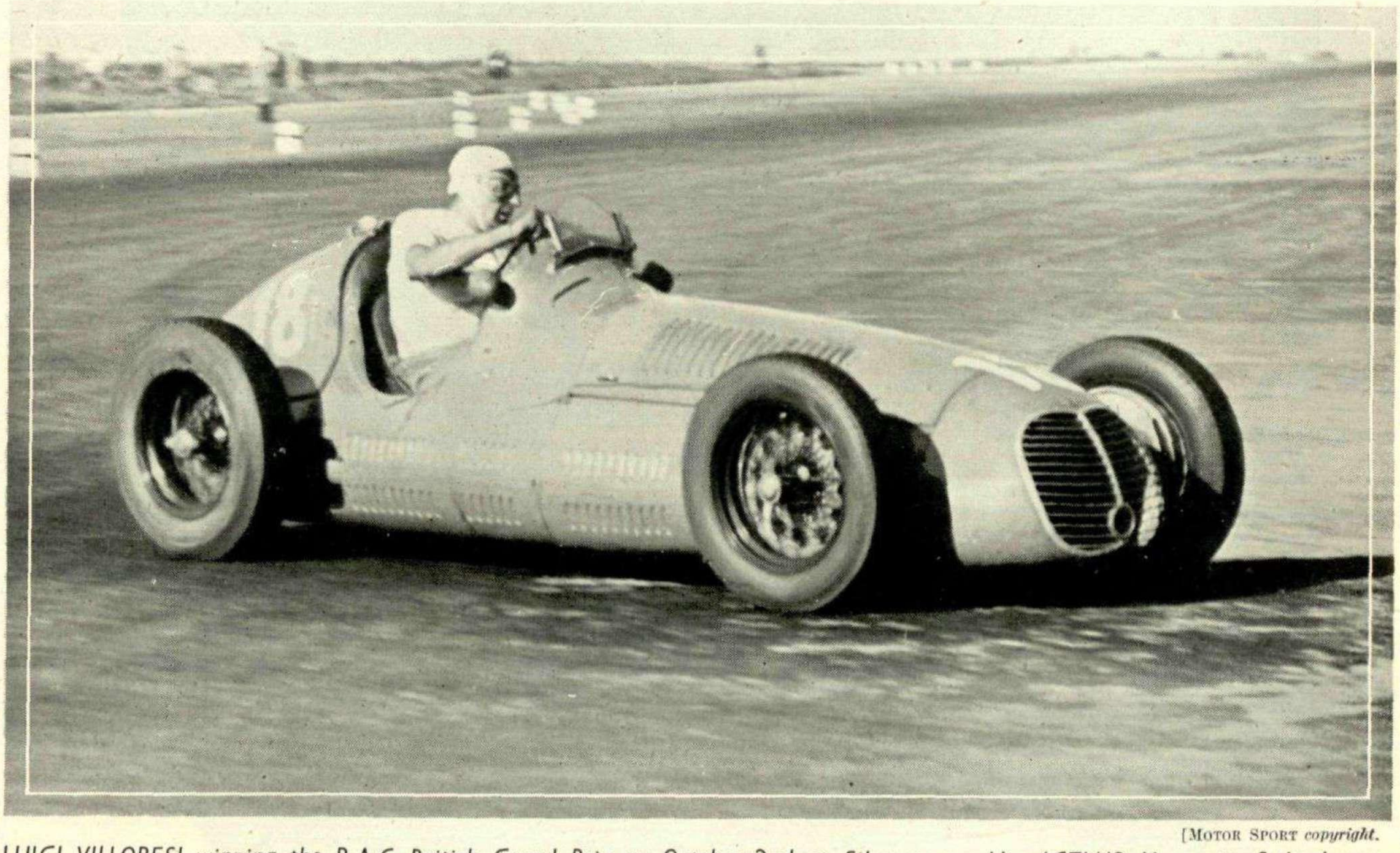
Vol. XXIV No. 11 SECOND SHOW NUMBER November, 1948

MOTOR SPORT

INCORPORATING Speed

ONE SHILLING MONTHLY

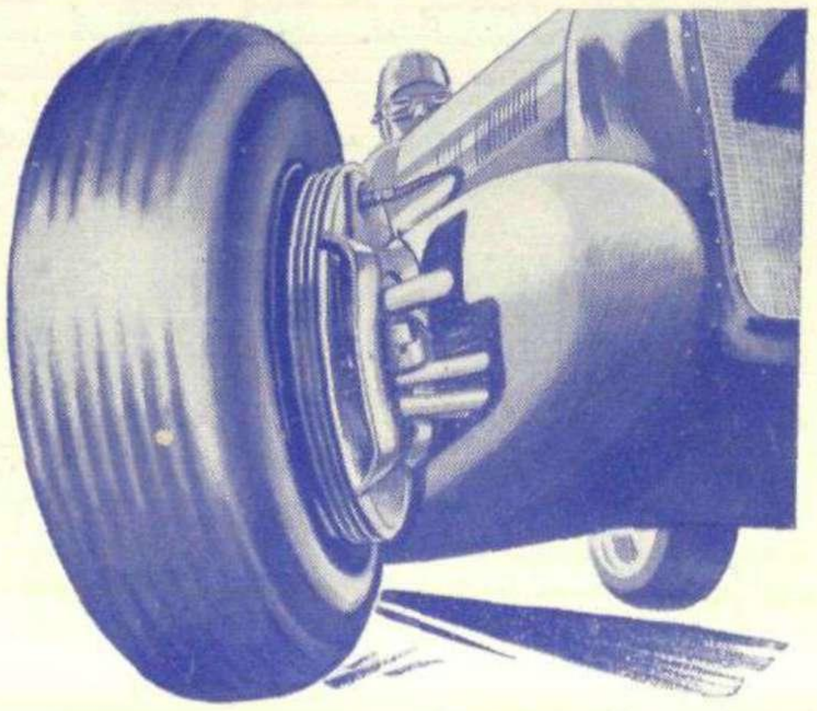


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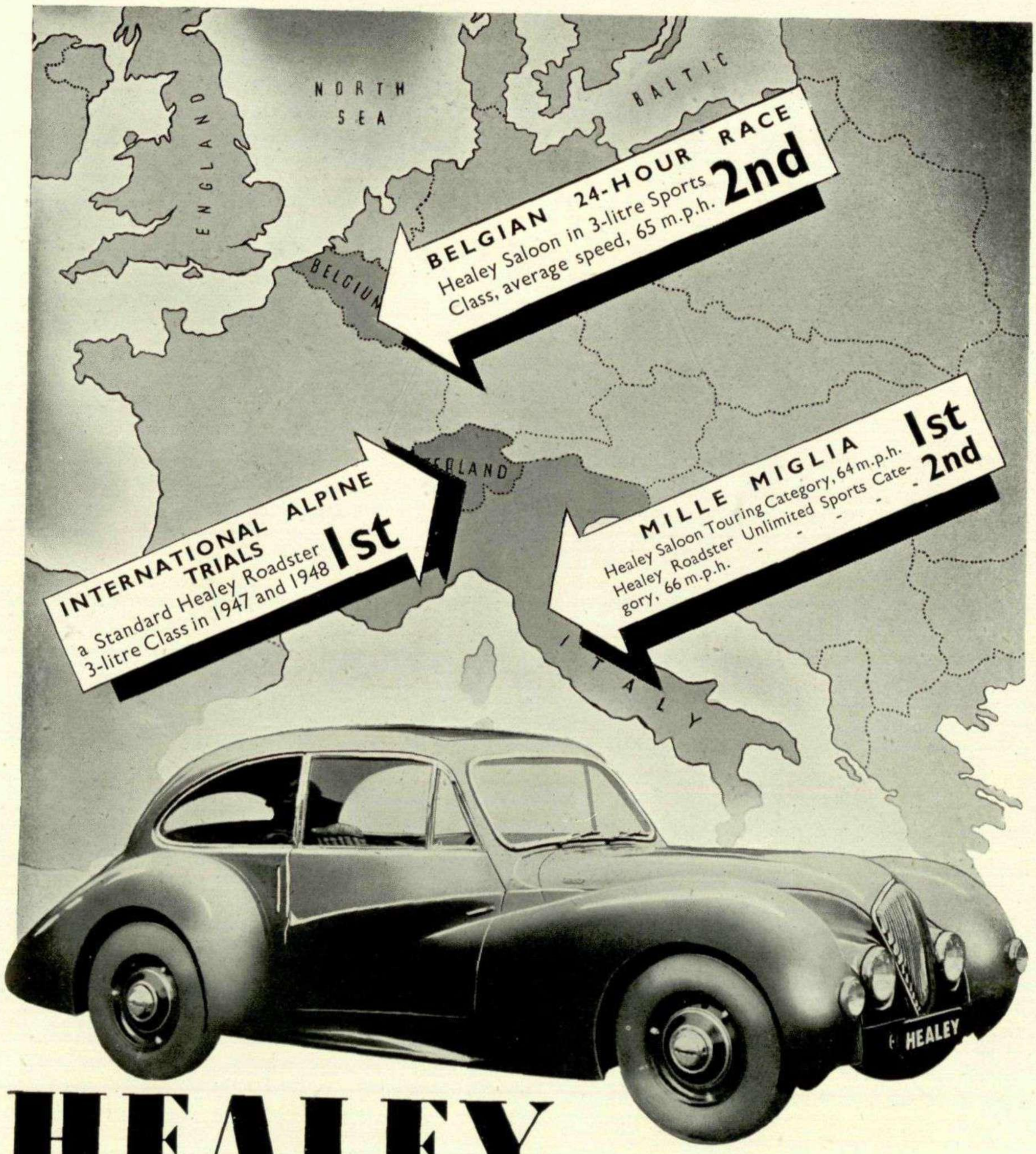
LUIGI VILLORESI winning the R.A.C. British Grand Prix on October 2nd at Silverstone. His 4CTL/48 Maserati of the latest type averaged 72.28 m.p.h. and set a lap record for Britain's new road circuit of 76.82 m.p.h. Compare Villoresi's style with that of other drivers, shown in the race report.

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VOL. XXIV. No. 11 NOVEMBER, 1948 PRICE ONE SHILLING

MOTOR SPORT

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MATTERS OF THE MOMENT

SILVERSTONE

There is no doubt about it—our first post-war R.A.C. International Grand Prix at the new Silverstone circuit on October 2nd was an immense success, and must be repeated in 1949.

The 3¾-mile course is a very good one, although rather better definement of the corners is called for. The record lap, set by *Villoresi's Maserati at 76.82 m.p.h., we may assume by a* car not really very hard pressed, compares favourably with the lap record for Brooklands' Campbell Circuit of 77.79 m.p.h., held by Raymond Mays' E.R.A., although it does not quite approach the Donington lap record of 84.31 m.p.h., admittedly held by the larger German G.P. cars.

Criticism of Silverstone's first meeting would be unfair, in view of the very short space of time in which the R.A.C. got everything ready. Indeed, the organisers deserve credit for achieving so much, and, in case the magnitude of their task is incomprehensible, let us remind you that, from the purely physical angle, some 170 tons of straw bales had to be correctly positioned, 250 mark tubs put out, 10 miles of signal wiring laid and 620 marshals briefed for duty. Apart from these matters, there was the enormous amount of paper-work involved, even to obtaining insurance for the Scuderia Ambrosiana lorry and *ensuring that R.A.C. patrols met the Italians and conducted* them from docks to circuit. It was certainly a mighty task and Col. Barnes could be excused for getting somewhat harassed at times. Practically everything worked well, although the uprights of the temporary bridge over the course only went in concrete on the Tuesday before the race, the grandstands were still being completed on the Friday and some of the official offices in the outbuildings of Luffield Abbey Farm were a trifle spartan. Some friction seemed to arise between rival *posses* of marshals, and although it must be assumed that each and every one of them was prepared to work hard in return for a free view, either they were unable to stem the crowd as it invaded the course at the end of the race, large as were their numbers, or they had been ineffectively placed for a rather obvious emergency. It seems, too, that some of the sixty policemen present might have been directed to this vital duty. *However, doubtless all that will be put right by next year,* when one hopes that better accommodation for drivers will be available at the course—no one seemed very bright when the Italian drivers sought facilities for removing the grime of practice and the stains of victory.

Many people philosophically said that the race would be more open since the Alfa-Romeos weren't coming. But we cannot agree with a contemporary that "there is very little doubt that the reputation of Alfa-Romeo and maybe Italian prestige in general has declined sharply in this country since it became certain that Alfa-Romeo cars would not run." As Italian cars finished first and second in our race it is hard to see how Italian prestige can have suffered! True, British drivers have raced in Europe since the war entirely at their own expense, whereas Alfa-Romeo wanted some £2,500 to fly their team to Silverstone and home again in time for the Monza race on October 17th. But British independents race for sport, Alfa-Romeo as a business proposition. The attendance at Silverstone has been estimated as 100,000 so the R.A.C. should have taken some £50,000, *against which should be set the sum asked by Alfa-*Romeo if we wanted their cars to run—and had they run the "gate" might have been even bigger.

As for the race itself, the warmest congratulations go out to Luigi Villoresi and Alberto Ascari, who brought the latest two-stage, low-chassis 1½-litre Maseratis home first and second, after every appearance of fierce rivalry. In actual fact, we suspect they had a comparatively unhurried drive, Villoresi averaging 72.28 m.p.h. inclusive of two short pit stops. Grey-haired veteran of countless classic races, he won everyone over with his charming smile, and the swarthy, serious Ascari likewise. As some little compensation for this Italian victory in our first post-war R.A.C. Grand Prix, it is good to find that they relied on Lodge plugs and Ferodo brake linings.

Bob Gerard's third place was terrific and those who could get anywhere near him after the race let him realise it in no uncertain *manner. His pit-stop was excellent and he finished 2 min.* 3 sec. behind the winner. We all want to see him at the wheel of a faster car. That he beat Rosier's Ecurie France Talbot Lago Record, which went through non-stop, is truly creditable. The Talbots, expected by many to give the Maseratis a real run for their money, were disappointing; Comotti retired very early with faulty brakes, Etancelin with an overheating engine, while Louis Chiron complained that his car didn't handle properly and went out with gearbox trouble.

"Bira" did his very best to help his mechanics put right pre-race bothers on his latest-type Maserati, and doubtless this car will do better than 5th place in future contests. Of the other finishers, John Bolster merits commendable mention, finishing *6th, three laps ahead of Hampshire, in what is a very aged* E.R.A.

The 500-c.c. National race, ably won by Rhiando's Cooper, at 60.68 m.p.h., was an epic and proved that the 500 Club Formula cars can provide a spectacle. They need quite a bit of development, however, before they can essay longer distances or fiercer struggles, and we cannot resist comparison between the 30 per cent. of finishers in this 50-mile race and the 50 per cent. of finishers in the 1,100-c.c class of the 1921 200 Mile Race (won, incidentally, at 71.54 m.p.h. by a G.N.) when the cars had no "let up" in the way of corners.

Now that Silverstone and Goodwood are established we in this country can breathe more freely than we have been able to do at any time during the last nine years and anticipate excellent racing next season. We look forward to another British Grand Prix in 1949, and perhaps the T.T. as well—politicians permitting.

THE EARLS COURT EXHIBITION

By the time these words are read, foreign buyers from across the seas will be in this country for our first post-war Motor Show. In spite of the hard times through which we are passing, we feel that at this Exhibition our visitors will get good value. *There are 45 car exhibitors, 21 exhibitors in the coachwork* section, 251 in the accessories and components section, 75 in the equipment section, 46 in the motor-boat section and 18 in the caravan and trailer division.

Many entirely new models will be on view for the first time

and ultra high performance of especial interest to MOTOR SPORT readers will be offered on many stands, notably by Aston-Martin, Bentley, Bristol, Frazer-Nash, Healey, Lea-Francis, Jaguar, etc. It will be apparent that the British car has undergone a major change in outline, appearing in an entirely new sleek style reminiscent of the American car of ten years ago. In the case of the Healey—one of the fastest British production cars ever tested by the Motoring Press—a real aerodynamic approach has been made to the problem of high speed from an engine of modest size, but in most cases the new stylings are more a matter of general neatness of outline, as opposed to true streamlining. The Jowett " Javelin " is about the cleanest of these new-look cars, but this latest British trend is also well portrayed by Austin A90, Standard Vanguard, Singer, Hillman Minx, Vauxhall, Frazer-Nash and many others. It is not easy to define subtle differences in the degree of " cleanness " between such cars, but the general trend is plainly evident. In some cases less drastic streamstyling has been adopted, although often it is a case of retaining vertical instead of horizontal lines for the frontal aspect, with no perceptible lessening of the "airflow "motif.

In other cars the " old-look " has been retained to a greater or lesser degree, although forward-set radiators predominate and inbuilt headlamps are rapidly becoming universal. A few cars, however, bear close resemblance (notably the new Mark V Jaguar) to our earlier conception of the motor car ! It is a matter of choosing a style to suit one's taste, and if not many modernistic cars defeat air resistance sufficiently to reduce fuel consumption or increase speed, certainly they are easy to clean, likely to be free from wind roar and are easy on many pairs of eyes.

Technically the Show has nothing of which to be ashamed. Independent front suspension is almost universal, although those who preach rapid wear from multiples of moving parts and maintain that good results can be obtained with leaf springs and rigid axles, correctly applied, will note that A.C., Alvis, Sunbeam-Talbot, and certain models of Ford, Lea-Francis, Singer, M.G., and Wolseley retain this older form of suspension. On the other hand, Jaguar, Hillman and Morris have but recently introduced i.f.s. systems. Independent rear suspension makes little headway, but will be found on Alfa-Romeo and Lagonda—if the rear-seat comfort of the latter car is any criterion, it is likely to be seen more generally in the future.

The four-cylinder engine shows no sign of defeat at the hands of the " six," but overhead valves have almost vanquished side valves, the latter being found only on Allard, Ford, Hillman and Humber. Bentley, Rolls-Royce and Rover use an efficient form of i.o.e. high-compression head.

One important technical trend is the growing use of two-leading-shoe brakes. For many years braking systems have been beyond reproach and this development ensures that they keep pace with improved performance, so that the high safety factor of the modern car in no way diminishes as engine output and efficiency increase.

These and many other absorbing developments are committed to your personal judgment at the Show which opens to-day at Earls Court. It will remain open until November 6th and on both Saturdays the admission charge is only 2s. 6d.

◆◆◆

IMMENSE CROWDS AT SILVERSTONE GRAND PRIX

Rhiando's Cooper Wins the 500-c.c. Race. Villoresi and Ascari Dominate the Grand Prix in the 4CTL/48 Maseratis. Bob Gerard a Magnificent Third. The New Course Produces High Speeds and Many Retirements.

SO the R.A.C. 500-c.c. National Race and International Grand Prix at Silverstone have come and gone! What a day it was. A perfect sunset on the Friday evening gave way to a beautiful day on October 2nd, and at an early hour streams of vehicles flowed along the admirably policed and sign-posted routes to the new course. Soon the two grandstands were packed with humanity and people mingled on the track with the mechanics preparing cars for the races. Hundreds of club members were briefed as marshals, Dennis May functioned an efficient news-bulletin Press service, Antone dispensed music, and, apart from a shortage of flapping flags, we had all the atmosphere of a big Continental Grand Prix.

Opposite the line of pits the grandstands flanked the road, where the cars would come up a slope from Abbey Curve under the foot bridge and roar past and away to Woodcote Corner. News began to filter through. Strang had changed his gearbox, "Bira" had had an all-night session on his new 4CTL/48 Maserati, while Fry, having three times sheared the drive to the rotary valve of his 500-c.c. car had bought a J.A.P. engine from John Cooper and hastily installed that.

Everyone agreed that the course was first-class, Baron de Graffenried remarking at last he could enjoy himself, with no trees to hit!

At 11.45 a.m. John Cobb drove unobstrusively round the circuit in a Healey "Sportsmobile" escorted by racing motor-cyclists Bell, Frith and Cann, and Silverstone officially existed. Somehow the crowd was cleared, and, cars still choking the entrance roads, the 500-c.c. competitors were assembled.

The 500-c.c. Race

Gale, the new 500 Club Secretary, marshalled his members for their first real race, 50 miles round Silverstone's three-mile 1,180 yards 55 ft., wide circuit. The non-starters were Lones (Tiger Kitten), Bacon (F.H.B.), Russell (Russell), Hartwell (Monaco), Bond (Bond), Davison (Ardilia) and Sparrowe (S.M.S.), letting in three reserves, Page (Cooper), Messenger (Messenger) and Smith (C.F.S.).

Grid positions, determined on practice times were:—Front row: Strang (Strang-H.R.D.), Dryden (Cooper-Norton), Coward (Cowlan-Norton), Rhiando (Cooper-J.A.P.) and Moss (Cooper-J.A.P.), the last-named a firm favourite. Row two: Samuelson (Cooper-J.A.P.), Coldham (Cooper-J.A.P.), Brandon (Cooper-J.A.P.), and Cooper (Cooper-J.A.P.). Row three: Page (Cooper-J.A.P.), Grose (Grose-Norton), Saunders (Cooper-J.A.P.), Aikens (Aikens-Triumph), and Smith (C.F.S.-J.A.P.). Row four: Clark (A.S.A.) Phillips (Fairley-Norton), Gibbs (M.A.C.), Stoop (Spink-Rudge). Row five: Strathcarron (Marwyn-J.A.P.), Fry (Freikaiserwagen-J.A.P.), Wharton (Wharton-B.S.A.), and Flather (Marott-Scott). Row six: Messenger (Messenger), Underwood (Underwood-Scott), Smith (Smith-J.A.P.), and Bosisto (Buzzie II).

THE PRACTICE PERIODS

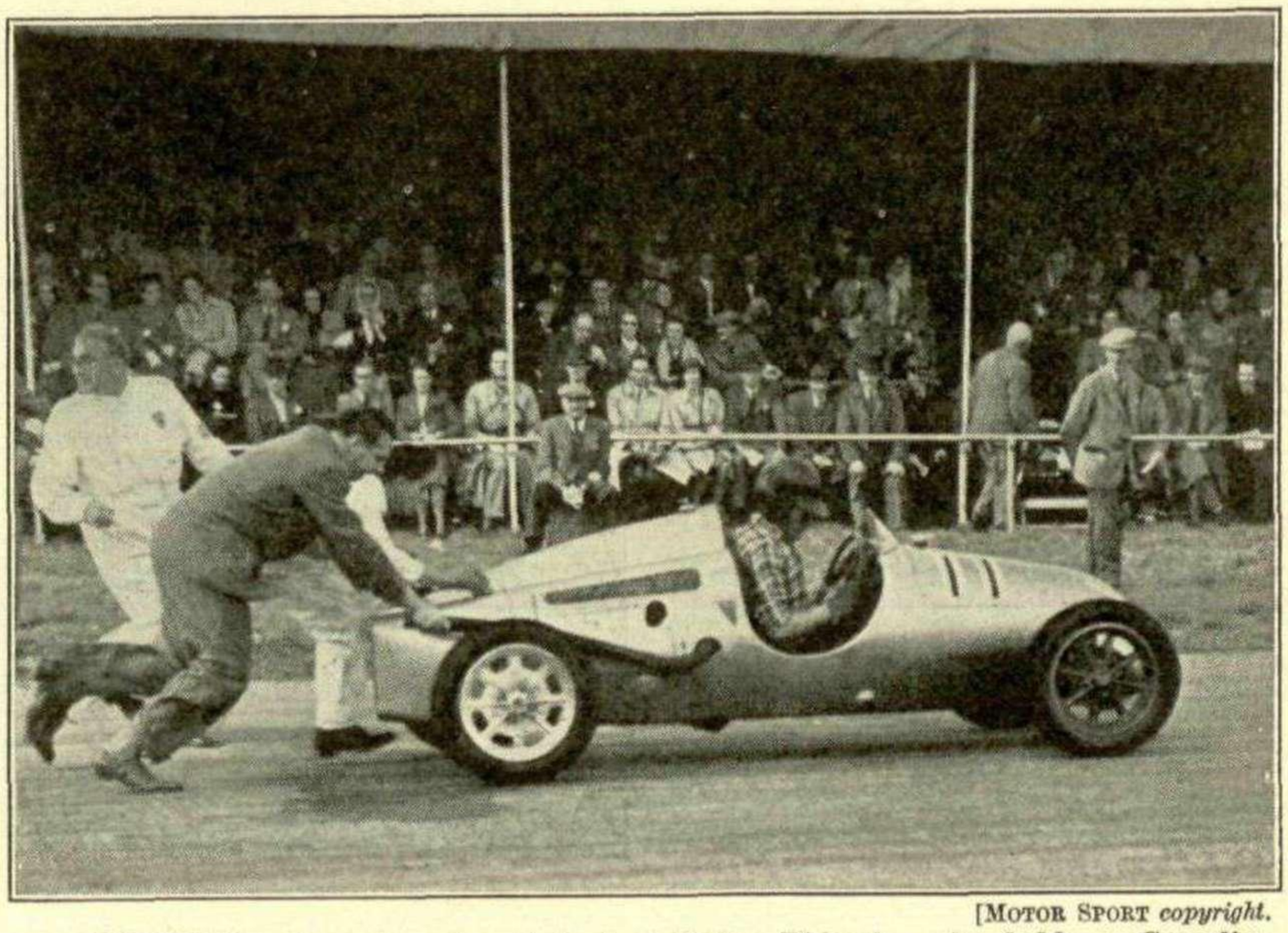
An account of the practice sessions will be found on pages 465-6. It is suggested that these pages be digested before this race report.

Unfortunately the start was marred because only Strang and Moss saw Earl Howe drop the flag and they gained an appreciable advantage thereby, as some drivers, Brandon included, were not in their cars and mechanics were still on the grid. Indeed, past the pits Strang led from Moss, Dryden, Aikens, Coward and Cooper, while Brandon was right away at the end of a crackling, jostling procession. After a lap Moss led Strang, with Dryden, Cooper and Coward behind. Already the Underwood was in for a plug-change, and Page's Cooper for repairs to a broken final-drive chain. The Marott called at its pit, but continued almost at once, the Spink's driver got an "O.K." from a funnel held aloft and Strathcarron badly overshot his pit, and was restarted with difficulty. It was all the greatest fun and rather reminiscent of the 1,100-c.c. class of the 1921 200-Mile Race—save that then the cars had 200 miles to do, at rather better speed!

After three laps, Moss led, at 60.67 m.p.h., 0.7 sec. ahead of Rhiando's golden Cooper, with Dryden 10 sec. behind the American and John Cooper a bare second behind "Curly," then Coward's Cowlan 3 sec. further back. Brandon caught Smith at Woodcote, the A.S.A. was motoring slowly round making weird noises on the overrun and the Fairley sounded healthy and looked very vintage-American-board-track, as its driver wore a motor-cycle crash hat at a rakish angle.

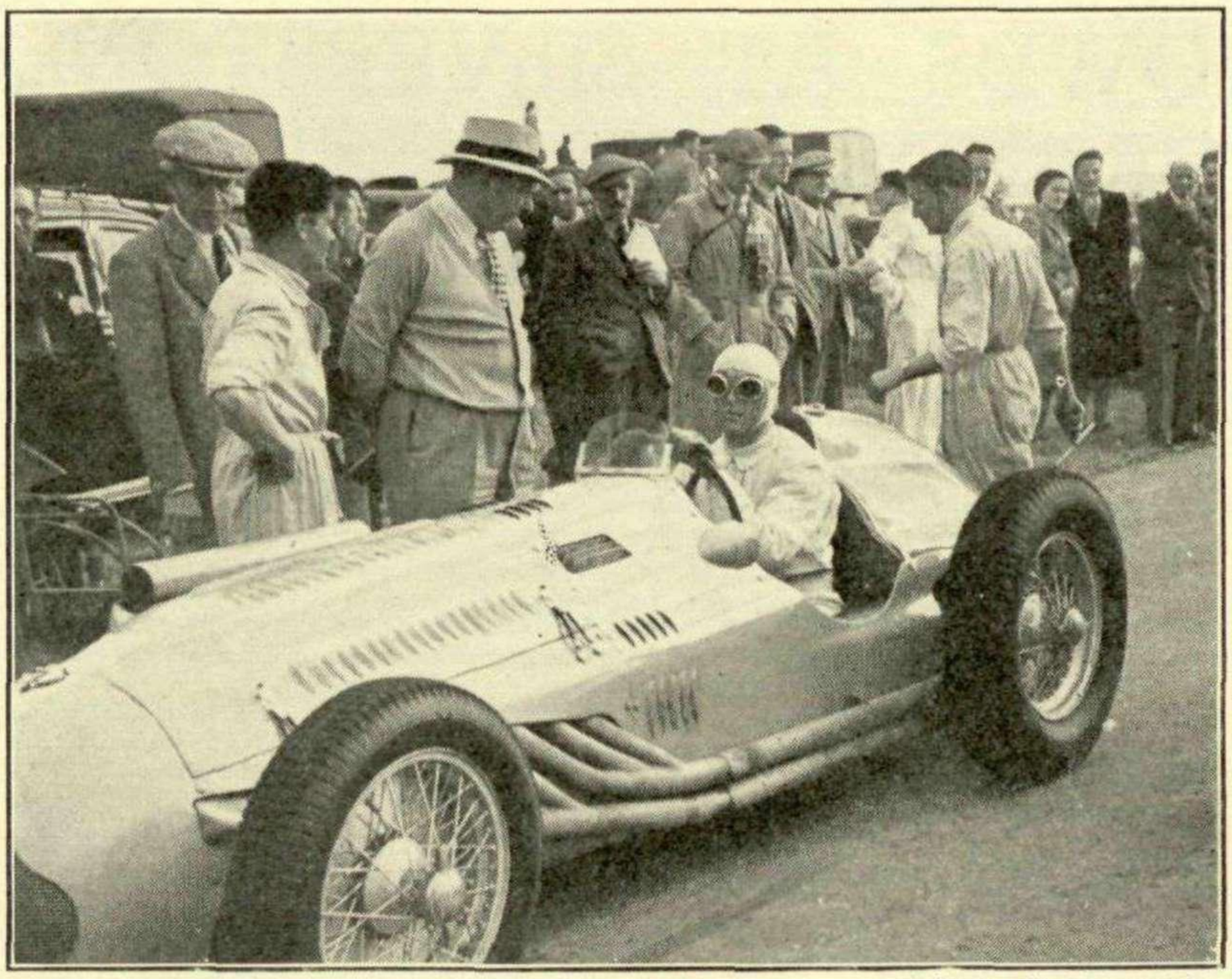
Trouble was rife and Ken Hutchison waited for customers at the pits, his job being to record competitors' misfortunes. The push-stick was rushed across country to the Grose, the Underwood gave best to its oiled plugs, Saunders' Cooper broke a chain at Abbey Curve, but Rhiando went round at the record speed of 63.22 m.p.h., taking the lead sensationally when Moss was reported missing. The latter walked unconcernedly in as Father Moss calmly lit his pipe—alas, the engine sprocket had worked loose. Smith stopped at Maggott's Corner, the Marott, with a broken magneto bracket, at Copse, and Fry pushed off and retired.

After six laps Rhiando led at 61.25 m.p.h. by 32 sec. from John Cooper, with the Cowlan 8 sec. behind in third place, Coldham fourth, Smith fifth. Haze was seen to be issuing from the engine



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500 WINNER.—In spite of a bad start Spike Rhiando, who holds a Canadian competition licence, won the National 500 c.c.-car race at 60.68 m.p.h. in his golden-hued Cooper-J.A.P.



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The famous French "ace" Louis Chiron in the latest "two-cam" Talbot Lago Record, which was destined to retire, caught by the MOTOR SPORT *camera before the start. Behind the car, the Ecurie France "patron," Paul Vallet (in hat), looks on, and hopes . . .*

compartment of Rhiando's car, and, had we but known it, he was being badly burned by leaking fuel—later a broadcast appeal was made for the loan of a pair of trousers for him, and fears were expressed for his famous shirt. Dryden had been chased hard by Cooper until his exhaust pipe broke and he retired. The fun waxed fast and furious. Early on the Spink needed more fuel, Wharton had oil all over his car and a plug change and attention to the carburetter controls were hampered because many small nuts secured the bonnet—clearly he had hoped not to stop! The M.A.C. was distinctly unwell, and poor Smith went out with his engine all but on fire and the tank split. The M.A.C. followed, but the Grose restarted for a while. Aikens lost all his oil pressure and ran one or more big-ends, the Spink refuelled again, the Wharton needed more work and restarted only after a long push, but Brandon was going well, a piece of cowling flapping below the Cooper's engine. The leaders ran on in something of a procession and so ended a most intriguing race, Rhiando winning at 60.68 m.p.h. from Cooper, while Sir Francis Samuelson worked up to third place (he drove back the wrong way of the course after being flagged-in) and Brandon to fourth place. Rhiando used Ferodo brake linings and Dunlop tyres. The full results were :—

1st :	S. Rhiando (Cooper-J.A.P.) ...	60.68 m.p.h.
2nd :	J. Cooper (Cooper-J.A.P.) ...	60.55 ,,
3rd :	Sir F. Samuelson (Cooper-J.A.P.)	59.90 ,,
4th :	E. Brandon (Cooper-J.A.P.) ...	59.87 ,,
5th :	R. Coward (Cowlan-Norton) ...	12 laps
6th :	S. Coldham (Cooper-J.A.P.) ...	11 ,,
7th :	R. Phillips (Fairley-Norton) ...	11 ,,
8th :	J. Stoop (Spink-Rudge)... ...	11 ,,

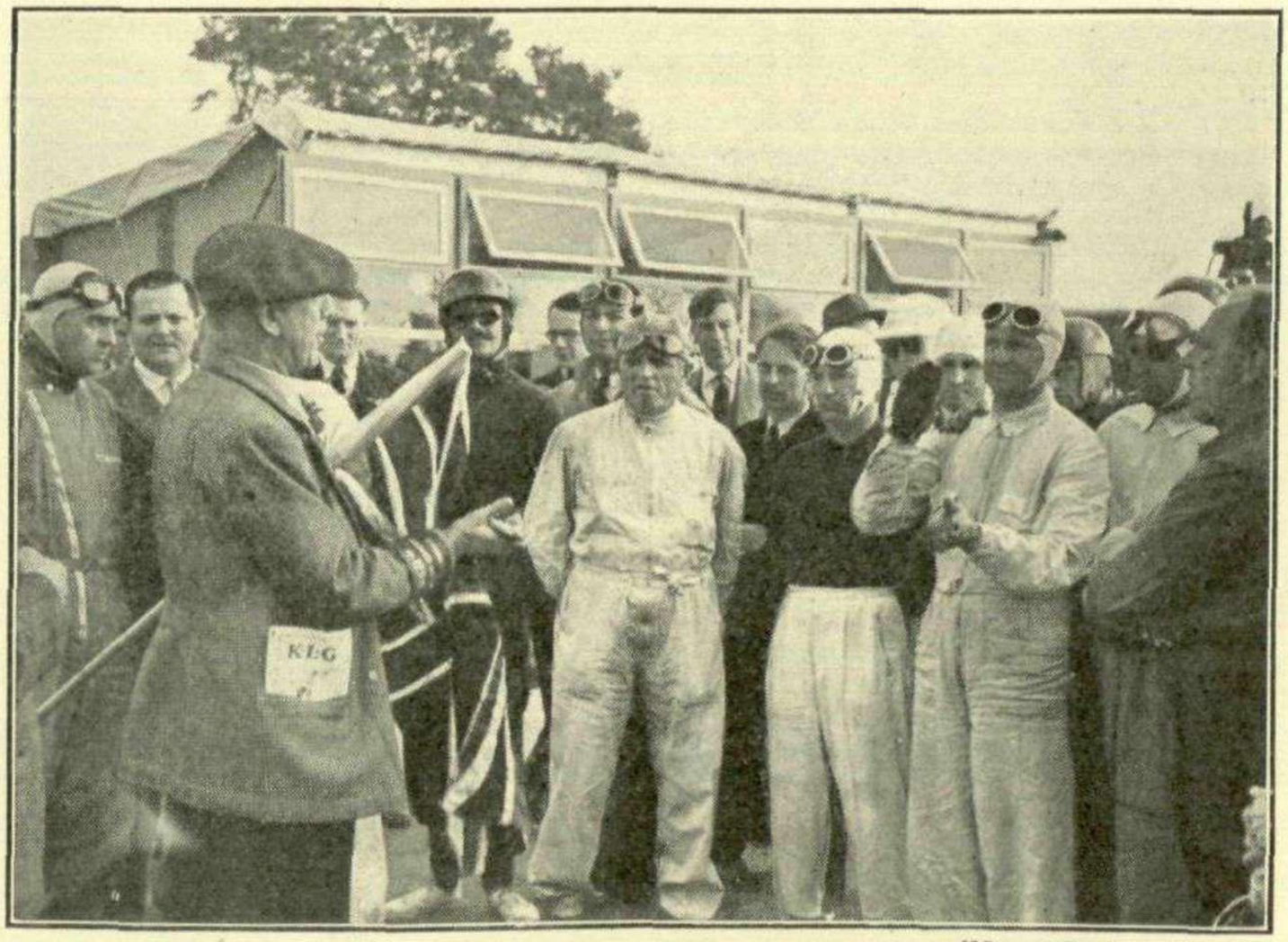
RETIREMENTS

Sanders (Cooper), chain	No lap
Underwood (Underwood), plugs	1 ,,
Bosisto (Buzzie), gearbox...	1 ,,
Messanger (Messanger), engine	1 lap
Strang (Strang), seizure	2 laps
Lord Strathcarron (Marwyn), seizure ...	2 ,,
Fry (Freikaiserwagen), seizure	3 ,,
Clark (A.S.A.)	3 ,,
Gibbs (M.A.C.)	3 ,,
Dryden (Cooper), broken engine bearer and exhaust pipe	4 ,,
Flather (Marrott), magneto	4 ,,
Wharton (Wharton)	4 ,,
Moss (Cooper), engine sprocket	5 laps
Smith (Smith), split fuel tank	6 ,,
Grose (Grose), broken brake pipe ...	6 ,,
Smith (C.F.S.)	7 ,,
Aikens (Aikens), big-ends...	8 ,,
Page (Cooper), chain	9 ,,

This was great stuff and we look forward to a 200-mile race next year, at Silverstone or Goodwood!

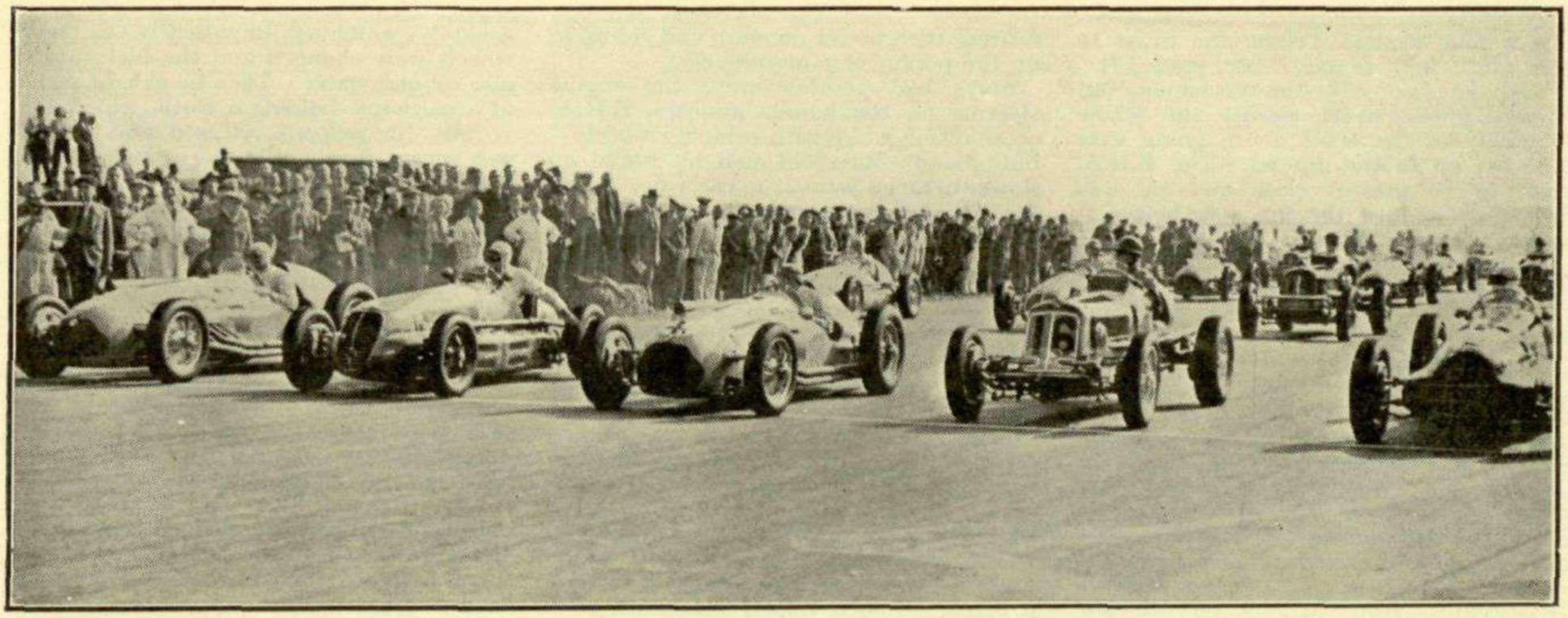
The Grand Prix

Amid intense expectation the cars assembled—a grand spectacle—on the grid for the big race. The Emeryson had been banned by the Stewards, the Alfettes were absent and Sommer's Ferrari and Brooke's Maserati were other absentees, so that Watson's Alta, Bolster's E.R.A., Richardson's E.R.A.-Riley and Nixon's E.R.A. of the reserves, were able to run—making 25 cars in all Ascari, of course, replaced Farina. The grid positions were :—Front row : Chiron (1948 Talbot), de Graffenried (4CL Maserati), Etancelin (Talbot), Gerard (B/C-type E.R.A.) and Johnson (E-type E.R.A.). Row 2 : "Bira" (4CTL/48 Maserati), Parnell (4CTL/48 Maserati), Walker (B-type E.R.A.), and Rolt (Alfa-Romeo). Row 3 : Harrison (B/C-type E.R.A.), Comotti (Talbot), Rosier (Talbot), Bolster (B-type E.R.A.) and Richardson (E.R.A.-Riley). Row 5 : G. Ansell (B-type E.R.A.), Watson (1939 Alta), Mays (D-type E.R.A.) and Hamilton (6C Maserati). Row 5 : Hampshire (special A-type E.R.A.), Nixon (B-type i.f.s. E.R.A.), Bob Ansell (4CL Maserati), Salvadori (8-valve 4C Maserati) and Gilbey (6C Maserati). Last row : Ascari and Villoresi (4CTL/48 Maseratis), so placed because they practised late. Parnell's Maserati already dripped fuel and was topped-up on the line, Baron de Graffenried's engine received attention after it had been started, and Harrison's transmission was warmed on the jack



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***HOW TO DO IT.**—Earl Howe not only started the races, but gave words of advice to the drivers. Bolster, Mays, Etancelin, Comotti, Johnson, Chiron (gesticulating), Parnell (arms folded), Rosier, Ansell, Harrison and others can be seen in this picture.*



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HISTORIC SCENE.—The start of the first post-war British Grand Prix, at Silverstone. From left to right, front row : Chiron (latest Talbot Lago), de Graffenried, whose car is trying to creep (4CL Maserati), Etancelin (Talbot Lago), Gerard (B/C-type E.R.A.), and Johnson (E-type E.R.A.). A moment later they were gone, in a haze of smoke and welter of sound—all save Mays, who stalled his E.R.A., and Salvadori, whose four-cylinder Maserati oiled a plug.

up to the very last minute. Lord Howe called a conference of drivers, search having to be made for Ascari, Villoresi and "Bira." Then he raised the flag, it fell, and that finest of sights was witnessed—the whole pack howling away in a tumult of sound and smoke, each man watchful and jockeying for an opening! As it happened, *not* everyone started, for Mays stalled and Salvadori oiled a plug . . .

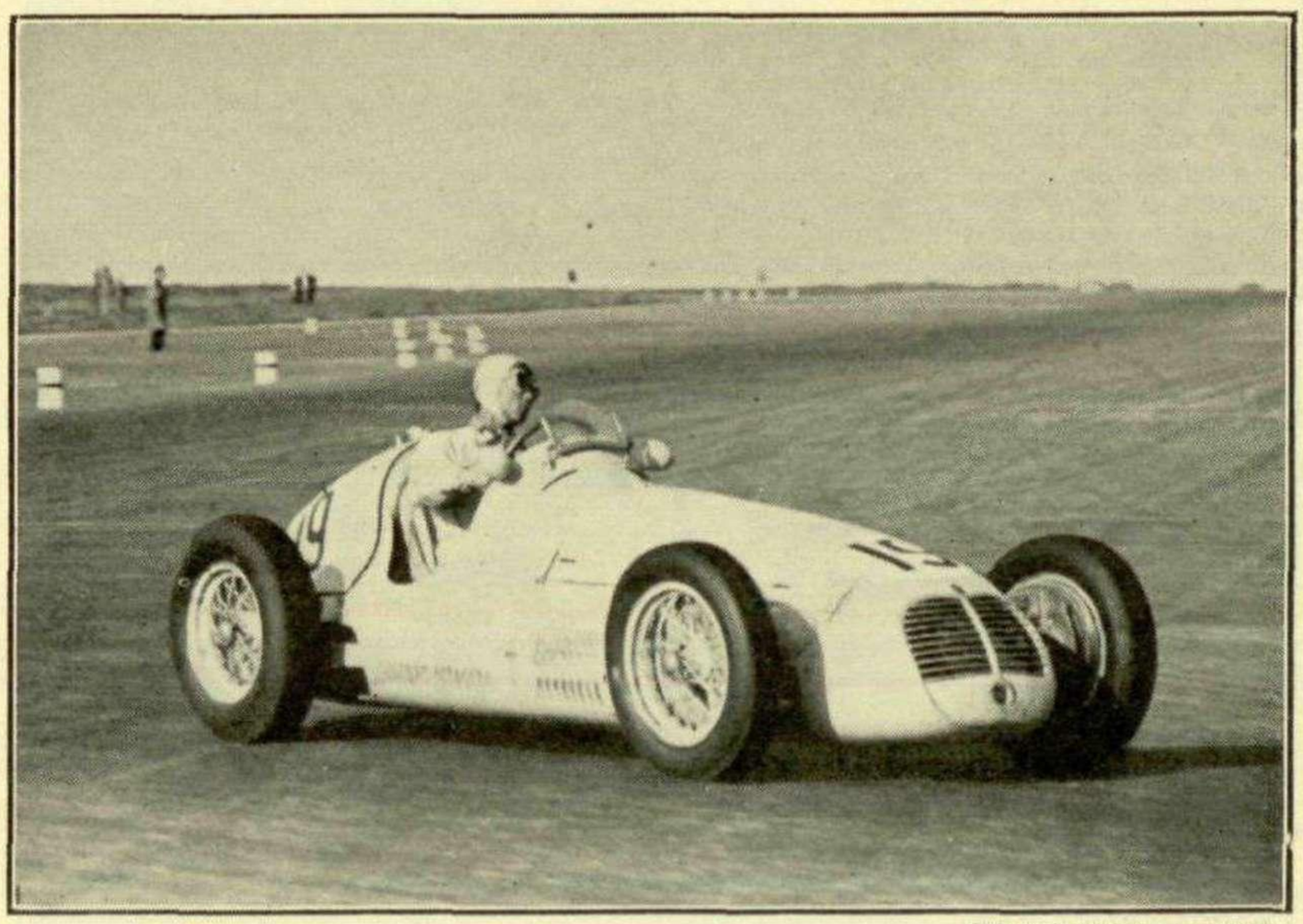
There was a short "breather," then the singing of racing exhausts came across the fields, the multi-coloured procession was seen scurrying downhill to Stowe Corner and soon the leaders were roaring up to Club Corner and through Abbey Curve.

In front was *Chiron, with Parnell,* Etancelin and Comotti in hot pursuit. At the very end Nixon and Gilbey came by. Already fate had played a hand, for poor Johnson hit a marker tub and had a drive shaft break on the E-type E.R.A. as he was opening up from Maggots' Corner to take second place, the shaft pushing a hole in the fuel tank. He walked in, a bitterly disappointed man. Then they were round again, and Parnell was missing, Chiron being some 100 yards ahead of Etancelin, "Bira" following, ahead of Ascari, Villoresi, Comotti, de Graffenried, Gerard and Rolt. It transpired that Parnell's fuel tank had sprung an impossible leak on Seaman's Straight. Salvadori changed his faulty plug and got off, but Comotti was already in trouble, the Talbot's bonnet being lifted and the front wheels jacked up at the pit while the near-side brake was adjusted, the driver staying anxiously in his seat. The Talbot, however, was withdrawn.

After three laps, Villoresi led Ascari with Chiron a long way behind in third place, "Bira" fourth. The Italian ace's fourth lap was a record one—76.12 m.p.h., but slower than many of us expected. The tank of Watson's Alta was apparently leaking and the driver left the car on the grass beside the course, while already Hamilton had hit the marker barrels and Bob Ansell had spun *his* Maserati round at Seaman Corner.

After 31 minutes racing Rolt's Alfa-Romeo engine, in spite of being unblown, gave up. At 10 laps it was Ascari who led Villoresi, for the Italians were having a fine battle—some said they would break each other up, remembering Ascari is really an Alfa driver, others sagely observed that the race average—74.65 m.p.h.—was well below their limit. One lap car No. 11 would lead, the next car No. 18, and sometimes they brought the grandstand spectators a thrill by being "neck and neck." Chiron held third place at 10 laps, 50 secs. behind the leader, "Bira" was fourth, Etancelin fifth. At Stowe Corner the surface seemed to be getting slippery, much sliding happening, and even the great Villoresi shot though the barrier at Seaman Corner, resuming at once, however. Hamilton spun round at the same spot and Bob Ansell smote the straw bales at Beckett's Corner, dented the Maserati's nose and 15 minutes later had to call at his pit to remove straw from his boiling radiator! Watson, having reached his pit on foot, started a repairs-expedition to his Alta, and Nixon had lost a minute having the front wheels of his E.R.A. changed.

Next it was Mays' turn. He came in



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ANOTHER NEW ONE.—"Bira" also had one of the 4CTL/48 Maseratis, but it was not on form at Silverstone and did well to finish fifth. Compare "Bira's" style on this corner with Villoresi (see front cover) and others.

for a plug change, yelling the cause to his staff, and saying "use grade 51." "Fill him up," said the mechanics, but it was a bad re-fill, almost the whole contents of the third churn going over the car on to the ground. The E.R.A. had to be pushed clear and the tail wiped to reduce the fire risk before it could be push-started and it wasn't surprising that Mays got away none too well.

Then a board was set to indicate the stopping position at Etancelin's pit, and as the Talbot slithered in can after can of water went into the radiator, Etancelin sucking at half an orange and not seeing his wife's desire that he should accept fresh gloves. He stalled in restarting, then roared back into the fray. Meanwhile, Villoresi overtook Ascari at Woodcote, but they still duelled, Ascari leading by 0.4 sec. at 74.48 m.p.h., after 15 of the 65 laps. Etancelin's stop had given Gerard, who was driving splendidly, fifth place, behind Chiron and "Bira."

Gilbey lost 3 minutes for plugs, then Richardson's E.R.A.-Riley, going well, stripped something vital in the differential —half-shafts were at first suspected— and had to retire. Official timing gave Gerard and Walker as 0.4 sec. faster through Woodcote Corner than Ascari. That made us check on the back-markers, to find Rosier sixth, Harrison seventh, de Graffenried eighth, Hampshire ninth, Bob Ansell tenth and Bolster eleventh.

After 20 laps the first five positions were unchanged, Ascari leading by a full second, at 74.48 m.p.h.

Hamilton stopped, Abecassis looked at the Maserati's engine, a mechanic pulled a face and George observed "There's not much we can do about it." Hamilton went on, only to spin at Club Corner, later retiring with no oil pressure and riding in on the pillion of a motorcycle.

Mays had another stop, the engine starting on the handle and the E.R.A. accelerating away with spinning wheels— but already Ray had said he would go slower in an endeavour to carry on. After two hours racing he came in with a fearful hot-smell from the engine and retired with a broken piston. Meanwhile Ansell's ex-Sommer 16-valve Maserati skidded in, Hamilton discussed chances with the driver, who eventually continued, but was destined to make many more stops. Bolster and Geoffrey Ansell were having a private duel, and "Bira" had passed Chiron to occupy 3rd place. Gilbey refuelled with much overflow, but soon came in again. Etancelin was seen to point to his offending radiator, the Talbot coming in next lap and boiling water showering the pit personnel as the filler cap was released. Etancelin had a drink, Comotti talked with him, then the car was retired, the driver changing his cap for a clean one, donning a wonderful tweed sports coat and resigning himself to watching from the pit counter.

At 30 laps Villoresi led at 73.65 m.p.h., Ascari was 52 seconds behind, Chiron, "Bira", Gerard, Rosier and de Graffenried following and amongst those still going well were Bolster, Hampshire, and Ansell in their E.R.A.s.

Immense anticipation as Villoresi was expected for refuelling! The Maserati came in, the driver, dirty and excited, leapt out, wiped his goggles and leapt back, the fuel going in under pressure, without a hitch. Pumping with his right hand Villoresi was push-started, and the stop cost but 35.6 seconds, the crowd clapping appreciatively.

Then Ascari coasted in with dead engine, Sanesi ready if needed. He stayed in the cockpit, watching impatiently as rear wheels were changed and the fuel put in, also oil and water. Then he caught sight of a mechanic holding a cloth, wiped his goggles, the jack was released, and the car was away—1 min. 27 sec., with only two men on the job.

Walker came in soon afterwards for a steady refuel and plug change, asking, "Am I 9th or 10th?" as he was pushed off. Shortly afterwards Ascari's exhaust pipe fell off, but he did not come in.

The pace was certainly telling. Geoffrey Ansell, duelling with Bolster, experienced fading brakes and mounted the straw bales at Maggots Corner, his E.R.A. ran along the top, then rolled over. Ansell bravely refused the ambulance, although his right leg was injured, his fingers cut and he nearly fainted from shock. Red Cross men helped him into a Bristol after the race and he was driven home. Fotheringham-Parker relieved Hampshire, Bainbridge took over from Bob Ansell, and John Bolster contrived to gyrate at Seaman Corner without stopping. Then Chiron was in trouble. He came in, got out, grabbed a bottle, drank, yelled, waved! The rear Dunlops were changed at his request with lots of tread left, the engine was started as the car dropped from the jack and, amid applause, the veteran French ace sped away. Later he was reported as having stopped "out in the country" and then he came into his pit again—more fireworks, and air bottles were hastened to the scene by "Dunlop Mac." But the Talbot was retired, Schell calmness personified, with gearbox trouble—or engine trouble?

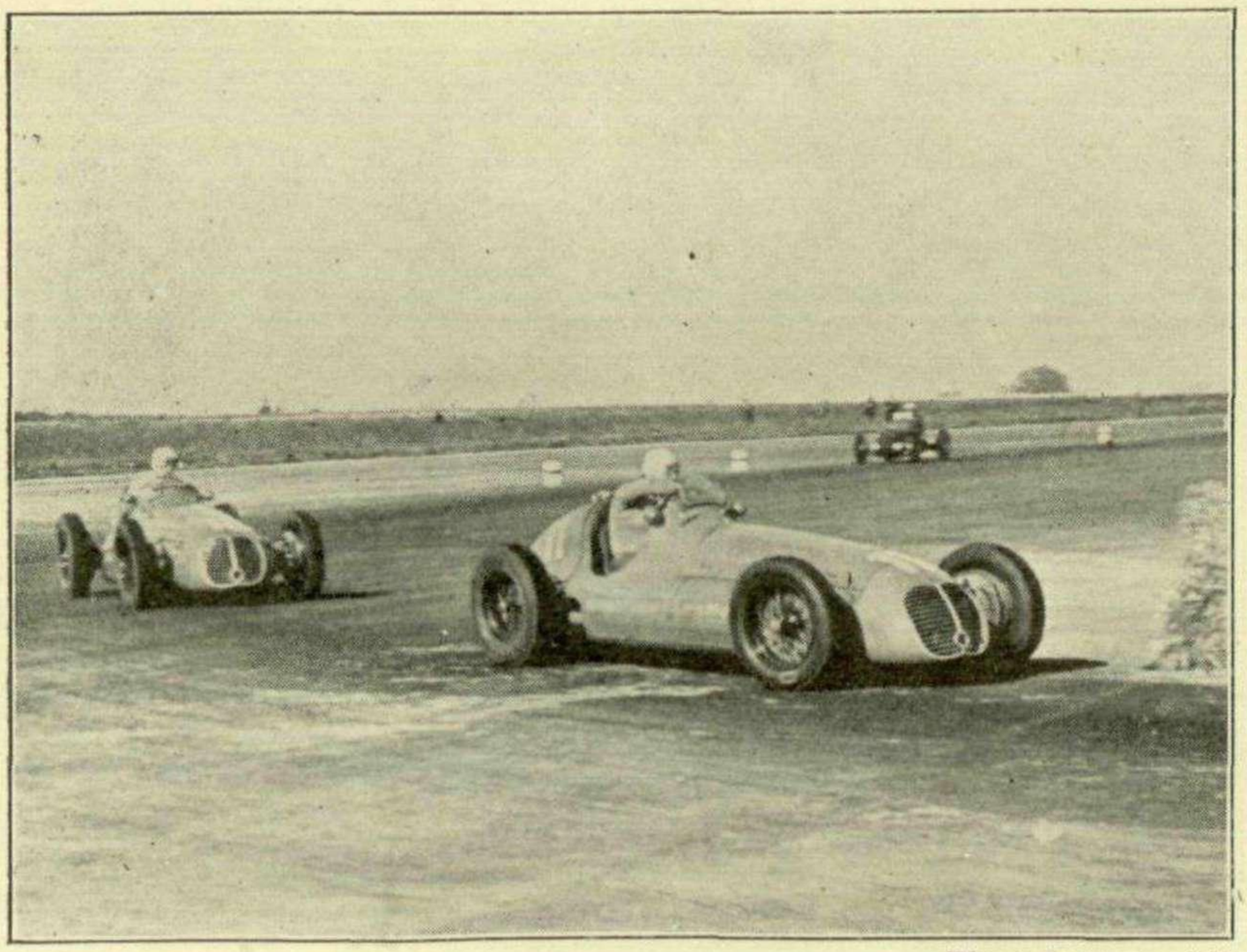
Then Gerard's turn came. For some laps his mechanics debated how much fuel he would need, hoping 25 gallons would do, what time Mrs. Gerard sat on a low stool on the counter of the pit, chart-keeping, and her friend moved coloured pegs along a board as a second check. Poore prepared a drink for the driver, a mechanic was quickly briefed in case tyres would be needed, and checked by stop-watch, the pit got ready for Gerard's arrival. He seemed quite calm and the crowd really let itself go when the green E.R.A. roared away in 48 seconds, having taken on 30g. of fuel, oil and water. It was a pit stop that did justice to a magnificent drive.

At 40 laps Villoresi still led, at 73.49 m.p.h., 49 seconds ahead of Ascari, Rosier now 3rd, Gerard 4th, Harrison 5th, *for "Bira" had paused for fuel and oil,* from a huge gun, getting away rapidly in spite of leaving his seat to cries of "Third—Go on!"

Walker lost three minutes having his brakes adjusted, Fotheringham-Parker was obliged to remove bits of a marker barrel from his E.R.A.'s front suspension and de Graffenried stopped more than once for lots of water, suggesting a cracked block, everything very hot and clouds of steam, his mechanic brave to open the cap at all.

Still Villoresi kept 49 seconds ahead of Ascari and Rosier held third place.

As the afternoon wore on, there were more casualties. Harrison broke a valve after a grand run, Gilbey damaged his gearbox and retired, Hampshire took over his E.R.A. again, just stuttering away, although the old form soon returned. Salvadori overshot his pit by yards and naughtily reversed back at speed, to



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***ITALIAN STYLE.**— Ascari leads Villoresi into one of the hairpin bends—the two Maseratis were in close company throughout, except when Villoresi's went through the straw-bales earlier in the race.*

Craner's rightful disgust, and Nixon paused for a few moments near Seaman Corner.

The Maseratis came in to refuel a second time, Villoresi's car taking oil also but getting away in 25 seconds—more clapping, while Ascari's was refuelled in 34 seconds, the driver taking on clean goggles.

"Bira" seemed unable to regain his former speed, and at 50 laps Rosier and Gerard led him by 2 min. 31 sec., and 2 min. 24 sec., respectively. Five laps later, amid great excitement, Gerard was 25 seconds ahead of Rosier, in spite of the latter's non-stop run, the fuel held in readiness in his pit not being required. So they ran on, Ascari closing quite a lot on Villoresi, but de Graffenried now badly troubled by overheating. Towards the end, it was clear that, try as he might, Gerard could not catch the Maseratis—five laps from the end he was 1 min. 45 sec. *behind the second man. And so ended* the first Silverstone Grand Prix.

Villoresi won at 72.28 m.p.h., 14 seconds ahead of his team mate and also set fastest lap at 2 min. 52 sec.—76.82 m.p.h. Gerard came home 3rd, at 71.54 m.p.h., a stupendous effort for which he was mobbed by the crowd, which surged uncontrolled on to the course in a most alarming manner as soon as the winner was flagged, the many marshals who had sat on the grass before the stands all afternoon, powerless to stop it. The race had to be hastily stopped with flag signals. It was a scene unparalleled in the history of British motor racing, and caused Villoresi and Ascari to drive hastily over a potato field in their Lancia Aprilia when they managed to get away! Fortunately no accidents happened, but 1½ hours later the exit roads were still choked with spectators' cars, traffic police with walkie-talkie radio notwithstanding.

The official results follow, and it will be seen that the best the Lago Record Talbots, regarded as likely winners, could do was to get Rosier home in 4th place. "Bira's" latest Maserati was a rather hopeless 5th, certainly not for want of hard preparation and fine driving by "Bira." Bolster deserves the highest praise for bringing Bell's old E.R.A. home 6th, ahead of Hampshire, and Salvadori for beating de Graffenried's 16-valve Maserati in his very hard-used 4-cylinder, 8-valve car. Nixon was 10th.

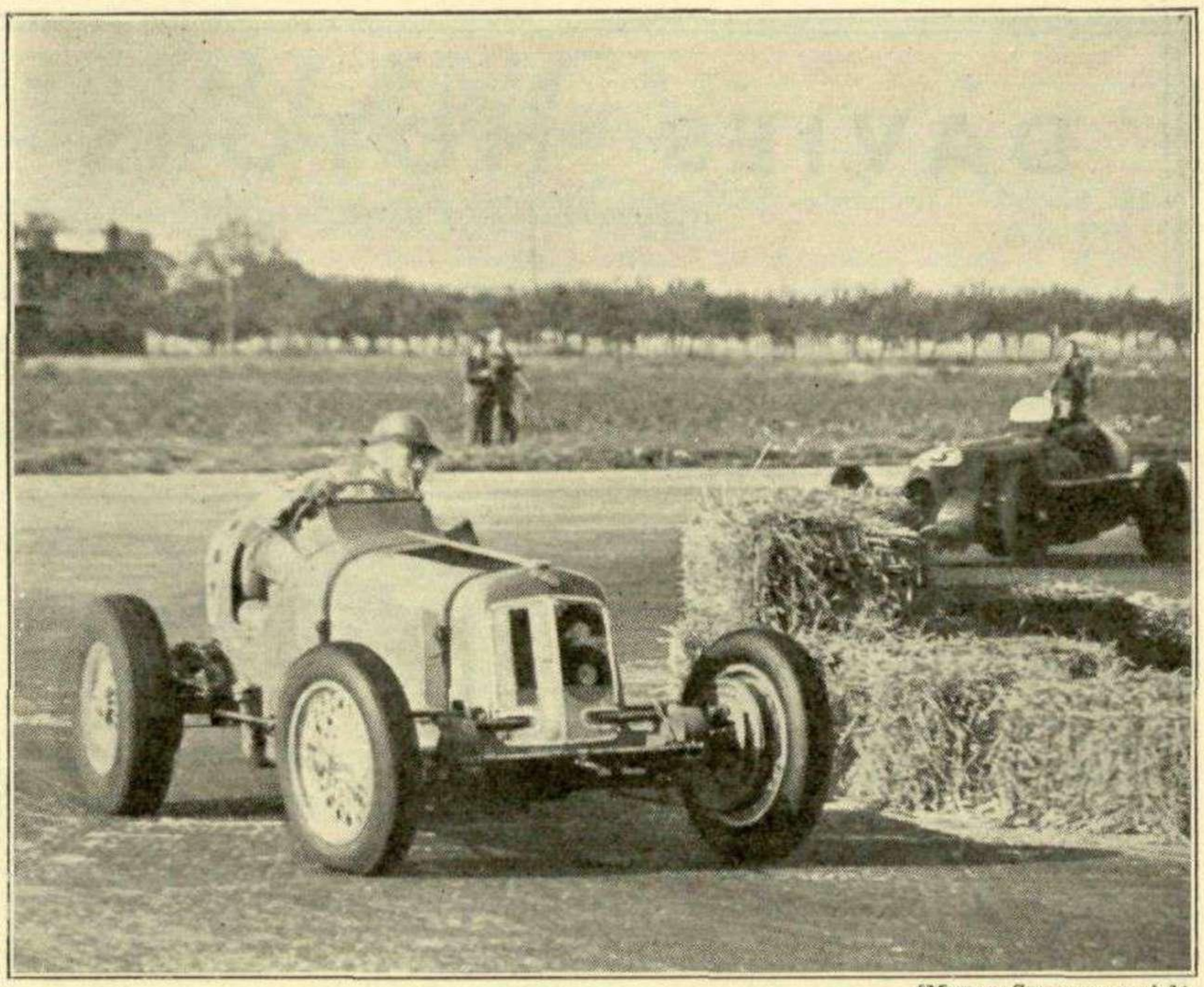
Results

		hr.	*min.*	*sec.*		*m.p.h.*
1st:	L. Villoresi (Maserati)	3	18	3	...	72.28
2nd:	A. Ascari (Maserati)	3	18	17	...	72.19
3rd:	F. R. Gerard (E.R.A.)	3	20	6	...	71.54
4th:	L. Rosier (Talbot) ...	3	22	38.6	...	70.65
5th:	"B. Bira" (Maserati)	3	18	53.6	for 64 laps	
6th:	J. Bolster (E.R.A.) ...	3	18	57	for 63 laps	
7th:	D. Hampshire (E.R.A.)	3	18	17.8	for 60 laps	
8th:	R. Salvadori (Maserati)	3	20	10	for 60 laps	
9th:	E. de Graffenried (Maserati)	3	21	22.6	for 59 laps	
10th:	G. Nixon (E.R.A.) ...	3	20	29	for 58 laps	

Flagged-off.—Walker (E.R.A.), 53 laps; Ansell (Maserati), 50 laps.

RETIREMENTS

Parnell (Maserati), fuel tank	No laps	
Johnson (E.R.A.), broken drive-shaft ...	No laps	
Comotti (Talbot) brakes	3	laps
Rolt (Alfa-Romeo), engine	6	,,
Hamilton (Maserati), no oil pressure ...	8	,,
Watson (Alta), sheared camshaft drive	8	,,
Richardson (E.R.A.-Riley), differential ...	12	,,
Ansell (E.R.A.), overturned	22	,,
Etancelin (Talbot), cracked head ...	22	,,
Mays (E.R.A.), broken piston	35	laps
Gilbey (Maserati), gearbox	36	,,
Chiron (Talbot), gearbox or worse ...	37	,,
Harrison (E.R.A.), broken valve ...	41	,,



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A MAGNIFICENT EFFORT was made by Bob Gerard in finishing third, at 71.54 m.p.h. in his elderly Roots-blown E.R.A. He is here seen leading Harrison into a corner.

* * *

Notes on Silverstone

The winning Maserati was entered by the Scuderia Ambrosiana and used Esso fuel, Castrol oil, Lodge plugs, a Weber carburetter, Ferodo brake linings, Rudge-Whitworth wheels, Marelli ignition and Pirelli tyres.

* * *

Ascari deputised for Farina, who could not bring his Ferrari.

* * *

The dense crowd which invaded the course after the finish rendered the scheduled prize-giving impossible.

* * *

John Cobb went home in the latest Humber Super Snipe.

* * *

Did you encounter the Silverstone spiders?

* * *

The R.A.C. has asked us to place on record their appreciation of those spectators who got into the grounds without being asked to pay, but who have since sportingly sent the money to the organisers. They also wish to express appreciation to the many marshals provided by provincial clubs and the crowd's good behaviour.

* * *

There is a rumour that the Villoresi/Ascari Maseratis had bigger blowers than those of Parnell's and "Bira's" cars. Villoresi had *his* bothers, hitting a straw bale early on and losing his rev.-counter towards the end; the counter wedged beneath the clutch pedal and made clutchless changes unnecessary.

* * *

Gerard's E.R.A. had a Roots blower giving a 15 lb./sq. in. supercharge and it did 4.77 m.p.g. for the race distance.

1902 RENAULT CYLINDERS

Sir,

Having read the estimable "Baladeur's" letter, I was especially interested in this gentleman's last paragraph with regard to Mr. Gerald Rose's book "Record of Motor Racing," particularly concerning the dimensions of the cylinders of the 1902 Paris-Vienna Renault cars. I had previously noted this discrepancy and had discussed it with Mr. Rose. After reading the letter in question it occurred to me that Mr. Noel Martin, the head of the Renault concern in this country who is an old friend of mine, might be persuaded to write to the factory in Paris in the endeavour to clarify the matter of the engine size. I heard from him the other day on receipt of the letter from the factory, which confirmed that the engine dimensions of the above-mentioned car were 100 by 120 mm., which, when all is said and done, fits in with the horse-power quoted by the manufacturers for this engine as 16 h.p. The Paris-Madrid cars were quoted 30 h.p., with an engine size of 124 by 130 mm.

Trusting this information may be of interest to "Baladeur" and other readers of your most excellent paper.

I am, Yours, etc.,

London, W.3. C. R. ABBOTT.

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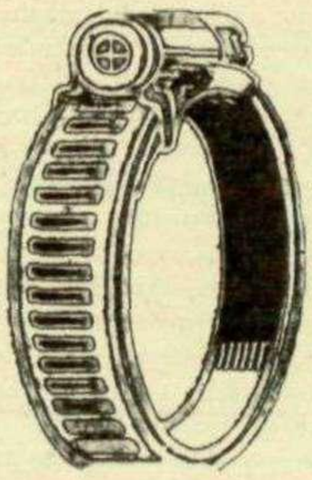
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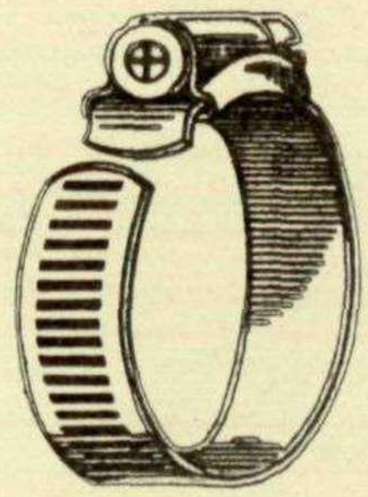
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RUMBLINGS

Silverstone—Thursday

It isn't every day that one goes to Silverstone for a British Grand Prix, and practice is often as interesting as the race, so let us tell those not fortunate enough to be present what happened, in some detail. Off at 7.30 a.m., we found that practice was delayed until after 11 a.m., when the 500-c.c. cars went on for one hour. But examination of the cars and course passed the time. Definitely the course, 3¾ miles to the lap, is good. Privileged persons with passes can get easily along a delightful field path from Luffield Abbey Farm to Segrave Straight and from Segrave Corner see, also, the cars taking Seaman Corner, and look at the fine vista of the course where it falls from Beckett's Corner, through the left-hand Chapel Curve along Hangar Straight to Stowe Corner, this and the subsequent climb up to Seaman Corner reminiscent of Donington's Melbourne Corner. Incidentally, Fred Craner was a pit-area marshal, while Earl Howe and Col. Barnes motored round the circuit, in a Type 57 Bugatti coupé and Healey roadster, respectively, the latter bearing a B.R.D.C. badge on its doors.

A feature of most of the 500-c.c. cars was the extra tankage. Strang was apparently using two pints a minute at 6,000 r.p.m., and had large cylindrical tanks, one each side of the car. Elastic cord held down engine cover and bonnet and the mirrors were mounted on the front shock-absorbers. The beautifully turned out Grose also had its mirrors on the shock-absorber mountings. This car was entered by Grose of Northampton and had a rear-placed Norton engine with hairpin valve springs, a long nose cowl, independent springing all round based on Standard Eight layout, with the transverse spring below the wishbones in front, above them at the back, hydraulic brakes, bolt-on wheels with 4.75 by 16 rear tyres, and a special framework for push starting—model fashion—to save the immaculate bodywork. The wrong fuel melted the plug at first and Grose came quickly to his pit, receiving a ticking-off, in the friendliest possible manner, at the hands of Sammy Davis for cutting across the course. The Russell had independent suspension all round, by transverse single-leaf springs at the rear, Morgan at the front. The M.A.C. had a big square fuel tank on a platform over the engine and held by two straps, the Cowlan sported a megaphone exhaust, plenty of air scoops and ¼-elliptic rear-suspension, while Aitkens had a spring-loaded jockey sprocket for tensioning the final-drive chain, and an extra tank under his seat. Flather had a forward-inclined, rear-mounted Scott engine, with Lucas magneto, in his bulbous Marott, the frame heavily X-braced, the radiator at the front, a mysterious big-bore rubber tube apparently feeding oil to the gearbox main bearing, while front suspension was by transverse spring and wishbones, with transverse Hartfords, and the tyres 4.00 by 19. Alas, the Marwyn king-pin bushes displayed too much play to please the scrutineers and had to be changed. The Underwood has a rear-placed Scott engine, transverse spring and wishbone i.f.s., and 4.00 by 18 tyres. Phillip's Fairley was an Austin Seven chassis with front-mounted Norton single-cylinder engine, a guard protecting its protruding carburetter on the off side, while Francis Beart was looking after the special Norton engine in Dryden's Cooper. All the Coopers used extra air-scoops, Brandon's at chassis level, and front tanks to supplement the over-engine tanks. Wharton had a B.S.A. "twin" engine neatly concealed beneath the bonnet of his former Wharton Special.

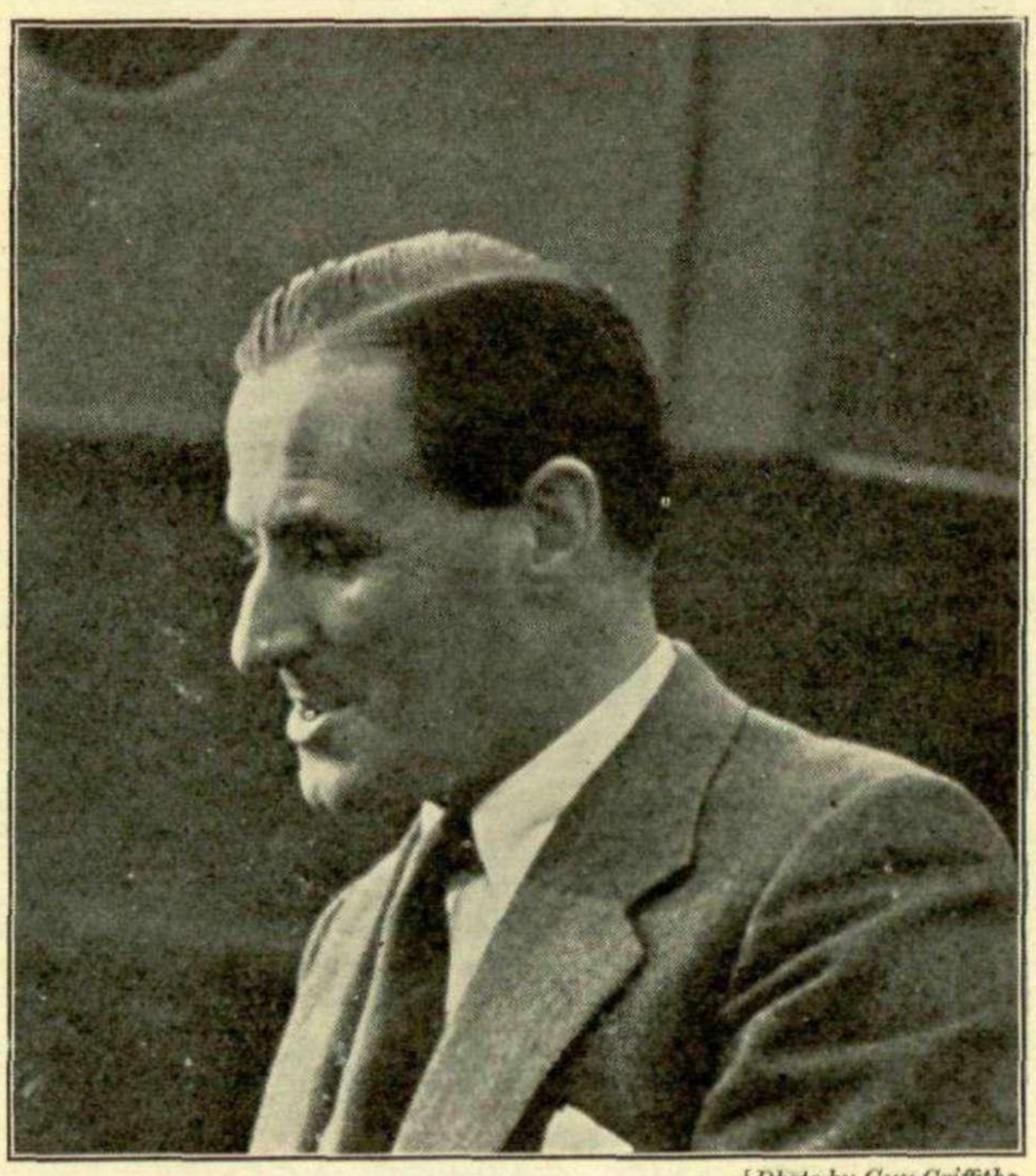
Soon the course was full of hurrying Class I racers and the air filled with the scent of hot engines and clutch plates. The M.A.C. bounced badly, the Fairley tended to snake, but Moss drove his Cooper impeccably as usual, assisting his father and the mechanics to alter the engine sprocket after a few laps. As usual, the car had arrived in a horse-box trailer behind a Twenty Rolls utility. Brandon had to resecure a mirror, Samuelson's engine ran-on after the ignition was cut and later Earl Howe brought him a part of a broken spring-leaf! The Fry 500 had a tubular chassis, Morgan-type front end, the same rubber rear independent suspension as the bigger Freikaiserwagen, utilising cables and pulleys, and a rear-placed Cross rotary-valve Rudge engine. The rear tyres were 5.00 by 15. Buzzie II was similar, but with twin coil springs for each rear wheel, working in vertical slides, and a huge headrest-cum-tank. Clark's A.S.A. used transverse spring and wishbone i.f.s., an oil-cooler on the side and strut-type front shock absorbers. The six fastest 500s were :—

	min.	sec.		min.	sec.
Moss (Cooper)	3	17.4	Cooper (Cooper)	3	38.0
Coward (Cowlan)	3	28.0	Coldham (Cooper)	3	40.0
Bacon (F.H.B.)	3	28.4	Strang (Strang)	3	42.0

After a lunch break the big cars came out. Rosier's Talbot was towed by a left-drive Chrysler roadster, Hamilton's Maserati carried a B.R.D.C. badge on the bonnet, Walker drove the 2-stage E-type E.R.A. up to his pit and a Riley "Gamecock" towed Parnell's 2-stage "Goodwood" Maserati. Walker was a bit puzzled by the E-type's cockpit fuel-tap positions. The Comotti, Rosier and Etancelin Talbots soon arrived—all three were identical, with coolers protruding from the scuttles, the off-set seats and 5.25 by 18 front, 7.00 by 18 rear Englebert tyres.

A surprise was occasioned by "Bira's" Maserati, which turned out to be another of the latest 4 CTL/48 cars, like Parnell's. It was Italian red, but "Bira" had put on his yellow wheels, with 6.50 by 18 rear Dunlops, and a blue blanking strip in the radiator grille. The whole car was magnificently turned out, starting handle clamped on the left of the driving seat, fuel tap prominent on the right of the cockpit, and an oil cooler at the front of the engine. "Bira" had only seen this new Maserati for the first time that morning and he joined Stanley Holgate and the other mechanics in doing much work on it himself as the practice period wore on. Like all "works" Maseratis, no bonnet straps are used. The long gear-lever is cranked over to the left. The car was towed behind a Hudson utility and warmed up, seeming to "hunt" somewhat at 1,000-2,000 r.p.m.

Bob Gerard had both his green car and the white 1½-litre E.R.A. that Mrs. Gerard drove at Shelsley, taking the latter out first. Mays' and Bolster's E.R.A.s were having a transmission warming session on their jacks. Naturally, the blue Type 26C Talbot Lago Records were a centre of attraction, especially as Chiron had the latest "two-cam" job. Engines were started by plugging in at the tail a lead from a Robert Brunet battery trolley, transmissions were warmed on the jack in each case, and the tappets adjusted. A spare fan belt was tied beside the



[Photo by Guy Griffiths

L. G. JOHNSON, who was a very disappointed man at Silverstone. He made best practice time of the British drivers, but retired early in the race.

one in use, ready for emergency. Comotti wore white racing trousers, Rosier blue overalls and helmet and Etancelin blue overall trousers and back-to-front cap. With them came their patron, Paul Vallet, in a wondrous waistcoat and broad-brimmed hat. The cars came from Seine, one on a two-wheel trailer behind a "202" Peugeot, the others in a magnificent white "Equire France" Delahaye van, with many spot lamps and the racing successes in silver on the doors, in a huge open Mercédès diesel lorry and a modern Chevrolet lorry. Etancelin used a 760-c.c. Renault saloon.

Amongst the many celebrities present was Alfred Neubauer, the ex-Mercédès racing manager, over here to organise the future B.R.M. team.

As the cars became warm and began to open up, a fair amount of dust rose from the course. The front wheels of Salvadori's 4-cylinder Maserati and of Watson's Alta flapped, Leslie Johnson held a slide in the E-type E.R.A. at Copse Corner, where Hampshire's E.R.A. passed Baring's Maserati out of Woodcote Corner. Comotti overtook "Bira," the bottom of the tail of Brooke's aged E.R.A. fell off—there was no sign of his Maserati. The taped-on number vanished from the body of Baring's Maserati. The Emeryson was smoking, and Bob Ansell was motoring steadily in the blue ex-Sommer 4CL Maserati, which had a small cylindrical auxiliary fuel tank on the off side.

Watching from Seaman Corner we saw Harrison's E.R.A. spin round, Bolster shoot through the white tins which marked the course, Rosier rock his wheel as he cornered and Etancelin make his rear tyres smoke under acceleration. At Segrave Corner Bolster worked hard; the E.R.A.-Riley slid appreciably, as did Walker's E-type E.R.A. Watson spun round in front of Rosier, Baird later doing the same thing in front of Johnson at Seaman Corner. Mays had suffered piston ring trouble after a few laps and rushed his E.R.A. away in its van, the Emeryson caught fire, necessitating all-night work, and Peter Walker rode in on the tail of Ansell's Maserati, leaving the ex-Parnell E-type E.R.A. beside Seaman Straight! Comotti cornered beautifully. A thrill occurred when the rear end of the propeller-shaft of Etancelin's Talbot came adrift as he accelerated from Copse Corner. It chewed up the floor and bits of fluff from the seat adhered to the universal joint, so the driver had a wonderful escape. A nonchalant French mechanic came out to the car and Etancelin walked off through the stubble fields as a group of farm labourers and onlookers gathered round the stricken Talbot.

Louis Chiron came late and took his Talbot Lago Record, the latest type, round *sans* numbers—he was number 1 in the race. He seemed troubled by the steering. The result of this practice session was :—

	min.	sec.		min.	sec.
Johnson (E-type E.R.A.)	2	58.6	Comotti (Talbot)	3	1.0
"Bira" (Maserati)	2	59.6	Etancelin (Talbot)	3	2.4
Parnell (Maserati)	2	59.8	Harrison (E.R.A.)	3	2.6
Walker (E-type E.R.A.)	2	59.8	Bolster (E.R.A.)	3	3.4
Rolt (Alfa-Romeo)	3	0.2	Brooke (E.R.A.)	3	4.0
			Gerard (E.R.A.)	3	5.0

Silverstone—Friday

Up again on Friday, this time in a Bugatti. The big cars practised in the morning. Surprise was "Bira's" blue 2-stage Maserati—he had actually had the car re-sprayed overnight, the job so well done that only the closest examination revealed traces of the former red! Silver wheels were fitted later, but were finally replaced by the yellow. Alas, much trouble was experienced, with brakes and steering, "Bira" working with his mechanics, while Holgate had changed many pipes and replaced the Italian water hoses with something more durable! Nevertheless, a lap was put in at 2 min. 58.8 sec. = 73.92 m.p.h.

De Graffenried's red Maserati had arrived behind a Lancia "Aprilia," a rather rough 4CL car, with 6.00 by 16 Pirelli rear tyres. A girl was neatly painting on the racing numbers and the driver, tall, smart and smiling, wore blue overalls.

Hamilton spun round at Seaman Corner, Etancelin was out again, his Talbot repaired, so was Mays, but Walker had abandoned the E-type E.R.A. for Whitehead's B-type and Johnson was attending to business in the City! Murray charged the straw-bales at Copse in the ex-Parnell Maserati, went on, but found the steering damaged. Gilbey's 6C Maserati broke a piston, the engine being promptly dismantled at the pits. The Emeryson again caught fire, but this time all was well, but Geoffrey Ansell, after earlier bothers, had gearbox trouble, necessitating a visit post-haste to Coventry for spares. Brooke slid well and truly off the course coming out of Seaman Corner, de Graffenried's engine was tested on the handle, each cylinder in turn, for compression or the lack of it, and a leak discovered at the base of the tank. Parnell's Maserati tank was removed in entirety before the car was sheeted up for the night in a barn. Salvadori's Maserati was having its brakes relined. The best times were :—

	min.	sec.		min.	sec.
Chiron (Talbot)	2	56.0	Gerard (E.R.A.)	2	58.2
de Graffenried (Maserati)	2	57.0	"Bira" (Maserati)	2	58.6
Etancelin (Talbot)	2	58.0			

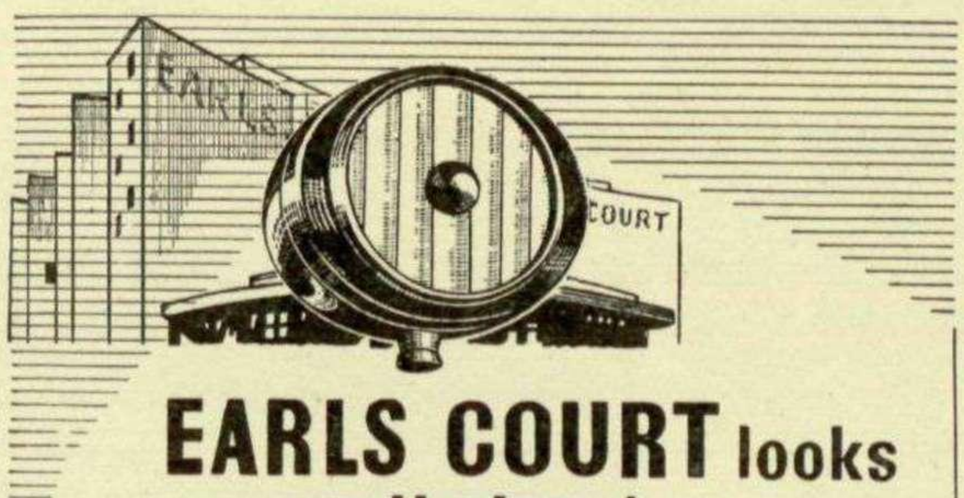
The 500s next had their session, in the afternoon this time, Cooper and Rhiando, incidentally, using their V-twin cars with one-cylinder engines installed. Much excitement—after a hectic three days and nights journey the two 4CTL/48 Maseratis arrive from Italy in two tiers on a Dodge lorry, a Lancia "Aprilia" in attendance, and are offered a special practice session after the 500s. They are the very latest cars, with improved brakes. The lorry drives off round the course and in some mysterious manner the upper Maserati is lowered from its high perch and towed behind the lorry to the refuelling bay as the 500s are actually practising. Godfrey checks the equipment, Ascari and the smiling Villoresi arrive and put on their kit, the latter intrigued by a passing Meteor jet fighter, Ramponi gives advice, Mrs. Petre promises Villoresi a cherry-brandy that evening to compensate for a fearful journey, and everywhere is excitement and suspense.

The 500s finish, with best times as under :—

	min.	sec.		min.	sec.
Moss (Cooper)	3	19.0	Brandon (Cooper)	3	34.2
Rhiando (Cooper)	3	27.4	Lord Strathcarron (Marwyn)	3	34.4
Strang (Cooper)	3	31.0	Coward (Cowlan)	3	38.4
Cooper (Cooper)	3	31.6			

"Bira" and his crew still labour on *his* Maserati, Holgate telling Villoresi, amid much mirth, that bits of the steering are

Continued on page 458



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Reports of Recent Events

NEW ZEALAND S.C.C. PLIMMERTON HILL-CLIMB

Hollis' new "TC" M.G. made f.t.d. in 51.8 sec., a new record for the hill. The class results were :—

1-Litre Stock Cars :
1st : M. Laughton (M.G.) ... ... 56.8 sec.
2nd : J. Brough (Singer) ... ... 62.2 ,,
3rd : R. Haynes (F.I.A.T.) ... ... 71.8 ,,
2-Litre Stock Cars :
1st : H. Hollis ("TC" M.G.) ... 51.8 ,,
2nd : R. Tolley (s/c Ford) ... ... 58.8 ,,
3rd : P. Fowke (Riley) ... ... 59.2 ,,
Open Class :
1st : M. Proctor (Riley) ... ... 53.2 ,,
2nd : G. Easterbrook Smith ("12-50" Alvis) ... ... 54.4 ,,
3rd : R. Watson (Frazer-Nash) ... 55.6 ,,

MALOJA HILL-CLIMB

De Graffenried's 16-valve Maserati made f.t.d. in 4 min. 3 sec., with Fischer's Simca runner-up, in 4 min. 16 sec. Class winners included a Lancia (1,101-1,500 c.c. Amateurs—5 min. 33.8 sec.) ; a Jowett "Javelin" (1,101-1,500 c.c. Experts—5 min. 48.8 sec.), beating an A40 Austin and a Morris ; a Citroen (1,501-2,000 c.c. Experts — 5 min. 15 sec.) ; a Healey (2,001-3,000 c.c. Amateurs—5 min. 4.2 sec.), beating a Citroen Six. Fastest touring car was a coupé Delahaye, in 4 min. 52.4 sec., the Healey second.

SOUTHSEA M.C. SPEED HILL-CLIMB, HORNDEAN

Leonard's M.G. set a new course record of 19.94 sec., beating Onslow Bartlett, and Matthews' Jaguar. Afterwards its steering failed and it injured an intruding spectator—reminiscent of Kop. Class results :—

Saloons up to 16-h.p. :—1. Batchelor (Lancia) 27.95 sec. ; 2. Cassey (Lancia) 29.68 sec.
Saloons over 16-h.p. :—1. Nenry (Alvis) 25.04 sec. ; 2. Way (Atalanta) 25.35 sec.
Sports cars up to 1,100 c.c. :—1. Lester (M.G.) 23.54 sec. ; 2. Metcalfe (F.I.A.T.) 24.65 sec.
Sports cars up to 1,500 c.c. :—1. Harewood (M.G.) 21.45 sec. ; 2. Haesendon (M.G.) 22.90 sec.
Sports cars up to 3,000 c.c. :—1. Leonard (s/c M.G.) 19.94 sec. ; Jane (Lancia) 21.30 sec.
Sports cars unlimited :—1. Onslow Bartlett (Mercury) 20.28 sec. ; Leonard (s/c M.G.) 20.84 sec.

MONT VENTOUX HILL-CLIMB

Manzon's 1,400-c.c. Simca made f.t.d. at 55.18 m.p.h., beating the 16-valve Maserati contingent. The over-3-litre sports-car class was won by Guy Warburton in 17 min. 5 sec., or over 47 m.p.h., which beat many racing cars and B.M.W. and Delahaye sports cars, in spite of the Allard having to run on French petrol. It is the pointed-tail two-seater in which Leslie Allard tried an e.o.i. engine before going over to his present sports Allard. The course was 15 miles in length and rises to 6,200 feet.

NAPLES SPORTS CAR RACE

This was won at 59.89 m.p.h. for the 153 miles by Villoresi in a 2-litre O.S.C.A. built by the brothers Maserati. Ascari's Maserati made fastest lap, at 63.2 m.p.h.

LAKELAND-DERBYSHIRE TRIAL

Arthur Mallock's Ford-engined Austin Seven Special won the Harrop Memorial Trophy. Wallward (Standard) was the best Lancs and Cheshire M.C. member, C. A. N. Mays Ford V8 taking the opposite class. Rhodes' B.M.W. made best performance in the special tests, winning the Riley Trophy, and Pearce's Ford Special won the Wuick Trophy, Holt's H.R.G. the Higher Road Trophy, and Rothwell's Singer-Special the Novice's Award.

WATKINS GLEN RACE

A so-called G.P. at Watkins Glen, U.S.A., was won at over 63 m.p.h., by F. Griswold (Alfa-Romeo Special), from Briggs Cunningham (Burman Special) and H. Ksayian (s/c M.G. Midget).

CIRCUIT OF FLORENCE

This Formula B race was won by Sommer's Ferrari, at 70.2 m.p.h. for the 157½ miles. Biondetti's Ferrari was second, Scagliarini's Cisitalia third. "Bira's" Simca was fifth. Ermini's F.I.A.T. crashed and killed four spectators.

THE WESTON-SUPER-MARE SPEED TRIALS

The Bristol M.C. and L.C.C. are to be congratulated on holding speed trials for racing cars along a ½-mile promenade course on October 9th. The Mayor's support was obtained, an entry of 64 was received, and 10,000 spectators attended. Kenneth McAlpine got his ex-"Bira" 3-litre Maserati going really well, to make f.t.d. in 21.1 sec., an average speed of 85.3 m.p.h. Kenneth Hutchison's "2.9" Alfa-Romeo, a beautiful car now for sale, was second fastest, in 21.72 sec., and Poore's bigger "3.8" Alfa-Romeo third, in 21.83 sec. Hartwell's Monaca beat Lones Tiger Kitten and Longmore's Marwyn to win the 500-c.c. class in 27.38 sec. The Freikaiserwagen netted the 1,100-c.c class in 23.41 sec. from the Lightweight and Finch's Amilcar Six. Richardson's E.R.A.-Riley had things all its own way in the 1½-litre class, winning in 25.7 sec. Bradnack's Frazer-Nash was second, the Spikins-Amilcar third. Johnson's E-type E.R.A. was absent. Bells drove splendidly in his 2-litre E.R.A. to clock 22.91 sec., beating "Bloody Mary" and Lee's Bugatti. McAlpine, Hutchison and Poore were placed in that order in the over 2-litre class, Allan Arnold's Bugatti being fourth. This event must be repeated next year and should become a classic.

COUPE DU SALON

Johnson's E-type E.R.A. repeated its Silverstone tactics at Montlhèry, setting a record lap in practice of 97.76 m.p.h., only to retire in the third lap of the race with a split fuel tank. The race was won by Rosier's Talbot Lago at 90.56 m.p.h., time 2 h. 3 m. 52.9 sec. Levegh's Talbot Lago was second, Cabantous' Talbot Lago third, ahead of Louveau's Maserati, Mairesse's Delahaye, Moore's Maserati, Versini's Delahaye and Reg Parnell's Maserati—so Talbot to some extent atoned for their poor showing at Silverstone. "Bira's" Maserati retired with broken rear radius rods. Giraud Cabantous is 1948 Champion of France.

MAIDSTONE AND MID-KENT M.C. BOSSOM TROPHY TRIAL

K. Burgess' Allard made best performance, while the best performance by a member of the organising club was put up by A. Day's H.R.G., who takes the Bossom Trophy. The class winners were Birkett's Austin Seven, Lawson's H.R.G., and Faulkner's Mercury, while Hollingsworth's Ford won the saloon-car award. Burgess, Wick and Appleton (Allards) secured the Team Award. First class awards : Jane (Lancia), Reading (Lancia), Yeats (Austin-Ford), Yates (Austin), Appleton (Allard), Price (Price) and Wick (Allard). Second class awards : Morrish (Frazer-Nash), Pentony (M.G.), Murkett (M.G.), Rine (Austin) and Barker (Humber). Just like old times !

DUNHOLME-500 c.c. EIGHT-LAP RACE

Congratulations to Stirling Moss, who won this race in his Cooper-J.A.P.

Book Reviews

"Racing Reminiscences," *by G. S. Davison* (*T.T. Special*, 9*s.* 6*d.*).

This book, embracing 176 pages, is a collection of short accounts by famous motor-cycle riders of their favourite reminiscences concerning the T.T. races. Forty-eight authors have contributed, including Jimmy Simpson, Stanley Woods, H. L. Daniell, Tyrell Smith, L. G. Martin, Freddy Frith, Graham Walker, Ernie Lyons, M. N. Mavrogordato and Freddie Dixon. The result is a decidedly entertaining volume, which would make a good present for those who take their high speed on two wheels. What a pity the paper is poor and there are no illustrations.

"A.B.C. of British Cars, 1948 Edition," *by Graeme L. Greenwood* (*Ian Allen, Ltd.*, 5*s.*).

This year's edition of this little work is very like last years, and offers a useful reference to present-day British cars. Not only are technical descriptions provided, but considerable detail about bodywork and recognition aspects are included. Each description, with the exception of that about the Jaguar, is preceded by an historic resumé on the make concerned, the data being brief but accurate and of considerable value. The only possible optimism here seems to be the statement that "the old four-cylinder Austin Twenty still covers many miles to-day in the service of Car Hire companies"—alas, most of those we encounter have the later six-cylinder engine. This book is splendidly illustrated and this latest edition has a summary of 1947's more important events at the front and a useful list of prevailing prices at the back. It is good value for those who still have hopes of getting a new British car.

SHOW-TIME REFLECTIONS

THE Motor Show is a time for letting one's enthusiasms for the latest in automobile engineering and styling run riot and for taking stock of the technical progress made since the previous exhibition—held, in this instance, ten years ago. But as the highlights of the individual exhibits are dealt with at some length elsewhere in this Special Show Number of MOTOR SPORT, we can afford now to look at the Show from a reminiscent angle. Scanning the list of exhibitors, what rich memories and fragmentary nostalgia are aroused.

The A.C.'s present specification reminds one of that remarkable " Six " sponsored so avidly by the late S. F. Edge and the current Anzani-engined four-cylinder cars. How " S.F." wrote to the papers about them! He explained in great detail, again and again, with considerable emphasis (I almost wrote violence), just how ¼-elliptic springing kept unsprung weight to a minimum, how a rear-axle gearbox reduced the loading on the long propeller-shaft and why with so light a car four forward speeds were entirely unnecessary. Masses of racing versions left the Thames Ditton factory *en route* for Weybridge, and so many successes did the Amazing A.C. gain that Edge need hardly have pressed home his sales-points so strongly. It was the first light car to exceed 100 m.p.h. in various spheres, as I have shown in " The Story of Brooklands." These were good cars and some of them are still running.

Yet, on a winter's evening, with all the standard ration gone, a club gathering might have a lot of fun taking sides about certain aspects of these S. F. Edge A.C.s. They were expensive cars, at all events in the De Luxe versions, yet I am not sure that their simple springing, three-speed gearbox formed in one with the rear axle (destroying much of the proclaimed low unsprung weight ?) and the simple body contours—the front and back mudguards were surely one and the same pressing, and the much-publicised foot-scraper in the running-boards one of the simplest of " sales additions " ?—were not sops to reduced production cost rather than examples of the absolute in technical perfection. An amusing debate could be held on the matter, especially if an owner of one of the vintage models could be persuaded to take part. Which is not to say that I wouldn't like an aged A.C. myself, and certainly casts no reflection whatsoever on the very different modern A.C. from the Thames Ditton factory, which retains the brilliant features of the light-alloy, wet-liner o.h.c. six-cylinder engine.

The Alfa-Romeo always was one of the cars respected by enthusiasts, even before it broke away from the push-rod valve actuation of the " 21/70," " 22/90 " and other models and adopted that efficient twin o.h. camshaft valve-gear that characterises the latest 6C engine.

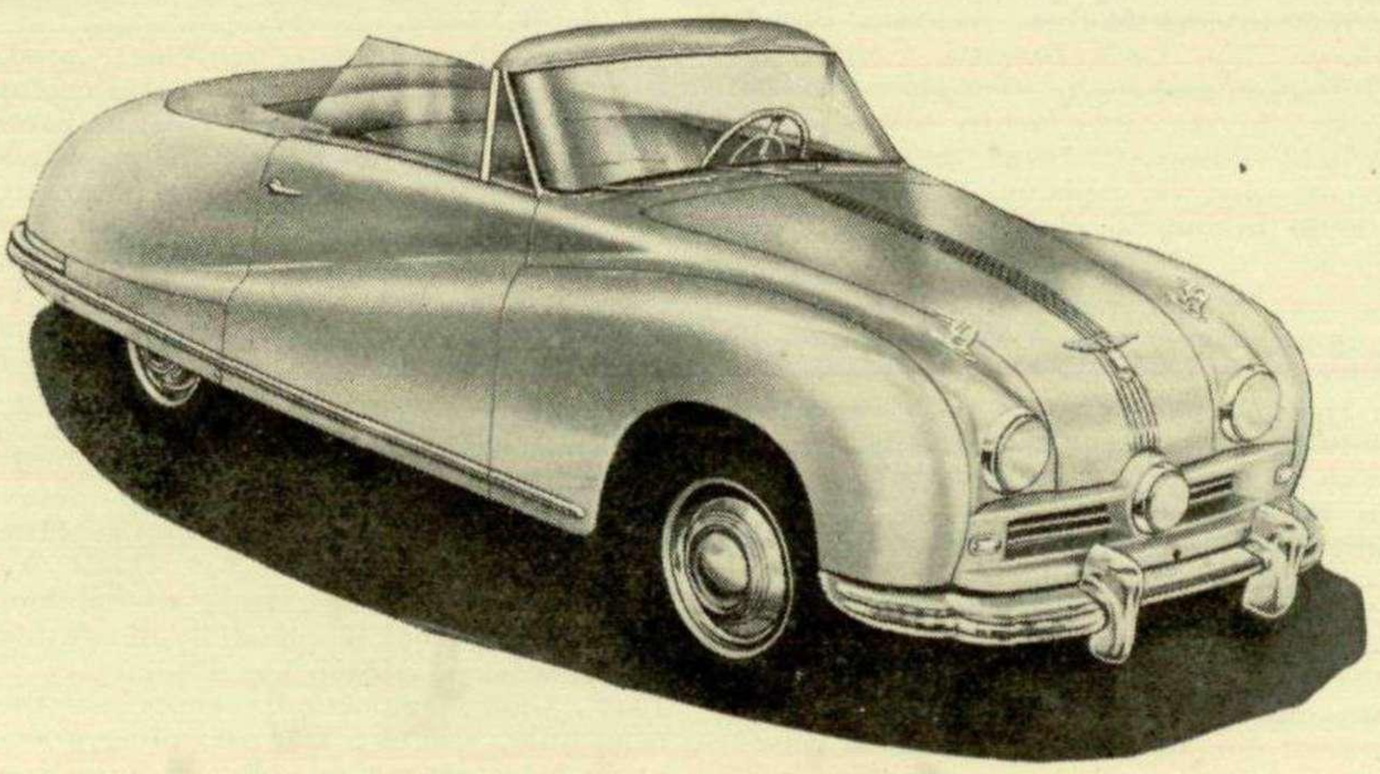
Almost my last pre-war recollection is of being flung out of an overturning Allard in which I had been passengering Sydney Allard at the last pre-war Horndean hill-climb. Nevertheless, I retain my respect for all Allards! Indeed, I had many enjoyable runs in them, including an exciting Experts' trial as navigator to K. N. Hutchison, now better known as a racing-driver. These " specials " were right from the time their creator gave up Morgans, and four-wheeled horrors derived from same, in favour of Ford. Round Brooklands in a Relay Race he discovered what so many Ford exponents have learned since, that the exhaust arrangements of the standard V8 preclude long spells of full-throttle work. But even in those high-speed days Sydney Allard was remarkably successful. I recall his victory in a long race at Southport and the embrace it earned from his blonde wife—at least, I hope it is his wife who figured in the Press photographs of that occasion! The production Allards were always far and away more smooth and refined, and handled far better than the average run of V8-base conversions, and today that is as true as ever it was. A very fine high-performance car, in great demand in America and elsewhere, has emerged from prolonged competition work with Allard Specials.

The Alvis I regard with especial affection, if only because I have owned no fewer than five " 12/50s." That clever car combined smooth running, genuine reliability and liveliness to a surprising degree, and practically all the Alvis models that have followed, right up to the present good-looking " Fourteen," have done likewise. Somehow this Coventry firm, which took such a real interest in racing, managed to make cars possessing just that " little something " right from the days when the triangle-badge was t'other way up to what it is now.

Armstrong-Siddeley made cars to last and last they have, for the massive 30-h.p. and later 18s, 15s and 14s are with us still. They did pioneer work with the really small six-cylinder engine and, later, with the light-alloy motor car, but primarily they endeared themselves to our mothers and our aunts by the adoption of the Wilson gearbox, which, if not really " self-change," at all events was foolproof in the hands of—well, the ham-handed, or very inexperienced.

The enthusiast feels a real warmth of affection for the Aston-Martin, and always has done so, from the days when Lionel Martin made his beautiful little side-valve cars, through the intriguing dry-sump o.h.c. Bertelli productions, to Claud Hill's present, very clever push-rod, coil spring-suspended 2-litre. Only a few weeks ago I sceptically rocked Hill's experimental test chassis up and down on those incredibly supple springs, then got into the driving seat and was confounded by the extreme stability of this wonderful car, only the comfortable riding over Sunningdale's notorious level-crossing reminding me of the flexibility of its suspension. The gearbox, too, is a delight to handle and the " Spa Replica " model should truly uphold the reputation held by the " Le Mans " and " Ulster " Aston-Martins of former years.

Austin is a make which must bring pleasant memories to almost all of us. My earliest motoring, as an avid schoolboy passenger, was done in one of the grand old four-cylinder Twenties, which the French could enjoy and trust as the Sizaire-Berwick. I didn't actually commence personal motoring with a Seven, but a sports version was my third acquisition, after I had blown-up an A.B.C. and worn out a Rhode. And a four-speed edition of the old " Chummy " would have been one of a team of three in trials (the " Tram-fare Team "—motoring for tram fare !) had not that childish ambition petered out with the coming of war. When the present Government restored " basic " in 1945 I acquired another Austin Seven and I blush to admit that it had its last de-coke and a superficial valve-grind over 30,000 miles ago. The valves must now be mere stalks and the theoretical compression-ratio quite diesel-like, yet the engine starts on the starter from cold as easily as when I bought it. The Exide battery, new over three years ago, still holds its charge for a week or more and the Pirelli synthetic tyres



EARLS COURT HIGHLIGHT.—The new 2.6-litre Austin A90 " Atlantic " convertible, which offers excellent performance and has a power-operated hood and windows, and many other very advanced features.

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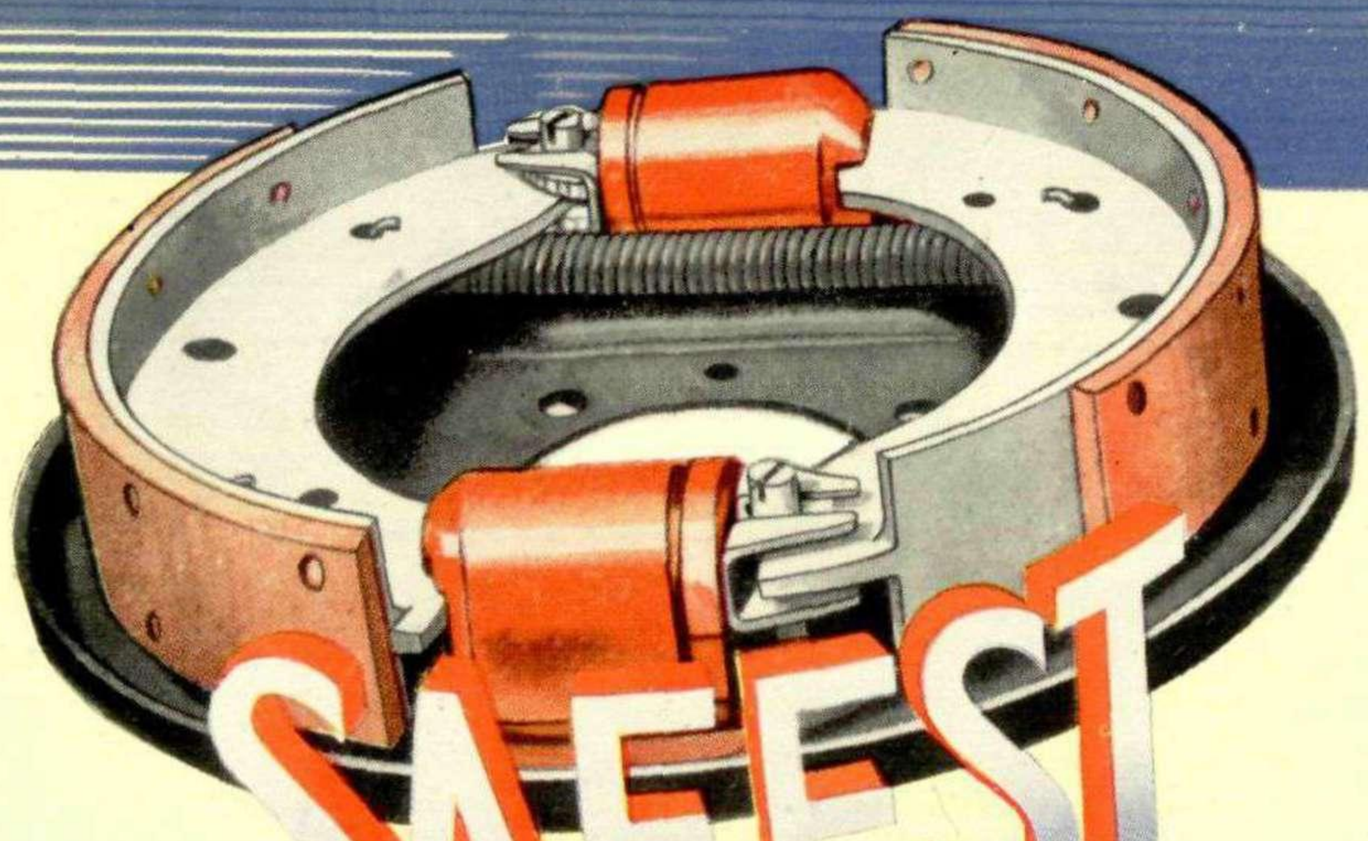


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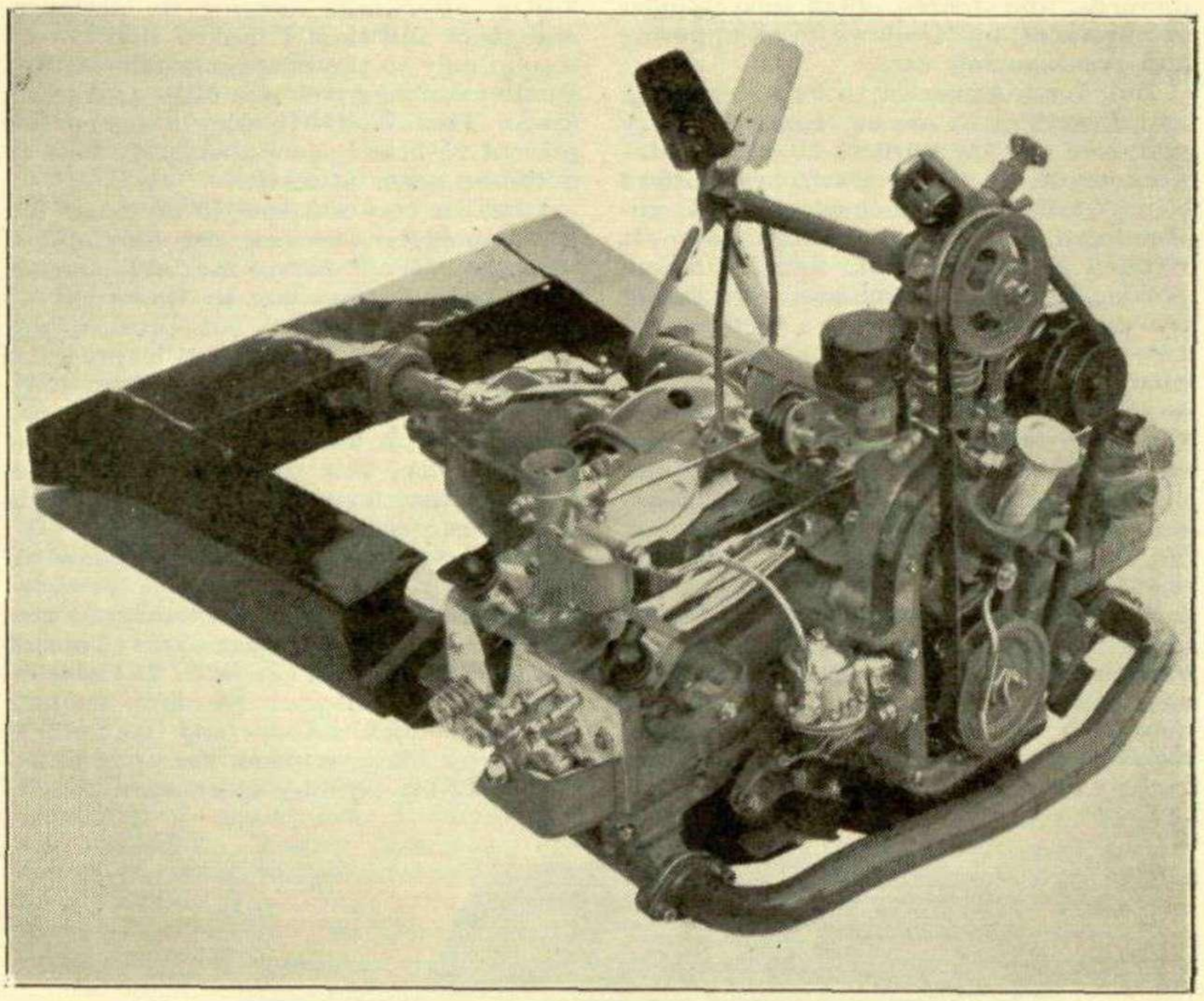
averaged 23,000 miles each, without receiving over-loving care in either case. The British People's Car has been with us for many years! From both the transport aspect and because it has given countless impecunious enthusiasts so much fun, and, indeed, continues to do so, I rate the Austin Seven one of the world's great cars. No one believes that the late Sir Herbert Austin really massacred his billiards-table with sudden inspiration and the full-size drawings for the first Seven, and let it be whispered that at the time the even-smaller "7/12" Type 172 Peugeot had some things in common—transverse front spring, ball main-bearings, divided propeller-shaft with torque-tube-enclosed rear portion, and the like—but, whatever the true story, the Seven was a success beyond dreams. It has worthy successors in the A40, A70 and A90, but then Longbridge, in its long career, has produced very few disappointing cars.

The Bentley brings many vintage memories, but it is with its Derby-bred form that we are now concerned. That recalls a fast journey from London to John o' Groats in a pre-overdrive 4¼-litre, in my opinion the best of the earlier models, and a fast run in winter, the roads treacherous with ice, from London to Cheltenham, in company with an H.R.D. motor-cycle, to test the performance and no less the roadability of the Mk. V—the car was the faster but as the intrepid motor-cyclist fell off at least twice we could take little credit. We did, I recall, average over 50 m.p.h. under these conditions, and if the Mk. VI handles as well it must be a first-rate motor car.

The Citroen has come a long way since an uncle of mine had an 11.4-h.p. tourer in which the rear seat was too wide for two persons but decidedly too narrow to accommodate three! Contemporary with that rather noisy but somehow stylish and staunch car, was the little "7.5," still seen about in fair quantities in France, to remind us that even economy cars, well made, do not easily fade away, although the modest speed of this particular example may have assisted towards longevity. I approve heartily of the wonderful front-drive car and look forward to trying the new 3-litre "six."

Daimler conjures up visions and remembrances too numerous to depict them all. Always an ambitious firm, responsible not only for the adoption of the Knight double-sleeve-valve engine, and the use of steel in place of cast-iron sleeves to endow it with signs of life, but of such things as magnetic brakes, V-12 engines and other advancements—its culminating genius was fluid-flywheel transmission in conjunction with a Wilson gearbox. Of recent years I have felt that Daimler's chief engineer must be an enthusiast as we know enthusiasts, for his cars are about the only really dignified luxury cars remaining, but they perform and, more notably handle, in the manner expected of a pedigree sports car.

Delahaye means to us really exciting high performance from cars you find on the racing circuits of the Continent. It wasn't always so, although the products of this very old company have always won respect, even if the "12/25s,"



"JAVELIN" LAID BARE.—On Stand 174 Jowett will exhibit this sectioned "Javelin" flat-four engine.

"13/30s" and "26/45s" were not particularly fast. If we have forgotten them we can be excused, for I doubt if any exist here today, although Parisian vintage fans could possibly show you a few.

The Ford will be seen at Earls Court in all the expanse and glitter of the modern American product. But our respect for its performance abilities goes right back to the days of the first 30-h.p. V8, with which, for example, Norton, Koppenhagen and Loader achieved notable competition successes with their team of yellow Model-18 "Jabberwock" coupés. Dependability, not to mention service facilities, is a Ford keynote, and you can, I suppose, motor as unconcernedly in one of the old Fourteen or Twenty-four four-cylinder Fords that pass almost unnoticed along our roads, as in an Austin Seven. Just as, indeed, you could in a Model-T in *its* heyday.

The Frazer-Nash is a very different proposition today from what it was to "chain-gangsters," and if I dispose of it as an improved version of the "328" B.M.W. I shall, I feel, do it no injustice, even if this is a not altogether accurate comparison. Just how rapidly the "High Speed" aerodynamic version with high-output 2-litre Bristol engine can go I leave to your imagination!

The Healey is the personification of the modern fast car and it was no fault of its makers that, when I went to Warwick to sample one, a carburetter fell off before I could do so. However, Cecil Clutton went with me and was able to have his ride before the calamity, and he has told you what *he* thinks of a lightweight, flexibly-sprung chassis encased in wind-defeating bodywork and propelled by that wonderful 2.4-litre Riley "Big Four" engine.

The Hillman Minx Magnificent is one of the new British cars which is going to set magnificent problems in identification, which is another way of saying that it follows an absolutely up-to-the-minute appearance-trend. It possesses that well-tried, smooth-running, and not unduly thirsty, s.v. four-cylinder engine, i.f.s., and the very latest "lets-all-be-merry-in-the-front" lack of obstruction from such things as mere gear levers and brake handles. A promising car indeed.

The Hotchkiss has always ranked as a first-rate automobile, even when it was a rather bulky 2½-litre in the middle-twenties, and a "Paris-Nice," or the present equivalent thereof, will show its luggage truck (I *hope* the cars at Earls Court still have them!) to most things on the road.

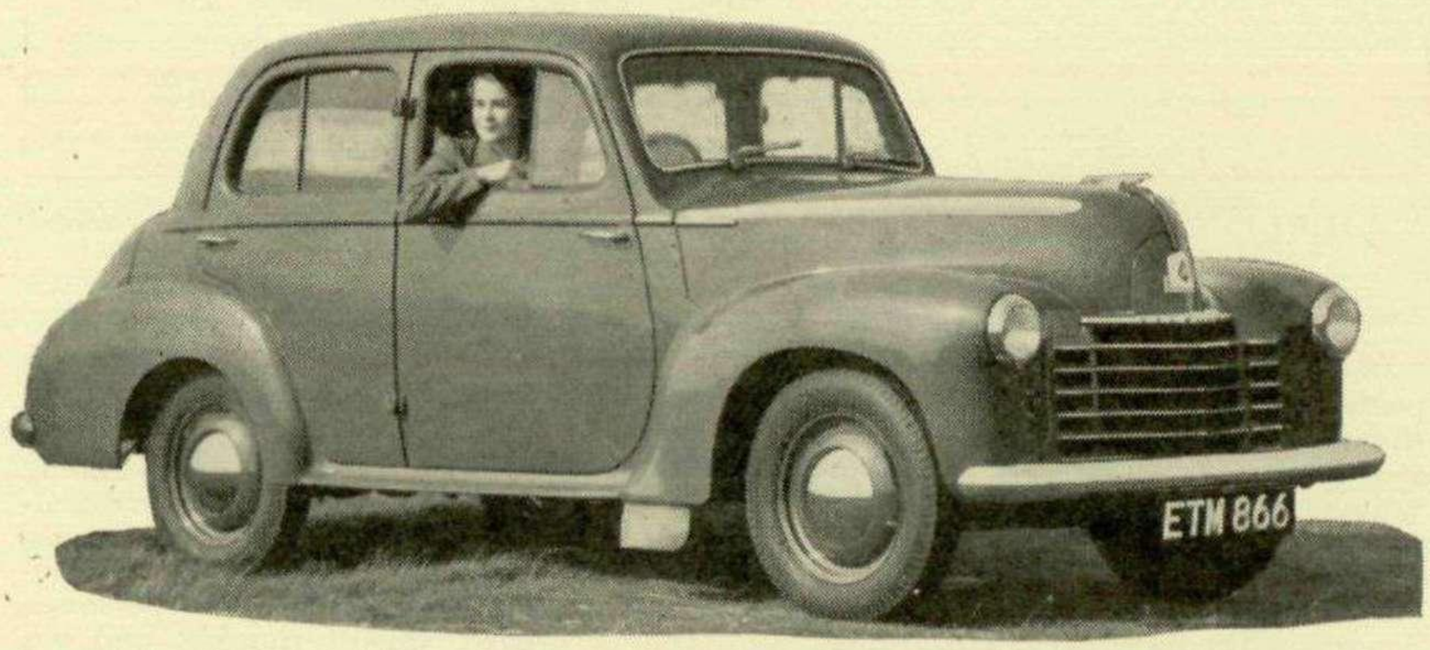
The Humber has long been a fine car—time was when to own a "16/50" and not to have a carriage-drive and servants was to rank as something of an impostor—and the newest "Super Snipe" ably carries on the tradition. However, times are such that we mustn't be surprised to see them parked outside "pre-fabs," and who can get menials these days?

I proved recently to my complete satisfaction that the 3½-litre Jaguar, as a dignified saloon, is a genuine 90-m.p.h. car, and a very nice one in every way into the bargain. It is sufficient to observe that it has since been endowed with independent springing of its front wheels, more powerful brakes and a cleaner exterior.

"Straight-eight" has ever had allure, from the days of the Isotta-Fraschini

onwards, and Jensen offers this cylinder arrangement, by Meadows, in an imposing and good-looking car.

But I am supposed to be reminiscing, and Jowett gives me my chance! Very early—if not the earliest tiller-steered—versions of the little cars from Bradford still "tuff-tuff" amongst us; I encountered one only the other day. It recalled a boring war-time Whitsun holiday which I terminated drastically by purchasing, for 60s., a 1923 short two-seater in which to motor home. How many different radiators the Jowett has had since that model is a poser I wouldn't mind betting even Bradford couldn't answer, but certainly examples of all the different models are encountered, seemingly as hale and hearty today as when they left the works. Indeed, a year or two back, the makers offered prizes for photographs of early models, and I sent them a picture of my 60s. bit of nonsense and never saw it again—so I suspect they were swamped by the quantity of pictorial evidence they received of old Jowetts still in use. If the "Javelin" lasts as long it will most



BRITISH BRISKNESS WITH ECONOMY.—The new 1½-litre four-cylinder Vauxhall "Wyvern" saloon, for which 64 m.p.h. and 33-35 m.p.g. is claimed. This, and the new Vauxhall "Velox," are on show at Stand 162.

decidedly be one of our greatest cars, for of its outstanding performance, refinement, roadholding and comfort, MOTOR SPORT has already given you evidence. The compactness of its flat-four engine will, I understand, be emphasised by a sectioned saloon on Stand 174, and it is worth remembering that this horizontal-opposition, as a friend of mine refers to this engine, has always been a feature of Jowett design, and that, before the war, the four-cylinder followed the famous twin, the latter still used in Bradford commercials—incidentally, my friend's tag isn't very bright, for there is less opposition between the moving parts of a horizontally-opposed engine than there is in the equivalent in-line layout.

Lagonda might almost adapt a slogan, worn proudly by a now defunct make at the 1921 Show, of "The Lion of Earls Court," for its design is essentially advanced and exciting, and, so those who have ridden in it tell me, the comfort it offers, in front seats or back seats, is quite outstanding. I was taken, as an enthralled youngster more years ago than I care to remember, at speed along sunlit, undulating Surrey by-roads in a blown 2-litre, afterwards meeting its designer, and there and then I ranked that car as second only to the unapproachable 3-litre Bentley amongst vehicles of its particular kind. That W. O. Bentley designed the present 2½-litre Lagonda suggests that it is indeed a car of merit.

I have a very soft spot in my heart for the Lanchester, because not only did a modern "Ten" serve me well during some hurried travelling in the worst of last winter's weather, but because the highly ingenious design of the pre-1914 Lanchesters of the sort so beautifully preserved by Hutton-Stott appeals to me, and because, a few years ago, I was able to find a very nice specimen of the 1924 23-h.p. tourer for a modest but very keen vintage-car enthusiast.

The Lea-Francis, no matter how it develops in the future, will for ever be linked with Kaye Don's victory in the very first of those great Ards Tourist Trophy races. That car, with its Cozette-supercharged two-port Meadows engine, shapely inclined radiator and light fabric two-seater body, remains the epitome of British 1½-litre vintage sports cars. There have been, too, the Meadows twin-cam and the "Ace of Spades" six-cylinder versions of the *marque*, and some of the single-port "12/22" Meadows-endowed cars still serve. Today, far more practical, and, I suspect, far more powerful, engines are used but, in essence, the Lea-Francis remains a sports car and can be had in open form for those young enough not to fear fresh air.

We owe an immense debt to the late Cecil Kimber, who met his end so ironically in a railway disaster, for putting sports cars within the reach of, if not the multitude, at all events a very large section of the motoring public. His "14/40"—one day I must discourse on the many famous cars that were given this brave designation!—his original "Midget," his "18/80" and his 1½- and 2-litre models were winners all. At the present time we owe the M.G. Car Company Ltd. an equal debt for selling so many cars to America in return for dollars. The 1¼-litre and the "TC" will doubtless continue to be best-sellers, and the new tourer on the former chassis is just the sportsman's cup-of-tea.

Morris—is there anyone who has never driven the famous "bull-nose"? We have come far since then, as you will perceive when you see the latest Morris cars at Earls Court, cars kept secret until the very eve of the Show.

To many people Riley's oldest rememberable model is the "Nine," another of the world's great cars and an immense attraction when it was announced, late in 1926, as a not-too-heavy 9-h.p. using the valve-gear still employed today, a four-speed, silent-third gearbox, big brakes on all wheels, and a very imposing four-door fabric saloon body. Actually, many Rileys appeared prior to the "Nine's" debut, for the maker's slogan was "As old as the industry, as modern as the hour," and I, for one, wax sentimental over the side-valve 12-h.p. "Redwing." Variants in great profusion followed the original "Nine" and their ancestry can be seen in the 1949 1½-litre and 2½-litre cars.

Rolls-Royce brings a flood of memories, chiefly of models which, at their introduction, prompted one to say they were better than their predecessors, only to feel at once that the remark was ambiguous. For what car could surpass the early "Silver Ghost" in all its glory—John Bolster likens the balance and grace of these cars to that of a ballerina—or match a "Continental" Phantom I for high performance allied to silence and perfection of detail? Yet time marches on, and at Earls Court the "Silver Wraith" keeps the Rolls-Royce name abreast of the times.

Renault has, through a long career, been admirably adaptable, catering for the almost-poor with the little "8.3," or the millionaire with the magnificent Forty-Five, producing with equal facility the first Grand Prix winner and a record-breaking saloon, and placing the radiator aft of the machinery, then bringing it to the conventional position only to conceal it behind shutters, with no concern for public opinion. Producing four-, six- and eight-in-line engines in the past, Renault thinks nothing of setting the engine at the rear of the present car. The little 760-c.c. Renault is more than just an economy vehicle and lots of us would buy one today if that were possible.

In the same breath one speaks of the Dyna-Panhard and wonders why our own industry is forsaking the economy car, surely one of the most necessitous types, with petrol rationed, perhaps running short, and the cost of living ever rising? Spare a moment, however, for a glimpse of more spacious times, when to own a Panhard was to be able to scorn the jokes with which *Punch* poked fun at the uncertainty of the new-fangled horseless-carriages, or when a few minutes in the Champs d'Elysées would encompass more than one elegant Panhard-et-Levassor *coupe-de-ville* proceeding in a faint haze of oil-smoke from its poppet-less engine, individuality evident even to its dash-board layout, gear-change and the five spokes of its wood-rimmed steering wheel.

As with Renault, so have diverse models emanated from the Rover works in this country. Even between the two wars we had the air-cooled flat-twin "Eight," a fine s.v. "Twelve" rated at 13.9 h.p., the highly-ingenious "14/45" with its clever valve-gear, the "9/20," and divers other "fours" and some "sixes." This old concern is just as much out of the rut

today, as you will understand after studying the valve-gear of the "60" and "75," or the hosts of clever things with which that rival of the Jeep, the Land Rover, abounds.

Singer was another firm, like M.G., to give the sports car to the man of modest means, first with the "Porlock" two-seater, later with the effective "Nine," "Six" and 1½-litre four-cylinder competition cars. They grappled with streamlining in the comparatively dark ages (with their "Airline") and come back to it today, with the S.M. 1500 saloon. The prototype has been tested abroad and apparently glues itself commendably to the road.

To write of all the Sunbeam models that come to mind would fill an issue, but the twin o.h.c. 3-litre is well remembered, and if files of the *Autocar* for 1923 are at your disposal you can read Louis Coatalen's dressing-down of W. O. Bentley when the latter dared to suggest that *his* 3-litre, possessing only one camshaft and a multiplicity of vertical valves, was developed from racing-car practice. The fact is that the 3-litre Sunbeam was a complex design and appealed to a limited market, unlike other Sunbeam models, such as the big side-valve Sixteen—of which, for a while just after the war, I owned a 1919 example, now in the Science Museum—the "14/40," "24/60," "20/60," the straight-eights and the later range of o.h.v. six-cylinder cars. The modern Sunbeam-Talbots are very different machines, in keeping with motorists' changed requirements.

At one time, now long ago, Standards bade you "Count them on the road," for, following the success of their 9.5-h.p. four-cylinder water-cooled light car, their 11-h.p. and 14-h.p. models, in all-weather tourer and rather box-like saloon forms, were amongst this country's best sellers. The "Vanguard" is all set for Standard history to repeat itself.

Vauxhall cast off the tradition of those truly great cars, the "Prince Henry," the 25-h.p. and the "30/98," when General Motors took over and introduced the "20/60" Six, that had only its radiator flutes in common with the cars of old Luton. Since that day a series of remarkably good non-sporting cars has emanated from this factory, offering brisk performance, comfort and notable economy of fuel. The "Ten" was a scientifically-conceived car, from its early employment of (Dubonnet) i.f.s. to its wide plug gaps to promote the aforementioned economy, as all who have read Maurice Platt's little work, "The Elements of Automobile Engineering," will appreciate. I have been using one recently and, if wallow and wander it does, certainly it is a brisk 35 m.p.g.-plus mode of transport. The new Vauxhalls have the good qualities of the older models much developed, and new suspension to look after the roadholding. I look forward to trying them.

Wolseley has tried most things since it made single-cylinder cars with gilled tubes all round the bonnet—the late Capt. Wylie, of the V.C.C., used to run one in his Club's veteran-car events.

A moderately-priced straight-eight, the first small six-cylinder engine in utility and sports forms, the flat-twin "small car in miniature" and the o.h. camshaft engine all come easily to the technicians and craftsmen at Wolseleys, and, don't forget, a competition department was operated in the nineteen-twenties. It is pleasing to find that there is an Eight in Wolseley's present range, one of our few remaining Eights, and a quality one at that, besides the more ambitious models which in the past have served the police and others very well indeed.

The American makes leave me less nostalgic, because I have encountered them less frequently, although Buick recalls my first experience of front brakes, contracting-type but most efficient, and Lincoln and Chrysler faster-than-most cars of an era now past, while the Packard, an elderly example of which graces a garage in our village to this day, provoked comparisons with British forms of luxury motoring even before the war.

Go then, to Earls Court, and admire and probe the latest models, but, as you do so, spare a thought for the great cars of the past and of happy experiences you have had with makes and types long since extinct. For it is the experience gained in designing and developing former products that has made possible the fine cars that are exhibited at our first Motor Exhibition since the war.—W. B.

CLASSIFICATION BY PRICE

NOTE.—This classification is incomplete, because not every exhibitor has announced prices, while in other cases details have not been settled as we go to press. Basic prices are given, as being the best yardstick of the cars to which they apply; in this country purchase tax (where applicable) increases these by 33⅓ up to £1,000 and by double that amount at, and exceeding, this figure. We take no responsibility for errors or omissions in the following classification and all prices are subject to alteration without notice

Up to £250

Ford "Anglia" saloon	£242

£251—£300

Ford "Prefect" saloon	£290
Ford "Prefect" all-weather	£300
Morris Eight two-door saloon	£270
Morris Eight 4-door saloon	£290

£301—£400

Austin A40 "Devon" saloon	£362
Austin A40 "Devon" sun saloon	£365
Hillman Minx Magnificent saloon	£395
Morris Ten saloon	£337½
Renault 760-c.c. saloon (approx.)	£358
Vauxhall "Wyvern" saloon	£350
Wolseley Eight saloon	£360

£401—£500

Austin A70 "Hampshire" saloon	£475
Land Rover	£450
M.G. TC two-seater	£412½
Morgan "4/4" two-seater	£409½
Morgan "4/4" four-seater	£428½
Morgan "4/4" Coupé	£478½
Singer Nine Roadster	£450
Standard "Vanguard" saloon	£425
Vauxhall "Velox" saloon	£430
Wolseley Ten saloon	£420
Wolseley "12/48" saloon	£490

£501—£600

Citroen Light Fifteen saloon	£570
Citroen Light Fifteen sun saloon	£575
Ford V8 "Pilot" saloon	£585
Ford V8 "Pilot" saloon (leather)	£597½
Lanchester Ten chassis	£530
M.G. 1¼-litre saloon	£525
Singer Super Ten saloon	£510
Singer Super Twelve saloon	£600
Wolseley "14/60" saloon	£535
Wolseley "18/85" saloon	£590

£601—£700

Allard chassis	£670
Alvis chassis	£665
Humber "Hawk" saloon	£625
Jowett "Javelin" saloon	£640
Riley 1½-litre saloon	£675
Sunbeam-Talbot "80" sports saloon	£695

£701—£800

Austin A90 "Atlantic" coupé	£745
Lanchester Ten saloon	£725
Sunbeam-Talbot "80" sports coupé	£745
Sunbeam-Talbot "90" Sports saloon	£775
Triumph roadster	£775

£801—£900

Humber "Super Snipe" saloon	£895
Lea-Francis Utility	£895
Riley 2½-litre saloon	£880
Rover "60" saloon	£845
Rover "75" saloon	£865
Sunbeam-Talbot "90" sports coupé	£825

£900—£1,000

A.C. saloon	£999
Allard two-seater	£968
Allard four-seater	£990
Allard coupé	£999
Alvis saloon	£998
Armstrong-Siddeley "Hurricane" coupé	£975
Armstrong-Siddeley "Lancaster" saloon	£995
Armstrong-Siddeley "Typhoon" saloon	£975
Austin A125 "Sheerline" saloon	£999
Healey chassis	£950
Jaguar 2½-litre saloon	£930
Jaguar 3½-litre saloon	£988
Lea-Francis Mk.III saloon	£998
Lea-Francis 14-h.p. coupé	£998
Lea-Francis 12 & 14-h.p. two seater	£998

£1,001—£1,500

Aston-Martin two-seater	£1,498
Bristol chassis	£1,125
Diamler 2½-litre chassis	£1,065
Daimler 2½-litre saloon	£1,270
Daimler 2½-litre coupé	£1,500
Healey roadster	£1,500
Humber Pullman saloon	£1,395
Jensen chassis	£1,400
Lea-Francis Mk.IV saloon	£1,050

£1,501—£2,000

Bentley chassis	£1,985
Bristol saloon	£1,750
Daimler 27-h.p. chassis	£1,700
Frazer-Nash Roadster	£1,750
Frazer-Nash high-speed chassis	£1,750
Frazer-Nash high-speed two-seater	£1,975
Healey saloon	£1,750
Healey Sportsmobile	£1,850
Jensen saloon	£1,926
Lagonda saloon	£1,998
Wolseley Twenty-Five Limousine	£1,650

£2,001—£2,500

Daimler 36-h.p. chassis	£2,025
Frazer-Nash High-speed Roadster	£2,250
Frazer-Nash Superleggera two-seater	£2,500
Jensen convertible	£2,280
Lagonda coupé	£2,198
Rolls-Royce chassis	£2,035

£2,501—£3,500

Bentley saloon	£2,595
Bentley Park Ward coupé	£3,190
Bentley Mulliner saloon	£3,415
Bentley Young saloon	£3,500

Over £3,500

Rolls-Royce sports saloon	£3,590
Rolls-Royce limousine	£3,750
Rolls-Royce Sedanca de Ville	£3,875
Rolls-Royce coupé	£3,735

THE CARS AT EARLS COURT

EARLS COURT EXHIBITION

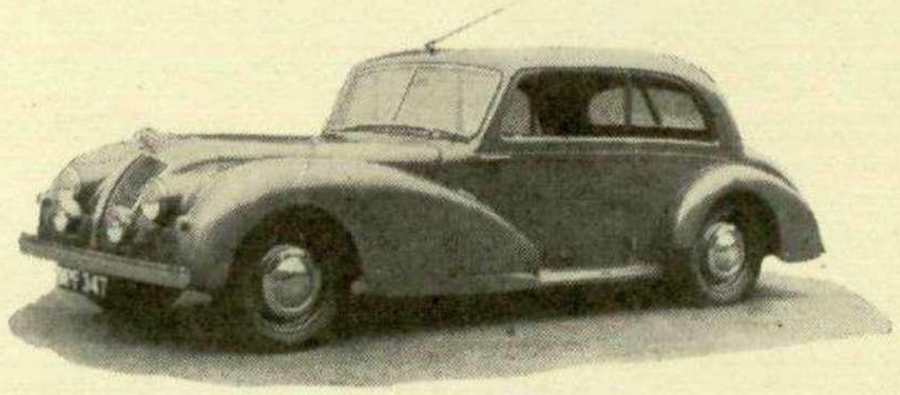
In this Second Special Show Number of MOTOR SPORT will be found information on outstanding aspects of all the cars at Earls Court, make by make. It is thought that this special issue may be retained for reference purposes, so data on engine sizes, output, gear-ratios and the major technical features are included, while manufacturers and concessionaires' addresses, with telephone numbers in most instances, are quoted. Since we published a list of car exhibitors last month, the S.M.M.T. has amended some of the Stand Numbers. A corrected list follows :—

A.C.—131	Jowett—174
Alfa-Romeo-159	Lagonda—138
Allard—137	Lanchester—158
Alvis—166	Lea-Francis—176
Armstrong-Siddeley—147	Lincoln—136
Aston-Martin—138	M.G.—148
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A.C. *Stand* 131

A.C. offers a specialised 2-litre car which is already in export production in appreciable quantities at the Thames Ditton works, where the firm makes its own bodywork in the best coachbuilding tradition. Indeed, the A.C. retains the appeal of a specialist-built quality car. Its connecting-rods and pistons are carefully balanced before assembly ; bearings, although of modern type, are hand-fitted, and engines are electrically run-in before being bench-tested.

The engine is the well-tried 2-litre, 65 by 100-mm., six-cylinder, using A.C.'s famous wet-liner light-alloy construction and embodying alloys and steels fully up to pre-war standards of excellence. With inclined o.h. valves operated by a chain-driven o.h. camshaft, five-bearing balanced crankshaft and three S.U. carburetters, this engine contrives to deliver 74 b.h.p. at 4,500 r.p.m. on a compression-ratio of 6.5 to 1—nearly as high an output as was obtained on " racing car " compression ratios with this unit, pre-war. Exhaust noise is muted by the traditional twin expansion-chambers on the exhaust manifold, in conjunction with two Servais silencers high-set on the chassis. The crankcase has been stiffened, the water-pump lowered to clear the new bonnet and shorten its belt-drive, while the mounting legs have been modified. Oil filter and distributor are truly accessible.



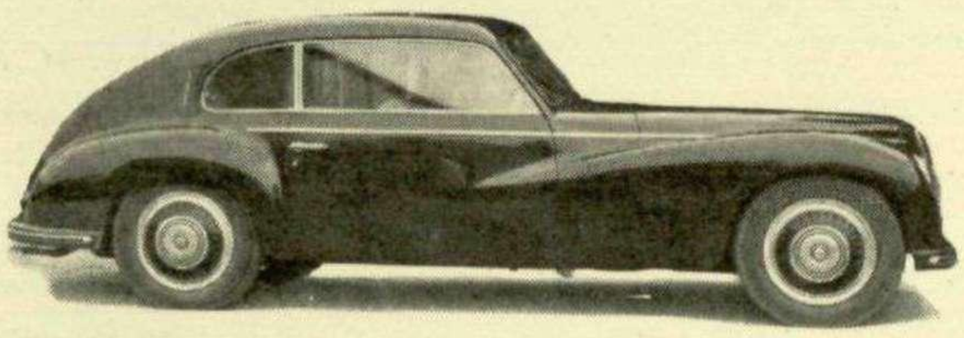
This very genuine power unit is installed in a chassis at once simple yet effective. Suspension is by Woodhead ½-elliptic springs all round, damped by pleasantly trouble-free Woodhead-Monroe shock-absorbing struts at the front and by the well-tried Luvax-Girling dampers at the rear—this suspension system has few moving parts to wear and there are merely four grease-nipples at the front, Silentbloc bushes being employed at the rear. The rear springs are inboard of the side-members and pass below the axle, while the chassis frame is a rigid box-section cruciform. The drive goes *via* a smoothly-acting Borg and Beck clutch to a Moss four-speed-and-reverse synchromesh gearbox controlled by a normal, rigid central lever. The ratios are 4.625, 6.32, 9.16 and 15.6 to 1. Final drive is by open shaft to an E.N.V. rear axle. Braking is by 12-in. dia. hydro-mechanical Girlings, using A.C.'s own grease-packed, enclosed compensator at the rear. The hand-brake lever is normally located but of pull-out type. Cam steering with transverse drag-link is used, easily fitted for either left-hand or right-hand location. Dunlop wheels carry 5.50–17 tyres, a Lucas 12-volt system looks after the electrics, and the fuel tank holds 11½ gallons. The car is truly low, rendering entry and exit very unlaborious, yet has a perfectly clean underline, offering a 7-in. clearance. Wheelbase and track are 9 ft. 9 in. and 4 ft. 7 in., respectively, and the saloon weighs around 25 cwt.

From brief experience of the new A.C. we can confirm that it offers really generous leg, head and elbow-room, has a genuine three-abreast rear seat and very exceptional forward vision as one of its most endearing features—both front wings and much of the road beside them can be seen from the low-set driving seat. It has lines pleasant to those who appreciate the modernistic while eschewing the futuristic, the rear-wheel spats having been discarded recently, which, in our estimation, has improved the appearance.

The suspension provides a good compromise between comfort and control of excessive roll when cornering, the steering gives a fine lock, is very accurate and has full castor-action, and as to the performance offered by the pink-free 2-litre engine, A.C.s will talk of 65 m.p.h. cruising and a maximum of about 85 m.p.h. under favourable conditions. The cars have been severely tested in the Alps, when they refused to lose cooling water. It is nice to know that Thames Ditton still builds the sort of car that made discerning buyers A.C.-conscious in the past, and that little items such as a radiator grille in rustless-brass, afterwards chromiumed, plastic instead of rubber screen-bonding, and wire-mesh stone protectors for the 16-gauge aluminium wings figure in this honest British motor car. The basic price of the saloon is £999. A.C. CARS LTD., THAMES DITTON, SURREY (Emberbrook 2340).

ALFA-ROMEO. *Stand* 159

In their present-day catalogue Alfa-Romeo, besides some fine colour-pictures of the " 158 " G.P. car, proudly list their racing successes since 1924. So the 6C " 2,500 " 2nd Series " Sport " and " Super Sport " models are of especial allure. The sports model has a 2,443-c.c. six-cylinder twin o.h.c. engine, giving 90 b.h.p. at 4,600 r.p.m. on a 7-to-1 compression-ratio. The construction is very enticing, with one-piece cast-iron block and crankcase and a light-alloy cylinder head with hemispherical combustion spaces. The camshafts of the modern Alfa-Romeo operate direct and are driven by an automatically-tensioned chain, but are coupled *via* helical gears. The crankshaft runs in seven bearings and is dynamically balanced ; sump, and, indeed, the gearbox are heavily ribbed, and cooling is looked after by a belt-driven pump and fan, in conjunction with thermostatically-controlled shutters to the good old formula. Ignition is by coil, with hand and automatic control, and fuel feed by mechanical pump to a down-draught carburetter with accelerator pump and starting gadget.



The drive goes through a single-plate elastic-hub dry clutch to a unit four-speed-and-reverse gearbox with steering column actuation. There is synchromesh on second and third gears—to remind us how far we have come since we timidly handled a " Zagato " for the first time many years ago.

The chassis is a boxed, one-piece, welded sheet-steel frame, and the propeller-shaft is in three sections. Most interesting, the rear suspension is independent, with differential on the frame and jointed half-shafts taking the drive to the wheels. The type is not specified ; at the front it is by hydraulically-damped coil springs and also, of course, independent. The brakes are

hydraulic, Rudge-type wheels carry 6.00-18 Pirelli tyres, and the fuel tank holds 17 gallons. The fuel consumption is quoted as 18½ m.p.g. and the maximum speed as 96 m.p.h. The "Super Sport" chassis differs in giving 105 b.h.p. at 4,800 r.p.m. from the same size (72 by 100 mm.) engine, by reason of three horizontal carburetters. The wheelbase is shorter, reducing weight by approximately 75 kg., to 1,000 kg., and the speed is increased to 102 m.p.h.

On show will be a very handsome two-door "Golden Arrow" saloon, with sheet-steel frame with partial light-alloy lining, slide-out spare wheel mounting in the boot, air conditioning, built-in jacks, provision for radio and ivorite or plexiglass dashboard controls. This exhibit will be backed up by a cabriolet of the most modern conception. The chassis carries bumpers. THOMSON & TAYLOR (BROOKLANDS) LTD., PORTSMOUTH ROAD, COBHAM, SURREY (Cobham 2848/9).

★

ALLARD. *Stand* 137

The Allard is an outstanding car in a number of different ways. In the first place, it employs a Ford engine, gearbox, rear axle and other components, which ensures reliability, and service facilities the world over. It has a comparatively simple specification, yet it offers very real acceleration and a good turn of speed—the "step-off" in bottom gear is a sensation it is necessary to experience to appreciate. Over and above these two often conflicting, but in the Allard reconciled, qualities must be placed the car's quiet refined manner of running, its arresting appearance, and its happy blend of suspension layout and weight distribution that endows the car with exceptionally good roadholding, particularly noticeable when swinging through a succession of curves at speeds approaching the maximum.

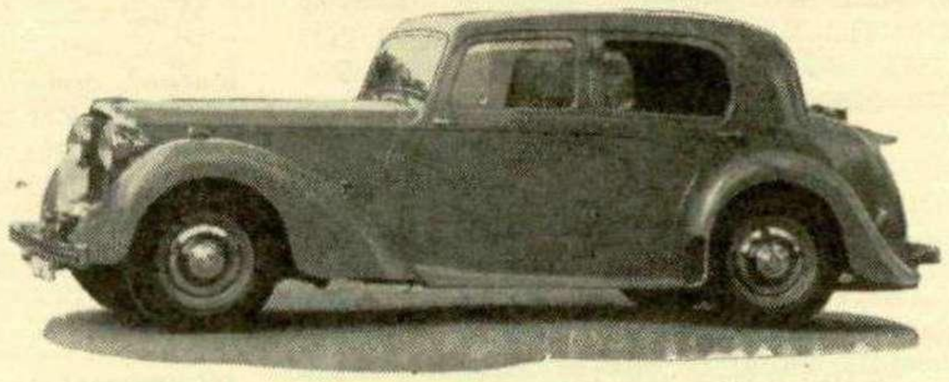
Sydney Allard built Ford-base "specials" for fun for many years and his record of competition successes is second to none. That is why, when you purchase an Allard, you have a car able not only to take you in comfort and security at high average speeds on tours or long-distance business journeys, and able to take your wife on docile shopping expeditions, but a car able to earn laurels in speed events, trials, rallies, driving tests and, indeed, almost any type of competition without doing itself harm.

The specification embraces a 3.6-litre Ford V8 engine, giving 85 b.h.p. at 3,800 r.p.m. on a compression-ratio of 6.12 to 1, a rigid chassis with transverse leaf springing, independent suspension being achieved at the front by a swing-axle, 6.25-16 tyres on steel wheels and 12-volt Lucas electrical equipment. The chassis is made in two lengths of wheelbase, 8 ft. 10 in. and 9 ft. 4 in., and has Lockheed brakes. Light weight is one of the secrets of the Allard's vivid manner of going: the coupé, for example, on the long chassis, turns the scales at 26½ cwt. The Allard is largely unaltered for 1949, but the gear-lever has been transferred to the steering column and the indirect gear-ratios are now rather higher than before, bottom being 12.8 and second 7.3 to 1, whereas the former ratios were 14.4 and 6.95 to 1. Top gear remains 4.11 to 1. The seating arrangements have also been altered to some extent. The Allard's ground clearance is ample for the roughest going and even when driven hard its fuel consumption is commendably low. It would be hard to find a better all-round car than the modern V8 Allard. It will be shown in coupé, two- and four-seater and sports-saloon forms. THE ALLARD MOTOR COMPANY, LTD., 24/28, HIGH STREET, CLAPHAM, S.W.4 (Macaulay 2431).

★

ALVIS. *Stand* 166

Alvis concentrate on their 14-h.p. four-cylinder car, which, they say, is steadily increasing in popularity in a manner unsurpassed by any of their previous models. The 13.58-h.p., 74 by 110-mm., 1,892-c.c. engine uses push-rod o.h. valves, a three-bearing crankshaft, chain-drive for its camshaft, and a single S.U. carburetter. Cooling is by pump, ignition



by coil. The chassis has a wheelbase of 9 ft. 0 in., the Dunlop wheels carry 6.00-16 Dunlop tyres, and the gear ratios of the rather beautiful unit gearbox are 4.875, 6.48, 9.42 and 14.46 to 1. The Alvis has normal, underslung ½-elliptic suspension controlled by piston-type dampers, and other features are an 11¼-gallon fuel tank, Girling 2 L.S. brakes, Marles steering and ¾-floating hypoid rear axle. At Earls Court the exhibits will include a four-light saloon and a drophead coupé. ALVIS LTD., COVENTRY (Coventry 5501).

★

ARMSTRONG-SIDDELEY *Stand* 147

Armstrong-Siddeley continue their well-established 2-litre o.h.v. six-cylinder cars. The changes for 1949 confine themselves to a lower, more steeply sloping bonnet, rubber stoneguards for the rear wings, Burman F-type steering and Luvax P.V.6 dampers. Lucas Mk.II headlamps are now fitted. A "Lancaster" four-door saloon, "Hurricane" drophead coupé and a "Typhoon" two-door sports saloon will be shown.
ARMSTRONG-SIDDELEY MOTORS, LTD., COVENTRY (Coventry 4061).

★

ASTON-MARTIN *Stand* 138

The modern Aston-Martin is a most interesting car. Its 9 ft. 0 in. wheelbase chassis is of entirely specialised construction, a rectangular section steel tube structure being used, which also forms a frame for the bodywork. This light, rigid chassis is very flexibly sprung, on large, unenclosed coil springs, a rigid axle, located by two parallel radius arms on each side and by a transverse anti-roll member, being used at the rear. At the front, trailing-link i.f.s. is employed, the lower links pivoting within an oil-filled tubular cross-member which provides very thorough self-lubrication. Armstrong hydraulic shock-absorbers are connected to the upper suspension links, and an anti-roll torsion bar is incorporated. This suspension permits ample wheel movement and is very supple, ensuring a remarkable degree of comfort, but at the same time a very high degree of road-holding has been achieved—indeed, the Aston-Martin corners impeccably without roll, and is one of our most outstanding cars in this respect.

The engine is an 82.55 by 92 mm., 1,970-c.c. four-cylinder, with detachable head, two horizontal S.U. carburetters, 14-mm. Lodge plugs and pump and fan cooling. It is an unobtrusive, rugged type of unit, which runs up to a notably high peak-speed—4,750 r.p.m.—and develops 90 b.h.p. on a 7.25 to 1 compression ratio. Fuel is contained in a 14½ gallon tank and delivered by an S.U. pump, while 12v. Lucas electrical equipment is used.

The drive goes *via* a Borg and Beck clutch to a David Brown four-speed and reverse synchromesh gearbox, with ratios of 4.1, 5.17, 7.7. and 12.0 to 1, control being by a rigid central remote-control lever. The Girling hydro-mechanical 12 in. two L.S. brakes can be clapped on at speed without unfortunate consequences arising. It is good to see Dunlop centre-lock wire wheels; they carry 5.75 by 16 Dunlop tyres. Steering accuracy is achieved by worm and roller mechanism. A safe cruising speed of almost 80 m.p.h. is possible.

This new 2-litre Aston-Martin established its prestige at Spa, when Johnson and Horsfall won this arduous 24-hour sports-car race outright. At Earls Court the car will be shown as a modern two-seater and also in a most exciting "Spa Replica" form, the latter model being like the actual winner of the Spa race in all respects save lower compression-ratio and a smaller fuel tank to provide space for luggage. The spare wheel is accommodated in the streamlined tail. We believe that some 110 m.p.h. was attained at Spa and the production "Spa Replica" model Aston-Martin is expected to weigh around 18½ cwt. and to achieve about 100 m.p.h. David Brown, Ltd., who now own the Company, deserve warm congratulation for listing such a car. ASTON-MARTIN, LTD., FELTHAM, MIDDLESEX (FELtham 2291).

★

AUSTIN *Stand* 144

The famous Austin Motor Co., Ltd., has a most attractive range of cars on show, comprising A40 "Devon" saloons, A70 "Hampshire" saloons and A90 "Atlantic" convertibles and an A125 "Sheerline" saloon. All these cars have high-efficiency push-rod o.h.v. engines in chassis using coil-spring i.f.s. and long underslung link-interleaved ½-elliptic springs at the rear. The smaller cars use Girling brakes,

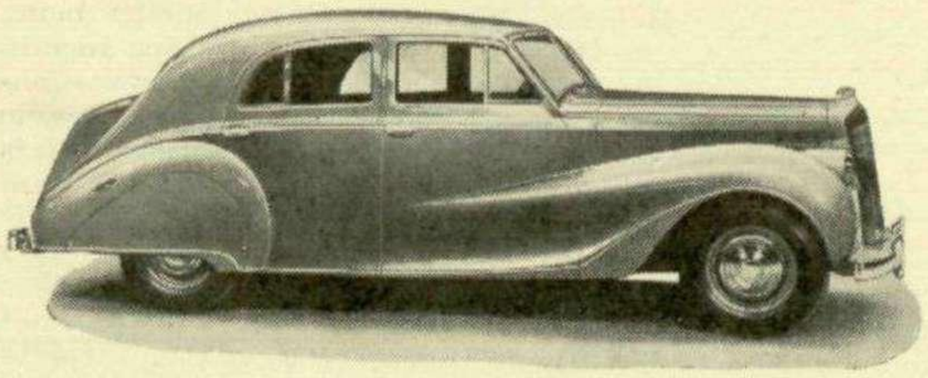
the A125 Lockheed hydraulic brakes, and the specification in each case is aimed at combining good performance with the well-known Austin dependability.

The A40 saloon, on 1,200-c.c., cruises at over 60 m.p.h. if required to do so, and has a 72 m.p.h. maximum. From such figures can be visualised the sort of performance of which the A70 and A90 cars should be capable. The A70 has a 79.4 by 111.1 mm. (2,199-c.c.) engine, giving 64 b.h.p. at 3,800 r.p.m., on a compression ratio of 6.8 to 1, while the A90, from an 87.2 by 111.1 mm. (2,660-c.c.) engine, with compression ratio of 7.5 to 1, and two S.U. carburetters in place of a single d.d. Zenith, gives no less than 88 b.h.p. at 4,000 r.p.m.

The A70 uses a four-speed gearbox with synchro-mesh on the three upper speeds, the ratios being 4,125, 5.84, 9.28 and 15.34; the A90 has a similar box, with ratios of 3,667, 5.19, 8.25 and 13.65 to 1. In both cases steering column control is used.

While the A70 is a larger, more brisk version of the very excellent A40, which is already appearing in appreciable numbers on our roads—Scott Moncrieff and Raymond Mays are enthusiast users—the A90 is a most exciting new car of truly modernistic outline with "Atlantic" three/five-seater convertible body having power-operated hood and windows and provision for built-in heater, de-mister and radio. This is a car which should offer the performance and convenience of an American automobile with the handling and economy expected from British productions, together with more modest dimensions, the wheelbase being only 8 ft. 0 in. and the overall size 14 ft. 9⅛ in. by 5 ft. 10 in. The top gear ratio gives a speed as high as 20.96 m.p.h. at 1,000 r.p.m., the weight of the A90 "Atlantic" coming out at 25 cwt., dry. The rear wheels are enclosed by the very sleek bodywork, and pressed steel wheels carry E.L.P. 5.50 by 16 tyres.

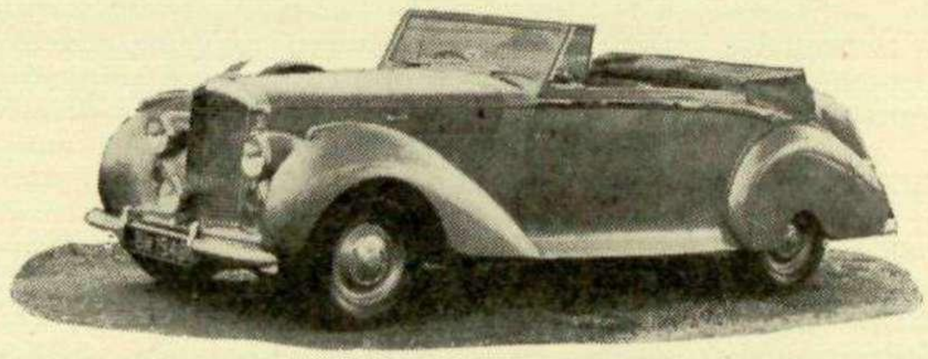
In addition to the very attractive A40 and A70 saloons and the breathtaking A90, Austin offer a modern luxury car



in the A125, which has a 3,460-c.c. six-cylinder engine giving 110 b.h.p. on a compression ratio of 6.8 to 1. The "Sheerline" saloon, illustrated above, is a particularly fine car, with Dunlopillo cushioning, a walnut veneered facia panel, interior heater, de-mister, built-in Ekco radio and other "mod. cons." It has a maximum speed of about 80 m.p.h. and offers effortless travel on long or short journeys. The specification includes steering-column gear control, and a 4.45 to 1 hypoid rear axle. Braking is by Lockheed. THE AUSTIN MOTOR CO., LTD., LONGBRIDGE, BIRMINGHAM (Priory 2101).

BENTLEY *Stand* 168

The 4¼-litre Bentley requires no introduction, and will be seen at Earls Court in a variety of beautiful body styles. These cars offer extreme refinement of running with a maximum speed of well



over 90 m.p.h., which speed can be held for mile after mile when conditions permit, such as on Continental motor roads. In addition, they handle well, wear well and share with the Rolls-Royce that positive action of the controls, major and minor, which makes the car, speed and excellent acceleration apart, such a pleasure to drive.

The latest engine has overhead inlet valves operated by push-rods, side exhaust valves, a r.h. control synchromesh gearbox, coil-spring i.f.s. and the famous mechanical servo braking system. BENTLEY MOTORS (1931), LTD., 14-15, CONDUIT STREET, LONDON, W.1. (Mayfair 4412).

★

BRISTOL *Stand* 142

The Car Division of the Bristol Aeroplane Company will show examples of the Bristol, which is one of Britain's most luxurious cars. Not only is it beautifully made and appointed, but it offers a very high performance indeed from a six-cylinder engine having the modest capacity of 2-litres. From the three-carburetter Type 400/85 saloon a maximum speed of over 95 m.p.h. and 0–60 m.p.h. acceleration in under 15 seconds can be obtained, while such performance is, moreover, retained, without special servicing, for very prolonged mileages. The top gear ratio is not unduly low—3.9 to 1—but the critical 2,500 ft.-per-min. piston speed is not reached until the car is doing nearly 79 m.p.h.

The specification embraces a 66 by 96 mm. 7.5 to 1 compression-ratio, short vertical and transverse push-rod o.h.v. engine with 10 mm. sparking plugs, a rigid central gear-lever, i.f.s. by transverse leaf spring and torsion bar rear suspension, Bristol's own shock-absorbers being used. Not only have these cars a very imposing appearance but they are very well finished and possess a very large number of "mod. cons." For instance, chassis lubrication is effected by pressing a pedal, there are thermostatically controlled radiator shutters, and radio, oil and water thermometers, de-misting and de-icing, lamp dip indicator and radio are standard equipment.

The bodies are hand-built in the best coachbuilding style by craftsmen at the Bristol works. As wood-framed coachwork is not suitable for all climates, however, a new all-steel body will be featured at Earls Court. The Bristol is one of the very best cars made in Britain to-day. THE BRISTOL AEROPLANE CO. LTD., FILTON, BRISTOL (Bristol 48051).

★

BUICK *Stand* 170

Examples of these much respected American cars will be shown by the concessionaires, but no details have reached us. LENDRUM & HARTMAN, LTD., BUICK WORKS, OLD OAK LANE, N.W.10.

★

CHRYSLER *Stand* 149A

Chrysler is a name to conjure with amongst the better American cars. The latest examples of this well-known make will be on view and will comprise a "Windsor" four-door saloon and two "Plymouth" four-door saloons, one leather, one cloth upholstered. CHRYSLER MOTORS, LTD., MORTLAKE ROAD, KEW GARDENS, SURREY (Prospect 3456).

★

CITROEN *Stand* 152

Some five years before the war Citroen introduced their famous front-wheel-drive car, offering a spacious interior by reason of a flat floor and dashboard gear-lever, splendid roadholding and cornering because of low build and very efficient system of torsional front suspension, and a brisk performance from a push-rod o.h.v. four-cylinder engine.

To-day this formula is continued in the well-tried "Light Fifteen," which represents very good value for money at £729 1s. 8d. in saloon form, inclusive of purchase tax. The 2-litre engine develops 56 b.h.p. at 4,250 r.p.m. on a 6.2 to 1 compression-ratio and the car is smart without following the futuristic trend, while it is a real pleasure to handle over give-and-take roads. Three forward speeds of 4.3, 7.3 and 13.1 to 1 suffice, Lockheed brakes are used, and disc wheels carry 165 by 400 Broadbase tyres. A new 2,866-c.c. six-cylinder model of virtually the same design has just been introduced and should be a very fine car. It gives 76 b.h.p. at 3,800 r.p.m., pulls a 3.87 to 1 top gear, has a 10 ft. 10½ in. wheelbase and is, likewise, of sober but very attractive appearance.

At Earls Court the exhibits will be a five-seater "Light Fifteen" saloon, a "De Luxe" fixed-roof saloon on the same chassis—or should it be as part of the same chassis?—and these same models in the new six-cylinder form. CITROEN CARS, LTD., TRADING ESTATE, SLOUGH, BUCKS (Slough 23811-6).

DAIMLER *Stand* 153

Daimler has made luxury cars for many years, and has the honour to supply the British Royal Family. Not only do their magnificent straight-eight carriages retain an old-world dignity allied to that briskness of going essential for easy negotiation of present-day traffic, but they are capable of speeds of which many sports-cars would not be ashamed, while so nicely do they negotiate corners that many owners must feel jealous of the chauffeurs they appoint! In addition, Daimler has perfected the famous fluid flywheel-cum-self-change-epicyclic-gearbox transmission which not only makes these cars very simple to drive, but ensures smooth starting and easy negotiation of congested areas.

At Earls Court a Hooper limousine on one of the straight-eight chassis will be shown, together with a polished exhibition 2½-litre six-cylinder chassis, a grey four-door 2½-litre saloon and an entirely new Barker two-door sports coupé on a "Special Sports" version of the 2½-litre chassis. This last-named car is of modern appearance, while the engine has a special 7.2 to 1 compression ratio head and two carburetters, increasing the output from 70 to 85 b.h.p., at 4,200 r.p.m., while the chassis specification embraces a direct third gear and an overdrive top gear, giving refined high-speed cruising and greater economy of petrol. The worm-drive rear axle has a ratio of 4.857 to 1 and the gearbox ratios are 3, 1.64, 1.00 and .73 to 1, in conjunction with 6.00 by 16 tyres. THE DAIMLER CO., LTD., COVENTRY (Coventry 4161).

★

DELAHAYE *Stand* 172

The Type 135 "Special" Delahaye, which will be shown in three coupé forms, has a six-cylinder 84 by 107 mm. 3,557-c.c. four-bearing engine giving 130 b.h.p. It uses three d.d. carburetters, and o.h. valves. The drive passes through a four-speed Cotal gearbox to a 12/41 Gleason back axle. The chassis has friction-damped i.f.s. and long, flat-set ½-elliptic rear springs. The wheelbase is 9 ft. 7 in., 6.00 by 17 tyres are used, and the fuel tank carries 22 gallons. The chassis is said to weigh only 16 cwt. 78 lb. SELBORNE (MAYFAIR), LTD., 82, PARK STREET, GROSVENOR SQUARE, W.1 (Mayfair 4733-4).

★

DODGE *Stand* 149

Dodge, an off-shoot of Chrysler, will display its latest cars at Earls Court. The exhibits will consist of a "Custom" four-door saloon, a "Kingdom" four-door saloon and a De Soto "Custom" four-door saloon.
DODGE BROS. (BRITAIN), LTD., CHRYSLER WORKS, MORTLAKE ROAD, KEW GARDENS, SURREY (Prospect 3456).

★

FORD *Stand* 165

Ford is a master in the art of making successful inexpensive cars. For 1949 the 8-h.p. "Anglia" and the 10-h.p. "Prefect" saloons have been re-styled. They are the lowest priced cars in their respective h.p.-categories, costing £242 and £290, exclusive of purchase tax. The famous 3.6-litre V8 will be on show for the first time at Earls Court in "Pilot" saloon form, a rugged, high-performance car happily free from exterior frills.
THE FORD MOTOR CO. LTD., DAGENHAM, ESSEX (Rainham 3000).

★

FRAZER-NASH *Stand* 135

After the war the Aldingtons set out to make the kind of sports car B.M.W. would have offered had they continued production. In this endeavour they have been aided by Ullenhaut and other prominent German technicians. Using a rigid 8-ft. wheelbase chassis of very large diameter tubes, transverse leaf spring and wishbone i.f.s., torsional rear suspension and a Bristol engine/gearbox unit, they have produced a very light 2-litre car which worthily upholds the Frazer-Nash tradition. It possesses smooth high-geared steering, light-to-apply, immensely powerful Lockheed brakes and an engine which will go up to 5,000 and more r.p.m. at a touch of the throttle, while remaining docile and tractable at 1,000 r.p.m. in top gear—we speak from experience gleaned during a brief drive in the "Superleggera" two-seater.

Two models are offered, the 90 b.h.p. Fast Tourer and the 5,500 r.p.m. 120 b.h.p. High Speed model, which last year gave 100 b.h.p at 5,000 r.p.m. Two body styles, formed of light alloy panels on a tubular framework, are made, a fully-faired, modern two-seater with enclosure of the wheels, and, for the High Speed chassis only, a less streamlined, but narrower, two-seater complying with T.T. regulations. The bodies will be made at Isleworth and special attention is being given to freedom from rattles during the life of the car. The modern Frazer-Nash is intended to serve those who spend all their pennies—some £3,500 of them—on one car, which will cope with racing, fast long-distance touring and less exacting expeditions, with equal facility. Mr. H. J. Aldington says he has nothing to fear from Italian sports cars in respect of power output, while the High Speed two-seater is expected to weigh about 14½ cwt. For export only a "Superleggera" two-seater by Touring of Italy will be shown. It offers excellent visibility from a wide cockpit possessing two separate, beautifully padded seats, and is ultra-modern and smart in appearance.
A.F.N. LTD., FALCON WORKS, LONDON ROAD, ISLEWORTH, MIDDX. (Hounslow 0011).

★

GENERAL MOTORS LTD. *Stand* 175

General Motors are a factor to be reckoned with in the States and their various products will form an interesting exhibit.
GENERAL MOTORS, LTD., 23, BUCKINGHAM GATE, S.W.1 (Victoria 8141).

★

HEALEY *Stand* 140

Very soon after the outbreak of peace, Donald Healey, veteran of so many motoring competitions, announced his exciting new high-performance car. It had a very rigid, but light chassis, independent front suspension using light-trailing links controlled by coil springs, coil springs also being used to suspend the normal rear axle which was stabilised by a Panhard rod, while this chassis was powered with the famous "Big Four" Riley engine, persuaded to give 104 h.p. at 4,500 r.p.m. A sensational aerodynamic saloon body, properly tested in a wind tunnel, was made for the car and it proved the fastest production car ever tested by the motoring Press, a contemporary timing the saloon Healey at 104 m.p.h. In spite of such speed, and acceleration to match, the new car was a perfectly usable vehicle, happy in traffic, softly-sprung for comfort and rendered safe by reason of its stability, Lockheed brakes and Marles steering.

Since those early days the Healey, both in saloon and aerodynamic open two-seater form, has gained many notable successes in all manner of competitions and has thereby not only firmly established itself amongst British high-performance cars, but has materially increased our National prestige abroad. The wheelbase is 8 ft. 6 in. and the roadster weighs, dry, 20½ cwt. The latest model is the "Sportsmobile," which John Cobb used to open the new Silverstone circuit on October 2nd. This very advanced five–six-seater has a front seat width of 48 in. and is a comfortable, exceedingly fast touring car. Like the other Healey models it has gear-ratios of 3.5, 4.963, 7.542 and 12.761 to 1, selected with a rigid central lever. The Healey cruises at over 70 m.p.h. at 2,500 ft.-per-min. piston speed and has won a warm place in the hearts of present-day enthusiasts. The chassis costs £950. A saloon has been officially timed to do nearly 111 m.p.h., and this month a Healey saloon covered 103.76 miles in the hour at Montlhèry.
DONALD HEALEY MOTOR CO., LTD., THE CAPE, WARWICK (Warwick 676–7).

★

HILLMAN *Stand* 160

The "Minx," that useful and well-established British economy "Ten," will be shown in its new "Minx Magnificent" guise, with the modern all-enveloping saloon bodywork. The gearbox is now mounted on its side to facilitate steering-column control, Lockheed 2LS brakes are used, and the former "cart-spring" front suspension has given way to transverse wishbone coil-spring i.f.s. This new Hillman will be in big demand all over the world and is an excellent example of an up-to-the-minute British family car.
THE HILLMAN MOTOR CAR CO. LTD., RYTON-ON-DUNSMORE, NEAR COVENTRY.

★

HOTCHKISS *Stand* 134

That fine French car, the 3½-litre Hotchkiss, will be exhibited as a "Grand Sport" two-door four-seater saloon, as a "Gascoyne" four-door five-seater saloon and as a two-door four-seater drophead coupé with fold-flat windscreen. The "Grand Sport" possesses a G.S. III 27.5-h.p., push-rod o.h.v. six-cylinder engine of 86 by 110 mm., 3,485-c.c., a four-speed gearbox with ratios of 3.3, 5.11, 7.23 and 11.11 to 1, a 9 ft. 2 in. wheelbase, a 19-gallon tank, and, new since the last Show, Lockheed brakes and coil spring i.f.s. Developing 130 b.h.p. at 4,000 r.p.m., this model is claimed to have clocked a mean speed of 97.4 m.p.h. for a ¼-mile. The other model differs in

having only one carburetter instead of two, a lower compression ratio (6.5 against 7.0 to 1) and a 10 ft. 1 in. wheelbase. It develops 25 less horse-power but the saloon is said to have clocked 90 m.p.h. for a two-way ¼-mile.
HAROLD RADFORD & CO. LTD., MELTON COURT, SOUTH KENSINGTON, S.W.7 (Kensington 6642).

★

HUDSON *Stand* 167

Two "Commodore Eight" four-door saloons and a "Commodore" convertible brougham will be on the stand. Features are the new low chassis, making the c. of g. lower than that of any other American car and a height of only five feet in spite of ample headroom, a straight-eight 128-horse-power L-head motor, coil-spring i.f.s., and "Vacumotive" or normal transmission at the turn of a button. This is an American automobile in its most modern form.

★

HUMBER *Stand* 157

One of Britain's most dignified medium-powered cars, the Humber "Super Snipe," will be shown, together with the "Pullman" and the new "Hawk." Independent front suspension, steering column gear-change and very spacious, imposing bodywork will be noted. Side-valve engines are used.
HUMBER LTD., RYTON-ON-DUNSMORE, COVENTRY

★

JAGUAR *Stand* 146

The Jaguar, in its pre-1949 form, won widespread respect in both 2½ and 3½-litre versions, as a fine car in the older tradition, possessing a really high performance while being in no way cramped in passenger accommodation, and offering very good value for money withal! Consequently, the advent of the new Mark V will be of the greatest interest to discerning enthusiasts for the high-performance car.

Still available in 2½ and 3½-litre engine sizes, the Mark V is the former model materially improved. While no attempt been made to render the appearance "futuristic," the rear wheels are now hidden beneath "spats" and the headlamps are now faired-in and the body lines generally cleaned-up. We satisfied ourselves some time ago that the older 3½-litre Jaguar saloon was a genuine 90-m.p.h. motor-car and the better airflow round the Mark V should make it several m.p.h. faster.

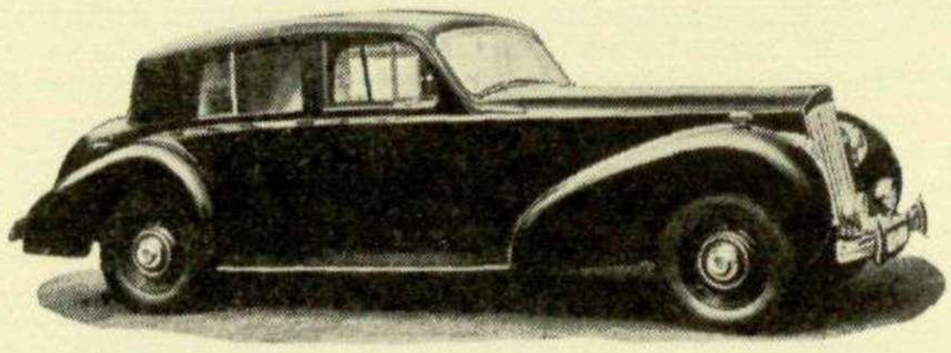
In addition, good and stable as the former car was, the Mark V is brought right into line with modern practice by being endowed with a system of torsion-bar and transverse wishbone i.f.s. that has been the subject of experiment since 1938. As the stub axles are accommodated on special ball-joints at the extremities of the wishbones, unsprung weight should be very low. Lubrication points are reduced to a minimum. At the rear ½-elliptic suspension is damped by Girling P.V.7. shock absorbers and an anti-sway bar is used. Steel wheels carry Dunlop Super Comfort tyres of sensible size (6.70 by 16) and Lucas de luxe electrical equipment is used. The four-speed synchro-mesh gearbox has ratios of 4.3, 5.87, 8.52 and 14.5 to 1 in the case of the 3½-litre car and the excellent short central remote-control lever is retained. The increased performance is met by Girling brakes, now of 2LS type.

Returning to the engine, the 3½-litre unit has a seven bearing counter-weighted crankshaft, push-rod o.h. valves, and gives 102 b.h.p. at 4,600 r.p.m. on a 7.3 to 1 compression ratio. In spite of its comparatively sober appearance, the Jaguar has those appointments which some people think are the prerogative of the "flying blancmange"—interior heater, de-mister, cool air supply to interior, illuminated luggage and tool compartments, infra-red instrument illumination, press-button door handles, etc. Upholstery is in Vaumol leather hide and Dunlopillo, a sliding roof is retained and the floor is carpeted over a felt underlay. The Jaguar is a dignified car, conspicuous only by reason of its excellent performance. At £1,263 3s. 11d. (with p.t.) in 3½-litre form, or £1,189 1s. 8d. as a 2½-litre, it cannot be considered expensive. A drop-head coupé is also listed, at the same price.
JAGUAR CARS, LTD., COVENTRY.

★

JENSEN *Stand* 173

The Jensen is a fine example of the specialised type of car built in small numbers for an enthusiastic *clientele*. It has a straight-eight o.h.v. Meadows engine of 85 by 85 mm. (3,860-c.c.), giving 130 b.h.p. at 4,300 r.p.m., on a 6.25 to 1



compression ratio. The gearbox is centrally controlled and has ratios of 3.4, 4.4, 6.5 and 11.5 to 1 and the final drive is by underslung worm rear axle. The makers claim 18 m.p.g. and 90 m.p.h. from this handsome, high-geared, modern but not "futuristic" 10 ft. 6 in. wheelbase car. At Earls Court they will show a four-door saloon and a left-hand drive four-door convertible.
JENSEN MOTORS, LTD., WEST BROMWICH (West Bromwich 1112).

★

JOWETT *Stand* 174

The Jowett Javelin, with its o.h.v. flat-four light-alloy engine, giving 50 b.h.p. at 4,100 r.p.m., from 1½ litres, has a brisk 75-77 m.p.h. performance. It seats six people, in a very clean-outline saloon body, rides and handles very nicely indeed by reason of torsion-bar suspension, independent at the front, damped all round by Woodhead Monroe shock-absorbers, while its appointments are fully in keeping with modern practice—steering column control of the four-speed gearbox, provision for H.M.V. push-button radio, bow windscreen, side-jacking, de-misting and car-warming unit and, if required, a clever transparent plastic roof panel. The front seat is easily adjusted by a central winding handle and the spare wheel cleverly accommodated in the boot. This is not only a very fast car "across country," but a decidedly economical one, fuel consumption averaging 32 m.p.g. A sectional saloon shows how the flat-four engine assists towards the spacious interior of this 8 ft. 8 in. wheelbase car, and a sectional engine enables you to appreciate how some of the performance, on a 4.86 to 1 top gear, is derived—the light weight of the car also materially contributes to the excellent acceleration and economy factors. Priced at £818 10s. 7d., inclusive of tax, the Jowett Javelin is a worthy competitor for world markets and one of Britain's outstanding 1¼-litre quality cars.
JOWETT CARS, LTD., 48 ALBEMARLE STREET, W.1 (Regent 0721–2).

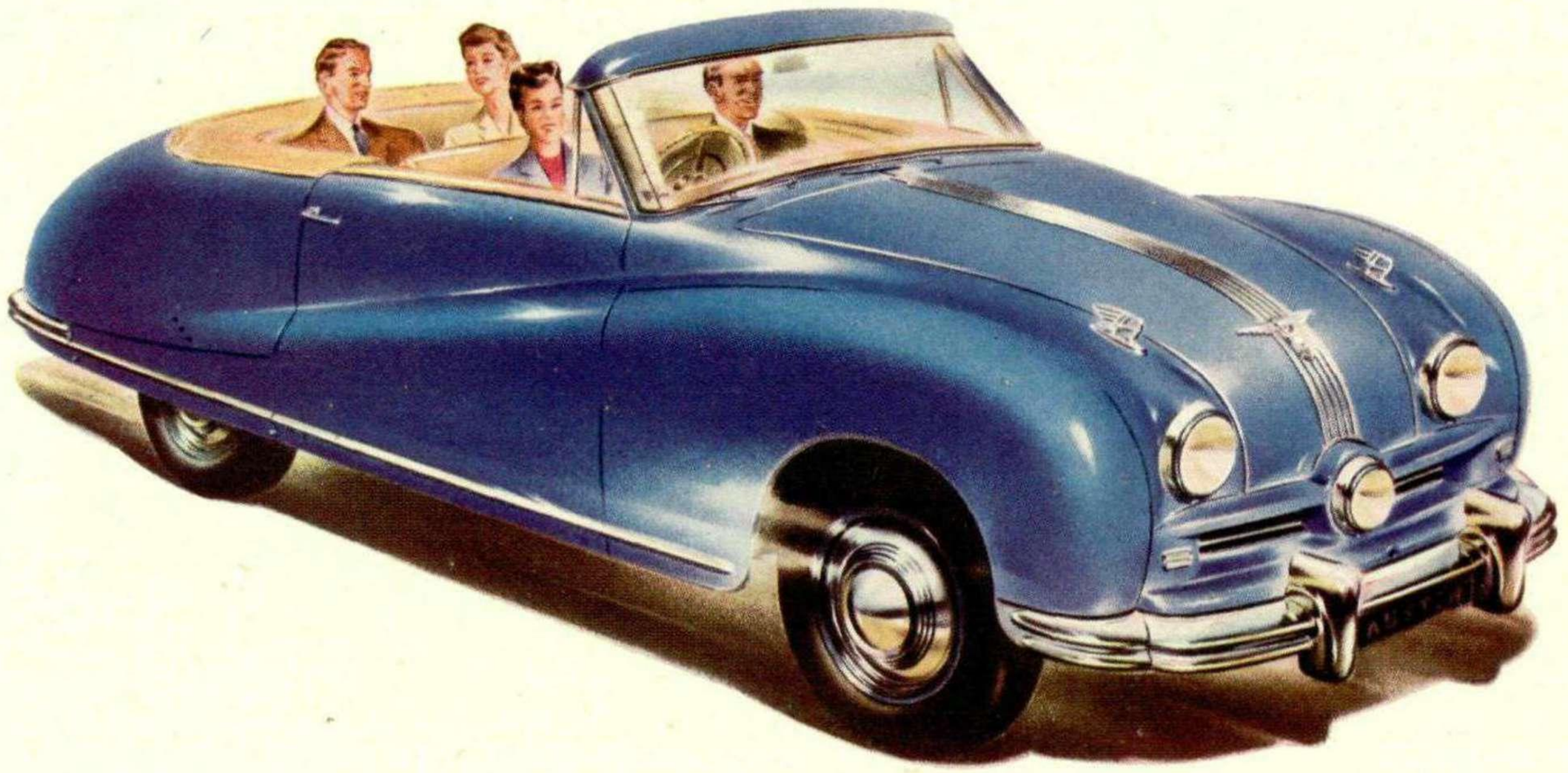
★

LAGONDA *Stand* 138

During the war W. O. Bentley set about designing a new car—the 2½-litre Lagonda. It was to be a fast, luxurious, very comfortable car over which no expense was to be spared. It was to carry coachwork formerly associated with cars of about 4½-litres capacity, while retaining their quota of speed and acceleration.

Some time ago David Brown acquired Lagonda Ltd., and these fine cars are now in full production at Feltham, where the bodywork is also made. The specification is a brilliant one. The six-cylinder 78 by 90 mm. (2,580-c.c.) engine has twin, chain-driveno.h.camshafts and 10 mm. plugs and contrives to develop 105 b.h.p. at 5,000 r.p.m., enabling it to cope easily with a 9 ft. 5½ in. wheelbase chassis carrying full five-seater closed bodywork. As originally conceived, a Cotal electric gearbox was used, controlled by a delightful little lever on the facia operated by one finger of the right hand. This box is still offered as an extra, but a David Brown four-speed synchromesh gearbox with steering-column lever is now normally used. The drive passes through a two-piece propellor shaft to a hypoid-bevel final drive mounted on the chassis frame, as the rear suspension is independent. Jointed shafts take the drive to each rear wheel and considerable unsprung weight is saved by mounting the brake drums inboard, where they are not entirely out of the air stream, however. This i.r.s. is said to make riding in a Lagonda as comfortable for the duchess as for her chauffeur. Front independent suspension is by coil springs. If required a Newton automatic clutch can be fitted.

The 2½-litre Lagonda attains 70 m.p.h. in 3rd gear and over 80 m.p.h. in top gear, has modern but restrained lines and offers a high degree of refinement and co mfort no matter how fast it is driven. It will be shown in saloon and coupé forms.
DAVID BROWN LTD., METHAM, NEAR HUDDERSFIELD. (*Continued on page* 483)



New today - famous tomorrow



THE AUSTIN A90 'ATLANTIC' CONVERTIBLE WITH POWER-OPERATED HEAD AND WINDOWS FOR OPEN/CLOSED MOTORING AT THE TOUCH OF A SWITCH

-see it at the Motor Show! **STAND 144**

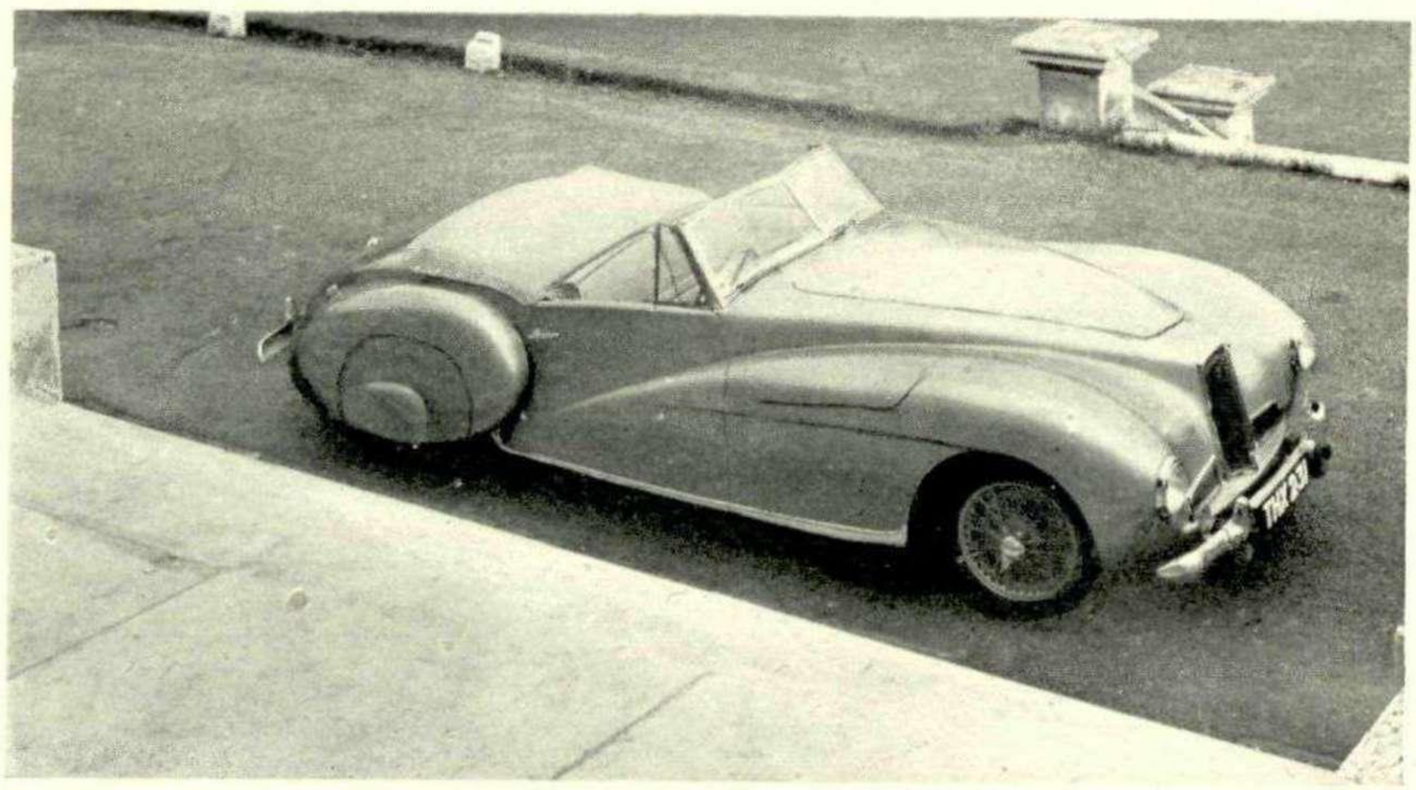
AUSTIN – you can depend on it!

THE AUSTIN MOTOR CO LTD · LONGBRIDGE · BIRMINGHAM

BRITISH HIGH-PERFORMAN

ASTON-MARTIN

A favourite with enthusiasts from its inception twenty-seven years ago, the latest Aston-Martin is a two-seater with a short-stroke, push-rod 2-litre engine, and coil-spring i.f.s., giving an excellent combination of comfort and roadholding. A " Spa Replica " model is made to special order, the basic price of which is £1,998.



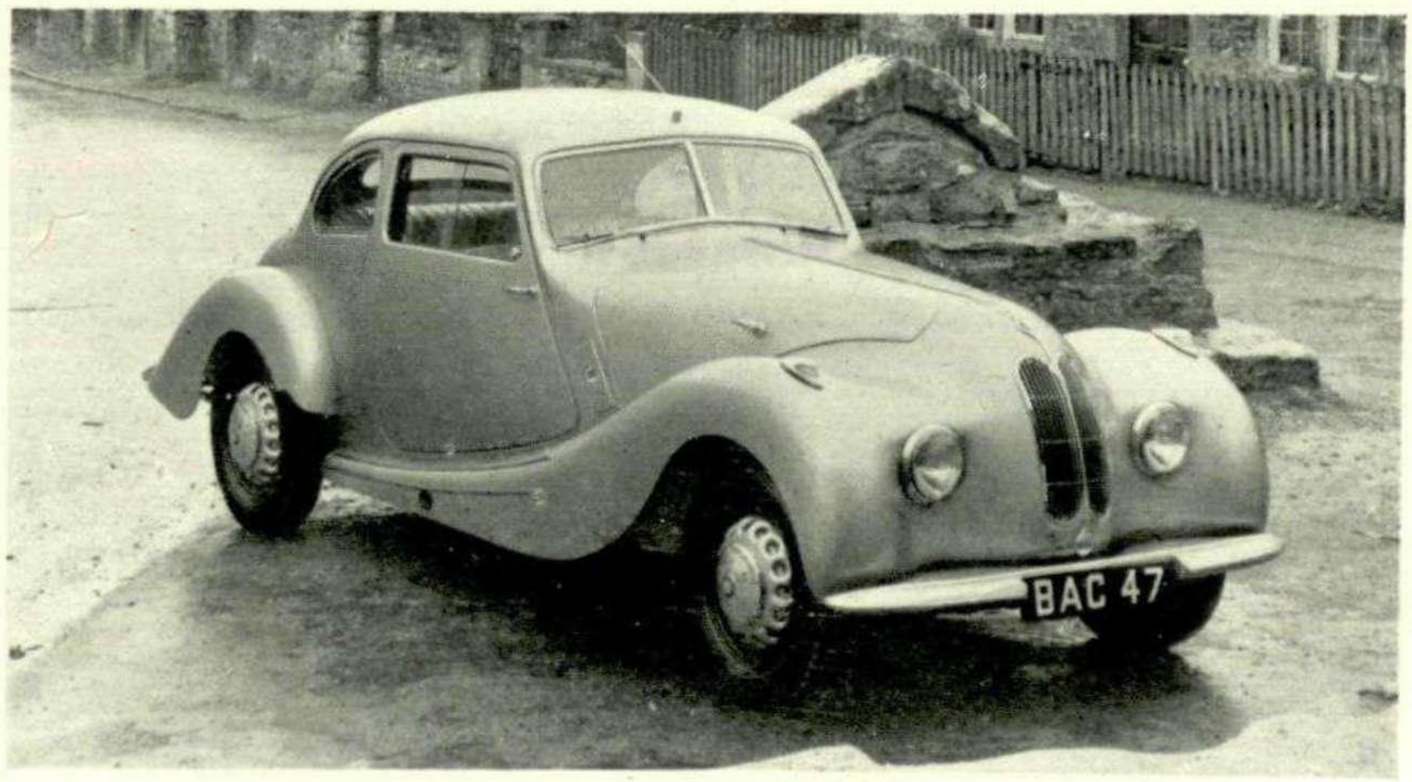


HEALEY

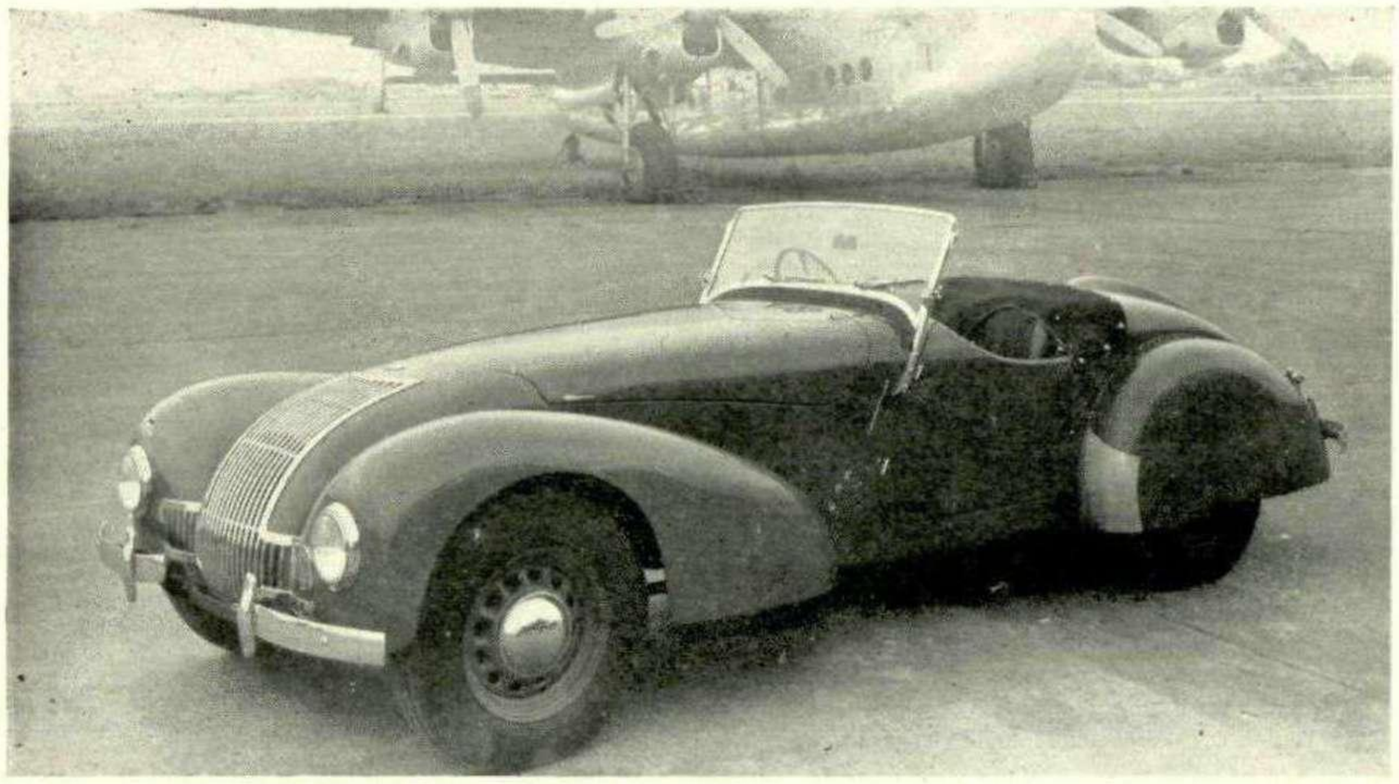
Our illustration shows the new 2.4-litre Healey " Sportsmobile." The Healey has the distinction of being the fastest British production car, and a saloon version recently covered 103.76 miles in the hour at Montlhery, with a flying start, and 101.7 miles from a standing start.

BRISTOL

The 2-litre Bristol, built by the famous aeroplane manufacturers, is a beautifully-made car, which, in spite of its modest engine size, is capable of nearly 95 m.p.h. in closed form, and is notable for the manner in which it holds its tune on long, fast journeys.



CE CARS AT EARLS COURT

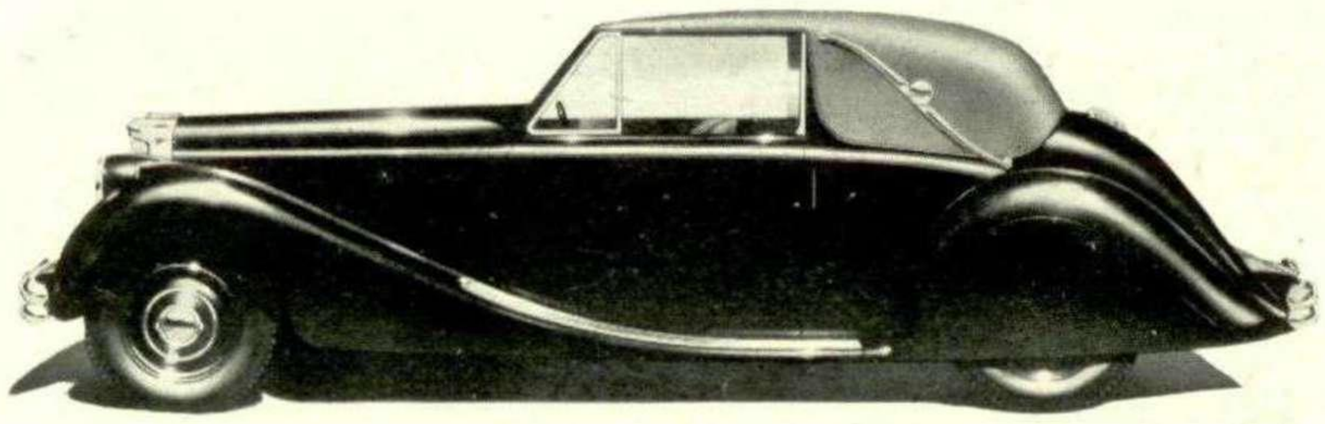


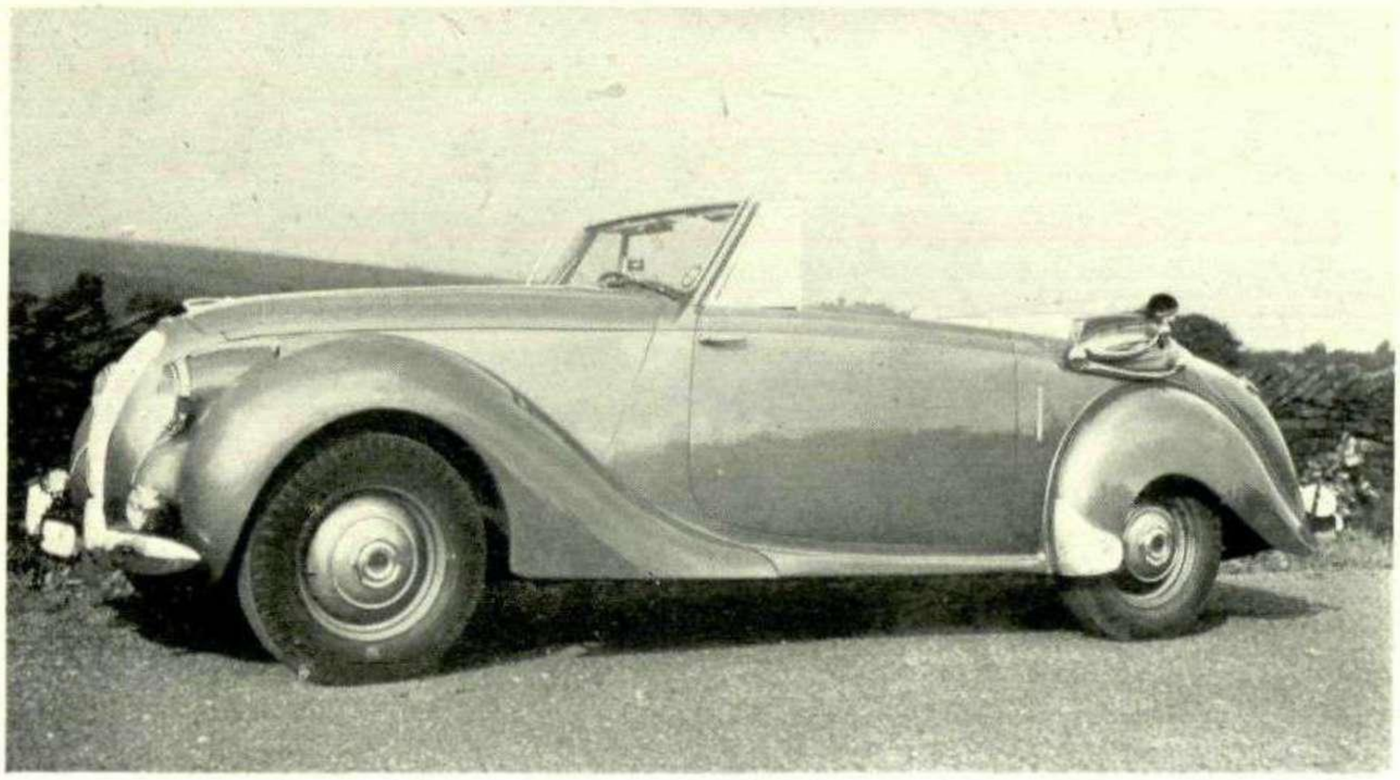
ALLARD

Although the makers do not claim a maximum speed of more than 85 m.p.h., the competition-bred 3.6-litre Allard is an exceedingly fast car from point to point, possessing as it does immense powers of acceleration and Lockheed brakes. It is also a versatile competition car, with a vast list of successes to its credit.

JAGUAR

The much-respected 3½-litre six-cylinder o.h.v. Jaguar appears in improved form, and not only has a top speed of over 90 m.p.h., but offers spacious comfort, and has all the conveniences expected in a modern car. Our photograph shows the drophead coupé model.

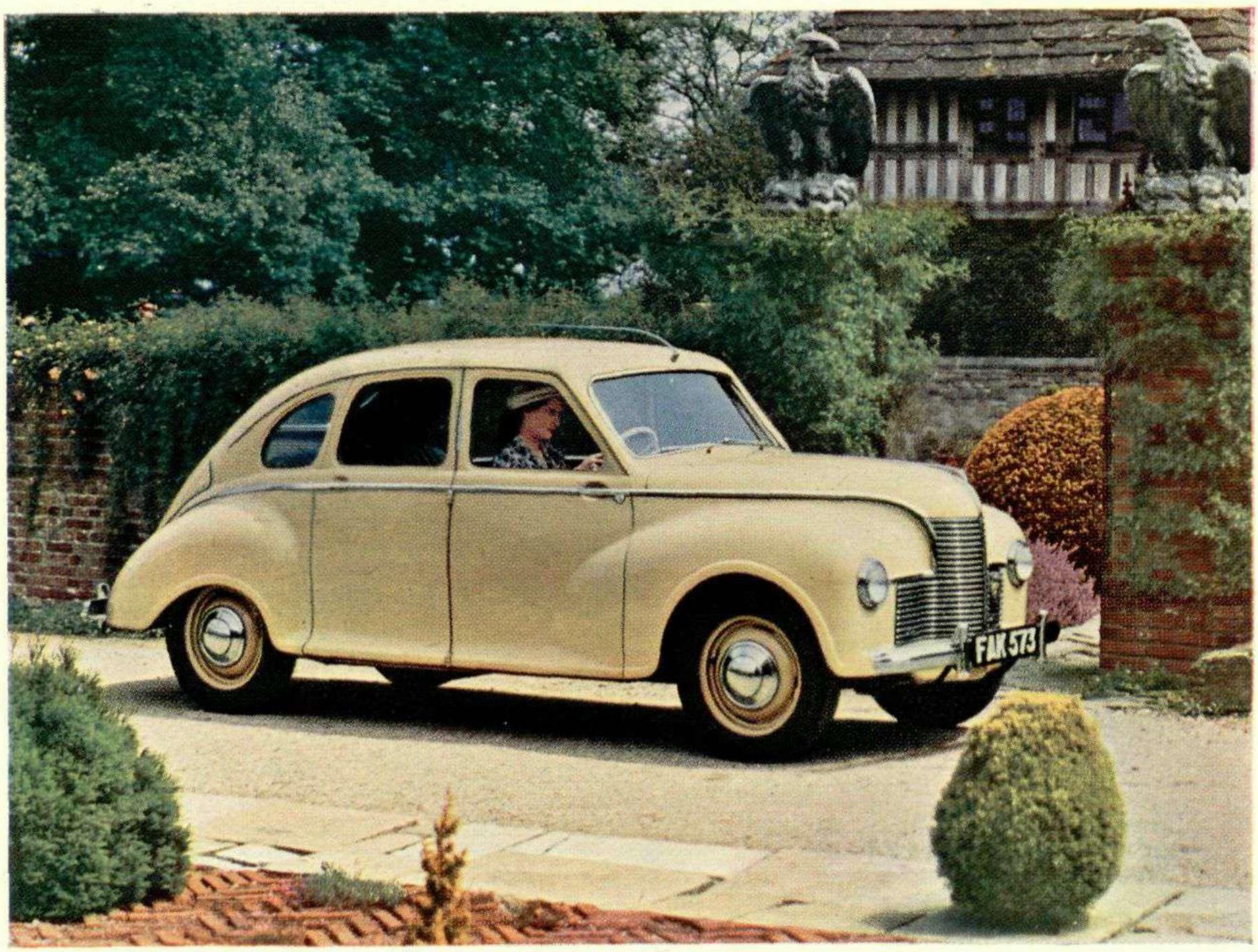




LAGONDA

The 2½-litre Lagonda, for the design of which W. O. Bentley was responsible, has a very fine twin o.h.c. engine, and is a very comfortable car by reason of independent suspension of front and back wheels.

DESIGNED TO SUCCEED ALL OVER THE WORLD



THE 1½ LITRE

JOWETT JAVELIN

. . . it's new right through

SEE THE JAVELIN AT STAND 174, INTERNATIONAL MOTOR EXHIBITION, EARL'S COURT

PRICE £640.0.0 plus £178.10.7 Purchase Tax. JOWETT CARS LIMITED · BRADFORD AND LONDON

LANCHESTER *Stand* 158

On the Lanchester stand a polished exhibition chassis of the Lanchester "Ten" will be shown, together with a four-door green steel saloon and a grey saloon with disabled-driver's controls, on the "Ten" chassis. There will also be a sectioned model of a Lanchester "Ten" engine, turned electrically, and a hand-operated model of the Lanchester-Daimler transmission showing how the fluid flywheel and epicyclic self-change gearbox function. LANCHESTER MOTOR CO., LTD., COVENTRY (Coventry 4161).

★

LEA-FRANCIS *Stand* 176

High-quality 12 and 14-h.p. open sports models are offered by Lea-Francis, the former giving 64 b.h.p. at 5,300 r.p.m., the latter 84 b.h.p. at 5,200 r.p.m., in the two-carburetter sports form, while a special competition version of the 1½-litre engine is available, with a very high compression-ratio, that gives 118 b.h.p. at 6,200 r.p.m., and has been successful on cinder-tracks in America. One of the latter engines is used in Spikins' racing Amilcar.

The production Lea-Francis cars are of sober, well-planned design, with four-speed synchro-mesh gearboxes, giving ratios of 4.55, 6.46, 9.71 and 16.20 to 1 in the case of the 14-h.p. sports model, Girling brakes and half-elliptic suspension. The bodies are of lightweight construction and very clean in outline, while the use of o.h. valves inclined in hemispherical combustion chambers and operated by short push-rods from a high set camshaft on each side of the block, endow these cars with excellent performance. For export a saloon with torsion-bar i.f.s. is offered.
LEA-FRANCIS CARS, LTD., MUCH PARK STREET, COVENTRY (Coventry 60204–6).

★

LINCOLN *Stand* 136

Typical of the American car in its latest and boldest form, the Lincoln and Mercury will be shown as a Lincoln "Cosmopolitan Town Sedan," a Lincoln "Sport Sedan" and a six-passenger Mercury coupé. Both have V8 L-head engines, that of the Lincoln developing 152 b.h.p. at 3,600 r.p.m., that of the Mercury 110 b.h.p. at the same speed. "Touch-o-Matic" overdrive is an optional extra on the Lincoln, and both cars have coil-spring i.f.s.
LINCOLN CARS LTD., GREAT WEST ROAD, BRENTFORD, MIDDX. (Ealing 4506-9).

★

M.G. *Stand* 148

Three different models will be displayed, of which one is entirely new. This is a left-hand drive open tourer on the famous i.f.s. 1¼-litre chassis. It can be rendered fully weather-proof when required, but as an open car in the best M.G. tradition, endowed with a "TC" camshaft and two carburetters, is a fast, safe means of sporting travel. It should particularly appeal to discerning American motorists, who have already given the two-seater "TC" Midget a fine reception. The remaining models on the stand will comprise one of these "TC" two-seaters and a 1¼-litre saloon.
THE M.G. CAR COMPANY, LTD., ABINGDON - ON - THAMES, BERKSHIRE (Abingdon 251).

★

MORGAN *Stand* 139

The Morgan 4/4 is, refreshingly, a real sports light car of the older type, and will be shown in two-seater, four-seater and coupé body styles. Its specification, as is well known, embraces a 1,267-c.c. four-cylinder engine with o.h. valves and three-bearing 2¼ in. diameter crankshaft, a separate four-speed gearbox, something of a rarity these days and permitting direct operation from a short, rigid central lever—the ratios are 4.72, 6.70, 11.42 and 16.14 to 1—and a light chassis with the famous Morgan vertical-slide coil-spring i.f.s., deep "Z" shape side-members, and a wheelbase of 7 ft. 8 in. Girling brakes are used and full weather protection is provided on the open cars. The basic prices of the two-seater, four-seater and coupé are, respectively, £409 10s., £428 8s. and £478 10s. The Morgan is a brisk performer with a decidedly pleasing "real-car" appearance.
THE MORGAN MOTOR CO. LTD., PICKERSLEIGH ROAD, MALVERN LINK, WORCS. (Malvern 106).

★

MORRIS *Stand* 163

The 1949 Morris models are being kept secret until to-day. We believe an aerodynamic car with the four-cylinder side-valve engine used in the former "Eight," known as the Morris Minor, will be on show, together with larger models, one of which will be called the Morris Oxford. Go and see for yourselves!
MORRIS MOTORS, LTD. COWLEY, OXFORD (Oxford 77777).

★

OLDSMOBILE *Stand* 177

The present-day Oldsmobile car will be displayed by the British concessionaires, but they have not submitted details.
OLDSMOBILE DISTRIBUTORS, LTD., BLINDLEY HEATH, NEAR LINGFIELD, SURREY.

★

PACKARD *Stand* 143

Three Packards will be exhibited but will not be for sale. They will comprise a Super Eight de luxe seven-passenger limousine, a Super Eight convertible victoria with electrically-actuated hood, windows and front seat adjustment, and a de luxe Eight four-door touring sedan. The Super Eights have an 11 ft 9 in. or 10 ft 0 in. wheelbase and develop 145 b.h.p. at 3,600 r.p.m., while the de luxe Eight has the 10 ft. 0 in. wheelbase and gives 130 b.h.p. at 3,600 r.p.m., its engine being 39 cu. in. smaller. The Packard is acknowledged to be one of America's finest cars and interesting features are the servo-hydraulic brakes, aircraft-type shock-absorbers, "Comfortaire" any-weather ventilation, automatic "courtesy lights," variable-speed screen wipers and an audible filling-alarm for the 16-gallon tank. The wheels have slots for snow chains.
LEONARD WILLIAMS & CO. (1940) LTD., GREAT WEST ROAD, BRENTFORD MIDDX. (Ealing 3400).

★

PANHARD & LAVASSOR *Stand* 171

This old French concern, dating back to the very earliest days of the Industry, has not revealed the nature of its exhibits, but they may be expected to include the interesting Dyna-Panhard economy-car, which has a flat-twin air-cooled engine of only 610-c.c. capacity—the smallest at Earls Court—in conjunction with a four-speed gearbox and front-wheel drive. 56 m.p.h. with extreme economy is claimed for this jolly little car.
SOC. DES ANCIENS ETABS. PANHARD ET LAVASSOR, 19, AVENUE D'IRVY, PARIS, FRANCE.

★

PONTIAC *Stand* 178

Racing-driver Kaye Don will be in charge of the American Pontiac exhibits.
U.S. CONCESSIONAIRES, LTD., 5, JUBILEE PLACE, S.W.3 (Flaxman 7752).

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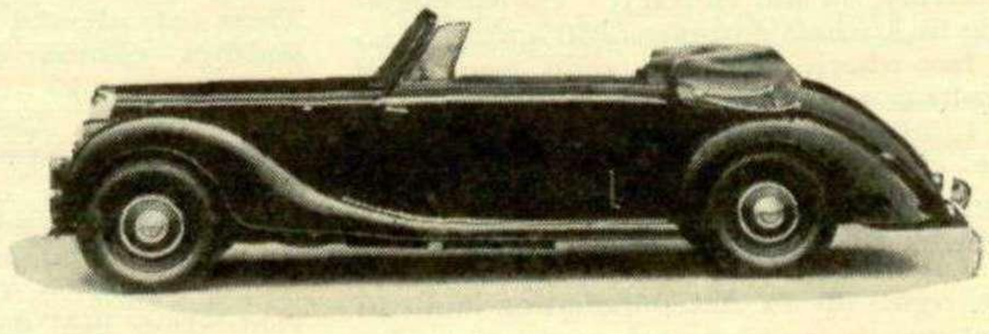
RENAULT *Stand* 169

Renault Ltd., will show the very attractive little 760-c.c. o.h.v. three-speed rear-engined four-seater saloon, capable of nearly 60 m.p.h., and a fuel consumption of 45 m.p.g., even when driven with considerable abandon. Comfortable riding for so small a vehicle is another outstanding feature. The older Renault "Eight" will also be on show.
RENAULT, LTD., WESTERN AVENUE, W.3 (Acorn 4655).

★

RILEY *Stand* 141

Rileys are putting on a very interesting show, comprising a green left-hand drive 1½-litre saloon, an ivory 2½-litre right-hand drive drophead coupé with scarlet upholstery, a left-hand drive 2½-litre 100 h.p. open three-seater sports model and a 2½-litre right-hand drive chassis. These are well-tried cars of excellent performance and very handsome appearance. The Riley engine, with inclined o.h. valves in hemispherical combustion chambers, operated from a high-set camshaft on each side of the block, is noted for efficiency, and in 2½-litre form now gives 10 per cent. more horse power—100 b.h.p. at 4,500 r.p.m.—than previously. This is the result of using larger inlet valves, which, however, weigh no more than the older ones. Carburetter maintenance on the 1½-litre engine is facilitated by a change in air-intake elbow position, while



the inlet-valve cover can now be removed without disturbing the air-silencer. Other 1949 improvements include Girling 2LS hydro-mechanical brakes on the 2½-litre, the new Girling HNS 1 front brakes on the 1½-litre, lower floor level, better windscreen sealing, draught excluders for the pedals, double seals for the doors, extra ash-trays, new interior-control bonnet fasteners, narrow gearbox tunnel giving room for the clutch-foot and improved rear-seat arm rests. H.M.V. radio and a heater are extras.

Great interest attaches to the three-abreast sports model, which has been electrically-timed at 97.98 m.p.h. for a two-way kilometre on the Aeltre-Jabbeke motor road, exceeding 100 m.p.h. in one direction. This model has steering column gear change and a 20-gallon fuel tank.
RILEY (COVENTRY) LTD., FOLESHILL, COVENTRY (Coventry 88051).

★

ROLLS-ROYCE *Stand* 164

The magnificent "Silver Wraith," so aptly carrying on the tradition of "The Best Car in the World," needs no embellishing. It is the most expensive car on show, the limousine costing over £6,000. It will be shown in saloon, limousine, sedanca de ville and drophead coupé forms, the coachwork being by Park Ward, Hooper, Mulliner and Gurney Nutting, respectively. Note particularly the carefully planned system of coil-spring i.f.s., the efficient, silent i.o.e. six-cylinder engine, the servo braking and the right-hand control of that beautiful Rolls-Royce synchro-mesh gearbox. Note, too, how Rolls-Royce Ltd., contrive to present cars of modern appearance whilst retaining the famous Rolls-Royce radiator and generally eschewing the garish. These cars contribute as much to our prestige as the more popular makes.
ROLLS-ROYCE, LTD., 14–15, CONDUIT STREET, W.1 (Mayfair 6201).

★

ROVER *Stand* 161

Four and six-light saloons will be shown on the "60" and "75" chassis. The "60" has a four-cylinder 1,595-c.c. engine, the "75" a six-cylinder 2,103-c.c. engine, both employing special combustion chambers in which the push-rod-actuated o.h. valves are at the top and the exhaust valves at the side. Using respective compression-ratios of 7.1 and 7.28 to 1, the power developed is, respectively, 60 and 75 b.h.p. The specification as a whole embraces coil-spring i.f.s., a free-wheel, a short rigid gear-lever selecting ratios of 4.7, 7.0, 9.6 and 15.85 to 1, and liberal use of rubber throughout the chassis. These Rovers retain an "old-world" sobriety of outline, for which many persons will doubtless breathe a sigh of relief, but their appointments are right up to date, including built-in heating, de-frosting and ventilation, fog lamp, neat instrument panel, tool tray in the facia, provision for radio, etc.

Also on view is the ingenious £450 Land Rover eight-speed four-wheel drive vehicle that is private car, light lorry, farm tractor and amphibian, all in one, even a stationary power-plant when so required. It uses a Rover "60" engine and is surprisingly economical.
THE ROVER COMPANY, LTD., METEOR WORKS, SOLIHULL, BIRMINGHAM (Sheldon 2461).

★

SINGER *Stand* 145

Chief exhibit is the new "S.M. 1,500" saloon, although only export sales can be made at present. It has a typically Singer four-cylinder, chain-driven-o.h.c. engine of 1½-litre in a car designed from the commencement as an entity. Very good road-holding and handling has been secured, apparently, from a coil-spring i.f.s. system and half-elliptic normal rear suspension and the saloon body is of air-defeating outline. The four-speed gearbox has the now largely universal steering-column control to give a clear driving compartment. The wheelbase is 8 ft. 11½ in. and Lockheed brakes are used. For the Home Market the open "Nine" roadster, basic price £450, and the "Super Ten" and Super Twelve" saloons, all with o.h.c. engines, are retained, new grey and light green finishes being available.
SINGER MOTORS, LTD., COVENTRY ROAD WORKS, BIRMINGHAM, 10 (Victoria 2271).

★

STANDARD *Stand* 150

The Standard Company is making a big effort to capture export sales with the new "Vanguard," which is arousing so much interest in all parts of the globe. It has the New Look, is said to hold the road well, offers a brisk performance by reason of a 2,088-c.c., o.h.v., four-cylinder engine driving through a three-speed gearbox having ratios of 4.625, 7.71 and 16.35 to 1, and sells at the competitive basic price of £425. STANDARD MOTOR CO., LTD., FLETCHAMPSTEAD WORKS, COVENTRY (Coventry 60291).

★

STUDEBAKER *Stand* 156

That very interesting example of the modern American automobile, the Studebaker, will be seen in Champion Regal saloon, coupé and convertible forms and as Commander Regal "Land Cruiser" and convertible models. The "Champion" gives 80 b.h.p. at 4,000 r.p.m., and the "Commander" and "Land Cruiser" 94 b.h.p. at 3,600 r.p.m., all using six-cylinder L-head motors. Compression ratios are 6.5 or 7.0 to 1, at choice—how does the average American buyer decide? These cars abound in special fitments and features—contour-fit rear windows, package nooks under the arm-rests, "black-light" instrument illumination, door-actuated interior lighting, washable Candalon nylon upholstery, 5 ft. wide front seat, self-adjusting brake shoes, automatic hill-holder, automatic fuel-saving overdrive, Climatizer heating and ventilation, heat-dam alloy pistons, direct water spray to valve seats, variable ratio steering, etc. If you are interested in colour printing of pretty girls, go get some Studebaker literature!
STUDEBAKER DISTRIBUTORS, LTD., 385, EUSTON ROAD, N.W.1 (Euston 4444).

SUNBEAM-TALBOT *Stand* 154

The "new look" Streamstyle Sunbeam-Talbots, in "80" and "90" forms, have o.h.v. engines, but retain "cart-spring" suspension. Saloon and drophead coupé bodywork will be shown.
SUNBEAM-TALBOT, LTD., RYTON-ON DUNSMORE, NEAR COVENTRY

★

TRIUMPH *Stand* 150

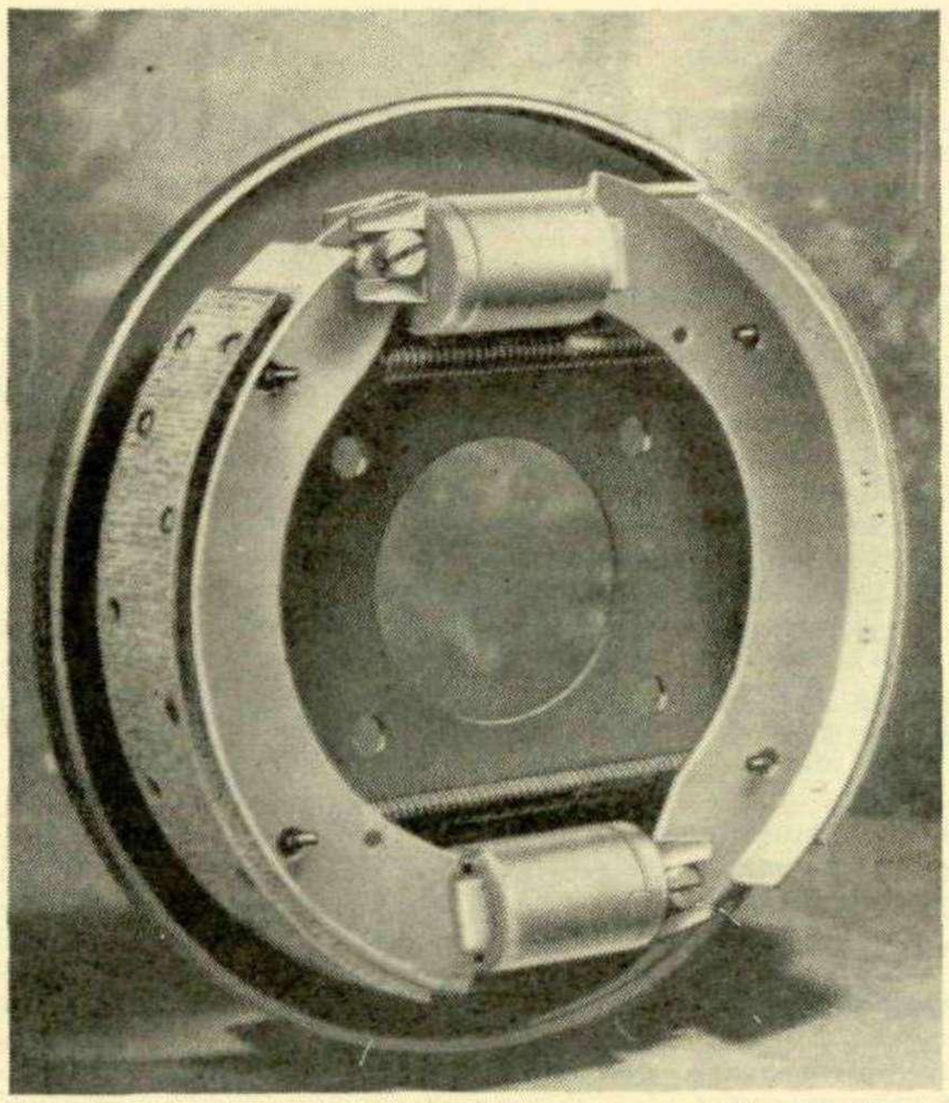
The stylish Triumph roadster has been endowed with a Standard "Vanguard" 2,088-c.c. power unit for 1949. The steering column gear-change is now of ball and socket type, while a hypoid-bevel 4.625 to 1 rear axle is used. Otherwise the design is virtually unchanged, while the "1,800" saloon is continued as before.
STANDARD MOTOR CO. LTD., FLETCHAMSTEAD WORKS, COVENTRY (Coventry 60291).

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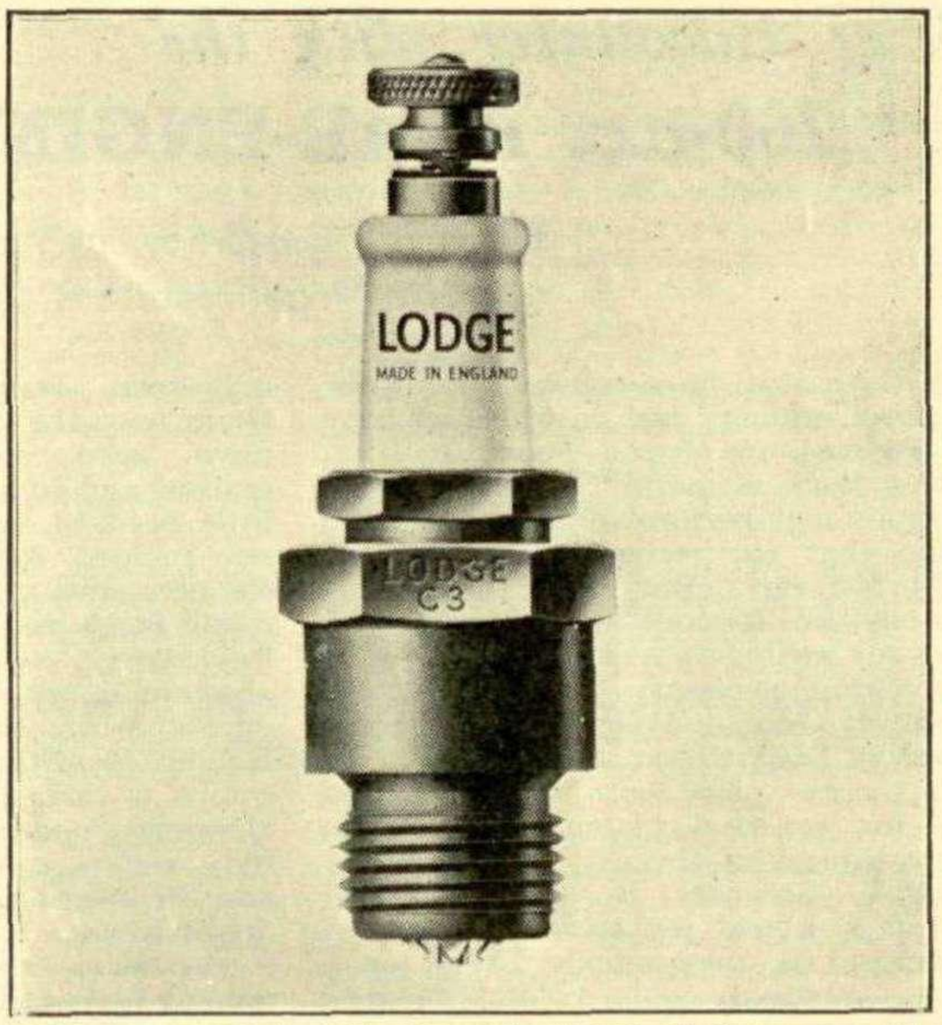
VAUXHALL *Stand* 162

Ever since General Motors took over the Luton factory, Vauxhalls have been smooth-running, brisk and roomy cars. The pre-war "Ten" contrived to give a better fuel consumption than many "Eights," aided by wide-gap ignition, together with a maximum of over 60 m.p.h., and it pioneered i.f.s. for inexpensive cars, with a modified Dubonnet system. The brand-new 1949 "Wyvern" and "Velox" models ably carry on the tradition. Three models of each will be on show, all saloons, black, gulf blue and nickel gray in the case of the "Wyvern," Alpine green, gulf blue and black with cream wheels in the case of the "Velox" cars. The "Wyvern" is a 1½-litre four-cylinder for which 64 m.p.h. and 33–35 m.p.g. is claimed, the price being £447 19s. 5d. with p.t. The "Velox" is a 2¼-litre six-cylinder claimed to achieve a genuine 75 m.p.h. and to give 25–28 m.p.g., while averaging 30 m.p.h. Its price is £550 3s. 11d. inclusive. Both cars have o.h.v. engines, steering column gear-change, three-speed synchromesh gearboxes, long half-elliptic rear springs and i.f.s. by oil-filled torsion-bar units, and Lockheed brakes. The integral bodywork is in the most up-to-date style, with horizontal air grille before an "alligator" bonnet, in-built lamps, well-valanced wings and large luggage boot. Even the famous "Wyvern" mascot has been restyled to suit the new lines.

The 1½-litre "Wyvern" has a 6.4 to 1 compression-ratio, gives 35 b.h.p. at 3,600 r.p.m.—no highly stressed engine here—is geared to do 18.3 m.p.h. at 1,000 r.p.m. in top gear, and has gearbox ratios of 4.625, 7.58 and 15.88 to 1. 5.00 by 16 tyres are used, the wheelbase measures 8 feet 1¾ inches, and the kerb weight is 19½ cwt. The 2¼-litre "Velox" has a 6.75 to 1 compression ratio, gives 54¾ b.h.p. at 3,300 r.p.m., is geared to do 18.6 m.p.h. at 1,000 r.p.m. in top gear and has ratios of 4.125, 6.76 and 14.15 to 1. The tyres are 5.25 by 16, the wheelbase is the same, and the kerb weight is 21¼ cwt. The "Velox" differs from the "Wyvern" mainly in respect of pressure cooling, a larger fan, double-acting shock-absorbers, central armrests and slings for the seats, and a slightly bigger clutch.



SAFETY AT SPEED.—The latest 2LS Lockheed hydraulic brake, used on Allard, Austin, Bristol, Frazer-Nash, Healey, Lagonda, Vauxhall and other cars.



The plug that the Continental Grand Prix cars use.

It is very pleasing to find so many special features in both these cars, which might be expected only in American automobiles. We are thinking of such things as six-phase carburation, Stevenson jacking, self-parking screen wipers, balanced direct-lift windows, specially designed radio and heater, de-icer and ventilator (at extra cost), heavy chromiumed bumpers, recessed rear number plate, press-button fuel filler, lockable 50 in. wide luggage locker, "torsion-sprung" seats, gated lighting switch, pilot sidelamp indicators and an indicator light to show whether or not the headlamps are dipped, etc. No starting handle is deemed necessary. The catalogues are beautifully produced, incidentally.

These two Vauxhalls are admirable family cars in the best present-day tradition, and already, although 75 per cent. of the output is for export, they are proving their popularity on our roads. Very fairly the makers claim them to be full *four*-seaters, although it is possible to accommodate six not too bulky persons—which is all that can be said for many so-called *six*-seaters! Do not miss these new cars.
VAUXHALL MOTORS, LTD., LUTON, BEDS. (Luton 2600).

★

WOLSELEY *Stand* 151

Wolseley make one of the few "Eights" still on the British market, a 919-c.c. o.h.v. saloon, the basic price of which is £360. Larger models will also be on show, the lines of which have been modernised considerably.
WOLSELEY MOTORS, LTD., DREWS LANE, WARD END, BIRMINGHAM, 8.

THE ACCESSORIES AND COMPONENTS SECTION

There is, alas, insufficient space in which to detail the many exhibits of absorbing interest and value that will be found in the Accessories and Components Section at Earls Court. Automotive Products will occupy Stand 325, where they will show their new "Purolator" micronic oil filter, Thompson steering-rod assemblies, "Zero-Lash" silent, self-adjusting tappets, etc. A complete range of the famous 2LS Lockheed hydraulic brakes will be found on Stand 326, including the latest assembly now used on so many high-performance cars. Stand 312 will contain exhibits of the Borg and Beck clutch.

Joseph Lucas Ltd., will stage an exceptionally interesting display of lamps, horns, electrical and ignition equipment, etc., on Stand 253, apart from which their products figure on almost all the British cars. Lucas P.100 lamps are the answer to those who motor really fast at night. Lodge, the plug that the Alfa-Romeo and Maserati G.P. cars rely on, will be on Stand 248 and the makers will be glad to answer any plug-problems that assail enthusiasts. Similarly, your braking problems should be taken to Stand 273, where Ferodo will have their range of brake and clutch linings on show. On Stand 203 in the Tyre Section the latest, very much improved Dunlop tyres and tyre ancillaries can be examined.

Much of interest to enthusiasts will be found on Stand 349, where Klinger gaskets will be displayed, together with useful literature, while a wide variety of ancillaries such as mirrors, anti-freeze, etc., will be staged by Wingard on Stand 436. Douglas Holt Ltd. will show their compounds, cleaners, polishes, etc., on Stand 373. Notex fog and driving lamps can be seen on Stand 259.

★ ★ ★

PRESENTATION BOOKLET

Before the war Ferodo Ltd., used to issue after each season's racing a beautifully produced book giving a pictorial account of how users of their famous brake and clutch linings had fared in the previous season's important car and motor-cycle races. We are glad to announce that Ferodo have again commenced to issue these accounts. That dealing with the 1947 season, entitled "Record-Braking," contains fine photographs of such men as Cobb, Gardner, Mays, Abecassis, Parnell, Gerard, Brooke, Wimille, Trossi, Varzi, Villoresi, Sommer, Allard, Anderson, Beisher, Bell, Daniels, Foster, Weddell, Cann, Barrington, Archer, Drinkwater, Bills, etc., together with shots of their mounts. Copies of this booklet can be had free of charge, from Ferodo Ltd., Chapel-en-le-Frith, on mention of MOTOR SPORT.

★ ★ ★

TRADE NEWS

Chipstead Motors Ltd., have moved to new premises at Onslow Garage, 197, Fulham Road, S.W.3, where sales, repairs, service and garaging facilities are available. They are open for petrol day and night.

* * *

The service department of the Allard Motor Co., Ltd., has been transferred to 51, Upper Richmond Road, S.W.15. Bill Tylee is in charge.

* * *

The Monaco Motor and Engineering Co., Ltd., announce that Mr. Peter Monkhouse has found that his position as Managing Director of Monaco Engines Ltd., demands an increasing amount of his time. He has, therefore, sold his shares in the Watford Company to Mr. Dudley Folland, who, with Mr. Ian Connell and Mr. John Wyer, comprise the new Board.

Brief Encounter with the
760-c.c. REAR-ENGINED RENAULT SALOON

Outstanding Comfort by any Standards. Splendid Controllability. Seating for Four Grown-ups. Very Brisk Performance and Upwards of 45 m.p.g. from an Ingenious French Economy Car.

IN the past we have excused some of the more ordinary cars on which we have reported in MOTOR SPORT by describing them as useful " second-strings " to more high-performance vehicles, well aware that our readers prefer tests of really fast cars. But where the 760-c.c. rear-engined Renault is concerned, excuses for writing-up a comparatively slow saloon are unnecessary—this is, for all its diminutive size and lack of high speed, a real enthusiast's car.

In the first place, both its specification and the practical planning evident in many aspects of the car, cannot fail to intrigue. Secondly, it handles so well that it is a real joy to drive, more so because it is unexpectedly lively for a car so modestly-engined, and because it is so extraordinarily comfortable.

Briefly, the recipe comprises a water-cooled four-cylinder push-rod o.h.v. engine at the rear, driving the rear wheels (ignition being by 6-v. coil and Renault's own 14-mm. plugs, fan and dynamo belt-driven, carburation by a downdraught Solex taking in oil-filtered air), synchro-mesh gearbox with all three ratios indirect, independent suspension all round, by coil springs and wishbones at the front, and coil springs and swing-axles at the rear, rack and pinion steering and Lockheed hydraulic braking. Incidentally, the rear-drive, rear-engine formula looks like rivalling the front-drive front-engine method for really small cars.

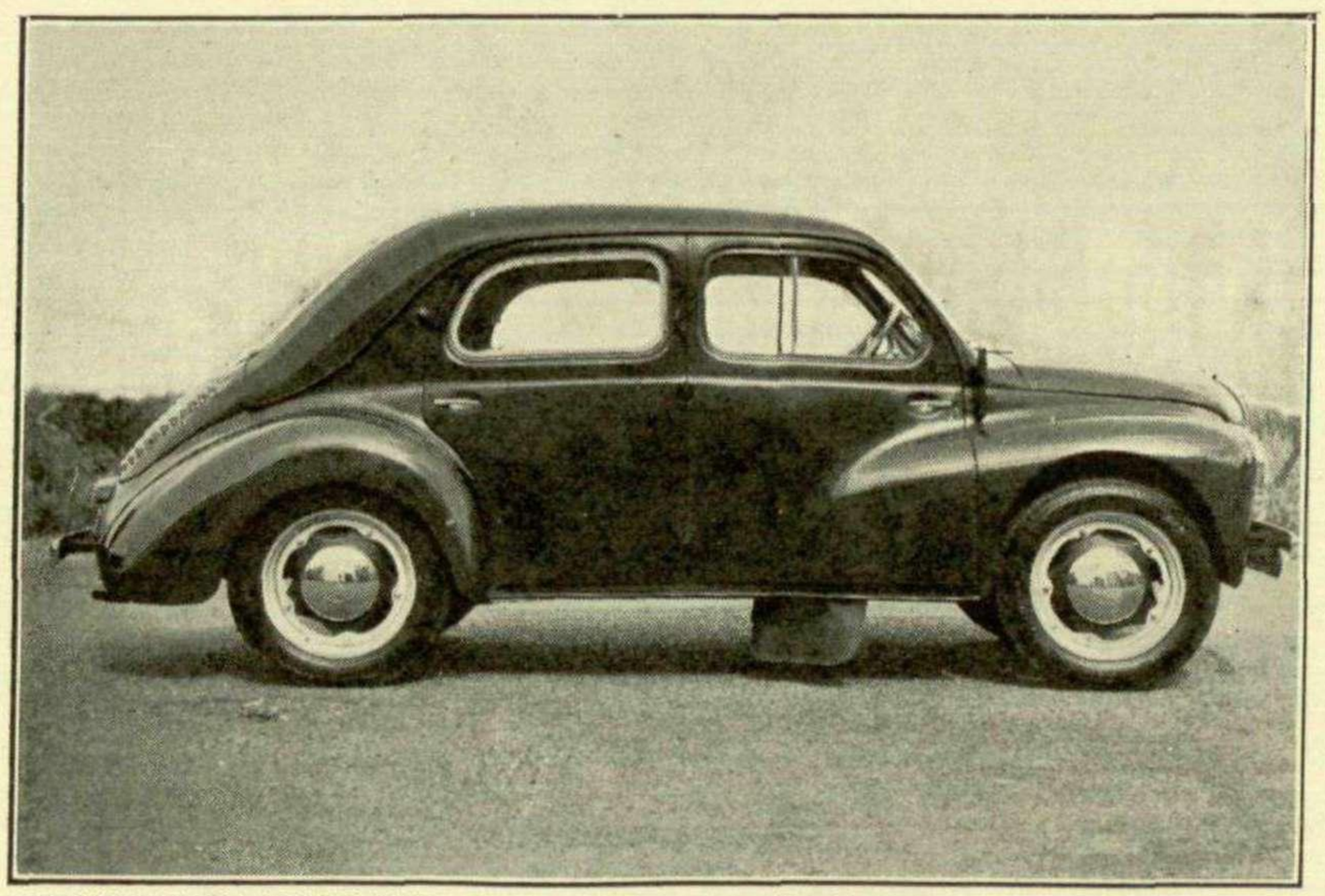
We were able to cover some 250 miles in a right-hand drive example of one of these delightful little cars, embracing main-road, traffic and trials driving. Right from the start we felt at home and drove hard—which means 55 m.p.h. cruising and 60 m.p.h. downhill, and very little need to ease up for corners. The rear-engined Renault endears itself to the occupants at once, for its level riding round bends and over the worst surfaces, its extreme comfort and its feeling of absolute safety are outstanding in comparison with other cars, large or small. Rolling is virtually absent, if one discounts a very slight canting-over under abnormal conditions, the ride is delightfully steady, " solid " and shock-proof, and the steering takes the car where the driver intends to put it. Pot-holes and level-crossings are literally " ironed-out," even at 50 m.p.h., in an entirely incredible manner. There is audible evidence of the road-wheels moving up and down over obstructions, but the car remains completely undisturbed, nor does the bonnet ripple or judder. The suspension is definitely soft, yet the tyres never protest and tail-slides, even on wet surfaces, are very difficult to promote. The style of riding is most pleasing, if difficult to convey on paper. There is no pitching and up-and-down movement is effectively damped.

Does the rear engine affect controllabillity, you will ask ? It does, but by no means to a disconcerting degree. The Renault certainly oversteers, particularly when held round long curves, and tends to need " correction " on the straight or after sudden swerves, but, once the driver has become used to providing this correction, the sense of accurate control is delightful, kerbs can be hugged when cornering fast, and the greatest space-saving indulged in even in the proximity of other moving vehicles. Let us attempt to analyse the steering and handling characteristics.

The three-spoke wheel is well placed and has a nice finger-grip rim. The steering has a " dead " feel and is somewhat heavy on the straight, but it becomes lighter and livens-up round corners. There is lazy, but sufficient, castor action, and, although the wheel asks 4½ turns lock-to-lock, in normal driving one is not conscious of low-gearing, perhaps because the lock is immense. No return motion or column judder is experienced, the steering action is difficult to describe but most pleasant, and, if the aforementioned understeer is checked, controllability is of the highest order—the driver invariably finds that he is using only one hand for steering, even when " playing tricks " in traffic or driving fast on twisty roads. Coupled with the excellent suspension and the lack of rolling this quality makes the Renault tireless to drive on long runs. If really fast cornering is indulged in the tail seems likely to slide and on tight turns the front feels a trifle " lifty," but the harder one tries to upset the demeanour of the car the more the driver and passengers' confidence in it increases. On account of its handling qualities and comfort alone one covets this car.

But, in spite of the tiny engine, the Renault is no sluggard. The speedometer seemed all but accurate, and will go up to 20 in 1st gear, 42 in 2nd, and 60 m.p.h. in top. Normally upward changes would be more likely to be made at 10 and 25 m.p.h. respectively. The engine pulls down to 5, 9, and 18 m.p.h. respectively, and accelerates away quite briskly. At 40 m.p.h. the engine is silent, while at that speed on good roads body rattles are absent. But the car is equally happy at 46 m.p.h., a speed it attains remarkably quickly and seems most to enjoy. In a hurry, however, very little extra fuss is apparent at 55 m.p.h., and a slight downhill stretch will send the needle climbing to 60 m.p.h.—and there is the comforting knowledge that piston speed does not reach 2,500 ft. per min. until the road speed is 64½ m.p.h. In other words, you just cannot over-drive this Renault. The engine is smooth and very willing and top-gear pulling up hills is a revelation. With four-up the performance seems as good as with driver only. There is some noise when idling or pulling, but surprisingly little when cruising at 40 or 50 m.p.h., nor are back-seat passengers conscious that the engine is so near to them. The rear-seat squab and parcels-shelf give no trace of being close to warm machinery.

So far, then, we have a very brisk, exceedingly comfortable car that can average



EXCELLENT ECONOMY CAR.—The rear-engined 760-c.c. four-cylinder Renault saloon, with all-round independent suspension, about which MOTOR SPORT *enthuses in the accompanying road-test report.*

nearly 40 m.p.h. when appropriately driven and which is exceedingly pleasurable to drive. The charms of the Renault do not end there. Coupled with good handling is a simply fantastic steering lock that is guaranteed to make a London taxi envious (the turning circle is 27 ft !) and very good brakes, that are light, progressive and quiet in action, do not fade or lose power with fast driving and only lock the wheels if applied in emergency fashion on a wet road. Moreover, the suppleness of the suspension is not unduly emphasised by such application, yet, if required, there is really powerful retardation available.

Then there is the economy factor—drive how you will, you cannot persuade the Renault to burn fuel at a rate greater than 40 m.p.g., and it normally gives at least 45 m.p.g. Indeed, if your wife takes it shopping at a steady 30 m.p.h., she will achieve something in the region of 60 m.p.g.—and will quite probably put the gallon she and the girl-friend have scrounged into the *radiator*, for the *exterior* filler in the tail is not labelled but is for WATER, the fuel tank filler being *under* the engine cover ! Incidentally, quite how sample-seeking British policemen will manage to " dip " this long fuel-filler we do not know—or care. Economy takes on a new significance when petrol is rationed and, in congratulating Renault on their achievement, we must express disappointment that our manufacturers are neglecting the eight.

As if these qualities are not sufficient, the 760-c.c. Renault provides ample accommodation for four adults, is simply but effectively planned, and has such conveniences as interior heating, parking lamps, and an extremely accessible engine. The front seats are rather high-set, non-adjustable bucket-type, very comfortable indeed, although the driver is a trifle conscious that the wheel is a shade too far to the left of his seat. Somehow, in spite of the non-adjustability a large, tall man and a slighter, shorter man both drove in comfort, while, although the near-side wing isn't visible, visibility could hardly be bettered, for the screen is large and the car's nose very short. The rear seat is not luxurious, but it *does* provide not-too-cramped accommodation for two grown-ups if required, having a high squab and plenty of foot-space under the front seats. Floor space and leg room in the front is ample, with no restrictions of any sort, as gear and brake-lever are set between the seats and, although the front wheel wells are very deep, they are not in the way, as the width of the car is quite generous. There are four ample doors, with useful " grip " for closing them, and an elastic-topped pocket in each front one. The rear doors " trail." Engine accessibility is ensured by raising the louvred rear " bonnet," when all is revealed, most handily. The nose lifts in a similar manner, after unlocking it and releasing a wire safety-catch to reveal the spare wheel and tools. Special suit-cases are available for accommodation in the nose, but they must be very small. There is a useful shelf behind the rear seat, but that only suffices for small parcels. We are assured that, in France, roof-located racks solve what is otherwise a luggage problem.

The gearbox is controlled by a delightfull little remote lever that nestles under the driver's left thigh. It is very well placed, although unexpectedly far back on first acquaintance. The changes go through well, either using the synchromesh on 2nd and top, or double-declutching, upward changes quite rapidly, downward changes slower if relying on the synchromesh. The change from 2nd to top, effected with two fingers, is another joyous feature of the car. The lever moves backwards and forwards in unison with drive and over-run, but this is only evident if the hand remains resting on it. It is perhaps a somewhat heavy change, rendered more difficult as the clutch tends to be fierce, coming in only at the extremity of travel of the pedal. This gives rise to slight judder in moving away. The gear positions are normal ; there is no reverse stop. A possible criticism concerns the size of clutch and brake pedals, these being very small and devoid of rubber pads ; although quite comfortable to use, they would probably wear the soles of one's shoes and there is a feeling that one's foot may slip. The treadle accelerator pedal is, like these other pedals, well placed, but rather heavy and has to be depressed some distance before the linkage takes up.

THE 760-c.c. RENAULT SALOON

Engine : Rear-placed, four cylinders, 55 by 80 mm. (760 c.c.); R.A.C.-h.p. 7.5 ; 19 b.h.p. at 4,000 r.p.m.
Gear ratios : 1st, 17.5 ; 2nd 8.55 ; top, 5.5 to 1.
Tyres : 5.0 by 15.
Weight : 11¼ cwt., dry.
Steering ratio : 4½ turns, lock-to-lock.
Fuel capacity : 6 gallons (range approx. 270 miles).
Wheelbase : 6 ft. 10½ in.
Track : 3 ft. 11 in.
Overall dimensions : 11 ft. 9½ in. by 4 ft. 8½ in. by 4 ft. 9 in.
Makers : Renault, Billancourt, France.

Although all gears are indirect, they are commendably quiet, and, indeed, most of the noise in the Renault is concerned with what happens on prolonged over-run, when a vibratory rumble sets in, emphasised by the absence of sound-proofing of the body. In the same way, some rattles intrude over rough surfaces, and the road wheels set up some additional noise.

Behind the gear-lever is the conventional hand brake, very well placed, but badly in need of adjustment on the car we tried, as it failed to hold even on slight slopes. Behind the hand brake is a substantial lever which, pulled back, operates the starter—so much more sensible than extra yards of cable to a frail control on the facia ! In the same way, the carburetter choke is actuated by pulling up a tiny lever that normally lies on the floor to the right of the gear-gate. How practical are Continental designers !

The Renault is intended one day to be a " people's car," so that it is sparsely fitted-out, but not too obviously so. (Actually *de-luxe* versions are appearing in France.) The facia is metal, and contains, from l. to r., a quite small but useful unlined cubby-hole (there is no lid, but it is set at a sensible angle) ; tiny control for the direction indicators and parking lamps, the indicators having to be manually cancelled ; a central 80-m.p.h. Jaeger speedometer with total and trip readings and built-in " essence " gauge (very vague, as the needle continually fluctuated across its transverse scale, even with engine " off " and the car at rest) and ignition and oil-pressure lamps ; and ignition key. The speedometer is easy to read and very steady. Head and side lamps, and dimmer, are controlled from an extension below the steering wheel, fairly easily operated by the right hand, the push for a subdued horn being on the extremity. The in-built headlamps threw a beam adequate to the car's speed, but the " dim " setting could have been improved. Two screen vizors are provided. The off-side parking lamp (these lamps are set below the indicators, behind the rear doors) acts as a useful reversing light. Dual rear lamps and interior-illuminated rear number plate are provided. The dual S.E.V. screen wipers are interconnected with the ignition circuit and controlled from under the facia by a switch on the wiper box. With the engine " off " they are infernally noisy, but in heavy rain they do excellent work on the fixed, sloping screen. There is a useful scuttle ventilator, operated by pushing up a knob, also below the facia.

On the car tested the ducts had not been fitted, but normally a cunning interior heater is devised by opening tiny trap doors in the floor of the front compartment—one for the driver, another for the front passenger, hot air from the radiator being fed by the cooling fan to the vents thus uncovered. Cunning ! As it was, the car kept very snug and dry without such luxury. Each door has a sliding half-window, a little stiff to operate, but held in a number of positions by simple catches. The door handles, pull-out type on the outside of the car, operate well. The rear window is of reasonable size, but the central rear-view mirror rather small.

The car is apparently sensitive to tyre pressures—14 lb./sq. in. front, 21 lb./sq. in. rear—as a data plate, in French, on the near-side front wheel well reminded us. Naturally, there is no sliding roof, ashtrays or interior lighting. The speedometer is lit by concealed lighting when the side lamps are in use.

Air reaches the radiator through unobtrusive ducts in front of each rear mudguard. The engine appeared to run cool and no fumes entered the car ; no water was added. It " pinked " only occasionally and never " ran-on." As we have said, the *external* filler is the radiator's ; that it is warm to the touch is the only indication that it is not for petrol ! The fillers are bayonet-held and safety-chains would be appreciated. The oil-filler is in the valve cover. A pleasing detail is the small coloured Renault badge on the ignition-key cord. After a humid night in the open the

Continued on page 494

SIDESLIPS

by

"BALADEUR"

THE tumult and the recent shouting on the subject having fortunately died away somewhat, I conceive that it is now my turn to weigh in on the perilous subject of international racing colours. And first of all, let me make it quite clear that it is not my intention to try to persuade anyone to paint their B.R.M. Bugatti blue instead of Sunbeam green (which, incidentally, seems not really to be Napier green at all, but Panhard green) or vice versa; my approach to the subject, in fact, is purely historical rather than propagandist; and my only objective in the matter is a mild desire to debunk those sentimentalists who insist that there is immemorial tradition behind these national colours (including, presumably, those sported on behalf of Siam).

As a matter of fact, the nineteenth-century motorist had never heard of such things. Admittedly, the germ of the idea seems to have been present in the minds of the Panhard drivers of 1898, who thought that they would like to carry the French colours; but since this involved reproducing the *tricolor*, it took three cars to do it. Now in English the three colours in question are red, white and blue; but the French, owing to what at first sight seems just like mere Gallic perversity, but is really due, I believe, to deep historical causes connected with the Valois and Bourbon kings and the Revolution, call them blue, white and red. In any case, MM. de Knyff, Charron and Girardot having been allotted the numbers 1, 2 and 3, respectively for the Paris-Bordeaux race of 1898, the first of them painted his car blue, the second white and the third red. And having done so, it seems that they liked the effect, and stuck to their respective colours in 1899.

Then came 1900 and the first Gordon Bennett race, for which it was decided that each of the competing teams, representing France, the United States, Germany and Belgium, should have a distinctive colour. It is worth noting in passing that Belgium, where the motor industry nowadays is reduced, I believe, to a single marque, was earlier in the field than was Great Britain; if politicians in the two countries continue to run true to recent form, we look like being back to the 1900 position before long. However, the only point immediately at issue is that the authorities decided that the French cars should be painted blue, the American red, the German white, and the Belgian yellow. No colour, of course, was allocated to Great Britain, and the famous green was still going a' begging.

Now it seems that in some quarters the colour green is regarded with superstitious abhorrence. Personally, I thought I had been very thoroughly grounded, in the course of my upbringing, in all the best superstitions, including those connected with breaking wish-bones, long before they were used in suspension systems; but I must admit that my education was completely deficient in the matter of this taboo about green. However, I comfort myself with the reflection that misunderstanding about it seems to be very general. In 1901, Charles Jarrott drove a 40-h.p. Panhard et Levassor in the Paris-Berlin race, and this is what he has to say about it:

"About a week before the event I went over to Paris to obtain the car and prepare for the race. On entering the works, one of the first persons I met was M. Clément, and he very kindly conducted me to the shop which contained my car. It would be difficult to express my feelings of pride as I gazed upon the monster which I was to conduct in the first really great race of my life. I noted particularly that the car was painted green—a beautiful rich, dark colour, which gave the car such a handsome appearance that I wondered why everyone else had not painted their cars green also. But M. Clément gave me a reason for this. He explained that my number in the race was '13,' and the reason it had been allotted to me was because no one else would have it. But they had been struck with the happy idea of painting the car green (the French lucky colour) with the object of nullifying the bad effect of the unlucky number."

Well, of course, this is all very confusing. Is green really "the French lucky colour"? If so, and if it is really the English unlucky colour, it does seem that there is scope there for trade. But I must stick to my undertaking, and refrain from any suggestions in the matter.

In the meantime, a few weeks before Charles Jarrott went to Paris to interview his green Panhard, the first racing Napier had run against the French Gordon Bennett team in the Paris-Bordeaux race, although it had not actually been able to compete for the trophy as no English tyres could be found that were capable of carrying it. The decision to change over to foreign ones had only been made at the last moment, and the car must still have been regarded as the English challenger for the Cup when it was painted. But the idea of national colours even for this event seems to have faded since the year before, and there was no stipulation in the rules at all about paint, so far as I can make out. In these circumstances, what did Messrs. Napier and Edge do with the free hand they had been left? Did they, off their own bat, so to speak, plump for the famous Napier green? Not, apparently, a bit of it. At this distance of time, the facts might be hard to establish, but fortunately Mr. H. O. Duncan went to see the cars arrive at Tours, and in the course of his lively narrative, remarks:—

"A second after the horn announced the arrival of another car, and the cry was, 'Still they come.' Looking round from the controle (*sic*) to see who was next, I yelled out to my friends, 'This time it's the Napier, and no mistake!' And S. F. Edge and Napier calmly pulled up at the controle, whilst their red car, No. 3, was simply besieged by Britishers. . . ."

Of course, you don't often get a bit of luck like that, and I suppose that reporters can hardly be blamed if, in general, they failed to realise that posterity might like to know what colour racing cars were painted. In any case, I cannot find any record of whether the Napier was still red when it succeeded in winning the Gordon Bennett Trophy in 1902. There seems at all events to be very little reason why it should not have been. The silence of reporters and the monochrome of photographs before the era of glorious technicolor is fortunately supplemented by the evidence of the artists; and the nearly-contemporary paintings of Montaud are of the utmost value in this respect. From them it is clear that in the early years of the century, red was almost as popular a colour in France, in spite of its having been allotted to America, as was blue. Thus Levegh's Mors which won the Paris-Toulouse-Paris in 1900 was painted red; so was Fournier's car of the same make which won the Paris-Berlin in 1901, and so was Marcel Renault's victorious light car in the Paris-Vienna the next year. Unfortunately, at about this period of his painting, Montaud seems to have gone in for a sort of monochrome chiaroscuro which makes it rather hard to determine exactly what colour he is attempting to convey, but it certainly looks very much as if Gabriel's French Mors, with which he won the Paris-Madrid in 1903, was painted white, and as if Jenatzy's German Mercédès, with which he won the Gordon Bennett race in Ireland that year, was painted blue. Obviously, by this time the idea of national colours had completely gone by the board.

They were revived for the last of the Gordon Bennett races, which took place in 1905 over that famous mountain course in the Auvergne, and now there were several new countries to be provided for. So many, in fact, that there were not enough primary colours to go round, and Austria was in consequence given black and yellow, Switzerland red and yellow. But for Great Britain and Italy such parti-coloration was, very reasonably, considered unsuitable. Now to my mind, the obvious colour for Italy was green, which was the distinctive colour of the Italian *tricolor*, and had been put there most designedly, I believe, because of its masonic associations, in order to celebrate the part played by freemasonry in the revolutionary struggle for Italian unity. But unfortunately, and much to the inconvenience of subsequent superstitious drivers, green was presented to England instead.

Without having any very concrete evidence to go on, I suspect that the responsibility for this must rest very largely with Charles Jarrott. On his own showing, he was very favourably impressed with his green 40-h.p. Paris-Berlin Panhard; and, according to Gordon Crosby's picture, the 70-h.p. Panhard with which he won the Circuit des Ardennes the next year, although its number was 32, and there was, therefore, no "13" trouble, was also painted green. So, according to the frontispiece of his book, was the Wolseley "Beetle" which he drove in the Gordon Bennett race of 1904. It must have been as the result of all this, or so it seems to me, that this

country was officially allotted green in 1905. As for the Italians, they had to be content with black.

I do not think that they very much liked it. In the first place it is a sombre colour, and, besides, had Garibaldi and the Thousand worn black shirts? Of course they had not, they had worn red shirts; and as soon as the passing of the Gordon Bennett regulations gave them a free hand in the matter, the Italians took as a rule to painting their cars red. This, in a sense, involved jumping the American claim, but after a distinctly inglorious record during the Gordon Bennett period, the Americans were not much interested in European racing anyhow. Besides, with the coming of the first Grand Prix, Renault had also returned to the marque's traditional colour, so that F.I.A.T. was in good company. In any case, in a few years Italy had succeeded so well in emerging from her mourning that the world came to think of red as the only possible colour for an Alfa-Romeo.

Mussolini, of course, ought to have thought otherwise. Revolutionary red was no colour for the protagonists of the counter-revolution; besides, did Mussolini and his Fascists wear red shirts? Of course they did not; they wore black shirts: quite obviously, there was only one proper colour for fascist racing cars, and that was black. Its re-adoption would have involved a nice historical apology, and incidentally have left red available for a country that had a better right to it.

The red Renault which Szisz drove to victory in the 1906 Grand Prix makes it clear that in that race the nations were not colour-conscious. But it is curious that while, according to Montaud, Nazzaro's winning F.I.A.T. in the 1907 race was also red, the car with which he won the Kaiserpreis that year was blue, and so was the Renault which Szisz drove in the Grand Prix. I am in two minds, therefore, as to whether national colours had been reintroduced, officially or unofficially, for the Grand Prix before its temporary demise in 1908, and, if so, whether Italy had by then made good its claim to red. What is certain is that when the first Coupe des Voitures Legères was organised by *l'Auto* in 1911, it was decided to allot national colours to the participants, and that, conventionally enough, France was given blue, Belgium yellow and Germany white. But although an S.P.A. was expected, it was only to have its chassis painted red, with its body green, which, in pre-Fascist days, must have seemed fair enough. And although a Ford was also expected, it too was only to have a red chassis, with its body white, which at least showed that the American claim to red was regarded as a bit shadowy. And although green was allotted, it was given not to England, but to Scotland, in the shape of the Arrol-Johnstons; and the Sunbeam, Vauxhall and Calthorpe cars were painted not green but red.

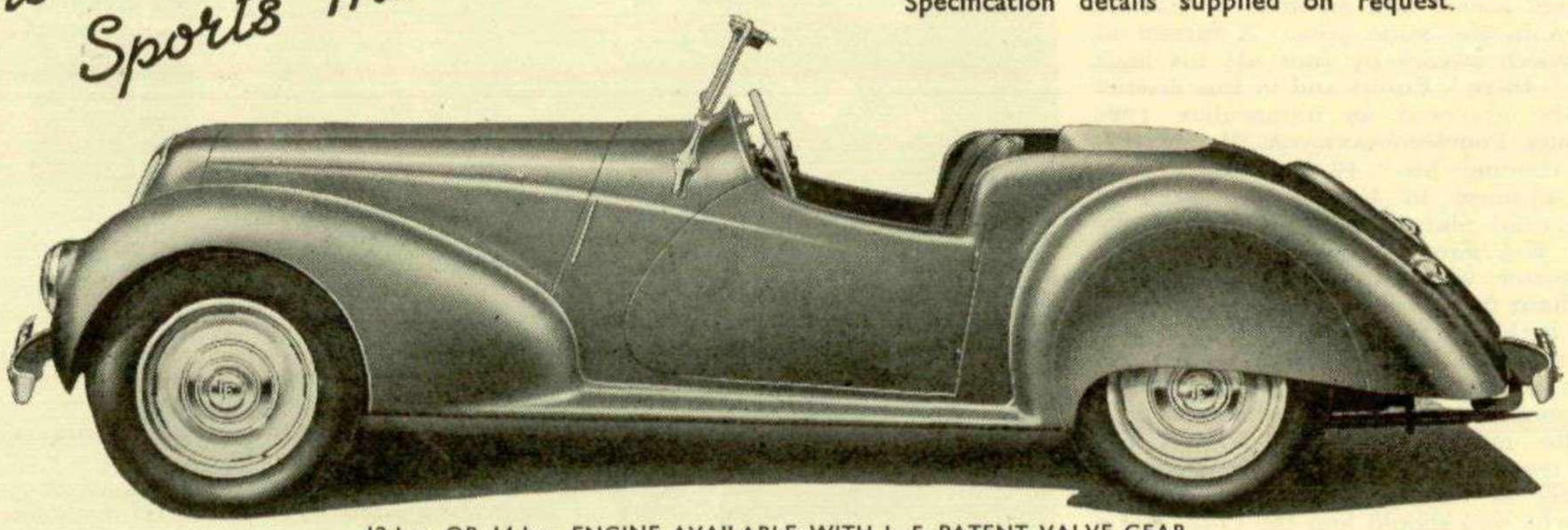
The next year, the Coupe de *l'Auto* was run in conjunction with the revived Grand Prix, and this time it was the monster F.I.A.T.s which were painted red, the Sunbeams green; but whether this was by choice or by regulation, I am not quite sure. In any case, the rules on the subject do not seem to have been very strict, because those responsible for the Arrol-Johnston entry, piqued, I suppose, by the failure to provide them with any colour of their own, went all Scottish nationalist and painted the cars in the blue and green Gordon tartan, which would have added considerably to the gaiety of nations if the cars from Glasgow had not gone quite so slowly. In any case, the organisers of the Coupe de *l'Auto* were sufficiently alarmed that when the race was run on its own again the next year, they had the Sunbeams and Vauxhalls painted red again. But by that time it was too late, and the Arrol-Johnstons did not turn up at all.

However, all this gave England, it seems to me, a good enough claim to red, and a very little tact applied to the late Benito Mussolini would have been sufficient, I am sure, for reasons already stated, to induce him to exchange it for black. Of course, it is too late for that now, and I do not know how the present Italian government feels about masonic-green. (The late Benito, incidentally, used to reduce Italian crowds to a condition of fury verging almost upon frenzy by just yelling "Freemasons! Freemasons! Freemasons!") But in any case, if the superstitious in this country do not like it, I would commend black, which is at present unused by anyone else, to their careful attention. After all, we have plenty to be mournful about, even if it is only the standard petrol ration.

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Club News

WE HEAR

John Bellingham writes from Ottawa that a Naval type found a 1920 Rolls-Royce "Silver Ghost" at Halifax and drove it the 6,000 miles to Vancouver and back with no other trouble than that caused by old tyres—apparently the car was hired to him for about a dollar a month! Bellingham inquires whether it is possible to "convert a Hudson to a Railton," as he has access to cheap Hudsons in his new location. He recently had a flip on one of the several dirt tracks near Ottawa, in a Chevrolet with cut-down chassis and a Graham Straight-eight power unit devoid of flywheel, clutch and gearbox. D. E. Clarke is also going overseas and seeks a home for his beautifully preserved Type 40 Bugatti two-seater. Our road test of the 3½-litre Jaguar saloon brought an enthusiastic letter from M. L. Shepherd of Durban, who reports that the Jaguar is strongly appreciated in India. British cars seem scarce "up-country," for until 1940 only a few aged Austin Sevens and Twelves, one M.G., one Jaguar "100," a Morris Fourteen, occasional Armstrong-Siddeleys and some Morris Eights and Humbers were encountered by our correspondent.

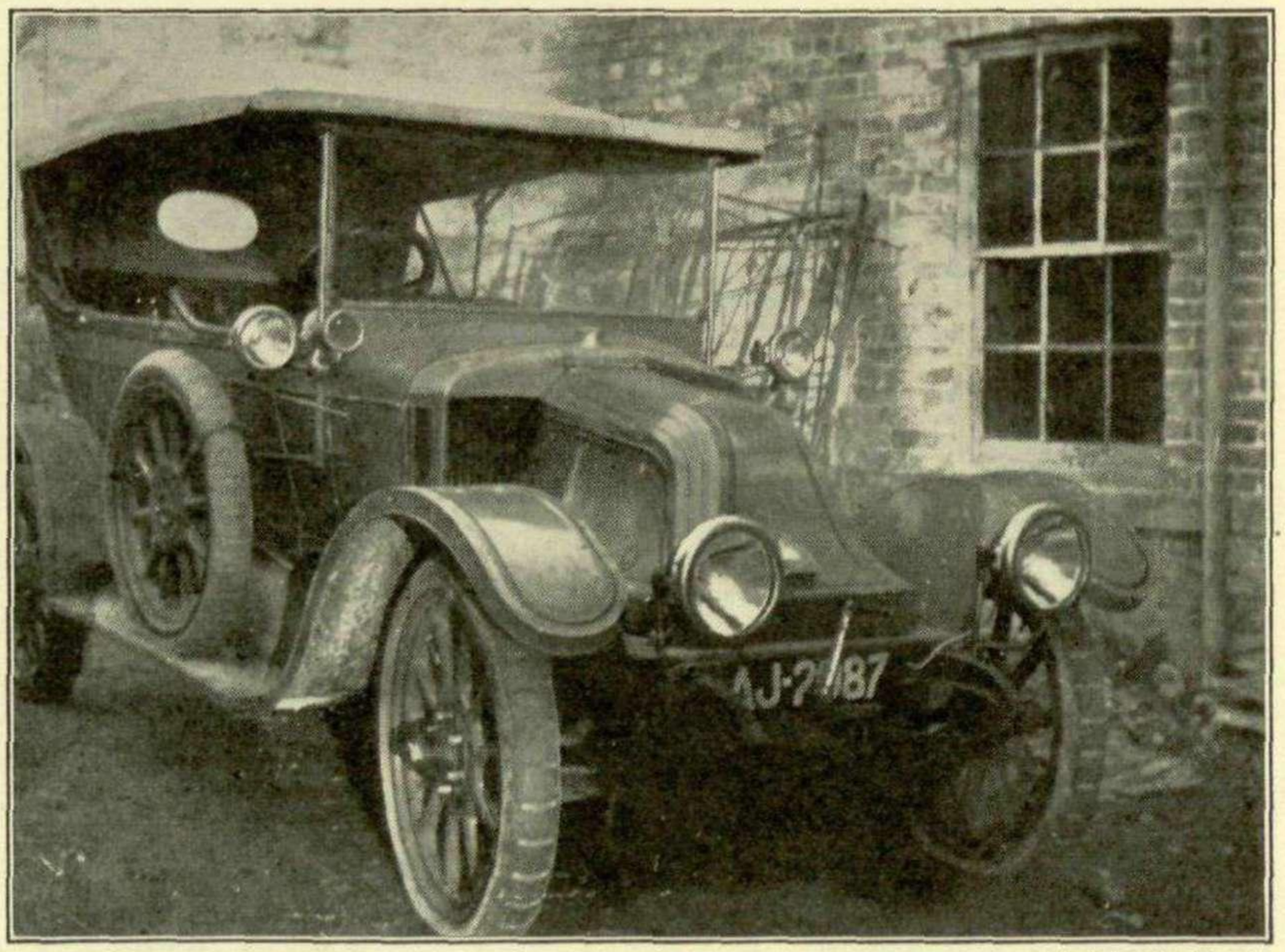
A nicely-kept model-T Ford van enlivened Oxford Street recently, a model-T tourer is, or was, offered for sale by a garage at Hornchurch, and an early Humber Twelve saloon, a 7.5-h.p. "Cloverleaf" Citroën and a Benn truck are reported in use around Exeter. An Ascot-Pullin totally enclosed motor-cycle was also encountered there. A well-preserved Mors four-seater of 1914 vintage is said to be in danger of scrappage unless someone cares to buy it for around £75. It would make a nice stable companion to the ex-Grosscurth 1923 sleeve-valve Mors, now offered for £30. Geoffrey Deason, Secretary of the British Model Car Club, apart from his model-18 Norton, has a 1926 225-c.c. two speed, two-stroke Enfield and a 1911 three-speed-hub Triumph motor-cycle, the last-named in original enamel. Three further "14/40" Sunbeams have been heard of, a sports tourer in Birmingham and a wire-wheeled saloon and an artillery-wheeled saloon in the same area. A farmer at Merioneth swears by (not at) his hack 1924 "16/20" Cubitt and in this district can be observed an immaculate 1926 Hillman Fourteen taxi. A. B. Price is still running his "12/22" Lea-Francis and a nurse in Kent is in need of differential pinions for another of these cars. E. C. Emmett has a 1913-14 Belsize two-seater, which he saved from the rag merchant for the sum of £17, but he now finds he hasn't time to care for it, should anyone like it for the same outlay. It needs paint, a magneto and new tyres and some assembly, but is described as "quite reconditionable." The R.A.C. has issued two pleasing publications latterly—a humorous booklet telling you why you should join the Club, and a map of Birmingham's confusing ring-road system, giving locations of the main car manufacturers' factories, etc. We feel that if supplies of the latter, clearly labelled, could be dropped on the town from low-flying aircraft, many of our friends who have "gone to the Midlands" and have not been seen since, might be released into their normal channels again! Wilcock has located a pre-1914 25-h.p. Talbot and hopes to be able to build it into a replica of that famous single-seater in which the late Percy Lambert first covered 100 miles in the hour, at Brooklands in 1913. Two firms appear to specialise in Ford Ten-engined Austin Sevens and both seem to have aerodynamic two-seater versions on the stocks. Quite a lot of these "specials" must now exist, in various forms, offering excellent power/weight ratio and easily-acquired service and spares. Our correspondent in Switzerland has encountered half-a-dozen standard "Vanguards" already. Apparently there are vintage tendencies even out there, for a recent edition of a sporting magazine, reporting the Maloja hill-climb, backed its report with illustrations of a Pic-Pic in a 1911 climb and a 1928 Martini similarly engaged. In this year's event Aebli ran a lightened 328 B.M.W., a la Raymond Way. It was a happy gesture on the part of Mr. Baldwin, Jowett's publicity manager, to secure numbers of the latest Lines Bros. plastic model Javelins and send them out to his Press and Trade friends. They are realistic replicas and can be bought in the toy-shops.

A delightful Jowett tourer of the r.h. gear-lever era was encountered last month in Aldershot, chugging manfully, the two ladies in the sternsheets obviously appreciative of leg-room these fascinating 7 h.p. cars possess. R. G. J. Nash wants to dispose of a 1923 12-h.p. Rover tourer—which would be one way of exploring the battlefields.

Whole hosts of motoring books have been flooding on to the bookstalls of late, in a rather confusing succession, but perhaps the true-blue enthusiast still likes to read everything that is going. At all events, the 28 page booklet by Charles Fothergill of the *News Chronicle*, entitled "The Story of Grand Prix Racing," a 2s. publication in the W.D.S. (20, Sheet Street, Windsor) series of sports booklets is more entertaining than many, and beautifully illustrated. It should do much to introduce motor racing to the public.

Near Leeds a curious two-seater cyclecar has turned up, seeking a home, at around £25. It has tubular chassis, cantilever springing, an air-cooled i.o.e. V-twin engine in line with the chassis and driving by chain to a gearbox, thence by chain to a countershaft, with a final belt-drive to each rear wheel. With cowled "radiator," aluminium body, yellow disc wheels and red mud-guards the appearance sounds impressive. The front axle is tubular, steering is by wire and bobbin and there are expanding rear brakes. The name "El Paméro" appears in the tail, the registration is a London one, and the car has been stored since 1921. What is it?

A pre-Kaiser war 28-h.p. T-head Itala landaulette, in reasonable condition, is in a North Devon breaker's yard and should be saved before the winter comes. E. B. Brown has a rather special J2 M.G. with Scintilla Vertex magneto, lightened fly-wheel, special instrument panel, etc., and seeks notes on its history—chassis J3380, engine 2251 AJ, Reg. No. MG 2611. R. G. Dusart has rebuilt a 1923 Morgan three-wheeler with Austin Seven front brakes and steering, etc. A 1911



[Photo by R. Frank

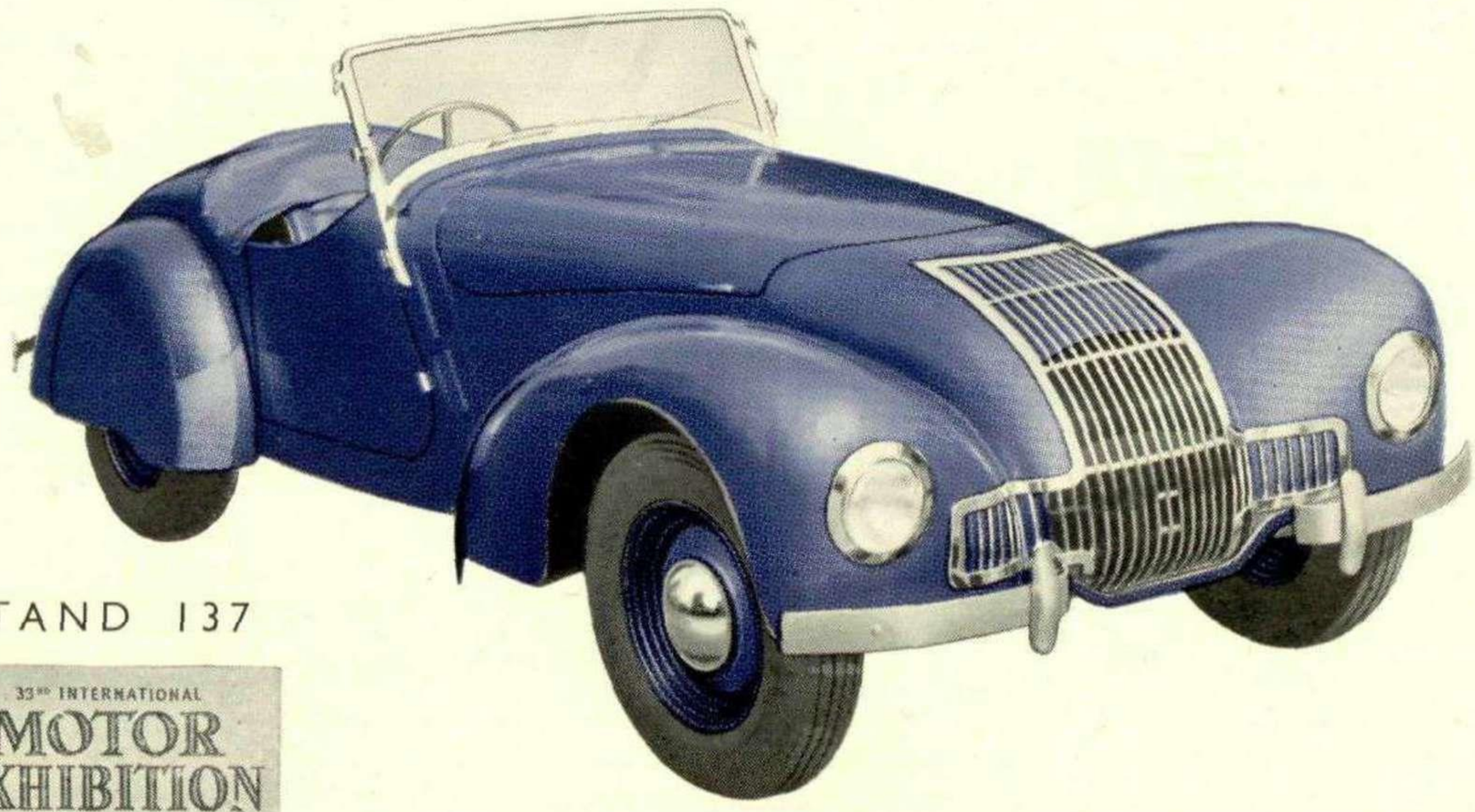
DISCOVERY.—It is still worth while searching for old cars, in spite of the numbers already unearthed. Here is the pre-1914 Arrol-Johnson which stood for years in the garage of a house in Yorkshire, and came to light, with only 400 miles to its credit, when the owner, Miss Kendall of Sinnington, died under curious circumstances.

ALLARD

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STAND 137



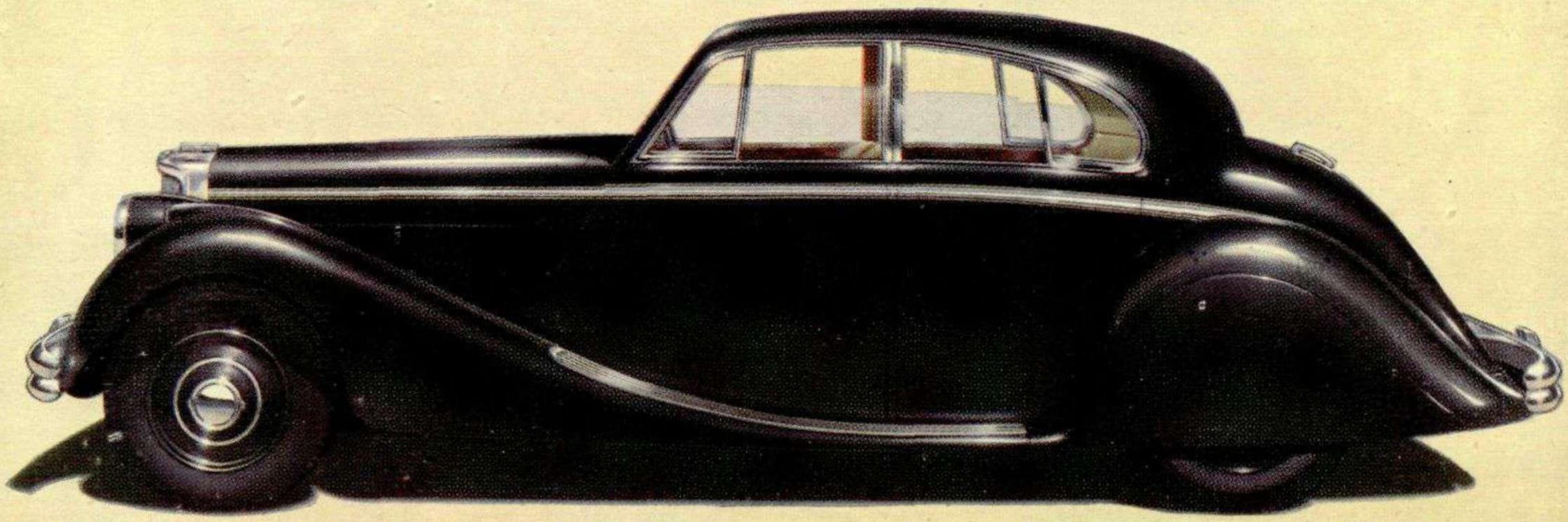
The outstanding success of the ALLARD 2-seater in all grades of Trials—international and otherwise—continues, and the three awards gained in the International Alpine Rally, including a coveted Coupe des Alpes, provided further proof of its unfailing reliability under all conditions.

AND IT IS STILL THE IDEAL CAR FOR A PLEASURE RUN OR A FAST BUSINESS TRIP.

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STAND No. 146 EARLS COURT

two-cylinder Renault has come to light in Maidenhead and A. F. Carlisle is rebuilding a 1909 100 by 160 mm. single-cylinder de Dion, his normal motoring being done in a Volkswagen. A Voisin was spotted *en route* to Silverstone, possibly for sale. We stated in error last month that the single-seater Rover, driven by Mackie in sprint events this year, was sponsored by the Rover Company. In actual fact this car is a most creditable "private venture."

★

V.M.C.C.

Twenty-five entries were received for the Sampfield airfield sprint. Class winners were: 350-c.c.—M. C. Tomkinson (Velocette), 500-c.c.—F. D. Booth (Ariel), 1,000-c.c.—I. B. Wicksteed (Royal Enfield), Sidecars—R. T. Rigby (B.S.A.). F.t.d. was made by Booth, at 50.05 m.p.h. By courtesy of the Wirral 100 Club another ½-mile sprint was enjoyed at Ellesmere Port. Best V.M.C.C. time was by Ryder on a model-9 Sunbeam, in 29 sec., but a non-member did 28.8 sec. on an old Velocette. The "Bulletin" continues to arrive monthly and contains a list of machines for sale. New members for September enrolled on the strength of a 1921-22 2¾ Raleigh, an L.5 B.S.A., a 1923 S.S. 80 Brough Superior, a pre-1918 Douglas and a 1927 Sunbeam combination. So far as the reliability of these old machines is concerned, Thomas' 1913 A.B.C., which cruises at 40-45 m.p.h. and does 120 m.p.g., ran 35,000 miles in the hands of a previous owner, between 1916 and 1945, with only one breakdown. Hon. Sec.: M. F. Walker, 170, Woodcock Hill, Kenton, Middlesex.

★

DETROIT, EAT DUST!

It is becoming fashionable for American magazines to publish articles proclaiming the merits of the more specialised British cars—which is publicity of which we certainly cannot have too much. The latest article on this subject appeared in the October issue of *True*, under the title which heads this paragraph, the writer being Ken W. Purdy Healey roadster, TC M.G. and drophead Jaguar are tastefully depicted in colour, together with accompanying illustrations of the 1940 Mille Miglia B.M.W. coupé, an American-owned G.P. Bugatti, a 1919 Mercer and a one-off U.S. oddity called the Tasco. This last was a product of the American Sports Car Co., with futuristic custom body on a Mercury chassis.

Purdy paints a vivid imaginary picture of an M.G. Midget beating up a modern Yank, explains what a sports car is to ignorant New Yorkers (rather tersely saying they are unsuitable for driving to and from work and give a ride back-breakingly hard by American standards) and then sets-to to praise British sports stuff. We learn that last year a New York dealer said he could have sold 500 Allards over his quota and that at 5,000 dollars plus and that an eastern dealer recently placed an order for 500 M.G.s. Purdy estimates that there are 100,000 Americans anxious to buy sports-type cars costing from 2,000 to 5,000 dollars. The difference between driving a real sports car and anything else he describes as the difference between hitting a golf ball with a No. 2 iron and hitting it with a tennis racquet. The Healey is quoted as the fastest stock car in production to-day—"If it won't do 105 on ordinary gasoline with no particular urging you can take it back and get one that will. The springing is unique, being very soft, but still holding the car on the road like a strip of paint." The Sedan costs 6,900 dollars in the States, but, as Purdy observes, "after all, it's only money." The Jaguar 100 two-seater is expected by the author to do 125-130 m.p.h., which explains, perhaps, similar hopes for American "hot-rods." This article says that there is talk in America of a Duesenberg revival and that Kurtis-Kraft will shortly begin production of a five-seater sports car, Offenhauser-engined, ranging in price and power-rating down to a 1,500 dollar kit for assembling it.

FIXTURES FOR NOVEMBER

October 27th-November 6th.—THE MOTOR SHOW, EARLS COURT.
1st.—Floyd Clymer Film Show, Park Lane Hotel, 4, 7, 9.30 p.m.
6th.—S.U.N.B.A.C. Vesey Cup Trial, Shropshire.
13th.—Harrow C.C. Cottingham Trophy Trial.
14th.—R.A.C. Veteran Car Run, London–Brighton.
19th–28th.—Victoria League Racing Car Exhibition, Henly Hall.
20th.—Final of British Trials Championship.
21st.—Kentish Border C.C. Sporting Trial.
27th.—Liverpool M.C. Jeans Gold Cup Trial.

Dec.
4th.—N.W.L.M.C. Gloucester Trial.

EXPLANATION

We feel it only fair to publish the following, from the September issue of the *Ulster Motoring Review*:—

"Some of the cross-Channel motoring journals made a great point of damning the handicap as far as the backmarkers were concerned, MOTOR SPORT saying bluntly: 'The handicappers put the fastest cars out of the race before the start . . .' As the person largely responsible for the handicap, I suppose I should sink to the ground with shame and sorrow; but actually all I can do is feel mildly irritated at this typically English view of the handicapping of motor races.

"Ignoring the International Sporting Code, which says a handicap is a means of equalising as far as possible the chances of all competitors, they take the view there that a handicap should always be framed (a very appropriate word, too) so that one of the backmarkers should win; presumably the others are running merely to provide a necessary but irritating background for the principals.

"Turning from the general to the particular, it does not seem to have occurred to those writers that there could have been other reasons for the back-markers' failure. The handicap was based on a speed of 81 m.p.h., which is the average set up by Tony Rolt in the E.R.A. in 1938, omitting the fuel stop necessary then, but not in this shorter race. There were several competitors in this race who might have been expected to equal that, and one at least who was expected to beat it.

"What did we find instead? Fastest lap is 78.9 (Rolt's was 83.5), next best (3-litre Maserati) 75.8, and third best, 74.74, by Bobby Baird in a K3 Magnette, a really good performance, by the way. Several blown cars of 1½-litres and upwards lapped at speeds lower than that.

"In pre-war days Horsfall and that good but not very experienced driver Brian Talbot, in 2-litre sports Aston-Martins—unblown, mark you—lapped at 76.9 and 75.3, Donald McClure (SS100) at 73.2, Peters (Frazer-Nash) at 72, Ernie Robb (J4 M.G.) at 72.4, and Elliott (1½-litre Triumph sports) at 70.1. Surely the blown racing cars could have beaten those speeds, all being well? Remember the course had been widened between Templeogue and Firhouse since 1939; and there were nearly as many cars in 1938 as in 1948, and more slow ones then.

"This year in very near standard TC M.G.s, Mangan and Large lapped at 69.1 and 68.3, Phillips in a semi-streamlined TC at 67.8, and Kelly, in his first road race, in a fast 2-litre Riley, at 72.7. You can now draw your own conclusions about the handicapping."

★

M.C.C.

On September 25th, the M.C.C. held, by courtesy of Messrs. Boon & Porter, Ltd., at their premises at Barnes, a "Down Stage" Party.

The object of the exercise was an informal gathering so that members and their friends might get together without, as usually happens, having this important part of the proceedings interrupted by some purely motoring event. Nearly 200 members and friends took advantage of the opportunity and fortified by a running buffet and bar, took full advantage of their opportunity.

Although run on informal lines, there was an excellent demonstration by members of the Pioneer Model Racing Car Club, with their models. Although the tethered line was relatively short, two of the 5-c.c. cars were timed at exactly 60 m.p.h. The noise in a confined space and the performance of the vehicles was quite electrifying. One venturesome owner actually ran a 10-c.c. model and after doing his best to restrict his speed, it nevertheless exceeded 68 m.p.h.

The proceedings terminated with a film show, included in which were some of the current M.C.C. films, and members generally conceded that it was one of the most successfully organised and popular M.C.C. events.

★

N.W. LONDON M.C.

The "Gloucester" Trial will take place on December 4th. This is a closed invitation trial and one of the "classics."

Invited clubs are Sunbac, Bristol, Cheltenham, Southsea and Taunton.

Applications for membership in the Promoting or Invited Clubs by those who are not already members should reach the Secretaries on or before the closing date for entries, November 23rd.

Although the Club has not run many events in 1948 due to our dates on the calendar being before the return of "Standard" petrol, a full and interesting programme is promised for next year, including the Lawrence Cup, Inter-Club Team Trials, the Coventry Cup and at least one Gymkhana event as well as the "Gloucester."

The Committee are also considering further additions to next year's programme of both motoring and social events. Hon. Secretary, James H. Appleton, 99, Goldhawk Road, London, W.12; Tele.: Shepherds Bush 2243. Hon. Treasurer: D. S. Wood-Dow, 256, Westminster Bridge Road, London, S.E.1; Tele.: Waterloo 6056. Clerk of the Course: T. W. Dargue, 28, Broadway, Stratford, E.15.

★

RACING CAR EXHIBITION

The Victoria League announced that it will again hold an Exhibition of Racing Cars at Henly Hall, London, N.W.1, this year. The dates will be Nov. 19th–28th and the admission charge 2s., children half-price. Last year over 25,000 enthusiasts visited the exhibition, which will be bigger and better this year. The Gardner Record Car and John Cobb's Land-Speed-Record Railton Mobil Special will be amongst the exhibits.

★

ONE-MAKE REGISTERS

The Alvis Register now contains the names of 51 owners. A Delage Register is to be started, mainly concerning the "14/40." Details of cars and spares are requested by V. L. Gray, Lyndhurst, Lucastes Avenue, Haywards Heath, Sussex.

★

ASTON MARTIN OWNERS' CLUB

The next meeting in London will be a Christmas Fork Supper Party with cocktails, at 6.30 p.m., at the Cock Tavern, Fleet Street, on Wednesday, December 15th. Supper tickets for members and friends 5s. each. The Richard Stallebrass Memorial Trophy Fund, which now totals over £70, is still open to receive donations, which may be addressed to the Hon. Secretary: Dudley Coram, 554, Limpsfield Road, Upper Warlingham, Surrey. The trophy will, no doubt, be put up as an annual award for the best competition performance in any one year of a privately-owned Aston-Martin and driver. It is hoped that the trophy will take the form of a silver model replica of the late Richard Stallebrass 2-litre speed model with Ulster body.

★

V.S.C.C. OF A.

After a long lapse the "Vintage Car," official organ of the Vintage S.C.C. of Australia, has re-appeared, now as a printed journal. It is disappointing that none of Shepherd's famous drawings of vintage cars are included, but the presentation is effective and breezy. The first issue in new form is dated July and reached us this month. It is a nice gesture to our V.S.C.C. to feature a picture of a Bisley Rally on the front cover, although the "Alphonso" Hispano-Suiza that is amongst the cars depicted is actually Hill's (now Cuthell's) three-speed, short-chassis car, not Boddy's four-speed, long-chassis tourer.

★

F.I.A.T. 500 CLUB

On September 30 last a F.I.A.T. 500 Club was set in motion and got off to a flying start. The inauguration meeting, held at the Crown and Sceptre, Holland Road, Kensington, attracted a large company, and the sight of 28 "Mice" neatly parked outside was indeed gratifying.

The first Club run is to take place on Sunday, October 17th, to the Wheatsheaf Hotel, Virginia Water, with meeting places at three points on the road, converging at Staines. Secretary: J. A. James, 29, The Grampians, Western Gate, W.6. Telephone: SHE 3529.

★

TUNBRIDGE WELLS M.C.

This club's second Annual Post-War Rally went off well, and His Worship the Mayor of Tunbridge Wells opened the course and attended the dinner in the evening. Results: S. F. Welfare's Sunbeam-Talbot won the event outright, from L. Morris' Hillman and H. Radford's 3½-litre Bentley. Class winners were Skinner's 1913 Rover, Jarvis' 4½-litre Bentley, Harvey's 4¼-litre Bentley, and Morris' Hillman. Hon. sec.: W. F. Crossman, 28, Grove Hill Road, Tunbridge Wells (Tel.: 1250).

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SS.I 16-H.P. sports saloon, 1935. Recent engine overhaul ; not yet run-in. £130 or nearest offer. J. Naismith, 13, Church Street, Bromsgrove, Worcs.

M.G. TYPE J2 ENGINE, complete with gearbox and accessories. Offers. Barnsley, Belbroughton Road, Blakedown, Kidderminster.

1929 AUSTIN 24-H.P. six-cylinder limousine. Winding division, face-forward occasional seats, upholstered throughout in blue leather ; original blue cellulose and mats. This car is in exceptional condition throughout and is the late property of a titled owner. An ideal tender and towing vehicle for any form of motor racing, or would make excellent hire car. £160 or offer. Tel. : Burgh Heath (Surrey) 3156.

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G. Pentony, 52, Valleyfield Road, London, S.W.16. Tel. : Streatham 7604.

FOR SALE—*continued*

V. W. DERRINGTON LTD., for all sports spares equipment, chromium plated tubular luggage grids from £6. Brooklands aero-screens with universal fittings, quickly detachable 48s. Bonora quick-acting filler caps, chromium plated, 2¼ in., 21s. Two 4 in., 70s., with locks 5s. extra. Chromium door drills 10s. 6d. " Deep-Note " exhaust systems from £3. Bucket seats, untrimmed 32s. 6d. each, trimmed 65s., folding back 75s. Cycle wings, ribbed 6 in. 15s., 8 in. 18s. 6d. Sheet aluminium 6 ft. by 3 ft., 22 gauge 25s., 18 gauge 40s., duralumin 20s. and 29s., Huge stocks Scintillas, B.T.H., Vertex, 4-cyl., new, £10. Superchargers, both instrument and sets, speedometers, rev.-counters, clocks etc. Brand new engines, B.M.W. 1½-litre, 1942, complete with Bosch Vertical magnetos, dynamo, starter, manifolds, carburetters ; late type Morris 10, complete, £125 each. Largest stockist of F.I.A.T. spares, 500 and 1,100, reconditioned engine, starters, dynamos, radiators. Derrington, 159 and 200, London Road, Kingston, 5621/2.

£80.—SUNBEAM sportsman's coupé, 17 h.p., 1930. In exceptional condition ; taxed ; good tyres : petrol. Tel. : Buckhurst 1509.

M.G. 2-LITRE, 1938, 4-seater tourer, reconditioned and resprayed. £500, offers. R. G. Harby, 42, High Street, Bonnyrigg, Midlothian.

FOR 4½-LITRE MEADOWS : Set of B.H.B. pistons, +.020 in., used but quite sound ; set of Jessop's G.2 valves for same engine. Ford V8 hub drawer ; ditto, speedo. head. Best offer. Fincken, Westview, Elstead, Surrey.

746-C.C. SUPERCHARGED " MONTLHERY " M.G. Over £100 overhaul ; new Marshall supercharger ; sprint tank ; Scintilla magneto ; E.N.V. racing gearbox and back axle ; Laystall crankshaft ; outside exhaust. Very fast and smart appearance. R. T. Haddow, " The Grange," Whitecraigs, Renfrewshire.

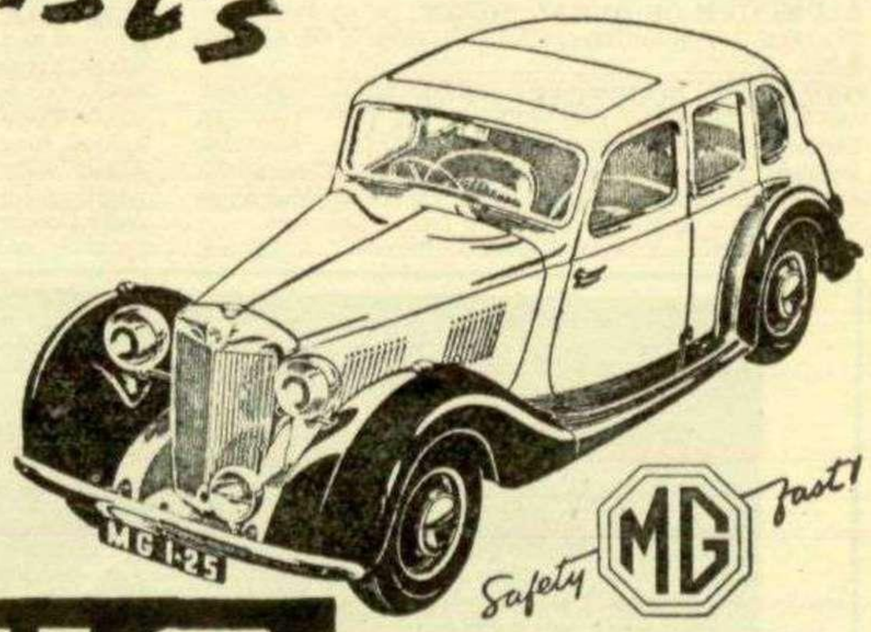
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FOR SALE—*continued*

RAILTON 1939 10-H.P. blue sports saloon, coachcraft body, air leather. New carb., engine, tyres; twin horns, all chrome. Beautiful car; fast; low mileage; taxed; 32 m.p.g. Any trial. Bargain, £550. F. Catling, 30, Twilley Street, Garratt Lane, Wandsworth, London.

ENTHUSIAST WITH "YN 2" RENAULT, well shod, taxed, sound but shabby, wishes to meet gentleman with cheque book with a view to business. 9, Ridgeway, Woodford Green, Essex. Tel.: Buckhurst 5713.

TALBOT "105" 1935 drophead coupé, black. Wilson gearbox; engine recently overhauled; new bearings fitted. Bodywork excellent. Price £400. Maryon, 13, Derby Road, Watford, Herts.

1936 AUSTIN SEVEN CHASSIS, Girling brakes, hour-glass steering-box, four wheels, no tyres, £12. Three-bearing engine, new crankshaft, block linered to standard; offers over £30. Rear axle, 1929, slightly noisy, £4. Many other spares. Box No. 690, MOTOR SPORT, 15, City Road, E.C.1.

1931 "TS 12/50" ALVIS 2-seater, running order. Basically sound but needs general attention. What offers? Would consider motor-cycle in part exchange. Pulleyblank, Woodford Road, Poynton, near Stockport, Cheshire.

AUSTIN SEVEN ENGINE, complete, chassis almost complete. Exchange vintage motor-cycle, about 500 c.c., any condition. Please write for particulars, London area. Box No. 692, MOTOR SPORT, 15, City Road, E.C.1.

BOOKS.—Collection of veteran car books for sale. Enquiries for list to Mrs. Grace, The Orchard, Hemsworth, Yorks.

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FOR SALE—*continued*

1947 MORGAN "4/4" super sports car, mileage 4,500; very attractive, in red and chrome. Must be sold. Private inquiries, Davies Garage, Skerton, Lancaster.

M.G. PARTS.—N-type crankshaft, main bearings, etc.; cylinder head, manifolds, etc.; gearbox, sump and lubrication parts; pair carburetters. L-type valve cover, camshaft. J-type crankshaft, rear main, etc.; set brakes and drums. M-type sump, camshaft, spring steering-wheel, twin carburetter manifold. Apply West, 4, Hillfield Gardens, London, N.10.

I WISH TO EXCHANGE two P-type instruction books for "L" and "N" instruction books. Apply, West, 4, Hillfield Gardens, London, N.10.

BUGATTI TYPE 40, immaculate condition, mechanically perfect. Many enthusiastic modifications without spoiling type. Regd. 1948, tax £6. Price £300. Bugatti, Type 38, just nearing completion after extensive overhaul; sprayed British racing-green; excellent tyres throughout; £240, or £495 pair. Wrangaton Motor Eng. Co., South Brent, Devon.

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£475—1935 "Speed 20" Van Den Plas 4-seater. Unusually fine condition.

£320—17-h.p. drop-head Coupe. 1935 model. New tyres.

£320—12-h.p. "Firefly" open 2-seater. Most immaculate car. Manual gearbox.

£260—"12/60" "beetleback" 2/3-seater, beautiful condition. New tyres, battery, etc. Another **£245.**

£200—"12/50" Atlantic Saloon. Complete overhaul and body reconditioned.

N.B.—*We would respectfully advise all who are interested in owning ALVIS cars to telephone or write to us, as the above list is only a selection. We may have your model in stock, ready to drive away.*

SPARES.—Our comprehensive stock of parts is at the service of all ALVIS owners, and we can usually supply telephone orders by return of post.

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Works and Spares :
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£30.—UNIQUE OPPORTUNITY for vintagent. 1926 Mors 20-h.p., 4-cyl., sleeve-valve tourer; beautiful runner and body very sound but needs painting; seats bad, no hood; four-wheel brakes. D. A. Armstrong, Chalet Cottage, Farnham Royal, Bucks.

ALVIS ENTHUSIASTS.—11.9-h.p. "Firefly" open 4-seater sports. New hood; excellent condition; £245. Tel.: Mayfair 3379 (daytime).

F.I.A.T. 1,500, 1937. Very fast. Complete overhaul and renovation at cost of £200 in June. £450. Tel.: Lee Green 2344.

SCINTILLA VERTEX N.V.4, £7 10s.; M.N.4-A., £7; G.N.4, £8. Marshall supercharger, complete with carburetter and manifolding for M.G. Magna, perfect condition, £25. Zoller, Type 4, £15. Marshall Type 110, with carburetter, £17. Amilcar spares, inquiries invited. "Boulogne" Frazer-Nash, fitted with push-rod Anzani engine, £120. Competition Cars Ltd., "The Old Maltings," Nayland, near Colchester, Essex. Tel.: Nayland 334.

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1933 ASTON-MARTIN saloon, £275, or exchange (cash adjustment) for open sports. Scintilla 4-cyl. magneto, perfect, £4. B.T.H. Vertex 4-cyl. magneto, perfect, £4. Hawkins, Holywell Cottage, Ashby Road, Loughborough, Leicestershire.

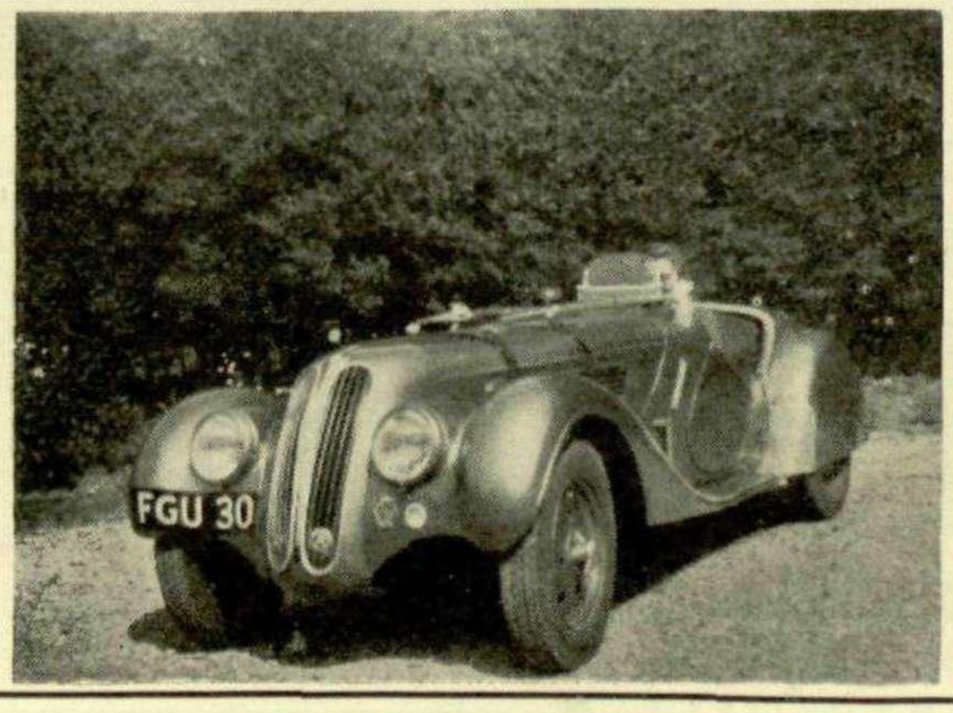
BENTLEY 3-LITRE "RED LABEL," engine and chassis; six months spent on complete rebuild; not yet run-in. £195. Box No. 694, MOTOR SPORT, 15, City Road, E.C.1.

SUNBEAM 16.9-H.P. saloon. Very good condition. £100 or close offer. Box No. 695, MOTOR SPORT, 15, City Road, E.C.1.

1947 AERODYNAMIC 1½-LITRE H.R.G., very small mileage, condition as new, in grey and green. This car has been used as "works" test car and has many interesting details; it has been thoroughly checked over and is in first-class condition. £1,225, licensed ready for the road. H.R.G. Engineering Co., Ltd., Oakcroft Road, Kingston-by-Pass, Tolworth, Surrey.

ALVIS "FIREFLY" drophead coupé, 12 h.p., 1933. New hood, good tyres. Two owners only. £200. 5, Winchester Road, Davyhulme, Manchester.

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1947 ALLARD 30-H.P. tourer 4-seater, 7,400 miles. As new. Box 697, MOTOR SPORT, 15, City Road, E.C.1.

AMILCAR BITS.—Half-shaft, 40s.; one ¼-elliptic, 15s.; 7-gallon shaped scuttle tank, £3 ; two starters, one dyno., 50s. 1932 Riley bits : Rebored block, h.c. pistons, reground crank, remetalled rods, mains, £25 ; gearbox, cleaned, overhauled, £5 ; two camshafts, £3 ; sump, 15s.; rocker-boxes, complete, 15s.; cylinder head, complete, 50s. 1931 Riley bits : *Rods, shaft, £5 ; two camshafts and wheels,* £3. Sundry other Riley parts, oil pumps, clutch races, etc. One pair really good cycle wings with brackets, suit Bentley, £4. 710 by 90 tube, unpunctured, 7s. 6d. O'Brien, 14, The Chase, Romford, Essex.

M.G. MIDGET, TYPE PB. A quite exceptional car. Engine completely overhauled ; body resprayed metallic-blue. Ideal enthusiast's car. This owner has gone abroad. £350. Tel. : Walton-on-Thames 3065.

MORGAN " 4/4," new hood, screens, batteries ; petrol ; attractive. £220, exchange " Tiger 100. ' Bartram, 28, Trelawn Road, London, S.W.2.

M.G. 1½-LITRE saloon. First registered Nov., 1938. Recellulosed, re-upholstered, woodwork repolished ; new tyres ; wheels and steering overhauled ; engine recently rebored ; oil pressure good ; carburetters overhauled by Burgess. Full petrol ration. Fitted with radio. What offers ? E. C. Robertson, Tel. : Edgware 1666.

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VETERAN CAR.—1909 20-H.P. WOLSELEY touring car, in excellent condition. Offers. Box No. 698, MOTOR SPORT, 15, City Road, E.C.1.

" RED LABEL " BENTLEY, 1924. Expertly rebuilt 1946, also repaint, re-upholstered, new hood and side-screens. Two-seater body with dickey. Stored 1936 to 1946. Fine example that has had little wear. £350. Offers. Box No. 699, MOTOR SPORT, 15, City Road, E.C.1.

M.G. MAGNETTE, 1935, N-type. Specially reconditioned and adapted for speed trials, fast touring, etc. Weight 12½ cwt. approx., with light 2-seater body. Racing valves, etc.; polished ports. All parts of chassis thoroughly overhauled and renewed as necessary within last twelve months. All tyres excellent. Was second in 1,500-c.c. class in last event. Price £345, or would accept in part exchange against 1946 Midget, preferably supercharged. Hewitt, Greengates House, Greengates, Bradford.

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M.G., 1938 SERIES, 1½-LITRE coupé, in black with fawn leather upholstery. Good running order. Best offer secures. Steels (Swindon) Ltd., Drove Road, Swindon. Tel. : 2334.

ASTON-MARTIN LONG-CHASSIS MK. II. Whole car in absolutely perfect condition throughout. Cellulosed British racing green. Five new tyres, new tonneau covers, etc., etc. Unused petrol ration. £525 or would exchange. 21, Dulwich Village, S.E.21. Tel. : Gipsy Hill 0602.

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J. BLAKE & CO., LTD., northern sports and racing car specialists, can offer two " Red Label " Vanden Plas 4-seater Bentleys at £275 each. Part exchanges of any sports car welcomed. These cars are mechanically sound but are surplus to stock. Blake, 35, Hardman Street, Liverpool. Tel.: Royal 6622.

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CORD SUPERCHARGED COUPE, latest model, Registered 8.4.38. Titled owner. Original log book, car unused 5 years. Mileage 43,000. Chrome outside exhausts, good tyres, instruction books, etc. Terrific performance, over 100 m.p.h. at 3,000 revs., 18 m.p.g. petrol and all basic petrol is undrawn for this car. Cost £1,150 list price. The blower is removed and twin S.U.s fitted for economy. Price £465 or consider part exchange for "Red Label" saloon or tourer or " 4½ " would be considered but must be mechanically 100 per cent. Middleton, Low Road Garage, Balby, Doncaster.

WOLSELEY HORNET. " DAYTONA " Dismantled. 42 m.m. hubs, 12 in. Lockheed brakes, etc. Complete less engine and instruments. 4-seater body, very rough, ideal for special enthusiast. £30. Roots type supercharger with blow-off valve, new, suit 2 to 3-litre. £20. New pistons, less rings, Riley Nine, Singer Junior, Rover Ten. £2 a set to clear. Wolseley Hornet (flat) £3 all plus .020-in. old type Frazer-Nash brakes. Castleman, 53, Brighton Road, Surbiton. Tel.: ELMbridge 5638.

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FOR SALE—*continued*

BUGATTI TYPE 40 2/3-seater, very fast. Engine and body exeellent condition. Completely overhauled by Bugatti experts. Taxed and insured. Nearest £200. The Flat, Delapole Bray, Berks.

VAUXHALL 20-H.P. 1936 " Wingham Cabriolet " just reconditioned at a cost of over £120, genuine mileage 65,000, very sound and solid, very attractive, wonderful performance and road holding. £225 for quick sale or would part exchange for shooting-brake, cash adjustment. Two Rudge-Whitworth wheels, complete with tyres and tubes 600 by 16, off Frazer-Nash, excellent condition. £15. Two new 4.50 by 18 tyres, 50s. each. Four second-hand 5.00 by 18 tyres and tubes, very good. £2 tyre and tube. Shone, 3, Westfields, Bromyard, Herefordshire. Tel.: Bromyard 133.

FOR AUSTIN SEVEN. Alta aluminium cylinder head. £4. " Nippy " four-speed synchromesh-gearbox, 1936. £10. Siddeley-Deasey free-wheel unit, complete, for chassis prior 1931. 70s. Set anti-bump springs, new. 40s. Two conversion plates—take Ford 8/10 Easycleans, fit Seven hubs. 20s. EVERYTHING for Austin Seven's. B.T.H. Vertex, Ford 8/10 new, with carburetter offset plate. 80s. 30 V.M. Zenith downdraught, ex-Austin Ten. 50s. Austin Eight 1938/40 crankshaft. 60s. Two new Lucas 6 v. electric wipers, latest type. 50s. each. Austin Seven Service, Kirby Wiske, Thirsk, Yorks.

LAGONDA 2-LITRE 1927, in good running order, chassis only, no body or wings available. £60. Bosworth, 33, Sunnymede Avenue, Carshalton, Surrey.

P-TYPE M.G. Late 1935. Chassis stripped last nut and bolt, cleaned and painted ; brakes relined. Crankshaft reground, new mains, rockers, etc. New radiator. Bills available. 4,000 miles since rebore. Resprayed maroon. Perfect all-weather equipment. Nearest £325. 371, London Road, Reading.

1914 SUNBEAM 12/16-H.P. tourer. A good Edwardian in fine, completely original condition. One owner 1914–1948. Good tyres, electric lights. Taxed, insured. £105. J. H. Fall, 14, Mount Ephraim Road, Tunbridge Wells.

FOR SALE—*continued*

O.M. 2-LITRE SALOON (1930). Reconditioned throughout. Cromard Liners. 5.50 by 18 tyres. Exchange " KN " Magnette saloon or sell. £250. 134, Crowther Road, Wolverhampton.

TRIUMPH " GLORIA " 12.9 Sports Saloon. M.G. Magna "12/70," open 4-seater. Austin Seven 2-seater sports conversion, spares. Offers and, or exchange Ruby, Pearl, F.I.A.T., or what have you. Appointment write, Gilbert, 56, Western Way, Barnet, Herts.

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£85 ! ALVIS " 12/60 " saloon, November 1933. Mechanically sound, E.N.V. box. Good tyres, body rough, no petrol. Riley " Kestrel " saloon 1934. Very good throughout, new tyres and new battery. Brakes relined, clean body, taxed. £190. 22, St. John's Road, Balby, Doncaster.

RILEY " 12/4 " engine (1935-38) complete or nearly so. Condition not important provided block and prime movers sound and unwelded. Also Original Riley " Kestrel " mascot. Manson, Chemist, Lossiemouth, Moray.

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FORD TEN " SPECIAL " spares. High compression coppered head. £5. Arnott supercharger, suitable up to 1,500 c.c., in good condition with all fittings for two distinct layouts, including triple belts, pulleys, Zenith carburetter and oil tank. £25. Pair of unused 5.25 by 18 Oxborrow retreads, with or without tubes and easy-clean wheels. Various rear axle parts. Austin-Ford trials chassis, built 1948, requires body. £95. Clegg. 27, Cornfield Street, Milnrow, Lancs.

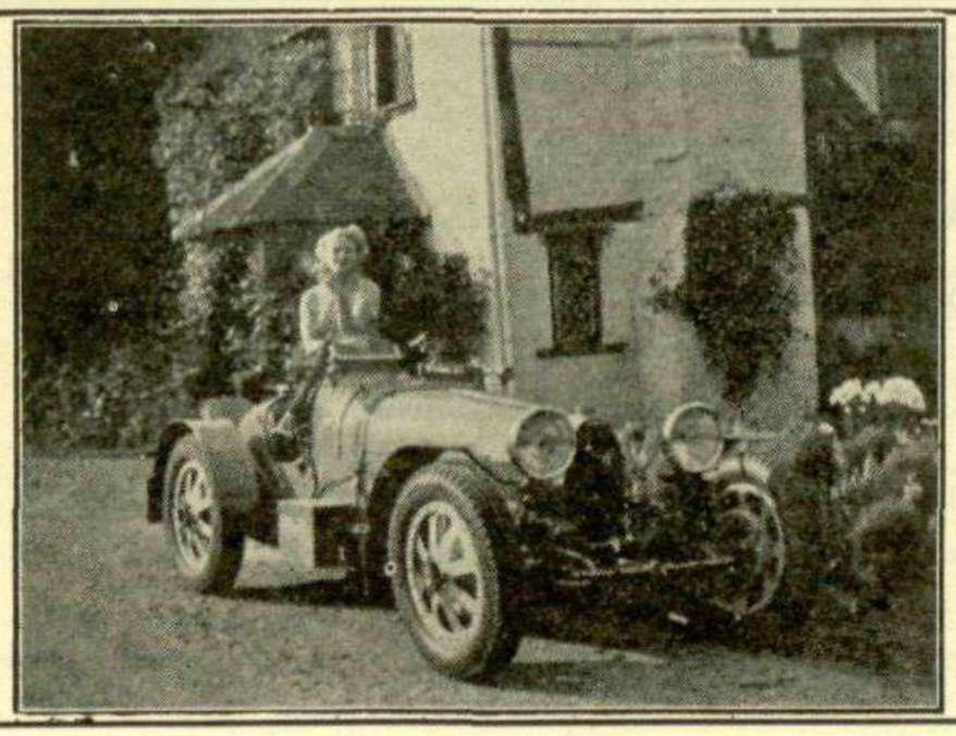
M.G. MAGNETTE NA-TYPE 2-seater. Engine, transmission, chassis, body, steering, brakes, electrics, all completely overhauled. No oil leaks. Resprayed very attractive duotone metallic grey with red upholstery. Reconditioned and rechromed radiator, lamps, etc. No reasonable offer refused for quick sale. Part exchange and hire purchase arranged. Richards Bros., High Street, Walton-on-Naze, Essex. Tel.: Walton-on-Naze 268.

TRIALS SPECIAL ROVER 2-seater, short chassis, special h.c. engine, fitted 3 S.U.s, outside manifold, c.r. gearbox, twin spares, very good Lockheeds. Offers. Boulton School Road, Wombourne, Staffs.

1½-LITRE SINGER sports saloon, 1934. Engine, brakes, steering completely overhauled. Recellulosed gold polychromatic finish. Beautiful condition. Unlicensed since January, 1948. First offer over £300. George Robertson, " Boquhan," Helensburgh, Dumbartonshire.

1938 T-TYPE M.G. excellent condition, new hood, side screens, tonneau. Very good tyres, new spare. Engine overhauled, uses no oil, new rear springs, shockers, speedo, rev.-counter. Taxed. £365. Also Phillips 2-wave band radio complete £15. 104, Kingston Road, Wimbledon, S.W.19. Tel.: Liberty 1704.

BROUGH SUPERIOR 1937 dropnead, full 4-seater. Mechanically and bodywork in good condition. It has a brilliant performance and the 22-h.p. Terraplane Powerdome engine has been resleeved to standard. For urgent sale offers round £400 will be accepted. Photo and details on request. Hill, 28, St. Phillip's Avenue, Wolverhampton. Tel.: Wolverhampton 37063.



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FOR SALE—*continued*

200-MILE RACE ALVIS, 68 by 103 " Big Port " engine. All bearings remetalled, crank ground, bores, sleeved to standard, new rings just fitted, wheels rebuilt, new tyres, brakes and clutch relined, paintwork excellent, whole car completely checked over. Dynamo available but not fitted. Standing ½-mile 31.8 sec. Prescott 50 sec. with 3.5 back axle ratio. Weight 11½ cwt. Photo on request to genuine applicant. £275. Box No. 710, MOTOR SPORT, 15, City Road, E.C.1.

SINGER crown and pinion, reconditioned, offers. Wanted, legshields, face screen for 1926/27 Scott. Hunt, 22, Headstone Road, Harrow.

AUSTIN SEVEN reconditioned exchange engines 1930–35. £22 10s. 1936–39. £25. Cylinder blocks bored and new pistons. £4 17s. 6s. Crankshaft and rods. £5. Dynamos. £4. Most engine parts. A. and D. Nicholls, Engineers, 15, Grange Road, London, W.4. Tel.: CHI 3539.

£45. STANDARD NINE saloon, good tyres, new battery, in daily use. Taxed, coupons, 1930. A. and D. Nicholls, 15, Grange Road, London, W.4. Tel.: CHI 3539.

TWO 200-AMP 6-v. BATTERIES. £5 pair. Austin Seven cut down rear axle. £3. Austin racing cowl. Morris Fourteen, 1935 rear axle. £2 10s. 6-v. car heater. £3 10s. 110-v. bench grinder. £1 10s. 3-jaw chuck, 8-in., 30s. Spare wheel covers, new, 18-in., 30s. A. and D. Nicholls, 15, Grange Road, London, W.4. Tel.: CHI 3539.

A CAR FOR A CONNOISSEUR. Incredibly fine specimen 18.2 sports Sunbeam, special sports Drophead coupé body by Nelson's. Hide, Carpets, facia-boards unblemished. Cellulose, chrome, unmarked. 20 m.p.g., 3,000 m.p. oil. 63,000 miles. Stored eight years. Spare engine, gearbox, back-axle, shaft, starter, generator, Autovac, radiator, steering assembly. Nearest £295. Berry, 311, Hawthorn Crescent, Cosham, Portsmouth. Tel.: Portsmouth 76114.

BOOST GAUGES by Negretti and Zambra. New dash fitting with pipe and unions. Readings —7 to +20 lbs. or —4 to +32 lbs. 10s. each. Jack Lister, Winterow, Ripponden, Halifax.

FOR SALE—*continued*

ALVIS "12/50" 1927 S.D. " Big Port " engine. Two-seater, tonneau covers. Zeiss lamps. Tyres fair. Brakes and clutch relined. Taxed December. Petrol coupons. £150. Box No. 712, MOTOR SPORT, 15, City Road, E.C.1.

RILEY "GAMECOCK." 1932. Excellent chassis. Good tyres. Rewired. Magneto overhauled. This is a lovely little motor and will keep going when others have stopped. If you are fussy as to coachwork it will need a respray. Best offer around £150. Daniel, 61, Livingstone Road, Gillingham, Kent. Tel.: Gillingham 5710.

F.I.A.T. 500. 1938. 25,000 miles. Wonderful condition. First £225 secures. Wilkinson, 20, Brighton Road, Cheltenham.

RILEY "12/4" CRANK, good condition. £5. Ex-Singer i.f.s. unit (Porsche type), s.a.e. details. £8. 1, Preston Gardens, Ilford. Tel.: Valentine 6678.

1932 ALVIS "12/60" sports saloon. Perfect order. Sell or exchange for open Alvis plus cash. Stewart, 48, Gores Lane, Formby, Lancs. Tel.: Formby 3381.

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FRAZER-NASH '32 Meadows 2/4-seater in excellent condition. £250. " Woodend," Jordans. Beaconsfield, Bucks. Tel.: Jordans 2106.

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"AUTOCARS," "MOTORS," most copies 1944–48. Offers and s.a.e. for bulk lots or individual copies to 26, Pemberton Drive, Bradford. Tel.: Bradford 26200.

£215 M.G. "PA" 4-seater. Over £100 overhaul. New hood and sidescreens, new tyres, twin spots. 60 lbs. oil pressure. 218, Sheen Road, Richmond, Surrey. Tel.: Richmond 3259.

BUGATTI TYPE 40 Standard " 2/4 " sports professionally fitted 1938 2-litre Atalanta engine, Laystall crankshaft, vertical magneto, twin S.U.s, 85-b.h.p. at 4,800 r.p.m. Fast, tractable, excellent condition, economical. £10 Tax. £285. 93, Whyteleafe, Road, Caterham. Tel.: Caterham 3011.

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1932 "ULSTER" AUSTIN, Alta head, outside exhaust, new tyres, battery, repainted red and silver, mechanically perfect. £130 or near offer. Heathcock, Chawn Hill, Stourbridge.

"ULSTER" AUSTIN, unsupercharged. 5,000 miles since complete rebuild with new bearings, rebore, etc. 45 m.p.g. All petrol coupons. Taxed end of year. Resprayed maroon and silver. Many spares including engine and gearbox and set of special con.-rods. Price £135. Seen Herts. Write BM/RNSS, London, W.C.1.

LAPEL BADGES AND BROOCHES, vintage and modern cars, motor-cycles, commercial vehicles, Continental, U.S.A., British. S.a.e. for list. Box No. 704, MOTOR SPORT, 15, City Road, E.C.1.

O.H.C. MORRIS "MINOR" ENGINE in good condition (rebore not needed), two dynamos (both working), two gearboxes, two spare heads (one with camshaft and valve gear). £30 for quick sale. J. C. Wrigley, 32, Highlever Road, London, W.10. (callers by appointment only and s.a.e.s please).

TRAILER AXLE, springs and 17-in. wheels. £2 10s. J. C. Wrigley, 32, Highlever Road, London, W.10. (callers by appointment only and s.a.e.s please).

FRAZER-NASH, 100-m.p.h., twin-cam engine, large ribbed breakdown, Kigass, lubrication, Duplex drive 3rd and top, 12-chrome. very smart. £370. Supercharged " Ulster " Lea-Francis, full road equipment, telecontrols, new tyres, good condition, fast. 22–25 m.p.g. £250 or offers. Write or 'phone for appointment. Ball, 208, Courtway, Stratford, E.15. Tel.: Maryland 3525.

"BALILLA" F.I.A.T. saloon, genuine 21,000 miles since new. Maintained and owned by a connoisseur. £285. Swiney and Hill, Ltd., 16-18 Culford Gardens, Chelsea, London, S.W.3.

1928 3-LITRE "RED LABEL" fitted brand new sports 2-seater body with large luggage boot, disappearing hood. This is probably the finest 3-litre for sale in the country. Price £495. Also 1928 open 4-seater " Red Label " engine partly dismantled. Offers over £125. Ace Service Station (London), Ltd., North Circular Road, Stonebridge Park, N.W.10. Tel.: Elgar 5585.

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FOR SALE—*continued*

FRAZER-NASH, 1926 Anzani "Super Sports" 3-seater, 4-speed, mechanically excellent, body rather rough. £120. Wanted: Atalanta engine spares. 26, The Lees, Shirley, Surrey.

BENTLEY 1925 "RED LABEL" 3-litre. Chassis (No. 790) and bodywork in excellent condition engine bottom half damaged by broken con.-rod (block and bores O.K.). Spares available but owner unable to afford repair bill. Opportunity for enthusiast to obtain a good car at a reasonable price. Seen Payne's Garage, Worcester Place, Oxford. £200 or near offer. A. W. K. Condon, Berry Hill Cottage, Gt. Coxwell, Faringdon, Berks.

1938 B.S.A. SCOUT engine complete less sump, head, tappet cover and car. Block rebored with new pistons. £25 or near offer. Ford "Jeep" block, crank, camshaft, oil pump, valves, timing gears and cylinder head. £20. "23/60" Vauxhall, in good all-round condition, modified at rear to carry small truck body. Engine recently carefully checked over and dash rewired. New battery. Spares include three spare wheels, back axle casing, crown wheel, pinion, prop. shaft, radiator, front axle complete with hubs, and a complete engine less one piston. Ready to drive. Offers. Maclagan, "Morenish," Sledgate Lane, Wickersley, Rotherham.

RILEY "NINE" SPARES, mostly 1930. Two cylinder heads; two timing covers, complete; two crankshafts; two pairs camshafts; two pairs camshaft gears, as new; four magnetos, two perfect; gearbox (1932); automatic clutch with flywheel (1935); Austin Seven crown wheel and pinion; pinion complete in torque tube; two petrol pumps (mechanical), one new. Offers the lot, clearing up. Milnor, Belmont Road, Rugby.

ALFA-ROMEO special saloon. One owner. £100. Also B.S.A. 2-cylinder 1924 tourer as new, reasonable offer. S.a.e. details. Smallbone, 116, Raddlebarn Road, Birmingham, 29. Tel.: Selly Oak 0080.

BENTLEY 3-LITRE 1926, good condition open 2/4-seater. Brakes relined, two new tyres. Original registration book and photograph can be seen. £250 or near offer. Apply 8, Beechway, Twickenham. Tel.: FELtham 3521.

FOR SALE—*continued*

SINGER "LE MANS" 1935 4-seater, mechanically perfect, good tyres, rewired, etc. Any reasonable offer accepted. Full coupons. Box No. 707, MOTOR SPORT, 15, City Road, E.C.1.

SPRINT WINGS, steel, 6-in. wide, suit 18–19-in. wheels, ribbed. 18s. 6d. each. Aero screens, aluminium frames, end fittings. 37s. 6d. each. Autovac, secondhand, good condition. 70s. Con.-rod balancing machine, Avery, type 538, capacity 5 lb, cost £82. Offers. Bayliss, 74, Woodlands, North Harrow, Middx.

1934 TALBOT FOURTEEN. Private owner breaking up. All parts except gearbox and back axle. Brown, 104, Tulse Hill, London, S.W.4. Tel.: Tulse Hill 4148.

SUPERCHARGED M.G. 8.7 "PB." Completely overhauled as new. Scintilla. Fully equipped for road work. New hood, tonneau cover, etc. £325 or exchange something slower up to 10-h.p. Cash either way. Ibbetson, 27, Park Hill Road, Croydon.

AUSTIN SEVEN Supercharged "Ulster" 1931 in good condition, good tyres. £160. J. Avila, Thornwood, Epping, Essex.

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Type 51 **Bugatti** 2.3 double-cam Grand Prix Racing car, colour blue with white waistline.

The above are amongst the best of their respective types available. Full particulars from the owner-driver (G. Tyrer).

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1929 HAMPTON 1,100-c.c. D.H. coupé. Recently overhauled. Exchange for Austin Seven or £80 cash. 19, Ford Bridge Road, Ashford, Middx.

AUSTIN SEVEN SPECIAL occasional 4-seater, magneto. Reliable, economical, small sports car, registered 1948. Well equipped, taxed year, insured September, 1949. Accept £85. Richardson, Cottered, Buntingford, Herts.

"RED LABEL" BENTLEY V.P. body. Good general condition and very economical. Selling only to make room for a 4½-litre car. £250 or thereabouts. Simpson, Rock House, Holt, Wrexham, N. Wales.

SURBAISSE AMILCAR 8.9-h.p. 1928, engine reconditioned, good tyres. £95. 48, Gerard Road, Barnes, S.W.13. Tel.: Riv. 1853.

ALVIS "FIREFLY" 12-h.p. 1934 saloon, manual gearbox. 26-m.p.g., genuine 80-m.p.h. In excellent condition. Owner wishes exchange for Riley Nine "Kestrel," Talbot Ten, Rapier or similar. Must obtain smaller car because lack of garage space. 46, St. James' Road, Blackburn.

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EIGHT SETS STANDARD TWELVE I.F.S. UNITS, comprising hubs, brake drums, wishbones, track rods, etc. (new). £9 per set. Ten steering boxes (new). £1 each. Austin Eight wheels. £1 each. Large quantity of Ford V8 O.S. pistons, valves, guides, etc. Half list price. A. S. Milnes, 76, Heatherfield Road, Marsh, Huddersfield.

WOLSELEY "HORNET" special 1935 sports saloon. Just repainted black. Tuned 28-m.p.g. Rebored, oil negligible, tyres excellent. Petrol. £200, no offers. Armour, Hambrook, Chichester.

£55 NEW, sports single-seater, all rollers, described in many newspapers. 1s. 4d. for photo. C. Robins, Frederick Place, Yeovil.

M.G. 8-H.P. M-TYPE 2-seater closed coupé 1930 Excellent condition with reliable performance. Six months full standard available on taxation. 40 miles to gallon. £100 or nearest. 42, Barn Rise, Wembley Park, Middx. Tel.: Arnold 4836.

ALVIS "SPEED TWENTY" 1936 tourer. £140 overhaul at Alvis this year. Many extras including full tonneau, aero screens, twin pass lamps, horns, etc., magnificent condition throughout. Photo. £375 sacrifice. Owner going abroad. 20 gallons available. 68, Rochester Road, Coventry. Tel.: Coventry 60820.

DAIMLER 16 H.P. 1926 tourer, good hood, new batteries, almost complete spare engine. Taxed, insured, petrol. About £120, no reasonable offer refused. Write M. Cuff, 98, Church Road, Barnes, S.W.13.

M.G. 8-H.P. 2-seater, 32-m.p.g. New hood, cellulose, battery, rewired, camshaft, oil filter, etc. Perfect condition. Excellent acceleration. Trial. £150. G. Todd, Orchard Cottage, Burford Cottages, Westhumble, Dorking.

3-LITRE BENTLEY 1928 fitted with "4½" modifications, including large radiator, Hardy Spicer joints, etc. Completely overhauled and rewired and fitted with new 4-seater body. T.T. wings. Re-sprayed racing green. Aero screens. Full length tonneau, new tyres, etc. All coupons. £625 or close offer. Box No. 709, MOTOR SPORT, 15, City Road, E.C.1.

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THREE 15-IN. RIMS punched 36 holes, suitable M.G. trials car. £3. Matched pair 12-volt Lucas Windtone horns, new unused, chrome finish. £10. Pair Auburn halfshafts with taper bearings. £3. Sports fittings for Austin Seven cars, outside exhaust pipe three branch system, balanced induction pipes, aero screens, 2-seater body shells for short chassis, wedge type rear petrol tanks, dropped axle and spring sets to underslung chassis. Stamp lists. Cambridge Engineering, Cambridge Road, Kew, Surrey. Tel.: Richmond 2126.

1947 (OCT) 348-C.C. K.S.S. VELOCETTE, tuned for Clubmans T.T., 95-m.p.h. max., special brakes, racing tyres, full road equipment, low mileage. £175 or exchange Riley Nine or Lagonda "Rapier" similar value. 'Phone Headley (Epsom) 37 after 7 p.m.

3-LITRE BENTLEY SPARES including A-Type gearbox, cylinder block, crankcase, H.C. pistons, flywheel, starter, rear springs, pair 7.00 by 21 tyres and tubes, and quantity misc. parts. Box No. 708, MOTOR SPORT, 15, City Road, E.C.1.

"ULSTER" AUSTIN CHASSIS. Good tyres, L.P. 16-in. Michelins at back; copperised head, down-draught carburetter. Complete with battery, cut-out starter, instruments, spare wheel and a petrol tank. The chassis of the car with which Mr. Shattock took the class record for Donington inner circuit. £110. Moulsford Garage, near Wallingford, Berks.

M.G. 1931 M-TYPE, modified. Four-speed gearbox, square tail with luggage space, five excellent tyres, and full weather protection. Recently rewired. Taxed. £180. Moulsford Garage, near Wallingford, Berks.

RENAULT "13.9" SALOON. 5,000 miles since complete mechanical overhaul, including rebore, new pistons, bearings, crank ground, brakes relined, gearbox and rear axle parts renewed as necessary at cost of £150. New Dunlops and battery, body sprayed, also mod. 519 F.I.A.T. engine at present dismantled but all parts to hand. Lack of space sole reason for sale. K. Blake, Bellevue Terrace, N.W.4.

FOR SALE—*continued*

1948 1½-LITRE H.R.G. 2-seater. 1,000 miles as new. Permission to sell list or nearest offer. 1938 2-litre Aston-Martin 2/4-seater. Had complete overhaul. Offers. Jackson, Vale Head, Knottingley. Tel.: Knottingley 60.

1932 LAGONDA 2-LITRE, supercharged "Speed" Model. Now running unblown, 25–27-m.p.g. All accessories for blowing available. Mechanical condition perfect. Complete set of screens, together with hood and tonneau. Fitted with high-ratio differential, 6.00 by 18 tyres, telecontrol, André double-friction dampers, etc. A very fine, fast sports car. Gift for vintage enthusiast at £375. Pritchard, 105, Howards Lane, Putney, S.W.15. Tel.: Putney 4445.

1936 SINGER "LE MANS" 2-seater. Recent complete overhaul. 1934 "Le Mans" 4-seater overhauled. For Austin Seven 1934 rear axle with 4.9 crown and bevel. Two 3.25 by 19 wheels with new tyres and tubes. Twin S.U. carburetters and induction manifold. Offers. Write to Edwards, 149 Coombe Lane, S.W.20.

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£235 Aston-Martin 1½-litre International 2-seater.
£205 Alvis 12.60 Beetle Back "TL" 2-seater.
£168 Austin Seven Nippy 2-seater. In lovely order.
£160 Singer Nine "Le Mans" type 4-seater. Green. Immaculate.
£168 MG 1935 "PA" model 2-seater. Green. Excellent condition.
£129 M.G. 8-h.p. special rebuilt 2-seater. Registered 1947. Approx. 2 ft. 8 in. from top of rad. to ground. Good hood, tyres. Lovely engine. New dashboard, etc.

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FOR SALE—*continued*

VINTAGE ALVIS "SILVER EAGLE." 1928. 2-door open 4-seater. Mechanically excellent. Resprayed green. All petrol coupons. Gift £135. "Holmbury," Ranelagh Street, Hereford.

1935 RILEY 1½ CHASSIS less engine and gearbox. Chassis completely overhauled, all shackles, pins and bushes renewed, all brakes relined. Crown wheel pinion fitted. All new bearings in rear axle. Front axle overhauled. Shockers and links overhauled. Scuttle and instruments fitted, all doors and seats available. New battery. £145. Available shortly. 1½-litre "Kestrel" engine and gearbox. Twin S.U.s fitted. Engine now being completely overhauled. £90. Box No. 704, MOTOR SPORT, 15, City Road, E.C.1.

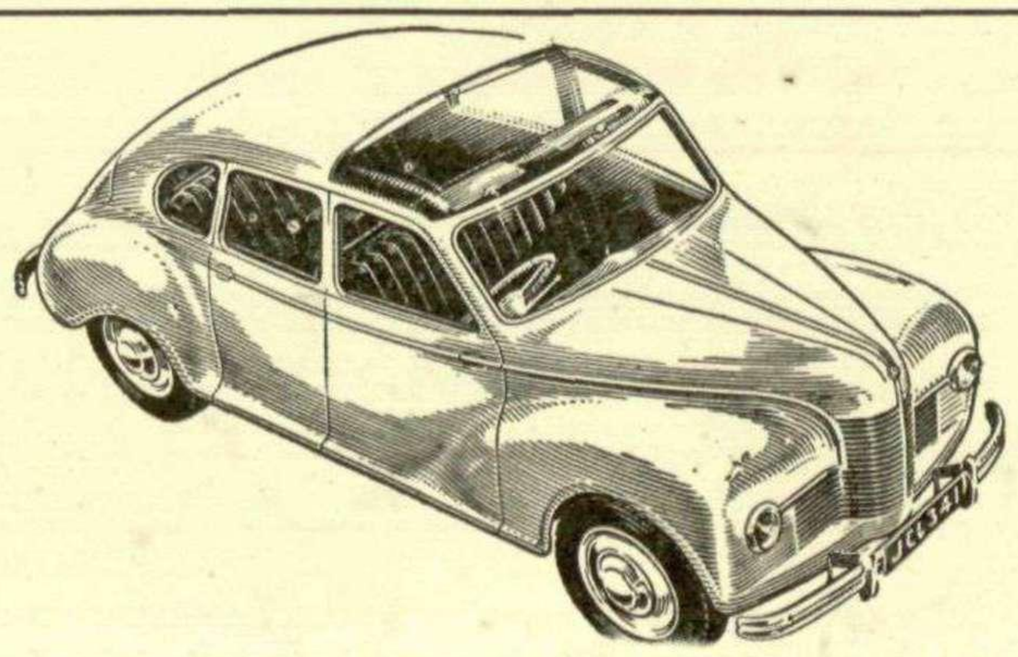
1934 WOLSELEY "12/6 DAYTONA SPECIAL" CHASSIS. Complete, except body removed (available). Good running order. 8-in. instruments. Ideal Special or rebuild. £87 10s. Also 4-seater M.G. L-Type body, perfect condition throughout, all bright parts rechromed, upholstery and seats, wings, headlamps, all fittings, etc., almost as new. Bargain £45. S. Cottrell, 140, Cheltenham Road, Bristol.

ALVIS "SPEED TWENTY" 1934 Charlesworth saloon, mechanically perfect, excellent appearance. 35, Green Curve, Banstead, Surrey. Tel.: Burgh Heath 1332.

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FOR SALE—*continued*

F.I.A.T. 500 1937, seven tyres, six months basic. £170. Ramsell, Edenholme, Donisthorpe, Burton-on-Trent. Tel.: Measham 224.

BENTLEY "RED LABEL" open 4-seater. A-type box, "4½" steering. Just repainted, new hood, sidescreens. Excellent condition throughout. Basic not drawn. £215. 10, Merton Road, Moseley, Birmingham. Tel.: South 3213.

RILEY NINE "MONACO" SALOON 1932/33. Just overhauled, repainted, taxed year, two new tyres, perfect throughout. £140. 10, Merton Road, Moseley, Birmingham. Tel.: South 3213.

LEA-FRANCIS twin-cam 1,696-c.c. 5-seater tourer. £100 or offer, must sell. 15, Baldwyns Park, Bexley, Kent.

ALL USEFUL. £42 Austin Seven sports, excellent condition, nice appearance, taxed, petrol, any trial. Singer Eight engine with magneto and dynamo. £8. 4-h.p. charging and lighting plant 75 v. 25 amp, seen working. £9. 5.25 by 21 covers, all sound 25s. and 50s. Pair self-contained acetylene headlamps circa 1906. £5. Boa constrictor bulb horn. £1. 14-h.p. Talbot saloon, taxed, petrol, any trial. £60. Barnes, 36a, Leigham Avenue, Streatham.

ASTON-MARTIN 1½-litre "International" 2/4-seater, excellent condition, good tyres, spotlight, new hood, side-curtains. £300. Keir, 1, Colville Square, W.11.

EXCHANGE. Very smart built-up all-weather Willys "Jeep" (mileage 12,000) for Riley Nine saloon plus cash adjustment. Maxwell Garage, Tel.: Orpington 9.

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FOR SALE—*continued*

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SPORTS CARS. T. & T. interested in purchase of good sports cars. Thomson & Taylor (Brooklands) Ltd., Portsmouth Road, Cobham, Surrey.

SPORTS CAR urgently wanted; condition, age, distance and price unimportant. Box No. 9, MOTOR SPORT, 15, City Road, E.C.1.

"WORKS" TALBOT or other interesting potent motor capable of the ton wanted, in good condition. Reasonable price, cash waiting. Full details, telephone City 4579, or write Box No. 680, MOTOR SPORT, 15, City Road, E.C.1.

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£175 M.G. "Montlhery" Midget; excellent condition throughout.

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BRONZE OR OTHER HIGH-COMPRESSION HEAD for 1937 2½-litre Jaguar 100. Chassis 18047; engine 250985. Also easy-flow six-branch exhaust manifold, or system complete. Good price paid for parts in good condition. Box No. 687, MOTOR SPORT, 15, City Road, E.C.1.

ENGINE, 1,100-C.C. TO 2-LITRE, for sprint car. Preferably vintage Meadows or Lea-Francis, complete with gearbox. Also two M.G. hubs (fit 2-litre). Box No. 689, MOTOR SPORT, 15, City Road, E.C.1.

COMPLETE CHASSIS, less engine, or any major parts of f.w.d. car such as D.K.W., B.S.A., etc., wanted urgently. Top price paid. Also 9/10-h.p., water-cooled, twin-cylinder engine, any condition. Box No. 691, MOTOR SPORT, 15, City Road, E.C.1.

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Guildford Place, High Street, Taunton. *Telephone :* Taunton 2993

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TWO OR FOUR-SEATER open sports car up to £250 approx., with road equipment; Lagonda, Bugatti, "Hyper-Leaf," etc. Some work not objected to if car is priced accordingly. Evans, 79, St. Andrew's Road, Ilford, Essex. Tel.: Valentine 6260.

COMPLETE ACETYLENE HEADLAMPS and generator, with lamp brackets if possible, also bulb "Boa" horn, or similar. Evans, 79, St. Andrew's Road, Ilford, Essex. Tel.: Valentine 6260.

WANTED FOR "INTERNATIONAL" ASTON-MARTIN: Aluminium Ferodo-lined clutch-stop shoe. 317, Two Mile Hill, Kingswood, Bristol.

1934 LAGONDA "RAPIER" INSTRUCTION BOOK. Two 5.00 by 19 tyres, new or retread. Information on improving "Rapier" performance. "Rapier," 3, Park Road South, Middlesbrough.

"BROOKLANDS" RILEY NINE. Would purchase for cash or exchange for sports saloon. Lieut. R. Wingfield, c/o Competition Cars Ltd., Nayland, Colchester, Essex.

MORGAN THREE-WHEELER o.h.v. twin 2-seater, 1938 or 1939. Initially, please write, specifying mileage, owners, etc. D. M. Hunt, 17, Larpent Avenue, London, S.W.15.

2½-LITRE JAGUAR REQUIRED, crashed or burned-out, any condition whatsoever, if price reasonable. Booth, 33, Northgate, Huddersfield.

500-c.c. COOPER SPECIAL or similar, with or without engine. Fullest details and price to Box No. 703, MOTOR SPORT, 15, City Road, E.C.1.

INSTRUCTION BOOK REQUIRED for Frazer-Nash B.M.W. Type 319/45. 1935 Coupé. Please 'phone North 1481.

INSTRUCTION BOOK for 1933 18.2-h.p. Sunbeam. Any information welcomed. Ward, 237, Court Road, Eltham, S.E.9.

URGENTLY. Meadows 4 ED 2-port cylinder head, high-lift camshaft and a set of four steel con.-rods. Would consider complete engine, condition immaterial if parts required are good. Box No. 702, MOTOR SPORT, 15, City Road, E.C.1.

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INTERESTING SPORTS CAR between £50 and £150. Preferably between 8 and 16-h.p. Please give some particulars and snapshot if possible. Car needing some attention considered. R. Squire, Great Dalby, Leicestershire.

SHELL ONLY of Riley "Lynx," or "Kestrel" or similar radiator. Hawkins, St. Paul's Cray Road, Chislehurst, Kent.

2-LITRE LAGONDA front axle complete (low type) also "30/98" cylinder head. Evans, Belmont, Upton Park, Chester.

RADIATOR FOR 1929 "SILVER EAGLE" ALVIS. in good condition. Box No. 706, MOTOR SPORT, 15, City Road, E.C.1.

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1931 "12/50" ALVIS, nearing completion (will be sold complete), after extensive overhaul and rebuild, whole chassis been stripped, cleaned and painted, all wear, etc., attended to, engine overhauled by Laystall's (costing £82, bills shown), with chromard liners, balanced engine, lightened and balanced flywheel, polished head, new valves, etc., all electrics overhauled, specially lowered radiator and re-chromed, Magnette 4-seater body being adapted. Twin S.U. carbs., twin S.U. petrol pumps, new tyres and reconditioned wheels.

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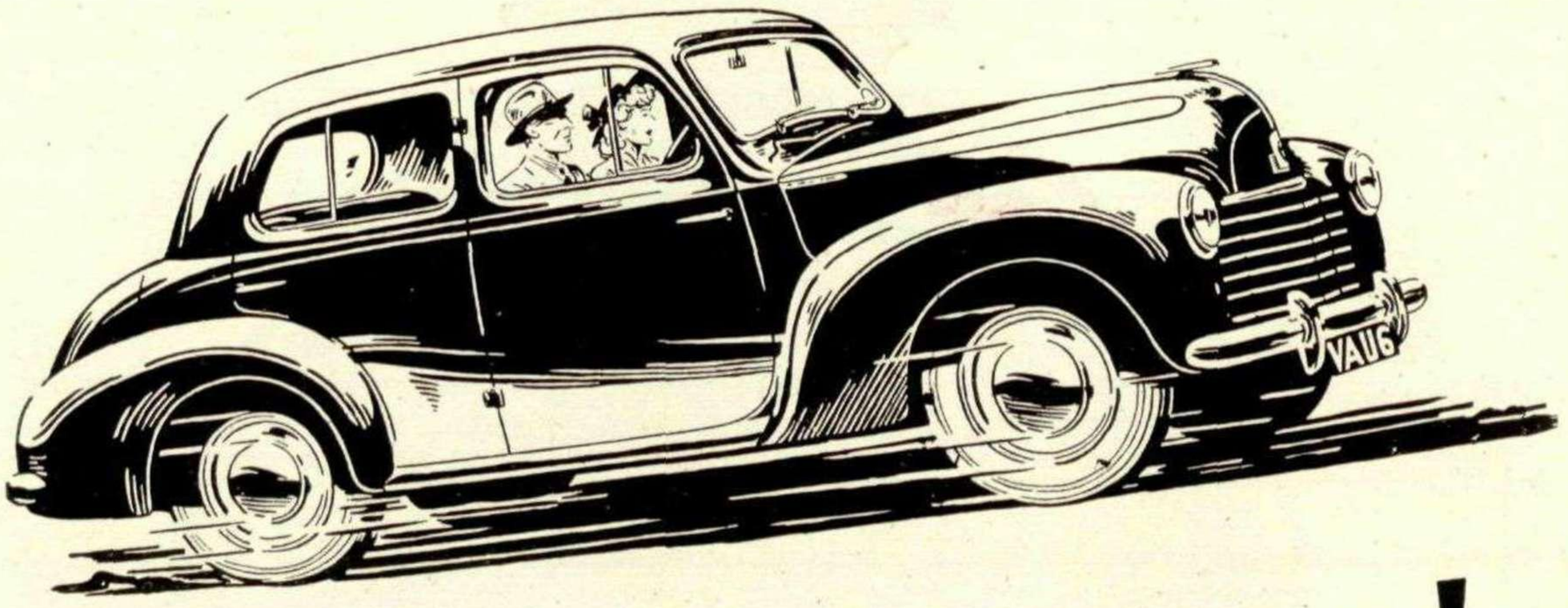
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