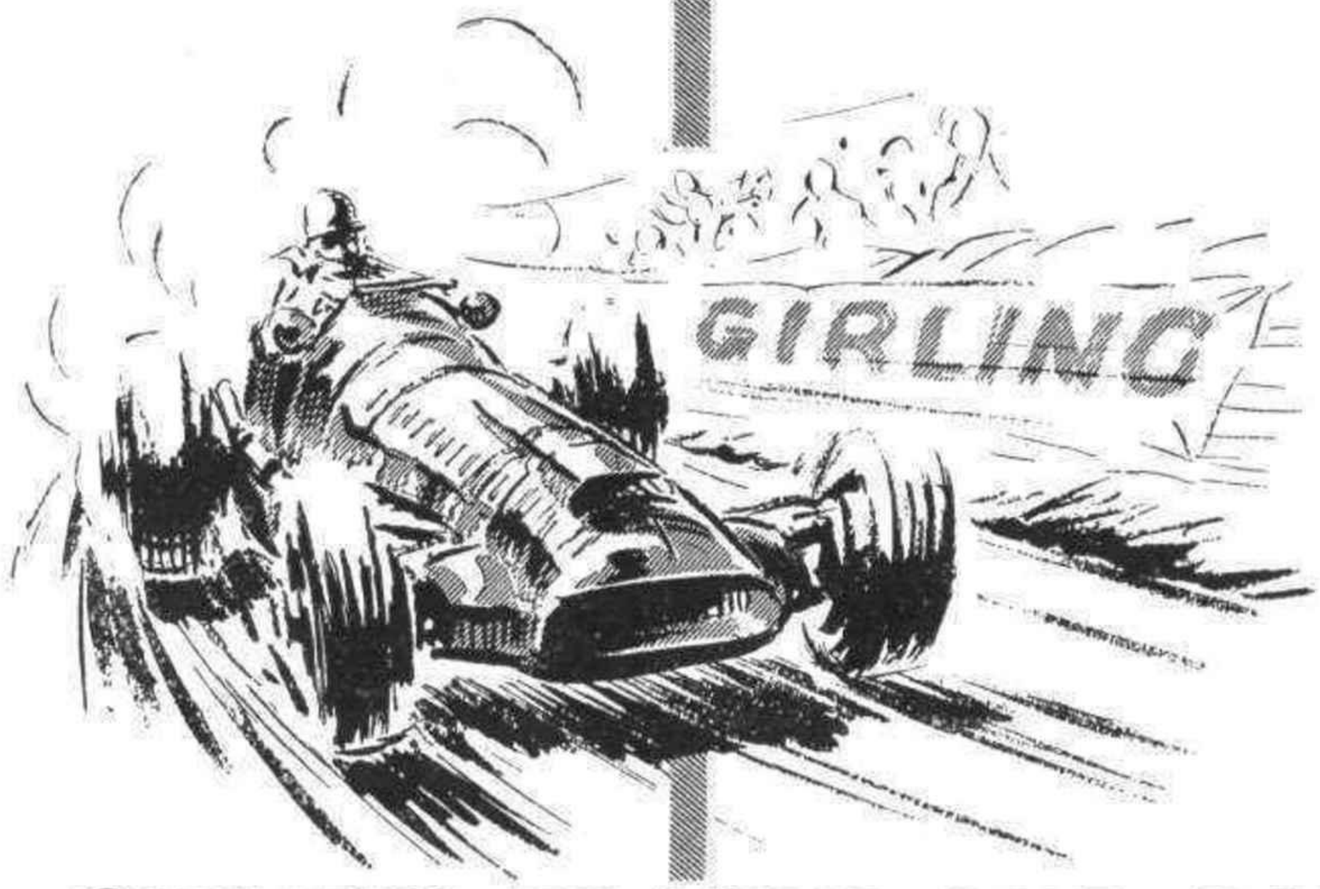
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LUBRICANT TESTING by E. G. Ellis, B.Sc., F.Inst.Pet. 38/6
FILL 'ER UP by Bellamy Partridge 36/9

OUT SHORTLY (End of June):
FORMULA III MOTOR RACING YEAR BOOK, 1953 ... 6/6
CAR AND INDUSTRIAL PAINT SPRAYING by Leonard Brooks 4/–

SPECIAL:
"THE AUTOCAR" CORONATION Number—8th May, 1953 1/6
"THE MOTOR" CORONATION Number—20th May, 1953 1/6

REPRINTS:
THE M G. WORKSHOP MANUAL by W. E Blower 31/–
THE RILEY NINE MANUAL by J. Robson 9/–
THE BOOK OF THE RILEY 5/6

RECENT TITLES:
MOTOR SPECIFICATIONS AND PRICES, 1953 (Stone & Cox) 21/9
THOSE BENTLEY DAYS by A. F. C. Hillstead 21/6
MICHELIN'S GUIDE TO FRANCE, 1953 ... ... 20/6
"THE MOTOR" YEAR BOOK, 1953 ... ... 15/9
FORMULA 2 by Gregor Grant 13/–
BUILDING AND RACING MY "750" by P. J. Stephens 12/6
"MOTOR CYCLING" YEAR BOOK, 1953 ... ... 9/–
THE B.A.R.C. YEAR BOOK, 1953 ... ... 5/6
EXPENSIVE NOISES by S. C. H. Davis 5/6
COOPER CARS OFFICIAL YEAR BOOK, 1953 ... ... 2/4

TECHNICAL:
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AERO AND AUTO ENGINE FACTS AND DATA 4/6
HOW TO DRAW CARS by F. A. A. Wootton 4/–

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SPORTS CARS OF THE WORLD by Ralph Stein 53/6
KINGS OF THE ROAD by Ken Purdy 38/6
RALLIES AND TRIALS by S. C. H. Davis 15/6
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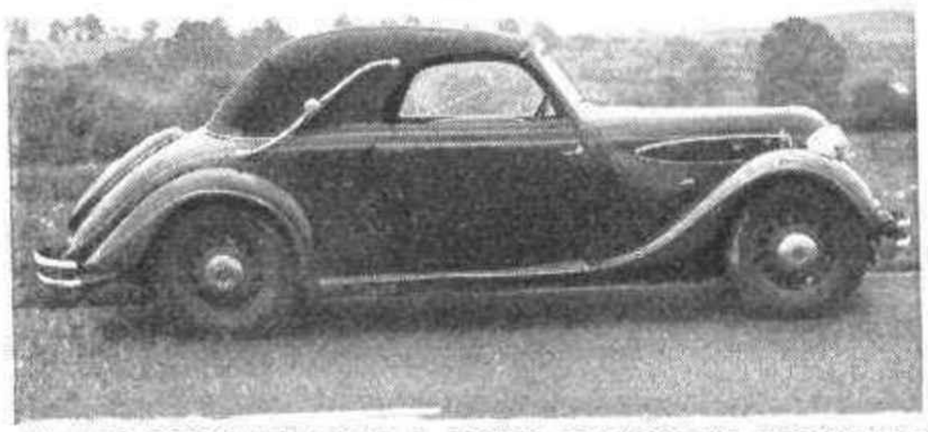
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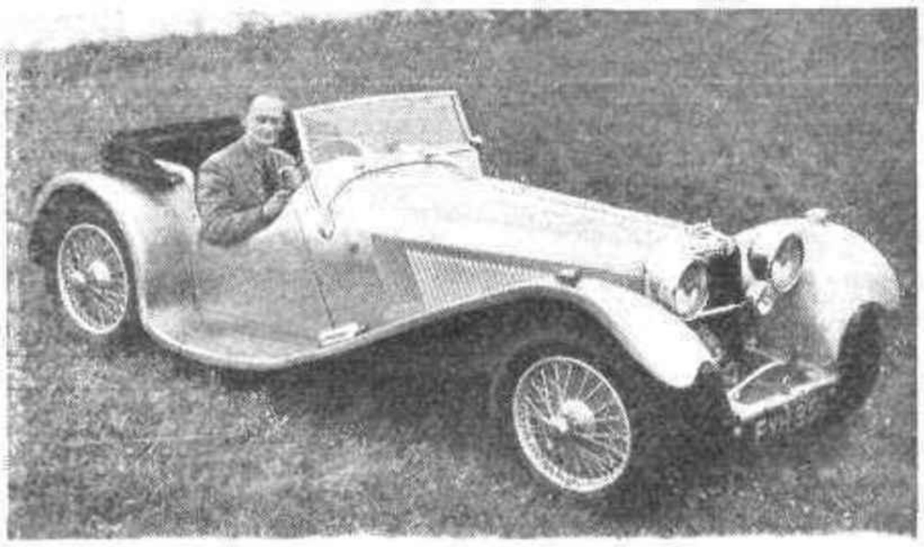
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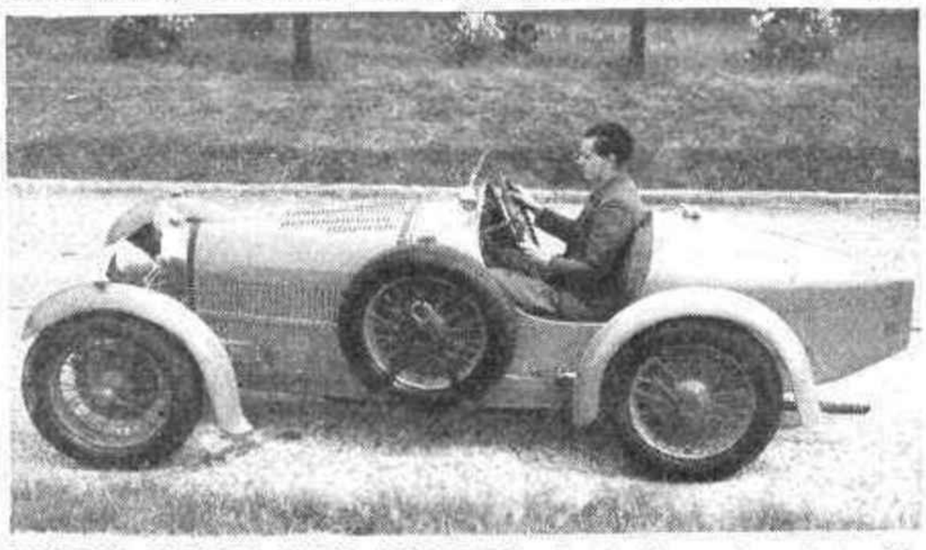
1938 FRAZER-NASH-B.M.W. 326/328 FOURSOME DROPHEAD COUPE. Originally owned by the late A. F. P. Fane, who was associated with Frazer-Nash Cars prior to the outbreak of war, this somewhat unique B.M.W. has been the property of one family since new. The Type 328 3-carburetter engine and a higher-than-standard axle ratio give an easy and comfortable cruising speed around 70 m.p.h., while the superb handling qualities for which the marque is justly renowned permit quite remarkable averages to be achieved on the road. A radio is fitted and the luggage accommodation is more than adequate **£445**



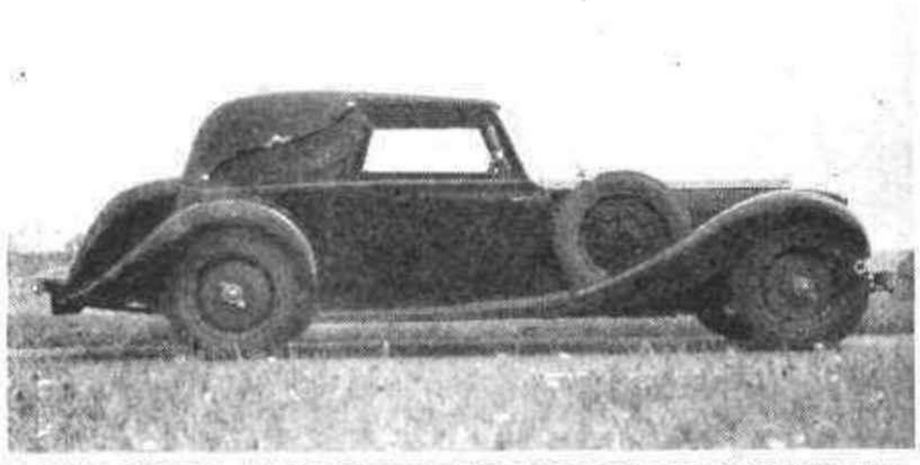
1951 2½-LITRE TURNER 2-SEATER. The up-to-date design of the Turner, a sports car hand-built in strictly limited numbers, embodies a light tubular chassis with independent front and rear suspension, light alloy wheels, a close-ratio 4-speed gearbox, etc. The dry weight is rather less than 14½ cwt. and even the existing lightly stressed Vauxhall Velox engine provides a power/weight ratio sufficiently high to give both a vivid performance and surprisingly good petrol consumption figures. Roadholding, steering, cornering and braking are all of an exceptionally high standard. A detachable " hard top " is fitted and the car is entirely suitable for everyday use, Rally work or more strenuous forms of competition ... **£595**



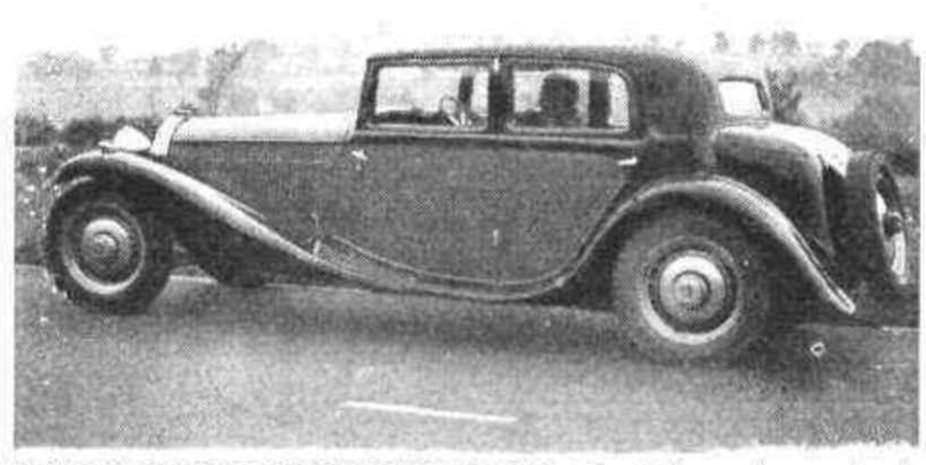
1939 3½-LITRE JAGUAR 100. In addition to being one of the prettiest examples available of its type, this Jaguar is decidedly quicker than standard. Its history is known and it has recently undergone a mechanical rebuild at a cost of approximately £160, since when less than 2,000 miles have been covered. When the engine was dismantled wear on the bores was found to be negligible. The late-type crankshaft was reground and a late-type oil pump is fitted, giving a minimum pressure of 55 lb./sq. in. when hot at 3,000 r.p.m. The final drive assembly has been renewed and four new tyres are fitted **£500**



TYPE 37 GRAND PRIX BUGATTI. Originally registered in this country in 1936, this beautiful and almost entirely original Bugatti was raced before the war by Mr. A. H. L. Eccles, and won the Bachelier Trophy in 1951 in the hands of Mr. R. M. Blomfield. As befits a car lately owned by a member of the Council of the Bugatti Owners' Club, it is cellulosed in the appropriate shade of blue, and the axle, all steering parts and the large-type brake drums are highly polished. The engine is in the same condition. This car is well known among B.O.C. members and is generally acknowledged to be one of the finest examples in existence **£400**



1936, SD SERIES, ALVIS SPEED TWENTY COUPE DE VILLE. This example of the latest and most desirable Speed Twenty chassis is fitted with most attractive 4-seater coachwork by the Mayfair Carriage Company and is finished in black, with fawn furniture hide upholstery. The condition of the coachwork is matched by that of the luxuriously appointed interior, while the mechanical condition is literally faultless. The handling characteristics are entirely typical of the later series i.f.s. Speed Twenties and ensure safe high-speed touring, and we can go so far as to claim that this example is one of the most pleasant Alvis to drive that we have handled **£295**

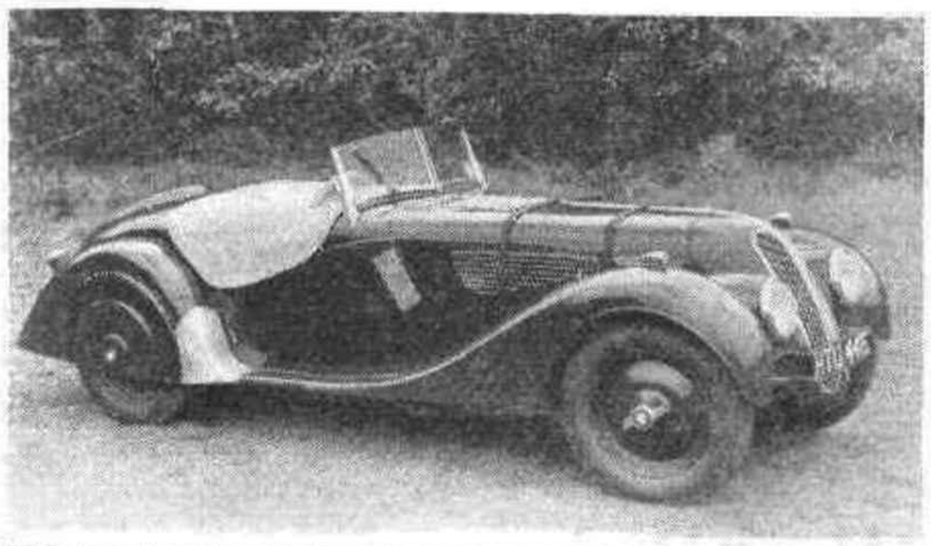


TYPE 46 BUGATTI SPORTS SALOON. For high-speed motoring in the grand manner, the unsupercharged 8-cylinder, 5.3-litre Bugatti has rarely been surpassed. This late series chassis was fitted with most attractive and luxurious coachwork by Freestone & Webb, and is finished in blue and black, with mid-blue hide upholstery. The condition of the coachwork and interior is superior to that of many high-grade cars of post-war manufacture, and the machine-turned and highly polished engine, with its 16 plugs in line, is imposing and perhaps a little awe-inspiring. The car was owned shortly after the war by Mr. Eric Giles, while during the past few years it has been one of a stable of three Bugattis owned by a lady enthusiast of the marque **£335**

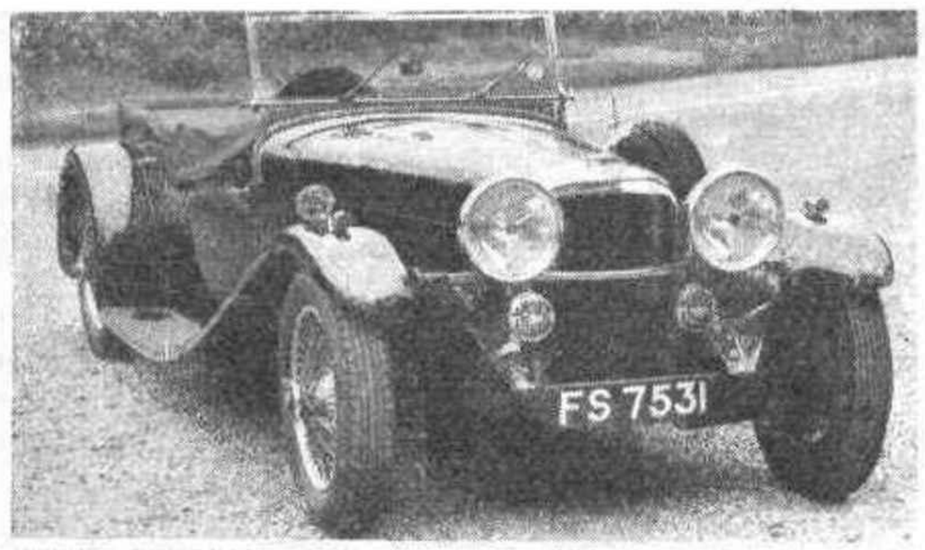
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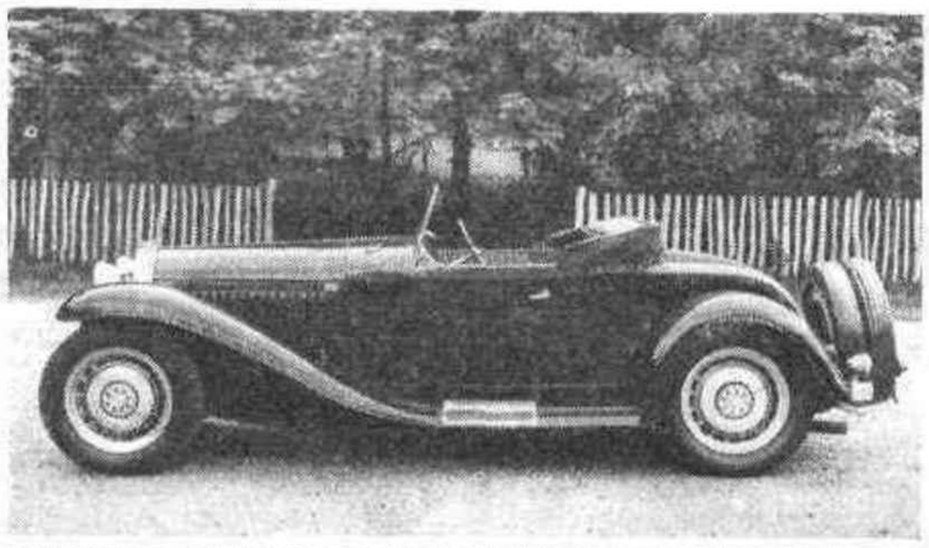
(Formerly trading as Richards & Brown)



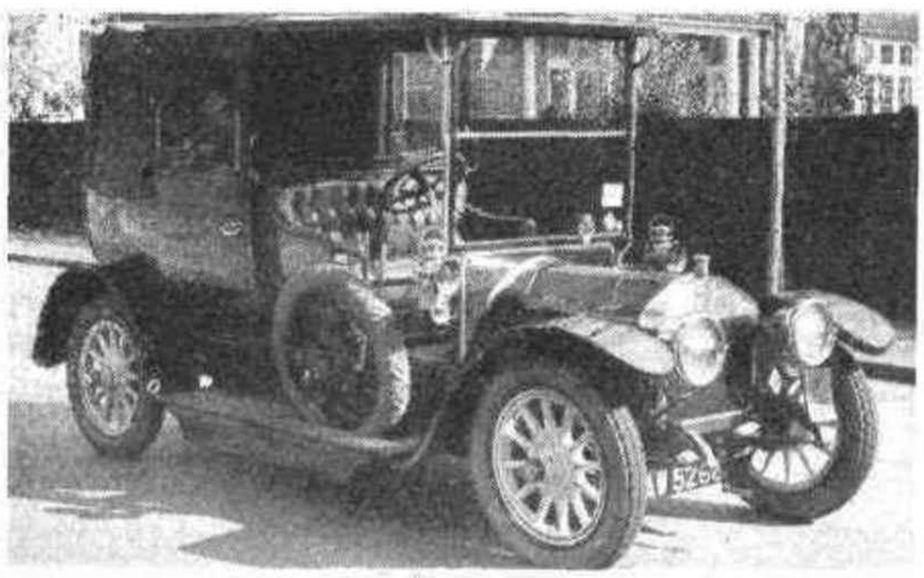
FRAZER-NASH-B.M.W. Type 328 G.P. 2-seater, first registered 1946. This is one of the few cars assembled by Messrs. Frazer-Nash post-war, and is in exceptional condition. Engine just run-in after complete overhaul, four new tyres are fitted, coachwork is of immaculate appearance. Car is finished in maroon with beige upholstery, with silk mohair hood and tonneau. **Price £825.**



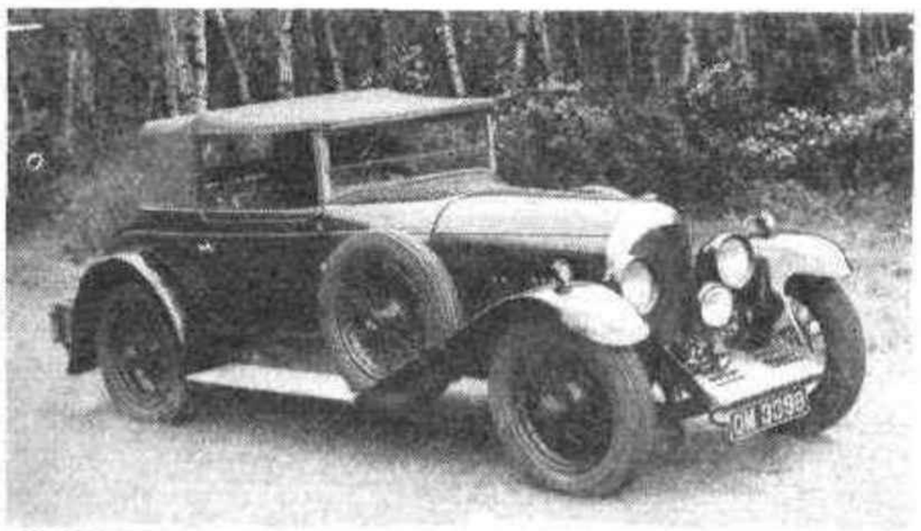
ALVIS. Speed Twenty 4-seater tourer, 1934, in good running order. **Price £225.**



BUGATTI. Type 50 supercharged 4.9-litre 8-cylinder, twin o.h.c. Over £1,000 has been spent in restoring this motor car to its present excellent condition. Very high performance with exceptional tractability and reliable running. Finished in black and cherry-red. Four nearly new India Super tyres. Large quantity valuable spares available. Further details upon application.



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BENTLEY. 3-litre short-chassis, A-type gearbox, 1925, drophead foursome coupe by E. D. Abbott, of Farnham, finished in dark green and black, with grey leather upholstery. This is one of the most original Bentleys that we have seen; coachwork is exceptional; six excellent tyres; batteries are new. **Price £295.**

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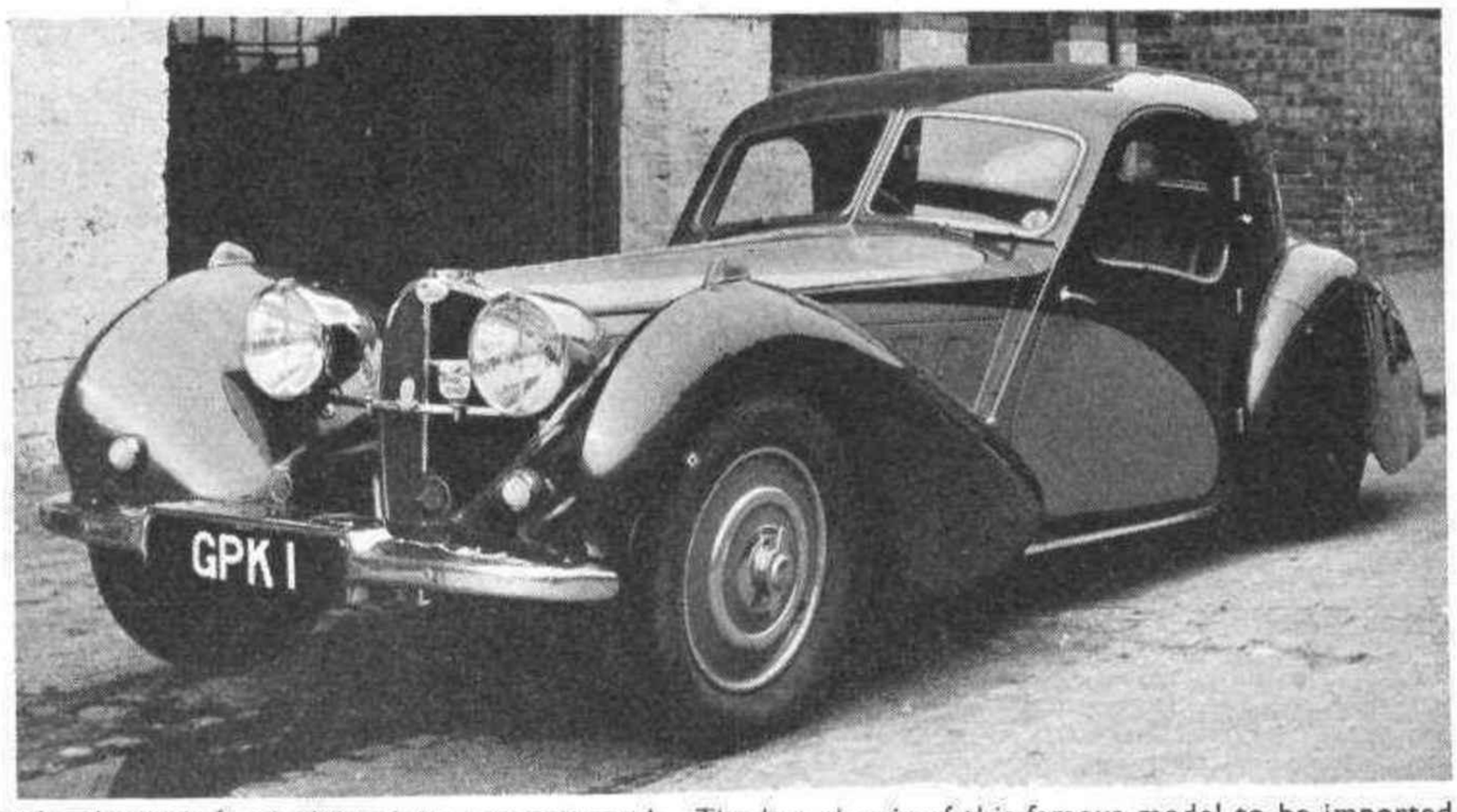
LAGONDA 3-litre tourer, 1931 (Sept.), metal body, finished beige, in very good running order; bills available £300. **Price £195.**

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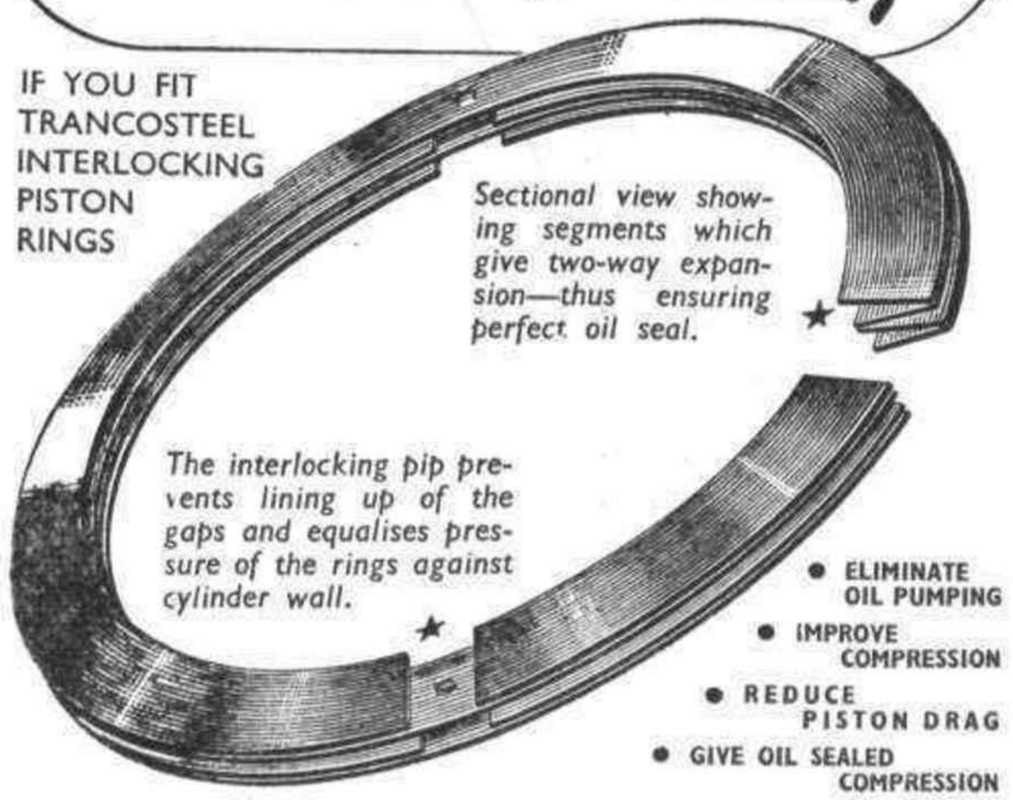
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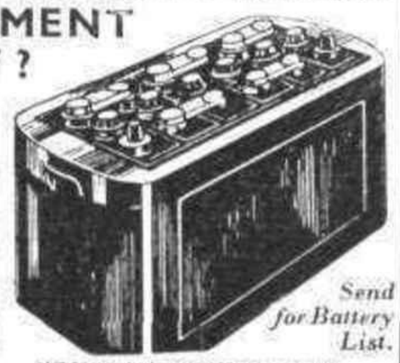
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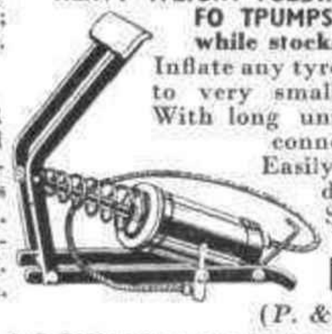
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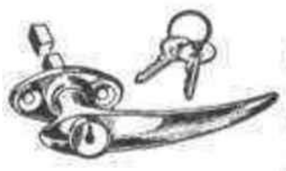


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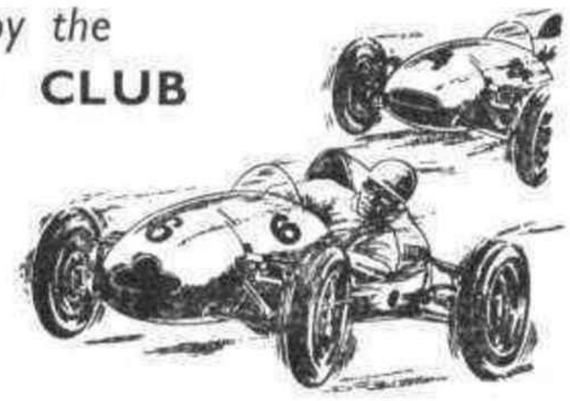
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VOL. XXIX No. 6 — OUT IN A PEGASO — JUNE, 1953

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MATTERS OF MOMENT

R.S.P.A.

The Royal Society for the Prevention of Accidents has convened a Conference of Road Safety Organisations under its President, Lord Llewellin, in response to the appeal made by H.R.H. The Duke of Edinburgh that all bodies interested in road safety should work together.

We have kept a watchful eye on the reports, speeches and findings of this Conference and are glad to see that speed in the right place is not criticised and that a fair and realistic view is taken of motorists' problems. Consequently, we have pleasure in introducing the R.S.P.A. to our readers.

We number amongst our tens of thousands of readers those who drive fast cars and old cars and who are exceedingly anxious to refute the idea, current in certain insurance circles, that such vehicles are invariably a menace to road safety. MOTOR SPORT is read by young enthusiasts, ripe perhaps for a little guidance in safety-first, and just the material which the R.S.P.A. seeks to manipulate. Conversely, experienced drivers are as anxious as anyone to see the road-toll decline. So we suggest to the R.S.P.A. that amongst our readership they will find those requiring guidance and those who can contribute usefully to increased safety on Britain's highways and byways. They already direct their findings to us. You will find *them* at Terminal House, 52, Grosvenor Gardens, London, S.W.1.

Secretary, Helen Sutherland ; Patron, H.M. The Queen.

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FRONT COVER PICTURE : B. Bira drove steadily at the Daily Express B.R.D.C. Silverstone Meeting and is here seen holding fourth place in the International Trophy Race in the Autocourse Maserati. He was third in his heat.

FIGHT

The 750 Club reminds its members and us that in May, 1952, Mr. Boyd-Carpenter, Financial Secretary to the Treasury, stated :—" . . . the small horse-power car, by which is generally meant the pre-1947 Austin Seven type, is probably on balance owned by people less well-off than the average of car owners. The steps my Right Hon. friend will take on the report stage of the Bill will mitigate hardship for that type of car owner."

But steps were *not* taken to mitigate this agreed hardship. Solely because the " Right Hon. friend " didn't know, or trouble to find out, that pre-1947 Austin Sevens are taxed as eight and not seven horse-power.

Relief is allowed under the £12 10s. flat-rate tax to 7-h.p. cars, increased relief is given to 6-h.p. cars, but the old Eights are required to pay up and look big, like 8-litre Bentleys and Phantom III Rolls-Royces and other monsters from which our " Right Hon. friend " accepts £12 10s. a year.

Eight horse-power cars—Austin Sevens, of which there are some 630 in the 750 Club alone, Ford Eights, Morris Minors, Morris Eights, M.G. Midgets, Singer Juniors, Standard Eights and others too numerous to mention, now pay 50s. a year more than they did before—helping to subsidise the popular flat-rate tax on larger cars. Thus, not only is the hardship not mitigated, but an *assurance given by a Minister of the Crown has not been honoured.*

All owners of 8-h.p. cars amongst MOTOR SPORT's readers should point this out at once to their M.P.s. We know writing to one's M.P. is, like completing your Income Tax return, a matter one usually leaves until the day after tomorrow. In this case, for your own sake and that of justice, DO IT NOW !

You can easily find the name of your local M.P. if you do not know it. Address him c/o The House of Commons. Explain this, probably unintentional, miscarriage of correct Parliamentary procedure, adding that the 2s. 6d. a gallon petrol tax, increased rates for compulsory insurance and so on do represent a crushing hardship for small car owners. DO IT NOW—and tell us the result.

THOSE FALSE STARTS

Debate has followed reports that three drivers were penalised during the recent *Daily Express*/B.R.D.C. Silverstone Meeting for jumping the start, albeit one, Tony Crook, did so on foot only !

Bob Gerard got away pre-flag-fall in a heat and, most unfortunately, Baron de Graffenried mistook the signal and released his Orsi Maserati too soon at the commencement of the final. There was no alternative but for the Stewards to impose the penalty of 60 seconds called for under G.C.R.s, Part VI, Articles 105 and 106, an impossible handicap in a 35-lap race against Hawthorn and Ferrari. Especially—*and let this fact be fully appreciated*—as de Graffenried realised that he had started a shade too soon and waited for the fast cars to go by. Had it not been for the G.C. ruling the incident could fairly have been overlooked.

The trouble seems to lie in the starter having to synchronise his signal with the time-keeper's wishes, which, at Silverstone on May 9th, caused Kenneth Evans to hold the Union Jack aloft for a seemingly interminable period before he was able to release the impatient pack.

There was no appeal against the Stewards' (correct) decision but perhaps light-signals, as used to start sprint events, might be considered in future.

ROAD IMPRESSIONS OF THE PEGASO



NO FAKE.—The Type 102 2½-litre Pegaso coupe which our correspondent sampled in Barcelona.

I ARRIVED at the E.N.A.S.A. works on the outskirts of Barcelona to investigate a rumour; to establish, if possible, whether or not the Pegaso was actually built up from the raw metal in the old Hispano-Suiza works. The factory's main concern is with the building of 'buses and heavy transport, the manufacture of the car being rather a sideline. Secrecy surrounds the whole building—an introduction from an influential friend in Barcelona was necessary in order to pass the front gate, into the wide frontal court, where fountains played in a garden. At the far end of the court was the main entrance to the building—a pair of heavy plate-glass doors which opened into a great pillared hall, in one corner of which was a reception desk, and in another a very early Hispano on a raised dais. No inspection of this model was made, as I was sent at once to have my entry papers checked. This formality completed, I met the director of this factory of the E.N.A.S.A. organisation. After some initial confusion, we settled on German as a mutual language. To my great disappointment, I learned that permission to view and photograph the factory had not yet been granted me by the main office in Madrid, and that the factory closed down that day for a week's holiday. In the circumstances, nothing could be done to further my original plan.

In answer to my question as to whether there was any foundation for the rumours that the Pegaso was not entirely a product of his factory, *le chef* said that in the beginning, when the car first made its debut, a rather exaggerated story had found currency, to the effect that not even a nut or bolt was made outside the factory. This was simply untrue, he said, and the natural reaction to this story had been one of polite incredulity.

In actual fact, the Pegaso contained perhaps fewer outside-built components than the average car—the motor and chassis generally are genuine Pegaso—but a high proportion of these chassis are filled with *karosserie* by Saoutchik and Superleggera Touring. Much of the electrical equipment is made on the premises. The *Grosser Preis* Pegaso is being manufactured in Madrid, practically under armed guard, it would appear. No further information could be released until "l'exposition." When would this be? No further information!

I was invited to see the demonstration model in action, and jumped at the chance. To reach this model it was necessary to walk across a corner of the works, and a glimpse of the methods used could be had. The cleanliness of the building was startling, and the atmosphere was rather that of a peculiarly tidy laboratory than that of a workshop. Engines and parts not in immediate use were covered in plastic bags. I passed quite close to one chassis in course of fabrication, and had time to note the massive box-section members, the very heavy pendant footbrake, and the unusual coupling of the large telescopic rear dampers by means of lever and rod to the de Dion axle, to provide a variation of damping with deflection. This was one of the 200 chassis in the current production run, which was commenced some months ago. There seems to be no urgency about the painstaking fabrication, and the order books are quite full—which at about £10,000 each (depending on chassis type and body-work) is no mean achievement.

There are three chassis types. These have in common torsion-bar i.f.s. and de Dion rear suspension—also on torsion-bars. The ZF-type differential incorporates the five-speed gearbox, which is controlled by means of a short central floor-mounted lever acting through a single revolving push-rod. Steering is of a worm-screw type specially developed for the car, and 1¾ turns of the wheel bring the steering from lock to lock, turning circle being 31 feet in either direction.

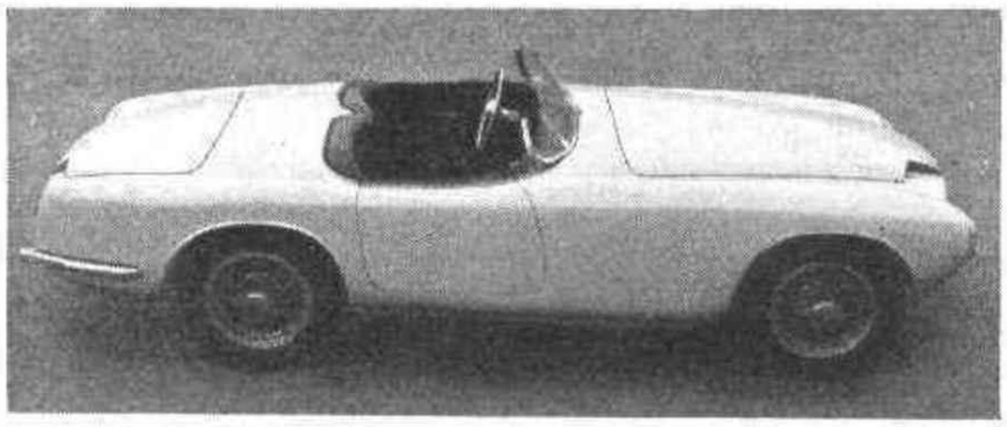
The brakes are operated by two independent hydraulic circuits, the rear shoes having a conventional layout including mechanical operation by a hand lever. The wheelbase is 7 ft. 8 in., track 4 ft. 4 in. front, 4 ft. 2.8 in. rear. Ground clearance is 6.3 in., although this is not altogether fixed.

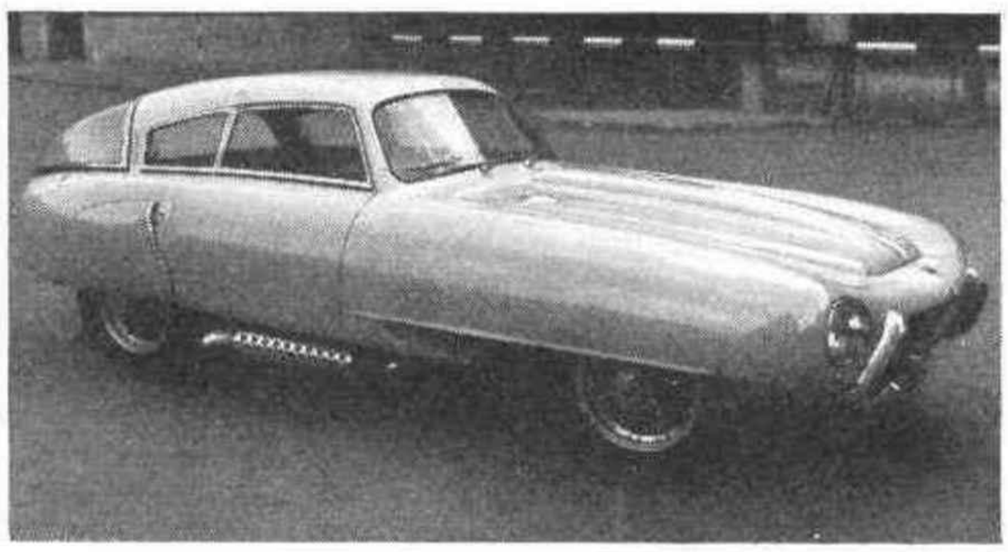
There are two basic engines, both 90-deg. V8s: the 2,472 c.c. (75 by 70 mm.) and the 2,816 c.c. (80 by 70 mm.). These engines are supplied with detail modifications—e.g., the 2,472 c.c. is supplied with compression ratios of 8, 8.5, and 9 to 1. Axle ratios are varied to suit, although an overall fifth gear ratio of 1 : 4.1 is normal. On the 8.1 ratio this engines peaks to 160 b.h.p. at 6,500 r.p.m., at which speed the red line is marked on the tachometer. Maximum torque is 137 lb./ft. at 3,900 r.p.m. For the third chassis, this engine is supplied with a blower delivering 8 lb. above atmospheric; with a special magneto; and with the diaphragm-type petrol pump supplemented by an electrical model. The tyre size is increased from 16 by 5.50 to 16 by 6.50, and the compression ratios available lowered to 6½, 7, or 7½ to 1. In this form the engine peaks at 6,800 r.p.m., reaching 260 b.h.p. Torque becomes 240 lb./ft. at 4,000 r.p.m., and the normal overall gear ratio becomes 3.25 : 1. Maximum plug temperatures rise from 350 to 450 degrees.

The 2,816-c.c. engine is supplied with compression ratios of 7.8, 8.2, and 8.8 to 1. With the 8.8 : 1 ratio 200 b.h.p. is reached at 6,300 r.p.m., and torque 160 lb./ft. at 3,600 r.p.m. Recommended tyre size is 16 by 6.00, intermediate between the other two types, and the usual gear ratio 3.78 : 1 overall in top. Fourth is, as in the other types, the direct drive. Weights with the 2/3-seater sports body, are: 2½-litre unblown, 2,134 lb.; 2.8-litre unblown, 2,178 lb.; 2½-litre blown, 2,332 lb.

At this point the interview was cut short by the arrival of the Type 120 2½-litre test car, complete with driver. As I was being returned to my hotel in this car, I bade farewell to my new friends, and in turn was told: "You are now being shown a typical Pegaso. When you return home, please tell your people that it is the finest car in the world."

Well, here goes. I stepped down into the car, which was a fixed-head two-seater model, through conventional rear-hinged doors. Sliding windows made possible a recessed door, carrying the minimum





PEGASO STYLES.—That on the left is the Superleggera Touring 2/3-seater sports model on the 2½-litre blown or unblown chassis. That on the right is the Big Sports Berlinette, available on the 2.8-litre and 2½-litre supercharged chassis, the body being by Pegaso themselves.

trim; its very perforated frame was quite visible, and was sprayed in the same metallic grey as was the rest of the car. There was plenty of leg-room, although the chassis members and shaft tunnel interrupted the floor. The bucket-seats were remarkably comfortable, and one noticed at once the lack of trim, and the vintage-type steering wheel, almost vertical, the rim built up from the flat steel by the addition of wooden strips on either side, of semi-circular section. This car had covered 60,000 km. and there was a backlash of about 10 to 15 degrees at the wheel. The Jaeger instruments were grouped in front of the driver, being deeply hooded, and including a large speedometer, a tachometer, and, grouped in the centre, oil pressure gauge, water and oil temperature gauges, and a petrol gauge. Oddly enough, these had no calibrations, being marked " working range " in the case of the first three, and " full—empty " in the last case. Four unlabelled switches occupied the centre of the dashboard. The perspex quarter-lights carried moulded extraction louvres. Visibility was very good, the thin screen pillars offering no obstruction to vision, while the bonnet dropped between the low front wings. The bonnet top carried two rows of louvres, and on each side of the car were extraction ports from the engine compartment. The throttle pedal was unusually substantial, and a comfortably inclined plate was provided for the left foot to rest on while driving. Heel-and-toe technique could have been employed, but of this more later.

The driver switched on and pushed the starter, and the still warm engine fired at once. Idling appeared rather uneven—but not more than one might expect from this type of car. As we moved off, the first thing to strike one was the tremendous acceleration, which in the lower gears appeared to be limited only by the local value of g, 0-100 km. took seven seconds. Braking was superb, and in a " hands-off " stop the car did not appreciably deviate from its course. One had the feeling that the car was stopping rather more quickly than theoretical considerations would allow—such performance has been recorded on certain motor-cycles—but in such an informal trip as this, accurate observations were impossible. We were now moving along a level, open road at about 40 m.p.h. in third gear. Drawing my attention to the sole of his left foot, which remained in mid-air, the driver pushed the gear lever firmly into second without any hesitation or attempt to synchronise engine to road speed. Apart from a jolt, and a slight " clunk," no evil effects were noted. Apparently encouraged by my interest in this manoeuvre, he slapped the lever firmly back and forth between the second and third positions, with no untoward effect at all on the upward change, and with the above-mentioned sound-effects on the downward. The lever was spring-loaded into the central 2/3 gate, the other positions being 4/5 to the left and R/1 to the right. The road here was some thirty-odd feet in width, of good surface, and the trees on either side did not impair visibility. An S-bend appeared ahead, the road making two right-angle turns in one smooth bend. An approaching lorry limited the leaving space. This bend was taken at a steady 45 m.p.h. The rear wheels broke away a fraction of a second before the car settled down into a controlled four-wheel slide, almost instantly reversed in sense, and the second corner was taken in a prolonged slide, corrected quickly at the finish to pass inside the approaching lorry. In fourth gear we accelerated to 6,000 r.p.m., or about 100 m.p.h., before changing-up. The maximum speed reached was not noticed, as we had come to the outskirts of the city, but 6,000 r.p.m. in top would have brought us up to 112 m.p.h. The outlying traffic did not slow us below 80 m.p.h. or so, and the sensation of driving through traffic at this speed was most intriguing. Other vehicles appeared to be frozen, not moving, and we simply drove around and between them—the very powerful braking coming into use more often as we entered the main streets of the city, and resumed a more reserved pace. Second and third gears sufficed in close traffic, and there was none of the " just-about-under-control " feeling so often associated with fast cars moving slowly; its " dressage " was perfect. One had the feeling that it could make an excellent vehicle for shopping about the city, especially if a little smash-and-grab was being contemplated!

All too soon we came to my hotel, and I left the car with much regret over a financial position that did not allow me buy to for the stable a £10,000 " Flying Horse."—S. o'F.

STABLE INFORMATION

The first issue of the new American *Auto Sportsman* contained an article on the secrets of the Mercédès-Benz racing department, where they claimed to have taken the first photographs in 20 years. Facts about the 300SL revealed in this feature by Kurt Wörner are that in spite of o.h. camshaft valve gear the valves are vertical, closed by springs of 144 lb. pressure, the seven main bearing caps are dowel located and the undershield is sound-proofed and secured with aircraft fasteners. But no output figures were given. Mercédès acknowledged building ten 300SLs and it is thought that nine more may have been constructed.

* * *

COMPARISONS ARE . . .

Auto Course last month carried an article on the new Sunbeam Alpine, in which the winning G.P. Sunbeam of 1923 was recalled, the statement being made that the new car is probably faster than this old G.P. car Segrave drove to victory. This may be true of the special version Rootes used for record-breaking, as one would expect after 30 years' progress, but not of the normal model, for the 2,267-c.c. engine gives 80 b.h.p. at 4,200 r.p.m., whereas the Bertaroine G.P. 2-litre engine developed over 100 b.h.p., and while the racing Sunbeam cannot have weighed more than 19 cwt. today's sports version scales 26¼ cwt. *Verb sap.*

* * *

SINGER OWNERS

Latest lubrication chart to be added to the Castrol library covers the Singer SM 1500. Copies of this chart, covering 22 in. by 17 in., may be had free on application to C. C. Wakefield & Co., Ltd., Grosvenor Street, London, W.1.

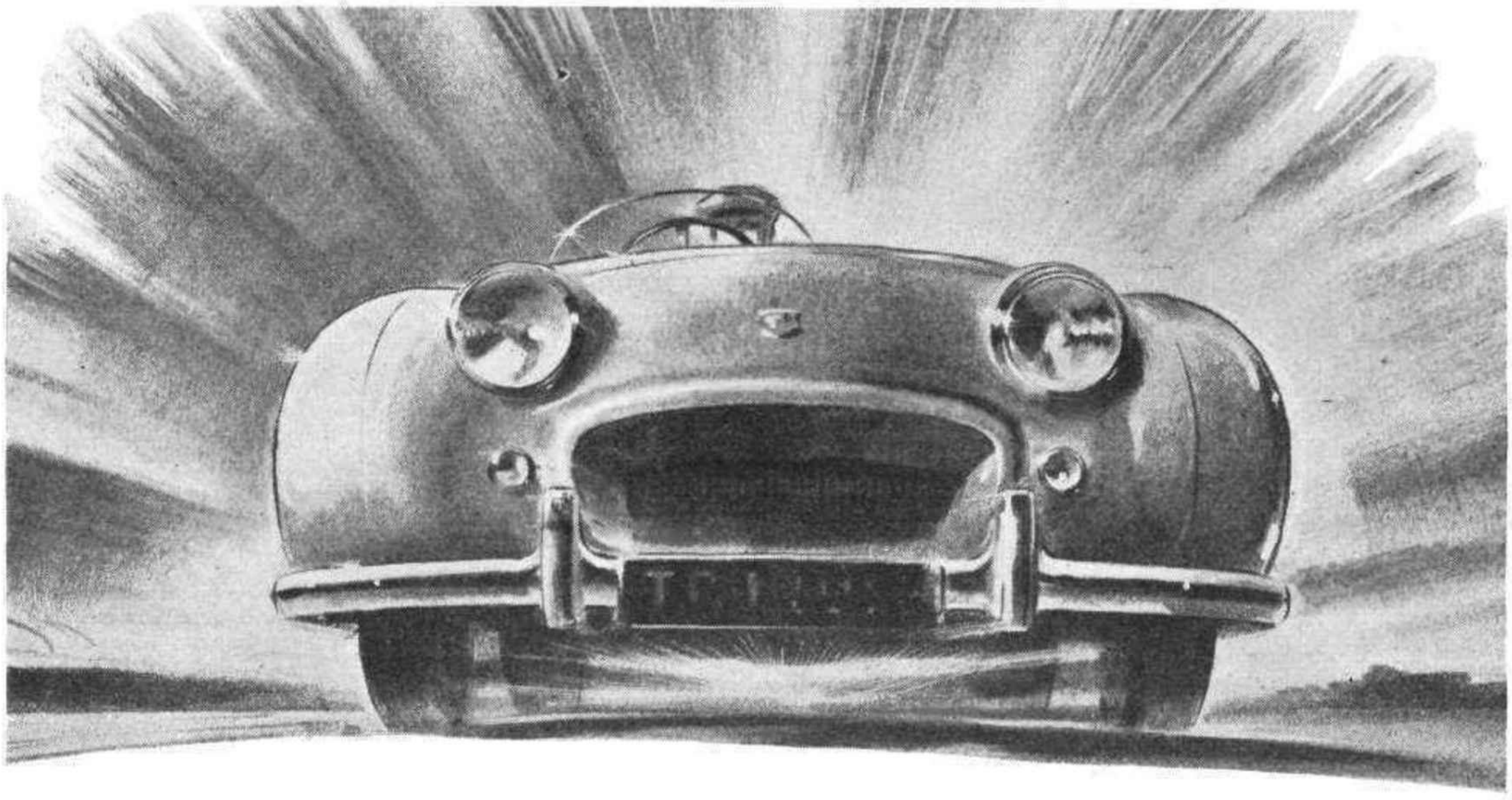
* * *

NEW AUSTIN SEVEN

There is now a lubrication chart for the Austin A30. It has been published by the Castrol Company, and copies, measuring 22 in. by 17 in., are available free on request to C. C. Wakefield & Co., Ltd., Grosvenor Street, London, W.1.

* * *

FREE AND EXCELLENT.—Shell-Mex and B.P. Ltd. have published four miniature guide books—London, Royal London, London Art Treasures, and Oxford University. Each contains 20 pages, principally of photographs. They may be obtained free on written request from Shell-Mex and B.P. Ltd. (Touring Service), Shell-Mex House, Strand, London, W.C.2.



124.095 m.p.h.

Officially recorded by Ken Richardson (timed by the Royal Belgian Automobile Club) over Flying Mile on the Jabbeke Road, in the

NEW TRIUMPH 2 LITRE SPORTS CAR

in speed trim and using

ESSO EXTRA

The same magnificent petrol

that you get from the pump

at your local Esso station



Smooth, Comfortable 80-m.p.h. Travel—And on Only 1½ Litres, Too!

An Appreciation of the Latest Series III Jowett Javelin



FRONTAL ASPECT—The arrangement of the grilles on the Jowett Javelin to provide, when hinged, entry to the flat-four power unit.

THE Jowett Javelin saloon, the introduction of which as the first truly advanced British post-World War II car can be laid at the door of the Lancia Aprilia, has been considerably developed down the years, as a recent technical article in MOTOR SPORT (March, 1953, pp. 115-119) outlined.

We recently had occasion to try one of the latest Series III examples of this good-looking, technically intriguing saloon over a distance of nearly 600 miles, and found it a very good car indeed, merit being added to its many sound qualities by reason of the fact that it falls into the convenient, but now comparatively rare, 1½-litre class.

The interior appointments of this spacious 5/6-seater saloon appeal to the discerning—there is a real walnut instrument board incorporating a large locker with lockable walnut lid opened by pressing a button, the wide bench seats are upholstered in deep-fluted hide and have folding centre armrests and detachable side-rests, there is a table which can be erected on the front seat squab for alfresco pleasures, and the winding adjustment of the front seat, the excellent visibility from the six side windows and the reflection-free screen are notable features of the Javelin.

Other aspects of the de luxe model such as the wind-down spare wheel under the floor of the very commodious luggage locker, the useful heater, H.M.V. Radiomobile radio with front and rear speakers possessing balance-control of volume, the inspection lamps for under-bonnet or luggage boot visibility, the union cloth head-lining, truly luxurious seats, twin sun-visors with glamour-girl mirror in the near-side one, sensible parcels-shelf behind the back seat, etc., endear the car to those who seek a small-engined car but do not wish to forsake comfort.

On the road this Series III Jowett Javelin is an astonishingly brisk performer. We noted with satisfaction speeds of 25 m.p.h. in first, 42 m.p.h. in second, 69 m.p.h. in third and over 90 m.p.h. in top gear come up on the 100-m.p.h. speedometer, which proved to be five per cent. fast. So briskly did the Javelin accelerate and so willing was it to run up to over 60 m.p.h. in third gear and cruise at 65/70 m.p.h., reaching a genuine 84/85 m.p.h. in top, that it was suggested to us that it must possess a Jupiter engine!

To this desire to get you along with a minimum of delay couple the smoothness of the torsion-bar suspension, the silence of the engine until it really has to work, the excellence of steering and road-holding, and the charm of the 9-in. Girling hydraulic brakes, and the Series III de luxe Javelin does not seem such an expensive car at its present all-in price (as tested) of a few pence over £997.

The flat-four o.h.v. engine is not quite so unobtrusive as some in-line engines when under the collar, some vibration being evident, but it is inaudible at idling speeds and picks up very readily in response to throttle openings. It does not run-on, shows 60 lb./sq. in.

THE JOWETT JAVELIN SERIES III DE LUXE SALOON

Engine.—Flat-four, 72.5 by 90 mm. (1,485 c.c.), Push-rod o.h.v.; 7.1 to 1 compression ratio; 52½ b.h.p. at 4,500 r.p.m.
Gear ratios.—1st, 17.4 to 1; 2nd, 10.6 to 1; 3rd, 6.7 to 1; top, 4.875 to 1.
Tyres.—5.25-16 Goodyear on bolt-on disc wheels.
Weight.—21¼ cwt., unladen.
Steering ratio.—2¾ turns, lock to lock.
Fuel capacity.—8 gallons. Range approx. 200 miles.
Wheelbase.—8 ft. 6 in.
Track.—Front, 4 ft. 3 in. Rear, 4 ft. 1 in.
Overall dimensions.—14 ft. 0 in. by 5 ft. 1 in. by 5 ft. 1 in.
Price (as tested).—£703 (£997 0s. 10d. with p.t.).

PERFORMANCE DATA

Speeds on gears (corrected):

1st ...	23 m.p.h.	3rd ...	62 m.p.h.
2nd ...	40 m.p.h.	Top ...	85 m.p.h.

Makers.—Jowett Cars Ltd., Idle, Bradford, Yorkshire.

oil pressure and a coolant temperature of 75 deg. C. all day, does not seem able to decide between Premium or cheaper fuels, being "pink-proof" on either, but it does take a good deal of patience to start from cold. It pulls well from under 20 m.p.h. in the 4.875 to 1 top gear, and runs up to its maximum speed cleanly, smoothly and without discernible valve-bounce. It is not particularly accessible and blew an exhaust gasket on the car we had for test after about 120 miles.

The gears are so quiet that third can easily be held under the impression that a further upward change has been effected.

The suspension gives a very comfortable ride if some up and down float is overlooked. The rack-and-pinion steering transmits some return motion, has good castor-action, is geared 2¾ times lock to lock (a generous lock), but enables one-finger control of commendable accuracy to be enjoyed, as the action becomes lighter as speed increases. The column tends to convey vibration and the edges of the spring spokes of the wheel are unpleasantly sharp.

The control is of understeer character but roll is well controlled and there is no sudden, disconcerting change from under- to roll-oversteer. Corners can be taken with every confidence in a smooth, clean manner which is very enjoyable, the understeer, as it increases, serving to bring the tail nicely to heel. Tyre howl is rather easily provoked.

The steering column gear-change, worked with the left hand and spring-loaded to the upper-ratio locations, can be operated very quickly at the risk of beating-the-synchromesh if correct speeding-up of the engine is not employed. It is a sturdy, smooth change, decently positive save for a slight tendency to mistake top for second on occasion, and it has a push-button stop to safeguard reverse. The clutch is fully complementary. The car tested had probably received a too-generous allocation of grease, because the gear-lever emitted decidedly dubious noises when operated.

The brakes call for firm treatment, which we like, but were otherwise well behaved in every way. The hand-lever, a considerable handful of metal beneath the instrument panel, works well.

The instrument and minor controls layout is excellent. We liked the lamps switch, with fog-lamps brought in beyond the head-lamps position, but a clock the size of a speedometer is somewhat unexpected. Proper oil gauge and water thermometer dials are nice to have and there is a cigar lighter if you are the type who smokes a cigar as you dice.

The interior lamp now has a switch on the lamp body and ash-trays are fitted to facia and the back of the front seat. The streamlining of the back panel only slightly interferes with vision in the big rear-view mirror. There is a map pocket by the front passenger's legs but no door pockets. As a personal opinion the writer would like to swap the front seat centre armrest (which cramped him), the little let-down elbow-rests and that big clock for a pocket in the driver's door, rain visors to the windows and ventilator swing-windows in the front doors. But some owners like the armrest position and use the elbow-rests.

The rear locker lid now has a spring which bears on the metal lid of the tool locker to stop it rattling, but on the car tested this required adjustment if the lid was not to require a heavy slam to get it to shut. The fuel gauge also liked to stick at zero, which can be heart-stopping. The speedometer needle obscured the trip-reading at normal cruising speed, which is troublesome to those who, like ourselves, keep an eye on time *versus* mileage as they drive. The screen-wiper blades were not adequate in heavy rain.

These minor criticisms apart, the interior appointments of the de luxe Javelin are such that it would be a desirable car even if it gave but mediocre performance. But its performance is another altogether outstanding aspect of this modern 1½-litre car. A genuine maximum well clear of 80 m.p.h., 70-m.p.h. cruising in silence and comfort, the ability to reach over sixty in third gear and to accelerate to the tune of 50 m.p.h. from rest in under 15 seconds, make the Javelin a grand companion on a long or difficult journey.

We do not own one of these cars, but we appreciate the satisfaction occasioned whenever John Baldwin telephones to offer us the Press car for a weekend. We know we are going to enjoy a vehicle modest in dimensions only, able to set up fine averages without particularly painstaking handling, which will carry up to six persons in comfort and take all their luggage, and which on a half-tank of petrol will run something like 100 miles—which, if you are a jaded scribe starting from the City, is something to bring joy indeed.

In nearly 600 crowded miles accomplished in a few days we added a little water, no oil, and petrol at the rate of 24½/25 m.p.g. The only trouble was that blown exhaust pipe gasket, quickly replaced when the car could be lifted on a hoist. Should you ask what other modern British 1½-litre saloon cars offer as much we would take leave to beg the question.—W. B.

FIRE EXTINGUISHERS—continued from p. 313

has continued to increase, with the result that a supplementary factory was opened during the second world war at Windmill Road, Brentford, and two new factories are in full production at Ferndale in the Rhondda Valley.

The well-known hand extinguisher containing Pyrene liquid can be used safely against electrical short circuits of up to 200,000 volts. These extinguishers function as double-acting rotary pumps, projecting a powerful, continuous stream of liquid at any angle and any side up. Leakage is safeguarded and they are proof against wear due to vibration.

The Standard model holds approximately one quart, the Junior version approximately a pint. These extinguishers are easily refilled after use by unscrewing the filler cap and pouring in more liquid. The handle is turned to the left to operate and worked like a syringe. The liquid is freeze-proof in 36 degrees of frost, and anti-corrosive.

Filled and complete with black-enamelled bracket, the prices are :

P.1.	Standard, in polished brass, 1 quart ...	77/6
PO.2.	,, in chrome, 1 quart	90/–
P.3.	,, black plated, 1 quart ...	90/–
P.4.	Junior, nickel plated, 1 pint	65/–
PO.4.	,, in chrome, 1 pint	70/–

Refills cost 8s. 6d. in quart size and 6s. in pint size, Ref. No. P.6 and P.7 respectively.

There is also a P.32, 16 in. by 3 in., 6-lb. pressure extinguisher with copper cylinder, which has to be returned for recharging.

THE PYRENE COMPANY, LTD., 9, GROSVENOR GARDENS, LONDON, S.W.1 (VIC 3401).

S.C.L.

The S.C.L. Mighty Midget extinguisher designed for sports-car use is only 7½ in. long and 1⅝ in. in diameter, yet it contains eight ounces of c.b.m. which is discharged under a pressure of 150 lb./sq. in. The makers claim the "Mighty Midget" to be as efficient as other extinguishers five times its size.

We have satisfied ourselves that it is not only very easy to use and control by reason of its tap-type valve, but that it puts out a petrol fire with extreme efficiency without leaving any white powder or deposit. It is available, with a strong mounting-bracket, in chromium brass finish. It can be refilled in a matter of minutes.

SPORT CARS LTD., 4,128, Wilshire Blvd., Los Angeles 5, California.

ROTARY VALVES AND FORMULA II

Sir,

I am sure I share the desires of many of your readers to see a British engine show a clear-cut lead in Formula II racing. We have the drivers and the chassis, but as regards engines we appear to struggle along following the lead of others.

My armchair ruminations lead me to the conclusion that the greatest single factor to be considered in Formula II engine design is efficient breathing. To attain this we see short-stroke engines being used together with other devices to make room for the largest possible poppet valves regardless of the formidable mechanical problems of operating these valves, and it seems probable that Ferrari have already arrived very close to the most efficient breathing from poppet valves.

So what is to come next ? To beat Ferrari we need to break away from convention and abandon the poppet valve for the only more efficient type of valve which is suitable for racing—the rotary valve.

I have no reference books to hand, but didn't the Aspin conical rotary valve give tremendous results in a motor-cycle engine about fifteen years ago? There was also the Cross rotary valve and, looking farther back, I know an Edwardian car had rotary valves. [Itala—ED.]

Rotary valves have several inherent advantages : (*a*) there is almost no restriction on the size of the port, particularly if a single port for inlet and exhaust is used; (*b*) the port is unobstructed by the valve head and guide; (*c*) there are no reciprocating parts.

The difficulty with rotary valves is to ensure gas-tightness without risking seizure. This is, no doubt, a very formidable problem but it is a matter of engineering rather than of design, and very much the type of difficulty that the pioneers of British racing cars have had to face in the past whenever a real advance has been in sight. For instance, when very high revs. were sought as a means of increasing power the resulting bearing troubles were eventually overcome in the workshops. Again, supercharging brought with it a host of troubles to which mechanics have provided the answers.

Let us start a campaign for rotary valves in British Formula II cars.

I am, Yours, etc.,

B.A.O.R. A. F. CARLISLE, S/Ldr.

CONTINENTAL NOTES

By our Continental Correspondent.

SINCE the Townshend Ferry's T.S.S. *Halladale* transported me swiftly across the Channel, with a surprising lack of fuss and bother, many miles have been covered in pursuit of the racing calendar, even though the season is only just fully under way. Journeying through France, Italy and Belgium it is interesting to view the progress being made in road mending and construction. Stretches of road in France, which last year were a shambles of bulldozers and lorries, are now wide straight roads, perfect in surface and able to carry the ever-increasing traffic for many years to come. The French are using remarkable intelligence in parts of the south in their reconstruction programme, for on hillsides of such gradients as 1 in 15, where the original roads made a sweeping S, in order to assist horse-drawn traffic or primitive early motoring pioneers, the S is being eliminated and a wide straight road is being built directly up the hillside, easily surmountable by the most heavily loaded 2CV Citroën. There is evidence of this type of planning in many places and it indicates that Continental road authorities are well aware of present-day and future conditions.

The journey down through Italy to Naples, while long, was none the less interesting and had I not been on my way to a Grand Prix I could not have escaped a certain motoring atmosphere about the journey. From France, along the Mediterranean coast one follows the Via Aurelia as far as Rome, passing over the Passo di Bracco just outside Genoa and from Rome to Naples one takes the Via Appia and passes signposts leading to the villages of Artena and Ardea. It is not surprising that Lancia has a big following in Italy. The new 2.9-litre V6 competition Lancias are making a big impression, with the third place in the Mille Miglia and winning the Targa Florio, and the thoroughness and size of the firm's racing organisation gives every indication that the rumoured 1954 Grand Prix team will soon be a certainty. For the present season Lancia opposition in sports car racing is not only most welcome, but is fast becoming a serious power, with drivers such as Taruffi, Bracco, Bonetto and Manzon driving for them, together with the up-and-coming men such as Maglioli, Anselmi and Bonomi and Colombo's influence in the design department, Ferrari and Alfa-Romeo will not only have to watch each other.

In 1950 the Alfa-Romeo factory caused quite a stir in racing circles by withdrawing their team of 159 cars from all competition for the complete season to the accompaniment of various reasons, official and unofficial. Of all the reasons given, the one I personally favoured was that the factory was about to go into serious production with a family saloon and the jig and tool department, who normally serviced the racing cars, were going to need a complete season to prepare for this new production model. The 159 team reappeared again in 1951 and the production family saloon turned out to be the 1900 model, the four-cylinder twin overhead camshaft four-seater. Since being in Italy this season the wisdom of Alfa-Romeo's action in 1950 has become increasingly obvious, for the northern half of Italy is literally seething with 1900 Alfa-Romeo models and the increase in numbers since last year is quite remarkable. The standard four-seater saloon is to be seen everywhere, and the "Sprint" model, which is lower, lighter and shorter, and has wire wheels and close-coupled coupé body is, to me, more desirable than an Aurelia Gran Turismo, while some of the special bodies on the "Sprint" chassis, such as that by Carozzia-Touring make the mouth water. On this question of the popularity of models you return to France and to the other end of the motoring scale. The discerning French public have really taken the 2CV Citroën to heart and there are now many more about the roads than either Renault 4CV or Dyna-Panhard. The object of the 2CV was to provide transport as reliable and cheap to run as a horse and cart, that would traverse the same roads and tracks at a slightly higher speed and which could be serviced in any wayside village. This the Citroën engineers achieved and the ever-increasing numbers of private and goods-carrying 2CVs is an encouraging sign of confidence in the name of Andre Citroën. At first the corrugated tin bodies of these little economy cars were left metalised, but now they are being turned out in a dark grey or blue cellulose, still keeping real economy in mind all the time, while some of the vans are painted in such lurid advertising colours that the eyes are dazzled, but nevertheless they are serving an admirable purpose.

Turning to racing, in two recent small Grand Prix events, four cars were the victims of stringent rules that at their face value would appear harsh. In the first event a Ferrari and a Connaught were stalled due to incidents on corners and neither driver was able to restart unaided, though both cars were still race-worthy, so they were withdrawn. In the second event one car was push-started after a pit-stop and the other could not be started on the electric motor, so again both cars were withdrawn though mechanically they were still capable of finishing the race. In the first instance the ruling forbids outside assistance, which is wise, for there have been cases in the past of the public invading the course to help a popular driver restart his car and it has involved considerable risk to those members of the public, but more especially an unnecessary risk to drivers of following cars. Nowadays the task of a Grand Prix driver is a very exacting one and any ruling that removes the chance of further difficulties is to be applauded; but all the same, to have two perfectly sound racing cars sitting in the "dead-car" park, while a small field of starters is rapidly diminished by mechancial defects does suggest that some serious thought might be given to this matter. The second instance is a parallel case, both in cause and effect, for the pushing of cars to start them after a pit-stop has in the past caused many heart-stopping moments to occur. If the car starts instantaneously in a yard or so there is little danger, but there is always the recalcitrant starter whom the mechanics will push right round the course if necessary. In some races it has been permitted to push within the confines of the pit-area, but this is highly dangerous for if a car does not start it is wheeled backwards, and to another driver coming into the pit-area from a high speed it would appear stationary. There is already enough confusion in the pit areas, so that the no-pushing rule has a great deal of sense behind it, but to the driver and entrant of a disqualified car it must be infuriating.

If one is bold enough to say that Alberto Ascari is today the world's greatest racing driver, and I for one say so with no hesitation, there will be the inevitable cries from the opposition, "Why?" Winning races is not the main reason, for luck comes into it a great deal, as shown at Naples when his accelerator pedal came adrift while nearly half a lap ahead of the rest of the field, but judgment is one of the primary reasons, and given mechanical luck that judgment results in winning races. A perfect example of Ascari's superb judgment was to be seen at the start of the Naples Grand Prix, which was on a slight uphill gradient so that drivers had to hold the cars on the handbrake while the flag was raised. On that grid there were Farina, Ascari and Fangio in the front row, with Gonzalez and Villoresi behind. When the flag fell the first three moved forward for about two lengths absolutely in line and then Ascari went ahead followed by Fangio, Farina, Villoresi and Gonzalez, the last nearly stalling. When they had disappeared, in that order, they had all left their signatures on the grid in the form of wheelspin marks, all, that is, except Ascari. Fangio's progress was marked by very black and consistent lines left by the spinning rear wheels, for something like 30 yards, of Ascari there was not a single trace of wheelspin mark, Farina spun his wheels too much after the initial movement and the car hung momentarily and then he left uneven black lines for about 20 yards, indicating a "floating-foot." Villoresi left determined black marks as far as Fangio, but not so black, while Gonzalez muffed his get-away completely, leaving no lines at all and having no speed. Villoresi's lines were interesting as they showed that he may have been slightly baulked by Fangio, for they veered towards the centre of the road into Ascari's track, or more likely Luigi realised a path behind "the maestro" was the surest. This occasion was not exceptional, for how many times have we seen Ascari go straight into the lead from the fall of the flag; Silverstone last year was a perfect example, but at Naples the reigning champions left positive proof, all except the World Champion, and the fact that he was in the lead at the first corner was sufficient proof of his ability.—D. S. J.

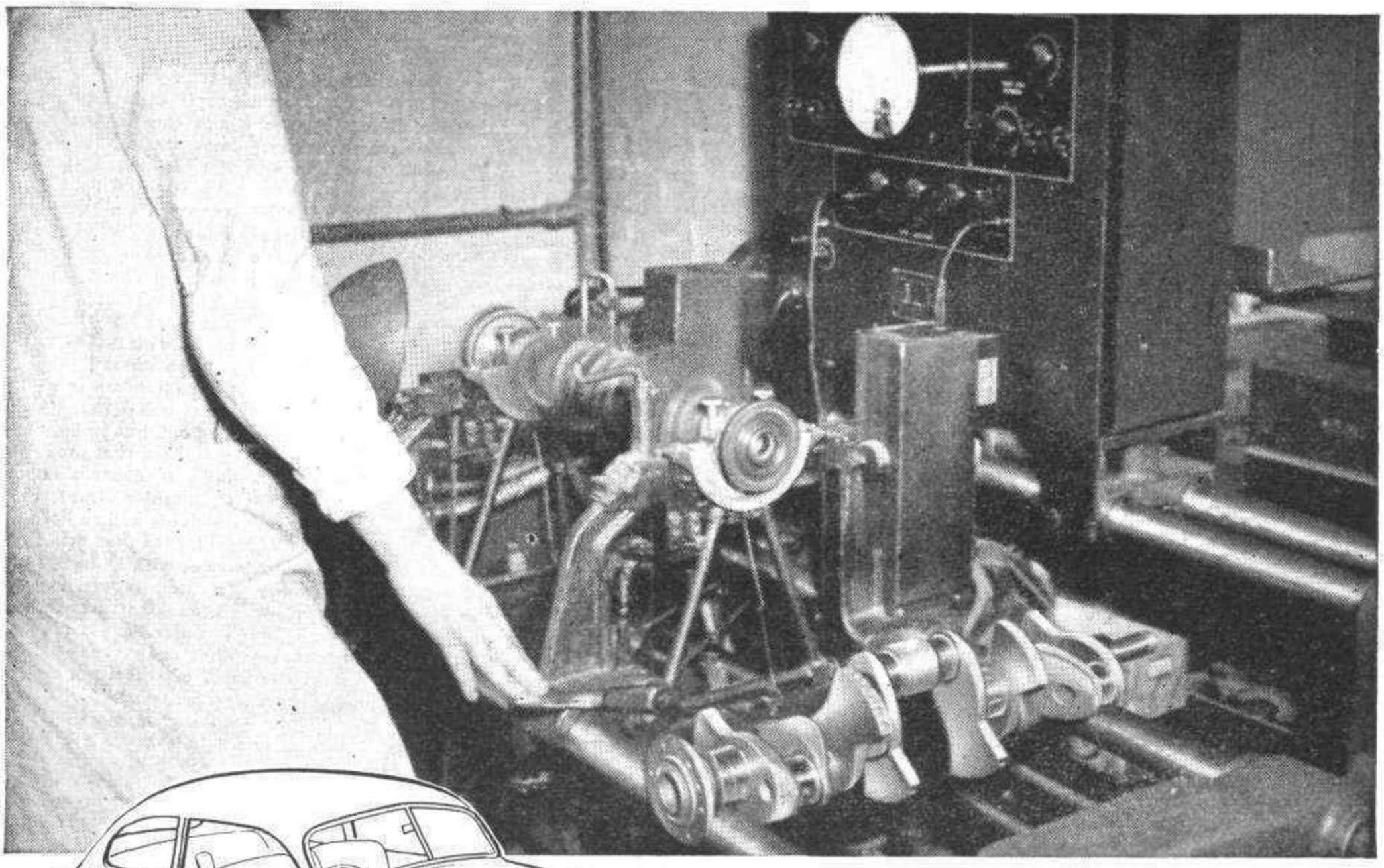
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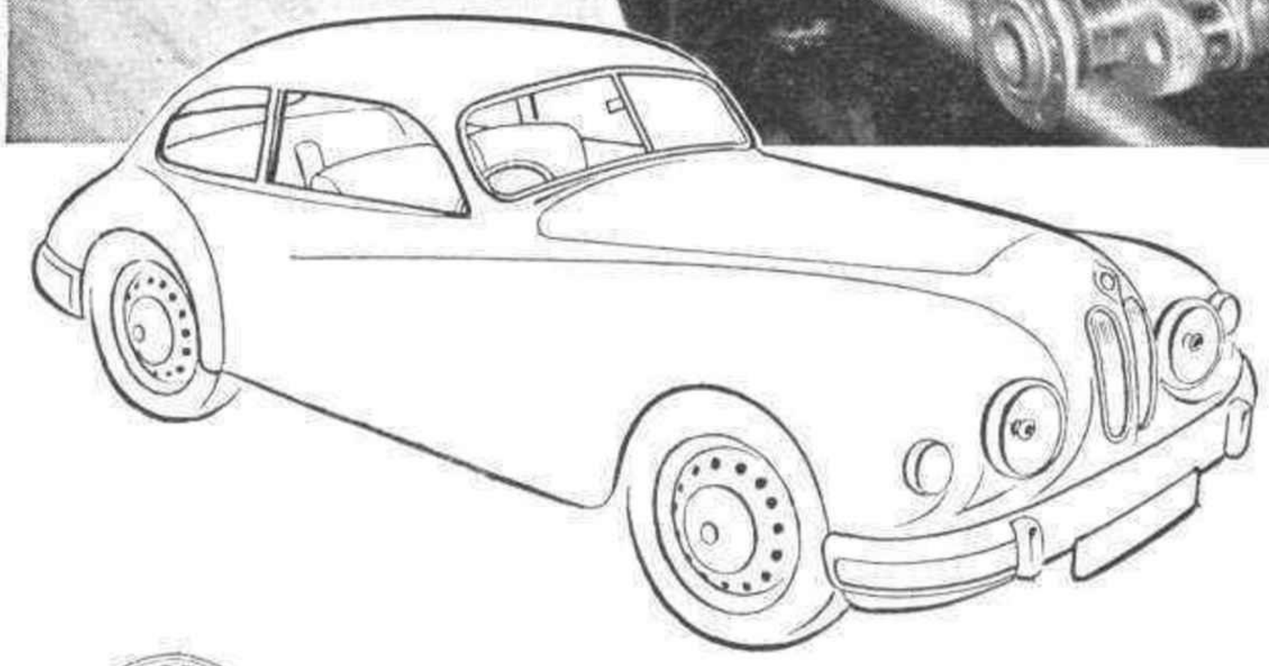
COURSE DE COTE DE PLANFOY (May 14th)

The art of speed hill-climbing seems to be fast dying, not only in Great Britain, but in Continental countries as well, for already we have seen Shelsley Walsh cancelled last year, through lack of entries, and in France, La Turbie has been abandoned, while Mont Ventoux and Fribourg are no longer certainties, due to lack of support. The reason for this demise of a once popular sport is not very clear; it may be that cars are now so reliable that circuit racing is preferred, or else the brand of driver who can concentrate

Accuracy in the balance . . .

By rotating a crankshaft at speed this electronic machine tests static and dynamic balance . . . electro-statically records out of balance forces . . . finally enables the operator to position balancing holes to a hairsbreadth. And this is only one of the many tests that each component of the Bristol 403 saloon must pass with honours before it can graduate to the assembly line. Suspension, transmission, electrical circuits, steering — all must be perfect. *No wonder the Bristol 403 is acclaimed as " one of the world's outstanding cars."*





THE BRISTOL 403 SALOON. *Aerodynamically styled four/five seater embodying new design refinements. Six cylindered in-line Bristol 2 litre engine with inclined overhead valves gives 100 b.h.p. at 5,000 r.p.m. Fuel consumption 24 m.p.g. at cruising 60 m.p.h.; improved braking and road holding characteristics . . . and outstanding motoring comfort.*

BUILT BY THE BUILDERS OF THE BRISTOL BRITANNIA

The Car Division of the Bristol Aeroplane Company Limited, Bristol, England. London Showrooms: 80 Piccadilly, W.1

at 110 per cent. for a short time is no longer bred. Whatever the reason, the result is unfortunate, so that it was with great pleasure that I visited St. Etienne, near Lyon, to see the revival of the Planfoy Hill-Climb, organised by the Automobile Club de Forez. The last time this event was run was in 1928 and today the same seven kilometres of Route Nationale N82 were used. Starting on the edge of the town of St. Etienne the road twists and climbs up part of the Massif Central, through the village of Planfoy, to finish near the summit of the pass, being a continuous series of corners and bends with negligible straight.

Open to touring cars, sports cars, and that delightful French category, *voitures du série améliorée*, in which standard cars can have anything done to them, providing they started life as standard cars, the entry consisted of every type of production car through such things as the Rosier 4CV special saloon Renault, Cisitalia saloons, 2½-litre Alfa-Romeos, 328 B.M.W.s, to Type C Jaguars and Gordinis.

For some while the f.t.d. stood to Bourrely with an ex-works 1,500-c.c. Gordini coupé, followed by Gacon with a 2.8-litre Cisitalia saloon and Clermont with an 8V Siata, the origin of the now well-known 8V Fiat coupé. The Gordini time was 4 min. 3 sec., and then Fluery, a Swiss driver, with an XK120, approached this with 4 min. 4 sec. All classes were to have two runs and the last car to do its first run was the XK120C of Jean Heurtaux, a well-known French rally driver and recent Mille Miglia competitor. He arrived at the final S-bend, a very fast right-left, slid on leaving it, over-corrected, snaked from side to side and then crossed the line sideways completely out of control and crashed into a telegraph pole. He was thrown out and killed instantly, while the car ended up against a tree and caught fire, being completely burnt out. This tragedy left no alternative but to abandon the meeting and it was of little compensation that Heurtaux had recorded 3 min. 57 sec., a speed of 106.325 k.p.h., f.t.d. and a new record for the hill. It is to be sincerely hoped that this accident will not in any way affect the already shaky future of this exacting sport.

THE 37th TARGA FLORIO (May 14th)

One of the oldest motor races still surviving, the Targa Florio, open to sports cars, was held over eight laps of a 72-kilometre circuit around the mountainous roads of Sicily. For the first three laps heavy rain made conditions almost impossible and none of the 49 drivers made any real attempt to race. When conditions improved Bracco was in the lead with a new Lancia, followed by Valenzano with a 2½-litre Aurelia, Cabianca (Ferrari) and Giletti (A6G Maserati). At half-distance Fangio took over the Maserati driven by Mantovani, Cortese withdrew the Frazer-Nash with rear-axle trouble and Taruffi began to gain on the leaders with one of the new 3-litre Lancias.

Bracco went out with mechanical trouble and Maglioli on another 3-litre Lancia took the lead until on lap seven Taruffi passed him. Giletti now lay third and Fangio was trying all he knew to catch him, making full use of his skill over the sinuous mountain course. Shortly after taking the lead Taruffi overdid a slow corner and crashed, letting Maglioli back into the lead, where he stayed until the finish. Fangio failed to catch his team mate and the two Maseratis filled second and third places.

Results : 37th TARGA FLORIO—8 Laps—576 Kilometres

1st :	A. Maglioli (2.9-litre Lancia), 7 hr. 8 min. 35 sec.	...	*80.635 k.p.h.
2nd :	E. Giletti (2-litre Maserati), 7 hr. 10 min. 15 sec.	...	80.626 ,,
3rd :	J. M. Fangio (2-litre Maserati), 7 hr. 13 min. 43 sec.	...	79.683 ,,

* *New record.*

PRODUCTION CARS AT FRANCORCHAMPS

Spa, Belgium, May 17th.

Anyone with doubts about the abilities of modern American automobiles should have been at Francorchamps today to witness the "Grand Prix des Voitures de Serie." Held on the magnificent Grand Prix circuit, claimed by many to be the best in the world, 21 current production saloons contested an interesting competition. Cars had to be stock models, chosen at random by agents and the carburetters were sealed. Given five litres of normal pump fuel they then drove round the Grand Prix circuit to record a consumption figure, no particular speeds being set, but each car carrying observers to note the distance and to prevent free-wheeling. This distance was then doubled to give a handicap figure for the Grand Prix which was an out-and-out race with three classifications according to the current list price of the cars. The race lasted for two hours and the distance covered by each car was added to the handicap figure to determine the outright winner.

Keen rivalry existed between the various agents of the different makes who were responsible for the preparation and running of the cars. In the luxury class three Chrysler "New York" models opposed three Lincolns, in the medium price four six-cylinder Fords faced five Plymouths, and the lowest price category consisted of a Dyna-Panhard, an Aronde, a new 1,100 Fiat and three two-stroke Goliaths. Lincoln's enlisted Claes, Warnotte, a local agent conversant with the circuit and with American cars, and Trasenter, a Belgian rally driver. The Chrysler attack was led by Paul Frere supported by two other national drivers. Andre Pilette and Andre Milhou set the Plymouths against Laurent, the Ferrari driver, on a Ford. The speed of the big Lincolns and Chryslers was quite remarkable and after letting Claes lead for an hour Frere gradually closed the gap to win ; not easily, for Warnotte hung on to his tail and finished close enough to win the class on the addition of consumption and speed. However, neither of them could approach the little Panhard, driven by Welter, for he had recorded 180 kilometres on 10 litres of petrol and this, together with second place in his class on speed, gave him a win on general classification.

Viewed purely as a two-hour Grand Prix the battle between the Lincolns and Chryslers was far more exciting than most Formula II races. A remarkable feature of the event was that not one of the 21 competitors retired, all completing the two-hour blind, Frere's average speed being 143 k.p.h.

As make-weight two short events were held, one for stock cars of varying capacities and the other for series sports cars. Two Opel Kapitan saloons dominated the first race and an up-and-coming young Belgian driver Gendebien won the second with a 2-litre Ferrari, setting up a new series car lap record in 5 hr. 34 sec., at an average of 152.19 k.p.h. This was equalled by Herzet, who won the Lèige-Rome-Liège three years ago, but his brand-new Ferrari, a works-prepared 2-litre coupé with three four-choke carburetters broke its gearbox.

Results :

CONSUMPTION AND SPEED EVENT

				Distance in Kms. on 10 litres
1st :	G. Welter (Dyna-Panhard) ...	Figure of merit	397.667	180.000
2nd :	A. Pilette (Plymouth) ...	,, ,,	369.000	107.600
3rd :	R. Warnotte (Lincoln) ...	,, ,,	366.549	79.000

C. H. Peacock, 20a, Hartington Road, Chiswick, W.4, would like all Gwynne Eight and Ten owners to write to him with a view to forming a Gwynne Register. We hope they elect Mr. Chinnery as President.

* * *

The Sunbeam Register's Third Birthplace Rally to Wolverhampton takes on a Coronation aspect, being scheduled for June 20th/21st. It will have the approval of the Mayor and Town Council and of the Chief Constable and consists of a rally, driving tests or similar amusements, a Concours d'Elegance to be judged by well-known ex-Sunbeam employees and personalities, the whole terminating with a parade through the town where these famous cars were built. Roesch Talbots will support their S.T.D. brothers and probably have a Concours of their own. Entries close on June 13th.

The V.C.C. Coronation Rally has an entry of 220 pre-1917 cars. The drive to Windsor starts from Hyde Park at 8.30 a.m. on June 7th and concludes with a cavalcade through Windsor to the Home Park, where the cars will be on display all the afternoon. Film-stars Dinah Sheridan, Kay Kendall, Kenneth More and John Gregson, of the film "Genevieve" will travel on certain of the competing cars, one of which will be Darracq No. 69, the car which is the actual "Genevieve" in the film.

The Eight Clubs Silverstone meeting of June 6th commences at 11 a.m. and has attracted a splendid entry. The concluding race will be the second of this season's Motor Sport handicaps.

The Surrey Sporting M.C. has been formed, with Lt.-Col. "Goldie" Gardner as its President. The Club has over 150 members. Its headquarters is "Warwick Arms," Redhill. Details from : L. J. V. Allon, 36, Wrayfield Road, North Cheam, Surrey.

VINTAGE VEERINGS

THOSE clubs who are fortunate in being invited to hold rallies and driving tests at Esso House, near Abingdon, are fortunate indeed. The Esso organisation not only places its estate roads, which wind amongst charming thatched cottages and neat laboratories, at the disposal of competitors, and marks out the tests with white lines and clean Esso oil drums, but provides every competitor and official with a free chicken lunch and the run of its licensed bar under the largest thatched roof in England. On April 26th the 12/50 Alvis Register, under hard-working R. H. Johnson, and the Humber Register, under that calm secretary Lt. A. B. Demaus, combined to enjoy Esso hospitality and the sunshine of that lenient month.

Some interesting cars assembled, so let us concentrate on these and let the results speak for what happened in tests which involved the usual cruel reversing over lines and into bays (Leal's 12/50 Alvis broke a half-shaft), and one of which was all balls and athletic girl-passengers. Very well :—

Newbery brought a nice back-braked Humber 8/18 with big boots but original paint. Hood had a car-load of children in a vast back-braked 15.9 Humber tourer, quite unspoilt by modernisation. Woodhead's 11.4 Humber three-door saloon, with the narrowest of beaded-edge tyres and huge oval rear window, its bulb-horn outrigged beside the driver's window, was a delightful carriage. J. Denne came in his sprightly "imitation-racer" 1909 Humber, beautifully turned out, like his father's 1913 12/16 Sunbeam, which, however, only "foreign" car to compete, wouldn't tick-over, stalling repeatedly and requiring to be swung. Walters sported a 9/20 Humber tourer with Exide battery on its running-board. Woodcock had his familiar, rugged, yellow-wheeled 14/40 tourer, Cox a 16/50 tourer, Mathews his rebodied 14/40. Fry's pipe was as much admired as his vast 15.9 saloon!

Having done this for the Humbers, here goes for the Alvis, Alvi, Alvises : D. Preston had a 12/50 tourer with sports wings. Edgar came in his beautiful 12/60 "beetleback" and did so well in the garaging test that his passenger led the clapping. Gamble's "duck's-back" two-seater had wondrous outside plumbing and non-standard mudguards, also a back tank. Mrs. Williams sportingly drove her 1928 two-seater, a car once used by an Indian Army officer and saved from rotting away in the open. Alas, part of its starter-ring had already rotted. Leal drove a rare G.P.-tailed 12/50 like an example once owned by G. M. Wilkes; it went fast and very neatly in the garaging test, emitting a typical Alvis crackle, but broke a half-shaft later. Duckworth handled a sedate 12/60 saloon, Duce a Silver Eagle, Rich his "beetleback" 12/50, Bowthorpe's car gave out the Alvis exhaust-note and sundry pops and whines, while Courtney-Withers had a smart 12/50 coupé bought pre-1941 for £75 which has served him well ever since. E. Preston's very nice 12/50 "beetleback" looked original save for a spring steering wheel, Meacock and Keelan 12/50s, the latter a nice tourer, and Bourne was in a 12/50 d.h. coupé. Hall, like others, got into second gear in the garage test, in his 12/50 two-seater. Reeves had a big six-cylinder two-seater, Duncan a 12/50 lorry, Davies a 12/50 sports tourer in original condition with that comic bulbous back (his charming lady passenger slept all though his garaging efforts!), Moynihan competed in a 12/50 coupé, Cuthell in his 12/50 tourer, original but for a cut-away driver's door.

During the afternoon a Tiger Moth appropriately flew overhead (giving rise to the thought that the Vintage Aeroplane Club should stage a through-the-pylons test, using barrage balloons!), and the atmosphere was one of "garden party," with the sentiment that life would be a lot less pleasant without the presence of vintage cars.

* * *

V.C.C. YEOVIL RALLY (May 2nd)

The President's Challenge Cup (for the best combined performance).—F/Sgt. J. Noakes, R.A.F. (1911 Delahaye).

Rally Awards :

Class A.—1st : R. G. Forster (1903 de Dion Bouton). 2nd : J. H. Woodin (1904 Riley). 3rd (tie) : H. E. Bowden (1904 Cadillac) and H. F. Welham (1904 Renault).

Class B.—1st : C. C. Tufnell (1908 Rover). 2nd : J. R. G. Downs (1905 Renault). 3rd : Major W. T. Pitt (1915 Napier).

Trial :

Class 1.—1st : J. H. Woodin (1904 Riley). 2nd : H. T. Clarke (1904 de Dion Bouton).

Class 2.—1st : H. E. Bowden (1904 Cadillac). 2nd : C. C. Tufnell (1908 Rover).

Class 3.—1st : R. D. Gregory (1904 Darracq). 2nd : C. H. Smith (1914 Darracq).

Class 4.—1st : E. V. M. Whiteway (1915 Ford). 2nd : A. W. Coffin (1915 Ford).

The first of this season's V.S.C.C. Silverstone Race Meetings provided a splendid day's sport. Proceedings opened with the traditional One-Hour High-Speed Trial, in which A. Sim's brief 1930 Riley Nine, J. M. Hinchliffe's 1925 Austin Seven, Mrs. Gibbs' misfiring 1930 Riley Nine in the up-to-1,100-c.c. class, L. J. Wickham's 1929 12/50 "beetleback" Alvis and J. A. R. Grice's 1921/4 Anzani-G.N. Special in the 1,101-2,000-c.c. class, J. G. Vessey's 1927 Lancia Lambda alone in the 2,001-3,000-c.c. class, and A. J. Hollington's 1929 4½-litre Bentley, J. A. Walker's 1929 4½-litre Bentley, G. G. McDonald's organ-exhaust 1927/8 4½-litre Bentley, Peter Binns' famous 1924 30/98 Vauxhall and Morin-Scott's white 1928 Hispano-Suiza all set their qualifying speeds. R. North's 1925 2¼-litre Fiat two-seater, *sans* radiator casing, but with big f.w.b., wasn't quick enough.

After all this sustained lappery came the racing. First race was a 5-lap handicap in which W. F. Moss built up a fine lead in his beautiful 1929 blown 1½-litre Alfa-Romeo. He won at 60.17 m.p.h. from W. A. McMillan in the ex-Tyrer 1939 Mille Miglia B.M.W., which passed Campbell's 1932 low-chassis "100-m.p.h." Invicta up the final straight. Bill Mason kept his 4½ Bentley in front of Col. Ridley's noisy Q-type M.G. *monoposto*. Barratt over-wound the mainspring of his Frazer-Nash.

The next 5-lap handicap was confined to vintage cars and Isherwood used his 1929 Mathis Six to good effect, building up an enormous lead. King-Smith was coming up strongly in his covetable 1924 Full-Brescia Bugatti with Jarvis two-seater body when its throttle stuck open, causing him to spin at Woodcote and let Bailey's scratch 4½-litre Bentley and Goodman's 22/90 Alfa-Romeo go through. The Mathis averaged 48.9 m.p.h. on a polished drive. Lt.-Cdr. Peter Attwood drove the famous 1923 16-valve Aston-Martin "Razor Blade," now with front brakes, and this very crab-tracked 30-year-old Aston left a blown blue Austin-Cambridge Special far behind.

This year the 10-lap G.P. Itala Trophy Race for vintage racing cars was poorly supported, especially as the Amilcar Sixes of Hern and Green, and Ellis' G.P. Aston-Martin were absentees. J. C. Byrom had no difficulty in winning at 68.42 m.p.h. in his 1930 2.3 Bugatti, which went and sounded as if absolutely fit. Behind, McDonald and Williamson fought a stirring duel in their respective 4½-litre Bentleys, Williamson's perhaps a bit over-geared. Fourth place went deservedly to E. Sears in the 1914 T.T. Sunbeam, with which he soundly trounced racing driver Rivers Fletcher in the 12-year-younger 2-litre G.P. Bugatti—and the Sunbeam has only two-wheel brakes! Eventually the Bugatti retired from the too-hot contest. On handicap Blomfield's Type 37 Bugatti won from the T.T. Sunbeam and Len Gibbs' Riley.

The next 5-lap vintage car scratch race saw a Bentley duel resumed, Bailey's leading for a lap, then giving best to McDonald's potent car. Melville came great guns into third place in Miller's 30/98 Vauxhall, snaking under the anchors, and, way back, Kellow's Bugatti spun at Beckett's but dropped only two places, to Gahagan's Bugatti and Goodman's Alfa-Romeo, before resuming. The winning Bentley averaged 66.78 m.p.h., and the class victors were Gibbs' Riley, Vessey's Lancia and McDonald's Bentley. Morin-Scott's Hispano-Suiza also gyrated, pushing Clissold's B.N.C.-Riley into the ditch at Woodcote, with dire results to the B.N.C. chassis but no human injury.

Moss then gained his second win with the red Alfa-Romeo in an all-comers' handicap at 59.73 m.p.h. He was followed home by Adcock's 4½-litre Bentley and Col. Ridley's real racing M.G.

The Edwardians had their own 3-lap contest and it seemed that the 1908 T.T. Hutton, now owned by Francis Hutton-Stott, might have won, driven by Ron Barker, only its magneto got tired of going round. Bolster thus scored a good win in his ever-willing, silent, 1911 Rolls-Royce, at 49.39 m.p.h., from a fine 1913 5-litre touring Wolseley and Dr. Ewen in the Itala. Interesting newcomer was Jeddere-Fisher's 1913 5-litre Lancia coupé, tactful birthday present to his wife, which we were told had a front axle held together with rivets.

The long programme was expeditiously run off, a further vintage 5-lap handicap going to Pratt's G.P. Bugatti, at 62.19 m.p.h., from Adcock's Bentley, its second 2nd, and Bailey's Bentley, which had 7 sec. start from McDonald's Bentley and stayed ahead of it.

Isherwood's astonishing Mathis nearly collared another win in the following vintage 5-lap handicap, but on the last lap both Williamson's Bentley, which won at 65.42 m.p.h. in spite of front-wheel tramp, and King-Smith's Full-Brescia Bugatti, came by.

The vintage light cars performed very creditably for three laps, the results rather unexpected on account of handicaps tricky to assess. Lockhart started first and finished first, winning in his tiny 1923 668-c.c. Peugeot at 37.69 m.p.h. Arnold-Forster, from the same mark, was second in his Trojan, shutting its door before the corners on each lap, and Winder's 1923 8/18 Humber, perhaps by

reason of its 9-h.p. engine, made up on Nancy Audsley's 11.9 Lagonda to take third place. The A.C.s and Gwynne Eight were too heavily handicapped to get in the picture, Binns' scratch Riley Monaco saloon with trailing exhaust pipe likewise, Ferguson's Clyno a trifle sedate, as was Denne's Fiat 503 and Mrs. Southon in a curious bath-tub of a Wolseley Ten, while Myatt's bright yellow 1922 8/18 Talbot was noticeably quicker than John Wrigley's 8/18, which is a year younger.

The racing concluded with the 5-lap MOTOR SPORT winners' handicap, the finish of which was extremely exciting. Campbell just got his low-chassis 4½-litre Invicta in ahead of Gahagan's trusty G.P. Bugatti, Mason's well-known 4½-litre Bentley and Moss' deservedly successful Alfa-Romeo, but a cot blanket would have covered them through Woodcote on lap five. The Invicta averaged 61.53 m.p.h. and the first six finishers are eligible for the same race free of charge at the Eight Clubs Silverstone Meeting on June 6th.

This V.S.C.C. meeting attracted a fine crowd of enthusiasts, the car parks were chock-full of interesting cars, and it is all fine practice for beginners, while even the commentators enjoyed the commentary. There is another vintage day at the same venue on July 11th—note it down now.—W. B.

* * *

VINTAGE OIL PRESSURE

Sir,

It was with interest that I read your advice to potential purchasers of vintage motors in the May issue of MOTOR SPORT. On the whole I think that your advice is sound, but there is one point which disturbs me and which I feel I must point out to your readers to whom the advice was directed. It concerns oil pressure.

You state (I quote from memory as I have not MOTOR SPORT by me) that "in almost all cases oil pressure should be at least 8 lb. per sq. in." Now I am the proud owner of a most distinguished "Bullnose" Oxford, 1925—my first car and, I think, one with which many vintage notorists begin, as it is cheap and simple. The oil gauge (original) is calibrated from 0 to 10 and on starting up from cold the needle rushes round and jams on the end stop—about 12 lb. Quite soon, however, it starts to sink back and after about half-an-hour or less of normal running it will be reading about 1 or 2 lb. When it gets really hot—after running all day for instance—the needle can barely lift itself off the zero stop. Quite recently I had the sump off and cleaned everything up, but this made little difference to the oil pressure, only making it a little more sensitive.

"Ah," you may say, "there you are. An excellent example of a shocking car, with 'don't buy me' written all over the oil gauge." But this is my point. In the handbook (also original), the makers say that "so long as any reading at all is obtained it is an indication that the oil pump is working and that all is well. The pressure shown on the gauge is in no way relative to the quantity of oil being fed to the bearings—only a measure of its viscosity". (Again, I quote from memory as I have not got the handbook with me).

To repeat myself, it appears to me that many people begin with the excellent "Bullnose" and as my experience is typical and correct I feel that it should be brought to the notice of potential buyers.

I am, Yours, etc.,

London, S.W.3. MARK ROBERTSON.

[I was, of course, only generalising. The Austin Seven is another car which is quite happy on a few pounds pressure.—ED.]

* * *

SORRY, SIR!

Sir,

As a matter of interest, was there ever a 1927 Speed Twenty Alvis? I doubt it.

Anyway, "sackcloth and ashes" for you. My car is *not* a Speed Twenty, never has been, never will be, and hasn't any Speed Twenty bits in it!

I don't know if you think that commentators are just —— fools and don't know what they are talking about, but sometimes they get *their* facts right.

My car is a 16/95 Alvis, originally 14.75 (the first six-cylinder model the company made) bored out by them to 16.95 in 1929.

If you want further proof the engine number is 6645 and chassis 11142, so if you check with Alvis Ltd., you will see that you are up the spout!

I agree it isn't original, but it does annoy me to see it described as a Speed Twenty.

I am, Yours, etc.,

R. C. R. MARCH.

Newton Abbot.

BRITISH CAR WINS TULIP RALLY

A Jowett Javelin proved to be the outright winner of this year's well-supported Tulip Rally, after certain disqualifications had been sorted out. A Bristol won its class and was second in the Rally as a whole.

1st: H. R. J. Graaf van Zuylen van Nijevelt and F. M. A. Eschauzier (Jowett); 2nd: J. W. E. Banks and M. Porter (Bristol); 3rd: M. Grosgogeat and P. Biagini (Dyna-Panhard).

Touring Class Winners.—

Up to 1,100 c.c.:	Grosgogeat and Biagini (Panhard).
1,100-1,150 c.c.:	Damonte and Mlle. Calligaro (Fiat)
1,150-1,240 c.c.:	Carstedt and Carstedt (Simca)
1,240-1,400 c.c.:	Heidendahl and te Siepe (Peugeot)
1,400-1,600 c.c.:	van Zuylen and Eschauzier (Jowett Javelin)
1,600-2,250 c.c.:	Banks and Porter (Bristol)
2,250-2,400 c.c.:	Jetten and van Noordwijk (Vauxhall)
2,400-3,500 c.c.:	Appleyard and Mrs. Appleyard (Jaguar)
Over 3,500 c.c.:	Dee and Teding van Berkhout (Chevrolet)

Sports Car Class Winners.—

Up to 1,400 c.c.:	Roeloffzen and ten Bruggencote (M.G.)
1,400-2,000 c.c.:	Scott and Cunningham (Allard)
Over 2,000 c.c:	Imhof and Ross (Allard).

Reports of Recent Events

BERGSTROM (U.S.A.) 200-MILE RACE (April 12th)

1st: J. Kimberley (4.1 Ferrari), 86.4 m.p.h.
2nd: P. Hill (Jaguar).
3rd: M. Gregory (XK120C Jaguar).

V.C.C. YEOVIL RALLY (May 2nd)

President's Challenge Trophy.—J. Noakes (1911 Delahaye).

Rally Winners: **Class A.**—R. G. Forster (1903 de Dion).
Class B.—C. C. Tufnell (1908 Rover).

Trial Winners: **Up to 7 h.p.**—J. H. Woodin (1904 Riley).
Up to 10 h.p.—H. E. Bowden (1904 Cadillac).
Up to 20 h.p.—R. D. Gregory (1904 Darracq).
Over 20 h.p.—E. V. M. Whiteway (1915 Ford).

NORTH DEVON MOTOR CLUB ILFRACOMBE RALLY (May 9/10th)

Best Performance (Open).—G. Turnbull (Morgan Plus Four).
Best Performance (Closed).—Lt.-Col. Bassett (Jowett Javelin).
Second Best Performance (Open).—W. L. Butler (Jaguar XK120).
Second Best Performance (Closed).—P. W. S. White (Vanguard).
Best Performance by Woman Driver.—Miss Slatter (Sunbeam-Talbot).
Best Performance by N.D.M.C. Member.—R. J. Harris (Allard).
Best Performance by: Austin—S. J. Tucker (A90). **Ford**—G. W. Best. **Hillman, Humber or Sunbeam-Talbot**—J. Trigg (Hillman). **Jaguar**—W. L. Butler. **Standard**—P. W. S. White. **Vauxhall**—J. M. Hussell. **M.G. or Riley**—F. H. Gibbons (M.G.). **Jowett**—Lt.-Col. Bassett. **Morgan or Singer**—G. Turnbull (Morgan).
Best Performance in Pier Tests.—Dr. J. T. Spare (Morgan).
Team Event.—London Motor Club (White, Bassett and Butler).

ULSTER TROPHY RACE, DUNDROD (May 16th)

1st: Hawthorn (Ferrari), 86.49 m.p.h.
2nd: Wharton (Cooper-Bristol).
3rd: Baird (Ferrari).

B.A.R.C S.W. CENTRE AT GOODWOOD

The S.W. Centre of the B.A.R.C. will be staging a series of regularity tests at Goodwood on June 6th, commencing at 2 p.m. There will be four events, utilising the full circuit, and entries will be accepted from any members of the B.A.R.C. in pairs. Each pair of two drivers may either drive the same car or two cars. The first three events will each be four-lap regularity tests at different speeds, in one of which cars will be required to stop at the pits to change a wheel. In the fourth event, cars will circulate for one hour, with set speeds for each type of car. No two drivers of a team may be on the track at the same time, but they may share the driving in the one-hour event.

Regulations and entry forms are obtainable from R. E. Orman, 51, Bassett Green Road, Southampton. Offers to marshal at this event, or to assist in the timekeeping will be greatly appreciated.

CLUB NEWS

WE HEAR

Trico-Folberth Ltd. sent a piece of spaghetti to those unfortunates amongst their friends who did not get to Italy for the Turin Show and so missed their exhibit on Stand 537.

Japan News referred recently to racing motorists Reg. Varnell, George Axercasses and Peter Colgins. Gordon Wilkins has left the staff of *Autocar*.

B.A.R.C.

In order to commemorate Coronation year, the British Automobile Racing Club is to give a special cash award of 200 guineas and trophy value 50 guineas to the most successful British driver of a British 2-litre racing car in events in the United Kingdom or abroad. The award will be based upon a points system retrospective from January 1st, 1953.

The general conditions governing the award are as follows :

1. All points will be awarded for the period January 1st, 1953, to December 31st, 1953.
2. No points will be allotted in races where there are fewer than five starters.
3. Points will be awarded in scratch races only.
4. In events which incorporate other than 2-litre racing cars the points for 2-litre racing cars will be allocated on the general race classification only.
5. Where a race consists of preliminary heats and a final the number of starters will be taken as the combined number of starters in each heat provided that no entry appears twice. Points will be awarded for the final only.
6. The award of points will vary as to the type and distance of race on a basis indicated in the table given in par. 11. In races with heats and a final the race distance will be considered as the length of the heat added to the length of the final.
7. Where a race is stopped by the stewards before the full distance has been completed, marks will be based on the classification recognised by the stewards of the meeting.
8. In awarding points for a " finisher " it is a condition that the competitor concerned shall have completed 75 per cent. of the total race distance ; and further that he shall not have been declared to have retired before the race is officially stopped.
9. It is a condition that the driver holds an F.I.A. licence issued by the Royal Automobile Club, London, England.
10. The onus is on the competitor to claim points by notifying the General Secretary, B.A.R.C., 55, Park Lane, London, W.1, within seven days after any success achieved.
11. The award of points in *Grandes Epreuves* run under the current International Grand Prix Forumla II is as follows :—

1st	50 points	4th	30 points
2nd	40 ,,	5th	20 ,,
3rd	35 ,,	Finishers	10 ,,

For all other races run under International permits the basis, over the following distances, is :—

Miles	1–50	50–100	100–150	150–200	Over 200
Points : 1st	6	12	18	30	40
2nd	4	9	12	20	25
3rd	3	7	10	15	20
4th	1	4	5	10	15
5th	–	2	3	7	10
Finishers	–	1	2	4	6

(Points for a " finisher " will only be awarded to competitors who do not otherwise qualify for a points award.)

12. In all circumstances not covered by these regulations the decision of the Council of the British Automobile Racing Club shall be final.

FIXTURES FOR JUNE

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

2nd-3rd.—Leeds Univ. Union M.C. Night trial, Leeds. *C.*

5th.—N. Staffs M.C. Trial, Attingham. *C.*

5th-6th.—Thames Estuary A.C. Rally, Southend. *C.I.*

6th.—Midland A.C. Hill-climb, Shelsley Walsh. *N.*
Armagh & Dist. M.C. Trial, Armagh. *C.*
Eight Clubs. Race meeting, Silverstone. *C.* 11 a.m.
Hartlepools & Dist. M.C. Sprint, Hartlepool. *C.I.*
B.A.R.C. (S.W.). Regularity test, Goodwood. *C.*
Bristol M.C. & L.C.C. Castle Combe. *C.*
Caerns. & Anglesey M.C. Sprint, N. Wales. *C.*

6th-7th.—Hagley & Dist. L.C.C. Rally, Wales. *C.I.*
Brecon & Dist. M. & M.C.C. Trial, Mid Wales. *R.*
Citroën C.C. Trial, S. Counties. *C.I.*

7th.—Southsea M.C. Rally, Surrey/Hants. *C.I.*
Kentish Border C.C. Rally, Kent/Sussex. *C.*
Middlesbrough & Dist. M.C. Trial, N. Yorks. *C.I.*
Veteran C.C. of G.B. Rally, London/Windsor. *C.* 8.30 a.m.–5 p.m.
Riley M.C. (Lowlands). Rally, Glasgow. *C.*
Sheffield & Hallamshire M.C. Trial, Earles. *C.*
M.G. C.C. (N.W.). Driving tests, Ringway Airport. *C.*
South Shore M.C. Trial, E. Lancs/Yorks. *C.*
Brighton Coronation Concours d'Elegance, Madeira Drive, 2.15 p.m.

8th.—Berkhamsted M.C. & C.C. Speed trial, Tewin. *C.I.*

13th.—Ulster A.C. Race meeting, Newtownards. *C.*
S.S.C.C. Gymkhana, Falkirk.
Herts County Auto & Aero C. Rally, Herts.
Cheltenham M.C. Vintage Car Rally, Promenade. 1.30 p.m.

13th-14th.—Newcastle & Dist. M.C. Night trial. *C.*
Public School M.C. Rally. *C.I.*

14th.—Bugatti O.C. Hill-climb, Prescott. *C.*
Chiltern C.C. Rally, Amersham. *C.I.*
Half-Litre C.C. Race meeting, Brands Hatch. *C.*
Lancs & Ches. C.C. Rally, Ches./Derbys. *C.*
Wolverhampton & S. Staffs C.C. Rally, Wales. *C.I.*
E. Anglian M.C. Driving tests, Wormingford. *C.I.*
Mid. Surrey A.C. Sprint. *C.*
B.A.R.C. (N.W.). Trial, Derby. *C.*
Walsall & Dist. C.C. Driving tests, Walsall. *C.*

18th.—B.R.D.C. RACE MEETING, ISLE OF MAN. *I.*
Jersey M.C. & L.C.C. Sand races, St. Ouens. *C.*

19th-20th.—Cheltenham M.C. Fuel economy run. *N.*

20th.—M.G. C.C. (S.E.). Navigation trial, Surrey. *C.*
S.M.R.C. Race meeting, Crail. *C.I.*
Lanarkshire M.C. & C.C. Night rally. *C.*
Lagonda Club. Rally. *C.*
Blackpool & Fylde M.C. Trial, Lancs. *C.*
Leicestershire C.C. Trial, Leics. *C.*
M.C.C. Race meeting, Silverstone. *C.I.* 10.30 a.m.
Chester M.C. Sprint, Queensferry. *C.* 2 p.m.
Bristol M.C. & L.C.C. Hill-climb, Naish Hill. *C.*

20th-21st.—N. London E.C.C. Rally, West Country. *C.I.*
Furness Dist. M.C. Rally, Lake District. *C.I.*
" W.O." Club. Rally, Torquay. *C.*
Aston-Martin O.C. Rally, N. England. *C.I.*
Cambridge 50 C.C. Trial. *C.*
Sunbeam-Register. " Birthplace " Rally, Wolverhampton.

21st.—S.U.N.B.A.C. Driving tests, Birmingham. *C.*
Exmoor M.C. Rally, Minehead & Dist. *C.I.*
Gosport A.C. Sprint, Gosport. *C.*
Brighton & Hove M.C. Trial, Sussex/Dorset. *C.I.*
Ilkley & Dist. M.C. Rally, Yorks. *C.I.*
Falcon M.C. Driving tests, Herts. *C.I.*
Coventry & Warwicks M.C. Trial, Coventry. *C.*
S. of Scotland C.C. Gymkhana, Kirkcudbright. *C.*
Lothian C.C. Sprint. *C.*
Knowldale C.C. Trial, Derbys. *C.*
Sheffield & Hallamshire M.C. Driving tests, Bircotes. *R.*
Morecambe C.C. Rally, N. Lancs. *C.*
Northampton & Dist. M.C. Sprint, Northants. *C.*

24th.—Omagh M.C. Trial, Omagh. *C.*

26th-28th.—Plymouth M.C. Rally, Devon/Cornwall. *C.I.*

27th.—**S.S.C.C. HILL-CLIMB, BO'NESS.** *I.*
W. Essex C.C. Race meeting, Snetterton. *C.I.*
Y.S.C.C. Trial, Yorks. *C.*
Veteran C.C. of G.B. Rally and trial, Oxted. *C.*
Midland M.E.C. Race meeting, Silverstone. *C.I.*
Newry & Dist. M.C. Hill-climb, Spelga. *C.I.*

27th-28th.—B.A.R.C. (Yorks). Rally, Buxton. *C.*
Maidstone & Mid Kent M.C. Rally, Margate. *C.I.*

28th.—Darlington & Dist. M.C. Sporting trial, N. Yorks. *C.I.*
Cumberland S.C.C. Rally, Cumberland. *C.*
Hagley & Dist. L.C.C. Driving tests, Redditch. *C.*
Lancia M.C. Driving tests, Thruxton. *C.I.*
Riley M.C. (Highlands). *C.*
Alvis O.C. (Scottish). Rally, *C.*
Liverpool M.C. Driving tests, Liverpool. *C.*
Grimsby M.C. Trial, N. Lincs. *C.*
Manchester Univ. M.C. Driving tests. *C.*

1,000 MIGLIA

Ferrari — Alfa-Romeo Duel at Record Speed



GIANNINO MARZOTTO, winner of the XXth Mille Miglia at 142.347 k.p.h. with a 4.1-litre Ferrari.

BOLOGNA, APRIL 26TH. From Our Continental Correspondent.

I have just seen all hell let loose upon the roads of Italy for 21 solid hours and my mind is a chaos of open exhausts, screaming tyres, hot sun and shouting Italians ; but let us go back to the beginning. The Editor thought it would be a good idea if we looked at the XXth Mille Miglia on April 25/26th through the eyes of the Italian public, instead of from the seclusion of the Press bureau at Brescia. The Mille Miglia is run on a time basis, cars starting at minute intervals, half-minutes for the small ones, and as they cover the 1,512 kilometres on one circuit it is not possible to sit in one place and watch the racing, so the normal thing to do when trying to keep track of over 400 cars circulating Italy is to follow the racing by figures. That is to say, you station yourself at the start-and-finish, at Brescia, and computate the figures of times that come from the various controls around the route, so that last year, for example, everyone was very excited about the closeness of Bracco and Kling, even though they never set eyes on either car.

My plan was to watch the competitors go past a point about two hours distant from Brescia, there calculating the leaders, drive like mad over the mountains and meet them coming up the west coast, again calculating the positions and then get the final positions at Brescia when all the tumult and shouting had died down.

The atmosphere of the Mille Miglia spreads over the borders of Italy and going down through France I heard reports that the Healeys were on their way through Switzerland, that the Aston-Martins had been in Italy for some time ; and as I neared the Italian Alps D.B. Panhards, rorty-sounding 4-cv Renaults, an Alfa and a Porsche all went by already wearing their racing numbers, which for those starting from 22.00 hours Saturday night and onwards, was the actual starting time in hours and minutes. Along the Autostrada from Turin to Brescia the pace quickened and Lancia Aurelia *Gran Turismos*, Alfa-Romeo *Sprints*, more Porsches, a works 2-litre Ferrari and a 4.1 Ferrari all hurried by. Brescia itself was boiling over with frenzy and had been for days, and the scrutineering and checking was being done in the Piazza Vittoria, long-since closed to normal traffic and now a seething mass of spectators, officials, competing cars and ice-cream sellers. Just before mid-day on Saturday the frenzy reached its limit when the official Ferraris arrived, led by the one and only Enzo himself in a new 1,100 Fiat. The crowd screamed, the officials shouted, the loudspeakers nearly burst and the Ferraris sounded wonderful. Sterzi had an open 2-litre, Paulo Marzotto and Bracco 3-litre coupés, Giannino Marzotto, Tom Cole, Farina and Cabianca had open 4.1-litres, and Hawthorn an open 3-litre. Villoresi's car was there but without him. The pandemonium had only just died down when a fresh outburst started at the entrance to the square as the new Alfa-Romeo coupés arrived. The crowd was so thick and uncontrollable that it was some time before the cars could get to the scrutineers. Fangio, Kling and Sanesi had 3.6-litre six-cylinders, while Zehender had a 2-litre four-cylinder, but outwardly they were all the same size, which was exceedingly small, the tops of the roofs being well below shoulder-height. Although the commentator insisted on calling them *Disco-Volantes*, they were nothing like the open versions so far as the body was concerned, being typical Italian sports-racing coupés, or Berlinettas. Mechanically they were the same as the much-vaunted *Disco-Volantes*, having double wishbone and coil-spring i.f.s. and de Dion rear, with inboard brakes of vast width and the de Dion tube positioned by a transverse Panhard rod. The cockpit was very small, with a centrally-operated five-speed gearbox and a system of air-venting to control the interior heat. In the sloping tail was a vast fuel tank and rearward visibility was virtually nil. The exhaust pipes were in three pairs running into an expansion-box and a sort of megaphone under the passenger's door. After lunch comparative peace descended on the town for a while and everyone prepared for the beginning of this fantastic marathon, which was scheduled to start at 9 p.m. The works Maseratis were ready for action, sitting in their garages watched over by two mechanics, the Gordini in the over 2-litre class was being tried along part of the route by Bordoni, the driver, while various other competitors were working on their cars or rushing about the town, depending on whether they had a "near" racing-car or a standard saloon. Leaving Brescia, which was beginning to get on the boil again, I motored across country to a short distance from Ravenna, on the Adriatic coast, the first control point and some 265 kilometres from the start. Arriving at a very fast section of narrow bumpy road I drew off and awaited the first arrival. All was peace and quiet, the moon was bright and the only sound was the croaking of the frogs until just on midnight—when it happened ! The peace of the countryside was rudely broken and remained broken until nearly 9 a.m. Being on the first section of the course the cars came by more or less in class order, though of the 750-c.c. Touring Class the Panhards were already way ahead and going past absolutely flat-out, followed at intervals by Renaults and Fiats, all driven at peak revs., having come down a long, straight hill, under a railway bridge and round a 100 m.p.h. bend. It was not long before the humming of standard engines was interrupted by the first car in the 750-c.c Sports Class, as a Fiat-Stanguellini went by with a crackle from its twin-cam engine that could be heard for nearly half-a-minute after it had passed. This was the prelude to the faster entries and D.B. Panhards crackling on their twin-cylinders, Erminis, Morettis, Gianninis, Siatas and 1,083 Renaults all shattered the moonlit night. The 1,300-c.c. Touring Class, consisting mostly of the new 1,100 Fiats, followed and then the 2,000-c.c. Touring Class which was dominated by 1,900 Alfa-Romeos, with a good sprinkling of Lancia Aurelias intermingled. The 1,900s had obviously got the class well in hand and went by at a very impressive speed with remarkable stability considering the uneven road. As the last few Alfa-Romeos went by daylight arrived and with it the really fast categories. First the 1,100-c.c. Sports Class, and it was the open Osca driven by Sani that arrived first, followed very closely by that of Venezian. When Sgor came by in his Osca, it was seen that he was leading the class, and the clock was put on the 2,000-c.c. Sports Class. It was not long before they came through, Capelli on an 8V Fiat coupé and Sterzi on a 2-litre Ferrari being well ahead of schedule, then Cortese on another Fiat coupé equalling their time, as did Casella with a works Gordini, painted red for the occasion. Just after 7 a.m. the air was rent by

the sound of an engine turning at over 7,000 r.p.m. and the first of the works A6G Maseratis came down the hill and under the railway bridge and Musso went by, leading the class by nearly 3 minutes. Soon after came Mantovani and Giletti with the other two team cars, all of them sounding wonderful in the stillness of the morning. They were literally two-seater versions of the Formula II cars, complete with "spiky" brakes, and A-bracket-controlled, ¾-elliptically-sprung rear axle, and with left-hand drive, the whole chassis covered by the bare minimum of all-enveloping body. A few minutes after Giletti had passed, Zehender went by with the 2-litre Alfa-Romeo coupé making second fastest time to my point. One minute later there was the most shattering spectacle as a blue and red open 4.1 Ferrari came into sight, cutting for the bend and then accelerating by at over 130 m.p.h. on a bumpy 30-ft. road, looking completely out of control. It was Giannino Marzotto and almost at the same time his brother Paulo passed with the 3-litre coupé. Then things happened fast and furiously, for the over-2,000-c.c. Sports Class was upon me. Giannino passed me at 7.31 a.m. and having started at 5.47 it meant he had taken 1 hour 44 minutes up to my point on the course. Peter Collins went by in a 2.9-litre Aston-Martin DB III, a heartening sight at that early hour, and then came Fangio with the first of the Alfas, closely followed by Kling. They were noticeably steadier than the Ferraris and just as quick, their times being 1 hour 46 minutes and 1 hour 45 minutes, respectively, then Bordoni passed in the works Gordini at 1 hour 45 minutes, also Bonetto with the first of the new works 2.9-litre Lancia coupés, bearing no similarity to previous cars from that factory. These new cars were built on "space-frames," had trailing-link-type i.f.s., inboard brakes all round, and were very light. His time was only two minutes slower than the Gordini and then the "fastest-yet" arrived, Farina in the open 4.1 Ferrari closely followed by Bracco with the coupé. Farina had not only made up seven minutes on Bracco at this stage, but was down to 1 hour 40 minutes and looked really immense as he passed at over 130 m.p.h., the car snaking about the road and looking a handful. There followed Cole, going much slower, Parnell and Abecassis with the other two DB IIIs, Carino and Biondetti with new Lancias and then at nine minutes past 8 a.m. Sanesi went by in the third of the works Alfa-Romeos, going noticeably faster than anything so far and as he had started at 6.31 a.m. it put him well in the lead, with 1 hour 38 minutes. By that standard Hawthorn's 1 hour 47 minutes seemed slow while Rolt with Wisdom's Type C Jaguar seemed pathetic. Wisdom himself was driving an Aston-Martin DB II coupé and was only five minutes down on the works DB IIIs, which was a first-class effort. By 9 a.m. the last of this high-speed procession had passed and there was time to take stock. Among those missing already were Villoresi and Taruffi and most of the English cars. The former had gone out with rear axle trouble, the new Lancia had engine trouble and the English cars had also retired. Moss, on the only real works Jaguar, had broken his back-axle, Johnson had a split fuel tank on his own white XK120C, and the Austin-Healeys of Lockett and Hadley were stopped with clutch trouble, while Fitch had also stopped with the Nash-Healey.

Leaving the course and driving over cart-tracks, up and down 1 in 4 gradients and along parts of good roads I got to Bologna as the first of the small cars went through. At my point on the outward journey the general order had been Sanesi, Farina, G. Marzotto, Kling, Bordoni, Fangio, Bracco, P. Marzotto, Hawthorn and Bonetto. By more driving along mountain ledges, down cart-tracks and down descents up which there was no hope of return I made my way to a village at the foot of the Futa pass just before the run-in to Bologna. Although the roads are not officially closed for this race there is no hope of driving along the course, for every man in Italy with a gun and a uniform makes it his personal responsibility to see that no one gets in the way of the competitors. The main road out of Bologna was very much shut off with guards at every crossing, while in the village I was at, two people were "pinched" for riding moto-scooters along the grass verge. If you wanted to move you went on foot or wheeled your push-bike or motor-cycle and there was no leniency. As the competitors in the slower categories came through the reason could be appreciated for they were using every inch of the road and taking blind bends in the village on the very limit of tyre adhesion. At this point, more than three-quarters of the way round the course, the numbers were greatly depleted while many cars bore signs of a hard passage, with torn bumpers, dented wings and dented door-panels. Particularly noticeable was the tattered state of the 1,900 Alfa-Romeo saloons in general. They were still going incredibly quickly but nearly everyone had made contact with some hard object on the southern part of the course. The 1,100-c.c. Sports Class was still dominated by the Oscas, Venezian now being in the lead with Sani close behind, while the previous



VERY NEW!—The 2.9-litre Lancia coupé driven by Bornigia, seen leaving the starting ramp at Brescia at 5.54 a.m. at the start of the XXth Mille Miglia.

leader, Sgor, did not come through. The day was now very dry and hot as only Italy can be and towards 3 p.m. the time drew near for the leaders in the faster categories to arrive. While we were anticipating the 2-litre Class there was a shattering roar, a screaming of tyres, a strong smell of hot oil and Giannino Marzotto went through, using all the road fighting the 4.1 in a series of juggles with steering and throttle, his passenger looking very worn and haggard. The time was six minutes past 3 p.m. which meant a total time of 9 hours 19 minutes and a higher speed than had ever been recorded before. Obviously the Ferrari-Alfa duel was forcing a terrific pace. It was reported that Sanesi had retired, Kling had led at the Rome control but retired after that, Farina was out and Fangio had been in the lead on the other side of the mountains at Florence. If Fangio was to retain his lead he had to come by at 3.21 p.m. and at 3.24 the fierce-looking Alfa-Romeo coupé with the yellow grille went by, closely followed by Paulo Marzotto, which meant that Giannino was now leading by three minutes, after nine and a half hours racing at an average of over 137 k.p.h. When Marzotto reached the Bologna control Ferrari himself was awaiting him and told him to give the 4.1 its head on the very fast stretch to Cremona and thence to Brescia. This meant cruising at speeds which tend to make the mind boggle, for the road is wide, straight and smooth as far as the eye can see and with nearly 300 b.h.p. available it is quite likely that the estimated 270 k.p.h. was approached. Bracco being out there was no other opposition for these two, Tom Cole was driving steadily and Cabianca was rather slow, probably finding the difference between a Ferrari and a 1,350-c.c. Osca quite difficult. Hawthorn had retired and the Lancias were not quick enough to cope with the giants. As the afternoon wore on tired and battered motor cars went by, still being driven hard, still being cornered near the limit, all hoping to last out the final 240 kilometres to the finish. Parnell went by looking very dirty and weary, but still well on time, Collins had dropped back a long way and had a big dent in the tail, while Abecassis had retired. The only works-supported Jaguar to be seen on the outward run had passed out with engine trouble.

In the 2-litre Class the Alfa-Romeo coupé had retired, Musso had crashed his A6G Maserati and Giletti went by with Mantovani close behind, both sounding superbly fresh, while Casella with the works Gordini was third. Eventually, at 6 p.m., the armed forces were allowed to rest and the roads of Italy took on their normal role, becoming a seething mass of frustrated motorists and motor-cyclists. On the final run to Brescia Giannino Marzotto had followed his instructions and given the Ferrari all it had got, with the result that he finished nearly twelve minutes in front of Fangio, at an average speed of 142.347 k.p.h.—a fantastic average for ten-and-a-half hours driving and a new record for the Mille Miglia. Some way back came Bonetto in third place with one of the new Lancias, a promising debut in the Mille Miglia, fourth was Tom Cole, having driven a wisely-careful race with a car that is about the most potent thing in present-day racing, all categories included, and fifth was Parnell with the Aston-Martin DB III, England's only hope in real racing, but a good one nevertheless. Equally valorous were the various class winners, for while driving a 4.1 Ferrari to win outright is a magnificent achievement, to cover the same course in a standard

saloon or a diminutive sports 750-c.c. car is no mean feat. In the Touring Classes for strictly standard machines the 750-c.c. Class was won by Angelelli and Recchi with a 4-cv Renault, the 1,300-c.c. Class by Mancini with a new 1,100 Fiat, numbers of which had shown wonderful durability under racing conditions and also appeared to corner in no mean manner. The 1,900 Alfa-Romeos dominated the big touring class, taking the first six places and beating all the Aurelias. Pagliai was the winner, though Palmieri led until the last stage of the race. Among the small sports cars the D.B. Panhards proved victors, against strong opposition from numerous Fiat-based specials. Touzot and Persillon winning in their open D.B. None of the Fiats or Cisitalias could hold the beautiful little open Oscas in the 1,100-c.c. Sports Class and Venezian came home the winner at the very high speed of 125.160 k.p.h., while Giletti in the works A6G Maserati won the 2,000-c.c. Class only 4 k.p.h. faster. The big boys really set the records flying, for Giannino Marzotto won at 142.347 k.p.h., which gave him the over-2,000-c.c. Class and made him the outright winner of the whole entry. Such an average over 1,512 kilometres of normal road, much of it of inferior surface and with three mountain passes included, together with traversing over twenty big towns, must surely make the Mille Miglia the Blue Riband of the Sports-Car World.

He who wins the Mille Miglia is some driver, and the car he uses is some sports car.

Results :

MILLE MIGLIA — **1,512 Kms.** — **Warm and Dry**

GENERAL CLASSIFICATION

1st.	G. Marzotto	(Ferrari 4.1 litre)	10 hr. 37 min. 19 sec. 142.347 k.p.h.
2nd.	J. M. Fangio	(Alfa-Romeo 3.6 litre)	10 hr. 49 min. 03 sec. 139.773 k.p.h.
3rd.	F. Bonetto	(Lancia 2.9 litre)	11 hr. 07 min. 40 sec. 135.876 k.p.h.
4th.	T. Cole	(Ferrari 4.1 litre)	11 hr. 20 min. 39 sec.
5th.	R. Parnell	(Aston-Martin 2.9 litre)	11 hr. 32 min. 43 sec.
6th.	E. Giletti	(Maserati A6G 2 litre)	11 hr. 38 min. 42 sec.
7th.	V. Anselmi	(Lancia Aurelia G.T.)	11 hr. 41 min. 07 sec.
8th.	C. Biondetti	(Lancia 2.9 litre)	11 hr. 49 min. 49 sec.
9th.	G. Cabianca	(Ferrari 4.1 litre)	11 hr. 51 min. 39 sec.
10th.	S. Mantovani	(Maserati A6G 2 litre)	11 hr. 51 min. 56 sec.

New Record : Marzotto 142.347 k.p.h. *Old Record* : Biondetti in 1938 135.381 k.p.h.

750 c.c. Touring :

1st. Angelelli-Recchi (Renault).	15 hr. 46 min. 12 sec.	93.878 k.p.h.
2nd. Bianchedi-Tabanelli (Panhard).	15 hr. 50 min. 55 sec.	
3rd. Porfiri-Caratti (Panhard).	15 hr. 59 min. 08 sec.	

1,300 c.c Touring :

1st. Mancini-Mancini (Fiat 1,100).	14 hr. 05 min. 16 sec.	107.327 k.p.h.
2nd. Serena-Piccolo (Fiat 1,100).	14 hr. 05 min. 31 sec.	
3rd. Ghidoni-Testolini (Fiat 1,100).	14 hr. 10 min. 52 sec.	

2,000 c.c Touring :

1st. Pagliai-Parducci (Alfa-Romeo 1,900).	12 hr. 34 min. 05 sec.	120.305 k.p.h.
2nd. Stagnoli-Guiseppe (Alfa-Romeo 1,900).	12 hr. 37 min. 33 sec.	
3rd. Bormioli-Marchiori (Alfa-Romeo 1,900).	12 hr. 40 min. 46 sec.	

Unlimited Touring :

1st. Frere-Milhoux (Chrysler)	13 hr. 38 min. 03 sec.	110.898 k.p.h.
No other finishers		

750 c.c Sports :

1st. Touzot-Persillon (D.B. Panhard).	14 hr. 15 min. 36 sec.	106.031 k.p.h.
2nd. Castellarin-Capaccioli (D.B. Panhard)	14 hr. 15 min. 46 sec.	
	14 hr. 42 min. 46 sec.	
3rd. Anna Peduzzi-Goldani (Fiat-Stanuellini).	14 hr. 48 min. 57 sec.	

1,100 c.c Sports :

1st. Venezian-Albarelli (Osca).	12 hr. 04 min. 50 sec.	125.160 k.p.h.
2nd. Sani-Bianchi (Osca).	12 hr. 26 min. 35 sec.	
3rd. Bormioli-Ficai (Fiat).	14 hr. 04 min. 34 sec.	

2,000 c.c Sports :

1st. Giletti-Bertocchi (Maserati A6G).	11 hr. 38 min. 42 sec.	129.841 k.p.h.
2nd. Mantovani-Palazzi (Maserati A6G).	11 hr. 51 min. 56 sec.	
3rd. Casella-Puccini (Gordini).	12 hr. 05 min. 39 sec.	

Unlimited Sports :

1st. Marzotto-Crosara (Ferrari 4.1).	10 hr. 37 min. 19 sec.	142.347 k.p.h.
2nd. Fangio-Sala (Alfa-Romeo 3.6).	10 hr. 49 min. 03 sec.	(*New Record*)
3rd. Bonetto-Teruzzi (Lancia 2.9).	11 hr. 07 min. 40 sec.	

EVIAN-MONT-BLANC RALLY

Regulations Available in England

Regulations for the A.C. du Mont-Blanc's International Evian-Mont-Blanc Rally of July 23rd to 26th are available from R. K. N. Clarkson, The Chase, Halstead, Essex.

GIRLING WERE THE HOSTS

On April 15th a visit to the Girling factories was arranged and efficiently handled by Messrs. Sidney Baston, Public Relations Consultants to Girling.

After a pleasant journey from London we were whisked off to lunch, where the managing director, Mr. Alex Fraser, and the senior executives of the company welcomed us. After lunch a visit was paid to the development and research factory in Birmingham. At night we were entertained to dinner, and a speech was made by Mr. Fraser.

Next day we were taken by coach to the new Girling factory at Cwmbran, where we were shown the comprehensive range of brakes and dampers which are turned out by the million at this vast ex-Ministry of Supply factory. The return trip to London ended a most interesting and hectic visit.—J. C. M.

* * *

MR. C. E. RUSSELL OF GIRLING LIMITED

Mr. C. E. Russell of Girling Ltd. was apprenticed to the Associated Daimler Company Limited before their amalgamation with A.E.C., after which he joined the Daimler Company Limited, and eventually became Chief Experimental Tester. In that capacity a good deal of time was spent at Brooklands on development test-work for Daimler and among competition and racing projects for sheer enthusiasm, when time and cash permitted.



War time activities were confined to Army liaison with Daimler Scout and armoured cars, the latter being fitted with the famous Girling disc brake. This, however, should not be confused with the more modern type of caliper actuation which is under development at the present time.

Joined Girling in 1947 as Competitions Manager which job entails travelling 30,000 miles a year by road, sea and air, which with technical liaison and administration, leaves little time for hobbies. Would like to sail and race International Class dinghies as a relaxation from motor racing. Present means of transport : Austin A.40.

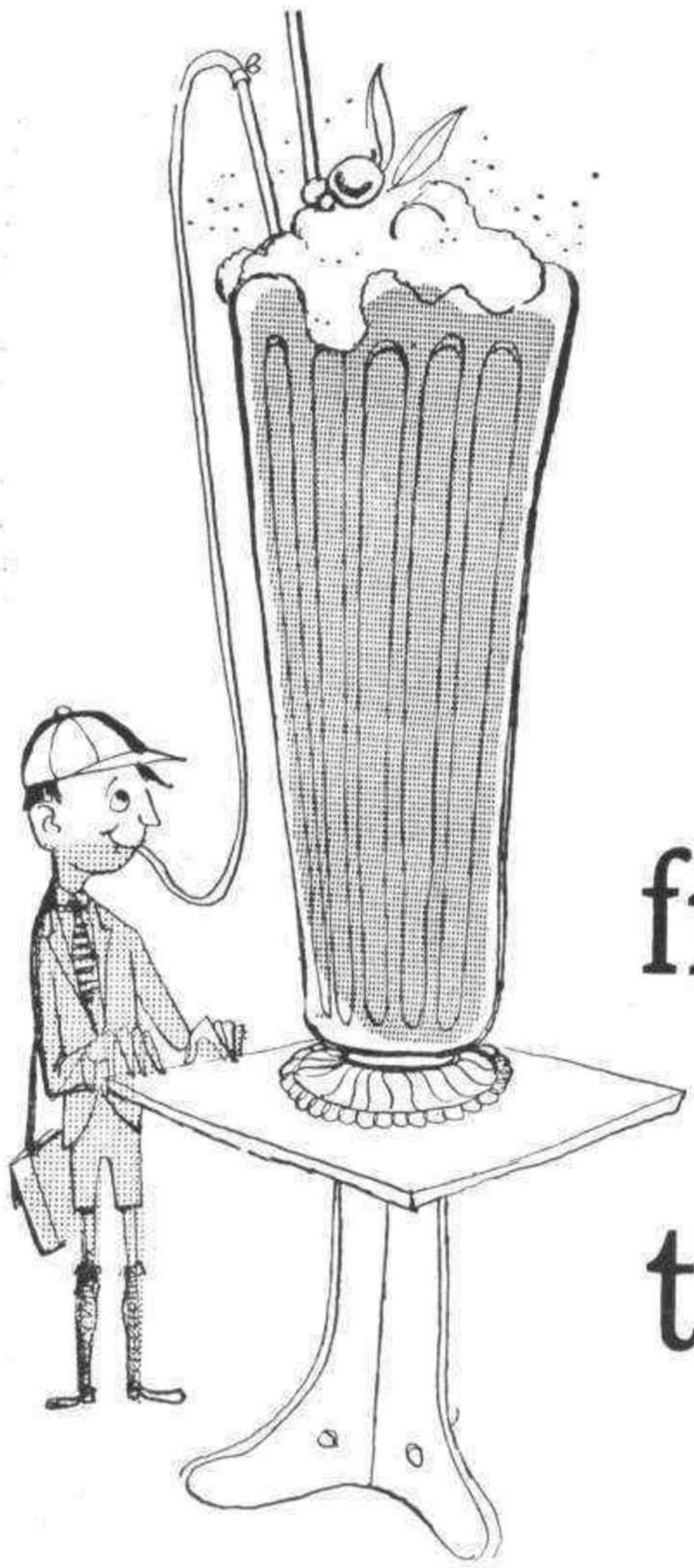
WHARTON FASTEST AT PRESCOTT

Ken Wharton, returning post-haste from Dundrod, made f.t.d. at Prescott on May 17th in 44.66 sec. He drove the V-twin Cooper. Class winners included Wharton again, in the E.R.A. (45.49 sec.), Peter Walker's Connaught (46.7 sec.), and C. A. N. May (Cooper 500), 46.59 sec. The next Bugatti O.C. Prescott meeting, for members, takes place on June 14th.

QUIZ

The solutions to last month's Quiz questions are as follows :—

(1) A.C.
(2) Berliet.
(3) Standard.
(4) A.B.C.
(5) Horstmann.
(6) Stoneleigh.
(7) Daimler.



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SHELL
PREMIUM

Historical Notes: Brakes

THE pioneer motorist, at least prior to 1900, regarded his brakes as being extremely important, but for a different reason from that which we should advance today. The roads of his day carried but a minute fraction of the present-day traffic, and the "routine slowing down" or the "emergency stop" of our day and generation were virtually unknown to him. Instead, he viewed with something approaching terror the prolonged main road decline, and considered that the primary duty of his "stoppers" was to prevent the dreaded "runaway" backwards no less than forwards. His progress was therefore, in this respect, not unlike that of the horse-drawn conveyances that surrounded him, and it was not unnatural that the first automobile brakes should closely resemble those fitted to the aforesaid conveyances. They were, in fact, mere blocks which scraped upon the iron-tyre with which the driving wheels were shod. Thus, in God's fresh air, and under the powerful pull (or sometimes push) of the motorist's right arm, did work change itself into heat and cope manfully with the situation. But it needed but a fractional increase in the maximum operational speed of the automobile thus equipped to produce a disaster of the first magnitude down a respectable slope, and many such tragedies there were too, sad to say. Anyone who has attempted a smart descent of a suburban pavement seated upon a home-made soap-box trolley can well visualise the danger. "There is, perhaps, no essential feature," writes Mr. Beaumont in 1902, "which has so commonly been badly designed and badly made as the brake and its gear." The band brake followed, but this necessitated some form of lining, which rapidly took fire or overheated and was very often utterly useless in the reverse direction. Indeed, the more "self-wrapping" the band brakes were—and quite a few had a surprising amount of servo assistance implicit in their design—the more did the lowering of the sprag become an important feature of an ascent, and the very necessary ritual of changing down appropriately and controlling the said descent become the hall-mark of the good and careful driver. Even after the fairly general adoption of band brakes, it was still considered, when iron or solid rubber tyres were fitted, correct to provide spoon or block brakes as the emergency alternative, but the coming of the pneumatic tyre made it essential that all the main braking surfaces should be at the hub itself, in spite of the fact that this was considered to place additional loads upon the wooden spokes and the general construction of the wheels then in common use. The road surface, too, had much to do with the problem of stopping, and an average of co-efficient of friction for the macadam roads of those days was 0.3 for a steel tyre and 0.6 for a solid rubber one, and this, in itself, meant that too powerful a system quickly made for a pair of locked rear wheels. In spite of this, however, the truth slowly dawned that "the stress put upon a brake to effect a stop in a given distance increases as the square of the increase of speed," quoting Mr. Beaumont again, and that something had better be done about it. It is perhaps better to forbear any lengthy description as to what happened to the braking systems already dealt with, if it happened to rain when the necessity for stopping took place! Sufficient to say that at this early stage in the motor-car's history a complete brake failure was not in any way considered a disgrace so far as the manufacturer was concerned, and the danger was considered to be all part of the fun of motoring. Linings in the block type of brake were made variously of cast-iron, wood (either twisted elm or boxwood) and india-rubber, while bands were usually covered with leather or camel-hair, or else were themselves steel, contracting onto the iron drum; 1903 was, perhaps, the year that saw the start of the general adoption of the beginning of the internal expanding shoe brake that has remained, in principle at least, a standard fitting ever since. Mercédès, Brush, Panhard, Chalmers, Humber and Beeston-Humber were early in the field, and by 1905 there were only, according to Mr. A. E. Berriman's tables in *The Autocar*, Mobile, Enfield, the 10-h.p. Vulcan, Swift, Thornycroft, Delaunay Belleville, Standard, Albion and the small Humber left amongst those using "external" back brakes. The layout of those days was, of course, that the hand lever operated the rear brakes, whilst the pedal operated the transmission brake. It was considered normal practice to drive on the foot brake for ordinary purposes, reserving the hand brakes for the emergency stop, the long descent, or the parking. As Mr. Pemberton remarks, "a good driver uses his brakes alternately upon long hills. He knows that even the latest brakes which are not water-cooled may overheat." The "Raybestos" type of lining was becoming increasingly popular around 1911, but even at this stage it may amuse to learn that it was very common practice to oil brakes in those days, especially the cast-iron type. Due to faulty oil seals they often oiled themselves, but it looks strange to read in *The Auto*, with reference to the asbestos-lined brake: "Particularly when new, and if at all small for their work, brakes such as these are apt to be fierce unless well lubricated," and their summing up in an elementary article on brake maintenance includes these words. "The main point, at any rate, which it may be useful to bring home is that drivers need not be afraid to lubricate their brakes except in cases where express instructions are otherwise issued by the makers of the particular vehicle in question." Verily, times have changed.

Motor racing, as "Baladeur" has so often told us in his altogether delightful way, no less than the coming of the tarred road surface, was the chief proving ground for four-wheel brakes. The idea, as is well known, was not new, but with loose surfaces the rule rather than the exception, and with only the 1914 traffic levels to contend with, it was not until 1924 that the idea began to find real favour and we began to see those little red triangles on the back of Morris Cowleys. Nowadays one needs a red triangle on the *front* of an Edwardian.

As with all new ideas, there were objections. The principal dangers alleged against four-wheel brakes were, the risk of the front-wheel skid, always viewed with some horror, and the disturbance of the steering gear due to brake effort, and so seriously did some people take these points that some manufacturers left the front and rear brakes uncoupled for quite a long period. There was, however, something altogether majestic about some of the classic early four-wheel brake layouts, the Perrot being perhaps the best example, but now that the roads improved so that technical folk began to talk about the possibility of the value of co-efficient of friction reaching unity, or even exceeding it, especially when balloon tyres became popular, the increasing difficulty of locking wheels threw the deficiencies of human pedal pressures and non-assisted linkages well to the fore. As is now well known, some of the first four-wheel braked heavy cars were positively lethal even if you possessed enormous strength, and in spite of the fact that some manufacturers, notably Rolls-Royce, pursued their own individual approach to the problem, by the middle 'twenties it was clearly apparent that good four-wheel braking was a specialist job, best kept out of the hands of the motor manufacturer himself, but that revolution took some six years, between 1924 and 1930, to materialise. During those years the individual maker struggled on, employing one of the standard linkage layouts, and overcoming the inherent failings of these layouts by servo assistance if driven to it. Jolly good some of those systems were too, and it is indeed interesting to see how they each overcame the common problems of compensation and "effort distribution." The Dewandre servo deserves special mention as a standard aid that flourished satisfactorily during this period, striving manfully to cope with many layout faults, notably that of lack of torsional stiffness in shafts, upon which most of these standard layouts specialised unless they were impossibly heavy.

An idea of the relative popularity of these layouts may be gained from the following "stocktaking" done at Olympia by Maurice Platt in 1928:—

Perrot type	...	British Cars	9	Continental	10	American	6
Rubery type	...	"	" 11	"	2	"	0
Bendix (double lever)		"	" 0	"	0	"	7
Universal cam	...	"	" 2	"	4	"	0
Cable round pulley	...	"	" 3	"	3	"	0
Central Control through king-pin		"	" 4	"	5	"	0
Hotchkiss type	...	"	" 2	"	2	"	0
Hydraulic	... ...	"	" 2	"	0	"	8
Various	... ...	"	" 3	"	1	"	1

Details of these types will be given in Part II of this article.

Before coming to the "specialist" brake era, it is right to pause to consider what the brake lining manufacturer had to face. Obviously increased braking power meant increased loadings, but the inevitable tendency to "squash" under load was overcome by the special dies and hydraulic machinery then used in their manufacture, although the cheaper products still oozed bitumen and went "flabby" under the new and very much revised conditions imposed. They also took a lot of the blame for squeaky brakes which ought by rights to have been laid at the door of thin and badly designed drums. Today, the Bendix, the Lockheed and the Girling are the three main proprietary brakes that survive, and rightly so, too. The self-wrapping servo, as exemplified by Bendix, found an early expression in the Perrot brake, but has since been developed to an extraordinary degree. The hydraulic system had to face early criticism because, so the "wide-heads" said, there was extreme danger if a pipe broke or even leaked, in which case air must inevitably enter the system.

In addition, they said the new system demanded a special fluid, since oil varied its viscosity with the temperature of the day!

But revolutionary though hydraulics might have seemed, there was another logical approach open and Mr. A. H. Girling took that approach. Most of the weaknesses in the layouts of the 1924-1930 period, he seems to have said to himself, lay in the "spring" and "inefficiencies" in the linkages due, in particular, to lack of torsional stiffness in the cross-shafts, and to the inevitable losses of their bearings and cam layouts. He therefore produced, in the early 'thirties, the masterly system which bears his name, based upon rods in tension only, which bisected the shoes by the hardened wedge and roller principle. At once the need for the complicated servo disappeared and all its attendant snags of lack of progressive control and "feel" were overcome. True, time was to show that after many miles of practical experience with the early examples the Girling rods wore at the yokes and rattled horribly, but there can have been few greater examples of a reversal to pure first principles than the Girling brake.

As so, with strange mixtures of these three basic types, we move to the modern era where, we are given to understand, the linings actually scrape against the drums all the time and words like "hydro-mechanical" enter the braking dictionary. Likewise we hear of disc brakes and other advances that no doubt tell us of even better and better performances to come. When the modern girl of 18 can "drop anchor" at 90 plus without the slightest qualm and pull up all square at that, there must have been a revolution indeed, but somehow one cannot help wondering whether, in spite of all the progress, modern motoring does not suffer somewhat from the psychological point of view. This is not to belittle the braking technicians' efforts in any way whatsoever, but do we not "drive" better automatically if we are aware of the limitations of our braking?

However—this is 1953 . . . —"A.B.C."

(*To be continued.*)

SALE OF A SAGA

The Nuffield Organisation announces that it has for disposal "Wolseley—A Saga of the Motor Industry," by St. John C. Nixon, published by G. T. Foulis Ltd., available for the sum of 2s. 9d. each post free, upon application to the Nuffield Organisation, Central Publicity Department, Cowley, Oxford.

USEFUL ELECTRICAL ACCESSORIES

Amongst some useful accessories which we can recommend are :—

Runbaken special tungsten ignition contacts. These have a very long life and ensure the maximum efficiency of the ignition circuit. They interchange with Lucas 407050 contacts such as used on Ford Eight and Ten cars, the reference number is IC701/Special. Makers: Runbaken Electrical Products, 71/73, Oxford Road, Manchester 1.

Delco-Remy oil-filled coil. This oil-coil provides a very intense spark which is maintained at high r.p.m. so that it is a very useful item on Specials which retain coil-ignition and are used in races or trials. The coil tested was the 12-volt unit, reference number 1115043. It is noticeably light in weight. The makers are Delco-Remy-Hyatt, 111, Grosvenor Road, London, S.W.1. Price, 36/-.

Belling & Lee supply very neat and attractive ignition suppressors for preventing radio and T.V. interference. Their "Sparkmaster" screws into the distributor cap and has the effect of moving the T.V. aerial ten times as far from the vehicle as previously. It costs 2s. 6d. A cut-cable "Sparkmaster" is provided for distributor caps having side-entry cables, priced at 2s. each. Improved starting from cold is claimed, together with ability for an engine to use increased ignition advance. For greater interference immunity and long sparking-plug life the "Super Sparkmaster" plug-cover suppressor, price 4s. 6d. each, is recommended.

For those who help T.V.-viewers by using their suppressors, Belling & Lee provide a screen transfer reading "Friend of T.V." They back their claims by technical findings and anticipate a big new business in "getting motorists suppressed." We suppose, unselfishly, we *should* fit suppressors but why we should have to pay for them is a point some will raise. The Government does not offer free suppressors but Shell do so, we understand, if you fill up with their petrol. The only T.V.-viewers who will be sorry when all our motor vehicles are fully "suppressed" will be those spinster ladies who like to be able to say "Oh, here comes Mrs. ——'s husband, late for dinner as usual," or "There, off the Colonel goes to the pub. again," as momentarily wavy lines beset their look-in screens. As such viewers are in the minority, we suppose that before the Coronation we must be big and fit these gleaming plastic beauties—after all, most aspects of motoring are suppressed sooner or later! Makers: Belling & Lee, Cambridge Arterial Road, Enfield, Middlesex.

HANTS & BERKS M.C. VERSATILITY TRIAL (April 25th)

MOTOR SPORT has long been an advocate of the versatility trial, indeed, was probably the first to suggest such an event. Consequently, we were pleased when the Hants & Berks M.C. decided, three years ago, to hold a trial, which, if not quite so ambitious as the one we proposed, was a very definite and genuine attempt to discover the most versatile car, taking speed, comfort and peak hill-storming on decently-inflated tyres into consideration.

Since then other events have taken on more of a versatility aspect and this year's R.A.C. Rally was almost entirely a "rally-of-tests" and included the visitation to Prescott by ordinary and trials cars which we had visualised a lot earlier.

The Hants & Berks affair remains an excellent trial for amateur drivers. This year it attracted twenty-three entrants. These were a suitably varied collection. G. B. Hewitt had a TC M.G. with A.A.A. badge, R. J. Bubear a TA M.G. with twin aero-screens, J. E. Talbot a Dellow with a 4ED twin-S.U.-carburetted 1½-litre Meadows engine, and J. A. Ambrose had Pat Stark as intrepid navigator-cum-ballast in his M.G. R. W. Christmas drove an ex-"Cream Cracker" blown PB M.G., J. S. Drewett a Mille Miglia Frazer-Nash, J. D. Ackerman an old Austin Eight, B. A. T. Clark a modern Morris Minor tourer with Shorrock supercharger, and G. Pettit his Pettit Special with what seemed to be a 2½-litre Jaguar engine and Bugatti front axle amongst other components. On the other hand, two Sunbeam-Talbot saloons, one at least of which had a special inlet manifold and other power-accoutrements and F. L. Rourke used a coupé Allard with early chassis and spare wheel in a front wing. There were also a Ford Export Anglia and Vauxhall Wyvern with Ford V8 carburetter.

Taking a census of entries, thirteen were received from the organising club, six from the W. Hants & Dorset C.C., two from the Chiltern C.C. and one each from the London & M.G. Clubs.

The Ibsley speed tests were accident-free, but had their effect, the PB M.G.'s blower enlarging a bearing, and the blown Morris Minor starting a bout of clutch slip that dogged it on the hills. Not unexpectedly, the Mille Miglia Frazer-Nash made best performance at Ibsley. The car with the greatest amenities was deemed to be D. J. I. Garstin's Jowett Javelin.

There followed the trial, embracing eight hills which had to be attempted with 70 per cent. of the tyre pressure declared for the speed test. Buckholt Bank was put in as a stopper of trials specials but of the two cars which ascended clean, one was F. Downes' Sunbeam-Talbot saloon (although it was not this Sunbeam-Talbot which won outright), the other being J. E. Talbot's Dellow which was blipped comfortably upwards. The beautiful Frazer-Nash came early to rest, the driver explaining that the carburetters were starved at that angle! Highest trial-marks were scored by the Pettit Special, although it stopped early on Buckholt. Only retirement was J. B. Morley's Morgan 4/4.

This was an interesting event, but we learn that unless a bigger entry is obtained next year, it will be the last of the series.—W.B.

Results:

Best Performance: S. B. Southcombe (Sunbeam-Talbot saloon).

Class Winners: J. E. Talbot (Dellow), G. A. Robins (Vauxhall Wyvern) and G. Pettit (Pettit Special).

Team Award: West Hants and Dorset C.C.



[MOTOR SPORT *copyright*

VERSATILE.—S. B. Southcombe's Sunbeam-Talbot which won the Hants & Berks M.C. Versatility Trial.

INTERNATIONAL DUTCH TULIP RALLY

OUTRIGHT WINNER!

1½ litre saloon

JOWETT JAVELIN

beats the field — over 230 cars of all sizes!

ALSO WINS FIRST 3 PLACES IN CLASS FOR 1½ LITRE TOURING CARS

1ST OUTRIGHT WINNER **Count van Zuylen van Nijevelt and F. M. A. Eschauzier**

2ND J. Scheffer and G. J. Willing

3RD O. E. Homan and R. S. de Boer

★ ALSO WINNERS OF 'ONE-MAKE' TEAM PRIZE

(Subject to official confirmation)

JOWETT CARS LIMITED, IDLE, BRADFORD

RUMBLINGS

THE BRISTOL 403

When we road-tested a 2-litre Bristol last January we were impressed with the all-round excellence of this fine car and endeavoured to convey on paper our enthusiasm in the subsequent appraisal. Consequently, we went with keen anticipation to a preview of the new Bristol 403 which took place in the Orchid Room of the Dorchester Hotel one sunny lunch-time last month.

We came away elated in the knowledge that the new Bristol has all those features of specification and equipment that made its forerunner such a desirable possession, with the addition of improvements to those few aspects which we found it our duty to criticise. The brakes, for example, used to call for rather determined pedal pressure but they have been revised on the Type 403 to obviate this. The heater on the car tested took a long time, that decidedly wintry morning, to warm us; this, too, has been "seen to." Moreover, whereas we were well satisfied with the performance of the Type 401, which had a maximum speed of about 98 m.p.h. and stormed main-road hills at over 90, it did call for lots of manipulation of the very nice Bristol gear-change. The old engine gave 85 b.h.p., but the new 100A power unit of the Type 403 develops 100 b.h.p. at 5,000 r.p.m., an increase of only 500 r.p.m. This has been achieved by a new overlap camshaft, new head with larger inlet valves and so on. We are assured that not only is the performance improved, but that low-speed torque is better, so that less gear-changing is required to maintain speed. The propellor-shaft is now fully balanced to improve smooth running at speed.

The twelve principal modifications as between 401 and the new Type 403 can be summarised as follows :—

(1) Higher standard of performance through improved power/weight ratio by increasing the b.h.p. to 100 at 5,000 r.p.m. without increasing the car's overall weight.

(2) To permit full use to be made of this increased performance, the braking system has been considerably improved by the incorporation of new scientific light alloy fully-balanced brake drums and improvements to brake-pedal ratio to provide increased leverage and so reduce brake-pedal pressure.

(3) The roadholding has been further enhanced in the 403 by the introduction of improved shock-absorber settings and an anti-roll bar incorporated in the front suspension.

(4) Air-conditioning system redesigned to permit recirculation of warm air for use during town driving or in low temperatures. The previous advantages of the exclusive Bristol air-conditioning system are still retained.

(5) Fuel tank ventilation system revised to permit even faster filling.

(6) Steering pinion adjustment improved.

(7) Anti-splash plates incorporated in engine bay.

(8) Improved moulded-type windscreen wiper blades.

(9) Light in luggage compartment.

(10) Trickle-charger socket repositioned to permit easier access.

(11) Special silvered finish to radiator grille for improved appearance.

(12) New red badge medallions and new 403 coachwork flashes.

The Bristol is a comparatively new car but its history is interesting and worth recalling. In June, 1945, Bristol directors and executives, who had for some time been attracted by the possibility of building a Bristol car, saw their opportunity. Plant and machinery were being freed from the commitments of heavy war-time contracts, and there was an excellent chance of creating an opening in the post-war market. A small amount of factory space was taken over, a design team was formed, and within the Engines and Light Engineering Divisions small organisations were set up to handle the engine and other components.

After a period of intensive research, work was put in hand on a number of complete sets of parts. Of these sets, two were to be assembled as chassis only and road tested; four were to be fitted with bodies and so become the first prototypes, while the remaining set was retained for spares.

The small band of enthusiasts who formed the early nucleus of the Car Division got down to their jobs so effectively that by early 1946 the first Bristol engine was running on the test bed. Not long afterwards the first chassis took the road.

Selection of a body design was not an easy matter. Several possible alternatives were closely examined before one of them, after an intensive programme of tests, including a great deal of wind-tunnel research, was finally selected as the first model to be produced. It became known as the Type 400.

At once work began on the building of a sample body. A small group of skilled craftsmen set to work in one of the shops, side by side with hand-picked draughtsmen allocated to body work.

As a result, design of the body was finalised in a very short time. Four prototypes were put in hand at once and were ready in time to be fitted to the chassis when required.

With the car now ready to go into production, accommodation was allocated for a car-building shop, and from various departments throughout the company drafts of skilled personnel were brought in to reinforce the small band of men who had begun the job. Work started on shop layout, jigs, tools, and fixtures, and from all departments of the Bristol organisation the new division recruited technicians experienced in car design and construction.

In those days the Bristol car was almost 100 per cent. a Filton product—that is to say, almost all parts were made within the company. As time went on, however, the Aircraft Division, in order to handle the steadily growing peace-time programme of production, found it necessary gradually to reabsorb labour and plant loaned to the Car Division. It was soon necessary, therefore, to order from specialist firms many of the parts originally manufactured at Bristol. The policy was implemented gradually without interfering with production.

It was at the Geneva show in March, 1947, that motoring correspondents from all parts of the world had their first glimpse of the elegant newcomer.

In its subsequent rise to fame, the Bristol gained great impetus from a remarkable series of achievements in international competition. First success came in August, 1948, when Dobry and Treybal entered their Bristol in the 14th Polish International Rally and were declared overall winners.

Within a few months the same drivers scored another major success with an outstanding performance in the 1949 Monte Carlo Rally, the world's most gruelling road trial. They were placed first among British cars and took third place in general classification.

From that time onwards the Bristol distinguished itself with a run of successes which focussed world publicity upon it. These successes may be summarised as follows :—

March, 1949 : Second in over-1,100-c.c. Touring Class and second in Touring Class General Classification of Targa Florio, Sicily.
April, 1949 : Third in Touring Class of Mille Miglia, Italy.
May, 1949 : First in 2,000-c.c. Class and second in Open Class of Como Lario hill-climb, Switzerland.
July, 1949 : Sixth in General Classification and fourth and fifth in 2-litre Class of Alpine Rally, despite two of team crashing. First in Standard Touring Cars General Classification, Tuscany Cup, Italy.
August, 1949 : First in over-1,500-c.c. Class, third in Touring Cars General Classification of Stella Alpina, Italy.
December, 1949 : Count "Johnnie" Lurani declared 1949 Italian champion for successes with Bristol 2-litre.
May, 1952 : First and third, Production Touring Cars Race (1,500-2,500-c.c. class) and team prize.
May, 1952 : First, Dutch Tulip Rally (2-litre class).
July, 1952 : Won Grand Prix d'Excellence Toutes Categories at the Concours d'Elegance, Tangier, Morocco.
March, 1953 : Took first place in the Touring Class of the Rallye Soleil, Cannes.
April, 1953 : Second in International Tulip Rally.

In recent months its appearances in international competition have hardly been so frequent as in the early days, but there is still occasional news of a victory in production-car events.

The Type 400, first of the Bristol line of cars, is no longer produced. It was superseded in 1948 by the Type 401, which, in turn, is now to be replaced by the Type 403. We believe the Type 402 was a drop-head version which did not prove sufficiently rigid and silent to meet Bristol's exacting standards.

This latest Bristol is obviously an outstanding car. It retains its modest engine size of 2 litres, yet we shall expect it to have a comfortable maximum speed of 103/4 m.p.h. It is very sparing of fuel, its sponsors claiming 24 m.p.g. at a steady 60 m.p.h. It is one of the most elegant cars made in Britain and as a wind-cheating two-door saloon it is, we suspect, going to make more angular competitors with engines over twice as big look rather slow, uneconomical and ungainly !

In this moment of Filton-worship let us spare a thought for the German engineers of quite a long time ago who designed the B.M.W. engine from which the Bristol 100A engine evolves, to "Aldy" who spotted its Alpine-worth, and to those sufferers from claustrophobia who, ensconced in the back seats of this two-door saloon with its push-button doors, are the only mortals amongst all classes of the human race who are likely to be less than 100 per cent. enthusiastic about the latest Bristol 2-litre.

To our acclamation of a very desirable piece of automotive property may we, remembering that we are MOTOR SPORT, add an expression of hope that the next Bristol preview may be of a short-chassis 140-b.h.p. *Gran Sport* saloon or a Le Mans Replica ?

More Silverstone Victories with

MINTEX



PRODUCTION SPORTS CAR RACE

CLASS D
1st Reg. Parnell . . . . . Aston Martin

CLASS F
1st F. C. Davis . . . . . Cooper/M.G.

PRODUCTION TOURING CAR RACE

CLASS E
1st P. B. Buckley . . Bristol 2 ltr. Saloon

CLASS D
1st G. H. Grace . . . Riley 2½ ltr. Saloon

(Subject to Official Confirmation)

All these cars were fitted with MINTEX brake liners

When high performance counts you can rely on **MINTEX**

MINTEX Brake and Clutch liners are manufactured by British Belting and Asbestos Ltd., Cleckheaton, Yorkshire. All MINTEX products, including Automotive Fan Belts, are obtainable from MINTEX Service Depots and Stockists throughout the country. B.B.A. are also the manufacturers of 'SCANDURA' the original P.V.C. Fireproof Conveyor Belting.



KEN RICHARDSON

(CHIEF TEST DRIVER TO THE STANDARD MOTOR CO. LTD.)

OFFICIALLY TIMED BY THE ROYAL BELGIAN AUTOMOBILE CLUB.

124·095 m.p.h.

OVER A FLYING MILE

(Speed Trim.)

IN THE

NEW TRIUMPH

2 LITRE SPORTS CAR

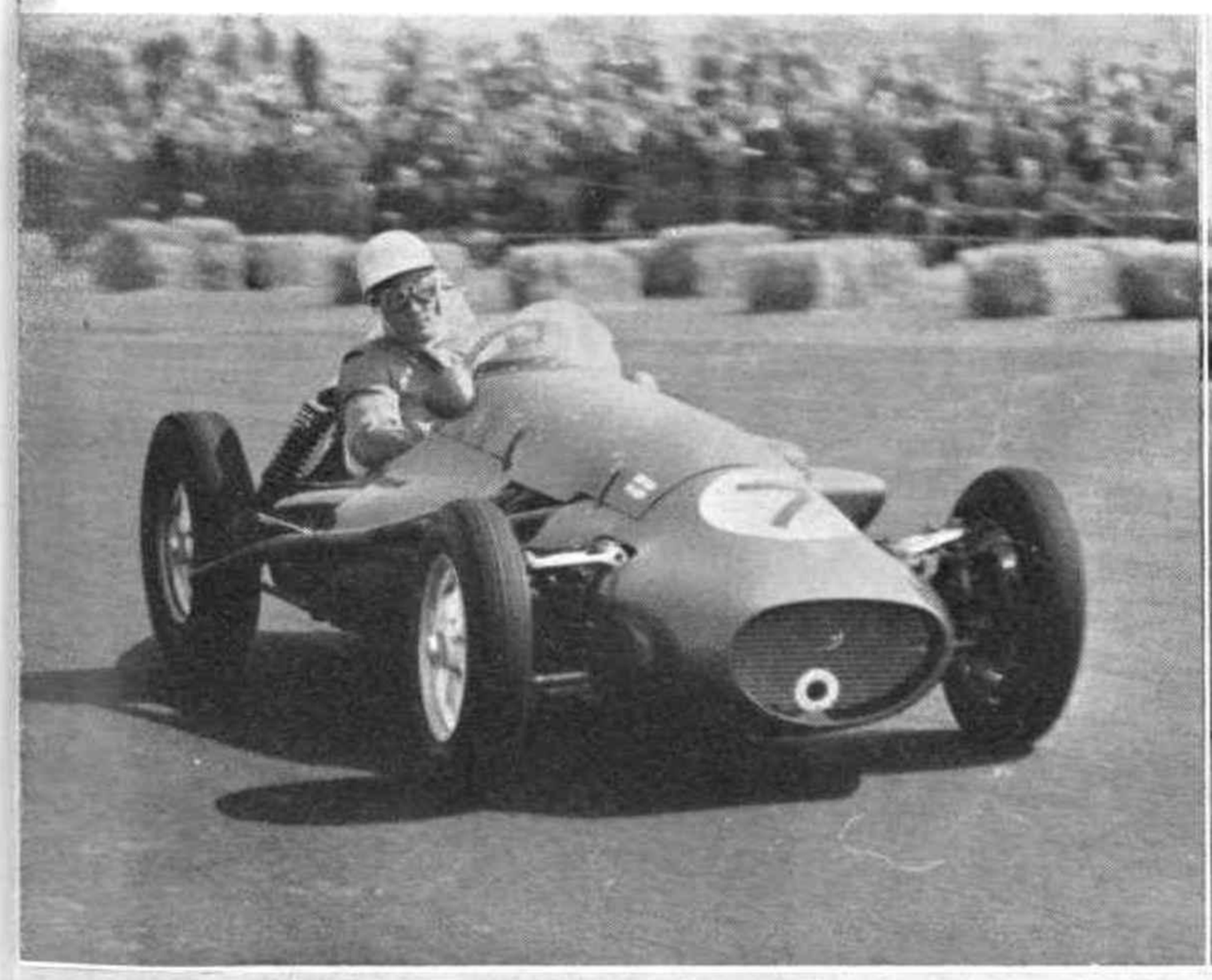
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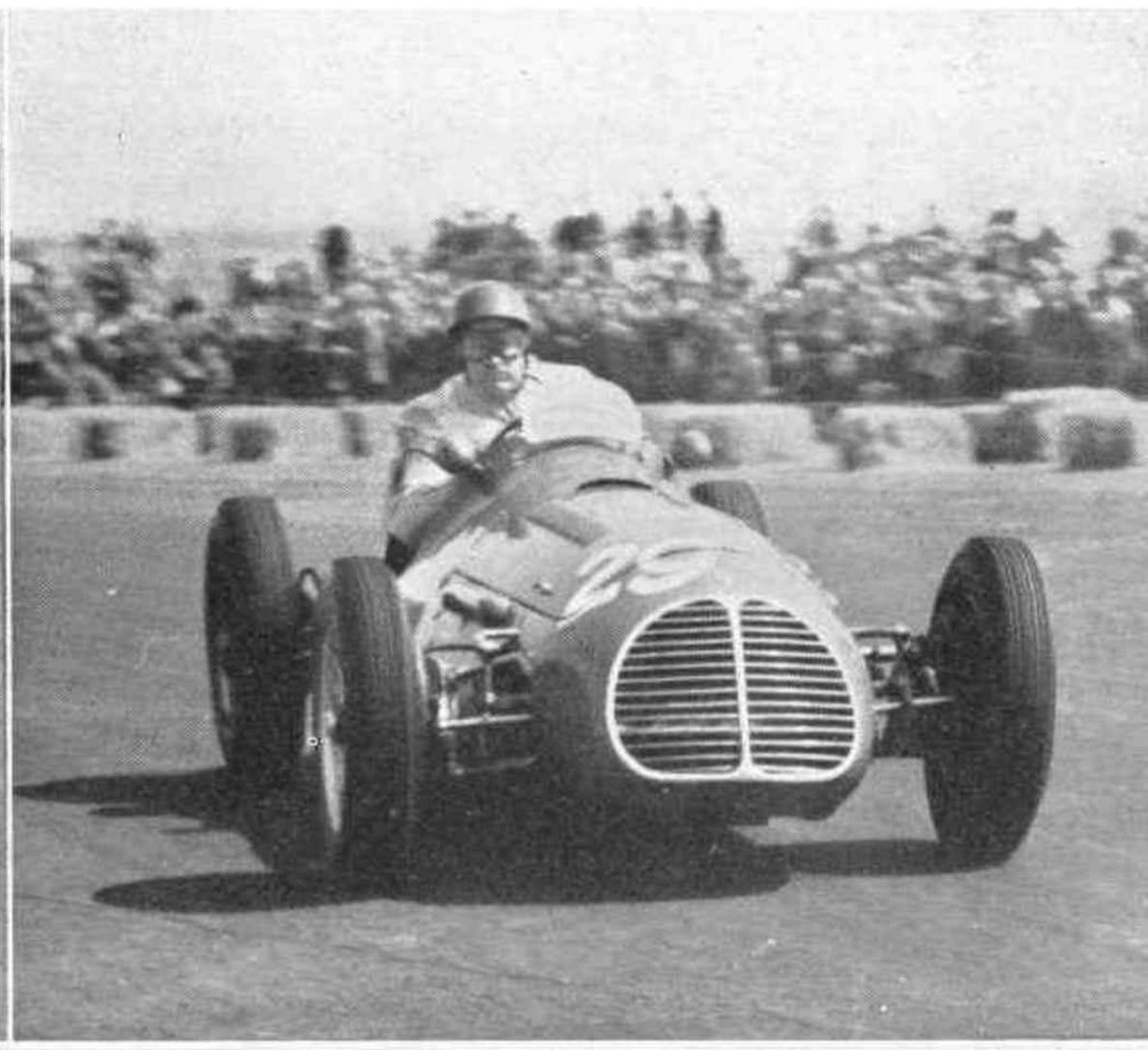
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PICTORIAL REVIEW

"DAILY EXPRESS"/B.R.D.C. INTERNATIONAL TROPHY, SILVERSTONE. V.S.C.C. SILVERSTONE MEETING. BUGATTI O.C. PRESCOTT HILL-CLIMB

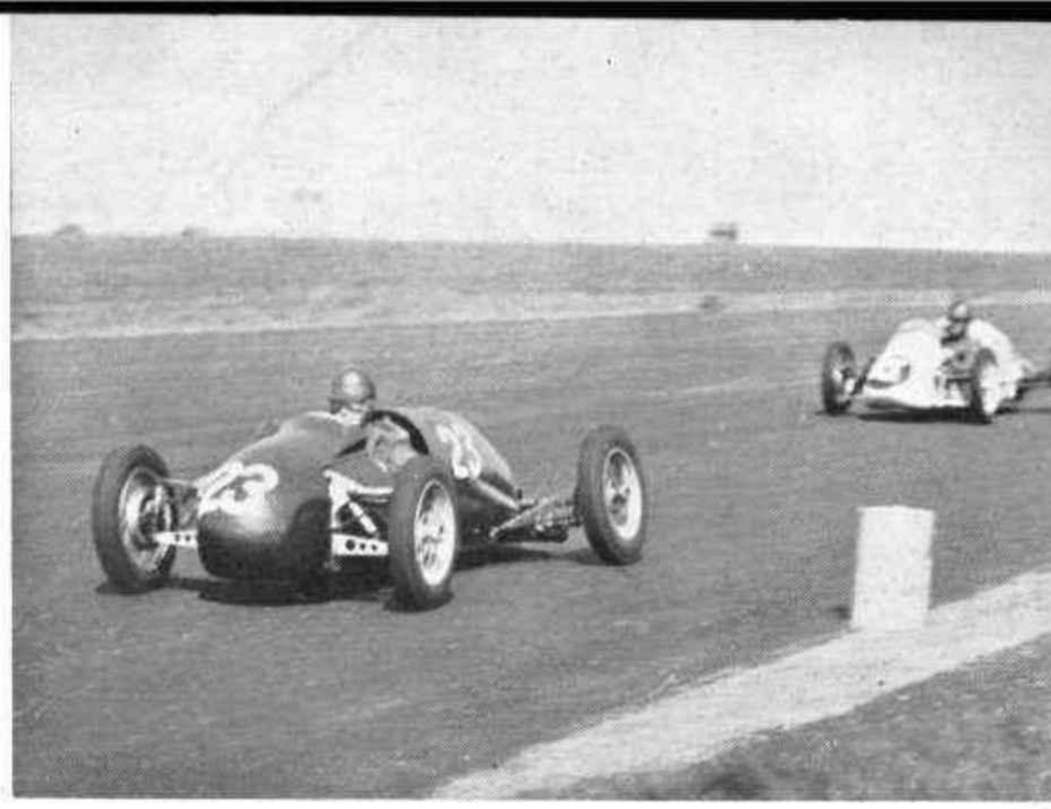
(Top, right) SWISS SPEED.—Baron de Graffenried in the latest in Maseratis has been "in the news" in this year's races. At Silverstone he won Heat I of the International Trophy at 90.89 m.p.h. but misunderstood the starting signal of the Final and, penalised sixty seconds, retired in disgust. (Top, left) STIRLING'S NEW STEED.—The Cooper-Alta'which is Moss' idea of a Formula II car, showed its first sign of speed at Silverstone, being second in Heat I behind de Graffenried's Maserati, sharing fastest lap with the Baron at 92.43 m.p.h. In the Final Moss had to refuel, finishing ninth. (Bottom) THE WAY TO MOTOR-RACE !—Hawthorn showed us at Silverstone, and later at Dundrod, that his place in the Ferrari team is no "flash in the pan." He gained 100 per cent. success for Enzo Ferrari and is here seen winning the Daily Express/B.R.D.C. International Trophy race at 92.29 m.p.h., lapping at 94.93 m.p.h. on his fastest circuit. Bravo, Farnham and Ferrari !



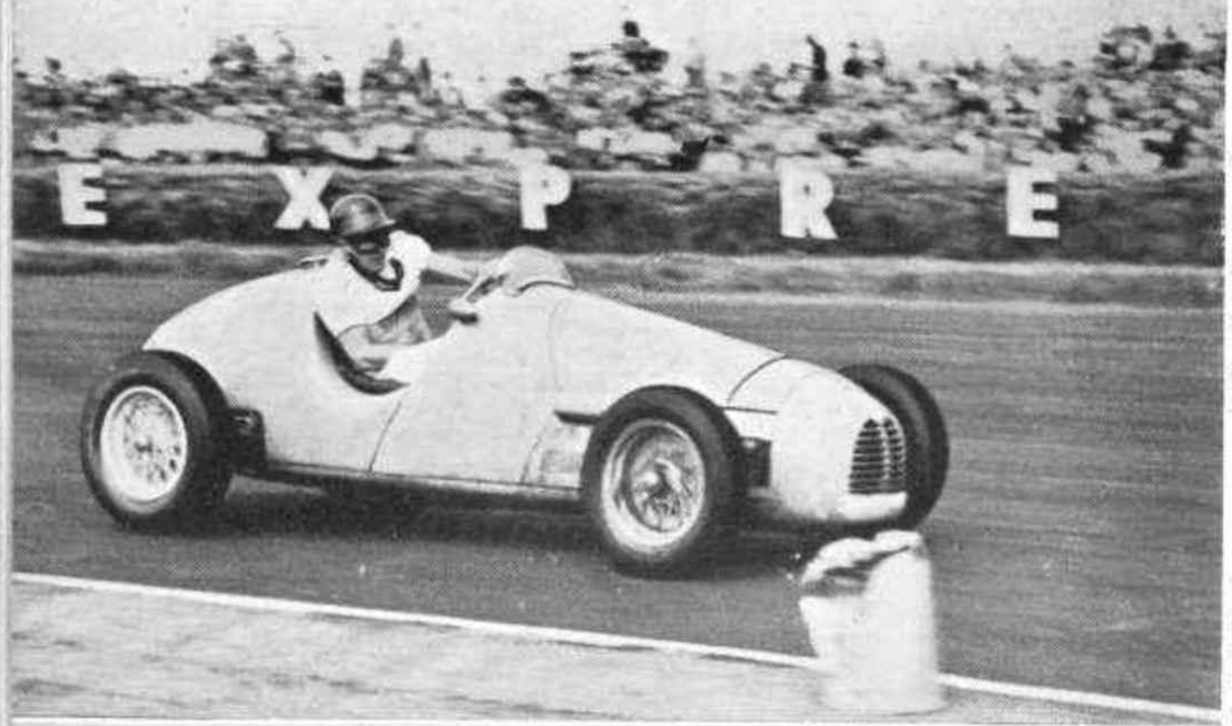








PARKER AWAY.—Little Don Parker ran true to form at Silverstone, and is here seen leading Reg Bicknell. The Kieft won the Half-Litre "curtain-raiser" at 84.34 m.p.h. from Bicknell's Staride, which was beaten by a mere one second.



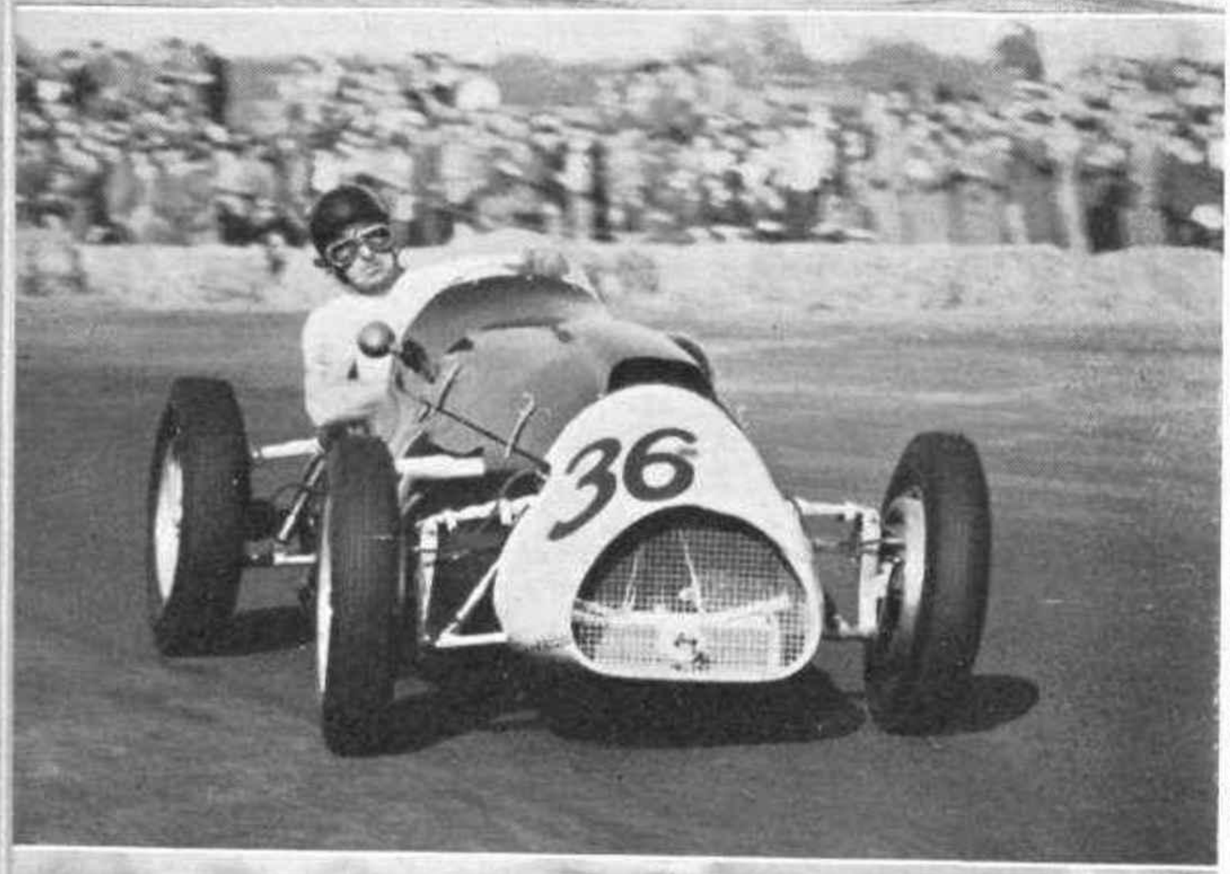
A STEADY DRIVE brought Tony Rolt and the Connaught home third in the Final of the International Trophy Race, at 91.33 m.p.h.

SCHELL EXCELS.—Harry Schell pushed his Gordini, one of the 2-litre cars of the Automobiles Gordini team, very fast round Silverstone. He was placed seventh in Heat 2 of the International Trophy. Note battered oil drum!

UNFLURRIED STYLE.—As usual. Ken Wharton put up a fine show at Silverstone. His Cooper-Bristol was only 0.04 m.p.h. slower than Hawthorn's winning Ferrari in Heat 1 of the International Trophy. In the Final it hung on well again, until loss of power dropped it to fifth place.



GOOD SHOW, SIR.—Gordon Wilkins, late of The Aut
850 c.c. beats the Morris Minors and Renault in the 750
The little air-cooled, two-c



ANOTHER ACE.—Roy Salvadori fulfilled the promise he has shown this season by bringing the fuel-injection Connaught home second behind Hawthorn's Ferrari in the International Trophy Race. He averaged 0.27 m.p.h. less than the winner. Note the usual identification band on the Connaught's nose-cowl and the absence of "air box" on the bonnet due to lack of carburetters.

MOSS' ONLY WIN at Silverstone was at the wheel of this Mk.VII Jaguar saloon in the Production Touring Car Race. Ferrodo braked, it set a new Silverstone touring car lap record of 76.76 m.p.h.





OH, SYDNEY!—This picture shows the mess the Allard driven by Sydney Allard made of its tail during the Daily Express *Production Sports-Car Race. The car is a JR being tried out for Le Mans—a production model?*



ocar, turns racing driver and with a factory Dyna-Panhard of only 1,100 c.c. class of the Daily Express *Production Touring Car Race. ylinder car averaged 62.95 m.p.h.*

DEBUT at Silverstone of the new 140 b.h.p. Bristol-engined Frazer-Nash coupé with knock-off hubs. This was its first racing appointment and not even Ken Wharton could place it higher than 17th (5th in its class). A case, we feel sure, of wait and see!



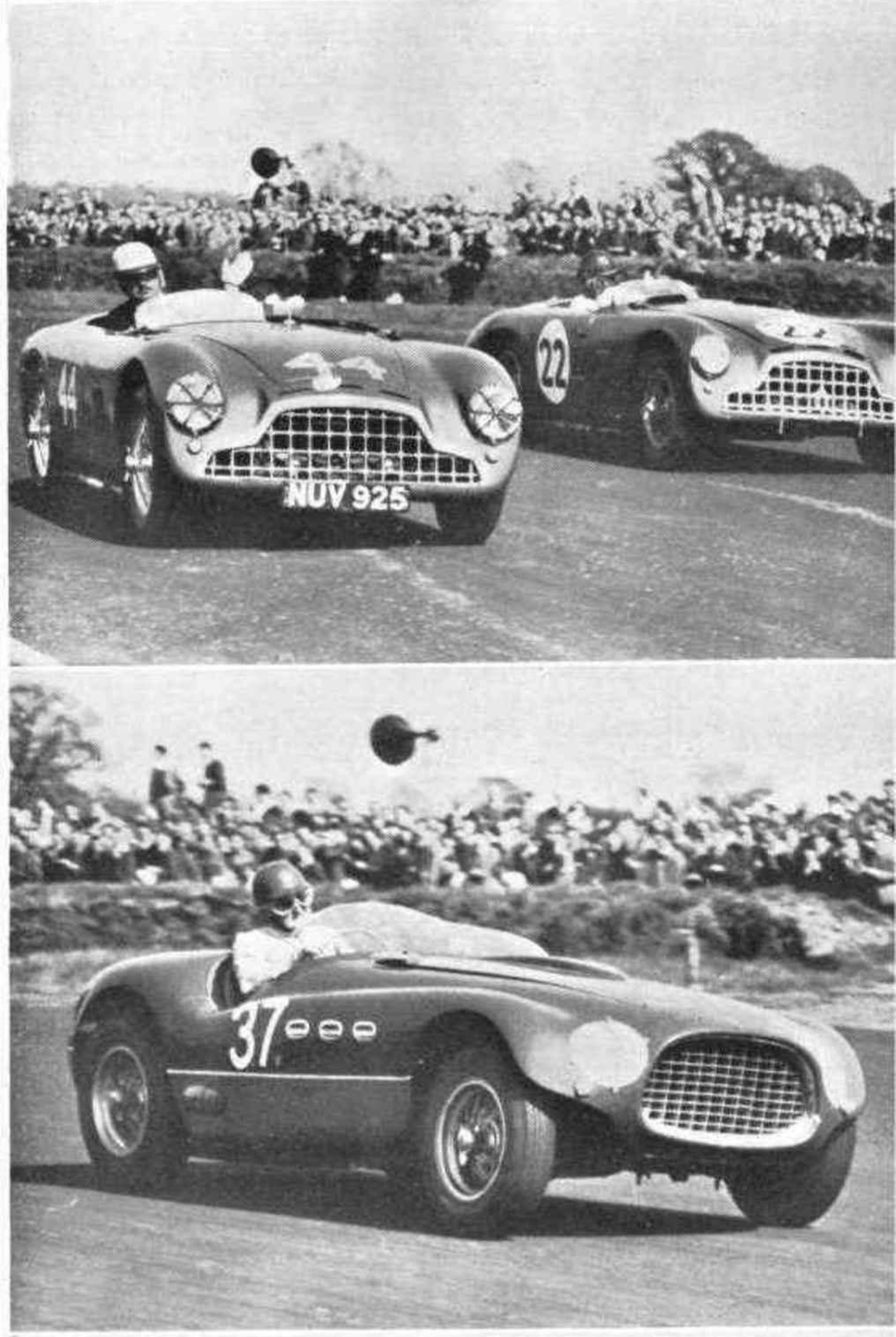


WHAT A SPORTS-CAR!—Hawthorn's 4.1-litre Ferrari which won the Silverstone Production Sports-Car Race with consummate ease, at an average speed of 88½ m.p.h.

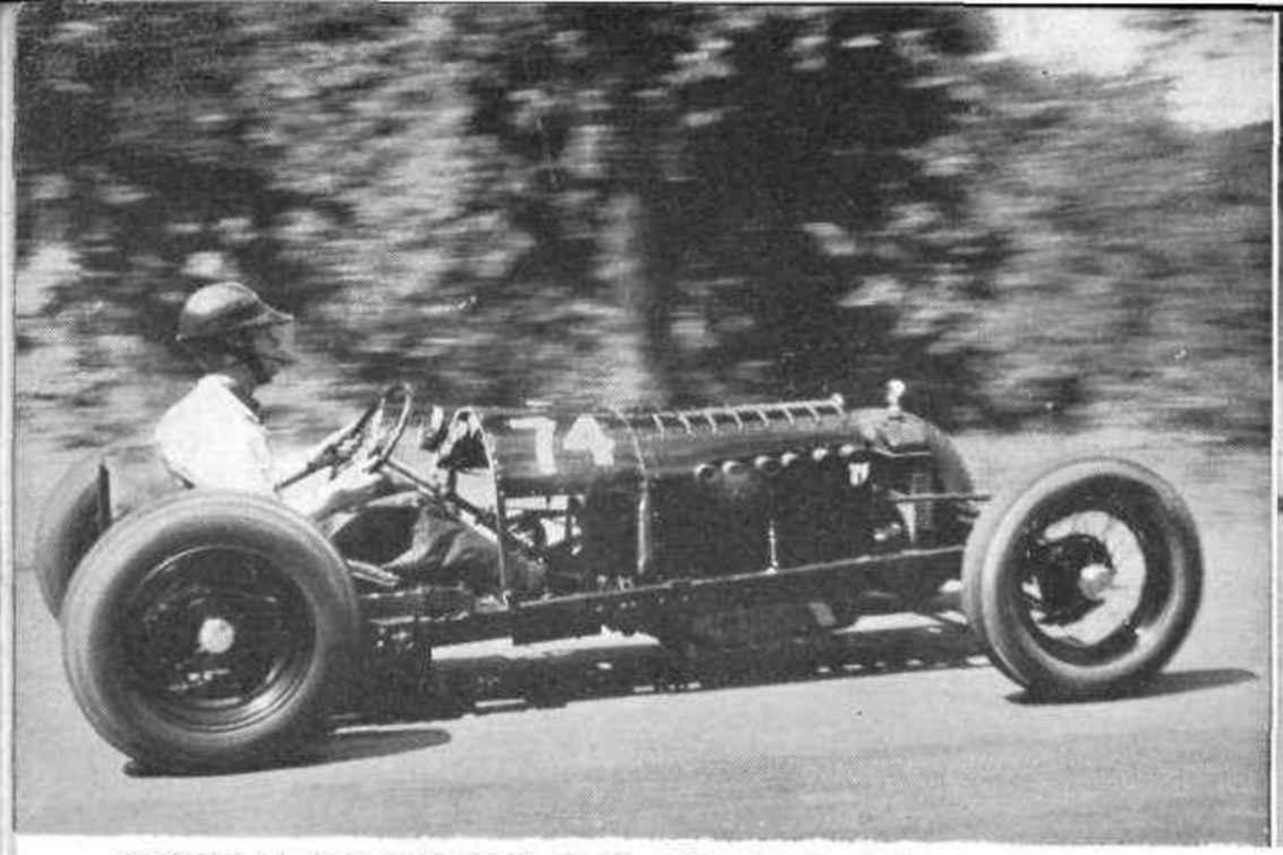
AFTER YOU, SIR!—Ken Downing waves on Peter Collins during the Production Sports-Car Race. Both are driving 2.9-litre Aston-Martins. Collins finished fourth, Downing 22nd. Perhaps the latter's number-plate slowed him up.

FINE DRIVE.—Tom Cole, fresh from finishing in fourth place in the great Mille Miglia, coming up in fine style in the 4.1-litre Ferrari "America" to take second position behind Hawthorn in the Sports-Car Race at Silverstone. He made fastest lap, at 90.84 m.p.h. Tom apparently prefers a rather worn Pirelli to new tyres of other makes!

POPULAR BRITISH DRIVER, Reg Parnell made no mistakes at Silverstone, bringing the 2.9-litre DB3 Aston-Martin home first in its class and third in general category in the Sports-Car Race. He averaged 87.34 m.p.h., beating all the Type C Jaguars and the Allards.



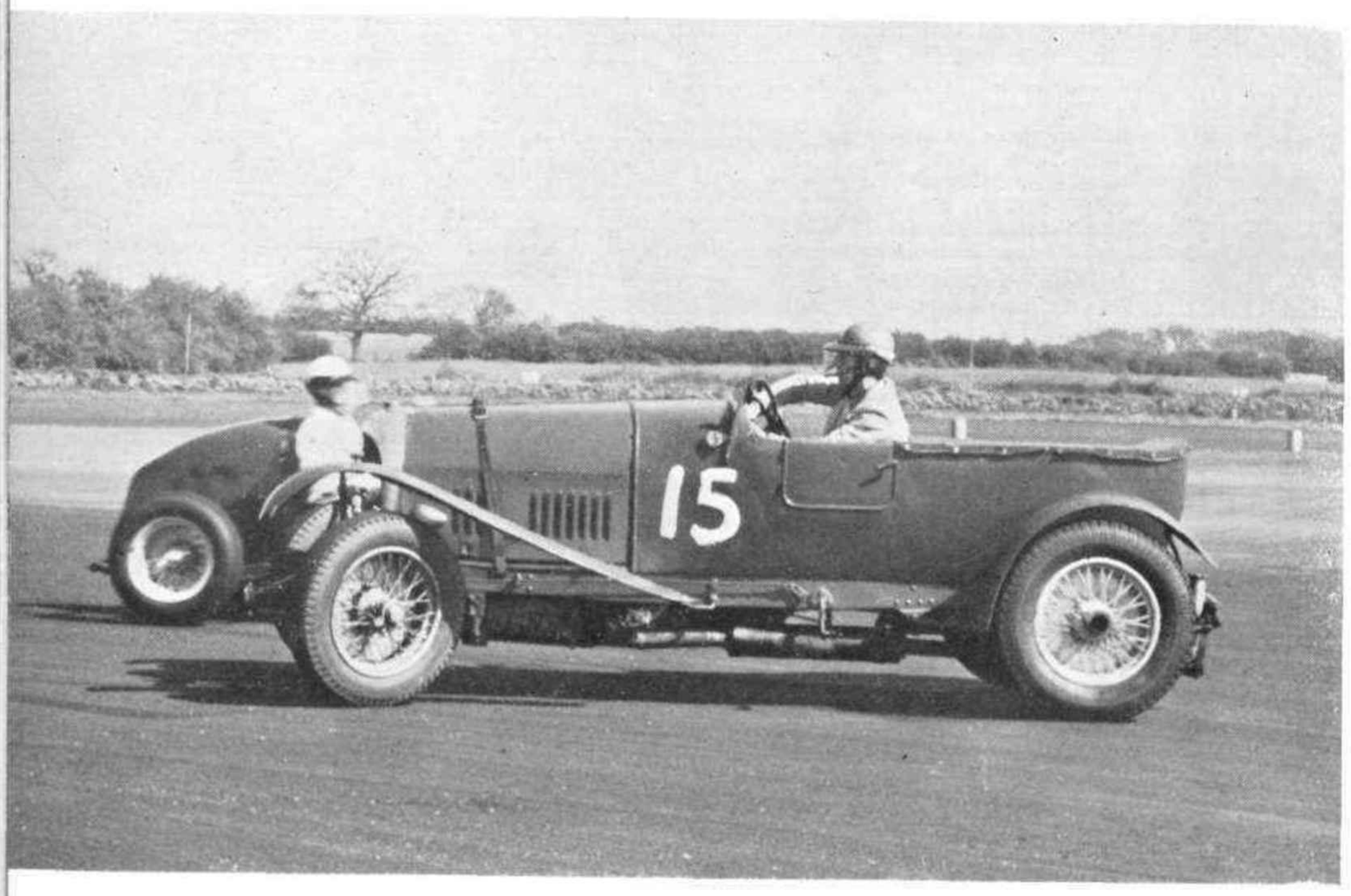




TYPICAL HILL-CLIMB CAR.—W. A. Taylor's A.C.-engined Caesar Special at Prescott on May 17th.



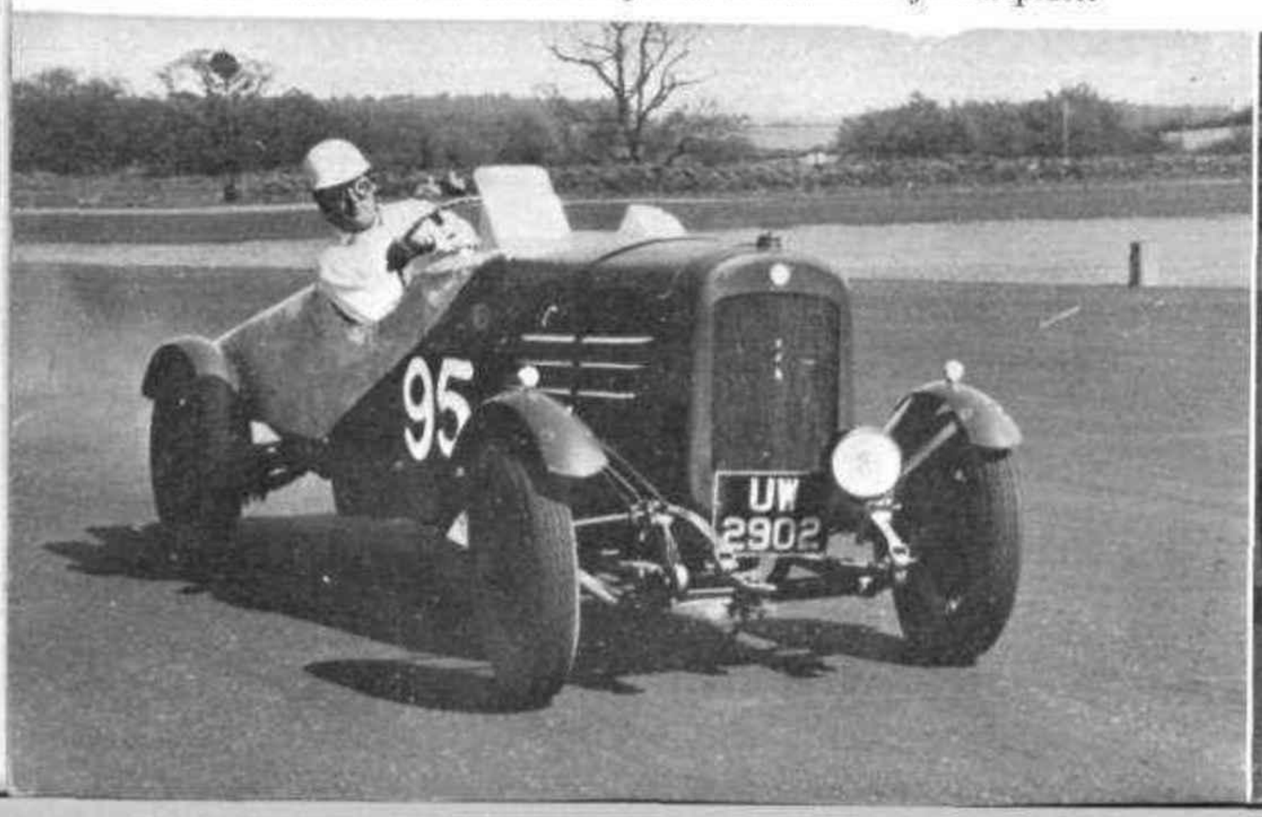
CHAMPION.—Ken Wharton, hill-climb champion, ascending the Prescott sweeps in the 2-litre E.R.A. He won the Formule Libre Class, in 45.49 sec.



STEERING TO THE LEFT.—J. A. Williamson's 1923/8 4½-litre-engined Bentley spins during the V.S.C.C. Silverstone Meeting.

UNUSUAL MAKE.—J. Isherwood's 1929 2½-litre Mathis goes well round the Silverstone Club Circuit. It is seen here during the May V.S.C.C. Meeting, when it won the Vintage Car Five Lap Handicap at 48.9 m.p.h. and in addition gained a third and fourth place.

ANOTHER EFFECTIVE CAR at Silverstone Club Meetings is W. F. Moss' brilliantly-driven 1929 blown 1½-litre Alfa-Romeo. It won one five-lap Handicap at the V.S.C.C. Meeting at 60.17 m.p.h., another at 59.73 m.p.h., and was placed fourth in the MOTOR SPORT *race. Watch him at the 8-Clubs Meeting on June 6th.*





MOTOR RACING RETURNS TO LONDON

Rolt (Connaught) Wins L.C.C./B.A.R.C. Coronation Trophy at New Crystal Palace Circuit.

MOTOR-RACING returned to London Road Circuit, at the Crystal Palace, on Whit Monday, when upwards of 50,000 well-behaved and enthusiastic spectators enjoyed a slick meeting run by the B.A.R.C. for the London County Council.

It was fitting that this meeting should be held so near to Coronation Day, for the first meeting at the old Crystal Palace circuit, which was shorter and more tortuous, was held in 1937 in the Coronation Year of H.M. King George VI. The new circuit was lapped during the Whitsun meeting at 72.73 m.p.h., a speed achieved by Rolt's four-Amal Connaught for the 1.39 miles. The surface is good and seemed unaffected by the sun on what was the hottest day of 1953. The meeting was run through to schedule but, as so often happens in this country, it hardly deserved the title of International, as only British drivers competed.

The new circuit was officially opened by Lord Howe after the National Anthem had been played. He broke a Coronation tape across the course with the prow of a Palm Beach Allard, and he was followed by a retinue of modern Bentleys, including a "Continental."

In practice Ken Wharton had done a lap at 73.37 m.p.h. in his Cooper-Bristol. All races were from scratch, and all were over 10 laps.

CORONATION TROPHY—Heat 1—Formula II Cars

Rolt was soon in the lead in the dark blue Connaught and in the absence of the works Connaughts, which were in trouble after their last race, the challenge came from Wharton in his yellow-nosed Cooper-Bristol. *But after half-distance the Bristol engine grew* rough and Wharton fell back. He closed the gap a little towards the end but clearly it was Rolt's race, which he drove in his usual polished manner. These two were well ahead of the rest, Macklin's H.W.M. following at a discreet distance, and Moss' Cooper-Alta running fourth. But the Londoners still cheered for Stirling.

1st : A. P. R. Rolt (Connaught), 11 min. 47.4 sec. ... 70.78 m.p.h.
2nd : K. Wharton (Cooper-Bristol), 11 min. 48.0 sec.
3rd : L. Macklin (H.W.M.), 12 min. 6.2 sec.
Fastest lap and record : Rolt, 72.73 m.p.h.

CORONATION TROPHY—Heat 2—Formula II Cars

The placing of three different makes of prominent Formula II cars in the first heat made everyone eager for this race, but the field was reduced by non-starters and further diminished when Bennett's Cooper 1,000 broke a driving chain on the line and Alan Brown failed to start the sports engine of his Cooper-Alfa-Romeo. *So the race was rather tame, Peter Collins'* H.W.M. *being overtaken* by Peter Whitehead's Cooper-Alta, which developed a comfortable lead, as usual, competently driven. A duel for second place between Collins and Graham Whitehead in Tom Cole's Cooper-Bristol resulted in victory for Collins by 0.6 sec. Bobbie Baird spun his Ferrari at the Glade in lap four, damaging its tail, but he walked in unhurt.

1st : P. N. Whitehead (Cooper-Alta), 12 min. 0.8 sec. ... 69.40 m.p.h.
2nd : P. Collins (H.W.M.), 12 min. 12.2 sec.
3rd : A. G. Whitehead (Cooper-Bristol), 12 min. 13.8 sec.
Fastest lap : P. N. Whitehead, 70.88 m.p.h.

500-c.c. RACE

This was quite a tussle, and Moss showed something of his old form by getting his Cooper-Norton out of the ruck and winning unchallenged. Behind, Leston (Cooper), Bicknell (Staride) and Brown (Cooper) held those positions until half-distance, when *S. Lewis-Evans (Cooper) took third place. Then Leston overdid it* and vanished from the fray, his car bent; but he was able to ride in on the tail of Moss' Cooper. Owen also spun off and damaged his Hill 500, and Truman retired with both rear wheels of his Cooper leaning over hard to port! Leston had white-walled tyres on his Cooper. Brown and Brandon came in holding hands!

1st : S. Moss (Cooper), 12 min. 12.6 sec. ... ... 68.26 m.p.h.
2nd : R. G. Bicknell (Erskine Staride), 12 min. 18.4 sec.
3rd : S. Lewis-Evans (Cooper), 12 min. 31 sec.
Fastest lap : Moss, 70.68 m.p.h.

SUPERCHARGED RACING CARS UP TO 1½ LITRES

Four elderly E.R.A.s, the old "Seaman" Delage, a 4CLT Maserati, a 6C Maserati and a Cooper 1,100 made this a fine race. The Crystal Palace rang to the old sounds of blower howl and rasping exhausts! Graham Whitehead made no mistakes and led all the way in the beautifully-prepared ex-Shawe-Taylor E.R.A. Rolt had given the Rob Walker Delage to Roy Salvadori and clearly he wasn't so accustomed to this fine old car as Tony for, although it cornered very steadily, it fell behind and Birrell in his E.R.A. kept it comfortably in sight all the way.

Peter Reece's Cooper 1,100 went well in fourth place but W. Goodwin retired Kayley's E.R.A. on lap two, cutting his switch and coasting in, while C. J. Hamilton's E.R.A. sounded as if suffering from the heat at the end. Kennington drove a 6C Maserati, Habin, Tuck's 4CLT.

1st : A. G. Whitehead (E.R.A.), 12 min. 21.6 sec. ... 67.26 m.p.h.
2nd : R. Salvadori (Delage), 12 min. 33.6 sec.
3rd : A. Birrell (E.R.A.), 12 min. 35.6 sec.
Fastest lap : Whitehead, 68.55 m.p.h.

CORONATION TROPHY—Final

Eleven cars came out. Wharton led from Macklin's H.W.M., with Rolt third but a lap later the order was Wharton, Rolt, Macklin. On this lap Leslie Marr hit the sleeper fence on the outside of the Glade bend a mighty whack. This tore off the near-side front wheel of his Connaught, the tyre leaving the rim. The car spun, but miraculously missed trees, camera-men and palings. The driver got out and walked away! Later, in dragging the car off the course telephone wires were uprooted and much fuel spilt on the track. In the midst of this melée the victorious Rolt came by, cup in lap, in his winning Connaught.

But this is to anticipate, for it was not until the end of lap seven that Rolt passed Wharton. Wharton had been leaving his braking very late, tail spragging on the corners, but now the Connaught was ahead, and it looked the more stable car.

Peter Whitehead, his Cooper-Alta now going really well, pipped Lance Macklin for third place. Tony Rolt was a popular victor—and one of Britain's most polished drivers—in Rob Walker's four-Amal blue and white Connaught. Moss was fifth.

1st : A. P. R. Rolt (Connaught), 11 min. 42.2 sec. ... 71.28 m.p.h.
2nd : K. Wharton (Cooper-Bristol), 11 min. 44.2 sec.
3rd : P. N. Whitehead (Cooper-Alta), 11 min. 56.2 sec.
4th : Macklin (H.W.M.). 5th : Moss (Cooper-Alta). 6th : A. G. Whitehead (Cooper-Bristol).
Fastest lap : Rolt—equalling his former race record lap of 72.73 m.p.h.

SPORTS CARS UP TO 2,000 c.c.

Wharton non-started in his Frazer-Nash. Cliff Davis in his Tojeiro with Bristol engine, which is still numbered JOY 500, led all the way but in the closing stages he was particularly hard-pressed by H. A. Mitchell in his Frazer-Nash. Keen, driving the central-seat Kieft in place of Jim Mayers, held third place, front wheels flapping somewhat, but was finally pipped by Brooks' Frazer-Nash. The heavy 1¾-litre Shattock-Atalanta disposed of Black's Frazer-Nash, which came by with dead engine, and Alan Brown bent the back of his pretty Cooper-Bristol in an incident at the beginning of the new link and then, running last, did it again at the Glade, which seemed rather unnecessary.

1st : F. C. Davis (Tojeiro), 12 min. 30 sec. ... ... 66.72 m.p.h.
2nd : H. A. Mitchell (Frazer-Nash), 12 min. 30.4 sec.
3rd : C. T. S. Brooks (Frazer-Nash), 12 min. 54.4 sec.
Fastest lap : Mitchell, 68.55 m.p.h.

Altogether, this was an excellent meeting and no doubt by staging it so well the B.A.R.C. has made many new recruits to the role of motor-racing spectator. Better starting money will probably have to be offered in future to keep up the quality of the entries. The occupants of houses overlooking the circuit—even that from which the noise injunction emanated, we believe—seemed quite interested in this short, snappy afternoon's sport. The half-litre cars will use the circuit on July 11th and September 19th, but we shall have to wait until 1954 for another of these truly excellent "mixed" meetings, when, let us hope, the R.A.C. may allow a few more runners in each race.—W. B.

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27th December, 1952.

Dear Sirs,

We have pleasure in bringing to your notice an article which appeared in "The Autocar", as per the attached cutting, about our Austin A.70 Hampshire Saloon, first registered July 1949.

The engine has not been touched, not even decarbonised, and the mileage is now almost 100,000. We have used Castrol XL oil exclusively, and to this, do we attribute the engine's long life without overhaul.

We would also like to point out that we have had four post-war cars that have done over 70,000 miles each without re-bore, and all have been run on Castrol Xl oil exclusively.

Yours faithfully,
For METCALFES OF LEYBURN.
R McC Metcalfe

UNSOLICITED TESTIMONIAL

From "The Autocar," Dec. 5th

"USED CARS ON THE ROAD" FEATURE

Of all the post-war cars tested in this series none has previously approached a mileage figure of nearly 100,000 and it was for the reason that the Austin A.70 tested had achieved over 96,000 miles so satisfactorily in the hands of the vendors without, it is claimed, the cylinder head even being removed that the car was submitted. The car, which was made available by Metcalfes of Leyburn, Leyburn, Yorkshire, had a clean green exterior with few blemishes on either paintwork or chromium plating. . . .

The main interest in the car was, of course, in finding out how a moderately powered, inexpensive production model had stood up to such a mileage — and the answer was very impressive indeed.



At no engine speed were any extraneous engine or transmission noises heard, and this applied even when the car was revved fairly hard in the indirect gears. In addition to this, m.p.g. was satisfactory and oil consumption was scarcely measurable. A Fram oil filter had been fitted, which undoubtedly affected oil cleanliness; the engine oil was as clean after test as before. At no time during the test was any fussiness noticeable. . . . the car was very lively and covered the ground with ease, rapidity and lack of fuss. Precise speedometer checks were not made because of considerable needle swing but a reading of over an indicated 80 was easily obtained. Although such a mileage cannot necessarily be expected from any comparable car, there was every indication that this engine was good for many more miles without attention to major components. . . .

The general effect produced by the car was that it might have been a carefully maintained example with, perhaps, 20,000 miles or so behind it, and it left the test driver with a great desire to learn in due course what mileage was achieved before major overhaul proved necessary.

Hawthorn and the "Flying Horse" 100 per cent. Successful at Silverstone

Parker Wins 500-c.c. Race for Kieft

A HUGE crowd saw Hawthorn do exactly what Ferrari intended him to do at Silverstone on the occasion of the *Daily Express* B.R.D.C. International Trophy Meeting on May 9th. He won his heat and the final of the International Trophy with the Formula II Ferrari and the Production Sports Car Race in a 4.1-litre Ferrari America, which he had not even sat in before coming to England and which ran in third gear throughout, followed home by Tom Cole's similar Ferrari, a car just back from fourth place in the Mille Miglia and retaining the same Pirelli tyres used during the closing stages of that race. The "Flying Horse" and Hawthorn had every reason to be satisfied with the day's racing and certainly the tall, blonde British ace from Farnham was a popular, modest victor.

Don Parker won an exciting 500-c.c. race in his very effective Kieft and Moss the Production Touring Car Race in a Mk. VII Jaguar saloon which was considerably faster than any other car in this event. Everyone admired Moss for pluckily driving after a nasty accident on the Thursday, when he left the course in the Type C Jaguar at Abbey Curve and was pinned beneath the overturned car. But he never got into his stride in the other races, being seventh in the Sports Car Race, his Jaguar beaten by the Ferraris, two DB3 Aston-Martins and two other Jaguars, and ninth in the final of the International Trophy, in which, for some unaccountable reason, he stopped to refuel. But he chased de Graffenried's Maserati at a discreet distance in his heat. Connaughts, driven by Salvadori and Rolt, put up the only challenge to Continental opposition.

In the final, wheel-sawing Baron de Graffenried jumped the start and retired in a dudgeon, but it was good to see Bira driving in his old, polished style and Chiron going fast in the blue Osca before retiring. It was a well-run, accident-free meeting held in fine weather—a credit to the B.R.D.C. and to the generous *Daily Express*. And a fine omen for another vast attendance at the British Grand Prix at the same venue on July 18th.—W. B.

* * *

The training period was alarming by reason of Stirling Moss' accident, probably caused by the Type C Jaguar, which was lapping at 90.96 m.p.h., losing adhesion due to a change of surface at Abbey Curve, and the late arrival of the Gordinis, and Rosier's and Hawthorn's Ferraris, due to a French dock strike. L. Lewis-Evans in his 500-c.c. Cooper seemed to enjoy leaving the course on every possible occasion but was safer during the actual racing. Moss had the use of a beautifully equipped Rootes workshop-lorry, presumably as he is their Competition Manager—rather droll, as he was driving Jaguar and Cooper cars. Hawthorn used a Lancia Aprilia as transport—proving that he is not only a front-rank G.P. driver but a discerning young man where personal transport is concerned. Ferrari mechanics and two O.M. Ferrari transports attended him.

On Thursday the new top-dressing rendered the corners slippery and many were the gyrations at these points, Keen damaging a wing on one of Jim Mayers' new sports Kiefts and Salvadori spinning in the fuel-injection Connaught, which later required attention in the Paddock, its "mysteries" covered by a layer of overalls while the injectors were dismantled. Rodney Clarke looked troubled—or does he always look like that? Mike Couper's DB2 Aston-Martin circuit-car was much admired, but the competing DB3s did not arrive until Friday afternoon.

* * *

500-c.c. RACE (15 Laps)

Moss (Cooper) non-started. In practice Bicknell and Parker had both lapped at 85.67 m.p.h., Brandon one second slower. They shared front row on the grid with Truman.

For two laps after flag-fall Parker led from Bicknell's yellow Staride, then Bicknell got in front, although Parker closed a narrow gap to a matter of a car's length through the corners. By lap four he was leading again and Brandon was in third place. Smith (Smith 500) spun off on lap 10. Bicknell seemed at this stage to be losing ground, but on laps 7, 8 and 9 he again headed Parker. But the lightweight Kieft with its lightweight driver went ahead by lap 10—the sort of racing the crowd loves, especially as the Staride immediately re-passed the Kieft. However, lap 13 saw Parker sweep by on Beckett's Corner to lead to the finish and win by a mere second—a fine race. Brandon was obviously in trouble but held his third place.

1st :	D. Parker (Kieft), 31 min. 14 sec.	84.34 m.p.h.
2nd :	R. G. Bicknell (Staride), 31 min. 15 sec.	84.25 ,,
3rd :	E. Brandon (Cooper), 31 min. 33 sec.	83.50 ,,

Fastest lap : Parker (Kieft), 86.37 m.p.h.

Retirements : Nurse (Cooper), three laps, no compression; Loens (Kieft), nine laps, gearbox; A. McGlashan (Cooper), nine laps, broken fuel pipe; A. Brown (Cooper), 10 laps; J. W. Burgoyne (Cooper), 10 laps, stopped at pits; D. Swan (Cooper), 13 laps, broken oil pipe.

Winner used : Shell fuel and oil, Amal carburetter, A.C. fuel pump, Lodge plugs, Lucas ignition, Girling shock-absorbers, Dunlop tyres, Borrani wheels and Ferodo brake linings.

Heat 1—INTERNATIONAL TROPHY—Formula II Cars (15 Laps)

This turned out to be an uneventful but interesting race. Baron de Graffenried led all the way in the new Maserati, pulling out a big lead. Moss sat behind in his new Cooper-Alta (delightfully rendered by one "daily" as a "Bristol-Alta") and Bira was secure in third place in his Autocourse Maserati. Tom Cole, Anglo-American driver in blue overalls in a yellow Ferrari of the Atlantic Stable, hit a tub, later ran out of power, but the only retirements concerned Kelly's Alta, rammed by Cole, the Gordini driven by Meires in place of Behra, and Aston's A.B. (in which, as someone remarked, the butter melted early on, rendering it worthless), and Stuck's A.F.M. in a great dice with Ian Stewart's Connaught. Gerard became so Continental at the start that he was penalised 1 min. for jumping the flag—but as he never ran higher than fifth after the race settled down it didn't matter. The Connaughts (Rolt and McAlpine) gave a taste of what was to come by finishing fourth and fifth.

1st :	E. de Graffenried (Maserati), 28 min. 59 sec. ...	90.89 m.p.h.
2nd :	S. Moss (Cooper-Alta), 29 min. 4 sec.	90.63 ,,
3rd :	B. Bira (Maserati), 29 min. 21 sec.	89.75 ,,

Fastest lap : De Graffenried (Maserati) and Moss (Cooper-Alta), 92.43 m.p.h.

PRODUCTION TOURING CAR RACE (17 Laps)

This was quietly instructive, if you discount tyre howl! The results are the operative feature. The crowd roared when Dixon (*not* the great Fred) was seen to have dented the front of his Javelin, and were quick to applaud Foster as he passed Trouis' Simca Aronde *through* Stowe Corner. Moreover, Sparrowe's Minor held Tony Crook's Bristol 400 here. Jacobs drove his 1¼-litre M.G. saloon very well indeed, and Hitching's old Healey had the legs of Rogers' 2½-litre Riley. Moss naturally led all the way, setting a new touring-car lap record for Jaguar. Dunham drove the Alvis with spirit but was beaten on speed by Grace's smaller Riley.

1st :	S. Moss (Jaguar Mk. VII), 40 min. 7 sec. ...	74.42 m.p.h.
2nd :	G. H. Grace (2½-litre Riley), 41 min. 4 sec. ...	72.70 ,,
3rd :	C. G. H. F. Dunham (3-litre Alvis), 41 min. 12 sec.	72.46 ,,

Lap record : Moss (Jaguar), 76.76 m.p.h.

Class Results :

750 to 1,100 c.c. :	1st :	G. Wilkins (Dyna-Panhard)... ...	62.95 m.p.h.
	2nd :	J M. Sparrowe (s.v. Morris Minor), one lap behind.	
	3rd :	E. J. Newton (Renault).	
1,100 to 1,500 c.c. :	1st :	R. W. Jacobs (1¼-litre M.G.) ...	65.61 m.p.h.
	2nd :	W. G. Wright (Jowett Javelin) ...	65.39 ,,
	3rd :	G. Phillips (1¼-litre M.G.)	65.17 ,,
1,500 to 2,000 c.c. :	1st :	P. B. Buckley (Bristol)	69.38 m.p.h.
	2nd :	T. A. D. Crook (Bristol), one lap behind.	
2,000 to 3,000 c.c. :	1st :	G. H. Grace (2½-litre Riley) ...	72.70 m.p.h.
	2nd :	C. G. H. F. Dunham (3-litre Alvis) ...	72,46 ,,
	3rd :	A. P. Hitchings (2½-litre Healey), one lap behind.	
Over 3 litres :	1st :	S. Moss (Jaguar)	74.42 m.p.h.

Team Award : Riley.

Retirements : Curtis (Allard), brakes; Potter (Dyna-Panhard), seized up.

Winner used : Shell fuel and oil, S.U. carburetter, Champion plugs, Lucas ignition, Newton shock-absorbers, Dunlop tyres and wheels and Ferodo brake linings.

Heat 2—INTERNATIONAL TROPHY—Formula II Cars (15 Laps)

Hawthorn was never headed, the red Ferrari (No. 1 car of its type) pulling farther and farther away from Wharton's Cooper-Bristol, although the Farnham driver worked hard at the wheel at times,

whereas the Birmingham driver held his arms far more steady. Peter Whitehead was driving well in third place in his Cooper-Alta, Harry Schell was doing one of his best drives in the Gordini, and Chiron lapped faster than anyone—93.25 m.p.h.—to bring the trim Osca through the field.

Coombs' Connaught fell sick after six laps, by which time Salvadori's Connaught had come up to fourth place ahead of Trintignant's Gordini, Chiron sixth, Schell falling back. Alas, Trintignant went out with a snick—the old transmission trouble.

Hawthorn lapped the Turner after only six rounds. On lap 11 Salvadori petrol-injected himself past Whitehead. So the heat ended, the Ferrari a second ahead, with a stern duel between Schell and hard-pressing Collins in an H.W.M.

1st : M. J. Hawthorn (Ferrari), 28 min. 23 sec. ... 92.81 m.p.h.
2nd : K. Wharton (Cooper-Bristol), 28 min. 24 sec. ... 92.75 ,,
3rd : R. Salvadori (Connaught), 29 min. 13 sec. ... 90.16 ,,
Fastest lap : Hawthorn (Ferrari), 94.93 m.p.h.

PRODUCTION SPORTS CAR RACE (17 Laps)

There were exciting, if odd, production cars in this race, such as the new "Monkey Stable" Kieft-M.G.s, the latest Frazer-Nash coupé driven by Wharton, a Kieft-Bristol and Davis' Cooper-M.G., JOY 500.

Hawthorn led all the way, the 4.1-litre Ferrari America, with its all-enveloping body equipped with full-width insect-deflector and low sidescreens, running like a train. Parnell held the DB3 Aston-Martin in second place until passed by Tom Cole's 4.1 Ferrari on lap 12, after Reg. had run a bit wide on a corner. Rolt had occupied second place in a Type C Jaguar until displaced by the smaller Aston-Martins and most of his team-mates, and Moss never got going in Stirling-style in his Jaguar.

Allard had the grand-daddy of slides in his JR Allard, stopping astride the safety-bank at Beckett's, and finishing up like the cow with the crumpled horn.

A surprise was the ease with which Davis' hard-used Cooper-M.G. vanquished the new Kiefts, of which Keen's stopped for some time between Beckett's and Stowe corners.

Brown drove very fast in the all-enveloping Cooper-Bristol, Jacobs, in a Frazer-Nash with crackling exhaust note, was very quick indeed and pressed truly hard by Collins' Aston-Martin, but Duke seemed unhappy and the clutch objected. Quite early Duncan Hamilton retired the Type C Jaguar with a plug lead off—don't ask us why he didn't replace it. Black's Frazer-Nash tried to shed its exhaust-pipe and the remaining Allards were slow.

1st : J. M. Hawthorn (Ferrari), 33 min. 43 sec. ... ... 88.55 m.p.h.
2nd : T. L. H. Cole (Ferrari), 33 min. 59 sec. ... ... 87.85 ,,
3rd : R. Parnell (Aston-Martin), 34 min. 11 sec. ... 87.34 ,,
Fastest lap : Cole (Ferrari), 90.84 m.p.h.

Class Results :

1,100 to 1,500 c.c. : 1st : F. C. Davis (Cooper-M.G.) ... ... 79.30 m.p.h.
2nd : J. C. C. Mayers (Kieft-M.G.), one lap behind.
3rd : P. W. C. Griffiths (Kieft-M.G.).

1,500 to 2,000 c.c. : 1st : A. Brown (Cooper-Bristol) ... ... 84.61 m.p.h.
2nd : R. W. Jacobs (Frazer-Nash) ... 83.36 ,,
3rd : H. A. Mitchell (Frazer-Nash), one lap behind.

2,000 to 3,000 c.c. : 1st : R. Parnell (Aston-Martin) ... ... 87.34 m.p.h.
2nd : P. Collins (Aston-Martin) ... ... 86.75 ,,
3rd : R. Baird (Ferrari) ... ... 84.50 ,,

Over 3,000 c.c. : 1st : M. J. Hawthorn (Ferrari) ... ... 88.55 ,,
2nd : T. L. H. Cole (Ferrari) ... ... 87.85 ,,
3rd : P. D. Walker (Jaguar).

Team Award : Ferrari (Hawthorn, Cole, Baird).
Winner used : Shell fuel and oil, Weber carburetter, Fimac fuel pump, Champion plugs, Marelli magnetos, Houdaille shock-absorbers, Pirelli tyres, Borrani wheels and Fren-do brake linings.

INTERNATIONAL TROPHY FINAL—Formula II Cars (35 Laps)

The final promised well and it was a splendid race. Hawthorn led lap one, was passed by de Graffenried, but was ahead again on lap four. After this he pulled out a bigger and bigger lead, as Ascari and other aces from Modena have done before him on this circuit. De Graffenried had jumped the flag, which in England costs a minute penalty, and, learning of this from his pit, he gave up after 16 laps, while still in second place—apparently quite certain he couldn't catch Hawthorn and that Hawthorn wouldn't stop!

Wharton had held a brilliant third place for 16 laps but as de Graffenried fell out Salvadori came past him and thereafter a mysterious trouble in the Bristol department dropped the yellow-nosed Cooper farther and farther back. Thus Rolt, driving in his usual steady, fast style, moved to third position and Bira calmly held on behind him. Incidents were few, although Bryde had a fire in his Cooper-Bristol and suffered slight burns.

Trintignant lost a wheel from the Gordini, which unhappily injured a spectator.

Moss in his new Cooper-Alta never got higher than fourth (lap one) and lost 12 sec. having five gallons of fuel put in on lap 29, when running in sixth place.

1st : J. M. Hawthorn (Ferrari), 1 hr. 6 min. 36 sec. ... 92.29 m.p.h.
2nd : R. Salvadori (Connaught), 1 hr. 6 min. 48 sec. ... 92.02 ,,
3rd : A. P. R. Rolt (Connaught), 1 hr. 7 min. 18 sec. ... 91.33 ,,
4th : Bira (Maserati). 5th : Wharton (Cooper-Bristol). 6th : Gerard (Cooper-Bristol).
Fastest lap : Hawthorn (Ferrari) and de Graffenried (Maserati), 94.93 m.p.h.
Winner used : Shell fuel and oil, Weber carburetter, Fimac fuel pump, Champion plugs, Marelli magneto, Houdaille shock-absorbers, Pirelli tyres, Borrani wheels and Fren-do brake linings.

SILVERSTONE SIDELIGHTS

Scintilla magnetos were used by the Connaughts.

* * *

During the afternoon "Goldie" Gardner circulated the M.G. record-car and the Royal Corps of Signals gave a very creditable display of motor-cycle trick riding—after which we felt that at least the patrolling mobile police motor-cyclists should have come round standing on their saddles!

* * *

The enormous streams of traffic flowing from the circuit showed that motor racing retains its full-strength popularity in England. The police coped well and it was possible to leave almost normally by 8 p.m.

* * *

A record number of visitors, surely, arrived by air.

* * *

Robert Glenton, reporting the day's racing on the front page of the *Sunday Express*, described the battle between Hawthorn and de Graffenried, defining both cars as "high-powered Ferraris"! And the *Daily Express* told us that Moss needed a new skidlid after his crash—ugh!

* * *

Connaught retain their own disc wheels—and look rather like Dinky toys in consequence.

* * *

"Wilky" Wilkinson never seems to grow any older in spite of having more and more cars to service.

* * *

Hawthorn signed autographs with a charming smile after his victories—and that smile was readily returned by the girls!

Book Reviews

"Building and Racing My '750'," by P. J. Stephens. 111 pp., (5½ in. by 7¾ in., *Foulis*, 7, *Milford Place*, *W.C.*2. 12s.)

There are two ways of regarding this book. One school of thought asks if there is a dearth of experienced motor-authors for a well-established publisher to accept a book about building a sports-car from someone who has only constructed one such car and with it has merely won one race, at under 53 m.p.h. The other school points out that this is the whole object of the book, which is an account of how an entirely inexperienced novice built a 750 Formula sports car for under £270 and won a race with it. Let us be objective and say that, without any intention of following in the author's footsteps, we couldn't set this book down until the last page had been turned. Had we the beginnings of a 750 Formula car in the home garage we should no doubt have ordered a second copy—one for the book-case, the other to refer to with carbonised fingers as we toiled in the garage.

Stephens is completely honest about what bits he was able to acquire "buckshee" and of his mistakes, including putting in the gudgeon-pins without end-pads and scoring the cylinder-bores. Ourselves, we were adequately entertained.—W.B.

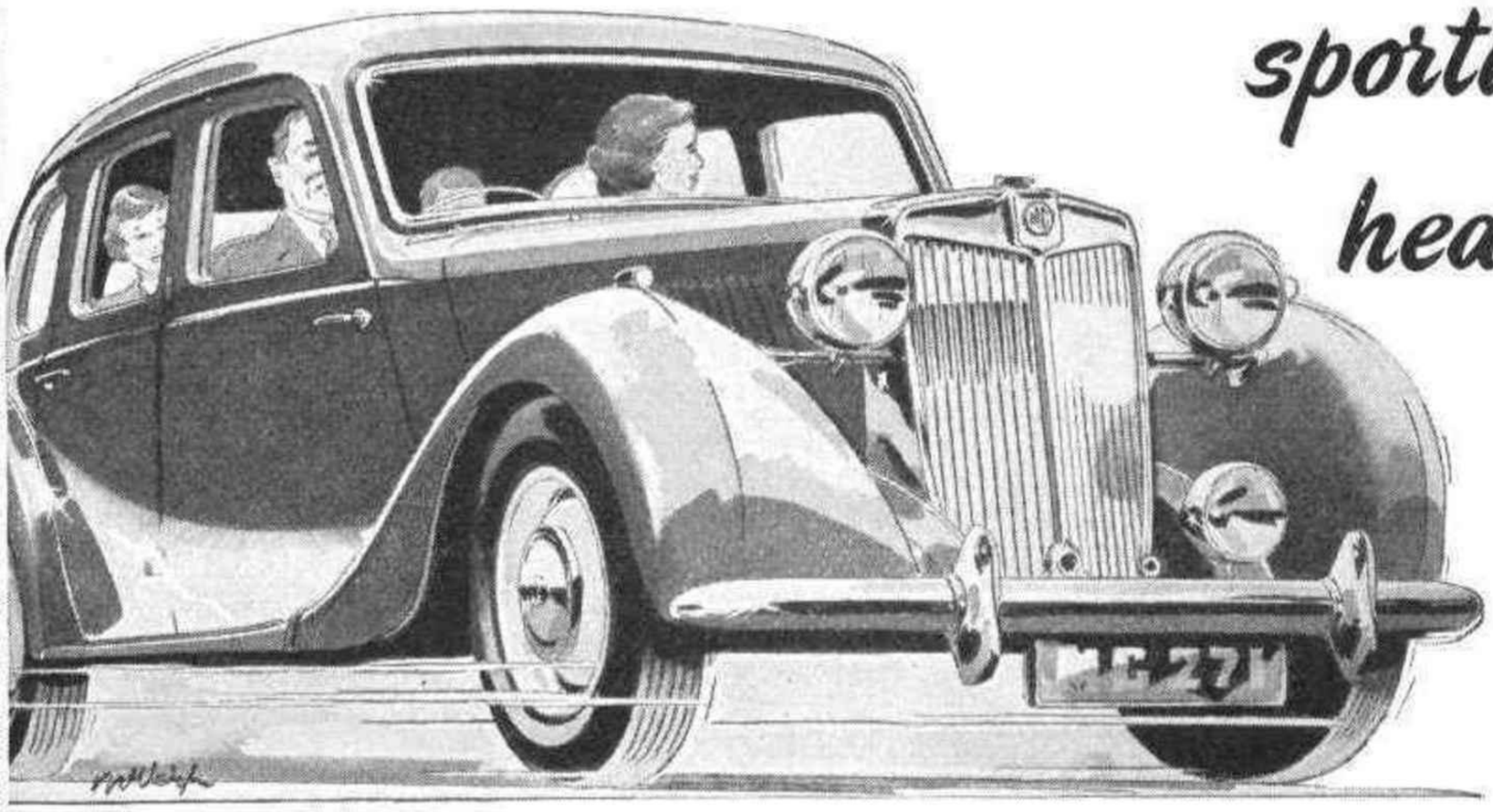
"Car Racing—1953." (48 pp. 8 in. by 12 in. *County and Sporting Publications, Ltd.*, 184-5, *Fleet Street*, *E.C.4.* 2*s.* 6*d.*)

This book contains some good pictures of the Sport in its many aspects and concise articles by well-known racing personalities. Many of the photographs are from MOTOR SPORT.

"Re-Trimming a Car," by A. G. Saunders, M.I.B.C.M. (*Craftsman Publications*, *Froebel House*, *Church Street*, *Warwick*, 70 pp., 8¼ in. by 5½ in., 10s. 6d.).

We frequently receive requests for books relating to body-building, from readers who are not looking forward to building their own bodies on home-brewed chassis without having at hand a text book on the subject. But after the body has been built it has to be upholstered. "Re-Trimming a Car," written by an author with over 30 years' experience as a coach trimmer, should assist materially in this situation, besides being of value to those wishing to restore worn trimming and upholstery in normal vehicles. The book is published in clear type and is well illustrated.—W.B.

The family car . . . . . with a sporting heart



For fathers who've retained their youthful craving for sports motoring, MG have made the 1½ Litre Saloon. This is a handsome and smooth-mannered car in town, and a real devil for speed in the open. Mrs. Sportsman plus three children can sit and stare as the world sweeps by at a comfortable 60 m.p.h. or a masterly 75. This performance (with power in reserve) is one of the advantages of having a 1,250 c.c. MG sports engine in a compact saloon body!



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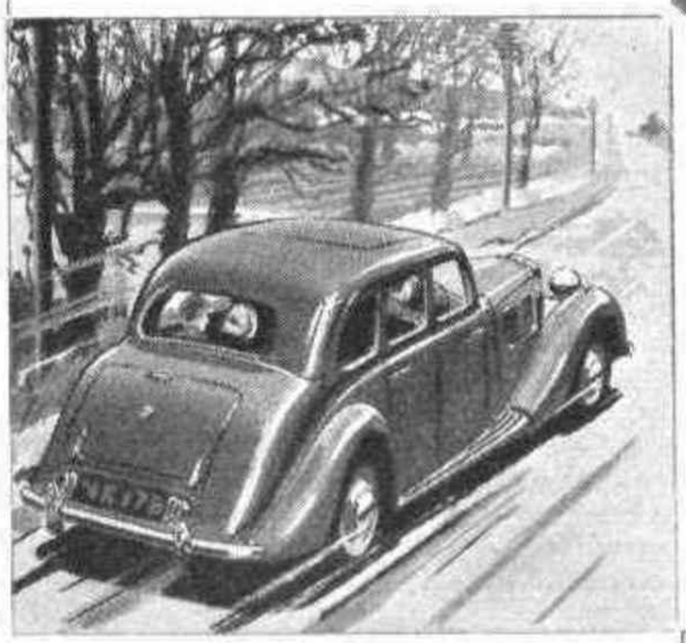
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Features include . . .

Wish-bone type independent front wheel suspension

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79

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M.G. CAR CLUB SILVERSTONE RACE MEETING

Saturday July 4th, 1953. Organizers: The M.G. Car Club, South-Eastern Centre

MG

Safety fast!

GRAND PRIX DE BORDEAUX

Ascari Dominates Fatiguing Race

BORDEAUX, MAY 3RD.

SIXTEEN cars faced the starter to cover 123 laps of the T-shaped 2.457-kilometre circuit in the middle of the town. Excitement in practice had been caused by Maurice Trintignant, driving a Gordini, who worried the Ferraris a great deal by recording lap times equal to Ascari. Looking completely unruffled, Trintignant was right on form and his braking points for the hairpin at the end of the straight seemed quite impossible. When practice finished on Saturday evening the difference in times between the three Ferraris of Ascari, Villoresi and Farina, and the Gordini was purely fictional. As Hawthorn was flying the Ferrari flag on his own at Silverstone and Dundrod on the two following weekends, he was not entered at Bordeaux. A surprise in the Gordini team was the appearance of Fangio at the wheel of a car fitted with a two-pipe exhaust system similar to the Maserati's. All the Gordinis had been modified to the latest pattern double-piston shock-absorbers, and the third and fourth cars were driven by Schell and the Argentinian, Mieres. Britain was represented by the H.W.M. team consisting of Macklin, Cabantous and Bira, replacing Collins for this event. The cars were making their first race appearance in 1953 form, having shorter wheelbase, pannier fuel tanks in addition to the tail tank, and the new H.W.M.-built engines, fitted with Borg and Beck clutches and Type C Jaguar gearboxes, while the final drive incorporated the Allard-inspired reduction gears. Larger rear brakes were fitted and impressive-looking, turbine-blade, finned front drums were used on all three cars. The new engines looked very workmanlike with their gear-driven twin o.h.c. cylinder heads and Ferrari-type dual-exhaust system. The fourth British car was Whitehead's Cooper-Alta, using his last year's engine mated to a Bristol gearbox, operated by a very neat right-hand remote control. Of the British contingent the Cooper made best practice time and was going well.

The rest of the field was made up by Rosier (Ferrari), Chiron and Bayol (Osca), both making very good times, and Claes (Connaught), fitted with two double-choke Weber carburetters for practice, but reverting to the four Amal layout for the race as the Italian installation was not spot-on. To complete the sixteen there was de Graffenried in a Platé Maserati, fresh from his Goodwood triumphs.

As the flag fell Whitehead made an excellent Continental get-away and was up with the leaders on the first lap. As one has become accustomed to seeing, the three Ferraris were soon out in front, but with Trintignant keeping within striking distance, while the rest of the field soon dropped behind. Whitehead went well, keeping in front of Graffenried for a time, holding seventh place. The H.W.M.s lacked speed, but were sounding regular enough and running in team formation. It took only 10 laps for the Ferraris to lap the tail-enders and Ascari led most of the time, followed by Villoresi and Farina. Mieres was the first to make a pit stop, when his Gordini went on to five cylinders and, though he made frequent stops later changing plugs, it was never going properly and ran the whole race with a consistent stammer. Graffenried's Maserati was sounding perfect as it passed the Tribunes and obviously had great speed, but the Baron could not do better than a steady sixth place, behind Fangio, who was driving in a very cautious manner. It was not long before Ascari was out on his own and Farina caught and passed Villoresi, with Trintignant always in fourth place, the only one not to be lapped by the first three. Shortly before half-distance Farina came into the pits with gearbox trouble and as it could not be rectified he was out. Already Cabantous had been forced out with clutch trouble, while Whitehead's steady run had also come to an end when the Bristol gearbox gave up the unequal struggle of coping with the powerful punches of the Alta engine, combined with the effect of a ZF differential.

Ascari had now settled down to lap at 1 min. 26 sec. with monotonous regularity and hardly had Farina's car been wheeled away than Trintignant stopped out on the circuit with a half-shaft broken. This left Ascari and Villoresi way out in front by over a lap from Fangio and two or more laps from the rest. Bayol, who had been driving a nice race, came in and changed a buckled wheel, the result of a slide, and Chiron brought the other Osca in to refuel, his having only a tail tank, compared with Bayol's car which had extra tankage alongside the driver. In the excitement of a not very quick pit stop, Chiron was push-started from the pit, with the result that he soon received the black flag and was disqualified, the rules definitely forbidding push-starts. Rosier, who had been circulating rather slowly, came to a gentle rest when his gearbox gave trouble and then Macklin came in to refuel. He was then in seventh position and the job was soon completed, but when the starter motor was inserted the dog on the crankshaft sheared and that was that. There was no way of starting the car and it had to be withdrawn. With 25 laps still to go both the Gordinis of Fangio and Schell began to stammer, the former running on five cylinders and going slower and slower, and the latter intermittently on five and six and then having no top gear. With the race drawing to a close and the two Ferraris lapping just as steadily as at the beginning, Schell proceeded to accelerate as high as possible in third gear and then coast the rest of the way along the straight, while Fangio was caught and passed by Bayol who took third place, only to lose it again when he stopped to change a front wheel that had broken its spokes. This delayed him five minutes and dropped him to fifth place. Just before the end Bira came in for fuel with the third H.W.M., having driven an unspectacular but steady race, and it almost looked as though he was going to suffer the same fate as Macklin, but the engine burst into life and he carried on. While all this was happening Graffenried was being lapped by Ascari for the third time and then proceeded to sit on the tail of the Ferrari and refused to be shaken off. The wily Italian did not stand this nonsense for long and slowed down, letting Graffenried go ahead, being content to complete the race at a lap speed of 1 min. 34 sec., while the Maserati broke a half-shaft as an objection to being thrashed so hard, so near the end of the race. As Ascari crossed the line there was not the usual high-spirited waving and smiling face, but a very tired and worn Alberto, who said afterwards that 123 laps were a little too much.

Results :

GRAND PRIX DE BORDEAUX (May 3rd)—123 Laps—Warm and Dry.

1st :	A. Ascari (Ferrari 4-cyl.) ...	2 hr. 58 min. 52.3 sec. ...	101.340 k.p.h.
2nd :	L. Villoresi (Ferrari 4-cyl.) ...	2 hr. 59 min. 48.9 sec.	
3rd :	J. M. Fangio (Gordini 6-cyl.)...	4 laps behind.	
4th :	H. Schell (Gordini 6-cyl.) ...	5 ,, ,,	
5th :	E. Bayol (Osca 6-cyl.)... ...	7 ,, ,,	
6th :	J. Claes (Connaught 4-cyl.) ...	8 ,, ,,	
7th :	B. Bira (H.W.M. 4-cyl.) ...	9 ,, ,,	
8th :	R. Mieres (Gordini 6-cyl.) ...	10 ,, ,,	

Fastest lap : A. Ascari (Ferrari), 1 min. 24.8 sec.—104.341 k.p.h.

Retired : Cabantous (H.W.M.), 29th lap, clutch; Whitehead (Cooper), 28th lap, gearbox; Farina (Ferrari), 57th lap, gearbox; Trintignant (Gordini), 63rd lap, axle; Chiron (Osca), 71st lap, disqualified; Rosier (Ferrari), 74th lap, gearbox; Macklin (H.W.M.), 80th lap, starter; Graffenried (Maserati), 104th lap, axle. Sixteen starters, eight finishers.

ASSOCIATION OF NORTH-EASTERN AND CUMBERLAND CAR CLUBS

At a meeting held on April 11th at the Lambton Arms Hotel, Chester-le-Street, and attended by representatives from Burnhope, Cumberland, Hartlepools, King's College, Middlesbrough and Newcastle Clubs it was agreed to form the Association of North-Eastern and Cumberland Car Clubs.

Dr. Brass of King's College Club and Mr. R. B. Horn of Newcastle Club were elected Chairman and Secretary, respectively.

The objects of the Association provide for closer liaison and co-operation between the member Clubs and if possible with neighbouring Associations. Application is to be made for recognition by the R.A.C.

It was hoped that other Clubs, recognised by the R.A.C. and within the area of North-East England and Cumberland, would be attracted to membership.

The subscription for 1953 was fixed at 10s. 6d. per Club.

Meetings are to be held at centres to be chosen by member Clubs in rotation and the next meeting is to be held on July 25th at 6.30 p.m. at the premises of the Middlesbrough and District Motor Club. The last meeting of the current year will be held in November to deal particularly with the question of dates for 1954 events before the compilation of the R.A.C. draft Calendar.

Finally it was agreed that a member Club, desirous of assistance from any other Club in the organisation of an event or otherwise, should for the present put the appropriate request through the Secretary of the Association rather than direct.

GETTING TO KNOW THE RENAULT FREGATE



FREGATE IN FULL SAIL.—The comfortable, roomy 2-litre Renault takes a Wiltshire water-splash at a good pace.

[MOTOR SPORT *copyright*

THE latest model to emerge from the great Billancourt factory of Regie Nationale des Usines Renault is the Type R.1100 Frégate, a competitively-priced six-seater saloon for world markets, endowed with a 2-litre four-cylinder o.h.v. engine, three-speed-and-overdrive gearbox, and independent suspension front and back.

Considerable attention has been drawn to this car by an ambitious Continental high-speed test undertaken last winter by a small fleet of Frégates for the delectation of leading motoring writers. We did not partake of this hustling holiday but we have since had the pleasure of trying the Renault Frégate for a long weekend in England and, although it is at present available here only to Diplomats and G.I.s, our impressions may be of interest.

Let the writer say at once that he found the Frégate both disappointing and intriguing. Disappointing only because, with so willing a mile-eater, there is a tendency to forget that this is an inexpensive car built down to a modest price-level, so that " tinny " doors and locker lid, needing a slam to shut them, " dried-milk " control knobs and jamming locks come as something of a shock. On the other hand, this truly spacious six-seater intrigues because, although it looks like a handsome American car robbed of its ornate exterior ornaments and, in fact, is nearly as roomy, it handles very nicely and goes remarkably well on a swept volume of only 1,996 c.c.

It is not a car of pronounced character, except for the added back-seat comfort of i.r.s. (by universally-jointed drive-shafts to wheels coil sprung on trailing links) and an unusual gear-change. Its chief merits, apart from being a genuine six-seater with good luggage space (only slightly impeded by a vertically-carried spare wheel) are the ability to cruise, whenever conditions permit, at 70 m.p.h. and its comfortable suspension allied to excellent control.

The engine is noisy until the overdrive top gear of 0.84 to 1 is engaged, when the aforesaid cruising pace is achieved effortlessly, with the complementary factor of low wind-noise round the body. Indeed, after 50 m.p.h. in normal top it definitely pays to go into overdrive. The gears are quiet, with a slight hum in overdrive.

The ride, over the worst surfaces, is outstandingly good and is devoid of pitching and reasonably well damped; moreover, although the Frégate rolls and dips its nose under hard braking, it certainly does not imitate a small sailing craft in this respect. Its steering is geared 4¾ turns lock to lock, but the lock puts a London taxi almost to shame, so that the impression is of decently high-geared steering on normal roads. The steering is smooth but not light; you steer against castor action which destroys all trace of sogginess and lost motion, and no column judder or return motion occurs *via* the wheel. The castor return is quite mild.

In the matter of handling the Frégate merits high marks. Oversteer there is, but it is consistent and not the sort promoting sudden breakaway, and consequently the car can be held to its line round corners. It can be driven fast with a sense of security if not quite one of epicurean pleasure, although such ambitions on roundabouts result in tyre scream. But the oversteer tendency calls for continual steering correction along straight roads. It should be remarked here, and digested by certain British manufacturers, that Renault advise having the steering adjusted if more than ¾ in. free play develops at the wheel rim.

The 11-in. Bendix-Lockheed hydraulic brakes are exceedingly powerful and progressive, and normally call for a mere caress on the pedal. They stop the car " four-square " but had a slight squeak on the car tested, which, incidentally, was one of only three registered in England, and had done 6,700 miles as a demonstration and Press car. The hand-brake, set horizontally under the facia on the right, is a trifle too far forward but holds well and works pleasantly.

The gear-change, by column lever on the right-hand side, is unusual. Bottom, second and top are in natural locations, with reverse opposite first and overdrive-top (0.84 to 1 against the top-gear ratio of 1.16 to 1) below second. It took some time to become accustomed to going forward out of normal top into, not second but overdrive, and to find second when required from top, between reverse and this overdrive top; a change perhaps not entirely acceptable to British family-car drivers or the more timid of the fair sex. But it did add interest to driving the Frégate, although too rapid movement of the light gear-lever results in gear crunch. The clutch is light, smooth and positive. Moreover, overdrive is a useful ratio, offering effortless running with a minimum expenditure of petrol. It is intended that the driver selects it after reaching 37 m.p.h. in normal top, and in practice it is best selected at between 40 and 50 m.p.h., as naturally acceleration is not so brilliant in overdrive as in top gear. For brisk motoring second gear can be profitably held to 40 m.p.h., and top gear is a universal ratio in which the Renault will crawl at 5 m.p.h. and pull away well from 15/20 m.p.h. In overdrive the maximum is over 80 m.p.h. and even in second 48 m.p.h. can be reached before valve bounce intrudes.

The facia of this Frégate is well arranged, with instruments before the driver (they include speedometer with trip and total mileage readings, petrol gauge, water thermometer, oil gauge, ammeter and clock), a large cubby-hole (with lid which is spring-opened by pressing a knob) before the passenger, and a central cubby-hole closed by a grille which would be ideal for storing fauna collected during a country journey or those Brockbank rats which abandon American cars as they enter fast bends—but perhaps it is intended for a radio.

A knob on the left of the facia releases the bonnet. Eight pull-out knobs grouped in fours each side of the aforesaid centre cubby control, respectively, heater, air conditioner, ignition advance (British makers please copy !), facia lamp dimmer (another nice feature), screen wipers, starter (this control came out some 5 in. and we feared for its future security), choke and cigar lighter—not that we *had* any cigars. There is an ashtray in the facia sill, another



[MOTOR SPORT *copyright*

PICTURESQUE.—The Frégate in a rural setting.

on the back of the seat for rear compartment smokers. The winking turn-indicators are operated by a finger-light lever on the right of the steering column, the lamps by a rather delicate rotary switch on the end of a left-hand extension. The right side of the instrument panel lights up with the side lamps " on," the left side with ignition only " on." The Yale ignition key goes in a switch directly below the steering column, rather badly placed, especially as a bent key would not turn unless firmly persuaded. It locks the steering as well, to foil thieves. There is a " soft " horn, for saying thank you to lorry drivers after they have waved you by, controlled from the lamps-switch, and a " loud " horn, for continual use by Frenchmen, operated by a half-horn-ring on the wheel, not always easy to find when on lock. The facia lamps wink in keeping with the turn-indicators while these are in use.

Good points remembered are the comfort of sensible bench seats, both having fold-down armrests, excellent visibility through the big screen and rear window, a good mirror, easy front seat adjustment, good headlamp beam, good treadle accelerator, usefully wide doors with " pulls," front ventilator windows, the pleasantly unadorned bonnet, and twin interior lamps working when the doors were opened. But the Renault designer should write out several thousand times the fact that one door wasn't too easy to open, that his locker lid distorts abominably, that the dimmed beam of the headlamps is inadequate (and not much improved by two Ceibie foglamps with switch below the facia on the extreme right) and that plastic petrol pipes, one actually resting on the top water hose, worry some of us a good deal.

The body is rattle free and a tall passenger remarked that its roof is sensibly free from those cross-beams that contact the human head at humpy bridges. There was a trace of petrol fumes, however. The doors possess useful, if noisy, " stops " to retain them while fully open. The screen wipers were good but worked noisily. The screen-squirts didn't. The screen reflects the facia, etc., in daylight to a troublesome degree. The pedals are set too high off the floor. Although we liked the fuel filler hidden beneath a spring-loaded flap in the rear mudguard, its cap would have been better chained-up or otherwise secured. There are useful elastic-topped door pockets, and a very deep parcels-shelf forward of the back window. There is a normal door lock in the passenger's front door, beneath a weather-flap. The screen visors are uncomfortably close to the eyes.

The engine started reasonably well, was smooth unless allowed to pull away from unfair speeds, and in spite of the hand ignition control it seemed quite " pink " free, at full advance, both on premium and cheap fuel; the compression ratio is, of course, moderate. It called for no oil or water in 437 fast miles, over which the approximate fuel consumption was 24 m.p.g. The tank holds a useful 13 gallons. A sensible, well-illustrated, instruction book, in English, comes with the car.

The Renault Frégate, then, although not so impressive as expected, offers admirable travel facilities for six people with no nonsense, being economical, pleasant to drive, handling so well that it is tolerant of mistakes and enjoyed by a keen driver, and possessing all the necessary equipment laid out simply but effectively. It goes far better than the size of its square engine would lead one to expect and it meets very adequately the requirements of the world's family motorists, with the luxuries of all-round independent suspension and overdrive top gear as part of its specification. No price is quoted for this country, but the Frégate can perhaps be classed as the French Vanguard.—W. B.

THE TYPE R.1100 2-LITRE RENAULT FREGATE SALOON

Engine.—Four cylinders, 85 by 88 mm. (1,996 c.c.). Push-rod o.h.v.; 6.6 to 1 compression ratio; 60 b.h.p. at 4,200 r.p.m.
Gear ratios.—At box : 3.18, 1.13, 1.72 and 0.81 to 1. Axle ratio : 4.6 to 1.
Tyres.—6.40—15 Kleber " Grand Raid " white-walled, on disc wheels.
Weight.—26¼ cwt. (less occupants, but with four gallons of fuel).
Steering ratio.—4¾ turns, lock to lock.
Fuel capacity.—13 gallons. Range approx. 312 miles.
Wheelbase.—9 ft. 2¼ in.
Track.—4 ft. 7 in.
Overall dimensions.—15 ft. 5 in. by 5 ft. 7¾ in. (wide) by 5 ft. 0¼ in. (high).

PERFORMANCE DATA

Indicated speeds in gears :

1st :	25 m.p.h.	Top :	75 m.p.h.
2nd :	48 m.p.h.	Overdrive top :	82 m.p.h.

Makers.—Regie Nationale des Usines Renault, Billancourt, France.

HARD HITTIN'

Murray Robinson had a hard-punching article against sports-car owners, sports-car races and " hot-rod " folk in *Collier's* dated April 4th, under the title of " The Sports Car Set Rides Again." Point was lent to his sneers at specials-builders and beret-wearing sports-car drivers by some fine caricatures of such cars and people by cartoonist Hess.

Robinson punches hard, bringing into his criticism such well-known American sports-car lovers as Dave Garroway, NBC television star, Ralph Stein, author of *Sports Cars of the World*, Walter von Schonfield of New Jersey, H. L. Brundage, Secretary-Treasurer of the Florida region of the S.C.C. of America, and Herb. Skinner, NBC television wit and sponsor of New York's International Motor Sports Show. The main cartoon is clearly intended to suggest, amongst others, M.G., Morgan, and Ferrari, although we find it difficult to understand why the saloon car round which they are circulating looks more like an early Singer Junior than an American gin-palace.

Robinson tells us that the foreign car cult is growing in the States—that whereas only 464 new and 1,962 used foreign cars were imported from 1940 to 1945 inclusive, from 1946 to 1952 inclusive the figures were 113,409 new and 2,693 used foreign cars. Indeed, last year 30,000 new foreigners came in, including 200 M.G.s weekly. The author, before cocking a snook at all aspects of the game, remarks that although this number is small compared to the 1952 output of 4,320,788 American passenger cars, " . . . one little foreign sport car can make a lot of noise and attract much attention." Incidentally, he prices an M.G. at just over 2,000 dollars, a Morgan at 2.500, a Jaguar at about 4,000 and a Ferrari at 14,000 dollars.

We thought at first, here is an immense well-written leg-pull—until Robinson saw fit to recall that a seven-year-old boy was killed during last year's Watkins Glen road race, asking why " the speed-bolls were racing through the narrow main stem of a small town in the first place."

If you are thick-skinned, Robinson's remarks will slide off like water from a wax-polished custom body. If you are sensitive, give *Collier's* a miss. In any case, Murray Robinson does say of " the foreign sport-car craze " that " For my dough, it should have stopped in the Alps and the corkscrew roads of Italy, France and jolly old England, where it came from."

MORGAN REGISTER

A Register of Morgans (and spares) owned by members of the Morgan 4/4 Club is being compiled by Mr. Peter Brisbourne, 92a, Boldmere Road, Sutton Coldfield, Birmingham, who, in addition to being able to supply the name and address of the nearest member holding any required spare is now in a position to obtain a limited number of Coventry Climax spares, such as camshafts, rockers, valves, timing-gears, tappets, etc. This service is only available to Club members.

LETTERS from READERS

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

THE BRITISH INDUSTRY

[Correspondence under this heading has been a feature of MOTOR SPORT in recent months. It has, we believe, caused a deeper stir than is apparent from the apathy of P.R.O.s to reply to criticisms of their products! Believing that the time has come to close this disturbing correspondence, its task accomplished, we do so as we began, with a letter from Mr. George H. Poske, of Peru, adding for flavour a few further letters, including some in praise of British cars.—ED.]

Sir,

Many people are complaining of the performance of modern British cars, at home and abroad, and I am sure that they are justified in doing so, but I would like to put on record the excellent service that my father and lately myself are having from a 1947 Riley 1½-litre saloon.

First of all, the car gets very hard wear being used for business during the week and left in the open all day, and at weekends my father and I obtain great pleasure in using the first-class performance of the car to the best advantage. The road that we live in consists of a chassis-twisting set of pot holes, outstanding drains, etc., as it has not been surfaced at all.

A thirty-miles-per-gallon petrol consumption is obtained regularly from the car and it starts readily, needs no choke (the mixture is not too rich) and has a 2,000-m.p.g. oil consumption.

There are 53,000 miles on the clock and it has not had a rebore and does not need one. Play at the steering wheel is only ¼ in. and the following are the only troubles that have occurred: one big-end started to go, play developed in the i.f.s. linkage and a front damper became rather inefficient.

The original black cellulose is in good condition, as is the body condition generally. One body defect was a split in the fabric head covering seam, easily rectified with some rubber adhesive.

Finally, I agree with Mr. Poske that the brakes on the pre-mid-1952 Rileys are not up to much, and that the car would be much better with a lighter steel body.

I am, Yours, etc.,
B. H. CACKETT.

Bristol.

* * *

From Sir Clive Edwards, Bt.

Sir,

I have read with interest the justifiable complaints of our overseas buyers with regard to British cars and equipment. Most of us in this country can substantiate these complaints. I feel the chief cause of this trouble lies in the fact that emphasis has been on quantity not quality. One correspondent mentions H.R.G. as being an exception with regard to service. Surely this is one of the great joys of individually-built cars by the small maker? A visit to H.R.G. is far more a pleasant social affair than just a service call. Another firm from whom the writer has had quite monumental service and courtesy is Lea-Francis of Coventry, though a little bigger than the former.

Quite different from a visit of mine to a large firm, part of a large combine, where I waited one hour before being attended to and where my needs were only grudgingly allowed me, in spite of a small army of bemedalled commissionaires at every door and gate . . .

I am, Yours, etc.,
CLIVE EDWARDS.

Bicester.

* * *

Sir,

I have read your editorial in the March issue, and also the many letters concerning the quality of post-war British cars, with much interest. I should like, however, to be bold enough to speak in praise of my own 1950 Hillman Minx estate car. This car has now run 19,000 miles over the very indifferent roads we suffer from in the Western Islands. It has been truly used as a farm and estate car and has frequently and regularly been used for transporting feeding-stuffs from the pier to the farm, a distance of 20 miles. On these occasions loads of 7-9 cwt. are carried. The maintenance is done by myself as and when time permits and without any modern garage conveniences. So far, the car has given virtually no trouble. I have had to renew the front shock-absorber arm bushes twice and, apart from this, the only defects, and these were serious, occurred in the tyres of a well-known make, which supplied three "blow outs" through the walls of the tyre giving way. In each case the treads were still good for many miles of motoring. I may add that the tyres were carefully kept at the recommended pressures.

The car was overhauled by the Edinburgh agents last December, when the king-pins were renewed; I do not think this unexpected considering the roads on which the car is used.

I had occasion to motor to London in February, and had the misfortune to be crossing the Pennines from Penrith eastwards during the blizzard of February 10th. Finding the main Brough-Scotch Corner road blocked by heavy transport, I had to take to the side roads, and after various adventures, eventually got through to Bedale *via* Hawes. Several other cars that were from time to time in company with me gave up the unequal struggle; but despite having no chains the Hillman defeated the appalling conditions and I got through safely.

I find the car extremely pleasant to drive; capable of cruising happily at 52-55 m.p.h. and unexpectedly good on corners if these are taken in the proper manner. The suspension is excellent on rough surfaces and the brakes are all that can be desired.

I trust that this letter may encourage other of your readers to give praise where praise is due; and that I do not find that I am the only owner who is pleased with his post-war car.

I am, Yours, etc.,
H. B. CHEAPE.

Isle of Mull.

* * *

Sir,

I read with interest the comments of your readers regarding the reliability of British cars.

Since the war I have owned a 1933 Ford Eight, a 1937 Ford Ten, a 1939 Jaguar 2½, a 1950 Austin A40 and a 1951 Sunbeam-Talbot 90. I have also had experience of Vauxhall, Standard, Armstrong-Siddeley and Daimler cars. The most reliable cars have been the Sunbeam-Talbot and the Ford Eight.

Also since the war I have driven 30,000 miles a year. I work in a large medical practice from early morning until late at night. I push my car to the limit all the time. My fault with British cars is not with their engines but with their fitments. My engine may be started a hundred times a day, the gears used hundreds of times a day, the steering used from lock to lock, the springs exerted on rough roads, the brakes applied on hundreds of corners, the lights are used every day, summer and winter, and the paintwork, upholstery and fittings come in for a lot of wear and tear. I may do thirty stops and starts in a couple of miles and then five miles at 70 m.p.h. I often start from cold in the early hours and immediately drive at high speeds. I try not to abuse my cars but what else can one do when major faults crop up with monotonous regularity and there is work to be done!

Manufacturers do not seem to appreciate that the day is gone when people kept cars for shopping on Saturday and picnics on Sunday, weather permitting, of course! With the present price of petrol and the high cost of repairs the initial price of the car is of secondary importance in the long run. In one year I paid more for petrol and maintenance of a new Austin A40 than the initial cost of the car. A small car running badly with ignition trouble will use just as much petrol as a large car running well, as I have found out to my cost. In a free market who would buy a "depend on it" car that has recurrently jamming starter motor, worn ring gear, sticking valves, broken springs, faulty shock-absorbers, burst radiator, faulty door and window mechanisms and ignition troubles, to mention but a few?

Many car owners blame the apathy of garage foremen in not supervising the mechanics, but surely the makers are to blame. There is no excuse for cars that develop faults shortly after delivery. Incidentally, I recently tailed three new cars on delivery from the Midlands for a twisty twenty miles at speeds between 50 and 70 m.p.h.

If any maker wishes his car properly tested in a manner guaranteed to bring out all faults then let him send a car to a busy doctor for a month or two. Few British manufacturers would care to take advantage of such an offer and have a report published. Road tests carried out by staffs of motoring journals are all very well but we are not all such good drivers. How many cul-de-sacs do the "journal" testers back their car down, and how often do they start a car with a flat battery and no starting handle in a back alley late at night?

If a world market were available to Britain today then I fancy that some of the manufacturers would herald the event with consternation.

I am, Yours, etc.,
CLIFFORD C. LUTTON, M.B., Ch.B.

Musselburgh.

Sir,

I have followed the long duel between correspondents, many of whom are overseas and are possibly embittered by their experiences.

My contention is that any cheap car is " cheap," and that " cheap " cars last longer in the U.K., due to excellent roads and short distances, than anywhere else in the world.

But in the course of visiting some 43 countries since 1940—on business mainly—I have found the same old argument in bars, messes, hotels, etc.—in fact wherever the British abroad congregate.

They *mostly* can't afford the more expensive vehicles and buy a " cheap " one, then expect it to bat across the desert or through the jungle on sand, murram or cotton-soil in temperatures up to 120 deg. in the shade indefinitely—hopeless, of course.

But I do think that for the " outposts of the Empire " the American vehicle is more suited due *only* to its *physical size*; and don't believe the story—" not a rattle after five years " (your April issue) by Mr. Meridith—that is tripe. The average " Yank " rattles after a month—but usually goes on moving for a longer period than all the European products put together. Therefore the conclusion I've come to is : to cope with the " bush " conditions of these countries, a loosely built, high-powered, physically large vehicle is the only solution !

I am, Yours, etc.,

Crawley. P. J. E. HODGKINSON.

* * *

Sir,

I cannot for the life of me recall whether I have written you to congratulate you for your remarkable courage as displayed in your Editorials and letters to the Editor since the unhappy day when I wrote you my opinion regarding some British cars. However, in the event that I might have forgotten to do so, I am taking the opportunity of thanking you now and telling you that I really admire and appreciate your courage, as I can well imagine the criticism and pressure that you have received.

It might interest you to know that I have somehow received a number of letters from people in various corners of the world who have taken the trouble to tell me that they agree 100 per cent. with me, and most of them have gone even further. I don't intend to get anywhere near the Rolls-Royce argument, as I long ago discovered that discussing a Rolls with an Englishman is about as ridiculous as arguing religion with a devout Catholic. I have even had some very profound criticism of that car, the Bentley and several other really high-priced cars with which I have little or no experience and therefore do not discuss one way or the other.

One very large and prominent dealer in the east of the U.S. wrote me : " I am ashamed to sell some of the junk, and I don't mean just the cheap stuff, but the really high-priced cars that you don't even mention. Wish to God I was back selling Chevrolets as at least I could live with myself at nights." He also says that about twice a year they have a convention with British manufacturers in the States to discuss problems, but the stock answer of the manufacturers is : " After all, old chap, the U.S. is only a very small part of our overall market, and we have to build for the overall picture." Now if some one told me that about Peru I could believe it, although the conditions here would apply to a great extent with most Latin countries, and almost all of the Commonwealth excepting Canada, and to some degree there. As I understand it, from talking with and writing to many people in the trade, the British manufacturers seem to feel that there is still a sellers' market and that anything that runs can be sold.

You state in your Editorial that two British manufacturers sent representatives here to investigate the letters, or rather the conditions I merely outlined in my letters to you. I was rather amused to see this. I am well known in the automotive business here as I am not only vociferous, as you doubtless have noted, but I race a bit and that always brings a bit of notoriety plus, I have at least a speaking acquaintance with anyone in the business here who amounts to anything. Now the thing that amuses me most is : why didn't these representatives look me up to shout me down or prove me wrong ? I would have welcomed talking to them, believe me. In fact, when I heard from Linder—the Nuffield factory man here to look after their service, and a very swell guy he is and doing a wonderful job, and Nuffield is to be congratulated at least in that respect—that the Lucas representative was in town and inquired about that " dirty name " who owned a Riley and was always writing nasty letters back to the British magazines, I dashed over to the Lucas headquarters here to look up the chap, as I wanted to prove what I said by dragging new stuff off the shelf and running checks, plus taking him about the town to let him talk with other people here, and then show him the enormous markdown that exists on British cars that are used. However, I couldn't locate him but left word with the Lucas people that I would enjoy talking with him. However, I never had the pleasure . . .

Believe me, I am not trying to be a pest. I honestly think that most of your cars have a definite place in the automotive industry if a few things were ironed out, and I would like to help as much as possible, therefore I trust that you understand that I would like to make constructive criticism, but the details involved are a bit lengthy in letters. Also, at this stage of the game, after listening to dealers and reading letters from others, I am not at all sure that such criticism is welcome, well meant and useful or not. In the event that such constructive and well-meant criticism isn't properly received then I say to hell with it. I am sure that you and your grand magazine can do more to assist in the overall improvement of British cars than any other single factor. However, continue to stress in your magazine that it takes a bit more than nice leather upholstery and walnut veneer to make a good serviceable car.

I shortly intend writing you a note with names of some dealers and manufacturers who simply will *not* answer letters requesting information; will not ship although payment in full has been made; will not even explain why shipment hasn't been made, etc. It is something I cannot understand. I, personally, will hop about no end to make an honest buck and I have found *all* U.S. dealers the same way. But I have gotten the idea that some British dealers just don't give a damn if they sell anything or not, and probably would prefer to forget the whole thing.

Once again, thanks for the wonderful sportsmanship and fair-mindedness that you have shown about the whole thing, and you are always at liberty to print anything I write.

I am, Yours, etc.,

Peru. GEORGE H. POSKE.

THE BOVIS BIOMETER

Sir,

Using Tele-Radiesthesia, a form of telepathy by which information otherwise inaccessible may sometimes be obtained, I obtained the following figures for octane rating and " goodness " rating, which I presume means a balance between calorific value and octane rating. The figures were obtained on a form of Bovis Biometer which I specially calibrated for the purpose.

Fuel	*Octane*	*Goodness Figure*
Power	70	not taken
Regent Benzole	73	23
Average Pool	72	22
National Benzole	73/74	24
Regent Benzole	73	23
Regent Extra	75	23
Esso Extra	78	23
B.P. Super	79	23/24

I obtained a number of figures for mixtures of base fuels with the high-grade petrols which are very informative.

I am, Yours, etc.,

London, N.21. F. W. CHAMPION.

AN INTERESTING ALFA-ROMEO QUERY

Sir,

Since 1948 I have been puzzled by references in all motor magazines to the 1½-litre two-stage Alfa-Romeos as *Tipo* 159. Having a comprehensive collection of Alfa data, the following *factory-authenticated* data may be of interest and help to clear up this little mystery.

Since the demise of the Monoposto (not Tipo P3, you notice) and the Tipo " C " cars (Dennis Poore type), all racing Alfa-Romeos have been type-numbered *to a system*, which works as follows :

The *Tipo* 308 was the 3-litre 8-cylinder;
The *Tipo* 312 was the 3-litre 12-cylinder;
The *Tipo* 316 was the 3-litre 16-cylinder;

and so on, the first figure denoting the litreage and the latter the number of cylinders.

Now : the 1½-litre car was originally called the *Tipo* 158 (1.5-litre, 8-cylinder), and by now it is obvious what I am driving at. When these cars were brought out later in 1939-40 with altered nose cowling, etc., they were called *Tipo* 158*B*, and after the war, when they were given two-stage blowers, they were called *Tipo* 158*C*. Perhaps after this stage we have two more improved models, but suddenly the cars blossom out with *Tipo* 159. I am, as a collector of racing-car data, most interested to know the reason for the 159 as I wish to keep my records 100 per cent. accurate, so perhaps any reader having factory data to explain this apparent mystery would make it available in these pages, with the Editor's consent, of course. Whatever the explanation, I am *sure* the 1949-51 Alfa-Romeos did not have nine cylinders ! I await the result with interest.

I am, Yours, etc.,

Melbourne. BOB SHEPHERD.

GOOD FOR FORD

Sir,

I have read with interest and sympathy the considerable number of letters recently appearing in MOTOR SPORT from writers in various parts of the world complaining about post-war British cars, and I hope that you will publish this letter, which records my own experience with a cheap (by modern standards !) post-war British-made car.

In April, 1947, I took delivery of a Ford Ten Prefect and I have just sold it in part-exchange for another Ford, after having driven it hard for 52,000 miles. The paintwork of the car is unmarked, except for one small piece of flaking on the boot, the front bumper grew a rust patch about three weeks after the car arrived but apart from that the chromium is good. During these 52,000 miles I have only had one involuntary stop and that was round about the 3,000-foot contour mark on the Aigle-Villars mountain road (Switzerland). At the time the car was carrying two adults, two " teenage " children and all our luggage for a month, and was boiling somewhat vigorously. The trouble was quickly located as an air-lock in the petrol pump. I may say that we subsequently overtook several motorists in larger and more expensive cars who were suffering the same sort of trouble on mountain roads. As the remedy for the fault is extremely simple it is perhaps worth a passing reference. All that is needed is a small supply of cold water and enough hardihood to pour it onto the overheated petrol pump.

Apart from annual holidays in England, Scotland, and one on the Continent, the car ran mostly on those short journeys that we are told promote excessive wear. The following repairs and replacements were necessary during nearly six years. A reconditioned engine was fitted at 25,000 miles. The brakes were relined once; new king-pins and bushes were fitted at 40,000 miles. Last summer, while the car was on loan to a member of my family, a fault developed in the gearbox; as a result it had to be reconditioned. The work was promptly undertaken by the nearest Ford agent; it took one day and cost £20—I wonder how many other makes of car could be treated so quickly and inexpensively. The car has also had three sets of plugs, and, apart from the above items, the only costs have been for regular servicing, petrol, oil and tyres. The car was driven hard, by several different drivers amongst our relations and friends. I have been a motorist for over 20 years and really do consider that I have had as good service from my post-war car as I had from any of the dozen or so cars of popular make that I owned or drove as a family car in pre-war years.

I have also in my stable (literally, as it happens) a 1937 Hillman Hawk which I bought at painful cost just after the war for towing a caravan. It is only fair to say that the Hillman has done its job well and provides an excellent ride and any amount of reserve of power for hills and sticky places, but I must side with your other correspondents in complaining about the really terrible cost of spares and the great difficulty in obtaining them. It does seem to be long past the time when other manufacturers should follow the lead provided by one British motor company in selling a car that will not fall to bits and in organising proper spares and servicing facilities.

I suppose that I should say that I have no connection with any motor company, save as a customer who feels that he has received reasonable treatment from one of them and no animus against any other manufacturer.

I am, Yours, etc.,

Mansfield Woodhouse. L. SHORLAND-BALL.

THE MORRIS MINOR IN THE GROOVE

Sir,

I have noticed in your columns (and others) frequent reference to the excellent handling of the post-war Morris Minor car.

Whilst I agree that the handling is better than many other post-war cars, I find I am in strong disagreement with such statements as are from time to time made suggesting that this car handles like a racing car—it doesn't !

My experience is that at low speeds it handles well, but if cornered on—or over—the limit the car becomes completely uncontrollable. The tendency can be simulated at quite reasonable speeds by using well-worn covers at the rear and in the wet; the tail, having rolled as far as it wants to will proceed to waltz round so fast that full correcting lock won't stop the car turning right round and leaving the corner stern first !

To compare such behaviour with say a pre-war Frazer-Nash—or an Aston-Martin—is just misleading. People who say the Morris Minor handles " like a racing car " should try driving it round corners at racing-car speeds. They will find it fails—and very naturally too, because it was not built for such treatment.

My purpose in writing the foregoing is not merely to de-bunk a legend which may well be the cause of some relatively inexperienced enthusiast getting himself into a position from which neither his own skill nor the handling qualities of the car can extricate him.

Most of us who have driven, say, a G.P. Bugatti have probably at some time committed some serious error of judgment *from which the handling of the Bugatti has extricated us.* This the Minor could not do.

Now, to be constructive : how can the handling of the Minor be improved to bring it nearer the ideal of " like a racing car " ? I am asking for information. I suggest that more weight, lower down at the rear, combined with some form of anti-roll stabiliser and stiffer rear shock-absorbers, might well provide considerable improvement.

Have any of your readers perchance tried—and succeeded in—improving the handling of this very nice little car ?

I am, Yours, etc.,

J. CARMALT-JONES.

London, S.W.1.

[We said some years ago, when the Minor was a frequent subject of debate, that excellent as it was (and is), to compare its cornering with that of a G.P. racing car was rubbish.—ED.]

INSURANCE

Sir,

With reference to recent correspondence in MOTOR SPORT concerning car insurance, are there any vital statistics to show whether :

(*a*) more accidents are caused by old cars than by new ones ;

(*b*) more accidents are caused by large cars than by small ones ;

(*c*) either old or large cars, or cars of both categories, cause a larger drain on the claims departments of the insurance companies than new or small cars ?

If, as I suspect, no such results could be shown, there seems to be no reason for any differential rates in that part of the insurance premiums which covers third party insurance. This should surely be at a flat rate. Any further cover should then be assessed according to the value of the car, as any other rate of insurance of goods is fixed.

I am, Yours, etc.,

Surbiton. G. O. OVENS.

THE REASONS WHY !

Sir,

It is said that as men grow older they gain in common sense, their outlook matures, from wild excursions which were the order of the day in their youth they gradually turn to more sober things. And it is reasonable to suppose that the motor industry might follow roughly the same course up to the age of about 40, when, while it would have settled down to some extent, it would of course remain open to improvements, continuing thus it would avoid the road to senility of its human counterpart. But while the industry does to a large extent appear to have reached a mature state so far as the majority of car components are concerned, it is still sadly lacking in common sense in an extraordinary number of ways, and it would be interesting to hear from those responsible the reasons for many things.

For example, why did the 1929 Austin Seven's engine accelerate violently if one turned the steering wheel to its limit ? Why was the 1934 Standard fitted with brakes which would have had difficulty stopping a wheelbarrow, when reversing, though they did have effect if the car was going forward ? Who on earth put the 1939 and early post-war Vauxhall's clock opposite the driver, with the speedometer in front of the passenger, and the hand-brake practically under the bonnet ? The office boys at Jowetts must have had enormous amusement designing the contours of the roof in such a way that back-seat passengers are knocked senseless when the Javelin hits a bump, one of the few faults of the car. And as for the present series of Austins, where one can get but a brief bird's-eye view of the engine through a hatch, well, they can keep them so far as I am concerned. The Vanguard has an intriguing feature, too, in the cubby-hole's lid which opens *up*wards so that one cannot see what is inside and the lid is quite useless as a shelf.

All these faults, and many more like them, are so obvious and unnecessary that one can only doubt the sanity of those responsible, and dare them to explain the reasons.

I am, Yours, etc.,

Angus. DONALD C. ROBERTSON.

AMERICA'S CARS—BY AN AMERICAN

Sir,

I was interested in Mr. Poske's original letter anent the alleged failings of British post-World War II automobiles and/or their manufacturers' maintenance departments, but the subsequent " alarums & excursions " evoked thereby in your letters column have been highly illuminating. I wonder if you might be interested in some random comments from one who is involved in research, development, and fabrication of prototype wheeled vehicles ?

While I work here in Detroit, my home is at a popular summer resort on Long Island, in the extended metropolitan New York area. In our village of some three thousand population, at least seven makes of English cars, ranging from Morris Minors through M.G.s and Jaguars to a lonely Rolls-Royce, are represented—and some of them in fairish numbers. In the main these were bought, I am sure, because (1) it is fashionable in that area to buy foreign cars, (2) British automobiles have far better sales organisations behind them over here than do Continental makers, and (3) your sports jobs, particularly M.G.s and Jaguars, fill a void in our own automotive field. While Long Island is possibly unfamiliar to many of your readers, it can be said to be ideal territory for your cars—good weather, no hills, an extensive parkway system, and a garage at practically every turn in the road. On top of this, the availability of spares, only seventy miles away in New York, is the best in the United States.

Last September, with the thought in mind that I might locate an exceptional buy on a Morris, Austin, or Hillman, I conducted a little survey of the owners of these cars just before they started drifting back to the City for the winter. However, without indicating that I was contemplating any purchase, I first discussed maintenance with them—and they were a thoroughly vocal lot on that subject ! Although from my viewpoint most of the vehicles should have been in their prime, running in the main between 4,000 and 9,000 miles on their speedometers, I will not pain your manufacturer-readers by detailing the maintenance headaches that had been encountered, or list the bits and pieces that kept falling off their bodies. Suffice it to say that, almost without exception, the difficulties these good people had experienced would, with an American car, have made it utterly unacceptable. The interesting angle of this to me was that, in spite of their dissatisfaction, most of the owners were still quite loyal to their choices. I attribute this to the ride that these cars supplied. Or, as one leading yacht-designer commented, even though three times in four months he had had to import by air spare parts from London, " When my Riley runs, it sure is a sweetheart ! "

Now let me pass on to another point, which, although reference to it has on occasions appeared in your journal, seems to be inadequately understood in your country. This is the question of how, why, and under what conditions Americans use their cars. Although I served half a year with your wonderful Eighth Army in 1943, I do not believe that I ever convinced one officer or other rank as to the average American's actual attitude toward his motor car ! However, let me try again by using my own routine, automotive-wise, to illustrate my thesis. While I do drive farther *per year* than many people, in all other respects I believe that my outlook is typical of Americans.

I habitually own two cars, using whichever one does not suit my wife's fancy at the time ! (I'm old enough to admit to being a " henpecked husband.") In recent years I have bought in alternate years a Packard and a Ford, the latter because this company makes by all odds the best station-wagon body available. These are entirely " off-the-showroom-floor " vehicles, with the sole exception that I insist upon keeping the standard differential gears normally supplied with three-speed transmissions, even though I equip the cars with Borg-Warner overdrive gearboxes. (Our manufacturers have a nasty habit of using higher differential gear ratios than normal when they put overdrive transmissions into their cars.)

Every third week, on an average, I take an extended trip to the East Coast. To one of my destinations it is 656 road miles : starting at 7 a.m., I can count on arriving between 8 and 8.15 p.m. under normal conditions, and the worst delay I ever encountered, with snow and ice, saw me in bed by midnight. This entire trip, incidentally, is over normal roads, not our so-called super-highways.

Frequently I travel the expressway, however, from King of Prussia, Pennsylvania (we, too, have quaint place names !), to the Ohio line, a distance of 330 miles. Normal running time, with a stop for fuel and a lunch-snack, is 4¾ hours—which is to say that I make a good consistent 75 m.p.h.

Let me stress at this point that this is not a matter of semi-racing driving or even *pour le sport*. Like 99.99 per cent. of all American driving, it is strictly to get from one place to another.

I do not wish to overwhelm you with statistics, which I could probably do as I must keep accurate records. I will therefore briefly cover the " best " of my last four cars, and the " worst." The best :—

A 1950 Packard four-door sedan, bought new with heater, radio, and numerous accessories, for $2,150, sold at 26,225 miles. Greased and oil changed every 1,500 miles. Overall gasoline consumption rate : 13.1 miles per U.S. gallon. Burned three U.S. quarts of oil per thousand miles in the last thousand I had it. Total maintenance costs $237.75, exclusive of gasoline, which consisted of :

5,200 miles —Door window crank handle broke due to maltreatment.
9,800 ,, —Tune up, new spark plugs, ignition points, brakes adjusted.
12,700 ,, —Two rear tyres replaced.
19,200 ,, —Cooling system thermostat replaced; brakes adjusted.
19,700 ,, —Front tyre ruined by hitting sharp iron; bought new tyre and put spare tyre on other front wheel to match it.
20,300 ,, —Tune up, new spark plugs, new ignition points, radio repaired.
24,600 ,, —Brakes adjusted, body-to-chassis bolts tightened.

Now for the worst of my last four cars :—

A 1951 Ford station-wagon, bought with heater, radio, etc., for $2,510. Greased and oil changed every 1,200 miles. Overall gasoline consumption rate : 15.8 miles per U.S. gallon. Oil consumption rate when sold at 22,500 miles, nil. Total maintenance costs to me, $186.20, which consisted of (fuel not considered) :

3,400 miles —Differential spider gears started grinding : dealer replaced as within warranty period.
5,100 ,, —Brakes adjusted, timing checked.
6,500 ,, —Differential spider gears again replaced by dealer gratis.
8,200 ,, —Ammeter replaced.
10,100 ,, —Tune up, spark plugs reworked, points replaced, oil filter changed, headlight connection repaired.
10,600 ,, —Differential spider gears replaced for third time, cost being paid directly by the manufacturer.
13,400 ,, —Muffler had to be replaced because of rust holes, brakes adjusted.
19,900 ,, —Tune up, oil filter replaced, spark plugs and ignition points reworked.

As you can see, the spider gears were obviously a weak point and I made so much of a row about it, basing my case on the fact that I could never know when they would go out of action again, that the Ford Motor Company agreed to sell me a new 1952 station-wagon (which incorporated a lot of genuine improvements) at factory cost. As a result of this offer, I rid myself of a year-old car with 22,500 miles on it and got a new one for a direct outlay of $310.

Now my purpose in describing the above is *not* to make claim to any virtue for our cars, or lack of it for yours. It will show, however, what by U.S. standards is a thoroughly poor car. The Packard also suggests what we can expect out of a satisfactory one. Consider both cars in relation to the relatively long distances involved, and the cruising speeds attained. Then put yourself in the place of an American considering the purchase of a foreign car.

Should he live on Long Island (or Southern California, or Florida), or wish only to commute to and from the railway station, he can consider one of your cars. But he, nevertheless, will expect it to be maintenance free, unless he is a sports-car enthusiast. And even then, obviously, he would prefer not to have trouble.

Put in another way, the increasing market your cars built up over here between 1946 and 1952 will fall off again to the relatively minor level of oddity-appeal unless you can meet some definite U.S. requirements. And no matter what these may be—the commuters, the sports-car people, the man interested in economical driving—you will lose if you do not provide reliability comparable to our own cars. This should not be hard to do from a mechanical point of view, as our cars are nothing spectacular in this respect. And when weaknesses creep in, as inevitably they will, your agents and your manufacturers will have to stand behind their products far better than they do now. My wrath at the Ford Company about spider gears completely melted in the face of its entirely fair treatment of me, and I shall continue to buy cars from its dealers. Judging by what I heard last September from owners of British cars, and from my own personal experience, I would say that your automotive people could learn much from Ford's approach.

I am, Yours, etc.,
FRANK SPEIR (Lt.-Col.).

Detroit, Michigan.

Enthusiasts' Directory: No. 6—Fire-Extinguishers

INTRODUCTION

COMMON-SENSE does not prevail as often as might be supposed, if the lack of a fire-extinguisher in many garages and on so many cars is any criterion. In fact, the Petroleum Spirit (Motor Vehicles) Order No. 952 calls for provision of fire extinguishing apparatus or other effective means (such as sand-buckets) of extinguishing fires occasioned by burning petroleum spirit in garage or car if there is petrol in the garage or car's tank. A maximum penalty of £20 per day can be imposed for ignoring it. Apart from this, appreciation of one's car should compel the carrying of a modern extinguisher, and such equipment is nowadays compulsory on every car taking part in a race.

That modern extinguishers are exceedingly effective requires no emphasis. We recently set light to some petrol, let it blaze up, and extinguished it instantly with a minute American extinguisher, easily operated and so rapid in action that it was possible to relight the unburned surface petrol. Scarcely a mark was left on the floor and no white powder or foam was deposited. This appeals to us as a fine achievement and below we provide details of a number of modern fire extinguishers from which a choice can be made. Buy one NOW, before you merely *wish* you had done so !—W. B.

ANTIFYRE

Antifyre Primax extinguishers are guaranteed for ten years against defect, leakage or evaporation. They are all-metal, with solid drawn copper body to which a solid brass head is brazed, the cylinder being tested to five times its working pressure.

This is a pressure extinguisher, operated by turning a cap. The flow of liquid can be adjusted from a quick " hiss " to quell a carburetter fire to a full and powerful stream. The non-corrodible, triple gas-lock valve has no washers, leather, felt, cork or rubber in its construction and when turned off is ready for fresh use until completely empty. The fluid is harmless to clothing, engine or paintwork, and it is claimed that the Antifyre Primax throws a jet three times as effective as a pump-type extinguisher. It is thus possible to operate farther from the flames. The folder describing it, incidentally, shows a vintage 14/40 Vauxhall tourer being destroyed by fire. The Primax Junior, for private cars, is 9¼ in. high, 2⅝ in. wide and weighs 3 lb. 9 oz. It has a capacity of approximately a pint. The price, with quick-release vibration-proof bracket, is 77s. 6d. in burnished copper or 87s. 6d. in polished chromium. Refills cost 3s. 9d. The Primax Midget model is made specially for racing cars and measures only 4¾ in. by 2½ in., and it is very light. C.T.C. is ejected by CO_2 gas. The price is 77s. 6d.; refills 4s.

Antifyre also make the Pistole Extinguisher, which is used like a pistol. They offer free refilling when used on a fire and no liquids or gases are employed. Instead, a fine cloud is emitted, capable of quelling 95 per cent. of fires; but for bonfires and smouldering, deep-seated fires the Primax is required. The Pistole is 14 in. long, weighs only 3½ lb. charged, and may be recharged during fire-fighting. The Model III as a " Motor Unit " is supplied with two charges and vibration-proof brackets, at 80s. in red and black enamel or at 110s. in polished chrome. A Junior Car Unit, consisting of one Pistole and bracket, is priced at 67s. 6d. and 85s., respectively.

Antifyre users include Stirling Moss, who relies on the Pistole, Duncan Hamilton, the Cooper and Aston-Martin teams, and Basil Tye, etc., while as an item of history, the late Sir Malcolm Campbell was also a user, and in 1933 a fire in K. Hutchison's Bugatti at Donington (happy memory !) was extinguished by Antifyre apparatus after eight pump-type extinguishers looked like failing. Crips Bros., of Sidcup, put out a fire on a Cooper 500 with a Pistole cartridge at Brands Hatch last year.

ANTIFYRE LTD., SHAFTESBURY ROAD, ACTON, LONDON, W.3 (ACO 1166/7).

DESMO

The Desmo No. 102 P.S.V. extinguisher is of double-action pump type, and has a capacity of two pints. It costs £4 5s. in all-chrome finish, or £3 15s. in lacquered brass. The No. 103 Junior extinguisher is of the same type but holds one pint; chromium finished, the price is £3 5s. Carbontetrachloride liquid is used in both extinguishers.

DESMO LTD., 220, SHAFTESBURY AVENUE, LONDON, W.C.2 (TEM 1994/5).

NU-SWIFT

Nu-Swift make pressure-operated fire extinguishers that emit an instantaneous cloud of heavier-than-air vapour which leaving the nozzle at 95 m.p.h. rapidly expands to 233 times its original volume (*i.e.*, discharged at six feet it covers a fire-smothering area of approximately four square feet), to kill fire.

NU-SWIFT LTD., Elland, Yorkshire. (Tel. : Elland 2852).

MINIMAX

The " D " Minimax has been constructed to combat petrol, oil and electrical fires including electrically-driven motors and has proved its worth in innumerable cases.

The fluid is quite harmless, and being non-conducting may be used on electrical equipment, etc. The fluid almost immediately evaporates and leaves no trace.

This type of extinguisher can be fitted to any type of vehicle and is designed to withstand tropical heat or severe cold.

Minimax Major and Minor models are supplied complete with bracket and ready filled.

These models are built to British Standard Specification and approved by all competent authorities : the Minimax Major complies with the requirements of the Ministry of Transport for Public Service Vehicles.

Extinguishers of this type are not recommended for use in confined spaces.

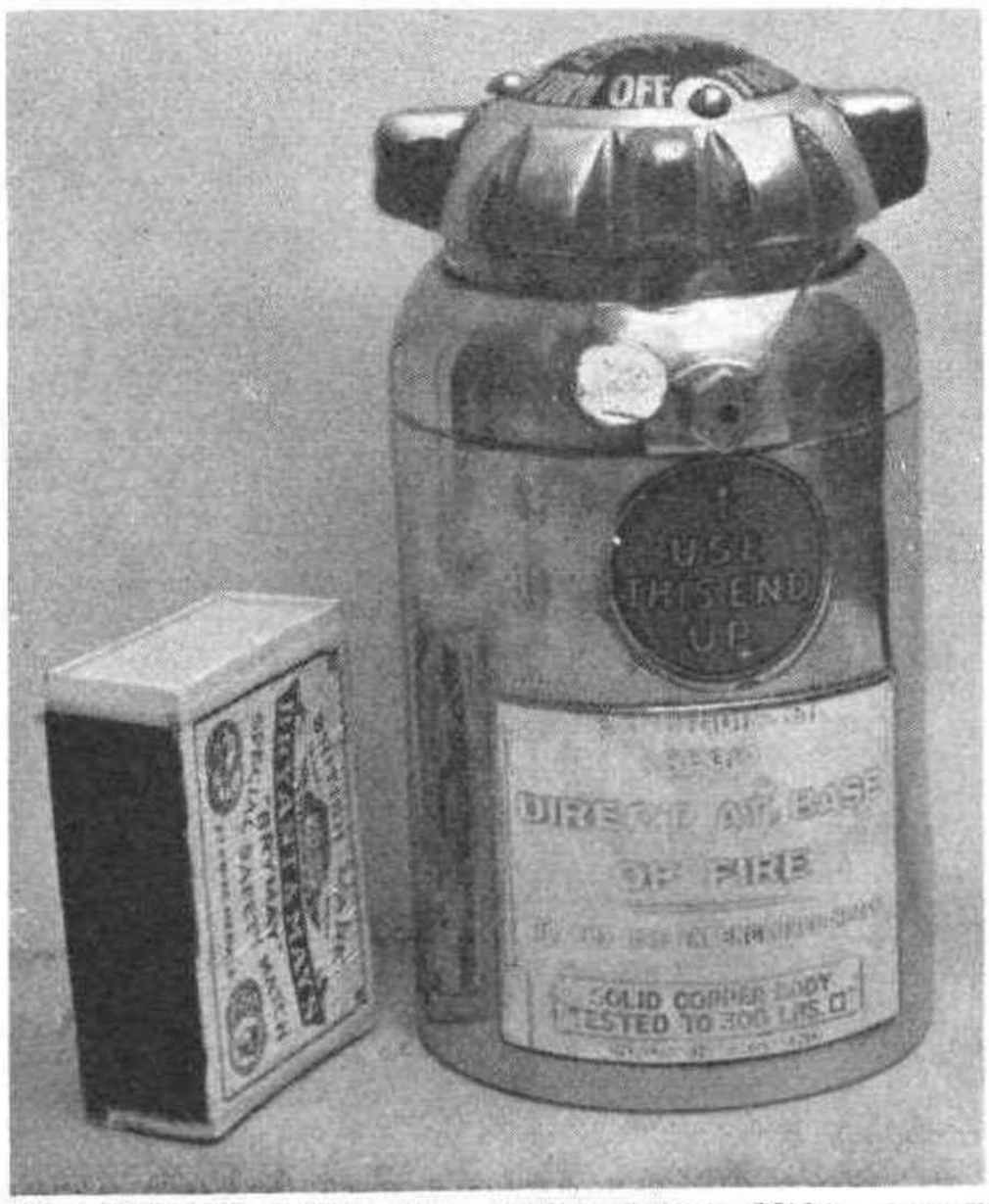
MINIMAX LTD., Feltham, Middlesex.

PYRENE

The Pyrene Company was launched by Mr. Wallace B. Phillips, its founder and chairman, in 1914, with the famous pump-type Pyrene fire extinguisher as its basic product. Over 17 millions of these extinguishers have been supplied to date and they are still providing world-wide fire protection service for motor vehicles, electrical plant and various other fire dangers.

The Pyrene Company opened the head office and main works on the Great West Road in 1930 and considerable extensions to property and plant have been added since this date, to cope with the ever-increasing demand for Pyrene fire-fighting equipment. This demand

Continued on page 280



FOR RACING CARS.—The Antifyre Primax Midget, specially designed for racing cars.

CHAIN CHATTER

by

"CARROZZINO"

IN the two recent circuit races at Floreffe and Mettet we had interesting examples of a mechanical problem that confronts those who race sidecars. If you can bring yourself to consider the sidecar outfit as a unit in itself and not a normal racing motorcycle with "chair" attached, there are numerous modifications that can be made to improve performance, most of which bears relation to racing-car practice, for the sidecar outfit can, in many ways, be considered as a car with a wheel missing. Among these modifications is the question of weight distribution and one of the easily movable factors is the four gallons of petrol, normally carried very high up above the engine. This weight of some 50 lb. can usefully be disposed elsewhere and numerous experiments have been tried, the latest being that of ex-World Champion Eric Oliver. As described last month the fuel tank sits between the rear wheel and the sidecar platform and this requires an S.U. electric pump with battery in the sidecar to deliver the fuel direct to the carburetter. Here we come to the point of this discussion, for at Floreffe Oliver lost a certain first place due to one of the battery leads coming adrift, and the following week at Mettet he was again robbed of first place due to the fuel tank breaking away from its mountings. Had he retained a normal fuel system, as on the standard "Featherbed" Norton, he would have had two more wins to his credit, for there would have been no battery wire to become detached, and on the second occasion had the tank mounting broken, the tank itself would have rested in its place due to gravity, as has often happened on solo machines.

Apart from the question of weight distribution, this altering of the fuel system also allows the rider to sit lower and reduces frontal area, so the question is whether to gain speed and handling at the risk of introducing other possible causes of retirement. It is all a matter of compromise, as is the sidecar outfit itself, and for years sidecar men refused to think of anything new. Now, however, experiments are appearing more and more frequently, each having advantages and disadvantages, but whether it is better to have a complicated but more scientific outfit, or to retain the simple sidecar layout with its inherent reliability, comparatively, of course, is still a debatable point. On both occasions mentioned above it was Cyril Smith who took the place of the leader when he was delayed, thereby making the score Smith 2, Oliver 0, by the same method as Smith became World Champion last year.

In the solo classes, Floreffe was interesting as it was the first Continental outing of the factory Norton, A.J.S., N.S.U. and Guzzi machines. The Nortons were fast, bearing in mind they were rehashes of last year's models, while the A.J.S. machines, both 350 and 500, have a long way to go. Although Lomas, on the N.S.U. 250-c.c. twin, won his race, Anderson showed that the Guzzi was faster, if not reliable. N.S.U. are making a very serious bid for 250-c.c. World Championship honours this year and at Hockenhiem they finished 1-2-3, but it was noticeable that Anderson rode his 250 Guzzi only in the 350-c.c. event! B.M.W. still seem to be probing about in the dark and their latest 500-c.c. solo is fitted with a copy of the "Earles" leading-link front fork, using the same horizontal twin engine, but much progress is being made with petrol-injection. In the sidecar race at Hockenhiem, the two works riders, Kraus and Knoll, harried Oliver in no mean manner, while Smith could not keep up. It is good to see Knoll on a works machine, for this young German rider has excellent riding ability and a first-class mechanical knowledge. During the past year or two in German International races his home-prepared Rennsport B.M.W. outfit has been a constant worry to the Norton private owners. It was he who first adapted a Lockheed brake system to his outfit, operating on all three wheels, which gained him many valuable yards in competition with faster machines. Mention of his Lockheed brakes brings us the full circle to the opening paragraph this month—the question of car practice and the balance between complication and reliability. On a hydraulic system, one leak and there are no brakes, but on the normal outfit many riders have finished races with a rear brake rod stripped or front nipple pulled out, the independent operation of the brakes always assuring some sort of retardation. Sidecar brakes, rear suspension, sidecar suspension, streamlining, banking, all come in this province



and all continue to be in a state of flux. The only certainty is telescopic forks, which are now a *sine-qua-non*, but only after much experimentation.

At the time of going to press the T.T. practice has yet to start, so rumours such as Duke on a Gilera, Anderson with a Guzzi Four, and so on, cannot be substantiated, but by the time these words are read more will be known. The T.T. itself is a week ahead from the date of issue, so that the outcome must wait until July, but there is every indication of fierce competition in all classes.

STOP PRESS—A FAST TRIUMPH

As we close for press we learn that the new sports Triumph, with 2-litre Vanguard engine, has distinguished itself by covering the two-way f.s. mile on the Jabbeke Motor Road at 124.095 m.p.h., and the two-way f.s. kilo at 124.889 m.p.h. driven by Ken Richardson. It ran on Esso fuel and was timed by the Belgian A.C. officials. This is a staggering speed for a car the basic price of which is only £555, although presumably the production version will not be *quite* so quick, as the engine used in Belgium gave 93 b.h.p. We have waited a long time for the sports Triumph to be anything more than an exhibit on show stands, but this sensational news from Belgium makes it look as if the Coventry sports car is well worth waiting for.—W. B.

* * *

"MOTOR SPORT" BROOKLANDS MEMORIAL TROPHY

After the B.A.R.C. Members' Meeting of May 2nd the leading placings in this contest are: F. C. Davis, 12 points; P. D. Gammon and H. A. Mitchell, 11 points each; C. A. S. Brooks, 9 points; Oscar Moore, 8 points; C. J. Hamilton, 7 points; and T. W. Dargue, R. G. Shattock and T. Sopwith, 6 points each. A win carries 4 points and some extremely fine racing is to be expected at the final round, to be contested on July 25th.

* * *

SUNBEAM ALPINE

The new Sunbeam Alpine, the two-seater sports car which on its first road test on the Continent two months ago broke a Belgian record in its class at a speed of 120.135 m.p.h., made its bow to the British public when it covered a number of "Laps of Honour" at Brand's Hatch.

As in Belgium, both the car and the driver at Brand's Hatch were the same. The Sunbeam Alpine (No. MWK 969) was again driven by Miss Sheila Van Damm. Miss Van Damm drove the car over the one-mile-long track to demonstrate its riding qualities, but did not attempt any speed laps—but wouldn't certain London streets offer a better demonstration?

* * *

BRIDGEHAMPTON

The Sports Car Club of America will hold the Bridgehampton Sports Car Road Races, Saturday, May 23rd, at Bridgehampton, New York. The fifth running of this annual road race classic is expected to bring entries from all over the United States as well as record crowds. Bridgehampton, situated on the eastern end of Long Island—100 miles east of New York City, is one of the pioneer towns participating in the re-birth of road racing in America. The first race was held there in June of 1949 and the popularity of this event has increased each year. The races will be run in the village of Bridgehampton on town roads, and the circuit is four miles comprising approximately three-quarters of a mile of two-lane concrete and three and a half miles of two-lane black top. This is the same course that has been used since the start of the races in 1949.

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FOR SALE

RILEY SPECIAL 12/6. Preselector box. Aston-Martin 2-seater body. Good hood and tyres. Unregistered and in running order. £175, o.n.o. Shaw Motors, Torrisholme, Morecambe. Tel.: 2478. [7714

BENTLEY 3-LITRE SPEED model V.D.P. Engine overhauled; completely resprayed; re-upholstered, new hood; six new tyres, new battery. £350. Box No. F715, MOTOR SPORT, 15, City Road, E.C.1. [7715

1910 (OR THEREABOUTS) hexagonal Humber radiator in good order and Standard Little Nine gearbox. Farmers and General Repair Service, near Spalding. Tel.: Pason Drove 352. [7716

FRAZER-NASH SPEED model. Completely overhauled. New tyres, battery, carburetter. Professionally built 2-seater body fitted. £160. 14, Valley Road, Erith. [7717

JOWETT JUPITER, MK. I, used one month only, 1,900 miles; unmarked. £935. J. Allison & Sons Ltd., Manor Buildings, Pocklington. [7720

PROFESSIONALLY-BUILT 1951 supercharged Ford 10-h.p. single-seater racing car. Four-speed box, divided front axle, Scintilla, etc. Beautifully finished in B.R. green. Easily converted to 2-seater road car. Bargain, £195, or exchange. Cost approximately £600 to build. Photos. Broom, 5, Bathurst Road, Norwich. Tel.: 22045, 33984. [7721

BUCKLER I.F.S., complete less radius-arms; perfect condition. Lucas sports coil; Ford Ten oil pump, shrouded, with pick-up from back centre of sump; good order. Two Ford cut-outs, one new. Brand new, never used, Ford Ten export water pump. Oil filter. Ford Ten cylinder head, polished and surface ground. Two 1949 Morris Minor headlamps, perfect condition. Ford Ten front spring, good order. Temperature gauge, complete, 0 to 100 deg. C. W. Binns, "Greenacres," Mirfield, Yorks. [7722

WILSON SELF-CHANGE GEARBOX and automatic clutch, ex-Riley Merlin, 1935. Good running order but noisy. Would exchange for helical-type gearbox and normal clutch, 1933-34 type, suit same car. Wilson box includes bell-housing, all controls and handbook. J. MacBean, Manor Lodge, Chesham Bois, Bucks. [7724

£110—AUTO-UNION WANDERER saloon. Black. Leather upholstery. Tel.: W. H. Arthur & Co., Ltd., Station Garage, Billericay 110. [7726

"MOTOR SPORTS" 1938 (complete), 1949-52 (five missing) : offers. Wanted : 1939 Rover Twelve, really good condition. 195, Parkway, Iver Heath, Bucks. [7727

AMERICA'S AUTO MAGAZINES. One year's supply *Hot Rod*, 21s. 6d.; *Motor Trends*, 21s. 6d.; *Road and Track*, 25s.; *Automobile Topics*, 43s. Send for free booklet listing all others. Willen Ltd. (Dept. 6), 101, Fleet Street, London, E.C.4. [7728

ONE RADIATOR BLOCK, fit Wolseley or M.G., £4. Ford Ten gearbox, complete, £4. Two tele. shock-absorbers, £1 10s. Two chrome "Tiltray" 10-in. headlamps, £2. Two 8-in. headlamps, £1. Complete master cylinder with pedal, £1. Gyroscope direction indicator, 10s. ⅜-in. electric drill, as new, £5. ¾-in. electric drill, £4. Double-ended 6-in. tool grinder, new, £8. Philco remote control 12v. radio, cost £32, accept £10. S.U. carburetter, 1¼-in. choke, 10s. Abbott, 37, Lancing Park, Lancing, Sussex. [7729

1952 AUSTIN A70 BODY, with doors and wings, £25. Ford 30-h.p. V8 standard and Mercury engines with units, as new, £35 each. Wilson gearbox, £7. New Reo block, bearings, crank, rods, pistons, valves, three heads, £12. Bedford 27-h.p. engine, new block and crank, rest dismantled, £12. Rudge Ulster 499 engine, £10. New Bedford and Chevrolet pistons, 50s. per set, others. C. Dugard Ltd., Denmark Villas, Hove (Tel.: 32471). [7730

FOR SALE—*continued*

OFFERS—Willys-Jeep, new tyres, excellent condition, hood. G.M.C. engine, 35 h.p.; starter, carburetter, dynamo, clutch. Jeep chassis, axles, springs, etc., as new. Armstrong self-change gearbox. Liming, Glaziers Lane, Normandy, Guildford. [7731

1951 A.C. tourer, Buckland body, complete with all-weather equipment and tonneau cover. Mechanically the car is in first-class condition and the bodywork is immaculate. Price £925 0s. 0d. Apply : W. A. Dawson, Esq., 12, Moreton Avenue, Harpenden, Herts. [7734

FORD TEN CENTRIC installation. Complete in every detail. 2,500 miles since recondition. Fitted in Buckler. Owner changing to 1,172 formula. Prospective buyers, if nerves are good enough, can have demonstration. £35, o.n.o. W. Binns, Greenacres, Battyeford, Mirfield, Yorks. Tel.: 3239. [7735

TWO STOP-WATCHES, in perfect order, £4 15s. each. Hibbert, 20, Howell Road, Exeter (Tel.: 2177). [7737

TC M.G. CYLINDER HEAD, complete with valves, springs, rockers, etc. Chromium plated luggage grid of heavy gauge copper tubing. O.H.V. Morris Minor engine parts. Best offers secure. Hawken, "Ar Dhachaidh," Puckeridge, Herts. Tel.: 135. [7739

BUGATTI TYPE 57 saloon, 3.3 twin o.h.c. engine just completely rebuilt. Everything perfect. First £595. Wallace, 27, Thaxted Way, Waltham Abbey. [7740

LANCIA AUGUSTA saloon, 1937. Taxed year. £250. 112, Meadow Street, Sheffield. [7741

ROLLS-ROYCE, Ph. I (9/29). Goddess mascot, five new tyres, new battery, P.100s, windtones. £125. 46, Bradford Road, Shipley, Yorkshire. Tel.: Shipley 51230. [7742

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HUMBER SNIPE, 1930. Breaking. Tel.: Tottenham 7530, or write : R. Goodman, 16, Dunloe Avenue, London, N.17. [7743

1930 ALVIS SILVER EAGLE 16.95 tourer. Splendid condition, 3,000 miles since rebore and overhaul by makers. New hood. A splendidly preserved example of this fine vintage machine. £150 0s. 0d. Marston, Tree Oaks, Dunham Road, Bowdon, Cheshire. [7744

BEST OFFERS ACCEPTED for : Riley 1½ 4-cylinder, front and rear axles complete, radiator, dynamo, most engine parts. Riley Nine reconditioned starter. Riley Fourteen cylinder head, rocker gear and dynamo. Lagonda Rapier front and rear axles, set of reconditioned springs and radiator. Allard i.f.s., unused. 45 B.M.W. chassis frame. Austin Seven rear axle with Girling brakes, conversion plates for Ford pressed wheels, Hardy Spicer propellor shaft. M.G. J2 remote gear control. Two 16-in. E.R.A. wheels. B. A. R. Noble, Service Station, Driffield. [7745

J2 M.G. SPARES : One road wheel; one "AA" cylinder head; one crankcase; one front-end housing; two aluminium rocker boxes; two camshafts; one 4-branch exhaust pipe; one set of rods; one heavy-rib aluminium sump; one S.U. racing carburetter; one steel sump; one I. & E. manifold. Various bits and pieces. Offers : 8, Herbert Road, Solihull, Birmingham. Tel.: SOL 0404. [7746

TAPLEY PERFORMANCE METER, unused. £3. MOTOR SPORT, March, 1950, to March, 1953, 36 copies, 1s. each. 48, Swanage Road, S.W.18. [7747

HEALEY convertible. Red, fawn hood. First registered 1948. Maximum, 107 m.p.h.; consumption 27 m.p.g. Carefully maintained and completely overhauled. Two sets of tyres. £600 or offer. Box No. F748, MOTOR SPORT, 15, City Road, E.C.1. [7748

FOR SALE—*continued*

DELLOW—first registered Nov., 1950. Red. 12,000 miles only. New fully modified engine, clutch, Wade supercharger, Scintilla, extra instruments, telecontrols, overall tonneau. Seven new tyres and wheels. Windtone horns. Many extras. £450. Langney Motors Ltd., 25/27, Cornfield Road, Eastbourne (Tel.: 1858). [7749

M.G.—E.N.V. GEARBOX, in good condition, £10. Good secondhand pistons, con.-rods, crankshafts, gearboxes, clutches and other spares for M.G., Wolseley Hornet and Morris Minor. Mousley, Slape Netherbury, Dorset. [7750

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LANCIA AUGUSTA, 1935, with professionally-built station wagon body. Looks queer but very sound. Offers. Harper, Rose Cottage, Chawston, Bedford. Tel.: Eaton Socon 324. [7753

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ALFA-ROMEO 2-seater, 1,750 c.c., supercharged, short chassis, body by Young. £300 mechanical overhaul (bills available); most carefully run-in. New tyres. S.U., Fram, telecontrols, a.v.c. 1929 Show model eligible V.S.C.C. Offers : Graham Dix, 58, Coleshill Road, Birmingham, 8. [7755

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SUPERB streamlined D8/15 Delage, £295. D6 Delage, £49. Gears cut, boxes reconditioned, all makes. All Delage spares available. Matthews, Bentworth Priors, Tower Hill, Dorking (Tel.: 3426). [7757

LEA-FRANCIS 12/40 coupé, excellent order throughout. One complete saloon for spares. £180 the two. Fuller details and photo on request. Wakeling, Mareham-le-Fen (Tel.: 240), Boston, Lincs. [7759

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ENTHUSIAST-SELECTED, *circa*-1932 Austin Seven chassis parts, accept almost any offers. Nearly new Ford Ten engine, complete, £35. Four brand new tyres, Pirelli, 19 by 3.5; Firestone, 17 by 4.5; offers. Air compressor for spraying, £10. Brodey, 58, Barrow Road, Sileby, Loughborough. [7764

FORD 10-H.P. SPEED EQUIPMENT by Aquaplane Company is the choice of the experts. In the first 1,172 Formula race at Ibsley cars fitted with Aquaplane Speed Equipment scored first and second places (D. H. Small and G. Tapp), also a third against 1,500-c.c. cars (G. Tapp). Aquaplane offers the largest selection of Speed Equipment for 1.172 Formula racing. Our components are dynamometer and race tested and of world fame—it is cheaper to buy the best from people who specialise. Apa from serious racing, certain of our Speed Equipment is suitable for the family saloon owner who wishes to show his friends "a clean pair of heels." It will be our pleasure to send you lists. Aquaplane Company, Oulton Broad, Suffolk. Tel.: 416. [7766

FULL RACE FORD 8/10-H.P. CAMSHAFTS of American design, reputed to produce 46 b.h.p. Usually priced at £11 10s. each—to clear at £8 15s. each. For enthusiasts who require the ultimate in performance, Aquaplane racing camshafts of proved winning capacity are available at £16 10s. each. As used by the most famous drivers in all parts of the world. For the economical achievement of high speed it pays to buy the best. Aquaplane Company, Oulton Broad, Suffolk. Tel.: 416. [7767

1931 MERCEDES-BENZ 8S.38/250. Light 2-seater D.H. coupé by Corsica. Complete engine and chassis overhaul during last 13,000 miles. High-compression pistons. Coachwork and plating exceptional. Spares include complete engine. All receipts available. £475. Box No. F768, MOTOR SPORT, 15, City Road, E.C.1. [7768

105 SPEED TALBOT, 1938. Excellent mechanically. Terrific performance. Superb dark green Darracq coachwork. Over £100 spent recently. £280, o.n.o. Box No. F769, MOTOR SPORT, 15, City Road, E.C.1. [7769

M.G. J2, one of the finest in the country. New car arrived reason for sale. No reasonable offer refused. Tel.: HEN 7262. [7770

FOR SALE—*continued*

TALBOT 60 saloon, 1934, first-class condition. £135, o.n.o. Haynes, Cottage, Manor House, Sherborne-St.-John, Basingstoke. [7771

£95—B.S.A. THREE-WHEELER, 1934. Mechanically perfect, tyres perfect; smart appearance. Owner requires larger car. Tel.: Tulse Hill 2392. [7772

NEW BLACK HOOD COVERING for 1937 Morris Eight 4-seater, £6. Also new maroon Vynide coupé-type hood covering for 1935 to '38 Morris Eight 2-seater, £8 10s. Screens if required. Harrison, White House, Farningham, Kent. [7773

1936 AUSTIN NIPPY, good condition throughout; £160, or offers. 1930 Vernon Derby, damaged rear axle and second gear, otherwise sound; ideal basis for special; must be sold—offers. F. R. Holland, 39, Village Road, Eastham, Wirral, Cheshire. [7774

A.C. GREYHOUND 2-door saloon, 1935. Good condition, three new tyres. Well maintained. £200. Tel.: Springpark 6760. [7775

RESIDENTIAL CARAVAN, 19 ft., three-berth. Pithers, wired mains. Excellent condition. £325, or exchange for good pre-war Riley. Flt. Lt. Wimbledon, R.A.F., Llandaff, Cardiff. [7776

M.G. PA, in excellent condition. Recellulosed. New hood. H.C. head. £225. Tel.: WOR 5172. [7777

1938 O.H.V. MORRIS TEN breaking down. All spares available. Manchester. Box No. F778, Motor Sport, 15, City Road, E.C.1. [7778

MORRIS SERIES E—Nordec blower. Complete, perfect. £30. Wanted, some way to make a Morris Minor go. Johnson, Clay Lake, Endon, Stoke-on-Trent. [7780

AUSTIN SEVEN saloon. £50. Sunbeam 23.8-h.p. limousine, 1930. Offers £30 to £50. Wade, Tudor Lodge, Thamesbank, S.W.14. Tel.: PRO 3922. [7781

MISS HAIG'S HEALEY. Special Silverstone built for her by Healey Motors. Special close-ratio gearbox, all-weather equipment, valanced wings. Late-type engine fitted last winter; 4,000 miles. Used touring, two rallies. Showroom condition. Opportunity for purchaser requiring exceptional sports-touring car. £870. Haig, Nutbourne Common, Pulborough, Sussex. [7782

FRAZER-NASH B.M.W. 1½-litre 2-seater. B.R. green. Lightweight coachbuilt body. Completely reconditioned April, 1952. Fitted triple S.U.s, Fram, h.c. head, Bosch magneto, 2 L.S. hydraulic brakes. Tyres almost new; i.f.s. telecontrols to rear, all-weather equipment, aero screens, tonneau, immersion heater, Windtones. An attractive car with performance to match, giving 25 m.p.g. Excellent for all types of club events. 325 guineas, or exchange for Anglia Ten. Crump, 19, Hazel Road, Dudley, Worcs. [7783

ALLARD 71K, August, 1948. 28,000 miles. Special equipment, including full-view screens, built-in radio. Beautiful appearance and absolutely as new. Offer around £400 or exchange. "Tynhurst," Lawn Close, Datchet, Bucks. [7784

AUSTIN NIPPY, 1937, Speedy engine. Very good condition. £150. Tel.: HIT 5037. [7786

S.S.1 16-h.p., 1935, sports saloon. £135, or offer. Photo available. Silvester, 89, Bellamy Drive, Stanmore, Middlesex. [7785

LEA-FRANCIS 12/40 sports saloon. Close ratio, staggered rad. £175. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [7788

DROPHEAD FOURSOME coupé Austin Sixteen. Special coachwork, unbelievable condition. £175. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [7789

30/98 VAUXHALL. Near mint condition. Hydraulic brakes, Kigass, etc. Bargain at £200, or take Bullnose part exchange. Box No. F790, Motor Sport, 15, City Road, E.C.1. [7790

FOR SALE—*continued*

ROLLS TWENTY, 1927, O.D. saloon. All mechanical parts first rate; body dreadful. Offers to Box No. F793, Motor Sport, 15, City Road, E.C.1. [7793

1950 DUNCAN HEALEY sports saloon. Complete from scuttle. Back needs little attention. First £55. L, 27, Stokehill, Guildhouse, Binley Road, Coventry. [7794

1927 HUMBER 14/40 saloon. Genuinely good. £55, o.n.o., and good home. Details: Sheldon, 143, Holmes Avenue, Hove, Sussex. [7795

M.G. PB, 1936, 2-seater. Scintilla Vertex. Supercharged. Excellent condition throughout. Hood and side-screens, tyres, battery all good. £270. Tel.: PRO 1850. [7796

RILEY NINE (1930) engine and gearbox complete but not assembled. Suitable for special. Cheap. Offers. T. G. Tallis, Gabalfa, Sketty, Swansea. [7797

WOLSELEY HORNET tourer, 1931. Good running order. Engine rebored, crankshaft reground and bearings remetalled Dec. '51. Car rewired and brakes recently relined. New tyres and battery. £95. Tel.: Bracknell 630, evenings. [7799

GENTLEMAN OFFERS for sale 1928 Austin 12.4 open 2/3-seater. Really superior condition. Over £75 recently spent. New hood, side-screens, carpets, respray, straight-through copper exhaust, super chrome fittings. The car is genuine. Must be seen to be appreciated. Best offer over £90 secures. Write appointment: "Perhaver," Barton Common Road, New Milton, Hants. [7801

1934 HORNET SPECIAL 4-seater fixed-head coupé. Good condition. Reliable. £100, or offer. Boyd-Wallis, 8, Elmhurst Drive, Hornchurch. [7802

ALFA-ROMEO 1,500 c.c. Rebuilt this year with new English ash shooting-brake body. Reluctantly selling for £185, having fallen in love with another "marque." Bevan, 26, Tanner Street, London, S.E.1. Tel.: HOP 2044. [7803

2-LITRE LAGONDA HANDBOOK (1929) in unmarked condition. £5, o.n.o. Wells, "Cornerways," Pevensey Bay, Sussex. [7804

AUSTIN REBUILT SPORTS special, 6,000 miles. Engine tuned, double valve springs, D.D. manifold. Ford carb., dash gear change, Bendenix brakes, Newton shock-absorbers, 500 by 16 wheels, universal-jointed steering; dark green 2-seater, tube-framed body work, windscreen and hood, Dunlopillo seating; brisk performance, 50 m.p.g. £165. Wanted; 4-seater saloon. Morris preferred, 10-h.p., 1937. All enquiries: 146, Birkbeck Road, Leytonstone, E.11. [7305

500-c.c. RACING CAR. Good body, tyres. £50, or complete with 5-stud J.A.P. and Norton gearbox. £115. D.K.W. chassis reconditioned, suitable base for 500 c.c. £25, or exchanges. Howard, "Avondale," Grovehurst Road, Sittingbourne, Kent. [7806

1931 ULSTER AUSTIN. Exceptionally attractive. Photographs available. £90. J. C. Brown, 35a, Transmere Road, Petts Wood, Kent. [7808

ASTON-MARTIN, 1925 BAMFORD. Offers around £110. Howell, 197, Kings Road, Kingston-on-Thames. Tel.: KIN 1451. [7809

VINTAGE CAR ENTHUSIASTS! 1928 Humber Nine Saloon in very good running order. Only two owners and 68,000 miles. Beautiful condition inside and out. Insured, March, 1954. Recent excellent engineer's report. Any test. Offers around £45. Foort, 74, Shaftesbury Avenue, Chester. [7810

LEA-FRANCIS, 1930. Good running order. Meadows engine. Recently rebored. Offers or exchanges. 34, Napier Square, North Camp, Aldershot, Hants. [7811

DISMANTLING DAMAGED 503B FIAT (1927). Most parts, accessories available. Whittle, Blexham, Oxon. [7813

FOR SALE—*continued*

A.C., 1935, 2-LITRE SALOON. Good condition throughout. New radiator and tyres. Any trial. Photograph. £150. 31, Thornhill Road, Luton, Beds. [7812

DISMANTLING SINGER LE MANS, 1936. Will sell engine separately. Exchange 12v windhorns for 6v. Winfield. 25, Torcross, Ruislip, Middlesex. [7815

BENTLEY RED LABEL tourer No. 477. Good condition. Offers to: Elliott, c/o Dewar, Heathfield House, Manchester Road, Bury, Lancs. [7816

FRAZER-NASH B.M.W., 100 m.p.h., Type 328 2-seater. Triple S.U.s. Reg. 1939. Good all-weather equipment and kept in perfect condition. £750, o.n.o. Can be seen at: Thomson & Taylor, Ltd., Weybridge. [7817

STILL LOOKING for your instruction manual? Send me details and I'll find it. No obligation. "Manuals," 119, Kensington Avenue, Watford. [7818

1931 RILEY NINE sports twin carbs. Fast. Good condition. £65. 4, Rocwood Lane, Macclesfield. [7820

HUMBER 8/18, 1923, tourer. All-weather equipment, good tyres, battery, etc. Many spares. Instruction books, recently reconditioned engine, excellent all-round condition. £35. Barker, 4, Codrington Place, Clifton, Bristol, 8. [7821

ROLLS-ROYCE back and front axle, engine and gear parts, 1927 (20-h.p.). Alvis back and front axle 19.5. Pre-selector gearbox and four wheels, engine and gearbox 30/98 Vauxhall. E.N.V. gearbox suitable for M.G. Brown, 26, Alfred Street, Sparkbrook, Birmingham, 12. Tel.: Vic 2688. [7822

COX ATMOS carburetter, Type 26, new, £3. B.T.H. magneto, ex-12/50, 30s. Hinchliffe, 55, Bryn Road, Swansea. [7823

AUSTIN SEVEN sports—Nippy engine, bronze head, works body. £115, or exchange. Tel.: HAR 2882. [7825

LATEST EDITION of Caxton's "Modern Motor Engineer." Hardly been looked at. Goes to best offer. Box No. F826, Motor Sport, 15, City Road, E.C.1. [7826

ALVIS, 1936, SPEED TWENTY, Charlesworth body, sports saloon. Mechanically sound. £155. Tel.: Cleckheaton 807. [7828

1928 M.G. 14/40 TOURER. Extensively overhauled. £130, o.n.o. 49, Park Road, Brentwood, Essex. [7829

BUGATTI 5-litre, Type 46, converted S.U. big improvement. Engine readily reassembled. Many new spares. Utility body not yet attached. Eight wheels and tyres: 12-in. Zeiss. Scintilla units overhauled. Qualifies Vintage. Unregistered. Offers. Also all major components Type 43 with 3-litre 44 engine, including conversion Miller-Girling brakes and mechanically perfect G.P. gearbox. Also variety vintage Bugatti spares. Type 55 supercharger. Four new aluminium streamlined helmet-type mudguards. £10. Holland Birkett, 3, Pondtail Road, Fleet, Hants. Tel.: Fleet 588. [7830

VICTORIA GARAGE OF EXETER, DEVON, the vintage and sports-car specialists offer the following thoroughbred motor cars: 1939 Alvis Speed Twenty-Five saloon. Gunmetal with red hide upholstery. Fast and in good condition. Only two owners. £575. 1935 Riley 1½-litre 4-cylinder Kestrel. A fast and reliable motor. Very sound. Black with fawn leather. £250, o.n.o. 1939 Citroën Light Fifteen open tourer 4-seater. Blue with brown leather. A really good car. £300. Tel.: Exeter 2338. [7831

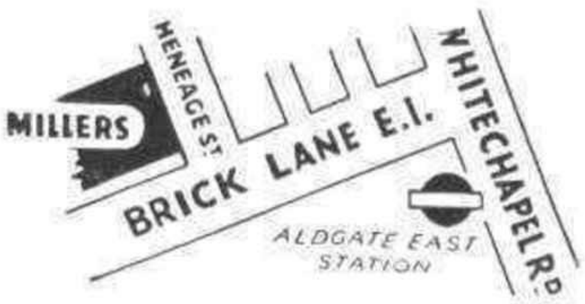
ALVIS, 1937/38, SILVER CREST saloon. Black. 16.9-h.p. Excellent condition. Radio. £175. Tel.: WAXlow 3801, evenings. [7836

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FOR SALE—*continued*

£65. 2-LITRE SILVER CROSSLEY sports tourer, 1931. Very clean vintage car, but hood needs re-covering. Described, illustrated December "V/Veerings." If unsold this month will reluctantly break for spares as room needed. Enquiries either way. Montgomery, 79a, Bromley Common, Kent (Sat./Sun. mornings). [7832

ASTON-MARTIN, 1939. 2-litre s/chassis open sports—complete overhaul. Not yet run in—excellent condition throughout. Five new tyres. £495. Box No. F833, MOTOR SPORT, 15, City Road, E.C.1. [7833

ALVIS SPEED TWENTY-FIVE, 1937. Charlesworth saloon, black, ace discs; 10,000 miles since £157 engine overhaul by Laystall, including cylinder liners and crankshaft regrind, starter ring and clutch. (Bills to show.) New tyres, batteries and exhaust system. Mechanically 100 per cent. and very smart. Price £400, o.n.o. Taxed year. Cottis, Bakers, Laindon, Essex. Tel.: 64 (or 127 evenings.) [7834

VAUXHALL 30/98, 1921, aluminium tourer. Just rebored. Kigas first class, almost original condition. £195, or offer. Exchanges, more luggage space, considered. Tel.: Holborn 3979. Box No. F837, MOTOR SPORT, 15, City Road, E.C.1. [7837

RILEY 9-h.p. MONACO saloon, 1933. Immaculate red leather interior. Very sound body. Excellent cellulose. Chromed headlamps with stoneguards. Quiet engine, 45-lb. oil pressure hot. Fitted Philco radio. £145. Martin, Well Cottage, Warfield, Berks. Tel.: Bracknell 105, daytime. [7838

ROLLS-ROYCE 21.6 PARK WARD COUPE. Late 1924, centre change. £200 spent recently. Rebored, repainted, etc. First-class condition. £250. English, 16, Nuneham Square, Abingdon. After June 7th. [7839

CRANKSHAFT SINGER LE MANS, 9-h.p., rear springs. Williams, 58, Talbot Avenue, Watford. [7840

A.C. 1934 ENGINE. No head. £10 to caller. 35, Lower Gungate, Tamworth, Staffs. [7841

1937 F.N./B.M.W. TYPE 55 2-litre roadster. Mileage 55,400; 29 m.p.g. Excellent condition. £275. Lang, 5, Corfe Hill House, Radipole, Weymouth. Photograph. [7842

1936 LANCIA AUGUSTA. Good tyres. Two owners only. Full history disclosed and bills shown. Resprayed. Suspension parts worn but quite serviceable. Snip £150. Box No. F843, MOTOR SPORT, 15, City Road, E.C.1. [7843

RILEY NINE fabric saloon, 1930. Good condition. New battery. Reconditioned dynamo. Five good tyres. £60, o.n.o. Tel.: Silverthorn 5366, London. [7844

B.S.A. THREE-WHEELER, Nov., 1934. Good condition. £110. Tel.: Silverthorn 5479. [7845

ONE PAIR RILEY NINE lightlift camshafts (fan extension), 1933-1934. £7. Haynes, 1, Arcadian, Margate. [7846

£45. FORD V8 chassis complete. Only needs body. Believed 1937. Must sell. Tel.: Downland 4740. [7847

GENUINE 15,000 MILEAGE. Not rebored, 1930 Humber Snipe drophead coupé. £120. Morley, 40, Quernmore Road, Stroud Green, N.4. [7848

AUSTIN SEVEN SPECIAL, 2-seater, all-aluminium body, just completely overhauled; very good condition. Apply: Nadin, Hodgsonites, Charterhouse, Godalming, Surrey. [7849

SINGER LE MANS sports saloon. Recellulosed black, re-upholstered, re-glazed, rewired, new battery. £100 bills mechanics. Owner getting married. £120. Tel.: Finchley 1941. [7850

RAILTON 28-H.P. engine, starter, gearbox, good condition. Wanted, rear axle bevels, 3.8 to 1 or higher. Barrett, 30, Pilgrims Way East, Otford, Kent. [7852

1936 PACKARD drophead, 27 h.p. Quick sale, £115. 40, Broadwater Avenue, Letchworth, Herts. [7853

M.G. TA SPARES: Block, crank, head, water pump, thermostat, oil pump, exhaust manifold, inlet manifold with S.U.s, head water inlet, handbrake cross-shaft with lever ratchet and bearings, front axle beam. Two "TB" front springs. Trunnion boxes. Four 18-in. wheels, two 16-in. wheels with Michelin Zig-Zag tyres. Air-cleaner with aluminium manifold. Hartridge, Grove House, East Common, Gerrards Cross. [7854

LANCHESTER 10-H.P., 1933/35, spares: Engine complete, £10. Front axle, as new, £7 10s. Also steering column, prop.-shaft, and various bits. Holmes, Walnut Croft, Gobowen, Oswestry, Shropshire. [7855

CYCLE WINGS (domed and beaded), steel. 5 in., 6 in. and 7 in.: 10s. each fronts, 12s. 6d. rears. Carriage and packing, 3s. 6d. pairs, 5s. sets. W. G. Ferguson, Bath Road Garage, Nailsworth, Glos. [7856

MORRIS MINOR, fitted Arnott blower, tuned engine, "Undersealed," Dunlopillo. £140 worth extras. Blue convertible, 1951, faultless, one owner. £565. 151, Bury Street, Ruislip. Tel.: 9743. [7858

FOR SALE—*continued*

IDEALIST BENTLEY, 4½-LITRE, professionally rebuilt as sports coupé, 1942. Specially tuned engine 1946. Winner, B.D.C. closed cars sprint 1949. Taxed year. Mods. too numerous for advert., including light flywheel, reground crank, racing rods, Specialloid pistons, 700 by 18 rear wheels, heavy Goodyear, rebuilt chrome radiator; paint and chrome like new. Impressive appearance; looks like a Speed Six but goes faster. Domestic reason for sale. Best offer, might consider small car and cash. Wellington, West Street, Farnham (Tel.: 6461). [7857

G.N., 1911, belt drive, G.P.-type body. Immaculate throughout. Offers. Also 1924 Morris Cowley tourer, rebuilt December, 1951, mechanically excellent; good tyres, sound body, new hood. Offers to Sutton, Sailor Hotel, Addingham, Ilkley. [7859

ROLLS-ROYCE, 1933, 25-H.P. Park Ward close-coupled saloon, with large coachbuilt boot. Chrome, cellulose, chassis, engine and upholstery excellent all equipment in perfect order. A very beautiful example. Offers around £590. Box No. F861, MOTOR SPORT, 15, City Road, E.C.1. [7861

SPARES: 4½-litre, 100-m.p.h. Invicta, Rapide Lagonda and Ford Hybrid. For family and economic reasons the advertiser is disposing of a vast quantity of competition spares, a lot of which are unused, including wheels, radiator, new racing engines, body, axles, carburetters, etc. Full list of parts available sent on application to Box No. F860, MOTOR SPORT, 15, City Road, E.C.1. [7860

ALFA-ROMEO in B.A.O.R.—6C 2,500 sports convertible (unsupercharged), 1941. Full 4-seater body by Touring. New hood and tyres. Radio. Running order, but as engine requires attention selling at give-away price—£250. Would swap for car in this country to someone posted B.A.O.R. Armstrong, 63, Wigmore Street, W.1. Tel.: Welbeck 1131 (day). [7863

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TALBOT, 1937, 105 saloon. Total mileage believed about 55,000. First rebore 12,000 ago. Exceptionally good throughout and utterly reliable. Taxed year. £235. Johnson, Moscow, Great Dalby, Leicestershire. Tel.: Somerby 273. [7864

ALLARD-FORD V8 SPECIAL. Roadworthy but hibernating. £250. Write: Stephen Pook, 12, Fourth Avenue, Havant. [7865

FINE 4½ BENTLEY 2-seater (Young), £350. Gargantuan brake on best 4½ chassis, £200. Fouley, Old Cottage, Long Lawford. Tel.: Rugby 4817. [7866

SUNBEAM 8.8, 1949½, 500 o.h.c., fitted Watsonian Maxstoke sidecar. Smooth, reliable transport. Sell £175, or exchange interesting sports car, preferably vintage, 1½-2½ litres. 4, Masons Road, Cippenham, Slough. [7867

GEARBOXES. Preselector and synchromesh units reconditioned or repaired. Smithway, 34, Sullivan Way, Elstree, Herts. [7868

CHASSIS FOR SPECIALS: A few Ford V8 chassis, complete, clean, running order, £50 each. Ford V8 engines, complete all accessories, running order, £20 each. New V8 crown-wheels and pinions, 9 by 37 10-spline, £5 pair. "Saunders Garage" (The Ford V8 Specialists), 3, Anerley Street, Battersea, S.W.11. Tel.: MACaulay 2594. [7869

£34—DELAGE, 1930/1, O.D. saloon, 21 h.p. Good A.A. report except for body. In daily use. Fast, reliable, immediate starter. Tel.: Clissold 4608/9 (London), 9-5 p.m. [7870

BREAKING 1931 RILEY MONACO saloon, all spares available. Also 1940 green Morgan 4/4, £220. 7, Ranworth Mansions, N.W.6. Tel.: MAI 6828. [7871

M.G., 1933, J2, red. Engine exceptional, very fast motor; tyres, etc., good. Sound car. 150 gns. Trice, 6, East Meads, Guildford. Tel.: 62465. [7872

FOR SALE—*continued*

1939 HUDSON 16.9-H.P. fixed-head coupé, 3-seater. Good condition, everything working. Taxed December. Exchange considered. £220, o.n.o. Tel.: Eltham 4901 (London). [7873

OFFERS! 1912 Aermore brass four-note exhaust horn. 1928 Citroën 12-h.p. saloon, clean and sound throughout but tyres are doubtful. Yew Tree Garage, Woodyates, near Salisbury. Tel.: Handley 334. [7874

BREAKING LINCOLN ZEPHYR, 1938. V12 engine, Burtonwood overhaul, and most other parts. Also 1938 Wolseley Twenty-five engine only (replaced by diesel). McKinlay, Chemist, Glossop. [7875

TWO VINTAGE RILEYS. 1927 11.9 s.v. tourer, carefully preserved, excellent condition, tyres, etc.; photograph July, 1952, correspondence. Complete 1928 model, all parts interchangeable, included for £158, o.n.o. South Lodge, Ruxbury, Chertsey (Tel.: 2156). [7876

TALBOT SPECIALIST has almost everything you want from dismantled cars, 1927-37, 14, 18 and 21 h.p., sensible prices. Engines, blocks, cranks, heads, sumps, manifolds, carburetters, distributors, gearboxes, axles, differentials, starwheels, radiators, steering boxes, dynamotors, water pumps, instruments, speedo. cables, rev.-counter drives, cables, headlamps, regulators, brakes; wheels and tyres, 18 in., 19 in., 20 in., knock-on; 20-in. bolt-on. 1936 "75": synchro gearbox, separate starter, all parts for conversion. Rickard, 56, Clayhall Avenue, Ilford. (Tel.: Wanstead 3488—evenings, weekends, only.) [7878

ALVIS 12/50, 1929, front axle, 9/43 rear, complete, £10 pair; 16.9 water pump, 1932, 50s. 1929 Riley Nine dismantled, many parts reconditioned. See "Talbot Specialist." [7879

JAGUAR 1½-LITRE, 1939, dismantled for spares, fair body. Austin Seven, 1935-7, wheels, frames, Girling front axle, all engine auxiliaries. See "Talbot Specialist." [7880

1951 MK. V COOPER, double-knocker Norton, first-class condition, ready to race. Nearest £525. Box No. F881, MOTOR SPORT, 15, City Road, E.C.1. [7881

ALVIS, 1931, 16.95 SILVER EAGLE, sports saloon. Excellent nick—right down to original lady's toilet set! F/O. Walton, R.A.F., Ringway, Manchester. Tel.: Gatley 4231. £95. [7882

S.S.100 3½-LITRE, in excellent and original condition. Just overhauled, new hood, tonneau cover; four good tyres; large tank. Dorndorf, Kircubbin, Northern Ireland. [7883

AUSTIN ARROW sports 2-seater. Fitted new Ford Ten engine with water pump summer 1951. New universal and prop.-shaft last Christmas. Repainted, rechromed, same time. New battery, two good tyres. Splendid acceleration at all speeds. Bills shown. Photographs available. £150. Mindelsohn, Court House, Canford, Wimborne, Dorset. [7885

ALVIS SPEED TWENTY Charlesworth sports saloon, superb order, late 1935. £215. "Tollemache," Old Fort Road, Shoreham-by-Sea, Sussex. Tel.: 2731. [7886

BENTLEY, 1929, 4½-LITRE saloon, rebuilt 1946 with new body. Mechanical condition excellent. Three new tyres. £395 or reasonable offer. Ramsdale, 2, Walmley Ash Road, Sutton Coldfield. Tel.: Ashfield 1309. [7888

RILEY LYNX TWELVE, excellent. Offers near £300. Exchange Kestrel. 27, Rusland Road, Harrow. Tel.: 3424. [7889

1936 VAUXHALL BIG SIX. Genuine 45,000 miles. Outstanding condition. £175. Trailer if desired. 3, Halwyn Close, Bristol, 9. [7891

ROLLS-ROYCE, 1925, SILVER GHOST. Very little used. Carefully maintained. Body by Windover. Brockington, Kay Cottage, Mobberley, Cheshire. [7893

THE RILEY MAN wants to keep your car on the road. He will supply reconditioned 9-h.p. engines in exchange for your old unit. Fitting arranged in two days or can be railed on receipt of your unit. Price according to extent of work required, but, as always, he is very reasonable. At present confined to 1931, 1933/5 9-h.p. types. Call and talk it over or write for keenest quote. Incidentally he is snatching a holiday this month, 20th to 27th, so your kind indulgence, please, for this period. Good used spares in stock for nearly all models, but enthusiastic types cleared all his stock of very special components last month. 270, Acton Lane, London, W.4. [7895

RILEY NINE KESTREL, 1934. Mechanically good, body fair. Purton, 27, Wimborne Grove, Watford. Tel.: 7994. [7897

FORD EIGHT engine and gearbox. Complete with all fittings. Offers. Tel.: MIT 4552, after 6.30. [7898

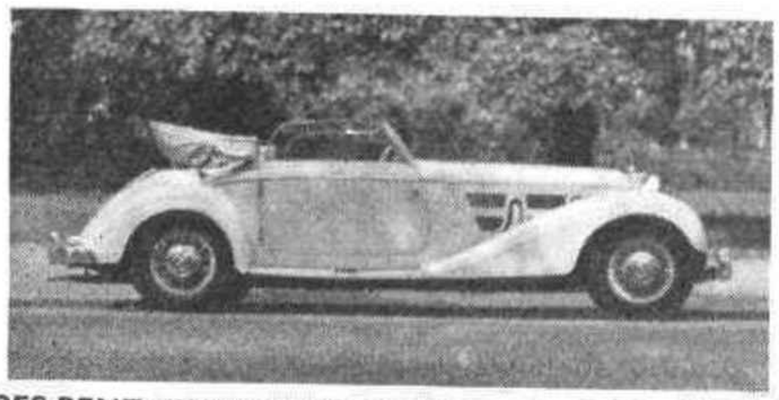
B.S.A. 10-H.P., 1933, sports 2-seater. Engine overhauled. Nice-looking car. Fast. Offers. Tel.: Ewell 6371. [790

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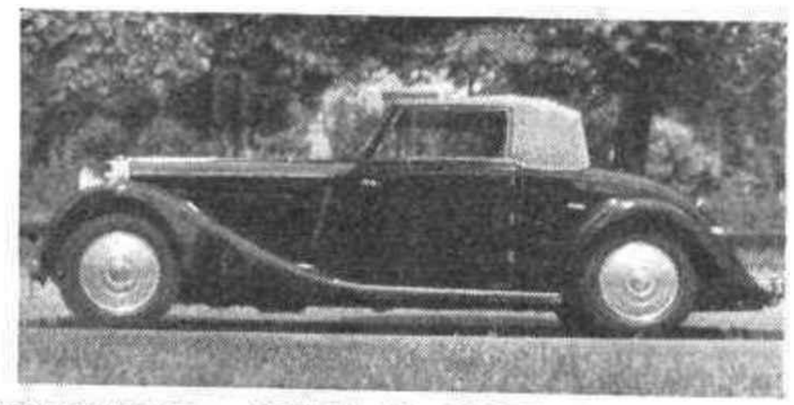
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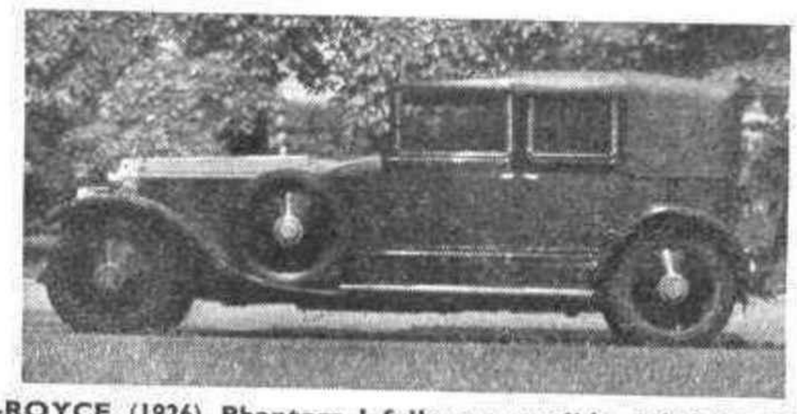
MERCEDES-BENZ (1938/9) K.540 supercharged cabriolet "A" drophead Ch. No. 189391. Purchased from Mr. Peter Ustinov. A relatively small fortune has been expended during the last two years on an extensive mechanical and chassis overhaul of which full and complete details are available. There is little reason to remark upon the superb handling, the extreme rapidity, or even the aesthetic appearance of the K.540 as these are now legendary qualities. A rare opportunity is presented to a discriminating connoisseur to acquire what is, incontrovertibly, one of the finest "sports carrosserie" in the world . . .at what must surely be, owing to the present price of petrol, the most reasonable figure at which any K.540 has ever been offered in this condition. The superfluity of any further comment will be obvious.

£650



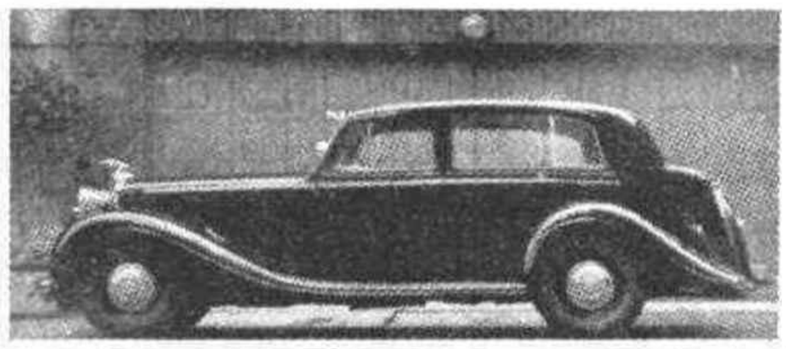
ROLLS-BENTLEY (Dec. 1934) Ch. No. B.52.CR. 3½-litre two/three-seater drophead coupe by James Young of Bromley. A complete engine rebuild and a considerable amount of additional work was completed very recently and less than 600 miles has been recorded since. Full details of this work, together with the costings, are available. Fitted with P.100s, twin passlights, radio, heater, etc., the general condition of this 3½ will not be disparaged by even the most discriminating of Bentley enthusiasts, and we offer it as one of the most delightful examples of this marque that we have yet acquired or driven.

£625



ROLLS-ROYCE (1926) Phantom I fully convertible cabriolet-de-ville by Barker, Ch. No. 30.TC. A truly magnificent vintage specimen which converts to a sedanca or alternatively to a completely open tourer. In quite exceptional mechanical fettle, this particular Phantom I is difficult, if not impossible, to fault and is a particularly outstanding example of what has been widely imitated but rarely equalled. It remains quite inimitably "Rolls-Royce." A complete history is available.

£250



SUNBEAM-TALBOT (1940) 4-litre 26-h.p. owner-driver sports saloon by Thrupp and Maberley. Last illustrated and sold by us August 1952 (*Motor Sport*). 3,500 miles since that date. A marque at which the "cognoscenti" may be inclined to sneer, but nevertheless both for beauty of line and versatility of performance and ride this particular Sunbeam compares more than favourably with carriages for which three times this figure is demanded.

£525

ROLLS-ROYCE (1933/1934) 20/25, choice of two owner-driver limousines one by Thrupp and Maberley, one by H. J. Mulliner, both in very reasonable condition having undergone a thorough and complete check-over and Scale B service by the Rolls-Royce specialist who normally undertakes our work. Recellulosing, replacement of tyres, batteries, and relining of brakes has been carried out as necessary. Both these 20/25s were previously used as hackneys by a nationally known firm and are warranted in the normal manner.

£365 & £400

ROLLS-ROYCE 21.6 Replica (1940) owner-driver sports saloon by Messrs Compton. Too late for particulars, but similar to that illustrated in the February issue of this year. Details upon application.

£485

TALBOT 105 (1933) 21-h.p. sports saloon by Darracq. Very sound throughout and an excellent and quite rapid chassis. Battery, tyres, paintwork, wiring, brakes, upholstery, etc., all in first-class fettle, but offered without warranty at

£125

ROLLS-ROYCE (1931) 20/25 Ch. No. GDP80 with very attractive 1938 all-metal Town and Country four-door brake coachwork by H. J. Mulliner. A fully reconditioned 1934 engine unit was fitted last year and the chassis is in excellent condition throughout. R/R specialist serviced to our requirements this month. This is a well-appointed five-seater dual-purpose Rolls of considerable elegance built by one of the premier R/R coachbuilders and should not by any means be confused with the so-called "shooting brake." A photograph will be forwarded to interested enquirers upon request.

£475

At the time of going to press we are negotiating for a Rolls-Royce Hooper owner-driver sports saloon U.K. series (1935) on the Continental chassis, and a Rolls-Royce Ghost (*circa* 1924) cabriolet with coachwork by Labourdette upon which some £700 has recently been expended. Full details and photographs of both these Rolls will be forwarded upon request.

ALVIS SPEED TWENTY-FIVE (1937) sports saloon by Charlesworth. At present undergoing de-carbonisation and brake rebuild in our workshop. In dual-tone blue with telecontrols, one-shot lubrication, radio, heater, twin spots, P.100s, etc., this is a much-better-than-average example of a model, the virtues of which have been too well extolled to necessitate repetition.

£350

At the present season it becomes increasingly difficult to keep our advertising abreast of the constantly changing stock, of which only a selection is offered above. Insofar as is possible, however, all inquiries are replied to on the day received, and we will undertake to keep bona-fide inquirers informed of the stock position weekly. PROSPECTIVE PURCHASERS ARE ASSURED THAT EVERY POSSIBLE FACILITY WILL BE PLACED AT THEIR DISPOSAL TO EFFECT THEIR COMPLETE SATISFACTION, AS ALWAYS.

WE HAVE A LARGE NUMBER OF INQUIRIES FOR VARIOUS TYPES OF ROLLS-ROYCE TWENTIES, 20/25, 25/30, AND PHANTOM II AND III MODELS, AND WOULD BE VERY INTERESTED TO RECEIVE FULL DETAILS AND PARTICULARS OF ANY OF THESE MODELS FOR DISPOSAL. MR. SIMMONS WILL ATTEND ANYWHERE IN GREAT BRITAIN BY PRIOR ARRANGEMENT.

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All vehicles and Accessories are offered subject to being unsold unless otherwise stated. E. & O.E.

FOR SALE—*continued*

RILEY NINE and Twelve: cylinder blocks, pistons, valves, gaskets, wheels, splined hubs, new crown-wheels and pinions, chassis frames and complete chassis with axles and brakes, etc. Dozens of Scintilla Vertex magnetos as new, timing-cases late and early types. For all Riley spares and repairs in Yorkshire see Arthur Bryden, 101, Wellington Road, Leeds. Tel.: 38310—38625. [8080

1923 28-H.P. BUICK SIX coupé. Taxed month. Good condition throughout. Very reliable. £30. Tel.: East Horsley (Surrey) 142. [8081

1938 FRAZER-NASH-B.M.W. foursome drophead, in first-class condition. £365. Exchange post-war saloon, cash adjustment. Tel.: Brighton 29545. [8082

ONE SECONDHAND Ford Ten engine, minus cylinder head, good condition; offers. Two Morris Eight crowns and pinions, 8 by 43 ratio, £5 5s. each. Triumph crown and pinion, 8 by 43 ratio, £8. Box No. F083, MOTOR SPORT, 15, City Road, E.C.1. [8083

EXCHANGE SPEED TWENTY, 1933, d.h.c., perfect mechanically, for 12/50 tourer or similar, or sell, £130. Scates, 12, Ruskin Terrace, Glasgow, W.2. Tel.: West 0612. [8085

MERCURY ALLARD SPECIAL, 2-seater. Registered 1947. Mechanically very sound. Good hood, tyres and battery. £120, o.n.o. McEwen, Great Longstone, near Bakewell, Derbyshire. [8086

WOLSELEY E.W. HORNET SPECIAL 2/4-seater. Very sound throughout; good hood, tonneau. Spare engine, gearbox, etc. £140. 33, Kingshill Park, Dursley. [8087

S.S.100 2½, 1938. Fine original condition. Fitted Andrés. Five excellent tyres, new weather equipment. 23-25 m.p.g. Sale due to ill-health. £435. Tel.: Harrow 1928, after 7. [8088

VINTAGE ENFIELD-ALLDAY, 1923, 12/4. Polished aluminium 2-seater. Cruises at 50 m.p.h. A good motor, entirely original, only known example, but rather rough. To good home only. £45. Garratt-Adams, Elmdon Grange, Birmingham, 26. [8089

1937 MERCEDES-BENZ 500K cabriolet B. Right-hand drive. Serviced Mercédès. Excellent condition and performance. Six excellent tyres, Lifeguard tubes. Photo on request. Radio. £650, or offer. Box No. F090, MOTOR SPORT, 15, City Road, E.C.1. [8090

RILEY IMP, fitted Sprite 1¼-litre engine, Borg & Beck clutch, and c.r. gearbox. Mechanically perfect, bodily immaculate. £295. Also Riley Nine Lynx tourer, 1933, excellent condition, well worth £165. Phillips, "Norton House," Bishop's Castle, Shropshire. Tel.: 95. [8091

VINTAGE ROLLS TWENTY, owner-driver saloon by Park Ward. In really good condition throughout. Engine overhaul, and recellulosed yellow and black within last 5,000 miles. Three unused tyres. Mileage only 73,000. An utterly reliable, outstanding and genuine car. Collings, Field Place, Compton, Surrey. Tel.: Puttenham 315. [8093

SPEED SIX BENTLEY, 1929, short foursome drophead. New hood. £235, o.n.o. Also wheels, tyres, spares. Dale, 142, Chesterton Road, Cambridge. [8095

PAIR TRIUMPH roadster bumpers, heavily rechromed, £3. Harris electric welding set, new, £2. Six-cylinder twin-point Marelli distributor, £2. Six-cylinder Bosch, less cap, B.M.W., £1. S/Ldr. Piper, R.A.F., South Cerney, Glos. [8096

FIAT 1,100 saloon, red/cream. This car was 1938 but rebuilt and registered 1952 at considerable expense. 80 m.p.h. and 30 m.p.g. £350, or would sell body and fittings and keep chassis. Arnell, 4, Tattenham Way, Tadworth, Surrey. [8097

VAUXHALL, 1951, WYVERN 12-h.p. engine in good condition, £28. Ford Eight, 1952, engine (8,000 miles), £10. Arnell, 4, Tattenham Way, Tadworth, Surrey. [8098

LLOYD, 350-c.c. Villiers, 1936. Stark alloy 2-seater. Overhauled, new tyres, screen, dashboard, rewired. Must sell. Offers aroun l £85. Baldwin, 134, Waldegrave Road, Teddington, Middlesex. Tel.: MOL 2627 (evenings). [8099

ASTON-MARTIN 1½-LITRE, 1930-32. Ex-team car, LM 7. Modified rear axle and hydraulic brakes fitted. Reconditioned engine. Completely rebuilt May, 1952. Over £500 spent. Capable of genuine 95-100 m.p.h. Excellent condition throughout. £400, o.n.o. Box No. F100, MOTOR SPORT, 15, City Road, E.C.1. [8100

1,172 FORMULA SPECIAL. New Ford engine, with double valve springs, 8.6 compression head, polished manifolds, carburetter, starter, dynamo, coil, distributor. New electric fuel pump. New special radiator and Lucas sports coil. New close-ratio gearbox. Special Girling brakes with polished drums and Bowdenex cables. Full set instruments. New lightweight wheels. New tyres and tubes, 5.50 by 16 rear, 4.25 by 15 front. Full lighting equipment. Special alloy mudguards. Coachbuilt alloy body on Austin works racing chassis with i.f.s. Fold-flat screen and wipers, hood, upholstery, etc. Cost approx. £325. Requires completing. Price £165, o.n.o. Write Owen, 33, Selsey Road, Donnington, Chichester. [8101

FOR SALE—*continued*

1948 ALLARD 4-seater tourer, fitted 3.54 : 1 axle. £375, o.n.o. Pointon, Gogshall Hall, Comberbach, Northwich, Cheshire. [8103

1928 A.C. 2-LITRE tourer, excellent condition. Nearest £100, or cash plus large vintage car. Jackson, 10, York Road, Edgbaston, Birmingham. [8104

1936 CITROEN TWELVE, recent overhaul including new crown-wheel and pinion, clutch, steering box. Good tyres, oil coil, Fram, fog and pass-lights, heater. Clean and well maintained. £180. Tel.: Ilchester 384 (evenings). [8105

ALVIS, 1935, SILVER EAGLE sports saloon. Excellent condition. £110. Tel.: Burgh Heath 2213 (evenings). [8106

WOLSELEY HORNET SPORTS TWELVE, sound engine, rough streamline body, suitable enthusiast's doing-up. Offers or part-exchange for Austin Seven Special or runabout. 51, Springfields, Welwyn Garden City, Herts. [8107

BENTLEY 4½-LITRE tourer, green. 800 miles since complete engine rebuild. Good tyres and electrics, sound throughout. Taxed. £325, o.n.o. Martin, Ranza, Mitton Gardens, Stourport, Worcs. Tel.: 173. [8108

MERCURY SPECIAL. Professionally-built 2-seater aluminium body. Divided axle i.f.s.; aluminium heads; high-lift camshaft; Scintilla magneto. Best offer over £125. Seen Port Talbot or Slough. Ford, 76, Upton Court Road, Slough. [8109

1935 SINGER LE MANS, 942 c.c., Speed 2-seater sports. £195. Dobinson, 3, Stratfield Road, Basingstoke. [8110

ROLLS ENGINE, 1923, reconditioned and complete with gearbox. Offers to Thomson, Ty Gwyn, Nantyderry, Abergavenny, Mon. [8111

LAGONDA 4½-LITRE, open tourer, 1934, very good condition. £300. C. Low, Mill Lane, Ness, Neston, Wirral. [8112

RILEY, 1936, 1½-LITRE FALCON. Respray, new tyres, battery good. £180, o.n.o. Tel.: Crowthorne (Berks) 382. [8114

O.M., 1926, fitted 1930 2-litre engine. Recently rewired. New battery. Bosch electrics. Five good tyres. Open 4-seater black fabric body. General condition good but no hood. £95, offers. Wood, 73, Montrose Avenue, Whitton, Middlesex. Tel.: Popesgrove 7551. [8115

S.S.1 saloon, completely rebuilt at a cost of £300, registered 1951. Fitted reconditioned Ford engine and gearbox; five good tyres, battery, body rebuilt, new carpets, etc. Offers around £160. Crown-wheel, pinion, half-shafts and hubs for S.S., £6. 12-volt battery, £3. Skinner, Glengarron, Maldon Road, Danbury, Essex. Tel.: Danbury 350. [8116

BUGATTI TYPE 23 BRESCIA. Two years' completely reliable running since rebuild. Not spivved up for sale! 37 m.p.g., 75 m.p.h. Original 2-seater with boot. Instruction book. In perfect condition and not even rebored. Bland, The Elms, Clifton, Rugby. [8117

RILEY, special sports 4-cylinder, 1,500-c.c. ex-racing chassis. Lockheeds, Rudge wheels, small light alloy 2-seater body (rather cramped); engine and gearbox under 3,000 since installation. S.A.E. for photo and full specification. Price £375, no offers or exchanges. 1, Stanley Avenue, Wembley. [8118

GOING "VINTAGE," so must sell very pretty 1938 B.S.A. Scout 4-seater. Engine resleeved, gearbox-differential rebuilt. £170. Rex Ashley, Tel.: Radlett (Herts) 6477. [8119

CITROEN LIGHT FIFTEEN, December, 1951. 18,000 miles, one enthusiast owner—has spent £150 on extras for improved performance and comfort. Family forces sale. Any trial at Sevenoaks. Offers. Box No. F120, MOTOR SPORT, 15, City Road, E.C.1. [8120

ALVIS SPEED TWENTY, 1933. Engine, gearbox, starter, dynamo, in working order; three carburetters and magneto recently reconditioned; sell separately or lot. Morris Isis sportsman saloon, £65. Trojan, 1932, engine dismantled, £10. Ace Motors Co., 13, Adam and Eve Mews, London, W.8. Tel.: WES 5691. [8121

B.E.N. PORTABLE COMPRESSOR, Type P.S.Y., ¾ h.p. Quart spray gun. Kismet tyre inflator, dial gauge. Wakefield "Lubriquipment" gun. Private. Little used. £60. Tel.: KENsington 9924 (evenings). [8122

TALBOT 75, 1931, metal body. Excellent condition, reliable. Sell, exchange. Juniper Hall Farm, Mickleham, near Dorking, Surrey. [8123

M.G. J2 2-seater. Engine reconditioned, resleeved, new battery, dynamo, starter. Excellent condition all round. Windtones, etc. £150, exchange considered. Tel.: Beckenham 2862. [8124

SPEED TWENTY SPARES: Valves, overhauled magneto, etc. Also 12-volt H.M.V. and Bosch radios. Reasonable. Box No. F125, MOTOR SPORT, 15, City Road, E.C.1. [8125

HISPANO-SUIZA, 1928, saloon, 27 h.p. Good condition throughout. 17 m.p.g. Offers over £100. Campbell, Red Eyot, Braywick, Maidenhead, Berks. Tel.: Maidenhead 2518. [8126

FOR SALE—*continued*

1931 MORRIS MINOR breaking for spares. Blackmore, Broomfield, Vicarage Road, Southborough, Tunbridge Wells. [8127

ALVIS SPEED TWENTY saloon. Low mileage car in really excellent condition throughout. Recent engine and clutch overhaul. £180. Tel.: FIN 4474. [8128

RILEY NINE MONACO saloon, 1932. Aluminium body. Crash box. Engine, body, upholstery, in exceptional condition. £130. Corbett, 71, Cardiff Road, Llandaff. [8129

SWIFT saloon, 1931. Ten. Rebored. Good tyres, body, paintwork. Taxed. £40. Richardson, 10, Oaks Way, Carshalton Beeches. [8130

AMILCAR, 9 H.P., chassis and engine. Rebored, head, block faced, crank ground, new mains, big-ends, clutch-thrust race, Zenith, electric pump, king-pins and bushes. Brakes relined, transmission overhauled; external copper exhaust; Riley brass radiator; four good tyres, battery; sprung wheel; 10-gall. tank. £55, o.n.o. 9, Greencroft Gardens Enfield, Middlesex. [8131

ALVIS SPEED TWENTY-FIVE, July, 1940, Charlesworth saloon, excellent condition throughout. Reconditioned carburetters, new batteries, reconditioned i.f.s. and king-pins; springs reset with new bushes; new André telecontrols, independent front and rear; very good tyres. Taxed to December. New car reason for disposal. Price £685. Box No. F133, MOTOR SPORT, 15, City Road, E.C.1. [8133

S.S. 90. Resprayed, new tyres, carburetters, etc. Numerous extras; excellent all-weather equipment; all instruments working. Superb condition and fast. Photo and details to genuine inquiries. Nearest £200. Dann, 27, Layton Road, Blackpool. Tel.: Blackpool 25092. [8134

MARENDAZ saloon, registered 1.7.36.; last taxed 1938. Good tyres; 14-in. brake drums; outside exhausts. Needs sorting out. Beckwith, 251, Langworthy Road, Salford, 6, Lancs. [8135

WOLSELEY HORNET 2/4-seater. 350 miles since complete rebuild and respray. Offer, nearest £100. 14, Heywood Drive, Luton, Beds. [8136

UNCOMPLETED SPECIAL. Strengthened and modified Riley Nine chassis, V8-30 engine and transmission. Everything new or reconditioned; no body. All the donkey work done. £65. Tel.: Caterham 1032. [8138

"MOTOR SPORTS," *Motors, Autocars,* 1950 to date 6d. each plus postage. Bound volumes, 1944-9. S.A.E. requirements. Simpson, 20, St. Julian Grove, Colchester. [8139

AUSTIN SEVEN SPECIAL—requiring completion. Reconditioned 1938 engine—not yet run-in. New S.U. carburetter, sports coil, battery, remote-control 4-speed box, 15-gall. slab tank. Brakes relined. Offers: James, 284, Perth Road, Ilford, Essex. Tel.: Valentine 2749. [8141

AUSTIN NIPPY with Ford Ten engine. New tyres. Offers. K. Mackenzie, 6, Berriew Street, Welshpool. [8142

1928 LEA-FRANCIS open 2-seater, 12/40 Meadows. Good condition. Spares include gearbox. £85. Exchange smaller 4-seater. Also five good 500-20-in. inners, 30s. Walker, Redruth-Coombe, Cornwall. [8143

M.G. M. Rebuilt, reconditioned engine, twin S.U.s, chrome twintones, many extras. Perfect condition. Any trial. Photo. Prefer exchange larger car, value £160. Lines, Lister Grove, Heysham. Tel.: 506. [8144

EITHER SALE, £120, or part-exchange. Really sound 1934 Vauxhall 12/6 de luxe 4-door saloon. Good engine, etc, 35-lb. oil pressure. Top over haul 800 miles. Leather upholstery near perfect. Good tyres. Everything works. Not knocked about. 28/30 m.p.g. Want good Austin Nippy. Cash adjustment. No "specials" or rubbish. 9, Connaught Road, Harlesden, (evenings); 24, Neasden Lane, Neasden (daytime). [8145

STUTZ, 1927, 33-H.P. limousine, 50,000 miles. Will split up as spares, cheap. Also new electric Klaxon horn and new Bosch horn; also one pair Carl Zeiss 8-in. lamps and one pair Carl Zeiss 11-in. lamps. Tabley Garage, Over Tabley, Knutsford, Cheshire. [8146

JAGUAR SERVICE and spares for all models. Export orders carefully attended. Below. [8147

TRIUMPH SPARES, very large stocks. Lea-Francis spares, 1922-36, most parts. Austin Seven spares, all parts available. Price, Three Shires, Bearwood, Birmingham. [8148

COMPLETE 2-SEATER sports body for Austin Seven Special. £12. Turner, Tel.: Harrow 3530. [8149

M.G. 8-H.P. PA. Occasional 4-seater. All-round good condition. Fast little car. Good hood and screens. Black, silver wheels. £210, o.n.o. C. Dale, Royal Parade Mews, N.10. Tel.: TUD 7102. [8150

ONE REBUILT ROLLS-ROYCE, one 1922 Lorraine Dietrich—both tourers, in excellent order. Reasonable offer accepted. Apply Auto Cam & Tool Co., Harlow. Tel.: 2021. [8153

FOR SALE—*continued*

SPECIAL ROVER, rebuilt 1952 from 1934 components, 16 h.p. Laystall balanced, triple S.U.s; Flush-fitting heads and spots. Full instruments. 27 m.p.g. Very fast. Howes, 26, Dewsbury Grove, Birmingham. [7901

DAIMLER V12 engine and fluid flywheel. Four-speed preselector gearbox. Offers. 3, Halwyn Close, Bristol, 9. [7890

BENTLEY SPARES: 3-litre prop.-shaft, rear brake camshafts, con.-rods, front axle, steering column. Leaf spares: 12/40 1932 radiator, differential casing, gearbox, and others. Fold-flat screen, from Singer Le Mans. Edwards, 65, Upper Elmers End Road, Beckenham, Kent. Tel.: BEC 1564. [7902

M.G. TA, 1938, immaculate, extras. £285. Seen, Red House, South Entrance, Saxmundham, Suffolk. [7903

MORRIS EIGHT. Almost complete engine, brake parts. Fiat 500 head. M.G. T and N manuals. Benington, The Twitten, Crowborough. [7905

1935 10-H.P. LAGONDA RAPIER open 2/4-seater. Green. Present owner since 1938. £225, or exchange with cash adjustment for more recent roomy drophead of quality. Rackham, Rydal, Winscombe, Somerset. [7906

4½ LAGONDA, 1934, V.D.P. Good condition. Inspect any time. Any reasonable offer. 222, Hampden Way, Southgate, N.14. Tel.: ENT 1154. [7907

FRAZER-NASH SPARES. Chassis and body parts, 1926 to 1934. Alpha Garage, Westergate, near Chichester. [7908

RILEY NINE MONACO, 1934, very good condition. £140, nearest, or exchange for a sports car. Arnold, 23, Cadle Road, Bushbury, Wolverhampton. [7909

M.G. M, 1929. Bodywork renovated, new hood, tonneau cover, carburetter, rewired during last year. £60. Lt. Hancock, Brompton Barracks, Chatham. [7910

ROVER SPEED TWENTY, 1934, sports saloon. Excellent condition throughout. Fast. 20 m.p.g. Taxed. £160. J. N. Gilbey, South Cadbury, Yeovil. Tel.: North Cadbury 362. [7912

VALE SPECIAL 2-seater sports. 5,000 miles since £100 overhaul. Smart and fast. £175, o.n.o. Fenton, 71, Green Lane, Harrogate. [7913

MAGNETTE SPECIAL. Similar Betty Haig's. Exchange T-type or sell. Details: Richardson, 1211, Bristol Road, Birmingham. [7915

ALVIS 12/50 TJ, 1931, 2-seater tourer, good condition. £95, o.n.o. S/Lt. Soulsby, R.N.A.S., Lee-on-Solent. [7916

THE MOTOR LIBRARY offers a liaison agency for enthusiasts buying and selling cars. Stamp for details please. Address in "Wanted" columns. [7917

AUSTIN 7-H.P. exchange reconditioned dynamos—£6. C. W. O. Smallbones, 116, Raddlebarn Road, Birmingham, 29. [7919

D.K.W. cabriolet, 1938, 8 h.p., excellent condition. £185. Consider exchange. 110, Maldon Road, Colchester. [7920

ASTON-MARTIN 2-LITRE saloon, 1937. Engine completely overhauled and sleeved by Aston specialists. Excellent condition throughout. H. Handford & Son, Effingham Crescent Garage, Dover. Tel.: 199. [7922

1925 ROLLS-ROYCE NEW PHANTOM limousine, exceptionally good condition. Taxed for year. Three new tyres. £160. Tel.: Meopham 3180. [7923

1938 B.S.A. SCOUT coupé. Polychromatic grey. Unused during war. Mileage 64,000. £200. 65, Dartford Road, Dartford. [7924

HUMBER 16/50, 1930, saloon, in regular use. Taxed, comprehensive insurance. Tyres, brakes, batteries good. £30. Write, phone: 33, Methuen Close, Edgware (Tel.: 4144). [7925

ROLLS TWENTY SPARES: Engine No. G800; radiator complete; cylinder head, block; crankshaft with clutch. Plus many bits. £25 or offer. Box No. F927, MOTOR SPORT, 15, City Road, E.C.1. [7927

TC SPARES: Brand new instrument panel complete with instruments, 90s; Bluemel Brooklands wheel, complete, 50s.; Fram filter, 20s.; Runbaken oil coil, 50s.; standard driving mirror, new, 30s. Box No. F928, MOTOR SPORT, 15, City Road, E.C.1. [7928

LANCIA LAMBDA, 8th SERIES (1929), elegant black and red coachbuilt drophead coupé with dickey. Mechanically good. Bodywork not showroom but good. Private sale. £150. Write or call: R. L. West, 22, Queen's Gate Mews, S.W.7. [7929

RACING CAR trailer, all steel, with winch, 9 ft. 6 in. by 4 ft. 6 in., little used. £35 or near. J. H. Lafone, Hylands, Kendal, Westmorland. Tel.: 403. [7930

LANCIA ARTENA, attractive D.H.C. 1935. Body needs slight attention. Engine rebore. Exchange 2-seater or cash. 336, Hurst Road, Bexley. [7931

RILEY NINE LYNX sports tourer, 1935. The very last one built. Exceptional condition and performance. Spare h.c. head. Green. £260. 34, Northdown Close, Maidstone. Tel.: 2718. [7936

FOR SALE—*continued*

HORNET SPARES: Half-shafts, 32s. 6d.; backplates, small 17s. 6d., large 27s. 6d.; brake drums, small 17s. 6d., large 30s.; front axle, 50s.; clutch mechanisms, 65s.; 3-speed gearboxes, 77s. 6d.; bucket seats, 25s.; crankshafts, 90s.; cylinder heads, 55s.; manifolds and S.U., 65s.; rocker covers, 25s.; sumps, 27s. 6d.; all carriage paid. "Coronation clearance": Pair of Altette horns, on bar, 45s.; M.G. 8-in. brake drums, 17s. 6d.; large drums, 30s.; K-type decarbonising gaskets, 14s. a set; M-type block, etc., 85s.; Singer Nine, 1934, cam and rocker shafts and rockers, 52s. 6d.; 400 by 19 tube, 6s. 6d.; 6-cylinder magneto, 27s. 6d. All carriage paid. Scott, 14, Orchard Way, Luton. [7932

LEA-FRANCIS SPARES and service. New and secondhand parts for all vintage models. Unserviceable or damaged cars purchased. Holmesdale Garage, South Norwood Hill, S.E.25. Tel.: Livingstone 1906. [7933

BENTLEY, 1924, 3-LITRE Blue Label conversion, Park Ward D.H.C. Telecontrols. Three owners. £350 or exchange Citroen Light Fifteen. Further details: Box No. F934, MOTOR SPORT, 15, City Road, E.C.1. [7934

SMART 3-LITRE BENTLEY (1926 Red Label) with contemporary aluminium Park Ward sports 4-seater body. Paint (B.R.G.), chrome, hood, curtains, tyres and battery all recently renewed. 21 m.p.g. and exceptional acceleration. £260. Wilkinson, Chaddlewood, Plympton, Devon. (Tel.: Plympton 3063.) [7935

30/98 VAUXHALL OE 4-seater tourer. Good running order. Offers or exchange Hornet, Riley. Brain, Bracken Cottage, Mill Green, Ingatestone, Essex. [7937

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1938 AUTO-UNION WANDERER convertible four. Ford V8 22 engine. Hydraulics. Excellent suspension. 24 m.p.g. £120. Ward, 131, Ashenden Road, Westcott, Aylesbury. [7938

ULSTER AUSTIN. Trophies held for 1953 include Macklin Trophy (Tarrant Rushton), Hilton Trophy (Brands Hatch); also credited fastest lap "750" race, Ibsley, April. £195, in full touring trim. Racing equipment (twin carburetters, lightweight wheels, wings) if required. Seen racing, Silverstone, June 6th. Details, photograph: F. J. Tiedeman, 46a, Station Road, N. Harrow, Middlesex. Tel.: Harrow 6113 (after 7 p.m.). 7939

RILEY KESTREL, 1935. Needs attention. Nearest to £70 secures. Tel.: Hounslow 4075. [7940

ROLLS-ROYCE 20/25 Mulliner tourer. Everything complete and in superb condition. Seen W. Herts. Box No. F941, MOTOR SPORT, 15, City Road, E.C.1. [7941

M.G., 1933, L TYPE, £125. Excellent condition, must be seen to be appreciated. View any time. "Iris," 486, Hackney Road, E.2. Tel.: SHO 6356. [7942

ALVIS, 1931, 3-seater, dickey. Big-port engine. Complete, requires assembly. Also 12/50 spares. 1913 8-h.p. Renault chassis, less radiator. Dismantled but complete with tyres, etc. Additional 1910 engine. Sensible offers. S.A.E. 20a, Hartington Road, W.4. Tel.: CHI 2803. [7943

AUSTIN SPECIAL, built 1953 M.G. style. Lowered, all mods., hood, tonneau, spares. Offers. Also 1939 Renault Twelve, excellent condition, £225. Covil, 67d, Shooters Hill Road, Blackheath, S.E.3. [7944

1950 (Oct.) ALLARD saloon, fitted parking lights, badge bar, windscreen washer, radio and heater, latest type radiator grille. Maintained regardless of cost by fastidious owner; in perfect condition throughout. Disposal due to new car arrival. Bargain at £675. Bellm, 18, Old Town, S.W.4. Tel.: MAC 3481. [7945

1936 TYPE 315/4 F.N.-B.M.W. 2/4-seater D.H. coupé, 1½-litre. £235. 43, Walton Drive, Harrow, Middlesex. [7947

FOR SALE—*continued*

DELIGHTFUL barouche! Humber Snipe 24-h.p. saloon. December, 1930. Fast, comfortable, reliable. Glass, upholstery, axles, instruments, tyres, lights, etc., all good. New battery. Fitted Ford Eight carburetter for economy. Taxed. £40, offer. Morgan-Giles, Bishopsteignton, Devon. [7948

1934 SINGER LE MANS 4-seater, 9 h.p. £70. Fallace, 5, Sherbourne Gardens, Queensbury, N.W.9. [7950

AUSTIN SEVEN saloon, 1932. Good. £40. 76, Bridge Cross, Chase Terrace, Walsall. [7951

CAR RADIOS. Limited supply used models. Richards & Carr, 35, Kinnerton Street, S.W.1. Tel.: Sloane 5424. [7952

VOLKSWAGEN. Choice of several good Volkswagen. Richards & Carr, 35, Kinnerton Street, S.W.1. Tel.: Sloane 5424. [7953

ALLARD drophead, 1949. Good throughout. £445. Richards & Carr, 35, Kinnerton Street, S.W.1. Tel.: Sloane 5424. [7954

WELFORD BROS. FOR RILEY SPARES—SERVICE. Largest and most comprehensive stocks of new and used spares in the Midlands. Opal Street, Leicester. Tel.: Leicester 65903. See below. [7955

NEW REPLACEMENT valves, 11s.; guides, 5s.; valve springs: single, 10s. 6d. set; double, 20s. set. Damper springs, 3s. pair. Tappet locking screws, 4s. doz. Gaskets, 17s. set. King-pins and bushes, 72s. set. Speedometer cables, 26s. complete. Brake cables, 19s. 6d. Standard and oversize pistons—quick delivery on specials. Timing gears from 1932. Service exchange brake shoes, clutch plates, B.T.H. magnetos, dynamos, 12/4 oil pumps. New 9-h.p. inlet manifolds. Complete overhauls, cylinder boring and sleeving and all general repairs. S.A.E. with all inquiries please. Welford Bros., Leicester. See below. [7956

RILEY NINE MONACO, 1933, in really showroom condition. Manual gearbox, practically new tyres. New petrol pump, carburetter, dynamo, distributor recently. Engine completely reconditioned by ourselves 1952. A fine car which we are proud to offer at £155. See below. [7957

PLEASE NOTE: We shall be closed for annual holiday from June 13th to June 20th inclusive. Welford Bros., Opal Street, Leicester. Tel.: Leicester 65903. [7958

MARENDAZ SPECIAL, 1937, 4-seater, good condition; fast; £200 or near. Riley 12/6 saloon, 1933, good condition; £85, or exchange with cash for Citroën Twelve or Light Fifteen. Camp Hill Garage, Camp Hill Road, Nuneaton. Tel.: Chapel End 339. [7960

£75—1934 model Talbot 75 six light saloon. Black/brown leather; good condition throughout. Also M.G. 18/80 saloon, good tyres, new battery, good mechanical condition, body poor. £40. Westminster Garage Ltd., Parkstone, Dorset. Tel.: Parkstone 284. [7961

A.C. 2-LITRE fixed-head coupé, good condition throughout. £130, o.n.o. Brooks, 12, Alington Road Bournemouth. [7962

T.T. FRAZER-NASH. Registered 1946. 2-litre, 6-cylinder. Rebuilt, recellulosed, fully equipped; 95 m.p.h. £210; exchange Riley, Vincent Rapide. 12, New Street, Sheerness. [7964

B.S.A., 1935, 8.9-H.P. SCOUT spares. Complete engine dismantled. Also front wheel swivels. 32, Portman Street, Calverley, Leeds, Yorkshire. [7967

M.G., 1938, VA 1½-LITRE drophead coupé foursome. Carefully maintained, very good condition. Photo available. £295 or offer. All replies answered. Box No. F968, MOTOR SPORT, 15, City Road, E.C.1. [7968

MERCEDES-BENZ supercharged 2/4-seater (streamlined rear). An eyeful; the ultimate thrill!! Decent offers. No dealers. Box No. F970, MOTOR SPORT, 15, City Road, E.C.1. [7970

1934 ROVER SPEED FOURTEEN. Knock-on wheels. Triple S.U.s. Mechanically perfect. Appearance good. 34, Newhall Lane, West Derby, Liverpool, 11. £160 or near offer. [7971

TALBOT 65 saloon. Immaculate. Luggage boot, swept tail, modernised. Zenith downdraught carburetter. £250. 32, Hartford Road, Huntingdon. [7972

TALBOT 75 saloon. Genuine mileage 34,000. Stored 1939-45. Hardly used since. Discs. One-shot. Preselector. Ideal car for enthusiast with family. Any trial. Reasonable offers wanted. Box No. F973, MOTOR SPORT, 15, City Road, E.C.1. [7973

E.M.C. 350-c.c. split single 2-stroke sports motorcycle, under 4,000 miles. September, 1952. £150, or exchange three-wheeler, excellent condition essential. Box No. F974, MOTOR SPORT, 15, City Road, E.C.1. [7974

AUSTIN SEVEN GRASSHOPPER (COA number), built from new parts (1952-53) round special engine with standard bore, normal and supercharged, hydraulic brakes, aluminium body. Box F976, MOTOR SPORT, 15, City Road, E.C.1. [7976

SPEED TWENTY ALVIS, 1932, tourer, good condition. All-weather equipment. Sound, fast, reliable. Routledge, Scholes, Leeds. [8018

FOR SALE—*continued*

ALVIS SPARES! Breaking up 1934 Speed Twenty (Car No. 16417) and 1938 25-h.p. (Car No. 19069). Most mechanical parts available. Routledge, Scholes, Leeds. [7977

AMILCAR ENGINE (7.8-h.p.) and gearbox, complete with all accessories; excellent condition; £12 10s. Set Ford easy-clean wheels. New Zenith d.d. for 12-h.p. Invicta. 1922 "P" Triumph engine and gearbox complete. Offers. 102, Astbury Road, Peckham, S.E.15. Tel.: New Cross 5990. [7978

SINGER TWELVE, 1928, sun saloon. Beautiful condition. £40. Davies, 2, Westfield Avenue, Hooe, Plymouth. [7979

1926 AUSTIN SEVEN SPECIAL; aero-screens, good tyres, etc.; £30, o.n.o. 1930 Austin Seven tourer, good condition, including tyres, etc.; £47, o.n.o. Tel.: Kingston (Surrey) 3837. [7980

ALVIS FIREFLY sports saloon. Wilson gearbox recently overhauled, decoked, brakes relined, tyres good. Mechanically excellent, body good. £130. Tel.: Streatham 4551. [7981

1939 FORD EIGHT chassis complete, reconditioned engine. Three new tyres, flooring, alloy seats, instruments, etc. £85. Wemyss, 10, Curzon Road, Weybridge. [7982

LANCIA, 8th SERIES, gearbox and clutch, £4. E. Pedersen, 49, Kelross Road, Highbury Barn, N.5. Tel.: Canonbury 5587. [7983

HORNET chassis fitted with Ford Ten engine and gearbox, many extras. £65, or nearest offer. Basis of "special." Tel.: Byfleet 3671. [7984

ALVIS SPEED TWENTY, 1934. Reasonable condition throughout. £130. Mould, the Foxlands, Penn, Wolverhampton. [7985

M.G. 13.9, 1928, 4-seater. Tuned engine. Rev.-counter, water pump, lowered chassis, 4-branch exhaust, etc. £100, or exchange Austin Seven Ulster or Ford 8/10-h.p. Special. 147, North Street, Romford, Essex. Tel.: 1021. [7986

A.C., 1935, drophead coupé, with dickey. Good condition. £200. Shaw, 204, Barton Road, Luton. Tel.: Icknield 266 (evenings). [7987

1931 BENTLEY 16-H.P. saloon, good condition. Much money spent. S.A.E. particulars. Bargain. £135. Lancashire. Box No. F988, MOTOR SPORT, 15, City Road, E.C.1. [7988

M-TYPE M.G., fitted Ford Eight engine, 4-speed M.G. gearbox. Very lively, good condition. "The Crest," Sherfield-English, near Romsey, Hants. [7989

RILEY, 1937, ADELPHI saloon, 15 h.p., 6-cylinder. In excellent all-round condition. £210, o.n.o. G. Rogers, 98, Somerset Road, Huddersfield. Tel.: 1266 (office hours). [7990

HUMBER NINE tourer, 1928. Low mileage. Really good. £50, o.n.o. 5, Montrose Way, Datchet. [7991

RILEY LYNX, 9 H.P., preselector. Immaculate. £200. 283, Camp Road, St. Albans, Herts. [7992

190 "MOTOR SPORTS," including No. 1; 100 *Autosports*; 30 *Speeds*—the lot, £6. Onions, The Drive, Blissgate, Rock, Kidderminster. Tel.: Rock 241. [7993

SPARE-WHEEL COVER for M.G., 450 by 19. Black leatherette, as new. 35s. Whyatt, 16, Kynaston Avenue, Thornton Heath, Surrey. [7994

AMILCAR SURBAISSE engine, gearbox, starter, magneto, dynamo, carburetter; complete. £15 or near. Box No. F998, MOTOR SPORT, 15, City Road, E.C.1. [7998

1935 CROSSLEY REGIS sports saloon, 1½-litre. Coventry Climax, E.N.V. box. Good running order, £105. Box F999, MOTOR SPORT, 15, City Road, E.C.1. [7999

£30—1927 2-LITRE LAGONDA tourer. Complete but for hood and windscreen. Towable. G. Withers, Wentways, Egerton, Ashford, Kent. [8000

M.G. TA, 1937. Mechanically perfect. £130 spent last year, complete mechanical overhaul, including reconditioned engine, gearbox, brakes, rewired, etc.; bills shown. Used every day; 40 and 2,000 m.p.g. on short runs. Never raced or overdriven. Six tyres, four new. Twin spots, oversize rears, etc. £275, o.n.o. Taxed year. After six, "Curlhawes," Thorpe, Surrey. Tel.: Chertsey 2074. [8001

£80—M.G. M-TYPE. Engineer owned. Four-seater steel body; 40 m.p.g. "Fieldgate," Waste Lane, Berkswell, Coventry. [8002

RILEY (MENTONE SPECIAL), 1934, 12 h.p. Good condition. £120. Boden, The Caravan, Clothall, Baldock, Herts. [8003

1932 RILEY NINE MONACO. Sound throughout. Four new tyres. Excellent brakes, battery, etc. Reconditioned magneto. Taxed December. £95. Seller, Chislehurst, Keswick Road, Bookham, Surrey. [8005

£58—AVON STANDARD SPECIAL 2-seater sports, 10 h.p. Good runner and appearance. K.-O. wheels, good battery. W. Barnes, 1c, Venner Road, Sydenham. Tel.: 7469. [8006

NOVEMBER, 1933, long-chassis Le Mans Aston-Martin (J3/315/L), now in beautiful condition after restoration almost regardless of cost. Only parting very reluctantly as unsuitable for business. P. C. D. Moy, Arcade, Ipswich (Tel.: 2060). [8009

FOR SALE—*continued*

FORD SPECIAL BUILDERS. 6,000 miles run hot 10-h.p. engine with all components, gearbox, short prop.-shaft, rear axle assembly, four spoked wheels and covers, 11-in. overlength steering-column assembly and wheel. Set instruments in dural. dash, Morris Minor radiator; two Rotoflo, two Ford "shockers." All in new condition. £100 the lot. P. C. D. Moy, Arcade, Ipswich (Tel.: 2060). [8008

1938 FRAZER-NASH B.M.W., TYPE 320, saloon. Reconditioned engine, exceptional performance. £385, or offer. Consider part exchange. Box No. F010, MOTOR SPORT, 15, City Road, E.C.1. [8010

£43—SWALLOW AUSTIN SEVEN saloon, 1931. Exceptional bodywork. Excellent runner. Good tyres. W. Barnes, 1c, Venner Road, Sydenham. Tel.: 7469. [8007

LOOK! A 1951 "500" Motto Guzzi Falcone Springer, 1,000 miles, as new. Outstanding performance. £285, or exchange car equivalent. Box No. F011, MOTOR SPORT, 15, City Road, E.C.1. [8011

VINTAGE HUMBER, 1930 (15.9) drophead coupé. Bodywork, hood, boot, good. Five sound tyres. Instruments o.k. Lively engine. Good runner. £95. Tel.: TOT 8244, or write: H. Lloyd, 16, Dunloe Avenue, London, N.17. [8013

TA M.G., £275, o.n.o. Seen North London. Excellent mechanically and bodily, including tyres, hood, tonneau and sidescreens. Box No. F014, MOTOR SPORT, 15, City Road, E.C.1. [8014

TALBOT FOURTEEN D.H. coupé (Nov., 1934). Licensed and insured. New battery, hood. £60, or swap Eight or Ten. F. G. Gill, Henora Barton, Truro, Cornwall. [8016

Tourer HOODS Coupé

Sidescreens, tonneau covers, seats, upholstery and roofs made or repaired by specialists. Unbreakable plastic, celluloid, available.

SPECIAL OFFER

M.G. Hoods ready-to-fit all "T," "P" and "J" models ... **£6 - 15 - 0**
Made in black or fawn duck.

Also sidescreens and tonneau covers.
Available also for many other makes including Morris, Standard, Singer, etc.

Postal Service. Send for details.

THE LONDON TRIMMING CO.,
40, QUEENSGATE MEWS, S.W.7
Tel.: WESTERN 3663

JUPITER—mechanically sound and looking as pretty as a picture, in red, with fawn upholstery. This car has a new engine which has been carefully run-in and has completed 1,000 miles. Suspension completely overhauled. Car in as new condition. £750. Can be seen at Gordon Cars (London), Ltd., 79, Russell Parade, Golders Green, N.W.11. [8017

JAGUAR 2½, 1937, sports saloon. £200 spent in last three months. Reconditioned engine and gearbox being fitted. £260, o.n.o. Howell, 70, Shelgate Road, S.W.11. Tel.: BAT 7110. [7996

BENTLEY BLUE LABEL, 1926, 3-litre open tourer, good tyres, new battery, carbs., engine reconditioned, licensed. £275 or offers. Murray, 74 Wellington Road, Bury. [8029

1937 SINGER Le Mans coupé, mechanically potent. Bodywork requires attention, £70. Tel.: Thornton Heath 2307. [8020

BENTLEY SPEED SIX with late all-aluminium sports coupé coachwork by Barker in pale green and black. Sliding head. 3.5 axle, hydraulic shock-absorbers, servo brakes. New upholstery, carpets, tyres (2 spares) and battery. Extras include new instruments, P.100s, trafficators, Trico screen washer, etc. Extensive mechanical rebuild. Whole car as new, £250. Lieut.-Comdr. Morgan-Giles, Moorings, Shore Road, Warsash, Hants. Tel.: Gosport 89166 [8021

ALVIS SPEED TWENTY tourer, 1932. Exceptionally sound car in daily use. Good tyres, hood, tonneau cover. New radiator fitted by Alvis last year. Seen London. £200 o.n.o. Box No. F022, MOTOR SPORT, 15, City Road, E.C.1. [8022

ASTON-MARTIN Le Mans 2/4-seater, 1933, in very good condition, £285 or offer. 16, Preston Avenue, Eccles, Lancs. Tel.: Eccles 1027. [8023

FOR SALE—*continued*

1951 TRIUMPH MAYFLOWER tourer — only one made. Mulliner body, grey hide, heater. Detachable chrome-framed rear windows (Triplex). 13,000 miles. £555. Box No. F025, MOTOR SPORT, 15, City Road, E.C.1. [8025

M.G. 14/40 MARK IV tourer, 1930. Well preserved, £85. Also new half-shaft, £4; timing gears, £3 10s.; recond. Lucas mag., £4—£90 lot, o.n.o. Yates, 12, Earls Court Road, W.8. [8026

1936 ALVIS SILVER EAGLE saloon. Good condition, taxed, £175. Jones, "West Hill," Fleet. Tel.: 1209. [8027

1949 ALLARD drophead coupé, good condition, £450. White, St. Just, Bramhall, Cheshire. Tel.: Bramhall 2048. [8028

JOWETT JUPITER, 1952. B.R.G., Series III engine fitted; many extras. £775. Box No. F019, MOTOR SPORT, 15, City Road, E.C.1. [8019

LAGONDA 4-seater open sports tourer. First registered June 1934. Good hood and tonneau cover. New pistons and magneto fitted recently. Price £200. Dalzell, Cairns, 5, Dalton Drive, Kendal, Westmorland. Tel.: Kendal 1106. [8030

EXCEPTIONAL 1937 RILEY KESTREL 12/4 six light. Recellulosed, radio, windscreen washer, modern wipers, windtones, 16-in. wheels, telescopic dampers, spares. £350. Box No. F031, MOTOR SPORT, 15, City Road, E.C.1. [8031

1929, RILEY Monaco saloon, good running condition, self-starter. Insured. £55. Tel.: VIGilant 6500. [8032

BENTLEY 3/4½ short-chassis tourer, rebuilt motor 1952, new body, Lockheeds, perfect condition, nearest £325. 94, Danford Lane, Solihull, Birmingham. [8033

CITROEN LIGHT FIFTEEN 1938 sports performance, saloon comfort, bargain, £225. Tel.: Molesey 1765. [8034

CHROMIUM HEADLAMPS (pair) 10-in. diameter, £6 10s. 54, Broadfield Road, S.E.6. Tel.: HIT 1261. [8036

HILLMAN AERO MINX sports 2/4-seater, £310. This car is in perfect condition and the performance is outstanding. Scrupulously maintained, it is without doubt the best of its type available for sale. Any test or inspection is invited. Apply A. J. Barrett, 814, Old Kent Road, London, S.E.15. Tel.: New Cross 4966. [8037

AERODYNAMIC BODY—ex Alfa-Romeo competition car—similar XK120. Fits V8, with chrome fittings, sunk headlamps, seats, carpets. £150. 30-h.p. V8 chassis, overhauled brakes, king pins, etc. Seen running, £95. No time to complete this super special. Tel.: Laburnum 1755. [8038

ALVIS FIREFLY 12 h.p. 1934. Mechanically sound £120. Chambers, Greek End, Maulden, Bedford. [8039

SINGER LE MANS 9 h.p. rebuilt 1947, with aerodynamic body, supercharger. Good condition, £190. Maidenhead Motors, 49, Grenfell Road, Maidenhead. Tel.: Maidenhead 1022. [8040

S.S.I, 1934, 20 h.p. dismantled, all parts for sale. Flat 2, 1, Lancaster Road, Harrogate, Yorks. Tel.: 4211. [8041

£32. AUSTIN SEVEN, 1929 4-seater tourer. Good tyres, battery. Perfect original upholstery, engine requires attention. Consider exchange larger car. 6, Acre Lane, Carshalton, Surrey. [8043

1935 110 TALBOT Airline saloon, good order, new tyres, taxed for year, £395. Kewley, Sutton Bridge Farm, Rochford, Essex. Tel.: 56434. [8044

HARDSURFACED ROCKERS, quick service all makes: M.G., Wolseley 6s. each exchange; rocker bushes 6s.; shafts 7s. 6d. each; v. guides 4s. 6d.; valves 7s.; valve springs, gaskets, etc., brand new luggage carrier chrome £5 17s. 6d., also other spares. C.O.D. service, Thomson, 104, Kingston Road, Wimbledon, S.W.17. Tel.: Liberty 8498 1 till 2, after 7 p.m. [8045

RILEY KESTREL saloon, 1937 Sprite engine, Scintilla preselector, whole car in excellent condition, enthusiast owned and open to any trial. £285, Reading area. Box No. F046, MOTOR SPORT, 15, City Road, E.C.1. [8046

FORD V8, taxed, rough body. Spares including 4 unused tyres, complete engine, gearbox, £47 10s. Robins, Frederick Place, Yeovil. [8047

RILEY NINE Monaco, 1935. Mechanically good, body sound, excellent tyres. Exchange Lynx or sell £140. 1, Water Ditchampton, Wilton, Salisbury. [8048

1928 AUSTIN SEVEN 2-seater, home-made body. Reconditioned engine, requires rewiring and battery. £25. Bremer, Ivy Hatch Court, Nr. Sevenoaks. Tel.: Plaxtol 397 (weekends only). [8049

A.C. 2-LITRE, stark, good condition, very fast, 24 m.p.g., oil 30 lb./sq. in. hot. Engine reconditioned, new Trancosteel rings, big-ends, rewired. £125. See Exchanges. Tel.: Bexleyheath 7367 [8050

MARENDAZ SPECIAL, 1928, 1½-litre Anzani engine. No hood, otherwise in good condition. Past year spent in reconditioning. £70 o.n.o. 157, Anns Hill Road, Gosport, Hants. [8053

FOR SALE—*continued*

4½-LITRE SUPERCHARGED EX-DOLAND BENTLEY. An outstandingly attractive car in impeccable condition. Engine and supercharger have recently been stripped, crankshaft reground and block bored .040. Specification includes "D" gearbox, Scintilla magnetos, telecontrol shock-absorbers, Wellworthy Alfin brake drums, Marchal headlights, new dashboard and instruments. This fine car is at present owned by an enthusiast who has lavished a great deal of care and attention on it. A very large quantity of spares are available at attractive prices. For further details, price, and demonstration run, telephone WEMbley 3345. [8154

M.G. saloon, 1939, 2-litre, black. New batteries, five new tyres. Engine recently overhauled, piston rings, big-ends, mains. Taxed and insured December. £300, o.n.o. Tel.: WOR 5422. [8155

M.G. TIGER REPLICA, 1931. Outside exhaust. First-class performance. Recently completely stripped and overhauled at cost £400—now in best possible condition. Ideal long-distance touring car. Sole reason for sale shortage of garage space. £250. View London area. Write: Box 21a, 10, Welbeck Street, W.1. [8156

BENTLEY 4½-LITRE saloon, 1929 model. Good condition. (Syd Lawrence) 1929 4½-litre Bentley Chassis with D-Type gearbox. What offers! Southgate Motors (London), Ltd., 37, High Street, Southgate, N.14. Tel.: PAL 0156. [8157

1936/37 CHRYSLER RICHMOND foursome D.H.C. Black and ivory. Radio. New hood; brakes relined; good tyres. Taxed. £145, exchange saloon. Tel.: TOT 2540. [8158

TALBOT 75, excellent condition, very reliable. £110, o.n.o. Reason disposal—marriage. Tel.: Wallington 6929. [8159

A.C., 1937, competition model 2-litre 2/4-seater, excellent condition. Exchange for H.R.G. or sell. A. Leat, Tel.: FIN 2106. [8160

AUSTIN SPECIAL 2-seater. Ulster engine with enlarged ports, high-lift camshaft, special pistons, 4-speed gearbox, strengthened chassis. Engine new from Lotus Engineering. Special offset wheels with new tyres, 16 by 5 back, 15 by 4 front. Whole car new. Suitable 750 racing. Sell to reasonable offer or exchange H.R.G. A. Leat, Tel.: Finchley 2106. [816

RILEY IMP, black. Laystall balanced crankshaft. Four-branch manifold; preselector; six unworn tyres. 100 per cent. condition. £325. Tel.: EDG 0126. [8163

PYE 12-VOLT RADIO, in perfect working order. £10. M. James, 14, Kemptown Place, Brighton, Sussex. [8164

ALVIS SILVER EAGLE saloon, 1935. Outstanding mechanically. £120, or exchange. 58, Gratwicke Road, Tilehurst, Reading. [8165

AUSTIN SEVEN saloon, reasonable body, mechanically unknown. Been stored. £20. Smith, Bakers Lane, Knowle, Birmingham. [8166

RILEY HUBS, £1. Starter, 30s. Smith's carburetter, new, £2. 12-v. accumulator, £2 10s. 12-v. C.A.V. dynamo, £2. Fiat engine, 101, with components, £10. Box No. F167, MOTOR SPORT, 15, City Road, E.C.1. [8167

K3 MAGNETTE, 1935, part-built 4-seater. 1937 Ford Ten tourer, Girling brakes, recently upholstered, £150, o.n.o. 1938 Ford Eight van dismantled. Four-speed Austin Seven gearbox, £4. Three-wheeler B.S.A. cylinders, 10s.; gearbox and worm drive, £5. Fiat, 1927, o.h.c. engine, £5. Evenings, weekends: 157, Tudor Walk, Watford. [8168

FIVE RUDGE WHEELS, British Salmson (5.00 by 18) 42-hub. Sandblasted. £17 10s. Tel.: PRI 6420. [8170

ALVIS 12/50 TG, 1927. Modified 2-seater body. Does not look vintage but goes well. £70, o.n.o. Allen, 47, Barkston Gardens, London, S.W.5. [8172

MAGNETTE, 1936, NA. Hydraulics. £175, offers. Oakshott, 1, Weston Villas, Thames Ditton. [8173

LEA-FRANCIS 12/40, 1929, 2-seater. Very good condition. Offers invited. Muirhead, 115, Warrender Park Road, Edinburgh. [8174

TC M.G., 1947. Exceptional condition, black. Racing screen, winker traffic indicators, windtone horns, Notek spotlamp, oversize rear tyres, reversing light, full weather equipment. Offers. H.P. available. Part-exchange considered. Photograph on request. Peters, 94, Vine Lane, Hillingdon. Tel.: Uxbridge 5265. [8175

1928 MORRIS COWLEY 2-seater. A little tatty but mechanically sound. £25. Box No. F176, MOTOR SPORT, 15, City Road, E.C.1. [8176

SINGER LE MANS, 1934, 2-seater sports. Silver and black. Engine completely reconditioned. First-class condition throughout. Details from 68, Butlers Road, Birmingham, 20. Tel.: NORthern 1977. [8177

ALVIS, 1931, 12/60 4-seater tourer in good general condition. Many spares, including new gearbox. Nearest to £100. Tel.: Sale (Cheshire) 1991. [8178

ALVIS 12/60, engine just sleeved; reconditioned dynamo; new petrol pump and distributor; re-sprayed black; new hood; tyres good. Wyatt, 4, Nuffield Road, Coventry. [8179

FOR SALE—*continued*

1937 WOLSELEY 14/56 tourer. Gearbox overhauled, new Hardy-Spicers, tyres and body good. Rotoflos fitted. 26 m.p.g. Unfortunately one big-end going. £150, o.n.o. D. Hudspith, 70, Hartland Way, Shirley, Croydon, Surrey. Tel.: Springpark 5127. [8180

3-LITRE BENTLEY landaulette by Gurney Nutting. Overhaul by Bentley specialists now completing. Original paintwork shines as new. Interior excellent, mahogany panelling carefully preserved. Condition is immaculate due being chauffeur-driven pre-war and loving care since. Inspection welcomed, South, London or Midlands. £320, o.n.o. Meyrick, 73, Wake Green Road, Birmingham, 13. Tel.: South 0881. [8181

AUSTIN SEVEN sports 2-seater, rebuilt 1952. Taxed. £55. Smith's, 86, Chalk Farm Road, N.W.1. Tel.: GUL 2767. [8182

F.N.-B.M.W. 329 coupé. £350. Oakshott, 1, Weston Villas, Thames Ditton. [8183

£40—1927 ROVER SIXTEEN sports 4-seater. Dunham, 92, Rossiter Road, London, S.W.12. [8186

DAIMLER sports 2-seater, 15 h.p., 1932. Alloy body. Good hood, tyres, lights, etc. Mechanically sound. £65, or offers. Wilson, Lane End, Willaston (Tel.: 87), Wirral. [8187

1953 FORD V8 SPECIAL. Professionally-built aluminium tourer-type body. Tonneau cover, slab tank; 2,000 miles only. Liverpool area. Best offer over £300. Box No. F189, MOTOR SPORT, 15, City Road, E.C.1. [8189

FIREFLY SALOON, 1933. Manual box. Good runner. Batteries and tyres O.K. £85. 16, Shott Lane, Letchworth. [8190

TALBOT 75, 1935, sports saloon. Reconditioned gearbox, rechromed front, £40. Good condition. £100, o.n.o. Dodd, 8, Mayfield Grove, Gorton, Manchester. [8191

SPECIAL BUILDERS, hydraulic master and four-brake cylinders. High duty 6v. coil. All new, £5. Gee, 84, The Avenue, Ealing, W.13. [8192

SUPERCHARGED FORD 2-seater. Trials. 13,000 miles from new 1947. Best offer. Tel.: Enterprise 1534. [8193

IMMACULATE COOPER 500/1,000. Long-range tank. Complete J.A.P. engine. Will separate. About £190 the lot. Box No. F194, MOTOR SPORT, 15, City Road, E.C.1. [8194

ALVIS 12/50 TC, 1927 sports. Mechanically perfect. Excellent hood, side-screens; 32 m.p.g. Taxed and insured. £80. Oakman, 52, High Street, Yiewsley, Middlesex. [8195

8/18 TALBOT, 1922. Good condition. Reluctant sale. £100, o.n.o. Myatt, 38, The Circle, N.W.2. Tel.: GLA 9456. [8196

1925 HUMBER 8/18 2-seater/dickey tourer. Excellent condition. Reliable. Any trial. Offers over £60. Bell, Crostway, Edenhall, Penrith. [8197

SINGER 1½-LITRE 2-seater sports. Rebuilt and re-registered 1952. Fitted Mk. II engine, wide track 2-litre axles, new body, new 4.44 c.w. & p. (5.44 spare), Girling tele-shockers. £250, o.n.o. Seen Eight Clubs Silverstone meeting. Martin, Woodcock Inn, Littleborough. [8198

M.G. TB 10.9. Dual-green. Factory engine 12,000 ago. King-pins, steering, decoke month. O/S rears, new battery, tonneau cover, hood/side-screens. Chrome immaculate. Windtones, spot lamp. Mechanically perfect. "New" appearance (bought: £495 last May). Offers. Box No. F251, MOTOR SPORT, 15, City Road, E.C.1. [8251

BUGATTI 35 2-litre. Fully road-equipped. Fold-flat aero screens, tonneau, new tyres and lamps. Recently rebuilt and re-registered. Very good condition. £250, o.n.o. Tel.: Chorleywood 260. [8201

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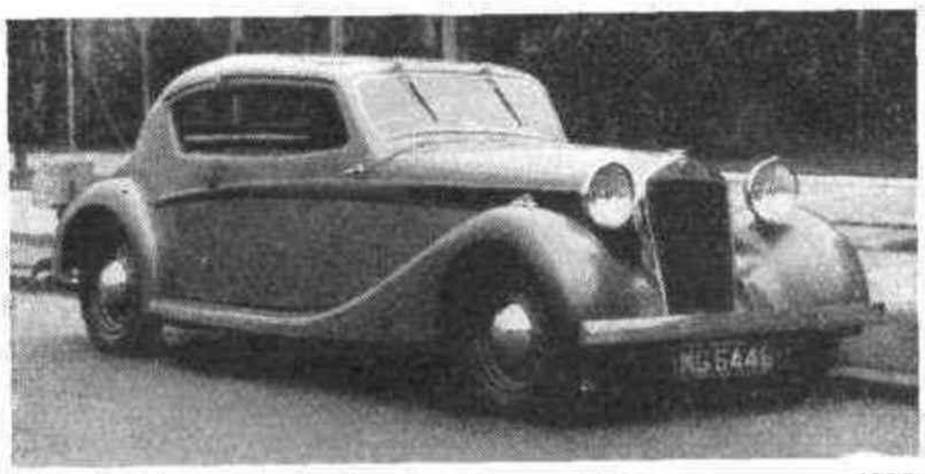
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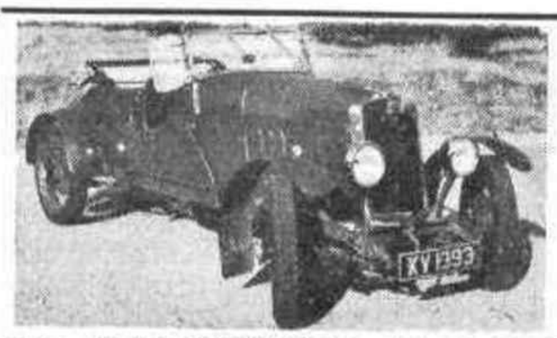
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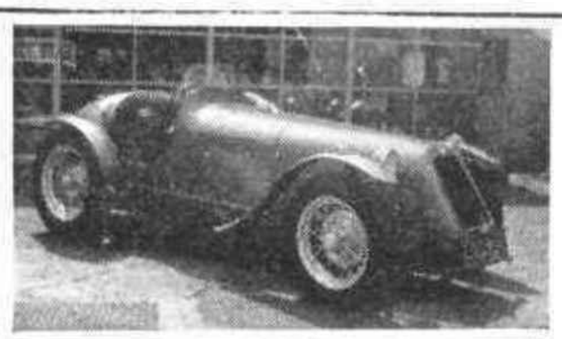
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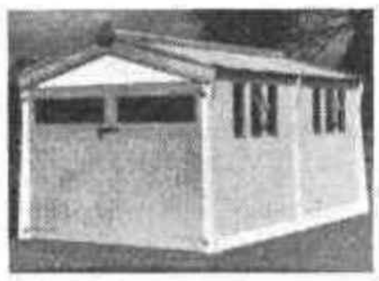
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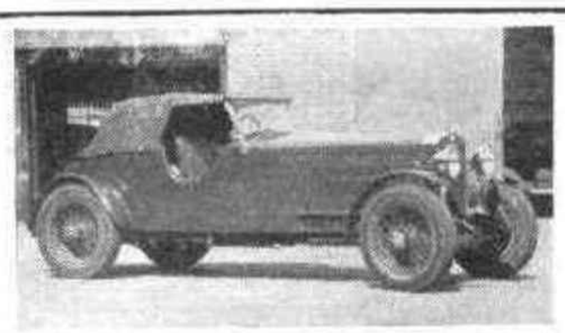
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LANCIA LAMBDA, 1932, sportsman saloon. This car has had one owner till last year and is in superb original condition throughout. Unmarked interior and excellent paintwork **£185**

LAGONDA 2-litre 4-seater tourer. Choice of two **£185**

LAGONDA 4½-litre, 1935, sportsman saloon. In mint condition throughout **£285**

LAGONDA 16/80, 1933, sportsman saloon. Just resprayed, new tyres and batteries ... **£195**

LAGONDA Sixteen Cresta, 1938, D.H. coupe. This is one of six specially built in 1938 at a cost of £2,400. It has recently been extensively overhauled and is in tip-top condition **£385**

LAGONDA 16/80 2-seater. This car has just been rebuilt and fitted with new attractive coachwork **£250**

LORRAINE DIETRICH, 1922, 4-seater tourer, in beautiful original condition **£95**

MERCEDES, 1936, 2-litre D.H. coupe. R.H.D. Now being resprayed. New batteries, etc. ... **£285**

MERCEDES, 1937, 2/3 sportsman saloon. One owner most of its life and the engine has just been rebuilt. Excellent tyres and paintwork ... **£395**

MERCEDES 500K, 1935, fitted 1939 open 4-seater touring coachwork **£485**

M.G., 1937, 2-litre D.H. coupe. Recently fitted new engine. Now being resprayed and fitted with new hood **£295**

M.G. TA, 1937, 2-seater. This car has recently been extensively overhauled and is in tip-top mechanical nick **£275**

M.G. Magna 4-seater tourer. Very clean, with first-class weather equipment **£145**

M.G. 18/80, Mark II, sportsman saloon. Exceptionally clean interior **£115**

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ROVER Ten tourer, 1930. Fitted new hood and tonneau. 32 m.p.g. **£75**

SALMSON 14-h.p., 1939, sportsman saloon, with built-in boot. This car has had one owner all its life and is in very fine fettle **£310**

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SUNBEAM 3-litre, 1926, 4-seater tourer, in original beautiful condition **£225**

SUNBEAM Sixteen, 1931, roadster. Fitted new hood and curtains **£135**

TRIUMPH Dolomite, 1939, 1½-litre roadster D.H. coupe. The engine has just been overhauled and a new hood just fitted **£335**

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ROLLS Twenty, 1928, landaulette. Resprayed, chromed, etc. **£135**

ROLLS 20/25, 1925, owner-driver saloon by Hooper **£325**

ROLLS 20/25, 1933/4, owner-driver sedanca de ville by Barker. Always Rolls serviced and written history sheet from Rolls-Royce since new. Original paintwork. Unmarked blue leather interior. Engine just overhauled. Two owners and 91,000 miles only ... **£575**

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LAGONDA 3-LITRE 1930 open tourer. Hood, 3 screens, tonneau excellent. 2 smooth tyres and upholstery rather original, otherwise nothing wrong. £200 spent on engine and transmission last 10,000. Nearest £270 from genuine enthusiast. Seen Aldershot. Mulholland, Ballywalter Park, Co. Down. [8054

BLUE LABEL BENTLEY, 1923, short-chassis tourer. Completely renovated ; splendid condition throughout. Taxed. Best offer. Cole, Fane Croft, Cambridge Road, Clevedon, near Bristol. [8055

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1933-4 LE MANS ASTON-MARTIN, short-chassis 1½-litre. Excellent. £300, or exchange TA M.G. or S.S.90. 5A, Aboyne Drive, S.W.20. Tel. : Malden 3057. [8057

LAGONDA RAPIER, 10 h.p., 1935. Rebuilt 4-seater body. New tyres. £195. Ken Welfare, 56, Harrow Road, Bedfont, Middx. Tel. : Ashford 3857. [8058

1,087-c.c M.G. Basically L type, fitted with M.G. preselector gearbox, dual exhausts. Recent general overhaul, 32 m.p.g., £180. Riley, Hill Wootton, Warwick. Tel. : Ken 106. [8060

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INVICTA 1½-LITRE 1934. Sound condition throughout. £150. 58, Foxhollies Road, Acocks Green, Birmingham. [8062

RAILTON 8/8 saloon, 1935, fast performance, low mileage, splendid condition, genuine reliable car, £185. Stewart-Baker, 159, Colchester Road, Ipswich. [8063

C-TYPE M.G. engine and gearbox complete with starter, carburetter, all parts good condition throughout. 96, Carholme Road, Lincoln. [8064

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RAILTON 1934, 8-cylinder, Solex carb., tyres fairly good, body needs painting, goes well, first offer over £50 secures. Tel. : Oxted Surrey 224 after 8 p.m. [8069

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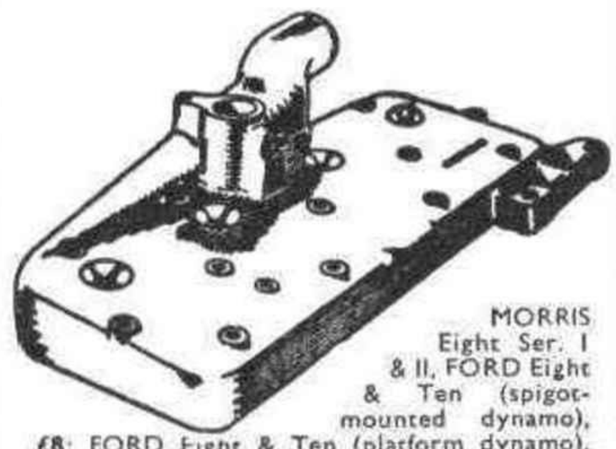
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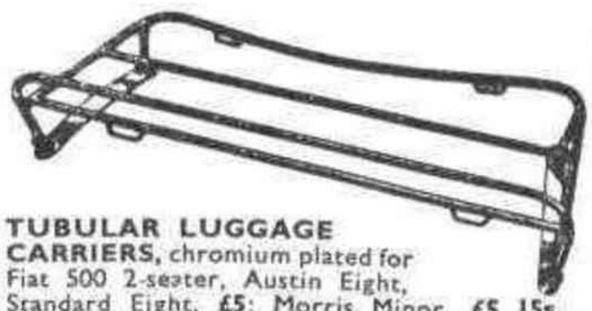
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ALVIS SPECIAL SPEED TWENTY chassis and body Firefly engine. Well shod, good hood and sidescreens. Quite fast. Economical. Most interesting car. £130, o.n.o. Box No. F236, MOTOR SPORT, 15, City Road, E.C.1. [8236

ROLLS TWENTY SPARES, 1923-28. *Adams, The* Cottage, Great Gidding, Huntingdon. Tel.: Winwick 216. [8238

LAGONDA, NOV., 1937, L.G.45 4½ sun saloon. *Immaculate bodywork.* Every conceivable refinement. £180 overhaul finished this year. Taxed. 90 m.p.h., 18 m.p.g. £425. Major Bryant, H.Q. 74 A.A. Brigade, Sutton Coldfield. Tel.: 1675 *(day).* [8240

MERCEDES-BENZ 38/250 S.S. open tourer sports. £300. Chrysler "72" d/h coupé with dickey. £70. Both vintage, sound condition throughout. Storr, 63, Lacey Road, Shirley, Birmingham. [8241

S.S.1 16-H.P. SPORTS SALOON (blue). Over £100 spent. Rebored, re-cellulosed, re-roofed, brakes relined, new battery. £150. Offers. Grove Hospital, Tooting Grove, S.W.17. [8244

BENTLEY 4½, 1928, V.D.P. tourer with all-weather equipment, Zeiss headlamps, tele-control shockers; *original instruction book. Laid-up through war.* Bills shown for £825 restoration by Sid Lawrence, November, 1948; since then considerately driven and carefully maintained, the mechanical condition *being really excellent. New this season:* hood, tonneau, two tyres, eight plugs and leads, battery. Reason for sale: bought Hispano-Suiza 37.2-h.p. Price around £360. Donnington, 79c Cornwall *Gardens*, S.W.7. *Tel.:* WEStern 1475. [8242

BENTLEY SPEED SIX, 1930, 2-seater D/H coupé. 2,500 miles since reconditioning of clutch, starter, dynamo, radiator, water-pump, wheels, headlamps. New carburetters, complete rewire and repaint, etc. £400. Dr. A. J. Milner, Beaconsfield (354), Bucks. [8245

£300. 2-LITRE LAGONDA. Unusually good specimen condition. Very smart. 80 m.p.h. Write: Young, 4, Thornton Way, N.W.11. [8246

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RILEY 9-H.P., 1933-4, helical-type gearbox and normal clutch to fit two-group four-stud bell-housing. Can offer Wilson box and auto clutch in exchange. Cash balance either way. J. *MacBean, Manor* Lodge, Chesham Bois, Bucks. [7725

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1926 BRESCIA BUGATTI 16-valve block and pistons, also any other bits. Robinson, 397, Malden Road, Worcester Park, Surrey. [7898

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ALVIS, Riley, tourer, saloon. Under £70. 69, The Crescent, Colerne, Wilts. [7911

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20-H.P. ROLLS-ROYCE. Any owner seeking good home for one of these models please write. Bentley 3-litre or Lagonda considered. 283, Camp Road, St. Albans, Herts. [8012

PRE-WAR FOURSOME drophead or tourer, 9-14 h.p. Good condition essential. Rover preferred. All letters answered, photos returned. Box No. F015, MOTOR SPORT, 15, City Road, E.C.1. [8015

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CRANKCASE for Nippy Austin Seven, 1934. Urgently. Evans, 40, Queen's Road, Basingstoke. [8024

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M.G. J2 chassis frame in sound condition. T. A. Packer, 19, The Byway, *Potters Bar,* Middlesex. [8094

2/3-SEATER SPORTS thoroughbred, would consider good-looking "special." Photo if possible, *price, details.* Box No. F102, MOTOR SPORT, 15, City Road, E.C.1. [8102

TONNEAU COVER wanted for 1935 Alvis Speed Twenty tourer Vanden Plas. Box No. F113, MOTOR SPORT, 15, City Road, E.C.1. [8113

CORD wanted. Any condition, preferably drophead 810 or 812 model. Box No. F132, MOTOR SPORT, 15, City Road, E.C.1. [8132

FIRST-MOTION SHAFT for L-type Magna. Condition and price to Wilkins, St. Leonards, Bucklands, Nailsea, Som. [8137

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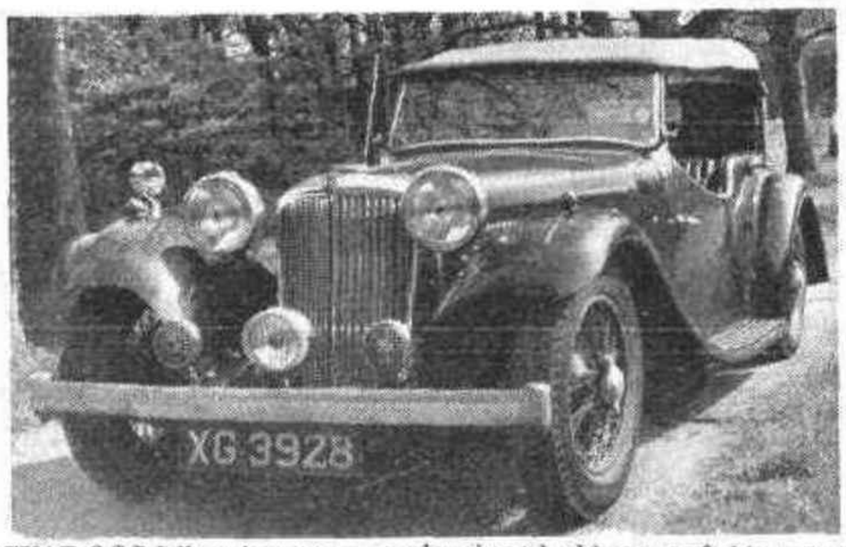
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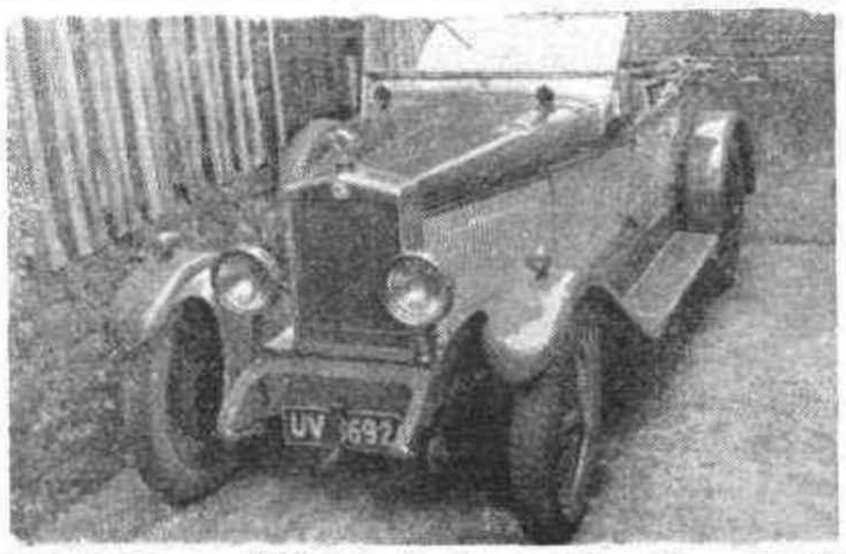
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