3080

**1927 BENTLEY** saloon, 6½-litre. New batteries, magnetos rewound. General mechanical condition good. Photographs available. Would consider 2/3-seater Rolls in exchange or sell. £155. 59, Victoria Road, Whalley Range, Manchester. [3082

**LAGONDA RAPIER** 10 h.p. 2-seater sports. New battery, good mechanical condition. Photograph available. £300. 59, Victoria Road, Whalley Range, Manchester. [3082

**SPARES FOR 1½ ASTON.** Front axle, clutches, crankshafts, springs, hand brake, cylinder head, sumps (wet and dry), and numerous other bits for sale or exchange for any 2-litre Aston parts. 317, Two Mile Hill, Kingswood, Bristol. [3085

**£70. VINTAGE ROVER "10/25"** (1930) 4-seater tourer. Engine, transmission, etc., excellent. Leather upholstery. Hood, sidescreens. All electrics perfect, self-starter. Consider exchange smaller car or three-wheeler. Bendit, 10, St. Leonard's Terrace, S.W.3. Tel.: Sloane 2986 (evenings). [3084

**ALVIS "12/50" CROWN-WHEEL** and pinion, in perfect condition. Fit 1927 models onwards. Price £8 10s. Apply: 1, Haigh Fold, Moorside Road, Eccleshill, Bradford. [3095

---

# CHILTERN CARS
## of
# LEIGHTON BUZZARD

**offer:**

**1½-litre T.T. Riley** ex-A. A. Baring, four-cylinder engine completely reconditioned in August, 1950; special close-ratio manual gearbox, 15-in. brake drums, polished front axle, etc., five racing Dunlops, light racing body. Originally registered December 29th, 1938, this car, being perfectly tractable and docile in traffic, is entirely suitable for every-day use, withal being ideal for club circuit racing and sprints.

**M.G. sports-racing** 2-seater ex-Donald Pitt, lightweight racing body by H. Lester, light cycle-type wings, quick-filler caps, 16-in. rear wheels, tonneau cover, registered May 21st, 1948; a most attractive car suitable for fast touring or competitions (1,100 c.c. un-s/c class).

**1939 "Le Mans" Replica Morgan,** red and chromium, cycle-type wings, outside exhaust, magneto ignition, long-range fuel tank with twin fillers, pass-light, new hood, tonneau cover, excellent tyres. This car, which should not be confused with the normal production "4/4" model, is delightful to drive and has a satisfying performance that enables high average speeds to be maintained in safety and comfort.

**1934 series Lagonda** 3-litre 21 h.p. pillarless sports saloon, finished in black and chromium, with red leather upholstery; excellent tyres; engine reconditioned by specialist concern in 1948 since when only a nominal mileage has been covered; superb order throughout and capable of an effortless cruising speed of 70 m.p.h.

**1934 series Vale Special** 8 h.p. sports 2-seater, red and chromium, 6-in. rev.-counter and speedometer, quick-filler caps, fold-flat screen, excellent tyres, good hood and side-curtains, one owner during last 10 years, road-holding and cornering capabilities far in advance of any car in its class, looks like 90 m.p.h. but isn't, the maximum speed being more in keeping with a petrol consumption of 40 m.p.g.

**1935 Austin Seven** Nippy sports 2-seater, blue with black wings and dark blue leather upholstery, excellent hood and side-curtains, open-air motoring in its least expensive form.

Also a selection of low horse-power family saloons and American saloons and drophead coupes.

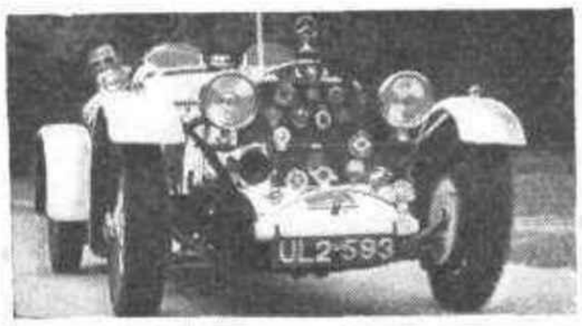
*Terms. Exchanges. Write for free lists and ask for details of our exclusive*
*7 DAYS FREE TRIAL OFFER*

*British and Continental Sporting Cars urgently required*

**11a, Water Lane,**
**Leighton Buzzard, Beds.**
*Tel.: Leighton Buzzard* 2060

# SIMMONS of CROYDON

## (CROydon 1537)




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

**ASTON-MARTIN ("INTERNATIONAL") 1½-litre, 1930/31, Ch. No. S/50 4-seater, short-chassis tourer.** The finest of this marque that we have yet seen, giving exceptional performance and having been modified to "Le Mans" standards by a previous owner, complete with exterior chrome exhausts and silencer box. In process of a thorough check-over in our workshop a new rocker-plate, valve gear and springs, etc., have been fitted. The brakes and clutch have been relined and new tyres fitted all round. The complete job has recently been recellulosed black and all chrome replated. There is also a new hood, hood bag, and full zipped tonneau. **Guaranteed for three months against any mechanical defect whatsoever.**

**£375**

**LAGONDA 2-litre open 4-seater tourer.** Completely stripped, rebuilt and re-registered, £10 tax, in August, 1948, by previous R.A.F. owner (now posted overseas). This Lag. is in really excellent all round condition, having completed only a nominal mileage since rebuild, the tyres and battery being near-new. The demand for this model is such that a more detailed description would appear an unnecessary waste of space. **Guaranteed for three months against any mechanical defect whatsoever.**

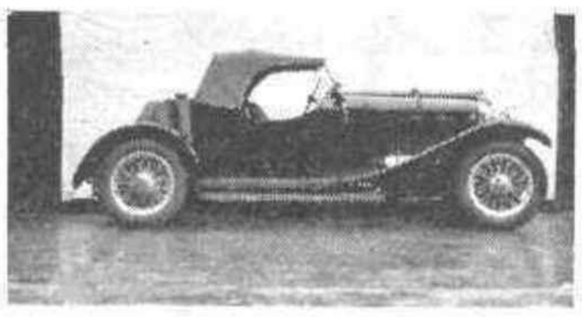
**£350**

**ASTON-MARTIN ("INTERNATIONAL") 1½-litre 4-seater, short-chassis tourer. We offer a choice of three** of this remarkably potent and essentially reliable model, 1931-1932 and one first registered 1934 with right-hand change. At the time of going to press each job is undergoing a complete checkover and test in our workshops, and will be brought up to our usual mechanical standard. The tyres and trimming will also be found in excellent condition, and recellulosing and rechroming will be carried out as necessary. **Guaranteed for three months against any mechanical defect whatsoever.**

**£285** *to* **£325**

**LAGONDA RAPIDE (1935), (29.13 h.p.).** In original mint condition and having recently undergone an extensive mechanical overhaul on the famous LG 45 engine. The performance ranges from 7 m.p.h. to close on 95 m.p.h. in an effortless top gear. Telecontrols are fitted as standard; the tyres are exceptionally good—as is the weather equipment, and everything else about this Lag. A photograph of an identical model will be found in our advert in the November issue. **Guaranteed for three months against any mechanical defect whatsoever.**

**£400**



**In addition to the advertised cars a selection of Astons, Frazer-Nashes and Bentleys is continuously available at**

**£250** *to* **£350**



**BENTLEY 4½-litre, Ch. No. KM 3079.** "D" box. 40-gallon slab tank, fold-flat screen, etc. Stored untaxed for long period after complete engine rebuild until purchased by us, since when we have completed an extensive body modification and recellulose—together with rechroming of all parts by "Murrivans," and re-upholstery of seating and new carpets. A red silk-mohair hood has been fitted together with full zipped tonneau. The wiring has been partially renewed and the headlamps replaced with Carl Zeiss 17s. A new Lucas battery and five new Dunlops have been fitted. Similar and inferior "4½s" are advertised regularly by private owners in the £500/650 price range without a guarantee. **Guaranteed for three months against any mechanical defect whatsoever.**

**£425**

**ROLLS-ROYCE PHANTOM I** (1928) saloon by Windover. Originally purchased by us with intention to convert to towing and ramp for portering "500s" but since thought too heavy for "mudlarking." The body is very sound, the six tyres are very good, the two batteries are good. The interior is reasonably clean but minus the occasionals. The engine is not at all bad but is inclined to use a fair amount of oil. Otherwise starter, dynamo, electrics, etc., work well. **Sorry! But no guarantee.**

**£85**

**INVICTA 4½-litre, Works 1931 T.T. team car.** Four-seater tourer, with weather equipment. Ex-George Field and R. M. Blomfield. This Invicta will be familiar to pre- and post-war Prescott and Silverstone types. It lapped Brooklands at phenomenal speed, its handling qualities remain unimpaired and even unchallengeable after two decades. It has been run and maintained quite regardless of expense by the previous owner, who has had the car for nearly 17 years. The engine is an ex-Laystall and has only completed the total mileage from Redditch to Croydon (approx. 100 miles). A compression ratio of 10.5 to 1 is employed in conjunction with a 3.1 :1 rear axle. 17 m.p.g. was obtained on a tight engine on Pool with a 10 per cent. Octol additive. After running-in is completed and **as a purely sporting gesture I am prepared to reduce the price of this "works" Invicta to any purchaser by £10 for each individual mile per hour by which it fails to attain 110 m.p.h. (myself driving)—timed as you will—on the road.** It is hardly necessary, in the circumstances, to add that this vehicle is **Guaranteed for three months against any mechanical defect whatsoever.**

**£425**

**HISPANO-SUIZA "BOULOGNE" fixed-head coupe, 45 h.p.** (6 by 110). Acquired from **Peter Ustinov,** details too late for press. First registered in England 4.10.45. Normal drive. Full description in March issue if unsold.

At the time of going to press I am negotiating for a "Le Mans" Aston, a "Cream-Cracker" M.G. "works" car timed at 96 m.p.h. this year, a Type 55 Frazer-Nash-B.M.W., a 3-litre Red Label Bentley and a "38/250" S.S. Mercedes.

**Readers are requested to bear in mind that I am always interested to hear of Alfas, Hispanos, Mercs., Isotta, Bentley and Rolls, etc., for sale or part exchange,** always providing they are in reasonable condition, and will gladly give any assistance, within my limitations, to owners disposing of sports cars, or advice as to repairs and technical data, etc. ANY VEHICLE ADVERTISED BY ME IS FULLY OPEN TO ANY TRIAL AND EXAMINATION, AND PROSPECTIVE BUYERS ARE ASSURED THAT EVERY POSSIBLE FACILITY WILL BE PLACED AT THEIR DISPOSAL TO EFFECT THEIR COMPLETE SATISFACTION.

**101a, TAMWORTH ROAD, WEST CROYDON**

**OPEN 10 a.m. to 1 p.m. SUNDAYS AND BANK HOLIDAYS.**

## (CROydon 1537)

# LESLIE KNIGHT
LTD.
Specialise in
**SPORTS CAR INSURANCES**
and can arrange
**HIRE PURCHASE FACILITIES**

**BENTLEY OWNERS**
Write for details of insurance at same rates as "Bentley Scheme" but with extra benefits

**45 GREEN LANES, N.13**
BOWes Park 5074 — BOWes Park 6914


## FOR SALE—*continued*

**EXCEPTIONAL 1936 "PA" M.G.,** mechanical condition 100 per cent. Oil nil. Body, wings, hood, brakes, electrics, perfect. £300. Genuine inquiries please. Padmore, Saxby, near Melton, Leics. [3316

**"TC" M.G.,** property of J. T. Sutherland, is offered for sale. Car is in touring trim on standard c.r. head. Spare kit includes racing head, giving 9.3 : 1 c.r., two 16-in. wheels and tyres, two 18-in. wheels, and all original bodywork and seats. Engine has just been overhauled and rebuilt by Shawe Taylor, Cheltenham, and is in perfect condition for next season. Successes include 3rd in Ulster Trophy Handicap (officially timed at over 104 m.p.h.); 1st, 1,300-c.c. scratch race, M. & M.K. Silverstone meeting; 2nd, 1,500-c.c. scratch race, Goodwood, June members' meeting; and six other place wins. Owner has now taken delivery 500-c.c. car. £615 or highest offer. Sutherland, 24, Bowly Road, Chesterton, Cirencester, Glos. [3317

**1924 S.V. BAMFORD ASTON-MARTIN.** Very good mechanically but body requires a little attention. Offers near £100. Exchange considered. Box 828, MOTOR SPORT, City Road, E.C.1. [3319

**ALVIS SPEED TWENTY,** 1933, tourer. Engine overhauled; good tyres. Fast, reliable; superb cornering; weatherproof. Seen Oxford. £180. Box No. 829, MOTOR SPORT, 15, City Road, E.C.1. [3320

**STAR, 1930, 18-H.P.** coupé. £70 or offer. Spares for above for sale. Cuff, 98, Church Road, S.W.13. [3321

**ROVER 9.8-H.P.,** 1927, sports 2/3-seater. Whole car immaculate; tyres as new; 36 m.p.g. £65, offer. F/Lt. Fairfax, Officers' Mess, R.A.F., Defford, Worcestershire. [3323

**2-LITRE A.C. ENGINE** fitted in rebuilt Amilcar chassis with Type 75 E.N.V. gearbox; details to complete; £75. 1932 Sunbeam 24-h.p. saloon; taxed and in immaculate condition; £130. C. Arnold, 8, Homestead Way, Northampton. Tel.: Northampton 5901. [3324

**BENTLEY 3-LITRE RED LABEL, 16 H.P.,** open Cadogan 4-seater, rebuilt 1933. Professionally resprayed black, with red leather. Mechanically sound. Well shod. 20 m.p.g. £385. Also Dunlop tyre, 30 by 5, heavy duty, unused, £6. Seen London. Tel.: Livingstone 3132, after 8. [3325

**BENTLEY 3-LITRE,** short-chassis, 3.53 axle, A box, 1,800 camshaft, two S.U.s, lightweight 2/3-seater, hood, fold-screen, good tyres; 20 plus m.p.g.; £10 tax. £165. Holland, Studio, Tolmers, Hertford. Tel.: Cuffley 2483. [3329

**M.G. "PA," 8 H.P.,** 2-seater. Five new tyres, new hood and tonneau cover. In excellent condition throughout. £265. Box No. 833, MOTOR SPORT, 15, City Road, E.C.1. [3329

**ROLLS-ROYCE,** 1924, enclosed cabriolet, 49 h.p. Good condition. Offers. Hinder, 96, Curtis Street, Swindon. [3331

**"MOTOR SPORT."** Twenty Bound volumes with all advertisements and special permanent index. January, 1932–December, 1950. Nearest £35, or might split. 36, Bar Street, Scarborough. [3332

**ALVIS "12/50,"** 1931. New, light, narrow 4-seater body in true vintage character. Crank reground, mains, ends, remetalled; 30 m.p.g. above average "12/50" performance. £175. Humphry, 384a, Wells Road, Bristol. [3333

**£75.** Magnificent "20/60" Buick Roadster, 1928, in remarkable condition. One owner from new; original duo grey cellulose unmarked, real leather hood, winding windows, instruction book and spares manual. 90, Brighton Road, Banstead, Surrey. Tel.: Burgh Heath 1520. [3335

**BRAND NEW C.A.V. 12v. 42amp.** Current regulators for normal speed dynamos; 18s. 6d. each, post paid. J. Johnston, 65, Curling Vale, Guildford. [3338

**MORGAN 1937-39 COUPE OR SPORTS** 2-seater required. Good condition. Details, price year, etc. Taylor, 303, Tachbrook Road, Leamington Spa. [3339

## FOR SALE—*continued*

**ONE PAIR TWIN S.U. CARBURETTERS,** unused. £9 the pair. Hulme, 4/5, Northwood Hall, Hornsey Lane, Highgate, N.6. [3340

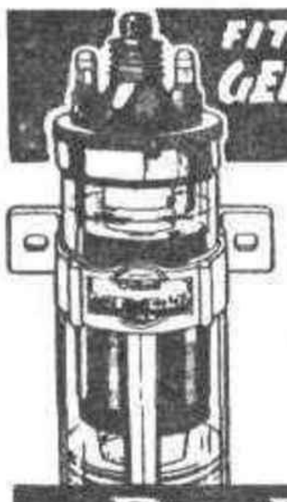
**1934 SUNBEAM** 12.8-h.p. "Dawn" saloon. I.f.s., etc. Sound and clean throughout. £200, or exchange smaller saloon. Box No. 835, MOTOR SPORT, 15, City Road, E.C.1. [3341

**1936 RILEY FALCON** "12/4" saloon. Recently recellulosed in green, decarbonised and checked over. Five excellent tyres. Nice inside. Nearest £310. R. Borradaile, 2, Valley Road, Streatham. Tel.: Streatham 2432. [3342

**ALVIS SALOON, 1937.** 17-h.p. Recent £150 overhaul. Tip-top condition. Will appeal to the Alvis enthusiast. £475. Knight, 45, Green Lanes, Palmers Green, N.13. Tel.: Bowes Park 6914. [3343

**AUSTIN** 7-h.p. front and rear axles, engine, double knocker racing Norton engine; Ford 10-h.p. engine; Ford 8-h.p. trials and sports 2-seater, registered 1950. Weight 9 cwt. unblown. £185. Frazer-Nash Meadows 1½-litre super sports. Registered 1926. Terrific performance. £95. Onslow Bartlett, c/o Wharfdale Garage, Ltd., Wharfdale Road, Bournemouth. Tel.: Westbourne 64497. [3344

**RICHARDS & BROWN.** Agents for Kieft racing cars. Sports cars in stock include: 4½-litre Bentley 2/3-seater. Excellent condition. £395. Frazer-Nash 1½-litre Anzani. Exceptional condition. £175. Bugatti type 44 sports 2-seater. Entirely rebuilt, showroom condition, new body. £495. F.N.B.M.W. type 40 1½-litre sports tourer 4-seater. Exceptional order. £375. Willys Jeep converted. Excellent condition. £260. New track grips. Wanted: Good vintage cars. Hire purchase available. 2, Ringers Road, Bromley, Kent.; 2 minutes Bromley South Station. Tel.: Ravensbourne 7847 and 6479. [3345



FIT THE GENUINE OILCOIL
REGD. T.M
SAVE PETROL
Fit a Runbaken Oilcoil. Specially designed for Sports Cars. Ensures immediate starting, greater power, increases acceleration and reduces use of gears.
*Two years' guarantee.*
Send for Interesting Booklet 17A.
Runbaken
MANCHESTER·1


**BODY OF 1934 DAIMLER "20" SALOON.** Excellent condition. New Glass, trafficators, hide squab, two bucket seats. Blue. Available Kent. £20. Box No. 836, MOTOR SPORT, 15, City Road, E.C.1. [3346

**SUNBEAM "20.9" SPORTS SALOON.** Very good throughout. Brakes just relined. Seen S.W. London. Tel.: Liberty 7809. [3347

**MISCELLANEOUS.** B.E. covers; 5 good used 895 by 135, 1 unused 650 by 65. Some early and sporting motoring books. Edwardian exhaust whistle and small acct. generator. Enquiries to:—Emmett, Kington, Herefordshire. [3348

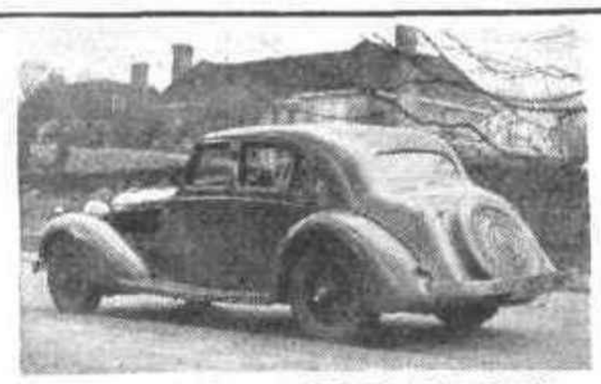
**1939 M.G. 1½-LITRE MODEL VA TOURER.** £10 tax. New tyres, hood and screens; brakes relined. Offers over £475. Tel.: Pinner 2903. [3349

**SINGER NINE SPORTS** 4-seater, 1934. £130. Matchless 350 c.c., 1948. £125. 2-seater M.G. wanted. McCaig, Scott Crescent, Galashiels. [3350

**LANCIA LAMBDA ENTHUSIASTS.** The ex-Briggs, 5th series, 14-h.p., 2/4-seater sports. Possibly most potent 5th series extant, mechanically perfect. Full details upon application. Sale for domestic reasons. Offers. 8th series, 17-h.p. Lambda 2/4-seater sports. Everything new. All details upon request; 1st in class, V.S.C.C. High Speed, Silverstone, April, 1950. Taxed. Reasonable offer. 5th series, 14-h.p. Lambda. Reconditioned engine, unused. £20. Also sundry Lambda spares. Evans, 79, St. Andrews Road, Ilford, Essex. Tel.: Valentine 6260. [3351

**500-c.c. RACING CAR,** 2 engines, i.f.s. New tyres, hydraulic brakes, long distance tanks. £195. Evans, 79, St. Andrews Road, Ilford, Essex. Tel.: Valentine 6260. [3351

**£50.** 1931 D.8 Delage, fixed head coupe. Body burnt out up to scuttle. Mechanically complete. Recent engine rebuild. New Zenith carburetter. £35. 1932 Hotchkiss 3-litre, two-door sports saloon. Front end slightly damaged. Very good body and chassis. Complete less engine. All spares for Hotchkiss 3-litre engine. Flat "K," 59, Netherhall Gardens, London, N.W.3. Tel.: Hampstead 5732, after 6 p.m. [3353



**TALBOT 3½-LITRE SPORTS SALOON**
November, 1937, with 21-h.p. engine. Recent £185 mecnanical overnaul, resprayed, retyred. Magnificent car.
**£345**
12, Parsifal Road, N.W.6. HAMpstead 5034


## FOR SALE—*continued*

**LAGONDA** 2-litre, high-chassis, speed model. Tyres, hood, screens, zip tonneau, P 100s, mag. and coil. Good throughout. No oil; 30 m.p.g. Nearest £200. Gardner, 88, Dronsfield Road, Fleetwood, Lancs. Tel.: Fleetwood 324. Details: Stamped address envelope. [3356

**BENTLEY,** 1923, 3-litre "Blue Label" drophead coupé. Buff and black. Absolutely original condition throughout, including paintwork and leather hood. Mechanically perfect; 52,000 miles. One owner until September, 1950. Genuine reason for disposal. £235. Owner, 16, Buckingham Street, Aylesbury, Bucks. Tel.: Aylesbury 487. [3358

**ALVIS 12** t.w.d. 2-seater, 1929; 8 ft. 6 in. wheelbase. Now running unblown, recent rebore and shaft regrind, just rewired and reconditioned dynamo, starter, magneto and fuel pump fitted, lamps resilvered, new hood and tonneau, new tyres, body reframed and repanelled in aluminium, repainted B.R.G., rear tank, cycle wings, full instrument panel. A sound, good-looking specimen with an excellent performance. £185. Bentley 6½-litre, coachbuilt six-light saloon body, stately but not sporting 1927. Believed only two owners, in exceptional condition in every way, particularly quiet and extremely good bodywork; does 75 m.p.h. and 14-15 m.p.g. on single Smith carb. (twin-S.U.s and manifold available). £140. Lancia Di-Lambda 32-h.p., 1930-31, Mulliner four-light fabric saloon body, in exceptional condition, particularly inside, very good chassis, new tyres, excellent performance (6th in class of 27, V.S.C.C. Bisley, Nov.). £170, or near offer. Trojan 4-seater tourer. Excellent all-weather equipment, 1926, with 1928 engine, last taxed 1935; 25,000 miles and two owners, on solids with spare set of 19 in. wheels and hubs. Very good order throughout and ready to drive away. Singer 15-h.p. six-cylinder all-weather tourer, 1923. Mechanically sound, all lights, good tyres, needs attention to body, hood, glass, etc. Renault 23-h.p., 1914, with original mahogany-sided and canvas-topped shooting brake body, in very fine order throughout, electric lights and excellent tyres on detachable wheels; no reasonable offer refused on any of these three latter cars. Austin Sevens: 1931-32, in good mechanical order, good tyres and battery, semi-sporting 2-seater needs finishing off on bodywork. £60; 1932 converted to van shooting brake, good chassis, good battery, fair tyres, worth developing. £45. Graham supercharged Straight Eight truck conversion, 1935-36, excellent order and good tyres, together with a very sound shooting-brake body built for and still on, a similar chassis. £75 the lot. Finally two Edwardians. First a 1907 Friswell-De Dion, 6-h.p. single cylinder 2-seater. In excellent running order throughout, good tyres, lamps, horn, windscreen, hood frame (not fitted), Stepney wheel, body overhauled and primed ready for final painting. £95; and secondly, by way of contrast—a collector's piece which I must regretfully dispose of, as I can't afford the time to complete it and need the space; this is a 1907 Mercédès six-cylinder 75/100-h.p. (maker's rating), believed to be one of the only three left in existence, not run since 1915, chassis has been completely stripped and rebuilt with very great care; it is absolutely original and has obviously done very little mileage and is now in perfect running order; the body is a Lawton limousine of magnificent proportions, built entirely of wood, with mahogany panels; it has suffered greatly due to exposure and is roofless, but is otherwise quite complete and can be restored; a brand new set of tyres are fitted, there is a boa constrictor horn and one only magnificent head-lamp; the price is £350, and a reasonable exchange would be considered, but no frivolous enquiries, please!! Spares.—A complete 1930-31 Humber 24-h.p. chassis, in fairly sound order. £15; a more or less complete Invicta 4½-litre high chassis, less gearbox and diff.; pair of P 100s, black, replated reflectors, one with dipper. £17 10s.; a fair stock of 19 in., 20 in., 21 in. and BE tyres, and "52" Whitworth wheels. C. J. Bendall, 25, Orchard Road, Stevenage, Herts. Tel: Stevenage 566 (day); Hitchin 1108 (evening). [3362

## *The M.G. Specialists*

Cars prepared for Racing or Trials. Complete overhauls, reboring and bearing metalling. Crankshafts reground and rebalanced.

Light alloy bonnets, wings, etc. Fully-equipped workshops. Competent staff. Moderate charges.

*All work carried out unaer the personal supervision of H. Lester.*

**We are now ready to undertake tuning and development of Formula III 500-cc. racing cars of any make.**

# H. LESTER (CARS) LTD.

**BATH ROAD, THATCHAM, BERKS.**

*Tel.:* **Thatcham 3129**

---



**BUGATTI, TYPE 55**

Black and red coachwork, grey upholstery. Superb condition. Engine perfect, with no oil leaks. Chassis and brakes spot-on, with torsion bar connecting front springing. *Five racing Dunlops.* Many extras, such as twin batteries, etc.

## £1,250

**Ferranti, Gawsworth Old Hall, near Macclesfield, Cheshire**

*Tel : North Rode 287*

---

# RAYBERN CARS

## LIMITED

**Sports and Racing Car Specialists**

Specialists in repairs, modifications and tuning of cars for competition purposes.

Tubular chassis construction with i.f.s. or fully independent. Several chassis in the course of construction. All callers and enquiries welcomed.

**CARS FOR SALE**

**£295 Vauxhall Fourteen** sports touring saloon, recently rebored.
**£185 FIAT** 500-c.c. Coupe.
**£140 Singer Nine** sports 4-seater. All-weather equipment.

**Alton Road, Richmond, Surrey.**
*Tel. :* Richmond 0469

---



**UNIQUE FORD V8-POWERED INVICTA**

£10 tax. Exciting, professionally-rebuilt car, with terrific, silent, smooth performance. Low-slung four-door sports saloon, seats five comfortably *within wheelbase.* Immaculate and faultless inside and out. Black with pigskin-colour leather. Needle-eye steering and remarkable cornering powers. Four-speed gearbox, remote control; 30-h.p. engine gives 20-25 m.p.g. and 90 m.p.h. Very few cars encountered can catch her regardless of price. Equally suitable for competition or family use. Registered July, 1950. *New tyres and* battery, Telecontrols, large boot. Seen London. Best offer around **£400** secures.

**Box No. 796, Motor Sport, 15, City Road, London, E.C.1**

---

# 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 Rd., Cobham, Surrey
Phone : COBHAM 3303

---



## ALFA-ROMEO

**1,750-c.c.** Blown chassis (unblown engine), completely reconditioned from front to back. Engine specialist overhauled. Coachwork unmarked and just sprayed Alfa-red. Rechromed, new leatherwork and mats, silk mohair head. Excellent tyres and new battery; rewired completely. Excellent performance and economy. Any trial by appointment. Taxed. Property of fastidious garage proprietor.

## £425

**THE WRANGATON MOTOR ENG. CO., SOUTH BRENT, DEVON**

*Tel. :* South Brent 2201

---

# WANTED

**FOR**

**SPOT CASH**

# CARS

**ALL TYPES**

*Hours of Business :*
WEEKDAYS, SATURDAYS
9 till 7

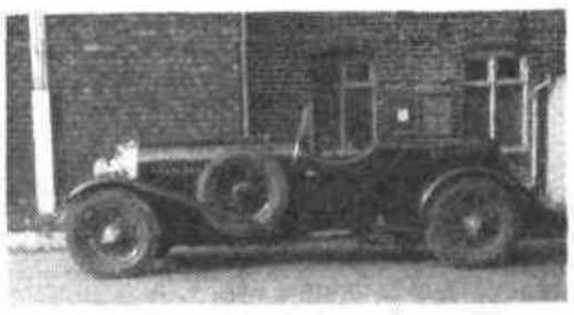
ROWLAND SMITH MOTOR HOUSE

**HAMPSTEAD HIGH STREET**
**LONDON, N.W.3**
**(Hampstead Tube)**
HAMPSTEAD 6041 (10 lines)

---

## 8-LITRE BENTLEY

**£10 TAX**



COMPLETELY REBUILT, 11-ft. CHASSIS, LOCKHEED BRAKES, NEW TYRES, SHOCK ABSORBERS, Etc.

*Apply in writing:-*

**BARLOW FOLD,**
**HEYBRIDGE LANE,**
**PRESTBURY,**
*Prestbury* 8317 **CHESHIRE**

---

# T. P. BREEN

## LTD.

**DELAGE**

D.I.S. Delage 14-H.P. 4-Seater KELSCH Boat Body Tourer, in good running order. Good tyres and battery. **£145**

*We are dismantling the following cars and all spares are available :*

**6½-litre Bentley** saloon.
**1933 "16/80" Lagonda** tourer.
**1934 Alvis 17-h.p. Crested Eagle**
**1935 Austin 7-h.p.**
**1935 Ford 10-h.p.**
**1937 Talbot "75"** saloon.

Most spares also for Bentley, Delage and Lancia Lambda.

**Wanted.**—We are good buyers of Lancia Aprilia saloons.

**HIGH ROAD, WHETSTONE, LONDON, N.20**

**Telephone : HILLside 2393**

## FOR SALE—*continued*

**ARNOTT BLOWER SET** for "TB" or "TC"; all-over tonneau with half-zip; Scintilla NV4 magneto; 16, 18 and 19-in. wheels and tyres; new "TA" crankshaft and valves, guides and gaskets; complete "PA" engine and gearbox in parts; set valves and guides for "VA"; speedometer and rev.-counter drive cables for "TC"; spring trunnions, etc. S.A.E. please, 104, Kingston Road, Wimbledon, S.W.19. [3153

**POTENT JAGUAR** 2½-litre saloon. Rebored, uses no oil. New battery, Telecontrols, twin S.U.s, rewired, good tyres. Taxed; 22 m.p.g. on run. £260. Webb, 15, Chapman Crescent, Kenton, Middlesex. [3154

**SEPTEMBER 29TH, 1949.** P Special 2-seater trials car. Wolseley engine, rebored and resleeved, two spare wheels, 6.00 by 18. Ready for trials. £225 or nearest offer. Pragnell, Emsworth Road Garage, Lymington, Hants. Tel.: Lymington 256. [3155

**M.G. "PA"** 1934/5 2-seater. Rebored. Good hood, sidescreens, battery and tyres. £215. 81, Newtown Street, Luton. Tel.: Luton 4999. [3157

**LAGONDA 2-LITRE** saloon, 1928. Battery, tyres almost new. Body fair. Offers to Whelan, Donum, Northway, Pelpham, Sussex. [3158

**FRAZER-NASH.** Exchange or sell. Two-port Meadows, new batteries and tyres. Recently rebuilt. Also V8 special, coachbuilt body, super hydraulics, £10 tax, small mileage, also Nash spares. Box No. 798, MOTOR SPORT, 15, City Road, E.C.1. [3160

**ALVIS SILVER EAGLE** saloon, 1930, 17 h.p., 20 m.p.g. Body and engine sound. £80. Reply Box No. 799, MOTOR SPORT, 15, City Road, E.C.1. [3161

**VAUXHALL** 1921 Type D, 22.5 h.p. Rough body, good tyres, towable, many extras. £120, offers. Box No. 800, MOTOR SPORT, 15, City Road, E.C.1. [3162

**B.M.W.-FRAZER-NASH,** 1937. Rebored, resprayed, new tyres, interior relined. £500 or near offer. Tel.: Speedwell 4747. [3163

**FOR FIAT 500.** Combined Biata o.h.v. head and Arnott supercharger with all fittings, for use together or separately, condition perfect. Offers for the lot, private owner. Box No. 842, MOTOR SPORT, 15, City Road, E.C.1. [3165

**FOR DISPOSAL** 1927 Riley Nine chassis and 1935 "12/6" chassis less engine. 46, Ludlow Road, Offerton, Stockport. [3167

**CENTRIC 160 BLOWER** with large S.U. carburetter, also brackets and extension manifold for mounting on "N" Magnette. £25, offers. 51, Manor House Lane, Holme Slack, Preston, Lancs. [3168

**ALVIS "TJ"** 4-seater. Sleeved, new tappets, excellent tyres, hood, sidescreens, tonneau cover. Licensed year. £175. Box No. 843, MOTOR SPORT, 15, City Road, E.C.1. [3171

**BUGATTI TYPE 35B SPARES.** Rear axle, 4.1 to 1; pistons, water pump, Bosch magneto, supercharger drive, etc. R. M. Oliver, Waverley Wood, Camberley, Surrey. [3172

**M.G. "J2."** Excellent, rebuilt engine, new crankshaft. Sell, exchange for Morris Eight, etc. Gulland, Woodside, West Chiltington, Sussex. [3173

**HUGHES OF BOURNEMOUTH** offer: 1947 Alvis 14 h.p. Special Sports saloon, 10,000 miles; grey with brown leather upholstery, £1,150. 1948 (December) Jaguar 1½-litre saloon; special equipment, 16,000 miles; black with grey leather upholstery, £1,085. 1949 (October) M.G. "TC" 2-seater, 9,000 miles; black with red leather upholstery, £745. 34, Poole Hill, Bournemouth. Tel.: Bournemouth 4569. [3174

**1937 SINGER 9.H.P.** sports 4-seater. Good all round condition, new tyres, battery and hood. £245. Tel.: Barnet 6177 after 7 p.m. [3176

**1923 ARIEL 9 H.P.** open 3-seater. Hood and side screens as new. Running order, last taxed 1925. Must sell. Offers over £35. Consider exchange for Austin 7 Chummy. Blackboys Service Station, near Uckfield. Tel.: Framfield 317. [3178

**RILEY NINE "MONACO"** saloon, 1932. Sound, running order. Body fair. £100 or near offer. Tel.: Battersea 1803. Mr. Hoyle, 27, Henderson Road, London, S.W.18. [3179

**LEA-FRANCIS CHASSIS.** Complete components for 1929 Lea Francis chassis, Meadows engine. All in excellent order and ready for assembling. Will accept £50. 27, St. John's Avenue, Chaddesden, Derby. [3180

**TALBOT "75"** drophead coupé, 1932, under 50,000 miles. Engine rebored, crash box, right-hand change. Only been used first quarter in 1947 and first quarter in 1950 since September, 1938 (thirty-eight). New hood fitted in 1947, new windscreen glass in 1950; two new tyres, others fair. Steering, brakes and transmission in perfect condition. Body and upholstery in very fair condition. Instruction book. No reasonable offer refused. Evans, 3, Covington Gardens, Green Lane, Norbury, S.W.16. Tel.: Monarch 4570, business hours. [3181

**SUNBEAM COUPE, 1930, 21 H.P.,** coachbuilt. Genuine mileage 39,000. One owner till August, 1950. Wings resprayed. Body excellent. £145 or offer. Write, telephone: Callander, Old House, Rutts, Bushey Heath. Tel.: Bushey Heath 1064. [3182

## FOR SALE—*continued*

**M.G., 1949 (OCTOBER) "TC,"** 9,000 miles, green upholstered green; owner maintained, perfect condition; radio available. Offers over £700. Wakefield, 34, Nine Elms Road, Gloucester. [3183

**3-LITRE INVICTA.** Short chassis open 2/3-seater by Cadogan. Rebuilt 1950; £10 tax. Engine and body excellent; 80 plus m.p.h. and 23 m.p.g. £300. Wood, 16a, Bushmead Avenue, Bedford. [3184

**RENAULT TOURER, 9 H.P.,** 1927. New crown-wheel, pinion, valves, guides, battery. Taxed and insured. 35 m.p.g., no oil; sound hood, body, tyres. Very good runner. £85 or near offer. Cheshire. Box No. 844, MOTOR SPORT, 15, City Road, E.C.1. [3185

**1927 MORRIS OXFORD, 14 H.P.** Extremely good condition. Engine recently overhauled. New tyres. £80. Turner, 24, Walsworth Road, Hitchin, Herts. [3187

**£90—AUSTIN SPECIAL.** Raleigh engine in underslung chassis. Converted cable brakes. Can sell engine separately. Will consider exchange. R. N. Hadden, Rutland Hall, Loughborough. [3189

**RAPIER TOURER BODY,** complete with wings, radiator shell, bonnet, windscreen, new hood, tonneau cover, all seating, 9-in. headlamp, side-lamps, spotlight, unused side-screens; chromium perfect; body recellulosed last spring, colour black with maroon wings. Rapier engine or any Rapier engine spares taken in part exchange. Offers to: Lumb, Tea Rooms, Wrotham Heath, Kent. Tel.: Borough Green 149. [3190

**ONE PARTIALLY REBUILT** 4.5-litre Invicta, requires body work finishing. Chassis, engine, etc., excellent. For sale, or in part exchange for a Morris or Austin Seven. Bracegirdle, 33, Belmont Road, Gatley, Cheshire. [3192

**1927 ROLLS-ROYCE 21.6-H.P.** engine, complete with all accessories, also gearbox for same. Both excellent condition. What offers. Dickerson, 61, Castle Street, Thetford, Norfolk. [3193

**1939 JAWA "600"** continental 2-seater, streamline sports. Just undergone £70 engine overhaul. Superb body and interior. £265, or older car and cash. 1, Foxley Gardens, Purley, Surrey. [3194

**BENTLEY 3-LITRE,** 1926. Large sump. Just overhauled; rebored; h.c. pistons. Narrow open body; outside exhaust; original instruments; good tyres. £200. Also one-owner 1929 six-cylinder, Type D.M., 21-h.p. Delage, 40,000 miles; weathered saloon body; perfect mechanically; complete to instruction book; £75. Betteridge, 16, Tennyson Road, Portswood, Southampton. [3195

**£110—1934, LAST 2-SEATER MINOR** made, 18-in. wheels, slab back, 4-speed, Lockheeds. New tyres, radiator, sidescreens. Reconditioned engine. Hood needs attention. 28, Second Avenue, Kidsgrove, Stoke-on-Trent. [3197

**AMERICAN NASH** sedan, 1947 (Aug.), 2-door, 6-seater. Right-hand drive. Red hide interior; heater, defrosters, radio, etc. Mileage 17,000. One careful owner. £1,495, or part exchange British post-war. Middleton, 9, Alexandra Road, Balby, Doncaster. [3198

**MARENDAZ-SPECIAL, 12.8 H.P.,** 2/4-seater. 1933. Identical looks as photo in January issue MOTOR SPORT. Exceptional condition. Just had £75 engine overhaul; fitted Scintilla, new Zenith carburetter, wheels rebuilt, new tyres, new 12-volt battery. Mileage 28,800, believed genuine. Full particulars on request. £285, or exchange for 8/10-h.p. saloon. Quantrell, 172, Mile Cross Lane, Norwich. Tel.: Norwich 25701. [3199

**BOOST GAUGES.** Guaranteed brand new Smiths gauges, in original packings, reading to +16 lbs. per sq. inch. Luminous dials, 10s. each, plus post 6d. Limited number. Pat Whittet & Co., Ltd., Whinlands Works, Macdonald Road, Lightwater, Surrey. Tel.: Bagshot 3338. [3201

**ALVIS, 1931, SILVER EAGLE** saloon, 20 h.p. Good tyres, good body, mechanically first class. Taxed. Any trial. £75, or exchange. After 7 p.m. or Sundays: 8, Boston Road, Boundary Road, Walthamstow, E.17. [3202

**DELAGE, 1931, D8** saloon. Good order. £85. After 7 p.m. or Sundays: 8, Boston Road, Boundary Road, Walthamstow, E.17. [3202

**AUSTIN SWALLOW** 2-seater, 7 h.p. Carefully restored to original condition at a cost of over £150. Fitted Notek headlights, twin spotlights, Lucas wiper and 4-speed gearbox. Lively performance and a genuine 50 m.p.g. £115, or near. Jones, 15, Crown Street, Bury St. Edmunds. [3204

**AUSTIN TEN,** 1933, extensively reconditioned, 2/3-seater drophead. Fitted 1950 open truck body. Specialised features throughout. £250. Write: 109, Wepham, Arundel, Sussex. [3205

**747-C.C. AUSTIN SPECIAL.** Extremely fast; winner of numerous awards. Suitable for trials or 750-c.c. Formula racing. £120. McNab, Vinces, Churt, Surrey. Tel.: Frensham 3249. [3206

**SPARES, EX-"6½" BENTLEY:** 21 in. by 7 in. wheel; 12-in. Zeiss headlamps, excellent condition; front road springs; bezel switch; starter motor. 3-litre hub puller. Spring steering wheel to fit ¼ in. to 1¼ in. column. Offers to Batten, Markly, Rushlake Green, Heathfield. [3209

## FOR SALE—*continued*

**RECONDITIONED FORD EIGHT** engine, inclusive starter, manifolds, carburetter and distributor. £20. Harrison, 185, Broomhill Road, Old Whittington, Chesterfield. [3208

**£27—BROUGH SUPERIOR, 680 C.C.,** o.h.v., 4-speed positive footchange; Castle forks. Registered 1929. Low-built sporting motor. 68, Rochester Road, Coventry. Tel.: Coventry 60820. [3211

**RILEY "12/6"** 1933/4-type complete rear axle assembly, in good condition, £8. 68, Rochester Road, Coventry. Tel.: Coventry 60820. [3211

**ASTON-MARTIN,** 1938, short chassis 2/4-seater. All-weather equipment. Reconditioned throughout. All latest modifications. Car as new. £695. Exchanges considered. 9, Green Lane, Clapham, Bedford. Tel.: Bedford 66417. [3212

**CITROEN** 1940/41 de luxe saloon, 12.8 h.p. Many extras, including oversize 15-h.p. clutch, down-draught carburetter, etc. Recently fitted new sleeves, pistons, reconditioned head, etc. Sell around £500 or exchange Lancia, B.M.W., Alvis Twenty-five, etc. S.W. London. Box No. 803, MOTOR SPORT, 15, City Road, E.C.1. [3210

**TWENTY "MOTOR SPORT,"** 1948/50, 20 *Motor*, 60 *Autocar*, 1945/50. Clean. What offers? 20, Woodcot Avenue, Baildon, West Yorks. [3217

**RILEY "ALPINE"** chassis, with open 4-seater body. New hood, rewired, high-compression "12/4" engine and preselector box; ready for fitting. Quantity of extra spares. Can be re-registered, £10 tax. £225. Two-seater, or van, part payment. Also: "Alpine" chassis complete, axles, wheels, tyres, etc.; towable; £30. Three Riley crash boxes, 50s. each. 2, Coniston Road, Tettenhall, Wolverhampton. Tel.: Wolverhampton 51838. [3219

**SUNBEAM, 1939, 350-c.c.** hi-cam. New big-end, mains, piston, chains. Excellent throughout. Quiet, fast. Nearest £75. Swop, any three/four-wheeler considered. Cunningham, Manor Road, Barton, Beds. Or Tel.: Luton 3755. [3220

**FORD V8 ENGINE,** 3,300 miles since factory reconditioning, with gearbox, starter, dynamo, carburetter, etc. Inlet manifold, distributor and one impeller cover broken. £20. Birkett, 3, Pondtail Road, Fleet, Hants. Tel.: Fleet 588. [3221

**V.S.C.C. MEMBER** regretfully offers finest known example of Model A Ford "14.9" in this country. Equipped with original handbook, tool kit and accessories. Four new tyres. New crown-wheel and pinion. Battery and electrical equipment excellent. Steering renewed. Seat covers fitted. No space available for two cars. £130. F/Lt. P. J. Jones, R.A.F., Langtoft, Market Deeping, Peterborough. Tel.: Market Deeping 354. [3222

**MINERVA, 1928,** fabric body, 17-h.p. saloon. In excellent running order. New battery. Two new tyres. Genuine 44,000 miles. Bodywork fair. £85. Box No. 807, MOTOR SPORT, 15, City Road, E.C.1. [3223

**LAGONDA 3-LITRE** saloon, excellent mechanical condition. Smart appearance. Bills available for £300 overhaul 15,000 miles ago. Good tyres, two new. £275 or near offer. Consider part exchange for smaller car. Box No. 808, MOTOR SPORT, 15, City Road, E.C.1. [3225

**ALFA-ROMEO, 1929, 1½-LITRE,** twin o.h.c., fabric 2-seater. Good condition. £195. Crowley-Milling, Oakwood, Alderley Edge, Cheshire. [3226

**BENTLEY 1928 4½-LITRE** 2-seater tourer, £485. A modest appraisal amounts to this: there is nothing finer in vintage motoring to be purchased in England at the price. If you know of a better—buy it. P. McIlroy, 40, James Street, Oxford. [3227

**FOUR 475/21 TYRES,** virtually new, on 1930 2-litre Wolseley. Really sound old crate. Economising due to family increase. £45; sidecar considered part exchange. Starling, Caravan, Windmill Lane, Balsall Common, Coventry. [3228

**CYCLE WINGS** (domed and beaded), 5 in., 6 in., 7 in. and 8 in.: alloy, 17s. 6d.; steel, 10s. fronts and 12s. 6d. rears. W. G. Hengway, Stonelands Farm, Bordle Street, Herstmonceux, Hailsham, Sussex. [3233

**ASTON-MARTIN.** Special 2-litre aerodynamic saloon. Superb condition. Photographs and history available. £700. T. F. Bailey, 1a, Woodland Place, Totley Rise, Sheffield. Tel.: Sheffield 72928. [3234

**FORD "14.9"** saloon, 1934, 41,000 miles. Recently overhauled, new radiator, etc.; not run-in yet; 26-28 m.p.g. Leather upholstery. One previous owner. £145 or offer. Farrow, 440, Whitefoot Lane, Bromley, Kent. Tel.: Hither Green 3919. [3235

**PROPERTY FOR SALE** at Melton Mowbray, Leicestershire. Pre-World War I good solid brick-built hunting stables and yard, comprising 14 loose boxes, garage, saddle rooms, stores, grooms' mess-room and bedroom, coal place, w.c., gas, water, etc. Approx. 2,500 sq. ft. Could be put to many useful purposes; excellent storage; part convertible small living quarters, etc. Would sell for £1,500 or take car in part payment up to £1,000 value. Offered freehold and with vacant possession. Private sale. Telephone owner at Melton Mowbray 533, evenings. [3236

## HILL'S MOTORS
### SUTTON

**4½-Litre Bentley,** first registered June 30th, 1930. Chassis No. 3612FS, engine No. 3611. This is a model which will appeal to the vintage specialist, as it is 100 per cent. original. The coachwork is by Vanden Plas and as a four-door tourer complete with all-weather equipment has no equal. Finished in British racing green, silver wheels, black mudguards. This car will arouse interest wherever it is seen. Taxed ready for service unlimited, it is a bargain which we cannot repeat at the low price of .. **£395**

**Frazer-Nash-B.M.W.** Type 34 Sportsman's saloon de luxe. Chassis No. 66091. Engine No. 66091. Finished in black with grey leather upholstery, very good tyres and extremely low mileage, this car has to be seen to be appreciated as it represents the enthusiast's dream of speed and comfort. Taxed and ready for unlimited pleasure at the low price of ... ... ... ... **£395**

**Alfa-Romeo** drophead coupe, 1929. Here is an opportunity to purchase a first-class vintage car, second to none, recently completely overhauled, with coachwork by Young of Bromley, and fitted with a new hood complete with head lining. New battery, tyres in very good condition. Taxed ready for the road. This car represents an outstanding bargain at the modest figure of ... **£250**

This represents a small selection from our ever-changing stock.

*We can arrange Hire Purchase Terms and all types of Insurance. If you have a car which is in good condition and you wish to dispose of it we will buy it for CASH*

**HILLS MOTORS**
**62, BRIGHTON ROAD, SUTTON, SURREY.** *Tel. : Mitcham 3585*

## FOR SALE—*continued*

**4½ INVICTA,** 1930. Excellent condition. Small mileage, shortened chassis 2-seater suitable vintage, racing sprints, etc. Offers. Box No. 846, MOTOR SPORT, 15, City Road, E.C.1. [3360

**1933-34 "16/80" LAGONDA** 4-seater tourer. Whole car in 100 per cent. condition; 6.00 by 18 tyres. A really beautiful Lagonda. Taxed year. £320. No offers. Also new Dunlop remoulds 500 by 21 in. £5. Jones Garage, Syston, Leics. [3361

**2-LITRE E.R.A.** single-seater racing car. Many modifications and in excellent condition, with spares. £1,000. Also two ERA 1½-litre crankshafts, £35 each. Two ERA cylinder heads. £15 each. K. Hutchison, Headley Grove, Epsom. Tel.: Headley 14. [3365

**ONE LADY'S FUR-LINED WATERPROOF** full length coat. Little used, suitable wear for trials. £10. Also short edition of same for man. £8. K. Hutchison, Headley Grove, Epsom. Tel.: Headley 14. [3365

**LAGONDA** 1,665 series, 1928, 18-h.p. six-cylinder four-door saloon. First-class mechanical condition. Bodywork good. £130. Rymer, 1, Queen Anne's Grove, Ealing, W.5. Tel.: Ealing 4670. [3367

**LACK OF GARAGE SPACE** compels disposal of some of the following cars: 1926 Clyno tourer, £80 overhaul; 1926 "15.9" Delaunay-Belleville landaulet, in original and exceedingly good condition; 1913 "Alfonso" Hispano-Suiza; 1934 Austin Seven saloon; 1934 Morris-Oxford saloon, needs overhaul. Offers to: W.B., "Carmel," Wood Lane, Fleet, Hants (Tel.: Fleet 831). [3373

**LAMBDA 7TH SERIES** saloon. Good original condition. Exceptionally fine engine, no cracks. Hardy prop.-shaft; excellent tyres; battery. Taxed. £135. 105 *Motors*, 1948-50, 25s. 14, Cranley Gardens, Wallington, Surrey. Tel.: Wallington 4696, after 7 p.m. [3372

**TRIUMPH "1,800" ROADSTER,** 1948, June; 22,000 miles. Grey, blue upholstery. Perfect condition. £900. Private owner. Tel.: Harrow 2596, after 6 p.m. [3369

**LAGONDA RAPIER,** 1935. Engine just been stripped and renewed where necessary. Camshafts reground and metalled. 100 per cent. brakes, good tyres. Very good order all through. £300 or nearest. 8, Wroughton Terrace, Hendon. [3368

**1929 RILEY NINE** saloon, reasonable condition, taxed. Also some front axle spares. £85. 28, Carlton Road, S.W.14. [2942

**BENTLEY, 1929, BLUE LABEL** Hanson 7-seater saloon. Seen Leeds. Offers over £200. 21, Chalfont Road, Oxford. [2957

## WANTED

**SPORTS CAR REQUIRED,** preferably needing attention. Gough, Penn Lane, Hockley Heath, Warwicks. [3371

**WANTED FOR RILEY 1½-LITRE,** twin carburetter manifold with or without two S.U. carburetters. Frazer, 71, Iverna Court, London, W.8. [2936

**"12/50" ALVIS** 2-seater, dickey or "Beetleback" body. Also five-stud wheel. Box No. 782, MOTOR SPORT, 15, City Road, E.C.1. [2943

**ADVERTISER REQUIRES** a really good-looking vintage drophead coupé with dickey. About 10 h.p. Must be mechanically perfect. BM/KSNW, London, W.C.1. [2956

**TALBOT 95 OR 105** crown-wheel and pinion, or 95 10-tooth pinion, also set of planet wheels. Fl.-Lt. Phillips, R.A.F., Boscombe Down, Wilts,. [2982

**GOOD MAKE** open car. Riley, Alvis, O.M., Lagonda or similar. Reasonable price. Write 54, Crossways, Gidea Park, Essex. [2985

**RILEY ADELPHI "15/6" RADIATOR** complete, 1936 model. Also inlet camshaft 1½ Riley Sprite. Reade, Watling Street, Wellington, Shropshire. [2988

**FIAT 500 OR 1100,** preferably convertible, or Morris Eight, or Ford Prefect tourers. Price and particulars, please. 263, Ringinglow Road, Sheffield. [2998

**WANTED FOR A 1938 2-LITRE SHORT-CHASSIS ASTON-MARTIN,** body, open 2/4, with or without bonnet and wings. 317, Two Mile Hill, Kingswood, Bristol. [3001

**£200 OFFERED** for good class sports car or sports saloon up to 3 litres. Repairs not objected to. Box No. 768, MOTOR SPORT, 15, City Road, E.C.1. [3002

**M.G. FRONT AXLE BEAM,** 24½ in. between centres of spring seats, for "KN" model. R. P., 111, Lansdowne Place, Hove, 2, Sussex. [3014

## HERSTON MOTORS
### THE VINTAGE AND SPORTS CAR SPECIALISTS OF THE SOUTH

**Offer this month:**

*Free third party cover on all vehicles purchased and take pleasure in submitting for sale:*

**1929 Bentley** Speed Six, short chassis, sports 4-seater. Superb motor in 100 per cent. condition ... ... **£450**

**1931 Bentley** 4½-litre blower, fixed head coupe. Black, red leather. Superb ... ... ... ... **£450**

**1931 "23/60" Vauxhall** Princetown tourer, good hood and screens. All new tyres. Finished primrose and black. £10 tax ... ... ... **£120**

**1926 Sunbeam** 3-litre twin o.h.c. sports 2-seater. Specially shortened and lowered. Complete rebuild and in 100 per cent. order. £10 tax **£225**

**1924 "14/40" Vauxhall,** Melton 2-seater. 16,000 miles since new, one owner only. Definitely original throughout. Only needs seeing. All new tyres and spare set ... **£195**

**1930 Graham Paige** roadster, very good runner. Clean and tidy ... **£75**

**1934 1½-litre Aston-Martin** sports 4-door saloon. Complete engine rebuild, all new tyres and battery. Very clean car ... ... ... **£395**

**1926 "14/40" Vauxhall** tourer. Complete engine rebuild, not yet run-in. Polished aluminium body. All new tyres, hood and battery. A really superb specimen ... ... **£230**

**1925 "30/98" Vauxhall,** stark 2-seater, fitted 1928 "OE" engine, counterbalanced crank, etc. Bargain **£150**

**1934 Wolseley Ten** open sports 4-seater. Rebored, etc. All new tyres. 100 per cent. little motor, goes like smoke ... ... ... **£155**

**These and the usual late arrivals, are available, for immediate delivery. Write, telephone Swanage 2730, or call:**

**409/411, HIGH STREET, SWANAGE, DORSET**

*H.P. on any vehicle. Personal attention at all times. We never close.*

*We shall be pleased to natter sports cars at any time over a pint of good ale at the excellent pub next door. Your problems are our problems. Come and see us.*

**We offer only THE BEST**

## *Harliss & Stokes*

**Riley Imp.** A very good example of this rare 9-h.p. model. Cream and red **£425**

**Morris Six.** 17.7-h.p. coupe. Guaranteed mechanically perfect, good brakes and steering, good tyres, no rust or body rot. A gift at ... ... ... ... **£60**

**Railton.** 29-h.p. saloon by Coachcraft. Late 1935, in good condition, uses no oil, latest type carburetter well shod ... **£225**

**Lloyd.** Engine and chassis complete, 1940 model, 350-c.c., 2-stroke; only done 4,000 miles ... ... ... ... **£35**

**Vintage Lea-Francis.** Two-seater, original paintwork, in good condition. Two of original tyres, under 2,000 miles since new, good hood, sidescreens, upholstery. Mechanically perfect. Certain concours winner ... ... ... ... **£85**

**One M.G. Q-type Roots blower,** complete with drive, brackets and mountings, and 1½-in. S.U. and delivery elbow. For dumb-iron mounting, will fit, J, P, Q, L, N, K, etc. Gives 8 lbs. boost at 5,000 r.p.m. on 850-c.c. motor ... ... ... **£35**

**One Marshall supercharger set** for P-type M.G. Everything except crankshaft pulley. Good condition ... **£30**

**One Centric blower,** good condition, suit 1,100-1,250-c.c. sports car. Sprocket or pulley drive ... ... ... **£17 10s.**

**C-type M.G. block** and nearly new Martlet pistons ... ... ... ... **£15**

**C-type M.G. counterbalanced 73-mm. crankshaft,** in good condition ... **£15**

*Attenborough Garage,*
*Chilwell, Notts.*
Tel.: BEESTON 55297

## WANTED—*continued*

**8-LITRE BENTLEY.** I wish to purchase one of these fine old cars, and if you have one available please write to 17, Kensington Park Gardens, London, W.11. [3011

**WELFORD BROS.** buy all Riley Nine spares if in good condition. Crashed or burnt out cars for breaking up and sound vehicles for resale. **WELFORD BROS., OPAL STREET, LEICESTER.** Tel.: Leicester 65903. [3019

**"MOTOR SPORT"** Volume II, November, 1934 to November, 1935 in publishers' binding. Gray, Lyndhurst, Lucastes Avenue, Haywards Heath. [3037

**URGENTLY TO COMPLETE FILES.** "Motor Sport," July, 1942. "Speed," May, June, July, August, 1939. "The Motor," 1949 Year Book. "Sicilian Circuit," "Kay Don, the Man." "Speed Fever," by Lyndon. French Grand Prix Reports by "Autocar" or "Motor" of 1906-30. State condition and price. Box No. 771, MOTOR SPORT, 15, City Road, E.C.1. [3029

**AUSTIN SEVEN CHUMMY** in running order. Body condition immaterial if cheap. McAra, 162, Green Lane, New Eltham, S.E.9. [3031

**REQUIRED URGENTLY.** Both front seats for 1938 Riley saloon. Must be complete with leather but condition not important. Box No. 772, MOTOR SPORT, 15, City Road, E.C.1. [3032

**£300 OFFERED** for Lagonda Rapier 10 h.p. fixed head coupé, 1935-36 model. Engine and body must be in really first-class condition. C. Shuttlewood, 13, Kingston Avenue, Chelmsford, Essex. [3033

**8/12-H.P. SPORTS** or saloon, 1934 onwards. Condition immaterial. About £80. M. Vincent, 79a, Hillmorton Road, Rugby. [3186

**INSTRUCTION BOOK** and speedometer cable for 1934 Riley Gamecock. Offers to: Box No. 801, MOTOR SPORT, 15, City Road, E.C.1. [3188

**HANDBOOK, RILEY KESTREL,** 1½ litre, four, 1937. Preselector. Knott, 29, Fieldvale Road, Sale, Cheshire. [3191

**LANCIA LAMBDA, 7 or 8 SERIES,** complete front suspension wanted. Must be in good condition. Ewen, Link Hotel, Stanmore. Tel.: Grimsdyke 2766. [3196

**LANCIA LAMBDA** front suspension and 4-speed box required. Details and price to: Pincombe, 35, Abbott Avenue, London, S.W.20. [3200

**WANTED BY PRIVATE BUYER,** sports car, 1-2½ litres capacity. Please offer what you have. All replies acknowledged. J. Gilpin, "Beechcroft," Markinch, Fife. [3203

**SUNBEAM CAR,** not more than 20.9 h.p. or 14 ft. 6 ins. long or 6 ft. high. Must be sound bodily and mechanically and reasonable for cash. Vendor must be prepared to demonstrate not more than 120 miles from South Lancashire. Box No. 802, MOTOR SPORT, 15, City Road, E.C.1. [3207

## WANTED—*continued*

**BACK AXLE** or 49/10 crown and pinion for 1932 Sunbeam Twenty. Day, 59, Jackson Avenue, Mickleover, Derby. [3151

**M.G. WHEELS,** 17 in., N-type gearbox. Box No. 847, MOTOR SPORT, 15, City Road, E.C.1. [3156

**WANTED URGENTLY,** con.-rod for 1932 Wolseley Hornet Special. Also interested in other spares for this model. Write: Bemister, "Shadwell," Ashurst Avenue, Saltdean, Sussex. [3159

**1934/5 TRIUMPH GLORIA, 12.95 H.P.,** saloon. Coachwork must be good. Engine fair. Full details to: Marsden, Yates Farm, Clayton-le-Woods, Chorley, Lancs. [3164

**UP TO £120 OFFERED** for reliable vintage car. 20-h.p. Rolls or Alvis "12/50" preferred. Masser, Officers' Mess, R.A.F., Stanmore Park, Middlesex. [3166

**CRANKSHAFT** for 1935 Singer Nine "Le Mans" 2-seater or experience of fitting alternative engine. 10, Fairfield Avenue, Staines. [3169

**ALVIS SPEED TWENTY-FIVE** sports saloon, 1937 or later, required by advertiser, South Yorks. Must be absolutely sound throughout. Low price essential. Box No. 848, MOTOR SPORT, 15, City Road, E.C.1. [3170

**A.B.C. MOTOR-CYCLE,** 398 c.c. or 500 c.c., any parts, engine or cycle. R. Fryer, 28, Carlyle Road, Staines, Middlesex. [3175

**COPY OF "MOTOR SPORT"** for May, 1950. Good price paid. FitzGerald, "Kildare," Hookpit, Winchester. [3177

**ALFA "1,500" MONOBLOC.** Engine block, valves, tappets. Would consider complete engine. State condition and prices please. Box No. 804, MOTOR SPORT, 15, City Road, E.C.1. [3213

**LANCIA APRILIA** or Ardea, Morgan "4/4" or Standard Twelve independent suspension unit, complete with wheels. Also British Salmson Twelve engine. Mr. Bowling, 24, St. John Street, Stranraer. [3214

**FOUR TYRES,** 600 or 550 by 19, price must be reasonable. Have 12-volt large capacity battery surplus to requirements. 39, The Newlands, Wallington, Surrey. Tel.: Wallington 7114. [3215

**SPEED TWENTY,** Alvis open 4-seater. Please state price and year, if possible send photograph. Box No. 805, MOTOR SPORT, 15, City Road, E.C.1. [3215

**GOOD FORD TEN SPECIAL,** suitable business/sports use. Hood, screens, reasonable, luggage space essential. Fair price please. Details, photo if possible. Young, 79, Kingsdown Parade, Bristol, 6. [3224

## WANTED—*continued*

**ALVIS "12/60"** or "12/70" engine and gearbox, with or without chassis, wheels, back and front axles. Box No. 806, MOTOR SPORT, 15, City Road, E.C.1. [3216

**M.G. "PB,"** dead or alive. Details and price please: North-west. Hall, 469, Lytham Road, Blackpool. [3218

**M-TYPE "MIDGET,"** good price paid for really good specimen. No others wanted. "Ridgeway," Church End Avenue, Runwell, Essex. [3230

**TWO-DOOR SALOON** or utility type body for 1930 Riley Nine chassis. Instruction handbook for 1933 Riley Nine engine. Relton, 15, Beverley Drive, Edgware, Middlesex. [3231

**M.G. 1934/5 MAGNA/MAGNETTE** block, must be sound, or complete engine. D. Woodhouse, Kirkheaton, near Huddersfield. [3232

**PAIR TWIN RIMMED REAR WHEELS,** to take 4.50 by 17 in. tyres on 42-mm. hubs, also pair 16-in. rimmed wheels to take 6.00 by 16 in. tyres, to be "built out" to suit Type 30 Bugatti. Box No. 826, MOTOR SPORT, 15, City Road, E.C.1. [3310

**SPARE WHEEL REQUIRED** for B.S.A. Scout. Condition of hub and spokes immaterial if rim is sound; also any other "Scout" spares. Bottomley, 23, Marcroft Avenue, Blackpool. [3253

**SPORTS, TOURING OR SPECIAL BODY** for 1935 Austin Seven. Particulars to: Worden, 8, Hazel Bank, Blackburn. Tel.: Blackburn 5191. [3263

**ROLLS-ROYCE 20-H.P.** or "20/25" wanted privately; must be in good condition; preferably open or coupé. I cannot afford more than £300 at most, but will give a really good home to a suitable car. Early 'thirties if possible. Box No. 819, MOTOR SPORT, 15, City Road, E.C.1. [3269

**AUSTIN SEVEN BODY,** tourer or similar, suitable 1929 chassis, or might consider complete car. Box No. 814, MOTOR SPORT, 15, City Road, E.C.1. [3271

**MAGNETTE** 1935 chassis frame, springs and front wings. Exchange 1938 Willys fixed coupé, "15/9," excellent appearance, for good sports, value £325. 34, Tynyparc Road, Whitchurch, Cardiff. Tel.: Whitchurch 1821. [3277

**SUNBEAM 18.2-H.P. ENGINE** complete or parts; Sunbeam Magna wheel, wings, radiator. Aird, 11, Brookfield Road, Bedford. [3278

**EXCHANGE 1931/32 AUSTIN SEVEN** sports/tourer, fitted new dynamo, carburetter, tyres, liners, for 1931 M.G. 209, Golders Green Road, N.W.11. [3286

**URGENTLY—B.S.A. THREE-WHEELER** or Scout front drive, complete hub assemblies or any bits, half-shafts, universal joint parts, wheels, etc. 29, Queenswood Road, Moseley, Birmingham. [3287

## WANTED—*continued*

**SET 5.50 BY 19** or 6.00 by 19 tyres, slightly used or remoulds. Also pair large headlamps. Box No. 817, MOTOR SPORT, 15, City Road, E.C.1. [3290

**M.G. MIDGET "TA"** in exchange for 1939 Ford Eight in excellent condition. Ward, 22, Shrewsbury Road, Beckenham, Kent. [3299

**ONE OR TWO BUCKET SEATS,** good condition, green, complete with sliding adjustment, from Standard Big Nine or Twelve, Lanchester Ten, Rover Ten. Box No. 827, MOTOR SPORT, 15, City Road, E.C.1. [3314

**M.G. PA-TYPE CYLINDER BLOCK** wanted. Also other spares. Price, etc.: Phorson, 22, Ettrick Grove, Sunderland. [3318

**RELIABLE CAR,** open or D.H.C., good condition essential. Around 12 h.p. Alvis, Lea-Francis, Riley or similar. Not over £170. Box No. 830, MOTOR SPORT, 15, City Road, E.C.1. [3322

**ENTHUSIAST REQUIRES** V12 Lagonda engine, new if possible but secondhand not objected to. Box No. 831, MOTOR SPORT, 15, City Road, E.C.1. [3327

**RELIABLE ENGINE** developing upwards of 150 b.h.p. required for racing motor-boat. Box No. 832, MOTOR SPORT, 15, City Road, E.C.1. [3328

**LANCIA LAMBDA** 5th series, torpedo tourer 8th series brakes and steering, in completely original condition. 90, Brighton Road, Banstead, Surrey. Tel.: Burgh Heath 1520. [3336

**LANCIA OR ALFA** wanted. Any model or condition. 90, Brighton Road, Banstead, Surrey. [3336

**FIAT "500" OR "1,100,"** after 1937. Chassis, engine, etc., complete, damaged, dismantled or burnt out. Condition immaterial, if price reasonable. Box No. 837, MOTOR SPORT, 15, City Road, E.C.1. [3352

**ALVIS BEETLEBACK "12/60."** Good condition. All letters answered. D. H. Shaw, Manor House, Manor Road, Oldham, Lancs. [3354

**"J2" OR LATER BODY.** Fold-flat windscreen. Slab-tank. Green. Tel.: Mountview 9313, after 6 p.m. [3357

**1935 M.G. MIDGET** PA-type handbook. E. G. Mounington, The Bungalow, Row of Trees, Alderley Edge, Cheshire. [3366

**URGENTLY.** Sports or o.h.c. up to 16-h.p. Reasonable condition. Photo if possible. 25, Rosehill Court Parade, Morden, Surrey. [3334

**LANCIA DILAMBDA** saloon preferred. State year, tyre size, condition, engine, chassis, coachwork and price. Box No. 834, MOTOR SPORT, 15, City Road, E.C.1. [3337

**T-TYPE M.G.,** condition unimportant so long as price reasonable. 104, Kingston Road, Wimbledon. [3153


# KILBURN TIME — SAVES TIME!!

## HIRE PURCHASE ON THE SPOT

**PAY DEPOSIT ——— AND DRIVE AWAY ——— IN 10 MINUTES**

**200 USED CARS TO CHOOSE FROM MOSTLY UNDER £400**

*A FEW FROM STOCK*

| | | | |
|---|---|---|---|
| 1949 M.G. "TC" sports 2-seater, colour white with beige leather upholstery. Immaculate .. .. | 699 gns. | 1939 Triumph Dolomite roadster, colour green with red leather upholstery. As new .. .. .. | 399 gns. |
| 1939 M.G. "TA" Tickford drophead coupe. Re-sprayed durotone green. Mechanically sound and very attractive .. .. .. .. .. | 469 gns. | 1939 Austin "12/4" four-door sun saloon, colour beige with brown leather upholstery. Good appearance and excellent runner .. .. .. | 379 gns. |
| 1937 Morgan 990-c.c. sports three-wheeler, fitted J.A.P. engine, colour red with cream wings. Excellent condition .. .. .. .. .. | 199 gns. | 1939 B.S.A. Scout 2-seater, colour red with maroon leather upholstery. Mechanically sound and of excellent appearance .. .. .. .. .. | 299 gns. |
| 1933 Riley Nine drophead coupe, colour brown with leather upholstery to match. New hood, good tyres. Mechanically sound .. .. .. .. .. | 149 gns. | 1937 Jaguar 2½-litre sports four-door sun saloon, colour black with maroon leather upholstery. Very smart and sound mechanically .. .. .. | 299 gns. |

**OTHER SPORTS CARS AVAILABLE AT OUR SHOWROOMS — 773, HIGH ROAD, SEVEN KINGS — SEVEN KINGS 4066**

*TOP WEIGHT GIVEN IN PART EXCHANGE FOR YOUR PRESENT CAR OR MOTOR CYCLE*

NO FORMALITIES NO GUARANTORS NO BUNKUM

OPEN 9—7
SIX DAYS
A WEEK

# RAYMOND WAY

## KILBURN, N.W.6

KILBURN PARK (BAKERLOO LINE) 150 YARDS

TELEPHONE
MAIDA VALE 6044
(20 lines)

## WANTED—*continued*

**ONE RILEY REDWING FRONT AXLE** with brakes. Hardy, 2, Clorane Gardens, N.W.3. Tel.: Hampstead 4203. [3025

**ALFA-ROMEO CYLINDER BLOCK,** 1931, 1,750-c.c. Southern Cylinder Services, Ltd., 55, Church Road, Wimbledon. Tel.: Wimbledon 1153. [3043

**ARNOTT LOW PRESSURE SUPERCHARGER** type 1020 and carburetter 7/8th or similar installation for FIAT 500. 10, High Street, Robertsbridge, Sussex. [3049

**ROVER 14-H.P.** 1935 or 1936 Streamline coupé with three-carburetter Speed Fourteen engine. Mechanical or body condition immaterial. Auto Port, Ltd. Tel.: Elstree 1540. [3055

**WANTED PRIVATELY.** Four-seater open Magnette, N-type preferred. Fletcher, 9, Whetstone Road, Cove, Farnborough, Hants. [3060

**£200 OFFERED** M.G. "PA," "PB," or "J2," Morgan "4/4," or similar low h.p. sports car. Inch Murrin, Loch Lomond, Balmaha, by Glasgow. [3062

**SALMSON STEERING GEAR** complete. One or more required urgently. Price and condition to Box No. 775, MOTOR SPORT, 15, City Road, E.C.1. [3065

**WANTED URGENTLY.** Cylinder head for standard o.h.v.-engined 1947 Morgan "4/4." Derek Howard, Royd Lodge, Victoria Road, Bridlington. [3068

**FIAT 400** 1937 spares wanted, cheap. Doors, petrol tank, seats, differential gears and housing. Must be in sound condition. Box No. 776, MOTOR SPORT, 15, City Road, E.C.1. [3073

**750 TWIN J.A.P.** Send details to J. W. Cox, Shirley, Birmingham. [3074

**"4.3" ALVIS ENGINE.** Bowes Road Garage and Engineering Co., Ltd. (The Citroen Specialists), New Southgate, London, N.11. [3075

**FOUR FIAT 500 WHEELS.** Must be in good condition. No fancy prices please. Phillips, 24, Moseley Road, Cheadle Hulme, Cheshire. [3081

**S.V. BAMFORD ASTON-MARTIN.** Full particulars and price to 42, Canal Bank, Monton, Manchester. [3083

**LAGONDA 2-LITRE,** 1929, high-chassis radiator and shell, also windscreen, hood and framework. Box No. 785, MOTOR SPORT, 15, City Road, E.C.1. [3086

**WANTED, STARTER** for 508C 1,100-c.c. FIAT. J. Hulme, 4/5, Northwood Hall, Hornsey Lane, N.6. [3092

**TYRES**—Urgently required, four 775 by 145 beaded edge, new or in good condition. Lt. M. E. Mocatta, H.M.S. Collingwood, Fareham, Hants. [3097

## WANTED—*continued*

**POTENT VEHICLE,** vintage or otherwise, preferably open 4- or 2/4-seater. "Blandford," New Salts Farm Road, Shoreham-by-Sea, Sussex. Tel.: Shoreham (Sussex) 3618. [3099

**MORGAN "4/4,"** 1938-39, 4-seater wanted. Could exchange excellent M.G. "PB" 2-seater. Price and full details: Cox, 41, Beatty Hall, Yarnfield, Stone, Staffs. [3108

**1935 RILEY KESTREL TWELVE.** Price and particulars: Clarke, 4, Sandown Road, Illingworth, Halifax. Tel.: Halifax 64203, after 6 p.m. [3109

**SET GOOD ORIGINAL MUDGUARDS** for 7th series Lambda. Interested other Lambda parts, handbook, literature. 14, Cranley Gardens, Wallington, Surrey. [3113

**DROPHEAD COUPE,** up to 2 litres, must be perfect. Box No. 839, MOTOR SPORT, 15, City Road, E.C.1. [3118

**M.G. "L" CYLINDER BLOCK** or complete engine unit required, if reasonable. Thomas, 43a, Market Street, Loughborough. [3119

**ALLARD,** pre-war or early post-war, in first-class order. Give details of any suspension or engine modifications. Box No. 789, MOTOR SPORT, 15, City Road, E.C.1. [3121

**PSEUDO SPORTS CAR** on Chevrolet or Humber Snipe chassis. Lightweight open 2- or 2/4-seater. For export, reliability essential. Box No. 790, MOTOR SPORT, 15, City Road, E.C.1. [3122

**FRAZER-NASH** 4-seater, preferably vintage. Condition of body and interior unimportant. Must be Meadows engined, good mechanically, open to R.A.C. inspection, and have weather equipment. Up to £220. Murray, 3, Burleigh Road, Loughborough, Leics. [3129

**RILEY NINE,** 1933, finned helical gearbox case or box complete. Startin, The Grove, Exhall, Coventry. Tel.: Bedworth 3116. [3130

**FIVE SHILLINGS OFFERED** for the first clean copy of MOTOR SPORT, December, 1948. Scobey, Market Place, Penzance. [3131

**MAKER'S HANDBOOK FOR 1937 "TA" M.G.** Write: P. A. Tindall, 22, Rosemary Avenue, Enfield, Middlesex. [3132

**WINGS** for 1936 S.S. Jaguar 100, 2½-litre. Condition must be good. Fairview, Eynsford Road, Farningham, Kent. [3133

**"K" MAGNETTE** or "L" Magna, or similar chassis, less engine, any condition. Edge, 53, St. Helen's Gardens, London, W.10. [3134

## WANTED—*continued*

**AUSTIN SEVEN NIPPY CRANKCASE,** to take 1½-in. crankshaft. 50, Temple Sheen Road, London, S.W.14. [3135

**HUMBER "9/20," 1926, SPARES:** Track-rod ends, steering pins, bushes, silencer. 18, Rose Vale, Heald Green, Cheshire. [3138

**OPTIMIST REQUIRES** cheap post-1932 open 2-seater Morris Minor, in good mechanical condition. Taylor, 4, Dale Road, Purley, Surrey. Tel.: Uplands 6860. [3144

## SITUATIONS WANTED

**ADVERTISER WITH CAPITAL,** technical college trained to A.M.I.Mech.E. standard, comprehensive garage experience, wishes to take active partnership in motor trade, interested sports and racing car building, but will consider anything. Box No. 770, MOTOR SPORT, 15, City Road, E.C.1. [3015

**ENTHUSIAST, AGED 21,** good, fast driver. Keen to drive in competitions. Drive anything. No pay or commission wanted, just chance to drive! Box No. 849, MOTOR SPORT, 15, City Road, E.C.1. [3053

**EX-SERVICEMAN,** 27, public school, married, seeks progressive position, preferably in motor trade. Two years drawing board, 16 months supervising plant erection. Motoring enthusiast, some practical experience. Resident S.W. London. Taking National Certificate course in mechanical engineering. Box No. 809, MOTOR SPORT, 15, City Road, E.C.1. [3229

## SITUATIONS VACANT

**DRAUGHTSMAN REQUIRED** by Automobile Research concern. Age 25–35. Experience and sound mechanical background essential. Excellent prospects. Near London. Box No. 762, MOTOR SPORT, 15, City Road, E.C.1. [2951

## MISCELLANEOUS

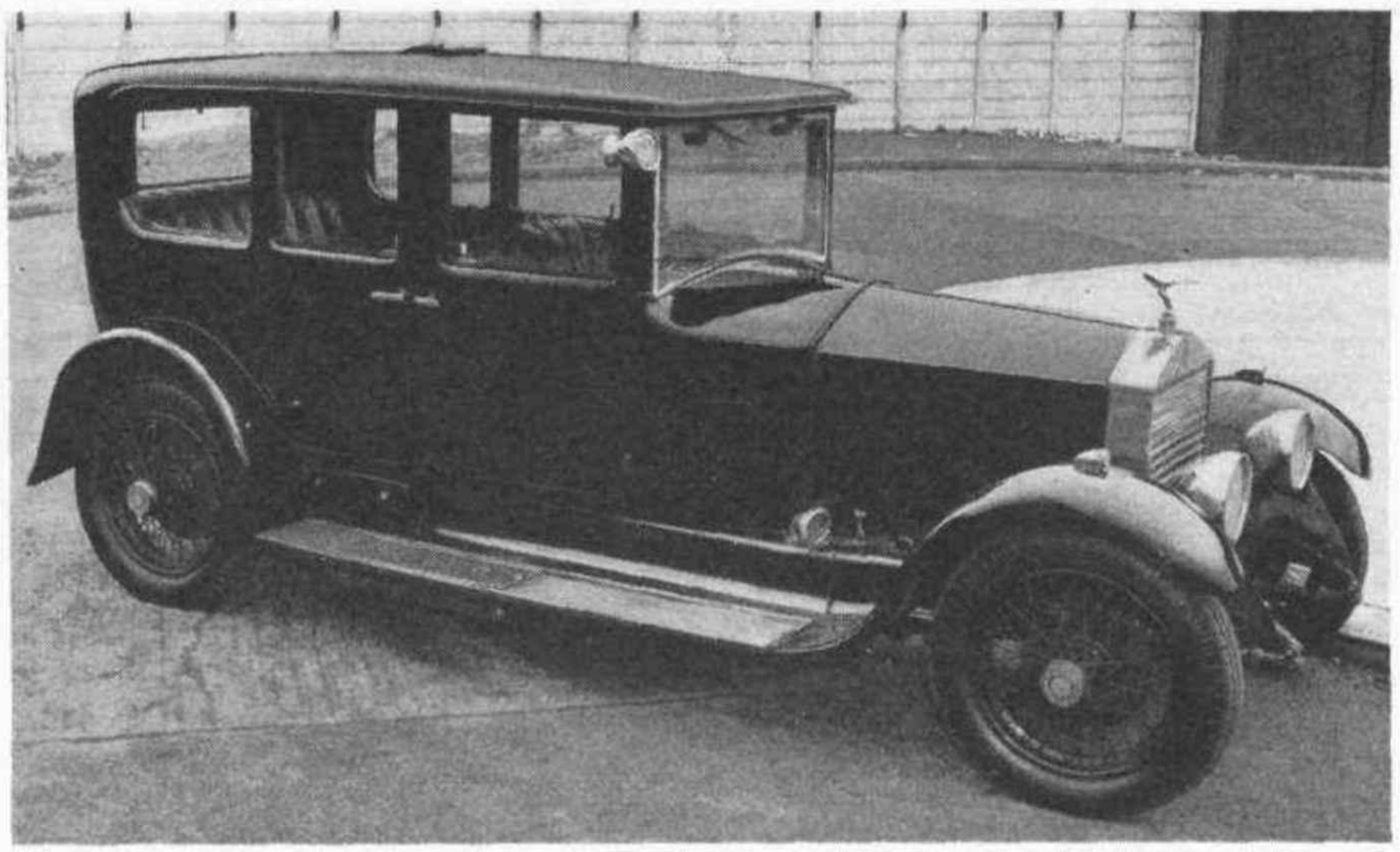
**GENUINE ENTHUSIAST,** male (24), just sold own car due no workshop facilities. Wants to team up with another who owns car for season's events, any type. Share financial expenses. London-Essex area. Box No. 791, MOTOR SPORT, 15, City Road, E.C.1. [3125

**PLEASANT HOLIDAYS** in old world Cornish farmhouse. Own produce. Parties of six or eight can be accommodated, opening in March. Motor enthusiasts especially welcome. Apply for particulars from Mrs. Terence Maunsell, Colgrease Farm, Cubert, near Newquay, Cornwall. [3104


*Weekdays 9-7*
*Sundays 10-1*

# CHARACTER CARS

*Please Enquire for Current Stock*



**ROLLS-ROYCE** "TWENTY." ONE OWNER, TO WHOSE ORDERS THE WINDOVER BODY WAS BUILT, FROM 1928 UNTIL 1950. MAINTAINED THROUGHOUT BY MAKERS, THEIR WRITTEN RECORD ATTACHED TO INSTRUCTION MANUAL. IN QUITE SUPERLATIVE ORDER FROM EVERY VIEWPOINT. TAXED. SUBJECT TO BEING UNSOLD **£550**

**124-126, HAYDONS ROAD, WIMBLEDON, S.W.19** **TELEPHONE: LIBERTY 7677-8**

ALLARD

*The sportsman's choice*



A MILLION MILES OF TRIALS



Alpine Rally

International successes include :

★ MONTE CARLO ★ WATKINS GLEN

★ MALOJA ★ LE MANS ★ LISBON

★ BOULEY BAY ★ BO'NESS ★ SHELSLEY WALSH

**Allard Motor Co. Ltd**

24·28 CLAPHAM HIGH ST · LONDON · S·W·4

ALMOTCO · LONDON MACAULAY · 3201/3

*Jubilee* PATENTED WORM DRIVE CLIP

*the finest CLIP in the world*



Absolutely leakproof joints on Air, Water, and Oil lines, are swiftly and easily made by using "Jubilee" Worm Drive Clips. They stand up to any pressure.

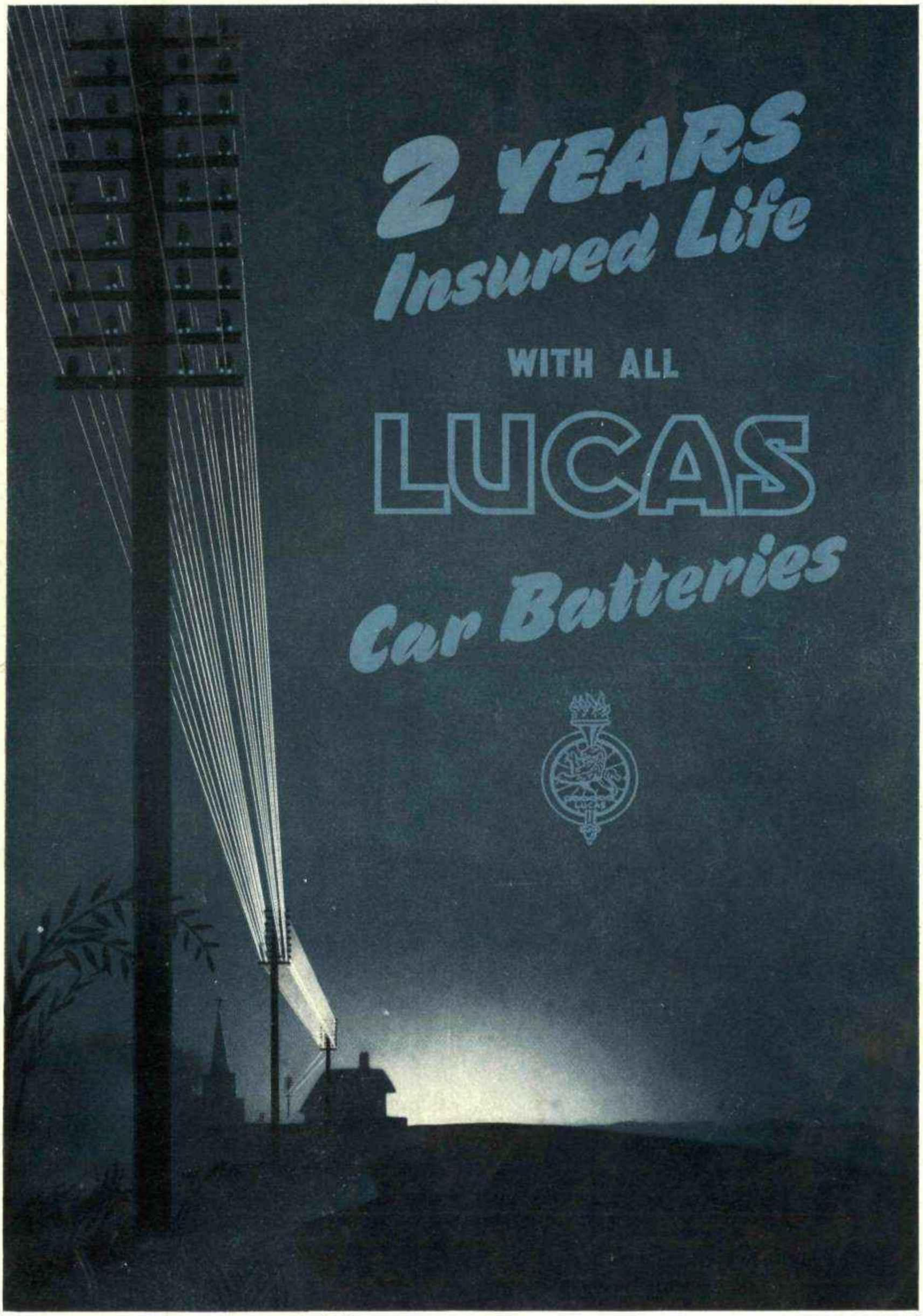
Millions are in daily use on Lorries, Tractors, Cars, Aeroplanes, Diesel Locomotives, Portable Engines, etc.




★ Write for details quoting reference RV/12

**L. ROBINSON & CO., (GILLINGHAM) LTD.,**

*Gillingham Kent*




JOSEPH LUCAS LTD · BIRMINGHAM · ENGLAND


Published by The Tresdale 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.